



4.9 ACCESS , PARKING AND MOVEMENT

The proposals include a well-connected movement network, accessible by all users, which will help to ensure that all areas of the development will be accessible, easy to navigate, safe and secure. The proposals include the following:

- Dedicated and improved access point off A680 Edenfield Road;
- Appropriate vehicle and cycle parking provision;
- EV Charging Points throughout the development

PRINCIPLE ACCESS

The primary access into the scheme will be from Edenfield Road with a secondary access off Greenbooth Road, from the existing access bridge over the Naden Brook to the Site, serving as an Emergency Vehicular Access (EVA) and pedestrian access.

The existing vehicular access arrangement will be improved to meet the required residential highway design guidance. The vehicular access junction will have a carriageway width of 5.5 metres and incorporates a 4 metre corner radii on the western side of the junction and a 10 metre corner radii on the eastern side. Footways with a width of 2 metres will be located on the north side of the carriageway which will link with existing provision located on the A680 Edenfield Road.

Full details of the proposed access and parking arrangements are set out within the submitted Transport Assessment (Ref: Transport Assessment - 4064.03) prepared by Eddisons Transport Planning & Design and submitted in support of this Outline planning application.

PEDESTRIAN AND CYCLE ACCESS

The site proposal is accessible by non-car modes and assists in promoting a choice of travel modes, reducing the reliance on the private car. Pedestrian access will be provided to the site from both Greenbooth Edenfield Road. This provides safe, direct, and convenient pedestrian access into the site.

Edenfield Road is a cycle friendly road, with dedicated cycle lanes in place where possible on the route to Rochdale.

