

DESIGN & ACCESS STATEMENT

PROJECT

New 2 Bed dwelling in place of the existing garage at Strathmore Road.

ADDRESS

Land and garages on south side of Strathmore Road, Horfield, Bristol, BS7 9QQ

PLANNING SUBMISSION

04.12.23

REVISION

-



Introduction

This Design & Access statement has been prepared by Moon DESIGN, on behalf of our clients as part of a Full Planning Application for the construction of a 2 bedroom dwelling in place of an existing garage in Ashley Down.

The site is currently occupied by a single storey garage which has seen no modernisation since its original construction and following severe damage now stands in a poor state of repair.

The scheme has been designed to balance the requirements of our clients whilst carefully mitigating any impact on neighbouring properties.



Location

The applicant site is located on the southern side of Strathmore Road, South of the Memorial stadium and East of Gloucester Road.

Strathmore Road is typified by late Victorian and Edwardian residential terraced houses. The majority of houses in the immediate area consist of either Stone or Red brick facades facing the public realm.

The site is located within a sustainable area served by local amenities and shops on the Gloucester Road comprising, bars, eateries, shops, local butchers and green grocers. Horfield common and Muller Road recreation grounds are located within a 5 minute walk of the applicant site, and Bristol City centre is 3.5km south of the site.



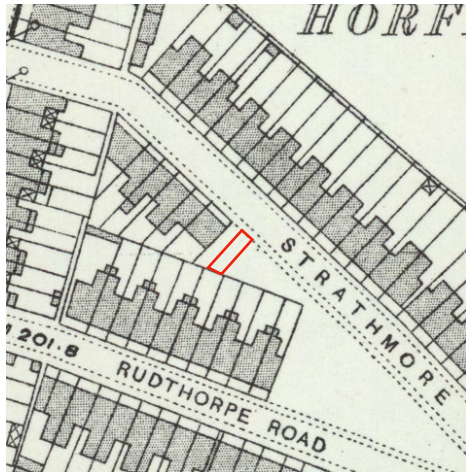
Historic Development

The historic maps below provide a picture of how the site has developed. The Garages appear to have been built as a terrace some time between 1939 and 1943. The garages were developed on the narrowing strip of land between Strathmore Road and Rudthorpe Road.

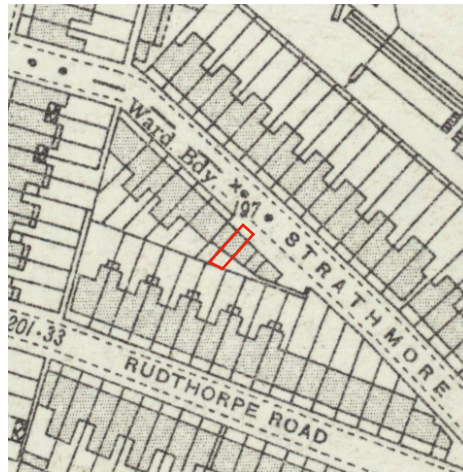
Most recently serving as storage for construction materials and site safety equipment, the applicant site has remained unused for several years.

Several of the neighbouring garages have been developed in recent years. The neighbouring property at N°13 Strathmore Road was formerly a garage and the two garages at the East end of the terrace have recently been developed in to a 3 Bed dwelling.

1898-1939 OS 25" 3rd Edition



1921-1943 OS 25" Rev. Edition limited coverage



1946 Aerial



2023



The Site & Access

The site is approximately rectilinear in shape and oriented on a NE – SW axis, with the front of the garage facing towards the North East. As such, the rear of the proposed dwelling will enjoy good sunlight throughout the year.

The site is accessed from Strathmore Road from the North East. There is no rear access. At current the garage is served by a dropped kerb whereby cars shouldn't park and block access. The introduction a new dwelling will see the need for the dropped kerb removed and therefore provide additional space for on street parking.

