



MANOR
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Design & Access Statement

Land at Site of
Springside Road
Walmersley

AUGUST 2025

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Index

1.0 Executive Summary

- 1.1 Key Information
- 1.02 Foreword

2.0 Project Background

- 2.1 Overview
- 2.2 Project Brief

3.0 Context

- 3.1 Site Location and Context
- 3.2 Local Vernacular
- 3.3 Site Photography
- 3.4 Planning History
- 3.5 Planning Policy
- 3.6 Opportunities and Constraints

4.0 Design

- 4.1 Design Development
- 4.2 Use
- 4.3 Amount
- 4.4 Layout
- 4.5 Scale
- 4.6 Appearance
- 4.7 Building For Life Assessment
- 4.8 Landscape

5.0 Access

- 5.1 Movement and Access
- 5.2 Part M

6.0 Affordable Housing

- 6.1 Affordable Housing Statement

7.0 Sustainability

- 6.1 Energy Statement

8.0 Conclusion

- 8.1 Conclusion



1.0 Executive Summary

1.01 - Key Information

Location:

Land at Springside Road,
Walmersley

Proposal:

Proposed erection of
12no.houses

Use:

Class C3 - Housing

Client:

Edgefold Homes

Project Team:

Manor Architecture
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D&D Consulting
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This Design & Access Statement accompanies a reserved matters planning application for the erection of 12.no houses on land off Springside Road, Walmersley, Bury. Outline planning permission for residential development on this site was granted in 2023 under application reference 68815. The reserved matters submission, brought forward by the client Edgefold Homes, relates to the detailed design, layout, scale, appearance, and landscaping of the scheme. The site is bounded to the south by existing residential development.

This statement has been prepared by Manor Architecture Ltd on behalf of Edgefold Homes Ltd and written in accordance with guidance and structure set out in the CABE document "Design and Access Statements – How to write, read and use them". The statement has been written in an effort to demonstrate the design development process and the collaborative approach of the design team to ensure the design is of high quality and adheres to preserving the characteristic of the local area as well as deliver much needed family homes.

2.0 Project Background

2.01 Overview

The planning application to which this statement relates seeks reserved matters approval for the development of 12 no. dwellings on land off Springside Road, Walmersley, Bury. Outline planning permission for residential development on this site was granted in 2023 under application reference 68815.

The site is a parcel of land lying to the northwest of existing residential properties. Historically, it has remained largely undeveloped but has been subject to informal uses by the previous landowner over time.

The land is not specifically allocated in the adopted Local Plan but is located within the defined urban area, where new housing development is supported in principle.

The proposed development comprises 12 no. three, four and five bedroom family houses, designed as

two-storey dwellings.

The layout has been shaped by site specific constraints including the surrounding residential context, access arrangements, and the topography of the land.

The proposal will deliver much-needed new family housing and make a positive contribution to the character of the area by bringing forward a high-quality residential scheme on an underutilised parcel of land.

2.02 Project Brief

The initial brief for the proposed development of the site at Springside Road, Walmersley was as follows:

- Provide a mix of 3, 4 and 5 bedroom family houses
- Access to the site to be taken from Springside Road in accordance with the outline consent
- Layout of the houses to protect the amenity of existing residents
- Respond sensitively to the residential context and surrounding character of Walmersley
- Design around the constraints of the site, including topography and drainage
- Utilise a materials palette that complements the local vernacular and reinforces a high-quality appearance

3.0 Context

3.1 Site Location and Context

The proposed development site is located within Walmersley, a suburb to the north of Bury in Greater Manchester.

Walmersley lies approximately 2 miles north of Bury town centre, 5 miles south of Ramsbottom and 8 miles north of Manchester city centre.

The site benefits from strong transport connections, with Springside Road linking directly to the wider highway network including the A56 and M66. Regular bus services run along Walmersley Road providing direct connections into Bury and beyond, where Metrolink and rail services offer links across Greater Manchester and to destinations further afield.

The immediate surrounding area is predominantly residential in character, supported by a range of local amenities including convenience shops, schools, healthcare facilities and recreational spaces. Importantly, whilst the site lies

adjacent to land designated as Green Belt, it is itself situated within the defined urban area and does not fall within the Green Belt boundary.

The site is currently an underutilised parcel of land that has historically remained largely undeveloped, though subject to informal uses over time. At present, it provides limited amenity value and contributes little to the surrounding townscape.



