

**Site:**  
291 Oldham Road,  
Rochdale

# Design & Access Statement and Heritage Statement

**btp**  
ARCHITECTS



- 1.0** Introduction
  - 1.1 Purpose of the Document
  - 1.2 Document Structure
  - 1.3 Project Team
  
- 2.0** Context Assessment
  - 2.1 Location
  - 2.2 Site Views
  - 2.3 Wider Context
  - 2.4 Historical Context - Heritage Impact Assessment
  
- 3.0** Design Development and Proposal
  - 3.1 Design Process
  - 3.2 Developed Design
  - 3.3 Site Layout
  - 3.4 Internal Layout
  - 3.5 Appearance and Materiality
  - 3.6 Sustainability Policy
  
- 4.0** Landscaping and Boundary Treatment
  
- 5.0** Access
  - 5.1 Pedestrian
  - 5.2 Vehicular Access
  - 5.3 Waste Management

# Contents

# 1. Introduction

## 1.1 Purpose of the Document

This Design and Access Statement has been prepared by BTP Architects on behalf of Arcon Housing Association for a full application for the development of the site known as 291 Oldham Road, Rochdale.

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

### The Project

The planning application is for a residential development referred to as 291 Oldham Road consisting of 18 no 1B2P apartments and 4 no 2B3P apartments for affordable rent.

### The Process

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

## 1.2 Document Structure

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

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

### Assessment

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

### Involvement

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

### Evaluation

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



### Design

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

## 1.3 Project Team

- Applicant & Client - Arcon Housing Association
- Architect - BTP Architects
- Planning Consultant - Mosaic Town Planning
- Geotechnical & Civil Engineering - Sutcliffe
- Ecologist - LM Ecology
- Landscaping - Trevor Bridge Associates

## **2. Context Assessment**

## 2.1 Location

The 0.1157 hectare application site is located in Rochdale, an area to the South of the town centre.

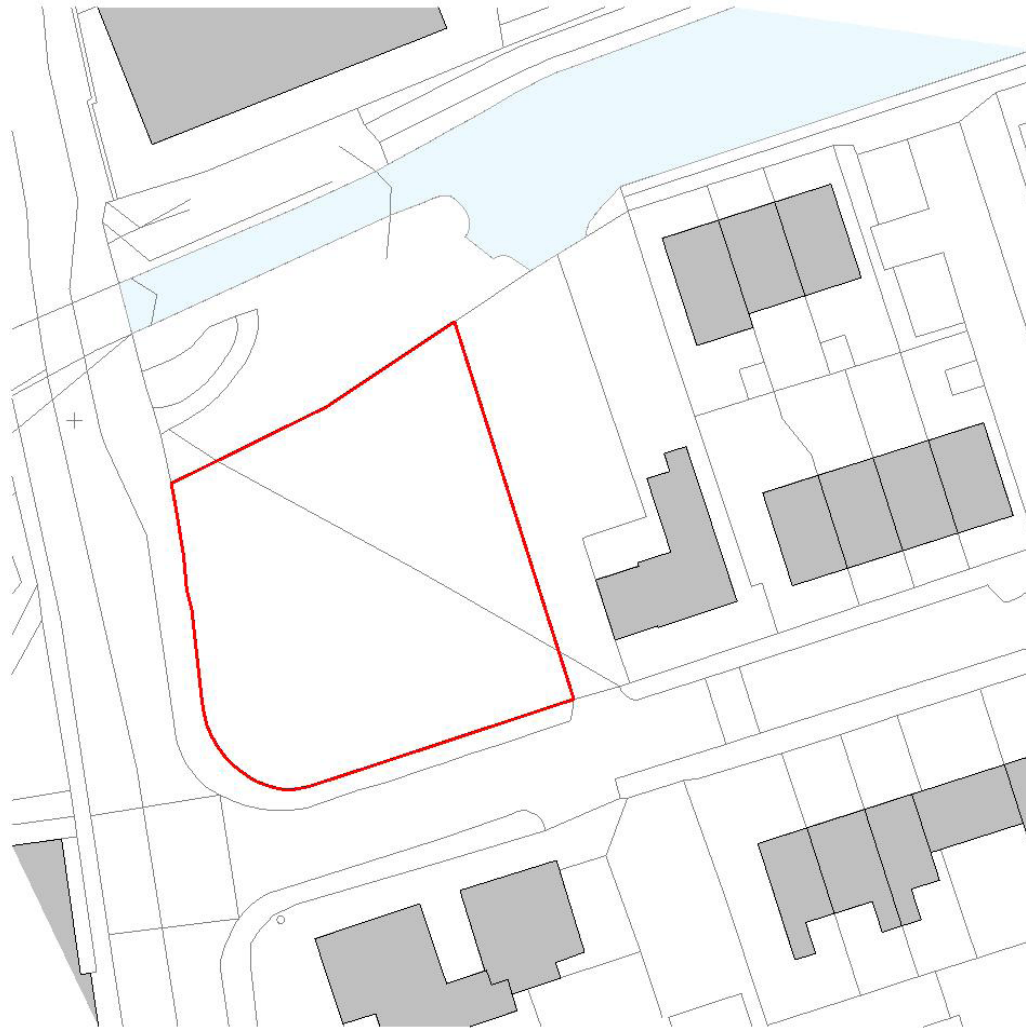
The site is situated on the corner of Oldham Road and Woodbine Street. The description below is therefore based on on-site observations only.

