HPK/2012/0709
13 DEC 2012

Design and access statement

These details are submitted in support of a full planning application by the owners and applicants of number 1 Park Road Buxton, and as such are to be included as part of the application details.

PROPOSAL: Full planning application for the creation of a 2 storey extension to create a double garage to the ground floor with kitchen and living room to 1st floor, 5 new roof lights to main house, plus a reconfiguration of the existing driveway entrance.

DATE: DECEMBER 2012

1. APPRAISAL / BACKGROUND / HISTORY

1.1 Built in 1870's number 1 Park Road remains indicative of the architecture of the late 19th century Victorian era, for which there are many examples within close proximity to the site. Previously as two flats the property is now one private residence.

1.2 Located within the town centre conservation area and built upon rising graduating ground the building is of a split level design, appearing from the Park Road elevation as 3 storey, a small gate allows walking access from the Park road pavement to the front door and entrance porch.

1.3 Vehicle access is gained via the property's existing driveway at the sites lower ground level off Manchester road, towards the rear of the property where hard standing for vehicle parking presently exists, viewed from this southerly aspect the property appears as 4 storey.

1.4 In terms of scale, although a tall structure No.1 Park Road occupy's a comparatively modest size in terms of footprint compared with neighbouring property's, supporting the belief that an expansion of the property's footprint would not only be beneficial in balancing it's split level design, but would also bring it more in line in terms of size with neighbouring property's.

1.5 In 1955 permission was sought and granted by the local authority for a single brick and rendered garage which was located on the sight of the proposed extension at the rear of the house, this garage having been demolished in the early 90's due to dilapidation.

1.6 The construction of No Park Road is of coursed natural grit stone with a variance in stone size, the roof is of a traditional rafter and pearling nature with a natural blue slate coverage, with the recently re-instated Victorian barge boarding also adding to the overall finished appearance.

1.7 The property boundary which boarders the pavement is formed by way of mixed mainly privet hedges. The Southern boundary boarders the church yard at the rear of St.John's Church, with a distance of 45 metres between the two property's, this area of church yard has a covering of grasses and shrubs along with mature, long established beech and sycamore trees, which act in providing excellent screening between the two property's (see photographs 1 to 4), the recent new planting along this border of 7 conifer, 2 holy and other trees by St.John's church should also prove effective in time in acting as further screening for the proposed extension. Security fencing is presently in use along this border but shall be replaced with wooden fencing to a finished height of 2 mtrs. fixed between the existing row of stone pillars.

1.8 The westerly border separates number 1 from number 3 Park Road, originally a private house number 3 was converted into 7 flats in 2002 with a new two storey extension being added to the rear of the property, viewed from both Manchester Road and Park road opinion has been mixed as to the suitability of this new extension, in both design and in the new nature of the materials used, in particular the size and style of stone used in it's construction fails to match that of the original building.

1.9 No trees shall be affected in any way by the proposal.

2. CHARACTER/SETTING

2.1 The Proposal utilizes a piece of ground to the rear and side of the property which is currently an area used for the parking of vehicles, and as such adds nothing to the character or setting of either No.1 Park road, St.John's church or the conservation area.

2.2 As mentioned previously there was a brick garage on the site of the proposed extension up until it's demolition in the 90's.

2.3 When completed the extension would form a natural closure to the rear of the neighbouring properties on Park road, and in so doing, would mask the elevated parking area, new extension and cloth's drying area at the rear of No. 3 Park road.

2.4 Located at the rear of the main building, no visible sign of the extension would be apparent from the properties main aspect off Park road, when viewed from Manchester road the existing boundary

hedge would mask a good portion of the extension.

2.5 The character of the proposed extension is one of an ancillary building to the main house in the format of a coach house which were common to many large Victorian houses of that period. The style and design therefore are we feel, in keeping with the character of the existing house.

3. DESIGN/SCALE

3.1 In it's design the intension was to create an extension which does not in any way compete with the main house either in size, scale or design, but appears understated in both style and concept and which sits comfortably with the existing, an enlargement which, given time should appear as a natural part of the whole.

