

**PROPOSED RESIDENTIAL DEVELOPMENT  
SITE OF THE FORMER FIRE STATION , MANCHESTER  
ROAD, MARSDEN HD7 6HA**

**FOR**

**S B HOMES LTD**

**CONSERVATION, DESIGN, HERITAGE AND ACCESS  
STATEMENT Rev E**

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## **1.0 Introduction**

This Design and Access Statement has been prepared in support of the full Planning Application for the proposed residential development consisting of 26 flat dwellings and a single house on the site of the former fire station in Marsden, Yorkshire.

This statement describes the justification for the proposed development.

The Appendices at the end of the statement contain the site photographs and site analysis referred to, the schedule of application drawings, and the various reports and assessments required under this application.

## **2.0 Context**

### **2.1 History**

The application site of the former fire station has remained vacant since the closure of the fire station in around 2002.

### **2.2 Physical – Site and Surroundings**

The site lies on the southern side of the main A62 Manchester Road within the Marsden Conservation Area in a built up area which is mainly residential but with some commercial and other uses. To the rear and south of the site lie fields and to the west is the Mountain Rescue Centre. To the west along Manchester Road are terraced housing and the Liberal Club. Currently in the centre of the site lies a gas governor installation and included in this application, following agreement with the gas company, is the relocation of this installation to a roadside location at the front of the site along Manchester Road.

The development site has an area of 2,914m<sup>2</sup> (0.29 hectares) and is relatively level.

Opposite the site on Manchester Road are terraced housing and a relatively new residential development in a large 4 storey building. A mix of 2 and 3 storey semi detached and terraced housing largely surrounds the open ground to the south of the site along Carrs Road.

The site is in easy walking distance of Marsden Town Centre, bus and rail routes.

The former fire station is located along the road frontage with a stone facade facing the road with a number of large openings with a stone archway and quoins. The remainder of the building to the rear is of little quality, is in a dilapidated and dangerous condition and is currently boarded up to prevent unauthorised access

### **2.3 Social**

The re-development of the site will greatly improve an area which has fallen into neglect following the closure of the fire station and reduce some of the anti social activity currently taking place on the vacant site and within the vacant building despite efforts to prevent access.

The development proposal will be aimed at the long term rental sector. A strong demand in Marsden has been identified for older residents currently living on the valley sides outside of the village who may well have existing access issues.

The scheme is well positioned near the village centre next to a well served bus route and relatively level pedestrian route into the village centre's shops and services .

The design is based on providing quality accessible accommodation and represents a significant long term investment in the area from SB Homes with a long payback period.

### **2.4 Economics**

The regeneration of the redundant site, as residential, would offer further economical opportunities and would bring benefits to the social, cultural and business facilities within the Town either through work-related contributions or spending locally.

### **2.5 Planning Policy and Residential Use**

Although the proposed residential development represents a departure from the UDP, being in an area designated for business and industry, statements from KMC planning officers during the Pre Application Stage confirmed that the site would be suitable for the density proposed for residential development.

The site currently has previously received planning approval for 4 No dwellings reference 2007/62/95084/W1 dated 2012 and it is therefore assumed that the site will be suitable for residential development.

Demand for Residential Accommodation

This development includes flats suitable for both the elderly and families seeking starter homes. This responds to the current housing demand and would contribute to the release of existing housing stock.

## **2.6 Consultations**

The scope and nature of the regeneration of such an important site in the Marsden Conservation Area required a Pre Application process in addition to the initial preliminary informal consultations with officers from Conservation and Planning.

The Pre Application was submitted on 8th May 2017 and the process concluded in October 2017 accepting residential use on the site and KMC Planning made the following comments issued by email on 17th October 2017:

*General comments on design:*

*1)-The layout, proportions and built form of the development are a big improvement on the first two attempts and are generally considered acceptable.*

*2)-Officers however have concerns about the stair/lift which would be housed in the forward projecting gable roof element. This could make the side elevation of the larger building appear particularly oppressive and add confusion to the front elevation.*

*3)-More clarity is needed over the link extension with existing building – is it going to be connected internally?*

*4)-The 3D image is helpful but some elements appear out of proportion – in particular it makes it seem as though the roof would be asymmetrical. Any subsequent application should be accompanied by street scene and if possible a CGI 3D image.*

*Comments about design details*

*5)-More architectural detailing for window and other openings will be required with lintel/cill details.*

*6)-Possible window design could be a single sash tilt window with a horizontal bar or a two sash with stone mullion. Other suggestions may be considered.*

*7)-Consideration should be given to incorporating some eaves detailing into the scheme such as a dentil cornice strip or similar.*

*8)-The arch window behind the old Fire Station; more information is needed to justify this approach and you will need to consider carefully whether this would*

*be in keeping with other openings in the building. This could be out of step with the main frontage in terms of window types and scale.*

*9)-More details on roof design and details of balcony will be required.*

All the above comments will be addressed in later sections of this design statement.

