

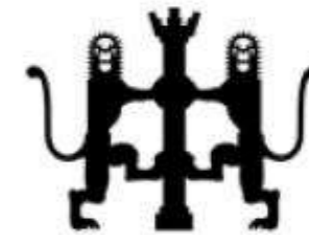


RADM
Architects

The Red House, Chester - Design and Access Statement



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0.0 Context

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1.0 Introduction and Brief

1.0 – Introduction

1.1 – This statement has been produced by RADM Architects in support of the planning application for the redevelopment of the site which is currently occupied by The Red House to demolish the existing building and construct a new five storey apartment block with associated landscaping and parking provided within a basement.

1.2 - Site Address

The Red House
Dee Banks
Boughton
Chester
CH3 5UX

1.3 – Consultants

This project has been developed in conjunction with the following consultants:

RADM UK Ltd – Architects
Pegasus – Planning Consultants
Rachel Hacking Ecology - Ecologist
Weetwood - Flood Risk Consultants
Garry Miller – Heritage Consultant
SCP – Highways Consultants
Tree Solutions – Arboricultural Consultants
Site Scan – Surveyors



1.0 Introduction and Brief



1.4 – Introduction

This design and access statement is intended to outline the architectural design aspirations for the project and how the design has been developed to reflect and respect the local vernacular and history whilst complying with the local and national planning policies. This report has been produced to accompany all submitted documents and reports and should be read in tandem with these. The text is intended to be read in conjunction with the sketch through detailed proposals which outline our design development in a more graphic format.



2.0 Site Location and Description

2.0 – Site Location and Description

2.1 – The site is located 2.57km from Chester City Centre on the River Dee overlooking Cheshire Meadows accessed from Dee Banks.

2.2 – The proposed development site is located within Dee Banks (Chester) Conservation area which was designated as a conservation area in 1987.

2.3 – The site does not house any listed buildings nor are there any listed or locally listed buildings which are directly adjacent to the site.

2.4 – The edge of the site where the lowest level of retained ground which allows access to the existing pontoon is within the greenbelt.

2.5 – The site due to the proximity to the river lies within areas of flood zone 1,2 with garden space within zone 3.

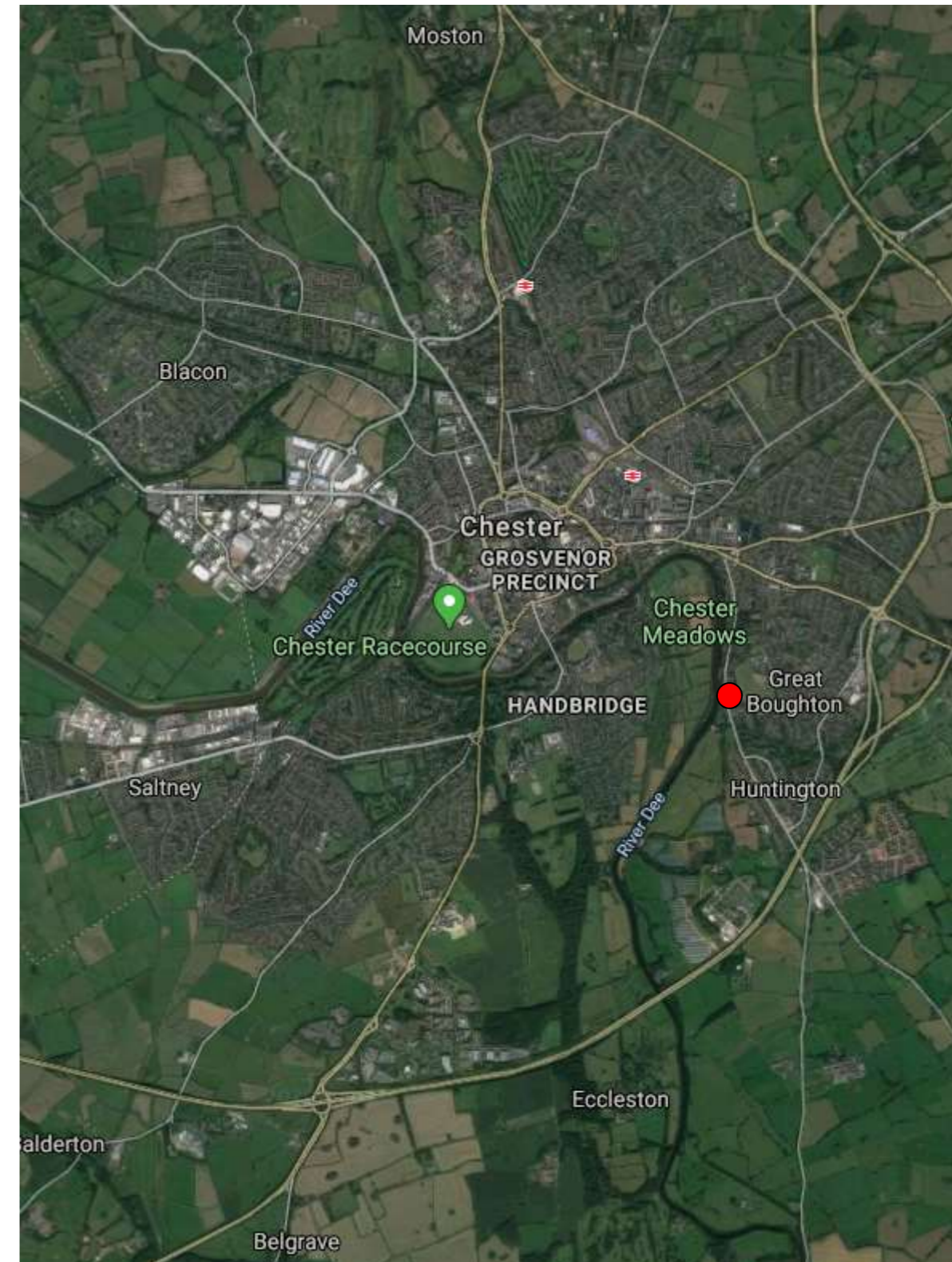


IMAGE – GOOGLE MAPS



2.0 Site Location and Description



2.5 – The Site

The site is bounded to the North and South by dwelling houses. The Eastern boundary is against Dee Banks which is the main form of access for pedestrians and vehicles. The Western boundary is adjacent to and with direct access to The River Dee via a landing stage.



2.0 Site Location and Description

2.5 – Site Photographs

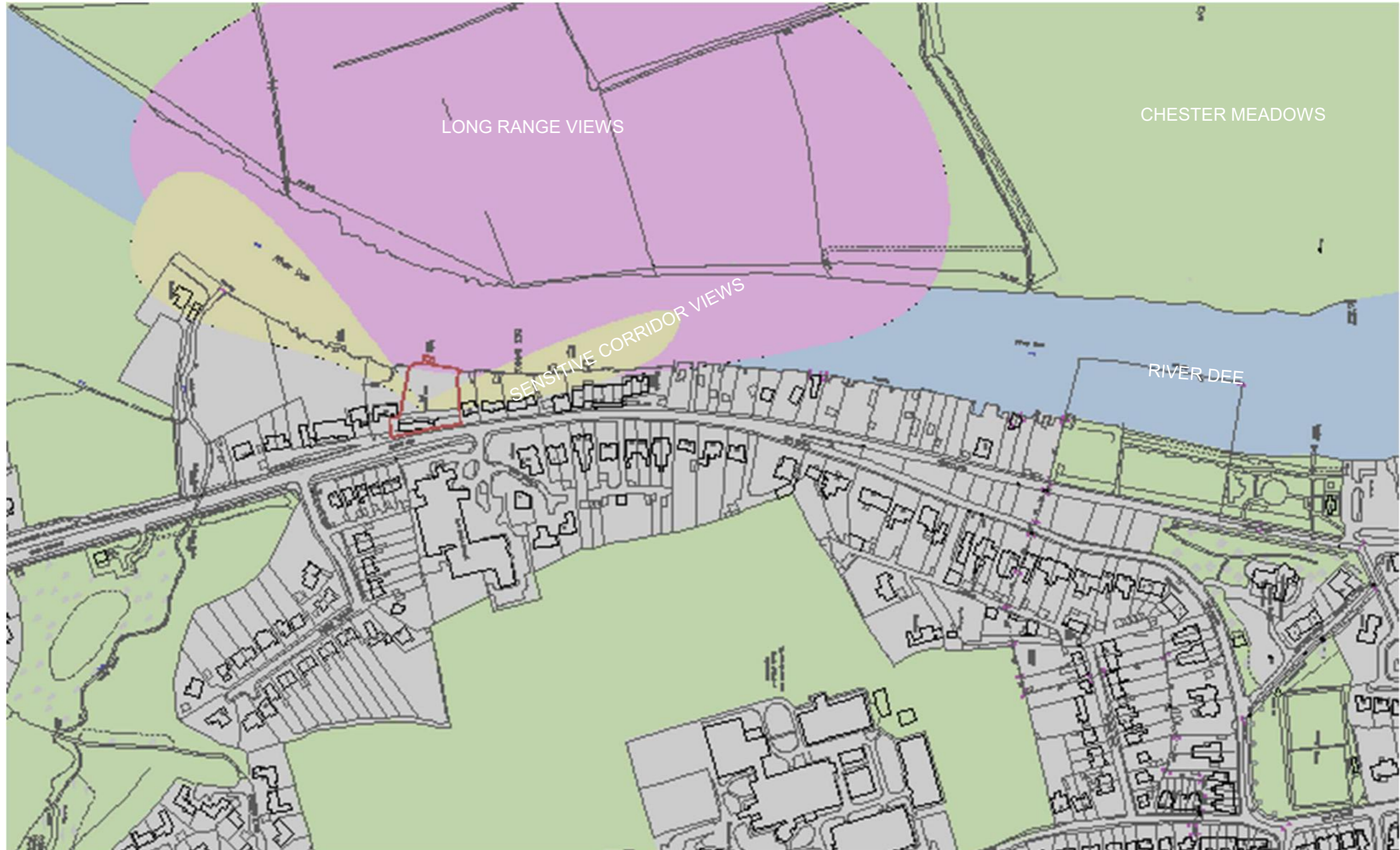
Photographs Taken from the River Dee looking towards the existing site from both the North and The South.





