



ST PAUL'S ROAD MIRFIELD

PROPOSED SUPPORTED LIVING
RESIDENTIAL DEVELOPMENT

DESIGN AND ACCESS STATEMENT
DECEMBER 2019



homes, communities, cultures

brewster bye ARCHITECTS

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INTRODUCTION

This design and access statement accompanies a planning application for the proposed demolition of the existing service yard and construction of a new supported living residential development on St Pauls Road in Mirfield

The purpose of the document is to identify how the proposal has sought to address the needs of the area and demonstrate a design that is sensitive to the existing context surrounding.

The design and access statement will begin with the identification of the site and location, moving onto the analysis of the surrounding context. The document will then illustrate the proposed development through drawings, visuals and additional content.

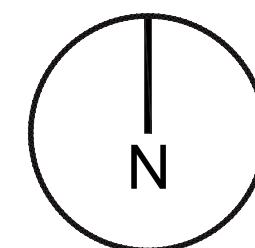


2.0 LOCATION

LOCATION

The proposed development site is located on St Pauls Road in Mirfield, West Yorkshire, in close proximity to the town centre.

In close proximity to Mirfield and the site itself is Huddersfield and Dewsbury, two large towns. Dewsbury is located 3 miles and Huddersfield 6 miles away. Further afield are the cities of Leeds and Bradford, which are located 17 miles and 11 miles respectively. All four local destinations are easily accessible by both road networks and public transport.



2.1 SITE ANALYSIS

SITE ANALYSIS

The existing site is a plot of land that sits on St Paul's Road in Mirfield, and is currently home to a series of one and two storey stone Council highways / maintenance depot buildings. The site arrangement consists of the buildings themselves being located on the perimeter of the site, effectively forming a boundary to the neighbouring houses and Ings Grove Park to the North.

The perimeter buildings form a courtyard arrangement that depot vehicles use for parking and where goods are stored. The building is of an age where redevelopment is not considered appropriate. Parts of the building have been empty for a while, and the building is now completely vacant.

St Pauls Road sits in closes proximity to the centre of Mirfield, and is a one way street that is accessed off Huddersfield Road, the main road running through the area. The existing site has a single entrance point from the main road, and the predominant feel of the surrounding area is one of residential two storey properties that follow the gradient of the streetscape.



