

Ryder



**PossAbilities
Wuerdle Street
Design and Access Statement**

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Cover image Saltwater Residences, Vancouver



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This document has been designed to be viewed / printed A3 double sided.

Introduction

PossAbilities is a social enterprise that works to support vulnerable adults. Their schemes aim is to support vulnerable people so they can 'Live the life they choose'. Most of those they support have either learning difficulties or dementia and young people leaving care are also supported.

PossAbilities values are to:

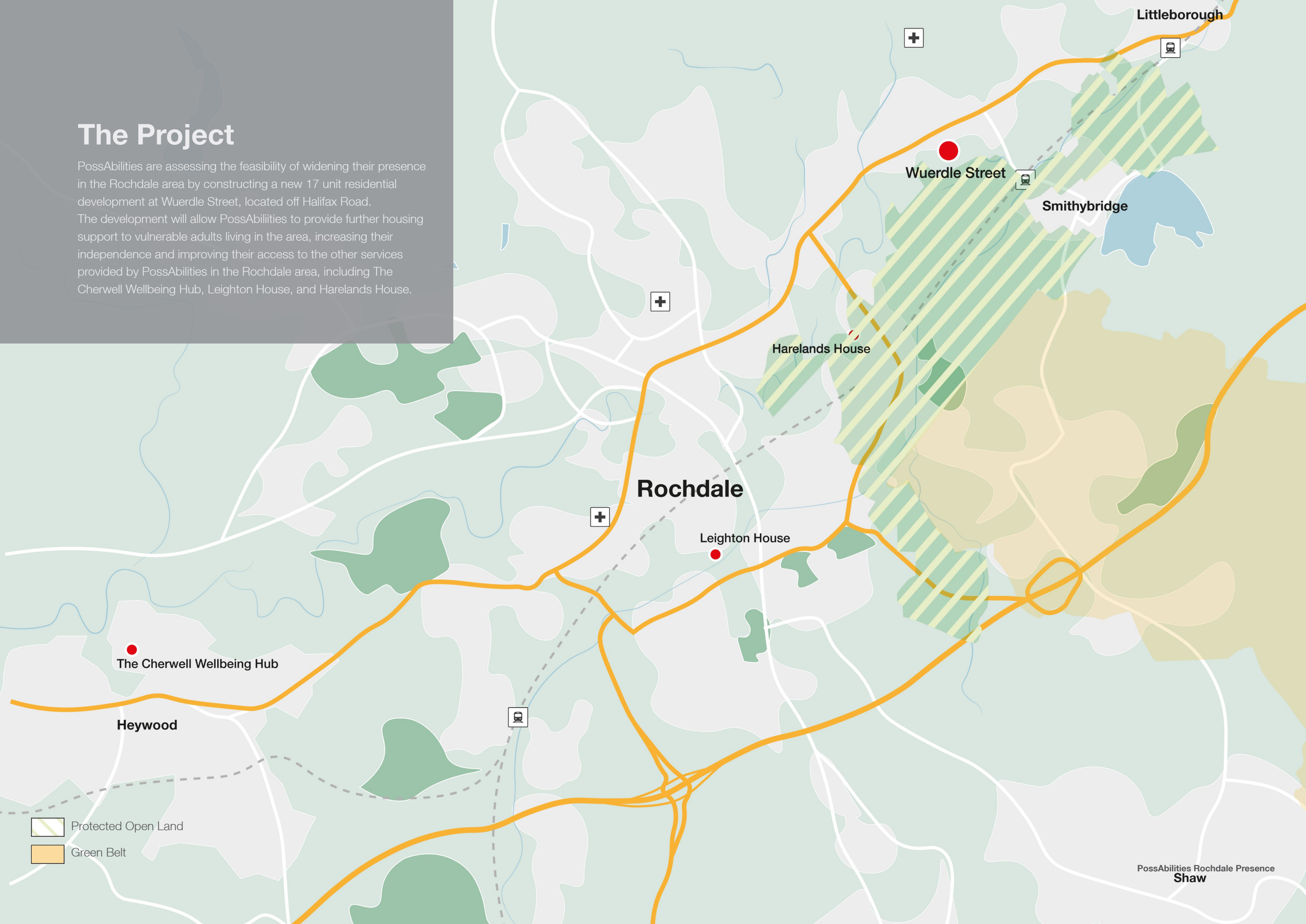
- Remain passionate
- Be person centred
- Show integrity
- Apply creativity
- Stay happy

This feasibility study explores the option for a new home containing one bed units for assisted living on a site at Halifax Road, Rochdale.



The Project

PossAbilities are assessing the feasibility of widening their presence in the Rochdale area by constructing a new 17 unit residential development at Wuerdle Street, located off Halifax Road. The development will allow PossAbilities to provide further housing support to vulnerable adults living in the area, increasing their independence and improving their access to the other services provided by PossAbilities in the Rochdale area, including The Cherwell Wellbeing Hub, Leighton House, and Harelands House.



Process

Site and Context

Development area: 1675 sqm

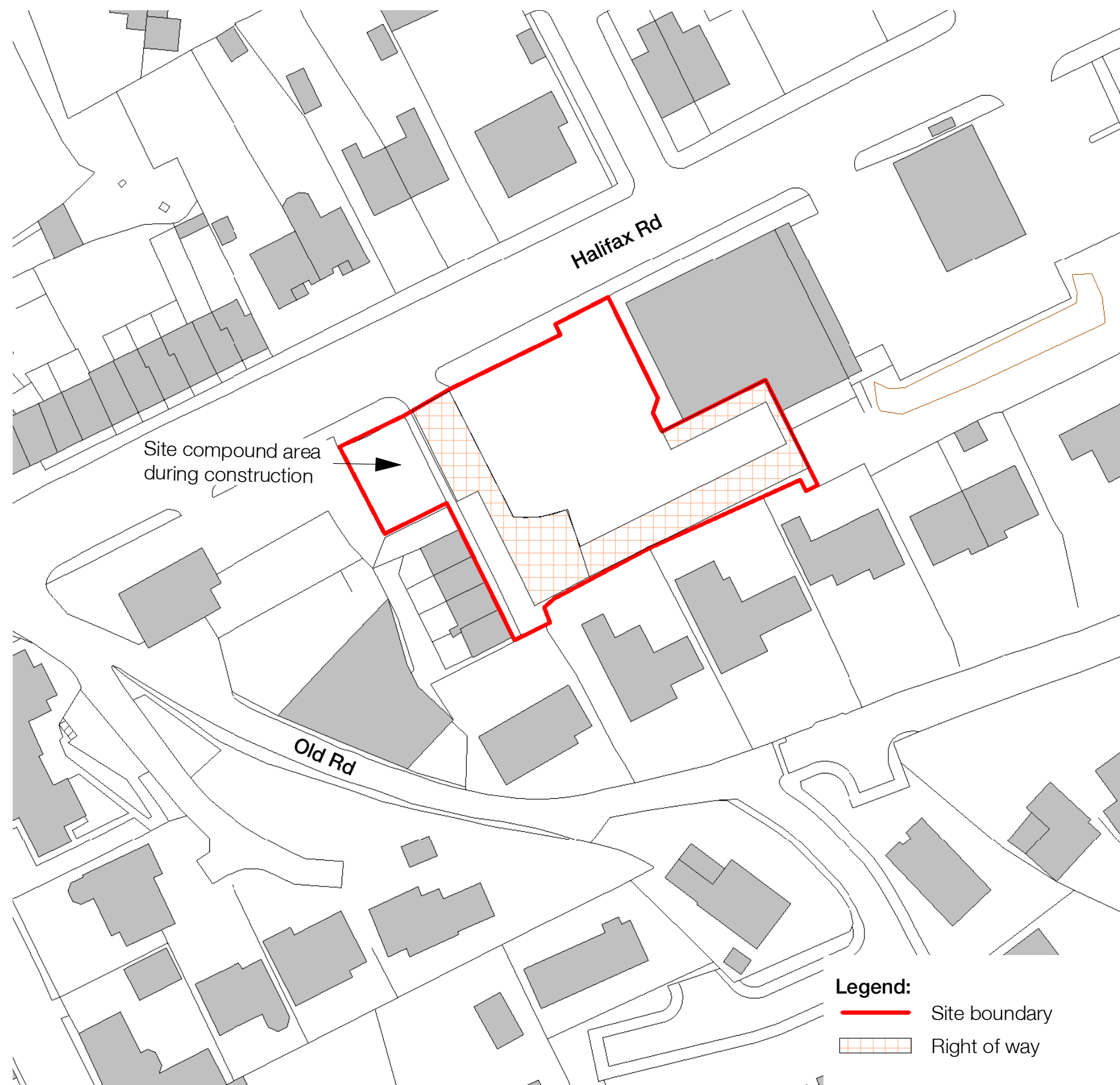
Site address: Halifax Road, Littleborough, OL16 2SQ

Local Authority: Rochdale Borough Council

Current use: Car park and field

Location

- The project is located to the north east of Rochdale on Halifax Road, A58 which links Rochdale to Littleborough and Halifax.
- The surrounding urban development is clustered around the main road with expansive open green space beyond consisting of the Peak District and south Pennines National Park, which can be viewed from the slightly elevated topography of the site.

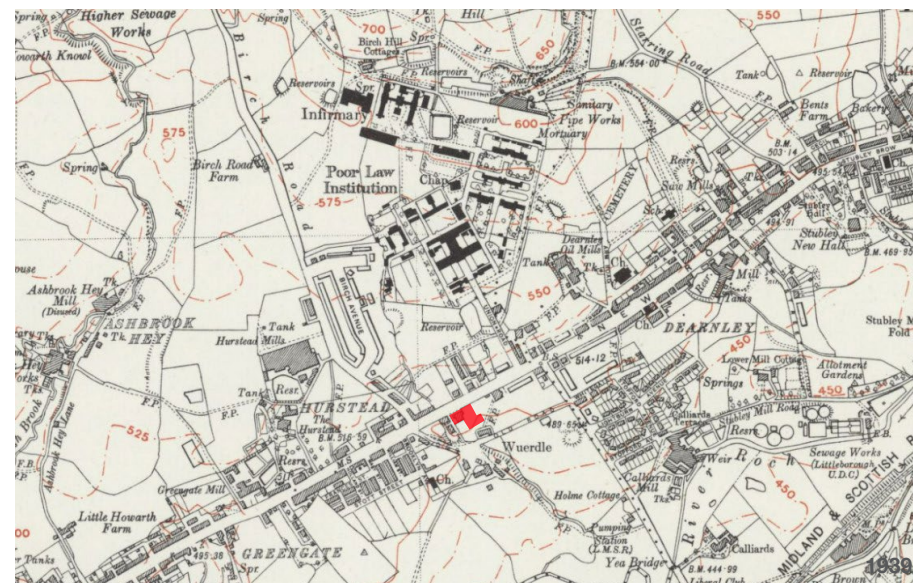


Site History

Rochdale's borough boasts a noteworthy history as the birthplace of the cooperative movement, and is steeped in heritage. Recently, the area has enjoyed an exceptional influx of investment from various sources, including the council, private sector, Heritage Lottery Fund, and Transport for Greater Manchester (TfGM), contributing to the enhancement of multiple locations.

