



Design and Access Statement

Residential Development at land off

Greenhill Road/Smethurst Street

Rochdale

M24 2BB

X – 388620 Y - 405196

For J Walker Homes Limited/
First Choice Homes (Oldham) Limited

October 2023

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M4996



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1.0 Executive Summary



Nicol Thomas are pleased to submit this Design and Access Statement in connection with the proposed residential development at land off Greenhill Road/Smethurst Street, Middleton, Rochdale.

The purpose of this document is to outline the understanding and significance of the residential units in both design and site usage and the impact that this will have on the immediate environment and wider community.

The document provides a detailed design justification for the proposed development in terms of height, mass and scale.

The following pages should be read in conjunction with the submitted plans, site investigations, tree survey, ecological appraisal, transport assessment, arboricultural impact assessment, drainage strategy and crime impact statement.

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Executive Summary

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2.0 Introduction



This document provides information in respect of a proposed planning application on predominantly vacant land, currently accessed off both Greenhill Road and Smethurst Street. The Greenhill Road facing parcel of land was formerly used by JW Lees Brewery as a transport depot. The site though has been vacant for a number of years. The portion of site accessed from Smethurst Street currently houses a Building Contractors building materials storage yard.

The following pages highlight the site drivers and explain the Design rationale following the initial briefing from the scheme developers for a fully sustainable residential development.

This Design & Access Statement seeks to establish the design process behind the Planning Application. The document forms part of a suit of documents prepared to support a Planning Application submitted on behalf of the developer for 4No. 2-bedroom houses and 20No. 3-bedroom houses (24No. residential units).

The Design & Access Statement had been prepared in accordance with The Town and Country Planning (Development Management Procedure) (England) Order 2012, Part 1, Schedule 8, paragraph (1), (2), (3), (4) and (5).

The Applicants

First Choice Homes (Oldham) Limited

First Choice homes (Oldham) Limited (FCHO) are a housing Association former to benefit local communities. FCHO own and manage 11,500 homes and have the highest regulatory (G1/V1) rating, with plans to build more than 700 affordable new homes by 2025.

J Walker (Homes) Limited

J Walker Homes Limited are a well established house builder within the construction and development sector and operate throughout the North West of England.

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2.0 Introduction



Philosophy

Whilst density and dwelling numbers are important in respect of financial viability for any scheme, the brief dictated that the development should be of a high quality, including private amenity space for the houses, and a level of car parking appropriate to this sustainable location. Nicol Thomas's design has followed the principles of 'Building for Life' 12 (BFL 12). BFL 12 is led by CABI at the Design Council, Design for Homes and the Home Builders Federation to reflect the vision that all new housing developments should be attractive, functional and sustainable places. BFL 12 is based on the new National Planning Policy Framework and the Government's commitment to build more homes, better homes and involve local communities in planning.

The scheme is for a residential development of 100% affordable dwellings.

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3.0 The Site



The site extends to 0.6 hectares, is roughly rectangular in shape and is bounded on two sides with highways, namely:

Greenhill Road to the North East
Smethurst Street to the South East

The site comprises two parcels of land, one a former transport depot owned and operated by JW Lees Brewery and to the South East a Building Contractors material storage yard.

The site accommodates numerous temporary/organic structures and buildings of varying vintage.

The site is close to St Gabriels CE primary school, 400m from the site entrance and as such, within easy walking distance of the site. Middleton Technology Secondary School is within 1.0Km of the proposed development site.

The properties are to be accessed from a new highway proposed to be constructed off Greenhill Road. This development land for the 24No. units is within differing site ownership.

In terms of topography the site is in part challenging. The sites rises from Greenhill Road to the South West boundary by approximately 1.4 Metres. The site further falls from the North West boundary across the full length of the site to the South East by approximately 4.5 metres.

The proposal responds to the style, space about buildings and urban design of the immediate area.