Existing Site within context



Existing Site Plan



Existing Site Photographs

2.2 CONTEXT USAGE

CONTEXT USAGE

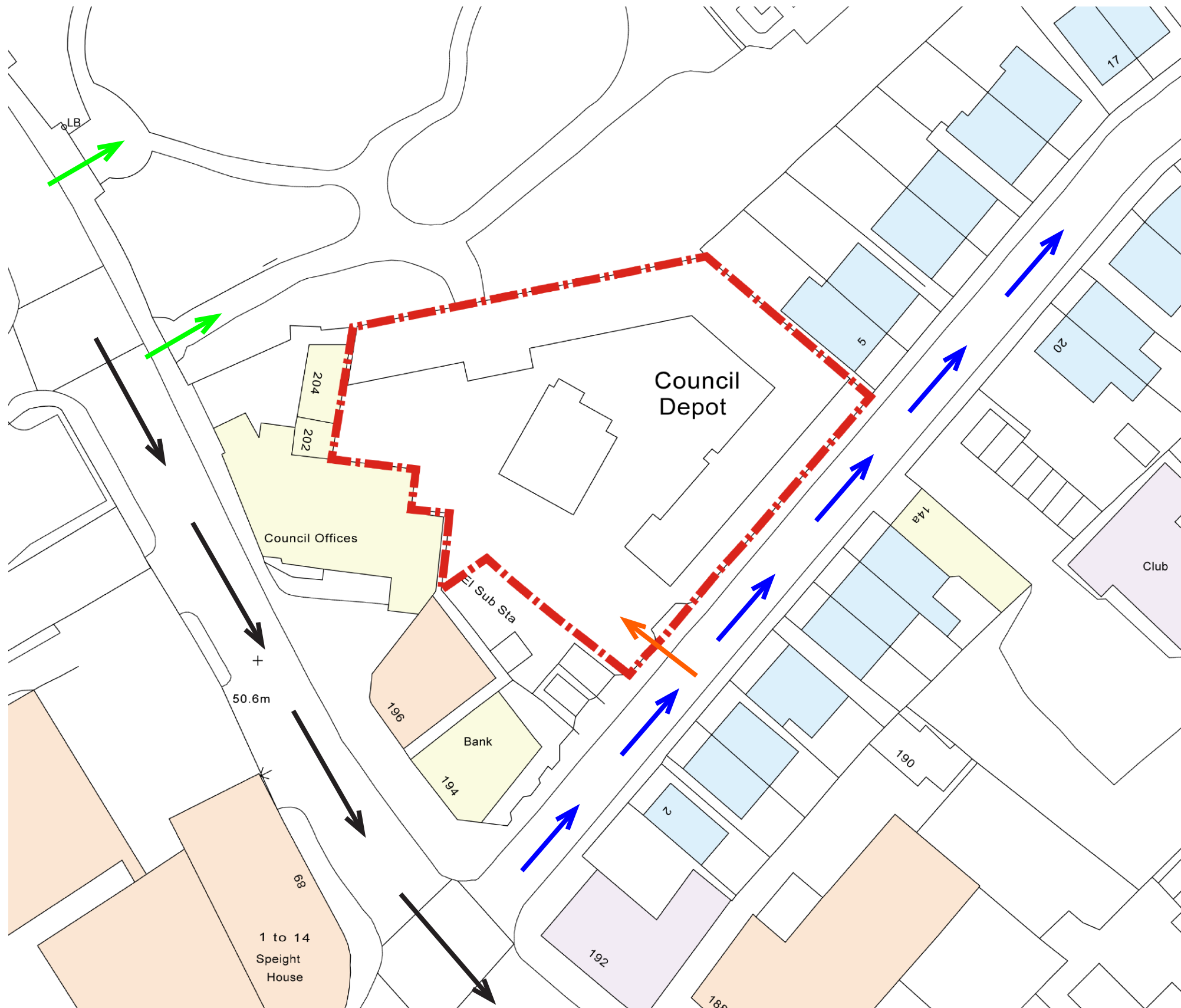
The site is currently a council depot and service yard ready for demolition. It is situated on a heavily residential street bounding the town centre and main road through the town.

To the North East and South Eastern site boundary are a series of residential properties, predominantly in semi detached format.

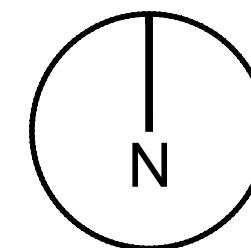
To the North West of the site sits the existing Ings Grove park which encompasses a collection of mature trees and vegetation.

On the South and South Western boundary sits a collection of stone commercial properties including a bank and pharmacy.

Site access will come from the existing entry point from St Pauls Road. The site is fairly inward facing as existing and the new proposals follow this characteristic.



Residential	
Commercial	
Social	
Other	
Site Boundary	
Main Road	
Side Road	
Park Entrance	
Site Entrance	
Surrounding Building Typologies	



2.3 TRANSPORT AND HIGHWAYS

TRANSPORT AND HIGHWAYS

On site provisions

Vehicle and pedestrian access is provided through a single existing in and out entrance from St Paul Road

Offsite constraints

St Pauls Road is a one way residential road connected to the main town transport route A644

Public transport links

The closest bus stops are located within 0.1 miles of the site approximately 1-2 minutes' walk

Bus links connect the site to larger cities. In less than 1 hour a resident could reach Huddersfield, Dewsbury, Bradford or Leeds by bus.

