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HERITAGE IMPACT STATEMENT & DESIGN & ACCESS STATEMENT

PROPOSAL : FORMATION OF VEHICULE OFF STREET PARKING BAY AND DROPPED KERB

ADDRESS : GLYNDOR, 24 HIGH STREET, IPSTONES, ST10 2LU

APPLICANT : MRS J FLINTER

DATE : SEPTEMBER 2020 JOB No.: 2020-2544

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INTRODUCTION

Town and Country Planning legislation requires the submission of a statement demonstrating how the special historic or architectural interest of a building or area has been considered within a planning application proposal. This statement is submitted in support of a full planning application and listed building consent for the formation of a vehicle off street parking bay and a dropped kerb at Glyndor, 24 High Street Ipstones. The application has been submitted by Sammons Architectural Ltd on behalf of Mrs J Flinter and is accompanied by drawing numbers 2020-2544-01, 2020-2544-02A and 2020-2544-03 which should be read in conjunction with this statement.

This Statement demonstrates how design principles and concepts have been applied to the design of the proposal and how it has taken account of national and local historic environment planning policies, and in particular how the design preserves or enhances the historic and architectural importance of the application building; how the proposal has been designed to harmonise with the existing architectural style of the building and area; the application building's setting; and particular physical features of the building and area that contribute to its special interest or character.

SITE DESCRIPTION

This application relates to no.24 High Street a brick and tile building which lies within an established ribbon of development along the south eastern side of the highway. The building is Grade II Listed and has a listing description as follows:

House, formally Inn, now 2 units. Dated 1774 with C19 and C20 alterations and additions. Quoined red brick frontage to larger main part, coursed dressed and squared stone elsewhere; tiled roof on stone eaves band to right, verge parapets; end stacks. 2-storey front in 2 parts, main part to right is of 2 windows, glazing bar sashes to first floor with wedged heads and raised central keystone on grounds; ground floor has late C19 hipped 3-sided bay windows re-fenestrated in large panes to right. Quoined central entrance with gabled porch; part-glazed door. Small 2- storey addition to left is one window range and bears re-set datestone with Sneyd coat-of-arms set in oval and dated 1774. C18 wing to rear has block mullioned casements.

For the purposes of the development plan the application site lies within the village settlement boundary and within a designated conservation area.

PROPOSAL

This is a hybrid application which seeks planning permission and listed building consent for the formation of an off road parking space. The proposed parking bay would be would be created by removing part of the existing boundary wall and excavating part of the side garden in order to provide a 6m x 3m space. A new retaining wall constructed from concrete block with split faced stone to match the existing will also be provided and the parking bay will be laid with Marshalls Tegula Priora in Pennant Grey. A new dropped kerb will be required from the highway in order to serve the proposed development.

PLANNING POLICY

Conservation Areas are designated under the provisions of Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and are defined as areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance.

Section 72 of the same Act is also relevant and states "in the exercise with respect to any buildings or other land in a conservation area. of any functions under or by virtue of any of the previous mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area."

The purpose of the Character Appraisal is to define and record the special architectural and historic interest of the Leek Conservation Area to guide decisions on planning proposals.

Section 38(6) of the Planning and Compulsory Act 2004 requires proposals to be determined in accordance with the Development Plan taking into consideration any material considerations relevant to the determination of the application.

The Staffordshire Moorlands Local Development Framework (LDF) is a District wide development plan which replaces the Staffordshire Moorlands Local Plan to provide a framework for delivering development. The recently adopted Local Plan which was adopted earlier this month (September 2020) is the key LDF document and has superseded the previously adopted Core Strategy. It is a strategic District wide plan which influences how and where the Staffordshire Moorlands will develop in the future. It sets out what the Council would like to achieve in each of the main towns and the rural areas outside of the Peak District National Park.

