

DESIGN AND ACCESS STATEMENT

Hareshill Road North, South Heywood, Rochdale

SH01

Northstone
NOV 2025



South Heywood,

Hareshill Road North, Rochdale

Document reference	SH01-P-DD-001
Document Revision	A
Document Status	PLANNING
Issue Date	19.11.2025
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Street Scene, Airie



Street Scene, Tulach

1.0 Introduction

1.1 The Vision

Design Brief

"To design a new exemplar housing scheme which looks to contribute to the masterplan, along with maintaining the high standard of development in accordance with the Design Code and parameters plan. "

The proposed development on this site has been put together utilising high design standards with the goal of creating a great place for residents to live and grow the existing community.

Some specific standards to be met include:

- Places for Everyone
- M4(2) compliance
- 100% NDSS
- Compliance to Local Authority planning guidance and the approved Masterplan Design Code
- Secure by Design guidance
- Building Regulations
- Future Home Standards (once published and adopted)

The scheme will also take into account local interests and context, wildlife and ecology, sustainability, historic interests and green community space.



Tulach, Wigan



1.2 Purpose of this Document

This Design and Access Statement has been prepared by Northstone, a modern house builder, in support of the Reserved Matters application at Hareshill Road North, South Heywood, Rochdale. The purpose of this document is to demonstrate the design process and to explain the final detailed design proposal.

This document includes site analysis, site constraints and opportunities, our design concept and detailed layout and should be read in conjunction with the detailed drawings which accompany this planning application.

The site has the benefit of Hybrid Outline Planning Permission (HYBR) **(16/01399/HYBR)** approved 31st March 2020. This planning approval includes;

"Full consent for a new link road and any associated highway upgrades. Outline consent (with all matters reserved for future approval except access) sought for a major mixed-use development comprising supporting residential uses comprising up to 1000 dwellings; Employment uses; a new primary school; Class A1/A2/A3/A5 uses comprising up to 2500m² GIA; together with associated landscape, open space and sports pitches, drainage, ecological enhancements, cycleway and footpath linkages, infrastructure and other works ancillary thereto."

1.3 Supporting Documents

A series of drawings, reports and investigations are included separately as part of this planning application. Items provided separately within this application include:

- Architectural Drawings
- Engineers Drawings including drainage and highways information
- Landscape Architects Drawings, including Masterplan
- Energy Statement
- Crime Impact Statement
- Planning Statement
- Flood Risk Assessment Report

Additional reports have also been produced in conjunction with the above planning documents, these will support the Discharge of Conditions application which will immediately follow the RM application submission.

See drawing issue sheet for submission documents.



Northstone Community - Keld



Northstone Community - Keld

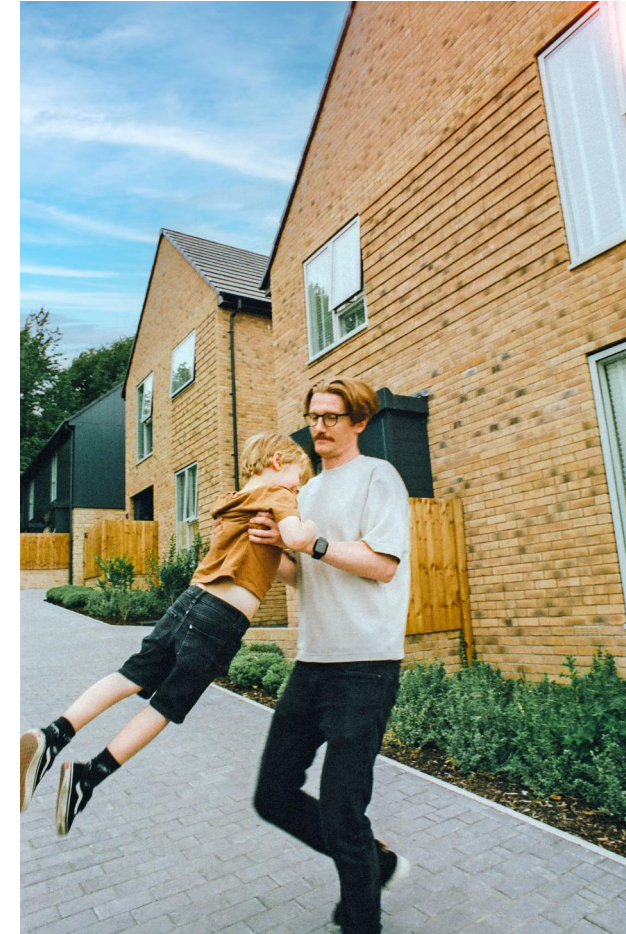
Northstone community, Keld



Horwich Showhomes



Northstone community, Silkash



1.3 About Northstone

Northstone is the applicant for this scheme and the design has been prepared by our in-house design team alongside the wider development team. Northstone are a new homebuilder based in this North of England which punches well above its weight in both design and build quality. This has been shown in our long list of design awards achieved to date, along with outstanding feedback from those who live in or visit our previous communities.

Our mission is to create exceptional vibrant places and homes for modern life and family focused living today, tomorrow and for future generations. We aim to achieve this on all Northstone communities via numerous design ideas and priorities including:

- Flexible housing layouts that adapt to families changing needs
- Full provision for home working via internet cabling and thoughtful space design
- Focus on welcoming and safe street design, including shared surface roads and integrated soft landscaping and public spaces
- Leading on Future Homes Standard by bringing forward low carbon homes ahead of the statutory deadline

2.0 Site

2.1 Site Context

The proposal relates to Phase 1A of Land at Phase 3 of Hareshill Road North, South Heywood, Rochdale, OL10 2TB, with primary access off the newly constructed link road, Queen Elizabeth II Way. The site is irregular in shape and is now vacant following the demolition Hares Hill Farm.

The proposed red edged site area is a 8.31Ha/ 20.5acres, with the developable area at 5.56Ha/ 13.7acres.