The topography of the site is generally level, with some localised changes in gradient towards its boundaries. The proposed layout has been designed to work with these existing levels to minimise the requirement for retaining structures and ensure an appropriate relationship with neighbouring properties.

There are a small number of low-quality trees and scrub vegetation on the edge of the site, none of which are protected by Tree Preservation Orders. As part of the proposals, these will be removed as part of the proposals and replaced with higher quality new planting including native hedgerows and trees to enhance the landscape setting and biodiversity.

Access to the site will be taken directly from Springside Road, in accordance with the approved outline consent (ref. 68815). The principle of residential development has already been established through the outline approval.

In summary, the site offers a strong opportunity for new family housing, given its sustainable location, proximity to local services and transport connections, and its position within the existing settlement pattern of Walmersley.



Red areas denote residential use

3.2 Local Vernacular

The houses immediately surrounding the site at the access point on Springside Road demonstrate a varied suburban character, with a mix of single-storey bungalows and two storey semi-detached and detached houses.

The bungalows are typically constructed in red or buff brick with hipped, low-pitched roofs finished in dark concrete tiles. These dwellings often feature wide horizontal window openings with uPVC frames, modest front gardens enclosed by low brick walls, and driveways with gated entrances.

The two-storey semi-detached houses are predominantly red brick with pitched or hipped roofs. Many incorporate bay windows at ground and first floor, with tiled or rendered detailing to the bays. Entrances are often recessed beneath modest arched brickwork, with decorative soldier courses above windows and doors providing simple but distinctive

detailing.

Later 20th century detached and semi-detached houses are also present nearby. These are generally constructed in red brick with tiled roofs and occasional use of white render or horizontal cladding panels to upper storeys. Larger window openings and integral garages are common features, giving a more contemporary suburban appearance. Roof forms are mainly pitched with front-facing gables, creating variety along the streetscene.

Front gardens and landscaping are a consistent feature, contributing to the green suburban character. Boundary treatments include hedges, low brick walls and timber fences, with many properties set back from the street to allow off-street parking.

Overall, the immediate context around Springside Road is characterised by a mixture of bungalows, traditional two-storey semis with bay windows, and later detached houses with garages and gables. The common themes across

all dwelling types are brick construction, pitched tiled roofs, and modest but consistent architectural detailing. This provides a clear context for new housing to integrate successfully by drawing on local features such as pitched roof forms, brick and stone materials, and articulated front elevations.

