

Former Mondi/Holcombe Mill, Ramsbottom

Design and Access Statement



October 2023

Design and Access Statement

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Design and Access Statement

1. Introduction

This Design & Access Statement has been prepared as required under the Town & Country Planning (Development Management Procedure) Order 2013, Article 4 in support of Ecclestone Homes planning application to redevelop the land at Former Mondi/Holcombe Mill, Bridge Street, Ramsbottom for residential use.

The structure and content of the statement follows the Guidance provided by CABE. The content page lists the main headings that have been considered.

This statement should be read in conjunction with the proposed drawings and the documents submitted in support of the planning application.



Aerial view

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2. Location and Analysis

The site is located in the heart of Ramsbottom and is bounded to the east by the River Irwell, to the south by Ramsbottom Cricket Club, the railway line and the town centre to the west and Bridge Street/Peel Brow to the north. There are currently 3 no. buildings, a chimney and a mill race which are included within the Ramsbottom Conservation Area and large areas of hard standing present on site.

Highways

Vehicular access to the site historically took place from Bridge Street/Peel Brow via three access points which are indicated in the Transport Statement. The proposed access for the development will utilise the current point of entry which serves Ramsbottom Cricket Club and Harry Williams Riverside Stadium which are located to the south of the site.

Traffic speeds on the surrounding roads are low reflecting the residential character and the Highways Department had no objection to the proposals.

Local context

There are local services within the area and beyond which are well served by shops and services with a varied local housing stock that includes estates of terraced, semi detached and detached houses, which reflects the social mix. The area has a mixed community that includes many at or above the national salary, over time it has achieved a natural density and diversity to support a strong local economy and infrastructure, with a wide variety of local facilities and services readily available, and well able to support this modest residential development.



