

Land adjacent to
4 Rudman Street, Rochdale
OL12 6LJ

Design & Access Statement



Revision A

1st October 2023

**SOLID
VOID**

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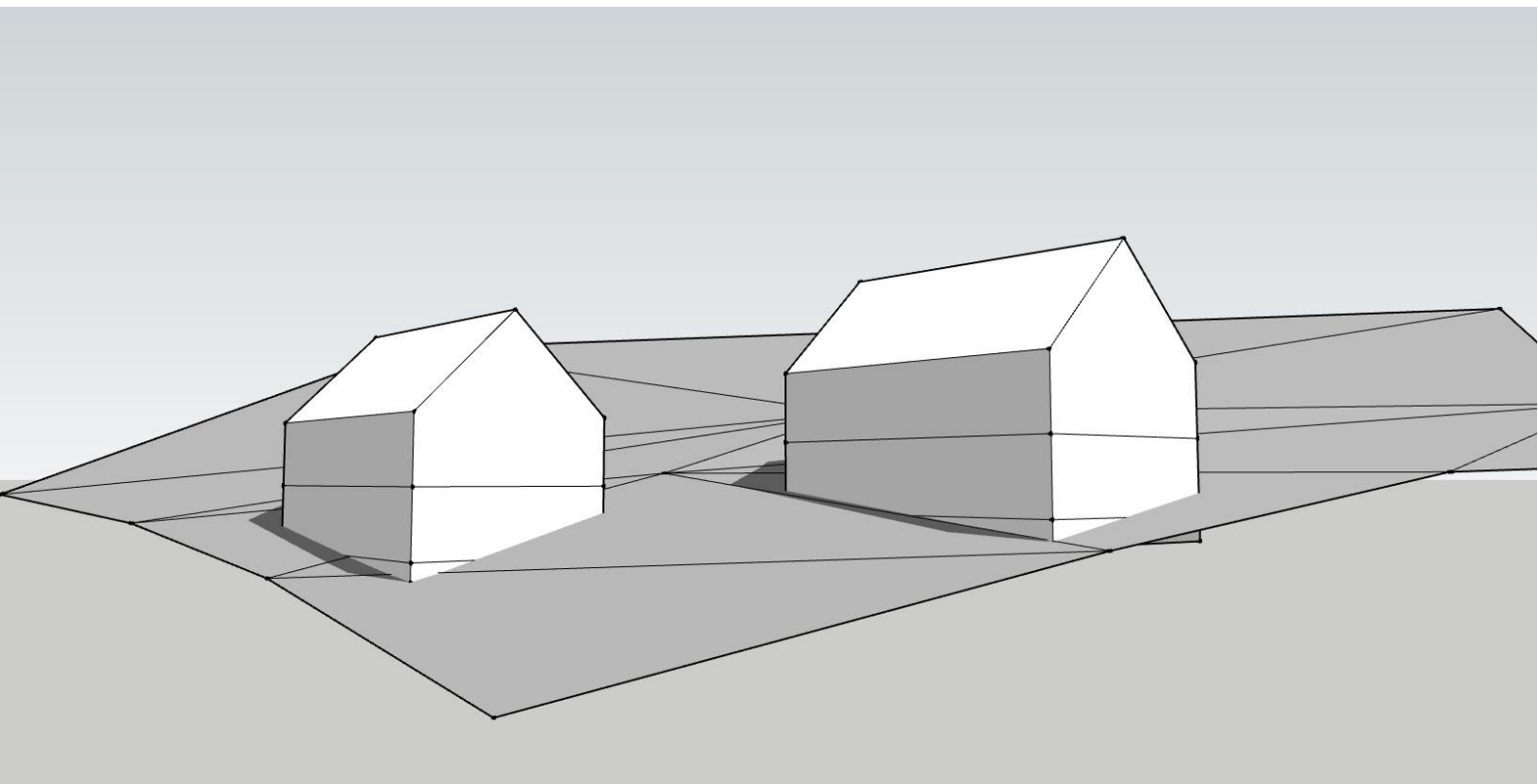
1.0 Introduction

This Design and Access Statement has been prepared by Solid Void on behalf of Guardian Construction to supplement a full planning application for 2no. dwellings on land adjacent to 4 Rudman Street. The site is presently a vacant, sloping piece of scrubland abounded by adopted public footpaths and single / two storey residential properties beyond.

On the 8th of January 2015, outline planning approval (15/00013/OUT) was granted for a single, detached dwelling on the land and subsequently approved in late 2018 as a Reserved Matters application (18/01049/REM). These applications established the principle, of connecting the end of Rudman Street to the redline boundary and create a private driveway for the single property.

In September 2022, Solid Void applied for pre-application advice to Rochdale Borough Council planning department and received a response under reference PREAPP/00100/22 from planning case officer, Majid Mir. The submission sought feedback on the 'principle' of development for 2no. detached dwellings on the land including associated parking and landscaping.

Due to the sloping nature of the site, it is likely that the units will have to be partially subterranean at ground level and the layout will utilise non-habitable rooms in locations where natural light and ventilation is unfeasible to be positioned. The massing is proposed as 2.5 storeys overall, but as this mass is partially built into the hillside, so will appear more like 1.5 storeys to the rear. The footprint of the plots are in scale with the surrounding properties and the separation distances won't create any overlooking or overshadowing issues. Due to the mature boundary hedges and current poor surveillance of the site, the site has become attractive to fly tippers and development will prevent the potential for nuisance and disorder in the community.



