

**Town and Country Planning Act 1990
(As Amended)**

Design and Access Statement

Outline planning application for
residential development

Site: Land off Long Lane and South of
Chapel-en-le-Frith High School, Chapel-
en-le-Frith, High Peak, Derbyshire

Applicant: S. Robinson trading as Bank
Hall Drive Developments

Document date: November 2015

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1. INTRODUCTION

Purpose of the Statement

- 1.1 This statement has been prepared by Knights Professional Services Limited (planning consultants), on behalf of Bank Hall Drive Developments to accompany an outline planning application for residential development on land off Long Lane, to the south of Chapel-en-le-Frith High School.
- 1.2 This statement has been prepared in accordance with the relevant national planning guidance which requires such an application to be accompanied by a Design and Access Statement.
- 1.3 The purpose of this statement is to explain; “the design principles and concepts that have been applied to the proposed development and how issues relating to access to the development have been dealt with”.
- 1.4 The document is divided into 7 sections as follows:

Section 1 – Introduction

Outlines the purpose of the document

Section 2 – Landscape Assessment

Provides a comprehensive summary of the landscape assessment of the site and sets out the landscape strategy recommendations for the development proposals;

Section 3 – Site Assessment

Considers the site and its surroundings in terms of the physical, social and economic context

Section 4 – Evaluation

Identifies the site’s constraints and opportunities;

Section 5 – Design Concepts and Principles

Presents the design concept and principles which underpin the proposals

Section 6 – Design Proposals

Sets out the uses and amount of development proposed, access arrangements, layout of development, scale of buildings, landscaping treatment, appearance and use of resources;

Section 7 – Summary

Provides an overview of how the development proposals achieve the design principles established in Section 5.

1.5 This statement should be read in conjunction with the planning application and its accompanying documents including:

- Planning Statement;
- Landscape and Visual Impact Assessment;
- Geophysical Survey;
- Ecological Appraisal;
- Flood Risk Assessment;
- Heritage Statement;
- Transport Assessment.

2. LANDSCAPE ASSESSMENT

Introduction

- 2.1 In order to establish the degree of change arising from the development of the Site and the extent to which that change will affect local receptors, it is important to understand the existing situation and Site context in terms of amenity, availability of views and the landscape character associated with the local area.
- 2.2 Therefore, a Landscape and Visual Impact Assessment (LVIA) has been undertaken in accordance with the methodology set out within:
- Guidelines for Landscape and Visual Impact Assessment (GLVIA), Second Edition, Landscape Institute and IEMA, 2002;
 - The revised and updated Guidelines for Landscape and Visual Impact Assessment (GLVIA), Third Edition, Landscape Institute and IEMA, 2013; and
 - Landscape Character Assessment – Guidance for England and Scotland, Scottish Natural Heritage and the Countryside Agency, 2002.
- 2.3 The assessment of the ‘nature of the development effects’ depends on the degree to which the proposed scheme:
- Complements, respects and fits into the existing scale, landform and pattern of the landscape context;
 - Enables enhancement, restoration or retention of the landscape character and visual amenity and delivers policy aspirations; and
 - Affects strategic and important views in addition to the visual context of receptors.

Site context

- 2.4 The site lies adjacent to the southern boundary of Chapel-en-le-Frith High School, to the west of Long Lane, and to the south of the southern settlement fringe of Chapel-en-le-Frith. It is centred on national Ordnance Survey Grid Reference: SK 05220 79971 and measures approximately 7 hectares in total.
- 2.5 Fieldwork has established that the site, and its immediate surroundings, contain some features representative of the ‘Settled Valley Pastures’ LCT; such as, the winding lanes, wooded character, pastoral farming and poorly draining soils. However, it does not contain any particularly notable, rare or unique features, which is important to understand when considering the potential impacts of the proposed development in the context.
- 2.6 Topographically, the site sits on the valley floor and gently slopes east to west from approximately 237m AOD (Above Ordnance Datum) to 229m AOD. The site is

overlooked by steeply rising ground at Eccles Pike, Ladder Hill, Castle Naze and Cow Low which offer wide panoramic views of the valley landscape.

- 2.7 The site is located on the south-western settlement edge of Chapel-en-le-Frith and immediately adjacent to Chapel-en-le-Frith High School. It occupies part of a transitional landscape between Chapel-en-le-Frith and the wider pastoral farmland to the south and west. It is influenced by adjacent residential development to the north and east, and the proximity of the railway embankment to the immediate east. The surrounding framework of vegetation provides some degree of enclosure to the site, which when coupled with the proximity to existing built form at the settlement edge gives it 'settlement fringe' characteristics with the Open Countryside better represented within the rolling pastoral landscape located to the south-west of the site.

