

Proposed Residential Development to Land off  
Heathfield Nook Road, Buxton



Design and Access Statement  
October 2017

# Contents

## **1.0 Introduction**

## **2.0 Existing Site**

2.1 Site Location

2.2 Site History

2.3 Site Photographs

## **3.0 Physical Context & Character**

3.1 Local Context

3.2 Surrounding Built Character

## **4.0 Design Parameters**

4.1 Opportunities and Constraints

4.2 Design Parameters

## **5.0 Design Layout**

## **6.0 Detailing the Place**

6.1 Character Areas

6.2 Materials

6.3 Proposed Dwellings

6.4 Hard Landscaping

6.5 Boundaries

6.6 Ecology

6.7 Sustainability

## **7.0 Great Places**

## **8.0 Conclusion**

## 1.0 Introduction

This document has been prepared to support a full planning application for residential development and a Community Centre on land off Burlow Road, Buxton.

The scope and content of this document sets out an organic and evolving design process, which works with existing site constraints and opportunities to develop a proposal which is respectful to local context and character, creating a place with a strong identity.

The scheme has been developed to embrace the twelve Building for Life 12 criteria developed by CABI and the House Builders Federation. These criteria embody the vision of what new housing developments should be: attractive, functional and sustainable. The Building for Life criteria used to evaluate the quality of schemes against the vision and are grouped under Integrating into the Neighbourhood, Creating a Place and Street and Home.

This application seeks to deliver a total of 275 units across 2 sites with Site A comprising of 142 units and Site B 133 units as per the outline planning consent. A variation of house sizes has been proposed in line with the local area need including 2 bed apartments, 2 bed mews houses, 3 bed townhouses and 3 / 4 bed semi-detached and detached properties. Most of the houses will be 2 storeys although a small number of 2.5 storey houses and 3storey apartments are proposed. The proposals also include the creation of a new Community Centre and Crèche on Site A with access off Heathfield Nook Road.



Fig: 01

## 2.0 Existing Site

### 2.1 Site Location

Both sites are located 2.5 miles south of Buxton, a spa town in the Peak District of Derbyshire. Site A, the northern parcel, comprises of 15.3 Acres (gross) and Site B, the southern parcel, comprises of 11.7 Acres (gross). Both sites will take the primary access from Burlow Road, with Site A having a secondary access off Heathfield Nook Road.

The application sites are currently open farmland with Site A bound by Burlow Road to the South West, Heathfield Nook Road to the South East, existing playing fields to the South and open countryside lines the North and East boundary. Site B is bound by Burlow Road to the North, Hillhead Lane to the East and adjoins a number of rear gardens serving properties on Dolby Road to the West. Open countryside and existing farming land lines the southern boundary.



Fig: 02



### 2.2 Site History

Both sites comprise of open farmland delineated by a series of existing drystone walls and ditches.

