SAVAGE HAYWARD
ARCHITECTS

Proposed Redevelopment
39 Derby Road
&
15-21 Alma Road
Hinckley

DEVELOPMENT SERVICES
02 APR 2008
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Design & Access Statement

Mar 2008
08/17

1 Introduction

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1.01 Savage Hayward Architects have prepared this Design & Access Statement in support of Martin Rumble's and Colin Blower's application for Outline Planning Permission for the residential redevelopment of their sites at 39 Derby Road, and 15-21 Alma Road, respectively.

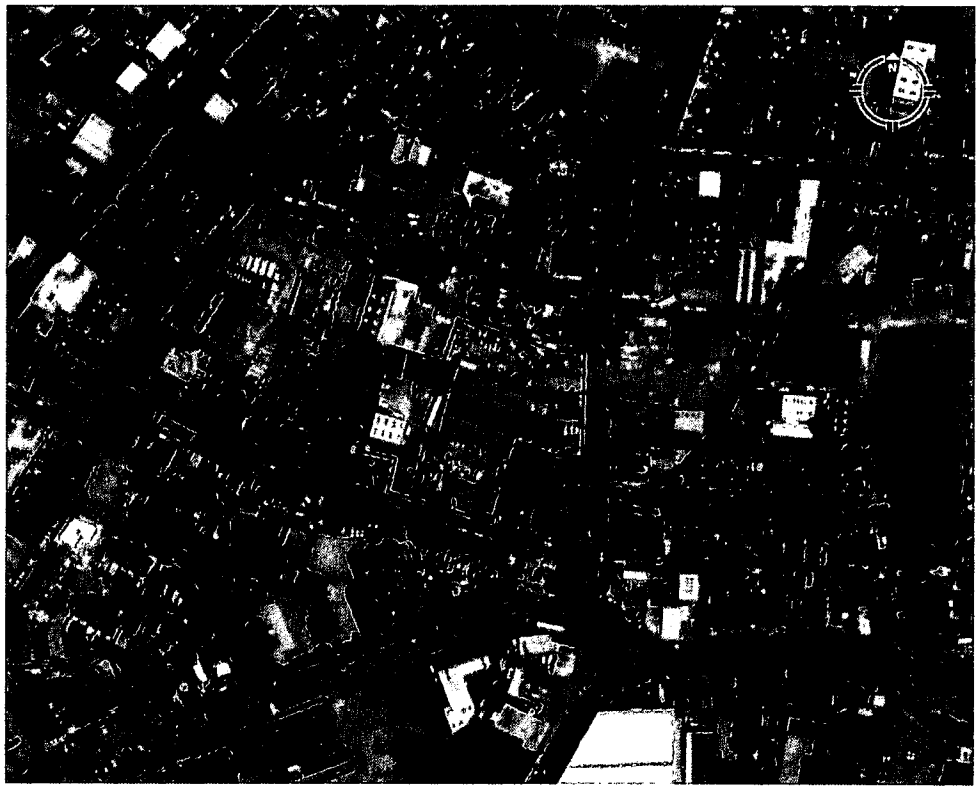
1.02 This Statement is prepared with reference to:-

DCLG Circular 01/2006
CABE: Design & Access Statements
Hinckley & Bosworth Local Plan 2001
Druid Quarter Masterplan & Regeneration Strategy
Disability Discrimination Act 1995
Building Regulations Approved Documents

1.03 A major criterion in the development of the outline proposals was that there should be a single cohesive layout incorporating the two sites. However consideration is also given to the ability of each site to be developed as a separate phase of the overall scheme.

1.04 To overcome practical and legal difficulties, it is intended to submit a separate planning application for each site utilising the same layout proposal. There will be an overlap in the application site areas thus tying the two schemes together.

1.05 This report will consider the physical and social context of the site. Although the planning application is in outline only, this report will also establish a design framework for the future development of the site.



aerial view

2 Contextual Analysis

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Site And Location

2.01 The site is located to the north of Hinckley town centre, and is within the eastern boundary of the designated Druid Quarter.

2.02 The site is very sustainable, being less than 400m from Castle Street, the primary shopping street in the town. There are excellent vehicular and pedestrian links and a regular bus service operates along Derby Road.

2.03 The Druid Quarter Masterplan recognises that sites associated with the motor trade are incongruous with the historic character of the area and make no positive contribution to the desired regeneration. Both of the application sites fall within this category.

