



110 Park Road, Chesterfield

Design and Access Statement | January 2024

brightman clarke architects



Site Location Shown Edged In Red

Introduction:

The document has been prepared on behalf of our clients A-rock Construction Ltd to accompany the planning application drawings for a new build apartment block (21 units) on the site of existing commercial premises.

The purpose of this document is to highlight the principles of the planning, design and access considerations.

Site Location:

The application site is located on the Eastern side of Park Road and on the northern side of the Junction with Baden Powell Road.

It is situated on the outskirts of the main town centre (Edged Yellow in the image to the left), just south of Ravenside Retail park (Edged Magenta) and some 200m away from New Beetwell Street (Edged Blue).

The site is located within designated residential settlement area.

Surrounding Area Use / Characteristics:

The eastern side of Park Road is predominantly housing with a long run of terraced properties tight up to the back edge of the footpath whilst on the western site sits Queens Park (Edged Green), a public recreation park.

North of this sits Ravenside retail park with the main bus station and New Beetwell street beyond that and the town centre shopping area all within 200m.

Beyond this is the main Town Center of Chesterfield, containing retail shops, the local market, bars and restaurants as well as a Super market (edged in Cyan) all within walking distance of site.

North east of the application site sits rows of terraced housing forming a dense development area whilst directly east sit a row of semi detached houses in a ribbon form leading onto a small light industrial / commercial area.

Opposite the application site sits a small pay and display car park with queens Park Leisure Centre beyond.

More residential properties run up both Park Road and Baden Powell Road south of this area.

There is also a small convenience store some 50m south East of the application site on Baden Powell Road, which is also edged in Cyan.

**Application Site:**

The application site wraps around with a curved frontage, linking Park Road and Baden Powell Road together.

The frontage of the site is formed with a low level red brick boundary wall with a mixture of metal railings and post and wire fencing above. This leads round from Baden Powell Road to Park Road where the main site access is situated. This is split into a pedestrian access that leads to the main building on site and a vehicular access that ramps down towards a concrete yard to the north eastern portion of the site.

The northern portion of the site houses a mono pitched, predominantly brick built structure, single storey in nature but raised up above the main area of the site.

Directly north of the application site sits a public shared gennel that runs behind the terraced houses on Park Road and Elton Street.

The main building on site is also a red brick single storey structure. Set back approximately 1-2m back from the front site boundary it follows the curvature of the site. Whilst situated in such a prominent location the building is subjectively very unattractive, with small windows creating a harsh and uninviting landmark to what is a significant route into the Town Centre.

The central core of the site to the north east is made of up concrete hard standing with a small pebble dashed garage sitting along the eastern boundary. The site levels in this area are significantly lower than the main highway which raises up further from Park Road towards Baden Powell Road.

The northern and eastern boundaries are formed with high level red brick walls, with the rear garden of the properties fronting Pond Street to the east significantly elevated above the central yard area.



View from Baden Powell Road



View from Park Road Approaching the Town Centre



View from Boythorpe Avenue



View from Park Road when Leaving the Town Centre



Vehicular / Pedestrian Access from Park Road into site



Photograph of existing annex to north of site



View of internal parking / Yard area to back of site



View down Gennel to North of Site from Park Road



View South along Park Road from Adjacent Queens Park Entrance



Rows of Red brick Terraced houses along Park Road

Surrounding Street Scene Context:

North of the application site, Park road is tightly constrained on both sides, with a long stretch of terraced housing formed tight up to the back edge of the footpath whilst the western footpath is also bound with a 2.5m high red brick wall forming the perimeter of Queens Park Public Park.

The Terraced housing in the area is all distinctly characterised with a red brick façade, tall entrance doors with casement lights above and tall sash windows. There is a regularity to the fenestration along the entire run creating a noticeable architectural rhythm.

The application site curves around from Park Road to both Pond Street and Baden Powell Road and sits opposite the junction with Boythorpe Avenue. This particular area, combined with the pay and display car park south west, opens up the street scene and ties a number of main arteries into the town center together.

To the east of the application site sits a row of semi detached houses, built in the last ten years. These properties are also formed in red brick with regular formed uPVC windows. The properties are set back from the edge of the footpath, and also set back from the face of the existing building on the application site, in order to form parking across the frontage of the dwellings with small areas of planting aimed at breaking up the hard landscaping.

South of the application site on Park Road sees a continuation of dwelling houses, formed in ribbon development and built solely in Red Brickwork with slate or dark grey tiled roofs.

South east along Baden Powell Road also sees a continuation of ribbon development that is predominantly residential two storey houses, with occasional bungalows pepper potting the form. The properties here are also predominantly built in red brickwork but with some white rendered properties breaking up the material palette.



Further terraced properties line New Street and Elton Street North



Photograph of terraced houses backing onto gennel north of application site, formed with red brick and grey tiles roofs.



View looking north west along Baden Powell Road showing relationship between application site and new build semi detached houses to east



Photograph of the two pairs of new build semi detached houses east of the application site, and existing red brick house beyond.



