

Site:
Bury Old Road,
Heywood,
OL10 3PD

Design & Access Statement

btp
ARCHITECTS



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1. Introduction

1.1 Purpose of the Document

This Design and Access Statement has been prepared by BTP Architects on behalf of Built Development for a full application for the development of the site known as Bury Old Road.

This document describes the design development and final design proposal, through an assessment of the existing conditions, site constraints and opportunities, for the redevelopment of the site, and should be read in conjunction with planning application forms, drawings and other supportive documentation.

The Project

The planning application is for a residential development referred to as Bury Old Road consisting of 13no 2B3P Houses and 14no 3B4P Houses for affordable rent.

The Process

The proposed development has followed a comprehensive design process. The scheme has been developed in close consultation with a number of specialist consultants and statutory consultees helping to refine the design narrative of the scheme.

1.2 Document Structure

This document has been structured in accordance with the 'Design & Access Statements: How to write, read and use them', prepared by CABI which identifies the four key stages of the design process to be described in the planning submission. The statement helps demonstrate how the proposal promotes the application of high quality design to engage with its context.

These four stages are; Assessment, Involvement, Evaluation and Design.

Assessment

The Physical, social and economic characteristics of the site and surroundings have been explained and assessed in context of all current planning policy relevant to the subject site.

Involvement

A number of parties have been involved in the development of the design proposal. The proposal has also been discussed at length with Rochdale Borough Council planning department.

Evaluation

Development options have been appraised against the assessment of the site and surroundings, planning context and consultation process and respond to the constraints and opportunities inherent to the site.



Design

The knowledge gathered in the stages before has informed the approach and design rationale in developing the final proposal

1.3 Project Team

- Applicant & Client - Built Development
- Architect - BTP Architects
- Planning Consultant - Zerum
- Geotechnical & Civil Engineering - Groundsmiths
- Ecologist - Ostara Ecology
- Landscaping - Trevor Bridge Associates
- Energy - Watt Energy & Consulting Engineers
- Noise - Braiden Acoustics
- SBD - Dobson Owens
- Transport - Roberts Highways
- Arboricultural - ACS

2. Context Assessment

2.1 Location

The 0.638 hectare application site split over two sites is located in Heywood, Rochdale, an area to the West of the town centre.