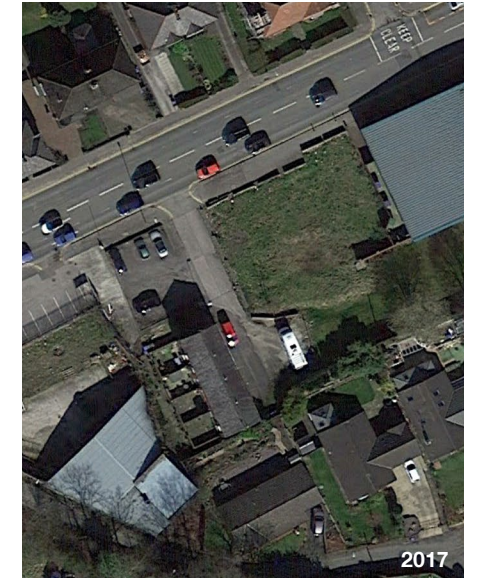
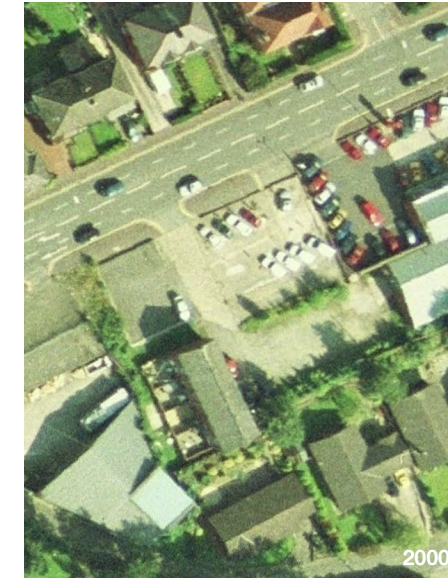
The Rochdale borough is separated into four townships; Rochdale, Heywood, Middleton, and Pennines, which encompasses Littleborough.

Wuerdle Street, located approximately two miles north east of Rochdale, was historically part of a township named Wardle-with-Wuerdle. Wardle has since been incorporated into Lancashire, and Wuerdle into the Rochdale borough. Littleborough, a prominent industrial town, is to the north east of Wuerdle Street.



Wuerdle Street, and surrounding areas, have strong links back to the industrial revolution and heavily influenced the development of townscapes within close proximity. Wuerdle's favourable location by the Scotland-Midlands railway and the Rochdale canal made it the ideal location for mills in order for them to ship their produce.

Wuerdle's size has remained modest throughout history, although it appears that during the late industrial revolution, the construction of mills in the Wuerdle area led to a surge in residential properties, likely to provide accommodation for the mill workers.



Site Photographs

- 1

View from the east looking at SPAR adjacent to the site
- 2

View from Halifax Road facing the north east of the site
- 3

View from Halifax Road looking at the north west of the site
- 4

View from Wuerdle Street of terraced houses adjacent to site
- 5

View from south of SPAR facing the terraced houses
- 6

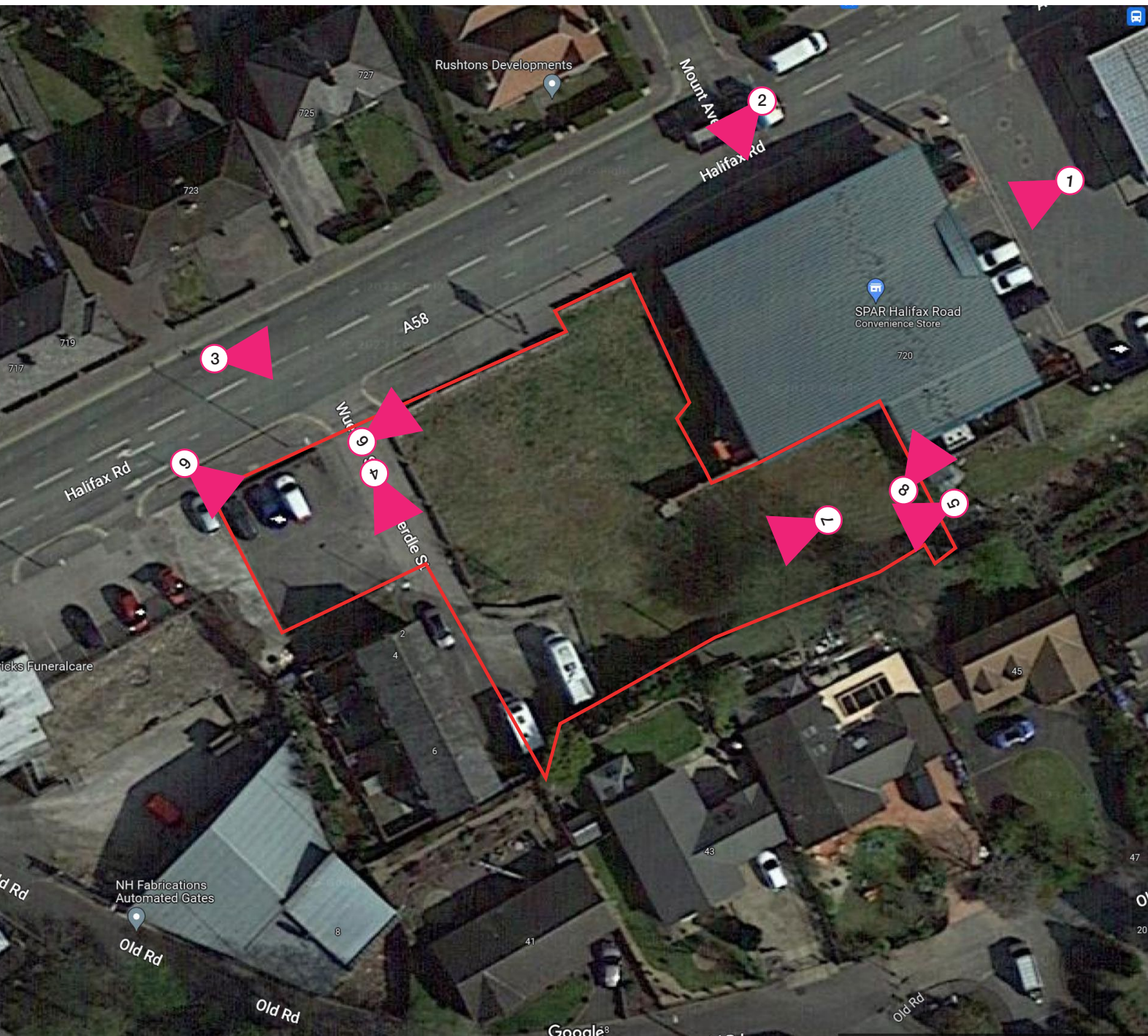
View from the west looking at the existing car park
- 7

View from site looking west at the terraced houses
- 8

View of the retaining wall at the rear of the SPAR
- 9

View of the site from Wuerdle Street
- 10

View of the rear of the SPAR



Planning History

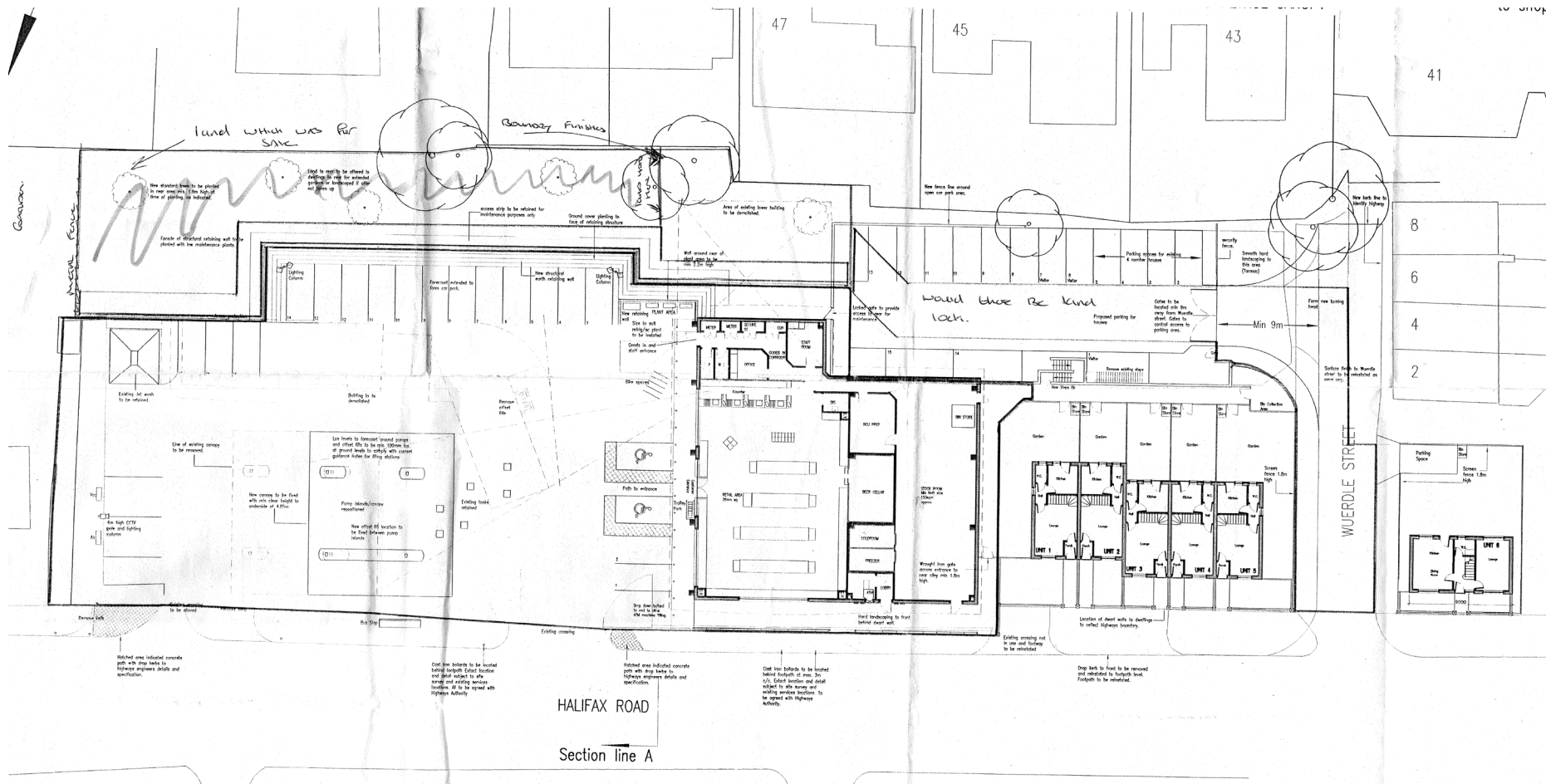
The site has previously been granted planning permission for six residential units on the site, adjacent to the SPAR petrol station. These units were similar in appearance to those found in close proximity to the site and utilised a brick façade with a slate pitched roof and pediments in various places.

We have reviewed the previous successful planning submission alongside comments received at a pre application meeting with the council, these have helped inform a refined design that sits comfortably in it's local context.

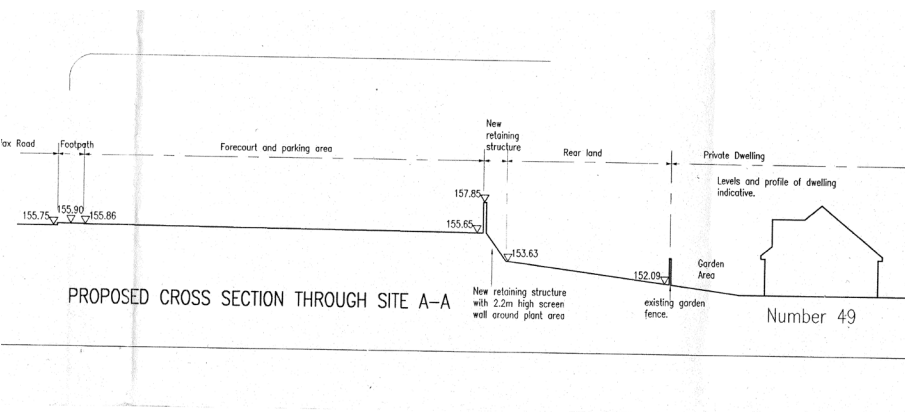
06/D47004: Erection Of 6 Dwellings, Alterations To Existing Petrol Filling Station And Erection Of New Retail Store - Resubmission D46614. Thursday 6 July 2006, granted.

