

Forge Mill, Forge Road, Chinley

Design and Access Statement

Copperleaf Ltd
Oakfield House
Springwood Way
Tytherington Business Park
Macclesfield
Cheshire
SK10 2XA

Tel: 01625 51130
E: enquiries@copperleaf.co.uk

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1. Introduction

1.01

This statement has been prepared by Copperleaf Ltd and DGL Associates Ltd to support an outline planning application for a mixed use development on land known as Forge Mill, Chinley.

1.02

This statement has been prepared in accordance with the Department for Communities and Local Government's (DCLG) Circular 01/2006 which requires planning applications to be accompanied by a Design and Access Statement. Reference has also been made to the Commission for Architecture and the Built Environment's (CABE) guidance on Design and Access Statements published in 2006.

1.03

The National Planning Policy Framework has been referenced in the preparation of this statement. The pertinent points of the Framework in respect of design, Section 7 are considered further in the Summary.

1.04

The purpose of this statement is to inform all stakeholders how the design principles and concepts have been formulated and then applied resulting in the development use's and build form proposed.

1.05

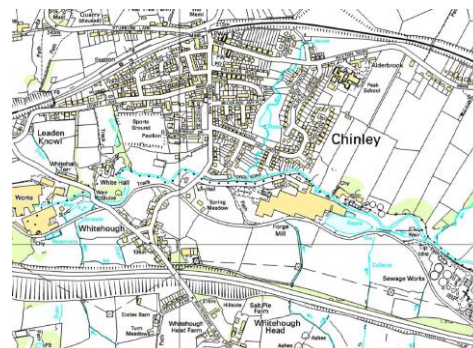
This statement should be read in conjunction with the following documents submitted as part of the outline planning application

1. Planning Statement
2. Transport Impact Assessment
3. Ecological Survey
4. Arboricultural Report
5. Archaeological Report
6. Employment and Marketing Report
7. Affordable Housing Statement
8. Statement of Community Involvement

2. Site Assessment

2.01 Site Location

The site is that of the former Forge Mill more recently known as the Dorma Works. The redevelopment site comprises an irregularly-shaped area on previously developed land, either side of the valley of a small east to west flowing watercourse known as Black Brook. The site is located immediately south of the village of Chinley and north of the smaller hamlet of Whitehough. The site covers a total area of 12.44 hectares and is centred on grid reference NGR 404369,382146.



2.02 Historic Land Use

The site was first developed in the early 1800's as a paper mill. By the 1900's the site changed to the production of textiles, a dye and bleach works. The site was sold in the early 20th century to Dorma who produced bed linen and cotton prints. The site was purchased by Kaleidoscope Colouration Ltd in 2005 but the company went into administration. The site was then purchased by the current owners Woodford Land Ltd.



2.03 Current Land Use

The site has remained unoccupied since 2005. During the intervening period the site has been marketed both locally and nationally but no commercially viable interest has been forthcoming.

The site was largely demolished in 2010 due to continual acts of vandalism and vagrancy.



2.04 Topography

The site is situated primarily at the base of the Black Brook valley at a height of circa 184 AoD and is relatively level across the extent of the site but there are areas of suspected landfill towards the easternmost part. The northern valley slope and top is located at the northern extent of the site at a height of c.200m AoD, and the southern extent of the valley rises towards its top within

the southern extent of the site at a height of c190m AoD.

2.05 Flood Risk

The flood zone map as does the Environment Agency website zone map shows a general flood zone outline which can be refined by an accurate local river model which has been undertaken. The majority of the site lies within Flood Zone 1 which is at the lowest risk of flooding as defined in the Technical Guidance to the National Planning Policy Framework. Part of the site is Flood Zone 2 which is suitable for less sensitive uses such as commercial development. The entrance road and part of the undeveloped part of the site at the far west is Zone 3a.

2.06 Arboriculture

The site boundaries contain extensive broad leaved trees and woodland areas. These provide a natural screen from close and far reaching viewpoints. There are also medium and high quality hedgerows to the northern and western boundaries.

