

Gypsy and Traveller Site

Every Steet, Bury, BL9 5BE

Design and Access Statement

Revision: September 2021

PADDOCK
JOHNSON

Form 03.06b

APPLICATION

Type of Application

Full Planning

Location of Proposed Development

Every Steet

Bury

BL9 5BE

Description of Proposed Development

Redevelopment of existing Gypsy and Traveller Site at Fernhill

Date of Preparation

September 2021

Date of Any Amendments

-

Applicant

Bury Council

Business Growth and Infrastructure

Agent

Paddock Johnson

1.00 INTRODUCTION

This Design and Access Statement has been produced on behalf of Bury Council to support the full planning application for the re-development of the existing Gypsy and Traveller site, Fernhill, located at Every Street, Bury BL9 5BE.

This document is to be read in conjunction with drawings prepared by Paddock Johnson and the supporting documents accompanying this report, and various specialist reports forming this application submitted to Bury Council.

This statement has been prepared in accordance with the requirements as set out in the planning practice guidance, 'Making an application, June 2018', referred to in the National Planning Policy Framework which replaces 'Guidance on Information Requirements and Validation' CLG, March 2010. This statement also follows guidance on preparing Design and Access Statements issued by CABE (Design and Access Statements – How to write, read and use them, 2006).

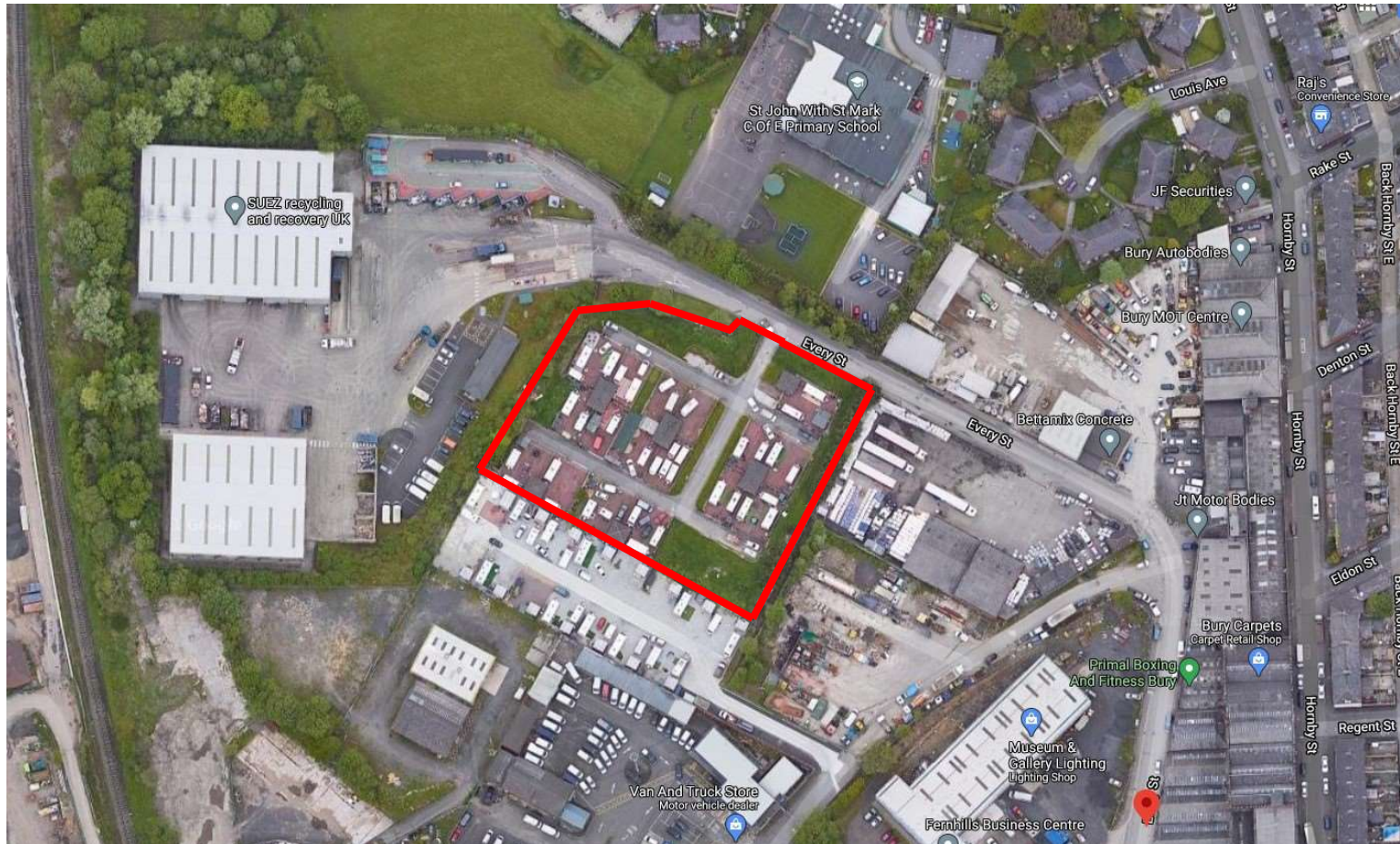
This Statement is structured based on the requirements to cover key topics and demonstrate the design process that has been followed as set out in 'Making an Application' Paragraph: 031 of the Planning Practice Guidance, notably the steps taken to appraise the context of the proposed development and how the design of the development takes that context into account.