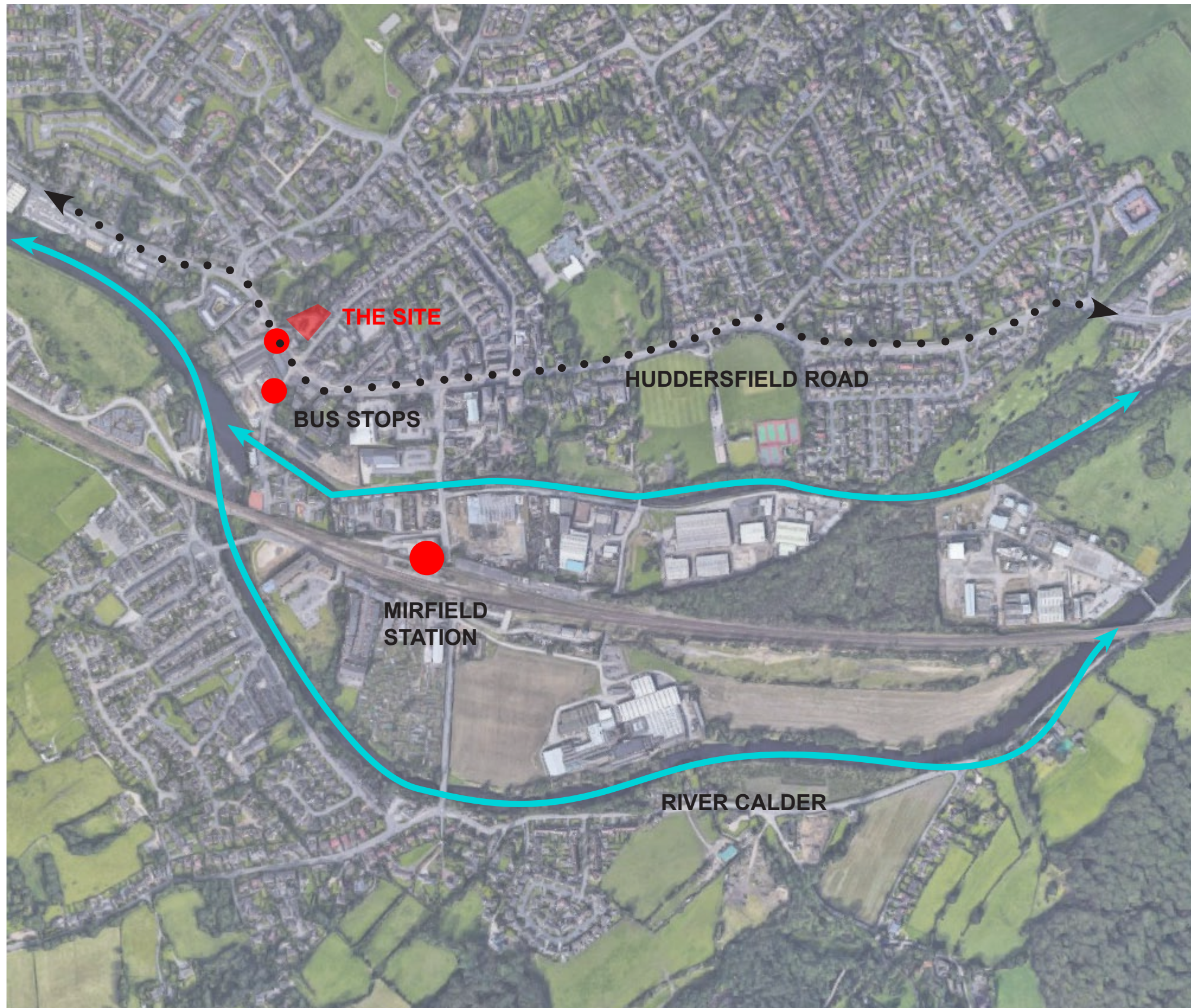
Rail links

Mirfield Railway station is located 0.4 miles south of the site approximately 7-8 minutes' walk.

