GL Hearn

Design and Access Statement

Prospect (GB) Ltd

Residential Development at
Former Stagecoach Bus Depot,
York Street, Glossop

October 2012

Prepared by

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This document must only be treated as a draft unless it is has been signed by the Originators and approved by a Business or Associate Director.

DATE	ORIGINATORS	APPROVED
October 2012	Emma Jones Senior Planner	Richard Heathcote Land and Planning Director

[redacted]

Limitations

This document has been prepared for the stated objective and should not be used for any other purpose without the prior written authority of GL Hearn; we accept no responsibility or liability for the consequences of this document being used for a purpose other than for which it was commissioned.

1 INTRODUCTION

1.1 This design and access statement has been prepared on behalf of Prospect (GB) Ltd, in support of a planning application at the Former Stagecoach Bus Depot, York Street, Glossop for 19 dwellings comprising a mix of two, three and four bedroom detached houses, semi-detached and terraced houses.

1.2 This statement has been produced in accordance with the Department for Communities and Local Government Circular 01/2006. It sets out the background to the proposal to assist the local planning authority to understand the development of the design underpinning the scheme. This statement also assesses the proposal in accordance with the National Planning Policy Framework (NPPF) and the saved policies of the High Peak Local Plan.

Figure 1: Site and Surrounds

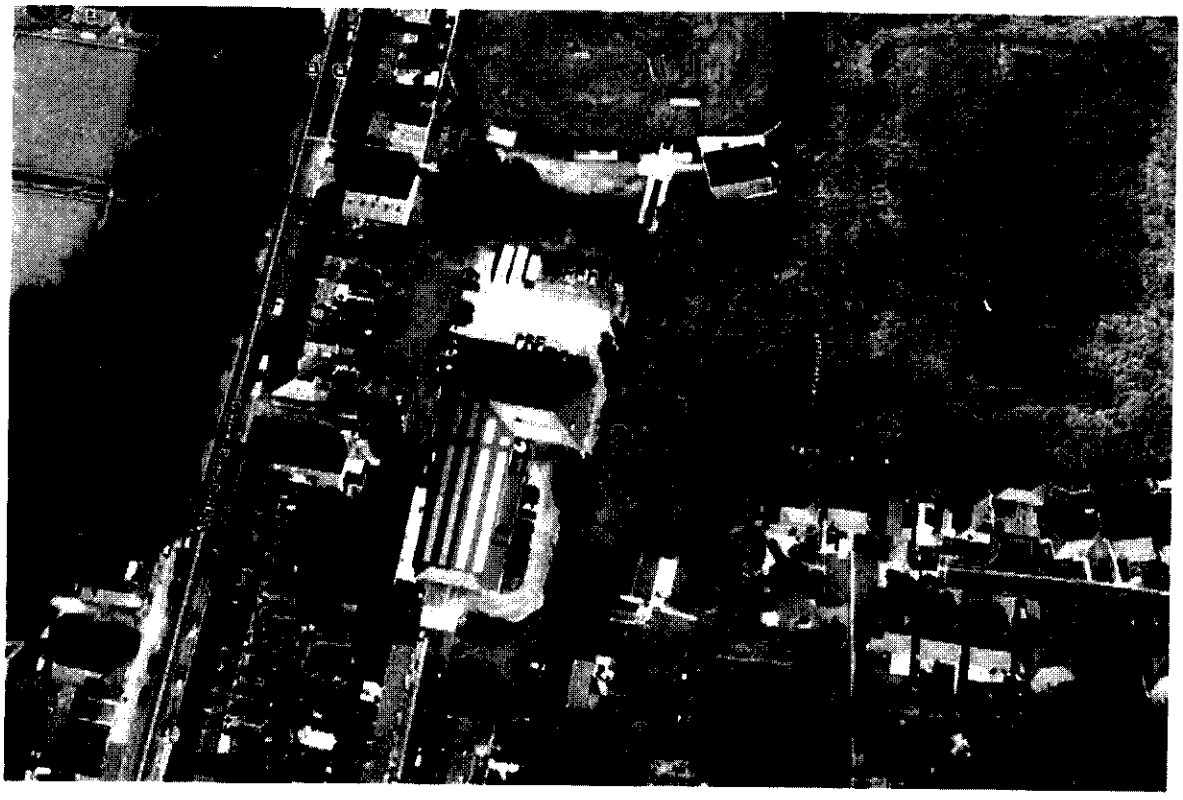


Figure 2: Site Boundary

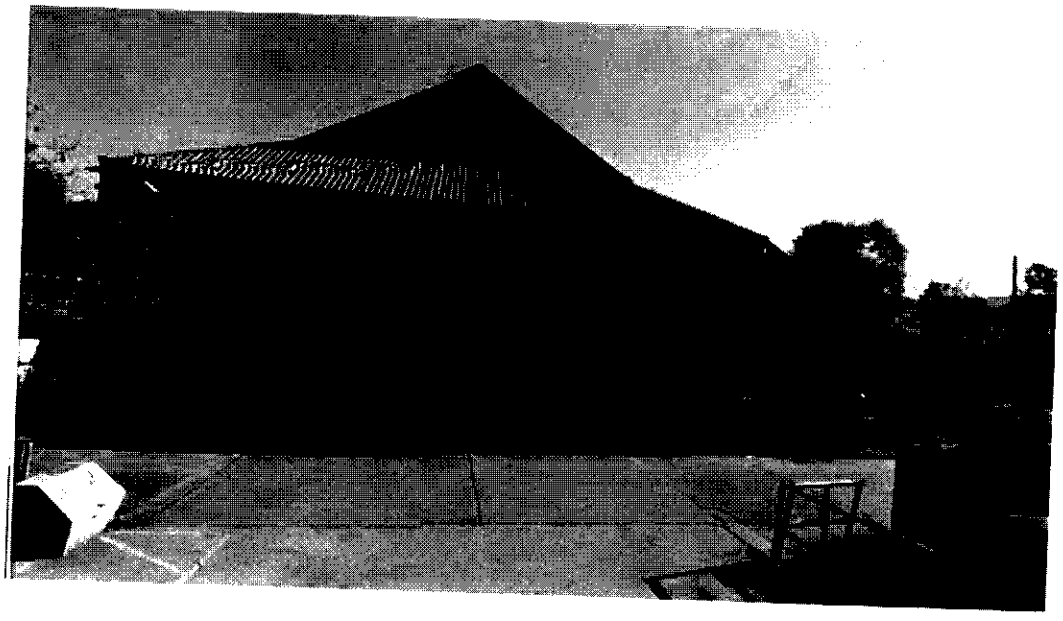


2 CONTEXT

