



GREENVALE, BAMFORD ROCHDALE

DESIGN & ACCESS STATEMENT
REVISION I

IN SUPPORT OF A FULL APPLICATION
FOR 45 DWELLINGS

Wain
HOMES

mck associates limited
architecture | building surveying | urban design

Contents

3	Preface
4	1.0 Introduction
	Purpose
5	2.0 The Site
	The Site
5	3.0 Use
6	4.0 Bamford / Norden Masterplan
	Masterplan Policies
8	5.0 Rochdale Local Plan
9	6.0 Residential Development SPD 2016
10	7.0 Surrounding Character
12	8.0 Existing Vernacular
13	9.0 Process
13	10.0 Existing Topography Survey
14	11.0 Existing Tree Survey
15	12.0 Indicative Access & Visibility Splays
16	13.0 Flood Risk Assessment & Drainage
17	14.0 Site Opportunities & Concepts
19	15.0 Design Considerations
19	16.0 Design Response
20	17.0 Green Spaces & Movement Network
21	18.0 Development Parcels, Interface Distances & Key Vistas
22	19.0 Detailed Layout
	Use & Amount
	Scale
	Appearance
	Landscape
	Detailed Layout Narration
23	20.0 Indicative Streetscenes
25	21.0 Housetype Compliancy with Local Vernacular & LPA Guidelines
26	M4(2) & NDSS Compliancy
27	22.0 Landscape Proposal
28	23.0 Character Areas & Urban Grain
29	24.0 Masterplan Compliancy
30	25.0 Layout Compliancy with LPA Design Guides
38	26.0 Access
	Access for All
	Education
	Public Transport
	Secured by Design
39	27.0 Crime Impact Statement
40	28.0 Conclusion

For More Information Contact

MCK Associates Limited
Burnaby Villa,
48 Watling Street Road,
Fulwood Preston Lancashire,
PR2 8BP
Tel 01772 774510 Fax 01772 774511
www.mckassociates.co.uk



Preface

We have been instructed by Wain Homes to prepare a Design and Access Statement which will support a full planning application which seeks permission for the erection of 45 dwellings together with associated infrastructure on land adjacent to Greenvale.

The site is located within the Bamford area of Rochdale, surrounded by a small amount of residential area within a wider agricultural setting.

This document aims to provide an analytical background and concept proposals to facilitate discussions with the Local Planning Authority. This statement responds to the requirements of the Town and Country Planning (General Development Procedure (Amendment) Order 2015 for applications of this type to be accompanied by a Design and Access Statement.

The content of the design element of the statement must demonstrate how the physical characteristics of the scheme have been influenced by a thorough process, which includes:

- Assessment,
- Involvement and
- Evaluation

The following design parameters are addressed:

- Use - What the land and buildings will be used for.
- Amount - How much development can the site accommodate.
- Scale - The size of the buildings and spaces, specifically their height, width and length.
- Layout - How the buildings and public and private spaces will be positioned and the relationship between the buildings and spaces around the site.
- Appearance - What the building and spaces will look like, for example building materials and architectural details.
- Landscaping - How open spaces will be treated to enhance and protect the character of a place.
- The access - This Design and Access Statement will state location of the principal access to the development.
- Vehicular and transport links - Why the access points and routes have been chosen, and how the site responds to road layout and public transport provision.
- Inclusive access - How everyone can get to and move through the site on equal terms regardless of ages, disability, ethnicity or social grouping.



1.0 Introduction

1.1 PURPOSE

The purpose of this Design & Access Statement is to provide information in support of a full planning application which seeks permission for the erection of 45 dwellings on land adjacent to Greenvale (OL11 5QP).

The OS grid reference is SD 86048 13433.

The proposed development would deliver a range of high quality, high specification homes for the local community in a sustainable location.

The Design and Access Statement represents a comprehensive approach to the development and describes the response to the site context, the proposed access, the scale of development, layout and elevational treatments to the site.



Figure 1.0 OS Showing The Location



Figure 1.1 The wider context

2.0 The Site

2.1 THE SITE CONTEXT & ANALYSIS

The application site covers approximately 6.66 acres, is irregular in shape, and is located 3 miles west of Rochdale, 2.3 miles north of Heywood, and 7 miles north from Middleton within Greater Manchester.

Bamford is well connected by bus routes to and around Rochdale and Bury with the nearest railway station in Rochdale offering services to central Manchester and Leeds. Major roads in Bamford include the A680, providing access to the M62 motorway. It is also home to Bamford Football Club, Bamford Fieldhouse Cricket Club, Rochdale Tennis Club, and Bamford Bowling Club. Local amenities include play parks, orthodontic practice, eateries and schools.

The site is somewhat positioned an even distance away from both Heywood and Rochdale town centre. The site can be accessed off Greenvale which connects to Norden Way onto Bagslate Moor Rd which then leads to Heywood down south and also to the A680 Edenfield Rd which takes you to Rochdale in the east.

The boundary of the site is defined by a mature linear tree line and hedgerow. There is a high voltage pylon that currently runs through the site, starting from the north-west corner of the site and passes through to the southern boundary. Along the northern boundary, there are existing dwellings served by Greenvale and Norford Way. To the south-east, land is used for recreational activities and to the south-west of the site, the land is used for agriculture.

There are no public rights of way running through the site. However, along the eastern boundary there is an existing public right of way that connects to Norden Way and the wider network.



Figure 2.1 The site

3.0 Use

The site is part of the Places for Everyone (Policy JP Allocation 17: Bamford / Norden) masterplan. The overall ambition is to deliver "around 450 new homes including significant provision of larger (4, 5 and 6 bedroom) houses in spacious plots, to reflect the grain and density of the surrounding residential areas, or similar types of larger homes". The Wain Homes development proposes to erect 45 new dwellings which range from 2 to 5 bedrooms.

The northern boundary is bordered by the existing urban area with playing fields to the east. The western and southern boundaries are bounded by agricultural land which form part of the Places For Everyone (PFE) allocation.

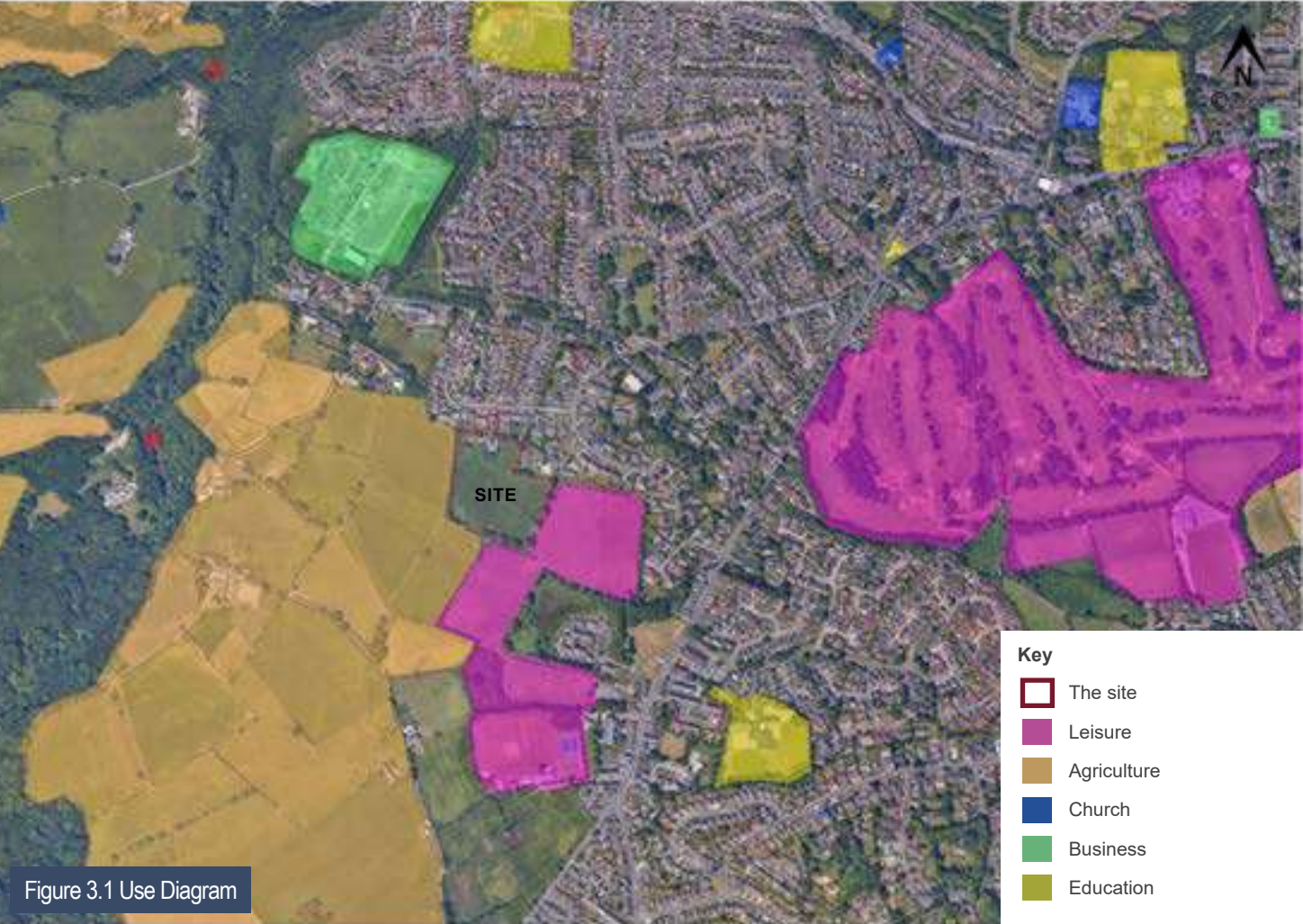


Figure 3.1 Use Diagram

4.0 Bamford / Norden Masterplan

4.1 MASTERPLAN POLICIES

Development at this site will be required to comply with the following policies:

Policy JP Allocation 17: Bamford / Norden - Deliver around 450 new homes including significant provision of larger (4, 5 and 6 bedroom) houses in spacious plots, to reflect the grain and density of the surrounding residential areas, or similar types of larger homes as agreed with the Local Planning Authority and affordable housing in accordance with relevant local plan requirements;

The Wain Homes development will provide 45 new homes with provision of 3, 4 & 5 bedroom houses which meet the local housing requirement.

Policy JP Allocation 17: Bamford / Norden - Retain and significantly enhance the existing recreational facilities as part of an integrated green and blue infrastructure network on the site. The residential development on the site will provide contributions towards the improvement of the facilities which will create a high quality recreational and sports 'hub' serving the local area and the borough as a whole. The development should incorporate existing public rights of way along with new routes for active travel into a high quality integrated green infrastructure network that links to existing public rights of way in the countryside to the west and north west of the site;

The Wain Homes development has retained the existing landscape where possible to mitigate the impact of the wider landscape, the existing trees that run along the boundaries have been retained helping to integrate the development, which allows for interesting views looking out. On the other hand, due to quality of the existing landscape, enhancements have been suggested. Also, the development provides a potential footpath link which connects to the existing public right of way. This could assist with pedestrians navigating through the site and will encourage walking as well as promoting sustainable travel to the wider context.

Policy JP Allocation 17: Bamford / Norden - Achieve excellent design and sustainability through masterplanning and the use of design codes for the whole site to ensure comprehensive development This will include the need for an infrastructure phasing and delivery strategy in accordance with policy JP-D1;

The Wain Homes site will follow the broad principles of the masterplan. It will be delivered sustainably, all in conjunction with the agreed local planning authority.

Policy JP Allocation 17: Bamford / Norden - Provide access to the site from suitable points along Norden Road

The access to the Wain Homes development is off Greenvale. From here it is approximately an 8-10 minute walk (0.5mile) to get to Norden Rd. Alternatively, by using the footpath connection within the site, it is approximately a 5 minute walk to the closest bus stop and from here you can use public transport to get to Rochdale town centre.

Policy JP Allocation 17: Bamford / Norden - Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2;

Wain Homes development is retaining the existing trees along the boundary as well as adding landscaping/vegetation to enhance and soften the development. This will also create new habitats for wildlife and promote a greener development.

Policy JP Allocation 17:Bamford / Norden

Picture 11.29 JPA Bamford / Norden

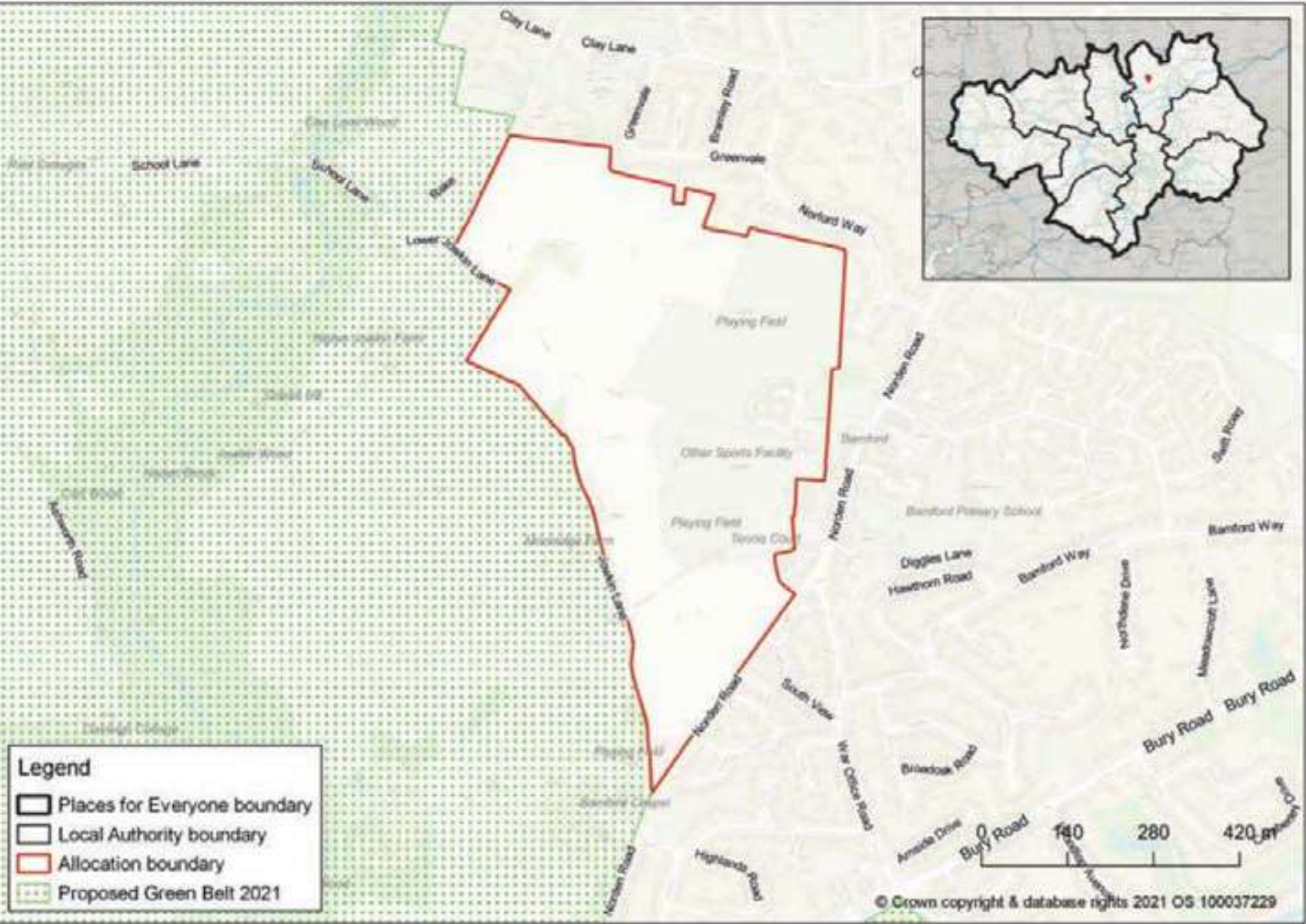


Figure 4.1 - Places for Everyone Joint Development Plan Document August 2021 - Page 306



BAMFORD/NORDEN MASTERPLAN

The site has been subject to the proposal of a wider spatial framework masterplan covering the areas of Bamford and Norden. This focuses on achieving sustainable growth to the urban extension, whilst ensuring a balanced approach to housing delivery without compromising the wider integrity of the strategic green belt.

