

DESIGN & ACCESS STATEMENT:

THORNHAM MILL, OLDHAM

NOVEMBER 2020

REV C



BLACKMORES
PLANNING & DEVELOPMENT CONSULTANTS

CALDERPEEL ARCHITECTS



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Introduction

SUMMARY + APPLICANT BRIEF

This Design & Access statement accompanies a full planning application on behalf of Blackmores D Ltd for details of layout, scale, and appearance for a residential development in Royton, Oldham.

The application is an update and improvement of a previous scheme designed by Calderpeel that was accepted in 2007 but never realised.

Calderpeel have been appointed again by Blackmores D Ltd to re-evaluate the previously approved planning scheme and bring the development up to current standards and improve the architectural merit of the proposal.

This application seeks approval for a contemporary residential development of 72 units to replace an existing deteriorating, derelict mill.

The key aims of this proposal are as follows:

- Create an aspirational place to live and a sense of place;
- Provide a mix of apartment sizes
- Develop a strong architectural identity with a nod back to the historical past.
- Respect the original planning approvals, scale and massing

Introduction

RELEVANT PLANNING POLICY

LOCAL POLICY

The key policies which have influenced the scheme are set out below.

1.2 – Urban Residential design principles:

- Character: Enhancing identity and sense of place
- Safety and inclusion: Ensuring places are safe, secure and welcoming for all
- Diversity: Providing variety and choice
- Ease of movement: Ensuring places that are easy to get to and move through Oldham and Rochdale Urban Design Guide designing for future character maintenance sustainability good streets and spaces well designed buildings safety & inclusion adaptability diversity legibility ease of movement
 - Legibility: Ensuring places can be easily understood
 - Adaptability: Anticipating the need for change
 - Sustainability: Minimise the impact on our environment
 - Designing for future maintenance: Designing buildings and spaces so that their quality can be maintained over time
- Good streets and spaces: Creating places with attractive outdoor spaces
 - Well designed buildings: Constructing sustainable buildings appropriate to their function and context

2.1– Understanding context

Good quality development is sensitive to its site and the surrounding area. This does not mean that it tries to replicate what is around it. Rather, it means that the design responds thoughtfully to a careful, thorough understanding of its context. Such an approach tends to result in development that has a sense of 'belonging' to the area, and avoids the blandness of 'standard' approaches that could be anywhere in the country.

Oldham UDP Document

6. Housing

g. to encourage the development of a variety of house types and sizes, including affordable housing and upper market housing, that reflect housing needs and demands in the Borough and in a manner consistent with delivering the Plan's sustainability objective.

Highways - Oldham Council and Focus Transport Planning

Comments from Oldham Council in response to the initial pre-app have been addressed and resolved with the help of Focus Transport Planning.

A Travel Plan has been produced by Focus Transport Planning to be read in conjunction with this statement which covers access, parking, cycle storage and the effects that the development will have on the local highway network.

Introduction

SITE LOCATION

The site is located on Oozewood Road in Royton, close to its junction with the A671 (Rochdale Road) link road between Oldham and Rochdale. Royton is a small residential borough of Oldham, close to the foothills of the South Pennines.

CURRENT USE

Covering an area of 0.42 Hectares, the site is currently occupied by Thornham Mill, a red brick built in 1885 by Thornham Spinning Co. Ltd and extended in 1960. The majority of the building has remained empty since 1962 when Thornham Spinning Co. went into voluntary liquidation, and has since suffered from a general lack of maintenance.

Whilst the building has some historical merit in representing the area's past in cotton mill industry, it has now become derelict and is no longer fit for reuse.

SITE CONTEXT

The site is bordered by a commercial building to the East, low rise houses to the West and North, and Oozewood Road to the South. Access is currently gained from Oozewood Road with a driveway leading to a large parking area behind the Mill.

The existing buildings sits directly off the pavement on Oozewood Road with little relief space, creating a dominating presence on the street. Although the scale of the building makes it stand out from the low-rise houses that surround it, the architecture brings needed character to the area which otherwise has little architectural interest.

The site is in close proximity to local amenities such as corner shops, takeaways, pubs and commercial shops that are dispersed among the residential streets. Royton also has a mixture of building uses such as schools, churches and leisure buildings that are used by the local residents. Located just off the A671 and with a running bus network, the site has a good connection to its further surroundings.



Site Location

Site Context

SITE LOCATION IN WIDER CONTEXT



Site Context



1 - Neighbouring terrace to West on Oozewood Road



2 - View of existing mill from Oozewood Road



3 - Neighbouring commercial building to the East on Oozewood Road



4 - Oozewood Tyres warehouse on Rochdale Road



5 - Houses opposite site on Oozewood Road



6 - Houses opposite site on Rochdale Road



7 - Houses and garages to the North of site on Cromwell Road



8 - Oozewood Road view to site



9 - Rochdale Road

Site Context

SITE CHARACTER

The area has developed over the last few decades to be predominately residential, making the Mill further stand out within its immediate context in both use and scale.

The site is surrounded by residential buildings with a commercial tyre garage adjacent to the East and a couple of takeaways, a newsagents and a child daycare centre nearby.

The majority of the buildings in the site's immediate context date between mid 20th Century to early 21st Century and display varying architectural features, however many are low quality.

The building heights in the area generally do not go above 2 storeys. The residential buildings range from 1-2 storey detached houses set back from the road with driveways and front and back gardens to earlier 2 storey terrace rows.

The materials used are mainly red brick and grey tiles with aspects of render, pebble dash and timber cladding.

There are three green parks close to the site which, in combination with wide streets and detached set back housing plots creates an open feel to the area.



Aerial image of site showing building use and context

Design Evolution

PLANNING HISTORY

Application PA/052296/06 was submitted on the 26th October 2006.

Feedback was received from the authority in relation to the bulk of the northern wing of the building and its relationship to the existing properties on Cromwell Road. In response to this the application was edited; stepping back the building as suggested on the second and third floors to reduce its impact and massing on the adjacent properties.

