



QUEENS DRIVE | KIRKHOLT | ROCHDALE

DESIGN, ACCESS AND PLANNING STATEMENT

Produced by Triangle Architects Ltd.

On behalf of Mosscafe St. Vincent Housing (MSV)

February 2026

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1.1 PURPOSE OF DOCUMENT

This document is being submitted as part of a full planning application for a residential development consisting of a 28 no. total units, comprised of 5 no. terraced dwellings alongside a 3-storey apartment block of 23 no. dwellings, all for social rent, with associated landscaping, private amenity space, access and parking, on behalf of our client Mosscafe St Vincent Housing (MSV). This document will explain and justify the design and access principles that are intended to deliver a high-quality proposal. It should be read in conjunction with the other planning documents and the drawings submitted as part of this application.

In association with Triangle Architects, this scheme is being developed by MSV to provide much needed affordable housing provision to the area. MSV are a not-for-profit Registered Provider who own and manage almost 9,000 homes across Greater Manchester, Lancashire and West Yorkshire, with a key focus on providing “Healthy Homes and Fair and Friendly Service” for a wide range of families, households and individuals.



Site Location and Surrounding Context

1.2 METHODOLOGY

The purpose of this design and access statement is to describe the key principles behind the evolving design proposals. The proposals have been developed within the context of the surrounding areas and this statement seeks to demonstrate how the scheme will be sympathetically located and relates to its existing context.

This document covers each design issue in turn. Under each issue an appraisal is carried out, current planning policy and best practice are considered and the reasons for the current proposals are put forward. A number of different sources have been used to compile this report including ‘Design and Assess Statements: How to write, read and use them’ (2006) prepared by CABI and the ‘National Design Guide: Planning Practice guidance for beautiful, enduring and successful places’ (2019) prepared by MHCLG.

The National Design Guide sets out ten characteristics necessary for creating a well-designed place, which have influenced our approach to the proposed development as follows:

1. **Context** - Visually enhancing its context and responding positively to the existing urban grain and adjacent built form.
2. **Identity** - Responding to the existing local character and identity by producing well-designed and high-quality building that creates character and identity by an attractive material palette and detailing.
3. **Built form** - Designing a compact form of development, making efficient use of the application site with an appropriate amount of built form and open space that optimises development density.
4. **Movement** - Enhancing the vehicular access/egress route to the site to/from surrounding roads and designing a much-improved, well-considered parking and service arrangement for the proposed development.
5. **Nature** - To provide enhanced landscaping to improve biodiversity.
6. **Public spaces** - Providing well-designed public realm areas to support social interaction between future residents.
7. **Uses** - Comprising a specific type of residential accommodation for a specific requirement within the local community.
8. **Homes & buildings** - Designing healthy, comfortable, and safe internal and external environments.
9. **Resources** - Addressing carbon reduction via energy hierarchy, selection of materials and modern construction techniques.
10. **Lifespan** - Considering the management and future maintenance of the development.

The role of the design and access statement is:

- To guide and shape the future use and redevelopment of the former Kirkholt Medical Centre site.
- To establish the parameters and principles for the new development.
- To act as a material consideration in the determination of the reuse and redevelopment of the site.
- To create a sustainable and high-quality development that is appropriate to its context and that both preserves and enhances the character and appearance of the site.

1.3 DESCRIPTION OF THE DEVELOPMENT

The application relates to an irregularly shaped parcel of land, covering a total area of approximately 0.39 Ha in size. The site lies to the south of Queens Drive, within the Kirkholt area of Rochdale (postcode OL11 2NP), approximately 1.6km south-west of Rochdale town centre. The town of Rochdale is in the foothills of the South Pennines and lies in the dale of the River Roch, 5 miles north-west of Oldham and 10 miles north-east of the centre of Manchester.

The site is located on land to the south of Queens Drive, and is bounded to the north by the A664 (Queensway) running east-west, beyond which is residential development to the north and industrial/commercial premises to the west. Directly adjacent to the site, to both the east and west, 3-storey apartment buildings are found which bookend the site alongside further residential development beyond. To the south, the site is bounded by woodlands and further green space beyond; this falls within the category of ‘Local Urban Open Space’ as defined within the Rochdale Council Allocations Plan.

The proposed development consists of a total of 28-units split over two housing blocks – a 3-storey, 23-unit apartment building (comprising 1-bed dwellings) on the west of the site and a block of 5 no. 4-bed terraced dwellings to the east all set around a central ‘Public Green’, all for social rent.

The site and immediately surrounding area was previously occupied by 6 no. identical residential blocks of flats, sited at regular intervals fronting Queens Drive. These blocks of flats first appear on historic mapping data from circa 1956 onwards, however only 3 still remain standing. Three were demolished in 2009, with Google Street View imagery showing them boarded up and in apparent disuse in 2008. Following their demolition, the site was utilised for the Kirkholt Medical Practice building (a temporary ‘portacabin’ structure) and its associated car parking facilities. The Medical Centre structure has since been demolished and the land on the east of the site now lies vacant. The land on the western portion of the site is partially occupied by ‘Q-Gardens’, a locally run Community Gardens.

The wider area comprises a mix of land uses, including Residential, Commercial/Industrial and Education. The site is situated at a junction between land uses, with a boundary somewhat defined by Queensway and the A627 adjacent to the site. To the east of the A627, much of the land use consists of residential development while the land to the west is primarily commercial and industrial. The housing stock adjacent to the site comprises principally traditional ‘Post-War’ semi-detached dwellings, faced with brick/render. There is also some more modern developments interspersed within adjacent infill sites, inclusive of no's 2-12 Queens Drive. Larger 3-storey blocks of flats enclose the site to the east and west. The site is within close proximity to a number of schools and nurseries, inclusive of Sandbrook Community Primary School within 200m of the site, with Ashfield Valley Primary School and Holy Family Roman Catholic School within 1mile of the site to the north and east respectively. Additional local facilities including shops and medical services are within walking distance of the site.

The site is identified within the Rochdale Borough Council’s Strategic Housing Land Availability Assessment (SHLAA) 2024 as land suitable for future housing development, under SHLAA code SH2065. The land has an anticipated density of 34 dwellings/Ha and an anticipated capacity of 22 units. The site is also identified within Rochdale Councils Draft Allocations Plan, mapped under reference AL/HOU/74.

The site itself is on unallocated land in Rochdale Council’s UDP, however the area of woodlands to the south of the site (covered by dense, mature trees and shrubbery) is identified as ‘Local Urban Open Space’ and ‘Green Network’ within the Environment Sites and Designations.

The scheme includes 28 units overall with a mixture of 1-bed flats and 4-bed dwellings, provisions in line with Rochdale Council’s Housing Allocation Requirements (See ‘The Development: Amount’ section later).

1.4 DESIGN OBJECTIVES

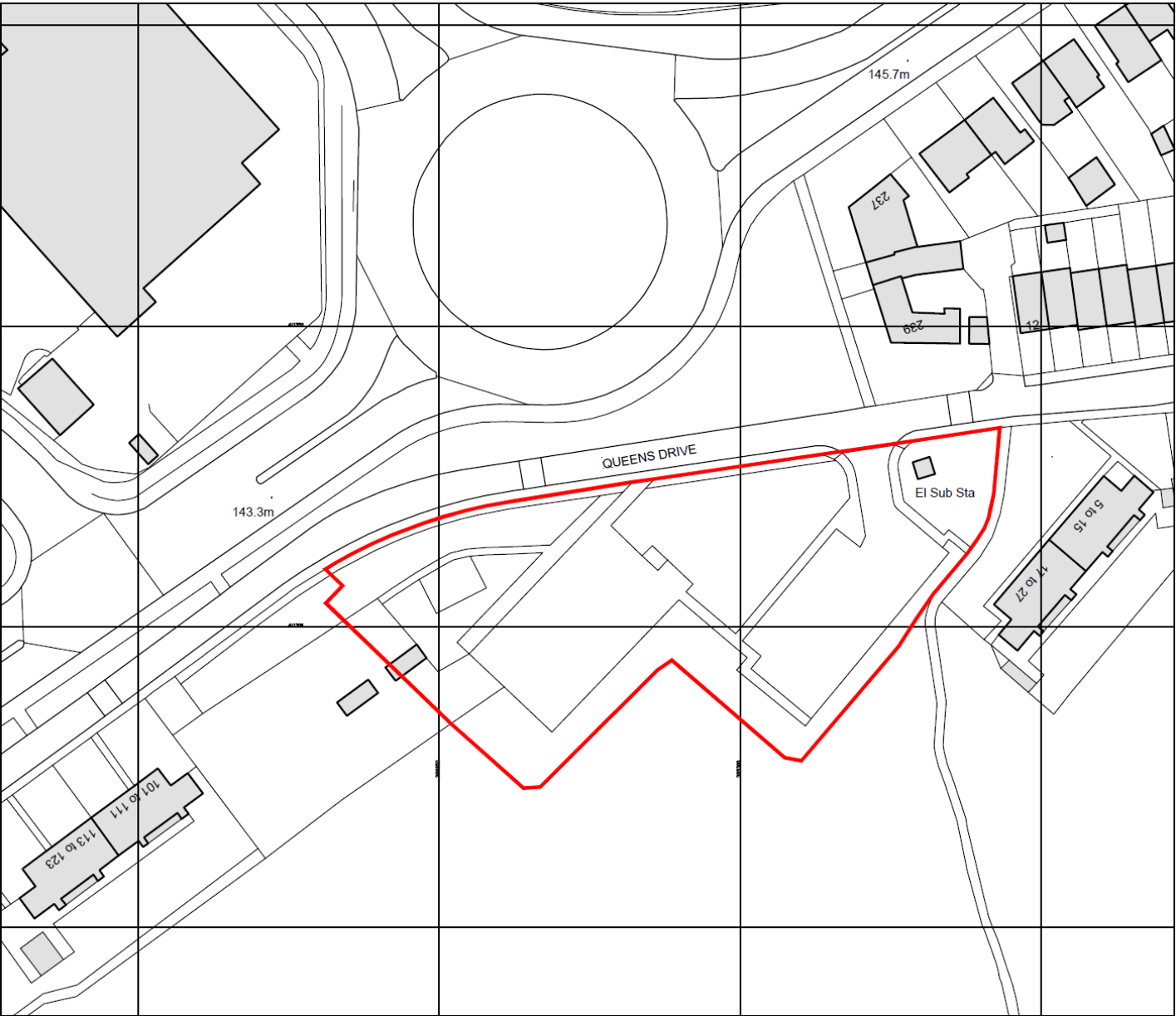
The application site is a prominent site within the local area. The intention is to create a high-quality sustainable development that addresses housing need and meets the needs of the local community. This proposal has been developed in response to an identified local demand, helping to reduce anti-social behaviour issues and the various problems associated with the site in its disused state. By redeveloping the former brownfield site, we plan on increasing the benefits of its regeneration by utilising vacant land and delivering affordable homes for local residents.

MSV’s vision for this site is to create a secure outward looking scheme for social rent. They want to provide housing, with the aim of creating a balanced community and to promote tenure diversification in the area. The key important factors in developing the design, which have remained from the outset, are as follows:

- Reinforce the existing “Sense of Place”, adding further **identity** to the existing community as an extension of the neighbouring housing areas.
- Respond to the need for a **mix** of dwelling sizes.
- Establish a clear connection to the existing street pattern, and relate to the existing street setting, allowing ease of **movement** for pedestrians and vehicles.
- Strong presence along the existing streets and clear building lines with active street frontages that reflect the different edges of the site and provide natural surveillance.
- Utilise well-defined boundary treatments to ensure safe spaces and create a clear distinction between public and **private** spaces.
- Creating a clear and coherent scheme that respects the existing **context** within which it sits.
- Utilising the traditional residential **built form**, with robust, secure homes and modest contemporary details.
- A **careful selection** of external materials with brick being the dominant material with brick feature areas.
- A considered response to Queens Drive, the surrounding properties and land uses and identified site constraints.

1.5 PROJECT TEAM

Applicant/Client	Mosscares St. Vincent Housing (MSV)
Employer's Agent	Whiteley Eaves
Architect	Triangle Architects
Structural Engineer	Adept Civil & Structural Consulting Engineers
M&E Consultant	Davies Partnership
Fire Engineer	Inspectas
Ecology Consultant	Rachel Hacking Ecology
Arboricultural Consultant	Tree Solutions
Landscape Architect	Saville Landscape Design
Transport Consultant	Eddisons
Crime Prevention Design Consultant	Design for Security Ltd.
Acoustic Consultant	Azymuth Acoustics
Utilities Consultant	TDS Group Ltd.



— Site Boundary (0.39Ha)

Existing Buildings

Redline site boundary
Extract from dwg no. 22-042_01

2.1 SITE CONTEXT & AMENITIES

The 0.39 Ha site is owned by Rochdale Metropolitan Borough Council (RMBC) who have appointed Mosscafe St Vincent Housing (MSV) to deliver the scheme and will transfer ownership of the site. The Council has therefore been a key stakeholder and has worked proactively with MSV throughout the process to ensure that the scheme has a lasting positive impact.

The proposed development site is located in Kirkholt, approximately 1 mile (1.6km) south-west of Rochdale Town Centre. The suburb of Kirkholt is accessible via Manchester Road (A58) to the north and the Rochdale Bypass (A664) to the west. These roads link Kirkholt to the surrounding areas of Rochdale as well as the wider motorway network via the A627 and M62. The M62 runs to the south of site, giving access to Manchester to the south-west and the rest of Greater Manchester regions.