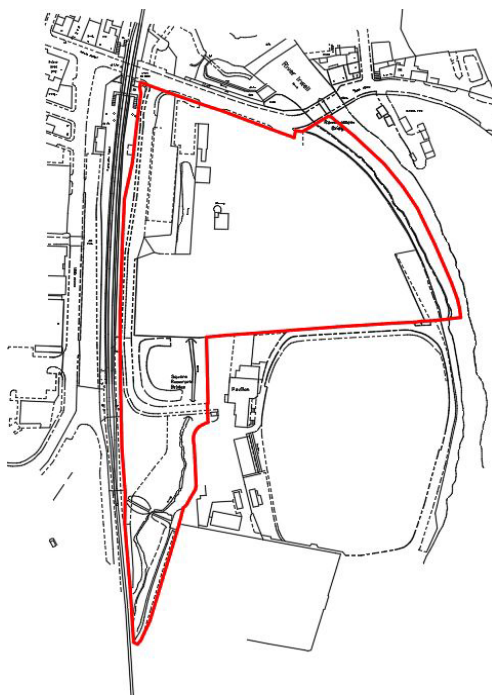
Regional Map



Ordnance Map



Birdseye view



Location Plan

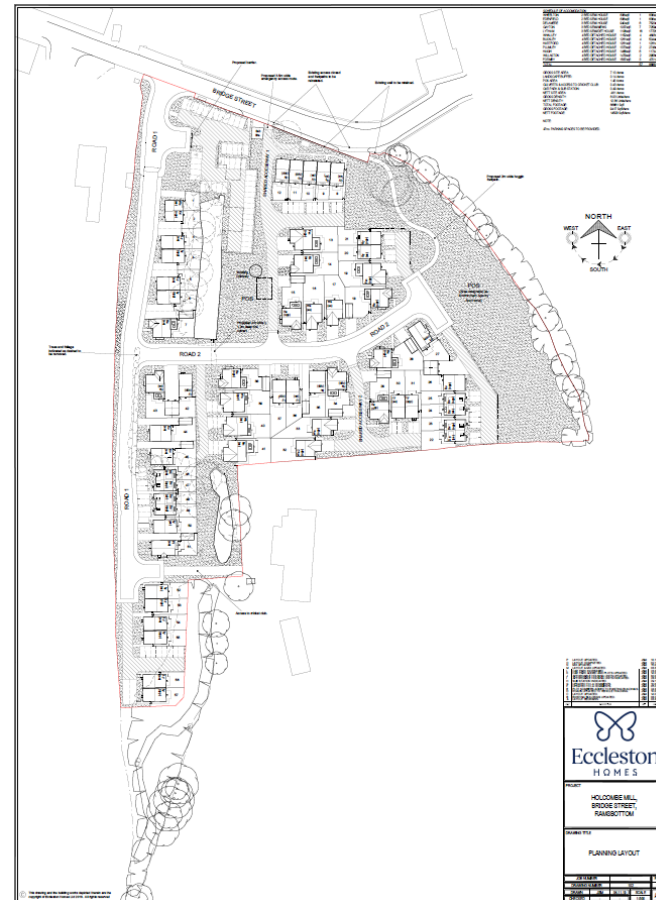
2. Location and Analysis CONT

Local character

A more detailed analysis of the local area (within 500m of the site) reveals a wide variety of urban grain, built form & footprint, scale, massing, architectural styles, detailing and materials. This ranges from larger detached houses to semi detached, linked and terraced houses all built at various times over the last century or so and reflecting the fashions of the day. Consequently it is difficult, if not impossible, to define a local character. What can be defined is the dominance of residential property of broadly domestic scale and proportions using traditional materials and a generally traditional style of architecture.

Photographic analysis

On the following page, there is a photographic analysis of the site and it's immediate surroundings.



Planning Layout



Vacant Site

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Plate 1



Plate 2



Plate 3



Plate 7



Plate 4



Plate 5



Plate 6

3. Proposals (Amount)

Our vision for the redevelopment of the site is to create places for people which can improve their quality of life. To do this we introduce all of the social environmental and economic elements that help to make attractive vibrant places to live, so far as the scale of the development will allow.

Fundamentals

The development achieves a nett density of 30.48 dwellings per hectare to respect the surrounding residential area. The size, level of accommodation and scale of the development, whilst sympathetic to its surroundings will contribute to the existing character and diversity of the local community in accordance with local and national planning policy.

The 2004 Planning and Compulsory Purchase Act automatically saved the UDP Policies for a period of three years from adoption and the Council applied to the Secretary of State to save many of the UDP Policies beyond 21st June 2009. Although the UDP was adopted, it is not defined as a 'development plan document' as defined within the 2004 Planning & Compulsory Purchase Act. However, the National Planning Policy Framework (March 2019) offers guidance as to the weight to be afforded to development plan policies in such cases. The NPPF sets out the governments planning policies for England and how these are expected to be applied in the determination of planning applications and the preparation of development plans.

Details

The proposal is to construct 57 no. 2, 3 & 4 bedroom homes with associated access roads, parking and gardens and the construction of a car park to comprise of 47 parking spaces.

The key development principles listed below respond to the aspirations of the relevant policies and guidance to achieve high quality design.

Key development principles include:

- Create a development that responds positively to the character and setting of the Ramsbottom Conservation Area.
- Create a high quality sustainable redevelopment making the most efficient use of the land whilst reflecting the grain and character of the surrounding area, respecting the privacy and amenity of both new and existing residents.
- Utilise existing trees, hedges habitats & features, where possible and incorporate these into the development proposals.
- Create a public realm that is permeable, active and integrated with the existing neighbourhood, promoting supervision and security, whilst including access and facilities for servicing the new dwellings.
- Provide open space and facilities, in the form of private gardens proportionate to the scale and context of the development.
- Vary building heights and forms to provide articulation and interest in the street scene, whilst respecting the amenity and character of the surrounding area.
- Provide a range of dwelling types and sizes to create an inclusive and sustainable development whilst contributing to the diversity of the wider community.
- Create a development that embraces the principles of sustainability and energy conservation.
- Create a car park for the benefit of the community.

