

Mountford Properties Ltd

Proposed Replacement Industrial Unit

Design, Access and Supporting Statement



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Contents

1	Location and Background
2	Site Context
3	Response to Context
4	Relevant Policy
5	Quantum of Development
6	Use
7	Layout
8	Scale
9	Appearance
10	Landscape
11	Access

Appendices

A	Car Parking Statement
B	Figure 1 - 1km area indicating parking & transport links
C	Figure 2 - 1 to 5 km isochrones

1.0 LOCATION & BACKGROUND

- 1.1 Britannia Mill lies approximately 1km to the north east of the centre of Bury, bounded by Samuel Street, Cobden Street and Bright Street, within the Moorside ward.
- 1.2 The application site is situated immediately adjacent to, but independent from, Britannia Mill.

2.0 SITE CONTEXT

- 2.1 The current building (subject of this application) is no longer fit for purpose and requires either upgrading or rebuilding.
- 2.2 It is surrounded by a mix of industrial and commercial properties.

3.0 RESPONSE TO CONTEXT

- 3.1 The site is within the Freetown Employment Generating Area (EGA).
- 3.2 There is a high demand for units of the proposed size.
- 3.3 The current uses for the Britannia Mill development are B2 and B8 (Offices /Storage / Workshops). The new proposals complement these use classifications.

4.0 RELEVANT POLICY

- 4.1 The Development Plan in this instance comprises the Bury Unitary Development Plan (UDP)
- 4.2 National planning policy is contained within the National Planning Policy Framework (NPPF) and national Planning Policy Guidance.
- 4.3 Relevant local policies contained within the Development Plan include:
- EN1/2 Townscape and Built design
 - EC2/1 Employment Generating Area
 - EC3/1 Measures to Improve Industrial Areas
 - EC4/1 Small Businesses
 - EC6/1 New Business, Industrial and Commercial
 - HT2/4 Car parking and New Development
 - SPD14 Employment Land and Premises

- 4.3 The majority of these policies deal with the appropriateness of industrial development, its location and design. These proposals are for a replacement industrial building that is not out of character in the area and retains an industrial use within an existing employment area. The site is located within an existing industrial estate and therefore the principle of further industrial use of the site is well established.
- 4.4 The main area for concern, expressed during pre-application consultations, is the amount of car parking provision.
HT2/4 - Car Parking and New Development
The Council will require all applications for development to make adequate provision for their car parking and servicing requirements in accordance with the Council's car parking standards.
- 4.5 ***Application of the Space Standards***
The car parking standards will apply throughout the whole Borough, but, as advocated in para 4.6 of PPG13, a flexible approach to their implementation will be taken in appropriate cases, where a reduced provision may be acceptable. Such cases relate to locations which have good access to other means of travel than the private car, or where the collective or dual use of parking space affords a more intensive use of available parking space. In particular, this applies to the Borough's main public transport corridors (bus and Metrolink) and to the town and district centres. In considering car parking provision, factors such as the impact this might have on highway safety and the quality of the local environment will be taken into account in all cases.
- 4.6 The policy Parking standards require: -
4. INDUSTRY
Service Provision Standard service requirement.
Staff/Visitor Provision Employees - 1 space per 3 employees, or 1 space per 50 sq. m. Visitors - 1 space per 465 sq. m.
5. WAREHOUSING AND STORAGE (Not retail)
Service Provision Standard service requirement.
Staff/Visitor Provision Employees - 1 space per 3 employees, or 1 space per 230 sq. m. Visitors - 1 space per 465 sq. m.
- 4.6 It is proposed that the new building is 465 sq.m. This would require 10 / 11 spaces for general industrial use.
- 4.5 These proposals include 7 external spaces and 3 further spaces within the building. The applicant has carried out a parking survey of the area and the current tenants within Britannia Mill. This is included as **appendix A**,

with a map indicating the locations in proximity to the site included as **appendix B (Fig 1)**.

