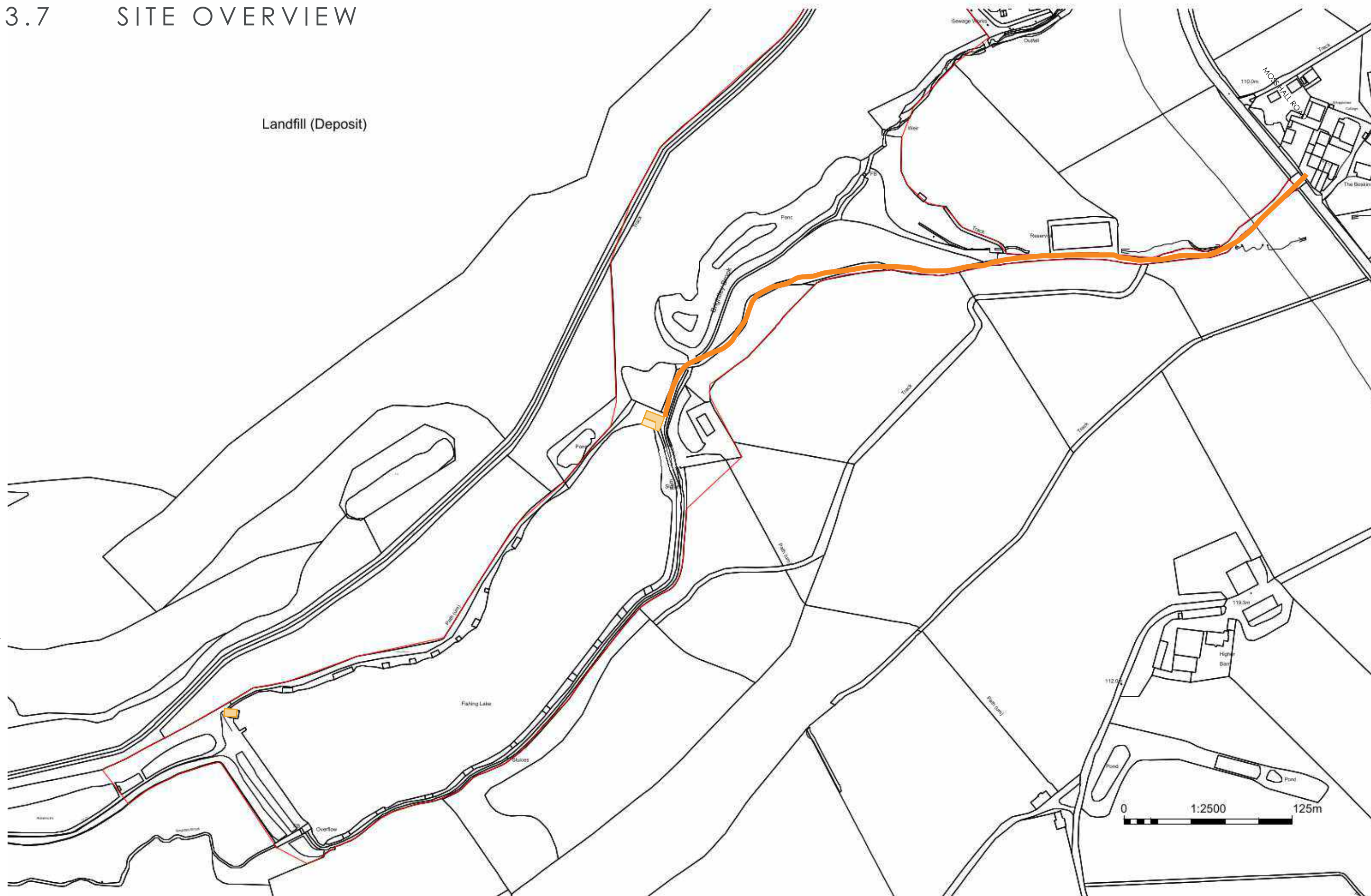


Landfill (Deposit)



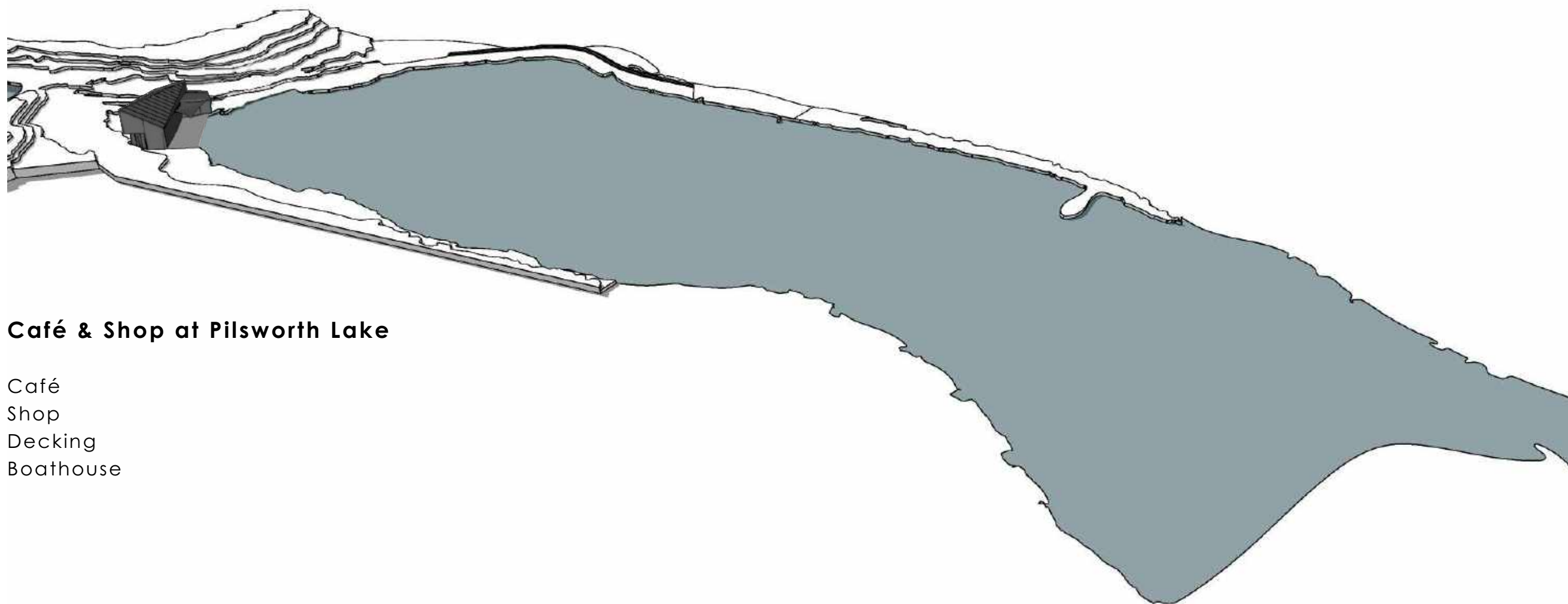
3.8 BUILDING & SITE USES

CAFE SHOP AND VIEWING GALLERY: 163sqm

DECKING: 91sqm

The shop will serve the needs of the fishing community including supply of bait and tackle, the café will serve both the fishermen and the public, including support facilities and conveniences, and with potential for small exhibitions interpretative displays and information.

The angling use on site will be maintained and the recreational activities will attract people from the wider community. Other outdoor events including walks, picnics, nature watching, play areas will also be encouraged which will help in enhancing people's lives and wellbeing.



