

Land at South Heywood, Rochdale

Site-Wide Design Framework

IBI

Russell Homes

LAND AT SOUTH HEYWOOD - DESIGN FRAMEWORK

The South Heywood Vision

The aspiration for the South Heywood Development Site, is for quality development to come forward, which will raise the profile of the area as a place to live and do business ,whilst responding to new commercial and residential need.

Russells Homes, as primary developer has worked collaboratively with Rochdale Metropolitan Borough Council in the preparation of this Design Code Framework (The Framework Design). Desirable residential areas and commercial uses will be are supported by attractive and linked open spaces and community facilities. These will include a school and other services.

This sustainable extension of Heywood, will provide modern, quality family living and a potential pool of future employees for the commerical development. It will benefit from new and improved highway connections, improved permeability on foot and bicycle, and support new public transport opportunities.

Achieving the Vision

This document presents a Statement of Intent which has been founded on best practice urban design principles that set a robust foundation upon which the site can evolve.

The aim is to create a successful, sustainable and thriving community, where people wish to reside and work. A quality mix of family homes of principally 3 and 4 bedrooms will provide a strong market offer.

This approach will establish the future direction for all housebuilders and other developers and ensure consistent design themes and quality across the entire development.

Degree of Prescription

As defined in the conditions, as part of the Hybrid Planning Application, each parcel should also include a Design Framework Statement which outlines how the development of that parcel accords with this Design Framework. This should be approved by Rochdale Council as each phase comes forward.

It is intended that, if required, this document be amended and updated from time to time, with the agreement of the local planning authority.

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Project Name:	Land at South site wide design framework
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Indicative Visualisation

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Introduction

This design framework provides a quality benchmark for new development at South Heywood. The Design Framework seeks to reinforce the vision for the Site, and guides, viable future development across the masterplan in order to achieve positive and holistic delivery. It does not seek to restrict the ability of developers to design and build innovative or unique products, or to suppress the diversity of character and place that is achieved by allowing multiple developers to bring forward their proposals.

It is anticipated that Land at South Heywood will come forward in a number of phases, each the subject of a separate Reserved Matters Application, over several years. It is intended that the Design Framework will provide the mechanism needed to give the Local Planning Authority the confidence that the masterplan can be delivered in a cohesive manner, founded on best practice place making principles, to create a successful place.

The Framework is designed to establish a benchmark for design quality across parcels to underpin the vision and objectives of the hybrid application, while providing developers with considerable flexibility over the layout and detailed design of the places they create and response to local conditions.

As a result, the Framework should not be and is not overly prescriptive in terms of architectural style or construction method. It does not restrict creativity but provides a basis for designers to produce innovative proposals which respond to the site and articulate these within that phase's Design Framework Statement.

The Framework provides a 'toolbox' of spatial interventions which form building blocks at the overarching, character area, street, building and boundary treatment scales. The toolbox provides a library of street and building types and the instructions for assembling them into safe, characterful, sustainable and well-functioning places.

The requirements set out within this document have been informed by longstanding national planning guidance, including:

- National Planning Policy Framework 2
- A Design Wayfinder (Design Council/CABE, 2012)
- By Design
- Safer Places
- Building Sustainable Transport into New Developments
- Car Parking: What Works Where
- Urban Design Compendium 1&2
- Manual for Streets 2
- Building for Life 12

The Design Framework

The document provides a toolbox of design principles and guidance across two levels.

The **Overarching Strategy** provides a structure and principles which cover the key requirements of character areas, external and primary movement/connection alignments and route hierarchy.

The **Character Level Matrix** describes which elements within the Components Library can be proposed within each route or space.

The **Components Library** provides a list of routes and buildings which can be assembled according to the principles. Each route and building type has a number of mandatory requirements. These requirements are clear and measurable so as to make interpretation and compliance straightforward.

Overarching Design Framework Strategy

Urban Design Principles
Access
Infrastructure and Sustainability
Landscape

Character Area Matrix 2

Components Library 3

The Design Framework for South Heywood has been designed to be easy to use, providing a clear remit and spatial breakdown which presents principles for the Overarching Strategy and a Components Library for each of the identified Character Areas.

What is not covered by the Framework?

Design codes and frameworks are generally best suited for guiding repeated elements rather than bespoke features which will require specific design approaches. For this reason, this Framework covers residential areas with other areas being designed with specific future design briefs, which could come forward as part of reserved matters applications. For a similar reason, although the Framework does cover highway surrounding public spaces such as parks and squares, it does not cover the design of the open space itself, which again should be the subject of a specific design brief aspect of the respective reserved matters application, or conditions discharge.

How to use the Framework?

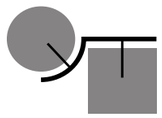
The Framework is designed to be easy to use and provide flexibility. Design teams preparing proposals should use the tool using the process shown in the following diagram:

As outlined within the hybrid planning application, this Framework should inform Design Framework Statements as each phase emerges.



The Toolbox

Design Framework Document

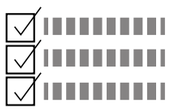


Overarching Strategy

Defines Character Areas

Specifies Access and Landscape Requirements

Outlines Overarching Principles



Character Area Matrix

Provides choices for appropriate route and permissible building types that can be proposed along the street or space.



Components Library

The spatial elements which are to be provided within each Character Area.

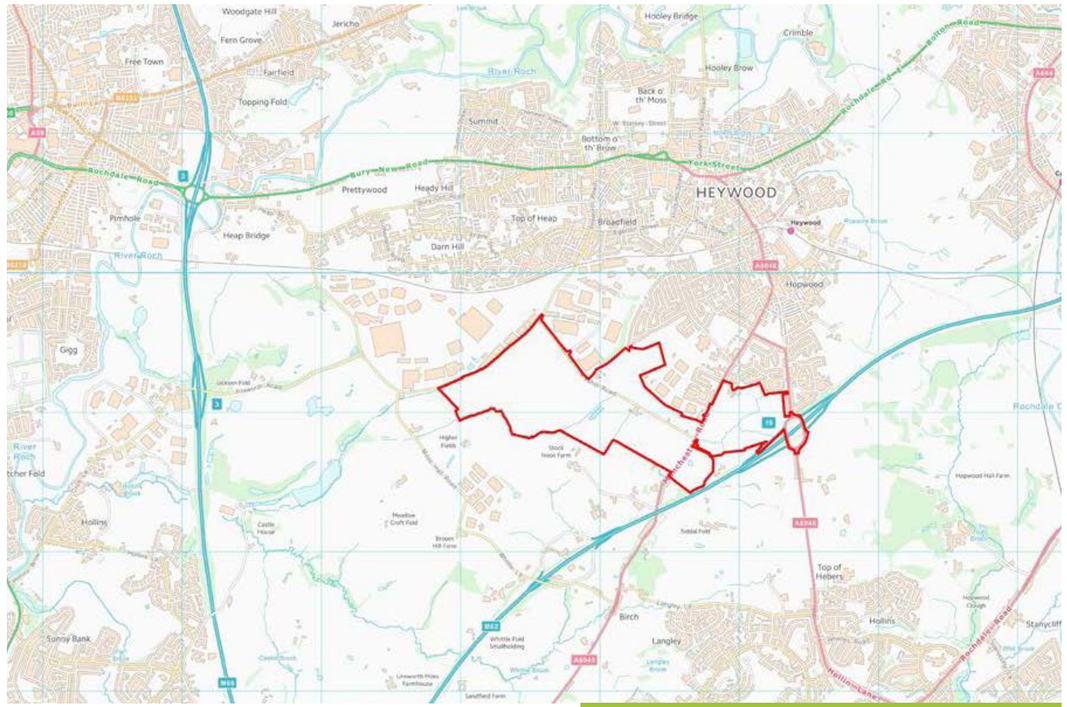
Site Context

The site is off the M62 and close ot the M66 motorways which are linked to Manchester's orbital motorway, the M60. Local facilities and public transport routes are available in the surrounding area including Heywood and Middleton.

South Heywood is situated close to the M62 motorway within the Metropolitan Borough of Rochdale.

The Borough comprises four main townships, including Heywood, which is located between the town centres of Middleton, Rochdale and Bury and uses these towns for employment, retail, community services and leisure opportunities.

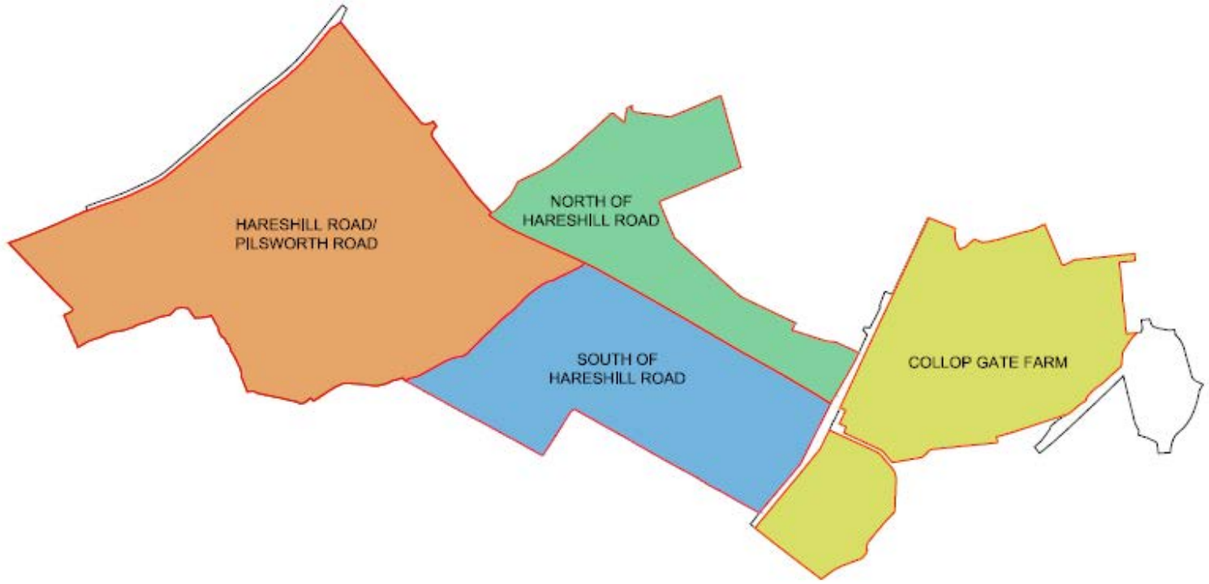
The site is situated to the south of Heywood, with most of the site being north of the M62, close to Junction 19. Adjoining the site to the north east are predominantly residential areas, while to the north and north west are employment areas, which include a large amount of distribution facilities. To the south and within the site are areas of agricultural land with farm holdings.



Strategic Site Context

The site comprises the following areas:

- **Collop Gate Farm** – This is an area of approximately 29.4ha, comprising outbuildings and agricultural land. Some parts of this area have been left fallow and consist of large areas of grassland. A small water course – Whittle Brook – runs through the site in a north-east to south-west direction.
- **North of Hareshill Road** – This is an area of approximately 17.8ha comprising mainly of open fields, some utilised for the grazing of livestock; and several houses on Hareshill Road
- **South of Hareshill Road** – This is an area of approximately 24.6ha, comprising open fields, which are principally vacant, with two houses and several outbuildings.
- **Hareshill Road / Pilsworth Road** – This area is approximately 51.7ha , a small part of which is open agricultural land, with the majority of the site to the east, being a former landfill.



Existing Context Areas Identified within DAS

Design Analysis

Wider Context

During the 20th Century, the expansion of the southern part of Heywood has continually pushed southward.

Expansion for residential development has been particularly evident since the 1950s and, since the advent of the M62 motorway in the 1970s, for large scale employment uses also.

The southern edge of development now sits adjacent to the site and, indeed, has 'leapfrogged' the site with large scale employment development now at Birch Industrial Park to the west and the development of Birch services on the M62 to the south.

As can be seen from the adjacent Figure Ground Plan the developed southern edge of Heywood is now fragmented and unrelated to any distinguishable landscape features. The density of housing areas from the town centre has reduced further south towards the site.

In economic terms the proposed development will help to ensure the continued attractiveness of the area for employment uses, but it also provides the opportunity to 'round off' the existing settlement to the south and create a new defined settlement edge.



Figure Ground

Townscape Character

South Heywood is an area of distinct activities and characters in a 'urban fringe' setting on the outskirts of Rochdale. The area, however, lacks a defined urban edge which results in a poorly integrated set of land use characters.

Access through the area is disjointed due to a varied set of streets and highway typologies which restricts movement through the area in some cases.

Pedestrian movement through the site is limited, with a couple of defined footpaths that cross part of the site, mainly at the former landfill and the edge of the existing commercial area.

South Heywood is distinctively characterised by three areas, made up of housing; large warehouses; and open land.

The south of the site and its surrounds provides a mix of residential character with varied tenures and typologies providing an attractive diversity of dwellings, including:

- 1930s semi-detached houses surrounded by 1980s infill;
- New pastiche estates mirrored on Georgian architecture, with limited local vernacular;
- Large post 1930s detached cottages and villas along Manchester Road; and
- A mix of post 1980s and 1990s detached and semi-detached houses.

Farmsteads and a small light industrial park exist to the south of the site beyond Hareshill Road which introduce a contrasting land use character. These properties add little townscape value to the area with unsightly extensions to original farm dwellings and incompatible modern storage units.

The centre of the application site is defined by the contrasting contexts of large warehouses, farmsteads, adjacent residential, open space and the open rural setting.

LAND AT SOUTH HEYWOOD - DESIGN FRAMEWORK

The contrast between the open fields to the south and west and the large scale warehouses to the north emphasises the dominance of these employment sites over the landscape. There are limited 'green' elements within the employment sites that help to soften their urban presence, however existing surrounding hedgerow goes someway to mitigate this.

Finally, the north of the site is characterised by the Heywood Distribution Park which contains large warehouses. This land use determines the building character and the type of movement in the area.

Pilsworth Road marks the interface between the logistics park and the agricultural fields to the south west. Despite this interface the industrial character dominates this area.

The existing context can, therefore, be defined into three existing characters; mixed residential, rural and employment mix and industrial.

Design Analysis

A detailed design analysis based on a study of the differing types of development that are local to the site can be found in Section 4 of the Design and Access Statement that accompanied the outline application. This considered areas in Heywood, Hopwood, the rural edge of South Heywood, development along Manchester Road, Birch Village, Bowlee and a development at Middleton.







Heywood Library



Variation in Local Typology

This character analysis revealed a wide variety in architectural style, material pallet and quality of development dependent upon location and era of construction. There is no ‘overarching’ common style specific to the area but one or two broad approaches that are characteristic of particular periods and locations are worthy of note for reference as precedents:

The area around Heywood Memorial Gardens - Common features include the use of local sandstone as a principal material (or to express key elements in the case of the Water Board offices); strong boundary features (a mix of stone walls and iron railings); and grey slate roofs. All are richly detailed and architectural styles vary, but the buildings are linked by a common approach to materials, scale and proportion.

Points for consideration in the development of design proposals include the importance of good public spaces and place-specific features; selection of a common material pallet; variety and architectural details but contained within common parameters of scale and proportion; and the importance of good boundary treatment.



Heywood Memorial Gardens



1 - 45 Hopwood Avenue



Corner turner at Hopwood Road and Manchester Road Junction *

The area around the Hopwood Triangle between Manchester Road, Middleton Road and Coronation Avenue. This contains a number of good quality Victorian buildings, particularly along Manchester Road, built when Hopwood was physically separate from Heywood.

Points for consideration in the development of design proposals include the location of focal buildings; selection of a common material pallet – principally red brick with stone detailing with slate roofs in this location; together with strong boundary treatments and garden spaces that separate dwellings from the main road.



Residential properties at Hopwood Road *

In the wider area there are small pockets of attractive Victorian and Edwardian and pre-war properties, consisting of primarily a red brick palette, with some sandstone features e.g. cills. Attractive porches – inset and projecting overhangs. Timber weatherboards, stone quoins and brick course bands add variety and interest. Slate and tiled roofs. Small-medium front gardens and medium to large rear gardens. Short red brick boundary walls to the front, with timber fences to the rear. Off street/ on street parking. Mature tree lined, streets.



Housing set back behind front gardens with strong boundary walls



Strong terrace frontage on Manchester Road*

* Image courtesy: Google Maps

Manchester Road - development was expanding south from Hopwood along Manchester Road from the 1890s. These were generally larger residencies and many are still evident. They established ‘grander’ character to this part of South Heywood which has been continued by later development.Characteristics include large ‘villas’ set back from the road and fronted by well stocked gardens with large trees and strong boundary walls. A limited material pallet of sandstone and red brick is used interchangeably for elevations and boundaries. Roofs are in grey slate. Later development has introduced render, half timbering and timber cladding to the road frontage, with grey tiled roofs.

Birch - Birch is a small village south of the application site along Manchester Road and a designated Conservation Area. Its development, primarily in the early 19C is as a result of its location on a main route and access to Birch Brooke which powered early industrial development. It consequently acts as a reference point to a slightly earlier period than much of Heywood and contains buildings of distinctly different architecture with a greater range of materials and details evident.



640 - 652 Heywood Old Road



757 - 763 Heywood Old Road



View along Langley Lane



743 - 747 Heywood Old Road

New development off Heywood Old Road and Manchester Old Road, Middleton - A new residential development fronting onto both Heywood Old Road and Manchester Old Road (accessed off Marquess Way) shows two approaches to address primary roads. Each uses a parallel secondary access lane and simple, but effective, landscape strip. On Old Heywood Road where metal railings and sections of stone walling allude to local detail and materials. All properties use a simple pallet of brick and stone, with grey tile roofs. Brick is used as a principal material for properties facing onto main roads.