The railway station connects the site to a wider area and much of the country through the rail network.

Water ways

The site lies in close proximity to the River Calder and the Aire and Calder canal system. These provide pedestrian and off road cycle ways to other towns and cities in the nearby locality.



2.4 HERITAGE ASSESSMENT

HERITAGE ASSESSMENT

St Pauls Road dates back over 100 years . Records show the proposed site to have been in use for approximately 120 years. As a result of such a long history there are many buildings of historical significance.

There are 14 Heritage assets within a 0.5 mile radius of the proposed site.

Listed status Buildings and monuments

1. Mirfield War Memorial – Grade 2
2. Detached house – Grade 2
3. Lock keepers cottage – Grade 2
4. Newgate Bridge navigation flood lock – Grade 2
5. St Pauls Church – Grade 2
6. Railway Bridge over river – Grade 2
7. Ledgard Bridge – Grade 2
8. Hopton Congregational Church – Grade 2
9. Railway underbridge – Grade 2
10. Trinity Methodist church – Grade 2
11. Railings to trinity church – Grade 2
12. Gate spire and gates to Water Hall – Grade 2
13. Water Hall – Grade 2
14. Thorpe Cottage - Grade 2

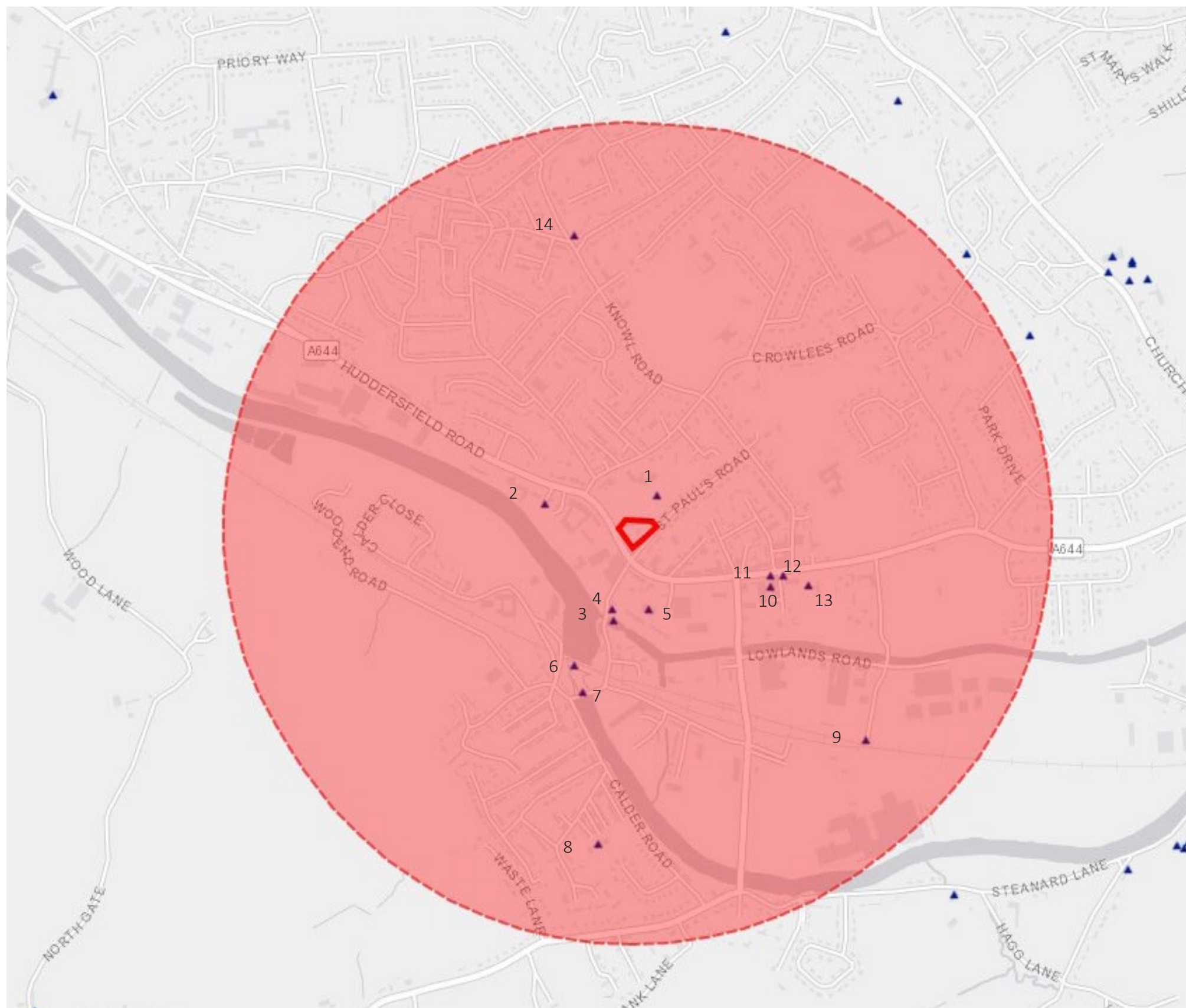
Heritage impact

The new proposal will have no impact on the heritage assets in the surrounding area. The closest listed monument is a war memorial in Ings Grove Park behind the site. This will not be impacted by the proposal due to the dense tree coverage surrounding the site reducing visual impact.

Furthermore the proposal will be well integrated into the local context and not diminish the heritage assets of the town.

Planning History

No previous planning applications have been found for the proposed site.



2.5 CONSTRAINTS & OPPORTUNITIES

CONSTRAINTS AND OPPORTUNITIES

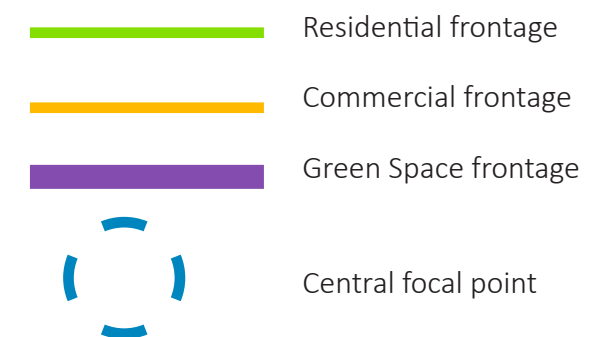
The site as present provides plenty of opportunity to be developed. However, it is constrained by unconventional boundaries that are fragmented and existing buildings that form boundaries to the local park. The site is inward facing at present and feels very much detached from the rest of St Pauls Road which is lined with Traditional housing.

