

Outline Planning Application – Design and Access Statement



Residential development comprising the alterations to an existing bungalow, the erection of 3no. dwellings & existing access widened.

Land located at: 61 King Street South, Rochdale, OL11 3TR

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1 Introduction

This Design and Access Statement has been prepared for our client in support of the outline planning application for a residential development comprising of the following accommodation:

Existing property with added storey
Internal floor area 210m²

Plots 1 & 2
4-Bedroom / 6-Person with garage
2 storey
Internal floor area 107m²

Plot 3
4-Bedroom / 6-Person
2 storey
Internal floor area 124m²

The proposals are to:

- Add an additional storey to the existing bungalow similar to extant planning permission 21/01283/HOUS.
- Erect 3 no. new 4-bedroom / 6-person 2 storey dwellings.
- Existing access off King St South retained & widened.

The site comprises of an existing bungalow on 61 King Street South, Rochdale, with vacant land to the rear & side of the property.

There are some existing trees to the perimeter of the site, mainly to the east boundary; these will remain in place and be kept as part of the natural landscape.



This statement complies with Department of Communities and Local Government document 'Guidance on Information Requirements and Validation' (March 2010) 'Section 6 – Design and Access Statements'; and CABE's 'Design and Access Statements – How to Write, Read and Use them (2007).

The enclosed drawings, figures and diagrams within this document are proposals and are not to scale. Distances and measurements should be sought on the accompanying planning drawings which have been provided as part of the application.

2 Context Assessment:

2.1 Physical Context

The image to the right shows the application site edged red and in its immediate context.

The site is situated approximately 1 km from Rochdale Town Centre, with King Street South to the north, Manchester Road to the west, Freehold Street to the east & to the immediate south of the site is Mulberry Close & John Roberts Close which are a mix of bungalows and houses.

The application site consists of brownfield land with existing boundary treatments consisting of brick & stone walls.

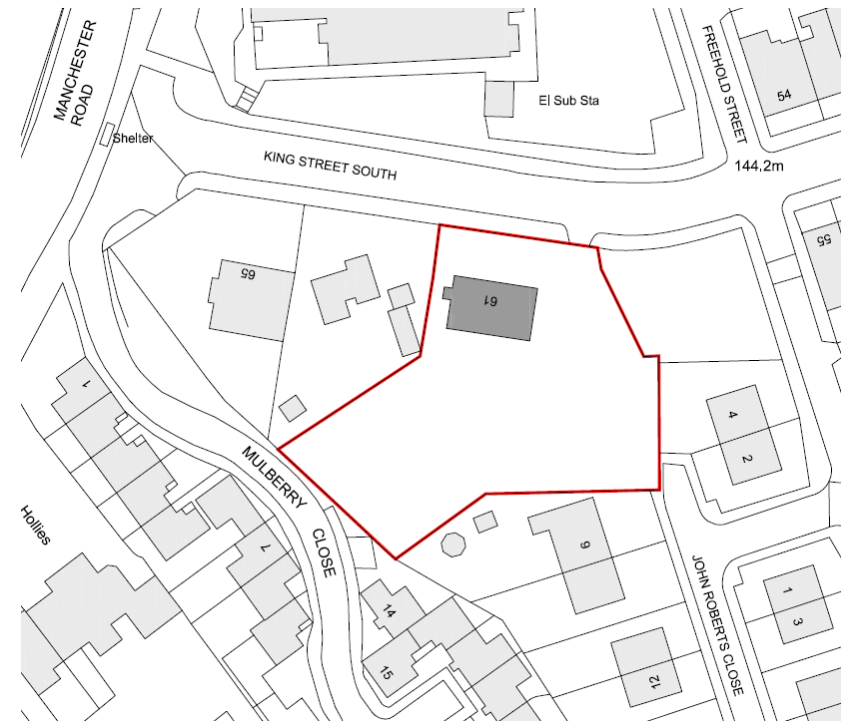
2.2 Social Context

The main issues that we believe will most affect local residents will be as follows:

- Traffic: there will be an increase in vehicle and pedestrian traffic using King Street South to access the development site, but the extended private drive will be suitable and parking provision for new dwellings is ample.
- Our proposals do not create any amenity or privacy issues for existing residents.

