



DESIGN & ACCESS STATEMENT FOR 27 NURSERY ROAD
PROPOSED NEW RESIDENTIAL DEVELOPMENT, LAND OFF 27 NURSERY ROAD, HOCKLEY,
BIRMINGHAM, B19 2XN

MADE

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Preface

This document has been prepared to support a planning application for a proposed new residential apartment development on a plot on Nursery Road, Hockley, Birmingham, B19 2XN.

The proposal is residential scheme comprising of 22 apartments, which exceed the minimum area prescribed in the NDSS. A basement level has been introduced to accommodate 22 parking spaces as well as covered cycle storage.

The site lies in an established residential area, located on Nursery Road, a primary route connecting to Central Birmingham. There are various uses in the vicinity but largely covered by residential as a wider context. A warehouse and commercial development sits adjacent to the proposed site with residential housing surrounding these developments. There is a school and place of worship also located close to the site.

The immediate vicinity appears to have warehouses which then becomes residential throughout the whole area. The provision of new apartments in this location will assist with meeting the housing requirements and aims set out for Birmingham.

The proposals are of a high quality contemporary design of its time, with use of traditional forms to be sympathetic to the existing traditional housing stock surrounding the site.

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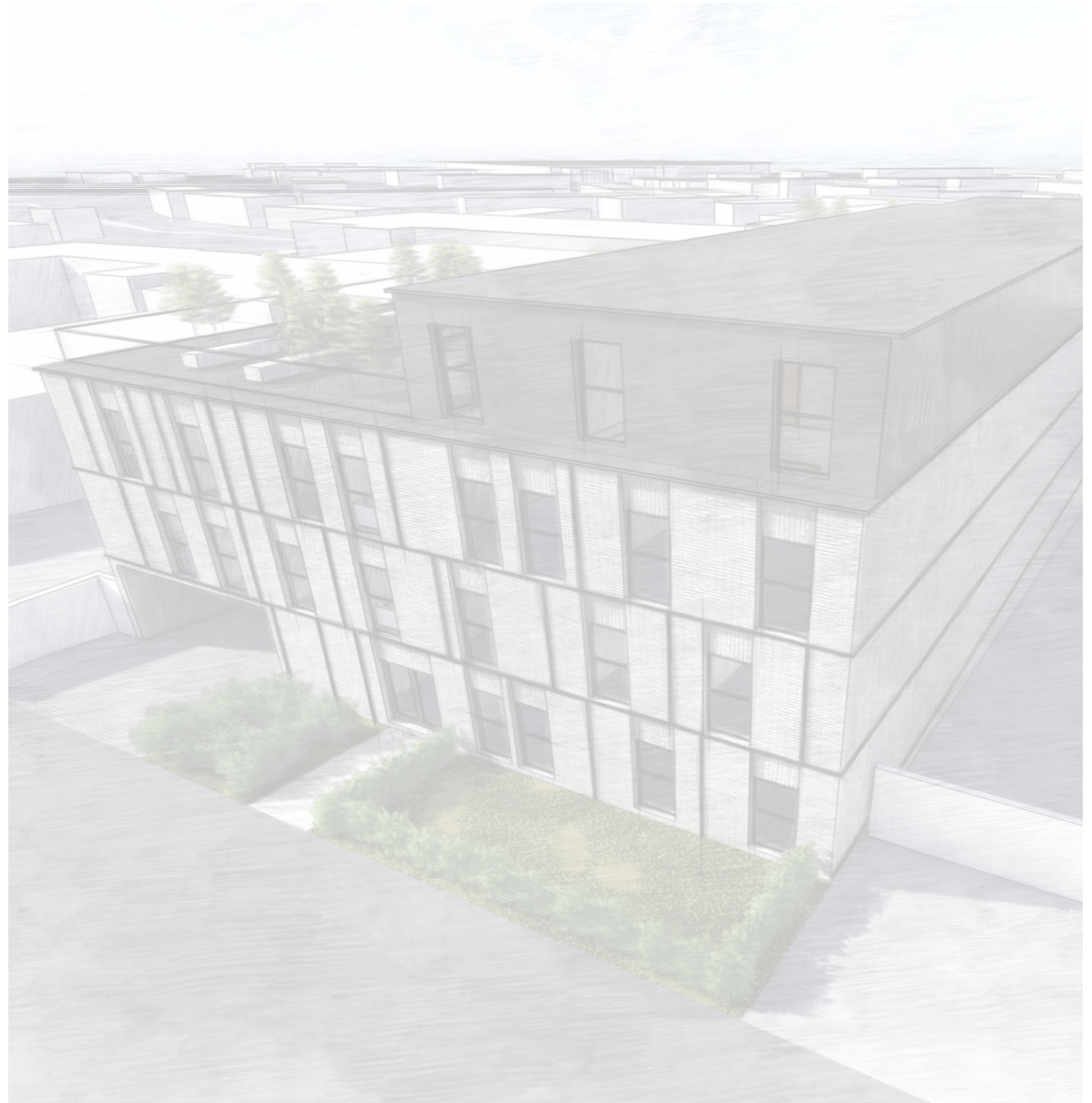
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01 Background

1.1 INTRODUCTION

MADE Architecture have been commissioned to design new residential apartment dwellings on a key site off Nursery Road, Hockley.

The applicant is keen to realise a high end unique design of its time, using robust quality materials that will stand the test of time.

The proposals are to positively contribute to the area, enhancing the character of the street scene and providing much needed high quality housing.

Hockley has grown over time gaining expansion of leisure, retail and transport facilities. It is a residential and shopping neighbourhood, and a suburb/sub-town of Birmingham.

02 Design : Urban analysis



2.1 URBAN CONTEXT

In General

The existing architectural style is predominately of a 'traditional' appearance, akin to the design of its time. Recent developments have adopted a more contemporary approach, representative of relative current style, yet with traditional forms.

Although the locality mainly comprises dwelling houses, there are many examples of apartment dwellings. These have been indicated on the adjacent Google map image. These are both historic schemes but also recent developments due to the increase in both younger and older generations. The demand of this type of accommodation has been on the increase and has been evidenced by popular apartment developments in the local and wider area of Birmingham.

Urban Context

The proposed development would fit appropriately within the defined urban grain, following the notional building line on Nursery Road.

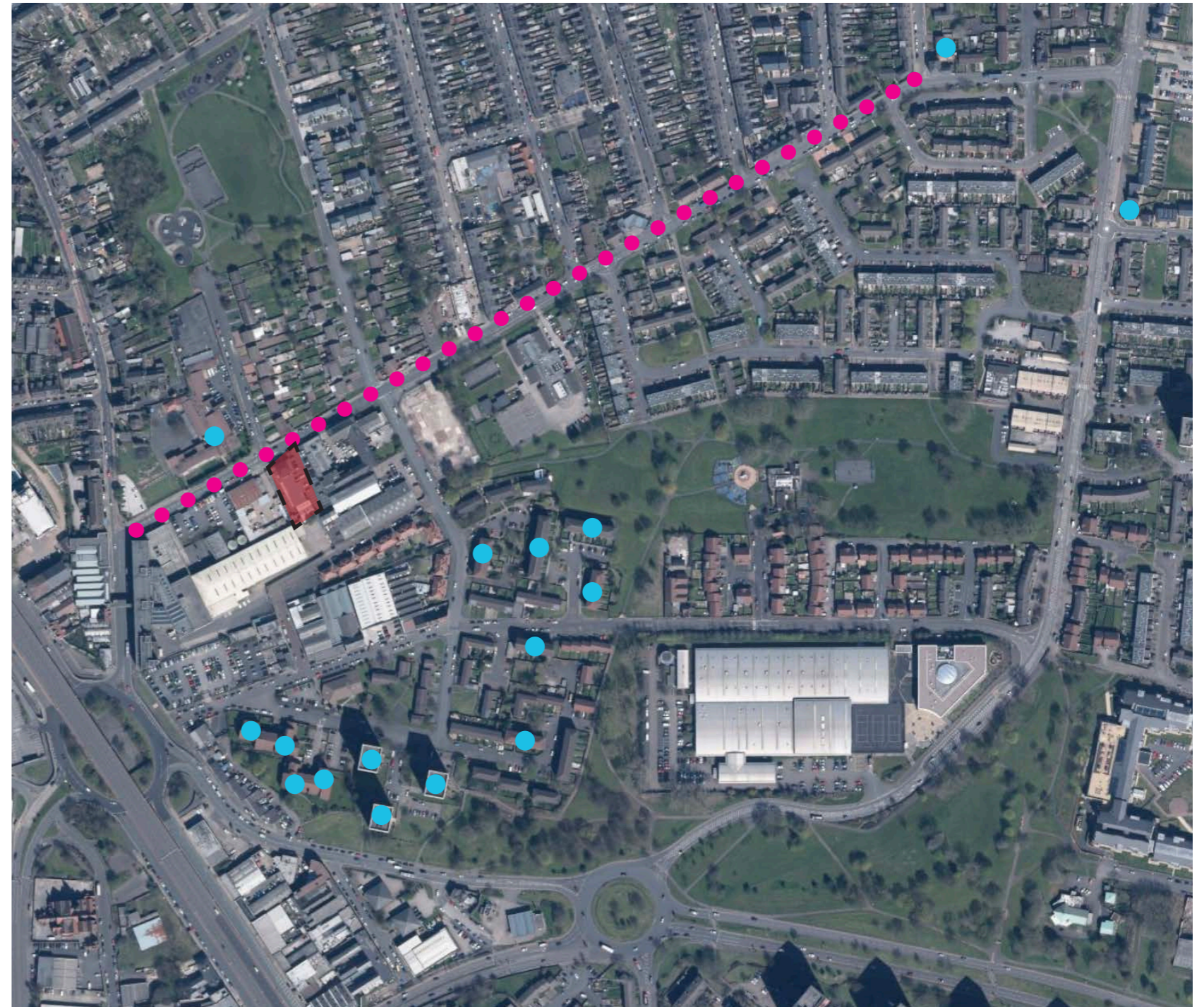
It would also fit in to the urban character and street scene.

Urban Scale

The immediate urban context is predominantly 2 storey residential dwellings, with pitched roofs. However, there are examples of 3 storey developments (with pitched roofs) along with historic flat roofed developments.