[Above – Concept massing study amalgamated with existing site topography]

2.0 Use

The proposal seeks to create two residential dwellings including car parking, boundary works and landscaping.

The proposed building would be Use Class C3.

3.0 Amount

Each of the 2no. dwellings will provide 258sqm (2773sqft) of gross internal area each.

4.0 Layout

The layout utilises the existing vehicular and pedestrian access into the site from the top end of Rudman Street. The proposal seeks approval to cross a short section of adopted footpath via Section 278 agreement with the local highway authority, to create a private driveway to access the two new dwellings.

The dwellings are virtually identical, albeit the garage doors are arranged to different elevations to arrange the driveways perpendicular to one another and allow for a shared, private driveway, courtyard / turning area.

5.0 Scale

The proposed dwellings are two and a half storeys in height, however, due to being dug into the hillside, they appear as one and a half storeys or less from the rear.

6.0 Landscaping

The proposals locate the private driveways to both properties as near as possible to the end of Rudman Street and are arranged around a shared 'courtyard' which enables the vehicles of both properties to perform a three-point turn within the site and leave in a forward gear. The shared nature of this courtyard between the two properties assists the project viability, as it simply doesn't stack up to only provide this for one property only.

The project's Structural Engineer has done an initial assessment of the land and has confirmed that the geology is shale and mudstone with bands of weak sandstone bedrock. It also has a relatively thin cover of glacial clay making excavations readily possible and stable. All drainage would readily pass to the main drain on Rudman Street with stormwater attenuation facilitated using underground tanks in the shared private courtyard.

Both plots are proposed to have 2no. external driveway parking spaces and integral garaging as part of the scheme. It is anticipated that the refuse collection vehicle will park at the end of Rudman Street and 'kerb side' collection for both properties will be within 17m walking distance for operatives. There is sufficient external space for the general storage of bins within the integral garages, which is kept out of public view and in line with good design principles.

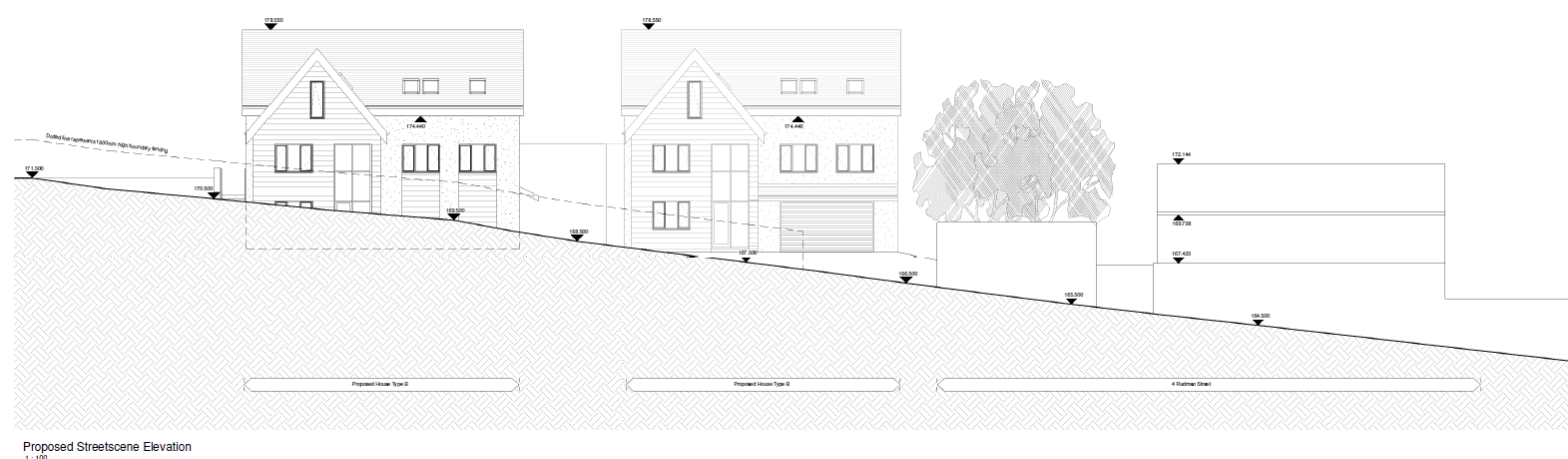
7.0 Appearance

The vernacular within the locality of the development is typically residential, with a broad range of materials evident; including brick, stone and rendered walls plus roofs in slate and concrete tiles.

In terms of the proposed material palette, the design seeks to create a contemporary aesthetic using pale render and horizontal Cedral timber cladding.

One of the key factors regarding the proposed construction is the logistic and accessibility of the site for construction vehicles. To minimise the disturbance to the surrounding residents, the construction methodology will seek to expedite the build programme using modern methods of construction (MMC), with the leading preference being ICF (Insulated Concrete Formwork).

The use of render and timber cladding are much easier to manoeuvre when delivered to site and avoid the use of larger delivery vehicles that palettes of masonry typically come on.



8.0 Access

Access into the site is provided via the nearby Rudman Street for both pedestrians and vehicles. The existing land levels will require large amount of bulk excavation to create two main level plateaus within the site. One for the parking courtyard and ground level access into the dwellings. The second will be a storey higher and serve as the private rear amenity garden spaces for the new houses. Both levels will connect internally and externally via steps/staircases.

All external door thresholds will be low profile versions to aid wheelchair accessibility and all internal circulation/layouts will be designed to comply with Part M and Part K of the Building Regulations.