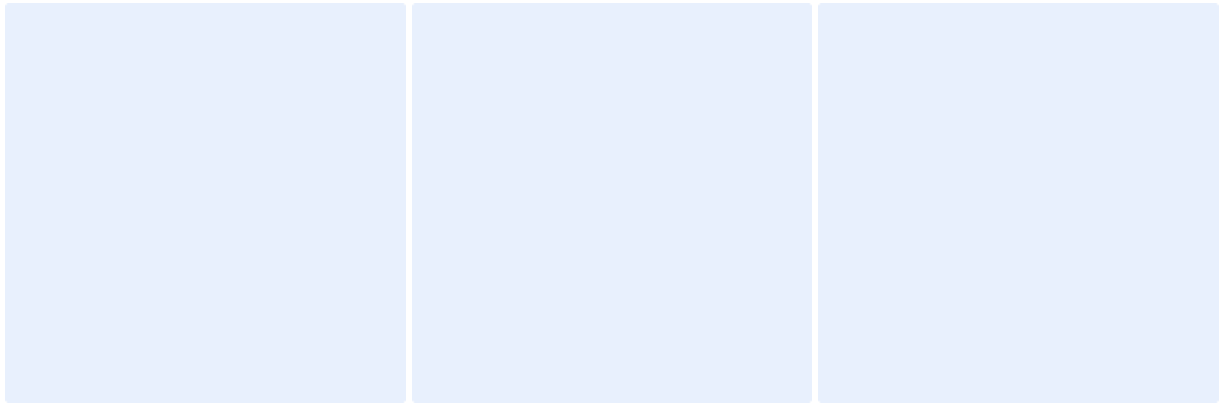




Design & Access Statement

Proposed Property Lower Ground Floor Extension and Terrace.
32 Manchester Road
Ramsbottom
Greater Manchester

Date: 16.11.21
Revision - /

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INTRODUCTION

This Design and Access statement has been prepared to accompany a planning application for a Lower Ground Floor Extension and Terrace for 32 Manchester Road, Ramsbottom.

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 CABE 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:

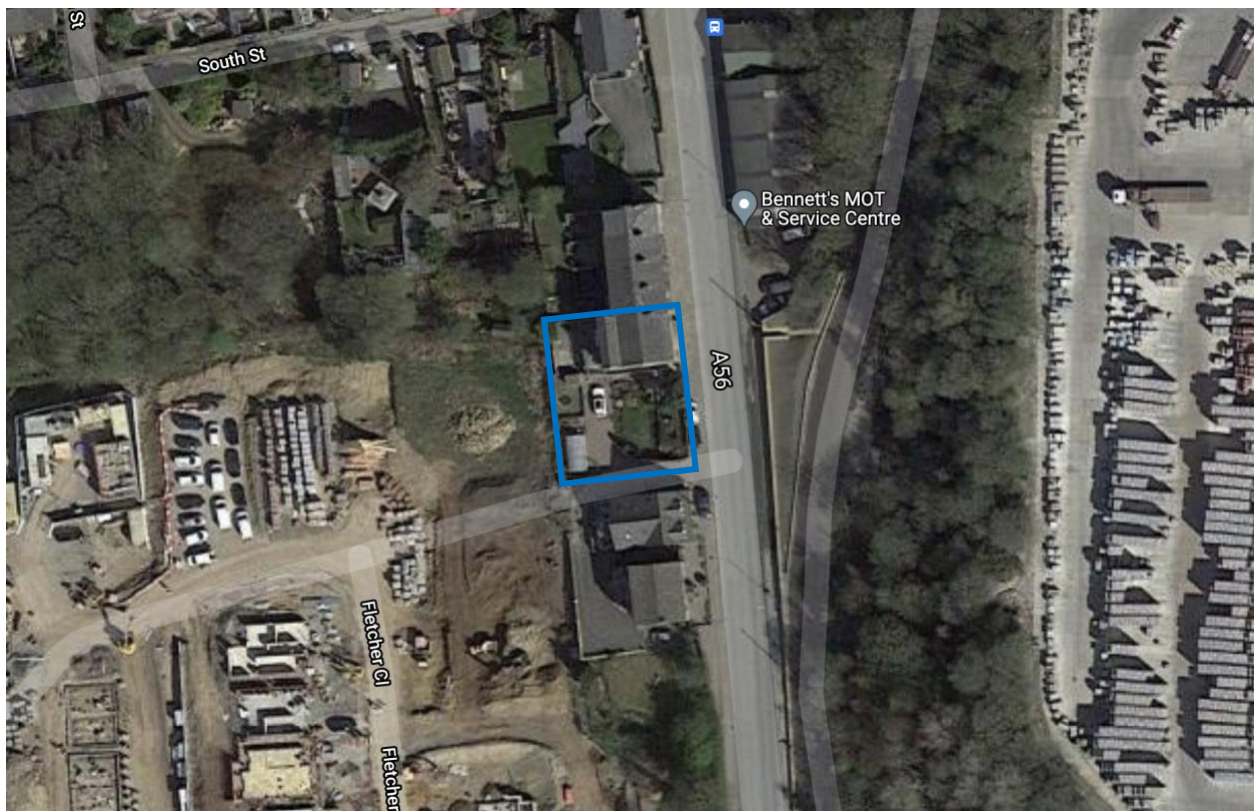
ZT19-196-00	Location Plan
ZT19-196-01	Existing Site Plan
ZT19-196-02	Existing Floor Plans
ZT19-196-03	Existing Elevations
ZT19-196-04	Proposed Site Plan
ZT19-196-05	Proposed Floor Plans
ZT19-196-06	Proposed Elevations
ZT19-196-07	Existing Proposed Parking Plan

SITE AND SURROUNDINGS

Ramsbottom is a town in Greater Manchester, England. It is situated in the North of Bury, South of Rawtenstall.

