

Land Adjacent to 6 Bentley Lane
Bury

PROPOSED RESIDENTIAL DEVELOPMENT

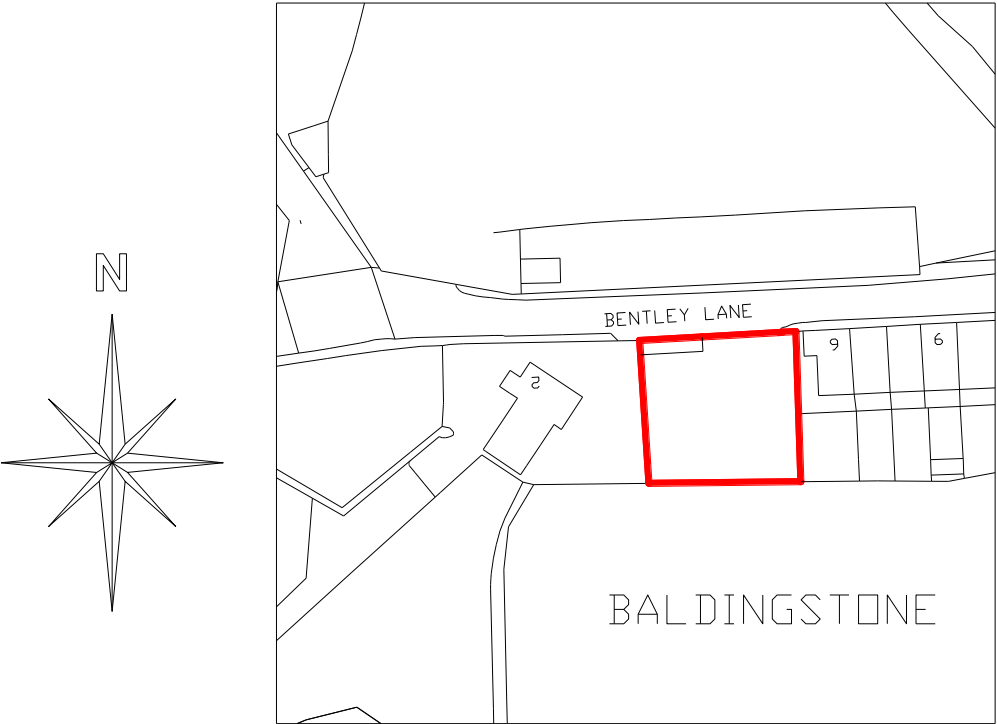
DESIGN AND ACCESS STATEMENT



JAMES CAMPBELL ASSOCIATES
CHARTERED ARCHITECTURAL TECHNOLOGIST

Please note this document supports the relevant Planning submission for proposed new residential development at Land at Adjacent to 6 Bentley Lane, Bury.

This document should be read in conjunction with all relevant information with this submission.



Site Location Plan

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CHARTERED ARCHITECTURAL TECHNOLOGIST

SITE LOCATION

PLANNING HISTORY

LAYOUT

APPEARANCE

REFUSE MANAGEMENT

ACCESS ROAD SURVEY

CONSTRUCTION TRAFFICE PLAN

SITE LOCATION

The site is located Bentley Lane from Walmsley Old Road, Bury. The area surrounding the site is semi rural and Bentley Lane is the only access route to the proposal site. A short row of stone built terrace dwellings sit adjacent to the site to the East and a small hamlet of stone and brick dwellings is located to the West of the site. While the area itself is considered semi rural, until recently a the area to the south of the site offered a large commercial site with two large portal frame buildings and HGV access and parking, this site has since been demolished to make way for a new housing development by Barratt Homes.

