

DESIGN & ACCESS STATEMENT V3

PROPOSED RESIDENTIAL DEVELOPMENT

Land adjacent to 1133 Rochdale Road including land within rear yard of 1133 Rochdale Road, Manchester, M9 7FW

Proposed New Development of 5no Apartment

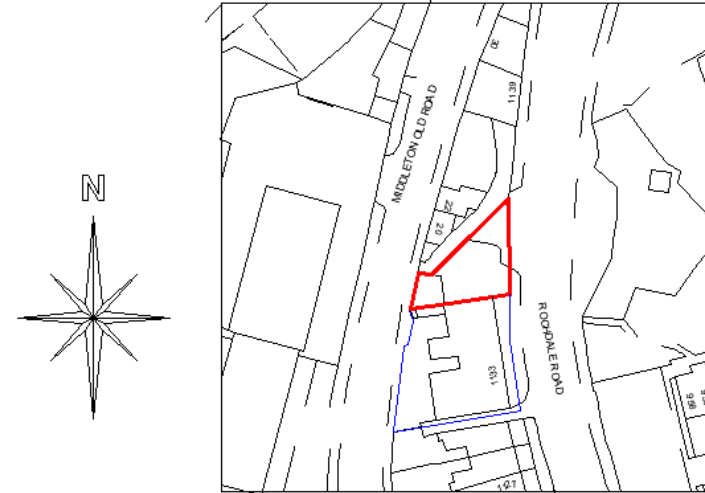


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- The application site is a vacant site located between Middleton Old Road and Rochdale Road.
- The site consists of an irregular shaped plot of land of approx. 295m² which is vacant.
- The site is steeply sloped with a fall of approx. 3.7m between Middleton Old Road and Rochdale Road.
- The north boundary is defined by an empty site with lapsed planning permission for 9no apartments. 111141/FO/2016/N
- To the south of the site is the former Red Lion pub, now converted to apartments - with a 2 storey high frontage to Rochdale Road.
- The site creates a gap in the generally coherent historical streetscape, that could benefit from a simple but well crafted contemporary development.



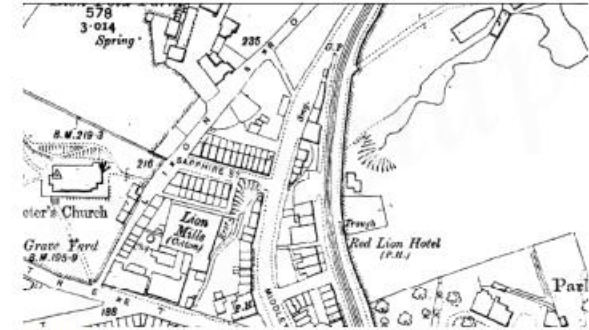
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SITE LOCATION PLAN

- A review of historical maps dating back to c.1840 reveals that the site appears to be a vacant gap site.
- The site creates a gap in the generally coherent historical streetscape, that could benefit from a simple but well crafted contemporary development.
- This application is for permission to develop the site for residential use.



1840's



1890's



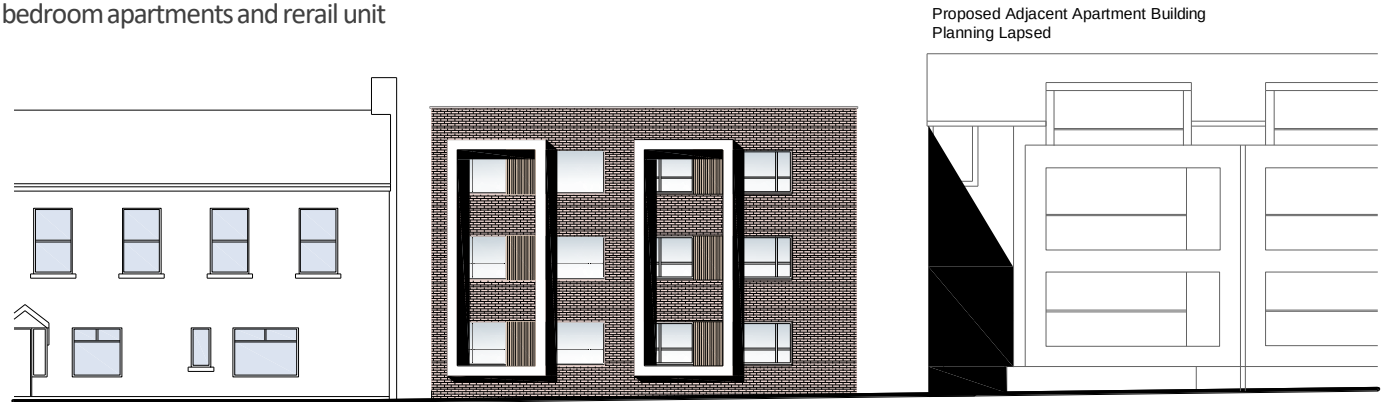
1950's



1990's

ORIGINAL PROPOSAL

- The original scheme was developed with the client and external consultants and presented as pre application enquiry to Manchester City Council in 2022 (See Appendix A)
- The scheme had been designed to maximum the use of the site.
- Retail Unit to Middleton Old Road with the Lower Ground floor
- 9 no 1 Bedroom apartments proposed on the remaining floors
- Main entrance to the south of the site between the proposed and existing building.
- No Car parking was proposed, main highway transport provision to serve the 1 no bedroom apartments and retail unit
- Feedback was provided (See Appendix B) by Steve McCoombe, Senior Planner



PROPOSED STREET SCENE

WITHDRAWN PROPOSAL

- Amendments where taken into account and changes implemented.
- Number of Apartments reduced from 9no one bedroom apartments, to 7no apartments with a mix of 5no one bed apartments and 2no two bedrooms apartments.
- The investigation and topographical survey of the site and surrounding area identifies a culvert running to the North of the site, an easement to the culvert is required therefore no development could take place joining the application site and the vacant site to the north.
- The Building position has been retained, the natural curve of Rochdale Road allows a step in budling line, plus, any reduction on depth of the building would reduce the floor area of the apartments and reduce the number of units.
- The elevations have been developed and a vertical emphasise has been provided to the front and rear elevations, facing brickwork to the mass area's with vertical strip cladding to piers enforcing the vertical feel.
- Amenity space has been provided to the two bedroom apartment through the introduction of balconies, the balconies provide a feature to the corner of the budling when traveling from the north on Rochdale Road, they also provide external amenity space to the two bedroom apartments.
- Refuse Store and cycle storage has been developed, both areas are full secure encloses and will benefit from continuous mechanically ventilation



PROPOSED FRONT STREET SCENE

THE DESIGN PROCESS

CURRENT PROPOSAL

Overall Development –

- New detached apartment building, previous app was for 1no retail unit and 7no apartments, the new proposal is for 5no Apartments (4no one bedroom, 1no two bedroom)
- The proposed design is more traditional with pitched roofs, stepped topography to respect the existing sloping / stepped site.
- The proposed design is less wide than previous design domination less of the street scene, new landscaping is provided to the north east of the site toward Rochdale Road, full details to be confirmed.
- No car parking is proposed, the previous application proposed 4no spaces remote from the site, this proposal has been removed. The apartments will benefit from internal cycle storage and it is noted the site is well accessed by sustainable modes.

