

1-22 Maynard Place, EN6 4JA

Design & Access Statement
Full Planning Application - June 2020

brooks
murray



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1-22 Maynard Place, EN6 4JA

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Part 1

Introduction

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Part 1

Introduction

A Introduction

This Design Statement has been prepared to accompany the Full Planning Application submission for the proposed works on the site of 1-22 Maynard Place, Cuffley, EN6 4JA.

This Design and Access Statement should be read in conjunction with the submitted drawings and reports.

- Transport Statement - Ardent Consulting Engineers
- Air Quality Assessment - Syntegra Group

B Description of the Proposal

It is proposed:

- To erect a one storey mansard roof extension on top of the existing 3 storey block to accommodate 3 x 2B3P and 3 x 1B2P flats

Part 1

Introduction

1.1 Site Location

The application site is located on the corner of Station Road and Plough Hill in Cuffley, Potters Bar.

The site is within a 5 minute walking distance to Cuffley Train Station.

The area is predominantly occupied by shops and restaurants at street level with residential use above, with numerous residential blocks in the immediate area.

1.2 Existing Building

The existing building is mixed use with a number of retail stores and cafe's on the ground floor level and two floors of flats above. The existing 14 flats have a private access through a side entrance off Station Road.

The building is mainly brick with render to express windows and levels.

The building is not listed nor is it located within a conservation area.



Site Context Map



View of the Site from Station Rd



View of the Site from corner of Station Rd & Maynard Place

Part 1

Introduction

1.3 Planning Context

There is no history of planning applications on the site.

1.4 Relevant Planning Policies

- National Planning Policy Framework 2019 (NPPF)
- Welwyn Hatfield District Plan 2005
- Welwyn Hatfield Borough Council Draft Local Plan Proposed Submission August 2016 (eLP)
- Supplementary Design Guidance 2005
- Supplementary Planning Guidance - Parking Standards 2004 and interim policy for car parking standards and garage sizes 2014



Image of the front facade



Image of front entrances to existing flats



Perspective of rear elevation



Image of the side of the building

Part 1

Introduction

1.5 Pre- Application

Concept

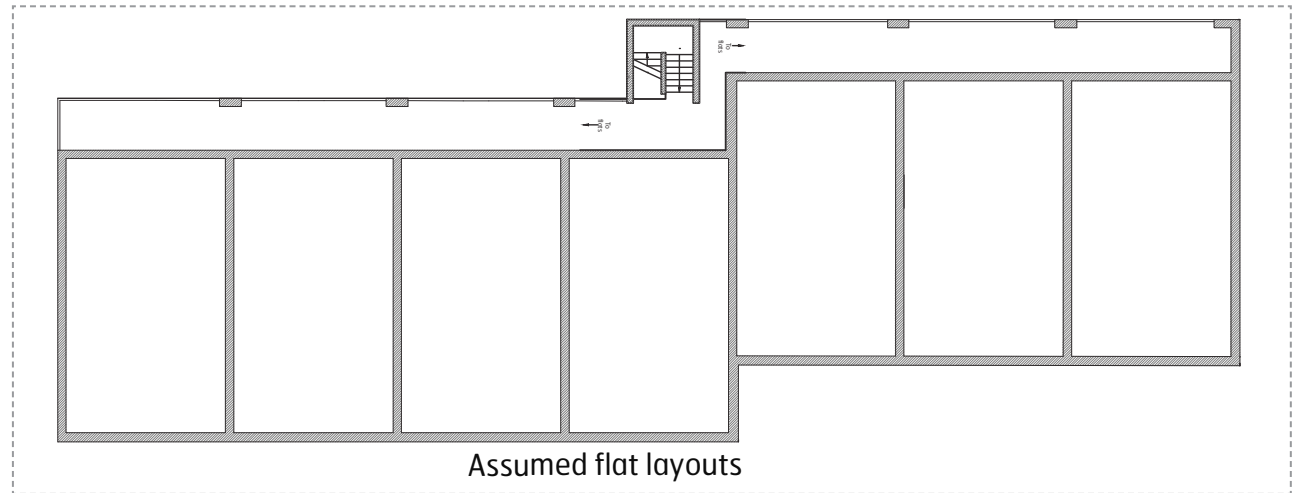
The Pre-application scheme was to create a flat mansard roof extension, while following the same proportions of the existing floors below to create 7 new flats with 2 x 2 bed 3 person and 5 x 1 bed 2 person flats.

