

Land At Smithy Bridge Road Rochdale.

DAS Addendum

16/01/24

Document Ref: P21-2628_507A

Expertly Done.

Smithy Bridge Road, ROCHDALE

DAS Addendum

Prepared by Pegasus Group on behalf of Taylor Wimpey
Date: January 2024
Document reference: P21-2628_507A
Contact: A.Gilsenan



Pegasus Group
Queens House
Queen Street
Manchester
M2 5HT

www.pegasusgroup.co.uk | 0161 393 3399

Introduction.

During determination of the Planning Application, a number of comments have been received from Officers within the Local Planning Authority (LPA), Rochdale Borough Council (RBC).

On review of these comments, some minor amendments have been proposed to the application, largely focused on the orientation of the western parcel of the site, and Bespoke House Types.

The following pages describe the changes and present a comparison of the previously submitted design with the new proposed amendment.

This report is an addendum to the Design and Access Statement, and should be read alongside the original reports as a supplement; it does not replace specific pages or sections of the original.

In addition to this report, drawings previously submitted for Planning Approval have been revised, and will be resubmitted, alongside other supporting information.

The Site.

The site covers circa 12 hectares (Ha) and is currently in agricultural use.

The site sits to the south of the existing residential area of Lilleborough close to Smithy Bridge.

The primary point of access is from Smithy Bridge Road to the east, and two pedestrian Public Rights of way cross the Site.

The site slopes away from the north western edge adjacent to the existing residential dwellings towards the valley floor and the River Roch to the south east of the Site.

The Vision.

Our vision for the development at Smithy Bridge Road is an opportunity to create one of the best places to live in the Borough of Rochdale. A new place to live, study and play, taking inspiration from the surroundings as well as recognising new approaches to urban design and masterplanning. There will be:

- A highly connected network of attractive streets, pedestrian and cycle routes and recreational spaces;
- Verdant street trees and extensive landscaping;
- New formal amenity spaces and a play area;
- Wide open natural green spaces;
- Capitalisation on the Site setting, featuring long distance views and the River Roch;
- Houses of all sizes to meet a range of needs;
- New community facilities and places to meet and play; and,
- A Design that signals a new ambition for the area and green spaces that will uplift the spirit.

Smithy Bridge Lane, Rochdale
Landscape Schedule

	House Type	Dwelling Type	Square Footage	No. Units	No. Storeys	Total GFA	Mix %	Terraced	Semi-Detached	Detached
OPEN MARKET										
2 BED TERRACED HOUSES	4	TERFORD (19A122 - 203P)	79.2	4	2	3168	3.0	4		
2 BED SEMI-DETACHED HOUSES	2	TERFORD (19A122 - 203P)	79.2	2	2	1584	1.0		2	
3 BED TERRACED HOUSES	8	TERFORD (19A122 - 203P)	98.7	8	2	3948	4.0	8		
3 BED SEMI-DETACHED HOUSES	4	TERFORD (19A122 - 203P)	98.7	4	2	3948	2.0		4	
3 BED DETACHED HOUSES	47	TERFORD (19A122 - 203P)	103.7	47	2	4872	23.0			47
4 BED DETACHED HOUSES	64	TERFORD (19A122 - 203P)	103.7	64	2	25728	12.0			64
5 BED DETACHED HOUSES	12	TERFORD (19A122 - 203P)	103.7	12	2	12444	6.0			12
TOTAL	99		23372	99		94000	51.0	12	62	125
GRAND TOTAL	99		23372	99		94000	51.0	12	62	125
NET DEVELOPABLE AREA*			6.26 Ha (648 Acres)							
COVERAGE			1800 sqm/acre							
DENSITY			32 DPH							



Key Layout Comments from RBC.

The applicant has sought positive dialogue and active engagement with Rochdale Borough Council on design grounds. A summary of the key issues and responses are outlined below:

Summary of RMBC Comments	Design Response	Outcome
Concerns over Levels and Retaining Structures	The Layout has been reorganised to reduce the level changes by changing the orientation of the western residential parcels. This in turn has given a better urban grain, in keeping with existing local development patterns. Retaining structures have been reduced in height and oversized gardens have been delivered where possible to ensure quality private amenity space.	Positive
Much of the site is too reliant on frontage parking. If frontage parking is to be accepted, this must be in a more balanced layout which takes into consideration the requirement for high quality design.	Frontage parking is reduced to runs of four and is scattered throughout the site. This has been reduced where possible, and as such is only provided along the limited areas of Terraces and semi-detached properties. All frontage parking spaces are addressed with appropriate landscape screening.	Positive
Are there opportunities to increase the width of the pedestrian access connecting through the western parcel. This route through should still incorporate high quality design, include natural surveillance and should not feel oppressive.	The pedestrian link has been replaced by an adoptable road with plots positively fronting out on to the street scene. This in turn creates a pedestrian link through to the open space beyond.	Positive
The area to the west (Character Area 3) could benefit from some variety to the linear layout proposed. Could this be broken up.	The pedestrian link has been replaced by an adoptable road with plots positively fronting out on to the street scene. This in turn creates a pedestrian link through to the open space beyond.	Positive
There are also a few shortfalls in separation distances across the site.	The separation distances are now all within the required distances set out in the design SPD, either through incremental adjustments or minor layout changes to meet feedback elsewhere.	Positive
Where corner plots are proposed opportunities should be taken to make the properties dual aspect.	Most properties on corners are dual aspect, with new windows being introduced on types to ensure natural surveillance from habitable rooms.	Positive
The inclusion of additional semi-detached houses plus some terraces would potentially allow for a higher density but more spacious development.	18 terraced homes have now been introduced into the layout. These dwellings have been suitably integrated into the proposed scheme and maintain the high design quality and the overall aspirations for the site. Almost 40% of the housing mix comprises semi-detached and terraced housing.	Positive
Plots 62 and 100 – these will be particularly prominent when travelling along the new relief road in a south-westerly direction. I am concerned that these particular plots appear quite cramped when set against their adjacent plots and house types. The design of these particular plots is particularly important.	Plots have been discussed with Design Officer. All plots along the frontage will now be stone with additional fenestration to the key buildings.	Positive







