



Design and Access Statement  
Land adjacent to Shire Croft, Reservoir Road, Whaley Bridge

July 2017

Issue 1



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### Document Control

The following statement is the Design and Access Statement for the Planning Application at land adjacent to Shire Croft, Reservoir Road, Whaley Bridge, High Peak, SK23 7BW.

The document was first issued in July 2017 with the following revisions being made.

Revision	Date	Notes/amendments	Checked by



### 1.1 Foreword

The following Design and Access Statement is structured in accordance with the Town & Country Planning (Development Management Procedure) (England) Order 2015 and DCLG guidance on information requirement and validation.

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.

### 1.2 Application

This document supports the full planning application for 6no detached dwellings off Reservoir Road, Whaley Bridge. The dwellings are all two storeys in height, with split level floor plans.

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

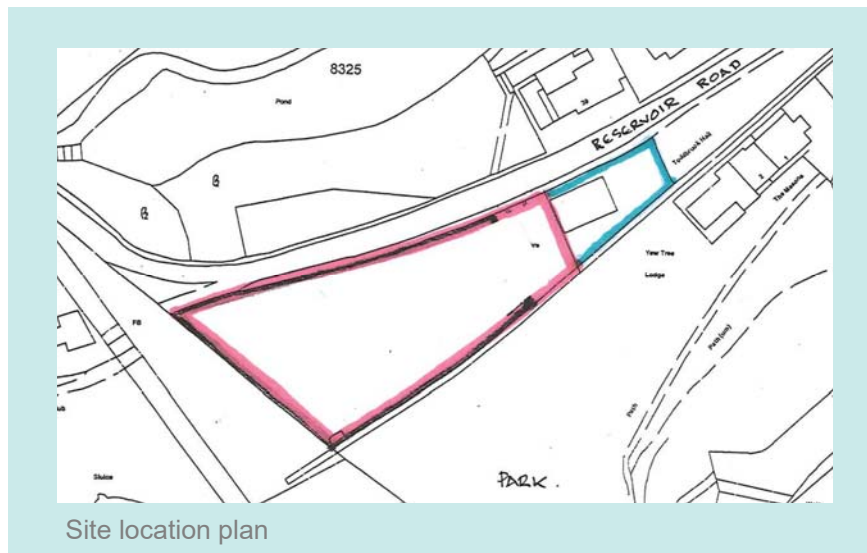
Document	Issued by
Design And Access Statement	JDA
Architectural Drawings	JDA
Arboricultural Impact Assessment	Bagshaw Ecology
Coal Mining Risk Assessment	Earth Environmental & Geotechnical
Highway Report	VTC
Phase 1 Habitat Survey	Arbtech Consulting Ltd
Reptile Survey	Peak Ecology Ltd

### 2.1 Overview

This application is for 6no new build houses located off Reservoir Road, on a site adjacent to Shire Croft.

The proposal seeks to meet some of the housing need for the High Peak area on unused land in a sustainable location.

Outline planning permission (REF: HPK/2016/0249) was approved for the site on 19 January 2017 by High Peak Borough Council. The approved outline application reserved all matters apart from access, so the design process since receiving this approval has included addressing all matters relating to the proposed development, including ecology, transport and utilities infrastructure.



Site location plan

### 2.2 Site and Area

The site is an area of approx. 0.28ha and is located to the south of Reservoir Road, approx. 300 metres from the junction with the A5004 Buxton Road.

The site is a distorted rectangle in shape, with a regular gradient fall from the northern (Reservoir Road) boundary down to the southeast boundary (Whaley Bridge Memorial Park). Views from the site, particularly the south, are very attractive.

The southeast boundary is defined by a post and wire fence and mixed hedge of height 2.8 metres next to an open stone channel, which contains a watercourse, the other side of which is Whaley Bridge Memorial Park.

The southwest boundary is enclosed by a post and wire fence and stone wall of height 1.1 metres, which separates the site from a level area at the base of Toddbrook Dam. This area is used as an unmetalled parking and turning area.

The northern boundary fronts onto Reservoir Road, which is separated from the site by a grass verge of varying width. The site boundary here is defined by a post and rail fence of height 1.1 metres and a mixed hedge of height 2.8 metres.