The Design Process is reflected in the chapter headings and the topics covered within them; Assessment, Involvement and Evaluation. This statement explains the principles and concepts that have been applied to the following aspects of the development; namely:

- i) Amount
- ii) Layout
- iii) Scale
- iv) Landscaping
- v) Appearance

SITE CONTEXT AND ASSESSMENT

The site is located approximately 1km north from the centre of Bury.



Application site – Google

2.01 **Assessment**

The site is currently a Gypsy and Traveller's site managed between Bury Council and Six Town Housing. The site lies within an industrial estate and has been operational for almost 30 years.

Immediate surrounding existing uses include; a Recycling and Recovery Transfer Station site (west), St. John with St. Mark Church of England Primary School (north) and Bettamix Concrete (east). Immediately to the south of the site is a privately managed Transit Gypsy and Traveller site.

The existing site was developed in 1992 and is set out with 17 no. pitches. However, the pitches do not meet current design standards, they are constrained and cramped and do not allow sufficient spacing between tourers or caravans as required for safety. Several of the less desirable pitches are vacant, while other pitches have been lived on for many years, sometimes for decades, by the same families.

Additionally, there is known contamination within the ground across the site, including the earth mounds positioned at the edges of the site, meaning residents cannot make use of quite large areas of the general site area due to the potential health risks.

2.02 **Involvement**

Despite the constraints of the existing site, many residents have lived at Fernhill for several years, and in some cases for the entire length of time the site has been operational, with most or of the current families intending to return to the new pitches provided on the redeveloped site when complete.

The following documents have been completed and are provided as part of the full planning application submission:

2.02.01 Geo-environmental and geotechnical site investigation

The above investigation report has been prepared by RSK Geosciences, document 11542-R02 (00) dated August 2021,

No further investigation are considered to be required, and the recommendations as set out within the Conclusions and Recommendations section of the report will be carried out as described.

2.02.02 Air Quality Assessment

An Air Quality Assessment has been prepared by Azymuth Acoustics UK, document AA0239 dated September 2021.

The following findings are detailed within the conclusion as follows:

- Assuming good practice dust control measures are implemented, the residual significance of potential air quality impacts from dust generated by demolition, earthworks, construction and trackout activities was predicted to be not significant.
- Due to the low number of potential vehicles trips produced by the scheme, impacts were predicted to be not significant.
- The site is considered suitable for the proposed use from an air quality perspective.
- The results of the assessment indicated the predicted dust effect significance was slight as a result of Bettamix Concrete and Abbeys Skips Waste Transfer Station and negligible from the remaining sources, and therefore the overall dust effects are considered to be not significant.

Based on the assessment results, air quality factors are not considered a constraint to planning consent for the development.

2.02.03 Odour Assessment

An Odour Assessment has been prepared by Azymuth Acoustics UK, document AA0239 dated September 2021.

The assessment records that three Field Odour Surveys were undertaken with findings that resulted in impacts ranging from negligible to moderate. However, proportional analysis of the results suggests that there is an overall low probability of exposure to levels which have the potential to result in moderate impacts and the maximum effect as a result of emissions from the Suez waste management facility is therefore likely to be slight. The results assessed using the IAQM methodology indicated the predicted odour effect significance was slight, which is consistent with the overall findings of the Field Odour Survey.

Based on the assessment results, odour is not considered to represent a constraint to planning consent for the development.

2.02.04 Transport Statement

A Transport Statement has been prepared by Azymuth Acoustics UK, document AA0239 dated August 2021.