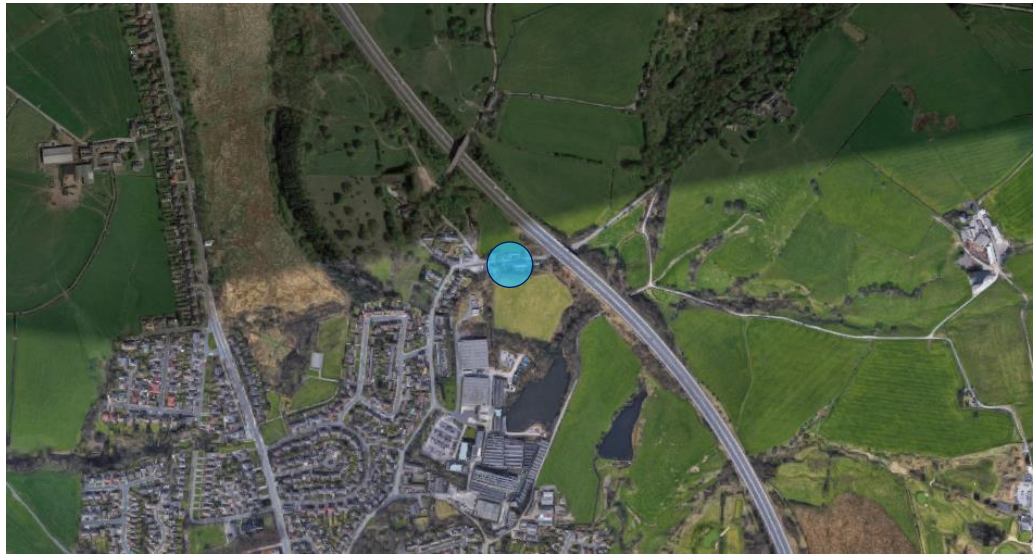
Warmsley Old Road provides the main access / branch point to the strategic highway network in the area by connecting Nangreaves to Warmsley Road and subsequently Bury town centre.



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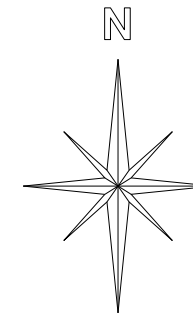
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Dearden Wood & Local Area Map



Proposed
Development Site



Site Location Plan

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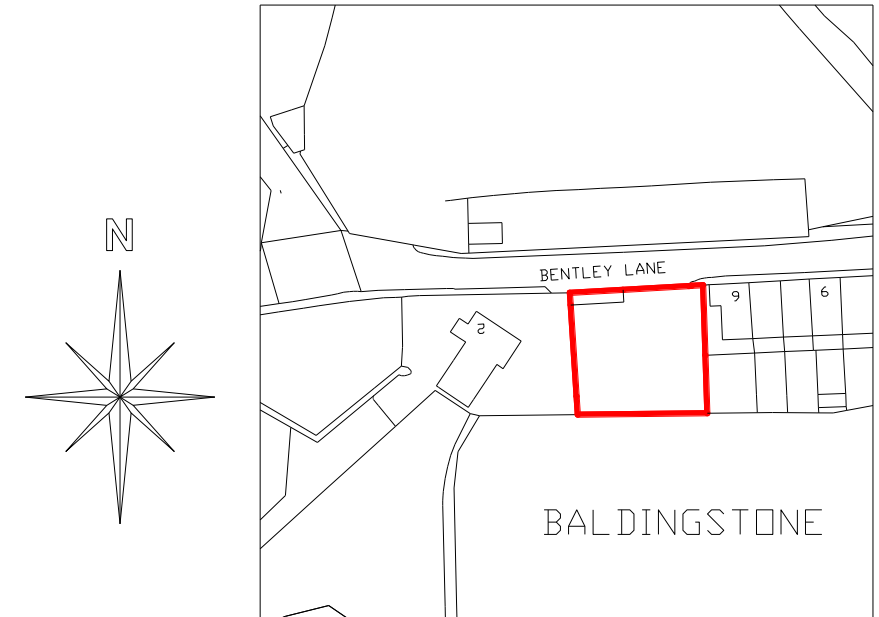
CONSTRUCTION TRAFFICE PLAN

PLANNING HISTORY



An outline application has been submitted prior to this Planning Application submission. The outline Planning application sought outline approval for 3No. Dwellings on the proposed site, this was approved with all matters reserved.