Overdevelopment

The proposed number of Units has been reduced to 5 apartments, no parking provision is proposed, however, the site is well located to take advantage of existing pedestrian, cycle and public transport facilities. These modes of transport are provided within the recommended distance as stated in national guidelines. Walking, cycling and public transport have the potential to form part of a longer journey using linked trips.

Design

The proposed building has been redesigned, the previous application which echoed the previously approved apartment building on the site adjacent had balconies and flat roofs, the new design is more traditional with sloping pitched roofs, rear outriggers and lean to roofs respecting the sloping / stepped nature of the site. The new building will be taller than the existing apartment building of 1133 Rochdale Road, this is to accommodate the second floor apartment. The proposed building sits just in front of the existing building 1133 Rochdale Road, the main entrance of the new building is stepped further forward to respect the curved nature of Rochdale Road. The side elevation is viewed from Rochdale Road, is broken up with the stepped design and the different roof types.



THE DESIGN PROCESS



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CURRENT PROPOSAL

The main entrance to the building is located off Rochdale Road, this provides a focal point and is in line with the planning department and GMP preference, detailed window and section will be provided with the full submission.

The window cill and head heights are line with the existing levels of 1133 Rochdale Road, rather than squeeze the windows head and cills within ceiling eights of say 2.3m we are proposing to respect the existing building and features of 1133 Rochdale Road, the effect of this is the building is taller due to the proposed second floor. The design of the building is more consistent with the street scene.

A full boundary treatment plan is included within the submission, 900mm brickwork dwarf wall bounds the site from Rochdale Road at the main entrance, a taller wall with brick piers and timber fencing provides separation from the highway and the private amenity space. The rear of the property uses the same 900mm masonry wall to Apartment 1 amenity space from Middle Old Road. Timber fencing is proposed to the boundary facing the adjacent vacant site. External soft landscaping and amenity space is provided to the to the north of the site, the soft landscaping will be for the amenity of residents, and provide ecological benefits and once established, provide greenery to the street scene.

A full material schedule has been submitted with the full application, the initial proposals are for the external walls to be finished in grey render, with Uvpc windows and doors in black or anthracite grey, black fascia's, soffits and bargeboards. Boundary treatments as set out as indicated..

The applicant does not own the adjacent land, given the existing culvert to the north of the site, it would not be possible to development both sites with one structure. The new design does, however, remove all overlooking of the adjacent site.



CURRENT PROPOSAL

Highway Impact

The remote parking area has been removed.

The number of units on the site has been reduced, an amended transport statement has been provided as part of the resubmission. As previously mentioned the site is well located to take advantage of existing pedestrian, cycle and public transport facilities. These modes of transport are provided within the recommended distance as stated in national guidelines. Walking, cycling and public transport have the potential to form part of a longer journey using linked trips.

Security

As mentioned above, the main entrance to the building is now off Rochdale Road, providing natural surveillance and is visible from the public highway, a dwarf wall and un locked gate provides separation from the highway and a degree of physical separation from the highway prior to entering the building.

We also note the feedback from consultees raised minimal issues / objections other than those set out above, mainly conditional items.





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- This application is for new-build residential properties with associated cycle provision, Refuse Storage & soft landscaping amenity space.
 - No Parking is provided due to the constraints of the site and the site is well located to take advantage of existing pedestrian, cycle and public transport facilities
 - Due to the location between two roads and the sloping topography of the site, the apartments are set over 4 floors with access from Rochdale Road.

LAYOUT



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-
- LOWER GROUND FLOOR
 - Apartment 1 One Bedroom 52m² Cycle Provision
 - Cycle Storage
 - Meter Cup/ds
 - GROUND FLOOR
 - Apartment 2 One Bedroom 42m² Cycle Provision
 - Apartment 3 One Bedroom 40m² Cycle Provision
 - FIRST FLOOR
 - Apartment 4 Two Bedroom 60m² Cycle Provision
 - SECOND FLOOR
 - Apartment 5 One Bedroom 52m² Cycle Provision
 - External Refuse Storage, 2no 6unit Snowdon Semi Vertical Cycle Rack (internal to Lower Ground Floor). The bicycles are stored semi vertically with the front and rear wheel supported in a custom designed trough. Snowdon Semi Vertical Rack Stand can hold everything from Road Bikes to Mountain Bikes with extra wide tyres.

5No Flats Require -

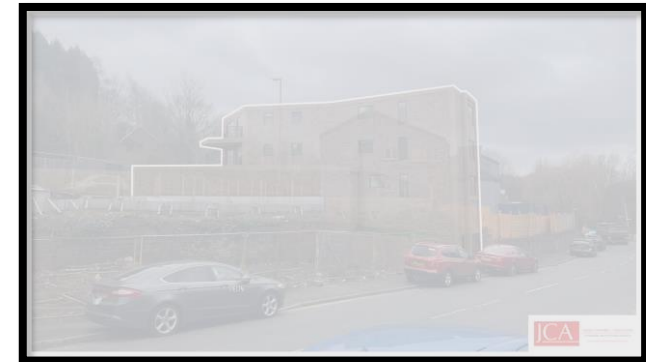
1no 1100 litre Refuse Euro Bins

4no 500 litre Recycling Euro Bins



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- As a continuation of the historical development pattern the proposed building is aligned with Middleton Old Road and the existing building to the north
 - Level access to the stair core is located on front elevation (Rochdale Road).
 - One stair serves all levels.
 - External Refuse store to North of Site.
 - External amenity space with soft landscaping to the north of the site.

- The proposals have been designed as a three-storey block onto Rochdale Road, the height of the building is above the existing apartments (1133 Rochdale Road) as the gradient of Rochdale Road gains running north, as does the height of the building.
- The proposed building has a stepped roof design, leading to a single storey element to Middleton Old Road.



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- The proposed building covers the majority of the site. The access to the main entrance will be paved as will the paths to the amenity space and the amenity space to Apartment 1 on Lower Ground Floor.
 - The north of the site off Rochdale Road will provide 40m² of soft landscaping amenity space, design and planting subject to condition. The Lower Ground floor Apartment will also benefit from a small garden area accessed from the paved amenity space.
 - Masonry facing brick boundary walls, masonry facing brick boundary walls with timber infill panels and timber post and panel fencing will be provided a external boundary treatments

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- The development of the layout and massing has been described earlier in this report.
 - The adjoining building immediately to south is rendered, the proposed building is designed to match the external render. The predominant material in the wider area is facing brick., however, local properties are rendered in grey.
 - Following feedback at the pre-app consultation the windows to Rochdale Road elevation have been amended to match the proportions of the adjoining building to the north, and are to be arranged in a simple regular grid with vertical emphasis.
 - The proposed building will have pitched roofs to match the existing street scene and lean to roofs to the rear to minimize mass and reduce scale.
 - The intention is to create a restrained piece of architecture with a limited palette of materials.

