

Design & Access Statement

Land Adjacent to 418 Bury Road

Rochdale

Greater Manchester

OL11 5EU

Erection of One Detached Dwelling

September 2023



Building Design Services (BDS)

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1.0 INTRODUCTION

- 1.1 This Design and Access Statement is submitted by Building Design Services (BDS) who have acquiring the Freehold of the proposed land. The land is located adjacent to the gable of the semi-detached dwelling No.418 Bury Road, Rochdale. The proposed site is considered to have historically contained a residential dwelling as can be evidenced by the new gable walling to No.418 Bury Road (re-done), and by the remnants of the front boundary wall, pedestrian entrance, and gate. The land is currently vacant, has no formal purpose, and has been in this disused state for at least the past 20 years, although maintained.
- 1.2 Compared to other housing markets in the North West and Greater Manchester, the Rochdale and north east Manchester housing market is generally less attractive. The housing on offer in the borough has stark differences in terms of quality and price and it fails to address the needs of existing or future residents. An oversupply of older terraced housing and a lack of high value housing across the borough means that it fails to attract and retain residents with higher incomes.
- 1.3 In terms of housing delivery, the government's aspirations for housing delivery and shift in emphasis to focus more on home ownership options means that the council will need to enable a variety of approaches and work creatively and collaboratively with development partners to deliver housing growth and tenures which meet needs.
- 1.4 National planning policy states that the Local Plan should identify and plan to meet the full objectively assessed needs for market and affordable housing within the relevant market area. This includes an assessment of current demographic information, market trends, affordability and other relevant information.
- 1.5 An ambitious target of providing 460 additional homes per year is considered necessary to meet demand and to help regenerate the borough. The latest Housing Land Availability Assessment indicates that there is considerable scope to meet its housing target using previously developed sites, especially in the south, and with limited use of greenfield sites.
- 1.6 National planning policy changes have removed restrictions on the development of greenfield sites and as the Local Plan allocates significant capacity on new housing sites it is unlikely that past levels of windfall completions will be sustained throughout the Local Plan period.
- 1.7 The Council needs to focus the right type of housing in the right areas, maintain the regeneration of older areas of housing and social housing estates and ensure that the community infrastructure necessary to support areas of housing growth are provided.
- 1.8 The applicant would like to work with the Council in order to secure approval for the proposed use.

2.0 SITE AND SURROUNDINGS

- 2.1 The application site is located adjacent to the gable elevation of No.418 Bury Road, Rochdale. The site is grassed over and is relatively flat and measures approximately 7m x 27m. Pedestrian access into the site is provided from the front along Bury Road. The site is currently blocked off by a wall to the rear.
- 2.2 418 Bury Road is a two-storey dwelling of traditional Victorian design and constructed of red brick to all sides. Natural slates are used for the roof with upvc used for the window and door frames. The property has been extended to the rear by way of a two storey outrigger. A number of properties along this part of Bury Road are either extended by two storey or single storey extensions.
- 2.3 Directly to the north and south of the site are traditional terrace properties. Rochdale St Clements Football Club is located to the north east with Rochdale Cemetery to the north west of the site. The site itself is unallocated within the UDP Proposals map.
- 2.4 The surrounding area is predominately residential with a mixture of semi-detached and terraced properties in the vicinity of the site.



Above: The site is located to the north of Bury Road within a mainly residential area.



Above: Outline of application site.



Above: The Council's Local Plan above indicates the site located in the defined urban area, there are no other designations

3.0 PROPOSED DEVELOPMENT

- 3.1 The applicant is applying for planning permission to construct one detached dwelling. The proposed dwelling would consist of a living room and large kitchen/dining room, and a small WC at ground floor, three bedrooms, storage space and a bathroom on the first floor, and a further two bedrooms and bathroom within the loft space. The garden areas of the dwelling would be provided to the front and rear of the dwelling.
- 3.2 The dwelling design originates from the existing terrace dwellings along Bury Road. The proposed dwelling would consist of similar features including dual pitched roof design, well-proportioned windows with detailed heads and cills, with red brick used for the walls and a slate roof construction. A dormer would be provided on the front roof slope. This would be small in size and set up from the eaves and set in from the sides. The proposed two storey outrigger would consist of a pitched roof, set down from the ridge of the main dwelling, and would be proportionate in size.
- 3.3 The elevation heights, window sizes and openings have been designed as a continuation of neighbouring dwellings. Usable private garden space for the future owners of the property would be to the rear of the dwelling. Shrub planting and lawned areas would be introduced to the site in order to reduce any hard appearance of the dwelling when viewed from the street/close quarters. The existing stone boundary wall to the front of the site would be retained.
- 3.4 In terms of parking, the proposal would provide two car parking spaces for the dwelling. The two spaces would be accessed from Malvern Street West to the rear of the site. The existing boundary wall to the rear would be demolished with hardstanding provided for the parking of two vehicles.
- 3.5 The bin storage area would be located within the rear amenity space.



