Loxley Construction Ltd

Design and Access Statement

Residential Development on the land at Shaw Lane/ Dinting Road, Hadfield, Derbyshire

Outline Application for change of use to residential development and open space with site access, all other matters reserved

December 2012



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1.0 Introduction

1.1 Introduction

The Appleton Group was commissioned by Loxley Construction Ltd in September 2012 to prepare a Design and Access Statement in respect of the construction of a residential development including amenity open space, and ecological enhancement at the land off Shaw Lane and Dinting Road, Dinting. The document explains the design process and proposals in accordance with current best practice and in particular CABE 'Design and access statements - How to write, read and use them', published in 2006 by the Commission for Architecture and the built Environment.

1.2 Purpose

The purpose of this document is to analyse the site in its context and consider how the proposals will relate in terms of the proposed use and quantum of development; to provide a sustainable residential scheme in line with planning policy. This document includes a red-line plan, various analysis diagrams and Illustrative Masterplan. The Illustrative Masterplan is provided for information only. It describes how the site might be laid out in accordance with the parameters plan, applying the design principles identified in this document. This illustrative plan is intended to demonstrate that it is possible to achieve the densities and quantum of development, and to express the type and character of development envisaged for the site. It also demonstrates the character and quality anticipated across the site.

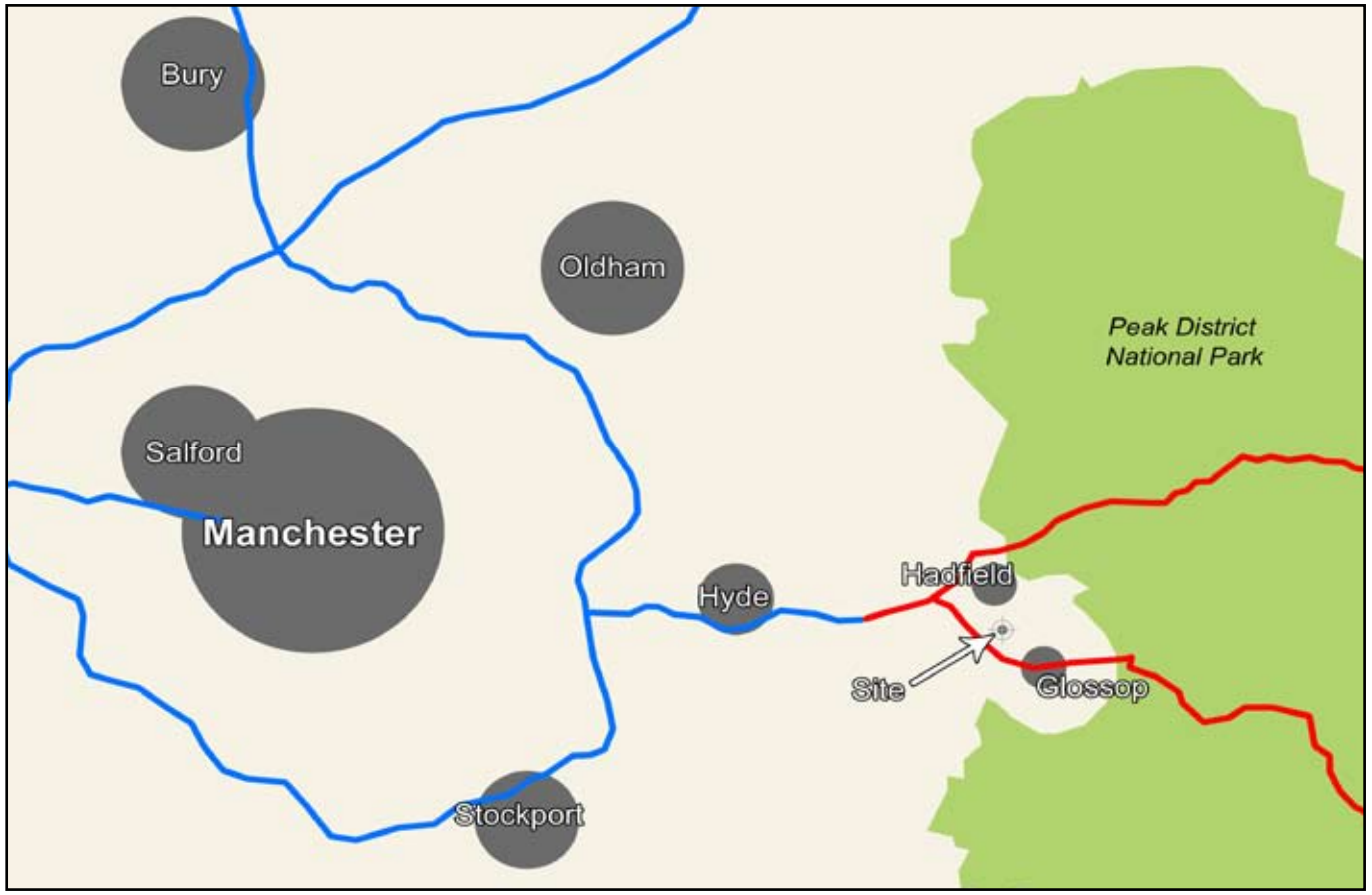
1.3 The Proposals

The proposals consist of residential development of up to 93 units on 4.7 hectares of land to the north of Dinting Road Glossop. The site is located south of an existing residential development and west of the Hadfield/Glossop to Manchester Piccadilly railway line. Vehicular access to the site would be from Dinting Road. A public footpath crosses the site from Dinting Road to Shaw Lane. The footpath follows a clearly defined track separating the site into two fields. This foot path would be retained within the proposals.



1.4 The Site

The site is located east of the Greater Manchester conurbation, at a distance of 1.0 kilometre to the south of the centre of Hadfield and 1.8 kilometres to the north west of Glossop. The site is currently not in use and sits at approximately 153 metres above sea level.

