



PROPOSED RESIDENTIAL DEVELOPMENT

NEW STREET, LITTLEBOROUGH

DESIGN AND ACCESS STATEMENT

REF: 19060_DAS_01 DATE: JULY 2022


Russell Homes

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**“GOOD DESIGN
IS A KEY ASPECT
OF SUSTAINABLE
DEVELOPMENT,
CREATES BETTER
PLACES IN WHICH
TO LIVE AND WORK
AND HELPS MAKE
DEVELOPMENT
ACCEPTABLE TO
COMMUNITIES”**

‘PARA 60, NPPF 2021’

Taken from Google Earth 2020



Aerial View.



INTRODUCTION

1 INTRODUCTION

The Document

This Design and Access Statement (DAS) has been prepared by MP SL Planning and Design Limited, on behalf of Russell Homes (UK Limited) ('the applicant') in support of the Full Planning Application submitted to Rochdale Council (RC).

The document is structured in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2015 and the National Planning Practice Guidance.

It explains how the proposals have been resolved through an understanding of local setting, access, scale, massing, and the relationship with its surroundings, local context, and existing on-site features.

The development comprises a parcel of land to the west of New Street, defined as ('the Site'), shown edged red on the Site Location Plan (**Figure 1**).

Planning History

A detailed overview of the planning history for the Site and the Applicant's adjacent Site (Stubley Meadows), which is relevant to this application as they will share the same access off New Road, are set out in the Planning Statement prepared by Barton Willmore, now Stantec.

Planning Policy

The proposals have been informed, and assessed against the adopted Rochdale Unitary Development Plan (UDP) (2006) and the Core Strategy (2016), along with National Planning Policy Framework, National Planning Practice Guidance and local guidance including:

- *Oldham and Rochdale Residential Design Guide (SPD)*
- *Guidelines and Standards for Residential Development (SPD)*
- *Affordable Housing (SPD)*
- *Littleborough Town Design Statement (SPG)*
- *The Pennines Green Infrastructure Plan (SPG)*

The Application

The proposal submitted herewith seeks detailed approval in regard to Site;

Access; (i.e. detailed arrangement and position into the site).

Layout; (i.e. detailed block form and orientation).

Scale; (i.e. details of the overall scale and massing of buildings).

Landscaping; (i.e. details of soft and hard landscape).

Appearance; (i.e. finishes/materials of buildings & open space).

"for the erection of 62no. dwelling houses (class C3), construction of a new vehicle access, landscaping, and associated infrastructure works."



THE SITE

2 THE SITE

2.1 Site Location

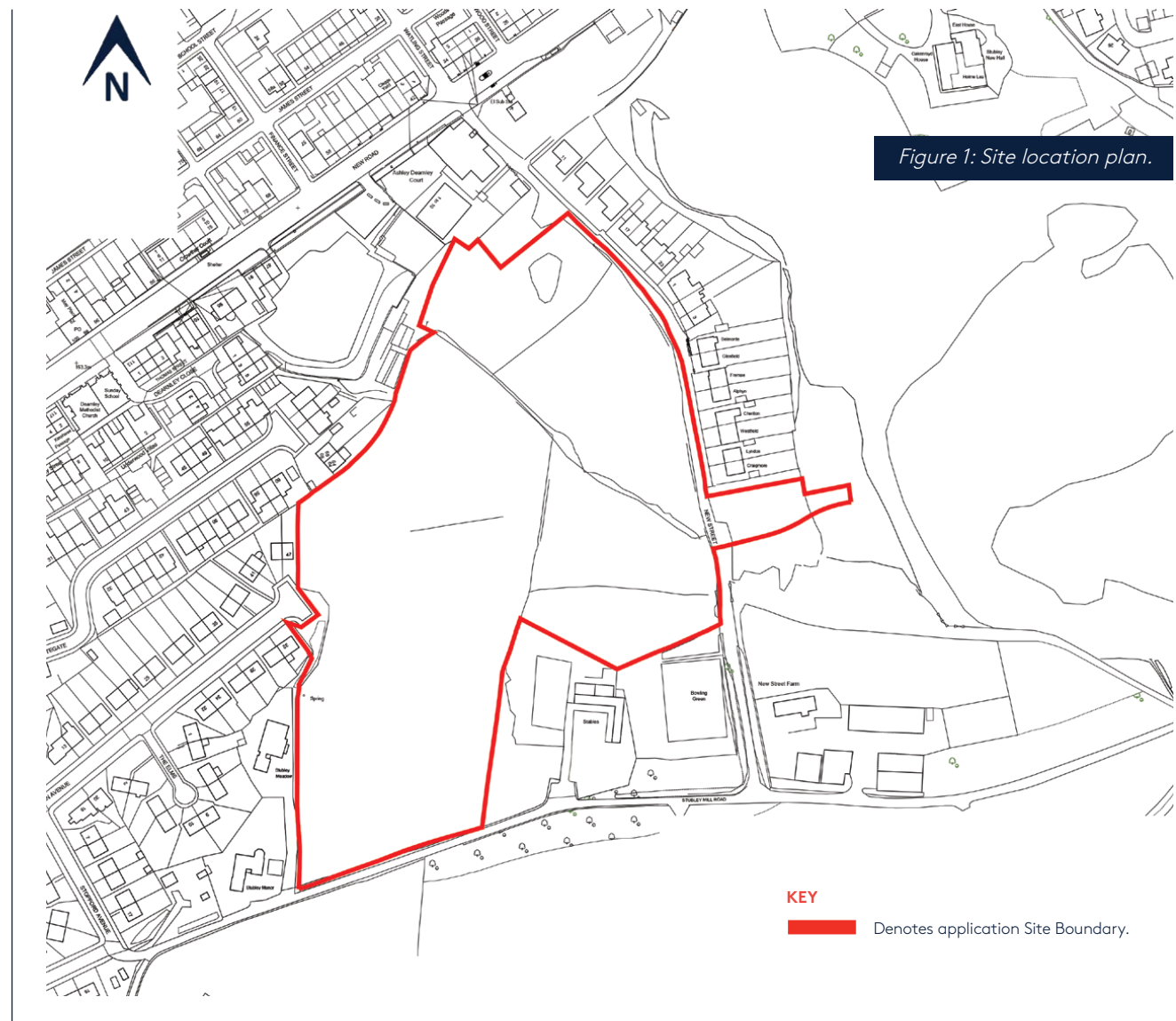
The adjacent plan (**Figure 1**) highlights with a red edge, the area to which this application relates, forming the 'Full Planning Application' Site boundary.

The Site is located in Littleborough, within the Metropolitan Borough of Rochdale. It is sustainably positioned, in close proximity, to Rochdale Town Centre, approximately 6.0km to the southwest, which offers a variety of local amenities and facilities.

2.1.1 The Site

The Site is an irregular shape of land, extending 3.50 hectares. It is accessed to the western side of New Street, via the new junction from New Road which serves the adjacent development. The Site at present comprises an undeveloped parcel of land to the northern side of the RochValley, west of Littleborough and south of New Road.

The Site itself is bound to the north and west by existing residential development, to the south by Stubley Mill Lane, and to the east by New Street, existing and emerging residential development is positioned further beyond.



2 THE SITE

2.2 Site Analysis

Topography

Generally, there is a gradual fall across the Site, north to south. The highest point is adjacent to New Street, approximately 143.08m AOD falling towards the southern boundary, adjacent to Stubley Mill Road at approximately 136.67m.

Infrastructure

An overhead telephone cable is shown on the topographical survey, this will be removed, and services will be diverted into the new underground network.

Buildings

No existing buildings are present on Site.

Public Right of Way

A Public Right of Way runs outside of the Site along the Southern Boundary, running in an east-west trajectory along Stubley Mill Road.

Flood Risk

According to the Environment Agency (EA) Indicative Flood Maps, the development site holds a Flood Zone 1 classification, i.e. land assessed as having less than a 1 in 1000 annual probability of fluvial flooding (<0.1%).



Figure 2: Site Analysis Plan.

2 THE SITE

2.3 Constraints and Opportunities

The Site 'Constraints and Opportunities Plan' shown adjacent (**Figure 3**) in plan form, presents key parameters and principles, which have informed the layout design, ensuring that the development appropriately considers local context, and existing on-site features.

