KIRK DESIGN

Design and Access Statement

OAKLEA Dilhorne Road, Forsbrook, Stoke-on Trent, Staffordshire, ST11 9DL

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This application seeks to address the building conditions and business requirements of Oaklea Boarding Kennels .Although the property appears to be in a good state of repair, it is in need of modernisation due to internal damp, thermal inefficiency and health requirements of its owners.

The business requires further expansion, updating of its office accommodation and reception facilities, which presently are in an external building that is impossible to heat and is out of line with current legislation on CO_2 emissions.

Policy:

In preparation of this application, an examination of the following policies was undertaken to firmly test the design and overall scheme concept:-

National Planning Policy Framework (NPPF)
Staffordshire Moorlands Local Planning Policy
In particular, the following are of importance:-

- Design principles, for developments in the Staffordshire Moorlands.

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Context and Location

Forsbrook is a village that lies within the Borough of Stafford and Staffordshire as a County. The existing property of Oaklea lies mid way between the villages of Forsbrook and Dilhorne on the Dilhorne Road and is only one of two properties on this road between the villages *(see Fig. i).*

The Dilhorne Road is an unrestricted, tree lined country road connecting Forsbrook to Dilhorne and is flanked on either side by open farmland. The start of the road within Forsbrook consists of mainly modern estate dwellings, which are primarily of a typical inter-war housing design. The village of Dilhorne supports a more rural property design with the emphasis on white rendered exteriors.

Oaklea is a licensed and established Boarding Kennels and Cattery, which is located on the Dilhorne Road, set behind mature hedge rows which screen the property from the road. The natural contours of the land in this area, provide Oaklea with a slightly elevated position compared to the road and allows views towards the Foxfield Railway line, *(see Fig. ii).*

Fig. I

Fig. II

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Existing Design

The present property first appears on the OS 25 inch England and Wales, 1841-1952 map.

The existing design is a archetypical inter war bungalow that has been unsympathetically altered with non matching masonry. The original masonry is typical of it's type, texture, colour considering the period of it's construction and although it could be argued that it forms part of the character of the area, is not in keeping with it's rural setting see Fig iii

The solid masonry construction, the open aspect position and high surface area of this bungalow causes damp and condensation to form on the inner walls, promoting an unhealthy living environment and a deprivation in living conditions, which are likely to be problematic to the applicants health issues. Furthermore, due to the fundamentally high U values and high heat loss, typical of this type of construction, makes the dwelling extremely difficult to heat giving a estimated CO_2 emission of *7 tonnes per year which is contrary to present Government policy on climate change.

The potential to improve the energy efficiency of the dwelling is low and prohibitively expensive for the returns gained, therefore, it is proposed to build around and over the existing dwelling and create a thermal envelope.

Fig iii

*Source: English Housing Survey Housing stock report 2008

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The design rational is to create a dwelling more in keeping with modern standards of comfort and CO_2 emmissions. To achieve this it is proposed to build an external envelope of masonry to create an insuated cavity, thereby stopping horizontal damp transmission through the existing wall and improving the thermal effiency of the dwelling. Furtermore, adding another floor to create a house brings the design in line with rural properties.

The proposed design echoes the past and a more rural style that are predominant in this area, but in a fashion that portrays its own merits, which will reinforce the prominent position afforded by this dwelling. The proposed rural style also enhances the immediate area of Fields Farmhouse, a Grade ii listed building located within 250m

The spacious design over two floors, provides a ground floor layout encompassing a modern kitchen and separate utility room, lounge, office a central hallway and stairs to the first floor.

First floor comprise a master bedroom with en-suite, bathroom, three bedrooms and landing, *(See Figs iV-V)*

