



ADP DESIGNS

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DESIGN & ACCESS STATEMENT

Application Site: Land adjacent to 14 Penn Road, Stevenage, Hertfordshire, SG11HY.

Planning, Design and access statement for the proposed conversion of No. 14 Penn Road, to 2 No. two bedroom self-contained flats, with associated amenity space and parking.





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(1) Site Information

The Planning, Design and Access Statement is submitted in conjunction with the accompanying planning application submitted to Stevenage Borough Council for the proposed development as mentioned above at No. 14 Penn Road, Stevenage, Hertfordshire.

Penn Road is located on the edge of the Stevenage Town Centre, within an area comprising a mixture of tenures, scales and sizes. Due to the siting of the application site being on the doorstep of the Town Centre, the site has sufficient access to good sustainable transportation links in the form of a regular bus service. The site is within close proximity to a fantastic array of services offered within the Town Centre, with shops, social infrastructure such as a cinema, museum and numerous public houses, as well as schools (Broom Barns Primary School) and doctors surgeries, making the site completely sustainable. The site is also within close proximity to Stevenage Railway Station (which is connected to London and Cambridge) and also the A1(M) motorway.

The application site is No. 14 Penn Road, which is an end of terrace two storey dwellinghouse, which is the same style as the surrounding pattern of development, which also benefits from a single storey rear conservatory extension.

(2) Proposed Development

The proposed development seeks planning permission for the conversion of the existing two storey building to 2 No. self-contained two bed flats, whereby all internal rooms would comply with the national space standards (NPPG) and within the Adopted Local Plan (2011). The access to the building will be taken from the front of the building, with a separate access for the ground floor and first floor flat, which gains access from the stairway. Two separate accesses are proposed to the rear amenity space.

The scheme would provide a large section of garden space for each of the units, with the existing garden being split into two, allowing 65sqm of space and 66sqm of space respectively, which both far exceeds the required 5sqm for a flat. Therefore, the proposal would far exceed the external space standards outlined within the Design Guide. The internal space would provide a total of 80 sqm for the ground floor flat which utilises the existing space, and 63sqm for the first floor flat, which would exceed the requirement of the national space standards for flatted development.

The site would provide sufficient space for a maximum of 4 No. on site car parking spaces, 2 per flat. Despite this, the site is in a highly sustainable location with excellent sustainable transportation modes such as a frequent bus service (with services in walking distance) and plenty of safe and secure on street parking which would have no adverse impact upon the users of the highway.



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(3) Layout

The proposed development would see each unit benefit from 2 No. bedrooms, and would also benefit from a bathroom, as well as a large living space and kitchen. The internal space provided would satisfy the internal space standards within the Local Plan, and therefore, would be acceptable. Each room would benefit from at least one form of light to serve each of the habitable rooms which would cause no overlooking impact upon any neighbouring dwellings.

The garden space to the north of the site can be accessed by independently via the side access from Penn Road, and the access immediately to the side of the dwelling. All of which well exceeds the minimum external space standards for flats, and therefore complying with the space standards.

(4) Private Amenity

The two proposed units would benefit from separate sections of private amenity space as set out as lawn and patio areas on the submitted plans. Each separate area would benefit from a sufficient provision of amenity space which would well exceed the minimum requirements for a two bedroom flat and would therefore satisfy the external space standards highlighted within the Design Guide (2009). Therefore, would provide an acceptable provision of amenity and living standards for the future occupiers of the units.

(5) Access and Parking

The proposed site can comfortably contain 4 on site car parking spaces, 2 per flat. Therefore, the allocated parking arrangement to the front of the site would comply with the parking standards outlined within the Design Guide. The site is also in a highly sustainable location. It is within close proximity/ walking distance from the Town Centre, with access to all services that are required for everyday living and social events. The site is also on the doorstep of a frequent bus service, and also in close proximity to Stevenage Train Station which connects Stevenage to London and Cambridge. Therefore, the site is extremely sustainable.



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(6) Planning History

The site has 2 previous applications approved:

- 04/00271/FP – Single storey side extension – Approved
- 15/00375/FPH – First floor side extension - Approved

(7) Planning Policy

Forthcoming Local Plan (2011-2031):

Policy SP1: Presumption in favour of sustainable development

Policy SP7: High Quality Homes

Stevenage Borough Council Design Guide (2009).

(8) Conclusion

The site lies within a location which is considered to be entirely sustainable, with excellent access to sustainable modes of transport such as an excellent bus service, within close proximity to the Town Centre, which is within close proximity to the site with access to the main train station connecting the Town to London, Hitchin and Cambridge. The site is within close proximity to social infrastructure such as doctors surgeries, schools and shops, and therefore, it is considered that the proposed development would comply with Policy SP1 of the adopted Local Plan.

The proposed development would provide two spacious units with bedrooms which would comply with the National Space Standards and the standards identified within the Local Plan. The units would be provided with an acceptable provision of external amenity space, with access to the nearby fields and plenty of green open amenity space which surrounds the site, and therefore the external space provided is acceptable, and the proposed development would provide High Quality Living accommodation, which due to the nature of the development, would not significantly alter the appearance of the building, and therefore would not cause harm to the character and appearance of the area.



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The proposed conversion would require very little external alterations, with minor modifications to the fabric of the building being proposed. Given the provision of internal and external space which well exceeds the minimum requirements, the proposal would result in two high quality and spacious residential units. Therefore, the scheme would comply with Policy SP7 of the adopted Local Plan (2011).

The proposed development has access to safe on site car parking spaces, immediately south of the site which provides a parking compliant provision. As also mentioned, the site is in a sustainable location, which has access to an excellent system of public transport with frequent bus journeys.

Due to the considerations mentioned above, the scheme would be considered to wholly comply with the objectives of the NPPF, and the policies referenced within the adopted Local Plan, and therefore the proposed development would be considered to comply with the development plan as a whole. Therefore, it is considered that the proposal constitutes High Quality Development, and we kindly request that you grant planning permission.

Yours sincerely,

Antony Perschky Director – ADP Design Services