Key Constraints

- *Access to link through from adjacent development, restricted access created to physically stop vehicles from Stubley Meadows turning left or right onto New Street.*
- *Existing sewers and associated easement to be retained as part of the proposals.*
- *Overhead cables to be removed to facilitate development.*
- *Location of existing historic land drain, possibility to reinstate within the open space.*
- *Consider the location of existing vegetation and on-site features which can be incorporated as part of the proposals.*
- *Consider the standing body of water due to blocked culvert.*
- *Only emergency vehicles will be able to access the Site via New Street, all other traffic will be restricted.*
- *Residents of New Street and New Street Farm will maintain existing right of access.*

Key Opportunities

- *Opportunity to improve pedestrian connectivity through the Site to Lightburn Avenue and Stubley Mill Road.*
- *Opportunity to create a new dedicated area of public open space to the north-eastern part of the Site.*
- *Opportunity to create a sustainable drainage feature to the south (lowest part of the site) which will promote on-site biodiversity.*
- *Opportunity to enhance the existing land drain on site to prevent any future risk of flooding to adjacent residents.*
- *Opportunity to enhance biodiversity through public open space and planting species and landscaping which will attract wildlife.*

2 THE SITE

CONSTRAINTS & OPPORTUNITIES

Constraints and Opportunities Plan



Figure 3: Constraints & Opportunities Plan.

Constraints and Opportunities

- 1 Access to link through from adjacent development, restricted access created to physically stop vehicles from Stubley Meadows turning left or right onto New Street.
- 2 Existing sewers and associated easement to be retained as part of the proposals.
- 3 Overhead cables to be removed to facilitate development.
- 4 Consider the location of existing vegetation and on-site features which can be incorporated as part of the proposals.
- 5 Opportunity to create a new dedicated area of public open space to the northern boundary.
- 6 Opportunity to create a sustainable drainage feature to the south (lowest part of the site) which will promote on-site biodiversity.
- 7 Opportunity to create a footpath link to Lightburn Avenue.
- 8 Opportunity to create a footpath link to Stubley Mill Road.
- 9 Residents of New Street and New Street Farm will be able to access New Street.
- 10 Proposal to upgrade New Street to adoptable standard (subject to residents' approval).
- 11 Only emergency vehicle access will be allowed.
- 12 Reinstated historic land drain.
- 13 Standing body of water due to blocked culvert.

2 THE SITE

2.4 Trees

An Arboricultural Implications Assessment and Arboricultural Method Statement has been prepared by Mulberry and accompanies the application submission.

The existing tree survey schedule presented in the Arboricultural Implications Assessment (Appendix 1) includes a detailed list of existing on-site trees.

The existing trees have been assessed and graded as either A, B, C (retention) or U (removal) in accordance with British Standards BS5837:2012. The majority of existing trees are considered to have a moderate or low value.

Prior to commencement of any site works, protective fencing will be erected to create construction exclusive zones around any trees which are to be retained, in accordance with the Tree Protection Plan (Appendix 3).

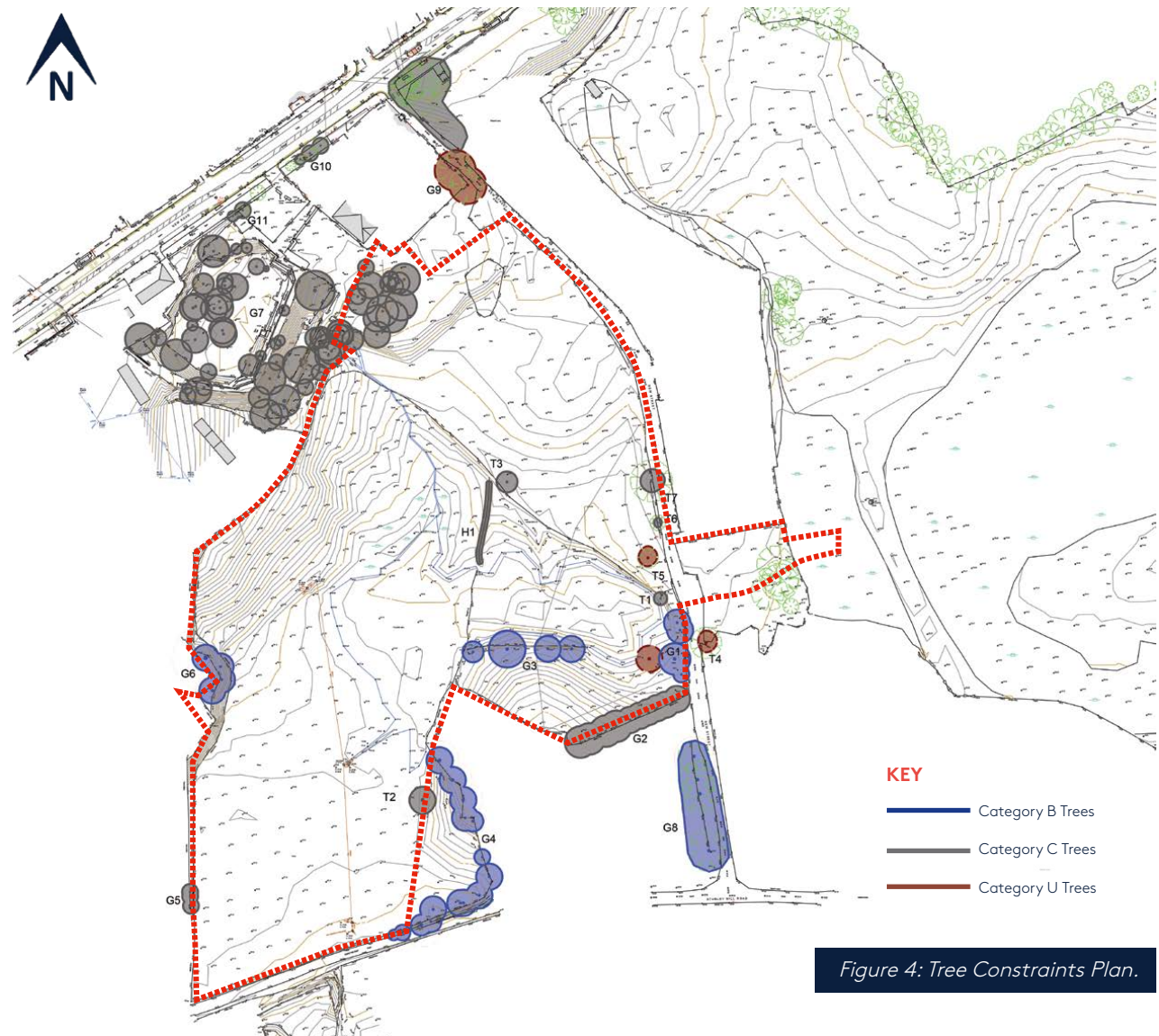


Figure 4: Tree Constraints Plan.

2 THE SITE

2.5 Ecology

An Ecological Appraisal has been carried out by Collington Winter and accompanies the application. This assessment includes survey reports regarding bats, birds, hedgehog, and common amphibians.

The Site was found to predominantly comprise modified grassland and broadleaved woodland. The Site was also found to have value or potential value for bats, birds, common amphibians, and terrestrial mammals.

Considering the above, the proposals should seek to incorporate the following enhancement recommendations.

- Bat and bird boxes should be placed on new buildings and retained trees.
- Planting of linear features such as hedgerows and trees between garden plots, where possible.
- Hedgehog highways should be incorporate to facilitate movement across the site.



Taken from the Ecological Appraisal Report, produced by Collington Winter.

2 THE SITE

2.6 Site Photographs - Location





STUBLEY MEADOWS

LITTLEBOROUGH

2 THE SITE

2.7 Site Accessibility

General

The development Site is located approximately 6.0km northeast of Rochdale Town Centre. It is within easy reach of various schools namely, St Marys RC Primary, Smithy Bridge Primary and St Andrews C of E Primary which are located within 1.2km of the site. Wardle Academy is the closest secondary school, located approximately 1.6km away.

A variety of local amenities are located along the A58, including a local convenience store, barbers, church and a public house. Littleborough town centre is within walking distance from the site, providing a good range of retail and community facilities.

Rochdale Town Centre, to the south east, offers a variety of retail stores.

Public Transport

A number of existing local bus services operate within the vicinity of the proposal Site.

Bus stops are located within the recommended walking distance (400m) from the centre of the proposal Site, positioned either side of the A58 New Road carriageway in the vicinity of the proposed site access.

Full service timetables for the routes served by the A58 New Road can be found within Appendix TN1 of the accompanying Transport Note.

Train

Smithy Bridge Train Station and Littleborough Train Station are both within walking distance, to the west and east of the Site respectively.