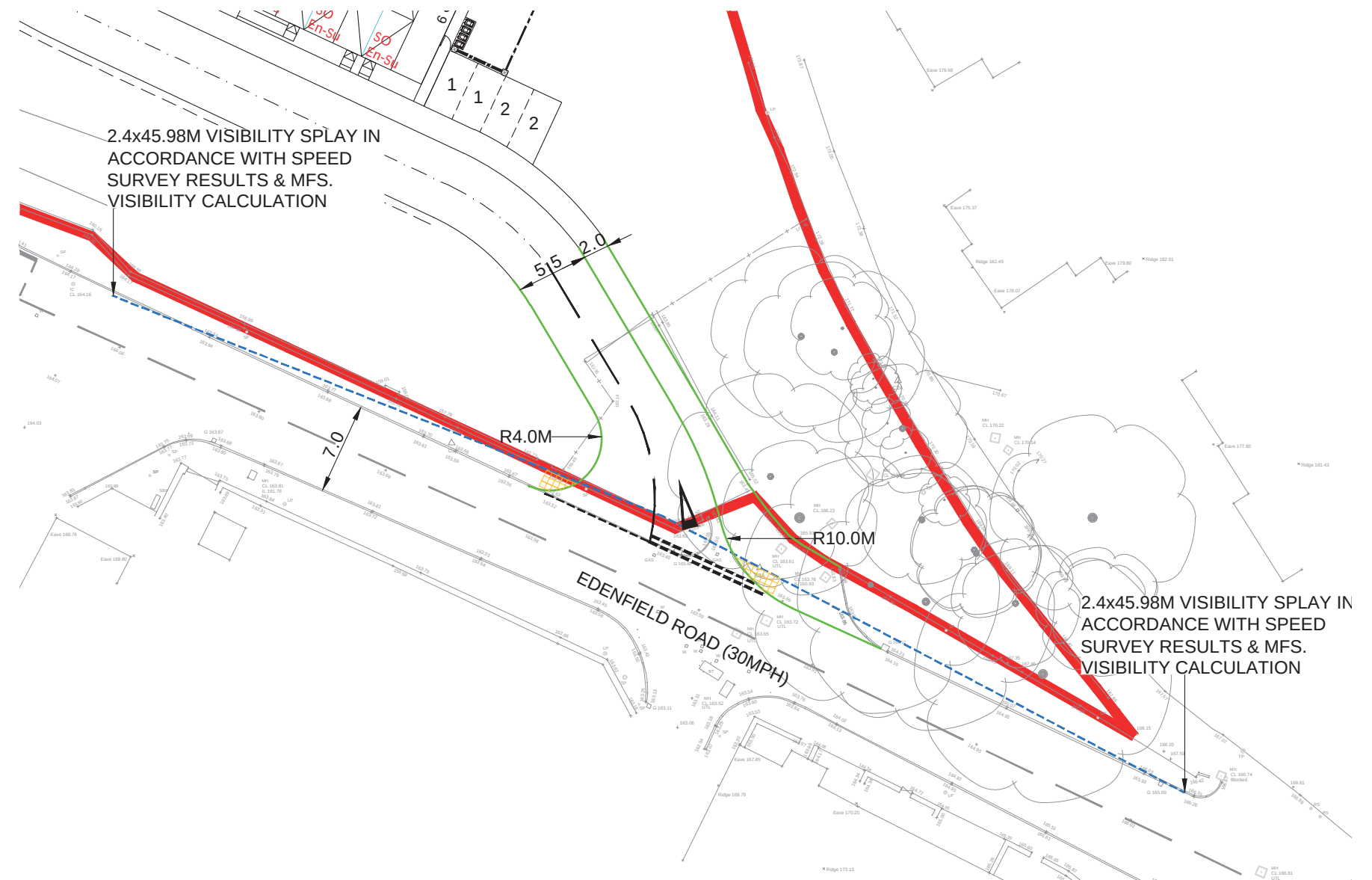


FIG 4.7: SITE ACCESS

PARKING

Space is provided to allow for one to two car parking spaces per property with space for visitor parking provided within the scheme. Car parking is provided primarily on-plot, to the side or front of the houses, with parking for properties 1 and 2 off-plot to the side of plot 1, and parking for properties 4 to 9 in a rear courtyard to in order to create a mill-like frontage, keeping in character with the site's heritage and, therefore, maintaining a sense of place. Off-street parking reduces the impact on the street scene and creates a more friendly environment for pedestrians. The parking is also easily visible from people's homes, offering security and convenience. The visual impact from parking will be minimised on many plots through planting and a balance between front garden provision and parking.

ELECTRIC VEHICLE CHARGING POINTS

The scheme has been designed to accommodate Electric Vehicle Charging Points to each dwelling. Figure 4.8 to the right shows how these electric vehicle charging points will be distributed throughout the development.

MOVEMENT

The scheme has been designed in accordance with the Oldham and Rochdale Urban Design Guide with dropped kerbs and accessible pedestrian crossings as necessary.

Residential properties overlook the pedestrian routes to provide a strong sense of enclosure and passive surveillance. Meanwhile, site legibility is provided by the variation in building rhythm, change of materials between the road types, and the varied landscape features which convey a clear street hierarchy and improve wayfinding.

Short blocks and links create a compact, permeable, and legible built form that increases the walkability of the development and facilitates movement, reducing reliance on vehicular use within the site. The existing footpath network will provide direct and convenient pedestrian links to local facilities located nearby. The proposed development is also accessible by cycle, and is well located to encourage journeys by bus via several bus services available in the vicinity of the site.

This well-connected movement network creates an accessible, legible, and safe site to all users, and movement through the site is thus convenient and attractive, encouraging walking and cycling. In turn, this creates a more sustainable development, both for residents' health and for the environment.