The most relevant policies of the adopted Local Plan are considered to be policies

- SS1 - Development Principles - Development Principles: expects development to contribute positively to the social, economic and environmental improvement of the Staffordshire Moorlands in terms of delivering quality local services and development which maintains the distinctive character of the towns and villages of Staffordshire Moorlands and their settings and in a way that protects and enhances the natural and historic environment;
- Larger Villages Area Strategy
- DC1 - Design Considerations
- DC2 - The Historic Environment
- DC3 - Landscape and Settlement Setting
- T1 - Development and Sustainable Transport

ASSESSMENT

Ipstones Conservation Area

Ipstones Conservation Area was established in 1977 and its boundary amended in 1993. The application site lies within the larger part of the Conservation Area which lies on the main north south road through the village and the northern part of Brookfield Road former Back lane. A smaller detached section, follows the southern part of Brookfield Road.

The boundary has been drawn around the parts of the village that developed along the toll road in the mid late 18th century where good quality housing jostles with workshops and includes a fringe of small and mainly late developing farms.

The application building is a Grade II listed building. The nearest listed structures to the application building are Brook House which lies to the north east of the application site on the eastern side of High Street and a milepost which lies to the south west on the western side of the High Street.

The village of Ipstones lies around 250 metres above sea level on the south western end of the Pennines, where deeply dissected foothills form a services of long north - south trending ridges. principally of gritstone, these provide the walling for the earlier houses.

Heritage Statement

Paragraph 189 of the Framework states that "in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution

made by their setting. The level of detail should be proportionate to the asset's significance and no more than is sufficient to understand the potential impact of the proposal on their significance. "

Within the Conservation Area are a series of contrasts, a congested central area flanked by the inns and larger houses, workers terraces and smaller houses to the east and a fringe of former farmsteads and small holdings. These developed in the mid late 18th century when the Toll Road was built and when the profits from coal and ironstone were beginning to be exploited. To the north the farms of Hawes and Daisy Bank form an isolated hamlet still flanked by the fields, Further south Brook House and 26-28 High Street form a similar group and though crowded against recent buildings to the north, have their sense of isolation preserved by the green belt to their rear.

Statement of significance

The application site comprises the southern half of a former Inn, which is thought to date back to 1774. Grade II listed it was converted during the 20th century to provide 3 cottages known as 24/26 and 28 High Street.

The style of the building, with its fine and precise Flemish bond brickwork and quoins, coped gables, wedge lintels with swept, raised and dropped keystones, and its central quoined door (which now serves no. 26) is indicative of a building dating from the second half of the 18th century. This was a period of expansion of the settlement in the late 18th century, as a result of the construction of the toll road through the village, and profits from ironstone mining, and the 1775 Yates map of the County indicates a building in roughly this location. The date 1774 is inscribed into an oval date plaque located on a low, two-storey stone extension to the main house. The canted bay windows are a later addition, but probably date from the first half of the 19th century and they appear on the 1880 Ordnance Survey map.

The house was sympathetically extended in 2011 (ref./ SMD/2011/0435 and SMD/2011/0041, approved on 26/5/2011) and planning permission was approved for alterations to the boundary wall to create car parking bays in 2016 in conjunction with reconstructing the boundary wall in coursed stonework (SMD/2016/0643 and SMD/2016/0601) on 23rd November 2016. Sash windows and bay window have also been restored with grant funding.

The application building is of high architectural interest for its 18th century detailing and refined external features. There have been significant alterations to the plan form during subdivision and there has been a loss of significance as a result of internal modifications and loss of fixtures and fittings. Alterations to the boundary of the property and subdivision have resulted in unattractive alterations which have affected its setting. Further internal and external alterations and alterations to boundary treatment which sought to

remedy some of these issues were approved under application SMD/2017/0303 and have been implemented.

The Conservation Area appraisal identifies parking as a problem in both visual and practical terms and states that for many house the provision of off street parking is impractical.

Policy DC1 requires all development to be designed to respect the site and its surroundings, having regard to matters of scale, siting, character and appearance. Policy DC2 states that the Council will safeguard and, where possible, enhance the historic environment. Paragraph 132 of the NPPF explains that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification.