The site has a mixed recent history - most recently it was occupied by the Kirkholt Medical Centre, a temporary ‘portacabin’ structure, with associated car parking. Following the construction of the new permanent Kirkholt Medical Centre, also designed by Triangle Architects, the temporary structure was demolished after prior approval was granted in 2023. The land has since been partially cleared and its use has been split; the land to the east has remained vacant, with the footprint of the former medical centre still visible in hardstanding and the parking court blocked off. The land to the west is now partially occupied by ‘Q-Gardens’ Community Gardens. Prior to this the site was occupied by 3 identical apartment buildings, a part of a wider series of 6 buildings fronting Queens Drive – 3 of these are still standing, and can be seen bounding the overall site to the east and west. The footprints of the 3 demolished apartment buildings can still be seen on the site, with the former medical centre (now demolished), the car park and the community gardens each sitting approximately within the footprint of one of the demolished apartment buildings.

See separate Phase 1 Desktop Study for details of historical data.

The site at present is generally flat, with a shallow gradient rising towards the south of the site, and comprises cleared land and footings associated with the former medical centre structure. There are a number of trees planted along the perimeter and around the site; given the site constraints it is not expected that all tress will be able to be retained. The site is bounded by boundary treatments of low level timber knee rails along Queens Drive, and high metal fencing bordering the ‘Green Network’ land to the south and the Community Gardens site to the west. The north-eastern border is unbounded, with a small patch of maintained green space providing a buffer from the adjacent apartment building.

The site is within a highly sustainable location and meets the aspirations of the National Planning Policy Framework. It is in close proximity to shops, services and has excellent access to public transport. Local facilities, inclusive of shops, medical services and schools are all within walking distance of the site. Vehicular accessibility includes direct access on to Queens Drive, leading to the Rochdale Bypass, A58 and the M62 beyond, providing travel links to Rochdale and Greater Manchester. The site also has excellent access to public transport, with buses stopping regularly on Queensway to the north. Rochdale Town Centre is 1 mile to the north, with access to Train and Metrolink stations heading towards Manchester.

See separate Transport Statement for further details of Sustainable Accessibility, and access to local amenities and services.

PLANNING HISTORY

- 23/00898/DEM September 2023 Prior Approval to demolish the medical centre
- 10/D52917 February 2010 Change of Use of land to form allotments
- 09/D52501 September 2009 Erection of lighting columns to car park
- 09/D51972 April 2009 Erection of single storey doctors' surgery

2.2 SURROUNDING BUILDINGS

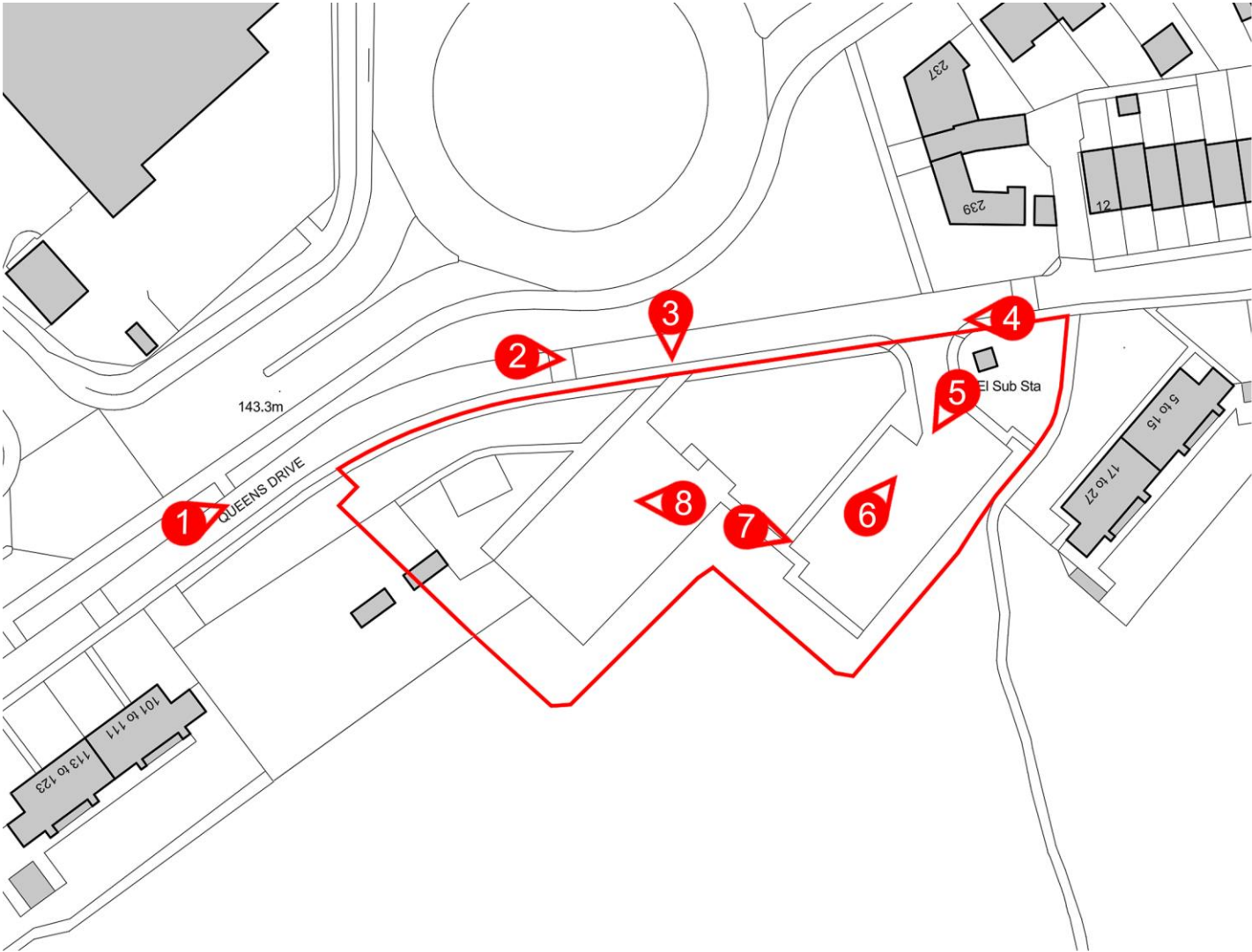
There are a range of architectural typologies found within the surrounding housing stock and in the wider Kirkholt area, although is predominantly dictated by traditional ‘Post-War’ housing, typically dictated by their robust brick facades with minimal robust detailing and regular massing and fenestration arrangements. Directly adjacent to the site is the series of 3-storey apartment buildings, these are a repeating typology found within the local area, including a row of 4 on Daventry Road to the south. There are also sporadic modern housing developments on small infill sites across the area, including 6 dwellings on the eastern edge of Queens Drive. The residential housing stock is typified by consistent residential built form and massing, predominantly 2-storey with the occasional single-storey and 3-storey buildings. The apartments directly surrounding the site are 3-storey.

Beyond the traditional residential typologies, there are a number of commercial and industrial buildings within the immediate vicinity of the site, most prominently the Williams BWM Building on the opposite side of Queensway, with an approximate 2-storey equivalent overall massing. Many of the surrounding industrial buildings retain the character of the area through the use of traditional brick facades and robust detailing.



Surrounding Building Typologies and Building Heights

2.3 SITE PHOTOGRAPHS



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2.4 PLANNING STATEMENT (POLICY AND GUIDANCE)

This section will refer to the various national and local planning policies that are to be considered against this planning application. The site falls within the remit of the Adopted Rochdale Core Strategy. Additional material considerations for this application are:

- The National Planning Policy Framework (NPPF)
- Extant Unitary Development Policies
- Supplementary Planning Documents (SPD)
- Places for Everyone Joint Development Plan (March 2024)
- Oldham and Rochdale Urban Design Guide
- Other relevant matters or evidence base documents.

THE NATIONAL DESIGN GUIDE

As detailed in the Introduction section, the Guide has influenced our methodology to the proposed development and has set out how we have approached the ten-characteristic necessary for creating a well-designed place.

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

National planning policy for England is set out in the Government’s **National Planning Policy Framework** (NPPF). Latest update as 12 December 2024. Relevant policies to this planning application comprise the following:

- The overarching aim of the NPPF is to proactively deliver sustainable development to support the Government’s economic growth objectives and deliver the development the country needs. Paragraph 8 states that “Achieving sustainable development means that the planning system has three overarching objectives...:
 - An economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
 - A social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and
 - An environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.”
- A core principle of the NPPF is to “...support the Government’s objective of significantly boosting the supply of homes...” (Paragraph 61)
- Paragraph 39 sets out that “Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available...and work proactively with applicants to secure development that will improve the economic, social and environmental conditions of the area.”
- Paragraph 96 states that planning decisions should aim to achieve healthy, inclusive and safe places which promote social interaction, are safe and accessible and enable and support healthy lifestyles.

- Paragraph 115 sets out that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
 - Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - Safe and suitable access to the site can be achieved for all users; and
 - Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- In the context of highways safety, paragraph 117 sets out that development should (inter-alia) give priority to pedestrian and cycle movements, address the needs of people with disabilities, create places that are safe, secure and attractive, and be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
- Paragraph 131 highlights that the creation of high-quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. It continues that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- Paragraph 135 promotes (inter-alia) development which:
 - Will function well and add to the quality of the area for the lifetime of the development;
 - Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
 - Are sympathetic to local character;
 - Establish or maintain a strong sense of place;
 - Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development; and
 - Create places that are safe, inclusive and accessible and which promote health and wellbeing.
- Paragraph 232 sets out that due weight should be given to existing planning policies according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).
- The NPPF also promotes (inter-alia):
 - A requirement for development proposals and planning decision to make appropriate provision for climate change (paragraphs 162-169);
 - Seeking to avoid development in areas at high risk of flooding and ensuring development does not increase flood risk elsewhere (paragraphs 170-182);
 - Conserving and enhancing the Natural Environment (paragraphs 187-191);
 - Conserving and enhancing the Historic Environment (paragraphs 202-221);
 - Protecting and enhancing habitats and biodiversity (paragraphs 192-195); and
 - Ensuring appropriate consideration is given and measures put in place relating to ground conditions and pollution (paragraphs 196-201).

LOCAL PLANNING POLICY

- **The Rochdale Core Strategy (2016).**

The Rochdale Adopted Core Strategy (2016), was adopted in October 2016, and alongside the ‘saved’ policies from the Rochdale Unitary Development Plan (UDP) 2006, constitute the current Local Plan for Rochdale. This site is not allocated for use in the UDP Proposals Map and as such the following policies are relevant to this application:

- **Strategic Objective SO2: To Create Successful and Healthy Communities**
 - Policy C1 – Delivering the right amount of housing in the right places
 - Policy C3 – Delivering the right type of housing
 - Policy C4 – Providing affordable homes
 - Policy C6 – Improving health and wellbeing
 - Policy C7 – Delivering educational facilities
 - Policy C8 – Improving community sport, leisure and cultural facilities
- **Strategic Objective SO3: To Improve Design, Image and Quality of a Place**
 - Policy P3 – Improving design of new development
- **Strategic Objective SO4: To Promote a Greener Environment**
 - Policy G1 – Tackling and adapting to climate change
 - Policy G2 – Energy and new development
 - Policy G3 – Renewable and low carbon energy developments
 - Policy G6 – Enhancing green infrastructure
 - Policy G7 – Increasing the value of biodiversity and geodiversity
 - Policy G8 – Managing water resources and flood risk
 - Policy G9 – Reducing the impact of pollution, contamination and land instability
 - Policy G10 – Managing mineral resources
- **Strategic Objective SO5: To Improve Accessibility and Deliver Sustainable Transport**
 - Policy T1 – Delivering sustainable transport
 - Policy T2 – Improving accessibility
- **Strategic Strategy**
 - Policy SP2 – The spatial strategy for the borough
 - Policy SP3 – The spatial strategy for the townships
- **Delivering Sustainable Development**
 - Policy SD1 – Delivering sustainable development
- **Managing Delivery and Monitoring Progress**
 - Policy DM1 – General development requirements
 - Policy DM2 – Delivering planning contributions and infrastructure

- **Extant Unitary Development Policies**

Saved policies of the Rochdale Unitary Development Plan (2006)

Relevant saved policies include:

- Policy G/D/1 (Defined Urban Area)
- Policy EM/7 (Development and Flood Risk)
- Policy EM/8 (Protection of Surface and Ground Water)

- **Places for Everyone Joint Development Plan (March 2024)**

This new Joint Development Plan includes the following Places for Homes policies:

- Policy JP-H1: Scale, Distribution and Phasing of New Housing Development
- Policy JP-H2: Affordability of New Housing
- Policy JP-H3: Type, Size and Design of New Housing
- Policy JP-H4: Density of New Housing

Residential developments should provide an appropriate mix of dwelling types and sizes reflecting local plan policies, and having regard to masterplans, guidance and relevant local evidence. All new dwellings must:

1. Comply with the nationally described space standards; and
2. Be built to the ‘accessible and adaptable’ standard in Part M4(2) of the Building Regulations unless specific site conditions make this impracticable.

Innovation in housing development will be supported where it is consistent with the principles of good design and contributes to local distinctiveness, including the use of modern methods of manufacturing that can help to improve the speed of delivery and increase building standards.

New housing development should be delivered at a density appropriate to the location, reflecting the relative accessibility of the site by walking, cycling and public transport and the need to achieve efficient use of land and high-quality design.

