

Calliards Mill, Smithy Bridge,  
OL15 8QF

# Design & Access Statement



Revision A

23<sup>rd</sup> February 2026

**SOLID  
VOID**

## **Contents**

|                             |                |
|-----------------------------|----------------|
| <b>1. – Introduction</b>    | <b>Page 2</b>  |
| <b>2. – Planning Policy</b> | <b>Page 3</b>  |
| <b>3. – Heritage</b>        | <b>Page 4</b>  |
| <b>4. – Use</b>             | <b>Page 6</b>  |
| <b>5. – Amount</b>          | <b>Page 6</b>  |
| <b>6. – Layout</b>          | <b>Page 6</b>  |
| <b>7. – Scale</b>           | <b>Page 7</b>  |
| <b>8. – Landscaping</b>     | <b>Page 7</b>  |
| <b>9. – Appearance</b>      | <b>Page 8</b>  |
| <b>10. – Access</b>         | <b>Page 9</b>  |
| <b>11. – Sustainability</b> | <b>Page 10</b> |

## 1.0 Introduction

This Design and Access Statement has been prepared by Solid Void on behalf of Harry Seed to supplement a full planning application for re-development of Calliards Mill into 8no. back-to-back terraced houses, with façade alterations and external landscaping works.

The site is presently a single, family dwelling with extensive, hard and soft landscaped gardens, across a slightly sloping site with associated car parking. Located adjacent to Stubley Mill Road (path) and Smithy Bridge Road, the site sits in a highly sustainable location approximate 400 meters from Smithy Bridge Train Station which affords potential future residents' direct access to the cities of Manchester and Leeds. The local amenities include primary school, shops, restaurants, canal tow paths, Hollingworth Lake public park and transport links into Rochdale town centre, Littleborough village centre, and road access to the M62 motorway is approximately 4km away.

The dwelling is stone built, of 2 storeys, approximately 10x2 bays, and has small rectangular windows with stone lintels and sills. Stone-arched loading door to west-facing wall, and angled pediment. The Statement of Significance by Paul Butler Associates confirms that there is evidence that the building likely operated as a warehouse as part of Calliards Manufacturing Company Ltd which was involved in the woollen industry between 1844 and 1856.

The Bury Times - Saturday 03 December 1859, recorded that the first meeting of the shareholders was held at the warehouse. There was a suggestion that the buildings were not adapted to woollen machinery which was said to be incorrect and that, *'the new stone building, four stories high, was twenty-eight yards long inside and sixteen yards wide was substantially built. The warehouse was nearly as large...some of the other buildings might be improved'*.

The surviving building does loosely fit the description of the measurements for 'the new stone building' (as described in 1859) which was of four storeys meaning the upper two have been removed. The raised central pediment also has a more art-deco influence more common for the 1930s, however, this is somewhat speculative without further evidence. The condition of the building overall is poor with the main, flat roof leaking and causing damage to the rooms internally.

The large, glazed conservatory addition is also incongruous and in a poor state of disrepair. The site has been redeveloped several times over the past 175 years which has caused elements of harm, but it's determined by Paul Butler Associates that it has medium significance because of it's local and regional interest, as well as it being Locally Listed.

The Statement of Significance confirms that the removal of the front terrace should be considered as a heritage benefit alongside the removal of the timber cladding to the walls in this location, which is proposed. They also state that a rooftop extension could be considered, as it appears likely the building was originally taller.

In planning terms, the Conservation Office typically advocates for the retention of Locally Listed assets over their demolition. The modest, proposed redevelopment would represent a viable proposal that should be supported by the Local Planning Authority. Water ingress is currently causing damage to the existing structure, and this needs urgent investment and protection to ensure that it doesn't fall into a greater state of disrepair. The interiors are not listed so do not require consideration by the Conservation Officer (there are also very few features of note internally) so subdivision into small dwelling units are a reasonable consideration, as the building is overly large for a single dwelling.

As well as being highly accessible, the site has been previously developed and as such is classed as a brownfield land. The proposals will convert a single dwelling into 4no. 3-bedroom, 5-person homes and 4no. 3-bedroom, 6-person homes (to Nationally Described Space Standards).

