

21-016 Barns Lane, Dunham Massey, Warburton for Barns Lane Holdings Ltd

Office Change of Use and Associated Parking

For Barns Lane Holdings Ltd

DESIGN & ACCESS STATEMENT

21-016 Barns Lane, Dunham Massey, Warburton for Barns Lane Holdings Ltd

Office Change of Use and Associated Parking

Executive Summary / Introduction

This Design Statement accompanies and supports the proposed change of use of the existing Barns Lane office building to allow unrestricted office use with associated works for car parking, a new gated access from Sawpit Street and associated landscaping.



Fig 1: Aerial view of former Hultons Landscapes site with the application site identified.



Fig 2: View of existing office building

Project Team

Applicant: **Barns Lane Holdings Ltd c/o Agent**
Planning Consultant / Agent **P4 Planning**
Address: 14a Little Lever Street
Manchester
M1 1HR

Contact: Mr T. O’Kane
Tel: 0161 826 3226
Email: thomas.okane@p4planning.co.uk

Architect: **Bowker Sadler Architecture**
Hatherlow House
Hatherlow
Romiley
Stockport, Cheshire
SK6 3DY

Contact: Mr P Jeffrey
Tel: 0161 406 7333
Email: paul.jeffrey@bowker-sadler.co.uk

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Executive Summary / Introduction (cont.)

Forming part of a full planning application, this design statement should be read with the following drawings and reports:-

21.016 1003 RevC – Site Location Plan
21.016 1001 RevB – Block Plan
21.016 1000 RevB – Proposed Site Plan
21.016 0006 - Barns Lane Office Building Floor Plan
Planning Statement
Arboricultural Report
Ecology Report

Additional Information:

- Flood Risk - The site is within Flood Zone 1.



Figs 3-5: Site in use as Hultons Landscapes

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1.0 Assessment

Physical context and local character – site description and surrounding area

The site is located on Barns Lane, Warburton, Cheshire, and is brownfield, being formerly occupied by Hultons Landscapes, a landscaping contractor and nursery business. The retained office building, which is the subject of this application, formed part of that business and is now proposed to continue as an office building with unrestricted use in its own right with associated parking, cycle and bin storage.

A portion of the former Hulton Landscaping site has been approved for residential redevelopment (approval reference 100346/FUL/20) and is in the ownership of Edgefold Homes Ltd, who are both developer and main contractor.

The remainder of the site contains existing mature woodland and shrubs, which are to be retained, and an area of hard surface previously used for storage when operating as a landscaping business. The latter is now vacant, located to the north west of the site.

The site is bounded by open fields to the north west, Sawpit Street to the north east, Barns Lane to the South East and the approved residential development to the south west.

The Application site area is 0.2068ha (2068m²).



Fig 6: Aerial view of the site



Fig 7: Approved residential development



Fig 8: Area of hard surface formerly used for storage of materials



Fig 9: Area formerly used for storage

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1.0 Assessment (cont.)

Physical context and local character – site description and surrounding area (cont.)

Ownership and Land Allocation

The application site is owned by Barns Lane Holdings Ltd.

Site Constraints, Opportunities and Topography

The application site is located within green belt and the accompanying Planning Statement provides supporting information and justification for the proposal relative to applicable policy.

Constraints in connection with the proposal and relative to the consideration of policy include:-

- Protection of the adjoining mature tree and shrub belts
- Maintaining openness and ensuring no greater impact than prior to redevelopment.

Location

The site is located close by the village of Dunham Woodhouses and the Trans Pennine Trail, a cycle/ walking route leading to Altrincham and Rushgreen, including all facilities. Close by the site are the Rope & Anchor and Vine Inns. Dunham Massey and Dunham Park are located less than 3km away.

Assessment Summary

The proposal is for the retention of the office use on site together with associated parking, carried out sensitively and appropriately relative to policy.

2.0 Involvement

Consultation

- a) During pre-application and throughout the determination process of the approved residential application (100346/FUL/20), community consultation was carried out through dialogue with both Warburton and Dunham Parish councils.
Both Councils were keen to understand the intentions for the office building and surrounding land, which was excluded from the residential application.
If retained, discussions included concerns over the potential for displacement of any cars onto Barns Lane, and whilst Trafford's parking standards would be required in relation to retention of any office use on the site, there was a desire to see a 'contingency plan' covering visitors / potential overflow to ensure parking did not encroach onto Barns Lane.
- b) Highways requested an indication of the likely area around the retained office building to be designated for parking in the event of an application for the continued use of the office building coming forward.
- c) The current application follows dialogue with Leanne Turner at Trafford MBC planning department, resulting in the withdrawal of an earlier Section 73 application. This sought removal of a restrictive condition associated with the offices original permission, tying its use to the previous landscaping business.