2.0 Site Location and Description

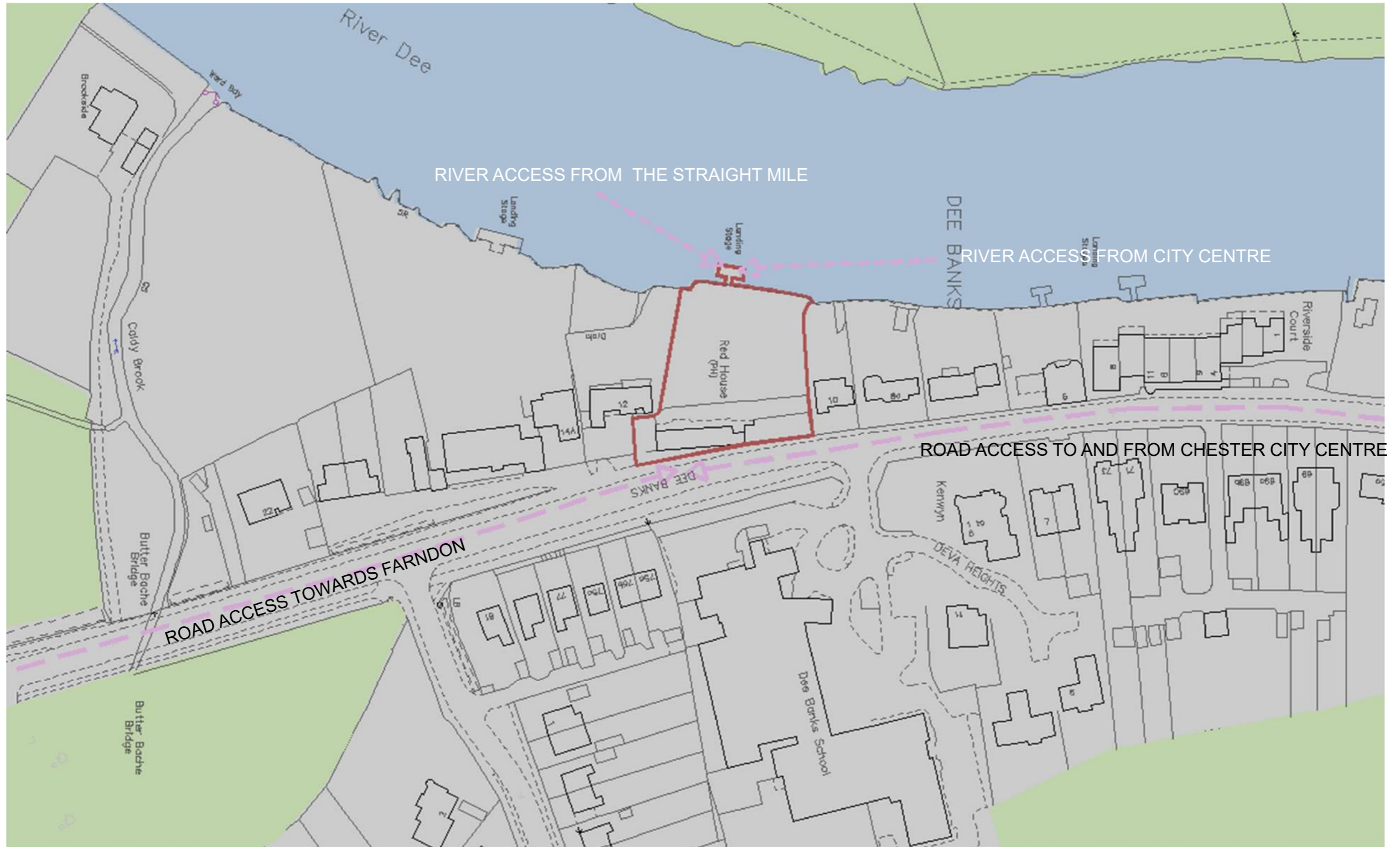
2.6 – View Corridors





2.0 Site Location and Description

2.7 – Routes and Access





2.0 Site Location and Description

2.8 Travel Distances

- City Centre – 2.57km
- Connecting Road – 0ft
- Bus Stop – 0.65km
- Train Station – 2.4km
- Park – 0.65km
- Recreation Facilities – 2.25km
- Supermarket – 1.77km
- Local Shop – 1.12km
- Take Away - 0.8km
- Restaurant – 1.12km
- Junior School – 0.03km
- High School – 0.96km
- University – 2.73km
- Bank – 2.09km
- Petrol Station – 1.6km
- Church – 0.48km
- Chemist – 0.96km
- Doctors Surgery – 0.96km
- Hospital – 4.82km



IMAGE – GOOGLE MAPS



2.0 Site Location and Description

2.9 Main Transport Links

There are several main routes into and out of the city, there are three main forms of transport in and out of the city by road, bus and rail with additional alternatives of the canal and river routes.

The site can be accessed primarily by road but can also be accessed utilizing the river network or on foot from nearby bus and railway stations.

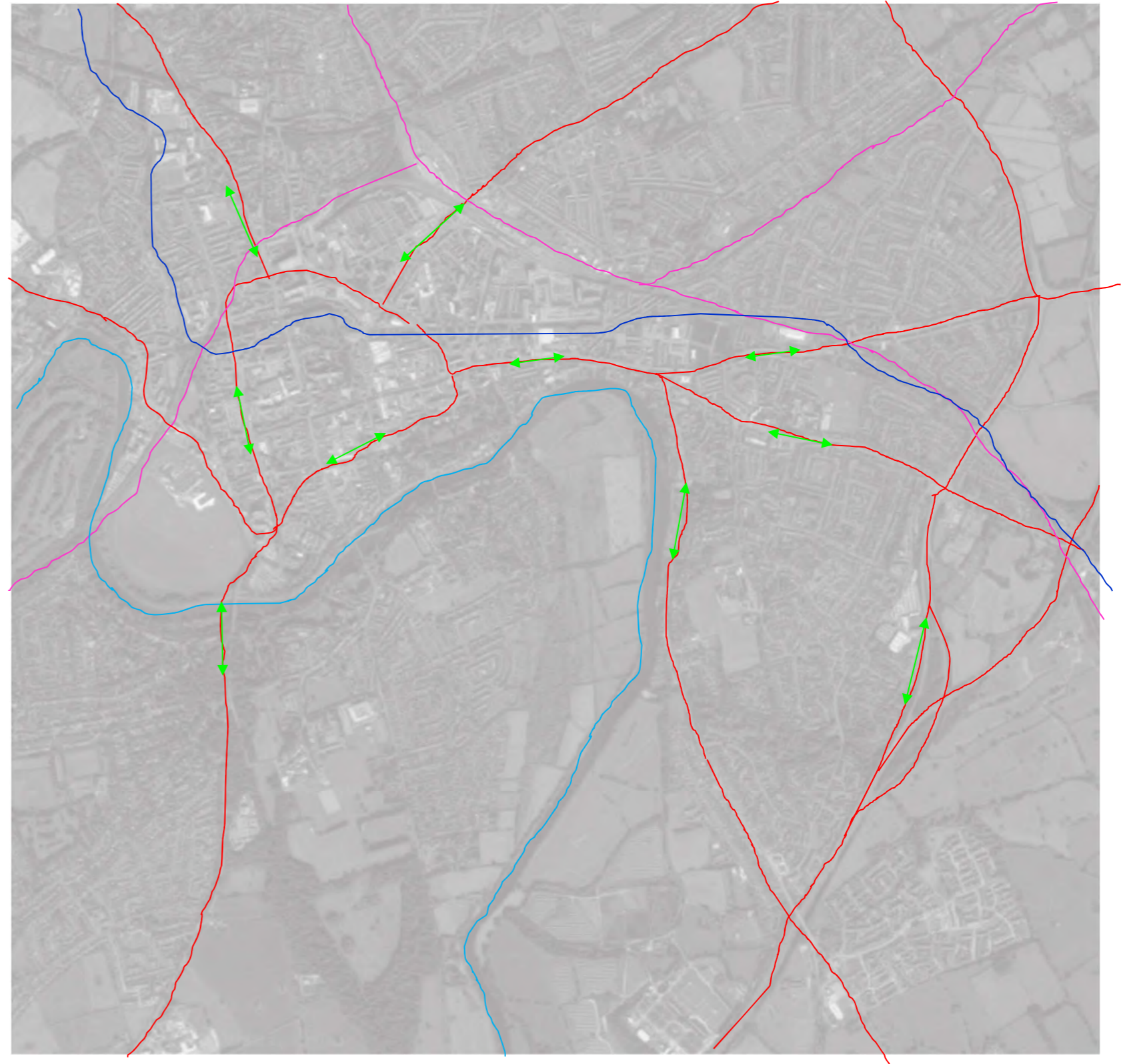
Road – Main roads in and around Chester

Rail – Railway lines into the city

River – The River Dee route

Canal – Shropshire Union Canal

Bus – Routes around and into/out of the City towards Wirral and North Wales





3.0 – Conservation Area

3.0 – Conservation Area Analysis

3.0 The existing site consists of a three storey public house which lies directly adjacent to the roadside with a small pavement separating the site to the road.

3.1 The existing building is a rendered masonry structure with a slate roof and timber windows

3.2 At the lowest level there is an outdoor terrace area which is accessed by an internal and external spiral staircase leading to an outdoor bar and then down a set of timber steps into the gardens and jetty.

3.3 The public house has been adapted and extended over the years the most recent extension was under application 05_00177_FUL which was for the glass planar conservatory which is currently in place housing the dining areas of the restaurant on the ground and lower ground level.