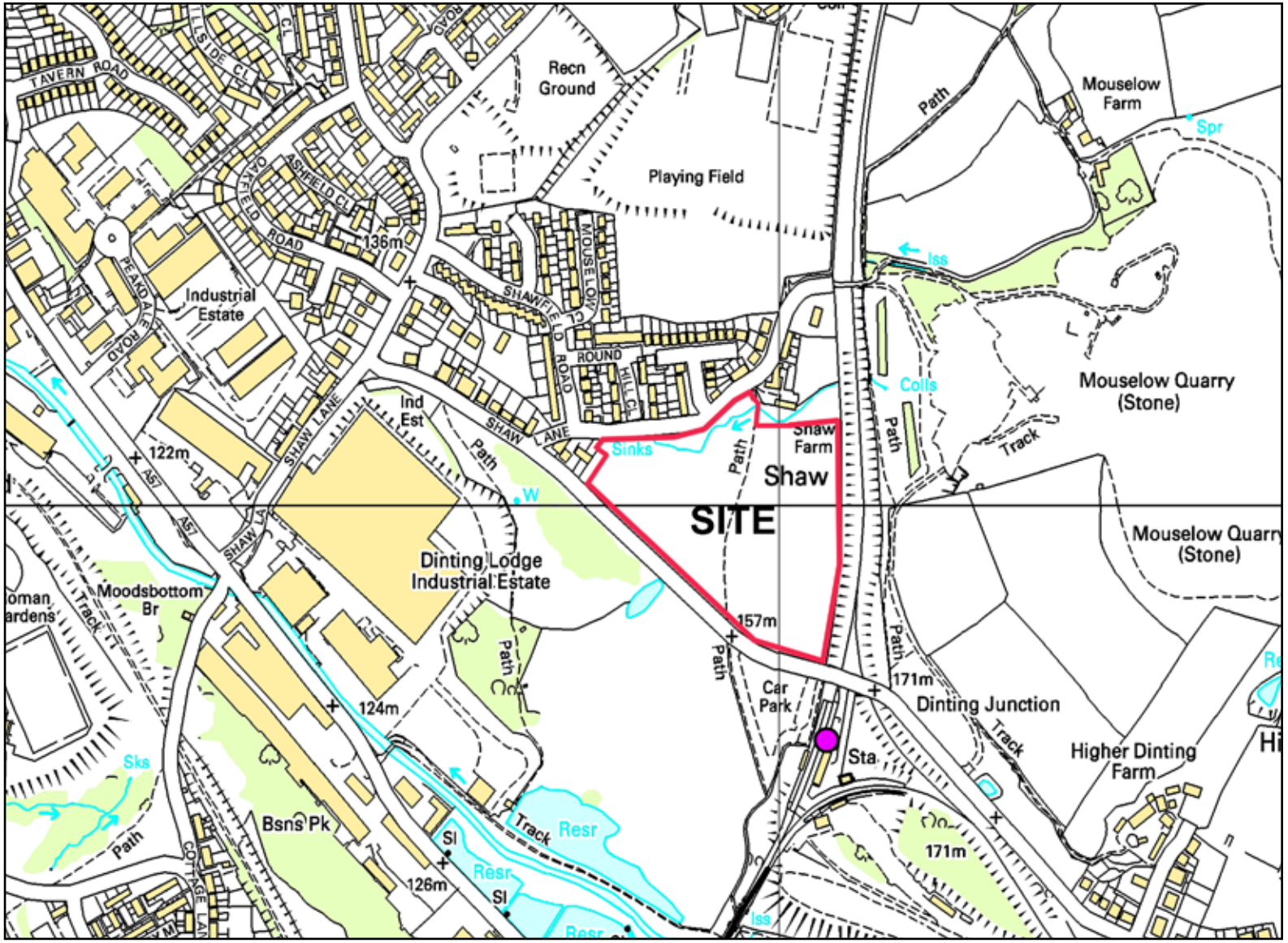


1.5 Site Description

The northern boundary of the site is formed by the former farm house known as Shaw Farm to the north east; and the line of Shaw Lane. Shaw Lane is at a lower level for a part of its length and separated from the proposed development area by a stream course and valley with existing trees and other vegetation. The physical boundary consists of post and wire fencing where present. A short western boundary is formed by the residential property 132 Dinting Road. To the north/ northwest the site lies adjacent to an area of existing housing which forms the outer limits of Hadfield. The southern boundary is formed by Dinting Road. To the western end of this boundary the development site lies at a higher level above the road. There is no pavement to the south boundary which is marked by a post and wire fence along the line of a former dry stone wall. Further south west is Dinting railway station and directly south of the site is the car parking area that services this station. Beyond Dinting Road the land falls towards the valley bottom and the A57 Manchester – Glossop trunk road. The land in the bottom of the valley is predominantly industrial. The eastern boundary follows the line of the railway cutting and is of post and wire fencing. A line of trees and shrubs follow this boundary within the railway curtilage. Beyond this is the currently working Mouselow Quarry, extracting shale for brick manufacture. Beyond this there is an open break of farmland which together with the quarry extends in total to a minimum of 800m before reaching the north westerly limits of Glossop.



Red Line Boundary





2.0 Assessment

2.1 Topography

The highest point of the site lies adjacent to the railway line to the north east boundary. The land slopes generally south west, but much of the change in level is taken up within a distance of approximately 50m from the top of the railway cutting. The main body of the site proposed for development lies to the west of that change in level and is fairly flat. The lowest point is to the extreme south west corner.

2.2 Existing Vegetation

There is an existing woodland belt to the east of the site, parallel to the railway line, this belt sits at the highest point on the site and will be enhanced as part of the development. Any grading of the land in this area will require root protection. There are also trees and vegetation running along the north boundary of the site to Shaw Lane. The developmentis is proposed outside this area which will feature ecological enhancements. The remainder of the site is unused land and has no intinsic ecological value.

2.3 Access / Transport Links

The site is accessible along the public right of way that traverses the site north to south. There are good transport links to the site. A railway station and car park are direct adjacent to the south boundary of the site. Dinting Road is a bus route and there are two bus stops within a five minute walks of the site to the west and to the east along Dinting Road.

2.4 Facilities

A number of facilities can be found within walking distance of the site.

Dinting Cof E Primary School - 10 minutes walking distance from the site.