2.07 Ecology

There are no designated sites, statutorily protected or otherwise within the site or within 500m of the site. Seven statutorily protected sites are within 4km radius of the site, but none will be affected by redevelopment of the site. Some habitats of local value are present on the boundaries of the site which include woodland areas, the former bunded reservoir and Black Brook.

2.08 Existing Access

The only vehicular access to the site is from Forge Road which connects to Green Lane which runs north to the centre of Chinley and Whitehough Head Lane which runs to the south and to the town of Chapel-en-le-Frith approximately 2 miles away. The first 15m of Forge Road after the road junction is adopted with the remainder of the access road privately maintained. There is a right of way along Forge Road to the group of six privately owned terrace houses known as Forge Terrace.

2.09 Public Transport

Chinley benefits from a train station, which provides rail connections to Manchester and Sheffield. The journey time to Manchester is approximately 37 minutes, with four services before 9 am and a similar number in the evening peak time. Throughout the day train services run at least every two hours. The approximate journey time to Sheffield is 44 – 48 minutes, with services running at least every two hours during the day.

There are four bus services operating through Chinley. One of the services operates on an hourly basis and serves Buxton, Chapel-en-le-Frith and Whaley Bridge. Two of the other services are school services and a further service operates between Hayfield and Buxton travelling through new Mills and Dove Holes.

2.10 Pedestrian Access

Surrounding the development are a number of Public Rights of Way providing routes to Chinley and the surrounding area. Within the site are footpath routes FP172 and FP124 that link between Whitehough Head Lane and Charley Lane. FP124 is part of the Peak Forest Tramway which runs between Buxworth, to the west and Charley Lane to the east. The southern boundary of the site immediately abuts the Peak Forest Tramway.

2.11 Architectural Character

An analysis of the surrounding context and local character has been undertaken. Chinley and Whitehough have a particularly eclectic mix of architectural styles emanating from the period of time the two villages have evolved. The earlier properties originating from the late 19th Century are predominantly of stone construction with blue slate roofs. From the 1950's brick has been the dominant material with a mixture of clay tiles and more latterly concrete roof tiles.

In recent years development has been concentrated to the south of Chinley with modern housing estates. Residential development has also taken place, within the last fifteen years,

on land close to the railway station which has been built in either brick or reconstituted stone with slate and concrete roof tiles.



Forge Terrace, located immediately adjacent to the site is a row of six terrace cottages built from dressed stone and blue slate and were constructed in the early 1900's.

2.12 Education

Chinley Primary School is located approximately 1.5 miles from the site and sits within the catchment area of the proposed development site. Chapel-en-le-Frith High School is the catchment school for secondary education. Derbyshire County Council has advised that they will be seeking a commuted sum payment for primary education as Chinley Primary School is at or near to capacity. We have been advised by Derbyshire County Council that there is no requirement for a contribution for secondary education provision.



3. Involvement and Consultation

3.01 Consultation

The proposals for the redevelopment of this site have been subject to discussions with officers at High Peak Borough Council and the local community in both Chinley and Chapel-le-Frith at two public consultation events. The event was held in Chinley on 20th October 2011 and in Chapel-en-le-Frith on 21st October 2011. Over 350 people attended the two events. In addition the following stakeholders have been consulted

1. Chinley Parish Council
2. Chapel-en-le-Frith Parish Council
3. High Peak Borough Council Ward Councillors
4. County Councillor's
5. The Scout Association
6. Owners of the properties known as Forge Terrace
7. Chinley Primary School
8. Chinley Pre-School

3.02 Consultation Response

The Design and Access Statement has taken into account comments following the public consultation and pre application discussions.

4. Design Constraints and Opportunities

4.01 Introduction

Following the site assessment a number of constraints and opportunities associated with redeveloping the site have been identified.

These have been outlined below and illustrated on the Constraints and Opportunities plan to be found on page 10 of this document. Each of these constraints and opportunities has been used to inform the design proposals for the development.