Pedestrians

The adjacent plan (**Figure 8**) demonstrates that several local amenities can be accessed within the recommended 2km walking catchment.

A Public Right of Way (PRoW), runs outside of the Site along the southern boundary, along Stubley Mill Road. Its alignment continues in a east-west direction.



Figure 7: Existing Bus Stop positioned to the southern side of New Road.

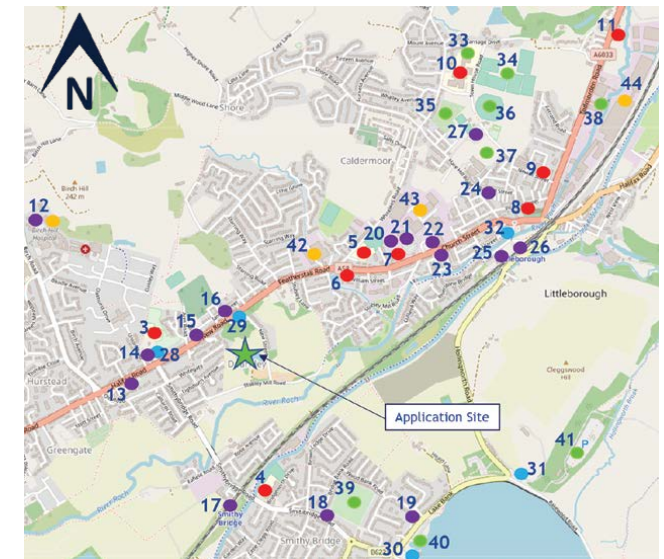


Figure 8: Local Facilities Plan - taken from the Transport Note - TA5b.

2 THE SITE

2.8 Review of the Local Built Environment

In accordance with **'Chapter 12'** of the National Planning Policy Framework (July 2021), the proposals should seek to respond to local character, and the surrounding built environment. As such, a review of local built character played an important role during the design, and development of the Site, ensuring that the proposals complement the existing character of Littleborough and emerging development.

The existing built character, to the north, east and west of the Site is characterised by established residential settlement. There are no designated heritage assets within the Application Site, however a row of grade II weavers' cottages (18,20 and 22 New Road and 4 Laws Terrace) are situated to the northern side of New Road, to the north east of the Site, and Stubley Old Hall (grade II* listed) is similarly situated to the north east of the Site. Refer to the supporting Heritage Statement for further details. There are no conservation areas.

It is established that a variety of architectural styles are present within the local vicinity, evidence of evolving construction methods over the years, demonstrated in the photographs shown overleaf. Existing dwelling typology to the east and west comprises detached and semi-detached properties. Terraced typology is more evident along New Road. The adjacent plan presents the current built form of Littleborough.

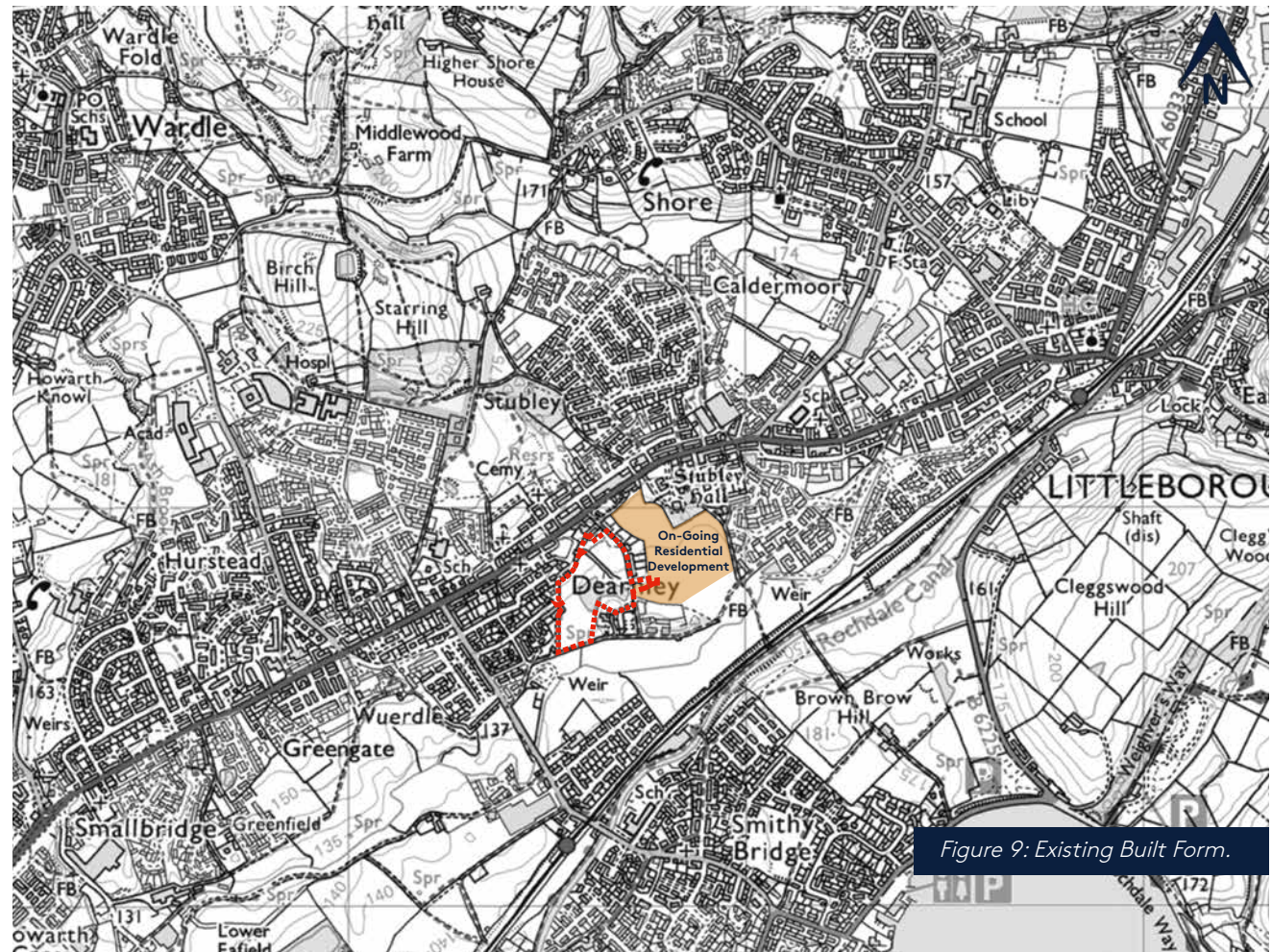


Figure 9: Existing Built Form.

2 THE SITE



High Street - Terraced Properties



New Road - Terraced Properties



Saw Mill Way - Detached Property



Cutland Way - Semi-Detached Properties



James Street - Terraced Properties



New Street- Detached Property



Lightburn Avenue- Semi-Detached Properties



Adjacent Development - Detached Property



Adjacent Development - Semi-Det Properties

BUILT ENVIRONMENT

2 THE SITE

2.9 Planning Policy

National Planning Policy Framework

The revised National Planning Policy Framework (“NPPF”) was adopted in July 2021, and sets out the Government’s planning policies for England. The NPPF recognises that good quality design is an integral part of sustainable development. At chapter 12, the NPPF outlines a series of statements, which seek to ensure development proposals achieve high quality design.

Specifically, it emphasises that

“good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities”

(Paragraph 126).

Proposals should demonstrate how development will function well, and add to the overall quality of the area over the lifetime of the development; be visually attractive; responds sympathetically to local character, and landscape setting; establishes a strong sense of place; optimise the potential to accommodate an appropriate amount, and mix of development; and create places that are safe, inclusive and accessible, and which promote health and well-being. (Paragraph 130).

The NPPF requires design quality to be considered throughout the evolution and assessment of development proposals, and encourages early discussion between applicants and local planning authorities in relation to the design and style of emerging schemes (Paragraph 132).

Local Planning Policy

The Local Plan for Rochdale Council comprises the Unitary Development Plan (UDP)(2006) and the Core Strategy (2016).

Planning Practice Guidance

Further detail is provided through the National Planning Practice Guidance (PPG) for Design, which encourages the use of design masterplans and briefs as an appropriate tool for setting out the strategy of new development, including general layout and scale.

National Design Guide

The National Design Guide was adopted in October 2019 and addresses the question of how we recognise well designed places, by outlining and illustrating the Government’s priorities for well-designed places in the form of ten characteristics. The characteristics help create

well designed places and should work positively together to form a sense of community.

