HNAarchitects
Architecture | Planning | Design

Hollinwood Business Centre
Albert Street
Hollinwood
Oldham
OL8 3QL

Tel: 0161 688 1820
Email: michael@hna-architects.co.uk

Design and Access Statement

Midge Hall, 687 Bury Road, Rochdale. OL11 4AU

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HNA Architects Ltd is registered in England & Wales with Company Number 8662846
Registered Office: Hollinwood Business Centre, Albert Street, Hollinwood, Oldham, OL8 3QL

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1 Introduction

This Design and Access Statement has been prepared for our client in support of our full planning application for the demolition of the existing Hall, and the erection of 8 no. residential dwellings comprising the following accommodation:

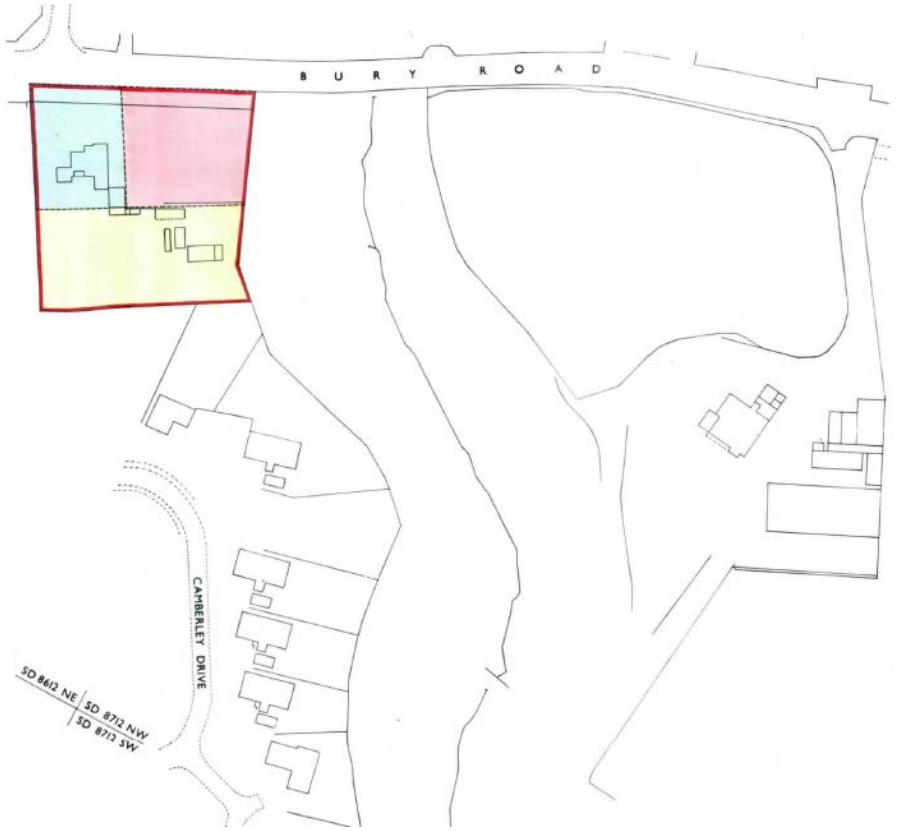
7 no. 4-bedroom 6-person
1 no. 5-bedroom 7-person

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 application relates to a large two storey detached dwelling, with substantial grounds (measuring 0.38 hectares), at 687 Bury Road and is located between Bury and Rochdale Town Centres

Access to the site is gained via a gated driveway directly off Bury Road which runs to the north of the site. Along this front (north west) boundary, with Bury Road, is a 2m high stone wall and directly behind this wall is a row of mature trees which are protected under Tree Preservation Order 251a.

The north eastern boundary of the site adjoins a valley which runs down to the River Roch. On the other side of the valley are the four large dwellings known collectively as 'Ryefields'.



