



SUPPORTED LIVING & CARE

Design and Access Statement

PROJECT NO: 1264

PROJECT NAME: WILLOW STREET, BURY

DOCUMENT DATE: 25.01.2023

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01

Introduction

DOCUMENT REFERENCE	1264 - Design and Access Statement
SITE ADDRESS	Central Production Unit, Willow Street, Bury, Lancashire, BL9 7QZ
CLIENT DETAILS	Irwell Valley HA
DOCUMENT DATE	25.01.2023

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Introduction

1.1 Foreword

The following Design and Access Statement is structured in accordance with the Town & Country Planning (Development Management Procedure) (England) Order 2015 and DCLG guidance on information requirement and validation.

The document follows the structure of the Design Council guidance “Design and Access Statements—How to write, read and use them” in an effort to demonstrate the design process and how the physical characteristics of the submitted scheme are a response to the physical and socio-economic constraints and opportunities that the development site presents.

1.2 Application

The document supports the application at the Central Production Unit, Willow Street, Bury, Lancashire, BL9 7QZ.

The application is for full planning approval for the erection of a 2-storey apartment building for supported care living comprising 13No. self-contained dwellings, with communal lounge and ancillary spaces.

DOCUMENT	ISSUED BY
Design and Access Statement	JDA
Architectural information	JDA
Phase 1 Site Investigation	Shape
Transport Assessment	TPS
Drainage Strategy / Highways Design	Shape
Landscape Design	Margaret Twigg
Planting Schedule	Margaret Twigg
AIA	ADAS
Ecological Appraisal	e3p
Nocturnal Bat Survey	e3p
Crime Impact Assessment	GMP
Planning Statement	Nexus



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Site and Context

Site and Context

2.1 Overview

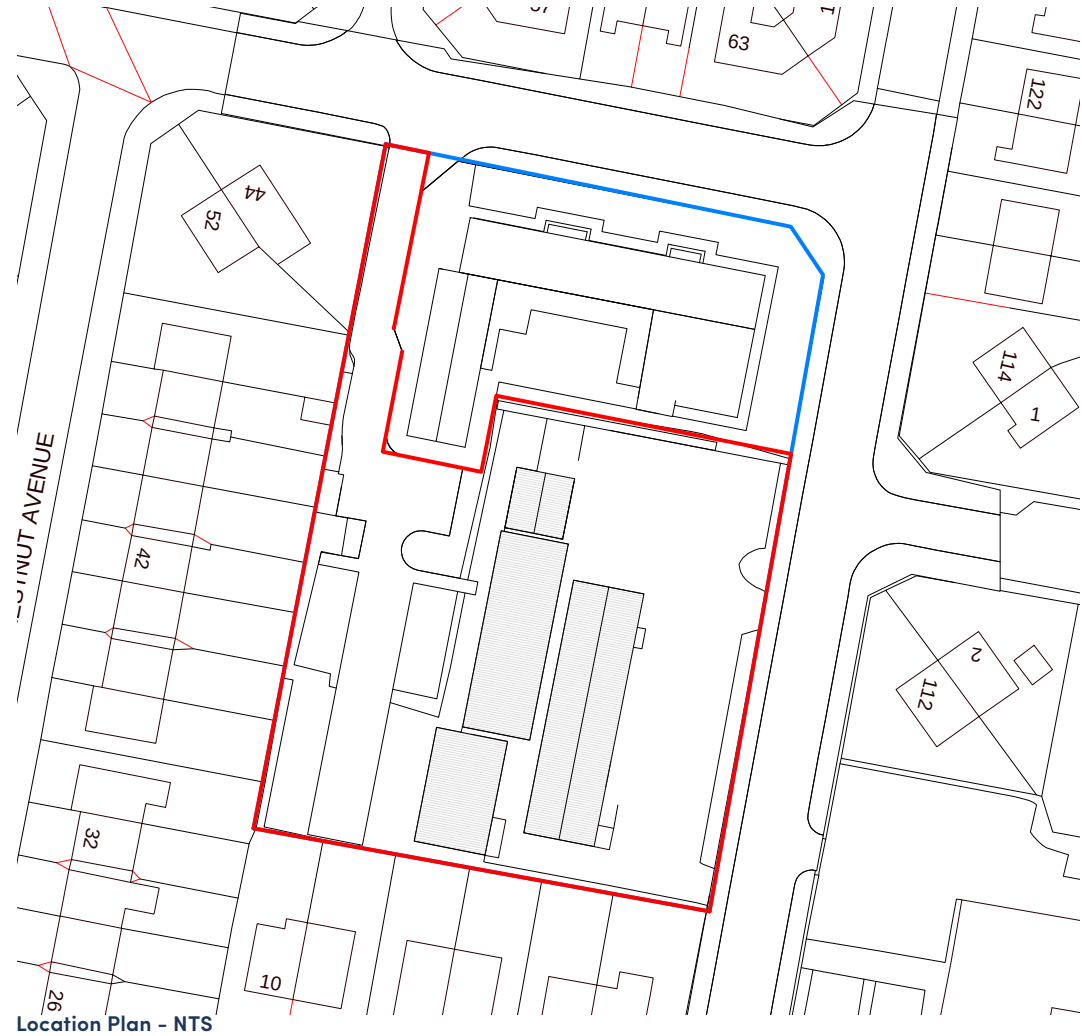
Willow Street is located in a largely residential area of Bury, just off the M66. The proposed site is situated off a through road between the A58, Rochdale Road and B6222, Rochdale Old Road.