The landscape can largely remain unchanged to provide extensive communal garden amenity space for the enjoyment of each of the properties and 2no. retained parking spaces provided to the front of 'House 1'. The remaining 10no. parking spaces are placed to the rear of the property in a 45-degree bay arrangement, easily connected by pathways to the entrances of every dwelling. Pro rata, each property is provided with 1.5no. car parking spaces each, which is deemed appropriate given the highly sustainable location and proximity to both bus and rail networks. Furthermore, the properties will be let out under the Applicant's property rental business and will therefore have the flexibility of being advertised with or without allocated parking space to give tenants a cost saving should they not own a car. All new parking areas will be surfaced with permeable tarmac.

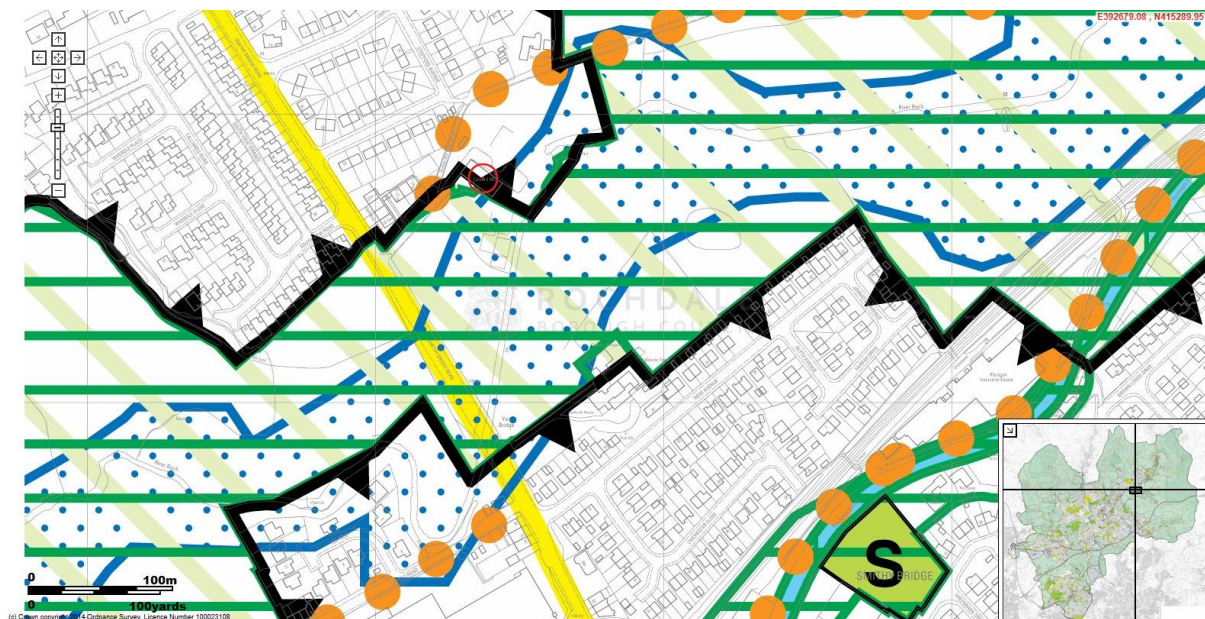
The site has been carefully appraised by the Design Team and sensitively designed to respect neighbouring context, protecting existing and future resident's outlook and amenity spaces. The proposals seek to provide minimal interventions and will enhance the heritage asset, protect the structure from further water ingress and ensure sympathetic, beneficial use for the building's future.

## 2.0 Planning Policy

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

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

The building sits within the Defined Urban Boundary, in accordance with the Rochdale Unitary Development Plan (2006), whilst the land that forms the wider site is in green corridor.



**Fig 1: Rochdale UDP Map Search Extract**

### 3.0 Heritage

On the 27<sup>th</sup> of May 2025, Paul Butler Associates produced a Statement of Significance for Calliard Mill. The statement highlights that the site's building has a Local Listing on the HER entry (5244.1.0) and is identified on Rochdale's local heritage list as "Calliards Mill (Lower Mill), Stubley Mill Road"1, and no further information is given.