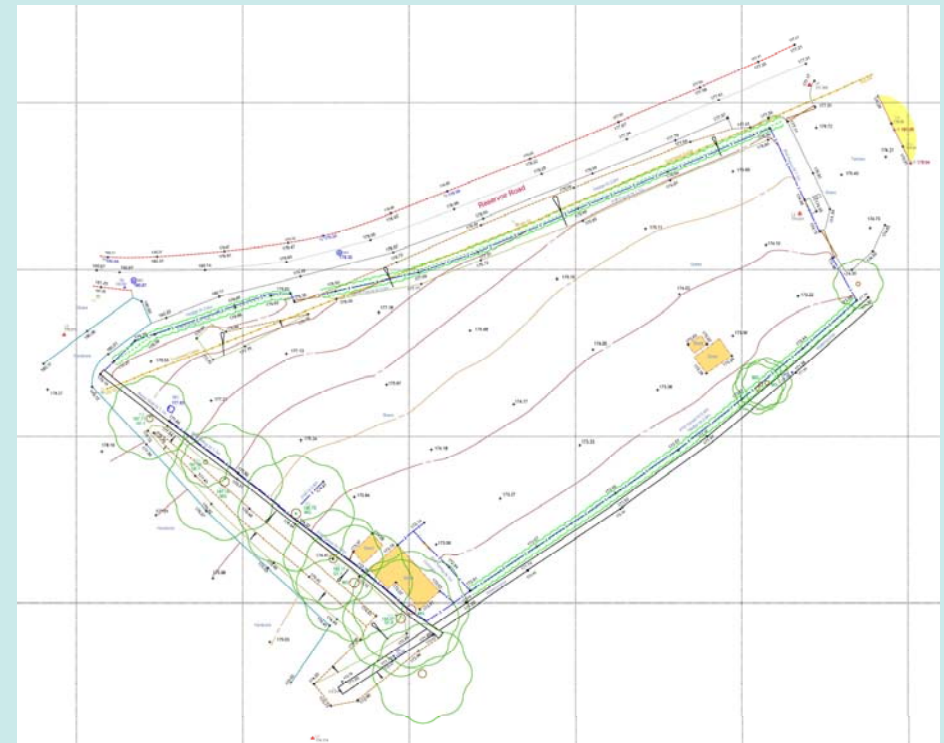
The northwest boundary consists of a timber post and rail fence of height 1.1 metres, dividing the development site from the tarmac surface parking area for Shire Croft.

Whaley Bridge market town lies along the A5004 Buxton Road and features a range of regular amenities such as convenience shops, cafes, restaurants, takeaways, public houses and Whaley Bridge rail station, as well as other more specialist services such as a pet shop, veterinary practice, accountants, art shop, cycle shop and estate agencies.

### 2.3 Constraints, Opportunities and Approach

In order to realise the potential of the site, there are a list of constraints that need to be addressed as part of the planning process. These include the following aspects of the site:

- The topography is located on a slight gradient from northwest to southeast. Accordingly, the house design will be required to be constructed on split levels, while also ensuring a consistent street scene and frontage appearance.
- The site lies close to Whaley Bridge Conservation Area, albeit just outside. Accordingly, there is an opportunity to produce housing that responds to the nearby vernacular.
- Access points between the site and Reservoir Road will require appropriate visibility splays to ensure sight lines for traffic turning both into and out from the proposal site.
- The site features a group of trees along its western perimeter, so there is an opportunity to create a design incorporating these.
- Brookfield Pond is a small mill pond with steep embankments surrounded by woodland that lies on the opposite side of Reservoir Road. It is listed as a Local Nature Reserve by Natural England and as a Local Wildlife Site by Derbyshire Wildlife Trust. Accordingly, a survey will be required to understand habitats on and around the site.
- Due west of the site is Toddbrook Reservoir, which is listed as a Site of Special Scientific Interest and is part of the High Peak Green Belt.



Topographical survey of the site, produced by Greenhatch Group



## 2.4 Context Photos

The following images provide a visual reference of the area around the proposal site.

- Top left: View west along Reservoir Road
- Top right: View southeast towards site access
- Bottom: View south across the proposal site from existing access point.



Image from Google Street View



Image from Google Street View



Image from Google Street View



### 2.5 Planning History

The proposed site is greenfield and has not previously been developed.

There has been one planning application on the site since 2001. This was the approved outline planning application in 2016, which reserved all matters apart from access (REF: HPK/2016/0249).

Previous use of the site has been for husbandry of horses and chickens.

### 2.6 Planning Policy Review

The development is subject to the guidance of planning documents produced at both national and local levels. At national level, the National Planning Policy Framework (NPPF) (2012). At local level, the High Peak Local Plan (2016) states strategies and targets to improve the local area, as well as policy guidance to ensure good standards of development.