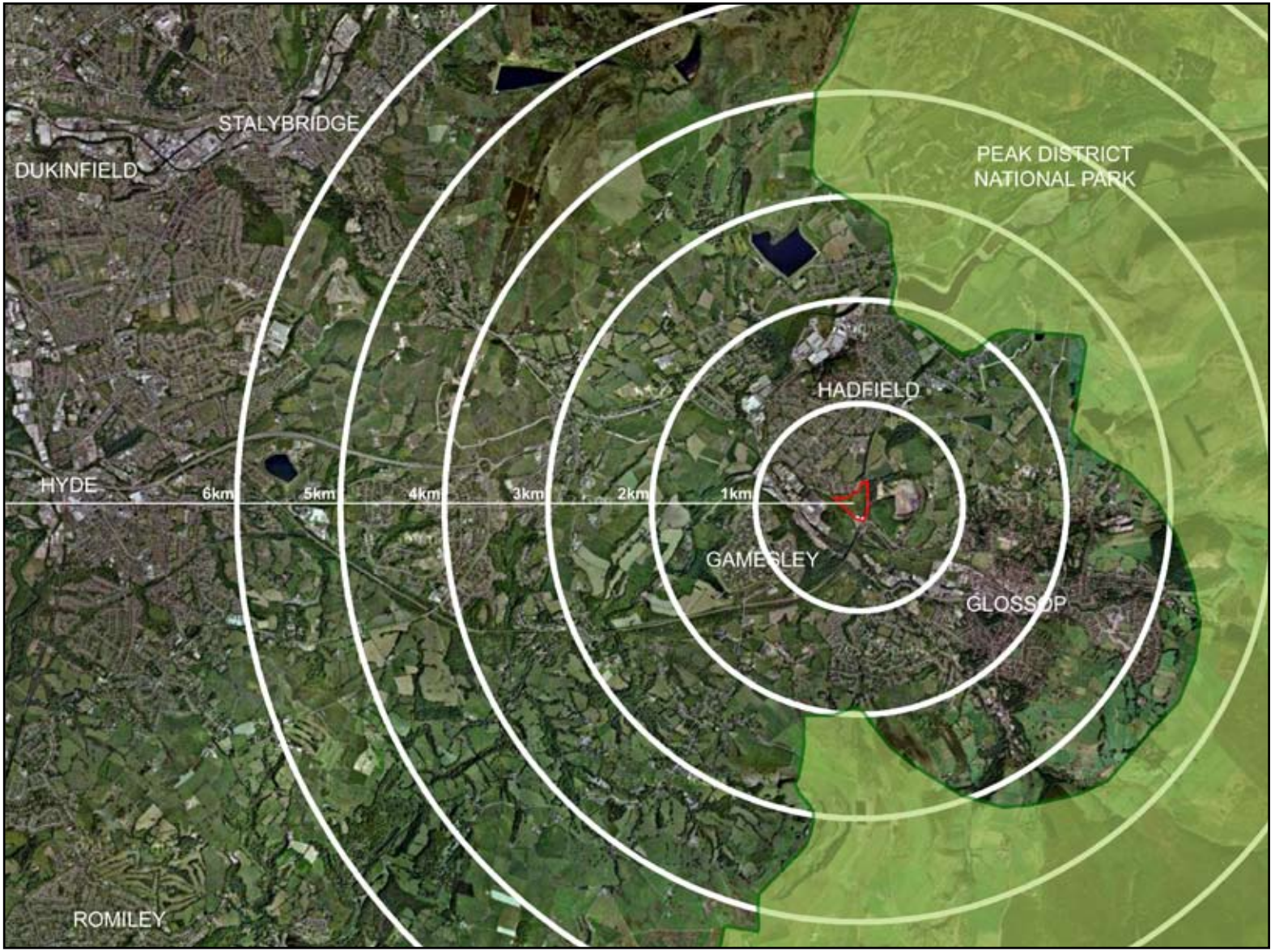
St Philips Howard Catholic School and Glossopdale Commuity College - 25 minutes walking distance from the site.

Glossop Town Centre including, supermarket, pharmacy, post office, dentist, GP surgery, banks, and library - 15 minutes walking distance from the site.