## **2.7 Heritage**

The site being located in the Marsden Conservation area needs to be considered carefully in relation to the surrounding vernacular and spatial planning. The only existing building on the site is the former fire station building. An earlier Planning Report in relation to a previous application on the site refers as follows:

*The Local Planning Authority should pay special attention to the desirability of preserving or enhancing the character or appearance of the area, as required by Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990.*

*In this instance, the works impact on the former Marsden Fire Station, Manchester Road, which is a non-designated heritage asset located within the Marsden Conservation Area (designated heritage asset). As such, national policy in PPS5 applies and states that “the overarching aim is that the historic environment and its heritage assets should be conserved and enjoyed for the quality of life they bring to this and future generations. Policies BE1, BE2 and BE5 of the UDP are also of relevance.*

### *(i) Assessment of significance*

*The former fire and ambulance station was included in the revised Marsden Conservation Area boundary in 2008 because of the positive contribution the building makes to the character and the appearance of the area. The building is significant in terms of its architectural, cultural and historic interest and it is an early example of its type. It is constructed from the predominant palette of materials found in the locality, that of stone and slate and includes interesting and functional fenestration detailing, associated with its former function. It is situated back to pavement, on a very prominent position on Manchester Road. The site is also highly visible from the rear, which is elevated above the site. This is therefore an important and highly visible site within the locality.*

The applicant agrees with the position taken here and to this end has incorporated the existing stone facade fronting Manchester Road within the current proposals. The rear of the building is considered of less importance being of poor quality and it is the presence of the principal elevation along Manchester Road that is seen as having greater significance.

From an urban planning point of view this also helps to define the street. This and the relationship with the new development is covered later in this statement.

See Photograph 1

## **2.8 Residential Use**

It is considered that the site, mainly surrounded by residential development and not in the immediate town centre is suitable for residential development and this was been confirmed by KMC Planning Officers during the Pre application stage.

## **3.0 Concept**

The shape of the site lends itself to a terrace running east to west set back behind the former fire station. The facade of the former fire station is itself extended from both sides to reinforce the street frontage. These new extensions have been set back to retain the existing facade's dominance.

The new 3 storey terrace of flats set back follow a familiar pattern of development in Marsden where it is very common to encounter tall 4 and 5 storey mill buildings set back from the road fronted by 2 storey terraced housing. This arrangement is matched in this project where the new building and the former fire station form an internal courtyard an arrangement also common to Marsden with its alleys and backroads leading to the large mill buildings namely New Mills in the centre of Marsden. See photographs numbered 2-7 inclusive which illustrate this. These mainly show terraced housing along the back of pavement forward of the towering New Mill in the centre of Marsden.

Further east of the site stands the Liberal Club, a large building set back from Manchester Road behind a short terrace of housing and this pattern of development is reflected in the proposed site layout in this application.

In addition the scale of the new building matches the scale of the relatively new 4 storey residential building opposite the site on Manchester Road.

Access into the site is through the retained Fire station arch and a similar treatment is given to the tall opening in the main building to the rear of the courtyard which comes to view as one passes through the existing entrance way into the courtyard creating a dramatic counterpoint between the low and tall buildings. This creates the very same situation as described earlier in this section.

Refer to the Site Analysis Diagram 2017/438/03 and photographs 1-5 inclusive.

#### **4.0 Design Development**

Several options were pursued but due to the site restrictions, and the need to set back habitable rooms a reasonable distance back from boundaries, the long terrace across the site proved to be the preferred option especially as it gave each flat a south facing aspect for the principal rooms and created the internal courtyard which acts as a defensible space and is available for leisure activities.

#### **4.1 Permeability and Pedestrian Access**

Permeability into the site, although controlled by a security entrycall system is available to residents and their visitors via the original large entrance through the fire station into the internal courtyard.

Together the adapted Fire Station building and the new build flats are formed around a landscaped courtyard in the centre of the site and the existing central large opening forms a separate pedestrian entrance into this courtyard. This acts as a 'buffer' between Manchester Road and the dwellings on the opposite side of the courtyard while retaining the historic frontage to Manchester Road.

#### **4.2 Street scene**

Maintaining a hard edge along Manchester Road is seen as an important objective and to this end the fire station facade has been extended, as previously mentioned, by introducing a house to the west and flats to the east which form the corner of the site. A stone wall extends to the vehicle access drive and in the corner of the site the gas governor building, also stone, forms a 'full stop' to the frontage across the site.