2.04 There is currently approximately 2200m^2 of floor space within the Martin Rumble site and 860m^2 within the Colin Blower site. This is mainly contained within single storey buildings and include workshops, showrooms, storage and some offices.



contextual plan

2.05 The Druid Quarter area contains both residential and industrial property in approximately equal measure. However many of the older factory units are becoming empty as industry recedes and/or relocates to more sustainable industrial locations. Residential use is expanding into the resulting void.

2.06 The majority of the existing housing is predominantly two storey and terraced, built around the turn of the 20th century. House frontages are generally built up against the back of footpath. If there are front amenity areas these are very short, between 1.5 and 2m. The resultant effect is one of very tight formal streets.



typical housing
note the strong linear form
chimneys dominate skyline

2.07 The general street pattern is very linear, with the primary roads essentially running north-south, interconnected with minor access roads running east-west.

2.08 The existing factory and warehouse buildings are tall two storey to 4 storey in scale and are a major factor in the distinctive character of the area.

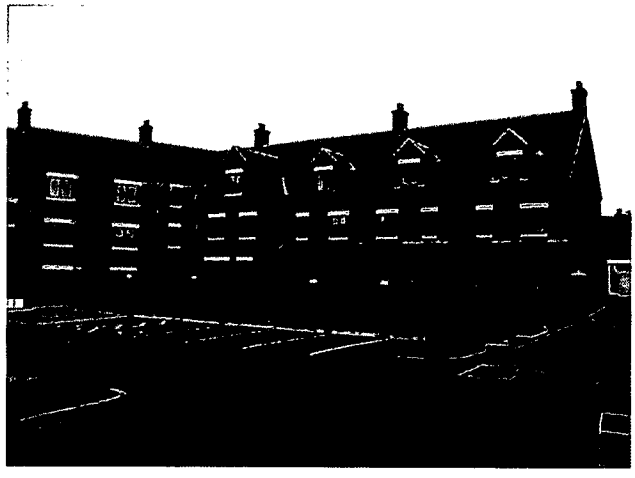


typical industrial buildings

2.07 Nearby recent developments include the site on the corner of Druid Street and New Street, one on the corner of Druid Street and Albert Road, and one currently under construction opposite the application site on Derby Road. These developments have a mix of 2, 2½ and 3 storey and follow the simple form of the historic housing in the area.



new housing
following simple form of original housing



new housing
2½ & 3 storey scale
dormer feature introduced

Topography

2.08 The site follows the general topography of the area, rising gently from the south-west to the north-east. Frontage development along Alma Road will be virtually level with a total fall of only 400mm. The site frontage along Derby Road rises approximately 1800mm therefore frontage buildings will require stepping.

