

1 Castle Hill Crescent, Rochdale,
OL11 4HA

Design & Access Statement



Revision /
4th May 2025

**SOLID
VOID**

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1.0 Introduction

This Design and Access Statement has been prepared by Solid Void on behalf of Buckley Developments Ltd to supplement a full planning application for a proposed, 3-storey, new-build apartment development at 1 Castle Hill Crescent, Rochdale.

The site is presently a single, family dwelling with extensive, hard and soft landscaped gardens, across a sloping site with associated car parking. Located adjacent to Sparth Bottoms Road and Manchester Road, the site sits in a highly sustainable location approximate 0.5 miles from the centre of Rochdale which affords potential future residents all the shops, amenities and transport hubs required to travel further afield. Rochdale town centre has a train station offering services to Leeds, Manchester, Blackburn and Clitheroe to mention a few and future expansion plans to provide a service to London. The Metrolink serves the majority of Greater Manchester and bus terminal also offers alternative means of sustainable public transport.

At the top of Castle Hill Road sits Castle Hill House. The site is believed to be first developed shortly after the Norman conquest of England in 1066, when a fort was built on the crest of the hill and was occupied until the 1200's. The site is presently, a Georgian manor house that was built in 1820 and is stone faced with a portico, hipped roof behind a parapet and has 12-panel traditional sash windows.

As well as being highly accessible, the site has been previously developed and as such is classed as a brownfield land. Manchester Road to the east is one of the main arterial roads out of the town centre, leading towards Castleton, Heywood, Bury, and beyond. The proposal seeks to demolish the existing bungalow and create a new part 2/3 storey apartment development to realise the full potential of the site and seeking to provide much needed homes in the form of 1-bed and 2-bed flats. The development would also fall under the +15-unit requirement to provide affordable housing, so the proposed tenure is for open market rent.

To promote sustainable means of transport, the cycle storage has been designed to be integrated within the building so that it is safe, secure and a cycle space is allocated per flat. Communal bin storage is also proposed to be housed within the building in a discrete location that can easily be serviced by the Local Authority Bin collection service.

The site has been carefully appraised by the Design Team and sensitively designed to respect neighbouring interface distances, protecting existing and future resident's outlook and amenity spaces. The shape of the building seeks to create an architecture that addresses both Castle Hill Crescent and Manchester Road primarily, which also creating a presence to Sparth Bottoms Road.