2.3 Site Photographs



Photo 1



Photo 2



Photo 3



Photo 4



Photo 5



Photo 6



Photo 7



Photo 8



Photo 9



# 2.0 Existing Site



Fig: 03

# 3.0 Physical Context & Character

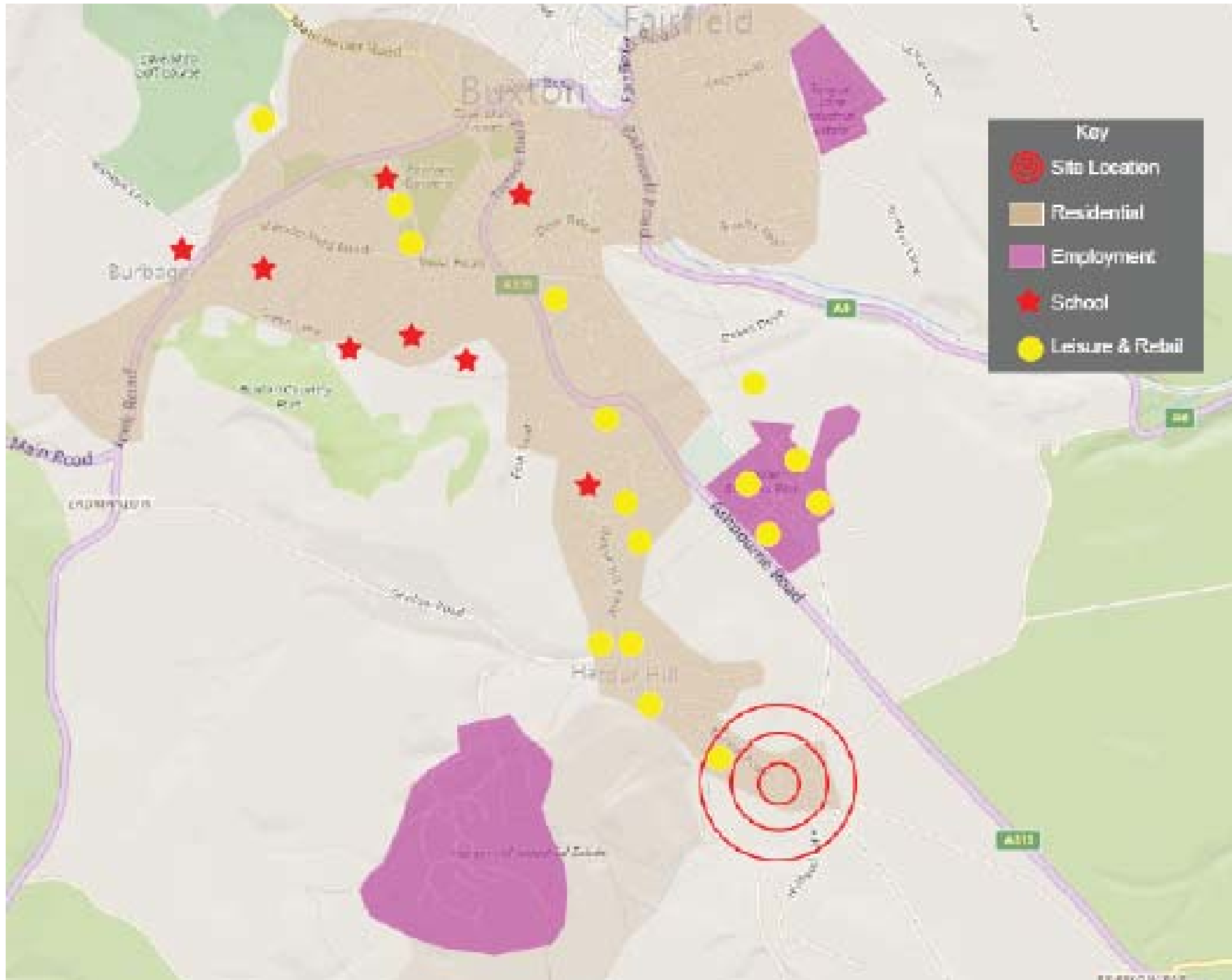


Fig: 04

### 3.1 Local Context

Access to the sites by public transport is good with the nearest bus stops located along Burlow Road, directly outside the site with five different bus services operating along this route servicing the surrounding towns and villages including Buxton, Bakewell, Tideswell, Macclesfield and Leek. The nearest train station is location in Buxton, approximately 2.6 miles north of the site with Macclesfield train station located 12 miles west of the sites.

Both sites benefit from good access to the local road network off Burlow Road connecting the sites to the A515, A6 and A537 allowing access to Buxton, Macclesfield and Chapel-en-le-Frith as well as sitting equidistant between the M1 and M6 offering excellent commuter links.

The sites are well served by local amenities including schools, shops and leisure/recreation facilities. Harpur Hill Primary School is located along Burlow Road towards Buxton with more Primary and Secondary Schools in local commuting distance from the sites. Harpur Hill Sports Centre is located adjacent to both sites with Site A bound by sports pitches to the south offering recreation for the residents.

Numerous supermarkets can be found in the local area, primarily towards Buxton, including Sainsburys, Tesco, Morrisons and Waitrose. Local shops, pubs and restaurants can be found within 10 minutes' walk of the sites with Buxton Town Centre offering a wider variety.

As Buxton is a popular spa town, there is a mix of residential, retail and commercial character throughout the area offering a variety of employment activity close to the sites.

There are several areas of open space within the immediate neighbourhood with existing sports pitches along the boundary of Site A offering the residents from both sites recreation opportunities. In terms of sports and leisure facilities, Harpur Hill Sports Centre and Buxton Rugby Club are located 1 mile away with two golf clubs located just north of Buxton.

### 3.2 Surrounding built Character

#### Heathfield Nook Road / Dolby Road

Heathfield Nook Road, a side road off Burlow Road to the South East of Site A, features detached and semi-detached properties with a mixture of pebble dashed and stone frontages all with front parking and gardens. Storey heights along this road looks to be 2 and 2.5 storey dwellings. Dolby Road, adjacent to Site B, consists of 2 storey semi-detached housing with white rendered frontages.

#### Burlow Road

Burlow Road, separating both sites, varies in dwelling type and style along its length. The area immediately opposite Site A consists of 2 storey semi-detached dwellings with pebble-dashed and rendered frontages with off road parking side parking and front gardens. Heading south on Burlow Road changes the character type with red brick 2 storey semi-detached housing with off road side parking and grass verges between Burlow Road and the footpath. The vernacular changes when heading North on Burlow Road towards Buxton as traditional stone mews, semi-detached and detached cottage style dwellings are introduced. These are set close to back of footpath with traditional drystone walling delineating the dwelling from the footpath. Where new residential development exists around the Burlow Road area, semi-detached and mews style 2 and 3 storey dwellings all constructed from stone.