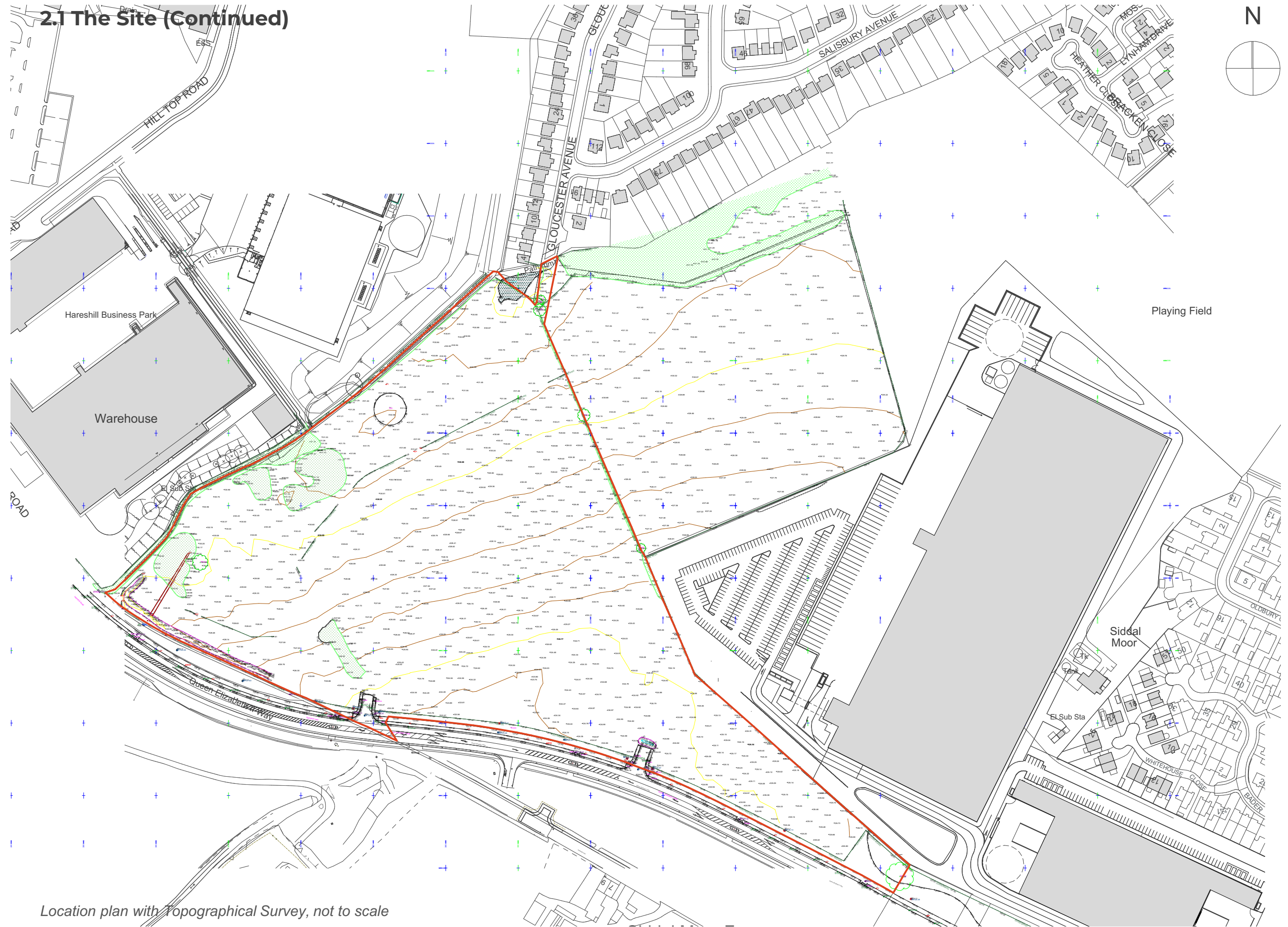
The site is bound by:-

- North: Industrial Units off Hill Top Road and residential estate (Gloucester Road)
- South: Queen Elizabeth II Way Link Road.
- East: Parcel 1B, known as the Rochdale Land and also a waste treatment facility which is no longer in use. Planning permission for this land has been granted for new Industrial Units. (The proposed industrial unit is shown on the proposed site plan.)
- West: Existing industrial estate and a retained PRow.



Site photos

2.1 The Site (Continued)



Location plan with Topographical Survey, not to scale

2.3 CONSTRAINTS & OPPORTUNITIES

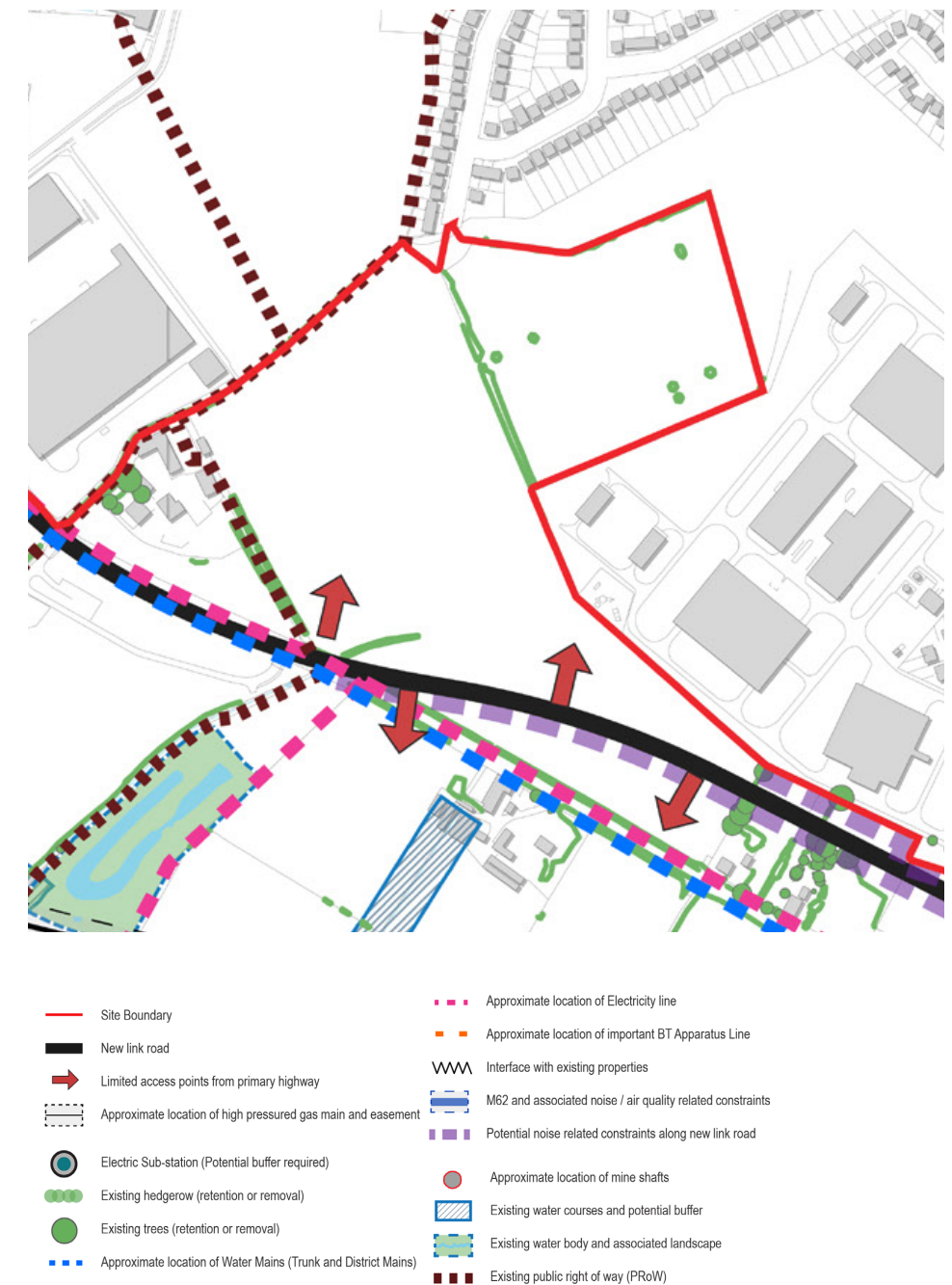
The key site opportunities and constraints are summarised:

CONSTRAINTS

- **Existing Services** on site including overhead electric cables, **requirement to divert and respect any easements**
- Location of **New Link Road**, **active new travel route for HGV's and creating a noise constraint**
- **Noise** related constraints along New Link Road, **acoustic requirements to overcome noise and adhere to conditions**
- **Frontage** retained by council, **limitations on interface with Link Road**
- **Adjoining uses**, **adjoining land to the site consist of industrial use which also comes with its own noise constraints and visual impacts**

OPPORTUNITIES

- **Two proposed access points** with the ability to down-grade one, offering potential for enhanced pedestrian access and create new pedestrian routes across the site
- Existing **PRoW** route, **existing connectivity into and through site**
- **Design Code** compliance, **existing design standard required which is inline with Northstone's House types and ethos**
- Existing **site levels** and topography, **existing site slope can be utilised to adopt a SuDS approach to managing surface water run off sustainably.**



3.0 Planning Consideration

3.1 National Planning Policy

Relevant National Planning Policy Framework (NPPF) (2019) policies include:

Paragraph 124 - Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Paragraph 127 - Development should:

- Function well and add to the overall quality of the area; be visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- Be sympathetic to local character and history including the surrounding built environment and landscaping setting;
- Establish or maintain a strong sense of place creating attractive, welcoming and distinctive places to live, work and visit;
- Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development; and
- Create places that are safe, inclusive and accessible which promote health and well being, a high standard of amenity and where crime and disorder do not undermine the quality of life or community cohesion and resilience.

We believe that the following design meets the above requirements and this is explored further in the rest of this document.

3.2 Local Planning Policy

This section explores some of the key relevant local planning policy for this site.

Rochdale Local Plan Core Strategy (2016)

The Core Strategy policies P1 and P3 focus on improving design as well as the area's image through design.

Policy P1 discusses that high quality design is required in all new developments but is particularly important in gateways into the borough, local gateways, main transport corridors and prominent sites. The policy states that new development can improve the image of the borough by:

- a. Requiring design which is of a high standard, demonstrating innovation and originality;
- b. Helping to 'green' the urban environment, for example by securing tree planting on sites and along streets and roads;
- c. Creating people-friendly, safe, vibrant, uncluttered public areas.