This document will outline how the proposed development will employ a high-quality design, respond to local context, and incorporate a suitable mix of development in accordance with the above.

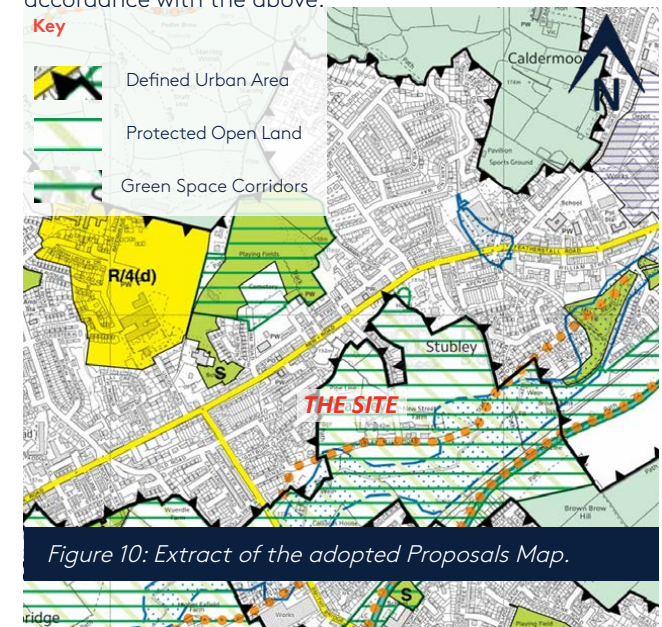


Figure 10: Extract of the adopted Proposals Map.

2 THE SITE

2.9.1 Planning Policy - Compliance

Compliance with the Littleborough Town Design Statement

The Site itself falls to the south west of the residential settlement of Stubley. Consideration should therefore be given to the 'Littleborough Town Design Statement'.

The identified main aims and opportunities for this development, as set out within LTDS are;

- **Take into account what people value and would like to see improved locally to meet community needs, to ensure that the town develops in ways that maintain its attractiveness and protect its heritage;**

- The applicant engaged with Local Councillor's, and local residents via a Public Consultant website, which was set up to obtain their views regarding the development proposals.

- **Promote Littleborough's potential for tourism as a 'gateway' to the South Pennines;**

- Tourism potential has been enhanced through improvements to connectivity.

- **Support the provision of attractive leisure and recreational environment;**

- Green infrastructure has been maximised through the on-site open space provision and green routes, ensuring that the development integrates with the wider area.

- **Ensure Littleborough is an attractive place in which to work, live and play;**

- The design rationale takes its inspiration from the local vernacular, creating a development which will fit harmoniously within its setting.

2 THE SITE

2.9.2 Planning Policy - Compliance

Character Area 3: Roch Valley Corridor

The Site itself is identified within Character Area 3: Roch Valley Corridor of the PTGIP. The identified main issues and opportunities for this area as set out within PTGIP are:

- **Develop a comprehensive approach to maximising green infrastructure benefits through area regeneration and appropriate development opportunities.**

- Green infrastructure has been maximised through the on-site open space provision and connections.

- **Develop the Roch Valley River Park linking to the rest of the Borough and beyond with coordinated signage, routes and interpretation of the landscape including built and natural heritage.**

- This is not applicable to our development.

- **Improve the number of functions performed by existing green spaces, particularly maximising opportunities for the management of flood risk, biodiversity and recreation.**

- SUDS, appropriate habitats and areas of informal play have been provided onsite to improve the functions of existing greenspaces.

- **Ensure that the areas tourism potential is developed without compromising its existing facilities, infrastructure and management if the public realm.**

- Tourism potential has been enhanced through improvements to connectivity.

- **Explore opportunities for biodiversity improvements along the Roch Valley, particularly where it meets the River Beal and improve woodland management by encouraging take-up of FC grants and promoting Woodland Certification.**

- Introduction of appropriate species have been provided to enhance biodiversity. The River Beal is not applicable to our development.

- **Ensure that opportunities to support flood risk management through use, adaptation and creation of green infrastructure will support management of fluvial and other flood risks, such as from surface water through appropriate flood storage or sustainable urban drainage assets. Work with the Environment Agency, United Utilities and other stakeholders such as developers to achieve this where required.**

- Appropriate SUDS and attenuation have been agreed and provided to support all matters relating to flood risk.



2 THE SITE

2.9.3 Planning Policy - Compliance

Compliance with the Pennines Township Green Infrastructure Plan

The PTGIP is linked to Policy G6 of the Rochdale Core Strategy, which refers to the need for proposals to be informed and supported by a Green Infrastructure Plan.

The principle of development at this location is accepted. It is recognised that the proposed development at New Street, Littleborough will create a high quality residential development and provide much needed housing within Littleborough and the surrounding area which will help to achieve **“Objective 1 – Growing Pennines”** in terms of the Township’s aspirations for growth, health and well-being.

Opportunities for biodiversity and recreation will be provided through the inclusion of bat and bird boxes, and open space and informal recreation areas in accordance with **“Objective 4 – Living Pennines”** and **“Roch Valley – Objective 1”** in terms of maximizing green infrastructure.

It is proposed that 0.72 hectares of high quality open space will be provided on Site, which is almost 6 times the Council’s SPD open space requirement.

In addition, trees will be retained where possible, with extensive landscaping proposed throughout the Site which will help to achieve compliance with **“Objective 2 – Growing Greener Neighbourhoods in Pennines”**. This will in turn help to encourage healthy lifestyles. A footpath link will connect the development with Stubley Mill Road and the Public Right of Way, facilitating access to the wider Pennines network and help to achieve compliance with **“Objective 3 – Accessible Pennines”**.

The proposed development addresses **“Objective 5 – Resilient Pennines”** and **“Roch Valley – Objective 6”** in relation to flood risk management. Detailed discussions have taken place between the Applicant, Environment Agency and the Council’s flood officer to ensure that matters relating to drainage and flood risk are addressed through the design and layout of the development.

It is therefore considered that the proposed development addresses the Objectives of the Pennines Township Green Infrastructure Plan where possible.



3 INVOLVEMENT

3 INVOLVEMENT

3.1 Pre-Application with the Local Authority

Pre-Application meetings have been held with Rochdale Council.

Informal comments were received regarding technical matters, and have been considered and incorporated into the proposals presented as part of this application submission.

The Council confirmed what information they require to determine a detailed planning application, and all reports have been collated and formally submitted as part of this Planning Application for formal review by all statutory consultees.

Initial comments on the type and mix of housing were also received and have been considered and incorporated into the submission proposals.



Figure 11: Sketch layout which informed pre-application discussions.

3 INVOLVEMENT

3.2 Public Consultation

Public engagement forms an important role within the planning process, and success in creating a new residential development, as such, the following methods of communication and consultation were carried out by the applicant.



Letter Distribution;



Drop-in consultation event;



Website, including online feedback form.



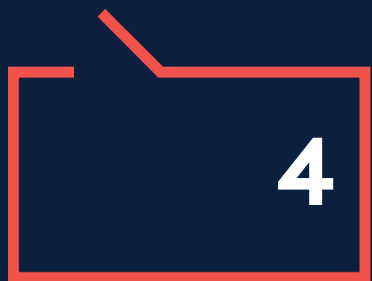
Dedicated email/phone 'hotline'.

Refer to the supporting Statement of Community Involvement for further details.



Welcome to our consultation on our emerging plans for the proposed development of land to the west of New Street, Littleborough.

Figure 12: Example of Public Consultation Website Home Page.



DESIGN PRINCIPLES

4 DESIGN PRINCIPLES

4.1 Amount

The Site is for residential development, seeking approval for the construction of 62no. open market and affordable residential dwellings (class C3), comprising a mix of 2, 3, & 4 bedroom dwellings, as demonstrated within the adjacent (Table 1).

The residential mix has been carefully thought through with the client and was reviewed following initial comments from the Council as part of pre-application discussions. The proposed mix ensures that a sustainable, and well-balanced neighbourhood is created, which offers a mix of high value larger family homes.

The proposed housing mix, typology, sizes, layouts, and style are appropriate for the local market, and will fit comfortability within the local context.

In accordance with PPS3 (NPPF) and the Affordable Housing Policy H/7, the scheme will deliver 16.1% as on-site affordable dwellings (equating to 10no. units across the Site).