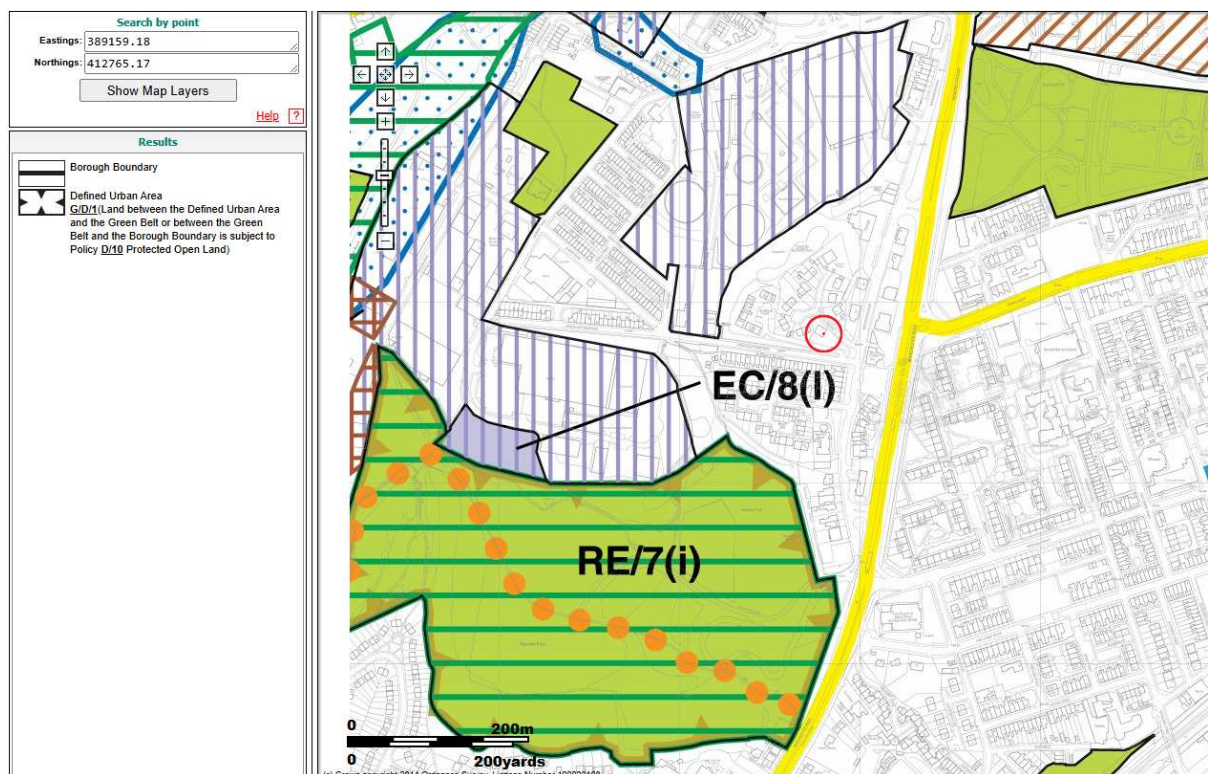
The existing landscaping is sloping, and therefore the parking strategy seeks to utilise the relatively flat sections of land to both the northwest and southeast parts of the site to create communal resident's parking; 8 no. spaces in total. The site has been appraised by our project Ecologist who confirms that an Arboricultural survey is not required due to the extensive hardstanding and neighbouring tree distance away from the site. They have however provided a report within the planning submission to address the 10% uplift requirements Biodiversity Net Gain and their Preliminary Ecological Assessment.

2.0 Planning Policy

The Local Development Framework for Rochdale comprises of the Adopted Core Strategy (adopted in 2016) and the Rochdale Unitary Development Plan (adopted in 2006). Regionally and nationally, both the Places for Everyone and National Planning Policy Framework (2001) apply respectively.

The delivery of housing policy (C1) from the Rochdale UDP has recently been superseded by the Places For Everyone (PfE) Joint Development Plan Document. Within which, it sets out the requirement for Rochdale to deliver 10,472 dwellings over the plan period to 2039.

The site sits within the Defined Urban Boundary and doesn't have any other designations, in accordance with the Rochdale Unitary Development Plan (2006).



The site is situated within a predominantly residential area, but other uses in the immediate vicinity include a children's day nursery and public houses.

3.0 Use

This planning application seeks to create a new residential development, use Class C3, including associated cycle storage, plant space, refuse store, car parking and landscaping.

4.0 Amount

The proposal seeks to create an apartment block with a total gross internal floor area of 609sqm (6,555sqft).

5.0 Layout

The main entrance to the building is positioned to the southeast end of the site, directly accessible from Castle Hill Crescent and visible from Manchester Road. The building has emergency fire escape access to the northern side from the stair core and adjacent are discrete access doors to the bike and bin stores.

The layout of the building places the stair core centrally so that circulation corridors are minimised and therefore residential efficiencies are maximised. The ground floor comprises of entrance corridor, 1-bedroom studio flat, 2-bedroom flat, cycle store and bin store. The first and the second floors both comprise of 2no. 2-bedroom flats and 1no. 1-bedroom flat.