The image of Nursery Road represents a mixture of building height, façade frontages, and footprints. Some of the more recent housing developments along this road lack character and bear little relationship to the road, the surrounding and somewhat questionable regard for place making principles.

The houses opposite the site have their own road line in the opposite direction, however, the scale of these buildings lacks variation and emphasis. There is the need for more housing types and style within the area too boost the current street scene and public realm so this scheme fits in well with the existing industrial or commercial buildings on the same street line.



ABOVE: Google map of the general urban context and site shown shaded in red



RIGHT: Google aerial view of the site (shown shaded in red) and surrounding area.



ABOVE: Image from Google Maps

ABOVE: Image from Google Maps

2.2 URBAN ASSESSMENT

This transport map of the surrounding areas around the site highlights its essential services and infrastructure.

The main train station in the area is the Jewellery Quarter with direct train services to Birmingham Snow Hill and other Birmingham locations in one direction and to Henley-in-Arden and Stratford-upon-Avon in the other direction from Birmingham New Street station, which is located in Central Birmingham.

Jewellery Quarter station is a combined railway station and tram stop, situated in the Jewellery Quarter of Birmingham, England. The station is served by West Midlands Trains (who operate the station), Chiltern Railways, and Midland Metro.

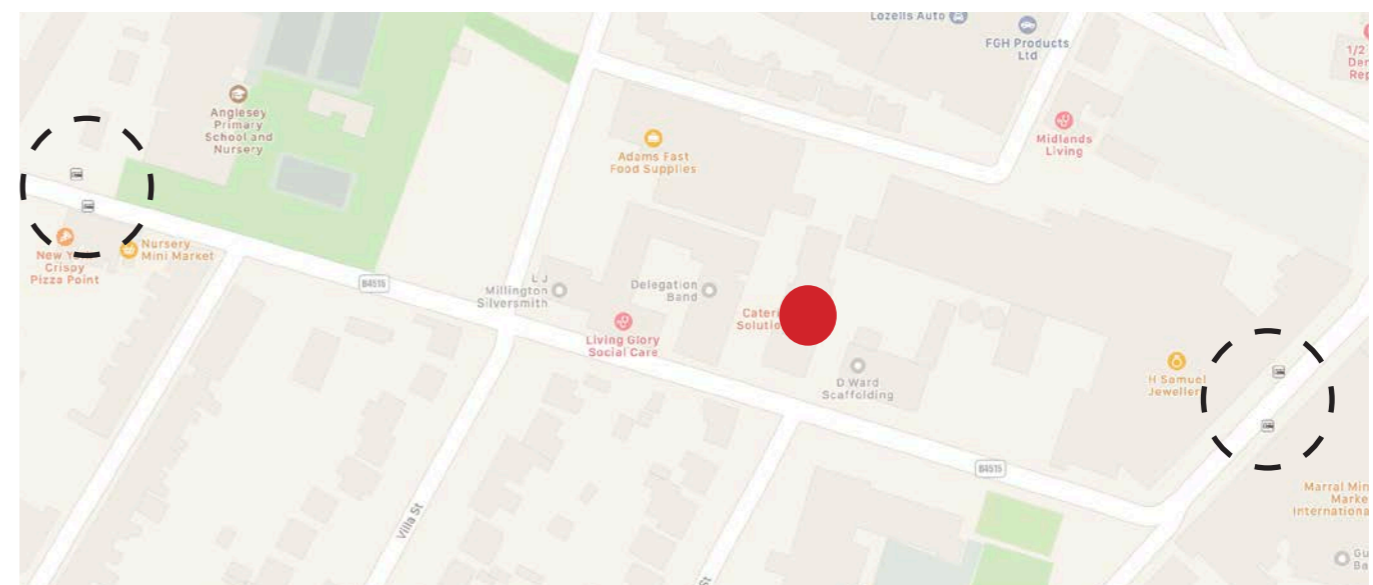
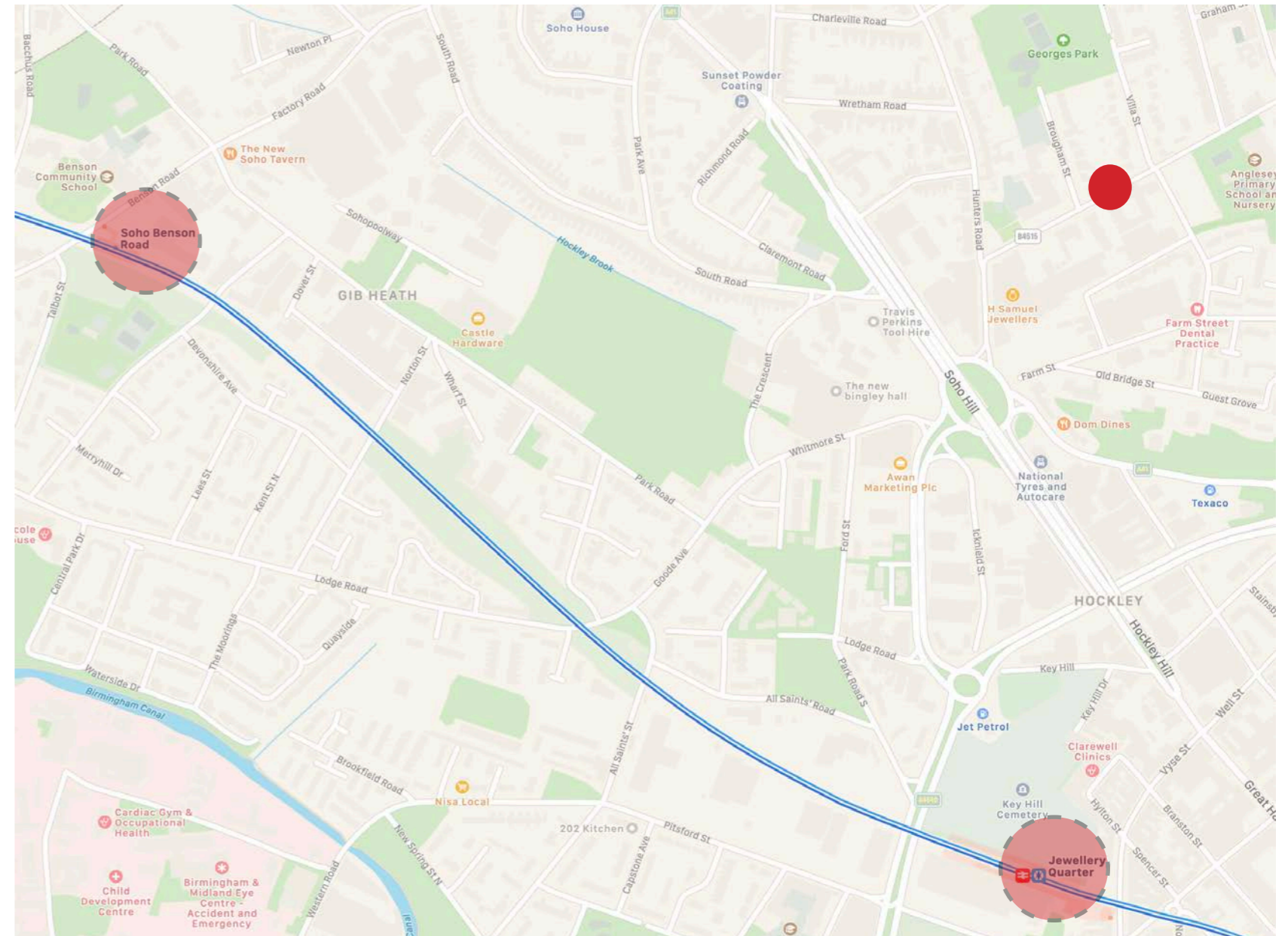
The Monday to Saturday daytime service sees trains approximately every 10 minutes in each direction, operating between Stourbridge Junction, Birmingham Snow Hill, and either Dorridge or Whitlocks End. Many trains continue beyond Stourbridge to Kidderminster, Worcester Foregate Street or Great Malvern, and some continue beyond Whitlocks End & Dorridge to Stratford-upon-Avon.

Hockley is also served by several bus routes, including a direct route into Central Birmingham.

Transport Connections

This area is highly accessible by both private and public transport, and with direct access to the M42 and M5 motorway. Numerous existing bus routes serve the immediate area.

The map below shows the site and the context within which it is located.



Urban Fabric

The existing houses and buildings on Nursery Road have a sense of coherence and continuity. A lot of the frontages are mainly taken up by parking and limited garden space due to the commercial uses, taken up to accommodate as many vehicles as possible.

The building line is continuous and the dwelling houses face away from the road in another direction, not giving much character to the existing street scene with the outdated street style. The public realm is of low quality and has no clearly defined limits on the standard of design.

All of the frontage is being taken up by parking which results in a poor quality urban environment. The regimented tight fit of the buildings within their plots and the lack of quality of architecture and open space are inadequate for this otherwise prosperous suburb of Hockley.

