

Jennings Design Associates, The Warehouse, Saxon Street, Denton, Manchester, M34 3DS
Telephone: 0161 336 5011 email: info@jda-architects.com

Document Control

The following statement is the Design and Access Statement for the Planning Application at Hayfield Road, New Mills.

The document was first issued in March 2013 with the following revisions being made.

Revision	Date	Notes/amendments	Checked by
A	30/07/2013	Full Planning Application	BJ

Following on from pre-advice application with comments made by

- Liz Pleasant
- Joanne Brooks
- Joanna McKendrick

Development Advice

- The materials for any development here should be a good quality artificial stone, with heads and cills and a slate roof.
- The joinery could be an agreed coloured, good plastic or aluminium sash window which is recessed well into the stone work.
- The doors should be timber.
- A stone wall should form the front boundary of the site.
- Overall form and scale is acceptable and so is the traditional approach.

Site & Proposed Development History

The site formerly accommodated a petrol station which was demolished in 2006 as part of a previous planning approval for 5 No. three storey residential units in 2006 , that was partially implemented - Approved.

In 2010 a planning application was submitted for the erection of an 18 no. apartment Social Housing scheme in collaboration with Great Places Housing Association - Refused

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Foreword

The following Design and Access Statement has been written to meet the requirements of the Government Guidance on changes to the Development Control System which became effective from 1th August 2006.

The document follows the structure of the CABE guidance "Design and Access Statements—How to write, read and use them" in an effort to demonstrate the design process and how the physical characteristics of the submitted scheme are a response to the physical and socio-economic constraints and opportunities that the development site presents.

Application

The document supports the Pre-advice Application for a housing development at the site of the former garage on Hayfield Road.

Design and Access Statement for the detailed planning approval in relation to the development of the Brownfield Site on Hayfield Road, New Mills. The development comprises 14 No 2 bedroom 4 person apartments.

The statement should be read in conjunction with all other supporting information that forms this application which includes:

Document	Issued by
Architectural information	JDA
Design And Access Statement	JDA
Topographical survey	Survey Systems
Tree Survey	TBA
Ground investigation	The Arley Consulting Company Ltd.
Landscape Plan	
Planning Statement	
Section 106 Heads of Terms	

Site physical

The development site is a 0.2 hectare site located off Hayfield Road in New Mills, High Peak.

The site formerly accommodated a petrol station that was demolished in 2006 as part of a previous planning approval for 5 Residential units in 2006, that was partially implemented.

An associated bungalow which served the station remains.

As part of the partial implementation, the site underwent a full site scrape and re-levelling in accordance with the recommendations stated in the ground contamination report by The Arley Consulting Company Ltd, in conjunction with additional works to the rear of the site, including the construction of gabion retaining walls.

To the South East of the site runs Hayfield Road which links Hayfield to New Mills, and is a reasonable access road that ensures good transport links by both car and public transport.

Directly opposite the site is open space, bar two dwellings which overlook the site albeit some 15m from the site boundary.

To the West and North are private dwellings with private open space that binds the site to the North.

Immediately to the North East of the site is a substantial bungalow whose datum is below the current site levels, which has been made up at some point in the past.



Aerial view indicating the site

Context

The surroundings are reasonably varied in terms of vernacular, height and scale. The immediate neighbours tending to be of substantial two & three storey dwellings which are prevalent throughout the town and in the instance of the immediate neighbours.

The existing bungalow to the North of the site obviously provides a lower scale neighbour which is particularly relevant due to its datum.

However, certain scale parameters have also been agreed in principle with the Local Authority following the approval of three -storey development on the site in Application Number **HPK/2004/1183**.

This Application, which is still extant, was to deliver 5 dwellings with the majority being three-storey, town house development.

However, with the discovery of geo-technic issues, the development was halted in 2006.

The prevalence of the three-storey scale is also seen around the area including the cooperative terrace circa 20m north of the site and numerous examples of three storey dwellings running along Hayfield Road.



Surrounding context and site photographs

Access

The existing petrol filling station had access to the site in a similar location and the visibility splay (sight lines) for vehicles entering or leaving the site are clear and appropriate for the road.







Hayfield Road Access

Material Study

A number of differing building styles can be found in the immediate area, including red brick housing, stone terracing and render.

Whilst we would suggest that the construction style of the area is mixed, the predominant element would be the stone external walls, slate roofs, along with the more traditional High Peak styling of vertically proportioned windows, deep reveals and local roof detailing.

Having taken the above to consideration, this scheme seeks to provide continuity with local traditional style and materials, which is supported in principle by HPDC officers.



Surrounding Buildings and materials

Tri-aperture & Stone Millions



Common 3 Storey Dwelling.

Mixed fenestration of Tri-aperture with stone mullions & Sash windows.