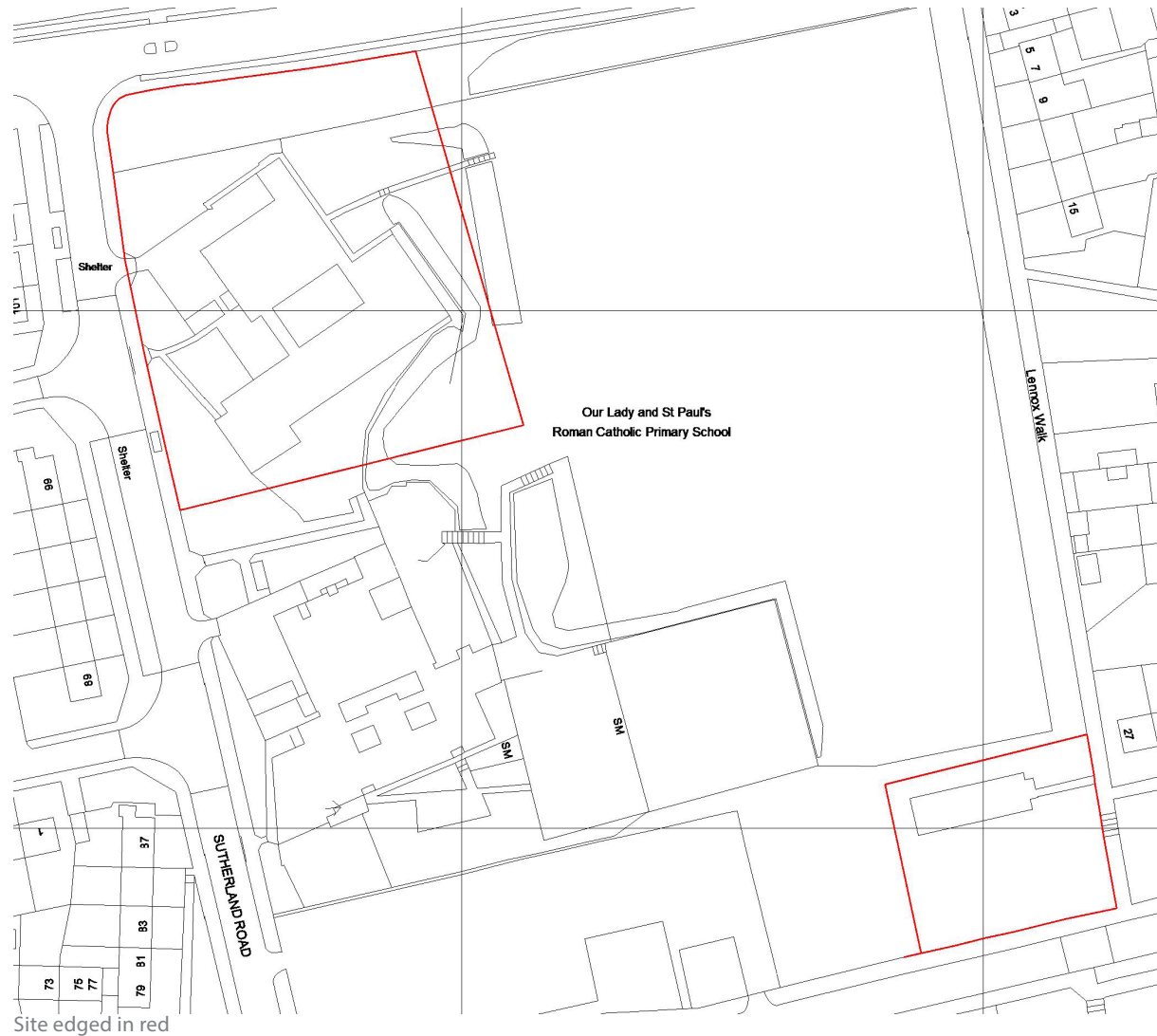
The site is situated on the corner of Lavenders Brow and Orchard Street. The description below is therefore based on -site observations only.

The site is currently an unoccupied brownfield site and was previously used as a education building as part of Our Lady & St. Paul's RC Primary School. The site has been unoccupied since 2010.

The site boundary is formed by existing houses to the East and West, Vacant land and main road to the North and Our Lady & St. Pauls RC Primary School to the South.

Vehicular access to the site is off Sutherland Road and Argyle Street.

Pedestrian access to the site is off Bury Old Road, Sutherland Road and Argyle Street.



Site edged in red

2.2 Site Views



View of site 01 from corner of Bury Old Road and Sutherland Road



View of site 01 from Bury Old Road



View of site 01 from Sutherland Road



View of site 01 existing access off Sutherland Road



View of site 02 from Argyle Street



View of site 02 from Argyle Street

2.3 Wider Context

The site is well connected by public transport and is served by a variety of bus, tram, rail and pedestrian links.

The site is located west of Heywood Town Centre and within less than half a mile of the M60 connection to Leeds and Liverpool and linking to all of Greater Manchester.

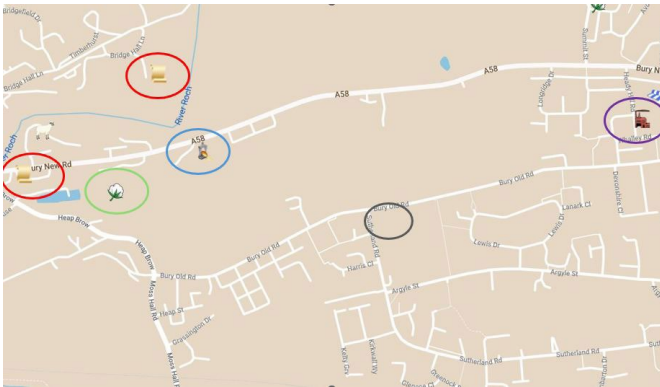
There is an existing bus route along Bury Old Road and Sutherland within a minutes walk from the site with buses running regularly to Bury Interchange and Manchester Piccadilly Gardens.