97/D34435: Use Of Land For Display And Sale Of Motor Vehicles Including The Provision Of A Customers Car Park. Friday 22 August 1997, granted.

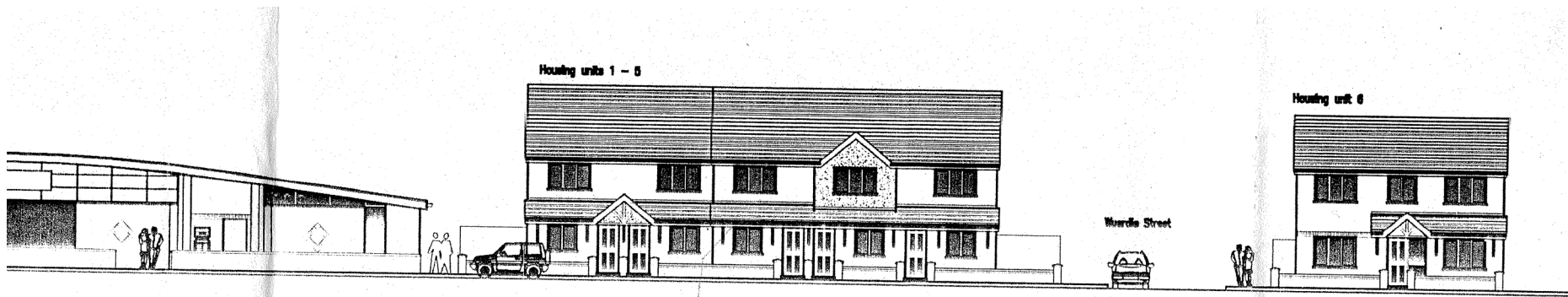
92/D28744: Erection Of Hot Food Takeaway With Self-Contained Flat At First Floor Level. Thursday 20 May 1993, unsuccessful.



Site plan from previous application

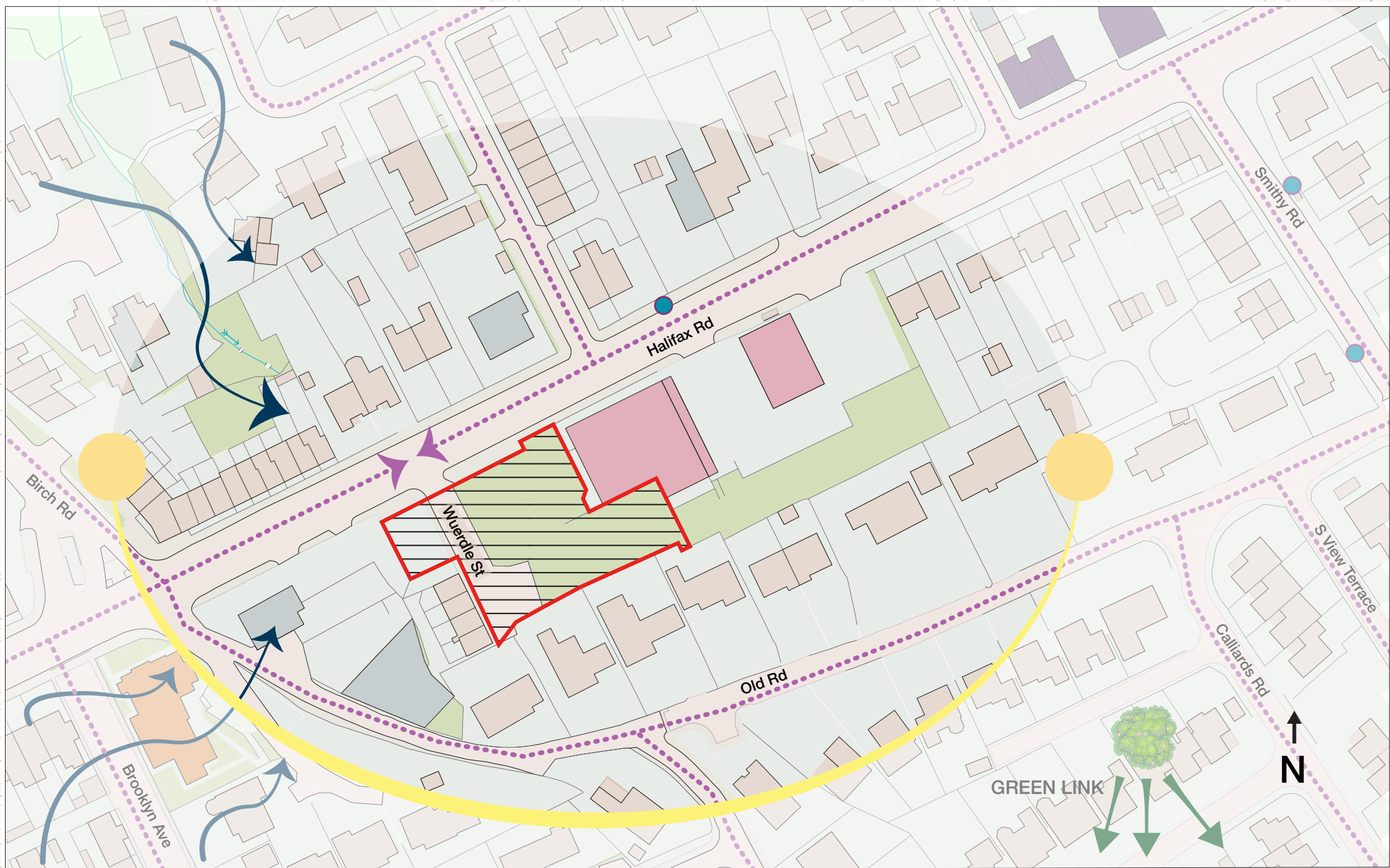


Site section from previous application



Proposed elevations from previous application

Site Analysis



- Legend:**
- | | | |
|---------------------------|------------------|---------------------------|
| Private housing | Services | Main access roads |
| Assisted living residence | Restaurants/pubs | Bus stops |
| Grocery shops | Site boundary | Prevailing wind direction |

Site Opportunities and Constraints

The proposed site presents several opportunities and constraints that need to be considered, specifically the presence of neighbouring buildings. To ensure privacy and maintain adequate light for the occupants of the neighbouring dwellings, the proposed design has been carefully positioned. The two storey apartments on the east side of the proposal (neighbouring the SPAR) have been set approximately 24.5m away from the terraced houses on Wuerdle Street, while the apartments on the west side have been set back from the terraced houses' site line to avoid overlooking.

Another significant constraint is the existing topography of the site. The variations in ground levels necessitate careful consideration to facilitate level access at the building's main entrance. The building's ground floor has been set 1m lower than the ground level along Halifax Road to provide level access from Wuerdle Street at AOD +145.5. Given the significant level changes, retaining walls will also be required to effectively manage the site's topography. These will be located at the site's northern corner and across the centre of the site.

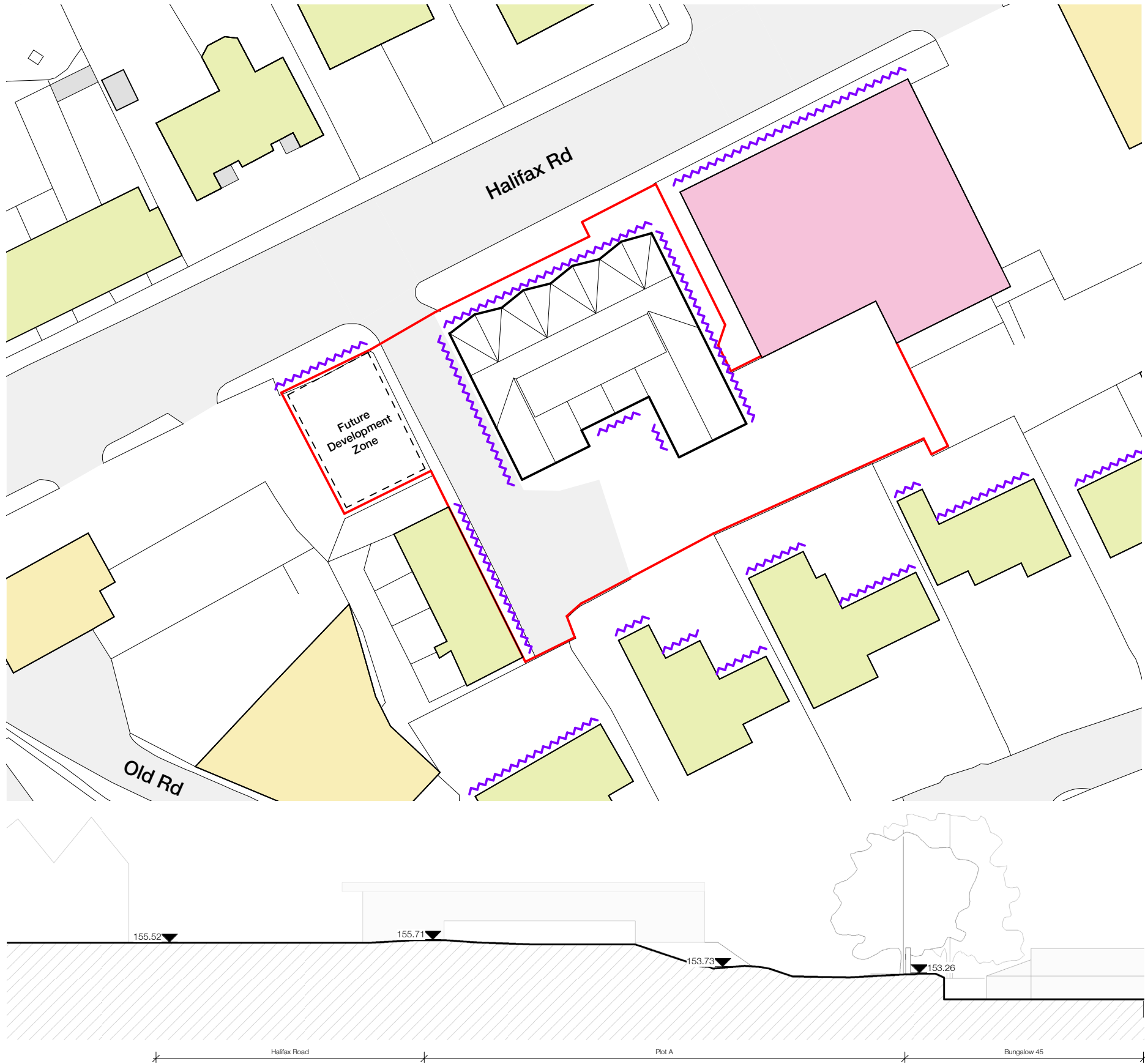
Key

Retail

Services and light industry

Dwelling houses

Habitable window locations



Materiality and Typologies

The area is characterised by a tapestry of styles, with stone and brickwork being the prevalent material used. The residential typologies in the area commonly exhibit certain features such as terrace stone houses and red brick residential buildings adorned with pediments. These residential structures are typically two storey, although some have three storeys with dormer windows incorporated in the loft spaces. New commercial buildings constructed in the area tend to be finished in materials similar to those used in the residential buildings, maintaining architectural coherence. Heavily framed windows are a common sight, adding to the overall aesthetic.

