14 Mortimer Road
Penistone
Sheffield
S36 9DF

# Design & Access Statement

# Contents


**1. Context:**

1.1 Around the Site
1.2 The Site
1.3 Planning History & Relevant Policy
1.4 Consultation

**2. Design:**

2.1 Use
2.2 Amount
2.3 Layout
2.4 Scale
2.5 Appearence
2.6 Landscaping

**3. Access**

**4.0 Appendix**

4.1 designSpace Portfolio

**5. Contact**

# Context: Around the Site

Mortimer road is a trunk road between Penistone and Stocksbridge. The site is located approximately 1 mile from the centre of Penistone in the adjoining settlement of Cubley. Mortimer road rises steeply to the site and on through Cubley. Cubley is primarily a modern residential area with a number of housing estates developed over the last 50 years (b,e,f) these are interspersed with a number of older stone 19th century buildings (a+c). The site lies on the stretch of Mortimer Road lined with houses that links the two conurbations of Cubley and Penistone, surrounding these houses is woodland to the West and undesignated agricultural land to the East. Cubley breaks into open countryside, green belt (d)



a



b



c



d



e



f




Aerial Photo

# Context: The site

The site measures approximately 1,000sqm and is in a traditional residential area. The site contains a detached dormer bungalow with built under garage, a 13m deep front garden and drive area and a large rear garden that extends over 50m to a woodland beyond. To the back edge of pavement and to the South boundary is a stone wall and high hedge (approximately 3m) giving the property privacy from the road. To the North boundary is a smaller hedge. The properties to the North and South are similar detached bungalows set a similar distance from the roadside.

The dwelling is constructed of red brick with a concrete tile roof and oak effect PVC framed windows, there is accommodation in the roof space with a rooflight to the roadside elevation and a dormer to the rear elevation, it is a four bedroomed property. The site is on a hillside with approximately 1m level change between properties.



The Approach



Neighbour to North



Neighbour to South



Rear of Properties




Site Aerial

# Context: Planning History & Relevant Policy

The application is a homewoner application for a single oak framed car port to the front garden area and an oak framed porch extension to the principle elevation.

There are no previous applications for the site:

The site lies in a residential policy area, it is not within a conservation area.

# Context: Consultation

Pre application advice was sought for the development that suggested that the porch and car port would require planning permission as they were forward of the principle elevation and over the minimum size for a porch.

Further consultation took place with Graham Northern the planning officer for the area, he had concerns that as the car port was forward of the building line that it would set a precedent for development which could eventually alter the character of the area although he did acknowledge that the car port was behind a high hedge, but he did not deem this to provide satisfactory screening.

Email from G Northern 19.04.12

*'I have looked into the enquiry and the street appears to have a distinctive building line and on that side bungalows are set back with front gardens to the road. Although the property has a substantial hedgerow to the frontage I would still have concerns that the proposal introduces a structure forward of the building line and as such would appear visually prominent. In addition it would set a precedent for further development in front of the principle elevation up and down the street which would erode the present character.*

*Given the above I would feel that the proposal would be on overall balance unacceptable. However if your client wishes to submit an application we will assess it on its own merits'*

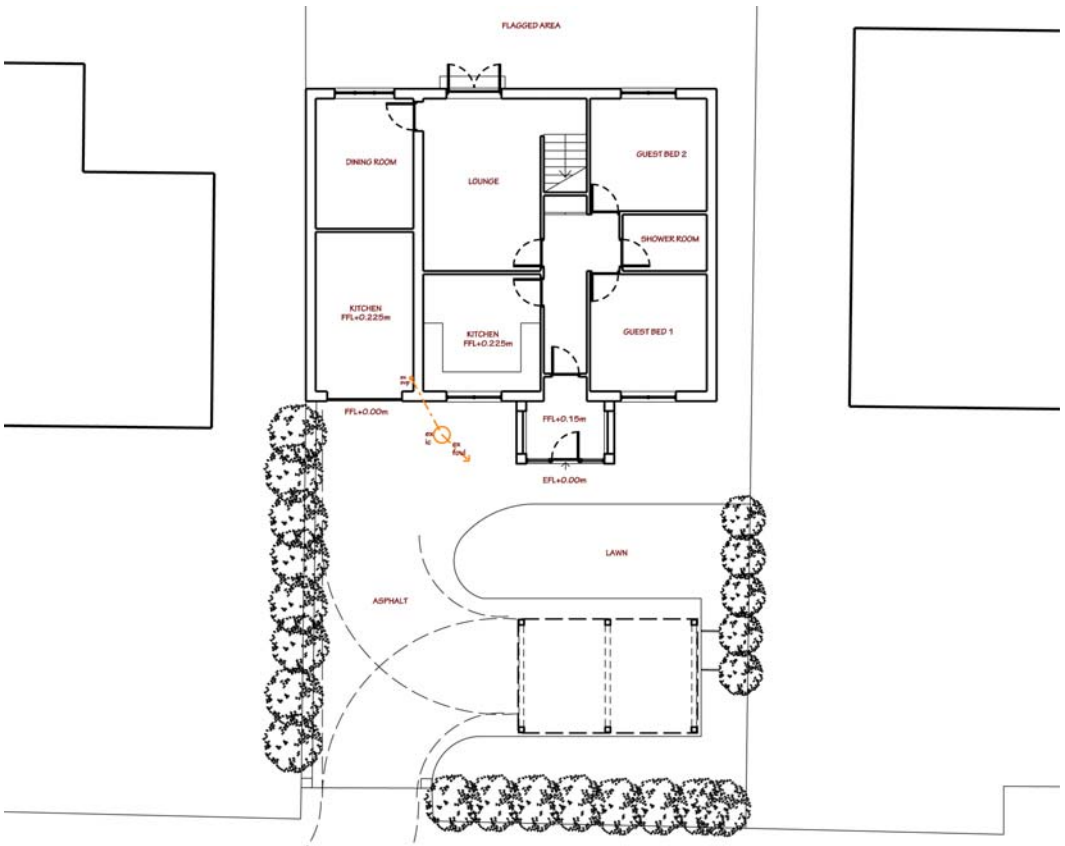
# Design: Use

The dwelling is a single occupancy four bedroom dormer bungalow; it has good sized drive/ parking and garden area to the front and substantial gardens to the rear.

