

# ST PAUL'S ROAD MIRFIELD

PROPOSED SUPPORTED LIVING  
RESIDENTIAL DEVELOPMENT

DESIGN AND ACCESS STATEMENT  
REVISION A JANUARY 2023



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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

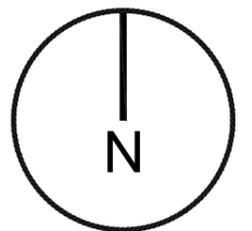
The purpose of the document is to identify how the proposal has sought to address the needs of the area and demonstrate a design that is sensitive to the existing context surrounding.

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.

### 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 close 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



## 2.3 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

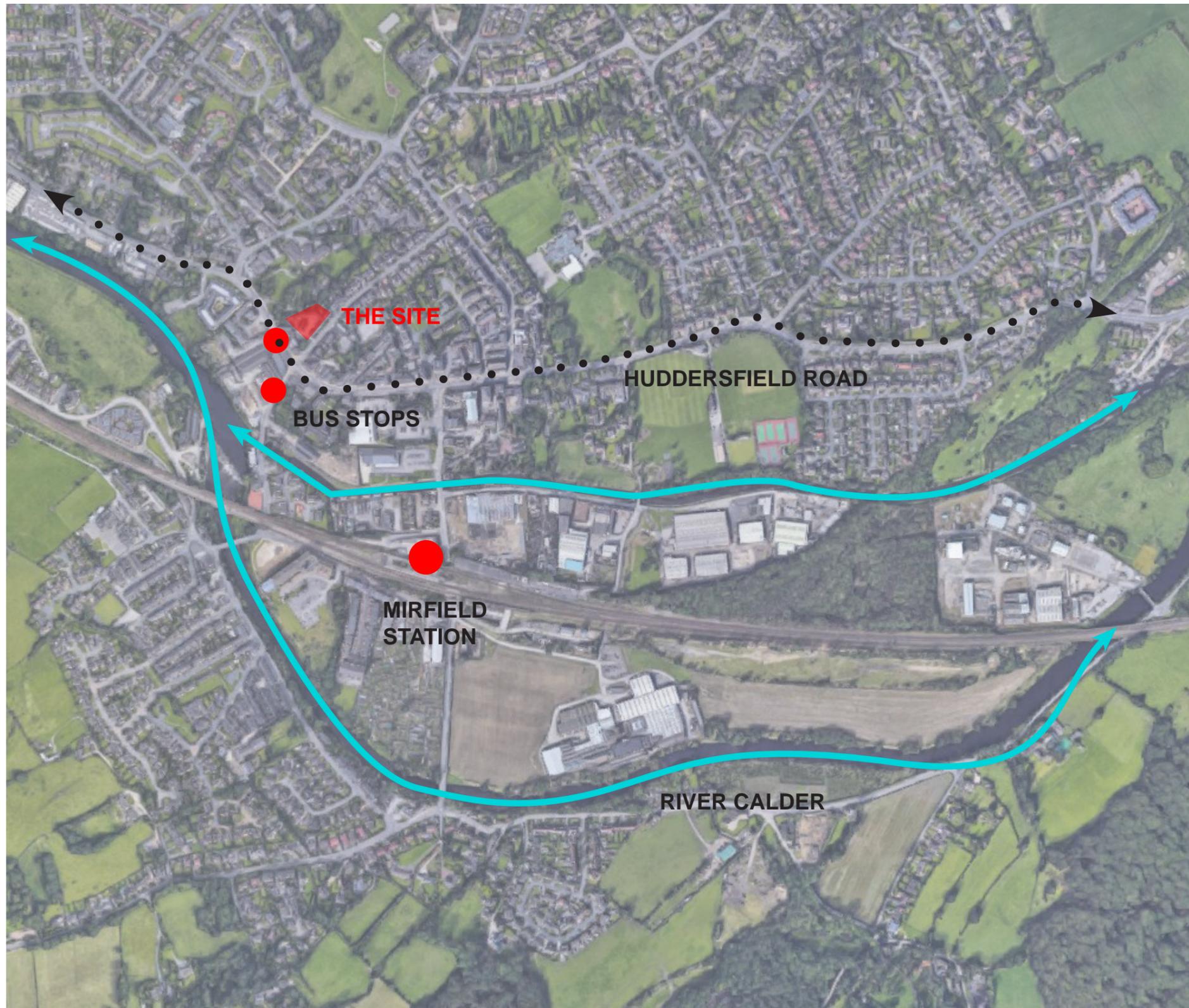
The closest bus stops are located within 0.1 miles of the site approximately 1-2 minutes' walk  
Bus links connect the site to larger cities. In less than 1 hour a resident could reach Huddersfield, Dewsbury, Bradford or Leeds by bus.

