

Design and Access Statement

The Works / 49 Bury Road,
Radcliffe



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Date: June 2024
Reference: HALL01

1. Introduction

1.1 This statement is submitted in support of a full planning application for the demolition of a small engineering building and the erection of a replacement building, which is to be used in connection with an existing business.

1.2 The contents have closely followed the requirements set out in The Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2015 which sets out the formal requirements for Design and Access Statements tailored to suit the extent of the proposal. This statement complies with the Department of Communities and Local Government document 'Guidance on information requirements and validation (2010)' and CABE's 'Design and Access Statements (2007)'. It covers:

1.2.1 Site context - the site and surroundings

1.2.2 Design:

- Use - How the buildings and spaces will be used
- Amount - How much would be built on the site
- Layout - How the buildings and surrounding spaces could be arranged on site
- Scale - How big the buildings and spaces will be
- Landscaping - how any external space can be treated
- Appearance - What the building and space will look like

1.2.3 Access – how the building is to be accessed, including where applicable inclusive access.

2. Site Context - The existing building and surroundings

- 2.1 The building forms the southern part of what was once a single engineering building facing onto Bury Road, now in three units. The adjoining unit (the middle of the three) is on use as a furniture shop. The other (northern) end unit is a garage business.
- 2.2 Photo sheets of both the interior and exterior of the building are included with the submission and appended to this statement. These include photographs of the adjoining an adjacent buildings that provide the context for design considerations.
- 2.3 The application building has been used by 'J.H. & A. Unsworth Ltd, Ventilating Engineers; Tin & Coppersmiths; and General Sheet Metal Workers' since it was built after WWII. Following the retirement of the last employee of that engineering company the building was bought by the owner of Bury Road Garage, an established MOT, car servicing and repair business operating from 53 Bury Road (next door but one).
- 2.4 The site, in an established employment area, lies just outwith the inner Radcliffe 'Renewal Area' in which a series of projects are currently being progressed.
- 2.5 Planning permission has recently been granted for the redevelopment of the former Station Works site on the opposite side of Bury Road (which is within the Renewal Area). That brownfield site has been the subject of development proposal for some time and now appears to be moving forward with the erection of 20 houses and 10 apartments (ref 69463/FUL).
- 2.6 The granting of that permission in March this year took account of existing uses nearby, including the existing employment uses on Bury Road, which includes the application site. With regard to these neighbouring use the officer report stated:

UDP Policy EN7 - Pollution Control that seek to control environmental nuisance and minimise pollution levels, and UDP Policy EN7/2 - Noise Pollution that restricts development that would lead to an unacceptable noise nuisance to nearby occupiers and/or amenity users.

Due to the close proximity of the proposal, to existing commercial uses, a main road and the metrolink a Noise Impact Assessment has been provided with the application.

The noise assessment confirms that during the day noise at the site is dominated by two main noise sources. Bury New Road is serviced by multiple HGVs routes and represents the dominant noise source affecting the site. The Manchester Metrolink is the secondary source of noise affecting the site. In addition, commercial premises around the proposed site contribute to the noise via vehicle and mechanical noise. The sound level data recorded in the 2016 survey is generally similar to the noise recorded in 2022.

The noise risk assessment highlighted the level of risk of adverse noise, with the gardens closest to the road and west facing elevations within 20m of Bury New Road being most at risk. The report considers that mitigation through glazing specifications, and ventilation specification would be sufficient to achieving internal noise level targets and to ensure sufficient air flow to the dwellings. Sound insulation is also advised for the external walls, roof and boundary treatments.

Details of this mitigation can be secured via condition.

- 2.7 The planning permission granted for the new development includes requirements to safeguard the amenity of resident of the new houses from noise associated with the Metrolink and traffic on Bury Road. Those measures will be equally effective in safeguarding the occupiers amenity from the existing employment uses on Bury Road and use of the replacement building. No special design requirements are , therefore, needed in respect pf the replacement building proposed by this application.

