

PLANNING, DESIGN and ACCESS STATEMENT

22 Temple Road, Buxton

Change of Use to a Day Nursery

PROPOSAL

1. This application is for a Change of Use from residential (Class C3) to a nursery school (Class D1), together with conversion of the existing attached garage into storage space and the installation of a new access ramp and free standing buggy store, at 22 Temple Road, Buxton, SK17 9BA. There are no material external alterations to the building proposed in the application.
2. The nursery school would cater for 45 children and would be open Monday to Friday, excluding Bank Holidays, from 0800 hours to 1800 hours daily.
3. Changes to the way Government funds childcare, together with the need to accommodate the needs of working parents mean that nursery schools must now provide childcare both before and after the normal school opening hours. This flexibility is now vital to the viability of the nursery school provision, it also means the arrival and departure of children is spread more evenly through the day, with less activity around the traditional 'pinch point' times of 0900 hours and 1500 hours.
4. The application site is suitable for this proposed use in terms of its scale, location, layout, neighbouring uses and the positive contribution it will make to the community. The Statement highlights how the proposed change of use will create employment and meet an identified need within the community.

LOCATION

5. 22 Temple Road is a four-bedroom detached property with an attached garage and front and rear gardens set on an 845 square metre plot and was built circa 1965. The southern boundary is adjacent to Temple Road with steps down to the front gardens and the house approximately 1.5 metres below the road and pavement level. The northern boundary is lined with mature conifers and a 1.8 metre high fence and is shared with properties on Errwood Avenue, the eastern boundary, shared with 20 Temple Rd, is marked with a post and rail fence, and the western boundary, shared with 24 Temple Road, is to the rear formed with a 1.8 metre high fence and the garage wall, and to the front by the garage access ramp. The Buxton College Conservation Area is adjacent to the eastern boundary.
6. Temple Road is characterised by substantial detached residential properties interspersed with equally substantial community and commercial uses; Buxton Community School, Buxton Medical

Practice, and the Alison Park Hotel. Poole's Cavern and Buxton Country Park are located at the upper end of the road at the junction with Green Lane some 100 metres of Number 22.



Figure 1. 22 Temple Road

POLICY ASSESSMENT

7. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires all applications to be decided in accordance with the Development Plan subject to any material considerations. The Development Plan comprises the High Peak Local Plan (Adopted 2016) and the National Planning Policy Framework (NPPF). The National Planning Policy Framework (NPPF) requires planning decisions to be made with a 'presumption in favour of sustainable development'. This requires Local Planning Authorities to approve development that accords with the development plan without delay. Paragraph 17 of the NPPF sets out how decision making on planning applications should proactively drive and support sustainable economic development and promote the vitality of urban areas.

Policy S1 – Sustainable Development Principles

8. The proposal is in accordance with the principles of sustainable development as set out in Policy S1. It would provide a valuable and much needed community facility and employment within the community in a location that would not have an unacceptable impact on local amenity.

Policy EQ6 – Design and Place Making

9. The proposal will provide for a satisfactory relationship to adjacent properties. There are no impacts relating to visual intrusion, overlooking, shadowing, overbearing effect or light pollution. The potential effects on local amenity relate primarily to the sound of children playing. This would be confined to the rear garden area, and the noise created would be akin to that created by a domestic residence. Children would use this area in groups of 5 to 10 for approximately an hour at a time, primarily in late morning or early afternoon. The existing fencing and substantial line of conifer trees together with shrubs and other planting provides both visual and sound screening that will serve to reduce the amenity effects on neighbouring properties. It is considered that this will be sufficient to ensure that there is not an unacceptable effect on local amenity. However, should it prove necessary, acoustic fencing could be installed to further reduce the effects of sounds from the garden. It is suggested that this could be secured through an appropriate condition that the Local Planning Authority could 'trigger' if necessary.