Similar approach with different detailing along Manchester Old Road



Simple landscape edge to the main road and boundary treatment to properties

Implications for the Design Framework

The built form and character of the area is mixed in its nature and does not infer a particular dominant style which should be carried forward within the development.

The Framework provides an overarching strategy which is consistent with the layout and typology of the mixed local vernacular of the area. In line with national policy, it is sympathetic to the local character and history of the site, while not preventing or discouraging appropriate innovation or change.

The Framework aims to ensure that the level of prescription is appropriate and that a “suitable degree of variety” is allowed to provide ample flexibility for high-quality design to come forward within each phase.

Design features such as an open space network, route hierarchy, positioning of landmark buildings and mix of urban/rural boundary treatments will define the character of each emerging area.



Simple, good quality landscaping at entry point



Consistent materials, variety in form but within a unifying style

Planning Context

National Context

This design framework is written in the context of a strengthening of national design policy and good practice design guidance. This represents a significant push from Central Government to improve design quality through the planning system, evidenced by the publication of the National Design Guide 2019, the report of the Building Better, Building Beautiful Commission 2020, and future ambitions for building upon these such as the intention of publishing a National Design Code.

Relationship to other Planning Documents

The development of the design guide has evolved following a review of the relevant planning policy framework.

The updated National Planning Policy Framework (NPPF2) has been released since the Hybrid Application was approved. The Greater Manchester Spatial Framework provides design policies as well as site specific references to the Northern Gateway Area, of which the South Heywood site is a constituent part.

National Planning Policy Framework Update (2019)

The updated National Planning Policy Framework (NPPF2) places a greater emphasis on design quality, with more support for local authorities to promote developments which are of quality design and/or which complement their surroundings.

Paragraph 72 states that “larger scale developments” can maximise opportunities to achieving a supply of new homes in a sustainable community and quality of development. Within paragraph 110, the framework states that design of developments should prioritise active travel, facilitate access to high quality public transport through layout design, create safe places and respond to local character and design standards.

Good design is established as a key aspect of sustainable development within Policy 124 while Policy 126 states the effectiveness of design guides to create distinctive places with a consistent and high standard of design.

National Planning Policy Framework 2 (2019)

Draft Greater Manchester Spatial Framework (2019)

Rochdale Local Plan Core Strategy (2016)

South Heywood Hybrid Application (2016) and SUE (2017) Documents

Draft Greater Manchester Spatial Framework (January 2019)

The land at South Heywood falls within the Heywood/ Pilsworth (Northern Gateway) allocation, as defined by the Greater Manchester Spatial Framework (GMSF), which was published in draft form during January 2019.

The Draft GMSF promotes the wider Northern Gateway to deliver nationally-significant employment-led opportunity to attract high-quality business and investment, supported by new housing at Heywood/Pilsworth.

Policy GM-H-3 states that innovative housing development will be supported where it is consistent with the principles of good design and contributes to local distinctiveness, including the use of modern methods of manufacturing. Policy GM-E-1 states that development should be visually stimulating, creating environments which raise the human spirit.

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Rochdale Local Plan Core Strategy (2016)

The Core Strategy polices P1 and P3 focus on improving design as well as the area’s image through design.

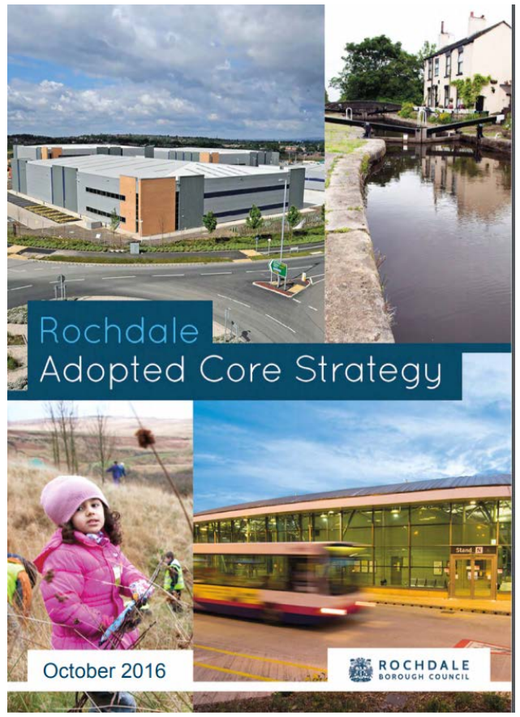
Policy P1 discusses that high quality design is required in all new developments but is particularly important in gateways into the borough, local gateways, main transport corridors and prominent sites. The policy states that new development can improve the image of the borough by:

a. Requiring design which is of a high standard, demonstrating innovation and originality;

b. Helping to ‘green’ the urban environment, for example by securing tree planting on sites and along streets and roads;

c. Creating people-friendly, safe, vibrant, uncluttered public areas.

Policy P3 states that new development should achieve high standards of design, while respecting its context, contribute positively to townscape. The policy references that places should incorporate a hierarchy of routes, streets and spaces which respond positively to surroundings while ensuring that functions of buildings are understood and entrances appropriately located and visible. Design briefs must include demonstration of how these design principles have been taken into account in the design of development proposals.



The following Supplementary Planning Documents also contain sections that relate to design matters and these should be considered in the development of further design proposals:

- Guidelines & Standards for Residential Development SPD - adopted June 2016
- Provision of Recreational Open Space in New Housing SPD – adopted March 2008, updated January 2017
- Biodiversity and Development SPD – adopted January 2008, updated February 2017
- Climate Change Adaptation SPD – adopted June 2012
- Heywood Green Infrastructure Action Plan – adopted September 2010
- Oldham and Rochdale Urban Design Guide
  - Design and Planning Process, A Guide to Good Practice
  - Public Realm Design Guide, A guide to creating good streets and spaces
  - Residential Design Guide

Opportunities and Constraints Summary

General Character

The proposed site area is approximately 130ha of land comprising a grass seeded former land fill and parcels of open grazing land. The area contains a number of hedgerows and scattered trees, two small watercourses, but in general terms the area is not rich in landscape features.

Access, Connectivity and Local Services

Current pedestrian connections into the site are poor, presenting an opportunity for development to improve these links.

A new NW/SE green corridor route and improved signed footpaths have the opportunity to link employment and residential areas to the local centre and key facilities. Existing public rights of way are retained with enhanced surfaces, signage and overlooking, significantly improving their attractiveness in use. Development can lead to new bus stops and potential bus rerouting.

Landscape and Ecology

Currently most of the development site, comprising former landfill and grassland, is not publicly accessible (with the exception of 2 public rights of way) and is of limited amenity value. The proposed landscape structure provides significantly enhanced access to open space within the development area, and it addresses specific functions within the development, many relating to sustainability issues.

Landscape design for the wider site should respond to the opportunities for access/movement, recreation, sustainability, SUDs and the enhancement of biodiversity.

Built Form

Whilst this framework is not prescriptive about architectural form, it is recognised that the major development site to which it relates is an opportunity to drive improved design quality in built form for the area. As each element comes forward developers should demonstrate how they have responded positively to the design aspirations set within the Design Code.

Opportunity to Incorporate Green Infrastructure Sustainable Urban Drainage Systems (SUDS)

Green spaces can be designed in detail at future stages to provide ecological opportunities and flood benefits, particularly niche habitats for species that thrive in damp or wet conditions.

The broad, central green corridor and other, intersecting corridors running across the development will function as wildlife and habitat corridors that connect through the development to surrounding green and open spaces. Spaces within this typology can include the dual attenuation and ecology ponds on the southern side of Harehill Road to the east of the former land fill area.

A proportion of the site in the south east is not proposed for development and is set aside for landscape, ecology and SUDs uses. Together these areas have the opportunity to provide a robust green infrastructure network. Well-considered development could provide a richer diversity and quality of habitats and greater biodiversity than currently exists, and for this enhanced ecological offer to be properly managed and maintained.

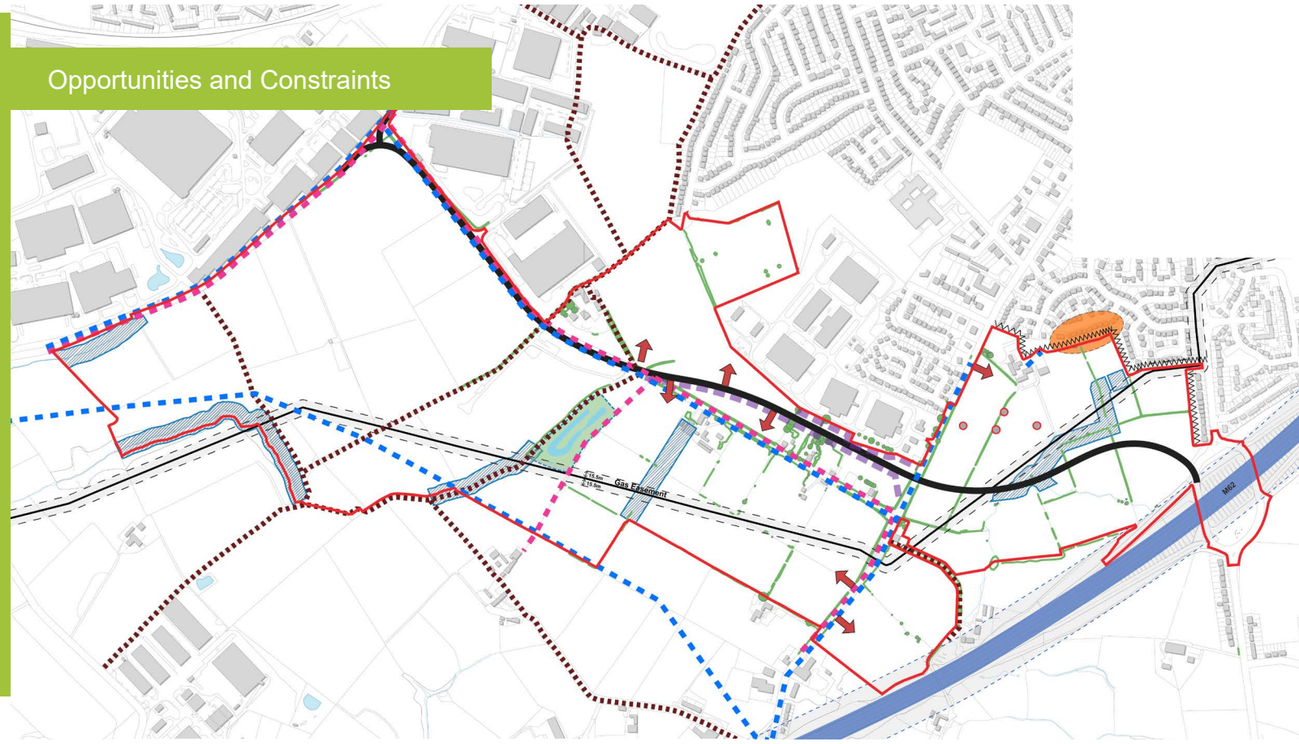


Illustrative Plan



LAND AT SOUTH HEYWOOD - DESIGN FRAMEWORK

Opportunities and Constraints



- Site Boundary
- New link road
- Limited access points from primary highway
- Approximate location of high pressured gas main and easement
- Approximate location of mine shafts
- Existing water courses and potential buffer
- Existing water body and associated landscape
- Existing public right of way (PRoW)
- Electric Sub-station (Potential buffer required)
- Existing hedgerow (retention or removal)
- Existing trees (retention or removal)
- Approximate location of Water Mains (Trunk and District Mains)
- Approximate location of Electricity line
- Approximate location of important BT Apparatus Line
- Interface with existing properties
- M62 and associated noise / air quality related constraints
- Potential noise related constraints along new link road

Overarching Strategy

Background

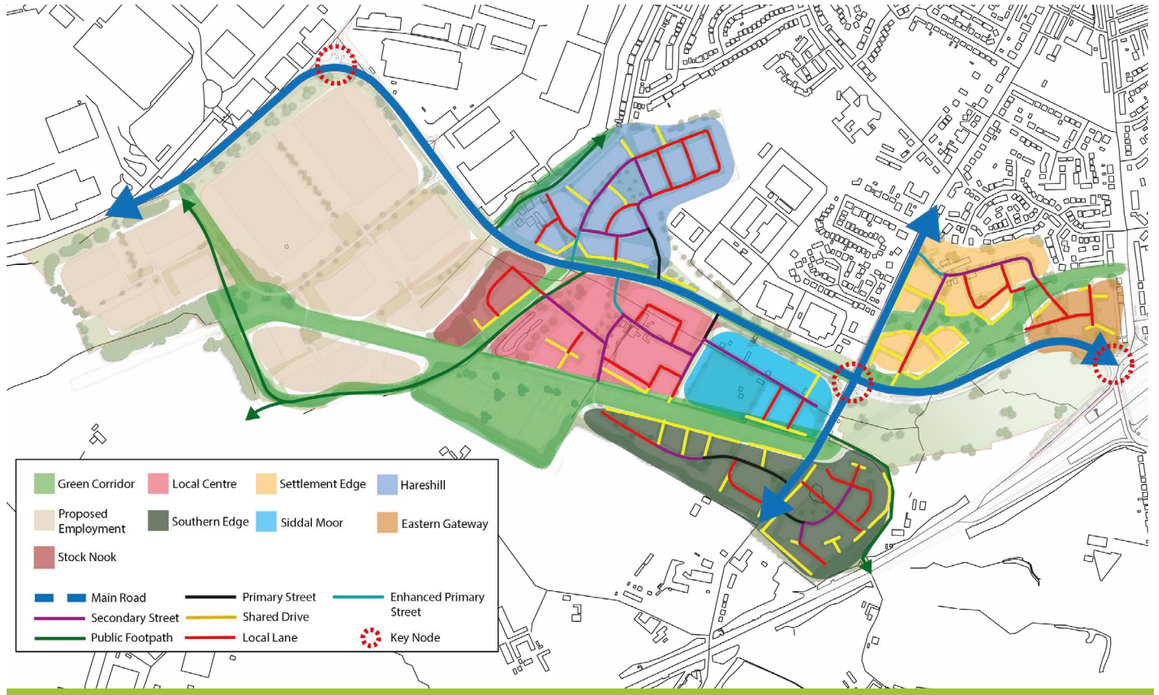
The Hybrid Application was accompanied by an Illustrative Masterplan and the design principles behind this are explained in that application.

This Framework provides an additional amount of guidance on the masterplan, helping the development to provide further clarity to future housebuilders and operators on what is expected from reserved matters proposals. This will be followed by the specific detailing of what development will come forward and where, within the reserved matters proposals and inherent development masterplans. At the reserved matters stages the submitted designs are firm proposals, not merely illustrative, and so a Design Framework Statement will be broadly consistent with the principles established by the hybrid application. The Design Framework Statement will also need to contain a greater level of detail, particularly for the specific phase for which each Reserved Matters Application is seeking approval.

The Framework therefore includes a section which sets out the principles that will underpin the production of the Development Masterplan. This builds upon the parameters which have been fixed within the 2016 hybrid planning application and go on to define the overarching spatial and land use framework.

LAND AT SOUTH HEYWOOD - DESIGN FRAMEWORK

*This plan is indicative. The exact route alignment of each street type will be defined at reserved matters stage.



Overarching Strategy

Urban Design Principles















Precedents

Distinctiveness and Quality

This Framework does not seek to specify individual building components, and material types. The quality of these components will be assessed by Rochdale Council within the Design Statement for each Reserved Matters application.

This approach is crucial given the long-term nature of the development and the potential number of units and developers which will build-out the phases.

As well as this, there is variation within the existing local character, providing oppotunties to define a new character and set new design parameters for the area.

A blanket approach towards one component, colour or material type for example, will stifle the ability of house builders to create variation across the wider masterplan.











Thoughts for Housebuilder

Facade Treatments: Consider how colour and materials on singular buildings or along streetscapes can create variety or homogeneity.

Fenestration: Consider the colour and quality of window, front door and garage door treatments. ‘Corner turn’ units or windows at the side of units should provide overlooking to the side of dwellings .

Materials: Consider outcomes of variety or consistency between building and landscape materials (such as front garden walls or public realm).

Roof Materials: Use of one blanket roof material can prove dominant across open views. Conversely is variation used in a thoughtful or ‘random’ fashion.

Scale and Massing: Consider how increased height can define public spaces, street types and corners, by providing landmark effect or enclosure.

Roof Pitches, Dormers and Canopy: Give thought to how extruding elements can break up the facade and roof-lines of the streetscape.

Land Use

The high level structure of the site is set by reference to land use: an area of 48 ha to the west is identified for employment use as a logical extension of the existing employment area at Heywood Distribution Park. The employment area is accessed from new junctions off Pilsworth Road and the new link road and the Illustrative Masterplan considers how these points might be linked to provide development plots that can cater for larger unit sizes of 50,000 sqft and above.

The central and eastern parts of the site are structured as a number of residential areas accessed from Manchester Road and the new link road, together with areas of open space, areas for school and local centre use and a number of retained existing properties/uses.

Employment Mix

The employment element comprises a parcel of approximately 48 ha, accessed from new junctions off Hareshill Road and Pilsworth Road. The site has potential to offer a variety of unit sizes and forms, principally larger floorplate units, which will emerge as occupier specifications are further understood. This will enable a good range of accommodation to be provided to suit the differing operator needs. The employment area will be within walking distance of a range of retail and food offers at the proposed new local centre.