2.3 Economic Context

The local economy will receive an initial boost as a result of construction work on the project, once complete there will be a boost to local authority funds via Council Tax contributions. New residents in the area will also mean new customers for local businesses.



2.4 Planning History

Erection Of Two Dwellings

Land Rear Of 61 King Street South Rochdale

Ref. No: 95/D32695

Granted: Mar 1996

Erection Of Two Dwellings

Land Off Mulberry Close Rear Of 61 King Street South, Rochdale

Ref. No: 96/D33099

Refused: Jan 1997 due to proposed access being sited off Mulberry Close

Construction Of Two Storey Dwelling to Replace Fire Damaged Bungalow

61 King Street South Rochdale

Ref. No: 97/D34776

Granted: Dec 1997

Two-storey side extension and first floor extension including an increase in roof height and alterations to fenestration on existing rear elevation

61 King Street South Rochdale OL11 3TR

Ref. No: 21/01283/HOUS

Granted: Nov 2021

2.5 Planning Policy

National planning policy guidance is provided by the National Planning Policy Framework (NPPF).

This policy guidance proposes, as one of its core themes, a presumption in favour of sustainable development. Paragraphs 11 and 12 state that:

“Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

This National Planning Policy Framework does not change the statutory status of the development plan as the starting point for decision making. Proposed development that accords with an up-to-date Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise. It is highly desirable that local planning authorities should have an up-to-date plan in place.”

Furthermore, paragraph 14 states that:

“At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.

For decision-taking this means:

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
 - specific policies in this Framework indicate development should be restricted.”

In Section 6 “Delivering a wide choice of high-quality homes”, the NPPF states at paragraph 49 that:

“Housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up to date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites”.

In Section 7 “Requiring good design”, paragraph 56 states that:

“The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people”.

Within the UDP, policies BE1, BE2 and BE12 concern design and amenity issues. Policy BE1 states that:

“All development should be of good quality design such that it contributes to a built environment which:

- i. creates or retains a sense of local identity.
- ii. is visually attractive.
- iii. promotes safety, including crime prevention and reduction of hazards to highway users.
- iv. promotes a healthy environment, including space and landscaping about buildings and avoidance of exposure to excessive noise or pollution.
- v. is energy efficient in terms of building design and orientation and conducive to energy efficient modes of travel, in particular walking, cycling and use of public transport.”

Policy BE2 states that:

“New development should be designed so that:

- i. it is in keeping with any surrounding development in respect of design, materials, scale, density, layout, building height or mass.
- ii. the topography of the site (particularly changes in level) is taken into account.
- iii. satisfactory access to existing highways can be achieved.
- iv. existing and proposed landscape features (including trees) are incorporated as an integral part of the proposal.”

Policy BE12 states that –

“New dwellings should be designed to provide privacy and open space for their occupants, and physical separation from adjacent property and land. The minimum acceptable distances will normally be:

- i. 21.0m between a habitable room window of a dwelling and a habitable room window of a facing dwelling.
- ii. 12.0m between a habitable room window of a dwelling and a blank wall or a wall containing the window of a non-habitable room.
- iii. 10.5m between a habitable room window of a dwelling and the boundary of any adjacent undeveloped land.

- iv. 1.5m between any wall of a new dwelling and the boundary of any adjacent land (other than a highway).

Distances less than these will be acceptable if it can be shown that, by reason of permanent screening, changes in level, or innovative design, no detriment would be caused to existing or future occupiers of the dwellings or any adjacent premises or potential development land which may be affected.

Policy T10 of the UDP considers the highway and accessibility issues in new development –

“New development will not normally be permitted if it will create or materially add to highway safety or environmental problems or, in the case of development which will attract or generate a significant number of journeys, if it cannot be served adequately by the existing highway network and by public transport. Proposals will be expected to incorporate appropriate highway infrastructure designed to meet relevant safety standards”.