There is no physical boundary to the site fronting the street scene, however properties along strathmore road are bound by brick built low level walls to small front garden plots.

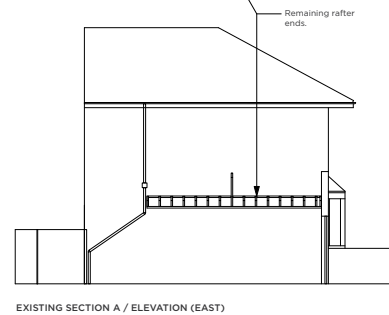
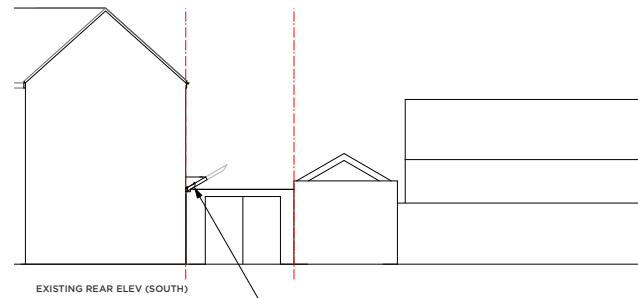
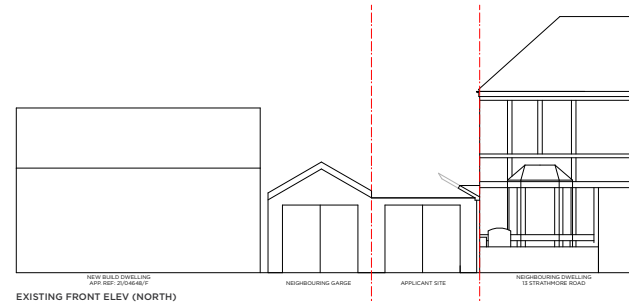
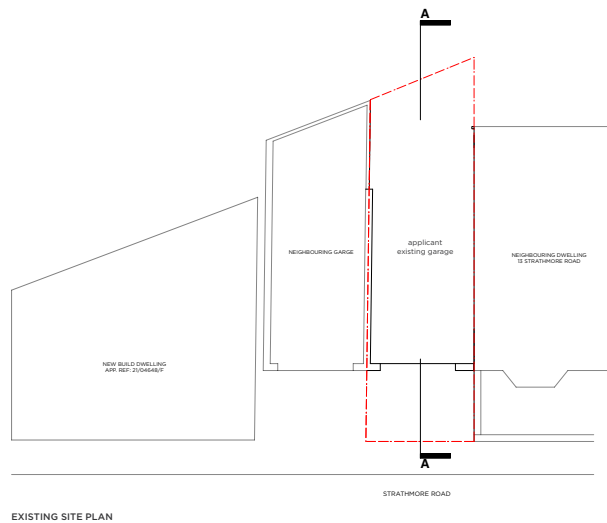


The Existing Garage

The existing garage is of red brick construction and currently in a poor state of dilapidation. The roof would previously had been dual pitched, finished with double roman tiles with gable ends to the front and rear.

The rear of the plot consists of a small courtyard where a Buddleia has become overgrown amongst wheel barrows and other general waste.

The plot measures approx. 3.6m wide by 12.775m along its longest length and 11.35m along the shorter length with a site area of approx. 42.5m².



Front of existing Garage

Built Context

The images below of the houses on Strathmore Road and rear of No's 21-33 Rudthorpe Road demonstrate the variation in the material palette found in the immediate area. The neighbouring property (No.13) has been constructed from stone that is very grey in colour compared with the more red & brown stone found on the original dwellings along Strathmore Road.

No's 34-52 along Strathmore Road consist of red brick elevations with a mix of stone and brick quoins, stone mullions, cills and headers. Almost all of the properties are finished with double roman roof tiles, with the exception of a few properties which are finished with triple delta roof tiles.



