



Tang & Associates Ltd

Design and Access Statement

Produced specifically for the proposal at

Land opposite to 1-35 Bentley Street
Rochdale
OL12 6EU

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Figure 1. 9757/121 – Proposed Bentley Street Street-scene

1.0 Introduction

This Bidding Document has been prepared by Tang & Associates Ltd on behalf of our client for the *proposed erection of two residential apartments of 2-3 storeys comprising of 23 apartments (13x2beds apartments and 10x1bed apartments), together with associated parking and landscaping* on the land opposite to 1-35 Bentley Street, Rochdale OL12 6EU, hereafter referred to as “the site”. While reading this document please also review together the proposed drawings submitted as part of the bidding package.

1.1 Purpose of the Report

The purpose of this document is to set out the design principles, concepts, and strategies behind the proposal. The document should be read in conjunction with all other drawings and information submitted by Tang & Associates Ltd as part of the Planning Application.

2.0 Context



Figure 2. 9757/001 - The Site Location

2.1 Site Context

The site lies within the Local Planning Authorities of Rochdale Metropolitan Borough Council and is located in an area predominantly comprising of residential buildings of terrace and semi-detached types; also comprising of local amenities, schools, and public transports within a short walking distance of the site.

The site is a broadly triangular and is approximately 3467 m², currently vacant with vegetation, bounded by existing fence lines and walls. Immediately adjoining the site to the West is a car garage and to the East of the site, on higher ground at Whitworth Road is a Tesco Express store with car parking.

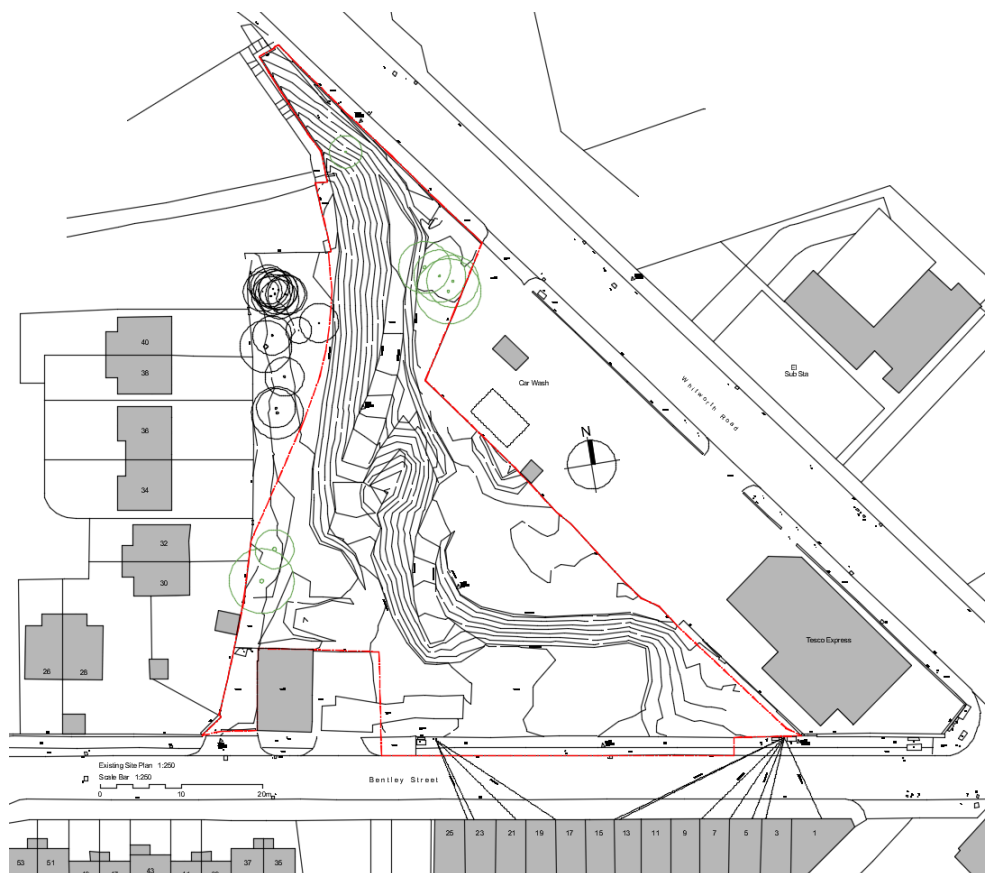


Figure 3. 9757/010 – Existing Site Plan

3.0 The Proposal

The proposal is for the *proposed erection of two residential apartments of 2-3 storeys comprising of 23 apartments (13x2beds apartments and 10x1bed apartments), together with associated parking and landscaping.*

When reviewing this proposal section, we encourage you to review the set of drawings attached to this bidding document as follows:

- 9757/001B – Location Plan
- 9757/010C – Existing Site Plan
- 9757/102D – Proposed Site Plan
- 9757/211D – G/F Plans
- 9757/212D – 1/F Plans
- 9757/213D – 2/F Plans
- 9757/214C – Roof Plans
- 9757/221D – Block A – Bentley Street & West Elevations
- 9757/222C – Block A – Rear & East Elevations
- 9757/223D – Block B Elevations
- 9757/121G – Existing & Proposed Street-scenes
- 9757/122H – Existing & Proposed Site Sections A-A

3.1 Layout

The design team have taken the initial comments received from the planning officer from the pre-application (PREAPP/00081/22) consultation on board and have considered the proposed site layout in much detail to ensure all the concerns and issues raised by the planner are addressed in various amendments.