The scheme meets all these new requirements.

- The site is identified in the **2024 Rochdale Strategic Housing Land Availability Assessment** (Site Reference: SH 2065)
- Dwelling sizes all meet **NDSS** and **Manchester Spaces Standards**
- Dwellings all meet **Approved Document Part M4(2)** requirements as a minimum
- Dwellings will utilize **Modern Methods of Construction**
- Housing density meets minimum requirements (60 **dwellings/hectare**)

This new Joint Development Plan includes (*inter alia*) the following Sustainable and Resilient Places policies:

- Policy JP-S1: Sustainable Development
- Policy JP-S2: Carbon and Energy

In meeting development needs, local plans should aim to prioritise existing brownfield land and vacant buildings as much as possible, while utilising sustainable construction techniques and aiming to maximise net gains across the entire construction process. The Plan highlights that Greater Manchester aims to be carbon neutral by 2038; in meeting this target, all new buildings will need to achieve net zero carbon from 2028. With regards to renewable energy generation, priority should be given to PV installation where technically feasible.

See separate Energy Statement for further details in relation to the above policies.

COMMUNITY INVOLVEMENT STATEMENT

3.1 ROCHDALE METROPOLITAN BOROUGH COUNCIL

The scheme has been discussed in detail with Rochdale Metropolitan Borough Council to ensure conformation of all aspirations for the area and to local characteristics. Pre-Application Advice has been sought and a series of meeting and consultations were undertaken with various stakeholders and planners in order to ensure that all relevant parties were engaged. Key meetings, consultations and processes were as follows:

December 2022	Initial scheme information issued to various departments at RMBC, inclusive of Planning and Strategic Housing, and feedback received.
July 2024	Application for Pre-App Advice submitted to Rochdale MBC.
August 2024	Pre-Application meeting held with Ryan Killeen at Rochdale Planning.
December 2024	On-site meeting held with key stakeholders at Rochdale Planning, Strategic Housing, alongside representatives from 'QGardens' Community Gardens.
April 2025	Further on-site meeting held with key stakeholders at Rochdale Council, alongside representatives from 'QGardens' Community Gardens.

Where possible, all relevant comments and feedback have been fed back into the designs to ensure a collaborative overall design process. See 'Design' section later in this document for detailed information.

3.2 SECURED BY DESIGN

The scheme looks to work to the principles set out in 'Secured by Design: Residential Design Guide 2025' in order to adhere to National Planning Policy Framework which states:

'Planning policies and decisions should aim to ensure that developments create... safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion,,, safe and accessible developments, containing clear and legible pedestrian routes, and high-quality public space, which encourages the active and continual use of public areas.'

All vehicular and pedestrian routes are designed to ensure they're visually open, direct, and can be well used with good natural surveillance. Active frontages have been provided to all public-facing elevations. The external lighting strategy will ensure that all areas are well lit, particularly main entrances and pedestrian routes. See 'Layout' section later for further details.

We have obtained a full Crime Impact Statement from Design for Security, which is attached separately to this application. All recommendations will be included where appropriate.

3.3 PUBLIC CONSULTATION

Rochdale Metropolitan Borough Council has adopted a Statement of Community Involvement which encourages developers to engage with surrounding residents and, where appropriate, undertake consultation with Ward Councillors. Public consultation was therefore carried out in the lead up to the planning submission. Consultation flyers were issued to local residents, as set out by Rochdale Planning, to gauge opinion and inform all of the upcoming development. Scheme information was issued on 24th October 2025, and residents were provided with a 2 week consultation window to offer any feedback and comments. To date, there have been no adverse comments received as part of the process – any responses will be made available if required.

Further public consultation will be carried out through the statutory consultation phase of the planning application once submitted.

Information sent out to local residents was in the form of a flyer, as below:

New housing planned for Queens Drive - Share your views

Mossclare St. Vincent Housing (MSV) invites you to share your views on proposals for developing the Queens Drive site in Kirkholt. A total of 28 homes are proposed – 23 flats in a three-storey apartment building and 5 townhouses - along with access roads, parking, and landscaping.

MSV is a registered social housing provider working across the North West of England to deliver much needed homes that meet the specific needs of local communities. Their approach places them at the heart of these communities, working with customers to provide high-quality landlord services and warm, safe homes.

The existing site has been derelict since the demolition of the previous apartments and the relocation of the Kirkholt Medical Centre to The Strand. It has remained unused, and the new proposals aim to improve the appearance of the area while providing much-needed housing for the borough.

The scheme has been designed by local firm, Triangle Architects, who have a considered approach to the area, having worked on a significant number of projects across Rochdale.



Benefits of the Scheme Include

- Redevelopment of a vacant brownfield site with a high-quality housing scheme that fits well with its surroundings.
- Providing high-quality, housing for rent in an accessible and sustainable location that meets an identified local need.
- Provision of 23 one-bedroom apartments and 5 four-bedroom houses, with a good level of private and communal amenity space.
- High-quality, robust, low-maintenance, energy-efficient homes designed to achieve 'Net Zero' standards.
- Large family homes that are accessible and wheelchair-adaptable, catering to a range of residents' needs.
- Development of a scheme that aims to improve the local area, bringing a previously unused space back into use through high-quality design and carefully considered external areas.
- Redevelopment of a derelict brownfield site, creating a safer and more active environment along Queens Drive.
- Working alongside the neighbouring 'QGardens' to ensure the proposals support and benefit the Community Gardens.
- Provision of landscaped green spaces and planting to help the development blend with its surroundings.



We aim to submit a planning application to Rochdale Borough Council soon. Following its submission, the Council will carry out a formal consultation.

In advance of this, we wanted to notify residents living near the development so you have the opportunity to share your views.

No personal data is expected to be provided as part of this consultation. If any personal data is inadvertently supplied, it will be disregarded and deleted promptly.

We welcome your views on the proposed scheme. Please get in touch by the 7th November with your thoughts, queries or comments at the following email:

DevelopmentConsultation@msvhousing.co.uk



4.1 BUILT FORM: SITE CONSTRAINTS

All existing site constraints for the scheme have been considered and identified to inform the design of the development. Our Site Constraints drawing (below) identifies all key contextual elements for consideration within the scheme design. Site constraints include:

- Adjacency of neighbouring buildings,
- Overlooking and overshadowing distances from adjacent dwellings,
- Q-Gardens Community Gardens site,
- Existing trees and vegetation to be retained or removed, and consideration of existing root protection zones,
- Queensway vehicular noise,
- Existing ground conditions,
- Existing services and easements,
- Existing site access points,
- Surrounding building heights and typologies,
- Minimal active street frontage from existing site layout.

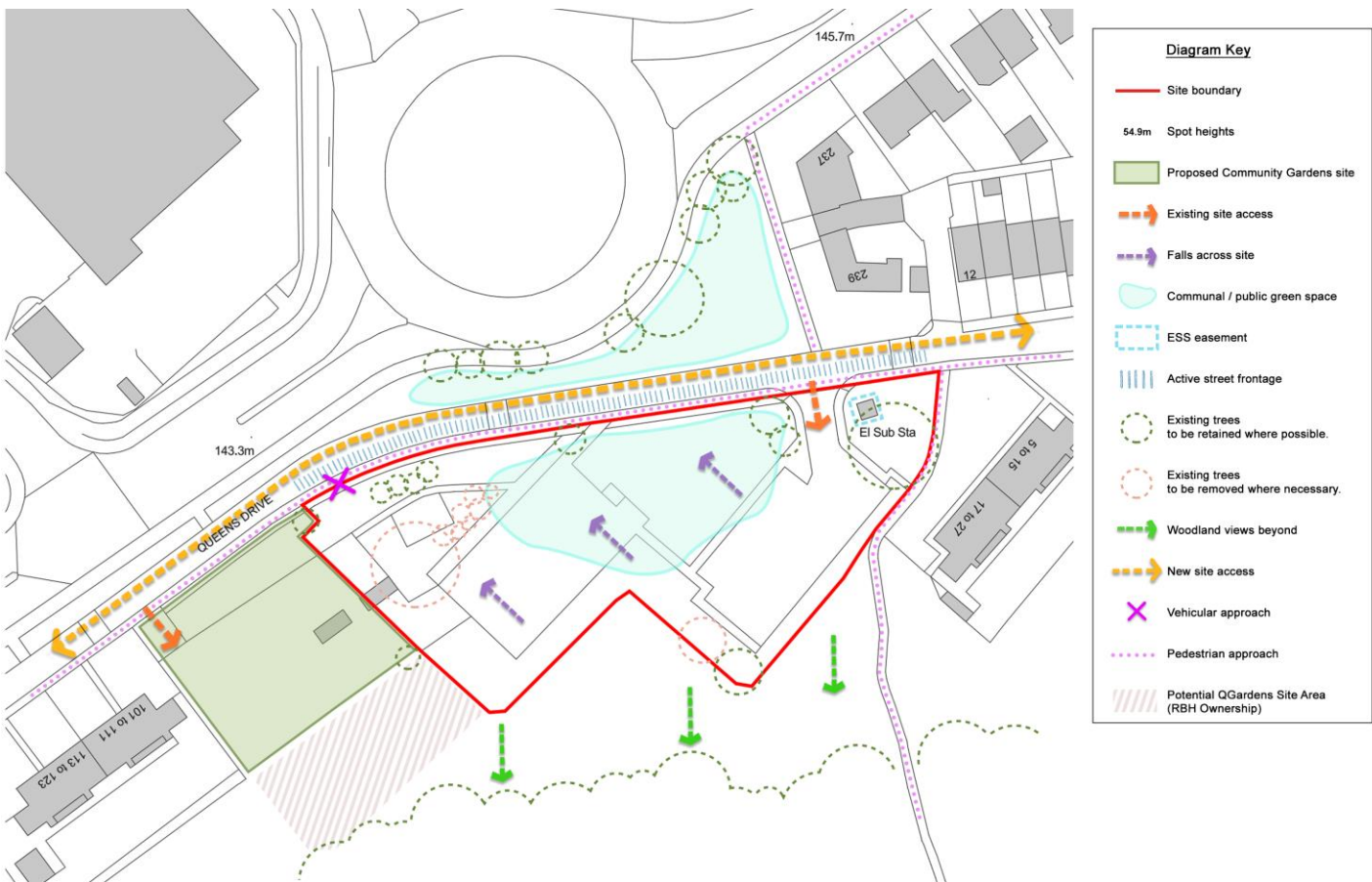


Site constraints diagram

4.2 BUILT FORM: SITE OPPORTUNITIES

With the site constraints considered, an appraisal was carried out to ensure that any proposed development takes full advantage of the opportunities that the site offers. Our Site Opportunities drawing (below) identifies all key potential benefits to enhance the scheme design. Site opportunities include:

- Maximising natural surveillance of both private and public realm,
- Providing strong continuous building lines and active street frontages reflecting the different edges of the site,
- New Community Gardens site boundary, maximising potential street frontage and enhancing plot layout,
- Take reference from the built form, pattern and massing of existing street context,
- Pedestrian and vehicular connectivity and site access,
- Recognising key views and vistas around and within the site and incorporating these in the scheme design,
- Reinforce the existing Sense of Place, adding further identity to the existing community,
- Retaining trees where possible, to be replaced and enhanced otherwise,
- An opportunity to make the area more attractive for new residents,
- New properties to meet the need of the local community and the needs of new residents,
- Setting the building away from street frontages to provide a buffer zone between public and private realm,
- Reintroduce an appropriate urban green, potential to connect into existing public green space.



Site opportunities diagram

5.1 INITIAL DESIGNS

The desire to incorporate modern residential design standards, in terms of internal space requirements, amenity areas, car parking etc. as well as considering site constraints has given rise to a consistent layout. The layout is further analysed and described in 'The Development: Layout' section later in this report.

The scheme design has gone through various iterations before arriving at the current site layout. The key important factors in developing the design, which have remained from the outset, are as follows:

- Setting the building away from site boundaries to reduce impact on surrounding properties and minimise noise impact from surrounding roads.
- Creating landscaped public spaces to the external faces of the building, that are well overlooked.
- Providing a strong visual presence along Queens Drive at to the adjacent Queensway.
- Maximising natural surveillance of both private and public realm.
- Retaining mature trees and vegetation to the site where possible.
- Retaining and utilising existing vehicular site access points where possible.
- Creating clearly defined, active street frontages that reflect the different edges of the site with well-defined boundary treatments where necessary
- Recognising key views and vistas around and within the site and incorporating these in the scheme design.
- Reinforce the existing “Sense of Place”, adding further identity to the existing community as an extension of the neighbouring housing area.
- Creating a clear and coherent identity that respects the context within which it sits.
- Creating robust, secure family homes with modest contemporary details providing a strong identity.
- A simple and robust palette of external materials with brick being the dominant material with brick feature areas.

The final layout incorporates all these key factors and addresses all existing site constraints identified to inform the design of the development, highlighted in the 'Evaluation' section of this report.

5.2 OPTIONS APPRAISAL

A number of iterations were explored with different apartment mixes, vehicular access options, differing massing alternatives. All options show a comparable level of accommodation/building mass and is shown at a level sufficient to ensure the development is a viable proposition. The initial designs looked to maximise the potential of the usable footprint of the site, while remaining in line with the assessment of the Rochdale SHLAA.

The key opportunities and constraints of the site were considered throughout. Various scheme iterations were explored with a range of different house and flat types arranged in a consistent layout across the site, whilst ensuring key initial design opportunities were maximised.

