

Design and Access Statement

Project: 1A, 1B, 1C & 1D Market Place and Flat No.1 & Flat No.2 Market Cross Maisonettes,
Market Place, Alnwick, Northumberland, NE66 1HS

Client: Tom Robson

Date: March 2023

Revision: A



Introduction

This Design & Access Statement has been prepared by Inhouse Architecture in support of a fully detailed planning application made by Riever Apartments Ltd, for the redevelopment of 1A, 1B, 1C & 1D Market Place and Flat No.1 & Flat No.2 Market Cross Maisonettes, to create two new commercial units, and two serviced accommodation apartments.

A pre-application enquiry was made, and confirmation was given which documents would be required to validate the application. Based on that correspondence the following documents have been provided:

- Location Plan
- Existing Site Plan
- Proposed Site Plan showing indicative layout and access.
- Design and Access Statement

Site Location

The development site is situated in the centre of Alnwick Market Place. Please refer to Site Location Plan.

The site is a cobbled market square, faced by local shops and cafes. There is public parking to the south with a loading bay directly opposite the development to the north. The site is bordered with public seating to the north and east.

Existing Use

The existing use of the project is both commercial and residential. The listed building has one commercial unit on the ground floor, with two 1 bed apartments spanning both first and second floors. The non listed building has commercial units on the ground floor and a single commercial unit on the first floor. The commercial units include, a barber shop, café and beauty salon with a vacant department store on the first floor.

Intended Use

For the listed building, new access is proposed from the front of the building, which splits the ground commercial unit into two separate smaller commercial units. The new access will lead to a single luxury two bed serviced accommodation unit on the first and second floor. The proposals also include the change of use of ground floor units 1A, 1B & 1C and the first floor commercial unit to a larger Café/ Restaurant which spans both floors. Access to the first floor will be maintained from unit 1A with an additional stair also added.

There will be no staff based at the accommodation. The accommodation will be overseen by Riever Apartments with cleaners required when the accommodation is vacated. The exact requirements will depend on the lengths of the client's stay, with the cleaning staff required after each booking has vacated. The cleaning staff will use local long stay car parking, walk to the site or use public transport. The cleaning staff will also be responsible for the weekly refuse collection. A bin store will be located on the ground floor of the central access to the serviced accommodation which will serve both units.

Staff for the café/ restaurant will also make use of the local long stay car park, walk to the site or make use of public transport. Operating hours of the café/ restaurant unit to be agreed with the future tenant.

Design Principles

The external design changes will be limited due to the heritage and listed nature of the buildings. The main changes will be the use of the buildings. We are proposing to increase the number of commercial units on the ground floor to the listed building and replace the first floor two residential units with serviced accommodation. Units 1A, 1B & 1C consists of 2 commercial units and 1 café, which we propose to convert into one larger café/ restaurant, also incorporating the first floor department store. The restaurant will have a minimum capacity of 80 users over both floors. The proposals are designed to increase footfall to the local area, provide more opportunities for local businesses and boost tourism. We feel the updates to the building will not detrimentally affect the access requirements of the site and local area. As stated in the Council's response to the pre-application, it is felt that the traffic generated by the development will not be significantly greater than the site's previous use.

Access

Due to the development's central location within the town, there are a number of main access routes to the site. The main access road from the south and east is the B6341 with Narrowgate and Bondgate. Within the main access routes from the north. There are a number of public footpaths that access the development from all sides of the market square.

Sustainable modes of travel

There are a number of options for sustainable modes of travel to Alnwick marketplace and the proposed development. Local residents can make use of local bus services with the Alnwick bus station situated within walking distance, only 150m away for the proposed development. The nearest train station is situated 3.8 miles away at Alnmouth Station. Local bus services run a service at least every hour with a 13 minute journey time to Alnwick Bus station. There are also four existing cycle stands situated directly outside the development, with extra space situated on the FF of the 2 bed serviced accommodation for cycle storage.

Car Parking

Guests staying at the serviced accommodation will be advised before arriving by car, that there is no private parking. They will have use of the 30 minute stay parking, with a disc on the square for offloading, then they would move and park in one of the many long stay car parks within walking distance of the development. Customers visiting the restaurant will also make use of the many long stay car parks in the local area.

Lighting

There will be lighting required to the entrance to the serviced accommodation unit, to provide a safe and secure entrance to the unit, as users will be arriving and exiting the unit during later hours.

Lighting will also be required to the restaurant as users will also be arriving and exiting the restaurant during later hours. Exact lighting specifications will be agreed with the future café/restaurant tenant.

Construction

The construction requirements will be fairly limited. The vacated commercial units on the ground floor will be used for site storage of materials only as there are no requirements for large plant on the development. There is an existing loading bay which will be used for the offloading of site materials which will then be transferred to the storage area. There will be no requirement for any materials to be stored on the public highway.

The construction works will be phased, with the serviced accommodation to be part of the first phase due to the complexity of the work. More materials will need to be stored for the serviced accommodation with only light renovations and updates required for the ground floor commercial units. The ground floor commercial units will form part of the second phase.

Site parking will be required for a limited number of site operatives, with temporary longer stay permits which can be provided by the council.