Height/Scale/Massing

The proposal was 4 storeys high and represented the existing building scale and bulk. The mansard roof was proposed to be subsidiary to the lower floors.

Materials

The materials for the proposed mansard roof extension was dark grey zinc with a projecting composite window facade expressed around the new balconies and existing windows on the lower floors, reinstating the vertical rhythm of the existing east elevation



Existing Second Floor Plan



Part 1

Introduction

Feedback

On the 10th of December 2019 Brooks Murray attended a pre-application meeting at Welwyn Hatfield Council. The main comments to draw from the feedback are as follows:

“The erection of 7 flats within this location would make use of a previously developed site, which is accessible through sustainable modes of transport and within walking distance to amenities. The development in principle would therefore be in principle acceptable.”

“As the site is within a central area with good accessibility modes of transport other than car the density is not objected to”

“A flat mansard roof extension of this height finished with a flat roof would potentially appear obtrusive. It is advised that you consider a hipped roof design”

“In terms of materials, these should be traditional and in keeping with the street scene and the existing building. As such, the introduction of zinc and the yellow framed addition would not be supported.”

“Whilst I appreciate you were seeking to introduce amenity space for future occupiers it would not be in keeping with the current design of the building or the wider area.”

Based on these comments, changes have been made to the proposed design and are discussed further in this statement.



Existing east elevation



Proposed Pre-application East Elevation

Part 2

Design

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Part 2

Design

2.0 Proposal

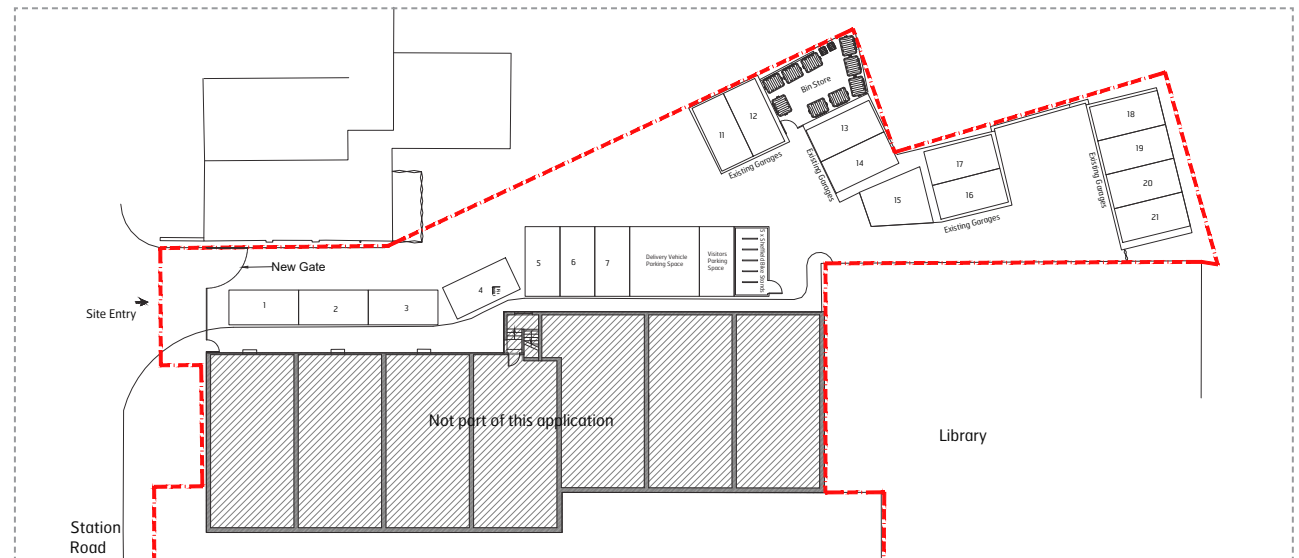
2.1 Opportunities & Objectives

- Regeneration: the proposal can contribute to the ongoing improvements in the area.
- Optimise the use of the site.
- Deliver high quality contemporary architecture that relates to the surrounding buildings and character of the area.