2.1 The site is approximately 0.57 ha in size and is located on York Street on the eastern periphery of Glossop. To the south and west are residences and greenfield land surrounds the reminder of the site to the north and east, including a cricket club which bounds the site to the north.

2.2 The application site is broadly rectangular in shape and comprises the former Stagecoach Bus Depot and its associated curtilage. The depot, which is now vacant, is a single storey high bay warehouse/shed with a corrugated metal pitched roof and brick walls. The curtilage comprises a large yard for vehicle manoeuvring and parking. Access is on the southern boundary from York Street which, as a residential street, is considered unsuitable for heavy goods vehicles. The boundary of the site is secured with a 2 metre metal fence to the north and east and a variety of residential garden boundary treatments to the west and the south.

Figure 3: View from York Street Site Entrance

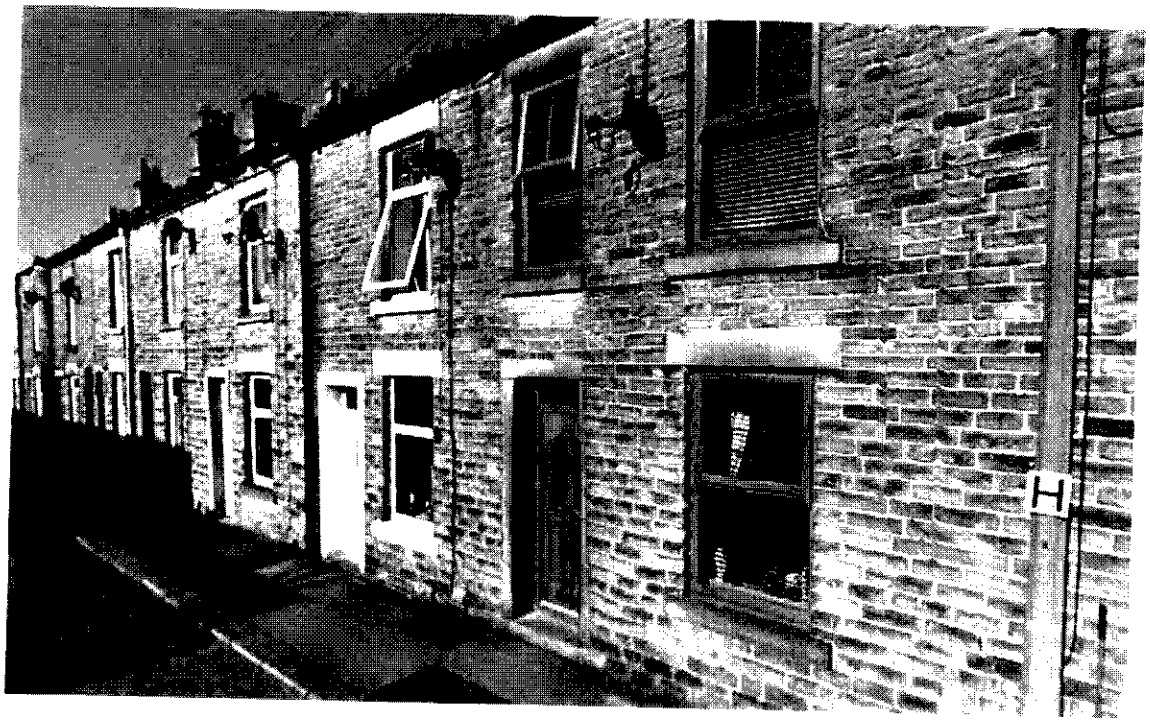


2.3 A bus depot operated at the site between 1927 and 2009. The accommodation is now of poor quality and not suitable because the York Street access limits the use of the development for commercial purposes.

2.4 The wider residential area within which the site lies is characterised by traditional terraced properties, with pockets of more modern detached infill properties, such as those adjacent the site on York Street and on Sunningdale Drive. York Street and Manor Park Road are typical of old Glossop with rows of two and three storey terraced properties backing onto the footpath with on street parking.

2.5 The site is in a sustainable location, served by public transport routes and close to a broad range of local facilities including schools, local shops and healthcare facilities.

