

DESIGN & ACCESS STATEMENT

THE FORMER PHOENIX WORKS, MIDDLETON

CONDY LOFTHOUSE ARCHITECTS

CLA REF | 21-050-D&A - REVISION B

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INTRODUCTION



FIGURE | 01
Site Location Plan: 21-050-P-100A

This statement has been prepared on behalf of the applicant, Kwick Build (Sedbergh) Limited, in support of a full planning application for the demolition of an existing building and erection of 20no. new affordable dwellings, with associated hard and soft landscaping.

OTHER SUPPORTING INFORMATION

In support of this application, please also see the following information:

- 21-050-P-100A – Site Location Plan;
- 21-050-P-105 – Existing Site Sections;
- 21-050-P-110C – Proposed Site Layout;
- 21-050-P-115A – Proposed Street Scenes - Site Section;
- 21-050-P-120B – Proposed Plans & Elevations – HOUSE TYPE A (2b4p);
- 21-050-P-121B – Proposed Plans & Elevations – HOUSE TYPE B (3b5p);
- 21-050-P-122B – Proposed Plans & Elevations – HOUSE TYPE C (3b5p CAT 3);
- 21-050-P-DAS – Design and Access Statement Rev B;

- 220222JC-01 - Topographical Survey;

SITE CONTEXT



FIGURE | 02
Google Earth aerial view of the application site in context.

The application site is a large brownfield plot (approx. 0.545ha), roughly square in shape, located to the north-east of Middleton town centre, with residential units to the north, east and southern boundaries. A commercial site lies to the western boundary, with Cotton Tree Inn and associated car parking interfacing the junction between Boarshaw Road and Brookes Street.

The site lies in the defined 'urban area' and within walking distance of a number of local amenities and transport links to Middleton town centre.

The site is currently occupied by several derelict and unsightly commercial units, previously used for the manufacture of Fibreglass Flag Poles from 1989-2018.

Boundary treatments are largely defined by trees and foliage to the south and west of the site, which are subject to a detailed arboricultural survey. Several trees are located around the extents of the boundary, with a cluster to the south-east. Individual trees seem largely of poor quality and will in the main be removed.

EXISTING BUILDING



FIGURE | 03

Photograph of The Former Phoenix Works, Middleton - taken 14th February 2022.

The former Phoenix Works existing commercial unit was previously used for the manufacture of Fibreglass Flag Poles from 1989-2018 and has since lay vacant. Consequently, the building has fallen into disrepair and been subjected to vandalism, deterioration of brickwork, structural timber / concrete and collapse of the roof, consequently leaving the structure subject to the elements. The current state of the existing buildings render re-use and retrofit an unviable proposal option. The existing building is constructed of red brick / blockwork with a render finish and grey slate roof tiles.

LOCAL CONTEXT AND CHARACTER

The neighbouring properties are largely residential and vary in scale, age and appearance, although the majority are two-storey semi-detached or terraced dwellings. Commercial units lie to the western boundary and include a hand car wash and public house.

To the northern and eastern boundary along Boarshaw Road and Grove Road, properties are predominantly red brick with pebbledash or render and grey roof tiles. Properties to the southern boundary on Jubilee Terrace consist of red brickwork and red clay roof tiles.

There is no definitive architectural style, as residences are generally traditionally constructed with a number of variants on a common theme.



FIGURE | 04
Photograph of Boarshaw Road - taken from Google Maps, March 2021.



FIGURE | 05
Photograph of Jubilee Terrace - taken from Google Maps, August 2019.

PLANNING POLICY CONTEXT

NATIONAL POLICY

NATIONAL PLANNING POLICY FRAMEWORK 2021 (NPPF)

The NPPF states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Planning policies and decisions should aim to ensure that developments will function well and add to the overall quality of the area over the lifetime of the development. New development should be sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change.

Paragraph 124 of the Framework states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. As well as this, paragraph 127 states that in order to create attractive, welcoming and distinctive places to live, work and visit, planning decisions made must ensure developments function well and add to the overall quality of the area over the lifetime of the development, are visually attractive and establish or maintain a strong sense of place.

DEVELOPMENT PLAN

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications are determined in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan consists of the Rochdale Core Strategy (CS) and saved Unitary Development Plan (UDP) policies. Other material considerations include, amongst other things, Supplementary Planning Documents (SPDs), Development Plan Documents (DPDs), the Greater Manchester Joint Minerals Plan, the Greater Manchester Joint Waste Plan, the National Planning Policy Framework (NPPF), and the National Planning Practice Guidance (NPPG).