Photograph showing junction between Pond Street and Baden Powell Road, Transition between dwellings and industrial units beyond.



Photograph of property on opposite corner to application site (South) situated on the corner of Park Road and Baden Powell Road



View south up Park Road showing ribbon development of red brick built semi detached properties.



View north on Park Road looking back towards the town center and application site.



View adjacent entrance of Queens Park, looking northwards towards the town centre, where a large brick built multi storey car park is prominent



View from adjacent Queens Park looking towards Ravenside Retail Park



Transition between residential and industrial buildings on the corner of Baden Powell Road and Pond Street, east of the application site.



View south east up Baden Powell Road of the existing industrial building and residential dwellings.



Photograph of the open surface car park on the corner of Park Road and Boythorpe Avenue.



Photograph illustrating highlevel boundary wall that runs along the perimeter of Queens Park abutting Park Road and Boythorpe Avenue.



Site Location Satellite Map

Primary Infrastructure and Access:

Highways Access:

Park Road is a significant vehicular route into the town centre of Chesterfield, offering access straight into the popular Ravenside Retail Park and the Town Centre shopping areas too.

The junction directly opposite the application site merges the main access roads of Park Road, Baden Powell Road and Boythorpe Avenue, which combine traffic from various areas of south and West Chesterfield and direct them towards the main retail and leisure areas of Chesterfield.

As a result, the application site forms key views from numerous vantage points approaching the area from each of these roads and currently lacks a focal point in this area.

Facilities / Infrastructure:

Queens Park Public Park offers a large, high quality green space that is enjoyed not just by local residents but the wider community of Chesterfield and further afield.

Queens Park Leisure Centre provides a wide range of health and well being services.

200m north of the site is New Beetwell Street, the central hub for most bus routes running across Chesterfield and North East Derbyshire and also offers public transport to Sheffield and South Yorkshire.

Whilst both Ravenside retail park and the main Town Centre offer both convenience / super market shopping, social shopping and leisure facilities such as bars and restaurants all in easy walking distance of the application site.

Design Principles
Layout and Site Arrangement

Generally

At ground floor level the apartments are split into two blocks. A stand alone apartment to the north west corner and the main apartment block are split with a wide entrance access walk through leading into a rear courtyard that offers access into the main block.

The courtyard is relatively small but has scope to form an attractive shared space which also houses the bin storage space.

The main block is then accessed off a central core hallway and stair core with a series of one (indicated in blue) and two (indicated in purple) bedroom units accessed off the hallway.

The overall development has been developed to follow the footprint of the existing building on the frontage, following the curve of the highway around from Park Road onto Baden Powell Road / Pond Street, whilst infilling the rear aspect to enable apartments to be formed to both the front and rear.

The form / arrangement also allows for the retention of defensible space to the frontage, creating a clear separation between the footpath and private dwellings which also provides an opportunity for ecological gains in the form of hedgerow planting.