Hayfield, Hayfield Road



Hayfield P/H,

New Mills Road.



Modern extension bedded in.

Hayfield Road.



Hayfield Village Stone Mullions

Juxtaposed with Sash Windows



Tri-aperture Timber Window

Frames Hayfield Road

THREE STOREY EXAMPLES









THREE STOREY EXAMPLES













STREET SCENE

Policy and Third Party Consultations

Planning Policy

It has been accepted that the site is considered brownfield and allocated for residential use in the Core Strategy High Peak Borough Council.

Flood Risk

Having visited the environment agency website, the site does not fall into a flood risk zone.

Ground Contamination

Due to the site being a former petrol station, P Casey Development Ltd commissioned The Arley Consulting Company to produce a ground investigation and contamination report 05274/01-May 2005.

A degree of ground work was undertaken with the petrol storage tanks removed and the first metre of the ground was excavated and removed from site. Work was halted in 2006 when the mine adit was discovered.

Assessment – Social/Economic

The proposed development looks to create a positive impact both socially and economically by providing No.14 - 2 Bedroom 4 Person Apartments that have been specifically designed to meet the needs of both the client, Local Authority and potential social housing end user.

The redevelopment of this brownfield site will have a positive impact on both the economic and social landscape of the area through both the construction process and end product.



Existing Site Plan

Assessment - Planning Policy

The site has a long planning history where key policies have led the development process and established certain principles that remain relevant to the scheme.

The main policies relevant to the scheme have been highlighted and addressed in the pre application response available in Appendix A, but are repeated here:

GD4 Character, Form and Design

GD5 Amenity

GD7 Crime Prevention

H1 Principles of Housing Provision

H5 Housing within Built Up Area Boundaries

H9 Affordable Housing for Local Needs

H11 Layout and Design of Residential Development

OC10 Trees and Woodlands

TR1 Transport Implications of New Development

TR4 Traffic Management

TR5 Access, Parking and Design

Through the extensive pre-application consultation process, we believe that the final scheme addresses all of the above policies in providing a quality residential development that provides housing for the local community.

Involvement

As previously outlined, the site has a long history since its purchase in 2005.

We do not intend to discuss the entire history, but the approval of 5 No three-storey units did establish the principle of residential development on the site along with the principle of three-storey development accessed from Hayfield Road.

The development was halted in 2006 due to the discovery of underground elements, such as a culvert and disused mine adit (entrance to a horizontal mine) which it was felt impacted on the viability of a speculative residential development.

This viability was further reduced with the current economic environment and the site has remained unoccupied for over 5 years.

In 2010 a planning application was submitted for the erection of an 18 no. apartment social Housing scheme in collaboration with Great Places Housing Association, however this was refused and the site has remained vacant.



Indicative Line Of Culverts

Evaluation

Through the long planning history of the site the principle of a residential development of an appropriate scale has long been established.

The viability of the scheme became compromised through the discovery of underground drainage elements, and ultimately fell foul of a worsening global economic climate.

With this in mind, the site has remained dormant for several years with few viable options being considered sufficiently appropriate to bring this piece of brownfield and now derelict land back into use.

The proposed housing scheme is believed the best way to progress the site with the developer to retain the apartment situated between the two culverts for residential lettings of 2No. 2 Bedroom 4 person units.

Working in partnership with the Local Authority, the applicant feels that a positive impact can be made on the streetscape and will eventually allow this piece of land to be become active once again.

Key access issues of the design

Approach: The site is a level site and the approach will be in accordance with AD Part M.

Parking: Parking is to be allocated in accordance with High Peak's Parking Standards achieving 150% parking spaces or 1.5 parking bays per unit.

Entrances: Level thresholds will be provided with ramped access (where necessary) with a maximum gradient of 1 in 12. Minimum 850mm clear openings, provided to all entrance doors.

Circulation: Each house and ground floor apartment will be wheelchair accessible and fully inclusive in design. Adequate space has been provided for turning circles in kitchen and lounge areas. Doors have adequate side clearance for wheelchair users. Corridors have adequate widths for wheelchair users in accordance with BRAD Part M. S

Staircases have been designed to meet BRAD Part M.

Access to services: Houses and ground floor apartments within the above development provide a WC at ground floor level. Staircases have been designed in accord with AD Part M. The above development has been designed fully in accordance with Approved Document Part M.

Design

The combination of client, Local Authority and design team has allowed the definition of design parameters at this stage which led to a definitive brief.

The constraints on the site are far reaching and the ability to create a workable scheme that meets clients aspirations of a quality product for the end user, along with the viability issues of the developer has been a challenge for all involved.

It is believed that the assessments above go some way in demonstrating how the scheme combines the best practice of various design guidance to ensure a quality development.

Use

The principle of a residential development has been established from the outset and we believe the proposal remain as such.