#### 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

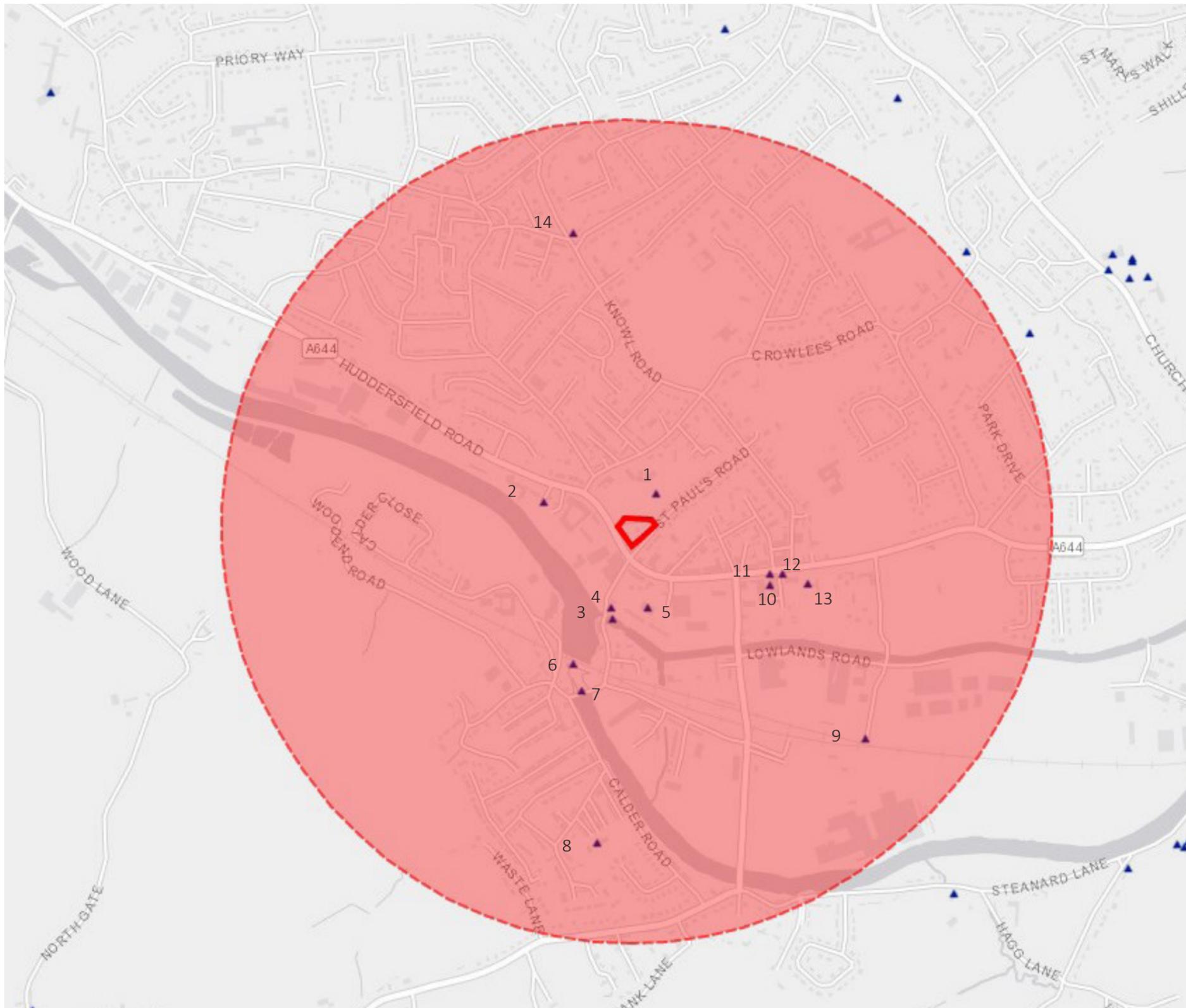
#### Heritage impact

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

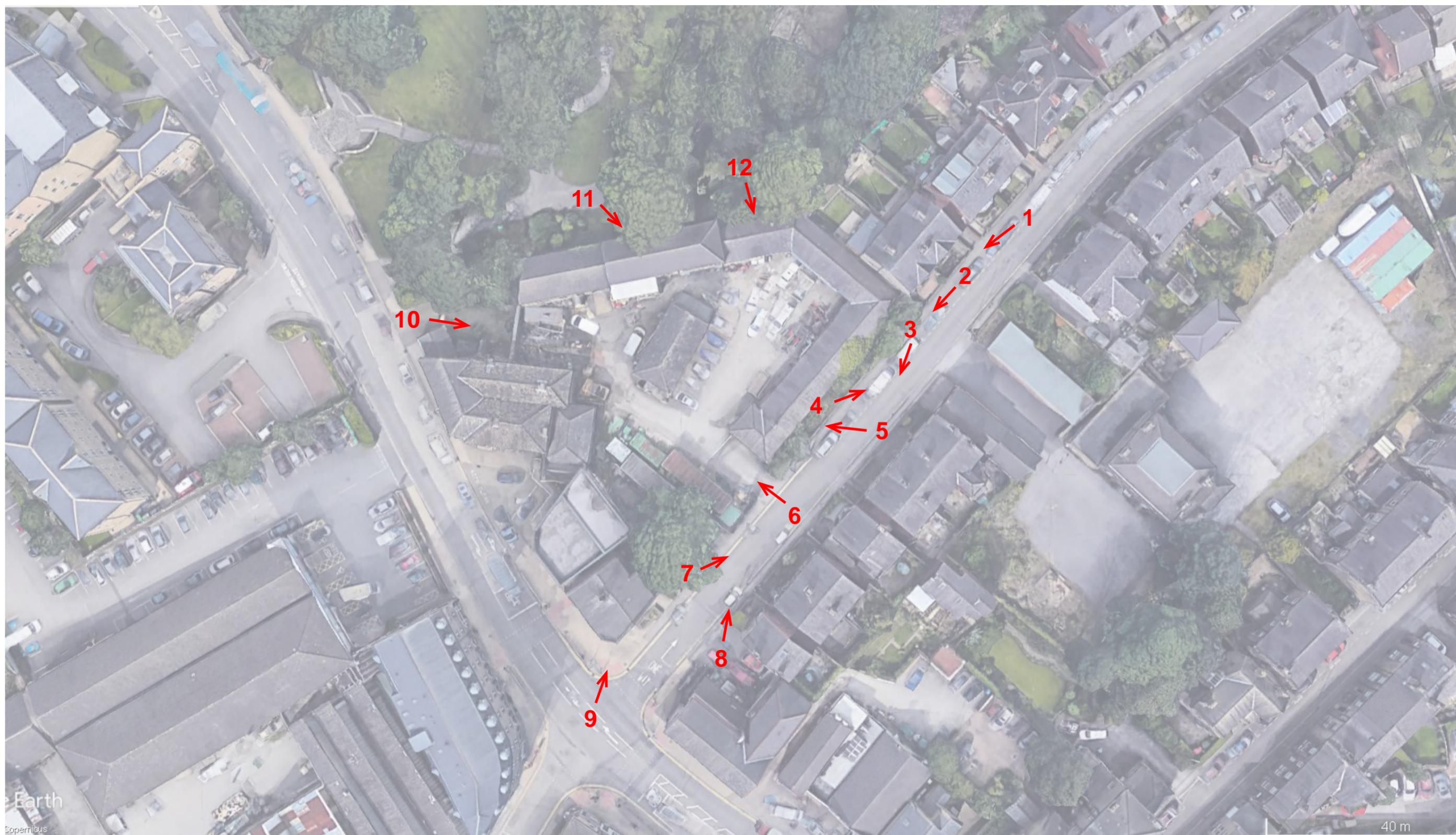
- Existing land level changes across the site.
- There are trees present directly next the site boundary with large root protection areas.
- The new buildings relationship with adjacent buildings should be well considered
- The site boundary is part of on the line of existing properties. These properties 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.



