

Northern Gateway
(JPA1.1)

Outline Planning Application

Design
Code

April 2025

 **NORTHERN GATEWAY**





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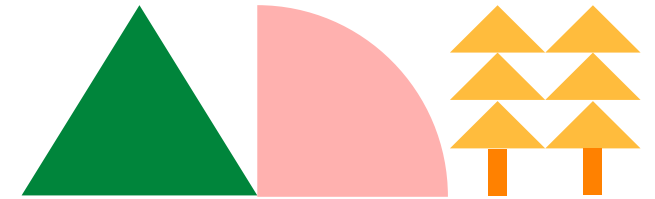
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Design Code





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01. Introduction



This Design Code has been prepared by Turley on behalf of the Northern Gateway Development Vehicle LLP (“the Applicant” or “NGDV”). It is submitted in respect of a cross-boundary application for outline planning permission (all matters reserved) for a national-scale employment development on land at Heywood/Pilsworth (Northern Gateway) within Bury and Rochdale.

Introduction

1.1 This Design Code covers the extent of the planning application boundary. This application is submitted in outline form. All detailed matters including access, layout, scale, appearance and landscape are reserved for subsequent approval. This approach has been informed by and has followed a full contextual appraisal of the Site, identification of constraints and opportunities and thorough pre-application consultation with representatives from both Bury and Rochdale planning authorities and the local communities surrounding the Site.

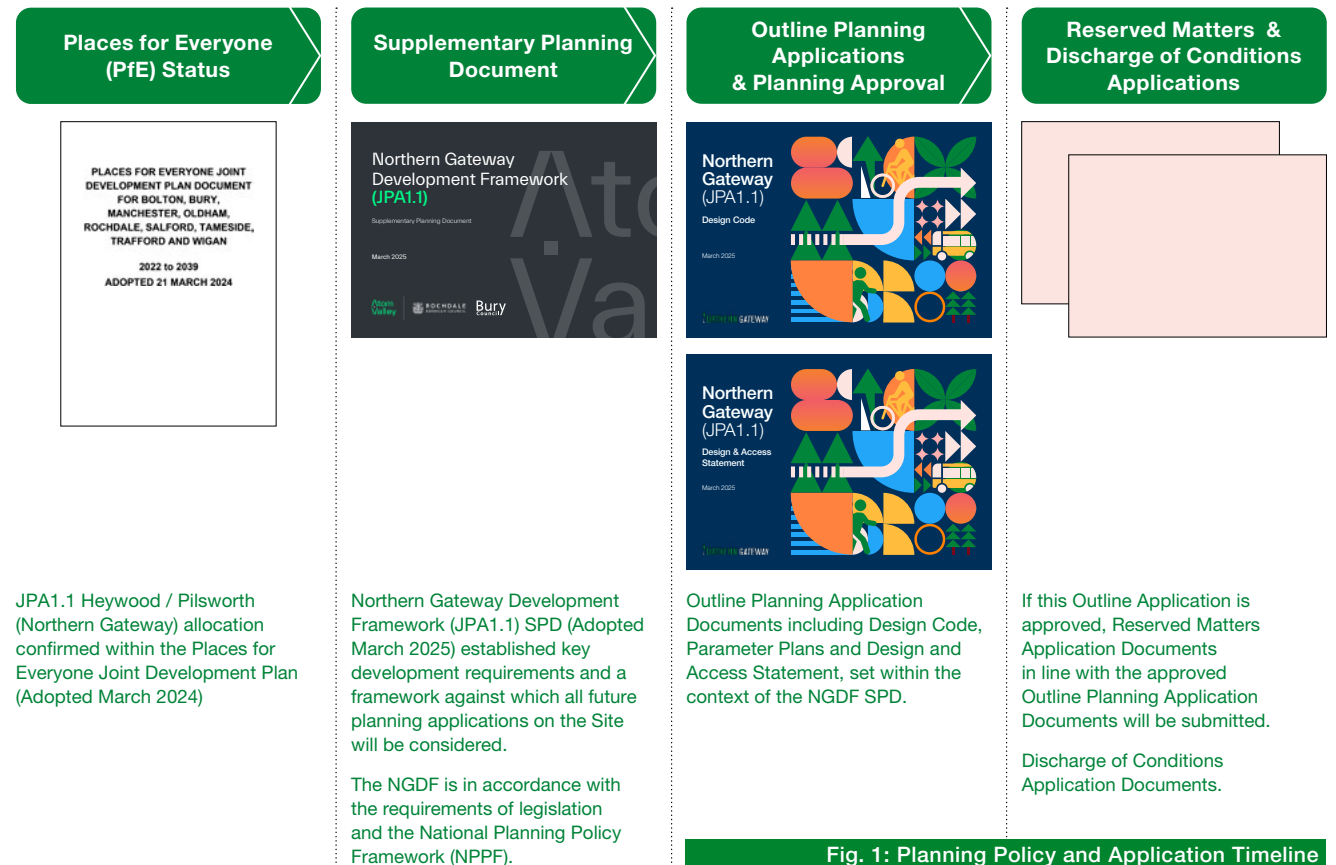


Fig. 1: Planning Policy and Application Timeline

The Need and Purpose of the Design Code

1.2 The need for this Design Code is clearly set out within the Places for Everyone (PfE) Joint Development Plan Document which has been adopted by nine Greater Manchester authorities, including Bury and Rochdale Councils. Under Policy JP Allocation 1.1: Heywood / Pilsworth (Northern Gateway), the document clearly states:

1.3 “Development at this allocation will be required to: 1. Be in accordance with a comprehensive masterplan, design code and infrastructure phasing and delivery strategy, in line with Policy JP-D1 'Infrastructure Implementation', that has been agreed with the local planning authorities.”

1.4 Following engagement with both Bury and Rochdale Councils, it was agreed that a comprehensive masterplan and infrastructure phasing and delivery strategy would be drafted jointly and adopted by both councils, covering the entire JPA1.1 allocation, and that Design Code(s) would be required to accompany future planning applications for land within the Northern Gateway site. The comprehensive masterplan was published as the Northern Gateway Development Framework (NGDF) Supplementary Planning Document (SPD) which was adopted by both Bury and Rochdale Councils in March 2025.

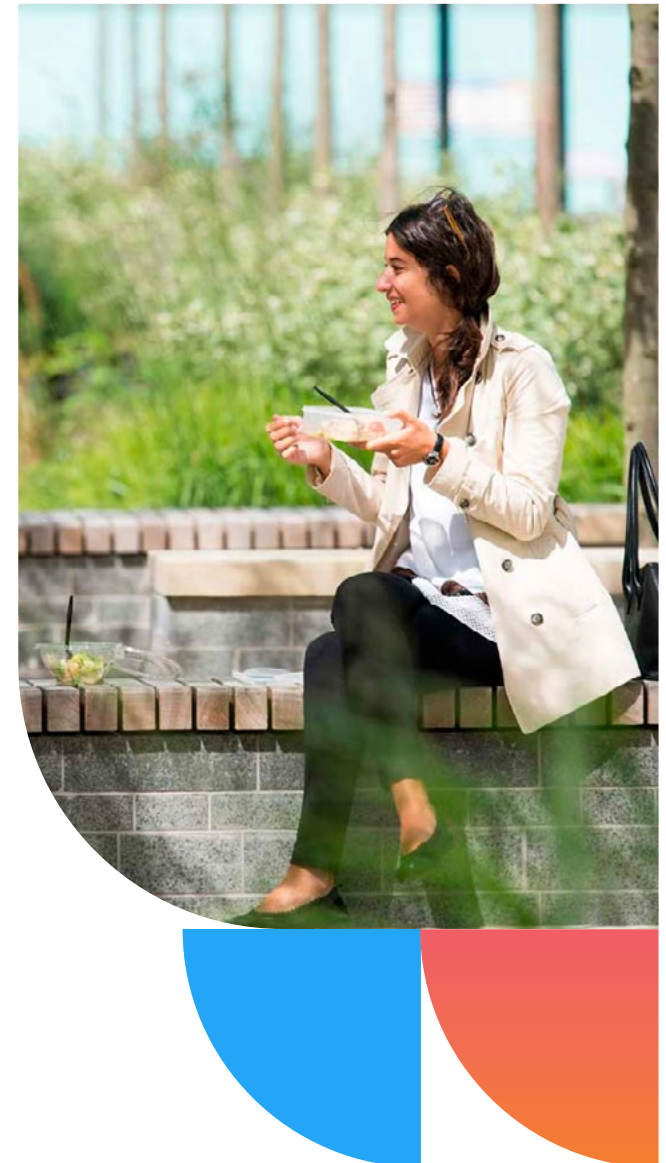
1.5 This Design Code has been prepared in accordance with the National Planning Policy Framework (NPPF) and associated Planning Practice Guidance, the National Design Guide and the National Model Design Code. It is in response to the recognised need to deliver high quality, locally responsive and sustainable developments through the UK planning system.

1.6 The role of the code is intended to offer overarching design standards to support this outline planning application and to demonstrate accordance with the vision and guidance contained within the NGDF SPD.

1.7 The Design Code responds to both Bury and Rochdale’s planning policy requirements, as set out in the Planning Statement which accompanies this planning application. For a full list of the relevant local planning policies which have been considered within this Design Code and wider planning application, please refer to the supporting Planning Statement.

1.8 The Design Code describes the key principles that will create a sense of place based on good urban design principles; and the components that will define the character across the development contained within this planning application. Separate Design Codes will be drafted to support other planning applications on other parts of the wider Northern Gateway allocation in accordance with Policy JP Allocation 1.1. The illustrative proposals contained within this outline application is fully compliant with the principles and design standards contained within this Design Code. A planning condition will ensure any subsequent reserved matters applications drafted following approval of this Design Code will need to demonstrate compliance with the principles and design standards contained within.

1.9 In the event detailed proposals drafted in accordance with this Design Code could better contribute to the quality and identity of the development by localised deviation from the Code, a rationale for the approach being proposed is recommended, in conjunction with early discussions with both councils.



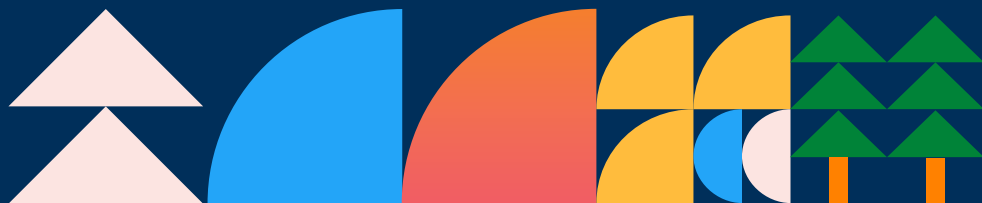
Structure of the Design Code

1.10 The structure of this code aims to set out how the vision for Northern Gateway as set out within the NGDF SPD is to be delivered – in part – by this outline application. It therefore sets out in a sequential series of codes, design principles and parameters in which forthcoming reserved matters applications should adhere to.

1.11 This Design Code takes cues on setting design standards indicated in National Planning Policy Framework (NPPF), the National Design Guide and National Model Design Code.

This structure is set out as follows:

- **Policy Context** - An overview of the key planning policies which have influenced this outline application and their key objectives which this design code seeks to satisfy and deliver.
 - **Outline Parameters** - The parameters which are being fixed and approved as part of this outline planning application and the parameters which this design code seeks to supplement and should be read in conjunction with.
 - **Character Areas** - The Character Areas which will be adopted across the outline application site and their key defining design characteristics as set out within the following Design Code Topics.
 - **Plot Design Codes** - Design standards and codes relating to development plots including building orientation and layout, the location of access, parking and services areas, and how plots should relate to surrounding uses.
 - **Building Design Code** – Design standards and codes relating to building design, form, appearance and materiality, including lighting, signage and sustainable design measures.
 - **Movement Design Codes** - Design standards and codes relating to movement including the hierarchy of routes, the scale, form and specification for streets and routes, and the design of parking areas, services areas and boundary treatments.
 - **Open Space Design Codes** - Design standards and codes relating to open space and landscape including the hierarchy of spaces, the specification of public open space, habitat creation, recreation and biodiversity.
 - **Mitigation Design Codes** - Design standards and codes relating to mitigation of the Proposed Scheme including residential amenity, noise, flood risk and drainage, landscape and visual impact.
- 1.12** The above structure is also supplemented with a Design Code Compliance Checklist.
- 1.13** Taken together, these principles and codes will combine to deliver the vision contained within the NGDF SPD and help to shape a well-functioning, attractive and commercially viable environment.
- 1.14** A Design Code is a set of written and graphic principles that establish precise guidance regarding the two- and three-dimensional design elements of a particular development or area – and how these relate to one another without establishing the overall outcome.



How to Use the Design Code

1.15 A Design Code aims to provide clarity over what constitutes acceptable design quality for a particular site or area and thereby provides a level of certainty for developers and the local community alike, without being too prescriptive. Codes provide a positive statement about the particular qualities of a place, and are focused on those design characteristics that are important to achieve, and they establish and firmly fix the 'must have' design elements.

1.16 Each of the Design Code topics discussed within this code therefore include the following elements:

- A narrative around the importance and objectives sought around each topic
- A list of codified 'must have' design elements to inform future proposals, and
- A number of supporting graphics, plans and precedent images to show examples of how such elements could be delivered.

1.17 The codes and associated design principles are not designed to be overly prescriptive or restrictive but instead aim to define intentions on expected design standards and associated parameters and standards in which proposals ought to be designed within.

1.18 This Code contains a number of principles and requirements. These have been categorised between “**must**” and “**should**” principles throughout the code. These are defined as follows:

- “**must**” principles are considered as compulsory design requirements/elements to which the applicant will commit to delivering in any future proposals within the application site.
- “**should**” principles are aspirational design goals to be encouraged in any future proposals within the application site but which cannot be committed to at this stage in the planning and design or where they are not suitable, appropriate or viable.

1.19 For clarity and ease of reference, the codified design elements, which include the 'must' and 'should' principles, are visually identified in boxes under each topic.



Policy Context

02





02. Policy Context



This chapter provides a comprehensive overview of key national planning policies that shape the development process and the role of the National Design Guide and National Model Design Code. This chapter also outlines the requirements of the Northern Gateway Development Framework Supplementary Planning Document.

National Planning Policy

National Planning Policy Framework

2.1 The National Planning Policy Framework (NPPF) (December 2024) sets out the Government's planning policies for England and how they are expected to be applied. Further guidance is provided in the National Planning Practice Guidance (NPPG).

2.2 The Framework is a material consideration in the determination of applications (paragraph 2) and states that due weight should be given to existing policies according to their degree of consistency with the new Framework.

2.3 Paragraph 8 of the Framework sets out that achieving sustainable development means that the planning system has three overarching objectives, which are interdependent. These are as follows:

"a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

c) an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy."

2.4 Paragraph 11 of the NPPF states that at the heart of the NPPF is a presumption in favour of sustainable development.

2.5 Paragraph 124 encourages the effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

2.6 Section 12 places considerable importance on creating high quality buildings and places as the key to sustainable development. It recognises the importance of good design in making better places to live and work and helps make development acceptable to the community (paragraph 131).

2.7 Paragraph 135 states that local authorities should make decisions which ensure that developments:

- "a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);



Fig. 2: Location Plan

- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the Site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) 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.”

2.8 Paragraph 139 states that development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, but that:

2.9 “Conversely, significant weight should be given to:

- a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or
- b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.”

National Planning Practice Guidance

2.10 The National Planning Practice Guidance (PPG) also deals with design and reiterates the position set out in the NPPF, identifying that good quality design is an integral part of sustainable development.

2.11 Achieving good design is about creating places, buildings, or spaces that work well for everyone, look good, last well, and will adapt to the needs of future generations. This is the spirit of bringing forward this Design Code, which further is influenced by the National Design Guide.

National Design Guide

2.12 The National Design Guide (NDG), published in September 2019, seeks to illustrate how well-designed places that are beautiful, enduring and successful can be achieved in practice.

2.13 The guidance sets out 10 key characteristics of well-designed places which all work together to create character; help nurture and sustain a sense of community; and address environmental issues affecting the climate.

2.14 The NDG illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice. It forms part of the Government’s collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools.

2.15 Development at Northern Gateway has been designed to address ten characteristics highlighted on the NDG:

- **Context** - The context of Heywood and the wider area and its local character assessed to make sure that the design responds positively to its features, takes cues and inspiration of its surroundings and enhances its setting.
- **Identity** - The identity of the scheme has been informed by the Site and its environs - interpreted to create an informed character of development.
- **Built Form** - The development will deliver an appropriate mix of building types, forms and scale along with green open spaces to create a coherent form of development that people can enjoy and feel ownership of.

- **Movement** - Streets will be designed to encourage way finding. Key buildings will help create a sense of direction.
- **Nature** - The existing green infrastructure has been retained, where possible, and enhanced to celebrate nature.
- **Public Spaces** - Open green space will be overlooked where possible to encourage natural surveillance. Key frontages are focused around green spaces and main movement routes.
- **Uses** - The development will deliver a positive mix of uses in addition to acting as a key economic hub
- **Homes and Buildings** - The development will aim to meet the needs of a wide range of users and meet adequate size standards for the market on all new buildings
- **Resources** - The design will be durable and adaptable, so that it works well over time and reduces long-term resource needs.
- **Lifespan** - Management and maintenance will be considered at detail stage in order to understand the potential impacts of service charges on the future residents.

National Model Design Code

2.16 The National Model Design Code (NMDC) provides detailed guidance on the production of design codes, guides and policies to promote successful design.

2.17 Whilst the NMDC is primarily used as a basis for the production of design codes and guides by local planning authorities, it does offer useful definitions and set approaches to write particular design standards which has been reflected in the content of this document.



Northern Gateway Development Framework Supplementary Planning Document

2.18 Bury and Rochdale Councils resolved to adopt the Northern Gateway Development Framework Supplementary Planning Document (NGDF SPD) in March 2025. It establishes the parameters against which future planning applications will be considered and identifies the necessary infrastructure required to support the development of the Site. The NGDF SPD is a material consideration in the determination of all planning applications relating to the JPA1.1 Allocation Site.

2.19 The NGDF SPD sets out site-wide design principles which should, where possible, be applied to all future development proposals within the Northern Gateway site.

Built Form and Use

- Striking building forms, design and materiality should help create a distinctive destination with a clear identity for the Northern Gateway site and the wider region.
- Large format industrial and warehousing buildings in key prominent locations should embrace innovative elevation design solutions in a way which breaks up their visual form and reduces their impact on the surroundings.
- Ensure building design and form provides a positive interface with proposed adjacent uses and spaces, as well as responding to existing constraints and characteristics.
- Ensure building typologies create a human scaled and comfortable environment with positive relationships with public spaces.
- Office elements, primary entrances and other active uses within buildings should, where possible, face primary routes and public realm for improved legibility and to maximise levels of natural surveillance and perceived safety and security.
- Build forms, scale, use and appearance should positively respond to gateway locations, key junctions and nodes where possible.

Streets and Movement

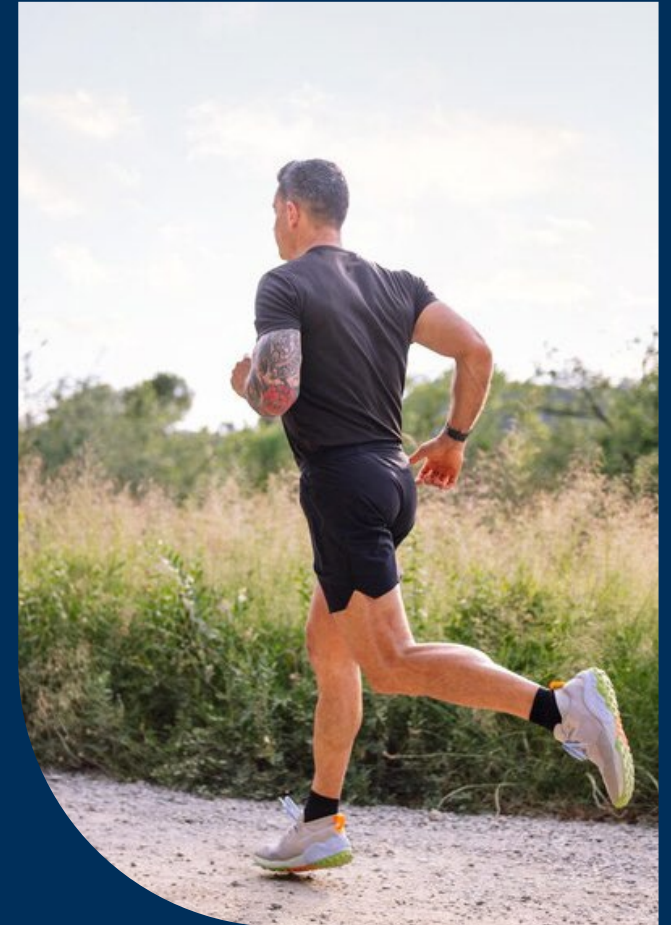
- Primary Routes running through site should take the form of a boulevard incorporating segregated foot and cycleways as well as tree planted verges to ensure routes provide safe and enjoyable Active Travel Corridors which prioritise the movement of pedestrians and cyclists as well as fulfilling their function to serve surrounding proposed uses.
- Secondary Routes running through the Site should take the form of green streets incorporating segregated foot and cycleways as well as suitable landscaping to ensure routes provide safe and enjoyable Active Travel Corridors which prioritise the movement of pedestrians and cyclists as well as fulfilling their function to serve surrounding proposed uses.
- Vehicle carriageways should be reduced in width at pedestrian and cyclist crossing points and along long stretches of road to help reduce traffic speeds and create safe and attractive crossing points which prioritise the movement of pedestrians and cyclists. These should be marked with changes in surface materials and increased levels of tree/shrub planting.



- Where feasible, consolidation of parking should be explored to ensure efficient use of land and maximise space given to other features. Large areas of car parking should be located away from streets wherever possible or include suitable levels of landscape planting and/or boundary treatments to break up large areas of hardstanding and create a positive interface allowing for natural surveillance with and over adjacent pedestrian/cycle routes.
- Service and good yards should be located away from streets wherever possible or be screened from public view through the provision of suitable levels of landscape planting and/or boundary treatments so as not to have a negative impact on surrounding streets.
- Apart from in ecologically sensitive areas, pedestrian and cycle routes throughout the Site should be designed to be accessible to all and well-lit to provide safe and easy movement for all throughout daytime and evening hours.

Landscape

- Ensure provision of a high-quality public realm providing safe, accessible and attractive public spaces with a strong identity, character and a sense of place.
- Maximise levels of natural surveillance over areas of public open space.
- Green and blue infrastructure networks across the Site should be formed through the retention of identified environmental features of the existing landscape. Valuable existing natural assets should be retained where possible and integrated within a series of structural landscaped corridors.
- Retain existing vegetation of value and seek to incorporate this within the parcel layout where possible.
- Tree and hedgerow planting shall be suitably included in car parks to break up the visual mass of vehicles and create an overall consistency of urban greening within the development.
- Carriageway structure to include sufficiently sized landscaped verges for tree lined streets and naturalised linear swales or rain gardens to manage rainwater runoff.
- Delivery of naturalised and habitat friendly mitigation measures for drainage, land re-profiling, noise and visual matters to be prioritised.



Outline Parameters

03





03. Outline Parameters



This application is submitted in outline form. All detailed matters including access, layout, scale, appearance and landscape are reserved for subsequent approval.

Outline Parameter Plans

3.1 As the Application is submitted in outline, detailed matters relating to access, design, landscaping, scale and appearance will be determined at a later stage ('reserved matters'). The Application seeks a flexible planning permission which will be capable of accommodating a range of potential occupiers and operators, so that future applications can respond to market interest over the longevity of the Proposed Scheme. However, a parameter-based approach has been adopted to understand and assess potential impacts, and the Application will set a framework against which future reserved matters applications must accord.

3.2 The Application is supported by a series of drawings and documents for 'approval' which will "control" the detailed design of the Proposed Scheme. These include:

- Parameter Plans which define the spatial extent of development across the Application Site, setting out parameters for land use, access, green infrastructure, scale, excavation, retention and demolition.
- A Design Code which establishes overarching design standards to support this Application and to ensure accordance with the vision and guidance contained within the NGDF SPD, and
- A Uses Schedule which defines all of the land use classes proposed as part of the Proposed Development, cross referring to the 'Development Areas' defined within the Parameters Plans.

3.3 It is anticipated that the Parameter Plans, Uses Schedule and Design Code will be 'approved' documents referred to in condition(s) on any outline planning permission granted. As a result, any future reserved matters application(s) will be required to comply with the Parameter Plans, Uses Schedule and Design Code.

3.4 The Application also includes a series of Illustrative Masterplans which display two possible ways in which the Proposed Scheme could come forward at detailed design stage.

3.5 The Parameter Plans and Design Code therefore need to be read in conjunction with each other. Together, the Parameter Plans define the spatial parameters associated with this application which can be fixed at this time, whilst the Design Codes defines the parameters and their associated specification which cannot yet be fixed. Combined they are designed to offer comfort to officers and stakeholders on the commitments of the applicant to deliver a high-quality scheme which is sensitive to the specific demands of the Site and its context, whilst also providing flexibility and comfort to the applicant on how to develop and refine future proposals for individual phases / plots within the Site according to the specific needs of developers, prospective tenants and the wider market.





Parameter Plans

3.6 The following plans comprise the Parameter Plans which are submitted for approval as part of this outline planning application.

Parameter Plan – Use

Developable Areas and Uses

3.7 This sets the spatial extent of proposed uses across the application.

Developable Areas (Incl. earthworks, access, cycleway and footpath links, and other mitigation and associated works)

3.8 Identifying areas of the Site which are not suitable for built form development but are suitable for development for the purposes of access, mitigation and associated works as listed above. These include:

- **Peripheral Landscape Buffer:** Development offsets around the periphery of the Site for use as landscape buffers to mitigate visual impact and impacts on residential amenity either from nearby residential uses or long-distance views of the Site. These will include retention of existing landscape planting within the area where possible with additional landscape enhancements.

- **Temporary Peripheral Landscape Buffer:** Temporary development offsets around the periphery of the Site for use as landscape buffers to mitigate impacts on residential amenity near existing properties which are likely to be demolished in later phases of the development of the Site. This will include retention of existing landscape planting within the area where possible with additional temporary landscape enhancements whilst the residential property remains occupied.
- **Landscape Mitigation Area:** Areas not considered suitable for built-form development, either due to accessibility issues or to ensure delivery of strategically important green infrastructure, including ecological corridors, areas of recreational and amenity uses, as well as areas required for other mitigation uses.
- **Building Proximity Offset:** Areas not considered suitable for built-form development due to their proximity to strategically important utilities and infrastructure.

