

6.3 Building for a Healthy Life



A 'Building for a Healthy Life' assessment has been produced by Baldwin Design Consultancy Ltd in accordance with the 'Building for a Healthy Life' headings.

Response Grade.



Green = go ahead



Amber = try & turn to green



Red = stop & rethink

Natural Connections



It is proposed that vehicular access into the site is to be created to serve off Dinting Vale. Pedestrian routes have been provided throughout the site aligned with the proposed vehicular routes. The access road hierarchy has been designed to promote a pleasant, low traffic environment and to design out 'rat runs', the housing layout has also been designed to face inward to enhance natural observation and minimise the creation of 'negative spaces'.

Existing trees and green assets have been retained at key location such as the mature trees bracketing the entrance point and on the boundaries where the green assets provide natural screening from the surrounding countryside. Existing landscaping will be enhanced through additional planting within the site curtailage.

The existing Public Right of Way that runs through the site alongside the medium pressure gas main has been retained and the additional links have been adapted to suit the development such as the existing walked footpath to the west of the site is to be redirected further south to connect to the proposed footpath on site

Walking, Cycling & Public Transport



Cycle and pedestrian routes have been provided throughout the site, with priority being given to pedestrians and cyclists as they move through the site. Pedestrian footpaths run alongside vehicular routes, providing safe, coherent routes through the site.

Amenity facilities such as the on-site public open space are easily accessible by pedestrians from within and from outside the site. These facilities and their approaches are secure and well overlooked.

Public transport facilities are available off-site, with bus stops within 50m walking distance of the site on Dinting Vale. The site is located within 1 mile of Glossop train station which provides frequent services to Manchester, Stockport, Hyde and Manchester Airport.

The existing Public Right of Way and cycle path will be retained to provide pedestrian access to the east, west and north of the site. Additional links have been added where there are existing walked footpaths so pedestrian access can still be achieved.

Facilities and Services



Community facilities such as health centres, retail provision, schools, places of worship and eateries all have adequate provision off-site within walking distance and are within an accepted walking catchment area.

From the development site, the nearest bus stop is a 30 second walk away (50m) from the site entrance with routes travelling between Glossop and Hyde. The closest train station to the development site is Glossop, located 1 mile to the east, providing services to Manchester, Stockport, Hyde and Manchester Airport.

Home for Everyone



The tenure of the development is exclusively for the provision of open market homes, with a mixture of house typologies and scale provided across the site.

As the proposed housing mix comprises of apartments, detached, semi-detached and mews units it is possible to give every dwelling private outdoor space and off-street parking. The scheme delivers a good supply of family homes, ranging between 1-4 bedrooms. A full breakdown of the tenure can be found in Section 5). This scheme delivers a good supply of bespoke high quality family homes that will give local people an opportunity to up size, down size or get on the property ladder.

Making the Most of What's There



The site layout will logically follow site features such as gently curving the access road around the Public Open Space, following the site contours. The road hierarchy is logical and reduces to a more personal low-density structure.

A Memorable Character



The house types have been designed with a traditional style in response to the local vernacular. A cohesive visual style and material usage will run through the development and will be tied back to the surrounding buildings. The proposed development and will draw influence from the established character.

The differing surface materials and the proposed focal area provides visual character and path finding through the site. In addition, well-established existing vegetation around the boundary edges of the site will contribute to the sites integration into it's surroundings along with the additional proposed landscaping within the site.

Well Defined Street and Spaces



The development has been designed to provide active frontages and complete parcels throughout. The development has been designed to face inwards where interface between adjacent land must be respected, with distinct feature plots at intersections and dual aspect units at corners to avoid blank elevations facing onto public spaces.

Access to all plots is simple and direct, each plot is provided with off-street parking and private outdoor spaces.

Additional planting has been provided to augment the existing green infrastructure with standoff provided for the provision of in-plot landscaping.

Easy to Find Your Way Around



The development has a legible layout that promotes way finding through variation in surface treatment and the provision of vista plots at key locations to help people find their way around the development. The house typologies and orientations are matched to the road layout to create a positive relationship with their surroundings.