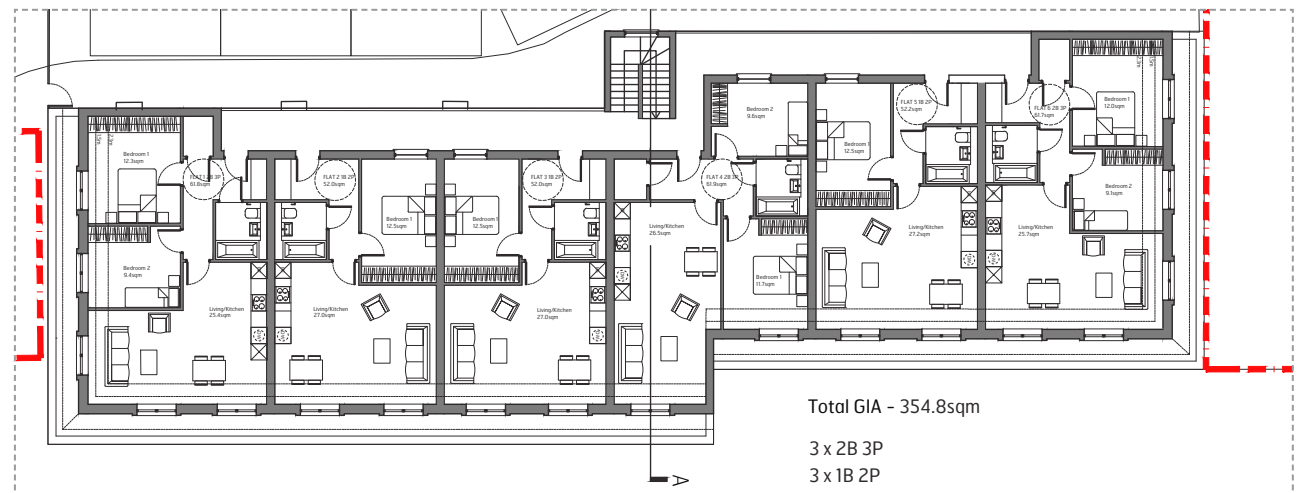
2.2 Layout

The layout has been designed to use the internal space as efficiently as possible.

- All the new flats provide self-contained accommodation.
- All the new flats will be well lit, and have access to natural daylight and ventilation.
- The access to all the flats is on the side street off Station Rd via one main, circulation core within the building.
- All the new flats are dual aspect.
- All the new flats will comply with Building Regulations Part M4(2).
- Existing floors are to remain unchanged



Proposed Ground Floor Plan



Proposed Third Floor Plan

Part 2

Design

2.3 Amount

The proposed scheme is to create a mansard roof extension, while following the same proportions of the existing floors below to create 6 new flats with 3 x 2 bed 3 person and 3 x 1 bed 2 person flats.

2.4 Living conditions

The proposed development will provide excellent living conditions for the future residents without compromising the environment in the surrounding area.

Please refer to the Air Quality Assessment submitted as part of this application.

Proposed Mix	1 Bed	2 Bed	Total
Amount	3	3	6
Habitable Rooms	6	9	15
Proposed Mix %	50%	50%	100%

Schedule of Areas Key:
 GIA - Gross Internal Area
 HR - Habitable Rooms
 P - Persons

FLOOR	NO	TYPE	HR	P	FLAT GIA		BIKE
					[sqm]	[sqft]	
THIRD	1	2 Bed	3	3	61.8	665.2	1
	2	1 Bed	2	2	52.0	559.7	1
	3	1 Bed	2	2	52.0	559.7	1
	4	2 Bed	3	3	61.9	666.3	1
	5	1 Bed	2	2	52.2	561.9	1
	6	2 Bed	3	3	61.7	664.1	1
TOTAL	6	9	15	15	341.6	3,677	6

