IQ Architecture + Design







IQ16.027 – Design and Access Statement.

Refurbish and extend existing storage / distribution (B8) warehouse with ancillary trade counter at Flinders Mill, Birkby, Huddersfield (Birkby Conservation Area).

Flinders Mill, Off St. Johns Road, Birkby, Huddersfield.

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Prepared by IQ Architecture & Design

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Design and Access Statement

Address: Flinders Mill, Off St. Johns Road, Birkby, Huddersfield.

Proposal: Refurbish and extend existing storage / distribution (B8) warehouse with ancillary trade counter.

01. Overview

This Design and Access Statement has been prepared by IQ Architecture & Design and forms part of a Full Planning Application submitted to Kirklees Council on behalf of the applicant.

The applicant wishes to seek approval to refurbish and extend existing storage / distribution (B8) warehouse with ancillary trade counter.

*** The Design & Access Statement is to be read in conjunction with the Planning Application drawings.**

02. About IQ Architecture & Design.

We are a design led architectural practice established in 2010 which specialises in providing design services for public, private and international clients in the health, education, transport, retail, residential, leisure, cultural, workplace and industrial sectors.

We are neither elitists nor superficial stylists. We believe each project is unique and that our innovative design ideas create value and motivation for all involved within the process.



03. Site & Context Appraisal.

The proposed site is situated within a conservation area in the Birkby district center, bounded by Bay Hall Common Road, Back Blacker Road and St. Johns Road. The application site is roughly square in shape with a total area of approx. 1105m^2 / 0.1105 hectares with a relatively level topography. The site is pedestrian and vehicle accessible with access currently into the site via an un-maintained route off St. Johns Road.



Fig.1 Site Location Plan – Not to Scale

The buildings to the east of the site consist of mainly commercial / industrial uses; to the west consists of mainly residential and retail uses. The existing building on the site comprises of 'L' shaped two storey red brick mill which has suffered from neglect over recent years resulting in partial collapse of the building. Within the site the existing building structure runs along the northwest perimeter.

Over the years the site has had a number of varied uses including corn mill, decorator's merchants, servicing of motor vehicles and more recently storage and distribution of goods. It is noted a culvert (Clayton Dyke) runs southwesterly through the site, however the site is outside of a flood risk zone.

The buildings directly adjacent to the site are made up of terrace properties; the local materiality is of a traditional palette comprising of Yorkshire stone, slate roof and timber windows.

04. Planning History.

Application No. 2010/91693.

Description: Change of use, extension and alterations to convert vacant mill building to form ground floor continental grocery store (A1) and first floor clothing boutique (A1). Formation of car park and access road (Within a Conservation Area); **Decision:** Approved subject to conditions, 11 March 2011.

05. Proposal.

We believe that good quality development is sensitive to the site and context. The main focus is to preserve and enhance the characteristics of the original building with any new addition being clearly legible.

In brief the proposed development seeks to refurbish and extend the existing vacant two storey mill building to provide added floor area for storage / distribution (B8) with ancillary trade counter.

Pedestrian and vehicular access into the site is proposed from a currently unmade road off St John's Road. This access point provides for appropriate visibility onto the highway and is of a sufficient width. The site is seen to be within a very sustainable location with good links via foot, cycle or public transport.



Fig.2 Proposed Site Plan – Not to Scale

Externally the existing building will generally undertake a facelift. The existing brickwork and associated original features will be cleaned, re-pointed and if necessary replaced to match. The pitched slated roof will be carefully stripped back to structure and insulated, waterproofed and the pitched roof re-laid using original slates and new to match existing. The original boarded / blocked up windows and door openings are to be reinstated using grey framed glazing where possible in order to conserve the buildings original characteristics. Ground floor windows and doors will incorporate an internal integrated concealed roller shutter to provide security during closed hours. All rainwater goods are to be replaced using matching profiles to existing.

The proposed extensions are designed to be contemporary but sympathetic additions. Single storey extension is proposed to replace the demolished southwest leg of the building with a larger single-storey extension housing storage attached to the northeast elevation of the double-storey mill. The newly introduced extensions to the building have been designed to be in keeping / complementary to the scale, size and design of the existing building and is not prejudicial to visual amenity.

The proposed scheme provides additional floor area for storage/ distribution (B8), the original mill building provided 416m^2 with the new proposal offering 537m^2, a nominal 29% increase in total floor area.