The site is currently an unoccupied brownfield site close to the Rochdale Canal and was previously used as the Wellfield Surgery which has relocated across the road. The site has been unoccupied since 2013.

The site boundary is formed by existing houses to the East, Commercial premises to the South with Wellfield Health Centre to the West on Oldham Road and Rochdale Canal to the North with Lock 50 office building on the other side of the Canal.

Vehicular access to the site is off Woodbine Street from Oldham Road to the West.

Pedestrian access to the site can be accessed from Oldham Road and Woodbine Street.



## 2.2 Site Views



Access to site from Oldham Road / Woodbine Street



View of site from bridge over canal



View of site from Oldham Road



View of site from Woodbine Street



View from Woodbine Street



View of site from Oldham Road

### 2.3 Wider Context

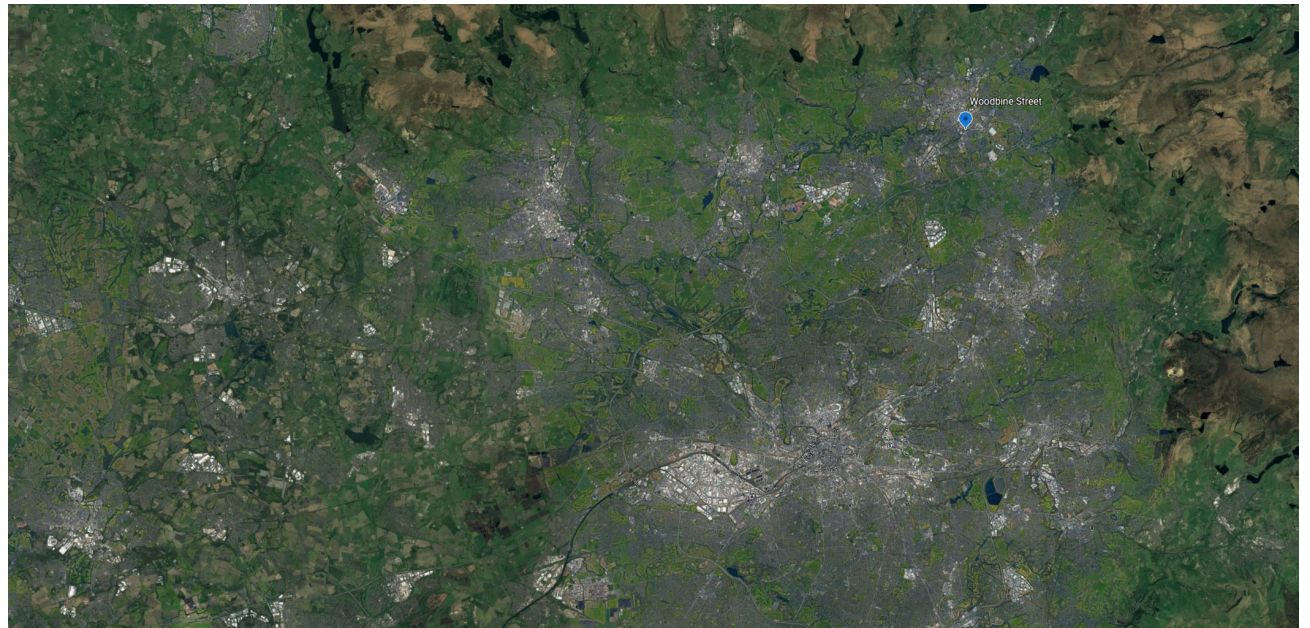
The site is well connected by public transport and is served by a variety of bus, tram, rail and pedestrian links.