General Schedule of Areas

Part 2

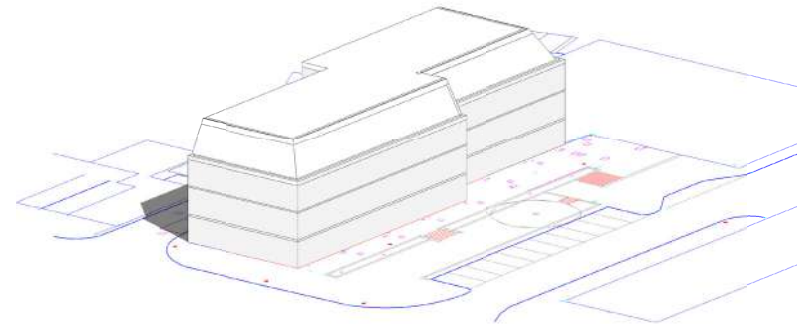
Design

2.5 Height/Scale/Massing

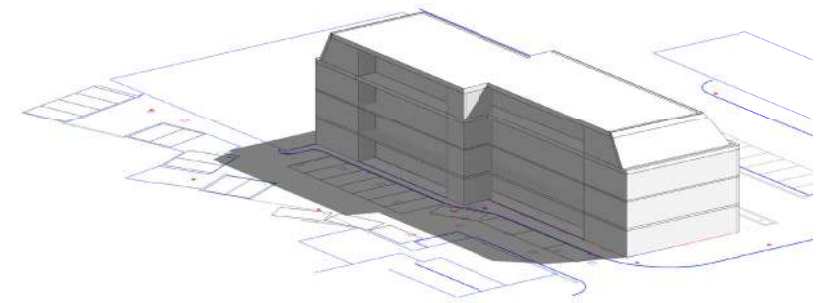
The proposal is 4 storeys high and represents the existing buildings scale and bulk.

Based on the advice received in the Pre Application report we have created a hipped mansard roof. The sloping roof creates a less obtrusive mass and enables the extension to be subsidiary to the lower floors. This also reduces the impact on the surrounding buildings.

The long section of Station Road below shows the application site in relation to the surrounding buildings. There is a significant slope leading up Station Road to the top of Plough Hill where St Andrews Church sits well above the height of the proposed extension.



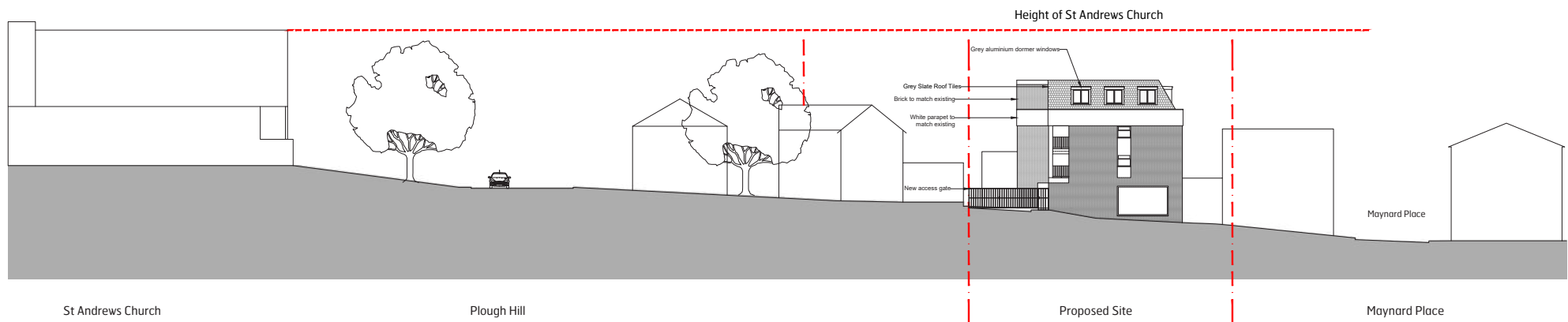
3D Massing Sketch



3D Massing Sketch

2.6 Privacy/Overlooking

There are no overlooking/privacy issues



Part 2

Design

2.7 Materials & Elevations

The materials have been carefully selected to compliment the design and are appropriate to its surroundings.