For pedestrians, the site is located within a short walk to many local amenities such as school, health facilities, retail store, churches and local green spaces.



2.4 Historical Context

The historic maps below show the development of the site area since the late nineteenth century. The maps show that from 1897 to 1938 there were no buildings on the site location. The surrounding area appears to increase in development between 1851 and 1938. The maps show the East Lancashire railway line that runs to the south of the site.



The map above shows the nearby old mills in Heywood. The site is shown by the black circle. There appears to have been 2 paper mills (Bridge Hall Paper Mill and Heap Bridge Paper Mill) which are circled in red. 1 cotton mill (Heap Brow Mill) circled in green. 1 Foundry (Phoenix Foundry) circled in blue. 1 workhouse (Heap Workhouse) circled in purple. Although not on the site, they are nearby and suggest a reason for the increase in development.



Map from 1851



Map from 1917



Map from 1932

2.5 Relevant Planning Policies

Full details regarding the proposals, planning history and planning policy, have been considered in the submitted planning application. Below is a summary of planning policies at local and national level considered particularly relevant to this application:

[National Planning Policy](#)

The National Planning Policy Framework (NPPF) came into force in 2012 and was last revised in 2019. The NPPF sets out the Government's planning policies for England and how these are expected to be applied. The NPPF is a material consideration and its policies should be taken into account.

The NPPF places high importance on "a presumption in favour of sustainable development" (para 11) and confirms support for sustainable and accessible economic development that will meet the need of local communities.

Of particular relevance is "Section 5: Delivering a sufficient supply of homes" where the sustainable development is reinforced by supporting the Government's objective of significantly boosting the supply of homes and providing a provision of housing to be available for affordable home ownership. (Paragraph 59 & 64).

Also of relevance to this scheme is "Section 12: Achieving well-designed places" whereby "good design is a key aspect of sustainable development, creating better place in which to live" (p. 124) and the development is sympathetic to the local character and history whilst establishing a strong sense of place, using the arrangement of street, spaces and building types and materials to create an attractive, welcoming and distinctive place to live (para.127).

The proposals for the development will provide high quality residential development in an accessible and sustainable location, integrated with its surroundings and in keeping with national planning policy.

[Local Planning Policy](#)

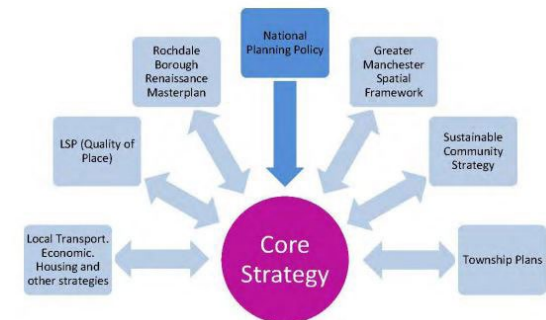
[Rochdale Borough Council](#)

The Core Strategy was adopted on the 19th October 2016. It includes plans to help deliver

- 460 new homes a year between 2012 - 2028
- 210 hectares of employment land.
- The extension of the East Lancashire Railway to Castleton Station
- Park and Ride facilities at train stations and Metrolink stops across the borough
- Protection from development on certain land, such as the green belt, valued land, heritage assets and conservation areas.

The Core Strategy is the lead document in the Council's Local Plan. It sets out the direction of growth and development and all other Local Plan documents will need to conform with it.

Figure 1 The Core Strategy's relationship to other documents



Please see the relevant Strategic objectives and strategies taken from the Rochdale Borough Council Core Strategy that are relevant to this planning application.

SD1 - Delivering sustainable development

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work pro-actively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this Local Plan will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- Specific policies in the National Planning Policy Framework indicate that development should be restricted.



Our vision for Heywood is:

Heywood will have more and better jobs with new high quality employment opportunities within the employment areas to the south and east of the town. There will be a wider choice of good quality housing to attract and retain residents. South Heywood will be a desirable location for businesses enjoying improved access and better traffic management, reducing congestion in the town centre and residential areas. New residential development in central Heywood and to the south and east of the town will support a more vibrant town centre. The East Lancashire Railway will be a successful visitor attraction. Key gateways and routes into Heywood will be more attractive and the Roch valley will play a stronger role in the town's identity and leisure offer.