4.6 The site lies approximately 1km away from both the train and bus stations. 1km is widely considered to be acceptable walking distance for a commute.

4.7 The nearest bus stop is 130m away.

Accessibility by Non-Car Modes

4.8 As previously stated, the proposed site is located within an existing industrial estate that contains many different industrial units and it is considered therefore that the principle of industrial development on the proposed site is acceptable. However, a review of the accessibility of the site by non-car modes has been undertaken to demonstrate that future employees have the opportunity to travel by non-car modes.

Public Transport – Bus

4.9 Frequent bus services are available on B6222 Bell Lane and A56 Walmersley Road to the south and west of the site which are generally within 150m and 400m walking distance of the site. The Institution of Highways and Transportation Document “Guidelines for Planning for Public Transport in Developments” states that the acceptable walking distance for access to a bus facility from new development is 400m. It is evident that the site is located within this acceptable walking distance.

Bury Bus station is also within 1km of the site, with links to the wider area. Bury Interchange is just 1.1km away. Indicated in **appendix B (Fig 1)**.

It is considered therefore, that the availability of bus services provides an opportunity for future employees of the proposed development to use bus for their journey to and from work as a realistic alternative to single occupancy car travel.

Public Transport – Rail

4.10 Bury Rail station is located approximately 1km walking distance from the site which means that rail travel is also a realistic mode of travel to the site for future employees of the proposed development. This is a local station running from Heywood to Rawtenstall. There is also a nearby stop from Manchester Metrolink at Bury Interchange (approx. 1.1km away).

Cycle

4.11 By reference to the Lancashire County Council Mario Mapping website, it is evident that there is an on-road cycle route present along the A56 which is in close proximity to the site. This cycle route links to other cycle routes

in the area providing the opportunity for employees to safely cycle to the site from nearby residential areas.

In relation to cycling, the former PPG13 recognises that cycling can be a substitute for car trips, particularly for journeys under 5km. Such a catchment area for the site is as shown in **appendix C (Fig 2)** and it is considered that it is readily accessible from many residential dwellings in the surrounding area.

Pedestrians

- 4.12 There are footways available on all the roads in the vicinity of the site to ensure safe and convenient walking access to the proposed development from the nearby residential areas and bus stops.

With consideration of walking distances, the Institute of Highways and Transportation (IHT) produced their 'Guidelines for Journeys on Foot' in 2000 which suggests that around 80% of walk journeys and walk stages in urban areas are less than 1 mile (1.2km) with the average length of a walk journey being just 1km (0.6 miles). The former Planning Policy Guidance Note 13 'Transport' (PPG13) also recognises that walking is the most important mode of travel at the local level and has the greatest potential to replace car trips for distances up to 2 kilometres.

The 1km and 2km walking isochrones are shown in **appendix C (fig 2)** and demonstrate that many residential properties are within walking distance of the site ensuring that future employees have the opportunity to walk to the site.

5.0 QUANTUM OF DEVELOPMENT

- 5.1 The existing footprint is approximately 14.5m long x 10.7m wide x 2.8m to eaves and 5.3m to the ridge.
- 5.2 The proposed building will be 30.8m long x 15.5m average width x 5.3m to eaves and 6.6m to the ridge.

6.0 USE

- 6.1 The new building is to be B2 / B8 (Offices /Storage / Workshops).

7.0 LAYOUT

- 7.1 The new building is to be sited independently of the adjacent mill and a 1m separation passageway is to be maintained.

- 7.2 Main access and vehicular access for staff will remain generally the same as existing, off Samuel Street, albeit reduced in width and moved away from the junction.

8.0 SCALE

- 8.1 The new building is proportionate to the site and surroundings and is subservient to the mill.

9.0 APPEARANCE

- 9.1 The new building will be clad in profiled metal sheeting.