3 Photo Analysis

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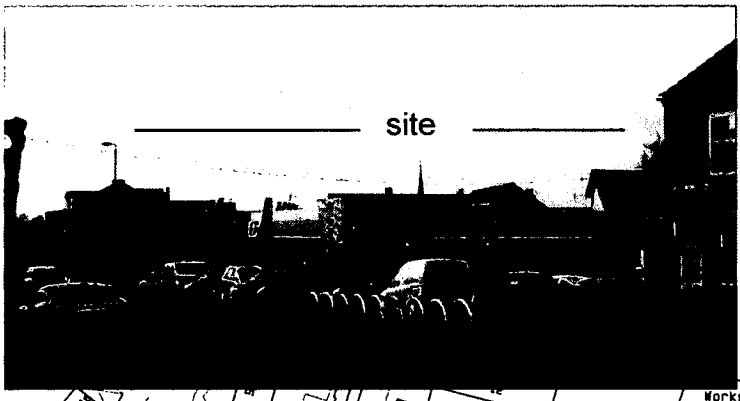
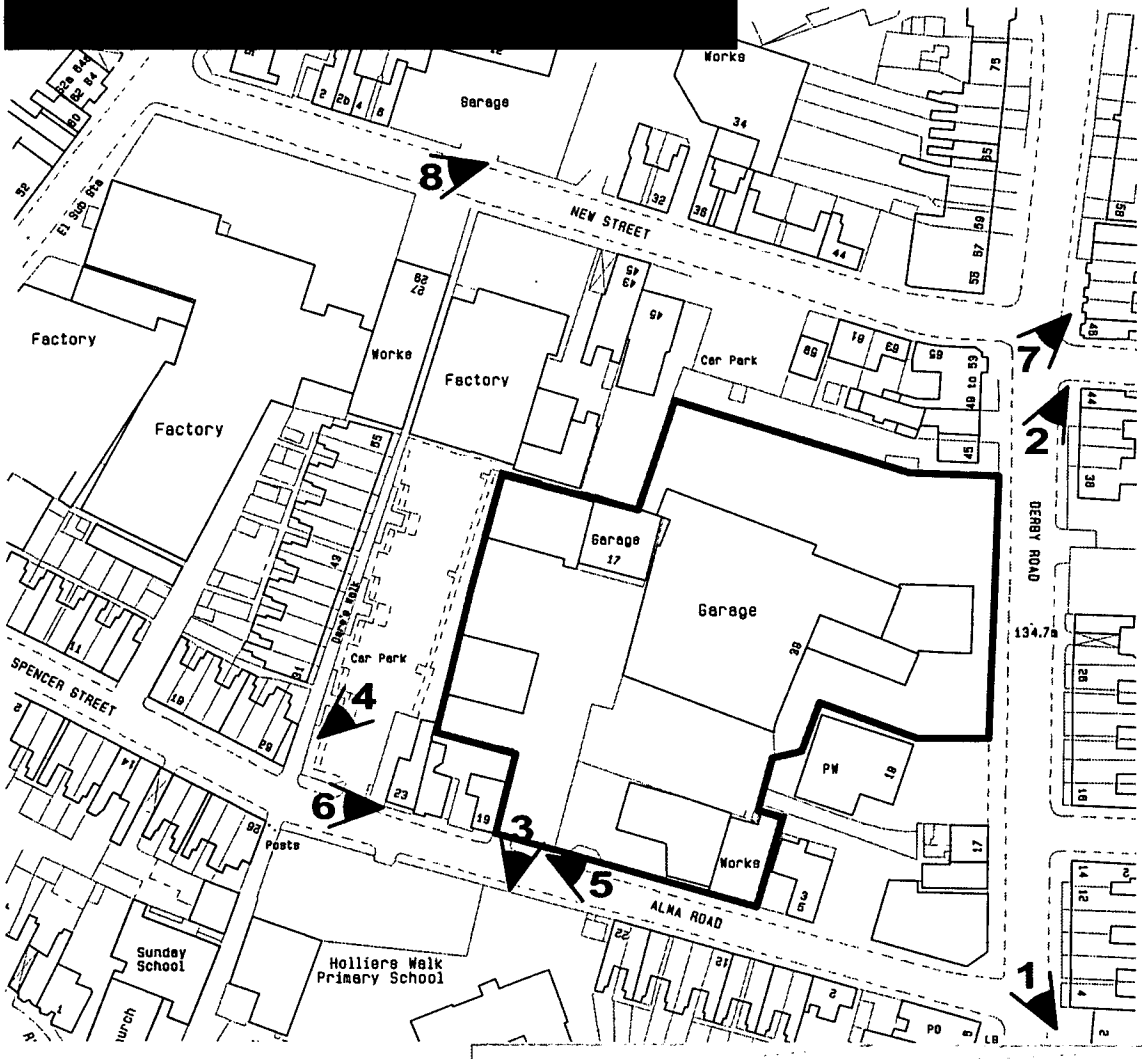


view 2
forecourt parking, flags and signage create untidy street character





view 1
site creates a void in the street scene



view 3
flat and low pitched roofs produce a featureless skyline - no scale



view 4
view across car park (future public open space)
modern buildings on application site provide unattractive backdrop



view 5
houses on back of footpath create intimate street character
Chimneys dominate skyline



view 6
strong linear form with dominant factory building on distant street corner a common feature of the area
unusual hipped roof to end of terrace



view 7
poorer quality buildings
originally residential with ground floors converted to commercial

