



[Company name]

DESIGN AND ACCESS STATEMENT + HERITAGE STATEMENT

AT 66 BRATT STREET, WEST BROMWICH. B70 8SB

Sudhir Sehdeva

April 2022

20_003-AUS-XX-XX-RP-A-DAS

Aurum Studios

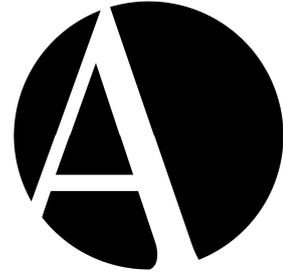
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Contents

THE APPLICATION	2
Heritage and conservation	3
Pre-Application advice	7
Site Description	10
Context	10
DESIGN	10
Vehicular Access	11
Pedestrian Access	12
Amenities	12
Summary	12



THE APPLICATION

SS Design Services have been instructed by Mr J Boghal to submit a planning application for a new 3 Storey development at 66 Bratt Street, West Bromwich.

Application Description

The application consist of:

The demolition of the current dwelling at 66 Bratt Street and construction of 6No New self-contained apartments within a single dwelling

This application is supported with the following documents included:

- Completed Planning Application Forms and Certificates
- Site Location Plan
- Drawings showing the proposals listed below
- Design and Access Statement + Heritage Impact Statement

Drawings:

20_003-AUS-XX-ZZ-DR-A-(20)050-EXISTING PLANS + ELEVATION

20_003-AUS-XX-ZZ-DR-A-(20)100-PROPOSED TYPICAL AND 2ND FLOOR PLANS + ELEVATIONS

20_003-AUS-XX-ZZ-DR-A-(20)101-PROPOSED 3D VIEWS

Application Fee

The application is a resubmission and will be utilising the original fee paid to Sandwell Council, for £2,556



HERITAGE AND CONSERVATION

The current site although within the conservation area is of no notable historic merit or of no noteworthy example of Victorian architecture. The home is not in keeping with the other domestic dwellings on Bratt Street and with more recent single storey extensions on the property to form the kitchen and bathroom has become eyesore to the area.

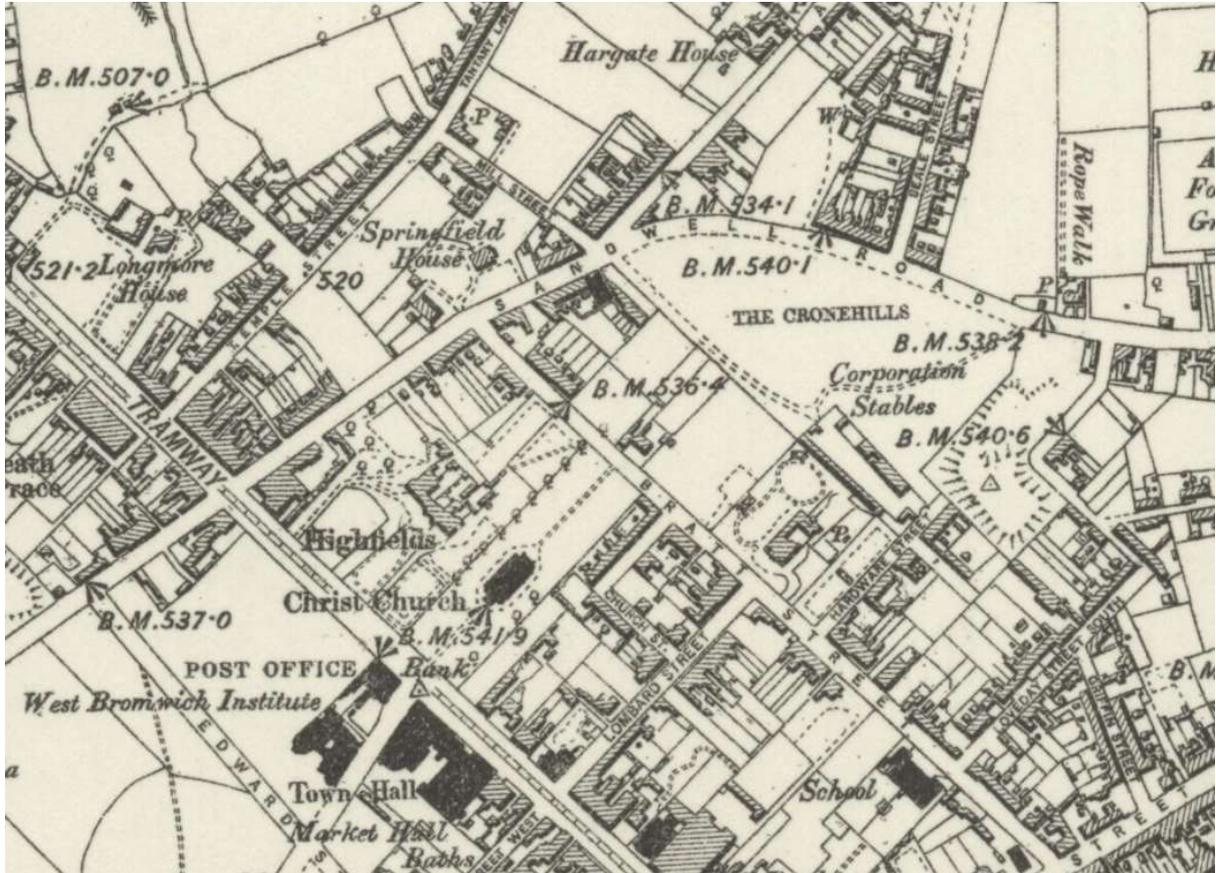
The rendered exterior with the faux beams is not in keeping with buildings of that age. Whilst some of the details have been kept such as the stone sills, lintels and exterior dentil cornice, they have been decorated in an unsympathetic fashion.