Section 6 of the NPPF (2012) encourages development to deliver a wide choice of high quality homes and section 7 requires good design.

The High Peak Local Plan (2016) spatial strategy approach notes that the future distribution of housing growth should be spread amongst all its market towns, including Whaley Bridge. Whaley Bridge is included among the settlements whose sustainable growth is promoted by Policy S6 the Central Sub-area Strategy.

Other relevant policies in the Local Plan are H1 Location of Housing Development, H3 New Housing Development, H4 Affordable Housing, EQ6 Design and Place Making and S1 Sustainable Development Principles.

Supplementary Planning Documents produced by High Peak Borough Council include the Residential Design Guidance (2005), Housing Need in High Peak (2007) and Landscape Character (2006).

The easternmost end of Reservoir Road lies within the Whaley Bridge Conservation Area, although this does not extend to the proposal site.

Additionally, a Neighbourhood Planning group has been established for the Whaley Bridge and Furness Vale area. The Neighbourhood Plan area was designated on 24 October 2013, but proposals have yet to be published.

### 2.7 Socioeconomic Assessment and Housing Need

Whaley Bridge is a market town due approx. 7.5 miles northwest from Buxton and is identified by the High Peak Local Plan as one of the towns that can accommodate its share of future housing growth. High Peak has targeted a minimum of 7,000 dwellings over the period 2011-2031, of which the Central sub-area will accommodate 30-33%.

The draft High Peak Growth Strategy (2016) estimates that approx. 30% of residents in the High Peak work in Greater Manchester, and particular commuting relationships are with Manchester or Stockport.

The Growth Strategy aligns with the Local Plan housing target to drive investment and boost spending in the local economy.

Therefore, the proposed new dwellings can contribute to this aim and help to affect positive change in the area.

The High Peak Local Plan (2016) notes that access to services and facilities in the local area is generally good in the Central Area, which includes Whaley Bridge.



## 2.8 Report and Surveys

Several reports and surveys have been conducted during the design process in order to establish the suitability of the site for sustainable development. Some of these have been completed for the previously approved outline application on the site, so are listed again here and attached to the application.

- Arboricultural Impact Assessment (by Bagshaw Ecology)
- Highway Report (by VTC)
- Coal Mining Risk Assessment (by Earth Environmental and Geotechnical)
- Non-Residential Coal Mining Consultants Report (by Earth Environmental and Geotechnical)
- Phase 1 Habitat Survey (by Arbtech Consulting Ltd)
- National Grid Pipes (by National Grid Gas PLC)
- Reptile Survey (by Peak Ecology Ltd)

## 2.9 Flood Risk

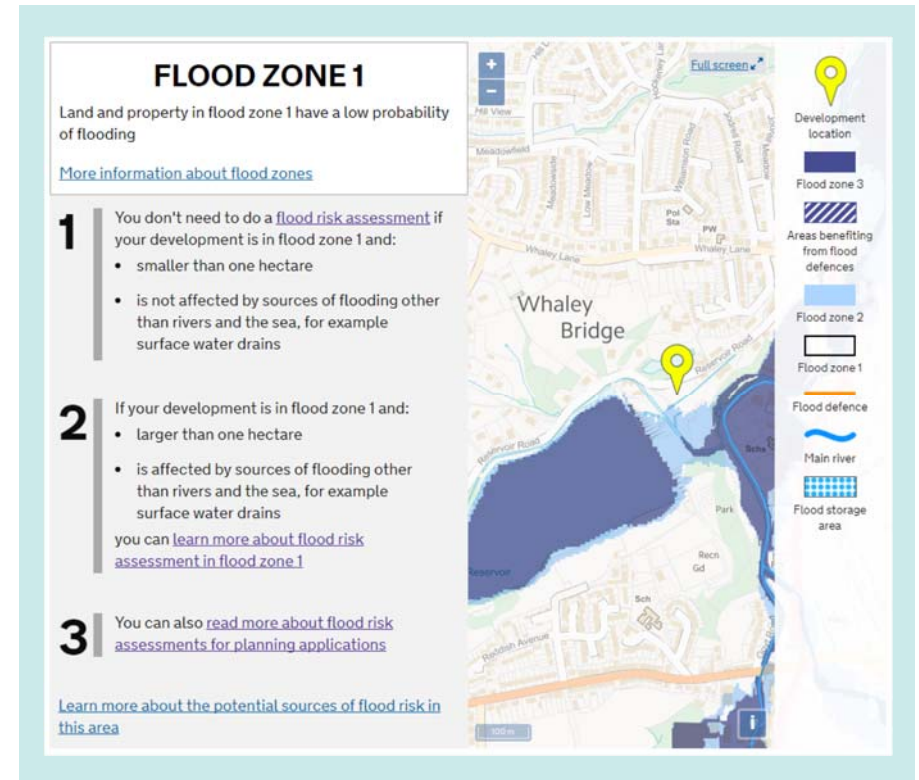
The government's flood risk planning map facility shows that the site lies in Flood Risk Zone 1, which means that there is low probability of flooding. Due to a site area of under 1ha, a flood risk report is not deemed necessary.