Non-Developable Areas

3.9 Identifying areas of the Site which are not suitable for built form development or for the purposes of mitigation. These areas are only suitable for limited access/crossing points and include:

- **Wetland Habitat Corridor:** Areas of the Site which bound existing water courses which are required to accommodate either/or a) existing fluvial drainage patterns b) existing Category A Trees to be retained and c) ecological movement corridors. These areas are to be retained in-situ through the course of development with the exception of a limited number of vehicle and/or pedestrian/cycle crossing points for the purposes of access.
- **Build Over Easement:** Areas not considered suitable for development due access/maintenance requirements associated with the existence of strategically important utilities and infrastructure.

Other

3.10 Other features considered suitable to identify within the Use Parameter Plan include:

- Buildings to be Demolished
- Location of Primary Access

KEY

Boundaries

-  Application Boundary
-  Application Plot

Developable Areas and Uses

-  **Developable Area 1**
(Application Plots C, D and F)
This may include land use classes:
B2, B8, E(a-b), E(c)(iii), E(g)(i-iii), F2(a),
F2(c) and Sui Generis Uses
(in accordance with the Uses Schedule)
-  **Developable Area 2**
(Application Plots A, B and E)
This may include land use classes:
B2, B8, C1, E(a-b), E(c)(i-iii), E(d-f), E(g)(i-iii),
F1(a), F2(a-c) and Sui Generis Uses
(in accordance with the Uses Schedule)

Maximum Quantum of Development
Employment Uses: Up to 600,000 sqm.
(Incl. B2, B8 and E(g)(i-iii))

Other Uses: Up to 5,000 sqm.
(Incl. C1, E(a-b), E(c)(i-iii), E(d-f), F1(a), E(g)(i),
F2(a-c) and Sui Generis Uses)

Developable Areas

(Incl. earthworks, access, cycleway and footpath links,
and other mitigation and associated works)

-  Peripheral Landscape Buffer
-  Temporary Peripheral Landscape Buffer
-  Landscape Mitigation Area
-  Building Proximity Offset

Non-Developable Areas

-  Wetland Habitat Corridor
(Bridge crossings only)
-  Build Over Easements
(Access only)

Other

-  Existing Building (To be demolished)
-  Location of Primary Access

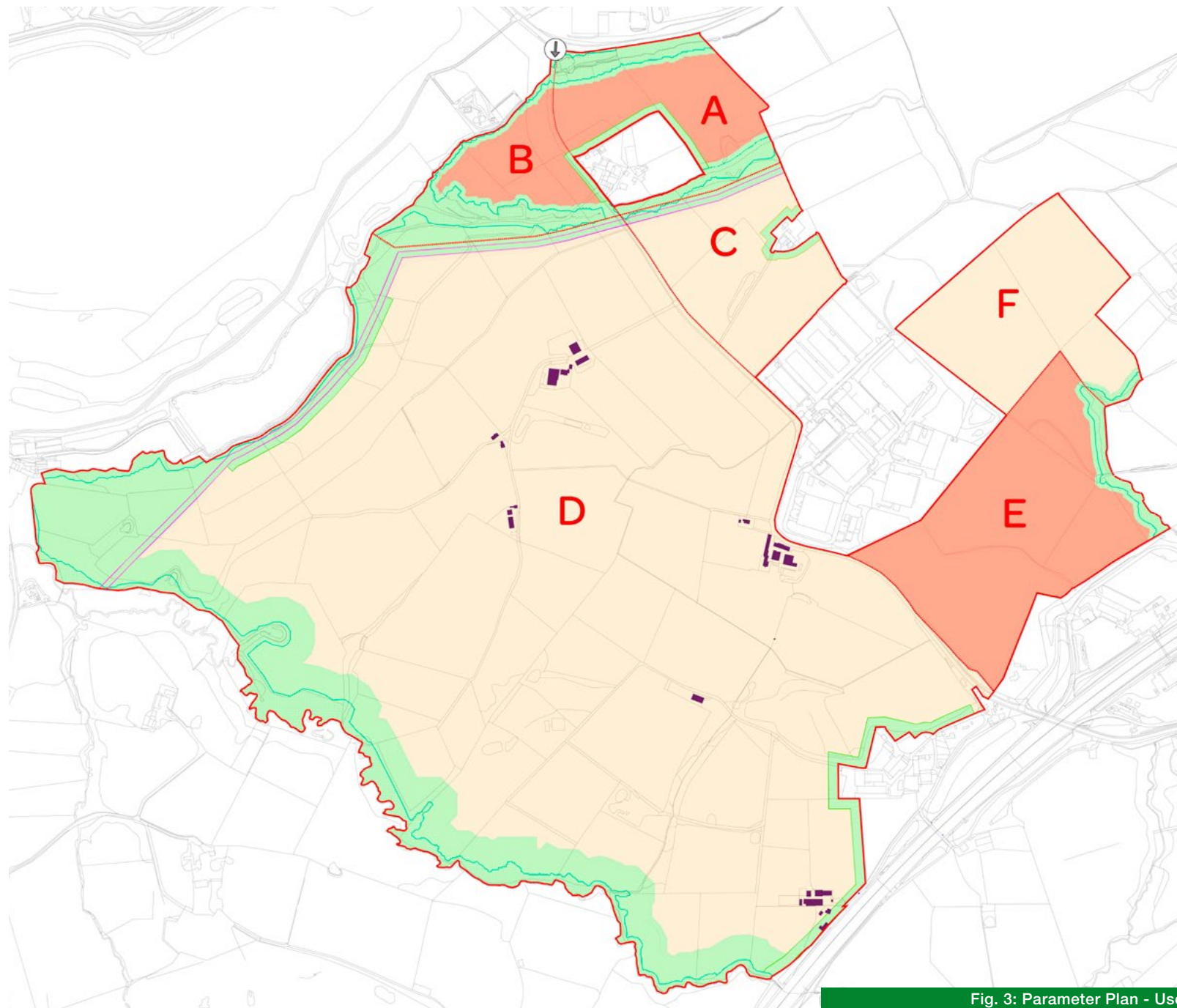
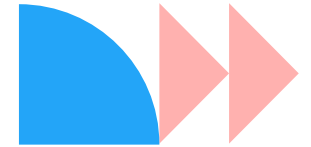


Fig. 3: Parameter Plan - Use



Parameter Plan – Scale

3.11 Defining the maximum scale parameters across the Site on a plot-by-plot basis according to the following:

- Maximum amount of fill (in meters) above existing ground levels
- Maximum building heights (in meters) above maximum amount of fill
- Maximum overall scale parameters (in meters) combining maximum amount of fill and maximum building heights.



KEY



Application Boundary



Application Plot

Heights measurements listed as
Above Existing Ground Levels (AGL)



Plot A

Max. Fill: 6m
Max. Building Height: 30m
Max. Overall Height: 36m



Plot B

Max. Fill: 6m
Max. Building Height: 30m
Max. Overall Height: 36m



Plot C

Max. Fill: 8m
Max. Building Height: 45m
Max. Overall Height: 53m



Plot D (North)

Max. Fill: 24m
Max. Building Height: 45m
Max. Overall Height: 69m



Plot D (South)

Max. Fill: 10m
Max. Building Height: 30m
Max. Overall Height: 40m



Plot E

Max. Fill: 6m
Max. Building Height: 45m
Max. Overall Height: 51m



Plot F

Max. Fill: 6m
Max. Building Height: 45m
Max. Overall Height: 51m

Note:

Max. Building Height is the
structural height of a building
including parapet and roof top plant.

Max. Overall Height combines the
Max. Building Height with the Max.
Fill.

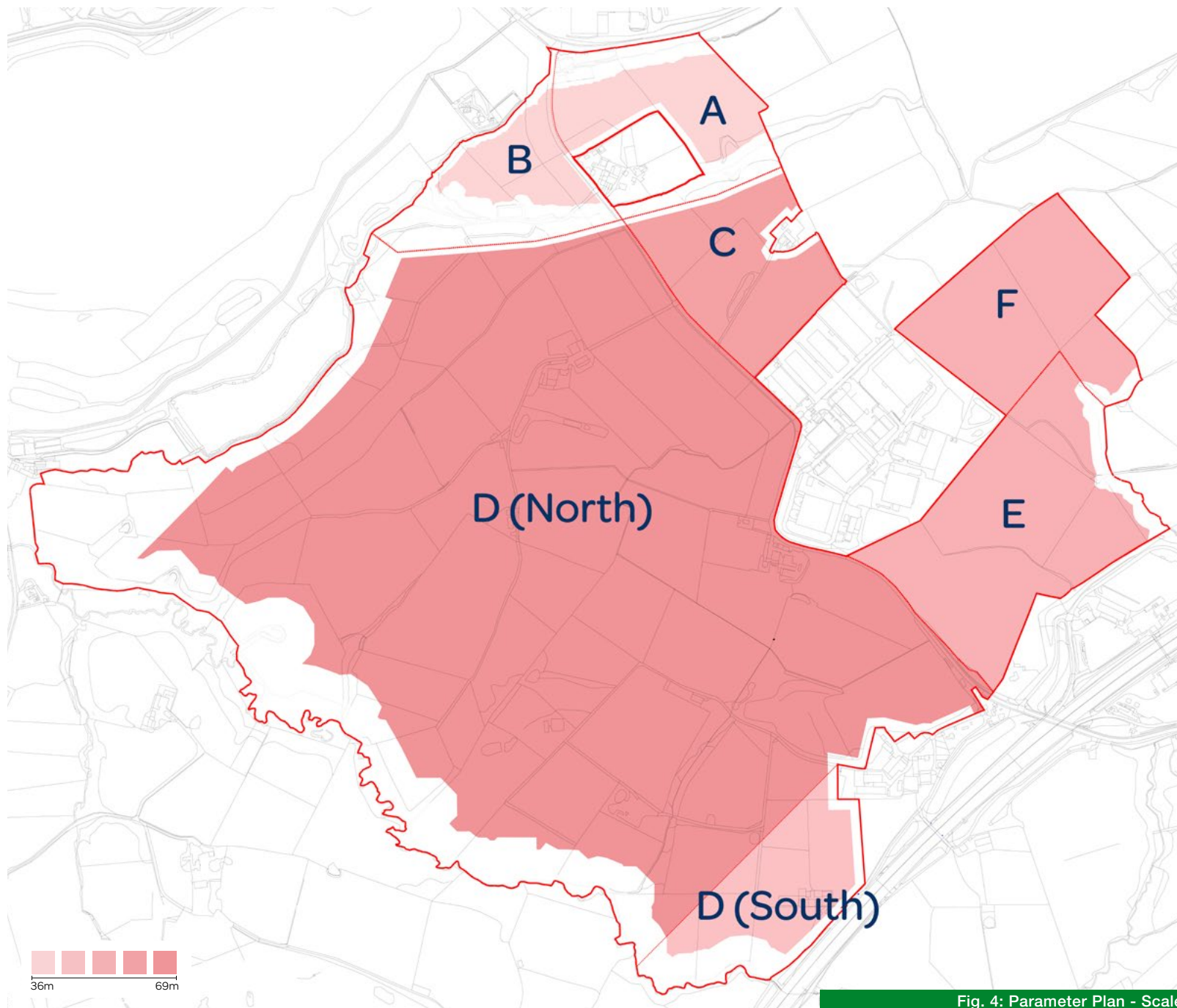


Fig. 4: Parameter Plan - Scale



Excavation, Retention and Demolition Plan

3.12 Defining the maximum extent of excavation across the Site and any existing buildings on the Site to be retained or demolished.



- KEY
-  Application Boundary
 -  Application Plot
 -  Anticipated Extent of Excavation
 -  Existing Building (To be demolished)

Note:

Plots shown are for reference only and are not an indication of Reserved Matters Plots nor are they intended to align with Character Areas.

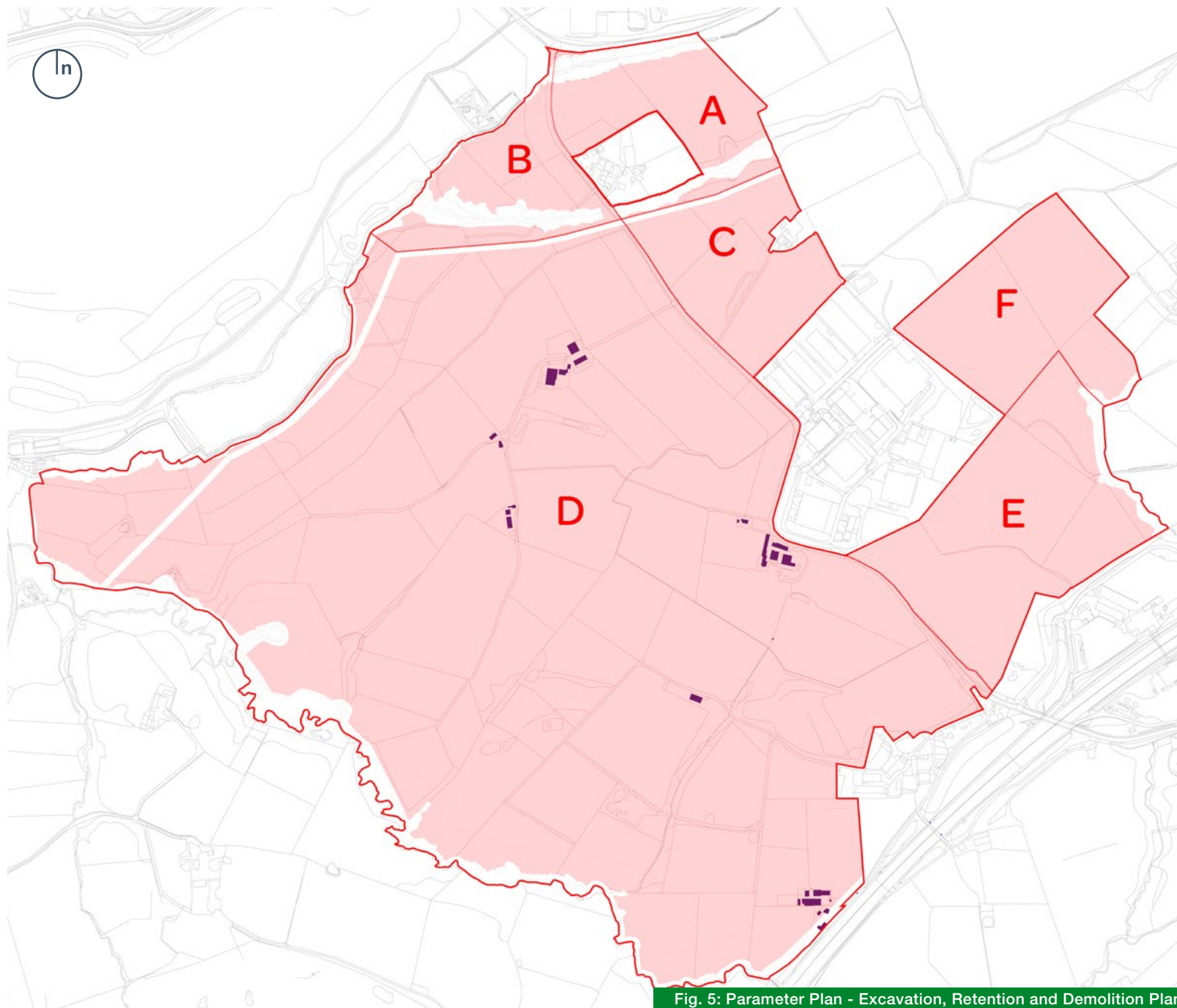


Fig. 5: Parameter Plan - Excavation, Retention and Demolition Plan



Character Areas

04





04. Character Areas



The NGDF SPD divides the JPA1.1 allocation site into six Character Areas. Four of these Character Areas feature within the application boundary of this outline planning application: Mixed-Use Hubs, The Boulevard, Core Development and Urban Valley.

Character Areas

4.1 Each Character Area responds to its unique physical setting and reflects key attributes from the surrounding area. This helps to create distinct places within the Northern Gateway with its own clear identity whilst helping to improve legibility and improve navigation around such a large development. Whilst Character Areas may look, feel and operate differently from each other, it is important they tie-in together in other ways to ensure the Northern Gateway development as a whole appears as a single comprehensive development.

4.2 Character Areas do not have defined boundaries and commonly overlap. Larger development plots within the Development Framework Plan may include two or more Character Areas. In such situations, proposals should consider how the different Character Areas vary and ensure future proposals respond accordingly, especially along the boundaries of plots and their relationship with surrounding routes and open space.

4.3 As outlined in the NGDF SPD, each Character Area narrative below introduces the roles and high-level design aspirations for each Character Area and sets out key design principles, which have guided the proposals for this outline planning application.

4.4 The Character Areas defined within the NGDF SPD extend beyond the boundaries of this outline planning application. It is therefore not within the remit of the application to deliver each Character Area and their objectives in their entirety. However, this code will demonstrate how the application will commit to delivering the Character Areas relevant to any given part of the application site. The extent, form and distribution of the Character Areas contained within the NGDF SPD are indicative only and may vary from future proposals as part of the design evolution and refinement process. In particular, in the event a new primary point of access from the M62 is not delivered, the southern Mixed-Use Hub will be significantly reduced. However, this Code seeks to demonstrate a commitment to deliver on the principles and objectives of each of the Character Areas as set out in the SPD.

4.5 The key design principles of each Character Area as set out within the NGDF SPD have been used to inform the Design Codes covering Plots, Buildings, Streets and Movement, Open Space and Mitigation. Each Character Area has a table which sets out which Design Codes are applicable to each individual Character Area.

4.6 Figure 6 shows the spatial distribution of the Character Areas across the Site. The Character Area extents are indicative only and may change.

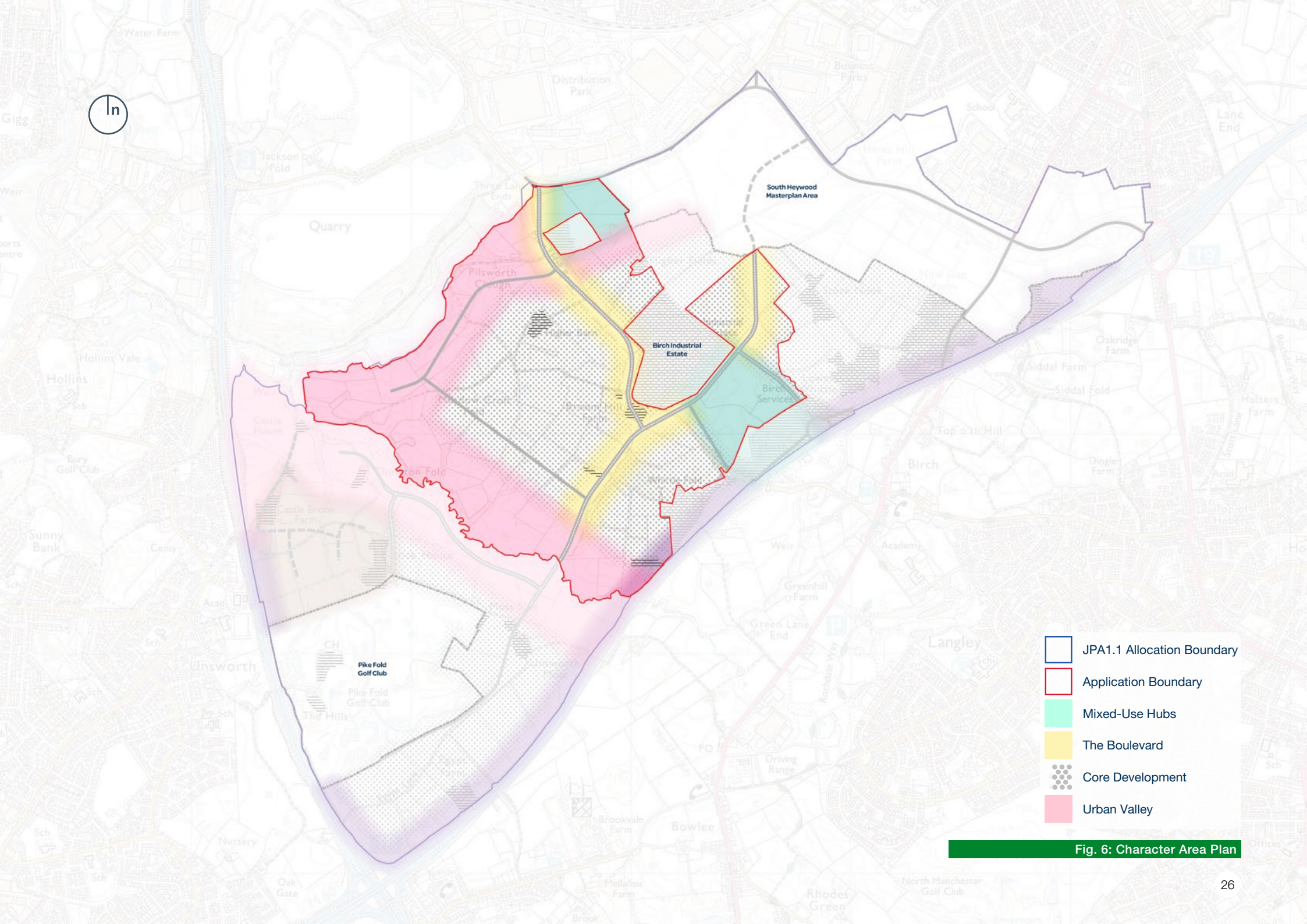
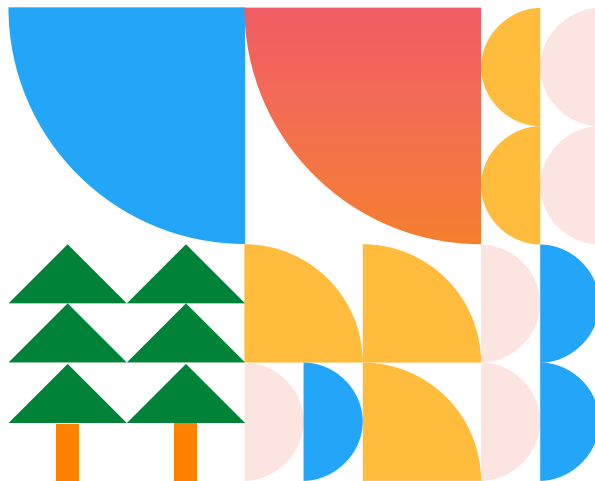


Fig. 6: Character Area Plan

Mixed-Use Hubs

4.7 As defined within the NGDF SPD:

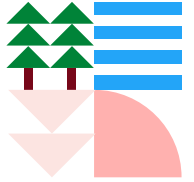
“The Mixed-Use Hubs serve as the primary points of arrival and as central focal points and meeting places for Northern Gateway. These areas will include Transport Interchanges which will provide both regular connections to wider Greater Manchester and the potential for regular shuttle bus connections to secondary travel nodes within Northern Gateway. [...] They should contain a range of ancillary uses which could include a hotel and conference facilities, retail and commercial, a gym and crèche and other related active uses to contribute to the delivery of a vibrant meeting place at the heart of surrounding employment uses.”



Mixed-Use Hubs Key Design Principles

4.8 The key design principles which are considered pertinent to the application site are as follows:

- Maximise opportunities for distinctive architecture to reflect Mixed-Use Hubs role as a primary centre within the development and gateways for the wider development.
- Mixed-Use Hubs should include provision for a range of potential complimentary and ancillary uses to the wider Northern Gateway development including provisions for a new off-line MSA (southern Mixed-Use Hub only), hotels and conference facilities, gym and crèche facilities and other supporting retail/commercial uses.
- Additional uses to be considered within the Mixed-Use Hubs could include smaller format and higher density employment uses and other complementary uses such as office, research, start-up, co-working and educational uses which can help complement the vibrant character of the Mixed-Use Hubs and utilise the areas high quality public transport links and accessibility.
- Increase building scales to improve local legibility and have visual presence at key arrival points.
- Potential highway improvements to M62 Junction 19 to establish a new primary point of entry into the Site from the M62 Motorway (southern Mixed-Use Hub only).
- Highway improvements to Whittle Lane to establish a new Active Travel route into the Site connecting on to Heywood Old Road (southern Mixed-Use Hub only).
- Allow for the provision of Transport Interchanges accessible to all bus routes passing through Northern Gateway and regular connections to wider transport hubs within Greater Manchester.
- Primary Transport Interchanges should provide regular shuttle bus connections to Secondary Travel Nodes within Northern Gateway as well as alternative Active Travel transport options such as e-scooters and e-bike rental and potential opportunities for an integrated parking facility/multi-storey car park to support potential park and ride services.
- Include provision for the delivery of a formal recreation space or square including potential for seating, picnic space, play, water feature and relaxation which can act as a focal point to the Mixed-Use Hubs and for use by and accessible to all.
- Routes and spaces through and around the Mixed-Use Hubs should be designed to be safe and well-lit throughout daytime and evening hours, allow suitable areas for shelter from wind and also allow for outdoor seating/dining from surrounding food and beverage uses.
- Areas of formal open spaces should be designed to be adaptable and suitable for a range of small-scale temporary uses including pop-up events and retailers.



Mixed-Use Hubs Applicable Design Codes

4.9 The following table sets out Design Codes applicable to the Mixed-Use Hubs Character Area. Shaded out Design Codes do not apply.