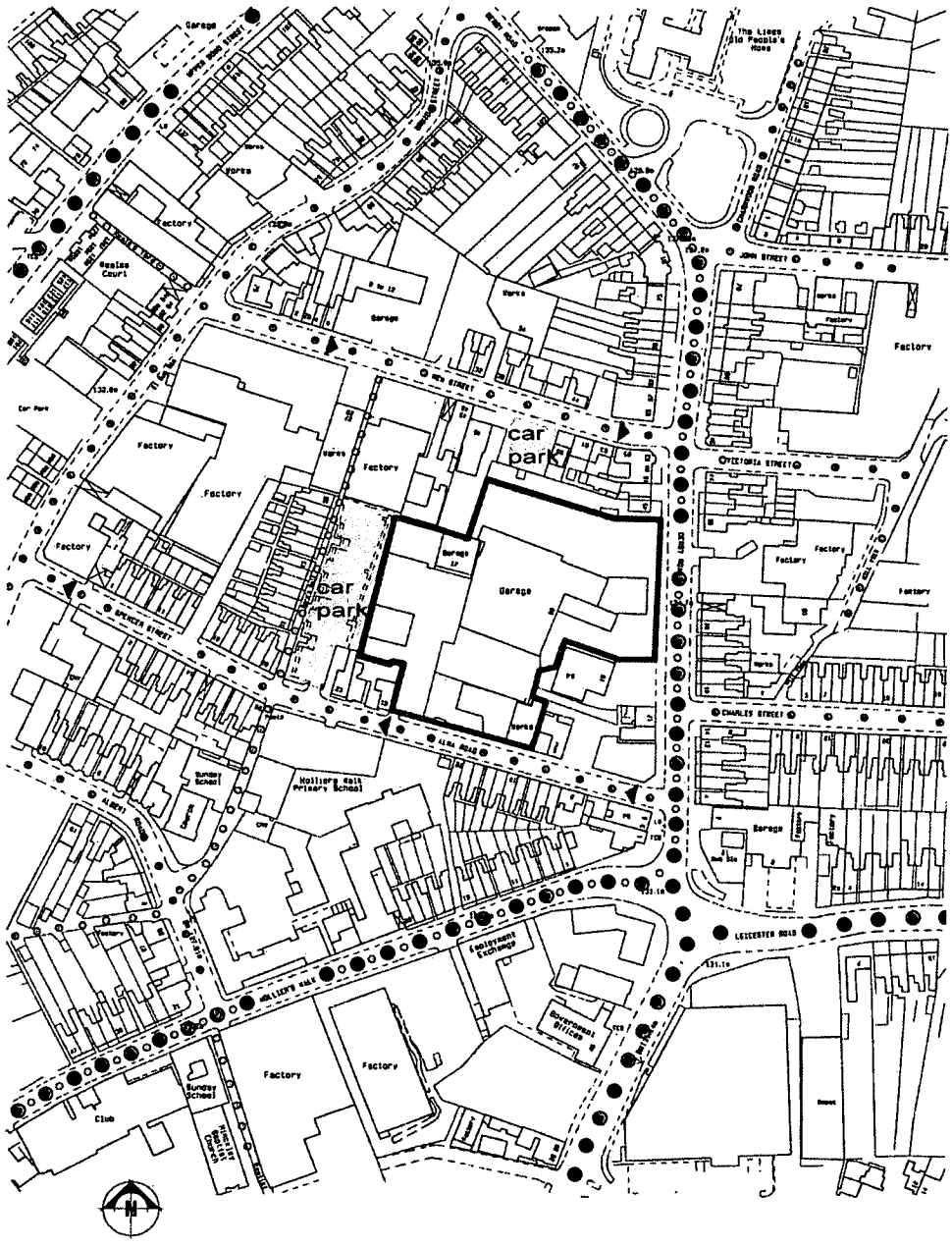


view 8
flat and low pitched roofs produce a featureless skyline - no scale

Communications

2.09 The site is well served with transport links. Derby Road is a principle road linking Leicester Road (A47) with Ashby Road (A447). It also links onto New Buildings which in turn joins Castle Street, the primary shopping street in the town.

2.10 There is also a pedestrian only route, Dares Walk and Baptist Walk offering a direct link between the site and the town centre.


