

2.0 Design



Woodland edge planting introduced for screening purposes.

General slope of site between 1in10 and 1in15. Providing an interesting dynamic for play on the slopes and pathways.

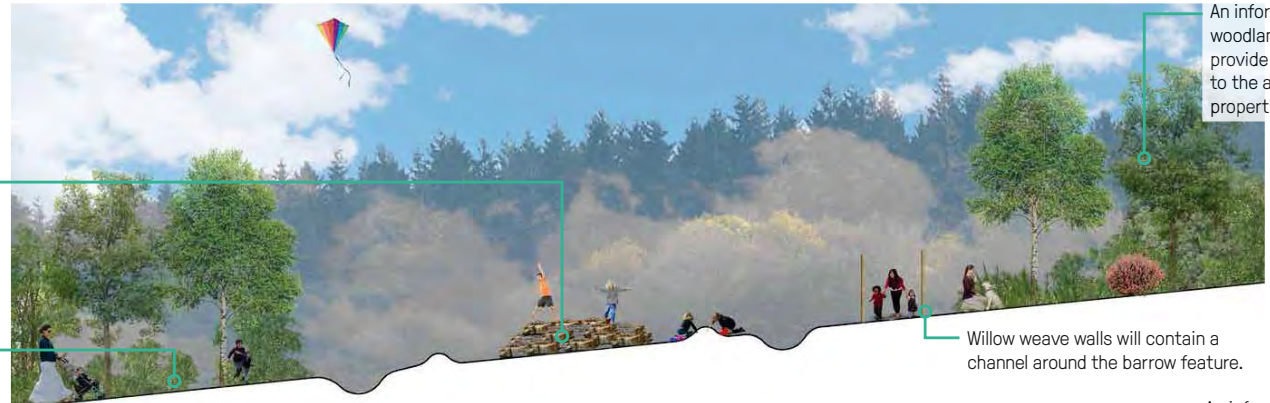


Embankments to be planted with long grasses and low shrubs to reduce crossover between swing areas.

Timber play equipment to be used, reflecting the rural location.

Interpretive mounding to be created representing the barrow at foxlow, a series of ringed ditches and mounds will reflect the shape of the barrow with a stone circle constructed from the existing stone on site.

Large open areas to be created within the Public Open Space to allow for informal activities such as kite flying and informal ball sports.



An informal woodland edge will provide screening to the adjacent properties off site.

Willow weave walls will contain a channel around the barrow feature.



An informal woodland block with understory planting will create a dynamic space for shaded play.

Timber trunks to be positioned adjacent to each other at slightly differing heights to create a peer/lookout space. Holes between timbers to be infilled with rammed earth.

Stepping posts will be positioned in a line through the understory planting beneath the trees.

3.0 Access

3.1. Vehicular & Transport Links

Access by Car

The proposed site for the development is located on the South edge of Buxton. The site is accessed from Ashbourne Road (A515). The site is located 1.4 miles from Buxton town centre and has good links to Ashbourne via the A515 and Stoke on Trent via the A53.

Access by Bus

The development site lies close to frequent bus services connecting the site to Buxton town centre, Ashbourne & Bakewell. The development site is well located to encourage residents to travel by bus with a number of services available within a short walking distance.

The closest bus stops are located at the entrance of the site on Ashbourne Road. Additionally there are bus stops on Harpur Hill Road connecting the site to town centre, Fairfield, Barlow, Taddington and Ashbourne

Access by Rail

The site is located 1.6 miles from Buxton train station connecting the town to Manchester and beyond.

Based on the review of existing public transport provision, it is considered that the location of the train station, and the existing frequent bus services operating in the vicinity of the site, should satisfactorily accommodate any increased demand for public transport journeys in the area without the need for infrastructure improvements.

Overall, the site has multiple sustainable travel options and frequent and regular schedules on numerous routes. For these reasons the Travel Plan should target residents with the aim of increasing sustainable travel.

3.2. Inclusive Access

The development aims to adopt the following principles of inclusive design.

- A development that can be used safely and easily by as many people as possible without separate provision. This includes people with differing disabilities, elderly people and parents and guardians of young children;
- The freedom to choose and ability to participate in the developments activities and services;
- Values and embraces diversity and difference;
- Adopts high quality design and use of appropriate materials;
- Achieves safe, comfortable and healthy environments;
- Provides for ease of use and way finding and provides information in an accessible format;
- Incorporates signage on the approach, outside and inside the development that is legible and meets the diverse needs of all the community.

3.3. Design Principles – All User Groups

Design considerations for people with disabilities. Some of the issues identified include:-

Wheelchair users

- Changes in level, uneven topography and general pathway surface finishes.
- Inadequate widths of pathways.
- People who are blind or partially sighted
- A restriction in illumination levels or lighting that is not consistent.
- Obstruction of street furniture, poor or no signage, and layout considerations.
- The use of colour contrast on steps, infrastructure design, and manifestation on glazing.
- People with an ambulant disability or reduced manual dexterity
- Inadequate clearance for sticks and walking aids, too steep gradients, slippery and uneven ground, and long distance walking without resting places.
- Handrails which are not cold to touch.
- People with learning disabilities, literacy problems and who do not speak English as a first language
- Clear, simple and logical signage that will include pictograms and both directional and informational signage to improve way finding around the scheme.

3.4. External Audit

Approach routes to the development

Visitors to the development will encounter a logical layout providing access around the development. General road signage will also include clear informational and directional signage.

Further recommendations to be adopted

- Ensure precise consistent directional and informational signage is provided throughout the scheme. This will service both owners and the public at large.
- Incorporation of dropped kerbs, from the designated spaces should ideally be located close to the entrances and follow the dimensions below.
- Good street lighting should be provided throughout the scheme and follow CIBSE guide recommendations.
- The surface of the footway, alongside a setting-down point, should be level with the carriageway at that point, to allow convenient transfer onto and from a wheelchair. Again this facility should be clearly designated and signed for easy recognition.
- Footway and footpath surfaces should also be provided with level access up to the entrances of the building.
- Where cross over points are required, tactile paving should be used to give suitable warning.
- Any obstructions should be avoided, but if used for lighting etc., Free standing posts should incorporate a band 150mm high whose bottom is 1500mm above ground level, and that contrasts in colour and luminance with the remainder of the column or post.
- The need to incorporate ramp, stepped access or handrails should be avoided in the design.

3.5. Design Strategy for Houses

Unless suitably designed, the principle entrance to the buildings can often be a barrier to access for people who have disabilities. The following factors will be considered along with detailed requirements of section 6 of the Approved Document M when more detailed design is considered:-

- a) The prominence and visual relationship of the entrance with its surroundings;
- b) The type of threshold needed to allow convenient wheelchair manoeuvre;
- c) The ease of operation of the principle entrance door or in this case doors;
- d) The minimum effective clear width through the doorway. And vertical circulation;
- e) Access for a visitor to an outward opening door to a Wc facility on a principle entrance;
- f) Location and design heights of sockets and switches;
- g) Doors allow for a 300mm unobstructed space between the leading edge of a door and a return wall.



Birmingham

office

28 Pickford Street
Digbeth
Birmingham
B5 5QH

T. 0121 633 0000
F. 0121 633 0300
design@bm3.co.uk

London

office

Stanmore
& Innovation
Stanmore
Honeypot
London HA7 1BT

Business
Centre
Place
Lane

T. 020 8731 5210
design@bm3.co.uk

www.bm3.co.uk