Café & Shop at Pilsworth Lake

Café
Shop
Decking
Boathouse

3.9 MATERIALS PALETTE

TIMBER CLADDING



TIMBER GLULAM FRAME



ZINC ROOF



POWDER COATED WINDOWS



SEDUM ROOF



THATCH WALL



PV PANELS

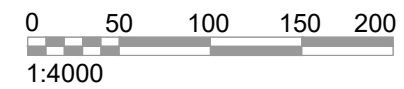




4.0

The Proposal

LOCATION PLAN



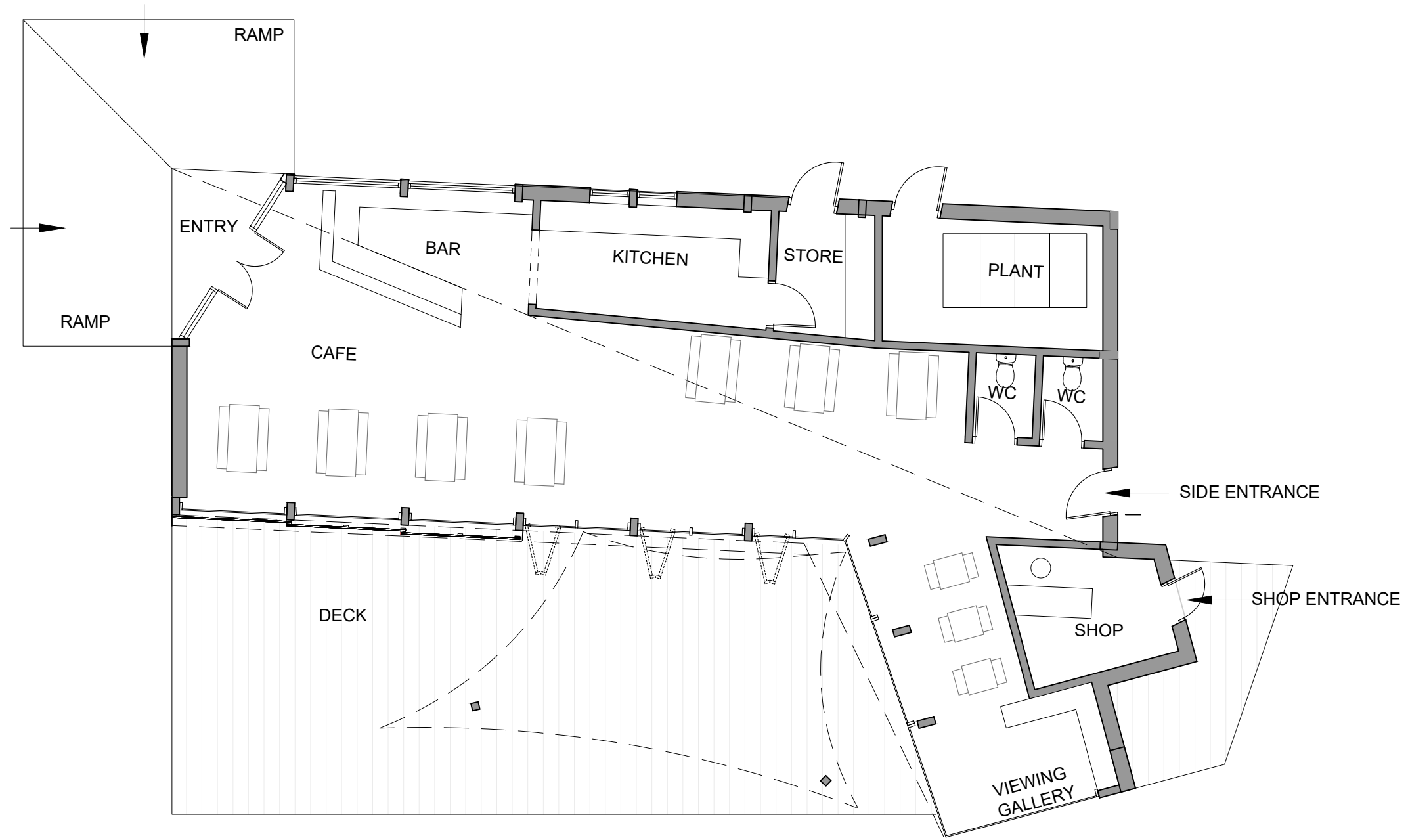
4.2 SITE PLAN - CAFESHOP



SITE PLAN

0 5 10 15 20
1:500

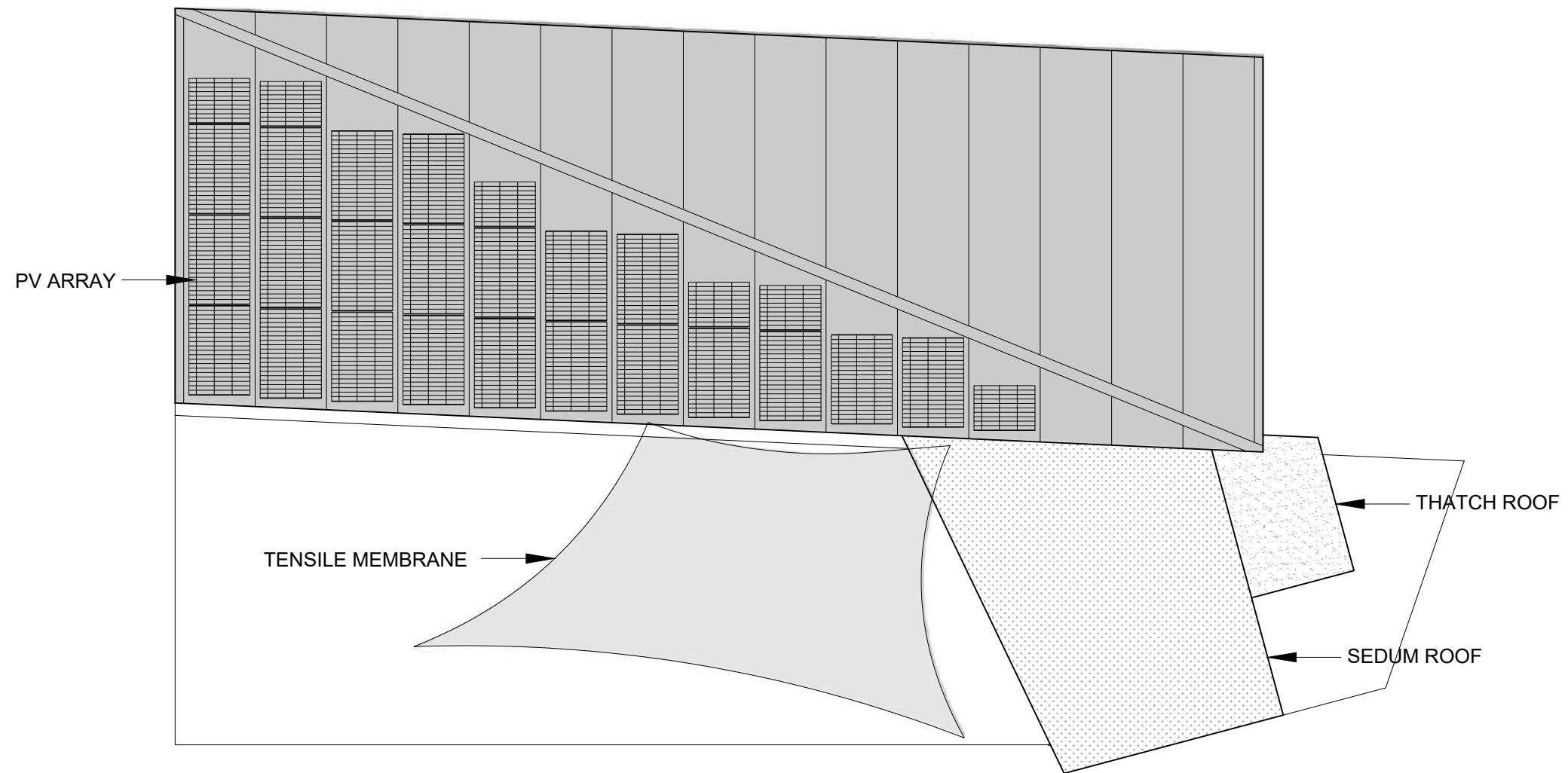
4.3 FLOOR PLAN - CAFESHOP



GROUND FLOOR PLAN

0 1 2 3 4 5m
Scale 1:100

4.4 ROOF PLAN - CAFESHOP



ROOF PLAN

4.5 ELEVATIONS - CAFESHOP

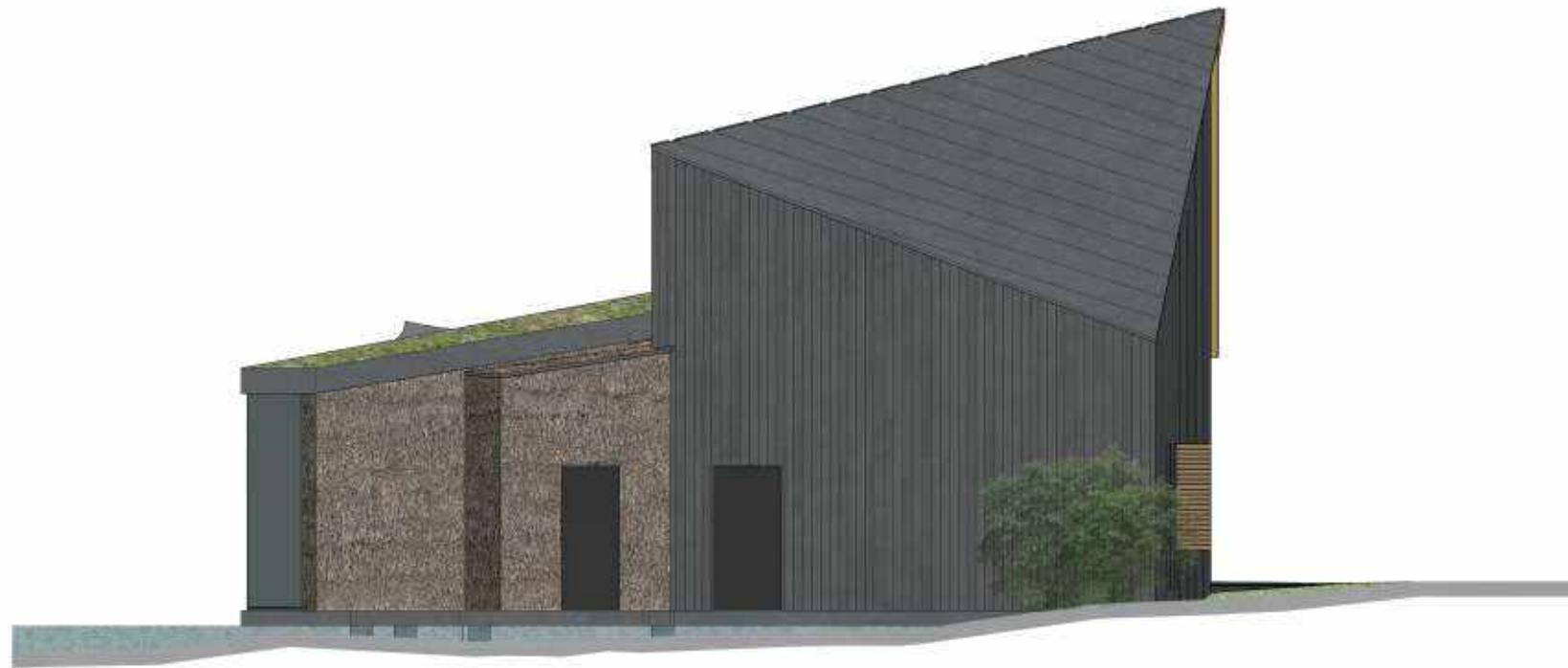


NORTH ELEVATION 1:100



WEST ELEVATION 1:200

4.6 ELEVATIONS - CAFESHOP



EAST ELEVATION



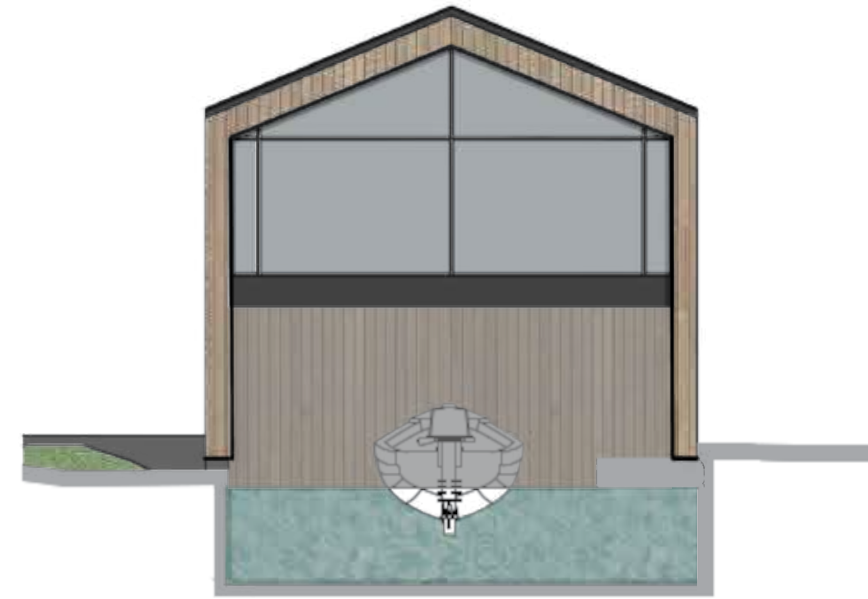
SOUTH ELEVATION

0 1 2 3 4 5m
Scale 1:100

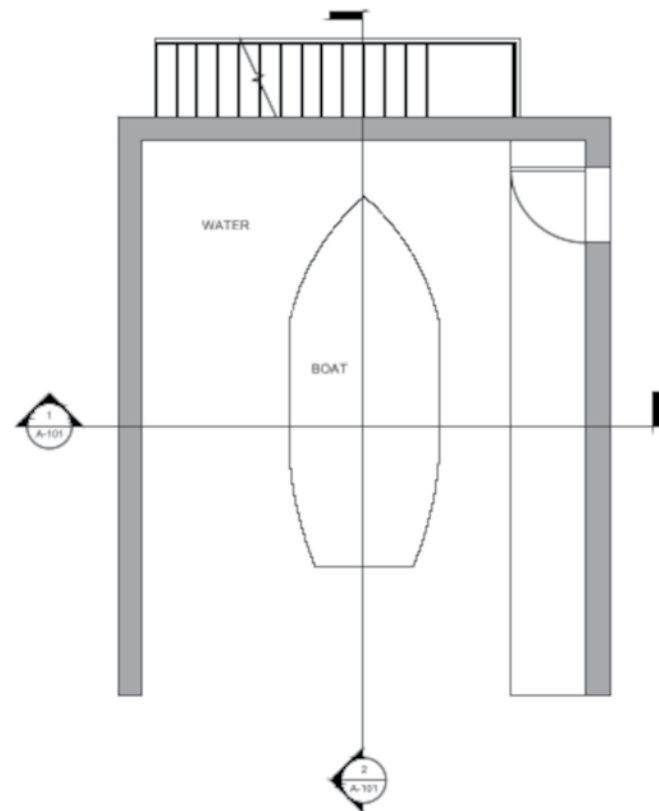
4.7 FLOOR PLANS, ELEVATION - BOATHOUSE



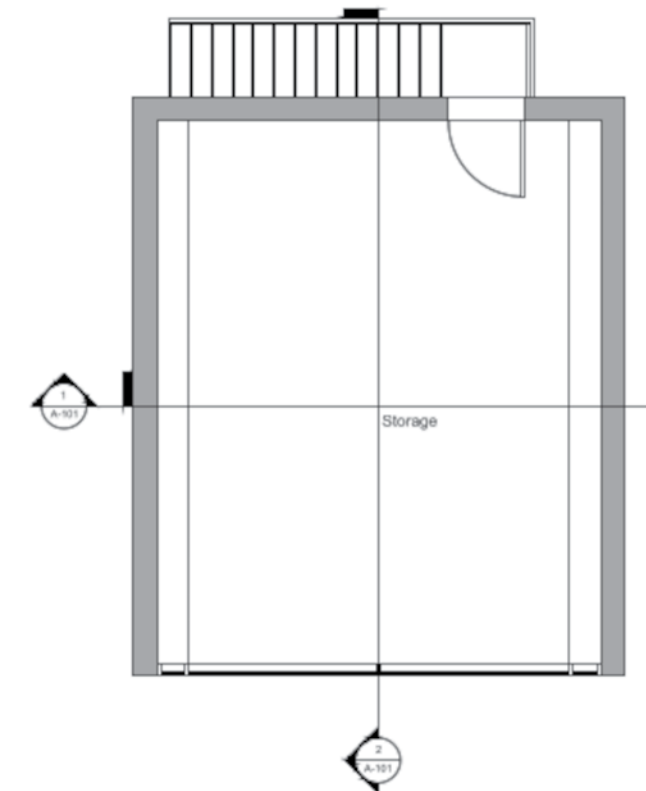
NORTH ELEVATION



EAST ELEVATION



GROUND FLOOR PLAN



FIRST FLOOR PLAN

0 1 2 3 4 5m
Scale 1:100

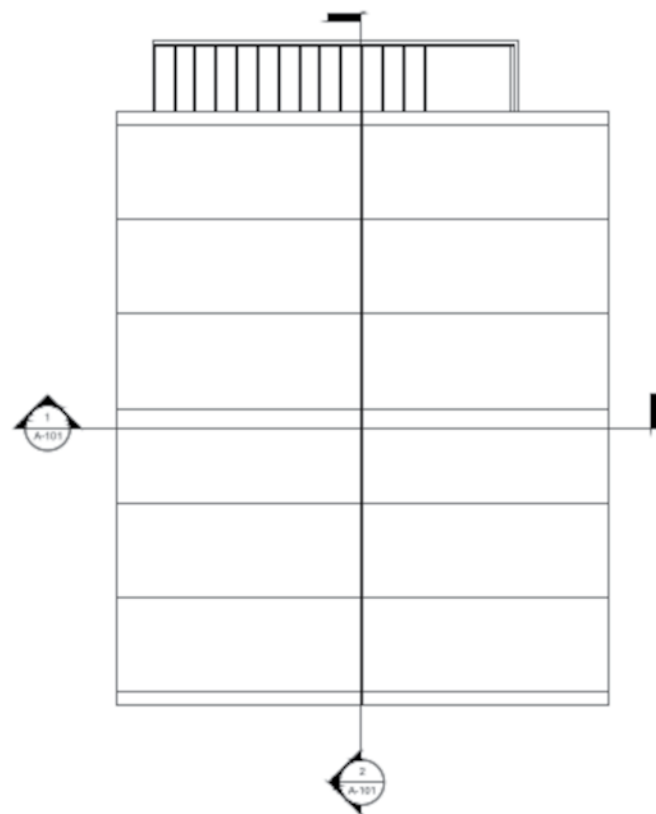
4.8 ELEVATION, SECTIONS - BOATHOUSE



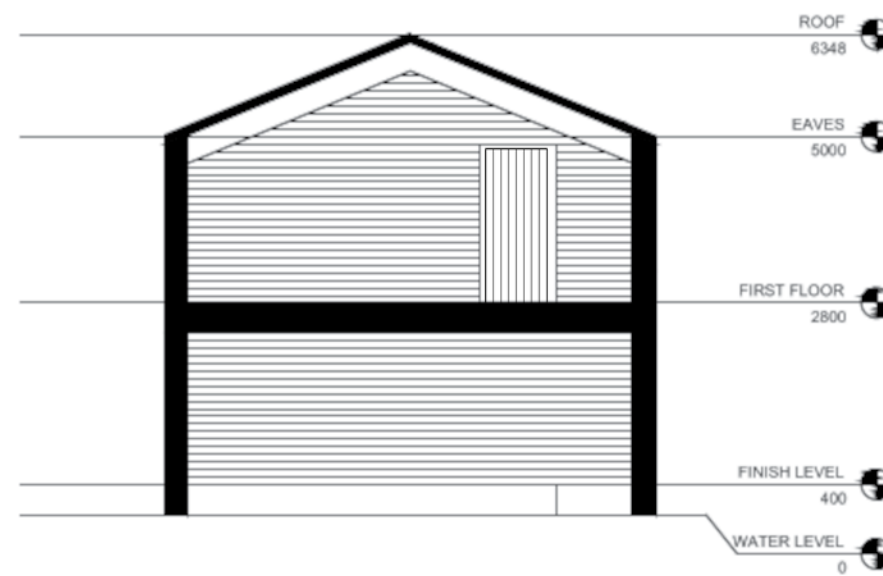
SOUTH ELEVATION



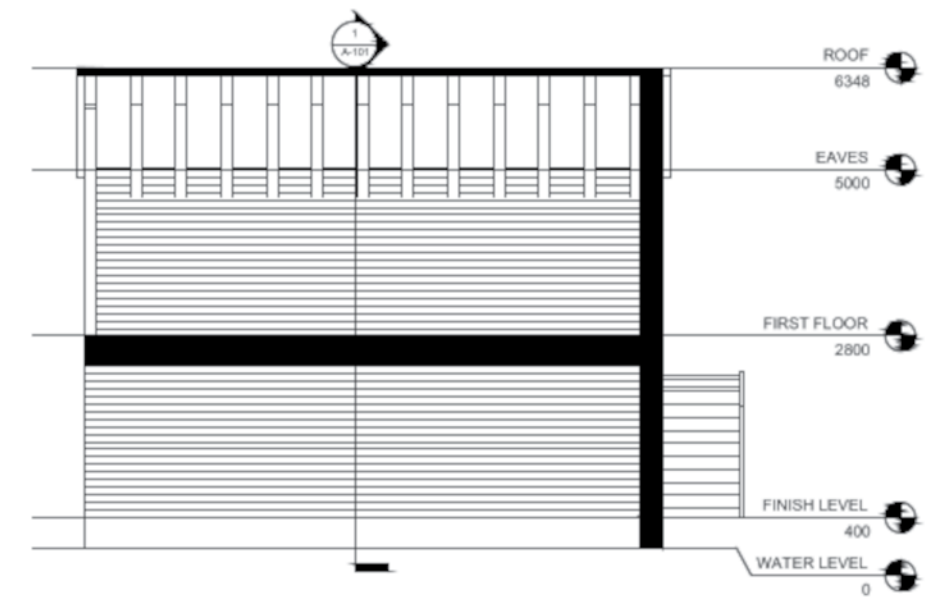
WEST ELEVATION



ROOF PLAN



1-1 SECTION



2-2 SECTION