EARLY DESIGN PRINCIPLES



Study 1



Study 2



Study 3

The initial feasibility study layouts looked to explore a range of different housing mixes on the site, maximising the potential of the development area while remaining in line with the SHLAA recommendations. These early options were also developed in line with Rochdale Council's housing allocation requirements, providing a diverse mix of dwelling sizes in order to ensure the housing being provided was appropriate for the area.

While the entire red line boundary site is identified within the SHLAA, the western portion of the site is currently in occupation by Q-Gardens Community Gardens. Therefore, the initial site layouts explored the potential implications of retaining the full Community Gardens site, partial retention, and utilisation of the full SHLAA site. This gave an idea of the impact on site density and total number of dwellings provided in comparison to land used.

The studies followed the initial factors set out previously, providing a mix of 1-bed apartments and 3&4-bed dwellings to reflect the local housing allocation requirements.

Initial site layout studies utilising the key principles as set out in 5.1 (left).

OPTION 1

Within the initial design options, consideration was given to the surrounding dwellings, Community Gardens and adjacent roads and thoroughfares to ensure the proposals offered were beneficial to all, inclusive of avoiding overbearing, retention of Community Gardens site and maximised privacy of residents.

Following feedback on the initial studies, the most appropriate mix comprised of the partial retention of the Community Gardens site while creating a more prominent street frontage with the apartment block as a focal point. This allowed for an increased number of dwellings to be provided on the site, while ensuring the Community Gardens site wasn't unduly affected by the proposals.

The proposed layout offered the following:

- Provided 25 no. total units on site – 21 flats and 4 dwellings,
- Provided a mix of unit sizes in line with Rochdale' housing allocation requirements,
- Unit types to NDSS sizes and AD M4(2) compliance as a minimum, in line with Places for Everyone standards,
- Offered a focal point apartment block on the key street corner,
- Moved parking arrangements to the rear to avoid a frontage of parking,
- Maximised 'green space' across the site and creates a 'public green' on the north-east corner of the site.

This option was submitted to Rochdale Council for formal Pre-Application Advice, alongside initial massing studies for the site. These looked to be sympathetic to the traditional residential built form, with 2-storey dwellings and a 2.5-storey apartment building to reflect the residential nature of the surrounding areas.



Design Option 1

OPTION 2

Following the Pre-App process, feedback was received from Rochdale MBC with regards to the submitted site layout and massing consideration. The general feedback was positive and supportive of the general principles of the site layout. Comments received focussed on referencing the existing 3-storey apartment buildings adjacent to the site, in terms of form and massing. Planners were in favour of utilising a 3-storey massing across both the apartment block and the dwellings, to provide coherence across Queens Drive, and would be supportive of an increase in the massing from Option 1 given the history and context of the site.

The Pre-App response was fed back into the scheme (see below Option 2) and the proposed site layout was updated accordingly. The general principals of the original design have been largely retained throughout the process. The following key principles were applied:

- Provided 29 no. total units on site – 23 flats and 6 dwellings,
- Layout revised to reference the previous apartment blocks on the site,
- Form and massing of the apartment block revised to suit the new site layout,
- Updated house type to reference the 3-storey massing of adjacent apartment buildings,
- Uniform site layout arrangement,
- New access road through the scheme to adoptable standards, improving site connectivity,
- Enhancement of POS and green spaces across the site.



Design Option 2

OPTION 3

The alterations to the site layout following the Pre-App feedback were positive. Further discussions were held with MSV alongside representatives from Rochdale MBC (inclusive of Planning Officers and Strategic Housing) and Q-Gardens Community Gardens, to gauge feedback and overall assessment of the current proposals.

On the back of discussions, an alternate Site Layout (*Option 3, right*) was proposed while still retaining the general principles from early proposals. The key design driver for Option 3 was the rotation of the apartment block so that it was sited perpendicular to the dwellings, rather than parallel. While this deviated from the original Pre-App feedback (in relation to replicating the footprints of the demolished apartment block), it provided a much more coherent and open site layout.

The new site layout:

- Provided 28 no. total units on site – 23 flats and 5 dwellings,
- Provides a spacious public green/courtyard in the centre of the site,
- Maximises overall POS and amenity across the site, improving BNG potential,
- Links the POS to the public green on the opposite side of Queens Drive, improving openness of the site,
- Conceals parking to the rear of the scheme, avoiding a frontage of parking and reducing overall hardstanding,
- Minimises overlooking to adjacent dwellings,
- Optimises natural surveillance across the site, and
- Reduces the traffic noise impact from Queensway and adjacent roads.

The proposed building layout also introduces the following key features:

- Apartment block footprint is split to reduce perceived depth
- Apartment block references the existing apartment block massing, and better follows the contour of the curved site boundary,
- A dual-aspect block enhances natural surveillance and frontage onto communal green,
- Housing block encloses the courtyard to create sense of place,
- Split massing housing (3-storey front, 2-storey rear) retains visual coherence to street scene while reducing impact of massing on existing housing to the rear.

The design change to the proposed site layout offered a vastly more coherent overall scheme, with greater emphasis placed on enhancing the ‘Sense of Place’ within the proposals and creating a development that improves the sense of community, as an extension to the existing street scene and wider neighbourhood. The external treatments were progressed in parallel to the site layout; see ‘Section 11.0 – Appearance’ for further details of the external design.



Design Option 3 – Site Layout



Design Option 3 – Massing

5.0 DESIGN

DEVELOPMENT OF FINAL PROPOSALS

The alterations to the site layout to Option 3 were well-received by all parties, and progression was made towards a finalised scheme. Information was coordinated between all consultants, with final amendments including parking court layout, refuse & recycling points, provision of a new Sub-Station and coordination of Landscaping and BNG. An extract from the final Proposed Site Layout dwg. no. 22-042/05, submitted to Rochdale MBC for planning, can be seen below:



6.1 THE PROPOSAL

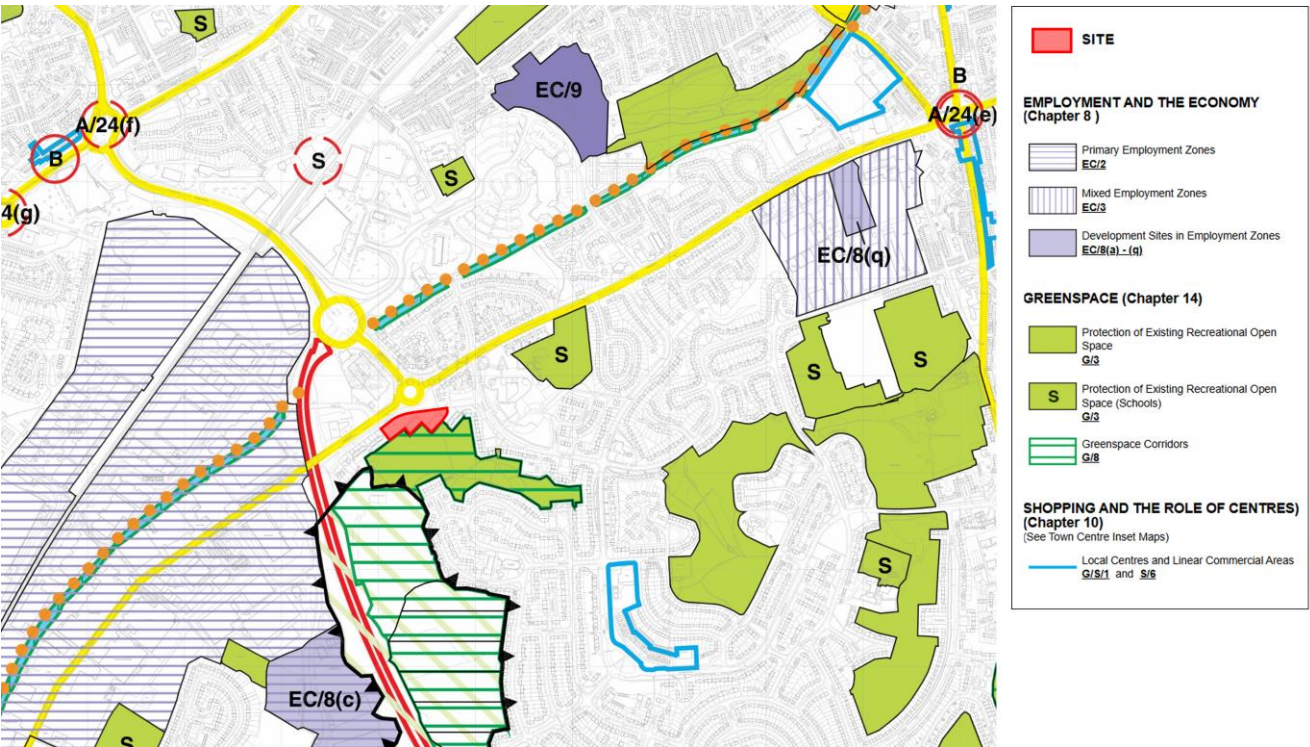
The proposed scheme consists of new build residential development (Use Class C3) consisting of a 28 no. total units – this comprises a 23-unit 3-storey apartment building and 5 no. 4-bed dwellings, all for social rent, with associated landscaping, private amenity space, access and parking.

In March 2024, Rochdale MBC provided the latest identification of their 5-year housing supply within its Strategic Housing Land Availability Assessment (SHLAA), covering the period up to 2028. The SHLAA provides a review of the sites identified in the previous SHLAA and takes account of completions on all sites with an extant planning permission. In addition, it includes new sites with planning permission and reviews the small site windfall allowance in order to complete the overall residential land supply picture for the next 15 years. The SHLAA is updated on an annual basis and used to demonstrate whether RMBC have a 5-year housing land supply; the report concludes that RMBC have a housing supply equivalent to 5.2 years (with a 5% buffer) for the 5 year period up to March 2028. Within the report, the application site is specifically identified as a capacity site for future housing land supply under site reference SH2065 and suggests that the site can deliver approximately 22 dwellings at a density of 34dwellings/Ha.

The site is located within the urban area and there is residential development on adjacent sites. As such, the proposed development would not conflict with the surrounding land uses and will increase the availability of affordable housing supply to the area. It will regenerate a brownfield site (former site of the Kirkholt Medical Centre), will offer a choice of new housing in the area and will encourage growth of diversity within the community by providing units of different sizes. Therefore, the proposed development would be acceptable in principle and in accordance with the Rochdale Core Strategy Development Plan, the NPPF and the SHLAA.

The proposed development is considered to be in a sustainable location at the perimeter of an established residential community. The proposal provides an appropriate use within the area and on a site identified as developable for residential housing in RMBC’s SHLAA. It will provide 28 high quality homes (23 no. 1-bed flats and 5 no. 4-bed dwellings) for social rent (please see the Affordable Housing Statement for further information). The development will significantly enhance the surrounding area through the introduction of a suitable use on a vacant brownfield site and will provide an appropriate mix of dwellings to meet local needs.

The site is within a highly sustainable location and meets the aspirations of the National Planning Policy Framework, and is highly accessible to major employment hubs and key amenities (by foot, cycle and via public transport). This includes nearby local centres, medical centres, primary and secondary schools, public open space, outdoor and indoor formal sports facilities. Bus stops along Queensway have frequent services into the town centre, and a number of tram and train stops are found within Rochdale Town Centre. Local community facilities will benefit from this wider choice of housing. This wider housing opportunity and better mix in the size and type is a local community aspiration and need, and is in accordance with National Planning Policy Framework, CABI and the 'National Design Guide' prepared by MHCLG. The proposals therefore constitute an appropriate use in a suitable location, compliant with the relevant local and national planning policy.



Extract from the Rochdale MBC UDP Proposals Map, site outlined in red.

Rochdale Borough Council Draft Allocations Plan
AL/HOU/74 – Queens Drive Gateway (including site of Temporary Health Centre), Kirkholt



Extract from the Rochdale MBC Draft Allocations Plan – Site Reference AL/HOU/74.