- 2020 - Residential Development: 3no. Dwellings - Granted (All Matters Reserved)



Site Location Plan

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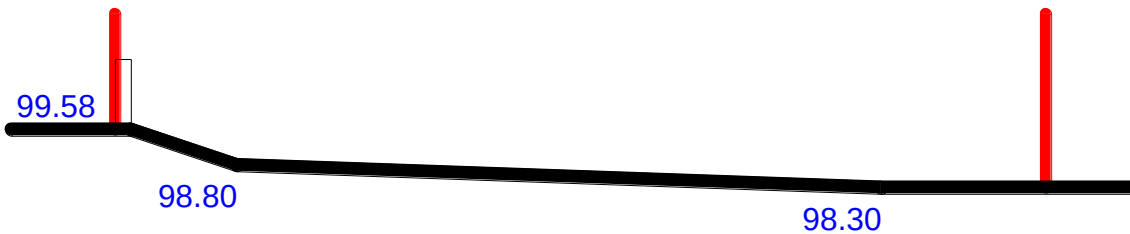
ACCESS ROAD SURVEY

CONSTRUCTION TRAFFICE PLAN

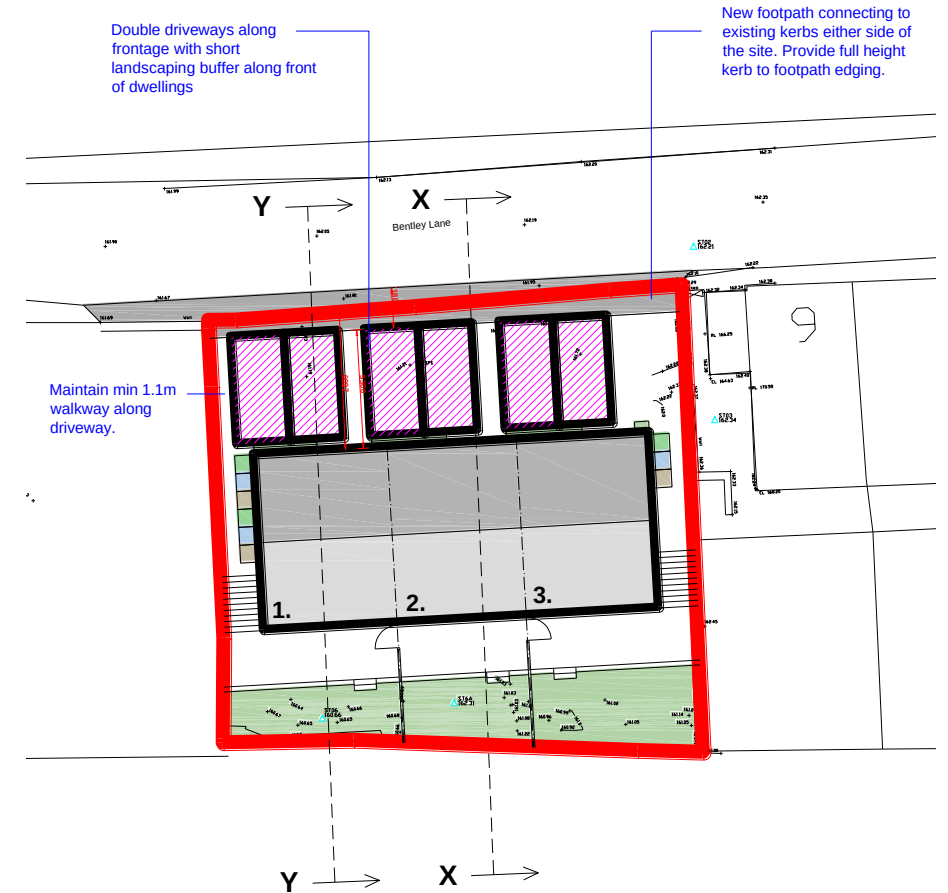
LAYOUT

The proposal looks to provide three quality, well designed, mews houses to the site. In line with the reserved matters approval, the front of the proposal will provide a 1.8m wide footpath leading to the main parking and footpath area to the site. The dwellings are to face over Bentley Lane with a two storey design to the front. The existing site drops away sharply from the front boundary, this has to be considered when looking at access to the rear of the dwellings, a stepped access point at either side of the mews row is provided to allow access to a shared path to the rear. The stepped nature also allows for an opportunity to have a three storey design to the rear of the dwellings thus maximising the sites potential.