Figures 4 and 5: Adjacent Residential Properties on York Street





3 PLANNING POLICY

National Planning Policy

National Planning Policy Framework (NPPF)

3.1 NPPF sets out the overarching policy for the delivery of sustainable development through the planning system. It provides key principles that should be applied in determining planning applications to ensure the delivery of a sustainable and inclusive pattern of development. These include a focus on design which seeks to ensure high quality development and the efficient use of resources.

3.2 Planning decisions should not attempt to impose architectural styles or particular tastes and through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek or promote or reinforce local distinctiveness.

Local Design and Access Policies

High Peak Local Plan

3.3 The High Peak Local Plan was adopted in 2005, and therefore predates the policy guidance within the NPPF. The majority of the Plans policies have been saved, subject to the adoption of new local planning policy guidance.

3.4 Policy GD4 – Character, Form and Design states that planning permission will be granted for development provided its scale, siting, layout, density, form, height, proportions, design, colour and materials of construction, elevations and fenestration and any associated engineering, landscaping or other works will be sympathetic to the character of the area, and there will not be undue detrimental effect on the visual qualities of the locality or the wider landscape.

3.5 Policy H11 – Layout and Design of Residential Development permits residential development provided that it will:

- incorporate good design that reflects its setting and local distinctiveness; and
- make efficient use of available land; and
- promote safe and accessible living environments which include a mix of housing types and sizes; and
- protect amenity

3.6 Policy GD5 – Amenity states that planning permission will be granted for development provided that it will not create unacceptable loss of, nor suffer from unacceptable levels of, privacy or

general amenity, particularly as a result of overlooking, loss of daylight and sunlight, overbearing effects of development, air, water, noise, light and other pollution, risk from hazardous substances and processes, traffic safety and generation.

3.7 The Local Plan also provides a number of policies concerning access to new development. Policy TR1 requires proposals to seek to reduce the need to travel, widen transport choice for people and goods, integrate transport and land use.

3.8 Furthermore, Policy TR5 ensures development will make safe and appropriate provision for access and egress by pedestrians, cyclists, public transport users and the private car.

3.9 Policy GD6 requires development, where appropriate, to contain a high standard of hard and/or soft landscape treatment in keeping with the character of the area, including the integration of existing features and the use of native species suitable to the location.

High Peak Residential Design Supplementary Planning Guidance (2005)

3.10 This document provides awareness of design issues in High Peak for new housing development. The guidance recommends that new housing development should adopt an indigenous settlement pattern in response to more detailed context analysis. Traditional building forms should provide a useful starting point in which contemporary housing needs can respond to the townscape of the Borough. In terms of building detailing, contemporary design and interpretation is welcomed in the context of the historical perspective and designers are encouraged take a look at their design context and offer something new.

4 IDENTIFICATION OF OPPORTUNITIES AND CONSTRAINTS

4.1 This section summarises the key opportunities and constraints associated with the site and surrounding area. These issues were considered and addressed during design and development and include:

Constraints

- Requirement to ensure no adverse impact on adjacent residents.
- Requirement to ensure an appropriate boundary with the cricket club.
- Requirement to ensure the layout and design of the proposals complement the surrounding vernacular.

Opportunities

- The ability to bring back a vacant site into use.
- The removal of an un-neighbourly use in an inappropriate residential location.
- Redevelopment will require decontamination of the site.
- The topography of the site is relatively flat.
- The site is well connected and has existing access to public transport and infrastructure facilities.
- The site is adjacent existing residential development comprising a mix of dwelling types, layout, size and appearance.
- The site is of a suitable size to allow a self-contained development.

5 CONSULTATION

5.1 In taking forward the development of the site, Prospect (GB) Ltd has sought to completely revise previous residential proposals by Jones Homes to take into account concerns relating to overdevelopment. The current proposal represents a significant reduction in the number of dwellings from 28 to the 19 homes that are now proposed.

5.2 A series of pre-application discussions and general liaison with High Peak Borough Council has occurred over previous months which have resulted in further alterations to the form and layout of the proposed scheme.

5.3 A meeting was held with the Planning Officer on 17th July 2012 to discuss the preliminary proposals. An initial layout provided a partly linear form of development responding to the shape of the site and to reflect the surrounding properties. It was also initially proposed to use a standard house type and materials given the proximity of other developments in a range of materials and also that planning officers had accepted the use of non-natural materials for the previous proposals.