The architectural treatment to the new extensions either side of the fire station facade are deliberately plain to ensure the existing facade remains dominant along the frontage.

#### **4.3 Access to Town Centre**

Access to the town centre, its shops, cafes, services etc are easily obtained by foot within a five-ten minute walk.

#### **4.4 Impact on surrounding uses.**

The site is surrounded by open ground around which are housing and various uses. Along Manchester Road are terraced houses and do not consider that the impact of the development can be anything other than beneficial mainly due to the bringing back into use of part of the redundant building and developing a site which is prone to anti social behaviour.

#### **4.5 Vehicle Access and Car Parking**

A separate vehicular access is provided into the site with access to 31 parking spaces which represents one parking space per dwelling (27 No in total) plus 2 access spaces and 2 visitor parking spaces. Due to the proximity of bus and rail services to the site and with the site being on the edge of the town centre it is considered that the normal provision can be relaxed. In addition the development is aimed at the over 50s and retired people which in turn will reduce the demand for parking.

Refer also to The Highway Statement in Appendix 3.

#### **4.6 Conclusion**

The approach to site planning described above has led to a cohesive and well designed piece of urban design which relates and contributes to the immediate surroundings, fits in with the pattern of development within Marsden, will form a beneficial contribution to the Conservation Area and provide much needed housing.

Being in a Conservation Area it is important that 'the proposals are of a high standard to ensure that they both preserve and enhance the character and appearance of the Conservation Area'.

With these proposals we have been able to achieve three important measures, 1) produce a building footprint that continues with the same density of urban fabric as the adjacent Marsden Town Centre, 2) develop a high quality design which relates to and enhances the Conservation Area and 3) strengthens the frontage to Manchester Road including the retained frontage to the Old Fire Station.

The buildings are 3 storeys with a roof storey and reflect the heights of surrounding buildings which are a mixture of 2,3 and 4 storeys.

## **5.0 Development Layout**

### **5.1 Accommodation**

The accommodation comprises of 24 flats in the 3 storey new building across the site. The top floor flats also have an additional roof storey. Generally the flats are 2 bedroomed with an internal floor area of 56m<sup>2</sup>. 6 top floor flats have an additional 36m<sup>2</sup> with limited headroom, of which 4 flats have space for 3 bedrooms, all as indicated on the plans and sections.

Elsewhere on the site a 2 bedroom house with garden extends to the west of the fire station building and 2 no 1 bedroom flats are situated to the east and form the corner of the site.

### **5.2 Materials Context**

The surrounding buildings and the majority of buildings in Marsden have coursed stone walling and/or stone or blue slate roofs.

### **5.3 Materials for Buildings**

Traditional materials are to be utilised as follows:

Coursed natural stone for walls with stone lintols and cills.  
Stone dentil course at eaves level.  
Concrete Tiles with thin leading edge for pitched roofing.  
Windows and mullions are proposed in dark grey UPVC.

In order to retain the dominance of the fire station facade it is proposed to incorporate a flat roof to the rear and extensions either side of the retained facade.

### **5.4 Landscaping and Highways**

Roads will be generally a mixture of tarmac and heritage paving used for crossing points together with edgings and rumble strips made of a hard natural sett material. Footpaths will be York stone or a suitable matching concrete paver with edgings and bands in setts.

The new walls around the car park area and street frontage will be natural stone while other landscaping features namely the large concrete bollards will prevent vehicles driving into the courtyard.

The proposals include a landscaped courtyard and a rear garden area which will be either individual gardens for ground floor flats or a communal garden.

The courtyard itself will be subject of a separate landscape design with seating, raised beds as defensible space in front of flat windows and other features.

### **5.5 Access**

Access from either the car parking area or the internal courtyard into the buildings will be wheelchair friendly with no gradients steeper than 1 in 20. All external ground floor flat doors will have level access and upper level flats will be accessible by lift apart from one exception which is the first floor flat forming the link between the main building and the former fire station.

There is a single stair and lift serving a group of between 6 and 8 flats each via an open balcony. This has window sized openings in the masonry left open to provide light and ventilation to rooms facing this communal access. There are raised planting beds in front of these flats to offer defensible space.

### **5.6 Refuse Collection**

Communal bin locations are provided adjacent the car park stone boundary wall opposite the west lift tower and stair entrance. They are within 30.0m of front doors and in close proximity to the refuse lorry turning area shown on the site plan.

Refer also to the Highway Statement in Appendix 3.

