

Design Access Statement

New Dwelling to rear of 1 Park Lane



Image showing indicative representation of the proposed dwelling. It sits comfortably on the site and addresses the corner plot.



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Introduction

This application seeks to infill a vacant plot to the rear of 1 Park Lane with a new 1-Bed dwelling. The Site was previously developed by the footprint of the original Victorian building and a Garage was sited along the rear unnamed service lane.

These structures have now been demolished and the vacant plot is attracting antisocial behaviour and serving as a fly-tipping spot. This is visually detracting from the street scene and row of terrace housing. Local residents approached me during my survey to express their concern for the site and seeking an improved use of the site.

Enhance the Area

-We propose to enhance the area with a positive contribution to the street scene that addresses the corner plot and sits comfortably within the immediate context.

-The design aims to connect the existing terrace housing with the Victorian red brick buildings that frame the view down Birch St towards Faringdon Park and the Town Centre.

-The new dwelling will provide active frontage and natural surveillance improving the perceived security of the area.

-This is to be a highly sustainable form of development in the centre of Swindon with excellent transport links, access to large green space adjacent and local shopping facilities.

-The design takes advantage of the site's Southern orientation with vaulted living space bringing in direct natural light.

-The proposed dwelling exceeds the nationally prescribed space standards and provides a high quality of accommodation with sustainable credentials.



Site Context

Context

The site sits at the corner of Birch St and Park Lane within a compact residential urban form. The immediate surroundings comprise of Victorian terrace housing and a parade of shops that enclose the South-Eastern corner of Faringdon Park. This corner forming the 'Local Centre' is distinguished by the Victorian red brick turret of the Ship Hotel that marks the convergence of Birch St, Wescott Place and Park Lane. The Birch St terraced housing provides a strong continuous form with few breaks and a minimum step back from the street. The adjacent flats above the shop at 1a Park Lane are accessed directly off Birch St next to the application site.

To the rear of the site is an unnamed service lane that previously housed garages and workshops to the back of 1-3 Park Lane. These have now all been converted to residential use except 1 Park Lane which remains vacant.

The regeneration to residential use along the service lane is established and strengthens the case for our proposal.

Historic Context

-Faringdon Park was formed to serve the Railway Village to the East in the 1840's and remains an important large open green space.

-Historic Maps from 1886 show the application site as part of Courtsknap Cottage's grounds at the South-East corner of the Park.

-By 1900 a later development of terrace housing extended West from the Park between the railway line to the North and the houses and school along Wescott Place to the South. This resultant finger shaped form was enclosed by Dean St and Birch St.

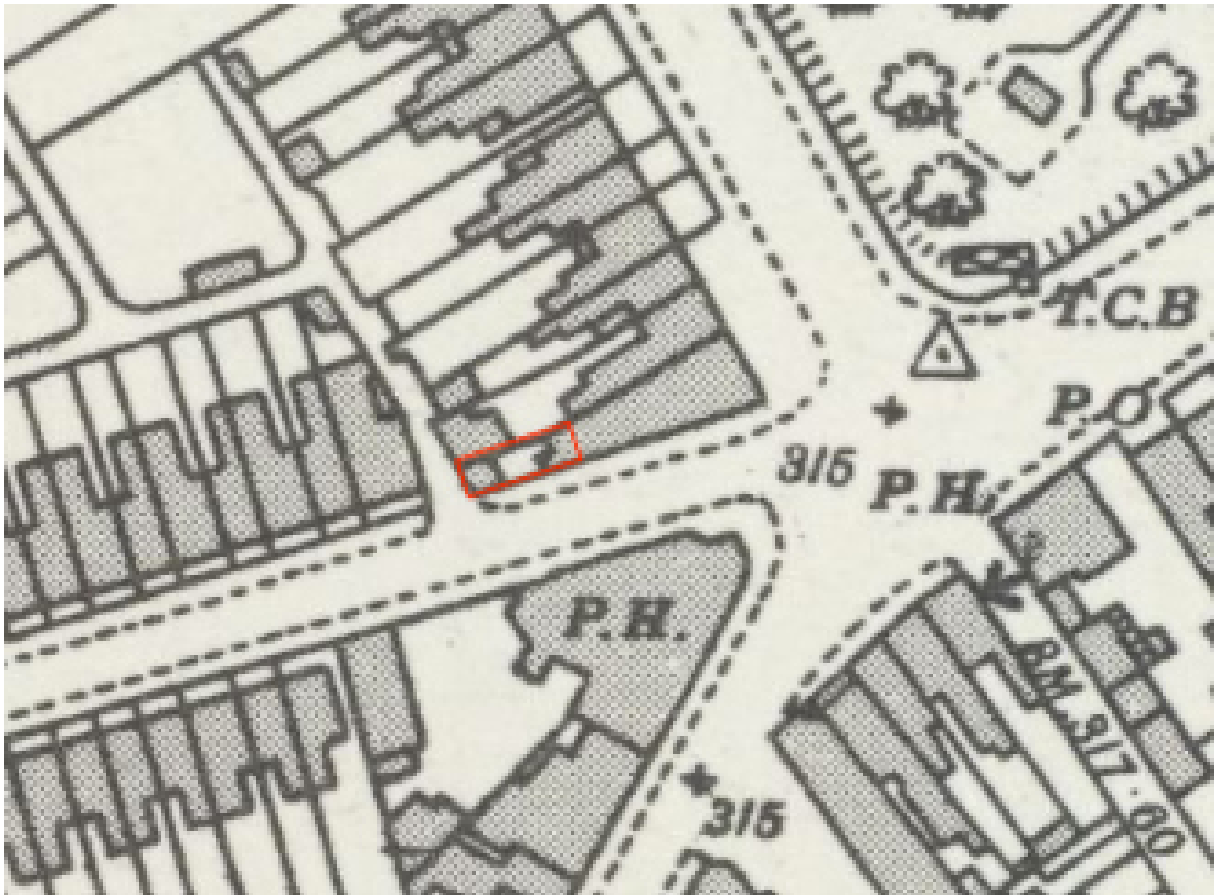
-At this time a tram line started running around the Park along Faringdon Rd and up Park Lane. The electric trams seem to have created a glamour and prosperity to the times. These were unfortunately replaced by buses in the 1930's.