Education, Ancillary Retail and Community

The Illustrative Masterplan makes provision for a site to accommodate a primary school in the centre of the development, accessed from a new local road network connecting to Hareshill Road at a new junction. This is shown as part of the safeguarded land to be brought forward.

The Illustrative Masterplan also indicates an area where a small scale retail offer and potential community use could be located. It is anticipated that these would have a combined land take of approximately 0.2 ha within the area identified, the balance being developed for residential use. It may be that a developer would want to incorporate residential / community uses into a mixed use block, potentially with residential use above, and the intention of showing a broad zone for location of retail and community uses is to allow for this level of flexibility.

Should there prove to be no demand for retail or local town centre use it is intended that the land would become available for residential development

Housing Mix

There will be a mix of dwellings across the site, with potential for a range of 1-5 bedrooms. This mix will be partly governed by the provision or not, of affordable housing on-site. Accordingly this mix will remain flexible per development parcel phase, within the following broad percentages will apply:

- 1 bed and/or 2 bed dwellings – between 0 and 20%
- 3 bed dwellings – between 25% and 70%
- 4 bed dwellings - between 25% and 70%
- 5 bed dwellings – 0 and 15% (5% across the masterplan)

Yield and Density

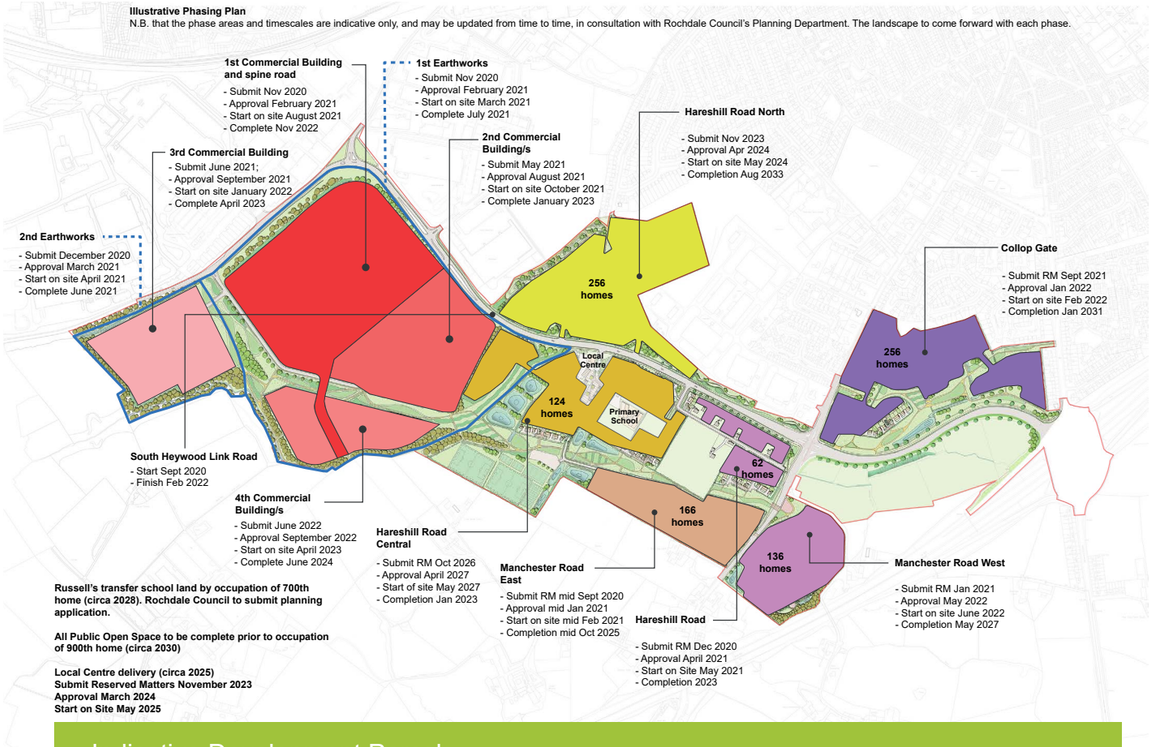
The hybrid planning application allows for the construction of up to 1000 residential units on the site.

Densities across the development site should vary between 28-35 units per hectare. This is to reflect National best practice which advocates circa 30 units per hectare, and current Greater Manchester Combined Authority draft policy which seeks to promote circa 35 units per hectare at sustainable locations.

Given that the South Heywood Development proposal is an extension to an existing residential and employment area, together with approved new employment; a central sports/play/educational hub and local centre; and new residential community; together with enhanced bus services/infrastructure, and footway and cycleways – all promoting sustainable travel choices. As such, this density range is appropriate for this new urban extension.

This range should allow each development parcel's opportunities and constraints to be taken into account, and be necessary to achieve the housing mix envisaged.

Reference should be made to the standalone Phasing Plan which sets out the sequence of development across the development, including indicative milestones.



Indicative Development Parcels

Cohesiveness

It is recognised that a development of this scale will come forward as a number of separate phases over a period of years, probably with a number of different developers. In this context it is important to ensure that this process is coordinated such that the interfaces between the different pieces of the development are well considered and potential design clashes or 'awkwardness' at interfaces eliminated. Whilst variety is encouraged and bespoke responses to the varying constraints and opportunities across the site are expected, each should be integrated between phases.

Density Range Table

Affordable

Subject to the Viability Report in line with the S106 Agreement, should on-site affordable housing be provided, this will be provided to a maximum of 15% per development parcel.

Any on-site affordable provision shall be made up of Intermediate Housing and/or Affordable Rented Housing,

of which no more than 50% shall be affordable rented in any one development parcel.

Any affordable housing provided on site will require an Affordable Housing Scheme to be provided to the Council, to detail:

- The location of the affordable dwellings;
- The house types and specification of each affordable dwelling;
- The tenure of the affordable dwellings;
- How the affordable dwellings will be retained as such;
- Completion dates for the affordable housing.

The affordable units provided will be subject to the high design standards set out within this framework, with no differentiating in quality from the market housing. This should provide pepper potting of affordable across the site, with groupings of no more than 10 affordable homes (expect for apartments).

Placemaking and Streetscape

The Design Concept Plan produced within the Outline Application is shown on the opposite page. This details the strategic land use and connectivity proposals within the site.

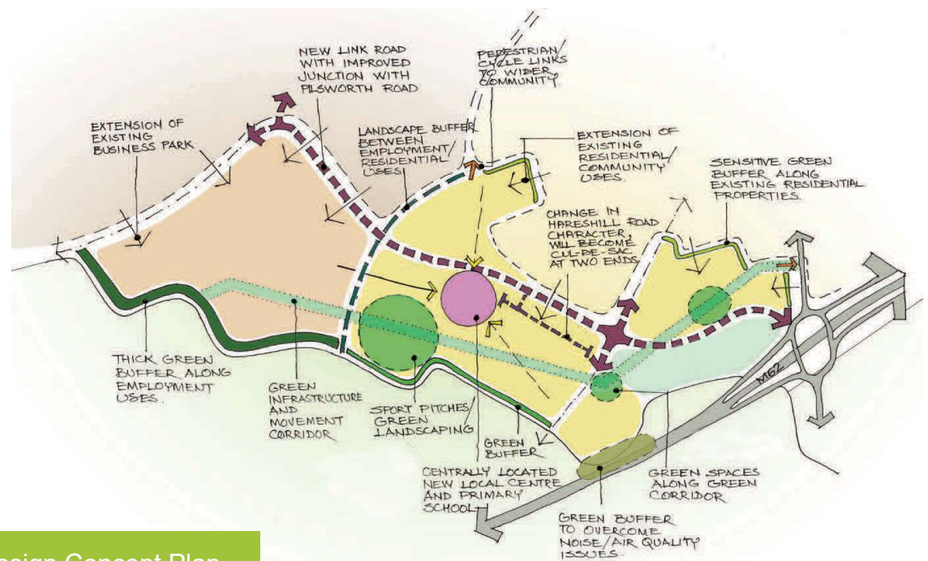
The general principle across the masterplan is to create a series of outward facing perimeter blocks providing strong street frontages and open spaces. This can help the site to achieve safe and overlooked public space with defensible and private rear gardens. The blocks are defined by an informal grid that refers back to the historic pattern of field boundaries (and thus incorporates residual field boundary features).

Opportunities are identified for key frontages, corners, gateways and focal points that will enhance the character and quality of the streetscape and the general legibility of the scheme.

Within the residential areas a hierarchy of primary, secondary and tertiary streets will be created. These will all be pedestrian friendly but have different characters which will aid legibility and navigation.

The tertiary ‘streets’ have potential to incorporate a ‘shared surface’ design philosophy.

The presence of landscape within and adjacent to the most visible and most travelled streets, through features such as street trees should enhance the character of residential areas.



Design Concept Plan



Key Views

There is potential for development at this site to satisfy the local policy regarding improving gateways into the borough. Main routes such as the M62 Junction 19, Manchester Road and the new link road are key gateways. The development offers the opportunity to better define these spaces and improve the perception of the borough.

Legibility

The layout should create a clear legible environment using both building and landscape design to mark key areas such as points of arrival (gateways), key places and spaces, and main frontages.

Key Views and Frontages

In terms of “key frontages”, it is clear that where the development faces towards Manchester Road and the Link Road, there will be opportunities for the quality of the wider area to be defined, as these are the most visible elements of the scheme.

Within these locations, as has been noted within the sections of this document which deal with noise, fronting onto the main roads which run through the site will have the additional effect of reducing noise to the rear of these properties.

The key civic spaces within the site will also benefit from strong residential frontages which provide enclosure and definition.

Other areas requiring a differentiated design response include the ‘gateways’ into the site, and into the main residential areas, points terminating views or framing vistas, and points of particular prominence due to their positioning within the development or as a consequence of topography.

The adjacent diagram provides a schematic illustration of these points.

Each Design Statement should demonstrate the key vistas and frontages for that development parcel

Access and Movement

The alignment and geometry of the proposed new link road has been fixed as a detailed element within the Hybrid Application. This establishes a number of fixed points and parameters which the remaining development will respond to, together with strategies for the different aspects of access and movement around the site, including:

- Site Access, Overarching Layout and Key Vehicular Routes;
- Permeability and Future Connections;
- Public Transport and Active Travel Provision;
- Highway Adoption; and,
- Car Parking Provision.

Site Access, Overarching Layout and Key Vehicular Routes

The parcels within the site will feature vehicular access from the South Heywood link road and Manchester Road, which provide primary links to the north, south, east and west from their intersecting junction.

These routes provide an opportunity to define the perception of the wider area and should feature high quality design features, as well as noise mitigation as appropriate, well screened where visible.

Concentrating vehicular connections along the new spine road will prevent rat-running on routes such as Shaftesbury Drive and Salisbury Avenue to the north east while taking HGV traffic away from Hopwood Triangle and Heywood Town Centre. The proposals will allow for direct journeys for those travelling on foot and by bicycle. This will promote active and sustainable travel towards Heywood Town Centre and key local services such as Siddal Moor Sports College and Holy Family College.

The exact location and direction of new routes will be considered by the developer in each development parcel. Walking/cycling connections should be continuous between development parcels, to ensure permeability across the masterplan.

Permeability and Future Connections

Streets and spaces will be designed to be permeable, allowing access through the parcels.

Direct links between streets increase route options and decrease distances between destinations. The size of development blocks has a direct correlation with pedestrian permeability, and therefore smaller interconnected blocks are encouraged.

This design principle, especially where ‘filtered permeability’ allows for cul-de-sacs to be linked by footpath/cycleways can promote active travel, as areas are linked to each other for pedestrians and cyclists.

As development within the wider Northern Gateway progresses, it should be demonstrated that development does not preclude access coming forward to future development plots.

Connectivity into the surrounding area offers the potential to:

- promote permeability;
- encourage walking and cycling as a viable or preferred mode to local services including shops and schools;
- provide secure, overlooked pedestrian and cycle links between housing areas and the local centre;
- ensure that emerging development within the wider Northern Gateway allocation can be accessed (therefore unlocked); and,
- provide a common development form and connectivity between phases to ensure that places can be read as one wider neighbourhood.

Street Networks

Street Types are provided in the latter sections of this document. Each street type features differentiation in its scale as well as landscape and parking provision, helping to define street characters and aid wayfinding.

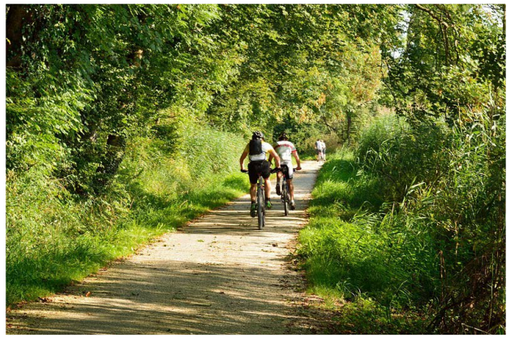
LAND AT SOUTH HEYWOOD - DESIGN FRAMEWORK

Public Transport and Active Travel Provision

Public transport and active travel will be integral to the structure of the masterplan. Walking and cycling routes and public transport routes/stops should connect into the key trip generators inside and outside of the site such as the local centre and Heywood Town Centre. There is potential for the link road to support orbital bus journeys for example, between Bury and Middleton and connect communities with key destinations within the site. Note that the Council will determine the location and route of new bus stop infrastructure and bus routes respectively, with Transport for Greater Manchester, using the financial contributions secured from this development.

Vehicular routes should include consideration for how pedestrians and cyclists can travel along and cross such routes. All areas should be considered ‘pedestrian friendly’ neighbourhoods which can assist and encourage people to move away from the private car.

Active travel will be a core element of the green infrastructure network. This will help to promote both utility and recreational walking/cycling and the benefits of interaction with nature. Links towards strategic recreational routes will support active travel within the site.





Travel Planning

Travel Plans are long-term management strategies for integrating sustainable travel proposals into development. A range of modes should be supported to promote trips by a range of modes.

As explained in the Design and Access Statement for the Hybrid Planning Application, indicative locations for improved bus stops as well as improved existing bus stops will help to support travel by public transport.

Financial Contributions towards bus services and infrastructure is to be provided to Rochdale Council, by the developer/house builders. Accordingly, the Council will deliver bus stop provision with Transport for Greater Manchester, to facilitate improved sustainable travel to and across the site.

The applicants will need to liaise with the Council to understand their preferred locations for bus stops, and timescales for delivery, as the masterplan site is developed out.

In line with government guidance, Travel Plans should be based upon evidence of anticipated transport impacts of development and be considered in parallel to development proposals. As the detailed elements of the wider area come forward, a strategy for how each parcel is anticipated to be accessed will be developed.

LAND AT SOUTH HEYWOOD - DESIGN FRAMEWORK

Highway Adoption and Bespoke Solutions

The streets and spaces within the site should feature a core route network which is designed to feature adoptable highways. New roads that are constructed in accordance with the council guidelines are normally adopted under a Section 38 (Highways Act 1980).

Rochdale Borough Council are understood to be reviewing adoptable standards. This will include issues such as the maintenance of verges, street trees and potential for altered street geometry.

Discussions with the local authority should be undertaken prior to undertaking the detailed design of each parcel to understand which internal routes should be earmarked for adoption. These could include core access routes such as primary and secondary roads, as well as tertiary routes. Such an approach should consider the maximum distances between dwellings and refuse vehicles for example.

Other non-adopted elements such as private drives, key landscape spaces and urban squares may connect into adoptable highways, but might not themselves be adoptable.







Infrastructure and Sustainability

Infrastructure, Waste and Recycling

Studies undertaken during the Hybrid Planning stage demonstrated that the development can come forward with adequate connections to the utilities and telecommunications networks. The ‘Health and Safety Executives’ consultation zone around high pressured gas main will be complied with.

There is the potential for the site to feature utilities and future technology infrastructure which is integrated within streets and the landscape features within the site. Utilities strips and accesses should have the capacity to provide all required and anticipated services (e.g. fibre optic). Such alignments should be accessible to maintenance and flexible to future change.

It is proposed that ‘bin blight’ is avoided by providing in curtilage bin storage for all dwellings. In the case of detached and semi-detached dwellings, bin storage would be expected behind garden fences/within back gardens.

In the case of terraced units, a maximum number of four terraced units in one row would be provided, with rear access for bin storage to avoid the natural inclination to leave waste containers to the front of these properties leading to ‘bin blight’. Such bin stores should accommodate the four 575mm wheely bins which are standard within Rochdale, either in a linear formation or a 2x2 formation.

To allow for waste collection by typical refuse vehicles, a minimum road width of 4.5m has been established within the site. Cul-de-sac streets should be designed so that operatives from the waste collection authority should not have to walk more than 25m to collect refuse. Roads which would be within waste collection routes, should be designed so that appropriate turning radii (with a minimum of 6m) are incorporated into the streetscape.

One common utility infrastructure, electricity sub stations will need to be provided within the development. These should be screened appropriately using landscape features where possible.



Servicing and Infrastructure

LAND AT SOUTH HEYWOOD - DESIGN FRAMEWORK

Water and Sustainable Urban Drainage

The overarching masterplan for the site has considered surface water and ground flood risk. The scheme has been designed so that the detailed proposals can come forward while ensuring no increase to overall flood risk to existing watercourses.

In addition to this, flood risk management opportunities such as sustainable urban drainage systems should be incorporated to reduce surface water run-off, minimise strain on mains systems and river networks and store quantities of water.