Existing residential on Burlow Road.



Existing residential on Dolby Road.

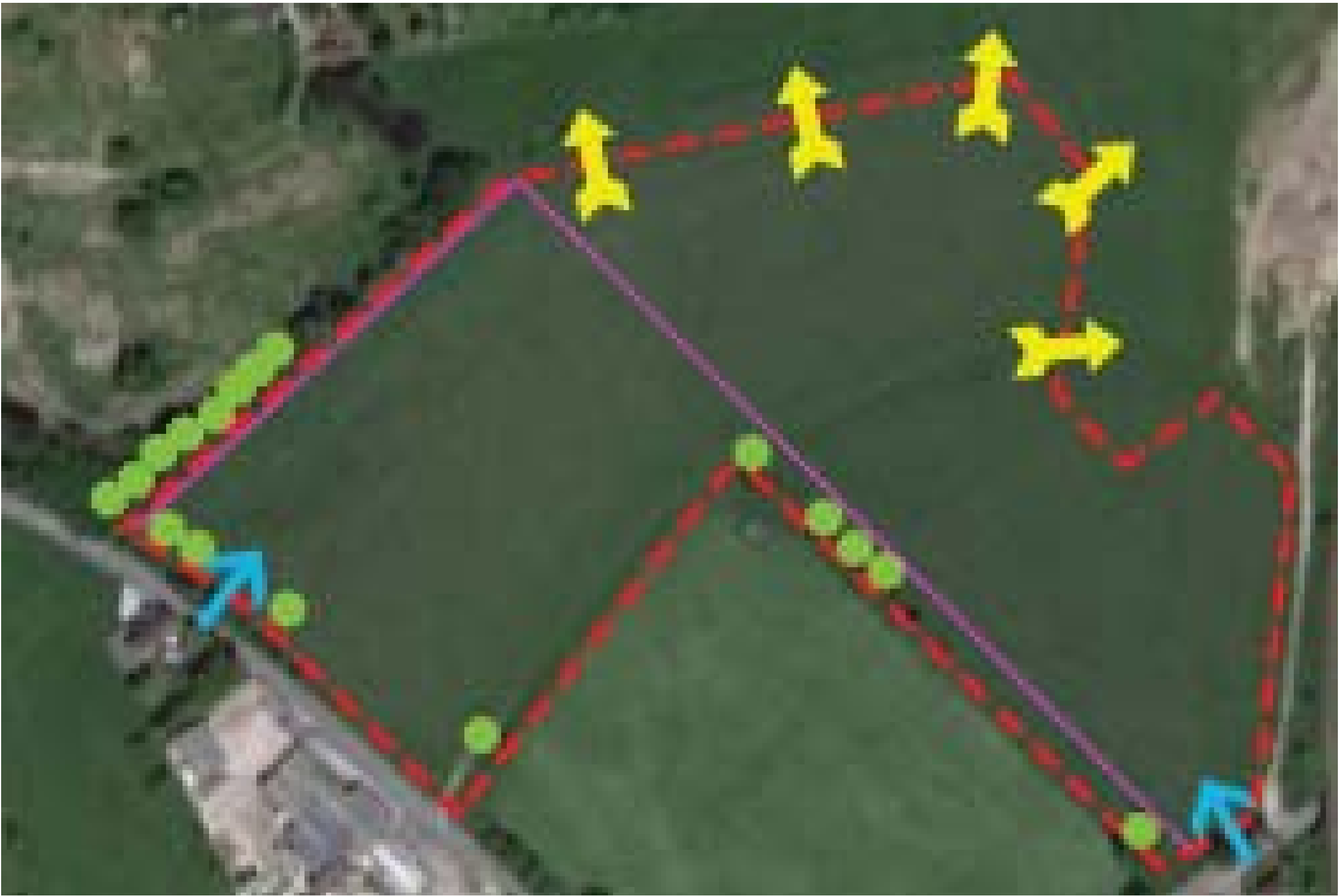


New build residential off Burlow Road.



Existing residential on Dolby Road.

# 4.0 Design Parameters



Key

- Retained Trees
- Easement
- ➔ Views
- ➔ Proposed Site Access

Fig: 05



Fig: 06

## 4.1 Opportunities and Constraints

### Infrastructure

Both sites are subject to significant above and below ground infrastructure in the form of sewer systems, below and overhead cabling and rising water mains. These constraints will require appropriate easements and setbacks to be provided, restricting the developable area. Site A contains a large diameter water main whereas Site B has a combination of overhead and underground electricity cables, existing sewers and water mains. The design must be utilised to provide a high quality environment whilst maintaining suitable standoffs.

