

STAKEHILL GARDEN NEIGHBOURHOOD

A PLACE IN THE MAKING

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1 INTRODUCTION

This Design & Access Statement (DAS) has been prepared by Barton Willmore, now Stantec on behalf of Redrow Homes, to support a hybrid planning application for a residential-led mixed use development on land at Stakehill, Rochdale (the Site).

1.1. APPLICATION CONTEXT

The hybrid planning application seeks:

- Full planning permission for the erection of residential development (Use Class C3) with associated landscaping, means of access, drainage, and other necessary supporting infrastructure.
- Outline planning permission for residential development, retail, landscaping, supporting infrastructure, and means of access (all other matters reserved).

The Site is covered by draft Policy Allocation JPA2 Stakehill, within the draft Places for Everyone document (a Joint Development Plan Document covering 9 local authorities in Greater Manchester including Rochdale).

The Site was previously covered by draft Policy Allocation GM2 within the revised draft Greater Manchester Spatial Framework (GMSF) (2019).

1.2. DOCUMENT SCOPE

This Design and Access Statement (DAS) provides an explanation of the design process undertaken in support of the outline and detailed development proposal.

1.2.1. Design Code

This DAS sits alongside a Design Code which provides developers with guidance on how to bring forward future development, to achieve a cohesive and high-quality scheme.

1.3. DOCUMENT STRUCTURE

This document is structured as follows:

Chapter One (Introduction):

Describes the location of the Site and its features.

Chapter Two (Contextual Assessment):

Describes the contextual elements influencing the development of the Site.

Chapter Three (Site Assessment):

Provides an assessment of the technical assessments undertaken in support of the proposed development.

Chapter Four (Evaluation):

Provides a summary of the development considerations and opportunities that will inform the design.

Chapter Five (Involvement & Evolution):

Describes the evolution of the design proposals in response to discussions with the local authority and stakeholders.

Chapter Six (Outline Design):

Presents the development parameters and illustrative material.

Chapter Seven (Full Application):

Describes the detailed proposals for the full application.

Chapter Eight (Conclusion):

Provides a summary of the proposed development.



1.4. VISION

Our vision is to create a landscape-rich Garden Neighbourhood adjacent to the settlements of Slattocks and Castleton, responding positively to unique landmarks within the surrounding context, including the Church and Cricket Club.

We recognise the Site's special landscape qualities and this will be celebrated through a development which delivers a healthy balance between landscape and built development.

Where possible, natural features will be retained and enhanced within new areas of open space for people and wildlife, and which benefit from strong connectivity with the Site's natural context.

The enhanced landscape structure can support a balanced new community, with up to 1,380 high-quality homes, comprising a range of housing options to meet the needs, priorities and preferences of a diverse and thriving new community.

The new Garden Neighbourhood will include not only new homes but new community infrastructure, including the potential for local retail, land for the extension of St Johns Primary School if required and the potential for a bus route to help support an accessible new community

	Site Boundary
	Enhanced green infrastructure (see Landscape Strategy for details)
	Retained tree
	Retained pond
	Existing watercourse
	Stakehill (Character Area)
	Newhey Local Centre/Community Heart (Character Area)
	Thornfields Hamlets (Character Area)
	St Johns (Character Area)
	Local retail
	Land provided for school extension
	Primary point of highway access
	Secondary/ emergency point of highway access (c.100 homes only)
	Pedestrian access point
	Public footpath (retained for pedestrian/cycle connectivity)
	Key Pedestrian/cycle connection (see Landscape Strategy and Access and movement section for additional routes)
	Pedestrian/cycle connection and emergency vehicle access
	Formal Boulevard frontage
	Informal Avenue frontage
	Landscape frontage
	Community links frontage
	St John's frontage
	Indicative street trees (shown along the FormalBoulevard and Informal avenue only)
	Play area (NEAP/LEAP/ MUGA)
	Play area (LEAP)
	SuDS attenuation areas
	Allotments
	External views
	St John's Church views





FIGURE 1: ILLUSTRATIVE MASTERPLAN

1.5. SITE LOCATION

The Site is located along the boundaries of Rochdale and Oldham.

It is located adjacent to the villages of Slattocks and Castleton and directly north of Stakehill Industrial Estate.

The Site is bound by the A627(M) to the east, the A627(M) Spur to the south and the M62 to the north. Junction 20 of the M62 lies at the north-eastern corner of the Site.

Tandle Hill Country Park is c.1.4km to the south-east of the Site and is accessible via public footpaths.

The potential future train station at Slattocks is located c.600m from the Site.

Figure 2 shows the Site's surrounding context and Figure 3 shows how the Site relates to its wider context, including Manchester City Centre.



FIGURE 2: SURROUNDING CONTEXT

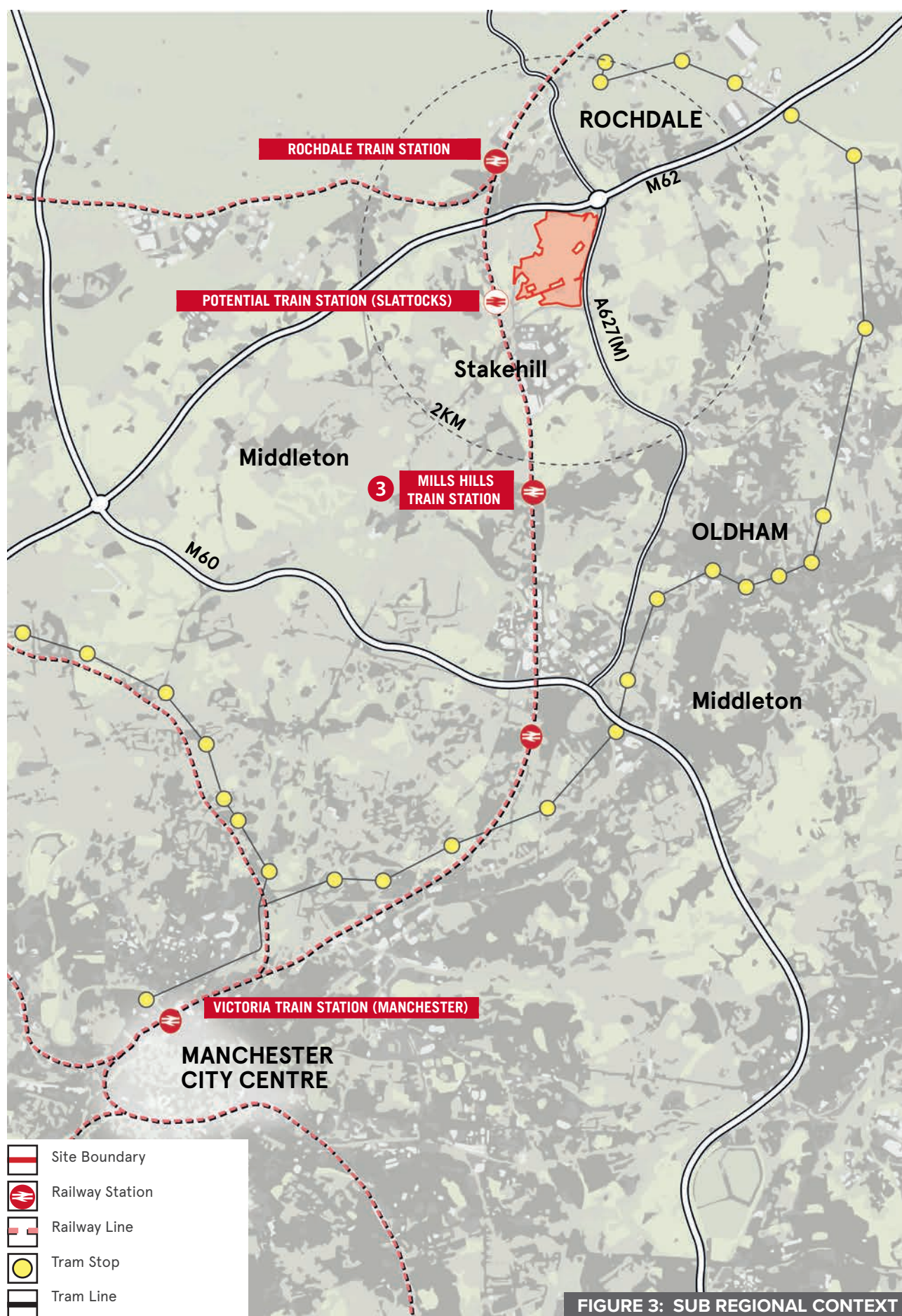


FIGURE 3: SUB REGIONAL CONTEXT

1.6. SITE DESCRIPTION

The Site extends to c87.52 ha and comprises agricultural land enclosed by urban development to the west and existing road infrastructure to the north, east and south.

To the west lies existing dwellings, the former All-in-One Garden Centre and Thornham Cricket Club.

Thornham Lane runs to the south and provides vehicle access to St Johns Thornham Church and St John's CE VA Primary School Thornham.

Thornham Lane connects with Stakehill Lane which extends south towards Stakehill Industrial Estate.

Thornham New Road runs to the north of the Site. To its west, it comprises a c.5m carriageway and 2m pavements. To its east, it comprises a track which runs underneath the A627(M).

Several Public Right of Ways (PROWs) run through the Site. One provides a vehicle connection to an existing farm (Thornfields) situated outside the Site boundary.

Newhey Farm is located adjacent to the western most boundary of the Site.

Field boundaries comprise of broken hedgerows and occasional mature trees.

Several ponds are located within the Site; of which some are dry.

The topography across the Site is undulating, with a gradual rise from west to east, with Thornfields marking a high point.

Vehicle access to the Site can be achieved from the A664 (Rochdale Road) and Thornham New Road.

Key features marked on the plan opposite include:

- 1 M62
- 2 A627(M)
- 3 Junction 20 of the M62
- 4 Former All-in-One Garden Centre
- 5 A627(M) Spur
- 6 Thornham Lane
- 7 Stakehill Industrial Estate.
- 8 Stakehill Lane
- 9 Thornham St John's Primary School (and Thornham House)
- 10 St John's Church and war memorial
- 11 Thornham Cricket Club
- 12 Thornfields Farm
- 13 Newhey Farm
- 14 Tandle Hill Country Park
- 15 Rochdale Canal
- 16 A664 (Rochdale/ Manchester Road)
- 17 Thornham New Road



- Site Boundary
- Full Application Boundary



FIGURE 4: SITE AERIAL

2 CONTEXT ASSESSMENT

This section provides a summary of the contextual influences that will underpin the future development of the Site.

1.7. PLANNING POLICY

1.7.1. National Planning Policy Framework

The proposals for the scheme will be in line with the National Planning Policy Framework (NPPF) (2021) which sets out the Government's planning policies for England and how these should be applied. It reiterates that planning permission should be determined in accordance with the adopted Development Plan and advocates a presumption in favour of sustainable development.

1.7.2. National Design Guide (2019)

In addition, the proposed development will address the 10 characteristics of well-designed places as set out in the National Design Guide, which works together to:

- Create the physical character of a place
- Nurture and sustain a sense of community
- Positively address environmental issues affecting climate

1.7.3. Local Planning Policy

The relevant Development Plan for Rochdale Borough Council comprises the following documents:

- Rochdale Borough Local Plan (2016)
- Greater Manchester Joint Minerals Plan (2013)
- Greater Manchester Joint Waste Development Plan (2012)

1.7.4. Places for Everyone

The Site is covered by draft Policy Allocation JPA2 Stakehill, for a mixed-use development, within the draft Places for Everyone Development Plan Document.

The table opposite sets out our commitment to the delivery of the design requirements described within Policy Allocation JPA2 Stakehill.

Principle	Requirement	
New Homes	• High quality homes, including larger, higher value properties	✓
Urban Design	• Achieve excellent design and sustainability through master-planning;	✓
Design Code	• Incorporate design codes to ensure comprehensive development	✓
St John's Church and war memorial	• Ensure that the design of the scheme preserves or enhance the setting of the listed St John's Church and war memorial	✓
Tandle Hill Country Park	• Have regard to views from Tandle Hill Country Park to minimise the visual impact as much as possible	✓
Separation	• Retain the parcel of land between Thornham Lane and the A627 to maintain separation between the urban areas of Rochdale & Middleton	✓
Public Transport	• Support the delivery of improved public transport to and within the area	✓
New Train Station	• Take advantage of a potential new rail station at Slattocks	✓
Active Travel	• Provide good quality walking and cycling routes to connect to new and existing residential areas and local transport hubs	✓
Electric Charging	• Provide appropriate access to electric vehicle charging infrastructure and cycle storage	✓
Integration	• Ensure that existing settlements and pockets of housing are taken fully into account through the masterplanning of the area	✓
High quality landscape	• Deliver high quality landscaping and green infrastructure within the Site	✓
Landscape boundaries	• Provide good quality boundary treatment, particularly on the southern edge of the site to create an attractive defensible Green Belt boundary	✓
Enhance biodiversity	• Retain and enhance areas of biodiversity, including the Rochdale Canal Site of Scientific Interest	✓
Education	• Contribute and make provision for additional primary and secondary school places to serve the development. This will include provision of land and financial contributions to deliver the expansion of Thornham St John's Primary School located within the allocation	✓
Social infrastructure	• Deliver social infrastructure to ensure the needs of new and existing communities are met	✓
Noise and air quality mitigation	• Incorporate appropriate noise and air quality mitigation taking account of the M62 and A627(M) motorway corridors	✓

2.1. TOWNSCAPE ANALYSIS

To identify townscape characteristics that can help shape a high-quality and locally distinctive development, this section provides a summary of the Site's local townscape character, and a review of Redrow's award winning development at Woodford, Stockport.

2.1.1. Character Areas

The plan opposite identifies the following local 'character areas' which could help shape the appearance of the proposed development:

- **Slattocks and Castleton (Manchester/ Rochdale Road):** Historic 'ribbon' development extending along the A664 (Manchester/Rochdale Road), between the M62 underpass and A664/ A627(M) Spur junction.
- **Slattocks and Castleton (Edges):** More recent 'atypical' growth extending eastwards from the A664 towards the Site. Plus, occasional/ sporadic historic residential development, particularly along Thornham Lane and Thornham New Road.
- **Gravel Holes and its surrounds:** Mixed townscape in response to various stages of historical growth with some of the more attractive street providing a varied 'arts and craft' townscape appearance.

The remainder of this section identifies key characteristics within each 'character area' which could help shape the proposed development.

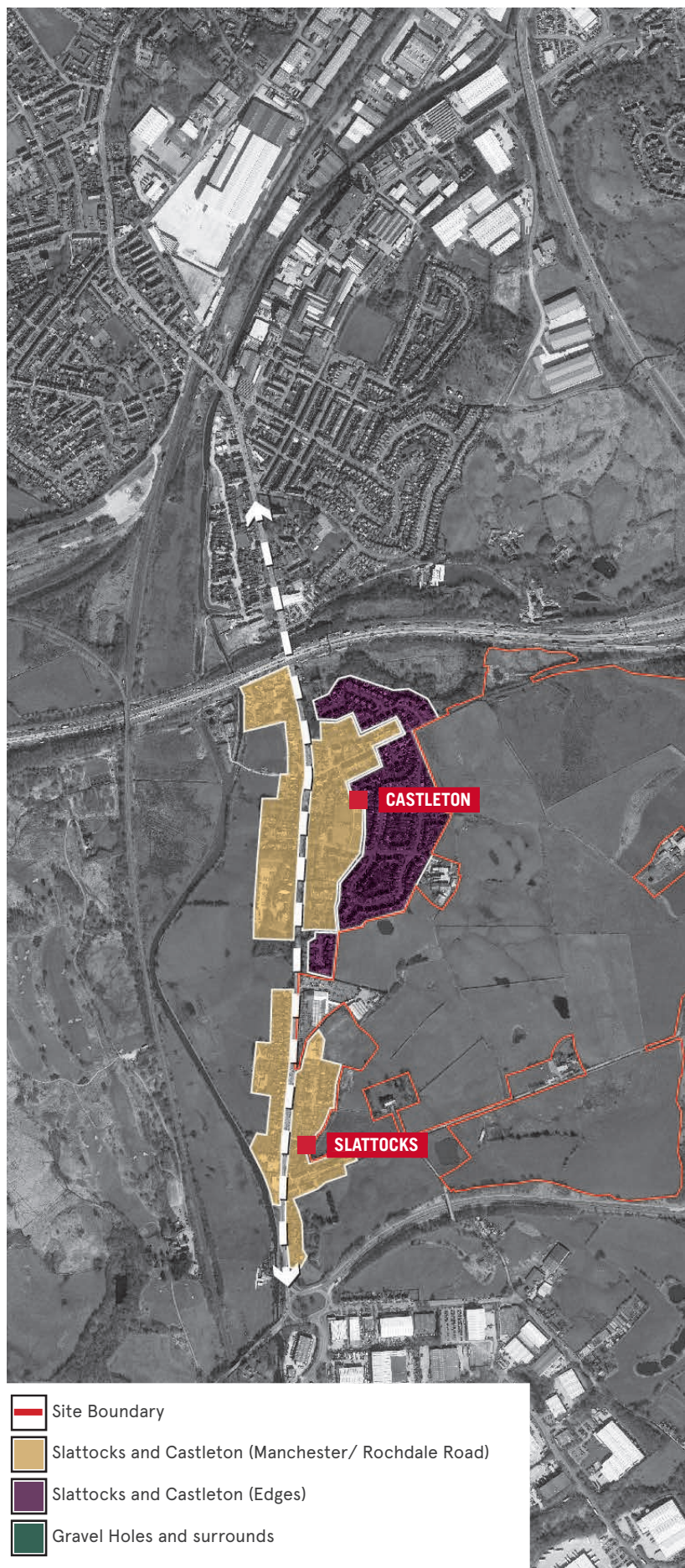




FIGURE 5: TOWNSCAPE ANALYSIS

Slattocks and Castleton (Manchester/ Rochdale Road)

Street Pattern

Historic 'linear ribbon' development
Varied street width/ character i.e. Manchester Rd narrower in Castleton than Slattocks.