The type of units have been discussed with the Local Authority and it s felt that the numbers allow a viable economic scheme to move forward and meet the aspiration of the Local Authority, community and housing stock.

Amount

The developable area of the site is 0.2 hectares.

Following the design development process, the indicative layout has been completed to show a total of 14 units.

The detached block has been sited between the two culverts with a 3m easement to allow for future works that should not impede on the structure should excavation be required.



Proposed site plan

Scale

The principle of three storey development has been established on the site by the previous planning application. The proposed terrace options consists of two variants of full three storey units, two & half storey with parapet balcony or the image below illustrating a compressed tree storey with non open-able windows directly below the eaves and open-able rooflights.

The proposed height of the three storey terrace is designed to sit comfortably with the existing houses at the junction of High Hill Road and Hayfield Road, and the detached block to sit comfortably with the dwelling to the North of the site and not be too overbearing on the bungalow situated to the lower land to the North-east of the site.

The reduction of the building depth has also allowed the secondary gable elevation to be minimised without impacting on roof pitches, that are congruent with the local vernacular.

The ribbon of linear build along with the above scale mitigation has resulted in an appropriate form that sits comfortably in the street scene and addresses the Planning Authority's concerns over the buildings being over scaled and incongruous.

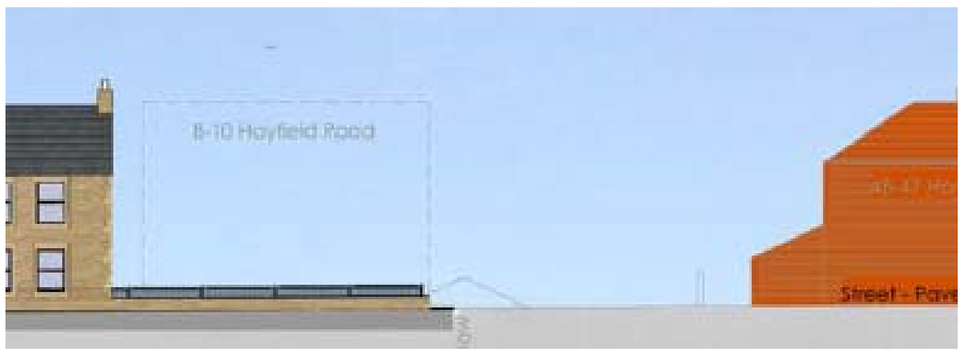


Scale & Massing

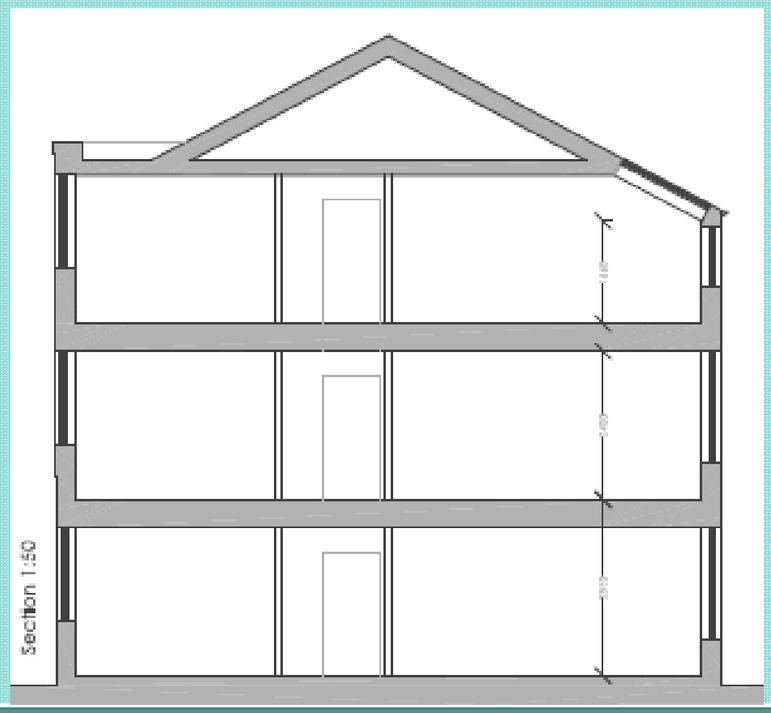
The proposed development of 14 apartments over two and three storey is in keeping with the street scene. The street scene and section below demonstrates that the scale and massing is not deemed as over bearing on the street scene and it's relationship with the neighbouring properties.

It should be noted that the terrace building will be set approximately 500mm below street level, which will assist in providing a harmonious roofline with surrounding buildings.









Precedent Study - Window Proportions

A study of the local vernacular has highlighted two typical window proportions to the area; tripartite 'weavers cottage' casements in stone mullions, and the contemporary counterpart of the lager sash proportion.



Three Storey dwelling, New Mills Road.