Policy EQ7 – Built and Historic Environment

10. 22 Temple Road is adjacent to, but not within, the College Conservation Area. The proposed change of use will not substantially alter the appearance of the building. The new access ramp and steps will be predominantly below the level of the road and pavement and so will not be notably visible from within the Conservation Area. Though it is not considered that the structures will be obtrusive in any event. The proposal would not have a material impact on the character and appearance of the area, nor would it have a detrimental impact on the Conservation Area. Consequently, the proposal would serve to conserve the setting of the conservation area and therefore is not in conflict with this policy.

Policy E1 – New Employment Development

11. The proposed change of use will provide local employment opportunities generated by a new small business. The proposal is in accordance with the requirements of the policy which states that it supports business development outside of allocated employment sites or Primary Employment Zones but within the built-up area when it would not create undue harm to the character, appearance or amenity of the area.

Policy CF5 – Community Facilities

12. The proposal would provide a much needed educational and childcare facility and thereby enhance local community infrastructure within the built-up areas of Burbage and Central Buxton.

Policy CF6 – Accessibility and Transport

13. The Applicant is keen to encourage sustainable transport to both staff and parents. To do this a series of measures are proposed, which are outlined within the Sustainable Travel Plan (below).

14. The property has a concrete ramp from the road to the garage which can accommodate 2 vehicles. It is not considered feasible to provide further parking on site and gates will be installed at the top of the ramp to prevent unauthorised access. Currently the section of Temple Road that adjoins No 22 sees very little on street parking. The section of road from the drive of No 20 to that of No 24 measures 65 metres, and within that the section immediately adjacent to No 22 measures 25 metres. The 25 metres section could accommodate 4 -5 vehicles at any one time and the longer section up to 10. This is more than adequate for the busiest dropping off and picking up periods of the day.
15. The applicant currently operates two nursery schools and has run nursery schools from four sites in Buxton and Ashbourne. From analysis of the existing nursery schools registers it is the applicants experience that typically a day nursery can expect around 25% of children to arrive between 0800 hours and 0900 hours, with 60% arriving at the busiest time of 0900 hours to 0930 hours (though most of these will be parents walking from school having dropped off older children), the remaining 15% arrive between 0930 hours and 1200 hours.
16. Parents collect children from midday onwards with 25% collecting between 1200 hours and 1300 hours, 25% between 1300 hours to 1400 hours, 20% between 1500 hours to 1530 hours, and the remaining 30% between 1530 hours and 1800 hours. Parents are constantly updated on their children's progress and general news from the nursery school via an online / smartphone app, which reduces the need for daily discussions with parents, consequently most parents are typically on site for less than 5 minutes at a time.
17. At the applicant's other nursery schools around 50% of children arrive by car with the rest walking, it is reasonable to expect a similar percentage at 22 Temple Road. It is often working parents that drop children off by car and this tends to take place slightly earlier in the morning than a simple 50/50 average of these figures would suggest. The figures below are adjusted to reflect this.

| Time of Day | Vehicles parking for around 5 minutes each |
|--------------------|---|
| 0800 – 0900 | 10 |
| 0900 – 0930 | 10 |
| 0930 – 1200 | 4 |
| 1200 – 1300 | 6 |
| 1300 – 1400 | 6 |
| 1500 – 1530 | 5 |
| 1530 – 1800 | 7 |
| | (figures are rounded upwards and so give a small over estimate) |

Table 1. Drop-off and pick-up parking

18. Based on the above analysis, and if operating at capacity, a 45-place nursery school at 22 Temple Road would be likely to see the following pattern of parking from those parents using their cars to drop off and collect their children.
19. Therefore, it can be expected that over the busiest half hour of 0900 hours to 0930 hours 10 cars will park for 5 minutes each. This means that during this period it is likely that no more than one or two cars would be parked adjacent to Number 22, with perhaps a peak number of four, at any one time.
20. For most of the day there would be no cars parked outside Number 22 with sporadic parking of one or two cars for a few minutes at a time. Given the very high likelihood of parents being able to park immediately adjacent to Number 22 it is very unlikely that parents will chose to park adjacent to Number 20 or Number 24, or on the opposite side of the road. There is no restriction on parking in the vicinity of Number 22 and there is nothing to suggest that dropping off and picking up on the carriageway adjacent to the facility in this location could not be done safely.



