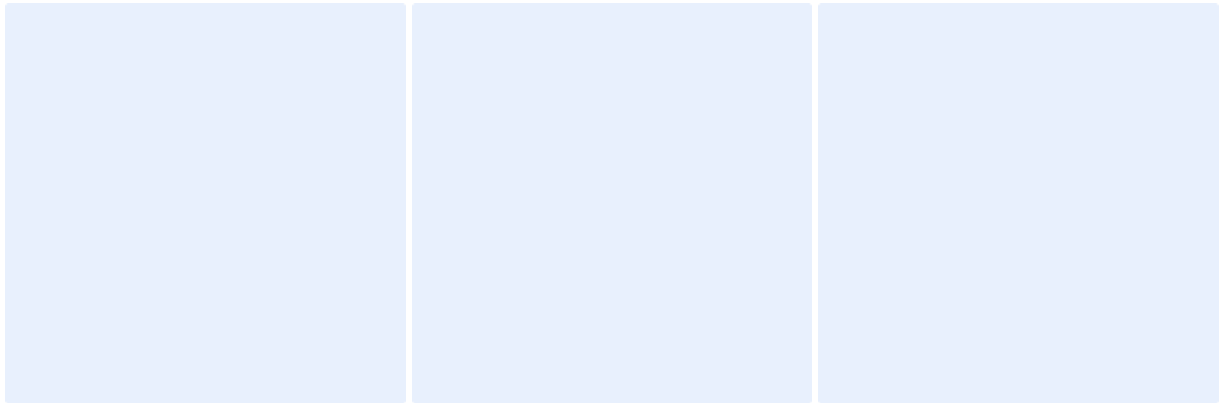




Design & Access Statement

32a
Manchester Road
Ramsbottom

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1.0 INTRODUCTION

This design and Access Statement has been prepared to accompany an application for a proposed new build property at 32 (32a) Manchester Road.

Incorporated into this document is explanatory text and imagery of the site and the surrounding area, urban design objectives and principles as well as design development and Design solutions, all in accordance with CABI guidance for Design Statements and the Department for communities and Local Government Circular. This Design statement should be read in conjunction with the application drawings:

ZT24-196-00 Block Plan
ZT24-196-01 Existing Site Plan
ZT24-196-02 Existing Topo Overlay Plan
ZT24-196-03 Proposed Plans
ZT24-196-04 Proposed Elevations
ZT24-196-05 Proposed Elevations 2
ZT24-196-06 Proposed Site Plan
ZT24-196-07 Proposed Site Plan
ZT24-196-08 Proposed Topo Overlay Plan
ZT24-196-09 Proposed landscaping and carparking

2.0 SITE AND SURROUNDINGS

The property is located in Ramsbottom approx. 4 miles north of Bury town centre.

Much of the surrounding area to the site is made up of residential housing and light industrial. There is also a quarry opposite.



A view looking North on Manchester Road



A view looking South on Manchester Road



The site is not located within Bury's Adopted Greenbelt.



The site sits on an a hill, the front elevation (roadside) is at the highest part and the lowest is to the rear of the garden backing onto Fletcher Close.

3.0 PROPOSED WORKS

The land to be built on is currently a side garden to 32 Manchester Road.

The proposed work is to build 1 new property for the current owners of 32 Manchester Road to move into.