Visual Analysis

- 2.8 A detailed visual analysis of the site is contained within the accompanying LVIA by Tyler Grange.

Landscape Strategy

- 2.9 In response to the assessment work undertaken it was determined that the site had capacity to absorb development successfully without detriment to the landscape character and local views and through mitigation.
- 2.10 Mitigation Measures are those measures proposed to prevent/avoid, reduce and where possible offset or remedy (or compensate for) any significant adverse landscape and visual effects.
- 2.11 The mitigation measures incorporated within the proposals are set-out below and illustrated on the Landscape Strategy (see Plan 7 of the LVIA report by Tyler Grange). They have been established as part of ongoing dialogue with the wider design team and have been influenced by the fieldwork and desktop study completed as part of the baseline study.
- To aid the assimilation of the development into the landscape a number of policy linked strategy suggestions were established to influence the development layout, including:
 - Ensure that views towards Eccles Pike, Ladder Hill, Castle Naze and Cow Low are retained and incorporated into the overall site layout (Policy H11: Layout and Design of Residential Development).
 - Retain and strengthen existing on site boundary vegetation, predominately along the northern, western and eastern boundaries of the site (SPD & Policy OC10: Trees and Woodland & Policy GD6: Landscaping).

- Potential to position high-density and / or taller development within the third party owned land parcel, where development will be well-contained by the nearby railway embankment and the taller buildings at Chapel-en-le-Frith High School (SPD & Policy GD5: Amenity, Policy GD4: Character, Form and Design, Policy OC4: Landscape Character and Design).
- Provide appropriate screening vegetation and / or development offsets from the Grade II Listed Marsh Hall and Barn, located to the rear of the The Homestead, and the existing settlement edge of Chapel-en-le-Frith (Downlee Close and Firth View), which currently overlook the site (Policy GD5: Amenity & BC8: Settings of Listed Buildings).
- Provide opportunities for a good network of native tree planting, including small groups of amenity trees, to help soften the overall appearance of the proposed development and to assist in assimilate it into the surrounding landscape (SPD & Policy GD6: Landscaping).
- Create a transition in density between the existing settlement edge of Chapel-en-le-Frith and the surrounding open countryside to the south (SPD & Policy GD4: Character, Form and Design; Policy OC4: Landscape Character and Design, Policy OC1: Countryside Development & Policy OC3: Special Landscape Area Development).
- Create a comprehensive, accessible and enhanced GI network around the existing watercourses and established boundary vegetation (SPD & Policy OC4: Landscape Character and Design; Policy GD6: Landscaping & Policy OC10: Trees and Woodlands).
- Retain the rural character of the nearby public footpath (Chapel-en-le-Frith FP 57) that runs alongside the south-eastern boundary of the site, through appropriate development offsets and new hedge planting (Policy OC4: Landscape Character and Design; Policy GD6).
- Ensure that proposed development follows the distinctive form and materials found within the traditional buildings of the local environment and that, where appropriate, development is contained by low, gritstone, drystone walls (SPD & Policy GD4: Character, Form and Design, OC4: Landscape Character and Design & BC1: External Materials).

3. SITE ASSESSMENT

- 3.1 This section provides a summary of the assessment undertaken of the site and its physical, social and economic context.
- 3.2 The site is located to the south east of Chapel-en-le-Frith. The site is located adjacent to the High School and is accessible by public transport modes.

Physical Context

Existing Land uses

- 3.3 The site is currently used as rough pasture, and is bounded to the north by residential development, and a relatively new high school building and associated sports pitches (including perimeter sports fencing and floodlights). To the west of the site are tree lined boundaries. To the east of the site lies an existing mineral railway line which sits at an elevated level above the site.

Topography

- 3.4 The site sits generally on the 237 metres above sea level contour line. The site effectively sits at a low lying level adjoining the built up area boundary, and views from the wider context show that it has a predominantly urban backdrop. In particular, the existing high school is prominent within existing local views towards the site.

Arboriculture

- 3.5 An arboricultural report has been completed by Tyler Grange. The site is largely free from trees, which are limited to the site boundaries. A single tree is present towards the centre of the site on slightly elevated ground.

Flood Risk

- 3.6 The site is shown to be outside of the floodplain as shown on the Environment Agency's flood maps and lies wholly within Flood Zone 1. The site is therefore at the lowest risk of flooding as defined within the Framework and its accompanying technical guidance publication, and is suitable for all uses, including residential development.
- 3.7 Watercourses are located to the northern boundaries of the site.
- 3.8 Following a consideration of sustainable drainage systems, a surface water drainage strategy could maximise the use of proposed areas of open space, as well as provide on plot water attenuation, such as water butts to each dwelling. Ponds and swales can be used in public areas and within areas of public open space towards the north

western corner of the site where the existing field drainage currently runs. Further details regarding flood risk and surface water management is contained within the accompanying flood risk assessment.

