PROPOSED HOUSES ON LAND ADJACENT TO 127 AND 129, MANCHESTER ROAD, CHAPEL EN LE FRITH.

DESIGN AND ACCESS STATEMENT.

No 127 Manchester Road is an Edwardian villa on the edge of the Chapel en le Frith built up area and is on the main road between Chapel en le Frith and Whaley Bridge. No 129 is the coach house adjacent to No 127 and was recently converted to a dwelling. The buildings are set in a landscaped garden, which has fields on the west, south and east sides. These fields are the subject of this planning application.

The proposal is for a development of 49 mixed houses with thirty percent to be designed as 'affordable'. The houses facing onto the south side of Manchester Road will echo existing houses on the north side of the road, but with vehicle access from the estate road rather than Manchester Road. Design and materials will conform to local practice. The accompanying plans show an indication of how the houses might be laid out.

The site is on the number 199 bus route, with frequent services to Buxton, Stockport and Manchester Airport. Following discussions with Derbyshire County Council Highways Department, it proposed to position the access to the site from the A6 at the crest of the hill in order to achieve the maximum visibility for both pedestrians and motorists. Visibility splays will be provided in accordance with Derbyshire County Council requirements.

Roads within the site will be a minimum of 7 metres wide with 2 metres wide pedestrian ways. A 6 metres car parking area in front of every house gives a total of 23 metres between the principal elevations of the dwellings.

Footpaths will be provided to link the estate road with Manchester Road, giving easy pedestrian access to nearby bus stops and the town centre. The footpaths will be laid out in a straight line to aid security. Access into and within the houses will be in accordance with Part M of the Building Regulations. There are no issues with site levels that would make this difficult to achieve.

There are no trees wholly within the site. However there are trees on the boundary and close to the boundary on neighbouring properties. It is proposed that no trees will be lost. Trees will be protected by building roads and houses clear of the tree canopies. It is anticipated that trees could be further protected by the use of planning conditions to control development in rear gardens which might otherwise be considered as permitted development.

Public areas of the development will be landscaped with low bushes typical of the area. A small amenity play area will be provided.

It is intended to make the most use of current technology to reduce the carbon output of the houses. Issues such as thermal insulation, fabric integrity and boiler efficiency will be dictated by Building Regulations. It should be possible to

make use of solar energy and ground-source heat, and these will be fully investigated. The use of water will be reduced by grey water recycling and water efficient appliances.

The site slopes towards the south, away from Manchester Road. Following investigations and percolation tests by a chartered surveyor, preliminary plans for drainage have been formulated. It is anticipated that surface water will be retained on site to be released slowly. Foul water drains will connect, via pumps, to a chamber at the junction of Manchester Road and Marsh Hall Lane.

Trevor Gilman 13 July 2013
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