

Land at Smithy Bridge Road Rochdale.

Design & Access Statement

For Taylor Wimpey

P21-2628_200A | September 2022

Expertly Done.

Smithy Bridge Road, ROCHDALE
Design & Access Statement

Prepared by Pegasus Group on behalf of Taylor Wimpey
Date: **September 2022**
Document reference: P21-2628 200A
Contact: A.Gilsenan



Pegasus Group
Queens House
Queen Street
Manchester
M2 5HT

www.pegasusgroup.co.uk | 0161 393 3399

Contents

1	INTRODUCTION
2	PLANNING POLICY
3	CONTEXT
4	DESIGN DEVELOPMENT
5	DESIGN PROPOSALS
6	CONCLUSION



1

Introduction

- 1.1 PURPOSE OF STATEMENT
- 1.2 THE SITE

1 INTRODUCTION

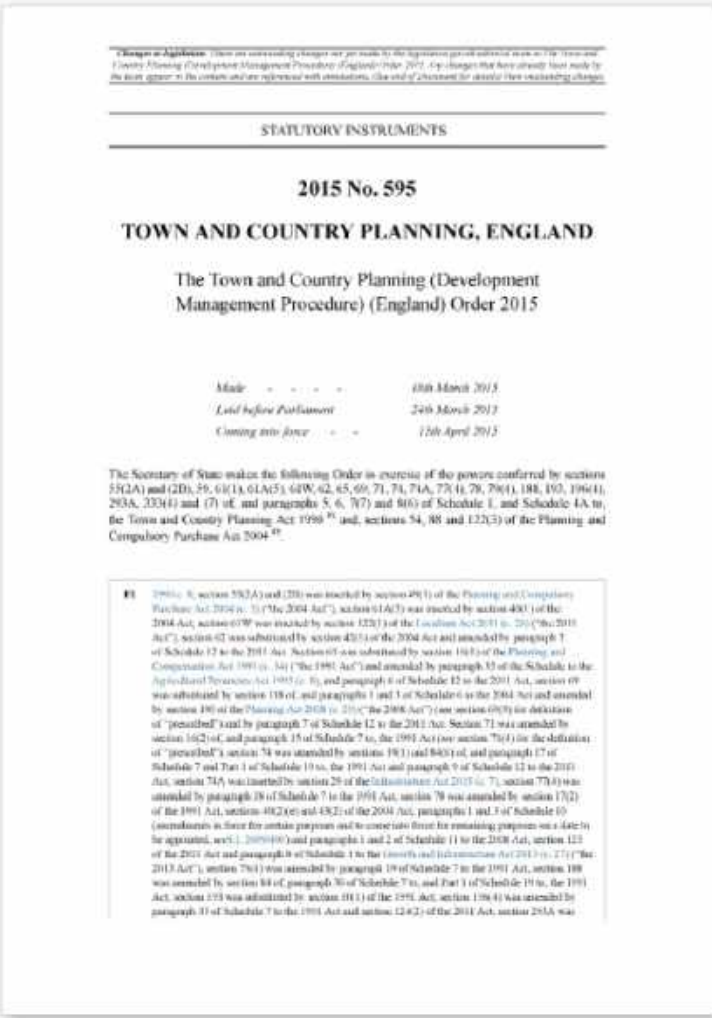
This Design and Access Statement (DAS) has been prepared by Pegasus Design (part of Pegasus Group) on behalf of Taylor Wimpey to accompany a full planning application for the residential development at land at Smithy Bridge Road, Rochdale.

This statement has been prepared in accordance with Article 9 of the Town and Country Planning (Development Management Procedure) (England) Order 2015, which requires certain applications to be accompanied by a Design and Access Statement.

The National Planning Practice Guidance (NPPG) states that a Design and Access Statement is a ‘concise report that provides a framework for applications to explain how the proposed development is a suitable response to the site and its setting and demonstrate that it can be adequately accessed by prospective users’

The DMPO also states the following requirements:

- “(2) An application for planning permission to which this paragraph applies must, except where paragraph (4) applies, be accompanied by a statement (“a design and access statement”) about:
- a) The design principles and concepts that have been applied to the development; and
 - b) How issues relating to access to the development have been dealt with.
- (3) A design and access statement must:
- a) Explain the design principles and concepts that have been applied to the development;
 - b) Demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;
 - c) Explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;
 - d) State what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and
 - e) Explain how specific issues which might affect access to the development have been addressed.”



TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (ENGLAND) ORDER 2015

1.1 PURPOSE OF STATEMENT

The purpose of this Design and Access Statement is:

“...to explain how the proposed development is a suitable response to The Site and its setting, and demonstrate that it can be adequately accessed by prospective users.” (para. 029, PPG, Reference ID: 14-029-20140306)

This document achieves this within the following sections:

SECTION 1	SECTION 2	SECTION 3	SECTION 4	SECTION 5	SECTION 6
INTRODUCTION Outlines the purpose of this document;	PLANNING POLICY Presentation of the key Planning Policy requirements, derived from a combination of Local Authority and National Government Policy;	CONTEXT Considers The Site and its surroundings in terms of the local physical, historical and social setting, as well as the technical and physical context;	DESIGN DEVELOPMENT Presentation of the design principles that have been derived from a combination of Government Policy and site assessment outlines key stakeholder engagement undertaken, as well as its key findings and design evolution;	DESIGN PROPOSALS Presentation of the key design proposals including the Uses, Built Form and Identity, Movement, Nature and Public Space, Homes and Buildings, Resources and Lifespan; and	CONCLUSION This Design and Access Statement has been written to respond to the Ministry of Housing, Communities and Local Government National Design Guide (NDG) ten characteristics of well-designed places.

THIS STATEMENT SHOULD BE READ IN CONJUNCTION WITH THE [TYPE] PLANNING APPLICATION AND ITS ACCOMPANYING SUPPORTING DOCUMENTS.

1.2 THE SITE

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

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

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

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

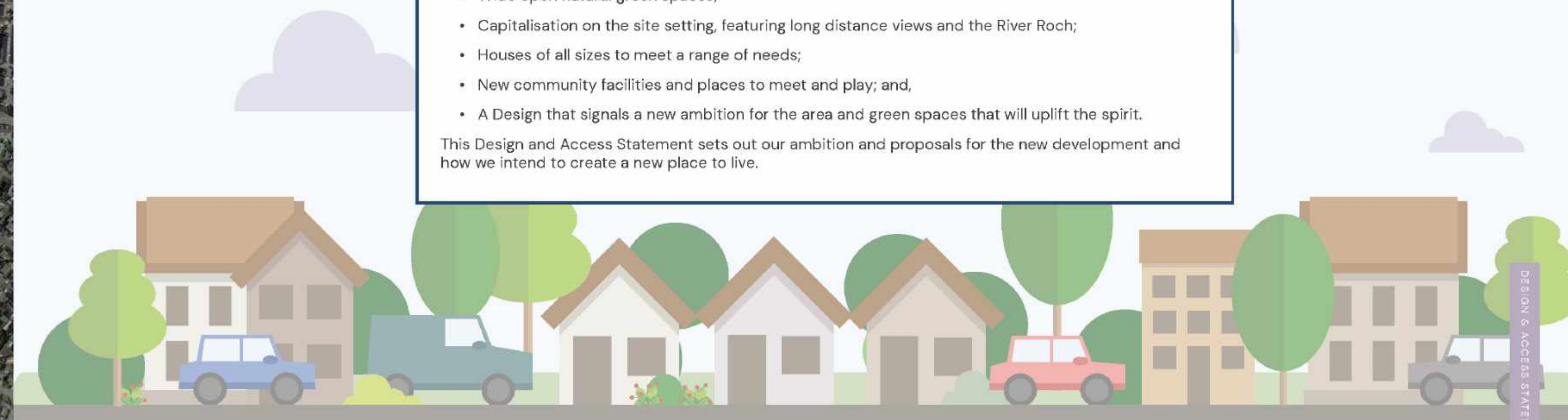


VISION

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

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

This Design and Access Statement sets out our ambition and proposals for the new development and how we intend to create a new place to live.



2

Planning Policy

- 2.1 NATIONAL PLANNING POLICY FRAMEWORK
- 2.2 PLANNING PRACTICE GUIDANCE
- 2.3 NATIONAL DESIGN GUIDE
- 2.4 NATIONAL MODEL DESIGN CODE
- 2.5 LOCAL PLANNING & DESIGN GUIDANCE
- 2.6 ADOPTED SUPPLEMENTARY PLANNING DOCUMENTS
- 2.7 ALLOCATION

2 PLANNING POLICY

The development proposals will be formulated with due regard to the policies that make up the statutory Local Development Plan and Supplementary Planning Guidance, together with Government

guidance contained within the National Planning Policy Framework (July 2021), National Design Guide (published in 2019 and updated in January 2021) and the National Model Design Code (January 2021).

2.1 NATIONAL PLANNING POLICY FRAMEWORK

Government guidance in the form of the National Planning Policy Framework (NPPF) sets out the Government's planning policies and how these should be applied. The NPPF states at paragraph 8 that the planning system has three interdependent key objectives, which when pursued in a mutually supportive way, can achieve sustainable development. The three key objectives are:

- A social objective;
- An economic objective; and
- An environmental objective.

There is a presumption in favour of sustainable development, as set out at paragraph 11. Section 9: Promoting Sustainable Transport (para. 104) of the NPPF points to the role that design has to play in ensuring that transport issues are considered at the earliest stages of development proposals, and the role that design can play to ensure that development maximizes opportunities for sustainable transport options.

"...patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high-quality places." (para. 104(e) NPPF 2021)

The Government also continues to place a high emphasis on design and the NPPF expands on the principles of good design, to define what is expected of well-designed places. It also explains how policies and decision-making processes should support the inclusion of good design, providing detailed advice at Section 12: Achieving Well-Designed Places.

The contribution that good design makes to sustainable development is set out in paragraph 126, as follows:

"The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities..." (para. 126, NPPF 2021)

Furthermore, a new test is being introduced in the latest edition of the NPPF, to ensure that developments are well-designed, placing an emphasis on fostering of "beautiful" places among the overarching objectives of the planning system. In paragraph 134, the NPPF 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, taking into account any local design guidance and supplementary planning documents such as design guides and codes". (para. 134, NPPF 2021)

The NPPF is also clear at paragraphs 127 and 128 that Development Plans should set out a clear design vision to provide certainty to applicants, and that design policies should be prepared in conjunction with local communities to reflect local aspirations.



SOCIAL

Support strong, vibrant and healthy communities.



ENVIRONMENTAL

Protecting and enhancing the natural, built and historic environment.



ECONOMIC

Build a strong, responsive and competitive economy.

Paragraph 130 of the NPPF states that with regard to design planning policy and decision making should 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 the 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);
- 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.”

2.2 PLANNING PRACTICE GUIDANCE

The NPPF is accompanied by the on-line Government resource Planning Practice Guidance (PPG). The Design: Process and tools PPG provides guidance on the methods and processes available to both applicants and local authorities to ensure the delivery of well-designed and high-quality, long lasting places with considered design solutions, under the following headings:

- Planning for well-designed places;
- Making decisions about design;
- Tools for assessing and improving design quality; and
- Effective community engagement on design.

Paragraph 1 of the Design PPG reinforces the Government and NPPFs commitment to requiring the creation of well-designed places and the role that early engagement can play in this.

"Well-designed places can be achieved by taking a proactive and collaborative approach at all stages of the planning process, from policy and plan formulation through to the determination of planning applications and the post approval stage." (para. 001, PPG, ID: 26-001-20191001, October 2019)



National Planning Policy Framework

NATIONAL PLANNING POLICY FRAMEWORK,
JULY 2021



THE TEN CHARACTERISTICS OF
WELL-DESIGNED PLACES
(NATIONAL DESIGN GUIDE, 2021)

2.3 NATIONAL DESIGN GUIDE

The National Design Guide (NDG) published by the Ministry of Housing, Communities and Local Government (MHCLG) in September 2019 and updated in January 2021 further reinforces the way in which the design process can be used to ensure the delivery of quality places:

"In a well-designed place, an integrated design process brings the ten characteristics together in a mutually supporting way. They interact to create an overall character of place." (para. 13, NDG 2021)

The NDG outlines and illustrates the Government's priorities for well-designed place in the form of ten characteristics, based on national planning policy, planning guidance and objectives for good design.

The ten characteristics contribute towards the cross-discipline themes for good design set out in the NPPF and fall under three broad aims:

- To create physical character;
- To help to nurture and sustain a sense of community; and
- To positively addresses environmental issues affecting climate.

Whilst the NPPF, PPG and NDG are the primary points of reference, there are other well-regarded design guidance documents that are still relevant to creating good design including:

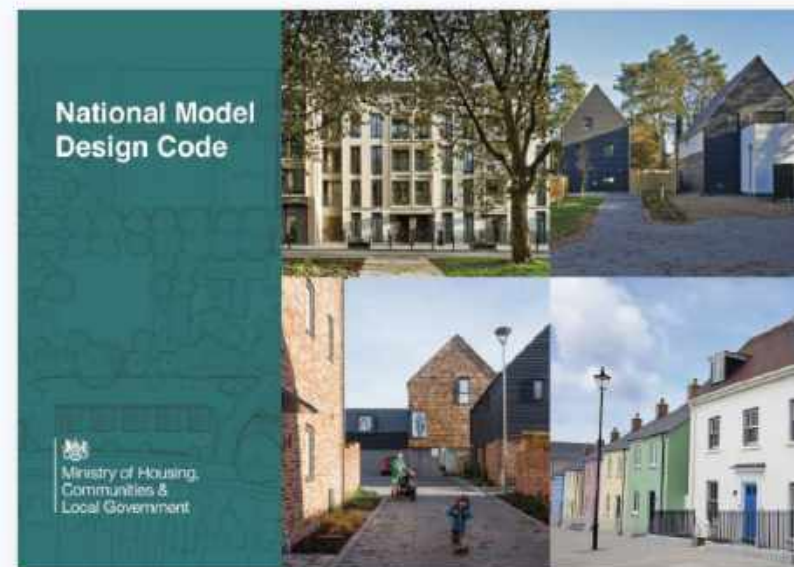
- Manual for Streets 1 & 2 (Department of Transport/ Department for Communities and Local Government, 2007/2010); and
- Building for a Healthy Life (Homes England, June 2020) is the latest edition, and new name for Building for Life 12 (BfL12) written in partnership with NHS England, NHS Improvement and MHCLG.

2.4 NATIONAL MODEL DESIGN CODE

The National Model Design Code (NMDC) was published in January 2021 by the Ministry of Housing, Communities and Local Government. The purpose of this document is to:

"... provide detailed guidance on the production of design codes, guides and policies to promote successful design. It expands on the ten characteristics of good design set out in the National Design Guide, which reflects the government's priorities and provides a common overarching framework for design." (para. 1, National Design Code 2021)

The NMDC document draws upon the NPPF's commitment to ensure that local planning authorities are utilising visual tools, such as design codes and guides, to inform development proposals, which will consequently provide a framework for creating high-quality places, with a consistent and high-quality standard of



NATIONAL MODEL DESIGN CODE, JANUARY 2021

2.5 PLANNING HISTORY

The planning history of the site is lengthy; therefore, we provide a summary of the key applications relevant to this Full submission below.

PREVIOUS FULL APPLICATION

19/00881/FUL: Land To The West Of Smithy Bridge Road, Littleborough – Construction of 200 dwellings with associated public open space and landscaping. Validated 27th August 2019. Decision withdrawn.

ASSOCIATED APPLICATIONS

19/01030/FPDIV: Land To The West Of Smithy Bridge Road, Littleborough – Footpath diversion in relation to planning application 19/00881/FUL. Unavailable online.