Ecology

- 3.9 No statutory sites of nature conservation importance are recorded within the site, nor is the site subject to any designation because of its ecological value. The development of the site would result in the loss of low quality grazing land, and would not result in a significant loss of wildlife habitat. Further information regarding the ecological value of the site is contained within the supporting ecology surveys.
- 3.10 Any local bat and bird assemblages that may exist in the vicinity of the site may experience limited temporary disturbance during construction but no adverse effects on conservation status are anticipated, and in the medium to long term would benefit from the ecological and landscape proposals, which include an increase in additional planting and native tree species.

Existing Access

- 3.11 Access to the site is a reserved matter for future determination, should the council resolve to grant planning permission. However, notwithstanding the above, access options have been presented within the supporting Transport Assessment by SCP to demonstrate that access is achievable.
- 3.12 Vehicular access to the site is currently gained via an existing unadopted road from Long Lane, which passes under a railway bridge.

Movement and Circulation

- 3.13 Long Lane is located to the east of the site and provides a link between Manchester Road in the north and Ashbourne Lane / Meadow Lane in the southeast. In the vicinity of the site, Long Lane is subject to a 30mph speed limit and has a carriageway width which varies between 6.5m and 8.6m. A footway is provided on the western side of Long Lane which provides a continuous link between Manchester Road in the north and residential areas off Long Lane in the southeast.
- 3.14 Frith View is located to the north of the site and is a typical residential estate road providing direct access to a number dwellings and other residential cul-de-sacs including Elmfield, Greggs Avenue and Links Road. Frith View has a carriageway width of between 5.5m and 6m and benefits from footways on both sides of the carriageway and street lighting.
- 3.15 The Manchester Road / Long Lane junction is located approximately 730m north of the site and takes the form of a simple priority controlled junction with Manchester

Road forming the major arm and Long Lane the minor arm. The southern minor arm of the junction benefits from tactile paving and dropped kerbs. A signal controlled pedestrian crossing is located on Manchester Road approximately 10m to the west of the Long Lane.

- 3.16 The Manchester Road / Crossings Road / Frith View junction is located to the north of the site and takes the form of a priority controlled staggered crossroad junction with Manchester Road forming the major arm and Crossings Road / Frith View the minor arms. The junction benefits from tactile paving and dropped kerbs on both the northern and southern minor arms to assist pedestrian movement.

Public Transport

- 3.17 Chapel-en-le-Frith is accessible by bus and rail. The nearest bus route is located to the north on Manchester Road, with frequent services to the town centre available. The main bus route that serves Chapel-en-le-Frith serves Buxton, Stockport and Manchester Airport. Chapel-en-le-Frith railway station is located to the south of the site providing passenger rail services to Buxton, Stockport and Manchester. Further details on the accessibility of the site are provided within the supporting Transport Assessment by SCP.

Safe Places

- 3.18 In developing the scheme, particular reference has been made to guidance produced by CABI and Safer Places. Reference has also been made to the publication produced by the Association of Chief Police Officers "New Homes 2010".
- 3.19 The scheme demonstrates that all communal areas would have excellent natural surveillance from adjoining properties, in addition to being well lit. All dwellings would have frontage with private space and public realm clearly defined.
- 3.20 Dwelling boundaries would be clearly defined through a mixture of treatments being brick walls, timber fences, metal railings or hedges.

Neighbourhood Character Assessment

Brief History of Chapel-en-le-Frith

- 3.21 Chapel-en-le-Frith is surrounded by hills of Eccles Pike to north, Castle Naze, Short Edge, and Combs Moss to south.
- 3.22 Hundreds of years ago, Chapel-en-le-Frith was a village amidst and surrounded by forests in the valley floor. Pack horse/transport tracks were routed around the higher ground due to the forest and marshy lower ground of Chapel valley floor.