Plot Design Codes		
P1 (1 & 2)	P2 (1, 2, 3, 4 & 5)	P3 (1, 2 & 3)
P4 (1 & 2)	P5 (1)	P6 (1, 2, 3 & 4)
P7 (1)		
Building Design Codes		
B1 (1)	B2 (1)	B3 (1, 2 & 3)
B4 (1, 2, 3 & 4)	B5 (1 & 2)	B6 (1 & 2)
B7 (1)	B8 (1, 2, 3 & 4)	
Movement Design Codes		
S1 (1, 2 & 3)	S2 (1)	S3 (1)
S4 (1)	S5 (1, 2 & 3)	S6 (1 & 2)
S7 (1)	S8 (1)	S9 (1)
Open Space Design Codes		
O1 (1, 2 & 3)	O2 (1, 2 & 3)	O3 (1 & 2)
O4 (1 & 2)	O5 (1, 2 & 3)	O6 (1 & 2)
O7 (1)	O8 (1, 2, 3, 4 & 5)	O9 (1, 2, 3, 4 & 5)
O10 (1, 2, 3 & 4)	O11 (1)	
Mitigation Design Codes		
M1 (1)	M2 (1, 2 & 3)	M3 (1)
M4 (1 & 2)		



The Boulevard

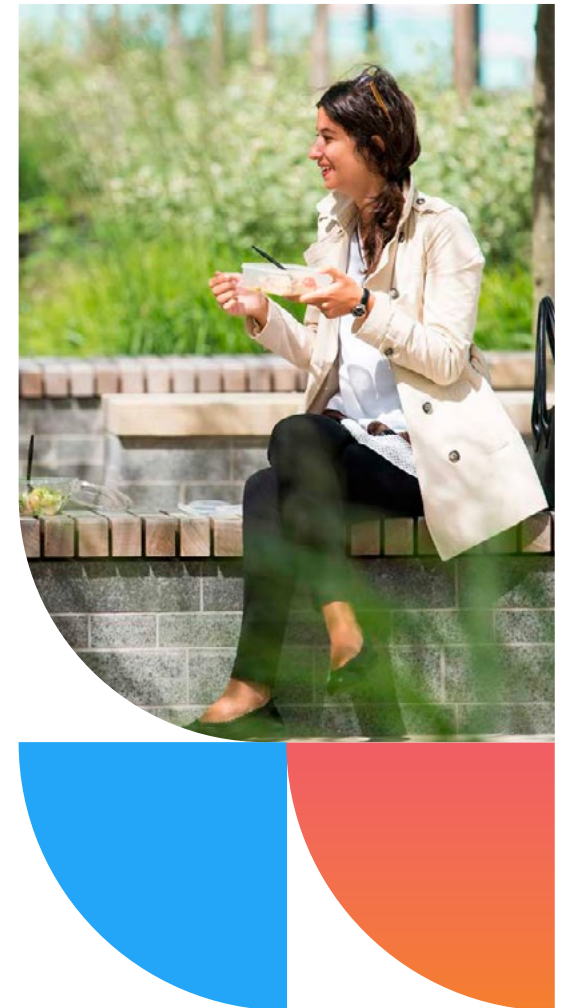
4.10 As defined within the NGDF SPD:

“The Boulevard Character Area creates a highly prominent and accessible corridor that acts as the primary axis through the development and will form a spine for those moving through and within Northern Gateway. The Boulevard Character Area accommodates all vehicular traffic, supports sustainable public transport, and promotes active travel modes while establishing a high-quality public realm. Primary Routes running through The Boulevard incorporate Active Travel Corridors with segregated footpaths and cycleways and tree planted verges, ensuring these routes are safe and enjoyable and prioritise pedestrian and cyclist movement.”

The Boulevard Key Design Principles

4.11 The key design principles which are considered pertinent to the application site are as follows:

- Ensure building design and form responds to the role of The Boulevard as the primary movement corridor through the Site therefore being highly visible to those moving through and within the wider development.
- Secondary Travel Nodes should provide regular shuttle bus connections around the wider Northern Gateway site as well as provision for alternative Active Travel transport options such as e-scooters and e-bike rental and potential opportunities for park and ride.
- Boundary treatments along primary streets should be formal, low level (where possible / subject to occupier requirements) and include appropriate landscaping to ensure opportunities to maximise levels of natural surveillance between surrounding uses and the street frontage. High level and visually impermeable boundary treatments along primary streets will be permitted when screening service yards and back of house areas with fencing and / or landscaping features.

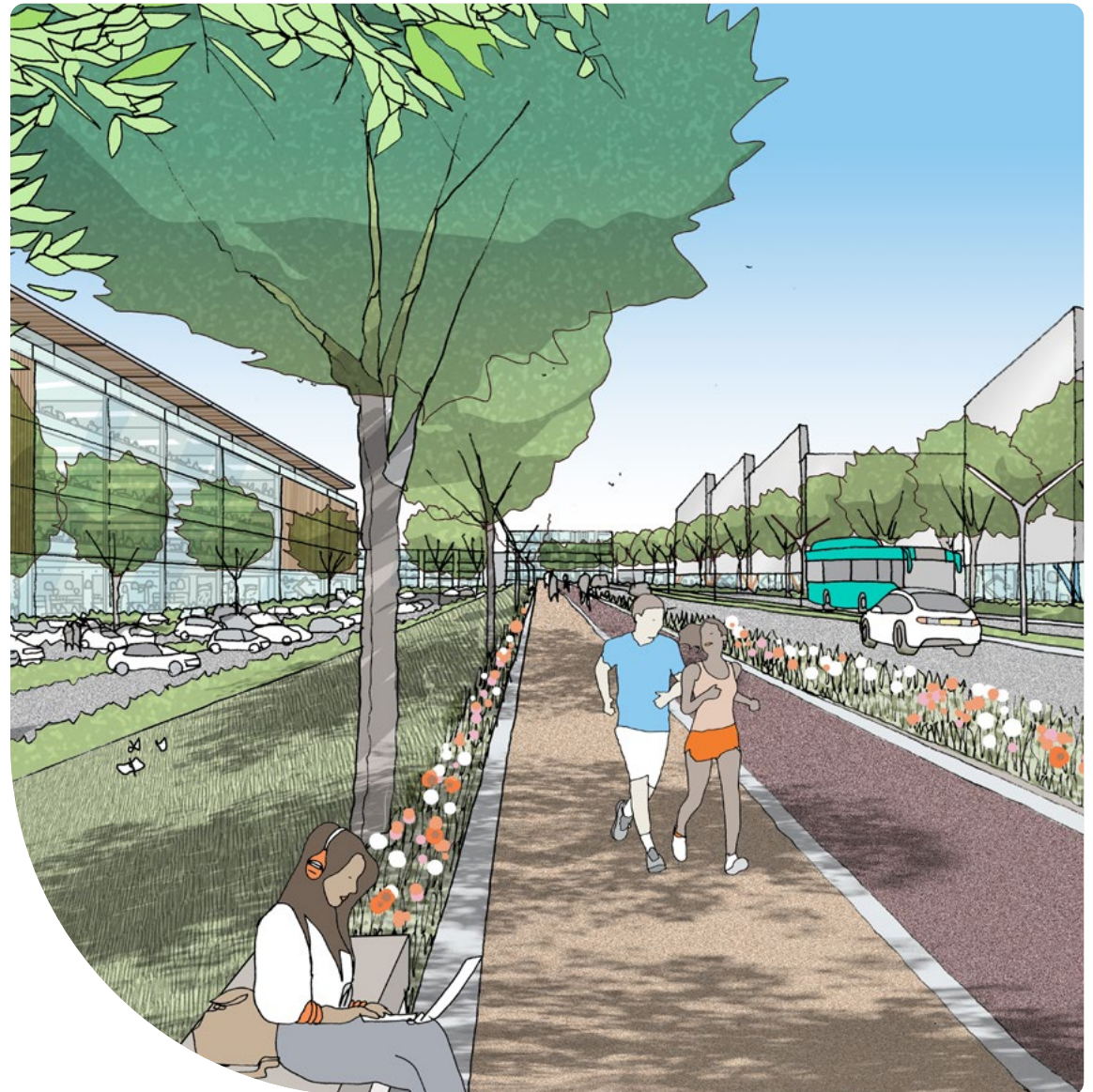




The Boulevard Applicable Design Codes

4.12 The following table sets out Design Codes applicable to The Boulevard Character Area. Shaded out Design Codes do not apply.

Plot Design Codes		
P1 (1 & 2)	P2 (1, 2, 3, 4 & 5)	P3 (1, 2 & 3)
P4 (1 & 2)	P5 (1)	P6 (1, 2, 3 & 4)
P7 (1)		
Building Design Codes		
B1 (1)	B2 (1)	B3 (1, 2 & 3)
B4 (1, 2, 3 & 4)	B5 (1 & 2)	B6 (1 & 2)
B7 (1)	B8 (1, 2, 3 & 4)	
Movement Design Codes		
S1 (1, 2 & 3)	S2 (1)	S3 (1)
S4 (1)	S5 (1, 2 & 3)	S6 (1 & 2)
S7 (1)	S8 (1)	S9 (1)
Open Space Design Codes		
O1 (1, 2 & 3)	O2 (1, 2 & 3)	O3 (1 & 2)
O4 (1 & 2)	O5 (1, 2 & 3)	O6 (1 & 2)
O7 (1)	O8 (1, 2, 3, 4 & 5)	O9 (1, 2, 3, 4 & 5)
O10 (1, 2, 3 & 4)	O11 (1)	
Mitigation Design Codes		
M1 (1)	M2 (1, 2 & 3)	M3 (1)
M4 (1 & 2)		



Core Development

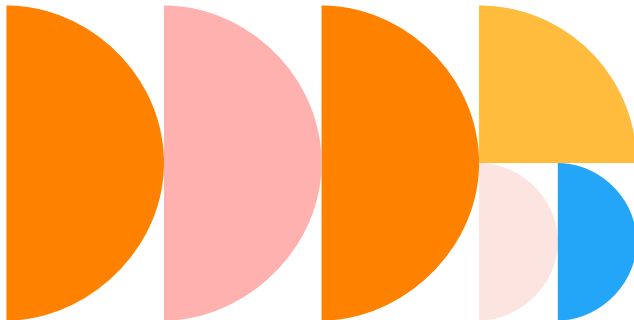
4.13 As defined within the NGDF SPD:

“The Core Development Character Area serves as the functional employment element of Northern Gateway and provides the greatest flexibility for delivering development for a variety of growing and emerging business sectors. The Core Development Character Area aids the delivery of a dynamic and thriving innovation hub for advanced manufacturing, as well as the opportunity to embrace the Sites scale in order to accommodate a potential ‘Giga-Scale’ employer alongside logistics, industrial, storage and distribution sectors.”

Core Development Key Design Principles

4.14 The key design principles which are considered pertinent to the application site are as follows:

- The design of smaller format Advanced Manufacturing uses should promote dynamic and thriving innovation hubs for advanced materials and manufacturing. These should include premises of different sizes to attract varied scales of business and allow for the retention of business on-site as they grow. Development should also include a range of communal and co-working facilities to promote sharing, communication and innovation.
- The design of larger format buildings, including ‘Giga-Scale’, should seek to limit their impact on the surrounding development where possible. It is possible that the Site will attract large occupiers, where self-containment and security is important. In these instances, careful consideration should be given to design to ensure wider permeability with other areas of the Site. This should utilise opportunities to integrate in with surrounding complementary uses, enable pedestrian and cycle permeability, and where possible, provide/enable shared facilities.
- Due to the large format nature of employment-led developments such as Northern Gateway, where circumstances permit, opportunities should be explored to further improve permeability through the Site (including links to the consented South Heywood scheme) with the introduction of additional pedestrian/ cycle routes between development plots. These should be designed to include suitable levels of natural surveillance, landscape and be accessible to all users.
- Where possible, opportunities should be explored to consolidate parking and introduce shared/communal parking for smaller employment uses/buildings.
- Areas of soft landscaping, public realm, open space and Sustainable Drainage Systems (SuDS) should be provided, where possible, in naturalised forms in order to maximise ecological opportunities and constraints. These areas have not been identified at this stage in order to maintain flexibility.





Core Development Applicable Design Codes

4.15 The following table sets out Design Codes applicable to the Core Development Character Area. Shaded out Design Codes do not apply.

Plot Design Codes		
P1 (1 & 2)	P2 (1, 2, 3, 4 & 5)	P3 (1, 2 & 3)
P4 (1 & 2)	P5 (1)	P6 (1, 2, 3 & 4)
P7 (1)		
Building Design Codes		
B1 (1)	B2 (1)	B3 (1, 2 & 3)
B4 (1, 2, 3 & 4)	B5 (1 & 2)	B6 (1 & 2)
B7 (1)	B8 (1, 2, 3 & 4)	
Movement Design Codes		
S1 (1, 2 & 3)	S2 (1)	S3 (1)
S4 (1)	S5 (1, 2 & 3)	S6 (1 & 2)
S7 (1)	S8 (1)	S9 (1)
Open Space Design Codes		
O1 (1, 2 & 3)	O2 (1, 2 & 3)	O3 (1 & 2)
O4 (1 & 2)	O5 (1, 2 & 3)	O6 (1 & 2)
O7 (1)	O8 (1, 2, 3, 4 & 5)	O9 (1, 2, 3, 4 & 5)
O10 (1, 2, 3 & 4)	O11 (1)	
Mitigation Design Codes		
M1 (1)	M2 (1, 2 & 3)	M3 (1)
M4 (1 & 2)		



Urban Valley

4.16 As defined within the NGDF SPD:

“The Urban Valley Character Area forms a high-quality parkland setting to enable new areas of meaningful and accessible public open space with diverse opportunities for sport and recreation to bring about health and well-being benefits for employees, residents and the wider community. Development here is set within the landscape setting with building form, design and appearance having a positive impact on the area’s role. Walking and running trails will meander throughout the Character Area with integrated community spaces and sport provision where compatible with ecological considerations. In connection with the Boundary Corridors Character Area, Whittle Valley protects areas of the highest ecological value and forms a cohesive wildlife movement and habitat network within Northern Gateway as well as connecting to green spaces within the surrounding local area to integrate with the wider landscape setting.”

Urban Valley Key Design Principles

4.17 The key design principles which are considered pertinent to the application site are as follows:

- Ensure building design and form responds to the role of the Urban Valley Character Area as containing some of the primary area of public open space across the Site, as buildings will be highly visible to pedestrians and cyclists moving through and within the wider development.
- Building elevations which front on to areas of public open space should embrace innovative design solutions in a way which, where possible, breaks up their visual form and reduces the impact on surrounding public spaces.
- Due to the large format nature of employment-led developments such as Northern Gateway, where circumstances permit, opportunities should be explored to further improve permeability through the Site linking large areas of public open space with surrounding streets with the introduction of additional pedestrian/cycle routes between development plots. These should be designed to include suitable levels of natural surveillance, landscape and be and accessible to all users.
- Provision of green and blue infrastructure network formed through retention and enhancement of existing natural assets, in particular Whittle Brook, Castle Brook and Brightley Brook, and integration within a series of structural green and blue landscaped corridors.
- Including landscaped corridors to form a high-quality parkland setting for Northern Gateway offering multiple benefits: for biodiversity and natural landscape; for sport and recreation; for sustainable water management and for the health and well-being of employees, residents and the wider community.
- Parkland setting should enable new areas of high quality, meaningful and accessible public open spaces with diverse opportunities for sport and recreation.
- Landscaped corridors should connect to public open space within the South Heywood Masterplan, Pilsworth Reservoir to the north and green spaces within the surrounding local area to integrate with the wider landscape setting.
- Landscaped corridors should protect the areas of highest ecological value, increase habitat value with various landscape enhancements and form a cohesive wildlife movement network.
- Inclusion of naturalised and habitat friendly sustainable drainage systems to manage rainwater run-off from hard paved spaces and buildings.
- Deliver naturalised mitigation solutions to land reprofiling and retaining features and other site-wide infrastructure requirements.





Urban Valley Applicable Design Codes

4.18 The following table sets out Design Codes applicable to the Urban Valley Character Area. Shaded out Design Codes do not apply.

Plot Design Codes		
P1 (1 & 2)	P2 (1, 2, 3, 4 & 5)	P3 (1, 2 & 3)
P4 (1 & 2)	P5 (1)	P6 (1, 2, 3 & 4)
P7 (1)		
Building Design Codes		
B1 (1)	B2 (1)	B3 (1, 2 & 3)
B4 (1, 2, 3 & 4)	B5 (1 & 2)	B6 (1 & 2)
B7 (1)	B8 (1, 2, 3 & 4)	
Movement Design Codes		
S1 (1, 2 & 3)	S2 (1)	S3 (1)
S4 (1)	S5 (1, 2 & 3)	S6 (1 & 2)
S7 (1)	S8 (1)	S9 (1)
Open Space Design Codes		
O1 (1, 2 & 3)	O2 (1, 2 & 3)	O3 (1 & 2)
O4 (1 & 2)	O5 (1, 2 & 3)	O6 (1 & 2)
O7 (1)	O8 (1, 2, 3, 4 & 5)	O9 (1, 2, 3, 4 & 5)
O10 (1, 2, 3 & 4)	O11 (1)	
Mitigation Design Codes		
M1 (1)	M2 (1, 2 & 3)	M3 (1)
M4 (1 & 2)		



Plot Design Codes

05





05. Plot Design Codes



This chapter defines the Design Codes for the layout and orientation of plots within the application site, through the arrangement of buildings, parking, service and delivery areas, boundary treatments and landscaping alongside plot lighting and signage.

P1 - Plot Layout and Orientation

5.1 Northern Gateway should offer a diverse range of plot sizes to accommodate a range of different uses, meet current market needs and provide flexibility to adapt to future market trends and demands, including the scope to accommodate a giga-scale opportunity. This variety will ensure the development remains relevant and responsive to evolving business requirements over time and reflects the anticipated longevity of the development (potentially 10-15 years).

5.2 Where possible, buildings and their primary entrances should be located as close as possible to one of the key frontages of the plot to provide visual connectivity between the proposed uses and surrounding areas accessible to the public, be that surrounding streets or areas of open space. This will also help contain areas of public open space as well as maximise opportunities for natural surveillance and overlooking.

5.3 Car parking should be positioned as close as possible to the primary entrance of the proposed building and close to surrounding streets.

5.4 Service and delivery areas should be strategically positioned to align with the building's internal operations and overall business functionality, while remaining appropriately screened from view from surrounding public areas. Wherever feasible, service areas should be positioned at the rear or side of a building to reduce their visual and operational impact on the street network and primary building frontage.

5.5 The site layout, including the placement of parking and service and delivery areas, should be designed with flexibility to accommodate cross-dock buildings as needed. This may lead to primary entrances being oriented away from primary and secondary streets, instead facing access roads to optimise traffic flow and operational efficiency.

5.6 Each plot within the development must be designed to accommodate regular servicing and deliveries, which for some businesses will involve significant daily activity related to incoming and outgoing goods. The design should account for the movement of both smaller service vehicles and larger Heavy Goods Vehicles (HGVs), at both day and night, ensuring that these operations are efficient and well-integrated.

CODE: P1-1 Plot Sizes

- (a) A diverse range of plot and building sizes **should** be offered to accommodate current market needs and provide flexibility to adapt to future market demands.
- (b) Flexibility **should** be accommodated to merge a series of consecutive plots into a single plot in the event large scale or giga-scale investment opportunities arise.

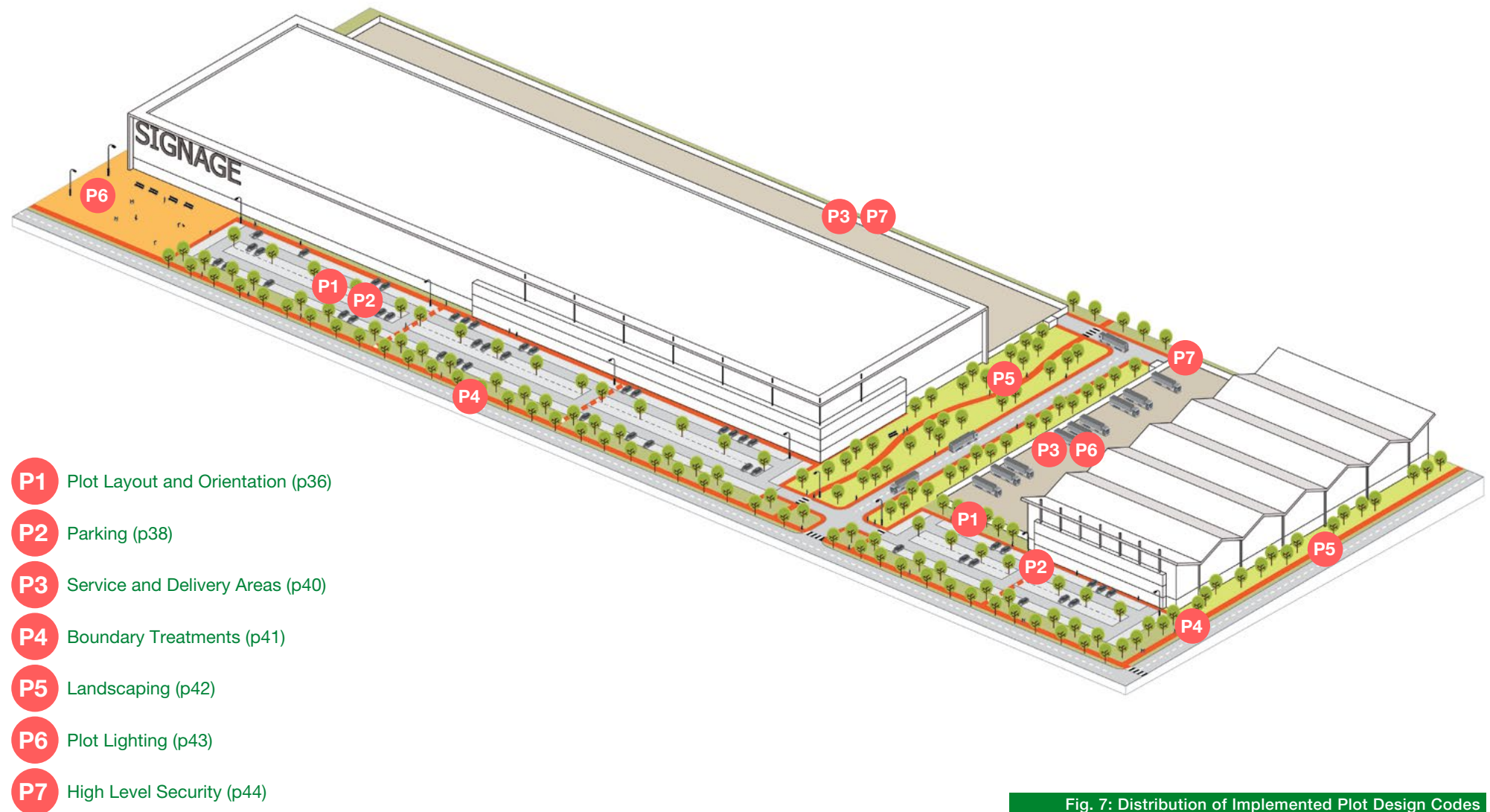


Fig. 7: Distribution of Implemented Plot Design Codes

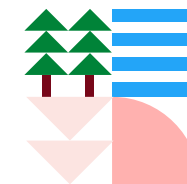
CODE: P1-2 Plot Layout

- (a) Buildings **should** be arranged to respond to their surrounding context, optimise operational efficiency while maximising site coverage.
- (b) Building plots **should** be orientated to facilitate efficient and safe pedestrian, bicycle and vehicular circulation, including access for HGVs, delivery vehicles and emergency services.
- (c) Areas of parking **should** be located to the front or side of a building, with at least one boundary adjoining and/or visible from the street to aid wayfinding.
- (d) Parking areas **should** be separated from service and delivery areas where possible, typically used by larger vehicles/HGVs, to minimise potential conflicts and ensure safety.
- (e) Service and delivery areas **should** be located to the rear or side of a building where possible, softened from views from public areas, and align with the building's internal operations.
- (f) Building plots **should** be designed to promote safety and security through measures such as controlled access points, adequate lighting and CCTV coverage.
- (g) Buildings **should** be orientated to minimise summer overheating and maximise roof mounted solar photovoltaic energy generation.
- (h) Access for visibility and mobility impaired **must** be factored into plot design.



Images

1. Parking area located to the front of the building whilst service and delivery area locate to the side of the building.
2. Separation between the service and delivery area and arrival public space to minimise potential conflicts and ensure safety.
3. Parking area and pedestrian route to building entrance visible from the street to aid wayfinding.
4. Buildings arranged to maximise site coverage and optimise operational efficiency.



P2 - Parking

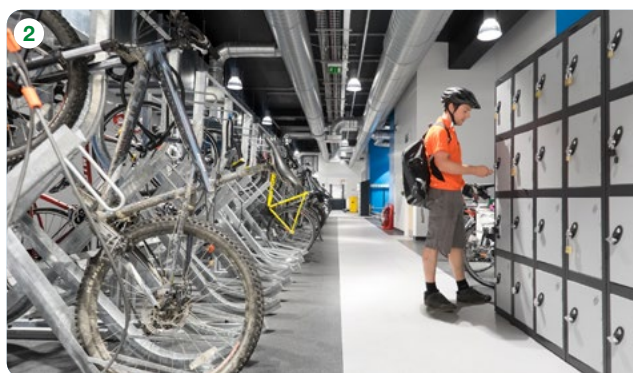
5.7 The parking needs of individual businesses will vary based on the nature of their operations, the size of their workforce, and the expected number of visitors. Each development proposal should carefully consider these factors to ensure adequate provision and with reference to the Councils' adopted parking requirements.

5.8 Proposals must ensure that car parking facilities are strategically located to maximise convenience and safety for users. This includes providing designated spaces for electric vehicle (EV) charging and disabled users, positioned in logical locations. Large car parking areas should incorporate sustainable drainage solutions and landscaping to create an environmentally friendly and visually appealing space.

5.9 To promote cycling, proposals should include safe, secure, and accessible cycle parking to serve both staff and visitors. These facilities must be situated within the building or externally near main entrances and should benefit from good natural surveillance or other safety measures to enhance usability and security.

Images

1. Safe pathways and crossings for pedestrians within the design of car parks.
2. Internal example of secure cycle parking suitable for different types of bikes including e-bikes and foldable bikes.
3. Clearly defined disabled parking located close to building entrance.
4. External example of secure cycle parking situated in a safe, secure, and accessible location that is sheltered from the elements.



CODE P2-1 Car Parking

- (a) Disabled parking **must** be located as close as possible to building entrances, with direct access to minimise conflicts with other vehicles. Disabled parking with electric vehicle charging points may be located at a greater distance from a building entrance to meet building offset requirements.
- (b) All parking provision **should** recognise and meet local planning authority standards, unless an alternative level of provision is justified.
- (c) Proposals **must** consider incorporating safe pathways and crossings within the design of car parks.
- (d) Proposals **should** consider providing priority spaces for car sharing.

CODE P2-2 Cycle Parking

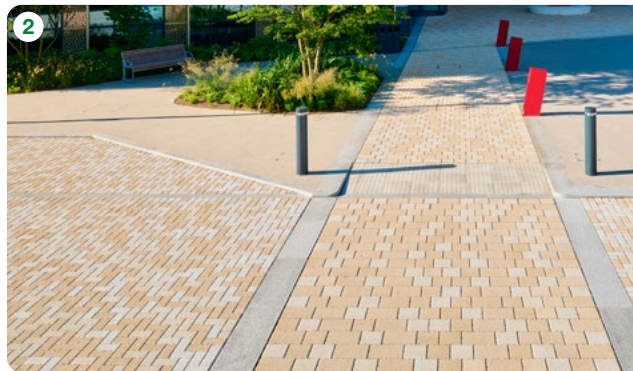
- (a) Cycle parking **must** be provided for both staff and visitors and positioned near building entrances for maximum convenience.
- (b) Any outdoor cycle parking in addition to the above **should** be situated in safe, secure, and accessible locations that are well-lit, actively used, highly visible and suitably sheltered from the elements.
- (c) Cycle parking **should** be suitable for different types of bikes including e-bikes and foldable bikes.