ACCESS



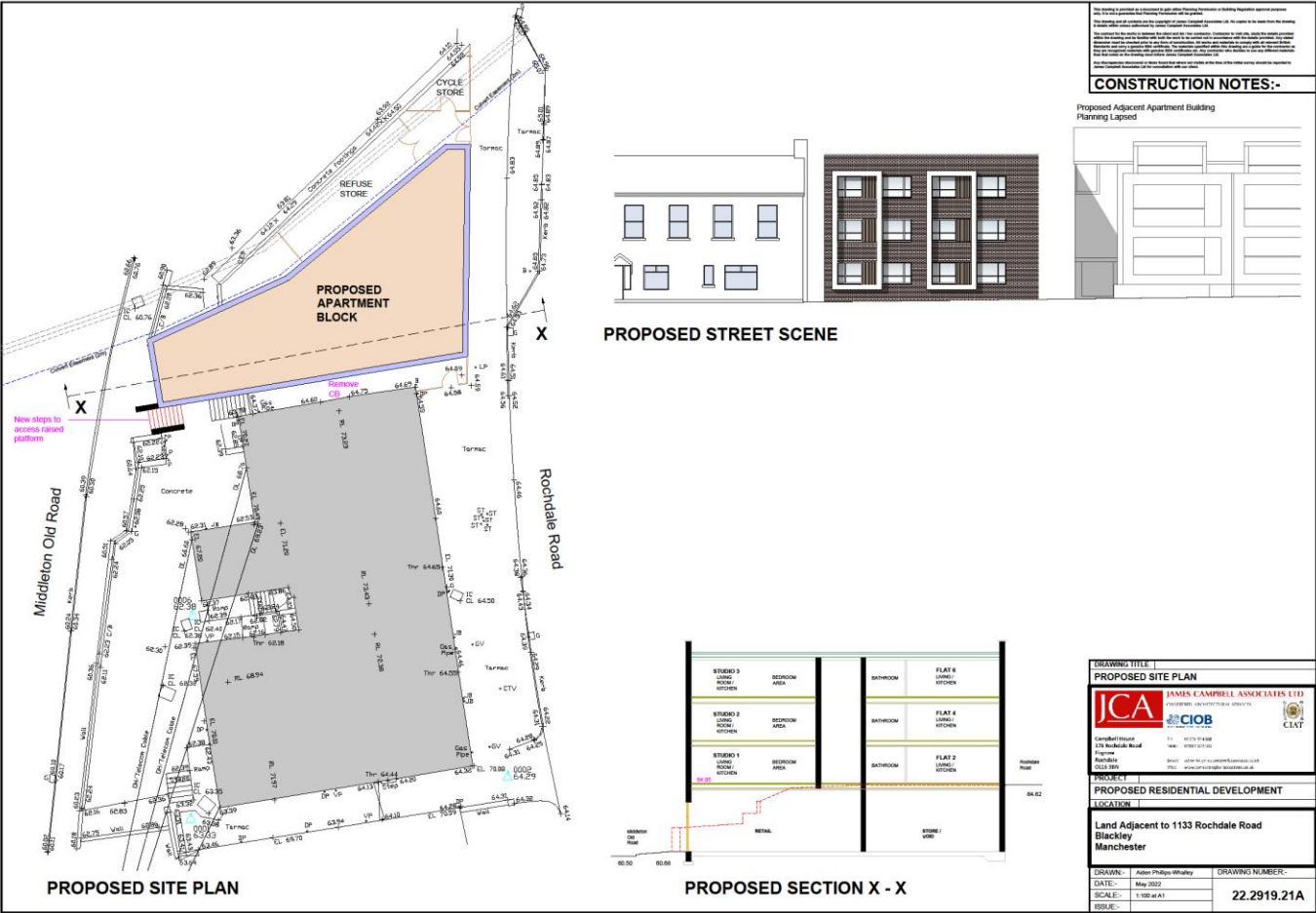
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- Ambulant disabled staircases will serve all flats.
 - Level access is provided to all Ground Floor Flats from Rochdale Road and Lower Ground Floor Flat from Middleton Old Road.
 - Additional emergency escape stair is provide to the staffing area of the Retail Unit.
 - The development will be constructed in accordance with Part M of the Building Regulations

APPENDIX A – PRE APP SCHEME



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APPENDIX A – PRE APP SCHEME



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APPENDIX B – PRE APP RESPONSE

I refer to your pre application enquiry regarding a proposed mixed-use development at the above and apologise for the delay in responding.

I make the following comments:

-Whilst it is noted that there is a lapsed consent on land immediately to the north, it is considered that the site would benefit from comprehensive redevelopment to include both sites. This would provide continuity in the street-scene and prevent one site from prejudicing the redevelopment of the other i.e in terms of windows positions and any potential overlooking issues. It would also prevent an awkward, residual gap site from being created, even smaller than the current situation.

-Any building should look to adhere to the established building line to Rochdale Road to the south.

-It is considered that the proposed elevational design would appear out of place in this context, unsympathetic to the vernacular of neighbouring buildings within the row. It is considered that elevations should reflect the style and proportions of the windows to the south. The vertical emphasis provided by the proposed detailing around the windows is not considered appropriate in this location and fails to reflect the domestic appearance of neighbouring buildings to the south.

-Whilst the scale proposed is likely to be acceptable, it is considered that due to site topography and when taking account of other buildings in the row, any new building should have a stepped roof line to reflect the existing context and street-scene.

-9 x 1 bedroom apartments, together with a lower ground floor retail unit, represents overdevelopment, given no off-road parking or amenity space is proposed. Any proposal should also seek to include some amenity space, planting or setting to the building, as well as segregated bin and cycle storage areas for each use. It is believed that a lesser number of units would be more appropriate.

-The Council would share your concerns surrounding the use of render. Any new building should incorporate the use of a masonry facade.

Given the above, it is not considered that an application based on the submitted proposal would be supported.