The initial layout was submitted in the pre-application consultation. This layout provided the first set of comments from the planning officer which the design team have built on to improve the proposed site layout.



Figure 4. 9757 – Initial Proposed Site Layout

Following the planning officer's comments, the proposed residential block was split into two parts to ensure the proposed outdoor amenity space is more functional as well as to reduce the large parking lot.



Figure 5. 9757 – 2nd Proposed Site Layout

The 3rd and 4th revisions of the proposed site layout allowed the design team to further reduce the parking bay and to increase the outdoor amenity area, potentially split it into multiple areas. However, the noise assessment has outlined the size of proposed Block B to be too close to the existing car wash which would cause noise issues.



Figure 6. 9757 – 3rd Proposed Site Layout



Figure 7. 9757 – 4th Proposed Site Layout

The 5th revision of the proposed site layout has been designed in conjunction with the acoustic report to mitigate any adverse noise impacts. The proposed layout comprises of two separate residential blocks (Blocks A & B). Block A fronts Bentley Street opposite to the two-storey terraces at 1-25 Bentley Street, encouraging active frontage at the main road.

Block B sits further back into the site fronting the proposed new car parking lot, away from the active road, decreasing noise pollution. The proposal provides ample space to be utilised as access, parking, waste store and amenity space.



Figure 8. 9757 – 5th Proposed Site Layout

The proposed site layout has been designed in response to the pre-application feedback (PREAPP/00047/23). Car park lifts have been introduced to provide 38 car park spaces, addressing the highways officer's concerns. Block B sits further East than previous revisions to ensure the minimum separation distance from 34-40 Bradley Smith Close are met. Additional landscaping within the car park breaks up the hard surface area, enhancing visual appeal.



Figure 9. 9757/102 – Proposed Site Plan

3.2 Scale and Massing

The massing and scale of the proposal has been considered by the design team in relation to the existing domestic dwellings surrounding the site and various other site constraints. The massing works with the site's immediate vicinity to produce a seamless design, well integrated into its surroundings. The scale and massing have been designed to ensure minimal impact on the existing streetscape.

Proposed Block A fronting Bentley Street adjacent to the terrace houses at 1-25 Bentley Street follows the existing street scene with a two-storey elevation on Bentley Street which leads to a three-storey rear element to the rear of Bentley Street. This allows a seamless transition between the existing two-storey terraces and the proposed 2-3 storey apartments blocks existing.

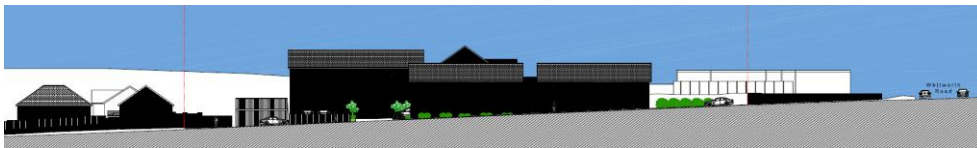


Figure 10. 9757/121 – Proposed Bentley Street Street-scene

3.3 Landscaping

The proposed scheme will utilise a mixture of soft and hard landscaping to provide open and very generous levels of multiple outdoor amenity spaces for residents as well as some private gardens. The scheme has allowed for soft landscaping to front all main road elevations to provide a scenic view from the residential windows and to provide a layout privacy.

3.4 Access

The primary vehicular and pedestrian access to the site will be from Bentley Street. The proposal introduces a new vehicular road access into the site adjacent to the existing MOT garage. A set of existing staircases out with the site is situated to the north of the site, this will be closed off to ensure the protect and privacy of residents. Multiple pedestrian access points are included from Bentley Street into the site.

3.5 Neighbouring Properties

As previously mentioned, the massing has been designed to minimise the impact of the development on the existing properties. The layout also takes into consideration the neighbouring properties.

3.6 Car Parking

The proposed scheme offers 38 vehicular parking spots with access in and out fronting the main Bentley Street. There are also 23 enclosed bicycle areas to promote environmental living.

The car park features car park lifts, an innovative solution to ensure there is 1 parking space per bed.

Each apartment has been allocated enclosed space for bicycle storage to encourage the use of sustainable transport. Electrical charging points have also been indicated on the proposed site plan to allow for ease of convenience for electric vehicle users in the future.

3.7 Materials

The proposal will utilise quality facing brick on the front-facing facade in contrasting colours, respecting the character of the local area, and creating an aesthetically pleasing scheme which enhances and builds on the existing qualities of the of the immediate vicinity of the site and introduces a high-end development.

3.8 Waste Management

The proposed site allows space for separate bins for general waste and recyclable waste within the vicinity of each residential block, the waste bin will be accessible for collection by the council/private waste collection service.

4.0 Conclusion

The design team have carefully prepared the full planning application and designed a scheme which is sensitive to the character of the immediate context and the wider area. We feel that the proposal would be a valuable addition to the area by providing quality and well-designed residential apartments.

The site was designed to address security and privacy, reduce on street parking, enhance vehicular and pedestrian access and connectivity as well as to create a sustainable and connected community.