10.0 LANDSCAPE

- 10.1 All existing boundary treatments are to remain the same.
- 10.2 The existing stone wall to Bright Street is to be continued around the corner of Samuel Street as indicated.
- 10.3 The brickwork arch to Cobden Street is to be infilled with brickwork to match, a pedestrian gated entrance is to be maintained.

11.0 ACCESS

- 11.1 The existing vehicular access is to be reduced in width and moved along Samuel Street approx. 5m away from the corner of Bright Street.
- 11.2 The vehicular access will have a height restrictor to allow only car / van access with no allowance for larger articulated vehicles or wagons.
- 11.3 Statement of Intent
It is the intention of our client to fully comply with current regulations and methods of best practice.
- 11.4 Guidance & Legislation
The design of the scheme with regards to access has been developed with reference to Part B (Fire Safety), Part K (Protection from Falling, Collision and Impact) and Part M (Access and Use of Buildings) of the approved documents along with reference to the Disability Discrimination Act.
- 11.5 The new floor level within the Building is to be level and is to be designed to current access and mobility standards as required by the current Building Regulations.

APPENDICES

APPENDIX A

CAR PARKING STATEMENT

BRITANNIA MILL – Plot of land adjacent to Bright St – CAR PARKING STATEMENT

This yard has been a separate entity away from the rest of the Mill property for over 26 years, and has always been enclosed. It is envisaged this sites' independence will continue and the plot will provide sufficient space for its' own car parking.

The Mill itself has never had any specific parking bays, its' tenants utilise Cobden Street, Samuel Street, surrounding streets and nearby car parks if need be.

I have attached an analysis of which tenants require car parking, and at what times.

WRAS 1 van 3 times a week morning/afternoon

BOOMERANG 1 car twice a week in afternoon/evening

BREWERY 1 van 4 times a week morning/afternoon

MUAY THAI 1 car mostly evenings

MOTOR RESTORE 2 cars 5 days a week morning/afternoon

WAGGAWUFFINS 1 car mostly evenings

AIRSOFT 1 car mostly evenings and weekends

CARRERA 2 cars 7 days a week morning/afternoon

LUMINA 1 car 5 days a week all day

SOFA 1 van 7 days a week morning/afternoon

Other Tenants have no regular requirements for car parking.

No tenants have ever complained about a lack of parking facilities.

There are several public streets and car parks nearby within walking distance –

Kay Street car park – a free public car park with 50 spaces, 2 minutes walk away

Fox Street car park - £2 a day with 29 spaces, 5 minutes walk away

Bright Street 12 spaces, 2 minutes walk away

Samuel Street 9 spaces, 1 minute walk away

Cobden Street 10 spaces, 1 minute walk away

Bridge Street 30 spaces, 2 minutes walk away

Bold Street 19 spaces, 3 minutes walk away

Topping Street 14 spaces, 3 minutes walk away

Villiers Street 35 spaces, 4 minutes walk away

Kay Street/Lucas Street 75 spaces, 3 minutes walk away

Brook Street approx.. 100 spaces, 4 minutes walk away

The Rock car park - £2.50 a day with 1,250 spaces, 10 minutes walk away

Walking around the surrounding area (to the mill) clearly demonstrates that there is always a surplus of car parking spaces.

To summarise I feel there is no need for this plot of land to provide car parking for the other tenants within the Mill. The proposed scheme shall provide 5 no. spaces plus a DDA space and ample turning space for small commercial vehicle manoeuvring to allow exit in a forward gear from the site. A height restrictor gantry will be positioned across the main site entrance to only allow vans and cars access, it will be set at a height suitable for Ford Transit van style maximum van size.