2.2 Site and Area

Situated in the leafy suburbs of Greater Manchester, the proposed

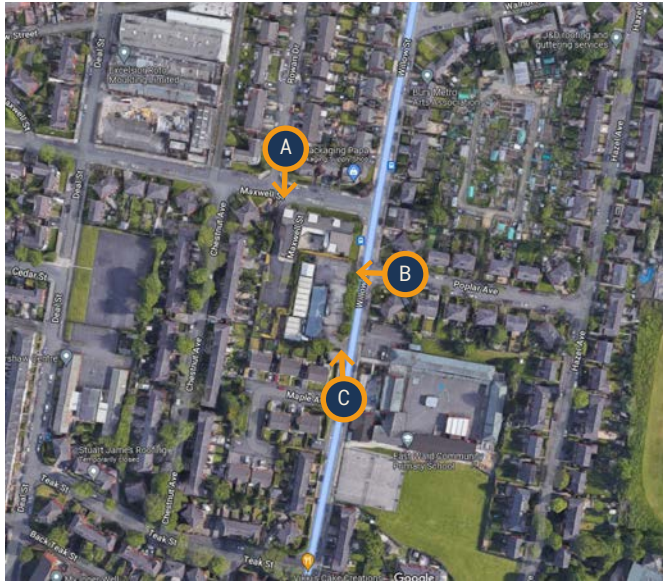
site off Willow Street is surrounded by 2 story residential developments with good pedestrian and vehicle routes to main roads and amenities to the North & South.

The local building stock comprises of small family homes, utilising red and brown brick, often paired with render. The site is shared with Queensberry Place, supported apartments and is directly opposite East Ward Primary School.



Southern View Toward the Proposed Site From Willow Street

Site Context Photos



2.3 Context Photographs

The photographs on this page display the proposal site and its surrounding area.

A. View South from Rowan Drive towards the proposed site entrance (shared with Queensberry Place).

B. View towards the site and the closest road junction with Poplar Avenue.

C. View North from Willow Street at the junction with Maple Avenue showing the relationship with East Ward Primary School & Nursery.

2.5 Planning History

There have been ongoing conversations with the planning authority on the local counsellors regarding the proposed development. The existing land belongs to Bury Council and they are generally supportive of the proposal, prior to transfer.

Historic planning applications along Willow Street have predominately been domestic in scale or associated directly to the expansion of the school opposite.

In the last 30 years there are no records of any planning applications of the proposed site.

2.6 Planning Policy and Review

JDA have worked with Nexus Planning and the LPA to ensure local planning policy has been consulted prior to application. Further details of which can be found within Nexus's Planning statement submitted alongside this application.

The application site is deemed wholly appropriate location for the proposed extra care facility. The site is highly sustainable, accessible to a range of key local services and facilities, including excellent public transport links which provide regular services to key destinations. The proposed development will result in the re-use of a currently under-utilised, previously

developed site, which will substantially enhance the aesthetics of the site and the surrounding area and bring forward much needed extra care accommodation within a highly sustainable location in Bury.

It is understood that the site has been derelict for some time, and that the Council approved the unit for disposal as part of the Council's Accelerated Land Disposal Programme in March 2021. The disposal of the site was finally approved by the Council's Cabinet in January 2022. This decision was based on the recommendation that the site would help to facilitate the Council's brownfield first approach to housing delivery, to accelerate the delivery of specialist accommodation to help meet the requirements of young adults with additional support needs, and to help reduce revenue cost to the Council for holding, maintaining, and securing long-term derelict sites.

The proposals are in line with the aspirations of national and local planning policies which seek to focus development on previously developed land within existing settlements and in sustainable locations, especially for the creation of homes to meet identified needs;

Secures the re-use of a currently vacant, under-utilised former commercial site

The design of the proposed development

complements and respects the existing character and form of the surrounding residential area in line with the adopted development plan; and,

The proposals will contribute to Bury's supply of much-needed extra care facilities within the Borough.

The proposals have been informed through Pre-Application Engagement with Officers in order to create a scheme that reflects the characteristics of the surrounding area.

2.7 Socio Economic Assessment

According to the Indices of deprivation data collected by government in both 2015 and 2019 Willow Street falls within the 10% most deprived neighbourhoods when all metrics are considered, and falls within the bottom 20% of Neighbourhood when considering the quality of the local environment.

Providing good quality supported living accommodation in this area will meet a high demand for care and community needs.