High Hill Road, Low Leighton .





Two and half storey terrace opposite the site, Hayfield Road - Date stone stating Cooperative Building

Appearance

The scheme looks to build upon the local vernacular of pitched roofs with wet verges and close eaves details.

The main elevation which makes up the Hayfield Road elevation will be 'Squared Dressed Pennine' to bind the new buildings into the street scene, and the 'Squared Coursed Buff' will be used as an infill to the Artstone banding to the gables and rear stone external walls.

Entrances to the communal stairwells use a two faux entrance to give the guise of four terrace houses so not to detract from the Hayfield Road street scene.

Walling Materials :

Square Dressed Pennine to Main Walls



Square Coursed Buff to Decorative Detail Infill Panels



Artstone to Heads, Cills and Surround



Roofing Materials :

Artificial Blue Slate



Layout

The design of the site has been generated through discussions with the Local Authority and now looks to form an extension of the Hayfield Road street frontage with a terrace and detached block located along Hayfield Road.

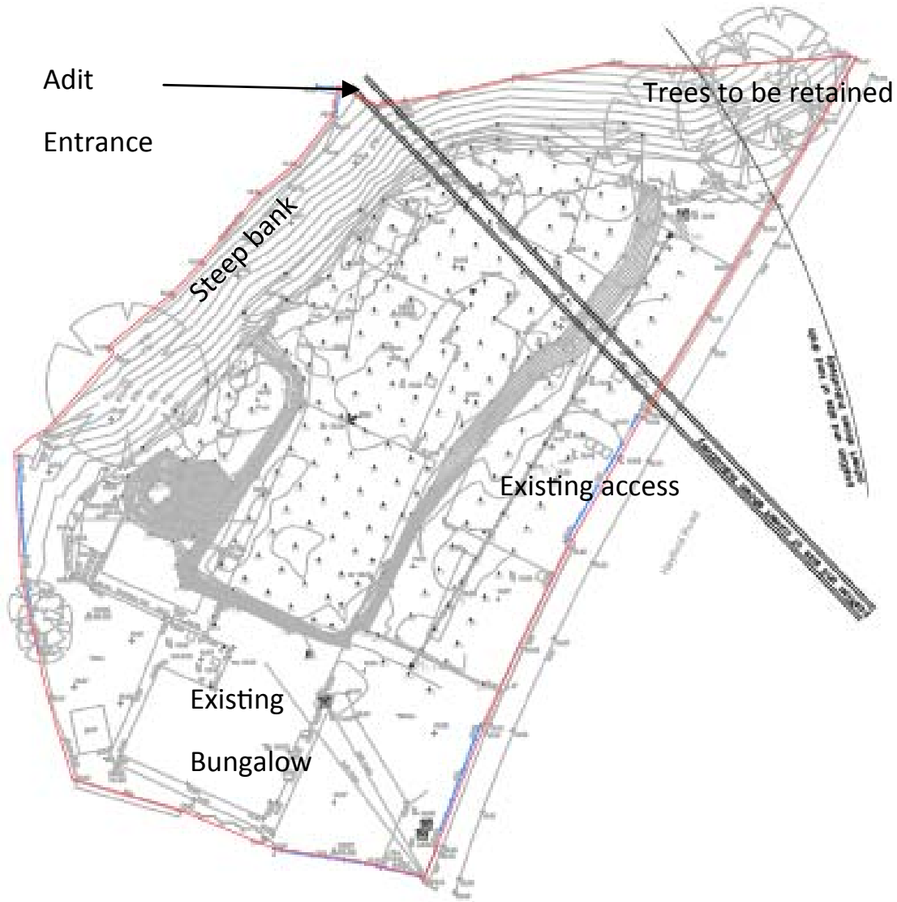
The scheme has been developed from the previous pre-application by maintaining the access more towards the front of the site to address Hayfield Road.

The secondary windows on the gables are set 1.6m above finished floor level of each bathroom to maintain a good level of privacy both to and from the unit.

Constraints, Opportunities and Approach

The exploration of the site has highlighted the following constraints and opportunities that have informed the approach to the indicative layout and which include.

- Suitable access from Hayfield Road
- Existing residential units on Hayfield Road
- Topographical survey
- Existing site levels and the bank to the rear of the site
- Site services
- Culvert and Drainage
- Existing bungalow



Site constraints and opportunities

Landscaping

Hard and soft landscaping has been carefully selected to ensure a considered and consistent approach to the development that is both robust yet attractive.