All properties will be constructed in a consistent style, creating a seamless and coherent development, which does not differentiate between tenures. Refer to the Affordable Housing section in the Planning Statement for further details.

4.1.2 National Space Standards

Taking emerging Policy into consideration, the applicant has reviewed the Technical Housing Standards – Nationally Described Space Standard document, and where possible will provide properties which accord with the GIA requirement, as indicated within the document mentioned above.

ACCOMMODATION SCHEDULE			
	House Type	Description	No.
OPEN MARKET	Eccleston	4 Bed Detached	6
	Turner 1	4 Bed Detached	6
	Turner 2	4 Bed Detached	2
	Turner3	4 Bed Detached	2
	Kenyon	4 Bed Detached	4
	Bower	4 Bed Townhouse	8
	Cromwell	4 Bed Detached	1
	Worrall	4 Bed Detached	8
	Orrell	3 Bed Detached	2
	Orrell 3	3 Bed Detached	2
	Talbot	3 Bed Detached	9
	Scott	3 Bed Semi Detached	2
AFFORDABLE	Cromwell	4 Bed Detached	2
	Phillips	3 Bed Semi Detached	4
	Buckley	2 Bed Semi Detached	4
		TOTAL	62

TABLE 1



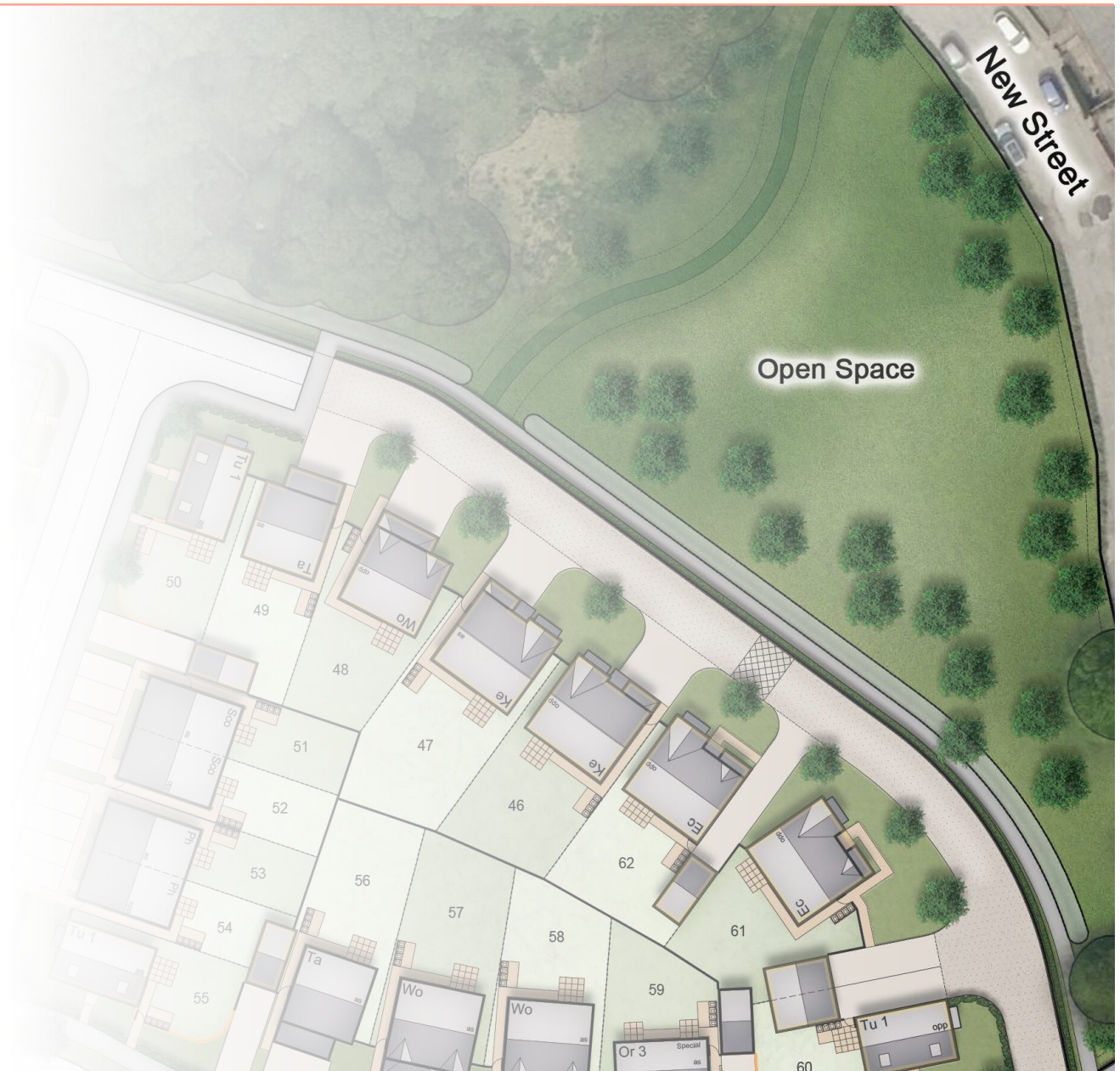
4 DESIGN PRINCIPLES

4.2 Proposed Layout

The proposed layout is formed from good 'Urban Design' practice, creating a logical extension to the urban settlement boundary, and a development which delivers good standards of public and private amenity space, along with attractive recreational routes, and new formal pedestrian links, in accordance with the Residential Design Guide (SPD).

Furthermore, the layout accords with the requirements of the adopted National Planning Policy Framework, Local Planning Policy, and National Design Guide.

The proposals create an attractive residential development which will deliver a range of homes within a green setting, and will promote, support, and enhance on-site biodiversity.



4 DESIGN PRINCIPLES



Figure 13: Illustrative Site Layout, 19060_02_P1.

4 DESIGN PRINCIPLES

4.2.1 Proposed Layout

The following design features are annotated with key characteristics which are a result of the contextual analysis, design review, and design evolution.

1. Direct access into the Site is taken from New Road, via the existing junction serving the adjacent residential development. A new road and junction will connect this Site with the adjacent development, crossing New Street, but will prevent access to New Street, providing an east-west form of travel only. Refer to the 'Site Access Arrangements' plan for further details, reference J000262-SK001.



2. An area of open space (0.72 Ha) is positioned in the north-eastern part of the Site adjacent to some of the properties at the southern part of New Street. This space creates an attractive buffer between existing and proposed development. This space will be enclosed by 0.6m high timber knee rails, with a hedge positioned behind.



3. A tree lined avenue transitions users into the site from the entrance, creating an attractive green environment and sense of arrival.



4 DESIGN PRINCIPLES

4.2.2 Proposed Layout

5. A secondary area of open space is positioned to the south, adjacent to Stubley Mill Road. A new 1.1m high reconstituted stone wall and piers, and timber post and rail fence with hedge planting behind will define the development boundary.



6. The existing woodland, to the north, is subject to minor works to improve the condition of the woodland. Properties have been orientated to front this space, ensuring natural passive surveillance.



7. Properties are orientated to provide active frontages to all streetscapes. Dwellings which are located on corner plots at street intersections are to be articulated to define the corner and provide active interfaces on both sides.



4 DESIGN PRINCIPLES

4.2.3 Proposed Layout

8. The layout has been designed to consider existing sewers crossing the Site and associated easements. Refer to the accompanying engineers' drawings for details.



9. The layout has been designed to broadly accord with the Council's recommended separation distances across the Site, and in particular adjacent to existing properties to protect existing amenity. In a small number of instances there are shortfalls. For example, where dual aspect house types articulate junctions and are sited closer together to create gateways.



10. A new footpath link is proposed between the Site and Lightburn Avenue, improving pedestrian permeability for existing and future residents. Given existing site levels, the implementation of this route will require the loss of four existing trees. Although their loss will be appropriately mitigated through the landscape strategy.



4 DESIGN PRINCIPLES

4.2.4 Proposed Layout

11. A focal nodal point terminates the view from the entrance point. Reflecting design characteristic of the adjacent residential development, this area features properties constructed in reconstituted stone and low reconstituted stone walls. A change to the highway surface treatment will further enforce this key nodal.



12. Key street scenes and properties will be constructed in reconstituted stone, reflecting the design ethos approved as part of the adjacent residential development.