2.8 Report and Survey

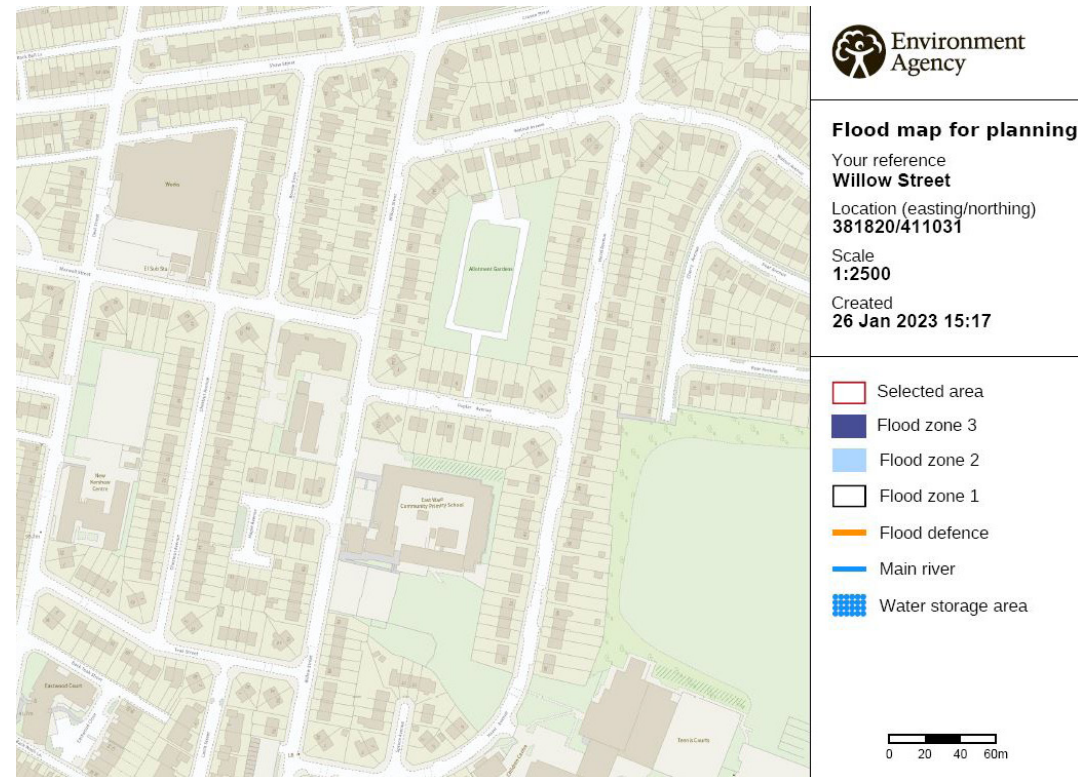
The following reports and surveys have been completed to inform the design process, and are attached to this application.

- **Planning Statement**
- **Phase I Site Investigation**
- **Noise Impact Assessment**
- **Air Quality Assessment**
- **Landscape Design**
- **AIA**
- **Biodiversity Net Gain**
- **Drainage Strategy**
- **Highways Design / Transport Note**

2.9 Flood Risk

The government's OGL flood map for planning shows that the site lies within the Flood Zone 1, which means there is considered to be a low probability of flooding.

Due to the site area being under 1ha, a Flood Risk Assessment is not deemed necessary.



2.10 Assessment

The Site and Context chapter of this Design and Access Statement has shown the suitability of the site for development.



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Design Process

Design Process

3.1 Consultations

We have engaged with Bury Council through a pre-application submission, presenting the proposed information and receiving the following feedback.

Planning principle: Given the site is within an established residential area, the principle of new residential development is acceptable.

Design, massing and Appearance: The two storey building would work on the site and in relation to surrounding properties. The scheme would be acceptable within the street scape.

Details of proposed boundary treatment needs to be clarified. Low wall and railings would be the preferred option.

Traffic: The redundant vehicular accesses onto Willow Street will need to be included within the red edge site and foot way reconstructed at both locations to a scope and specification to be agreed:

13 No. additional parking spaces are being proposed at the expense of a communal amenity area to the south of the existing car park. Whilst it seems to, does this comply with SPD 11 for the existing and proposed uses/ number of apartments?

The existing pedestrian access appears to be being proposed to be used to serve the new development:

No pedestrian access from/onto Willow Street is being proposed, leading to a convoluted pedestrian route and a longer distance than necessary for occupiers to walk from the nearest highway, resulting in a car-orientated development design. If you accept the principle of accessing the site on foot in this way, the arrangements at the junction are poor and need to be improved. If not, proposed pedestrian access arrangements should be proposed.

Ecology: The proposed development appears to have an adequate level of soft landscaping with the majority of trees retained..

It is recommended a bat and bird assessment of the buildings to be demolished shall be submitted. An assessment of any mature trees proposed for removal is also expected.

Biodiversity Net Gain - 10% biodiversity net gain is forecast to become mandatory around autumn 2023. If the development is delayed beyond this point a biodiversity net gain assessment may be required. However, sites that are primarily hard standing and buildings may be exempt.

Whether or not net gain is required mitigation and enhancement for loss of any trees and bird nesting or bat roosting habitat should be provided.

Environmental Health: Based on historical maps there is the potential for a stream to be culverted beneath the site. Based on the environmental setting and the proposed development, it is recommended that a desk study/preliminary risk assessment is carried out as a minimum at application stage.