## 2.10 Assessment

The development seeks to make productive use of land that currently underused by creating 6no new homes.

It is a sustainable site at the edge of Whaley Bridge built-up area, offering close proximity to both the countryside and a range of local amenities.

The design process will be key to ensuring the quality of dwellings on the site and the optimum use of the land .





### 3.1 Consultations

The application has benefitted from outline planning approval for 4no houses on the site. Feedback in the form of conditions following this process has been taken into account.

Further consultation has taken place, in particular with ecology and highways specialists, both at the Local Authorities and professional consultants.

Based on the guidelines stated by the teams at High Peak Borough Council and Derbyshire County Council, consultants have produced reports and surveys to advise the proposal's design process.

### 3.2 Pre-application Advice

The design process has paid close attention to advice given by the Highways Development Control department at Derbyshire County Council. This correspondence references the current guidance regarding new developments relating to access layouts, visibility splays and off street parking provision.

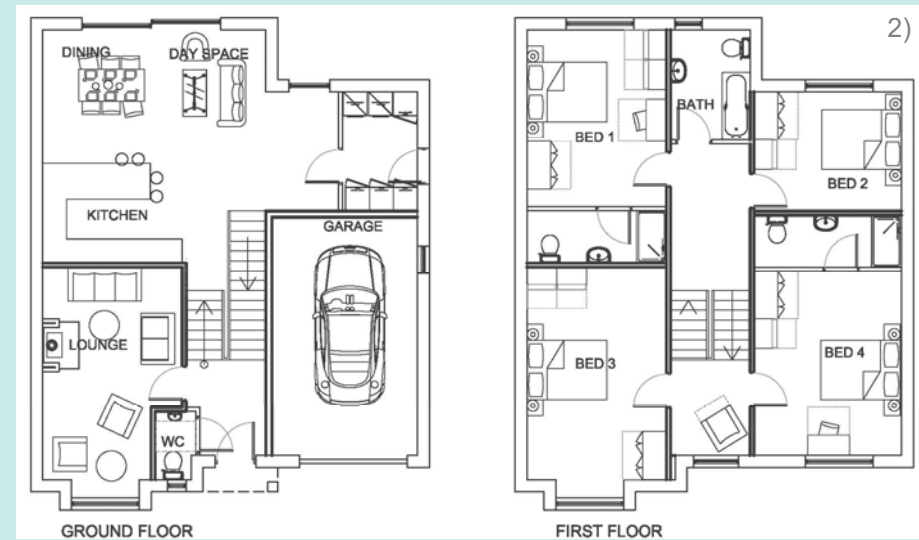
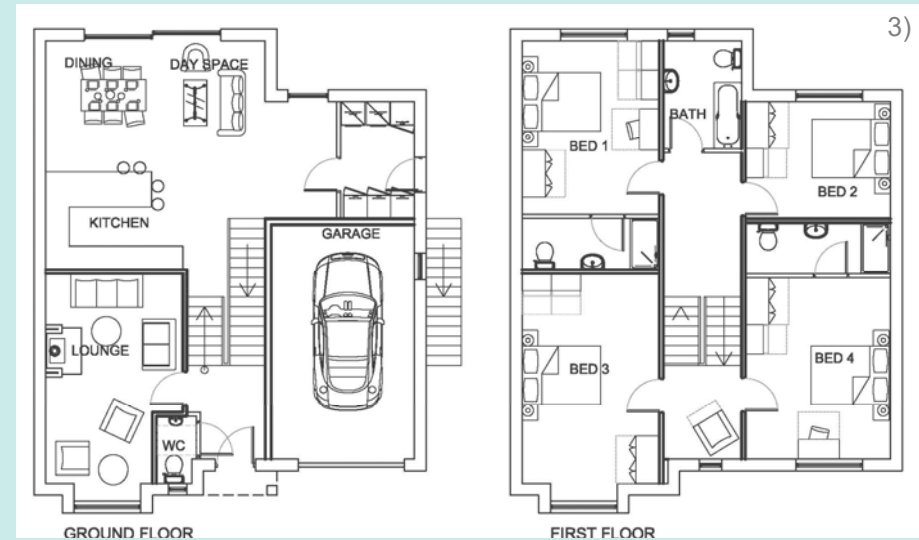
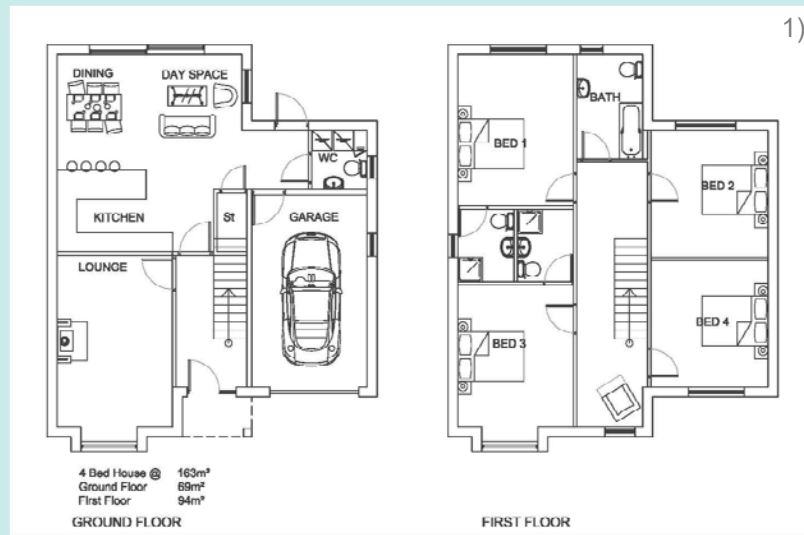
These formed the foundations of the Highway Report produced by VTC. This concludes that Reservoir Road has a good road safety record and that there is adequate visibility for drivers turning onto and from Reservoir Road.