Figure 2. The roadway and pavement adjacent to 22 Temple Road

21. The nursery school will operate a 'walking bus' to and from Burbage Primary School each day as a service to parents and this will reduce the number of cars dropping off and picking up at Number 22, particularly at the busiest times.
22. The High Peak Buses 030 service from Dove Holes to Buxton Community School passes through central Buxton and has a stop 200 metres from Number 22. Staff that drive to work will be required to park in the Poole's Cavern Car Park located 100 metres south west of site. To enable this each member of staff will be provided with membership of Buxton Civic Association which entitles them to park in the car park at any time. The car park has capacity for around 50 vehicles and it is expected that staff from the nursery would occupy no more than 3 or 4 parking spaces at any given time.
23. Pedestrian access to the property is currently via a set of concrete steps. These would be replaced with timber 'decking' steps with anti-slip treads and a new access ramp of the same

construction that would provide buggy / push chair and disabled access. These structures would be constructed to Building Control and DDA guidelines.



Figure 3. Existing steps and area for construction of buggy / wheelchair ramp

24. The HPLP directs applicants to Appendix 1 for the criteria to be used in assessment of parking provision. The guidance at part 2a, for 'Creches and day nurseries', reiterates the guidance used in the previous version of the local plan. The criteria used relate to square metres of space required for age groups 0-3 years and 3-8 years and are somewhat different from the spatial requirements set out in the Day Care and Child Minding Regulations. However, converting the requirements of the Regulations into the criteria of Appendix 1 results in a requirement of 42.5 square metres for 0-3 years and 69 square metres for 3-8 years. These then convert into 4 spaces for each category plus the requirement for an additional space making a total of 9 spaces.
25. The guidance provides for an exception; 'in a location where vehicles can wait to set down or pick up children safely on the highway', however it is not clear how this exception is applied. It is also unclear what number within that total should be for staff parking rather than dropping off and picking up by parents and carers.
26. The above analysis demonstrates that there is adequate space on the highway for dropping off and picking up. Similarly, the use of the Poole's Cavern car park for staff parking is more than adequate for the number of staff that are likely to travel to work by car. It is clear, therefore, that the proposal will not have an unacceptable impact on highway safety and is in accordance with the relevant requirements of the development plan.

CONCLUSION

27. 22 Temple Road is a substantial detached property, set in a large well screened garden within easy walking distance of Burbage and Central Buxton, with excellent provision for drop-off and pick-up parking on the adjacent highway. Because of these factors, a change of use to a nursery school will not have an unacceptable impact on local amenity, highways safety, or the adjacent conservation area. The proposal is therefore in accordance with the principles of sustainable development as set out in the High Peak Local Plan and the National Planning Policy Framework.

MANAGEMENT PLAN

28. As outlined earlier in the Planning Statement, mitigation measures are proposed by the Applicant to address potential concerns with regard to noise generation and highways/access. These are set out below:

Sustainable Travel Plan

29. Parents will be encouraged to walk to the nursery. Pram/buggy storage areas will be provided on site.
30. A walking bus will operate each morning and afternoon between Burbage Primary School and the Nursery.
31. Staff will receive information on the local public transport services as part of their induction and will be encouraged to use these. Staff will be encouraged to walk to work. Where staff need to travel by car, a car share programme is proposed to facilitate a reduction in car journeys. All staff will be provided with membership of Buxton Civic Association and those driving to work will be required to park in the Poole's Cavern car park.

Management Plan to Mitigate Potential Noise Generation

32. The following measures are proposed to address concerns over noise generation:
33. The outdoor space will be used intermittently throughout the day but limited to the hours of 9.30am to 5pm, Monday to Friday.
34. Fencing and trees will be maintained to the rear of the garden to provide a visual and acoustic barrier.

LIST OF PLANS SUBMITTED

Location Plan
Parking Plan
Existing ground floor layout
Existing first floor layout
Existing landscaping and external layout
Proposed ground floor layout
Proposed first floor layout
Proposed landscaping and external layout