The site is located south of Rochdale Town Centre and within less than half a mile of The Rochdale Bypass linking to the M62 connection to Leeds and Liverpool and the M60 linking to all of Greater Manchester.

There is an existing bus route along Oldham Road within a minutes walk from the site with buses running regulary to Rochdale and Ashton-under-Lyne. The site is located within a 20 minute walk to Rochdale Train and Tram Station with trans connection to Manchester, Leeds, Wigan, Chester and Blackburn. Trams run regulary between Rochdale Interchange and East Didsbury.

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

The site is located close to National Cycle Route 66 running along the Rochdale canel linking to Manchester and Brighouse.



## 2.4 Heritage Impact Assessment

The National Planning Policy Framework (NPPF) states at paragraph 128 that:

‘In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance (Paragraph 128)’.

The HIA should consider sufficient information to enable both the significance of the asset and the impact of change to be understood. It should be proportionate both to the significance of the historic asset and to the degree of change proposed. In operation, if you want to make a small change that is likely to only have minimal impact, then a short assessment which focuses on the part of the historic asset that will be affected, with a brief explanation of how it relates to the asset as a whole, will be sufficient.

### Lock 50 Listing Notice

Statutory Address: ROCHDALE CANAL LOCK NUMBER 50 (MOSS LOWER LOCK)

District: Rochdale (Metropolitan Authority)

National Grid Reference: SD 90356 12359

#### Details

Grade II

Lock between 1794 and 1804. William Jessop, engineer.

Dressed stone. Lock was designed to accommodate two sets of lower gates (ie for two lengths of boat); the recesses remain but only the lower gates were ever fitted. It was heightened by two courses at some stage. The mouth has a cast iron lipping. The lock gates have been completely overhauled but the winding gear is not in place.

(Listing NGR: SD9035612359)

### Norwich Street Mills

Statutory Address: NORWICH STREET MILLS

District: Rochdale (Metropolitan Authority)

National Grid Reference: SD 90224 12322

#### Details

Grade II

Cotton spinning and weaving mill, now textile company buildings. c1860. Red brick, stone details, slate roofs.

PLAN: the site, built on the Rochdale Canal at its junction with a north branch, comprises 8 elements: the main mill with attached engine house; the open-sided boiler house on the south side; workshops

attached to the boiler house; the chimney; the site of the weaving sheds on the south side of the main mill; a workshop and engine house standing across the mill yard on the north side of the main building; a 2-storey warehouse built on the edge of the canal to north again; remains of ornate walls and railings on the canal side.

EXTERIOR: the Italianate main spinning mill dominates the site. It is rectangular in plan, 3 and 4 storeys high, 7 x 22 bays. The narrower east facade faces the Rochdale Canal and has loading doors left, corner pilasters, flat roof. North side has entrance bay 3 with keyed round arch, stair/ water tower with hipped roof above bay 4, pilaster between bays 5 and 6. Large rectangular windows, some on the south side retain cast-iron small-pane frames, the central panes pivoted; the south side also has 5-sided projecting privy tower towards left end; added projecting full-height block far left, built in lighter red brick. The building is clearly divided laterally with the entrance and stair tower on the axis of the internal division, expressed by the buttress on the outside. On the south side: the engine house with round-arched window (blocked) and corner pilasters as mill. The single-storey L-plan boiler house, probably for Lancashire boilers, is open-sided towards the canal, with 5 round arches, now boarded up, hipped roof. Added lean-to. The taller 2-storey workshop block at the south end of the boiler house has small-pane windows and hipped roof. The octagonal brick