Architectural Features

Symmetrical frontage
Simple gabled roof form following the street
Occasional hipped roofs
Chimneys
Bay windows

Materials

Dominate red brick frontage (Slattocks)
Red brick, buff stone and occasional render (Castleton)
Red clay roof tiles
Exposed quoins and cills

Boundary Treatment

Red brick dwarf walls in combination with clipped hedges (mostly Slattocks)
Stone brick dwarf walls in combination with clipped hedges (mostly Castleton)
Larger plots between Castleton and Slattocks include well landscape front gardens

Parking

Mixture of on street, front of plot parking, and courtyard parking

Public Realm

Street trees evident in some locations
Views out to wider landscape and St Johns Church

Building Heights

Predominantly 2 storeys (Slattocks).
Predominantly 2 storeys and occasional 2.5/ 3 (Castleton)

Building Types

Predominantly semi-detached and short terraces
Range and mix of ages from 19th century Victorian and 20th century semis





FIGURE 6: MANCHESTER ROAD TOWNSCAPE ANALYSIS

Slattocks and Castleton (Edges)

Street Pattern

Perimeter blocks and culs-de-sacs
c.21m frontage-to-frontage distance, with
houses mostly including front gardens/ parking

Architectural Features

1980s dormer bungalows, post 1990 larger
'mock Tudor' detached houses, 1960s semis
(social housing)
Limited chimneys
Bay widows
Some 'arts and craft' features/ details
Occasional hipped roofs

Materials

Red brick and occasional render
Red and grey clay roof tiles

Boundary Treatment

1960s development includes mix of boundaries
including low timber fence, hedgerows, railing
and brick walls
Post 1990s often include open front gardens
with now boundary treatments.

Parking

Predominately front parking. Post 1990s
development includes integral garages

Public Realm

1960s development induces some mature
street trees
Views out to wider landscape and St Johns
Church

Building Heights

Predominantly 2 storeys

Building Types





FIGURE 7: POST 1960'S HOUSING TOWNSCAPE ANALYSIS

Gravel Holes and its Surrounds

Street Pattern

Historic linear development along A671 (Oldham Road)
Perimeter blocks and culs-de-sacs
c.21m frontage-to-frontage distances
Development positioned in repose to topography

Architectural Features

Varied architectural appearances dependant on historical phase of growth
1930s Arts and Crafts style homes are common, particularly along Tandle Hill Road which feature some of the most attractive homes in the area
Roofs are hipped
Bay windows consistent throughout

Materials

Art and Craft details
Red brick, occasional render, timber details
Red and grey clay roof tiles

Boundary Treatment

Mix of boundaries including brick walls, hedgerows and railing.
Open front gardens with no boundary treatments associated with post war/ modern homes

Parking

Predominately front parking and occasional side parking arrangement
Larger 'Arts and Craft' homes feature integral garages

Public Realm

Grass verge and street trees on Tandle Hill Road
Mostly 'traditional' adopted road with limited 'shared' surface treatments.

Building Heights

Predominantly 2 storeys, occasional bungalow/ dormer bungalow and 2.5/ 3 storey dwellings.

Building Types

Mix of semi-detached, detached and terraces





FIGURE 8: GRAVEL HOLES TOWNSCAPE ANALYSIS

2.1.2. Case Study: Woodford Garden Village, Cheshire

Woodford Garden Village is an award winning Redrow Homes development, located to the south of Stockport.

The development is underpinned by a well considered masterplan with a clear hierarchy of streets and public spaces that frame a range of high-value family detached homes. Accordingly, some of the design principles associated with the masterplan provide a useful reference point to inform development at Stakehill.

Key features of note:

- Arts and craft architecture.
- Attractive front of plots hedge boundaries.
- Varied street hierarchy with traditional and shared streets.
- Green space and green verges help soften the built form, whilst providing visual links to the surrounding countryside.
- Range of SuDS including swales and ponds are integrated into the development's landscape framework.
- Open space includes opportunities for play provision.
- Predominately formal building line with occasional staggered building frontage to create an informal rustic built edge.





FIGURE 9: WOODFORD GARDEN VILLAGE AERIAL

2.2. SUSTAINABILITY ASSESSMENT

Figure 10 shows the Site's location between the town centres of Rochdale, Heywood, Middleton and Oldham, each within a 5 kilometre catchment.

The Site is also c.12km from Manchester City Centre.

2.2.1. Bus

Bus services 17 and R7 run along the A664 to the west of the Site, providing connections between Manchester and Rochdale via Middleton.

2.2.2. Train

The Site lies between Castleton and Mills Hill railway stations, approximately 1.5 km & 3km from the Site, respectively.

TfGM is investigating the potential to deliver a new rail station at Slattocks on the Calder Valley line along with an associated park and ride facility.

2.2.3. Walking and Cycling

An extensive network of PROWs and bridleways run through and around the Site.

National Cycle Route (NCR) 66 is located less than 400m west of the Site, running alongside the Rochdale Canal. The route provides a dedicated cycle route within close proximity of the Site which connects with Rochdale Town Centre and Middleton.

Service	Operator	Route	First Service	Last Service	Mon to Fri Frequency
17	Go North West	Shudehill – Middleton – Castleton – Rochdale	04:55	00:28	6
R7	Rosso	Rochdale – Kirkholt – Middleton	06:31	22:10	9

Destination	Average Weekday Frequency	Approximate Journey Time
Rochdale	30 minutes	3 minutes
Mills Hill	30 minutes	5 minutes
Manchester Victoria	30 minutes	17 minutes
Salford Crescent	30 minutes	25 minutes
Bolton	30 minutes	37 minutes



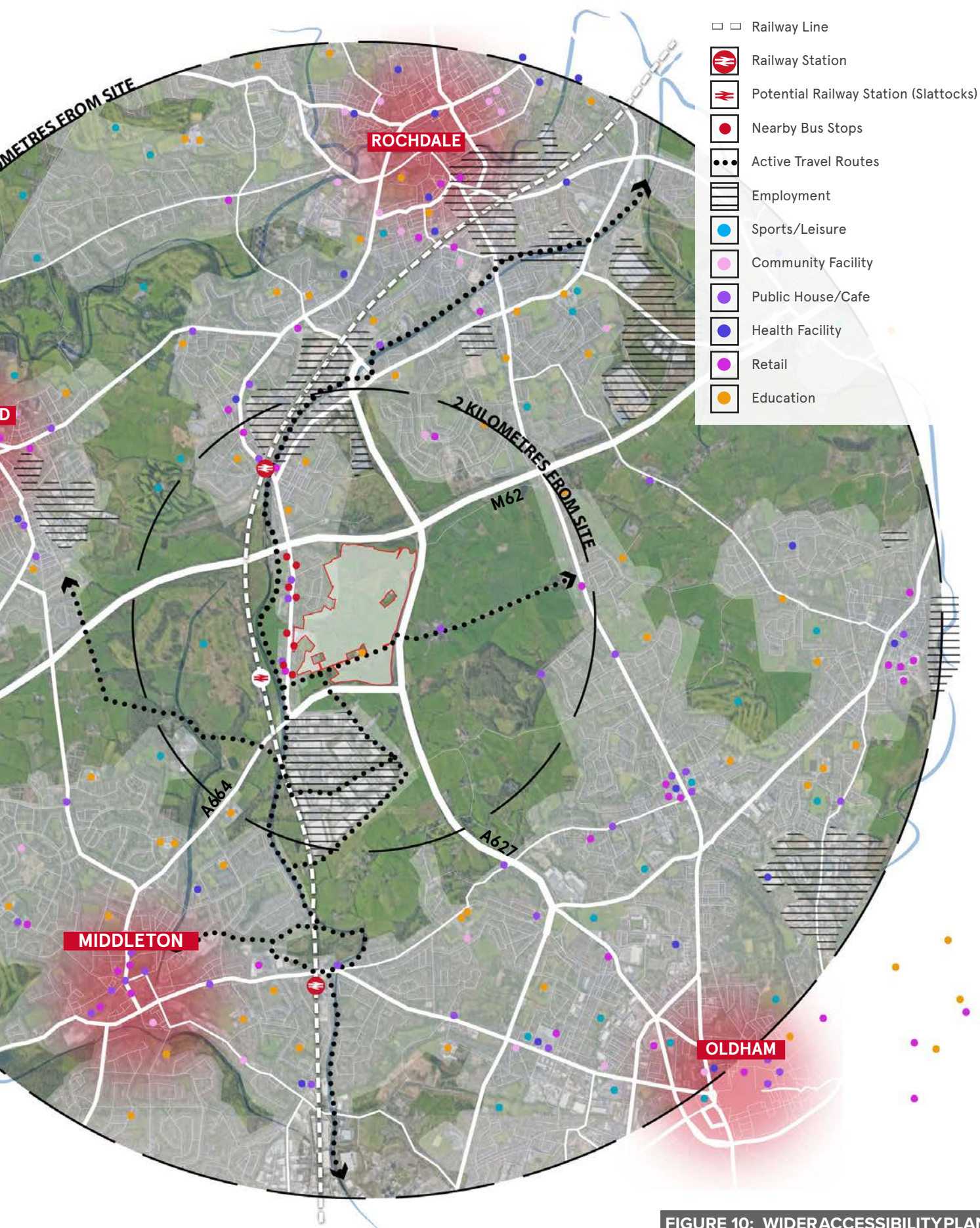


FIGURE 10: WIDER ACCESSIBILITY PLAN

2.2.4. Local Neighbourhood

The Site includes a network of public rights of way / footpaths providing links to the settlements/ built-up areas of Castleton, Slattocks and Thornham. Each of which offers local services and facilities, within a 20-minute walking round trip of the Site.

Tandle Hill Country Park, approximately 1km to the south east, offers a highly accessible local resource for walks/ recreation while approx. 500 metres to the south, Stakehill Industrial Estate offers an area of local employment.

A review of the proximity of existing local day-to-day amenities has been undertaken and are shown on Figure 11.

Key facilities include, but are not limited to:

-  **Schools:** Thornham St John's Primary School, St Gabriels RC Primary School, St Cuthbert's RC High School and Wingate Nursery School .
-  **Health Services:** +Well Pharmacy along Manchester Road in Castleton, Kirkholt Medical Practice is located 1.5km to the north east of the Site.
-  **Local Shops:** Co-op in Castleton and Londis in Slattocks.
-  **Community Facilities:** Richard Bentley Smalley Memorial Hall.
-  **Bars, restaurants and cafes:** The Hopwood Arms & Grange Restaurant in Slattocks and Tandle Hill Tavern, Tandle Hill Country Prk Cafe & Summit Inn east towards Thornham.
-  **Sports & Recreation facilities:** Thornham Cricket Club, Manchester Golf Club and a bowling green in Castleton.
-  **Places of worship:** St John Thornham Church in Slattocks and St John's Church in Thornham.





FIGURE 11: FACILITIES PLAN

3 SITE ASSESSMENT

This section sets out the findings and recommendations from technical studies which have been undertaken in support of the Site's future development.

3.1. GROUND CONDITIONS

RSK has undertaken a Preliminary Risk Assessment (Desk Study) in order to understand the ground conditions at the Site.

The assessment has identified several potential contamination sources including made ground, infill material in former sand and gravel pits, a landfill site (licensed for inert waste) and areas of storage of oil, fuel and chemicals for agricultural purposes. Potential sources of hazardous ground gases were identified by the desk-based assessment.

Sensitive receptors identified include future users, future buildings and infrastructure and groundwater in superficial geological units beneath the Site.

The overall preliminary risk assessment determined that the majority of potential contaminant linkages had a potential risk characterisation of low, low to moderate, or moderate.

RSK has also completed a Coal Mining Risk Assessment for the Site, which has determined that there has been no opencast, shallow or deep coal mining at the Site, and that there are no risks from mine entries or mine gases. The Assessment concluded that no additional work was required with respect to coal mining hazards.

3.2. AIR QUALITY

RSK Environment Ltd has undertaken an Air Quality Assessment in relation to the Site.

Given the Site's location adjacent to the M62 and A627(M) and the Site could be affected by traffic emissions along these roads, an Air Quality Assessment was undertaken in order to define baseline conditions, consider the Site's suitability for development and to inform the Masterplanning process.

Dispersion modelling was undertaken to assess the impacts of road traffic emissions on air quality by predicting pollutant concentrations at receptors across the Site. Outputs were subsequently verified using local monitoring data obtained from RBC.

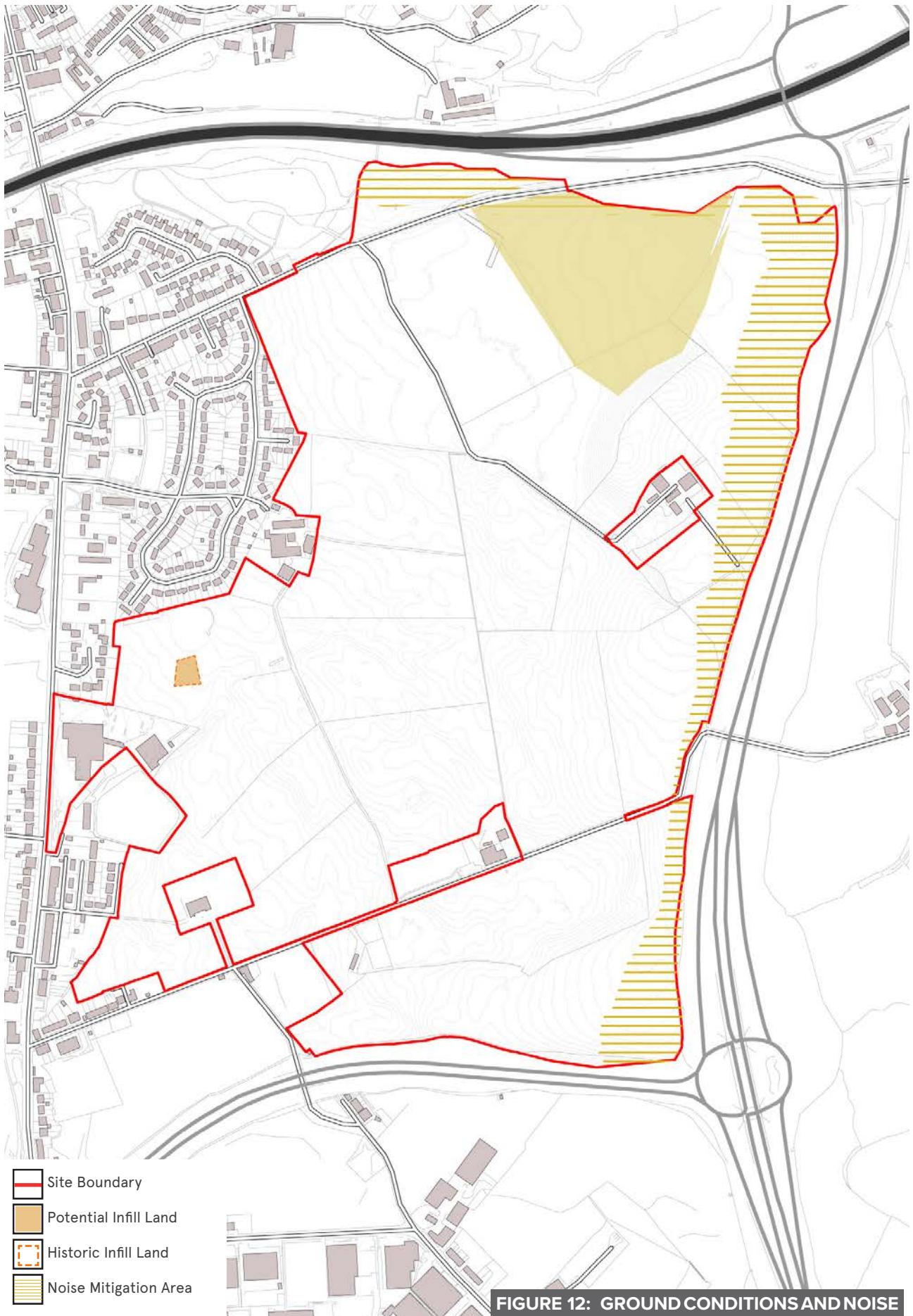
The results of the dispersion modelling assessment indicated that the air quality standards (AQs) for NO₂, PM₁₀ and PM_{2.5} concentrations are met at all receptor locations, therefore the Development will not introduce new exposure to poor air quality.