- 3.23 Around two hundred years ago agriculture and mills (cotton) were the main employment generating industries in the town. Some mill buildings still survive and are mainly constructed from stone with stone or slate roofs. Dwellings constructed at that time were also constructed similarly being mainly 2, 3 and 4 bedroom terrace dwellings along most street frontages.
- 3.24 Around 1860 two major rail links ran through the town - the London & Derby/Buxton to Manchester, and the Sheffield & Hope Valley to Manchester line. Both routes dissected the town and both routes had independent Rail Stations in Chapel-en-le-Frith.
- 3.25 At the beginning of the 20th Century the village developed into a town with the advent of Ferodo Limited which set up an industrial base, manufacturing brake linings for world wide consumption. From around 1910 to 1950 exponential growth in population took place with many estates being built of a variety of construction materials and styles. Many large houses, generally on the periphery of town, were also constructed due to demand, and again, were constructed in a variety of materials and styles.
- 3.26 From 1960 until 2000 many more housing estates were built. These estates were built in either brick or reconstituted stone with slate, clay or concrete roof tiles.
- 3.27 In recent years, employment led developments have tended to be located to the east of the town in order to benefit from improvements to the local transport network, primarily through the improvement of the A6 link between Buxton and Stockport/Manchester.

Social and Economic Context

Services and Facilities

- 3.28 The site immediately adjoins the main urban area of Chapel-en-le-Frith, which has a wide range of services and facilities accessible by walking, cycling and public transport, as demonstrated on the plan on page 17.
- 3.29 Within a 2km walking distance of the site are a number of key amenities and facilities.
- 3.30 The site is located approximately 1000 metres away from the main town centre, which contains a range of shops and a supermarket/petrol station.
- 3.31 The nearest school is Chapel-en-le-Frith High School adjoins the site to the north. The school is also part of a leisure centre complex which contains a sports hall and sports pitches, as well as a community centre and day nursery.

- 3.32 The main employment zones in the town are located to the north west. These are allocated sites for employment in the current Local Plan, and are located approximately 2 kilometres from the site.
- 3.33 Distances to local services are shown on the accession plans that are provided within the Transport Assessment by SCP.

Planning Policies

“The government attaches great weight to the importance of the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute to making places better for people” (The Framework, para 56).

- 3.34 Government guidance in the form of the National Planning Policy Framework (the Framework) sets the context within which those involved in the development process should promote excellence in sustainable development in order to achieve a high quality of design.

Local Policy and Guidance

- 3.35 Policy and guidance that covers the local area has been utilised to inform the design process. These include:-
- Saved policies of the High Peak Borough Local Plan (2005)
 - High Peak Borough Local Plan submission version (April 2014)
 - The Chapel-en-le-Frith Neighbourhood Plan (August 2015)
 - Supplementary Planning Guidance/Documents
- 3.36 The Chapel-en-le-Frith Neighbourhood Plan vision for the Parish is for:
- Affordable, quality homes to provide for local needs;
 - Ample, well paid jobs for local people;
 - Re-invigorated town and village centres;
 - Excellent facilities for all ages;
 - Safe, convenient and sustainable transport links;
 - Access to, and protection of, countryside recognised as special.

4. EVALUATION

Constraints and Opportunities

- 4.1 Following the assessment of the site and its surroundings as detailed in section 3, a number of constraints and opportunities associated with the proposed development on the site have been identified. These are outlined adjacent and illustrated where appropriate on the constraints and opportunities plan. Each of these constraints and opportunities has been used to inform the design proposals on the site.

Constraints

- Retention of trees and stone boundary walls where possible;
- Proximity to the open countryside;
- The development is to provide minimal negative impact upon the landscape.

Opportunities

- Opportunity to provide a new quality development providing housing choice and new affordable housing in Chapel-en-le-Frith;
- Utilise the south facing aspect of the site to enhance energy efficiency;
- Provision of new informal public open space;
- Opportunity to provide ecological improvements through additional planting;
- Opportunity to provide a sympathetic and reinforced landscaped edge to Chapel-en-le-Frith, helping to filter views of the development from the wider landscape;
- Provide a sustainable residential development supported by amenity space and new infrastructure;;
- Provide improved public transport access by increasing support for the use of the existing bus route;
- To create a quality architectural setting which is design led by the characteristics of the area;
- An opportunity to provide a development which introduces public green places and additional focal points or features at important locations and junctions within this new residential settlement;
- Provide a sustainable built environment which nestles into the contours of the land. The site is generally flat and low lying, and a carefully considered residential layout would be designed to have minimum impact upon the landscape and when viewed from the wider area.

5. DESIGN CONCEPTS AND PRINCIPLES

Vision

- 5.1 The development of this land at the south of Chapel-en-le-Frith would create an attractive new environment in which to live. The aspiration is to develop a design that is based on an interpretation of the character of Chapel-en-le-Frith and the High Peak generally. This will make a contribution to delivering housing choice and affordability, providing a variety of housetypes and increasing availability.
- 5.2 The proposed development seeks to address the vision and objectives set out the Chapel Neighbourhood Plan, namely;
- To provide a mix of affordable quality homes for local needs
 - To create development jobs accessible to local people
 - To help rejuvenate and make a permanent contribution to the long term viability and vitality of Chapel town centre
 - To contribute to and enhance the existing provision of excellent facilities for all ages
 - To make the most of the location of the site which has ready access to existing safe, convenient and sustainable transport links
 - To avoid the development of countryside located in the Special Landscape Area or countryside having ecological features.