05. Proposal *continued.*

Screened bin storage is also inclusive of the proposed redevelopment provided within the waste refuse store (Refer to drawing Ref. IQ16.027.P-04 Proposed Site Plan & Section) away from customer areas with ease of access for staff / refuse vehicles.

The proposed use will create new employment opportunities for the local populous; in return helping to create a thriving economy and flourishing community, a key corporate goal of the Kirklees Council.

The proposed scheme will have a positive impact on the character of the Birkby Conservation Area, it will succeed to be in keeping with respect to scale, size and materiality, and attempts to retain a sense of local identity.

Please refer to application drawings Ref. IQ16.027.P-01 Location Plan to IQ16.027.P- Proposed Elevations.

06. Access Details.

The general philosophy and approach to the scheme is of inclusive design.

External

The application site is located close to good local transport links. St. Johns Road is a primary arterial route in and out of Huddersfield Centre and is subject to 30mph speed limit, which is suitable for cyclists to use the carriageway.

Pedestrian links are provided within the proposed scheme and externally. Public footpaths external to the site are wide and well lit on both sides of the roads. All pedestrian crossings on St. John's Road include tactile (blister) paving and flush kerbs to assist the visually and mobility impaired. The site does not present difficulties of access.

The external environment of the site has been specifically designed to encourage priority use by pedestrians, with kerb-free routes wherever it is safe to implement. Where routes cross-areas of vehicle movements, hazards will be identified with the use of tactile dimple paving highlighted in a contrasting colour and the surfacing will be of slip-resistant materials. Within the site external surfaces to proposed pedestrian areas vary in respect of material, colour and texture depending on purpose and use, but all surfaces will be firm, stable and even. The main access routes have sufficient width to allow wheelchairs to pass comfortably. The external spaces are designed to provide good access ways between the entrances.

Should ramps and steps be required as a result of detailed design, these will comply with AD M dimensional requirements and feature handrails (extended 300mm) and contrasting surface colours to assist distinction by visually impaired users in particular.

Internal

Level access is available for wheelchair users leading to the ancillary trade counter area where DDA compliant WC is provided suitable for use by ambulant disabled person(s).

All internal routes around the building are at least 1200mm wide to allow two-way traffic. There will be no unnecessary projections into circulation routes. An open-plan layout has been adopted where possible to reduce the amount of manually operated doors.

06. Access Details *continued.*

The clear opening of all doors will provide a minimum of 850mm; consideration has been given where approach is at right angles with 300mm to the leading edge of the door.

Consideration will be given to all internal finishes to allow users with visual impairments to be able to differentiate between adjacent surfaces. Plain carpet or marmoleum will be used throughout the scheme. Walls will be painted using plain colours to give users with impaired vision or hearing a constant background. Skirting and architraves will contrast visually with walls so that distinction can be made between floors, walls and doorways.

The proposed scheme has been designed to the current guidance and legislation for 'Access to and use of buildings'. These include;

i. BS8300, Design of buildings and their approaches to meet the needs of disabled people - Code of practice;
ii. Approved Document Part M, 2004 edition incorporating 2010 amendments;
iii. DOT 2002 Inclusive Mobility – a guide to best practice on access to pedestrian and transport infrastructure;
iv. The Disability Discrimination Act 1995, The Stationary Office.

07. Servicing Details.

Waste management policies are to be implemented by the Management of any occupying business ensuring compliance with Section 47, Environmental Protection Act 1990.

Waste will be deposited into bins in accordance with Kirklees Council's waste management policies.

08. Planning Policy / Considerations.

This proposed scheme and Planning Application have been prepared using the following sources of guidance:

i. National Planning Policy Framework; Published 27 March 2012;
ii. CABE (Design and Access Statements – How to Write, Read and Use Them) - 2006;
iii. Kirklees Unitary Development Plan, Revised with effect from 28 September 2007;

National Context

The government's objectives for land use and the planning system are:

i. to improve the quality of life in our towns and cities;
ii. to ensure that the planning system works to provide for homes and jobs, and to meet our desire for mobility, at the same time as conserving our heritage and protecting our environment;
iii. to integrate agricultural and environmental policy;
iv. to work towards sustainability and that it will continue to develop policies consistent with the concept of sustainable development.

08. Planning Policy / Considerations *continued.*

Kirklees Council Vision Statement

Kirklees Council's Unitary development Plan (UDP) indicates the application site as within a Conservation Area and Local Shopping District Centre.

Key Planning Policies / Objectives:

'To foster economic growth and to revitalize the urban areas while ensuring the conservation of the countryside and the urban heritage'.

