Planning Statement

The Site

The site is located on the west side of Station Road, at its junction with Kiln Lane. Station Road represents the main commercial area of Hadfield, and therefore contains a number of commercial uses such as public houses, restaurants and takeaways, convenience stores, off licences, butchers, hairdressers and beauty salons. The site is towards the northern end of the commercial area.

The site comprises a vacant public house with associated yard to the rear. The building is two storey, constructed of traditional stone and forms the end of the terrace of properties that extend from Kiln Lane to Wesley Street. It is located up against the site boundary with the Station Road footway, and emulates the curved corner of the Kiln Road/Station Road junction. The rear of the building comprises a number of outbuildings and extensions which have occurred over time in an uncoordinated fashion resulting in an irregular series of one storey, flat roofed structures. The rear yard itself consists of two areas; a parking area accessed off Kiln Lane, and a fenced off seating area for patrons of the public house, both areas are currently overgrown and unkempt. There is a slight level difference across the site, the highest point being the north west corner with a gradual slope down Kiln Lane which continues along the Station Road frontage.

The site is bounded by Occupation Lane to the west with residential properties facing onto Kiln Lane beyond. Occupation Lane enables access to the rear of the properties facing Kiln Lane and Wesley Street. To the north of the site is a residential property to the north (74 Station Road) with a mix of residential and commercial uses beyond. Station Road itself bounds the site to the east, with Lambgates GP Surgery and a beauty salon opposite the site. To the south of the site is Kiln Lane beyond which is a hot food takeaway, butchers and further commercial uses along both sides of Station Road leading to Hadfield railway station, approximately 300 metres to the south.

The Proposed Works

The proposed works primarily comprise an extension to the rear of the existing property which will include consolidation of previous extensions and outbuildings. In total an additional 134m^2 of floorspace will be created. All elevations of the building are also proposed to be altered in order to enable the currently vacant drinking establishment to be modernised and brought back into use.

The rear extension will involve the demolition and further extension of the existing irregular outbuildings. It will be constructed of traditional elevational materials to match those of the existing public house, following pre-application discussions this application now proposes a hipped roof arrangement to the extension, mirroring the existing terrace end of the public house building. The remaining roof will comprise a sloping mansard roof behind which an area for plant and equipment will be located, although details of this have not yet been finalised.

Due to the level differences across the site an external retaining wall is required behind the proposed extension, this also creates a formal pathway behind the building ensuring a safe means of escape to the rear of the building. External lighting is proposed to the pathway, however the lighting details are yet to be finalised. The existing fenced off area to the rear of the public house will be rearranged so that the rear of the building will be entirely fenced off with new 2 metre high close boarded timber fencing, gates for which are located on Kiln Lane.

The elevational improvements to the building's Station Road and Kiln Road frontages relate to the ground floor. On these frontages the building's main entrance is to be relocated, and the existing windows on the ground floor are to be replaced with full height glazing.

Planning Policy

The relevant development plan is the High Peak Local Plan which was adopted in March 2005. For the purposes of development control decision making, whilst the High Peak Local Development Framework is under production full weight can be afforded to the 'saved' policies of the Local Plan.

Policies TC1 and TC2 seek to protect and enhance the vitality and viability of Town Centres across the borough through permitting commercial development within identified centres that will maintain and enhance the quality and character of the built environment. Criteria for assessing the design of proposals are contained within Policy GD4, which seeks to ensure that the scale, siting, layout, density, form, height, design and materials are sympathetic to the character of the area. These criteria are supported by Policy BC1 in respect of materials proposed for building extensions which requires materials to be of a type, colour and specification that is sympathetic to the character and appearance of the immediate surrounding and wider area.

Policies GD7 and BC3 seek to ensure that any new development creates a safe and secure environment that minimises opportunity for crime, whilst also ensuring that security measures are appropriate to the building they are intended for, and do not have an unacceptable impact on neighbouring properties amenity. Policy GD5 expands upon the issue of protecting the amenity of neighbouring uses including consideration of overlooking, loss of daylight/sunlight, overbearing, and noise and light pollution.

Policy TR5 relates to access, parking and design and seeks to ensure that safe and appropriate access is provide for pedestrians, cyclists, public transport users and those using the private car. This is expanded upon in Policy GD8, which although not saved has no similar policy, and states that planning permission will be granted for development provided that appropriate access arrangements have been provided for people of all abilities, having regard to the site and building constraints.

<u>Design Statement</u>

The proposed works predominantly involve the rear extension and external alterations to the Station Road and Kiln Road frontages of the existing building, together with wider site improvements including new fencing to the rear private yard.

Given the existing ad hoc building arrangement at the rear of the property, the proposed works (which involve the demolition of the existing informal structures) will therefore create a more uniform structure. The result will be a more coherent and attractive building externally whilst also providing a more functional internal area. The creation of this additional floorspace, and a more functional internal area will subsequently allow the currently vacant unit to come back into use, thereby assisting in the improvement of the vitality and viability of Hadfield town centre. The proposal is therefore in compliance with policies TC1 and TC2.

