HERITAGE STATEMENT

prepared for

9 PARK ROAD BUXTON, DERBYSHIRE

September 2023

Demolition of dilapidated existing garage proposed rebuild with same style and footprint.

Site Context

Buxton is located in the north-west of Derbyshire, 3 miles from the County boundary with Cheshire and only 2 miles from the boundary with Staffordshire.
Buxton is generally acknowledged as the highest town in England. Although for most of its history it was a small upland settlement near the River Wye, its growth into a town at this altitude (1000 feet), in this remote part of Derbyshire, is entirely due to the presence of thermal spring water, which led to its prolific development in the late 18th century and the second half of the 19th century.
Interest in the medicinal and healing properties of water has been cyclical – the Roman development of a spa, there was a spate of interest in the late 16th century, then again in the 18th century, then again in the late 19th century. The development of the spa town followed these trends and surges in Interest.

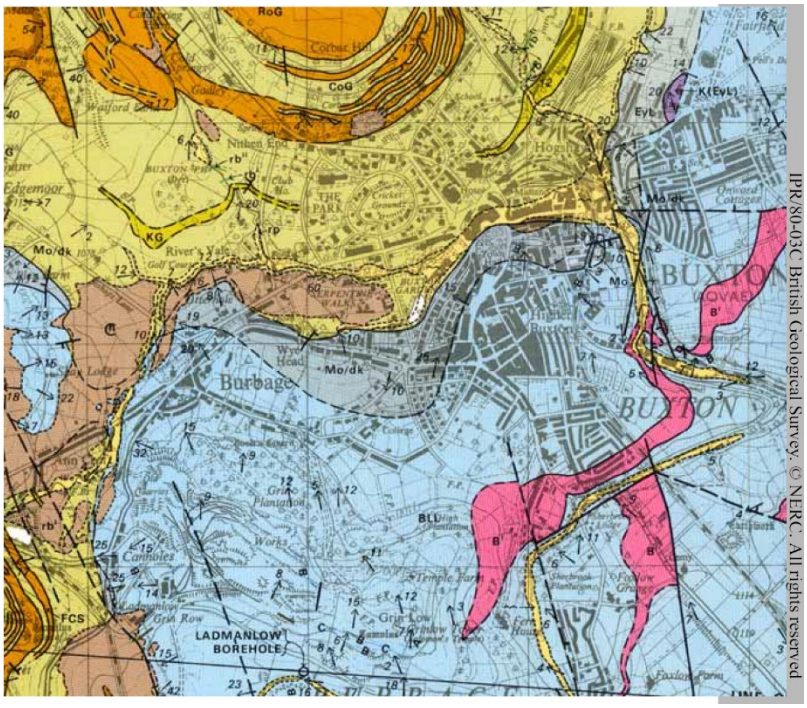

Fig 1. Geology of Buxton

The southern part of the town sits on a carboniferous limestone plateau overlooking the valley of the River Wye. The Wye runs roughly from west to east and then diverts south-east through a steep-sided limestone dale that runs all the way to Ashford in the Water. The land to the north and west of

the River Wye falls on the Millstone Grit, which distinguishes the upland landscape to the north of the town.

It is understood the properties fall on the band of shale and clay that runs between these two distinct types.

9 Park Road was constructed in 1877 in gritstone and natural slate. The main characteristics of the buildings in this area are detached and semi-detached villas with large gardens and mature trees.

The property in question and the development is the demolition of a garage that is part of 9 Park Road. 9 Park road and 7 Park road used to be one estate, with 7 park road being the offices to the main dwelling.

It is understood the garage was built sometime in the 1930s and has provided an area for storage over the years for motor vehicles and more recently acting as a utility room containing washing and drying facilities for number 9.

Park road is a gently sweeping road which takes a gradual progression up and around the cricket ground providing panoramic views across the Buxton skyline.

Many of the original 19th century houses were set back from the road which was a deliberate move evident in an 1877 Estate plan to architect Joseph Paxtons layouts.

The park and the surrounding area provided housing at the time in one of Buxton's most desirable neighbourhoods.