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4. Consultation and Design progression

The proposals are the result of a process of discussion, layering of information, design progression, consultation and review, taking account of all of the opportunities and constraints. The site has the benefit of pre application comments which have been accommodated as part of this application.

Design progression

The extent and shape of the site as well as the various constraints and opportunities that it presents have guided the layout which responds to the character of the landscape and local context.

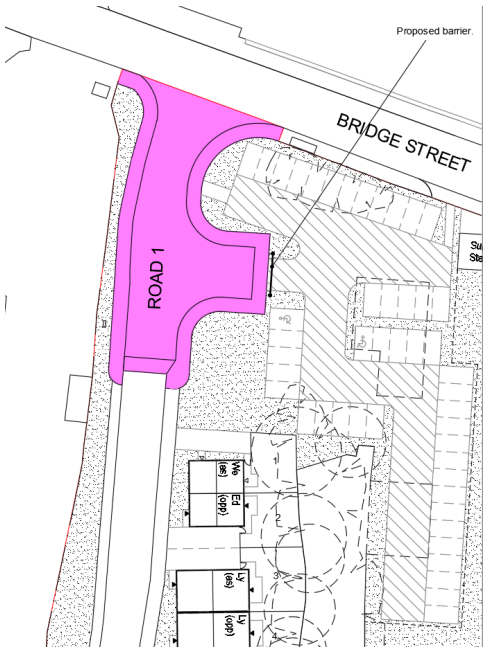


5. Layout (Urban Design)

The size, shape, topography and access arrangements together with the constraints and opportunities of the site identified by surveys and urban design analysis are major factors in driving the proposed site layout.

Access

The proposed access for the development will utilise the current point of entry which serves Ramsbottom Cricket Club and Harry Williams Riverside Stadium which are located to the south of the site. It is intended for the access serving the development and car park to be adopted under a Section 38 Agreement (highlighted in pink below) and for the remaining roads and footpaths within the development to be maintained by a Management Company.