Nº13



Nº9



Nº1-9



The Coach House



Nº14-24



Nº32-22



Nº34-36



Nº38-40



Rear of Nº21-33 Rudthorpe Road



New Build Application Ref. 21/04648/F

New Build Application Ref. 21/04648/F
from the East looking West

Rear of No's 1-13 + Garages Strathmore Road

Planning Application Context

Applicant Garage:

There are no previous applications for the applicant garage.

Neighbouring applications

- 21/04648/F - Application for the demolition of two garages and the erection of a two bedroom, four person residential property. (Self Build) (GRANTED)
- 12/00170/F | Demolish existing garage and construct a 3 bedroom house attached to 11 Strathmore Road. | 11 Strathmore Road Bristol BS7 9QQ (GRANTED)

The works approved by these two applications have completely different appearances with respect to the material palette, form and overall appearance.

Nearby relevant applications

- 18/05007/CP | Application for a Certificate of Proposed Development - flat roof rear 'dormer' roof extension and 3no. proposed rooflights to the front elevation. | 71 Strathmore Road Bristol BS7 9QH. (GRANTED)
- 12/00397/F | Conversion of existing 3 bedroom house into 2no. self-contained flats, with access from a communal entrance lobby, including proposed roof extension and single storey rear extension. | 34 Strathmore Road Bristol BS7 9QJ (GRANTED)
- 14/01915/CP | Application for a Certificate of Proposed development - Proposed rear 'dormer' roof extension. | 46 Strathmore Road Bristol BS7 9QJ (GRANTED)
- 16/04051/CP | Application for a lawful development certificate for a proposed rear roof extension. | 8 Strathmore Road Bristol BS7 9QJ (GRANTED)

Brief

Moon DESIGN were approached by the applicants to design a 2 bedroom family home. The key requirements of the brief were as follows:

- 2 Bedrooms.
- Open Plan ground floor layout.
- The internal spaces at ground floor should have a strong connection to the courtyard to create a feeling of increased volume to both the courtyard and living space.
- Maximise the space available to create comfortable spaces internally.
- Build to the building line of properties adjacent.
- Maintain setback from the road and respect scale of neighbouring properties.
- Should have an appearance that reflects the construction of the original garage, to tie in with the remaining neighbouring garage and the new build under application ref. 21/O4648/F

