

Proposed Change of Use and Development of Engineering Workshop situate on Holydyke, Barton upon Humber, North Lincolnshire. DN18 5PS, for Mr and Mrs R Stamp.

Design and Access Statement

**Position and Location**

The position of this development lies on the north side of Holydyke between the properties of Providence House and Beech House, the former originally a traditionally built large private house, currently owned by the local authority and recently extended by an annex to substantiate and support the facilities thereby with the addition of classrooms and facilities for associated functions.

Part of the extensive grounds have also been built over to provide an up-to-date Police Station with parking for their vehicles and also ambulances for the ambulance station across the roadway. The proposed development is set some way to the east of the house and extension, with the car park area directly adjoining the west boundary.

Beech House was also a large private house which has been extensively developed into a private nursing home for the elderly, it would appear that this business is currently thriving. It is set back some distance from the eastern boundary of the proposed development site.

This development proposed is situated on the north side of Holydyke (A1077) which transfers the majority of traffic through the town, needless to say this roadway is extensively used and the number of vehicles increases month by month due to levels of residential building and the enlargement of local industries.

Holydyke is an established roadway of modest proportions for a modern town, it widens somewhat towards the east whereby on street parking is provided, whereas the earlier development at the west end whereby the roadway is relatively narrow.

There has been the recent intervention of a pedestrian crossing in the roadway which slows the traffic, but provides somewhat safer crossing from the now defunct library on the north side to the extensive residential development on the south side which was developed in the 50's.

Traffic movement and speed is controlled and restricted to 30 mph, but the intensity is extremely heavy and a report I have received from the proprietor describes how impatience is often the order of the day, whereby instance of temporary blockage of the roadway have occasioned traffic to bypass delivery lorries by driving along the pavement to continue journeys.

The development also extends through to Chapel Lane which is a narrow two way street

within the town which predominantly serves all the residential properties mainly set on the north side of the roadway, with the addition of a modest retirement home.

This street is used by the locals who wish to bypass the main road, and there is parking generally only on the north side, traffic speeds due to this are low and movement relies on respect and the patience of others to allow for progress, thereby accidents are generally low key.

## **Situation**

The location and business of Stamp Engineering in Holydyke, Barton upon Humber, has been established for many years the present owner and director is the son of the original proprietor who established the business on this site 1956. In this location the business has remained for 65 years, initially serving the needs of the local agricultural trades, their needs for repairs to machinery and replacement new machinery to continue with this activity.

It has also provided support in respect of work to machinery associated with the production of tiles and bricks found locally due to the extensive areas of suitable clay around the banks of the River Humber and remains today continuing to service the development of petrochemical installations on the banks of the North Sea at Immingham and Killingholme.

Whilst it is thriving, it is also aware of the difficulties thereby encountered by its location which is not conducive to the demands of a 21st century need for change and improvement to develop and remain competitive with the needs of the demand for higher, longer and move prefabrication of metal structures to serve these industries.

Hence the proprietors desire to move on into premises that are more suitable for the industry and his needs to develop and update the business.

## **Proposals**

The proposal described in this design and access statement relate to the development of the whole site within the boundaries of its direct neighbours, ie., Providence House and Beech House, together with the north and south boundaries of Chapel Lane and Holydyke.

I have considered many different proposals for this site, the locality precludes any concept of industrial and commercial use due to noise, disruption and traffic movements, the only proposal that seems to make sense is residential use whereby traffic would be minimal, noise and other sense perceptions small and what would fit in with the locality visually.

Directly across Holydyke are similar properties set back from the roadway with small front gardens, most of these are elevated and approached by small flights of steps

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5 August 2019 (Amended 7<sup>th</sup> August 2023)

similarly this is the case with the new development. There are mostly equipt with bay windows and were constructed to a high quality at the time of erection.

## **Strategy**

The proposed strategy is to retain what exists of the front/south, side/west and rear/north walls of the original structure. Mostly these are substantial, although some remedial work may be required in small areas to ensure these remain stable, and to construct supporting walls internally which will form the basement on the new building and attaching stabilising elements to ensure full stability. The original walls will be topped with stone coping's to ensure weather tightness and long term durability.

Currently the building is occupied by a small engineering and fabrication business, internally this has occasioned the placing of machinery in situations not ideal for the cutting and working of the materials utilised, whereby holes have been formed for the insertion of materials for processing.