### 3.3 Design Evolution

The internal design of dwellings has been amended to optimise room layout when considering the gradient of the site. For example, House Type B (The Errwood) is displayed here. This initially adopted a floor plan that was based around one central staircase, with downstairs WC to the rear and upstairs en suites both on the left hand side of the building.

During the evolution of the design, changes have been made to the floor area, the placement of en suite bathrooms, the placement of the ground floor WC and the positioning of staircases. This has created space for an additional utility room to the rear of the dwelling.

The final design has implemented external stairs to enable movement between the front and rear gardens.



### 3.4 Evaluation

Two of the key issues in assessing the site for this development have been the nearby ecological considerations and its relation to Reservoir Road regarding highways control and appropriate access. Both of these have been thoroughly assessed and the site is considered to be suitable for new housing.

The design process intends to adapt to the natural features of the site, including its existing tree groups and landscape gradient, in order to produce 6no detached dwellings that will provide for new and growing families while contributing to High Peak housing targets.



### 4.1 Use

The site proposes to build 6no new dwellings (use class C3) with integral garages. Each dwelling will have access to private off-road parking on hardstanding

This residential use complies with the stated aims of the High Peak Local Plan (2016), which aims to locate new housing provision in the market town areas of the Borough.

Whaley Bridge is an established market town with a vibrant semi-rural community. As such, the dwellings would offer new homes whether for existing residents of the town who are looking for somewhere to grow a larger family or for new families looking to be welcomed into the area.

There are existing amenities, societies and facilities, which would be able to meet the needs of , which in turn can benefit the local economy due to increased trade activity.