Garth Tickle

Mountford Properties

APPENDIX B

1km LOCATION OF PARKING AND TRANSPORT LINKS

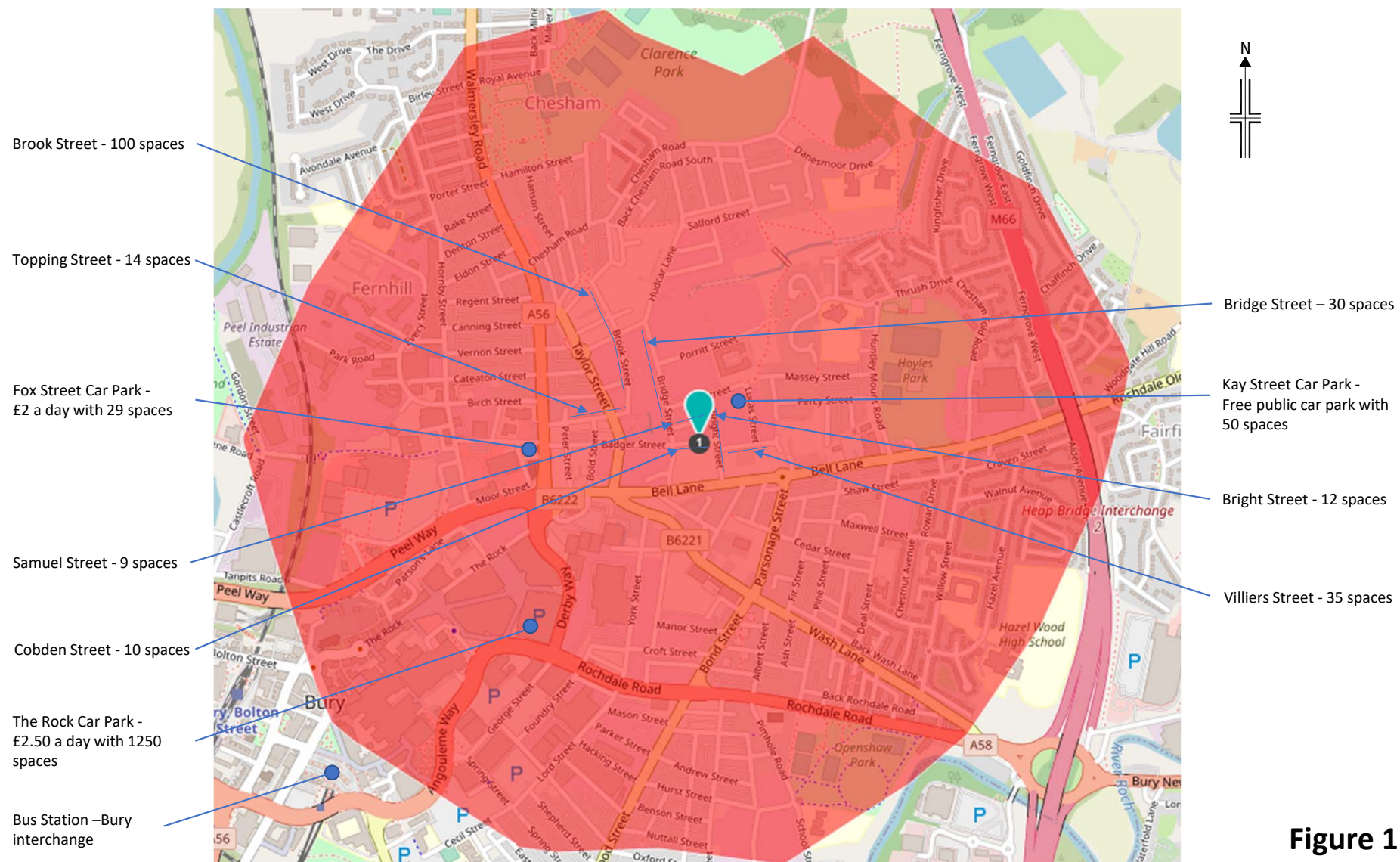


Figure 1