The existing building is of traditional construction and although it is not of any architectural or historical importance, the proposed extension has been designed to be in keeping the traditional appearance of the existing building. In particular the roof has been redesigned to reflect the existing roof configuration of the building with the gable end mirrored on the single storey extension on the Kiln Lane side of the extension, and a mansard roof along the remainder of the extension. The plant and equipment associated with the building will be located behind this mansard roof, thereby screening it from the adjacent residential properties and views coming down Kiln Lane. Furthermore the extension will be constructed of materials to match the traditional materials of the existing building, and the proposed windows will also match the existing sash style windows of the existing building. The proposed siting, layout, form, design and materials of the extension are therefore in compliance with policies GD4 and BC1.

Following pre-application discussions with the Local Planning Authority consideration was had to the possibility of a two storey extension, with a smaller footplate which would also allow parking to the rear of the building. In order to accommodate parking spaces and sufficient manoeuvring space a minimum of 10.8 metres width from the rear of the extension to the boundary of the site would be required. This would result in an extension of only 5.3 metres from the existing gable end and would also require demolition of part of the existing outbuildings, which would not create sufficient internal room to warrant the extension. Furthermore the site is in a highly accessible location, benefitting from both bus and train routes as well as existing public car parks in the vicinity of the site which will be expanded upon in the Access Statement. As such, it is not considered necessary to provide on-site car parking facilities.

Given the high density of development in the vicinity of the site, and the close proximity of neighbours a two storey extension would also have caused unacceptable issues of overlooking of the adjacent residential properties. A two storey extension would also be overbearing in the Kiln Lane streetscene given the steep incline up Kiln Lane from its junction with Station Road. Therefore the single storey nature of the extension is considered in complete compliance with the scale, density and height requirements of policy GD4 and amenity as outlined in Policy GD5.

The remaining yard to the rear of the building is to be enclosed by a 2 metre high timber fence, and will therefore only be accessible from the building itself and Kiln Lane. The gates leading onto Kiln Lane will open inwards only, so as not to obstruct the highway and will not be used for vehicles. To ensure the rear yard is safe, not only will access be restricted, but lighting is proposed to the rear. To ensure minimal impact on the adjacent properties the lights will be carefully positioned and angled, however the details of the lights are yet to be finalised. To ensure complete compliance with Policy GD5 these details can be conditioned and controlled once these finer points have been finalised. The proposed works to the rear yard are therefore in accordance with policies GD7 and BC3.

The external alterations to the building frontage comprise the installation of full height glazing to all existing ground floor window and doors openings and a relocation of the building entrance to the adjacent window opening. The proposed full height glazing will enable maximum opportunity for natural surveillance across Station Road and Kiln Lane and will improve the integration between the existing building and other commercial uses in Hadfield town centre. To ensure that the frontage retains its traditional design each of the existing window casements will also be extended down to full height, and the existing timber fascia will be retained. The building entrance has been relocated in order to allow for a greater width to accommodate people of all abilities. By relocating the existing entrance to the adjacent wider window opening the traditional stone window casement and original

doorcase features have all been retained. Overall the proposed elevational alterations are minor and retain many of the traditional features that exist, such that the resultant elevational design is similar to the existing frontage and therefore sympathetic to the existing building and wider environment. The proposal is therefore in compliance with Policy GD4.

Therefore it has been demonstrated that the proposal is in full accordance with the relevant town centre and design policies of the High Peak Local Plan, in particular those that relate to building extensions and alterations.

Access Statement

The site is in a highly accessible location off Station Road, which is a primary route through Hadfield town centre. Pedestrian access to the site will continue to be provided using existing footpaths along Station Road. The site benefits from excellent public transport links via both bus and train; the site is only 40 metres from bus stops servicing both directions along Station Road, and has a direct link to Hadfield train station, which is approximately 300 metres north-west of the site. Given the site's location in respect of these public transport links the site is accessible to those relying on bus services and will also benefit from pass by visitors utilising rail travel. Therefore although the extension will result in the loss of approximately five private parking spaces, the site is in a retail centre and benefits from being in a highly accessible location and will promote the use of sustainable forms of transport i.e. walking, bus and train as opposed to using the private car.

The existing building entrance has been relocated to the wider adjacent window opening to accommodate access for people of all abilities to ensure compliance with the Disability Discrimination Act 1995 by enabling ease of use for all visitors and employees, including those with reduced mobility.

The proposal therefore complies with the applicable access policies of the UDP, namely Policies TR5 and GD8.

Conclusion

The application, which relates to The Masons Arms, 78 Station Road, Hadfield, seeks planning permission for an extension to the rear of the building, together with the installation of plant and equipment, and external alterations to all elevations of the existing building. The accompanying planning statement has demonstrated that the proposed alterations are fully in accordance with the relevant design and access policies of the Local Plan. Planning permission should therefore be granted for the development proposed.

In light of the above, I trust that you have sufficient information to favourably determine the application. However should you require any further details, please do not hesitate to contact me at the above offices. In the meantime, I await your receipt for the planning application fee and confirmation of registration, and I shall contact you in the near future to discuss the timescale and means of determining the application.