The application proposal is identical to that which was approved in 2016 under application references SMD/2016/0601 and SMD/2016/0634. The current wall frontage boundary wall is 1 metre high and runs for a length of 16 metres with a pedestrian gateway. The wall is thought to have been constructed much later (circa 1930) and is constructed from sandstone effect concrete blocks. A section of the wall was rebuilt in 2012 using these materials. The area of garden to be removed is mainly laid to lawn and it is estimated that this area was formed along with the construction of the boundary wall. The new boundary wall would be constructed from a coursed stone which is a material used within the locality and which will more accurately represent the boundary as it would have been. The dropped kerb would have little if any impact upon its surroundings.

Whilst the NPPF and the adopted Local Plan policies have both been amended/adopted following the grant of the previous consent little has changed in terms of their impact upon heritage assets. The proposed parking bay is modest and uses sympathetic materials which will ensure that it is quickly assimilated into its surroundings. The proposal would not unduly harm or detract from the historic significance or special interests of the listed building or its setting or be detrimental to the character and appearance of the conservation area within which it is located. As such the works proposed are considered to accord with policies DC1 and DC2.

Highways

Paragraph 32 of the NPPF states: 'Plans and decisions should take account of whether: the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to

reduce the need for major transport infrastructure; safe and suitable access to the site can be achieved for all people and improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe' as is reflected within LP Policy T1 'Development and Sustainable Transport'

The proposed development would be served by the existing access point which currently serves the site. There would therefore be no conflict with CS policy T1 or with the guidance of the NPPF.

Amenity

National planning policy dictates that at the heart of its core principles, planning should always seek to secure a good standard of amenity for all existing and future occupants of land and buildings. This is further re-iterated in LP Policy DC1, which seeks to protect residential amenity, in terms of satisfactory daylight, sunlight, outlook, privacy and soft landscaping as informed by the Council's 'Space about Dwellings' SPG.

The application site is bound by residential properties to the north and west. it is not considered that the proposed development would be prejudicial to the reasonable enjoyment of any of the neighbouring properties or surrounding land uses. In these circumstances, the proposal accords with such requirements in relation to LP Policy DC1 and the NPPF.

6.0 CONCLUSION

This Assessment has, with the assistance of the Council's Conservation Area Appraisal, identified the elements of the character of the Ipstones Conservation Area and examined the value of the application building within this context. The proposal has been assessed against the Council's Local Plan policies. The conclusion of this assessment is that the provision of an off street parking bay with new dropped kerb would not harm the historic or architectural interest of the listed building, its setting or the character and appearance of the Conservation Area and will therefore comply with the Council's planning policies.

7.0 DESIGN & ACCESS STATEMENT

USE

The application proposes the formation of a vehicle off street paring bay and dropped kerb to facilitate this at Glyndor, 24 High Street, Ipstones. The property lies directly adjacent to the B5053, the High Street, which is a busy road with a dedicated bus route and used by a large amount of local and farm traffic. For these reasons the owner would like to have a dedicated off road parking space within the site where the vehicle can be parked off the road, allowing for safe pedestrian access to and from the car and for security from accidental damage to the vehicle by passing traffic.

AMOUNT

The proposed parking bay would measure 6m x 3m and would provide safe off street parking for a single vehicle.

LAYOUT

The layout of the proposal is as shown on the submitted plans numbered 2020-2544-02A.

SCALE

The scale of the proposal is as shown on the submitted plans numbered 2020-2544-02A.

LANDSCAPING

All hard landscaping works are as shown on the submitted plans numbered 2020-2544-02A. Due to the nature of the proposal no soft landscaping works are proposed as part of this application.

APPEARANCE

The proposal will involve the removal of the existing boundary wall as shown on the submitted site plan. The ground will be reduced in level to match that of the pavement. The parking area is to be hard standing but made from permeable materials to allow storm water to drain off without being pushed onto the highway. Coursed stone wall be used to create the boundary walls and around the inside of the parking space.

ACCESS

Currently there is no provision for vehicle access to the property so in addition to the proposed parking bar a dropped kerb will need to be provided to facilitate its use.