car park
car park
Factory
Garage
Sunday School
Factory
Factory
Factory

Site Characteristics

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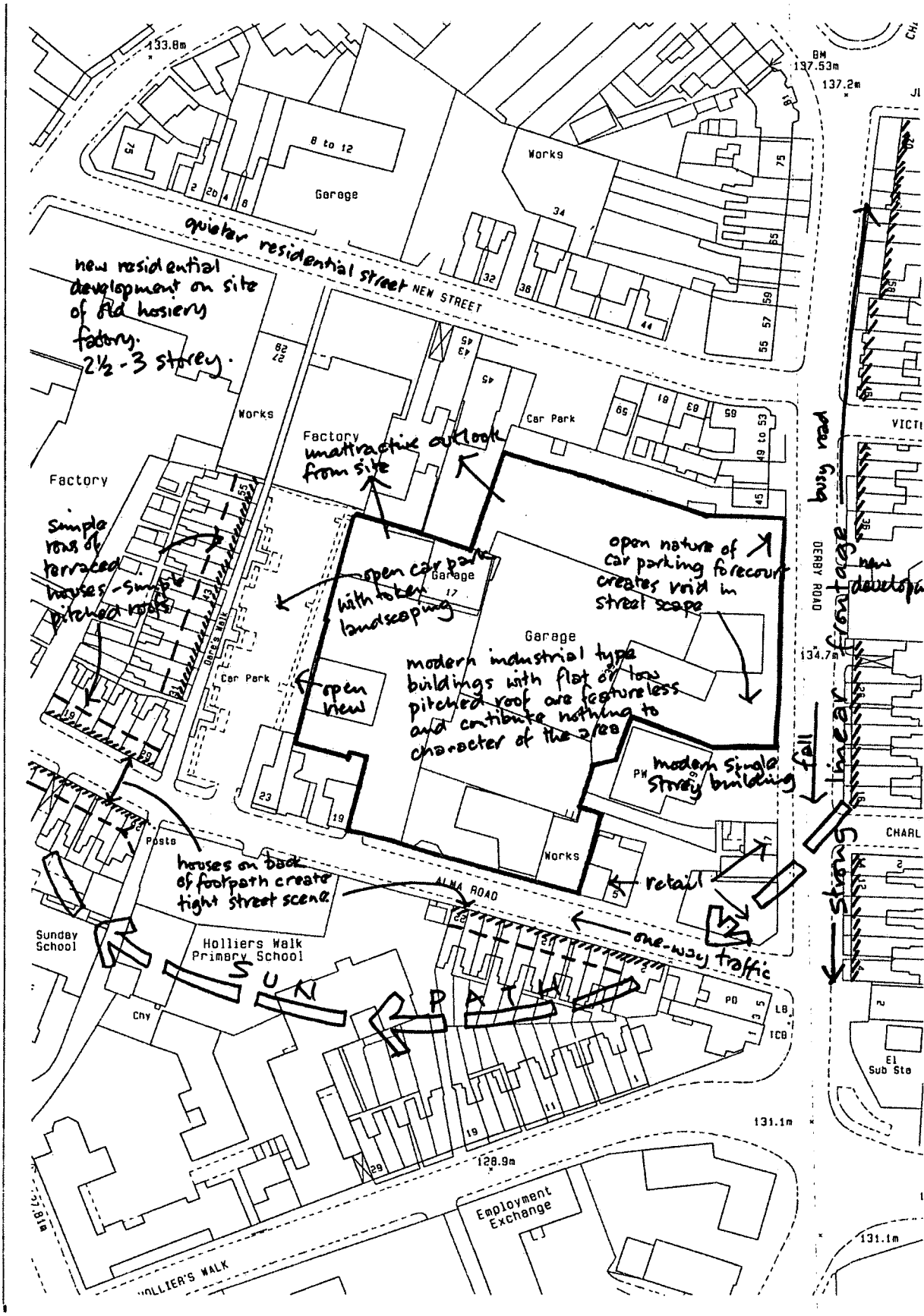


3 Design Principles



Basic Framework

3.01 As this is an Outline Application, the detailed design will be the subject of a Reserved Matter. However, it is intended within this submission to demonstrate a cohesive and sustainable proposal that addresses in a positive manner those issues covered in the supplementary reports and site appraisals.

3.02 The Conceptual Plan illustrates the key design parameters that have led to the current proposal. This has evolved through analysis of the location, consideration of current developments and discussions with the planning officers. In particular responding to officer comments to a previous application that was recently withdrawn.

3.03 Although the proposal is predominantly residential, a proportion of business use is included in order to retain some employment on the site.

3.04 The suggested scheme provides for a total of 57 dwellings divided roughly 50-50 between houses and flats. The total area of the two sites is 0.7 Ha which equates to an average density of 80 dwellings/Ha. This is considered appropriate for sites within town centres or on the fringes as is the case here.