The proposed building has tried to respond to the need for a more appropriate dwelling that understands that it can not replicate the traditional Victorian dwelling but a more modern reflection of the Georgian house that would stand far better in the isolated location.

The proportions of the windows have been carefully chosen to provide an appropriate ratio of glass to wall on the key elevation on Bratt Street and Sandwell Road.

The use of both flat roofs and pitched roof for the main building are in keeping with the idea of a more formal building.

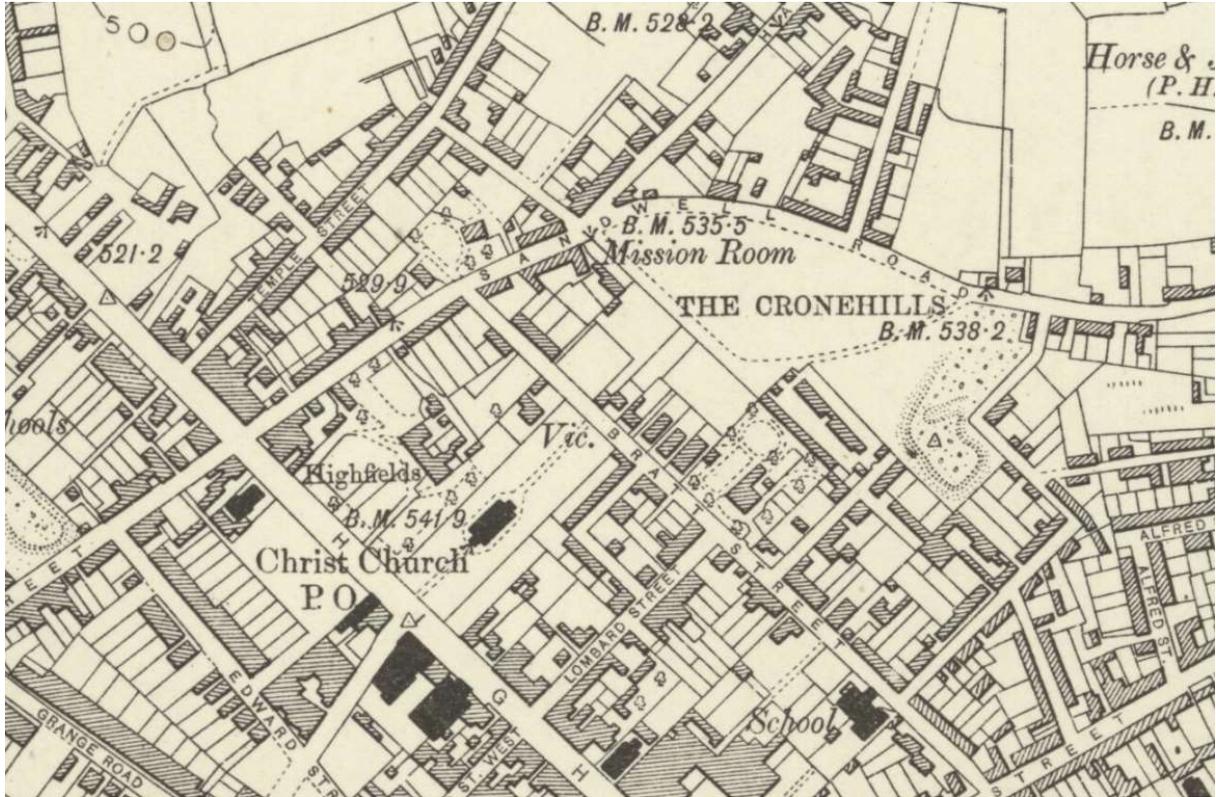
The materiality of the external finish was chosen to emphasize the solid and quality of the development. The use of stone on the ground floor with the blue brick above was to highlight the solid base of the building and the intension that this is a higher class of development that is not of place in the conservation area.