The proposed development should therefore be assessed against the relevant national and local planning policies identified above, and any other relevant material considerations.

2.6 Planning Appraisal

Pressure for housing continues to grow, as few sites remain in the UDP that are identified for housing and are undeveloped and even fewer are considered to be available for delivery. Therefore, it is argued that the proposed scheme should be considered in the context of the existing development plan and national policy guidance.

The proposed development is to be in a highly sustainable location, given that the services and facilities of Rochdale Town Centre are within a short driving distance and that the site is close to well-frequented public transport bus & train routes, thereby meeting the requirement of “sustainable development”.

The proposed development meets the requirements of paragraphs 14 and 49 of the NPPF in that it represents highly sustainable development and there are no adverse impacts of approving development that would significantly and demonstrably outweigh the benefits and there are no specific policies in the NPPF that indicate that development should be restricted.

3 Design

3.1 Design

4 detached dwellings can comfortably be accommodated within the site, including the extended existing bungalow, with access for vehicles and parking, served from the existing access road of King Street South

The siting of dwellings within the site shows that the dwellings can easily be accommodated to give sufficient space about buildings and the density of site development is appropriate. Satisfactory access to the highway can be achieved (policy BE iii).

The detailed design of the dwellings will be of a high quality, as befitting of the area. The use of traditional materials within the design is held to reflect local characteristics and appearance whilst the scale of development is considered to be appropriate to the characteristics of the wider area. In addition, the proposed buildings will be constructed to high levels of sustainability.

The proposed application is an Outline Planning Application, and therefore details of the proposed materials and appearance will be 'reserved' for later determination.

3.2 Amount

The scope of the application, the overall size, shape and layout of the buildings have been carefully considered given the surrounding environment and constraints; as has the design of the site layout itself.

Within the proposed site layout plan, we have looked at the amenity impact on the surrounding neighbours and maintained suitable separation standards.



The scheme has been designed so as not to disrupt the existing street scene and has been designed to follow suit from that created on the adjacent John Roberts Close, with similar density and spacing with dwellings set back from the highway to incorporate an element of soft landscaping.

Car spaces will be provided to each dwelling, with a minimum of 2 (up to 3 for certain dwellings) car spaces per dwelling. This proposal would therefore not increase pressure on any on street parking and not jeopardise the existing access on King Street South.

The aspect of the proposed dwellings will be a high-quality family housing, which will meet all the National Space Standard requirements, and be of a high-quality construction. The construction will meet/exceed thermal requirements of the Building Regulations.

A natural palette of materials will be proposed, which will link in with the surrounding buildings and natural environment, and give the proposed dwellings an element of high-quality architectural interest.

3.3 Layout

The layout of the scheme has been developed carefully over successive iterations with these final proposals taking into account all of our core design principles such as:

- Access
- Amenity
- Appearance/layout of the surrounding built environment
- Crime and security
- Enhancing a neighbourhood
- Light
- Privacy
- Space

The layout is a response to the existing topography and geography of the site.

The approach has led to rear gardens being sited backing on to the existing properties; to avoid sheds and washing lines being in full view to the detriment of the street scene. The existing boundary walls already bring a sense of enclosure to the proposals and would provide some security to the development.

The scheme fully utilises the site, proposing open areas for car parking, landscaping, etc. which is in keeping with the typical varied residential format found within surrounding area as. The proposals reflect the surrounding built environment and ensure overshadowing and overlooking is restricted. Ample amenity garden space has also been provided for each of the dwellings.

The proposed dwellings are set back from the proposed private drive and separated from the public footpath via soft landscaping strip buffers. The proposed scheme aims to minimise any physical boundary treatments above the external ground level (with the exception of some proposed trees) along the frontages; the boundaries will be indicated and noted utilising the ground surface treatments and any associated edgings as much as practicable.

