

DESIGN & ACCESS STATEMENT

**Full Planning Application for the Construction of
14 Private Residential Dwellings and 3 Affordable Dwellings
and the provision of a 20 space car park area for the 1st Chinley Scout Group
at Land off Forge Road, Chinley, together with associated works**

by DGL Associates Ltd for Wainhomes Northwest Ltd



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1) Introduction

This Design and Access Statement (DAS) has been prepared by DGL Associates Limited on behalf of Wainhomes (North West) Ltd in support of a full planning application for the erection of 17 dwellings and a new car park, consisting of 20 car parking spaces, for 1st Chinley Scouts at land off Forge Road, Chinley.

The proposed development will deliver a range of high quality, high specification homes for the local community in a sustainable location.

This document should be read in association with the Planning Statement prepared by Hourigan Connolly which has been submitted as a separate supporting document.

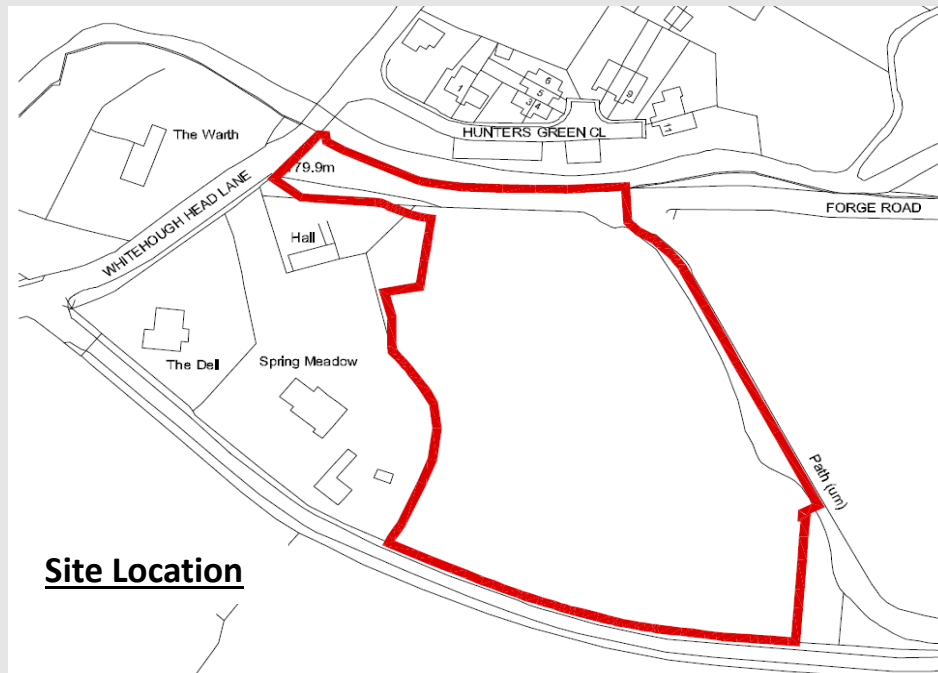
The overarching aims of the document are to:

- Set out a comprehensive development framework for the site wide over-arching structural elements that need to be taken into account
- Identify design principles for the development that will ensure high standards of design scheme layout and detailing.
- Demonstrate how the layout proposed for the application site has been designed to enable links to the wider area
- Evaluation of the constraints and opportunities

2) Site Assessment

2.01 Site Location

The site is located off Forge Road, Chinley with access proposed directly from Forge Road. Forge Road is currently unadopted but as part of the existing 'Forge Manor' development by Wainhomes the whole of Forge Road will be adopted, following upgrade works, and maintained by the Highway Authority. To the north is the village of Chinley and to the west the hamlet of Whitehough. To the east is sited the existing development known as 'Forge Manor' consisting of 159 homes and a children's Creche.



[2.02 Land classification](#)

The land which is subject to the application is designated as open countryside within the adopted Local Plan. Immediately to the western boundary lies the Chinley and Whitehough Conservation Area. The southern boundary abuts the Peak Forest Tramway Trail.

[2.03 Local Facilities](#)

The site is within a sustainable location and benefits from the services that the Village of Chinley and Whitehough provide. These includes a range of local shops, post office, various public houses and the local primary school. The site lies approximately 700m from Chinley railway station which provides mainline services direct to Manchester and Sheffield. Chinley also benefits from bus services providing links to Chapel-en-le-Frith and Glossop.

In conclusion, the site is easily accessible via public transport services. The proposed layout will integrate well with the surrounding area and with the immediate location.