APPENDIX B

1 to 5km ISOCHRONES

Legend

- 1KM - ■
- 2KM - ■
- 3KM - ■
- 4KM - ■
- 5KM - ■

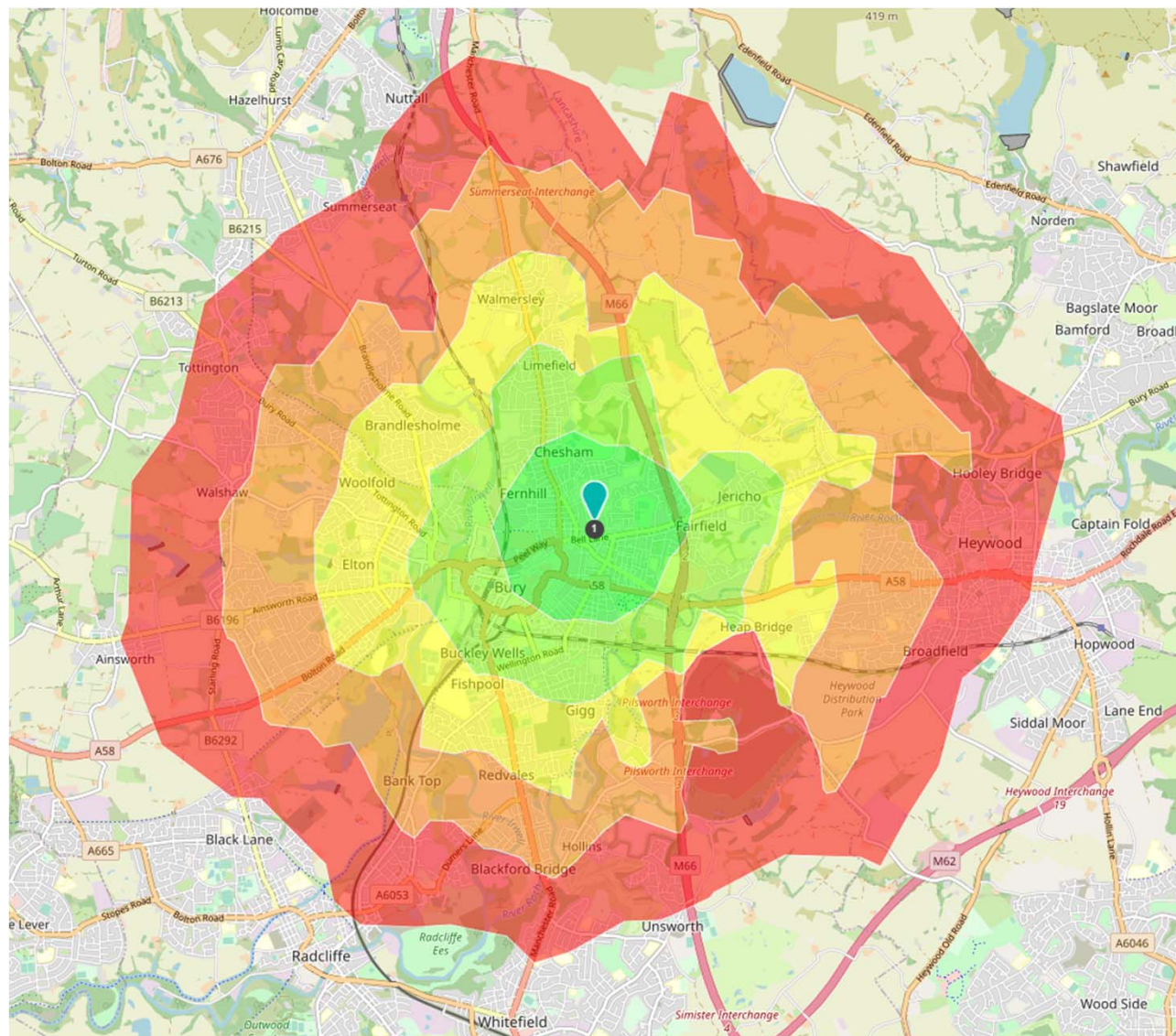


Figure 2