Design & Access Statement for

New Boundary Treatment including New Vehicular Access Point
Brotherton Mill
Dinting Vale Business Park
Glossop
SK13 6LG

November 2012

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New Boundary Treatment
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Design & Access Statement

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1.0 Introduction

1.1 This Design and Access statement has been prepared in accordance with the CABE Design and Access Statement Guidance document. It is submitted in support of the planning application for the proposed alteration to part of the boundary treatment to Dinting Vale Business Park, Glossop.

1.2 The proposal is to install a low level stone wall with metal railings above in place of a high level stone wall to an existing building (to be demolished). The boundary treatment also includes a new non-HGV vehicle access point onto a tarmacadam hard standing. This Design and Access Statement should be read in conjunction with the planning application drawings.

2.0 Assessment

2.1 Physical Context

The existing boundary treatment consists of a natural stone wall adjacent to a watercourse and the side elevation of redundant mill building (to be demolished) along the remainder of the boundary treatment to be altered. Parts of the stone wall are damaged and currently unstable whilst the elevation to the mill is soiled with exhaust deposits from the road and is subject to various disrepair.

Existing access to the Dinting Vale Business Park is via entrances at either end of the site. The new boundary treatment provides an opportunity to close the existing vehicular access onto Cottage Lane permanently with the formation of a new vehicular access on the front elevation for cars.

2.2 Social & Economic

The new boundary treatment will open up the view to the site, affording greater public exposure to the current occupier of the site, Springvale EPS. Springvale is a major local employer who has requested the change to the boundary treatment in order to ensure that the site remains sustainable for them in the future. The retention of Springvale at the site and supporting their growth through increased public exposure is a major benefit to the local economy.

2.3 Planning Policy

The proposal is in line with local authority's policy with regard to "improvement corridors". The boundary in question sits directly on the A57 which is identified as such a corridor in GD3. The High Peak Saved Local Plan Policies document states that "particularly on some stretches of the A6 and A57, the two main routes through the Plan area, some development is poor quality and some areas appear run down. In places, these have been the focus of industrial and commercial investment over many years, and are suffering from the effects of heavy traffic, pollution and economic decline". The existing boundary treatment in question arguably fits this description, as such the proposals will provide an environmental improvement. At the same time, the character of the area will be conserved with natural stone being

reused for the low level wall and the design of the railings being sensitive to the area, matching the railings to the surrounding properties (GD4).

It is also believed that the proposals support GD7 Crime Prevention. It is understood that historically the site has suffered from minor crime and trespass. However, the proposed boundary treatment will make the site more visible thus establishing a deterrent, potentially reducing crime and creating a safer community.

2.4 Involvement & Evaluation

The initial planning proposals were discussed at length by Philip Mason of Polebrook Limited (the applicant) and Ann Jordan of High Peak Borough Council before the planning application was submitted. Subsequently, the proposed development was refused.

Following the reasons for refusal outlined by High Peak Borough Council a new set of proposals were prepared with further guidance from Ann Jordan of High Peak Borough Council. Guidance was also sought from Ian Turkington, Paul Edwards and Wendy Harby in the Environmental Services Department at Derbyshire County Council in response to the design and layout in relation to access visibility and traffic detection systems.

3.0 Design

3.1 Use

The site to which the boundary treatment relates is used for industrial purposes. This will remain the same.

3.2 Amount & Scale

The boundary to which the treatment is being replaced is approximately 68m in length. The new treatment will be a low level wall of height 1 metre with railings above bringing the height (on the roadside) to 2.4 metres installed between stone piers 2.6 meters high spaced at 3.7 meters on centre. It is believed that this height provides sufficient security without becoming an imposing feature.

3.3 Layout

The design and layout of the new treatment will be set back from the existing boundary line to provide adequate access visibility for drivers emerging onto the A57.

3.4 Appearance / Impact upon Heritage Environment

The existing building and wall along the boundary are in poor condition. The new boundary treatment will sensitively sit within the environment, enhancing the overall appearance of the site. The low level stone wall will compliment the surrounding buildings whilst the subtly designed metal railings will match the boundary treatments of the surrounding properties, creating a more harmonised appearance. Therefore the impact of the boundary treatment on the fabric and setting of the asset will be minimal, if not beneficial.

3.5 Access

By means of the new boundary treatment access and egress to the site will be changed. The shared access point to the south east of the site will remain unchanged, the existing access onto Cottage Lane on the opposite side of the site will be permanently closed with the formation of the new access point on the front elevation. HGV access will not be possible via the proposed new access point.

Visibility requirements of emerging traffic from the purposed new vehicular access point have been designed in conjunction with the Manual for Streets document published for the Department of Transport.

4.0 Conclusion

4.1 The new boundary treatment will allow the tired existing boundary treatment to be replaced with a sensitive scheme which reuses natural stone at low level and carefully designed metal railings above, overall matching the precedent set by the boundary treatments to the surrounding properties.

4.2 The formation of a new vehicular access point on the front elevation provides an opportunity to permanently close the existing access onto Cottage Lane. The junction of Cottage Lane with the A57 emerges at the signalised junction, close to the signal stop line, where visibility is substandard.

4.3 The proposal will create a more harmonised appearance to the area thus removing any suggestion that the character of the area will be undermined. In addition, the proposed boundary treatment will benefit a major local employer and potentially reduce crime in the area.