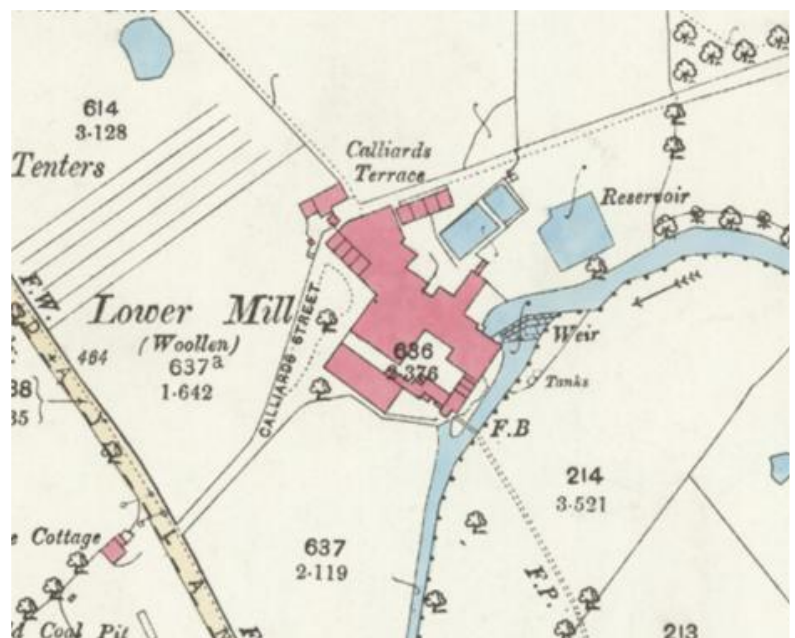
The Local Authorities survey in 2017 recorded the following:

*Marked on maps (1,2) as a woollen mill, and tenter ground shown on 1848 map to the north-east of the mill. The mill is currently undergoing conversion and has already been heavily modified. The main building is stone built, of 2 storeys, possibly 10x2 bays, and has small rectangular windows with stone lintels and sills. Possibly timber internal construction. Stone-arched loading door to west-facing wall, and angled pediment. The condition of this building at the moment is poor. (3) Calliards Mill is marked on map (1) as "Lower Mill". Per LUAU – former dyeworks and bleachworks established 19th century and in operation until at least the 1940s when dyepits on the north bank of the river Roch and a terrace of mill housing to the north on Stubley Mill Road survived in association with a brick mill complex. An assortment of ill-defined brick wall stubs and earthworks survives to the north of the 2-storey stone building. There is a large arch in the north and south faces (of this building?), the former surviving the better. Still occupied. Site includes a large weir to the south, less than 6m across with a drop of less than 1m. (4) As described above; fair amount of vegetation growth. Fair condition, occupied. Below-ground archaeological potential: medium. Much of the demolished complex has not been redeveloped. (5)[RR Field visit 20/03/2017]*

The date of Calliards Mill is confirmed to be difficult to establish and is first shown on the edge of the Tithe Map of 1846 where it is identified as 'Lower Mill', the extent of the mill isn't clear as north of the River Roch is covered by a separate map which does not appear to be available.



**Fig 2:**  
**Lancashire Sheet LXXXI, published 1851**



**Fig 3:**  
**Lancashire Sheet LXXXI.14, published 1893**

On close inspection of the front façade of the building, beneath the parapet there are stones which appear as window sills aligning with windows below. On the upper floor there is also a room with the ceiling that has what looks to be floorboards above which now form the roof. This alongside the concrete copings would suggest it is possible the building had additional floors that have been removed. The surviving building does loosely fit the description of the measurements for 'the new stone building' (as described in 1859) which was of four storeys meaning the upper two have been removed. The raised central pediment also has a more art-deco influence more common for the 1930s, however, this is somewhat speculative without further evidence.



**Fig 4: The front façade, note the arrangement of the window bays, the concrete copings and the possible window cills at eaves level. The window cills are also visible on the side elevation in similar bays**

Given the mill shows evidence of being formerly 4-storeys in height, the proposed addition of a pitched roof above the concrete coping would not cause harm to the building, having had it's massing formerly reduced.

The existing glazed conservatory, a later addition to the building, is in a state of disrepair and appears incongruous to the historic warehouse building. The proposals seek to demolish this structure.

There isn't enough evidence to be definitive on the date and use of the surviving building, but it was most likely a warehouse for the storage and transportation of goods, it was in existence from at least

1851 before being extended in the mid to late-19th century. It is possible, if not likely, that the building once had additional floors that have been removed.

The site has some architectural interest although limited due to its largely utilitarian design which itself has been heavily altered with several prominent and harmful alterations.

Paul Butler Associates consider the site and building to be of **medium significance** being of local and to some extent regional interest and would be considered a Non-Designated Heritage Asset.

On balance, the building holds medium heritage significance but it's setting has been eroded over the years by a series of poor-quality interventions in the form of a large timber conservatory and the roof is in a poor state of repair that is causing further damage to the existing building's structure. The proposals seek to enhance the existing heritage asset with a sympathetic, slate, duo pitched roof which will protect the building for many decades. The incongruous conservatory and the uPVC, tongue and groove cladding will also be removed and replaced with stonework to match existing.

