

Design & Access Statement



Proposal for the Development of 4no. Dwellings with Associated Landscaping
on Land to the South of Hare Hill Road, Littleborough

January 2024

Contents

1.0	Introduction	2
2.0	Location & Context	3
3.0	Site History	4
4.0	Proposal	4
5.0	Constraints & Opportunities	6
	Constraints	6
	Opportunities	6
6.0	Design Concept	7
	Surrounding Built Form	7
	Proposed Elevations	10
	Proposed Site Plan	11
	Proposed Street Scene& Sections	12
7.0	Layout & Design.....	13
8.0	Access and Parking	14
9.0	Accessibility Around the Site	14
10	Landscaping	14
11.	Use / Amount – Accommodation Schedule.....	15
12.	Scale	15
13.	Materials	15
14.	Waste Management.....	15
15.	The Provision of New Services and Utilities.....	16
	Drainage	16

Clean Water	16
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Electricity	16
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1.0 Introduction

This statement forms a description of a development proposal for an outline planning permission. Information submitted includes this statement, along with existing topographical site features, proposed full plans and associated reports.

This statement has been prepared to support residential development at land to the South of Hare Hill Road. The land is previously semi-developed with an access road and storage sheds opposite the rear yards of terraces on Hare Hill Road.

This proposal has been prepared in line with national and local planning policy.



2.0 Location & Context

The application site comprises a level parcel of land covering approximately 780m² and includes 13 sheds and garages, with a gross internal area of approximately 180 m², along with a tarmac access road.

The site fronts an access road currently serving the rear yards of Hare Hill Road and Lyndale Drive. The road also provides access to the rear of Littleborough Fire Station and a pedestrian alleyway leading to Whitelees Road. The site boundaries consist of metal railings and concrete panel fencing. There is little vegetation on the site.

Being within an urban area, the site is within walking distance of all community services and facilities including, local schools, shops, medical services, recreation facilities and public transport links. The site is well connected to the established road infrastructure. There are bus stops within a few minutes' walk, including one 50m from the site, on Hare Hill Road. There is also easy access to Littleborough train station, just 9 minutes walking distance. This area is considered to be a sustainable location, suitable for residential development.

There is a varied mix of different properties within the immediate area around the site, built throughout different periods. Hare Hill Road consists of 2 to 2.5 storey, traditional, stone, and red brick terraced housing. Nearby Lyndale Drive and Henderville Street include a mix of mid and late twentieth century semi-detached and bungalow properties.

North of the site includes the same mix of properties with Terraces lining the main road and semi-detached dwellings off ancillary streets.

The Hare Hill Road Terraces that back onto the site are all two and a half storey properties, with living areas within the roof space, all with roof lights and one with a dormer and Juliette balcony.

The properties directly South and East of the site are one and two storey dwellings. To the West, the Fire Station and station grounds behind a tall metal fence.

Local materials are either red brick or sandstone with various shades used for the more modern developments, some of which include part render. Roofs are mostly dual pitched with gables or hipped, older properties from slate and more modern properties in clay tiles.

Development on Hare Hill is generally of a linear form, with dwellings facing the road, although there are some exceptions, where a blank gable faces the highway. To the South, the continuous rows of housing break as side roads fan out nearing the town centre. To the North of the site, there are a series of cul-de-sacs with less regimental placement of housing.

As the built form within the vicinity consists of up to two and a half storeys for individual housing, it is believed that in an urban, residential area, a proposal for further two and a half storey terraced dwellings would reflect the existing use and form of development within the surrounding area and be a suitable form of accommodation and an efficient use of a Brownfield site.

The sheds and garages are from a mix of timber, polycarbonate, and corrugated steel construction in a poor state of repair with peeling paint and rotting or warped wood. The structures are unattractive and do not offer any visual benefit to the outlook of the surrounding dwellings.

3.0 Site History

Pre 20th century, the site was used as a tenter ground for stretching and drying newly manufactured cloth. From around the turn of the century to circ. 1970, the site was used as allotments, being replaced over time with garages and storage units.



