



RA Design & Project Management Ltd
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The White House
42-44 Chorley New Road
Bolton
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32 KERSHAW STREET BURY BL9 7HH

DESIGN AND ACCESS STATEMENT

NOVEMBER 2022

Introduction

The venue appears to have formerly been a party venue and has been vacant for some time. The proposal is to convert the ground floor to 2 commercial units and 2 studio flats above

Commercial Units

The ground floor will be split into 2 commercial units. For maximum flexibility, they are proposed to be Class E.

As the building does not have any yard space, a portion of the ground floor will be made available for the storage of bins.

The commercial units will have double doors and will be in line with the existing front windows (see below):



Residential Units

The first floor will be converted to two residential units. The size of the residential units will exceed the minimum National Housing Standard and be self-contained studio apartments.

They will have a ground floor portion dedicated for bins and storage of bicycles.

The development has positive benefits to the area in bringing a commercial unit back to life and investing and supporting new local businesses. The residential units will positively contribute to the towns housing supply



Transport Justification

The proposal consists of only 2 single person studio flats. Adjacent the site is a free public car park which is available for the tenants, as well as on-street parking in the area.

There is also provision in the building to store bicycles

Heywood Street and Rochdale Road are major bus routes in and out of Bury and the location is close to a number of major stores and many local shops as well as schools, offices, council services, places of worship and community centres. All of these are located within a 5-10minute walking distance of the site (source: Google maps).

The commercial units will benefit from the public car park (below).



With regard to the National Planning Policy Framework, the proposal is relatively minor and will not cause an unacceptable impact on highway safety or a severe residual impact on highway safety.

It will encourage pedestrian and cycle movements to the places mentioned above, access to public transport via the local bus routes aforementioned and will not hinder emergency, service or delivery access, which will be via Kershaw St and Heywood St.

Roads and streets in the vicinity all have pavements and these have been maintained in a good condition by the Council.



It can be seen that there is more than sufficient off-road parking provision in the area and that the development is in a sustainable location close to amenities, services and public transport and therefore will not cause a severe impact on highway safety. Consequently, it should be supported.