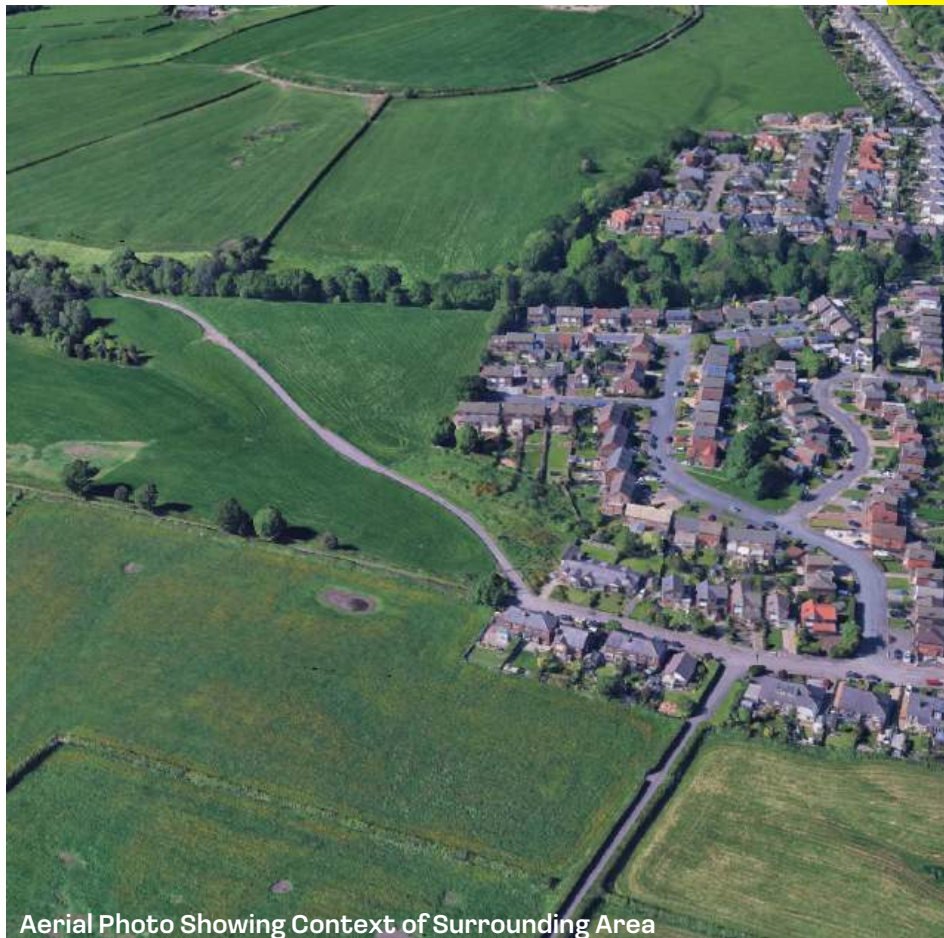
3.3 Site Photography

Site images



3.3 Site Photography

Aerial images



Aerial Photo Showing Context of Surrounding Area



Aerial Photo Showing Site In Context to Local housing

3.3 Site Photography

Local Area



3.3 Site Photography

Local Area



3.4 Planning History

Outline Application (Ref: 68815)
Submitted 23 August 2022, this outline permission was granted for the erection of 12 dwellings, including means of access, with all other matters reserved (appearance, layout, scale, landscaping)

Earlier Refused Applications:

1998: Outline application for 13 dwellings (Ref: 34570) was refused due to conflict with policies and insufficient adoptable emergency access.

2021: Permission in principle for 5 dwellings (Ref: 67116) was refused, with the authority finding the scheme did not make optimal use of the site in terms of density, contrary to NPPF guidance.

3.5 Policy Review

The previously approved planning consent confirms that the proposal accords with the adopted Development Plan when read alongside the previously submitted planning documents and the national policy.

The site is designated as Other Protected Open Land (Policy OL2/1) in the adopted Bury Unitary Development Plan (1997). However, it lies within the settlement of Walmersley, is well connected to local services and public transport, and represents a logical extension to the built form. The grant of outline permission in 2023 (ref. 68815) established the principle of residential development on the site, reflecting both its sustainable location and the Borough's housing need.

The proposal is supported by the National Planning Policy Framework (NPPF), which gives substantial weight to the efficient use of under utilised land within settlements (paragraphs 69, 120, 124). National policy also recognises the important

contribution that small and medium-sized sites make in meeting local housing requirements quickly, even where authorities can demonstrate a five-year supply of deliverable housing land.

However, the delivery of 12 family dwellings on this site remains a valid and welcome windfall contribution within a sustainable location.

The proposed homes are of high-quality design, using materials and forms that respond positively to the suburban character of Springside Road and the surrounding area. The layout integrates with existing access arrangements and the settlement pattern, while incorporating new planting and landscaping to enhance biodiversity.

The application is supported by detailed technical reports, surveys, and plans, all of which confirm that there are no insurmountable constraints to development, subject to appropriate conditions.

Accordingly, the scheme delivers the three overarching objectives of sustainable development economic, social, and environmental as set out in paragraph 8 of the NPPF.

3.6 Opportunities and Constraints

Opportunities

- Creation of modern, high-quality dwellings which are energy efficient and sustainable to run.
- Brings forward a site where the principle of residential development has already been established through outline planning permission (ref. 68815).
- Delivery of a mix of 3, 4 and 5 bedroom family homes to meet identified housing needs within Bury.
- Makes efficient use of an underutilised parcel of land which currently contributes little to the character or amenity of the area.
- The enhancement of the Springside Road streetscene and integrate positively with the existing suburban context.
- Incorporation of new planting and landscaping to provide biodiversity enhancements in line with national planning policy.
- The new site layout proposes the provision of a new turning head designed to a larger than adoptable standard to allow for farm vehicle access to the land beyond and rationalises the turning arrangement for Springside Road which creates a betterment on the existing vehicular turning arrangement.