OS map from 1830s to 1880s



OS map from 1949 to 1973



Current day Google Maps image

4.0 Proposal

The existing structures do not make efficient use of the site. As such, the proposal is to clear the site and replace with 4no. two and a half storey dwellings. The dwellings will comprise one double bedroom and two single bedrooms.

The site is proposed to comprise a suitable site access, two car parking spaces per unit, secure bicycle storage, waste and mixed recycling bins and private gardens.

5.0 Constraints & Opportunities

- The site is surrounded by residential development and hence a residential use would be appropriate.

Constraints

The main constraints are as follows:

- The design should be sympathetic to surrounding built form in terms of layout, scale and materials used, especially due to its location just outside the border of the Littleborough Town Centre conservation area.
- Suitable forward gear parking provisions due to narrow access road.
- Positioned adjacent to residential accommodation so construction materials and methods must account for noise, vibration of passing vehicles and air quality, to reduce impact on future residents.
- Within close proximity of neighbouring dwellings so overlooking distances and positioning of the windows of the development is critical.

Opportunities

The main opportunities are as follows:

- Redundant, brownfield site – regeneration opportunity
- Highly sustainable location for redevelopment.
- Enhance an untidy, empty site and improve safety for the local community by ensuring the site is utilised and secure.
- Create much needed housing in the area.
- Enhance the character, appearance, and function of the views from existing dwellings surrounding the site.
- Enhance the setting of the area by improving the existing built form and use of the site.

6.0 Design Concept

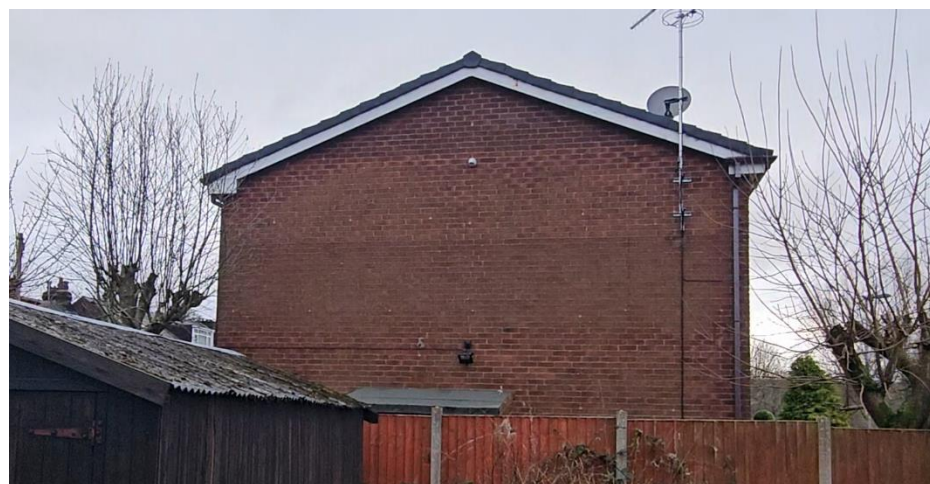
The topography, location, history, proximity to a conservation area and the proposed use of the site has led to the scheme concept submitted, based on the following criteria:

- Due to the scale of adjacent buildings, it was determined that two and a half storey buildings were feasible.
- The shape of the site and boundaries with adjacent buildings and their required separation would dictate the layout of the buildings.
- The access to the site would be from the existing access road to site.
- Utilise the opportunity to design an attractive, heritage-sensitive terrace and thereby enhance the setting of the local area.
- Incorporate heritage sensitive materials and details to harmonise with surrounding buildings.
- Utilise the land off the property's frontages for parking and landscaping, with the building set back from the access road.
- Retain and improve boundary treatments to provide continuity of landscape features.

6.1 Surrounding Built Form



View North from application site – continuous row of linear built form.



View East from application site – blank gable end terrace on Lyndale Dr.



View South from application site – Single storey hipped roof bungalow on Lyndale Dr.



Hare Hill Road facing South – Traditional features, sandstone walls.



View West from application site – Drill tower and Fire Station.



Hare Hill Road facing East – Traditional features, sandstone walls.



Hare Hill Road facing North – Traditional features, red brick walls.