chimney stands close by, the crown missing. The site of the weaving sheds is on the south side of the main spinning mill, and survives as a road-side wall on Norwich Street. The workshop and engine house to north of the main block is of white-painted brick, with parallel hipped slate roofs; 2 storeys and 2 bays; the engine house set back on left has a round-arched window with mullion and plate-tracery style frame, 2 more windows on left return. The workshop has rectangular windows with projecting stone sills, large inserted loading door towards canal. The second white-painted block is 2 storeys, 9 bays with parallel hipped roofs. Tall rectangular windows on canal-side, gabled loading door on left return, ground floor entrance altered.

Subsidiary features: the stonewalling of the canal and a short length of wrought-iron railings with bars, dog bars, spear-head finials are included in the listing. A varied group of mill buildings in an important setting on the canal side. The substantial remains illustrate the quality of large mill building at a time when the cotton industry was booming.

(Listing NGR: SD9022412322)

### **The Rochdale Canal**

In 1804, the Rochdale became the first of three trans-Pennine canals to be fully opened, perhaps due to the choice of a route over the top of the Pennines, avoiding the problems with tunnel construction that had bedevilled the other two waterways. The large number of locks on a relatively short length of canal, rising to a height of over 600 feet (180m), meant that water supply was always a problem, and seven reservoirs were built especially to service the line.

The canal proved to be a great success until the combined effects of road and the decline in traditional industries took their inevitable toll. The last regular through-traffic ended just before World War II, and by the 1950s commercial carrying had virtually ceased altogether. Unusually, the canal had not been nationalised in 1948, and remained in private ownership.

The canal closed as a through route just four years later. One short length remained: the nine locks in central Manchester between the Ashton Canal and the Bridgewater Canal, which was an essential part of the Cheshire Cruising Ring.

Restoration work on the Rochdale Canal began in the 1970s, and the following decade saw much of the canal reopened on the Yorkshire side from Littleborough eastwards. This was reconnected to the waterway network in 1996 by the new lock at Tuel

Lane near Sowerby Bridge, which combines two earlier locks so that the canal may tunnel under a road built on its original level. At almost 20 feet (6m) deep, it vies with Bath Deep Lock for the title of the deepest lock in Britain.

Restoration of the Rochdale Canal entailed the total refurbishment of 24 locks, the cutting of a new section of channel, massive dredging of the original line and the construction of 12 new road bridges. It was reopened throughout in 2002 and now, together with the reopened Huddersfield Narrow Canal, forms part of the South Pennine Cruising Ring.



## Heritage Impact Assessment Table

### Proposal:

### The Erection of a Block of 18no Flats with Associated Car Parking and Landscaping

| Asset Affected       | Significance / Value          | Impact                              | Scale of Impact | Mitigation/Justification                                                                                                                                                                                                                                                                                                                                                  |
|----------------------|-------------------------------|-------------------------------------|-----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Lock No 50           | Statutory Listing<br>Grade II | Impact on the setting of the asset. | Low             | <ul style="list-style-type: none"> <li>The proposed development is site as far from the listed structure as is possible.</li> <li>Landscaping to the common boundary will provide screening at ground level.</li> <li>In comparison to other adjacent development, the proximity of the proposed to the Lock 50 is much greater.</li> </ul>                               |
|                      |                               | Scale of proposed development.      | Low/Medium      | <ul style="list-style-type: none"> <li>The scale of the proposed is the minimum necessary to make the development economically viable.</li> <li>The use of contrasting materials for the uppermost storey will reduce the perceived scale of the proposed.</li> <li>The massing of the proposed has been modelled to reduce the scale of the uppermost storey.</li> </ul> |
|                      |                               | Impact of the parking area.         | Low             | <ul style="list-style-type: none"> <li>The parking indicated is the minimum necessary to comply with LA guidance</li> <li>Landscaping proposals will provide appropriate screening at ground level.</li> <li>Use of contrasting surfacing materials will provide interest and break up the perceived scale of the parking area.</li> </ul>                                |
| Norwich Street Mills | Statutory Listing<br>Grade II | Impact on the setting of the asset. | Low             | <ul style="list-style-type: none"> <li>The proposed development is site as far from the listed structure as is possible.</li> <li>Landscaping to the common boundary will provide screening at ground level.</li> </ul>                                                                                                                                                   |
|                      |                               | Scale of proposed development.      | Low             | <ul style="list-style-type: none"> <li>The scale of the proposed is the minimum necessary to make the development economically viable.</li> <li>The use of similar materials to complement the mill</li> </ul>                                                                                                                                                            |
|                      |                               | Impact of the parking area.         | Low             | <ul style="list-style-type: none"> <li>The parking indicated is the minimum necessary to comply with LA guidance</li> <li>Landscaping proposals will provide appropriate screening at ground level.</li> <li>Use of contrasting surfacing materials will provide interest and break up the perceived scale of the parking area.</li> </ul>                                |