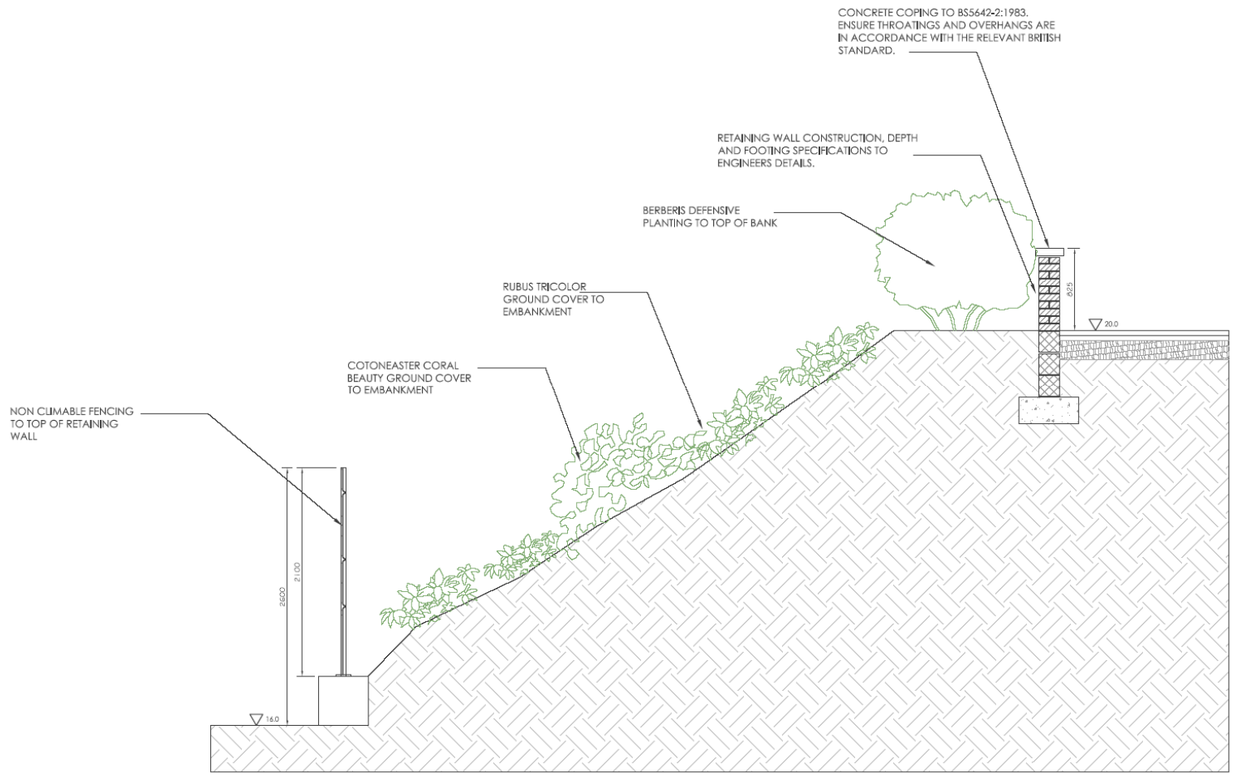
The frontage benefits from a small garden strip which is created between the terrace block and the boundary wall to soften the elevation and takes up the level change between the back of pavement and the reduced site levels.

The front planter also looks to define an element of personal defensible space to the residents and ensure a legible approach to the building.

The main vehicular access ramps down between the two blocks, offers access to the rear parking area which is defined with permeable tarmac and concrete set parking spaces that offer 150% parking.

The rear of the site falls dramatically to a public footpath which causes issues over the secure boundary to the site. Through consultation with the Secured by Design Officer, a full 2200mm boundary is to be provided to the bottom of the slope with a dwarf wall at the head.

The soft landscaping is a mixture of turf, small herbaceous species and trees.



Typical Section

Access

Jennings Design Associates and the applicant are fully committed to a policy of equality, inclusion and accessibility.

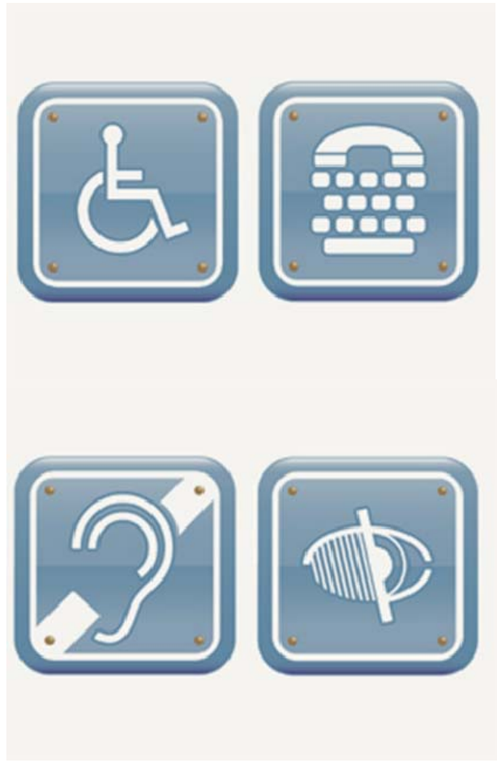
This commitment ensures that all practical steps will be taken to put inclusive design at its heart and any further design development to achieve a standards higher than the acceptable minimum levels set out by the Building Regulations.