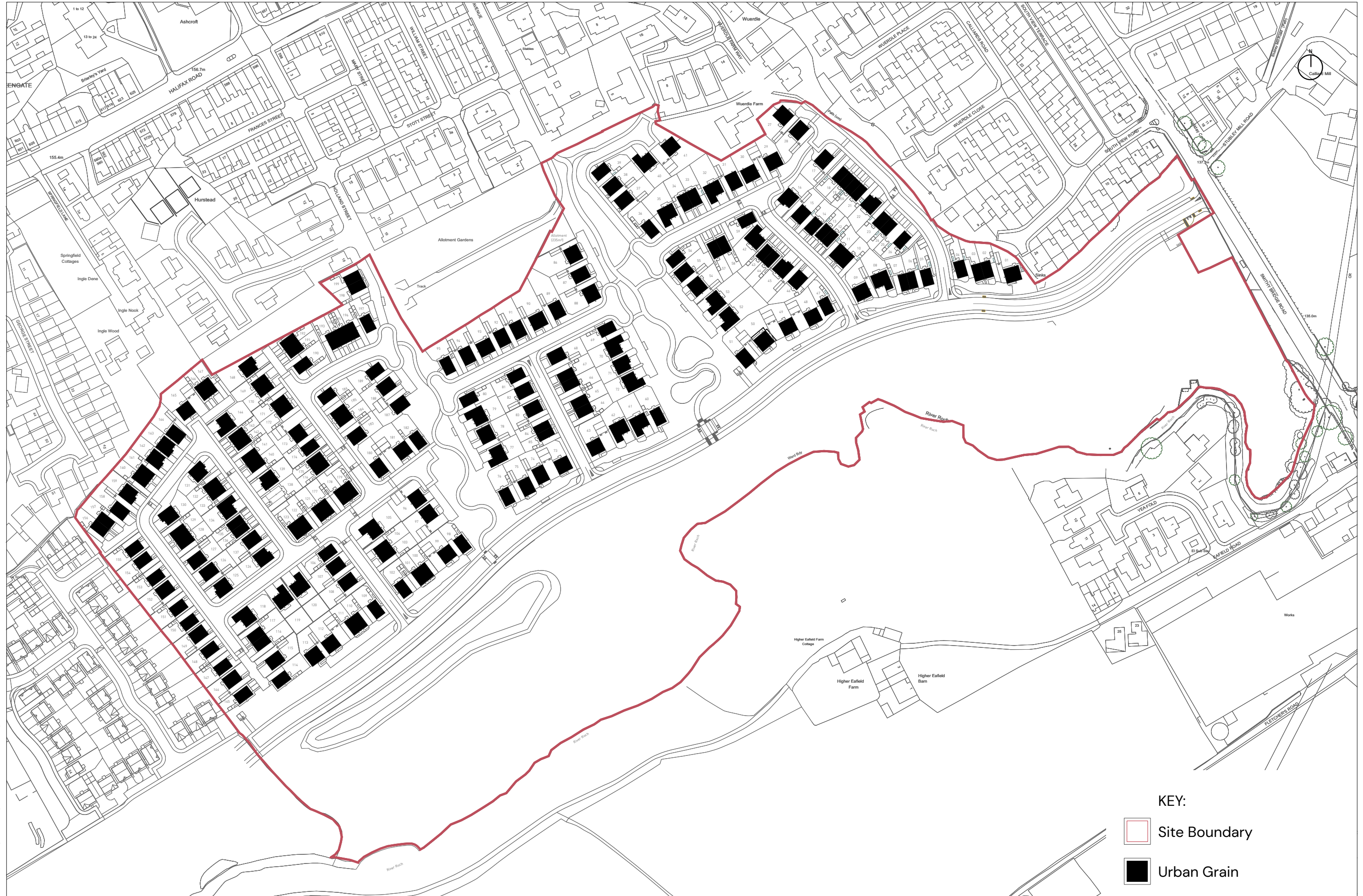
PREVIOUSLY SUBMITTED LAYOUT P21-2628_003S

REVISED LAYOUT P21-2628_003JJ

Summary of RMBC Comments	Design Response	Outcome
All Roch Valley and green wedge fronting properties were highlighted in previous meetings as being of particular importance of housing design terms, although of course the design of the dwellings well within the site remains of very high importance.	All plots in these areas to now be bespoke as per the recent House Type examples shown to RBC.	Positive
Terminal view of driveways of Plots 150/151 – ideally the terminal view would be of a building. If this cannot be achieved as a result of topographical constraints, this should be justified following further exploration.	These plots have been reshuffled to allow for a terminal view of both plots, the location of these plots is however dictated by levels and engineering feasibility.	Positive
Terminal view (boundary treatment) at Plots 169/192 – this will be a highly visible location and so should be carefully considered.	The terminal view in this location is down one of the steepest parts of the site, as such the view will be between the plots at the end of the road and out towards the wider countryside. The end of the road itself will be treated by appropriate landscaping features to ensure the view is not addressed by blank elevations or hard boundary walls.	Positive
This may have previously been covered but there appears to be no link proposed between Holland Street and the smaller of the green wedges past Plots 198/199.	The Link between the Green Wedge and Holland Street cannot be delivered due to ownership issues and a local desire to omit this via previous feedback..	Neutral
Special landscape design focus will be required in respect of the protruding turning heads into the green wedges, with careful use of safety features.	The turning heads are to be wrapped with low hedges rather than any hard treatments such as bollards.	Positive

Issue:

© Pegasus Planning Group Limited. © Crown copyright and database rights OS 100042093. Promap Licence number 100020449. EmegSite Licence number 010003873. Terms & Conditions @ pegasusgroup.co.uk



KEY:

-  Site Boundary
-  Urban Grain

Smithy Bridge Road, Rochdale – Urban Grain Plan

PEGASUS
GROUP



Design Response.

The existing urban areas surrounding the site are orientated roughly on two axis:

1. Across the Gradient (With the Gradient)
2. Down the Gradient (Against the gradient)

The resulting development pattern forms a grid network which should be replicated within the site to respond to the existing built form.

The design response has been to create a traditional grid network of development that works positively with the topography to deliver a layout which responds to the local context.

The key design principles for the revised layout are:

1. Buildings are orientated to create perimeter blocks and positively front out onto the open space;
2. Proposals create a strong grid layout in reference to the historic adjacent pattern of development, circa 30% Across and 70% Down the slope;
3. A reduction in height of retaining structures within rear gardens / visibility from the public realm;
4. An accessible layout without the need for steps or steep pavements;
5. Retaining structures do not dominate the street scene and are provided within larger rear gardens where possible.
6. Provide a safe route to Smithy Bridge Train Station across the Site for both pedestrians and cyclists;
7. Provision of additional informal pedestrian and cycle routes, reflecting key desire lines, and enhancing the existing PRow network;
8. That proposed houses do not directly overlook those adjacent to them.

Layout

The proposed development by Taylor Wimpey at Smithy Bridge Road has been designed in light of local characteristics.

Particular emphasis has been placed on respecting key view points and creating two large open vistas out to the open Pennine countryside. These vistas are created through the delivery of two new public open space corridors that open up into a large expanse of proposed open space on the valley floor. They include connection points and routes that allow residents and visitors to experience the existing and proposed character of the area by foot and bicycle.

These open space corridors also beneficially define three separate development parcels, enhancing distinctiveness and a local sense of place within the proposed development that will be sculpted into the proposed elevations of each new home and boundary treatments afforded to each home and onto the areas of open space.

Structure

The block structure has been redefined to follow the existing built form, which continues the traditional form of development structure.

The design solution for the Site reflects the variety in townscape form that can be seen in Littleborough and Smithy Bridge, in particular the area surrounding the Site.