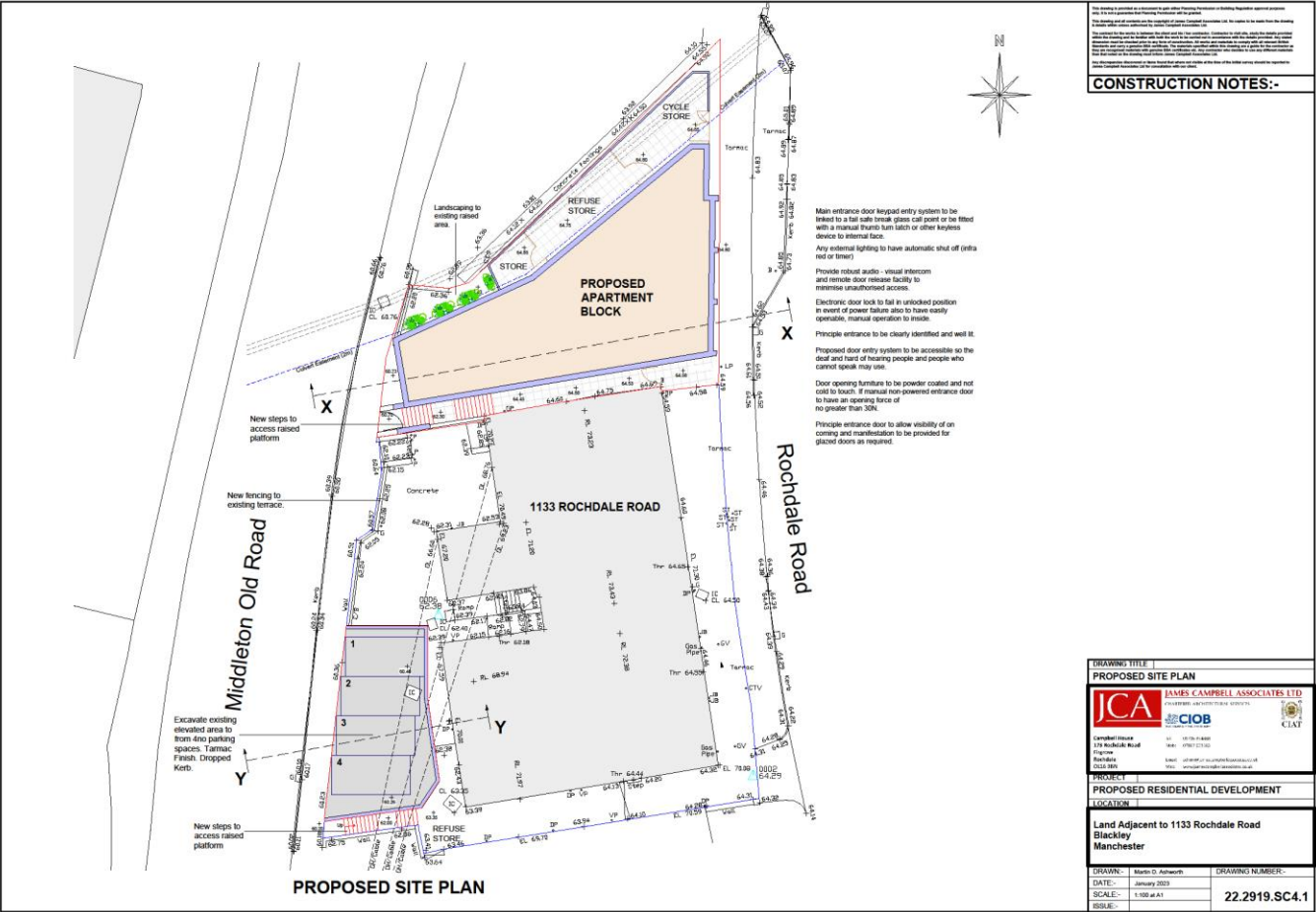
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Senior Planner
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Manchester City Council

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APPENDIX C – WITHDRAWN APPLICATION DRAWINGS
(Application No: 137036/FO/2023)