## Heritage Impact Assessment Table

### Proposal:

The Erection of a Block of 18no Flats with Associated Car Parking and Landscaping

| Asset Affected | Significance / Value          | Impact                              | Scale of Impact | Mitigation/Justification                                                                                                                                                                                                                                                                                                                                                  |
|----------------|-------------------------------|-------------------------------------|-----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Rochdale Canal | Non Designated Heritage Asset | Impact on the setting of the asset. | Low             | <ul style="list-style-type: none"> <li>The proposed development is sited as far from the Heritage Asset as is possible.</li> <li>Landscaping to the common boundary will provide screening at ground level.</li> <li>In comparison to other recent developments, the proximity of the proposed to the Heritage Asset is much greater.</li> </ul>                          |
|                |                               | Scale of proposed development.      | Low/Medium      | <ul style="list-style-type: none"> <li>The scale of the proposed is the minimum necessary to make the development economically viable.</li> <li>The use of contrasting materials for the uppermost storey will reduce the perceived scale of the proposed.</li> <li>The massing of the proposed has been modelled to reduce the scale of the uppermost storey.</li> </ul> |
|                |                               | Impact of the parking area.         | Low/Medium      | <ul style="list-style-type: none"> <li>The parking indicated is the minimum necessary to comply with LA guidance.</li> <li>Landscaping proposals will provide appropriate screening at ground level.</li> <li>Use of different surfacing materials will provide interest and break up the perceived scale of the parking area.</li> </ul>                                 |



## **3. Proposals and Assessment**

### 3.1 Design Process

#### The Brief

The initial brief was to explore a residential development on the site known as 291 Oldham Road. The aim of the study was to produce a development that would be of high quality, sit comfortably within its surroundings and be a desirable place to live, which would be viewed favourably by the council in terms of form, mass and materiality.

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

#### The Site

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

The site can be characterised as an open and rather uncultivated, unoccupied green space. A element of green space should be maintained in the design proposal.



#### Concept Design

The concept design has been driven by the relationship between the existing buildings of the area. The mix of traditional and contemporary terraced houses, the health opposite the site and the industrial/commenerical buildigns adjacent have informed the plan geometry, the height and materiality of the propose concept scheme.



### 3.2 Developed Design

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

The initial development proposed apartment building consisting of 18no 1B2P and 4no 2B3P flats facing Oldham Road and Woodbine Street.

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

Once we understood where the location of this, we were able to design the proposal more accurately to the suit the site. Upon learning this, the layout was amended with 5no 2B4P houses along Burlington Street and 2no 1B2P cottage flats along Harvard Street. This also addressed the separating distance with 1 Harvard Street, addressed within the pre-application response from Rochdale Borough Council.

#### Pre-application advice

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

#### Summary

Feedback was received by Samia Syeda from Rochdale Borough Council on 01.07.2020

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

#### Design, Layout and Scale

- High standards of design, and for new development to respect context, having regard to the scale, massing, height, layout, materials and access of surrounding buildings and areas in general.