A range of window sizes and proportions are exhibited, creating precedent for tall portrait windows, as well as landscape / square windows (see images of stone terraced houses below). Additionally, there are instances where residential properties have undergone conversions, with the ground floors repurposed for commercial use.



Stone terraced houses



Commercial use with flat roof



Residential typology with converted commercial ground floor use



Pitched roofs and bay windows



Pediments and bay windows



Stone terraced houses



Massing and Placement on Site

Frontage Relationships

The diagram below shows the semi detached and detached houses on Halifax Road have a frontage line away from the main road, whereas terraced housing and commercial units have a frontage close to the paved edge. The proposed elevation for the site takes cues from the terraced house vernacular and so has lined its frontage to the north of the site to suit.



Diagram showing frontage relationships along Halifax Road

Site Levels and Relationships With Neighbouring Properties

The building’s form responds to the falling topography by reducing the ridge line towards the south of the site. Along Halifax Road to the north, the building emulates a two storey elevation with some room within the roofscape, in keeping with the height of the properties opposite. In contrast, the building scales down the overall height and reduces the roof pitches to the southern blocks, to maintain a positive relationship with the low height bungalow houses to the south, fostering a respectful integration with the adjacent properties. It is worth noting the significant level change beyond the site’s southern boundary of circa 2m, in addition to the existing boundary wall and mature trees on site, these factors create a natural screen which means the outlook from the bungalow properties along old road is unlikely to be significantly affected by the new development.

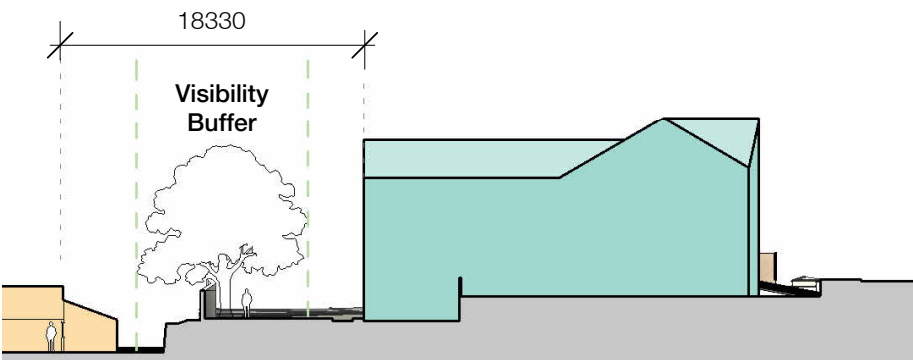


Diagram showing ridge line relationships and relationship between site and Old Road bungalows

Entrance and Rear Garden Courtyard

The proposed entrance courtyard and rear garden courtyard have the potential to be a transformative addition to Wuerdle Street. Currently the terraced houses along Wuerdle Street sit at odds with the surrounding urban grain. The revised layout seeks to foster community interaction, enhancing aesthetics, providing green spaces, and offering enhanced views, this courtyard can create a harmonious and appealing environment for all residents. Both new courtyard spaces will provide a considerable uplift to the outlook of the existing Wuerdle Street terraces.

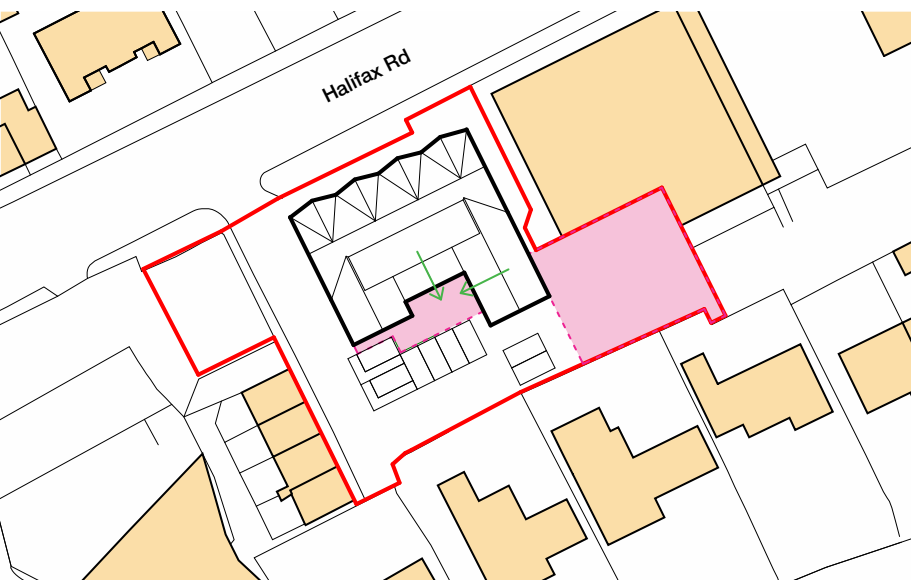


Diagram showing urban design considerations for Wuerdle Street

Elevation and Materiality

The proposed façade along Halifax Road (A) thoughtfully incorporates features of neighbouring terraced houses, including gable ends, red brick façades, and slate roofs. These elements establish a seamless visual connection between old and new, enhancing the neighbourhood's character. This approach ensures that the new development blends cohesively with the existing neighbourhood while adding a well designed, modern intervention along Halifax Road.

The proposed blocks deeper into the site nestle behind the front façade creating a clear hierarchy. The blocks enclose a new entrance courtyard for the new residents. The lower, pitched roofs on the rear block step down in relation to the falling topography and are cognisant of the bungalows to the south elevation.

Each elevation has been designed to have its own character and rhythm. The larger gables facing east and west (Wuerdle Street and the SPAR) are kept simple, but each punctuated by two square windows with an aluminium reveal to add depth and impact, as these will be clearly visible from Halifax road. The long elevations to the southern blocks are broken down with taller, portrait windows, creating a more regular rhythm and echoing the tall windows found on the stone houses opposite, along Halifax road.

Greater use of aluminium and glazing is used on the building's entrance elevation, to set the face apart from the rest of the building and create a clear entry point. Subtle corbel patterning to the rear of the eastern block (see south elevation) creates architectural interest and creates a softer edge to bring residents from Wuerdle Street to the entrance courtyard.



Houses opposite development



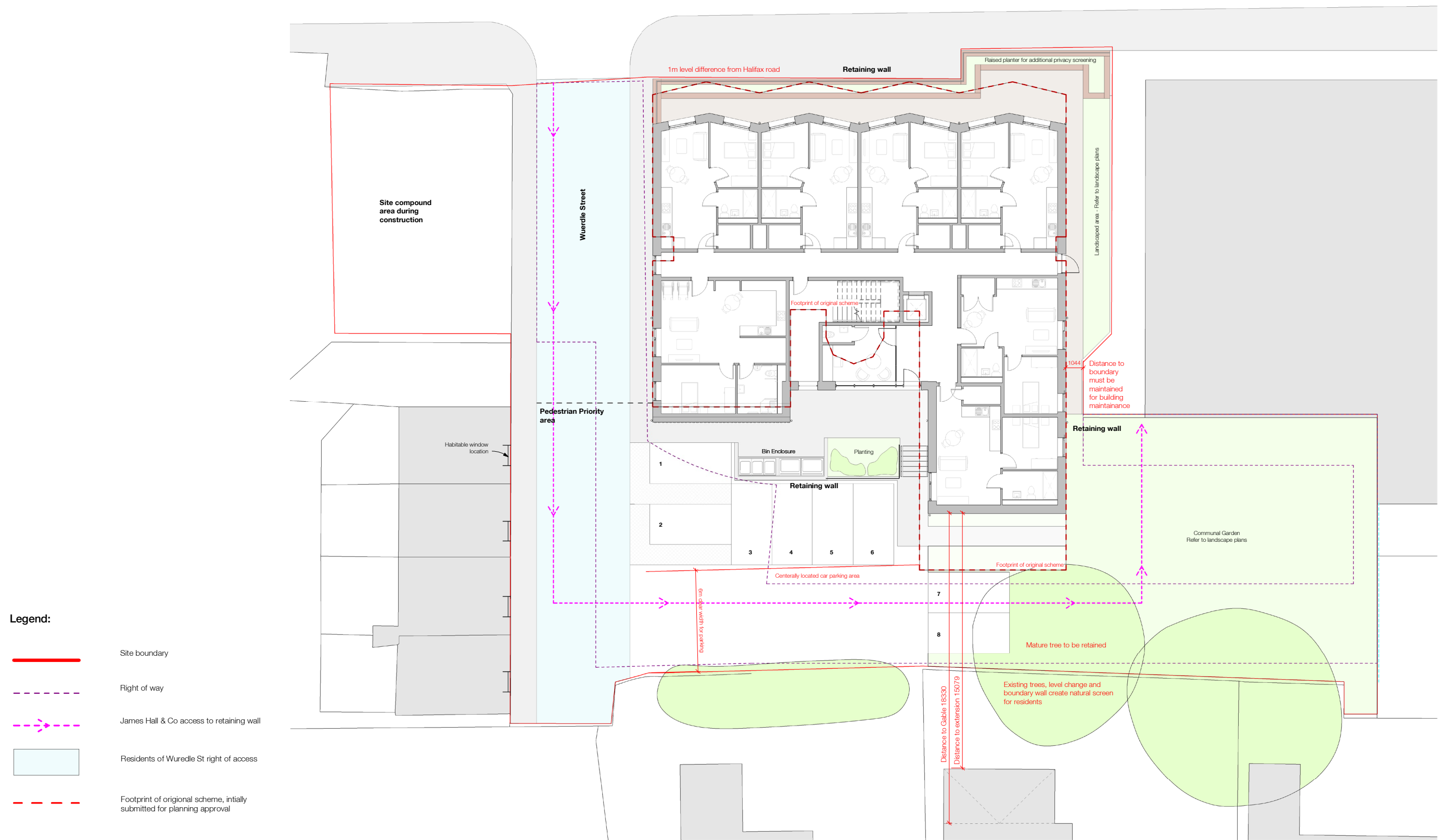
Stone terraced houses



Stone terraced houses

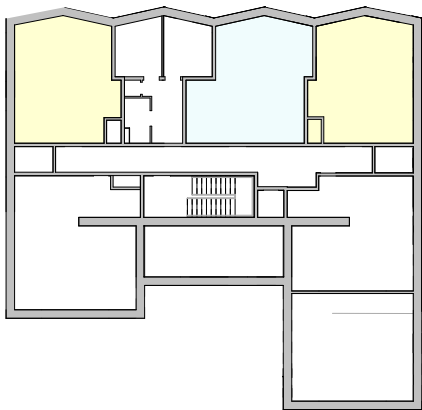
Proposed Design

Site Plan

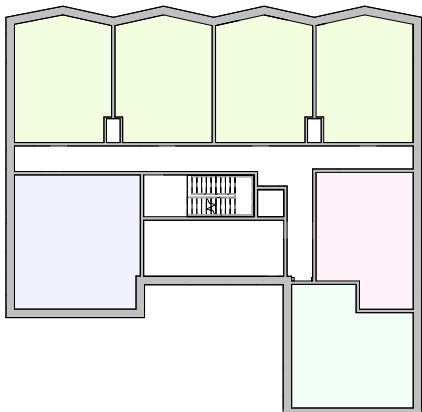


Unit Types

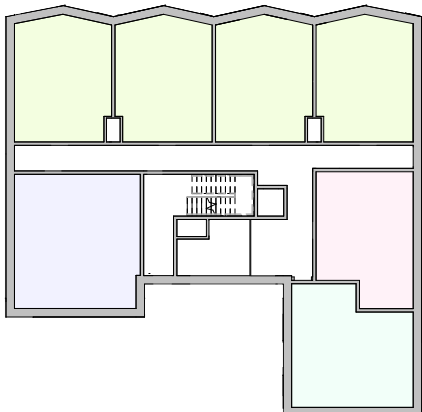
A number of layout options are utilised, all flats are single bed, single person flats. The scheme includes two DDA compliant flats (Type A) and a range of standard flats (Flat B).