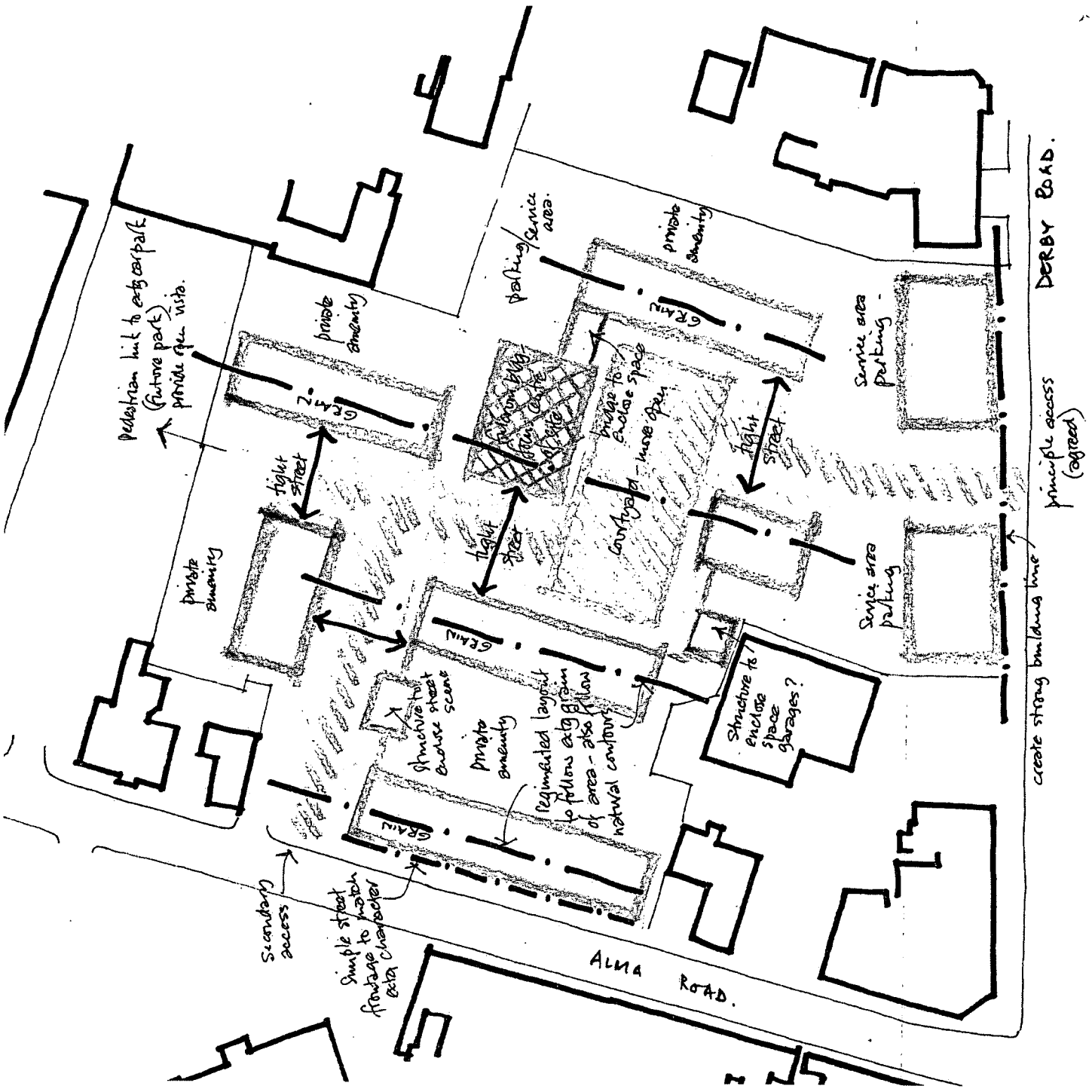
3.05 Although it is not intended for the detailed design of the dwellings to be considered in this application, it is demonstrated that a good mix of dwelling types, ranging from 1 bedroom flats to 3 bedroom houses can be accommodated within the proposed layout.

3.06 Work units are proposed within the two three storey blocks fronting Derby Road. This includes a gross floor area of 824m² spread over the first two floors, exceeding the 733m² agreed with the previous applicants.

3.07 These office units are designed on a residential module to allow for conversion to flats should there prove to be a lack of demand for office space in this location.

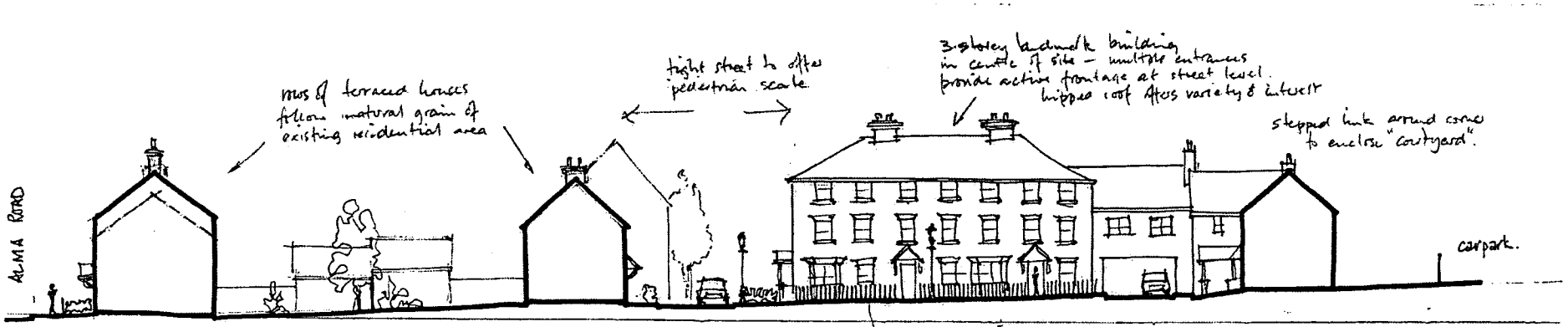
3.08 The principle of the access in the centre of the Derby Road frontage has been established with the previous application. This position enables the correct junction geometry to be achieved with satisfactory pedestrian and vehicular visibilty splays.