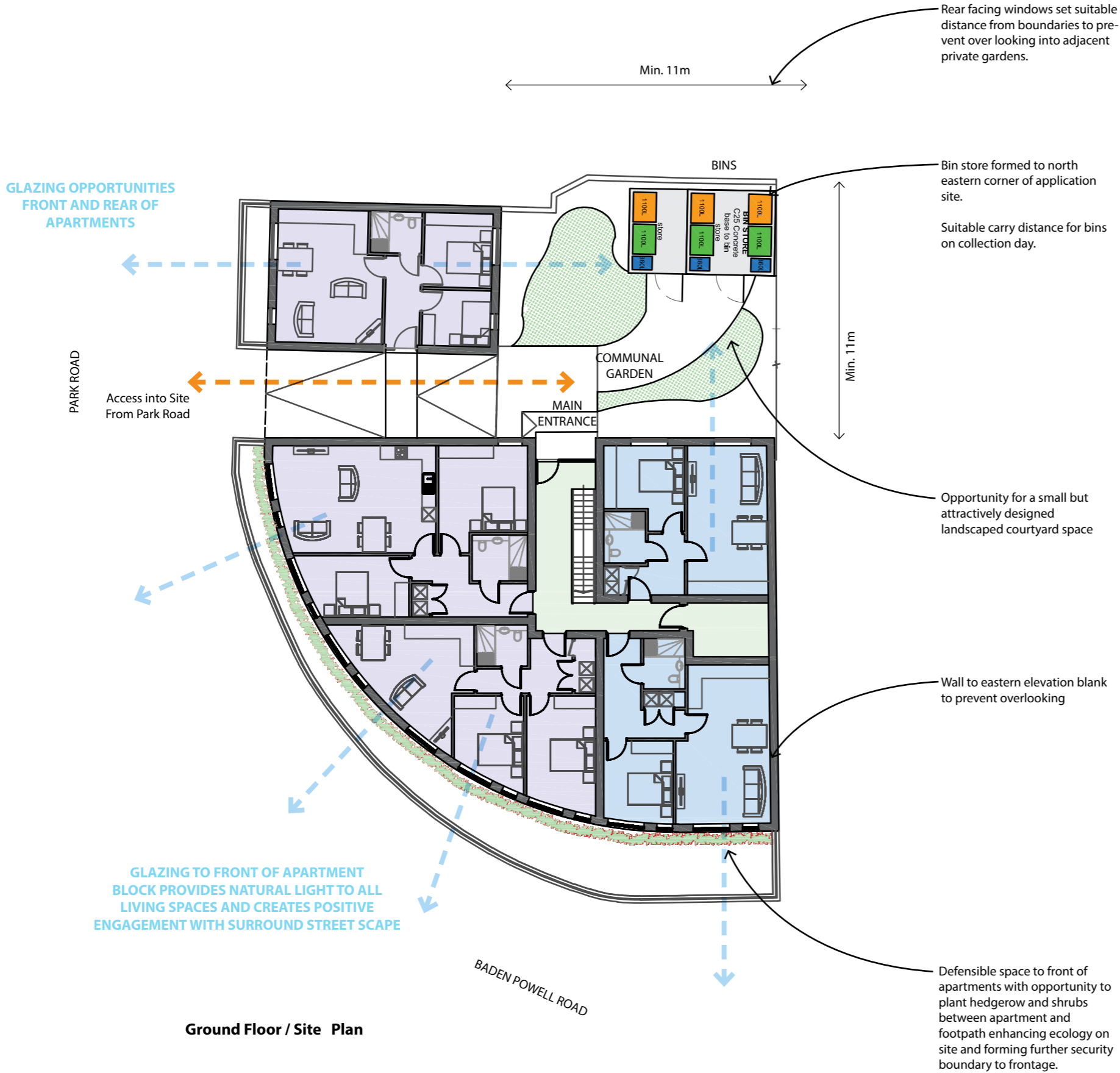
Ground Floor Arrangement Generally

The stand alone unit is to be a two bedroom apartment with open plan living facing the street with bedrooms overlooking the rear communal courtyard.

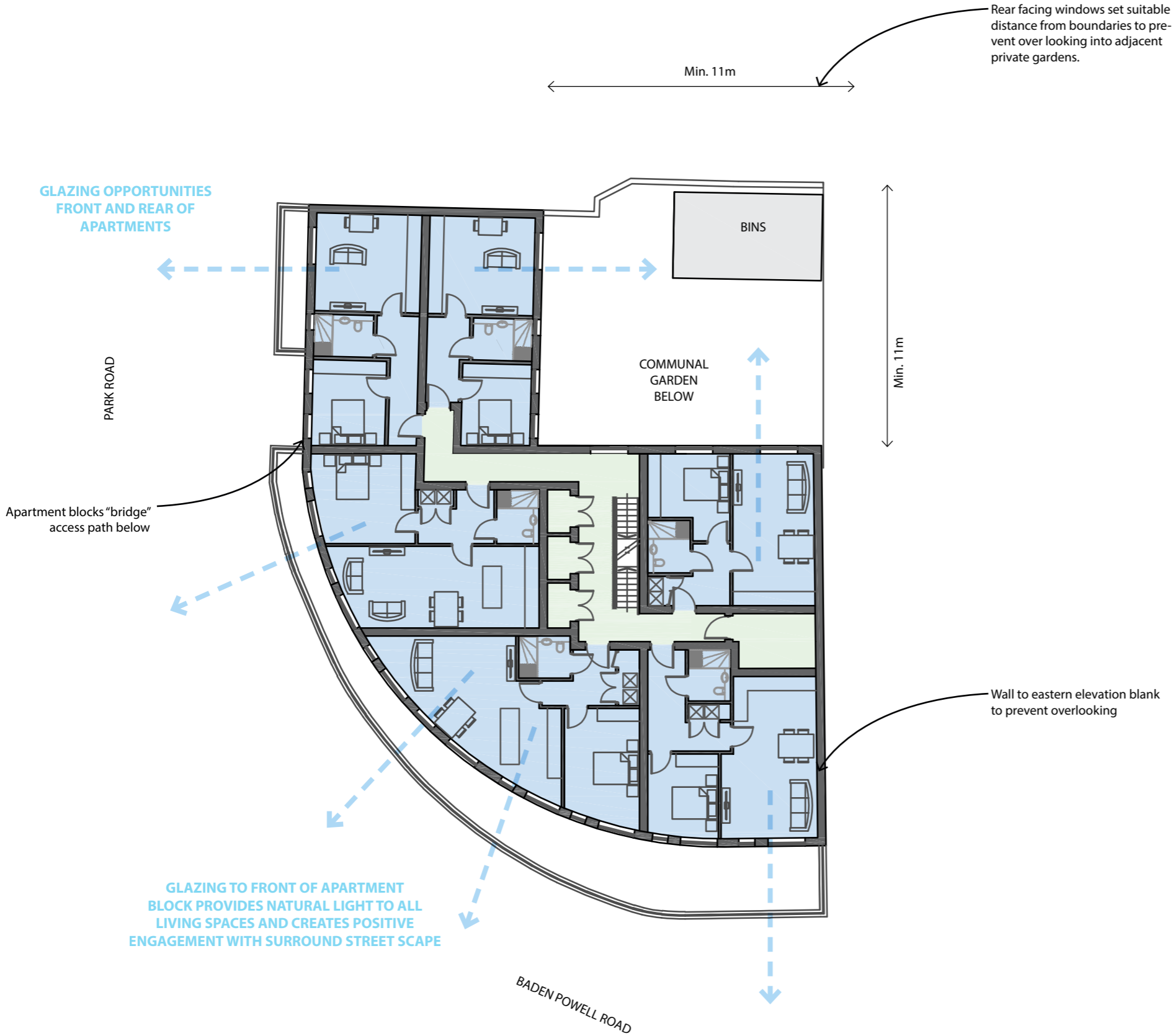
The apartments within the main block have been designed so that all living spaces benefit from both windows and views outside, either towards the street scene or internal courtyard space with functional hallways and bathrooms formed internally.