Materials & Enclosures Plan

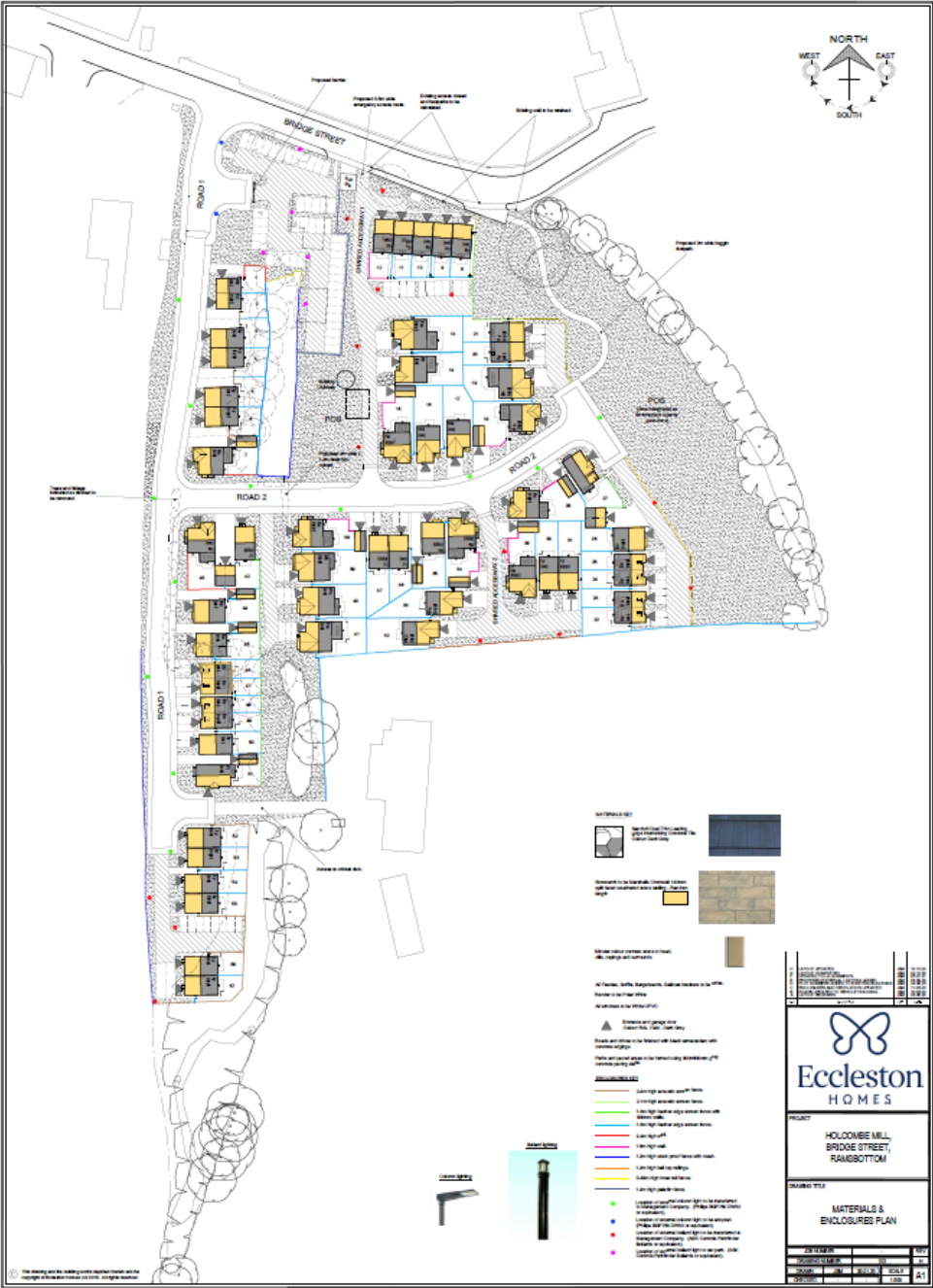
Boundaries

The site is currently bounded by a stone wall which runs along Bridge Street/Peel Brow. Our intention is for part of it to be removed as per the recommendations of the Flood Risk Assessment. A timber picket fence with mesh runs along the railway line which will be continued along the boundary upto the frontage of plots 56 & 57. The boundary to the cricket club will comprise of 1.8m high fencing to the rear garden areas and 1.2m high railings to the frontage of plots 29-32 and a 1.2m high stock proof fence will be installed to protect the mill race.

Existing structures

There are three existing buildings on the site, along with a chimney structure. Under the application proposals, these buildings are to be demolished and the chimney structure will be retained as part of the proposals. It has been acknowledged that the site has largely lost its industrial legibility and understanding and the implementation of a car park for the benefit of the public is addressed in the heritage and planning statement.

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6. Scale (Height & Massing)

The proposals includes 57 no. 2, 3 & 4 mews/semi and detached houses at a nett density of 30.48 dwellings per hectare to respect the character of the local area.

As noted previously the sites surroundings and wider area include a great variety of built scale and form, a product of various phases and types of development over the long history of development in the Bury area. However the proposals closely follow the density and grain of the immediate surroundings.

The proposals respond directly to the local scale and form with 2 storey semi and detached properties and 2.5 storey semi detached properties of domestic scale and proportions in simple form, located to create a variety of attractive and interesting focal points, vistas and street scene.

The height and massing of the dwellings will soften the appearance of the site from all aspects, particularly when compared to the form, height and massing of the surrounding properties. The overall mix of scale and form will integrate with and compliment the diversity of the local surroundings.



Peel Brow



Bury New Road



Fir Street

7. Landscape (Public Realm)

Strategy

The landscape proposals will be carefully designed to compliment the existing environment including detailed measures to promote nature conservation, protecting and enhancing the aesthetics and ecology of the site.

The habitats present within the site include dense shrubs, broad leaved scattered trees, scattered shrubs, tall ruderal, semi natural broadleaved woodland, introduced scrub and a water course.