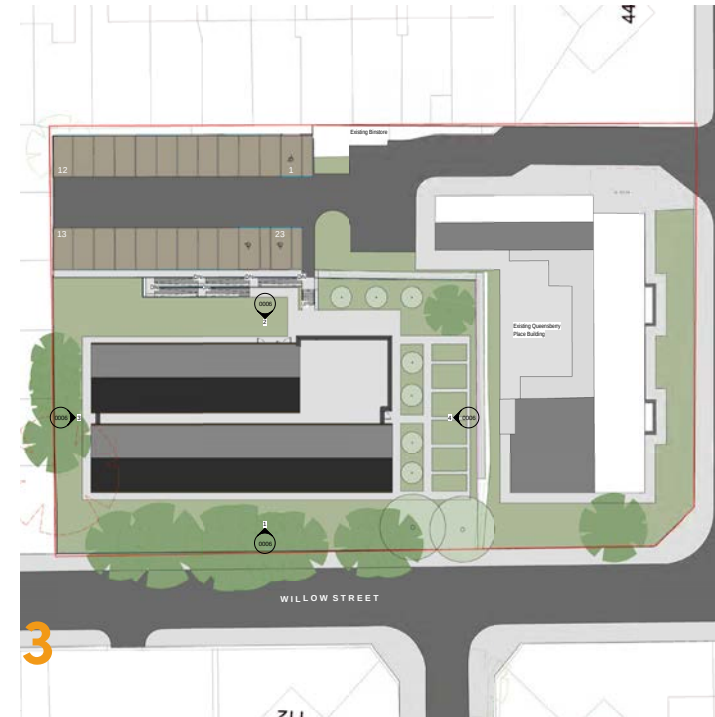
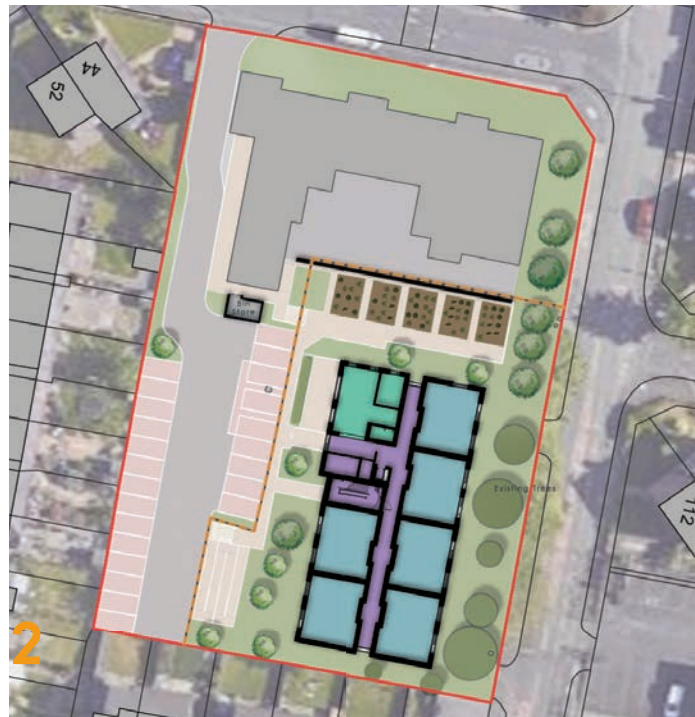
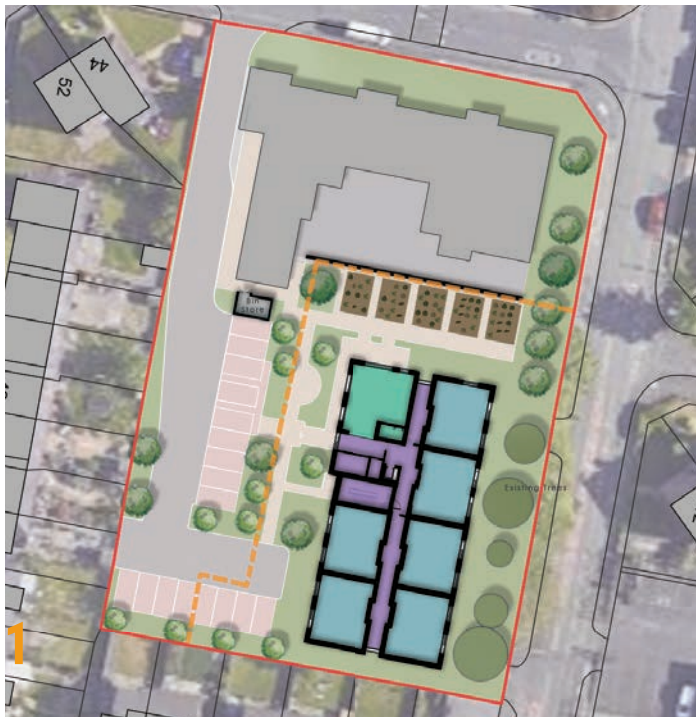
3.3 Design Evolution

The images below demonstrate how the project has evolved in plan, most notably externally as more details regarding the topography were established.

1 - Originally the landscape proposal sought to extend and wrap around the southern boundary to provide the additional car parking requirements, however it became apparent that this would draw retaining structure tight up against the apartments.

2 - The revised proposal rationalised the parking bays to reduce the depth of the of the retained surface, but omitted a turning head which was later confirmed as necessary for refuse collection. The required retaining wall for a flat car park surface was circa 1.5m.

3 - This final design submitted for full planning, reinstates the existing turning head and rationalises the car parking bays, the structural engineer has proposed a graded surface solution to reduce the retaining wall height to 900mm dropping to 600mm to the southern boundary.





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Use Amount Scale

Use Amount Scale



4.1 Use

This development proposes 13No. 1B2P self contained apartments offering supported living to young adults with care needs under use class C3(b). The proposal for supported living with communal facilities comfortably sits within the local context, offering variety against the existing apartments, the education buildings and the dominating 2 storey residential blocks along and off Willow Street. The proposal offers to redevelop brownfield stock, released by the council and offers to infill the an area set back from Willow Street with a more traditional block of residential units, in keeping with the local character.

The site is sustainably positioned within walking distance to both primary and secondary schools. It also has several links via foot and public transport to shop and many other local amenities.

Due to the reasons mentioned above, the proposal would sit well within the existing context. This has also been established through our ongoing conversations with the LPA.

4.2 Amount

The proposed amount of units is sympathetic in scale to the need and user group, it allows for supported care and NDSS living standards. Our design development demonstrates that we have actively sought not to over development of the site.

The introduction of 13 new homes with supported care and communal lounge and laundry facilities will not overwhelm local services, and will instead enhance the area with street visible green landscaping which will improve the bio diversity of the direct vicinity. The site is within walking distance to several local shops.

3.2 Scale and Density

The current proposal includes 13 No. 1B2P self contained apartments. The scale of the building has been influenced by the existing 2 storey residential buildings and neighbouring apartment scheme that shares the approach to the site. The use of 2 storeys allows for a repetition of unit types on a smaller

footprint, which increases the economic viability of the project.

Please see below elevations that show how the 2 storeys of apartment accommodation run like a terrace block along Willow Street with eave and ridge heights in keeping with the neighbouring apartments.