CODE P2-3 Electric Vehicle Charging Points

- (a) Each plot **should** include a proportional number of EV charging points relative to the total car parking spaces.
- (b) There **should** be flexibility in the design of the car park and utilities to increase the number of EV charging points in the future should these be required.
- (c) Charging points **should** be in prominent and convenient locations that provide ample space, appropriate lighting and benefit from natural surveillance.

CODE P2-4 Materials

- (a) Permeable surfacing **should** be used within car parking areas, as part of a sustainable drainage system, where feasible in accordance with the drainage strategy which accompanies this planning application.
- (b) Pedestrian areas **should** be differentiated from vehicular areas with varying surface materials and/or a change in level.
- (c) Hard landscaping materials used within car parks **should** be suitable and appropriate for their intended use and anticipated levels of traffic, be resilient for their intended purpose and be designed to limit the need for ongoing maintenance.
- (d) Material specification **should** be cognisant of embodied carbon emissions and reduce environmental impact where possible.



Images

1. Each plot to provide electric vehicle charging points whilst allowing flexibility in car park design to increase the number of charging point for future use.
2. Permeable surfacing used within plot car parking areas with varied surface materials to differentiate pedestrian and vehicle routes.
3. Suitable levels of soft landscaping to parking areas to break up large banks of parking. To include trees, hedgerows and shrub planting.

CODE P2-5 Landscaping

- (a) To reduce the visual impact of large parking areas, larger car parks **must** include suitable levels of soft landscaping including trees, hedgerow and shrub planting. This **should** be used to break up large banks of parking, help identify any pedestrian routes through car parks, and be designed as part of wide SuDS features where possible.
- (b) The perimeter of car parking areas **must** feature low-level planting, with intermittent tree planting, to screen vehicles while maintaining clear sightlines above for access, egress, effective surveillance and safety.
- (c) Soft landscaping **should** seek to be resilient to the impacts of climate change and not reliant on irrigation systems.
- (d) Proposals **should** consider how soft landscaping can provide seasonal shading to reduce the urban heat island affect and overheating.





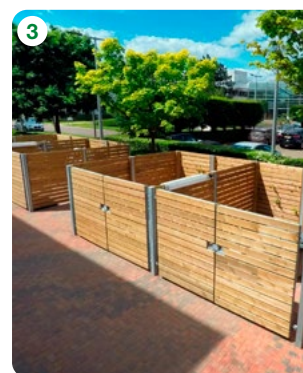
P3 - Service and Delivery Areas

5.10 The service and delivery requirements of individual businesses can differ depending on various factors, including the nature of their operations, the scale of their distribution activities, and the anticipated volume of HGVs entering and exiting the premises. It is essential for each proposal to address these variables to ensure that the service and delivery areas are not only sufficient for current demands but also scaled to accommodate future growth.

5.11 A well-designed service and delivery area should integrate seamlessly with the building's internal workflows and support the overall functionality of the business. This includes aligning the spatial configuration, access points, and operational flow of these areas with the business's logistical needs, ensuring efficiency, traffic management and safety protocols.

CODE: P3-1 Access

- (a) Larger plots with high traffic volumes or those accommodating numerous heavy goods vehicles **should** prioritise efficient and direct access into service and delivery areas from the highway network. Service routes **should** be planned to avoid conflicts with parking areas, pedestrian pathways, or other high-traffic areas within the plot.
- (b) Consideration **should** be given to the turning radii, manoeuvring space, and traffic management systems needed to accommodate larger vehicles, ensuring compliance with safety standards.



Images

1. Direct access into service and delivery areas from the highway network for larger plots with high traffic volumes.
2. Hard landscape surface materials which withstand heavy industrial use.
3. Screened refuse storage areas located away from building entrances yet mindful of collection access requirements.

CODE P3-2 Materials

- (a) Hard landscaping materials **must** withstand heavy industrial use
- (b) Material specification **should** be cognisant of embodied carbon emissions and reduce environmental impact where possible.

CODE: P3-3 Refuse Storage

- (a) Refuse storage areas **should** be located to meet the operational needs of the occupiers, but **must** be discreetly located and screened, away from main building entrances. Consideration **must** also be given to the practicality of collection access.
- (b) Suitable refuse storage **should** be provided for all potential general and recyclable waste streams. A sustainability assessment framework such as BREEAM provides guidance for refuse storage, however other frameworks may also be appropriate.

P4 - Boundary Treatments

5.12 Front plot boundaries play a crucial role in shaping the character of streetscapes and the public realm, significantly influencing the overall experience and visual identity of Northern Gateway. These boundaries form the interface between private plots and public spaces therefore, careful consideration should be given to their design, materials, and landscaping to ensure they support a welcoming environment for employees and visitors alike.

5.13 Plot boundaries adjoining public open spaces, pedestrian pathways, and cycling networks should be designed to balance security while promoting user safety, encourage natural surveillance, and create a sense of positive connection between building plots and the surrounding routes.

5.14 Security fencing may be necessary along rear and side boundaries. Where feasible, it should be positioned behind a buffer of soft landscaping of adequate depth to allow for the growth of an appropriate vegetated screen, particularly at interfaces between private plots and public open space.

5.15 The boundary treatment for each plot should be tailored to address the specific requirements of its occupants. Different plot boundaries may require different approaches, depending on their purpose and visibility and relationship to the street and public open space network. Each treatment should balance functionality with aesthetic and contextual considerations.



Images

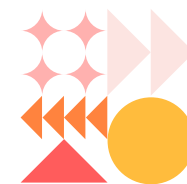
1. Low height front boundaries with intermittent tree planting allows for greening of the streetscape and retained visual permeability.
2. Rear and side boundaries may require security fenced boundaries where they adjoin public open space, these should be visually permeable to provide natural surveillance and promote user safety.

CODE P4-1 Front Boundaries

- (a) Front plot boundaries facing the streetscape or public realm **should** where possible (and subject to funder / occupier requirements) be defined with low height boundary features such as hedgerows, walls and fences to maximise opportunities for visual permeability and allow views through to adjacent public spaces.
- (b) Intermittent tree planting **should** be included along front boundaries to add soft landscaping to the plot and streetscape beyond.
- (c) Where fencing or walls are utilised, these **should** integrate aesthetically with the building design, and be dictated by the level of security required by the operator/use..

CODE P4-2 Rear and Side Boundaries

- (a) Rear and side boundary treatments **should** be designed to consider the relationship with adjoining public open spaces. Where possible, boundary treatments **should** be pedestrian friendly, visually permeable, promote user safety and provide natural surveillance.
- (b) Security fenced boundaries adjoining public open spaces **must** incorporate a soft landscape buffer with to reduce their prominence.



P5 - Landscaping

5.16 Soft landscaping within building plots should be thoughtfully designed to enhance the visual appeal and integration of the development with neighbouring public open spaces. This should include a carefully selected mix of evergreen and deciduous trees, hedgerows, and shrubs to seek to provide year-round visual interest and to soften and screen the appearance of the plot while avoiding complete enclosure. Such planting not only helps to mitigate the visual impact of dominant structures and large parking areas but also contributes to breaking up the overall massing of the development whilst contributing to biodiversity.

5.17 Planting schemes should prioritise the use of native species that are well-suited to the local environment, sourcing plants from local nurseries where possible to support biodiversity and retained habitats. Special attention should also be given to the placement of tree stock in prominent locations, such as within landscaped areas fronting building main entrance elevations and along the streetscape, to create an inviting and well-integrated aesthetic. These trees can serve as focal points, enhance the character of the development, and provide environmental and visual benefits which grow, establish and thrive over the life of a development.

Images

1. Mature tree stock to building entrances and fronting the streetscape to break up the massing of dominant structures and car parks.
2. Evergreen and deciduous species use to provide year round visual interest and screening to external seating areas for employees.
3. Soft landscaping to Mixed-Use Hubs to offer year round visual interest and enclosure to pedestrian areas as protection from carriageways.
4. Soft landscaping should include trees, hedgerows, shrubs and grasses and use native species and those resilient to climate change where appropriate.



CODE: P5-1 Planting Design

- (a) Soft landscaping within building plots should, where appropriate, include trees, hedgerows and shrubs to visually soften/screen the development from the surrounding areas and break up the massing of dominant structures and large areas of car parking.
- (b) A mix of both evergreen and deciduous species should be used to seek to provide year-round visual interest and screening benefits. Proposals should aim to maintain a degree of visual permeability through the Site, avoiding full enclosure unless funders / occupiers require same.
- (c) Where appropriate, planting proposals should use native species appropriate to the local area sourced from local nurseries where possible.
- (d) Tree stock which grows, establishes and thrives over the life of a development should be used in areas of soft landscaping fronting building main entrance elevations and the streetscape.
- (e) Soft landscaping should be resilient to the impacts of climate change and preferably not reliant on irrigation systems.
- (f) Proposals should consider how soft landscaping can provide seasonal shading to reduce the urban heat island affect and overheating.

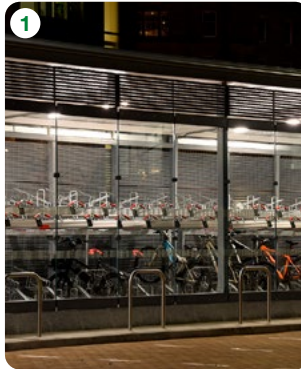
P6 - Plot Lighting

5.18 Northern Gateway will require lighting for safety, amenity and security during the hours of darkness. Key areas to illuminate include building entrances, main access points into plots from roads, staff breakout spaces and service and delivery areas. All lighting must have good light control and cut off angles to reduce light spillage, control glare and limit sky glow.

5.19 Effective lighting enhances the development's appeal and safety whilst respecting the surrounding environment and supporting ecological sensitive areas. Directional lighting should focus on highways and footpaths, with features like backlight reduction to prevent light spill into ecologically sensitive areas and warm colour temperatures to reduce wildlife disruption. Servicing and delivery areas should avoid glare and unnecessary landscape light diffusion. Consideration must also be given to seasonal variations, ensuring appropriate illumination throughout the year, particularly during the darker winter months and pre-programmed dimming arrangements to reduce light levels outside of working hours.

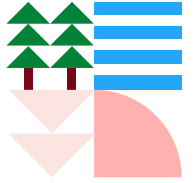
Images

1. Cycle parking well lit for user safety.
2. Plot lighting designed, positioned and directed to minimise light spill and reduce the impact of light pollution into ecologically sensitive areas.
3. Low column lighting to pedestrian routes through parking areas to building entrances.
4. Directional flood lighting to service and delivery areas to minimise light spill beyond the plot.



CODE: P6-1 Plot Lighting

- (a) Placement and orientation of lighting should be considered in conjunction with wider infrastructure lighting across Northern Gateway.
- (b) Vehicular, cycle and pedestrian routes must have appropriate lighting levels whilst also recognising ecological constraints.
- (c) Feature lighting should be used to highlight plot entrances and the route between parking areas and building entrances.
- (d) Any lighting should seek to enhance the plot while minimising light pollution.
- (e) All lighting must have good light control and cut off angles to reduce light spillage, control glare and limit sky glow.
- (f) Subject to funder / occupier requirements, lighting should be pre-programmed with a dimming arrangement to reduce light levels during the night and should be controlled in line with lighting industry standards and guidance.
- (g) Lighting should be energy efficient in line with a suitable sustainability framework such as BREEAM.
- (h) Lighting should be controlled to minimise unnecessary use e.g. during daylight hours and in areas of intermittent pedestrian access.



CODE: P6-2 Sensitive Areas

- (a) Plot lighting **must** be designed, positioned and directed to minimise light spill and reduce the impact of light pollution into ecologically sensitive areas.
- (b) Proposals for lighting **must** reflect the latest guidance from the Bat Conservation Trust.

CODE: P6-3 Parking Areas

- (a) Car and cycle parking areas **must** be well lit for user safety.
- (b) Pedestrian routes **should** have additional bollard, column or floor lighting to delineate dedicated routes.

CODE: P6-4 Service and Delivery Areas

- (c) Flood lighting **should** be used for service and delivery areas to provide adequate coverage. Lighting shields, or similar approaches, **must** be used to direct lighting and minimise light spill beyond the plot.

P7 - High Level Security

5.20 Security and safety is a key consideration with regard to all elements of design across the proposed development. However, due to the nature of the uses proposed as part of this application, some future prospective funders, tenants and / or occupiers may require additional or high-level security measures around a specific development plot.

5.21 In such circumstances, balance needs to be achieved between satisfying the needs of the prospective funders, tenants and / or occupiers without compromising the character and design quality of surrounding streets and spaces.

Images

1. Alternative anti-ramming devices in the form of attractive landscape features such as raised beds with planting and seating.
2. Soft landscaping to screen service and delivery areas, off-set from boundaries to prevent climb over opportunities.



CODE: P7-1 High Level Security

- (a) In the event anti-ramming devices are required along plot boundaries, proposals **should** seek to prioritise landscape features (e.g. raised planters, boulders, Ha-ha features) over built features where possible and where not possible, **should** be consistent in design with wider landscaping furniture recognising that in certain instances anti-ram raid bollards and the like will be required.
- (b) In the event car parking is located at the front of a proposed building and located facing a street but needs to be secure and requires perimeter fencing, proposals **should** prioritise the use of visually permeable fencing (e.g. mesh, wire, railings) over solid fencing to retain levels of natural surveillance and visual connectivity between the plot and adjacent streets and spaces.
- (c) Secure service boundaries which **must** be screened from view from any adjacent streets and spaces, tree and shrub planting **should** be off-set from boundaries, walls and fencing to prevent opportunities to use peripheral planting to climb over secure boundaries.



Building Design Codes

06





06. Building Design Codes



This chapter defines the Design Codes for the individual buildings within the application site, including their uses, scale and massing, built form alongside façade treatments and active frontages. Building lighting, signage and sustainable design is also considered.

B1 - Uses

6.1 The application site can be divided into two clear areas according to use; Developable Area 1 and Developable Area 2. Developable Area 1 covers the majority of the application site and will provide and be broadly limited to storage and distribution uses alongside data centres, general industry including advanced manufacturing, large scale and giga-scale units should opportunities become available. Developable Area 2 will include additional uses including commercial, office, retail and hotel uses and is located within key areas of the Site which contain primary or secondary gateways into the proposed development.

6.2 Uses delivered at Northern Gateway must be compliant with Policy JP Allocation 1.1 of Places for Everyone (2024).

Images

1. Hotel to be located within Mixed-Use Hubs.
2. Advanced manufacturing or office uses to be distributed across the Site in accordance with the Parameter Plans.
3. Storage and distribution uses alongside general industry uses should cover the majority of the Northern Gateway site.



CODE: B1-1 Use

- (a) Future proposals **must** be in accordance with the proposed uses and upper quantum of development as set out in the Proposed Uses Schedule which accompanies this application.
- (b) The distribution of proposed uses across the Site **must** be in accordance with the Parameter Plans which accompanies this application.

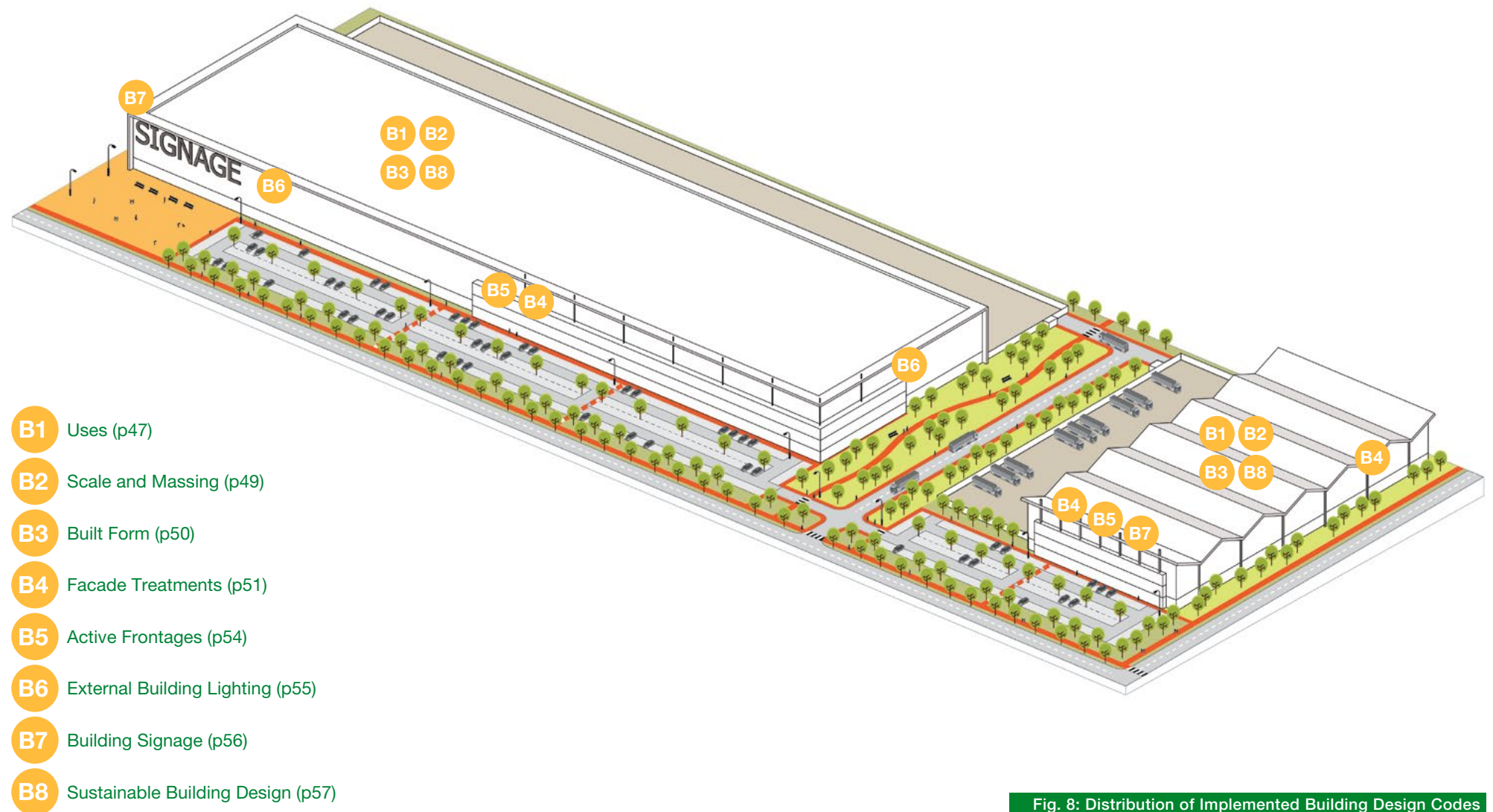


Fig. 8: Distribution of Implemented Building Design Codes

B2 - Scale and Massing

6.3 Alongside diverse plot sizes, Northern Gateway should offer a diverse range of building scales to accommodate current market needs and provide flexibility to adapt to future market requirements, trends and demands. This variety will ensure the development remains relevant and responsive to evolving business requirements over time. Advanced manufacturing uses are often associated with smaller scale buildings whereas a large scale or giga-scale investment opportunity would require single extra-large format industrial buildings. Numerous medium and large format employment buildings will be required to deliver adaptable and future-ready development at Northern Gateway.

Images

1. A diverse range of building scales to accommodate current market needs and provide flexibility to adapt to future market trends and demands.
2. Example of small format industrial buildings.
3. Increased building scale should be used at prominent corner plots to create visual interest and improve legibility.
4. Sensitive scale and massing used adjacent to existing residential dwellings to protect visual and residential amenity.



CODE: B2-1 Scale and Massing

- (a) Buildings **should** be of a scale and massing that is suitable to maintain visual balance within the Site and surrounding context.
- (b) Buildings **should** be of a scale and massing to accommodate a range of uses.
- (c) Buildings located on prominent corner plots and located at the end of vistas **should** explore variation in design solutions including increased building scale to mark such locations and help create visual interest and improve legibility.
- (d) Building heights **must** be sensitive when adjacent to existing residential dwellings in order to protect the visual and residential amenity of residents.



B3 - Built Form

6.4 The form of buildings across the Site should be designed in a way that helps to integrate development within its surroundings, lessen visual impact, create visual interest and improve legibility across the Site. Taking into consideration the large format nature of many of the proposed uses across the Site, design solutions should be explored to address these aspirations whilst fulfilling the practical and operational demands of the proposed uses.

6.5 Refer to B4 - Façade Treatments and B5 - Active Frontages for further Built Form Design Codes.

Images

1. A saw tooth roof could contribute to a varied and interesting roofscape and help break up the visual appearance of larger format buildings.
2. Built form accommodates the employment nature of the development while contributing positively to the overall aesthetic of the Site.
3. Increased functionality of flat roofs could introduce solar panels for sustainable energy generation.
4. An example of functional employment built form yet the building design contributing positively to the overall aesthetic.

CODE: B3-1 Built Form

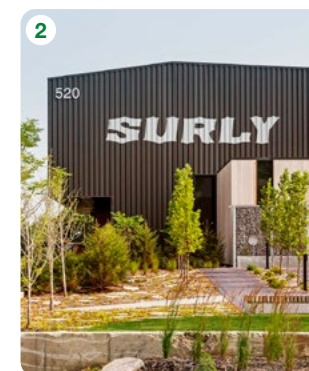
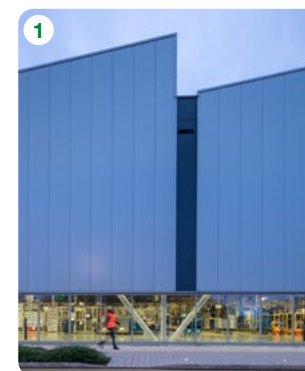
- (a) Built form **should** reflect the employment nature of the development while contributing positively to the overall aesthetic and functionality of the Site.
- (b) The form of building **should** celebrate key features of a building including building entrances and prominent elevations.
- (c) The built form **should** be utilised to help break up the visual appearance of larger format buildings.
- (d) Proposals **should** incorporate architectural features and materials that reinforce the identity of the development.

CODE: B3-2 Roofs

- (a) Roofs **should** be designed with functionality in mind, accommodating requirements for the potential for rainwater management, solar panel installation and integral roof lights.
- (b) A range of roof forms **should** be explored to help create a varied and interesting roofspace and help break up the form and mass of proposed buildings. Roof forms **should** reflect the industrial use of the proposed building and celebrate and identify key elements of the building including entrances and stair cores where possible.

CODE: B3-3 Gateways

- (a) Built form, alongside scale, façades and active frontages, **should** positively respond to gateway locations, key junctions and nodes.



B4 - Façade Treatments

6.6 All buildings should exhibit a hierarchy of façades based on their orientation within the plot and their relationship with the surrounding street network. This hierarchy includes:

- **Primary façades:** These are the most prominent and highly visible aspects of the building, serving as its defining feature. Advanced Manufacturing and Mixed-Use Hub buildings may have more than one primary façade, whereas primary façades on industrial, logistic or data centre buildings may be limited to small sections of frontage, entrances or prominent corners. Primary façades should utilise high quality materials that reflect their public-facing nature. These façades should also incorporate design elements scaled to pedestrian interaction, especially around entrances, to enhance the user experience.
- **Secondary façades:** While still visible, these façades are less dominant and play a supportive role in the overall building design. Secondary façades front public open spaces and internal streets. Secondary façades should maintain similar materials and colours to provide a cohesive architectural approach whilst ensuring durability and minimising maintenance costs.
- **Tertiary façades:** Often referred to as "back-of-house", these are the least visible and primarily functional areas of the building. Tertiary façades front service and delivery areas or adjoining plots. These should include thoughtful detailing and finishes to create visual interest and prevent monotony.

6.7 Different façades will be identified at the reserved matters stage on a plot by plot basis.

6.8 For Advanced Manufacturing and Mixed-Use Hub buildings, where proposed building façades front directly onto public streets and open spaces, ground floor glazing and translucent panels should be used to enhance ground-level visual connectivity and natural surveillance, allowing light to flow in and out helping to provide balance between functionality and design quality.

6.9 For industrial, logistics, or data centre buildings, the large-scale format and internal functions may restrict the use of glazing and translucent panels along public streets and open spaces. However, their inclusion should be considered wherever feasible.

6.10 Where buildings are placed behind perimeter fencing/walls and planting to screen views of the building, and the building does not have a direct relationship with the surrounding public space, ground floor glazing or translucent panels will not be required.

6.11 Glazing will be considered and incorporated within buildings as appropriate, for example in offices and at entrances to buildings, subject to funder and occupier requirements.

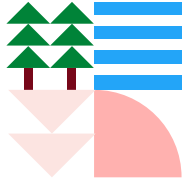
6.12 The choice, composition, and placement of materials significantly influence how a development is perceived, as well as its durability and performance over time. A simple palette of high-quality materials can be an effective solution.

CODE: B4-1 Façades

- (a) Building façades **must** be designed to engage positively with the public realm, streetscape and areas of public open space.
- (b) All buildings **must** have a hierarchy of façades in accordance with the above. Every building **must** feature a primary façade. In some cases, either a secondary or tertiary façades may not be present. If a building has multiple potential primary frontages, primary frontage can be limited to one designated façade / corner.
- (c) Primary façades **should** face a public road, internal to the Site, where possible.
- (d) Buildings in key prominent locations **should** use elevation design and architectural articulation in a way which breaks up their visual form and reduces their impact on the surroundings.
- (e) Large format buildings **should** avoid monotonous façades where possible.

Images

1. Example of a prominent and highly visible primary facade incorporating design elements as defining features around the entrance.
2. Example of primary façades wrapping around prominent corners with secondary façades playing a supportive role in the overall building design and cohesive architectural approach.
3. Example of a "back-of-house" tertiary façade of a industrial or logistics building, these will directly front service and delivery areas.



CODE: B4-2 Windows

- (a) Where possible, glazing or translucent panels **should** be incorporated into the ground floor elevation of buildings where they front directly on to and define the boundary of publicly accessible streets or open spaces.
- (b) Building elevations which are set back from the street and screened from view will not require ground floor glazing or translucent panels.
- (c) Proposals **should** incorporate windows and openings to balance natural light with privacy and security considerations.

CODE: B4-3 Colour

- (a) The chosen colour palette **should** carefully consider how it will appear both from a distance and up close.
- (b) Strong colours **should** be used sparingly to create emphasis and break up the building's form where appropriate.
- (c) Colour and articulation **should** be incorporated to add interest and enhance legibility in close-up views.
- (d) The colour palette **should** help to break down the buildings mass to ensure it appears subdued or recessive in significant distant views.



- 4. Muted and light coloured façades should help to break down the buildings mass in distant views.
- 5. Windows incorporated into the ground floor elevation of advanced manufacturing or Mixed-Use Hub buildings where buildings directly front onto public spaces or streets.
- 6. Translucent panels incorporated into the facade provide a positive facade to adjacent public spaces and increased night time perceived safety.