7.1 SCHEDULE OF ACCOMMODATION

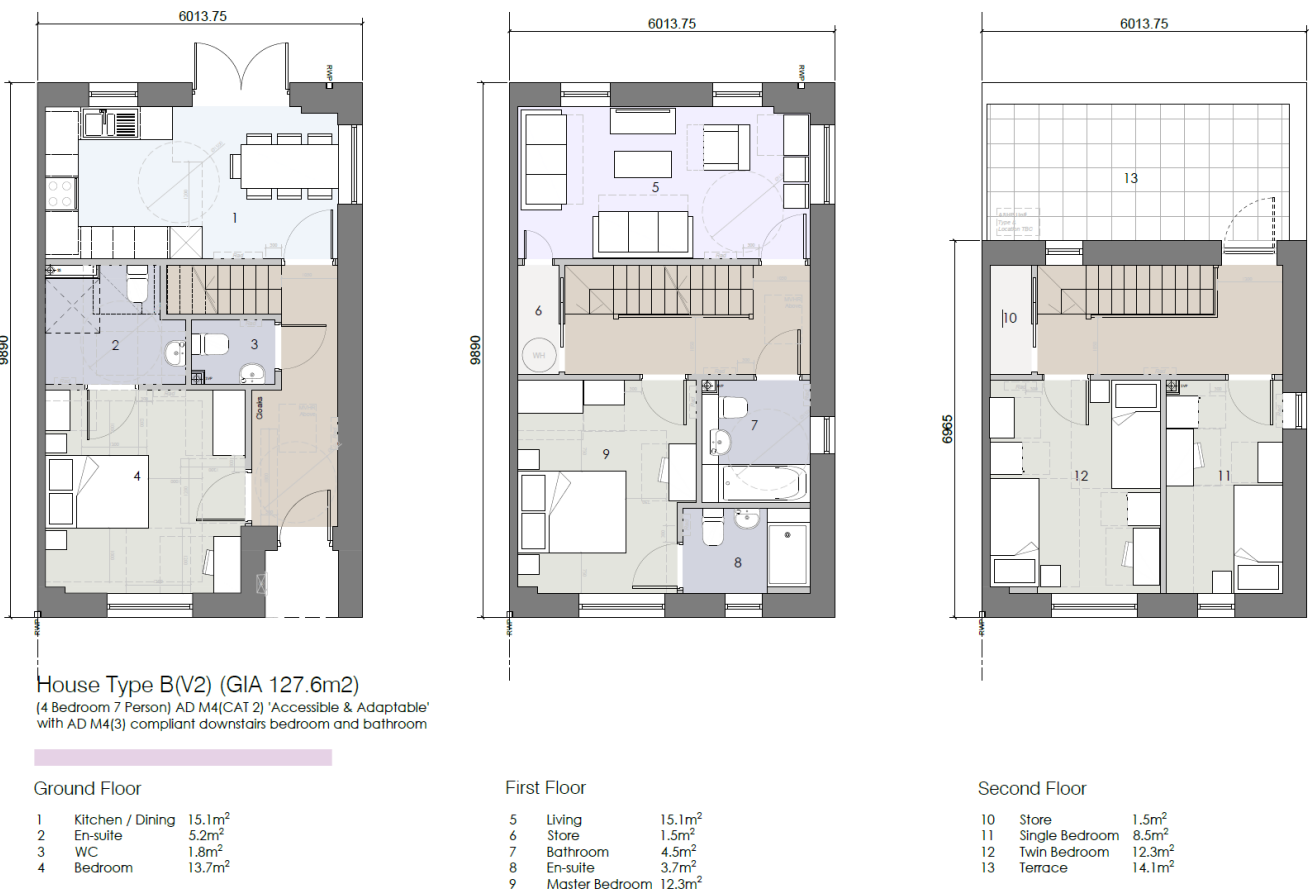
The proposals for the site consist of a 3-storey apartment block comprising 23 no. 1-Bed dwellings, alongside a 3-storey terrace block comprising 5 no. 4-Bed dwellings. These are arranged perpendicular to one another to form a central landscaped courtyard overlooked by both blocks. All units will be let for social rent and managed by MSV Housing. The scheme proposes a total of **28 dwellings**, at an overall density of the scheme is **74 dwellings per hectare** within the MSV development boundary.

The following table shows the house/apartment types and accommodation mix;

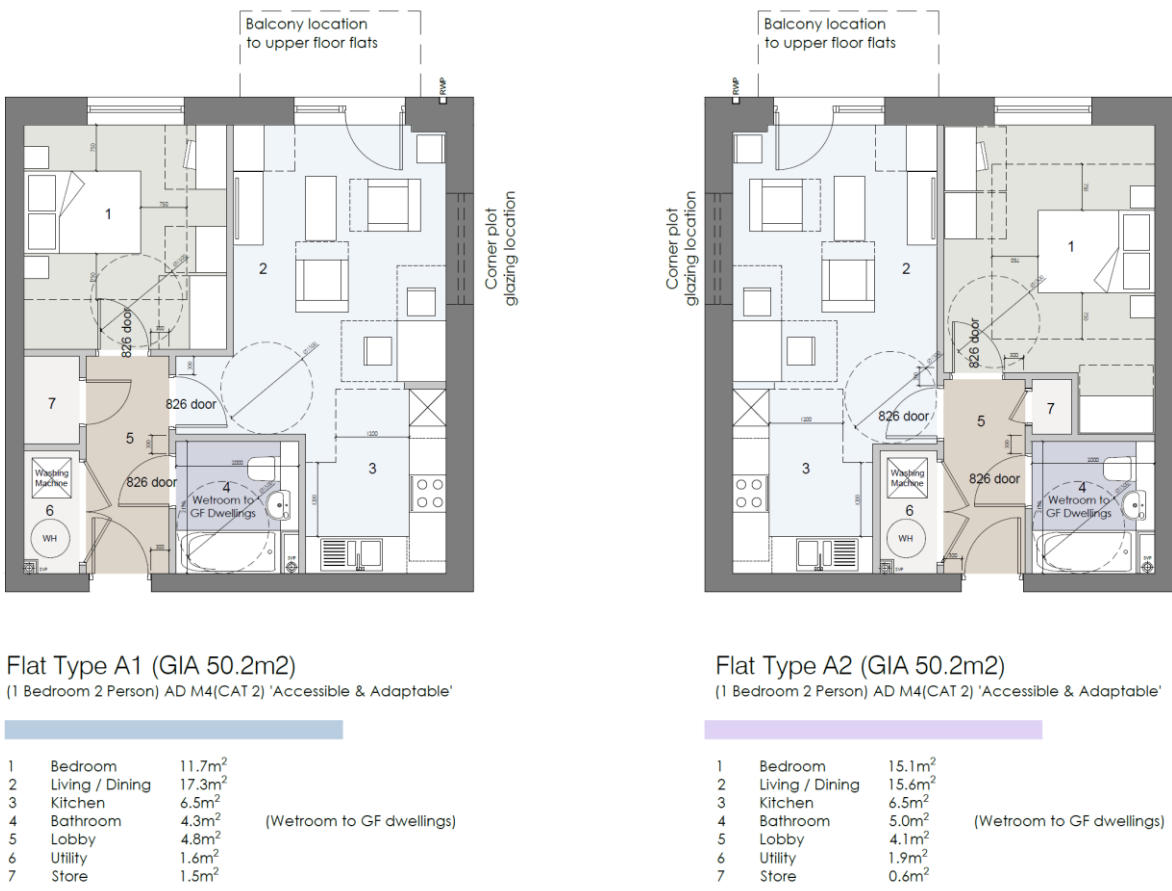
Type	Description	Area	Total
Flat Type A1	1B2P	50 m ²	12
Flat Type A2	1B2P	50 m ²	11
House Type B	4B7P	128 m ²	5
Total			28

7.2 TYPICAL DWELLING TYPE LAYOUTS

Typical proposed house type layouts:



Typical proposed apartment layouts:



New housing, in terms of size and tenure, will encourage growth of diversity within the community. The mix of dwellings being provided caters to a variety of household types and has been derived from Rochdale's Housing Demand Data. The scheme provides greater housing opportunity and an improved mix of dwellings, of both size and type, to meet the needs of the local community. Throughout the design process, the importance of designing for the appropriate housing demand within the community was discussed and how different living arrangements could be accommodated. The proposed development will enhance the diversity and vibrancy of the neighbourhood, offering a range of accommodation types for a range of end-users; the scheme provides for both small and large family sizes, as well as offering dwellings with Approved Doc M4(3) compliant ground floor bedrooms and bathrooms to help broaden the range of accessible housing within the borough.

The scheme also sits in accordance with the Local Plan and the context of the existing surrounding environment. As the wider context of the site is predominantly housing, and the previous use of the site includes 3-storey residential apartment blocks, the proposals will sit well within the existing usage without any negative implications.

The new housing exceeds the following **Manchester Space Standards** minimum floor area targets below:

- 1-Bed 2-Person, 1-Storey = 50m²
- 4-Bed 7-Person, 3-Storey = 121m²

Flat type plans and external wall construction thicknesses are designed to be large enough to accommodate Future Homes Standards 2025 U-Value targets, as well as being designed in line with TANZ standards (see associated Energy & Climate Change Adaption Statement from Davies Partnership).

All dwellings (including the communal areas) are also designed to be Approved Document M4(2) 'Accessible and Adaptable Dwellings' compliant, with the houses also incorporating Approved Document M4(3) 'Wheelchair User Dwellings' compliant ground floor bedrooms and bathrooms.

In order to ensure **AD M4(2) compliance** throughout, all layouts include the following compliant features as a minimum standard:

- Entrance door has a min. 850mm clear opening width, with accessible threshold and 300mm leading edge,
- Min. 900mm wide corridors (1050mm when approach not head-on to room entries) and corresponding wider internal doors,
- Min. 1200x1200mm level landing externally to principal building entrances,
- All doors have 300mm leading edges on entrance level,
- 1200mm clear space provided in front of kitchen units,
- Every bedroom provides a clear access route of 750mm min. from the door to the window,
- Main bedroom provides a clear access zone of 750mm to both sides and the foot of the bed,
- Single and twin bedrooms provide a clear access zone of 750mm to one side of each single bed,
- Ground floor WC dimensions comply with Diagram 2.6,
- Bathroom dimensions comply with Diagram 2.7 and is on the same floor as the master bedroom,
- Provision for a potential level access shower is made in the bathroom with a 1500mm clear turning circle.

To offer **AD M4(3) compliance**, the following provisions have also been accommodated within the dwellings at ground floor:

Principal Bedroom:

- The bedroom has a minimum floor area of 13.5m²,
- Provide a minimum 1200x1200mm manoeuvring space inside the doorway,
- The bedroom has a 1000mm clear access zone to each side and the foot of the bed, and a minimum 1200x1200mm manoeuvring space to each side of the bed,
- Provide a minimum 750mm clear access route from door to window.

Accessible Bathroom:

- Compliant with relevant bathroom access zones in Diagram 3.10.

Entrance and Circulation:

- Entrance area compliant with associated features of Diagram 3.3,
- Relevant circulation areas compliant with hall/door widths in Diagram 3.4.



View of the proposed development – looking south-west in front of the dwelling block

8.1 SITE LAYOUT

The site layout highlights the existing site constraints (e.g.: proximity to surrounding buildings, trees and access) which generally dictate the positioning of the building footprints. The plans have been orientated in relation to the overarching site constraints, while maximising daylight and views. Several options have been completed as part of an initial feasibility study for the site and throughout the design development process, with differing mix of units and layouts. This series of options highlights the key design drivers and provides the rationale behind the overall site layout. See section '5.0 Design' for further details.

The site layout focusses on providing a clear identity and sense of place to the development, as an extension of the surrounding residential community. The site consists of two accommodation blocks encompassing a public central landscaped courtyard. The dwelling block is aligned to provide continuity with the neighbouring apartment buildings adjacent to site, while the apartment block is rotated to clearly define the public amenity space. Car parking is split between the blocks and ushered towards the edges of the site in order to maximise the natural landscaped provision within the centre of the site, enhance overall visual amenity and reduce public facing hardstanding.

The design provides active frontages in all directions – to the public highways, communal amenity spaces and residents parking areas in particular – consisting of large windows, creating a lively and well-supervised street and site environment. The layout allows for the inclusion of private parking courts separated from the public highway, for both the apartment and house blocks. The parking courts are well overlooked with a natural buffer from the highways, in doing so providing a scheme that creates a safe and attractive public realm with defensible buffer zones between public and private amenity.

The layout provides spacious rear garden amenity space to each of the dwellings, alongside quaint front gardens providing a clearly defined buffer for residents. The layout allows all residents to benefit from a substantial landscaped central courtyard amenity space, while the apartment block also accommodates the inclusion of private balcony spaces to upper floor flats. All private gardens will be clearly defined with hard and soft landscaping, and secured with appropriate boundary treatments.

Key focal points of the development and surrounding streets have been considered to enhance the relationship between the public and private realm, while ensuring the development is considered in the context of key views surrounding the site – particularly from the approaches along Queens Drive, and from Queensway (A664) roundabout opposite. Having incorporated comments made from earlier scheme reviews and consultation, we believe the proposals represent a high-quality development which will complement and contribute successfully to its wider setting. The layout has been developed in response to the need for good-quality amenity space to accompany the dwellings, while working within the constraints and opportunities presented. The final layout has kept intact the early design principles, as mentioned in the earlier Design section, with these key principles being refined throughout the design process.

In summary the layout:

- Redevelops a vacant, brownfield site with a high quality housing scheme that compliments and enhances its surroundings, as an extension to the existing housing developments, in an accessible and sustainable location.
- Provides two outward-facing, 3-storey dwelling blocks, providing visual continuity across Queens Drive, all arranged around a central residents amenity space.
- Improves natural surveillance and activity across Queens Drive and the immediate vicinity of the site, through active elevations with key views in all directions, reducing the potential for anti-social behaviour.
- Creates a vibrant scheme with carefully positioned fenestration creating active frontages to the street scenes and maximising views and vistas around the site.
- Provides a spacious central landscaped courtyard for communal residents amenity space, improving activity across and the site, encouraging social interaction and creating a strong sense of place to the development.
- Prioritises green street frontages, with parking courts split to each end of the site, and landscaping, shrubbery and vegetation maximised centrally.
- Gives consideration to key views surrounding the site, inclusive of from the highly utilised Queensway roundabout opposite.