Proposed Elevation Facing Willow Street



Proposed Elevation Facing Queensberry Place



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Layout and Appearance

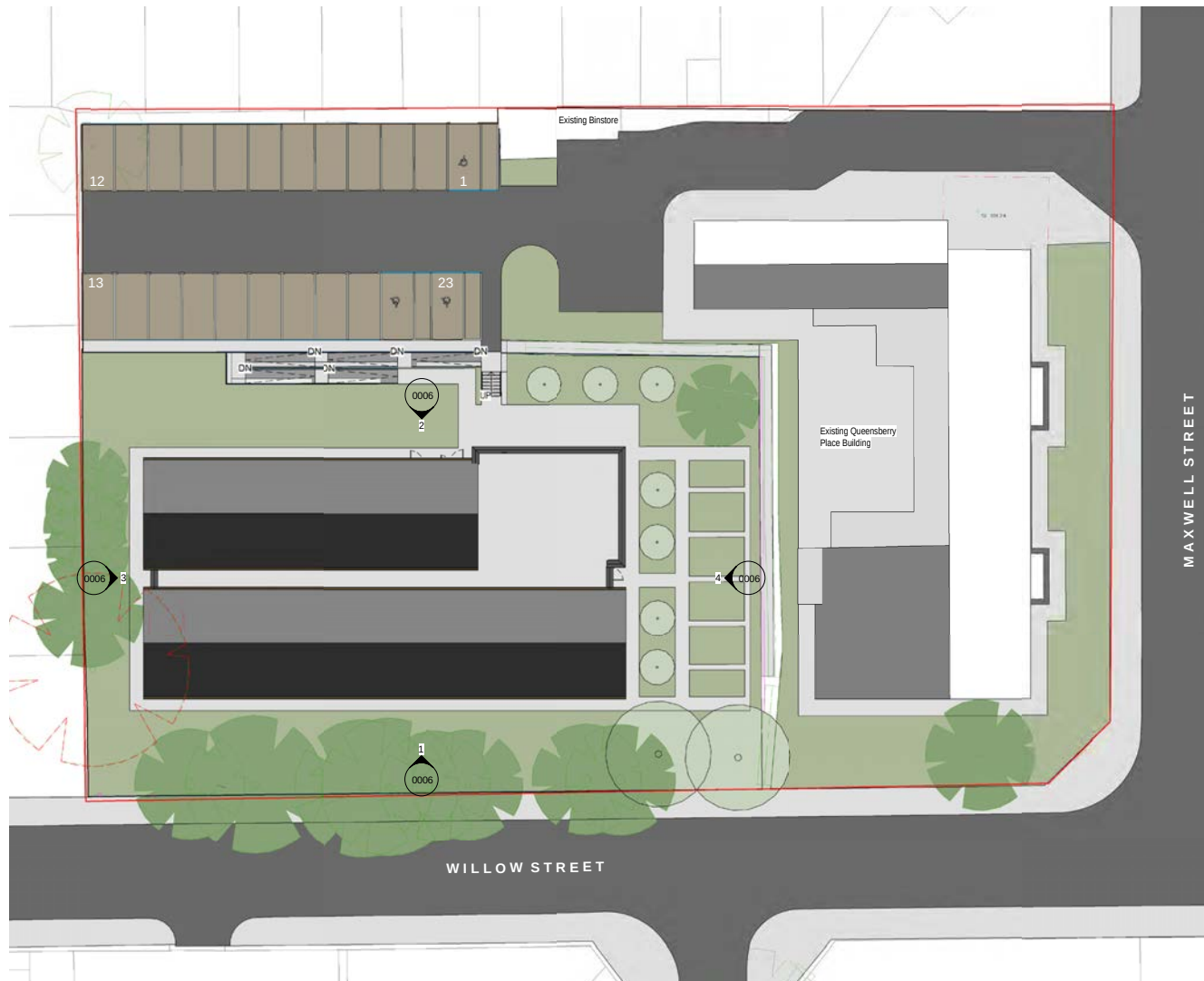
Layout and Appearance

5.1 Layout

As displayed on the Design Evolution (section 3.3), proposed amendments to the site layout focus on optimising landscaping to the frontages, providing outlook for residents to the rear with suitable access to all via a secure and managed route off the car park only.

The single access point of the existing car park allows for secure management of the facility with surveillance of residents entering or leaving the building through the reception lobby. The liner run of terraced accommodation is broken by the communal lounge block, which looks to be extracted from the Queensberry Building forming a shared garden space in-between.

The unit types have been designed for level access to the ground floor and first via the lift & will be M4(1&2) and NDSS compliant. The proposal offers supported care for people with behavioural issues which is greatly needed in the area.



Proposed Site Plan

5.1 Character , Street Scene and Appearance

The proposed development takes influence from the neighbouring residential and educational buildings, with a mix of traditional pitched blocks in red brick and a flat roofed with parapet block in a contrasting buff brick.

The traditional pitched roof section is mirrored to the front and the back of the scheme and detailed with 2 red / brown coloured brick tones to provide depth and rhythm to the facade.

The contrasting box, with flat roof and parapet is formed from 2 buff coloured bricks with stepped brick detailing that protrudes towards the courtyard facing Queensberry Place.

The boundary will be secured to prevent access onto and from Willow street by a 1500mm metal open faced rail, which will create a natural and surveilled open space to the rear of the development, the terraced elevations with large door and window opening will retain a street frontage in keeping with blocks along the the street.

The large windows throughout offer a vertical rhythm and break from the predominately horizontal linear form. Simple recessed detailing to the openings and brickwork provides an elegance to the proposal.