SP3/H - The Strategy for Heywood

The priorities for Heywood are to:

Regenerate Heywood town centre (SO1,SO2,SO3,SO5) by:

- Promoting additional appropriate sized retail units in the town centre to provide a better retail offer (Policy E1);
- Delivering public transport improvements including a new hub (Policy T1); and
- Improving north south pedestrian links between the Leisure Village, the Times Retail Park, Market Street and possible new retail development to the south of Market Street (Policy T1).

Transform Inner Heywood (SO2,SO3,SO4,SO5) by:

- Delivering new homes in and around the town centre to widen housing choice (Policies C1,C2);
- Redeveloping unsuitable employment sites for better uses (Policy C2);
- Improving the quality of open space (Policy G6); and
- Increasing opportunities for healthier lifestyles through improving access to the new leisure village, Queens Park and the Roch and Ashworth valleys (Policy C8).

Promote economic growth in South Heywood (SO1,SO2,SO3,SO5) by:

- Delivering new economic development on sites within the successful employment areas in the south of the town to maintain their national reputation as a high quality business location (Policy E3);
- Developing higher value housing to support and complement this economic growth area and promote wider prosperity (Policies C1,C3); and
- Promoting infrastructure improvements and traffic management to service new and existing development and reduce heavy goods traffic in Heywood town centre and residential areas (Policies E3,T1).

C2 - Focusing on regeneration areas and economic growth corridors / areas

We will focus regeneration and the delivery of new homes in the following areas:

1. Central Heywood (includes the town centre), where we will:

- a. Deliver additional dwellings for sale and rent to widen housing choice in the area; and
- b. Redevelop vacant sites and incompatible employment uses, particularly in Back o'th' Moss and south of the town centre.

Making efficient use of the land available for residential development is important by building at appropriate densities, taking account of housing need, location and local character. Well designed housing can deliver the right type of homes and create attractive living environments whilst making efficient use of land.

The overall need to provide larger homes and more detached and semi-detached properties evidenced above may lead to some lower density development on appropriate sites. Higher density development should be focused in those areas that can sustain higher densities. This includes accessible sites in and around town centres, sites on or close to high frequency bus routes and sites close to railway stations or Metrolink stops. Other occasions where high density development is appropriate could be where; the development relates to the conversion of an existing building; if a particular design solution is required on the site; to retain a building of heritage value; or to achieve regeneration and design objectives.



3. Proposals and Assessment

3.1 Design Process

The Brief

The initial brief was to explore a residential development on the site known as Bury Old Road. The aim of the study was to produce a development that would be of high quality, sit comfortably within its surroundings and be a desirable place to live, which would be viewed favourably by the council in terms of form, mass and materiality.

The use of sketches, diagrams and computer visualisations have been utilised to test, evaluate and develop the design in response to the site physical characteristics. This has allowed for a strong design narrative to be created, demonstrating the clear uses, amount, layout, scale, landscaping and appearance of the scheme.

The Site

As has been described above, the site presented opportunities and constraints on the configuration of development it would support. It was recognised that there are key important aspects to take into consideration; the existing housing along Bury Old Road, Sutherland Road and Argyle Street and the existing green space and trees bordering the site. These created the boundary drivers for the site.

The site can be characterised as an unoccupied site, once used as part of the existing school.

Concept Design

The concept design has been driven by the relationship between the existing buildings of the area. The mix of traditional and contemporary housing, the contemporary flats adjacent to the site and the industrial/commercial buildings across from the site have informed the plan geometry, height and materiality of the proposed concept scheme.



3.2 Developed Design

Several design concepts were explored and tested before the emergence of the proposed scheme, in relation to the outline brief and existing context.

The initial development proposed housing consisting of 22no houses mix of 2-Bed and 3-Bed on site no1 on the corner of Bury Old Road and Sutherland Road and 6no houses mix of 2-Bed and 3-Bed on site no2.

The concept design for the development was driven strongly by its context, with particular reference to the heights and materiality of the nearby existing building.