-  Residential frontage
-  Commercial frontage
-  Green Space frontage
-  Central focal point



2.7 SITE PHOTOGRAPHS



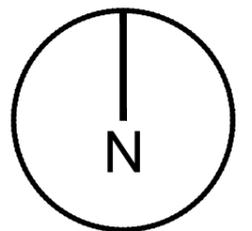
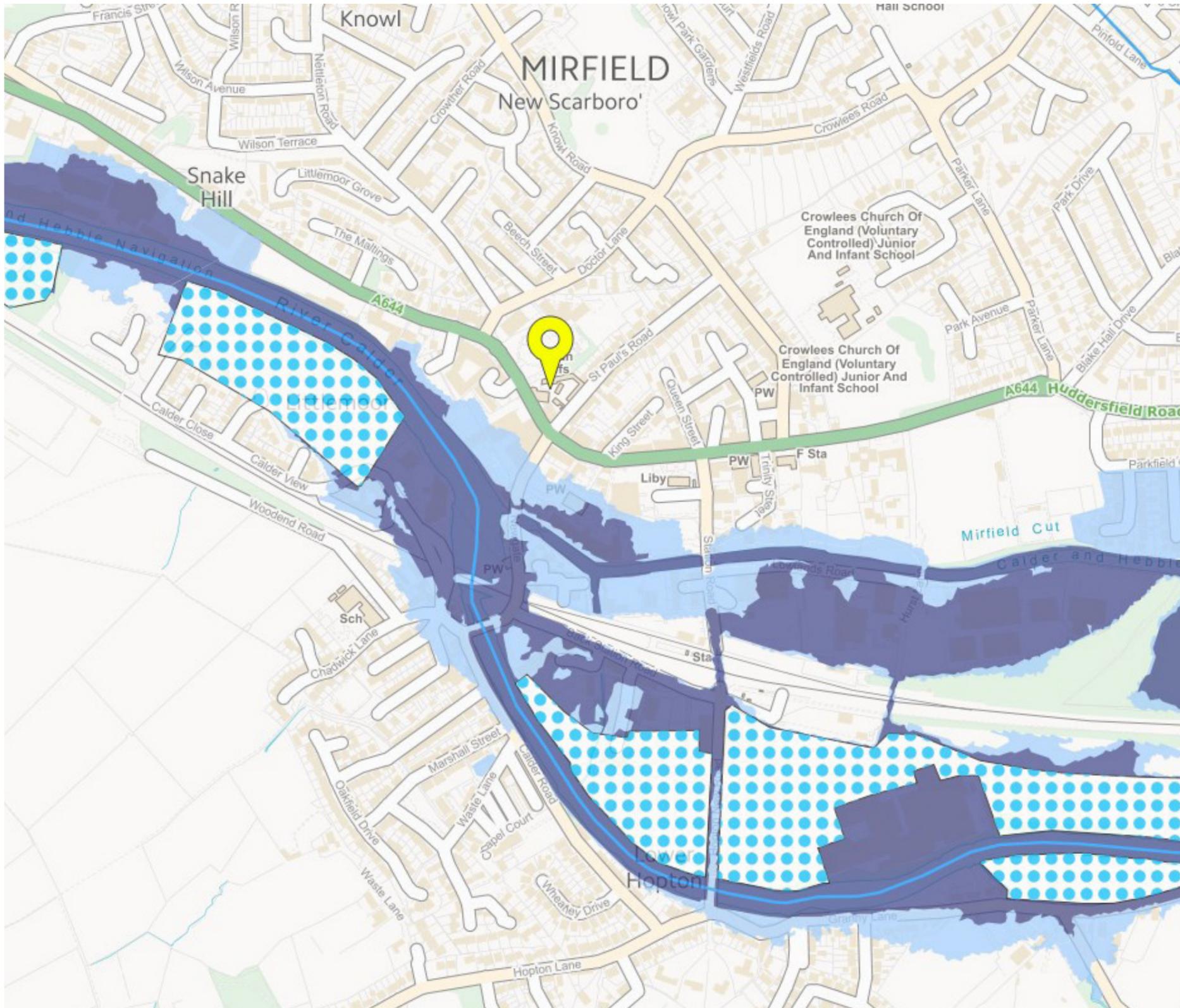
Existing Surrounding Context Photographs

## 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.



### 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



## 3.1 PREVIOUS APPROVAL

### PREVIOUS APPROVED SCHEME

2019/62/94099/E

The proposal seeks to retain as much of the approved scheme as possible with no significant changes to overall mass, height, ridge lines etc.

Materiality and design elements have been retained and only altered to suit a revised internal floor plans.

Landscaping, access and boundaries have remained adapted and adjusted to suit.

Overall the proposed S73 scheme retains as much of the approved schemes design, aesthetic, character and mass as possible while improving the functionality of the scheme.