Proposed Rear Gardens View



Proposed Car Park View

5.2 Layout

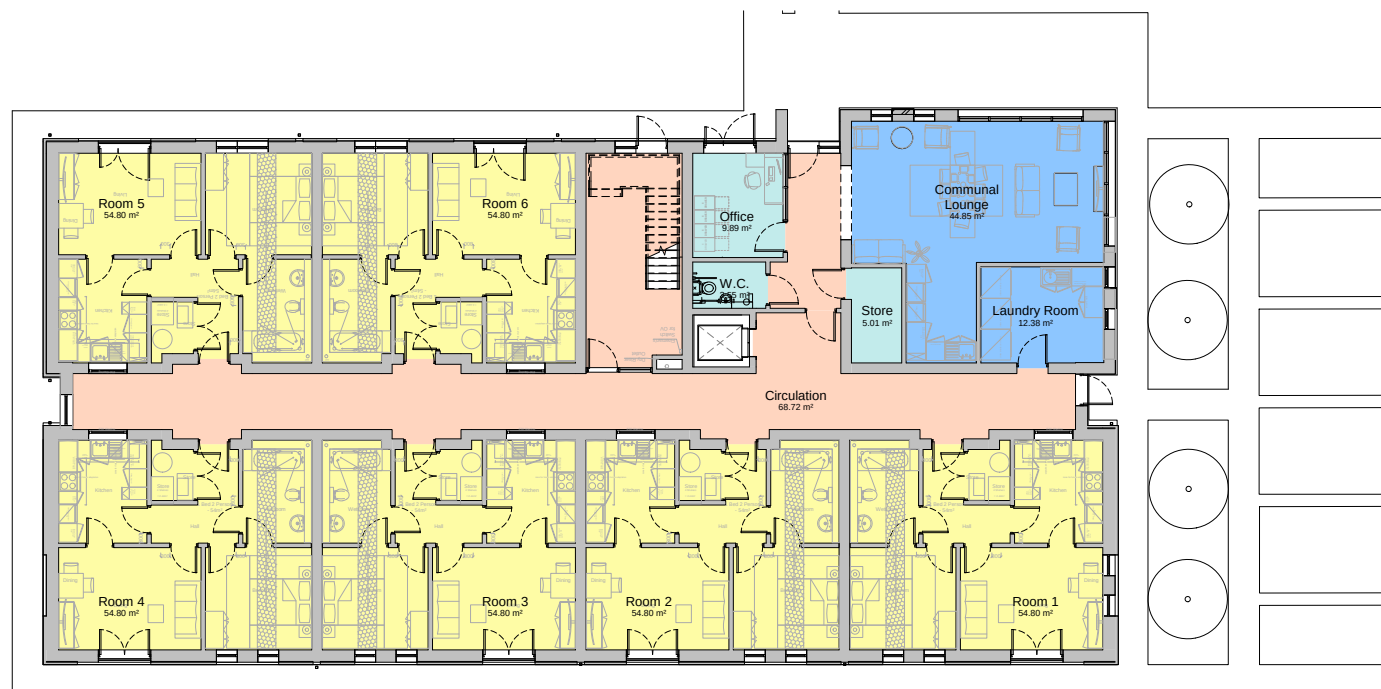
The single repeating apartment type has been designed for level access to the ground floor and first floor (via the lift) will all be M4(1&2) and NDSS compliant. Additionally a glazed atrium has been proposed to split and define the private residential block from the public communal hub , both realms will be surveilled from one central reception .

5.3 Landscaping

Parking and access is provided to the internal courtyard and shared with the existing Queensberry Place apartments in order to securely manage access and visitation, this allows for generous and invitational landscaping to the frontage, softening the transition from the road offering sight through to the internal gardens and allotments. Level access has been provided to all who visit or reside via an access ramp from the parking provided in close proximity, and bin and mobility aid storage all closely accessible too. Whilst we propose the removal of a small number existing trees, the proposed landscaping aims to increase bio diversity through the planting of additional trees, shrubs and hedges with a more considered mix.



Proposed First Floor Accommodation



Proposed Ground Floor Accommodation

Layout and Appearance

5.4 Key Building Elements and Materials

The selected building materials are listed below have been chosen to create a subtle yet distinct building sympathetic to its use and surroundings.

1. Traditional pitched composite slate tile roof
2. Bronze coloured gutter and soffit boards
3. Extended soldier coursed head and cill detail
4. Primary extruded red / brown brickwork
5. Secondary red recessed brickwork
6. Bronze powder coated aluminium frames
7. Contrasting buff brick
8. Stepped extruded brick detailing in buff brick
9. Contrasting buff brick



Proposed Elevations with Materials

5.5 Secured By Design

The development will be undertaken subject to local security standards. Please Refer to report carried out by Design for Security submitted alongside this application.