Once the location of this was identified, we were able to design the proposal more accurately to the suit the site.

Pre-application advice

As part of the design process, Pre-application advice was sought with Rochdale Borough Council prior to the scheme being formally submitted with the response to comments receive.

Summary

Feedback was received by Ryan Killen from Rochdale Borough Council on 17.05.2024

The Application has been made on the basis of the following suggestions:

Principle of Development

- Policy C1 seeks to maximise the potential of previously developed sites within the urban area to achieve a target of 80% of new housing on previously developed land.
- Policy JPH-1 sets out the requirement for Rochdale to deliver 10,472 dwellings over the plan period to 2039, at an average of 616 dwellings per year, which increases during periodically with the delivery target at 568 dwellings over 2022-25.
- Both PfE Policy JP-H 2 and CS Policy C4 also acknowledge the increasing need for affordable housing due to an ever-increasing gap between housing costs, particularly for owner occupation, and household incomes. PfE sets a target of delivering 50,000 affordable dwellings across GM over the plan period where the CS had previously established a requirement of 204 additional affordable dwellings per year. Accordingly, the delivery of an affordable housing provision above policy requirements (as set out later within this response) would provide additional weight in the overall planning balance.

Design, Character and Appearance

- The surrounding patterns of development would suggest that strong building lines to Bury and Rochdale Old Road and Sutherland Road. The arrangement of dwellings to Bury and Rochdale Old Road would broadly achieve this, however the semi-detached units would not necessarily be characteristic of the surrounding area.
- Arrangement of units to Sutherland Road addresses the street poorly. This also leads to an over-proliferation of boundary treatments within the street scene which would subsequently comprise a visually harmful feature.
- More coherent block structure is instead proposed similar to those found in Hulme, which make use of strong, unbroken frontages and rear parking courts obscured by the built form.
- Tree loss to the Bury and Rochdale Old Road frontage appears to be inevitable if the development is to continue the existing building line to the west.
- Possibly increase scale at the junction of Bury Old Road and Sutherland Road.
- Across the two sites, it will be expected that streets will be tree lined as per the requirement of the NPPF. In curtilage tree planting should be avoided in order to meet this requirement as their longevity will be prejudiced by through private ownership.



Building Design

- The National Design Guide advises that the scale, appearance materiality and detailing of buildings as key components for well-designed places, and states that well-designed places are based on a sound understanding of the features of the site and the surrounding context.
- The Building for a Healthy Life guidance document states that building forms and materials should be used to reflect local character.
- The referenced design guidance, taken collectively, indicates that local character should be the driving force in the design of proposals. The approach taken in the design of new development should be set out clearly within a supporting design and access statement, and should in some form, provide an appraisal of local character including the built form. In the context of buildings, the following should be analysed:
 - type, form, profile (Include building lines, roof forms)
 - depth & articulation, entrances/porch articulation.
 - Fenestration (alignment, symmetry, proportion, solid to void ratios, recesses)
 - Materiality & detailing (chimneys, bay windows, porches, roof, materials, material detailing)
 - Parking (front, side, garages, car port, courtyard, on-street)
 - Thresholds and Boundaries (boundary treatments (front and rear), set backs, landscaping, gates)

Flood Risk and Damage

- Site is located within Flood Zone 1 and not within a Critical Drainage Area. Flood Risk Assessment not required, however, outline drainage proposals would be required including an assessment of the potential integration of sustainable drainage proposals.
- All development will be required to provide information on who is to maintain the assets that include SuDS features and provide details on how it is to be safely maintained after the development.

Sustainability & Energy

- A statement should be submitted as part of a planning application that summarise how the proposals will meet, or exceed, the requirements of Part L of Building Regulations introduced in June 2022.

Affordable Housing

- The Council's affordable housing requirements are set out in the Affordable Housing SPD and are applicable to developments of over 15 dwellings. Where on-site provision is proposed, a total of 15% of total site capacity should be provided at an affordable level.

Education

- Developer contribution required for the provision of education facilities and employment skills and training.

Contamination

- Phase 1 Site Investigation report is required to support the application.

Noise

- A Noise Impact Assessment is recommended.