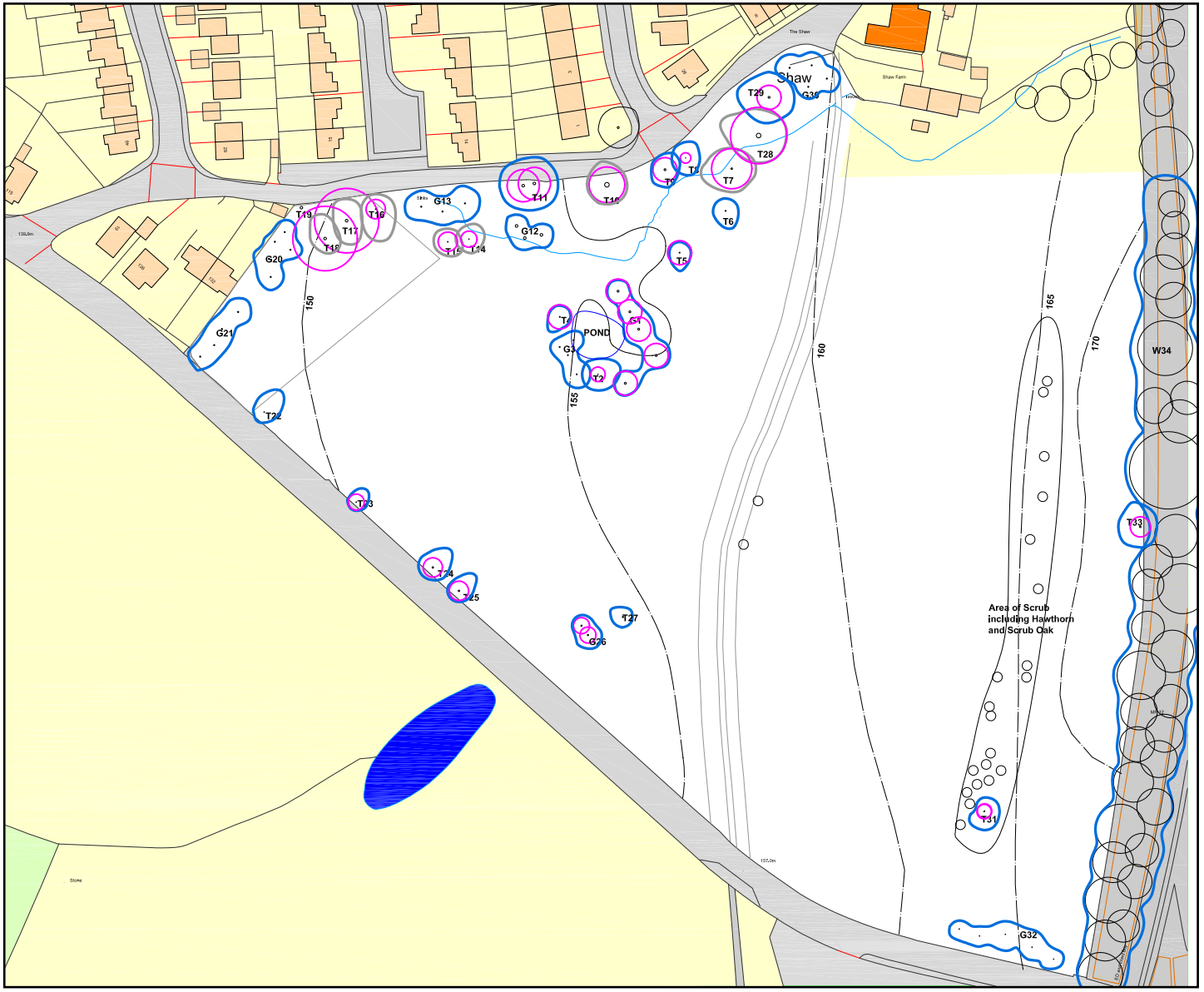


Context Plan





Existing Vegetation and Topography





2.5 Site Analysis

- Site Boundary
- Residential
- Industry
- Green belt
- Quarry
- Railway Station
- Bus Station
- Car Park
- Pedestrian footpath
- Playing Fields
- Existing trees
- Main Road