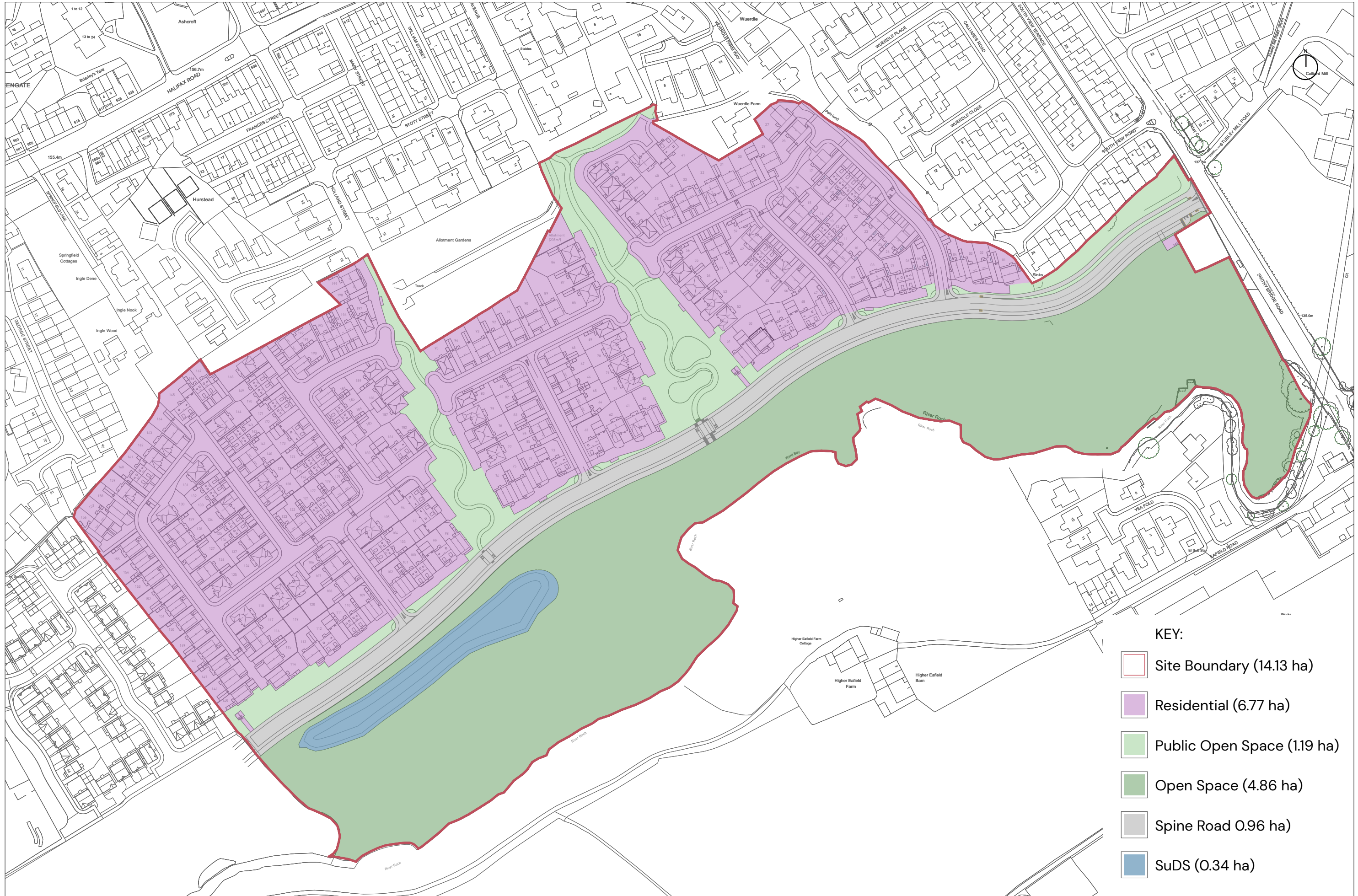
The arrangement of the built form creates a network of attractive street and spaces including:

- A wider main street corridor emphasising the primary vehicular access taken from Smithy Bridge Road;
- Access to development blocks will be provided via a legible network of streets with a clear hierarchy;
- The design of the development proposals is based on the principle of perimeter blocks that enclose back gardens, providing a strong frontage to the public realm and ensuring active frontages overlook streets and spaces wherever possible;
- The relationship between existing and proposed development is a key element of the layout, retaining the local urban grain;
- Proposed dwellings back onto the northern and western site boundaries, ensuring that the amenity and privacy of existing properties, is respected and maintained;
- Development fronts onto the eastern site boundary, however existing properties beyond the site boundary are side on behind existing vegetation;
- Development is set back from the southern site boundary, enabling the creation of a softer development edge, and a sensitive landscaped transition from built form to the wider countryside beyond the Site;

Expertly Done.

Issue:

© Pegasus Planning Group Limited. © Crown copyright and database rights OS D0042093. Promap Licence number 100020448. EmpSite Licence number 010003873. Terms & Conditions @ pegasusgroup.co.uk



Smithy Bridge Road, Rochdale – Land Use Plan



Uses

The development proposals include the following;

RESIDENTIAL – 199 DWELLINGS

The development proposals provide 199 dwellings within approximately 6.77 Ha of residential development, allowing space for a range of dwelling types suitable for people of different ages and lifestyles. This area will include access roads within the Site, private garden space, car parking areas, incidental open space and landscaping. It therefore excludes major distributor roads, open spaces serving a wider area and significant landscape buffer strips.

PUBLIC OPEN SPACE

The public open space expanding over 1.19ha will feature the retained long distance views and extensive landscaping providing habitats and natural amenity spaces.

The landscape proposals will enhance the existing quality of biodiversity and seek to retain the existing trees and supplement them with new planting. Furthermore, the development will provide recreational opportunities in the form of play provision, opportunities for community foraging and cycle and pedestrian links through the following features:

- A LEAP
- A Site-wide network of footpaths and a dedicated cycle route
- Retained and diverted Public Rights Of Way traversing the Site.
- Seating areas.
- New tree and hedgerow planting.

The proposals for the public open space will also assist in integrating the proposed development within its surroundings, visually; environmentally, through enhanced green corridors; and, socially through the amenities created.

OPEN SPACE

The open space covering the southern portion of the Site covers 4.86ha will feature a mixture of semi-aquatic planing and a landscaped features.

This part of the Site is not directly accessible and will be used for biodiversity enhancement purposes.

LINK ROAD

The proposals seek to deliver the first section of the new Link/Relief road from Smithy Bridge Road back towards Rochdale, which covers 0.96ha. This link will in turn allow for the three access points into the residential parcels, and provide the main access road into the Site.