KEY

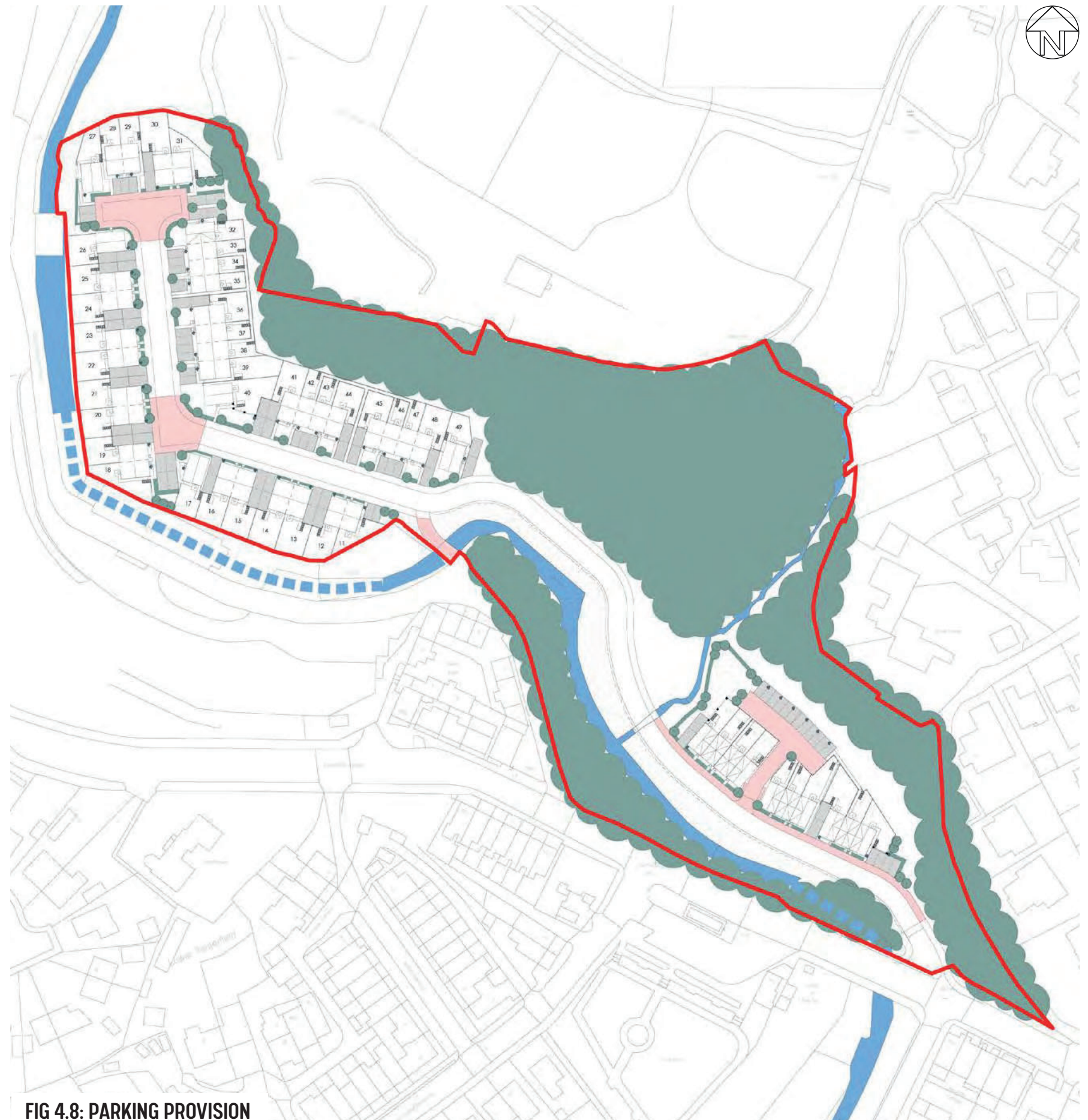
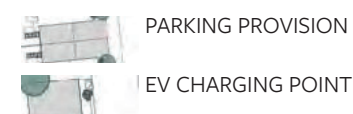


FIG 4.8: PARKING PROVISION

WASTE MANAGEMENT

Bin storage provision is made off-site and within the private curtilage, keeping pathways clear of clutter. Short distances to bin collection points facilitate movement of bins. The internal layout will be designed to accommodate waste and delivery vehicles to enter the site, turn around and exit in a forward gear, as demonstrated in the in the Swept Path Analysis to the right. This will ensure there is no detrimental impact to the public highway and confirms that the site can be serviced without giving rise to any road safety issues.

Full details of the proposed access and parking arrangements are set out within the submitted Transport Assessment.

KEY

 BIN PLOT STORAGE AREAS

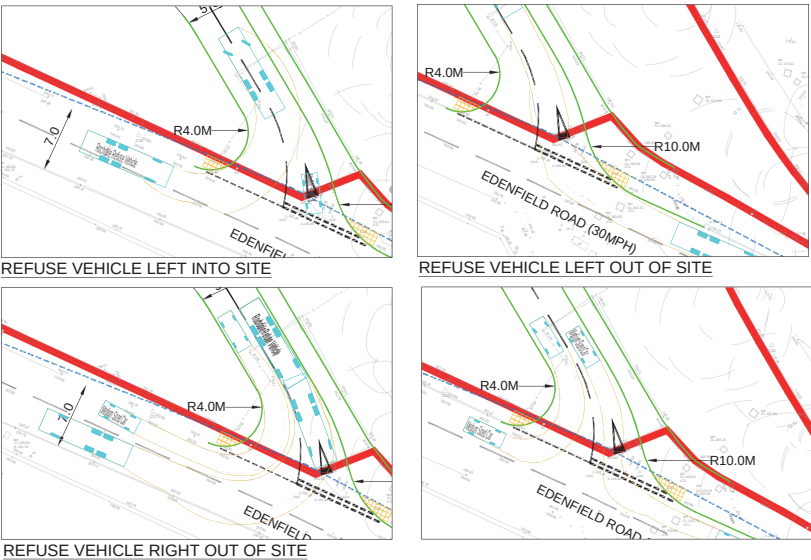


FIG 4.9: REFUSE VEHICLE ACCESS ARRANGEMENTS



FIG 4.10: SWEEP PATH ANALYSIS

4.10 STREET SCENES

The following images illustrate the relationship between the proposed housing and the streetscape. Appropriate frontage and a strong relationship with the streets will assist in creating a legible and visually interesting development; the use of gable-fronted properties will create interest in the streetscape and allow dwellings to turn the corner and activate the side elevations.