*Therefore, the scheme is beneficial and enhancing and should be supported by the Local Planning Authority.*

#### **4.0 Use**

This planning application seeks to convert, extend the roof, and renovate a single dwellinghouse into 8no. back-to-back terraced dwellings, use Class C3, including associated refuse storage, car parking and landscaping.

#### **5.0 Amount**

The proposal seeks to convert an existing dwelling with a total gross internal floor area of 915sqm (9,849sqft) into 8no. dwellings with an additional extended 2<sup>nd</sup> floor.

Each 3B5P dwellings will be at least 99sqm.

The 3B6P dwellings will be at least 108sqm.

#### **6.0 Layout**

The main entrances to each of the dwellings are placed to the north, south and easterly aspects of the building. The dwellings are roughly arranged, back-to-back with 4no units facing Smithy Bridge Road and the remaining half facing in the opposite direction. New party walls will run in alignment from the ground floor up to the roof level.

The layout of the dwellings positions the stairs towards the centre of the floor plan, which in most instances utilises the existing window openings (or blocked up openings) to provide natural light and ventilation to habitable rooms around the perimeter of the footprint.

Kitchen/Dining rooms occupy most of the ground floor plan, alongside storage and WCs. The first and second floors are where the living room, bedrooms and bathrooms are located.

The second floor is made possible by extending the building upwards using a new pitched roof construction that is faced with stone on the walls and has a grey tile finish on the roof. New rooflights will serve the bedrooms on that floor to provide natural light and ventilation.

## **7.0 Scale**

The scale and massing of the existing building form is largely unaffected by the proposals, with the ground floor build replacing the poor quality, glazed, conservatory and first floor terrace, both of which will be a conservation benefit.

The second floor is provided by creating a new duo pitched roof over the main range of the building and thus creating a subtle increase in height of the current property. The pediment of the building is likely to be a later addition to the property, and the concrete coping is showing significant signs of weathering. The existing flat roof behind is leaking through the asphalt and damaging the interior. To rectify this issue the design approach is to provide a new pitched roof to actively deal with the rainwater, and consequently, also create additional space for new bedroom accommodation.

As noted within the Statement of Significance report, the building may have historically been 4 storeys in height, so the increase its height does not return it form back to its suggested original massing. In any case, the building is screened significantly from the main road, and the closest neighbouring properties is 26m away at acute angle, result in no harm to outlook, overlooking or amenity privacy.