6.0 Scale

The scale and massing of the built form is deemed to be appropriate in this locality for the following reasons:

- It occupies a prominent position on the corner of Castle Hill Crescent and Sparth Bottoms Road which creates a 'gateway' opportunity to add some additional height in this context, without the massing appearing incongruous.
- The neighbouring buildings are a mix of two and two and a half storey properties.
- The extensive, front facing, garden of the existing property results in a poorly defined streetscape with lack of built form. The street would be enhanced by a building that makes the most of the sloping topography to create a building that is part two-storey and part three-storey.
- The massing reduces to two-storey at the northern end of the site, adjacent to 3 Castle Hill Crescent, as this part of the site is the closest interface distance with an existing two storey building surrounding the site. All other interface distances have much further offsets of 22.5m, 23.5m and 43m respectively, with proposed façades designed at acute angles to the existing to further strengthen the sense of privacy.



7.0 Landscaping

The appended Biodiversity Net Gain Assessment confirms the following:

A gain of 0.08 habitat units will be incurred as a result of the development and E3P's recommendations, which include the retention of an individual tree, as well as the creation of 0.0245 ha of poor condition modified grassland habitat and the planting of 7 small, moderate condition trees.

For the proposed trees to achieve a Moderate condition, the following criteria must be met:

- The tree is a native species.
- There is little or no evidence of an adverse impact on tree health by human activities (such as vandalism, herbicide or detrimental agricultural activity). And there is no current regular pruning regime, so the trees retain >75% of expected canopy for their age range and height.
- The tree canopy is predominantly continuous, with gaps in canopy cover making up <10% of the total area and no individual gap being >5 m wide (individual trees automatically pass this criterion).
- More than 20% of the tree canopy area is oversailing vegetation beneath.

In addition, the planted trees must be planted at least 5 m apart. With the above implemented, the trading rules of the metric will be satisfied in relation to habitat units as habitats lost will be 'traded up'. In addition, over the 10% gain requirement on site has been achieved. As such, no further mitigation in relation to planting is required. Enhancements could be provided on-site, which could include bat and bird boxes.

All boundaries will be retained as existing or enhanced where repairs are required.