2019/62/94099/E



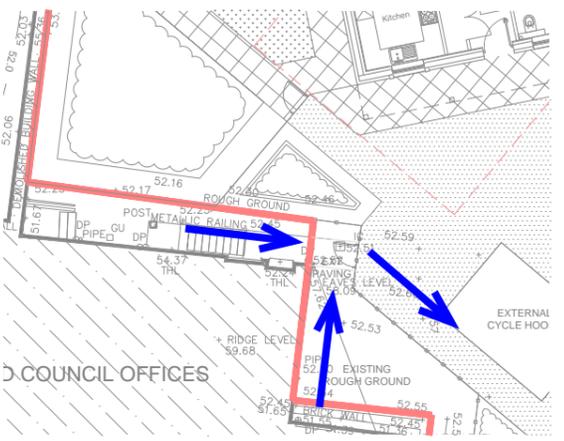
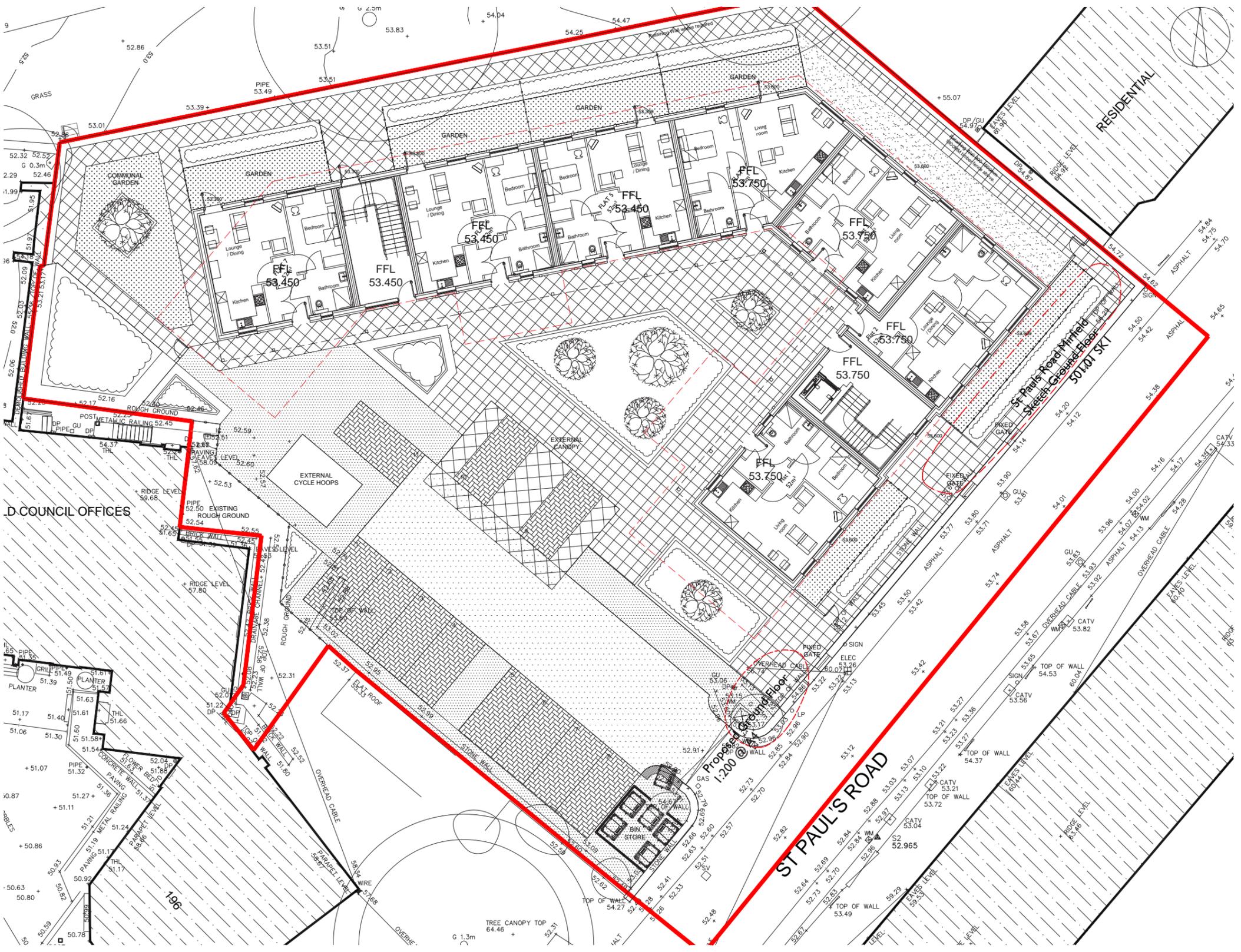


**PREVIOUS APPROVED  
SCHEME**  
2019/62/94099/E

DEVELOPMENT PROPOSAL

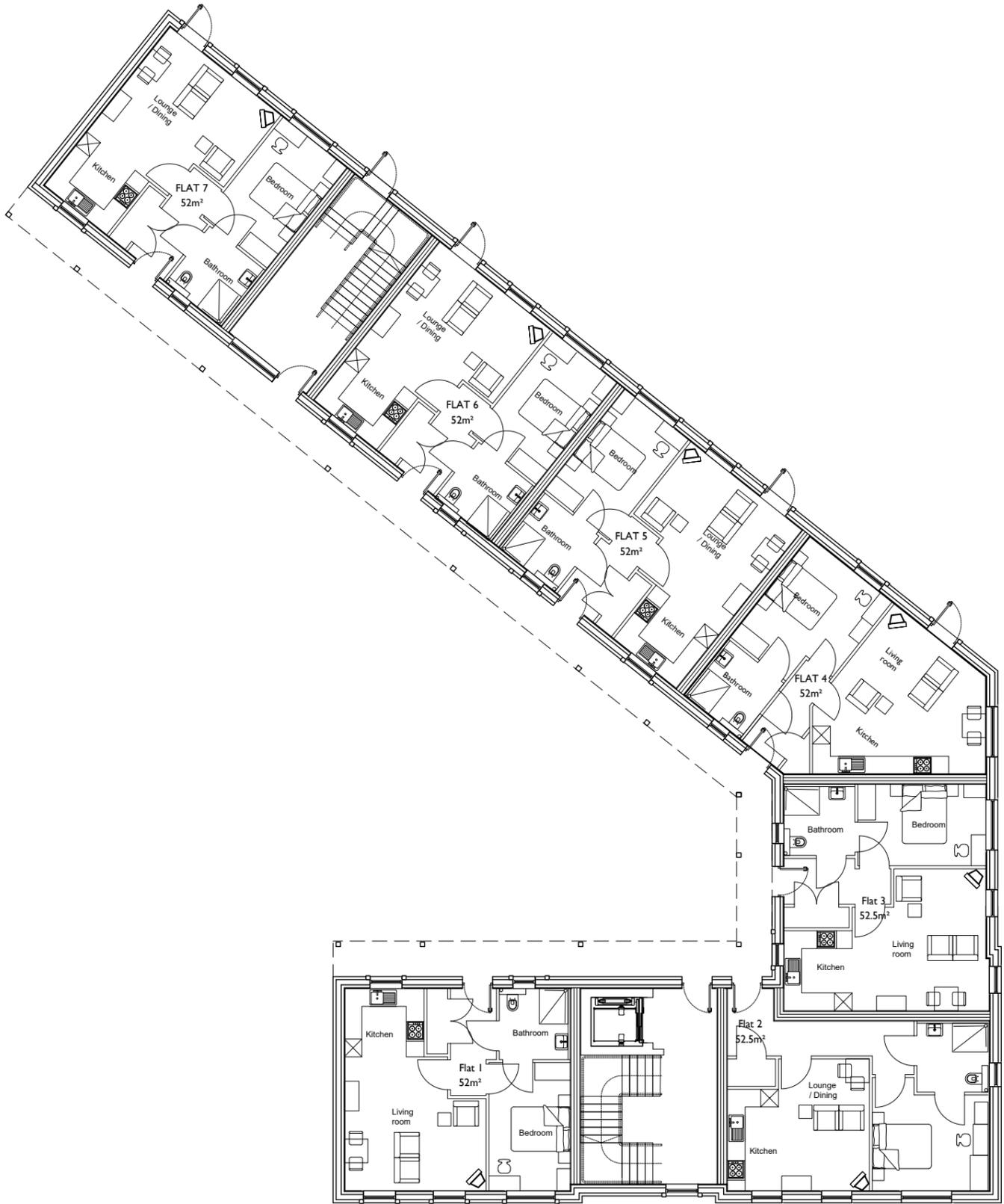
The proposal for the site involves the demolition of the existing council buildings, and in it's a place a new supported living residential development. The building will consist of 13 apartments, with a ground floor office space and residents gardens. Parking provision will be provided for 11 vehicles. The proposal will be a 2 storey building, the roof height, and the choice of stone and brick for the materials have been heavily influenced by the residential properties in the surrounding area.