A Plant room is proposed internally within the central core space along the eastern elevation, again, utilising the central space where natural light cannot be achieved due to site constraints.

The repetition of windows along the frontage will create a positive engagement with the surrounding street scene and a repetition is designed into the fenestration to replicate the terraced nature or the properties along Park Road.



Ground Floor / Site Plan



First / Second Floor Plan

First and Second Floor Arrangement Generally

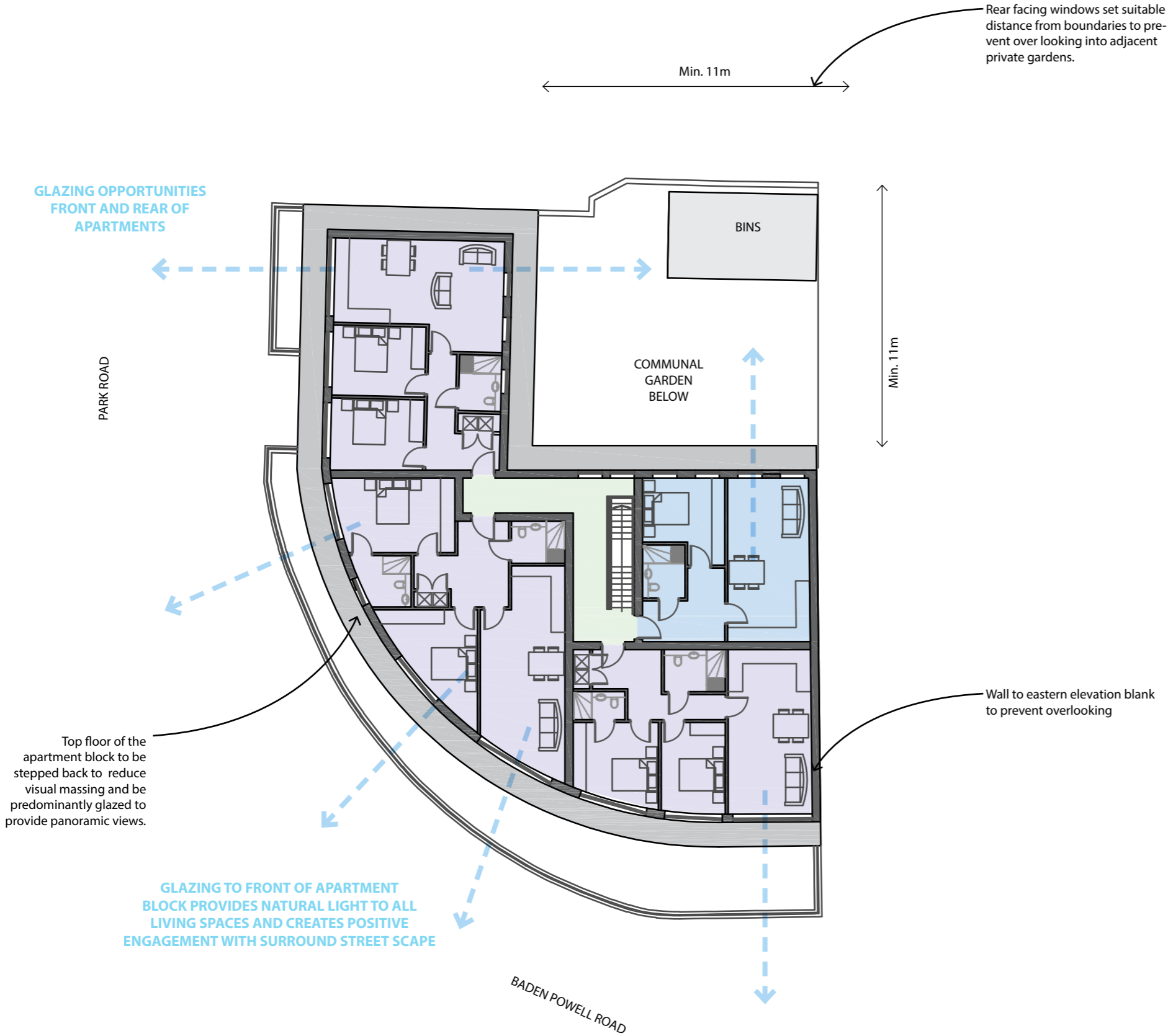
The first and second floor plans are identical, creating 6No. one bedroom apartments on each floor.