18/00682/SO: Land At Smithy Bridge Road Littleborough – Screening opinion in respect of the proposed development of 250 dwellings with associated infrastructure, landscaping and public open space. Decision: EIA Not Required, issued the 23rd July 2018.

WATER MANAGEMENT

12/56282/FUL: Land At Smithy Bridge Road Littleborough – Installation of new control kiosk, pressure balancing column and additional outfall structure, proposed bank strengthening measures and the formation of new temporary and permanent vehicular access points to Smithy Bridge Road also involving the temporary diversion of the public right of way across the site. Granted 15th February 2013.

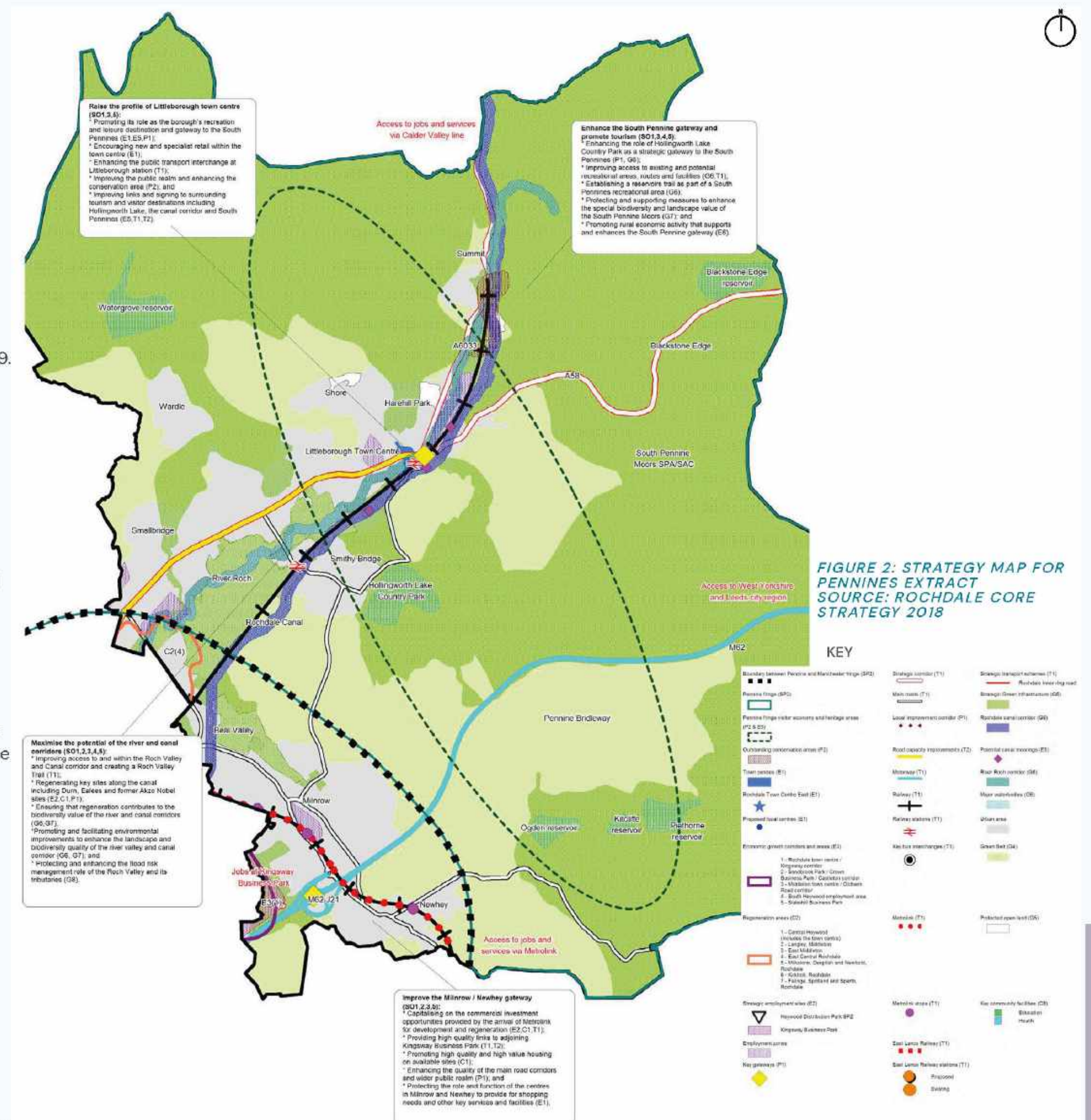
ADJACENT TO THE SITE

14/01412/FUL: Land Off Tarnside Close Rochdale - Erection of 50 residential dwellings with associated access, landscaping, substation and public open space. Granted 23rd November 2015.

15/00413/FUL: Land At Holland Street Wardle Rochdale –
Erection of 10 detached dwellings Granted 28th July 2015.

13/O1066/OUT: Land At Holland Street Wardle Rochdale - Outline application (including access, appearance, layout and scale) for the erection of 10 dwellings - Resubmission of 13/O0873/OUT. Granted 15th May 2014.

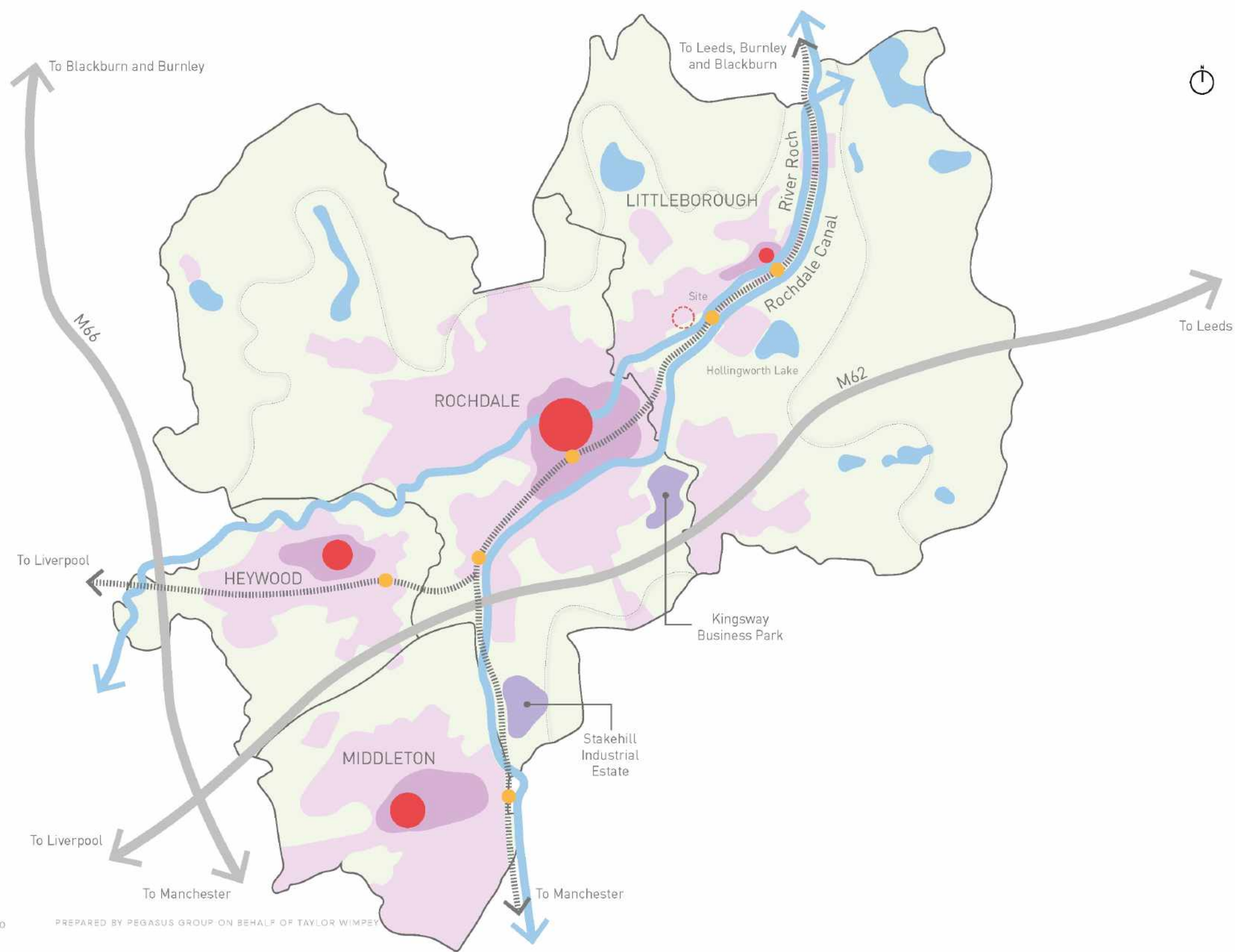
13/00873/OUT: Land At Holland Street Littleborough – Outline application. (including access, appearance, layout and scale) for the erection of 10 dwellings. Decision Withdrawn.



3

Context

- 3.1 WIDER CONTEXT
- 3.2 CONNECTIVITY
- 3.3 LOCAL FACILITIES
- 3.4 LOCAL CHARACTER
- 3.5 LANDSCAPE & VISUAL IMPACT
- 3.6 ARBORICULTURE
- 3.7 HERITAGE & ARCHAEOLOGY
- 3.8 DRAINAGE
- 3.9 GROUND CONDITIONS
- 3.10 NOISE
- 3.11 AIR QUALITY
- 3.12 HEALTHY IMPACT ASSESSMENT
- 3.13 OVERVIEW OF THE SITES CONTEXT



3 CONTEXT

3.1 WIDER CONTEXT

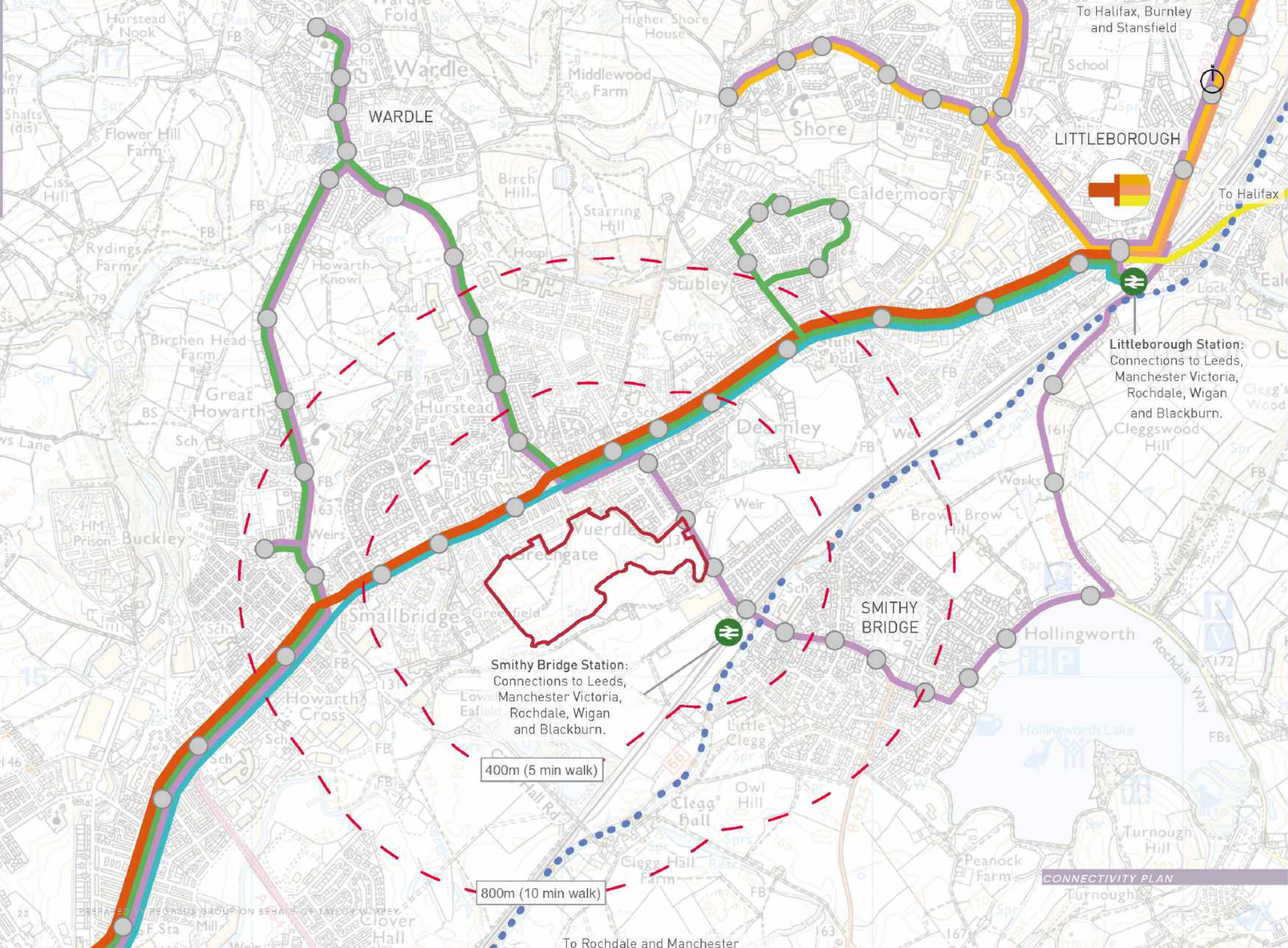
The Site, of 14.23 ha hectares in area, is located on former agricultural land comprised of grassland pastures with sparse clusters of existing vegetation. Some pasture boundaries remain in the form of two sections of unmaintained hedgerow and gritstone walls dividing a small sections at the north eastern corner of the Site. An additional gritstone wall cuts through the Site north-south. A small section to the east has undergone recent underground works to aid water management. The Site topography is a key feature as it slopes down north to south from the urban fringes of the A58 corridor to the northern bank of the River Roch and gives way to distance views. A footpath (PROW reference FPO6) extends diagonally across the Site from south west to north east and another (FPO8) follows the eastern boundary from the northeast to Smithy Bridge Road.

Beyond the Site extents, to the north is the adjacent residential suburb of Hurstead. This forms part of suburban Rochdale, continuing along the A58 to Littleborough. The Roch Valley corridor lies to the south of the Site, this is generally rural and characterised by the Manchester Pennine fringe, with farmland and scattered development at the outskirts of Rochdale town centre. The lowland corridor also provides a movement axes for rail, the Rochdale Canal and the canal-side Route 66 of the National Cycle Route. Smallbridge is located to the east and to west is Dearnley and the corridor of the River Roch followed by Smithy Bridge.

BOUNDARIES AND EDGES

The Site is of irregular shape, formed of natural and built boundaries. The north is bound by the existing residential properties and an allotment. The allotment protrudes from the existing build line, adding to the irregularity of the shape of the Site. The residential properties continue around the eastern and western site extents until roughly two thirds of the way down to the southern extent. As such, the Site area forms an inset of open space within the existing urban form. The remaining portion to the west borders onto open space, constituting part of the Roch Valley, while to the east, is demarcated by the gritstone wall along Smithy Bridge Road. The southern extent is bounded by the northern bank of the River Roch.





3.2 CONNECTIVITY

STREET PATTERN AND CONNECTIVITY

The Site is well connected to the surrounding area of Smithy Bridge, Littleborough and to the wider urban area of Rochdale. The site benefits from easy access to public transport and key highway links within close proximity of the site. The plan opposite illustrates the location of the site within the context of the local access and movement network.

EXISTING HIGHWAY NETWORK

At present the Site is only accessible through restricted access points at Smithy Bridge Road and through Public Right of Way entries. The Site is well served by public transport services with Halifax Road (A58) and Smithy Bridge providing access to key bus and rail services.

The site is also well connected to existing walking and cycling routes and there are proposals to bolster pedestrian and cycle connectivity and legibility between Halifax Road (A58) and Smithy Bridge. The improved accessibility will help reduce car dependency for new and existing residents.