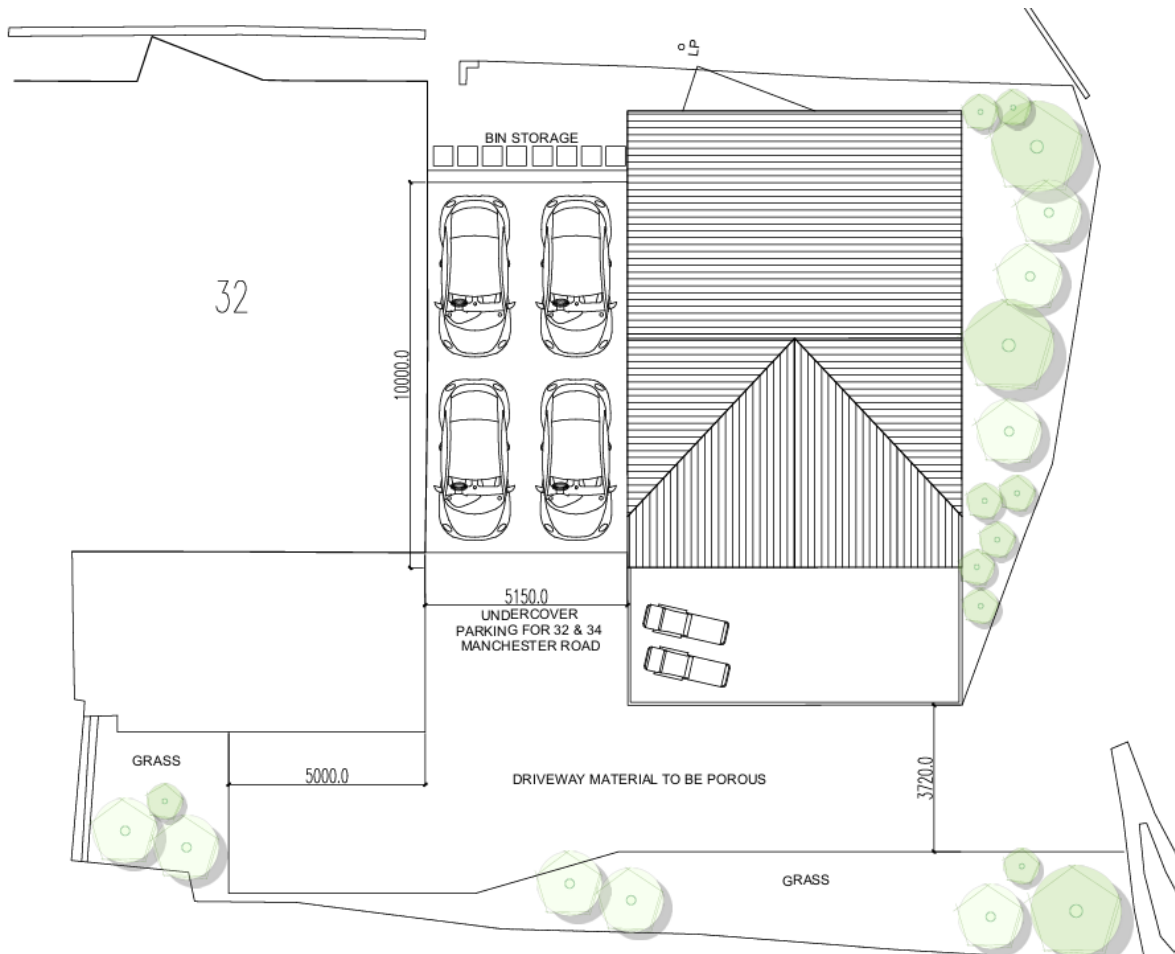


The proposal below shows the new property to the left hand side of 32 Manchester Road, care has been taken to keep the same characteristics for the existing 32 Manchester road so it blends into the street scene.



4.0 ACCESS

There is a provision for parking within the site for the new and existing property. Cars will enter site down the access road and turn into an under canopy level in between both houses



Vehicular and Transport Links:

- Road Network

The main vehicular access to the site is from the road network.

- Bus Network

There are bus stops along the road – the local bus network provides frequent services to the surrounding areas. The nearest bus stop is 50m away.

Picture below shows the main bus routes half a mile away outside Swinton shopping centre.



5.0 BIN STORAGE

There will be a bin storage area formed at road level down the side of the proposed property. This can be accessed from both the main footpath and out of the side door of the property.

6.0 PHILOSOPHY AND APPROACH

Mr and Mrs Wall (Client) are committed to a policy of equality, inclusion and accessibility in the delivery of services to the employment opportunities afforded to existing and future employees (builders). With this proposal They fully recognises the diversity of cultural, religious and individual abilities of staff, and is active in ensuring that any potential sources of discrimination are addressed in both the physical attributes of the buildings its uses and in the management practices and procedures it adopts.

Where needed the property owners acknowledges that the proposed development, presents issues relating to accessibility and inclusion which will need to be addressed if the obligations imposed on them by the Disability Discrimination Act 1995 (DDA) as employers (Part II), and service providers (Part III)

The designers of the development have been encouraged to work to the latest legislation and good practice guidance on accessibility available at the design and construction stages. These include, for example, BS 8300:2001 (Design of buildings and their approaches to meet the needs of disabled people), The Building Regulations Part B (Fire Safety), Part M (Access to and use of buildings) and Part K (Protection from falling, collision and impact), and BS 5588 - part 8 (Fire precautions in the design, construction and use of buildings).

7.0 CONCLUSION

The design of the build is in character with the existing street scene and give multiple car parking for both 32 and 34 Manchester Road.

As per a recent application for 32 Manchester Road the over looking terrace to be the same distance away from the properties behind and as such should be acceptable.

In the opinion of the author this project should be granted with the relevant conditions prior to any work starting on site.