### Pedestrian Access

There are currently no established pedestrian accesses across either site, but the opportunity exists to create new links to enhance the amenity of both the new and existence residents of the area. The primary frontage to Burlow Road will benefit from increased connectivity with the implementation of footpath access. This access will be linked to footways throughout the sites helping the sustainability of the scheme with a convenient and usable pedestrian link ultimately reducing the number of car journeys made for new and existing residents heading towards the local amenities. Within the site the pedestrian links will be created to knit the development together with itself, it's context and beyond.

### Topography

Both sites have challenges when looking at the topography. Site A has a dramatic increase in levels from the access at Burlow Road in the South West corner of the site. The increase in levels reduces slightly leading towards the northern boundary. Site B is gently sloping with a gradual reduction in levels from the access at Burlow Road. From the access, these levels increase throughout the site until reaching the southern boundary. The difference in levels on both sites will be used as an advantage to incorporate a sustainable drainage strategy throughout the site.

### Vegetation

There are a number of existing trees across both sites to be retained where possible. The trees for Site A is limited to the southern and western boundaries of the site located in the area of the proposed access. This presents an opportunity to retain the trees around this access to produce a sympathetic transition between the green landscape and the site. Site B has trees located in the centre of the site to be retained with appropriate standoffs maintaining public open space and creating a green feature giving the development an established look from first principles.

### Views

Key public views into the sites are primarily from Burlow Road, the existing residential dwellings in the area and the existing playing fields along the boundary of Site A. As these will form the principal views into the site, a suburban approach will be appropriate, meshing the new developments with the existing fabric. The secondary views into both sites will be from areas of open countryside, so the developments must respond in a sensitive manner with the massing and landscaping of these aspects being in keeping with the overall rural character of the surroundings.

Views from within the sites will take in the open panoramic countryside, and the development must take full advantage of this outlook where it presents itself. The orientation of plots must be arrayed with this outlook in mind maximising the amenity of the units for the benefit of the new residents.

### Aspect

The overall aspect of the sites is overwhelmingly positive, with long views to open countryside, in the majority. These should be taken advantage of at every available opportunity as it will help to give a sense of place in the landscape and provide pleasant views from the proposed dwellings.

There is an existing street of dwellings off Dolby Road whose rear boundaries abut the development onto the north western boundary of Site B. The separation distances from any proposed dwelling to these properties must be carefully considered to avoid overlooking these dwellings or affecting their privacy or amenity.

# 4.0 Design Parameters



Fig: 07

## 4.2 Design Parameters

### Vehicular Access

The principle access for both sites will be taken from Burlow Road with Site A benefiting from a secondary access from Heathfield Nook Road. Each access will have its location determined by the offset required to adjacent junctions and the contours of the sites.

### Existing fabric

The developments will integrate with the existing fabric considerately, taking into account the existing buildings. The frontage to Site A is considerably setback to enable the retention of existing trees and to respect the entrance contours of the entrance, with the additional effect of softening the transition between the surrounding greenbelt land and the development. Where possible, the layout has been designed to look outwards, particularly around the existing playing fields to the southern boundary and open countryside to the northern boundary taking advantage of the views across the landscape.

Having the proposed dwellings to the entrance of Site B in line with the existing houses facing Burlow Road will allow the proposed dwellings to sit seamlessly in the existing built environment. To take full advantage of the views to the southern boundary, dwellings will be fronting onto these features.

### Pedestrian Access

The design will further improve pedestrian connectivity creating overlooked routes with a pleasant street environment. Existing routes will be connected into the proposed infrastructure creating cross site connectivity.

### Topography

We must mitigate the effect that the topography will have on the site with careful placement and orientation of plots to give the best possible amenity to the dwellings and their

gardens. Site regrading will facilitate transition between existing levels as smoothly as possible, reducing amount of retaining structures where possible.

### Views

Dwellings on both sites will be used to reinforce and enhance the surrounding context, ensuring we create spaces that are distinct and sympathetic.

The sites will respond to the surrounding context, facing outwards where possible to create a dialogue with and provide enclosure where required.

The developments will take the opportunity to take advantage of external views where they exist from both the dwellings and the street environment. This will give a sense of place from within the development and integrate it with its context.