The materials chosen create a contemporary design suitable for the prominent position, while blending harmoniously with the surrounding buildings.

Based on the pre application response the proposal is of traditional materials; these include red brick to match the existing brick of the floors below and the existing white parapet band is to be extended to allow for the new height.

The hipped mansard roof is of grey slate tiles to match the surrounding buildings roofs.

The dormer windows are of grey aluminium with white frames. They follow their own rhythm however remain in proportion with the windows below.



Proposed East Elevation



Proposed West Elevation

Part 2

Design

2.8 Sustainable Design & Construction

Sustainability is at the core of the design for the proposals, from efficient layouts and excellent standard of living conditions for future occupiers, to renewable sources and materials. All aspects have been a significant part of the design process and will be considered in more detail during the detailed design phase.

A Waste and Recycling

Maximum recycling will be encouraged by providing future tenants with relevant information. Waste reduction and prevention principles will be considered throughout the construction to minimise waste and encourage reuse and recycling wherever possible.

B Materials

The materials play a vital part in the sustainability assessment of any development. Natural, recycled and local materials will be promoted wherever practical.

C Energy

The extensions will be highly insulated to maximise energy efficiency of the buildings and ensure that the overall consumption of energy is reduced. Generous windows will minimise the need for artificial lighting and mechanical ventilation. Installing energy efficient appliances, smart meters and energy display devices will contribute to general awareness and reduction of the consumption of energy.

D Water

Water efficient fixtures and fittings including dual flush toilets, aerated taps, flow restrictors, reduced capacity bath tubs etc. will be filtered to ensure water conservation and overall reduction of usage levels per person per day.

Part 3

Access

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Access

Access, Parking & Waste Management

3.1 ACCESS

A GENERAL ACCESS

The proposal does not include any alterations to the public highway and footpath.

The access to all proposed flats will be off Station Road down an existing entrance that leads to the rear of the site. Access is via one central staircase located above the existing circulation core.

All circulation areas inside the flats are designed to comply with the Approved Document M4 (2).

As discussed in the pre application meeting a new 1.8m gate is proposed at the entrance off Station Road to stop the public from using the rear car park. It is set back from the road and site boundary to allow cars a space to wait while opening and closing the gate.

