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**DESIGN ACCESS STATEMENT FOR
UNIT 10 SCHOFIELD CLOSE, MILNROW, ROCHDALE, OL163DZ
PROPOSED SINGLE STOREY DEVELOPMENT TO FORM -
EXTENDED PRIVATE GARAGE/STORE FOR CONSTRUCTION MATERIALS**

The Project

The proposal relates to the existing building which is presently used as a private garage.

Our client's hobby is motor vehicle repairs and rebuilding / repairing antique cars during evenings and weekends and any spare time that he has from his normal day job as a professional joiner.

The proposed new building which is attached to the existing will allow our client to store materials and vehicles whilst awaiting refurbishment.

The process is NOT for commercial use and not intended to be used as such.

This is a place of relaxation and enjoyment for our client to get away from his normal working day.

Our client also needs space to store materials from his profession as a joiner, i.e. timber, materials for construction and machinery for his business, this new facility will allow him to store such equipment in a secure safe unit.

The design and finishes of the proposed aims to emulate the existing adjacent premises. The simple elevational treatment will enhance the visual appearance of the proposed structure. Our clients intend to use the latest high-tech systems to produce an economical and eco-friendly development for the 21st century, whilst keeping the traditional and commercial look of the area.

It is intended to use traditional building materials and finishes local to the area so that the development blends in with the surroundings of existing club house buildings.

Site

The Architectural language of the new development responds to the local vernacular in terms of aesthetics, materials and detailing.

The current architectural style of Milnrow and surrounding residential / commercial area with varying styles and types of properties.

Proposal

The new development will incorporate these traditional materials local to the area using rendered block to match the existing premises. Steel doors will be incorporated both Roller shutter type and steel personnel type. boundary treatment to the site will reduce the db rating of the site.

Simple detailing compliments. The proposed development will match the existing premises on the site.

The existing vehicle parking on the street will be retained. The scale of the works respects the local vernacular of commercial scale and density responding to current criteria as recommended by Government legislation. The proposal is deemed sustainable, will achieve good eco ratings and will provide an attractive environment for our client to continue his hobby. The developer will incorporate the building for life criteria and following our initial assessments will achieve high award.

The layout will give a 'warm and welcoming' feel on entering the development and yet safe and secure working environment property provides natural surveillance and security.

The level of parking responds to government guidelines and encourages the use of public transportation and walking to local amenities.

Carbon Emissions

The project will be designed and built-in accordance with building control compliance in regard to CO2 emissions and retaining a Low Carbon emission rate. This will be achieved by installing the very latest Hi-Tech equipment to reduce the carbon footprint of the building in accordance with council policy SD3 and SD4. Type of heating systems and energy supplies are to be studied and will only be installed on a practical basis that suits the site and development including solar panels and ground heat source.

The intention is to reduce the energy output of the building with absolutely minimal energy input. At present either on or near the site there is NO system of district heating in place, therefore a standalone system will be implemented in accordance with government standards.

Waste facilities

Waste facilities will be carried out by our client as and when required

Drainage

Drainage from the site will be to existing main sewers and foul drains within the site, surface water drains are intended to be collected within main sustainable existing drains. The site we understand is not within a flood risk area therefore standard drain systems are intended to be used with sufficient volume capacity to withstand any storm surges.

Crime

Crime in any community is always a problem and as such must be combated, to that extent, the site will be protected during the construction stage and be part of a neighborhood watch on completion of the works, To enable a secure building to be retained the existing security systems will be extended to cover all aspects of the development.

Noise

The development is situated on a Cul-de-sac Schofield Close adjacent to an existing private parking area where noise from traffic on in this remote area does not pose any significant problem. To alleviate any possible problem, the development will be fitted with high quality insulated external walls to reduce the db ratings, planting to the frontage of the site will assist in reducing some noise pollution and give a visually acceptable screening to the site.

Amenities

The site is ideally located close to all central amenities of banks, leisure facilities, shopping and schools in the area. A large shopping centre is located within 15mins walk from the development.

Airport

The nearest and most accessible airport is Manchester International airport; however, Liverpool International airport is approx 1hrs drive away using the motorway networks.

Conclusion

The definition of the community should extend to the very heart of the development with architecture forging friendships and a sense of belonging.

Scale and choice of materials suggest a familiarity of commercial architecture, making it easier for staff to identify with the buildings.

The proposed development promotes a sense of community; it focuses on the individual and pays great attention to the 'quality of life'.

The quality and connection to the local vernacular maintains links with the local neighbourhood and wider communities.

To many recent developments have been poor copies of local styles with no identity offering no sense of place, whereas this proposal responds to the site, the immediate environment and most importantly, to the needs of the people that will inhabit these premises.