Design Concept

- 5.3 Following the assessment of the site and its surroundings and establishment of the constraints and opportunities, a design concept plan and landscape masterplan was drawn up (see the supporting landscape masterplan and LVIA by Tyler Grange) to consider these findings, which was used during the evolution of the illustrative parameters layout prepared for the site. The concept plan demonstrates in simple terms how the site will function in terms of its usage, access and built form frontage. It also illustrates how the principles of townscape and legibility might be employed.

Design Principles

- 5.4 In line with national and local Government guidance and policy, considerable importance has been placed on achieving a high standard of design across the site. Successful urban design is dependent upon achieving an appropriate relationship between community needs, development principles, development form and a positive response to local conditions. The application of urban design principles will ensure

that the proposals are sensitively assimilated on the site and into the surrounding landscape and urban fabric.

- 5.5 The principles that have been developed in order to steer the design of land to the south of Chapel-en-le-Frith have been derived from the site assessment in conjunction with the delivery of a high quality development. These are discussed under the headings as follows in accordance with the bullet points contained within the Framework:

Accessibility

- 5.6 “Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, development should be located and designed where practical to:

- Accommodate the efficient delivery of goods and supplies;
- Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and,
- Consider the needs of people with disabilities by all modes of transport” (Para 35, the Framework).

- 5.7 This would be achieved on the site through:

- The proposed residential development is adjacent to a high school and leisure centre, and is within close proximity to public transport (bus and rail) The site is readily accessible and well connected to local community facilities and services, as well as local employment opportunities. It would be well laid out so that all the parts will be used efficiently and safely.

Provision of Amenity Space

- 5.8 “To deliver the social, recreational and cultural facilities and services that a community needs, planning policies and decisions should:

- Plan positively for the provision and use of shared space, community facilities (such as shops, meets places, sports venues, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments” (para 70, the Framework).

5.9 This would be provided through:

- Green nodes around the site that would be utilised as areas of formal and informal public open space;
- The provision of private amenity space to each dwelling.

Efficient Use of Resources

5.10 “support the transition to a low carbon future in changing climate, taking full account of flood risk and coastal change, encourage the re-use of existing resources, including the conversion of existing buildings, and encourage the use of renewable resources (for example, by the development of renewable energy)” (para 17, the Framework). The proposed development would achieve this through:

- The suitable density of residential provision ensures an efficient, sustainable use of available space that would be acceptable in landscape terms;
- The proposed development would make efficient use of sustainable urban drainage systems;
- House designs would endeavour to maximise the opportunity for solar gain by careful consideration regarding orientation and solar collecting spaces with southern facing private aspects;
- The use of locally available natural, sustainable materials would be made the most of in respect of construction specification and the development of the site;
- Endeavours would be made to reuse otherwise obsolete materials;
- Walking, cycling and the use of Public Transport would be encouraged;

Quality of Public Realm

5.11 “...planning policies and decisions, in turn, should aim to achieve places which promote:

- Opportunities for meetings between members of the community who might not otherwise come into contact with each other, including through mixed-use developments, strong neighbourhood centres and active street frontages which bring together those who work, live and play in the vicinity;
- Safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and,
- Safe and accessible developments containing clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas” (para 69, the Framework).

5.12 The proposed development would achieve this through:

- A clear hierarchy of places, spaces and quality movement routes characterises the development;
- The car parking provision is carefully integrated within the development. The residential frontages and their relationship with the street and public spaces is reinforced and maintained due to carefully considered location of the garages;
- Access to private areas, gardens and parking areas will be controlled.

Character and Identity

5.13 “respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation” (para 58, the Framework). The proposed development would achieve this through:

- Creating a quality architectural setting which is design lead by the characteristics of the High Peak ;
- Provide a development which introduces public green places with focal points or features at important locations and junctions within this new residential settlement. These will be characterised by the local natural landscape and habitat. The existing site boundaries will be enhanced in accordance with the landscape strategy provided by Tyler Grange in the accompanying LVIA;
- Provide a sustainable built environment which nestles into the contours of the land. The development would be sited on low lying flat ground and the carefully considered residential layout would have minimum impact upon the landscape.