### 4.2 Amount

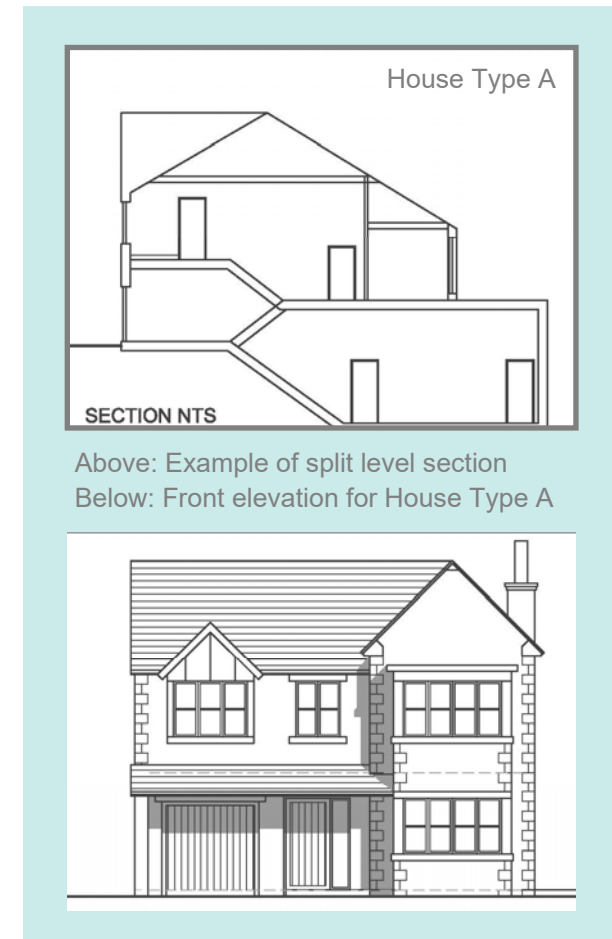
The provision of 6no dwellings seeks to optimise the use of land while ensuring the best balance between amount, scale and mass of buildings.

There will be 2no of each of 3no two-storey dwelling types, as follows:

- Type A (The Ashford): 4-bed detached
- Type B (The Errwood): 4-bed detached
- Type C (The Rutland): 4-bed detached

Reservoir Road features a variety of existing dwellings, with a row of terraced houses, smaller rows of mews and detached houses.

The established community of Whaley Bridge has appropriate amenities and services to support the addition of 6no new households. The main market town centre is a short walk away (approx. 5 minutes).



### 4.3 Scale

Each dwelling will be two storeys in height, with split level floor plans to accommodate the natural gradient of the site. Roofs will slope to the rear in order to retain the two-storey height from front to rear.

Frontages will be consistent with the majority of neighbouring dwellings along Reservoir Road, while also providing a sympathetic scale to the Whaley Bridge Memorial Park due south, which lies beyond a line of trees.

The gradient of Reservoir Road means that dwelling elevations will be slightly staggered, as per the image below.

Building details such as windows and chimneys have been designed to reflect the Settled Valley Pastures character of the Whaley Bridge market town area, as described in the Landscape Character SPD (2006).

### 4.4 Density

Policy S1 of the High Peak Local Plan refers to density in the context of Sustainable Development Principles. This requires appropriate density that makes efficient use of land.

The density of dwellings on the site is measured at approx. 21 dwellings per hectare. This is considered to be the optimum density to fulfil the land's potential.





### 5.1 Layout

The layout aims to accommodate the conflicting pressures presented by a sloping gradient from northwest to southeast and the desire to create a consistent street scene along Reservoir Road.

The layout design of the 6no dwellings on the site utilises split level housing plans in order to achieve this.

The two larger dwellings (House Type C) are set a little further back from the road, which allows for greater driveway capacity and front garden space.

Each dwelling will overlook the access road, which will enhance natural surveillance and therefore safety and security.

There is also consideration of inclusive access. Dwellings will be served individually by private access points immediately from Reservoir Road to their driveways, on which two car parking spaces have been allocated on hardstanding, which will also facilitate wheelchair access and other inclusive access considerations.

Rear gardens will be divided into the immediate external area and a step down to meet the watercourse at the south-eastern boundary.

All dwellings apart from the westernmost dwelling will also feature external stairs along the side elevations in order to connect front and back private amenity spaces.

### 5.2 Character, Street Scene and Appearance

The character of each proposed dwelling has been carefully produced to fit cohesively with the vernacular both of Reservoir Road and the wider Whaley Bridge market town area.

Reservoir Road was built in the late Victorian era and provides access to mainly residential buildings of various types. These include 19th century two-storey terraced dwellings with small front gardens and larger Victorian detached houses including Toddbrook Hall and Brookfield House.

The mix of dwellings ensures a variety of roof treatments - some gable ends front onto the road and some feature level eaves.

The proposed dwellings will be set back far enough from the road to accommodate modest front gardens remaining close enough to the road to enable a presence on the street scene.

While there are a mix of forms across three dwelling types, the proposed dwellings' appearance will be based on a limited palette of materials, such as slate roofs and tumbled coursed gritstone frontages.