The analysis assesses the impact of the proposed development on the highway network and concludes that:

- Appropriate opportunities to promote sustainable transport modes can be, or have been, taken up, given the type of development and its location.
- Safe and suitable access to the site can be achieved for all users.
- The highway network in the area can accommodate the anticipated trip generation.
- The highway remains unobstructed for the safe passage of all users of the highway and that any development does not have an adverse impact on the safety of all users of the highway.

The analysis also demonstrates that the development proposal complies with the local and national guidelines and policies.

Therefore, it is concluded that:

- All person trips can be accommodated within the existing infrastructure.
- No mitigation proposals are required.
- The development proposal does not result in an unacceptable impact on highway safety or a residential cumulative impact on the road network that is severe and thus should not be refused on transport grounds.

It is concluded that the proposed development meets all safety and planning policy requirements and will have no material impact of the highway network and as such, there are no transport/highways reasons for refusal of planning permission.

2.02.05 Crime Impact Statement

A Crime Impact Statement has been prepared by Greater Manchester Police, document 2021/0061/CIS/02 version A dated July 2021.

The statement summarises that major design changes are not required. In general the proposed scheme has been found acceptable, but further consideration of some aspects is advised. It is recommended that the site boundary fencing should be evaluated to ensure any potential weaknesses in the boundary fencing are identified and appropriately addressed. Areas of weakness have been found in areas along the western boundary.

The proposed works will incorporate the appropriate repair or replacement of existing boundary structures, where these are damaged, broken or missing.

2.02.06 Noise Assessment

A Noise Impact Assessment Report has been prepared by Azymuth Acoustics UK, document AA0239 dated 3 September 2021.

The report concludes that the general noise climate in the area is dominated by road traffic from Every Street, the surrounding local roads and industrial noise from the near-by recycling centre and cement factory. However, daytime noise levels indicate low risk in terms of potential adverse effect across the site, and nighttime noise levels indicate low risk in terms of potential adverse effect across the site. Standard thermal double glazing is deemed appropriate to achieve the required noise levels alongside standard trickle vent specifications as detailed in the report.

2.03 **Evaluation**

The site currently, and has continued to do so for almost 30 years, provided living accommodation in the form of Gypsy and Traveller pitches. The present site, although all pitches are not currently occupied, is developed with 17 no. pitches. Each pitch

consists of a small utility block, containing a small space for cooking, some storage and wc and bathroom facilities. Each pitch also provides an area of hard standing to accommodate the tourers and caravans owned and lived in by the families on the site. A couple of the pitches also contain static caravans. Close to the entrance of the site there is a small management block. However, the internal space is very restricted and does not offer the benefit of any community space for use, for which it was intended.

The existing pitches are small and provide cramped space for the families. As a result, the general layout and positioning of the vehicles and living accommodation across the site does not meet best practice guidance or legislation in relation to space standards and spacing of the mobile units within the pitches. Also the access road serving each pitch does not provide sufficient separation for vehicles and pedestrians as it should.

Additionally, the site is known to be contaminated due to historic uses of the site, and earth mounds present on the site are restrictive and reduce the ability to improve the space standards and manoeuvring of vehicles around the site.

2.04 **Design**

The proposed redevelopment of the site will provide 12 no. individual pitches, each containing a newly built larger amenity block and hard standing for the parking for a maximum of two vehicles; tourers, caravans, and as indicated, there is potential space for a small sized static. Within the amenity block there is a combined kitchen and dining space, alongside a living area as well as an accessible bathroom and wc. Each pitch also provides space for 2 no. cars.

The site will continue to be accessed from Every Street, however, the proposed development indicates the access point will move slightly further east along Every Street. The continued route of the roadway within the site provides sufficient width for access and manoeuvring on and off each pitch. It is proposed to position a secure vehicular and pedestrian gate at the site entrance allowing vehicles, when they arrive at the site, to pull safely off Every Street to avoid congestion. The new road layout also has a new 2m width pedestrian footpath, an improvement on the existing layout.

Each pitch will also contain softscaped amenity space for enjoyment and outdoor clothes drying. Each pitch will avoid steps and steep gradients, allowing accessibility across the external spaces and into the amenity blocks. Fences will be positioned between each pitch and in some locations along the central access road. However, a wide access onto each pitch from the road has been considered based on the larger size vehicles that will be brought to the site.

The proposed layout of the site has taken into consideration the guidance provided in the former Gypsy and Traveller Site – Good Practice Guide.

