

G-TUFT

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DESIGN AND ACCESS STATEMENT

PROPOSED CONVERSION OF FORMER FIRE
STATION TO HOME IMPROVEMENT/
FACTORY OUTLET AND RESIDENTIAL AT

FORMER DEWSBURY FIRE STATION,
HUDDERSFIELD ROAD, DEWSBURY,
WF13 3RN

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1. INTRODUCTION

- 1.1.1. This design and access statement accompanies a detailed planning application for the conversion of former fire station to home improvement/ factory trade outlet at the Former Dewsbury Fire Station, Huddersfield Road, Dewsbury, WF13 3RN.
- 1.1.2. This design and access statement is within accordance with the requirements of the Town and Country Planning (General Development Procedure) (Amendment) (England) Order 2006; and Town and Country Planning (General Development Procedure) Order 1995 Article 4C.
- 1.1.3. This proposal has been subject to Pre-Application feedback dated 3rd January 2017 (Application number: 2016/20313).

2. DESIGN CONSIDERATIONS – THE PROCESS

2.1. ASSESSMENT

PHYSICAL ASSESSMENT

- 2.1.1. The property is located around ¾ mile south-west of Dewsbury Town Centre occupying an extremely prominent roadside position on Huddersfield Road (A644), one of the town's main arterial routes. The surrounding area is mixed commercial and residential.
- 2.1.2. The fire station possibly dates from the early 1960's and is typical of such a building. The property comprises a purpose built fire station providing five appliance bays, offices with ancillary accommodation, an adjacent 3-storey administration block, a training tower and separate smoke room.
- 2.1.3. The existing appliance bay and offices with ancillary accommodation building fabric comprises blockwork with white render, red brick and red cladding panels. The roof is a flat bitumen roof, with a glazed canopy to the south of the building. Windows and personnel doors are white uPVC, with red sectional overhead vehicle doors. Rainwater goods are concealed internally.
- 2.1.4. The 3-storey administration block is a red brick structure with white rendered banding and red cladding panels within the curtain wall glazing. The windows are white uPVC with a mixture of timber and uPVC personnel doors. The roof is a flat bitumen roof, with skylights. Rainwater goods are concealed internally.
- 2.1.5. The training tower is a red brick structure with concrete banding and a flat bitumen roof.
- 2.1.6. The detached smoke house is constructed from red brick with a flat bitumen roof. The windows and doors are timber, with rainwater goods concealed internally.
- 2.1.7. Externally, there are hard surfaced tarmacadam yard areas providing parking and access arrangements.
- 2.1.8. The site extends to a total gross area of around 0.376 hectare (0.928 acre) and falls very gently from west to east.

SOCIAL AND ECONOMIC ASSESSMENT

- 2.1.9. The client and anchor tenant will be G-tuft.
- 2.1.10. G-Tuft is based in the Thornhill Business Park. The site of this factory was made possible by the groundworks being funded by a Kirklees and EU initiative.
- 2.1.11. The company William S Graham Ltd bought a 3 acre plot and built a factory for G-tuft to convert woollen yarn into carpet. The yarn to be supplied by William S Graham's other factory 'Raven Ing Mills' close by in Ravensthorpe.
- 2.1.12. This decision was made in order to reach the carpet distributors rather than selling yarn to a declining number of carpet factories. The proximity of the Thornhill site was key to the investment as it made possible the convenient joint utilisation of operatives and technicians from the main Ravens Ing Mills site. This was around 10 years ago and the business is successful, now employing over 120 people.
- 2.1.13. Five years ago William S Graham merged with Fred Lawtons Ltd from Meltham to create 'Lawton Yarns Ltd'. Fred Lawtons moved from Meltham so that the two companies consolidated their manufacturing facilities on one site in Dewsbury. Ravens Ing Mills remains a principal supplier to G-tuft, with Lawton Yarns now employing over 300 people.
- 2.1.14. Since 2000 the company have invested over £15m in buildings and new machinery to enhance production and productivity.
- 2.1.15. For some time the company have been looking for a site convenient to G-tuft whilst having a more visible presence. It was therefore pleasing to recently acquire the old fire station site which is perfectly situated between G-tuft and Ravens Ing Mills. The purchase is with a view to selling carpet direct from a warehouse outlet.
- 2.1.16. This will take the form of a basic unit rather than a showroom as carpets do not form the most exciting of window displays. The company believe that this will be appealing to clients as they will be offered genuine high quality products direct from the warehouse, at prices which reflect this factor.
- 2.1.17. Only one unit will be used by the company the others being for allied trades, perhaps kitchen or bathroom retailers. Working units rather than 'shops'. Tenants would be carefully selected by the company to ensure that they harmonise with this principle. The company have always tried to enhance the sites that they run and would welcome any visits to G-tuft or Ravens Ing Mills if this is of interest.
- 2.1.18. The further investment by G-tuft and Lawton Yarns is important and it is hoped Kirklees Council will be able to support this application.