MASTERPLANNING PRINCIPLES

A series of themed design principles are presented to demonstrate how the overall ambition for the site can be delivered. These include:

1. Retain existing landscape and greenspace assets
2. Create an integrated green infrastructure network
3. Create a well-connected environment
4. Create new residential communities
5. A new Green Belt boundary along Naden Brook
6. Integrate connections to the existing movement network
7. Enhanced Recreational Facilities

Figure 4.2 Bamford/ Norden, Rochdale Development Plan Doc - Illustrative Development Framework Plan

5.0 Rochdale Local Plan

5.1 LOCAL PLANNING POLICY

The Rochdale Local Plan includes the Core Strategy, the Greater Manchester Joint Waste Development Plan, the Greater Manchester Joint Minerals Development Plan, the Places for Everyone Plan (adopted March 2024) and the previous Rochdale Borough UDP (which remains in place until the Allocations Plan is adopted).

The following Core Strategy Policies are considered to be of particular relevance to the site:

Policy P2 - Protecting and Enhancing Character, Landscape and Heritage:

This will be achieved by requiring new development to integrate successfully with the key natural features of the borough such as its river valleys and Pennine Landscape and to protect important views of the hills and valleys, which are part of the borough's unique character.

Policy P3 - Improving Design of New Development:

Incorporates a number of design principles which include enhancing the borough's identity and sense of place, by respecting context and having regard to scale, density, massing, height, layout, materials, landscape and access of surrounding buildings; reference to ensure that buildings contribute positively to the townscape and are well proportioned and that proposals should have regard for the principles outlined within the Urban Design Guides SPDs, September 2007.

Policy G6 - Enhancing Green Infrastructure:

this policy states that new development is expected to have regard to local landscape character and contribute to its conservation or enhancement and to protect ancient woodlands and hedgerows, whilst supporting new woodland and tree planting in new developments (replacing trees removed from a site at a ratio of 2 new trees for each tree lost).

Policy DM1 - General Development Requirements:

this policy requires new development to be compatible with surrounding landuses and not adversely affect the amenity of residents or people through visual intrusion.

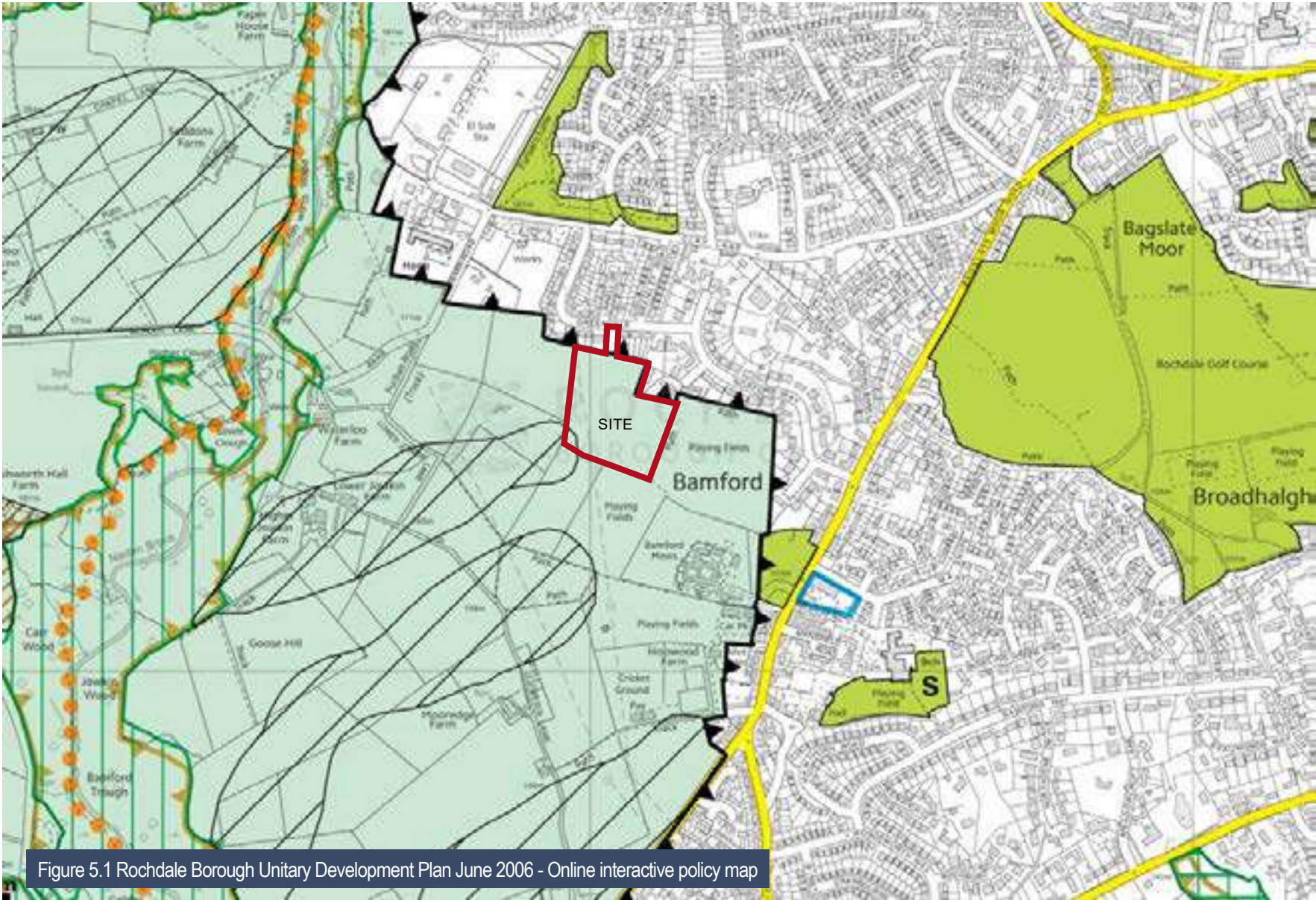
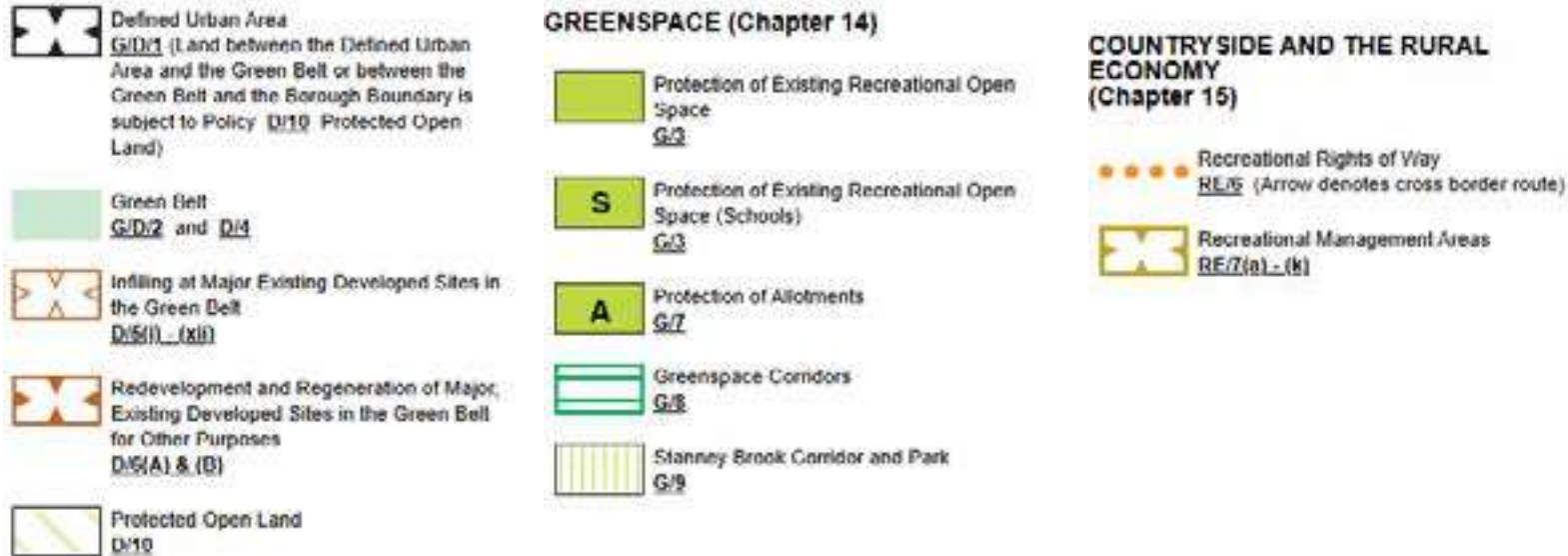


Figure 5.1 Rochdale Borough Unitary Development Plan June 2006 - Online interactive policy map



6.0 Rochdale Residential Development SPD Guidelines

Rochdale Council; Guidelines & Standards for Residential Development SPD

Adopted June 2016

Key design principles will be taken into consideration from the Rochdale Council Residential Development SPD when designing the proposed scheme.

Some of these principles include consideration to refuse collection and storage, parking requirements, interface distances and delineation to private and public space whilst creating an attractive development which promotes natural biodiversity and preservation to the natural landscape.

Some of the guidelines are highlighted below.

Biodiversity
3.11 All new developments will be expected to protect and enhance features of biodiversity interest and take opportunities to promote biodiversity through landscaping and other features wherever possible. Developers should have regard to Protected Species and the relevant legislation regarding them, and to the Council's Biodiversity Supplementary Planning Document and other relevant planning policies and guidance and legislation. For example, some applications will be required to include a bat survey.

3.13 Bin storage areas that require excessive movements from the storage area to the street should be avoided. Any bin storage areas and access arrangements, including access routes for collection vehicles, should be provided in accordance with all relevant legislation and guidance, such as any relevant local planning documents, Building Regulations and Highways requirements. It may be the case that residents are required to present their bins at a collection point at the nearest adopted highway. Developers are expected to cover the costs of delivery and supply of all bins for new properties.

Car Parking
3.14 It is important that car parking areas are designed in such a way as to prevent parked cars dominating the street scene and to prevent cars overhanging the public highway. On busy roads it will normally be necessary for turning space to be provided within the site to allow cars to enter and leave in a forward gear. In addition, any hardstanding created should be porous or should drain to a porous area to allow water to drain freely. Please refer to the Core Strategy for the Schedule of Parking Standards for new developments and changes of use.
3.15 All car parking spaces must be at least 2.4m in width x 4.8m in length, although it is recommended that where practicable, the width of spaces should be 3.6m to ensure that they are accessible to people with impaired mobility. In situations where garages may be counted towards car parking provision for planning purposes, they will need to have internal dimensions of at least 5.5 metres in length and 3.5 metres in width.
3.16 Where a car parking space is proposed to the front of a garage with an up and over door, the length of the space must be increased to 5.5m to allow space for the door to open. Where it is not practicable to provide a space 5.5m in length, planning conditions will be used to require an alternative design of garage door to be installed and retained which does not project beyond the front elevation of the dwelling or garage when opening. Please see the illustrations in figure 1.

Space Standards
4.1 Although it is expected that most new development will have some impact on neighbours, it is important to ensure that the impact is not so significant that it results in unacceptable harm. All new developments should avoid causing a significant loss of privacy and/or light for occupiers of new neighbouring dwellings and existing dwellings. The following minimum space standards will be applied to all new residential developments and developments which affect existing residential properties:
(i) 21m between directly facing principal windows of habitable rooms, at an upper floor level AND 10.5m between a principal window at an upper floor level and a directly facing boundary of the curtilage (Figure 2).
(ii) 14m between a principal window and any directly facing two storey elevation which does not contain a principal window to a habitable room (Figure 3);
(iii) 10m between a principal window and any directly facing single storey elevation which does not contain a principal window to a habitable room (Figure 4).

Figure 2 Directly facing principal windows and principal window to boundary



7.0 Surrounding Character

The site is surrounded by a variety of housing styles, whether they are single or two storey in height. There is a mix of mainly, semi - detached and detached housing tenures all set within private curtilages.

The existing dwellings have helped influence our housetype range, landscaping and general design of the proposed development. Illustrated below, is a selection of the housetypes taken from within the immediate area.



Figure 7.1 Locations of photos

Figure 5.1 Photograph Locations



8.0 Existing Vernacular Details

This chapter identifies materials and the local vernacular features visible within Bamford. Common features include the use of pedi roofs, dormer windows, heads and cill details, entrance canopies and bay windows. Housetypes proposed for the scheme should contain similar features to those highlighted below to merged harmoniously within the context in terms of local vernacular.