RELEVANT LOCAL POLICY

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 adopted Rochdale Core Strategy:

SP3/H The Strategy for Heywood
S02 Creating successful and healthy communities
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

Appendix 5 - Schedule of parking standards

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

G/D/1 Defined Urban Area

G/3 Protection of Existing Recreational Open Space

EM/7 Development and Flood Risk

EM/8 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.

Supplementary Planning Documents:

- Affordable Housing (March 2008)
- Biodiversity and Development (January 2008 – updated February 2017)
- Climate Change Adaption (June 2012)
- Guidelines and Standards for Residential Development (June 2016)

PRE-APPLICATION FEEDBACK

CLA have undertaken pre-application discussions with Mr Michael Atkinson-Smith, Senior Planning Officer for Rochdale Borough Council in April 2022.

The proposed development seeks to demolish the derelict commercial units and erect 20 affordable dwelling-houses with a mix of units, including 2 and 3 bedroom properties, which is in keeping with the demographic of the local area. The scheme will utilise the existing vehicular access, whilst upgrading it to adoptable standards.

The following schedule of accommodation is proposed:

11 no. 2 bed semi-detached dwelling houses, 8 no. 3 bed semi-detached dwelling houses and 1 no. 3 bed (Category 3 compliant) semi-detached dwelling house.

Please see a summary of the Planning Officer's comments regarding the previously submitted scheme, as illustrated in Fig. 06 (PREAPP/00150/21) below:

PRINCIPLE OF DEVELOPMENT

The site lies in the Defined Urban Area, but is otherwise undesignated, and can be considered as a whole to represent previously developed land. On this basis the principle of residential development in this location can be considered to be acceptable.

DESIGN, APPEARANCE AND LAYOUT

The revised NPPF places a particular emphasis on the importance of design, noting that good design is a key aspect of sustainable development. The Council's requirements for design are contained within Policies P1, P2 and P3 of the Core Strategy, and there is a wealth of design guidance contained within the adopted Supplementary Planning Documents, as well as within national guidance.

It would be expected that any development takes account of the National Design Guide and achieves excellent design and sustainability through master-planning and the use of design codes for the whole site to ensure comprehensive development.

IMPACT ON RESIDENTIAL AMENITY

Core Strategy Policy DM1 requires, amongst other things, that development proposals are compatible with surrounding land uses and that they do not adversely affect the amenity of residents. The development should be laid out such that it will accord with the standards set out in the Council's 'Guidelines and Standards for Residential Development' SPD, to ensure that satisfactory intervening distances can be achieved between proposed and existing dwellings in the interest of light/outlook/privacy.

ACCESS, HIGHWAYS AND PARKING

The application site lies within Greater Manchester Accessibility 5 and is therefore considered to have a medium accessibility level overall. On this basis, it is considered overall that the site constitutes a sustainable location in this regard.

The Council's Highways Development Control Engineer has been consulted, noting:

'The amended highway layout appears to be acceptable in terms of turning facilities for service vehicles and the provision of traffic calming.'

'The proposed highway layout appears to meet adoption requirements, however its design and construction standards must be practical in terms of future highway maintenance responsibilities for this Council.'

ARBORICULTURAL & ECOLOGICAL IMPACTS

It is important to note that whilst local policy requires no net loss of biodiversity, the revised NPPF requires enhancement, regardless of the requirements of the Environment Act. For the avoidance of doubt, it would be expected that Biodiversity Net Gain would be delivered within the site rather than off-site.

There are a number of prominent and mature trees that are growing around the periphery of the site - a detailed Tree Survey and Arboricultural Impact Assessment would be required with the application to provide an understanding of the impacts of the development on existing green infrastructure should it remain that any trees continue to be affected by any development. There is likely potential for trees to be retained within the layout for the site and it is expected that trees worthy of retention are retained wherever possible. In the event that protection/retention is not feasible and tree removal is accepted, the Authority requires replacement planting at a minimum ratio of 2:1 of a similar size-at-maturity species the development must have sufficient land.

PUBLIC AND STAKEHOLDER CONSULTATION

The Council has an adopted Statement of Community Involvement that we would encourage developers to consider when preparing engagement plans. We encourage that developers seek to engage with surrounding residents and, where appropriate, undertake consultation with ward councillors - the site lies within North Middleton ward.

The method of consultation undertaken, detail of where any consultation event was held and details of how the development has been presented to the local community should be outlined within a Statement of Community Involvement to be submitted with any application for planning permission. This statement should also include details of the feedback received, including if any amendments have been made as a result of comments received.