### 5.3 Landscaping

Hardstanding will be used for driveways and access from Reservoir Road, which will enable inclusive access to the site and dwellings.

Each dwelling will have access to soft landscaping as private garden provision to the rear. This will make up the majority of the external space, so that land on the site is allocated to private owner-occupiers who naturally take greater care over their land.

There is a prominent row of trees to the west of the site and the Arboricultural Impact Assessment has recommended appropriate action, which includes tree protection fencing during construction and the removal of two trees, namely T4 and part of H1 (see opposite and full report attached to this application).



Tree plans by Bagshaw Ecology  
Left: Constraints;  
Right: Site Plan





### 5.4 Key Building Elements and Materials

Following research into the local character and appearances, both of Reservoir Road and the wider Whaley Bridge area, the design process has taken time to consider materials for the proposed dwellings.

Accordingly, the dwellings will use traditional materials in fitting with the local vernacular.

- Slate roofs
- Tumbled coursed gritstone frontages
- Ashlar Bays
- PVC windows - provisionally white at the front and grey at the rear
- Rendered gables
- Rendered rear - TBC

## 6.1 Access and Movement

Access has been a key consideration of the design process. Dwellings have been designed so that the principal access point for each dwelling will be on an even level with Reservoir Road and rear elevations will be on a lower level, facing south.

This will achieve inclusive access by retaining consistent gradient between each of the driveways and its ground floor access point.

Stairs will also be provided along the side elevations for 5no of the dwellings (excluding the westernmost dwelling). These will provide external access from front to rear gardens, facilitating movement within the private realm.

The visibility splay onto Reservoir Road has been considered following correspondence with the Highways Development Control team at Derbyshire County Council. A subsequent Highway Report has been produced by VTC and attached to this application. Visibility splays have been measured with at least 34-metre sight lines from the highway and at least 29 metres x 2.4 metres from each driveway waiting position.

Overall, the Highway Report found that the proposed dwellings would not result in any severe highway impacts and would be in a sustainable transport location, which is compliant with the National Planning Policy Framework.

For pedestrians and disabled access between the site access and Whaley Bridge town centre, there is a pavement running along the north side of Reservoir Road.



Adopted roads layout plan around proposed site.

## 6.2 Access Equality and Inclusivity

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

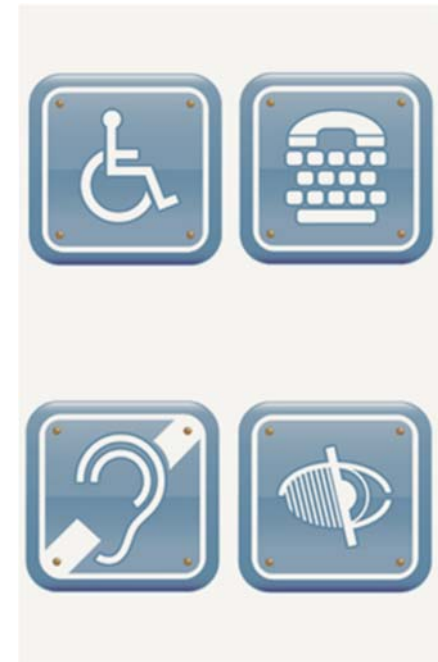
This commitment ensures that all practical steps have been taken to put inclusive design at its heart and it should be the intention of any further design development to achieve a higher standard than the acceptable minimum levels set out by the Building Regulations.

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

Approved Document M	BS 8300 (2001)
Disability Discrimination October	Planning and Access for the Dis-
Building Bulletins	

Key access issues of Design and Planning Stage will include:

Internal Environment	Approach to the site
Entrance	Pedestrian Appraisal



## 6.3 Transport Statement

This is a summary of the accessibility of the proposed site, which considers movement and mobility options via existing transport modes.

### 6.3.1 Walking and Cycling

Several local amenities are accessible within a 5-minute walk (approx. 0.3 miles) from the proposal site, including convenience shops, restaurants, takeaways, public houses, churches, the local primary school and parks.

The nearby towns of Chinley and Furness Vale are within cycling distances of 2.8 miles (approx. 20 minutes) and 1.7 miles (approx. 10 minutes), respectively. The Tesco superstore is a 5-minute cycle away.

### 6.3.2 Public Transport

Public transport is accessible within close proximity of the site.

Whaley Bridge railway station is 0.3 miles away (5-minutes by foot). It lies on the Manchester-Buxton line and services operate approx. every hour in both directions, with additional trains scheduled for peak hours. Trains to Manchester take approx. 40 minutes and trains to Buxton take approx. 20 minutes.