The porch is required to provide draft proofing to the property, the garage is required so that the existing garage can be converted (permitted devlopment) to provide a larger kitchen. The proposals will not alter the use of the building but merely add a small amount of accommodation.

# Design: Amount

The proposal is for a porch measuring approximately 2.0x2.5m and car port measuring 3.5x5.5m, the car port is required as the existing built in garage is to be converted to create a larger kitchen area for the dwelling. Since feedback from the planning officer the size of the car port has been reduced from 4x6m to 3.5x5.5m to reduce the scale and impact.




Plan

# Design: Layout

The front of the property is very well screened by a 3m high evergreen hedge to the back edge of pavement, this means that the proposals will only be seen when looking directly through the gateway of the property, the roof of the car port will be partially seen from lower down on Mortimer road. this is demonstrated in the visual impact assessment opposite (the car port and porch shown red lined).

The planning officer Graham Northern claimed that the existing screening to the property would not be sufficient and would still appear visually prominent.

The precedent shown below is nearby on Thurlstone Road and recently received planning approval (delegated by Mr Northern) stating in his report that the double garage which is linked to the main property is set forward, but such is the density of the vegetation this would be well screened. This development is of a very much larger scale and of a more permanent nature (solid stone) and as can be seen from the photograph the vegetation is neither evergreen nor as extensive as that of this proposal. There is no mention of a building line in the officers report for this application but there is clearly a building line set up by the four detached homes to the forefront of the picture, the bungalow to the far side of the proposal is set low in the site behind a high hedge and therefore has no impact on the building line. It is difficult to understand from this example why different principles are being applied to what is a very similar street in the same town.



Screened from view



Screened from view



Screened from view



Partially visible through gate



Screened from view



Porch and car port partially visible





Porch and car port partially visible

# Design: Scale

The oak framed porch is 2.0x2.5m and matches the eaves height of the existing dwelling, the ridge line is much lower, the porch is of a sufficient scale to allow the house elevation to remain as the principle read.

The car port consists of 6 oak posts with an oak framed roof over clad with small clay pan tiles, it is in many ways a temporary, moveable structure being anchored to the ground by only six small concrete plinths; with open sides, views through and around the structure are possible. We suggest that the car port would actually have less impact on the existing dwelling than for example that of a caravan parked on the drive and that although strictly within planning guidelines it is a permanent structure, the transparency, lightness, and screening should be major considerations in the deciding of this proposal.

As the applicants and neighbouring houses are all bungalows of varying shapes, sizes and roof forms with large gaps between buildings it is suggested that the building line is not as critical as the planning officer suggests, as can be seen from the photographs below.

There are several examples around the district of recent developments (presumably planning approved) that seem to defy the ‘building line’ principle, one example is shown opposite in the nearby village of Silksone Common.



Large garage forward of the building line, Silkstone Common



Timber structure forward of the building line on a neighbouring property






A weak building line

# Design: Appearence

Both the porch and car port will be high quality green oak framed buildings with stained oak weatherboarding, oak window frames and front door. The porch will have a plinth of red brick matching the house.

The porch will have matching concrete tiles but the car port a small clay plain tile to give it more character.

The frame will be supplied by English Heritage Building's; examples of their work can be seen opposite.



English Heritage Buildings



View from the gateway

# Design: Landscaping

Only minor alterations to the landscaping will be required, the lawn area to the front will be reduced and replaced with asphalt below and around the car port. The small tree to the centre of the lawn will be removed.

# Access:

No alteration to the access off Mortimer Road is required

Parking for three cars will be possible on the drive and under the car port or for one car with on-site turning.

# Appendix: designSpace portfolio

DSArchitecture are specialists in one off sustainable, contemporary homes, established for four years, our first completed building won the Home Building & Renovating competition for best DIY project.



**New Dwelling, Rockside Road, Thurlstone**

The first sedum roof and environmentally aware building in the area, with a striking form on a hilltop location overlooking the market town and conservation area.



**New Dwellings, Racecommon Quarry, Penistone**

The two low carbon dwellings curve and slice into the hillside, covered in an intensive green roof they can not be seen from outside this old quarry in the Sheffield green belt. The one long curving south facing elevation uses a canted section to bring light deep into the dwelling and assist natural ventilation while framing the views of the wildlife on the man made lake. The two buildings are truly unique to their setting and connected to their landscape.

**New Dwelling, St Johns Drive, Grantham**

Taking on a site with two schemes by other architects already refused planning, required a brave approach; the solution, a stunningly unique eco friendly home. A building of three parts; two curved sedum planted roofs, slicing into a central 'modernist' box reduced the apparent scale that had been the downfall of its predecessors and created a beautiful ever changing building from any angle, cutting edge ICF construction and the latest renewable energy sources complete this truly unique building.



# Contact:

**Client:**
Mr Peter Brook
14  Mortimer Road
Penistone
Sheffield
S36 9DF

**Architect:**
Andrew Brown
designSpace
15 Hall Farm Grove
Hoylandswaine
Sheffield
S36 7LJ
t: 01226 762697

Notes.
All illustrations in this document are indicative only and should not be used for detailed consideration of massing or heights in relation to other buildings, please consult the technical drawings in this regard.