Figure 6: Preliminary Site Layout

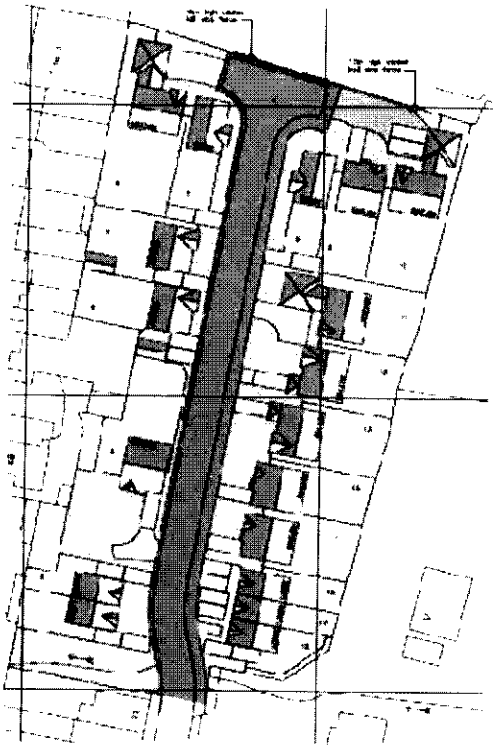
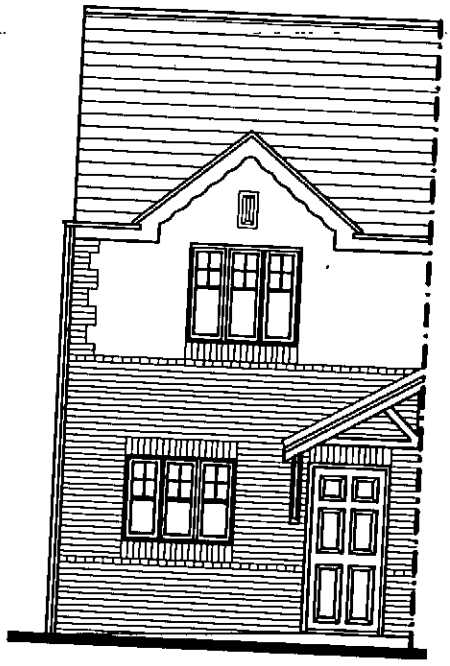


Figure 7: Standard House Type



5.4 Officers provided feedback on the design and layout initial proposals at the meeting and during subsequent correspondence which is summarised below.

5.5 A linear form of development reflecting York Street would be preferable to the more suburban layout proposed. However, it was recognised that such a layout would lead to parking issues and over dominance of parking on the street scene. A suggestion to lessen this impact was to consider a linear development at the southern end with less dense and larger development at the north, facing south to address the street and provide an interesting vista with a less formal turning head.

5.6 In terms of house design, a traditional terraced form to the south of the site was considered appropriate with vernacular detailing of dry eaves, flat headers and sills, minimal external detailing and well recessed openings. To the north the submitted house types would need to be altered again to reflect local vernacular. It was recommended that the linked frontal garages should be reconsidered with detached garages as garden buildings. Some of the front gables were considered too narrow and roof styles were considered discordant.

5.7 As a result of the comprehensive pre-application comments, the layout of the proposed development has been amended as follows:

- To emphasise the linear layout to the south.
- Provide a cul-de-sac head to the street at the north.
- Increase the number of dwellings by 1 with the addition of a pair of semi-detached properties.

5.8 Also, in close consultation with Officers, the design of the properties has been significantly altered from Prospect (GB) Ltd's standard house type to reflect the vernacular type and comply more closely with the Council's design preferences.

5.9 The following sections describe the final proposals in detail.

6 DESIGN ANALYSIS

Description of Proposed Development

6.1 This is a detailed planning application for 19 residential properties at the Former Stagecoach Depot, York Street, Glossop. The proposals also include a new cul-de-sac road through the site, a 9 metre high cricket ball stop fence along the northern boundary with the cricket club and landscaping.

Use

6.2 The site is a sustainable urban area location, served by public transport routes and close to a broad range of local facilities including schools, local shops and healthcare facilities. It is located adjacent an established residential area and the development of this vacant site will not adversely impact upon the quality and character of the area. The scheme will also help to deliver the council's requirement for well designed residential developments. The loss of the vacant employment use is dealt with in the Planning Statement, which concludes that, given the previous use of the site was incompatible with the surrounding residential properties and that York Street is unsuitable for heavy goods vehicles, residential development is the most compatible redevelopment of the site.

6.3 The use of the site for residential development is in accordance with the overarching policy contained within NPPF and policies EMP9 and H5 of the Local Plan.

Amount

6.4 The planning application proposes a total of 19 dwellings consisting of the following:

- 10no. 4-bedroom detached houses.
- 2no. 3-bedroom detached houses.
- 2no. 3-bedroom semi-detached houses.
- 3no. 2-bedroom terraced houses.
- 2no. 2-bedroom semi-detached houses.

6.5 The site layout shows how a scheme of 19 dwellings is appropriate for the site, providing a density of 33 dwellings per hectare. The dwellings with associated amenity space, car parking, garages and access can be accommodated on the site. The density proposed is a significant improvement on previous proposals and would not lead to over-development on the site or give rise to any amenity issues, such as overlooking.

6.6 The amount of development proposed on the site is appropriate and in accordance with policies GD4 and GD5 of the Local Plan.