PLANNING POLICY AND PREVIOUS PLANNING APPLICATIONS

- 2.1.19. Local policies associated with the Kirklees UDP have been considered during the development of this scheme. They include; BE1, BE2, BE18, BE20, BE22, BE23, EP6, B6, H8 and H9.

2.1.20. Specific policies most relevant to the proposed scheme include:

- B1-i: PROVIDING LAND TO ACCOMMODATE THE REQUIREMENTS OF EXISTING KIRKLEES BUSINESSES AND THE ESTABLISHMENT OF NEW BUSINESSES
- S8A: RETAILING OF GOODS FROM MILL OR FACTORY PREMISES WILL BE PERMITTED IF:
 - i. THE GOODS SOLD ARE PRODUCED OR MANUFACTURED BY THE SELLING COMPANY AND ARE PRIMARILY PRODUCED ON THE PREMISES;
 - ii. THE AREA DEVOTED TO SALES IS SMALL RELATIVE TO THE PRODUCTION OR MANUFACTURING FLOORSPEACE;
 - iii. THE VITALITY AND VIABILITY OF NEIGHBOURING TOWN OR LOCAL CENTRES WOULD NOT BE HARMED; AND
 - iv. NO DETRIMENT WOULD BE CAUSED TO HIGHWAY SAFETY OR LOCAL AMENITY.

2.1.21. Outline Planning Permission has been secured for demolition of the existing buildings and development of an A1 retail unit dated 12th October 2015 (Application number 2015/60/92563/E).

2.1.22. Full Planning Permission was granted in 2002 to extend and alter the fire station to form new community rooms and garage/ parking area (Application number 2002/62/91859/E2).

3. DESIGN OF THE SCHEME

3.1. PROPOSED USE

3.1.1. The intention is to demolish all the buildings with the exception of the 3 storey administration building.

3.1.2. The proposal for this site is Home Improvement/Factory Trade Outlet. G-tuft will occupy the largest unit where they will have a small sales/display area in the remaining ground floor unit supplying carpet and ancillary sundries (class B1 and A1 uses). The warehouse element of the unit will store the carpet rolls with a cutting facility (class B8 use).

3.1.3. The upper 2 floors of the existing 3 storey building will be converted into residential apartments (class C3 use).

3.1.4. The intention for the other units is homeware related products, i.e. ceramic tiles, hardwood flooring, kitchen/bedroom furniture, bathrooms etc, with display/ trade areas to the Huddersfield Road frontage.

3.2. AMOUNT

3.2.1. The existing 3-storey administration block gross internal floor area is 798.48 m². The existing appliance bays, offices with ancillary accommodation, training tower and separate smoke room have a gross internal floor area of 962.83 m².

3.2.2. The proposed warehouse/ showroom extension has a gross internal floor area of 887 m² and upper floor showrooms 76m².

