



P u l m a n n A s s o c i a t e s
a r c h i t e c t s

DESIGN AND ACCESS STATEMENT

Application:

Outline application for the erection of 2no residential blocks including associated parking, gardens and access roads.

Site:

Site of the Former Waterfold Mill and Ben Mill at Waterfold Lane,
Bury,
BL9 7JY

DESIGN AND ACCESS STATEMENT

Proposed residential development, associated parking and amenity space Former Waterfold Mill and Ben Mill site, Waterfold Lane, Heywood.

This statement is to accompany the planning application and refers to the following drawings:

M20-13-LP Rev 02	Site Location Plan
M20-13-Topo Rev 02	Existing Plan
M20-13-08 Rev 06	Proposed Site Plan

INTRODUCTION

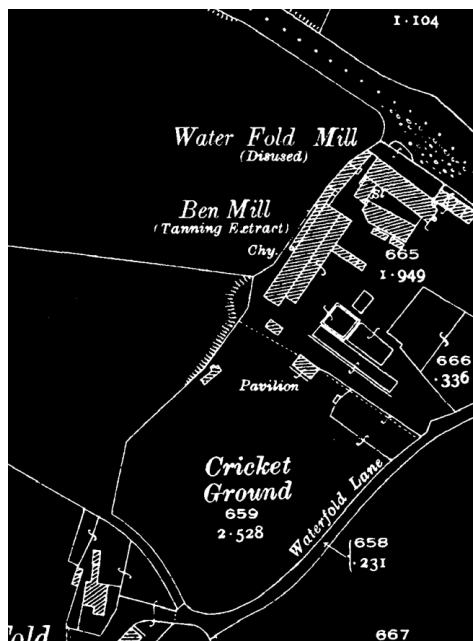
Section 3 of DCLG circular 01/2006 sets out the principle to provide a statement covering design concepts and principles and access issues with the submission of an application for planning permission. Section 42 also inserts a new section 327A into the 1990 Act, which prohibits, among other things, a local planning authority from entertaining an application unless it is accompanied by a design statement and an access statement, where required.

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

DESIGN

Physical (Context)

The proposed development site falls within a plot of land off Waterfold Lane, Bury on the site of the Former Waterfold Mill and Ben Mill.



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The site sits within a mixed area of Industrial, commercial and retail uses with residential developments along Waterfold lane from the site down to the A58 Bury New Road and industrial development to the immediate West and North, together with retail uses to the North.



The site is immediately adjacent to a roundabout connecting the A58 Bury New Road to the M66 Motorway and is bounded by a wooded embankment following the motorway slip road on the West. The Northern boundary is created by the River Roch. The West and Southern boundaries are formed by the extent of Waterfold Lane.

The site has open boundaries to the North, East and South with existing landscape buffers to the West.

The buildings which surround the site are of a varied nature, scale and materials. The range of scales is between single/double storey heights of traditional brick and render dwellings to commercial height industrial buildings of metal cladding and roofs.

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Proposals

This proposal seeks to provide two residential blocks set against the embankment with views over the open aspect and the river. It will include associated resident and visitor parking, communal gardens and access roads all set within a landscaped setting.

The proposal would create a GEA of 400m² per residential block with the remaining site area used for the access, amenity and landscaping to boundaries.

Access into, and egress from, the site will be taken from the existing modified access point onto Waterfold Lane.



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Environmental Sustainability: Preparing for Climate Change

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.

Extreme weather events such as flooding, storms and droughts have been considered in the general design through the provision of a flood risk strategy and a site investigation document. These will feed into the design to include levels to deal with flood risk and foundation dealing with the specific ground conditions.

The use of natural shading to windows, the siting of the buildings to benefit from shading and the effects of wind from the natural landscape feature present on the site. The use of insulation to deal with both heat loss and heat gain will be measured through the SBEM calculations. At the same natural ventilation will improve air flows and temperature control.

The Biodiversity of the existing and proposed site has been covered on the design of the landscape plan.

In terms of reliance on transport networks the site has amenities within 0.5mile walking to reduce the reliance on public/private transport.

The buildings will utilise photovoltaic technology to benefit the running of the site for communal areas and external lighting. The use of rainwater harvesting is to be included to supplement flushing and irrigation.

Use

The existing site is currently vacant but was last used as the compound site for the construction of the motorway following the demolition of the Waterfold and Ben Mills.

In its vacant state it became overgrown and was attracting anti-social activities, which had a direct effect on local residents.

The proposed development is for residential use, a natural extension to the existing ribbon residential development.

Amount

The proposed development is to consist of 2no. three storey apartment blocks, providing a mix of one and two bedroom accommodation served from communal access areas.

The site is large enough to allow for the siting of the proposed development with a balance of open community space.

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Layout

The development buildings are to be sited along the western edge.

The layout of the site has been designed to form clear and easy access for the residents with parking to the front of the dwellings set within open access communal gardens.

The relationship between buildings and open space is set out to its maximum potential within the site surroundings and circulation space clear and defined towards the front (east) of the development.

The site layout allows for the provision of additional off-road visitor parking adjacent to the dwellings along with dedicated parking areas for the residents.

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

Community Safety

There are clear defined footpaths throughout the site. All parking areas within the site are in open spaces with adequate natural surveillance and close to the main building facilities. All landscaping around parking and circulation routes will be low level type to maintain open aspect views and surveillance.

Scale

Whilst the dwellings are designed to a sympathetic scale to those in the surrounding area maintaining similar floor to floor height and window geometry, they also have a reference back to the original mill building being 3 storeys in height. They are set deep within the site allowing a good ratio of scale between height and length of the site.

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Landscaping

The landscaping will be dealt with in more detail under a reserved matters application and as such the scheme is used in an indicative format to allow the development to blend naturally into the landscape and topography of the site, whilst at this stage feeding into the biodiversity report. The emphasis will be on low maintenance and indigenous planting to enhance, as species rich planting, the existing landscape.

Hard landscaping will complement the natural landscaping and will incorporate feature paving for footpaths and siting areas to incorporate drop kerbs where necessary for access.

Species rich woodland planting will be introduced to the landscape boundaries of the site.

The reserve matters application will be supported by a full landscape scheduled scheme.



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Appearance

The proposed development will incorporate facing brickwork with brick 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 and locations will provide a balanced front and rear elevation.

The overall appearance of the buildings will be sympathetic to the existing dwellings.

It is proposed that appearance will be dealt with in more detail under a reserved matters application and as such the current appearance given is indicative to help with overall massing, layout and scale of the individual dwellings proposed.

ACCESS

The site can be accessed via Waterfold Lane where there exists the line of the original access to the mill site.

The parking spaces will sit adjacent to the main dwellings in 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 to local public transport stops with bus stops north of the site within 0.16km; there are shops and convenience stores within 0.32km of the site and supermarkets within 3.2km of the site. The site is close to the M66 j2, and accessed off A58 with links through to Bury Town Centre to the West and Heywood to the East.

The site is set out to provide resident and visitor parking within the site boundaries.

The overall site is set out to adequately allow for the parking and turning of all vehicles as well as refuse/waste and recycling collection.