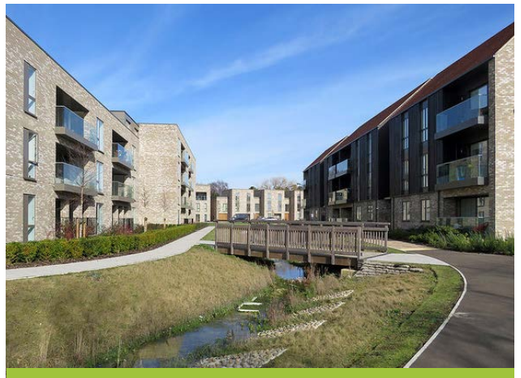
During the construction phase, silt and exposed bare soil should be controlled to minimise risk of flooding and sediment pollution.

There are several brooks and small watercourses flowing through the proposed development areas, generally flowing from north to south, these can be diverted to accommodate development.

Sustainable Urban Drainage Systems and flood measures such as attenuation ponds and swales can form secondary landscape functions for recreation or ecology. Likewise, landscape features such as green corridors and street trees can minimise run-off and form a water storage/ discharge benefits.







SUDS Integrated In The Streetscape

Noise

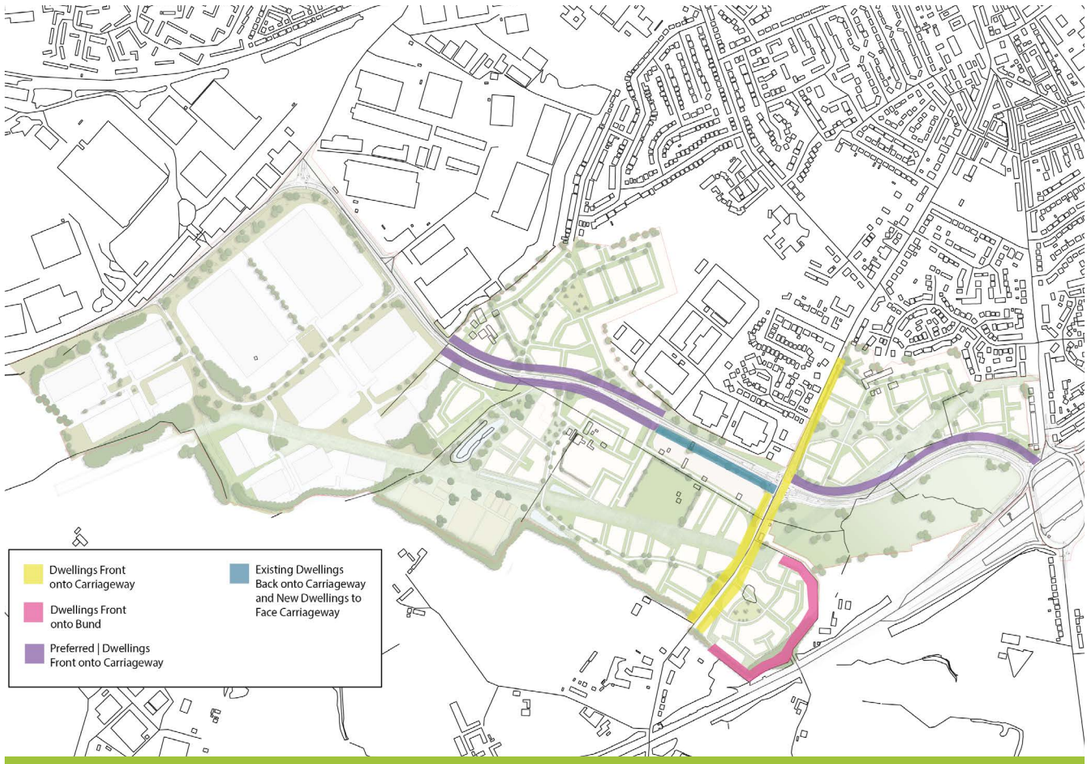
Construction methods and materials should reduce the transfer of noise between neighbouring properties and external spaces. Development should mitigate noise on existing and prospective residents and other users.

Fronting houses on to areas such as Manchester Road and the link road, with 2-3m side-to-side or side-to-garage distances will be the most efficient layout treatment.

This will avoid higher levels of noise in rear gardens and development to the rear.

Acoustic fences should be appropriately landscaped to screen and enhance as a landscape feature respectively. Bunds and acoustic fencing, which can adequately protect existing and future new houses from vehicle noise will provide further protection close to the new link road and M62, a mix of hard and soft landscaping can reduce the visual impact of such measures.

An indicative explanation of the treatments which will be expected to mitigate noise is shown in the following diagram and text.



Indicative Noise Mitigation

LAND AT SOUTH HEYWOOD - DESIGN FRAMEWORK

The Indicative Noise Mitigation plan shown demonstrates the design framework's indicative noise mitigation response. Acoustic assessments would be required for each Reserved Matters application, which may inform design layout and build upon this indicative plan.

Dwellings Front onto Carriageway

Proposed dwellings which are situated adjacent to Manchester Road should front onto the carriageway with a 2-3m gap between buildings (either properties or garages), so that building frontages can act as a noise barrier.

Dwellings Front onto Bund

Within the south east of the Southern Edge Character Area, the residential areas are expected to face towards a landscape bund, adjacent to the M62, although properties may also back onto the bund where it is demonstrated in an accompanying noise report that this is acceptable.

This bund will be expected to measure approximately 6.5m in height, unless acoustic mitigation evidence suggests this can be reduced. A combination of bund to fence can be considered, as long as the approximate height of 6.5m is achieved. A 2.5m fence with a 4m bund has been explored but other combinations are acceptable, to be agreed with planning authority, through the submission of cross sections within Design Statements.

The bund will be expected to feature planting/landscaping on the side which faces residential properties.

Note that other alternative noise features may be appropriate including acoustic walls, but the interface with the residential properties should be considered, requiring planting to soften such mitigation.

Preferred | Dwellings Face onto Carriageway

The preference is for new properties to face the Link Road. However, noise and land constraints will dictate if this is possible. Accordingly, new properties may also back on to the carriageway.

Proposed dwellings which are situated adjacent to the Link Road (west of Manchester Road and east of Pilsworth Road) should face forward towards the carriageway with a 2-3m gap between buildings (either properties or garages), so that building frontages can act as a noise barrier.

The layout within this area would be expected to feature a landscape buffer/boundary treatment and residential streets or private/shared drives between the dwelling frontages and the Link Road.

There is also flexibility for a number of properties to back onto the carriageway should layout requirements deem necessary in places. In such circumstances a 4m (approx.) landscaped bund or bund/acoustic fence combination would be required between the Link Road and the rear gardens, unless acoustic reports demonstrate otherwise. The interface with the link road should typically incorporate some buffer planting/screening.

Along the Link Road in parallel with Hareshill Road to the south, the Council has already proposed acoustic fences here as part of the approved link road design, and landscape planting is proposed between the fence and link road.

Existing Dwellings Back onto Carriageway

This noise mitigation layout, responds to the new relationship between the link road and the existing retained properties which will front onto Hareshill Road.

A 2.5m high acoustic fence is to be provided along the Link Road, to mitigate noise for existing dwellings at Hareshill Road, however, should appropriate alternative noise mitigation be provided that responds to existing and new housing collectively, then this fence can be removed.



Hedgerow Within The Site

Ecology

An Ecology Report informed the outline application to understand existence of and impact upon habitats.

None of the habitats recorded in the study area are considered to represent good examples of priority habitat types.

Some hedges, trees and watercourses across the site provide ecological value. Species rich hedgerows should be retained where possible, with any loss replaced. New hedges should be preferably seed or fruit bearing to support local wildlife.

Development should be designed to accommodate enhanced ecological corridors/networks through the provision of landscape and habitat features within green spaces. There is most potential for this within any landscape buffers and landscape corridors.

Opportunities to enhance ecology across each development parcel should be explored, where it relates to new landscape buffers, sustainable drainage, green infrastructure, etc.















Landscape Principles

Landscape and Open Space

A cohesive green infrastructure network which is accessible from areas across the site will lead to benefits in terms of recreation, air quality, ecology and flood risk.

The overarching principles for Landscape and Open Space have been considered in the Hybrid Application and the Landscape Framework.

Public Open space consisting of landscape (formal and informal), green buffers, ponds/SUDS, play space (i.e. Neighbourhood Equipped Area of Play and Multi Use Games Area) and sports pitches will be provided across the Masterplan Site (residential, local centre and H Park employment area) comprising 11.5ha of space in total.

Green infrastructure should provide ecological opportunities which also serve to provide interest for the local community.

Open Space within Wider Area

Future maintenance of open space to be undertaken by Management Company, which will be funded through residential charges.

Thought will be given to which native species can be provided within the public areas. For example, Native hedge species will be used in the public realm. As these sit within the area which is due to be maintained by the Management Company, these will be tended to, to facilitate healthy growth. There will be opportunities for informal landscape planting to create naturalistic environments i.e. around ponds and larger strategic green spaces, to enhance biodiversity, requiring less maintenance. At primary and secondary roads, and 'arrival' spaces to development parcels, a more formalised landscape scheme may be more suitable i.e. tree lined roads or hedgerow gardens, which will require a greater level of maintenance than the informal landscape scheme. Within private gardens, ornamental planting is suggested but this will be maintained and owned by each household.

Open Space within Residential Parcels

Open space will be distributed across residential parcels to ensure that an amount of recreational amenity/play space is provided within each residential parcel. This is illustrated on the indicative diagram opposite.

Play Provision

Design Statements shall provide material/equipment specification and planting plans for any play space provided at each development parcel. Play space requirements have been determined by the Provision of Recreational Open Space in New Housing Supplementary Planning Document (March 2008, Updated Notes Added January 2017), the Guidance for Outdoor Sport and Play Beyond the Six Acre Standard England. The Council has stated that the Multi Use Games Area (MUGA), Neighbourhood Equipped Area of Play (NEAP) and the sports pitches should be centralised at a hub close to the local centre, strategic green corridor and primary school. There are no requirements for each development parcel to provide its own play space.

The Council has stated the need for Play Spaces to accommodate a range of needs for a number of ages and the potential for larger-scale Play Spaces to be situated within walking distance of the proposed Local Centre and Primary School, as well as close to the Green Space network. This situates these facilities closer to the centre of the site.

It should be noted that whilst a varied mix of landscaping and open space typologies should be used, small pieces of ''left over space'' should be avoided and will not generally be acceptable in contributing to the policy requirements for open space within the development. Spaces should be genuinely 'open' and of a size and configuration to allow their purposeful use.

LAND AT SOUTH HEYWOOD - DESIGN FRAMEWORK



Open Space Provision Plan

Strategic Open Space

Localised Open Space

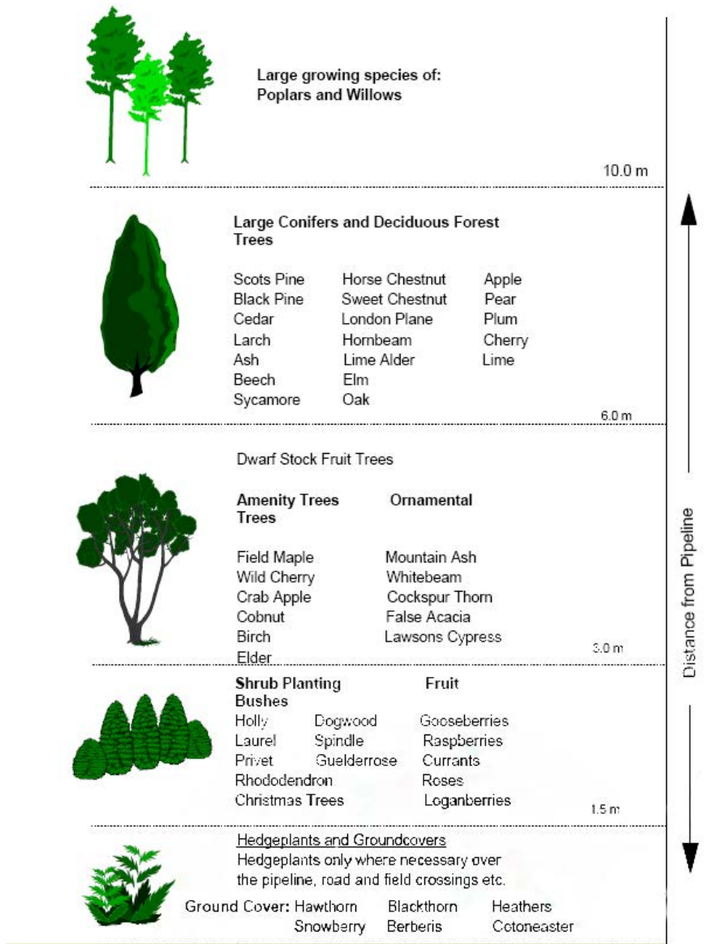
The diagram above demonstrates the play space typologies across the site and the different strategic and local green spaces. This plan is indicative only.

Treatment of Gas Main

No development shall be permitted within 6.1m either side of the gas main, including footpaths or roads without the prior approval of Cadent.

An easement of 6.1m either side of the gas main should be grassed only, to allow unhindered access to the gas main by Cadent, unless first agreed in writing by Cadent, in which case the below guidelines will be used.

Within this area paths would be expected to be located away from the centre-line of the gas pipeline. Their appearance would be a mown path through open grassland or otherwise compacted gravel. This will allow for access to the pipeline whenever required, while also utilising the gas easement corridor for walking/cycling.



Tree Planting Guidelines

Overarching Principles

Materials and Street Furniture

Materials can contribute to the perception of a development's quality. They should be distinctive, easily maintained and be of standard which provides durability and aesthetic/visual quality.

Public spaces should include materials and street furniture which are durable and suitable for their respective purposes and locations. The design framework will not be as prescriptive as to define specific palettes and restrict innovation and variety within designs.

Street furniture should not be regarded as simple ornamentation and should have a clear function and be integrated into overall consideration of street design. Street furniture that encourages human activity can also contribute to a sense of place. Wherever possible, street furniture could perform multiple functions to minimise clutter and improving amenity.

However, the quality and distinctiveness of materials and street furniture will be expected to be emphasised at the most viewed locations such as gateway locations and within any well-used civic spaces such as public squares. Lastly, it is necessary to agree on a palette that the Highway Authority will adopt.

Long Term Management and Maintenance

Management Company Extent

A Management Company has been selected to manage the landscape and open space of the masterplan over the life of the development. The Management Company will take responsibility for the sports pitches, strategic green corridor, Multi-Use Games Area, Neighbourhood Equipped Area of Play, and all other public green open spaces/ponds/landscape across the development area – residential, local centre and employment area.

Landscape and attenuation ponds within the adopted highway, including along the South Heywood Link Road, will be managed by the Highways Authority.

The Primary School will maintain the fields within its curtilage. All private landscape/gardens – front and rear – associated with dwelling curtilage will be owned and controlled by each individual home.

Any apartment schemes on site will be owned by a Registered Housing Provider. The outdoor grounds of that apartment scheme will be managed by management company.

Management Company Remit

The Management Company will be tasked with managing the areas aforementioned. This will include the upkeep of spaces i.e. grass cutting, tree/hedgerow pruning and litter removal etc; repairing hardstanding – footpath/cycleways and outdoor furniture/play equipment etc; and monitoring of attenuation ponds to ensure their proper and efficient operation.

A Management Plan is to be submitted with the planning conditions for each development phase. This will provide details of the Management Company and robustly set out their role. This will include a full scope of procedures including a programme of works, which sets out when and the frequency of their management tasks over a time 'cycle'.

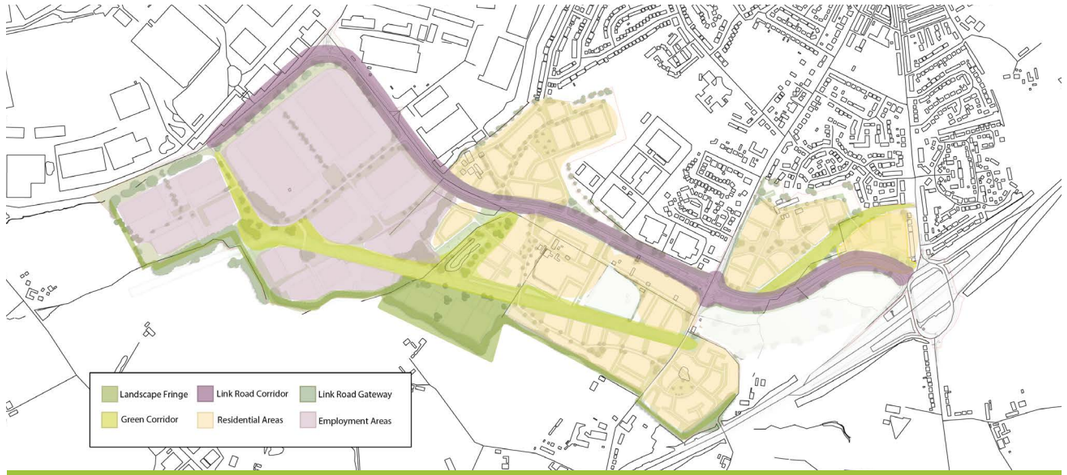
The Management Company area is costed and the Management Company is then able to work out the costs of managing this area over the life of the Development. Based on the phasing and quantum of new homes, a cost is worked out for completing this role on an annual basis. A cost per property is set and the homeowners are made aware of this and their responsibility for inflationary cost increases etc, prior to them purchasing their property. Each household legally commits to paying the annual management charge to the Management Company.