13. Properties have been positioned to ensure natural surveillance over areas of open space and key pedestrian routes.



4 DESIGN PRINCIPLES

4.3 Scale & Massing

In accordance with the NPPF, the general scale and massing of the development should seek to respond and respect the local vernacular. As such, the proposals reflect traditional residential housing within the vicinity of the Site, comprising predominantly 2 storey housing, with the inclusion of single storey garages, where indicated.

2.5 storey properties are sited within the development to create interest and terminate key vistas / focal reference points within the development, whilst encouraging varied ridge lines within prominent street scenes.

Development has been limited to two storeys to peripheral edges, protecting existing residential amenity.



4 DESIGN PRINCIPLES

4.4 Landscaping Strategy

The proposed development incorporates landscape infrastructure to respond to the site layout, creating a hierarchy to the street scene, character areas through themes of planting styles and strengthen the ecological value of the Site.

Avenue trees are proposed in grass verges along the spine road and provide strong architectural form to the primary routes. These are further strengthened with hedgerows which define the front gardens and edge of private curtilage.

The tertiary roads and private driveways/ cul-de-sacs are more informal in appearance and combine ornamental trees of differing forms (i.e. single stem/ multi-stem) and are complemented with ornamental herbaceous and shrub planting.

An area of green space is located to the north-east of the site, and comprises wildflower meadow, native tree and hedgerow planting. A realigned drainage swale runs the length of the open space and is optimised for visual and ecological interest with new wetland and marginal planting.

The open space includes a formalised footpath route alongside the swale for community and public access, and a mown grass footpath follows the desire line linking the

development to New Street. A native hedgerow and knee rail define the edge of the green space, with trees located to the periphery to retain a sense of openness within the space. Existing trees are retained where possible including the woodland block located to the north of the green space.

To the south, an area of open space incorporates an attenuation basin as part of the SUDs strategy and will be seeded with a wetland mix. The space also incorporates further tree and hedgerow planting to the periphery and provides a footpath link to Stubley Mill Road.



Illustrative image of attenuation basin



Illustrative planting images



Illustrative image tree lined avenue

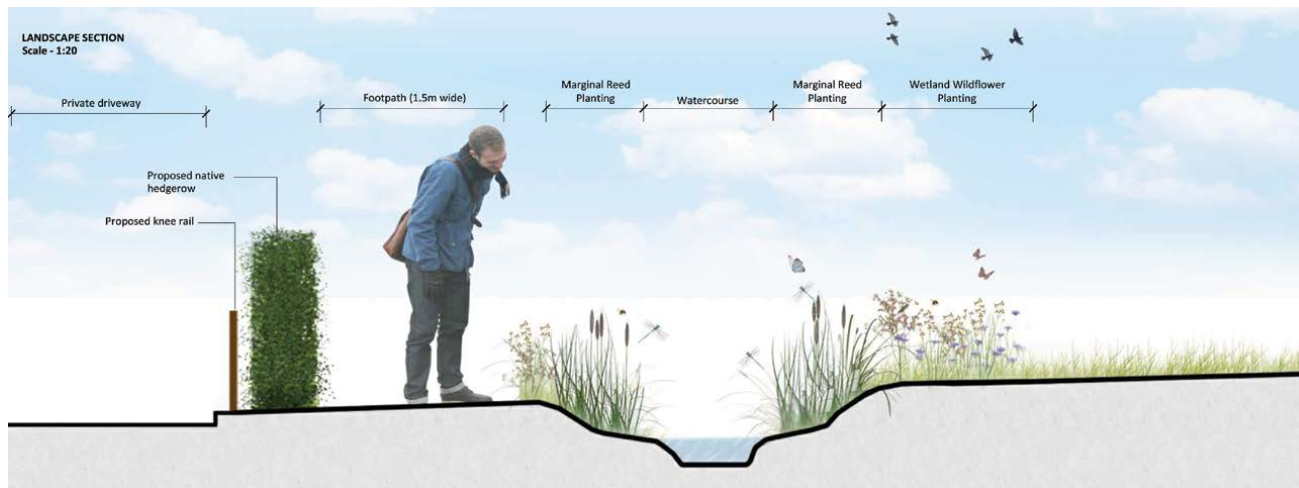
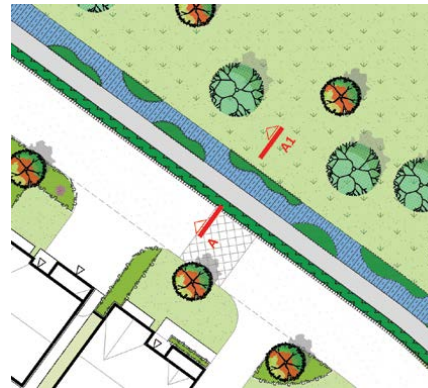
4 DESIGN PRINCIPLES

4.4.1 Landscaping - Open Space

Open Space

Two areas of formal open space are located within the Site. A larger parcel to the north-east adjacent to New Street, which features the existing woodland, the relocated culvert and informal mown paths. Refer to the illustrative section, shown below.

The smaller area of open space, to the south, features an attenuation basin which forms part of the drainage strategy for the Site. The basin will be planted with native wetland meadow species suitable for seasonally wet soils, based on the vegetation of traditional water meadows.



4 DESIGN PRINCIPLES

4.4.2 Landscaping

Trees

Existing trees within the Site will be removed to facilitate development, although the majority of trees are of moderate to low value. Any tree loss will be appropriately mitigated with replacement tree planting.

New trees will be strategically positioned across the Site to create visual interest and contribute to on-site bio-diversity. The amount indicated on the supporting landscape layout is considered appropriate compensation against existing tree loss.

Private Amenity Space

The landscape strategy has been designed to provide high percentages of native tree and shrub planting across the Site. Shrub planting has been carefully chosen to create year round interest, offering a variety of colours and textures across the Site.

The layout has been designed in accordance with 'Residential Design Guide' (SPD) ensuring each dwelling is provided with adequate private amenity space.

Front garden space will comprise lawned areas complimented by a mix of native/ornamental shrub and

hedge planting, which will naturally blend with development edges and peripheral areas, creating an overriding character.

Rear gardens will be turfed, apart from areas of hardstanding reserved for patios and refuse.

Refer to the Landscaping Proposals prepared by TPM (submitted as part of the application) for further details.

Extract of the Landscape Layout, drawing 3906102D

4 DESIGN PRINCIPLES

4.5 Appearance

Placemaking

The design concentrates on creating successful ‘**places**’ for people. Building layout and style, hard and soft landscape, highway design, and use of materials, all work together within the development to create a cohesive overriding character, and sense of community. These elements have taken local context into account to ensure that the design will fit harmoniously into its surroundings.

Architectural Quality and Style

The following design principles have been adopted throughout the development to ensure that the character is coherent and retains a high quality across the Site.

Building Materials and Colour

Character areas are defined using a mix of facing materials, creating variety and interest across the Site.

A mixture of red brick and re-constituted stone buildings will be used to reflect building materials of traditional houses found to the west and further north of the Site, as discussed, and agreed with the Local Authority.

Roof tiles are proposed to be a consistent colour, grey reflecting the local vicinity, rainwater goods will be black.

Refer to the Materials Layout, drawing 19060_07_Proposed Materials Layout for further details.

Building Layout

Building layout is used to frame effective public spaces within the development, whilst responding directly to the landscape setting. All pedestrian routes and open spaces are overlooked by adjacent properties. The proposal seeks to enhance the sense of place throughout the scheme, creating nodes, vistas, and focal buildings. Corner buildings at street intersections will be articulated to define the corner and provide active interfaces on both sides.

Building Style and Form

Building typology comprises a mix of detached, semi-detached, and mews style properties, which are 2 storeys in height, along with a small percentage of 2.5 storey houses, refer to section 4.3 for further details. Varied ridge heights are a common theme throughout the development enforcing urban character and contributing to visual interest within the streetscape.

Boundary Treatments

Boundary treatments have been given careful consideration

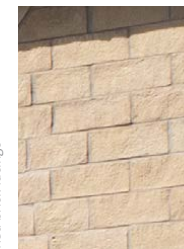
to ensure that they establish a high-quality feel to the streetscape. Where rear garden boundaries abut, or can be seen from the public realm, robust boundary treatments, in the form of brick or reconstituted stone walls are used to retain visual quality within the adjacent public areas.

Refer to the accompanying Boundary Treatment Layout for further details.