Planning Policy Context

National Planning Policy

Government planning policy for traveller sites should be read in conjunction with the National Planning Policy Framework. It requires local authorities to undertake housing needs assessment for all those residing within the authority area and to identify their accommodation needs.

As previously mentioned, the Gypsy and Traveller site at Fernhill, Every Street is an existing and established site. The redevelopment proposals will create an improved site for the residents to live on. Many of the current families have expressed their wish to return to the redeveloped site once complete.

Local Planning Policy

Various local planning documents are considered to be relevant to the development of Gypsy and Traveller Sites within the area of Bury. Currently the Adopted Bury Unitary Development Plan (adopted August 1997) remains relevant until the Bury Local Plan is adopted (expected late 2022).

The UDP makes reference to various Housing Policies that are in part relevant to the redevelopment of the Gypsy and Traveller Site on Every Street;

Policy H4 – Housing Needs

The council will encourage the provision of a range of housing types and tenures as appropriate to the housing needs of the Borough.

The existing site is relevant under this policy through its provision of accommodation for Gypsies and Travellers. The redevelopment of the existing site will enable the continuation of the need for this type of residential site.

Policy H5 – Housing Improvement

The council will continue to support the improvement of the housing stock and its environment.

The existing site is currently over-crowded and contains areas of contaminated ground. The redevelopment of the site will create a significant improvement to the environment of the site as well as the pitches and the accommodation for the families that live there.

The UDP recognises the importance of maintaining the existing housing stock, which includes sites for Gypsies and Travellers, and the need for the site to be maintained in a good condition. In particular, it is recognised that the renewal of the older

amenity blocks and the redevelopment of the site will make an important contribution to the families who live on the site, and also to the wider communities of Fernhill and Bury.

Policy H1/3 – Provision of Gypsies and Travellers

This policy is mainly concerned with the consideration of new sites for Gypsies and Travellers, and the monitoring of land use, to ensure sites are:

- Located within a reasonable distance of medical and community facilities
- Accessible to public transport
- Accessible to infrastructure
- Located in such a way as to not have an unacceptable adverse effect on the amenity of neighbouring properties and their occupants

The existing Gypsy and Traveller site meets all of the above criteria and will continue to do so through the redevelopment.

The Bury Local Plan, which is not expected to be adopted until later 2022, is currently in preparation and will guide future development in the Borough. However, the plan is intending to continue to seek the delivery of an appropriate supply of well-designed housing to meet need. Policies currently incorporated in the Bury Local Plan Policy Direction (October 2018) include:

Policy Direction H7 – Gypsies, Travellers and Travelling Showpeople

Research is being undertaken to identify the level and type of accommodation needs for Gypsies and Travellers and Travelling Showpeople. This research is intended to determine pitch requirement which will then be delivered at local level.

It is recognised that the omission of this policy could potentially lead to the Local Plan being unable to manage new housing in a way that meets housing needs of the community and could lead to the unplanned development of Gypsy and Traveller sites in unsuitable and unsustainable locations. Therefore, the redevelopment of the existing Gypsy and Traveller site will help to meet the potential required need which will be delivered through the local policy when adopted.

Greater Manchester Gypsy and Traveller and Travelling Showperson Accommodation Assessment Update 2018

The assessment establishes that 'there remains a small level of need based on the demographics of households living on the Fernhill site'. The assessment also recognises that some pitches are vacant, stating that 13 households were living on the site. The vacancies had occurred due to the constrained pitch sizes which is likely to have affected the living conditions for the families on the site. The redevelopment proposals will reduce the overall number of pitches, however, through the redevelopment the site will accommodate larger pitches which meet the current standards for site design and therefore contribute to improving the condition of the site for the families.

3.00 **DESIGN PRINCIPLES AND CONCEPT**

The application site is already a well-established Gypsy and Traveller site and in a well-connected area of Bury. The redevelopment proposals will provide the opportunity for necessary improvements to the existing site, by providing pitches that will meet current living standards for a development of this type, and generally improve the safety standards across the site.

3.01 **Use**

The application site is already a well-established Gypsy and Traveller site and in a well-connected area of Bury. Many of the existing residents have expressed a wish to return to live at the Fernhill site once the redevelopment is complete.

