

Residential development at a former garage site.
Chamberlain Avenue, Penkhull, Stoke-on-Trent

Design & Access Statement

Client: Fortior Homes Limited

File Ref: 1804/06
Date: August 2018



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1.0 Introduction

- 1.1 This statement is submitted in support of a full planning application on behalf of Fortior Homes Limited for a residential development comprising of 10 apartments.
- 1.2 The client aims to deliver a high quality, residential scheme within the context of an existing well-established residential housing estate.
- 1.3 The apartments form one block comprising of 5 ground floor apartments and 5 first floor apartments, creating a total of 10 units.
- 1.4 The scheme was submitted for full planning approval on the 20th September 2018 and this design and access statement is intended as supporting information to that application and should be read in conjunction with all submitted drawings and specialist reports.
- 1.5 Several pre-application meetings have taken place with Planning Officers to discuss the layout, form and elevational treatment prior to this application being submitted.



2.0 The Site

- 2.1 The site is accessed from Chamberlain Avenue to the North. The site, although surrounded on 4 sides by neighbouring properties it appears to be relatively open due to its elevated status. Chamberlain Avenue has a steep gradient and leads down to Stoke town. Our site is situated at the top of Chamberlain Avenue. A brick built, electrical sub-station sits prominently to the North of the site adjacent to the access, with a concrete interlocking tiled roof at approximately 50 degrees in pitch. The Eastern and Southern boundaries are surrounded with hipped roof traditional semi-detached properties, typical of the wider area. To the West lies a series of linked houses constructed in buff brick. However, these face away from the development and look towards Penkhull village. An elevated public footpath winds its way across the West of the site and ends in a series of steps adjacent to the sub-station.



- 2.2 The site is currently occupied by 2 blocks of flat roof garages, 16 in total, owned by the City of Stoke-on-Trent Council. Our client advises that the garages are under-utilised and need repairing. The site is prominent, and the grass is maintained however such an elevated and prominent site could be used in a more effective way.
- 2.3 The topography is a moderately flat plateau with a small slope falling away to the North-East. Generally, the wider area slopes to the East towards the much lower London Road. Due to the site's elevated nature compared to the rest of the city it is not recognised as having potential for flooding. There are no known TPO's identified within the site.
- 2.4 Due to the site's urban location, the road network and public transport systems are well established with a bus stop leading towards Stoke, Newcastle and Hanley (Bus route yellow 9) only a few minutes' walk into Penkhull village.



2.5 The area has a varied form of architecture typical of an urban area being created over a period of time, with traditional red brick, 2 storey bay windows topped with hipped roofs fronting Chamberlain Avenue and its associated streets, the mono-pitch bungalows facing the site to the North and the buff brick linked houses facing Penkhull village. The area has a wide palette to draw from.



Existing Garages



The Site



Existing Sub-Station



Chamberlain Avenue



3.0 Design

3.1 Use

The development site sits within a largely residential region of the City and will see 10 apartments replace an under-utilised series of 16 garages. The site will create an opportunity for modern living apartments for the Professional person that work locally at the nearby hospital or businesses in the city centre. The nearby Penkhull village is a popular area which can provide a diverse range of existing facilities which already serves the wider community.

3.2 Amount

The development will provide the following: -

- 10no. 1bed 2-person apartments

3.3 Layout

3.3.1 The site is a typical infill plot with the usual constraints on a site such as this. The site is surrounded on 4 sides by existing dwellings and the nearby electrical sub-station and its network of cables needs careful consideration when locating the dwellings. The new development must feel part of the existing community but the existing topography, Local Planning policies and existing infrastructure tend to dictate the layout.

3.3.2 The site makes use of the existing established garages access from the North of the site adjacent to the sub-station. It is our intention that the development will be enclosed by 1.8m close boarded fencing to all boundaries. But the stepped right of way access is to be maintained, therefore creating a better link to Penkhull and its facilities.