Given the nature of the sites topography, the bin store is to be located to the front and therefor will be enclosed within proposed timber bin stores.



Existing Site Section X - X



Proposed Site Plan

LAND ADJACENT TO 6 BENTLEY LANE

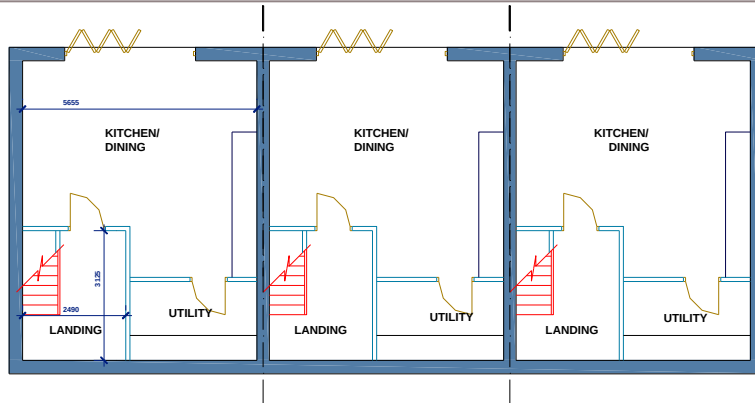
LAYOUT



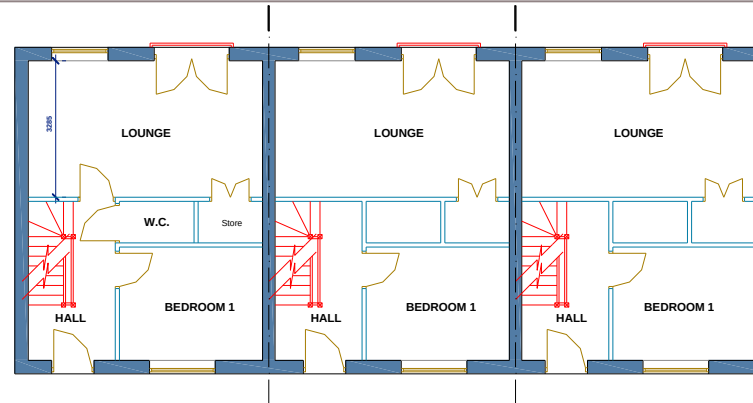
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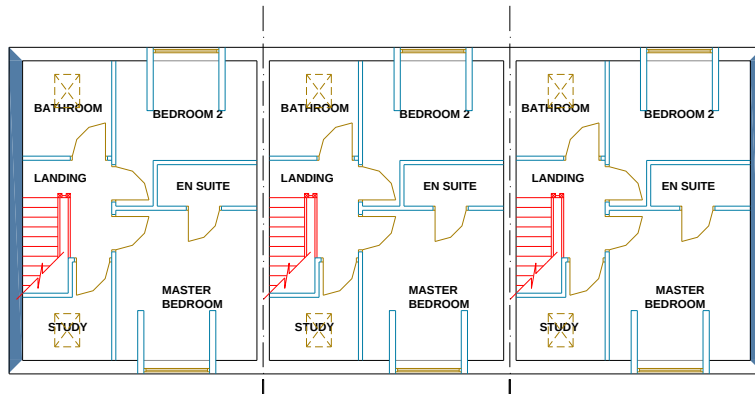
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PROPOSED LOWER GROUND FLOOR PLAN



PROPOSED GROUND FLOOR PLAN



PROPOSED FIRST FLOOR PLAN

Each dwelling has been designed with modern family living in mind, this is reflected in the internal layout with the ground floor offering a large rear facing lounge and bedroom to the front. The first floor offers the bedroom and bathroom space with a total of 3 bedrooms to each dwelling and small study area to the front. The lower ground floor level provides a large open plan kitchen / dining area with integrated utility. The kitchen opens out on to the rear garden area through modern bi folding doors.