Policy P3 states that new development should achieve high standards of design, while respecting its context, contribute positively to townscape. The policy references that places should incorporate a hierarchy of routes, streets and spaces which respond positively to surroundings while ensuring that functions of buildings are understood and entrances appropriately located and visible. Design briefs must include demonstration of how these design principles have been taken into account in the design of development proposals.

3.2 Local Planning Policy (Continued)

The following **Supplementary Planning Documents** also contain sections that relate to design matters, and these have been considered in the development proposals:

- Guidelines & Standards for Residential Development SPD - adopted June 2016
- Provision of Recreational Open Space in New Housing SPD - adopted March 2008, updated January 2017
- Biodiversity and Development SPD - adopted January 2008, updated February 2017
- Climate Change Adaptation SPD - adopted June 2012
- Heywood Green Infrastructure Action Plan - adopted September 2010
- Oldham and Rochdale Urban Design Guide Design and Planning, Process, A Guide to Good Practice
- Public Realm Design Guide, A guide to creating good streets and spaces
- Residential Design Guide
- Northern Gateway Development Framework (March 2025)

Places for Everyone Joint Development Plan Document (Adopted March 2024)

The Places for Everyone ('PfE') Plan was adopted in March 2024, and forms part of the statutory development plan for each of the nine PfE authorities, including Rochdale. The Plan sets out strategic planning policies which are of relevance to the determination of this application.

The relevant policies include:

Places For Homes

- Policy JP-H3 (Type, Size and Design of New Housing)
- Policy JP-H4 (Density of New Housing)

Sustainable and Resilient Places

- Policy JP-S1 (Sustainable Development)
- Policy JP-S2 (Carbon and Energy)
- Policy JP-S3 (Heat and Energy Networks)
- Policy JP-S6 (Resource Efficiency)

Allocation

- Policy JP-Allocation 1.1: Heywoos / Pilwsworth (Northern Gateway)

3.3 Approved Planning Permission

This section of the Design and Access Statement sets out the planning history of the site. The site application boundary sits amongst a wider masterplan with has Outline Planning approval, **(16/01399/HYBR)**, approved 31st March 2020. Additional applications relating to this outline approval and relevant to the site are listed below:

- **(20/01263/Doc)** submitted October 2020 (Phasing Plan)
- **(20/01423/DOC)** submitted November 2020 (Design Code)
- **(20/01524/REM)** submitted December 2020 (Russell Homes RM App)
- **(21/00909/REM)** submitted June 2021 (Bellway RM App)
- **(21/01210/ANM)** submitted September 2021 (Parameters Plan)
- **(21/01811/REM)** submitted December 2021 (Link Road)
- **(22/00130/REM)** submitted February 2022 (Anwyl RM App)
- **(22/00467/REM)** submitted April 2022 (Green Corridor)
- **(22/00283/ANM)** submitted June 2022 (Condition 34)
- **(24/01254/ANM)** submitted December 2024 (noise condition amended to change DB rating)
- **(25/00014/REM)** submitted January 2025 (Primary Substation)

3.3 Approved Planning Permission

Outline Planning Approval

(16/01399/HYBR)

The proposed masterplan comprises of the following areas:

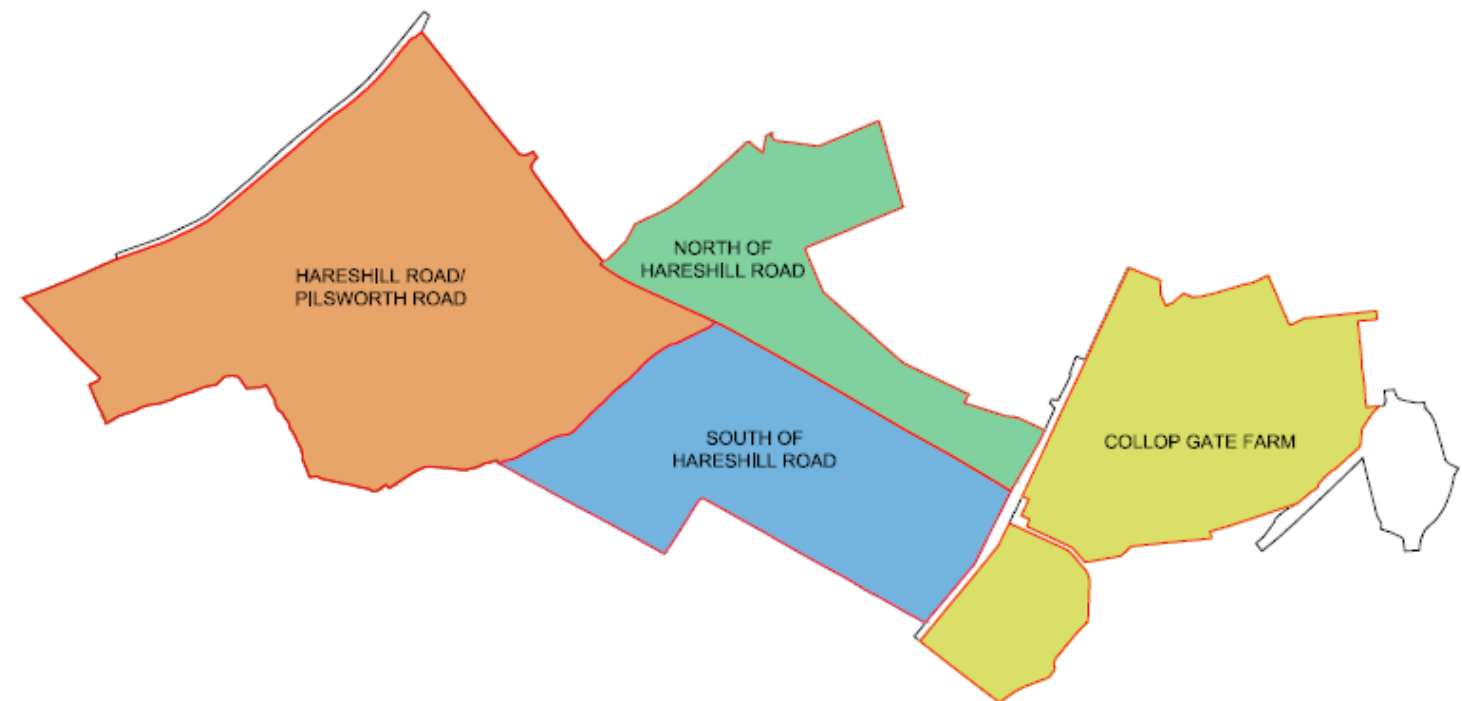
- Collop Gate Farm
- North of Hareshill Road
- South of Hareshill Road
- Hareshill Road/Pilsworth Road

See plan adjacent for context map.