Through the preparation of this Access Statement, the following design guidance has been followed:-

Approved Document M	BS 8300 (2001)	Planning and Access for the Disabled
People: Good Practice Guide CDPM 2003	Disability Discrimination October 1995	

Key access issues of "pre-assessment" during the Design and Planning Stage will include:

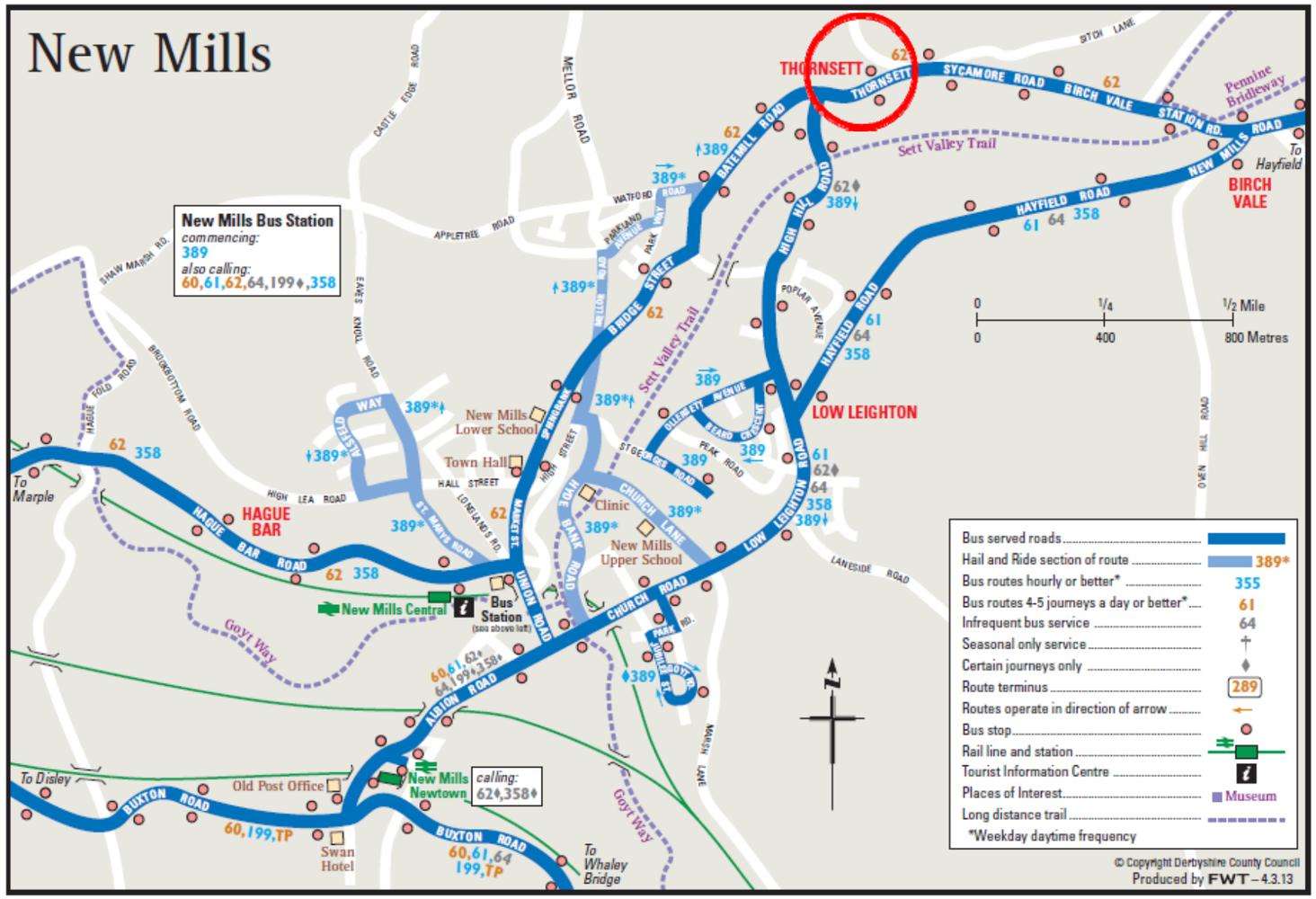
Local Amenities	Approach to the site	Public Transport links
Vehicular Approach	Pedestrian Appraisal	Parking
Entrance	Internal Environment	Private amenity space



Transport

This extract from the Derbyshire County Council Network Map illustrates both methods of public transport for Buses & Train services and demonstrates how well the immediate of the development is served.

