51, Hollincross Lane, Glossop

DESIGN & ACCESS STATEMENT **6th June 2013**

INTRODUCTION

The property is located at 51 Hollincross Lane, Glossop. The site has pedestrian access from Hollincross Lane to the front elevation, and entrance to the rear garden via path to the side of the property. The property is not listed and is of mid 19th century construction with 19th and 20th century alterations and extensions, and is situated in the conservation area of Glossop St James.

It is believed that the property has been used as a dwelling since its construction with a two storey outrigger extension to the rear and further single storey extensions again to the rear; these are believe to date from the late 19th century to early 20th century.

The planning application and listed building consent application which this design and access statement relates to is for the proposed works as detailed below:-

- Formation of bedroom in loft;
- Associated formation of a dormer to the rear of the property to accommodate the loft conversion into a bedroom;
- New structural openings in dormer with 'Juliette' balcony;
- Removal of existing redundant chimney to later outrigger extension to rear.

Drawings accompany the application showing the existing property and proposed works.

USE

The works to the property are principally to form additional Bedroom accommodation in the loft to further continuance of use as a private domestic dwelling, this being the principal use of buildings in the area, Hollincross Lane and the St. James conservation area being an established residential area less than ten minutes walk from Glossop town centre.

The property is believed only ever to have been used as a dwelling; the applicant wishes to continue this use.

AMOUNT

The works to the property have been designed to complement the dwelling, whilst preserving the local streetscene with no cosmetic changes being made to the front (Hollincross Lane) elevation. The works to form the dormer to the rear are not overlooked by properties from the south due to the level differences locally and abundant tree cover to the end (south) of the rear garden to the property. The dormer has been set to sit within the roof rather than being taken to the extents of the properties footprint such that from the front elevation the dormer would be barely visible. At present the property has 2no.

bedrooms with the loft conversion creating a third bedroom to provide adequate family accommodation.

LAYOUT/APPEARANCE

The dormer has been formed to the rear to minimise its impact on the local streetscene, whilst the incorporation of 2no. structural openings and a 'Juliette' balcony prevent massing from the hung slate to the dormer. Hung slate was chosen to blend with the existing roof. The new glazing does not permit overlooking of neighbouring properties and thus not compromising the privacy of neighbours.

Internally a staircase has been formed between the existing First and proposed Second Floors, allowing access compliant with the Approved Documents of the Building Regulations whilst protecting occupants in the event of a fire. The new Bedroom has comfortable dimensions and the proposed structural openings enhance the new accommodation by embracing natural light from the south.

The works continue the evolution of the property as a family dwelling whilst doing this with respect to the building, and do not detract from the principal elevation to Hollincross Lane particularly or the St James conservation area generally. The applicant took ownership of the property sometime ago because of its architectural style and intends to retain and protect the character of the property in the streetscape.

SCALE

There are no additions to the footprint extents of the property with the addition being formed in the existing loft space. The dormer respects the existing building by avoiding massing in its design and also sitting within the existing roof rather than being formed across the rear roofs entirety. This acknowledges the existing form of the roof.

CAR PARKING/ACCESS

The works will not create additional traffic or endanger users of the public highway in any way. There are no proposals to alter any access to the public highway as part of this application.