3.09 A second access onto Alma Road will ease the burden of traffic onto Derby Road. Satisfactory junction geometry can again be achieved due to the wide site frontage available.

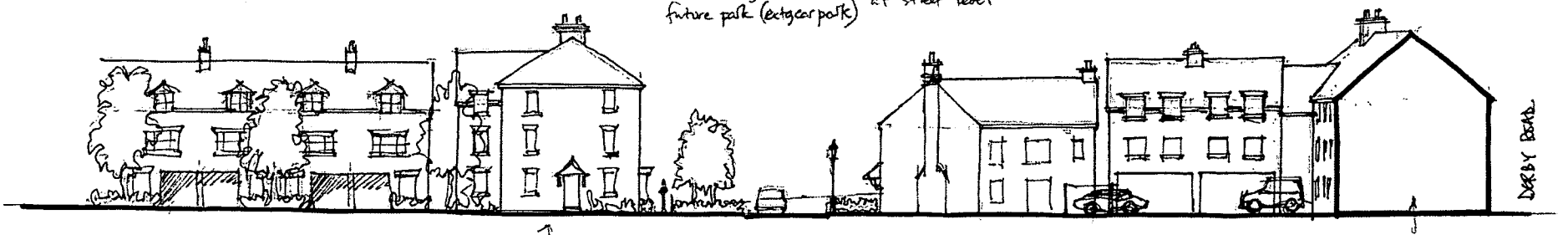


conceptual plan

3.10 A major characteristic of the proposed layout is the creation of 'streets' within the development. This reflects the nature of the surrounding residential area. This is enabled by allowing the access road to be continuous through the site from Derby Road to Alma Road, rather than resorting to cul-de-sacs.



NORTH - SOUTH SITE SECTION



EAST - WEST SITE SECTION.

conceptual
street elevations

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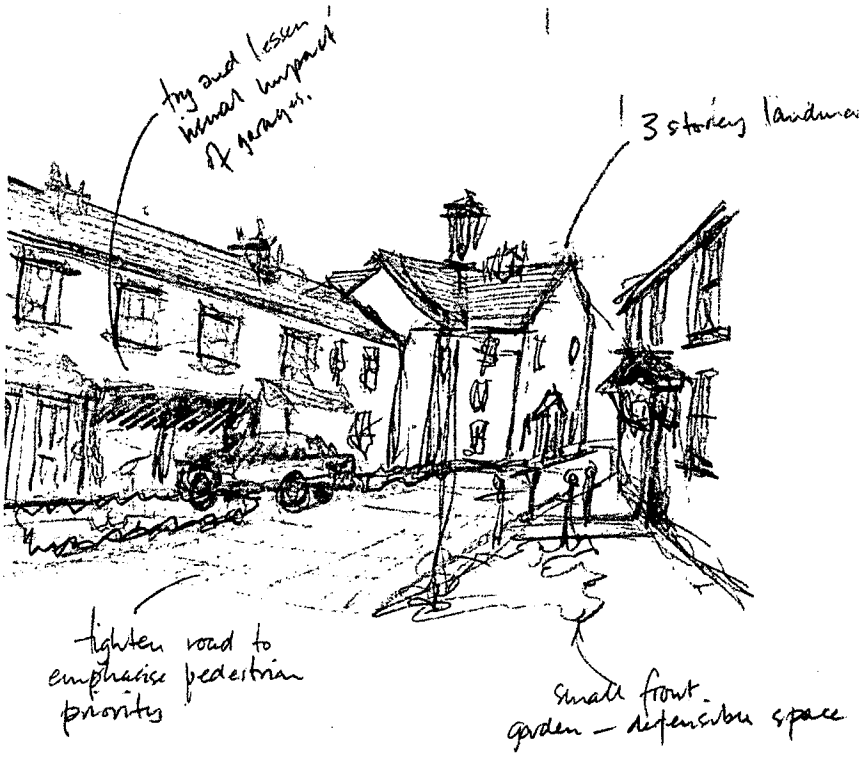
3.11 There are three frontages to the development, Derby Road, Alma Road and the public car park.
Derby Road is the most active and it is here the work units are proposed. This will provide a robust frontage to the road and successfully fill the gap in the street scene created by the current garage forecourt. This will also lift the residential use above the busy road level.
Alma Road is very residential in scale and character and the new development will follow the existing formal linear form.
Although the existing car park off Alma Road is due to remain for the foreseeable future, consideration is given to the possibility of this becoming an attractive public open space, and buildings fronting this area will be given an active frontage.