5.14 The submitted parameters plan splits the site into three distinct character areas. The development will seek to create a place with a locally inspired or otherwise distinctive character in accordance with the requirements of the design criteria set out in Policy H3 of the Neighbourhood Plan. The character areas described below demonstrate how locally found architectural styles and principles will be integrated within the development proposals.

5.15 **Character Area A** would be located to the south of the site and would comprise:

- Stone envelopes to merge with the countryside setting.
- Slate grey roof finish.
- The use of roof lights and chimneys to add interest.
- Attractive landscaping and stone wall boundary treatments will define boundaries.
- Simple forms and well-proportioned openings.

5.16 **Character Area B** would be located to the north of the site and would comprise:

- Stone envelopes with elements of render.
- Slate grey roof finish.
- Two storey dwellings with highlighted entrances.
- Grey roof tiles with black rainwater goods to contrast with the stone elevations.
- Vertical emphasis to window openings.

5.17 **Character Area B** would be located to the west of the site and would comprise:

- A mixture of stone, brick and render to create a sense of identity.
- Quoin detailing to add interest and frame elevations.
- Vertical emphasis on windows.
- Slate roofs, chimneys and black rainwater pipes.
- Slate grey roof finish.
- Architectural detailing to highlight main entrances.
- The use of chimneys to add interest and break roof lines.
- Irregular and organic building lines to help create a sense of place.

Biodiversity Promotion

5.18 “Opportunities to incorporate biodiversity in and around development should be encouraged” (para 118, the Framework). The proposed development would achieve this through:

- The development will incorporate new wildlife habitats and enhance the local landscape character. It will include a sustainable drainage strategy which will ensure that there is no detriment to the locality.

6. DESIGN PROPOSALS

Use and Amount

Residential

(6.3 Hectares, around 200 dwellings)

- 6.1 The proposed residential development would deliver an appropriate mix of house types, sizes and tenures in accordance with local and national planning policies. There would be a mix of terraced, semi-detached, and detached dwellings and flats ranging from 1 to 5 bedroom dwellings.
- 6.2 The proposed development would deliver 30% of the proposed units as affordable housing in response to local need identified in Chapel-en-le-Frith. The proposals would therefore deliver 60 affordable homes.
- 6.3 The list below provides a breakdown of housetypes that would be provided on site. The list shows the number of bedrooms that would be provided for each housetype for both the open market and affordable housing:

Affordable Housing

- 11 x 1-bed affordable homes
- 32 x 2-bed affordable homes
- 17 x 3-bed affordable homes

- 6.4 Of the above, 20% would be made available for intermediate housing, and 80% would be made available for social rent (affordable rent below market levels).

Open Market Housing

- 18 x 1 and 2-bed retirement homes
- 36 x 2-bed open market homes
- 56 x 3-bed open market homes
- 23 x 4-bed open market homes
- 7 x 5-bed open market homes

Public Open Space

- 6.5 The proposed indicative layout provides a range of small green areas with the option of creating children's play space that would be well connected to the wider development by roads and footpaths.
- 6.6 The proposed public open space and children's play space would be well overlooked by surrounding dwellings and would form the green lungs throughout the scheme.

Education
(0.7 hectares)

- 6.7 The revised proposals include part of the site to be reserved for the future expansion of the school to meet their future operational requirements for any additional classroom space, sports facilities or any other necessary facilities to accommodate the future anticipated growth of the school.

Access

Movement and Circulation

- 6.8 Access is a reserved matter for subsequent approval, however indicative access options have been presented to demonstrate how the site would be accessed.
- 6.9 The submitted transport assessment by SCP presents a range of access options, and discussions are ongoing with adjoining landowners with regard to a satisfactory access layout.
- 6.10 Access Option 1 – involves amendments to the existing access arrangements to Chapel-en-le-Frith High School and the introduction of a new residential access road running to the southeast of the school to serve the proposed development. This option involves the existing northern access to the school becoming an ‘entry only’ (currently egress only) and a new egress from the school being provided onto the proposed residential access road. The existing southern school access (currently entry only) will be widened to allow for two-way movement and provide 2.4m x 43m visibility splays. The school car and bus parking areas will be redesigned with an indicative layout for this area, along with the proposed access arrangements.
- 6.11 Access Option 2 – involves the upgrading of the existing farm track off Long Lane, located approximately 90m to the north of Alston Road. The access will provide a standard 5.5m wide carriageway, 2m wide footway on the northern side of the access road and 2.4m x 43m visibility splays. This option also involves the introduction of traffic signal control under the Railway Bridge in order to achieve safe pedestrian access to and from Long Lane. It is envisaged that the clearance height under the bridge may need to be increased which can be achieved through the lowering of the carriageway and addressed at detailed design stage.
- 6.12 All of the above access options are viable, subject to land ownership, and could be brought forward in isolation, with the emergency access, or in combination with other access options. It is considered that, should the Local Planning Authority be minded to grant planning permission for the development, then a Grampian condition would be attached to the permission preventing any development taking place until an access and a road linkage

design has been submitted to, and approved by the Local Planning Authority in consultation with the Highway Authority.