The formation of the building plan has been influenced by the shape of the site boundary. As well as providing an attractive frontage to compliment to existing St Pauls Road street scape. The new central courtyard formation will provide an additional feature to the building.



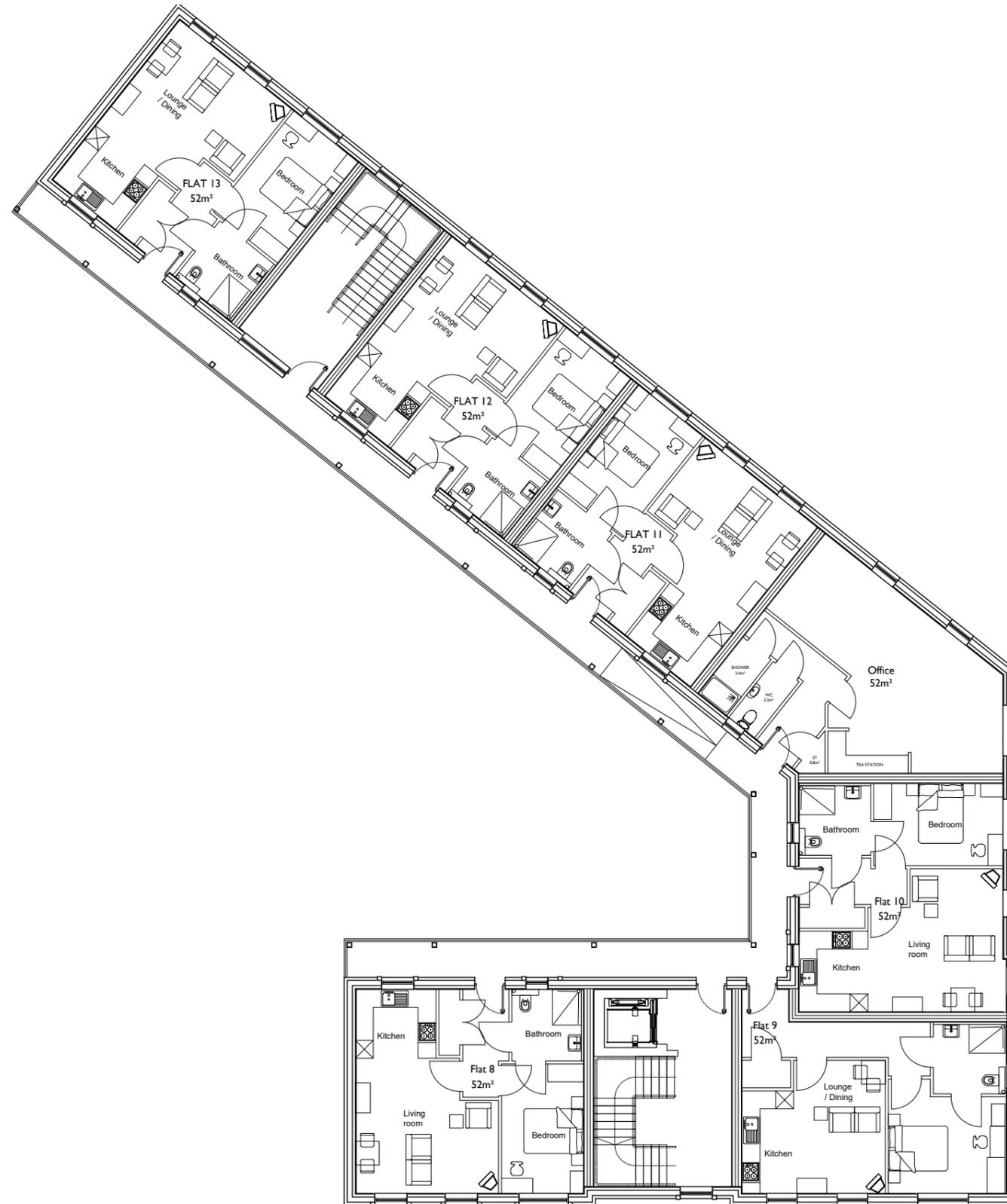
Access path from the neighbouring properties, that runs into the site and connects to the proposed pathway

