Design & Access Statement

Housing Development on
the Spring Tavern Site.
Woolley Bridge, Glossop



THE SITE

The site is situated on the A57 in Woolley Bridge, approximately 250 meters along from the start of the A57 Improvement Corridor as defined within the Local Plan, and as such the development proposals will be expected to be of a high standard, and the layout, scale, design, external appearance, boundary treatment and landscaping must enhance the appearance of the area.

Other development in the immediate area is particularly varied and includes a derelict public house, small commercial developments of industrial units, a long row of back of footway mill workers style properties and semi detached properties and bungalows set back from the road. There are also clear views of larger detached property that are part of the recently built estate behind the site. Directly opposite the site across the road is the river Etherow with green belt agricultural land beyond affording panoramic views with the village Mottram in the distance.

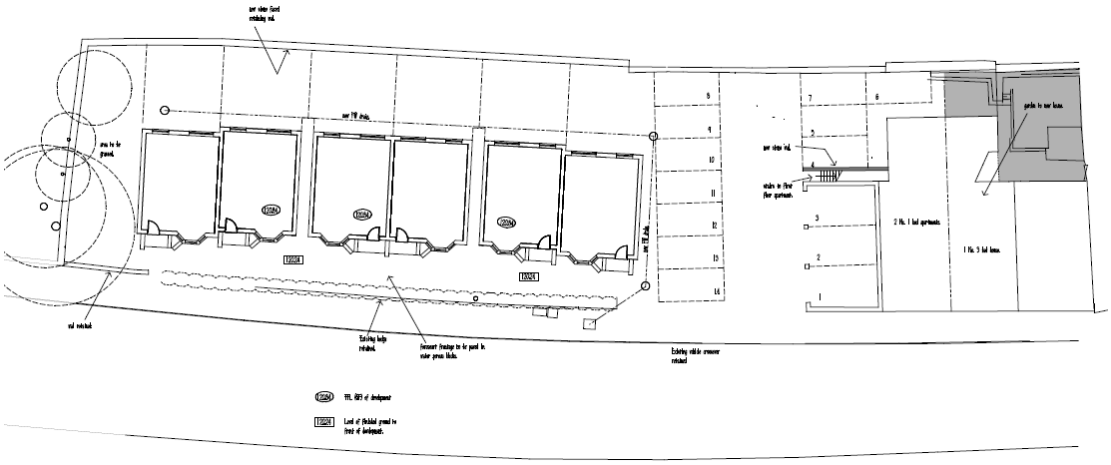
Views on to the site can be gained mainly from the A57 from passing vehicles or pedestrians and from the Longdendale Trail behind the site through a mature planted hedgerow. The site can also be viewed from the neighbouring property at Hillside, again through trees and shrubbery.

PREVIOUS APPROVALS

The application site has previously been granted planning consent in March 2010 (application no HPK/2009/0758) for a small domestic development of 4no terraces to the far end of the site leaving space for car parking between this proposed development and the then trading public house. On the back of the business ceasing to trade, a further application was approved in June 2011 (application no HPK/2011/0192) to convert the existing building into 2no dwellings. It is felt that the existing approvals have been considered on a piecemeal basis by virtue of the timings of their submission, and if implemented as per the current proposals would create a disjointed development. Therefore, this new planning application looks to consider the entire site as one development, altering the design of the proposals and making best use of the whole plot to be more coherent and create a street scene in keeping with the surroundings.