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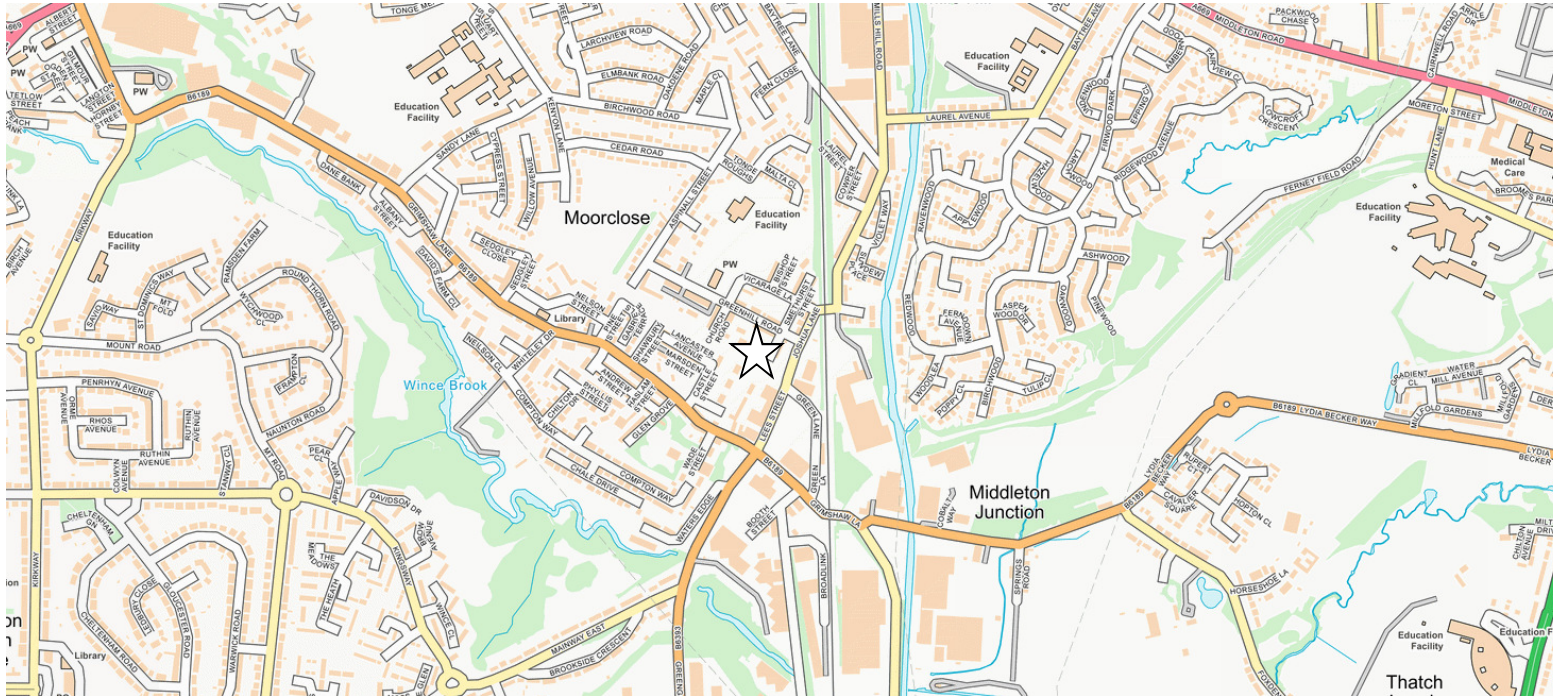
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3.0 The Site



The development site lies outside any Flood Risk areas identified by the Environment Agency and covers an area of less than 1.0 Hectare. A Flood Risk Assessment for the site will therefore not be provided with the application. Refer to Appendix 3 for EA flood mapping.

Site Location Plan

Site Grid Reference: X: 388620 Y: 405196

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The Site

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4.0 The Context



Pedestrians:

The site is conveniently located and equidistant between the 'town' centres of both Chadderton (Oldham) to the East and Middleton (Rochdale) to the West. Both district town centres are less than 2.0km from the site.

Convenience stores are located throughout the area and a comprehensive list of high street stores are within a 20-25 minute walk.

Air:

The nearest and most accessible airport is Manchester International which is accessed via the M60 and M56 motorways. This is a mere 30 minute drive from the site.

Train:

The Metro Link light rail tram system provides coverage throughout a growing network throughout Greater Manchester. The nearest Metro Link Station at Freehold is 3.0km from the site.

Mills Hill train station is located 1.0km from the site, providing frequent direct return train services to Rochdale town centre (9 minutes travel time), Blackburn, Clitheroe and beyond.