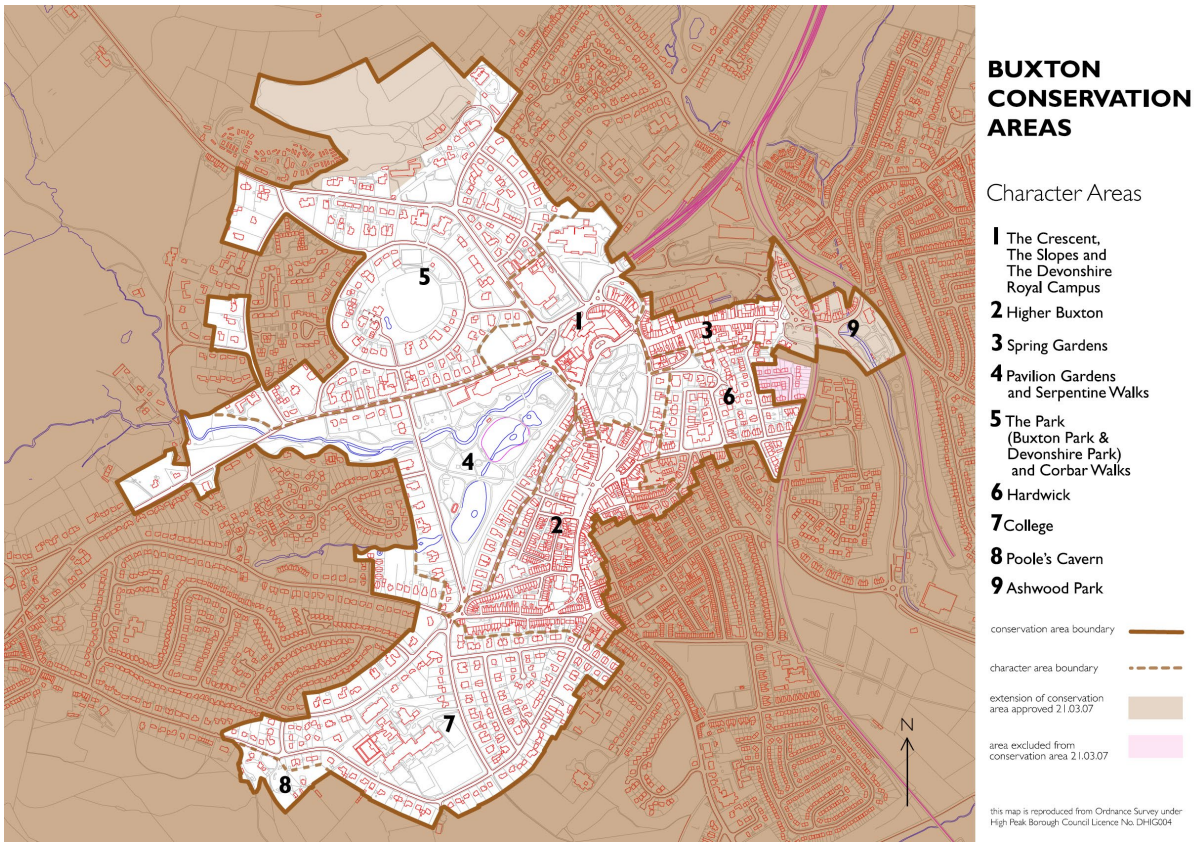

Fig 2 – Buxton's Character Areas

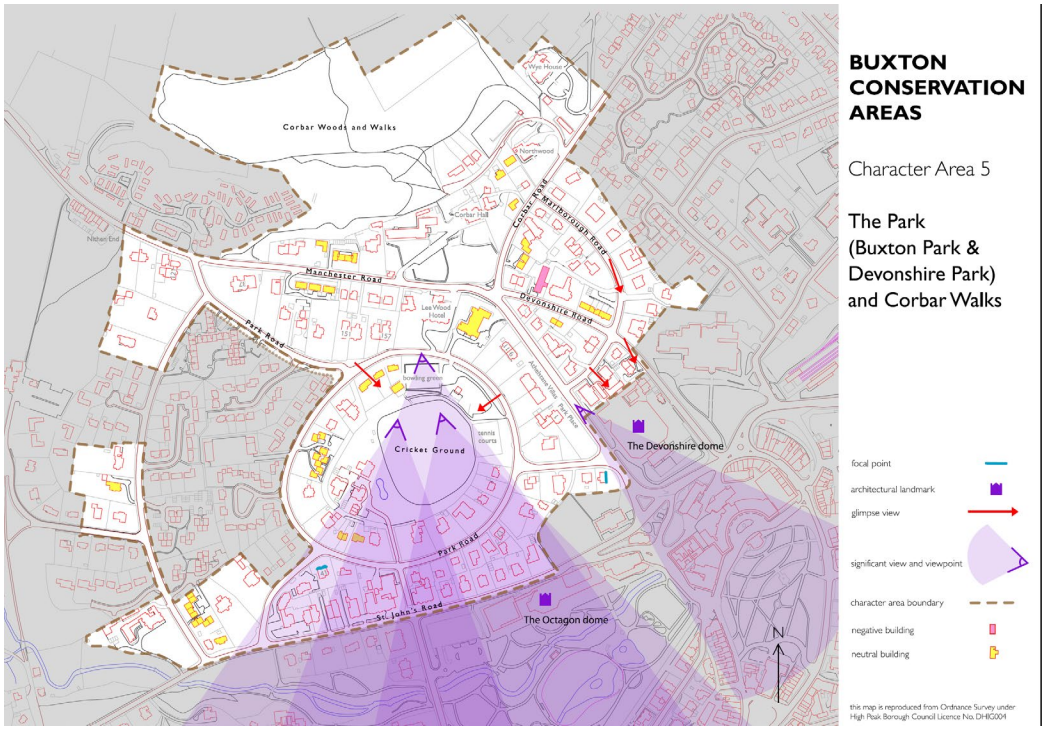

Fig 3 – Conservation Area

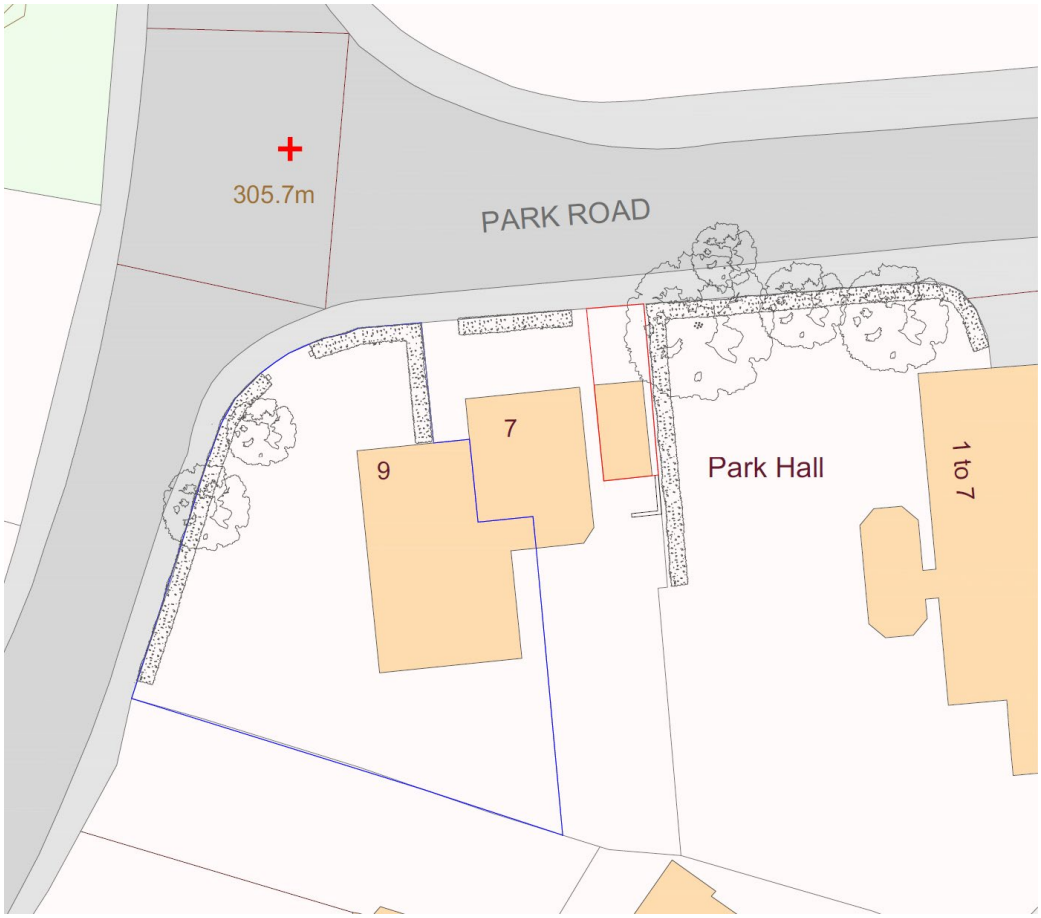

Fig 4 – Location & Site Plan

The Proposals

The new proposals pay homage to the existing design with the existing doors retained in exactly the same positions. The southern most door in the access path adjacent to number 7 will be retained to allow access to the rear of the garage. The main garage door will also be reinstated

The building will be restored using gritstone to match the existing properties, a significant upgrade on the existing, with cavity walls and insulation. The new hardwood timber garage door will be insulated and glazed to match the existing style. The southern door will be hardwood also.