3. Design - The proposed development

- 3.1 The main aim was to provide better quality replacement accommodation for the continued operation of an engineering business in an established employment location.
- 3.2 Through careful consideration of the layout and arrangement of the building the clients requirements have been met within the sites constraints.
- 3.3 The proposal is to replace the building with a like-for like rebuild on the same footprint, with the same floorspace and for the same (in planning use classes terms) use. It will continue be used in connection with the established MOT, car servicing and repair business operating from 53 Bury Road, which also includes the restoration of classic cars. Specifically, it will be used for re-engineering engines and gear boxes, together with specialised engineering repairs associated with classic car restoration.
- 3.4 The replacement building has been designed to match the style of the existing adjacent buildings constructed in the same manner with a pitched roof and materials to match. The structure will be a steel portal frame externally clad, with render facing the main road as part of the main elevation in keeping with the adjoining building. The side elevation will be externally clad with steel profile cladding in keeping with the existing and adjoining buildings. The roof construction will also match the existing structure of the associated garage works, with a pitched metal cladding in a colour to match.

3.5 In summary:

Use	Engineering workshop
Amount	The site is 0.2 ha. Proposed floorspace is 162 square metres.
Layout	The building replicates the existing L-shaped structure, making full use of the available space.
Scale	Single storey The building matches the existing adjoining building in terms of both eaves and ridge height.
Landscaping	The site has no external space available for landscaping at present and in order to make best use of the area none is proposed. This is appropriate given the industrial nature of the surroundings.
Appearance	Elevations are shown on plan HALL01/04 and HaLL01/05. External materials are shown on a Material Sheet and listed in the application form.

Sustainability

- 3.6 The design incorporates rooflights to maximise natural lighting of the interior, interspersed with solar PV panels to generate sustainable electricity.

- 3.7 The new structure will be much more thermally efficient than the existing building; constructed to meet the current energy conservation regulations to reduce heat loss from the building fabric.

4. Access

- 4.1 Site is situated 2 miles away from bury town centre, 0.2 miles from Radcliffe Metrolink, and 0.5 miles from Radcliffe town centre. The location of the site is set within an established mixed residential and employment area with good walking connections.
- 4.2 Public transport links (bus and Metrolink) run routinely near the site providing access to the local town centres of Radcliffe, Bury and Manchester. Bus stops are located with 1-3 minutes walk south of the site on Bury Road / Spring Lane with buses running to Bury Town Centre, Tottington, Bolton, Heaton Park and Bardley Fold. Dedicated cycle lanes are allocated along the main road network in the vicinity of the site.
- 4.3 The pedestrian and vehicular access arrangements for the site will remain unchanged as a result of the proposals.
- 4.4 Access to the building will be by a single wide pedestrian access door, suitable for all users.

5. Crime Prevention

- 5.1 Bury Road is a busy route with vehicular traffic and pedestrian footfall, meaning the site benefits from good levels of passive surveillance.
- 5.2 The building has been designed with good security principles in mind. The door and window openings have been minimised. The principal window facing the main road is to be fitted with a roller shutter door. The principal access door (of certified security standard) is to be fitted with a roller shutter door. The rear fire escape door will be openable from the inside only with no external ironmongery.

Access to the rear of the building will be secured, as now, by a lockable gate and fence.

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Eastern (Front) elevation



Front elevation showing Bury Road works (47) behind



Streetscape looking SW towards site from Newbridge Close junction



Streetscape showing former Bury Road Works site (no. 47) behind application site



Radcliffe Furnishings (51) occupying site between application site and existing Bury Road Garage (53)



Existing Bury Road Garage (53)



PFS to north of Bury Road Garage



Site building on right, access through to 49A Bury Road at rear



Monopitch side extension to building looking towards Bury Road



Access doors in Southern elevation



Fence demarcating site boundary and location of former building now demolished as unsafe



Southern elevation of rear part of building



Southern elevation showing main slate roof



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Main workshop



Main workshop



Main workshop



Monopitch side building, showing side door and front window