BRICK



Houses are predominantly constructed from buff or red brick of varied tones with either grey or red roof tiles.

HEADS & CILLS



Window heads and cill details vary from red soldier bricks to stone in different heights, widths and styles, whether it be arched or linear.

BAY WINDOWS



Protruding or supported bay windows on front or side elevations

PEDI ROOFS



Pedi roofs to contribute to an interesting roofscape.

CANOPIES



Entrance canopies vary from flat hung to flat canopies or standalone protrusions.

DORMER WINDOWS



Dormer windows of different widths and height are another common vernacular detail seen within the local surroundings.

9.0 Process

A series of surveys and site studies have been conducted before starting any design to help form the foundation base for sketching and designing buildable development around restricted constraints and existing preservable features. This will identify existing site hazards and any retainable/removable features to help maximise the site's design.

Technical advisors have produced reports based on the surveys to help guide the design which will be submitted alongside the application, i.e. including inputs from consultants dealing with planning, ecological, landscaping and drainage matters. These technical advisors are listed below.

9.1 INVOLVEMENT

9.1.1 Landscape Plan & Landscape and Visual Impact Assessment

Barnes Walker have produced a landscaping plan to accompany this application.

9.1.2 Tree Survey

Iain Tavendale have produced a Tree Survey that accompanies this application.

9.1.3 Preliminary ecological Appraisal & Biodiversity Nett Gain

Tyler Grange have produced an ecological appraisal and a biodiversity nett gain document to alongside this application.

9.1.4 Transport Assessment

Tetra Tech have produced a report to go alongside this application

9.1.5 Flood Risk Assessment & Drainage Report

Betts have done a flood risk assessment and drainage report to go alongside this application.

9.2 EVALUATION

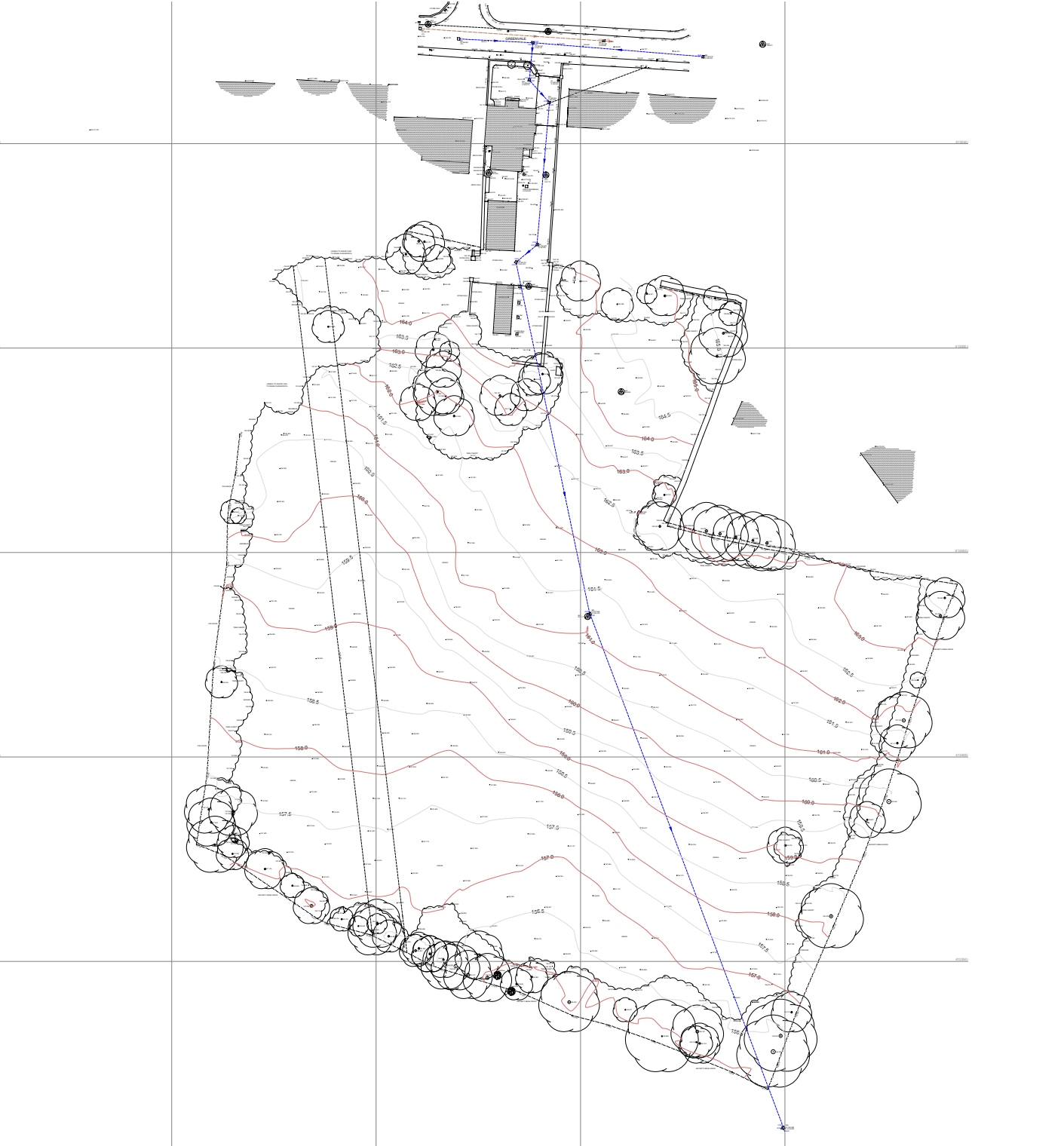
The process stage allows us to prepare a robust proposal that works within its context and constraints, whilst maximising the site's potential within the limits of the wider masterplan.

The outcomes of the technical assessments and individual studies provide a good starting point for designing the scheme and for any key issues to be taken into account of at the outset. Generally, there are no inhibitive environmental constraints presented by the specialist studies that have been conducted on the site.

The proposals will ensure that the new development will compliment the local surroundings and will fit comfortably with the existing housing located near the site thus avoiding unacceptable adverse impacts on the amenity of occupants and users of surrounding or nearby properties.

10.0 Existing Topographical Survey

Topography survey conducted by JLP Surveying for the site identifies the highest level at approximately 166.5m from the north off Greenvale Road. Gradient gradually descends down south with levels falling to circa 156.5m. There are also existing structures along the northern entrance.



11.0 Existing Tree Survey

It has been acknowledged within the Arboricultural Impact Assessment (AIA) that vegetation across the site (the majority of which is located to the peripheries) is generally of low quality.

Within the northern section of the site, there are multiple unmanaged, low quality tree groups with limited potential for retention.

To the eastern site boundary, the existing vegetation buffer includes conifer planting which is circa 12m in height and provides a good level of screening between the site and the adjacent sports pitches and Public Footpath.

To the western boundary vegetation is a mix of holly, hawthorn and willow which has been left unmanaged for quite some time, however there is potential for the vegetation to be retained through appropriate management.

To the southern boundary are a number of poor quality, over mature trees (predominantly poplar) which are generally unsuitable species to be retained within a residential development/close to dwellings.

Overall the site is well contained by existing housing to the north, and by vegetation to the east, south and west, providing a framework within which the development would be appropriately located.



12.0 Indicative Access & Visibility Splays

Tetra Tech (TT) have been commissioned by Wain Homes Ltd (WH) to provide transport and highways advice in relation to proposed residential development at Greenvale, Bamford, west of Rochdale.

The proposed access would be directly adjacent to the driveways to 54 and 64 Greenvale.

The access detail proposes a site access road with a 5.5m carriageway width and 2m wide footways to both sides. The site access road ties into Greenvale with a 6m radii.

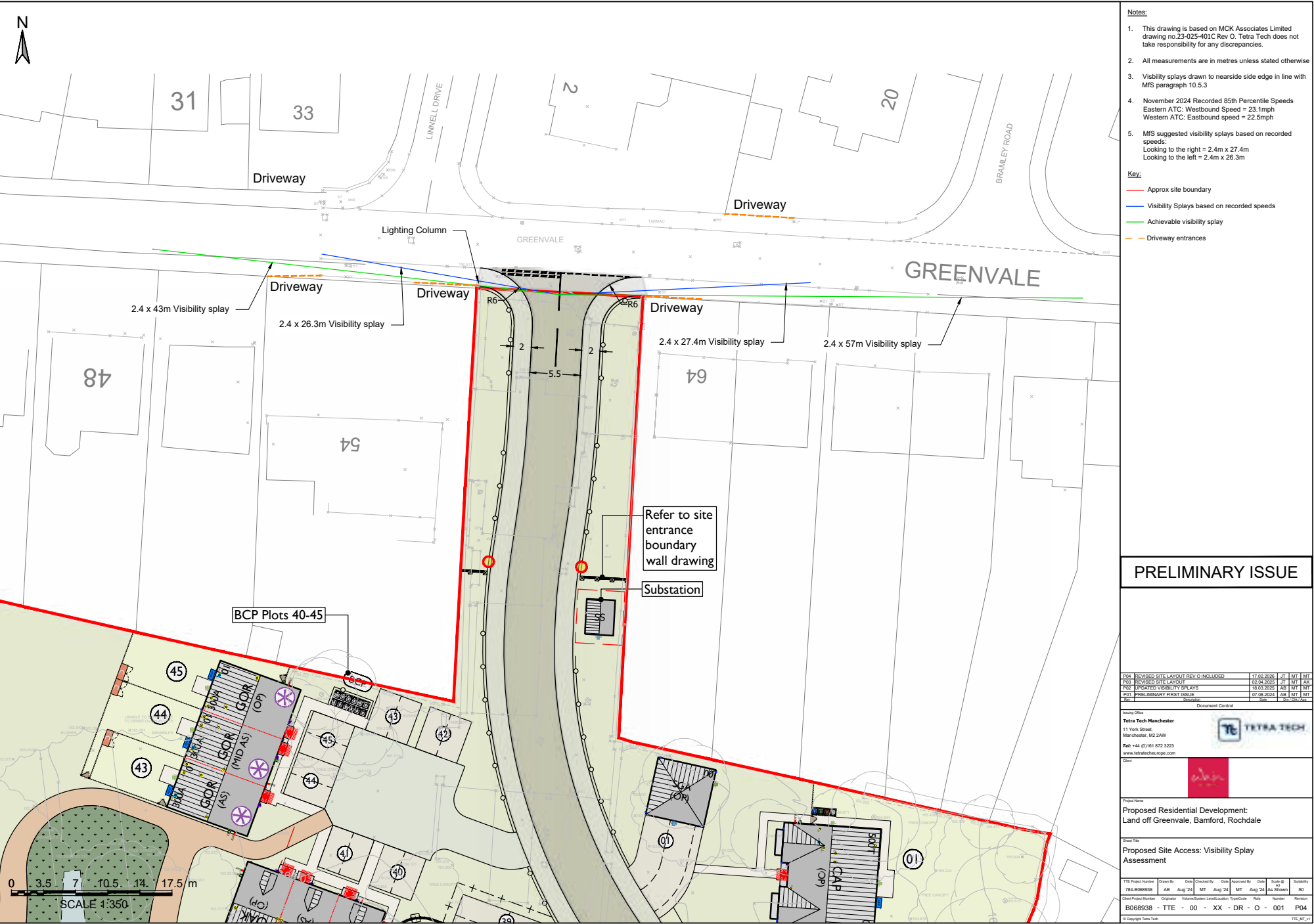
The back of footways on the site access road tie into the back of footways on Greenvale.

The preliminary access layout also shows visibility splays.

Two sets of splays are shown:

- 2.4 x 40m visibility splays in both directions – in accordance with the guidance provided by Manual for Streets (MfS) for a 30mph road.

- The visibility splays achieved within the assumed adopted highway extents, which are 2.4 x 43m and 2.4 x 57m to the west and east respectively.



13.0 Flood Risk Assessment & Drainage

The site is located wholly within Flood Zone 1, defined by the Environment Agency as an area at little or no flood risk from rivers and/or the sea.

In terms of other sources of flood risk, the site is at predominantly 'very low' risk of surface water flooding now, and in future as a result of climate change. There are isolated areas at higher risk, but these correspond with a naturally low-lying conveyance channel which routes through the site from the north to the south where ponding is likely to occur during extreme and prolonged rainfall events. The catchment is understood to be generated by the site only, as the mapping does not represent the presence of formal drainage systems within the residential area to the north of the site.

This is considered a residual risk and will be mitigated for through the implementation of a sustainable drainage system post-development. Based on the online datasets, infiltration is not likely to offer a fully viable drainage management solution. In accordance with the drainage hierarchy the next option would be to discharge to watercourse/waterbody. The nearest watercourse is Naden Brook (Main River) which is located approximately 500m west of the site. This option has therefore been discounted, due to the proximity and because the site does not form part of the existing catchment draining to Naden Brook.

The proposals are therefore to discharge surface water generated post-development to the nearest public surface water sewer, which crosses the site. The development proposals include diversion of this asset (subject to formal consent and agreement from United Utilities).

The proposed rate of discharge is lower than the greenfield runoff rate (QBar) and has been agreed in principle with United Utilities. Stormwater storage for all events upto and including the 1 in 100yr plus 45% climate change allowance event, this will be provided above ground within two attenuation basins.

The attenuation basins have been located along the western boundary of the site, beneath the pylons to accommodate the public surface water sewer diversion to the east, and to create an area of public open space. This was designed in at an early stage, to limit the use of oversized pipes, and in turn reduce the size of the highways.

These features can be landscaped appropriately to provide additional benefit with regard to water quality and biodiversity. Amenity value and aesthetics will also be provided through inclusion of the attenuation basins, creating a green space for future residents and users of the site to use for recreational purposes.

With regard to the disposal of foul water generated post-development, early review identified that a pumped solution would be necessary to form a connection to the public foul water sewer within Greenvale. At an early stage, space was allocated to include a foul water pumping station onsite.



Figure 13: Drainage Appraisal (LDE, 2025)

14.0 Site Opportunities & Concepts

The proposals have been subject to detailed analysis of the site's constraints and opportunities. The diagram in this chapter shows the site within its context and highlights physical characteristics and constraints which help dictate the design proposals.