## 4.3 Design Response

Taking into account the factors in the previous sections, we can now begin to outline our design response. The existing trees located to the southern boundary dictate the position of the principle entrance to Site A and dwellings to retain the sites rural setting. The access to Site B has been proposed as a safe distance from the surrounding junctions. Signature buildings are placed to help with way finding when passing through the site. Changes in material will be used to create diversity along the street scene. The hard landscaping materials and the planting will all contribute to form a distinct space which will act as a destination along the transit route and facilitate way-finding through the development.

We will turn all corners with dual aspect dwellings to create a continuous streetscape. We will create a character for the street frontages and then vary this within the site to give a sense of individuality. This will be accomplished by the use of materials, boundary treatments and enclosure of the street.

We will ensure the sites have good vehicular connectivity, and we will form pedestrian routes where appropriate to

maintain or improve connectivity across the site.

We will accommodate the identified constraints, working around existing service easements and existing properties to seamlessly integrate them within the external fabric of the development.

We will design with the existing topography in mind, ensuring smooth transitions between existing levels, minimising the need for engineered solutions to levels differences.



# 5.0 Design Layout



## The Design

Both sites will take the main access from Burlow Road. The main access for Site A will be framed with existing mature trees with a secondary access off Heathfield Nook Road adding connectivity across the site and a spreading the entrance traffic flow for the Community Centre. Site B access is designed to subtly mesh into the existing residential dwellings with similar material treatments and continued build line with the existing acting as a continuation of the street scene.

Existing constraints on both sites have determined key aspects of the design. The position of both main spine roads is located over existing underground services with suitable offsets governing the location of the proposed dwellings around the spine road.

Both sites need to take advantage of favourable views over open countryside and playing fields so dwellings will be plotted overlooking these areas, not only creating a positive outlook for the residents but adding security to the surrounding area.

A distinct hierarchy of roads distributes vehicular and pedestrian traffic through the site. Roads step down in the hierarchy with reduced carriageway widths, variation in enclosure and material variation all helping to slow traffic speeds as well as create distinct environment to assist way-finding.

Feature plots are used to create a visual landmark to highlight areas within the street-scape or to terminate views along routes. This strategy further contributes to the creation of a sense of place and assists in navigation around the development.

All principal and secondary routes are overlooked due to the continuous street-scene which is facilitated by the use of dual aspect plots where units turn a corner.

Parking archetypes included in the scheme consist of integral garages, detached garages, in curtilage drives, parking spaces and enclosed parking courts. The series of parking solutions will assist to avoid the dominance of vehicles within the street scene, address issues of highway safety, natural surveillance and security and maximise access to parking spaces and mobility for users.

Massing of the units is used to further reinforce the streets scene using taller properties as a visual focus or to frame views. Storey heights are considered in a holistic fashion using them appropriately to form the individual character areas of the development.



### 6.1 Character Areas

#### Main Street

This character area is formed by the developments road alignment and acting as the main transport route through the site. The main spine road through both parcels consists of a 5.5m carriageway with a 2m footpath. The layout has been designed to front this road offering an attractive street scene and natural surveillance to a well trafficked route by both car and pedestrians. These areas will be populated with 2 storey detached and semi-detached housing with a variable materials mix to break up the street scene where suitable.

Boundary treatments will be utilised to reinforce the character area with estate railings with hedges behind creating a clear line route through the site whilst delineating between the private and public realm. Adding trees behind these boundary treatments along Main Street will assist to blend the development into the naturalistic surroundings.



Plan to show the location of the Main Street for Site A



Plan to show the location of the Main Street for Site B



The Main Street Example

### The Avenues

The Avenues character area transitions from Main Street as secondary link through the site. As the transportation requirements reduce, the road hierarchy diminishes to a mixture of 5.5m and 4.5m highways with varying surface finishes.

Higher massing will be proposed in this area creating suitable enclosure with the property mix consisting of detached, semi-detached and mews house types reaching a maximum of 2 storeys.

Railings are proposed as the primary boundary treatment taking continuity from the Main Street character area whilst maintaining a strong frontage. A mixture of materials will be proposed to break up the street scene where appropriate.



Plan to show the location of the Avenues for Site A



Plan to show the location of the Avenues for Site B



The Avenues Example

Woodland Fringe

This character is defined where the development fronts onto the wider countryside or a parcel of open space. The intention is to create a soft transition between the built fabric and the natural environment. The road hierarchy diminished further to 4.5m and 2m grass verges with a change in surface finish to highlight the change in character area and create a less formal environment.

The massing in this character area is kept deliberately low, with detached and semi-detached properties forming the bulk of the architectural form. The low massing is emphasized further by the use of the drives between properties to further increase their apparent separation. Around the playing fields, a select number of 2.5 storey dwellings are proposed to add variety to the street scenes.

This character area requires a much softer boundary treatment compared to the previous areas. Hedges and associated landscaping will provide synergy between the aspect of open countryside and the sites.