Accessible from the bus stop outside the train station, the 199 operates between Buxton and Manchester Airport, via Stockport, which predominantly runs along the A6. Services run approx. every half an hour through the day, with an hourly service after 6pm and amended timings during morning and evening rush hours. There are also early morning services that reach Manchester Airport at 4.40am.

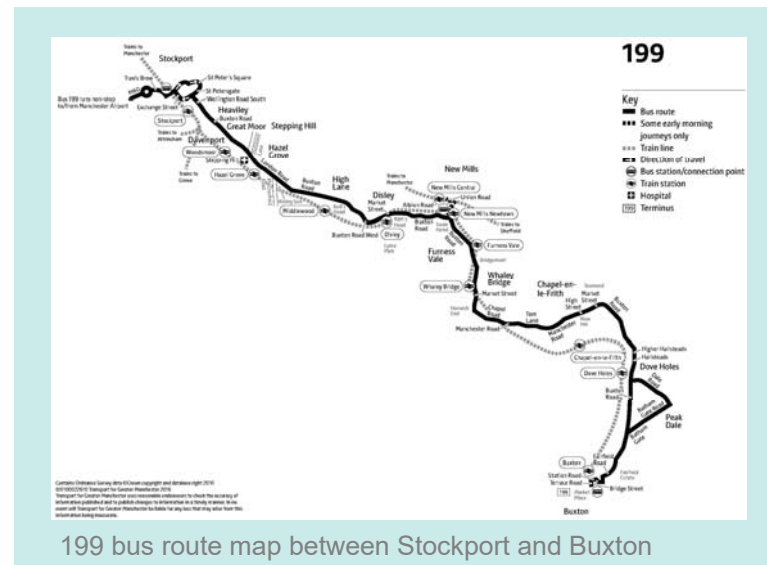
### 6.3.3 Cars

From the proposal site, Manchester (approx. 19 miles) is accessible by car in approx. 1 hour. Buxton (approx. 7.7 miles) is accessible by car in approx. 16 minutes.

Alternatively, there are park and ride options from the 192 terminus on the A6 (xx miles away) or Didsbury tram station (xx miles away). These are accessible by car from Whaley Bridge in xx minutes and xx minutes, respectively.

There are new relief roads under construction and planned for the future, which will facilitate capacity to the Manchester area in the future. These include the Manchester Airport Relief Road as part of the South East Manchester Multi-Modal Strategy.

For longer journeys, the M6 motorway is approx. 24 miles away (approx. 55 minutes) and the M1 motorway is approx. 35 miles away (approx. 1 hour).



199 bus route map between Stockport and Buxton





### 7.1 Car Parking

Each dwelling will have driveway parking spaces for 2no cars.

House Type C will each also have garage space for 2no cars. House Types A and B will each have garage space for 1no car.

Therefore, each dwelling can accommodate parking for at least 3no cars and 1no cycle.

This corresponds with High Peak Local Plan (2016) Parking Guidance, which states that 4+ bed dwellings require “3 spaces per unit. 1 cycle parking space per unit if no garage or shed is provided.”

### 7.2 Refuse and Recycling

Refuse and recycling facilities will be in line with Derby and Derbyshire Waste Plan (adopted March 2005) guidance.

### 7.3 Secured by Design

The development will look to meet the standards of Secured by Design, using advice within the High Peak Borough Council Designing Out Crime (2005) Supplementary Planning Document regarding details such as lighting and landscaping.

### 8.1 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 best practice.

### 8.2 Conclusions

The site benefits from an outline approval for 4no dwellings, reduced from 6no due to potential transport and ecology issues.

Consultants have since carried out further work on both of these aspects of the development and their conclusions have now resolved these issues, so enabling this revised proposal for 6no dwellings to be considered for approval.

Other specialist consultant reports and research have shown the potential of the site for housing.

The proposed density of 21dph is deemed appropriate to fulfil the land's potential in line with High Peak Local Plan guidance.

The layout and street scene have been carefully produced to fit cohesively with the local vernacular of Reservoir Road and the Whaley Bridge area.

Overall, the proposal seeks to meet some of the housing need in the High Peak area and is proposed on a sustainable site. We would therefore request that the planning team support our proposal.

If you have any further queries, please don't hesitate to get in contact with JDA Architects.





Design and Access Statement  
Land adjacent to Shire Croft, Reservoir Road, Whaley Bridge

July 2017

Issue 1