Internal Layout

- All new dwellings should be built to Part M4(2) of the Building Regulations.
- The submitted floor plans appear to meet the minimum relevant NDSS.

Highways

- Scheme considered acceptable in principle - transport statement is required.
- This development will not generate any significant volume of traffic.
- Refuse collection will not be difficult from this location.

Ecology/Nature

- Preliminary Ecological Assessment and Arboricultural Impact Assessment required
- Biodiversity Net Gain report required

Crime and Security

- Crime Impact Statement required to support the application.



3.3 Site Layout

Organisation, Access and Movement

The site currently is not used for housing. There was previously a school building on the site as shown on google maps dated June 2009 with a car park. The aim is to develop the site to utilise the space adequately for much needed housing.

The proposed layout of 28no houses will be a significant improvement of the existing condition. The dwellings are situated away from the adopted highway. Off street parking has been allowed for at the front, side or rear of each dwelling and landscaping has been allowed for to soften the appearance. The car parking to plots of Bury Old Road has been located to the rear of the building removing over-dominant car parking onto the principle elevations and providing security for tenants cars.

The development will follow the scale of the suburban context, combined with the use of quality materials and sensitively designed elevations to ensure the development is sympathetically integrated into the landscape.

Best endeavours have been made to minimise impact on existing residents.



3.4 Design Rational

The concept design for this development has been driven strongly by it's context, with particular reference to existing buildings with semi-detached houses common within the vicinity of the site.

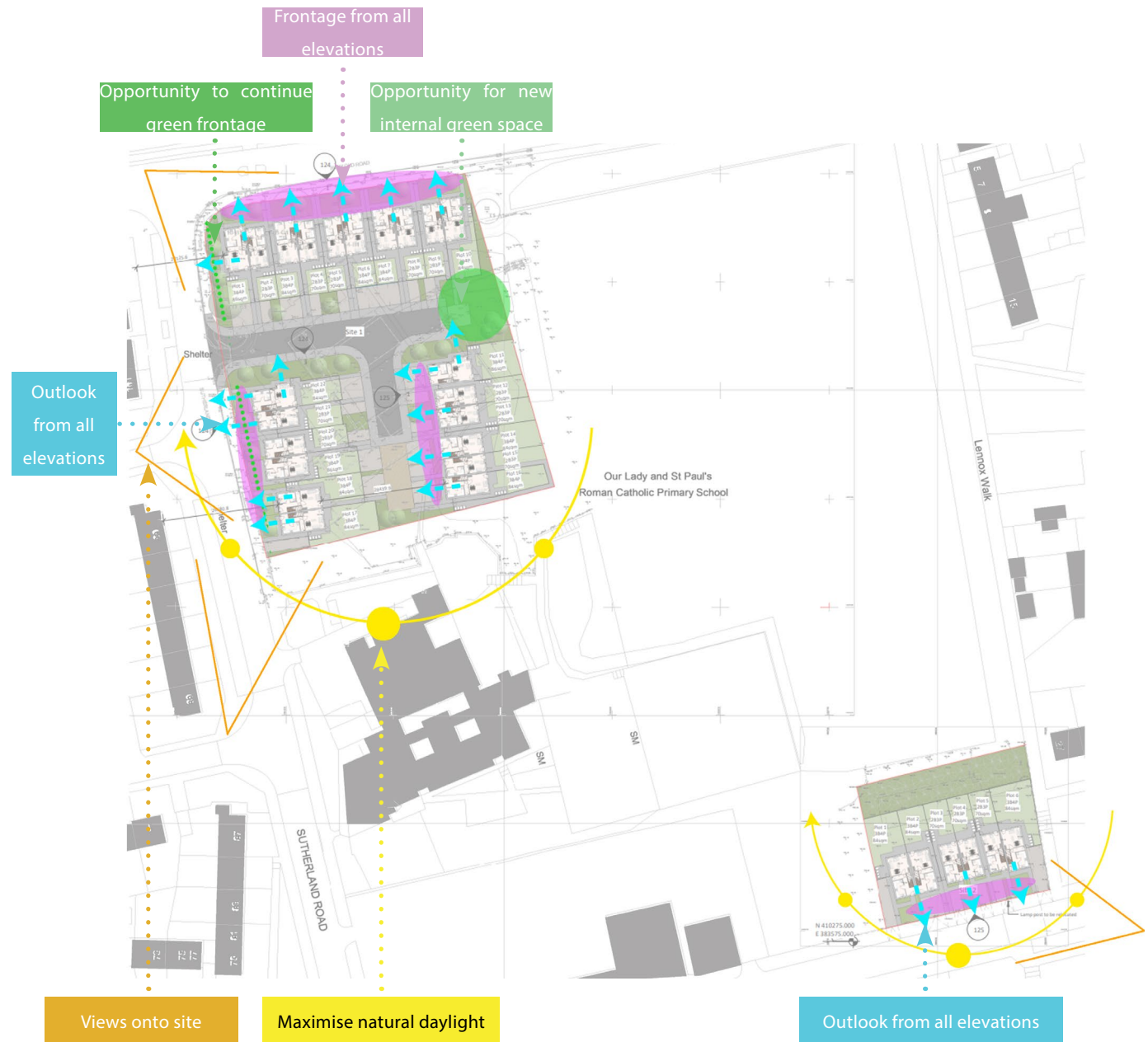
The position of the new houses has been developed to establish a clear relationship and respect with the existing local context. There is a strong building line that has been continued along Bury Old Road.