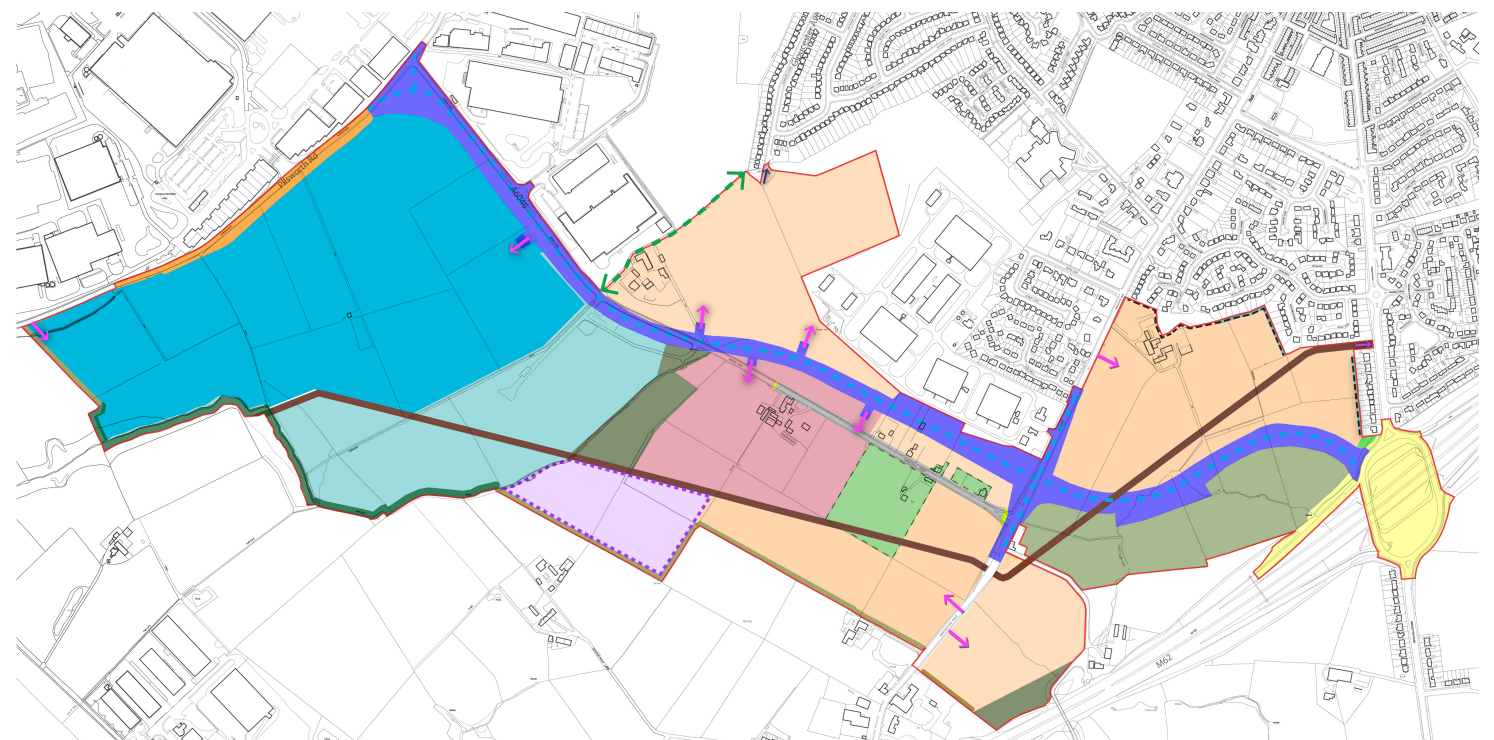
The indicative masterplan has been developed around a strong Landscape Framework and through consideration of the wider character of the settlement patterns around South Heywood. A key objective of the layout is to show how areas with differing characters that respond to different opportunities within the site can be developed.

The proposal seeks to deliver up to 1,000 homes, these will predominantly be 3,4 and 5 bed family homes..

The general principle across the masterplan is to create a series of outward facing perimeter blocks providing strong street frontages and safe, overlooked routes. The blocks are defined by an informal grid that refers back to the historic pattern of field boundaries (and thus incorporates residual field boundary features).



Context Areas in Outline Planning Approval



Approved Parameters Plan

3.4 Pre-application Advice

The team has positively and proactively liaised with the Local Authority throughout the preparation of this application. Northstone obtained this land from Russell Homes, who were the primary developer for the outline application and are still actively involved in the delivery of the masterplan. Prior to our involvement Russell's had previously developed a scheme for this site which had extensive consultation with RBC through their own Pre-Application advice/meetings. The current scheme has therefore benefitted from continuous involvement with the council to develop an emerging scheme.

Prior to submitting this application, we have engaged extensively with the Local Authority for pre-application advice with Ryan Grant (planning officer), Anna Hayes (Senior Planning Officer), Andrew Cotton (Assistant Head of Planning) and also Azhar Kapdi (Urban Designer Officer). Pre-application advice was also gained from several other technical departments, such as Highways department, LLFA and also the Environmental Health Officer.

Preapplication reference number: **PREAPP/00099/25**

The pre-application included 4no. pre-application meeting and also site visit to a local Northstone scheme ([Horwich](#), [Bolton](#)).

Pre-application dates include:

23rd September - introduction and design presentation,

(29th September - Planners & UDO Site visit to Horwich to see Northstone's house types, street scenes & materiality)

9th October - design review and feedback and lastly,

16th October - technical meeting and review of roads & drainage strategy with Highways & LLFA

5th November - technical meeting with EHO regarding the acoustic report and strategy.

Prior to the above, we had several collaborative meetings with Ryan Grant, the planning officer, to discuss the Northstone layout. The planning officer was previously the planning officer reviewing the previous layout which assisted, elements like the road pattern were retained as a result of this prior consultation. Retaining this assisted in discussions with both the planners and the Highways.

3.4 Pre-application Advice (Continued)

The main points of discussion were:

Landscaping & screening

Materials

Northstone House types:

- introduction to Northstone's House type range and typologies
- brick detailing
- active side elevations
- additional features to 5+ bed

Pedestrian movement through the scheme

Key vistas

Roads and drainage strategy

Acoustic Strategy

Feedback exchanged on house types, materials, amenity standards, boundary treatments, and layout details, has been continuously addressed throughout the pre-application process, assisting with ease any concerns planners or consultants raised.

The pre-application advice, main points of feedback received and how we have addressed each point is detailed below:

- **Dormers.** The inclusion of dormers adds character and variety to the street scene and have been successfully used in Northstone's other schemes. The inclusion of different housetypes allows for a better mix of homes and overall better design and so we feel this is an important element of the scheme to over diversity in the street scene. The proposed also complies with the approved Design Code which encourages the use of dormers to break up the roof-lines of the streetscape.

- **Bungalow.** The proposed bungalow (760) is one Northstone's core house types, offering a solution to the sale huddle which is converted for the duration and transformed for sale at the end of the project. The proposed house type is entirely clad in black timber cladding, thus offering a juxtaposition to the proposed brick. The hardiplank is a signature material used on other Northstone developments and is the preferred material type for this housetype. The site previously included Hareshill Farm, before the demolition, this former dwelling house was positioned to the south west of the site and had facing materials which were of a similar colour, texture and appearance. On this basis, the use of hardiplank gives a positive reference to the character and history of the site.

- **Cycleway surface material.** The development includes a 3.0m wide footway / cycleway link to the existing cycle network from Queen Elizabeth Way II to the wider residential areas via Gloucester Avenue. This is proposed to be adopted by Rochdale Council Highways (RCH) under a Section 38 Agreement as part of the wider development road and footway network. This will also contain adopted drainage, street lighting and utility apparatus and will be lit to meet the RCH adoptable standards. It will be constructed of tarmac materials in accordance with the RCH adoptable specifications to meet the required standards. Other materials such as a coloured asphalt could only be considered, but only if Highways would be willing to adopt this route.



Popple, Wigan

4.0 Design

4.1 DESIGN PRINCIPLES

Our design philosophy is to create high quality developments worthy of the sites location and improving the design quality of the urban environment. This includes the creation of a socially and environmentally sustainable development, which has been strategically planned to respond positively to local context and promote a cohesive living environment. The principal design objectives considered within this planning application are as follows:

- **Identity:** Creating a streetscape that has its own sense of identity whilst retaining positive characteristics of the local context.
- **Permeability:** Creating connections within and to the development
- **Legibility:** Creating a scheme that people can understand and negotiate with ease.
- **Sustainable Transport for All:** Encouraging walking and cycling and making public transport more accessible.
- **Energy Conservation:** Design quality, build quality and responsible material selection will reduce resource consumption and promotes the use of environmentally friendly materials.
- **Landscape Enhancement:** Safeguarding the existing site features and enhancing the existing eco and landscape framework will mitigate the impact on the existing wildlife.

The above principles, along with the building for life principles, have influenced our design approach and shaped the design proposals as they have evolved as detailed in this document.



4.2 Site Layout

The proposed site plan shown utilise existing assets and gradient of the site, whilst offering a strong modern frontage to the new link road. The road layout gives an efficient road layout for easy navigation, with change in surfaces making the hierarchy of roads clear. The existing PRoW location has been utilised as a features with a linear P.O.S which units are designed to face onto and will connect to the local centre.

See Site Plan SH01-P-SL-003 D Proposed Layout for more information.



Accommodation Schedule			
	Unit Type	Description	Quantity
4%	0563	1 Bed Apt	4
	0633	1 Bed Apt	4
4%	0760	2 Bed Bungalow	1
	0765	2 Bed House	6
38%	0923	3 Bed House	14
	0990	3 Bed House	26
	1047	3 Bed House	30
47%	1164	4 Bed House	24
	1300	4 Bed House	27
	1354	4 Bed Townhouse	18
	1385	4 Bed House	12
	1620	4 Bed House	7
7%	1940	5 Bed House	12
	2205	6 Bed House Multi-gen	1
			186

4.3 Scale and Density

The proposed development will be entirely at domestic scale with all properties at 1-2.5 stories and set back from the public footpath to give open and inviting streets, this space for landscaping also provides privacy and improves the streetscene.