SOUTHERLY VIEW OF CAFESHOP AND LAKE

The café roof has a diagonal sloping ridge, which creates a sense of movement and tension. The high point of the roof is unlike a conventional ridge, falling from a point it recalls an upturned boat, drawing visitors to the entrance and the water's edge.

4.10 RENDERS



FISHERMAN'S VIEW OF CAFESHOP ACROSS THE LAKE

The roof form also provides a pleasing backdrop for fishermen from across the lake.

The former Bailiff's ridge height is 6m, the proposed café roof high 'point' is 8m. The Bailiff cottage site is 5.8m higher than the café location, so while the proposed café has a high 'point' of 8m, the Bailiff's ridge height of 6m on a higher slope of ground would have a greater impact on the openness of the site. See 3.5 Site Section

4.11 RENDERS



INTERIOR VIEW OF CAFÉ LOOKING TOWARDS THE LAKE

The increased height over the entrance draws light from the lake into the café interior including water reflections on the ceiling.



CAFE INTERIOR



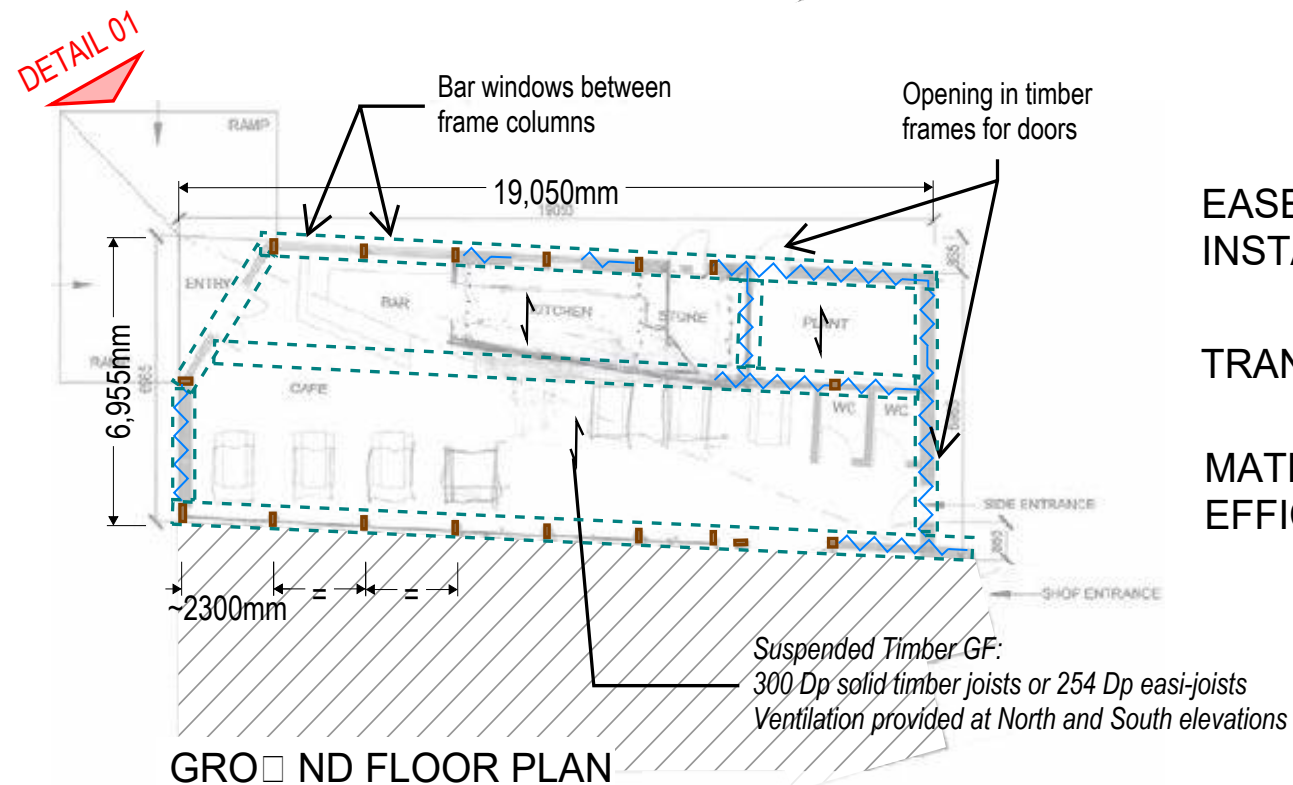
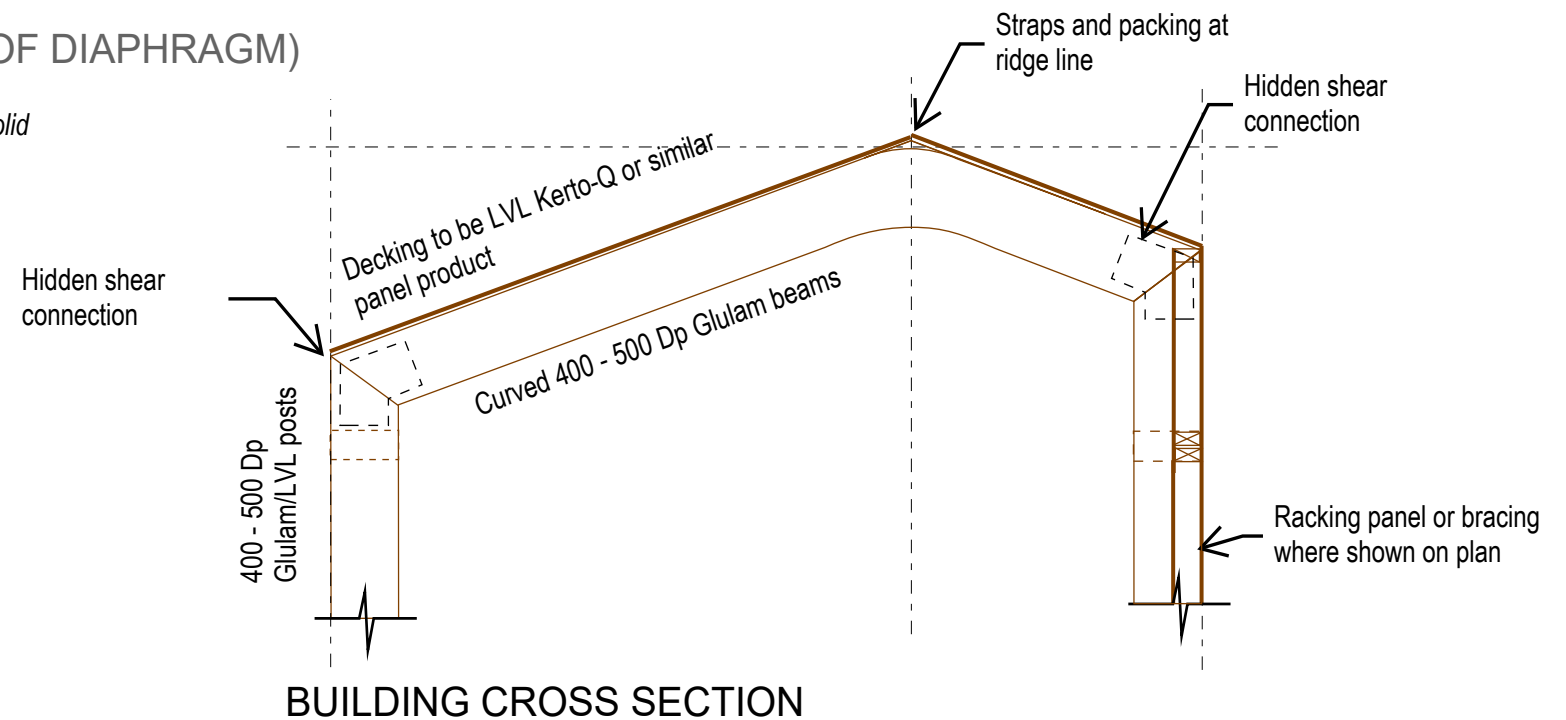
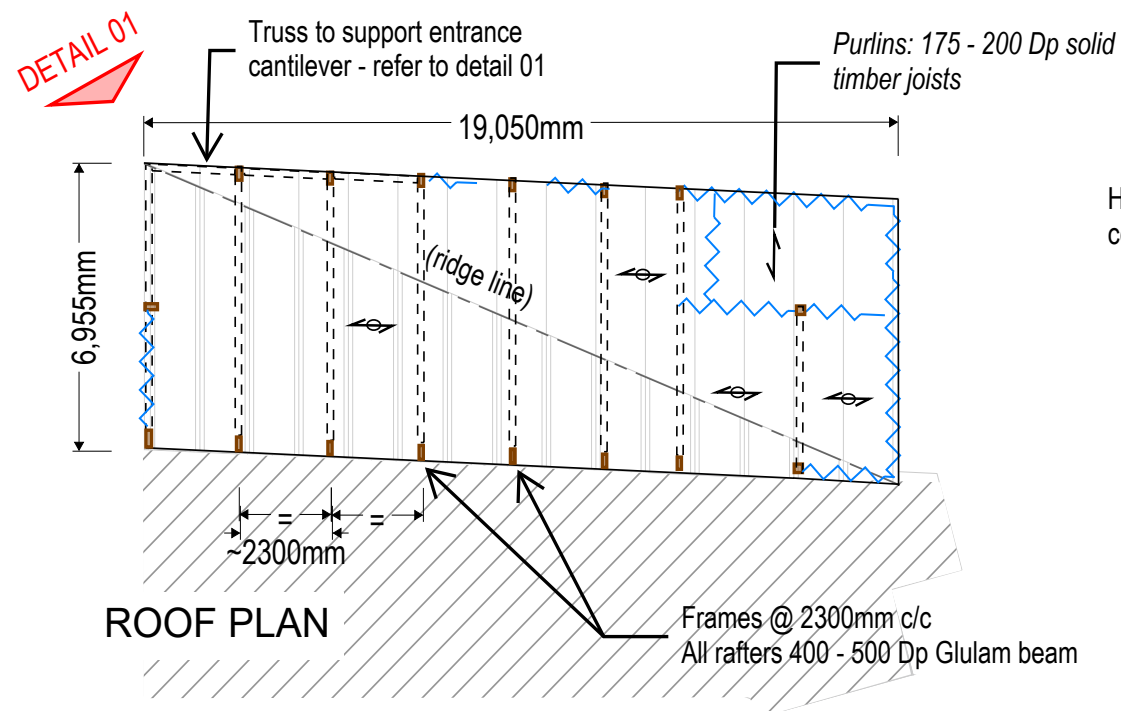
5.0

Structural
Engineering

EXPEDITION
ENGINEERING

5.1 STRUCTURAL ENGINEERING

CAFE - OPTION 1.a (CURVED GLULAM BEAM + ROOF DIAPHRAGM)