The strong formal relationship between the buildings, echoes, aspects and reinforces the relationship between the existing local context.

Positioning the parking for the plots Bury Old Road reduces the visual impact along the street reducing car parking dominance. The plots on the corners have dual frontage to create a house that turns the corner avoiding blank gables.

The height of the building was developed in keeping with the existing context.

Parking is within curtilage to satisfy Secure by Design and client requirements.



3.5 Appearance & Materiality

The proposed development takes into account the surrounding context and reflects the characteristics of the neighbouring dwellings, by introducing brick feature detailing.

Careful consideration has been given to the design of the dwelling, with design elements such as grey roof tiles, feature brickwork with decorative brick detailing and brick band detail. Low maintenance materials have been proposed to give long-term durability and good weathering performance. All materials, scale and massing of the development complement the surrounding area.

The elevations for the 2 bedroom houses (T1 and T2) are shown on the top row and the elevations for the 3 bedroom houses (T1 and T2) are shown on the bottom row. There is a front, rear and gable elevation for each option.

The Nationally Described Space Standards for 2 and 3 bedroom houses have been met on this site, with the house types meeting the minimum standards of

- 70m² for a 2-bed 3-person house
- 84m² for a 3-bed 4-person house



Front Elevation
1:50

Rear Elevation
1:50



Gable Elevation

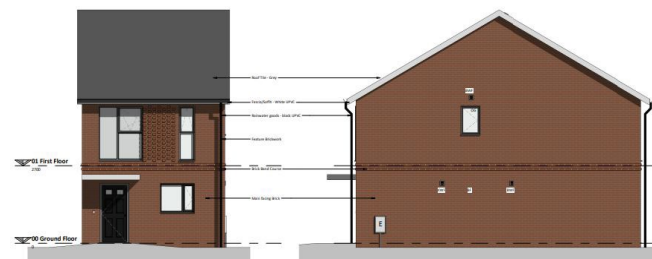


Front Elevation
1:50

Rear Elevation
1:50

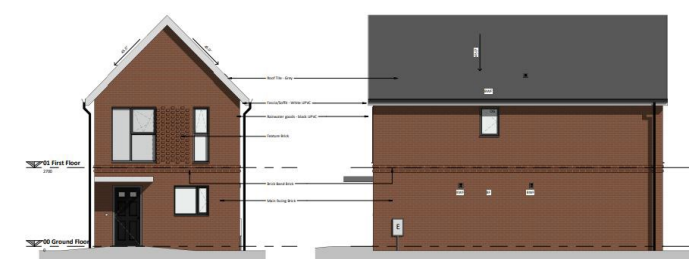


Gable Elevation



Front Elevation
1:50

Gable Elevation
1:50



Front Elevation
1:50

Gable Elevation
1:50



3.6 Sustainability Policy

The preferred solution is to provide a fabric first approach through thermal elements and other parts of the building fabric, then adding renewable technologies to meet the current Part L energy standards.