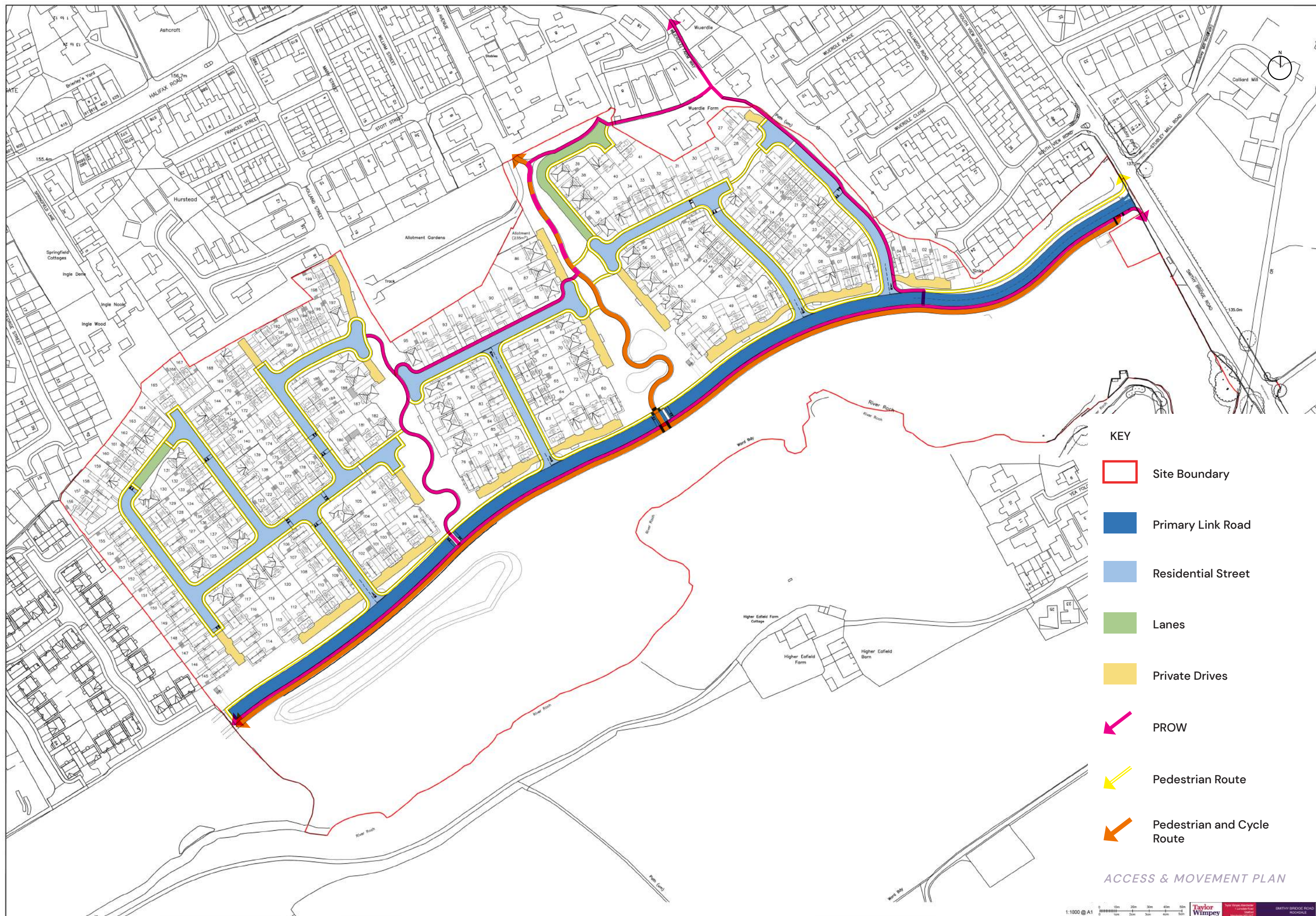
This road delivers a 2m wide pedestrian footpath on both sides of the carriageway and a 3m wide bi-directional cycleway to the south.

DRAINAGE & INFRASTRUCTURE

The site delivers sustainable drainage pond to the south of the link road covering 0.34ha. The drainage pond will be suitably landscaped to create an attractive and interesting landscape feature on the Site



MIXED & INTEGRATED



MOVEMENT

The layout shows a well-connected movement network, accessible by all users which helps to ensure that all areas of the development will be accessible, easy to navigate, safe and secure. The proposed access and movement strategy will focus on the delivery of the following elements which are in accordance with the objectives of national and local planning policy:

- Proposed access points;
- Proposed pedestrian and cycle movement network;
- Street hierarchy;
- Street typologies; and
- Parking strategy.

The development incorporates the delivery of the first part of a link road connecting Smithy Bridge Road to Albert Royds Street. Internally, this will cross the length of the Site and provide access to the proposed development. Three intersections proposed off the link road will give access to primary residential streets.

The proposed residential development is structured by a simple hierarchy of streets, as shown in the plan opposite. The movement hierarchy is simple and legible. It is defined by the building layout, allowing the built form to become the feature of the scheme. The layout has also been designed to create a series of junctions and nodes in the street, encouraging cars to drive slower and more carefully through the development.

The design equally promotes active travel with generous footpaths segregated from the main carriageway with street trees. The lower category roads with slower and fewer cars, and many forming the boundary between development and green space, are designed to create desirable streets that foster a sense of community.



ACCESSIBLE & EASY TO MOVE AROUND

PARKING

One of the key elements to creating a successful development is to ensure that the building layout and landscaping are the prominent features of the development. To achieve this, parking provision is be designed with sufficient space and in appropriate locations. These considerations should anticipate drivers' behaviour to avoid poorly planned parking that dominates the street scene and adversely impacts other street users.

On-plot parking may consist of garages and hard-standing, these should generally be located to the sides of properties to allow easy access and reduce the dominance of cars within the streetscene.

PEDESTRIANS & CYCLE LINKS

The layout incorporates the existing Public Rights of Way by way of diversions through the new areas of public open space. This will ensure that footpaths are delivered at an appropriate gradient that is accessible by all.

A cycle link runs along the south of the link road and then proceeds north towards the existing access point at the end of Brooklyn Avenue.

These new links will encourage new and existing residents to use the Site as a safe and convenient way to cross from the existing urban area along Halifax Road towards Smithy Bridge Train Station. The delivery of these links is in line with the aspirations of the stations steering committee.

A potential link with Holland Street was removed following feedback from the public consultation.

STREET TYPOLOGIES

A clear hierarchy of streets is proposed creating an integrated movement network. Variation in the street types proposed aids in the creation of a legible and permeable development, whilst also providing for, and encouraging pedestrian and cycle movement, and delivering necessary vehicular connections.

The development and internal road network is designed to encourage low vehicular speeds (circa 20mph) and streets will be defined by the building layout, so that buildings and spaces, instead of roads, dominate the street scene. The design will promote safe walking and high permeability through the Site and aims to limit the potential for anti-social behaviour.

Primary Link Road

- To allow capacity for local buses, the proposed carriageway is 7.3 metres wide with a 2m footpath to the north, adjacent to the proposed residential development. To the south of the vehicular carriageway is a 2m pedestrian footpath and a 3m bi-directional cycleway.