- The proposed development seeks to erect a four storey block of apartments. The design of the scheme will need to consider the setting of Lock 50, a Grade II listed lock, and Rochdale Canal, a non-designated heritage asset, which is publically accessible. The redevelopment of the site could have a significant impact upon the setting of these assets.

Any redevelopment of the site should seek to preserve or enhance the setting of the listed structure and wider canal corridor.

- The Council's Conservation Officer has no objection to the proposed building being contemporary in form, taking inspiration from the adjacent buildings along Oldham Road.

- The chosen material palette must complement the character of the local area and the proposal should take account of the site to the rear on Woodbine Street which recently gained approval for redevelopment.

Whilst the elevation plans are indicative at this stage, the current design lacks depth and articulation in the detailing. It may be beneficial to take some design cues from the Lock 50 office development adjacent (though not necessarily using render).

#### Heritage

- The site is located adjacent to Lock 50 a Grade II designated heritage asset and Rochdale Canal, which is a Special Area of Conservation and a non-designated heritage asset. As such, it is expected that the proposed development is sensitively designed so as not to adversely impact upon this

- Boundary treatments should not have an overbearing impact to the waterway which would detract from the character and appearance of the water and lock. Open frontage should be considered to the canal with the main amenity area benefitting from the views over the waterway.



### Ecology

- Incorporating Biodiversity in and around the development should be encouraged to create new habitats.
- The site lies adjacent to the Adjacent to the Rochdale Canal Special Area of Conservation and this supports the protected aquatic plant Luronium natans. Any development of the site must assess the potential impacts this has on special nature conservation interest of the site.

### Flood Risk and Damage

- Site is located within Flood Zone 1 and not within a Critical Drainage Area. Flood Risk Assessment not required, however, outline drainage proposals would be required including an assessment of the potential integration of sustainable drainage proposals.
- The site lies adjacent to the Adjacent to the Rochdale Canal Special Area of Conservation and this supports the protected aquatic plant Luronium natans. Any development of the site must assess the potential impacts this has on special nature conservation interest of the site.

### Highways

- The site is less than 800m walk from Rochdale Train station and within 1km of the Tram Station.
- The Council's Highway Officer is satisfied the parking provision is adequate and access to the site is suitable.
- No concerns regarding refuse collection and no road safety concerns.

### Crime and Security

- Crime Impact Statement required to support the application.

### Contamination

- Phase 1 Site Investigation/Preliminary Risk Assessment required to provide an initial assessment of potential land contamination issues within/adjacent to the site.

### Canal and River Trust

- The Canal and River Trust have requested a detailed Construction Management Plan should be provided prior to commencement of development to safeguard the structural integrity of the waterway. This should also include details on the control of contamination/silty water to protect the canal and measure to protect the canal corridor and its users from contamination via wind blow, seepage or spillage.

Further feedback was received from Rochdale Borough Council during a meeting with Mubeen Patel and Emma Heron on 07.12.2021.

- The bungalow to the east has a habitable window in the side elevation, consideration needs to be given to the positioning of the proposed development
- Height of proposal should be reduced to 3 storey maximum taking into account heights of surrounding buildings.
- A sun study/shadow impact study should be undertaken to understand how the development would impact the Rivers flora and fauna.
- Elevation treatment needs more detail and character given the setting of the heritage assets.
- Parking should be avoided directly off Woodbine Street.



### 3.3 Site Layout

#### Organisation, Access and Movement

The development provide a strong, managed frontage to Oldham Street and Woodbine Street, strengthening the passive control and pedestrian use through the site and clearly demarcating the public and private areas.

The proposed scheme is for a total of 13no 1B2P and 5no 2B3P flats for affordable rent with associated parking including soft and hard landscaping.

The apartment building has been pushed back from the main road to avoid being over-dominant on the street scape. The apartment building has also been pulled away from Moss Lower Lock to reduce the impact on the heritage asset. The car parking has been located to the rear of the building removing over-dominant car parking onto the principle elevations and providing security for tenants cars.

The pedestrian access to the apartment building is off Oldham Road and Woodbine Street.