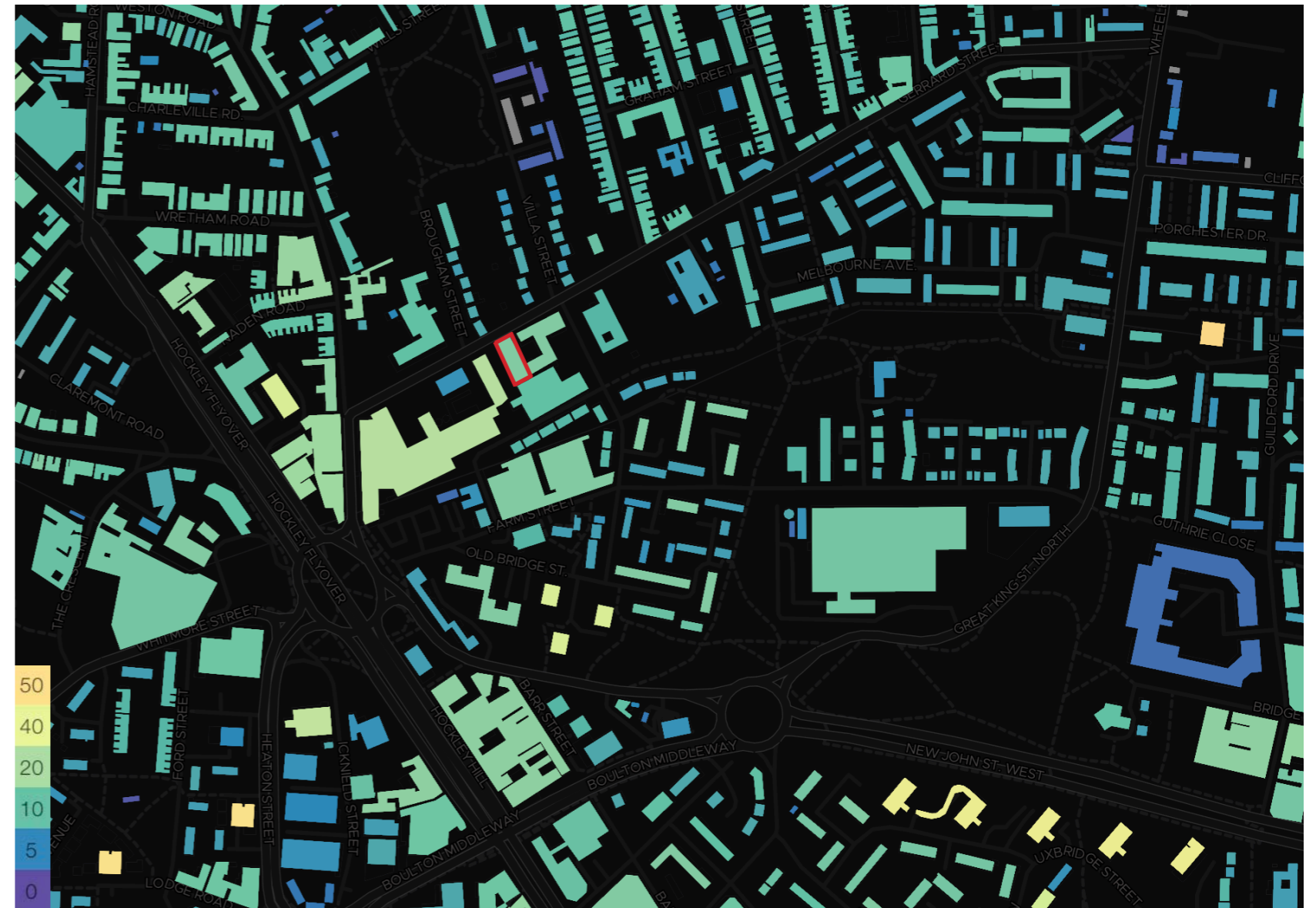


Heights and Massing

The buildings are typically lower 2 storey to higher 2 storeys, with a mixture of 3 storeys dotted around.

The volume of these houses and buildings follow a consistent principle of design and the proportions of the blocks seem to be intentional, However there is little in the way of a thoughtful or coherent development.

There are taller blocks of 3 and 4 storey residential and commercial development dotted along Hunters Road.



Functions

This graphic illustrates the use patterns of the buildings in the area of Hockley. There is a mix of residential and commercial uses within the area.



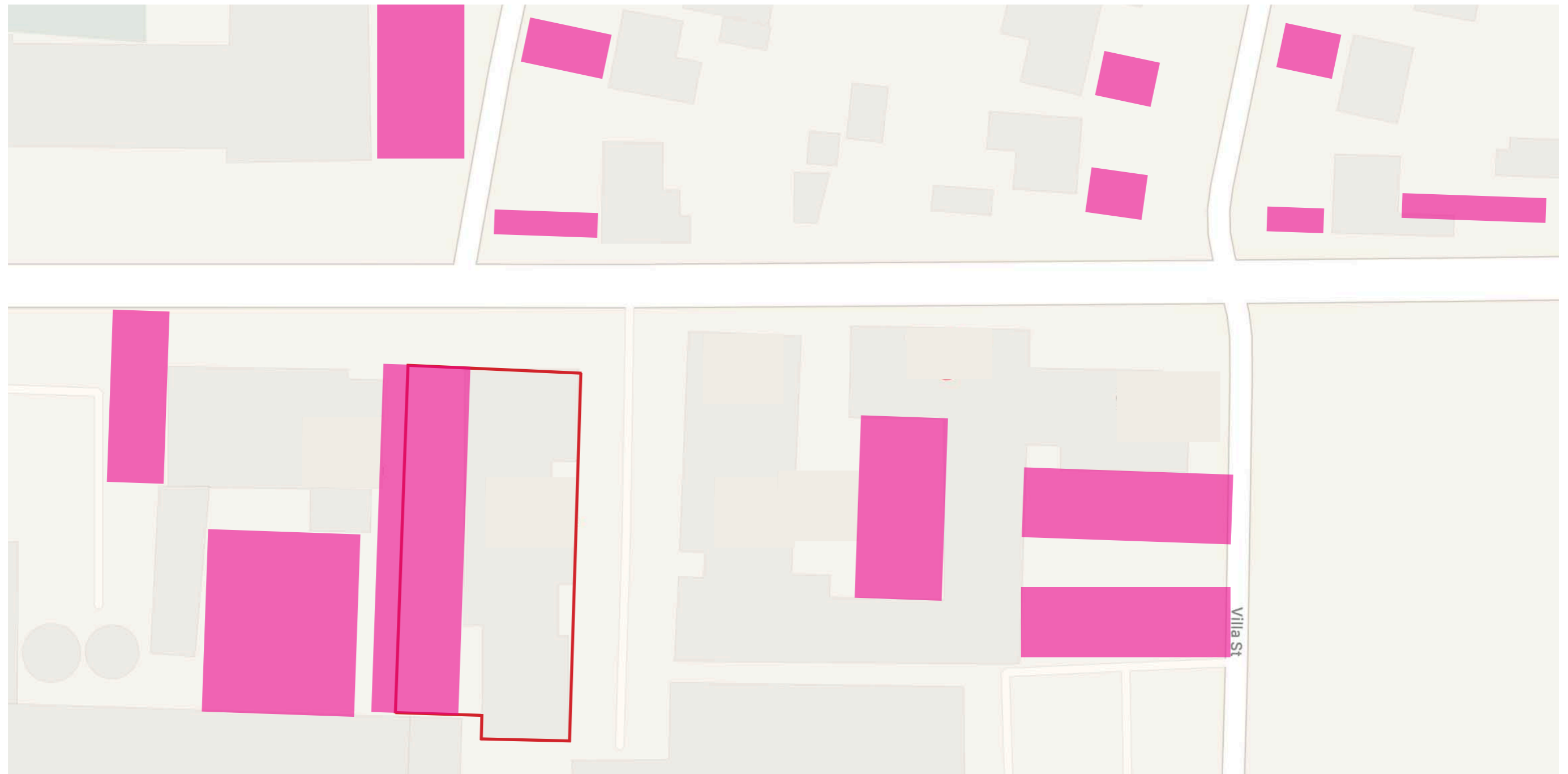
Hard Cover

All roads surrounding the site are configured to allow street level parking with perhaps side garages to some properties. This image highlights road surfaces and parking areas. Other plots have large parking areas.

The buildings are close to the site boundaries and the open spaces within the sites are employed as car parking.

These areas are not organised following an architectural system, but merely represents utilitarian usage of remnant space.

-  Parking
-  Roads

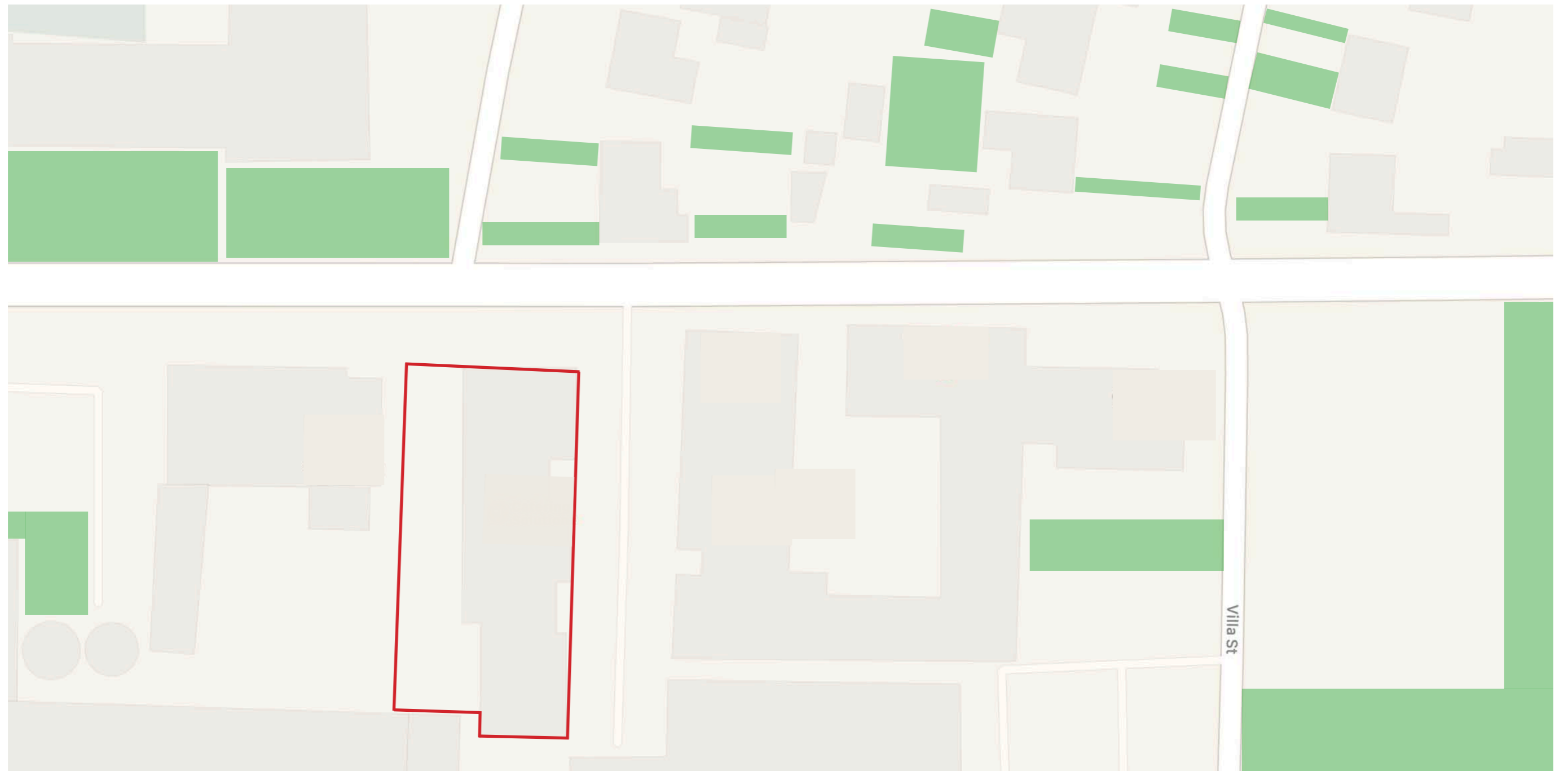


Green Zones

There is the garden planting of the residential buildings. A green buffer of trees, bushes and lawn can be found along various roads.

