



T: [REDACTED]
M: [REDACTED]
W: www.edge-ad.co.uk
E: [REDACTED]
Wharf House, Wharf Street,
Victoria Quays, Sheffield S2 5SY
Registered Company No. 08593883

DESIGN & ACCESS STATEMENT

CONVERSION AND EXTENSION OF CHESTERFIELD MINES RESCUE STATION TO PROVIDE 19 APARTMENTS WITH PROVISION OF 19 OFF STREET PARKING SPACES



THE SITE



INTRODUCTION

The application is for the conversion and extension of Chesterfield Mines Rescue Station to 19 apartments and additional car parking.

BUILDING HISTORY

Chesterfield Mine Rescue Station is a detached building, built in 1917. It was built in response to the Coal Mines Act 1911 to improve mining safety. At the turn of the twentieth century, coal mining was at the heart of British industry, employing 1.2million people. Mining was a dangerous job, with many deaths due to the complexities of accidents arising underground and subsequent rescue efforts. The number of deaths led to lobbying in parliament to improve the safety of coal miners. In 1911, the Coal Mines Act 1911 was introduced, and it was a requirement of mine owners to provide mine rescue stations near each colliery.

Following the decline of coal mining in the last quarter of the 20th Century, most of the mine rescue stations were no longer required. The building has been put to other uses since its original use ceased but is now vacant. The owner has acquired the building and wishes to provide it with a future whilst preserving its historical and special significance.

PROPOSAL

There are 19 proposed apartments on three floors:

Ground Floor (10 apartments): 2x 2 bed, 7x 1 bed, 1x studio

First Floor (7 apartments): 7x 1 bed

Second Floor (2 apartments): 1x 2 bed, 1x 1bed

The proposed extensions are in two distinct parts. They comprise of an additional storey on the two-storey section of the building and a first-floor extension above the ground floor section of the building at the rear. The footprint of the building does not change.

The site plan shows 19 off street parking spaces. There are 16 spaces proposed at the rear of the building from a single access off Infirmiry Road and 3 spaces to the front of the building.

Part of the application site is currently car parking on a separate parcel of land. This car parking area has been acquired to increase the size of the site for off street parking.

SITE AND SURROUNDINGS

The building is built in red brick with a flat roof and parapet. It is part two storeys, part single storey with a basement. The principal elevation faces Infirmiry Road and this elevation contains most of its decorative features. It has a symmetrical appearance with large openings at ground floor in the central section and a balcony above. Windows have a vertical emphasis, painted stone surrounds and horizontal glazing bars. At the rear, the building is single storey with a continuation of the external materials. This is an attractive building, but it is the historical significance to the area which is most important.

PRINCIPAL ELEVATION



REAR ELEVATION



The site is located in a residential area with housing surrounding. The immediate housing is terraces and semi-detached. Red brick is the dominant material. In the wider vicinity is a broader range of buildings with newer housing to the north and commercial buildings to the south. The building is one of the most decorative and attractive buildings on the street, but the overarching character is a mixture of buildings with only a small pocket of buildings sharing similar traits. Photos below show the Mine Rescue Station and the street scene looking north and south.

VIEWS FROM INFIRMARY ROAD LOOKING NORTH



VIEWS FROM INFIRMARY ROAD LOOKING SOUTH



DESIGN

The NPPF, particularly paragraph 130 states that amongst other criteria, developments should add to the overall quality of an area, be visually attractive, sympathetic to local character and history, including the surrounding built environment and landscape setting whilst not preventing or discouraging innovation or change.

Local Plan Policy CLP20 states “all development should identify and respond positively to the character of the site and surroundings and respect the local distinctiveness of its context. The Council will support outstanding or innovative designs which promote high levels of sustainability or help raise the standard of design more generally in an area, provided that they complement the character and appearance of their surroundings. The aims of this policy is subject to a number of criteria.

The proposed extensions comprise of an additional storey on the existing roof. External materials are timber cladding and aluminium windows, powder coated black. Although, the applicant would be happy to discuss materials with the LPA if they were considered unsuitable.

The proposed extension above the front of the building will be set behind the existing parapet, therefore keeping the principal elevation intact. The proportions of the extension are very modest. It will project only 2m above the existing parapet. The extension is designed to be complementary and sympathetic to the existing building, whilst ensuring the original character of the building is preserved. The proposed extension will add to local distinctiveness and continue to give the area individuality.

The rear part of the extension is set in from the existing walls and of a lesser height than the parapet on the front of the building so it will not be clearly visible from the principal elevation or Infirmary Road.

ACCESS AND PARKING

Paragraphs 110 and 11 of the NPPF state that developments should ensure that safe and suitable access can be achieved for all users to a site. Development should only be refused (on highway grounds) where it would result in an unacceptable impact on highway safety.

Policy CLP22 requires that: Development proposals will not be permitted where they would have an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. In terms of parking the policy goes on to note that; The level of vehicle and cycle parking provision appropriate to any individual proposal will take into account the circumstances of the particular scheme, including in particular:

- i. The size of any dwellings proposed.
- ii. The type, mix and use of the development.
- iii. The proximity of facilities such as schools, shops or employment
- iv. The availability of and capacity for safe on-street and public car parking in the area.
- v. Proximity to and availability of public transport and other sustainable transport options.
- vi. The likelihood that any existing on-street parking problems in terms of highway safety, congestion, pedestrian and cyclist accessibility and amenity will be made worse.
- vii. Local car ownership levels.

Parking for the property will be provided at both the rear and front of the building. There are 19 spaces. The 19 spaces provide one space per dwelling. This is expected to be sufficient for the development as most of the apartments are one bedroom and the site is between a 0.1km and 1km short walk to amenities including the town centre and train station.

The three front spaces will utilise an existing access and parking. This would have historically been used for parking for vehicles of the Mine Rescue Station.

The rear parking area is accessed from an existing driveway to the north of the building. It is 4.82m wide at the entrance, narrowing to approximately 3.85m. The access does not allow for passing along its length but it's a short distance and straight, so it has visibility from the top and bottom. This driveway is historic and has been used to serve the Mine Rescue Station as well as properties surrounding the site.

The rear parking spaces have been positioned to prevent access being restricted for existing residents and will be marked out to ensure occupiers park in designated bays.

SUSTAINABILITY AND ENERGY EFFICIENCY

There will be 4 electrical charging points installed to future proof the development and assist with the governments aims of moving towards electrical vehicles.