The application was granted in 2007.

THE PREVIOUS SCHEME

The previous approved scheme proposed 72 dwellings with 100% on-site parking. The building is longer but smaller in height than the existing mill and partially set back from the road to reduce its impact on the neighbouring properties.

Although one building, it is visually broken down into two distinct blocks of three and five storeys and divided centrally by the vertically glazed circulation zone. The elevation is layered with the upper floors stepping back from those below to minimise the perceived building height from the street.

The materiality of rendered panels and brickwork add to the desired layered elevational treatment.

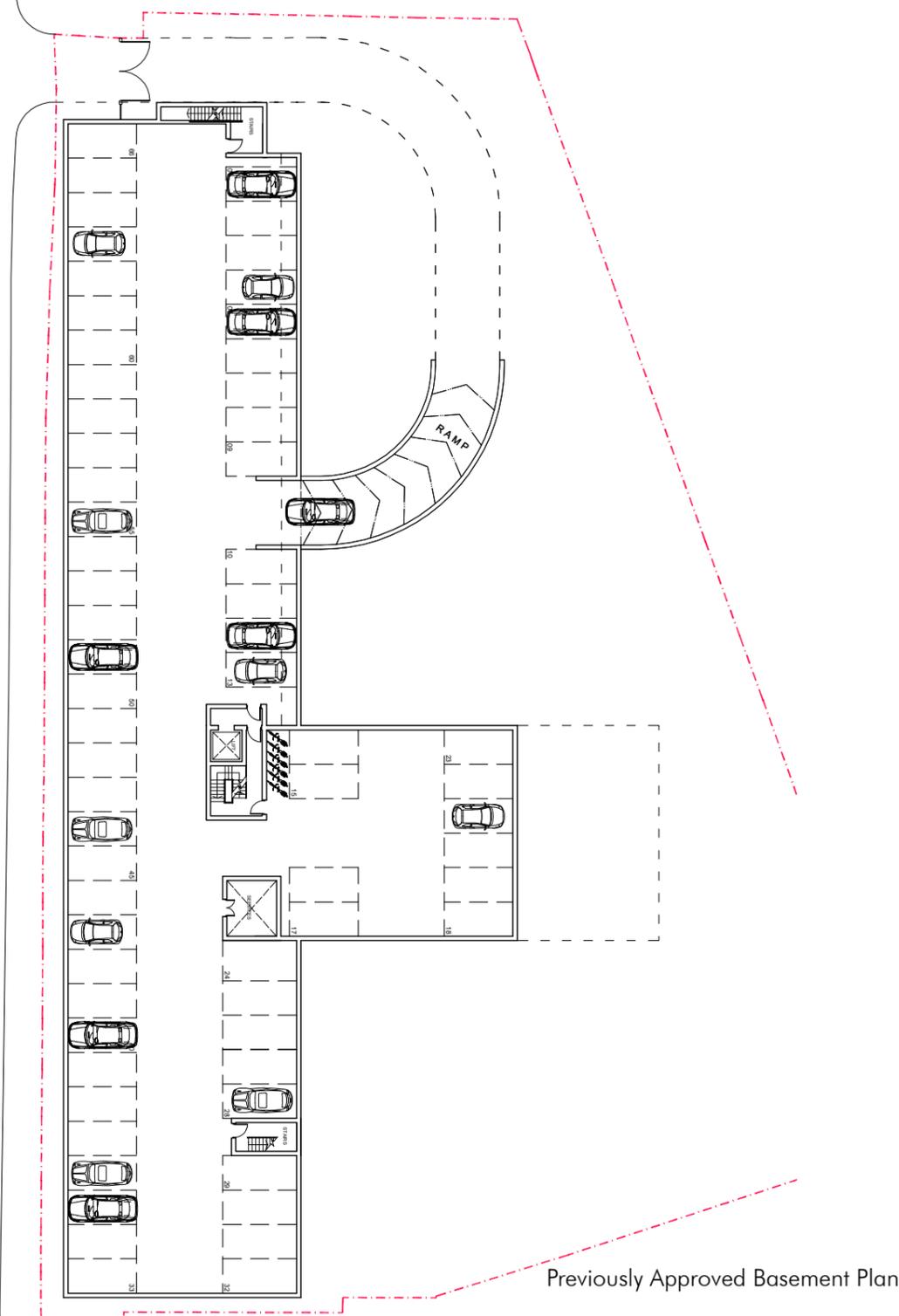
The car access and parking provision seeks to reduce the impact of the car as much as feasibly possible. The driveway shifts slightly to the west edge of the site and curves round to the back. There are two main pedestrian access points on Oozewood Road through shared internal entrances to the circulation core and side.



