

# Design, Access and Heritage Statement

## Introduction

This report has been prepared to accompany application for conversion Of 102 Buxton road, Whaley Bridge

The building has been in use as the RBS Bank until September 2015. There has been historic and modern reconfiguration internally from its original layout. Externally there seem to be no sign of any alterations

The proposed change of use from a bank to a residential accommodation, living space to the ground floor and first floor with the cellar as a workshop

The proposed work to facilitate this change of use is predominately to the inside of the property.

The property is situated with in Whaley Bridge conservation area , No changes to the outside of the property

## HERITAGE ASSESSMENT

### Existing Description

As noted above 102 Buxton road sits in Whaley Bridge conservation area

The property over two storeys, completes with cellar.

The building is of dressed coursed stone with dressed stone mullions windows (with leaded single glazing)

## HERITAGE ASSESSMENT

### Conservation Area

Within the Whaley Bridge Conservation Area Charter Appraisal – Adopted July 2008, although no referenced the property the property scale and form matches the general description of building types surrounding the junction are predominantly commercial with several well preserved shop fronts dating from the late 19<sup>th</sup> century, however since the appraisal must have become private dwellings but retaining the original facades

## Conclusion

102 Buxton Road is important to the character of the junction at Horwich End, hence no works to be carried out to the exterior of the property

## PROPOSALS

### General Approach & Floors

The proposal includes the change of use to a single use dwelling changing to A1 to C3

### Ground Floor

The ground floor is to be the main living space, open plan Kitchen / Diner and Lounge

### First Floor

The first floor will be Bedroom and Bathroom

### Cellar

Will be a workshop

## Impact Assessment

No work to exterior of the property, so in conclusion the impact that the proposal have on the heritage asset, the conservation area is not significant and amounts to less than significant harm

The change of use allows suitable function for the building, which will ensure a sustainable use of the property to ensure its life within the conservation area.

In balance the proposal should be considered a positive contribution to the conservation area

## Design and Access Statement

### Introduction

As this proposal is formed within the existing building this document will focus on the design considerations that are important and critical to the success of the proposals.

### External Access

The access to the property is as it was when as a bank at street level and will remain as so however there is also access to the rear of the property at cellar level, previously Fire Exit. The Right of Access for 102 should run as far as New Road, or along the rear and then up by the side of 110 to Buxton Road

### Refuse Storage

This will be located to the rear of the property accessed as noted above.

The residential refuse provision includes:

- 240 litre bin for general rubbish (collected fortnightly)
- 240 litre bin for recycling waste (collected fortnightly)
- 240 litre bin for green waste (collected fortnightly)

These meet the requirements set out by HPBC and Derbyshire Council

### Environmental

The nature of the building limits the options to improve the thermal performance of the building. However the following items have been explored and included within the application to improve the performance of the property.

- The roof space will be insulated to a modern standard where possible. This will be done to prevent damage to the existing fabric with appropriate use of breathable build ups and ventilated roof space.
- The external walls will be insulated internally to meet building reg's
- Discrete draft stripping to existing windows and doors to reduce drafts through these elements. There are no opportunities to provide double glazing within the existing window frames

Materials will be carefully selected to ensure that they are sustainable sourced and suitable for the use within a historic building

### Transport

The proposal is located with 5 mins of the town centre and has access to all of the transport links services that affords.

Transport links within walking distance of the property includes:

- Bus stops
- Public Car Parking
- Train Station

## Planning Policy

### Introduction

The proposal has been developed in accordance with local and national planning policy.

In preparation of this proposal the following documents have been consulted

HPBC Local Plan

HPBC Whaley Bridge Conservation Area Character Appraisal Adopted July 2008

HPBC – Local Plan 2016

### Parking

App 1 of the High Peak Local Plan states the requirement for residential parking and cycle storage.

If this was a new development these would be considered, but the proposal is within an existing building and the limitations of the site prevent suitable car park provision.

Although there is no provision of car parking it is considered appropriate for the following reasons:

- There is ample supply of both on street (controlled and uncontrolled) and surface parking in close proximity to the site.
- The central Whaley Bridge Location has public transport in close proximity. This and the reduced parking will promote a more sustainable approach

### Ecological and wildlife

No birds or mammal habitat will be effected by the proposal

### Arboricultural

No Tree will be harmed by the proposal

### Conservation Area

Please refer to previous heritage statement for appraisals of the impact on the conservation area.

### Planning History

The list of planning history for the property from the HPBC website is identified below

- Conservation Area
- HPK/0002/8362
- HPK/0003/2257
- HPK/2005/0873-Advert Consent
- HPK/2012/0177