LOCAL BUS AND RAIL SERVICES

The nearest bus stops are located on Halifax Road (A58) and Smithy Bridge Road. From here there are several regular services to Rochdale, Littleborough, Halifax and Hebden Bridge amongst others. Services include the 456, 457, 458, 587, 588, 589 and 590. Thereafter, further connections provide access to local towns such as Huddersfield, Oldham, Bolton and Burnley.

The closest railway station is Smithy Bridge Station, which is within a short walk of the Site. From here there are regular direct services run by Northern Railway to Rochdale, Manchester and Leeds with approximate journey times of 10, 20 and 70 minutes, respectively. Onward travel from these stations provide access to other key major cities of the UK, including Edinburgh, Glasgow, Birmingham, Bristol and London.

WALKING

A Public Right of Way (reference: FP6) traverses the Site diagonally from south-west to north-east. A second Right of Way (FP8) links Smithy Bridge Road to Wuerdle Farm Way, following along the eastern Site boundary. These footpaths provide access to the wider PRow network.

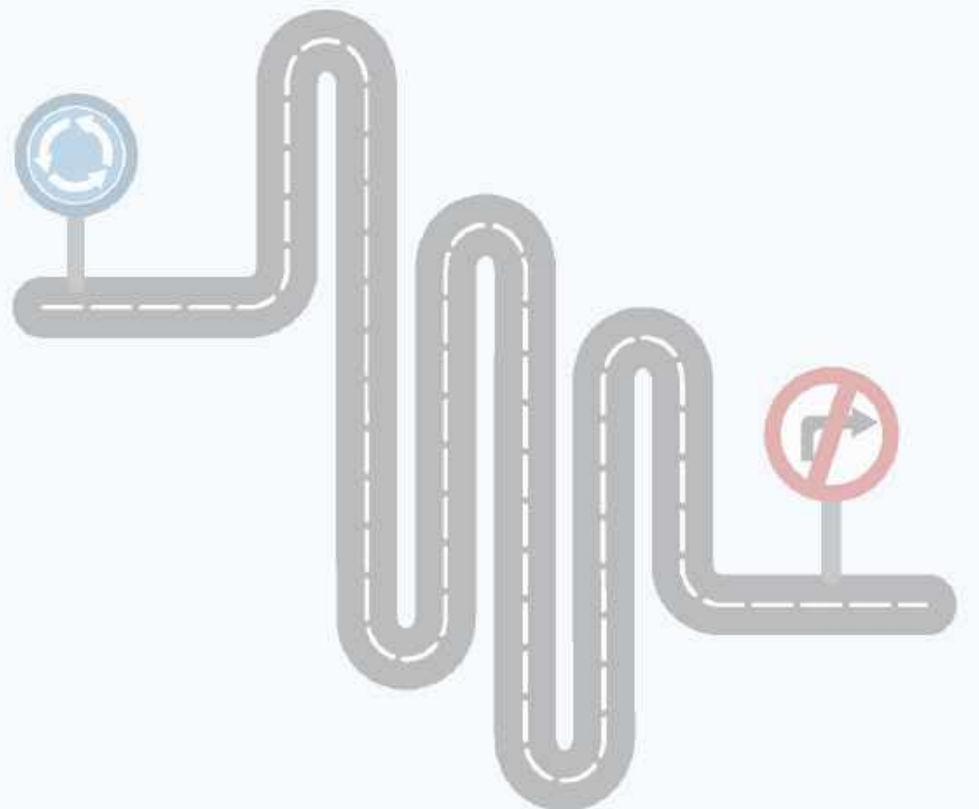
CYCLE

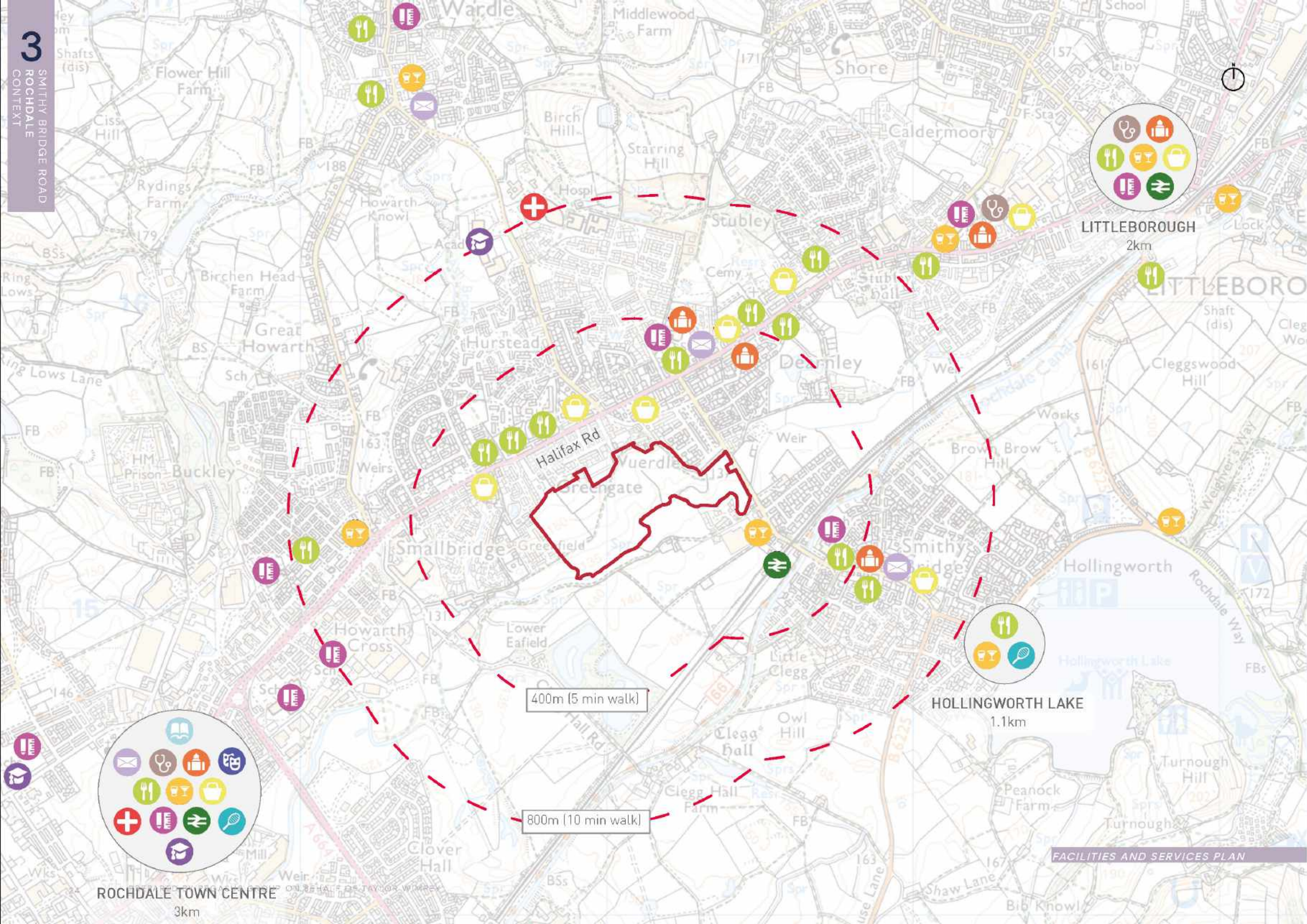
There is a good level of cycle infrastructure for medium and long distance journeys with the following cycle routes accessible from the Site:

National Cycle Route 66 covers 218.7 kilometres extending from sections in Manchester city centre to Spurn Head in Yorkshire via Bradford, Leeds, York, Beverley, and Kingston upon Hull. The route features stretches of traffic-free canal-side cycling and showcases the area's industrial heritage.

National Cycle Route 92 Covers sections of traffic-free and on-road cycling traversing from Trough Gate, Bacup to Rochdale town centre then directing east to connect to route 66.

These cycle routes interconnect with the broader National Cycle Network infrastructure, the closest being routes 6, 60, 68, 69, 685 and 689.





3.3 LOCAL FACILITIES

A key part of achieving sustainable development is to enable access for residents to a range of local facilities without placing a reliance on the use of the private car.

The site is comfortably within walking distance to various local amenities. Figure 6, shown opposite, outlines facilities within a 400m (approx 5 minute walk), 800m (approx 10 minute walk) and at nearby town centres.

Three primary schools are located within under 800m of the Site. The first is St Andrews C Of E Primary School, located to the north of the Site. The Second, to the east, is Smithy Bridge Primary School and the third is Alice Ingham R C Primary School, to the west. In terms of Secondary school provision, Wardle Academy is located at 800m of the Site.

Hollingworth Lake is a local attraction providing a recreational waterfront.

A cluster of services are available within 1.2km of the Site at Featherstall Road. Of these are Pennine Surgery and Littleborough Group Practice.

A little further a field, at 2km from the Site towards the Pennines is Littleborough, and at 3km in the opposite direction is Rochdale centre which both provide additional amenities.



3.4 LOCAL CHARACTER

The National Design Guide states that well-designed new development is influenced by:

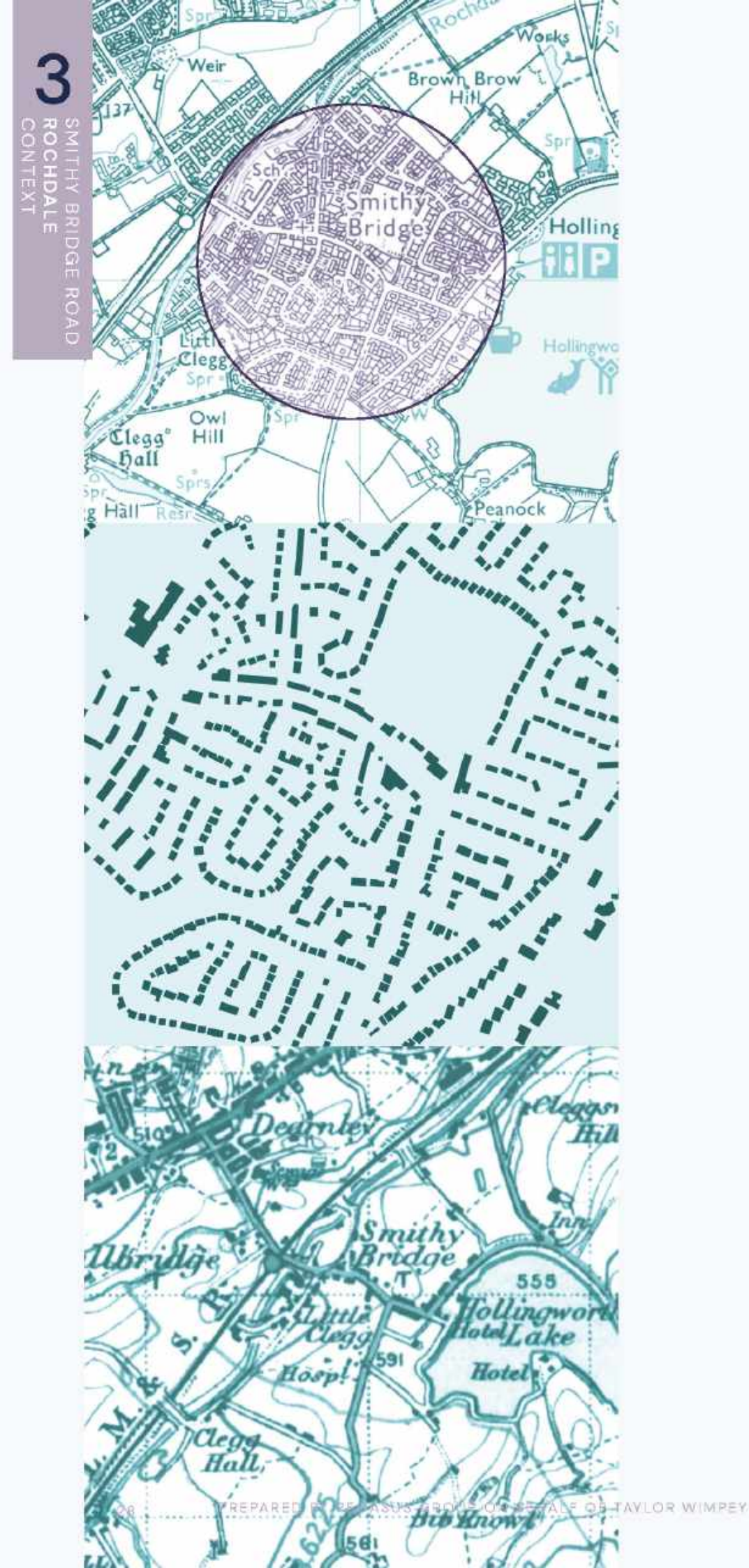
“...an appreciation and understanding of vernacular, local or regional character, including existing built form, landscape and local architectural precedents;” (para. 53, NDG 2021)

An analysis of the existing built form can help identify patterns of development and key design components. Together these character generators and design components can help to inform the design approach.

The immediate site context to the north, east and west is predominantly residential, where a range of architectural styles, detailing, materials and thereby character is evident, as demonstrated across the following pages.

Three character areas have been chosen to study as each area illustrates a morphological expansion to the east of Rochdale with contrasting urban forms and building details as each area provides a palette of design references that may be drawn from. This will allow the proposed design response to reflect local character.





CHARACTER AREA 1 – SMITHY BRIDGE

USE & SCALE:

- Residential area of medium density.
- The residential grain is contrasted by the greater massing of education and community buildings.
- Variations on housing typologies, with terraces, semi-detached and detached homes. These are present in groups.
- Predominantly two stories with short rows of three stories and areas of bungalows.

LAYOUT & SPACE:

- The urban morphology has been influenced by the local physical constraints.
- Located on the incline between Hollingworth Lake and the Rochdale Canal, the topography contributes to the character of the street scene.
- The oldest and most dense urban form is located along Smithy Bridge Road, Lake Bank and Little Clegg Road. The more recent development has created infill and expanded from these routes.
- Smithy Bridge Park creates a prominent square of green space, within the urban grain. This feature is however, not well integrated as rear gardens back onto the open space.
- The recreational lakeside waterfront is a key focal point within the area.

ARCHITECTURAL STYLE:

- A juxtaposition of styles between blocks and as well as within street scenes.
- 19th century terraces
- Natural stone, cut stone surrounds and slate roof tiles, with roof lines often graduated.
- Includes Grade II listed row of back-to-backs.

Late 19th to early 20th century semi-detached houses and terraces

- Red brick, some with roughcast render or stone facing, sash windows often paired with bay windows to ground floors and Slate roofs.

Post War semi-detached and detached houses

- Red or brown brick, some with painted timber cladding or render details and terracotta or concrete tile or pantile roofs.
- Additional materials include concrete lintels, recon stone cladding and contrast brick.
- These have been developed in large areas with limited degrees of variation but a high degree of customisation to dormers and extensions..

Late 20th Century

- Red and brown brick, tiled roofs.
- Smaller developments and infill plots.

Early 21st Century

- Single plot redevelopments including elements of contemporary design.



FIGURE 7: HISTORIC MAP 1947 (LEFT)
NEW POPULAR EDITION, ENGLAND AND WALES, 1945-1947
(CC: NATIONAL LIBRARY OF SCOTLAND, [HTTPS://WWW.NLS.UK](https://www.nls.uk))
ARCHITECTURAL REFERENCES (OPPOSITE)
(SOURCE: GOOGLE STREETVIEW; GOOGLE EARTH, 2021)



CHARACTER AREA 2 - HURSTEAD

USE & SCALE:

- Residential area with medium to high densities.
- The area covers a small section of the A58 corridor and is has unclear physical boundaries as the urban extents are contiguous with those of Smallbridge, Wardle and Dearnley.
- The urban grain shows areas of traditional block structures in contrast with areas of flats and terraces, detached from a clear grid structure, characteristic of 70s social housing.
- At ground level, the continued blocks provide higher massing with some flats at 3 storeys.
- Other typologies include terraces, semi-detached and detached houses mostly of 2 storeys.