Based on the assessment results, the Site is considered suitable for residential use from an air quality perspective without constraint to the masterplan design.

3.3. NOISE QUALITY

Hepworth Acoustics has undertaken an initial noise assessment in relation to the Site. The assessment notes the majority of proposed development will be located well away from motorway noise. However, it is likely that some noise mitigation measures will be necessary for dwellings along the northern and eastern boundaries of the Site, near to the M62 and M62(M).

Hepworth recommend that dwellings along the northern and eastern boundaries should be orientated so that rear gardens are screened from the M62 and M62(M) by the dwellings themselves. In addition, any dwellings proposed in the area indicated at Figure 12 would likely require higher specification double glazing for exposed habitable rooms, with a sound reduction performance of at least 30 dB Rw + Ctr. Also, for all habitable rooms where sound insulated windows are required, specialist acoustic vents will be necessary instead of standard window frame slot vents. At this stage Hepworth recommend window frame or wall mounted passive acoustic vents having a performance of at least 40 dB Dn,e,w.



3.4. HIGHWAYS AND ACCESS

SCP Transport has undertaken a vehicle access assessment in relation to the Site.

The primary vehicle access to the Site can be delivered from the A664 (Rochdale Road), in the location the former All-in-One Garden Centre.

A secondary point of vehicle access can be delivered from Thornham New Road, to the north of the Site, serving a limited section of the development expected to comprise a maximum of approximately 100 units.

Vehicle connectivity to the c.100 homes served off Thornham New Road can be restricted by a 'modal filter' allowing for emergency vehicle access only.

The Site has the potential to include a loop road, providing the potential to incorporate a future bus route.

The Site includes several public footpaths, as illustrated on Figure 13 opposite.

3.5. HERITAGE

Headland Archaeology has undertaken a heritage review of the Site.

The Site includes two Grade II listed buildings, comprising the Church of St. John the Evangelist (LB ref. 1390504) and Thornham Parish War Memorial (LB ref. 1452837).

Both heritage assets are of high heritage significance, although being Grade II listed they are not a designated asset of 'the highest significance' as defined by paragraph 194 of the NPPF, and neither will be directly impacted by the proposed development.

The assessment notes the Thornham Parish War Memorial should not be affected by the proposed development.

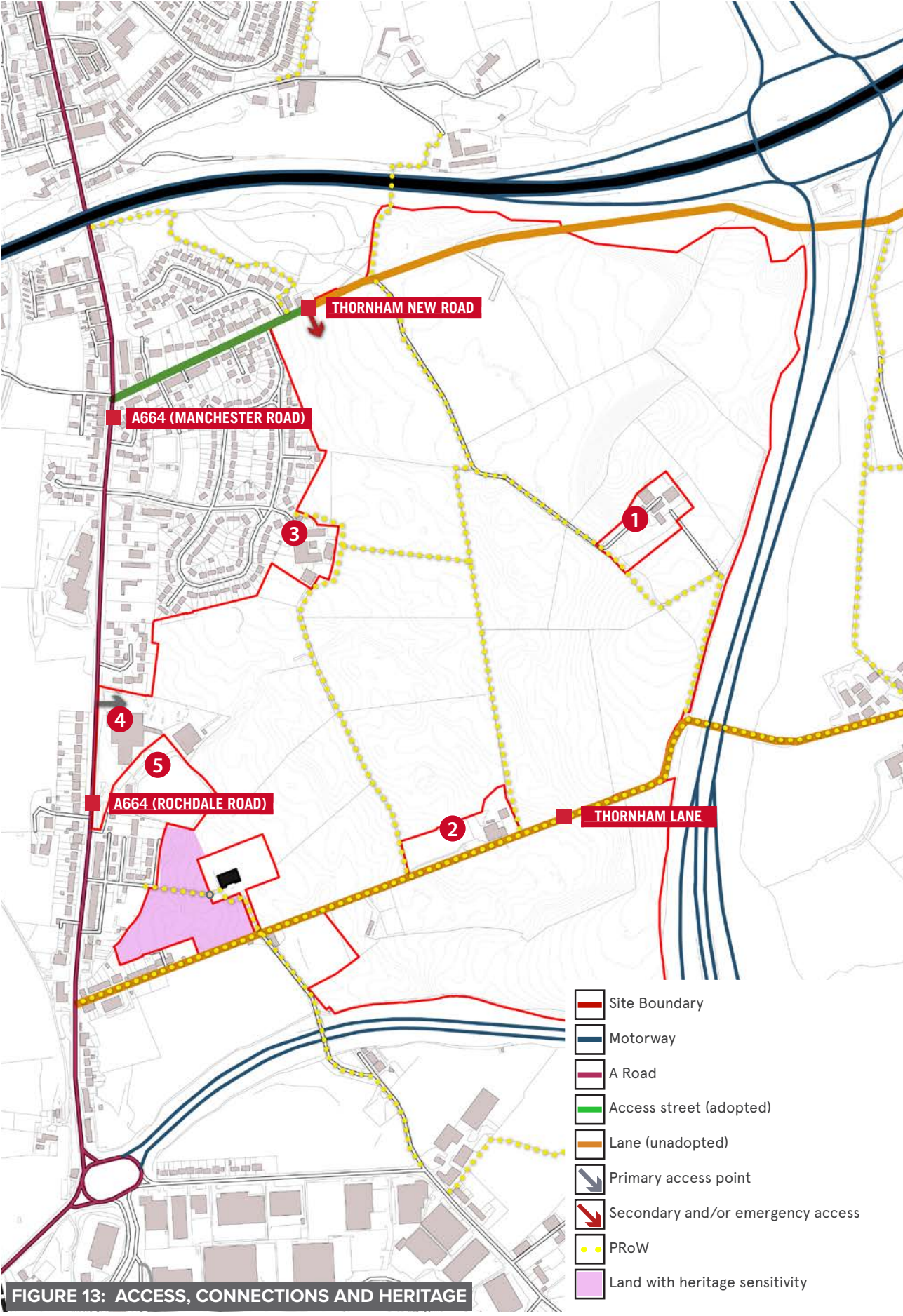
The Church of St John the Evangelist is considered sensitive to the proposed development, in particular the area to the west and south-west (see area hatched purple on Figure 13) from where it can be most understood and appreciated. It is, therefore, recommended that this area remains free of development and a buffer is provided around the graveyard to the north and east.

3.6. EXISTING DEVELOPMENT / LAND USE

Residential development largely defines the western edge of the Site.

In addition there are a few isolated developments / land uses located within or directly adjacent to the Site. These include:

- 1 Agricultural buildings associated with Thornfields Farm.
- 2 Thornham St John's Primary School (plus Thornham House (dwelling)), accessed from Thornham Lane.
- 3 Newhey Farm buildings on the western edge of the Site, with a public footpath access
- 4 Former All-in-One Garden Centre located where the Site fronts onto the A664 has been demolished.
- 5 Thornham Cricket Club located along the western edge of the Site.



3.8. ECOLOGY

Ascerta has undertaken a Preliminary Ecological Appraisal of the Site. The habitats on Site comprise semi improved grassland, improved grassland, scrub, bare ground, building, tall ruderal, scattered trees, woodland, wet grassland water bodies, watercourses and hedgerows with varying species richness.

The Site provides potential habitat for nesting birds, badger, reptiles, hedgehog, amphibians, water vole, white-clawed crayfish, brown hare and bat species. These species will not be adversely affected by the proposal, provided the recommendations set out in the Preliminary Ecological Appraisal are followed. Detailed ecology surveys have also been undertaken for bats, badgers, water vole, brown hare, while further surveys for breeding birds are currently being undertaken to inform the mitigation measures required for each species. Potential impacts have also been considered to the Rochdale Canal Site of Special Scientific Interest (SSSI) and Special Area of Conservation (SAC) throughout the design stage of the proposals.

To inform the masterplan for the Site, Ascerta has recommended that hedgerows, water bodies and landscape features are retained and where possible new areas of woodland or shelter belts be created to provide shelter, connectivity and forage for species. New hedgerow planting within the Site is also recommended to improve the connectivity for species such as small mammals between existing and new habitats.

3.7. FLOOD RISK & DRAINAGE

RSK has undertaken a Flood Risk Assessment and Drainage Strategy in relation to the Site.

The Environment Agency 'Flood Map for Planning' map shows that the site is located within an area outside of the extreme flood extent (Flood Zone 1), meaning it has a less than 0.1% annual probability of flooding.

Much of the Site is at low risk of flooding from all sources. However, there are areas of the Site that are identified as being at risk of surface water flooding. This will be mitigated through the inclusion of an appropriately designed surface water drainage system.

The proposed development will introduce impermeable drainage areas through the introduction of buildings and access roads, which will result in an increase in surface water runoff. To ensure the increase in surface water runoff will not increase flood risk elsewhere, flow control will be used, and attenuation provided on Site to accommodate storm events up to and including the 1 in 100 year plus 45% climate change.

All methods of surface water discharge have been assessed and there is also potential for the use of soakaways subject to infiltration testing. Where soakaways are not possible, discharge of surface water to an existing watercourse/land drains at a rate of 112.4 l/s appears to be the most practical option.

Attenuation can be provided within the sub-grade of permeable paving or in the form of ponds, swales, detention basins and attenuation tanks located in the western or south-western extents of the Site.

Foul flows can be discharged to the 300mm public combined sewers in Thornham Lane and Thornham New Road. A new connection should be agreed with United Utilities.



4 EVALUATION

This section highlights the key constraints and opportunities that will shape the Site's future development.

4.1. LANDSCAPE & HERITAGE

- ① Maintain open land south of Thornham Lane.
- ② Maintain semi-rural character to Thornham Lane and Thornham New Road.
- ③ Where possible, retain and enhance existing landscape features including trees, hedgerows ponds and the watercourse.
- ④ Set development back from Church of St Johns the Evangelist and Thornham Parish War Memorial, maintaining their current sensitive setting, particularly to the west/southwest of these heritage assets.
- ⑤ Set development back from Thornham Cricket Club.

4.2. FLOODING & TOPOGRAPHY

- ① Integrate areas of steeper topography into an network of accessible open space.
- ② Establish a SuDS network across the Site in response to topography.



FIGURE 15: LANDSCAPE & HERITAGE PLAN

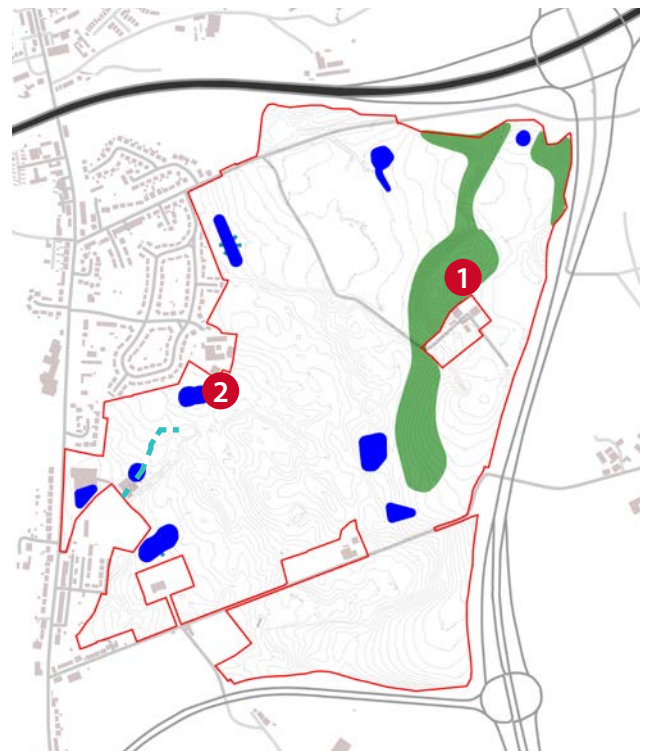


FIGURE 16: FLOODING & DRAINAGE PLAN

4.3. NOISE, AIR QUALITY AND VIEWS

- 1 Maintain and enhance structural landscape adjacent to M62 and A627(M) and provide a development setback to mitigate noise impact, in conjunction with building orientation and planting.
- 2 Orientate development and position landscaping to enable views of the surrounding countryside and heritage assets.

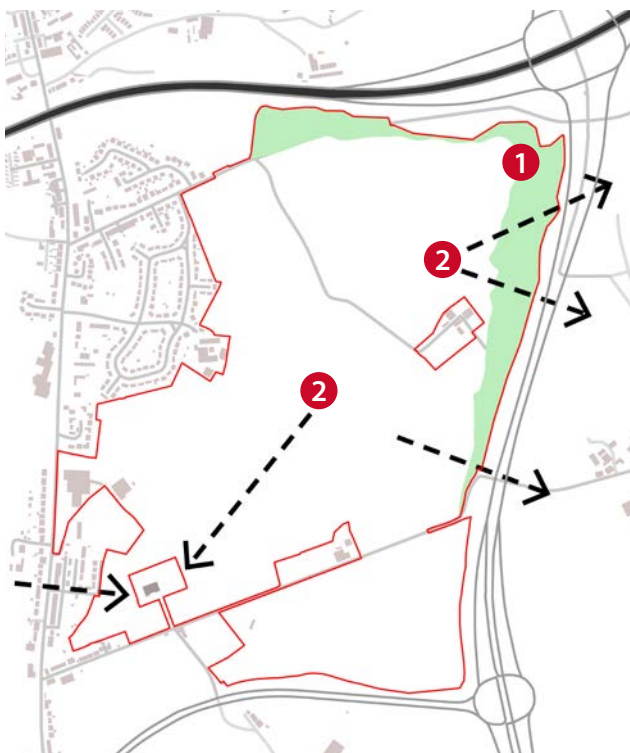


FIGURE 17: LANDSCAPE & HERITAGE PLAN

4.4. ACCESS & MOVEMENT

- 1 Primary access off the A664 (Rochdale Road).
- 2 Secondary access off Thornham New Road for c.100 homes.
- 3 Retain network of PRow across Site.
- 4 Retain access to Thornfields Farm (with land having the potential to accommodate residential development in the future).
- 5 Provide a 'loop' road that can accommodate buses.

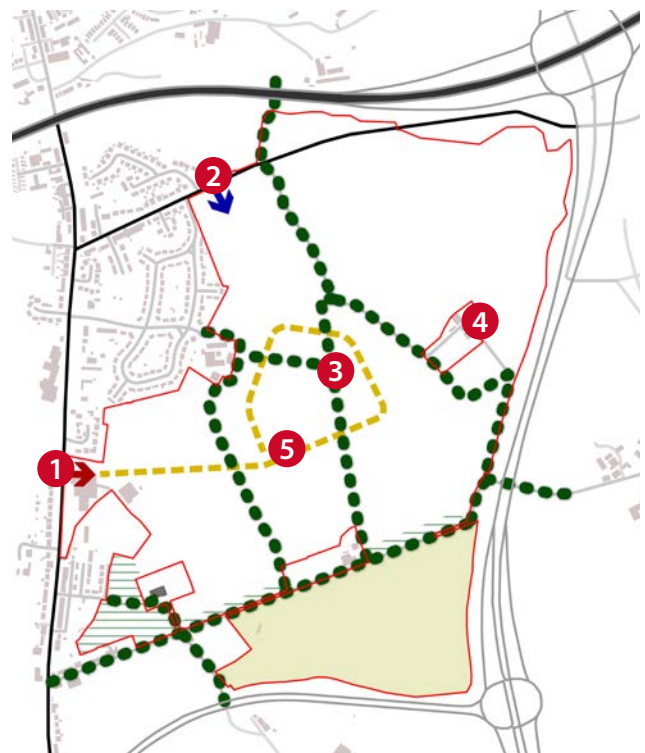


FIGURE 18: FLOODING & DRAINAGE PLAN

5 INVOLVEMENT AND EVOLUTION

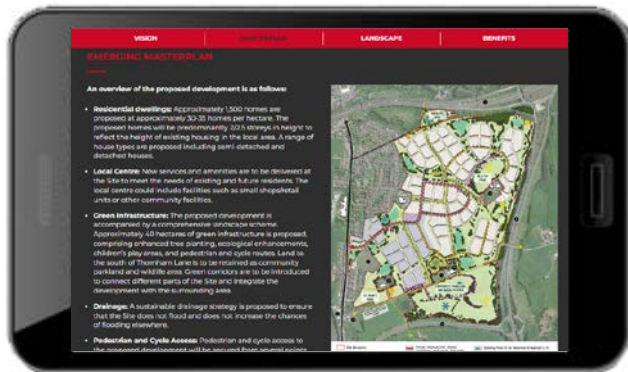
This section provides a summary of the engagement process undertaken and how the masterplan has evolved. Further details of the consultation activities and outcomes are documented in the Statement of Community Involvement (SCI) and the Design Code.