[2.03 Topography](#)

The site is situated primarily at the base of the Back Brook valley at a height of circa 184 AoD. The site rises from the northern to southern boundary and has a natural depression along the eastern boundary. There are suspected areas of fill material along the southern boundary although these are thought to be natural spoil deposited from when the A6 Chapel-en-le Frith by pass was constructed.

[2.04 Flood Risk and Drainage](#)

The site is flood zone 1,2 and 3a. All of the houses are located in a defined flood zone 1 area above any local 1 in 1000 year risk levels. Roads, car parking and POS are located within flood zones 2 and 3a which is acceptable in planning terms.

Foul water will drain via gravity to the adopted foul sewer in Forge Road. Surface water will be attenuated to greenfield run off rates and will discharge, via gravity direct into Black Brook

[2.05 Arboriculture](#)

The site boundaries contain extensive broad leafed trees and woodland areas. These provide a natural screen from close and far reaching viewpoints. 5 minor trees located in a group on the southern boundary will be lost due to development. Significant tree planting is proposed in mitigation to strengthen and enhance the natural boundaries.

[2.06 Ecology](#)

There are no recorded statutory designated ecology sites within influence of the proposed development. There is significant potential to increase the net bio diversity of the site within the significant area of public open space proposed.

[2.07 Public rights of way](#)

The proposed development has no PROW crossing the site. A number of PROW's are located on the boundaries and there is opportunity to create effective linkages to these and the surrounding area. The southern boundary of the site immediately abuts the Peak Forest Trail.

[2.08 Site Area](#)

The red edge application site measures 2.77 Acres / 1.12 hectares.

3) Design Constraints and Opportunities

3.01 Introduction

Following the site assessment, a number of constraints and opportunities associated with the site have been identified. These are outlined below and have informed the design parameters for the development.

3.02 Constraints

- Provision of a 20-space car park for 1st Chinley Scouts
- Existing trees / hedgerows and associated RPZ's (Root Protection Zones)
- Flood Zones
- Existing footpath to the eastern boundary (FP 124)
- The conservation area to the west of the site
- The Peak Forest Tramway Trail to the South
- The site is relatively flat from east to west with a rise of around 2.8 from North to South (Approx gradient 1:40)

3.03 Opportunities

- Provision of a mix of much needed homes including 3 affordable dwellings.
- The provision of a car park for 1st Chinley Scout Group which will ensure the safety of visitors to Victory Hall and will allow the Group to diversify their role within the community
- Creation of further area of Public Open Space and increase the net biodiversity of the area.
- Enhancement of existing tree belts and woodland areas including a long term management plan.

5) Design Proposals

5.03 Accommodation Proposed

The scheme proposes 17 dwellings, 3 of which will be affordable (20%) together with 20 space car park off Forge Road for 1st Chinley Scouts.

The properties have a range of accommodation as follows:

Affordable Housing – Located fronting onto the Nature Trail / Tramway

3No 2 Beds

Total 3No

Market Housing for Sale

3No 2 Beds

3No 3 Beds

6No 4 Beds

2No 5 Beds

Total 14No

The car parking for 1st Chinley Scouts is accessed off a single in/out position off Forge Road with clear sightlines of 2.4m x 45m in both directions (east and west along Forge Road). The car park will be used not only by the Scouts but also other visitors and community groups and all will benefit from the formalised parking arrangement

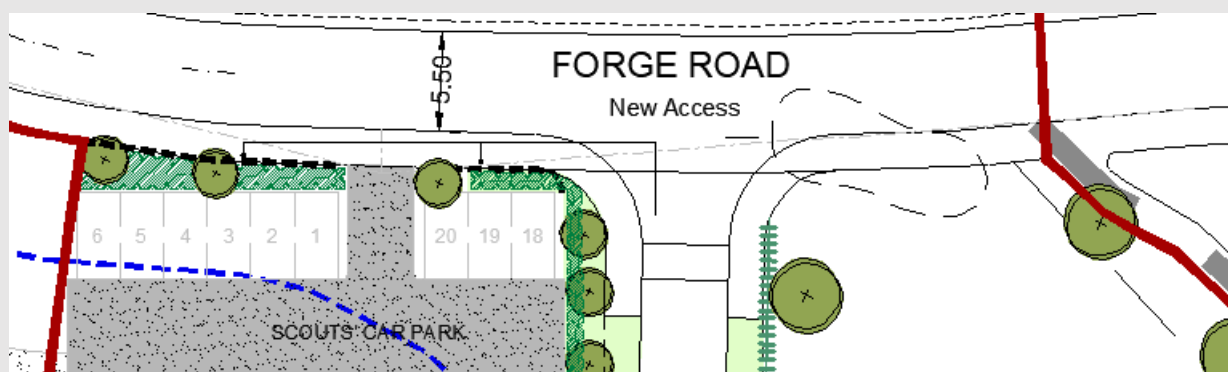
5.04 Scale and Height

The proposal is for all dwellings to be of two-storey construction, being entirely human in scale and befitting the existing surrounding development.