LAYOUT & SPACE:

- The urban form has developed around the historic transport route of Halifax Road (A58). As such, the oldest buildings form a string along the main road with farm houses further away and reintegrated through infill development.
- Visual connections to the wider landscape can be glimpsed at points, framed by the build lines.
- To the north of the A58, extends a patchwork of developments built between the 1950s to 1980s. These comprise of areas of social housing and private ownership.
- An additional infill development between the Site boundary and Smithy Bridge Road is characteristic of the 70s.
- There is a lack of prominent open space.
- In places, plots have more generous front gardens to manage the topographical incline.
- To the south of the A58, beyond the Victorian terraces, are more recent housing developments and each is different in articulation and style.

ARCHITECTURAL STYLE:

- A juxtaposition of styles between blocks and as well as within street scenes.

19th century terraces

- Natural stone, cut stone surrounds and slate roof tiles.

Late 19th century semi-detached houses and terraces

- Red brick, some with roughcast render or stone facing, sash windows often paired with bay windows to ground floors and Slate roofs.
- Early 20th century semi-detach houses
- Red brick, arches, bay windows, often with red hanging tile, and slate or terracotta tile roofs.

Post war semi-detached and detached houses

- Red or brown brick, some with painted timber cladding or render details and terracotta or concrete tile or pantile roofs.
- Additional materials include pebble dash, recon stone cladding and contrast brick.
- These have been developed in large areas with limited degrees of variation but a high degree of customisation to dormers and extensions.

Late 20th Century

- Red and brown brick and tiled roofs. Details include painted render, red or yellow brick.
- Use of gables and dormer to vary the roofscape.
- Smaller developments with a wide variation of style between them including elements of contemporary design.

FIGURE 7: HISTORIC MAP 1947 (LEFT)
NEW POPULAR EDITION, ENGLAND AND WALES, 1945-1947
(CC: NATIONAL LIBRARY OF SCOTLAND, [HTTPS://WWW.NLS.UK](https://www.nls.uk))
ARCHITECTURAL REFERENCES (OPPOSITE)
(SOURCE: GOOGLE STREETVIEW; GOOGLE EARTH, 2021)





CHARACTER AREA 3 - SMALLBRIDGE

USE & SCALE:

- Residential and industrial area with medium to high densities.
- The area extends from Rochdale following the A58 corridor and is severed through the middle by the drop in levels around Ash Brook.
- The contrasts within the urban morphology resembles that within Hurstead on a larger scale. In addition to these are historic woolen and cotton mills and modern industrial sites. Which add to the variations in massing.
- Typologies include terraces, semi-detached and detached houses mostly of 2 storeys in addition to some bungalows and flats of up to 3 storeys.

LAYOUT & SPACE:

- The urban form has developed around Halifax Road (A58), the River Roch and its tributary, Ash Brook. This is reflected in the historic fabric.
- To the north of the A58, are urban extensions built between 1950s to 1980s with small areas of recent infill. This forms an area of locally prominent social housing. The character within this varies between levels of density. The higher density flats often set within communal lawns lacking planting and formal amenity.
- To the immediate south of the A58, are areas of historic workers terraces. Beyond this are residential urban extensions built in the 90s and bordering the Site is the new housing off Tarnside Close. By Ash Brook are the former Mills and further southwest is a small 90s industrial park.

ARCHITECTURAL STYLE:

- A juxtaposition of styles between blocks and as well as within street scenes.

19th century terraces

- Natural stone or red brick with slate tile roofs.
- Doors and windows with cut stone surrounds or sills and headers – many are painted black or white. Some include bay windows.
- Many have been altered through the centuries with smooth or roughcast render, modern recon stone cladding, dormers and white pvc windows.

Post war semi-detached and detached houses

- Red or brown brick, often with painted timber cladding or render details and terracotta or concrete tile or pantiled roofs.
- Additional materials include pebble dash, recon stone cladding and contrast brick.
- These have been developed in large areas with limited degrees of variation but a high degree of customisation to dormers and extensions.

Late 20th Century

- The two large housing estates are comprised similar massing and form. They incorporate varied roofscapes and projections.
- Similarities include architectural detailing such as mock Tudor boards, white render and contrast brick banding.
- Differences are in contrasting material palettes incorporating a full spectrum of traditional brick colours.
- Smaller developments with a wide variation of style between them.

Early 21st Century

- Red brick, stone sills and gray rooftiles. Box bays and timber canopies.



FIGURE 7: HISTORIC MAP 1947 (LEFT)
NEW POPULAR EDITION, ENGLAND AND WALES, 1945-1947
(CC: NATIONAL LIBRARY OF SCOTLAND, [HTTPS://WWW.NLS.UK](https://www.nls.uk))
ARCHITECTURAL REFERENCES (OPPOSITE)
(SOURCE: GOOGLE STREETVIEW; GOOGLE EARTH, 2021)

3.5 LANDSCAPE & VISUAL IMPACT

A Landscape and Visual Impact Assessment was carried out to determine the negative effect, if any, the development would have on the area.

The LVIA considers that the effects on landscape features and landscape character as a result of the proposed development are not significant.

The developed area occupies the northern part of the site which is surrounded on three sides by existing housing. A wide swathe of land along the River Roch would be retained as open space in order to preserve a green space corridor along the river. There would be a beneficial effect on landscape features through the introduction of open spaces, tree and grassland planting along the site boundaries and within the river corridor.

The proposals would be in keeping with the 'Urban Valleys' character and potential effects would be confined to the site itself and the immediate local area. Residual effects, once the proposed planting has matured, are considered to be minor adverse-negligible.

The site's location on the edge of Smallbridge, enclosed by existing housing on three sides, means that views of the proposals are generally experienced in the context of existing housing.

There would be minor beneficial residual effects on the views from Smithy Bridge Road as a result of the proposed tree planting which would mature to screen the existing views of housing located on South View Road.

3.6 GROUND CONDITIONS

The site has been risk assessed for slope stability by LK Group. The risk assessment takes into account the findings of on-site intrusive investigations and historical investigations, desk studies (including historical mapping, Coal Authority's website and BGS archives) and site reconnaissance by a suitably qualified and experienced geotechnical engineer.

The conclusion of this slope stability risk assessment (SRA) is that the majority of slopes at the site are generally of gentle gradient and will be inherently stable into the long term and safe to develop and build on.

A hummocky and boggy area exists at the site with potentially soft compressible soils.

To mitigate the potential settlement and ground movement risk, it is recommended during the construction period to remove soft and compressible material and replace with well compacted suitable granular material.

With regard to a 'circular feature' (hollow) to the east of the site, this feature may be associated with unrecorded shallow coal mine workings, and it is strongly recommended to undertake further site and ground investigations to assess the ground conditions and risk of voids, shafts and/or thick deposits of potentially collapsible mine workings.

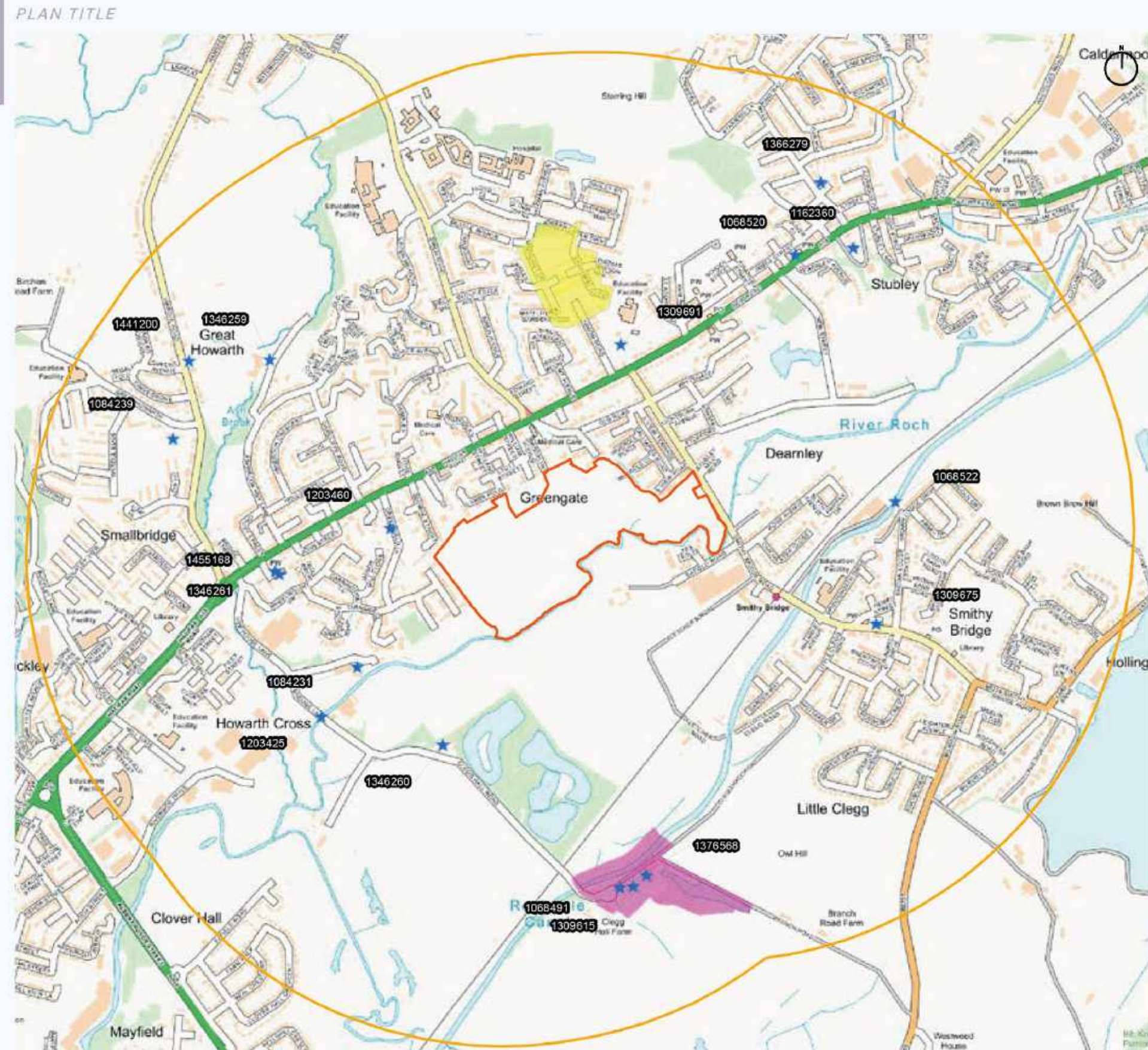


3.7 ARBORICULTURE

The survey assessed seventeen individual trees, eleven groups and six hedges, the quality and value of which are summarised below.

One tree and four groups were assessed as BS5837: 2012 'High-Quality' retention category A, four groups were assessed as 'Moderate Quality' retention category B, twelve trees, four groups and six hedges were assessed as 'Low Quality' retention category C and four trees were assessed as 'Unsuitable' category U.

All of the surveyed trees are either within or on the boundaries of the application site except T1, G2, T6, T7, TB, one tree within G9, G10, G25, G28, and G33



3.8 HERITAGE & ARCHAEOLOGY

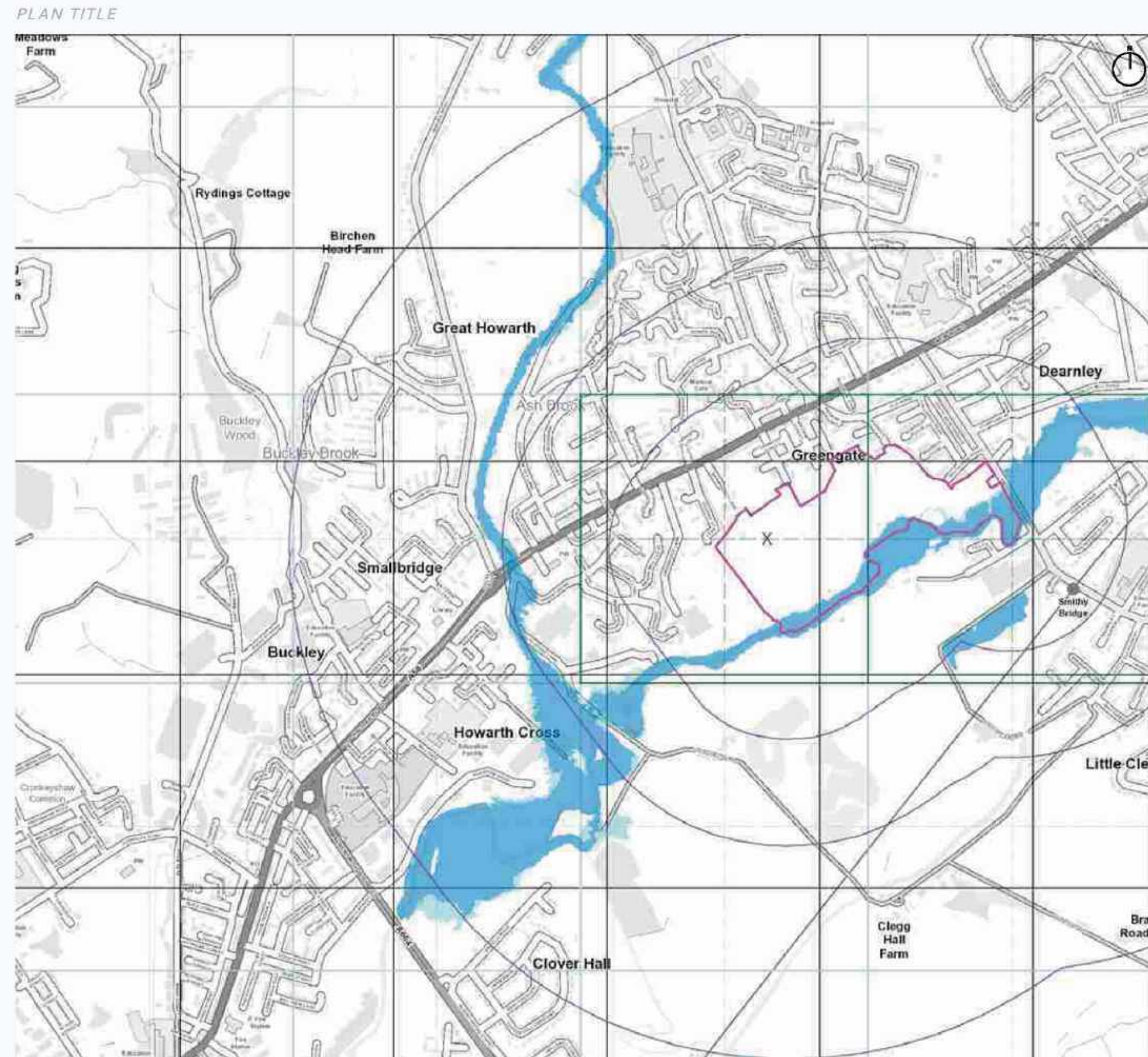
The Built Heritage Assessment established that there are no designated heritage assets within the study site.

There are six designated heritage assets within the surrounding area that are potentially sensitive to development within the study site due to changes within their setting; these comprise the Grade II listed Lower Eafield Cottages, Barn and Stables; the Grade II listed Dob Wheel Mill and the Clegg Village Conservation Area together with the Listed Buildings within (the Grade II* listed Clegg Hall, the Grade II listed Clegg Hall Mill and the Grade II listed Clegg Hall Cottages).