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3.0 Evaluation

The existing office building provides 211sqm of useable office space and is of permanent and substantial construction.. The office is restricted by planning condition for the occupation by an agricultural or landscape gardener's business. As the adjacent land will be developed for residential development and the application site can no longer accommodate an agricultural or landscape gardener's business, given the necessary yard space and barns for storage of equipment and stock, the retention of this restriction means the office building will remain vacant. It is not legally possible to remove the condition as the description of the original development refers also to the office relating to the landscape gardener's business and so it has been agreed to proceed through this application for a change of use from a landscape gardener's office to an unrestricted office use (Class E (g)(i)).

The office will be occupied by Edgefold Homes, the current owner, developer and contractor associated with the new residential development.

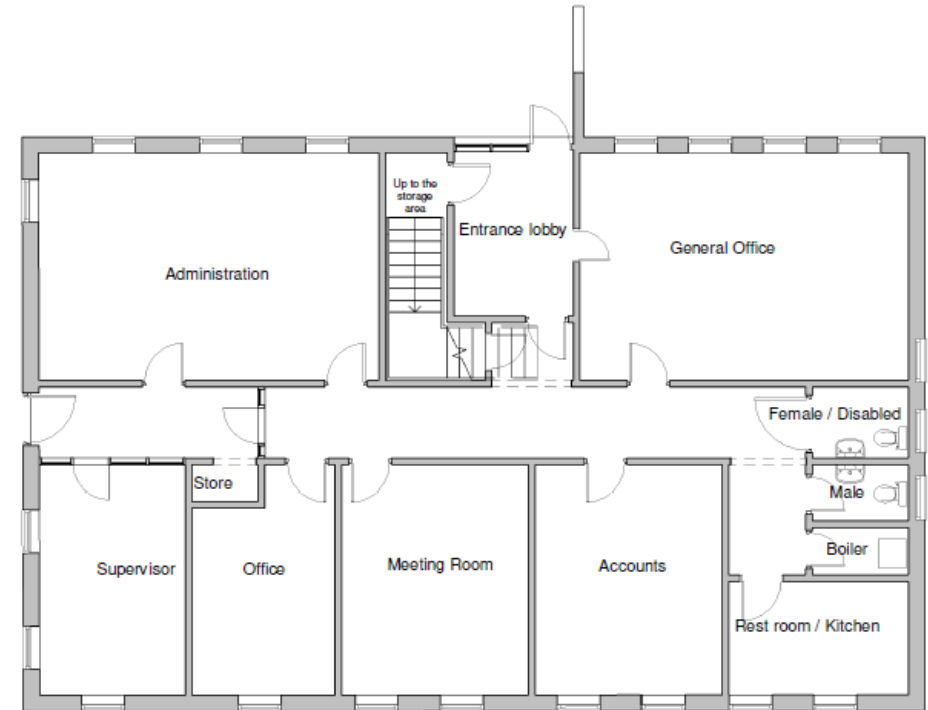


Fig 10: Existing building floor plan

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3.0 Evaluation (cont.)

Trafford's parking standards are set out in their SPD which require offices to provide a maximum of 1 space per 30sq.m. In relation to disabled parking, their standards state 'individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater'. This generates a requirement for 8 spaces of which 2 are to a disabled standard, together with associated secure cycle storage and bin storage areas. Whilst the above number of spaces would be compliant with Trafford Policy, the proposed scheme seeks to address local resident/ Parish Council concerns over any displacement of cars onto Barns Lane through the provision of visitor / overflow parking.

The application will demonstrate that the retained office building use can be adequately serviced i.e. refuse vehicles and deliveries, through the joint use of the new access way, servicing the residential development and therefore this section of highway is included within the application site boundary, ensuring that larger vehicles are able to access and egress onto Barns Lane in forward gear.

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4.0 Design Parameters, Evolution And Layout

Trafford MBC required parking – consideration and design development.