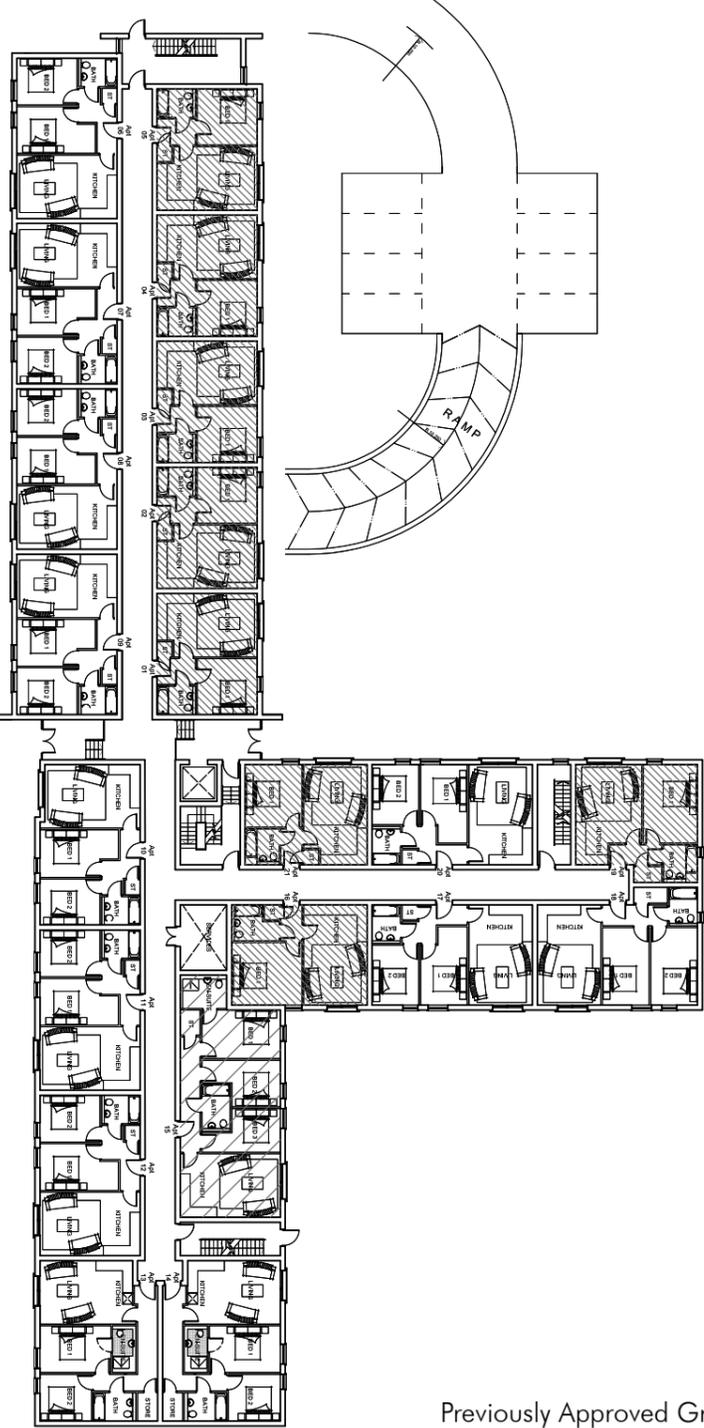
Previous Approved Site Plan

Design Evolution

PREVIOUS SCHEME



Previously Approved Basement Plan



Previously Approved Ground Floor Plan

Design Evolution

PREVIOUS SCHEME

ANALYSIS

Overall, this scheme has utilised the sites opportunities well in its scale, massing and organisation of units. However, whilst the approved schemes site plan provides an appropriate solution to the number of dwellings for the site’s size and context, the units themselves no longer adhere to the current living standards.

The table below displays internal floor area for each unit size from this scheme and compares them to the current national standards and the new proposed scheme.

Table comparing gross internal floor area for single storey dwellings to the minimum national standards (sqm)

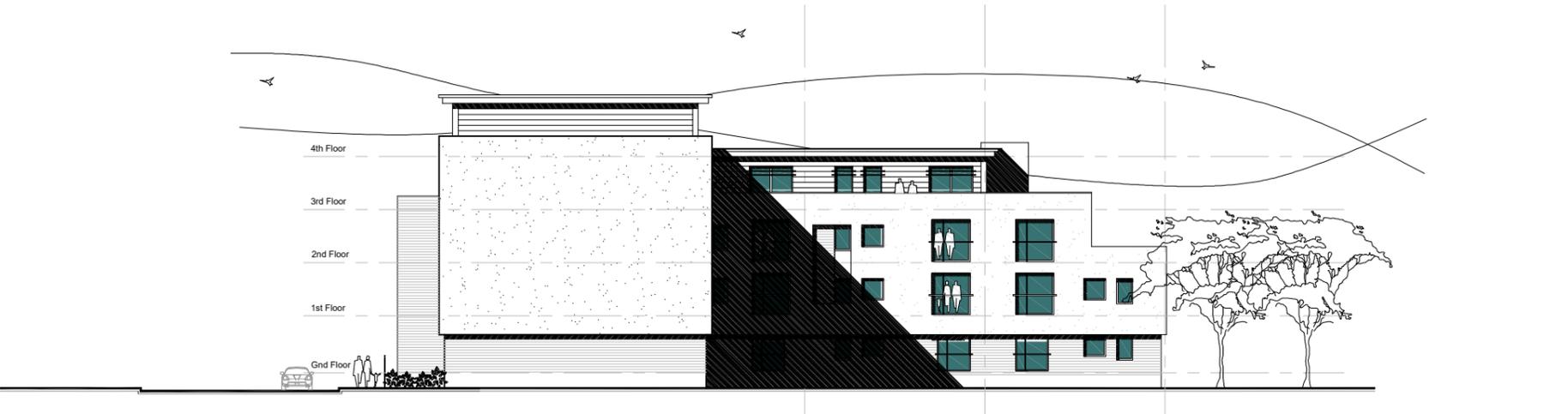
No. Beds	No. People	Previous Scheme	National Standards*	Proposed Scheme
1b	2p	47.80	50	54
2b	3p	57.60	61	62
	4p	65.40	70	71
3b	4p	80.20	74	80

*Taken from the Department for Communities and Local Government – Technical housing standards – nationally described space standard (March 2015)

The previous proposed building does not respond to its context well as there is no reference to the architecture of the existing mill or surrounding buildings within its design. The architectural style and use of materiality have now since become outdated and seek reviewing.