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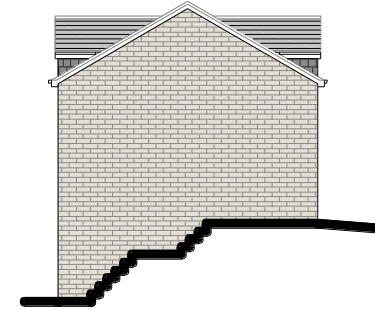
APPEARANCE

The area currently consists of predominantly stone facades with timber and UPVC window / door frames.

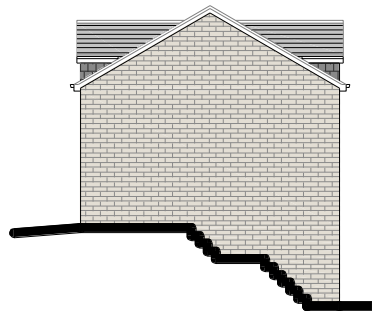
The proposed elevations look to echo the existing, established principles set by the surrounding dwellings. The inclusion of dormers further emphasises the traditional aesthetic and adds a feature element to the front and rear elevations.



PROPOSED FRONT ELEVATION



PROPOSED SIDE ELEVATION 1



PROPOSED SIDE ELEVATION 2



PROPOSED REAR ELEVATION

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REFUSE



Bin Storage Units

Design and Colour to be Confirmed.



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Refuse Management

A waste management strategy is to be adopted for the new dwellings.

Each dwelling will be provided with provision of a timber refuse storage unit to the front.

Each dwelling will be provided with:

1no 240 litre General Rubbish Bin

1no 240 litre Glass / Can Recycling Bin

1no 240 litre Paper Recycling Bin

1no 240 litre Garden / Food waste Bin

The refuse / recycling bins will be positioned at the edge of Bentley Lane on collection days.

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DILAPIDATION SURVEY



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Road Photo 1



Road Photo 2

The existing road comprises of a 2 lane tarmacked surface edged on one side with dense foliage broken up by access point to yard areas and the other side edged with a stone wall boundary to the proposal site. As shown in Road Photo 2, there currently exists no path along the Southern most edge of Bentley Lane until the beginning of 6 Bentley Lane as illustrated by Road Photo 1.

The condition of the existing road is okay, very light traffic means the road does not suffer from large vehicles and heavy loading allowing the road to remain free mostly of pot holes and dips. Where existing paving is found it mainly consists of loosely laid flags and stone with very little in the way of surface water drainage along its length.

The proposal includes the provision of new footpath to the edge of Bentley Lane, this includes the removal of the existing stone wall boundary and any curbs associated. The new ground works could potentially disturb the existing stone kerbs adjacent. Any disturbance and damage caused by the removal of the existing boundary wall and the construction of the new footpath will be repaired and made good.