The application site is located next to two bus stops operating in both directions along Hayfield Road that run frequently into local towns such as Buxton, Glossop and New Mills which connect to larger Towns such as Stockport, Ashton & Hyde Town Centre, and various surrounding destinations.



Roads

The Site is within 38 minutes driving time - 15.7 miles- of Manchester city centre and more local towns. The site is within 26 minutes driving time or 9.5 miles of the M60 Manchester ring road, from this motorway there are links to the wider motorway network including the M6, 56, 61, 62 & 65.



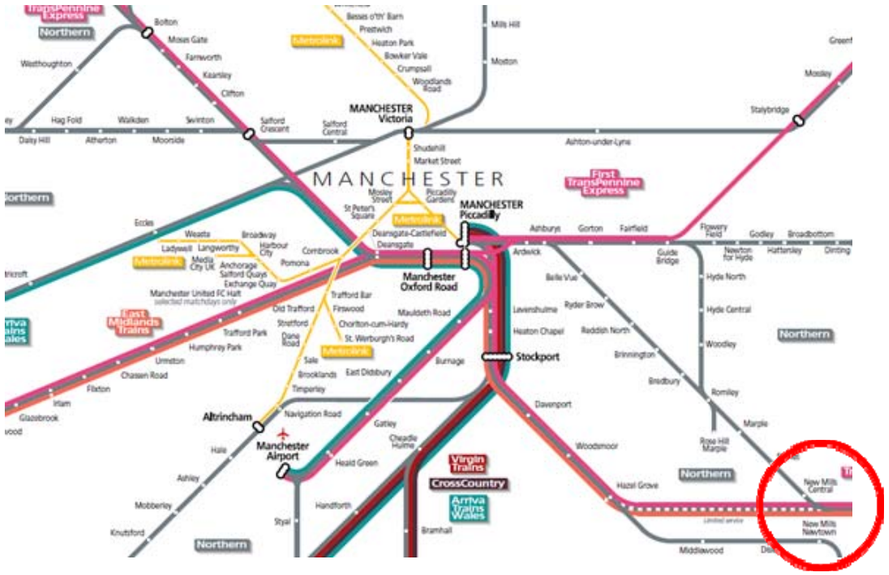
Rail

The nearest rail station is New Mills Central or New Mills Newtown of which both are less than 14 minutes by bus or 24 minutes walk and is within comfortable walking distance of 1.4 miles to the South which connects commuters to Manchester Piccadilly - via Stockport and local towns and villages - and Sheffield where intercity services run from.



Airport

Manchester International Airport is located just 17.7 miles away from the site. It can be easily reached via the road or motorway network or excellent public transport links.





Cycling is often overlooked as a mode of transport, yet it is environmentally friendly, affordable, and can also help tackle traffic congestion.

It is one of the most sustainable methods of travel but whilst more people are taking it up, still only accounts for a small amount of commuting trips.

To encourage more residents to consider cycling, the Council is investing considerably in improving infrastructure for cyclists, both on and off-road.

The application site is well located to take advantage of the cycle routes provided by the Council which can be found on the map provided.

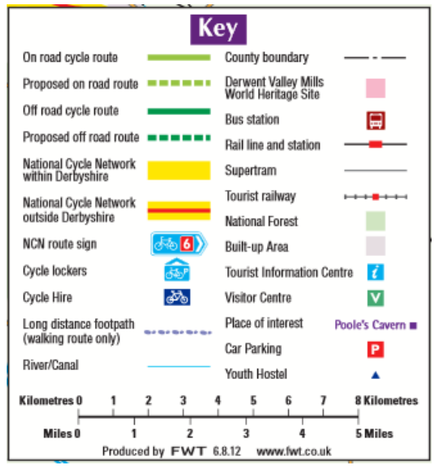
For further information regarding cycle routes for leisure pursuits can be found at