AFFORDABLE HOUSING

The Council's affordable housing requirements are set out in the Affordable Housing SPD. Where on-site provision is proposed, a total of 15% of total site capacity should be provided at an affordable level (discount of 50% against the average market cost of the dwellings on the site). Where an off-site commuted sum payment is proposed, this should equate to 7.5% of the Gross Development Value.

It would be expected that affordable housing would be provided on site, in accordance with the above formula. Should the scheme represent 100% affordable housing, then no contribution would be required but the recycling of any subsidy to ensure would be ensured through a legal agreement.

VIABILITY

The Council is mindful of the need to ensure that financial planning obligations do not undermine the viability and deliverability of any scheme, having regard to site specific requirements, whilst ensuring that the impacts of the development are adequately mitigated. As such, the developer may wish to provide a viability appraisal at application stage, which may demonstrate the ability of the scheme to provide the contributions. Should a viability appraisal be submitted, the Council requires an independent review of such appraisals, with the cost to be met by the applicant.

RELEVANT PLANNING HISTORY

With a focus upon density and car parking provision, comparisons are drawn with similar schemes within the vicinity of the application site:

- **Brookes Street** (former Phoenix Works and application site)

Planning Reference No – PREAPP/00150/21

(9no 3 beds + 11no 2 beds)

100% affordable

Site Area - 0.54ha Approx. (Inc. access road at 0.4ha)

Unit Numbers – 20 Dwellings

Density – circa 37 dwellings / ha

Parking Provision - 35 parking bays, Inc. 5 visitor + 1 accessible @ 175% provision

Greater Manchester Accessibility Levels (GMAL) @ level 5

- **Oldham Road** (land to the rear of Tesco Express, 408 Oldham Road)

Planning Reference No - 21/00265/FUL

(6no 4 beds, 4no 3 beds + 6no 2 beds)

100% affordable

Site Area - 0.38ha Approx.

Unit Numbers – 16 Dwellings

Density – circa 42 dwellings / ha

Parking Provision - 28 parking bays, Inc. 2 visitors @ 175% provision, (note, 2 beds benefit from 1 parking space only).

Greater Manchester Accessibility Levels (GMAL) @ level 5 / 6

- **Clough Road** (Land on the corner of Rochdale Road / Clough Road)

Planning Reference No - 18/00536/FUL

(2no 4 beds + 14no 3 beds)

Open Market with Affordable Provision (assumed)

Site Area - 0.38ha Approx.

Unit Numbers – 16 Dwellings

Density – circa 42 dwellings / ha

Parking Provision - 32 parking bays @ 200% provision.

Greater Manchester Accessibility Levels (GMAL) @ level 5

SITE APPRAISAL



FIGURE | 06

Extract of site plan drawing 21-050-P-110C.

IMPACT ON NEIGHBOURS & THE STREET SCENE

The application site is a cul-de-sac plot located at the bottom of Brookes Street, off of Boarshaw Road. The proposed scheme has been sited to respect the established density of the surrounding properties to the north, east and southern boundaries.

The journey along the proposed access road (Brookes Street) provides interest to the area, with the first circa 28m of highway opening up to the right, with the adjacent Public House carpark. A narrow section of adjacent buffer is then present for the next 25m linear meters of road until the road opens up again (as noted above) adjacent to plot 1.

The proposed layout achieves the required standards throughout, with the required 10.5m rear amenity space achieved to each plot. Interface distances between Plot 1 and 118 Boarshaw Road well exceed the minimum standards, despite the slight reduction in depth. Interface distances across the entirety of the scheme exceed Rochdale Council design standards, resulting in the scheme being low impact upon existing neighbouring properties.

SITE LEVELS

Although previously developed land, the site is subject to significant level changes from east to west along the access road and north to south at the rear of the site, with a significant level change between dwellings along Jubilee Terrace, Grove Road and the site respectively. This has been carefully considered throughout the design, utilising key sectional drawings through the site, [Ref: 21-050-P-115 – Proposed Street Scenes – Site Section]

EXISTING TREES

There are a number of mature trees to the perimeter of the application site to the south and western boundaries. Several trees are located around the extents of the boundary, with a cluster to the south-east. Of these, eight tree features were classed as category B, nineteen tree features were classified as category C and two tree features were classed as category U. Proposed planting will seek to mitigate the loss of existing trees, subject to specialist input.

Please refer to the Arboricultural Implication Assessment and Method Statement prepared by We Know Services.

ECOLOGY

Please refer to the accompanying Ecology Survey/Assessment and Bat Emergence Survey, which concluded that the proposed development will have no impact on protected species and that no further surveys are required.

FLOOD RISK & DRAINAGE

The application site lies within Flood Zone 1, with a low probability of flooding and is therefore considered acceptable for development.