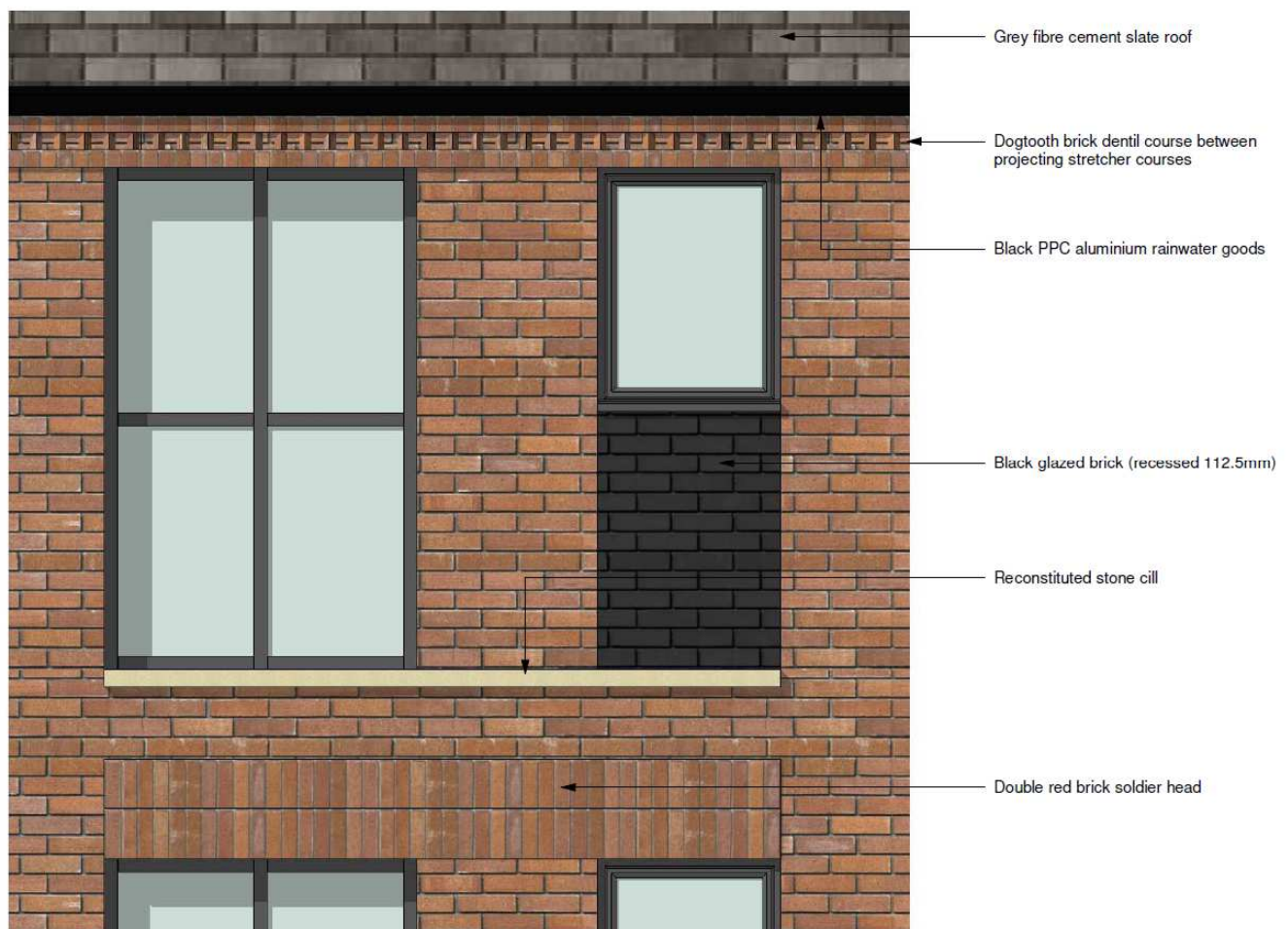
8.0 Appearance

The building is proposed with a double, duo pitched roof, and the form is faceted in order to align the building to the share of Castle Hill Crescent. The design minimises the impact of the massing towards adjacent dwellings to reduce any sense of overbearing.

The building's facing materials will be selected from a high-quality palette, including natural roof slates, heritage multi-style red bricks, black glazed brick, stone cills, smooth blue engineering bricks, dark grey aluminium framed windows, doors, curtain walling and a glazed balustrade projecting balcony.

Windows are punctuated into the façade in a regular, rhythmic fashion with two styles of window proportional that are arranged in a repeating pattern. The proportion of windows are broken down into regular modules sizes using transoms and mullions to create a harmonious and considered window format.

The façade is further activated with stone string course / cill detail, red brick double soldier heads, and a black glazed brick which is used to define the window module size whenever a half height window is required to be used, and to demarcate the main entrance, where a canopy is also used for shelter.



9.0 Access

The main vehicular access and car park is proposed from Castle Hill Crescent for cars and pedestrians, adjacent to Manchester Road. In addition, there is space for two additional car parking spaces to the northern end of the site. The building's internal bin store and cycle store can be accessed from a footpath that circulates the building and connects to the main entrance to the site.

The cycle store has the capacity for 8no. cycles secured to Sheffield hoops

All thresholds will be level and accessible for people who are in a wheelchair or less physically able. In addition, the stair core will meet the design requirements of Approved Document M.

The car park contains 8no. car parking spaces, all capable of charging electric vehicles.

10.0 Sustainability

The new residential apartment block will seek to be extremely energy efficient and sustainable through the following measures:

- Adopting a 'fabric first' approach, with responsibly sourced, high-performance insulation.
- Air tightness detailing to ensure that heat doesn't unnecessarily leak out from the building.
- Maximisation of solar photovoltaic panels to generate on-site electricity to serve the building.
- Providing excellent cycle storage to encourage cycle use, with very convenient links to trains, Metrolink and bus station.
- Consideration of low carbon technologies and heat recovery ventilation systems.