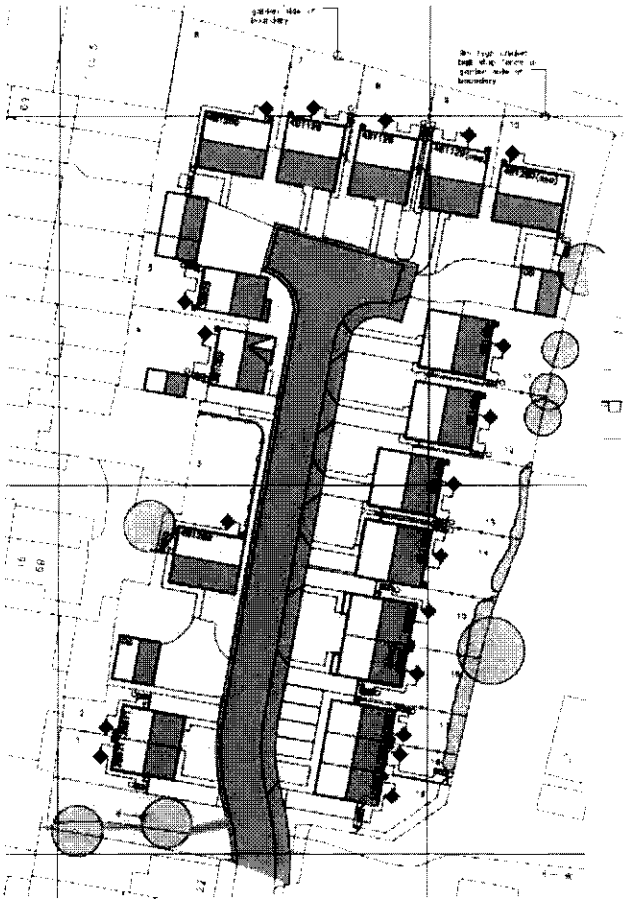
Layout

6.7 In designing the proposed scheme, careful consideration has been given to the size, scale and characteristics of the surrounding residential properties, as well as taking advantage of the site size and topography. As described above, the layout has evolved over time through consultation with the Local Planning Authority.

6.8 The final layout comprises houses fronting onto a cul-de-sac following the line of York Street. The properties at the southern end of the site follow a linear pattern which respects the properties on York Street and Manor Park Road. Larger properties are situated in the northern part of the site set around the end of the cul-de-sac visually enclosing the street. The overall layout complements the pattern of building that is found within the locality of linear development with pockets of larger infill properties.

6.9 The proposed design incorporates a good variety of different houses across the site. Parking is encouraged within the curtilage of properties and dwellings are spaced out so that each house has a good sized plot.

Figure 8: Site Layout



6.10 All but one of the dwellings face the street, and all have front and rear gardens and driveways. A number have garages.

6.11 The front gardens throughout soften the building frontages whilst providing private defensible space to each dwelling. Each house also has a private garden to the rear, providing a secure space for children to play.

6.12 The proposed layout promotes strong building lines along its road frontages and the character respects existing properties within the area. A number of properties benefit from a detached garage. Generous separation distances are provided. The scheme is therefore in accordance with Local Planning guidance and in accordance with policies GD4 and GD5 of the local plan.

Scale

6.13 The proposal incorporates two storey semi-detached, detached and terraced properties. The proposals have been designed in response to the surrounding physical context in terms of scale, mass, building height and topography. The scale and position of the proposed houses will be more appropriate than the existing bus depot building which is out place in the context of the surrounding residential area. The scheme is therefore in accordance policy GD4 of the local plan.

Figure 9: Elevations

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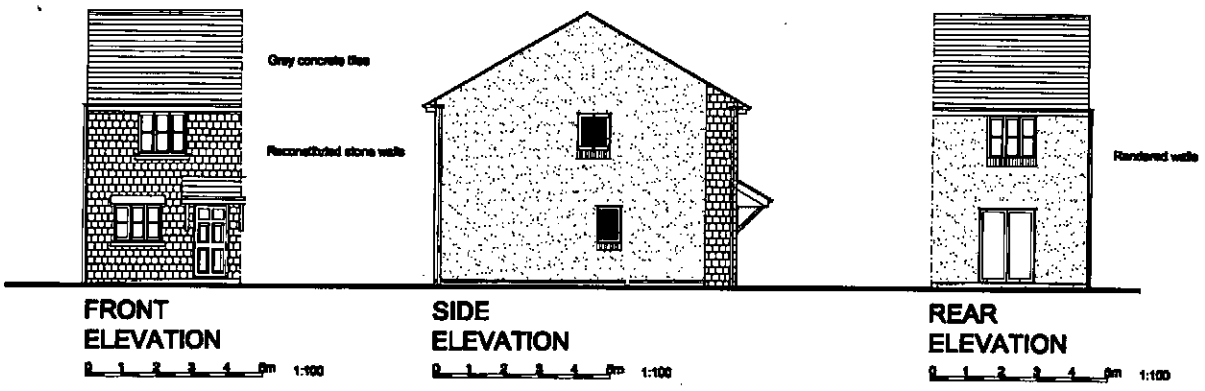

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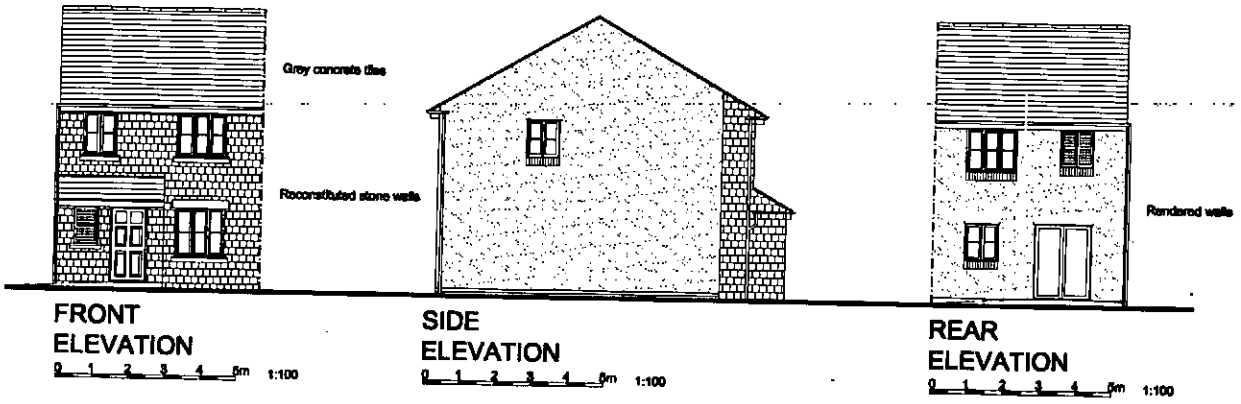

