Design & Access Statement

Project: Proposed extensions and alterations to 1 Station Road, Shepley.

Job No: 1335 Rev: A

Date: October 2016

Please note: this application is a variation on the extant planning approval ref: 2015/62/91099/E, which has been implemented and is currently being built. The alterations to the current planning approval are: a bedroom extension above part of the new sun room extension, a hip to the boot room roof and slight window change to the hall.

1.0 Design

1.01 Context:

The proposal is for the demolition of an existing disused shop with the retention and extension of the adjoining dwelling.

The site is situated within a Kirklees designated conservation area and as such the surrounding architectural style is of a fairly traditional design and material palette.

The property sits on a corner plot with an elevation position whilst the existing shop is at pavement level.

1.02 Amount and Appearance

The proposals set out in the application are for the improvement internally to the main house at 1 Station road, Shepley with the demolition of the adjoining shop and garage and in its place an extension to the house. The proposals also include the demolition of the conservatory to the front of the property and the addition of a sunroom extension and separate garage to the rear.



POLICY BE5: PROPOSALS FOR NEW DEVELOPMENT WITHIN CONSERVATION AREAS, INCLUDING EXTENSIONS OR CHANGES OF USE TO EXISTING BUILDINGS, SHOULD RESPECT THE ARCHITECTURAL QUALITIES OF SURROUNDING BUILDINGS AND THEIR MATERIALS OF CONSTRUCTION, AND CONTRIBUTE TO THE PRESERVATION OR ENHANCEMENT OF THE CHARACTER OR APPEARANCE OF THE AREA.

The extensions to the dwelling have been designed to harmoniously fit in their position along the street scene and have adopted a similar architectural style and scale as the original house in order to preserve the characteristics of the conservation area.

The main change to the property is the demolition of the disused shop and its replacement with an extension to the adjoining house. The shop is not currently in use and the current owners have no desire to utilise the building as a shop. The mono-pitch roof with lower pitched garage make for a rather awkward appearance to the street scene and are not particularly in keeping with the character of the conservation area.



In addition, the garage is not ideal in terms of position or size. It is too small for most modern cars and as it is set back against two high walls, visibility is not good. Therefore an extension which will enhance the dwelling is put forth which will utilise much of the floor space of the shop but have a more rationalised appearance in terms of roof and form. Making sure the extension sits lower and is less wide than the extant house gives the extension a subservient relationship to the original building.

With regard to policy BE1 of the Kirklees UDP:

ALL DEVELOPMENT SHOULD BE OF GOOD QUALITY DESIGN SUCH THAT IT CONTRIBUTES TO A BUILT ENVIRONMENT WHICH:

i CREATES OR RETAINS A SENSE OF LOCAL IDENTITY;

ii IS VISUALLY ATTRACTIVE;

iii PROMOTES SAFETY, INCLUDING CRIME PREVENTION AND REDUCTION OF HAZARDS TO HIGHWAY USERS;

iv PROMOTES A HEALTHY ENVIRONMENT, INCLUDING SPACE AND LANDSCAPING ABOUT BUILDINGS AND AVOIDANCE OF EXPOSURE TO EXCESSIVE NOISE OR POLLUTION;

v IS ENERGY EFFICIENT IN TERMS OF BUILDING DESIGN AND ORIENTATION AND CONDUCIVE TO ENERGY EFFICIENT MODES OF TRAVEL, IN PARTICULAR WALKING, CYCLING AND USE OF PUBLIC TRANSPORT.

The proposals set forth in this application aim to meet all of the points of the above policy. The overall design is in keeping with the surrounding architectural style and has been designed with the conservation area in mind. The design changes the parking measures on the site to create better visibility and entering/exiting of the road. As this is a fairly busy road the provision for parking on the roadside is not good but setting back a garage allows a car to park and exit onto the road more safely. Although not ideal, the current building and surroundings do not create any viable alternatives.

The existing conservatory/sun room extension to the front façade of the property was added in the 1950/1960s and is not of any particular architectural merit. The conservatory has been demolished as part of the extant planning permission ref: 2015/62/91099/E. A more suitable sun room to the back of the property would be better suited and is not within prominent views so will not affect the conservation area.



The material palette used for the extensions has been selected to match that of the existing and neighbouring properties and the conservation area as a whole and therefore complies with policy BE11 of the Kirklees UDP.

BE11: NEW DEVELOPMENT SHOULD BE CONSTRUCTED IN NATURAL STONE OF A SIMILAR COLOUR AND TEXTURE TO THAT PREVAILING IN THE AREA WHERE THE PROPOSAL IS LOCATED

Overall the scheme adds no extra floor space with an existing internal floor space of 256.65m^2 and a proposed internal floor space of 245.35m^2. Therefore the scheme is of fairly small scale in terms of impact both physically and visually.

In conclusion, the development proposals will not be detrimental to the conservation area and will actually enhance potentially ugly or harmful aspects, which currently exist. The scheme will rationalise the internal spaces and the external form.

2.0 Access

Access for waste disposal is via a bin storage area adjacent to the rear site entrance, which can easily be accessed by waste disposal vehicles on Station Road.

As this is an existing property and set higher than the road level, complete provision for disabled users is not possible, however level access from the rear garden to the kitchen has been implemented.

Car parking in a detached garage, set back from the road has been adopted into the scheme to replace the current garage. This makes for a safer, although not ideal, alternative. An enclosed garage did exist in this position previously. The site constraints that exist mean that parking conditions are improved but a level of visibility on this road which is desired may not be possible. A curved wall allows better visibility to the junction.