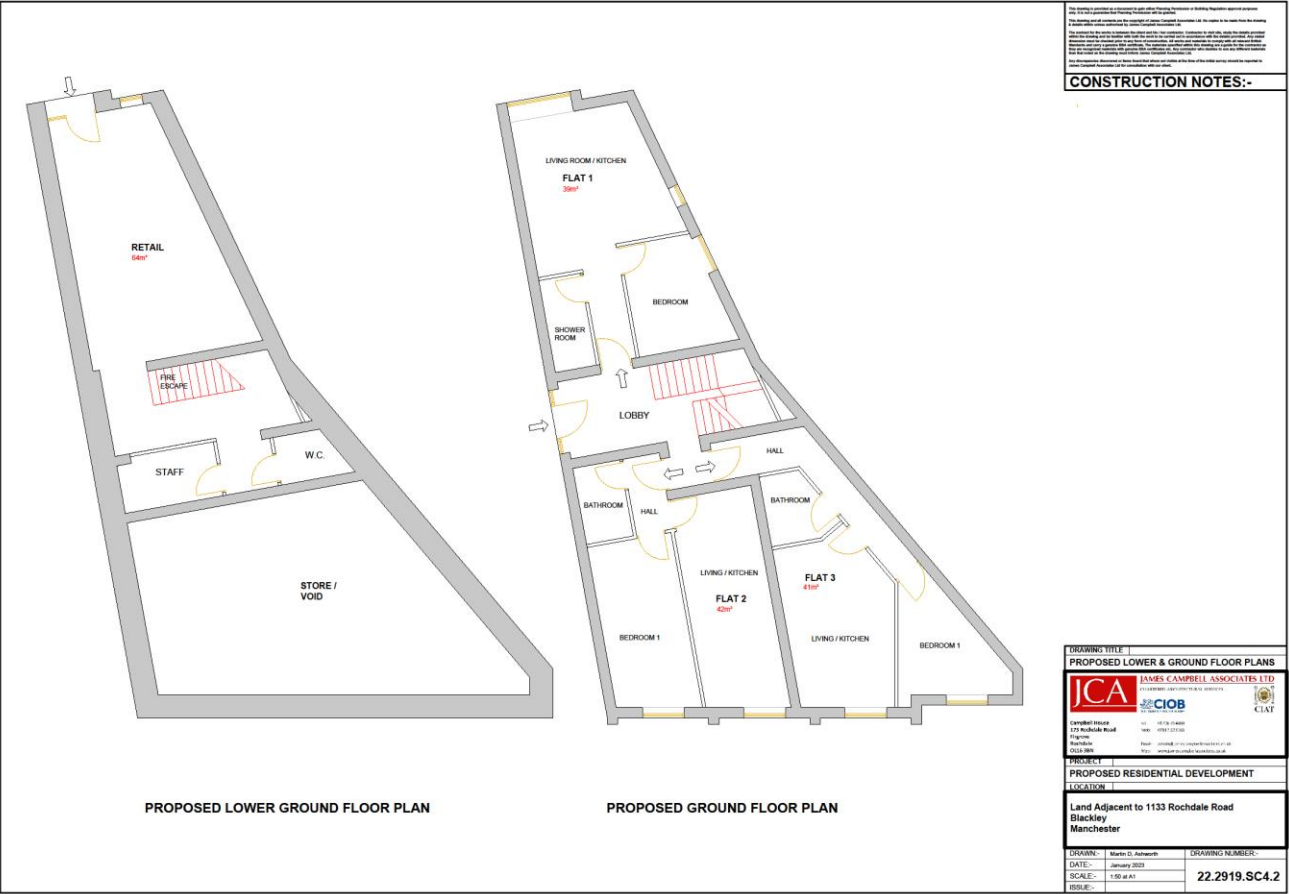
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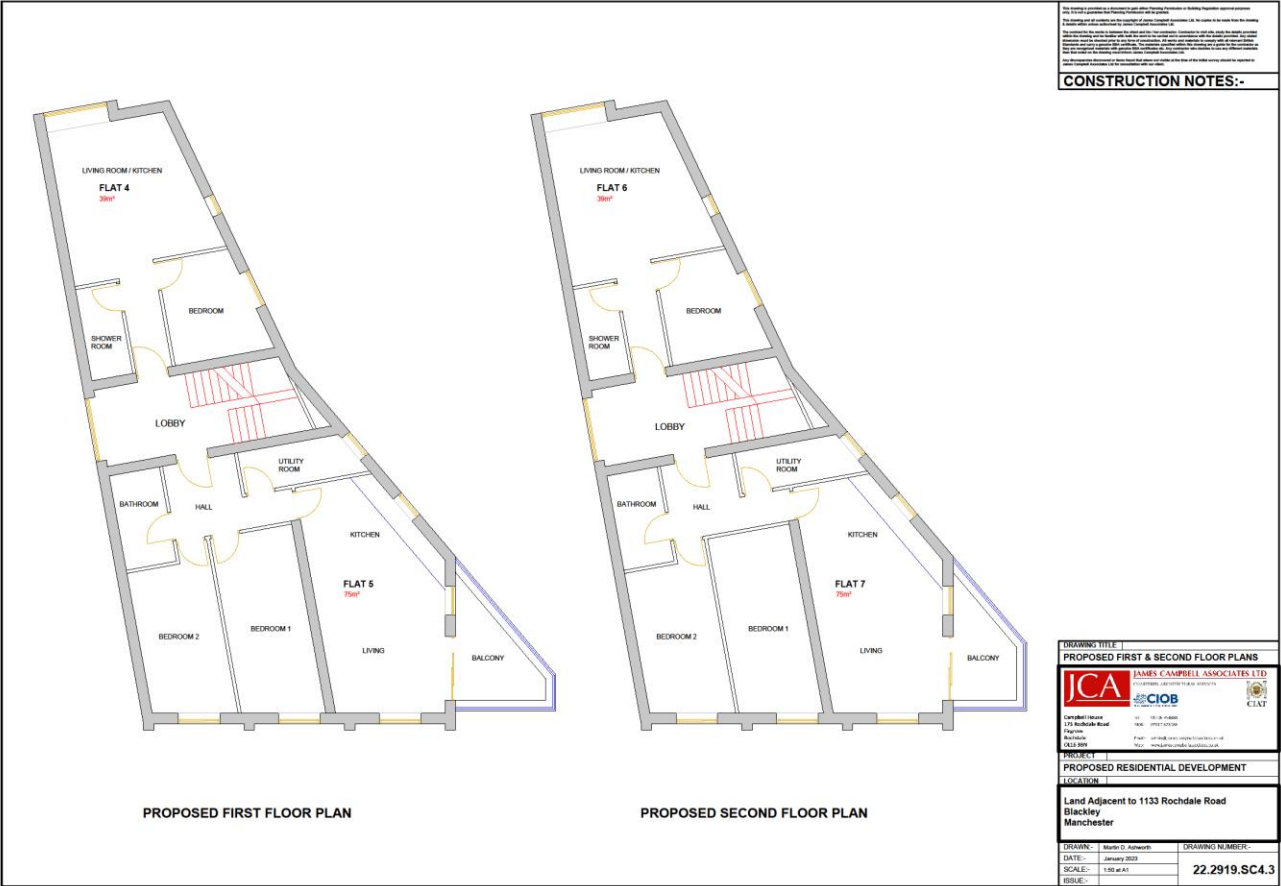
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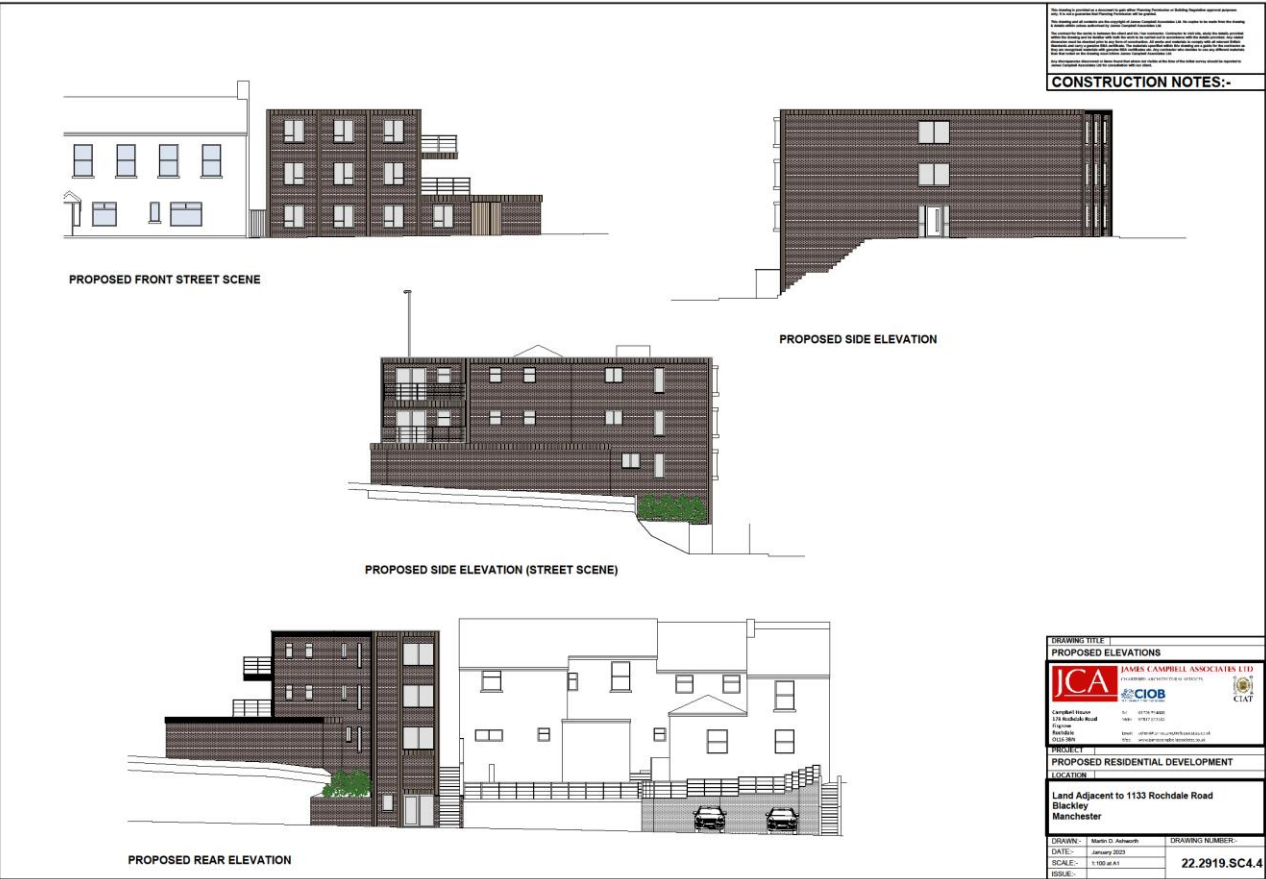
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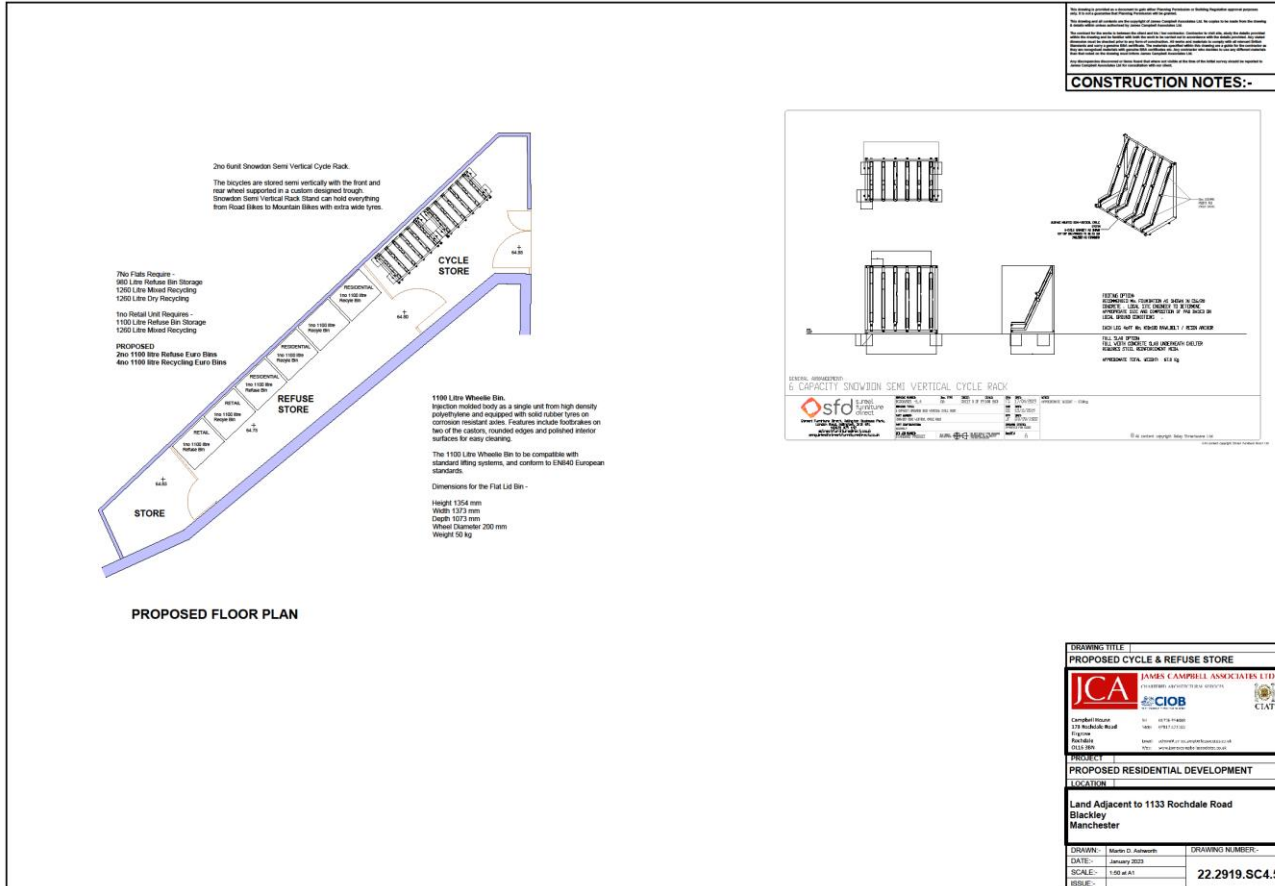
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APPENDIX C – WITHDRAWN APPLICATION DRAWINGS (Application No: 137036/FO/2023)