Constraints

- The site is designated as Other Protected Open Land (Policy OL2/1) within the Bury Unitary Development Plan, though outline permission has confirmed residential development is acceptable.
- Local changes in topography will require careful design of levels, retaining features, and garden arrangements.
- Existing Public Rights of Way cross or run adjacent to the site, requiring diversion or accommodation within the layout.
- Provision of appropriate access and turning facilities from Springside Road, in line with highways requirements.
- The need to ensure new dwellings respect the amenity of adjacent residential properties in terms of overlooking, privacy and scale.
- The creation of oversized road including turning head at 6.75m to allow for access to farm vehicles and continue the road width of Springside Road.

4.0 Design

4.01 Design Development

The proposal seeks to deliver a well-planned residential scheme that integrates with the character of Spring-side Road and Walmersley, providing a high-quality mix of family homes.

The layout has been shaped by site constraints, planning policy and highways requirements. Lower-density options were discounted to ensure a more efficient and policy-compliant use of the site.

Key considerations informing the final layout include:

Contextual response

The surrounding residential area contains a mixture of two-storey dwellings and bungalows, typically detached or semi-detached and set within generous plots. The proposed layout reflects this suburban character by delivering detached dwellings arranged around a single new access road, with clear plot rhythm, front gardens, and off-street parking. Roofscapes and building lines have been carefully

considered to create a varied but coherent streetscene.

House type distribution

The layout employs different house types in specific positions to strengthen character and legibility:

Lancaster (5-bed) homes (Plots 3, 8, and 9) are located on central plots due to the depth of the site and along the internal street to act as visual anchors. Their larger scale and articulated elevations provide focal points within the development.

Kenyon (4-bed) homes (Plots 2, 4, and 5) are placed in prominent positions along the spine road, helping to establish rhythm and provide continuity in scale. Variants with garages and bay projections add interest to the streetscape and Plot 5 benefitting from views to the countryside beyond.

Marley (4-bed) (Plot 6) is centrally located within the scheme, balancing the larger Lancaster homes and contributing variety through its

front-facing gable form.

Rivington (3-bed) homes (Plots 1 and 12) are positioned at the entrance to the development, providing a transition in scale from the surrounding suburban context into the site and framing the entrance to the scheme as it opens up.

Lightshaw (3-bed) homes (Plots 7, 10, and 11) occupy more contained plots within the layout, contributing smaller family homes that soften the overall massing.

Access and movement

The development will be served via a single vehicular access from Springside Road, as established at outline stage.

In accordance with the Local Highway Authority's requirements, the internal carriageway has been designed as a 6.75m wide route (including the turning head), forming a continuation of the existing adopted highway. This width ensures that larger agricultural vehicles serving the adjoining farm can safely access and manoeuvre through the

site without conflict, whilst maintaining appropriate clearances for opposing traffic movements.

The turning head has been designed to accommodate farm vehicles, refuse collection vehicles and emergency appliances in accordance with the relevant highways standards. Tracking analysis has informed the geometry to ensure safe and efficient manoeuvring.

The internal layout also incorporates clearly defined pedestrian routes and strong natural surveillance from principal elevations, ensuring a safe and legible street environment while balancing operational highway requirements with residential amenity.

Parking and streetscape

Parking is provided on-plot through a mixture of frontage driveways, side driveways, and garages. To prevent car dominance, parking areas are softened with planting, tree pits, and boundary treatments. Tandem parking is included in places, ensuring efficient use of land.

Landscape and biodiversity

New tree planting and hedgerows are proposed along frontages and plot boundaries, reinforcing the green suburban character and improving biodiversity. Front gardens will be landscaped to soften built form and provide visual relief, supporting the creation of a high-quality streetscene.

Relationship with neighbours

All new dwellings are positioned to maintain appropriate separation distances from existing properties along Springside Road and adjacent residential plots. This ensures that privacy, outlook and sunlight are protected for both existing and future residents.

4.02 Use

The site is currently vacant having remained largely open and subject to informal uses contributing little to the amenity or appearance of the area. The proposed use is residential, consistent with the outline planning consent (ref. 68815) and with the surrounding land use pattern, which is predominantly residential.

4.03 Amount

The site extends to approximately 0.56 hectares. The proposed development

comprises 12 dwellings, providing a mix of 3, 4 and 5-bedroom family houses across five house types (Rivington, Kenyon, Lancaster, Marley and Lightshaw).