Densities across the development site should vary between 28-35 units per hectare. This is to reflect National best practice which advocates circa 30 units per hectare, and current Greater Manchester Combined Authority draft policy which seeks to promote circa 35 units per hectare at sustainable locations. The proposed design includes 186No. units, this results in an average density of 33.5 dwellings per hectare, which is in compliance with the approved Design Code.

4.4 Mix

The proposed housing offers a wide choice dwellings from 1-6 bedroom properties. The Design Code specified percentages for each property size, offering flexibility through the phases. See below:

- 1 bed and/or 2 bed dwellings - between 0 and 20%
- 3 bed dwellings - between 25% and 70%
- 4 bed dwellings - between 25% and 70%
- 5+ bed dwellings - 0 and 15% (5% across the masterplan)

The only specific requirement is for 5 bed dwellings, which needs to adhere to 5% across the Masterplan. The accommodation schedule has been included above with the percentage split across the site.

All houses are 100% NDSS



4.5 Green Infrastructure and Movement

The development of the road layout and landscaping together has been utilised to form a high-quality neighbourhood. Designing to reduce vehicle speeds and ensuring good pedestrian and cyclist permeability. This includes two raised tables in the highway and change in material where the PRoW route crosses the road, encouraging pedestrians right of way and character. The development includes a 3.0m wide footway / cycleway link to the existing cycle network from Queen Elizabeth Way II to the wider residential areas via Gloucester Avenue. This is proposed to be adopted by Rochdale Council Highways (RCH) under a Section 38 Agreement as part of the wider development road and footway network.



Horwich CGI Street Scene

5.0 Proposed Design

5.1 Elevations and Materials

The material selection provides an opportunity to place-make and create a strong character, identity and legibility throughout the development. Through careful choice and positioning of materials coupled with high quality design, we aim to create desirability and a strong kerbside appeal for future residents.

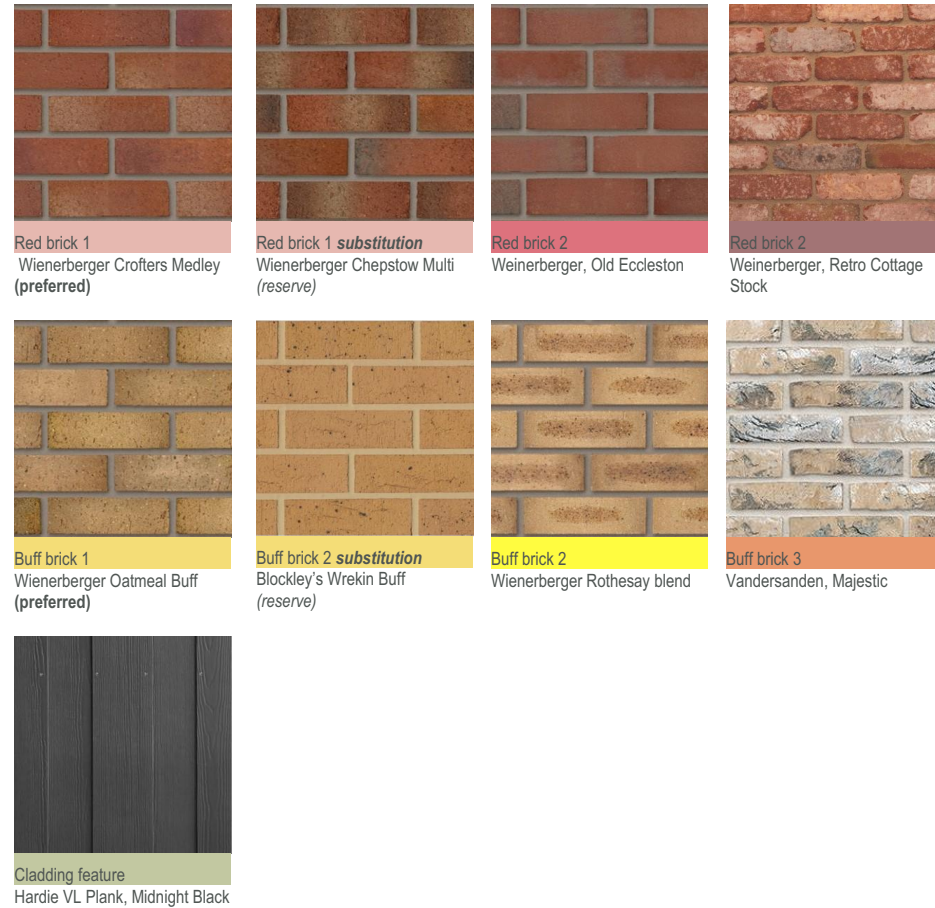
The dwellings will be detailed according to position, orientation and aspect on the site, with features added to key focal points and vistas.

The proposed materials, shown on the next page, have been selected in response to the historic context, pre-application discussions and also consideration of the proximity to the new local centre.

Proposed boundary materials are to be mainly timber, please see separate boundary treatment drawings for more information.

5.1 Elevations and Materials

See below material swatches being proposed:



Recently due to unforeseen circumstances there has been instance where brick suppliers have over committed. To try mitigate this, a reserve brick has been offered for approval should this occur. Additionally, inclusion of black timber cladding has been included on some house types throughout the development, offering a feature material. The hardi plank is a signature material used on other Northstone developments. Upon review of the site's history, we note that the former farmhouse dwelling previously positioned to the south west of the site was constructed of materials which were of a similar colour, texture and appearance. On this basis, the use of hardi plank gives a positive reference to the character and history of the site





Street Elevations



Street Elevations

5.2 Street Design

The above gives a typical example of one of the primary street layouts. As shown above, the road width has been selected to be appropriate to the anticipated traffic flow, with front gardens providing visual amenity to the street and assisting in privacy to the dwellings. There is some variation in street layout across the site to give variety and respond appropriately to the varying conditions.

5.3 Inclusive Design

The key principles that have been included to ensure the proposed development is accessible and welcoming to all are as follows:

- Inclusive dwelling design to be utilised to allow access into and around the buildings, all properties are "M4(2) ready", only exception is the first floor maisonettes which will only be M4(1) due to the private entrance having stairs, which is normally acceptable to BCO
- All units within the scheme to be accessible to those with impaired mobility, sensory impairments and learning difficulties. This includes step free routes to all units unless the site topography makes this impossible.
- Development layout and connections to be clearly laid out, well lit and include texture aids at crossing points for those with reduced vision.
- Public landscaping to include seating areas to give rest points for those with reduced mobility.

5.4 Parking

The proposed scheme provides for a mix of on plot and communal parking so as to create variation and avoid a sea of parking to frontages. Car parking spaces are to be well designed and integrated into the scheme including integral landscaping. Car parking is to generally to be 2.5 x 5.0m with 6m manoeuvring space in front and a private path to the side for access. This is increased to 3 x 5m for stacked side parking to ensure space for an integrated walking route

The below parking standards have been allowed for:

1 bed: 1 Parking Space

2bed-3bed: 2 Parking spaces

4bed+: 3Parking spaces

Carport parking

To ensure a mix of options within the scheme the largest house types, 1620 and upwards, will include a carport as default, with the option to upgrade to a single garage. (Subject to the Home Owners preference) See Ancillary Buildings Drawing (SH01-P-EW-001) and individual plans for the car port and single garage for more details.

The proposed car port will be secured within the rear garden based upon the following:

- Carport to be located back from the frontage so as not to obstruct natural surveillance
- Minimum 1.5m depth space in front for gate swing.
- Carport internal dimensions of 3.6m x 6m and may include bin storage below.

The carports provide covered space that is flexible in its use and if it's not required for parking it can be used as a covered play area or seating area etc.

Cycle Parking

All residential cycle parking to be secured within buildings or cycle sheds within the rear gardens. See External works section for more details.

5.5 External Works

Sheds / Cycle Storage

Sheds are provided to all units and are designed to be suitable for secure cycle storage. Any proposed dwellings over 4 bedrooms or more will receive a larger shed. These are conveniently located within the security of the rear gardens where they are not overly visually intrusive when viewed from the rear windows.