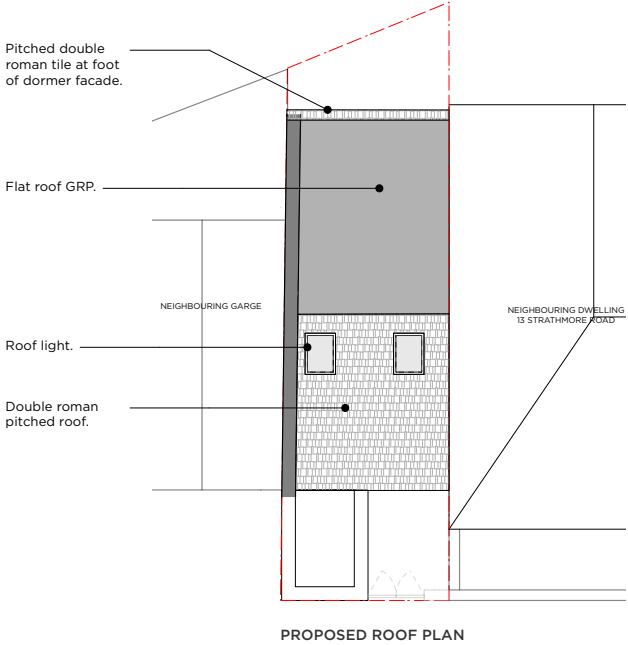
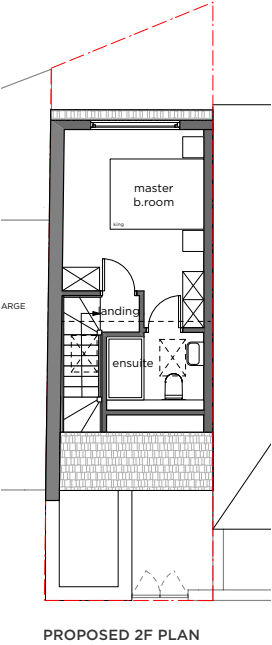
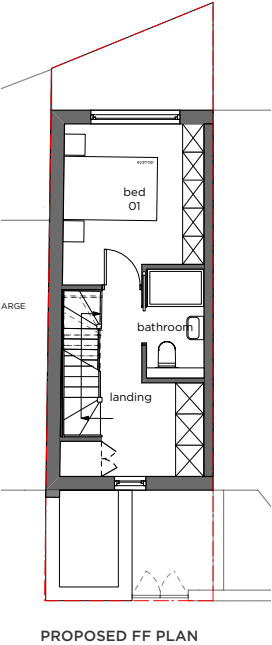
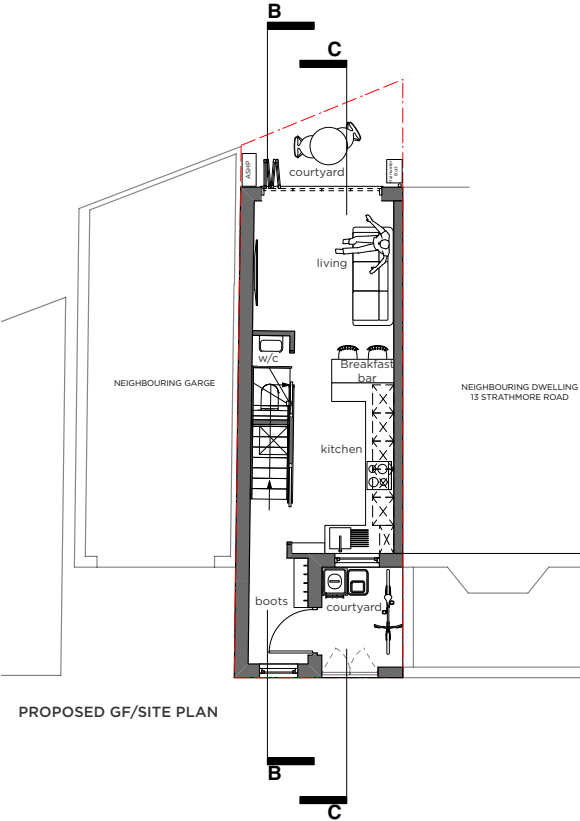
Floor Plans

The accommodation is spread over three levels. At ground floor an open plan living, dining and kitchen space occupies a large portion of the plan and opens out on to a courtyard garden via wide bi-folding doors to maximise the available sunlight. The connection from the living space to the courtyard will create an indoor/outdoor space to increase the feeling of the volume of both of the spaces.

A small courtyard fronting the street accommodates space for bin/recycling and cycle storage.

The first floor consists of bedroom 1 and a separate bathroom accessed from the landing. The large landing to the front of the proposed dwelling has an open plan storage area with the window on the front elevation centralised to allow natural light to spill onto the landing and stairs to create an open airy space served with plenty of additional storage.

The master suite is located in the proposed dormer to the back of the dwelling. The bedroom is generously proportioned for the size of the plot and is served by an en-suite bathroom. Roof lights are proposed to the front (North West facing) slope of the roof to allow for light to flood into the ensuite and onto the landing/stairs accessing the master bedroom. The Proposed roof light will also provide means of natural ventilation.



Position & Height

The Garage and neighbouring dwelling (No.13) are set back from the road by approximately 2.3m, following the building line of the rest of the terrace of houses along the south side of the street. The newly developed dwelling (application ref. 21/04648/F) breaks the building line stepping forward to the edge of the public footpath. The proposed dwelling under this scheme follows the building line of No.13 and the rest of the terrace for the two storey element of the proposal, with the single storey porch stepping forward to meet the building line of the new development (application ref. 21/04648/F).