3.12 Although the scale of buildings immediately around the site are predominantly two storey, new development in the area is establishing 2½ and 3 storey precedents which compliment the industrial heritage.
The proposal adopts a mix of 2, 2½ and 3 storey ; the lower height will offer a domestic scale and the taller blocks will echo the surrounding area where tall factory buildings often occur at the end of terraced houses.

3.13 In addition to the main street running through the site, it is important to link the new development with the future open space and the public footpath, Dares Walk.



3.14 It is intended to create an environment which gives priority to the pedestrian. Traffic speeds will be controlled by the tight bends in the access road and the by the close positioning of buildings and other features such as boundary walls and hedges etc.

3.15 The visual impact of cars will be lessened by setting garages back from main building frontages and creating small parking courts hidden from main circulation but overlooked for security.

Landscaping

3.16 As this is an outline application landscaping will be the subject of a Reserved Matter. However it is considered important to creating the right environment within the scheme, and the proposal suggests a formal approach using dwarf walls, railing fences and low hedging to reflect a more urban character.

3.17 Tree planting will be limited because of the tight built form. This could be used to effect along the street connecting the centre of the development to the future park area.

3.18 Careful choice of materials for the hard landscaping, and the use of street furniture will enhance the spaces around the buildings

4 Access



The Access Statement relates only to "access to the development" and does not extend to internal aspects of individual buildings. Internal access is covered by Part M of the building regulations and will be dealt with at that point in the development of the proposals.

Access To Site

4.01 All users will have equal and convenient access to the site by means of comprehensive road, and footpath networks.

4.02 Vehicular access to the proposed development will be from Derby Road and/or Alma Road

4.03 Pedestrian access will be afforded from the adjoining roads and also to the public footpath, Dares Walk.

4.04 The new access roads and footpaths will be adopted and maintained by the Highways Authority.

4.05 A bus stop is close by on Derby Road.

Access Within The Site Area

4.06 The site itself and main approaches are generally level, therefore providing easy access for elderly or disabled pedestrians. Access to, and within the proposed development, is therefore inclusive and allows people to get to the place on equal terms regardless of age, disability, ethnicity or social grouping.

4.07 The proposed parking and access layout will be designed to complement the proposed development and will be in accordance with Local Planning Guidance Regulations offering the minimum car parking sizes and distances between spaces.

4.08 The indicative site layout submitted as part of the application shows that vehicles enter the site through the new access, and will park in a clearly defined car parking space that will be designated by an agreement between the developer and the occupant of the building. Vehicle users will subsequently walk to the clearly identified front entrance doors. In the case of a disabled visitor, suitable provision will be made to satisfy the requirements of the Disability Discrimination Act.

4.09 A suitable external lighting design will be determined and implemented to ensure safe movement for all pedestrians and vehicles within the site.



Access Up To And Within The Building

4.10 Access up to and within the building will be in full compliance with the Approved Document Part M, Access to and Use of Buildings, 2004 Edition. The areas that will be designed in line with Part M are:

1. The approach to the building.
2. Access into the building
3. Entrance doors, corridors, passageways, and internal doors within the entrance storey.
4. Vertical circulation within the entrance storey.
5. Accessible switches and socket outlets within the building.
6. WC provisions in the entrance storey of a building.

Access For Emergency Services

4.11 Access for Emergency Services will be via the new road infrastructure, and access will be afforded, as required, to all parts of the development.

4.12 The buildings will be designed to ensure the Fire Safety of all occupants. This will include maximum distances the fire tender vehicle shall be located from the proposed new building in line with the Approved Document; Part B.

4.13 Specific details for this will be provided at the Building Regulations stage, however the specification for the construction of this development will be in accordance with Approved Document Part B.