This equates to a density of approximately 21 dwellings per hectare, which is appropriate for the suburban edge-of-settlement location and in keeping with the character of the surrounding area. The mix of detached family homes ensures variety within the scheme and provides a choice of accommodation to meet local housing needs.

4.04 Layout

The proposed site layout has evolved through detailed design development and technical input. Key principles include:

Creation of a single point of access from Springside Road, ensuring safe integration with the existing highway network.

Active frontages created by positioning dwellings to overlook the internal road, with strong landscape treatment to soften parking areas.

Boundary treatments designed to reflect local character, including brick walls, timber fencing and new hedgerow planting.

Integration of new tree planting and soft landscaping to enhance biodiversity and provide visual relief.

The layout ensures that new dwellings respect the amenity of existing neighbouring properties through appropriate separation distances and orientation.

4.05 Scale

The surrounding area contains a mixture of single-storey bungalows and two-storey houses, providing a varied

residential character. The proposed dwellings will all be two-storeys in height, reflecting the established suburban scale, with some variation in massing and roof forms to create visual interest and avoid monotony.

House types range from modest 3 bedroom homes (Rivington and Lightshaw) to larger 4- and 5-bedroom family homes (Kenyon, Marley, Lancaster), ensuring variety in size and form across the development. Roofscapes are articulated with gables, hipped forms and bay projections, consistent with local vernacular features.

The overall scale and density of the development are appropriate to the suburban edge setting and ensure a comfortable relationship with existing housing along Springside Road and the wider settlement of Walmersley.





Sketch Scheme



Final Sketch Layout



Sketch Scheme

4.06 Appearance

The proposed dwellings have been designed to present a consistent and high quality appearance which integrates with the suburban character of Springside Road while establishing a distinctive new identity for the development.

The external material palette is deliberately simple, robust, and durable. All dwellings will be constructed in high quality red facing brickwork, reflecting the predominant use of brick in the surrounding area and providing cohesion across the site. To introduce detail and depth to elevations, artstone window heads and cills will be incorporated with decorative brickwork plinth wrapping around key elevations adding a refined architectural character and a subtle contrast to the elevations.

Bay windows punctuate the front elevations to break up the façades of the houses. The bay roofs will be hipped to add to high quality traditional feel of the detailing.

Roof coverings will comprise grey concrete interlocking tiles on pitched and gable-fronted roof forms, with small format tiles on the bay window roofs. These tiles provide a neutral tone that complements the red brick and ensures a consistent roofscape across the scheme.

Windows will be pebble grey (RAL 7032) uPVC casements, offering energy efficiency and low maintenance while reflecting the style commonly found in the surrounding suburban context.

Doors will be modern in design, with modest canopies or recessed entrances to create subtle variation and a sense of arrival for each dwelling.

Black uPVC rainwater goods of traditional profile will be used to complement the roofline and ensure durability. Boundary treatments will include a mixture of low brick walls, timber fencing and hedgerow planting, reinforcing the suburban character

while providing clear definition between public and private space.

Overall, the appearance strategy combines a restrained material palette with carefully considered detailing to achieve a coherent, attractive and durable residential environment. The consistent use of red brick, artstone features, and slate effect roofing ensures the new homes sit comfortably within their setting, whilst delivering a high quality design appropriate for modern family housing.

Kenyon (Plot 02-04)



Kenyon (Plot 05)



Lancaster



Marley



Rivington



Lightshaw







4.07 Building For Life 12

Connections

The development takes its single point of access directly from Springside Road, as established at outline stage. This provides a safe and legible connection to the local road network and integrates with existing highway arrangements. The internal layout is designed with a clear hierarchy of movement, providing sufficient turning facilities for refuse and emergency vehicles while maintaining strong natural surveillance from fronting dwellings.

Facilities and Services

The site is located in a sustainable location within Walmersley. A range of day-to-day services are available within a short distance, including local shops, schools, healthcare facilities and recreational spaces. Bury town centre is approximately 2 miles to the south and provides a full range of facilities and services.

Public Transport

The site is well served by public transport. Regular bus services run along Walmersley Road, providing direct connections to Bury town centre where Metrolink and rail services offer links across Greater Manchester and beyond. The accessibility of the site supports sustainable travel choices and reduces reliance on the private car.