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Access

Access

6.1 Transport Assessment

A Transport Note has been provided by TPS to accompany this application the following are the main point highlighted by the report;

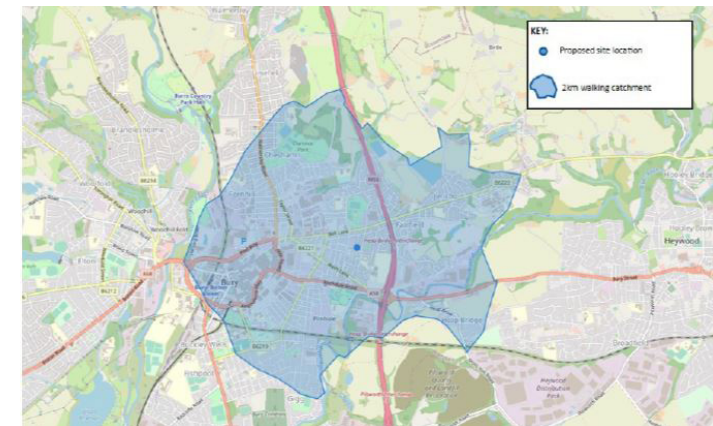
- The proposals are in keeping with both the local and national transport and the land use planning policy agenda;
- The site benefits from good connectivity with local amenities, with opportunities to travel to/ from the site via non-car modes;
- An analysis of historic accident data suggests that there are no significant accident trends that might be exacerbated by the addition of development related traffic;
- The proposed residential units are likely to generate some 5 additional two-way vehicle trips in the AM and PM peaks. This level of vehicle trip generation is not considered to be material, particularly when considering that the former industrial use would have generated

trips, historically;

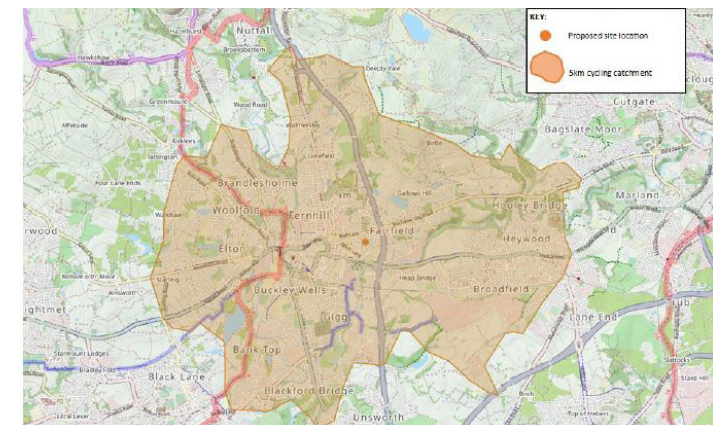
- Car parking is to be provided in accordance with local authority standards;
- Cycle parking is to be provided at a level appropriate to the nature and location of the site, in accordance with local authority standards; and
- The servicing arrangements for the site have been considered and demonstrated to be in keeping with existing arrangements locally.

6.2 Access and Travel

Cycle Storage for 2 Cycles has been provided for staff use. The diagrams opposite show the areas of Greater Manchester which can be accessed by sustainable modes of transport types.



2km walking catchment, all the amenities of Bury Town Centre are accessible by a 15 minute walk.



By bicycle Heywood, Radcliffe & Brandlesholme are all accessible within 5km in addition to Bury Town Centre.

accessibility in mind, providing level access, and M4(1&2) compliance throughout.

The site is well connected to existing public transport links and is largely served by existing pavements and roads, a highways design has been provided by Shape to accompany this application along with a Transport Note provided by TPS which highlights our approach from a policy perspective.

The site is accessed directly from Maxwell Street and shares the same secure entrance as Queensberry Place..

Due to its use class and intended occupancy, the parking provision is intended for staff and visitors only, this results in a smaller need for defined car park bays. The provision of 13No. with 2No. disabled bays and 3No. EV points is considered suitable.

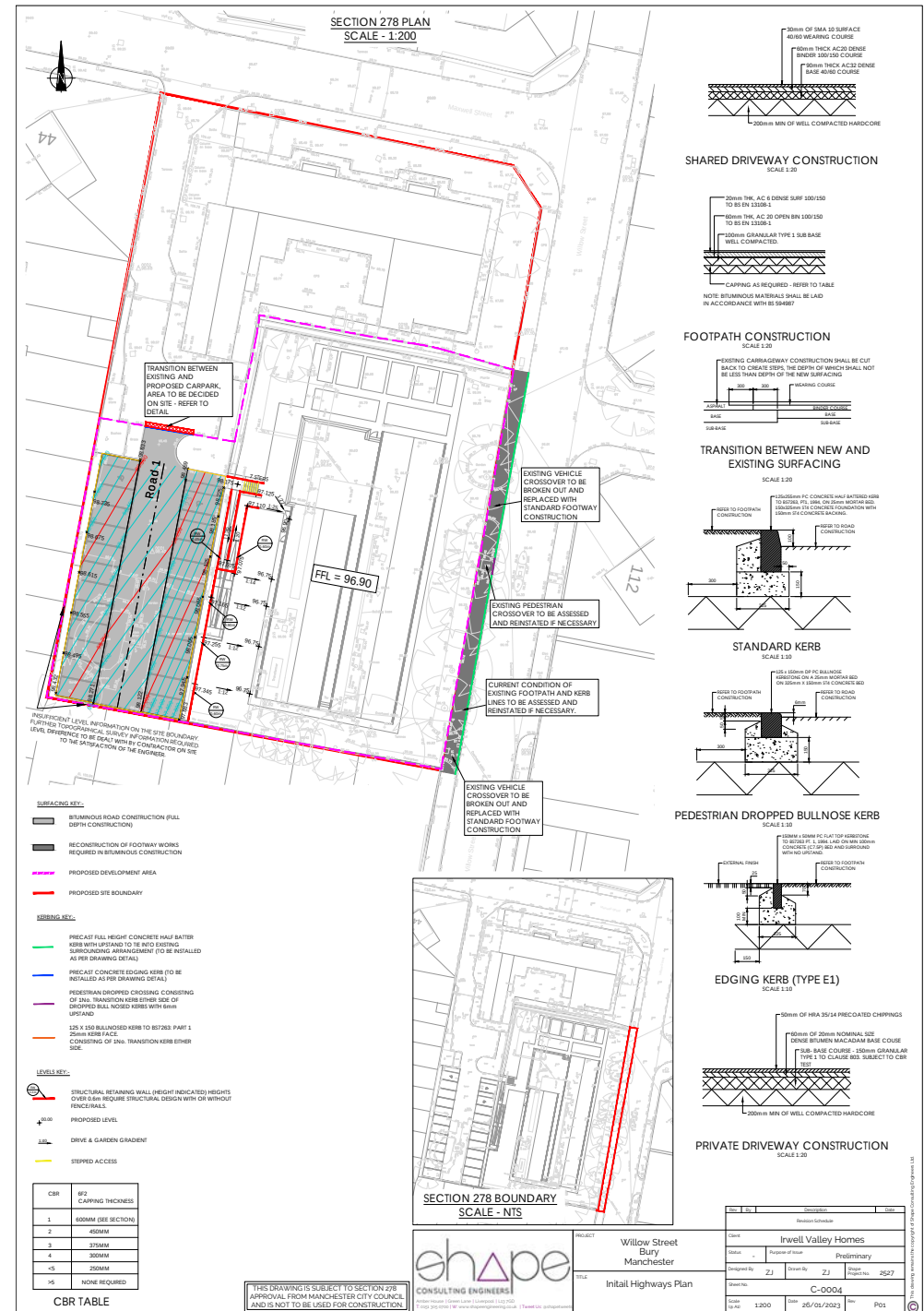
The central turning head has been retained to accommodate a reversing refuse van to collect the bins from the enclosed store as well as providing adequate space for emergency vehicles.