14.1 URBAN FORM

The proposed development should respect the existing character of Bamford and the various smaller settlements/developments in the area. The orientation of the properties should take advantage of the views out of the site, providing glimpses of the open scenery to the east and west of the site.

Consideration has been made to the design of the units when accessing the site; The access will be from Greenvale. It is anticipated that the layout will provide a continuation of the tight grain of streets with setbacks providing interesting vistas into the site.

Units near the eastern boundary could be orientated towards the vegetation along the boundary whilst overlooking the football fields. Units to the north could potentially face into the site as it's a sensitive boundary. The western part of the site could be a landscaped area which could provide plots within the development views out. Proposing this landscaped area would comply with the land proposal specified in the Bamford/ Norden masterplan.

14.2 MOVEMENT

The main access point to the site is from Greenvale, in between the existing plots 54 & 64.

Proposing a potential footpath link which connects to the existing public right of way to the east and onto Greenvale could encourage pedestrians to travel on foot and help with ease of navigation through the site, promoting sustainable travel to the wider context.

Proposed footpaths and vehicle routes will be well overlooked with units facing onto main streets proposing an attractive streetscape and natural surveillance.

Key nodal junctions will be highlighted with raised tables to help calm vehicles and assist with navigation around the site.

14.3 LANDSCAPE & EXISTING TREES & HEDGES

All houses will respond positively with the local landscape and scenery.

High quality trees and vegetation will be retained, enhanced and incorporated into the green infrastructure of the newly proposed development.

New landscaping will be proposed where required. This will aim to create a mature setting and help blend the new development into the surrounding context. This will include new tree planting and used hedges for boundary treatments.

14.4 SITE TOPOGRAPHY

The site ground level at the access is approximately 166m. From here the site has a steady fall towards the southern boundary with a ground level height of approximately 156m. The overall gradient is approximately a 1:23 slope.

Where possible, the topography will be used to minimise the impact of the new development on the surrounding area by utilising the existing gradients.

14.5 PUBLIC GREEN SPACE

The public areas within the site will have active frontages with properties facing the street with front doors and/or habitable room windows providing natural surveillance to the public areas whilst also framing the space.

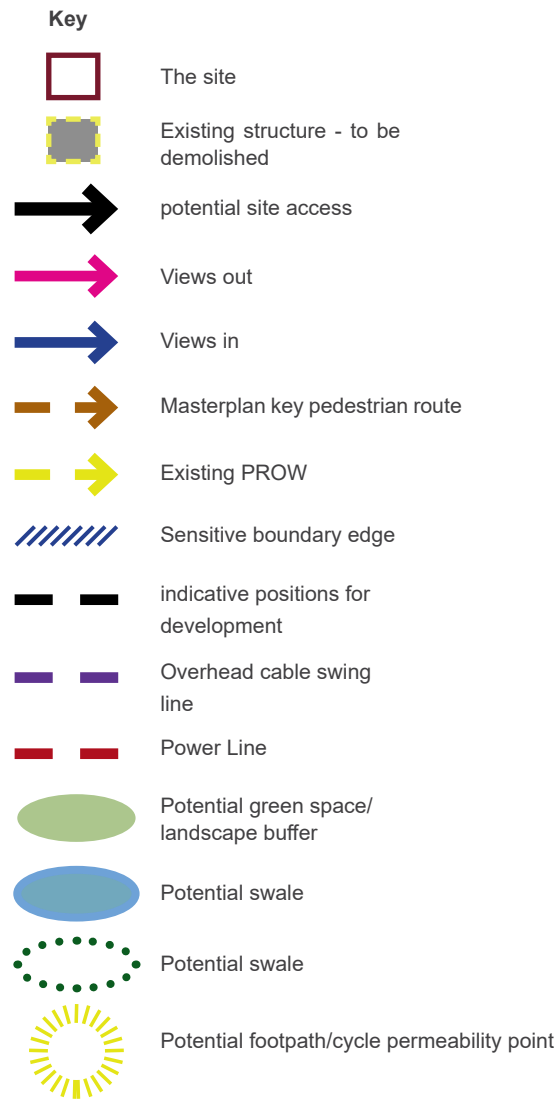
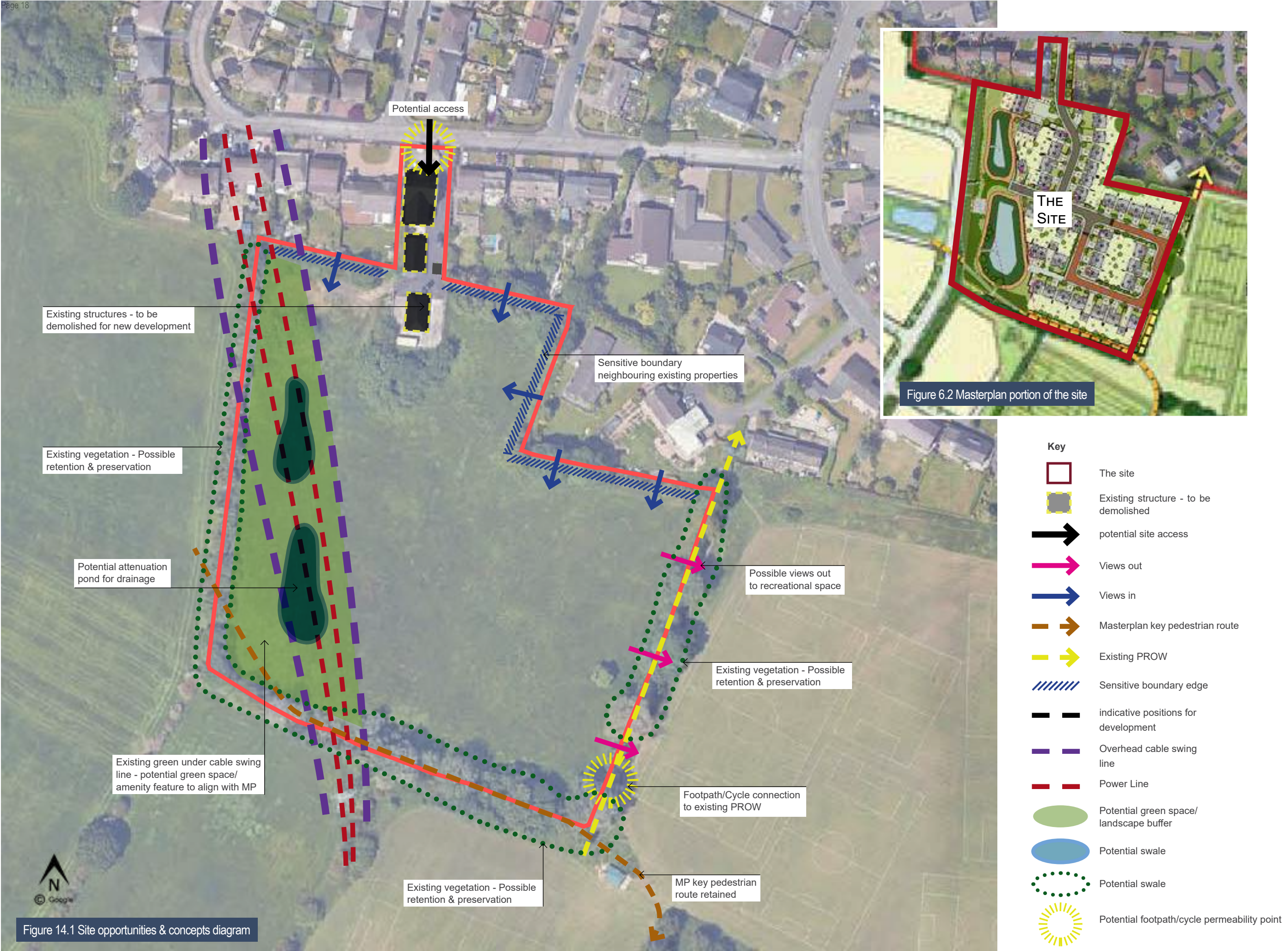
These spaces will act as an amenity feature for new and existing residents and will be well connected with accessible footpaths for ease of navigation.

14.6 EXISTING STRUCTURES

There are existing building structures located along the northern site access area served off Greenvale.

These structures will be demolished for the new development.





15.0 Design Considerations

- Potential access point from Greenvale will provide access to the wider network - linkage to Clay Lane then onto Bagslate Moor Road
- Residential orientation to utilise key views looking out of the site to the east, and western recreational land.
- The layout should be designed to create a welcoming sense of arrival upon entering the development
- New landscaping/vegetation to enhance biodiversity and increase wildlife habitats where possible
- Potential for dwellings to back onto the north and eastern boundary where there is a sensitive edge
- Potential for dwellings to look and face onto open green space and provide a suitable frontage to the site
- The scheme to propose a sustainable development taking into consideration pedestrian and vehicle accessibility to access local amenities
- Road to provide safe access entering and exiting the development
- Adequate parking provisions to be provided to all properties - to comply with Residential Development SPD guidelines
- Provide reasonable separation distances between proposed dwellings - interface distances of 21m backs
- Potential green space provided as amenity feature
- Units to be a maximum of two and a half storeys to meet the local surroundings
- Use of methods to help calm vehicle speeds on roads
- Use of surface materials to highlight private and public spaces and help make the site easy to use
- Potential pedestrian footpath links in and out of the site for accessibility

16.0 Design Response

- The 'Design Considerations' have formed the basis for the preparation of a detailed site layout for the site.
- The proposed access will be via Greenvale, where it links through to Clay Lane up north then Bagslate Moor Road to the east
- The provision of 45 new dwellings on the site would contribute towards PFE Norden/ Bamford development framework in the borough.
- The development will be maximum two and a half storeys in height in order to reflect the style of surrounding residential properties.
- Soft landscaping and trees will be planted to create an attractive and green environment - this will enhance BNG and form part of the new green infrastructure
- Direct access to driveways and garages will be provided to the properties. Surface materials should help distinguish private against public spaces
- Adequate parking provisions will be provided to all properties within curtilage. Minimum two parking bays per property
- Soft planted boundaries will be used wherever possible - potential proposal of hedge screening
- Use of raised tables to help calm vehicle speeds and highlight key junctions
- Proposed change in surface materials to highlight private and public spaces and raised tables to assist with vehicle calming and navigation
- Proposed pedestrian footpath links to Greenvale and to the proposed public right of way from masterplan
- Tree lined avenue from site access to promote attractive entrance and enhance landscape
- Existing green buffer on the eastern and northern edges overlooked by dwellings to create a soft landscaped boundary which will merge with the open countryside adjacent
- A mix of housing tenure types to meet Rochdale Borough Council's housing requirements - the immediate surrounding provides detached, semi-detached and terraced housing tenures which the layout should also use
- Dual aspect/focal units positioned in key locations to help frame space and create interesting vistas. Units should provide natural surveillance and overlook spaces
- The development will help promote natural surveillance with units orientated to overlook green spaces and onto main roads.
- Attenuation ponds are proposed for drainage strategy
- Proposed materials for the housetypes to be stone and brick to compliment and blend in with the existing character area

17.0 Green Spaces & Movement Network

The Rochdale Borough Guidelines & Standards for Residential Development SPD Adopted June 2016; Chapter Biodiversity states *"All new developments will be expected to protect and enhance features of biodiversity interest and take opportunities to promote biodiversity through landscaping and other features wherever possible."*

The proposal will take this into consideration and propose open green spaces which will be well surveillanced. These areas will be well connected by foot and vehicle routes.



The Rochdale Residential Design Guide (page 26 adopted 2007) states that *"good developments create identity and character by designing streets and spaces as places in their own right and that there is a clear hierarchy structure for streets."*

Main routes are separable from drives and footpath/cycle networks as road/drive/path widths will vary and surface materials will be distinguished to help delineate private and public spaces.

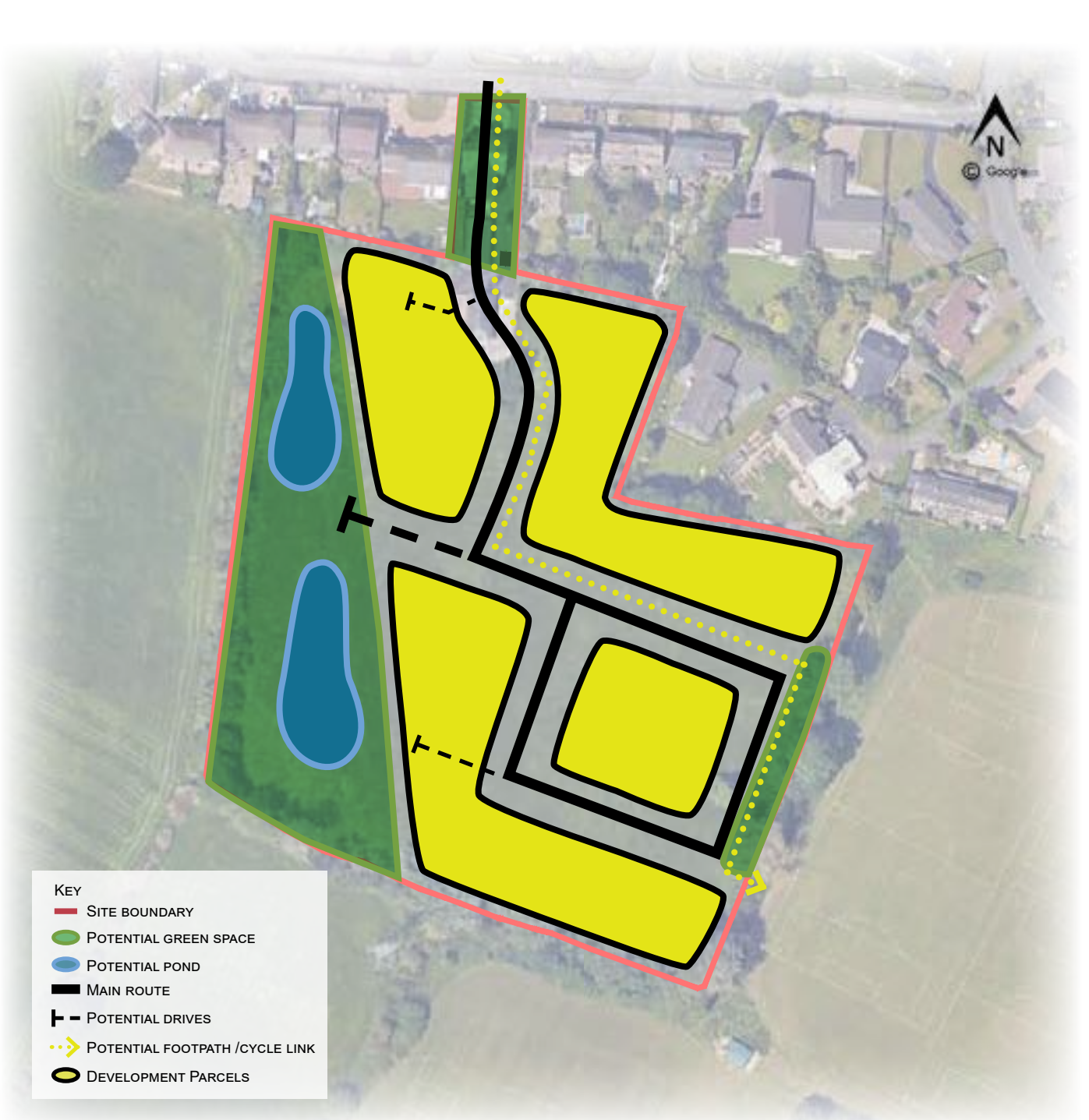


18.0 Development Parcels, Interface Distances & Key Vistas

The Rochdale Residential Design Guide (page 25 adopted 2007) states that *"perimeter block forms should have dwellings face onto and overlook surrounding streets and that buildings are designed to turn corners."*

After identifying public spaces and key routes navigating around the site, the remaining spaces are considered for proposing development units.