CONSTRUCTION NOTES:-

DRAWING TITLE		
CHOOSING SECTIONS		
   		
Completed House 195 Rochdale Road Rochdale Greater Manchester M16 9JL Tel: 0161 2751171 Email: info@lambert-campbell.co.uk Web: www.lambert-campbell.co.uk		
PROJECT		
PROPOSED RESIDENTIAL DEVELOPMENT		
LOCATION		
Land Adjacent to 1133 Rochdale Road Blackley Manchester		
DRAWN:	Martin D. Ashworth	DRAWING NUMBER:
DATE:	January 2007	
SCALE:	1:100 at A3	22.219.SC4.6
ISSUE:		

APPENDIX D – WITHDRAWN APPLICATION PLANNING OFFICER FEEDBACK (Application No: 137036/FO/2023)

Erection of part single, part four storey building to form 7 apartments (Class C3) and ground floor retail unit (Class E) Land Adjacent To 1133 Rochdale Road 137036/FO/2023

I refer to the above planning application.

Having assessed the proposal, it is not considered that the proposed development overcomes previous concerns raised at the pre-application stage. I make the following comments:

Procedural

The proposed drawings do not present the same scheme. It is assumed that the proposed scheme is presented on drawings referenced 22.2919.SC4.4A, 22.2919.SC4.3, 22.2919.SC4.2 & 22.2919.SC4.5

Overdevelopment

The proposed number of units coupled with the incorporation of a retail unit represents an over-intensive use of the site, with a consequential lack of off-road parking provision, setting or landscaping.

Design

It is considered that the layout of the proposed development does not fit well within the existing context. The frontage would project beyond the dominant and established building line to Rochdale Road, which would detract from the appearance of the street-scene. Further, the blank three-storey side elevation of the projecting element would be unduly prominent when viewed from Rochdale Road.

The main entrance to the building should be located to Rochdale Road, which would help to secure a more active and animated frontage and open the building onto the main street. The proposed openings, including windows and doors, should have a degree of articulation and depth modulation. A detailed cross-section showing the proposed frames and reveals should be submitted as part of any proposal.

APPENDIX D – WITHDRAWN APPLICATION PLANNING OFFICER FEEDBACK (Application No: 137036/FO/2023)

Design Cont.

The proportions of the frontage do not align with the neighbouring buildings, failing to fit well within the street-scene. Neighbouring buildings within the host row shows two storey fenestration to Rochdale Road. The proposed three storey fenestration and eaves position of the proposed building would appear out of keeping. The architectural features i.e. parapet, windows and roof pitch and proportions (i.e. floor to ceiling ratio) would create a building out of character and out of rhythm with the immediate context. A more consistent approach to fenestration and roof profile would be required.

The design and appearance of the rear elevation, soft and hard landscaping and the boundary treatment proposed to Middleton Old Road needs to be better understood. It does not appear that the proposed elevation matches the proposed block plan, as the latter does not show the proposed openings to GF/FF.

Insufficient information has been submitted in regard to the proposed materials – i.e. brick and “panels of vertical cladding”. There is no information on the proposed windows, doors, gates, parapet and hard standing to curtilage

The proposed balconies would be out of keeping with neighbouring building and would be unduly prominent when travelling south along Rochdale Road. Moreover, the proposed balconies and windows to the associated side elevation would lead to the overlooking of the adjoining site, prejudicing its future redevelopment. Ideally, both sites should be redeveloped as part of a comprehensive scheme.