The apartments bridge over the access footpath at this level to form one block.

Communal hallway and stair core remains central to the development with all habitable rooms benefiting from outward facing windows for views out and natural light in.

Functional spaces such as inner lobbies, utility areas and bathrooms are located within the core spaces which do not benefit from windows out.

Again, the repetition of windows along the frontage will create a positive engagement with the surrounding street scene and a repetition is designed into the fenestration to replicate the terraced nature of the properties along Park Road.



Third Floor Plan

Third Floor Arrangement Generally

The top floor level is designed to step back from the footprint below, reducing the massing of the top floor.

The reduction of footprint results in a reduced number of apartment on the top floor, providing 4No units in total, 3No of which are two bedroom apartments with larger living spaces.

Again, the properties are designed to provide outward facing windows to all habitable spaces, providing views out and natural light into the spaces.

Functional spaces such as hallways, utility areas and bathrooms are housed more centrally where natural light isn't achieved.

The south west facing elevation is to be predominantly glazed, providing panoramic views out and creating a strong contrast in materiality between the main block below and the top floor visually.

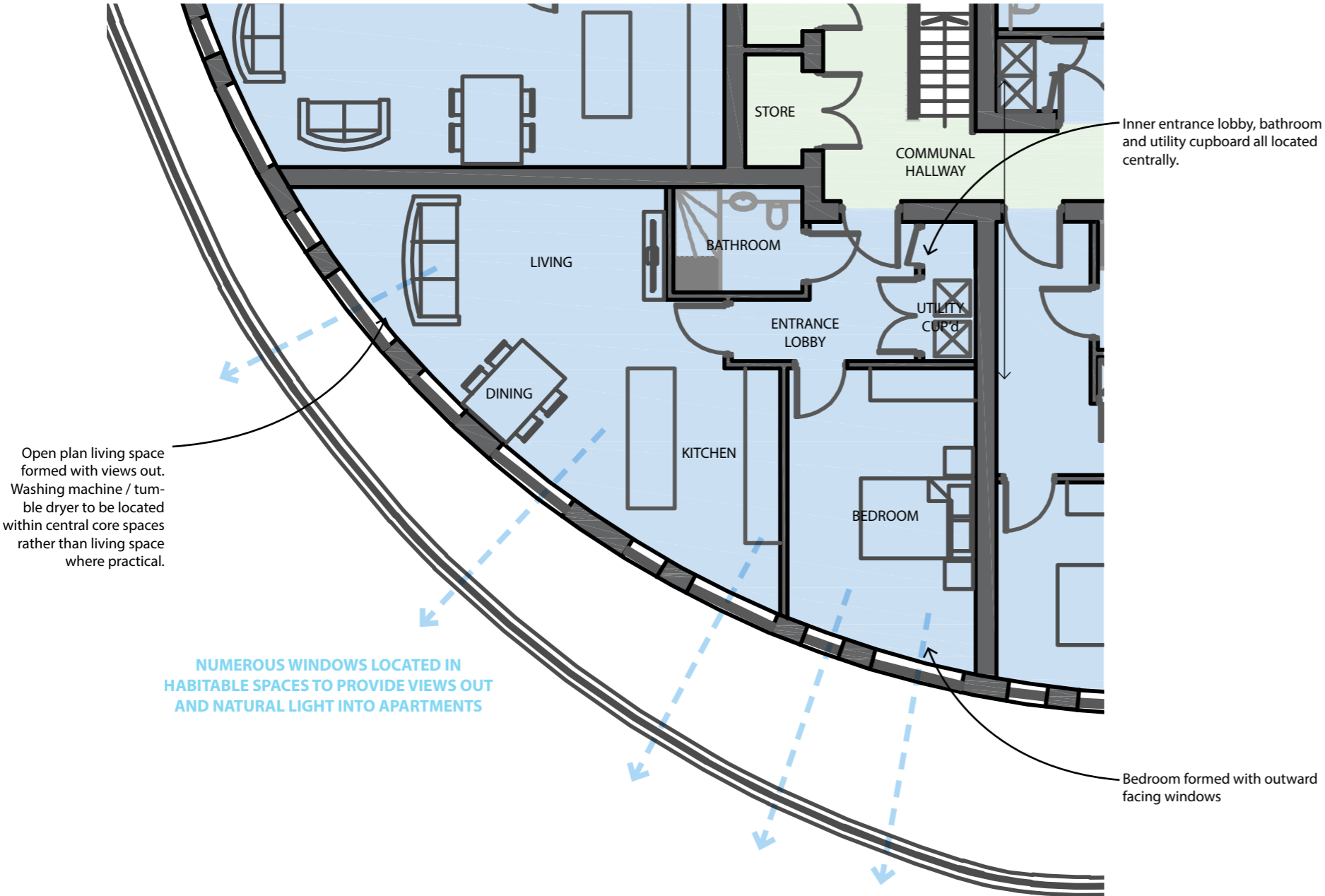
Design Principles
Apartment Layouts Generally

First and Second Floor Arrangement Generally

Apartments formed with circulation / non habitable spaces within inner core areas, with main living spaces formed along the outer edge to provide access to windows.