As part of the determination process associated with the residential redevelopment of the site, whilst the office building was excluded from the application, the Applicant was requested by Highways to provide for information purposes, an indication of the likely location of an area for parking serving the retained office use. This was therefore indicated on the submitted plans, however it was located outside of the application site boundary hence for information purposes only.

The area indicated for office parking remains and greater detail is provided on drawing 21.016 1000 RevB.

The parking location for 8 vehicles and arrangement has been chosen for the following reasons:

- i. The parking spaces are taken off the new access way associated with the residential development and are sufficiently far away from the junction with Barns Lane to allow the ongoing free movement of vehicles in and out of the junction with the existing road.
- ii. Parking and accessible spaces are conveniently located close by the office building entrance.
- iii. The parking is closely associated with the existing building and between that and the proposed dwellings so as not to have any greater impact on openness than existed when the site was a landscaping business and following its residential redevelopment.

The parking spaces will be constructed in materials to match those adopted on the driveways of the approved residential development.



Fig 11: Area identified for parking adjacent existing office building

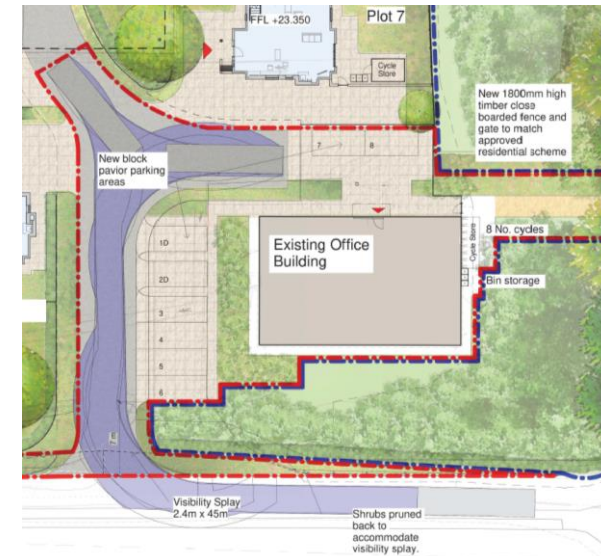


Fig 12: Proposed parking around retained office building

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4.0 Design Parameters, Evolution And Layout (cont.)

Visitor / Overflow parking – Location and Design Development

Due consideration has been given to an area that could be designated for visitor / overflow parking, responding to local Parish Council/ resident concerns. This is identified on drawing 1000 RevB.

The rationale / justification is as follows:-

- i. The area proposed is currently hard standing and was a storage space for materials and equipment, as well as an occasional parking area when the site was occupied as a landscaping business. There will therefore be no greater impact on the openness of the Green Belt with the proposed intermittent use as a visitor/ overflow parking area than existed previously. The proposed area, with capacity for 9 vehicles is located behind existing hedging and mature tree and shrub belt to minimise visual impact.
- ii. The proposed area is outside of the root protection areas for the retained existing trees.
- iii. It will be constructed as a permeable surface, supplementing the current hardcore base.
- iv. The existing beech hedging will be extended to circumnavigate the proposed parking, providing a “green screen” to it and such that it will appear as an extension to the existing hedging.
- v. The area will have lockable timber (5 rail agricultural style) gates, to avoid use by vehicles other than those associated with the office use.



Fig 13: Detail from dg 1000B illustrating proposed overflow/ visitor parking

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4.0 Design Parameters, Evolution And Layout (cont.)

Visitor / Overflow parking (cont.)

- vi. Careful consideration of the required visibility splay onto Sawpit Street has established its access point, as indicated within drawing 1000 RevB. The gates have been set back (5.5m) & access width provided (5.5m) sufficient for a vehicle to pull off Sawpit Street, even when the gates are closed.
- vii. Out of office hours, the area will not be accessible to vehicles as the gates will be locked each evening and at weekends.
- viii. The “crossing” between Sawpit Street and the visitor parking will be constructed in black macadam finish to match the adopted highway.
- ix. The proposed visitor parking will be linked to the office building by a ‘no dig’ mulch and peg boarded footpath as indicated on drawing 1000 RevB so as not to impact on any of the existing trees within the retained tree belt.
- x. The proposed area for the visitor/ overflow parking coincides with the now approved construction access for the new residential development.