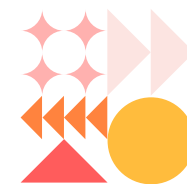
CODE: B4-4 Materials and Finishes

- (a) Building materials **should** be reflective of the employment character of Northern Gateway.
- (b) Façades **should** incorporate accent materials to add visual interest and reinforce identity.
- (c) Proposals **should** use architectural features such as recessed panels, vertical fins and colour variations to add texture and depth to façades.
- (d) Proposals **should** include consistent design elements across buildings to establish a cohesive appearance throughout the different phases of the development.
- (e) Primary façades **should** utilise high quality materials that reflect their public-facing nature.
- (f) Secondary façades **should** be composed of complementary materials and colours to primary façades to provide a cohesive architectural approach.
- (g) All materials **should** be durable with good long-term performance and minimal maintenance requirements.



Images

1. Example of aluminium or zinc cladding.
2. Example of steel or aluminium cladding with polymer lacquer coat.
3. Example of steel or aluminium cladding with polymer lacquer coat.
4. Example of glazing with frosted patterns and perforated metal sheet cladding suited to advanced manufacturing or Mixed-Use Hub buildings.
5. Example of a more varied materials palette to be used within the Mixed-Use Hub.



B5 - Active Frontages

6.13 Active frontages should be utilised along public facing elevations wherever possible.

6.14 In industrial, storage and distribution buildings, active frontages are more limited compared to other building types due to their size and functional nature. Nevertheless, thoughtful consideration of the orientation and internal design should be undertaken so that attractive and engaging frontages are incorporated within Northern Gateway where possible.

6.15 To maximise its impact, active frontage should be strategically positioned at key arrival points, such as main entrances, to enhance legibility and aid wayfinding. The internal layout of a building should promote active frontage by locating key spaces such as reception, meeting rooms and offices along the primary facade. Incorporating significant glazing in this area can create a positive outlook for occupants and reinforce a strong sense of arrival for visitors.

6.16 Active frontages should engage positively with the surrounding streetscape, pedestrian and cycle routes, and public open spaces.

Images

1. Primary building entrance located on the primary facade with glazing to internal uses to create an attractive and engaging frontage.
2. Internal key spaces such as reception, meeting rooms and offices located to create a corner turning active frontage.
3. Simple changes in architectural detailing and material choices can reinforce a strong sense of arrival and aid wayfinding.
4. Additional ground floor glazing incorporated into secondary façades to overlook areas of public open space and to increase the perceived safety of these spaces.



CODE: B5-1 Entrances

- (a) Where possible, main, primary and/or visitor entrances **should** be positioned on the primary facade and located close to the public road network.
- (b) For plots situated on a junction of two roads or adjoining public open space, the entrance **should** be located close to the corner of a building, with activity on two façades and visible from both roads and public open space subject to funder and occupier requirements.
- (c) Proposals **should** ensure primary entrances are easily identifiable. Entrances **could** be glazed with prominent building lighting and signage as well as canopies or other architectural features to highlight entry points.

CODE: B5-2 Active Frontages

- (a) Key internal spaces, including reception areas, meeting rooms and offices, **should** be located along the primary façade. These active frontages **should** extend around corners to secondary façades.
- (b) Additional ground floor glazing **should** be incorporated on façades that face public open spaces to maximise levels of natural surveillance and perceived safety and security of these areas.

B6 – External Building Lighting

6.17 Lighting should enhance key building elements, particularly the entrance, to improve visibility and legibility. Options like uplighting, downlighting or backlit translucent materials can highlight architectural features without adding excessive glare. Thoughtfully designed external lighting elevates the building's aesthetic and functional quality. Sensitive lighting strategies should minimise glare and light pollution.

Images

1. Totem signage at plot entrances to aid orientation.
2. Decorative lighting seeking to enhance the building and highlight the building entrance.
3. Buildings must have good lighting control which minimises light pollution including light spill, glare and sky glow.
4. Internal and feature lighting to be used to highlight building entrance.

CODE: B6-1 External Building Lighting

- (a) Building lighting **should** conform to the overall identity for lighting across Northern Gateway.
- (b) Any external decorative lighting **should** seek to enhance the building, be designed as an integral element of the proposed building elevation, and be accessible for the purposes of maintenance.
- (c) Placement and orientation of lighting **should** be considered in conjunction with wider infrastructure lighting across Northern Gateway.
- (d) Feature lighting **should** be used to highlight building entrances.
- (e) All lighting **must** have good light control and cut off angles to reduce light spillage, control glare and limit sky glow and light pollution.

CODE: B6-2 Sensitive Areas

- (a) Building lighting **should** be designed, positioned and directed to minimise light spill and reduce the impact of light pollution into ecologically sensitive areas.





B7 - Building Signage

6.18 Clear, attractive, and effective building signage is essential for ensuring the Site functions seamlessly for all users, accommodating the needs of employees, visitors, and various modes of transport, particularly pedestrians and cyclists.

6.19 Building signage should serve multiple purposes, ranging from prominent brand signage, such as company names, to detailed directional signs. It must operate effectively at different scales: large and visible enough to be read from a distance, such as from car parks, while also including clear, detailed signage for close-up navigation by pedestrians.

CODE: B7-1 Building Signage

- (a) Signage solutions **should** be thoughtfully considered to suit specific roles, tasks, and locations.
- (b) The size, scale, type and placement of signage **should** complement the building's overall design and reflect a cohesive, coordinated approach without overwhelming the building design.
- (c) Building signage **should** be strategically placed in prominent, highly visible locations, aligning seamlessly with primary entrances to enhance accessibility and clarity.
- (d) Lighting associated with building signage **should** not create undue light pollution.



Images

- 1. Prominent brand / company name signage complementing the buildings overall design.
- 2. Building signage strategically placed in a prominent and highly visible location.
- 3. Directional signage aligning seamless with primary entrances.
- 4. Building signage used to animate building design.

B8 - Sustainable Building Design

6.20 As a priority, buildings should minimise carbon emissions in construction and operation and be resilient to the effects of climate change.

CODE: B8-1 Solar Orientation

- (a) Building orientation and design **should** take advantage of natural light, reducing energy consumption and enhancing indoor working conditions.
- (b) Buildings **should** be orientated to minimise summer overheating and maximise roof mounted solar photovoltaic energy generation.
- (c) Proposals **should** utilise shading devices where necessary to mitigate excessive solar gain.
- (d) Proposals **should** use high-performance glazing to improve energy efficiency and occupant comfort.

CODE: B8-2 Energy Efficiency

- (a) Buildings **should** be designed in accordance with the energy hierarchy, reducing demand in the first instance.
- (b) Buildings **should** incorporate an all-electric building services strategy with low and zero carbon technology, where possible.



CODE: B8-3 Embodied Carbon

- (a) Material specification **should** be cognisant of embodied carbon emissions and reduce environmental impact where possible.
- (b) Material with recycled content **should** be prioritised where appropriate.
- (c) Buildings **should** be designed to be easily disassembled to allow for reuse and recycling at end of life.
- (d) Building materials **should** be locally sourced.

CODE: B8-4 Accreditation

- (a) Buildings **must** be designed in accordance with an industry recognised holistic sustainability performance assessment method such as BREEAM.
- (b) Further accreditation such as Fitwel and/or ModeScore **should** be considered.

Images

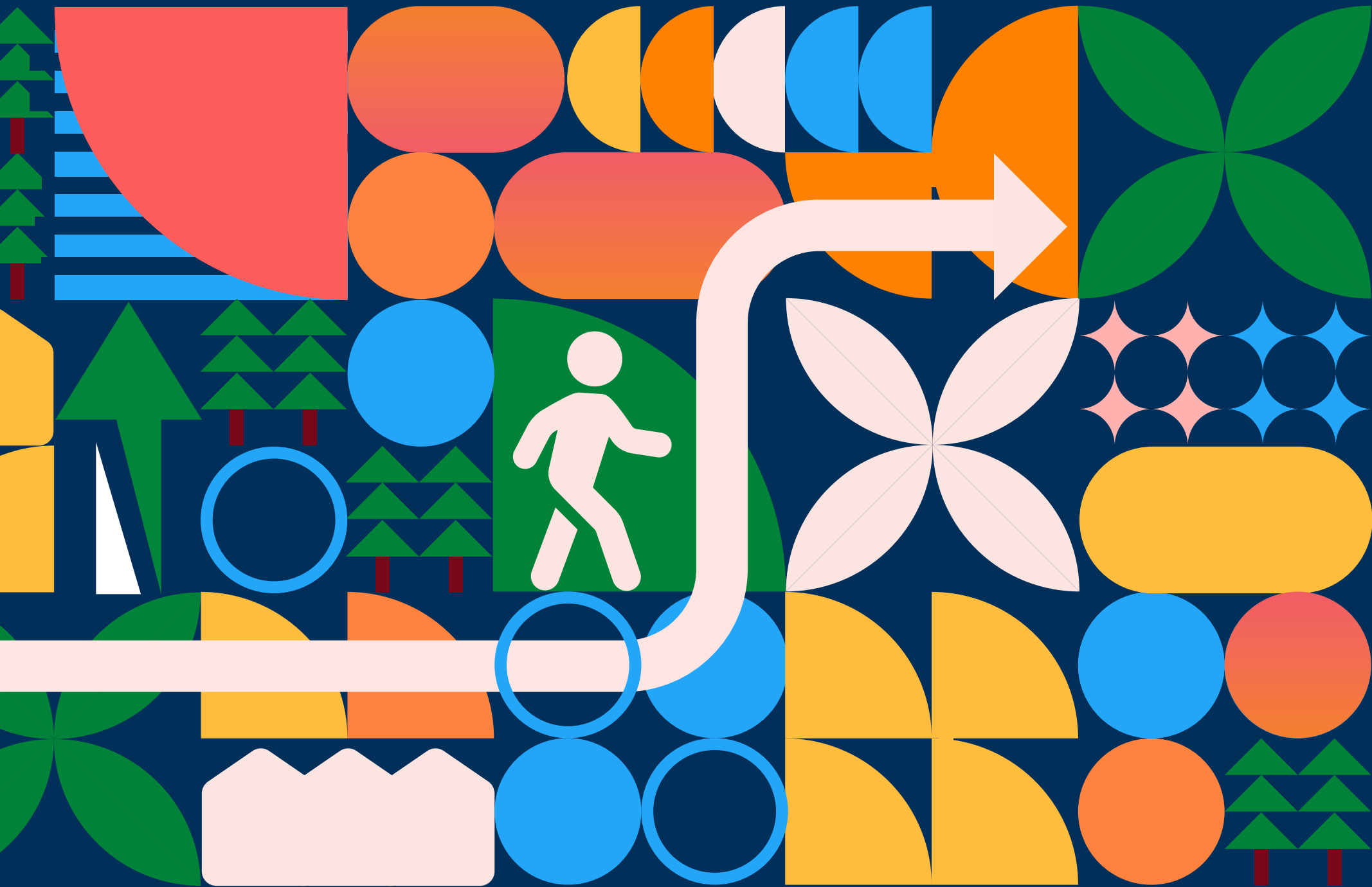
1. Building orientation and design should take advantage of natural light to enhance indoor working conditions.
2. Buildings must be designed in accordance with industry recognised holistic sustainability performance assessment methods.
3. Buildings should maximise roof mounted solar photovoltaic energy generation.
4. Solar shading devices should be used to mitigate excessive solar gain with high performance glazing to improve energy efficiency and occupier comfort.



Movement Design Codes

07





07. Movement Design Codes



This chapter defines the Design Codes for the access and movement within Northern Gateway, including the hierarchy of streets, active travel and public transport.

S1 - Access

7.1 Northern Gateway and the wider Atom Valley will be a primary economic hub for the local area and wider region. Consequently, development at Northern Gateway will need to be accessible to all. Opportunities to fully maximise accessibility will therefore need to be taken to ensure the true potential of the Site is fully realised.

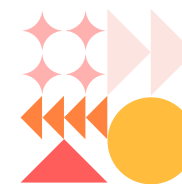


Images

1. Potential future vehicular access from the M62 should be accommodated to support future phases of the wider Northern Gateway development.
2. The network of footpaths and cycle tracks to connect into Public Rights of Way which enter the Site to maximise connectivity to surrounding communities and increase permeability across the Site for pedestrian and cyclist movement.
3. Streets to be designed in accordance with TfGM Streets for All Design Guide ensure that streets are welcoming, green and safe spaces for all people, enabling more travel by walking, cycling, and using public transport while creating thriving places that support local communities and businesses.

CODE S1-1 Access Points

- (a) Proposals **should** accommodate provision for potential future vehicle access points from the east, the south (Via Whittle Lane and the M62) and the west (via a crossing over Whittle Brook) in order to accommodate future phases of the wider Northern Gateway development.
- (b) All vehicle access points **must** be designed to be able to accommodate bus routes in order to accommodate future bus routes.
- (c) Proposals **must** connect into existing Public Rights of Way (PRoW) which enter the Site in order to maximise pedestrian connectivity into surrounding communities.
- (d) Proposals **must** ensure safe vehicle and pedestrian access to all existing and retained uses around the application site is protected and retained throughout both construction and delivery phases.



CODE S1-2 Pedestrian and Cycle Priority

- (a) Proposals **must** ensure a “Pedestrian and Cyclist First” approach to development is adopted across the application site so not to limit or impede access or movement of pedestrians or cyclists.
- (b) Proposals **should** include a network of “traffic free” routes across the Site linking areas of public open space.
- (c) Street design **should** seek to reduce vehicle speeds as much as possible in order to provide a safe environment for pedestrians and cyclists whilst fulfilling the operational needs of the development regard access and servicing.
- (d) Streets designs which maximise the quality of the environment for and safety of pedestrian and cyclists (including reduced vehicle speeds, street planting, segregated foot/cycleways, regular crossings) **should** be promoted.
- (e) Street design features which impede or impact on pedestrian and cyclist permeability (including railings and oversized curbs etc.) **should** be resisted where possible.

CODE S1-3 Permeability

- (a) Permeability across the Site **should** be promoted especially with regard to pedestrian, cycle and public transport movement.
- (b) Where large format and secure plots are required, permeability between plots (especially pedestrian and cycle routes) **should** be promoted so to limit impact on site-wide permeability.

S2 – Street Hierarchy

7.2 Future proposals should include a clear Street Hierarchy across the Site. This is aimed to help accommodate movement through the Site and improve site-wide legibility whilst also ensuring the operational needs of the development are met. This street hierarchy should include Primary Streets which act as primary multi-function corridors facilitating a majority of the Site’s movements for those entering and passing through the Site as well as Secondary Streets which will enable access into individual development plots.

7.3 This network should also include designated public transport corridors or gateways that provide direct access to the Site from surrounding communities while minimising exposure to additional employment traffic. Clearly distinguishing these routes will aid navigation through the Site and reduce the likelihood of wrong turns or unnecessary traffic movements.



CODE S2-1 Street Hierarchy

- (a) Streets **must** be designed in accordance with Manual for Streets (MfS), Transport for Greater Manchester (TfGM) Streets for All Design Guide and LTN1/20 requirements as well as new relevant guidance available at the time of the reserve matters applications.
- (b) Primary Street access **must** be provided off Pilsworth Road/Moss Hall Road.
- (c) Provision **must** be made to allow Primary Street connections between the east, the south (Via Whittle Lane and the M62) and the west (via a crossing over Whittle Brook).
- (d) Secondary Streets **should** be used to provide access and movement across the Site where needed and to enable future development of adjacent plots beyond the current application boundary.
- (e) Provision **should** be made to allow for the southern access point into the Site via Whittle Lane to be converted into Public Transport Only access point.

S3 - Primary Streets

7.4 Primary Streets running through the Site should take the form of a boulevard incorporating segregated foot and cycleways as well as tree planted verges to ensure routes provide safe and enjoyable Active Travel Corridors which prioritise the movement of pedestrians and cyclists as well as fulfilling their function to serve surrounding proposed uses.



Images

1. Green verges expanded to accommodate generous street greening and separate pedestrians and cyclists from vehicular traffic.
2. Segregated cycle lane effectively integrated with bus stops. Zebra crossing include to avoid conflicts with pedestrians.
3. A single carriageway road with a speed limit of 20/30mph is framed by grass verges with avenue tree planting, footpaths and a segregated cycle track.

CODE S3-1 Primary Streets

(a) This street type **must** comprise the following attributes set out in the table below:

Street Dimensions	
Design Speed	20mph - 30mph
Carriageway	7.3m min. width with widening on bends if required by tracking at reserved matters.
Cycle Track	To be segregated from carriageway. 2m min. width, if one way and to both sides of carriageway. 3m min. width, if two-way cycle track is provided on one side.
Footpath	Yes. 2m min. width. Both sides of carriageway.
Landscape Verge	Yes. 2m min. width. Both sides of carriageway.
Public Transport	
Bus Route	Yes, with regular bus stops.
Street Design Details	
Pedestrian Crossings	Yes
On Street Parking	No
Landscape	
Street Trees	Yes, within landscaped verges or hard landscaping.

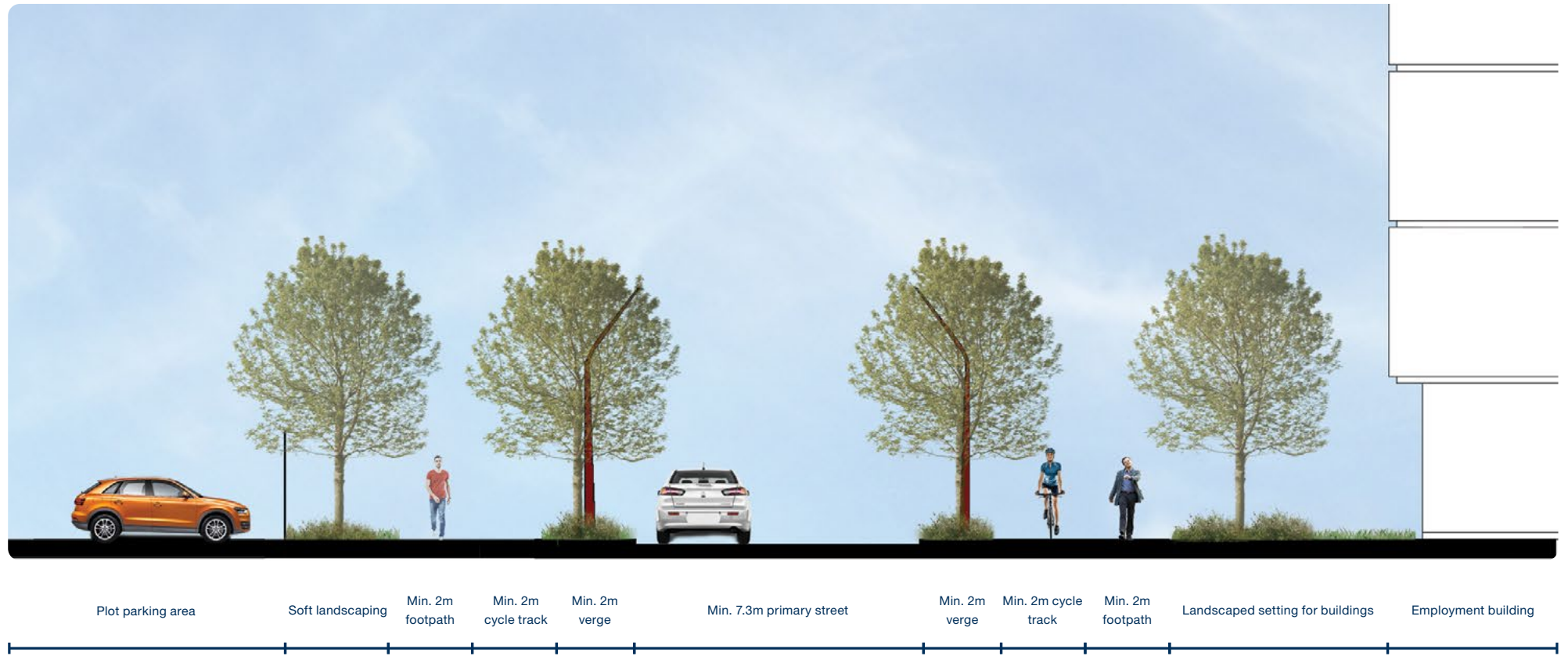
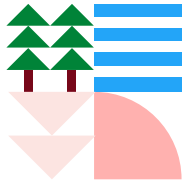


Fig. 9: Indicative Primary Street Cross Section

S4 - Secondary Streets

7.5 Secondary Streets running through the Site should take the form of green streets which provide access to development plots incorporating segregated foot and cycleways as well as suitable landscaping to ensure routes provide safe and enjoyable Active Travel Corridors.



Images

1. Controlled crossing allowing pedestrians to cross the secondary street in one movement, located as near as possible to key desire lines.
2. Two way cycle lane to optimise space segregated from the carriageway with a tree-lined verge.
3. Secondary street accommodating buses and HGVs, bus stops, pedestrian crossings, green verges, footpaths and a cycle route as well as setting the employment buildings within soft landscaping to create visually attractive streetscapes.

CODE S4-1 Secondary Streets

(a) This street type **must** comprise the following attributes set out in the table below:

Street Dimensions	
Design Speed	20mph
Carriageway	7.3m min. width with widening on bends if required by tracking at reserved matters.
Cycle Track	To be segregated from carriageway. 2m min. width, if one way and to both sides of carriageway. 3m min. width, if two-way cycle track is provided on one side.
Footpath	Yes. 2m min. width. Minimum one side of carriageway.
Landscape Verge	Yes. 2m min. width. Minimum one side of carriageway.
Public Transport	
Bus Route	Yes, with regular bus stops.
Street Design Details	
Pedestrian	Yes
Crossings	
On Street Parking	No, drop off/pick up bays allowed.
Landscape	
Street Trees	Yes, within landscaped verges or hard landscaping.



Fig. 10: Indicative Secondary Street Cross Section

S5 Active Travel

7.6 The aspiration at Northern Gateway is to open up and create significant areas of public open space for use by future employees and surrounding communities alongside the proposed employment and economic uses. Development will therefore need to be permeable and accessible to all, through the implementation of a well-maintained and high-quality footpath and cycleway network with retained and new links to the surrounding area in order to promote active travel.

7.7 Fundamental to this strategy is the delivery of key active travel infrastructure including a cohesive network of PRowS, other pedestrian and cycle routes and Active Travel Hub - equipped with amenities to support and encourage sustainable commuting options and a user-friendly travel experience. These facilities should include showers and changing rooms and secure storage including lockers and designated areas for bicycles and other equipment.



CODE S5-1 Public Rights of Way

- (a) A cohesive Public Rights of Way network **should** be maintained. Diversions and realignments **should** be considered to facilitate delivery of the development. A cohesive Public Rights of Way network **should** primarily locate or divert routes through public open space or alternatively as segregated pedestrian and cycle paths part of the highway structure.

CODE S5-2 Pedestrian and Cycle Routes

- (a) A cohesive pedestrian and cycle route network, integrated with the Public Right of Way network, **must** be made available throughout Northern Gateway. The pedestrian and cycle route network **should** locate routes through public open space or alternatively as segregated pedestrian and cycle paths part of the highway structure.
- (b) Pedestrian and cycle routes **should** be direct, coherent, comfortable, and safe.

- (c) The pedestrian and cycle route network **must** connect to the surrounding area, including to existing routes beyond the current application boundary.
- (d) Pedestrian and cycle routes **must** offer permeability, be unbroken, and not lead to dead ends. Where a vehicle route terminates, an active travel connection **should** continue.
- (e) Streets **should** aim to achieve a 1-in-20 gradient or less to ensure accessibility.
- (f) Access for visibility and mobility impaired **must** be factored into the design.

CODE S5-2 Active Travel Hubs

- (a) Active travel hubs **must** be incorporated along primary and secondary streets across Northern Gateway and **must** include provision for a bus stop (subject to agreement with local operators).
- (b) All developed areas of the Northern Gateway development **should** be within 10-12 minute walking distance (1,000m) from an Active Travel Hub to ensure all parts of the Site and proposed uses are accessible to Active Travel connections.
- (c) Active travel hubs **should** provide showering, changing and secure storage facilities.

Images

1. Pedestrian and cycle route network, integrating Public Rights of Way, located through public open space.
2. Segregated, safe and direct pedestrian and cycle paths part of the highway structure.



S6 – Wayfinding

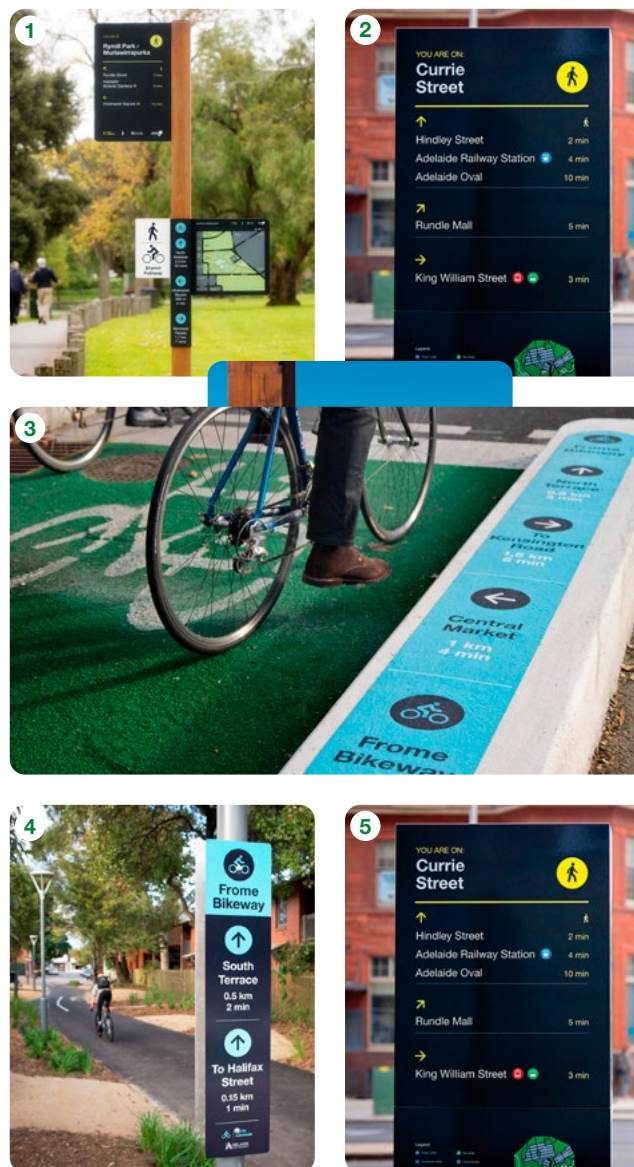
7.8 Clear, coordinated wayfinding signage will play a vital role in reinforcing Northern Gateway as a destination. Wayfinding should be a site-wide cohesive strategy ensuring easy navigation and creating a positive user experience. Effective wayfinding signage should address the diverse needs of all users, including vehicle users, public transport users, pedestrians, and cyclists.