EASE OF
INSTALLATION

TRANSPORT

MATERIAL
EFFICIENCY

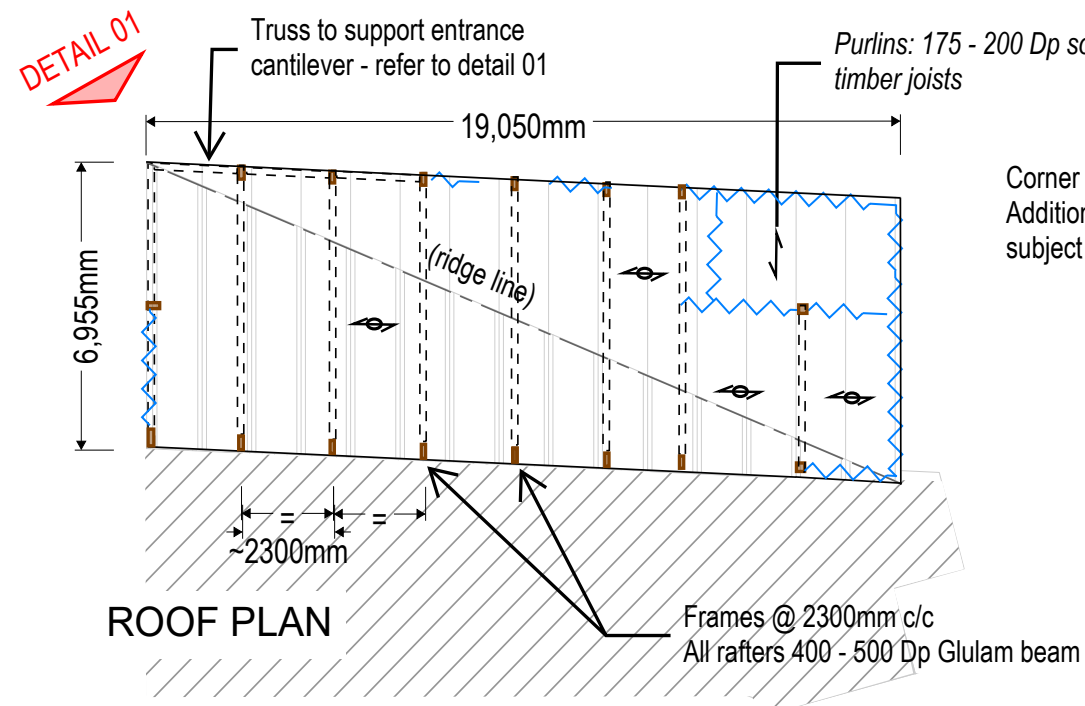


LEGEND

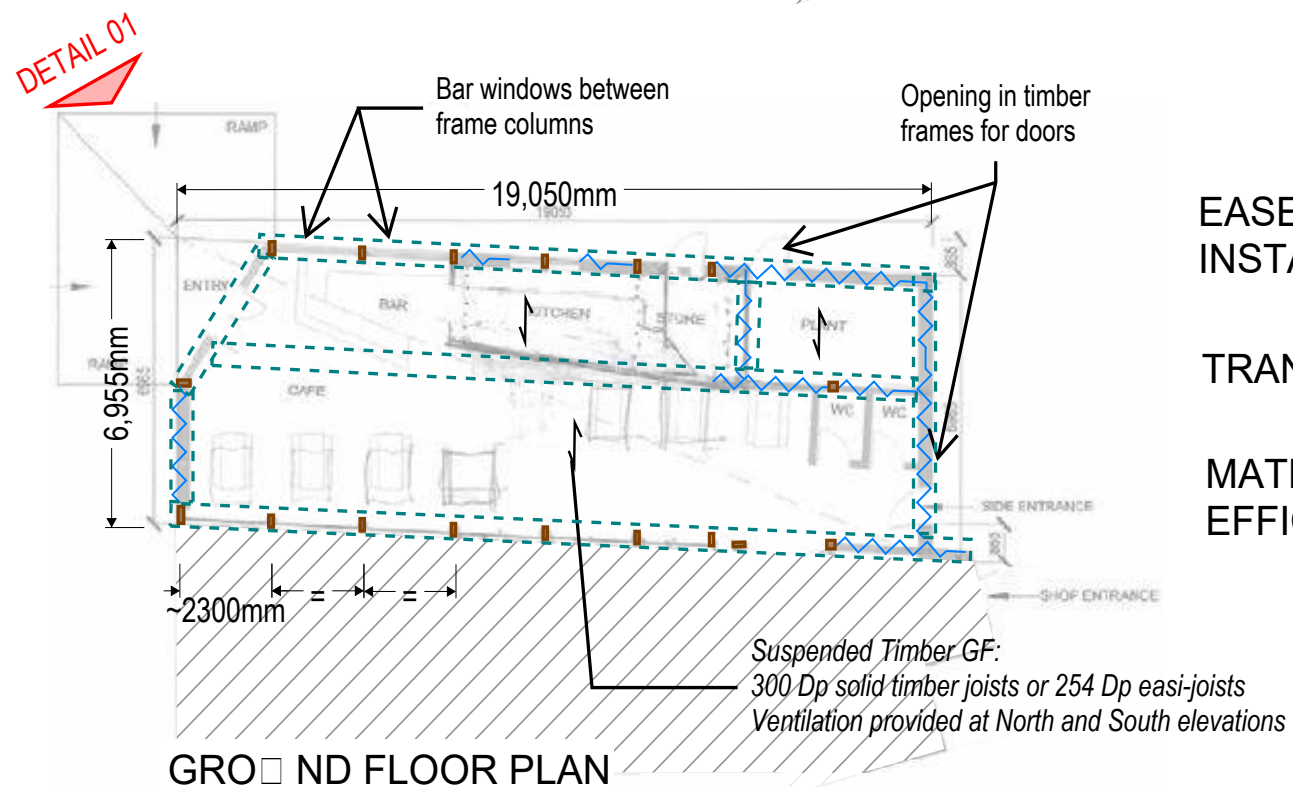
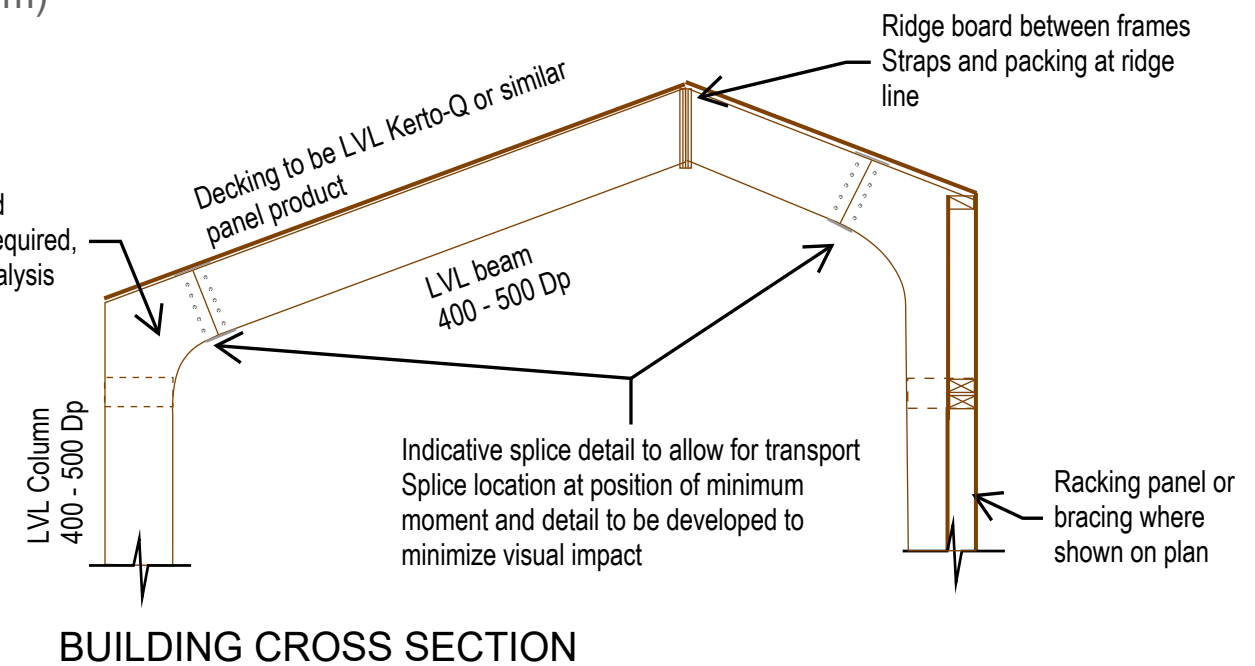
- Denotes timber column
- Denotes timber stud wall or racking panel/ bracing location
- Denotes internal joists
- Denotes roof LVL decking/diaphragm (Kerto-Q or similar)
- Denotes glulam beam at roof level
- Denotes foundation beam (see notes on plan and details)

5.2 STRUCTURAL ENGINEERING

CAFE - OPTION 1.b (Columns/beams cut from LVL + Roof diaphragm)



Corner detail, CNC machined
Additional restraint may be required,
subject to further detailed analysis



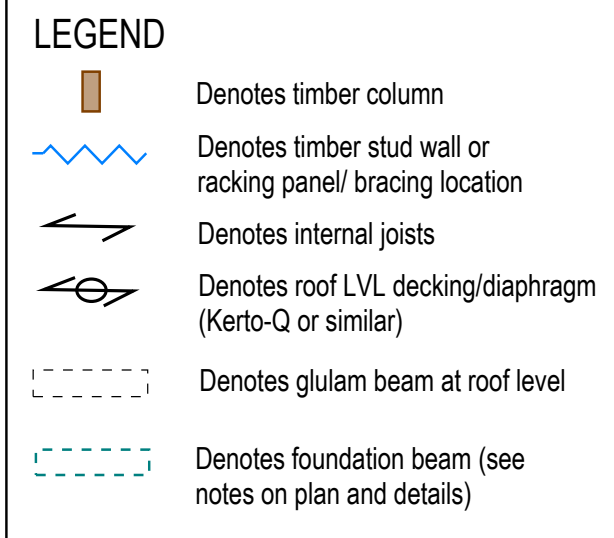
EASE OF
INSTALLATION

TRANSPORT

MATERIAL
EFFICIENCY



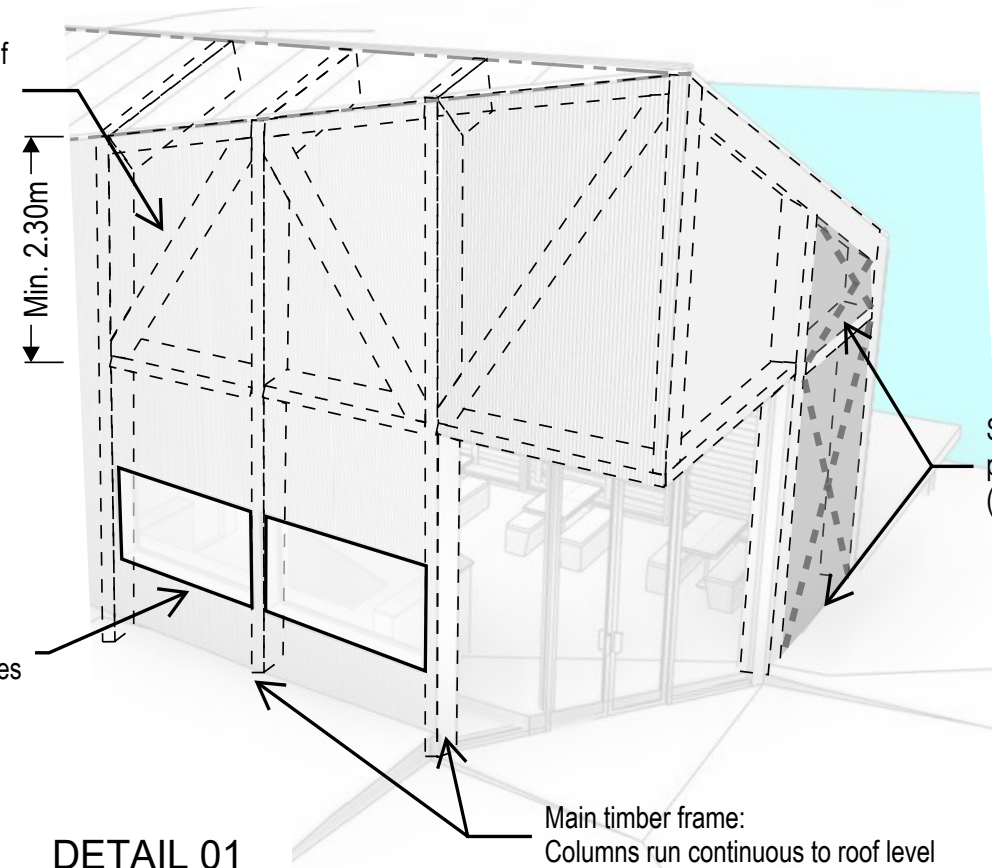
(CNC machining will
lead to some material
waste)