Lyndale Drive directly South of application 70s features.

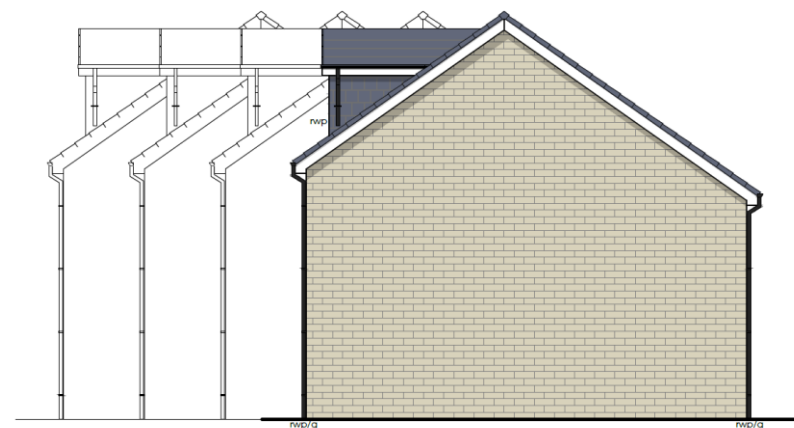


Henderville Street to the North of the application site – Red brick and modern features.

6.2 Proposed Elevations



Front (North East) Elevation
Scale: 1:100



Side (South East) Elevation
Scale: 1:100

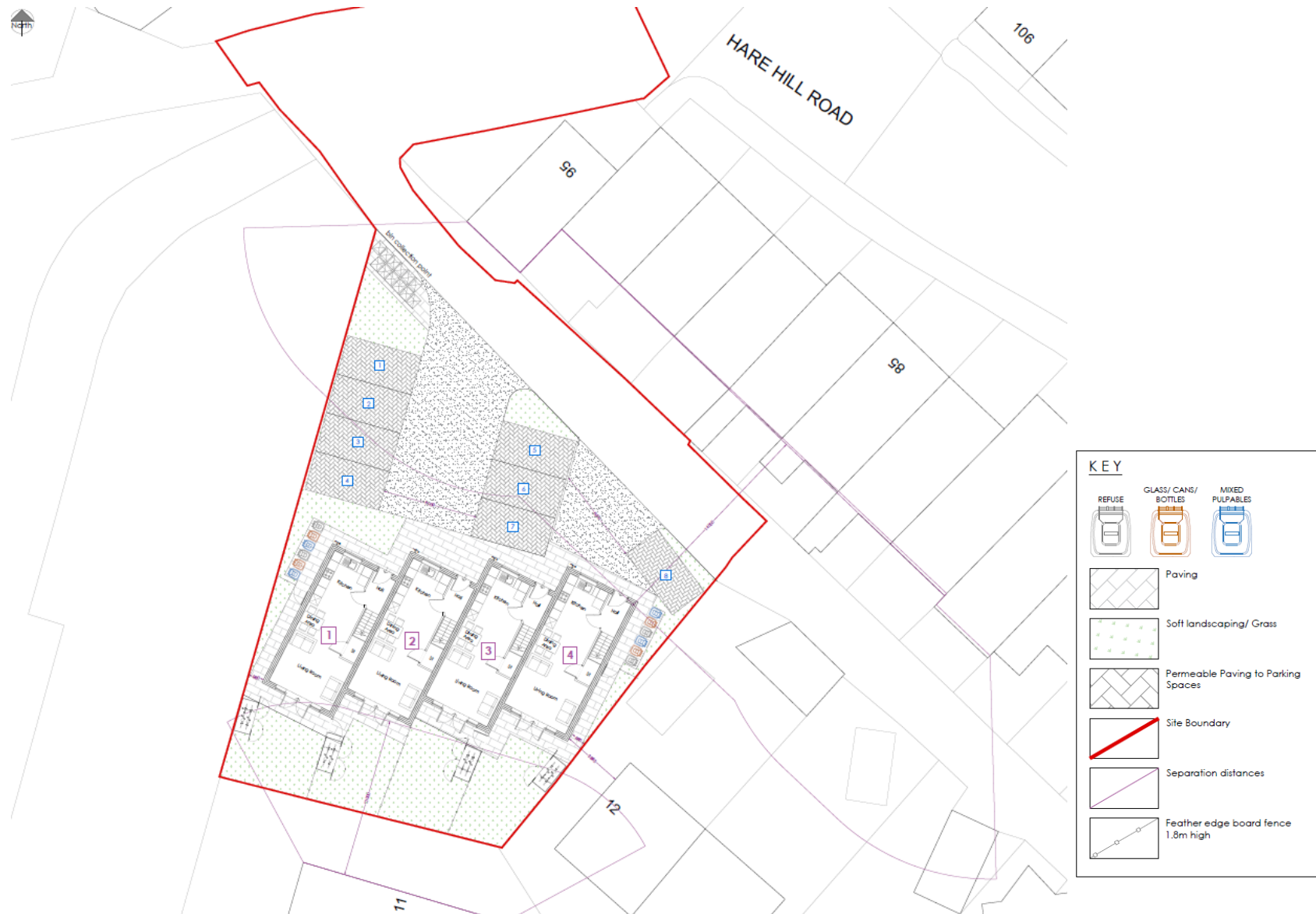


Rear (South West) Elevation
Scale: 1:100



Side (North West) Elevation
Scale: 1:100

6.3 Proposed Site Plan



7.0 Layout & Design

The dwellings have been designed to reflect the materials and character of the existing built form, within the local area. A staggered configuration has been chosen to maintain separation of the frontages from the existing rear yards.

The dwellings extend back into the site, maintaining the required separation distances to the rear.

Two and a half storey buildings are proposed which, as can be noted from the illustrative street scene, does not significantly extend above adjacent buildings, and therefore does not dominate the skyline. Although larger than adjacent buildings, the street scene will still have a sense of openness, due to the space retained between neighbouring buildings to the north and south.

Reconstructed walling stone is proposed to be used, to reflect the most prevalent finishing material within the conservation area. This material uses Yorkstone aggregates quarried from the same natural sources as those used for natural stone walling, therefore closely replicating the visual and textural characteristics of natural stone. Large windows have been incorporated offering maximum, natural daylight into the dwellings, whilst providing an enhanced outlook for residents. These windows will have top hung openers but have traditional features, such as sash horns and vertical muntins. Cast stone headers and cills to the windows and doorways have been chosen to tie in with the architectural detail on Hare Hill Road.

The layouts of the proposed dwellings have been considered in order to reduce impact on the residents of neighbouring dwellings. The ground floor kitchen, living and dining spaces are open plan to allow full ventilation and light into these spaces. The rear living area will be flooded in light from large, glazed doors enabling direct access to the private