Above image shows the site to the front with No.418 Bury Road to the left. The application site is mainly disused.



Above image shows the application site from the rear, the rear wall would be removed to provide access to dedicated parking.

4.0. INVOLVEMENT

- 4.1 No formal pre-application advice in this instance has been sought from the Council. The scheme put forward is an acceptable proposal providing quality accommodation in this area.
- 4.2 Paragraph 39 of the NPPF states;
- “Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality preapplication discussion enables better coordination between public and private resources and improved outcomes for the community.”.
- 4.3 This planning Statement has been submitted as part of this planning proposal to provide a reasoned justification of the proposal using local and national planning policy and guidance.
- 4.4 The issues of highways safety, amenity of the surrounding area, design and the principle of the development are taken into consideration in the assessment below.

5.0 HISTORY

5.1 A history check has been undertaken which has revealed no planning history for the site.

6.0 RELEVANT PLANNING POLICY

- 6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that decisions should be made in accordance with the development plan unless material considerations indicate otherwise.
- 6.2 Rochdale's Core Strategy was adopted in July 2016 and is the key Development Plan Document. It replaces significant elements of the existing Unitary Development Plan as the document that sets out the long-term strategic policies for Rochdale's future development and will form the framework that planning applications will be assessed against.
- 6.3 The Core Strategy seeks to deliver sustainable development and growth in accordance with the objectives of the National Planning Policy Framework (NPPF). It aims to increase investment in the borough and to make it a more prosperous place by 2028. The Core Strategy will have a major role in guiding the regeneration of the borough, building on the investment that has already taken place in some areas and identifying where to focus on next.
- 6.4 It looks to build on the borough's assets, heritage and identity and on its connections and relationships with neighbouring towns. In particular, the borough needs.
- 6.5 The following Local Plan policies have relevance to the proposal:

DM1	GENERAL DEVELOPMENT REQUIREMENTS
P2	PROTECTING AND ENHANCING CHARACTER, LANDSCAPE AND HERITAGE
P3	IMPROVING DESIGN OF NEW DEVELOPMENT
C3	DELIVERING THE RIGHT TYPE OF HOUSING
G9	REDUCING THE IMPACT OF POLLUTION
T2	IMPROVING ACCESSIBILITY

NPPF (2021)

- 6.6 The NPPF clearly states 'that the purpose of the planning system is to contribute to the achievement of sustainable development' (paragraph 7). Paragraph 10 confirms that 'in assessing and determining

development proposals, local planning authorities should apply the presumption in favour of sustainable development’.

6.7 **Paragraph 11** states that a presumption in favour of sustainable development is at the heart of the NPPF. It goes on to say that ‘for decision-taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay;
or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- ii. 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.

6.8 **Paragraph 60** of the NPPF states:

“To support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay”.

6.9 **Paragraph 120** of the NPPF states that Planning policies and decisions should:

d) promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained, and available sites could be used more effectively.

6.10 **Paragraph 124** of the NPPF states:

Planning policies and decisions should support development that makes efficient use of land, taking into account:

a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it.

- 6.11 **Paragraph 130** of the NPPF, advises that Planning policies and decisions should ensure that developments create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.
- 6.12 **Paragraph 111** of the NPPF states that Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 6.13 The general perspective of the NPPF is that planning should proactively drive growth and support sustainable economic development. It also states that planning should make effective use of land by reusing land that has been previously developed and sets out a presumption in favour of sustainable development. The government is committed to ensuring that the planning system does everything it can to support sustainable economic growth.

National Planning Practice Guidance (NPPG)

- 6.14 The government published its NPPG on 6 March 2014. This is intended to complement the NPPF and to provide a single resource for planning guidance, whilst rationalising and streamlining the material. Almost all previous planning Circulars and advice notes have been cancelled. Specific reference will be made to the NPPG or other national advice in the Analysis section of the report, where appropriate.

7.0 ASSESSMENT

Principle

7.1 The application site is Defined Urban Area as allocated under the Rochdale Unitary Development Plan. As such policy G/D/1 is relevant to any applications on the site and this establishes that development should be located in the urban area so as to support urban regeneration and protect the countryside.

7.2 Policy C1 of the Core Strategy establishes to;

Maximise the potential of previously developed sites, including empty homes and buildings within the urban area to achieve a target of 80% of new housing of previously developed land; and ensure that sites are sustainable with good access to local services, facilities, green infrastructure, shops, jobs, schools and public transport.