The green zone is quite mature on the older more traditional properties. This is somewhat compromised on the more recent housing stock from the 60s/70s. In some instances, the green spaces are completely absent.

■ Private Gardens



Daylighting

The proposals will comply with the design guidelines. Discussions regarding the proposed architecture, urban design and materiality will be followed through and executed.

The rear garden is to be large enough to ensure that there are no overlooking issues into neighbouring gardens or plots.

The proposed layout will ensure that the 45 degree code for any of the existing buildings will be maintained. This will ensure that the most daylight can reach all habitable rooms in all of the proposed dwellings.

Highways / Parking / Refuse

A detailed transport assessment from traffic consultants will accompany this planning application and was informed by discussions with Birmingham Council highways department and the transport officer. This report will also describe the essential provisions for refuse collection and recycling, including a Travel Plan in compliance with the current guidance.

Secured by Design

Building and landscape will be considered under the 'Secured by Design' principles.

Inclusive Access

It is the aspiration of this project to achieve the highest standard of access and inclusion for people with disabilities. Advice given by Birmingham Council Planning and Building Control has been integrated into the design solutions.

Birmingham Council

The planning and urban design officers of the Council have been approached early on in the design process to discuss the concept and various specialist subjects have been discussed.

The advice we received during this process has informed the design of the buildings as the original scheme has been revised due to comments from the planning officer.

It was considered that the principle of the development was unacceptable in its submitted form as a result of the building being in commercial use and sandwiched between existing commercial uses as there are potential noise

impacts on amenity of future residents. This was addressed by mirroring the building so that the corridor faces neighbouring site.

With concerns raised by the planning officer regarding the amount of amenity space, the roof gardens were kept and made larger and a 145sqm outdoor decking space on the ground floor has been introduced.

It was also mentioned that the 5-storey rear elevation would be significantly taller than the existing 3-storey building as there were concerns that the proposal would appear over-dominant. This has been addressed by setting the top floor back by 7.5m at the rear elevation so that the top floor is less impactful at street level as it effectively creates an illusion of a 4 storey building.

The original proposal of the location of the bin store was circa 42m from the highway with a drive-way in gradient and it was questioned as the distance should not exceed 25m. This was addressed as the new scheme has relocated the bin store to the front of the building and at ground floor level.

Concerns were raised in regards to access to the parking spaces due to restricted height therefore it would not be accessible for large vehicles/emergency vehicles. Emergency vehicles would remain at ground floor level for easier access into the building via the main door. The basement parking is for residents only and the number of parking spaces has increased from 10 spaces to 22 car parking spaces. The revised scheme now addressed this issue as there would now be a ratio of 1:1 (22 apartments).

Any dropped kerb on the site that is not used for vehicular access will be reinstated.

Sustainability, Renewables

This project will be designed to the highest standards of sustainability.

2.3 URBAN VIEWS - VISUAL IMPACT

Visibility

This section considers the visibility of the site in its locality.

The site is clearly visible from Nursery Road due to the open frontage of the site and existing street scene.

The houses on Nursery Road and Brougham Street are also visible from the front with partial trees and planting to the rear to contain the privacy of dwelling garden.



1



2

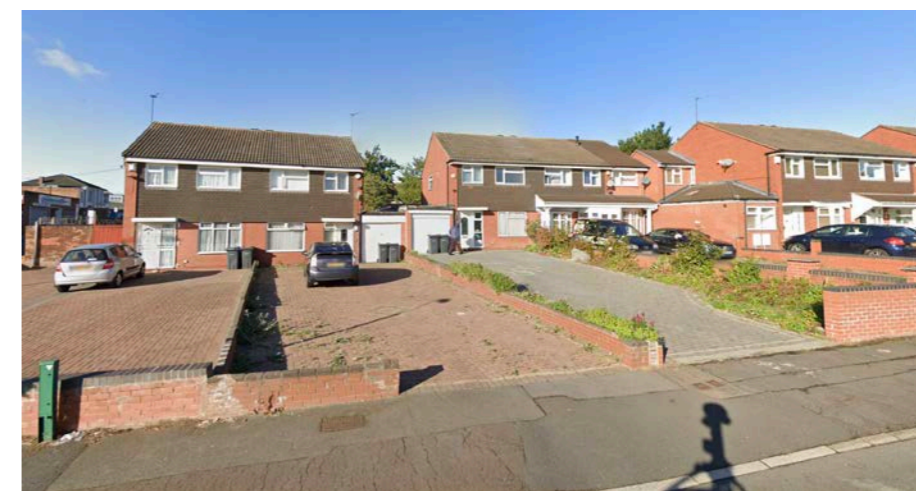


2.4 URBAN EVALUATION

Summary

The houses and buildings around the site have been built at different times throughout the last century. The main houses, perhaps the last few remaining ones are of low quality and character.

The rear gardens to these properties have been altered and reduced over time. The frontages are dominated by hard surfaces for shared access road and car parking. Rear gardens are of minimal sizes. The houses are generally monotonous and repetitive in features.



2.5 HERITAGE

The premises is not a listed building or non-designated heritage asset.

Reviewing the design, the frontage appears to be similar to an early-mid-19th century villa in a Regency style with three-bays with a central door and a small modest cornice above the central window.

Over the decades the development has been altered significantly with the facade appearing aged, defaced with little significance remaining in the facade.

With the brick faced factory behind the facade, the early-mid-19th century villa facade has become more like an adhoc feature to the warehouse.

The facade is also in a poor state of repair (listed on the right) and therefore the demolition and replacement of the development would highly benefit the site and area. The city is in great need for housing and the additional residential units that are proposed here would help to meet the housing demands. It is also clear that the residential units would provide greater benefit and outweighs the loss of this development.



Visible cracking and deterioration



Vandalism / graffiti with unsightly window & door protection.



Facade discolouration

03 Design: Use



3.1 PRECEDENTS

The images to the right show a series of precedents that will inform the design of the apartment scheme. The proposal will incorporate a modern design aesthetic with the use of traditional materials. The building will be designed to a high specification, optimizing natural daylight and views.



The Mint, Mint Drive, Jewellery Quarter



Camden House, Pope Street, Jewellery Quarter

3.2 USE

The proposed use of the development is private C3 residential dwellings.

The surrounding area is also largely residential dwellings.

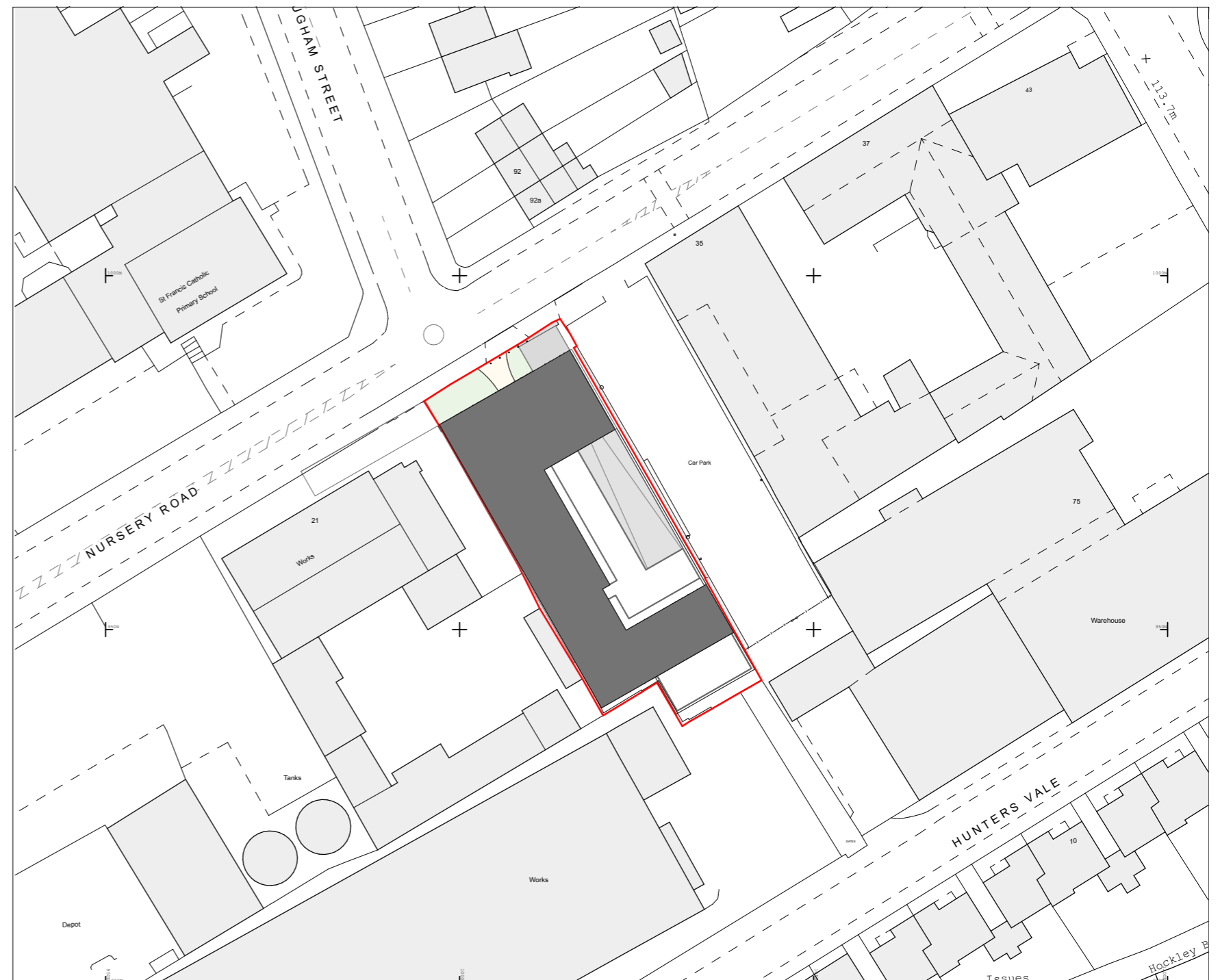
The proposals continue the use in an established residential area.