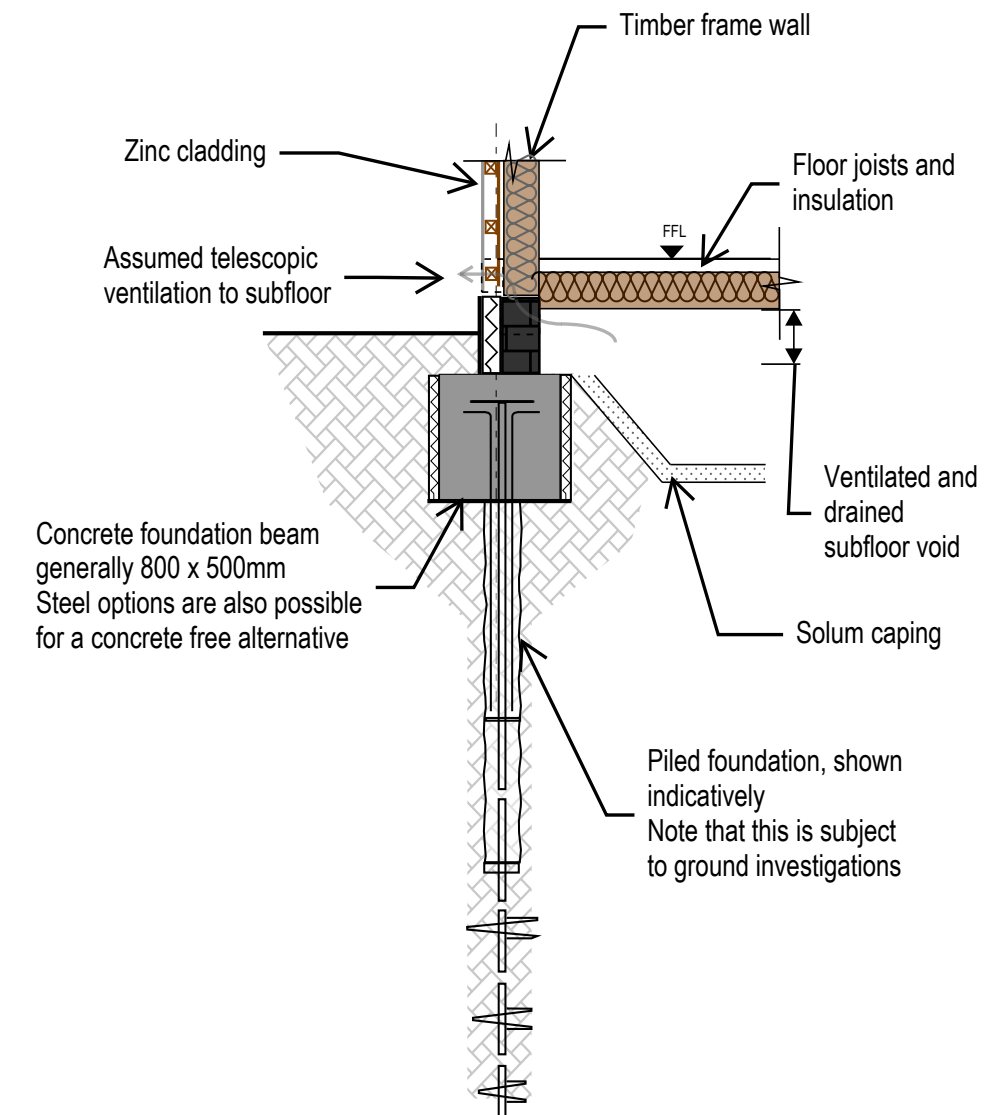
5.3 STRUCTURAL ENGINEERING

CAFE - DETAILS

Timber truss over full depth of pitches roof, to support entrance cantilever



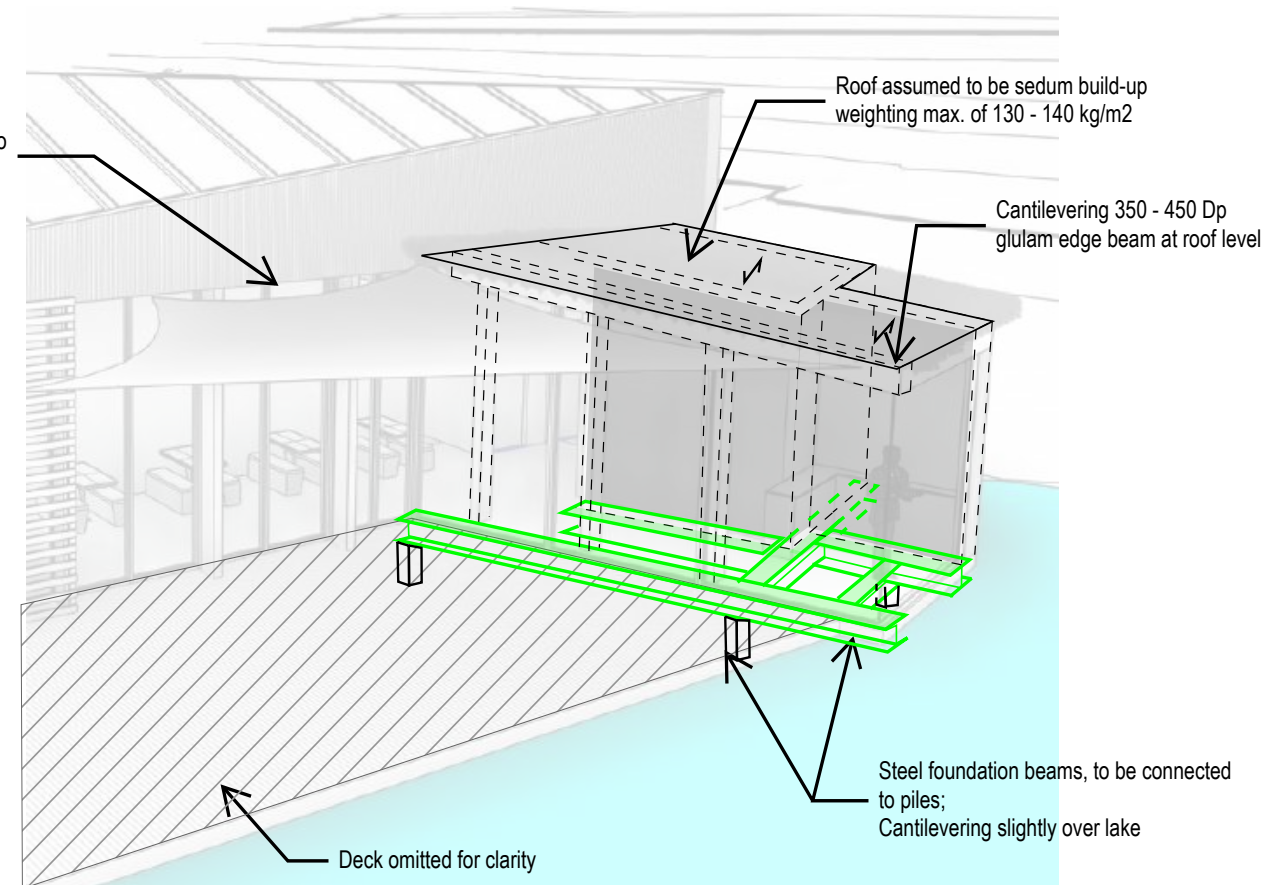
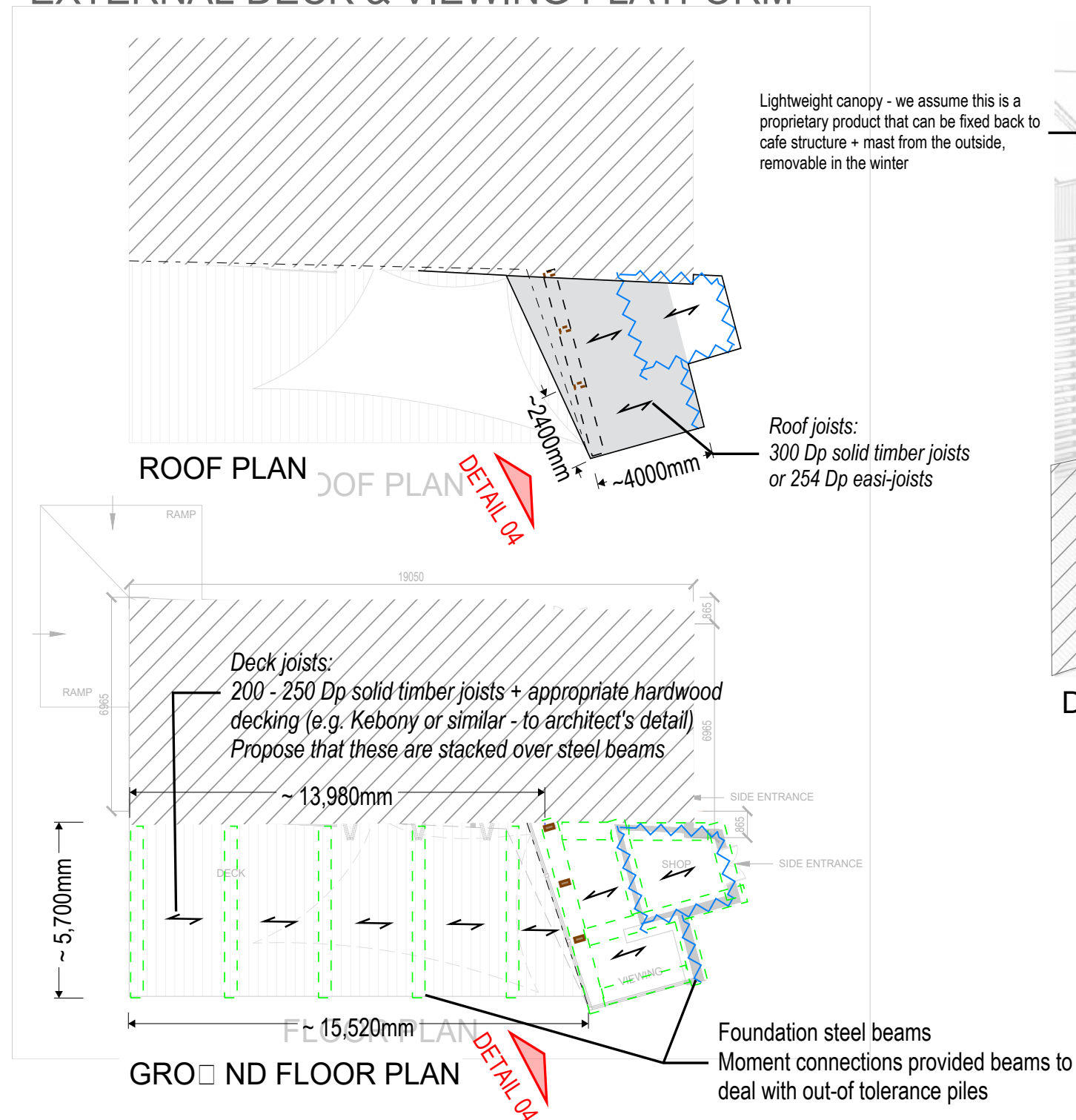
3D VIEW OF CAFE INTERIOR



DETAIL 02 - INDICATIVE FOUNDATION DETAIL

5.4 STRUCTURAL ENGINEERING

EXTERNAL DECK & VIEWING PLATFORM



DETAIL 04

LEGEND

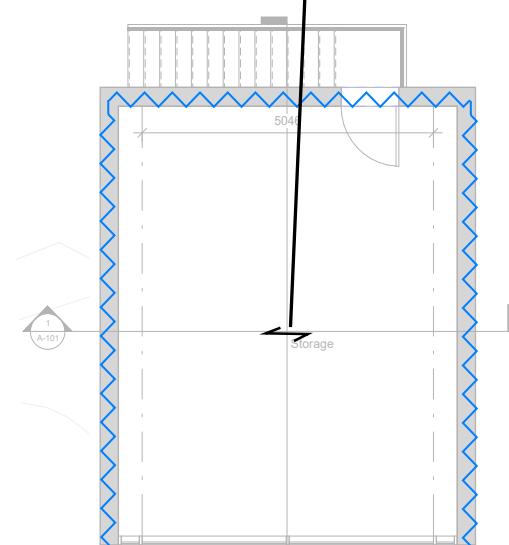
- Denotes timber column
- Denotes timber stud wall or racking panel/ bracing location
- Denotes internal joists
- Denotes roof LVL decking/diaphragm (Kerto-Q or similar)
- Denotes glulam beam at roof level
- Denotes foundation beam (see notes on plan and details)

5.5 STRUCTURAL ENGINEERING

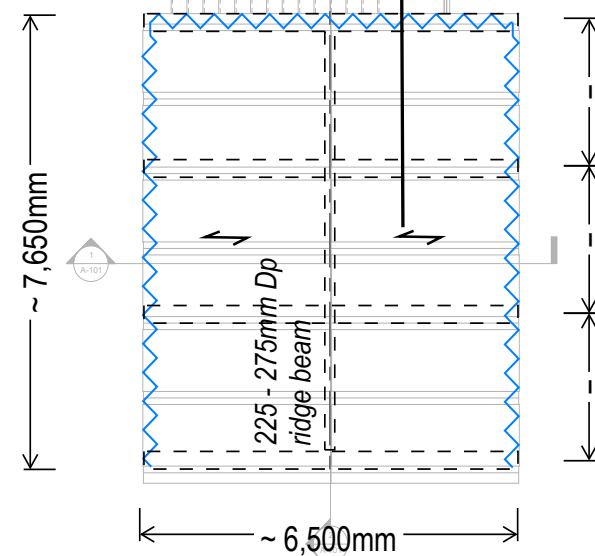
BOATHOUSE

First Floor:

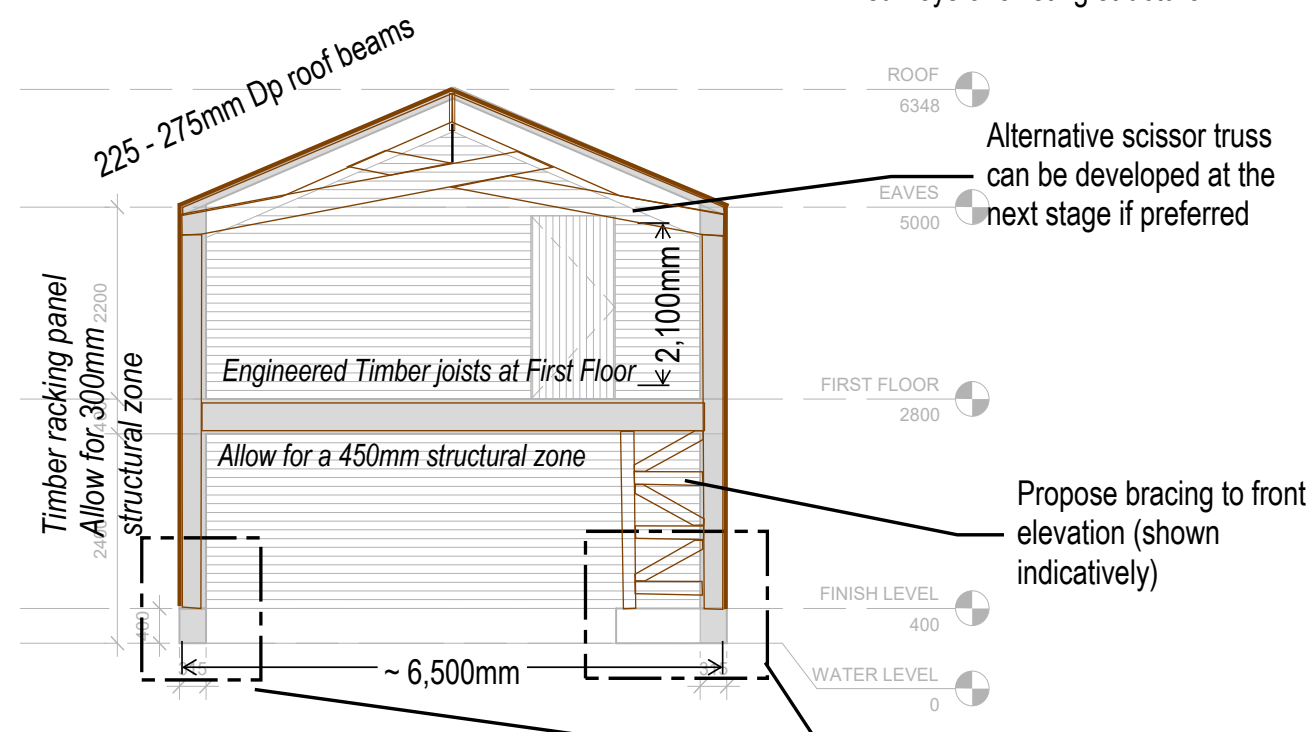
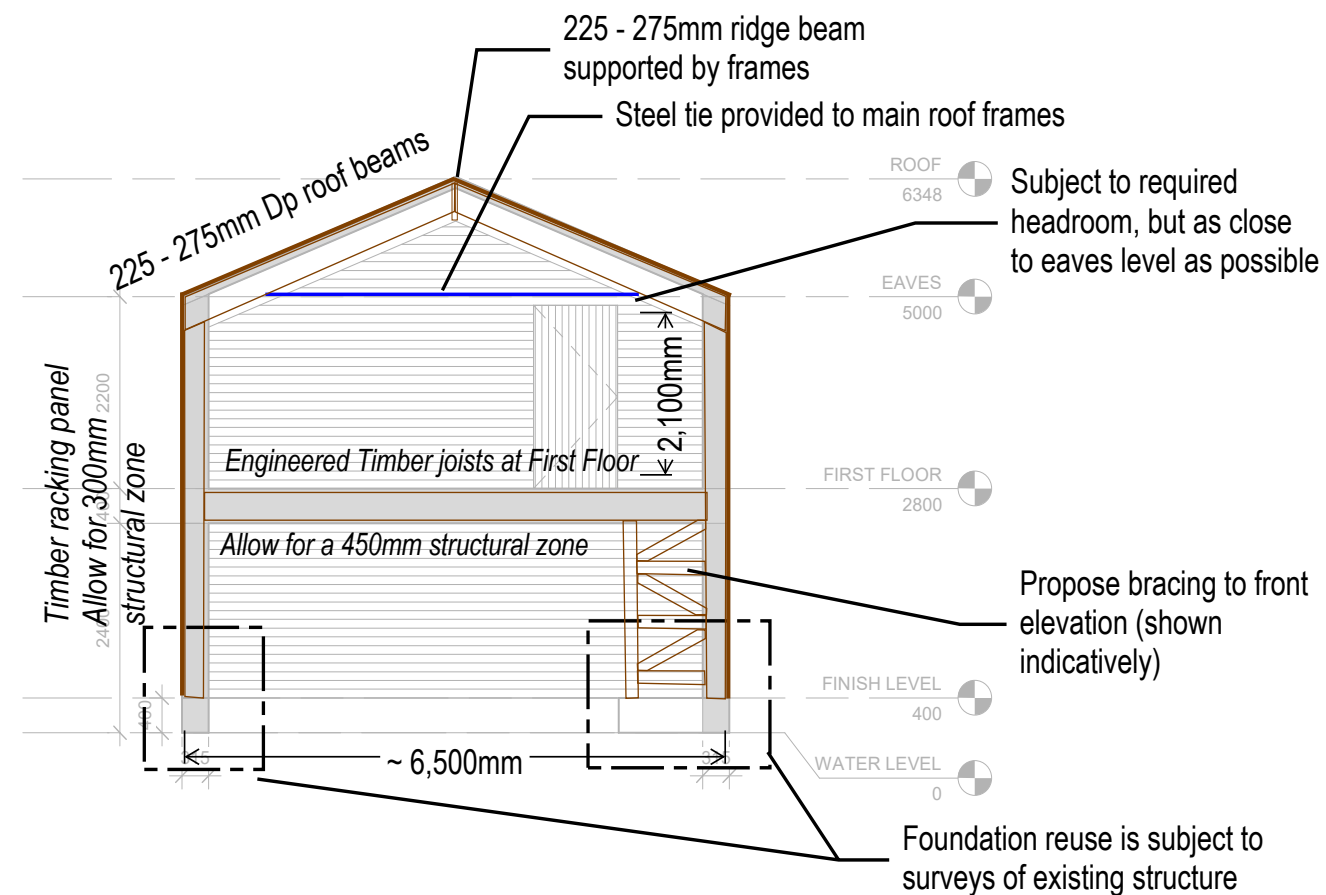
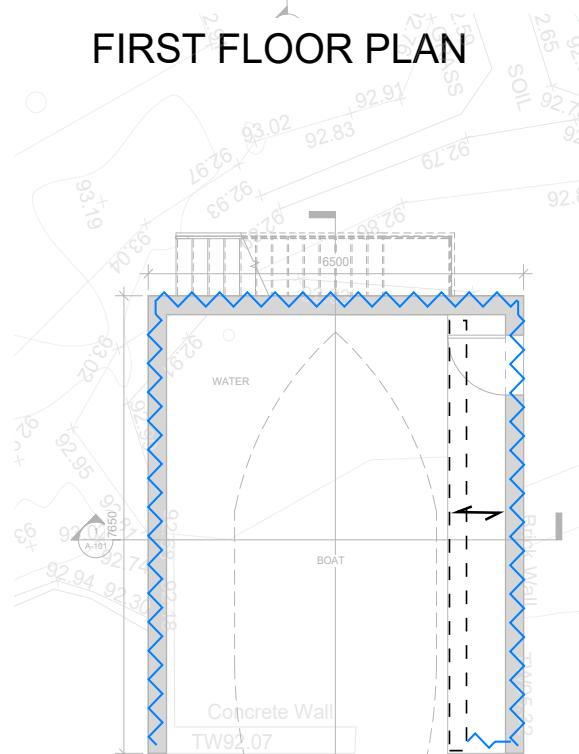
225 - 275 Dp solid timber purlins
supported by ridge beam
At approx. 638mm centres



FIRST FLOOR PLAN



ROOF PLAN



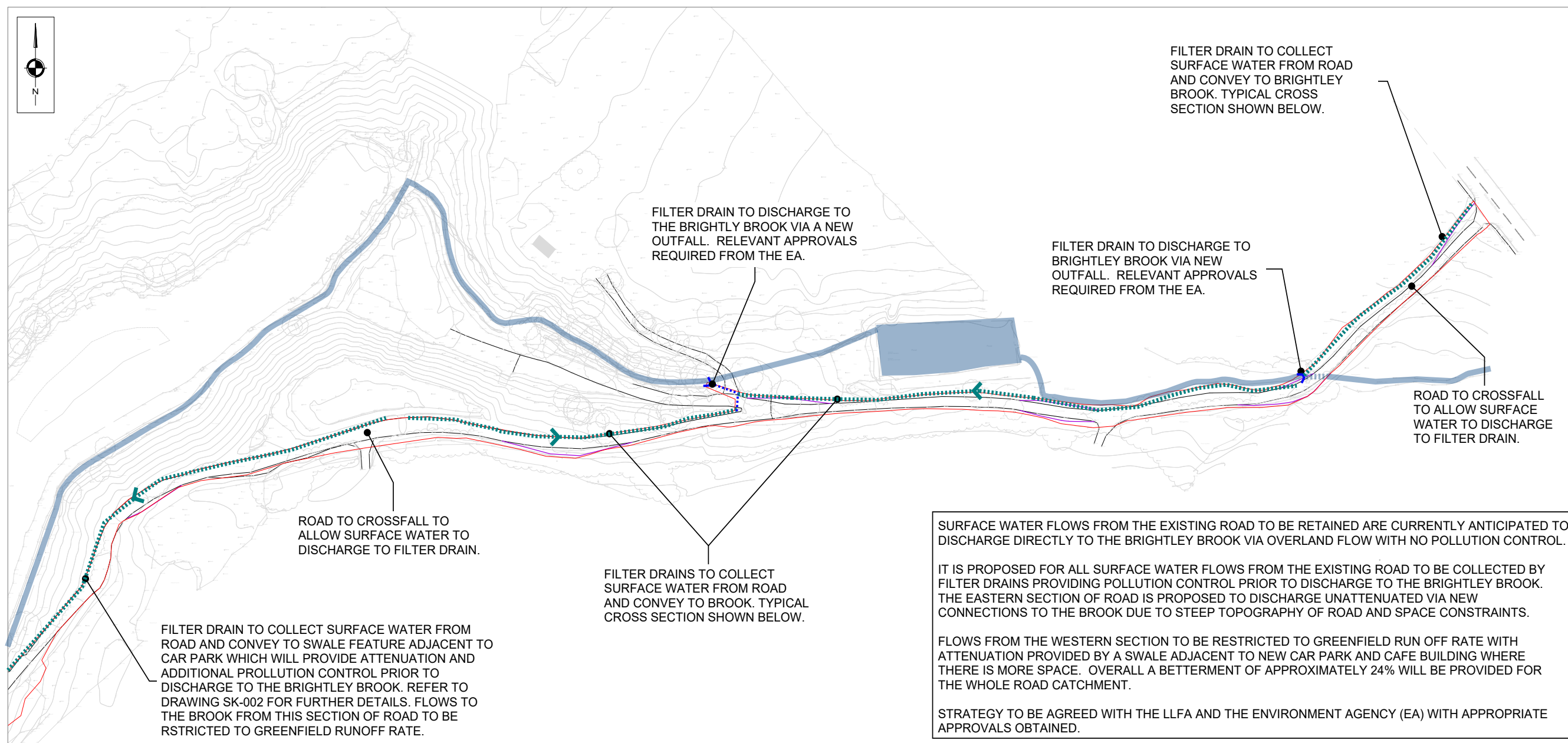


6.0

Civil
Engineering

EXPEDITION
ENGINEERING

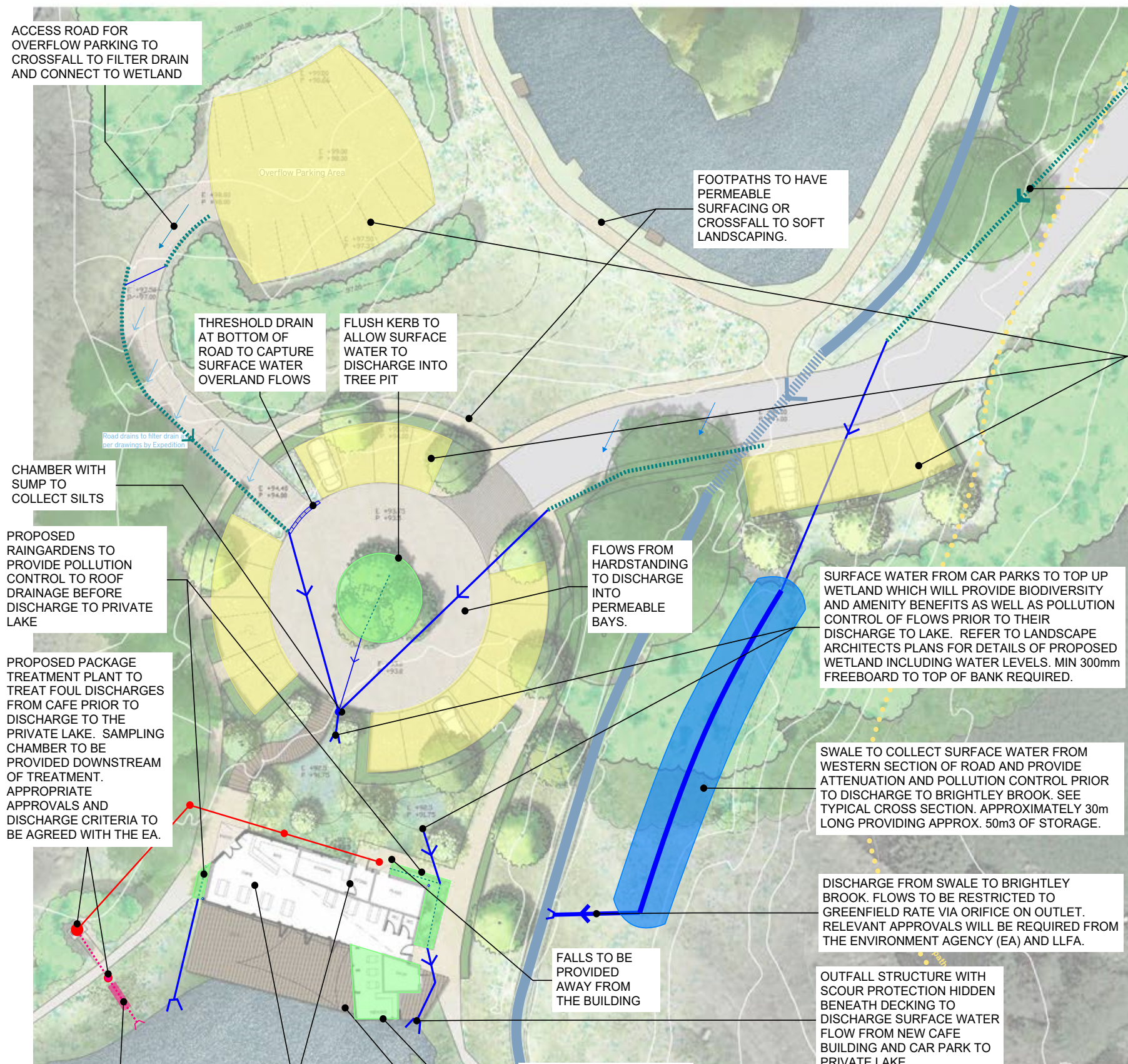
6.1 ACCESS ROAD DRAINAGE STRATEGY



KEY:

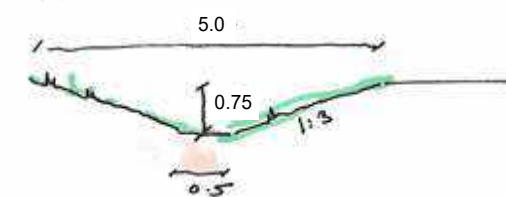
- PROPOSED BELOW GROUND PIPEWORK
- PROPOSED FILTER DRAIN OR HYDROROCK
- ∩ OUTFALL
- BRIGHTLEY BROOK (EXISTING)
- EXISTING ROAD
- PROPOSED PASSING PLACES
- RED LINE BOUNDARY

6.2 CAR PARK DRAINAGE STRATEGY



SURFACE WATER FLOWS FROM NEW CAFE TO DISCHARGE UNATTENUATED TO PRIVATE LAKE WITH APPROPRIATE POLLUTION CONTROL.