7.3 Policy C3 of the core strategy is also relevant and its aims are to;

- Ensure new development provides housing types that take account of local needs and aspirations; Promote densities that make efficient use of land whilst delivering a range of housing to widen choice in the borough and reflect local character;

7.4 The proposed clearing of the site and erection of a contemporary yet traditionally designed building would make a better use of the site which is in need of investment. The site is becoming to appear unsightly in this prominent location, and in need of investment to a suitable functional use and where it would not have a negative impact on the surrounding area.

7.5 The site is well located in relation to small scale flats as well as typical family housing accommodation in urban areas for it to support urban regeneration and protect the countryside.

7.6 The proposal would provide good housing accommodation which is much needed in this urban area. It would enhance the character of the area by bringing an existing site into use, it would consider the needs of the local community of protective surrounding built environment and provide future occupiers with services within walking distance and reduce the need to travel.

7.7 The effect on residential amenity by reason of noise or other nuisance would be minor given its location amongst other similar uses and by virtue of its location near the local centre.

- 7.8 It is also considered that the proposal would not have a detrimental effect on the safe and efficient operation of the existing transport and road infrastructure. Highways safety is further discussed in the relevant section below.
- 7.9 In respect of part of the above policies, the area is predominantly residential and therefore the proposed residential use is considered as a complimentary use to the existing character of the area and is located in a sustainable area with good access and facilities and which makes efficient use of the land whilst delivering an appropriate use for the site.
- 7.10 In light of the above it is considered that the principle of providing residential units at the application site is acceptable.

Amenity

- 7.11 Policy DM1 of the Core Strategy sets out a number of basic planning considerations that apply to all development. Further to this, paragraph 17 of the NPPF, containing the 'core planning principles', advises that planning should always seek to secure a good standard of amenity for all existing and future occupants of land and buildings.
- 7.12 Policy G9 of the Core Strategy sets out that the Council will seek to reduce all forms of pollution by requiring that development does not have impacts that lead to an unacceptable increase in air, water, noise, light or other pollution.
- 7.13 It has already been established above that the principle of providing residential accommodation at the site would be acceptable, consideration should also be given to the immediate surrounding area and mainly to the existing dwellings on either side. The area in general and in its wider context is described as established mixed use, and the proposal would therefore complement the existing land uses around the area. It is however important to ensure that the proposal would not impact unduly on matters such as noise and other pollution effects.
- 7.14 In relation to noise, it should be acknowledged that there would be some road noise from the somewhat busy Bury Road during daylight hours. However, the site is close to existing residential properties, and in this location with sufficient acoustics, the noise from neighbouring uses and the road will not have a significant impact on the amenity of future occupiers, or from any other external sources. The rear elevation would face the large garden area and back street Of Malvern Street West which is very lightly trafficked.

- 7.15 In respect of other matters, it is important that the development provides adequate space about buildings. Rochdale's SPD provides guidance;
- (i) 21m between directly facing principal windows of habitable rooms, at an upper floor level AND 10.5m between a principal window at an upper floor level and a directly facing boundary of the curtilage;
 - (ii) 14m between a principal window and any directly facing two storey elevation which does not contain a principal window to a habitable room;
 - (iii) 10m between a principal window and any directly facing single storey elevation which does not contain a principal window to a habitable room.
- 7.16 The guidance goes on to state that Exceptions to these minimum space standards may be acceptable in some circumstances and applications will be considered on their individual merits. For example, where the character and density of the surrounding area would be best preserved by reduced distances and this would not detract from the general levels of privacy and amenity typical in the area, then exceptions may be made. It is considered that there would be no concerns regarding the distance to the front and rear elevations, more than 21m would be provided between neighbouring buildings. The windows in the side elevation are not habitable room windows. These distances are therefore in accordance with the guidance provided in the SPD.
- 7.17 It is considered that there would be no concerns regarding the distances to both the side and rear elevations, the side elevations of the dwellings would not provide habitable rooms and more than 21m would be provided between the rear elevation and neighbouring buildings.
- 7.18 Although a distance of only 19m would be provided from the proposed front elevation of the dwelling to the terrace properties on the other side of Bury Road (where 21m as a guide should be provided), this distance from habitable room to habitable room is considered acceptable in this instance given the context and character of the area which is described as urban and close knit. As such, there would be no overlooking from the proposed dwelling given this would be in keeping with the surrounding context of the site.
- 7.19 In terms of overshadowing, the proposed dwelling would not be any taller and would continue the streetscape and building line along the important front elevation. The rear elevation includes a two storey outrigger, however, the two storey element has been positioned between the two storey outriggers on neighbouring dwellings. Therefore, given the design and projection of the two storey rear element, and distances to neighbouring properties, the proposed dwelling would not cause overshadowing that would be detrimental

to the amenity of any neighbouring occupiers. These distances, and the design proposed is therefore in accordance with the guidance provided in the SPD.