The height of the proposed dwelling is set down from No.13 following the pattern of development along the street. The brick gable end has been considered to reflect that of the first property at No.1 Strathmore Road which forms the beginning of the terrace of houses on this side of the street.

The proposed roof dormer has been set back from the eaves creating a subservience to the rest of the rear facade and the rear gable to No.13.

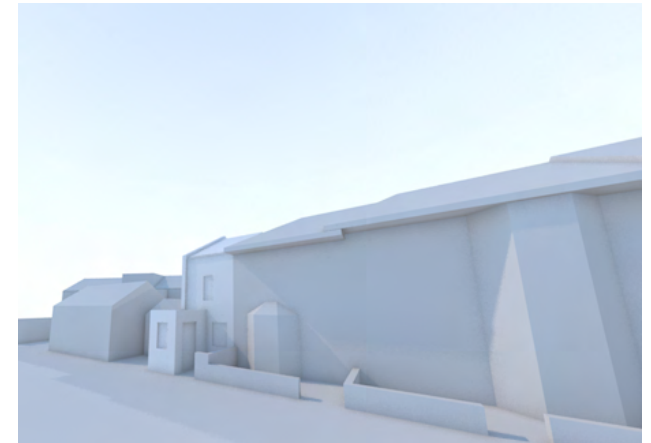
The rear elevation is also set down from the ridge height of the rear gable end to No.13.

Due to the orientation of the site being approximately NE - SW the proposal has very little impact on the levels of natural light incident on the existing neighbouring dwellings forming the terrace of houses No.1-13.

As the building line is not stepped out from the rear of No.13 there is no encroaching on the 45° line from the closest windows on No.13.



09:00AM (24 JUNE) AS PROPOSED



Elevations & Material Choices

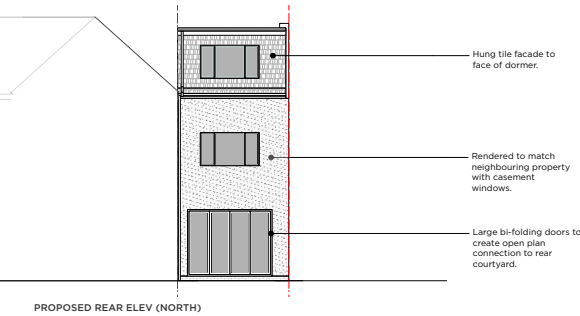
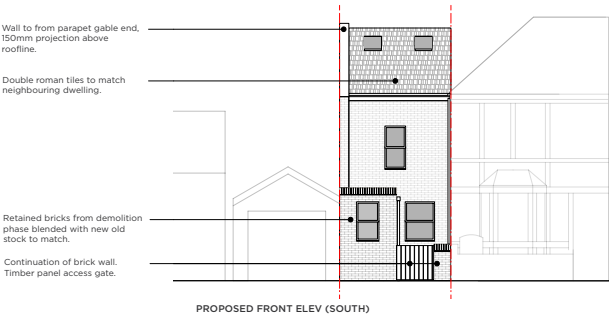
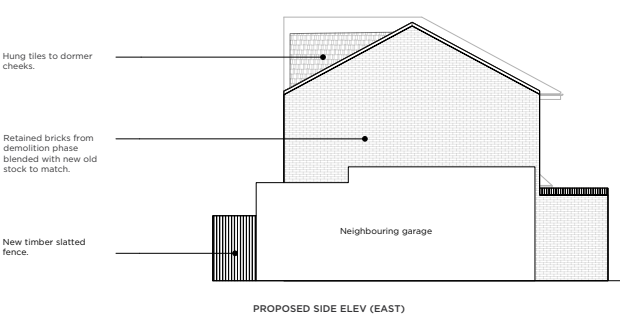
Rather than imitating the original building materials found along the rest of the principal terrace (as N°13 has), the proposed elevations instead reference the material palette of the secondary built elements surrounding the site. Drawing from the palette of the existing garage, neighbouring garage and newly built adjacent dwelling, the proposed scheme creates a clear distinction between new and old. This is a more appropriate response, as the form of the building differs greatly from that of the original buildings and to utilise matching materials would result in a discordant street scene.

