SJ DESIGN LTD

Design and Access Statement

Chez Ane, Whaley Bridge

January 2011

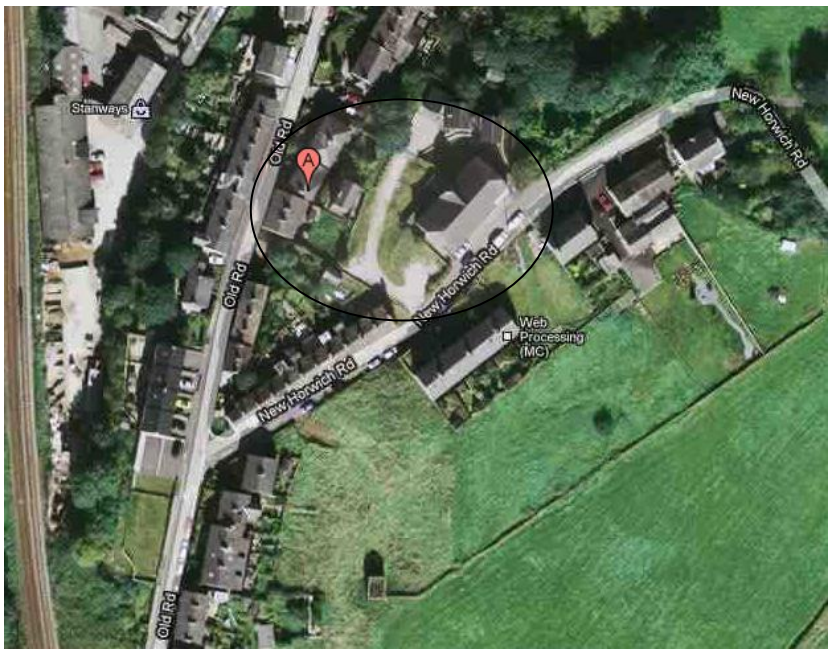

Figure 1-Aerial view showing location

- **Applicant**
  Mr & Mrs Thompson

- **Proposal**
  Full planning application for retrospective permission for a new access road off New Horwich Road to serve Chez Ane.

- **Location**
  Chez Ane, Old Road, Whaley Bridge, High Peak SK23 7HS

- **Agent**
  Simon Jones
  SJ Design Limited
  The Old Co-Op Building
  Church Street
  Hayfield
  High Peak
  SK22 2JE

Background
'Chez Ane' was constructed between August 2000 and October 2001 following planning consent (HPK/2000/038717) in February 2000 and lies within the Whaley Bridge Conservation Area.

Condition 2 of the above consent stated that '*the sole means of vehicular access to the site shall be from Old Road'*. Condition 3 of this approval indicated works to be carried out to this vehicular access in order to satisfy Highway's requirements. These works were carried out in accordance with the consent.

Prior to the construction of Chez Ane, a new access road was formed from New Horwich Road to facilitate the construction of Chez Ane. This access road was constructed using crushed stone and extended from New Horwich Road to Chez Ane. This road has remained in place to date, has recently been covered in Tarmac and has been used as a vehicular access to Chez Ane.

The Proposal
The proposal is to seek retrospective permission for a new vehicular and pedestrian access from New Horwich Road to serve Chez Ane. Figures 2 & 3 show the new access road. The road and landscaping scheme has been thoughtfully laid out and is in keeping with the Conservation Area.



Figure 2: Access road looking northeast towards Chez Ane



Figure 3: Access road looking southeast towards New Horwich Road

Accessibility
The access from Old Road is not suitable for Chez Ane. It requires the occupants to either use the existing Right of Way adjacent to No.58 Old Road, a route which is not maintained and is often littered with obstacles, or walk up Old Road onto New Horwich Road. Neither route provides inclusive access to Chez Ane.

Without the new access road there is inadequate provision for emergency service vehicles to access to Chez Ane. Without the new road, emergency services would need to access Chez Ane via the existing narrow pedestrian gate off New Horwich Road or via the aforementioned access off Old Road. These arrangements provide no

direct vehicular access for emergency services. The new access road provides adequate provision for emergency service vehicles to directly access Chez Anne.

Bin storage remains unchanged; the existing pedestrian access from New Horwich Road provides access for bin collection. Recycling arrangements conform to Local Authority requirements.

Surface water will drain to ground.

Conclusions
In conclusion, the new access road improves accessibility to Chez Ane in terms of inclusive access and access for emergency service vehicles.