Second floor arrangement

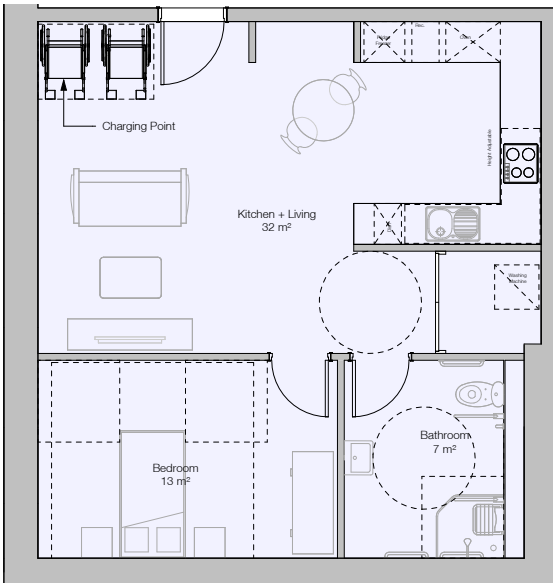


First floor flat arrangement

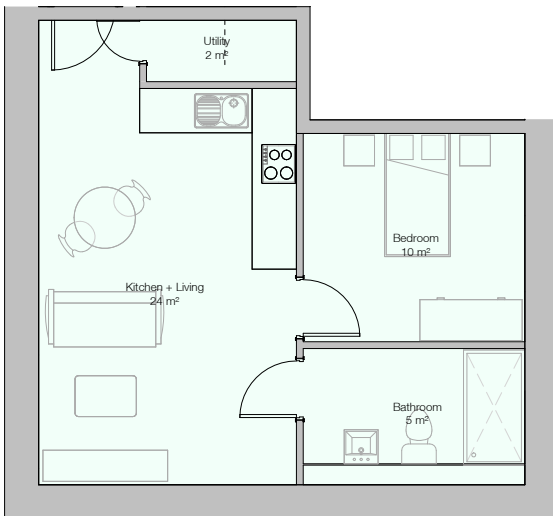


Ground floor flat arrangement

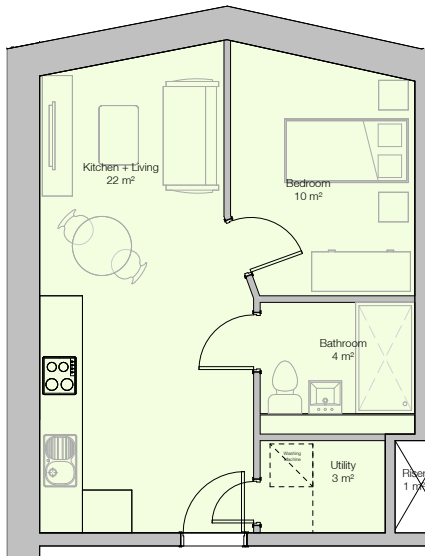
Unit Type
Type A - DDA Compliant
Internal Area
58 sqm



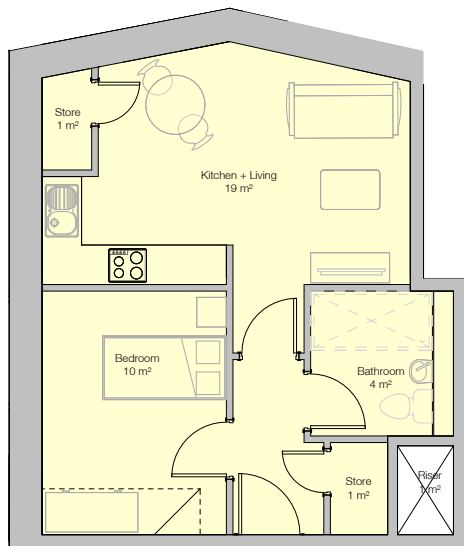
Unit Type
Type B3 - Non DDA Compliant
Internal Area
44 sqm



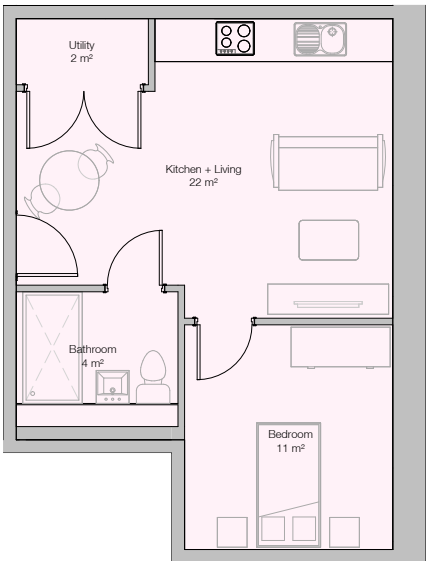
Unit Type
Type B1 - Non DDA Compliant
Internal Area
40 sqm



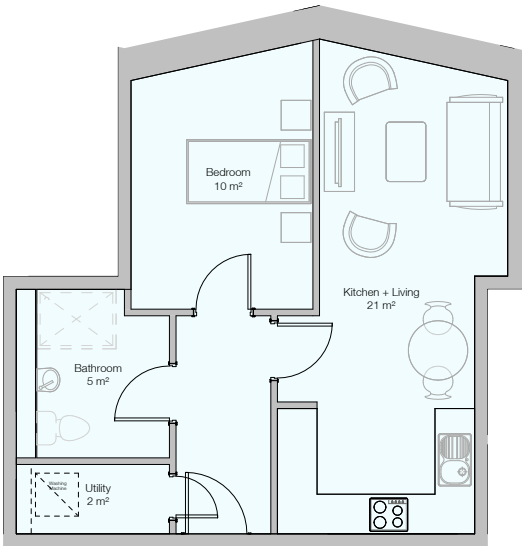
Unit Type
Type B4 - Non DDA Compliant
Internal Area
41 sqm



Unit Type
Type B2 - Non DDA Compliant
Internal Area
41 sqm



Unit Type
Type B5 - Non DDA Compliant
Internal Area
44 sqm



General Arrangement

The proposed design looks to place two to three storey development on the site. At ground level, the site is entered via a landscaped courtyard from Wuerdle Street which leads to a main entrance containing a reception. From the entrance point, the residents can navigate internally to their apartments via a centrally located, corridor, stair and platform lift.

Parking is located directly behind the building, accessible via Wuerdle Street and provides eight spaces. The parking area is to be treated as a pedestrian priority area, and the scheme will include signage and other measures to enforce this. A large garden area is located at the site's eastern corner for use by the residents (see landscape information).

A new lightweight refuse store is positioned within the courtyard, but will be sensitively designed to ensure the quality of the arrival and entrance courtyard space is maintained (see landscape info for bin store precedent image).

Two new retaining walls are required, the first is located along the boundary of Halifax road, returning along the sites north eastern edge (between the site and SPAR), the second is located to the rear side of the building between the entrance courtyard and car parking area, this returns around the building's south eastern block (towards the garden area). A set of steps connect the rear courtyard to the lower garden.

Gross Internal Area

Ground floor	Quantity	Total area (sqm)
1 Bed units (DDA)	1	56
1 Bed units	6	245
Support space	1	12
Circulation	-	52
Stair	-	22
Total		387





First floor adjacencies



Second floor adjacencies

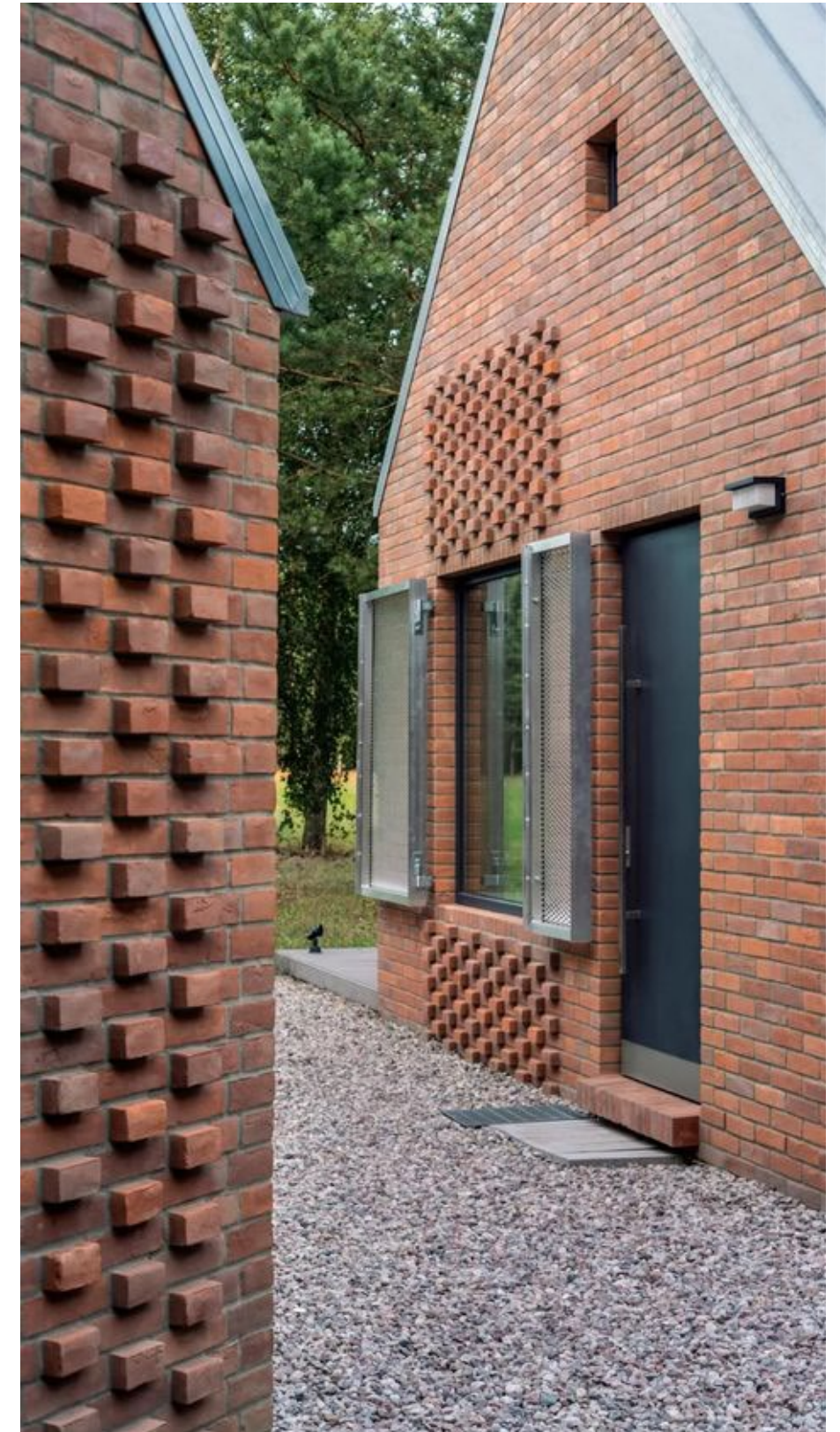
Gross Internal Area

First floor	Quantity	Total area (sqm)
1 Bed units (DDA)	1	58
1 Bed units	6	247
Circulation	-	45
Communal lounge	1	27
Total		377

Gross Internal Area

Second floor	Quantity	Total area (sqm)
1 Bed units	3	126
Circulation	-	33
Staff accommodation	1	31
Plant		106
Total		296

Precedents





Appearance

3D Views



Landscape

Landscape Vision

The landscape vision for Wuerdle Street is to create a semi private courtyard for the use of the residents, together with the functional requirements of parking, access and servicing. It will also encourage biodiversity and tree planting replacing the current sparse grass area

This vision seeks to:

- Create a welcoming environment for the residents, visitors and staff
- Provide outdoor space relaxing and peaceful, where residents can enjoy they external area
- Encourage wildlife into the site
- Integrate to the wider landscape while contributing to the local streetscape

Landscape Concept and Design Inspiration

Inspiration for the landscape scheme focusses on the creation of the entrance courtyard which will also provide a respite space to the residents. The courtyard garden is set to the side of the new building away from the busy road and mostly enclosed creating a private secluded space.