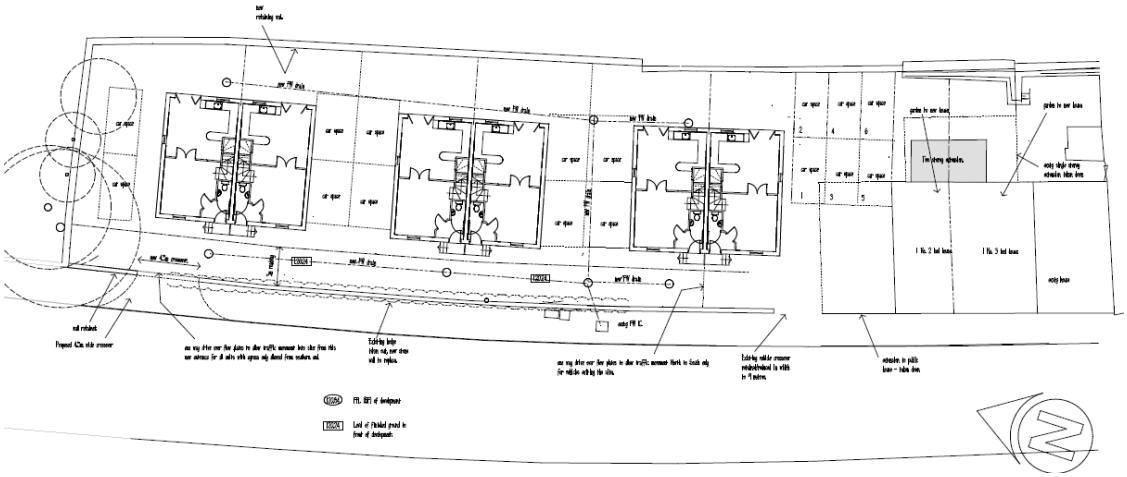
PREVIOUS DESIGN SOLUTIONS FOR THE WHOLE SITE

Previous design solutions for the site as a whole have been submitted to the Local Planning Authority which have either been withdrawn during the decision period or refused permission. Initially an application to build a terrace of 6 units, detailed similarly to the previous application for 4no units, and conversion of the pub into 3no units, adding an increased rear extension, was withdrawn following comments made by the LPA. The key comments were that the larger terrace was not in keeping with the character of the area and the conversion of the pub was contrived and visually incongruous by nature of the alterations and the size of the extension, and provided inadequate amenity space. Also the layout of the central parking was contrived.



Larger terrace as initially proposed

A subsequent application attempted to overcome the issues raised by the LPA, firstly by altering the long row of terrace property and providing semi detached units as an alternative, this was also expressed as a preference by the planning authority. Secondly the conversion of the public house was reduced to 2no units and simplified by removing the side extension, and also reducing the size of the rear extension as compared with the previous withdrawn application. Finally the design aimed to incorporate the car parking next to the properties to avoid the contrived central parking area.



Semis with access road

This application was refused; the key reasons being that the development would be cramped, provide too little amenity space, and threaten the health of trees to the boundary of the site whilst also raising highways safety implications. Also the proposed rear extension would be unduly dominant.

OVERCOMING THE PREVIOUS ISSUES

The design and layout of this new application looks to overcome the issues noted above by reducing the amount of development on the site, which has been a recurring comment made by the LPA. Firstly through providing a single area for car parking, the need for the access road is removed along with the amount of parking spaces, and the highways safety implications are also negated. Secondly, reducing the units on the site to 7no through converting the public house into just 1no rather than 2no units reduces the need for the rear extension while further reducing the parking numbers. This then allows the space gained to be used for amenity and landscaping, thus creating a less constrained and more suitable development.

DESIGN

The site lies within the built up area boundary, and through previous approvals it has been demonstrated that the site is appropriate for domestic property, the use of the existing building as a public house is no longer viable and has already had approval for conversion to domestic use.

Due to the location of the development which is in an area that has a substantial proportion of commercial and industrial activity, it is felt that keeping the properties to a modest size offers greater potential for the site to be developed in the current financial climate adding to the sustainability of the proposals. The new build properties will be 6no 3 bed semi detached units, each 85 square meters. These will be an alternative to the larger properties that are situated behind the site, and the smaller terraced property along the A57.

Due to the shape and dimensions of the site it lends itself to the layout put forward which has the properties facing the road, with private amenity space to the rear, as is the standard in the vicinity, all the properties will therefore benefit from the views of the green belt land across the road. The layout is also one which is shown as a preference in the Designing out Crime SPG, with houses facing the most public area and benefiting from enclosed rear gardens.

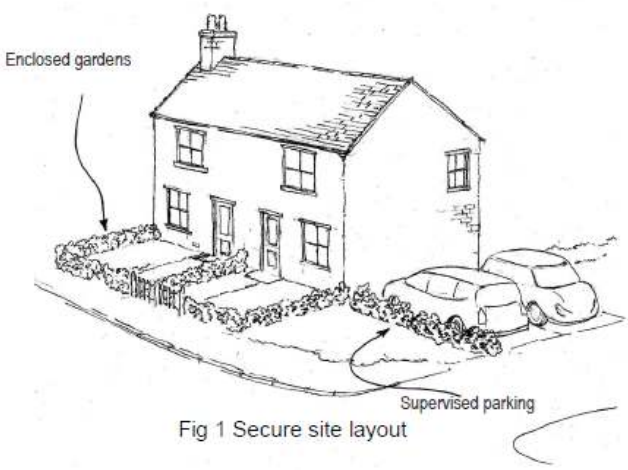


Fig 1 Secure site layout

Example of Site Layout from Designing Out Crime SPG

The car parking is provided in one specific area as the site is not deep enough to accommodate parking that is spread throughout development, demonstrated through the failings on previous designs. The single area has the effect of reducing the amount of space required for vehicular movement and reduces the parking spaces required through communal parking. Landscaping will be incorporated to the front of the parking area to reduce its visual impact.

The settlement pattern of the area is, by the nature in which it has evolved, irregular and organic and the style of domestic property is modest in its appearance and vernacular detailing.