7.9 For employees, visitors, and surrounding communities, the network of pedestrian and cycle routes, integrated within the highway structure and public open spaces, provides a variety of accessible active travel options. These pathways should be clearly marked and effectively communicated to maximise their utilisation.

7.10 Gateway features should be strategically placed at entrances and key junctions to create a strong sense of arrival and identity within Northern Gateway. These landmarks could include sculptural elements, public art or simple arrangements of specimen trees. Their scale should ensure visibility and impact to aid navigation.

Images

- Wayfinding signage could provide travel distances to key destinations via foot and cycle to encourage active travel.
- Wayfinding signage adapted to suit location yet maintain a consistent style, material palette and design across Northern Gateway.
- Wayfinding signage adapted for cycle lanes to aid orientation whilst being clear and highly visible.
- Wayfinding signage to indicate intended user group to avoid conflicts.
- Wayfinding signage could include leisure walking routes, local mapping and iconography to indicate permitted activity.



CODE S6-1 Wayfinding Signage

- A cohesive site-wide network of wayfinding signage and other features **should** be established to define routes and aid navigation.
- Wayfinding signage and other features **should** be of a consistent style, material palette and design across Northern Gateway.
- Signage **must** be clear, highly visible, and appropriate to its intended purpose.

CODE S6-2 Gateway Features

- Gateway features **should** be strategically placed at entrances and key junctions and be of a scale to aid navigation.
- Gateway features **should** include sculptural elements, public art or simple arrangements of specimen trees and planting.
- Lighting **should** be introduced to provide interest and legibility during night-time hours.
- All wayfinding signage and gateway features **should** be included with management and maintenance proposals to ensure they remain in good condition.

S7 - Public Transport

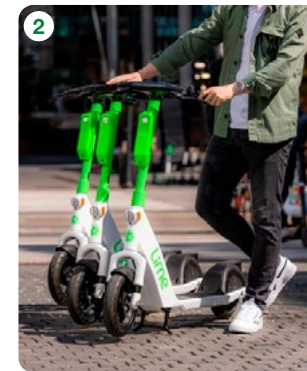
7.11 Public transport will play a key role in maximising the accessibility of the Northern Gateway site with surrounding communities, as well as promoting a modal shift towards more sustainable forms of transport and reducing traffic levels generated from the development. Proposals with therefore need to be designed to accommodate the needs of future bus routes wherever necessary.

7.12 The delivery of future bus routes and their proposed routing and frequency will need to be agreed with local operators. However, all proposed streets throughout the Northern Gateway site should be designed to accommodate the needs of potential bus routes and bus stops to ensure maximum flexibility when agreeing potential future bus routes.

6.13 The Proposed Scheme will safeguard land for a public transport interchange (to be funded and delivered by TfGM) in line with the NGDF SPD. In addition, a series of Active Travel Hubs would be embedded across the wider site and delivered by the Applicant.

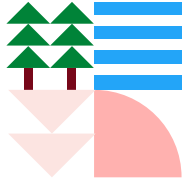
CODE S7-1 Bus Routes and Stops

- (a) All Primary Streets, Secondary Streets and Public Transport Corridors **should** be designed to a specification which can accommodate future bus routes and associated infrastructure.
- (b) The location of Bus Stops **must** align with the location of Active Travel Hubs, with agreement on the location of both to be sought with local bus operators.



Images

- 1. Active travel hubs, within the within Mixed-Use Hubs, to accommodate bus interchange facilities.
- 2. Bus stops to align with active travel hubs that provide active travel options to building entrances.
- 3. All primary streets, secondary streets and public transport corridors to be designed to accommodate future bus routes and associated infrastructure.
- 4. Bus stops along primary and secondary streets could be adapted to include green roofs and solar panels.



S8 – Street Furniture

7.14 Street furniture should adhere to a consistent style, material palette and design to reinforce Northern Gateway as a destination and to ensure a cohesive approach throughout the proposed scheme. Materials should be durable, sustainable, and low maintenance. Street furniture includes seating, lighting, wayfinding, fencing/barriers, planters, tree protection, bike racks, bollards and bins .

7.15 Any new public realm should be implemented with a strong consideration of principles related to inclusive design, taking account of Planning Practice Guidance which outlines best practice for ensuring that developments can be accessed and used by all in a way that effectively fosters social connections, recognising and accommodating differences in the way people use the built environment because of factors such as age and disability.



CODE S8-1 Public Realm

- (a) Street furniture **should** be of a consistent style, material palette and design across Northern Gateway.
- (b) New public realm **must** be implemented to meet inclusive design principles to ensure accessibility for all users.

Images

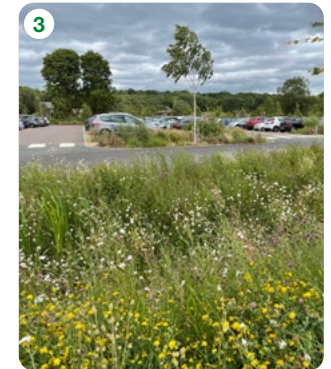
1. A street furniture strategy would ensure a consistent style and material palette across Northern Gateway and reinforce the Northern Gateway brand identity.
2. Chosen materials should be durable, sustainable and low maintenance.
3. Street furniture includes seating, lighting, wayfinding, planters, tree protection, bike racks, bollards and bins. A sufficient range of materials allows design flexibility and adds detail and texture to the public realm.
4. Street furniture with a strong consideration for inclusive design would include back and arm rests and furniture placed at regular intervals.

S9 - Street Trees and Planting

7.16 To create a green, visually appealing streetscape, street trees should be thoughtfully integrated into the design of primary and secondary streets. These trees not only enhance the aesthetic quality of the streetscape but also provide multiple functional benefits, including shading, improved air quality and visual softening of the built environment. Placement and specification of street trees should consider factors such as species suitability, growth potential and maintenance requirements to ensure longevity and sustainability. In addition, tree planting should align with pedestrian and vehicular traffic flows, avoiding visual and physical obstructions.

CODE S9-1 Street Trees and Planting

- (a) Sufficient space **must** be provided within the designed layout of primary and secondary streets to deliver tree lined streets in accordance with National Planning Policy Framework paragraph 136.
- (b) Species suitability, growth potential and maintenance requirements **must** be considered in the specification and placement of street trees.
- (c) Street trees **should** be positioned a minimum of 6m away from proposed buildings to allow for full growth potential.



Images

- 1. Street trees integrated into the design of primary and secondary streets could be used to segregate vehicular traffic from pedestrian and cycle routes whilst visually softening the built environment.
- 2. Street trees positioned to allow for full growth potential create green and visually appealing streetscapes.
- 3. Green verges along primary and secondary streets to accommodate street trees, swales and rain gardens.
- 4. Swales and rain gardens effectively attenuate and filter surface water run-off whilst providing wildlife supportive habitats.



Open space Design Codes

08





08. Open Space Design Codes



This chapter defines the design codes for the open spaces across Northern Gateway, including open space hierarchy, green and blue infrastructure, and habitat creation. Active travel, leisure and recreation, lighting and identity and placemaking are considered alongside materiality, security and community safety and management and maintenance.

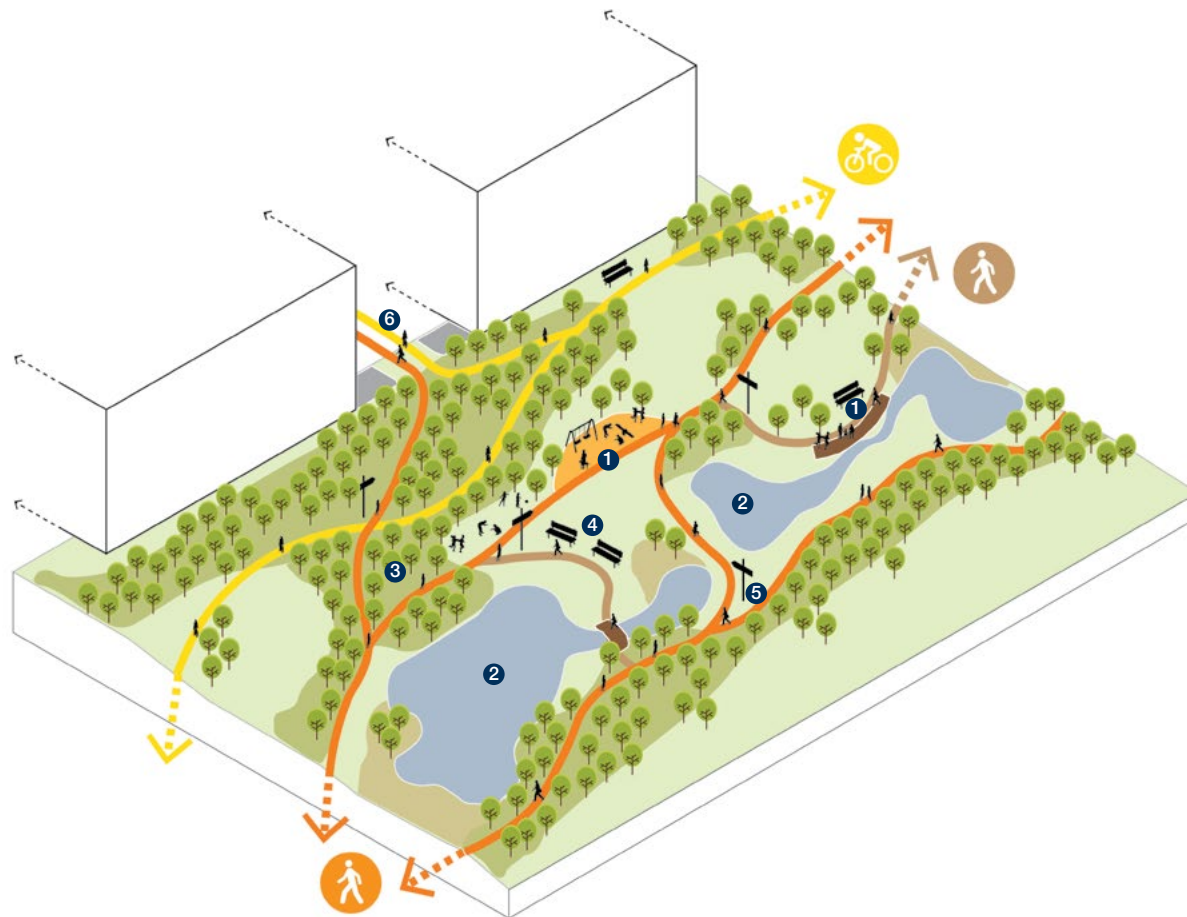
01 - Open Space Hierarchy

8.1 Open spaces across the Northern Gateway need to be diverse, integrated, and deliver multi-functional benefits to the built environment and wider ecosystem. Thoughtful and considered design of these open spaces is essential to promoting recreation, improving biodiversity and aligning with sustainable drainage principles for the overall development.

8.2 The hierarchy is defined by three general types of open spaces: Primary, Secondary and Tertiary. Primary open spaces are the main public and green spaces through the scheme, aligning with the locations of the 'Urban Valleys' Character Area (refer to section 4), but also the larger pockets of woodland and greenspace outside of the 'developable areas'. Secondary Open spaces may be more interspersed throughout the Core Development Character Area and Mixed-Use Hubs Character Area, occupying the land between buildings, and are generally smaller in size. The tertiary spaces would generally be characterised as the 'boundary corridors' around the perimeter of the Site, which may be larger in size than the 'Secondary Public Spaces' but have a less prescriptive function and character. Streetscapes and other specifics around access is covered in Section 7.

CODE 01-1 Primary Open Spaces – Public Parks (Urban Valley)

- (a) Primary Open Spaces **must** include a combination of recreational and ecological areas, ensuring a multifunctional space for people and nature. These spaces **should** be accessible to all users and limited to pedestrian / cyclist movements only (with occasional vehicle service access).
- (b) Connections **must** be made from the surrounding development parcels into the primary open space corridors to ensure permeability and ease of access. Pedestrian / Cycle connections **must** also be made between these spaces and the surrounding existing communities to ensure a well-integrated approach.
- (c) Open spaces **should** be cognisant of existing landscape features, habitats and important cultural/ heritage elements to provide a considered strategy and one which creates minimal damage to the existing landscape.
- (d) Sustainable drainage principles **must** be integrated into the design (refer to Code 03 - Blue Infrastructure for specifics).
- (e) Adequate seating, wayfinding, play and leisure uses **should** be designed into the space and be accessible for all users where possible.
- (f) Primary Open Spaces **should** be well-maintained and cared for elements of green infrastructure. Low maintenance techniques **should** be implemented to reduce maintenance impact and costs.
- (g) Well trafficked pedestrian and cycling corridors **should** intersect with key activity areas, ensuring that movement through the park naturally integrates with gathering spaces, play areas, and seating zones.

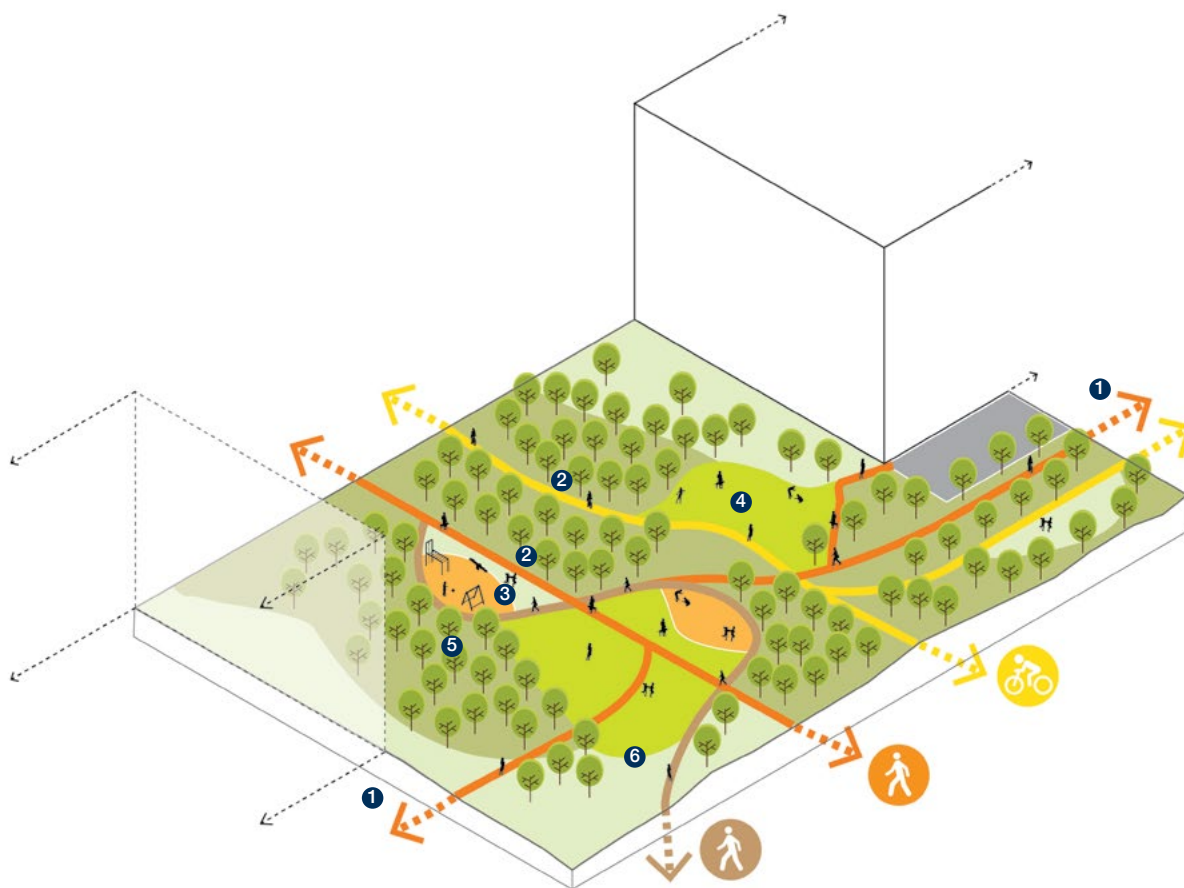


Strategy Diagram - CODE 01-1 Primary Open Spaces

1. Recreational area
2. Ecological area
3. Woodland
4. Seating
5. Way finding
6. Connection to development zone

Images

1. Recreational area with footpaths leading to attenuation ponds.
2. Active routes within primary open space linking primary routes to ecological varied areas of landscape.
3. Boardwalks forming part of pedestrian routes and allowing interaction with the landscape and wildlife of the water bodies within the landscape.

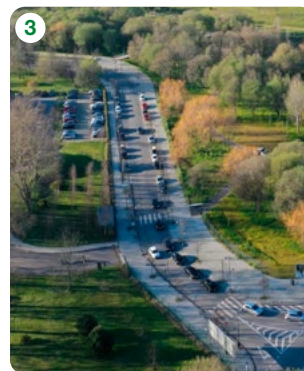
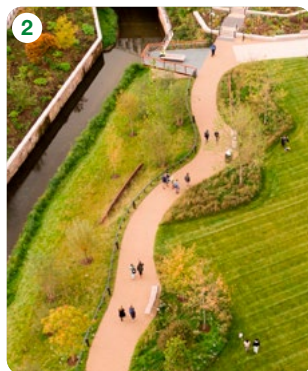
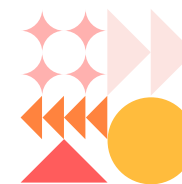


Strategy Diagram - CODE 01-02 Secondary Open Spaces

1. Link to surrounding development
2. Linear routes
3. Natural play
4. Recreational space
5. Woodland
6. Grassland

CODE 01-2 Secondary Open Spaces

- (a) Secondary Open spaces **must** be accessible to all users and prioritise pedestrian and cyclists. Like the Primary Open Spaces, these areas **should** be well connected and link surrounding developments with the wider areas but also link Core Developments to the Primary Open Spaces.
- (b) A variety of landscape typologies **should** characterise the spaces and be suitable to the surrounding building function. These may include linear routes, terraced landforms, native hedgerows, flexible hard space, natural play areas, wetland habitats, or other similar and suitable spaces. A variety of planting species **must** be implemented – the spaces **should** not become ‘green deserts’ of close-mown grass banks and sterile hard spaces.
- (c) A multifunctional approach **should** be taken to designing these spaces to ensure sustainable drainage, land use, function, and biodiversity are all considered in the purpose of the spaces.



CODE 01-3 Tertiary Open Spaces

- (a) Tertiary open spaces **should** feel as part of the overall identity of the place and have important functions in providing safe, accessible corridors for people and wildlife around the Site.
- (b) Landscape character **should** feel more naturalised, to integrate seamlessly with the surrounding landscape character at the boundaries.
- (c) These spaces **must** include features to mitigate visual impacts from key receptors in line with the overarching LVIA mitigation measures.

Images

1. Interaction of pedestrian, cycle and vehicular routes and the tree and buffer planting that improve the space for all users.
2. Primary and secondary routes weaving through landscape with places for pause and relaxation adjacent to viewpoints and junctions of routes.
3. Vehicle priority areas with planted buffers adjacent to reduce the impact on the surrounding landscape.
4. Meandering paths leading towards primary area of commercial activity.
5. Crossing points for pedestrians and cyclists where they must interact with busy roads used by buses and HGVs.

O2 - Green Infrastructure

8.3 Green infrastructure (GI) across Northern Gateway should form a cohesive and multifunctional network of green and blue spaces that provide biodiversity benefits, alongside wider ecological and climatic functions to enhance the built environment. This section outlines the specifics of GI creation and management within the development and applies to previous sections relating to street tree planting and green infrastructure within plot boundaries as well.

Images

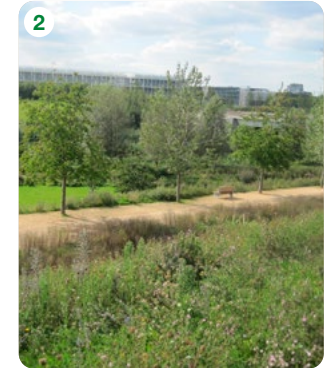
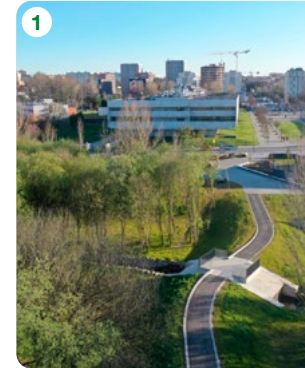
1. Connections from parkland towards commercial centres past areas of new tree planting and woodland.
2. More formal tree planting along key pedestrian routes and within commercial areas.
3. Linear tree planting to define spaces and buffer unwanted views.
4. New woodland planting within large open areas of primary and secondary spaces.

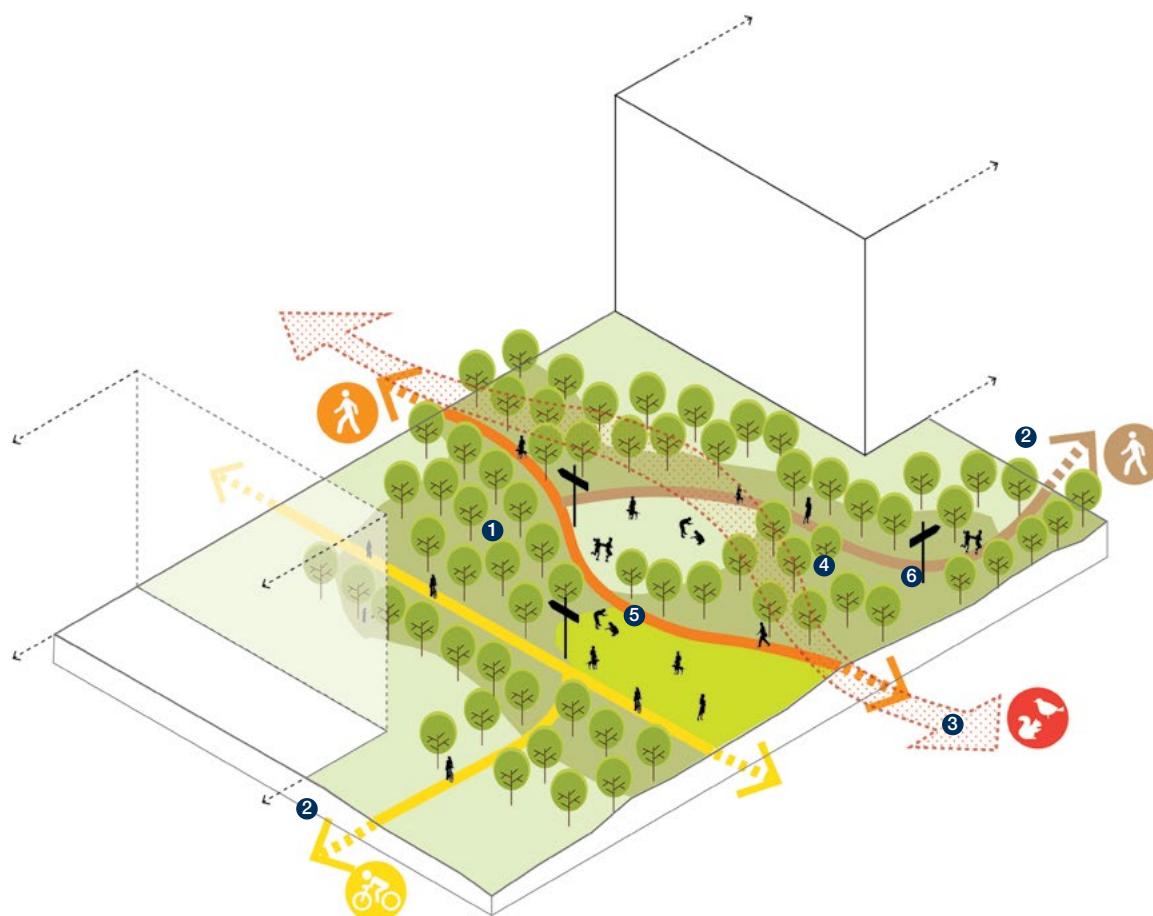
CODE O2-1 Tree Planting

- (a) Tree planting **should** support urban cooling, carbon sequestration, and habitat creation. Canopy coverage goals **should** align with national and local policy requirements, and planting densities **must** consider the function of the space (e.g., higher density in parks versus moderate density in streetscapes).
- (b) Trees **should** be planted in adequate soil volume appropriate to the size and location of the species. This is to ensure the tree grows to its full potential and the full benefits are realised over time.

CODE O2-2 Climate Resilience

- (a) All planting, including trees and ground level features **must** prioritise the use of native and climate-resilient species to enhance biodiversity and reduce future maintenance requirements. Drought tolerant species **should** be considered to ensure long term survival.
- (b) Green infrastructure elements **must** contribute positively to stormwater management and be part and parcel of the blue infrastructure techniques across the development.





Strategy Diagram - CODE 02-3 Integration and Connectivity

1. Woodland
2. Connection to surrounding development
3. Continuous wildlife movement
4. Clustered trees
5. Open sight lines
6. Way finding

CODE 02-3 Integration and Connectivity

- (a) Tree and woodland planting **must** create continual green infrastructure connections with the surrounding, existing environment to create corridors that connect habitats across the Site, ensuring continuity for wildlife movement. Trees **should** be clustered in some areas to create woodland-like features while maintaining open sightlines for safety and usability in public spaces.
- (b) Green infrastructure **should** be used to aid wayfinding and navigation for active travel purposes and recreational routes, enhancing legibility and safety of the environment.

O3 - Blue Infrastructure

8.4 Blue infrastructure within the Northern Gateway is a critical component of the wider green and blue infrastructure strategy, providing essential ecological, hydrological, and social functions. It encompasses all water-related features within the development, including existing natural watercourses, as well as proposed wetlands, ponds, and sustainable urban drainage systems (SuDS). These features serve as vital tools for managing water sustainably while supporting biodiversity, enhancing climate resilience, and delivering recreational and aesthetic benefits.

8.5 The blue infrastructure strategy is designed to integrate seamlessly with green infrastructure, creating a multifunctional network of spaces that delivers environmental, economic, and social value. It prioritises nature-based solutions to address challenges such as flood risk, water quality, and urban heat, while contributing to the development's overall sense of place and identity.