gardens. These gardens will have 1.8m high timber fencing to enhance privacy and outlook.

The first floor comprises a single and double bedroom and family bathroom. The single bedroom is to the front elevation and served by a single window facing away from the opposing habitable windows. The rear bedroom will overlook the garden.

The second floor will have a single bedroom and a rear facing dormer window also overlooking the garden.

Each dwelling will be within the guidelines for minimum national space standards, have adequate levels of natural daylight and a pleasant outlook.

The cycle stores have been positioned in the rear garden, behind fences and fence gates. Screening by the buildings and fencing will ensure they're not visible from public vantage points but allows for natural surveillance from residents to improve security. Access to the rear for the middle dwellings will be via the side dwelling's gardens.

The bin storage areas will be to the side elevations of the buildings. This will enable ease of access to the bin store for residents, as well as for waste collection from the access road.

Access to dwellings will be by way of single entrance at ground floor level. The entrances to the front create an outward looking terrace that interacts with the access road via the open boundary to the north. Hardstanding and paving connect around the building to access the rear yards for bicycle use and garden maintenance.

The area around the building will be paved to create a safe, level surface for ease of access of all residents and visitors, both disabled and able bodied. For security, all doors and windows will be to PAS24.

8.0 Access and Parking

The site access will be via an existing access road off Hare Hill Road. Although the site is easily accessible by means other than the private car, onsite parking is nonetheless to be provided, with a total of 8 car parking spaces, at 2 spaces per unit. Secure, covered, cycle storage, with space for 2no. bicycles per dwelling, will be provided in order to encourage sustainable modes of transport.