Meeting Local Housing Requirements

The scheme proposes 12 family dwellings comprising a balanced mix of 3, 4 and 5-bedroom homes. This responds directly to identified local housing needs in Bury, where there is significant demand for larger family accommodation. The mix of homes also complements the character of the surrounding area, which includes bungalows and two-storey family houses.

Character

As set out earlier in this statement, the design of the proposed dwellings has been carefully developed to reflect the suburban character of Springside Road. The consistent use of high-quality

red brick with artstone heads and cills, combined with pitched roof forms and simple but effective detailing, ensures the scheme is both contemporary and contextually appropriate.

Working With The Site Context

The site's topography has influenced the layout, with dwellings positioned to work with the natural gradients. This ensures that the development sits comfortably within its surroundings while minimising the need for significant retaining structures. The arrangement of dwellings also ensures that neighbouring properties are respected, with appropriate separation distances maintained.

Creating Well Defined Streets

The site layout creates a clear street hierarchy with a single central access road and smaller private drives. All dwellings front directly onto the street, providing active frontages and good natural surveillance. Boundary treatments and landscaping are used to reinforce the definition between public and private space.

Easy to Find Your Way Around

The compact scale of the development, combined with a simple and legible street pattern, ensures the scheme is easy to navigate. Variation in house types and the use of corner plots as visual anchors further assist with orientation and wayfinding.

Streets For All

The internal layout has been designed with pedestrian safety and shared use in mind. The central road serves as the primary movement corridor, while private drives operate as shared surfaces, helping to calm vehicle speeds and create a more informal residential character.

External Storage and Amenity Space

All dwellings benefit from generous private gardens, with sufficient space for outdoor amenity, bin storage and garden sheds. Secure cycle storage is provided, ensuring residents can adopt sustainable modes of travel in line with planning policy requirements.

4.08 Landscape

The proposed landscaping scheme has been designed to create an attractive and cohesive setting for the development, while enhancing local biodiversity and supporting surface water management. The soft landscape structure builds upon existing features, retaining mature boundary hedgerows wherever feasible and introducing a balanced mix of native and ornamental planting to define streets, frontages, and private gardens.

New native hedge planting will reinforce site boundaries and provide ecological connectivity, complemented by low decorative hedges and shrub beds that soften built edges and add seasonal interest. Select native trees are distributed across the site to create vertical structure and visual enclosure, with species chosen for suitability to the local soil and climate.

Amenity lawns and wildflower areas are included within front gardens and incidental open spaces to provide variation in texture and habitat value.

All planting is specified in accordance with BS 4428:1989 and BS 3936, with suitable topsoil depths, compost mixes, and tree staking as noted in the accompanying planting schedule. Hard surfaces use permeable materials such as Tobermore Hydropave Heather block paving to assist with sustainable drainage.

Overall, the landscape strategy seeks to integrate the development seamlessly into its surroundings, providing a high-quality environment that contributes to the overall character and long-term sustainability of the scheme.



5.0 Access

5.01 Access & Movement

The development has been designed to be accessible for all potential residents. Each dwelling is provided with a level or gently graded approach to the principal entrance, ensuring ease of access from the street or driveway. Plot layouts allow for convenient parking, with driveways positioned adjacent to main entrances to support ease of movement.

Internally, the house types have been designed with spacious circulation areas and well-proportioned rooms, allowing for flexibility in how they are used and adapted over time. The site layout itself has been arranged to provide clear and legible streets, safe pedestrian routes, and manageable gradients, ensuring that the development as a whole is easy to navigate and accessible to a wide range of users.

5.02 Part M

In line with Building Regulations Part M, and in accordance with the Places for Everyone (PfE) which requires new housing to meet Part M4(2) standards, the proposed dwellings and site layout have been designed to ensure that accessibility is properly considered. All homes will therefore be constructed to the higher M4(2) accessible and adaptable standard, with level thresholds to principal entrances allowing inclusive access for all residents.

Despite the natural changes in levels across parts of the site, careful design of plot approaches and road gradients ensures that dwellings are easily reached from the internal road and driveways. Parking is located adjacent to main entrances, supporting ease of movement between vehicles and homes.

Internally, the house types provide well-proportioned circulation areas and practical layouts, allowing flexibility

for residents at different stages of life and accommodating future adaptability where required. Gardens and amenity spaces are designed to be usable and accessible, with direct access from living spaces.