Plan to show the location of the Woodland Fringe for Site A



Plan to show the location of the Woodland Fringe for Site B



## 6.2 Materials

A strong identity and legibility will be created through the choice and positioning of materials and the high quality design. This will react positively to the constraints of the site and encourage residents to take pride in their property. The buildings will be detailed according to their position within the character areas on the site with features being added on key focal points and vistas.



Forticrete Old  
Weathered Split Face



Ibstock Alderley Mixture



Russell Grampian Grey



Forterra Wilnecote  
Smooth Red



Extract of Main Street street scene



Extract of The Avenues street scene



Extract of the Woodland Fringe street scene



Site A Street Scene Locations



Site B Street Scene Locations

### 6.3 Proposed Dwelling Types

A mix of dwelling types have been proposed ranging from 2-4 bed mews, semi-detached and detached house types predominately 2 storey but few 2.5 storey types including to define character areas. This dwelling mix will incorporate 30% affordable housing to meet the local area affordable housing need. These range from 2 bed mews and apartments and 3 bed mews and semi-detached properties designed to knit seamlessly in the development. Below are generated images visually demonstrating the individual house types and street scenes.



### 6.4 Hard Landscaping

We are proposing to utilise a mixture of hard landscaping materials throughout the development site. These materials will continue the strong precedent throughout the site. The materials will be used imaginatively in order to enhance the proposed development and add a sense of legibility to the scheme. These are some of the proposed materials.



### 6.5 Boundaries

The way the transition between public and private is articulated and how the site responds to its surroundings is enhanced by the boundary interfaces. Differentiating boundary treatments throughout the site help to define and identify the character areas.

The Main street character area will see a railing fronting a hedge to formalise the entrance and add clear delineation between the public and private realm. Trees will also be added to front gardens along the Main Street to tie this into its natural surroundings. Transitioning to the Avenues character area will see increased enclosure and removal of the hedges to just railings allowing the same delineation but adding more visibility. Acting as the tertiary movement link through the site, the boundary treatments for the Woodland Fringe character area will need to be reflective of the green surroundings so soft landscaping and hedges is proposed in these areas resulting in a harmonious link between the open countryside and new development.

Respecting the local vernacular and tying into the existing scenery is an important aspect in the design. A series of existing drystone walling will be retained or restored around the site boundaries to seamlessly blend the development to match its surroundings giving a long standing impression.

## 6.6 Ecology

The biodiversity of the site will be enhanced by considerate planting of native trees, shrubs and wildflowers. The planting of new trees across the site will create habitats for nesting birds in excess of what currently exists. Trees are also habitats for roosting bats which use the site as a foraging ground.

The scheme has a sustainable urban drainage policy where surface water will be retained in landscaped swales, to mitigate the impact of run off surface water on the wider drainage infrastructure.



## 6.7 Sustainability

Barratt Homes implement measures on all of our schemes to ensure that they are as sustainable as possible. These include:

- The provision of cycle storage to all dwellings to reduce the number of journeys by car.
- Use of A Rated appliances which are energy efficient and help reduce CO2 emissions from the dwelling.
- Provision of SEDBUK A Rated boilers which are more energy efficient.
- Provision of an internal / external space in each dwelling for drying clothes – thus minimising energy use.
- Use of materials from sustainable sources e.g.: Timber from renewable forests.
- A Site Waste Management Plan is to be prepared for the development as part of our Construction Phase Safety, Health and Environmental Plan. Currently over 80% of construction waste from our sites is sorted at source and recycled.
- All our suppliers are required to use materials from sustainable sources or be ISO14001 accredited themselves. All timber used in our developments is sourced sustainably.
- Barratt undertake a number of measures to reduce the amount of potable water used on our developments, with examples including the use of flow restrictors on its taps and showers and dual-flush toilets to reduce water usage to 125L/person/day.

# Great Places



## 7.0 Building for Life 12

The following section provides a summary of the evaluation against the 12 Building for Life questions, and links to the evidence supporting the evaluation. If the standard is met for each question, a green light will apply.

### Integrating into the Neighbourhood

1). Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?

Evaluation: The scheme integrates with its surroundings by providing links towards Buxton town centre. Facilities on site including the Community building, additional footpaths separate to the carriageway and the green space providing opportunities for local residents to visit the site as well as for new residents to use village facilities, aided integration.

Score: **Green Light**

2). Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?

Evaluation: There are a range of existing community facilities within walking or cycling distance from the site. These include local shops, public houses, primary school and a community sports facility. Buxton town centre is located 2.5 miles North of the sites offering a wider range of facilities local to the site.

Score: **Green Light**

3). Does the scheme have good access to public transport to help reduce car dependency?