1889

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1904

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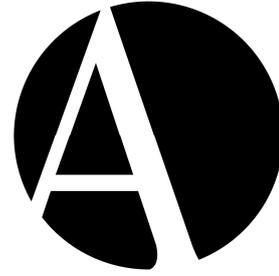
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1921

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PRE-APPLICATION ADVICE

A pre-planning applications has been submitted and accepted on the 7th September 2018 where the basic design and massing were reviewed. A written statement was issued on xxxxx and the design has been revised in response to this advice in respect to the overall massing of the building. The Advice has been extracted below

Urban Design Comments

Bratt Street, West Bromwich: Pre-app PE9070

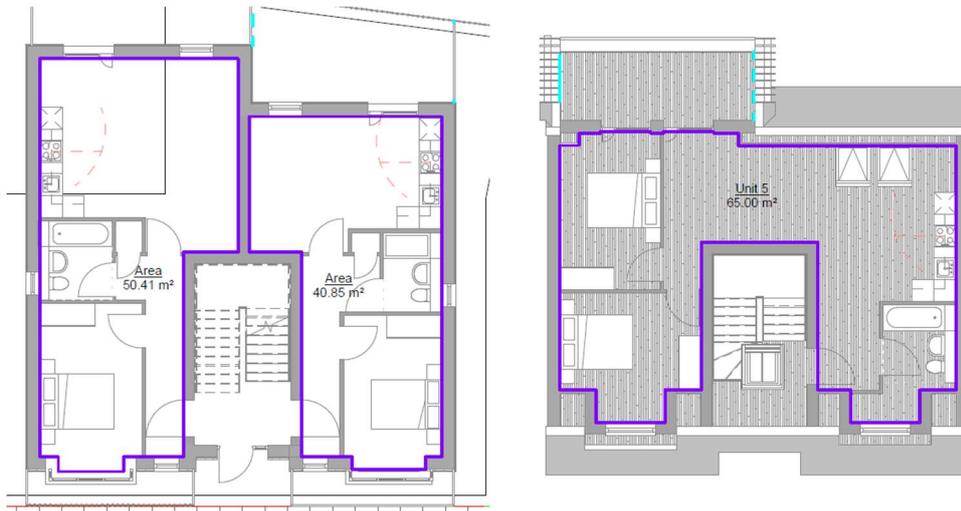
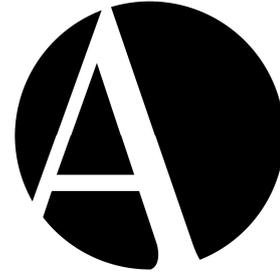
Proposed Development: 7 self contained apartments for professional individuals looking to be close to the West Bromwich Town Centre. In terms of use the proposal fits with the existing use and the context of Bratt Street. However, the proposal generates a number of concerns relating to spatial standards in association with residential development, as set out in the Residential Design Guide SPD (2014).