To the south east and south west of the site are the dwellings on Camberley Drive. Those to the south east are bungalows and those to the south west are two storey dwellings. Numbers 58 – 64 have rear gardens of between 29 metres and 37 metres in length, leading up to the boundary shared with the application site. The gardens of numbers 66 and 68 Camberley Drive do not adjoin the application site and are enclosed by the gardens of 64 and 70 Camberley Drive. The gardens of 70 and 72 Camberley Drive are approximately 26 metres in length. At present the boundaries shared with the properties on Camberley Drive are well screened by tree's, however these trees are not protected.)

Directly to the west is an area of undeveloped wooded land known as 'Bunker's Hill' and the trees on this site are protected by Tree Preservation Order 176. 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

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

The Site Edged Red is predominantly surrounded by single and two storey residential dwellings, and has a stone wall along the front of the site along Bury Road, together with the existing entrance.

The north eastern boundary of the site adjoins a valley which runs down to the River Roch. The valley is within the River Roch Greenspace Corridor and is a designated site of ecological and geological importance and is heavily wooded. On the other side of the valley are the four large dwellings known collectively as ‘Ryefields’..

The nearest postcode for the site is OL11 4BA.

The site is relatively square with little variation in levels.

The site is in a sustainable location, being close to amenities, and with bus stops directly opposite the site which lead East to Rochdale Town Centre and West to Fairfield or Bury.



3 Design

Amount

The scope of the application, the overall size, shape and layout of the building have been carefully considered given the surrounding environment and constraints; as have the design of the unit itself. We have endeavoured to be sympathetic to existing materials, appearance and hard and soft landscaping currently in use in the surrounding area..

The proposals can be broken down into the following figures:

Units	Use Class	Bedrooms	Accommodation	Height
8 no.	C3	4 & 5	4/5B – 6/7 person	2-storey

The residential units within the proposals are located within the sites so that all dwellings front onto the proposed highway. The highway will be accessed from the existing access, and keep the existing features of the entrance as much as possible.

The proposals have been based on accommodation, storey heights and total floor area driven by the size and topography of the site and the style and layout of the surrounding residential areas.

The overall development complements the surrounding area and street-scene in terms of scale and footprint, and incorporates level access and security principles.

Planning History

13/00652/FUL - Application for a new planning permission to replace extant planning permission D53018 for residential development (6 semidetached and 1 x 3 storey block of 10 apartments) – *Granted subject to conditions*

10/D53018 Application for a new planning permission to replace extant planning permission D49282 for residential development (6 semi-detached and 1 x 3 storey block of 10 apartments) – *Granted subject to conditions*

08/D50489 To undertake development of 16 dwellings approved under planning permission D49282 without compliance with condition 5 relating to affordable housing – *Refused and allowed on appeal*

07/D49282 Residential development - 6 semi-detached dwellings and 1 x 3 storey block of 10 apartments – *Granted subject to conditions*

00/D38303 Widening of existing vehicular access to a classified road and increase in height of existing boundary wall to 2.0 metres – *Granted subject to conditions*

00/D37661 Demolition of existing garage and outhouses and erection of two storey extension to side and conservatory extension to rear with first floor balcony to rear of dwelling – *Granted subject to conditions*

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 scheme utilises the site, proposing that only a section of the site is to be built upon, leaving 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.

The residential units have been provided with 2No external car parking spaces, accessed off the existing highways, together with one internal garage space giving a total of 3 per dwelling.. The off-street parking is intended to decrease the impact of the proposed scheme on the surrounding roads from parked vehicles thus increasing security, access and visual impact as well as maintaining safety and visibility.

The proposed dwellings are set back from the proposed highway and separated from the public footpath via soft landscaping strip buffers. The proposed scheme aims to minimise 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 area indicated on the proposed site plan is sufficient for the communal storage of 4 no. 1100ltr Eurobins 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 is incorporated into the proposed scheme; this can discourage anti-social behaviour whilst providing an attractive frontage and streetscape. 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 together.