3.3 SITE LAYOUT

The development itself follows the notional building line evident on Nursery Road and does not appear to contravene the 45 degree line in respect of unduly obstructing light to the neighbouring properties.

There is a well proportioned balance between garden space and building. Well screened from the public highway, the front gardens also offer a usable semi-private recreation space.

Vehicular access to the development is via Nursery Road, along with primary pedestrian access. An active frontage is provided on Nursery Road



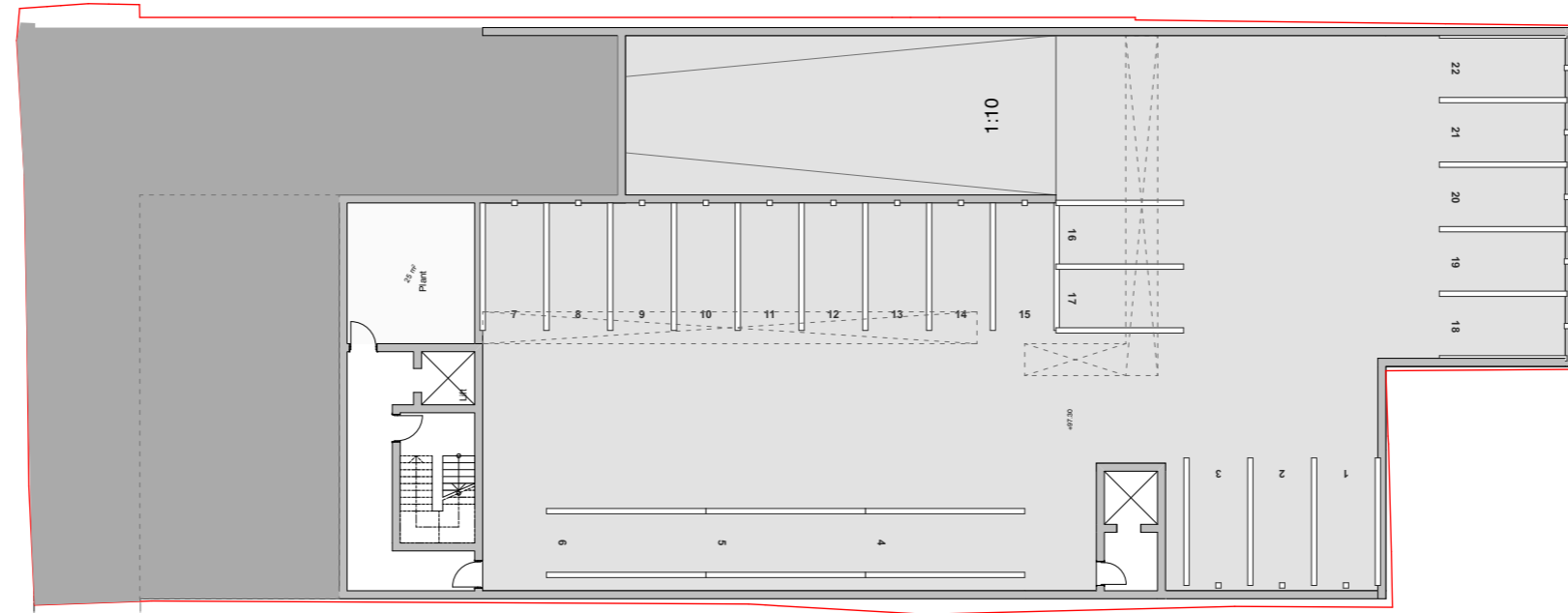
ABOVE; Site layout

3.4 FLOOR PLAN LAYOUT

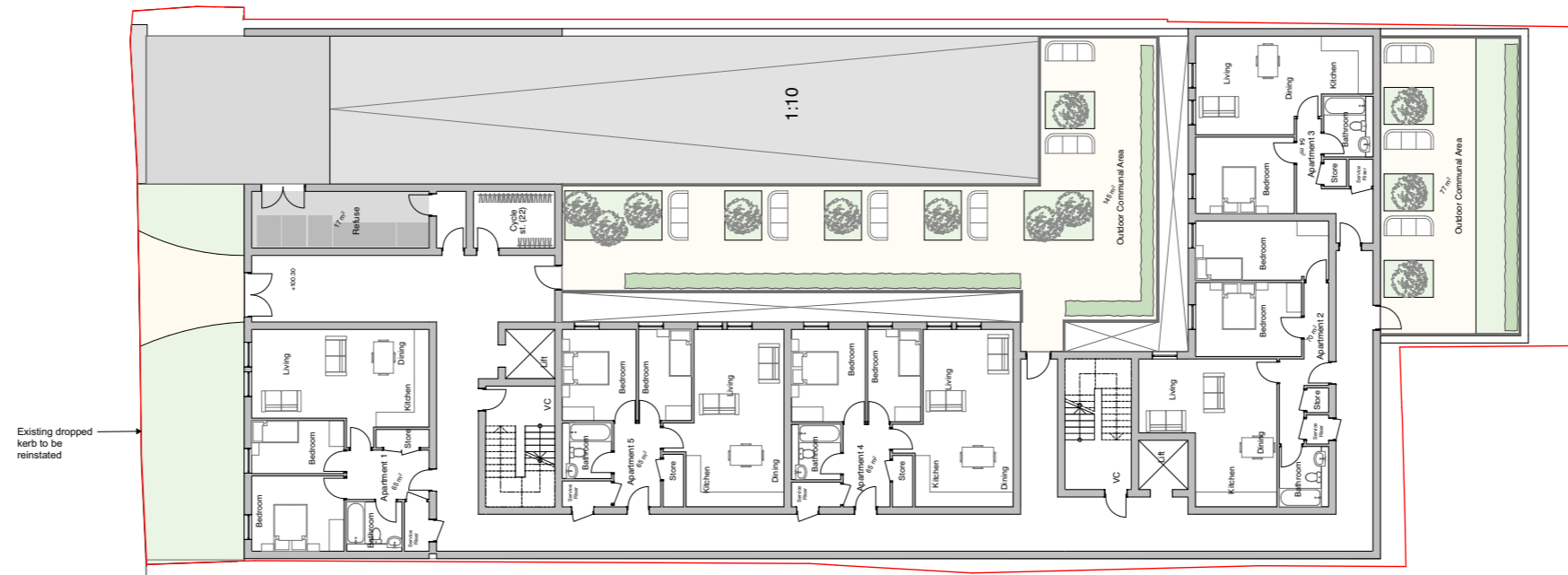
The floor plan follows a simple modern layout. The floor plate design is similar throughout, stepping back in places to break up the massing.

The main access to the building is from the front elevation at Nursery Road. There are two additional access points at lower ground level for users to access the building from the basement parking.

The unit layouts offer modern open plan living spaces, some with additional separate living rooms and home office.