4.02 Constraints

1. The Conservation Area to the west of the site boundary
2. Black Brook in terms of flood risk and access
3. The existing bunded reservoir although drained and redundant needs to be assessed for possible retention and suitability for development
4. Existing trees, woodlands and hedgerows to be retained
5. Contamination
6. Licenced landfill tip to the east known to contain asbestos
7. Suspected land fill tip to the north east.
8. Existing residential properties on Forge Terrace
9. Access to Chinley village along Green Lane for pedestrians
10. Invasive plant species

4.03 Opportunities

1. Remediation of a derelict previously developed site
2. Significant financial contribution to Chinley Primary School
3. The creation of jobs and prosperity through the proposed commercial and community aspects of the scheme
4. A reduction in hard surfacing across the site which will reduce surface water run-off into Black Brook
5. Creation of footpath and cycle links to the Peak Forest Tramway
6. The delivery of a mix of much needed housing
7. The opportunity to provide a substantial number of affordable houses for local needs
8. Creation of a waterside development that is not at risk of flooding
9. The delivery of a mixed and balance community through a mix of house types.

10. Increased bio diversity through the removal of large areas of concrete hard standing and the creation of new ecological habitat
11. Remediation of the former licensed landfill tip safeguarding the environment
12. Improvements to the hydrology of Black Brook decreasing the likelihood of flooding to existing properties.
13. Dedicated off road parking for Chinley Scout Group
14. Enhancement of existing tree belts and woodland areas including a long term management plan.