TYPICAL TURF SWALE CROSS SECTION:



KEY:

- PROPOSED BELOW GROUND PIPEWORK
- PROPOSED FILTER DRAIN
- PROPOSED FOUL DRAINAGE
- PROPOSED PERMEABLE SURFACE
- GREEN ROOF/RAINGARDEN
- ∇ OUTFALL
- BRIGHTLEY BROOK (EXISTING)
- SWALE TO DRAIN ROAD
- THRESHOLD DRAIN



7.0

Landscape
Design

BARNES
WALKER

7.1 LANDSCAPE DESIGN

This section should read with reference to Barnes Walker drawings M3541-PA-01-V4 Landscape Layout and M3541-PA-02-V1 Access Track Layout, Proposed Café plans, elevations and images by Atelier Architects and the Tree Survey by Murray Tree Consultancy.

The development proposals will embrace the current fishing facilities and maintain the use of the lakes for fishing going forward. The introduction of the new café building will naturally increase visitor numbers to the site over and above the current quantum that is generated by the fishing facilities on offer.



KEY	
	Existing woodland/trees
	Existing lake
	Proposed building
	Proposed native species woodland planting Alnus glutinosa 10% of mix (90% 60-90cm, BR transplants and 10% 8-10cm light standards) Betula pendula 10% of mix (90% 60-90cm, BR transplants and 10% 8-10cm light standards) Corylus avellana 30% of mix (100% 60-90cm BR transplants) Crataegus monogyna 30% of mix (100% 60-90cm BR transplants) Fagus sylvatica 10% of mix (90% 60-90cm, BR transplants and 10% 8-10cm light standards) Quercus robur 10% of mix (90% 60-90cm, BR transplants and 10% 8-10cm light standards)
	Proposed native species tree planting Acer campestre, 12-14cm heavy standard RB Crataegus laevigata, 12-14cm heavy standard RB Fagus sylvatica, 12-14cm heavy standard RB Quercus robur, 12-14cm heavy standard RB Sorbus aria, 12-14cm heavy standard RB Sorbus aucuparia, 12-14cm heavy standard RB
	Proposed native species hedgerow planting Planted in a double staggered row @ 5 plants per lin m Crataegus monogyna - 45% 60-90cm BR transplant Corylus avellana - 20% 60-90cm BR transplant Prunus spinosa - 20% 60-90cm BR transplant Ilex aquifolium - 5% 3L CG Viburnum opulus - 10% 60-90cm BR transplant
	Proposed rain garden planting To be seeded with Emorgate EP1 Pond Edge Mix or similar and supplemented with plug plants @ 5 per m2 Plug plant species to include: Eupatorium cannabinum Filipendula ulmaria Iris pseudacorus Ranunculus acris Silene flos-cuculi
	Tree species within rain garden: Alnus glutinosa, 125-150cm feathered Salix cinerea, 125-150cm feathered Salix viminalis, 125-150cm feathered Salix alba, 125-150cm feathered
	Proposed areas of wildflower To be seeded with Emorgate EM2 Standard General Purpose Meadow Mix or similar
	Proposed swale To be seeded with Emorgate EP1 Pond Edge Mix or similar
	Proposed Reed Bed
	Proposed Waste Water Treatment Plant Location & kiosk
	Proposed hoggan footpath
	Proposed bitmac access road
	Proposed bitmac turning circle
	Proposed tegula sett threshold
	Proposed permeable gravel car parking bays
	Proposed deck/boardwalk

The proposals therefore incorporate 3no new parking areas as follows: The main circular parking area is to be located upon the site of the existing car park, which currently comprises an informal area of compacted gravel. The existing surface is uneven, however there is a general fall across the parking area towards the larger lake to the south, south-west. This natural crossfall will be maintained by the proposed circular car park and a lower lying rain garden is to be located between its southern edge and the new café building to the south.

Permeable surfaces within the car parking bays will contribute to the active drainage provision and will reduce the amount of run-off into the rain garden. Whilst accommodating some run-off from the circular car park area, the rain garden will also provide a soft, naturalistic and attractive landscape setting to the proposed café building. A, sinuous, meandering timber boardwalk will link the main circular car park with the entrance to the café and in doing so, will pass over the wetland associated with the rain garden, which will incorporate native species shrub, trees, grasses and appropriate wetland/marginal planting.

The main circular parking area will be framed and contained by sections of native species hedgerow and native species trees. The hedgerows are to be interspersed with gaps to provide access to the adjacent hoggan footpaths, which link the parking areas with the café building and the fishing lakes to the north and south. Some regrading of the rising ground to the north of the main circular car park would be required in order to create the required space and levels, however this existing area of raised ground appears to comprise an area of deposited fill. Additional parking is provided by a higher-level parking area, located to the north of the main circular car parking area. Linked by a curved access road with a gradient of 1 in 9, the upper parking area would be positioned circa 4m above the main circular parking area. Although this elevated location would initially be more visually prominent, the proposals include for areas of native species woodland and scrub planting around the upper parking area.

7.2 LANDSCAPE DESIGN

As this planting becomes established, it will visually contain the car park and thus moderate its visual prominence by screening the car park itself and any parked cars therein. The rising access road to the upper car parking area would be surfaced with a bitmac wearing course and would have a crossfall to enable water to run-off to the west/south-west, whereas the car parking area itself would be surfaced in a permeable gravel.

An additional overflow/staff parking area comprising 7no spaces is located on the access driveway to the east of the main circular parking area. Contained by sections of native species hedgerow, three individual trees and a larger area of native species woodland planting, these parking spaces would be linked by a footpath with the main car park, the café and the fishing lakes.



The larger tract of native species woodland planting would cover an area of circa 1,500m² and would incorporate a mixture of woodland trees and understorey species, with 10% of the tree species planted at a larger 8-10cm light standard size to provide a higher level of instant effect.

The Tree Survey and Tree Implications Assessment provides an indication that the effect upon existing trees located alongside the existing access track, which is to be widened.

Apart from the two sections of flanking hedgerow H1 (Hawthorn, Ash and Sycamore) and H2 (Hawthorn, Ash, Blackthorn and Elderberry) amounting to circa 61 linear metres, Tree Group 1 (Leyland Cypress), Tree Group 2 (Cherry) and Tree T14 (Ash), the bulk of the existing trees located adjacent to the access road and throughout the site in general would be retained.

Furthermore, the hedgerows and trees that are to be removed to facilitate the development are surveyed as being of a low quality and are more than compensated for by the comprehensive landscape proposals.

The two sections of hedgerow to be removed are located close to the site entrance on Moss Hall Road and flank the initial sections of the existing access track. Once widened, these sections of hedgerow are to be replaced by new sections of native species hedgerow, with a number of associated native species heavy standard trees therein. A further 8no heavy standard trees are proposed further down the access track in order to mitigate the losses associated with Tree Group 2 and Tree T14.

All of the proposed tree, hedgerow, aquatic and marginal planting and all of the proposed wetland and meadow grass seeding is to comprise a mixture of appropriate native species.

This approach is considered to be wholly appropriate to this semi-rural setting and will help enhance the existing attractive landscape associated with the valley, its watercourse and the lakes therein. Furthermore, the proposals will improve the biodiversity of the site going forward.



8.0

Sustainability Statement

EXPEDITION
ENGINEERING

8.1 SUSTAINABILITY STATEMENT

Summary of proposed strategies

Natural environment	Carbon and resources	Climate resilience	Value for the community
Landscape-led approach that strengthens wildlife links and enhances biodiversity through: • >10% biodiversity net gain • Significant areas of native species woodland planting; • Sections of native species of hedgerow and wildflower meadow; • A number of larger stock, individual native species trees planted in the access 'hub' area, the plaza of the proposed building and the main car park; • An area of sedum roof for the visitor bait shop • Other appropriate habitat enhancements & restoration elements proposed by the project ecologist; • A biodiversity management plan during construction, and • A biodiversity management and monitoring programme that spans at least the first five years of operation.	A building that is built to best practice environmental design standards: • Passive design that responds to the local microclimate, and delivers healthy and comfortable indoors with minimum energy input • Passivhaus-level building envelope performance, mixed-mode ventilation with heat recovery and daylight spaces • All-electric energy strategy with water source heat pump and roof mounted PVs to cover approximately 58% of the south facing roof and EUI of space heating no more than 15kW/m2 • Circularity embedded in the building design for efficient use of material resources (lean design), durability, low maintenance requirements and end-of-life reuse • Timber-frame building structure to reduce embodied carbon • Waste prevention and sustainable waste management strategy in operation • Low flow water fittings and submetering to reduce water use by 40%	Proposals that enhance the resilience of both the built and natural environment: • Cross-ventilation utilising prevailing wind direction and building-integrated retractable shading elements to reduce overheating risks in the visitor centre through passive means • Retractable structures to provide shade and shelter from wind and rain in outdoor deck areas • Potential for water source heat pump to provide cooling during extreme hot weather and heatwaves • The biodiversity restoration programme and biodiversity management plan will incorporate measures that increase the resilience of the landscape to warmer, wetter weather • The sustainable drainage strategy will effectively protect both building, the proposed landscape and wider catchment from flood risk	A proposal that delivers value for the community: • The site is made more inviting and accessible to anglers, families and other visitors through provision of new and improved amenities (visitor centre, new car parking, picnic site and nature-led play areas amongst others) • Leisure activity within the site and the biophilic design of the centre supports healthy lifestyles and the wellbeing of visitors • The site aspires to become an asset for the community: a hub for social activity and interaction that safeguard its future • The centre will create employment as well as capacity building opportunities for locals • It will support the local economy by prioritizing local supply chains for produce and services



9.0

Heritage Statement

STEPHEN
LEVRANT
HERITAGE
ARCHITECTURE

9.1 HERITAGE STATEMENT

The map at **Figure 1** also clearly denotes the existence of Morris's Mill to the west of the site boundary, which was engaged in the production of fustian, a thick, hard-wearing twilled cloth.

The area of land in which the future woollen mill on the site would sit is shown in **Figure 1** to have been lightly wooded, Brightley Brook passing through it on a north-east to south-west axis.

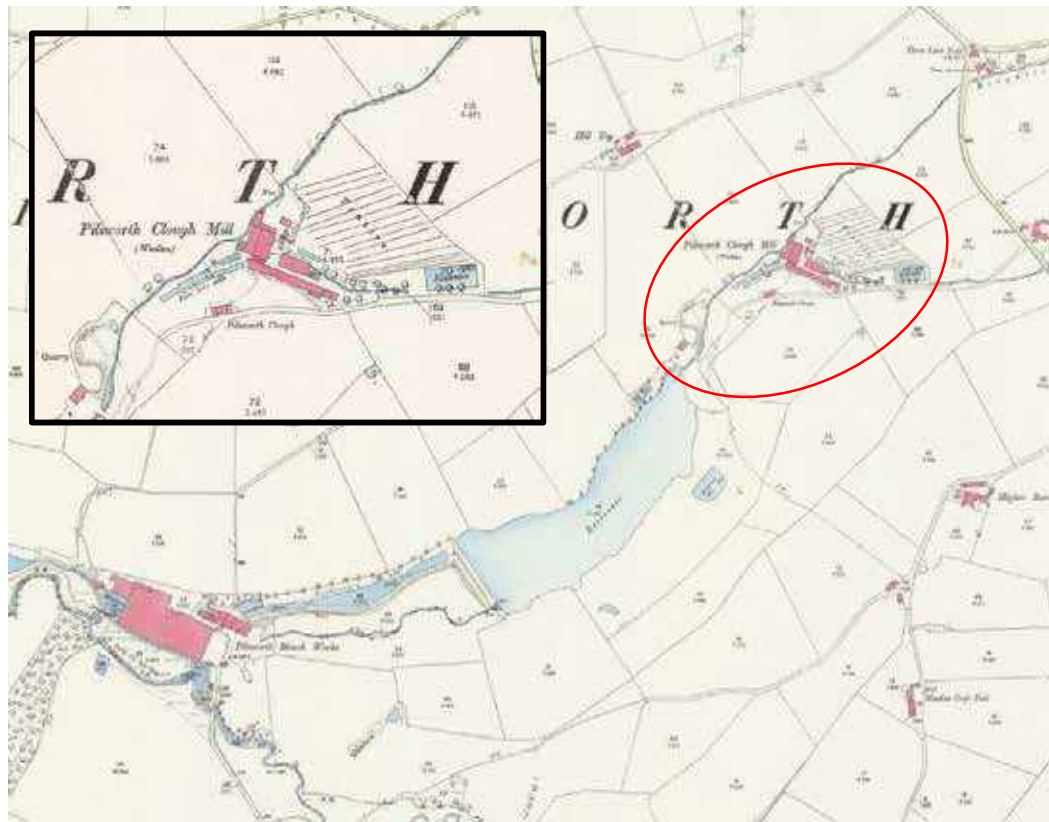


Figure 2: OS Map, surveyed 1890, published 1893. Inset of the former Pilsworth Clough Mill. Site of former mill indicated in red.