Orientation to street frontages and roofscapes will be considered and units will be proposed to frame road junctions.



The Rochdale Borough Guidelines & Standards for Residential Development SPD Adopted June 2016 states that there should be *"21m between directly facing principal windows of habitable rooms, at an upper floor level AND 10.5m between a principal window at an upper floor level and a directly facing boundary of the curtilage."*

The proposal will take this into consideration and propose dwellings with 21m interface distances where there are habitable elevations.

Focal units will be located at the end of roads and at corners to promote visual interest and create interesting key vistas.



19.0 Detailed Layout

19.1 USE AND AMOUNT

The proposed development scheme seeks to provide 45 new high quality family homes, ranging from two to five bedroom properties, maintaining the character of the local area.

19.2 SCALE

The design is being submitted to seek approval for up to two storey dwellings in line with the local vernacular. The layout will achieve 11 units per acre.

19.3 APPEARANCE

The proposed scheme has been designed to reflect the aesthetic found within Greenvale, Bamford.

Properties around the area are typically two storeys constructed from either render, brick or buff brick with varied details including proportioned windows, white or grey fenestrations and protruding gables.

Dwellings proposed within the layout will be constructed of either buff or red brick and grey roof tiles with a variety of details including stone heads and cills. These characteristics are indicated in the streetscenes which will be submitted alongside this planning application.

The main use of brick and grey tiles will mimic materials found around the local vernacular in Bamford so that the development will blend harmoniously into the immediate surrounding and maintain the existing character.

19.4 LANDSCAPE

The existing landscape has helped shape the layout to date. To mitigate the impact of the wider landscape, the existing trees that run along the boundaries have been retained where possible which forms part of the new development green infrastructure whilst still allowing glimpses of interesting views looking out over the neighbouring greens.

A detailed landscape proposal will be submitted to accompany this planning application.

19.5 DETAILED LAYOUT NARRATION

The detailed layout, demonstrates how the proposed scheme is accommodated within the site and how it integrates with the surrounding area. Key elements are described below.

- 1 Prominent entrance with tree lined avenue into the development. Green space to promote BNG and green areas for natural biodiversity.
- 2 Dual aspect units facing onto public open space and at the end of key vistas to create natural surveillance & attractive views.
- 3 A mix of housing tenures have been proposed to meet local housing requirements. Mews, semi and detached units are proposed reflecting the similarity of tenure types in the immediate surrounding.
- 4 Pedestrian connectivity onto proposed green space/attenuation pond area for ease of accessibility to the new amenity feature. This area will promote recreational wildlife and help create new habitats. This green space also complies with the proposed spacing in the wider Bamford Masterplan.
- 5 Change in road surface to identify junctions and raised tables to slow vehicle movement for enhanced safety. Dual aspects and focal units will frame this space.
- 6 Proposed units here will respect interface distances against existing properties at the north and east of the site, complying with the Residential Development SPD guide.
- 7 A spinal road connects the development throughout with units facing onto this road for natural surveillance. The road will be easy to navigate and surfaced in a material distinguishable against pedestrians/cycle footpaths. A decrease in road width will also signify an identifiable road hierarchy throughout the development.
- 8 Units along this area are set back behind a green landscape buffer and will face out to overlook the eastern recreational space adjacent.
- 9 Existing high quality trees/vegetation are retained and enhanced. New landscaping/vegetation are proposed to help soften the development. This will also create new habitats to wildlife and promote a greener development.
- 10 Retention of existing trees forms a mature and interesting landscape setting. A newly proposed footpath/cycle link will also connect through this boundary to the western PROW as highlighted off the wider Bamford/Norden Masterplan.



Figure 19.1 Detailed Layout

20.0 Indicative Streetscenes

The layout contains units that will be up to two storeys maximum and have been designed with the ethos of a modern version of traditional rural architecture similar to that already in the area.

This chapter illustrates streetscenes looking at different areas of the development.



Street Scene A-A



Street Scene B-B



Plot 7 Plot 8 Plot 9 Plot 10 Plot 11 Plot 12
Street Scene C-C

21.0 Housetype Compliancy with Local Vernacular & LPA Guidelines

The proposed housetypes incorporate architectural facade features similar to that already found within the local area of Bamford.

The local vernacular architectural palette include the common use of pedi roofs, dormer windows, heads and cill details, entrance canopies and bay windows.

The proposed units shown below also highlight the use of dormer and bay windows, pedi roof, entrance canopies and varied heads and cill details proposed on either red or buff brick elevations.



PROPOSED HOUSETYPES



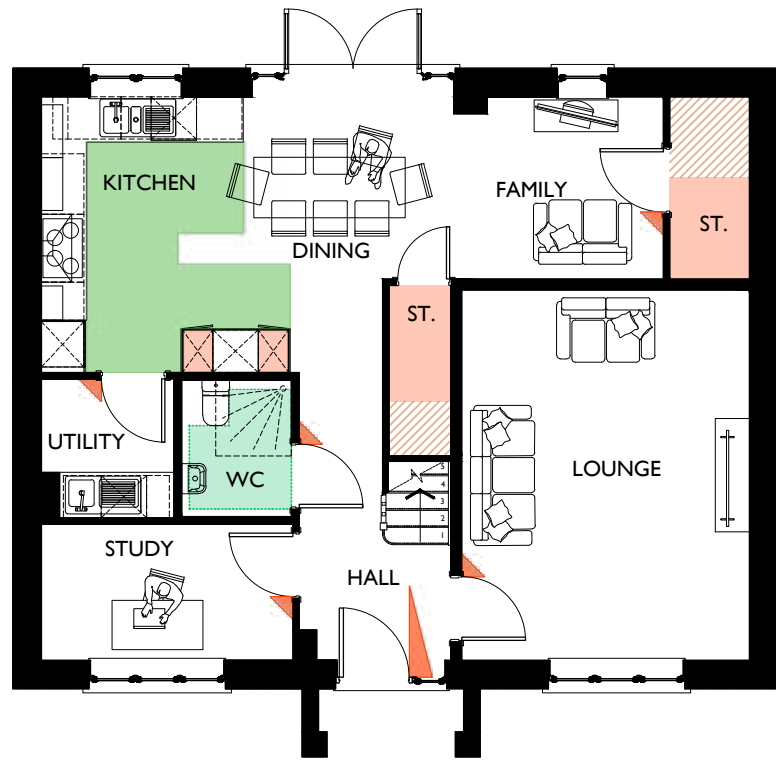
21.1 M4(2) & NDSS Compliancy

The proposed housetypes are compliant with M4(2) and NDSS standards for future adaptability purposes and are also in-line with national housing space standards to suit varied tenure types.

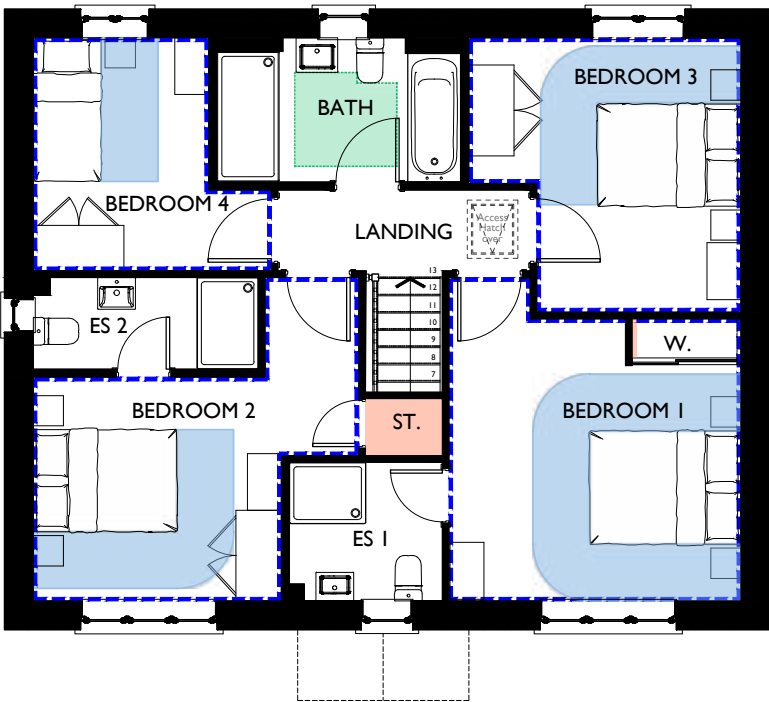
This will make the properties more viable for selling and adaptations and also ensure room spaces and internal areas meet the national criterias in terms of sizes per person. An example of one of the proposed housetypes meeting this for the development could be viewed below.

M4(2) NOTES

- Minimum 900mm width approach to dwelling with level threshold.
- The principle private entrance is to have a level external landing with a minimum width and depth of 1200mm
- The landing is covered for a minimum width of 900mm and a minimum depth of 600mm
- All external doors to have accessible thresholds
- Staircase to have a minimum clear width of 850mm when measured from 450mm above the pitch line.
- Glazing to the principle window of the living area starts a maximum of 850mm above floor level and in compliance with Part K
- All walls and boxing to VVC & bathroom should be strong enough to support grab rails, seats and other adoptions that could impose a load of up to 1.5kN/m²
- The handle to at least one window in the principle living area is located between 450mm and 1200mm above floor level.
- All other handles to windows are located between 450mm and 1400mm above floor level.
- Red triangles denote 300mm leading edge to doors. Extends 1200mm to principal entrance door
- Green hatch denotes 1200mm clear zone in front of kitchen units
- Blue hatch denotes 750mm around beds & clear access route from doorway to window
- Refer to bathroom plan for more detailed clearance zones for Bathroom



GROUND FLOOR PLAN



FIRST FLOOR PLAN

PLOT NUMBERS :	
As	Opposite hand
-	-

NDSS COMPLIANCE SCHEDULE THE WOODMOUNT		
No. beds / persons	4 Bed, 7 Persons (4B7P)	
No. storeys	2	
	Target (m²) net	Actual (m²) net
GIA	115	140.3
Storage	3.0	4.9
Bed 1	11.5	14.9
Bed 2	11.5	12.4
Bed 3	11.5	11.5
Bed 4	7.5	8.0

1. Bedroom net floor area denoted by:
2. Storage net area denoted by:
3. Discounted Storage net area denoted by:
4. Storage calculated on assumption ASHP is primary heating source.
5. Finished dimensions based on:
 - 25mm plaster zone to blockwork.
 - 12.5mm to studwork.

M4(2) Manoeuvring & Activity Key:	
Bedroom circulation space:	
Kitchen activity zone:	
Sanitary activity zone:	
Ground floor circulation zone:	

22.0 Landscape Proposal

22.1 LANDSCAPE STRATEGY

In order to facilitate the development and improve the existing site boundaries, a limited amount of low quality existing vegetation would be removed as set out in the AIA.

Existing trees to the southern boundary and south-eastern corner of the site would be removed (all cat. C2 or lower – as per AIA) and replaced with a native species hedgerow and larger stock native trees which would be located within a linear 2m strip of land to be maintained by the management company. This would ensure the retention and viability of the new planting and secure the associated screening effect anticipated with the maturity of the planting. In the medium to longer term, the proposed planting would create a more robust and secure boundary to the south of the development.

Existing trees located along the eastern and western boundaries of the site would, for the most part be retained however, the proposed landscape scheme would provide additional understorey and scrub planting along these boundaries in order to enhance the retained vegetation, whilst increasing the levels of containment it provides.