Evaluation: Bus stops are located outside the entrances to both sites allowing residents to connect to local towns such as Buxton and Macclesfield. Both towns are also on major rail networks enabling residents to travel further afield by public transport therefore reducing car dependency.

Score: **Green Light**

4). Does the development have a mix of housing types and tenures that suit local requirements?

Evaluation: The development would include a range of housing types and tenures. Up to 30% of the new homes would be affordable to meet the local housing need, ranging in tenures.

Score: **Green Light**

### Creating a Place

5). Does the scheme create a place with a locally inspired or otherwise distinctive character?

Evaluation: The character derives from a specific design response to the sites particular constraints and opportunities. The strong existing landscape provides distinctive character that would define the new development with mature trees defining the block structure. The design of particular house types, including choice of materials, has been tailored to reflect those existing housing in the surrounding area.

Source: **Green Light**

6). Does the scheme take advantage of existing topography, landscaping features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?

Evaluation: The scheme works with the existing topography of the site and retains key natural features including existing hedgerows, trees and retaining/restoring existing drystone walling around the boundaries ensuring the scheme sympathetically blends with the existing environment. Views towards open countryside are protected through the provision of greenery and soft landscaping.

Score: **Green Light**

7). Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?

Evaluation: The developments blocks would allow buildings to overlook the streets and to turn corners. This would allow good surveillance of the streets and drives and produce attractive street scenes. The built form has been designed to turn corners in a number of ways by using "L" shaped buildings or indirectly using detached properties which sweep with the curve of the road.

Score: **Green Light**

8). Is the scheme designed to make it easy to find your way around?

Evaluation: The scheme is very legible with a clear hierarchy of streets and spaces. Corridors of open space are provided, allowing long distance views to surrounding natural and built features to provide points of reference from within the site. Existing features are to be retained and utilized within public spaces and green corridors to provide individuality. Header buildings will create landmarks and terminate vistas through the development to aid wayfinding.

Score: **Green Light**

### Street and Home

9). Are the streets designed in a way that encourages low vehicle speeds and allows them to function as social spaces?

Evaluation: The streets are designed with changes in direction and carefully placed junctions to slow vehicle speeds. Where the road hierarchy diminishes, change of service and level further assists to reduce speed as well as creating social spaces.

Score: **Green Light**

10). Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?

Evaluation: A variation of parking strategies is implemented in the layout to reduce the dominance of parking. Frontage driveways, side parking and parking bays have been proposed with the use of soft landscaping to visually screen parked cars.

Score: **Green Light**

11). Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?