FIG 4.11: STREET SCENE PLAN

STREET SCENE A



STREET SCENE B



STREET SCENE C



STREET SCENE D



STREET SCENE E



STREET SCENE F



4.11 LANDSCAPE PROPOSALS

The physical assessment of the Site, subsequent review of its constraints and opportunities and the requirements identified in the both the NPPF and local planning policies has led to the development of a Landscape Masterplan. The following principles have been incorporated into the scheme to reflect the Sites potential to support the residential development of the Site:

- New tree planting, areas of native shrub and hedge planting and wildflower meadow will be incorporated to reinforce the existing landscape structure and soften the development's appearance;
- The existing woodland will be retained wherever possible to minimise landscape and visual effects;
- Promotion of ecological diversity and habitat creation through the incorporation of the planting of native and wildlife-friendly trees, shrubs and wildflower meadow, hibernacular, and bat and bird boxes.
- The proposed planting of 45 trees to mitigate any necessary loss.
- A net gain of 1.12% in habitat units.

KEY

	RED LINE BOUNDARY		P.O.S GRASSED AREAS
	PROPOSED STREET TREES		EXISTING WATERCOURSE
	PROPOSED NATIVE TREES		VEHICULAR TARMAC
	FRONT GARDEN GRASSED AREAS		PEDESTRIAN TARMAC
	REAR GARDEN GRASSED AREAS		VEHICULAR TARMAC WITH A RED INLAID CHIP
	HEDGE PLANTING		PEDESTRIAN TARMAC WITH A RED INLAID CHIP
	ORNAMENTAL PLANTING MIX		FLAG PAVING
	FEATURE SHRUB PLANTING		EXISTING BRIDGE
	NATIVE SHRUB PLANTING MIX		1800MM CONCRETE POST AND CLOSE BOARDED PANEL FENCE
	SPECIES RICH GRASSLAND SEED MIX		700MM WALL WITH 1100MM CLOSE BOARDED FENCE
	RIPARIAN PLANTING MIX		600MM POST AND RAIL FENCE
	EXISTING WOODLAND		REMOVABLE WOODEN BOLLARDS



FIG 4.12: PROPOSED SOFT LANDSCAPE PLAN

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5.0 SUMMARY AND CONCLUSION

This Design and Access Statement demonstrates that the Site presents a significant opportunity to deliver an attractive and high quality residential development on brownfield land in accordance with the objectives of the adopted local plan for Rochdale.

When considering design, the proposals comprises a sound design solution which responds to the constraints and principles that emerged during analysis, and takes into account the general good practice design principles. As such, it is considered that the scheme should be supported from a design perspective.

In summary, the proposed development represents a sustainable form of development which accords with national and local planning policy and will significantly assist Rochdale Borough Council in delivering much needed, affordable, high quality housing .



FIG 5.1: PROPOSED SITE PLAN

A.1 RELEVANT POLICIES AND GUIDANCE: NATIONAL URBAN DESIGN GUIDE (2019)

CONTEXT	C1 Understand and relate well to the site, its local and wider context	PUBLIC SPACES	P1 Create well-located high quality and attractive public spaces
	C2 Value heritage, local history and culture		P2 Provide well-designed spaces that are safe
IDENTITY	I1 Respond to existing local character and identity		P3 Make sure public spaces support social interaction
	I2 Well-designed, high quality and attractive	USES	U1 A mix of uses
	I3 Create character and identity		U2 A mix of home tenures, types and sizes
BUILT FORM	B1 Compact form of development		U3 Socially inclusive
	B2 Appropriate building types and forms	HOMES & BUILDING	H1 Healthy, comfortable and safe internal and external environment
	B3 Destinations		H2 Well-related to external amenity and public spaces
MOVEMENT	M1 An integrated network of routes for all modes of transport		H3 Attention to detail: storage, waste, servicing and utilities
	M2 A clear structure and hierarchy of connected streets	RESOURCES	R1 Follow the energy hierarchy
	M3 Well-considered parking, servicing and utilities infrastructure for all users		R2 Selection of materials and construction techniques
NATURE	N1 Provide high quality, green open spaces with a variety of landscapes and activities, including play		R3 Maximise resilience
	N2 Improve and enhance water management	LIFESPAN	L1 Well-managed and maintained
	N3 Support rich and varied biodiversity		L2 Adaptable to changing needs and evolving technologies
			L3 A sense of ownership