Highway Impact

The remote parking area is not supported.

Remote parking spaces lack a sense of ownership which would leave vehicles vulnerable to criminality. Further, a run of 4 vehicles would have a negative impact to the appearance of the street-scene and would lead to the loss of the boundary wall which forms part of the immediate character and encloses the property behind.

The extent of dropped kerb to facilitate the row of 4 spaces would undermine highways safety by allowing a greater chance of pedestrians and vehicles coming into conflict each other along a narrow stretch of highway.

APPENDIX D – WITHDRAWN APPLICATION PLANNING OFFICER FEEDBACK (Application No: 137036/FO/2023)

Highway Impact Cont.

The extent of dropped kerb to facilitate the row of 4 spaces would undermine highways safety by allowing a greater chance of pedestrians and vehicles coming into conflict each other along a narrow stretch of highway.

Notwithstanding the accessible location of the site, the number of units, together with parking demand created by staff and customers of the proposed retail unit and the lack of off-road parking proposed, would create on-street parking demand and competition for spaces, harmful to the amenity of existing occupiers and the operation of the highway. Whilst the constraints of the site are understood, a lesser number of units would be more appropriate.

Security

The City Council concur with the consultation response received from Greater Manchester Police regarding the principal access being taken from the side of the building. Such an access lacks natural surveillance and cannot be easily seen from the public highway. This would leave residents and visitors vulnerable to criminality and would allow offenders to target the main entrance without being seen. Any proposal should look to incorporate the main access to the front elevation where it can easily be seen.

Given the above, I intend to recommend the application for refusal. If you wish to withdraw the application with a view to resubmitting a revised proposal, please let me know writing within 7 days from the date of this e-mail. 2023.

Regards

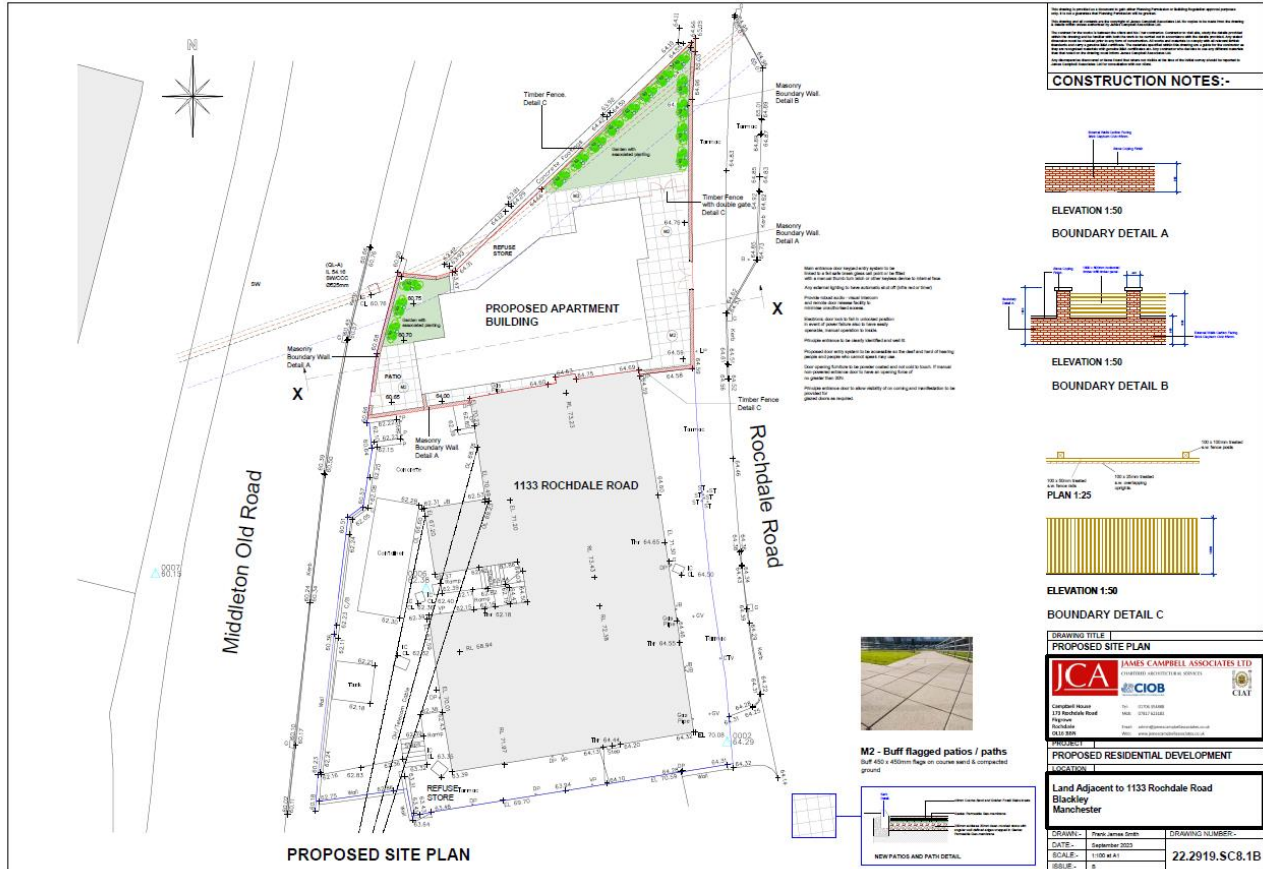
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APPENDIX E – RE-SUBMISSION DRAWINGS



APPENDIX E – RE-SUBMISSION DRAWINGS



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CONSTRUCTION NOTES:-

1. All construction shall be in accordance with the Building Regulations and Approved Documents.

2. The proposed development shall be constructed in accordance with the following details:

3. The proposed development shall be constructed in accordance with the following details:

4. The proposed development shall be constructed in accordance with the following details:

5. The proposed development shall be constructed in accordance with the following details:

6. The proposed development shall be constructed in accordance with the following details:

7. The proposed development shall be constructed in accordance with the following details:

8. The proposed development shall be constructed in accordance with the following details:

9. The proposed development shall be constructed in accordance with the following details:

10. The proposed development shall be constructed in accordance with the following details:

PROPOSED LOWER GROUND FLOOR PLAN

PROPOSED GROUND FLOOR PLAN

PROPOSED FIRST FLOOR PLAN

PROPOSED SECOND FLOOR PLAN

DRAWING TITLE

PROPOSED FLOOR PLANS

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PROPOSED RESIDENTIAL DEVELOPMENT

LOCATION

Land Adjacent to 1133 Rochdale Road
Blackley
Manchester

DRAWING NUMBER

22.2919.SC8.2B

DATE 1 September 2023

SCALE 1:100 (A1)