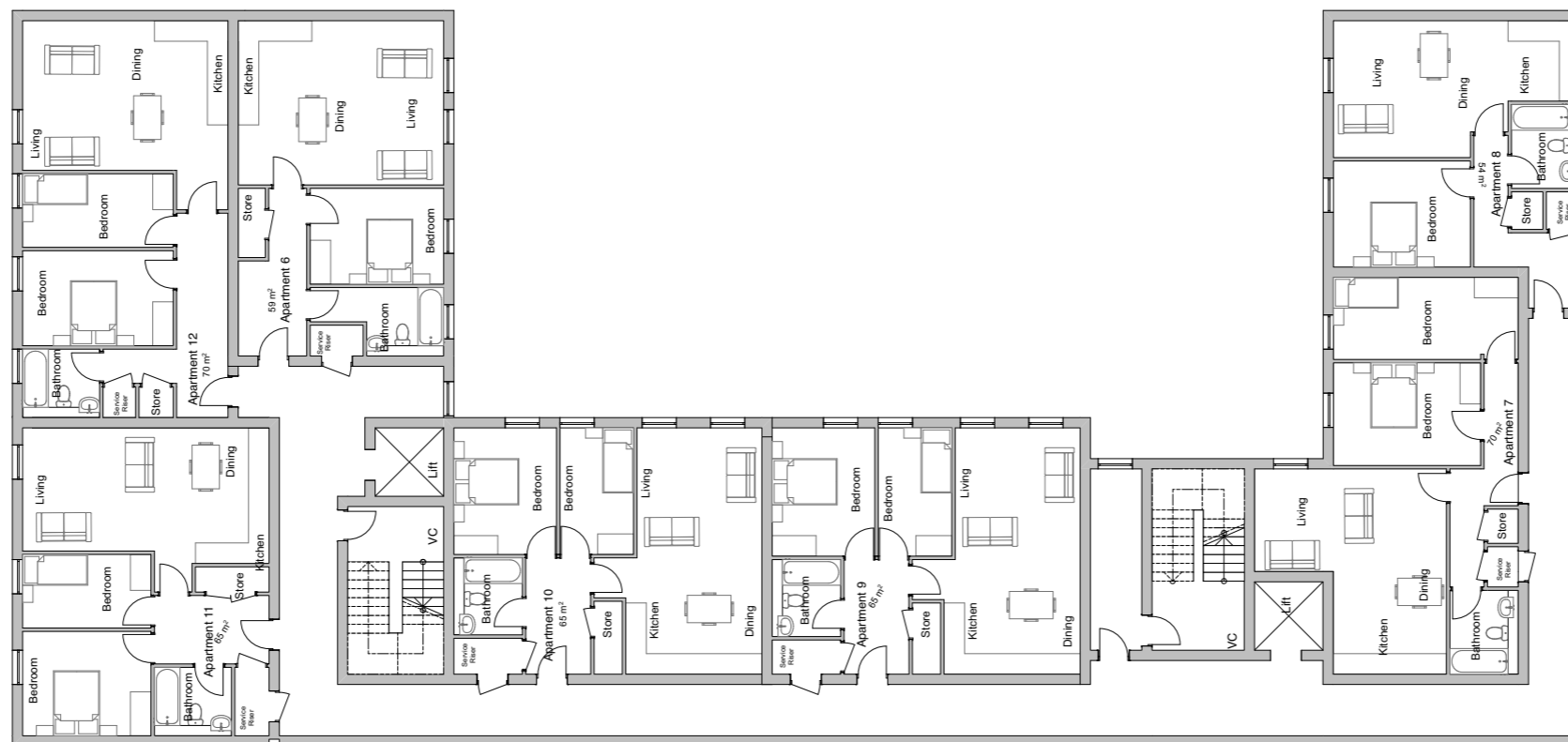


Lower Ground Floor

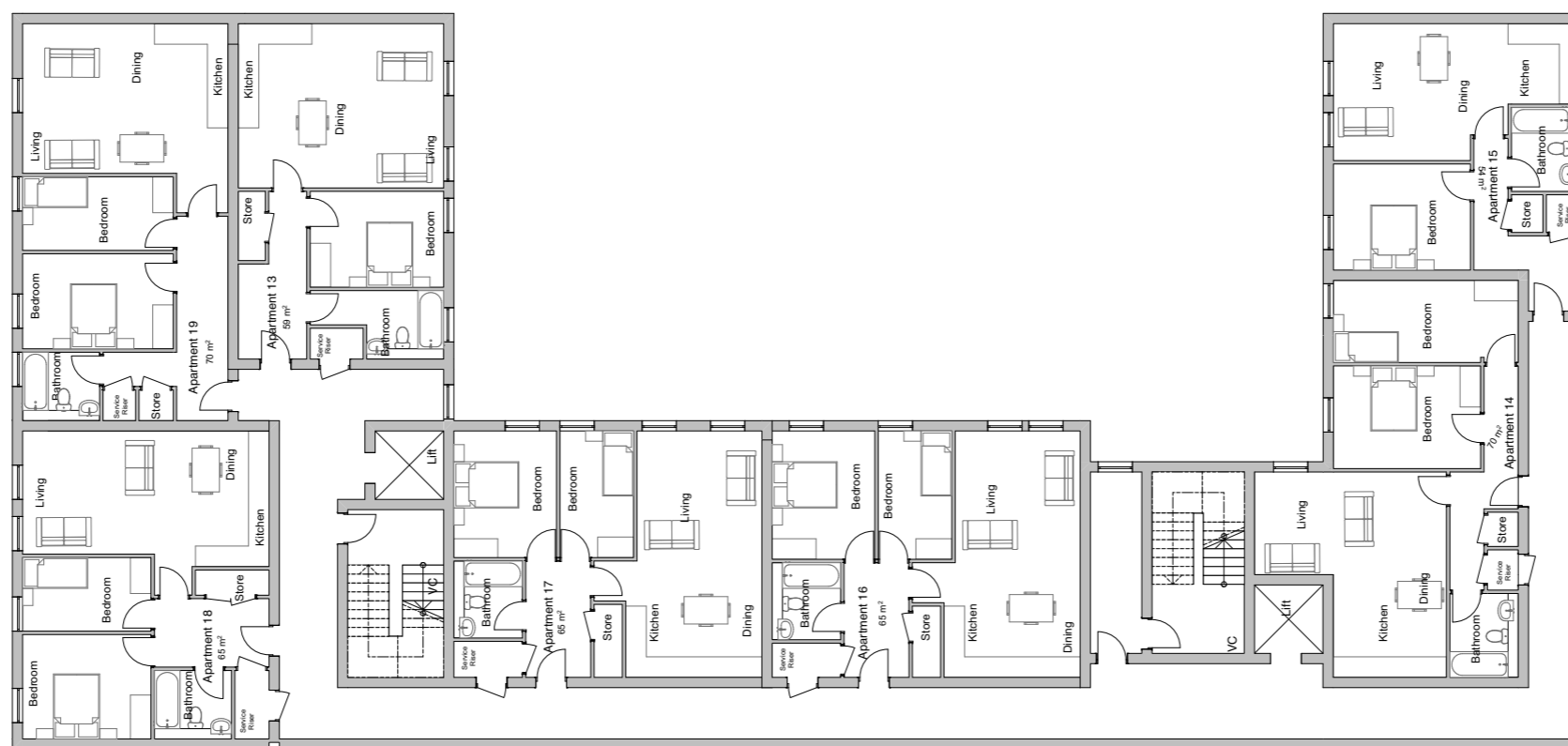


Existing dropped kerb to be reinstated

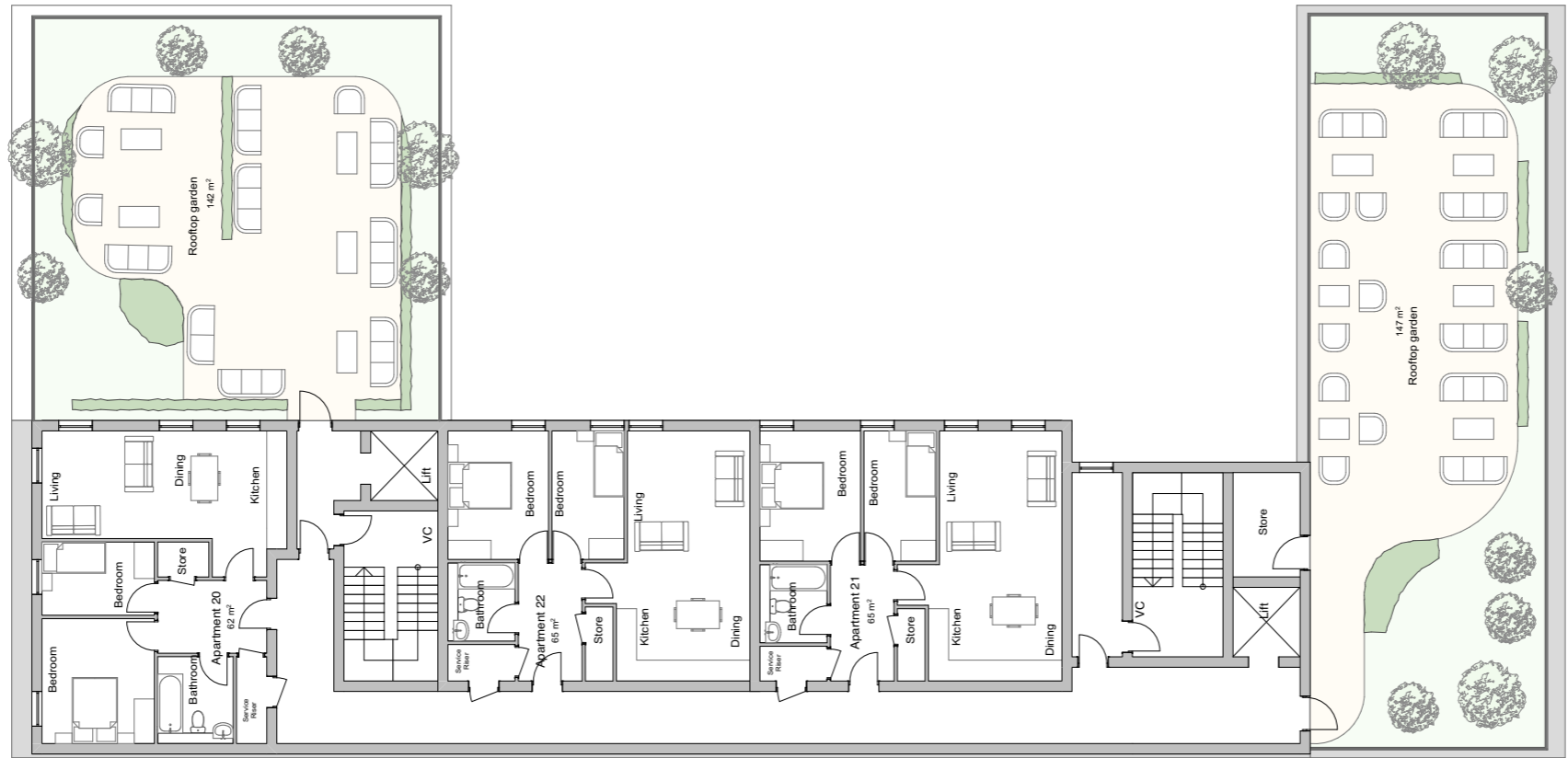
Ground Floor



First Floor



Second Floor



Third Floor



04 Design : Urban Proposal



4.1 PHYSICAL CHARACTER

The site has a gradient with some change in levels.

A single and private access road is needed to serve this small development of quality apartments for the open basement parking. It is important not to make the plot too large due to the existing house plot sizes being small and confined. It is similarly crucial to ensure NOT to fill in the entire plot with a building and to allow the scheme breathing space with a garden to the rear.

The design should harness the power of the natural lay of the land by providing a dwelling that is moulded and configured by its surroundings instead of something alien that had been just planted there. En-keeping with the existing street line.

Whilst it is important to provide ease of surveillance up and down the street by making it a straight road, consideration needs to be given to creating a little bit of interest by forming subtle step backs within the designs facade. This will eliminate the monotonous appearance of a typical sub-urban street and replace it with innate character and quality.



