HPK/2012/0016

Design and Access Statement Redevelopment of site for Two Dwellings and demolition of existing workshop and garages on land adjacent to 32 Dale Road Buxton Derbyshire. Revised Scheme January 2012.

COUNCIL
09 JAN 2012

1. USE.

My client Mr J. Faugno who is the owner of the site, wishes to redevelop the land to provide two semi-detached houses, this follows the High Peak Borough Councils planning approval dated 11 March 2008 to permit the change of use and erection of one single storey dwelling on this site. [App No HPK/2008/0031]
The original scheme for two semi-detached houses was refused [HP12/2010/054 determined on 01/04/2010] the application was determined while negotiations were still proceeding with the planning department. Also my client was not given the option of withdrawing the original application for further negotiations with the planning and DCC Highways Department.
The Derbyshire County Council Highways have now withdrawn their concerns regarding the development of a pair of two bedrooms semi-detached houses [See letter from DCC dated 16th November 2010 Ref 712101/712589/ND/IT/27945]. Thus the main reason for the original scheme to be refused has now been overruled. All other concerns regarding the proposed development I believe to be subjective, however to alleviate the other reasons for refusal on the original application relating to height and scale it is now proposed to amend the scheme as indicated on the revised drawings submitted.
The proposed houses are two storey and reflect the style, scale and materials of the surrounding properties. The scheme is in keeping with the area and is no different in footprint in width terms than the poorly designed single storey bungalow which is out of keeping with the surrounding properties, and already approved by The High Peak Borough Council. Thus I believe that the amended proposal does respect the established character of the development in the Dale Road area, and the proposals will not be detrimental in design and form to this area of Buxton.
The proposed semi-detached houses will provide much needed residential accommodation for first time buyers at the lower price range of the housing market. The present garages and joinery workshop used by my client will be demolished as originally

proposed with the erection of the single dwelling. My client has alternative facilities for his joinery business, and thus the site is no longer required for this purpose.
The site is situated on Dale Road Buxton, between the junctions of Heath Park Road to the east and Bennett Street to the west. A Victorian terrace with gritstone walls and slate roofs forms the boundary to the west with post war semi-detached properties to the north and east which have rendered walls and red plain tile roofs.
The site forms a natural residential infill along Dale Road as recognised by the planning authority with the granting of a single dwelling on this site. The development of a pair of low cost semi-detached houses is in line with the governments directive for brown field sites within towns.

2. AMOUNT

The proposed development is shown on the presented drawings as follows:-
Dr. No. 991/46//JD/12 Proposed ground floor plan.
Dr. No. 991/45/JD/12 Proposed first floor plan.
Dr. No. 991/42/JD/12 Proposed Elevations.
Dr. No. 991/43/JD/12 Proposed Elevation to Dale Road and Location Plan.
Dr. No. 991/28/JD/09 Existing survey plans and elevations.
Dr. No. 991/44/JD/12 Roof Plan and Proposed Section/Levels.

The footprint of the proposed development for two dwellings is approximately the same as that approved for one dwelling. The original single dwelling which has been granted approval was compromised as it only had a single northerly aspect with the use of rooflights to achieve reasonable natural lighting to the habitable spaces. The proposal did not have any architectural merit within its setting and was not in scale with the surrounding buildings. The proposed semi-detached houses follow the mass and scale of the surrounding existing houses and will enhance the site with the removal of the single storey existing poor quality mid 19th century workshop and recent garage block which at present occupy this site.

3. LAYOUT

The layout of the site allows private amenity space at the rear of the property facing south.
The proposed building is set back off Dale Road to allow the existing access to the site to be maintained. The single storey entrance and ground floor toilets are to be constructed in line with the existing garage of the adjoining property 32 Dale Road. The proposed development is thus set back from the existing building line of the adjacent houses to both sides of the site. The existing vehicular arrangement from Dale Road is retained and three parking spaces are provided for the dwellings The traffic movement from the site will not be greater than the existing as the site is in commercial use for the Joinery workshop with van deliveries and also has three garages on the site. Derbyshire County

Council Highways have stated that they would not object to the proposed development of a pair of two bedroom semi-detached houses.
The access has been amended in line with the Highways recommendations with a restricted 3.5m access located to the western site boundary as indicated. The access will take the form of a single splayed access to provide pedestrian inter-visibilty and in addition a parallel sightline across the site frontage preserved free of any obstruction over 1m in height, measured 2.4m back from the carriageway. It is proposed to erect a wall not greater than 1m in height to form the restricted access as indicated on the plans.
The layout retains all existing boundaries and levels within the site.
Windows to the properties do not compromise the privacy of the adjoining houses with only fixed light obscure glazed windows from the bathrooms at first floor level facing the neighbours properties.