3.2 Careful consideration has been given to the scale and massing of the proposed extension to ensure it harmonises with the existing architecture, at present the southerly gable at four floors seems disproportionately tall in relative terms, the addition of a two storey extension should we feel bring a balance previously lacking.

3.4 The footprint of the proposed extension would occupy 11% of the site, the overall footprint of the house would be increased by 50% whilst the mass would be increased by 28%.

3.5 Access from the existing house to the new extension would be via the 1st floor most easterly window as shown which would be converted from a window into a doorway, the ground floor south facing basement windows would be filled in with the existing doorway to the

basement retained.

3.6 The ridge height of the two storey extension would be similar to that of the adjacent new extension at no 3 Park road, a modest height when compared with the 4 storey gable of the existing, in order to remain in keeping with the style and character the angle of the roof of the new extension would be almost identical to that of the existing house.

3.7 In order to maintain the design theme the main windows to the front of the extension would be in a coach house style and dormer in nature. In order to maximise the use of natural daylight and keep energy consumption to a minimum 78 x 118cms roof lights shall be used, conservation style to all easterly elevations.

3.8 With the use of roof lights to the rear of the extension no issues should arise regarding the overlooking of neighbours, the lower ground level comparative to no.3 Park road should also ensure that the orientation of the sun casts little or no shadow over the neighbouring property.

4. EXTERNAL MATERIALS

4.1 The building stone to be used would be natural local grit stone to match that of the existing building randomly coursed at between 75 to 150 cms. in depth which should ensure that the overall effect coupled with the design blends and sits comfortably with the existing.

4.2 The roofing materials would be of a traditional nature with a reclaimed natural blue slate finish ensuring that the roofs of the existing and proposed harmonise in appearance with no stark

contrast between the two.

4.3 The windows and doors would be of natural wood in a painted finish to match that of the house, the garage doors are to be of a traditional period style as shown in the front elevation plan.

5. ACCESS AND PARKING

5.1 Vehicle access to the proposed extension would be gained via the existing driveway off Manchester road.

5.2 In the past problems have arisen due to the illegal parking of vehicles on the pavement and at the entrance to the driveway, this shall be remedied in the reconfiguration of the vehicle entrance in the manner shown in the site plan as proposed.

5.3 There already exists excellent open vision for any vehicle exiting the site, improved visual displays shall be created at the entrance by way of a raised flower bed on one side and the natural curvature of the boundary on the opposing side.

5.4 In order that all vehicles may leave the site front ways, adequate space shall be provided for use as a turning circle. The width of the entrance shall be no more than 4 metres wide with 2 metre high stone pillars either side from which a set of period style entrance gates shall be hung.

6. LANDSCAPING

6.1 As with any application of this nature the landscaping of the site is all important, in that it serves not only in creating the setting for the proposed extension but also that of the existing house, as such careful consideration shall be given to this aspect of the application.

6.2 New areas of plantings shall be created which shall include the planting of a new beech tree as shown on the site plan together with other native evergreen trees bushes and shrubs. Particular attention shall be given in landscaping the area between the St.John's church car park and the driveway entrance.

6.3 At present the view from Manchester road towards St.John's church and No.1 Park road shows there to be dense foliage and trees stretching between the two properties (see photo 2). Separating the church car park from the churchyard, this effectively masks any view of the rear of St Johns church and church yard whilst acting as a natural area of separation between the two properties. It is our Intension to improve and extend this area further with new plantings which should help in creating a more natural and harmonious feel to the landscape between the two property's whilst helping to a degree in masking the view of the car park from Manchester road (see photo 2).

When implemented the applicants feel these measures should succeed in not only in protecting and preserving the amenity of St.John's church, but should also succeed in enhancing the settings of both St.John's church and No.1 Park road whilst remaining true to the ethos of the conservation area as a whole.

This concludes our access and design statement.