- 6.13 Detailed drawings of the potential points of access to the site are shown within the supporting Transport Assessment by SCP.
- 6.14 The submitted transport assessment by SCP provides further details regarding the access arrangements and the wider traffic implications of the proposals.

Public Transport

- 6.15 In terms of wider accessibility, the site is accessible by bus and rail, and is within easy reach of nearby services such as schools and the town centre and therefore there would be ample opportunity available to utilise methods of transport other than private car.

Parking

- 6.16 Parking would provided “on-plot” to the majority of the proposed dwellings through the provision mainly of private driveways and a small number of parking courts.
- 6.17 Where separate car parking areas are provided, these would be landscaped in order to help soften the impact of hard standing areas and create a more attractive street scene.
- 6.18 Resident and visitor parking will be sufficient and well integrated so that it does not dominate the street.
- 6.19 Rear access is provided to gardens to allow access to bin stores.
- 6.20 The context is that Outline Planning Permission is being applied for and therefore car parking numbers will be determined at full design stage. Current Local Authority standards will be adhered to including the provision of reasonably flat car parking areas.

Layout

- 6.21 The layout for the site has been determined by the constraints and opportunities associated with the site as set out in section 4, as well as modern and traditional design principle reference. The key principles we have considered are:
 - All development will front or side onto greens spaces. Where buildings side onto green spaces dual aspect house types will be used;
 - Sense of arrival upon entering the development;
 - Key buildings placed at the head of important vista's;

- Interesting street and vista termination throughout the development;
- Creation of vistas which create the feeling of need for further exploration;
- Legible and well defined spatial environments;
- Built form appears organic to the eastern boundary with soft edges.

Continuity and enclosure

- 6.22 Houses define and overlook the streets and key public spaces to create safe and attractive.
- 6.23 The principles of Defensible Space are applied throughout.
- 6.24 The areas of open space would be overlooked by adjoining properties to increase safety and security in these areas.
- 6.25 Development plots would be defined by a mixture of stone walls, metal railings and hedges. This would assist in clearly defining public and private realm within the proposed development.
- 6.26 Pedestrian safety within the development would be achieved by securing reduced vehicle speeds through the design of the internal access roads. Differences in road surface treatment and the narrowing of vehicular routes are proposed.
- 6.27 For proposed areas of open space, frontages are proposed to define the public realm and provide passive surveillance of these areas. In locations where gable ends of houses adjoin the street, dual frontages would be provided where achievable.
- 6.28 The variation in house types will provide for visual variety along key routes.
- 6.29 A range of house types, sizes and tenures are proposed within the development, providing a range of 1, 2, 3, and 4 bed properties. This will provide further housing to meet local needs and will assist in creating a diverse and mixed community.

Landscaping

Landscape Framework

- 6.30 The development layout will be based around a largely retained landscape framework. Careful management and re-stocking of field enclosures to the north and south will assist in maintaining the enclosure and character of the Site for future generations.
- 6.31 New green links will be created across the Site (to offer better connectivity between existing landscape features) through the implementation of a linear area of informal open space.

Planting Palette

- 6.32 Detail planting plans have not been prepared to accompany an outline planning application; however, it is suggested that any development planting required to strengthen the existing landscape framework should contain native species of local provenance.

Appearance

Relationship to Context

- 6.33 The site lies to the south of Chapel-en-le-Frith.
- 6.34 The appearance of the proposed development seeks to reflect the local character of the area whilst at the same time making best use of available land.

Architectural Style and Development Design

- 6.35 The development will create a quality architectural setting which is design lead by the nature and diversity of the existing built environment in the surrounding area as set out in the supporting LVIA by Tyler Grange.
- 6.36 The various design influences have been noted previously and these will determine the nature of the house designs. Appearance is a reserved matter of the Outline Planning Application and detail designs are yet to be determined.
- 6.37 There are several focal/node points incorporated into the site layout and it is intended that these will subtly differ in character, materials and the detailing used and that these will flavour the house designs and public space adjoining that location.
- 6.38 There are key design elements (external spaces, houses or groups of houses) that will be particularly prominent and important to the appearance of the development. Particular attention will be paid to the style and design of the buildings adjoining the key focal points and these in particular will be designed as an integral composition with the adjoining spaces.
- 6.39 It is recognised that it is essential that the development does not detract from the character and appearance of the surrounding area.
- 6.40 Residences will engage positively with the access roads and public spaces to impart a suitable character and ambiance consistent with the locality. Residences are therefore much closer to the roads and garages are generally separated out and set-

back to provide a suitable, practical access space whilst facilitating an additional car parking space in doing so. The typical suburban house type with integral garage is therefore generally avoided.