Internal Space

A number of the apartments are below the required internal spatial standard (studio apartments 40sqm, 1 bed apartments 50sqm, 2 bed (1 double, 1 single) apartments 60sqm, 2 bed (double rooms) apartments 65sqm). Flats 2 (48.63sqm), 4 (48.63sqm) and 6 (48.63sqm) are below the spatial standard for 1 bed apartments.

We have addressed these issues by reducing the number to 5 Units and ensuring the minimum sizes have been achieved. The units now consist of

- 2No 1 Bedroom (50m²)*
- 2No Studio Apartments (40m²)*
- 1No 2 Bedroom (65m²)*



Amenity Space

There is no indication of private amenity space provision in association with the proposal, which should be 10sqm per apartment.

Each Apartment has access to a 10m2 amenity space –

- *The ground floor apartments have a fenced amenity spaces*
- *The upper 3 apartments all have a 10m2 Balcony*

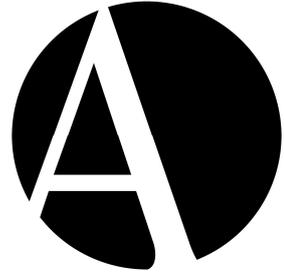
Car Parking

There is no indication of car parking in association with the proposal. One space per apartment should be provided with 1 space per 3 apartments provided as visitor spaces.

A Transport statement has been produced for the site highlighting the sustainability of the project due to the close proximity of major public transport network. The lack of parking spaces is arguably not detrimental to the scheme and would promote the use of public transport.

Scale

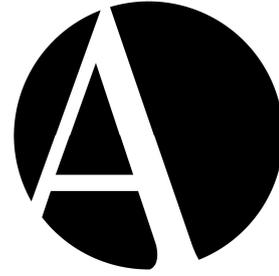
Built form along Bratt Street is predominantly 2 storey in height, with a small number of 3 storey buildings, though these are not at a greater height than the Victorian Edwardian 2 storey dwellings. It is evident that the 3 storey proposal with roof space, is not reflected within the context in terms of scale, but it is appreciated that the site is isolated and there may be opportunity to provide some extra height, though on reflection I believe that a 2.5 storey building would be more suited. It is evident that a contemporary approach could be adopted to the design of new form, but spatial concerns have to be reconciled.



JOH: 12/10/18

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SITE DESCRIPTION

The site is located in to the North of West Bromwich Town centre, located in the Metropolitan borough of Sandwell. The overall site area is approximately 194.6m² and contains a 3 storey villa plus basement and private garden. The building itself is in a rundown condition, and the majority of the garden space resurfaced in a hardstanding finish. There is one main tree located in the centre of a raised planter with other single storey outbuildings located towards the rear of the site. Both the garden and main entrance is accessed from Bratt Street.

The site is located in the West Bromwich Conservation Area.

The topography of the site reflects the presence of a basement with the primary floor level approximately 500mm above the street level. This is also mirrored in the amenity space where the ground level rises from the front of the garden to the rear varying from 500mm to 650mm. The difference generated with the Bratt Street level falling away from the house towards Sandwell Road.

Adjacent to the site is Highfields public carpark and a section of council owned and maintained grassland. Opposite to the site is an area of open land and a private carpark owned by British Telecom PLC.

CONTEXT

The closest residential properties to the site are formed from high quality Victorian terraced housing finished in traditional red brick and slate roofs with stone detailing and rendered bay windows. The fronts of the properties are walled with low level walls in matching brick and a stone copping. These houses have well-proportioned rear gardens and small front gardens. They do not have any parking spaces on their respective properties

The remaining properties vary from a Victorian public house and a car garage located on Sandwell Road.