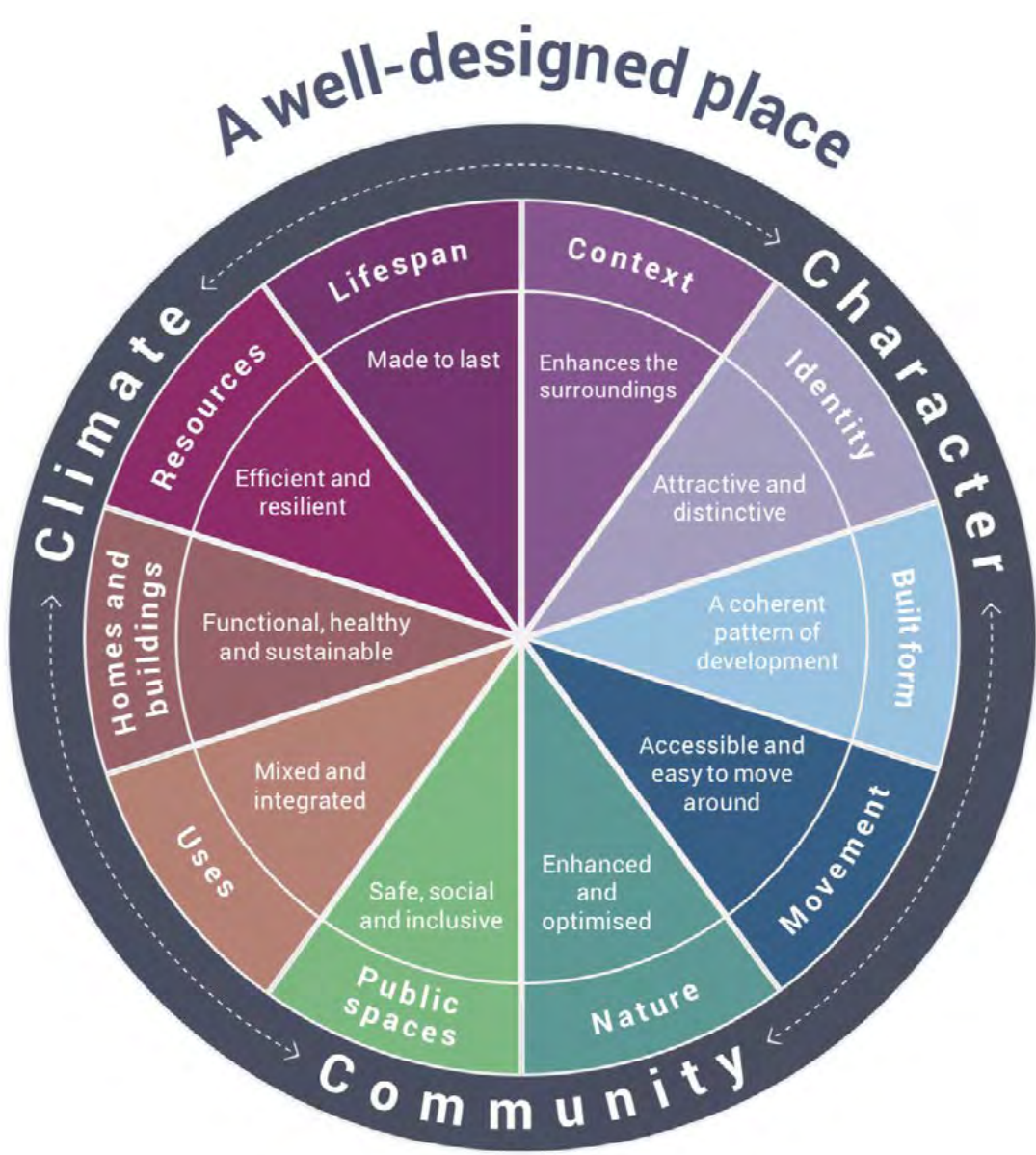


Figure: The ten characteristics of well-designed places (National Design Guide, 2019)

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