Although the development may affect some long distance views from the surrounding designated heritage assets, the character and appearance of the Conservation Area will be maintained and the contribution of the setting of the Listed Buildings will remain unaffected; the proposed development will be understood and experienced as part of the existing residential development within this part of their settings.

Therefore, there will be no harm to the significance of these designated heritage assets by the proposed development.

The Archaeological Desk-Based Assessment established that there are no archaeological designated heritage assets on the study site and the archaeological designated heritage assets within the surrounding area are screened from the site by intervening built development and topography. The study site has no historic associations with any archaeological designated heritage assets and therefore the proposed development will not directly or indirectly impact upon the heritage significance of any archaeological designated heritage assets.



3.9 DRAINAGE

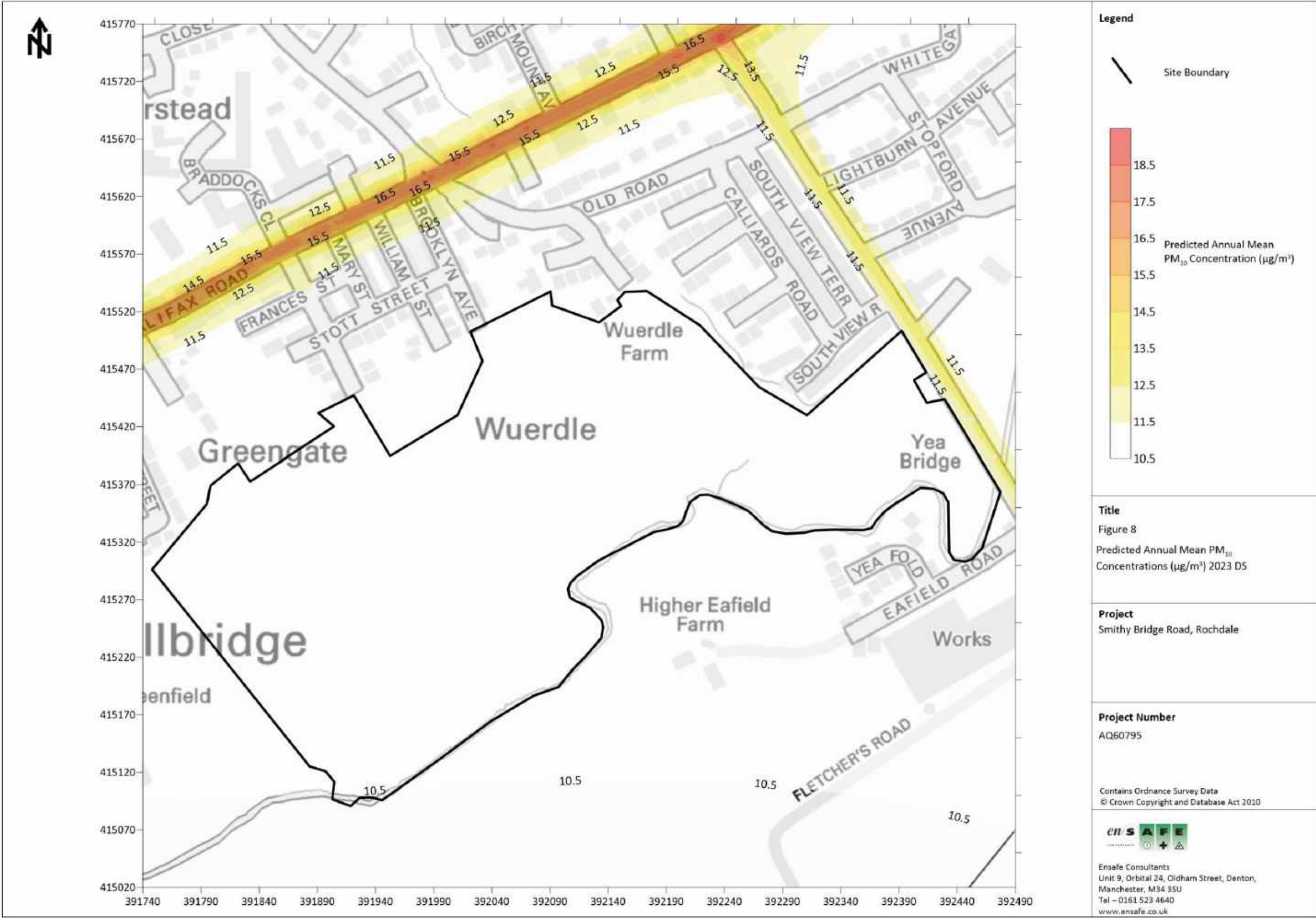
Hydraulic modelling carried out by LK Group has confirmed that the site is shown on published mapping to be located within the Environment Agency's Flood Zones 1, 2 and 3.

Comparison of topographical data with the EA modelled flood level data indicates that the development area of the site is wholly within Flood Zone 1 – Very Low Risk of fluvial flooding.

The lower areas of the site are partially within Flood Zone 3 – High to Medium Risk of flooding.

Negligible to Low risks of flooding from all sources have been identified from information provided by the EA, United Utilities and Rochdale Council.

An assessment of these risks in conjunction with the development proposals have resulted in a series of recommendations for the safe development of the site, which can be found in the accompanying FRA:



3.10 AIR QUALITY

Ensaf Consultants were commissioned to undertake an Air Quality Assessment in support of a proposed residential development at Smithy Bridge Road, Littleborough.

During the construction phase of the Proposed Development there is the potential for air quality impacts as a result of fugitive dust emissions from the site. These were assessed in accordance with the IAQM methodology. Assuming good practice dust control measures are implemented, the residual potential air quality impacts from dust generated by construction, earthworks and trackout activities was predicted to be not significant.

Dispersion modelling was undertaken to quantify annual mean NO_2 , PM_{10} and $PM_{2.5}$ concentrations across the application to assess suitability for proposed use. Modelling results were subsequently verified using RMBC local monitoring data.

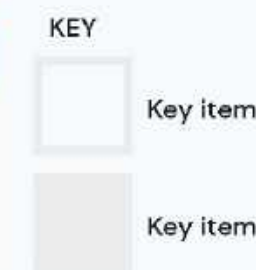
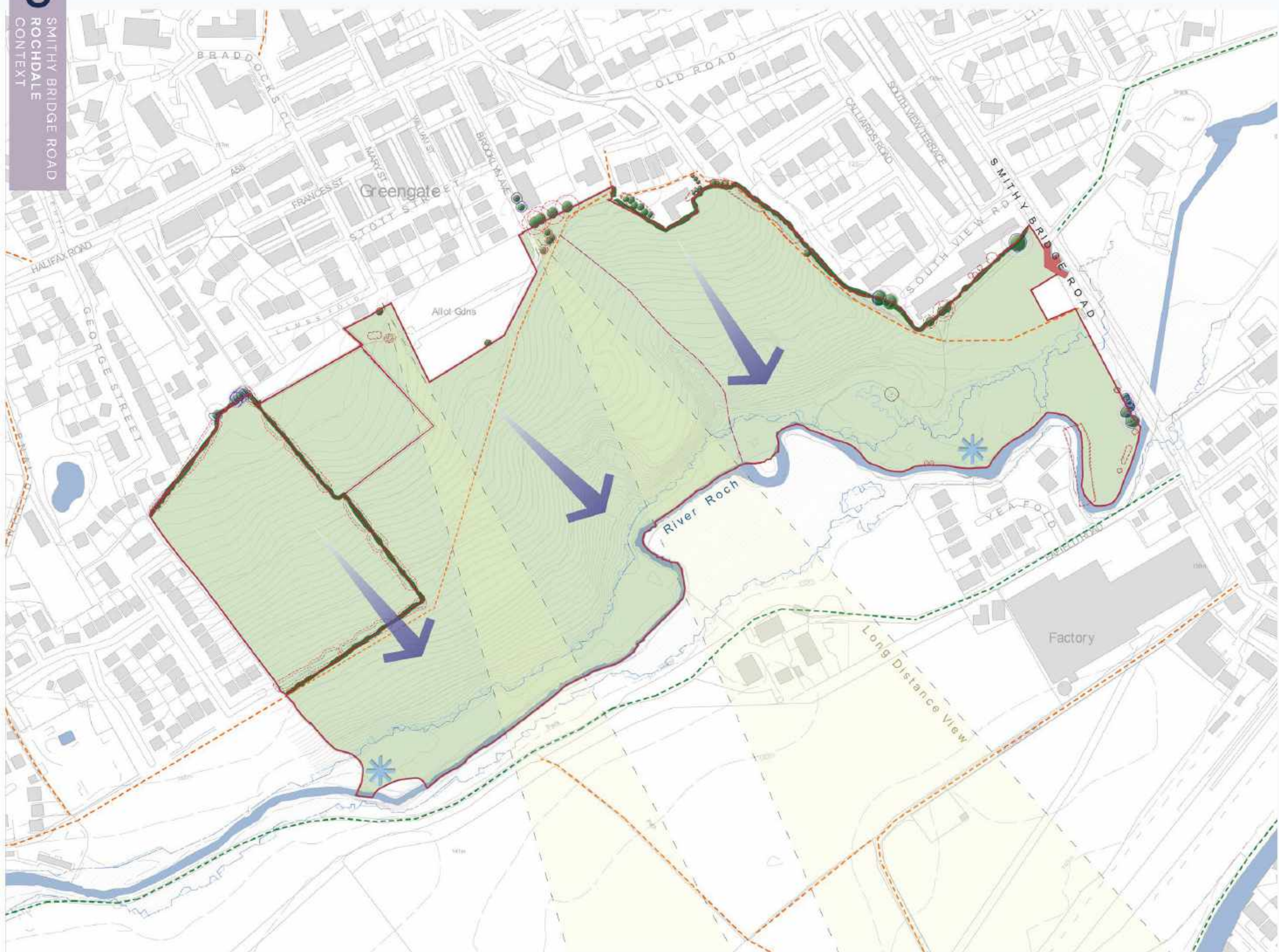
The dispersion modelling results indicated that annual mean NO_2 , PM_{10} and $PM_{2.5}$ concentrations across the application site were below the relevant AQOs at the proposed sensitive use.

The site is therefore considered suitable for the proposed end-use without the implementation of protective mitigation techniques to protect future amenity.

3.11 HEALTH IMPACT ASSESSMENT

The accompanying HIA has considered the impact of the Proposed Development on local health care provision across three types: GPs, Dentists and Hospitals. As well as policy and data analysis, consultation has taken place with the former NHS Heywood, Middleton and Rochdale CCG (NHS HMR CCG) and replacement new organisation NHS Greater Manchester Integrated Care (NHS GMIC) so as to understand the potential impacts of the Proposed Development on existing provision. As advised by GMIC, the HIA has also considered the Proposed Development's potential impacts on public health outcomes in the context of the most locally-significant wider health determinants, identified by RMBC through their HIA Checklist.

Analysis of the available data shows that there is capacity within existing provision to accommodate the residents generated by the Proposed Development and that the Proposed Development is likely to have a positive impact in terms of a number of health determinants,



3.12 OVERVIEW OF SITE & CONTEXT

Following an assessment of The Site and its surroundings, the key constraints and opportunities have been identified. These are outlined below and are illustrated on the adjacent opportunities and influences plan. These have helped inform the current design proposals for The Site.

CONSTRAINTS

- A single vehicular access point from Smithy Bridge Road
- The existing residential dwellings bordering onto the development
- The River Roch and water management
- The topography of the site
- The two Public Rights of Way (FP6 & FP8)
- Existing hedgerows and vegetation

OPPORTUNITIES

- Delivery of housing in close proximity to the existing urban edge of Rochdale in order to meet local housing demand
- Utilisation the existing pedestrian links for access beyond the Site
- Improved connectivity for the wider area
- Integration of the long distance views within the proposals
- Enhancement of the river edge and landscape design across the Site to benefit biodiversity
- New areas of public amenity, provision of play space and improved open space.



4

Design Development

- 4.1 SUSTAINABLE STRUCTURING
- 4.2 CONCEPT DEVELOPMENT
- 4.3 DESIGN PRINCIPLES
- 4.4 PRE-APPLICATION ADVICE & DISCUSSIONS

4 DESIGN DEVELOPMENT

4.1 SUSTAINABLE STRUCTURING

In line with National and Local Government Guidance and Policy, considerable importance has been placed on achieving a high standard of design across the site. Successful urban design is dependent upon achieving an appropriate relationship between community needs, development principles, development form and a positive response to local conditions.

Plan-makers, as well as decision makers should apply a presumption in favour of sustainable development, which will mean that:

All plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects (Para 11(a), NPPF 2021)

The application of key urban design objectives will ensure a high-quality layout is achieved, whilst the early identification of the sites features will ensure that the proposals are sensitively assimilated into the landscape and urban fabric.



4.2 CONCEPT DEVELOPMENT

The Site has seen multiple iterations of masterplans developed by APD.

These have been informed and revised along the course of extensive pre-application discussions with RMBC officers and feedback from the Places Matter design review panel.

This application builds upon this history. While acknowledging the previous discussions, the masterplan has been re-evaluated from an urban design perspective so the final masterplan can deliver the full potential of the Site.

FIGURE 12: INITIAL DESIGN EVOLUTION
A. INITIAL COLOURED SKETCH
B. PLACES MATTER COLOURED SKETCH
C. PLANNING SUBMISSION COLOURED SKETCH
D. APD COLOURED MASTERPLAN

4.3 DESIGN PRINCIPLES

The principles which have been developed provide a framework by which to create a distinctive place, with a consistent and high-quality standard of design. These principles have been derived from the site assessment, in conjunction with the delivery of a high-quality development which achieves the criteria set out within the NPPF, namely:

FUNCTION & QUALITY

“...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” (para. 130(a), NPPF 2021)

- New development provides the opportunity to establish a distinctive identity to a place which, whilst having its own character, integrates with the surrounding built form and landscape context;
- Retention of the existing landscape features on the site where possible;
- Provision of a mix of uses which cater for the everyday needs of the new residents including work, education, leisure, recreation and retail activities whilst complimenting the existing surrounding local area;
- Provision of a range of house types, tenures and sizes in order to cater for choice and a variety of households;
- In-built ‘robustness’ – the ability of the development, including individual buildings, to adapt to changes such as use, lifestyle and demography over time;
- Provision of Sustainable Drainage systems to ensure that the development does not increase the risk from flooding in the area;
- New development at Smithy Bridge Road will be designed to deliver the proposed residential use and will represent value for money in terms of lifetime costs;
- Make efficient use of the site through proposing a development with an appropriate density; and
- It will be intuitive, comfortable, safe and easy for all to use irrespective of the environmental conditions identified within Section 2 above.

VISUALLY ATTRACTIVE

“...are visually attractive as a result of good architecture, layout and appropriate and effective landscaping” (para. 130(b), NPPF 2021)

- Provision of a clear hierarchy of connected spaces and places, including streets, accessible by a variety of users, which consider the design of the space as well as its function as a movement corridor;
- Integration of existing and proposed landscape features will help to soften the built form, particularly towards the eastern countryside edge of the development
- Minimise the impact of the development on the open countryside and surrounding context;
- New development will be set within a considered and attractive landscape setting; and
- Enrich the qualities of the existing place, with distinctive responses that complement the setting, respect the grain of the local area and acknowledge the established local character.

RESPONSE TO CONTEXT

“...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)” (para. 130(c), NPPF 2021)

- Integration of the development into the existing surrounding built form of Littleborough and the local area, particularly in relation to development block form, scale, height and massing;
- Consider how distinctive elements of the local vernacular and the best examples of local buildings relate to the space they enclose, and how this might be reflected within the proposals and can be used to inform the architecture of the proposed development;
- Consider carefully the specification of materials that respect/enhance the local vernacular;
- Respond to the existing site topography including the consideration of key views in and out of the site, particularly those across the site from Brooklyn Avenue and Holland Street towards the south east.
- Retention of the existing landscape features and habitats on the site; and
- Protection of existing and proposed residential amenity through the use of frontage development thereby enclosing rear gardens.