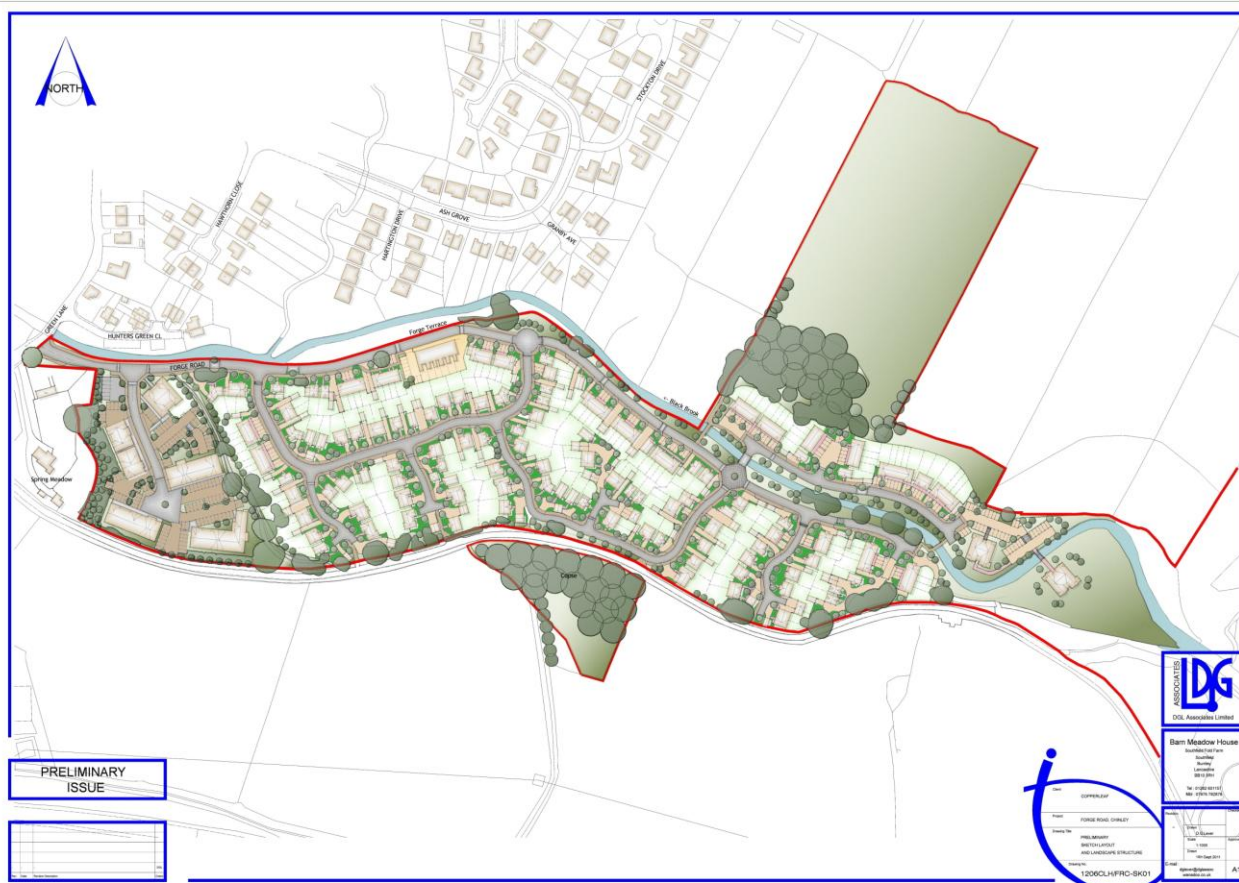


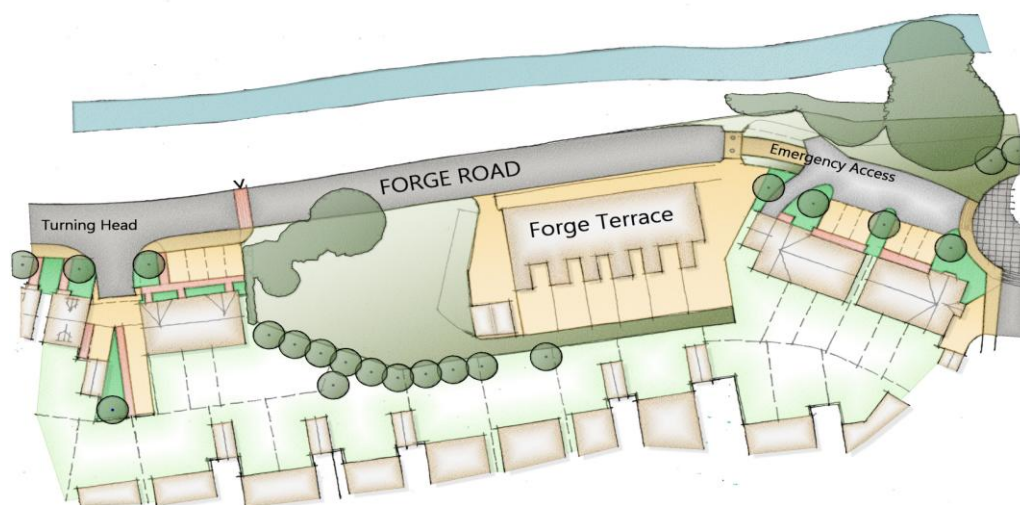
5. Design Proposals

5.01 Evolution of Proposals

The initial scheme proposed development on previously undeveloped land located at the far west of the site boundary adjacent to Chinley Conservation Area. This illustrative masterplan was the principle document presented to all stakeholders and the public at the two public consultations. In recognition of comments received, and importantly those received from the owners of the cottages at Forge Terrace, the following significant amendments were made to the scheme proposals.

1. Retention of the area of open space adjacent to 1 Forge Terrace
2. The removal of the through road past Forge Terrace and the placement of an access for emergency vehicles and pedestrians only
3. Reduction in the quantum of development from 225 houses to 182 houses, a 20% reduction.
4. Removal of all development from the previously undeveloped land.





5.02 Use and Amount of revised Proposals

The revised scheme proposes a variety of house type sizes and types in accordance with local and national planning policies. The dwelling selection provides for 1 bed and 2 bed apartments, 2 and 3 bed terraced, 2 and 3 bed semi-detached, and 3 and 4 bed detached properties. The majority of the dwellings are proposed at 2 storeys in height with a selection being proposed at 2.5 storeys in key locations across the site to assist with focal points and variety / interest in streetscape.

- Application Site Area = 18.47 Acres / 7.48 Hectares
- Residential (Developable) Site Area = 10.85 Acres / 4.39 Hectares
- Residential Site Area (Application Site Less Commercial) = 16.68 Acres / 6.75 Hectares
- Commercial Site Area = 1.79 Acres / 0.72 Hectares
- Office/Light Industrial Buildings – 18,000 sq.ft/1672 sq.m (1.5 Storeys in height)
- Crèche – 3000 sq.ft/279sq.m (Single Storey in height)

5.03 Accommodation Proposed

1 Bed Apartments	12No
2 Bed Apartments	12No
2 Bed Houses	44No
3 Bed Houses	82No
4 Bed Houses	32No
Total	182No dwellings

Density equates to 41.45 units / hectare (Using developable area figure)

Density equates to 26.9 units / hectare (Using Application less Commercial area figure)

5.04 Public Open Space

Following discussions with planning officers we have been advised that there is no requirement for public open space within the development.