Existing Right of Way to Penkhull Village



- 3.3.3 The development takes the form of one block of apartments sited centrally on the site running East to West. Space about dwelling policies have been considered in the design.
- 3.3.4 As the development will consist of apartments, onsite parking provision will be made for 1.25 car parking spaces per apartment in line with the City's parking standards for this use type.
- 3.3.5 Given the site location, availability/ accessibility of public transport, the proximity to a main residential area, and travel to work by walking, public transport and cycling, the development promotes a sustainable transportation environment in accordance with Local planning policies.
- 3.3.6 It is intended that the apartments are situated in an open, accessible environment with close links to the surrounding area. The car parking is clearly visible from the apartments and a low-level lighting scheme will prevent anti-social behaviour within the development. The only access into the development will be via Chamberlain Avenue and the pedestrian link footpath from Penkhull. The communal garden space is not intended to be enclosed to allow enjoyment by all residents.

3.4 *Scale*

- 3.4.1 The scheme provides one block of apartments at both ground and first floor. All first floor apartments are accessed via a private individual staircase. The size and scale is typical for the local area.
- 3.4.2 The site area is approximately 1510m² (0.37Acres) of which 845m² (56%) is hard landscaped, incorporating 211m² of garages.
- 3.4.3 The proposed development would create an overall external build footprint of approximately 292m².
- 3.4.4 The total gross internal floor area of the development is approx. 460m². This comprises of:-

- Ground floor	45m ²	(5No. 1B2P house)
- First floor	47m ²	(5No. 1B2P house)

- 3.4.5 The apartments will have a maximum approximate height of 9 metres. However the topography will create a stepped effect to the elevation.

3.5 *Landscaping*

- 3.5.1 Pedestrian areas and delineated parking spaces will be formed in concrete block pavers with tarmac surfacing to the access road.
- 3.5.2 The existing site comprises of a small maintained area of grass to the North-east of the site and the access road leading to the garages consists of loose gravel. There are several trees on site and an arboricultural survey has been undertaken and provided with this application. Where possible the trees have been retained.
- 3.5.3 The new development will retain the grass area and trees fronting Chamberlain Avenue and introduce additional grassed amenity space to the rear of the



development, as indicated on the proposed site plan. New trees will be planted where possible.

3.5.4 As part of the proposal 13 car parking spaces have been indicated on the site layout. Parking spaces will be identified by use of contrasting block pavers, white lining and numerical reference.

3.6 *Appearance*

3.6.1 The development is to be constructed in modern materials and finished to both compliment and uplift the surrounding area. It is intended to use white Upvc windows, with traditional facing brickwork providing the majority of external wall materials. All finishes are visible in the immediate vicinity.



Bay fronted semi-detached property



Mono-pitch Bungalows



Linked detached housing



Linked Bungalow



4.0 Access

- 4.1 The existing access point from Chamberlain Avenue will be retained and upgraded to provide access to the new development. Access to the Electrical sub-station will also be maintained.
- 4.2 Pedestrian access will be provided directly via a footpath link from Chamberlain Avenue and follows the same route as vehicles. The pedestrian stepped access will also be maintained providing an important link to Penkhull and its amenities. The layout is intended to control access opportunities and keep comprehension of the site as simple as possible.
- 4.3 There will be space on site for the access and turning vehicles.

5.0 Conclusion

- 5.1 Our client wishes to provide much-needed housing in the area by enhancing an under-used garage site with sympathetic architecture and a series of apartments for the young professional which will be beneficial to the local community. It is proposed that the re-development will enhance the character.
- 5.2.1 The site is ideally located with good transport links for residents, and visitors and the design draws from the local palette of architecture in the vicinity.
- 5.2.2 New residential schemes play a vital part in the life of the local community. The proposed site is located within easy walking distance of the local shops and facilities and this will contribute significantly to retail viability providing additional expenditure within the local community, shops and businesses.