### **5.7 Protected Trees**

Along the northern boundary there is a substantial tree belt. These trees are outside the site and any root systems which encroach onto the site are to be protected while the residential site benefits from the screening afforded by this tree belt.

Refer to the Tree Survey in Appendix 6.

### **5.8 Sustainable Community, Health, Well-being and Recreational Provision.**

With respect to travel distances in relation to adjacent public transport routes, all accommodation is within easy walking distance, with bus stops located along Manchester Road immediately adjacent the site. There is also a pedestrian crossing

which facilitates easy access to Marsden Town Centre. The railway station is on the other side of the town centre approximately 1/2 kilometre from the crossing.

On other issues of travel distance the site offers direct access, for the pedestrian and cyclist, to the Village Centre with its range of local shops, bank, library, churches, ( bus and train) and leisure opportunities within Marsden Mechanics and the Huddersfield Canal, placing it well within policy guidelines and would therefore encourage less use of short car trips.

Regenerating a former redundant site through the development of residential stock offers the opportunity to make a considerable contribution to the socio-economic structure of the town, the inference being that a proportion of the 'new' population would work locally, shop locally and spend leisure time locally, taking advantage of a central location with all its amenities within walking distance.

All of the residential units will be designed to a good level of natural day-lighting, with well placed and appropriately sized windows orientated towards natural sunlight. The addition of balcony spaces/roof terraces in specific locations provides added private amenity space.

Proximity to Manchester Road. The dwellings which face onto Manchester Road namely C1, C2 and C3 will be provided with enhanced glazing and ventilation to mitigate noise. Refer to the Noise Report in Appendix 7 which demonstrates this in more detail.

The Development offers defined pedestrian routes, controlled vehicular access and visible recreational spaces all of which combine to provide a safe and attractive environment for residents and visitors alike.

## **5.9 Crime Impact Assessment**

The Secure By Design principles that have been addressed in the formulation of the design proposals are set out below:-

- Maximises the opportunity for natural surveillance along all frontages

- Active frontages – orientation of habitable rooms looking onto the street, parking areas and courtyard to maximise surveillance.
- Provide passive surveillance to public realm areas.
- Give clear identity to areas that are in the public realm to engender a sense of belonging and pride in the residents and also to encourage respectful behaviour from visitors ie the courtyard.
- Defensible space in the form of private amenity.
- Control boundary treatment relative to location – screen walls, landscaping, and natural levels.
- Well positioned good quality lighting to provide illumination and offer security on routes within the courtyard and parking areas.
- Control movement by careful consideration of the permeable routes within the development.
- Secure access doors to communal residential areas.
- Site Security during construction phases seen as essential.

### **5.10 Flood Risk**

Refer to Appendix 4; Haigh Huddleston and Associates Flood Risk Assessment which sets out in more detail an analysis of the risk of flooding and recommends mitigation measures.

Section 6.8.6 of the report recommends raising ground floor levels by at least 450mm along the south western edge of the site. To this end the ground floor of building A has been raised 600mm above the existing ground level.

### **5.11 Ecology**

Refer to Appendix 5; Preliminary Ecological Appraisal which sets out in more detail a site analysis and recommendations as follows which are to be included in the scheme.

- 1) New boundary fences will not impeded the free movement of hedghogs.
- 2) Two in situ cavity boxes will be installed.
- 3) Five sparrow boxes will be installed at various locations.
- 4) New tree and shrub plantings will be included in the landscape scheme.

The locations for items 2 and 3 are to be agreed and it is proposed that these are located/fixed to the communal stair and lift towers where there is ample space available.

## 6.0 Appendices

### **Appendix 1** Site Photographs 1-5

### **Appendix 2:**

#### Architect's Drawing Schedule

Title	Drawing No	Scale
Location Plan	2017/438/01	1/1250
Existing Site Plan	2017/438/02	1 /200
Site Analysis	2017/438/03	NTS
Proposed Site Plan and Street Frontage	2017/438/100B	1/200
Proposed Site Elevations 1	2017/438/101C	1/100
Proposed Site Elevations 2	2017/438/102C	1/100
Sections	2017/438/103A	1/100
Floor Plans	2017/438/104A	1/200

### **Appendix 3** Highway Statement, Transport Assessment and Traffic Plan

### **Appendix 4** Flood Risk Assessment and Flood Control Measures

### **Appendix 5** Ecological Survey and Impact Assessment

### **Appendix 6** Tree Survey

### **Appendix 7** Noise Report.

### **Appendix 8** Phase One Desk Top Geo Environmental Report

### **Appendix 9** Affordable Homes Viability Report

William Best RIBA January 2018