Conclusion

With a careful choice of species and planting strategy, the proposals will create aesthetic and ecological enhancements to the site whilst preserving the local character and distinctiveness. The landscape layout to be submitted as part of the planning application will consider the scheme in relation to ecological and landscaping issues and includes full details of the hard and soft landscaping and enclosure proposals. It is considered that there would be very limited impact on the local ecology as a result of the proposals, provided the recommendations of the Ecological Appraisal prepared by Ascerta are undertaken. This will enable the proposals to meet the requirements of national and local guidance and legislation.



Phase One Habitat Survey



Proposed Planting Proposals

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8. Appearance (Architecture)



Typical local architecture



The traditional form, proportions, design and details of the proposals combined with the sympathetic choice of materials responds to the spirit of the local area rather than directly copying the surroundings, particularly since much of the local architecture is widely varied. This approach will ensure that the scheme is appropriate for the location, integrating with the surroundings at the same time as providing a distinctive vibrant development with a sense of place, giving a positive contribution to the local area.

As noted previously the height and massing of the proposals directly reflects the local character with 2 and 2.5 storey houses of domestic scale and proportions in simple semi/mews and detached forms.

The proposals include a range of dwelling types, all contributing to the character and variety of the site and wider local area.

As with the local architecture, a great variety of external materials are used in the local area, however stonework and pitched tiled roof dominate. Consequently the architectural pallet of materials has been carefully selected following an analysis of the Bury area, for their durability, sustainability and aesthetic qualities. Colour, texture and detailing will be used to enliven the built form and streetscene.

The form of the dwellings, the architecture and the subtle choice of locally sympathetic materials, will soften the appearance of the development.



Haigh House Type

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9. Access

The development will be served from Bridge Street/Peel Brow which is an adopted highway fed from Manchester Road.

It is intended for the access serving the development and car park to be adopted under a Section 38 Agreement. The proposed dwellings will be served from the estate highway which is to be maintained by a Management Company. It is proposed for cul de sacs to be constructed to serve the dwellings which terminate with a simple turning space. The simple logical format is both clear and legible which ensures that the development is permeable for vehicles, cyclists and pedestrians coming to or going from the site. Detailed provisions include specific materials and the use of colour and surface treatments designed to assist those with various access difficulties ensuring that the scheme is inclusive accommodating all people as separate pedestrian routes will be provided. The access road and turning space will be designed and constructed to adoptable standards but remain private and both the foul and surface water drainage systems serving the development will be adopted by United Utilities through a Section 104 Agreement. Road 1 will provide direct access for plots 1-7, 44-51 and the cricket club beyond and parking courts will be provided to serve plots 8-12 and 52-57.

Throughout the proposals, particularly in terms of pedestrian access provisions are included to ensure that the proposals are accessible to all and do not present barriers to people with disabilities.

The size, shape, topography and layout of the site dictates a simple access strategy for both pedestrians and vehicles.



Proposed Access – Bridge Street

10. Detailed Design Considerations

10.1 Crime

Public health, safety and security have been important considerations in the design process particularly in relation to crime.

Crime and disorder and the fear of crime are major factors that can undermine quality of life and community cohesion.

As noted previously the currently vacant site has become a magnet for crime and vandalism putting a strain on local emergency services and causing concern for local residents. The redevelopment of the site will in its self eliminate many of these problems.

The design of the layout and the orientation of the dwellings in particular have been guided by the fundamental principles of both Secure By Design and the universal international guidance provided by CPTED. In particular the overall design process has considered the reduction of vulnerability to crime under three headings, design layout / spatial relationships, management / maintenance and target hardening.

Given the location and context of the site in Bury where crime rates are generally around the national average, the greatest risk of crime in relation to the new dwellings comes from theft from, or attacks on, motor vehicles and domestic burglary.