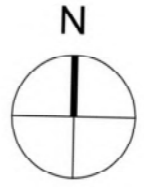
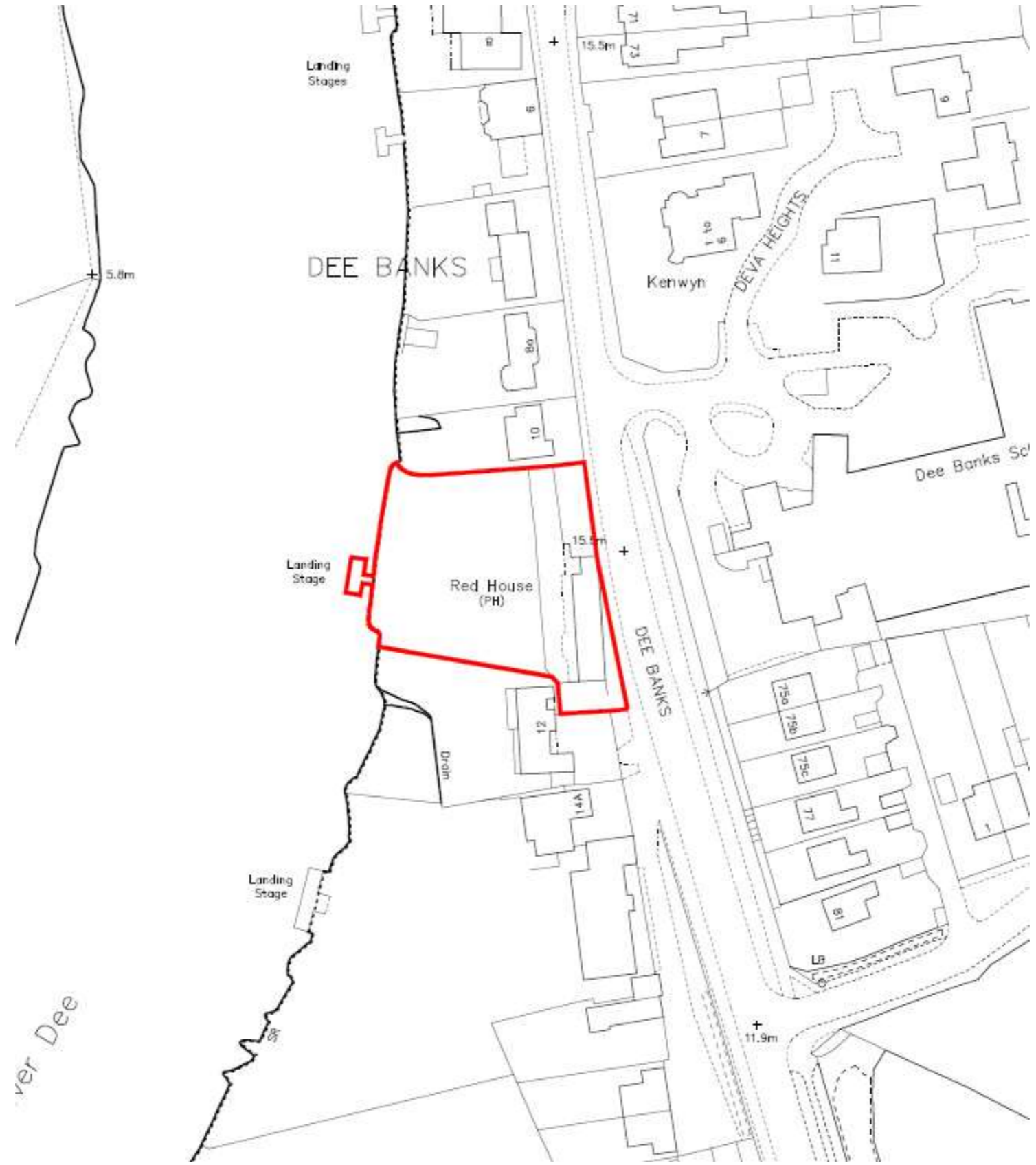
3.3 The Figure (right) shows the outline of the proposed development site within the conservation area and area of archeological interest.



IMAGE – CWACC



4.0 – Site Boundary





5.0 – Historical Context

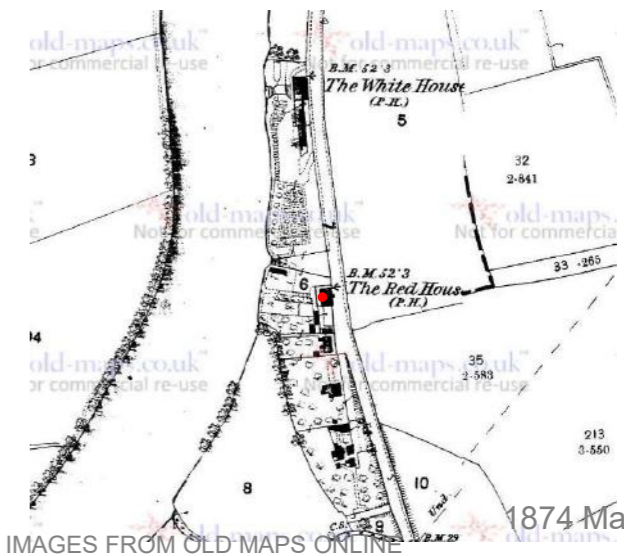
5.0 – Analysis of historical mapping

5.1 – The mapping (right) shows that a building has been situated upon the site from the mid 19th Century.

5.2 – The map progression from 1874 through to 1947 highlight the natural progression of construction along the riverside. The original White House Public house is also evidently demolished/adapted to form a residential dwelling between 1874 and 1947.

5.3 – The historic progression of the area is shown to have adapted existing dwellings to form larger built footprints along with moving buildings away from the roadside and closer to the river.

5.4 – An increase in boat houses and landing stages have occurred across the years as private access and usage of the river became more evident.





5.0 – Historical Context

5.5 – Location and Historical Context

When reviewing the characterisation study for Chester produced by Taylor Young, the proposed development site is the only river facing building which is included within its small area which is covered under M11.

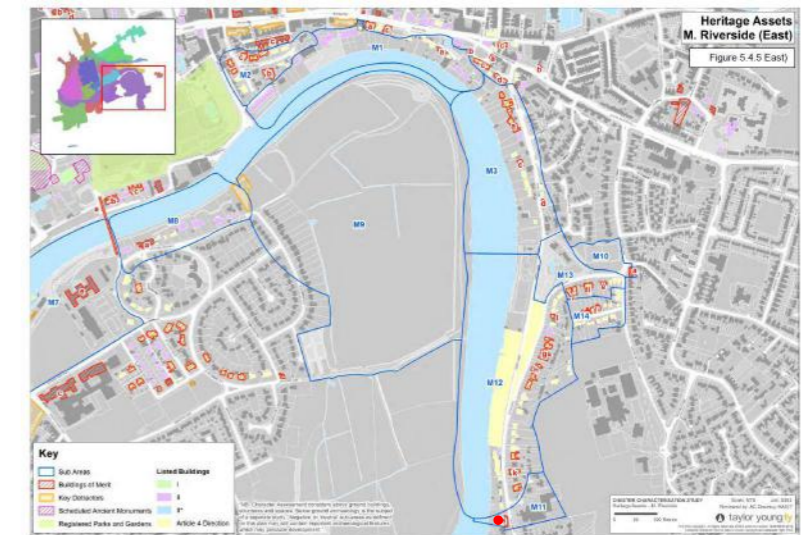
The application site and in turn the existing building proposed to be demolished is the last building which is examined when going south along the river. It is not highlighted as listed nor is it covered under an Article 4 Direction.

The maps (right) show three key elements which have been reviewed.

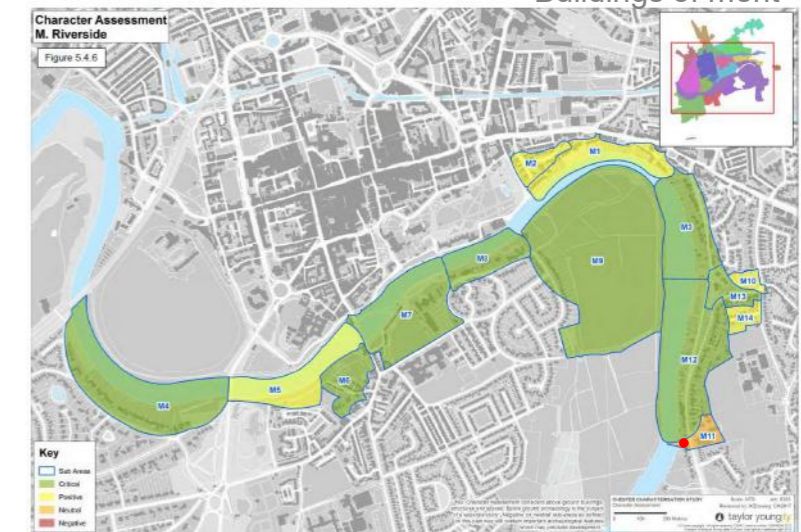
- 1: The buildings of merit and listing of buildings.
- 2: The effect the building has on that individual area : Neutral
- 3: The predominant architectural style : Contemporary

Overall this area is noted as being neutral with the neighboring site being the cut off element to the riverside character assessment. The design principles which are noted within the document for new developments in the zone M (riverside) should maintain the inherent character of the area and its significant buildings. The Red House pub has been noted as being successfully restored and modernized with the use of its modern glazed structure to the rear.

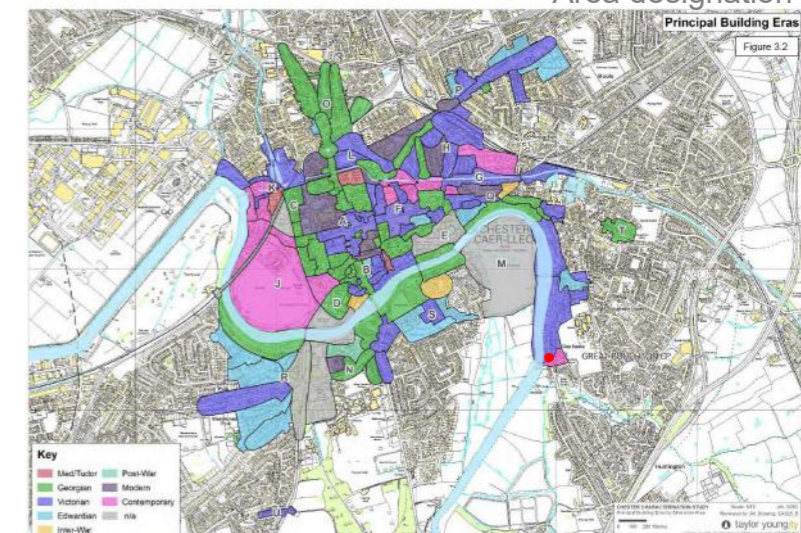
The proposed designs will take into consideration the positive comments which have been made towards the site. The comments in regards to the successful development of the riverside area with prominent buildings of merit will also be explored.



Buildings of merit



Area designation



IMAGES – CWACC / TAYLOR YOUNG

Predominant style



6.0 – Historic Urban Grain

6.0 – Urban Grain

6.1 – The old mapping has been examined along with images available online showing the building prior to the modern extension which has been added in more recent years. This has been carried out to review the placement and scale of the site's original buildings.

6.2 – The map (right) shows a snip of the sketched site with site analysis of buildings which were within the site boundary in 1911. The public house as sited today is shown as being alongside the road with a second building half way down the bank towards the river.

6.3 – The buildings to the south of the site (number 12) has changed significantly as shown by the overlaid current OS on the old mapping as previously this plot was subdivided into a row of terraces, now stands a much larger building of up to three storeys. This is now set back from the road allowing for off road parking to the front.

6.4 – Much of the area has been infilled with buildings such as the rows of semi detached dwellings between 1911 and 1963 along with the school which appears on mapping in the early 1980's.

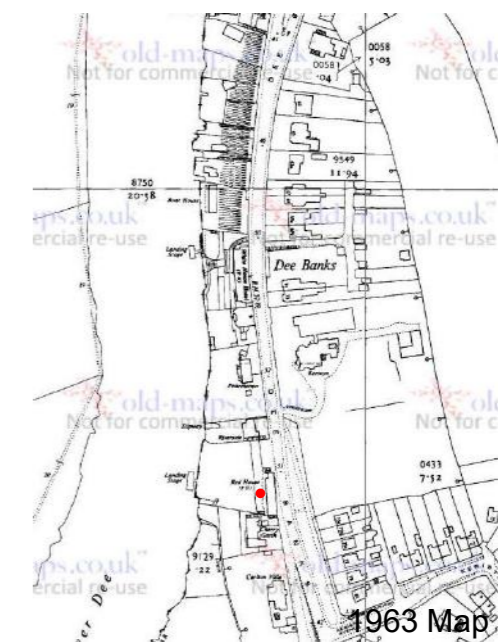


IMAGE – OLD MAPS ONLINE



7.0 – Existing Height and Plan Analysis

7.0 – Existing analysis

7.1 - The local area is built up of a variety of building styles, heights and materials.