5.1. INVOLVEMENT

The proposals have been informed by engagement with officers at Rochdale Council, and statutory and local stakeholders.

Here we summarise the methods of consultation and engagement undertaken by the Project Team, which comprised of Redrow Homes and their consultancy team.

- » **Site promotion design meeting:** The Project Team attended a meeting with the Council during the preparation of the 2nd draft GMSF. Redrow submitted representations on the Site in response to the GMSF consultation process, which included initial design/ site investigation work. The Project Team presented the site promotion masterplan (Figure 19) and the underlying Site/ contextual assessments to Council officers.
- » **Pre-Application Meeting:** The Project Team attended a pre-application meeting on October 10th 2022. The Council provided feedback on the emerging plans and highlighted planning, design and engagement requirements that needed further consideration from the Project Team.
- » **Places Matter:** The Project Team presented the early design work to the Places Matter Design Review Panel. The Panel critiqued the proposal during the workshop and also provided a formal written response.
- » **Stakeholder Workshop:** The Project Team facilitated a design workshop attended by local residents, businesses and community groups. The c.3hr workshop included two group design exercises. The first exercise allowed local people to communicate their understanding of the Site and its features, alongside any potential concerns they had about bringing forward the Site for development. The second provided an opportunity to develop a shared vision for the Site's potential future development.
- » **School workshop:** The project team facilitated a workshop with school children from Thornham St John's Primary (aged 8-10) . The workshop explored 'play' and what play features the children would like to see delivered on the Site.
- » **Consultation website:** Provision of a website (www.landatstakehill.co.uk) went live on December 19th 2022, allowing local residents and stakeholders to review the proposed development and make comments up to 15th January 2023.
- » **Letter Consultation:** Some 670 letters were delivered to residents and businesses within close proximity of the Site, informing them about the forthcoming consultation website.



INTRODUCTION

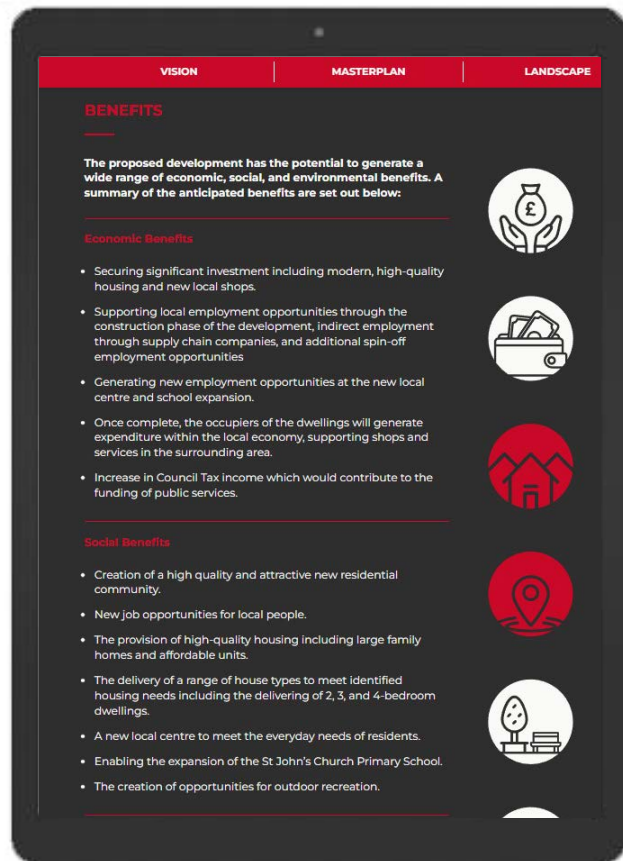
ds to approximately 89 hectares and largely gular shaped agricultural field parcels h Newhey and Thornfields farms.

nd to the north by the M62 motorway, to the east motorway, to the south by the A627(M) spur, and residential development along Manchester Road am Lane bisects the southern section of the Site.

he Site is undulating and generally slopes from east ant changes in ground levels are apparent around n at the centre of the Site. The Site is not ooding though it is acknowledged that there is drainage issues in certain locations. The only in the local area are the Grade II Listed Church of ornham Parish War Memorial which are enveloped



Site Location (click to enlarge)



5.2. DESIGN EVOLUTION

The masterplan evolution described through this section has been underpinned by consultation with the Council and key stakeholders.

5.2.1. Stage 1 Masterplan (Site promotion)

The first masterplan was prepared in response to the GMSF consultation process. It was based on initial technical assessments, which identified vehicle access points, landform and landscape features. The retention of public footpaths across the Site into 'landscape corridors' set a structure which can be seen across all subsequent revisions. The SuDS proposals at this stage included the provision of an east west swale.

5.2.2. Stage 2 Masterplan

The second stage masterplan was prepared in response to more detailed technical assessment work and in view of Redrow's technical/ delivery requirements. Land provided for drainage increased and included the provision of attenuation basins. Existing ground levels and steep topography meant the provision of the east-west swale positioned within a landscape corridor (as shown at the 1st stage masterplan) was not considered to be viable.



FIGURE 19: 1ST STAGE



FIGURE 20: 2ND STAGE

5.2.3. Stage 3 Masterplan

At this stage, the design team tested the position of roads, relative to topography. The Boulevard (as described through Section 6.10) was positioned to ensure level access whilst avoiding an overly engineered road solution which would require overly significant land remodeling.

5.2.4. Stage 4 Masterplan

The Stage 4 masterplan shows further evolution of the block/ road structure in response to Site levels. Notably, a section of land (identified with a No.1 below) was deemed too steep to accommodate new homes and was therefore allocated for green infrastructure. The new area of green infrastructure lacked integration with the wider landscape framework, and the next master planning stage sought to address this.





The sketch shown opposite was prepared during the masterplan evolution process to test the design proposal three dimensionally. The sketch does not reflect the final Illustrative Masterplan (see Section 6.4).

5.2.5. Stage 5 Masterplan

The Stage 5 masterplan reshaped the development area to ensure a better integration of landscape/ green infrastructure across the Site. The primary loop road/ Boulevard (highlighted red) was repositioned and the different character areas started to become apparent. The potential local centre was also identified (shown pink).

5.2.6. Stage 6 Masterplan

At Stage 6, the masterplan was refined to improve legibility, this included the re-alignment of roads and block morphology. Improvements included the integration of long-distance view corridors and the development of a more legible block/ street structure.





6 OUTLINE DESIGN

This chapter describes the outline design response, through concept graphics, parameter plans, and an Illustrative Masterplan with design strategies to help shape and inform the detailed design of the site.

6.1. PARAMETER PLAN

The following section presents the parameters that future reserved matters applications will be required to broadly follow.

6.1.1. Land Use

Residential (to include areas of public open space and highway/ utilities infrastructure): The area available for residential development is shown on Figure 25.

Based on the principles shown within the Illustrative Masterplan (see section 6.4), some 40ha of this area can accommodate residential development, providing the potential to deliver up to 1380 homes at 35dph, including 233 homes within an early phase.

Primary School and/or Residential Development:

Approximately 1.37ha of land has been provided to allow for the future expansion of St Johns CE VA Primary School. The precise boundary for the school extension is to be agreed with the Local Education Authority at an appropriate point in time.

Local Retail and/or Residential Development:

Approximately 0.33ha of land has been provided for a local retail.

Green Infrastructure and Thornham Park: The area available for green infrastructure and Thornham Park is shown at Figure 25. Note, controlled residential encroachment at the edges of the 'green infrastructure' land use would be acceptable at the reserved matters stage.

Based on the principles shown within the Illustrative Masterplan (see section 6.3), some 44ha will be provided for green infrastructure and Thornham Park.

The green infrastructure and Thornham Park land use areas will accommodate retained planting, new planting, ecological enhancements, children's play, off-road pedestrian and cycle routes, and SuDS,

6.1.2. Vehicular Access

New junctions to serve the proposed development will be provided as follows:

- » 1 x primary vehicle access from the A664 (Rochdale Road) on land previously occupied by the former All in One Garden Centre.
- » 1 x secondary vehicle access from Thornham New Road, to the north of the Site. This access will only serve some 100 units. Vehicle movement can be controlled by modal filters.

6.1.3. Active Travel

In addition to the proposed vehicle access points, pedestrian and cycle access to the proposed development can be secured from several points, including:

- » Thornham New Road
- » Thornham Lane
- » Existing public footpaths crossing the Site, which will be retained and incorporated into a proposed network of public open space
- » Existing pedestrian access points (associated with public footpaths)

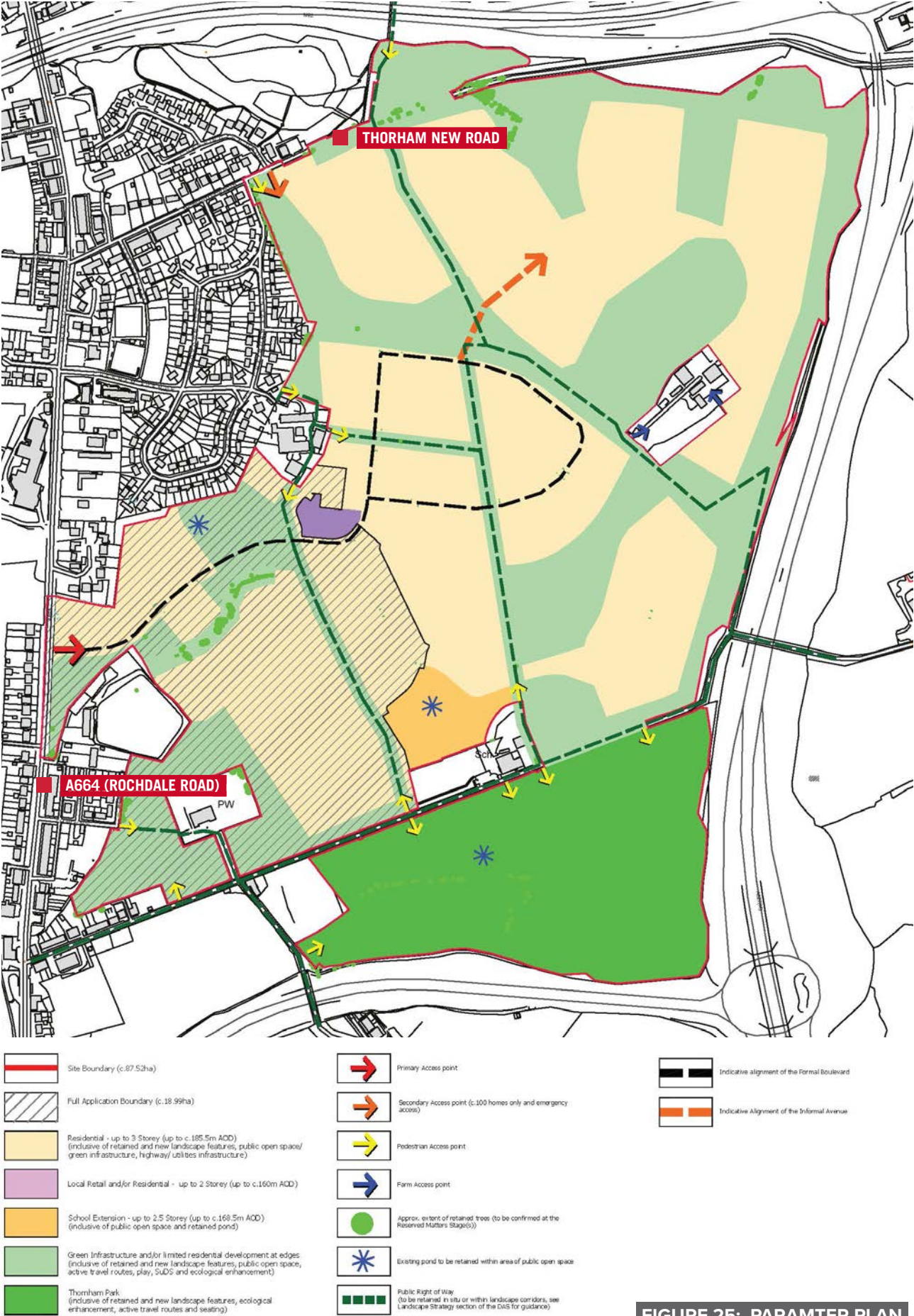


FIGURE 25: PARAMTER PLAN

6.1.4. Scale

The residential development area will accommodate predominantly 2 storey housing, with the occasional localised increase to 2.5 – 3 storey

The Local Retail development area will allow for up to 2 storey development.

The land safeguarded for a school extension will allow for up to 2 storey development.

The plan opposite shows the maximum building heights proposed AOD

The indicative building heights informing the maximum scale parameter AOD are as follows.

- » 1 Storey (up to 6.5m)
- » 2 Storey (up to 9.5m)
- » 2.5 Storey (up to 10.5m)
- » 3 Storey (up to 12.5m)

6.1.5. Density

It is envisaged that development density will be an average density of approximately 35 dwellings per hectare, ranging between 25–45dph.