Material Precedents



Red brick facings



Reconstituted stone facings



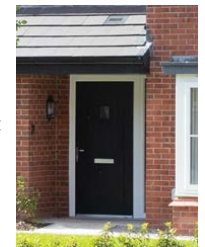
Feature bay detail



Window heads & sill detail



Feature door canopy



Front door & canopy detail

4 DESIGN PRINCIPLES

4.5.1 Appearance - Illustrative Street Scenes

Street Scene A-A



Street Scene B-B



Street Scene C-C



Street Scene Locations



4 DESIGN PRINCIPLES

4.6 Access, Highways & Movement

Access

The principal access for vehicles, cyclists and pedestrians will be taken from the new junction off New Road, which was approved as part of the adjacent residential development.

The proposed means of access into this development comprises a restricted crossing of New Street, which includes the following key features:

- High Trief kerbs at the crossing,
- Central islands (also with Trief kerbs);
- Minimal (0.5m) kerb radii;
- Keep left bollards on the central islands;
- Maintained 3.65m width along New Street; and
- 3.0m through width on the residential access road crossing.

A combination of the elements mentioned above prevent vehicles from being able to turn onto New Street. However, the retained width along New Street, through the crossing, ensures that residents of New Street and New Street Farm will maintain existing right of access. Emergency access is provided for via bollard emergency access links to each side of the crossing, enabling access from New Street to either the existing Site to the east, or the proposed Site to the west. These emergency access links would also double to serve as pedestrian and cycle access between each Site and New Street.



Figure 15: Existing Access from New Road serving current residential development.

4 DESIGN PRINCIPLES

4.6.1 Access, Highways & Movement

Parking

The parking provision has been designed in accordance with the Schedule of Parking Standards contained within the adopted Core Strategy (October 2016), comprising a minimum of two parking spaces per dwelling. Parking arrangements predominantly feature driveways to the side of the dwelling, or driveways fronting detached or integral garages. A select number of properties feature up front parking bays, although these are limited, where possible, and will be separated through soft landscaping.

Two / three-bedroom properties are provided with two allocated parking spaces, and four-bedroom properties are provided with three allocated parking spaces (including the garage).

Garage locations are set back behind street build lines, avoiding dominance within the street scape.

Electric Vehicle Charging

All properties will be provided with an electric vehicle charging point, positioned for ease of access and charging.

Refuse

Refuse and recycling storage has been a design consideration during the layout design and evolution.

As such, all properties will be provided with an area of hard standing, within the rear garden, which will accommodate the storage of 4no. waste bins in accordance with the adopted Greater Manchester Joint Waste Development Plan. Refer to **(Figure 16)**, adjacent for an example of refuse storage areas.

Additionally, all properties are provided with direct access from the rear garden to the highway, enabling ease of movement for bins to be left out on the relevant collection day.

Level Access

Access to and within the public external environment has been designed to ensure that there are no excessive changes in level between the highway and the principal access, where possible.

Housing entrances will be constructed to comply with current Building Regulations (Part M), ensuring ease of wheelchair access. Each property will therefore be provided with level access to either the primary or secondary entrance point. Furthermore, houses will have a path and/or driveway, providing a safe access route from the public highway to this entrance point.

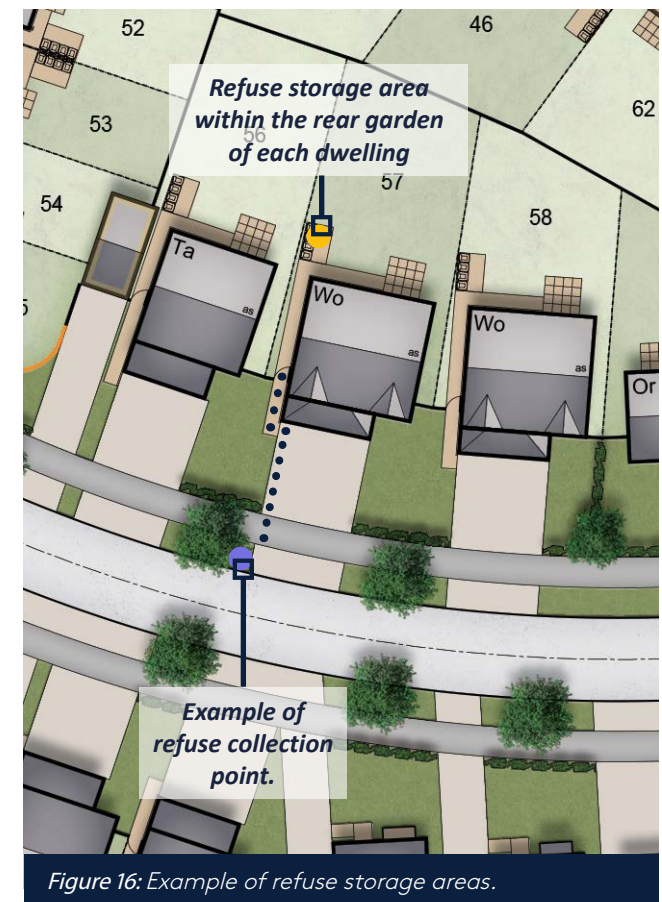


Figure 16: Example of refuse storage areas.

4 DESIGN PRINCIPLES

4.7 Street Hierarchy

The internal street hierarchy is defined as follows;

Primary Street

This street defines the primary distribution route across the Site from the entrance point. It will be 5.5m wide, constructed in black tarmac with 2.0m wide footpaths set back behind a grass verge.

Secondary Access Streets

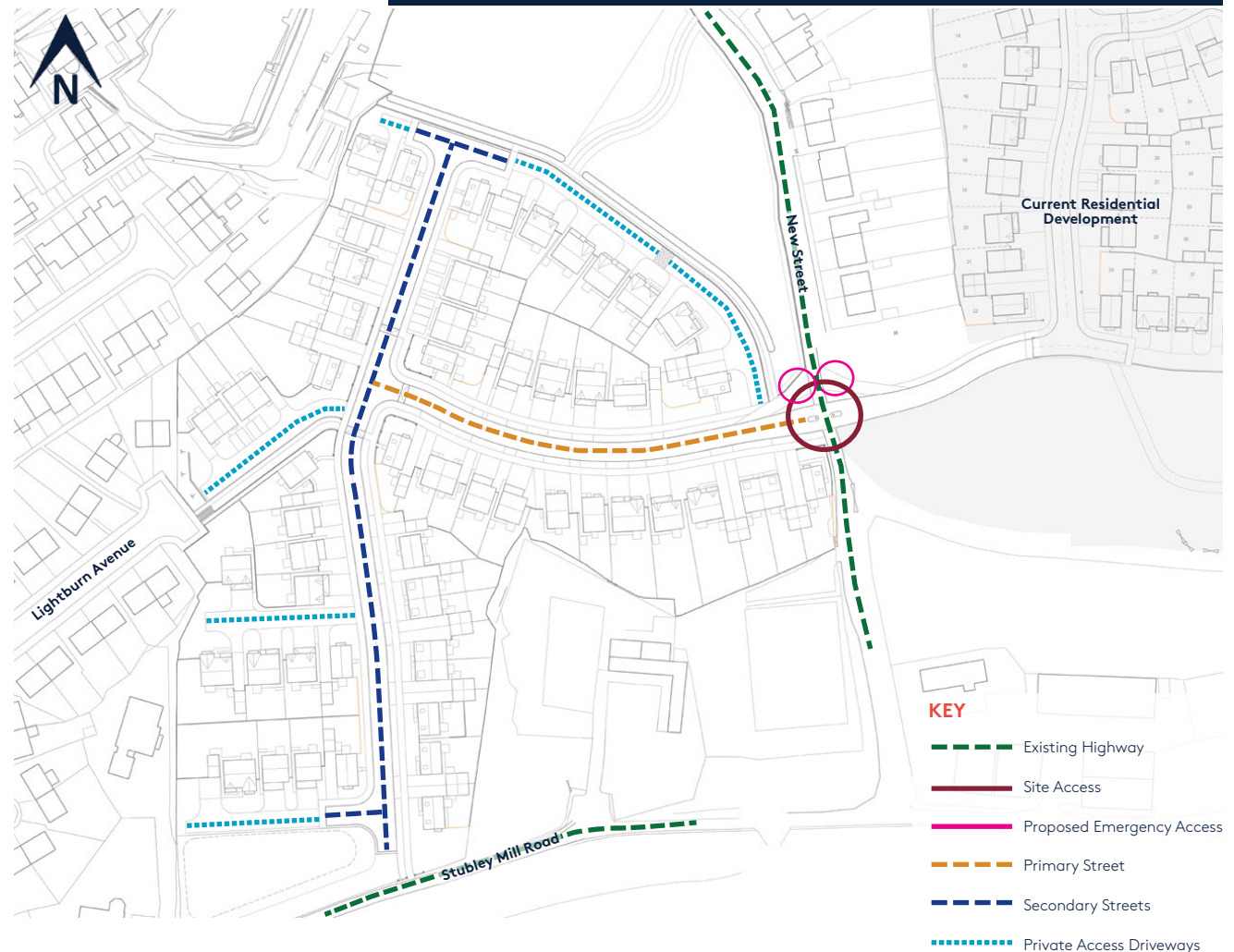
Although acting as secondary streets, these will also comprise 5.5m wide roads constructed in black tarmac, with a 2.0m wide footpaths to either side.