7.2 – Evident across Sandy Lane and Dee Banks however more concentrated towards the road junction split is the increase of building height as seen from the river from three storey to four storey. This is more evident in the much older original buildings to the area and again the most recently built dwellings.

7.3 – The river accessible dwellings can all be found to have the stepped effect of a lower storey seen from the roadside (predominately 2 storey) with the building increasing in height by cutting into the land to form in some cases up to three additional storeys.

7.3 – The site is currently made up of one large building sited along the pavement edge with landscaped terraced gardens leading down towards the River and pontoon. This as can be seen from both the figure ground plan and the height analysis (right) is not in line with the natural progression of the area and site forward of all buildings along the street.





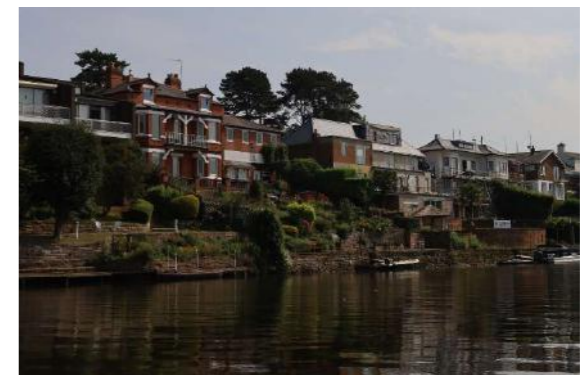
8.0 – Photographic Study

8.0 Key views looking towards and away from the existing site





8.0 – Photographic Study





9.0 – Wider Area Vernacular

9.0 Road Facing Elevations

9.1 There are many architectural styles and formats which can be found along Sandy Lane and Dee Banks, the images (right) show some of the more prominent buildings which face the road with the materials palettes being similar in both texture and colour.

There is a large amount of facing brickwork in the immediate and wider area which is broken up with timber, cladding and render detailing.

More-so in the modern buildings along the river and wider City area render has been used as the principal material with accents of brick and cladding used.



IMAGES – GOOGLE STREET VIEW



10.0 - Typologies

10.0– Architectural Typologies and Materials

10.1 – There was a range of discussions held within the office with the design team as to what approach the architectural language would take and which form would be most appropriate for the site.

After initial discussions and massings of model it was agreed that a modernist/post modernist approach would not be appropriate due to the historic characteristics for the area. Again a more traditional approach to a Georgian or Tudor approach would also be inappropriate due to the surrounding buildings.

The detail of a pediment is a common feature in historic buildings within the City. This concept of creating a modern building which connects with its surroundings whilst connecting back to the historic nature of the city was examined bringing in a modern take on a common baroque feature

The concept of a split pediment retains the historical anchor of a structure with the broken element forming the expression and composition to fulfil the exigency of emphasizing modern design and bringing light through the building.



IMAGES – RIBA J



10.0 - Typologies

10.0– Architectural Typologies and Materials

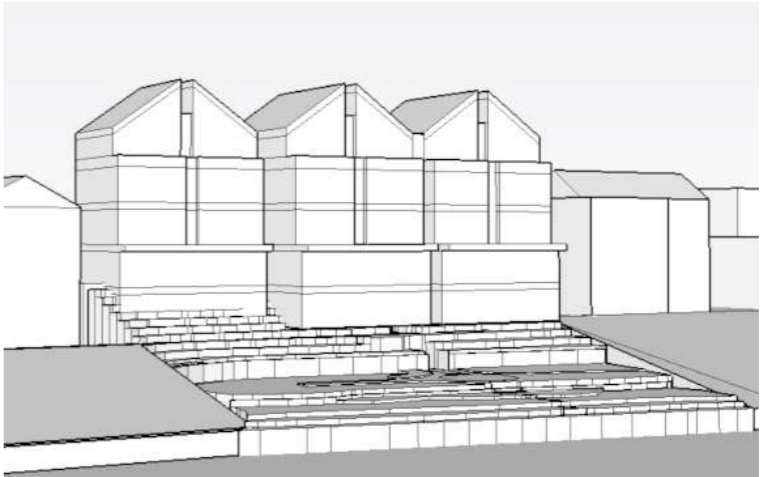
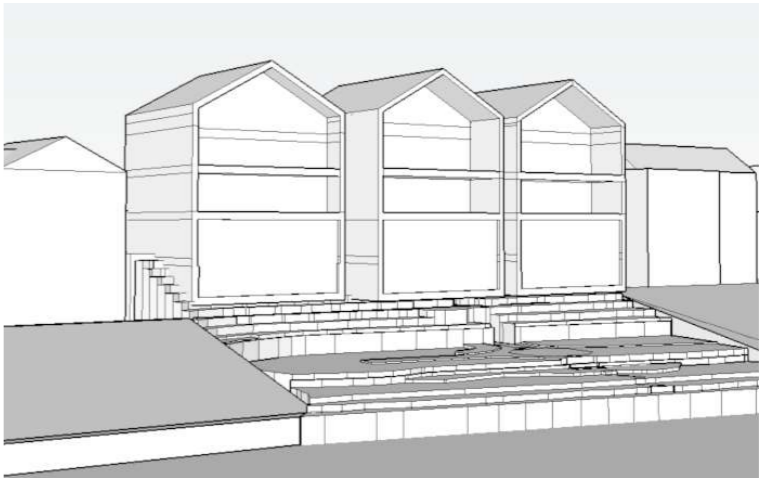
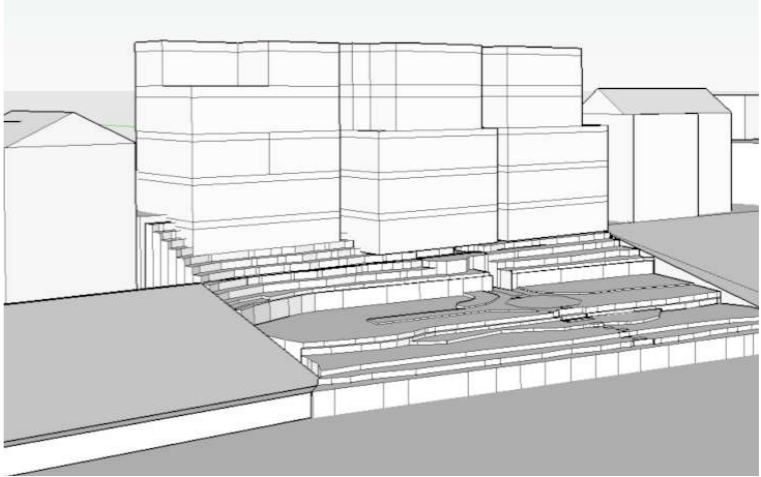
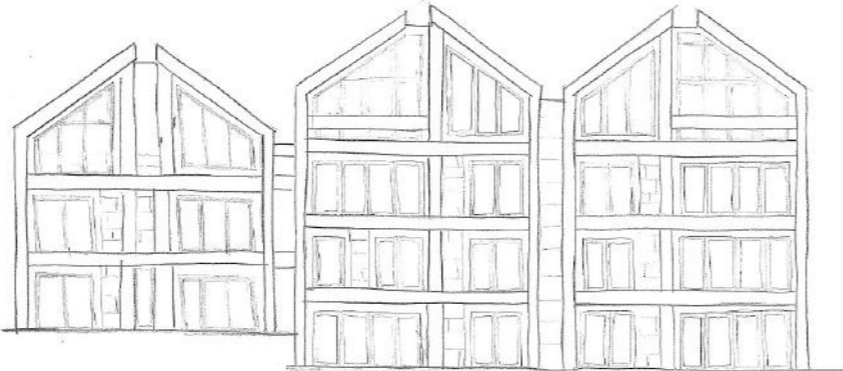
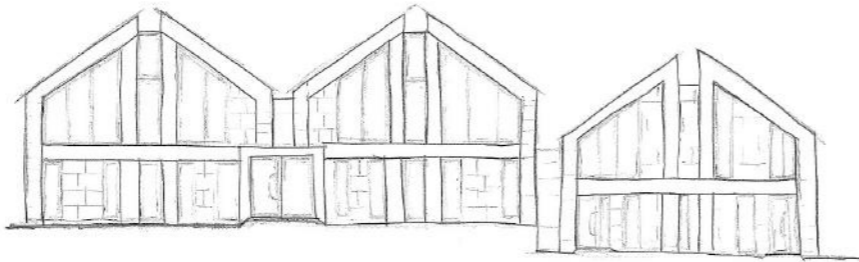
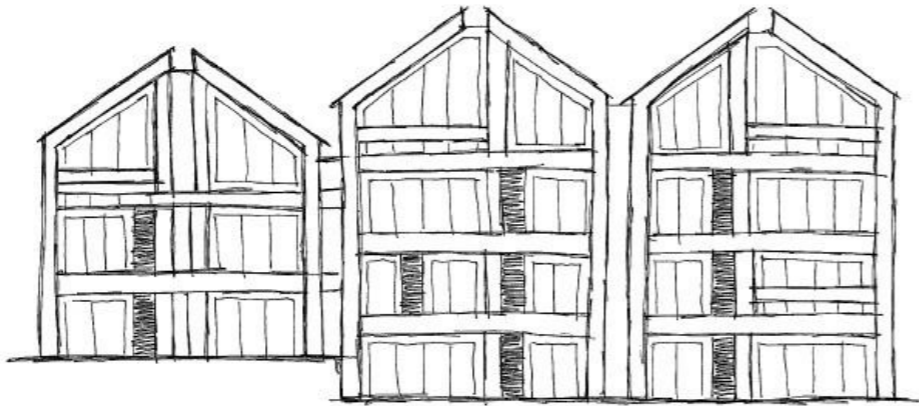
10.3 – The example images (right) outline detailing in forms of building steps both of the footprint and of higher levels. Riverside and open space fronting building styles and articulation techniques have also been reviewed from both a local area approach and UK based approach to look at design styles, material choices and detailing.

10.4 – A wider context discussion has been held over the tonal contrasts of the materials which are to be chosen and which aesthetic approach is to be taken in regards to textural choices of brick, render, paneled systems etc. Across new builds along the river there has been a mixture of different materials used including Marley composite board, render, terracotta tiles, curtain walling, stone inserts etc.