- 7.20 As explained above, the proposed development would adequately provide the level of amenity that would be expected for a residential property within this area. The proposal would be compatible with the density and character of the surrounding development.
- 7.21 With regard to the living conditions of future occupiers of the property, it is noted that each habitable room within the building would be provided with natural light and ventilation, with an outlook onto the garden areas and road to the front and beyond.
- 7.22 Bin storage areas would be provided to the back of the site away from the main public vantage points and away from the Bury Road frontage. Sufficient garden space would be provided to the front and rear of the dwelling for children to play and for residents to sit out. Landscaping would ensure the space remains private to the occupiers of the property.
- 7.23 In light of the above, it is considered that the development would provide adequate space about buildings, so as to protect future residents from any excessive levels of overshadowing and/or loss of privacy and a good standard of living accommodation. The application is therefore acceptable in this respect and would meet with the expectations of Policies along with the relevant requirements of the National Planning Policy Framework.

Design

- 7.24 Policy P3 of the adopted Core Strategy requires all new developments, regardless of location in the borough, to adhere to high standards of design. Policy DM1 of the Core Strategy states that all development proposals will be expected to demonstrate that they are of high-quality design and take the opportunity to enhance the quality of the area, in addition to requiring a number of other basic planning considerations.
- 7.25 Paragraph 130 of the National Planning Policy Framework states that 'decisions should ensure that developments will function well and add to the overall quality of the area and are visually attractive as a result of good architecture, layout and appropriate and effective landscaping'.
- 7.26 The property externally has been designed to continue the features of the adjacent properties along Bury Road. The external features of similarity include window sizes and window design, fenestrations, and a dual pitched roof.

- 7.27 It should also be noted that the front elevation would be the most prominent where it would be viewed by people walking along Bury Road and from passing vehicles. As such, the roof has been designed to be pitched and gable ended to match the existing terraces, whilst the materials proposed for the dwelling would include red brick for the walls and natural slate for the roof to match. The dormer to the front would be small in size, set up from the eaves and match similar front dormers on neighbouring properties. Please see below;



Similar front dormers at No's 408 and 410 Bury Road.

- 7.28 The brickwork, roof materials, windows frames and doors used would match those used on these neighbouring dwellings. The materials for the dwelling and their detail can be confirmed as a condition of any approval if necessary.
- 7.29 It is considered that the design would not undermine the character of the area or the traditional surrounding built environment as a whole and would be acceptable in this location and position where nearby properties consist of a variety of buildings and dwelling types, including dwelling with two storey outriggers. The overall appearance is not considered harmful and would complement the character of the area in this location.

- 7.30 In light of the above, the proposal would result in no undue harm to visual amenity and would be acceptable to the overall character and appearance of the area and the street scene. The application would therefore accord in this regard with policies P3 and DM1, the NPPF and SPD.

Highways

- 7.31 Policy T2 of the adopted Core Strategy relates to accessibility and Policy DM1 requires all development to provide satisfactory vehicular access with adequate parking and manoeuvring arrangements provided.
- 7.32 Paragraph 111 of the NPPF makes clear that ‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be **severe**’.
- 7.33 The proposed development would provide two dedicated car parking spaces on the hardstanding to the rear of the property accessed from Malvern Street West.
- 7.34 The application site is seldom used and is vacant, as such the proposed development would be quite intensive by comparison. The site is located in close proximity to Rochdale Town Centre and a number of Local Centres and therefore in an accessible location. The plans show two dedicated off-street parking spaces would be provided for the dwelling to the rear which would be sufficient for dwellings of this size with 5 bedrooms.
- 7.35 Also, given its location close to a main road (Bury Road) which links into the town centre, with excellent bus links and parking available on side streets and in the vicinity, sufficient provision for a development of this size in a location as sustainable as this (close to the main town centre and major bus route) is justified. Furthermore, the addition of a possible 2 extra cars using the road by way of this development would not strain the surrounding highways.
- 7.36 It is not expected that this proposal would impact negatively upon the surrounding highway network.
- 7.37 Bin storage would be provided in the rear yard area where refuse would also be collected from, similar to the neighbouring dwellings.
- 7.38 Given the details, it is considered the proposed development can safely be provided without resulting in harm to pedestrian and highway safety. The proposed development as demonstrated would be in accordance with Policies T1 and T2 of the Councils Local Plan and the NPPF where the proposal would not have a severe cumulative impact to warrant refusal of the application.

8.0 CONCLUSION

- 8.1 It has been demonstrated that the proposed development can be carried out in full compliance with the Council's policies in the Local Plan and the National Planning Policy Framework. The development would provide good quality family accommodation which would bring a positive contribution into the local area without creating a significant detrimental impact on the amenity of the local occupiers and residents.
- 8.2 Given the above, the proposal should be supported in full by the Council.