STRONG SENSE OF PLACE

“...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 (such as increased densities)” (para. 130(d), NPPF 2021)

- Allow the key characteristics identified within the Local Character Analysis (undertaken in Section 3) to influence the character of the development;
- Position key spaces and focal points where movement corridors converge to encourage activity and vitality;
- Creation of a development which allows ease of movement for all types of users and provides equal employment, social, community, leisure and retail activity opportunities for all;
- Consider how open spaces will best meet the recreational needs of the local community, thereby encouraging social interaction;
- Consider how the type and positioning of enclosures and soft landscape will clearly define the ownership of the space between buildings;
- Incorporate existing and proposed landscape features into the proposals, so as to enhance the richness and attractiveness of the streetscape; and
- Consider carefully texture, colour, pattern and durability of materials and how they are used.

ACCESSIBILITY

“...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” (para. 130(e), NPPF 2021)

- Integration of the proposed development into the existing movement network of footpaths, cycleways, bus routes and vehicular routes, with new public transport provision with bus stops located within easy walking distance of the new dwellings;
- Provision of multiple access points into the development forming part of a permeable network of streets which assists in dispersing traffic (vehicular and pedestrian);
- Maximisation of the opportunities for alternative modes of transport to the car particularly walking, cycling and bus travel;
- Creation of a legible and permeable development, that is easy to navigate for all users, with a clear movement hierarchy providing easily recognisable routes, balancing the street as a space alongside its function as a movement corridor;
- Enhancement and extension of the existing public rights of way network as an integral part of the development, particularly facilitating sustainable access to the Town Centre and existing employment areas;
- Ensure a mix of appropriate residential tenures to further promote the economic and social success of the scheme; and
- Consider the potential for a variety of uses to be included within the development to promote its economic and social success, and to reduce the need to travel.

SAFE, INCLUSIVE & ACCESSIBLE PLACES

“...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” (para. 130(f), NPPF 2021)

- Convenient, safe and direct access for all residents to the existing and proposed local services and facilities including schools, retail, community uses and employment opportunities;
- Provision of a variety of accessible public open spaces and recreation areas to meet the needs of the local community whilst encouraging social activity;
- Creation of a clearly defined public realm through the provision of continuous building frontage lines and variations in the methods of enclosure of private spaces;
- Consideration of the proposals in relation to the location of the buildings on the site, gradients, and the relationship between various uses and transport infrastructure, particularly for those with disabilities; and
- Control of access to private areas, particularly rear gardens and parking courts.

4.4 PRE-APPLICATION MASTERPLAN

The initial Illustrative Masterplan, drawn to showcase our new vision for the Site was presented by Pegasus Group at the October 2021 pre-application meeting. This was well-received as a starting point for discussions.

The decisions underpinning the masterplan are clarified in the following Concept Development section.

CONCEPT DEVELOPMENT

The development of design concepts has been shaped through the existing Site setting and principles of good urban design as depicted in the Concept Sequence overleaf.

These can be grouped into key themes:

Sustainability

- Development set back from flood zones 2 and 3.
- Proposed SuDS features including attenuation ponds with integrated landscaping.
- Retention of vegetation of arboricultural value, replacement of dead specimen tree, and extensive landscaping contributing to biodiversity net gain.

Context

- Continuation of the existing build line.
- Retention and framing of long distance views.

Connectivity

- Principal site access from Smithy Bridge Road
- Proposed delivery of a new link road from Smithy Bridge Road to Albert Royds Street, to ease existing congestion along the A58 corridor.
- Integration of existing Public Rights of Way within the proposals and diversion around proposed development through enhanced greenspace.

Well-Defined Spaces

- The residential blocks have been developed with the structure guided by the built form rather than by the roads. In doing so, the topography favours a northwest-southeast grid structure.
- The proposed built form will be arranged to enclose private gardens within new blocks and in response to the existing residential developments siding and backing onto the Site.
- The intentional positioning of built form on key routes and spaces will generate a strong sense of enclosure.
- The careful arrangement of active frontages to overlook the public realm enhances safety and contributes to a pleasant setting amongst elevations that create interest and local identity.

Recreation and Amenity

- The proposals include the provision of informal and formal play spaces and amenity spaces.
- Providing meeting points for new and existing residents will help integrate the new residential neighbourhood within the existing community.

KEY	
	Site Boundary 14.9 ha
	Residential Development 6.1 ha - Circa 210 units @ 25 dph
	Site Access Point
	Spine Road
	Streets
	Lanes
	Potential Natural Play
	Potential Connection to Wider Network of Walking Routes
	Proposed Pedestrian Route
	Existing Public Right of Way
	Diverted Public Right of Way
	Recreational Route (PRoW)
	Potential Attenuation Ponds
	Existing Water Features
	Flood Risk Zone 2
	Flood Risk Zone 3
	Managed Mown Grassland (P05)
	Species Rich Meadow Grass
	Ecological Area
	Wetland Species
	Wildflower Meadows
	Aquatic and Marginal Species
	Indicative Tree Planting
	Landscape Buffer
	Retained Trees

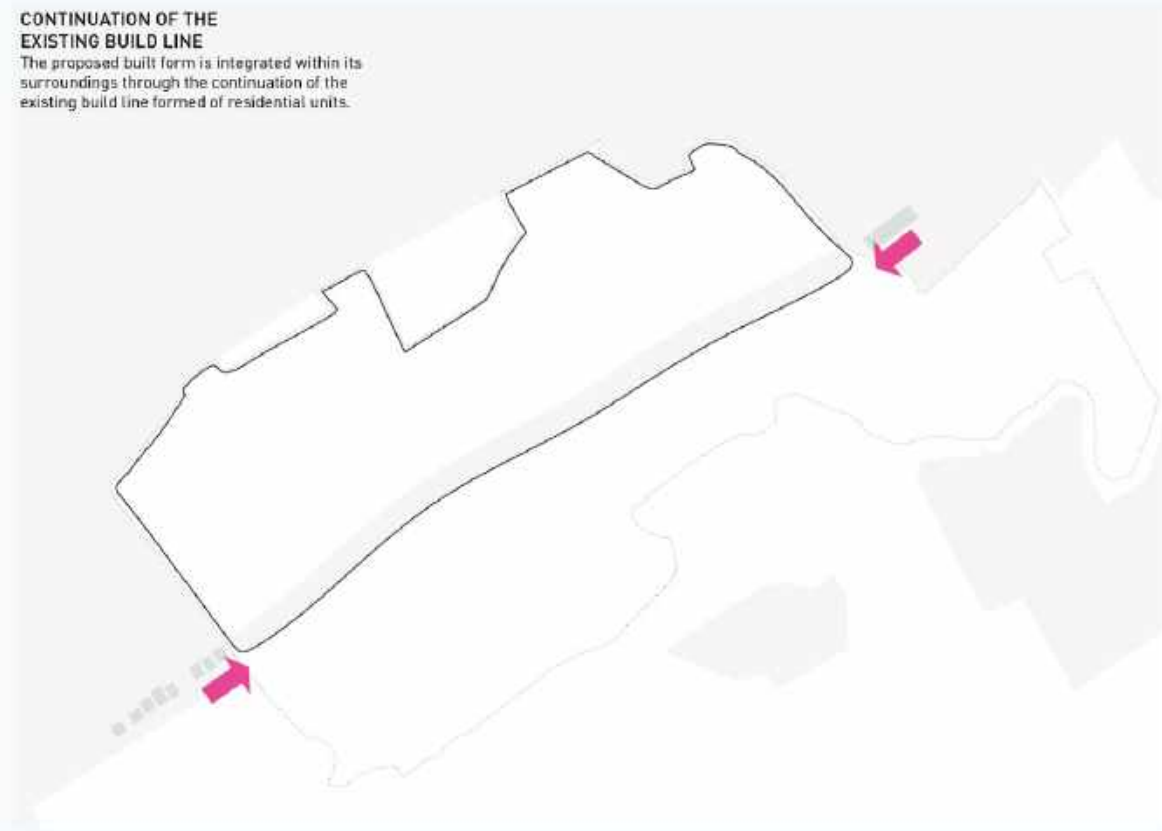


EXISTING SITE

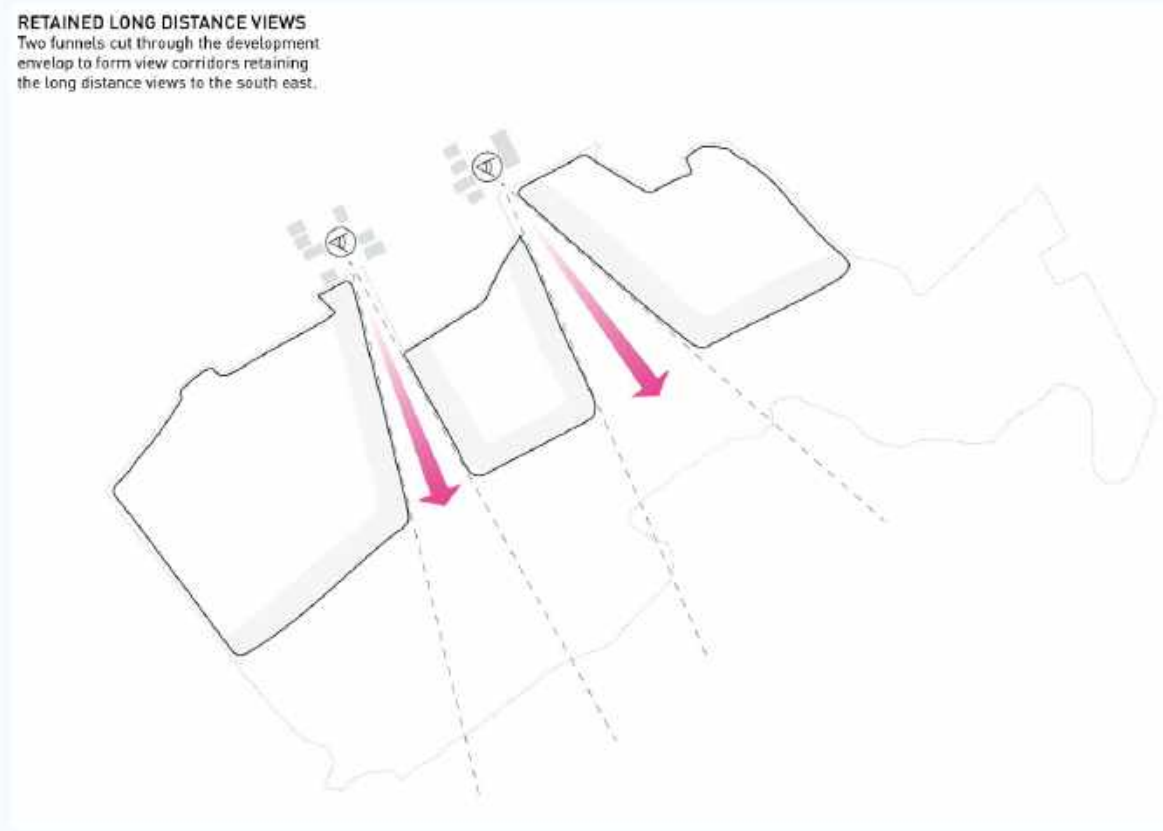
- Existing urban extents
- 5 metre topographic contours
- Water bodies & flood zone 3
- Arboricultural survey

**CONTINUATION OF THE EXISTING BUILD LINE**

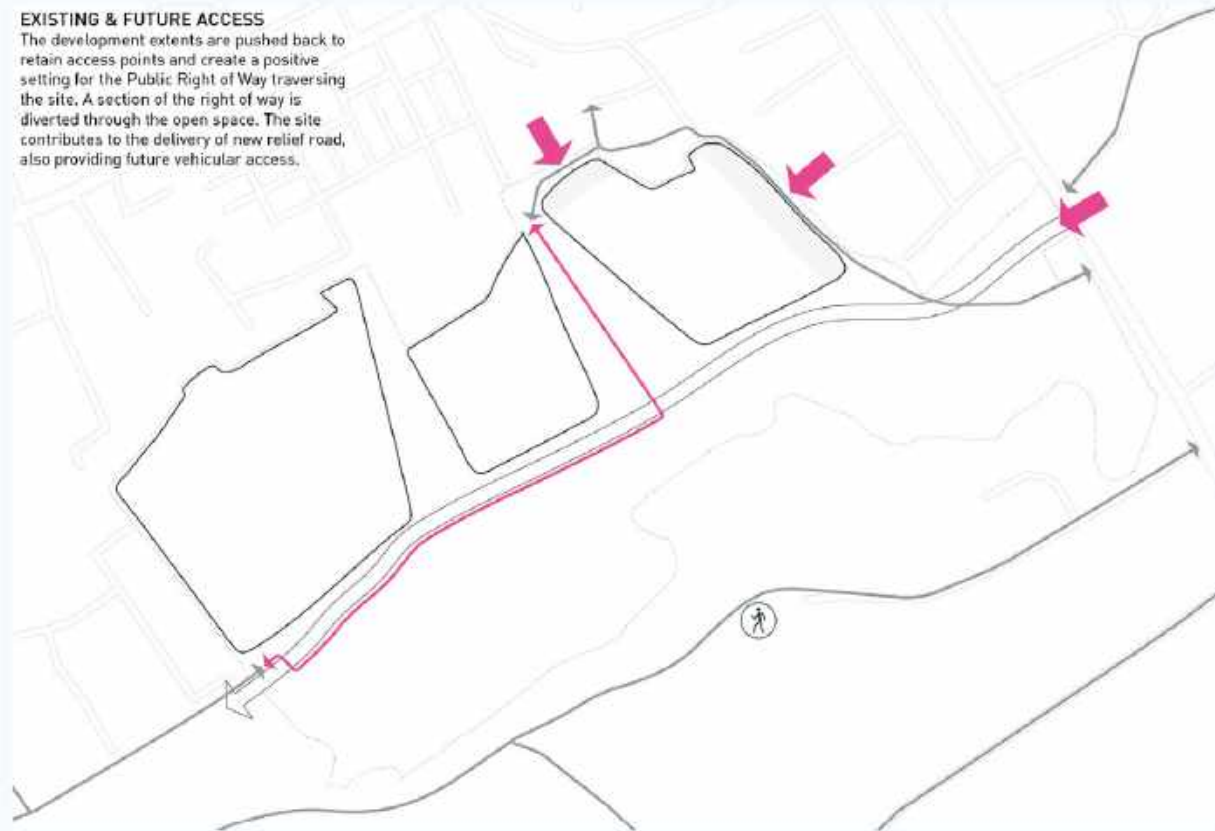
The proposed built form is integrated within its surroundings through the continuation of the existing build line formed of residential units.