11.0 – Sketch Development



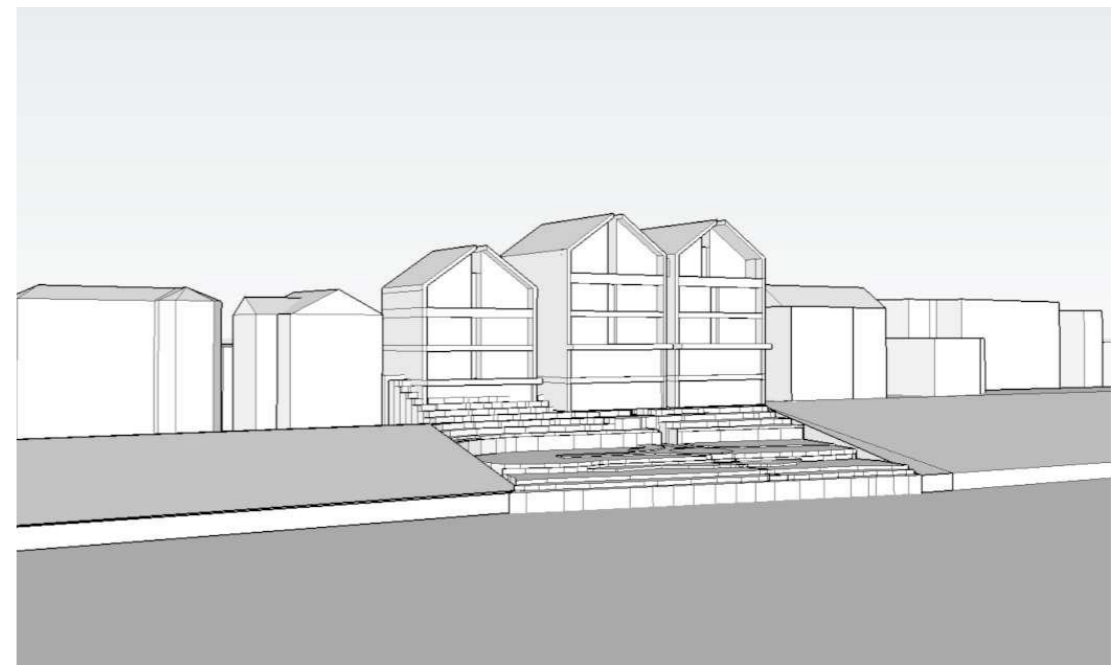
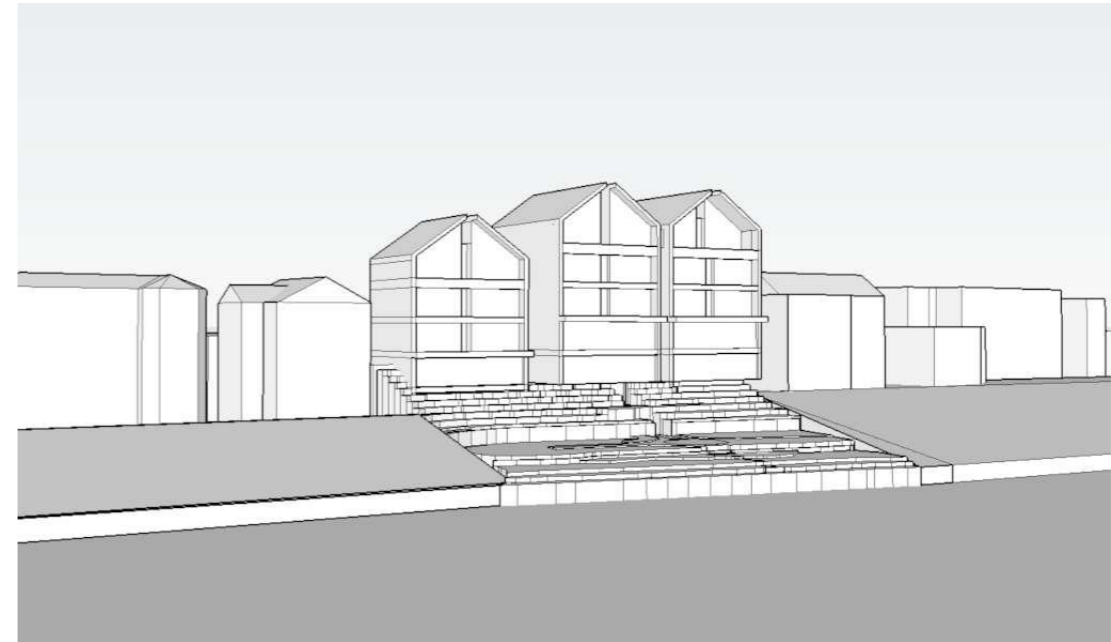


12.0 – Mass Analysis

12.0– Looking from the Meadows towards the site

12.1 - A 5 storey block based on initial sketching and modeling to produce height analysis looking at the scale of the built form in relation to the surrounding buildings.

12.3 – Building as dropped 1.5m from previous height looking at the natural relationship between the surrounding buildings with the concept scheme





13.0 – Proposed Height and Plan Analysis

13.0 Proposed Height and Plan Analysis

13.1 – As the area is made up of a mixed tenure including private detached and semi detached dwellings along with apartments several options have been discussed and reviewed within the design development for this site.

13.2 – Due to the natural curvature of the site and neighboring buildings following the road a form which is of building much like Riversdale Court with a variation in both stepped footprint and stepped height is proposed with articulation as to allow it to naturally fit within the street scape.

13.3 – Much like with the building sited along the riverside on Dee Banks and Sandy Lane a stepped approach to the building will be utilized to step the building from a two storey building as seen from the street down to become at maximum 4 residential storeys with underground parking





14.0 – Design and Access

14.0 – Design and Access

The design brief for the development is to provide 7No bespoke apartments with associated landscaping and parking. The building is to be positioned back from the road to allow for forward landscaping to provide both amenity space and privacy from the road.

14.1 – Site Layout

The site will be laid out in a similar positioning to the existing layout, the proposed building is to be sited backwards of the existing building as to allow for landscaping and access to the underground parking, access to the river will be in the form of a private path which runs along the North elevation of the building with a series of steps and landings which brings you to a terraced garden which is accessible by all occupants of the building.

Access to the river will be from the existing pontoon which is sited central to the site with works being carried out on the pontoon to enable safety as it has been left untouched for a period of time.

14.2– Existing Buildings

There is one existing building on the site which is the main public house and restaurant. This is accessed from street level with a separate external spiral staircase which leads down to the external bar and seating terrace. The building as seen from street level is two storeys high, from the river side this increases down one additional storey to be three storeys in height. A modern glass extension has been added to encapsulate the dining area and provide unobstructed views out from all areas of dining to the river.

14.3 – Previous Applications

The site has from review of the planning history had 12No applications varying in relation to illuminated signs, works to trees, extensions and additions.

14.4 – Access and Parking

Access to the site is proposed to be from Dee Banks with the main point of access being at the south end of the site where vehicular access will lead to a car lift down into the basement parking area where 12No spaces each comprising of a car stacker providing a total of 24 vehicle car parking spaces.

A total of 7 external bike store spaces which would be covered would be provided for the site.

1-2 bedrooms = 1 space

2-3 bedrooms = 2 spaces

3+ bedrooms = 3 spaces

14.5 – Amount

The proposals amount to a total of 7No apartments located over 4No floors. Comprising of:

Apt 1 – 4 bedroom (duplex, ground and first floor)

Apt 2 – 4 bedroom (duplex, ground and first floor)

Apt 3 – 2 bedroom (-1 level)

Apt 4 – 3 bedroom (duplex, -1 and -2 level)

Apt 5 – 3 bedroom (-2 level)

Apt 6 – 3 bedroom (duplex apartment ground and first floor)

Apt 7 – 3 bedroom (duplex apartment ground and -1 level)



14.0 – Design and Access

14.6 – Basement

The basement comprises of 12No spaces each with a 2car vertical stacker providing a total of 24no spaces. A car lift is proposed as the means of accessing the basement with the lift being accessed from the road level at the south of the site and lowering down three levels into the basement. A separate escape stair and lift are to be provided as pedestrian access.

14.7 – -2 Level

The lowest habitable space level comprises of one, one storey apartment along with the lower level of a duplex.

Apartment 5 is a three bedroom with family bath and Ensuite apartment with all kitchen dining and living as an open plan area overlooking the river. The bedrooms which are situated towards the road are to be top lit with openable roof lights to provide natural ventilation.

Apartment 4 is a 3 bedroom duplex apartment which at this level houses the family bathroom and bedroom three along with the open plan living, dining and kitchen space which much like apartment 5 is toplit for the kitchen and bed 3 areas.

14.8 – -1 Level

The lower ground level houses the upper level of apartment 4, apartment three and the lower level of apartment 7.

Apartment 3 is a 2 bedroom apartment inclusive of open plan dining and lounge with separate kitchen and family bathroom. This level also incorporates a instep within the floor plate to incorporate relief within the elevation and provide a balcony to apartment 3.

Apartment 4 at this level houses the remaining two bedroom suites and a utility room. The north of the site contains an adjoined building which is set at a alterative level to the main building and linked through a glass section.

Apartment 7 is a duplex apartment with this level housing an open plan kitchen, dining and lounge and the third bedroom with family bathroom.

14.9 – Ground Floor

The ground floor houses to both built elements the main access into the building for pedestrians. Apartments 1-5 are accessed through a main central core with staircase and lift with apartments 6 and 7 having individual ground level access.

Apartment 1&2 are both duplex apartments with at this level housing the master bedroom suite, three double bedrooms(one Ensuite) family bathroom and utility room.

Apartment 6&7 are again both duplex with this level housing the master bedroom suite and second bedroom with Ensuite.

14.10– First Floor

This level houses the upper level for apartments 1,2&6. All of which have an inset balcony terrace which is accessed at two points.

Apartment 1&2 at this level house an open plan kitchen, dining and lounge area along with a separate snug which is glazed on two sides providing views across the river and meadow area.

Apartment 6 at this level houses the third bedroom and family bathroom along with the open plan living, dining and kitchen space

14.11 – Roof Level

The roof is articulated and cut back with the use of a split pediment along with to the furthest most north and south aspect housing a cut out in the roof forming an open 'roof light'



14.0 – Design and Access

14.12 – Landscaping

The proposed front element of the site will be a combination of hard and soft landscaping with interconnecting walkways allowing access between the three building entrances and across to the bin and bike store area. Proposed terraced soft landscaping creating a stepped garden space which leads from the footpaths down towards the lightwells which will also house the top lighting areas for the lowest level of accommodation.