Building Forms and Materials

- 6.41 A visual analysis of Chapel-en-le-Frith and reference to the Guidelines are set out in the supporting LVIA by Tyler Grange.
- 6.42 A simple palette of boundary treatments would be used to respect the landscape setting of the site. The treatment of site boundary is discussed in the Landscape section of this statement. Edges and boundaries to residential plots and public spaces will be defined using brick, hedge, metal railings and timber elements supported by appropriate paving detailing.

Surface Materials

- 6.43 Surface materials that are firm, durable, smooth and slip resistant in all weathers would be utilised within the development, particularly on footways and parking areas.
- 6.44 Different materials are proposed in order to distinguish between pedestrian/cycle routes and vehicular routes. Changes in material would also be used to calm traffic at regular intervals along the proposed access roads.

Street Furniture

- 6.45 Street Furniture including seating, lighting and signage would be located in clearly visible and logical positions at important junctions and points of connection, in particular along the main access roads, pedestrian routes and proposed areas of open space. Again these will refer to the local design guides.

Resource Efficiency and Environmental Sustainability

- 6.46 The residences would be designed to comply with at least Level 4 (as a minimum) as determined by the Code for Sustainable Homes. In determining the Code for Sustainable Homes level achieved, the following list of items will be referred to in establishing the development design:

- Energy efficiency and carbon emissions
- Orientation of the proposed dwellings to ensure a southerly aspect to maximise solar gain
- Water consumption
- Use and resourcing of materials
- Surface water run-off and flood risk

- Waste management and recycling
- Minimising pollution
- Health and wellbeing
- Management including security and construction
- Ecological protection

- 6.47 The energy efficiency and carbon emissions reference will determine that solar gain and orientation, on-site renewable energy production, thermal insulation, ventilation control and air permeability are all (list not exhaustive) considered as part of the architectural design. The specification of boilers, sanitary fittings, white goods, heat exchange systems all form part of the foregoing.
- 6.48 The residences will be designed to accord with the requirements of the Building Regulations current at the time of development.
- 6.49 Site constructions will be carried out in a considered way to maximise efficiency of process in terms of energy efficiency and sustainability and reclaimed materials will be utilised as far as practicable. The disposal of waste materials from construction processes will be carried out in accordance with carefully monitored processes in place (Site Waste Management Process).

Recycling Materials

- 6.50 Components used in the construction process will where practical, utilise recycled /reclaimed materials. This will also apply to the specification of new constructions.

Sustainable Materials

- 6.51 All suppliers are required to use materials from sustainable sources.

Potable Water

- 6.52 The applicant would undertake a number of measures to reduce the amount of portable water used in this development, with examples including the use of flow restrictors on its taps and showers and dual-flush toilets to reduce water usage.

Surface Water Drainage

- 6.53 The site is to be drained into separate systems. It will include a sustainable drainage strategy which will ensure that there is no detriment to the locality and which will utilise the naturally available drainage offered by the topography and ground conditions.

Foul Drainage

- 6.54 Foul run off would drain into the existing foul sewer on the site. Both the foul and the surface water systems would be subject to detailed design during the reserved matters/pre- commencement development phase.

Scale

- 6.55 Scale is a matter reserved for future consideration as part of the detail design. However, the proposed dwellings on this site would be no higher than two storeys in height. Some dwellings would be bungalows.
- 6.56 The detail design would work hand in hand with the massing of the development to create a human scale, interest and variety which reflects the nature of Chapel-en-le-Frith.

7. SUMMARY

- 7.1 This proposal involves the creation of a new residential development and associated areas of public open space.
- 7.2 In arriving at the design solution for the site, it has been demonstrated how the physical, social and economic context has influenced the design.
- 7.3 A design concept plan has been prepared that would guide the sustainable development of the site. This design and access statement confirms the applicant's commitment to the delivery of a high quality development that is sensitive to the local context.
- 7.4 The proposals have been developed through extensive community and stakeholder engagement.
- 7.5 In line with current government policy, there is a strong presumption in favour of sustainable development. This design and access statement demonstrates that sustainable development principles underpin the proposals. This scheme should therefore be looked upon favourably.