## **8.0 Landscaping**

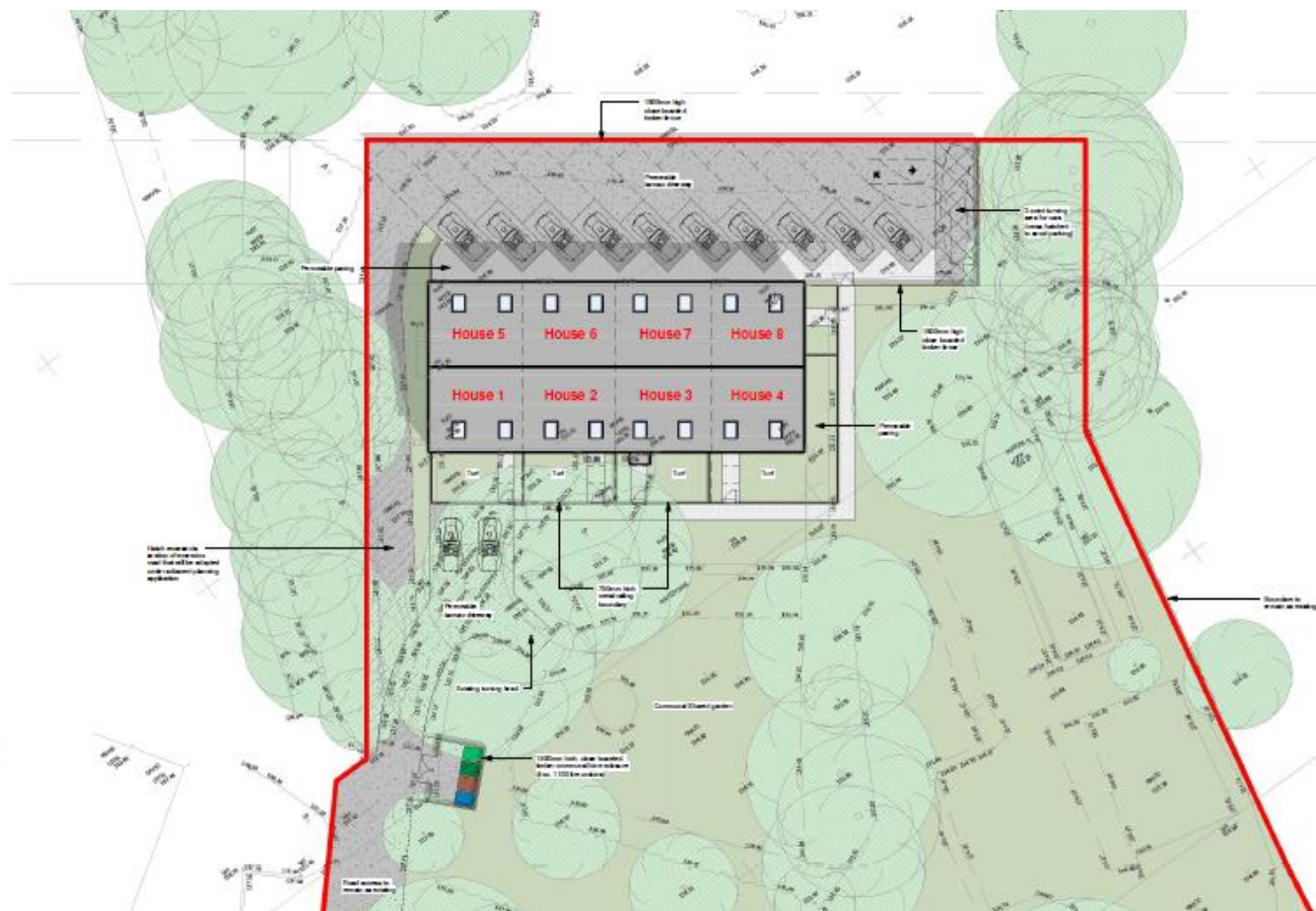
As per the Arboricultural Constraints Report prepared by E3P, the site contains and it's abounded by several trees which has been classified as mainly Category 'B' trees/hedges, with some Category 'C' and 'U'.

The footprint of the building does not change as part of these proposals and therefore, there is no intention to remove trees or hedges. However, if required to sustain their health, the applicant will prune these as per the recommendations of the Arboricultural consultant.

Most of all soft landscaping will remain as existing, apart from some new turfed areas to most front and back gardens which are currently surfaced in gravel.

Where new hardscape is required to create footpaths and patios, these will be laid in gravel or permeable paving to assist with drainage infiltration. Similarly, all new driveways and parking courts will be surfaced in permeable tarmac to also attenuate rainwater run-off.

Most of the building's current boundaries will be retained as existing, with new 1500mm & 1800mm high, close boarded timber fencing to subdivide new property boundaries to the rear. To preserve a sense of 'openness' to the front of the property, 750mm high metal railings will be installed to provide subdivision of ownerships. Several of the proposed railings sit within tree canopy zones and therefore not damage tree roofs, the railings will only require minimal, localised support posts which will limit any damage to tree roots.



**Fig 5: Proposed Site Layout**

## 8.0 Appearance

The building is proposed to be built up with masonry cavity wall construction to utilise a new second floor within the roof space of a new duo pitched roof.

The building's facing materials will be selected from a high-quality palette, including good quality roof tiles, natural stone to match the existing colour and style, white silicone-based through colour render, dark grey uPVC/aluminium framed windows, doors, curtain walling.

Most of the building's appearance features have been retained and preserved, and where possible, existing features that cause heritage harm will be removed (such as the first-floor terrace and the glazed conservatory). The removal of the poor-quality conservatory should be favourably welcomed by the Conservation Officer.



**Fig 6: Proposed Axonometric View of the Proposals**

## 9.0 Access

The main vehicular access and car park is proposed from Smithy Bridge Road for cars and pedestrians, with a secondary point of connection on foot via Stubley Mill Rad (lane). Two of the proposed car parking spaces will be allocated to 'House 1' and these will be sited to the front of the building. The existing turning head on the existing driveway allows a sufficient space for a vehicle to perform a 3-point turn and leave the site in a forward gear. In addition, there is space for two additional car parking spaces to the northern end of the site. The building's internal bin store and cycle store can be accessed from a footpath that circulates the building and connects to the main entrance to the site.

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

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

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

## 10.0 Sustainability

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

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