3.02 **Amount**

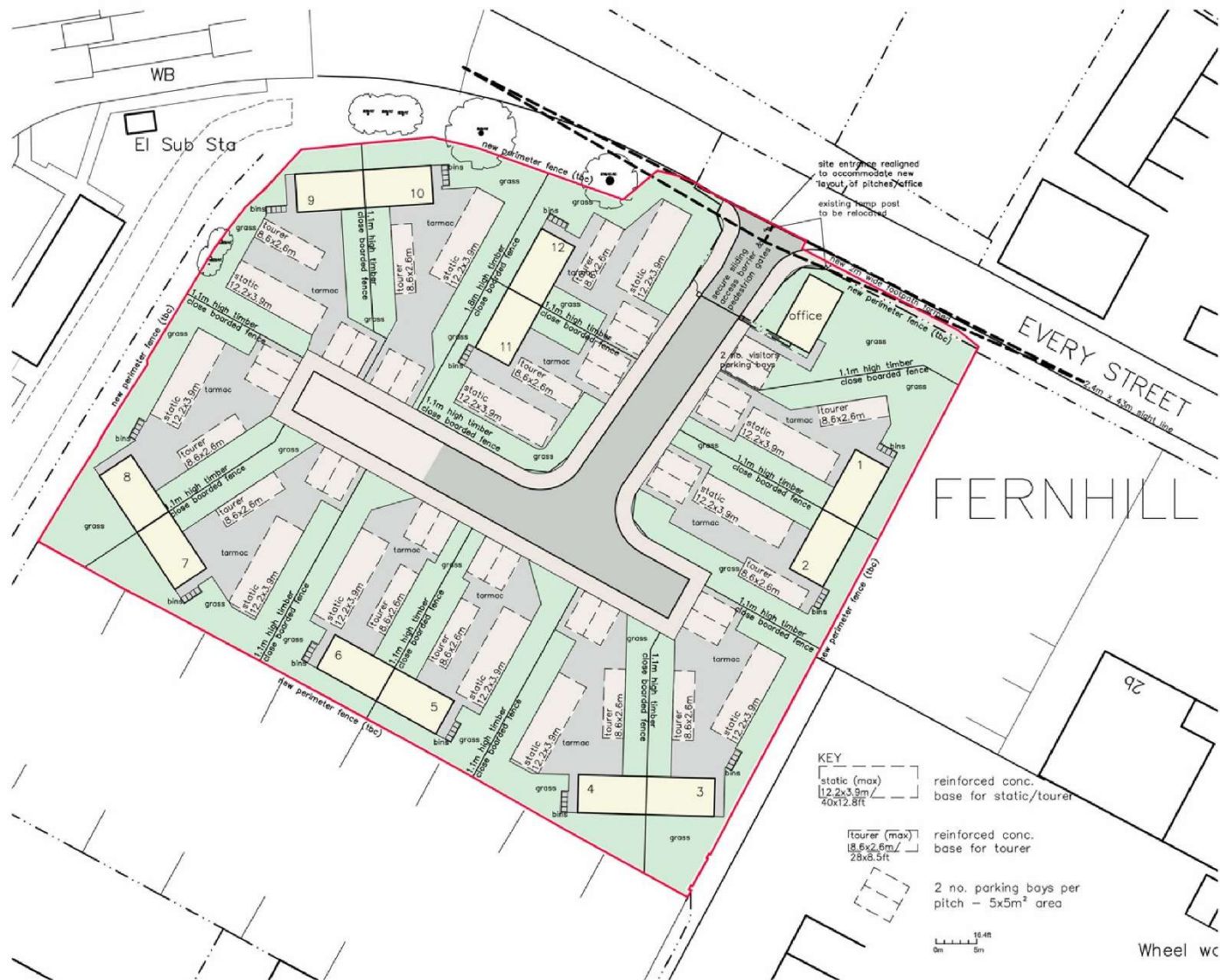
The development proposals consist of 12 no. redeveloped Gypsy and Traveller pitches consisting of a semi-detached amenity block, hard standing for vehicle parking and soft landscaping areas. The 12 no. pitches will be accessed from a new road within the site.

The redeveloped site will also provide a new management block, which will provide a small office, accessible wc and a meeting room that will provide the opportunity for residents to access visiting health or educational personnel.

3.03 **Layout and Scale**

The newly built amenity blocks and the management block consist of a simple single storey design and these are primarily located around the edge of the site to allow better opportunities for safe movement of vehicles and pedestrians within the central area of the site.

All caravans, tourers and static caravans between different pitches must be spaced a minimum of 6m apart, and a minimum distance of 3m applies to the positioning of the vehicles adjacent to a pitch boundary to the road, footpath or a neighbouring site.