**RETAINED LONG DISTANCE VIEWS**

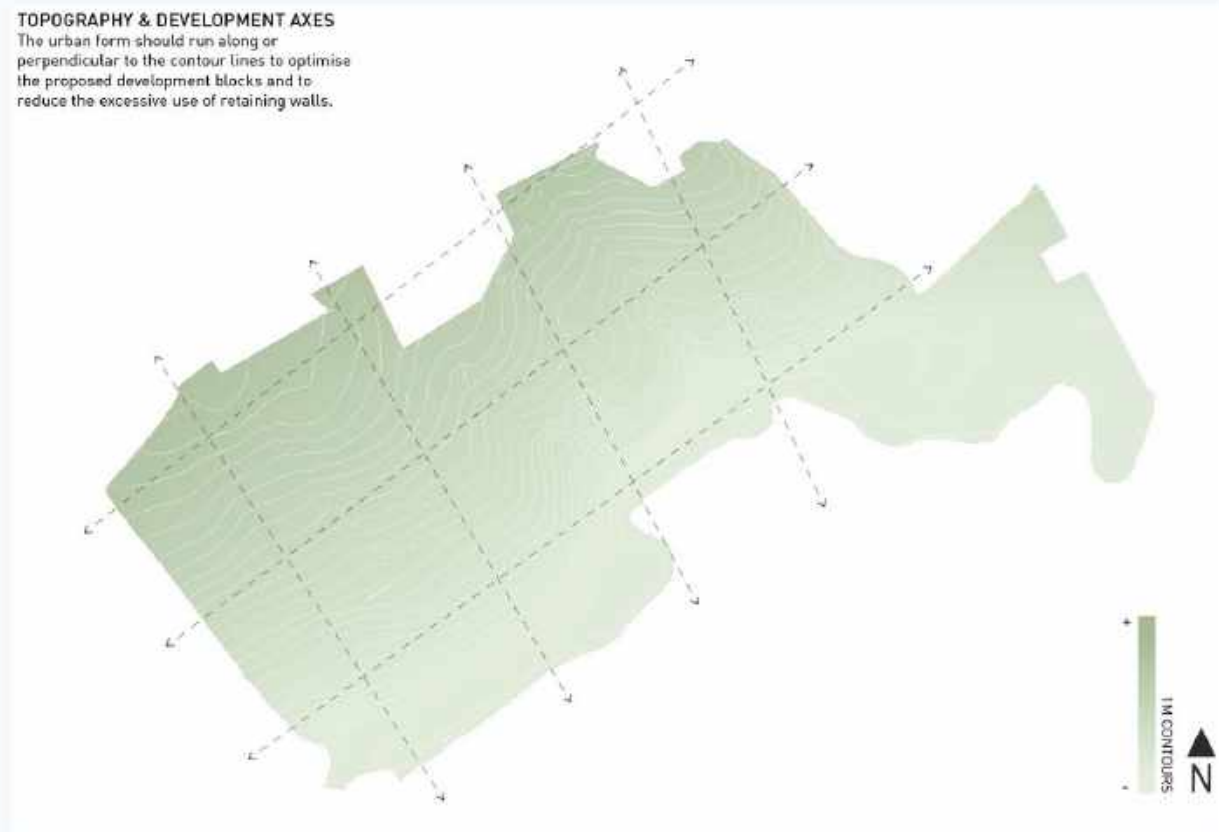
Two funnels cut through the development envelop to form view corridors retaining the long distance views to the south east.

**EXISTING & FUTURE ACCESS**

The development extents are pushed back to retain access points and create a positive setting for the Public Right of Way traversing the site. A section of the right of way is diverted through the open space. The site contributes to the delivery of new relief road, also providing future vehicular access.

**TOPOGRAPHY & DEVELOPMENT AXES**

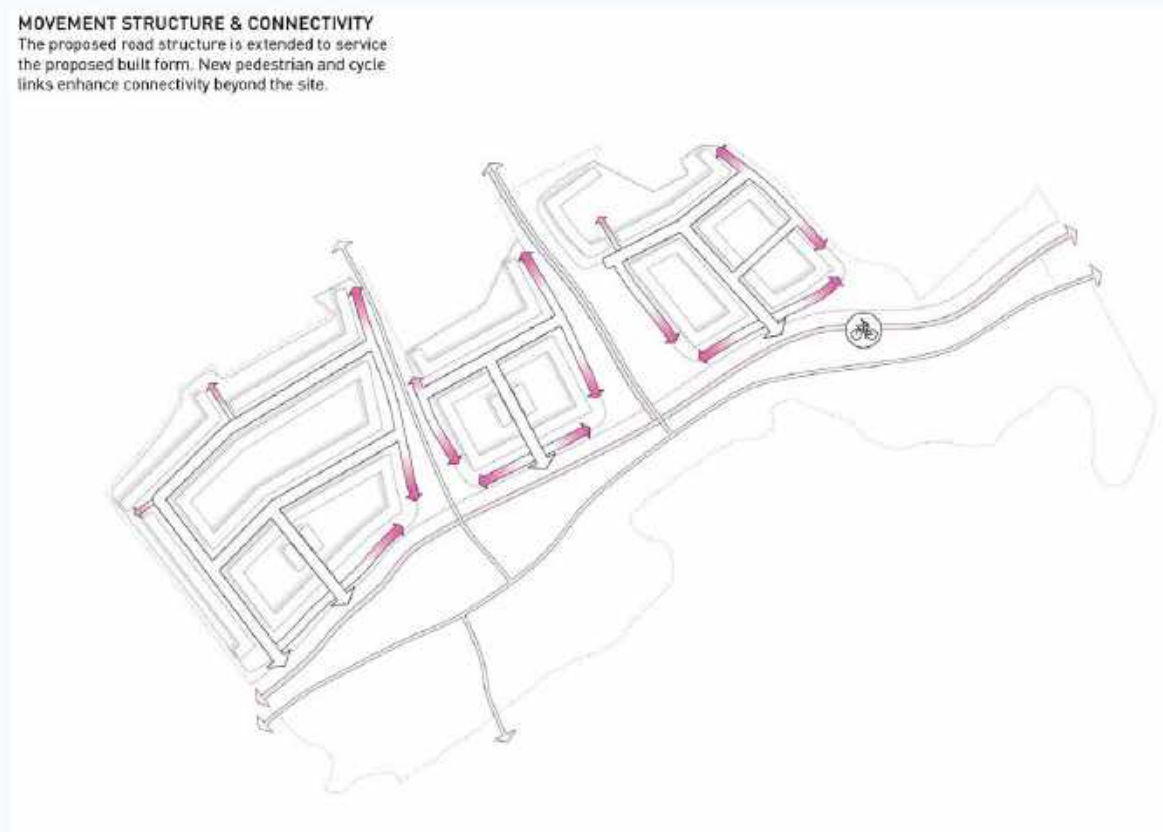
The urban form should run along or perpendicular to the contour lines to optimise the proposed development blocks and to reduce the excessive use of retaining walls.

**KEY FRONTAGES & BLOCK STRUCTURE**

The block structure is rationalised based on the site constraints and opportunities for active frontages. The resulting build line informs the primary road structure.

**MOVEMENT STRUCTURE & CONNECTIVITY**

The proposed road structure is extended to service the proposed built form. New pedestrian and cycle links enhance connectivity beyond the site.

**PUBLIC OPEN SPACE OVERVIEW**

Public open space will provide opportunities for recreation, biodiversity net gain and amenity for new and existing residents.

**INTEGRATED MASTERPLAN**

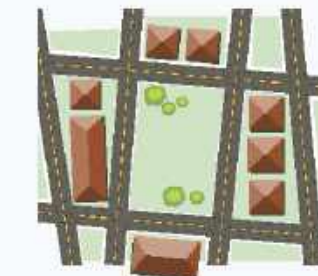


5

Design proposals

- 5.1 DETAILED LAYOUT
- 5.2 USES
- 5.3 MOVEMENT
- 5.4 BUILT FORM
- 5.5 IDENTITY
- 5.6 MATERIALS
- 5.7 HOMES & BUILDINGS
- 5.8 BOUNDARY TREATMENTS
- 5.9 PUBLIC SPACES
- 5.10 RESOURCES
- 5.11 LIFESPAN

This chapter explains the principles that have been applied to aspects of the design, in accordance with the National Design Guide. This includes:



BUILT FORM
A coherent pattern of development



PUBLIC SPACES
Safe, social and inclusive



LIFESPAN
Made to last



LAND USE PLAN

5.1 THE DETAILED LAYOUT

The Detailed Layout has taken the core principles of the Illustrative Masterplan and developed them into a high quality and meaningful place.

The core principles of the layout are as follows:

HIGH QUALITY DESIGN

The layout will seek deliver a high quality design with the proposals being sensitively assimilated on the site and into the surrounding landscape. Successful design is dependent upon achieving an appropriate relationship between community needs, development principles, development form and a positive response to local conditions.

CHOICE & IDENTITY

The development proposes to deliver a variety of residential dwellings through a mix of densities and typologies, and should therefore be able to deliver a range and choice to meet different needs.

SUSTAINABLE TRANSPORT

The development incorporates provision for sustainable transport routes and connect into the wider transport network via new bus stops and dedicated pedestrian and cycle routes.

HEALTHY LIVING

Walking and cycling are actively promoted and the layout effectively links into the wider network benefiting both existing and future residents.

The development also delivers a variety of open space typologies within easy reach of existing and future residents ensuring maximum community benefit including a LEAP at the heart of the site.

CONNECTED STRATEGIC GREEN OPEN SPACES

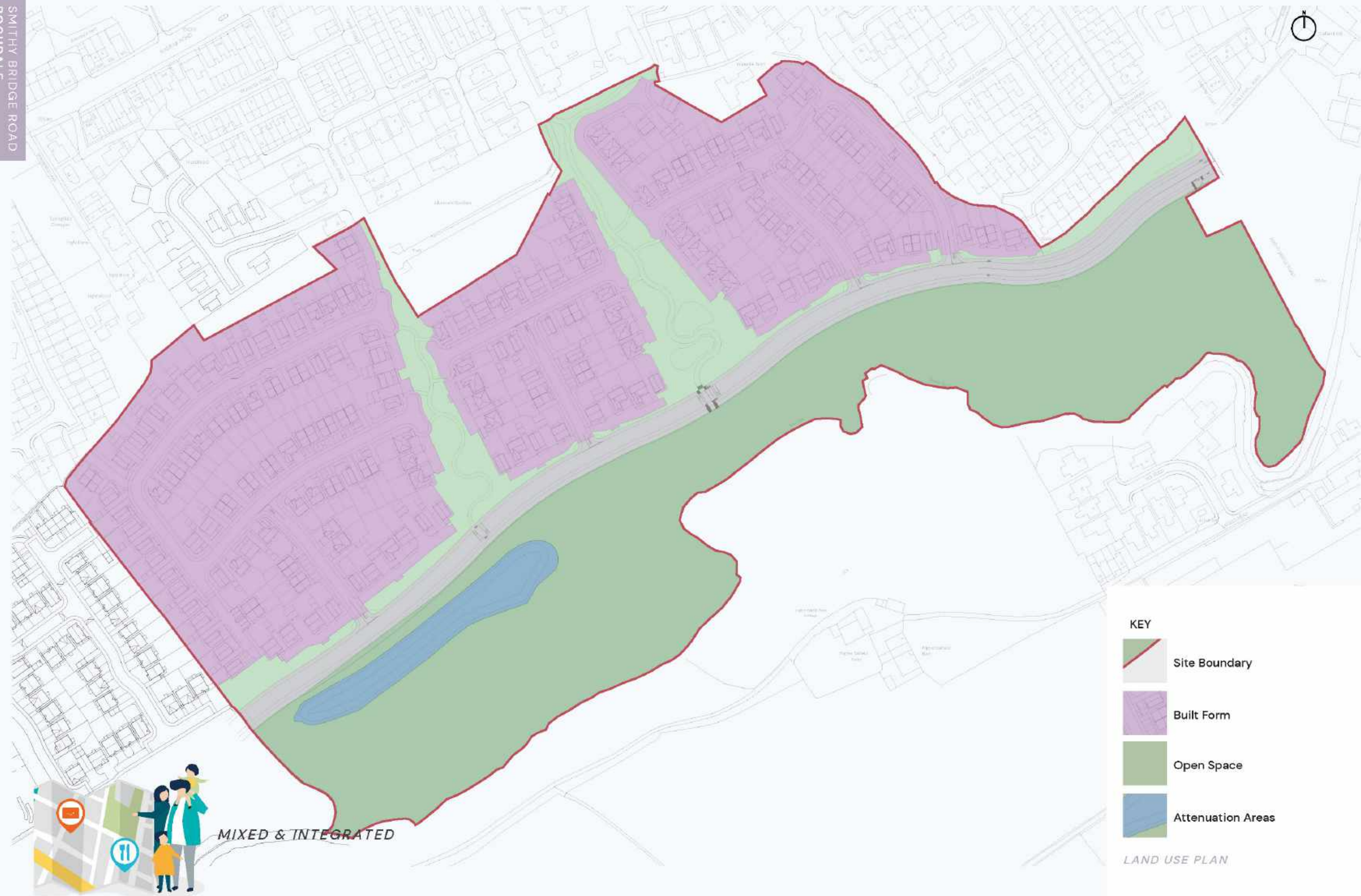
Multi-functional green open space will provide places for people and wildlife with new open spaces for sports, recreation and play.

INTEGRATING WITH NEIGHBOURING AREAS

The development responds to local residential layouts and provides good connectivity to adjoining assets such as Halifax Road and Smithy Bridge Railway Station.

LANDSCAPE

Integration of the existing landscape on site is key to the success of the scheme, and hedgerows and trees are protected and enhanced where possible.



5.2 USES

The development proposals include the following;

RESIDENTIAL – 199 DWELLINGS

The development proposals provide 199 dwellings within approximately 6.7 Ha of residential development, allowing space for a range of dwelling types suitable for people of different ages and lifestyles. This area will include access roads within the site, private garden space, car parking areas, incidental open space and landscaping. It therefore excludes major distributor roads, open spaces serving a wider area and significant landscape buffer strips.

PUBLIC OPEN SPACE

The public open space expanding over 1.24ha will feature the retained long distance views and extensive landscaping providing habitats and natural amenity spaces.

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

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

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

OPEN SPACE

The open space covering the southern portion of the site covers 4.91ha will feature a mixture of semi-aquatic planing and a landscaped features.

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

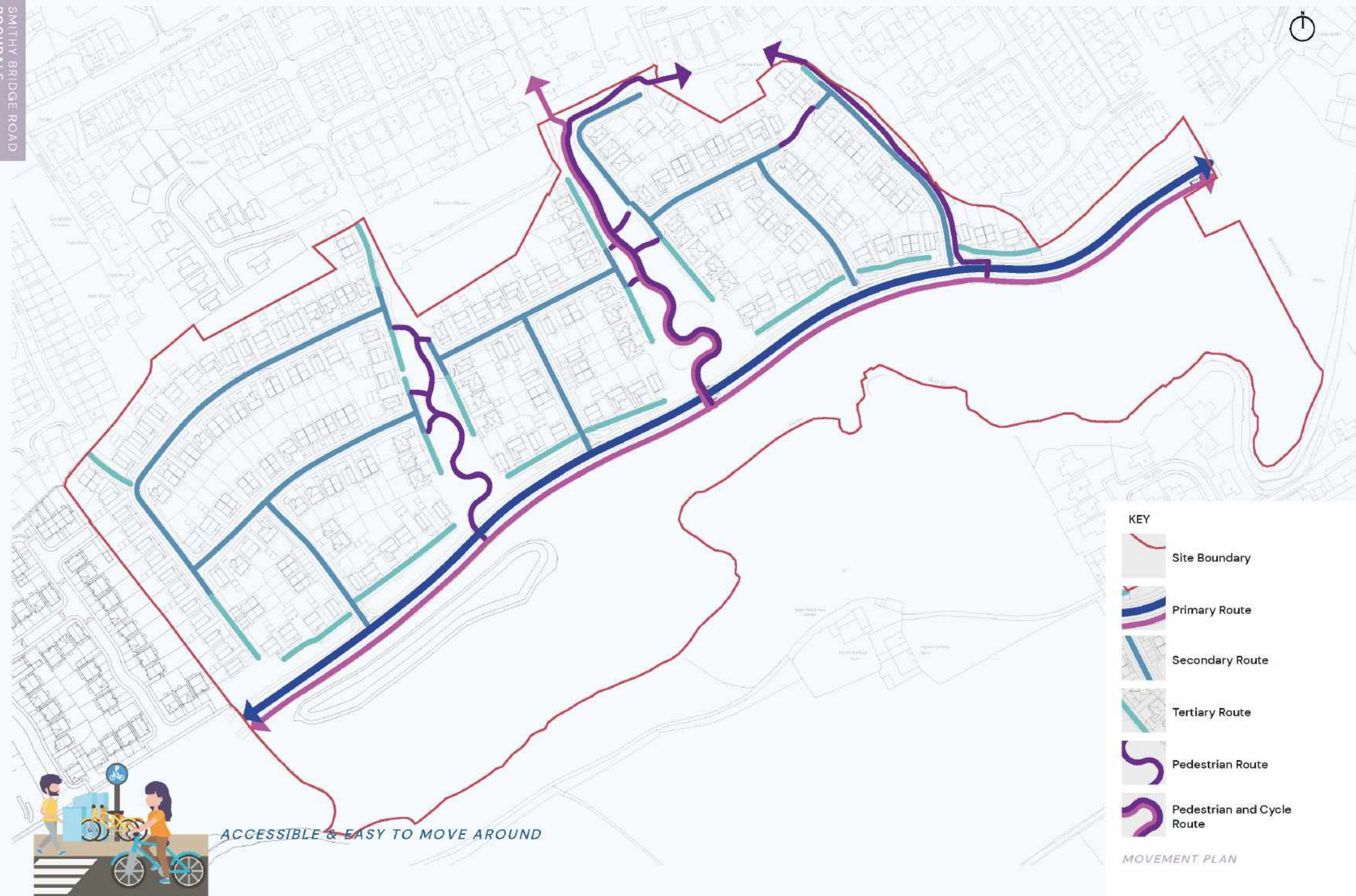
LINK ROAD

The proposals seek to deliver the first section of the new Link / Relief road from Smithy Bridge Road back towards Rochdale, which covers 0.93ha. This link will in turn allow for the three access points into the residential parcels, and provide the main access road into the site.