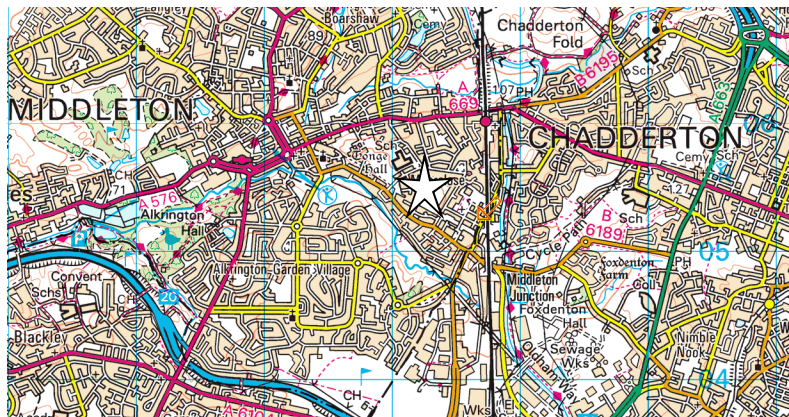
Road:

Greenhill Road is 330m long running perpendicular to Aspinall Street to the North West and Joshua Lane to the South East.

Aspinall Street is predominantly a residential feeder road, with Joshua Lane providing the main arterial access to the site.

Access to the M60 motorway is easily accessed from Junction 21 that is approximately 2.0km from the proposed development site.

Bus stops are situated on Joshua Lane providing access on a direct service for the 396 bus running between Middleton and Ashton-under-Lyne.



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4.0 The Context



Development Site showing aerial image

Leisure:

The site is conveniently located close to a number of diverse parks and leisure activities. King George V Park and playing fields is less than 0.4km from the site.

Shopping:

Local shops and food outlets are available in multiple locations in multiple directions.

Architecture:

Local residential properties range from 1940s/1950s solid build pre war terraced housing of local vernacular aesthetic through to dwellings of terraced and semi detached nature and more recently selective residential developments of varying quality and influence. Adjacent residential developments are typically two storey brick houses of various vintages with a typical aesthetic for the area.

The dominant materials in the locality with regards to residential stock are red facing brickwork and slate/concrete tile.

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5.0 Planning Statement

The site is previously developed, and its redevelopment accords with Planning Policy Statement 3 (housing) which encourages the use of previously developed land within urban areas in preference of the development of greenfield sites and encourages housing development which makes more efficient use of land.

Relevant Policies

In addition to the requirements of the National Planning Policy Framework, any application for the proposed use of the site would be subject to an assessment against the following list of key policies contained within the Rochdale Core Strategy:

- SO2 Creating successful and healthy communities
- SP2 The Spatial Strategy for the borough
- SP3/R The Strategy for Rochdale
- C1 Delivering the right amount of housing in the right places
- C3 Delivering the right type of housing
- C4 Providing affordable homes
- C6 Improving health and wellbeing
- C7 Delivering education facilities
- C8 Improving community, sport, leisure and cultural facilities
- SO3 To improve design, image and quality of place
- P1 Improving image
- P2 Protecting and enhancing character, landscape and heritage
- P3 Improving design of new development
- SO4 Promoting a greener environment
- G1 Tackling and adapting to climate change
- G2 Energy and new development
- G6 Enhancing green infrastructure
- G7 Increasing the value of biodiversity and geodiversity
- G8 Managing water resources and flood risk
- G9 Reducing the impact of pollution, contamination and land instability
- SO5 Improving accessibility and delivering sustainable transport
- T2 Improving Accessibility

- DM1 General development requirements
- DM2 Delivering planning contributions and infrastructure
- SD1 Delivering sustainable development

The following saved policies from the Rochdale Unitary Development Plan (UDP) are also relevant:

- G/D/1 Defined Urban Area
- G/8 Greenspace Corridors
- EM/7 Development and Flood Risk
- EM8 Protection of Surface and Ground water

Additional Core Strategy and saved UDP policies may also be relevant depending upon the details of any submitted proposal.

There are also a number of SPDs which are of relevance to the proposals including the following:

- Affordable housing
- Provision of recreational open space in new housing
- Guidelines and standards for residential developments
- Climate change adaptation
- Residential design guide



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The current application is for 24 No. 2 and 3 bedroom houses.