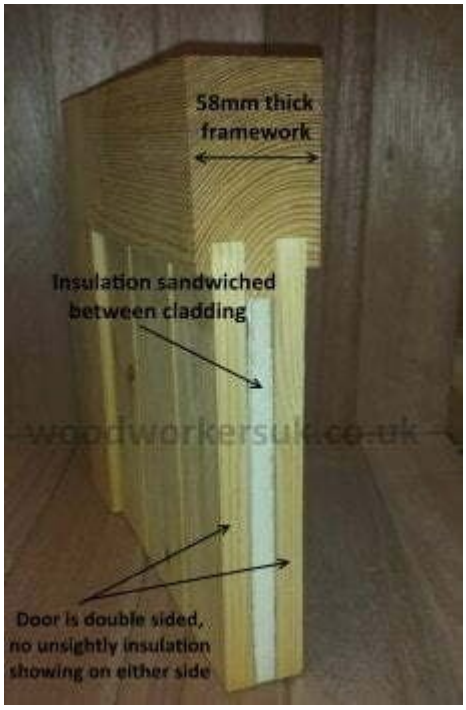

Fig 5 – Example of proposed door construction

The window and door arrangement on the southern elevation that are currently blocked up on the existing layout will be removed as part of the rebuild. This will provide more privacy to number 7 as they were installed, I understand when the garage was within the curtilage of this property.

The intention is that the building will be used for washing and drying as existing but with the flexibility in the future to potentially divide up the space with a partition/door arrangement although this is not part of the proposed works. The two doors into the garage allows for this with the garage split into a workshop/utility room.

It is proposed that the garage will have 4No. Velux GGL SD5N2 – MK06 conservation rooflights to provide ample light into the property. These will have no effect on the privacy of any neighbouring properties due the line of sight in the garage and angle of the roof.

It is proposed that the existing garage will be carefully demolished. The building has a significant lean which could be due to a number of reasons, inadequate foundations, potential heave from the tree roots, or the water table due to park road being constructed on top of a section of shale that spans between the limestone and gritstone.

It is proposed once the demolition begins the existing foundations are to be assessed by a structural professional. The foundations will be redesigned to ensure a sound slab and foundation that will not affect the mature maple tree that is location in the northwest boundary of 5 Park Road.

This element of the works will be delicately undertaken by a competent contractor to mitigate and ensure minimal impact to the neighbouring properties.

It is proposed that some kind of temporary shuttering and retaining boards would be used in the adjacent gardens to ensure minimal impact to the neighbouring properties.



Fig 6 – Frontage of Garage and adjacent Georgian villa, 7 Park Road





Fig 8 & 9 – Access path and blocked up rear elevation of the garage





Fig 10 & 11 – Cracks in access path and eastern wall due to movement

Please also reference ADPL-001, ADPL-002, ADPL-003 for additional drawings.

Assessment of Impact

Assessing the significance of the proposal is a key principle of the National Planning Policy Framework (NPPS) in relation the paragraph 16.

Policy 185 states:

'Plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay and other threats. This strategy should take into account:
a) The desirability of sustaining and enhancing the significance of heritage assets, and putting them to viable uses consistent with their conservation'

Policy 200 states:

'Local planning authorities should look for opportunities for new development within conservation areas and world heritage sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.'

A conservation area is defined as,

an area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance (section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990). The Council is obliged by section 71 of the Act to formulate and publish proposals for the preservation and enhancement of any parts of their area, which are conservation areas.

The development will comply with polices set out above for the following reasons:-

The replacement of the garage will provide a significant upgrade to the cement render that was used on the original dilapidated building and will match its setting and view on the street more closely with the introduction of coursed gritstone.

The roof will be constructed and finished in slate to match the existing garage and neighbouring properties with the introduction of 4 conservation rooflights to provide ample light into the property.

All barge boards fascia boards are proposed to be constructed using timber, as well as both the reinstated doors in exactly the same locations as the previous layout.

The height of the garage will have a modest 500mm increase in height which looks in proportion to the neighbouring property at no.7.

As previously mentioned more substantial foundations will be designed once the current building is demolished to ensure the structural stability.

BIBLIOGRAPHY

Adapted from Buxton Conservation Areas, Mel Morris 2007

The National Planning Policy framework – accessed online