We have developed a scheme with

6.4 Access Equality and Inclusivity

Jennings Design Associates are fully committed to a policy of equality, inclusion and accessibility.

This commitment ensures that all practical steps have been taken to put inclusive design at its heart and it should be the intention of any further design development to achieve a higher standard than the acceptable minimum levels set out by the Building Regulations.





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Other Considerations

Other Considerations

7.1 Refuse and Recycling

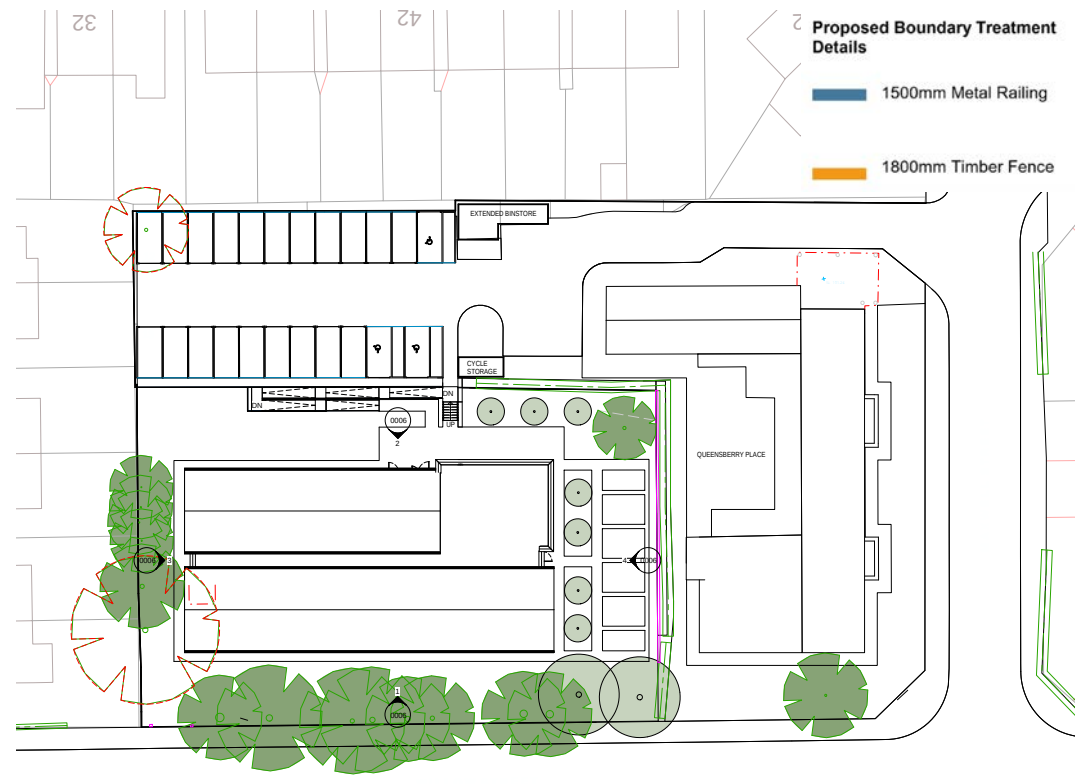
A Waste Management Assessment has been provided along with this application confirming that retention of the existing turning head within the site follows the guidance set out by Manchester City Council and protocols for residential developments.



Waste Management Plan

7.2 Boundary Treatment

A Boundary Treatment Plan accompanies this scheme and is set out below, this aims to provide the security required by GMP, and considers the LPA's recommendations for a Metal Rail to the site boundary along Willow Street in keeping with Queensberry Place & neighbouring dwellings.



Boundary Treatment Plan



08

Conclusions

Conclusions

8.1 Other Considerations for the Future

If you have any further queries, please don't hesitate to get in contact with JDA Architects.

The Design Team are committed to implementing the highest standard of design and specification and any future design development should also look to ensure best practice

8.2 Conclusions

We believe with our ongoing consultation with the LPA, Client and Consultees has allowed JDA to provide a high quality and informed scheme which respect the local context and provides much needed supported living accommodation in the local community.

Design and access statements

How to write, read and use them





Thank you!

**We look forward to your
comment and consideration.**