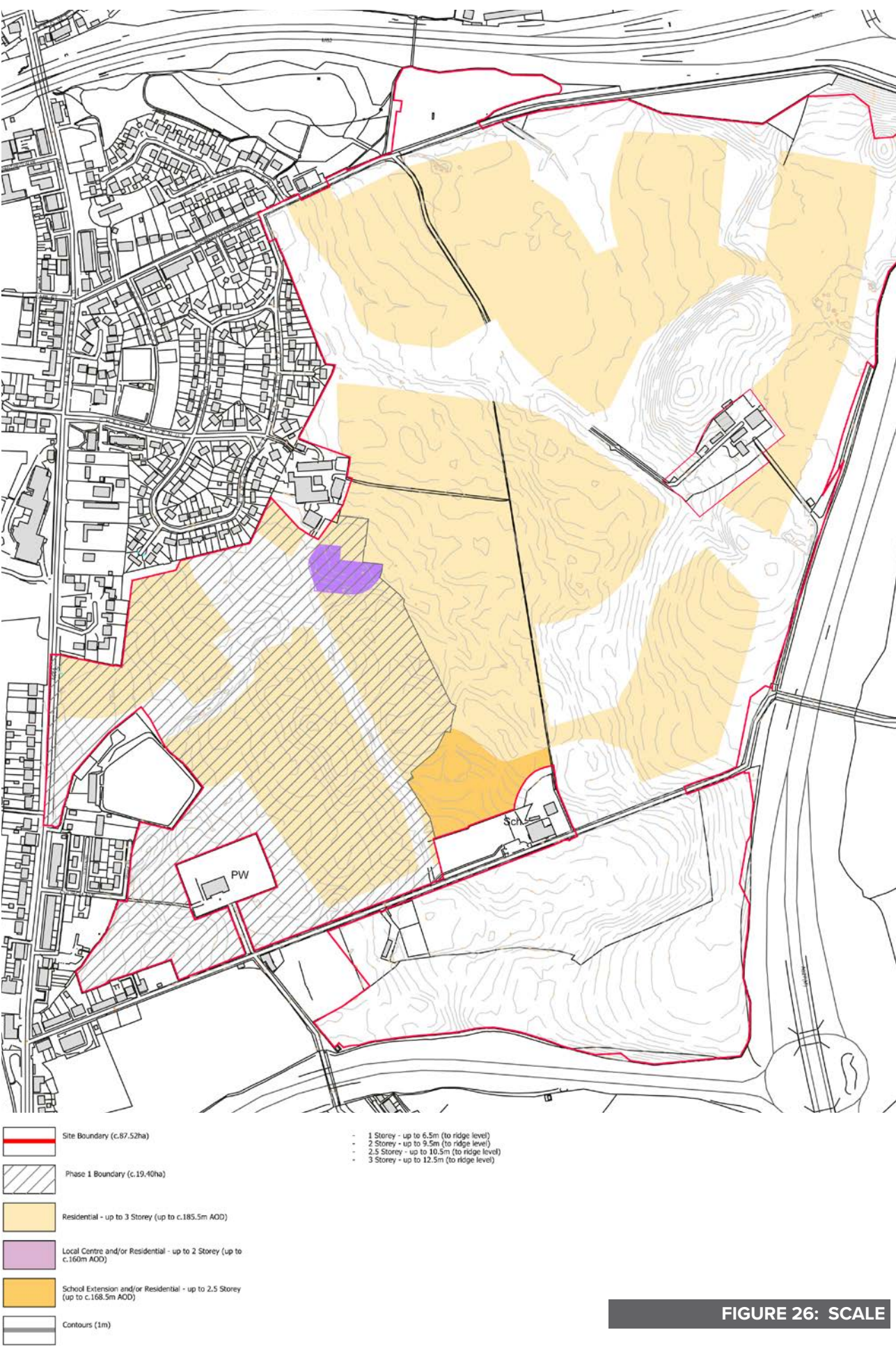
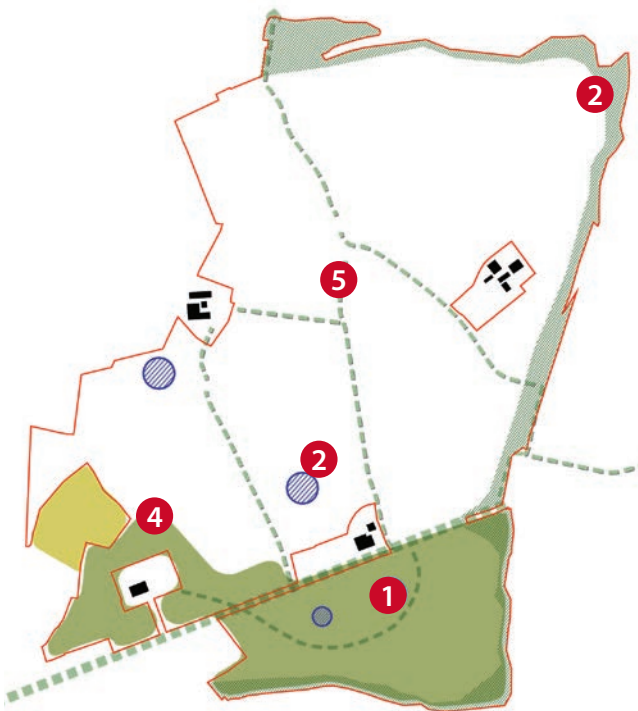


FIGURE 26: SCALE

6.2. MASTERPLAN CONCEPTS

Underpinning the new development proposals are four key concepts, born from the Site's landscape, topography and the pattern of existing urban development.

FIGURE 27: LANDSCAPE FIRST



6.2.1. Landscape First

- 1 Provide a new park to the south of Thornham Lane with ecological enhancements and off road active travel routes.
- 2 Integrate and enhance existing ponds.
- 3 Enhance landscape buffer around Site edge to the east and north.
- 4 Provide green buffer/ parkland around St Johns Church and Thornham Cricket Club.

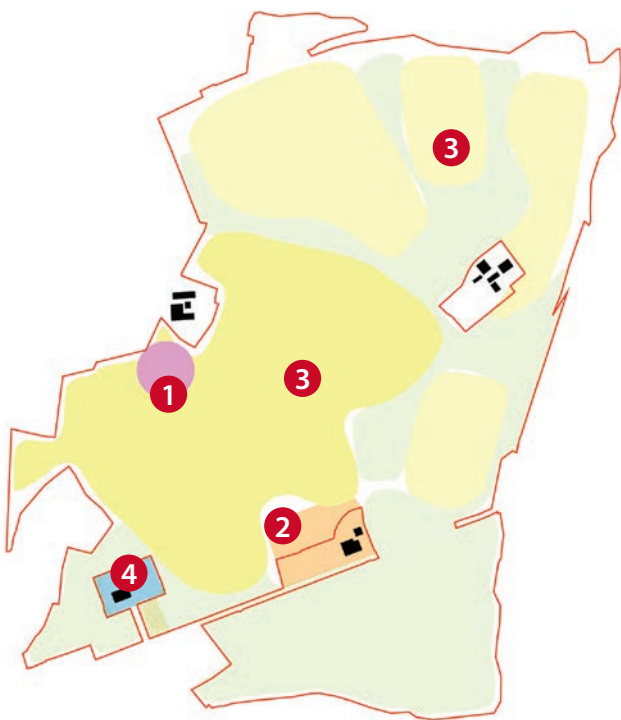
FIGURE 28: FOLLOW TOPOGRAPHY



6.2.2. Follow Topography

- 1 Provide a network of public open spaces that integrate areas of steep topography, existing landscape features, and public footpaths.
- 2 Topography and natural catchments to determine the location of drainage features, including attenuation basins.
- 3 Frame views of the surrounding countryside.

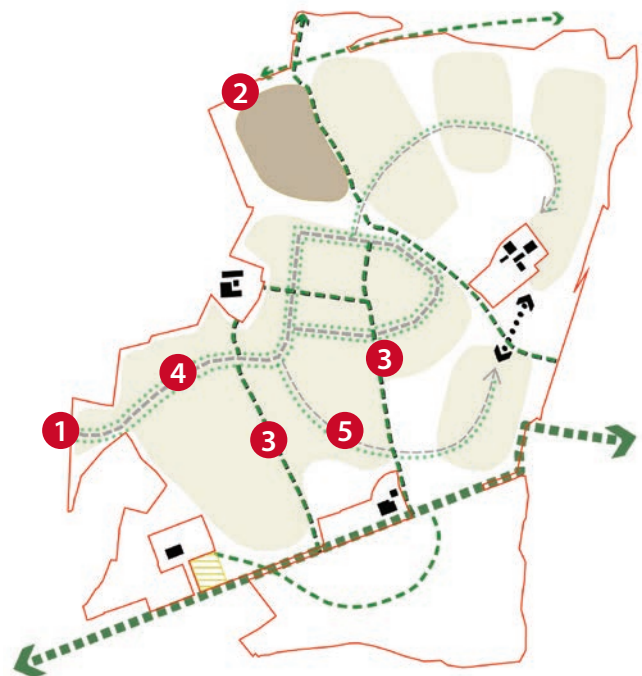
FIGURE 29: VARIED NEIGHBOURHOOD



6.2.3. Varied Neighbourhood

- 1 Provide new Local Retail at the heart of the neighbourhood.
- 2 Provide land for a potential school extension.
- 3 Establish character areas.
- 4 Respect the setting of St John's Church and maintain key views towards the Church.

FIGURE 30: CONNECTED NEIGHBOURHOOD



6.2.4. Connected Neighbourhood

- 1 Primary access/ gateway from A664 (Rochdale Road).
- 2 Secondary access to serve 100 homes only from Thornham New Road.
- 3 Establish a network of active travel routes following public footpaths, local lanes and new off road footpaths.
- 4 Provide a tree lined primary street (Formal Boulevard).
- 5 Provide secondary street with trees lining one side (Informal Avenue).

6.3. ILLUSTRATIVE MASTERPLAN

The Illustrative Masterplan opposite shows one way in which development on the Site can be brought forward based on the previously presented development parameters and to satisfy the requirements of draft Policy Allocation JPA2.

Development proposals that differ from the Illustrative Masterplan may also be accepted at the reserved matters stage(s), provided they broadly adhere to the development parameters, design principles/ strategies set out within this DAS, and the design requirements described through the Design Code.

The key elements of the masterplan, include:

- ① Up to 1380 new homes, including 233 homes within an early phase. This will include a range of new homes, including aspirational family homes.
- ② Primary vehicle access from the A664 (Rochdale Road).
- ③ Vehicle access from Thornham New Road to serve c.100 homes only. Vehicle movement controlled by modal filters.
- ④ Land to allow for the extension of St Johns CE VA Primary School.
- ⑤ Provision of a new local retail.
- ⑥ Development that respects the setting of Church of St. John the Evangelist and Thornham Parish War Memorial.
- ⑦ Provision of a new c.13.36ha park, containing a footpath network, ecological enhancements, opportunities for adventure/ teen play, community woodland, recreational activity areas and new cycle/ pedestrian routes.
- ⑧ Hill Top Park providing a semi-natural community space with play space.
- ⑨ Multi-functional landscape corridors, providing retained public footways between new community infrastructure and areas of accessible public open space.
- ⑩ Surface water drainage solutions which integrate existing drainage features and have the potential to enhance biodiversity.
- ⑪ Several areas to accommodate play across the Site, within areas of public open space.
- ⑫ Parkland area adjacent to St John's Church to accommodate new allotments, orchards and peace gardens.
- ⑬ Existing ponds retained and enhanced.



▽ Illustrative Masterplan Legend found
at page 3 of this document



FIGURE 31: ILLUSTRATIVE MASTERPLAN

6.4. LANDSCAPE AND OPEN SPACE STRATEGY

The specific principles for the design of the landscape/ open space is set out in the Design Code submitted in support of this application.

The overall aims of the landscape strategy is to:

- » Provide a beautiful naturalistic setting for the existing and new communities.
- » Retain and enhance existing landscape features of value.
- » Support and enhance biodiversity by introducing a variety of ecological habitats
- » Provide space for recreation and leisure activities.
- » Deliver a range of play experiences and offer multi-generational activities that are accessible, inclusive and suit all abilities.
- » Improve access to the surrounding countryside.
- » Create attractive active routes for pedestrians and cyclists to reduce car use.
- » Improve health and well-being by encouraging outdoor activity, contact with nature and informal opportunities for social interaction.
- » Provide opportunities for food growing.
- » Provide for flood management.
- » Address the impacts of, plan for, and help mitigate the effects of, climate change.

6.4.1. Landscape and Open Space Policy Requirement/ Provision

Provision of Recreational Open Space in New Housing SPD (2008) requires 1 ha of local open space (including play space) per 1,000 population. 'Local open space' excludes space designed for outdoor sport.

The proposed development comprises up to 1,380 dwellings which, based on an average 3.7 bedrooms per dwelling has the capacity to accommodate around 5,106 people at an occupancy rate of 1 person per bedroom. This would generate an open space requirement of **5.1ha**

Public Open Space Provision (Illustrative Landscape Strategy)

The approximate area of public open space shown on the Illustrative Strategic Landscape Plan (excluding highway verges) is **c.45.8 ha**.

The illustrative strategic landscape scheme for the Site creates a variety of public open spaces, offering a range of functions from walking and informal recreation to habitat creation and play.

All the open spaces are intended to contribute to the quality and character of the place and improve the quality of life of residents through access to open space, contact with nature, social interaction and opportunities for food growing and foraging.

The public open space network comprises the following areas (see Design Code for further details):

- 1 The entrance area
- 2 Slattocks Parkland
- 3 Newhey Green
- 4 Greenways
- 6 Thornfield's Park
- 7 The Wetlands
- 8 The Woodlands
- 13 Hill Top Park
- 17 Thornham Park

Landscape and biodiversity

The area of public open space provided and the proposed naturalistic approach to landscape will enhance biodiversity through the creation of a range of new habitat types throughout the Site.

Details of the habitats shown on the Illustrative landscape Strategy can be found within the Design Code.



FIGURE 32: LANDSCAPE STRATEGY

6.5. LANDSCAPE SPACES AND FUNCTION

6.5.1. Entrance Area, Slattock's Parklands and Newhey Green

The Entrance Area will be an attractive green entrance to the new neighbourhood off Rochdale Road.

Formal lines of trees will lead the eye into the Site to a naturalistic area of open water and (SuDS) wetland where a footbridge crosses the existing brook and leads people to Slattock's Parklands.

Slattock's Parklands will be an area of green space that acts as both a buffer between, and a resource to be shared by the new and existing communities. Areas include: Cricket meadow, Church Fields, Church pond (SuDS), Grange Brook (SuDS), St John's Meadows, St John's Orchard, Allotment extension and a potential area for church use.

Newhey Green will be a local green space at a key community node where the Western Greenway crosses the spine road marking the location of the Local Centre and a Local Equiped Area for Play (LEAP). The green is characterised by naturalistic water features (SuDS) with the spine road crossing through the space.

The play area will utilise the existing brook and willow carr, to create an exciting space that encourages children of all ages to explore and interact with nature.





6.5.2. Thornfield's Park and Bio Gardens

Thornfield's Park will be a central greenspace in the heart of the new community for the benefit of people and wildlife. It will provide multi-functional open space, ornamental grasslands, community orchards, swales (SuDS), and a large Neighbourhood Equipped Area for Play (NEAP) that takes advantage of the sloping ground and includes a MUGA.

The Bio Gardens create a linear space along the Central Greenway following the route of the existing PRoW. The route will pass through a variety of small, ornamental spaces created from 'rain gardens' (SuDS) and 'pictorial meadows' providing a rich source of nectar and pollen for wildlife.

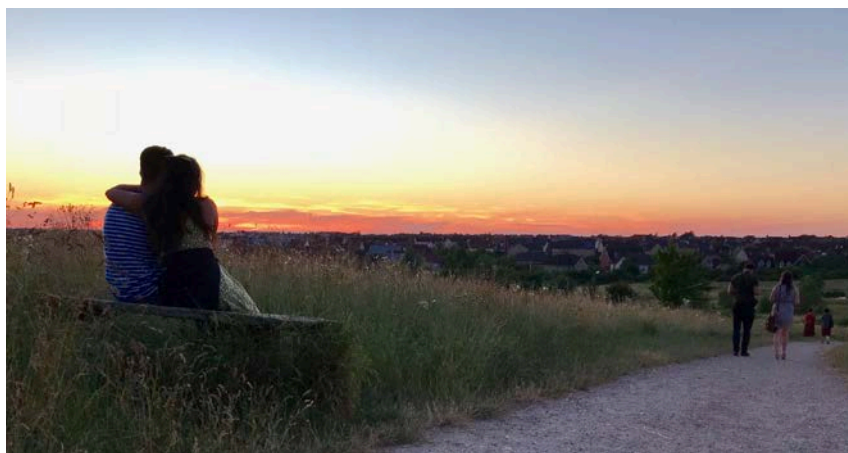


6.6.2. Hilltop Park

A semi-natural parkland that will be a key landmark in the new neighbourhood. The existing slopes will be retained as a key feature of the Site. The existing species rich grasslands will be retained on the slope and extended through the creation of new wild flower meadow on the top.

Paths will wind up the slope and curve through the meadows leading people to a lookout area with extensive views in all directions, but most notably views to the east.

A local equipped area for play (LEAP) will be located on the slope to take advantage of the unique play opportunities that this creates.



6.6.3. Thornham Park

An extensive naturalistic area made up of a mosaic of open water, wetlands, reed beds, species rich grasslands, hedgerows, scrub and new woodland with paths and cycle trails winding through it to a hill top vantage point with extensive views to the east. There will be a small, informal car park in the west of the area off Thornham Lane.

The area opposite St John's School will provide opportunities for outdoor teaching and Forrest School activities with the whole site being multifunctional open space for wildlife, informal recreation and education.



6.6.4. The Greenways (Landscape Corridors)

A series of safe, attractive, accessible off-road routes connecting to the school, the local centre, Newhey Park and the off Site PRow network.

These naturalistic corridors retain and follow the existing public footpaths through the Site. Existing hedgerows will be retained and enhanced along the routes with native species and edibles to create a 'linear larder' for both people and wildlife.



6.6.5. Landscapes for food

Orchard areas: These will be within both Slattock's Parkland and Thornfield's Park. They will include native and cultivar species set within meadow grassland to support wildlife.

Allotments: Space is reserved within Slattock's Park for an extension to the existing allotment area adjacent to the Site, should this be requested by the community.

Foraging: The Greenways will include edible species such as blackberry, gooseberry, hazel nut, within the hedges, as well as, fruit bearing tree species such as apple, pear and plum.