To give some context of the development in its location and setting, the journey along the A57 from the north will start with a distant view of a red brick property, which is Hillside, in an elevated position with a large mature Sycamore tree at the bottom of the front garden overhanging the footway and carriageway. As one gets closer to the site the view of the new build property will become evident at first broken up through the spread of the large tree, but then opening up a full view of the stone semis set back from the highway with a stone wall to the running the length of the boundary. All the while there will be the existing back of footway building creating a pinch point at the end of the development.



View from Northerly approach

The approach from the south will create a similar feeling of changing landscape starting with the closed view of the existing building with the townscape subsequently opening up as one proceeds along. It is felt that this design will create changing

views in keeping with the surrounding settlement pattern and thus support the street scene.



View from Southerly approach

DETAILING

The conversion proposals are to demolish the side and rear extensions and convert the building into 1no larger 4 bedroom property. In consultation with the LPA it was felt that this both returns the building to its original character externally and retains it internally similarly to other public house conversions in the borough. The gable will be finished in a cream/stone coloured render once the side extension is demolished.

In order to be in keeping with the other properties on the road and mirror the existing building on the site the new build properties are to be flat fronted semi detached property with simply detailed vernacular. It should be noted that the requirements of the Environment Agency have had a significant impact on the elevations of the property, notably the requirement to set the ground floor level 600mm above the predicted 1 in 100 year flood levels, creating a stepped approach to the front door and a taller elevation. The front elevation and gables are to be of stone, with the rear elevation to be cream/stone coloured render; ashlar quoins are to be incorporated. Stone heads & sills are to be used to openings as is frequent in the area. The windows are to be white PVCu and the front doors are to be green PVCu. The rain

water goods are to be black PVCu as are facias and soffits. The roof tiles are to be a flat profile concrete tile.

LANDSCAPING

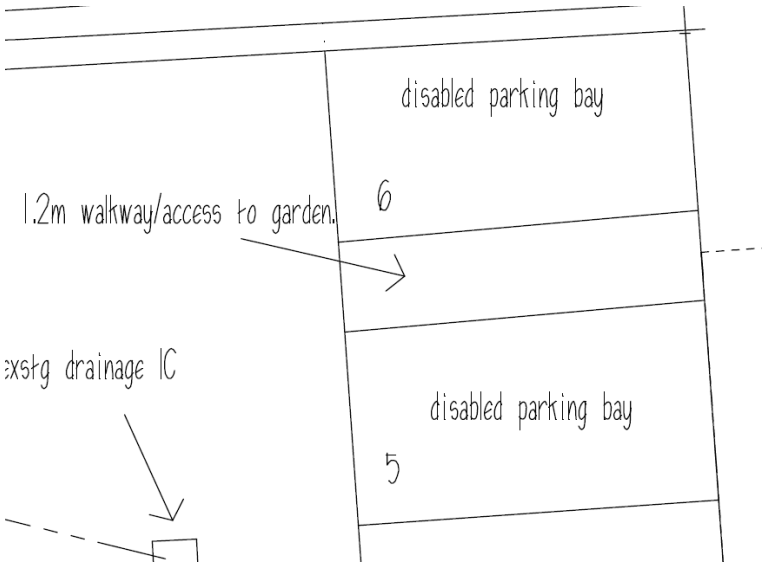
The site boundary with the highway will be delineated by low stone wall with paved front gardens to the properties. Close boarded timber fencing is also to be used between and around the properties, being at a similar height to the stone wall then raised to 1.8m to the rear gardens for privacy. The gates to the properties will also be in timber.

Due to the existing site levels the rear gardens will require a retaining structure. This will be built out of gabion baskets faced up with stone. The gardens will be stepped midway to reduce the height and impact of the retaining wall. Planting to the rear boundary will be incorporated; again native species will be chosen and will include species that provide a natural defence against intruders.

At the parking area the stone wall will be curved in and behind it will be an area of tree and shrub planting, all to be of native species and have a small to medium height and spread. The surface of the car park area is to be tarmacadam as existing.

ACCESS

The site benefits from being on a main bus route and within close proximity to Dinting train station, therefore the parking numbers provided are felt adequate for the development at over 1.5 spaces per unit, and are in line with the numbers provided on previous approvals. Parking spaces 5 & 6 will be divided by the access route to the rear of the conversion as shown; this will result in the spaces being of accessible parking space dimensions.



Accessible parking bays

All parking spaces to be 2.4m x 4.8m with a 6m wide aisle. Visibility splays will be provided at 2.4m x maximum dimensions as previously required by Derbyshire Highways Authority.

Pedestrian access to the new build properties will be via a stepped approach to the front door as the properties will be raised due to the Environment Agency requirements. Level access in to the properties will be via the rear door; the approach will be ramped with no steps and all gradients and thresholds will comply with Building Regs Part M.