Several technologies are currently being investigated for use on this project, such as air source heat pumps and solar PV panels. The final option will be confirmed via energy calculations (SAO) to demonstrate compliance with approved document part L of the building regulations.

This project will aim to reduce water consumption to less than 105 litres per person per day in line with the RIBA climate change 2030 sliding targets. This will be achieved by carefully specifying white goods and limiting the flow of water by use of flow restrictors.

Sustainable construction methods and energy efficiency will be adopted at the detailed design stage. This will promote a high standard of build and construction for the development in accordance with Best Practice Standards.

The proposal will seek to follow the aspirations in line with the Building Regulations and Housing Standards Review in order to provide a high-quality environment.

Best Practice sustainability will be embraced, which will fully explore issues such as sustainable drainage

techniques, and buildings that are resource and energy efficient.

It is expected that the design will explore the following to promote a reduction in carbon emissions to help meet the 2038 carbon neutrality target:

- Low flow showers, smaller baths and dual low flush toilets as part of controlled water demand and use
- Low energy lighting, energy controls and management
- Double or triple glazing, and improved insulation for walls, roof and floors
- Wherever possible using an optimum plot orientation for solar gain with south facing windows; and the potential solar thermal panels to collect solar energy to heat water or convert into energy to reduce carbon emissions
- Plots to provide suitable facilities and storage for recycling and waste
- EVC charging points to each residence, promoting a carbon free future
- The dwellings will promote natural ventilation for improved human comfort, and an enhance performance.

The development intends to achieve the sustainability policy set out in Rochdale Borough Council Core Strategy document. Ensuring carbon emissions are reduced and quality of life is improved for the end user.

Fabric First Approach

The elemental build-up of building components will be key to meet the new Part L requirements. We envisage meeting the following u-values as a starting point before adding solar PV panels with an array sized suitably to meet the part L benchmarks.

- Floor U-Value - 0.12W/m2K (150mm insulation)
- Wall U-Value - 0.18W/m2K (100mm insulation)
- Roof U-Value - 0.09W/m2K (500mm insulation) 0.14 for pitched roofs
- Glazing U-Value - 1.2W/m2K (efficient double glazing)
- Door U-Value - 1.0W/m2K
- Airtightness - 4
- A rated high efficiency boiler with built in flue gas heat recovery system



4.1 Pedestrian

Existing pedestrian routes around the site are maintained and incorporated into the design.

Entrance doors will be level access thresholds and good lighting to enhance security and intuitive way finding when approaching the building.

The vehicular & pedestrian access are shared and this is the primary access route to gain entry to the building, Entrance doors will comply with Secure by Design/Part Q.

4.2 Vehicular Access

The site will be accessed from Sutherland Street for vehicles. Existing residents will not be impacted by the parking arrangement proposed for this development.

Secure bicycle parking will provided for each resident.

4.3 Waste Management

No problems are envisaged with the collections of bins from the site as we have proposed a new turning head within the site to allow a refuse vehicle to manoeuvre.

Adequate areas of bin storage have been provided for each plot and have been designed to limit the travel distance to the bin collection point. The following is anticipated to be provided per each dwelling: 1 x rubbish bin, 1 x cans and bottle recycling, 1 x paper and cardboard recycling and 1 x food and garden waste.



4.4 Access Statement

Philosophy

The submitted scheme reflects the applicant's full commitment to an inclusive society in which nobody is disadvantaged and where physical barriers and exclusions are designed out. The philosophy of the design is to ensure that the need of people with impairments is considered as an integral part of the development process. By developing an inclusive environment the scheme shall have positive effect on society by benefiting the increasing elderly population.

Guidance

The scheme has been designed based on the following publications:-

- (i) BS 8300-2 : 2018 Design of buildings and their approaches to meet the needs of disabled people.
- (ii) Design and Quality Standards 2007 (as guidance and good practice)
- (iii) Equality Act 2010
- (iv) Building Regulations Part M 2016 (2015 amendments)