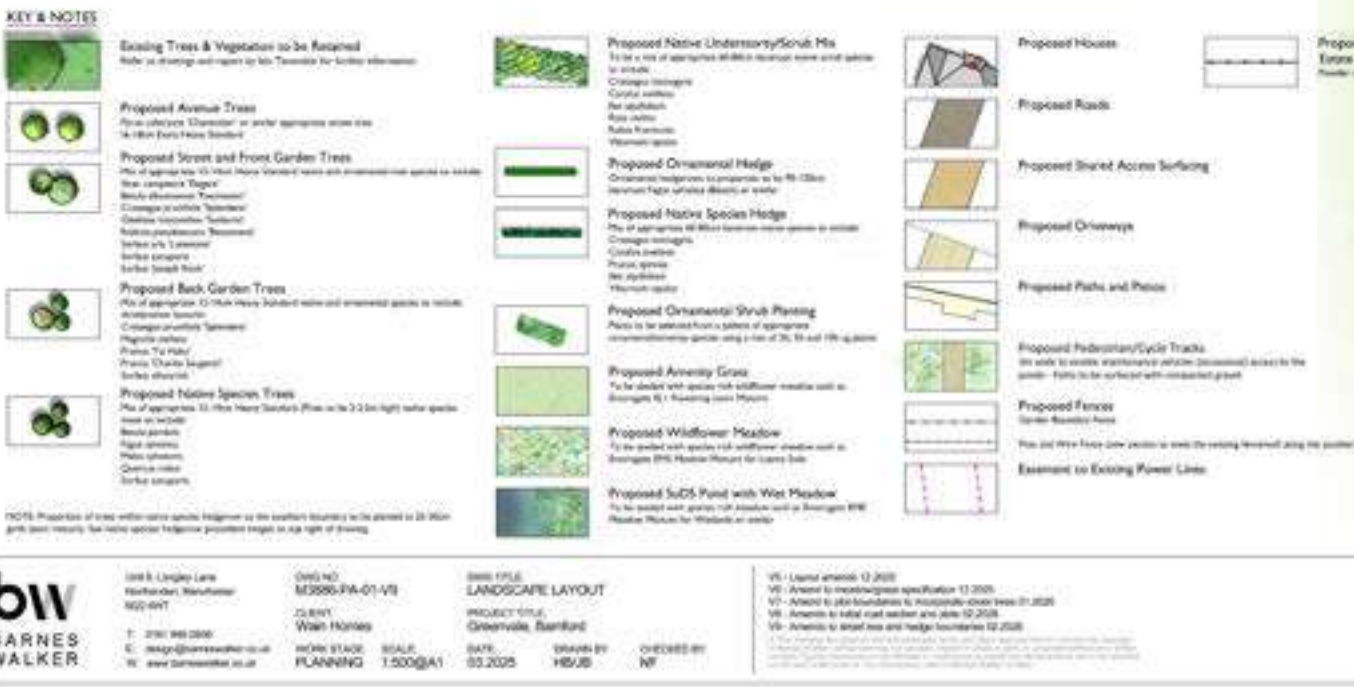
To the north of the site an avenue of trees, grass verge and boundary hedgerow would line the access road leading off Greenvale, creating an appropriately formal and green approach into the development. Existing residential properties located along the northern site boundary would provide containment and screening of the proposed development.

A number of street trees have been incorporated into the proposals and are set within grass verges in front of properties separated from the garden curtilage by metal estate railings and ornamental hedgerows. These trees and hedgerows would be maintained by the management company in order to provide long lasting landscape structure as they mature. Street trees, combined with garden boundary hedgerows and ornamental shrub planting would ground the proposed built form and create an attractive streetscene with colour, texture and seasonal interest.

22.2 POS

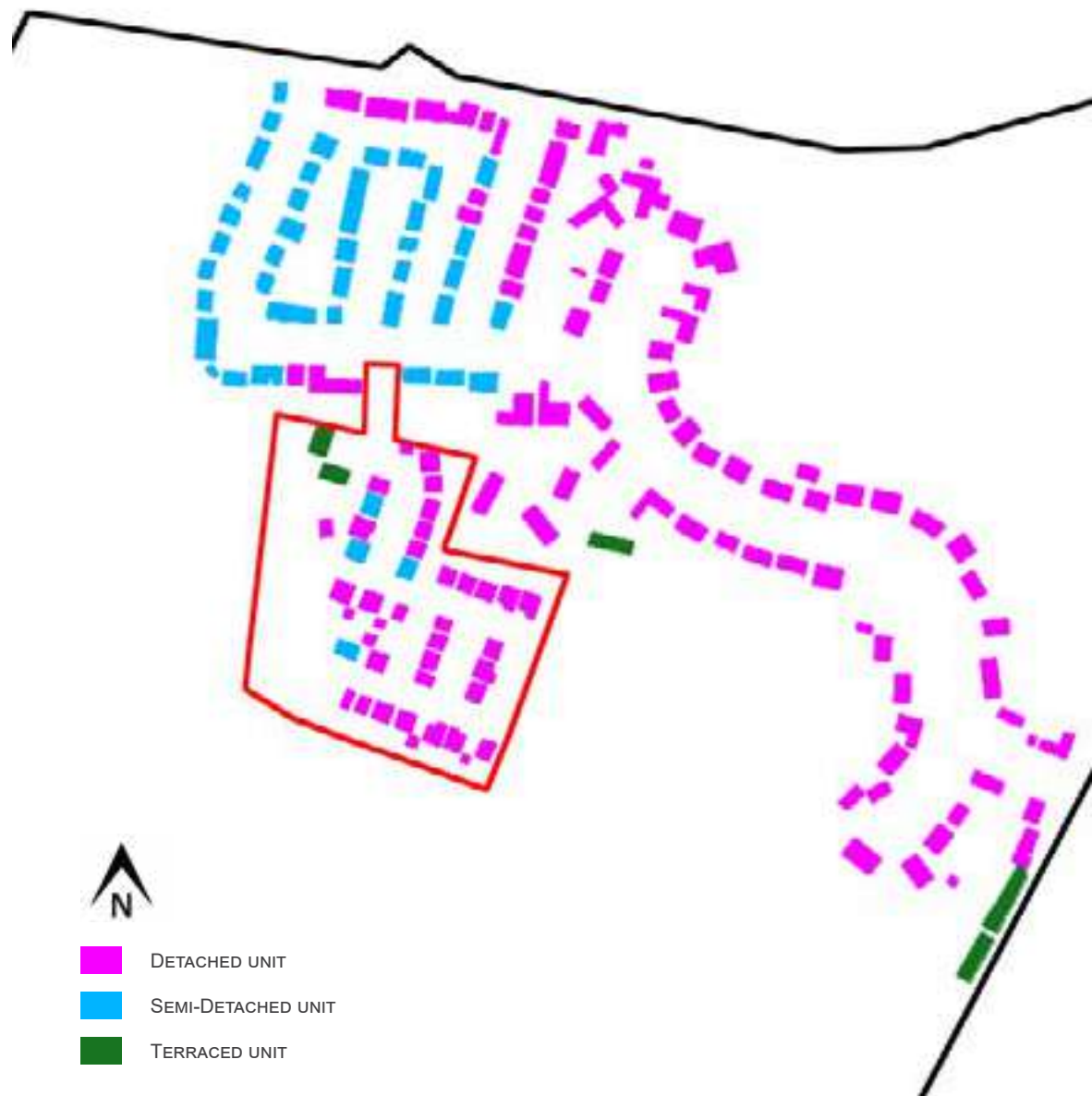
The location of the POS beneath the existing overhead cables limits the opportunity for extensive tree planting however, a number of trees have been proposed to the south-west of the open space and a restriction on tree planting provides an opportunity to provide alternative landscape proposals. As such, the SuDS basins and adjacent areas of POS would provide enhanced levels of biodiversity via the implementation of areas of scrub planting and areas of meadow and wetland wildflower seeding.

The POS area would also provide local walking loops around the attenuation ponds, thus providing recreational and wellbeing benefits to residents in close proximity to the development.



23.0 Character Areas & Urban Grain

The diagram below and to the right identifies the proposed development within the area of Bamford, highlighting that the urban grain is maintained and that the units proposed will merge into the immediate context in terms of layout, spacing and density.



A variety of house type tenures surround the development. These include, detached, semi-detached and terraced housing units.

The site proposes a mix of detached, semi and terraced/mews properties which is in-line with the local tenures.



24.0 Masterplan Compliance

The scheme has been proposed with the ethos of maintaining key policies from the Bamford/Norden Masterplan.

It is anticipated that the proposed scheme will act as an initial development scheme that allows the future of further development to be enabled whilst maintaining compliancy of the masterplan framework aspects in terms of routes, connectivity, expansion, green infrastructure and enhanced layout development.



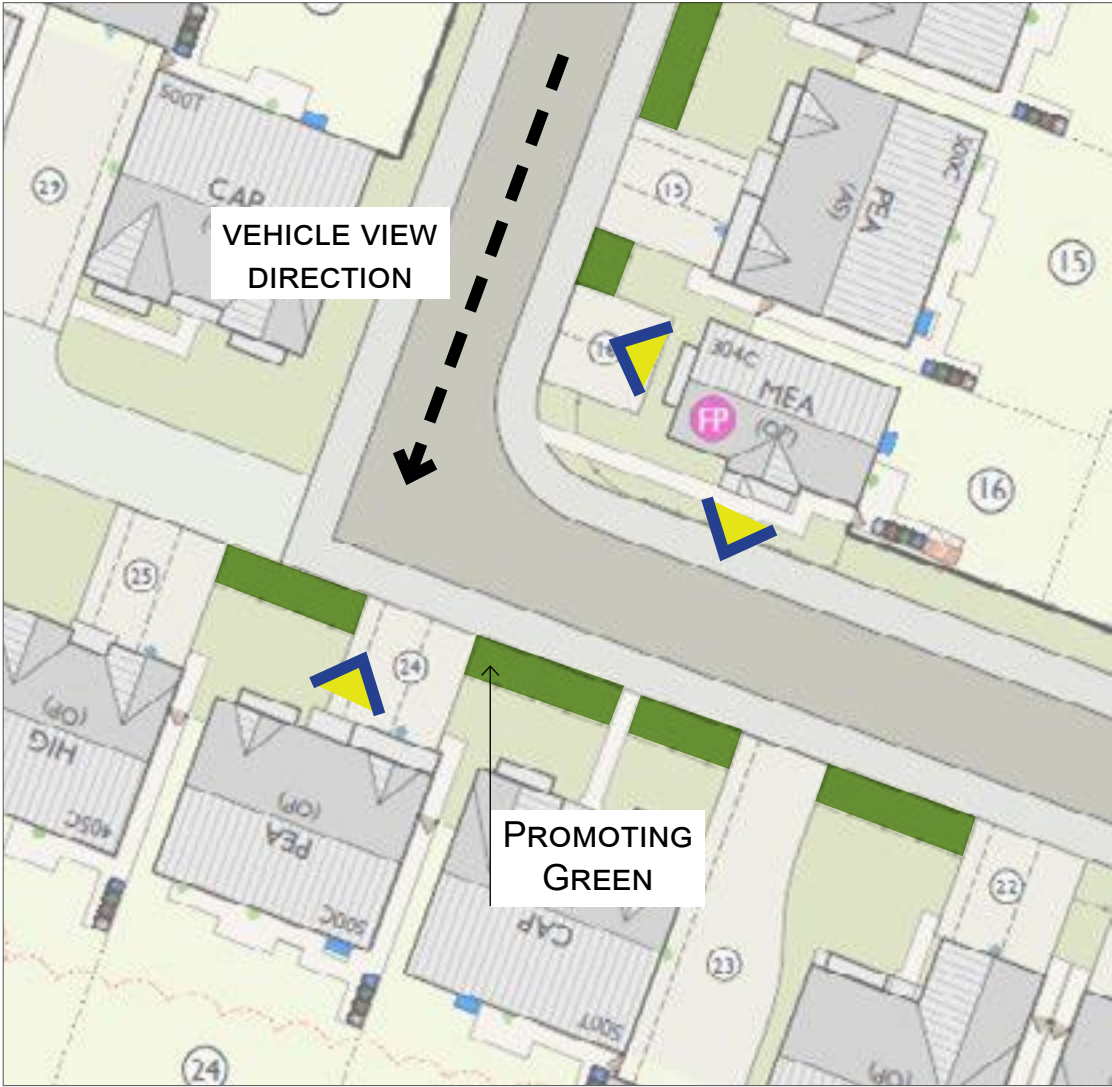
25.0 Layout Compliancy with LPA Design Guides

The layout have took into consideration, key aspects/principles from the local authority design guide SPD document. These principles are demonstrated in the proposed scheme with examples shown in this chapter (23) through pages 24-30.

DM1 & POLICY 1 - GENERAL REQUIREMENTS & IMPROVING IMAGE

Focal units will be proposed on the end of roads where required to promote key vistas along with corner turning units. They ensure an appealing visual view for vehicles driving down roads and will assist with natural surveillance.

Grass verges with planting are also proposed to promote an urban green linkage with the existing green infrastructure. This will enhance the development character and provide an attractive living environment.



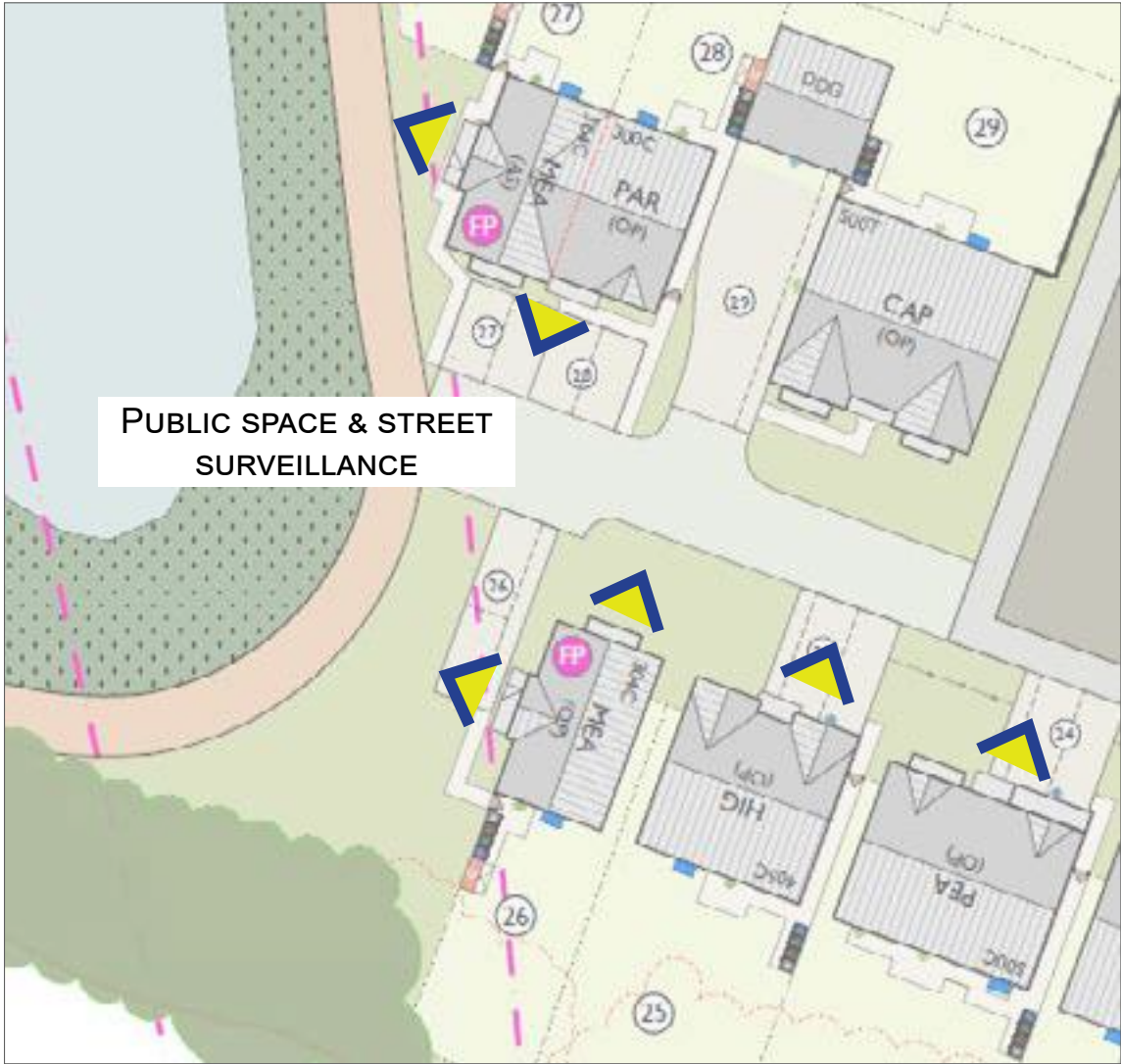
The layout of the development has been considered and designed so that it will merge harmoniously into the immediate context whilst acting as an initial scheme to develop into wider areas as appointed in the Bamford/Norden Masterplan.