The development is sympathetic is scale and materiality and also relate in height to the existing buildings and heritage assets around the site. Best endeavours have been made to minimise impact on existing residents.



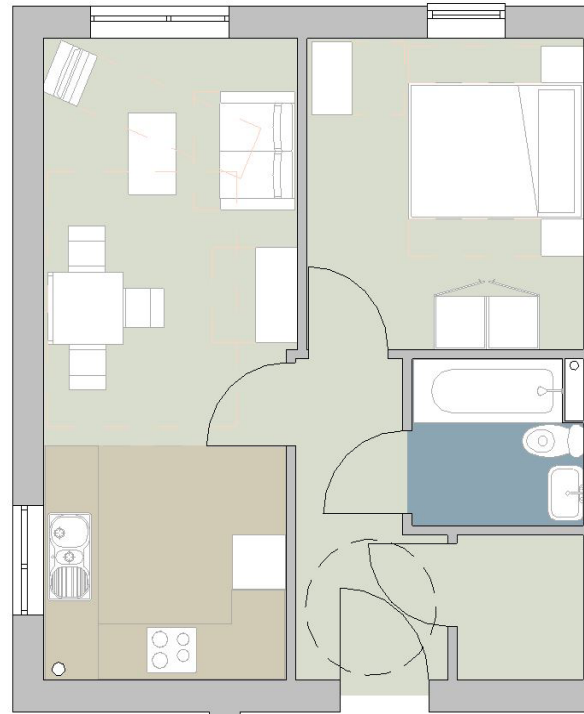
### 3.4 Internal Layouts

#### Use & Amount

The proposal will create a total of 13 one bedroom flats (2 person) and 5 two bedroom flats (4 people).

The apartment sizes are 45sqm for one bedroom flats and 53sqm for two bedroom flats.

The amount of the proposed development has been carefully considered in relation to the existing context of the site. It is relative to what we believe is permissible on the site, bearing in mind the requirements of our client and the relevant planning policies.



Typical one bedroom apartment

Occupants - 2

Size 45 SQM



Typical two bedroom apartment

Occupants - 3

Size 53 SQM



### 3.5 Rationalising The Form

The concept design for the development plot has been driven strongly by its context, with particular reference to its surroundings heritage assets and existing buildings.

The footprint of the building has been developed to establish a clear relationship and respect with the existing local context.

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

Setting the new building back from Oldham Road reduces the visual dominance along the street which is also aided by good quality landscaping. The new building has also been set away from Moss Lower Lock to reduce the impact on the heritage asset.

The height of the building was developed in keeping with the existing context of mainly two/three storey buildings with reference taken from the historic mills in the vicinity of the site with the Grade II listed Norwich Street Mill, Moss Mill and Crossfield Mill.

The massing of the elevations was then explored to create an active frontage along the canal and Oldham Road. The fourth storey was stepped back from the main elevation and softening the front corners to reduce the visual dominance and over-dominating the street scape.



### 3.6 Appearance & Materiality

Although the variety of building materials used in the local area, it tends to be red brick and tiles which is used extensively.

Brickwork has been chosen as the primary material because of its relationship to the surrounding materiality, with the use of stone cills and large windows to create an interesting elevation and complement the Norwich Street Mills and Crossfield Mill located close to the site.

The utilisation of large window openings to allow for maximum natural daylighting into the apartments and circulation spaces.

All entrance doors will be fitted with external lighting, access fobs and car parking close to the apartment building to assist with crime prevention and gain Secure by Design accreditation.

The palette of materials is low maintenance to give long-term durability and weathering performance.

Existing Local Context

New Housing Development



Lock 50 Office



Existing Housing



New Wellfield Health Centre



Proposed Scheme Elevation

Norwich Street Mills



Norwich Street Mills



Moss Lower Lock (Lock 50)



Crossfield Mill



### 3.7 Sustainability Policy

The following potential sustainability opportunities have been considered:

(a) Solar Energy (PV Panels): The installation costs makes solar more expensive in terms of kilo watt/hours compared to coal fire plants. There is a tremendous energy used in making solar panels. The demand for power by residents does not coincide with the energy produced which is best midday, which does not benefit residents. Without the feed in tariff, which is considered a double subsidy by the government it does not benefit the residents as they cannot sell back electricity to the grid.