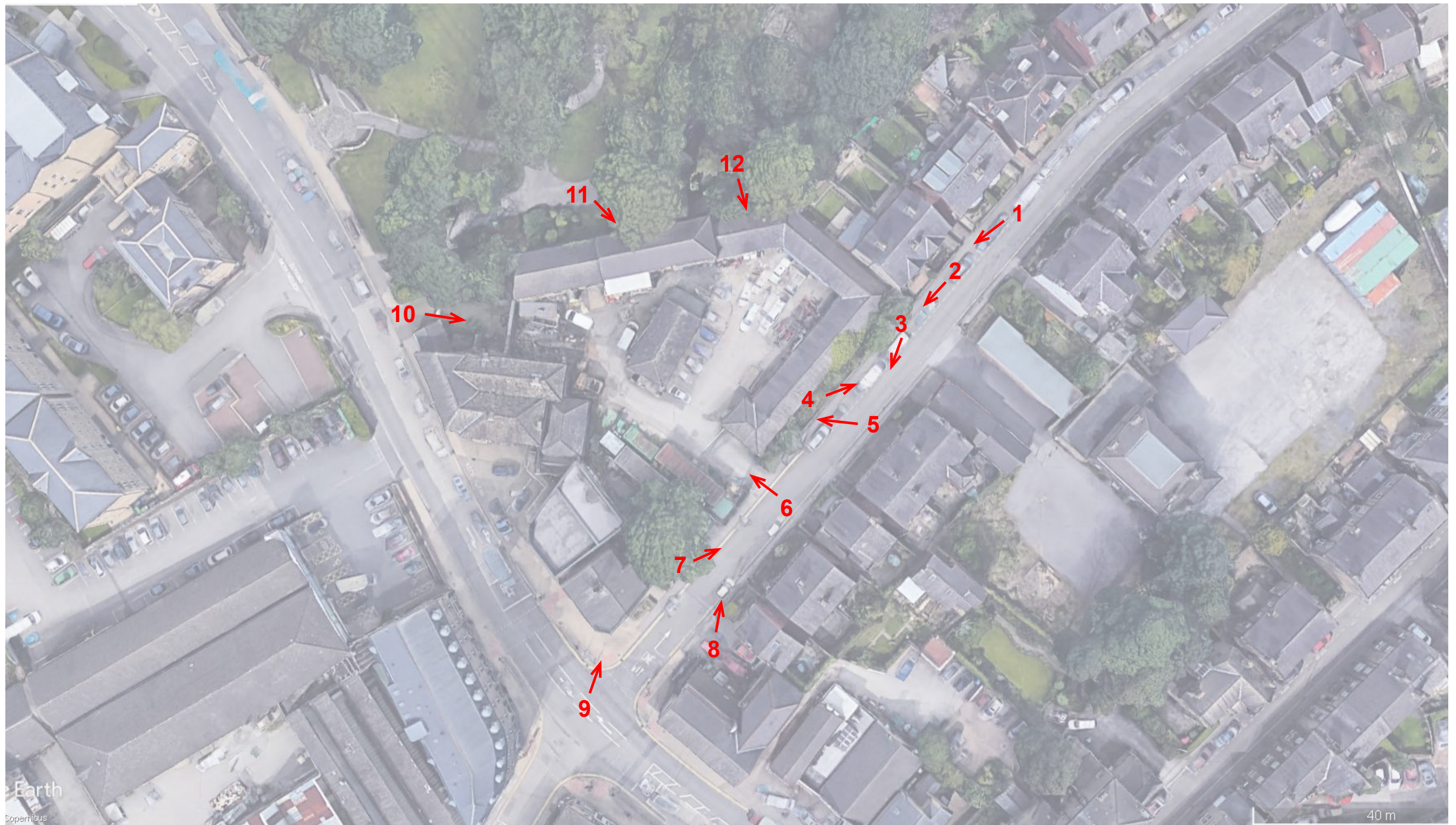
Constraints

- Existing land level changes across the site.
- There are trees present directly next the site boundary with large root protection areas.
- The new buildings relationship with adjacent buildings should be well considered
- The site boundary is part of on the line of existing properties. These properties also have escape access out into the site. Providing some separation will be needed.

Opportunities

- Utilise the site characteristics and land levels to accommodate a unique building.
- Create attractive, active street frontage for St Pauls. The exciting building is inward facing and in a poor condition creating a negative visual impact on the road.
- Reinforcing the sense of place and character of the area.
- Provide purpose built homes close to the city centre with great access to local amenities and transport.
- Provide communal gardens and allotments for residents.