A commuted sum payment will made in accordance with planning policy

5.05 Movement and Circulation

The site access is situated at the connection of Whitehough Head Lane where it meets with Green Lane and creates the existing junction into Forge Road.

This existing access served the previous industrial use of the site and is proposed to be improved / upgraded as part of the new proposed development. Details of these road improvements have been prepared by independent highway engineering consultants and forms part of this planning submission.

Detailed discussions have take place with Derbyshire County Highways on possible measures that could be undertaken to improve pedestrian access from the junction of Forge Road to Chinley village centre. The designs will be finalised at the reserved matters stage and secured by a formal S278 Agreement but measures could include a combination of speed reducing features, including junction tables,

raised platforms at pedestrian crossing points, and different surfacing textures and colours.

The scheme seeks to retain this historical road leading up to Forge Terrace. This is a group of 6 No terraced properties currently enjoying the benefit of access off Forge Road to their properties.

Access off this newly formed road (once you have passed the existing and retained greenfield to the South of Forge Road) will first be taken into a short cul-de-sac arrangement which serves the proposed Office Buildings and Crèche. Parking is located within this space with a centralised turning facility for large vehicles to turn and exit the commercial zone in forward gear.

Continuing along Forge Road and passing the proposed Crèche to the South, the site entrance is formed with a single point of access into a courtyard before heading east into the main part of the site. Forge Road continues as it does presently in front of the existing dwellings to Forge Terrace. This is not proposed as a through road however, it is a proposed point for an emergency access route (Subject to detailed highway design and approval).

The central part of the site has been designed using a large loop system in addition to the emergency access route to ensure permeability for all road users and pedestrians. Small cul-de-sac arrangements are then proposed off this loop to service small numbers of properties.

The remainder of the development to the North on the opposite side of Black Brook is served off a one sided road similar to that to the South which enables overlooking of the linear green space created with the Brook. Further detailed discussions with Derbyshire County Highway's Department the extent of highway could possibly be reduced with loops omitted in favour of shorter accessways / private drives with further emergency links.

The layout indicates traffic calming locations and more detailed proposals would be required at the submission of any Reserved Matters Application,

however the indicative layout seeks to illustrate that this has been considered and locations identified.

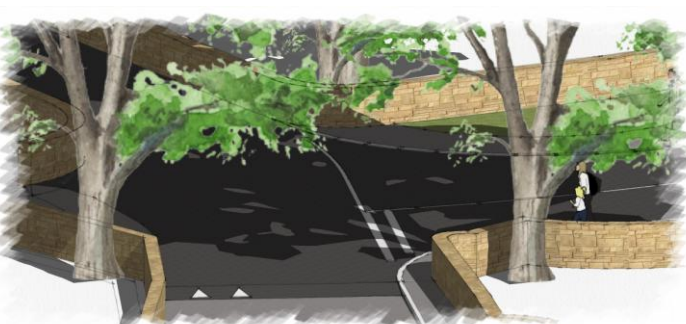
Ease of access for all mobility needs have been considered in the preparation of the illustrative masterplan. However, the site access is constrained by the gradient and width of Green Lane which is the only access to local amenities. Further details will be provided at reserved matters stage to ensure the development is inclusive and accords with best practice on disabled access wherever possible within the scheme.

5.06 Internal Pedestrian Movement

Footpath links throughout the site are extensive and desire sensitive. The main highways through the scheme are allocated footways with the exception of the linear green spaces which are proposed to be more natural. Footpath links are proposed at numerous locations linking into the existing Peak Forest Tramway to the South which runs along the entire length of the application site. In addition to the links within the site it is also proposed to retain and enhance the footpath link to the West of the Commercial element of the scheme.