Street Trees

Street Trees have many benefits, including improving the environment from an ecology, health and air quality perspective. Trees can also help to define differences in the character of areas across the site. Some residential streets would be expected to have a degree of tree cover, refer to later section on Primary Streets. These can be aligned in a regular, rhythmic fashion to create an avenue effect. Street trees can be provided on other routes where considered appropiate by the developer to help achieve biodiversity net gain.

Use of Native Species

Thought will be given to which native species can be provided within the public areas of the development. For example, within the public realm, native hedge species will be used. As these sit within the area which is due to be maintained by the management company, these will be tended to so that they do not become overgrown. Within private gardens, ornamental planting will be used.



Landscape Character Areas

Landscape Character Areas

Landscape Fringe

This area is located to the south of the site and will define the site's relationship with the open landscape to the south. Here, an arrangement which defines this transition between the built-up and open character types will help to soften the development edge.

A mix of buffer planting techniques which includes native shrub planting and fruit bearing species will help to soften the development edge and interface between the wider greenbelt with a buffer of 5m. This buffer zone can include gardens and rear side gardens, but should be provided with small-medium sized trees, and hedges.

Link Road Gateway

An area to the south of the South Heywood Link Road, close to Junction 19 will be principally retain as is, with some opportunities for sustainable drainage to serve the link road.

Link Road Corridor

Landscaping will align with the South Heywood Link Road carriageway and footpath and along sections of the existing Manchester Road route. The footpath and cycleway will punctuate through residential parcels to connect to the link road corridor and green corridors.

Native shrub and hedge species and mixed bulb planting will be used in groups to create visual interest along the link road. Where acoustic fencing is used, planting species should include climbers and taller shrubs for visual screening.

Green Corridors

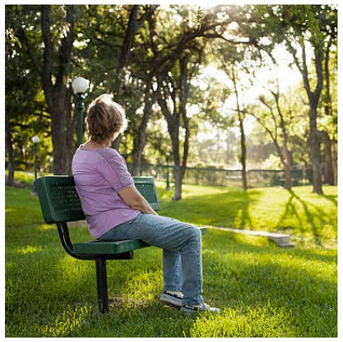
The Green Corridors will form a localised network of Green Infrastructure. Species rich grass mixes will be used with occasional tree and shrub planting (away from the gas easement) to define entrances and key junctions. Informal pathways can be created with differential mowing.

Residential Areas

The provision of landscape across the residential areas will be governed by the road hierarchy. Landscape treatment should be used to define character, create arrival and provide legibility.

Local Centre Park

This area will perform a civic function which comprises play and sports facilities. Being linked to the east-west green corridor and adjacent to the Local Centre the site also performs an important connectivity role. Direct links and from the residential, employment and Local Centre will allow this area to act as a gateway to the wider area. It is important that entrances to this area from the north are defined by clear views to play and sports facilities. Civic functions such as seating and differentiated planting (through colour, form etc) will define this as a space to gather.











Local Centre Park Precedents

Character Areas

The Character Areas within this development have evolved by including an analysis of the development typologies which could be achieved throughout the site.

The Character Areas proposed across the site area are each provided with an integral matrix which details the street and building typologies which could come forward within each area.

Five such Character Areas were summarised within the Hybrid Application. These (shown below) were primarily residential in their focus. This design guide builds upon and expands these to include the entire site area and add Character Areas for the Business Village and Logistics Hub.

The list of Character Areas are shown within the plan opposite and are detailed below:

Local Centre
Green Corridor
Settlement Edge
Hareshill
Siddal Moor
Stock Nook
Eastern Gateway
Southern Edge
Employment Zone North
Employment Zone South

LAND AT SOUTH HEYWOOD - DESIGN FRAMEWORK



Character Areas

The following sections comprise detail on each Character Area including a description and principles which specify each areas' form and function, as well as:

Illustrative Layout Plan

This indicates the type of development in terms of scale, layout and landscape proposed.

Location Plan

This indicates the extent of the Character Area.

Character Area Matrix

This Framework sets out a Library of Components organised by component theme. These include: buildings, open spaces, play spaces, and parking. To help audiences understand which components would be expected within each Character Area, a Matrix has been provided. Detailed descriptions of each individual component are provided in the Component Library section on pages 78 to 101.

Local Centre

The local centre is visible from and accessed directly from the new link road. It lies at an important intersection of the new link road and pedestrian links running north/south and east/west.

A soft or hard landscaped area will be provided to create a focal point, with opportunities sit and gather. This can include street furniture, seating and may provide dual uses including parking, ecology or amenity etc. Paths along the central green corridor will consist of compacted gravel/ hoggin type path.

The local hub will contain small scale retail, cafes etc (Use Classes A1-A5). There is potential for a small outdoor seating area within commercial A1-A5 units to front onto this space.

The area will feature an element of residential. It is suggested that this will be of a higher density than areas on the settlement edge or southern edge to define the more urban feel of this location.

Design Principles

There is potential for taller buildings of greatest density and height to be located in this area. Buildings for commercial, community and ancillary purposes should be architecturally distinct and of good quality. Residential accommodation may be located above ancillary functions.

There is an opportunity for a focal soft and hard landscaped space (the ‘village square’) in this area using high quality materials and distinctive street furniture. This approach will define the importance of this space.

Existing trees and hedgerows that are removed and/ or damaged will be replanted elsewhere across the masterplan site.

Street furniture and boundary treatments will be of high quality. Provision of well-located cycle parking will be important to reinforce the local centre’s location as a service hub and convergence of key recreational routes.



Illustrative Sketch

Uses: Shops and Services (A1/A2/ A3/A5) and Residential or Extra Care (C3), including a new Primary School (D1)

Scale: Typically 1-3 storeys with up to 3 storey elements to define key spaces and corner units, particularly close to the Urban Square.

Layout: Strong urban blocks and definition/views towards key public/ commercial buildings.

LAND AT SOUTH HEYWOOD - DESIGN FRAMEWORK



Character Areas Plan



Local Centre Illustrative

Local Centre

CHARACTER AREAS

COMPONENT LIBRARY

		Local Centre	Green Corridor	Settlement Edge	Hareshill	Siddal Moor	Stock Nook	Eastern Gateway	Southern Edge
BUILDINGS	Apartment	◐	○	◐	○	◐	○	○	○
	Townhouse/ Terrace	●	○	●	◐	◐	●	◐	◐
	Semi-Detached House	●	○	●	●	●	●	◐	●
	Detached House	◐	○	●	●	●	●	◐	●
	Non-Residential Buildings	●	○	◐	○	◐	◐	○	○
OPEN SPACES	Local Green Spaces	◐	●	●	●	●	●	●	●
	Public Square	◐	○	○	○	○	○	○	○
	Linear Link	●	◐	◐	●	◐	●	◐	●
	Informal Green Space / Landscape Buffer	◐	○	●	●	◐	●	●	●
PLAY SPACES	Local Area for Play (LAP)	○	◐	●	◐	◐	○	○	◐
	Local Equipped Area for Play (LEAP)	○	◐	◐	◐	◐	○	○	◐
	Neighbourhood Equipped Area for Play (NEAP)	●	○	○	○	○	○	○	○
	Multi-Use Games Area (MUGA)	●	○	○	○	○	○	○	○
	Playing Pitches	○	●	○	○	○	○	○	○
PARKING	On Street	●	○	◐	◐	◐	◐	◐	◐
	On Plot	◐	○	◐	◐	◐	◐	◐	◐
	Within Garage	◐	○	◐	◐	◐	◐	◐	●
	Cut-Out / Drive Through	◐	○	◐	◐	◐	◐	◐	○
	Car Park / Rear Parking Court	◐	○	◐	◐	○	○	○	○

Area Matrix

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Local Centre Precedent Images

Green Corridor

The green corridor includes an broadly east-west alignment following the line of a high pressure gas main for which it provides an undeveloped easement, as well as public rights of way and pedestrian/cycle path along the link road.

The green corridor includes a spatial connection between Middleton Road in the east and, crossing the new link road and Manchester Road, the proposed main housing areas, school site, local centre, playing pitches and employment area. It has the potential to provide a safe and attractive off road footpath/cycle route that connects all major elements of the scheme. The route acts as a green spine for the development which connects with a number of other routes as they intersect with it, including all three public rights of way that cross the site.

Design Principles

The green corridor should include direct paths which include minimal barriers to pedestrian/cycle movement. The number of vehicular crossing points will be limited but there are opportunities for a network of new paths to cross and connect with it. At these points, the presence of the green corridor crossing should be prominent to vehicles, with direct and level access provided for pedestrians/ cyclists.

Wayfinding at key junctures, as well as open views to the corridor from the street network will encourage active travel.

Adjacent residential development and streets should provide passive/natural surveillance and avoid ‘backing’ on except at parts of the site south of the ink road and north of Hareshill Road, where this may be required. This will also promote the use of the route by prospective residents

The green corridor also has great potential as a wildlife corridor, ecological amenity, and to form part of a SUDs strategy for the site. This will be enhanced with buffer planting, in line with Cadent planting guidance specific to the gas main offset. These areas should include less accessible areas of vegetation which could form enhanced/future habitats.

The Green Corridor and Ecology Corridors will form a localised network of Green Infrastructure. Species rich grass mixes will be used with occasional tree and shrub planting (away from the gas easement) to define entrances and key junctions. Informal pathways can be created with differential mowing.

Any pathways and roads should fall outside the HSE easement unless otherwise agreed with Russell Homes and Cadent. Paths along the central green corridor will consist of compared gravel/hoggin type path.



Illustrative Sketch

Uses: Open Space - Sport and recreation, landscape, ecology, drainage, and movement.

Scale: Linear corridor with wider areas to relate to the HSE Easement and where other Green Corridors meet to form focal points.

Layout: Legible linear form with direct, overlooked connecting paths.



Character Areas Plan

LAND AT SOUTH HEYWOOD - DESIGN FRAMEWORK

Green Corridor

CHARACTER AREAS

COMPONENT LIBRARY		Local Centre	Green Corridor	Settlement Edge	Hareshill	Siddal Moor	Stock Nook	Eastern Gateway	Southern Edge
BUILDINGS	Apartment	◐	○	◐	○	◐	○	○	○
	Townhouse/ Terrace	●	○	●	◑	◐	●	◑	◑
	Semi-Detached House	●	○	●	●	●	●	◑	●
	Detached House	◐	○	●	●	●	●	◑	●
	Non-Residential Buildings	●	○	◐	○	◐	◑	○	○
OPEN SPACES	Local Green Spaces	◐	●	●	●	●	●	●	●
	Public Square	◐	○	○	○	○	○	○	○
	Linear Link	●	◑	◐	●	◐	●	◑	●
	Informal Green Space / Landscape Buffer	◐	◑	●	●	◐	●	●	●
PLAY SPACES	Local Area for Play (LAP)	○	◑	●	◑	◐	○	○	◑
	Local Equipped Area for Play (LEAP)	○	◑	◐	◑	◐	○	○	◑
	Neighbourhood Equipped Area for Play (NEAP)	●	◑	○	○	○	○	○	○
	Multi-Use Games Area (MUGA)	●	◑	○	○	○	○	○	○
	Playing Pitches	○	●	○	○	○	○	○	○
PARKING	On Street	●	○	◐	◑	◐	◑	◑	◑
	On Plot	◐	○	◐	◑	◐	◑	◑	◑
	Within Garage	○	○	◐	◑	◐	◑	◑	●
	Cut-Out / Drive Through	◐	○	◐	◑	◐	◑	◑	○
	Car Park / Rear Parking Court	◐	○	◐	◑	○	○	○	○

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Settlement Edge

The Settlement Edge comprises the Manchester Road Gateway and area bound by existing properties.

Manchester Road and the South Heywood Link Road are the main, vehicular access point into the eastern part of the development. This Character Area will be an attractive showcase for the development with a quality frontage onto Manchester Road, but must also respond to the constraints of this busy road, specifically the potential for noise issues. An existing hedge along Manchester Road can be removed to direct drives off Manchester Road, where this doesn't conflict with the Manchester Road junction. Alternatively, the hedge can be retained and the houses set back behind it. There are opportunities to use land constrained by former mines to provide informal open space.

Design Principles

Development should take the form of generally outward facing blocks providing good passive surveillance to areas of surrounding landscape.

Longer rear gardens length will be required where houses back onto existing houses. Proposed dwellings in these areas will also be of a maximum 2 storeys (9m above FFL). This will help to minimise the impact of development upon existing dwellings.

A strong frontage to Manchester Road should be set back either behind the existing hedgerow or new boundary features that respect local character and materials.

There are opportunities for taller or focal point buildings to close key views in the landscape and aid orientation. For example, a 3 storey apartment building could define the junction of Manchester Road and the Link Road.

Parallel residential streets and shared drives can help to retain a public-facing residential frontage to the main road. Areas bounding the link road could feature a landscape bund and houses backing or fronting the route. The preference is for housing to face the carriageway, setback behind a landscape buffer.

The existing species poor hedgerows, and trees can be cleared across the site, but new replacement hedgerow and tree planting must be provided.

Uses: Predominantly Dwelling Houses (C3)

Scale: Typically 2 - 2.5 storeys (and where proposed dwellings back onto existing dwellings, these should be 2 storey buildings). 2.5 or 3 storey buildings should be used to define entrances and termination views.

Layout: Strong urban blocks and enhanced frontages along major streets. Parallel streets/shared drives and landscape buffers can soften the transition between main roads and residential properties.

Dwellings backing existing properties should form complete development blocks, (front-front and back-back) with longer rear garden lengths.

LAND AT SOUTH HEYWOOD - DESIGN FRAMEWORK



Character Areas Plan

Settlement Edge

CHARACTER AREAS

COMPONENT LIBRARY		Local Centre	Green Corridor	Settlement Edge	Hareshill	Siddal Moor	Stock Nook	Eastern Gateway	Southern Edge
BUILDINGS	Apartment	◐	○	◐	○	◐	○	○	○
	Townhouse	●	○	●	◐	◐	●	◐	◐
	Semi-Detached House	●	○	●	●	●	●	◐	●
	Detached House	◐	○	●	●	●	●	◐	●
	Non-Residential Buildings	●	○	○	○	◐	◐	○	○
OPEN SPACES	Local Green Spaces	◐	●	●	●	●	●	●	●
	Public Square	◐	○	○	○	○	○	○	○
	Linear Link	●	◐	◐	●	◐	●	◐	●
	Informal Green Space / Landscape Buffer	◐	○	●	●	◐	●	●	●
PLAY SPACES	Local Area for Play (LAP)	○	◐	○	◐	◐	○	○	◐
	Local Equipped Area for Play (LEAP)	○	◐	○	◐	◐	○	○	◐
	Neighbourhood Equipped Area for Play (NEAP)	●	○	○	○	○	○	○	○
	Multi-Use Games Area (MUGA)	●	○	○	○	○	○	○	○
	Playing Pitches	○	●	○	○	○	○	○	○
PARKING	On Street	●	○	◐	◐	◐	◐	◐	◐
	On Plot	◐	○	◐	◐	◐	◐	◐	◐
	Within Garage	○	○	◐	◐	◐	◐	◐	●
	Cut-Out / Drive Through	◐	○	◐	◐	◐	◐	◐	○
	Car Park / Rear Parking Court	◐	○	◐	◐	○	○	○	○

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Hareshill

The Hareshill Character Area is situated to the north side of the Link Road and is adjacent to the existing employment areas at Hareshill Road.

The site's interface with the South Heywood Link Road will be one of the most visible elements of the development.

It will be an attractive showcase for the development but must also respond to the constraints of this busy road, specifically noise and air quality issues.

Design Principles

Connection between the site and Gloucester Road will be a prime consideration, as this will form a key walking/ cycling access route towards Heywood Town Centre and existing community facilities. As a result, the primary route which runs through the site in a north-south alignment should feature buffer planting and facilitate walking and cycling. There should also be a strong relationship to the public right of way which is situated to the north east alignment of the site. Enhancement of existing public right of way, improved surfacing, enhanced landscaping to edge, leading to visual permeability to improve natural surveillance. The provision of this improvement may require tree/hedge loss. Replacement planting should be provided.

Development should take the form of generally outward facing blocks providing good passive surveillance to areas of surrounding landscape.

A strong frontage to the link road should be established, to help integrate the built up areas which are north and south of the link road. As most dwellings will not be directly accessed from the link road, parallel residential streets and shared drives can help to retain a public-facing residential frontage to the main road. Housing should face the link road providing appropriate landscape buffers and boundary treatment.

It will be acceptable to remove hedgerows to open up views of the site, create adequate visibility splays and to accommodate development. New species rich native hedgerows or other planting that adds to ecological and landscape enhancement should be planted to compensate for loss.

Uses: Predominantly Dwelling Houses (C3)

Scale: Typically 2-2.5 storeys. 2.5 or 3 storey buildings should be used to define entrances and termination views.

Layout: Strong urban blocks and enhanced frontages along major streets. Parallel streets/shared drives and landscape buffers can soften the transition between main roads and residential properties. Housing shall provide a strong frontage to the link road, with landscape (including tree planting and/or hedges) providing separation from road and housing.