Extract from Proposed Site Layout 22-042_05

9.1 SURROUNDING CONTEXT

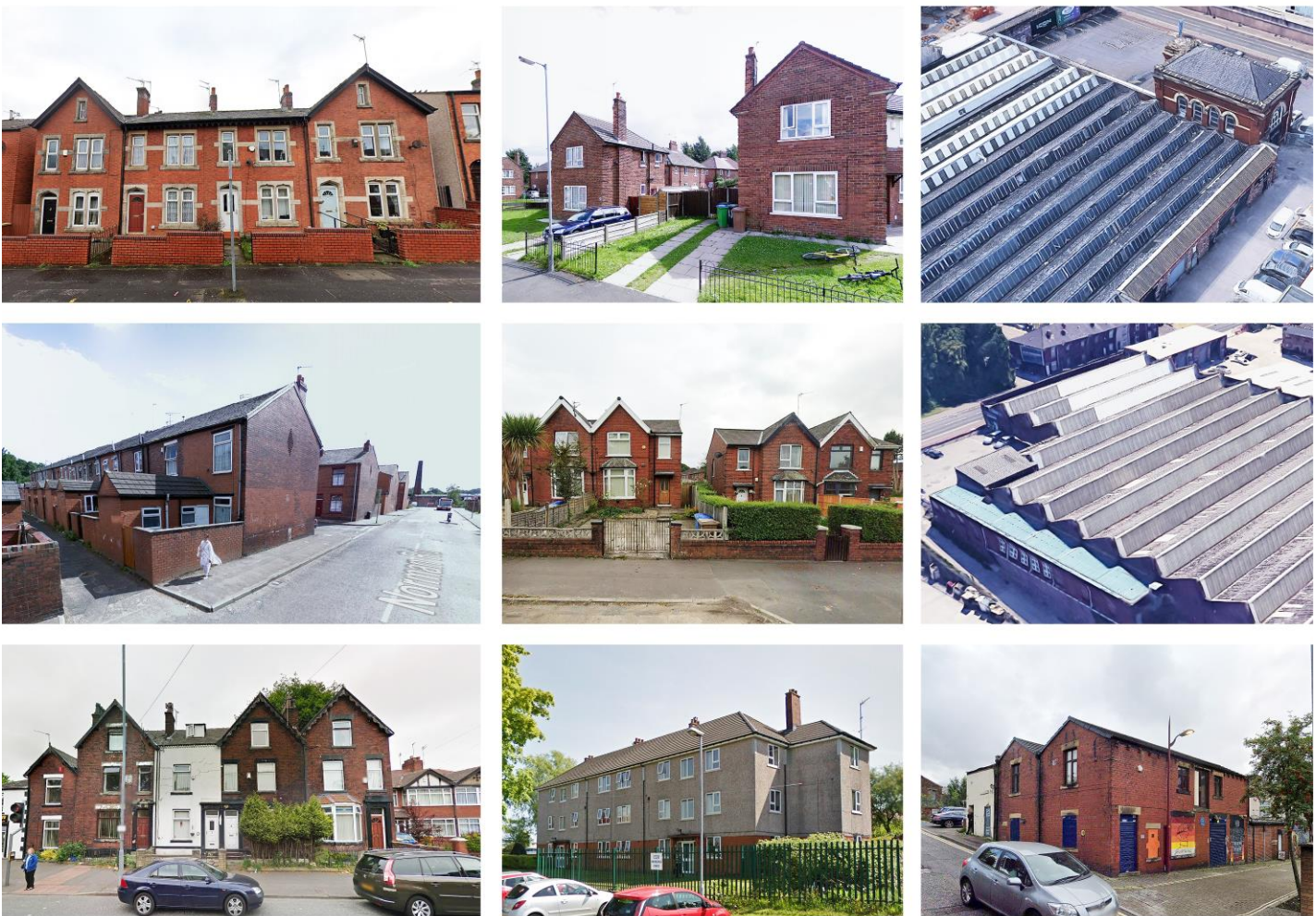
The earlier Design section of this document has detailed the comprehensive evolution of the scheme massing in response to the many site constraints, site opportunities, RMBC Planning involvement and our Client's requirements.

The scale, density and massing of the proposal has been developed to reflect the characteristics of the surrounding context and local area. Kirkholt contains buildings that are predominantly domestic in character, with a range of dwelling types from bungalows to 3-storey apartment blocks - the scale of the development therefore responds to adjacent existing building typologies and reflects the desired residential feel of the development. The proposed site lies immediately adjacent to existing residential properties to the east along Queens Drive (2-storey dwellings on the north side of Queens Drive and 3-storey apartments on the south). Much of the surrounding housing stock is typical 2-storey pre-war housing in scale and appearance, while the 3-storey apartment block typology is found consistently in Kirkholt.

The site is bookended by the 3-storey apartment block typology, and formerly housed 3 further blocks in a similar arrangement fronting Queens Drive. This surrounding massing has dictated the approach for the overall design of the proposals, ensuring that the scheme sits positively within its context.



Scale of new development in relation to surrounding buildings.



Gable and Massing Precedents within Kirkholt and Rochdale (images c/o Google Maps)

Rochdale's architectural history reflects its rich industrial roots. Historic mills and warehouses permeate through the town and surrounding areas and spearhead the spread of industrial aesthetic within Rochdale's architecture. The growth of the mills, often with sawtooth roofs and gable elevations, saw the influx of workers and as such typical 'worker housing' was also developed en masse – back-to-back and densely packed terraced housing became commonplace. The housing focussed on uniformity and efficiency, with distinct massing and prominent gable ends.

As time progressed, traditional Victorian Era dwellings were developed with defined gable features, sharp junctions and elegant detailing, as well as the consistent uniformity made commonplace in the 'worker housing'. This was followed by pre/post-war housing, which took reference from its predecessors and offered a combination of efficiency, uniformity and strong massing, alongside subtle elements of brick detailing. The overall aesthetic of the area is therefore dominated by robust building types, both residential and industrial, often with focal point gable elevations that carry reference to the strong industrial typologies of the area.

9.2 FINAL MASSING

The overall scale and massing of the proposed scheme looks to celebrate the rich architectural history of Kirkholt, Rochdale and the surrounding areas, responding to the strong industrial heritage of the area and referencing the journey of residential typology design within the borough. The scheme looks to provide a contemporary yet considered response to the local architectural heritage. A series of gables are utilised to provide visual separation to the dwelling block, and have been used to similar effect to reduce the perceived massing of the larger apartment block. The design respects the domestic character of the area, utilising traditional residential forms and features (such as pitched roofs, uniform fenestration patterns and brick finishes and detailing) to ensure the scheme settles well into its surroundings while also providing a unique sense of character and place.

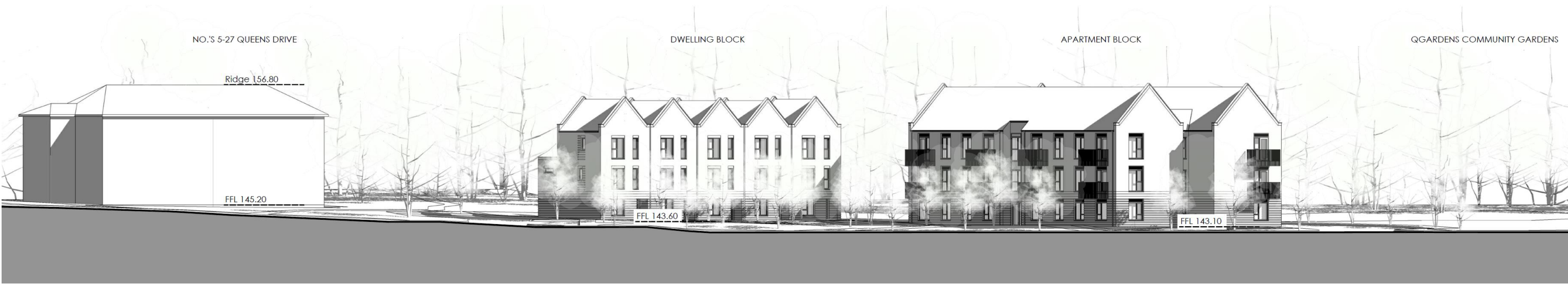
The massing of the proposals also responds directly to the surrounding buildings, in particular the 3-storey apartment buildings lining the southern side of Queens Drive. A range of initial options were presented for discussion, and it was recommended during the pre-app discussions with Rochdale MBC that a 3-storey massing would be appropriate in the context of the site to provide visual continuity along Queens Drive, at a prominent junction of Queensway. As such, both the apartment block and dwellings are designed to 3-storeys. The final massing gives due consideration to the surrounding properties; care has been taken not to overwhelm the adjacent dwellings by nature of the scale and massing. The massing of the dwelling block is 3-storey to the front along Queens Drive, and 2-storey to the rear (facing towards the adjacent apartment building) to reduce the overall massing and visual impact. The massing of the apartment block has been split and stepped in order to reduce the perceived massing of the block – dual gables face the highway to provide visual focal points to the scheme. The pitched roof slope of the apartment building has also been orientated towards the Community Gardens site, in order to minimise the visual impact of the building from ground level.

The scale and massing of the proposed buildings on the site has also been guided by comments made by RMBC Planning throughout the pre-application process, inclusive of:

- It is acknowledged that 3 no. 3-storey apartment buildings were previously on site and followed the layout of the remaining apartment buildings that bookend the site – these should be referenced but could be approached in an alternate, more contemporary and appropriate way;
- Simplification of the overall massing in order to respond to the overall surrounding context;
- Both the apartment block and dwelling block have been raised to 3-storeys to improve visual coherence along Queens Drive;
- A unified design language should be carried across the two proposed blocks;
- Consideration of the outlook of the scheme from a wider context, inclusive of its relation to adjacent apartment blocks and views from Queensway.

The above comments have been given due consideration throughout the design process and influenced the final design and massing of the scheme. The massing has been developed appropriately and contextually, ensuring coherence across the site and the wider Queens Drive/Queensway setting.

The Street Scene Elevation below shows the final massing of the scheme.



Proposed Queens Drive Street Elevation
Extract from dwg no.:22-042_13



View of the proposed development – looking south from Queens Drive

10.0 LANDSCAPE

10.1 LANDSCAPE PROPOSALS

The detailed landscape proposals for the Queens Drive site in Kirkholt have been developed by Saville Landscape Design. Relevant policies have been considered throughout producing the landscaping strategies relating to both green and blue infrastructure, alongside the Ecology and Arboricultural reports, the Biodiversity Net Gain Assessment and SuDS & Drainage Strategies which have all been taken into account whilst forming and shaping the landscape proposals.

The key objectives of the landscape proposals aim to:

- Integrate the development successfully with the surrounding area
- Enhance the ecological diversity of the site, utilising species to encourage native flora and fauna
- Provide a high-quality attractive environment for the people who will live there, immediately and in the long term
- Create an open courtyard for residents, unifying the scheme through landscape design that feels open and inviting
- Maximise Biodiversity Net Gains across the site.

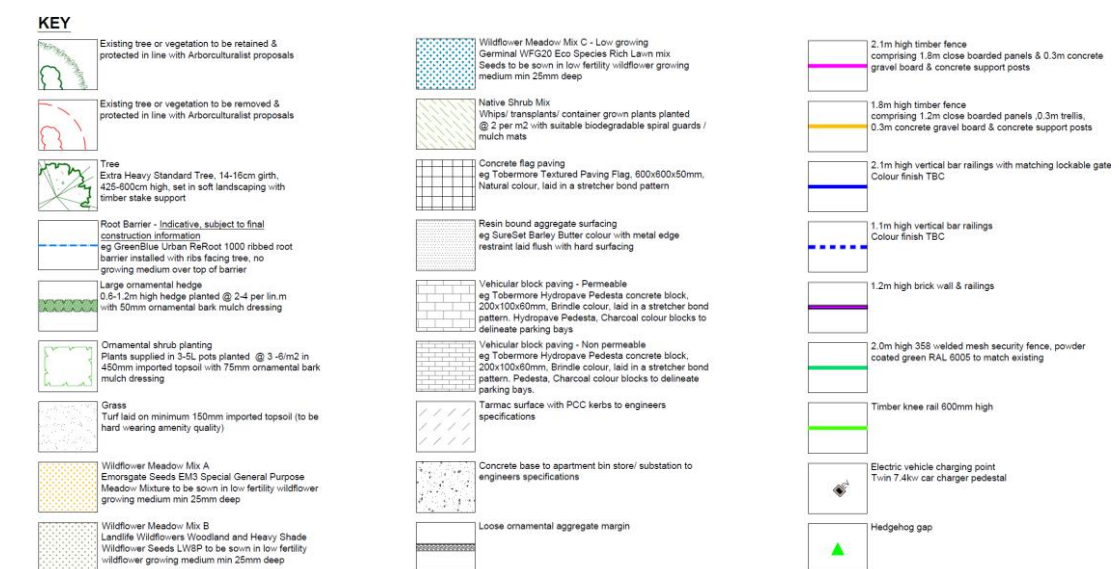
In maximising BNG across the site, green spaces have been enhanced where possible through incorporation of species-rich Wildflower Meadows and Native Tree & Shrub planting. A total of 30 no. new trees are proposed across the site, enhancing the communal amenity space, providing a tree-lined frontage to Queens Drive and offering soft visual separation between the development site and the QGardens Community Gardens site. Shrub planting to key areas, including at low-level around the apartment block, adjacent to the Community Gardens and against the bin store will aid in softening the visual amenity across the site. Existing trees have been aimed to be retained where possible and practical – the scheme will require a number of existing trees to be removed, however has looked to retain significant trees on site where possible inclusive of the mature Maple (Arb ref. T9) to the north-east of the development site.

Working in coordination with the Structural Engineers and the LLFA, several SuDS measures have been incorporated in order to aid the overall drainage strategy. These include permeable paving to the apartment car parking spaces, rainwater harvesting measures to the dwellings, and a series of Rain Gardens within the communal landscaped area.