2.7 SITE PHOTOGRAPHS

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4



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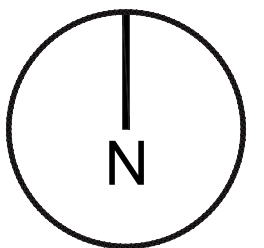
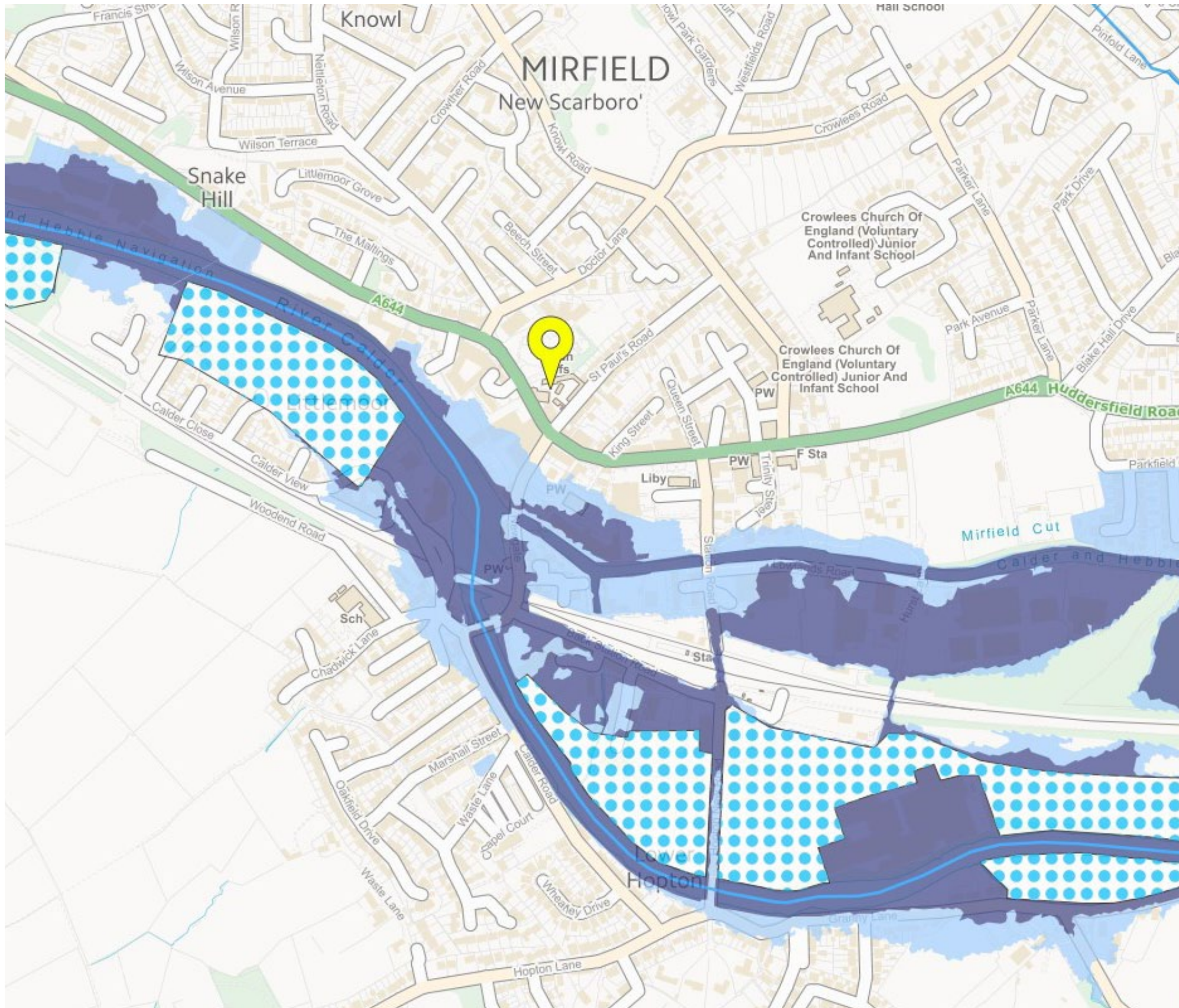
Existing Surrounding Context Photographs

2.8 FLOOD RISK ASSESSMENT

FLOOD RISK ASSESSMENT

The site is located in flood zone 1. This is a low risk zone with chances of flooding unlikely.

Although under normal circumstance a Flood Risk Assessment would not be required, the site has been identified as being within a critical drainage area. As a result a full Flood Risk Assessment will be provided with this application.