Within central core space, bathrooms and utility cupboards (housing washing machine / tumble dryer to be formed.

Apartments vary in size but typically provide generous living spaces suitable for shared apartment / co-habit living.



Typical Apartment Plan

Detailed Design
External Design and Arrangement



Visual of Proposed Apartment Block from Park Road

Scheme Proposals:

The proposals detail a new build four storey apartment block containing 21 residential units to replace the existing buildings on site.

The building has been designed to replicate key features and the specific identity found locally within the surrounding area. The apartment block should be formed to respect the setting and enhance what is a key gateway into the town centre.

It is acknowledged that the scale of the proposal is larger than the surrounding buildings, but this is purposeful, seeking to elevate the setting and indicate the approach to a more significant area of development and a change from residential space into a vibrant town centre.

The material palette and form should replicate the domestic properties either side, with red brick work forming the majority of walls with tall windows replicating the rhythm of the sash windows found locally. Whilst a black metal / zinc top floor takes prompts from the more industrial material pallets found to the east and also to an extent from the metal clad buildings on Ravenside Retail park, signifying a blending of residential and retail areas of the town.

Site - Layout, Access & Levels:

It is proposed to form the new apartment block predominantly within the footprint of the existing building on the southern edge of the site, following the same curved frontage that is set back from the highway.

Vehicular access will be removed but a large, pedestrian access will be formed in a similar location to the existing vehicular access, whilst the apartment block will be formed deeper into the site to allow for economic development of the area.

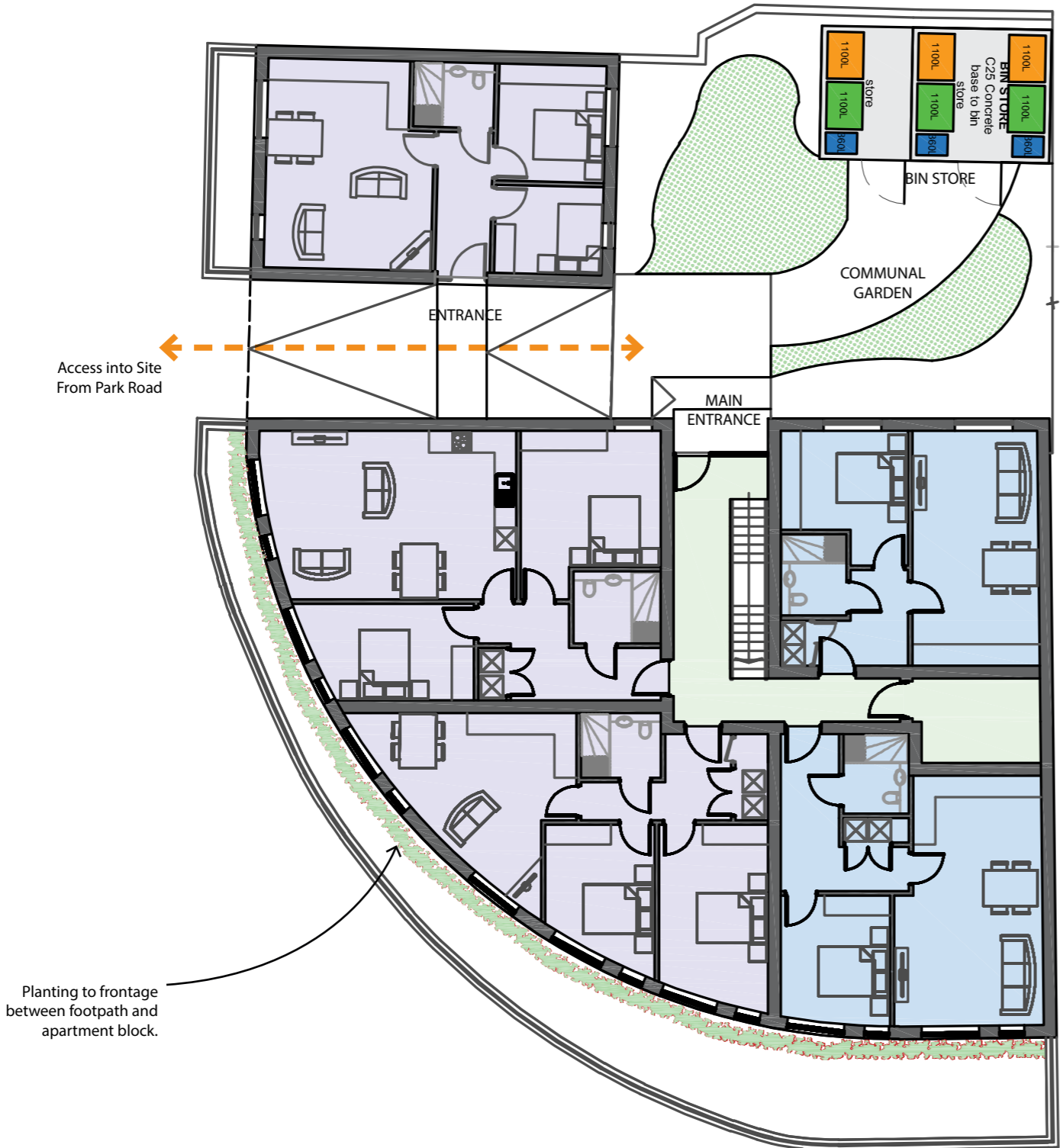
As noted adjacent, the application seeks to replicate the characteristics of the surrounding street scene, but with the curved nature of the site and it's location in a more open setting, there is scope to create a taller building than both the existing building on site and the properties either side, in order to create a visual focal point for the area, tying in numerous access points.