To the rear of the site a terraced soft landscaped area which is accessed from apartments 4,5 and 7 directly via a small private terrace area with steps down to the main communal garden space. The external space is to have a pathway which leads from the steps at the northern and southern boundary across the site which has been graded to allow for ease of maintenance and use to a central path which leads down to the lowest paved area which is situated at the river bank. A pontoon and landing stage are proposed to be retained and used as a communal access pontoon.

14.13 – Boundary Treatments

To the north and south boundary a 1.8m fence with hedging is to be provided to provide screening between properties.

To the front roadside boundary a combination of soft planting, brick walls and private gates are to be provided. This will be set back from the main road frontage to allow for low level planting to the road side of the main boundary wall.

The river side boundary will be provided with a balustrade at the edge of the paved area.

14.14 – Overlooking

Due to the proximity and natural layout of the street scape the building has side windows which are at the western most point within the end rooms at each floor. These are proposed to be used as secondary windows to rooms and provide more so an aspect of ventilation to the room and articulation to the elevations. These have been over-clad with vertical louvers which would be fixed in place at 45 degrees which extend outwards to only allow forward facing viewing across the meadows.

4.15 – Sustainability

As the project is at planning stage an initial review has been made in regards to sustainability of the building in terms of:

- Energy resources; renewable energy products such as PV and Turbine power has not been explored for this proposed development however
- Ventilation Strategy – MVHR to be used in communal areas and within the basement
- Lighting: low energy lighting would be provided across the scheme with PIR systems within communal areas
- Car Charging: Each stacker space is to be provided with a car charging point.

4.16 – Use

The building is to be used as residential apartments.

4.17 - Context

Site visits have been undertaken to both the property and the surrounding area via the road and river network to establish local architectural characteristics and how the location of the buildings have been influenced by their placement alongside a river.



15.0 – Local Materials and Design

15.0 – Design Style and Materials

15.1 Multiple local design styles of nearby dwellings and other buildings which face onto the river have been analysed for material choices and placement along with architectural detailing.

There is a wide range of design styles which can be found along the river and in the wider area of Chester City which vary from traditional Tudor buildings which are found along The Rows to brick and rendered manor houses which are more evident along Dee Hills Park and Victoria Crescent.

Modern approaches have also been taken when looking at a range of new dwellings which have more recently been designed and built which include 9 Victoria Crescent, Deeside Court and Old Government House, 18a Sandy Lane and 10 Dee Hills Park.

This proposed development encompasses a traditional form for the site and local area of having pitched roofs with road fronting gables. The increase in storeys from roadside to riverside has also been examined as a positive and common feature along both Sandy Lane and Dee Banks, this feature allows for creating greater views across and out over the River Dee and Meadows without bringing the buildings much higher at road level.





15.0 – Local Materials and Design

15.2 – Proposed Materials

- Brickwork
- Brick detailing to floor levels and covered entrance
- Slate roof
- Aluminum Windows and Doors
- Cladding surrounds to windows
- Frameless glass balustrade



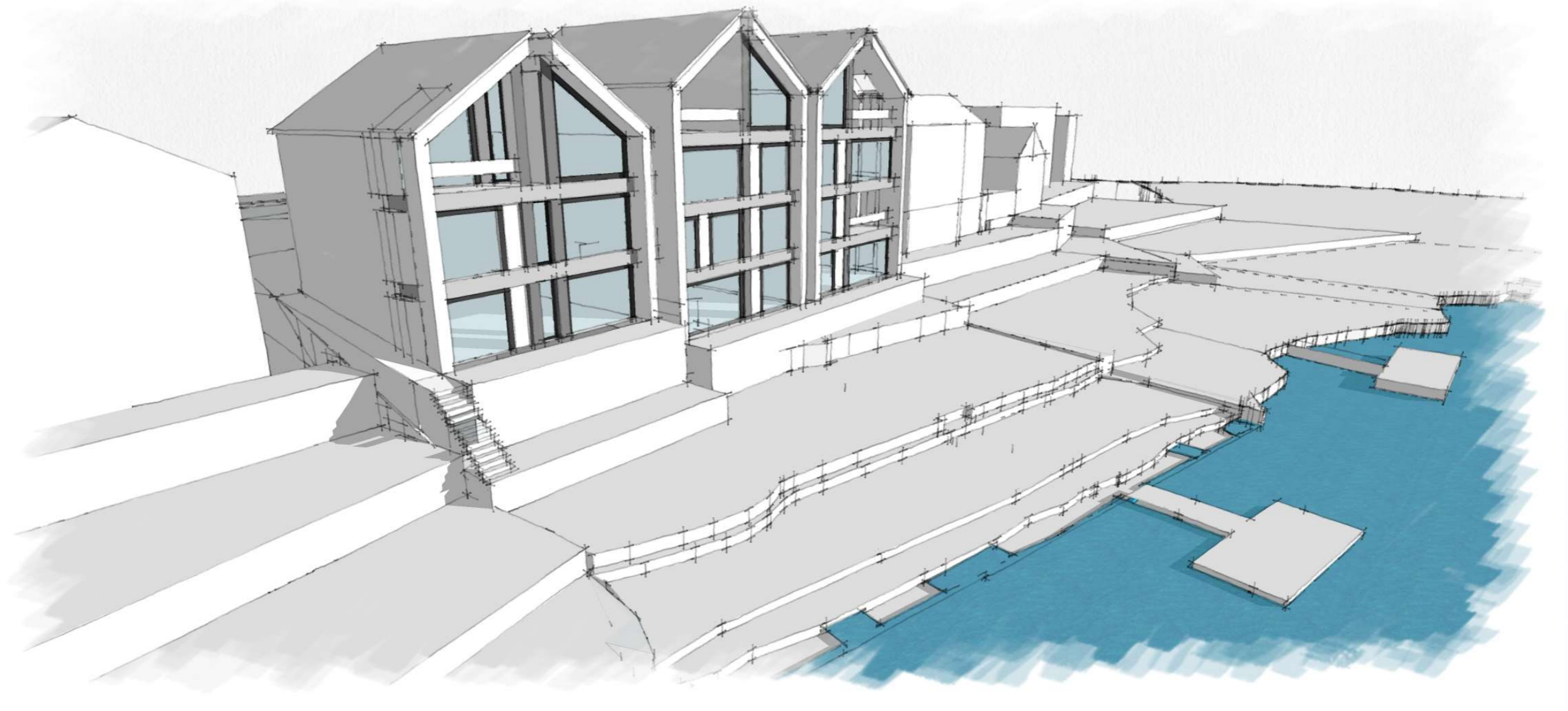


16.0 – Proposed Modelling



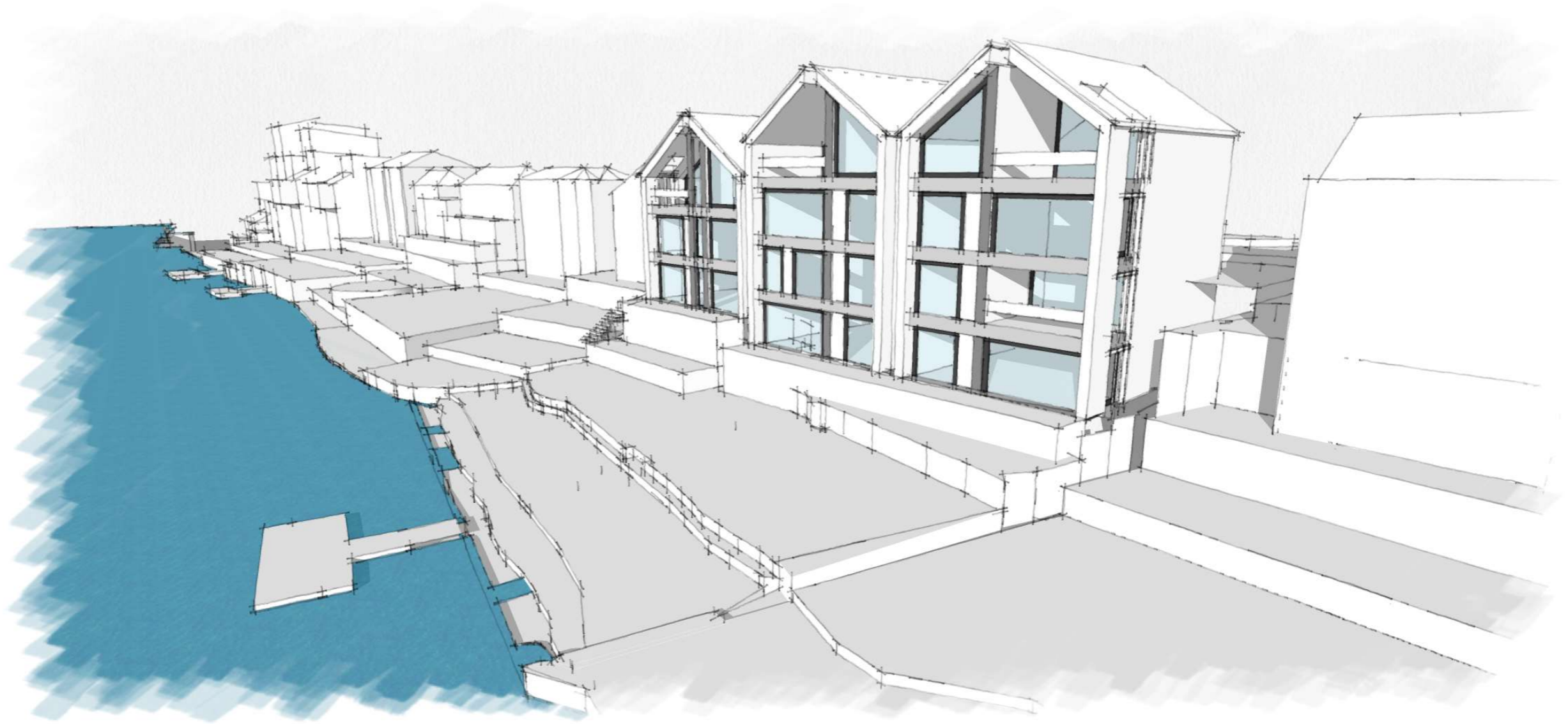


16.0 – Proposed Modelling





16.0 – Proposed Modelling





16.0 – Proposed Modelling





17.0 – Technical Housing Standard

17.1– Technical Housing Standards

- 1 bedroom apartments to be between 37 – 50m² (1m² storage)
- 2 bedroom apartments to be between 61 - 70m² (2m² storage)
- 3 bedroom apartments to be between 74 – 95m² (2.5m² storage)
- Floor to ceiling height – 2.3m

Mean areas as proposed in this development

- 2 bedroom apartment – 144.5m²
- 3 bedroom apartment – 173.1m²
- 4 bedroom apartment - 219.9m²

Storage will be provided in the form of a separate store room or alternatively a set of built in cupboard space within each individual apartment at an area which meets the minimum technical requirements.