The use of red brick for the external facade pays homage to the existing garage, garage adjacent and will further help the proposed to merge with the recently constructed dwelling adjacent to the neighbouring garage.

The roof has been proposed as double roman roof tiles as the neighbouring garage roof and many of the surrounding roofs. The dormer will be clad in hung roof tiles to match, to help soften its appearance. Additionally, it is set back from the rear elevation to define it as a secondary element that is part of the roof scape, rather than part of the rear wall of the house.

The rear elevation is proposed as painted render to be in keeping the majority of the rear facades to the terrace.

Windows to the front elevation will be split by a central transom to reflect those on other properties along the terrace. To the rear elevation are a large set of bi-folding doors with split casement windows aligned over at first floor and to the dormer.



Massing

When viewed from the public realm, the proposal comprises a gable end to the existing terrace finished in a mixture of retained bricks from the demolition phase and new brickwork. The use of a parapet gable end wall mimics the existing end of terrace at No.1 Strathmore road, but is set down from the height of the neighbouring roof to create subservience to No.13.

As previously mentioned the single storey porch breaks the building line to meet the line of the new dwelling built on the garage plots South East of the applicant site. The stepped building line creates a continuity between the existing terrace and the newly developed dwelling.

As seen in the light study the proposal has very little impact on the levels of natural light incident on the neighbouring dwellings. The proposal adheres to the 45 degree rule of thumb on both plan and elevation.

Due to the orientation of the site the proposal will have little to no impact on the amenity space/rear garden plot of the neighbouring dwelling No.13 Strathmore Road.

Light study British Summer Time



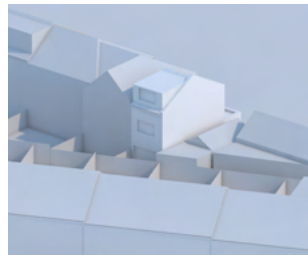
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3D Aerial - South corner



12:00PM (24 JUNE) AS EXISTING
3D Aerial - South corner



16:00PM (24 JUNE) AS EXISTING
3D Aerial - South corner



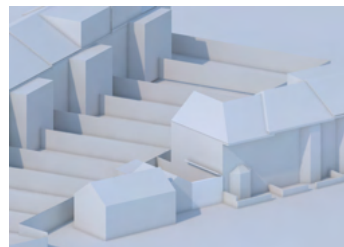
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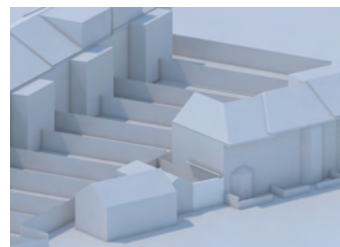
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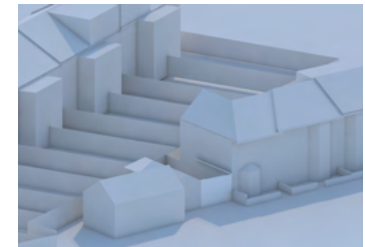
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09:00AM (24 JUNE) AS EXISTING
3D - East corner



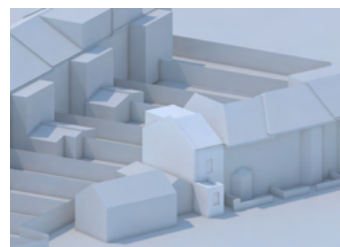
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3D - East corner



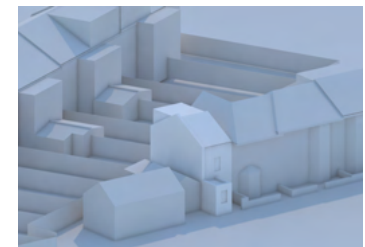
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3D - East corner



09:00AM (24 JUNE) AS PROPOSED
3D - East corner



12:00AM (24 JUNE) AS PROPOSED
3D - East corner



16:00AM (24 JUNE) AS PROPOSED
3D - East corner

Sustainability

The house has been designed to make best use of the available sunlight, with living spaces pushed towards the brightest areas.