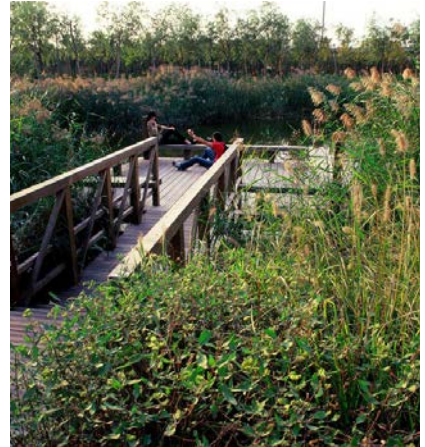


6.6.6. Retained ponds, new (SuDS) ponds and wetlands

A series of ponds and wetlands including:

- » Newhey Green
- » Grange Brook
- » Newhey Water
- » Thornham wetlands
- » Thornham Water
- » School Pond and
- » Areas within Thornfields Wood and Thornham Park

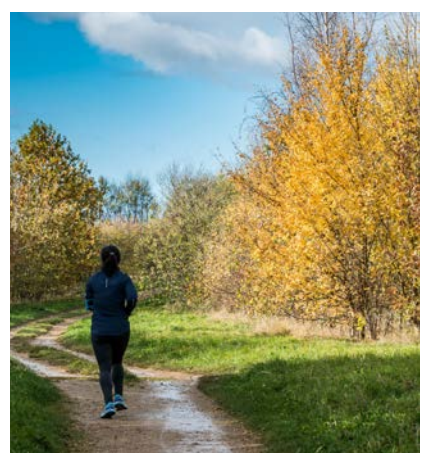
The ponds and wetlands will be designed to provide multiple functions: attenuation (SuDS), habitat creation and enhancement, informal leisure, education and attractive features to enhance the sense of place.



6.6.7. Woodlands

Extensive areas of new woodland with ponds (SuDS), glades and grassland fringe will be established around the northern, eastern and southern boundaries of the Site. These will extend areas of existing woodland habitat into the very heart of the new community.

They enhance habitats and biodiversity as well as providing visual screening, shelter from winds, areas for informal recreation, whilst providing an attractive setting for the new community.



6.7. PLAY POLICY REQUIREMENT AND PROVISION

Provision of Recreational Open Space in New Housing SPD (2008) requires play facilities to the following standards:

- » 400 – 899 bedrooms: LEAP + facilities for older children (such as a MUGA).
- » 900+ bedrooms: NEAP with multi-use games area + facilities for younger children (such as LEAP).

The policy refers to the Fields In Trust (FIT) guidance, which sets out the benchmark standards for LEAPs, NEAPs and MUGAs.

6.7.1. Play Provision

The proposed development will include the following play areas:

- » **Newhey Green:** LEAP (c.1,000 m²)
- » **Thornfields Park:** LEAP/NEAP (c. 2,000m²)
- » **Thornfields Park:** MUGA (c.2,000m²)
- » **Hilltop Park:** LEAP (c.1,500m²)

The approx size of each facility exceeds policy requirements, and the plans opposite show the location of the play areas and the walking distances from the centre of each.

Incidental Play

Incidental play features will also be distributed amongst the green infrastructure to provide further points of interest.

Trim trails will be provided with outdoor exercise equipment, creating looping trails of varying lengths through Thornfield's Park, Hill Top Park, along the Grenways and through other areas of public open space.

Incidental, naturalistic features such as grass mounds, tree trunks and rocks will provide informal play opportunities along the Greenways and throughout the open spaces.

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FIGURE 33: LOCATION OF NEAP / MUGA AND MAXIMUM DISTANCE TO HOUSING AREA



FIGURE 34: LOCATION OF LEAPs WITH 400M WALKING DISTANCE SHOWN



6.8. SUDS STRATEGY

The principles for the design of the SuDS are set out in the Design Code submitted in support of this application.

The surface water drainage strategy aims to maximise the integration of multi-functional Sustainable Drainage Systems (SuDS) within the development to provide water quantity and quality controls, enhance biodiversity and amenity value.

The SuDS network will convey water to a number of strategic attenuation features in the form of detention basins located throughout the Site.

SuDS will be designed to sustainably manage all storm events by releasing surface water runoff at a greenfield runoff rate up to and including the 1 in 100 year plus climate change event, providing the opportunity to enhance the long term resilience of the proposed development to climate change.

Proposed attenuation areas will drain via either a piped drainage system or a proposed swale/ watercourse which will ultimately convey down to the existing watercourse located at the south of the Site.

The proposed surface water drainage system will also provide a significant betterment in terms of the overall rate of surface water discharged from the Site due to the attenuation of flows the SuDS network offers and where surface water is released from the site at a greenfield runoff rate. The level of betterment increases as the magnitude of the storm event increases i.e. the rate of surface water runoff discharged from the proposed development will be less than the existing (undeveloped) runoff rate, during storm events with higher return periods.





FIGURE 35: DRAINAGE STRATEGY

6.9. ACCESS AND MOVEMENT STRATEGY

The design principles for the access and movement strategy are included within the Design Code submitted in support of this application.

Vehicle access to the Site is defined through the submitted Parameter Plan and includes:

- » 1 x primary vehicle access from the A664 (Rochdale Road) on land previously occupied by the former All in One Garden Centre.
- » 1 x secondary vehicle access from Thornham New Road, to the north of the Site. This access will only serve some 100 units. Vehicle movement can be controlled by modal filters.

6.9.1. Public Footpaths

Existing public footpaths running through the Site will be retained and enhanced for pedestrian and cycle movement.

6.9.2. New Footpaths

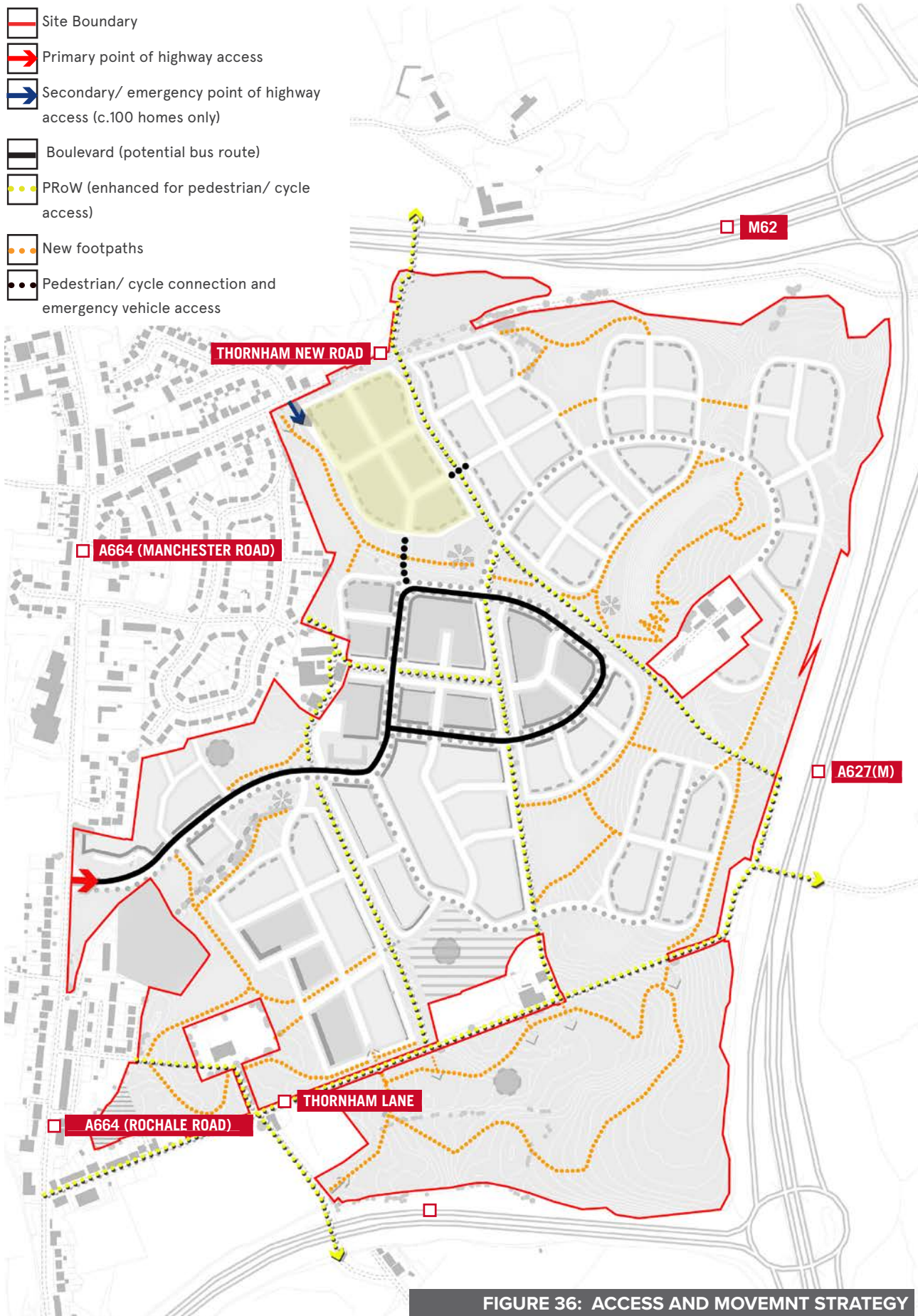
New off road footpaths for both pedestrian and cyclist will be provided extensively throughout the proposed development. Figure 36 indicatively shows where these paths will sit, which also aligns with the landscape strategy at Section 6.5.

6.9.3. Bus Strategy (Formal Boulevard)

The Formal Boulevard has been designed to accommodate buses.

6.9.4. LTN 1/20

Cycling provision provided along the Formal Boulevard will be delivered in accordance with LTN 1/20.



6.9.5. Street Hierarchy

The principles for the design of streets are set out in the Design Code submitted in support of this application.

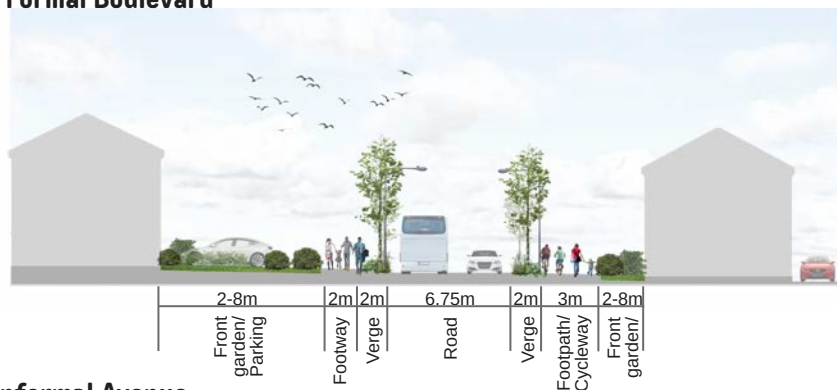
In accordance with the Design Code, the proposed development will comprise the following street types:

- » Formal Boulevard (potential bus route)
- » Informal Avenue
- » Residential Street
- » Shared Street
- » Private Drive

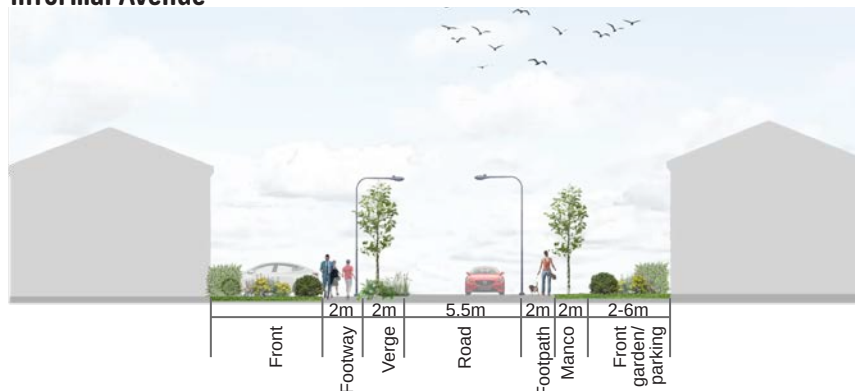
Together, these street types will create a distinctive residential neighbourhood, with a legible and permeable environment that supports the needs of all users.

The street sections presented opposite are shown in greater detail within the Design Code, and Figure 37 illustrates where these street types could be applied across the proposed development.