The landscape design seeks to:

- Use materials that have warm tones, creating a welcoming, homely feel to the site, while also reflecting those that proposed for the building
- Utilise hues and colours that are complementary to both the proposed architecture and the local vernacular
- Encourage wildlife into the site; plants and trees are selected for their biodiversity capabilities and amenity value

Landscape Masterplan

The key landscape principles for the development of the ground floor landscape plan are set out below:

- 1 Wuerdle Street will remain in place to provide access to the existing four terraced houses. It will be extended to provide a parking area of eight car parking spaces including two disabled bays.
- 2 The building will be accessed via a small court entrance providing a more homely experience for the residents rather than entering directly from the street.
- 3 A low fence and buffer planting will provide defensible space along the road frontage, also contributing to the local streetscape.
- 4 A new bin store of timber panelling will also be provided to the rear of the new building.

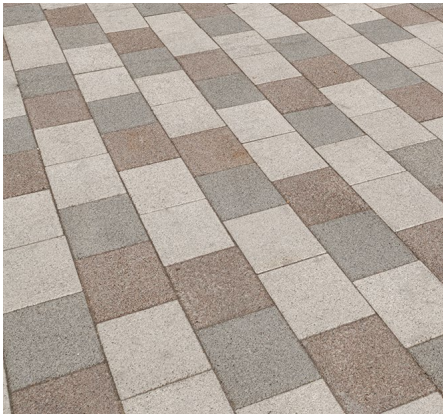


Materials

Hard Landscape

Hard landscape materials have been selected on the following basis:

- Are warm in character and have a sense of domesticity
- Can provide firm, level and fully rigid surfaces with adequate slip resistance in all weather and without overly textured finishes in order to allow a range of ambulant abilities
- Are permeable where possible and appropriate



Courtyard and Entrance Plaza Paving (ref 1 and 2)



Parking bays (ref 3) in PCC 200x100 permeable block paving in mid grey



Steel railing fence (ref 6 and 7) in bronze



Bin store (ref 8)



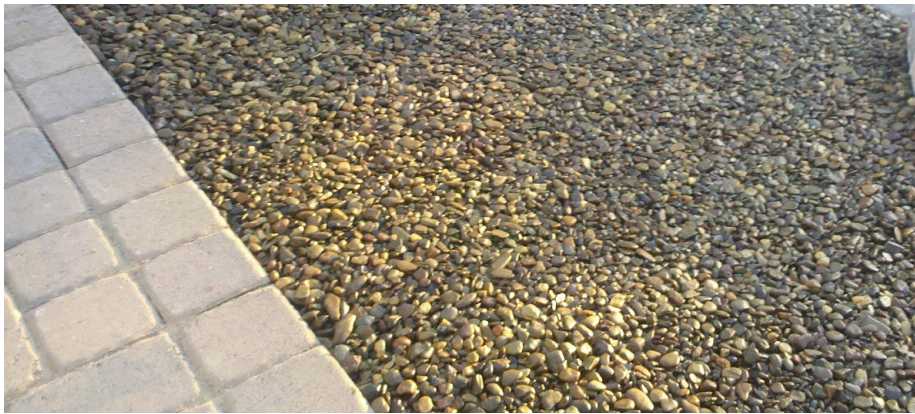
Garden benches (ref 10) - Timber with backs and armrests



Timber fencing (ref 11)



Removable bollards (ref 13)



Gravel surfacing (ref 14)

Planting

Soft Landscape

Soft landscape materials have been selected on the following basis:

- They promote biodiversity and encourage nature onto site
- Within the resident garden, create season interest through foliage and flowering
- Create structure, visual buffering and define space
- Promote sensory interaction through vision, smell and taste



Trees

Species	Height	Specification
Magnolia grandiflora 'Gallissonniere'	350-425	heavy standard
Betula fastigata	350-425	heavy standard

Native Shrub Planting

Species	Pot size	Density
Cornus sanguinea	3L	3/m2
Viburnum opulus	3L	3/m2
Viburnum Lantana	3L	3/m2
Crataegus monogyna	3L	3/m2
Prunus spinosa	3L	2/m2

Ornamental Shrub and Perennials

Species	Pot size	Density
Alchemilla mollis	2L	3/m2
Veronica prostrata	2L	5/m2
Mentha x piperita	2L	3/m2
Thymus vulgaris	2L	5/m2
Foeniculum vulgare	2L	4/m2
Fragaria vesca	2L	6/m2
Angelica archangelica	2L	4/m2
Santolina chamaecyparissus	2L	4/m2
Achillea 'Moonshine'	2L	4/m2
Echinacea purpurea	2L	5/m2
Borago officinalis	2L	4/m2
Primula vulgaris	1L	5/m2
Centaurea 'John Coutts'	2L	3/m2
Rosa 'Bonica'	3L	3/m2
Rosa 'Kent'	3L	3/m2
Rosa 'Pink Flower Carpet'	3L	3/m2
Rosa 'Nozomi'	2L	4/m2
Lavandula angustifolia	2L	4/m2
Laurus nobilis	4L	3/m2
Rosmarinus officinalis	2L	3/m2
Salvia officinalis	2L	5/m2
Santolina chamaecyparissus	2L	4/m2
Viburnum tinus	3L	3/m2



ROSA BONICA



ROSA 'KENT'



SALVIA OFFICINALIS



MENTHA X PIPERITA



ROSA PINK FLOWER CARPET



ROSA 'NOZOMI'



ROSMARINUS OFFICINALIS



FOENICULUM VULGARE



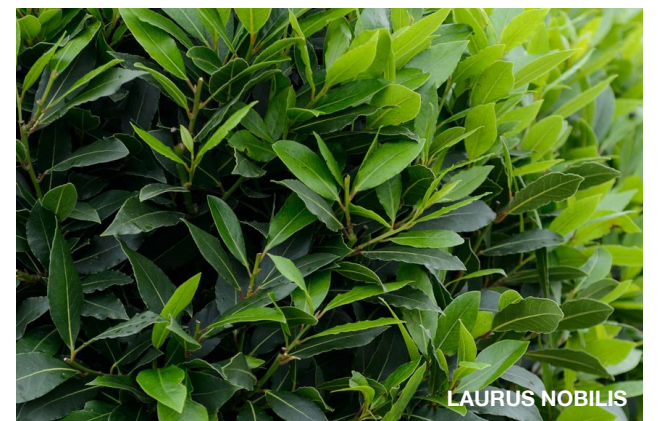
ALCHEMILLA MOLLIS



LAVANDULA ANGUSTIFOLIA



THYMUS VULGARIS



LAURUS NOBILIS



VERONICA PROSTRATA



CAREX OSHIMENSIS 'EVERGOLD'



ALLIUM TUBEROSUM



FRAGARIA VESCA

Sustainability

Landscape Led Design

The land around the proposed scheme has been used efficiently to support a landscape design that introduces a communal courtyard of soft and permeable hard landscaping with zones of ecology planting to encourage wildlife into the site.

Plants and trees have been selected for their biodiversity capabilities alongside their amenity value for residents. Further to this, an ecology appraisal has been submitted as part of the application which sets out mitigation measures to ensure adverse impacts on protected species and habitats will likely be wholly mitigated in line with relevant wildlife legislation and local policies.

The landscape design uses the falling topography to encourage views out over to the Pennines. The design removes a tree from the centre of the site but is not determined by the arboricultural report to not be a tree desirable for retention. The revised scheme maintains all other trees on site, including the ones on the southern boundary which were previously highlighted for removal.

Permeable block paving has been specified for the new hard landscaped areas, promoting sustainable urban drainages and minimising run off.

Orientation and Form

In line with the context, the building's axis and elevations run parallel or perpendicular to Halifax Road. The design responds to orientation by ensuring openings on the south elevation are minimised and the external walkway design has a depth that contributes to shading glazing on parts of the southern façade.

Energy Efficiency and a Fabric First Approach

Embodied energy on the project will be combated through using low impact building materials where possible.

To ensure that the development is inherently low in energy use, the following passive design measures should be implemented:

- Efficient fabric to reduce heating and cooling demand
- Enhanced airtightness that reduces infiltration heat losses
- Energy efficient lighting
- Adequate control of building services systems and lighting systems
- Wall, ground, roof, door and window U-Values will meet or improve the current requirements of Part L2A of the building regulations
- Windows will be specified to ensure g-values meet the Part L2A requirement

Electrical services will be energy efficient in the proposed extension through the following design parameters:

- LED Luminaries - provided throughout
- Use of Natural daylight - average daylight factor to be maximised wherever possible
- Daylight pimming provided in all rooms with daylight access
- Lighting efficiencies >80 luminaire lumens per circuit watt
- Power factor >0.95
- Absence and presence detection for lighting controls

Materials and Finishes

Materials with a low environmental impact will be specified where viable and available. Guidance documents, such as The Green Guide to Specification, and Environmental Product Declarations (EPDs), will guide the design team in the selection and specification of materials making their environmental impact known. The contractor should implement a procurement plan, allowing the team to monitor and track the sourcing of materials used. Materials with a high recycled content, locally sourced, with a low global warming potential, and low or zero VOCs are to be prioritised.

Water Management

Water using systems and equipment will be selected to reduce water use where it is feasible to do so without negatively impacting the performance of the building and control of infection.

Surface water run off has also been considered on site and permeable blocks have been specified for parts of the hard landscaping alongside soft landscaping where possible.

Waste Management

Sustainable design standards are integral to the proposal, including its construction and operation, and have been considered at the beginning of the design process. The design of the building is compact, allowing efficient use of materials in its construction. The building has been designed with a robust palette of materials to simplify maintenance and improve the lifespan of the building. Materials have been selected in line with the BRE's Green Guide to Specification with the majority of materials achieving A or A+ ratings. Care will be taken to reduce waste during construction and excess soil will be used in a cut and fill exercise where possible to reduce material taken off site.

The proposal will adopt the borough's waste reduction and recycling strategy. A refuse store is located in the central courtyard and sized appropriately to allow for segregation of recyclable materials.