25.1 Layout Compliancy with LPA Design Guides

POLICY 1 - IMPROVING IMAGE

Main units are orientated to front onto main streets/roads and dual aspect units are proposed on corners to help frame space and provide visual interest. These will increase the sense of attractiveness around the development and create visual views throughout the area.



Dual aspect / focal units are positioned in locations to overlook spaces and provide natural surveillance. The use of dual aspect properties on corners/turning points of roads will limit the exposure to blank gables aswell.

POLICY T2 - IMPROVING ACCESSIBILITY

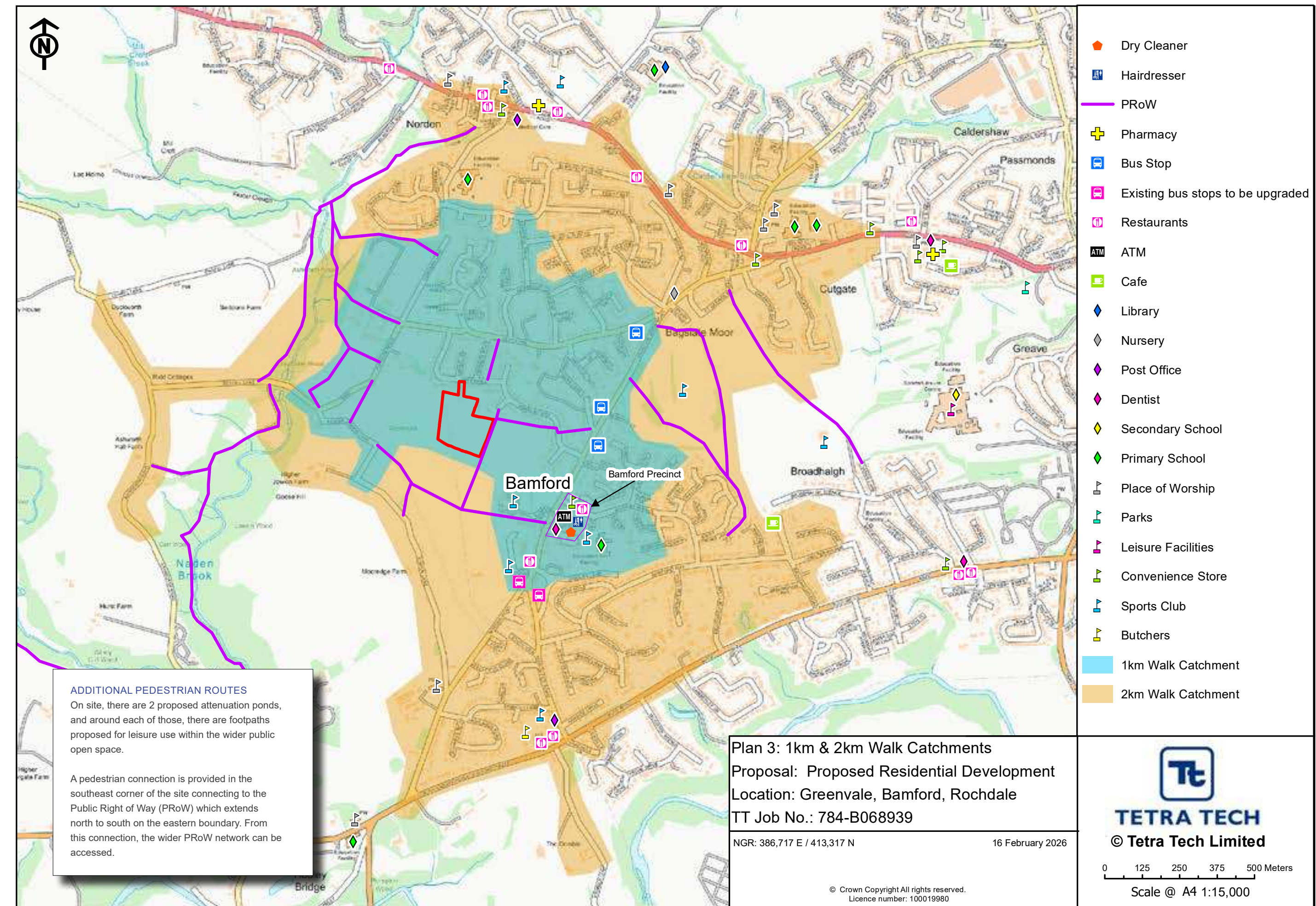


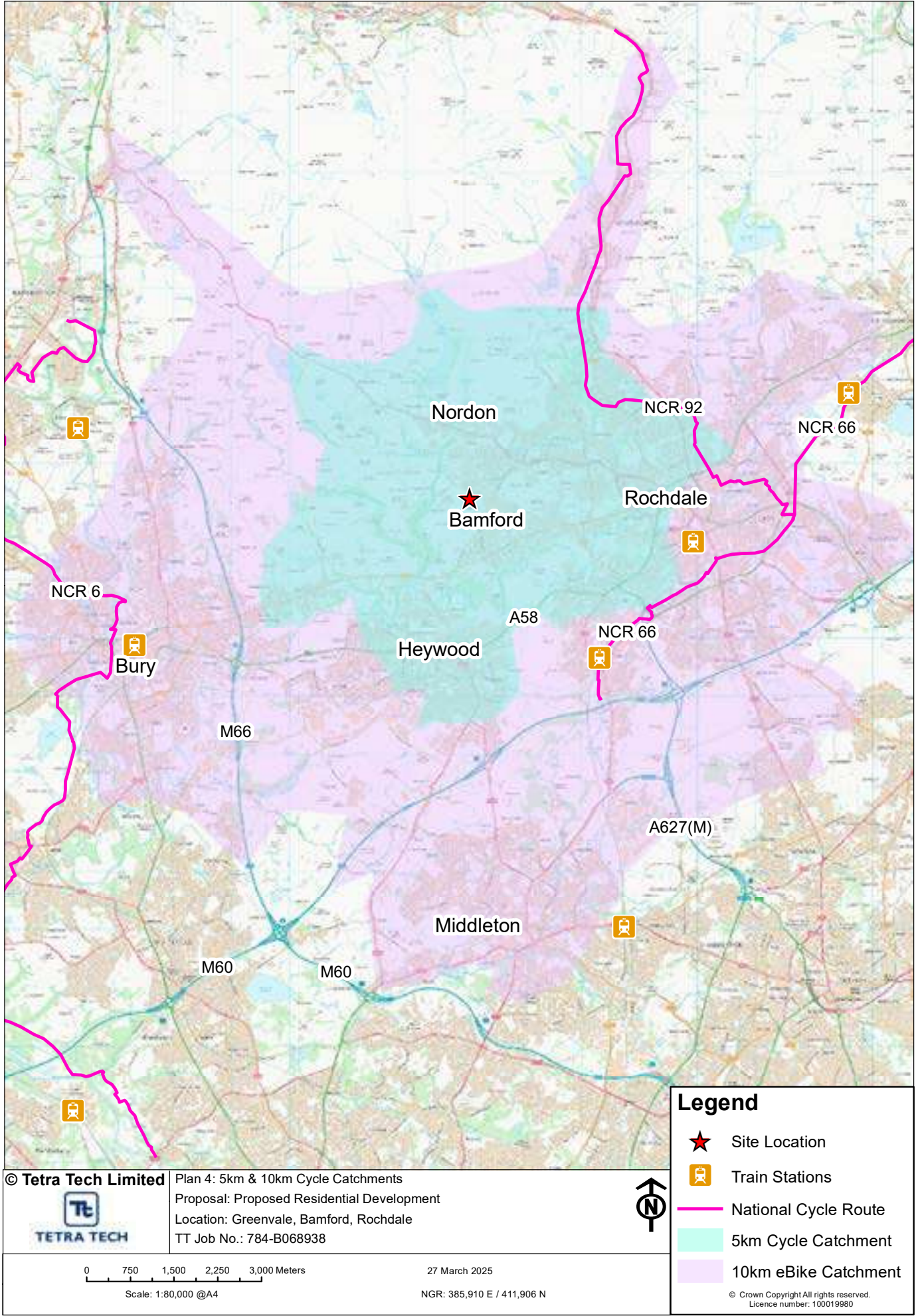
STREET HIERARCHY

Greenvale, Bramley Road and Norford Way (i.e., the nearby existing streets) are classified as neighbourhood streets. The proposals are for a small quantum of development (45-dwelling) and it therefore follows that the on-site street layout form neighbourhood streets too.

All streets on-site will be subject to a 20mph speed limit, which will be beneficial for pedestrians and cyclists in terms of highway safety.

- Are typically located at the edges of the site or facing pockets of POS.
- Widths of varying sizes to accommodate turning vehicles, typically between 3-6m.





WASTE STORAGE
Bins are stored on-plot within rear gardens. Clear access to the street is provided on all plots to allow the movement of bins for collection.

Refuse vehicles movements are catered for adequately and safely.

PRIORITISING CYCLING
The on-site street network comprises of very lightly trafficked and self-enforcing low speed environment which will encourage cycling.
Plots without a garage are provided with a cycle storage unit to the rear of the property to promote sustainable travel and active lifestyles.

25.3 Layout Compliancy with LPA Design Guides

POLICY 2 - BNG & PRESERVATION OF NATURAL LANDSCAPING
Existing high quality trees/vegetation on site have been retained and enhanced where possible to promote natural biodiversity. New planting are also proposed to form a wider connected green infrastructure.

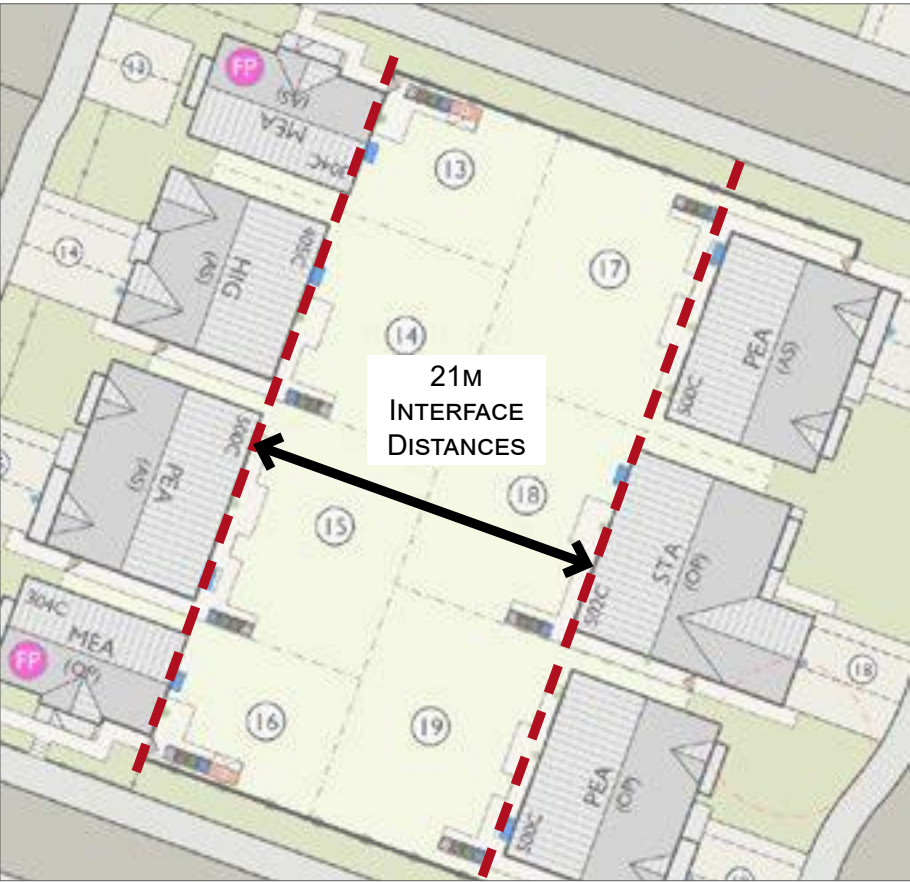
- KEY
- PROPOSED GREEN INFRASTRUCTURE MANAGED BY A MANAGMENT COMPANY
 - EXISTING VEGETATION

TREE BOULEVARD PRIMARY ROAD
Main road (5.5m), footpath(2m), grass verge(2m) and railings aligning both sides and drives served off this.