The entrance to the site is established and obvious. They are well positioned along Dinting Vale. There is a pedestrian and cycle route that runs east-west through the development in line with the Public Right of Way (PRoW). There are also two existing walked footpath entrances to the south west of the site, one of which will be retained, the other has been redirected to the south in order to fit with our proposed footpath connection. See 5.10 for details.

Healthy Streets



The road layout has been designed to incorporate measures to ensure a healthy, secure environment for residents and visitors, such measures include a decreasing road hierarchy to reduce vehicular speeds through primarily residential areas. The well overlooked public open green spaces located to the south and north of the site and surrounding landscaped areas create a positive space that will provide people with an area to gather, chat and play in a secure, observed environment.

Street-side landscaping has been provided to further enhance the public spaces. Layered landscaping has been provided to boundaries of the site to further complement the existing landscaping.

Cycle and Car Parking



As the development comprises of detached, semi, mews and apartment properties, double integral or detached garages have been provided to all plots. A parking court has been added to the rear of the apartment complex. The parking has been designed to mitigate the amount of parking visible from the street scene as much as possible. Where applicable, garages have been set back from the build line to screen the driveways. The parking spaces will be fully compliant with High Peak Local Plan. Cycle storage has been added to all units in the form of wall mounted bike hoops to both integral and detached garages, as well as cycle sheds provided for units without a garage.

Green and Blue Infrastructure



As mentioned above, the existing green infrastructure has been retained at the boundaries of the site and enhanced with additional planting throughout.

The housing layout has been designed and oriented to provide the green spaces with natural surveillance. The additional planting will spread the green infrastructure network throughout the site.

Rainwater attenuation will be provided through natural drainage to the existing water course off-site to the north. In addition, this will enhance biodiversity on site.

Back of Pavement, Front of Home



The housing layout has been designed to create distinct spaces, reinforcing the divide between public and private spaces. Strong boundary treatments will further reinforce these boundaries and create distinctive local characteristics.

The scheme is made up of family homes with substantial gardens. Adequate space has also been allocated for front garden spaces that will create opportunities for social interaction.

The layout has been designed to minimise 'left over' spaces that serve no public or private uses.

A coherent waste management strategy has been implemented to ensure that waste is safely stored and disposal is easy. Waste management strategy has been designed in accordance with BS5906:2005 (British Standard: Waste management in buildings - Code of Practice).

It is proposed that the bin facilities for these properties will be contained within the private garden area of the associated dwelling. Additionally all plots will have a gated access route from the rear garden areas to the highway at the front of the property to enable the bins to be left out on collection day. Apartments are served by communal 'euro-bins'.

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CONCLUSION

SECTION 07

7.1 Conclusion

Summary and Conclusion

This Design and Access statement is in support of a Full Planning application for a residential development of 92 new dwellings with associated parking and landscaping.

The site has been designed to complement and respond to the surrounding area, create local identity and cohesive sense of place. Well-informed design and complimentary material choice will give the development longevity, and ground it into it's setting.

Secure Development

Detailed site analysis and extensive design process has lead to a layout form that is developable and acceptable within the character of the area, whilst maximising natural surveillance throughout.

Quality housing stock

The scheme exclusively provides high quality open-market housing.

Accessibility

All dwellings will comply with the requirements set within Part M of the British Building Regulations.

Enhanced Environment

The built form within the development will sit comfortably within its surrounding, whilst providing an active street scene and sense of place. The proposed street scenes will be designed to knit well with the existing listed buildings, improving the appearance and sense of place.

Integrated Parking

Each dwelling has designated off street car parking space set to be convenient for the home owner with minimum travel distances from the related dwelling.

Private Space

Each dwelling within the development will accommodate adequate private family gardens. Each property will have appropriate areas for bin storage with simple routes to public highway.

Overall, it has been demonstrated through this statement that the proposed residential development is acceptable in design terms in respect of internal access, appearance, layout, scale and landscaping and constitutes sustainable development.



Coloured version of the Site Layout