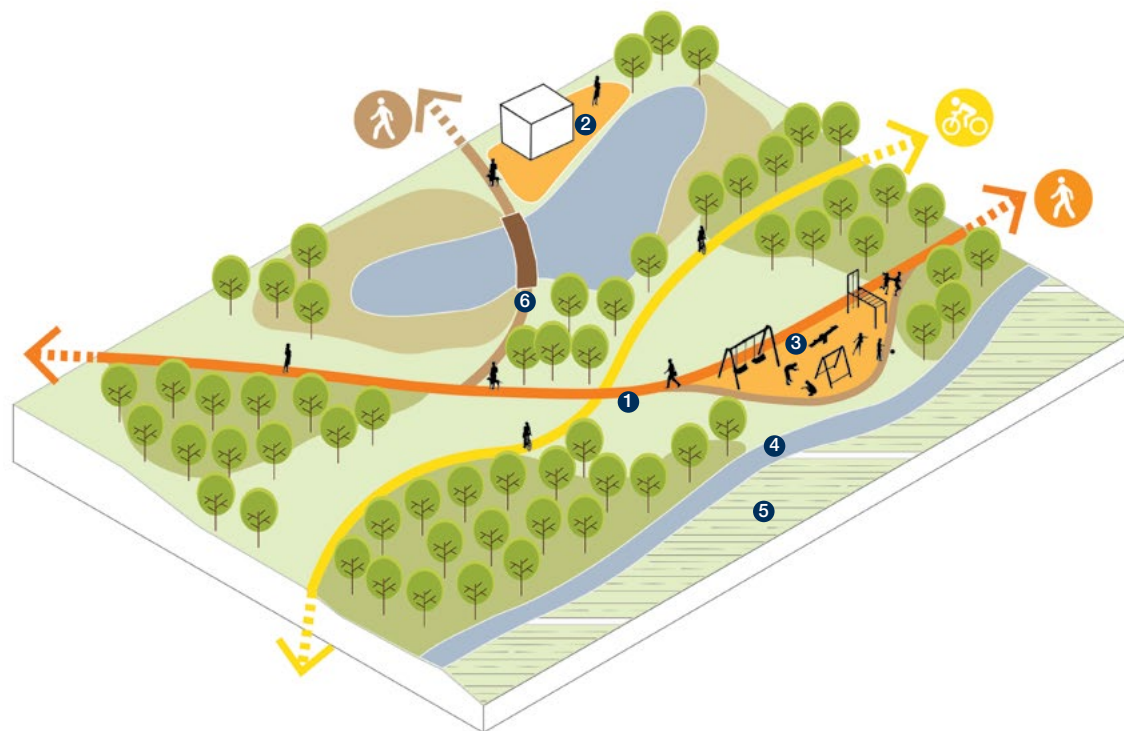
CODE O3-1 Whittle Brook and Brightley Brook Corridors

- (a) The function and character of the existing Brook Corridors **must** remain and be protected from any ill effects of development, particularly regarding water quality, habitat provision, and surrounding green infrastructure.
- (b) Access to the brooks, and improvements to the surrounding green corridors **should** be made in localised areas to ensure recreation and leisure opportunities are also present and connected with the surrounding communities.



Images

- 1. Footpaths interacting with pools and swales adjacent to the existing brooks.
- 2. Large attenuation ponds within primary open spaces.
- 3. Formal swales and SuDS features within commercial areas and alongside roads.



Strategy Diagram - CODE 03-1 Whittle Brook and Brightley Brook

1. Improved access to brook
2. Leisure opportunity
3. Recreational area
4. Brook
5. Retained brook character
6. Connection to surrounding areas

CODE 03-2 Drainage and Attenuation

- (a) All new developments **must** incorporate sustainable urban drainage systems (SuDS) as a primary method for managing surface water. These systems **must** be designed to slow and store water while integrating with surrounding green infrastructure
- (b) Blue infrastructure **must** create or enhance habitats for aquatic and semi-aquatic species, supporting biodiversity net gain requirements. Features such as wetland planting, riparian zones, and floating islands **should** be used where appropriate.
- (c) Any permanent areas of water proposed **should** be integrated appropriately with the surrounding landscape features and be accessible and open, whilst remaining safe for the public. Fencing and physical barriers **should** be avoided where possible, to ensure a positive character at the water's edge, but careful consideration **should** be given to the safety of any permanent water bodies.
- (d) Naturalised attenuation features **should** be prioritised over more traditional underground crate storage or oversized pipe systems, to provide nature-based solutions and improve green infrastructure.

O4 - Habitat Creation

8.6 Habitat creation is vital to enhance biodiversity and achieve measurable net gains. The strategy focuses on retaining, enhancing, and creating habitats aligned with the Site's ecological character.

8.7 By integrating habitat creation into the green and blue infrastructure network, the development will support wildlife, ecosystem resilience, and community benefits.

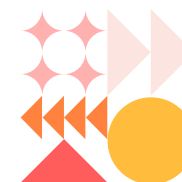
CODE O4-1 Retention of Existing Natural Assets

- (a) Existing woodland blocks and principal tree belts **should** be retained where possible and integrated into the development as key ecological assets. Woodland edges **should** be enhanced with native understorey planting to improve habitat quality and connectivity. Retained areas **must** be protected during construction to prevent damage to trees and soil.
- (b) Retained hedgerows **should** be enhanced with supplementary native planting to fill gaps and increase structural diversity. Where removal is unavoidable, compensatory planting **must** be put in place.
- (c) Existing streams, brooks, and ponds **should** be preserved where possible and enhanced with riparian planting to support aquatic and semi-aquatic species.
- (d) Where possible existing soil profiles and grass areas **should** be maintained between development platforms to improve development efficiency but also reduce the impact on local habitats.



Images

- 1. Retention, enhancement and creation of new wild flower meadows.
- 2. Marginal habitats created and enhanced around brooks and attenuation ponds.
- 3. Biodiverse landscapes with routes and places for pause within them to benefit wildlife and users of the landscape.
- 4. Areas of enhanced biodiversity created and encouraged right up to the commercial buildings and surrounding infrastructure.



CODE O4-2 Biodiversity Net Gain

- (a) All development proposals **must** deliver measurable biodiversity net gains (BNG) in line with national policy requirements.



O5 - Active Travel

8.8 Active travel should deliver high-quality, safe, and inclusive pathways integrated with green infrastructure. These routes should enhance connectivity and create recreational and ecological benefits.

8.9 The design of active travel routes should take advantage of the Site's natural features, incorporating gradients that are accessible to all users (max. 1:21 where possible), safe crossings, and well-integrated lighting strategies that create safe places to travel but are cognisant of ecological restrictions.

Images

1. Active travel routes adjacent to areas of high ecological and landscape interest.
2. Existing public footpaths retained and enhanced to feel part of the landscape within the Northern Gateway site.
3. Segregated footpath and cycle lanes provide opportunity for safe and enjoyable movement through site for all users.
4. Places for pause with varied outlooks and furniture provided to ensure all users and uses are catered for.

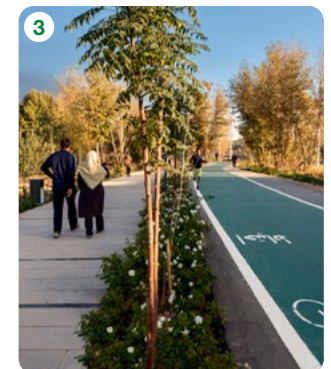
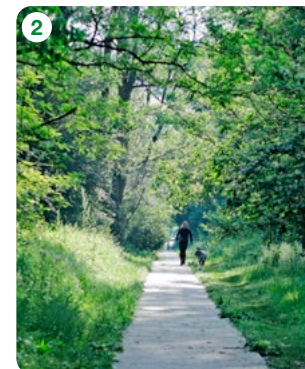
CODE O5-1 Public Rights of Way (PROW)

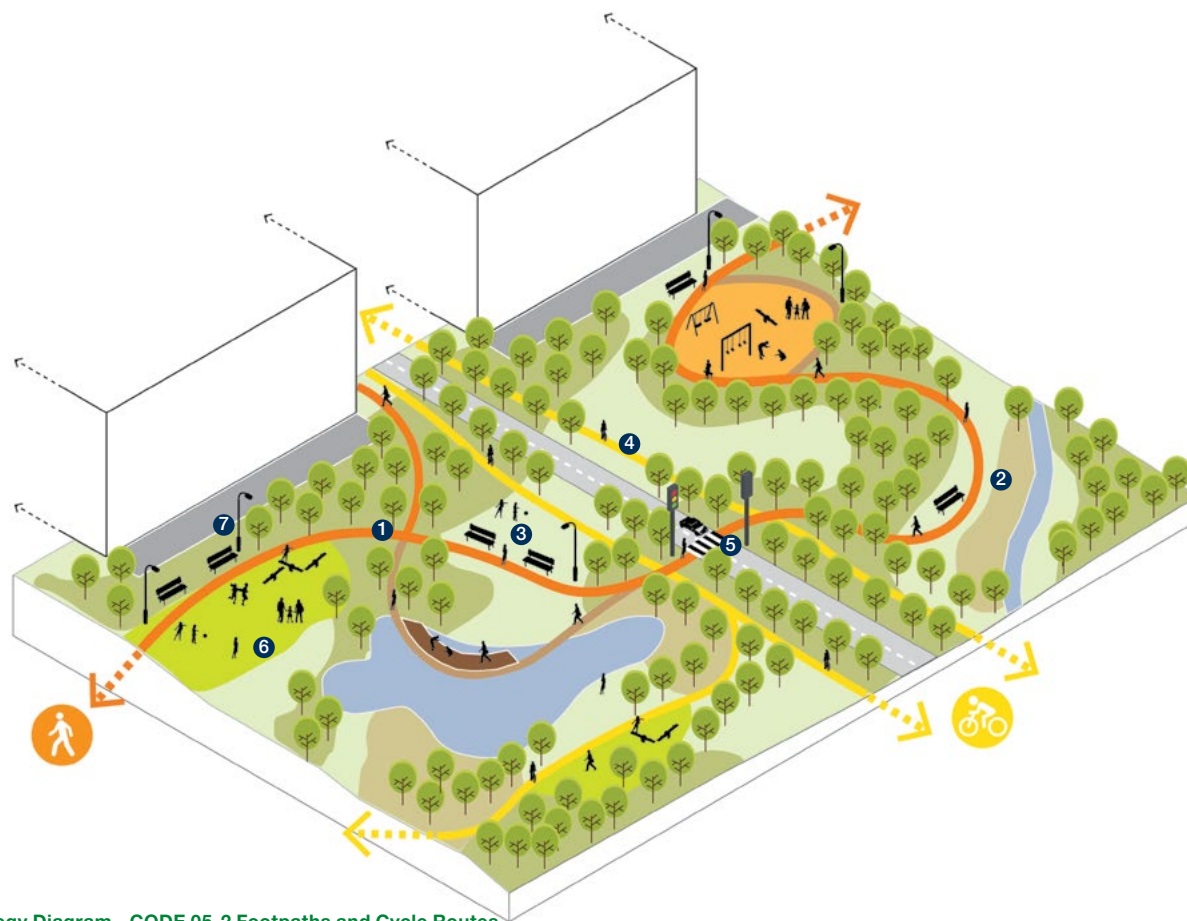
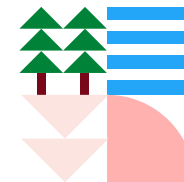
- (a) Existing PROWs **must** be maintained or diverted where necessary. Upgrades **should** be incorporated, and new foot/cycle paths **should** be linked with existing PROWs to ensure full permeability of the Site where possible.
- (b) Improvements **should** incorporate new surfacing, wayfinding and seating along routes.
- (c) All new footpaths **must** be designed in accordance with accessibility standards where possible, ensuring they are usable by people of all ages and abilities, including those with mobility impairments.

CODE O5-2 Footpaths and Cycle Routes

- (a) The active travel network **should** include long-distance looped routes that connect key open spaces, existing residential areas, and mixed-use zones. These loops **should** offer varied experiences by incorporating green infrastructure, attractive views, and rest areas at strategic intervals.
- (b) Footpaths and cycleways **must** prioritise user safety by incorporating clear sightlines, natural surveillance and safe crossings at intersections with roads. Design of these routes **should** avoid creating isolated or hidden areas by ensuring visibility from adjacent open spaces and buildings.

- (c) Where lighting is required, it **must** be designed to ensure safety without negatively impacting ecology. Low-level, directional, and motion-activated lighting **should** be used to minimize light pollution and protect sensitive habitats. Lighting guidelines **must** align with the wider ecological strategy.



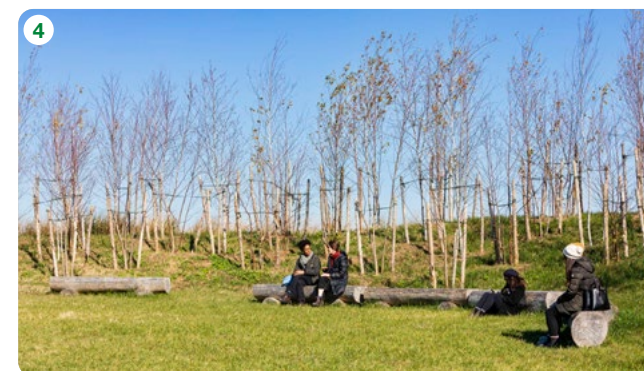


Strategy Diagram - CODE 05-2 Footpaths and Cycle Routes

1. Long distanced looped routes
2. Attractive views
3. Resting areas
4. Clear sight lines
5. Safe crossing
6. Open green areas
7. Lighting

CODE 05-3 User Experience

- (a) Clear and consistent wayfinding signage **must** be installed throughout the network to guide users to key destinations and create a legible system of paths. Signage **should** be aesthetically integrated with the landscape design.
- (b) Active travel routes **should** offer recreational opportunities, including links to open spaces, play areas, and scenic viewpoints. These elements **must** ensure that routes are not only functional but also enjoyable and engaging for users.



O6 - Leisure and Recreation

8.10 Leisure and recreation at the Northern Gateway aim to create an inclusive and engaging environment for the local communities, employees, and visitors. The focus is on encouraging active lifestyles, fostering social connections, and ensuring safe and easy access for everyone. The provision should support a variety of uses, ranging from walking, running, and cycling to informal play and exploration for families and children.

8.11 A key emphasis is placed on creating a playful and dynamic environment where people of all ages can independently explore, socialise, and have fun. The design of these spaces should encourage interaction and engagement while blending seamlessly with the broader green and blue infrastructure. While some areas will focus on informal play and recreation, other areas may provide structured facilities for sport and activity.

CODE O6-1 Sport and Activity

- (a) Leisure and recreation areas **must** include spaces designed for a range of physical activities such as walking, running, cycling, and other informal physical activity. These spaces **should** prioritise accessibility for all abilities, ensuring they are inclusive and easy to use
- (b) Open spaces **should** provide flexible areas for informal sports and exercise. Permanent sports pitches or formal facilities **should** be considered where demand is identified as part of a wider sport provision strategy.
- (c) Activity spaces **should** include supporting infrastructure such as shaded rest areas, and secure cycle parking to encourage prolonged and varied use of these areas.

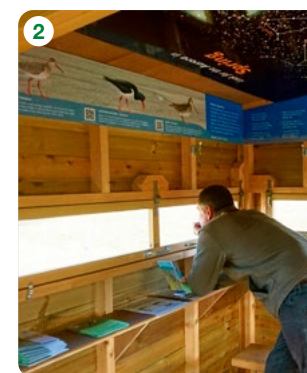
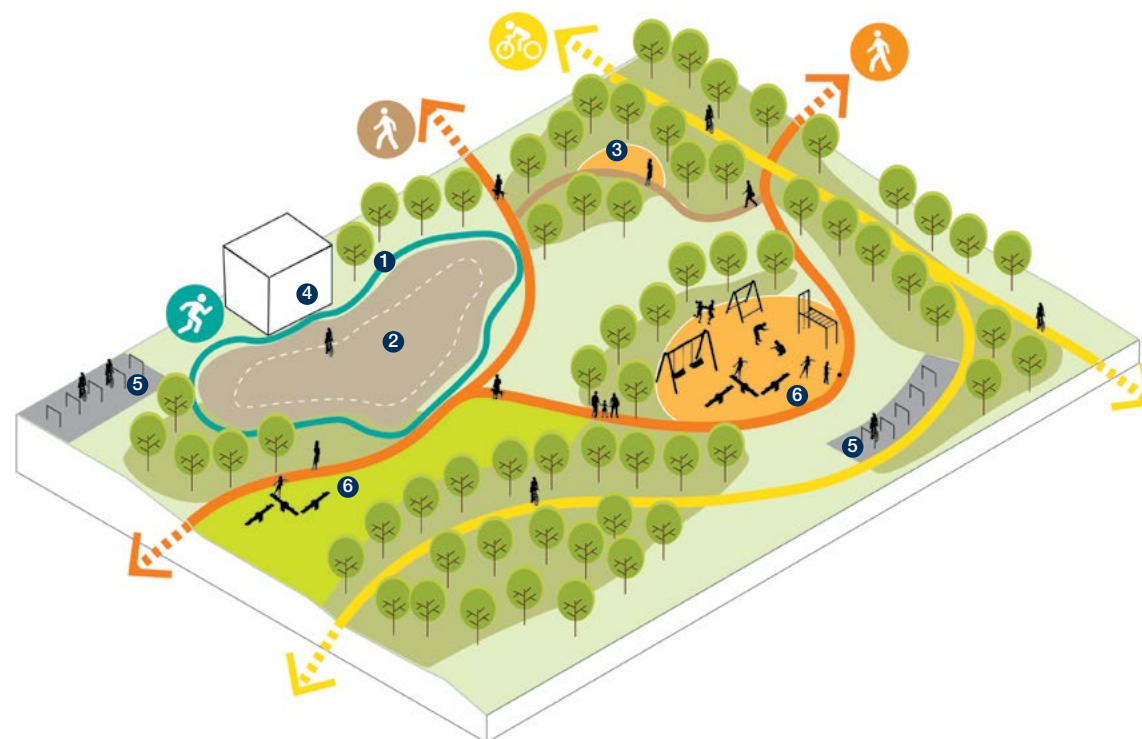
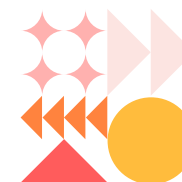
CODE O6-2 Areas of play and exploration

- (a) Recreational areas **should** provide opportunities for children to independently explore, socialise, and have fun with a playful environment. Designs **should** incorporate natural play elements, such as boulders, logs and climbing feature. Dedicated play areas **should** be provided in suitable locations, but consideration **must** be given to visibility and appropriateness given the surrounding building uses.



Images

- 1. Active travel routes suitable for all ages.
- 2. Outdoor gyms in recreational areas providing opportunities for physical activity.



Strategy Diagram - CODE 06-1 Sport and Activity

1. Running track
2. Cycling arena
3. Recreational area
4. Leisure opportunity
5. Secure cycle parking
6. Flexible area for informal sports

Images

1. Play equipment with a materiality and form that suits the surrounding landscape.
2. Hides and other buildings which encourage learning about the local nature.
3. Woodland play and informal play along the way routes dispersed all across the landscape.

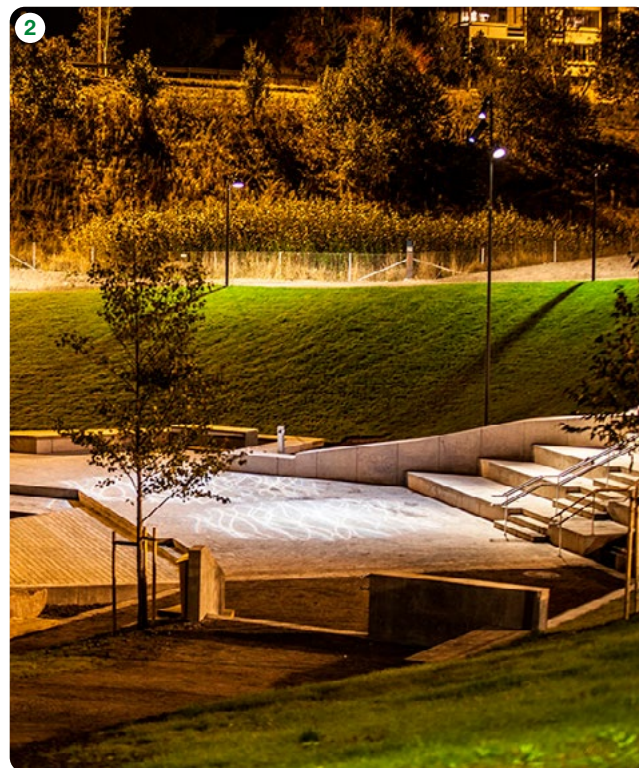
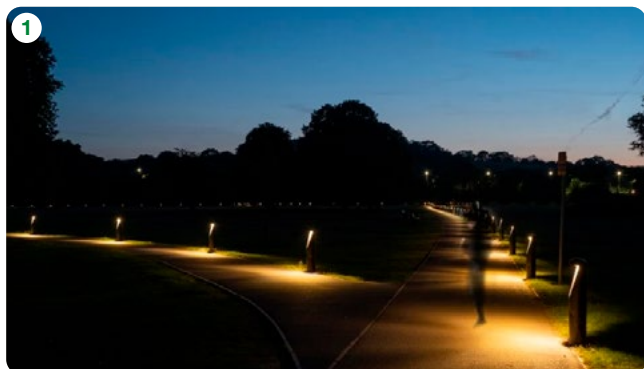
O7 - Lighting

8.12 Lighting of the public spaces around Northern Gateway needs to balance the safety needs of all users - in particular women and other vulnerable members of society -, with the sensitivity of ecological corridors. There are bat roosts and badger setts across the Site as well as other important habitat provision, and new development should be cognisant of the lighting impact.

8.13 The nature of the development as primarily employment land means that much of the Site should not need to always be highly lit. Therefore, full lighting can be restricted to the most important areas only. Safety is a priority and therefore key active travel routes and pedestrian areas should be well lit and visible.

CODE O7-1 Lighting Design Principles

- (a) Lighting **must** avoid negatively impacting wildlife. This includes using low-level, directional, and warm-spectrum lighting to minimise disruption to species such as bats and insects. In ecologically sensitive areas, motion-activated lighting **should** be employed to reduce unnecessary illumination.
- (b) Along key routes and active travel corridors, lighting **must** provide a safe and accessible environment for all users. Pathways, crossings, and key public spaces **must** be adequately lit to ensure clear visibility and a sense of security. Placement of paths and routes near ecologically sensitive areas **should** be considered properly to avoid impacting birds, bats and other wildlife.
- (c) Secondary routes **should** be lit with solar powered features which do not impact wildlife, do not require power and act as a visual guide for anyone using the facilities at night.



Images

1. Low level lighting to reduce impact upon wildlife and provide a safe and secure route for users of the Site at night.
2. At specific hubs or junctions feature and patterned lighting can be used to encourage sense of place.
3. Bat friendly red hue lighting to reduce impact on nocturnal wildlife.

O8 – Identity and Placemaking

8.14 Identity and placemaking are integral to creating a cohesive and memorable environment within the landscape of the Northern Gateway, which itself is one of several sites which make up the larger Atom Valley masterplan. The design should celebrate the Site's unique character, reflect local heritage, and foster a strong sense of community. This approach ensures that public spaces are inviting, distinctive, and culturally resonant, enhancing the overall experience for residents, employees, and visitors alike.

8.15 Thoughtful placemaking involves integrating art, culture, and landscape design to create vibrant spaces that encourage social interaction, community engagement, and a sense of belonging. Designs must be context-sensitive, adaptable, and responsive to the evolving needs of the community.

8.16 By embedding identity and placemaking principles into the design of the Northern Gateway, the development will offer distinctive, inclusive, and vibrant public spaces that foster community pride and lasting connections to place.

CODE O8-1 Cultural Integration and Heritage

- (a) The design of public spaces **should** incorporate elements that reflect the local history, culture, and heritage of the Northern Gateway. This **should** include interpretive signage and public art installations.
- (b) Materials responsive to the local character and vernacular **should** be used in the public realm to enhance the Site's identity.
- (c) New developments **should** engage with local communities and stakeholders to identify and celebrate cultural narratives through design.

CODE O8-2 Public Art and Creative Expression

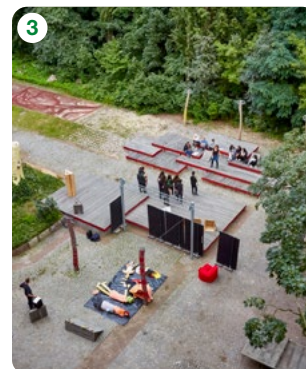
- (a) Public art **should** be strategically integrated throughout open spaces to enhance visual interest, celebrate local talent, and contribute to the distinct identity of the Northern Gateway.
- (b) Spaces **should** accommodate flexible opportunities for temporary and permanent art installations, performances, and community-led creative projects.
- (c) Collaboration with local artists, cultural organisations, and educational institutions **should** be encouraged to ensure diverse and inclusive representation in public art.

CODE O8-3 Distinctive Landscape Character

- (a) Landscape design **must** reflect and enhance the natural and cultural context of the Site, using native planting schemes, locally sourced materials, and site-specific design interventions.
- (b) Distinctive spaces, sculptural elements, and planting schemes **should** be incorporated to create memorable focal points and aid in wayfinding.
- (c) Design interventions **should** foster a sense of discovery and engagement, encouraging users to explore and interact with their surroundings.

CODE O8-4 Community-Centric Design

- (a) Public spaces **must** be designed to support a range of community activities and events, fostering social interaction and community cohesion.
- (b) Spaces **should** be inclusive and adaptable, providing amenities such as seating, shaded areas, gathering spaces, and interactive elements that cater to diverse user groups.
- (c) Active engagement with local communities throughout the design and implementation process is essential to ensure the spaces meet the needs and aspirations of their users.



CODE O8-5 Wayfinding and Visual Cohesion

- (a) A cohesive wayfinding strategy **must** be implemented to ensure that navigation throughout the Northern Gateway landscape is intuitive and engaging.
- (b) Signage, markers, and landmarks **should** be designed to be both functional and reflective of the area's identity, incorporating consistent materials, colours, and themes.
- (c) Visual cohesion across different public spaces **must** be maintained through a unified design language that connects various elements of the built and natural environment.

Images

1. Central gathering areas provided by visitor centres which allow for a better understanding of local culture and context.
2. Modern, simple signage made from materials which reflect and enhance the local environment and landscape.
3. Hubs created across the Site with varying uses and flexible functionality.
4. Public art installations which add to the environment and enjoyment of the landscape by users.
5. Clear branding and identification which create a sense of place when using the Northern Gateway landscapes.

O9 - Materiality

8.17 Materiality plays a critical role in shaping the aesthetic, durability, and sustainability of the Northern Gateway's public realm. The careful selection and application of materials will enhance the Site's character, ensure longevity, and promote environmental responsibility. Materials must be chosen to reflect the local context, withstand climatic conditions, and contribute to a cohesive and welcoming environment.