Boundary Treatments

Boundaries are carefully designed to balance impact on the streetscene with other practical considerations such as security and acoustic protection requirements. Due to the acoustic requirements, some of the boundaries have had to increase in height to overcome amenity noise levels, see Boundary Treatment Plan for more information.

Where long runs of visible from the street are unavoidable, brick walling is used along with the acoustic fence to both break up the materiality and provide a more attractive finish. Most boundaries visible from the street are softened via the use of adjacent hedges or other tall planting.



Carport CGI, example use

5.5 External Works (continued)

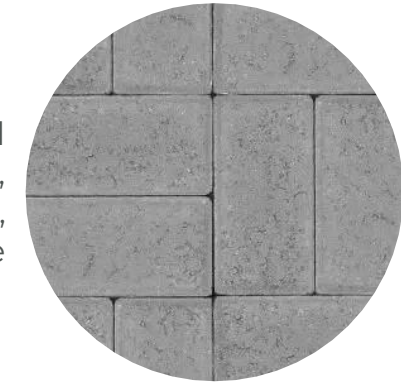
The external works have been carefully designed to reference the sites location, encourage pedestrians and cyclists along with creating a welcoming street environment. This has been achieved mainly via a few key design items:

- **Extensive landscaping** and enhanced biodiversity utilising wildflowers and native species to create low maintenance, high visual impact landscaped spaces. This also provides a great visual outlook for neighbouring properties and those using the public spaces.
- **Pedestrian and cycle routes** have been carefully designed to prevent cars from dominating the site. Shared surfaces and rumble strips are a key tools that has been used to slow cars and help pedestrians feel safe.
- **A simple yet effective pallet of hard landscaping** is proposed comprising predominately of large and small format block paviour and tarmac. Boundary fences are to be predominately timber, to provide a secure defensible boundary along the roads.

See adjacent swatches for some of the proposed materials.

For more information see Hard Standing Plan along with Landscape Masterplan P25-1945_EN_0001.

Private shared surface road
Small format paviours,
Acheson & Glover,
Rectangular, Slate



Contrasting strips/Raised table
Small format paviours,
Acheson & Glover, Rectangular,
Crieve Mix



Private footpaths
Paving slabs
Acheson & Glover, Canterra, Slate
(400mmx600mm)



Other Materials:
Main Roads, Footpaths, cycle route and parking: Black Tarmac
Informal Paths (e.g. within the play area): Bound Gravel



5.6 Public Open Space

The plan shows the range landscape features and areas of enhanced landscaping. Total POS Area: 21,508m² / 53.1 Acres. Key areas of landscaping strategies are as follows:

- Buildings to be set back from the existing tree and hedgerows to protect the feature and provide an attractive setting
- Enhance existing features such as the hedging by adding buffer zones or landscaped public open space areas in the adjacent area.
- Introduce a range of local native species
- Form green links through the scheme
- Inclusion of a swale to assist with surface water management
- Planting of trees on primary routes within the site and where improved privacy is needed
- Mix of landscapes utilised in the public open space (e.g. wildflower meadow areas, grassed areas, flower beds etc)
- Overlooking of public areas
- Use of POS areas for SuDS on site
- Seating areas for rest and encourage utilisation of the space

5.7 Sustainable Strategy

Sustainability issues are a key driver for Northstone, the current proposed scheme has been designed with the below issues in mind:

- 'Fabric first' approach including improved insulation and airtightness of new housing beyond the Part L requirements to reduce energy requirements.
- Houses to be designed to be adaptable and flexible to changing user needs to M4(2) standards
- Widening the choice of quality homes available in the area for social sustainability
- Retaining of existing ecological features such as hedges and trees where possible
- Additional new landscaping to supplement the existing
- New areas of public open space which is biodiverse
- Encouraging sustainable and active modes of transport by providing connections to the existing cycle and pedestrian network.
- Integrated use of Sustainable Drainage Systems
- Use of low carbon and renewable materials where possible, including use of Solar PVs to reduce homeowners bills.
- Water efficient appliances and water meters to promote responsible water usage.
- Individual private Electrical Vehicle Chargers for each property

5.9 Refuse Strategy

In accordance with Local Authorities requirements the proposed development will have adequate storage for 4No. wheeled bins, in a position which is convenient for the householder to present them to the kerbside for collection. Each dwelling is provided with space for waste and recycling storage situated within the rear garden area close to the back of the house. Refuse vehicle turning heads have been provided to allow for bin collections to be made to the front of each proposed dwelling, or close by for units on private drives.

Where required, bin collection points are designed into the streetscene with screening. These are only to be used on collection days.

6.0 Design Code Compliance

Under **Condition 12** of the outline planning application, the Residential Design Code was approved in March 2021. Each Reserved Matters Application requires a Design Code Statement, outlining how the development of that phase accords with the Residential Design Code Framework.

Urban Design Principles:

- Distinctiveness and Quality: This Framework does not seek to specify individual building components, and material types. Given that there is no one common vernacular and architectural style locally, this provides a freedom to deliver a range of building styles across the masterplan, from traditional to contemporary. It is expected that each development parcel should provide a strong character, with its own distinctiveness, using buildings styles and form, streetscape and landscape to achieve this.
- Facade Treatments: Consider how colour and materials on singular buildings or along streetscapes can create variety or homogeneity.
- Fenestration: Consider the colour and quality of window, front door and garage door treatments. 'Corner turn' units or windows at the side of units
- Materials: Consider outcomes of variety or consistency between building and landscape materials
- Scale and Massing: Consider how increased height can define public spaces, street types and corners, by providing landmark effect or enclosure.
- Roof Pitches, Dormers and Canopy: Give thought to how extruding elements can break up the facade and roof-lines of the streetscape.

The Residential Design code Framework aims to

"... create a successful, sustainable and thriving community, where people wish to reside and work. A quality mix of family homes of principally 3 and 4 bedrooms will provide a strong market offer..."

The site is developed in-line with a Design Code and Illustrative Phasing Plan to be adhered.

Density: See section 4.3, in compliance with the Design Code

Mix: See section 4.4, in compliance with housing mix prescribed in the Design Code

Use: Dwelling Houses (C3)

Scale: Range from single storey to 2.5 storeys

Layout: Predominantly detached and semi-detached dwellings.

Acoustic measures needed to proposed boundaries shown in report.

New green space enhancing existing PRow and new Cycle route

Sustainable Building Design: Northstone's approach is always fabric first, with emphasis on good quality design, see energy statement for further details.

Key Views & frontages: In terms of "key frontages", where the development faces towards the Link Road, these streetscapes have been carefully considered, utilising Northstones Gable fronted units. Additional areas such as the linear park, where the existing PRow runs through has be given a formal streetscape with larger units and private drives. This avenue will be visible from the link road and encourages pedestrian movement.