The specifics of the way in which the house has been designed to meet the requirement for a 20% reduction in carbon dioxide emissions (BCS14) can be seen in more detail in the Energy Statement submitted as part of this application.

To summarise:

- The thermal performance of the building envelope will exceed the requirements of the building regulations.
- The windows and doors specified will be high performance and exceed the requirements of building regulations.
- The heating system will utilise an Air Source Heat pump.
- There is potential for the house to utilise photo voltaic solar panels for on site electricity generation. Solar array would be mounted on the flat roof.
- The air tightness of the building will be well in excess of the requirements of building regulations.
- An electric car charging point will be provided.

Sustainable Urban Drainage (SUDs)

Where new areas of hardstanding are proposed, they will be permeable to minimise rainwater run-off. This is further attenuated through the use of a water butts, to collect and reuse rainwater within the rear garden.

The above demonstrates how the scheme complies with policy BCS13, BCS15 and BCS16 of the Bristol Core Strategy.

Parking Provision & Bike Storage

Policy DM23 requires 1.25 parking spaces for dwellings with 2-3 bedrooms. It further states that in respect of small-scale developments this will be applied flexibly to allow for the best layout of the site. The applicant site will not meet the requirements without compromising the scheme to the point where it becomes infeasible. The removal of the requirement for a dropped kerb will free up approximately space for open street parking to create an additional 0.75 parking spaces.

Sustainable Transport

The proximity of the site to nearby Gloucester Road provides a very sustainable location. Served with bus links connecting to the city centre, Filton and wider areas along with the amenities in the form of local butchers, bars, restaurants, schools, supermarkets and soon to be complete Ashley down train station make for a very sustainable and desirable location.

Refuse Storage & Recycling

Refer ground floor plan for location and size of store. It has been designed to accommodate a 180l wheelie bin for general waste, a 25l organic waste container, and the 44 & 55l dry recyclable containers. The bin store will have doors to conceal it from view and prevent pest ingress.

Services Connections

The proposed dwelling will be provided with Ultrafast broadband.

Relevant Policies

NATIONAL PLANNING POLICY FRAMEWORK (July 2021)

BRISTOL CORE STRATEGY (Adopted June 2011)

- BCS5: Housing Provision
- BCS13: Climate Change
- BCS14: Sustainable Energy
- BCS15: Sustainable Design and Construction
- BCS16: Flood Risk and Water Management
- BCS18: Housing Type
- BCS20: Effective and Efficient Use of Land
- BCS21: Quality Urban Design
- BCS22: Conservation and the Historic Environment

BRISTOL SITE ALLOCATIONS AND DEVELOPMENT MANAGEMENT POLICIES (Adopted July 2014)

- DM1: Presumption in favour of sustainable development
- DM14: The health impacts of development
- DM15: Green infrastructure provision
- DM17: Development involving existing green infrastructure
- DM19: Development and nature conservation
- DM23: Transport development management
- DM26: Local character and distinctiveness
- DM27: Layout and form
- DM29: Design of new buildings
- DM31: Heritage assets
- DM32: Recycling and refuse provision in new development

Compliance

NATIONAL PLANNING POLICY FRAMEWORK (July 2021)

The rigorous design approach adopted for this scheme ensures that the proposal meets the requirements of section 12 of the NPPF “Achieving well designed places”. The intention to create a highly thermally efficient building envelope and reduce energy consumption in any way possible is in compliance with section 14 of the NPPF “Meeting the challenge of climate change, flooding and coastal change”.