ISSUE 1

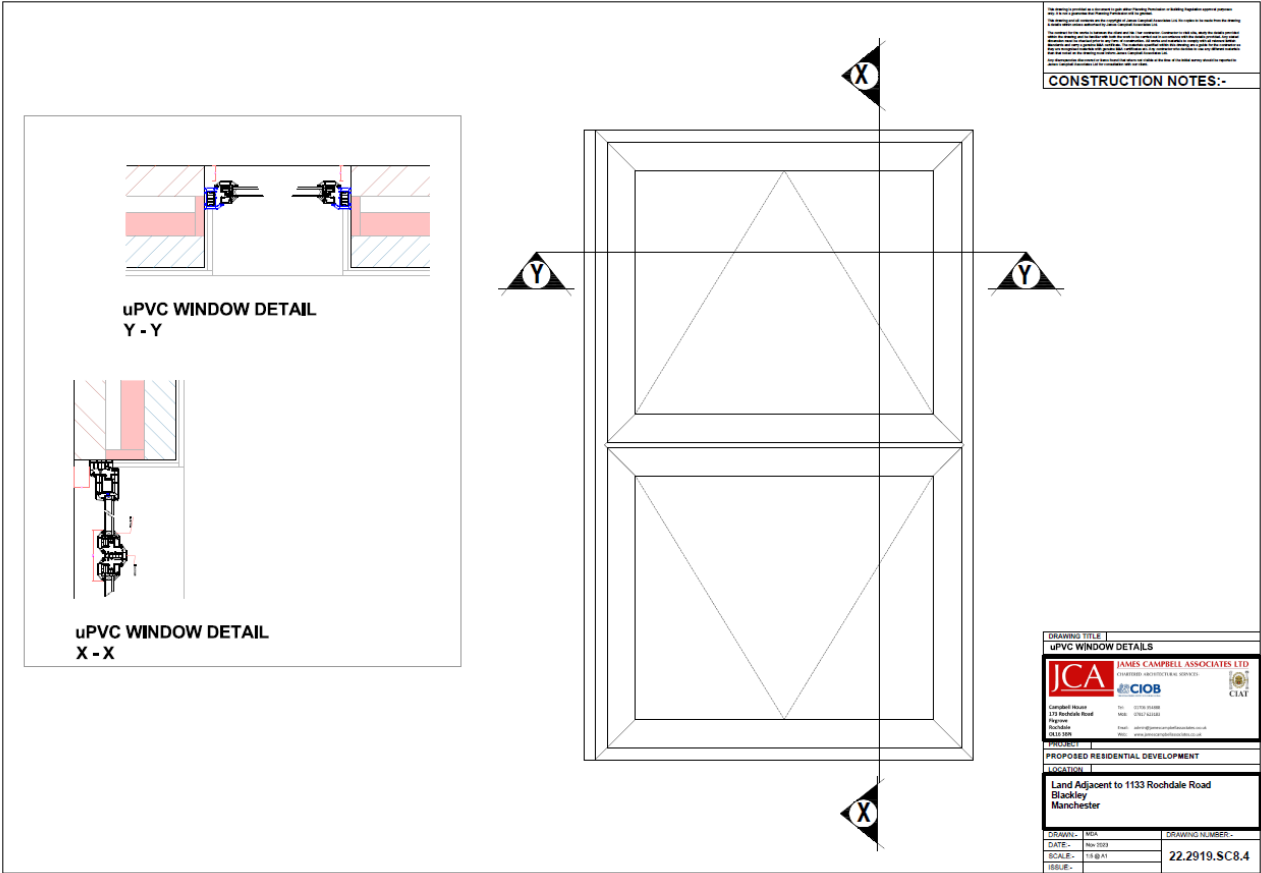
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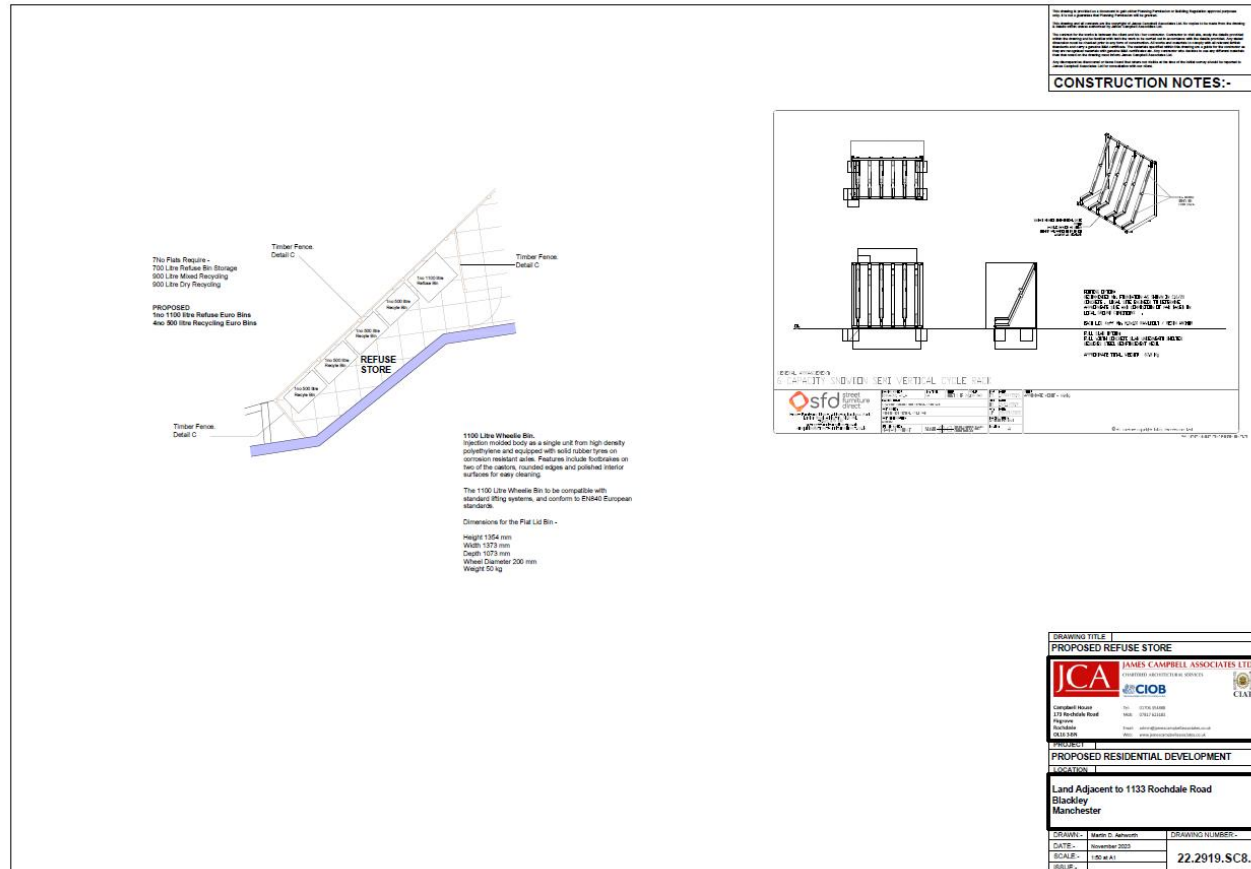
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APPENDIX E – RE-SUBMISSION DRAWINGS



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