LAND AT SOUTH HEYWOOD - DESIGN FRAMEWORK



Character Areas Plan

Hareshill

CHARACTER AREAS

COMPONENT LIBRARY

		Local Centre	Green Corridor	Settlement Edge	Hareshill	Siddal Moor	Stock Nook	Eastern Gateway	Southern Edge
BUILDINGS	Apartment	◐	○	◐	○	◐	○	○	○
	Townhouse	●	○	●	◐	◐	●	◐	◐
	Semi-Detached House	●	○	●	●	●	●	◐	●
	Detached House	◐	○	●	●	●	●	◐	●
	Non-Residential Buildings	●	○	◐	○	◐	◐	○	○
OPEN SPACES	Local Green Spaces	◐	●	●	●	●	●	●	●
	Public Square	◐	○	○	○	○	○	○	○
	Linear Link	●	◐	◐	●	◐	●	◐	●
	Informal Green Space / Landscape Buffer	◐	○	●	●	◐	●	●	●
PLAY SPACES	Local Area for Play (LAP)	○	◐	●	◐	◐	○	○	◐
	Local Equipped Area for Play (LEAP)	○	◐	◐	◐	◐	○	○	◐
	Neighbourhood Equipped Area for Play (NEAP)	●	○	○	○	○	○	○	○
	Multi-Use Games Area (MUGA)	●	○	○	○	○	○	○	○
	Playing Pitches	○	●	○	○	○	○	○	○
PARKING	On Street	●	○	◐	◐	◐	◐	◐	◐
	On Plot	◐	○	◐	◐	◐	◐	◐	◐
	Within Garage	○	○	◐	◐	◐	◐	◐	●
	Cut-Out / Drive Through	◐	○	◐	◐	◐	◐	◐	○
	Car Park / Rear Parking Court	◐	○	◐	◐	○	○	○	○

Area Matrix

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LAND AT SOUTH HEYWOOD - DESIGN FRAMEWORK

Siddal Moor

The Siddal Moor Character Area is bound by the Link Road to the north, Manchester Road to the east, and the green corridor to the south.

Hareshill Road is the primary vehicular access point into the existing single-detached residential neighborhood. The provision of high quality frontages is critical, and as such, new development should front onto Hareshill Road and the Green Corridor where possible. New developments must also respond to the constraints of the Link Road to the north, specifically noise issues. Acoustic mitigation along the northern edge of the site is required to provide adequate noise protection for existing dwellings.

Design Principles

Development should take the form of generally outward facing blocks providing good passive surveillance to areas of surrounding areas.

A strong frontage and the green corridor should be set back behind a landscaped edge including hedgemoor or the planting.

There are opportunities for focal buildings to define Hareshill Road and Manchester Road, to provide definition in the public realm and to aid orientation.

As most dwellings will not be directly accessed from Manchester Road, parallel residential streets and shared drives can help to retain a public-facing residential frontages to Hareshill Road and the green corridor.

Hedgerows along the frontages of Manchester Road will be retained where possible. These will feature some punctuation where appropriate to facilitate development.

It will be acceptable to remove hedgerows to open up views of the site, create adequate visibility splays and to accommodate development. New species rich native hedgerows or other planting that adds to ecological and landscape enhancement should be planted to compensate for loss.

Uses: Dwelling Houses and Extra Care (C3)

Scale: Typically 2-2.5 storeys. 2.5 storey buildings should be used to define entrances and termination views.

Layout: Strong urban blocks and enhanced frontages along major streets. Parallel streets/shared drives and landscape buffers can soften the transition between main roads and residential properties.

LAND AT SOUTH HEYWOOD - DESIGN FRAMEWORK



Character Areas Plan

Siddal Moor

CHARACTER AREAS

COMPONENT LIBRARY		Local Centre	Green Corridor	Settlement Edge	Hareshill	Siddal Moor	Stock Nook	Eastern Gateway	Southern Edge
BUILDINGS	Apartment	◐	○	◐	○	◐	○	○	○
	Townhouse	●	○	●	◐	◐	●	◐	◐
	Semi-Detached House	●	○	●	●	●	●	◐	●
	Detached House	◐	○	●	●	●	●	◐	●
	Non-Residential Buildings	●	○	◐	○	◐	◐	○	○
OPEN SPACES	Local Green Spaces	◐	●	●	●	○	●	●	●
	Public Square	◐	○	○	○	○	○	○	○
	Linear Link	●	◐	◐	●	◐	●	◐	●
	Informal Green Space / Landscape Buffer	◐	○	●	●	◐	●	●	●
PLAY SPACES	Local Area for Play (LAP)	○	◐	●	◐	○	○	○	◐
	Local Equipped Area for Play (LEAP)	○	◐	◐	◐	○	○	○	◐
	Neighbourhood Equipped Area for Play (NEAP)	●	○	○	○	○	○	○	○
	Multi-Use Games Area (MUGA)	●	○	○	○	○	○	○	○
	Playing Pitches	○	●	○	○	○	○	○	○
PARKING	On Street	●	○	◐	◐	◐	◐	◐	◐
	On Plot	◐	○	◐	◐	◐	◐	◐	◐
	Within Garage	○	○	◐	◐	◐	◐	◐	●
	Cut-Out / Drive Through	◐	○	◐	◐	◐	◐	◐	○
	Car Park / Rear Parking Court	◐	○	◐	◐	◐	○	○	○

Area Matrix

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Stock Nook

The Stock Nook area is situated between the Link Road to the north, the Local Centre to the east, the Green Corridor and Open Space to the south and Employment to the west.

This area will be accessed by vehicles via the Local Centre to the east. The parcel will be defined in part by its relationship to the adjacent open space networks and buffer planting and a sensitive layout approach which will create a transition between residential and employment uses. As a result, the density here will be anticipated to be lower. The area will have a defined frontage towards the Link Road with properties facing towards this carriageway.

Design Principles

Development should take the form of generally outward facing blocks providing good passive surveillance to areas of surrounding landscape. The site's interface with the open space networks and employment uses will mean that an approach which provides buffer planting treatments and sensitive layout design will be key.

As the site bounds the employment uses, sensitivities around noise and the desire to shield large employment units with buffer planting will require consideration.

The surrounding constraints within this character area suggest that this area may come forward with one of the lowest densities within the South Heywood area.

A strong frontage to the Link Road should be set back behind a landscaped edge, including hedgerow and boundary features that respect local character and materials.

Hedgerows along the frontages of the Link Road will be retained where possible. These will feature some punctuation where appropriate to facilitate development.

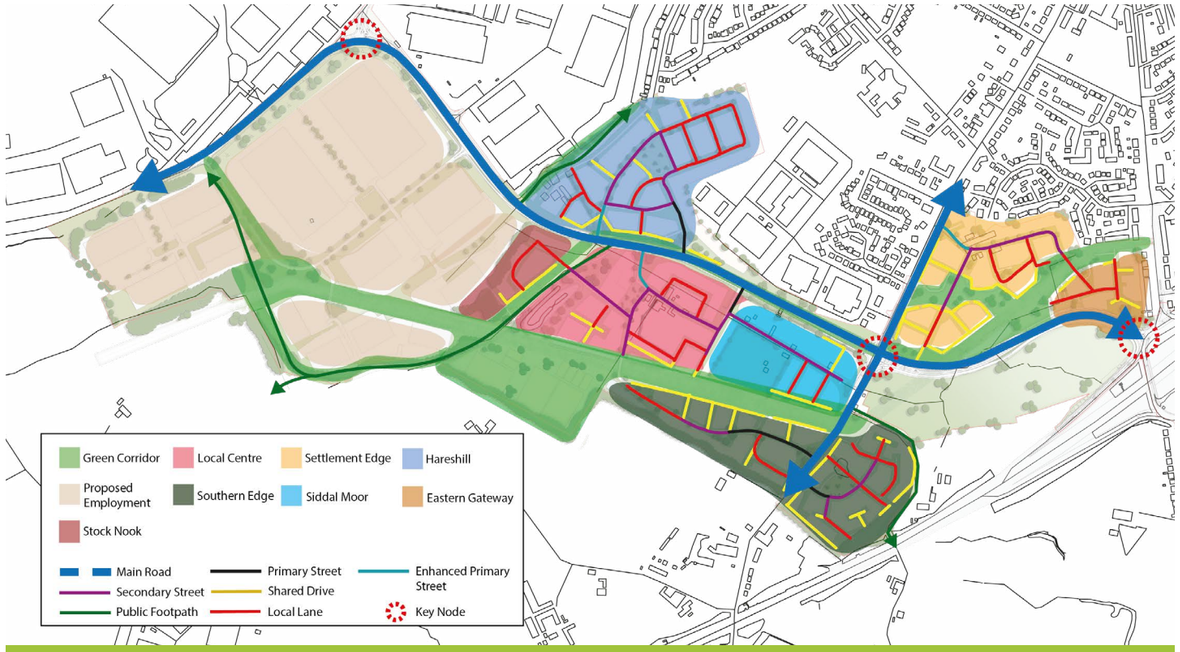
These character areas will also feature the replacement of hedgerows lost in parts, it will be acceptable to remove hedgerows to open up views of the site and create adequate visibility splays. New species rich native hedgerows should be replanted to compensate for loss.

Uses: Predominantly Dwelling Houses (C3)

Scale: Typically 2-2.5 storeys.

Layout: Enhanced frontages along major streets and fronting green spaces. Possible lower density areas and landscape treatments should soften the transition between employment, residential and other uses.

LAND AT SOUTH HEYWOOD - DESIGN FRAMEWORK



Character Areas Plan

Stock Nook

CHARACTER AREAS

COMPONENT LIBRARY		Local Centre	Green Corridor	Settlement Edge	Hareshill	Siddal Moor	Stock Nook	Eastern Gateway	Southern Edge
BUILDINGS	Apartment	◐	○	◐	○	◐	◐	○	○
	Townhouse	●	○	●	◐	◐	◐	◐	◐
	Semi-Detached House	●	○	●	●	●	◐	◐	●
	Detached House	◐	○	●	●	●	◐	◐	●
	Non-Residential Buildings	●	○	◐	○	◐	◐	○	○
OPEN SPACES	Local Green Spaces	◐	●	●	●	●	○	●	●
	Public Square	◐	○	○	○	○	○	○	○
	Linear Link	●	◐	◐	●	◐	○	◐	●
	Informal Green Space / Landscape Buffer	◐	○	●	●	◐	●	●	●
PLAY SPACES	Local Area for Play (LAP)	○	◐	●	◐	◐	○	○	◐
	Local Equipped Area for Play (LEAP)	○	◐	◐	◐	◐	○	○	◐
	Neighbourhood Equipped Area for Play (NEAP)	●	○	○	○	○	○	○	○
	Multi-Use Games Area (MUGA)	●	○	○	○	○	○	○	○
	Playing Pitches	○	●	○	○	○	○	○	○
PARKING	On Street	●	○	◐	◐	◐	◐	◐	◐
	On Plot	◐	○	◐	◐	◐	◐	◐	◐
	Within Garage	○	○	◐	◐	◐	◐	◐	●
	Cut-Out / Drive Through	◐	○	◐	◐	◐	◐	◐	○
	Car Park / Rear Parking Court	◐	○	◐	◐	○	○	○	○

Area Matrix

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Eastern Gateway

Development at the Eastern Gateway will be highly visible on entry to the link road from junction 19 off the M62. This will be a major gateway for both private car and employment traffic and the challenge in this location is to ensure a successful relationship between residential development, the spine road, and open, undeveloped land to the south.

Acoustic mitigation along the northern edge of the new link road is required. The preference is to front housing with a sufficient landscape buffer, with the housing acting as the noise barrier. However, houses can back onto this edge, with bunds or combination of bunds and acoustic fencing provided, but only where appropriate landscape is provided to enhance or screen respectively.

The design of the noise mitigation and landscaping within the parcel and in proximity of the link road will defines key views into the area from J19.

Design Principles

Development should take the form of small clusters of generally outward facing blocks providing good passive surveillance. New homes should generally back onto existing residential development and should not exceed 2 storeys in height in this situation.

An exception would be where development adjoins the South Heywood Link Road and Junction 19 of the M62. Landscape design to the road corridor should be of a particularly high quality in this location.

Uses: Predominantly Dwelling Houses (C3)

Scale: Typically 2 storeys with up to 3 storey elements to define key spaces and corner units.

Layout: Landscape buffer to define views from the Link Road.

Areas adjacent to existing buildings should attempt to form complete development blocks (front-front and back-back) while minimising loss of amenity through sensitive scale and/ or back garden lengths

LAND AT SOUTH HEYWOOD - DESIGN FRAMEWORK



Character Areas Plan

Eastern Gateway

CHARACTER AREAS

COMPONENT LIBRARY

		Local Centre	Green Corridor	Settlement Edge	Hareshill	Siddal Moor	Stock Nook	Eastern Gateway	Southern Edge
BUILDINGS	Apartment	◐	○	◐	○	◐	○	◐	○
	Townhouse	●	○	●	◑	◐	●	◐	◐
	Semi-Detached House	●	○	●	●	●	●	◐	●
	Detached House	◐	○	●	●	●	●	◐	●
	Non-Residential Buildings	●	○	◐	○	◐	◐	○	○
OPEN SPACES	Local Green	◐	●	●	●	●	●	●	●
	Public Square	◐	○	○	○	○	○	○	○
	Linear Link	●	◐	◐	●	◐	●	◐	●
	Informal Green Space / Landscape Buffer	◐	○	●	●	◐	●	●	●
PLAY SPACES	Local Area for Play (LAP)	○	◐	●	◐	◐	○	○	◐
	Local Equipped Area for Play (LEAP)	○	◐	◐	◐	◐	○	○	◐
	Neighbourhood Equipped Area for Play (NEAP)	●	○	○	○	○	○	○	○
	Multi-Use Games Area (MUGA)	●	○	○	○	○	○	○	○
	Playing Pitches	○	●	○	○	○	○	○	○
PARKING	On Street	●	○	◐	◐	◐	◐	◐	◐
	On Plot	◐	○	◐	◐	◐	◐	◐	◐
	Within Garage	○	○	◐	◐	◐	◐	◐	●
	Cut-Out / Drive Through	◐	○	◐	◐	◐	◐	◐	○
	Car Park / Rear Parking Court	◐	○	◐	◐	○	○	○	○

Area Matrix

● This component will be expected within the character area.

◐ This component may feature within the character area.

○ This component is not expected to feature within the character area.

* Refer to Component Library for details.

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Southern Edge

The southern edge of the development faces out across open, undeveloped land which slopes away to the south, albeit the land may come forward in the future as part of the Greater Manchester Spatial Framework, given this whole area is allocated for future employment and residential development. The development in this location will be flanked by a 5m landscape edge, using the retained hedge and adding planting to this. Development can back onto the greenbelt edge, and the landscape buffer should be retained. Gardens can form part of this buffer, but with the requisite tree planting.

Design Principles

Development should take the form of complete development blocks which are generally outward facing blocks which provide good passive surveillance.

Housing should back on to the south western boundary to the Green Belt.

Existing hedgerows along the edges of the site, should be retained where possible, particularly along the interface between the development edge and open land to the south, and along Manchester Road. Removal of hedgerows along Manchester Road, should either be replaced with new hedgerow planting, or hedge and rail, or a boundary wall.

Landscape features along the development edge should be reinforced with additional buffer planting. This will reinforce the ‘Settlement Edge’ character and soften the transition between the settlement and Green Belt.

Street trees and a greater number of detached and semi-detached dwellings will help to reinforce the more suburban feel here. Street trees will line the road at its entrance.

Housing should provide a strong frontage along the Green corridor.



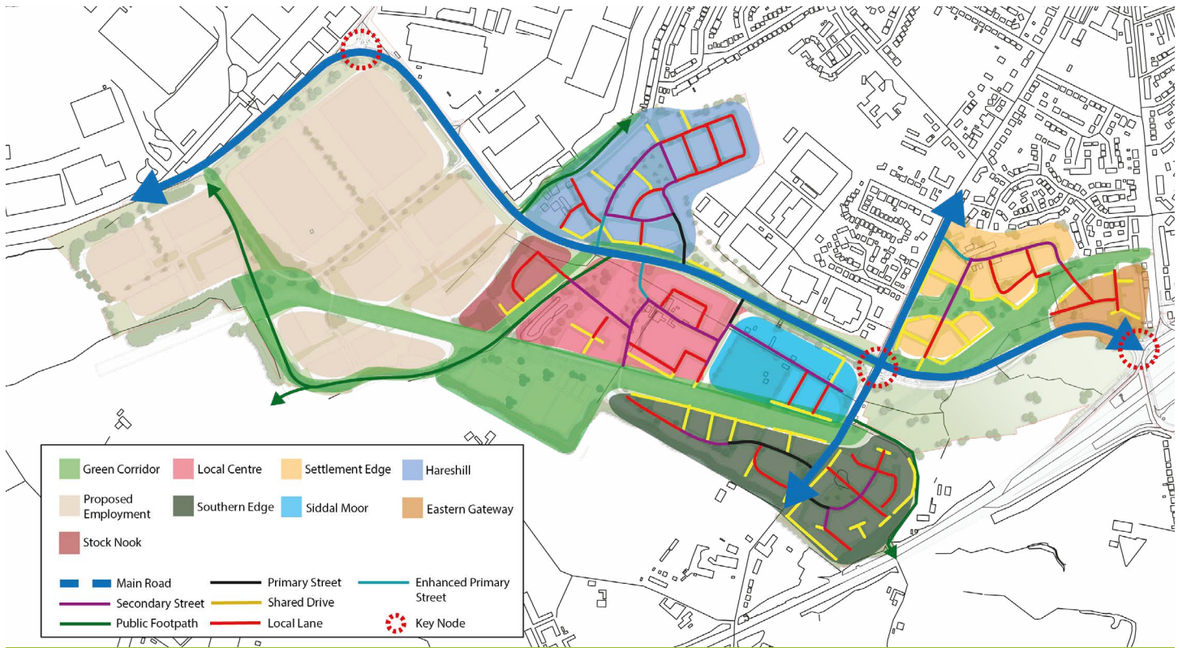
Illustrative Sketch

Uses: Predominantly Dwelling Houses (C3)

Scale: Typically 2 - 2.5 storeys with up to 2.5 storey elements to define key spaces and corner units. No 2.5 storeys on parcel between Manchester Road and M62

Layout: Predominantly detached and semi-detached dwellings. ‘Neighbourhood Street - Village’ and paths along the green corridors will reinforce accessibility to green infrastructure. For noise requirements along Manchester Rd there will be gaps of 2-3m between dwellings.