Eave heights are generally in the region of 4.95 Metres to soffit.
Ridge heights are generally in the region of 8.0 Metres.

Plots 1-2 front onto Greenhill Road. The remainder properties front onto the proposed new highway. The new highway is designed to a width of 4.8 metres with 2.0 metre footpaths. Radii onto the site for the new highway are 6.0 metres.

All houses are two storey in height and accommodate 200% parking to all 3 Bed properties and 100% to 2 Bed properties.

The site has been designed to accommodate and respect the existing site topography, using suitable retaining structures between dwellings and to the site perimeter where levels dictate.

Rochdale Borough Council recognise that good design in housing layouts will not be achieved solely by adhering to standards. Indeed the Borough Council has acknowledged their wishes to generally improve and encourage marked improvement in mundane housing layouts that can result from regimented layouts.

The proposals respect the character of their surroundings and this will result in a benefit in environmental and landscape terms.

The guidance within the Borough Council 'Space about dwellings' document confirms that guidance maybe reduced in order to encourage imaginative quality housing layouts that are individual to individual site circumstances.

The proposal demonstrates that the applicant proposes a scheme of a high quality design in terms of external materials, surface treatments, landscaping, lighting and domestic scale architecture.

The scheme furthermore provides adequate levels of privacy and amenity in terms of the careful design of the buildings and the relationship between the buildings

The scale of the new build respects the local vernacular, all of which is to a domestic scale and constructed in traditional materials. The density of the scheme furthermore is to the current criteria as recommended by Government legislations.

The properties all have an active frontage to the existing highway/new cul-de-sac. The siting of the dwellings furthermore provides private amenity space to the frontage with decent rear gardens for private amenity space. All dwellings are designed to have private rear access from the fronts with all refuse contained storage areas identified on the site plan within rear gardens.

Responding to the recent adjacent residential schemes the fenestration choice is both simple and complimentary to their development. A choice of facing brickwork and roof tiles with interesting and varied roofscapes adding to the elevational interest. Entrances are covered with supported GRP canopies.

There are a number of trees on the site. The scheme facilitates for the removal of all on site trees with selective pruning of others. Proposals for the replacement of all trees lost are in place.

Properties have stepped floor levels where necessary to best respect the site topography.

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The DETR publication 'By Design' sets out to promote and guide higher standards of urban design. The design proposal responds to delivering the six requirements of development as defined in the first objective of the document as follows:

- Consider the site's land form and character when laying out new development:

The proposal creates a place with its own identity promoting character in the townscape and landscape by responding to and reinforcing locally distinct patterns of development, landscape and culture.

- Integrating new development into its landscape setting reduces its impact on nature and reinforces local distinctiveness:

The proposed development works with the site topography to embrace the land form, location and identity, clearly defining public and private spaces.

- Responding to the existing layout of buildings, streets and spaces ensures that adjacent buildings relate to one another, streets are connected and spaces complement one another:

The proposal respects the existing highways, streets and buildings in terms of overlooking, character and quality of public realm.

- Responding to local building forms and patterns of development in the site layout and design of development helps to reinforce a sense of place:

The proposal promotes accessibility and local permeability by making places that connect with each other.

- The use of local materials, building methods and details is a major factor in enhancing local distinctiveness:

The proposal has been designed to accommodate craftsmanship, modern and sustainable building techniques, styles and lighting of the buildings. This includes all building elements such as openings, entrances, roofscape and the rhythm of the facade.

- The scale, massing and height of proposed development should be considered in relation to that of adjoining buildings, the topography, the general pattern of heights in the area, views and landmarks:

The proposal is in scale in relation to its surroundings. The height of the development will have no impact on views, vistas or skylines.

General

On appraisal of the context of the development a full evaluation was undertaken on the site which takes into account all key issues as highlighted within this section of the document, ie how the site and development responds to the aspirations of the proposed residents and visitors, how the scheme fits with the surrounding development, local vernacular and sustainability. All these items have been addressed within this section, the result of which confirms that a residential development is optimum use for this site in a most sustainable location.

Good design is central to sustainable development, accessibility to shops and amenities, crime prevention and energy efficiency for example, respond to these and other issues of sustainability.

It is concluded that the site is capable of providing a development of the scale indicated without undue harm to material considerations such as amenity, highway safety or protected species.