The proposed site plan incorporates efficient and practical external waste storage; the designated external bin store areas indicated on the proposed site plan are sufficient for the storage of 4 no. refuse bins containing non-recyclable and recyclable waste to be in accordance with Local Authority current refuse and recycling system and procedures. This will promote recycling whilst maintaining a neat and tidy streetscape.

Appropriate and attractive landscaping will be incorporated into the proposed scheme; this can discourage anti-social behaviour whilst providing an attractive frontage and streetscape.

3.4 Scale

The built environment around the application site is a mix of two storey terrace, semi-detached and detached residential dwellings; some with several single storey extensions/additions. Our proposals have been designed sympathetically with the surrounding residential style in order to reinforce the local character of the area. The heights, widths and lengths of the proposed units will be similar to those of existing units in the area.

3.5 Landscaping

The proposed application is an Outline Planning Application, and therefore details of the proposed hard and soft landscaping, will be 'reserved' for later determination.

Although the site is covered by a group TPO, please note the following & also the included letter from Rochdale Planning Enforcement:

'Although the site is covered by a group TPO, there are few trees currently on the site which the Tree Officer would consider merit a TPO designation.' –

PLANNING OFFICERS REPORT

Application Number: 21/01283/HOUS

The site is surrounded by a few existing trees which are to remain unaffected. A low quality tree is to be removed at the front of the site to provide car parking spaces; it is proposed new trees are to be planted as part of the post-development landscaping scheme to mitigate the tree removal.

Within the submission of the outline planning application, however, we have shown basic indicative landscaping and a tree planting scheme, and which is designed to have ecological benefit, and utilises native species for which will provide feeding to the natural habitat.

It is intended that the soft landscaping proposals focus on the front 'buffer' area fronting the existing highways with the intention of creating an attractive street-scene and utilise soft landscaping that reinforces safety and security. Soft landscaping can also be found between the car parking and the garden areas to the properties to the rear of the site and also between the proposed dwellings.

The hard landscaping proposals are intended to satisfy our core design principles and provide:

- Access to persons with disabilities
- Attractive edges/defensible space
- Differentiation between vehicular/pedestrian/public/private areas
- Security to boundaries

The hard landscape proposals will provide level access to the principal entrance of the proposed building. Further, paving surfaces are designed to enable easy determination of public and private vehicular and pedestrian spaces providing an attractive street frontage. The rear perimeter boundaries are to be protected by the existing boundary walls, with more of a landscaped boundary to those properties that back on to the openness of the of the adjacent areas. To the front of the site, boundary treatments above ground have been kept to a low in order to create a more attractive street scene as well as improving sight lines and visibility, providing sufficient and safe site access.

3.6 Appearance

The proposed application is an Outline Planning Application, and therefore details of the proposed materials, will be 'reserved' for later determination.

However, the design principles laid out the basic tenets from which to base decisions during design development. In terms of appearance the most notable principles will be:

- Appearance/Layout of the surrounding built environment
- Enhancing the neighbourhood

Consideration has been made when choosing the external materials and therefore the proposed detailed designs would produce a scheme that responds to the neighbouring dwellings and streets, producing a well-proportioned and responsive facade to those on the existing highways and is sympathetic to the existing materials in use in the vicinity.

The neighbouring buildings (see photos) have a basic and traditional palette of materials, notably brick external walls and slate tiled roofs; a mixture of timber and uPVC window frames are also prevalent. The proposal would therefore include for a mixture of natural materials which will be sourced locally and will blend into the landscape natural features.



3.7 Use

This planning application is for the erection of a residential development, planning use class C3. Most of the application site is currently vacant and would be a social and public benefit to for a much needed residential development.

As the application site lies within a predominantly residential area, and looking through the planning history of the site, we believe there is sufficient justification for our proposals to be considered as appropriate development and use.

3.8 Security Measures

Security has been carefully considered within the proposals. The development seeks to create a safe and accessible environment where crime does not undermine the quality of life. Crime prevention measures have been considered, making use of 'active' windows to the fronts of the property, aiding natural surveillance, and maintaining a site layout that reduces/eliminates hidden corners and areas where people can gather.