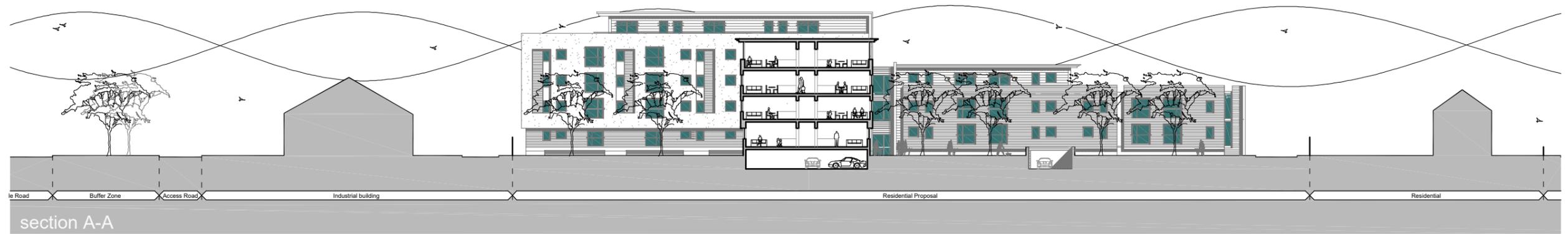
Previously Approved Oozewood Road Elevation



Previously Approved West Elevation

Design Evolution

PREVIOUS SCHEME



Previously Proposed Street Scene and Section

Design Evolution

OPPORTUNITIES & CONSIDERATIONS

There are a number of opportunities and constraints for this site, which have been carefully considered in the preparation of the scheme for this site.

KEY OPPORTUNITIES

The main opportunities were determined to be:

- Opportunity to provide a high quality architecturally led residential development on a derelict site within a growing residential area.
- Opportunity to create a high-quality sustainable building in an area that lacks architectural interest.
- The general positioning of the existing access to the site is successful and can be largely retained.
- Two of the buildings adjacent to the site are commercial with no overlooking windows which means the proposed can have maximum privacy.
- Opportunity to create green, landscaped shared outside space for residents.

KEY CONSIDERATIONS

The main considerations for the site include:

- Relationship between the building frontage and the street
- Consideration of the immediate neighbouring properties and the need to retain their privacy
- Existing building and site – can anything be retained? – Physically or in reference.
- Appropriate space for bin storage must be accessible from all dwellings as well as connected to a vehicular access point.
- The scale of the proposal must not create further overshadowing than the existing
- Removing and hiding the car as much as possible whilst providing reasonable provision and suitable cycle storage for all.

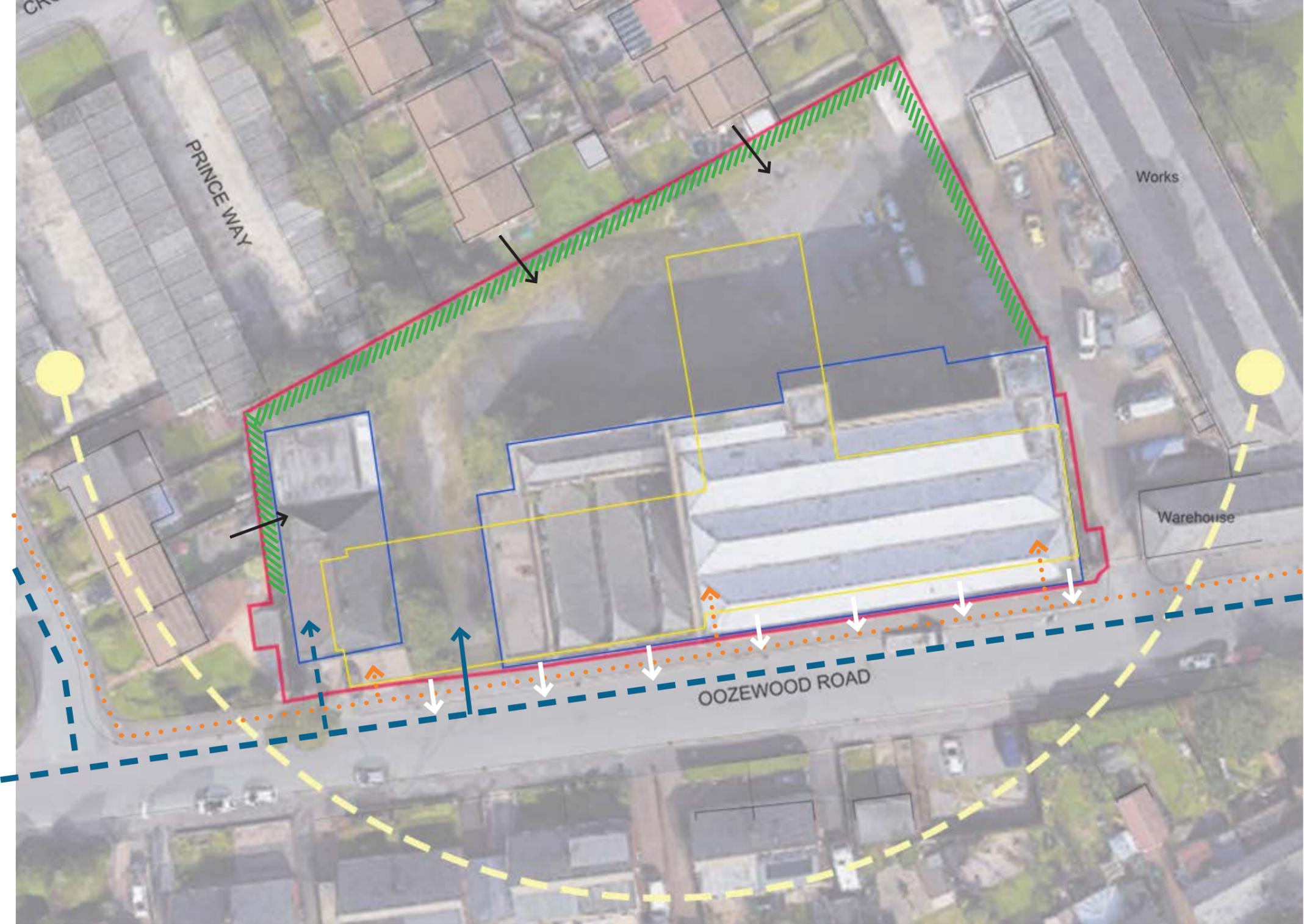


Design Evolution

OPPORTUNITIES & CONSIDERATIONS

KEY

- Site Boundary
- Existing Building outline
- Previous Proposed Outline
- > Potential Vehicular Access
- > Existing Vehicular Site Entrance
- > Potential Pedestrian Access
- > Views onto site
- - - Main pedestrian and vehicular routes
- - - Tree/bush lined boundary
- => Main active front of building
- - - Sun Path



Site Constraints and Opportunities Diagram

Proposed Design

PROPOSED LAYOUT

The proposed development has been designed to sit well within its local residential context whilst reflecting the existing building in form and architectural character.