Within the site there are a number of existing trees, which have been identified within the Arboriculture Report submittied as part of this application. The proposed scheme has been design to enable as much of the existing trees to remain, however there will be an element of tree removal to develop the scheme. These trees will be replaced by new, as part of the mitigation report, and to the council's Arboricultural approval.

Scale

The built environment around the application site is a mix of single and two storeys residential; 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 are similar to those of existing units in the area.

Landscaping

Both hard and soft landscaping proposals have been included within the application.

As previously stated, 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
- Amenity improvements (via retaining walls/contour alterations)
- Attractive edges/defensible space
- Differentiation between vehicular/pedestrian/public/private areas
- Security to boundaries

The hard landscape proposals (see proposed site plan) 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, utilising 2.1m high concrete post and timber infill panel fencing matching the existing boundaries. 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.

Appearance

The design principles laid out the basic tenets from which to base decisions during design development. In terms of appearance the most notable principles were:

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

As such our design has produced 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 have a basic and traditional palette of materials, a signature trait of the Bamford/Rochdale Town vernacular; notably brick external walls and concrete tile roofs; a mixture of timber and uPVC window frames are also prevalent. Our proposal includes for brick external walls with a dark grey concrete tile roof, matching that of the surrounding properties and structures in both colour and appearance.

Existing boundary treatments in the area are varied; most of the dwellings are detached or semi-detached construction and set back from the pavement edge with a small front garden area surrounded by low brick walls and where some dwellings lie directly on the boundary with the footpath. In light of this, we have opted to utilise hard and soft landscaping to provide definition to the boundaries on the site on the frontage wherever possible, and erecting 2.1m high timber fencing elsewhere, matching that of the adjoining estates. It is our belief that these will provide clear determination of the spaces, enhancing the overall character of the street whilst providing the necessary enclosure. We have provided several drawings and plans, including hard and soft landscaping proposals, as part of this application to explain the intended appearance.

Appraising the Context

The application site houses an existing brick building, with an element of render shell, with a red tiled roof. It is in the style of a 1930's traditional creation, and has been renovated to form a modern and large dwelling. The site is therefore is currently classed as residential. The site has a long private drive leading up to the dwellings, with several outbuildings and landscaped areas.
Access to the land comes from the surrounding adopted highways. We believe our proposal is clearly suited to the context of the site and the surrounding built environment.

The site is not within a conservation area.

Use

This full planning application is for the erection of 8 no. residential units; planning use class C3. The application site currently sits occupied by a single large dwelling which is proposed to be demolished as per previous approvals..

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.

UDP policy H/6 requires new housing developments to make adequate provision for all residential developments contribute towards the provision of new or enhanced open space. Due to the nature of the proposals and constraints of the application site, we consider that it is neither practicable nor possible to provide public open space on the site itself; consequentially a contribution can be made to the provision of off-site open space. I

4 Access

Vehicular Access
The site has an existing access off Bury Road. The proposal (as previous approved applications), is to maintain and adapt the existing access to provide the internal carriageway which will incorporate a standard turning head.

The access will incorporate the required sight lines as requested by the local highway officer.
From the site, residents can turn left or right onto Bury Road, which leads directly into Rochdale Town Centre or into Bury Town Centre via the village of Fairfield. This provides connections with the A627, and onto the M60, or direct onto the M66 which in turn provide relations with the city of Manchester and the town of Oldham providing convenient access to the wider national motorway network.

Bury Road, directly adjacent to the site, has a cycle path incorporated within the highway, and has bus stops directly opposite where pedestrians can use the local bus routes.

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

Pedestrian Access
Pedestrian access into the proposed dwellings also comes from Bury Road by use of the existing adopted footways, which will link into the new footways within the application site. The proposed dwellings will have level access to the principle entrance door.

The application site is on a major link road, and is within walking distance to a public house, convenient store, barbers, pharmacy and takeaways.

This area opposite the Bamford Arms Public House, and therefore provides 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.

We have endeavoured to provide good overlooking and visibility of all spaces and footpaths to reduce/eliminate anti-social behaviour.