4. SCALE

The proposed scheme is for two storey semi-detached houses which reflect the scale of the adjoining Victorian and post war properties adjacent to this infill site.
The proposed ridge height is however kept below that of the surrounding houses and the proposed scheme is also set back from that of the existing houses, so that the proposal fits into its setting without dominating the street scene. The roofline also reflects the adjoining post war semi-detached housing achieving a coherent overall view as seen from Dale Road with the castellation and Victorian gable end to the west of the site providing a stop end to the street at the junction of Dale Road and Bennett Street.
The ridgeline has now been lowered significantly by adjusting the roof pitch from 35 degrees on the original scheme to 30 degrees. The truncated hips have also been lowered to reduce the impact to the adjoining terrace house on the western side. The eaves level has also been lowered to reduce the overall height of the houses. The ridgeline of the proposed semi-detached houses is now lower than the eaves height of the adjacent terrace house and thus the proposal will not overbear this property. The ground floor level of the adjacent terrace is much higher than the proposed development with a retaining wall forming the western boundary as indicated on the section.

5. LANDSCAPING

The existing limestone walls to the boundaries of the proposed site are retained, and the proposed limestone aggregate render to the house walls will echo this material.
Although the access and main parking areas will be tarmacadam an aggregate topping will be rolled in to give a contrast to this area from the footpath and the finish of Dale Road.

At the front entrance to each house an area of riven paving to match the gritstone to the adjacent Victorian houses as shown on the ground floor plan will be provided.
To the rear of the properties forming the private patio areas additional paving will be provided. As part of the scheme some to soften the hard landscaping some climbing plants will be incorporated adjacent the boundary walls, including clematis, cotoneaster, and honeysuckle.
A dividing brick wall will be provided between the dwellings at the rear of the properties. A 1m high brick wall will be constructed to the front boundary to form a restricted access to the site as required by DCC Highways.

6. APPEARANCE

The appearance of the proposed semi-detached houses has been designed to be in sympathy with the surrounding properties and enhance the street scene of this section of Dale Road.
It is proposed to use red plain tiles and ridges on the roof to match the post war houses to the north and east of the proposed site. The walls are proposed to be rendered with a limestone aggregate to match the post war houses and to be a contrast to the adjacent dominant Victorian gable end and castellation wall to the west of the proposed site.
To give some fenestration and contrast to the rendered walls, red brick quoins; gable and eaves dentil brick details are proposed along with a brick string course at first floor level.
The windows will be simple casement type but set back in the reveals a minimum of 75mm. The gutters will be half round finished in black, with downpipes to match.

7. ACCESS

The exiting site has direct access from Dale Road for the whole of the width of the plot with dropped kerbs to the footpath edge. The existing traffic to the site to the workshop and garages enters directly from Dale Road and either backs into or out of the site.
The proposed amended development will form a restricted access of 3.5m to the western boundary side as shown. A new dwarf brick wall, maximum 1m in height, will be constructed from the new access to the eastern boundary The proposed dwellings will not increase the traffic movement on and off of this site and it is likely that only light vehicles will be utilised with a residential usage, the backing out of large vans with restricted visibility will be diminished with this scheme.
The boundary wall in the critical direction to the east is only approximately 1m in height so that approaching vehicles can be seen from a car reversing or exiting forward from the site. This type of access is not uncommon along the length of Dale Road. And the access

to the adjoining garage at No 32 demonstrates this principle. The access will be constructed in line with the recommendations of DCC Highways.
The existing and proposed access provides level access, and this level access will be provided to the ground floor of each dwelling to comply with the disabled access requirements of the building regulations. A level access will thus be provided at the front door off the access from Dale Road.
Patio doors from each dwelling will give access to the private rear garden areas.

John Davie Dip Arch R.I.B.A.