Access and movement

- All routes have been well defined so as not to undermine private or defensible space.
- All proposed routes are safe to use at any time of the day or night.
- Routes have been designed to maximise the opportunity for natural surveillance.
- Routes are straight and wide without blind spots where potential offenders could be hidden.
- Street lighting will be to the locally adopted standard.
- All routes proposed are necessary and lead to places where people want to go.

Structure

- Vehicle parking is within the curtilage of the building it serves and be overlooked.
- Buildings have been orientated to maximise natural surveillance.

Surveillance

- Habitable rooms with an increased number of windows overlook the street.

- Lighting is used to ensure good natural surveillance is available during the hours of darkness.
- Elevations of the buildings benefit from the surveillance provided by onlookers.
- Buildings and spaces have been designed to allow for all round surveillance.
- Blank walls and recesses have been avoided.

Ownership

- All spaces have been clearly defined and adequately protected in terms of its use and ownership.
- Hedges and bushes will be used as demarcation of space where ultimate security is not an aim.
- Fencing that actively impedes access has been introduced in most appropriate in places that are vulnerable to crime.
- Sensitive placement and appropriate selection of physical barriers such as gates, fences, walls and hedges, will be used to creates safe places that are also attractive.
- Landscaping will be used to make places safer as well as more attractive provided it does not restrict natural surveillance.
- Various types of changes in paving, surface texture, materials, colour, and landscaping have been considered to help to differentiate between public and private space for the benefit of all users.

Physical protection

- Robust doors and windows will be considered as a means of defeating the criminal as effective security creates a delay to the intruder.
All to conform to Part Q of the Building Regulations

Management and maintenance

- Anyone with 'ownership' of space will be made aware of their personal maintenance responsibilities

4 Access

4.1 Vehicular Access & EV Charging Points

Regarding highway and access, the proposed access to the site utilises the existing King Street South access that serves the existing residential property on the site. As part of the development, it is proposed to widen this existing access, but it is contended that this will not impact adversely on the character and appearance of the area.

It is considered that the level of traffic generated by the new dwellings can easily be accommodated and therefore, the proposed development would have no impact on the safe operation of the local highway and will not significantly add to any perceived congestion at the peak times on the local network.

Parking to the dwellings will exceed local highway authority standards, with a minimum of 2 no car spaces per dwelling being allocated.

We have provided convenient space for the storage of 4 no. 1100ltr size refuse/recycling bins; these will be collected at the required time at the site entrance.

One electric vehicle recharging point shall be installed within the integral garage / on the gable for each of the dwellings (to be agreed with LA). Cable and circuitry ratings shall be of adequate size to ensure a minimum continuous current demand of 16 Amps and a maximum demand of 32Amps.

4.2 Pedestrian Access

Pedestrian access into the proposed dwellings also comes from King Street South by use of the existing footways, which will link into the application site. The proposed dwellings will have level access to the principle entrance door.

The site is considered to be located in a sustainable location being within acceptable walking distance of the services and facilities within Rochdale Town Centre and is also close to the amenity space provided by Mandale Park. Local bus services are also available within a short walking distance from the site to and from Rochdale Town Centre, thus providing excellent amenities for the residents of the site, without the need for any transport. Cycle access is gained along the same routes as pedestrians and vehicles.

5 Conclusion

It is concluded that the proposed scheme represents a highly sustainable development in a popular residential area of Rochdale.

The site already has a previous approval for 2no. dwellings in the vacant land granted in March 1996 and works to the existing bungalow have already received an extant approval granted in November 2021.

The proposed development complies with all relevant local plan policies in terms of design, amenity, and highways. The layout of the properties is of a high architectural quality, and, in terms of highways, there are there are no highway safety or efficiency reasons that would undermine the scheme.

Therefore, in accordance with paragraph 14 of the NPPF, planning permission should be capable of being granted for the proposed development subject to appropriate conditions.