Private footpaths around properties will of course be designed in at a later date, however to confirm that where terraced properties are proposed there would be (although not illustrated) rear access footpaths (with lockable gates for security) provided to ensure all residents can gain access to their rear gardens.



5.07 Parking

Parking is provided in a variety of ways. Generally the larger properties, semi-detached and detached, are proposed with 200% parking. Smaller properties are provided with in-curtilage parking spaces either at the side or to the frontage. Parking courts are proposed in some instances, however these are arranged to ensure that remote parking is designed out.

Parking courts and runs of parking spaces would be sensitively landscaped to soften the potential

for extensive hard surfaced areas and to create a more attractive streetscene.

6No Parking Spaces are proposed to be provided for the benefit of the existing Scout Hall.

5.08 Layout

The layout of the scheme has been influenced to a large extent using the identified 'Constraints and Opportunities'. The resultant illustrative masterplan has designed using applied good urban design principles taken from local and national guidance.

The fundamental design objective was to produce a scheme that was appropriate to its environment, taking into account natural features, quality of new and existing spaces. Careful consideration has been taken in designing the commercial element so as not to create a conflict, in visual and amenity terms, with the residential element of the proposal.

Existing trees / landscaping and site features served to inform the way in which the structure of the scheme progressed particularly at the site boundaries and in the area where Black Brook is to be opened up and a landscape corridor is proposed increasing bio diversity.

The layout is designed to maximise the impact of a well defined and continuous streetscene, open spaces, node points and general public spaces. This defines the public realm and ensures good natural surveillance and an active streetscene with easily defensible areas of both public and private spaces at all times.

5.09 Boundary Treatments

Details of boundary treatments would be submitted at any Reserved Matters stage, however it can be noted that those defending the public / private spaces would be robust and most likely be either solid screen walls or timber screen fencing. Suitable quality landscaping would supplement the philosophy applied with defensible planting proposed where required. It may be necessary to provide low level post and

rail fencing to frontages where the public realm and private spaces need more than landscape definition.

5.10 Appearance

An analysis of the surrounding context and local character has been carried out. The area has a particularly eclectic style of properties which have been constructed over the last 200 years. The scheme will seek to reflect that character, mainly with the use of stone, with detailing to suit. It is also proposed within the theme that areas will be a mix of stone, brick and nominal and sensitively placed rendered or part rendered dwellings. This will reflect the fact that there is in, our opinion, no strong uniformity or design that could be taken from the locality to define a clear and uniform character. It is therefore the intention to create a mix of architectural styles and materials that suits the locality's existing broad palette and styling. A strong emphasis on a suitable design theme will therefore be imperative at any Reserved Matters stage.