Residential Street

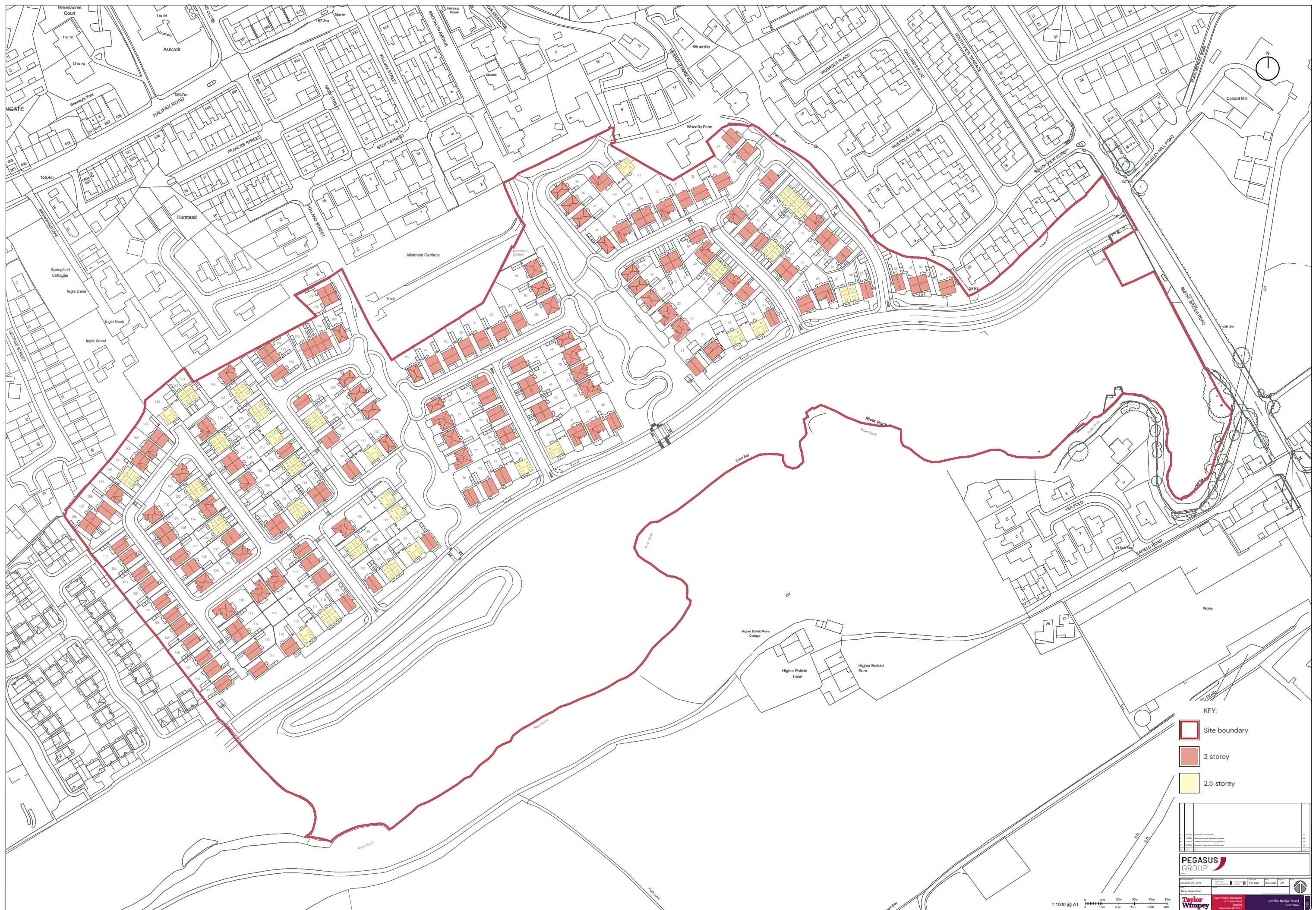
- The proposed carriageway is 5.5m with 2m footpaths on both sides. Minimum 2m front gardens offset the build line with variations between side and frontal parking.

Lanes

- The proposed carriageway is 5.5m with 2m footpaths on one side. Single sided development with footpaths and front gardens at the back of the carriageway.

Private Drives

- The proposed carriageway is 4.8m wide with a 1.2m wide service strip where necessary. The build line is offset by 2-6m allow for variations between side and frontal parking.



DENSITY

The development will achieve an average density of 30 dwellings per hectare (dph) across the Site, which ensures the efficient use of land, yet is reflective of the surrounding area, helping to assimilate the proposals into the surrounding areas.

This will create a formal building line and provide a massing that identifies this area as the core of the Site.

The height of up to 2.5 storeys will ensure that the massing of the development is in keeping with that of the existing urban areas to the north and west.

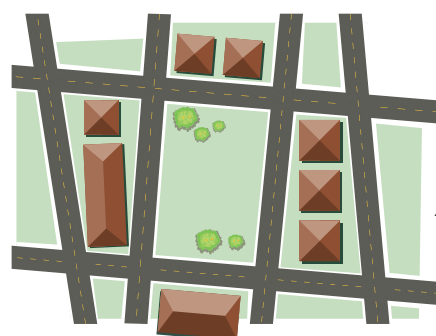
The different ridge heights of the proposed house types are used to create a varied roof scape and street scene.

The proposed house types take reference from the existing housing in the character studies in terms of massing as shown in the DAS.

CONTINUITY & MASSING

Key development frontages, such as those overlooking areas of public open space and following the primary movement route, will be particularly prominent and critical to the appearance of the development. Particular attention has been paid to the massing and architectural style of these buildings, so that they contribute positively to the quality and character of the new development.

These frontages are designed with consideration given to the spaces they adjoin, in order to provide a cohesive approach to these prominent positions.



A COHERENT PATTERN OF DEVELOPMENT



Creating a place of local distinctive character at Smithy Bridge Road, Littleborough

As emphasised in the Littleborough Town Design Statement, Littleborough's physical form is heavily influenced by the settlement's relationship to the rugged Pennine landscape and views across it. The 'essential character' of Littleborough's more historic built environment is described as being based on stone. This is found in more central locations within and around the town centre, and rural farmsteads and outlying settlement/hamlet areas of the town and within the detailing of stone walls and stone bridges.

From the 20th Century and onwards, the use of red brick has made a distinctive contribution to the local housing mix resulting in a blend of these two facia materials throughout Littleborough. We have sought to capture this bend and mix of materials through our proposals.

Littleborough Town Design Statement

Whilst the site at Smithy Bridge Road is not located within one of the 5 character areas identified in the Littlebrough Town Design Statement, the closest to it is the Starring, Stubly and Bents Farm character area. It is described as follows:

Split by the main Littleborough to Rochdale Road (A58) this area shows a mix of old and new buildings. The older stone terraces line the main road with side roads leading to more modern developments. Starring Way/Bents Farm estate is a large, modern but well-established estate with a mix of house types and a mixed age range, from young family homes to retired family homes. With open aspects, including wide views of the countryside and the moors, it is a well-planned, well-cared-for area. It has no retail amenities of its own, although shops, public houses, churches and a restaurant are found along the main road.

The Town Design Statement goes on to confirm that Littleborough enjoys a sense of openness in balance with its built areas. In its settlements, open space whether publicly designated or privately owned plays an essential part in establishing distinctive character. It is recognised that such spaces integrate with the built environment to create an organic whole that really matters. Garden plots, courtyards, street furniture in scale with its surroundings, hard surfaces used in the floorscape and stone boundary walls all provide the fine detail which characterises this distinctiveness at close quarters.

Character Areas

Character areas are a useful way of helping assimilate the design proposals within its surroundings, whilst providing a continuity of themes across the development and helping to generate a sense of place. Each character area will contain its own individual design components which aid in making it distinct from other areas. These components of character will include built form principles from the local area, and in addition consideration of changes in building height, building setbacks, landscape treatments, architectural detailing and materials.

The site has been divided into five character areas each with a clearly defined character relating to the Site's context and surroundings. The following describes how the character areas help create a varied and diverse townscape.

Details of Littleborough's stone built heritage will be evident across the principle frontage of the site and within the detailing on the properties fronting on to the open space. Delivering modern, accessible and attractive family homes that also respect the settlement's evolution over time through the use of red brick will also be a key feature of the development. Blending these materials together in a unique way for each of the proposed character areas is a key component of the proposed design.

- CA1: Smithy Bridge
- CA2: Halifax Road
- CA3: Rochdale
- CA4: Roch Valley
- CA5: Green Wedge

Detail

Littleborough and Smithy Bridge feature a range of architectural styles, however key features are repeated in the local landscape which will provide a positive approach to architectural detailing.