It should also be highlighted that there have been new housing developments recently completed that have produced various semi-detached 2.5 storey properties. These are not within the conservation area but

DESIGN

The isolated location make the height and massing a very important constraint to the design. This was also reiterated in the pre-application advice. The building has been set approximately 1000mm back from the pavement and a minimum 1100mm from the sides. This is a direct response from the original Urban Designers commenters to provide a defendable spaces as well allow the owner to access and maintain the perimeter of the building.

We have also divided the location for the refuse storage to minimise the impact visually,



The overall design has been inspired by the local context, from the type and colour of the brick walls and slate tiled roofs. The proposed brickwork pattern is based on the properties on Bratt street that currently have an English bond in a thin joint imperial clay brick. We have replicated the English bond but using a more modern mortar width.

The windows ratios on the front elevation which has been chosen, with a bias towards taller window. This is to make the building look taller and also provide more light deeper into the units. They will be finished in a black uPVC finish to provide a modern simpler interpretation of the other window types in the area

We have introduced a clay brick crease in line with the bottom of the first floor windows as a direct imitation of the Old Vicarage .

The topography of the site has also been reduced and levelled to provide a more consistent surface for the development. The apartment block will therefore be 6375mm above the bench level in line with the external pavement. The overall height is greater than the original house of 9200mm, but the scale of the building is not out of character when compared to the local surroundings. The topmost floor is within the roof void to ensure that the buildings bulk is minimised and reflects a 2.5 storey development.

This application is for 5 residential apartments, use class C3 (dwellings). The 5 apartments are split 1:4 between double bed and single bed units respectively. The floorspace provided in each studio apartment is over 40sq/m whilst double bed apartments have a floor area over 50 sq/m and two bed apartment is 65sq/m as required under the internal Space standards from The Sandewll council revised residential design Guide (SPD)

VEHICULAR ACCESS

The site is in a well-established town location, within easy walking distance of the amenities found in West Bromwich Town Centre including the shops and a major public transport network. This includes Rail, bus and tram services with the main bus station adjacent to The Ringway, 600m from the site.

West Bromwich Central Metro stop is opposite the main bus station which enhances this transport hub, allowing easier access to the three closest cities of Wolverhampton, Walsall and Birmingham. Dartmouth metro stop is the closest with 8 min walk and the bus station is a 10min walk.

The scheme does not provide any car spaces within the site curtilage. Whilst this design is not optimal, when compared to the existing housing stock around the site, it is not out of the ordinary. The excellent nearby public transport links, employment, shopping and leisure facilities, all within walking distance, makes the use of private cars less attractive or likely. An internal cycle rack has been allowed for under the stairs to promote the use of cycling



PEDESTRIAN ACCESS

Pedestrian access to the new apartments will be via Sandwell Road with a private hardstanding footpath leading to the main entrance located at the rear. to the front door of each dwelling. In respect of disabled access, these paths will enable wheelchairs to gain access to the properties.

The entire property has been designed with access requirements in mind. This includes having level access to all parts of the ground floor and maintaining minimum 1200mm corridor

dwellings comply with Part M of the statutory Building Regulations.

AMENITIES

Each apartment has a North facing external balcony approximately 10sq/m and will be enclosed in a metal railing.

An enclosed refuse area will be located at each corner of rear wall. This will be large enough for a 1No 1100l Eurobin which will be collected on a weekly bases

SUMMARY

The proposal has been developed from the original scheme following the comments from the planning authority and Sandwell Council's Urban Designer address in the concerns of the spatial standards by reducing the scheme from 7 Units to 5 and adding the amenity spaces via the external Balcony spaces. The scheme will remove an un-characterful property which is not in keeping with the area

The development is in keeping with the councils ethos for sustainable design and construction methods and resilient to the future requirement of the end user, by using modern off site construction methods to minimise waste and going above the minimum thermal requirements set out by the building regulations.

These points, when combined with helping the Council's meet the housing delivery shortfall and the high quality of the proposed design, provides a compelling argument for the scheme. The design has sought to address the requirements set out in the SPD, therefore means that there cannot be any justifiable planning rational for withholding approval from this application.