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PDA GROUP

PRICE DINSDALE ASSOCIATES LTD
CHARTERED ARCHITECTS

ACCESS STATEMENT

For

CONSTRUCTION OF SIX DWELLINGS

At

THE PUNCHBOWL, MANCHESTER ROAD, BUXTON

April 2011

Provision of Six Additional Dwellings at The Punchbowl, Manchester Road, Buxton

Supporting Access Statement – April 2011

1 Introduction

The site is located on the upper reaches of Manchester Road, in the town of Buxton, which is the largest town within the area of the Peak District National Park. The proposed development is situated in a long established and popular good quality residential neighbourhood, on one of the principal approach roads to the town from the Manchester/ Stockport conurbation to the north-west.

The site actually forms the highway frontage to the long-established Punchbowl 'park home' residential site, an extensive area of static mobile and prefabricated premises that is under the ownership and control of the present Applicants.

Those units along the highway frontage had reached the end of their economic life, and were recently removed. The Applicants decided that traditional stone-built dwellings fronting on to Manchester Road would be more appropriate to the setting than further park homes.

2 Access to Public Transport Networks

As a major through route within the Peak District, Manchester Road is accessed in terms of bus services by both local and sub-regional services.

Approximately half a mile down hill, toward the centre of the town, the rail station is sited, requiring only the crossing of three residential streets *en route*. This gives access to the regional and national rail network, via a frequent service to Stockport, Manchester, and beyond.

One of the town's principal taxi ranks is situated a further fifty metres away, at the bottom of Station Approach.

3 Access to Local Amenities

The town's principal shopping street and main retail mall (Spring Gardens Centre), complete with banks, building societies etc., is situated just over half a mile from the Application site. Public Houses, cafes and restaurants are equally convenient.

Well-maintained footpaths, many of considerable width, but all of a minimum of 1.8m wide, connect the main pedestrian routes from the town centre and other amenities to the site in the most direct way.

All light-controlled pedestrian highway crossing points in the vicinity of the site are fitted with audible warnings, and the local authority has introduced dropped kerbs and tactile paving at many highway junctions in the town, in order to assist the mobility or sight-impaired. Such paving will be included in this present proposal across the new accessway, and also in the establishment of a new safe pedestrian crossing in Manchester Road, which will include a central refuge.

4 Access Within and Around the Site

The actual development is designed from inception to afford full access for those with impaired mobility. All units enjoy level access from exterior to interior on the ground floor, and the interiors of units are planned in accordance with Building Regulations Part M Requirements for disabled access generally.

There are no steps between garages/ parking areas, and dwelling doorways.

A dedicated footpath connects the shared access drive with the footpaths abutting Manchester Road, for improved pedestrian safety. The footpaths at the highway junction will incorporate dropped kerbs and tactile paving for the benefit of the mobility and sight impaired, subject to County Highways Department approval.

Turning facilities for deliveries, emergency service, and refuse collection vehicles are provided on site, so that less physically able residents do not have to carry refuse, move wheelie bins, or walk to PSV's further than is absolutely necessary.

5 Relevant (Saved) Local Plan Policies

TR.1 Transport Implications of New Development
TR.4 Traffic Management

The proposed development responds to the above Adopted Local Plan Policies by:-

TR.1 The Policy states that Consent will be given to Developments that:-

- **REDUCE THE NEED TO TRAVEL**
- **WIDEN TRANSPORT CHOICE FOR PEOPLE AND GOODS**

The current project complies entirely with the aims of Policy TR.1, and the area as a whole has proved to be a popular and totally sustainable residential location.

TR.4 the proposals are of sufficiently modest a scale that they do not place a materially increased demand on local transport infrastructure, emergency service cover, parking provision etc.

The long-term sustainability of the site as a residential location is facilitated by the relative proximity of town-centre retail, leisure, and healthcare amenities, and by the existence of readily accessible public transport links both within the locality and with other town centres in the sub-region.

For those who require individual assistance with transport, a main taxi rank adjoins Manchester Road at its junction with Station Approach, only half a mile from the site.

For those with mobility problems or other disability, the design of the approaches to the development will accord with current best practice. Once within the dwellings, full accessibility for both ambulant and non-ambulant users alike is assured by DDA compliance in accordance with Building Regulation requirements.

PDA Group
Buxton
April 2011