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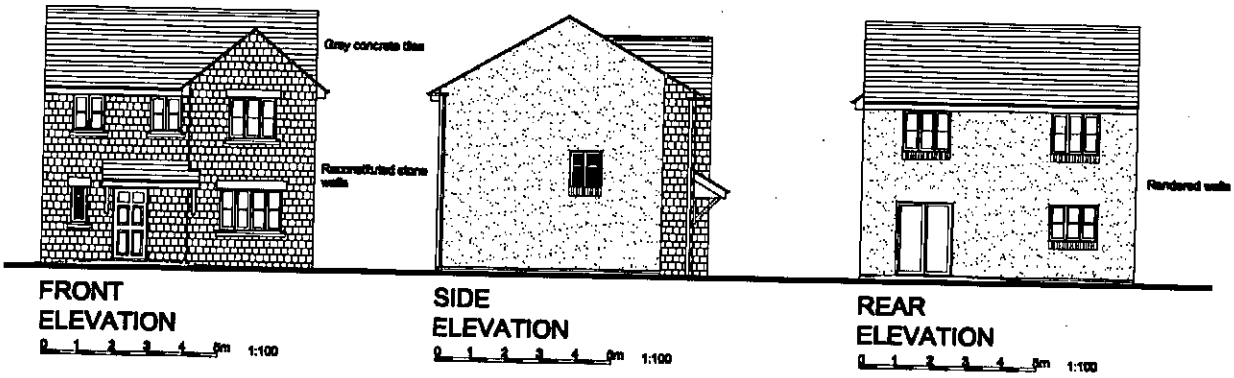
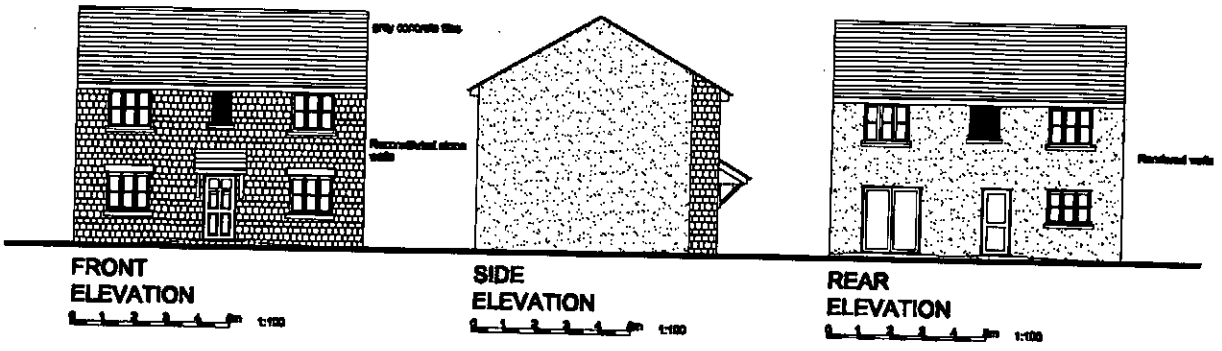


4B1280 – Plot 6 and 10



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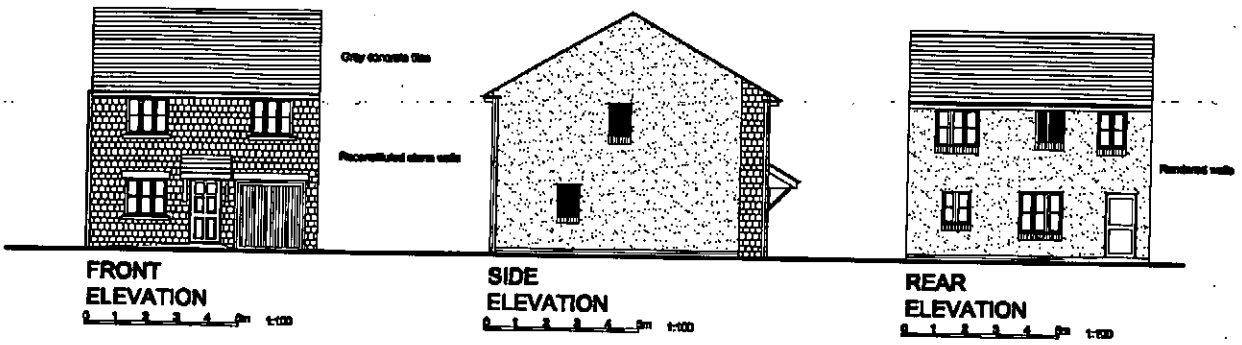
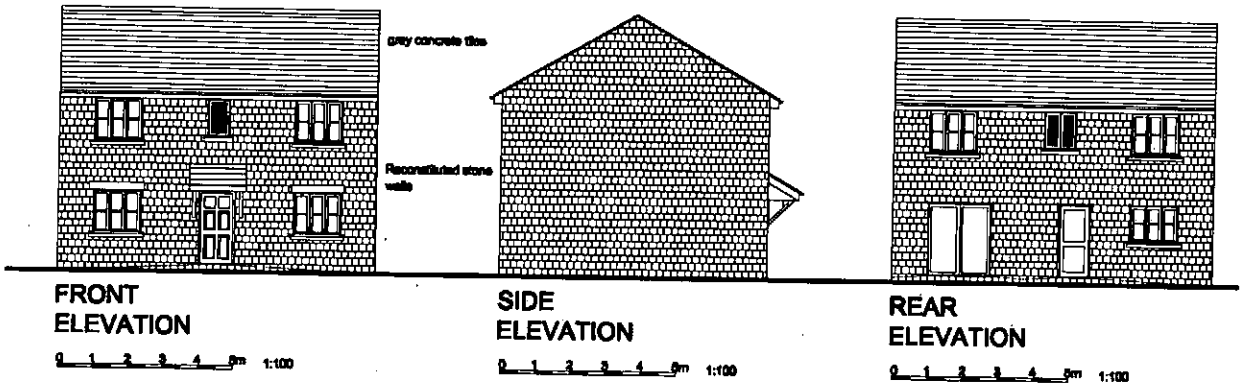