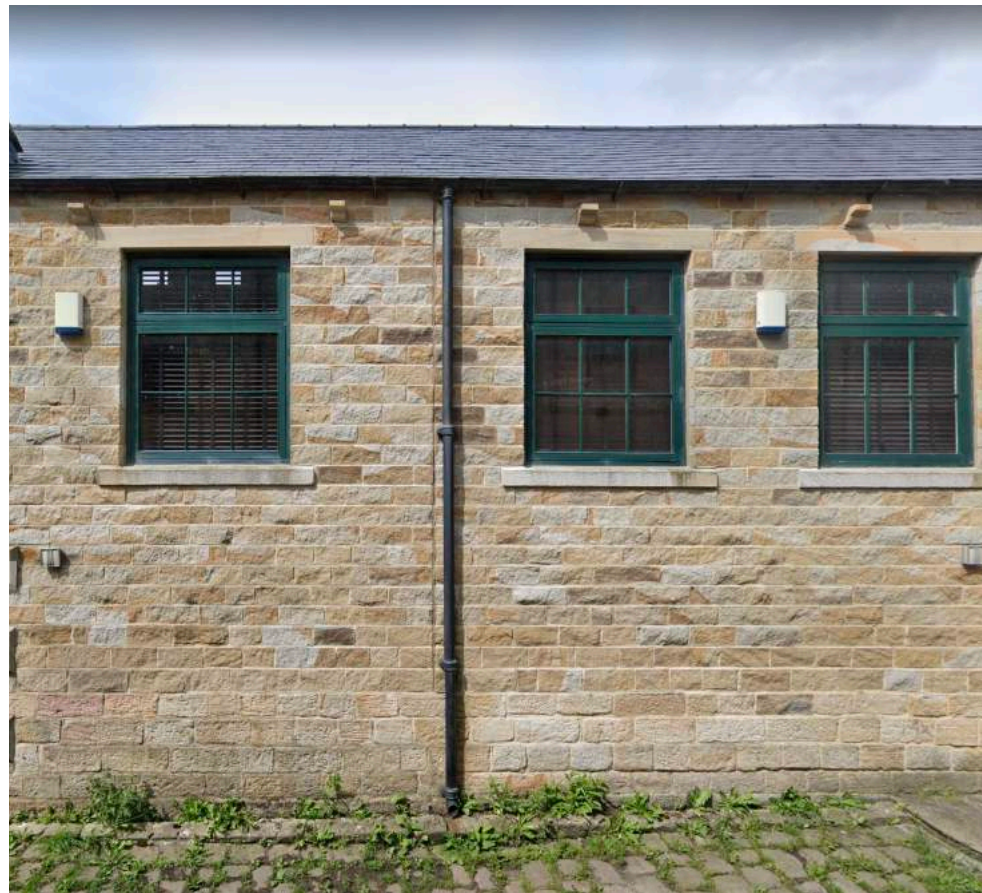
The Littleborough Town Design Statement states that string courses feature commonly throughout the local area which help emphasise scale.

Chimneys are a common feature amongst older properties, however they are quite often absent of feature sporadically on post war developments.

Window cills and headers are commonly stone or brick on brick built properties, but are purely stone on stone built properties.

Porches to stone or brick buildings should be of matching material with a pitched roof of the appropriate matching natural material.

Dormer windows should have a vertical emphasis and be in keeping with the host building. Cladding should be of the same material as the main roof. Dormers should not compromise structural details such as string courses; neither should they extend above the ridge



Detail examples within the vicinity of the site

Character Area 1
Smithy Bridge

This character area is designed to reference the traditional layout of Smithy Bridge and has a more informal building line that works with the topography of the Site.

There is a higher emphasis on two storey semi detached units here creating a winding series of streets. The contrasting brick in this area is Natural Stone, with some limited Buff Bricks giving a lighter feel to the brick in this area.

Select properties also feature stone lintels to add a key visual detail, whilst others include weatherboarding to enforce a unique visual identity.

BRICK TYPES:



Primary
Weinerberger -
Durham Red Multi Stock

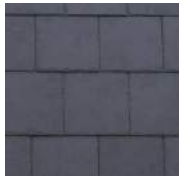


Secondary
Buff - TBC



Tertiary
Natural Stone

ROOFING:



Russel Grampion Roof
Tiles - Slate Grey



Natural Slate

ALL PLOTS TO HAVE:



Dark Grey upvc Window/
Door Frames - Anthracite



Character Area 2 Halifax Road

This character area is designed with a more formal building referencing the block structure and layout in the existing urban area to the north.

There is a higher emphasis on larger detached units here with detached garages. The contrasting brick in this area is Forterra Farmstead Antique which has a countryside edge feel appropriate for the setting between the two green wedges on the Site. Select properties also feature chimneys to add a key visual detail.

BRICK TYPES:



Primary
Forterra –
Farmstead Antique



Secondary
Weinerberger –
Durham Red Multi Stock



Tertiary
Natural Stone

ROOFING:



Russel Grampion Roof
Tiles – Slate Grey



Natural Slate

ALL PLOTS TO HAVE:



Dark Grey upvc Window/
Door Frames – Anthracite



Character Area 3
Rochdale

This character area sits alongside the existing residential area to the west of the Site. This is the largest character area and forms a series of parallel streets that work with the contours of the Site.

These streets are more formal with frequent tree planting and some traffic calming measures along the longer stretches of road. The brick in this area is a slightly darker red brick, referencing the traditional vernacular of the area.

Roofing is to be Slate Grey.

BRICK TYPES:



Primary
Weinerberger -
Dorton Manner



Secondary
Weinerberger -
Durham Red Multi Stock

ROOFING:



Russel Grampion Roof
Tiles - Slate Grey

ALL PLOTS TO HAVE:



Dark Grey upvc Window/
Door Frames - Anthracite



Character Area 4 Roch Valley

Along the southern edge of the Site facing towards the Roch valley and open countryside, all house types are bespoke, and will be finished in natural stone with vertical stone surrounds and render infill panels.

This respects the stone farmsteads and buildings in the valley floor beyond the southern edge of the Site and is key for linking the countryside edge back to the development.

BRICK TYPES:



Primary
Natural Stone

ROOFING:



Natural Slate

ALL PLOTS TO HAVE:



Dark Grey upvc Window/
Door Frames – Anthracite



Character Area 5
Green Wedge

Along the green wedges that run through the site, all properties have hipped roofs, this creates a smaller massing that will feel less dominant for the public using these recreation spaces. Using hipped roofs in this location also allows for greater views out towards the open space from within each residential parcel, therefore enhancing residential amenity.

The brick typologies and landscape character follow that of the main character area they are attached to and have bespoke stone vertical surrounds.

BRICK TYPES:



Primary
Weinerberger -
Durham Red Multi Stock

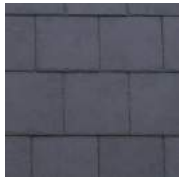


Secondary
Forterra -
Farmstead Antique



Buff - TBC

ROOFING:



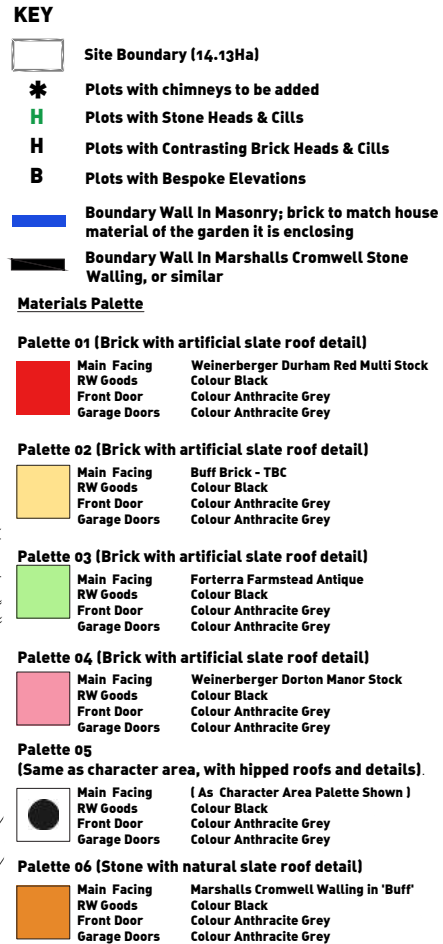
Russel Grampion Roof
Tiles - Slate Grey

ALL PLOTS TO HAVE:



Dark Grey upvc Window/
Door Frames - Anthracite





SMITHY BRIDGE ROAD, ROCHDALE
For Taylor Wimpey

PEGASUS
GROUP

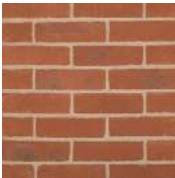
Materials

Following an assessment of the local area the proposed dwellings have been designed to ensure the architectural response complements the local character, whilst creating a development with a sense of place where people will enjoy living. Across the Site, there are a mix of different house types creating a subtle variety that complements the existing town.