The overall site strategy and building massing remains largely the same as the approved scheme.

There have been some changes to the site layout to allow for an increase of on-site parking provision for both cars and cycles.

The footprint remains as two rectangular forms that intersect perpendicularly with the longest running parallel to Oozewood Road.

The building is 5 storeys plus basement with underground parking and includes 72 dwellings with associated parking spaces. Central corridors on each floor divide the two rows of apartments with circulation points distributed evenly along the floorplans.

The driveway is accessed from the bottom left corner of the site on Oozewood road and curves round and straightens out parallel behind the building before sloping down to the under-croft parking in the basement.

The exterior space behind the proposed building is to be landscaped with planting and trees to create an attractive, shared green outside area for the occupants to enjoy.



Proposed Site Plan with Ground Floor

Proposed Design

SCALE AND MASSING

The proposed uses the same footprint as the previous approved scheme with the main mass largely positioned where the existing sits on Oozewood Road.

The decision to keep the building mass on the roadside was made following analysis of the site so to not overlook or overshadow the residential houses to the north and west.

The building height is smaller than the existing mill, which will reduce its impact on its context.

Visually, the building reads as 4 blocks of 2 storey, 3 storey, 5 storey and 4 storeys in elevation. This breaks up the overall mass which, combined with the buildings set back positioning from the road, creates a less imposing presence on the street.

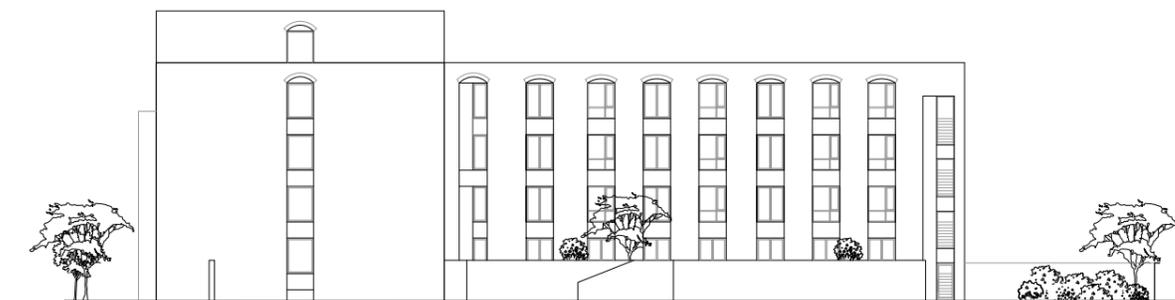
The taller parts of the building are positioned closest to the A671 (Rochdale Road), where there is most space between the site and other residential buildings.



Proposed Oozewood Road Elevation



Proposed Rear Elevation



Proposed East Elevation



Proposed West Elevation

Proposed Design

APARTMENT ACCOMMODATION SCHEDULE

GROUND FLOOR (1690sqm / 18200sqft)

4no. 1 Bed Apts @ 54.0sqm / 581sqft
 15no. 2 Bed Apts @ 62.0sqm / 677sqft
 1no. 2 Bed Apts @ 67.0sqm / 721sqft
 18no. Parking Spaces inc. 5no. Accessible

FIRST FLOOR (1678sqm / 18066sqft)

3no. 1 Bed Apts @ 54.0sqm / 581sqft
 13no. 2 Bed Apts @ 62.0sqm / 677sqft
 1no. 2 bed apts @ 67.0sqm / 721sqft
 1no. 2 Bed Apts @ 71.0sqm / 764sqft
 1no. 2 Bed Apts @ 74.0sqm / 797sqft
 1no. 3 Bed Apts @ 80.0sqm / 861sqft

SECOND FLOOR (1365sqm / 14690sqft)

2no. 1 Bed Apts @ 54.0sqm / 581sqft
 10no. 2 Bed Apts @ 62.0sqm / 677sqft
 1no. 2 bed apts @ 67.0sqm / 721sqft
 1no. 2 Bed Apts @ 71.0sqm / 764sqft
 1no. 2 Bed Apts @ 74.0sqm / 797sqft
 1no. 3 Bed Apts @ 80.0sqm / 861sqft

THIRD FLOOR (1043sqm / 11227sqft)

2no. 1 Bed Apts @ 54.0sqm / 581sqft
 6no. 2 Bed Apts @ 62.0sqm / 677sqft
 1no. 2 bed apts @ 67.0sqm / 721sqft
 1no. 2 Bed Apts @ 71.0sqm / 764sqft
 2no. 3 Bed Apts @ 80.0sqm / 861sqft

FOURTH FLOOR (442sqm / 4760sqft)

2no. 2 Bed Apts @ 62.0sqm / 677sqft
 2no. 3 Bed Apts @ 80.0sqm / 861sqft

TOTAL

11no. 1 Bed Apts @ 54.0sqm / 581sqft
 46no. 2 Bed Apts @ 62.0sqm / 677sqft
 4no. 2 Bed Apts @ 67.0sqm / 721sqft
 3no. 2 Bed Apts @ 71.0sqm / 764sqft
 2no. 2 Bes Apts @ 74.0sqm / 797sqft
 6no. 3 Bed Apts @ 80.0sqm / 861sqft