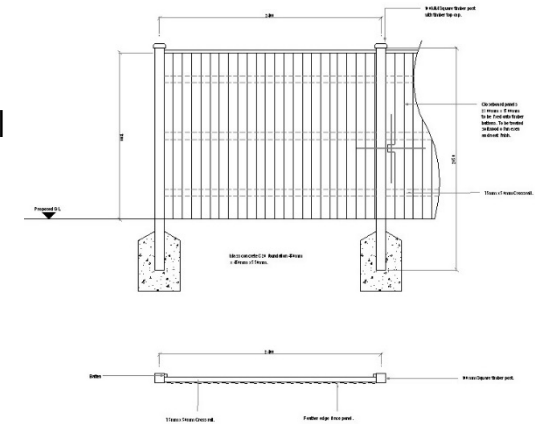
The design of a well supervised secure public realm is fundamental to the reduction of crime, the layout has been carefully arranged and orientated to supervise the street / public realm and create a clear and secure distinction between private and public space. Each dwelling is also provided with private secure rear garden space.

Individual residents have control and management of their own property and defensible space, however the dwellings are arranged and orientated to create a collective management and interdependence in the supervision and control of the public realm and communal spaces, including the highway. In particular the car parking for the dwellings is provided within curtilage at the front / side of dwellings. This is the most secure location as all residents can supervise each others vehicles, the private car parking spaces are highly visible to all residents within the public realm, and all of the dwellings also have secure garage parking.

Particular points of vulnerability have been identified and target hardening features have been introduced to address these issues. The perimeter boundaries of the site, aside from the highway frontages will be secured by new timber fencing. Side / rear boundaries of the individual dwellings are secured by fencing and gates. The public realm includes proposals for lighting. Each of the dwellings is provided with electrical wiring to allow the easy installation of a suitable burglar alarm.

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Typical secure fence detail



10. Detailed Design Considerations

10.2 Energy and Sustainability

Sustainability is about carrying out your activities in a way that balances social, environmental and economic interests so as not to disadvantage future generations. Producing new development whilst considering the environmental, social and economic impacts is good sustainable design and construction.

Energy use, efficiency and sustainability have been an important consideration in the design process from the location of the site, the layout of the development and the detailed design and specification of the individual dwellings.

All of the proposed dwellings will be constructed to comply with the latest Building Regulations and material standards which include requirements to effectively insulate new dwellings, reduce energy consumption and address climate change in many ways, for example the installation of low energy lighting.

The use of high performance insulating materials and compliance to the latest Building Regulations and standards means that the dwellings will be inherently efficient reducing energy consumption throughout the life of the development.

The site is in a sustainable location, well located in relation to housing, jobs, services and infrastructure. It is within walking / cycling distance of a range of local services and facilities, with the wider area easily accessible by public transport links. In addition all of the detached dwellings are provided with a garage which can be used as secure cycle storage, encouraging the use of sustainable transport solutions.

Sustainable drainage solutions have been considered. The drainage authority have identified a surface water drainage connection point, however the flow rate of water discharged will be restricted. This will be achieved by the design of surface water storage facilities that will store excessive amounts of rain water during a rain storm then slowly release the water into the system over a period of time, thus avoiding any potential for flooding or overloading the local drainage network.

The proposals incorporate many sustainable features, often fine points of detail, for example, any white goods (washing machines, dishwashers and fridge / freezers) fitted in the dwellings will be A rated for energy efficiency and water consumption.