The needs of the plant have over the years placed major stresses on the structure, which together with inevitable vibration have caused the need for local support to ensure the plant was been workable and that the structure remains intact.

Many alterations have taken place over the years to allow for interventions necessary for the works to progress, this is so relevant when one appreciates the east elevation of the building which has changed over the years so much as to be unrecognisable to what must have been the original structure.

This does not apply to the south, west and north walls, there are faults and repairs that need attention, but in general these are unsubstantial and sound, they have not in any way been altered by the current owners.

## **Historically**

There has been some speculation that this building was connected to the adjoining house with a usage of a barn, Providence House (traditional, late 19C and unlisted) is a substantial building recently containing the effects of a local library, which was the home of a notable landowner in the town.

It was assumed that this building may have been used as a barn to store the effects of grain grown locally and stored, this is usually in connection with a farming establishment, but there are no such establishments or any indication that there ever where any nearby.

It is recorded that the building has been used as a store for carriages and horses in connection with the private residence, and evidence exists of a personnel doorway for the coach driver to enter from the house is seen in the west wall.

The description of the building I have received from my client in his younger days, the building having been in the families ownership for some time was that there was no large entrances as one would expect for the entry of farm carts containing straw into the building.

His description being that there was an open section to the north with two openings which did not have doors, presumably for the storage of carriages, not what you would expect for the storage of farm wagons.

Inspection of the brickwork does not reveal the presence of any indents of brickwork which would suppose openings larger than those which now exist, hence it is presumed that these were modest openings in high otherwise, make-up panels of brickwork would be seen.

Nor were there any other openings lower down the building towards the south, other than a modest doorway, since enlarged and which now forms the main entrance into the current workshop.

Hence I conclude that the description of a barn is supposition that does not coincide with descriptions and evidence both locally and indeed further afield that respects the idea and usage of a barn, simply for the storage of straw and grain connected with the normal experience and evidence of historical agricultural pursuits.

## **Access**

Pedestrian access into the site would be by virtue through what is the existing route into the business from Holydyke, the wing walls proposed to be built would be splayed to allow vision for vehicles leaving the site, which would most likely prefer to exit to the east (in the direction of traffic flow), but not inevitably, this would provide greater visibility whilst providing a visual indication this is the main entrance.

From Chapel Lane the entrance would be sited over the demolished office and facilities building that is not original to the remainder of the building, re-building of part of the wall in the original brickwork would allow greater natural light to enter the road by the removal of the roof structure and the two pillars forming the gateway would be reminiscent of similar such structures within the town, their height being limited to 1.80 metres over a stone capping.

Generally speaking all the properties would be accessible to disabled persons, although not the easiest, such entrances up to the ground floor are very common in areas whereby the gradient of the street progresses in this manner, indeed this is also obvious directly across Holydyke whereby this situation exists and has done so from the development of this area.

The entrances and balconies are all substantially similar in height, although this may sound inconvenient, the presence of neighbours at a speaking level may contribute to social well being and community spirit for all the residents.

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## **Construction**

It is hoped that because of site constraints and the difficult nature of the site that Modern Methods of Construction could be adopted, by the use of Cross Laminated Timber walls and floors although perhaps slightly more expensive in the beginning, cost benefits can be achieved by repetition.

Such construction will achieve reductions in embodied carbon, eliminating the need for the excessive use of structural concrete in large quantities, other than for the foundations, whilst still maintaining a firm structural construction.

Firstly to reduce the attendance on site by most of the pre-fabrication being taking place elsewhere off site, other than the final simple erection, avoiding noise and nuisance to the neighbouring properties and also the public.

This should also reduce time on site and make site work easier, although requiring cranes for the erection, site labour and material movements will be reduced, together with the noise and dust commonly associated with such works.

This method also provides quicker construction and many thermal, acoustic and living benefits for the occupants by way of possible immediate internal decoration, without the inevitable drying out delays and in addition guaranteeing environmental benefits.

It is intended to incorporate Manthorpe Swift boxes to each of the dwellings on the front elevations sited underneath the eaves, sited in this way they are not affected by the direct sunlight at high intensity during the midday period.

In addition the installation of Istock bat boxes will be incorporated within the front elevation brickwork at high level to each dwelling of a similar hue to the main colour of the walling.