HIGHWAYS, ACCESS & MAINTENANCE

The existing site access off of Boarshaw Road via Brookes Street will be retained and developed in accordance with adoptable highways standards. The proposed development allows for a slight meander upon entry into the site, with a raised table to facilitate traffic calming.

Through design development and positioning of Plot 1 towards the East of the site, the highway has been allowed to peel away from the adjacent boundary treatment, thus opening up the access road upon entrance into the site with associated buffer planting introduced. A 2m footpath has been proposed to the east of the access road, with a 700mm service strip to the west.

A retaining wall to the western side of the access road has been introduced due to significant level changes, as depicted by a detailed topographical survey. An approved, adoptable standard turning head has been incorporated to the east of the site, to enable access onto Boarshaw Road in a forward gear.

The proposed access serves all 20 14 of the proposed dwellings and demonstrates good visibility, with adequate space for emergency vehicles where necessary. It is thought that the proposed scheme would not generate excessive traffic and the existing highways network will be sufficient to accommodate the proposal.

The scheme proposes provision of 1 no. curtilage car parking spaces per 2 bed unit and 2 no. curtilage car parking spaces per 3 bed unit. These are located in positions of easy access and clear surveillance. 1 no. accessible car parking space has been provided adjacent to Plot

1 Category 3 compliant dwelling. 6 no. additional visitor car parking bays have been provided within the proposal, which can be used on a first come first served basis. Therefore, throughout the scheme we are proposing a total of 35 parking bays (incl. 6 visitor bays). This combined with the application site lying within the GMAL level 5 and less than 150m away from level 6, provides the benefit of medium/high levels of accessibility, making the site a sustainable location for this proposal. All parking bays will be constructed in line with SUDS requirements.

Each dwelling has sufficient space for refuse and recycling bins to be stored within their private amenity space. The servicing strategy is on-street collection, with a dedicated refuse collection point located within 30m of the dwelling and 25m of the highway.

Cycle provisions will be made throughout the site, as to encourage the use of sustainable transport. Bicycle storage is proposed within secure timber sheds to the rear amenity of each property, to promote environmentally sustainable means of transportation.

ACCESSIBILITY

Rochdale provides local services such as schools and retail, with most services and employment located largely in Middleton town centre.

Mills Hill railway station is approx. 1.5 miles away (22 minute walk) via Dale Road with services running to Manchester Victoria, Leeds and Blackburn. There are a number of bus stations located along Boarshaw Road and Dale Road within 0.1 miles (3 minute walk) from the application site for buses running in either direction.

Boarshaw Community Primary School is located 0.5 miles away (10 minute walk), St John Fisher RC Primary School is located 0.6 miles away (12 minute walk) and Hollin Primary School and Newland School are both located 0.6 miles away (15 minute walk). The nearest secondary school is Cardinal Langley RC High School located 0.8 miles away (15 minute walk) with Middleton Technology School located 0.9 miles away (18 minute walk). There are 3 GP practices located within a 0.6 mile radius, the closest being Hive Medical Practice within 0.1 miles away.

The site lies within an accessible location in compliance with the NPPF, and is therefore considered to be sustainable for the introduction of residential use.

USE

The proposed scheme seeks to provide 20 no. semi-detached dwellings with associated access, landscaping, parking and servicing. The application site is located within a Primarily Residential area in the Rochdale Council UDA and is therefore considered appropriate for residential development, subject to satisfying Local Policy criteria.

SCALE

The scale of the proposal is in keeping with the existing massing, built form and urban grain within the surrounding area to ensure contextual consistency. The proposal seeks to respect the modest domestic scale of the existing adjacent residential buildings in terms of plot widths, building depths and spacing between neighbouring properties. With an application site area in the order of 0.54ha, the proposal is comparable to recent equivalent approvals in and around Middleton, being of a similar or lesser density level.



FIGURE | 07
Indicative site image - taken adjacent to plot 1.

LAYOUT

The layout has derived from the efficient provision of an access road which enables the site potential to be maximised. With proposed interface distances of larger than the minimum requirement, privacy and prevention of overlooking is promoted. Large patio and garden areas are proposed to the rear of the properties, exceeding minimum 10.5m guidance, with indication of bin store locations in line with Rochdale District Council's local plan.

The key design parameters for the proposed scheme are:

- Existing access from Boarshaw Road to be utilised and designed to an adoptable standard. Access into the adjacent hand car wash and public house off of Brookes Street to be maintained.
- Large gardens along the interface with the east and southern boundaries to accommodate both retaining walls and extent of 1:3 banking in response to significant level changes.
- All proposed dwellings to be in keeping with the existing properties in the surrounding area, to be 2 storeys in height with appropriate distances between units, as per the contextual density level.
- Accommodate parking and planting to the front face of each plot to reduce the impact of on-street parking and soften the need for hard standing.
- Use of materiality to reflect the predominate materials in the surrounding area.