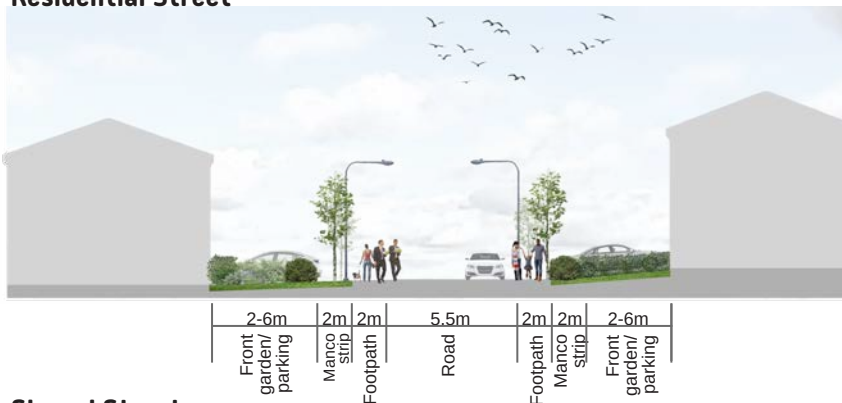
Formal Boulevard



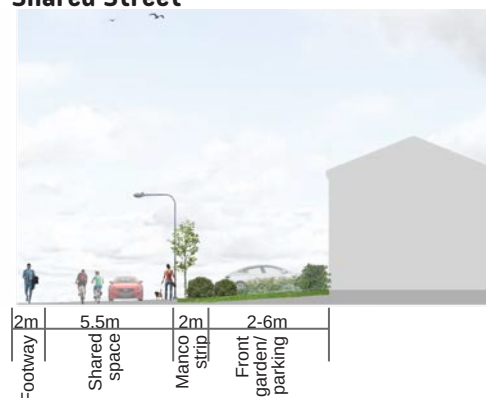
Informal Avenue



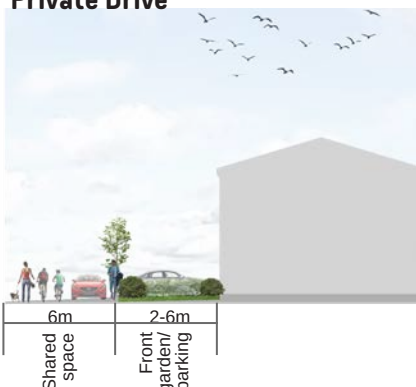
Residential Street

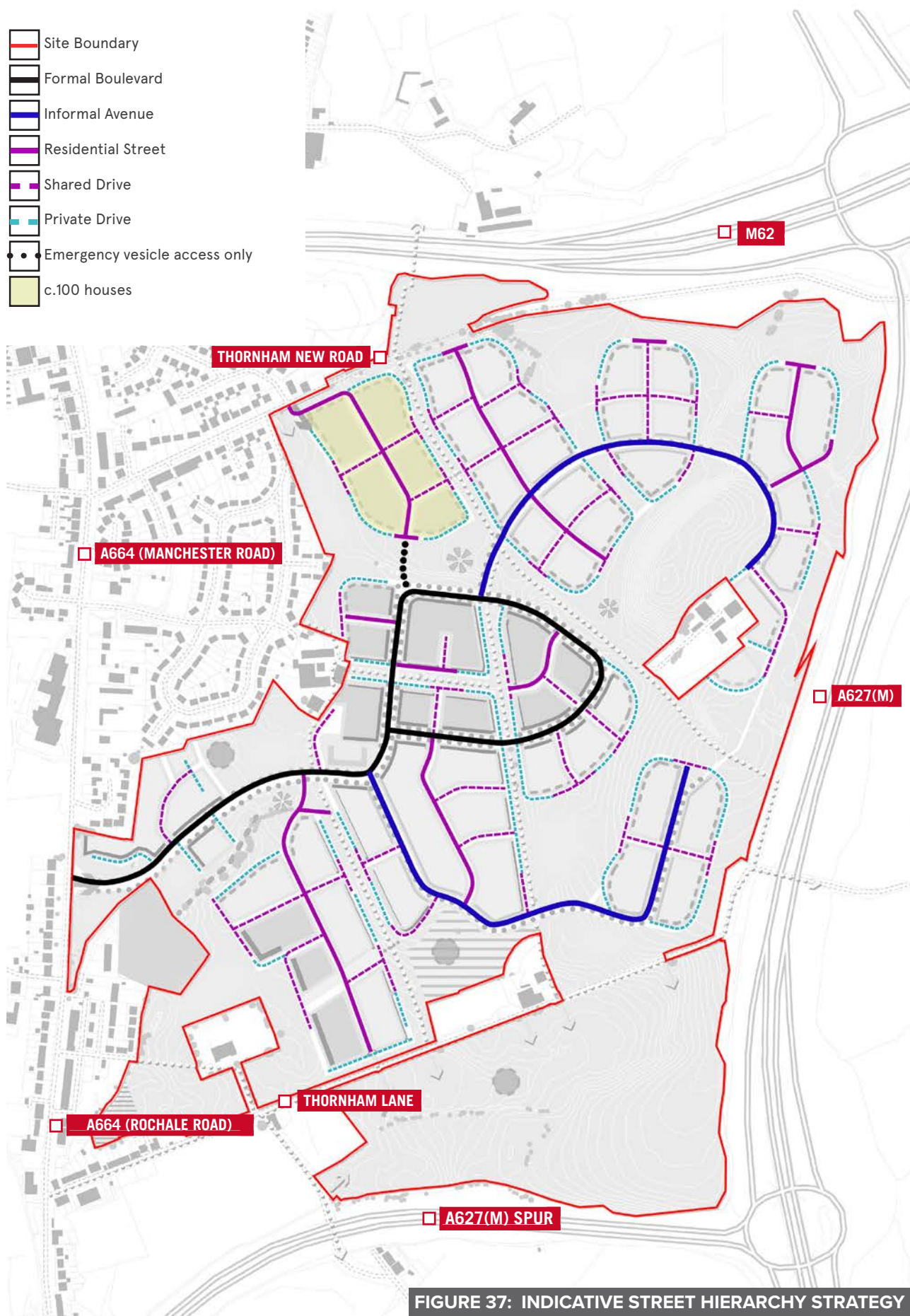


Shared Street



Private Drive





6.10. CHARACTER AREAS

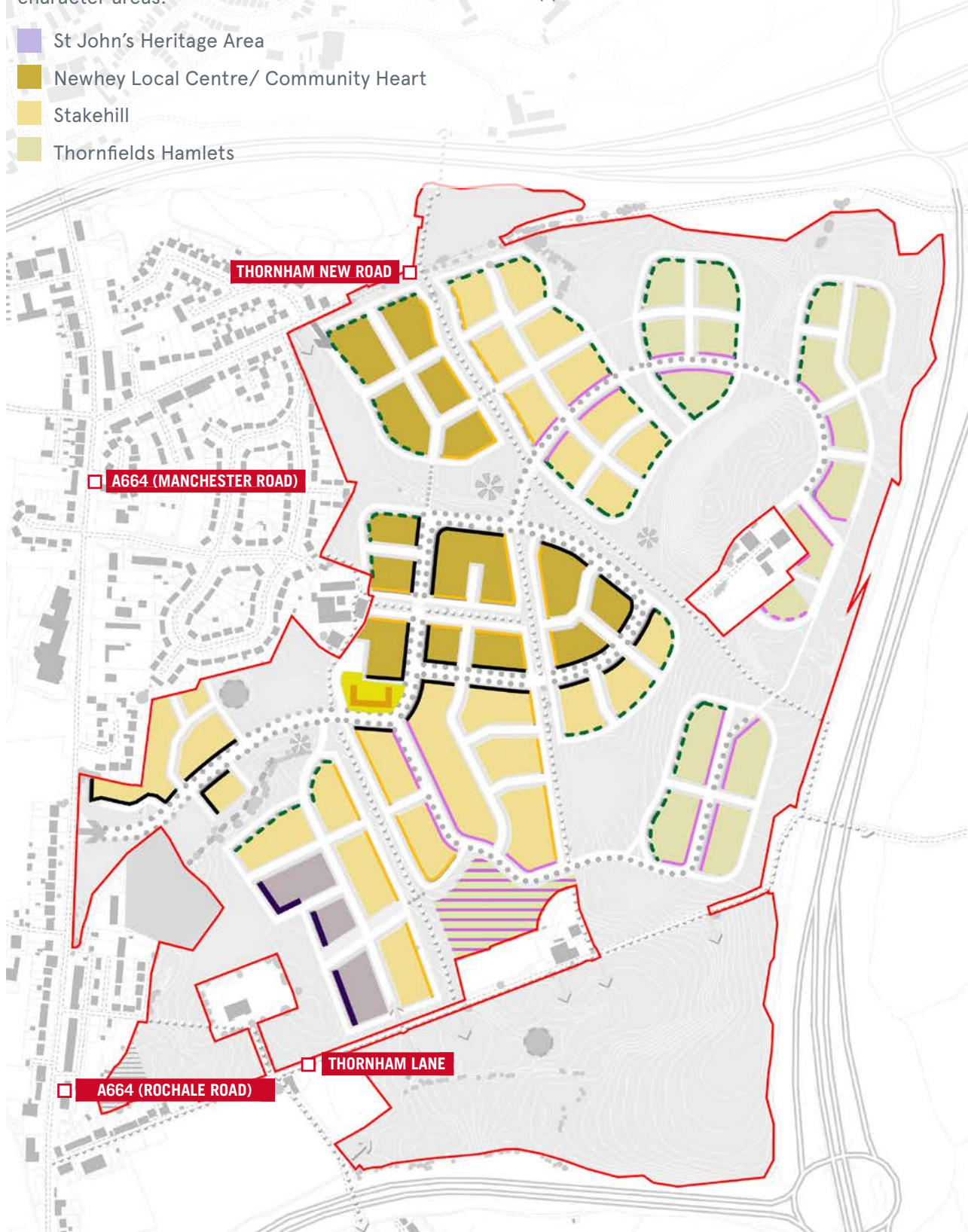
The principles for the design of the specific character areas are set out in the Design Code submitted in support of this application.

The Illustrative Masterplan shows the following character areas:

- St John's Heritage Area
- Newhey Local Centre/ Community Heart
- Stakehill
- Thornfields Hamlets

Subtle variations in materials, colour, detailing, landscape, streetscape and built form will be delivered across each character area in accordance with the Design Code.

A summary of each character area is provided opposite.



6.10.1. St Johns Heritage Area

St John's Heritage Area character area will reference and respect the setting of the Church through the layout of streets which frame key views, alongside specific building materials, boundary treatments, landscape, and public realm details described through the Design Code.



6.10.2. Newhey Local Centre/ Community Heart

Newhey Local Centre/ Community Heart is heavily influenced by the Boulevard street type/ frontages and includes the local centre and village green. Offering the potential for higher densities, this area will be characterised by well-defined perimeter blocks, formal building lines and the specific design details described through the Design Code.



6.10.4. Stakehill

Stakehill, which is the largest area type, offers opportunities for a range of densities and housing typologies with good connections to the community heart/ village green. It will comprise a range of different street typologies/ frontages, including the Boulevard, Informal Avenue, landscape corridors (public footpaths) and areas of public open space. The specific design details as described through the Design Code.



6.10.3. Thornfields Hamlets

Thornfields Hamlets are located at the perimeter of the Site and are influenced by the existing landscape within and surrounding the Site, offering a green setting and external views. The character area includes 3 sub-areas (Waterside, Hillside and Woodside) and the design requirements of each are described through the Design Code.



7 DETAILED DESIGN

This chapter provides an explanation of the detail proposals for 233 homes.

7.1. AMOUNT AND LAYOUT

The full application is for 233 homes. This includes:

- » Private dwellings: 198
- » Affordable dwellings 35

The Accommodation Schedule for the proposed Phase 1 development is shown in the table opposite.

7.2. SCALE & DENSITY

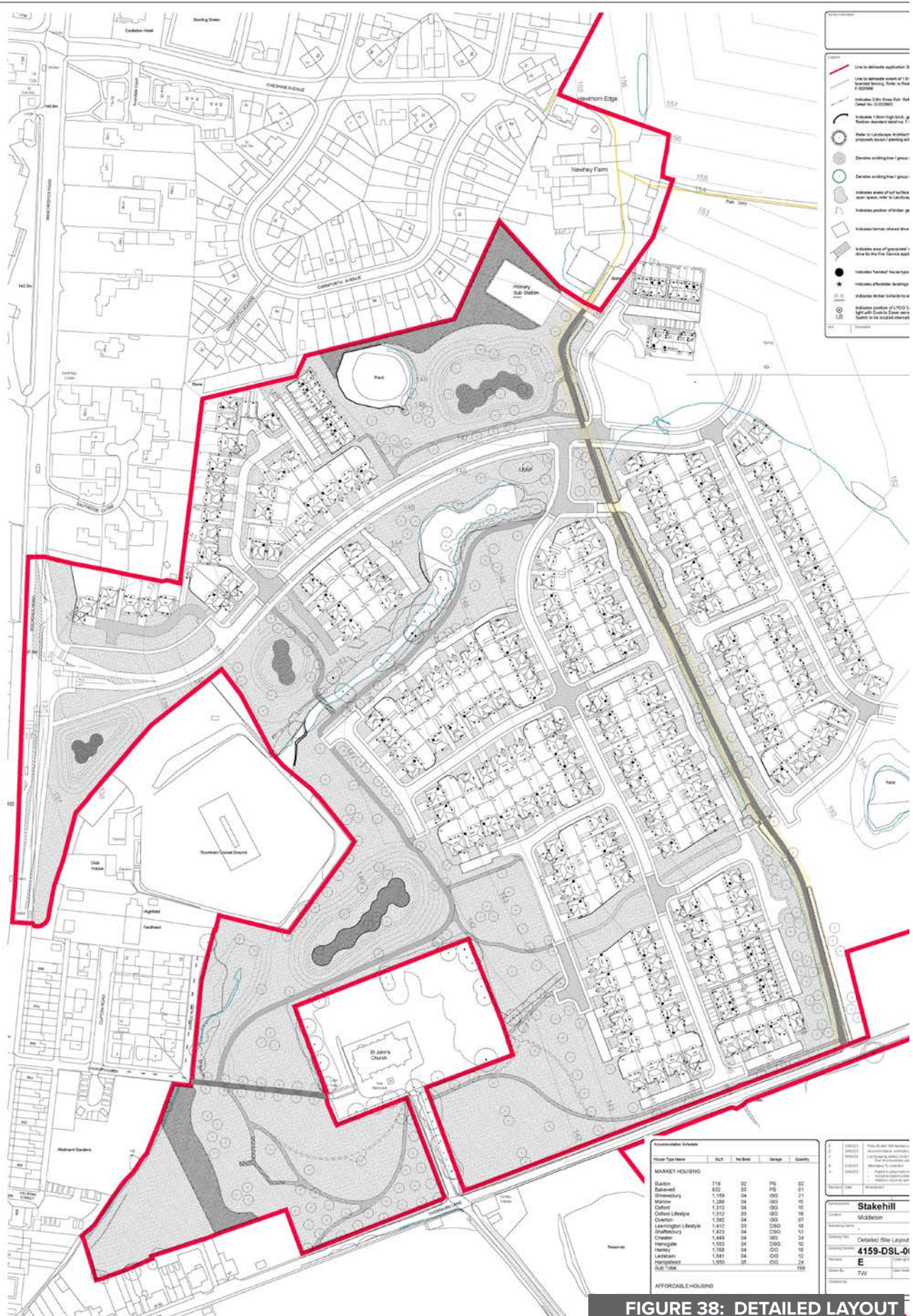
The full application has a consistent scale of buildings through the development.

Key proposals include:

- » 2 storey development
- » Consistent roof line with variations in gable treatment to add architectural interest

House Type (private)	Height	Beds	Size (sq ft)	Quantity
Buxton	2	2	716	2
Bakewell	2	3	832	1
Shrewsbury	2	4	1,159	21
Marlow	2	4	1,288	15
Oxford	2	4	1,312	15
Oxford Lifestyle	2	3	1,312	18
Overton	2	4	1,392	7
Leamington Lifestyle	2	3	1,412	18
Shaftesbury	2	4	1,423	13
Chester	2	4	1,449	24
Harrogate	2	4	1,553	10
Henley	2	4	1,768	18
Ledsham	2	4	1,841	12
Hampstead	2	5	1,850	24
Total				198

House Type (affordable)	Height	Beds	Size (sq ft)	Quantity
Weaver GF	2	1	644	4
Weaver FF	2	1	697	4
Buxton	2	2	716	14
Bakewell	2	3	832	13
Total		-	-	35



7.3. BUILDING MATERIALS

The full application design proposals include the following building materials:

7.3.1. Facing Bricks

-  Ibstock – Oakleigh Red Blend, or
-  Ibstock – Weston Red Multi Stock, or
-  Ibstock – Dorket Head Balmoral, or
-  Forterra – Abbey Red Multi
-  Ibstock – Red Rustic, or
-  Ibstock – Oldcott Rustic, or
-  Ibstock – Marlborough Stock, or
-  Ibstock – Sandringham, or
-  Forterra – Abbey Red Multi

7.3.2. Detail Brick

- » Ibstock – Leicester Red Stock, or
- » Ibstock – Aston Red, or
- » Ibstock – Atherstone Red.

7.3.3. Facing Stone

-  Forticrete Anstone – Black Old Weathered Pitched
-  Marshalls Cromwell – Pitched Weathered

7.3.4. Detail Stone

- » Cast Stone – Natural Colour

7.3.5. Render

-  Chalk Render (Pral M2500). Render to be Monocouche-Weber through coloured render with rough cast finish.
-  All proposed render plots have the option to built in Brick only Weston Red Multi

7.3.6. Roof Tiles

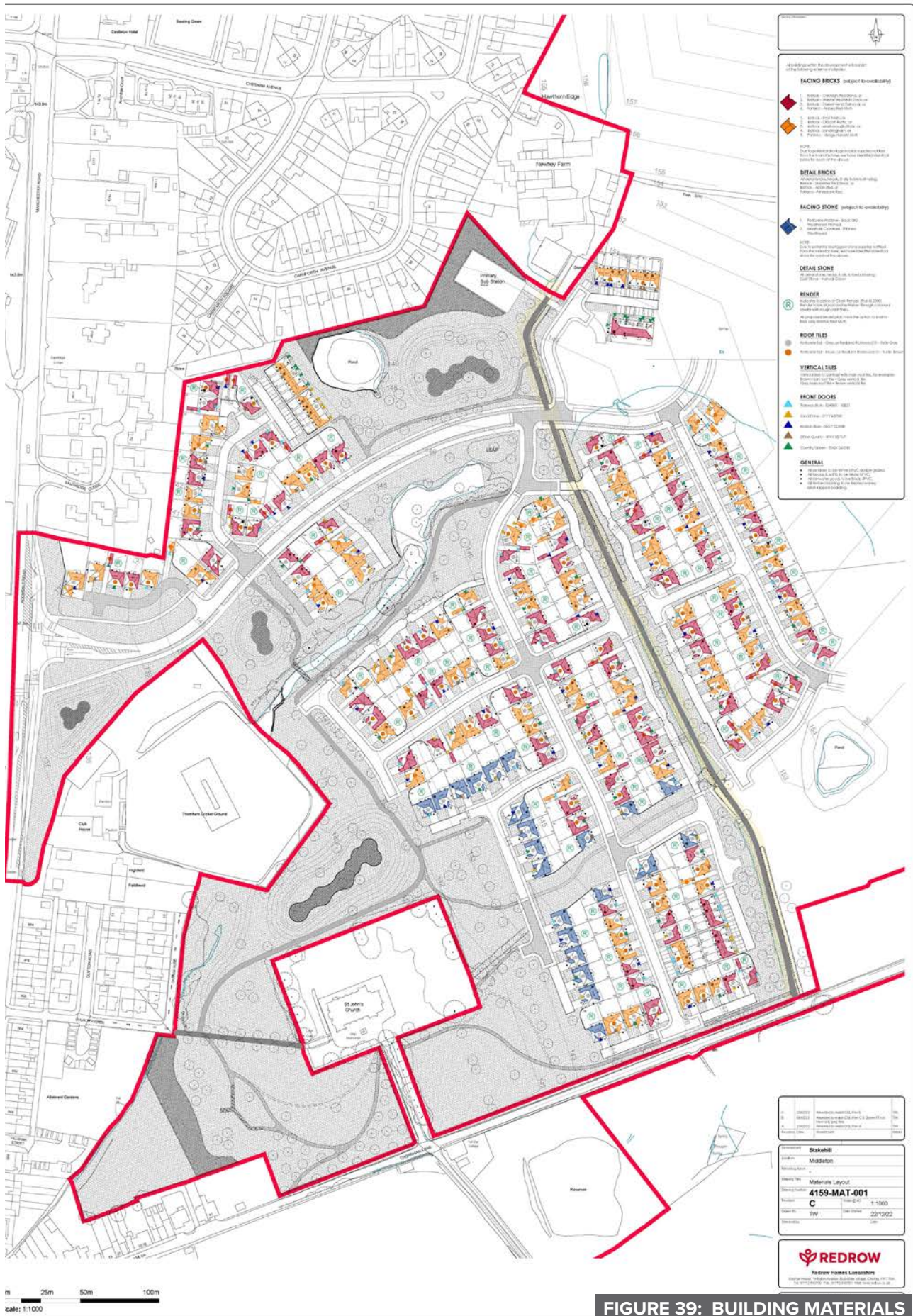
-  Forticrete SL8 – Grey, or Redland Richmond 10 – Slate Grey
-  Forticrete SL8 – Brown, or Redland Richmond 10 – Rustic Brown