Overall boundary treatments look to provide visual continuity across Queens Drive to aid with integrating the scheme into its surroundings. Along Queens Drive, new timber knee railing is proposed (as existing) to offer subtle delineation of the site boundary and communal external spaces. Closed boarded timber fencing is proposed to the rear of the dwellings, in line with Crime Impact Statement recommendations, while vertical metal railings are proposed to the rear of the apartment block and adjacent to the Community Gardens, to offer views through and into the wooded areas to the south of site.

See Saville Landscape Design's Landscape Proposals and Detailed Planting Plans for further details on the above.

10.2 DETAILED LANDSCAPE PROPOSALS



Extracts from the Saville Landscape Design landscaping strategy.

11.1 VISUAL STRATEGY

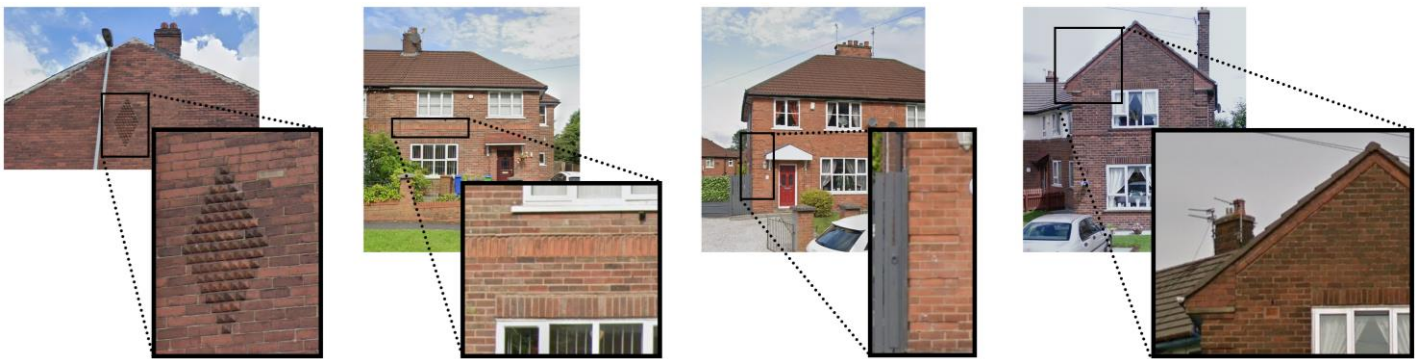
Alongside the massing development, the external appearance of the building was developed further including window openings and elevational treatments. The surrounding context uses a variety of materials however the predominant material palette within the area is traditional red brick; from an early stage it was agreed that brick would be an appropriate choice for the primary material within the development due to the building's residential use and the typical local vernacular. Consideration of the site setting within Kirkholt and Rochdale was also given, to ensure the proposal would be appropriate to the setting and surroundings.

ELEVATIONAL STUDIES

Initial proposals and key design drivers incorporated the following key elements:

- Predominantly domestic building forms and character.
- A limited palette of materials for the façade treatment. The scheme is proposed to be faced with brickwork, with modest contemporary detailing where appropriate.
- Contemporary contrasting brick choices as a fundamental design principal of the scheme to compliment the surrounding apartment buildings, with horizontal banding to ground floors and robust detailing to upper floors
- Utilising the traditional pitched roof form to compliment the visual aesthetic of surrounding dwellings and reduce the visual impact of the building height.
- The elevations have been composed to provide a sense of place from within the scheme, taking reference from architectural detailing within the surrounding area.
- The elevations are characterised by the regular repetitive ordering of window and door openings to establish a strong vertical rhythm to the façade, as referenced in the traditional mills and dwellings in the surrounding areas.

Alongside initial elevations design drivers, detailing from within the local surrounding context was explored which influenced the elevational treatments used in the proposals. Features include soldier coursing, recessed banding and gable detailing, and have been enhanced to be utilised in a contemporary manner as feature details on the proposals.



The initial massing and visual strategy also took reference from features of the following precedent schemes opposite:



Chelwood
Napier Clarke



Aukland Rise
HTA



New Lodge Community
PRP



Timekeepers Lodge
Buttress



The Foundry
Bowker Sadler



Chowdhury Walk
Al-Jawad Pike

The proposed elevations have been developed to reflect the traditional built forms and massing of the local vernacular and offer continuity with the traditional pitched roof aesthetic of the surrounding dwellings. A strong massing is proposed, with consistent massing, fenestration patterns and detailing and a robust overall form. ‘Double gables’ are proposed on the gable ends of the apartment block, helping to reduce the overall massing and create focal points to the proposals, while a series of gables are proposed to the dwelling block to offer visual coherence and subtle distinction between dwellings.

The proposed elevations seek a contextually driven contemporary approach to the local vernacular; facing brick with brickwork detailing, a pitched roof form and meaningful proportions are combined with floor to ceiling height windows to form the detailed elevation. The scheme is to be faced with red brick predominantly, with a contrasting brickwork to ground floors, referencing the typical apartment block typology in the local area, but with a unique contemporary approach. Brick detailing and setbacks to add interest to the overall masonry massing; the elevations have been designed to provide gentle carefully crafted facades that compliment the strong, robust built form.

The gables are used to offer a visual focal point to the scheme – the gables are all designed to front Queens Drive and Queensway in order to enhance visual connectivity with the public realm. The double gables of the apartment block are enhanced with subtle detailing alongside floor-to-ceiling windows that provide outward facing active elevations. The language established in the elevation is clear and legible, and applying a limited palette of materials to the building strengthens the scheme’s robustness.

Our approach is to provide an overall modern contemporary feel to the development, but in a simple and understated language. The choice of materials has played a key role in the design and by restricting the palette it has allowed for a clean elegance in the design, whilst reflecting elements of the surrounding buildings. The elevations look to compliment the overall street scene; the continuity in materials and detailing throughout the scheme is intended to provide a high-quality contemporary approach that reflects the character of the surrounding architecture.

11.2 ELEVATIONS AND MATERIALS

The design of the new development has attempted to draw upon some of the vernacular architectural characteristics of surrounding architecture whilst also addressing the elevations with a modern approach. Key features which have been used to influence the design include:

- Maintaining a similar site massing to the surrounding apartment buildings fronting Queens Drive,
- Responding to the locale and the traditional urban grain,
- A strong definition of building lines, overlooking the central courtyard and creating a sense of place to the scheme,
- Simple but robust detailing with a limited and refined palette of materials,
- Key corners strengthened with additional elevational features and details which enhance site-wide views & vistas,
- The setting of the surrounding site context.

The following materials and features are proposed for this development (numbers relate to the codes on the planning elevation drawings):

- 1- Red facing brickwork (Michelmersh Lakeland Mix, or similar)
- 2- White facing brickwork (Michelmersh Polaris, or similar)
- 3- Recessed horizontal brick banding
- 4- Soldier course banding
- 5- Anthracite thin profile interlocking roof tile (Marley Edgemere, or similar)
- 6- uPVC windows (colour anthracite grey, RAL 7016) with brick soldier course above
- 7- PPC aluminium copings (colour anthracite grey, RAL 7016)
- 8- PPC steel balustrade railings to terraces (colour anthracite grey, RAL 7016)
- 9- PAS24 compliant front door (colour & type TBC)
- 10- PV panel (size, type and quantity TBC)



Refer to dwg no's.: 22-042_11, 12 & 13 for Elevations & Elevation Details



View of the proposed dwelling block – looking north-east from the apartment block entrance

12.1 ACCESS STRATEGY

The overall philosophy is to create a development that will improve the character of the surrounding area and create a focal point that will meet the needs of its occupiers and visitors. This statement demonstrates a clear commitment to deliver a welcoming and inclusive residential development. Careful consideration has been, and will continue to be applied, to meet best practice and inclusive design standards.

The site is connected to key destinations via the nearby Rochdale Bypass (A664) and Manchester Road (A58) which lead towards Rochdale Town Centre to the north. Kirkholt is a good transport corridor between the Town Centre and adjacent transport links; in terms of wider highways networks the site is located 1.5 miles from Junction 20 of the M62 Motorway which offers access to cities across the North West, including towards Manchester, Liverpool & Leeds.

The nearest train stations to the site are Castleton Station and Rochdale Station which lie approx. 1 mile west and 1.5miles north of site respectively; the site is well connected to these local stations through other means of public transport including regular bus routes. These stations are highly connected and offer regular services across the North West and throughout the rest of the country. The closest bus stop sits just 150m west of site, along Queensway, while the closest tram stop is Rochdale, in Rochdale Town Centre.

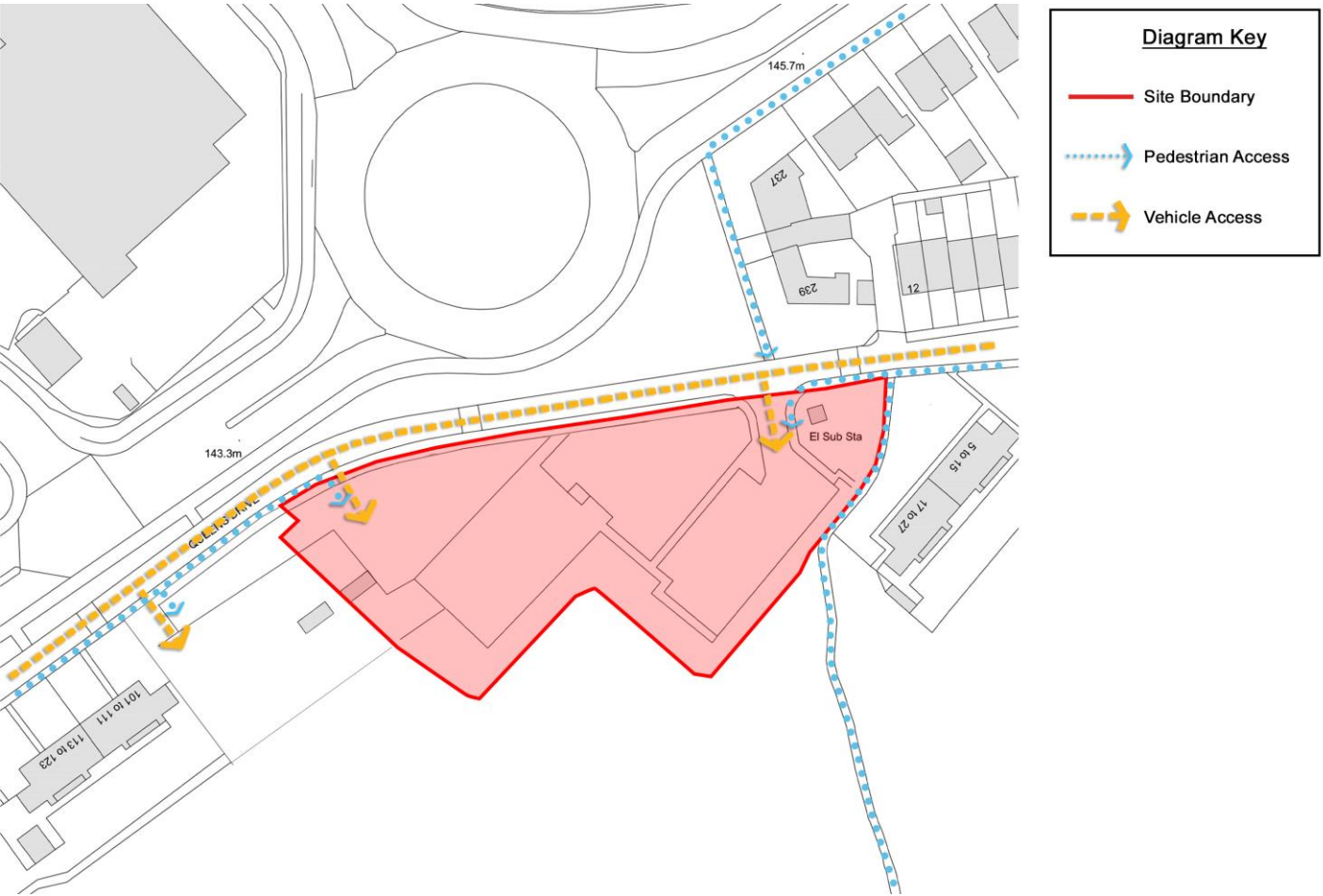
The site is within a highly sustainable location and meets the aspirations of the National Planning Policy Framework, with excellent access to public transport connections. Further detail can be found in the Transport Statement, which makes clear the site is in an accessible and sustainable location.

12.2 PARKING AND CYCLING STRATEGY

The development will be accessible from 2 separate vehicular access points, one at each end of the development site, directly off of Queens Drive. The existing vehicular access to the east (currently providing access to the former medical centre car park) will be retained and reconfigured to provide access to a new parking court for the 5 no. terraced dwellings, while a new vehicular access point to the west will service the car park for the apartment block. The new site access can achieve the appropriate visibility splays as set out in Manual for Streets 2, and appropriate vehicle tracking has been produced for both parking layouts.

Parking provision has been developed in line with the Rochdale Core Strategy – Appendix 5 ‘Schedule of Parking Standards’, and balanced against the overall site constraints and the need for a well-designed, safe and attractive public realm. The schedule details the requirements of parking provisions for cars and bicycles within new residential developments and has formed the basis of the parking strategy for the scheme. The appendix doesn’t give any minimum parking standards for car parking provision, but includes maximum standards. For single bedroom apartments, this maximum standard is 1.25 spaces per dwelling, while the maximum standard for 2+ bedroom houses outside the town centre is 2 spaces per dwelling. The apartment block is provided with 17 no. parking spaces (~75%) with 3 no. disabled spaces, while the dwellings are each provided with 2 no. spaces (200%). These provisions all fall in accordance with the guidance in the Core Strategy.