Road Photo 3



Road Photo 4



Road Photo 5

LAND ADJACENT TO 6 BENTLEY LANE

DILAPIDATION SURVEY



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Road Photo 6



Road Photo 8



Road Photo 10



Road Photo 7



Road Photo 9



Road Photo 11

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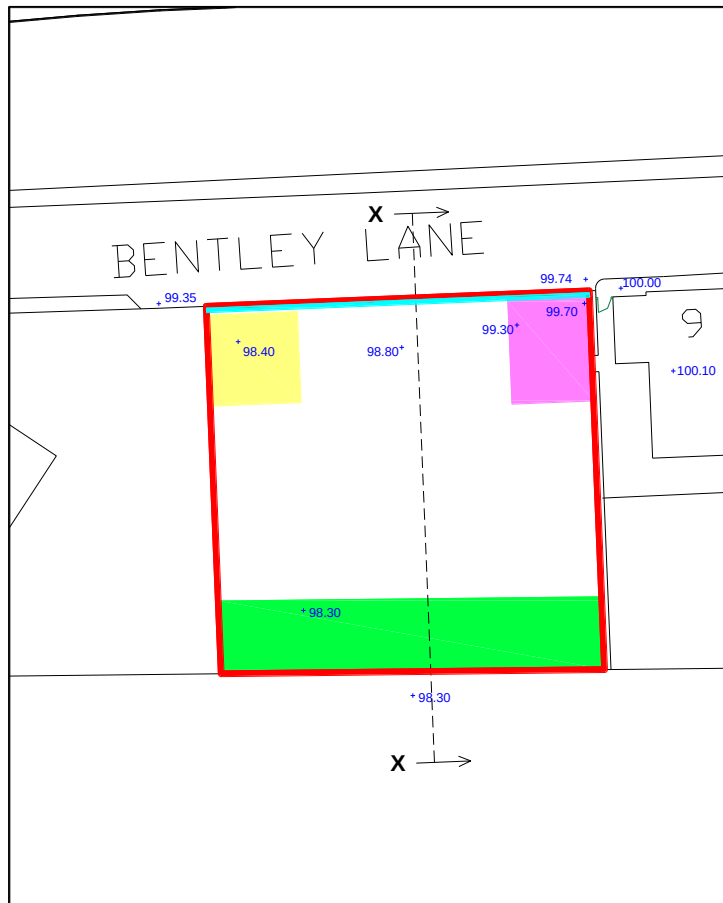
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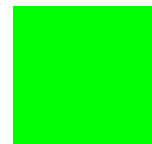
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Site Parking



Site Hoarding



Additional Storage



Material Storage

Site Location Plan



General

Before any work commences on site an asbestos survey will be undertaken and if any asbestos is found this will be removed following the guidelines set out in Parts 1, 2 and 2 of BS 8520. The works will be undertaken in accordance with the Local Authorities hours of permitted working as below:

Monday to Friday – 0730am to 1800pm

Saturday – 0900am to 1400pm

Sunday and Public Holidays – no working

Throughout the contractor will endeavour to comply with the guidance provided in BS 5228: Parts 1 and 2 (1984) and part 4 (1986) with regard to noise control during construction and wherever possible use methods to minimize disruption to the neighbours. Materials will be removed via skips situated within the site for the duration of the works.

Deliveries and Collections

Deliveries and collections should in general be restricted to between 09:30am and 4:30pm; this is to ensure that during peak times construction traffic will be prevented from causing obstructions to the highway.

The Principal Contractor shall have overall responsibility for the coordination of Construction deliveries and will advise what times suppliers are expected to arrive on site. Specific “NO DELIVERY” times are expected to be adhered to. In order to prevent a build up of traffic on the public highway staggering of delivery times will be expected to be employed. The Principal Contractors Site Manager shall have overall responsibility and will be the person supervising and monitoring vehicle movements to / from the site.

Personnel Parking

During construction of the project, an on-site parking area is to be identified and provided for both site plant and vehicles as well as for visitor vehicles. Parking areas are to be maintained and positioned in an area where loading and unloading can be completed with ease and with minimal risk to persons on site.

Vehicle Washing

The Contractor shall ensure that an adequate and suitable vehicle wheel washing facility is provided to endure that any site mud / detritus originating from the construction site is not deposited on the public highway. Any wheel washing facility shall also be design such that waste water from the washing process does not cause contamination or other hazard as a result of the wheel washing process. These implementations are included to reduce / remove the possibility of loose construction materials and mud being spread on to Bentley Lane.