Future Context

-This junction is expected to be rejuvenated by the arrival of a proposed canal running along Faringdon Rd and down Westcott Place.

-A 'Transport Improvement Route' is planned (See Central Area Action Plan CAAP)





The above historic plans from 1947 show the original Victorian building on the site extending by approx. 4.2m to the rear, and a garage to the Western service lane; now both demolished. These relatively recent demolished structures are both evident from the remaining foundation walls and hardstanding. These are expected to provide a tradable area for the new proposed dwelling of ~52m².



Relevant Planning Policy

- The Swindon Local Plan encourages design-led, sustainable housing that reflects the character of the area, which this application aims to meet.
- The site presents a small windfall, having been previously developed.
- It is outside the Conservation Area and Swindon Centre Area Action Plan
- The Swindon Residential Design Guide Part 2 has been referenced during the design process.

Recent Granted Applications

-3 Park Lane, 2016 Application Ref: S/16/1211

Conversion and extension of an existing workshop (B1) to (C3) dwelling.

The vacant site pictured below is insecure and being used for fly-tipping. The concealed corner is attracting antisocial behaviour, with the commercial waste bins inviting the space to be used as a dump.

-Informally the site is being used as a parking space with awkward access off Birch St.





Concept Design

Re-Introduction of the Tram

The images opposite show an electric tram traveling South along Park Lane and turning past the site. There is now a renewed enthusiasm for decarbonising the grid and a move back towards electric transport.

Conceptually the proposed dwelling takes on the poetic form of a tram that has come off the line at Park Lane and is parked up waiting to serve Swindon again. It is hoped that this small 'tram' house will embody the same prosperous qualities that show an enlivened street scene in the historic images opposite. With the proposed canal and improved public transport past the site and the potential for pedestrianisation this Local Centre will be re-invigorated.

-The solar panels harness electricity from above for future connection to the grid line.

The postcard images opposite show the electric tram going past the site. These images are used for planning purposes only and not intended for reproduction. These have been sourced from the Local Studies Swindon Libraries Flickr.

c1906: Park Lane, Swindon (Postcard)
Photographer: William Hooper.
Repository: From the collection of Paul Williams.



Appearance

The house sits happily next to the Victorian building as a modern counterpart.

-The narrow South facing plot lends itself to the tram form, with a 3-window saloon fronting the street and a bullseye window light looking West down Birch St.

-Materially the design is a continuation of no.1's red-orange brick extending along the site in flemish bond.

-The curved frontage addresses the corner plot. This ties in with the pubs Victorian turret opposite and frames the view down Birch St towards the City Centre.

-Brick corbeling at the base and top of the walls articulate the tram-like form.

-The size and expression of openings take cues from the adjoining building.

-The entrance is expressed by brick piers and header course, with crisp casing around the saloon window openings emphasising the concept.

-The Living Space sits at the front of the curved form and enjoys a triple aspect with vaulted roof form. Roof lights emphasise the high ceilings.

-A conical standing seam roof with built in gutter lining connects visually with the adjoining roof.



Amount

The following areas exceed the Swindon Residential Design Guide minimum standards.

Previously Demolished Buildings:

Rough tradable footprint: 52m²

Proposed House:

- GIA: ~50m²
- Kitchen/Dining/Living: 23m²
- Bedroom: 12m²
- Bathroom: 6m²
- Utility: 4m²
- Entrance Hall + C/B: 4m²

- Secure cycle storage for 2 bikes
- Covered bin storage for 2x 240l bins
- 23l food waste caddy

Sustainable Approach

- Excellent orientation and massing. This will reduce the dwellings energy demand for space heating.
- Fabric first approach with roughly 400mm thick external walls proposed in order to achieve a highly thermally insulated envelope.
- Solar array to take advantage of orientation and anticipated to connect into planned PV arrays on the South and Eastern roofs of No.1-2 Park Lane.



Access

Parking

The site falls within parking zone Sector 1 which does not require parking for a 1-Bed house. The house is 15mins walk to the city centre, train and bus station and has easy access to a cycle route into town. There are plans to improve public transport along Park Lane and a proposed canal running to the city centre (Area Action Plan).

Amenity Space

The large open green space of Faringdon Park next to the site is proposed as an alternative to private outdoor space.

However, the proposed rear access to the house through the shared private courtyard space is to be renewed and provide covered cycle storage and bin storage.

It is anticipated that this rear courtyard can begin to be cultivated with possible planting and seating, by the residents of flats at no.2 and the proposed house 1b.

Commercial Waste

The commercial waste for the Pharmacy at no.1 is proposed to be relocated at the front within a covered secure timber store and to meet SBD.