4.1 GROUND FLOOR PLAN

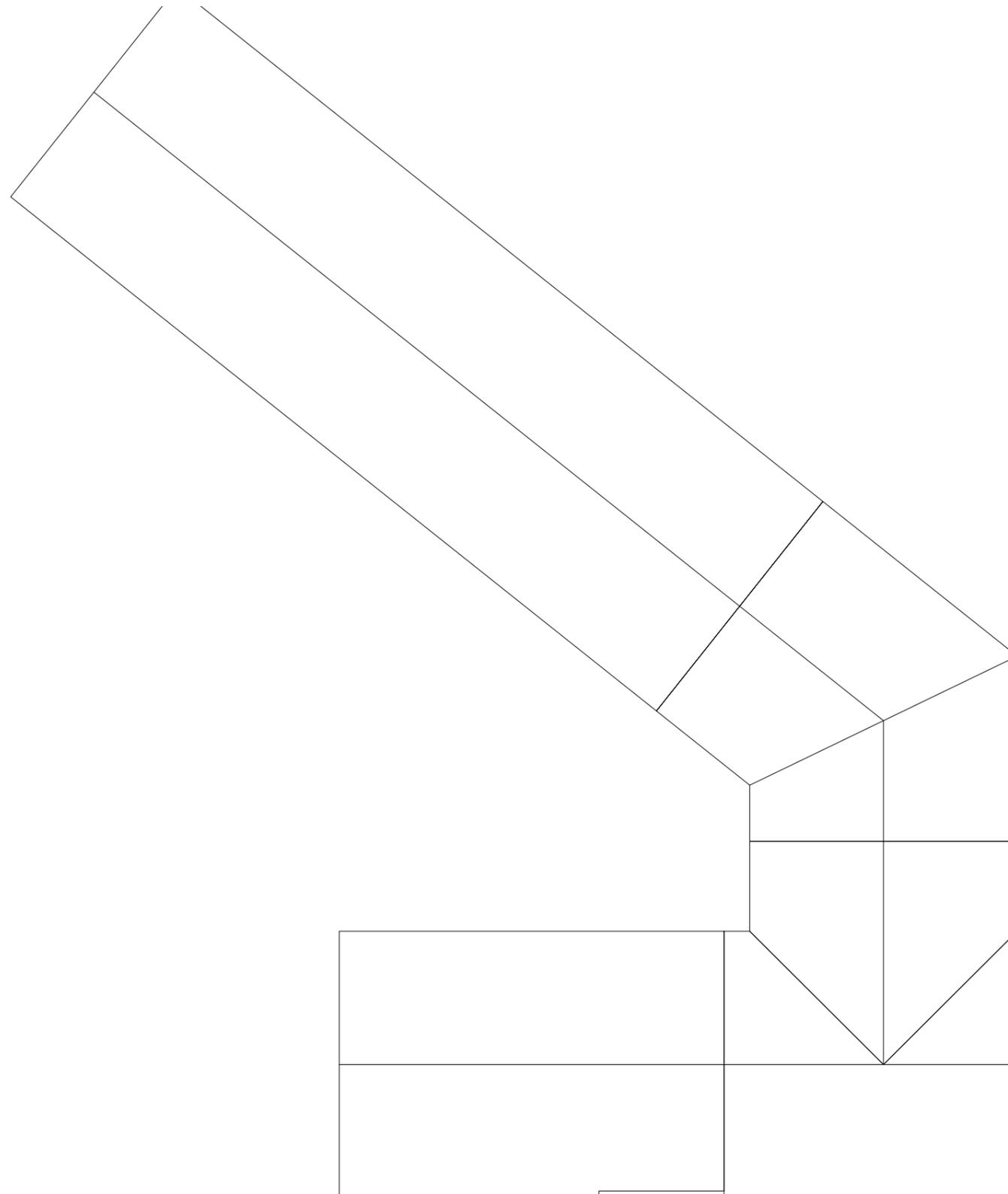


Proposed Ground Floor Plan

## 4.2 FIRST FLOOR PLAN



Proposed First Floor Plan



Proposed Roof Plan

## 4.4 ELEVATIONS

### ELEVATION TREATMENT AND MATERIALITY

The revised design reflects the approved scheme as close as possible with materials keep the same and fenestration and detailing using the same style as approved.

The placement of openings has altered to suit the revised internal layout and the addition of an external access deck has been introduced. However, the overall appearance has not significantly altered.