LANDSCAPING

We acknowledge that poorly designed external space can become extremely negative to a community and will contribute to an unsafe living environment with increased feeling of insecurity and safety. Existing boundary trees are to be removed to promote access

to natural light to the proposed plots along the southern boundary. The proposed trees lost will be offset where possible by the integration of proposed trees that are more appropriate for a residential site use class landscaped into the masterplan.



FIGURE | 08
Indicative site image - taken outside plot 20.

APPEARANCE

The design responds to the existing context, by using a traditional colour palette of materials, in keeping with the local vernacular. Proposed house types will feature materials of brick, tile roof, aluminium windows, doors and rainwater goods, and will be finished to a high standard, in keeping with the local area.

SECURITY

Whilst it is not a requirement to attain formal Secured by Design (SBD) accreditation, it is proposed to adopt many of these principles as the ethos behind the scheme; designing out crime, creating safe and secure communities and creating a new image and identity for the site, to form part of general good design practice.

The following are items which have been investigated and proposed within the development:

- A robust boundary treatment strategy to be considered for security and prevent any desire lines being forged, effectively used to prevent unauthorised access or shortcutting and to channel residents and visitors.
- Main entrances, car parking and bin storage should be reasonably overlooked for surveillance.
- A strategy which seeks to allow residents to see their surroundings and eliminate potential hiding spaces through the specification of appropriate planting and height of lower tree canopy in vulnerable locations such as, entrances / parking areas / footpaths.



FIGURE | 09
Indicative site image - taken from outside plots 9 and 10.

CONCLUSION

This proposed scheme on the former site of Phoenix Works, Middleton, seeks to demolish the existing failing Commercial structures within a residential area, to create 20 no. affordable houses. Promoting good design within new housing, so as to create a high quality living environment and provide attractive, safe places to live.

The 20 no. residential units will include private parking and private amenity space, will be designed to complement the surrounding area and produce a distinctive scheme. During the design, large separation distances and mature planting are included along the boundaries.

Throughout the proposal; the appearance, scale and density have all been carefully considered. This has led to a scheme which is in keeping with the local vernacular and responds sympathetically with the urban grain, scale and density of the area.

EXTERNAL ACCESS

The site is adjacent to a number of surrounding residential properties along the north, east and southern boundaries. There are several shops opposite the site entrance along Boarshaw Road, including a café and takeaways, with the public house and hand car wash accessed off of Brookes Street.

The site is situated within walking distance to public transport links, with regular bus stations along Boarshaw Road providing easy access to Middleton town centre. Boarshaw Road is considered to be bicycle friendly, with designated cycle lanes towards Middleton town centre. Thus, the scheme provides opportunity to promote cycling within the proposed scheme. The site therefore lies within an accessible location, in compliance with the NPPF.

Off-street car parking is provided and is located as close as to the principle entrances of each proposed dwelling. External gradients will have crossfalls no greater than 1 in 40. Where possible, footpaths have been designed at a minimum width of 1200mm with a minimum 2000mm width to footpaths directly adjacent to the proposed access road.

There are significant level changes across the site, with a retaining wall proposed to the eastern boundary of the access road to enable level access at the principle entrance of the site. Where ramps may be required, they will be in compliance with Approved Document Part M of the building regulations. The design of the accessible threshold will further satisfy the requirements of Part C2: '*Dangerous and offensive substances*' and Part C4: '*Resistance to weather and ground moisture*'.

INTERNAL ACCESS

All internal doors will be a suitable width to facilitate wheelchair manoeuvre at a minimum of 910mm structural opening to enable a 775mm clear opening to be achieved. Leading edges of all internal doors to be a minimum of 300mm to satisfy Part M requirements. A wider door to the principle entrance has been proposed to enable easier turning for a wheelchair. Additionally, on the ground level there are no proposed internal level changes to facilitate movement of wheelchairs. Plot 1 has been designed as a Category 3 Part M compliant accessible dwelling.

All switches and sockets within the proposed dwellings to be in accordance with diagram 1.5 of the Approved Document M.

WC provision within the proposed dwellings is within the entrance storey. Each individual design will be in accordance with diagrams 1.4A & 1.4B of the Approved Document M.

CONCLUSION

The design of the proposal has taken into account access practicalities and Part M compliance wherever possible. The resulting proposed development will ensure that all issues relating to access and use of the dwellings are addressed as is reasonably practical.

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