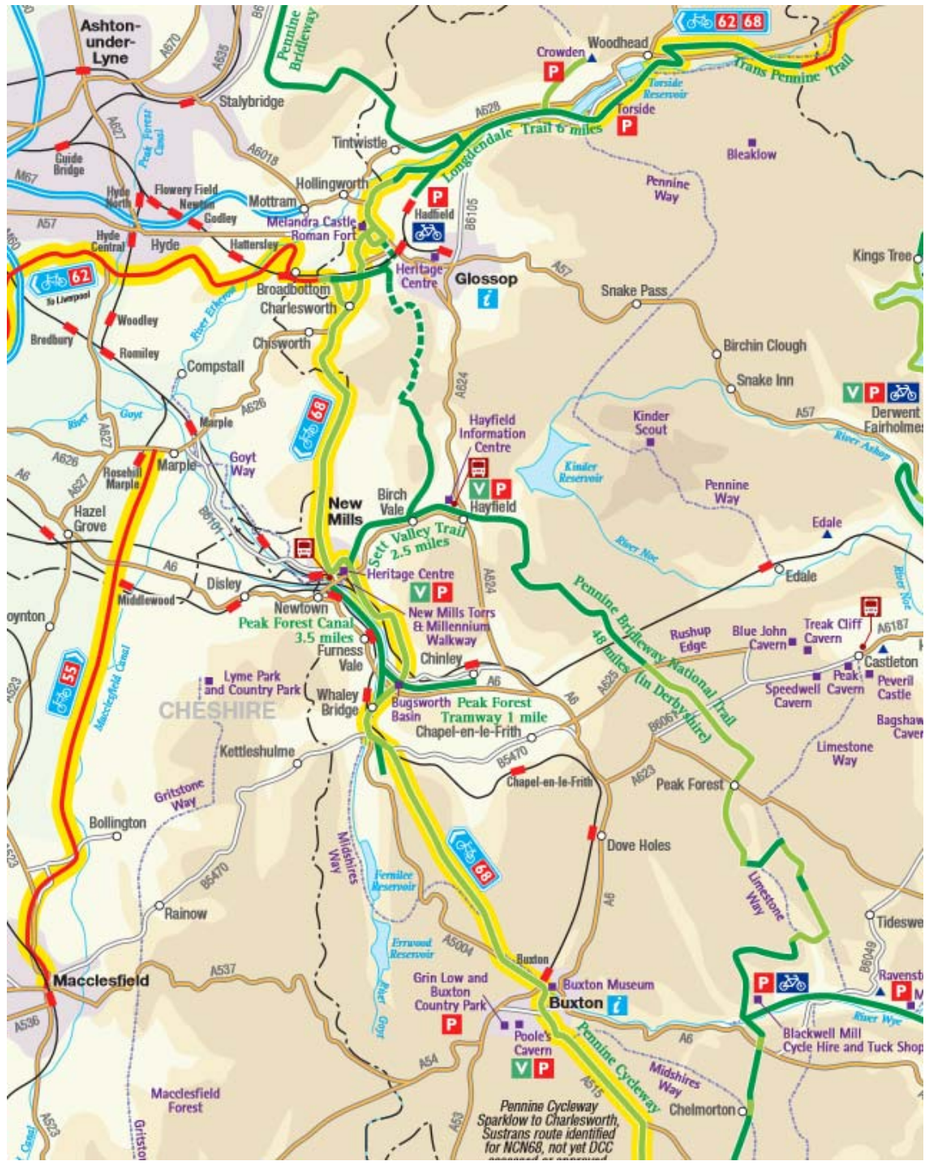
http://www.derbyshire.gov.uk/images/Cycle%20Derbyshire%202012%20web_tcm44-19653.pdf

or

http://www.cycle- route.com/routes/Greater_Manchester-Routes-8.html







Other considerations for future design

The Design Team are committed to implementing the highest standard of design and specification and any future design development should also look to ensure the following best practice:

Environmental Design

A minimum standard of CSH level 3 is to be achieved on all units, and where applicable, Jennings Design Associates will aim to provide a quality development higher than CSH level 3.

Secured By Design

The scheme will be developed to meet the requirements of the "Secured by Design" principles.



Passivhaus Trust
The UK Passive House Organisation

Secured by Design
SBD
Official Police Security Initiative

THE CODE FOR SUSTAINABLE HOMES™

Lighting

Lighting forms a very important element of the scheme. A lighting scheme will be prepared to meet the requirements of the development and provide safety and security for the resident and visitors to the site.

Daylight / Sunlight

Due to the existing design and location of the site in relation to the suns path, there will be no over shadowing issues created by the proposed scheme.

Refuse/Waste/Bin Strategy

Refuse bins will be stored in a designated storage area within the site.
Refuse vehicles can use the site for turning when collecting from Hayfield Road.

In accordance with High Peak Borough Council rubbish, waste and recycling services; various coloured wheelie bins are to be used for the collection of waste and recyclable waste.

High Peak Borough Council are committed to developing sustainable and cost-effective ways to recycle and dispose of all waste so that people can enjoy living, working and visiting the High Peak area.

In line with government waste hierarchy, our overall aims are to minimise the amount of waste to be disposed of, and to reduce the impact of waste on our natural environment.



Conclusion

The proposal is the result of an inclusive approach to design that has addressed the difficult constraints of the site and to meet the aspirations of the Client and Local Authority.

The High Peak Development Control team have been an integral part of the design process, and through on-going consultations we believe that the current proposal has been developed into a successful development which brings an important Brownfield site back into use.

We trust that the design process and ultimately the proposal, meets with the aspirations of the Local Authority and will result in the application being offered a recommendation for approval.

Façade Options

Option 1



Option 2



Option3



Rear & Side Elevations