Access

Vehicular access to the site is provided from Greenhill Road.

Access for refuse collection is also provided at this point together with sufficient turning space for refuse vehicles within the site.

All properties have level access to at least one external door and this will comply with Part M of the Building Regulations, in terms of level access.

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The site is conveniently accessible to public transport with bus stops nearby and close proximity to district town centres, tram and train stations.

Parking levels meet the standards laid out by Rochdale Borough Council.

Lighting to parking area will provide sufficient safety requirements to assist disabled and able bodied persons.

Sustainability

The proposed scheme aims to provide a sustainable development for the community of Rochdale. The development of a derelict site serves to regenerate and improve the visual amenity of the area.

The application drawings show how the scheme endeavours to preserve the diversity of the surrounding area.

Proximity of the site to Chadderton and Middleton district centres discourages the use of the private car for shorter journeys.

The proposed scheme aims to create an accessible and safe environment through the use of non-slip, level surfaces and adequate street lighting.

British native shrubs will be planted in several locations across the site to act as screening for private amenity areas and to delineate boundaries.

Hard landscaping will be kept to a minimum to reduce potential for flooding and to improve visual amenity.

The buildings will be designed such that the construction process is as efficient as possible, minimising waste and using environmentally friendly materials that are sourced locally where possible.

Tenure

All properties are to be marketed by First Choice Homes Oldham on an affordable rental basis.



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All units will be designed in accordance with the HCA's Design & Quality Standards, and will strive to where possible achieve Secured by Design Compliance.

The overall design, both layout and integrated landscaping will enable residents and visitors to enjoy the comfortable, clean and vibrant environment, where all age groups can live in the manner they wish, a contemporary development within a vernacular envelope.

Full landscaping proposals are provided with the application, new trees and shrubs specified are generally native species of the size and nature appropriate to the setting. The specification of trees and shrubs with berries will encourage wildlife to visit the site.

The scheme design does not rely upon standard house types, the units are bespoke to this development, both in their internal arrangement and fenestration.

The overall design of the development is such that the scheme integrates with properties within the immediate environment in respect of material choice, elevation treatment features and boundary proposals.

Key Benefits

The following benefits will be delivered with the proposed development:

- Provision of affordable family homes
- Delivery of a residential development of high quality design which will make a positive contribution to the character and appearance of the surrounding area.
- Provision of a development in a sustainable location close to local services and amenities.
- Appropriate density of development to ensure the efficiency and use of land.
- Provision of high quality amenity space for houses.
- The development would mean the re-use of a previously developed site that is currently vacant, and ripe for residential redevelopment.
- The development provides the opportunity for sustainability objectives to be met as laid out within the National Planning Policy Framework.

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External:

Access points from vehicle parking spaces and crossings to be tactile finish and contrasting colours to main pathways.

Lighting to the parking areas will provide sufficient safety requirements to assist disabled and able bodied persons.

Ramps where provided or required are to be within 1:12/1:20 gradient with minimum 1200 x 1200mm unobstructed landing area and entrance.

Access to amenity areas are unrestricted.

Entrances to all units to have minimum 1000mm structural opening giving clear 900mm door width capable of wheelchair access. Each door having a maximum force of 20N to assist opening.

Door furniture and finishings have still to be specified, however will clearly comply with DFA requirements where practical.

Internal:

All housing to have separate ground floor WC which can be accessed by disabled persons.

Fittings within each room i.e. electrical sockets to be a minimum 450mm above finished floor level.

Bathrooms: each bathroom is capable of accepting a 750mm clear unobstructed area in front of each WC.

In line with the Building for Life criteria many of the units have been designed with flexibility in mind, i.e. staircase capable of future stair lift and many ground floor rooms capable of dual function.

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8.0 Conclusion

The definition of community should extend to the very heart of the development with the architecture forging friendships and a sense of belonging.

Scale and choice of materials suggest a familiarity of domestic architecture making it easier for residents to identify with the buildings.

The quality and connection to the local vernacular maintains links with the local neighbourhood and wider communities.

The applicant's aim is to create a sympathetic high quality, bespoke residential development. This has been achieved after many design reviews, redesigns and rethinks, discussions with regulatory authorities, design team members and feedback from local housing professionals to achieve this well-balanced project offering much needed diverse housing supply to the area.