5.11 Materials

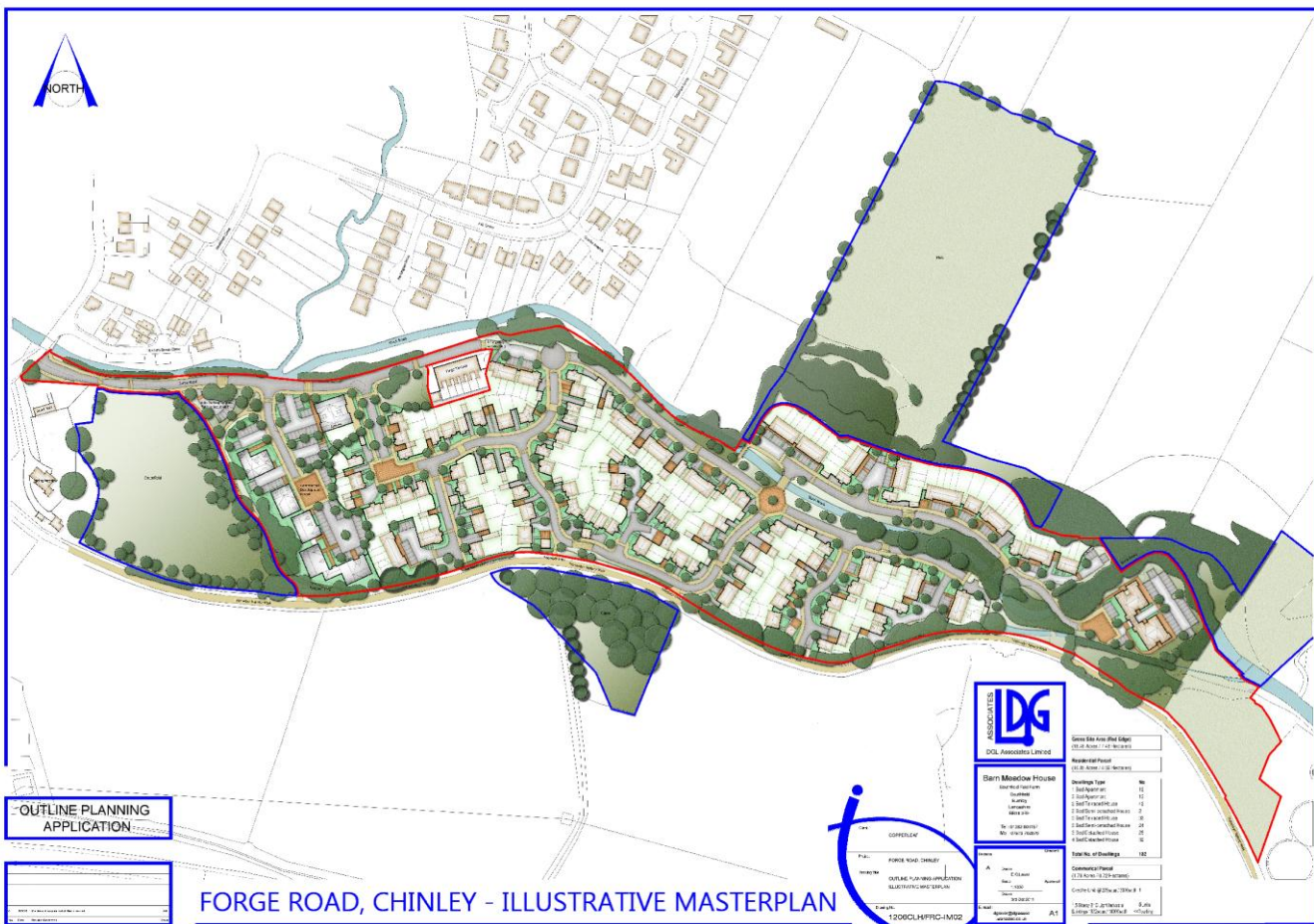
Locally sourced brick and reconstituted stone. Roofs proposed as a mix of red rosemary style and grey slate type with a greater emphasis on the grey but designed in small elements of red to add interest to the streetscene and to reflect the locality.

5.12 Safety and Security

1. Vehicle Speeds are to be designed down within the internal highway network. Changes in road surface treatment, road narrowing and tables can be further discussed at detailed stage.
2. Passive surveillance has been considered throughout the design process.
3. Dual frontage dwelling types have been proposed to reduce gable end situations that create opportunities within the streetscene where natural surveillance opportunities are lost.
4. Parking courtyards are limited in size and locations are controlled and non-remote so they are overlooked and well lit at all

times.

5. Lockable gates to be provided to properties and rear access footpaths, when provided, will also be secured in the same manner.
6. The exposure of rear gardens has either been eliminated or reduced with most of the site being contained against the backdrop of other development wherever possible.



6. Summary

The National Planning Policy Framework, Section 7, advocates that good design is key to achieving sustainable development. It goes further placing emphasis on the need to create a strong sense of place, create and sustain an appropriate mix of uses and respond to local character and history.

This statement demonstrates that the proposals have been carefully and sensitively designed and fully accord with the principles set out in the National Planning Policy Framework.

The mix of uses have been positioned and designed so as not to create conflict and make the best use of existing landscape and topographical features.

The proposal will promote and encourage employment opportunities and provide much needed open market housing and affordable housing.

A derelict and contaminated former industrial site for which it has been demonstrated that there is no viable employment generating use will be brought back into economic use.

It has been demonstrated that there is much scope for increasing the ecological and biodiversity of the site area .

The proposals have been developed through extensive community and stakeholder consultation. The views of the local community have made an important and positive impact to the overall scheme.