4B1280 – Plot 3



Appearance

6.14 The design of the proposed development complements the appearance and built form of the existing residential building within the vicinity. The dwellings are of a bespoke design so that they are simple and traditional in architectural terms. The houses will be constructed from reconstituted stone on the prominent frontages and render elsewhere, with dark grey roof tiles. Five different house types are proposed, yet there is a cohesive approach to the design with similar fenestration and material detailing across the development.

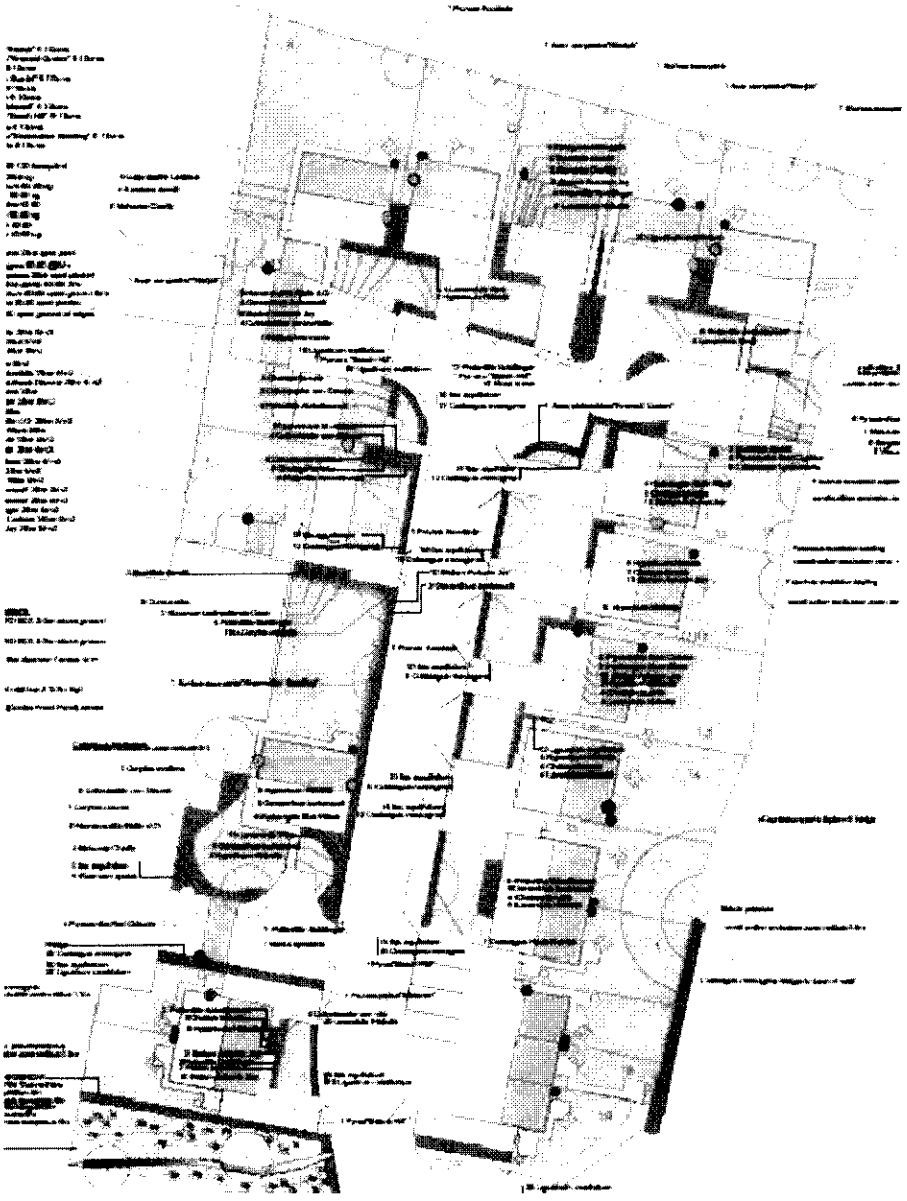
6.15 The scheme is therefore in accordance policy GD4 of the local plan.