Access

Site Access

Vehicular entrance to the site is via Wuerdle Street which runs directly off Halifax Road. The site boundary runs to the centreline of Wuerdle Street and therefore the partial resurfacing of the entire road width has been included to softly integrate the proposed access. Once on Wuerdle Street, site vehicles turn left for the rear car park.

Parking

The car park has eight bays, including two disabled bays, and a shared surface area to the centre of the site suitable for drop off. The policy compliant amount of electrical charging points will be provided to the parking bays.

Cycle loops will be provided for secure bike storage in a convenient location for staff and visitors alike. With convenient access to the main entrance.

Pedestrian Entrance

In addition to the existing pavement along the West of Wuerdle Street a new pavement has been added to the East side, forming safe access for pedestrians entering from Halifax Road. These pavements lead to the existing terraced houses on Wuerdle Street as well as into the main entrance courtyard of the proposal.

Waste Strategy

There is a refuse and recycling store proposed to the rear of the building. The bin store is located in close proximity to the single main entrance, ensuring residents can easily access the store. The strategy will require staff to move the bins onto Wuerdle Street at the time of collection. The store will be secure, provide a good level of ventilation, and will include separate spaces for recycling, clinical and non clinical waste.

Fire Strategy

The scheme is to be sprinklered. A single firefighting stair core is located centrally for emergency access and egress in the event of a fire. The core discharges directly into the central courtyard through a dedicated fire escape, the core is to be ventilated by AOV at top level.

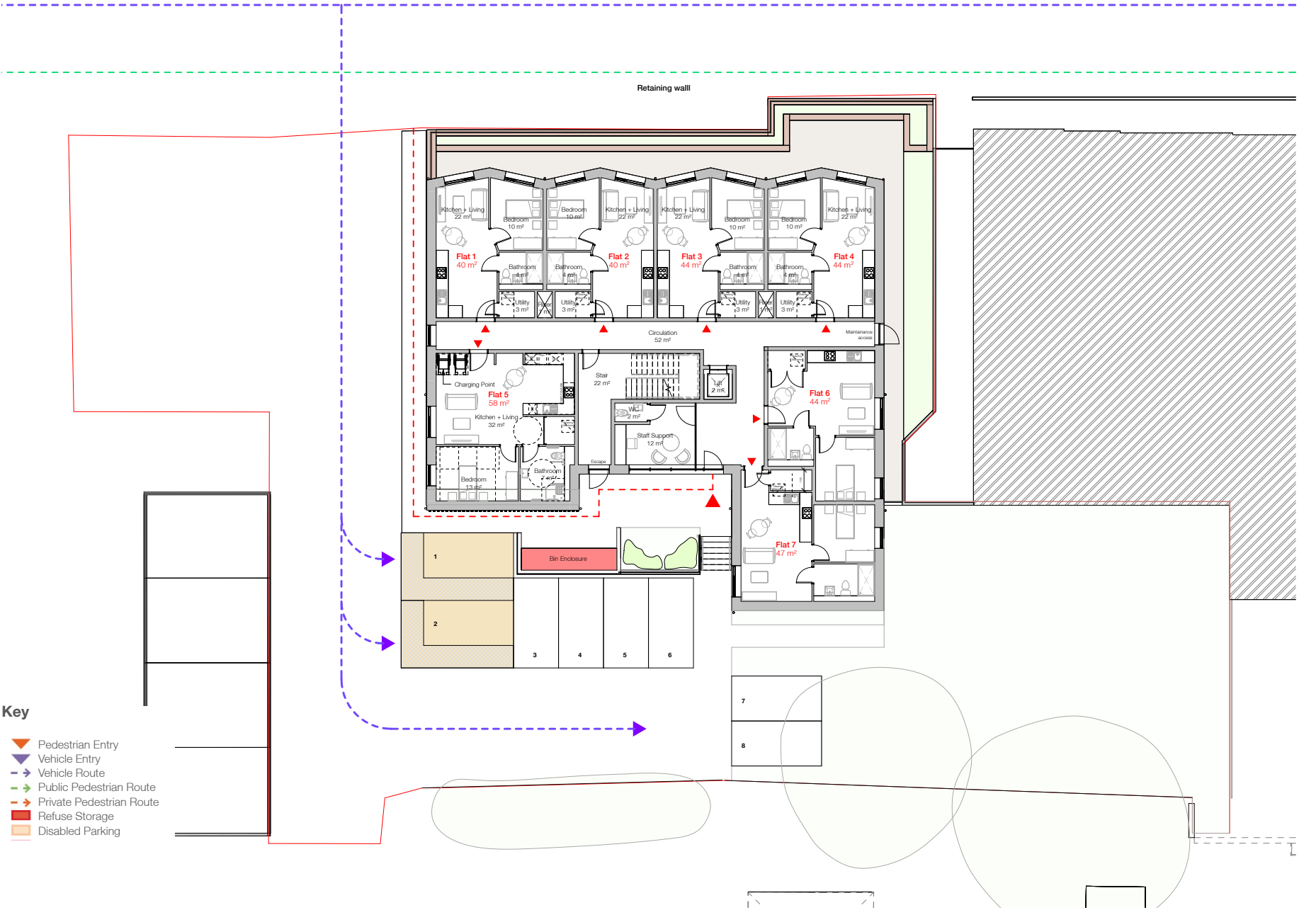
A dry rising main will be located in the core for use of the fire service. Automatically opening vent windows are also included to both ends of the central corridor for emergency discharge of smoke, the corridors are ventilated via roof mounted AOV's at Level 2.

Designing for Disability

The design for the proposed units will meet the requirements set out in Building Regulations Part M. Due to the nature of the project, this is particularly important as the building users will have varying degrees of

mobility alongside other complex cognitive impairments. Accessibility considerations of the design include:

- General site access is flat with hard surfaces
- The scheme includes two DDA compliant apartments
- The buildings will have level access throughout
- The main entrance to the building has been designed to be easily identified



Responding to Planners Comments

Responding to Planners Comments

Introduction

The following pages will provide a summary of how comments from the Planning Officer have been addressed within the newest revision of the design.

Comment 1

Please explore solutions for improving the outlook and natural light to demonstrate that flats 1-4 would be provided with an acceptable level of amenity, whilst still providing acceptable massing and boundary treatment. We previously suggested setting the front elevation further back into the site and it is still considered a further set back could address some of the issues identified.

Response to Comment 1

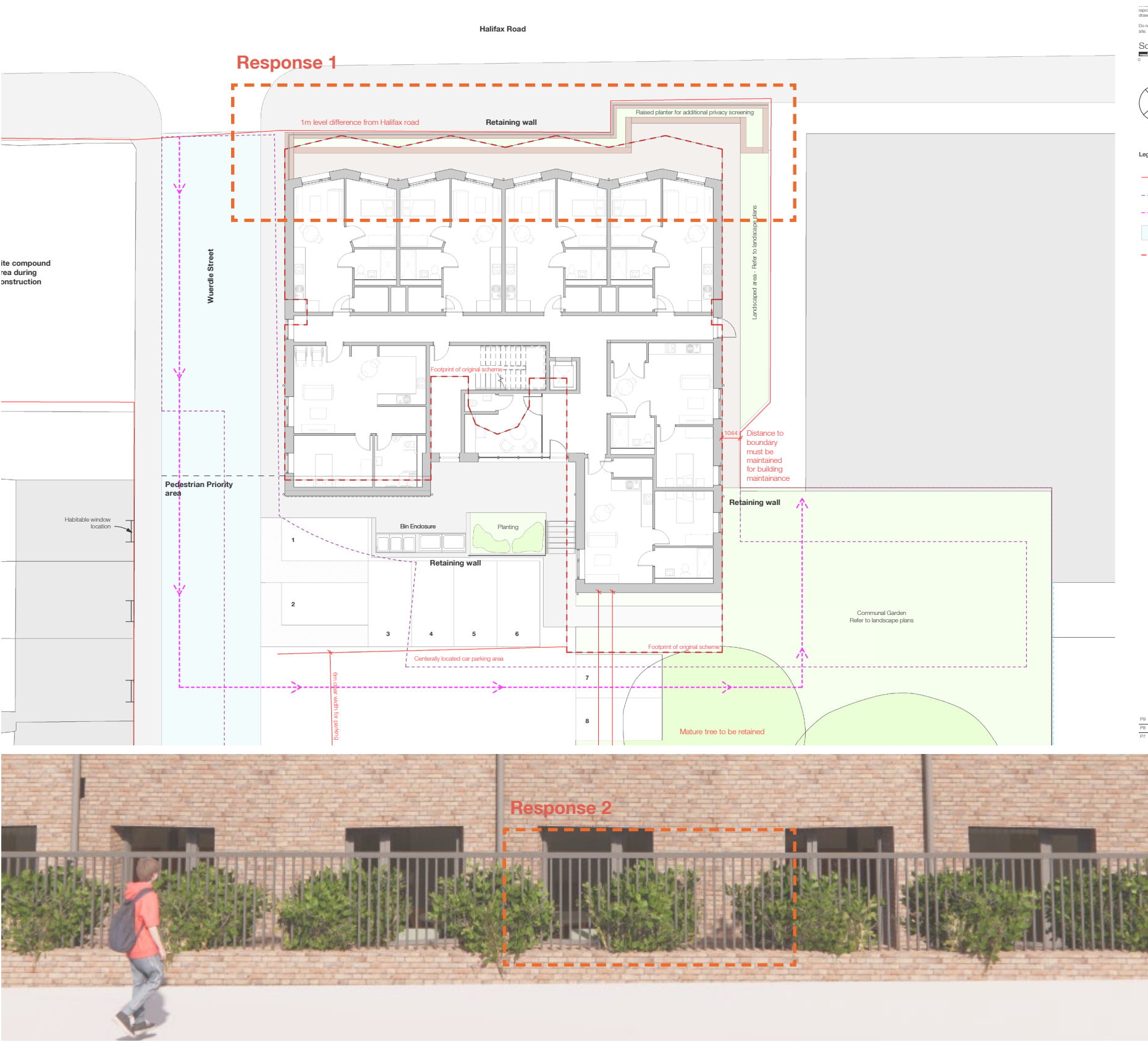
Front elevation has been set back within the site by 1.8m. The addition of evergreen planting and railing alongside a lower brick wall provides better outlook from the apartments, better privacy from passers by, and the ability for more natural light to enter the apartments.

Comment 2

The improved boundary treatment and reduction in levels has also impacted on the visual appearance of the development when viewed from the street scene and creates rather a dead looking frontage. This is further addressed in the Urban Design comments and amendments are required to ensure that the development provides a visually attractive and active frontage.

Response to Comment 2

An amended boundary treatment of evergreen planting and railing (in a colour to match the window frames on the proposed building) allows for more of an active frontage feel to the front elevation. The rhythmic nature of the railings with the more organic nature of the planting behind allows for more light to enter the ground floor apartments (1-4) than the previously solid boundary treatment.



Responding to Planners Comments

Comment 3

Amendments to the internal ground floor layout are required to remove any principal windows that face towards the petrol station and its boundary. This is a matter that could be resolved through reverting to the 24th April layout.

Response to Comment 3

Following a consultation with a fire officer, the maximum escape distances made it necessary to locate the stair core centrally. Reverting back to the layout proposed on 24 April would reverse the design development undertaken to ensure safe travel distances. In addition, the projecting element on this previous (24 April) design could not be located centrally (i.e move with the stair core) as it would affect interface distances with the existing Wuerdle street houses.