72no. Apts
 87no. Parking Spaces

Total Gross Internal Area 82803sqm / 891283sqft



Proposed First Floor Plan

Proposed Design

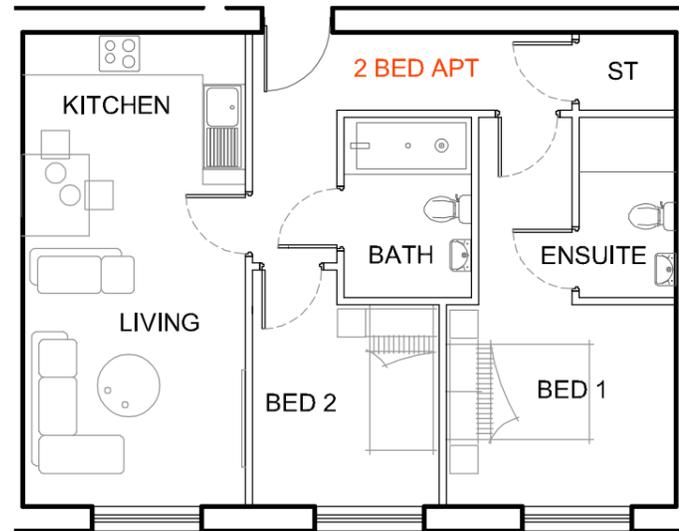
APARTMENT TYPES

The apartments are one, two and three bed dwellings, with three sizes of two bed. There is a variety of each type on each floor to encourage diversity and social interaction between the occupants.

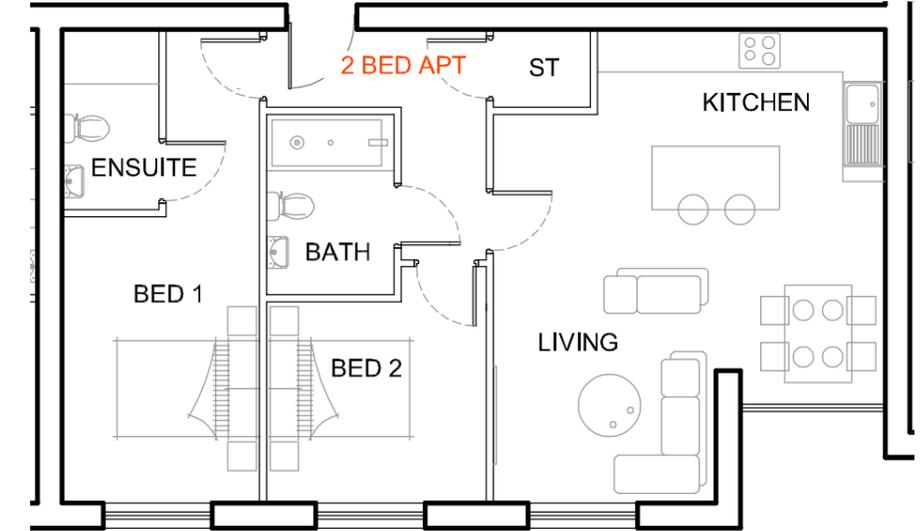
The apartment designs are contemporary in their planning and have been designed with functionality for modern living at their core.

Each apartment has an open plan kitchen, dining and living space, bedroom(s) and bathroom. The apartments with more than one bed come with ensuites for the main double as well as a separate shared bathroom.

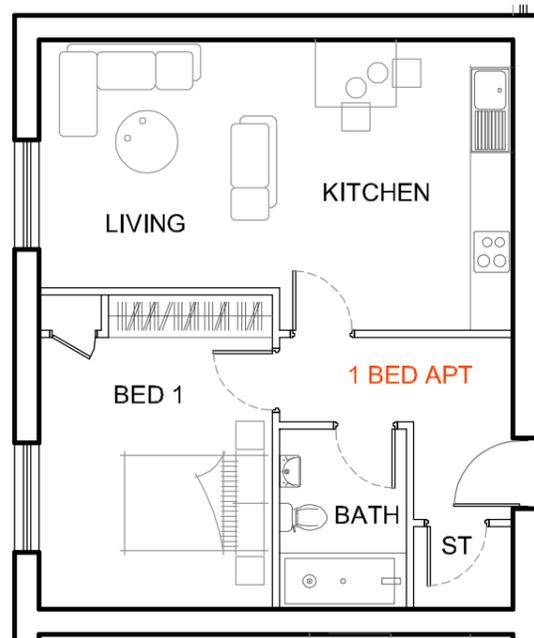
Each apartment has been designed to exceed the current national housing standards (see table in the previous scheme analysis section).