The c.1890 OS map at **Figure 2** shows the first available cartographical evidence of Pilsworth Clough Mill in the north-eastern corner of the site, although the 1864 Valuation List for Town of Pilsworth (Bury Archives reference PUB 8/20) notes that by this date, the land was owned and occupied by James Kenyon & Son, the entry titled as 'Clough Mill', engaged in wool processing. The description of the property presented in the valuation list for this year noted the following structures and fixtures: stables, stove, warehouse, weigh machine (with a provision up to four tons), brimstone stove, room over 'Economiser House', 'Retort House', 'Gas Works and Retorts', gas house, chimney (described as '35 yards' high), coal place, boiler house, 'Mill Bottom and room over', drying machine room, reservoir and water privileges, gasometer (17ft in diameter, 10ft deep), engine power and fixed machinery. The list describes the warehouse as being the tallest building within the site at three storeys, with the mill itself at two storeys, and all other buildings comprising a single storey.

Economisers were developed in the 1840s to aid the efficiency of steam boilers and consisted of "a nest of cast-iron pipes mounted in the flue between boiler and the chimney" (Farnie and Williams, Cotton Mills in Greater Manchester, 1992, pp.86-87). In the pipes, the water was heated up to 200 degrees Fahrenheit using the exhaust gases in the flue, and subsequently cutting fuel costs in the process. They were usually located in brick structures located between the boiler house and the chimney (Ibid). The 'Retort' and 'Retort House' referred to in the 1864 valuation list refers to an oven-like structure in which coal was baked to release coal gas, a typical practice at industrial sites across the country before the national gas supply network was established. The broad scale and arrangement of the mill, including its substantial and prominent chimney, is reflected in the photograph at **Figure 3**.

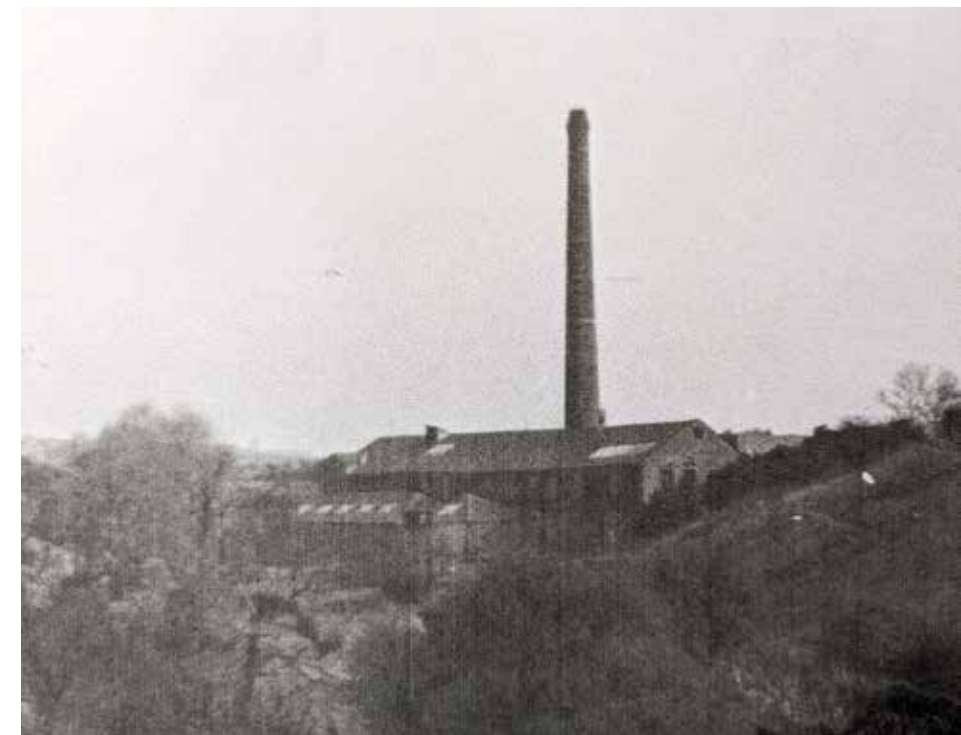


Figure 3: Pilsworth Clough Mill, c. early 1960, shortly before its demolition. Source: Bury Archive, ref. FMX/49/1-3.

The exact date for the establishment of the mill, identified in the 1864 valuation list as a woollen mill, is unclear, although the available evidence provides a construction date of between 1851 (as per **Figure 1**) and 1864. James Kenyon & Son of Bury were a prestigious local textile manufacturing family, owning other local sites in Heywood including nearby Crimble Mill. The company was established in the mid-17th century and eventually taken over by the Albany Felt Company of New York, USA – now Albany International (and for which the UK base is located in Pilsworth) – in 1968.

A newspaper extract from The Illustrated London News, 2nd May 1925 (**Figure 4**), reflects the national (and international) prominence of James Kenyon & Son, and presents a portfolio of their Lancashire sites, including a reference to 'Pilsworth Mills', which possibly relates to the site, albeit it is referred to on OS maps and in the valuation lists as 'Pilsworth Clough Mill'. The article claims in "...the Cotton markers of Great Britain and her colonies; in America, China, Japan, India; in Continental countries and in the remote parts of the earth, the name Kenyon's is known as accepted as a guarantee of the very finest and most dependable

9.2 HERITAGE STATEMENT

of Lancashire's staple products". The most prominent output from the company in the early part of the 20th century appears to have been the 'Poli-Cloth', a housewife's "friend in need".

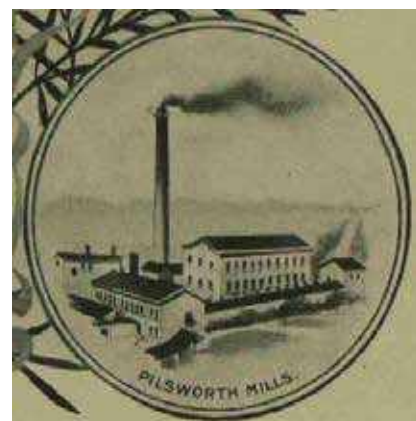
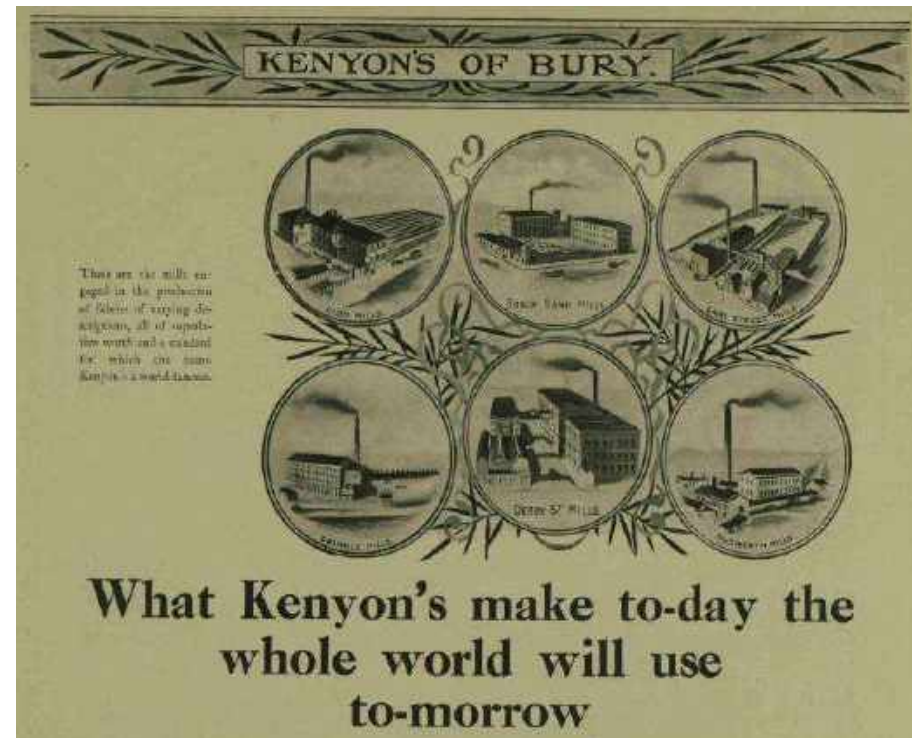


Figure 4: Extract from *The London Illustrated News*, 2nd May 1925, illustrating Kenyon & Son's business. The bottom right image refers to Pilsworth Mills, also extracted below, which could be a reference to the former mill on the site. Source: *The British Newspaper Archive*.

The inset of the 1893 OS map at **Figure 2** illustrates the external components of the woollen mill, including filter beds, tenterground, reservoir, and pumping station (pink building to the south-west), all located in the surrounding grounds. The existence of the tenterground reflects the mill's bleaching, dying and finishing processes, indicating its role in the later stages of wool processing. The source of flowing water from Brightley Brook was conveyed through the site in a stone and concrete channel which was fed into the reservoir through three sluices (Bury Archives, no specific reference available). The map at **Figure 2** also

The use or status of the mill during the Second World War is not recorded in any accessible written sources, although local knowledge communicated to the site owner suggests that Italian prisoners of war may have been held at a site close to the mill, albeit there is no available evidence to confirm or expand upon this. A large RAF base was located to the east of the site (proximate to the junction of Manchester Road and Queen Elizabeth II Way); it went unmarked on contemporary OS maps to maintain security. It is not known whether there was any connection between the site and this local base during or after the war, although there are local references such as 'Aviation Road' to the west of the reservoir which likely reflect a general local association with the base. An article from the 8th April 1936 in *The Bury Times* entitled 'Bombing Aeroplane Crashes at Pilsworth' records an incident which saw an RAF plane undertake a forced landing and the subsequent escape of the officers. The article records that the incident occurred at Pilsworth, however later sources suggest the aircraft actually came down outside the nearby village of Birch².



Figure 9: OS map surveyed pre-1930, revised 1955, published 1955. Site of former mill indicated in red.



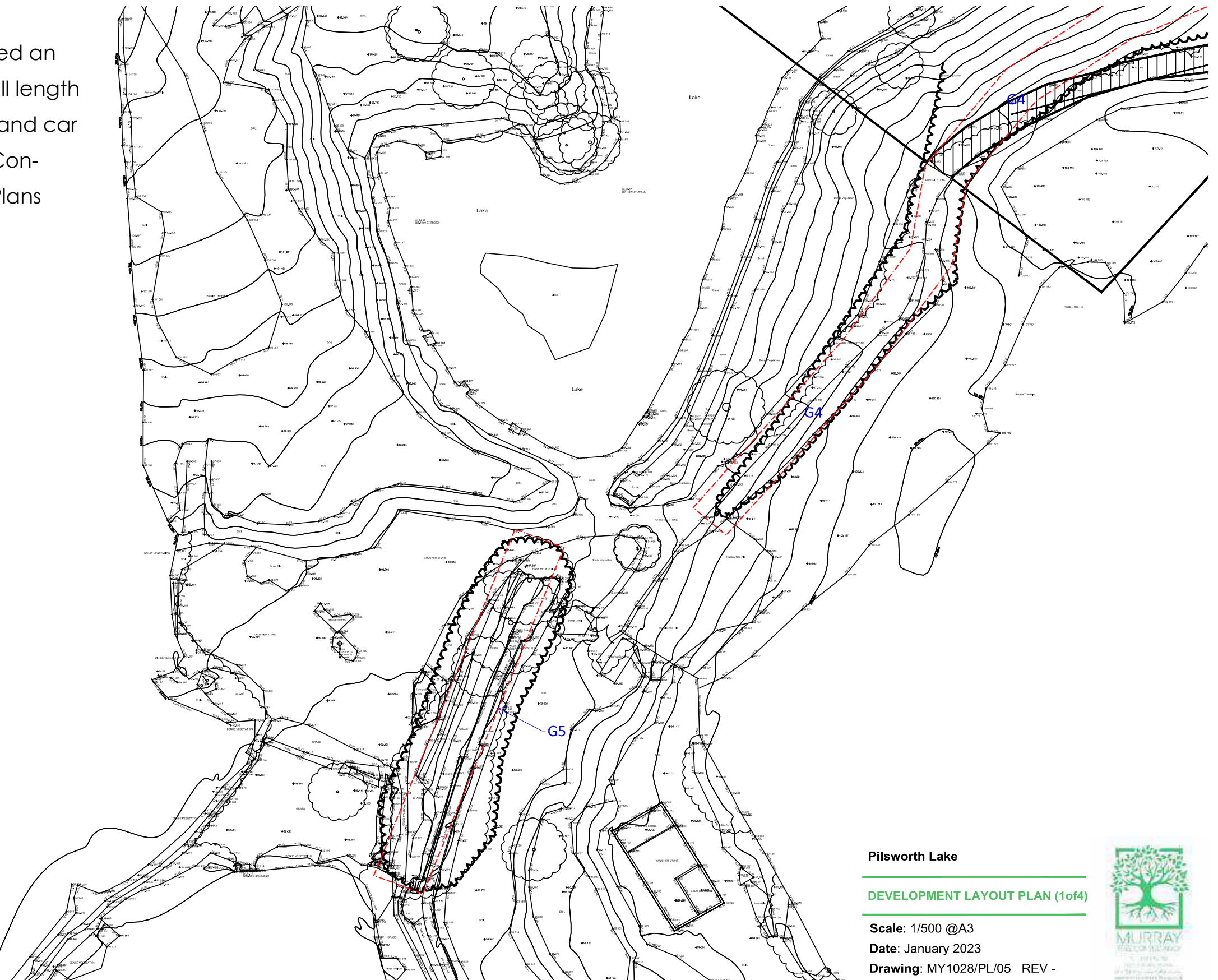
10.0

Arboricultural
Report

MURRAY TREE
CONSULTANCY

10.1 ARBORICULTURAL REPORT

Murray Tree Consultancy has provided an Arboricultural Report covering the full length of the drive plus the proposed café and car park site. The Report includes Trees Constraints Plans, Development Layout Plans and Tree Retention Plans.





11.0

Transport Report

SCP
INFRASTRUCTURE
DESIGN