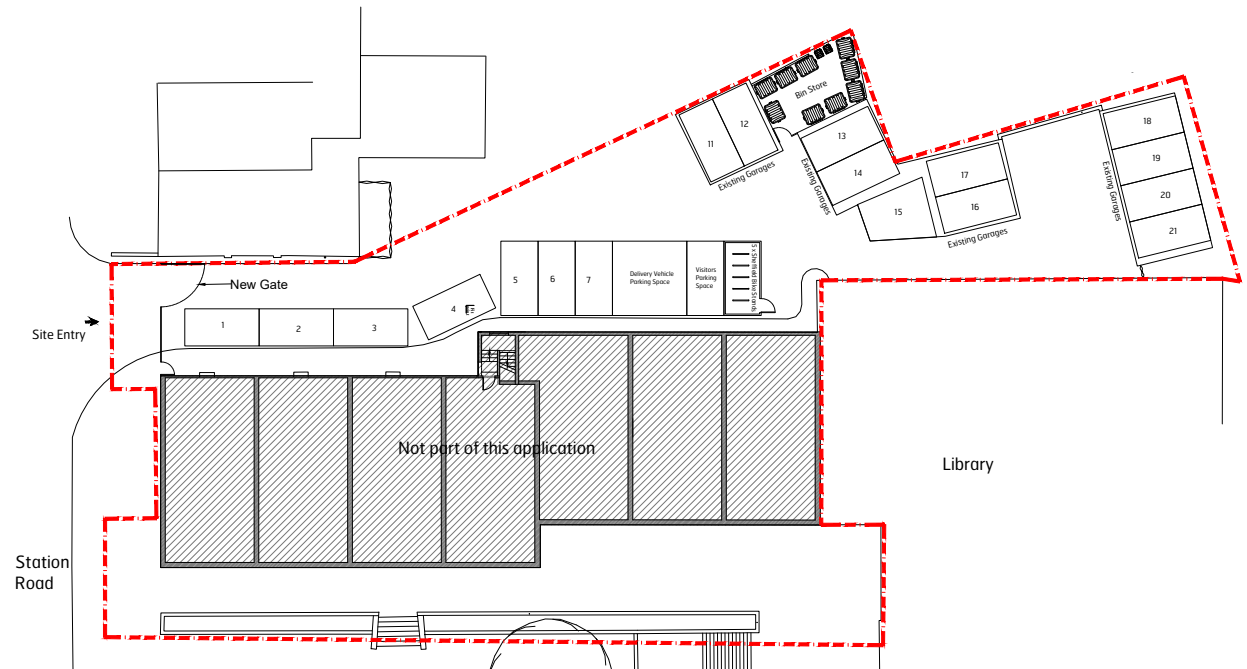
3.2 PARKING PROVISION

A CAR

The property can be accessed via a dropped curb off Station Road that leads to No 11 existing allocated garages to the rear of the property and 10 spaces allocated at a first come first serve basis.

It is proposed that 18 of the spaces will be for the flats while the remaining 3 will be used as follows; one space for visitors and two used for a double delivery bay for the retail units.

Please refer to the Transport Note by Ardent Consulting Engineers for further information.



Proposed Parking Plan

Access

Access, Parking & Waste Management

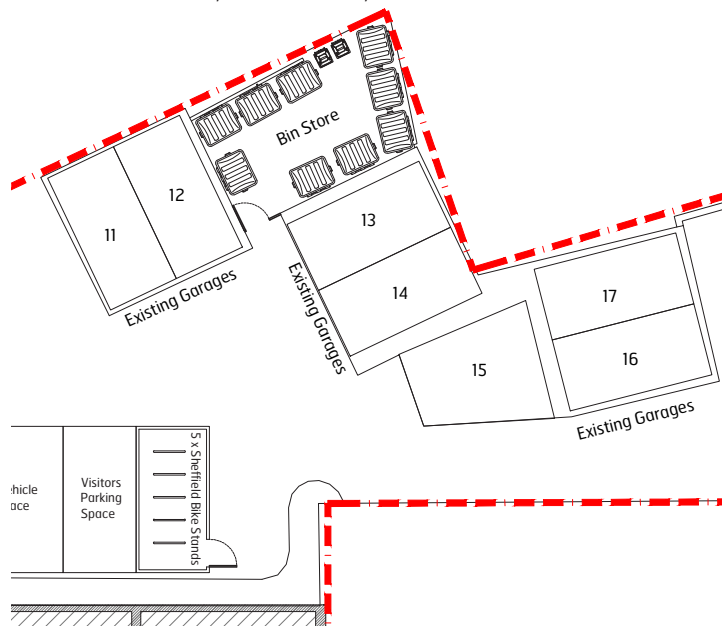
B CYCLE

The proposal allows for 1 cycle space per flat as per Appendix A of the WHDC's parking guidance. The proposal includes 11 of the bikes to be housed in the existing 11 garages. The remaining 9 required spaces will be provided in a secure cycle shelter with 5 Sheffield stands.

As the car park is to be gated, this provides an extra level of security for external cycle parking.

3.3 WASTE MANAGEMENT

Additional refuse and recycling storage bins will be provided in the same location they are currently on site.



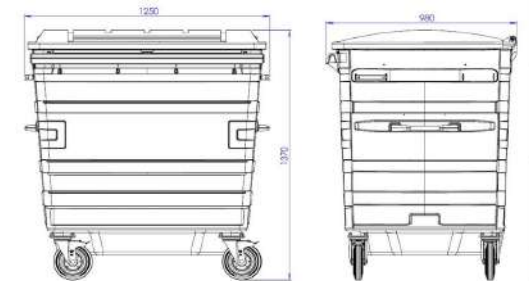
Proposed location of bins and bikes



Proposed Bike Shelter



Proposed bins located in existing space



Proposed 1100L Bins