Much of the area is made up of middle-class suburban commuter developments, with some attractive older period properties, especially around the town center area. In recent years the area has seen new construction work on both brownfield and greenfield sites.

The development site is located near the center of Ramsbottom. The site is located on Manchester Road approx. 4.5 miles from Bury town Centre.





A view looking north along Manchester Road.



The view looking south along Manchester Road.

The site has one existing property situated within its boundaries. The run of terrace properties attached to the site are two storey on the principal elevation (three storey at the rear).

There is a large residential development currently under construction to the west, overlooking the M66 motorway. To the east of the property on the other side of Manchester road there is a quarry owned and run by Marshalls Mono Ltd.

The proposals will show a proposed property using materials which are common on the architecturally varied street scene.

PLANNING POLICIES

Sustainable Development

Proposals for the new development, redevelopment and change of use should:

- Refurbish and reuse existing premises rather than redevelopment.
- Design and refurbish buildings so that they use energy more efficiently.

Bury Council's current development plan is the Unitary Development Plan (UDP) which was officially adopted in 1997. The UDP is to be replaced by a new plan called the Local Plan which will consist of several documents, also known as Development Plan Documents (DPDs).

The current intention is to produce the following DPDs which will come together to form a new Local Plan:

- Core strategy
- Site allocations
- Site allocations for gypsies, travelers and travelling show people
- Adopted policies map

At present this is on course to be adopted in April 2014. Meanwhile the UDP and associated Supplementary Planning Documents (SPDs) are the policies that will be used to determine the planning application against.

Unitary Development Plan (UDP)

In the UDP Section 5 looks at Housing in detail. The UDP housing policies have three important aims. Firstly, they must ensure that sufficient land is available to accommodate housing needs and demands in the Borough in the period up to 2001. Secondly, they must establish policies to protect and enhance residential amenity, especially through encouraging high standards of design for all new housing developments. Thirdly, the policies of the UDP need to establish a framework for the improvement of the housing stock and the wider housing environment.

The main policy that we will focus on is Policy H2 which includes Policy H2/1 and H2/2. The main policy is to look at wherever residential development takes place, be it new development, conversions, or alterations to existing properties, it is appropriate to the character and amenity of the surrounding area. It is especially important for new housing developments to be well integrated with the surrounding land uses and well related in their scale and location.

The two sub sections of the Policy H2 go into detail of how the application will be re-viewed upon during its submission.

H2/1 - The Form of New Residential Development

All new residential development will be expected to make a positive contribution to the form and quality of the surrounding area. Factors to be considered when assessing proposals will include:

- The height and roof type of adjacent buildings.
- The impact of developments on residential amenity.
- The density and character of the surrounding area.
- The position and proximity of neighbouring properties.
- The materials to be used in proposed developments, especially their colour and texture.

H2/2 - The Layout of New Residential Development

New residential development will be required to demonstrate acceptable standards of layout. Factors to be considered when assessing proposals will include:

- Car parking provision.
- Access for both vehicles and pedestrians, and provision for public transport.
- The possible need for traffic calming measures.
- Density.
- Space about and between dwellings.
- Landscaping and screening.
- Protection/provision of trees and hedgerows.
- Design for safety and security.
- The existence of any public rights of way.

PREMISES USE

The premises has a private property located within its boundaries.

Our client prefers a traditional design which uses materials sourced locally (Where applicable) to be in keeping with the surrounding properties on Manchester Road.

Whilst developing the design for the extended dwelling, we wanted to make sure that it would enhance and preserve the local area, so it is important that the new building does not overly dominate the surrounding landscape. The design is such that it will compliment the neighboring builds creating a stepped residential landscape.

WASTE STORAGE

The existing waste storage will remain as existing.

ACCESS

There is a provision for parking within the site.

Vehicular and Transport Links:

- **Road Network**

The main vehicular access to the site is from the road network. There is carparking on the property as stated above (See Existing and Proposed Parking Plan ZT19-196-07).

- **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 approximately 60 meters away.

- **Railway network (East Lancs Rail Network)**

The nearest station is 0.6 miles away (Ramsbottom).



APPEARANCE

The proposed refurbishment and extension will be split into two sections (Ground Floor and First). The ground floor will be built from brick while the upper floor will be rendered. Splitting the materials will help the mass of the property and help it blend in with its surroundings. The use of a light render will help the upper storey feel light and will effectively camouflage it with the sky.

The height and scale of the building is reflective of the footprint to create a reasonable family dwelling on a large site, whilst minimizing its impact upon the neighboring dwellings due to stepping the street view.



PHILOSOPHY AND APPROACH

32 Manchester Road are committed to a policy of equality, inclusion, and accessibility in the delivery of services to members of the public, and in the employment, opportunities afforded to existing and future employees. With this proposal **They** fully recognises the diversity of cultural, religious and individual abilities of staff/construction workers, 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.

CONCLUSION

In conclusion we believe that the proposed lower ground floor extension and terrace is compatible with the local area. The domestic scale of the development of the correct proportions for the area.

The appearance of the property while traditional is suitable in its surroundings as locally sourced materials are to be used within its construction.