J Walker Homes Limited/First Choice Homes Oldham very much look forward to progressing this development on to site early next year. The following considerations are critical to the implementation of this development:

- Continued understanding of the emerging context of the proposed development
- Commencement of detailed design development to ensure deliverability of the proposed aesthetic
- Continued evaluation of cost to ensure deliverability of the proposed scheme
- The continued support of Rochdale Council Planning Department in respect of the vision for future development in the Borough.

The Merits of the Proposals

- The proposals would deliver the regeneration of a vacant previously developed site
- The proposal is for a high quality affordable housing development for which there is an identified need
- The proposals would create construction employment jobs in the area and benefit the local economy on completion of the scheme
- The proposal will have no adverse impact upon the amenities of surrounding uses
- The proposal is located in a sustainable location
- The proposals can be delivered without having an adverse effect on the highway network
- The proposals can be delivered without having an adverse effect upon space or public rights of way within the application site
- There are no technical reasons why the site cannot be developed in the manner proposed

On behalf of our Client, we respectfully request that the Council grants detailed Planning permission for the proposed development for the reasons outlined herein.

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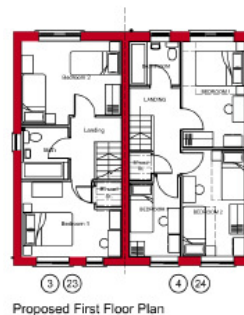
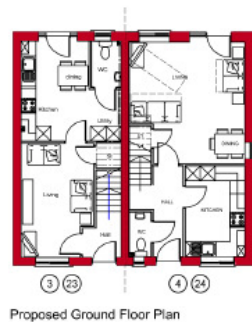
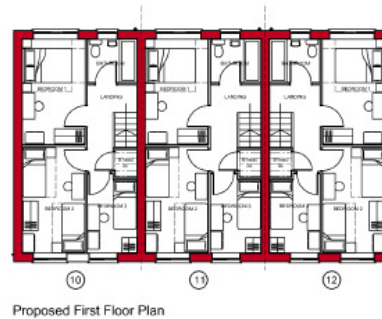
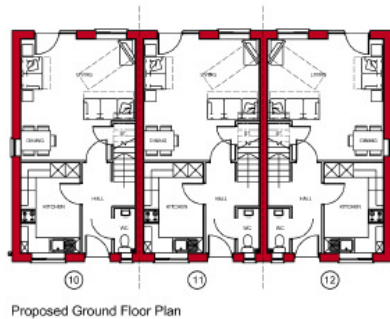
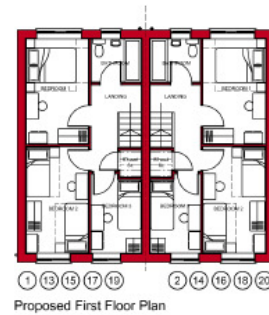
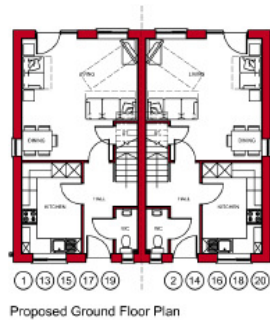
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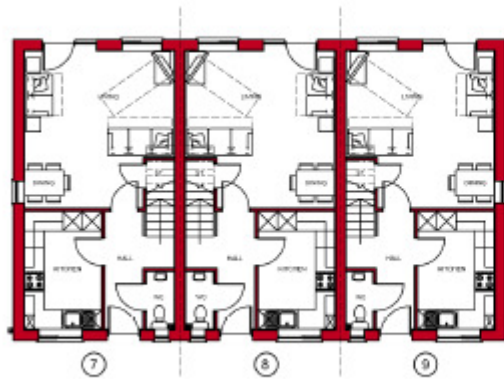
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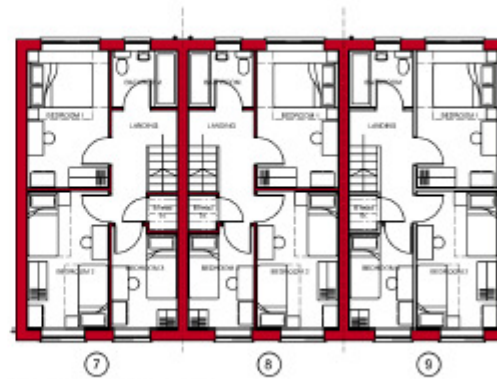
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Proposed Ground Floor Plan