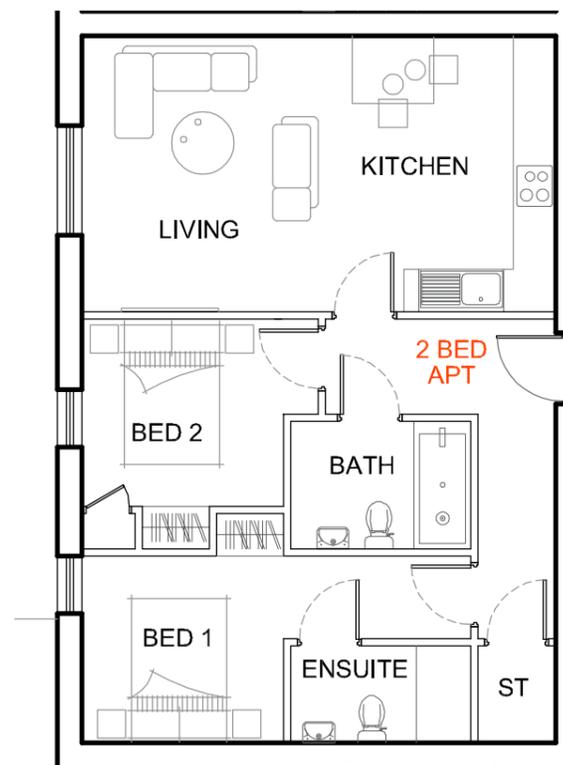
2 Bed Apartment @ 62.0sqm / 677sqft



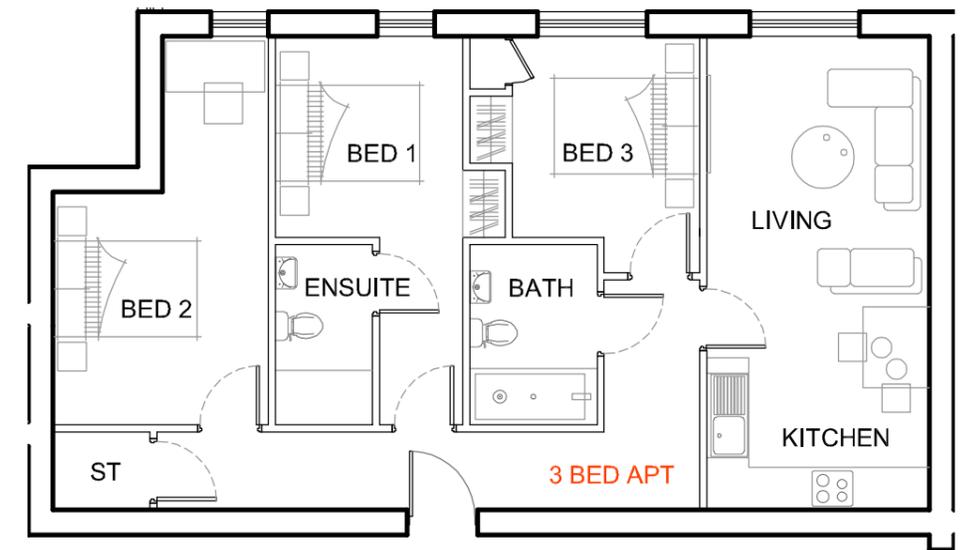
2 Bed Apartment @ 74.0sqm / 764sqft



1 Bed Apartment @ 54.0sqm / 581sqft



2 Bed Apartment @ 67.0sqm / 721sqft



3 Bed Apartment @ 80.0sqm / 861sqft

Proposed Design

ELEVATION DEVELOPMENT



Proposed Oozewood Road Colour Elevation

Due to much of the surrounding buildings having little character/ architectural merit, the overriding design cues for the elevation have been taken from the architecture of the existing mill. The proportion, rhythm and arched reveals of the windows are inspired by and give reference to those of the mill.

Although the proposed does not mirror the type of building in its surrounding context, the elevation fits into the contemporary typology of multi-residential buildings and is designed to be sustainable and adaptable for the future.

MATERIALS

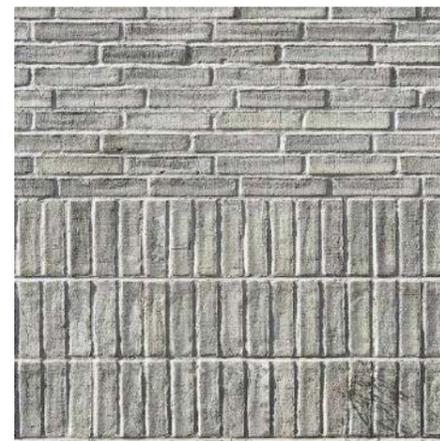
Materials suitable to this area have been selected for this residential development. Utilising similar materiality found locally, will help integrate this new development into the fabric of the area, whilst giving the development its own identity.

The materiality of predominantly brick roots the building in its context while the grey colour and addition of extruding brick details give a contemporary, urban feel to the building. The window frames and balustrades use a bronze metal / colour to elegantly compliment the brick.

These have been chosen to ensure that the development retains a robust and residential feel whilst ensuring it is high quality and contemporary.



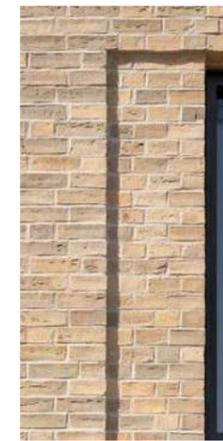
Grey brick with natural mortar



Vertical brick detailing



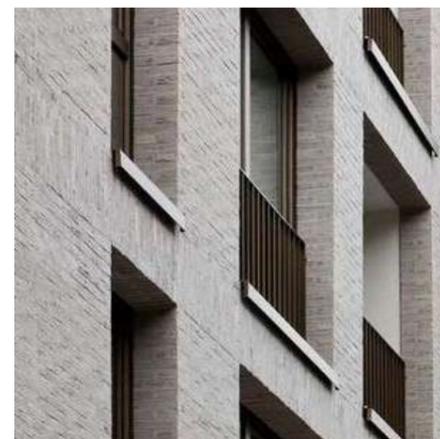
Extruded and set back brick detailing



Arched window reveals and soldiers



Brick apartments with planting



Metal window frames and balustrades



Existing Mill

Proposed Design



Proposed Oozewood Street Elevation



PROPOSED SITE PLAN SHOWING SECTION LINE
150



Proposed Site Section

Proposed Design

ACCESS

As per the existing and approved scheme, the residential development will be accessed via one main vehicular entrance in the south west corner of the site.

The driveway curves round and slopes down into the underground parking beneath the building where there is one lift and staircases to the upper floors.

There are two pedestrian entrances on OozeWood Road - one into the building and the other to the outside courtyard which leads to the main circulation core.

Each apartment will have level access.

Bicycles can be taken through the vehicular or east side entrance to where there are outside covered stores and storage in the basement.



Proposed Design

PARKING

CARS

In total 87 parking spaces are provided on the site. This represents a ratio of 1 space per 1 & 2 bedroom units and 2 spaces for the 3 bedroom units plus a number of on-site visitor spaces.

69 parking spaces are located in the basement accessed externally from the ramp and internally from lift and staircases at different points in the building. There are also 18 outside spaces accessed from the driveway, 5 of which are accessible parking spaces.