5.05 General Layout Design

The layout of the dwellings takes into account the Constraints and Opportunities as noted above and looks to surround the open space areas creating natural overlooking and surveillance to these public areas.

Access is taken from Forge Road immediately after the proposed car park access and before Footpath 124. The shared surface road is shown at 4.8m wide with no footpaths (service margins only).



Dwellings are proposed only within Flood Zone 1 and backing onto the eastern boundary in a crescent formation with a greater than normal stand-off to the conservation area boundary. Trees to this boundary and beyond also serve to establish / retain a mature setting and stand off.



Plot 1 is a dual aspect dwelling facing both towards Forge Road and the new access road serving the proposed development.

Plots 7 and 13 address the Peak Forest Tramway with dual aspect facades, whilst plots 8/9 and the side of plot 13 are well screened by the existing mature hedgerow to the boundary. Views in and out of the development are encouraged with the gap between plots 7 and 8 and 13 and 16 and in addition plots 14 to 16 face southwards and out onto the Peak Forest Tramway.



Plots 8 and 9 continue to aspect out onto the Public Open Space to the north.

Plots 10 and 17 are further dual aspect dwellings facing both towards the Open Space and the adopted highway or private drive spaces.

A large public open space area will be created as a central focal space for the residents and wider community benefit.



5.06 Security through good design

With the extensive use of dual aspect units (Plots 1, 7, 10, 13 and 17) the scheme provides an active street, open space and active frontage to the Peak Forest Tramway.

All properties are provided with safe and secure access to their rear garden spaces all of which will be gated and lockable.

All parking is provided within curtilage or certainly within shared frontage spaces which are overlooked ensuring cars where parked outside can be monitored.

There is no physical pedestrian link from the site to the Peak Forest Tramway. Pedestrians are encouraged to travel through the Public Open Space area onto FP 124 and to pick up the existing network through established routes. Plots 7 to 16 are then physically protected by both their elevation (See Levels section later) and the proposal to supplement the existing hedgerow with further hedgerow planting to this Southern boundary.

5.07 Appearance and Materials

Materials will be as previously approved for Phases 1 and 2 'Forge Manor'

All dwellings and garages will be constructed in 'Darlestone Buff Black Pitched Artstone'. Feature plots will have chimneys to reflect the local vernacular.

Examples of types proposed on this application, taken from Phase 1



Priestley



Whitemoor



Haversham

Roof tiles proposed as Marley 'Edgemere' Slate Grey with 18mm leading edge

All windows to be white double glazed PVCu units

All fascias and bargeboards to be white PVCu

All rainwater goods to be black PVCu

[5.08 Access / Parking](#)

Parking provision is a minimum of 200% across the development with the 4 beds having between 300 and 400%

Level access will be provided to all properties to comply with Part 'M' of the Building Regulations with alternative access arrangements provided where necessary. Layouts for all footpaths and door entrances to individual properties are indicated on the Site Plan.

Footpath access is provided to the rear gardens of all properties with patio landings to all rear doors. Refuse receptacles can be located within all rear garden spaces to all properties. A bin collection point has been provided to serve plots 10 to 16 sited to the side of plot 10.

5.09 Enclosures

All enclosures are noted on the submitted Proposed Layout Plan and reflect the approach as approved on Phases 1 and 2.

5.10 Landscaping

A full and detailed landscaped scheme is included within the submission documents. Primary landscape design considerations were the provision of a landscaped buffer to the conservation area boundary to the west, an enhanced boundary tree planting scheme and specific wetland planting to the Public Open Space area.

6.0 Summary

The proposals seek to create an extension to the existing Forge Manor development whilst respecting the character of the immediate site surroundings. The retention of existing trees and boundary features and the creative use of the natural topography ensures the impact of the overall landscape and visual amenity is reduced any impacts are localised. This is further reduced by careful consideration and substantial landscape planting. The mix and type of dwellings proposed have been positioned and designed to make the best use of existing landscape and topographical features.

The proposals are, we believe, a measured and proportionate response to the site, providing high quality housing and amenities with benefits across all three dimensions of sustainability as set in the supporting Planning Statement.