The proposed waste storage bin collection point is within 25m from the entrance to the access road from Hare Hill Road. The bin storage areas are close to the entrances to the properties.

Within the local area there are public transport links offering regular services and secure cycle stores are to be provided. It is therefore hoped that despite onsite car parking provision, residents will be encouraged to use forms of transport other than a private car.

9.0 Accessibility Around the Site

For vehicles, the site is reached via an access road off Hare Hill Road. Pedestrians can approach from the south from Lyndale Drive and through the alleyway behind Hare Hill Road. The area around the building will be hardscaped to create a safe, level surface.

The access road is wide enough to allow passing of two cars at the junction with the highway. The turn from this access into the rear lane/alley is only one car wide widening out beyond with the garage hardstanding currently forming an informal turning space. Egress/entry can also be achieved however via the alley.

It has therefore been important to incorporate wide arcs into the proposed parking layout, maintaining this turning point for future and existing residents.

The current use of the site is for 13no. garages, with disturbances to the ground showing that at least 6no. are in regular use. The proposal of 8no. parking spaces therefore will not unduly increase the traffic on the alley/access.

10 Landscaping

In order to create a safe, level surface, the pathways around the building will be hardscaped. With regard to landscaping, in order to soften the boundaries, a selection of shrubs will be planted around the perimeter of the site. Private rear lawns will also provide further 'green' areas and improve the outlook for the residents.

Selective planting to the open boundary by the parking spaces delineate the new development whilst creating a 'soft' boundary.

There are no existing trees or large shrubs on the site at present. A landscaping plan will be prepared with the full application to incorporate a suitable diverse range of plants for the development.

Please refer to the proposed site plan for further details.

11. Use / Amount – Accommodation Schedule

The use will be wholly residential.

Total

4no. dwellings in total

Each as 3 bedroom (4 persons)

Cycle Spaces

4no. Secure, lockable cycle stores for 8no. bicycles are to be provided.

Car Parking

8no. car parking spaces, 2no. per dwelling

12. Scale

The proposed development will be as follows:

Proposed Accommodation

Gross external area 185 sq. m

Site Area as red lined 1,030 sq. m

13. Materials

Materials have been chosen to reflect the architectural details of surrounding buildings, whilst providing a contemporary design.

Roof – Marley Modern Smooth Grey tiles

Windows & Patio Doors – White uPVC double glazed units to comply with security and ventilation standards. Sash horn and muntin detailing.

Marshalls Darlstone pitched face reconstructed stone – colour to match nearby properties.

Main entrance doors to dwellings to be a safety compliant, with brass ironmongery including spy hole, security chain, draught excluder, numerals, and multipoint locking system. Ironmongery to be fixed with austenitic screws.

Paving to the perimeter of the building is to precast concrete paving flags 600 x 600 x 50mm with a textured finish.

Side boundaries will consist of timber close board fencing.

14. Waste Management

The proposed development has been designed to accommodate recyclable waste and general refuse waste storage bins on paved areas to the sides of the properties. A paved area on the north boundary has been allocated to serve as the bin collection point.

The bins per unit will provide for:

Refuse 1no. 240L

Mixed Recyclables 2no. 240L

15. The Provision of New Services and Utilities

15.1 Drainage

The application site is within Flood zone 1 and from the Environment Agency data, shown to have a low risk of flooding from surface water. A drainage scheme will be produced and submitted as part of the full planning application. The scheme will propose to reduce surface water run-off post-development to half that of the existing site, a discharge rate of 5l/sec should be adopted for surface water design purposes, although the discharge rate is to be agreed with United Utilities. This system would then discharge into the existing 300dia combined public sewer networks.

15.2 Clean Water

Supply of clean, drinking water will be coordinated through a national water supply body for the area, United Utilities.

15.3 Electricity

Supply of electricity will be by way of connection to mains electricity supply, installation to be coordinated with a regulated national Power supplier. Supply and installation of telecoms will be coordinated with British Telecom.