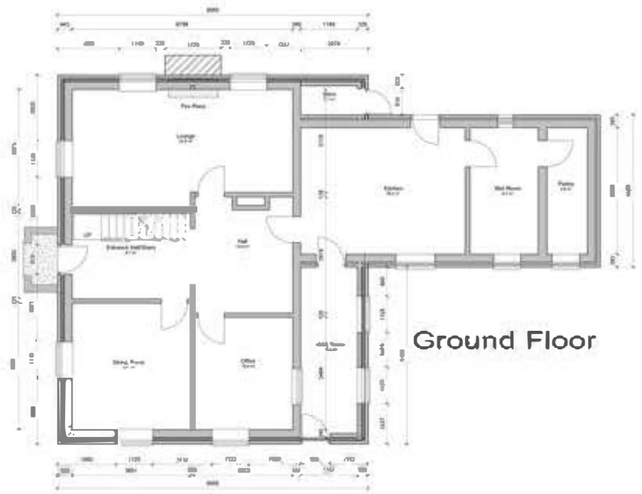

Fig. iV

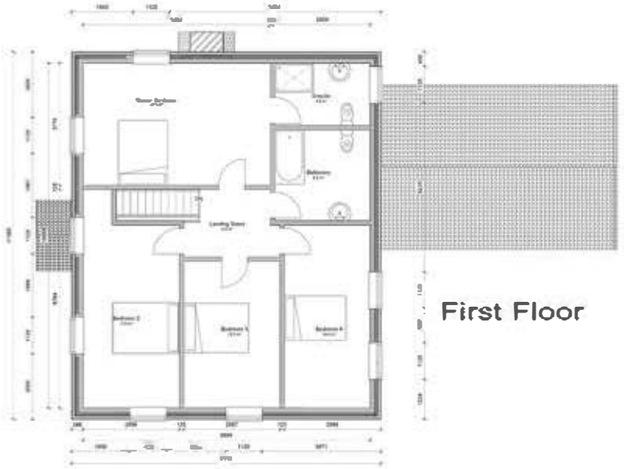

Fig. V

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Features

The proposed design features utilised for this dwelling include the use of decorative masonry corbelling, reconstituted stone cills and segmental arched masonry headers, reinforcing the connections to the rural area aligning with the more recent additions and renovations in the area.

Materiality

Plays a large part in assimilating the proposed design within the context of the locality, the materials chosen reflect sustainability in there manufacturing locality and maintenance issues that often mar the future impact of the building. It is proposed that the external walls are built from masonry, specifically Ibstock Manorial Red *(Fig Vi)* rather than replicate the houses in the Dilhorne area which use a rendered finish and are subject to future maintenance issues (*Fig. Vii)*

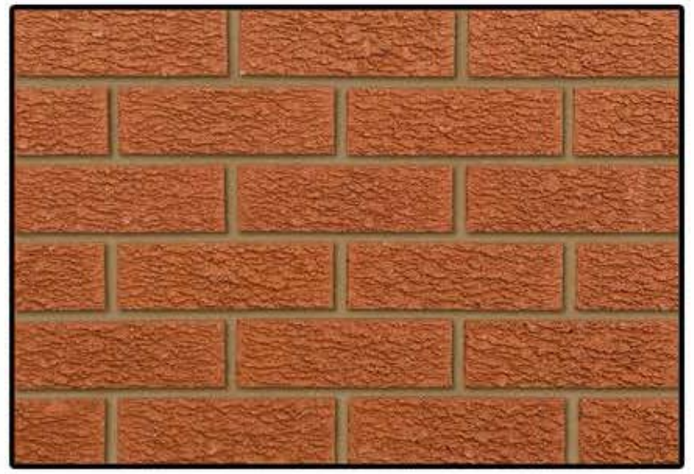

Fig Vi

Fig Vii

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Roofing to the locality is predominantly small plain tile and it is intended to continue this theme and use the modern concrete grey colour Forticrete Gemini tiles that imitate the small tile theme *(see Fig. Viii)*. Furthermore, the design of the roof ends or eaves will be void of fascia boards and soffits, instead featuring decorative masonry corbelling. Gutters and downspouts are to be black plastic from the Brett Martin heritage range, with gutters held and secured by rise and fall brackets. Windows and doors are to be mock sash white double glazed UPVC incorporating single vertical Georgian glazing bars

Fig. VIII

Access

The elevated site *(see Fig. iX and X)*.is approached from the local Dilhorne Road and accessed over a part tarmac, part gravel drive, stretching from the edge of the road to the side entrance, which will be graded to work with existing site levels and provide an inclusive access point to the dwelling. Vehicle parking and access standards are amply accommodated upon the existing hard surfaced area to the south elevation. No restriction for disabled persons is envisaged and particular attention has been given to provide unrestricted disabled facilities for the dwelling.

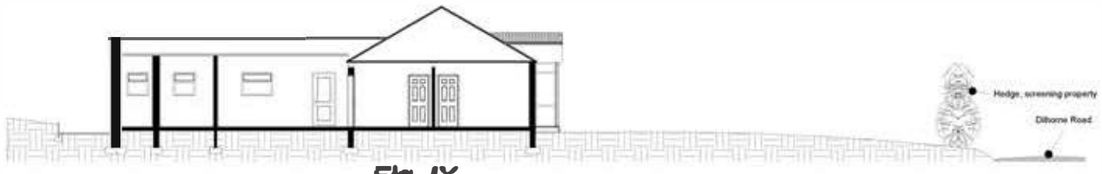

Fig. IX

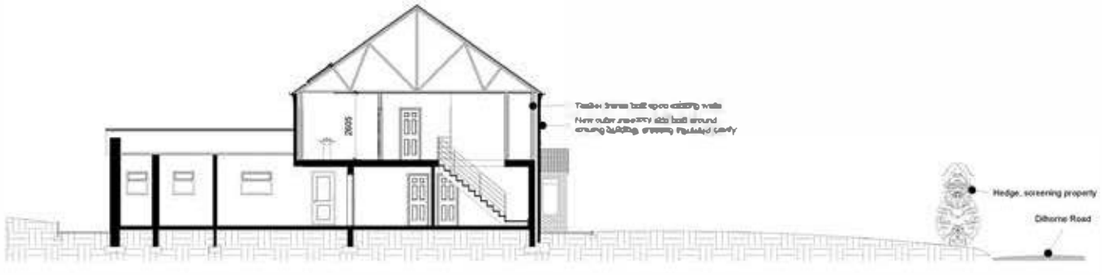

Fig. X

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