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

DRAINAGE & INFRASTRUCTURE

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



5.3 MOVEMENT

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

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

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

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

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

PARKING

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

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

PEDESTRIANS & CYCLE LINKS

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

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

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

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

STREET TYPOLOGIES

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

Streets will be designed as key aspects of the public space, the nature and form of which will vary according to their connectivity, function and location within the development proposals. The development proposals have been influenced by "Manual for Streets 1 & 2", which encourages designers to move away from standardised prescriptive measures and to adopt a more innovative approach, in order to create high-quality places for all users, ages and abilities.

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

Primary Link Road

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

Residential Street

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

Private Drives

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

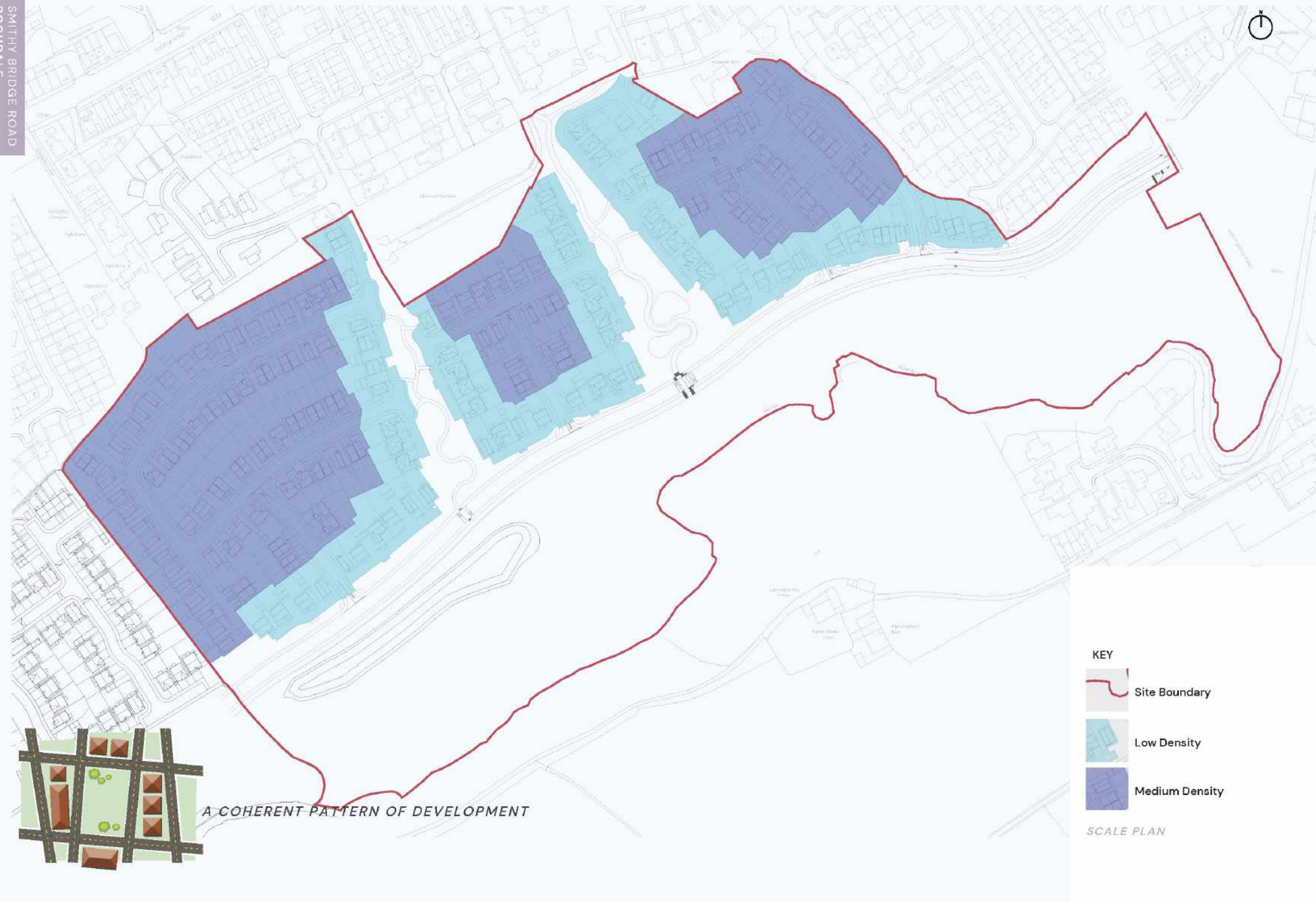


5.4 BUILT FORM

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

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

- A wider main street corridor emphasising the primary vehicular access taken from Smithy Bridge Road;
- Provision of additional informal pedestrian and cycle routes, reflecting key desire lines, and enhancing the existing PRow network;
- A safe route to Smithy Bridge Train Station across the site for both pedestrians and cyclists.
- Access to development blocks will be provided via a legible network of streets with a clear hierarchy;
- The design of the development proposals is based on the principle of perimeter blocks that enclose back gardens, providing a strong frontage to the public realm and ensuring active frontages overlook streets and spaces wherever possible;
- The relationship between existing and proposed development is a key element of the layout. Development will seek to back on to existing properties wherever possible;
- Proposed dwellings back onto the northern and western site boundaries, ensuring that the amenity and privacy of existing properties, is respected and maintained;
- Development fronts onto the eastern site boundary, however existing properties beyond the site boundary are side on behind existing vegetation;
- A series of focal spaces are to be accommodated within the proposals aiding legibility;
- Green infrastructure is a key organising element of the design, aiming to ensure a site-specific identity is created. Development has been shaped by the proposed view corridors that split the development into three distinctive zones;
- Existing tree and hedgerow planting have been retained wherever possible within the proposals;
- A new destination will be created at LEAP at the heart of the green wedge to the east. This will provide recreation and play opportunities, and will have attractive views to areas of open space beyond the site;
- Development is set back from the southern site boundary, enabling the creation of a softer development edge, and a sensitive landscaped transition from built form to the wider countryside beyond the site;
- The development will provide active frontages to proposed areas of public open space, landscape planting and areas for formal play, providing natural surveillance and opportunities for active overlooking;
- Dwellings are set back from the Link Road, overlooking the new landscaped SUDS pond and Open Space to the South.
- Larger/taller or by merit of materials and detailing, more distinct recognisable landmark buildings are located in key locations.



5.4 BUILT FORM ^(CTD)

DENSITY

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

MEDIUM DENSITY

Medium density residential of up to 32dph and feature up to 3 storey dwellings. This will create a formal building line and provide a massing that identifies this area as the core of the site.

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

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

The proposed house types take reference from the existing housing in the character studies in terms of massing as shown in Section 2.

LOW DENSITY

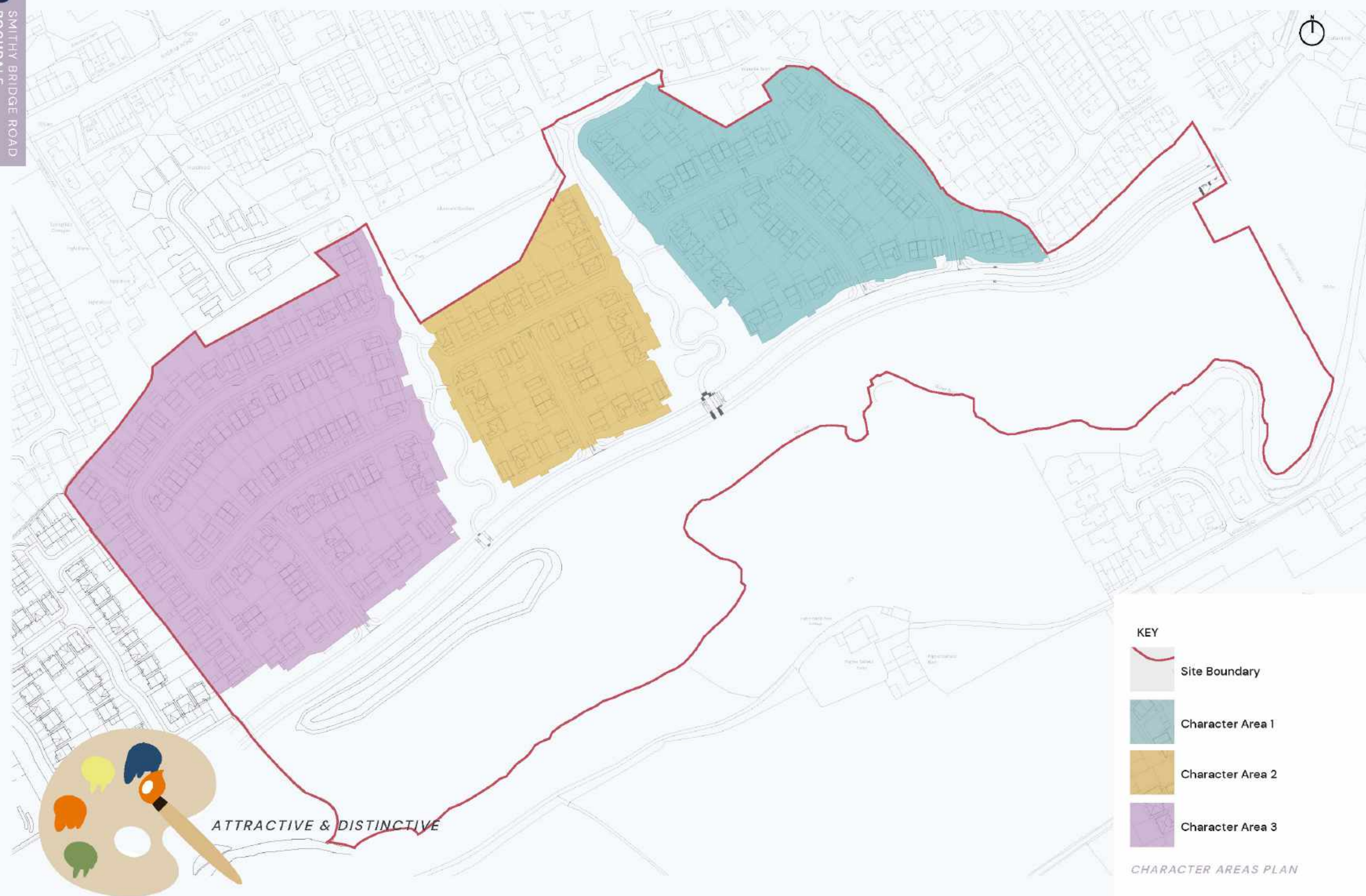
The Low density residential will be on average 28dph, allowing for a mix of house types that complement both the higher density residential core, and the adjoining open countryside to the south.

This area will feature predominantly 2 storey dwellings, with some 2.5 storey feature units. These feature plots will aid place making and legibility, providing key landmarks across the development.

CONTINUITY & MASSING

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

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



5.5 IDENTITY

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

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

- CA1: Smithy Bridge
- CA2: Littleborough
- CA3: Rochdale

CHARACTER AREA 1 - SMITHY BRIDGE

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

There is a higher emphasis on two storey semi detached units here creating a winding series of streets. The contrasting brick in this area is to be Weinerberger Dorton Manner giving a lighter feel to the brick in this area.



The landscape character in this area also reflects the lighter colour, with a white / silver planting scheme with red accents.



CHARACTER AREA 2 - LITTLEBOROUGH

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

There is a higher emphasis on larger detached units here with detached garages. The contrasting brick in this area is Forterra Farmstead Antique which has a countryside edge feel appropriate for the setting between the two green wedges on the site.



The landscape character here is mid toned with Lime green and purple accents.



CHARACTER AREA 3 – ROCHDALE

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

These streets are more formal with frequent tree planting and some traffic calming measures along the longer stretches of road. The contrasting brick in this area is to be Weinerberger Durham Claret which is a much darker red brick, referencing the traditional vernacular of the area.



Front Elevation

The landscape character in this area reflects the darker bricks with orange and red planting

**FEATURE PLOTS**

There are two key areas which use feature plots for added way finding and place making purposes.

Along the green wedges that run through the site, all properties have hipped roofs (apart from 2.5 storey types which are used as focal buildings to terminate views).

This creates a smaller massing that will feel less dominant for the public using these recreation spaces.



Front Elevation

Secondly along the southern edge of the site facing towards the valley and open countryside there will be key plots finished in stone with stone lintels. This respects the stone farmsteads and buildings in the valley floor beyond the site and is key for tying the countryside edge back to this part of the site..



Front Elevation

CREATING A SAFE PLACE TO LIVE

One of the design objectives of the National Planning Policy Framework (NPPF) states that developments should:

“...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 fear of crime, do not undermine the quality of life or community cohesion and resilience” (para. 130(f), NPPF 2021)

The design proposals for the site are based on an understanding of best practice guidance and reference has been made to the relevant documents including “Safer Places: The Planning System” and “Manual for Streets” as well as ACPO “New Homes” guidance.

Well-designed public lighting increases the opportunity for surveillance at night and will be integrated into future reserved matters applications.

Natural surveillance in the form of doors and windows overlooking streets, pedestrian routes and public open spaces will create activity throughout the day and evening and will be an essential element in creating a safe environment for all users, whilst discouraging criminal activity by increasing the risk of detection.



ENHANCED & OPTIMISED

In forming the design proposals, the following key attributes have been included:

- Buildings have been generally orientated back-to-back to ensure rear gardens are enclosed and protected, providing private rear amenity space for all dwellings;
- Public open spaces, and in particular children's play spaces are well overlooked by the surrounding built form;
- All routes are necessary and serve a specific function or destination;
- The primary movement route/internal street network forms a clear hierarchy of streets and pedestrian movements networks;
- The ownerships and responsibilities for external spaces will be clearly identified and the proposals facilitate ease of maintenance and management;
- Where private drives are proposed they serve a maximum of 5 dwellings and are well overlooked by the surrounding built form;
- Natural surveillance is promoted wherever possible; and
- Architectural details which promote natural surveillance and the active overlooking of spaces are to be included in the future detailed design of dwellings, not only through window positioning, but also through the use of bay windows in key locations, offering further angles of natural surveillance.



SECURED BY DESIGN: HOMES 2019