BRISTOL CORE STRATEGY

The proposal is for a new dwelling and therefore increases the housing supply in the area, the new house will be designed to meet the needs of a modern family and as such will make a positive contribution towards the supply of housing in accordance with policy BCS5. The proposed house is appropriate for the area, the size of plot and the style of the surrounding buildings. As such, the scheme complies with BCS18. The use of a plot of this size for a house is an efficient use of land. As such, the use of this plot is in accordance with BCS20.

BRISTOL SITE ALLOCATIONS AND DEVELOPMENT MANAGEMENT POLICIES

The proposal for a home on this compact site has been carefully considered. It is located in a sustainable location and therefore should be considered Sustainable Development in compliance with policy DM1. The proposal maintains a courtyard to the rear of the property to provide space for outdoor seating, due to its orientation will form a small sun trap. The surrounding area provides playing fields and local parks within short walking distance of the applicant site providing occupants with open space for recreation, in accordance with policy DM15. The proposal will not have any impact on habitat, species or features which contribute to nature conservation within Bristol, and as such will not require any surveys or mitigation measures as stated by policy DM19.

The proposal doesn't provide any off street parking to meet the requirements of policy DM23 but as previously stated the requirement for a dropped kerb will be removed following the development creating additional on street parking. It is also considered that the site is located within a highly sustainable location, served by many public transport routes and with works under way for the Ashley Down train station will eventually be within walking distance of public rail transport. With regards to the provision of cycle storage, the small courtyard at the front of the property will provide enough space for 2 bikes side by side. This space will also provide the area where waste and recycling can be stored in compliance with policy DM32.

Policies DM26, DM27, DM29 and DM31 relate to the identification of local character, local distinctiveness and heritage assets and the way in which good design should respond appropriately within this context. The ideas contained within these policies have been at the core of the approach throughout the design process.

Conclusion

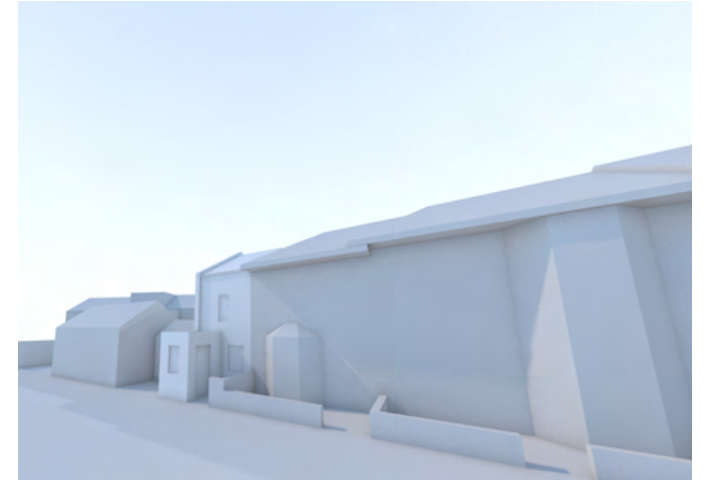
The proposed development seeks to make use of an underutilised site in a sustainable and desirable location. As already established by the redevelopment of previous garages under applications ref: 21/04648/F & 12/00170/F the site is suitable for redevelopment to create an additional family home.

The scale of the proposed new dwelling is primarily designed to the building lines of the neighbouring dwelling No.13 Strathmore Road, with the exception of the single storey porch which meets the building line of the recently built dwelling under application ref: 21/04648/F. It is therefore considered that the scale and form is proportionate to its setting.

The scheme has been carefully considered to avoid any negative impact on neighbouring properties. It represents a high quality piece of architecture which intends to make efficient use of the land, responding to the context of its surroundings and will make a positive contribution to the character of the area.



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