(b) Solar Hot Water: The maintenance implications and cost of installation has meant this is not a preferred method to provide energy efficiency. This has been abandoned by most registered providers.

Other technologists such as gas savers are proven to have no benefit as boilers are now very efficient and air source heat pumps have been shown to not save the resident money and can actually increase resident's bills.

Therefore: The preferred solution is to provide a fabric first approach through thermal elements and other parts of the building fabric against renewable technologists which are expensive and do not generate real benefits for the end users. This

addresses fuel poverty by reducing energy consumption.

U-values

- Walls: 0.20 to 0.18 K/m<sup>2</sup>K
- Roofs: 0.09 K/m<sup>2</sup>K
- Windows: 1.40 K/m<sup>2</sup>K
- Doors: 1.20 K/m<sup>2</sup>K
- Floors: 0.12 K/m<sup>2</sup>K



## 4. Access

## 6.1 Pedestrian

Existing pedestrian routes around the site are maintained and enhanced by new lighting and surfacing.

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

The main entrance, accessed from Oldham Road, will provide video intercom, post boxes and access to all floors. All entrance doors will comply with Secure by Design/Part Q, have fob access, internal doors to all flats are level access and will be wide enough to allow for wheelchair use.

The ground floor flat is suitable for adaptation. The adaptable apartment has been designed with accordance to wheelchair space standards set out within Part M of the Building Regulations. All spaces within the apartment have been designed to allow for minimum turning circles where necessary, including the required clearance around fixed furniture.

The bathroom can be converted to a wet room if required, allowing for a 1500mm turning circle, along with all other appropriate spaces for adaptability outlined within Part M regulations. These include a 700mm x 1000mm obstruction free zone in front of the wash basins and WC approach.

## 6.2 Vehicular Access

The site will be accessed from Woodbine Street for vehicles. Existing residents will not be impacted by the parking arrangement proposed for this development. Secure bicycle parking will be provided for each resident.

## 6.3 Waste Management

The bin store is located on the ground floor adjacent to the proposed car park with easy access for residents externally. The size of the bin store has been based on capacity calculations given the number of bins required for the size of the development.

Requirements are:

- 2 x 1100L Euro Bins for General Waste
- 1 x 1100L Euro Bin for Cans & Bottle Recycling
- 1 x 1100L Euro Bin for Paper & Cardboard Recycling
- 1 x 240L Food & Garden Waste

The bin store will be designed with smooth continuous surfaces for easy horizontal movement and doors will be adequately sized for the bins provided.

Each apartment will have space to segregate waste. Residents will take their sorted household waste and recycling to the bin store.

The building management team will arrange for the bins to be relocated to a temporary position along the side of the building on the agreed bin collection day for easy collection by the local council. The collection vehicle will be able to utilise the existing highway network to approach the new development in the same way that is done for existing residents. Following this bins will be safely relocated back to the bin store.



### Philosophy

The submitted scheme reflects the applicant's full commitment to an inclusive society in which nobody is disadvantaged and where physical barriers and exclusions are designed out. The philosophy of the design is to ensure that the need of people with impairments is considered as an integral part of the development process. Where potential residents are found to be unable to use the new building with dignity through any condition they may have, the client will give consideration to their needs and will aim to provide specially adapted accommodation to meet their needs.

By developing an inclusive environment, the scheme shall have positive effect on society by benefiting the increasing elderly population and provide opportunities to for Arcon Housing residents. Arcon Housing has a significant amount of stock in the area and this scheme would present a positive investment into the area.

### Guidance

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

- (i) BS 8300: 2001 Design of buildings and their approaches to meet the needs of disabled people.
- (ii) Design and Quality Standards 2007.
- (iii) Design for Access 2 Guidelines (DFA 2)
- (iv) Building Regulations Part M 2016 (2015 amendments)
- (v) Housing Quality Indicators (HQI) (referred to for guidance)
- (vi) Lifetime Homes Requirement (referred to for guidance)
- (vii) Equality Act 2010