It was important to provide an active and attractive frontage to Queens Drive, particularly with it being situated on a prominent junction of Queensway, therefore parking layouts are designed to offer a reduced visual disruption to the overall street scene. In response to this, parking areas are designed to be well-overlooked, with car parking provision situated in areas with good natural surveillance, and an overall open feel to the scheme to maximise visual links across the site. We were conscious not to encourage areas dominated by vehicles and so the introduced landscaping scheme offers much landscaping and high-quality surface materials to provide a buffer zone between public and private realm. We hope to create a lively active frontage with natural surveillance from dwellings overlooking the courtyards and external spaces, and a high-quality landscape design (Urban Design Compendium & Car Parking: What Works Where, English Partnerships 2000 & 2006; Nos. 12 & 13, Building For Life, CABE 2008).



Pedestrian and Vehicular access routes

With regards to cycle provisions, the scheme looks to promote active and sustainable transport, and as such goes beyond the design standards set out in Rochdale Core Strategy – Appendix 5. The standards set out in the Core Strategy suggest a minimum provision of 1 space per 5 dwellings (20%); the scheme will offer 100% cycle parking to the apartment block, provided within a dedicated, secure indoor Cycle Store. Further details of all of the above can be found in Eddison’s associated Transport Statement.

12.3 REFUSE AND RECYCLING STRATEGY

The proposal includes adequate and convenient storage for waste and recycling. Within the apartment block, a dedicated bin store has been designed to the rear of the scheme for ease of access for residents, to avoid any external visual impact and to integrate it within the overall scheme. The dwellings will each be provided with a dedicated bin store located within the front garden, alongside a dedicated bin collection area adjacent to the parking court to be used on bin collection days.

Advice has been sought directly from the Environmental Management at Rochdale Council, to ensure appropriate provisions of refuse and recycling storage are provided to the scheme. Storage requirements have also been sized in accordance with Rochdale Council's 'Developer Waste Collection Policy' document guidance. The dwellings are each to be provided with a complete set of 4 no. 240L bins (comprising waste, recycling, paper and garden). The apartment block will be provided with 3 no. 1100L Eurobins for each of the 3 waste streams (waste, recycling and paper), totalling 9 no. Eurobins.

The apartment block and the dwelling block will each have a separate Bin Collection Area for collection days, allowing for safe and appropriate roadside collections. The recycling strategy (inclusive of bin stores and collection area provisions) has been consulted with planners throughout the design of the scheme to ensure it is deemed acceptable.

The diagram below shows the bin and cycle storage areas on site, along with the associated refuse/bin travel distances and dedicated bin collection areas for collection days.



Bin & cycle storage areas

12.4 PUBLIC ACCESS

The development has been designed to comply with Building Regulations Approved Document M4(2), in line with the adopted Places for Everyone policies, alongside additional AD M4(3) ground floor accommodation to the dwellings. These state that 'reasonable provision should be made for most people to gain access to and use the dwelling and its facilities' (M4(2)) and 'reasonable provision must be made for a wheelchair user to live in the dwelling and use any associated private outdoor facilities' (M4(3)).

Key access criteria that have been designed-in include:

- Level thresholds to each block and property entrance has been achieved (to Approved Document Part M requirements).
- Accessible car parking provisions.
- Safe, convenient and accessible building approaches.
- Hard landscaping that allows inclusive use by all users.
- Good sized internal circulation space, bedrooms, living rooms, bathrooms and kitchens.
- Vehicular and Transport Links.

Good access to facilities both for everyday and emergency situations, using both private and public transport, is available for all taking account the needs of disabled people. Entrance doors have been positioned close to areas of pedestrian activity, whilst good lighting and natural surveillance from public spaces helps minimise the risk of crime and provide a sense of comfort to all users.

A Transport Statement has been submitted with this application detailing how the site is accessed by public transport, bicycle, car etc – this informs the car parking requirements and provides the following conclusion in regard to accessibility:

In summary, the consideration of traffic impact has demonstrated the following:

- It is concluded that the proposals are acceptable in highways terms, as;
- Existing and proposed pedestrian infrastructure offers safe movement within the local area,
- The site is within close proximity of numerous local amenities,
- The surrounding area is highly conducive to safe cycling,
- Bus stops with regular services are located nearby the site,
- Train stations are also close by and highly accessible,
- The overall impact on daily trip generation would be minimal.

It is concluded that the proposal meets the requirements of local and national policy, and that the residual traffic and road safety impact of the proposal will not be significant when tested against paragraph 111 of NPPF.



View of the proposed development – looking south-west from the dwelling parking court

13.1 LAND USE

The use of land that has been previously developed should be the priority for new development as opposed to greenfield sites. This sequential approach promotes the regeneration of areas that lie derelict or vacant and gives greater protection to environmental assets.

National policy highlights the need to make efficient and effective use of land by encouraging residential schemes with a minimum density of 30 dwellings per hectare. RMBC supports such policies, allied with appropriate alignment with existing character in terms of scale and mass, aligning with use policies, ensuring any historical status is respected and schemes do not result in over development. The current 5-year housing supply identification in the RMBC SHLAA emphasises the need to make efficient use of suitable and available brownfield sites when considering the density of proposals.

13.2 ORIENTATION & PV'S

The orientation of the built form within the application site has been largely determined by the urban design principles employed during the development of the proposals. The arrangement of the blocks and external areas on the site, the orientation of habitable rooms and the positioning of windows respond to the specific site conditions, aligning to existing roads and building lines. This approach contributes to the development of a unique character and sense of place. Careful consideration of spaces within the development and the approach of design for adaptability (all dwellings AD M4(2) and NDSS compliant as a minimum standard) give the scheme long term viability.

In addition to energy efficiency measures, it is proposed that the development will feature PV arrays on the roof in line with TANZ requirements. See dwg. no. 22-042_06 GA Roof Plan, and the associated Energy & Climate Change Adaption Statement for further details.

13.3 VENTILIATION

Each unit will incorporate operable windows to all habitable rooms to ensure fresh air is available to all future residents and their visitors. In addition, each apartment and dwelling will be installed with MVHR.

13.4 LIGHTING

Natural daylight will be available in all habitable rooms, and this will reduce the need for artificial lighting. This, alongside the use of energy efficient lighting, will result in a reduction in CO₂ emissions. Window openings have been sized to allow rooms to be naturally lit. Not only does this have the potential to reduce energy consumption but also makes for pleasant, liveable rooms contributing to the long-term sustainability of the scheme.

13.5 INSULATION

Whilst this is dealt with at the Building Regulations stage, the applicant is committed to maximising insulation levels throughout the proposal. A 'Fabric First' approach will be taken, focusing on reducing heat loss and prioritising energy efficiency from the start of the design and development process. Furthermore, the windows will provide the highest standard of double-glazed low-E glazing to prevent heat loss and heat gain, helping to keep the internal temperature of the dwellings relatively stable.

13.6 HEATING

Individual apartment energy efficient heating systems will enable control on a room-by-room basis. This will ensure energy is not expended when dwellings or the rooms within a dwelling are vacant. The heating scheme throughout the building will be based around Low Surface Temperature Panel Heaters with an all-electric system, with Air Source Heat Pumps used for hot water provision.

13.7 ENVIRONMENTAL FOCUS

As we move towards the Government's strategy of Net Zero Carbon by 2050, there has been a significant focus on how we can deliver a reduction of energy usage and the carbon footprint of the buildings. The Places for Everyone Joint Plan highlights Greater Manchester's target of achieving net zero carbon by 2038, with net zero to be achieved by all new developments from 2028. The scheme falls under the TANZ workplan – a GMCA driven commitment to achieve the delivery of 30,000 net zero carbon homes for affordable rent by 2038. The proposals will aim to be as low carbon as possible and the scheme will deliver on reduced energy consumption and carbon footprint, whilst future-proofing for changes in environmental factors, energy delivery models and customer requirements. See Davies Partnership's Energy & Climate Change Adaption Statement for further details of TANZ compliance.

14.1 SUMMARY

This document sets out how the proposed development responds to the site location, its constraints and opportunities, and the local housing needs. The following key items highlight the depth to which the development has been considered:

- The flexibility, range and type of units enhances the housing opportunities in the area.
- A sustainable location adjacent to good public transport links, to local education facilities, to retail and recreational facilities and to local areas of employment.
- The relationships between the existing and proposed dwellings have been respected in terms of building line, scale, massing, privacy distances and natural screening.
- The risk of crime has been mitigated by carefully considering the security issues and responding in a passive manner where practical.
- The site layout respects and responds to the constraints of the site and seeks to provide a built environment which promotes a sense of place and community.

This Design & Access Statement sets out the proposals in detail and summarises it as follows:

SITE ASSESSMENT: This describes the site location, demonstrating a clear understating of the location, surrounding area and building typologies. Site photographs provided show an under-utilised site in need of redevelopment. The existing site is considered in further reports for ecology and biodiversity, trees, drainage, environmental standards and transport, and its constraints clearly understood by the project team when preparing the development proposals.

PLANNING POLICY STATEMENT: The proposal constitutes sustainable development in line with the NPPF (Paragraph 11), economically, socially, and environmentally. The main reasons are:

1. Efficient use of a brownfield site in an urban and sustainable location,
2. Reduces future dependence on greenfield sites to meet housing needs, boosts housing land supply, range, and choice to meet local demand and varying needs,
3. Increases the local workforce to support the local economy and Greater Manchester,
4. Increases local expenditure to support the local economy and support local services,
5. Boosts council tax receipts and provides new homes bonus to generate new spend on local services and local regeneration initiatives,
6. Ensures new homes are supported by adequate infrastructure,
7. Provides low carbon housing in a low-risk flood area and outside of an air quality management area,
8. Retains existing trees where possible and provides new tree planting and creation of new green infrastructure/public realm; provides biodiversity net gain,
9. Highly accessible by foot, cycle, and public transport to local facilities in a safe and convenient manner, to reduce reliance on the private car and thereby reduce carbon emissions.

INVOLVEMENT: Consultation appropriate to the scheme has been carried out at various stages during the design period. This includes discussions Rochdale Borough Council throughout, ensuring a scheme that addresses any issues raised. Public consultation was also carried out during the development of the scheme to allow local residents to provide feedback on the scheme.

EVALUATION: An evaluation of the site constraints and opportunities demonstrate an understanding of the site-specific issues, and the aspirations of the opportunities diagrams are clearly seen in the final proposals.

DESIGN: A number of options were explored at the early design stages to establish key design principles for the site. Designs were developed through an extensive process with a range of stakeholders, including a thorough pre-application process with RMBC Planning. The proposed design has taken on board feedback given throughout the design process and to provide a clearly defined and characterful response to the site.

USE: The proposed residential use is shown to be acceptable, building on its SHLAA identification as being suitable, available and achievable for residential development. The SHLAA site reference is looked at in more detail and suitably appraised.

AMOUNT: A density of 60 dwellings per hectare and the locations of individual dwellings demonstrates a scheme that respects the surrounding context and overlooking distances. The SHLAA identifies that the site is suitable for 22 dwellings, which has been met and exceeded to an appropriate density. This, together with the evident need to make the most efficient use of suitable sites within the authority to address the current lack of housing land supply, provides clear justification for progressing a higher density at the site.

LAYOUT: The layout is further analysed and detailed. The proposed development has responded to the Rochdale Core Strategy, SPDs and other material considerations, to arrive at a scheme that progresses a high standard of design when considering the site’s technical constraints.

SCALE: The 3-storey height of the development is deemed to be appropriate to its context, taking into account the massing of surrounding buildings and residential dwellings, as well as the overall massing and setting out of the demolished apartment buildings. Design features such as a dual pitched roof and setbacks/recesses also help to break down the scale and massing of the blocks where necessary.

LANDSCAPE: A high-quality landscape scheme has been produced in line with the relevant policies and guidance in The Rochdale Core Strategy. Consequently, the scheme is policy compliant in this respect, and landscaping should not form a prohibitive factor in the consideration of the proposed development. The provision of well-designed amenity space that incorporates biodiversity requirements represents a clear enhancement of a poor-quality existing space.

APPEARANCE: A limited palette of sympathetic materials with simple robust detailing has been included to create an overall modern contemporary feel to the development, which is sympathetic to, and enhances, the characteristics of its setting, creating a clear sense of place to the scheme and the site.

ACCESS: The access strategy of the site is summarised. The site is clearly demonstrated to be in a sustainable and accessible location, with safe access provided. Further details are provided in the Transport Statement.

RESOURCES AND LIFESPAN: The proposals aim to be as low carbon as possible, designed to meet TANZ standards. A ‘Fabric First’ approach will be taken to the building as well as orientating the form to make the best use of natural lighting and positioning of PVs, in response to site specific conditions. The scheme will deliver on reduced energy consumption and carbon footprint, whilst future-proofing for changes in environmental factors, energy delivery models and customer requirements.

14.2 CONCLUSION

The proposal seeks the redevelopment of a redundant site which has the potential to contribute towards the delivery of successful homes within a sustainable location. The development proposals have been carefully considered to ensure compliance with relevant national and local planning policies and show a clear understanding of the existing site and surrounding context. It will be a positive addition to the housing offer within Kirkholt and the Rochdale MBC boundaries and should be approved with this site identified in the SHLAA as being suitable, available and achievable for residential development.