

DESIGN AND ACCESS STATEMENT

For

**Erection of a single storey bungalow with detached garage and
associated parking / landscaping.**

Mr and Mrs Rogerson,
Harwood Street Garage, Harwood St, Littleborough, Rochdale, OL15 8NA

PREPARED BY



INTRODUCTION

This statement is to accompany the planning submission made on behalf of Mr and Mrs Rogerson for the development of the above site as illustrated on JHA Pulmann drawings no. M24-27-et sec

The following document sets out and deals with the basic principles of a Design and Access report for the proposed residential development.

Proposal

The development proposal is to the land North West of Baroger Business Park with the scheme seeking to create a single detached dwelling with associated parking and landscaping.

The proposal would create a combined total GEA of 176m² for the proposed dwelling and garage with the remaining site area used for the access, amenity and landscaping to boundaries. The Gross External Areas are broken down below.

Proposed Dwelling: - GEA of 120m²

Detached Garage – GEA of 56 m²

Ingress / egress will be from an existing access point via James William St.



(Figure. 1 Area outlined in red describes the extent of site.)

Site Location

The proposed development site is located directly off James William St at the junction with James St, Littleborough. (See fig. 1) The existing site consists of a partially developed site that is made up of an existing gravel access road and greenfield. To the North of the site is Barkers Wood woodland area, to the East residential properties, to the South is Baroger Business Park / residential properties with more woodland towards the West.

DESIGN

Use

The existing use of the site is a managed greenfield that is currently used as a store for construction material, the proposed use involves the development of a 2 bed single storey bungalow with detached garage, associated car parking and landscaping.

Amount

The proposed development consists of one single storey bungalow with detached garage on the site.

The traditional bungalow provides two adequately sized bedrooms with en-suite bathrooms, spacious ground floor living area, including separate utility, rear gardens with patio and driveways to the front of the property.

The surrounding area is spacious and allows for the siting of the proposed development.

Layout

The proposed development is to be sited to the North of Baroger Business Park off James St and James William St.

The layout of the site has been designed to form clear and easy access with parking to the front of the dwelling.

The relationship between building and open space is set out to its maximum potential within the site surroundings and circulation space.

The open space is designed to create a mix of hard to soft landscaping and to maintain the existing ecological landscaped buffers to the perimeter of the site.

See Fig 2.



(Figure. 2 Site plan showing the proposed plot layout.)

Scale

The new bungalow is similar in scale to the existing residential buildings surrounding the site. Whilst the dwelling is designed to a sympathetic scale to those in the surrounding area, they are set in a spacious area with ample external space to allow its siting and provide driveways and front and rear gardens. Details of height, width and length of the proposed development are provided with the associated drawings.

Landscaping

The landscaping is to be designed to provide a soft edge to the hard landscape elements of the external works. The emphasis will be towards low maintenance and indigenous planting and designed not to compromise the safety of site wide users. Existing hedgerows and tree planting to boundaries will be retained with additional tree/ shrub planting.

Hard landscaping will complement the natural landscaping and will incorporate block paving.

Low maintenance woodland planting will be introduced to the landscape boundaries of the site.

Appearance

The proposed development will incorporate facing brickwork with a combination of brick and stone headers above windows and stonework to cills to match that of the existing streetscape which will be in keeping with the surrounding properties.

Window and door size locations have been considered to provide balanced front and rear elevations.

ENVIRONMENTAL SUSTAINABILITY

Environmental concerns are fundamental to the new design.

The materials proposed for the façades and interiors will be locally sourced where possible, therefore reducing both the transport costs and the carbon footprint associated with transport.

Specification will where practical and possible refer to A and A+ BRE green guide materials.

Interior lighting requirements have been reduced through the introduction of natural daylight sources and low-energy-burn lamps.

The site is in close proximity to the main transport routes within the Littleborough network with bus stops located adjacent to the site on the A58 New Road. The nearest railway stations are Littleborough station which is approximately 0.90 miles to the East of the site and Smithy Bridge railway station which is approximately 0.80 miles to the South of the site.

ECONOMICS

The principle of development is to redevelop the existing vacant land to provide a high quality residential home to future proof the site in terms of long-term investment reducing the maintenance need of such sites. Previous industrial developments in the immediate area have already been redeveloped to create new residential development and as such the site is now isolated from any other use and is surrounded by residential properties to the North, East and South of the site.

The project will provide construction work and materials requirements the provision of which, where practical and possible will come from locally sourced labour and suppliers.

COMMUNITY SAFETY

All parking areas within the site are in open spaces with adequate natural surveillance to the front. All landscaping around parking and circulation routes will be low level type to maintain open aspect views and surveillance to the property.

ACCESS

The site can be accessed via James William Street using the existing ingress/egress which provided adequate vehicular access to the site.

The proposed dwelling has dedicated off road parking areas. The gradients of the access routes are generally level but don't exceed the 1:20 gradients for access.

Movement to, from and within the development

The site is adjacent local public transport stops with bus stops south of the site within 0.12km; there are shops and convenience stores within 0.80km of the site and supermarkets within 1km of the site. The site is 5.1km from Rochdale Town Centre. The site is also located 5.3km from Junction 21, M62 Motorway network.

The overall site is set out to adequately to allow for the parking and turning of all vehicles.

CONCLUSION

The redevelopment of the vacant site showcases a modern and sustainable approach to residential development, harmoniously integrating into its surroundings. Careful consideration of environmental impacts, traffic flow, and accessibility has led to an efficient and aesthetically pleasing design which compliments the existing residential setting.

The redevelopment promises to become an asset to the community, providing a high-quality dwelling that benefits from close transport links and local amenities.