Proposed Front and end gable Elevation



Proposed courtyard Elevations



Proposed rear Elevations



Proposed end gable Elevation



Proposed Plan

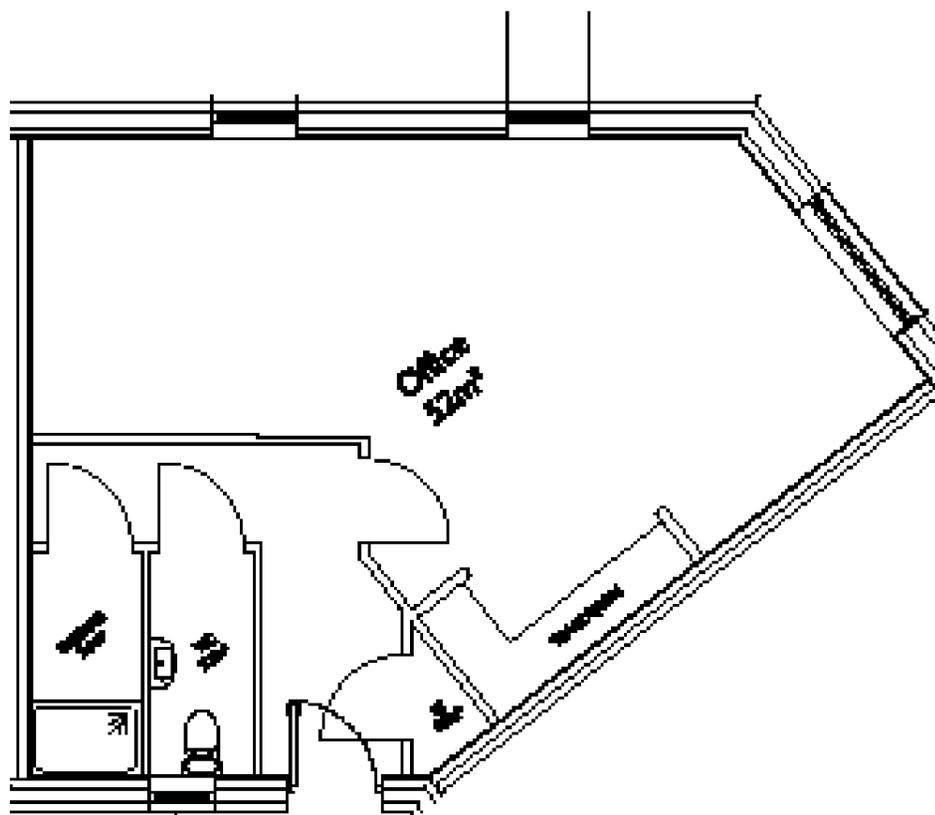
## 4.5 FUTURE PROOF DESIGN

### FUTURE PROOF DESIGN

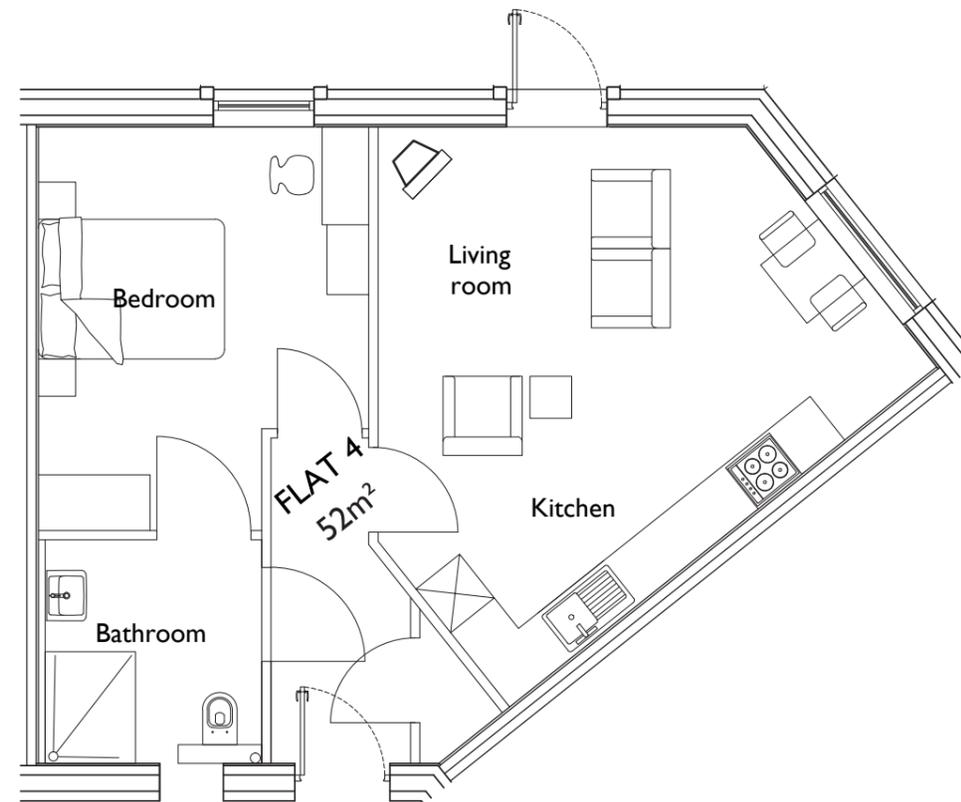
The proposed design will include one office unit to support for the residents of the assisted living development.

This office space is located on the ground floor.  
It has been designed to be future proof and have the ability to be converted into an additional apartment.

It has been designed with shower facilities in place and alternative layouts provided demonstrate the future proof conversion.



Proposed Office



Future Flat

# 5.0 SCHEDULE OF ACCOMMODATION

## SCHEDULE OF ACCOMMODATION

### Ground Floor

1 Bed - 7no. 365 M2

### First floor

1 Bed - 6no. 312.5M2

Office/ Adaptable future proof apartment - 1no. 52.5 M2

### Total units 13

GIFA GF. 365 M2

GIFA FF. 365 M2

Total GIFA 730 M2

### External spaces

9 standard parking spaces

2 disabled parking spaces

Bin store

Communal gardens

### PROPOSED FORM

The design, scale and mass of the St Pauls Road proposal has been heavily influenced by the strong residential nature of the buildings in the surrounding area. The layout of the current site is formed by the existing council depot buildings located around the site perimeter. The proposed building is influenced by the site boundary and its formation, but will be offset from the boundary in order to provide garden spaces for the residents.

The form of the whole building is a two storey development, symptomatic of the nature of the streetscape. With three apartments arranged along the front elevation to St Pauls Road, the challenge was how to break up the elevation to reduce the mass and allow the building to fit into its context. The houses along the rest of St Pauls Road are predominantly two storey semi-detached properties, so the idea developed to break up the elevation to make it appear that it was a collection of separate properties. There are two properties that sit at the same height as the rest of the building, and one property that sits 600mm higher, divided by a recess that is clad in a darker material. This provides the concept of separate elevations allowing the building to fit into a street scene featuring stepped properties along its sloped gradient. This also reduces the building mass within its context.

The proposed building will be in pitched face stonework, to echo the materiality of the local context. To modernise the elevation and break up the mass of stonework, elements of smooth stone ashlar will be used, along with render and cladding to the building recess, and the proposed balcony recesses. Cast stone window surrounds will be used to provide additional detail to the elevations. Within the courtyard of the proposal, render will be used at first floor level in certain locations to brighten up the building.

The window proportions, styles and positions have been heavily influenced on the site context, particularly on the front elevation. On the local property elevations, windows at first floor are sat directly above or centrally above the door / window at ground floor. The idea of uniformity and rhythm became a key feature to the building. From the initial pre-app the idea was to create a diverse arrangement of windows across the elevation. This however has been paired back to look at key elevations, and use a couple of window styles and proportions in the development of the elevations, providing the building with a modern traditional feel.



St Pauls Road Street Elevation



Ings Grove Park Elevation

## 7.0 PRECEDENT & MATERIALITY



### ANCION COURT

The overall form concept of the St Pauls Road building has been informed by the Ancion Court precedent, another one of Connect Housing's developments in Marsden.

This precedent comprises of a two storey apartment block building in a horseshoe formation around a central courtyard with raised planting boxes. Ground floor apartments have individual garden spaces for residents and there are larger garden / allotment spaces too.



Precedent- Ancion Court



Precedents- Mixed

### PRECEDENT AND MATERIALITY

The form has influenced and developed from the initial concept stage. The buildings main influences were driven by its residential nature and the predominantly residential context of St Pauls Road.

The residential street its character and sloping topography all played a role in generating the final proposal.

The material choices have been determined to provide a sensitive addition to the street. Stone has been used as a main material to emphasise with the context of Mirfield and contemporary features have been introduced to give the building a modern aesthetic. Including a mixture of stone facades contrasting Pitched face stone and smooth Ashlar stone. Areas of further distinction and contrast propose the use of light coloured render and dark cladding.