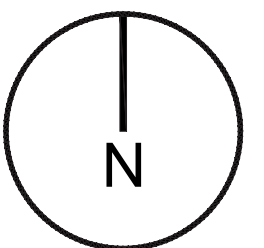


3.0 PLAN DEVELOPMENT

PLAN DEVELOPMENT

The project design has developed considerably over the past few years, encompassing a number of different forms and iterations. The initial proposal for the site involved the demolition of the existing council buildings, and in its place a new modern ALD extra care residential development. The proposal consisted of 18 apartments, with a resident's lounge, office space and amenity spaces, parking provision and a large garden space. The development proposed for one central entrance point, with the 18 individual apartments being accessed from within the building. The proposal used the existing entrance into the site and provided parking spaces in front of the main entrance.

In order to maximise the development and the site itself the proposal developed to be predominantly 3 storeys, with small sections of the building being 1 and 2 storeys. The roof height, and the choice of stone and brick for the materials was heavily influenced by the residential properties in the surrounding area.



3.1 FORM DEVELOPMENT

FORM DEVELOPMENT

The proposal for the St Pauls Road development was initially submitted to Kirklees Council for pre-application in August 2018, with a different form to that proposed as part of the planning application submission. The sketches on the following pages illustrate the concepts for the proposal, and the thought processes behind the ideas.

The form of the building was heavily influenced by the surrounding houses, with concepts provided by the surrounding residential arrangements, materiality and window styles.

The main elevation facing St Pauls Road, and a large part of the rest of the building was to be 3 storeys, with a section of the building to the rear being 1 and 2 storeys. This was to follow the roof line of the neighbouring properties. Parts of the stonework St Pauls Road facing elevation were stepped back in order to reduce the mass of the proposal on the neighbouring residential properties. The semi-detached formation of the properties influenced the decision to reduce the mass of the building, in order for the building to fit better into its context. The side elevations were illustrated in a red brick, given the materiality of the surrounding area had a stone front elevation with a brick gable to the side. Furthermore, the variety of window styles and heights along the street provided the concept of developing an elevation with a diverse arrangement of windows, in order to provide a modern version of the houses that sat along St Pauls Road. The form of the gable ends of the neighbouring properties also influenced the creation of the feature gable as one enters the site.

As will be discussed in the forthcoming pages, following the pre-application process, the development of the site and influence from other precedents, the design of the project has altered significantly. The proposed scheme is now far more traditional and more fitting within its context.



3.2 PLAN EVOLUTION

PLAN EVOLUTION

From the initial concept and pre-application stage, the development was altered significantly in terms of form and site layout. As shown by the plan schematic on the page, the form took an altogether different arrangement.

When developing the design the site parameters and design criteria informed the updated plan evolution and helped to structure the proposed design towards its final concept design.

There are 4 key areas within the development, which influenced the form of the building, where parking was etc. These four areas and the subsequent information are as follows :-

ZONE 1 - SUPPORTED LIVING BUILDING LOCATION

- 2 storeys across all floors
- Designed to follow the site boundaries, in a similar formation to the previous building
- Developed to provide feature elevation to the main road facing side

ZONE 2 - COURTYARD

- Welcoming entrance feature next to car park
- Courtyard design formed from arrangement of the buildings on the site layout
- Feature planting and raised planting beds can help to provide attractive feature for residents
- Each apartment to be accessed from the central courtyard

ZONE 3 - CAR PARKING

- One main zone for car parking, next to the main entrance into the site. To be primarily used by staff and visitors to the residents.
- 2 spaces designed in prominent location in plan underneath a proposed canopy, to allow the residents a better transition between vehicle and their respective front entrances.

ZONE 4 - RESIDENTS / COMMUNAL GARDEN SPACES

- Design of building set back from site boundaries to create individual garden spaces for the residents.
- Communal garden spaces and potential allotment spaces to the rear of the development