6.0 Design Code Compliance (Continued)

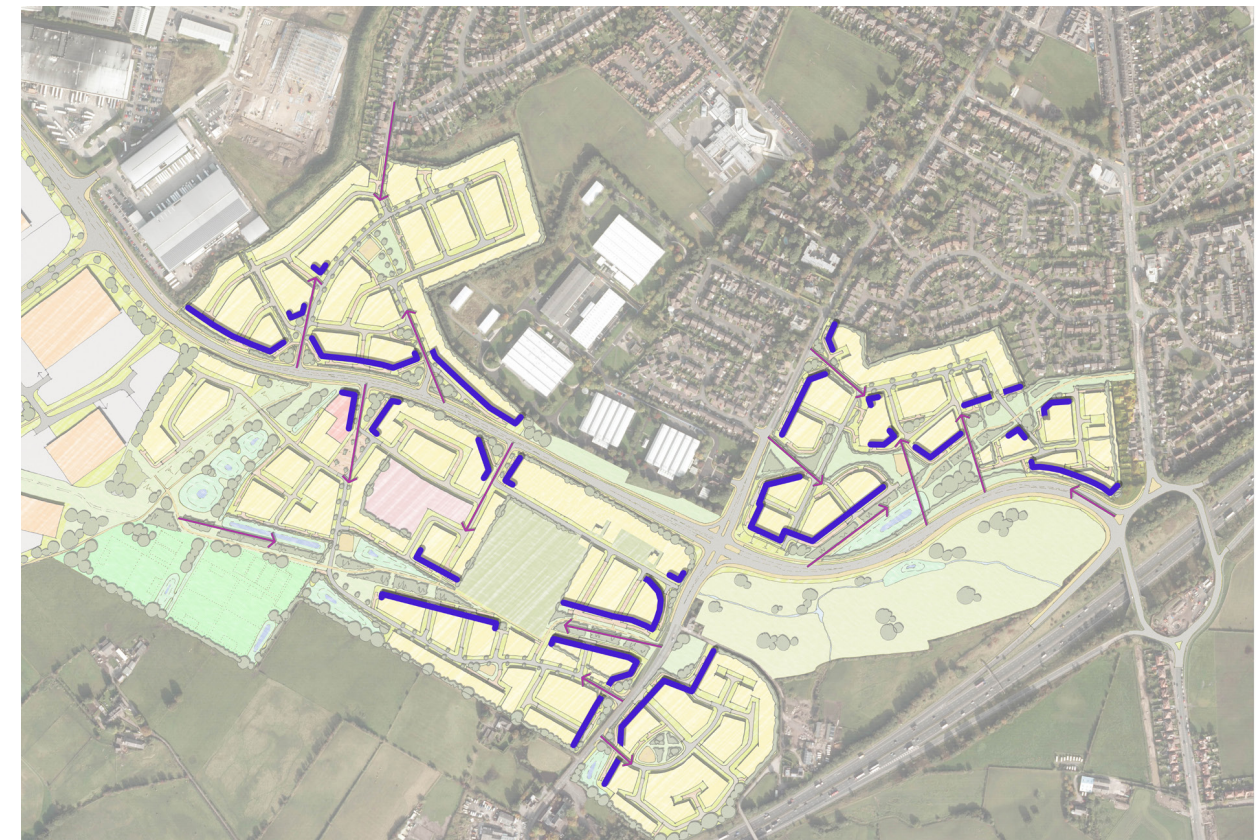
The layout creates clear and legible environment using the proposed housing and landscape design to mark key areas such as points of arrival (gateways), key access routes and spaces, and lastly main frontages.

Connectivity into the surrounding area offers the potential to:

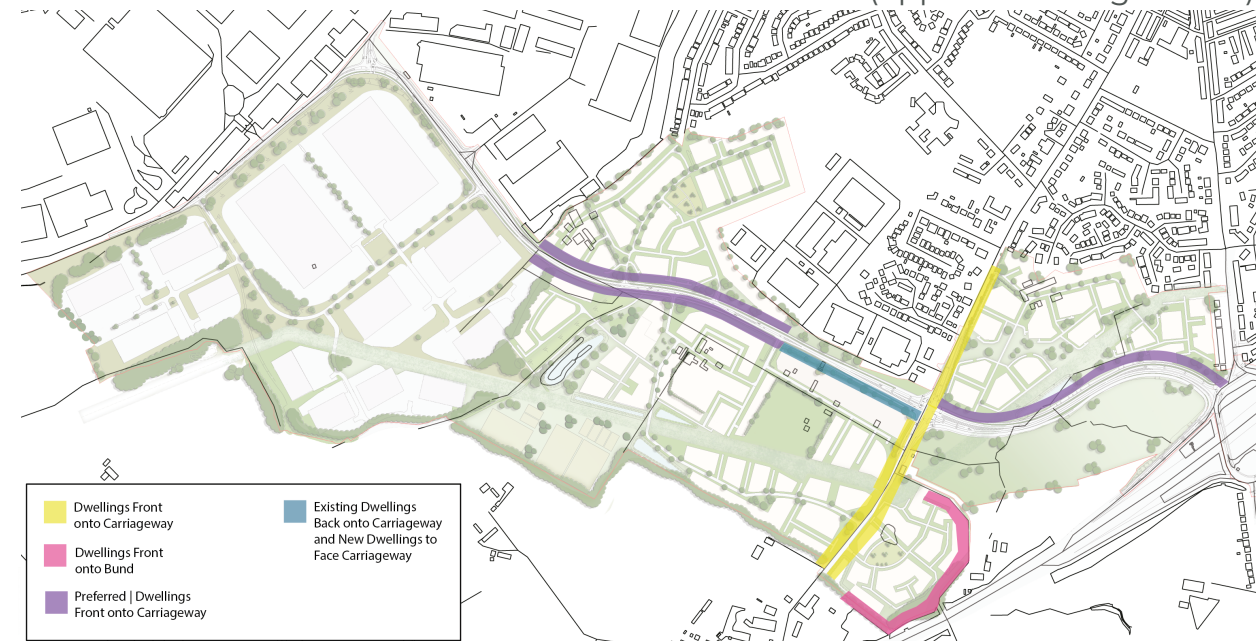
- promote permeability;
- encourage walking and cycling as a viable or preferred mode to local services;
- provide secure, overlooked pedestrian and cycle links between housing areas;

The proposed design aims to provide good connectivity around the site and out to adjacent areas with space allowed for future expansion to facilitate future sustainable development. Primary Street into the development parcel will be tree lined, defining the main entrance to the site. This will also include a new cycle route connecting to Gloucester Avenue on the North. Also an additional pedestrian route connecting the PRow assists in the sites active travel routes and connectivity with the wider context.

A technical review and assessment of the required acoustic measures have been include in this application. The design code confirms the need to reduce the transfer of noise between neighbouring properties and external spaces. Suggesting development fronting houses on to the link road, with 2-3m side-to-side or side-to-garage distances. This configuration has been adopted with acoustic boundary treatments in localised areas, the acoustic fences have been appropriately landscaped to screen and enhance as a landscape feature. An inclusion of a small bunds and acoustic fencing has been included in one area to combine hard and soft landscaping to reduce the visual impact of required acoustic measures. See boundary treatment plan for more information.



Illustrative Access and Movement Plan (approved Design Code)



Indicative Noise Mitigation Plan (approved Design Code)

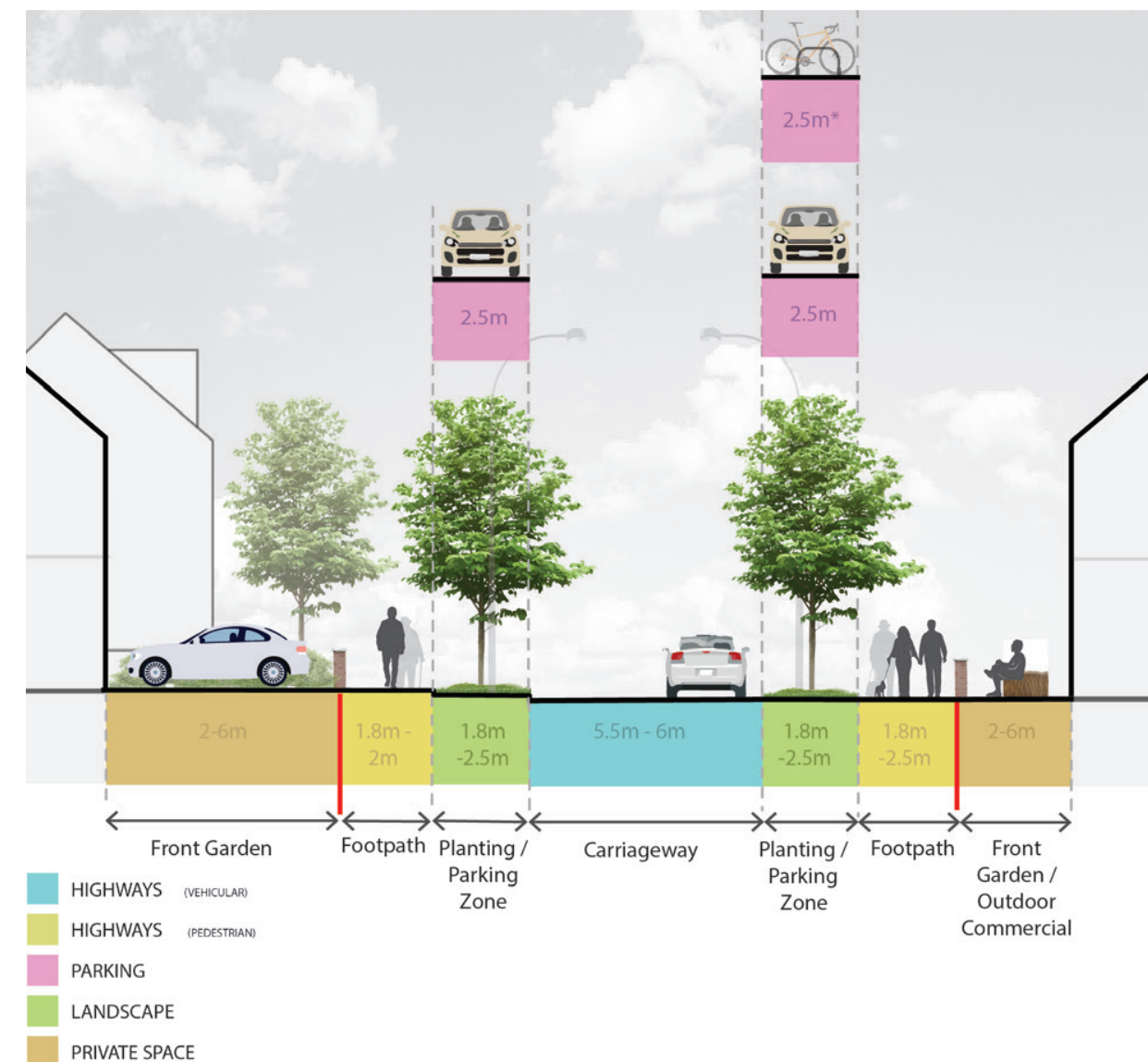
6.0 Design Code Compliance (Continued)