LAND AT SOUTH HEYWOOD - DESIGN FRAMEWORK



Character Areas Plan

Southern Edge

CHARACTER AREAS

COMPONENT LIBRARY		Local Centre	Green Corridor	Settlement Edge	Hareshill	Siddal Moor	Stock Nook	Eastern Gateway	Southern Edge
BUILDINGS	Apartment	◐	○	◐	○	◐	○	○	○
	Townhouse	●	○	●	◐	◐	●	◐	◐
	Semi-Detached House	●	○	●	●	●	●	◐	●
	Detached House	◐	○	●	●	●	●	◐	●
	Non-Residential Buildings	●	○	◐	○	◐	◐	○	○
OPEN SPACES	Local Green	◐	●	●	●	●	●	●	●
	Public Square	◐	○	○	○	○	○	○	○
	Linear Link	●	◐	◐	●	◐	●	◐	●
	Informal Green Space / Landscape Buffer	◐	○	●	●	◐	●	●	●
PLAY SPACES	Local Area for Play (LAP)	○	◐	●	◐	◐	○	○	○
	Local Equipped Area for Play (LEAP)	○	◐	◐	◐	◐	○	○	○
	Neighbourhood Equipped Area for Play (NEAP)	●	○	○	○	○	○	○	○
	Multi-Use Games Area (MUGA)	●	○	○	○	○	○	○	○
	Playing Pitches	○	●	○	○	○	○	○	○
PARKING	On Street	●	○	◐	◐	◐	◐	◐	◐
	On Plot	◐	○	◐	◐	◐	◐	◐	◐
	Within Garage	○	○	◐	◐	◐	◐	◐	●
	Cut-Out / Drive Through	◐	○	◐	◐	◐	◐	◐	○
	Car Park / Rear Parking Court	◐	○	◐	◐	○	○	○	○

Area Matrix

● This component will be expected within the character area.

◐ This component may feature within the character area.

○ This component is not expected to feature within the character area.

* Refer to Component Library for details.

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Components Library

The Components Library provides a list of routes and buildings which can be assembled according to the design principles. Each route and building type has a number of mandatory requirements. These requirements are clear and measurable so as to make interpretation and compliance straightforward.

Components are defined as follows:

Buildings

- Apartment
- Townhouse
- Semi-Detached House
- Detached House
- Non-Residential Buildings

Parking

- On Street
- On Plot
- Within Garage
- Cut-Out / Drive Through
- Car Park / Rear Parking Court

Open Spaces

- Local Green Spaces
- Public Square
- Linear Link
- Informal Green Space / Landscape Buffer

Routes

- Primary Street
- Secondary Street
- Local Lane – Mews/Village Edge
- Shared Drive
- Employment Zone Route

Play Spaces

- Local Area for Play (LAP)
- Local Equipped Area for Play (LEAP)
- Neighbourhood Equipped Area for Play (NEAP)
- Multi Use Games Area (MUGA)
- Playing Pitches

Frontage Treatments

- Wall
- Hedgerow + Metal Railing
- Low-Level Planting
- No Boundary Treatment
- Security Fence



Route / Boundary Hierarchy

LAND AT SOUTH HEYWOOD - DESIGN FRAMEWORK

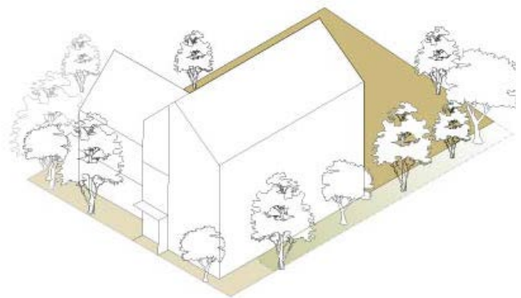
Buildings

Apartment

The apartment unit incorporates a number of dwellings within one residential building.

The scale of this building type should be between 2 and 3 storeys and would be anticipated to be up to 12m in form.

Parking should typically be arranged within a parking court arrangement,



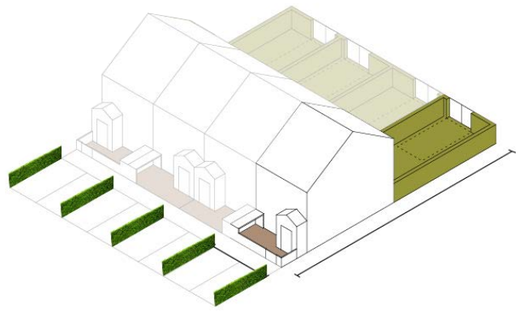
Townhouse

The Townhouse/Terraced House typology incorporates dwellings which are arranged in a row morphology.

The scale of these units should be a maximum of 12m and arranged in a 2, 2.5 or 3 storey form.

Parking is typically arranged to the front of dwellings (within front gardens), to the side of end-of-terraced units or within rear parking courts. On-street parking can also be provided.

For units which are mid-terrace (max. 4 units), bin storage to the back access is possible via an alley beside a singular neighbouring property.



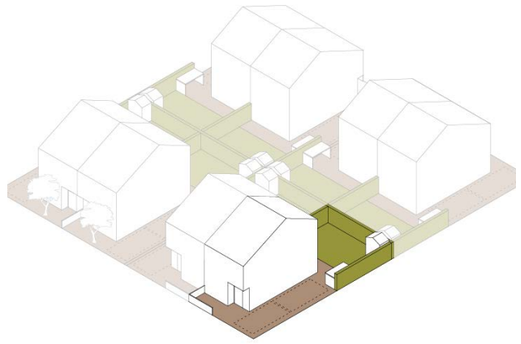
LAND AT SOUTH HEYWOOD - DESIGN FRAMEWORK

Semi-Detached House

Semi-Detached properties are two residential units which are adjoined to each other, typically forward facing, with the adjoinment between both dwellings running perpendicular to the street.

The scale of these units should be a maximum of 12m and arranged in a 2, 2.5 or 3 storey form.

Parking is typically arranged to the side of dwellings, with some parking provided to the front of properties where necessary. Garage parking to the side of properties or integrated into the house is also common.

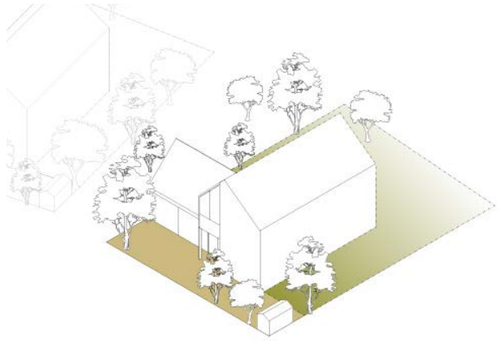


Detached House

Detached houses are stand-alone dwellings which are not adjoined to other residential properties.

The scale of these units should be a maximum of 12m and arranged in a 2, 2.5 or 3 storey form.

Detached dwellings can incorporate parking to the side of properties or within garages (standalone or integrated) which can minimise the impact of excessive numbers of vehicles along a streetscape. Parking can also be provided on driveways to the front of properties where necessary, for example where side-to-side distances are too narrow to incorporate parking.



LAND AT SOUTH HEYWOOD - DESIGN FRAMEWORK

Open Spaces

The following typologies can be used across the character areas. The guidance below provides a framework for their relationship with the wider development.

1. Local Green Spaces

Within the residential areas, these spaces form cumulative areas of green space which can feature either small ‘pocket’ parks to help break up the residential area and provide a focal point or an expanse of open space which may or may not be accompanied by play provision (such as a LAP, LEAP or NEAP).



2. Public Square

Squares can be located close to public uses and areas of activity. These can feature distinctive components including hard landscaping, potential parking spaces and street furniture which could include benches, and public art. These squares should be enclosed by buildings.



3. Linear Link

These typologies are linear in their character and form a link between areas outside of the site and other public/ open spaces within the site such as the Village Greens. These will feature informal recreational paths (hoggin - stye compacted stone) and way finding, and include soft landscaping and opportunities for ecological enhancement. Lighting is not require along these paths.



4. Informal Green Space/ Landscape Buffer

These areas will feature significant green elements such as buffer planting. These will include semi-formal vegetation/planting which can lead to benefits including ecological (habitat creation) and visual buffering and visual/acoustic bunds/embankments.



LAND AT SOUTH HEYWOOD - DESIGN FRAMEWORK

Play Spaces

Neighbourhood Equipped Area for Play (NEAP)

Suitable for areas with 900+ bedrooms

Size: 0.1ha

Minimum Dimensions: 31.6x31.6m

Buffer Zones (to the Front of Property): 30m

Facilities: Aimed at older children. A stimulating and challenging play experience which features a minimum number of nine play experiences.



Multi Use Games Area (MUGA)



Suitable for areas with 900+ bedrooms

Size: 0.1ha

Minimum Dimensions: 40x20m

Buffer Zones (to the Front of Property): 30m

Facilities: These should include appropriate fencing around the perimeter of the overall pitch and markings for a number of sports activities and relevant goals/hoops.

Playing Pitches

Suitable for areas with 900+ bedrooms

Size and Minimum Dimensions: Football pitches are shown as an example, but other sports such as Rugby, Hockey, Lacrosse and Cricket could typically be considered.

Adult Soccer – 0.74ha, 106x70m

Mini Soccer U7/8 – 0.14ha, 43x43m .

Mini Soccer U9/10 – 0.25ha, 60x42m

Buffer Zones: n/a

Facilities: Playing pitches should include marked out pitches to standard sizes to accommodate defined association sports. Flexibility can allow for multiple sports to be played on these pitches.



Sports areas and pitches will generally be required to comply with Sport England design guidance. No floodlights are to be provided.

Parking

Car Parking Provision

Vehicle and Cycle Parking should be provided as development progresses. Streetscapes within the development should not be dominated by car parking. Provision of car parking spaces will be carefully considered to ensure it is sensitively integrated in the public realm, making walking, cycling and public transport modes attractive. Within the local centre it will be important that detailed design achieves the right balance of parking to ensure that adjacent residential streets are not detrimentally impacted by overspill.

There are a number of different parking typologies which could come forward in each parcel including:

- On-Street (Right Angled, Angled, Parallel, Housing Square)
- On-Plot (Rear, Front or Side of Dwelling)
- Within Garage (Detached, Attached or Integral)
- Cut Out/Drive Through
- Car Park / Rear Parking Court

Using a singular type of parking across an entire streetscape can lead to a mundane streetscape. Mixing different types of parking typologies within street types can lead to a more interesting spatial environment.

LAND AT SOUTH HEYWOOD - DESIGN FRAMEWORK

Within Garage

Private garages are a common parking typology and detached, attached or integral garages provide a mix of housing typologies to suit a range of market needs. Despite this, many garages are used for storage and residents may choose to park vehicles outside of garages. This should be factored in when designing residential neighbourhoods.





On Plot

On plot parking can be provided in front of, beside or behind dwellings. Where such parking is provided in front of dwellings, dwellings are set back and vehicles are highly visible along the streetscape (albeit less-so than within an On Street parking typology). Where provided to the side of dwellings, visual intrusion of vehicles and width between building frontages can be reduced. On plot parking behind dwellings can act as a suitable parking typology for ' housing units situated on corners (corner turn units).

On Street

Where car parking is provided in front of dwellings, building heights can be increased to reflect the increased width of the road. On slower streets, on-street parking can reduce traffic speeds in combination with verges, street trees and street furniture.

A proportion of on-street vehicle spaces should be provided across the development but particularly close to the local centre to ensure spaces are available throughout the day, for employees, residents and visitors. Cycle spaces should be provided close to community uses, such as within the local centre.



LAND AT SOUTH HEYWOOD - DESIGN FRAMEWORK

Parking

Cycle Parking

The need for cycle parking should be considered in relation to each phase and typology of the development. For the local centre functions well located parking for short term use should be carefully integrated into the streetscape with high quality street furniture. Cycle parking requirements for employment uses should relate to the requirements of the projected workforce and any applicable travel plans. In residential areas design proposals will need to ensure that appropriate areas for in-curtilage cycle parking are accessible.



Stephen George + Partners LLP



Car Park/Rear Parking Court

Formalised Car Parks (with cycle parking) can be provided to serve non-residential uses which require significant amounts of car parking or car parking spaces close to building entrances.

Boundary treatments and internal landscaping such as paving, trees and shrubs should be used to break up the visual impact of extensive areas of car parking.

In residential areas, rear parking courts can minimise the number of cars which are visible from the street. This configuration can also provide a number of unallocated car parking spaces (e.g. for visitors) to minimise overprovision of spaces. A reality of this typology may involve increased use of the rear doors into properties from the parking court. Consequently, rear parking courts can form part of a wider mix of car parking, which provide suitable enclosure through outward facing building frontages.

Cut-Out/Drive Through

A typology which allows for parking to sit under or behind the building frontage allows for a continuous building line while accommodating conspicuous parking away from the streetscape. This typology can allow for habitable rooms to be positioned above the cut-out/drive through cavity, maximising development potential.



Routes

Primary Street

Primary residential streets will be the major vehicular connecting routes between the wider route network into the residential areas.

These will be wide in their nature and incorporate:

- A carriageway; 5.5m - 6.5m width
- Parallel parking and loading bays where located adjacent to non-residential uses within the local centre;
- A 1.8 - 2.5 m width verge with street trees between areas of parking/loading in and other areas;
- A footway one side of the carriageway with a minimum of 2m width adjacent to verge areas or high concentrations of commercial activity;
- A footway on the other side of the carriageway; minimum 1.8m width.

Avenue Effect

The expansive streetscape features elements of green infrastructure along the route, being characterised by its sylvan (tree lined) nature. Adjacent to residential uses, the feeling of openness will be supported by front garden planting and formal boundary treatments.

Local Centre Uses

Where the street meets non-residential uses public realm, specifically hard landscaping should be incorporated to reinforce the civic function of these areas.

In these areas pedestrian crossings should also be used to facilitate access to key non-residential uses in the local centre. These can be provided using ‘raised table’ crossings or public realm interventions.

Seating and street furniture will reinforce the distinctive and active areas of Primary Street within the local centre, while encouraging dwell time.

Transition from Primary to Secondary/Tertiary

The primary street should terminated where it typically adjoins perpendicular (side) streets, other design cues may be accepted i.e. nodes, supported by a change in surface treatment/character. Transition features could include changes in tarmac colour and linear edging around the tarmac, raised tables or a change in kerb edge materials at the node/junction.

Servicing

Utilities will be accommodated along the route, with the verge and pavements offering potential locations for underground servicing.

Principal Frontage

Principal frontage component to be used is the wall, although alternatives in places could be used to provide flexibility.

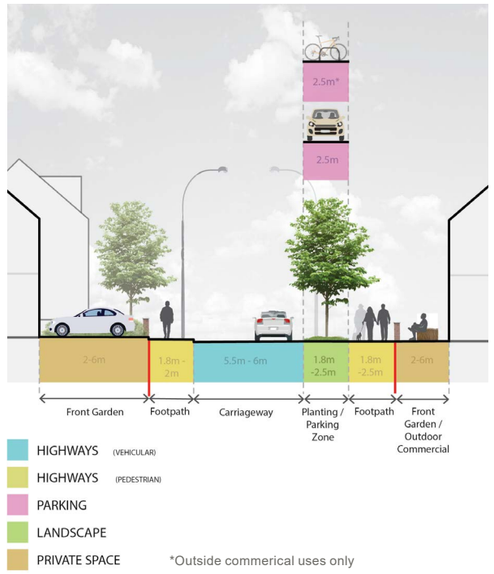
Application

- Masonry walls will reflect local context, promoting distinctiveness and character of the place, whilst reinforcing the street hierarchy.
- Walls lower than 450mm should have a railing on top or hedge, shrub planting behind it.
- Spatial constraints may require low-level planting or no boundary treatment. For example where, ‘corner turn’ units and natural surveillance require a varied approach. This will be accepted in limited cases.

Outcomes

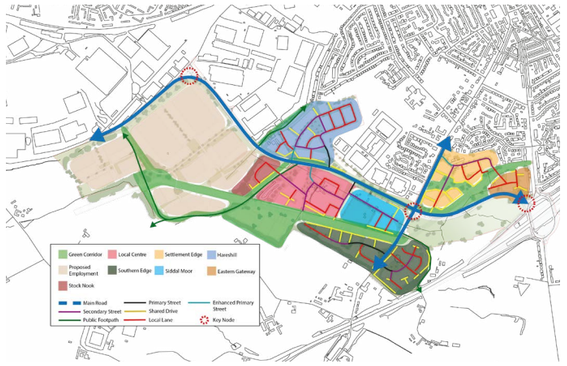
- Promotes the continuity of street frontages and the enclosure of space.
- Reinforces local distinctiveness.
- Frames the external boundary of the most trafficked street type which connects to strategic routes.
- Indicates the extent of private ownership and defines the boundary between public and private space.