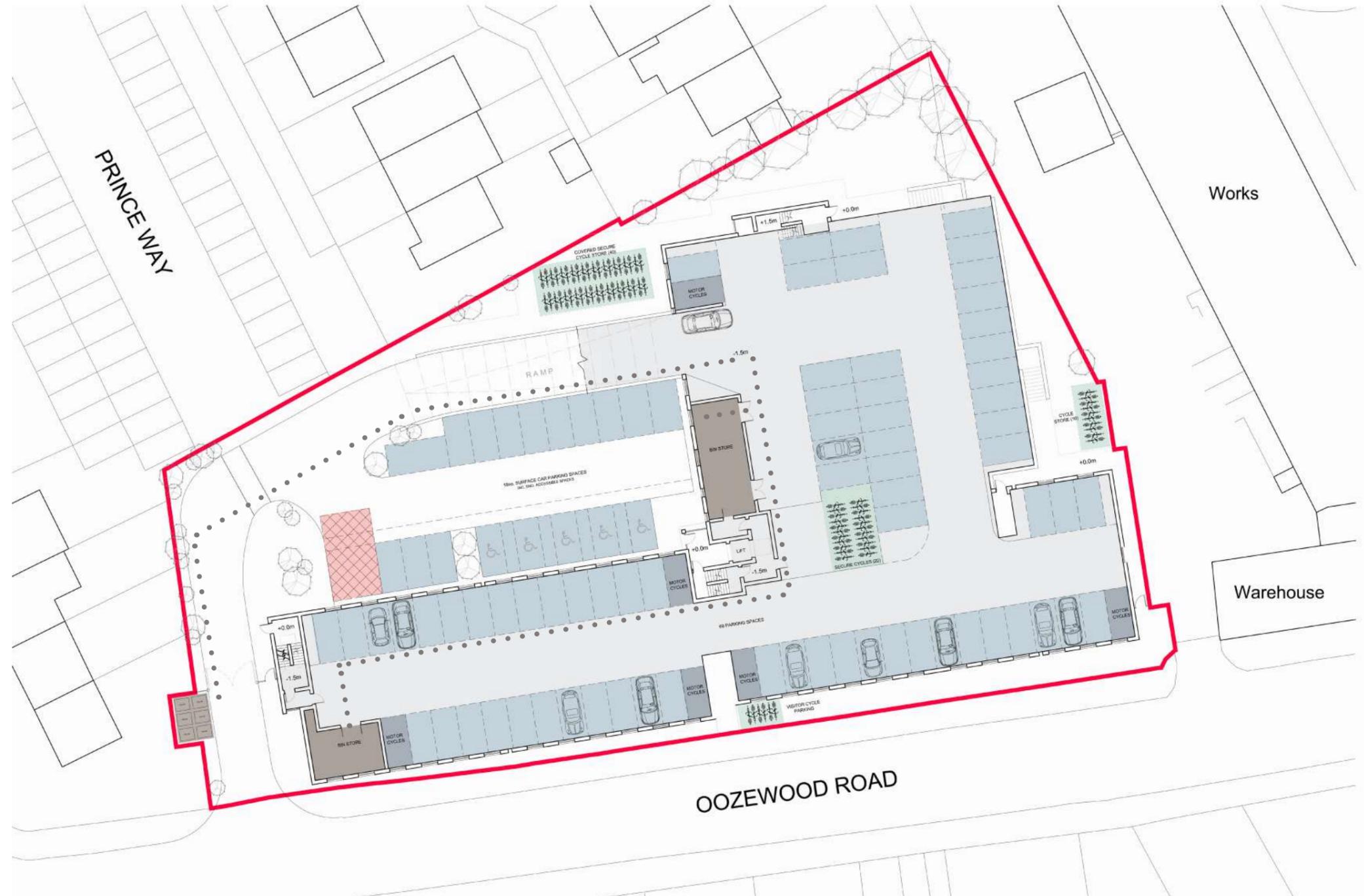
CYCLES

Secure and covered bicycle storage for 72 bicycles will be provided at the rear of the site behind the ramp and in the basement and a small number near the amenity deck.

REFUSE

There are two communal bin storage points in the basement. The locations of the communal bins have been carefully positioned so that each apartment can easily transport their personal waste to the communal bins via the lifts and stairs.

The bin collection point is located just outside the entrance gates on OozeWood Road. The building management will wheel the bins up the ramp and out to the collection point on the day of collection.



Proposed Design

SECURITY STRATEGY

All apartments are accessed internally with a key code only. The site is secured by fences or walls that are between 1.8m-2.1 high. The shared pedestrian entrances on Oozewood Road are overlooked by the neighbouring properties.

All residential properties are designed in accordance with Approved Document Part Q – Security.

Street lighting will be employed throughout the external space, this will be detailed post-planning with input from the local authority.

INCLUSIVE ACCESS

Inclusive access is provided by designing all new residences in accordance with Part M1 of the Building Regulations 2015. Each apartment has a level access.

CAR PARKING MANAGEMENT

The site has 69 parking spaces located in the basement and 18 outside.

Secure and covered cycle storage for 72 bicycles to be included in the courtyards and basement.

Visitor cycle storage located outside the entrance on Oozewood Road.

WASTE MANAGEMENT

Communal bin storage will be located in the basement at 2 different locations. The residents will be able to move their personal bins to these bins easily from the lifts and stairs. Management will then wheel the communal bins to the bin collection point on the dedicated collection days.

CONCLUSION

This Design and Access Statement for the planning application for Thornham Mill has described the detailed design approach for the intended development.

Careful consideration and analysis of the existing site and surrounding context has been taken to address a number of issues to do with location, planning guidance and physical site constraints to produce a development of high quality.

Architecturally this scheme takes cues from the existing building to create a modern elegant design. The results are a scheme that delivers a unique residential project that can continue to be seen as a landmark and is reflective of its setting.

Proposed Design

CALDERPEEL ARCHITECTS



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