17.2 Secured by design

Each apartment will be designed to hold an approved flat entrance door which complies with the secured by design, this will also include any window which is opening into a private area of the dwelling unit.

Individual alarms are to be installed by certified installers to each individual apartment.

Gated access to both the vehicle area and the pedestrianized access is to be provided to increase security into the property and surrounding grounds.

17.3 Lifetime homes

- (1) Parking - minimum parking standards are to be met and exceeded
- (1) Required is 18No spaces, providing 24No spaces via 12No stackers
- (2) Approach to dwelling from parking – via lift or stairs to each level. Apartments 6&7 have a external walkway to access their private entrance
- (3) Approach to all entrances – series of walkways off the main road with ramped access to the main building which houses a lift and 3No steps down to the access for apartments 6&7
- (4) Communal Stairs and Lifts – provided from lowest level to highest level
- (5) Circulation space – stair lobby to remain as an open circulation space
- (6) Entrance to living level space - provided via stairs of lift
- (7) Potential for entrance level bed- all apartments have an entrance level bedroom
- (8) Entrance level WC and shower drain all apartments have an entrance level bathroom
- (9) WC and bathroom walls – can be upgraded to suit required loadings for future upgrades of supports
- (10) Stairs and potential through floor lift – lift in main body of building provides access to all entrance levels for apartments 1-5
- (11) Potential for fitting of hoists in bedroom/bathroom – see WC/bathroom walls



18.0 – Existing Drawings

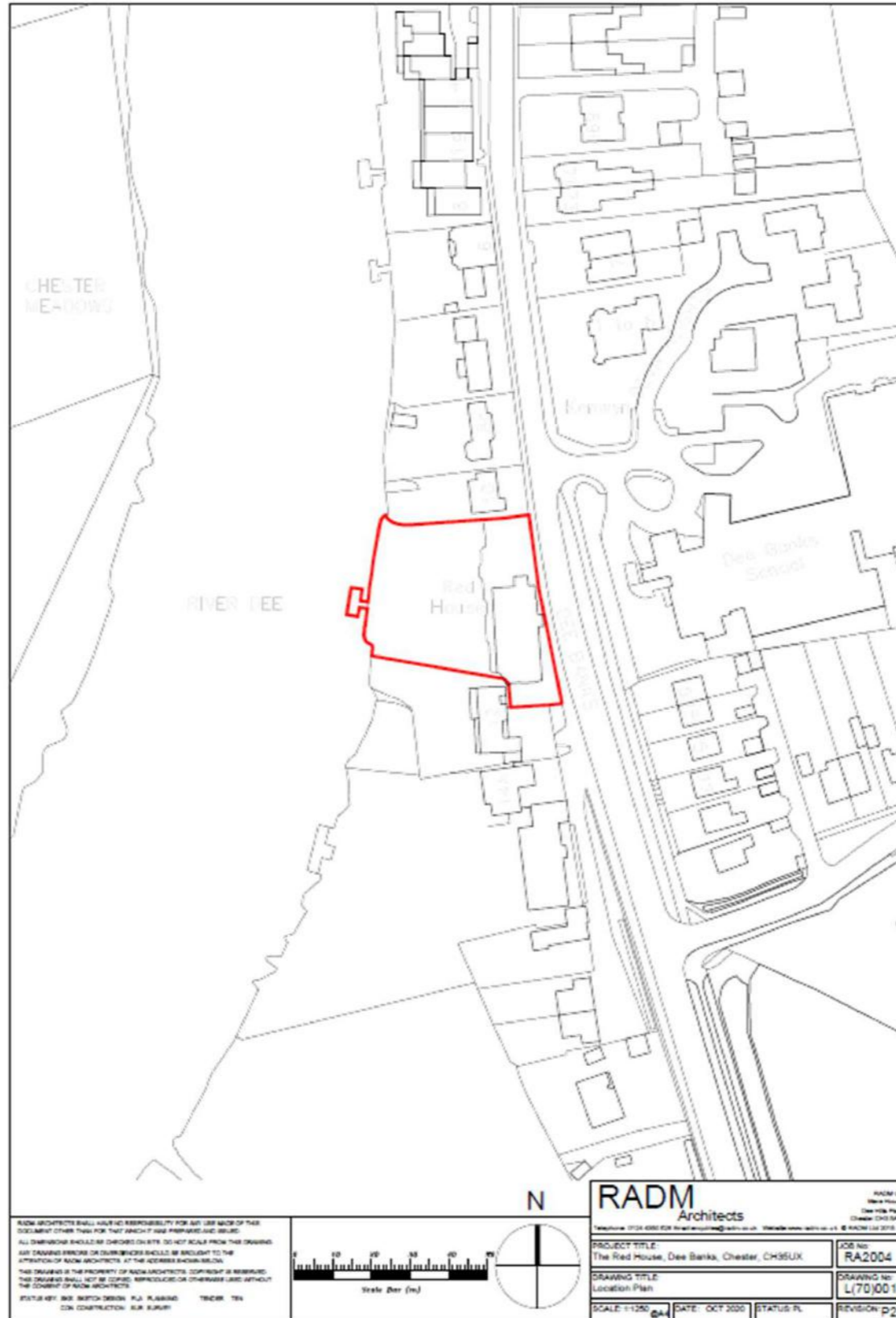
18.1 Topographical Survey Data





18.0 – Existing Drawings

18.2 Location Plan





18.0 – Existing Drawings

18.3 Existing Site Plan

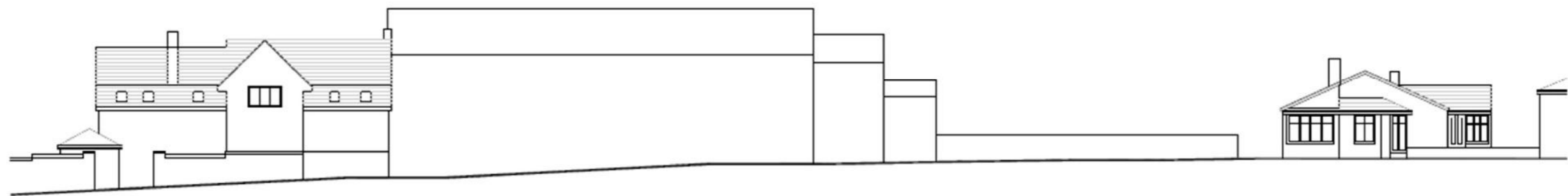
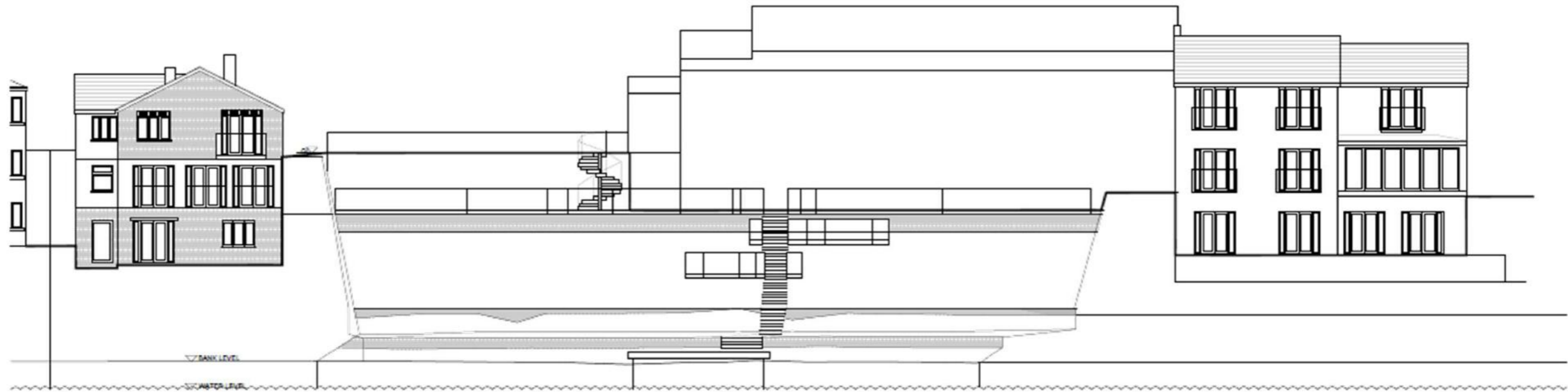


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18.0 – Existing Drawings

18.4 – Existing Site Elevations (River and Road)



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19.0 – Analysis and Constraints

19.1 Analysis of the existing

The existing building is currently in use class A3 (Restaurants and cafes) as noted under The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020. The building is at present occupied and used as its intended use class which is A3 (restaurant). The building has been adapted and extended over recent years to accommodate for a change in how the building is used and advertised as to allow for the building to offer uninterrupted views of the River Dee and Chester meadows. The existing building whilst in a good condition of repair for the large part is becoming less viable, especially in the past year due to the lockdowns which have seen restaurants across the country close doors for months at a time. The site location is prominent not only from a river scape aspect but also from the road as it is one of the last few main buildings which are adjacent to the main road through prior to getting into the higher density housing areas of Huntington and Great Boughton. Along Sandy Lane and Dee Banks the road side is highlighted by prominent dwelling houses, a school and park.

The existing building houses a mangers apartment at first floor level alongside the main bar and restaurant area which is not currently use other than for a small office.

19.2 Constraints of the site

When reviewing the building and the site as a whole there has been a number of constraints which have been taken into account when developing the design. Some of these constraints have influenced design changes and the direction which has been taken with the form.