3.3. LAYOUT

- 3.3.1. The existing buildings have been studied in detail and recorded on the 'existing plans'.
- 3.3.2. The proposed scheme has a clear separation between the residential apartments on the upper floors of the 3-storey building and the commercial areas of the remaining site.
- 3.3.3. Residents to the apartments will enter through a new door accessed from the eastern elevation and have the option of walking up the existing staircase or taking the new lift, ensuring compliancy under Approved Document M of the building regulations.
- 3.3.4. All of the apartment layouts have been designed so that the habitable areas and bedrooms receive plentiful natural daylight, whilst the bathrooms will be mostly artificially lit. The living areas offer a large open-living space and each have sufficient storage space.
- 3.3.5. The existing staircase towards the existing main entrance will be blocked up and retained for potential future access to the upper floors should the usage of the building alter. This secures longevity for the building without substantial future alterations.
- 3.3.6. The new warehouse has been designed to be set back from the main road in order to alleviate the massing of the unit and the structures shape to the rear is dictated by the vehicle access required. Loading and personnel doors to the rear of each unit will provide sufficient access to the warehouse storage areas and the showrooms to the front will allow for customers to view the items on sale.
- 3.3.7. The land has been identified by The Coal Authority as having historical mining use. The building layout has taken into consideration the historical mine workings. Every attempt to identify the location of the 3 mine shafts has been undertaken, using radar surveying and physical digging. The appointed engineer is to carry out remedial works in accordance with results of findings.

3.4. SCALE

- 3.4.1. The demolition of the training tower will see a significant reduction in the overarching scale of brickwork seen on the site, benefiting the residents to the south and east. The proposed ridge height of the warehouse will not extend beyond the 3 storey unit, therefore the scale of buildings on site will be more in keeping with the surrounding terrace housing.
- 3.4.2. The cutting area of unit 1 warehouse will be a single storey section wrapped around the rear of the existing 3 storey unit. This will allow natural light into the first floor apartments and avoid dominating the visual outlook of the residents from Broad Street.

3.5. LANDSCAPING

- 3.5.1. There is minimal landscaping on the existing site and the proposal will retain the majority of this. One tree to the north east of the site will be removed in order to allow the construction of the external lift and parking, however, additional hedges will be planted in this region to offset this removal.

3.6. APPEARANCE

- 3.6.1. All the buildings, with the exception of the 3 storey administration building, will be demolished. It is then proposed to rebuild a steel portal frame building attached to the 3 storey administration block.
- 3.6.2. This will be subdivided into 4 units. The front and end elevation will have a palate of patent glazing with black uPVC frames and composite cladding. The vertical cladding will be Merlin Grey colour offset with Anthracite horizontal cladding above the glazing and wrapping around the north and south west elevations. The horizontal cladding will also be broken with composite timber cladding in Teak colour. Glass canopies will overhang the entrances to each unit's display area.
- 3.6.3. The rear elevation will be constructed with Microrib composite cladding panels (Merlin Grey colour) with insulated steel roller shutter doors and steel personnel doors (black colour).
- 3.6.4. The roof will be constructed with composite cladding panels with roof lights (Goosewing Grey colour) and the external wall cladding will create a parapet to conceal the shallow roof pitch.
- 3.6.5. Rainwater goods to the new warehouse will be concealed internally.
- 3.6.6. The existing 3 storey unit will retain its existing appearance of red brickwork and white rendered banding. New curtain wall glazing will be installed to the front elevation and the red cladding panels within the existing curtain wall glazing will be replaced with composite timber cladding to mimic the teak cladding of the new warehouse. The new full height glazing will attract potential customers whilst filling the display area with natural light.
- 3.6.7. All existing windows in the 3 storey unit will be treated with a light grey colour to make compatible with the new warehouse.
- 3.6.8. One new grey uPVC window to each apartment 1 and 3 lounges will be installed to the North West Elevation to allow natural light fill the open space living.
- 3.6.9. All windows to the ground floor and first floor that abut the new warehouse will be removed and built up with a cavity wall construction. The second floor windows looking on to the new warehouse will be replaced with smaller grey uPVC units where the warehouse roof intersects.
- 3.6.10. Windows to first and second floor bedrooms overlooking the unnamed road will have half of the glazing removed and replaced with timber cladding to reduce overlooking the neighbours.
- 3.6.11. All external personnel doors will be steel in black colour.
- 3.6.12. Additional roof lights will be installed to the existing 3 storey unit to serve the 2nd floor apartments. Sun tunnels will also provide additional natural light to the 1st floor apartments.
- 3.6.13. The existing boundary walls will remain, with the exception of the access gate to the south of the site being built up and a new opening created further south west along the boundary wall. Existing fencing to the east of the site will be removed to allow access to the residential parking

bays. Low level hoop railing will be installed to the Huddersfield Road frontage, along with a new entrance gate into the site.