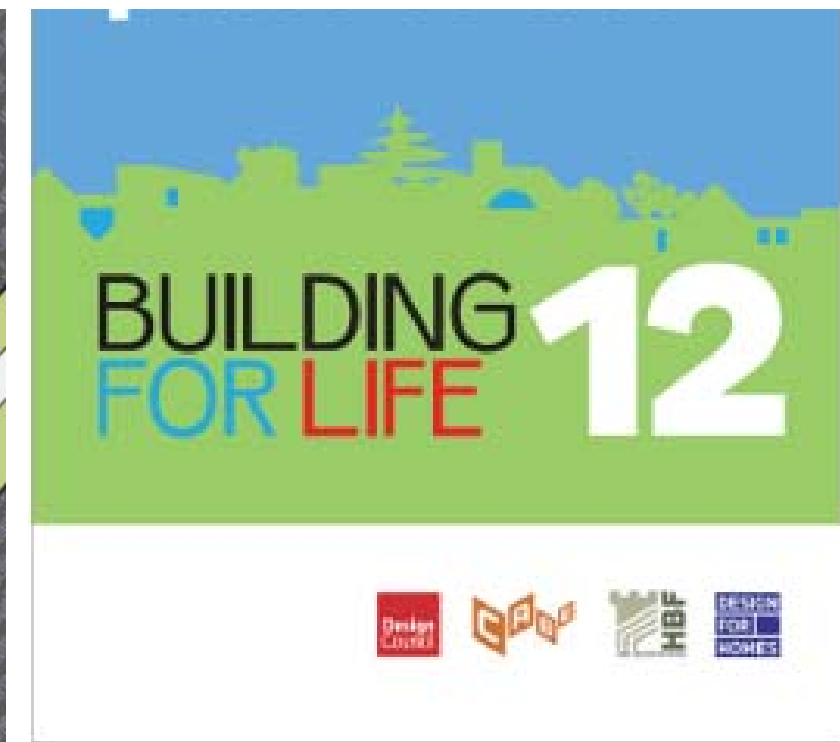
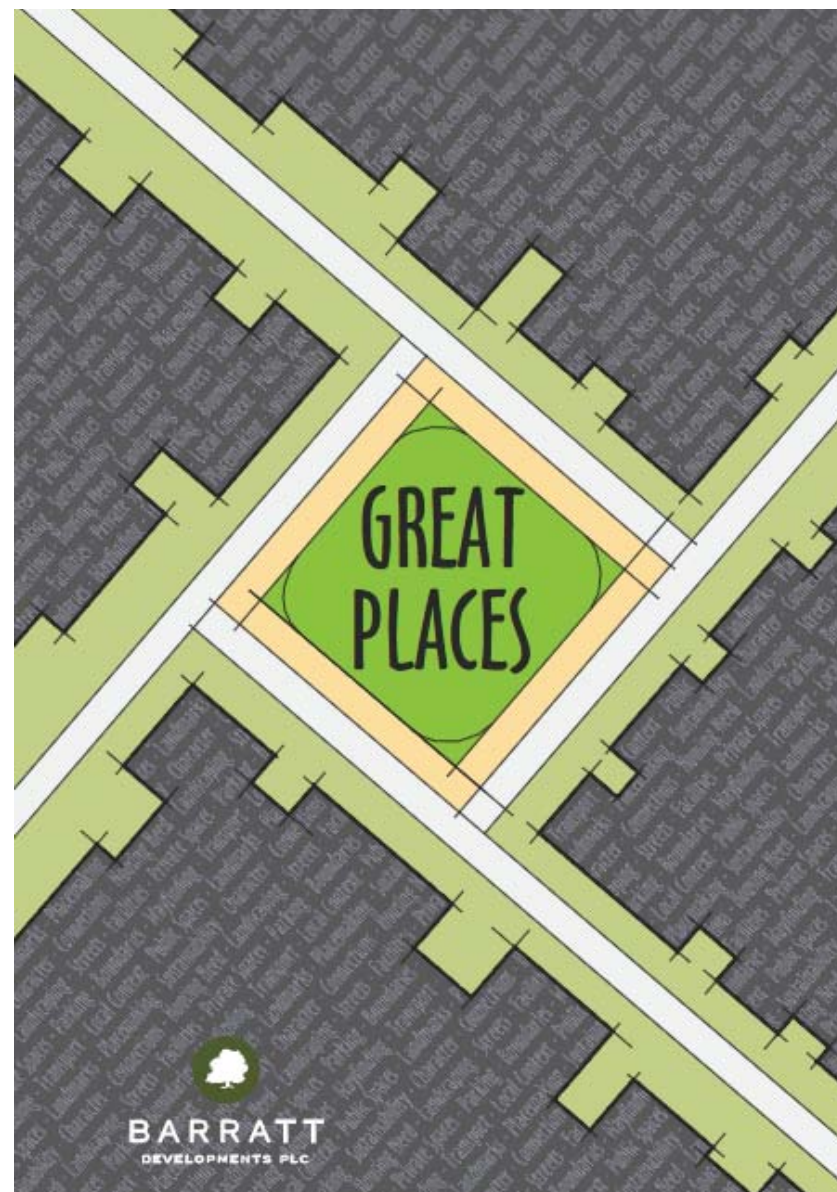
Evaluation: The layout demonstrates a strong sense of enclosure around the defined route network. Routes are clearly defined by the building lines offering good surveillance. The definition of public and private spaces is delivered through the use of urban blocks, corner turning archetypes and distinct use of boundary treatments. Footpaths will be clearly marked to provide clarity over public access.

Score: **Green Light**

12). Is there adequate external storage space for bins and recycling as well as vehicles and cycles?

Evaluation: External refuse and recycling facilities have been accommodated for within the access to and size of rear gardens of all properties thus ensuring bins do not need to be left on the highways. The design of units has allowed space for bike racks to be provided internally within garages.

Score: **Green Light**



The scheme has been developed to embrace the twelve Building for Life 12 criteria developed by CABI and the House Builders Federation. These criteria embody the vision of what new housing developments should be: attractive, functional and sustainable. The Building for Life criteria used to evaluate the quality of schemes against the vision and are grouped under Integrating into the Neighbourhood, Creating a Place and Street and Home.

## 8.0 Conclusions

The proposed development will provide 275 new homes in a range of types and sizes to meet the local area need.

The design of the site is in accordance with national, regional and local policy guidance and has been developed in accordance with Barratt Homes' in-house design guidance, Great Places and Building for Life 12.

The BIF12 assessment carried out shows the proposed development will achieve 12 green lights from the 12 possible criteria.

It has been designed to complement the surrounding area, to create local identity and reduce antisocial behavior.

Well informed design and material choice will give the development longevity, contribute to the townscape and raise the aspirations in the area.



**BARRATT**  
— HOMES —