To ensure that the design was both contemporary yet reflective of some traditional elements particular attention was given to the details of the design. Precedents have influenced this development of the design and including features such as Gables and subtracted void elements. These design ideas provide interesting detail and features to design. These ideas are reflected in the front street elevation by subtracting voids to form balconies and feature stone work to reflect some of the more traditional elements seen on the existing streetscape.

Other influences to the design are the precedent Ancion Court features of this design and landscaping have influenced the shaping of this proposal including the courtyard design and the areas of private gardens and residents allotments.



Pitch Face Stone



Smooth Ashlar Stone



Off White Render



Grey Cladding System



Slate Effect Tiles



Glazing

# 8.0 BOUNDARY TREATMENTS

## BOUNDARY TREATMENTS

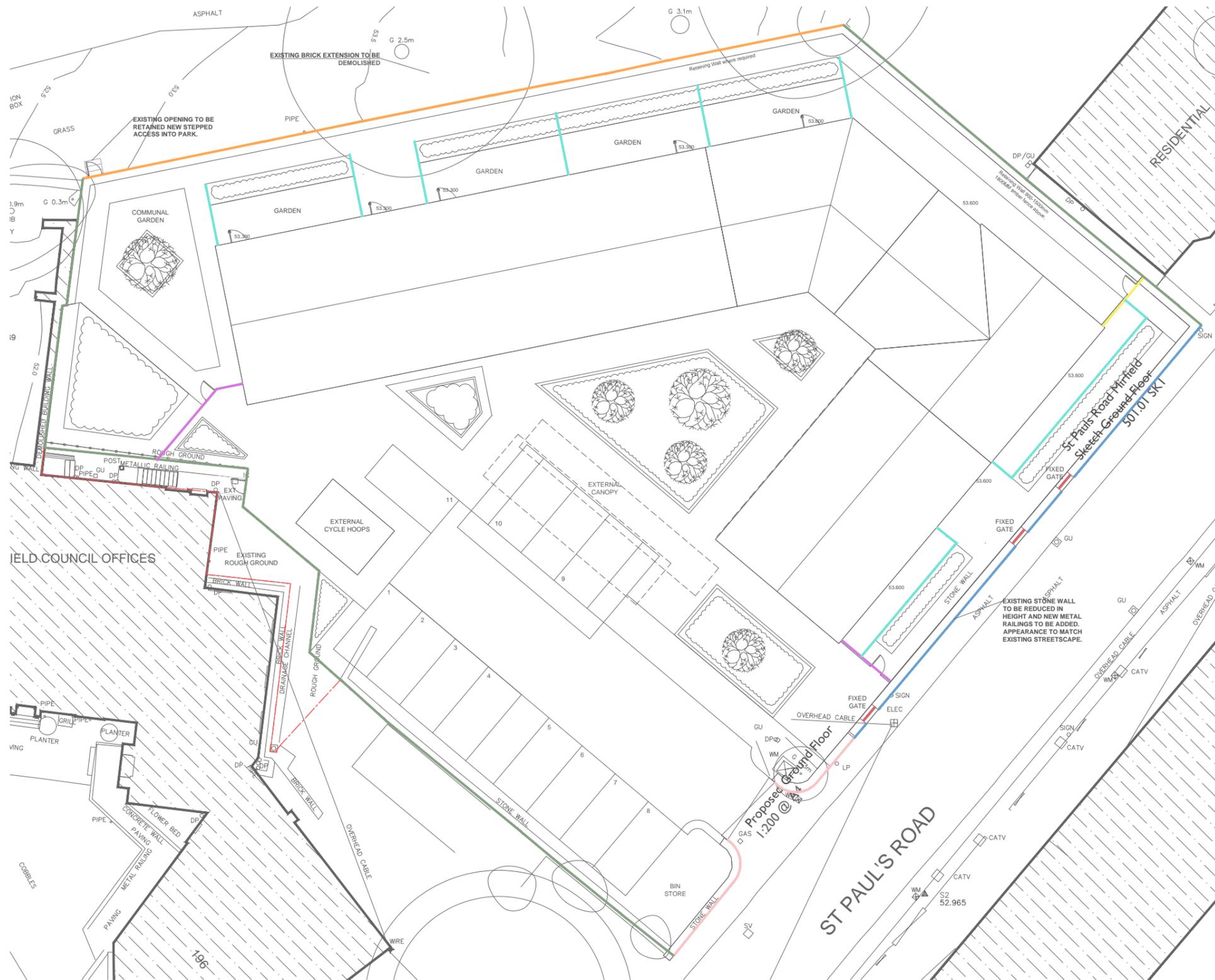
The proposed boundary treatments have been selected to ensure that they enhance the design, provide a safe and secure environment, and compliment the existing streetscape.

The treatments include utilising the existing stonework of the existing building where possible to create 1800mm stone walls to the North of the site between the proposed development site and Ings Grove Park.

To the East and west boundaries 1800mm closed board timber fencing has been proposed to provide a secure boundary between the development and the existing properties.

To the south eastern boundary along St Paul's Road the scheme proposes to lower the existing stone wall to approx 300mm with 900 metal railings on top to reflect the existing boundary treatments used predominately along St Paul's Road.

Additionally within the site to separate the private resident space metal railing, timber fencing and gates have been proposed.



-  1800mm Stone Wall
-  1800mm Closed Timber fence
-  1200mm Stone Wall and metal rails
-  1800mm Metal Rails
-  1500mm Metal Rails
-  900mm Timber fence

Sample imagery



## 9.0 ACCESS AND HIGHWAYS

### ACCESS AND HIGHWAYS

The site access will be retained through the existing single entrance off St Pauls Road.

Parking provisions will be provided for staff and visitors, and the buildings residents if required. This will be comprised of 11 spaces, including 9 standard spaces and 2 disabled accessible spaces. The 2 accessible spaces will be part sheltered underneath the proposed canopy that forms an additional feature to the courtyard space.

The proposal seeks to retain the existing access point into Ings Grove park through a gate in the North boundary wall, that formed the rear wall of the existing building. This would provide the building with a link into the park and provide residents with secure access into the park.

### REFUSE STRATEGY

The refuse strategy for the development will consist of residents having their own personal bins within their own individual homes. The rubbish will then be taken to an external bin store, located near to the entrance of the development, as highlighted in red in the image below. The positioning of the bin store in this location will allow for easy access for the bin lorries off St Pauls Road