- 3.6.14. Externally, there are hard surfaced tarmacadam yard areas providing parking and access arrangements.

4. ACCESS CONSIDERATIONS

- 4.1.1. Martin Walsh Architectural operates with the belief that the needs of people with disabilities, the elderly and carers of young children should be considered as an integral part of the design process.
- 4.1.2. Meeting these needs provides buildings that perform better for all users.
- 4.1.3. We shall endeavour to design buildings wherever possible to be accessible to a wide range of users including people with mobility or sensory impairments.
- 4.1.4. It is our aim to design buildings for optimum ease of use by their occupants and visitors.
- 4.1.5. Martin Walsh Architectural is fully aware of the requirements under Approved Document M of the building regulations and as such, all designs shall conform to the requirements of Approved Document M, where the requirement exists.
- 4.1.6. It is in our professional opinion that the nature of the layout provides practical access to and throughout the development.
- 4.1.7. The site has an existing access and immediate frontage to Huddersfield Road (A644).
- 4.1.8. Customers will enter and exit through the north entrance from Huddersfield Road. The customers will drive into the designated 30No. parking areas and staff into the 5No. designated spaces behind the sliding gate. Delivery vehicles will also enter through the north entrance from Huddersfield Road and turn on site to the rear of the warehouse and exit via Huddersfield Road.
- 4.1.9. Access to the apartments will be via the unnamed connecting road to the east of site. Residents will have 8No. parking bays available and will enter the building via a new door into the existing 3 storey unit. A lift will serve the first and second floors to allow for easy access to the apartments.
- 4.1.10. There will also be a cycle shelter suitable for up to 20 bicycles on site, as well as internal cycle storage for the apartments at ground floor.

4.2. EVALUATION

- 4.2.1. MWA will be applying for Full Planning Consent to demolish the majority of the site merely keeping the 3 storey block which was used for offices/ dormitory and converting to residential on the 2 upper floors and office to the ground floor, whilst attaching a portal frame structure which will form the quasi warehouse units.
- 4.2.2. The design of the warehouse unit utilises a sympathetic approach which harmonises with the existing street scene. Use of natural colours and timber cladding to the Huddersfield Road

façade breaks up the massing of the warehouse unit and offers an attractive outlook for pavement appeal. The demolition of the training tower will remove what is an unattractive feature of the area and will also be of benefit to the surrounding dwellings, allowing additional natural light into their properties. The proposed ridge height of the warehouse will not extend beyond the 3 storey unit.

- 4.2.3. Moreover, the type of tenants this building will serve would not be appropriate in a town centre due to the bulky goods items which could not be easily purchased and collected in a heavily congested centre.
- 4.2.4. We are hopeful that through this statement, the drawings and our efforts to satisfy all the issues brought to our attention, Kirklees will recognise that both MWA and our client are conscious of developing the site in a sensitive manner.

5. PHOTOGRAPHIC RECORD



Figure 1: 3-storey administration block as seen from Huddersfield Road



Figure 2: View of existing fire station as seen from Huddersfield Road



Figure 3: Ancillary accommodation to appliance bays



Figure 4: Ancillary accommodation to appliance bays



Figure 5: Rear of fire appliance bays with glazed canopy



Figure 6: Offices with ancillary accommodation and training tower attached to 3-storey administration block



Figure 7: Detached smoke room to South of site



Figure 8: Offices with ancillary accommodation and training tower attached to 3-storey administration block as seen from corner of Broad Street and un-named connecting road



Figure 9: 3-storey administration block as viewed from un-named connecting road