ROUTES

Primary residential streets will be the major vehicular connecting routes between the wider route network into the residential areas. The main access road into the site will be classified as an Enhanced Primary Street. "Avenue Effect - The expansive streetscape features elements of green infrastructure along the route, being characterised by its sylvan (tree lined) nature. Adjacent to residential uses, the feeling of openness will be supported by front garden planting and formal boundary treatments." The carriage way proposed at 5.5m with 2m green verge followed by an adopted footpath, then on the other side another 2m green verge and then a 3m cycle route.

(See example sketch from the Design code demonstrating the section, however no parking or cycle parking will be included in the verge, only on plot)

Additional Street typologies including Secondary Streets, Local Lane - Mews/Village Edge and Shared Drives. Secondary Streets will provide a localised vehicular connectivity function between the Primary and Tertiary Routes, while also providing a residential function. Tertiary Streets will be provide the function of defining, intimate areas of the residential development. Shared Drives will provide an intimate residential setting for a limited number of dwellings.



(Source: approved Design Code)

6.0 Design Code Compliance

Character Area - Hareshill

The Hareshill Character Area is situated to the north side of the Link Road and is adjacent to the existing employment areas at Hareshill Road. The site's interface with the South Heywood Link Road will be one of the most visible elements of the development. It will be an attractive showcase for the development but must also respond to the constraints of this busy road, specifically noise and air quality issues.

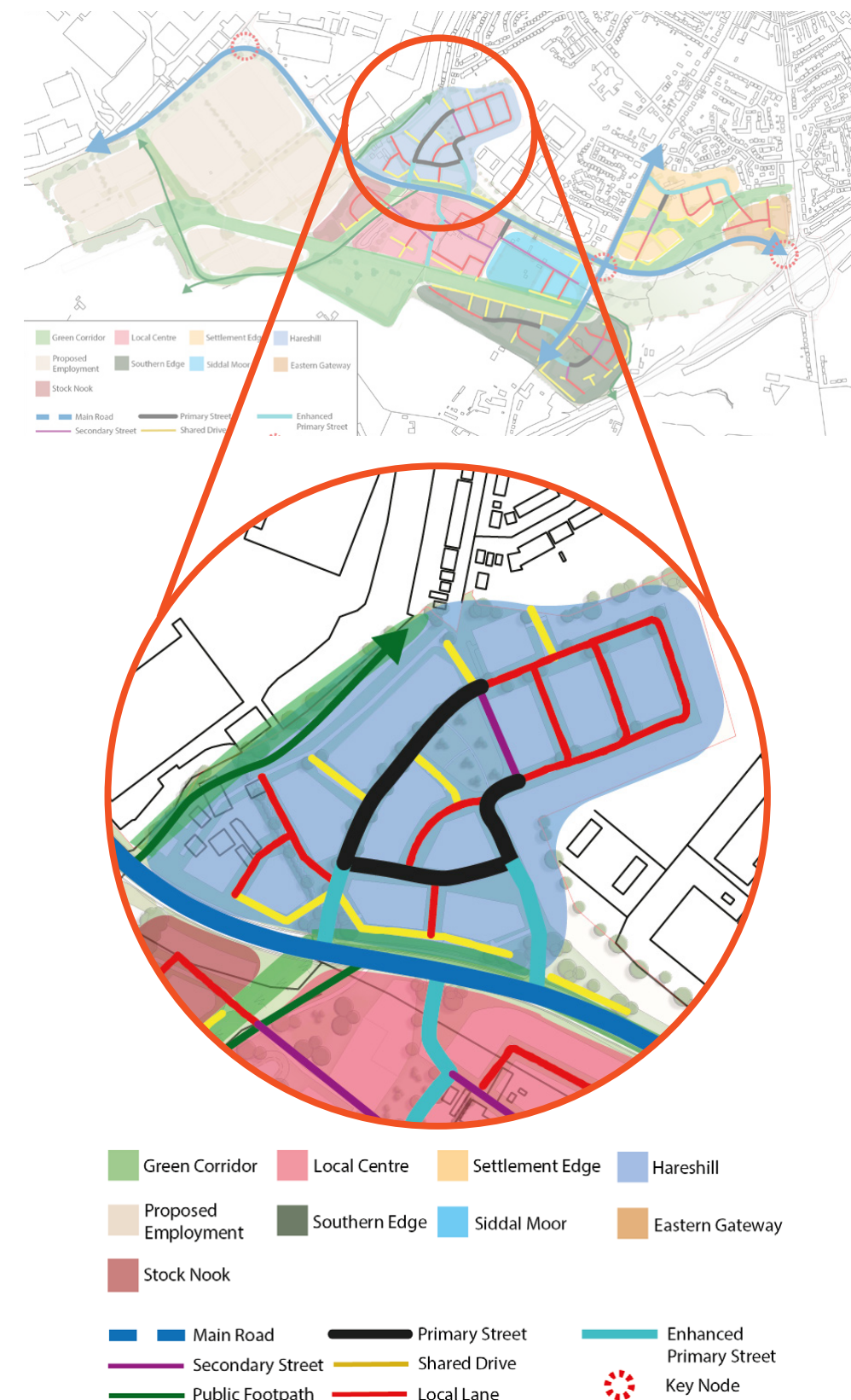
The character area for the proposed site is **Hareshill**.

Design Principles for this area included in the design are; connection between the site and Gloucester Road, prime consideration to form key walking/cycling access route towards Heywood Town Centre and existing community facilities. The primary route which runs through the site in a north-south alignment includes POS and new cycle link, facilitating walking and cycling. Improved and enhanced relationship to the public right of way through the site connected through to the north east alignment of the site. A strong frontage to the link road has been established, to assist in integrating the built up areas which are north and south of the link road.

Use: Dwelling Houses (C3)

Scale: Range from single storey to 2.5 storeys

Layout: Predominantly detached and semi-detached dwellings, ranging from 2 to 5 bedroom properties. Acoustic measures needed to proposed boundaries shown in report. New green space enhancing existing PRow and new Cycle route



NORTHSTONE

1385 4 Bed CGI



2205 5 Bed CGI



7.0 Conclusion

In summary, the proposed development as outlined in this document will function well and add to the overall quality of the area whilst adhering to the principles set out in the Outline planning permission, Parameters Plan and Design Code. At the heart of this proposal are the principles of good design, desirability and creating housing choice with the intent of creating a sustainable community where people want to live. The high quality architectural design will provide visually attractive and energy efficient homes, which are of an appropriate mix, layout and scale surrounded by effective landscaping.

The proposed development will establish and maintain a strong sense of place, creating an attractive, welcoming and distinctive housing development which aims to reduce its impact on the environment and local ecosystems. The scheme is designed to be safe, inclusive and accessible while promoting health and well-being via the provision of generous sized private gardens and public open space and as such would be an asset to the local area.