4.2 DESIGN DEVELOPMENT - NODES AND ROUTES

Nodal points in the surrounding area:
Destinations or orientation points

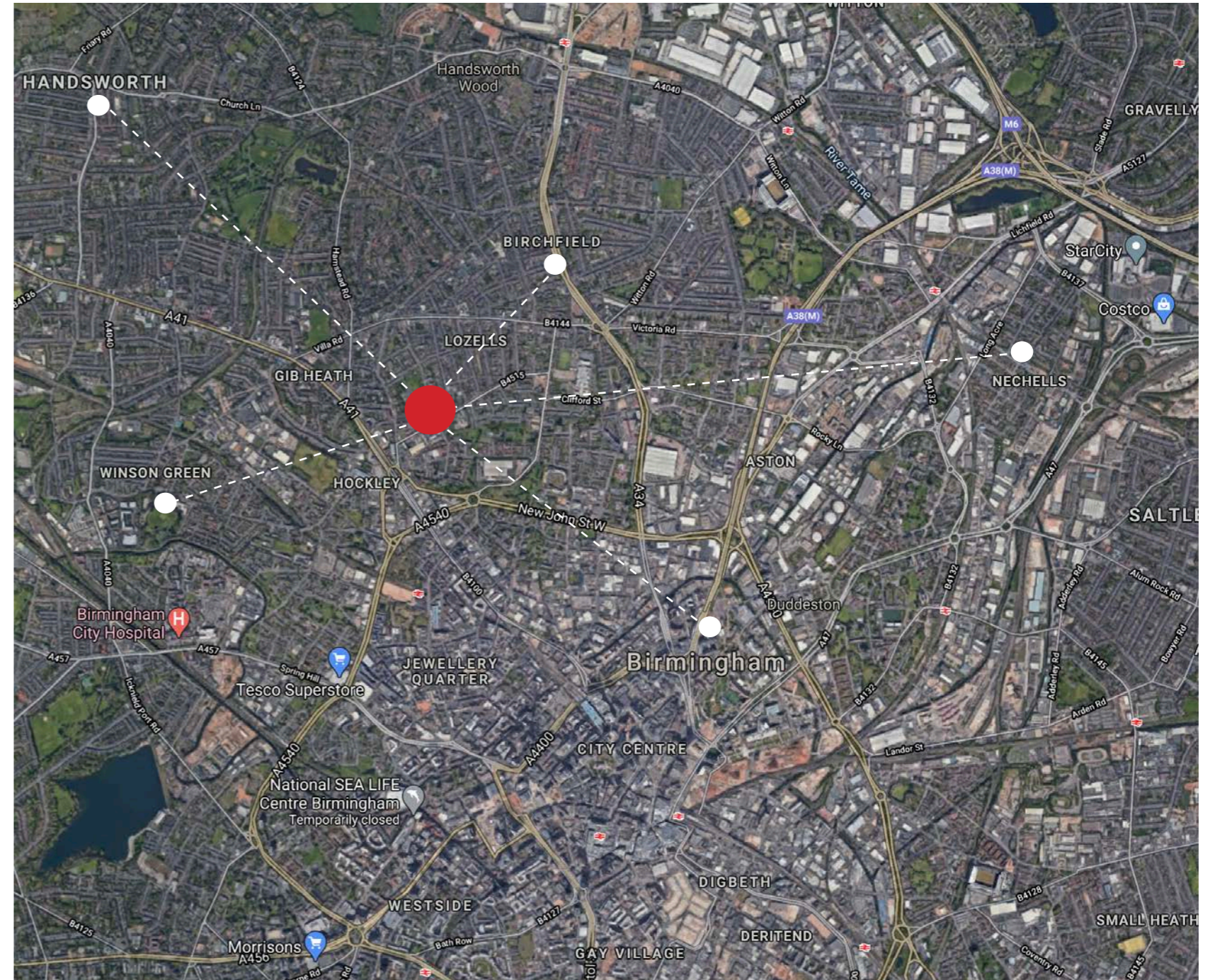
An understanding of the context is vital in informing the approach to design and the form of architecture together with the massing; scaling and orientation of the buildings. This would help to integrate the development with its existing and future context.

There are some positive attributes in terms of scale and architecture that could be reintroduced from more immediate buildings, however, the recent housing developments to the north and the west leave very little in the way of positive influences.

Routes between nodal points

Study of the ever evolving city demonstrates the present and future nodes. These nodes will be destinations or orientation points that would either mark a place or a route. These nodes encourage pedestrian movement between them.

These nodes would also serve as orientation points for the visitors and occupiers of the new development. Thus encouraging mental mapping at a sub-conscious level, aimed at a mentation layer that lies beneath and is stimulated in dissecting random codes of mapping without working on a problem of finding a route.



05 Design : Form and Scale



5.1 CONCEPT

Our proposals have well defined spaces both in and out of the buildings. As the building has been set back from the back of pavement, this creates defensible space to the apartment on the ground floor. Beyond this defensible space lies the decking around in the courtyard which is defined by the form of the building. The decking is one of many amenity spaces within the building as others can be found at roof level.

The building is laid such that they address the street frontage and accentuate it but ensures to provide a good distance between the opposing houses.

The building is designed to remove the usual ambiguity and monotony of forms that have little to no variation in their composition, heights, massing or scale.

The form is to be broken into smaller elements of varying heights and scale. The function of each space is to be reflected by its form on the outside of the building.

A limited array of planes pushed back and forwards will add character, interest and warmth. They will be welcoming where needed and defensive where it needs to prevent trespass.

Attention is to be paid to the orientation of the apartments within, to make the most of the cool northern lights and to reduce the solar gain.

The materials and colour needs to be limited on this building as it is important to accentuate the existing natural colours around the existing dwellings by choosing a minimalist palette and let nature be the colour of choice. To further emphasise the natural and earthy colours, the use of natural materials accentuates this.



5.2 THE SCALE OF THE SITE

Wherever suitable the building height is varied to break up the massing and heights of the proposed building.

The building needs to appear subservient to the existing houses and buildings to the front and side of the site. For this reason, the height of the proposed building must be considered. Different roof heights will be used to blur the change in heights from building to building.



5.3 MASSING

The massing of the building must relate to the existing buildings facing Nursery Road, but only in the build up with the key difference of the scale. The scale and massing is akin to existing dwellings and is sympathetic to the character of the area.

Pedestrians should be able to enjoy the public realm without fearing scale and mass of the proposed houses. Consequently, we propose giving the buildings a more human scale at this level by stepping up the scale gradually and in some places. The massing is 'broken up' through the design; with a subtle mixture of building forms and heights. The selection material also assists with blending into the current street scene.

The transparency along the frontage will help to enforce the honesty and trust. The privacy will also be maintained by setting the building back from the street.

The comparatively short street calls for a very small communal development that has a considerable sense of calmness and familiarity.

06 Design: Appearance

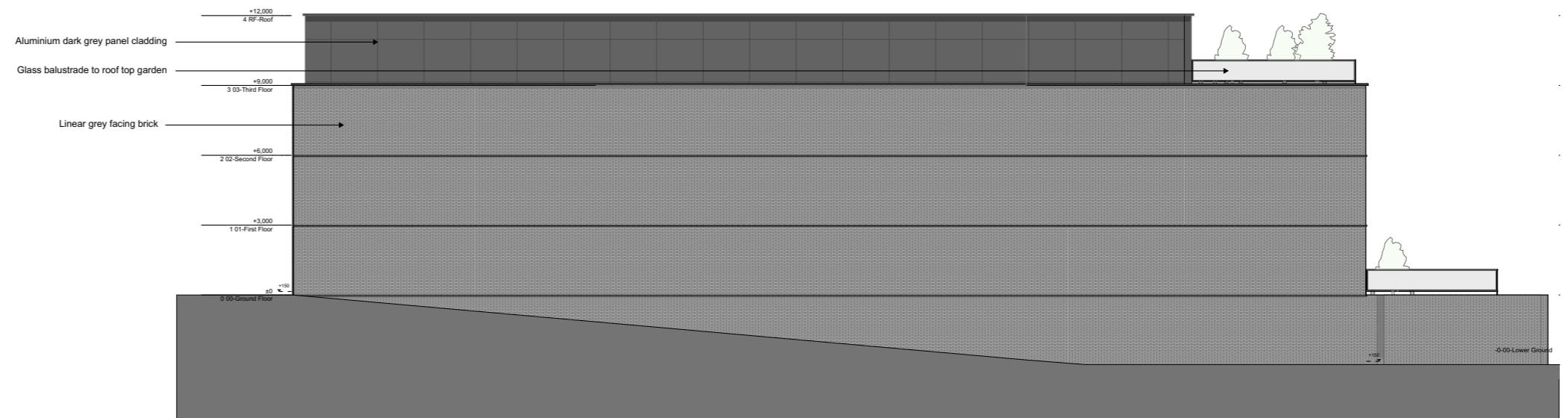
6.1 DESIGN: EXTERNAL APPEARANCE

The contemporary appearance is created by a combination of interesting forms, which create elevational depth, and also a complementary palette of simple materials. This is to create a uniquely designed development that will positively enhance the existing street-scene.

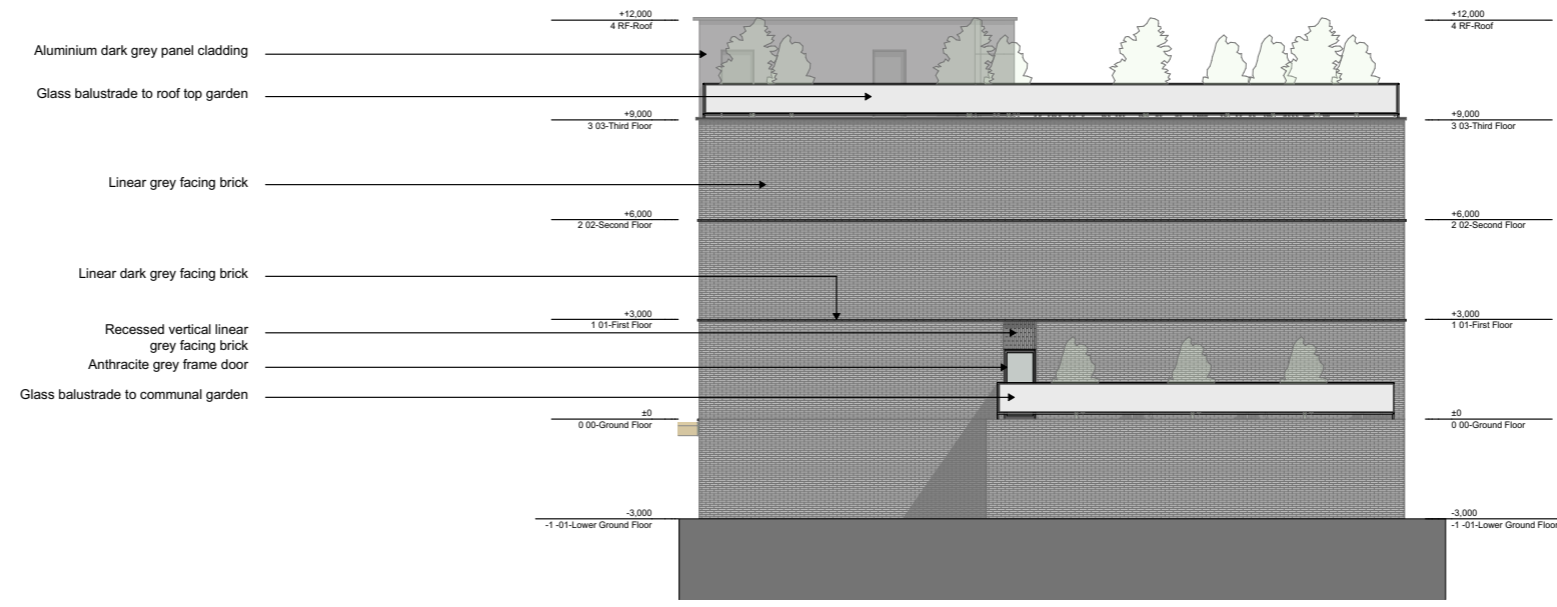
A simple palette of materials are proposed; a quality handmade facing brick, glazing and standing seam metal cladding.