3.04 Landscaping

Areas of soft landscaping will be provided within each pitch. Due to the nature of Gypsy and Traveller sites, there is a need for large areas of hard standing to accommodate the tourers and caravans in which the residents live. Soft landscaping strips will be positioned between different pitches and separate hard standing areas to create a demarcation of the required spacing between the zones for the parked tourers/caravans.

3.06 Appearance

The design of the amenity blocks and the management block has been kept simple. All structures are single storey with a simple pitched roof and are intended to be robustly constructed from durable materials, in this case brick elevations and concrete tiles to the roof.







4.00 **ACCESS**

This Access Statement will be maintained and updated as work on the development progresses through the various design and construction stages and given to the end users of the development.

4.01 **External Access and Transport**

The site has good existing connections to the local transport network and wider public transport routes, due to its proximity to Bury centre. The M66 motorway is also located east of Bury with junction access just over 1km distance from the town centre.

4.02 **Inclusive Access**

Within the site all external routes will be accessible to all, with tactile surfaces used where necessary. Pedestrian footpaths have been introduced within the redeveloped design of the site for the safety of residents.

The primary footpath routes will be wide enough for wheelchair users, with the approach to all amenity blocks and the management block designed to meet the requirements of Approved Document Part M for accessibility. Routes across the site and within the pitches will be level, with no steps, and will avoid steep gradients. Pedestrian and vehicle routes will be separated and clearly defined, with raised kerbs and/or rails used where necessary.

The amenity blocks and management block are designed to meet the requirements of visitable buildings and have a level threshold into the buildings and throughout the ground floor spaces.

5.00 **ENERGY**

5.01 **Design**

It is acknowledged that the redevelopment of the site must be capable of adapting to change, including increases in summer and winter temperatures, increased rainfall in winter with less in summer, as well as the depletion of natural resources, particularly materials and energy sources.

The layout of the proposed development aims to maximise the area of the site, providing good sized pitches, and offering a variety of pitch sizes, to the residents who will live on the site. Proposed window sizes to the amenity blocks will help to allow natural light to penetrate and offer good opportunities for windows to open to provide natural ventilation and fresh air. The construction of the buildings will incorporate robust construction details and good levels of insulation to control heat loss in winter and over-heating in summer. The specification of efficient heating systems and operational controls will help to maintain efficient energy usage.

5.02 **Carbon Emissions**

As the detailed technical design develops, various sources of renewable energy and low carbon technologies will be given further and full consideration to provide for part of the energy load. These will include, but not be limited to, solar power, either photovoltaic for power generation or solar absorbers for water heating, ground source heat pumps, heat recovery systems, etc. Selection of the sources and technologies will be appropriate to the various functions of the buildings with whole life considerations being applied.

5.03 **Water**

Sustainable use of water is a big factor and measures to reduce the consumption, improve efficiency and minimise waste will be included in the detail design solution. Overall surface water outfall will be designed to limit the loading on the public sewer infrastructure and the adoption of SUDS will be considered within the site drainage strategy where required.

5.04 **Waste and Recycling**

Internal and external bins will be provided to encourage separation and recycling of waste in accordance with the local authority waste recycling policy. Sufficient space is provided within each pitch for waste and recycling bins.

6.00 CONCLUSION

In summary, the proposed redeveloped of the existing Gypsy and Traveller site will create a much-improved residential site for the occupiers. Primarily the site will meet current requirements relating to the health and safety of Gypsy and Traveller site design in terms of access and positioning of the vehicles.

Each pitch will offer the option, as much as possible, for a combination of tourer, caravan or static home type accommodation (where space allows) as indicated on the proposed site layout. Within each pitch the construction of a new larger amenity block will provide the families with space to cook, eat and relax. The bathroom is also designed to provide improved accessibility and the wc is designed to meet the requirements of a wheelchair user.

As an existing established Gypsy and Traveller site, the site will continue to provide the residents with a good and accessible location from which to live. Additionally, the mitigation of the existing contamination on the site, will greatly improve and enhance the potential of the site for the future.

7.00 REFERENCES

7.01 Drawings

Paddock Johnson Drawings

Site Location Plan	19144-010	1:1250
Proposed Site Plan	19144-101F	1:500
Proposed Amenity Blocks Plans & Elevations	19144-103C	1:100
Proposed Management Block Plans & Elevs	19144-104C	1:100
Perspective Site View	19144-105A	not to scale
Perspective View One	19144-106A	not to scale
Perspective View Two	19144-107A	not to scale
Perspective View Three	19144-108A	not to scale
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