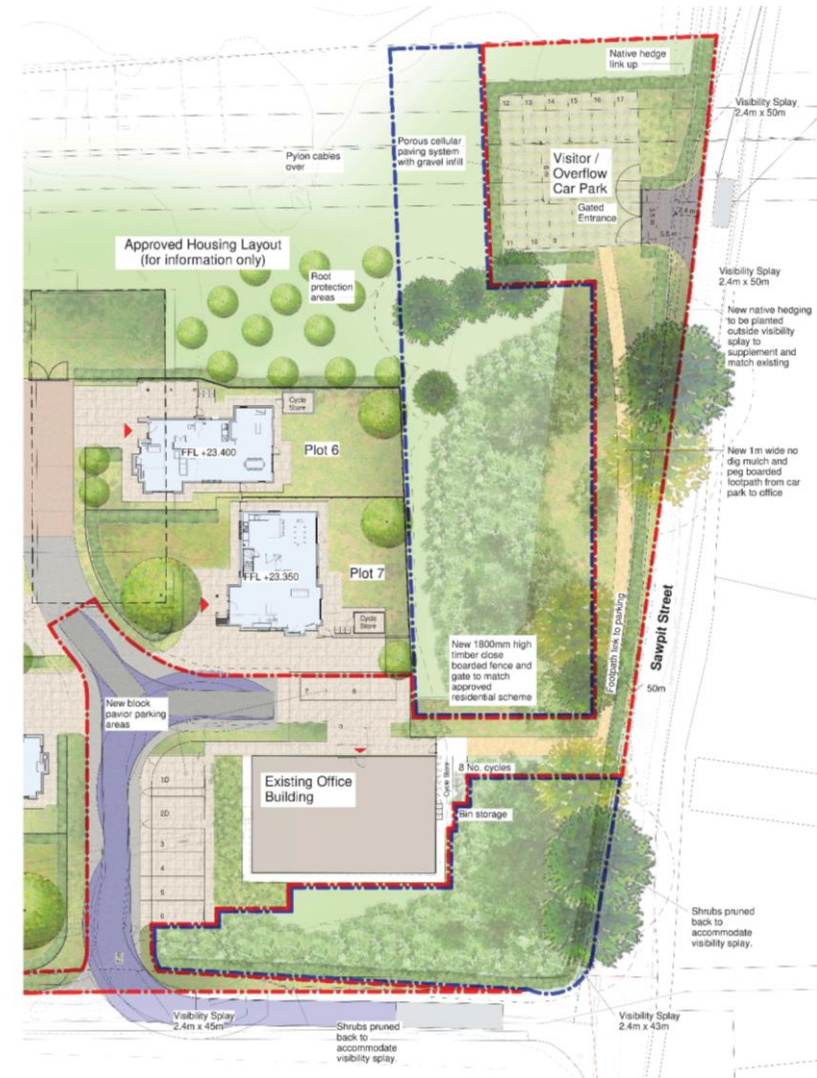


Fig 14: Proposed parking arrangements and footpath link to retained office building (dg 1000 RevB).

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4.0 Design Parameters, Evolution And Layout (cont.)

Secure Cycle Storage

Secure cycle storage for 8 cycles will be provided, attached to the north eastern elevation of the office building (see drawing 1000 revB and fig 12).

Refuse Storage

Refuse vehicles can access the site, as illustrated on the tracking within drawing 1000 RevB. In addition, a hard standing will be provided for refuse bins including space for separating out recyclable waste.

Boundary Treatments

The existing hedge line to Sawpit Street will be reinforced / extended to maintain character along Sawpit Street and improve biodiversity around the proposed visitor/ overflow car park. A 5 railed wooden field gate (see drawing 1000 RevB) is proposed for the visitor/ overflow parking. A short length of matching close boarded timber fencing and gate is proposed linking the approved residential development boundary to the office building (see drawing 1000 RevB).

5.0 Conclusion

This design statement outlines the proposal to change the use of the existing Barns Lane office building to permit unrestricted office use. The proposals have been designed to reduce the risk of on-street parking, a key concern raised by Dunham Massey and Warburton Parish Councils. It details the accompanying parking, cycling and refuse storage proposals such that the solution is in accordance with planning policy . The Applicant respectfully requests the proposal be supported by Trafford MBC.