13. Conclusion

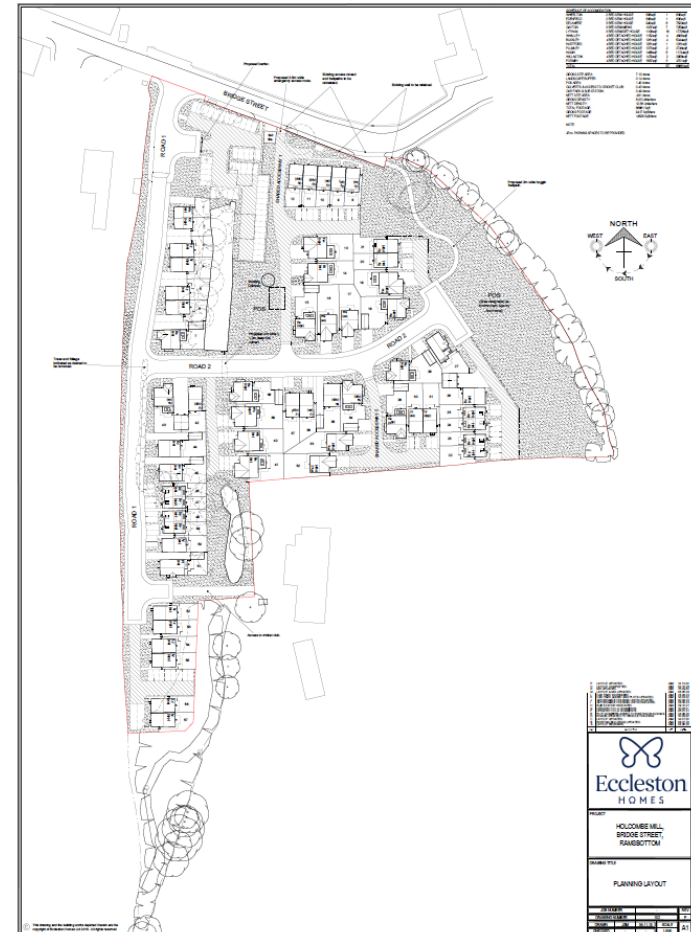
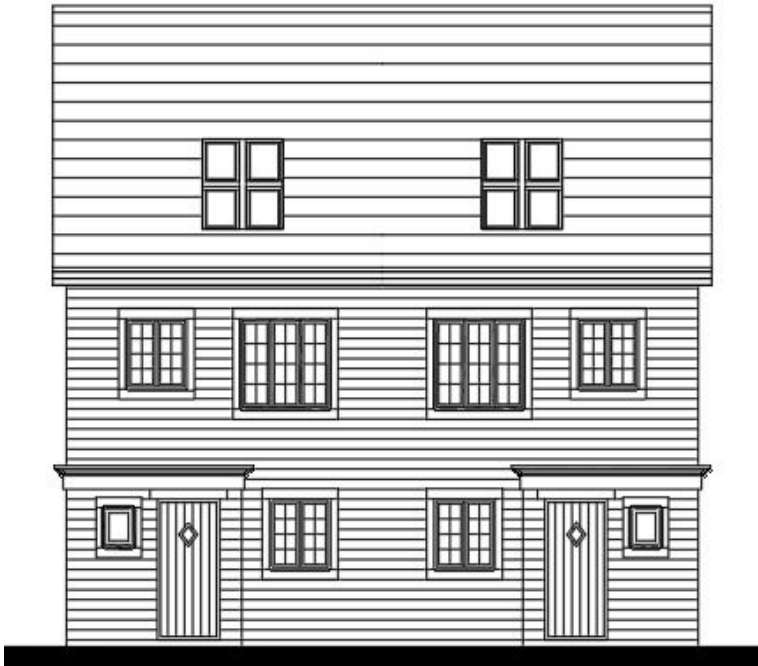
The subject vacant site is in a prime location within the town scape of Ramsbottom.

The application proposals have evolved to address site constraints, the character and appearance of the area.

The proposals include 57 dwellings in a range of sizes, styles and designs providing choice and diversity to new and existing residents. At a density of 30.48 dwellings per hectare, the proposals represent an appropriate opportunity to redevelop this vacant site. The development is in a sustainable location and used high quality design and sustainable principles, and is therefore delivering the most efficient use of this site.

The development will also improve the openness and accessibility of the site and surrounding area. The scale and appearance of the new development along with the associated landscaping will present a much more positive aspect to the surrounding area. All of this will enhance the social and physical environment of the site and wider community.

The proposals are of high quality design which positively contributes to the local environment and respect the character and appearance of the area. The scheme complies with design policy at national, regional and local levels and is therefore considered to be acceptable.



Proposed
Layout