In general, the dwellings are predominantly a mix of warm red / orange brick and the chosen contrasting brick types are a variety of colours and tones that reflect the existing brick buildings within Littleborough. The contrasting Brick Types are located in each character area, enhancing legibility and helping to deliver distinctive character.

Stone will also be used for key areas/plots along the southern edge and will help aide legibility of the scheme.

BRICK TYPES:



Weinerberger – Durham Red Multi Stock



Natural Stone



Buff – TBC



Forterra – Farmstead Antique



Weinerberger – Dorton Manner

ROOFING:



Russel Grampion Roof Tiles – Slate Grey



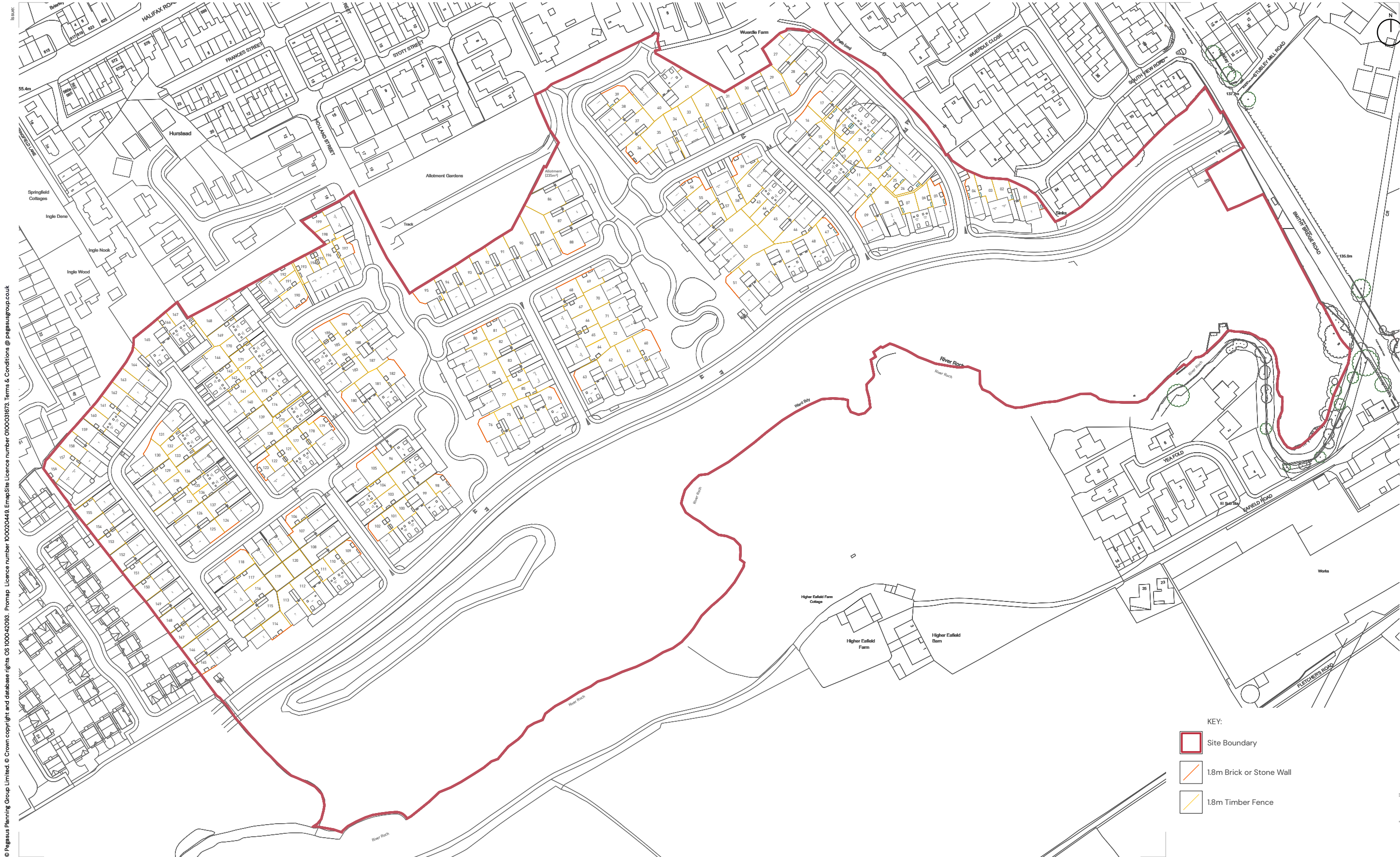
Natural Slate

ALL PLOTS TO HAVE:



Dark Grey upvc Window/Door Frames – Anthracite





© Pegasus Planning Group Limited. © Crown copyright and database rights OS 100042093. Promap Licence number 100020443. Emis Site Licence number 0100031673. Terms & Conditions @ pegasusgroup.co.uk

Smithy Bridge Road, Rochdale – Boundary Treatment Plan



7. BOUNDARY TREATMENTS

Boundary Treatments

Development plots will be defined by a range of boundary treatments such as fences, walls and hedgerows to create the distinction between public and private spaces. The adjacent plan demonstrates the varying types of boundary treatment proposed for the development, which should be read in conjunction with the Proposed Landscape Plan.

Rear gardens will be predominantly enclosed by 1.8m high fencing. Where exposed to the street frontage, brick or stone walls will enclose rear gardens, to match the material of the adjacent dwelling.



EXAMPLE BOUNDARY TREATMENTS TO BE USED WITHIN THE SITE



Expertly Done.





Public Spaces

The delivery of well-designed accessible and inclusive public spaces will offer residents spaces to socialise and engage with each other, encouraging interaction and opportunities to benefit from healthy lifestyle choices

The design proposals have considered the local landscape context from the outset. This has enabled an appropriate detailed design solution that reflects local landscape character, provides an appropriate transition to the wider landscape of the River Roch Valley, connects with the pattern and scale of the urban edge, and enables the creation of a high quality living environment.

The Detailed Landscaping Design for the Site will accompany this application, however the core principles are described below.

LANDSCAPE STRATEGY

The key principles of the landscape strategy are inherent to the proposals and are based on a Green Infrastructure framework that addresses:

- The creation of a high quality public realm and streetscape;
- Focal points within the Site to enhance legibility;
- Increases to urban tree-cover and providing diverse planting that provides habitats for local wildlife and contributes to biodiversity net gain;
- Ornamental and native trees within the public open spaces;
- Sensitivity to wider green infrastructure;
- An enhanced landscape setting which will also have benefits in terms of biodiversity;
- Existing hedgerows and mature trees to be retained and enhanced;
- Ornamental and native trees within the public open spaces; and
- Focal points within the Site to enhance legibility.