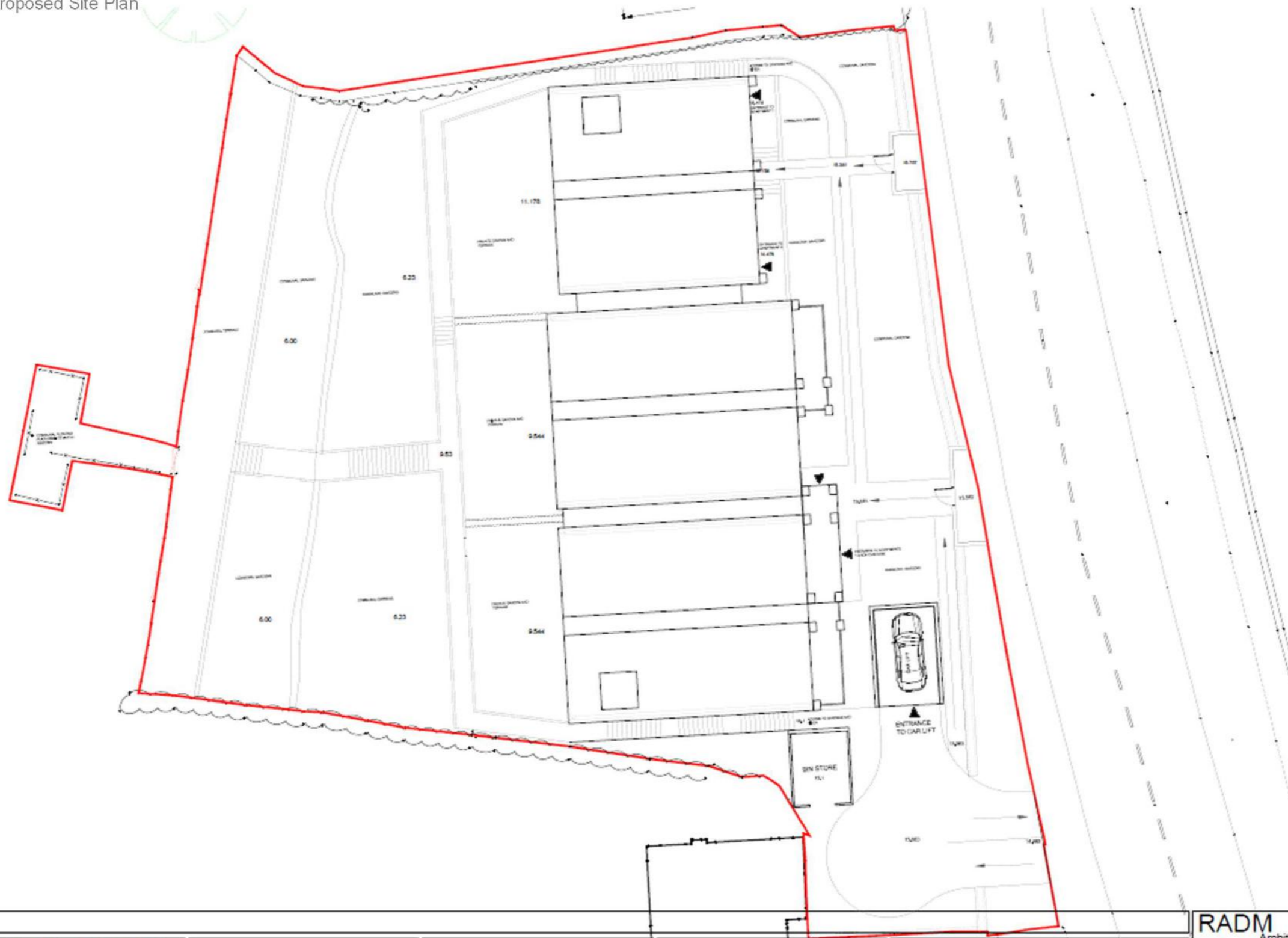
Building regulations – Part M (use and access), Part B (Fire), Part K (protection from falling). How the building is used and accessed along with the safety due to the proposed openable sliding doors at each level have developed and adapted the thoughts for how to protect the occupants from falling with the use of balustrades. Protection from fire as a current 'hot topic' has been considered throughout the design process to review for egress windows, escape routes and the overall height of the building. Access to the main element of the building which is attached to the car parking basement has been designed as accessible with a lift and level access which reaches all but the top floor of the duplex penthouses.

Conservation area – whilst the existing building and the immediate adjacent buildings are not listed or curtilage listed the site does lie within a conservation area which highlights that any proposal must be sympathetic and a positive addition to the conservation area. The area which the proposed development site is located is within an area which is noted as being neutral (within the conservation area appraisal document).



20.0 – Proposed Site Plan

20.1 Proposed Site Plan



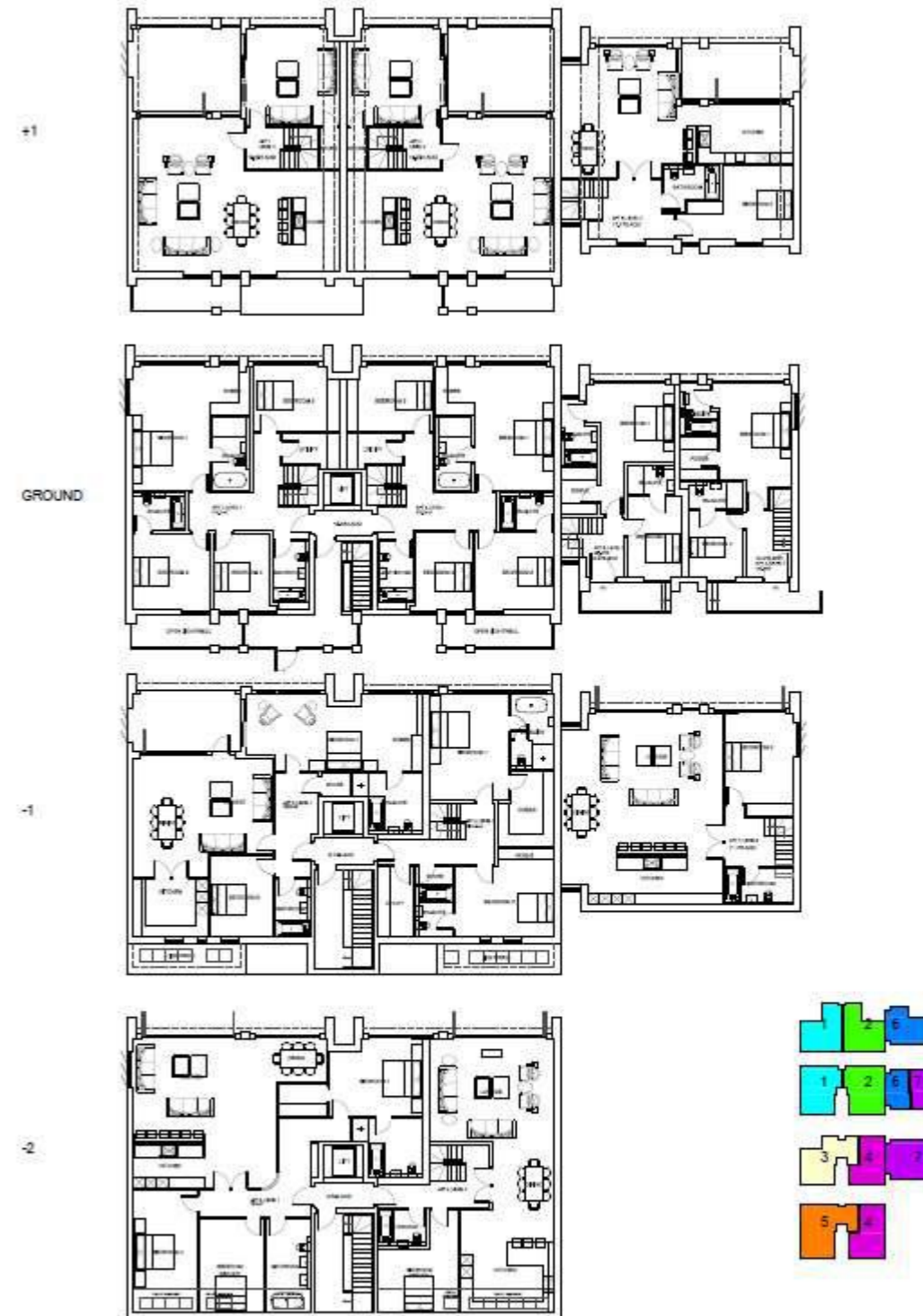
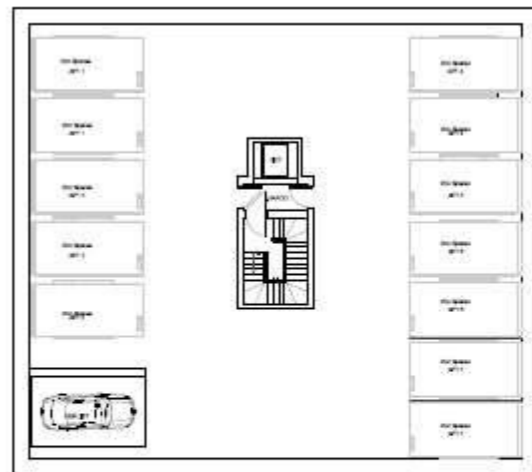
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The Red House, Chester



20.0 – Proposed Site Plan

20.2 – Proposed Floor Plans



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DRAWN BY	LEAH DODD
CHECKED BY	LEAH DODD
DATE	1/11/2021

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20.0 – Proposed Site Plan

20.3 – Proposed Elevations



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21.0 – Analysis of the proposal

21.0 The Existing

The existing building is sited in its historic location which is alongside the road frontage, the natural development and growth of the area when looking at the maps in section 5 it is evident that between the early 20th century and today that the buildings have been moved away from the facing street to encompass off street parking and front landscaped areas providing screening from the road.

21.1 The Existing building

The existing building is set at 3 storeys high with a pitched roof and large glazed area to the rear overlooking the river with a terraced garden leading down to a pontoon.

21.2 The Proposed

The proposed development works with the natural sweeping effect of the building footprints along Dee Banks and Sandy lane to connect the new building in with the existing street scene. The building takes reference from the surrounding buildings by having a lower storey number to the roadside in comparison to the riverside. The proposed building is set at 1 and 2 storeys when viewed from Dee Banks with a landscaped area, bin and bike store to the front along with vehicular access to access the car lift down to the basement.

The provision of communal spaces will be in the form of landscaped gardens creating a sense of community across the small number of apartments. Each apartment will be access via a communal stair and lift core which leads directly into the parking areas

21.3 Bike storage and parking

Bike storage will be in the form of a bike shed which will be a covered unit to the front of the bin store next to the car lift. Vehicular parking will be within the basement

21.4 Materials and Design Style

The materials which have been chosen as facing materials are in keeping with the local vernacular, this will encourage the building to be linked into the surrounding street and river scene whilst also being bespoke to the site and wider area. The design style takes the form of a pitched roof with gable features which is most common along this stretch of the river.

21.5 Balconies and Terraces

Each apartment is proposed to be provided with either a stepped in balcony which is accessed off the main open plan living area or a terrace which is only accessible to the lowest habitable level.



23.0 – Conclusion

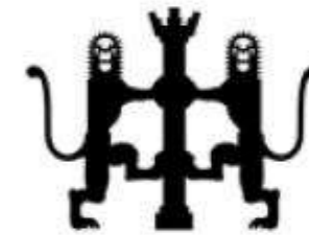
23.0 – Conclusion

This document is to be read in conjunction with all accompanying drawings and reports produced by RADM and all other consultants. The proposed development has been architecturally analysed for design intent in relation to the local and wider area to ensure that the building is in keeping and not harmful to the existing local vernacular. A visual study was undertaken in August 2020 by two members of the design team of the river scene reviewing the architectural styles and features along with massing between The Boathouse Pub and The Red House.

From survey and background desktop studies it is the opinion of the design and consultancy team that the proposed development would have a positive effect upon the site. From the survey results for highways, flood risk, ecology and arboriculture the proposed development would not create a negative impact upon the site.



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