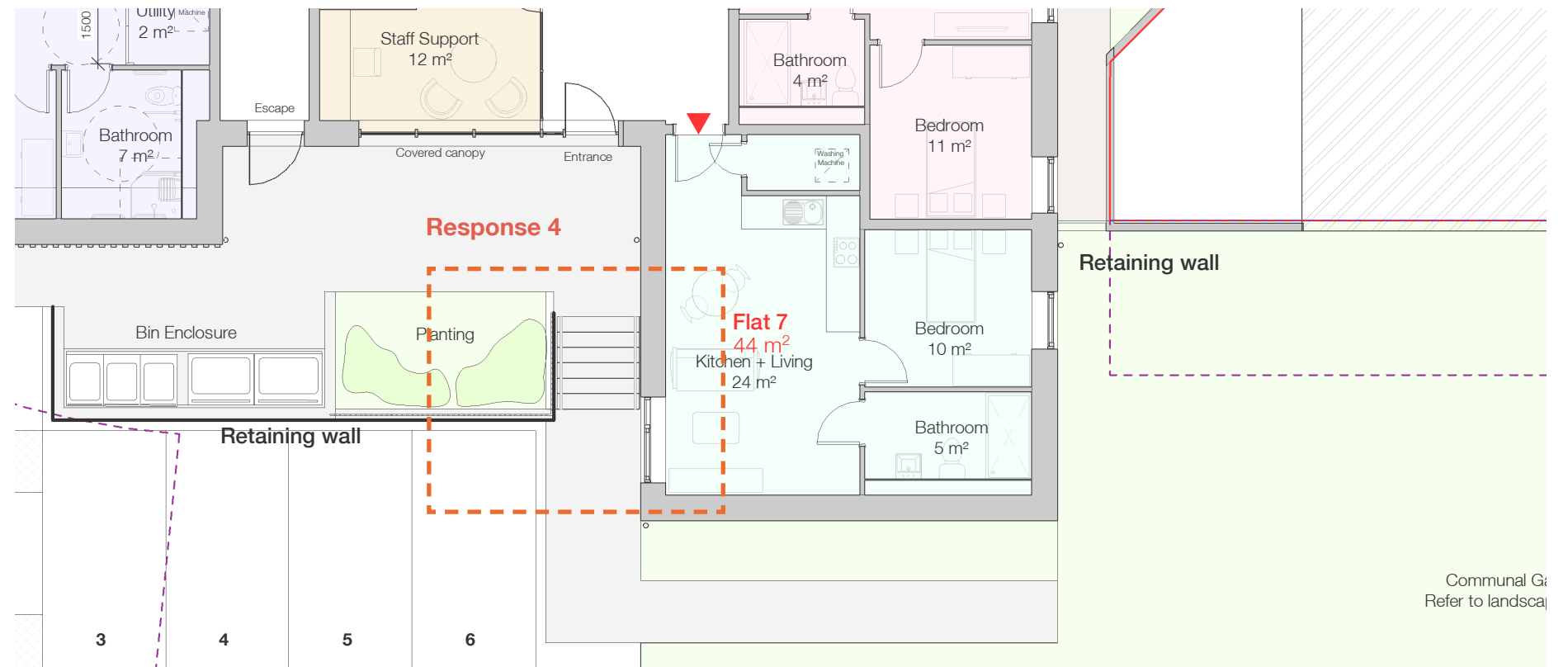
Comment 4

For flat 7 (or any similar window on an amended layout) it is important that the communal garden does not allow for unacceptable overlooking/lack of privacy. It is therefore recommended that you provide low level planting outside of the bedroom window to provide a buffer between the garden and the habitable room window.

Response to Comment 4

The bedroom window for apartment 7 sits 1675mm above the level of the communal garden. On the elevations, for all ground floor windows we have suggested that these are to be treated with a mirrored/one-way film in order to enhance privacy. These will also be supplemented with internal blinds so that residents can control the level of privacy and natural light in the their apartments.

Moving the external steps away from the window of apartment 7 means that this now sits at an elevated level to the ground.



Responding to Planners Comments

Comment 5

I have visited the rear gardens of nos. 43 and 45 Old Road and the current separation is the minimum we can accept on the site, when balancing the benefits that would be generated by the scheme against its impacts. The relationship would however be significantly improved if you revert back to the 24th April layout and this is strongly encouraged.

Response to Comment 5

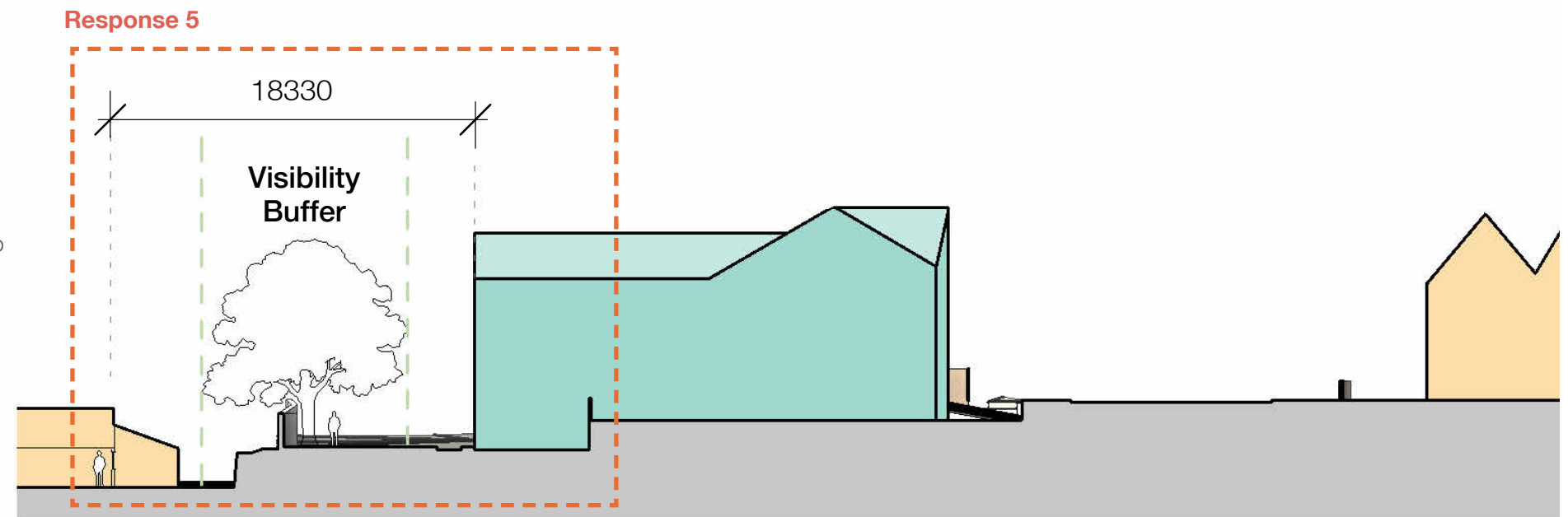
Setting the proposal back in the site as per comment 1 has meant that the relationship between the rear elevation and 45 Old Road cannot also be improved without considerable loss of space within the apartment. As per previous comments, reverting back to the layout submitted on 24th April is not possible. Extensive planting to the rear of the site creates a visibility buffer from the bungalows in the adjacent plot.

Comment 6

For flat 12 the only windows would face directly onto the pavement of Wuerdle Street. This would not create a high level of amenity for the residents and it is recommended that the layout of the flat be amended the that the windows are rear facing, with a low level planting barrier providing separation between the windows and any pedestrian movements. This would provide a higher level of amenity for residents of flat 12. This would be more similar to the 24th April layout.

Response to Comment 6

Positioning windows to the rear of the plan in apartment 12 will create an overlooking issue from habitable windows into the gardens of the bungalows to the rear of the site. The windows positioned on the side of the building allows for an extended view across Wuerdle Street and down Halifax Road.



Responding to Planners Comments

Comment 7

Please also consider the placement of the tree adjacent to parking spaces 5 and 6. Whilst the use of planting is welcomed, a tree may not be the most appropriate feature in this location as it may significantly overshadow the lounge/kitchen window of flat no.7. Please ensure that the layout provides a good standard of amenity for all residents.

Response to Comment 7

This tree has now been replaced with low level planting to avoid overshadowing into the apartments.

Comment 8

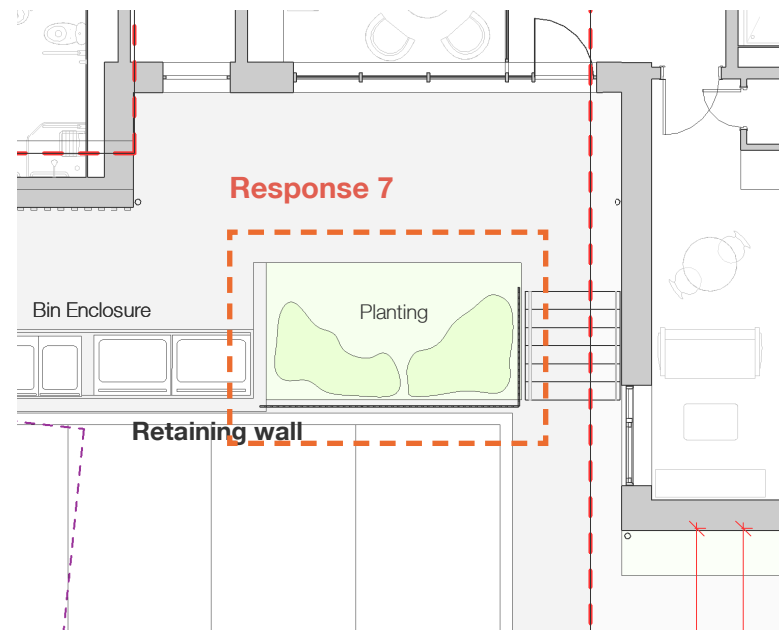
The Urban Design comments provide advice on materials and specification of details, such as window and roof details and the position/type of rainwater goods. Please ensure that these comments are fully considered with submission of any amended plans, with particular regard given to the roof details.

Response to Comment 8

The desired pattern for brick is most accurately represented in the elevation images. There is a desire for a range of tones to add visual interest and to incorporate softness with a weathered-looking brick.

The mullions of the triangular windows are aligned with mullions of the windows below.

Rainwater downpipes will be specified to high quality. These are intended as a feature, in particular to break up the side elevations and add visual interest. It is felt that incorporating good quality downpipes on the front elevation will not diminish the impact of the splay, but will create a sense of rhythm and continuity with the rest of the scheme.



Responding to Planners Comments

Comment 9

The alterations to the west elevation are largely supported in terms of design and are considered to be an improvement on the previous submission. Can you please however explore options of breaking up the large expanses of brick work. It is also important that the profile of windows is correct and thick, bulky frames will likely not be supported - please see Urban Design comments for more detail.

Response to Comment 9

Due to pulling back the building on the site, this elevation has now reduced in scale therefore the expanses of brick are reduced. The urban design comments regarding the window surrounds are valid, and we believe the thickness of the surrounds currently shown in the proposal is in line with their recommendation.

Comment 10

In visual amenity terms, the design of the south (rear elevation) is also improved (residential amenity and massing comments still apply). Improvement to break up the expanses of brick work should however be explored.

Response to Comment 10

The corbelling present on the western (Left) gable has been introduced on the eastern (Right) gable to break up the expanse of brick as per the comment. The corbelling is intended to soften the journey from the street to the main entrance, adding interest to this route. Applying the corbelling to the face which users pass to the garden also feels appropriate, without overusing the effect.



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