Landscaping

6.16 The proposed site is presently a disused bus depot with areas of invasive grassland together with some pre-existing trees confined in groupings adjacent some of the rear gardens of properties facing Manor Park Road and adjacent the cricket ground, felled trees and boundary trees to the western boundary properties.

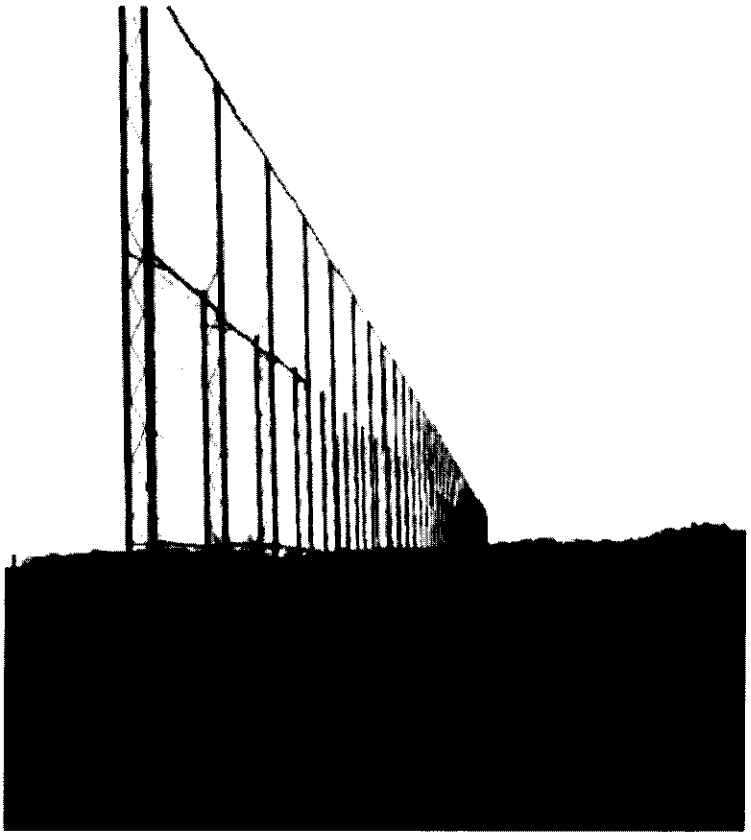
6.17 The proposed properties have a useable private rear garden, which is an attractive feature of any family home. The proposed planting is primarily along street frontages and the site boundary to create visual interest and enhance privacy and screening. The landscaping is designed to distinguish between public and private spaces. Natural surveillance is encouraged and screening along pedestrian routes will be visually permeable. Standard height trees are proposed in prominent locations. The driveways will be interspersed with a native mix of shrubs and trees. It is proposed that each home-owner will be responsible for the long term maintenance of their landscaping.

Figure 10: Landscaping Proposals



6.18 A 9 metre tall ball stop fence is proposed along the northern boundary with the cricket club to catch stray balls. The fence will be screened with soft landscaping.

Figure 11: Example of Ball Stop Fence



7 ACCESS

7.1 The site benefits from an access directly onto York Street and is ideally located near to a bus route and is within walking distance of a broad range of local amenities including schools, shops and green spaces. Glossop town centre and rail station are around 700m to the west. Glossop offers a range of shops, schools, services and employment opportunities. Glossop station is a reasonable mode of travel for longer commuter journeys to city centres such as Manchester.

7.2 Parking is provided within the curtilage of each dwelling and therefore close to the front door of each house. The amount of parking provided also allows for visitor parking being available within the development. There are 44 car parking spaces in total.

7.3 All units will be designed and constructed to Part M of the Building Regulations (Access to and use of Buildings). The site will be well lit to help make the development safe at night.

7.4 Vehicular access to the site is gained from York Street, which will be effectively extended. A Transport Statement and Swept Path Analysis demonstrates that the proposed road can accommodate a refuse vehicle. A pedestrian pavement runs along the eastern boundary of the proposed access road, connecting into the existing pedestrian network.

7.5 The accessibility of the site and the road designed is acceptable and in accordance with local plan policies TR1 and TR5.

8 CONCLUSION

8.1 This statement considers the proposal for the development of 19 dwellings at the Former Stagecoach Bus Depot, York Street, Glossop. It has set out the processes underpinning its design, and assesses the scheme against the relevant national Government planning policy and the High Peak Local Plan.

8.2 The use of the site for the proposed residential development will provide a mix of 2, 3, and 4 bedroom homes.

8.3 In this design and access statement it has been demonstrated that the use and amount of development is appropriate in design terms in the context of the surrounding area in accordance with the Local Plan.

8.4 The sites layout and the appearance of the dwellings has been carefully considered and designed to integrate with the surrounding area and therefore respect the site's surroundings while contributing to the local character and distinctiveness of Glossop in terms of design, scale, massing, appearance and layout.

8.5 The residential amenity of nearby properties is not adversely affected and the proposal has been amended throughout the design process to take on board Local Authority comments.

8.6 It has been demonstrated that the sites are accessible by a range of transport modes which include pedestrians, cyclists and private vehicle users.

8.7 The application before you accords with the 'saved' policies of the Development Plan and in no way do the proposals have adverse impacts that would significantly or demonstrably outweigh the benefits of the proposal to Glossop and the Borough as a whole. Accordingly, my client's planning application should be approved without delay, in accordance with the NPPF Presumption in Favour of Sustainable Development.