PUBLIC REALM AND STREETSCAPE

The streets and green spaces are designed to form a network of places and open spaces, with distinctive character.

Hard landscape materials and planting will be used to define the main pedestrian zones, minor roads and private drives and the principle vehicular routes to assist in orientation and legibility.

The pedestrian and cycle links will help to create legible and direct routes through the development and encourage active travel.

The Public Open Space integrated within the development will deliver a range of new play features and public amenities including:

- Children's Play (LEAP)
- Street Trees and Planting
- Informal recreational spaces
- Fully landscaped public amenity



SAFE, SOCIAL & INCLUSIVE

9. LIFESPAN

Lifespan

The NPPF states at paragraph 8 that the planning system has three interdependent and overarching objectives:

- An economic objective – to build a strong, responsive and competitive economy;
- A social objective – to support strong, vibrant and healthy communities; and
- An environmental objective – protecting and enhancing the natural, built and historic environment.

To achieve a sustainable development, that reduces reliance on natural resources and offers a long-term solution for the area the development proposals have been designed with these three key objectives in mind.

At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. The presumption in favour of sustainable development is at the heart of the planning system, as set out in paragraph 11 of the NPPF, and within the Local Development Plan.

SUSTAINABLE BUILDING TECHNIQUES

The proposals will be delivered in line with current building regulations, and where appropriate, will be built with sustainable building construction techniques. Sustainable construction measures could comprise a combination of the following measures:

- Improved energy efficiency through careful building siting, design and orientation;
- Sustainable Drainage systems (SuDs);
- Considering fabric efficiency in the design of buildings;
- Use of building materials capable of being recycled; and
- An element of construction waste reduction or recycling.



The proposed development will accord with the latest building regulation requirements, that emphasise the high levels of building fabric insulation and other materials required to reduce energy and resource requirements. The development has been designed in line with 2022 Building Regulation requirements, for example 100% electric vehicle car charging points will be provided as part of the development proposal, and all homes being designed to Future Homes Standard.

MATERIALS & WASTE RECYCLING

Materials selected for construction, including hard and soft landscaping elements, will be carefully chosen to ensure that they are high-quality, durable and that 'whole life costs' are manageable. Sustainable choices will reduce initial manufacturing environmental impacts, long-term maintenance costs and waste from construction, whilst maximising resilience and buildings lifespans.

SITING & BUILDING ORIENTATION

Dwellings are carefully sited to ensure that they are sheltered from prevalent winds and benefit from passive solar gain as much as possible.

Passive solar gain can enhance the energy and environmental performance of dwellings. Orientating streets in an east-west direction can increase solar access to dwellings and gardens, whilst avoiding overshadowing from adjacent dwellings. Individual houses which are orientated east of south will benefit from early morning sun, and those orientated to the west of south will benefit from late afternoon sun, which can reduce the need for additional heating during the evening period.

LANDSCAPE DESIGN & MICRO-CLIMATE

The strategic use of tree planting can mitigate against some of the impact of colder northerly winds. Where possible the development has been designed to be self-sheltering to minimise the 'wind chill effect' and the potential heat loss from dwellings as a result of strong winds.

SUSTAINABLE DRAINAGE SYSTEMS

Development has been located away from areas of surface water and fluvial flooding. Surface water run-off rates will be managed by the use of Sustainable Drainage systems (SuDs) on-site, to ensure that the development does not impact on the surrounding area.

Please refer to the Flood Risk Assessment for detailing information regarding the proposed strategy for the Site.

SUSTAINABILITY AND CUSTOMER CARE

Taylor Wimpey, as a responsible housebuilder, are committed to delivering homes which are environmentally sustainable and of the highest quality for future occupiers.

Taylor Wimpey are strongly committed to delivering the highest levels of customer care and have started an initiative called the Consistency Quality Approach (CQA), to ensure consistency on every home they build and to ensure that their customers are at the heart of what they do.

The development will include a dedicated CQA House. This is where varying build stages will be shown in different rooms throughout the house and will represent the 'journey of the house'. This can be used as a key education piece for the wider area and will also ensure customers are informed of what will happen through the various stages of the build process.

The CQA house is also reflective of Taylor Wimpey's commitment to work closely with the New Homes Quality Board (NHQB), which is an external initiative to ensure the highest standards of customer care. NHQB has a New Homes Quality Code, which will be introduced during 2022 and will deliver a step change in developer behaviour and deliver a consistently high standard of new home quality and service. The New Homes Quality Code has 10 key principles to achieve the highest level of customer care. The CQA House on Plot 235 will deliver the following key principles of the NHQB:

- Transparency
- Quality (by seeing the quality Taylor Wimpey produce)
- Service (increasing Taylor Wimpey's service to customers)
- Inclusivity (Taking residents on the housebuilding journey)



SOCIAL

Support strong, vibrant and healthy communities.



ENVIRONMENTAL

Protecting and enhancing the natural, built and historic environment.



ECONOMIC

Build a strong, responsive and competitive economy.



TAYLOR WIMPEY 2025 FUTURE HOMES STANDARD HOME

No matter the project, no matter the challenge,
you can rely on us to find solutions, to get things done,
to get things **Expertly Done.**

Our Offices

BIRMINGHAM (City)

T 0121 308 9570

Birmingham@pegasusgroup.co.uk

BIRMINGHAM (Sutton Coldfield)

T 0121 308 9570

Birmingham@pegasusgroup.co.uk

BRISTOL

T 01454 625 945

Bristol@pegasusgroup.co.uk

CAMBRIDGE

T 01223 202 100

Cambridge@pegasusgroup.co.uk

CIRENCESTER

T 01285 641 717

Cirencester@pegasusgroup.co.uk

DUBLIN

T +353 (0) 1526 6714

enquiries@pegasusgroup.co.uk

EAST MIDLANDS

T 01509 670 806

EastMidlands@pegasusgroup.co.uk

EDINBURGH

T 0131 589 2774

Edinburgh@pegasusgroup.co.uk

LEEDS

T 0113 287 8200

Leeds@pegasusgroup.co.uk

LIVERPOOL

T 0151 317 5220

Liverpool@pegasusgroup.co.uk

LONDON

T 020 3897 1110

London@pegasusgroup.co.uk

MANCHESTER

T 0161 393 3399

Manchester@pegasusgroup.co.uk

NEWCASTLE

T 0191 917 6700

Newcastle@pegasusgroup.co.uk

PETERBOROUGH

T 01733 666600

enquiries@pegasusgroup.co.uk

SOLENT

T 023 8254 2777

Solent@pegasusgroup.co.uk

GROUP SERVICES

T 0333 0160777

enquiries@pegasusgroup.co.uk

ARMSTRONG BURTON GROUP

T 0121 323 2332

info@armstrongburton.co.uk

Land At Smithy Bridge Road Rochdale.

Character Area Study

05/06/23

Document Ref: P21-2628_801A

Expertly Done.

DESIGN | ECONOMICS | ENVIRONMENT | HERITAGE | LAND & PROPERTY | PLANNING | TRANSPORT & INFRASTRUCTURE

Pegasus Group is a trading name of Pegasus Planning Group Limited (07277000) registered in England and Wales

Registered Office: Pegasus House, Querns Business Centre, Whitworth Road, Cirencester, Gloucestershire, GL7 1RT

PEGASUSGROUP.CO.UK