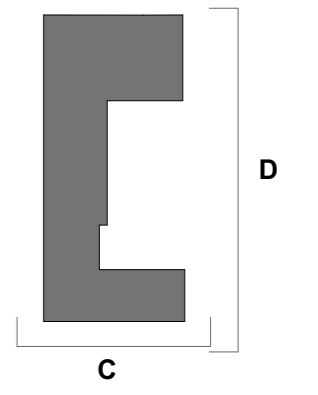
Front Elevation - A



Side Elevation - B



Rear Elevation - C



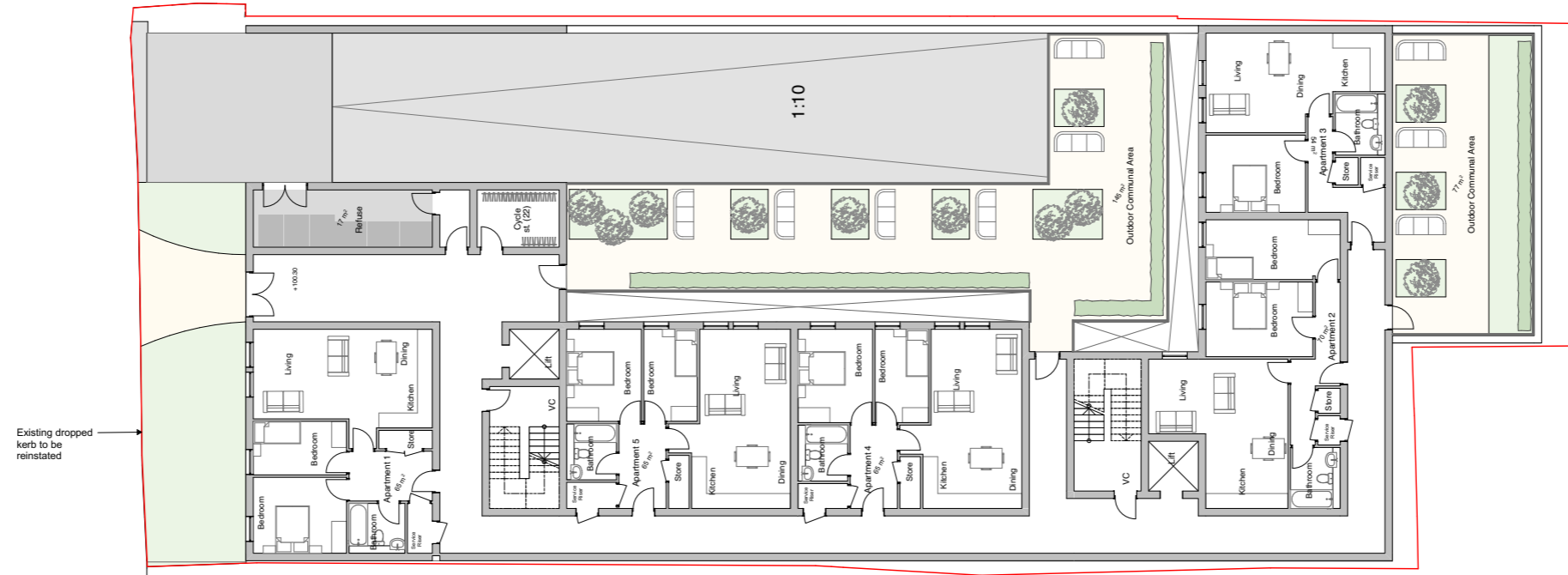
Side Elevation - D

07 Landscaping

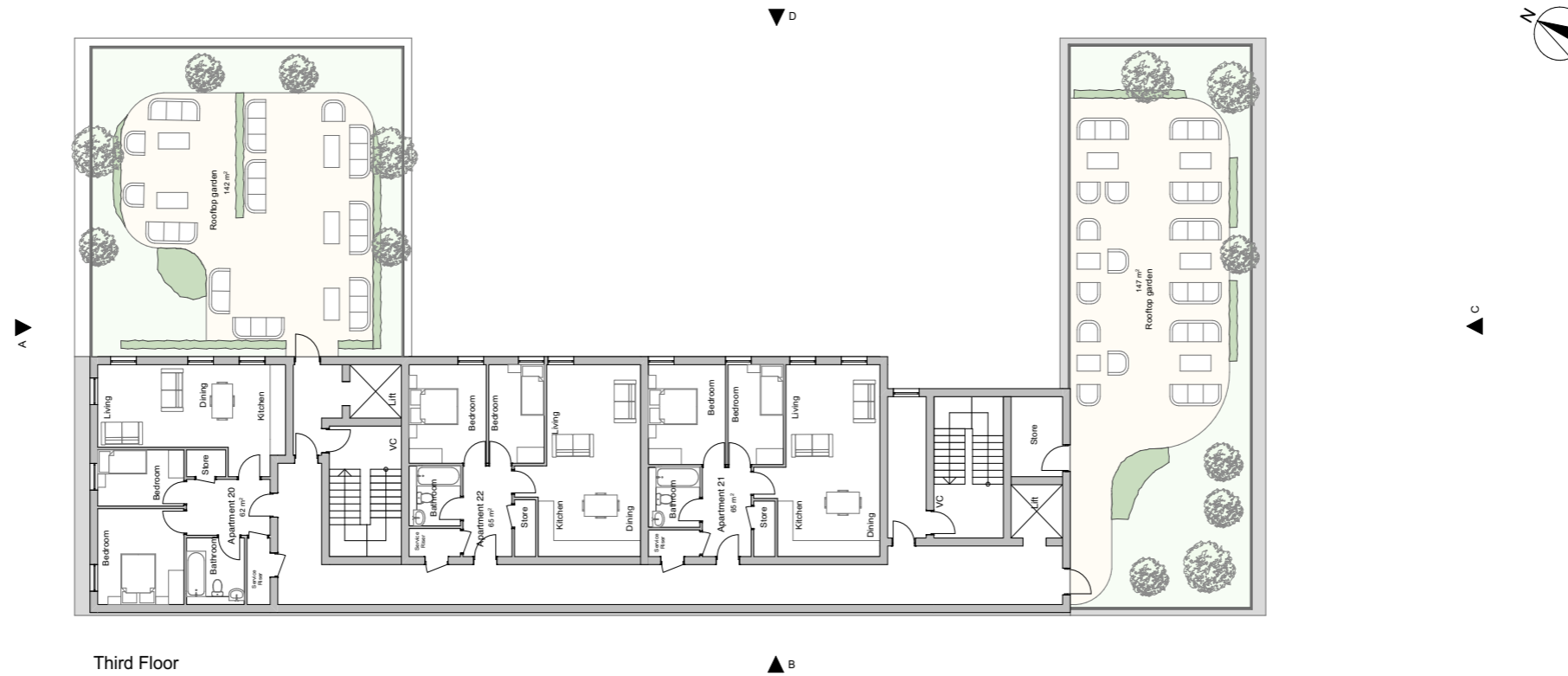


7.1 LANDSCAPE & TREES

The site does not contain any existing trees. Existing low level planting will be removed and new landscaping is proposed to the front, courtyard space and at the rear of the development. Two roof top gardens are also proposed to provide additional communal areas for residents with landscaping.



Ground Floor



Third Floor

08 Sustainability

8.1 Environmentally progressive design

The development will embrace codes and legislations to achieve an environmentally progressive and sustainable design.

World Commission on Environment and Development define the Sustainability as "Development that meets the need of the present without compromising the ability of the future generations to meet their own needs"

Our approach for this development is to be sustainable:

- Socially - an inclusive development accessible by all
- Economically - a deliverable development based on what the market can sustain.
- Environmentally - part of a world agenda to combat climate change.

The environmental strategy for this development is one that considers and balances the energy consumed over its entire life, considering:

- Energy in Construction
- Energy in lifestyle choices
- Energy in building use

Energy in Construction

- Utilise local labour
- Utilise local materials
- Utilise recycled or re-used materials where practicable
- Utilise prefabrication to minimise waste where practicable
- Utilise pre-cast concrete in lieu of insitu concrete as much as possible

Energy in Lifestyle choices

Energy saved in reduced journeys:

- local living
- working
- shopping and
- recreation



09 Access for all

9.1 Inclusive design

The design philosophy for the dormer bungalow is based on accessibility for everyone. This includes any disabled resident and visitors. The term 'disability' has been considered in its broadest sense and includes impaired mobility, sight, comprehension or hearing. This approach addresses not only the short-term compliance with the intent of the Disability Discrimination Act together with the relevant planning policies, but also the long-term implications of sustainability.

The aim, therefore, is to provide an inclusive environment throughout. For this reason access issues have been and will continue to be considered throughout the design process to ensure a fully inclusive design.