Proposed First Floor Plan



Proposed Ground Floor Plan



Proposed First Floor Plan

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Greenhill Road/Smethurst Street
ROCHDALE

House Types

October 2023

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nicol thomas

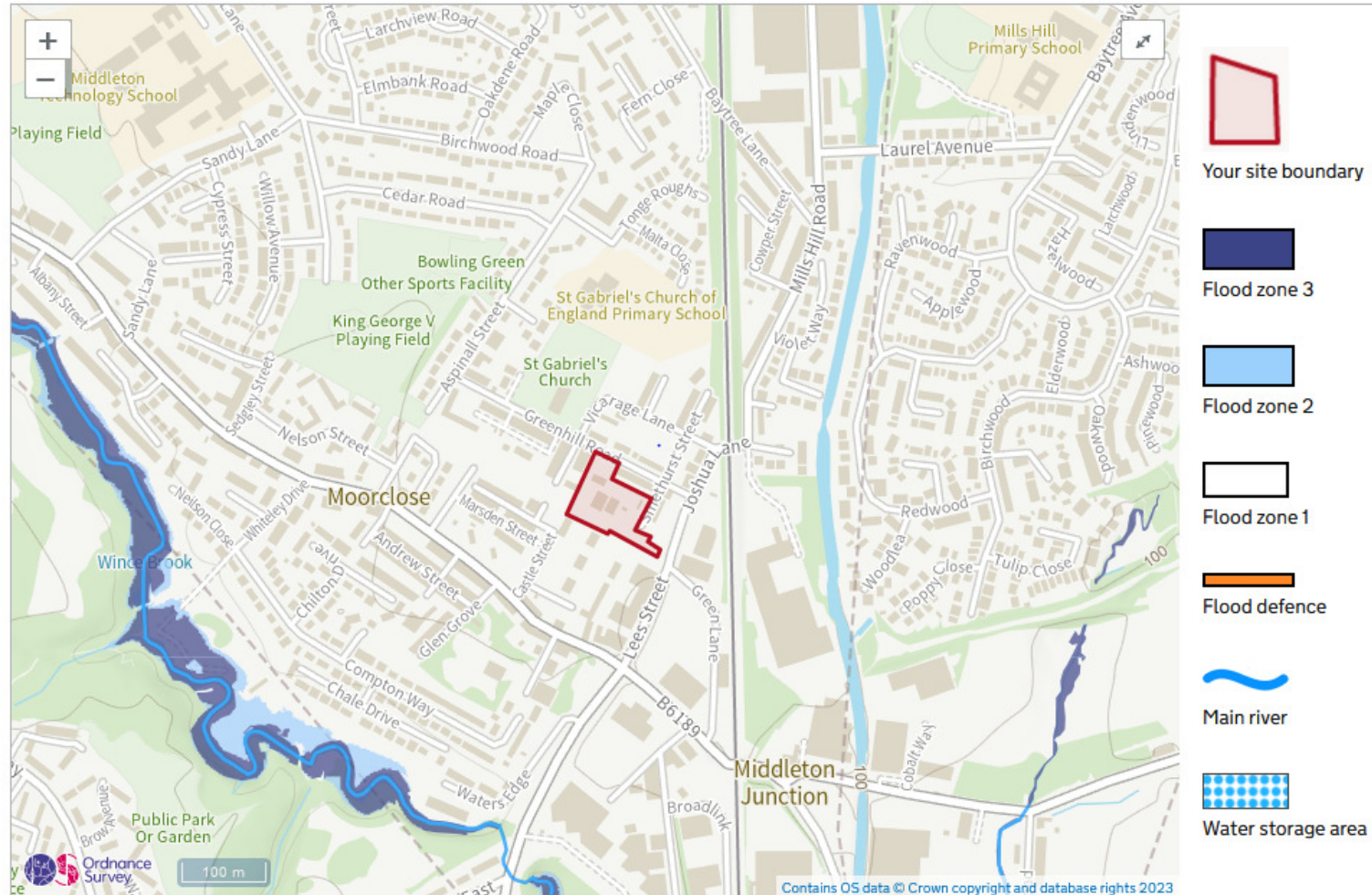
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