8.18 The use of high-quality, durable, and sustainable materials will support the creation of distinctive and resilient public spaces. Materials should be context-sensitive, low-maintenance, and adaptable to the varied uses and functions of different spaces.

CODE O9-1 Sustainable and Locally Sourced Materials

- (a) All materials used in public spaces **must** prioritise sustainability, including the use of recycled, reclaimed, or sustainably sourced materials where possible.
- (b) Locally sourced materials responsive to the local vernacular **should** be used to reduce environmental impact and reinforce the Northern Gateway's connection to its regional context.
- (c) Low-carbon construction methods and materials **must** be employed to support broader sustainability goals.

CODE O9-2 Durability and Maintenance

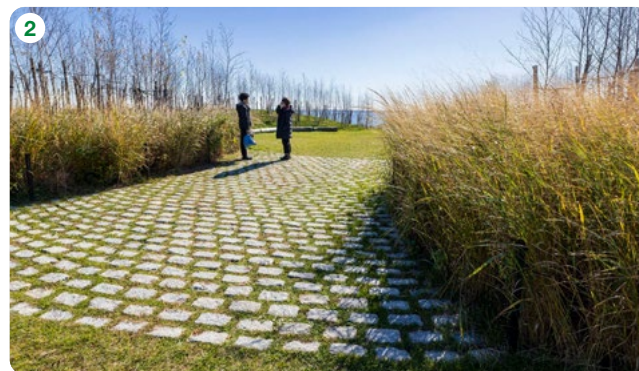
- (a) Materials **must** be robust, durable, and suitable for high-traffic public areas to minimise maintenance costs and extend the lifespan of public spaces.
- (b) Finishes and treatments **should** be selected for their ability to resist wear, weathering, and vandalism while maintaining their aesthetic quality over time.
- (c) Modular and replaceable material systems **should** be implemented to facilitate efficient maintenance and repair.

CODE O9-3 Cohesive Material Palette

- (a) A consistent and cohesive material palette **must** be applied across public spaces to unify the development while allowing for distinctive character areas.
- (b) The selection of paving, seating, lighting, and other street furniture **should** reflect a harmonious design language that complements the Site's natural and built environment.
- (c) Contrasting textures, colours, and finishes **should** be strategically used to define spaces, enhance wayfinding, and support accessibility.

CODE O9-4 Innovative and Adaptive Materials

- (a) Innovative materials and construction techniques **should** be explored to enhance the functionality, sustainability, and aesthetic appeal of public spaces.
- (b) Adaptive materials that respond to environmental conditions—such as permeable paving and solar-powered lighting **should** be integrated where appropriate.
- (c) Materials that contribute to climate resilience, such as flood-resistant and heat-mitigating materials, **must** be considered in design solutions.



CODE O9-5 Accessibility and Safety in Material Selection

- (a) All materials **must** support accessibility by providing safe, slip-resistant, and even surfaces for all users, including those with mobility impairments.
- (b) Tactile paving and contrasting materials **should** be used to aid navigation for visually impaired users.
- (c) Materials **should** be selected and installed to minimize trip hazards and ensure safe movement throughout public spaces.

Images

1. Low environmental impact material and design of structures.
2. Repurposed or locally sourced materials used creatively throughout landscape.
3. Harmonious textures, colours and material choices across all landscape elements.
4. Landscape elements created with simple materials and designed with longevity and low environmental impact as a priority.

O10 - Security and Community Safety

8.19 Security and community safety are vital to fostering a welcoming and inclusive environment within the landscape. Design strategies must prioritise safety through well-lit, active, and visible spaces that encourage natural surveillance and community stewardship.

8.20 A proactive approach to safety integrates crime prevention principles, community engagement, and responsive design to create secure, resilient public spaces.

CODE O10-1 Natural Surveillance and Visibility

- (a) Public spaces **must** be designed to maximize visibility and sightlines, reducing opportunities for concealment.
- (b) Active frontages and well-lit pathways **should** encourage pedestrian activity and informal surveillance.
- (c) Landscaping and lighting design **must** balance ecological requirements and aesthetics with security to maintain clear visibility.

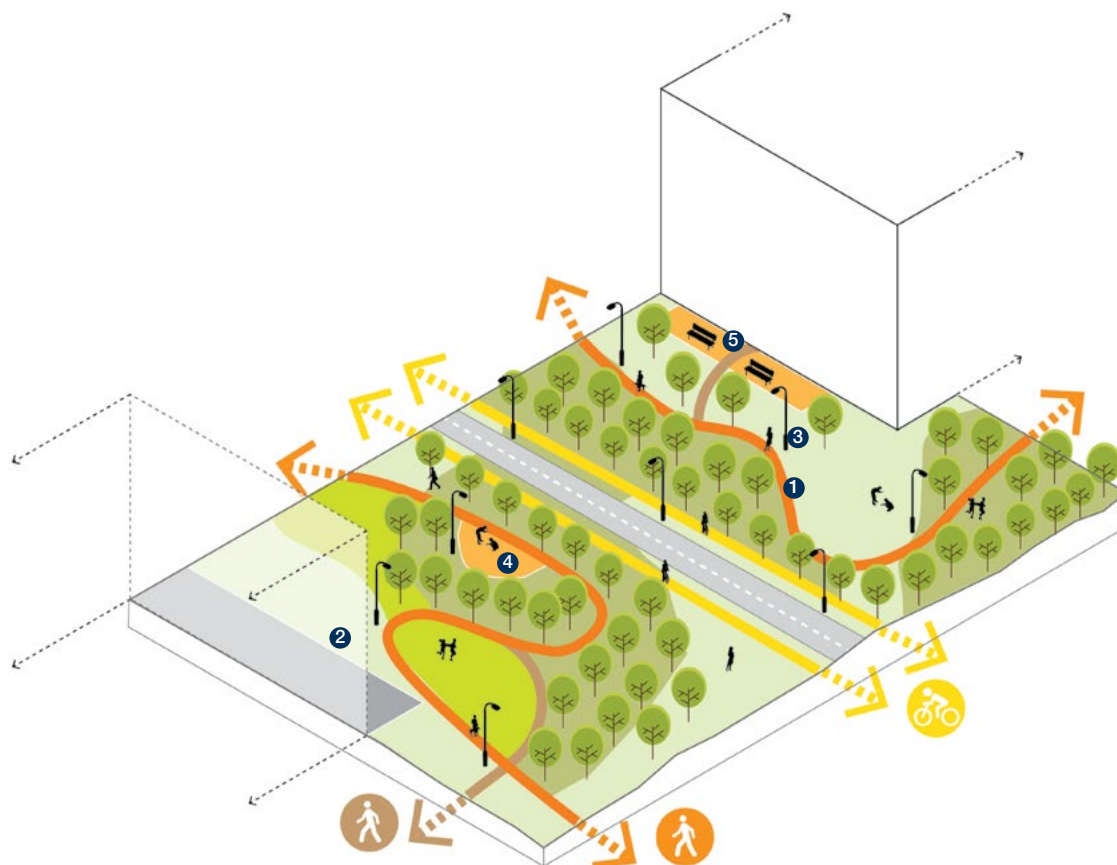
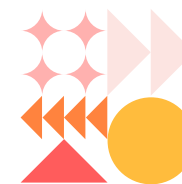
CODE O10-2 Lighting and Night-time Safety

- (a) Adequate and energy-efficient lighting **must** be provided along pathways, entrances, and gathering spaces.
- (b) Lighting design **should** minimize glare and shadowed areas to enhance visibility and comfort at night.
- (c) Smart lighting systems that adjust colour hue and intensity based on activity, location and time of day are encouraged.



Images

1. Open routes to allow for visibility from adjacent areas of landscape or development.
2. Sight lines retained along building frontages, through planting and below trees.
3. Well lit primary routes that allow all users to enjoy the landscape at any time of day.



Strategy Diagram - CODE 010-1 Natural Surveillance and Visibility

1. Open sight lines
2. Open green space along parking
3. Lighting
4. Glade along footpaths
5. Active frontage

CODE O10-3 Inclusive and Safe Design

- (a) The design of the Proposed Scheme **must** be informed by 'Secure by Design' principles and appropriate design and site management measures **must** be implemented to ensure that the potential for crime and anti-social behaviour is minimised.
- (b) Public spaces **must** be inclusive, accessible, and safe for all users, considering diverse needs across ages and abilities.
- (c) Design features **should** mitigate potential hazards, including slip-resistant surfaces and secure handrails.
- (d) Emergency call points and clear wayfinding **must** be integrated throughout public areas.

CODE O10-4 Community Stewardship and Engagement

- (a) Community-led initiatives and programs **should** be explored to promote shared responsibility for safety.
- (b) Partnerships with local authorities and safety organizations **should** support ongoing safety improvements.
- (c) Community feedback **should** inform safety and security design solutions.

O11 - Management and Maintenance

8.21 The effective long-term management of public spaces will ensure they continue to fulfil their social, environmental and commercial role at Northern Gateway. Proper care will ensure habitats continue to function effectively, maturing to maximise their value, protecting the Site from degradation.

8.22 Both the visual amenity and function of the surface water drainage system, as part of the public open space, and waterways will rely on regular monitoring, removal of obstructions and landscape maintenance to ensure they maintain capacity.

8.23 Good management will ensure the Site remains accessible and safe for all users, recognising that well maintained places instil a greater sense of pride in local people, and a higher level of use.

8.24 Proactive management of the public space infrastructure has the potential to achieve greater social and environmental value, working with local communities to foster a sense of ownership and pride in the public spaces. The vehicle for public space management will need to be considered carefully, including its funding, and purpose to ensure it remains relevant and evolves with changing needs.

CODE O11-1 Management plan

- (a) A long-term landscape and ecological management plan **must** be prepared that ensures the public open space is protected and enhanced in perpetuity.
- (b) The plan **should** include the required landscape maintenance, ecological monitoring and potential programming of public space
- (c) The plan **should** be reviewed every 5 years to ensure it remains relevant and evolves with the maturing landscape and uses.
- (d) The local community **should** play an important role in helping influence how the parts of the public open space are used and maintained, exploring ways in which the public open space can be used as a cultural and educational resource.



Mitigation Design Codes

09





09. Mitigation Design Codes



This chapter defines the Design Codes for mitigation across Northern Gateway, including land re-profiling, drainage and ground and mine workings. Interfaces with Birch Business Park, South Heywood Masterplan and existing residential areas are considered alongside heritage assets and sustainability.

M1 - Land Re-profiling

9.1 To facilitate the delivery of the proposed development, much of the land within the Site will need to be re-profiled. As a consequence, a number of existing natural features will need to be removed.

9.2 Due to levels changes across the Site, significant land-take is likely to be required to accommodate level changes through the need to deliver engineer retaining features. The size, scale and number of such features will likely be increased due to the need to deliver large, levelled development plots associated with the large format buildings being proposed as part of this planning application. Careful consideration is therefore required to ensure balance is achieved between the following:

- Reduce the amount of land associated with retaining features within developable areas in order to maximise development opportunities, and
- Ensure where retaining features are required, they have a positive impact on their surroundings and where possible, serve numerous functions e.g. landscaping, drainage, ecological and recreation uses to maximise development and land-use efficiencies.

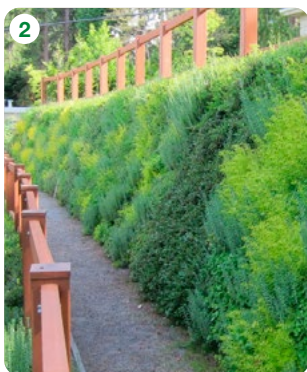
CODE M1-1 Land Re-profiling

- (a) The maximum extent of excavation and land re-profiling **must** align with the parameter plan(s) associated with the planning application.
- (b) Where retaining features are located within or bounding areas of public open space, landscaped slopes **should** be utilised. Gradients **must** not exceed a 1:3 slope and include suitable tree and shrub planting to reduce their visual impact on their surroundings.
- (c) Where retaining features include public pedestrian and/or cycle routes, gradients **must** be adapted to ensure routes are safe and accessible to all.
- (d) Where possible, such retaining features **should** explore the potential to be multi-functional in nature and seek to fulfil other roles include recreation, habitat creation, sustainable drainage and structural landscaping.

- (e) Where retaining features are located within development plots and are not visible from public open space, steeper built retaining structures **should** be considered in order to maximise development plateaus.
- (f) Where steeper built retaining structures are proposed, these **should** be designed to include provision for suitable levels of planting to allow them to appear naturalised over time.

Images

1. Retaining features bounding areas of public open space should be landscaped and include tree and shrub planting.
2. Soft landscaped retaining structures should be multifunctional and offer habitat creation or sustainable drainage benefits.
3. Retaining features located within development plots should use steeper structures to maximise development plateaus.
4. Gabion retaining walls provide an attractive retaining structure and can include the provision of planting to allow them to appear naturalised.



M2 - Drainage

9.3 Sustainable drainage systems (SuDS) will be an integral part of the proposed development and is a key requirement as set out in the NPPF and NGDF SPD. The overarching principles of a SuDS system are to limit excessive discharge of surface water to watercourses from a development, as far as is reasonable, whilst seeking to assist in controlling pollution.

9.4 Through the retention of the main rivers, the surface water drainage strategy will aim to provide a corridor of green / blue infrastructure within the allocation site with the principal SuDS attenuation features being located close to the river corridor but outside the extent of the current and future flood zones. The proposed development plots will provide a suitable level of water quantity and quality management, the principles of which will be agreed with the contributing statutory undertakers.

9.5 The design of SuDS features across the proposed scheme will be in accordance with the CIRIA 753 (The SuDS Manual) for both hydraulic capacity and pollution control. Where feasible the SuDS design will utilise infiltration techniques in order to limit peak flow rates and volumes to the receiving water bodies. Where applicable the design will consider but not be limited to the following:

Source control

- Rainwater harvesting tanks, green roofs, filter drains, pervious surfaces, swales, rainwater harvesting.

Site control

- Swales, ponds, wetlands, infiltration devices.

Regional control

- Basins, ponds and wetlands.

CODE: M2-1 Existing Watercourses

- The alignments of Whittle Brook, Brightley Brook and parts of the un-named water course on the eastern boundary **must** be retained in their existing alignments within the Application Boundary. Their retention is accommodated within the Wetland Habitat Corridors as defined on the parameters plan(s) which accompany this planning application.
- Tributaries of brooks may require removal, but their purpose **must** be replaced as part of a proposed surface water drainage strategy.
- Culverting **should** be kept to a minimum where required in the interests of flood management and biodiversity. Culverting to allow primary and secondary access routes across the application site will be allowed where necessary.

CODE: M2-2 Flood Risk Management

- Development **must** be limited to areas of low or very low flood risk within Flood Zone 1. These are areas defined as Developable Areas on the parameters plan(s) which accompany this planning application.
- Flood alleviation measures to reduce flood risk associated with Whittle Brook and Brightley Brook **must** be incorporated where appropriate. Flood alleviation measures **must** ensure there no increased risk from flooding downstream.

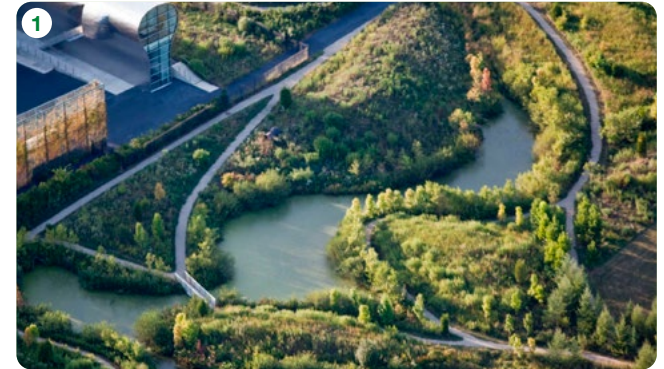
CODE: M2-3 Surface Water Management

- (a) A multi-faceted approach to drainage and multifunctional drainage features **must** be employed. For example, drainage basins **could** comprise reed beds, wet habitats, visual amenity, or recreation space.
- (b) Attenuation basins, swales, rain gardens, infiltration systems, or filter strips and drains **should** be located to best capture surface water run-off and maximise percolation locally.
- (c) Attenuation basins **must** not be located within Wetland Habitat Corridors (which align with the necessary flood risk mitigation of Flood Zones 2 and 3) as defined on the parameters plan(s) which accompany this planning application.
- (d) Additional surface water management and treatment integration **should** be considered within building plots as part of the wider Sustainable Drainage System.
- (e) Additional surface water management and treatment **should** be integrated within the streetscape, where possible, as part of the wider Sustainable Drainage System.
- (f) Attenuation requirements **must** be based on the volume of water generated by a 100-year storm event with allocation for 45% climate change.
- (g) Surface water **must** discharge at a rate equivalent to the existing greenfield runoff, with an ultimate outfall into the designated watercourses within the application site boundary: Whittle Brook and Brightley Brook.

- (h) Sustainable Drainage Systems **should** attempt to maintain the existing surface water catchments. Where this isn't possible, due to the scale and topography complexities, changes to watersheds **must** be mitigated through Sustainable Drainage Design and surface water management.
- (i) Appropriate SuDS **must** be delivered for each phase of the proposed development. There may be a requirement to utilise temporary drainage features/outfalls to facilitate the required phasing arrangements.
- (j) The surface water Sustainable Drainage System **should** be designed to adoptable standards to allow maintenance responsibilities to transfer to United Utilities or other approved authority at an appropriate point in the development build out.

Images

1. An example of multifunctional drainage basins comprising of wetland habitats and recreational space and offering visual amenity.
2. Swales and rain gardens to be located to best capture surface water run-off from car parks and service and delivery yards.
3. Attenuation basins suitably sized to accommodate a 100-year storm event with an allocation for 45% climate change.
4. Swales with species-rich grassland mixes and tree planting create valuable wildlife habitats and movement corridors alongside accommodating surface water run-off.





M3 - Residential Interface

9.6 There are a number of residential properties which either bound or are located near to the boundary associated with this planning application. Where possible, the application has sought to mitigate potential impacts on these residential properties through proposing a set of fixed development parameters including development set-backs, landscape buffers and maximum building height limits within the parameter plan(s) which support this application. These measures will mitigate some impacts on existing residential uses immediately surrounding the Site, but further works will be required in any future proposals to ensure impacts on the residential amenity of surrounding residents are minimised.

CODE M3-1 Residential Interface

(a) Future proposes for the Site **must** ensure their proposed impacts on nearby residential uses – both during and post-construction – have been suitably assessed to ensure suitable mitigation has been included to minimise impacts in the following areas as much as possible.

- Residential amenity
- Visual impact
- Lighting
- Noise
- Access
- Air Quality

Images

1. Use visually appealing fences to front residential properties (e.g., timber clad or green walls) instead of weldmesh or palisade varieties. This example is acoustic fencing to protect adjacent uses.
2. Place noise-generating equipment, access roads and service and delivery areas away from residential boundaries.
3. Incorporate trees, shrubs and green buffers to screen the shed from residential views.



M4 - Heritage Assets

9.7 There are no designated heritage assets within the application site. There are a number of non-designated heritage assets within the Site, which have been identified by the local councils during the pre-application process. These are:

- Broom Hill Farm, located within Rochdale, and
- Meadowcroft Fold, located within Bury.

9.8 The statutory heritage designations within a 1km radius of the application site are listed below:

- Lower Whittle Farmhouse, Rochdale - Listed Building (Grade II)
- Brick Farmhouse, Bury - Listed Building (Grade II)
- Birch Conservation Area, Rochdale - Conservation Area

9.9 The Temple to the north east of Heaton Hall (Grade II* Listed Building) within Heaton Park Registered Park and Garden (Grade II RP&G) and Alkrington Hall (Grade II* Listed Building) are both at a greater distance than 1km from the Site but are of particular sensitivity due to their high grading and the contribution setting makes to their significance.

9.10 Future proposals for this site need to be sensitive to these heritage assets, and designed to ensure impacts are mitigated wherever possible. This includes ensuring all elements of the proposed development – scale, form, appearance, layout and orientation and associated landscape and access works – are designed in a way which limits and where possible mitigates potential impacts on heritage assets.

CODE M4-1 Development which is visible from the setting of a Designated Heritage Asset

- (a) Developments visible from within the setting of Alkrington Hall **must** include variable rooflines where possible to ensure they limit their visual impact and better integrate into the existing horizon.
- (b) Building elevations **must** be designed to include materials which either reduce their visual impact on their surroundings, or are sensitive to, reflect or accord with the local vernacular to lessen their visual impact when viewed within the surrounding context.

CODE M4-2 Development adjacent to Lower Whittle Farm and Coal Pits Farm

- (a) The Landscape Buffers located along the setting of these properties – as plotted within the supporting Parameter Plans - **must** contain trees/vegetation including native deciduous and evergreen planting of a density and height to provide meaningful screening effect. Earthwork bunds will also be permissible where suitable.



Images

1. Varied rooflines with materials and colours which reduce the visual impact of the built form when viewed from surrounding designated heritage assets.
2. Young woodland landscape buffers, of native evergreen and deciduous species, planted within the setting of Lower Whittle Farm and Coal Pits Farm at a density and height to provide meaningful screening.



Design Code Compliance

10





10. Design Code Compliance



This Design Code demonstrates accordance with the Vision and Strategic Objectives, Key Development Principles, Indicative Development Framework Plan and Character Areas of the Northern Gateway Development Framework (JPA1.1) Supplementary Planning Document.

Checklist

10.1 This Design Code responds to both Bury and Rochdale's planning policy requirements, as set out in the Planning Statement which accompanies this planning application, and the Parameter Plans.

10.2 The Design Code describes the key principles that will create a sense of place based on good urban design principles; and the components that will define the character across the development contained.

10.3 The proposed development contained within this outline application is fully compliant with the principles and design standards contained within this Design Code.

10.4 Any subsequent reserved matters applications drafted following approval of this Design Code should use this Design Code to guide design development and define detailed proposals to ensure that the development meets the goals and aspirations of the wider Northern Gateway development.

10.5 Subsequent reserved matters will need to demonstrate compliance with the principles and design standards contained within this Design Code. This checklist should be used to summarise where Plot, Building, Movement, Open Space and Mitigation Codes have been achieved, utilising the colour grading system set out in the key below.

Code Met	
Code Partially Satisfied	
Code Deviated From	

Plot Design Codes

P1 - Plot Layout and Orientation

P1-1	Plot Sizes	
P1-2	Plot Layout	

P2 - Parking

P2-1	Car Parking	
P2-2	Cycle Parking	
P2-3	Electric Vehicle Charging Points	
P2-4	Materials	
P2-5	Landscaping	

P3 - Service and Delivery Areas

P3-1	Access	
P3-2	Materials	
P3-3	Refuse Storage	

P4 - Boundary Treatments

P4-1	Front Boundaries	
P4-2	Rear and Side Boundaries	

P5 - Landscaping

P5-1	Planting Design	
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P6 - Lighting

P6-1	Plot Lighting	
P6-2	Sensitive Areas	
P6-3	Parking Areas	
P6-4	Service and Delivery Areas	

P7 - High Level Security

P7-1	High Level Security	
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Building Design Codes

B1 - Uses

B1-1	Use	
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B2 - Scale and Massing

B2-1	Scale and Massing	
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B3 - Built Form

B3-1	Built Form	
B3-2	Roofs	
B3-3	Gateways	

B4 - Façade Treatments

B4-1	Façades	
B4-2	Materials and Finishes	
B4-3	Windows	
B4-4	Colour	

B5 - Active Frontages

B5-1	Entrances	
B5-2	Active Frontages	

B6 - External Building Lighting

B6-1	External Building Lighting	
B6-2	Sensitive Areas	

B7 - Building Signage

B7-1	Building Signage	
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B8 - Sustainable Building Design

B8-1	Solar Orientation	
B8-2	Energy Efficiency	
B8-3	Embodied Carbon	
B8-4	Accreditation	

Movement Design Codes

S1 - Access

S1-1	Access Points	
S1-2	Pedestrian and Cycle Priority	
S1-3	Permeability	

S2 - Street Hierarchy

S2-1	Street Hierarchy	
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S3 - Primary Streets

S3-1	Primary Streets	
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S4 - Secondary Streets

S4-1	Secondary Streets	
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S5 - Active Travel

S5-1	Public Rights of Way	
S5-2	Pedestrian and Cycle Routes	
S5-3	Active Travel Hubs	

S6 - Wayfinding

S6-1	Wayfinding Signage	
S6-2	Gateway Features	

S7 - Public Transport

S7-1	Bus Routes and Stops	
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S8 - Street Furniture

S8-1	Public Realm	
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S9 - Street Trees and Planting

S9-1	Street Trees and Planting	
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Open Space Design Codes

O1 - Open Space Hierarchy

O1-1	Primary Open Spaces - Public Parks (Urban Valley)	
O1-2	Secondary Open Spaces	
O1-3	Tertiary Open Spaces	

O2 - Green Infrastructure

O2-1	Tree Planting	
O2-2	Climate Resilience	
O2-3	Integration and Connectivity	

O3 - Blue Infrastructure

O3-1	Whittle Brook and Brightly Brook corridors	
O3-2	Drainage and Attenuation	

O4 - Habitat Creation

O4-1	Retention of Existing Natural Assets	
O4-2	Biodiversity Net Gain	

O5 - Active Travel

O5-1	Public Rights of Way	
O5-2	Footpaths and Cycle Routes	
O5-3	User Experience	

O6 - Leisure and Recreation

O6-1	Sport and Activity	
O6-2	Areas of Play and Exploration	

O7 - Lighting

O7-1	Lighting Design Principles	
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O8 - Identity and Placemaking

O8-1	Cultural Integration and Heritage	
O8-2	Public Art and Creative Expression	
O8-3	Distinctive Landscape Character	
O8-4	Community Centric Design	
O8-5	Wayfinding and Visual Cohesion	

O9 - Materiality

O9-1	Sustainable and Locally Sourced Materials	
O9-2	Durability and Maintenance	
O9-3	Cohesive Material Palette	
O9-4	Innovative and Adaptive Materials	
O9-5	Accessibility and Safety in Material Selection	

O10 - Security and community Safety

O10-1	Natural Surveillance and Visibility	
O10-2	Lighting and Night-Time Safety	
O10-3	Inclusive and Safe Design	
O10-4	Community Stewardship and Engagement	

O11 - Management and Maintenance

O11-1	Management Plan	
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Mitigation Design Codes

M1 - Land Re-profiling

M1-1	Land Re-profiling	
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M2 - Drainage

M2-1	Existing Watercourses	
M2-2	Flood Risk Management	
M2-3	Surface Water Management	

M3 - Residential Interface

M3-1	Residential Interface	
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M4 - Heritage Assets

M4-1	Development which is visible from the setting of a Designated Heritage Asset	
M4-2	Development adjacent to Lower Whittle Farm and Coal Pits Farm	



For further information contact

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