It is proposed to break the massing up by stepping the top floor from the edge of the roof, with darker colours replicating darker colours of a roof above the brick façade.

To the rear of the side is a small landscaped area which will provide an attractive, enclosed garden space for residents together with a screened, timber clad bin store which allows for easy access both for residents taking bins out and also provides a convenient location for bins to be brought forwards to the main highway on bin collection days.

It is proposed that the ground floor level be set by the existing lower site levels in the rear yard area. Suitable gradients for access can be achieved from the main highway to allow for disabled and level access into the site and apartments and this reduces the height of the development overall, allowing for additional storey's.

brightman clarke architects



Site Arrangement Plan

Amenity Space:

It is noted that whilst a small garden is proposed within the application site, there is not sufficient space within the application site to provide 25m sq outdoor amenity space for each dwelling.

However, it should be considered that the application site sits directly opposite Queens Park Public park providing year round access to high quality outdoor green spaces for all residents.

Additionally, the location close to town centre living also offers greater opportunities for outdoor activities on a regular basis within 200m walking distance.

Parking:

No vehicular parking is proposed to the application site. It is considered that the location should be determined a sustainable location given it's close proximity (200m walking distance) to numerous local facilities which reduce / remove the need for parking, such as:

- Tesco super market
- New Beetwell Street Public transport hub

Locally, properties north of the application site on Park Road and in many instances south of Park Road have no off street parking so the addition of additional residential units with no off street parking is not unprecedented in the locality.

Additionally, sustainable living and reduced reliance on private vehicles is to be promoted in central city / town living areas.

Parking restrictions are in place along Park Road, Boythorpe Avenue and Baden Powell Road to prevent dangerous and unwanted on street parking from occurring, with the frontage of the application site having double yellow lines to prevent any parking that would likely cause obstruction to a key junction.

Visitor parking will be available locally within allocated on street parking spaces, under limited timescales whilst a public car park is available over the road at the junction between Park Road and Boythorpe Avenue.

Biodiversity Gains:

Currently the site has no green space / habitat. A positive net gain of biodiversity and habitat is proposed on site through the addition of the soft landscaping within the rear courtyard garden space with additional hedgerow proposed to the site frontage between the new boundary wall and frontage to the building.