Taken together, these measures ensure that the development will deliver a high standard of accessibility consistent with the statutory requirements of Part M4(2), the aspirations of Places for Everyone, and the wider principles of Building for Life 12.

6.0 Affordable Housing

6.01 Affordable Housing Statement

The proposed development comprises 12 residential units within a site that is less than 1 hectare in size. This scale of development falls well below the thresholds established under Policy H4/1 of the Bury Unitary Development Plan and the associated Supplementary Planning Document 5 (SPD5). These policies are specifically designed to secure affordable housing contributions from schemes of 25 dwellings or more, or on sites of 1 hectare or greater, where a substantial level of new provision can reasonably be expected to support on-site delivery. By contrast, the current proposal is for a modest infill scheme which is significantly below both thresholds and does not form part of a phased development or any wider strategic allocation.

Whilst Condition 13 of the outline planning permission makes reference to affordable housing, this is framed in the context of Chapter 5 of the

National Planning Policy Framework (NPPF), which establishes the overarching requirement for local planning authorities to deliver a sufficient supply of homes. The NPPF does not, however, stipulate site specific thresholds or percentages for affordable housing provision on unallocated windfall sites such as this, but instead defers to the requirements of adopted local planning policy. In this case, Policy H4/1 of the Bury UDP and SPD5 are the relevant documents, and these are clear that contributions are only sought where the 25 unit or 1 hectare thresholds are exceeded.

It is also important to note that the PfE joint development plan, which represents the emerging strategic planning framework across Greater Manchester, does not introduce additional affordable housing requirements for small-scale windfall developments. Furthermore, the Section 106 Agreement associated with the outline permission, signed on 3rd August 2023, is silent on any

obligation for affordable housing provision.

Taking all of these factors into account, the modest scale of the proposal, its position well below the thresholds for affordable housing contributions, the absence of any specific requirement within PfE for windfall sites, and the lack of any binding Section 106 obligation, it is concluded that on-site affordable housing provision is not required in this instance.

7.0 Energy & Sustainability

7.01 Energy Statement

The proposed development has been designed with a strong emphasis on energy efficiency and sustainability, adopting a fabric-first approach to minimise energy demand before considering low-carbon technologies. The building envelope will achieve low U-values, targeting the following:

- 0.19 W/m²K for walls
- 0.13 W/m²K for floors
- 0.11 W/m²K for roofs
- 1.3 W/m²K for windows
- 1.3 W/m²K for external doors.

Thermally broken lintels will be specified to reduce thermal bridging, and overall air tightness will be targeted at less than 4.5m³/hr/m² at 50 Pa.

Together, these measures will deliver highly efficient thermal performance and reduce heat loss across the scheme.

Heating and hot water will be provided through efficient gas boilers in combination with roof-mounted solar photovoltaic (PV) panels, with the orien-

tation of dwellings designed to maximise the potential for solar gain. This strategy ensures that the development will achieve as high an EPC rating as is economically viable, comfortably meeting the minimum regulatory pass standards. All properties will also be equipped with low-energy appliances, smart meters to enable real-time monitoring of energy consumption, and glazing specifications assessed in line with Building Regulations Part O to minimise the risk of overheating.

Materials have been carefully considered with sustainability, performance and durability in mind. The use of low cement content concrete in slabs and foundations will reduce embodied carbon, while the specification of FSC-certified timbers and products achieving the highest feasible Green Guide ratings (predominantly A+ rated) will further improve the environmental credentials of the scheme. Where structural or regulatory requirements necessitate alternative solutions, these

will be balanced against factors such as longevity, weathering, fire safety and maintenance. The development will also reduce reliance on high global warming potential materials, including limiting the use of aluminium and carefully managing areas of glazing in line with Part O requirements.

Construction and site management will prioritise waste reduction, including the use of off-site manufactured elements where possible and adherence to a waste management strategy before and during operations. Kitchens will incorporate segregated waste and recycling bins, with convenient external storage areas also provided to support household recycling.

In addition to carbon reduction measures, the scheme also integrates wider sustainability principles. Each dwelling will be equipped with cycle storage and an electric vehicle charging point to promote sustainable modes of transport. Water efficiency measures will target consumption levels

below 105 litres per person per day, in line with Building Regulations Part G. Sustainable drainage has been assessed in accordance with the National Planning Practice Guidance hierarchy, with the proposed scheme designed to comply with the National Standards for Sustainable Drainage Systems (SUDS) and incorporating attenuation where required. Finally, the scheme will include measures to enhance biodiversity on site, supporting ecological resilience alongside the built development.