'An adequate supply of development land for business uses, with a good choice and mix of sites, should always be available to respond to market forces'.

'Every opportunity should be taken to bring vacant and derelict land in urban areas back into use'.

The Council's vision statement identifies three corporate goals:

i. A thriving economy;
ii. A flourishing community;
iii. A healthy environment.

Kirklees Unitary Development Plan

UDP Written Statement – Revised with effect from 28 September 2007; more specifically the following policies:

G1 – Regeneration will be secured through developments which:

i. Strengthen and broaden the economic base and increase employment opportunities;
ii. Improve infrastructure and secure the reuse of land and buildings and the improvement of their surroundings;
iii. Benefit the economically deprived parts of the district; and
iv. Improve the district image.

G5 – Development proposals should have regard to equality of opportunity in terms of access to buildings and open space facilities and other relevant aspects of design, including the provision of ancillary facilities.

BE1 – 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. Creates or retains a sense of local identity;
iv. Is visually attractive;
v. Promotes safety, including crime prevention and reduction of hazards to highway users;
vi. Promotes a healthy environment, including space and landscaping about buildings and avoidance of exposure to excessive noise or pollution;
vii. Is energy efficient in terms of building design and orientation and conductive to energy efficient modes of travel, In particular walking, cycling and use of public transport.

08. Planning Policy / Considerations *continued.*

T1 – (Transport) Priority will be given to:

i. Satisfying the travel needs of all sections of the community through an effectively integrated transport system, with emphasis on improving public transport and encouraging a model shift away from travel by private car;
ii. Promoting a transport network on which it is safe to travel and which causes minimal disturbance through danger, noise and air pollution; and
iii. Co-ordinating land use change with transport provision so as to minimize the need to travel and locating new development where it can best be served by public transport and where it minimizes the need for expansion of the highway network.

B1 – The employment needs of the district will be met by:

i. Maintaining the stock of established businesses and industrial premises and sites, except where this would lead to environmental problems, or where they are unsuitable for business and industrial use or there is no realistic prospect of re-use or redevelopment for such purposes.

S1 – Town centres and local centres will remain the focus of shopping, commercial, cultural and social activity and priority locations for environmental improvements.

DL1 – Derelict and neglected land will be brought into beneficial use to assist in the regeneration of the district.

D2 – Planning permission for the development (including change of use) of land and buildings without notation on the proposals map, and not subject to specific policies in the plan, will be granted provided that proposals do not prejudice:

i. The implementation of proposals in the plan;
ii. The avoidance of over-development;
iii. The conservation of energy;
iv. Highway safety;
v. Residential Amenity;
vi. Visual amenity;
vii. The character of the surroundings;
viii. Wildlife interests; and
ix. The efficient operation of existing and planned infrastructure.

09. Summary.

In brief, the applicant wishes to retain, refurbish and extend the existing mill with formation of new car parking area. The development as proposed provides additional floor area for Storage and Distribution (B8) with ancillary trade counter, a nominal floor area increase of 29% is proposed as part of the extended scheme.

The site has had a variety of historic uses including corn mill, decorator's merchant, servicing of motor vehicles and more recently storage and distribution of goods.

The existing access point from St. John's Road is to remain and be improved; this could possibly be adopted by the Local Authority.

Further to comments from an independent Highways Consultants who advise the scheme in essence is acceptable with adequate parking and servicing area provided.

The proposal meets recommended minimum aspect distances from surrounding properties.

The massing of the proposed scheme is in keeping with that of the surrounding buildings; the design is complementary to the Birkby Conservation Area preserving a sense of local identity; the proposal is not prejudicial to the visual amenity of others.

The proposed development meets the Local Authorities vision by improving the economy, community and environment. The proposal aims to bring back into use a neglected building and vacant land, which in turn aims create new employment opportunities.

The proposed scheme will have a positive impact on the character of the Birkby Conservation Area, it will succeed to be in keeping with respect to scale, size and materiality, and attempts to retain a sense of local identity.

10. Application Drawings.

The following drawings / statements have been submitted in support of the Full Planning Application:

IQ16.027.P-01 Location Plan;
IQ16.027.P-02 Existing Site Plan and Section A-A;
IQ16.027.P-03 Existing Plans and Elevations;
IQ16.027.P-04 Proposed Site Plan and Section A-A;
IQ16.027.P-05 Proposed Plans;
IQ16.027.P-06 Proposed Elevations;

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Prepared and issued by **IQ Architecture & Design**