7.3.7. Vertical Tiles

- » Vertical tiles to contrast with main roof tile

7.3.8. Front Doors

-  Tideway Blue – BS4800 – 18B21
-  Sand Dune – 21yy 45/060
-  Horizon Blue – 08GY 32/058
-  Stone Quarry – 40YY 38/107
-  Country Green – 52GY 24/050



7.4. BOUNDARY TREATMENTS

The full application design proposals include the following boundary materials:

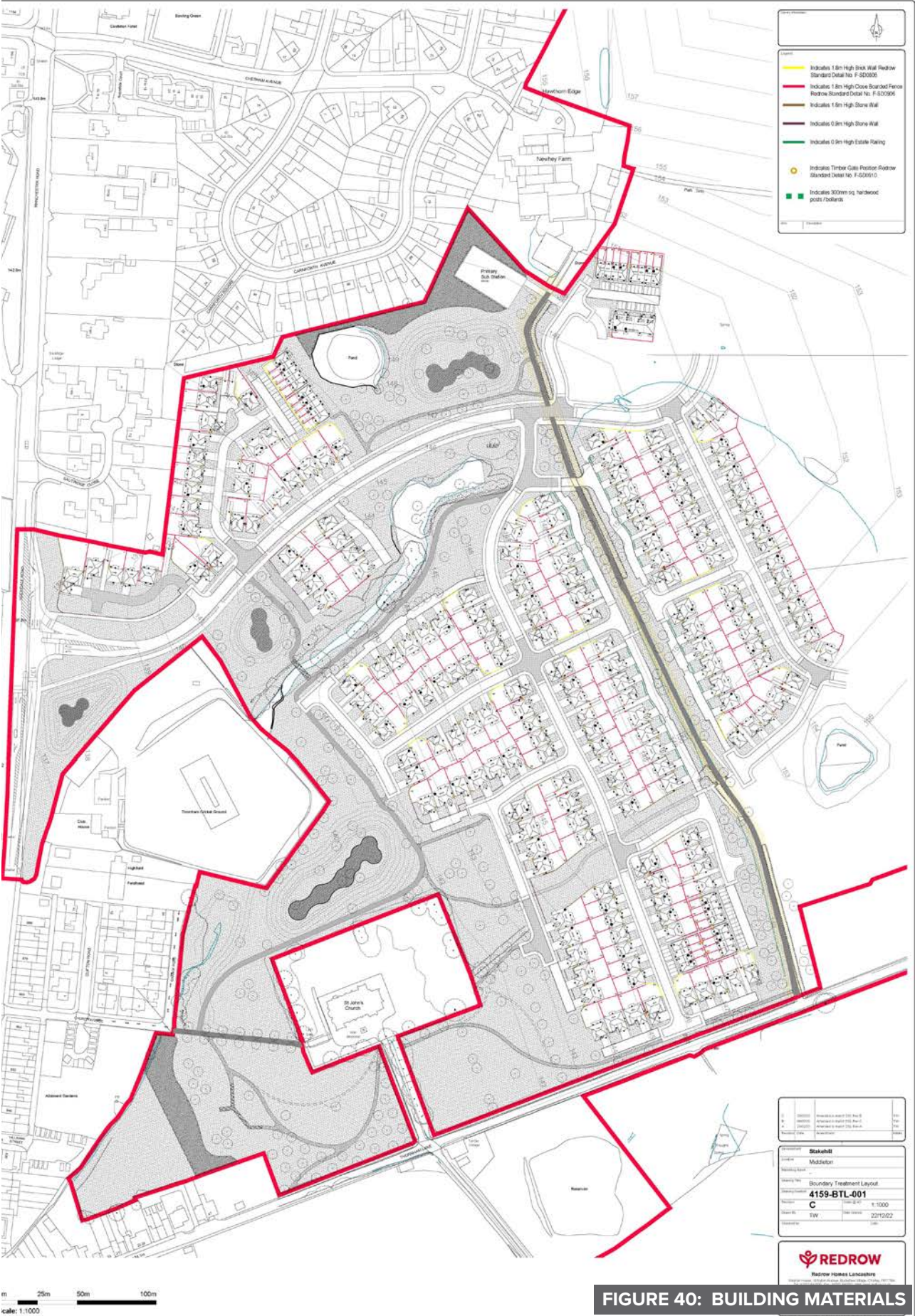
 1.8m brick wall

 1.8m high close boarded fence

 1.8m stone wall

 0.9m stone wall

 0.9m estate railing



7.5. APPEARANCE

The images below shows examples of the Redrow housetypes (incl. appearance) proposed.





7.6. SOFT LANDSCAPE AND PLANTING STRATEGY

The proposed landscape design seeks to provide an enduring, attractive and unifying framework to the development, with the intention of softly integrating this proposed residential area into the wider landscape. This section describes how this will be achieved.

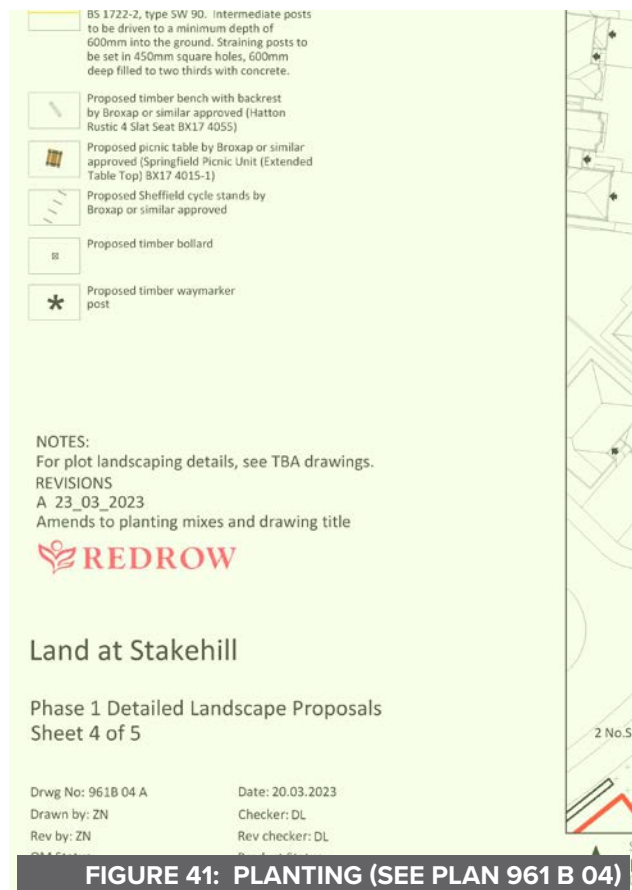


FIGURE 41: PLANTING (SEE PLAN 961 B 04)



FIGURE 42: LAYOUT

7.6.1. Planting

Planting will enhance and build upon existing wildlife and green corridors providing linkages for habitats to connect to the wider landscape. Planting has been chosen not only for the aesthetic and amenity value, but for their resilience to climate change, biodiversity and low management and maintenance requirements.

7.6.2. Character

Ornamental planting has been used to accommodate transitions in the character and planting across the developments. This allows a more naturalistic environment to become more prevalent as the development parcels transition from Stakehill Community Heart into St Johns, where, hard features such as walls or railings are utilised.



FIGURE 43: FORMAL BOULEVARD

7.6.3. Formal Boulevard

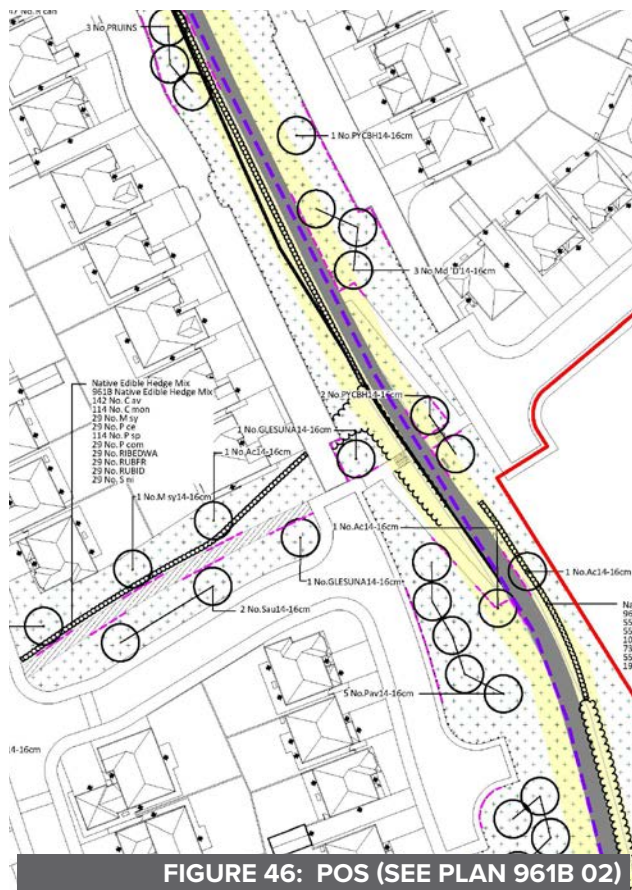
The Boulevard connects Rochdale Road to the wider development, within which are wide verges alongside cycleways and pedestrian footways. Tree species were chosen for their unique identity and future proofing for climate change. They are to be planted in complimentary groups to guard against effects from pathogens of disease which could impact on a single species.



FIGURE 44: INFORMAL AVENUE

7.6.4. Informal Avenue

The informal avenue, with single sided verges continue the legibility through to the extents of the development. Trees species along the avenues are chosen to accommodate rootzone requirements and mature canopy spread in relation to roads and properties. The intention is for these routes to encourage sustainable travel through the provision of cycle routes and integration with the green POS along the route.



7.6.5. Public open spaces

POS will have tree species selected and planted in parkland style arrangements where fronting onto area with existing trees, flood attenuation aquatic areas or rural edge to ensure a smooth transition. The hedge species specified is to be native to enhance connectivity and wildlife value planted to the back of footways and bordering public open space; this is intended to contribute to the character of the development. POS and rural edge areas to be bordered by native hedge mixes.

7.6.6. LEAP

The play area located adjacent to the existing watercourse is to be designed to LEAP standards which will accommodate space for a range of activity types, utilising its proximity to the existing trees and watercourse. The planting will comprise of a mix of native and some ornamental species for year-round interest, examples including flowering plants with berries and or autumnal colour.



FIGURE 47: PLANTING (SEE PLAN 961 B 04)

7.6.8. SuDs and Water Attenuation

These areas will incorporate native species and low intensity management practices (3-5 year periodical review), naturally evolving with minimal intervention apart from initial establishment.



7.6.7. Plot

Plots will have minimal tree planting within the street scene/on plot, boundaries are defined by hedgerow/ornamental shrub planting. On other roads and private gardens, tree species will be chosen to accommodate rootzone requirements and mature canopy spread, meadows, according to location, typically these will be with low hedge planting to the back of footways or private boundaries. On other roads and private gardens, tree species will be chosen to accommodate rootzone requirements and mature canopy spread in relation to roads and properties.

7.7. HARD LANDSCAPE STRATEGY

The overall approach has been to rationalise the palette of materials by simplifying the range of surface types. These are then intended to be repeated in varying arrangements and layouts, providing visual differentiation and character to specific areas whilst maintaining an overall unifying aesthetic and character to the development.



7.7.1. Formal Boulevard

The Formal Boulevard begins from the site entrance and runs through and around the centre of the development creating a loop. It forms a green link designed with tree lined grass verges and a 6.75m wide carriageway. Laid out in an informal arrangement, the verges widen from a minimum width of 2m to allow for road deflections, road surface changes, to reduce vehicle speeds and to offer green stopping spaces. Within the green verges a 2m footway and 3m combined cycle/footpath take advantage of these green stopping spaces and link to the hilltop park where recreational walking and a LEAP will be available.

Predominately detached housing is proposed to front on to the formal boulevard with on plot Parking. A stone wall on the entrance to the development is the exception to the predominantly soft landscaped street boundaries. Hedgerows define front boundaries and masonry walls are proposed to rear gardens with an aspect to the street.

Materials:

- » Highways surface: Heavy Duty Macadam Surface with concrete block paviors on raised tables.
- » Kerbs: British standard bullnosed, half battered, drop, transition and edging concrete kerbs.
- » Cycle Path: Pedestrian Grade macadam and heavy-duty macadam for drive way crossovers
- » Pedestrian footpath: Pedestrian Grade macadam and heavy-duty macadam for drive way crossovers
- » Pedestrian crossing: Kerbs used to slightly indent road way and slow down traffic, buff tactile pavers to denote crossing across macadam highway.
- » Tactile Crossings and marker slabs: Coloured concrete tactile, appropriate for location
- » Boundaries: Low 900mm High Stone Wall at the entrance and hedgerow bounded frontages to the rest.

7.7.2. Informal Avenue

Located to the north and south of the central loop, the informal avenue is proposed as the primary street to the hamlets. It is designed with a standard 5.5m wide carriageway, 2m footway on either side with 2m grass verges with tree planting. Deep front gardens offer tree planting opportunities to the street scene, hedgerows define front boundaries and masonry walls are proposed to rear gardens with an aspect to the street.

Criteria:

- » 5.5m carriageways.
- » 2m footpaths.
- » single sided 2m grass verges.
- » Tree planting to deep plot frontages.
- » On plot parking.

Predominately detached and semi-detached housing is proposed with on plot parking.

Materials:

- » Highways surface: Heavy Duty Macadam Surface with concrete block pavers on raised tables.
- » Kerbs: British standard bullnosed, half battered, drop, transition and edging concrete kerbs
- » Pedestrian footpath: Pedestrian Grade macadam and heavy duty macadam for drive way crossovers
- » Pedestrian crossing: Kerbs used to slightly indent road way and slow down traffic, buff tactile pavers to denote crossing across macadam highway.
- » Tactile Crossings and marker slabs: Coloured concrete tactile, appropriate for location



7.9.1. Residential Street

Located throughout the development the residential streets connect to the formal boulevard and informal avenues. They also provide access to the shared streets and shared private drives; they are designed with a 5.5m wide carriageway and 2m footways. Deep front gardens offer tree planting opportunities to the street scene, hedgerows define front boundaries with stone walls in the and masonry walls are proposed to rear gardens with an aspect to the street.

Predominately detached and semi-detached housing is proposed with on plot parking and hedgerows to define street boundaries and close board timber fencing fronted by hedgerow planting to rear gardens with an aspect to the street scene.

Materials:

- » Highways surface: Heavy Duty Macadam Surface with and concrete block paviors on raised tables.
- » Kerbs: British standard bullnosed, half battered, drop, transition and edging concrete kerbs
- » Pedestrian footpath: Pedestrian Grade macadam and heavy-duty macadam for drive way crossovers
- » Tactile Crossings and marker slabs: Coloured concrete tactile, appropriate for location

7.9.2. Shared Streets

These form the lower order roads designed to have informal shared surfaces with grass verges to reflect their quieter nature. Informal street boundaries are proposed. They offer on plot parking and

street frontage parking within clearly defined landscaping. Either detached properties with on plot parking or terraced properties with street frontage parking depending on the character area.

Materials:

Highways surface: Heavy Duty Macadam Surface.

Kerbs: British standard bullnosed, half battered, drop and edging concrete kerbs

7.9.3. Shared Private Drives

These form the access and turning heads to private housing areas. They are to be defined by a change in surfacing to reinforce pedestrian priority and shared surfacing. These will have informal frontages transitioning from the drive edge. Either detached properties with on plot parking or terraced properties with street frontage parking depending on the character area.

Materials:

Driveway surface: dense surface macadam



8 CONCLUSION

In bringing forward plans for the Site, Redrow Homes and the supporting technical team followed best design practice to ensure the proposed development will establish an attractive new neighbourhood which compliments its landscape and townscape context.

The design approach presented through this document has been developed through engagement with Rochdale Council and key stakeholders.

We are grateful to the Council and the community for their input and technical advice, and to all those who took the time to participate in the public consultation and submit feedback on the draft plans. The feedback received has informed the development proposals submitted as part of this application.





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