LAND AT SOUTH HEYWOOD - DESIGN FRAMEWORK





Illustrative Layout





ROUTES	FRONTAGE TREATMENTS: Wall	Wall and Railing	Hedgerow + Metal Railing	Low-Level Planting
Primary Street	●	●	●	○
Secondary Street	◐	◐	◐	◐
Local Lane - Mews / Village Edge	◐	◐	●	●
Shared Drive	◐	◐	●	●

● This component will be expected within the route type.
◐ This component may feature within the route type.
○ This component is not expected to feature within the route type.

Route / Boundary Matrix

LAND AT SOUTH HEYWOOD - DESIGN FRAMEWORK

Routes

Enhanced Primary Street

For specific areas of the development an enhancement to the Primary Street will be used, unless otherwise agreed between the developer and the Local Authority.

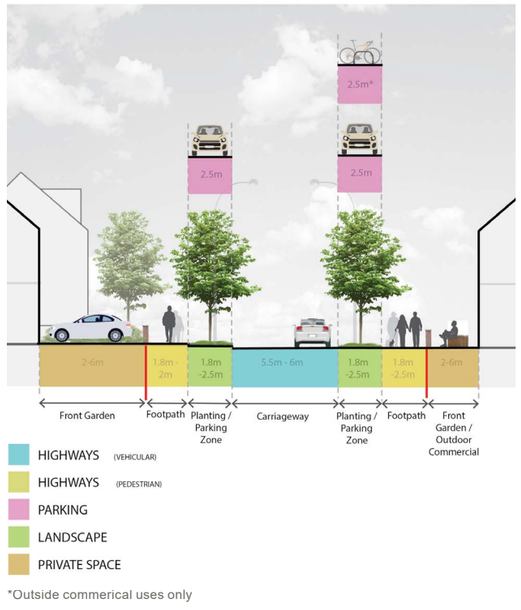
The enhancement will be the addition of an additional line of trees along the line of the road, within the adopted 'public' element. This will create a boulevard with trees on both sides of the road.

Other requirements remain as those of the Primary Street.

Location

It is intended that Enhanced Primary Streets will be used in the following locations:

- Collop Gate Farm
- Harehill Farm
- Local Centre



*Outside commerical uses only



Illustrative Layout

LAND AT SOUTH HEYWOOD - DESIGN FRAMEWORK

Routes

Secondary Street

Secondary Streets will provide a localised vehicular connectivity function between the Primary and Tertiary Routes, while also providing a residential function.

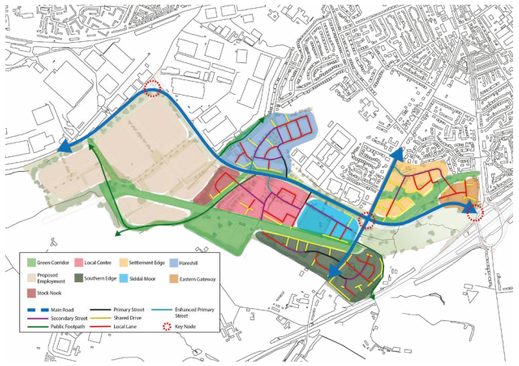
These routes will be of a narrower typology than the Primary Street, defining the more intimate neighbourhood relationship and residential character. They will incorporate

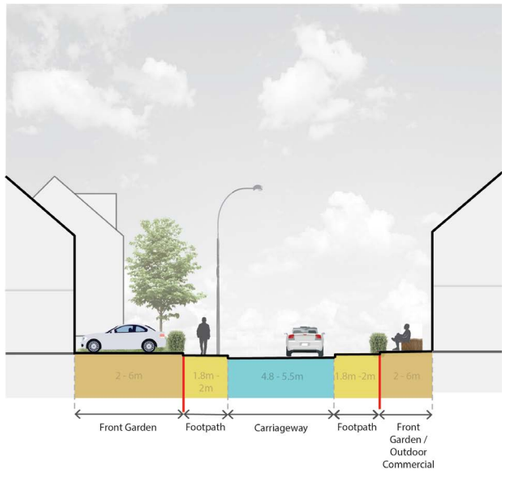
- A carriageway; 4.8m - 5.5m width
- A footway on each side of the carriageway; minimum 1.8m width

The green nature of these areas will be reinforced by defined front gardens to residential properties with appropriate landscape treatments.

Servicing

Utilities will be accommodated along the route, with the verge and pavements offering potential locations for underground servicing.





HIGHWAYS (VEHICULAR)
HIGHWAYS (PEDESTRIAN)
PARKING
LANDSCAPE
PRIVATE SPACE

Principal Frontage

Principal frontage components are to be hedges/ shrubs and/or metal railings, although alternatives in places could be used to provide flexibility.

Application

- Spatial/layout constraints may require low-level planting or no boundary treatment. For example where, ‘corner turn’ units and natural surveillance require a varied approach.

Outcomes

- Provides a flexible and varied sense of enclosure, when compared to the wall treatment prescribed for the Primary Street type

		FRONTAGE TREATMENTS		
		Wall	Hedgerow or Metal Railing	Low-Level Planting or No Boundary Treatment
ROUTES	Primary Street	●	●	●
	Secondary Street	◐	●	◐
	Local Lane - Mews / Village Edge	◐	◐	●
	Shared Drive	◐	◐	●

● This component will be expected within the route type.
◐ This component may feature within the route type.
○ This component is not expected to feature within the route type.

Route / Boundary Matrix

Routes

Local Lane | Mews/Village Edge

Tertiary Streets will be provide the function of defining, intimate areas of the residential development.

They will be narrow in their nature and accommodate

- A carriageway, 4.5m - 4.8m width. This has the potential to be shared surface and unmarked;
- A pedestrian zone to one side which is 1.5m - 2m;
- Parking would typically be away from the carriageway, with a limited number of on-street parallel spaces permitted to provide flexibility, should the house builder require.

Servicing

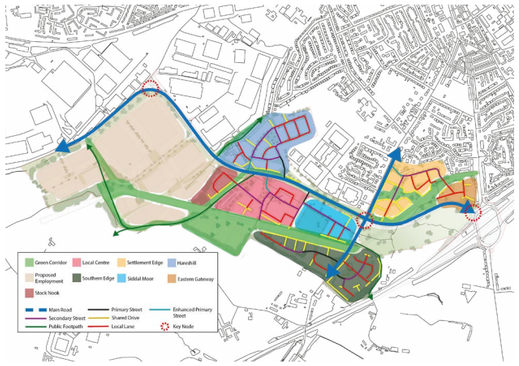
Utilities will be accommodated along the route, with the pedestrian zone offering a potential location for underground servicing.

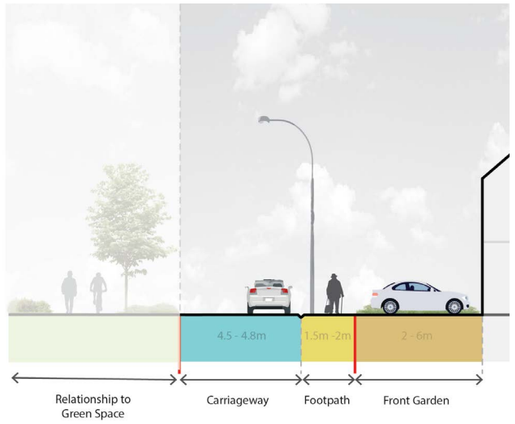
Green Corridor

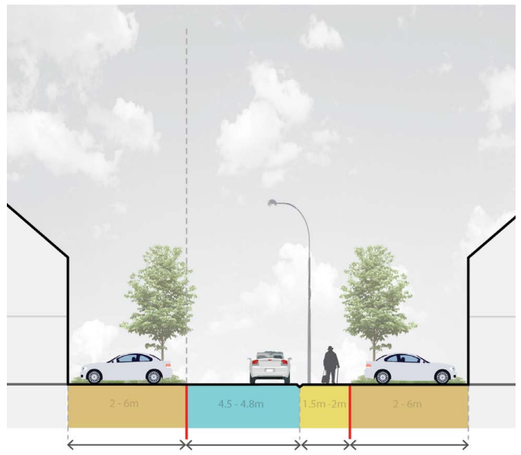
In areas on the edge of the settlement, where a more open feel is desired there will be the potential to add a soft edge to the Tertiary Street typology, made up of the central green corridor. This would sit on the opposite side of the street to the buildings and provide amenity for pedestrians. This would adjoin the carriageway and provide:

- A 1m - 3m verge with street trees and landscaping located between the carriageway and the footpath;
- Beyond the green verge will be the landscape green corridor, to contain the footpath. A detailed landscape scheme for this corridor will be provided with each Reserved Matters development parcel.

All properties fronting on to the green corridor will provide a shrub planting or hedge to the front gardens.







HIGHWAYS (VEHICULAR)
HIGHWAYS (PEDESTRIAN)
PARKING
LANDSCAPE
PRIVATE SPACE

LAND AT SOUTH HEYWOOD - DESIGN FRAMEWORK

Principal Frontage

- Principal frontage components are to be low level planting or no boundary treatment.

Application

- Hedges can be positioned close to open spaces to perceptually link the public/private space with the landscapes areas.

Outcomes

- This narrower and more intimate street type is defined by its relationship to the buildings, so enclosure along this street type benefits low-level planting.
- Making use of natural assets such as low-level planting beds helps to create open attractive spaces and encourages biodiversity.

		FRONTAGE TREATMENTS		
		Wall	Hedgerow or Metal Railing	Low-Level Planting
ROUTES	Primary Street	●	●	●
	Secondary Street	◖	●	◖
	Local Lane - Mews / Village Edge	◖	◖	●
	Shared Drive	◖	◖	●

All properties fronting on to the green corridor will provide a shrub planting or hedge to the front gardens.

● This component will be expected within the route type.
◖ This component may feature within the route type.
○ This component is not expected to feature within the route type.

Route / Boundary Matrix

Routes

Shared Drive

Shared Drives will provide an intimate residential setting for a limited number of dwellings.

These can take a number of forms. One layout includes courtyards could support a distinctive and neighbourly layout. Another format is as parallel to external highways or the green corridor, providing the advantage of an outward-looking frontage, while minimising the need for excessive highways space.

They will be narrow in their nature and accommodate:

- A safe and legible layout, allowing for vehicles to park and others to enter and exit;
- Unmarked hard standing (i.e.. coloured tarmac);
- A small number of spaces could be accommodated on the drive, where there is provision for other vehicles to pass and manouvre safely.

Servicing

Utilities will be accommodated along the adopted elements of the route, with the verge and pavements offering potential locations for underground servicing.

Principal Frontage

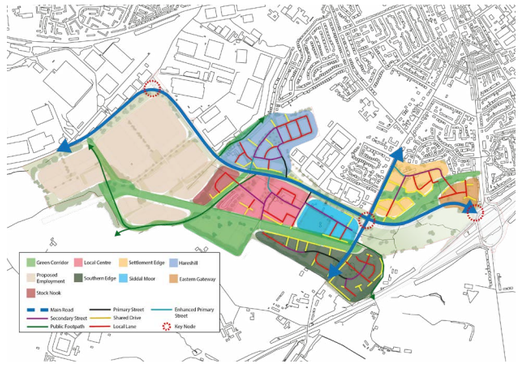
- Principal frontage components are to be low level planting or no boundary treatment.
- All properties fronting on to the green corridor will provide a shrub planting or hedge to the front gardens

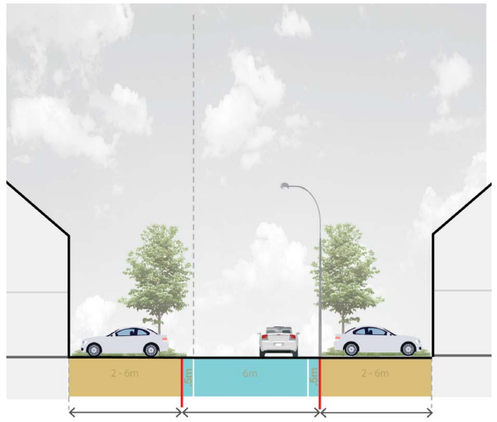
Outcomes

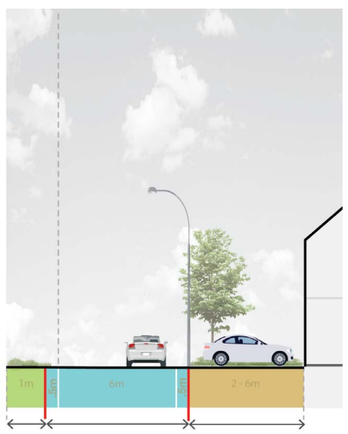
- Provides a flexible and varied sense of enclosure, when compared to the fixed boundary treatments used within other route typologies.

Where the intention is to be adopted, they will be expected to meet Rochdale MBC standards and accommodate:

- A shared surface which is 5-6 metres wide with a minimum 0.5m service strip at either side.



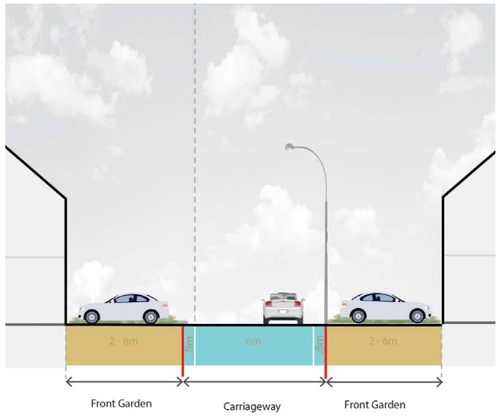




LAND AT SOUTH HEYWOOD - DESIGN FRAMEWORK

Where the intention is for the route to be private (unadopted) they will accommodate:

- Access for a maximum of 5 dwellings;
- A 20-25 maximum ‘drag distance’ between dwellings and refuse collection points on adopted highway;
- Parking would typically be away from the shared drive or with spaces accommodated on the drive, where there is provision for other vehicles to pass and manouvre safely permitted to provide flexibility.



		FRONTAGE TREATMENTS		
		Wall	Hedgerow or Metal Railing	Low-Level Planting or No Boundary Treatment
ROUTES	Primary Street	●	●	●
	Secondary Street	◗	●	◗
	Local Lane - Mews / Village Edge	◗	◗	●
	Shared Drive	◗	◗	●

All properties fronting on to the green corridor will provide a shrub planting or hedge to the front gardens.

● This component will be expected within the route type.

◗ This component may feature within the route type.

○ This component is not expected to feature within the route type.

Route / Boundary Matrix

Frontage Treatments

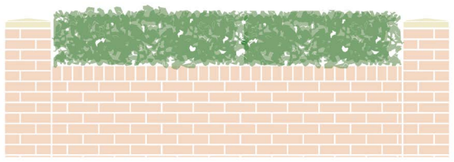
Wall

Scale: Anticipated around 350mm – 800mm in height.

Components: This boundary type will feature a solid masonry base (potentially brick). The base could be topped with options including vertical railings, vertical wooden panels or hedge planting behind.

Edges bounding driveways or footpaths can be finished with a pier which is taller than the wall itself. The pier will be expected to be topped with capping. The walls typology could also be complemented with planting in the private garden, immediately behind the wall. Depending if the wall is shorter than 450mm.

Materials: The appearance of masonry materials should show continuity between the boundary treatment and the dwelling the boundary fronts. For example, the masonry should take reference from the external material on the building (for example brick). The coping and capping of piers as well as the metal railings or wooden panels used could reflect the palette of materials or colour used within other elements of the building frontage (for example, front doors, fenestration or cladding).









Precedents

Shrub/Hedgerow +/ or Metal Railings

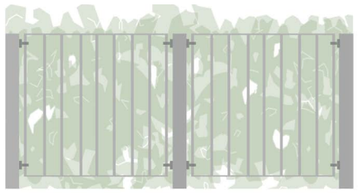
Scale: Anticipated around 650mm – 1150mm in height

Components: This boundary type edge comprising a fence typology or hedgerow. For primary Streets, if a wall is not proposed, a railing and hedgerow should be provided. On secondary streets, a railing on its own can be provided.

Where an existing hedgerow exist this can be used instead.

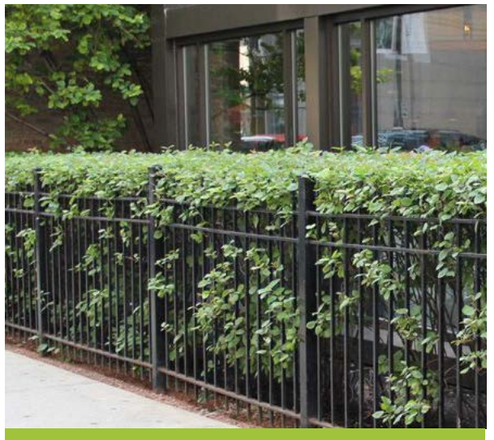
Typically horizontal bars (anticipated to be flat) which are fixed to the top and bottom of vertical railings.

Materials: Painted metal railings. Hedge comprising ornamental species. Similar planting could be used within elements of the planting scheme within gardens or public spaces to define the character of specific areas.









Precedents

Frontage Treatments

Low-Level Planting

Scale: Anticipated up to 300mm - 600mm in height.

Components: This boundary type edge comprising ornamental species.

Materials: Shrubs comprising ornamental species. Similar planting could be used within elements of the planting scheme within gardens or public spaces to define the character of specific areas.









Precedents

LAND AT SOUTH HEYWOOD - DESIGN FRAMEWORK







Precedents

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