Private Shared Driveways

These access ways are designed to serve a limited number of dwellings, encouraging a shared access environment, serving a maximum of 5no. properties.

The proposed street hierarchy is presented adjacent (**Figure 17**) in plan form.

Figure 17: Extract of the proposed site layout, highlighting the Street Hierarchy.



4 DESIGN PRINCIPLES

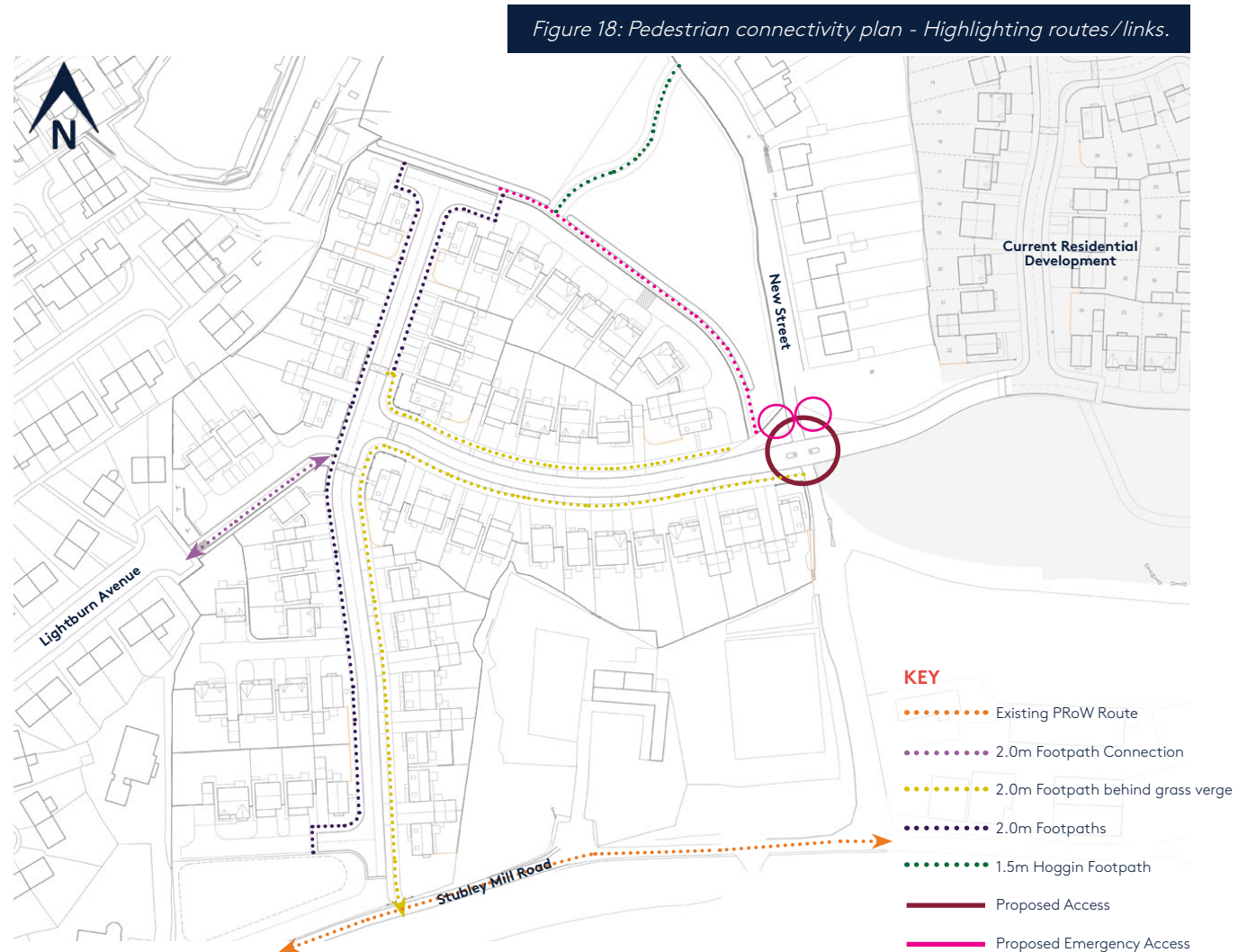
4.8 Pedestrians & Cycle Movement

Safe pedestrian movement has been a primary consideration throughout development design stages, ensuring that the proposals create permeable links which connect with the wider area.

Pedestrian movement is encouraged through the provision of new 2m wide footpaths, where indicated within the road network. These routes form a network of safe and convenient footways, which connect with existing infrastructure.

The primary footpath route is set back behind a grass verge, transitioning users between the Site entrance and Stubley Mill Road. This route also continues in a western direction creating a link between the Site and Lightburn Avenue.

Refer to the adjacent plan (**Figure 18**) which details proposed routes and connections in plan form.



4 DESIGN PRINCIPLES

4.9 Crime Prevention

In accordance with the National Planning Policy Framework (NPPF 2021), the development seeks to deliver the following;

"create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience;" (Paragraph 130).

The layout has been designed and developed to incorporate the fundamentals of crime prevention, using national and local design guidance, and the recommendations set out within the supporting Crime Impact Statement, further explained as below.

Footways and Walkways

A combination of well-designed perimeter block form, and property orientation creates natural surveillance of footways, and walkways across the Site. Footways and pedestrian links will be well lit.

Front of Buildings

The natural surveillance benefits of residential development will assist in enhancing the security to fronts of buildings. On a more physical level, properties will comply with BS:

PAS 24 (2016), in accordance with approved document Part Q.

Private Spaces Behind Buildings

Private spaces behind buildings, essentially rear gardens, are screened by 1.8m high close boarded fencing.

Natural Surveillance

The enclosing arrangement of dwellings and close proximity of footways and parking areas will ensure that the development benefits from the maximum level of natural surveillance. Properties have been orientated to ensure that areas of open space are well overlooked. No areas within the site provide visual refuge, where intruders could remain unobserved.

Lighting

The proposed highway network will be suitably lit, in accordance with BS: 5489. Details will be discussed and agreed with the local Authority.

Boundary Treatments

Treatments have been carefully chosen to provide a degree of physical security, whilst acting as a psychological deterrent to opportunistic crime.

Private boundaries include brick or reconstituted stone walling and piers (to boundaries which abut the public highway), 1.8m high boundary fencing, and 0.6m high post and rail fencing. Hedge planting will create a natural separation and demarcation of property ownership to semi-detached properties.

Landscaping

Landscaping as proposed will incorporate a choice of trees and shrubs that will contribute to security by means of their density and hostility to climbing, refer to the landscaping layout which is submitted as part of the application.



Figure 20: Defensible Planting - Secure by Design
Interactive Toolkit.



SUMMARY

5 SUMMARY

5.1 Conclusion

The Site has undergone an extensive design review, in close collaboration with the client, the consultant team, and the Local Planning Authority. The result is an attractive residential development, which will positively contribute to the local area, integrate with existing and emerging residential development, and complete the urban settlement boundary.

The development will deliver a range of high-quality 2, 3 & 4 bedroom homes, areas of attractive open space, and improved footpath connections, and will make a valuable contribution to local housing supply.

It has been clearly demonstrated through this statement that the development proposes an efficient use of vacant land, within a highly sustainable location, and will enhance the surrounding area, in terms of its aesthetic, landscape and ecological value, creating a balanced community which will deliver a variety of larger higher value family homes.

To conclude, this statement demonstrates that the proposals are in full accordance with National Planning Policy, Local Planning Policy, and the National Design Guidance, and substantially accord with, The Pennines Green Infrastructure Action Plan (2012), Core Strategy Design Policies DM1 and P3.

We therefore request that positive and expeditious consideration is given to this application.



Illustrative view of properties facing the public open space

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