Overall, the proposed development represents a considered and balanced approach to energy efficiency and sustainability. By prioritising fabric performance, integrating renewable energy generation, selecting responsible materials, and embedding measures to support low-carbon living, the scheme will deliver high-quality homes that are resilient, resource-efficient and aligned with national and local policy objectives.

8.0 Conclusion

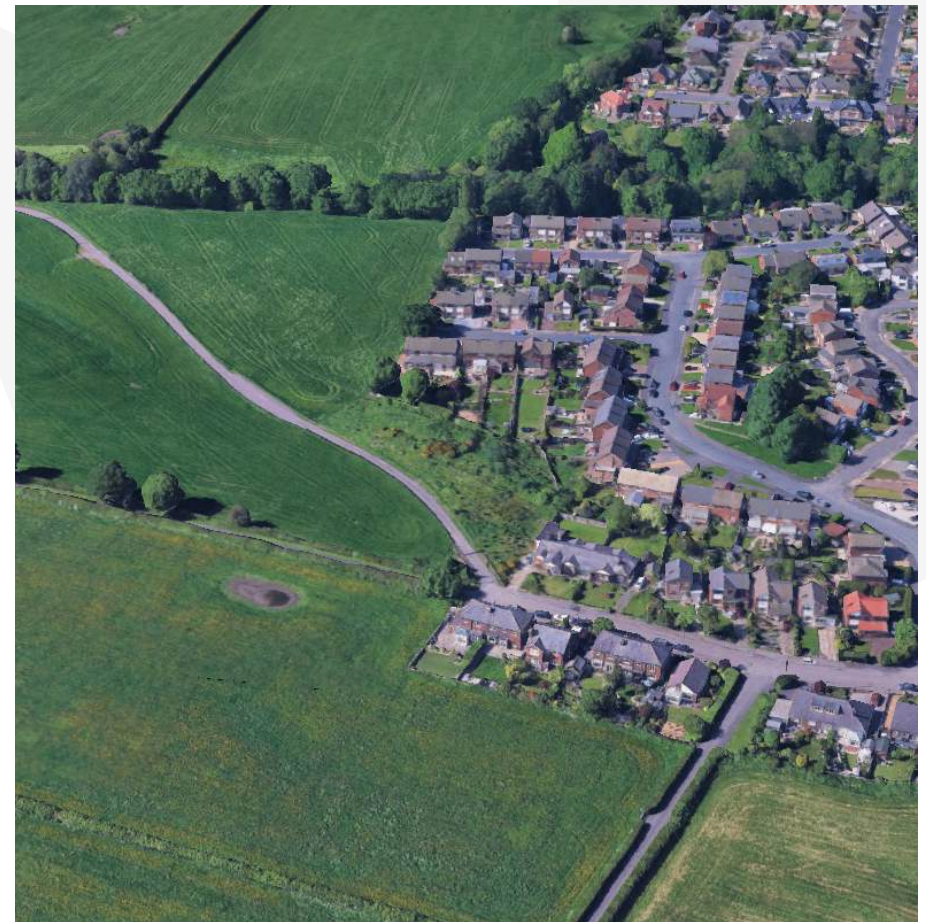
8.01 Conclusion

In conclusion, the proposed development at Springside Road, Walmersley will deliver a range of positive outcomes, including:

- Delivery of 12 high-quality family homes in a sustainable suburban location.
- Provision of a varied mix of 3, 4 and 5-bedroom dwellings, meeting local housing needs in Bury.
- Making efficient use of an underutilised parcel of land, bringing forward a site that currently contributes little to the character of the area.
- Creation of modern, energy-efficient homes designed to meet the needs of contemporary family living.
- Establishing a development that is well connected to local services, schools, and public transport, supporting sustainable patterns of movement.
- Enhancing the local streetscene through high-quality design, landscaping and boundary treatments

On the basis of this Design & Access Statement, together with the accompanying technical reports and supporting drawings, it has been demonstrated that the proposals represent a sustainable, well designed and deliverable scheme.

The development will make a valuable contribution to the housing supply in Bury, and it is respectfully requested that the application is supported by the Council.





**Straight forward,
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