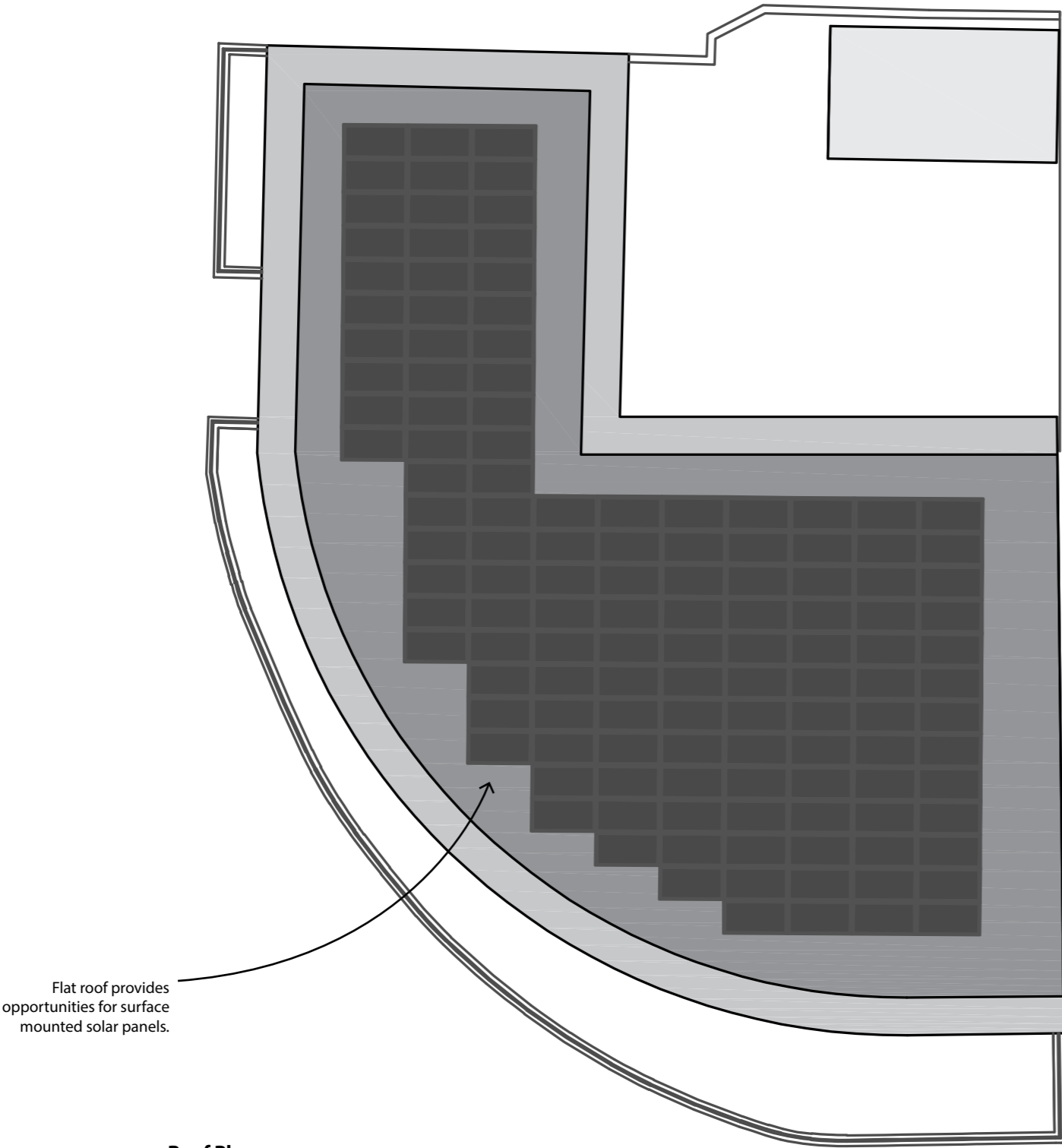
Use:

As this application site is situated within an existing residential area, with housing north, east and to the south, residential use on the site should be considered appropriate.

Additionally, considering the close proximity to the town centre and other amenities, a more dense development solution should also be considered appropriate for this location.

Sustainability:

The apartments will be provided with solar panels to the roof, which will supply a significant level of the buildings energy requirements. Specialist consultant input is required to determine the specific installation proposed and we would seek a conditional approval for all matters relating to sustainability / green energy supply.



Roof Plan



Visual of Proposed Apartment Block viewed on approach from the northern aspect of Park Road



View of proposed apartment block from Boythorpe Avenue approaching Park Road Junction.



Visual of Proposed Apartment Block viewed on approach from Baden Powell Rd



View from Gennel between Park Road and Elton Street North



Aerial View to rear of apartment block



Artistic impression of rear garden courtyard

Appearance, Materials and Scale:
The proposals seek to create a contemporary take on the traditional architecture found locally, to form a statement building that signifies a key gateway into the town centre.

Brickwork is proposed to the main facades, with tall, vertical proportions to the glazing mimicking the form and rhythm of the sash windows found on the frontage of the terraced properties along Park Road adjacent.

Zinc is used on the top floor, set in from the frontage of the main brick façade which, as mentioned previously, seeks to compliment the more industrial / commercial units nearby whilst also matching the tones of the slate / dark grey clad roofs found locally.

Recessed brickwork with vertical panels also help to soften the main façade and break up the massing whilst the hedgerow planting at ground floor level helps to soften the elevation and reduce its visual appearance.

Summary



Visual of Proposed Apartment Block from Park Road

Summary:

This application is for the construction of a new four storey apartment block containing 21 residential units (providing both one and two bedroom apartments as outlined in the accompanying drawings), embracing the architectural style of the area to create a high quality, contemporary themed development.

This document outlines the various aspects of local context (physical form, special arrangement and amenities) that have been considered and have informed the design rationale behind the proposals.

Steps have been taken to minimise impact on the surrounding properties whilst seeking to create a statement piece of architecture suited to the prominent site location. Massing has been designed and broken up through the use of different contrasting materials to create a proposal that is larger than the surrounding buildings, but visually appears to step down towards the two storey developments either side.

The proposal should be considered to be located within a sustainable location that is suitable for development without the provision of offstreet parking spaces and a net gain in biodiversity and habitat is demonstrated through the provision of hedgerow frontage and a rear garden.

In summary, the proposed development is contemporary in nature but features characteristics of the more traditional houses found locally to create a “flag ship” building of the stature suitable for this prominent location / key access point. This, along with the scale and the massing of the proposal, create a well-balanced, contemporary design which carefully considers it’s context.