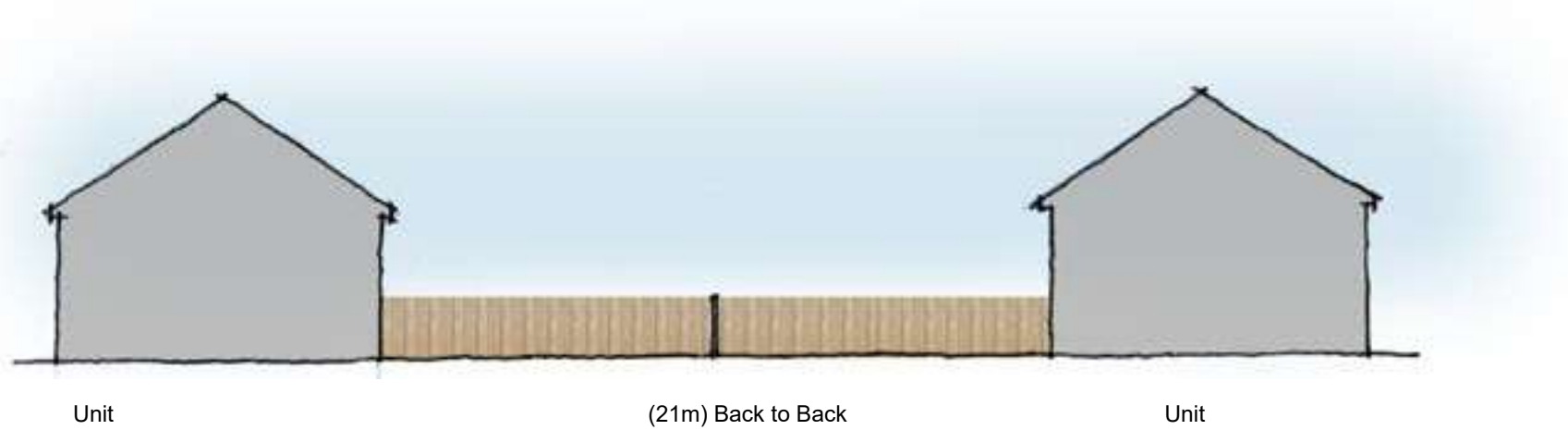


25.4 Layout Compliancy with LPA Design Guides

POLICY 3 - IMPROVED DEVELOPMENT DESIGN & SPACE STANDARDS
Interface distances of 21m back to back habitable faces comply with the Residential Development SPD document (2016) which ensures dwelling privacy and sufficient garden play space for residents.

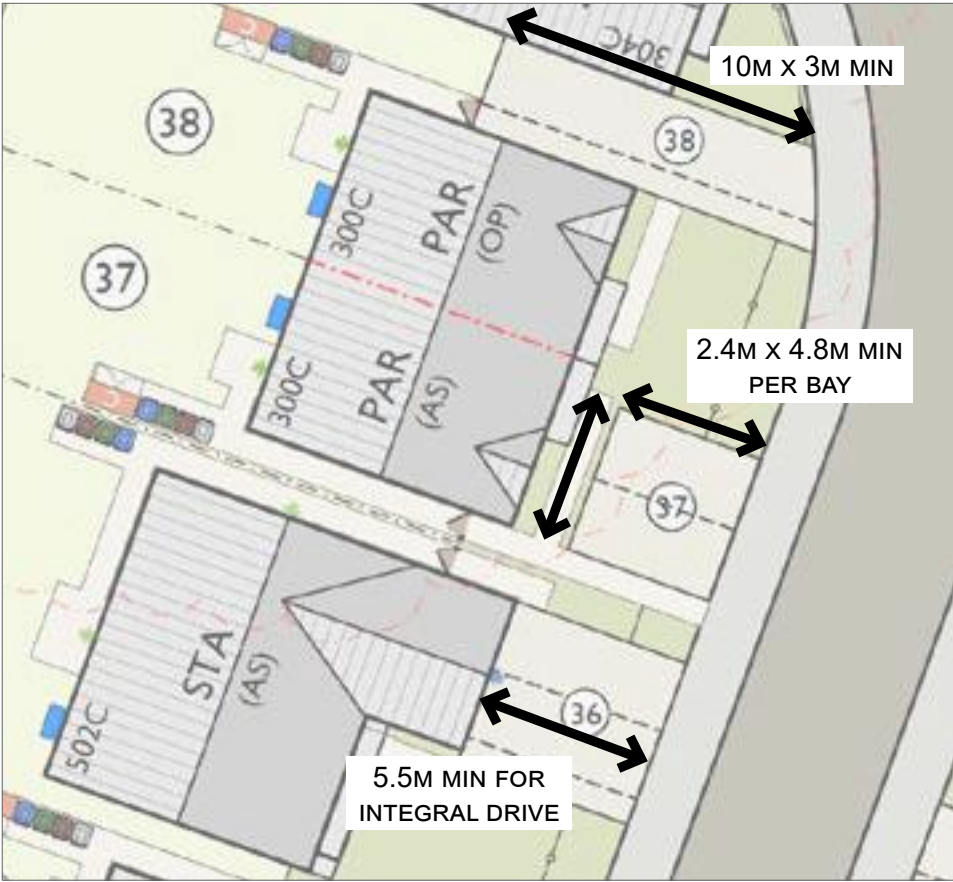


BACK TO BACK INTERFACE DISTANCES
The Rochdale Council Residential Design SPD states that interfaces for rear habitable elevations should be minimum 21m.

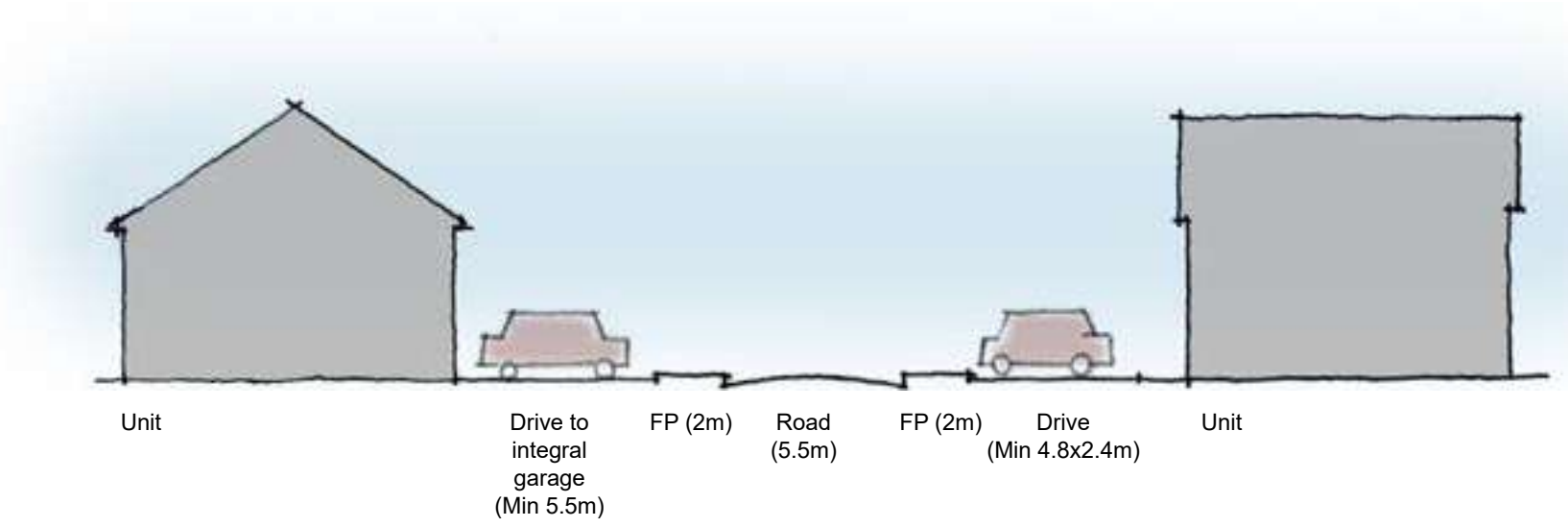


25.5 Layout Compliancy with LPA Design Guides

POLICY 3 - IMPROVED DEVELOPMENT DESIGN & SPACE STANDARDS
Parking spaces are designated to properties with clearly distinguished surface materials and are proposed to minimum sizes which comply with the Residential Development SPD (2016).



PARKING SIZES
Private parking drives and bays are proposed to meet the minimum lengths and widths as identified in the diagram above.



26.0 Accessibility

26.1 ACCESS FOR ALL

The proposed development addresses a number of principles and policies with regards to the access:

- The ability to access the site by car
- Readily accessible link to the existing public footpath network.
- Access to local good quality public open space which enjoys a high standard of security and access.
- All dwellings will be designed in accordance with current Building Regulations and in particular Part M to provide access for all.

26.2 EDUCATION

The closest school in Barton is Whittaker Moss Primary School, Highwood, approximately 0.8 miles away from the site.

St. Vincent's R.C. Primary School in Norden is 1.1 miles away.

26.3 PUBLIC TRANSPORT

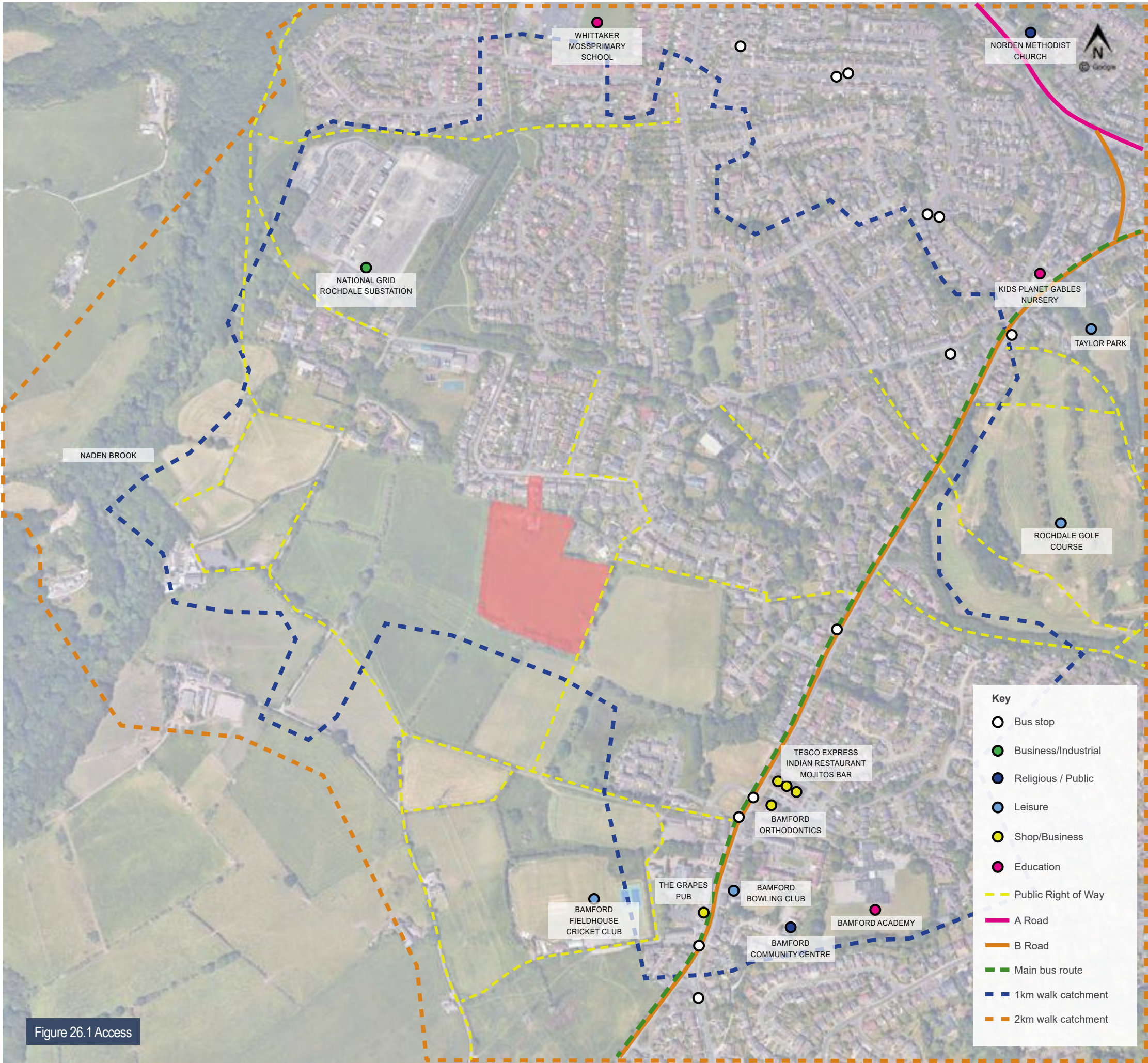
Bus services are also in operation within Bamford, with bus stops located within close proximity to the site. Several bus routes connect to Bury and Rochdale. These are accessible by bus stops along the Norden Road.

The nearest bus stop to the site is located 0.4 miles from the site on Norden Road. This bus stop provides journeys to Rochdale.

26.4 SECURED BY DESIGN

The following principles have been taken into account at this stage.

- Vehicular and pedestrian routes have been designed so that they are visually open, direct and well used. A careful choice of materials and boundary treatments will clearly define private and public spaces.
- Vehicular, pedestrian and cycle routes are kept together and not segregated. These are well overlooked and not isolated.
- Open space and vehicle routes have been designed so that they are well overlooked, with due regard to natural surveillance.
- Cars will be parked in garages or private drives within the dwelling boundary.
- Use effective street and pathway lighting to reduce dark spots where crime could occur, making sure all public spaces are well-lit at night.
- Use clear signage in and around the site
- Design defensible spaces by using physical features like hedges and gates.
- Regular maintenance and upkeep of the environment



26.0 Accessibility Continued....

The diagram to the left shows that within the 1km walking catchment there is Bamford Precinct which includes a dentist, a convenience store, an ATM, a restaurant, a hairdresser, a dry cleaner and a take-away.

Additionally, within the 1km catchment there are 5 sports facilities (football, cricket, tennis, bowling and martial arts), a public house with a restaurant, Bamford Academy primary school and a Scouts Hut.

As illustrated in the Access Diagram, the site is located to the west of Bamford and south of Norden.

At the local level, the site benefits from proximity to:

- Bamford Academy
- Bamford Precinct including dentist, a convenience store, an ATM, a restaurant, a hairdresser, a dry cleaner and a take-away.
- 5 sports facilities: football, cricket, tennis, bowling and martial arts
- a public house with a restaurant,
- a Scouts Hut.

27.0 Crime Impact Statement

This development has been assessed against the principles of 'Secured by Design (SBD) (RESIDENTIAL (HOMES) GUIDE 2025 – Edition 1) "the Guide" in order to reduce the opportunities for crime and the fear of crime.

Part 1 of the Guide provides

- Roads and footpaths
- Communal areas and play spaces
- Dwelling boundaries
- Layout and orientation of dwellings
- Gable end walls
- Rear access footpaths
- Dwelling identification
- Climbing aids
- Vehicle parking
- Bicycle parking
- Planting in new developments
- Street lighting

Below is our assessment as how this has been applied to this development.

Paragraph 8.1 of the Guide states that "Vehicular and pedestrian routes shall be designed to ensure that they are visually open, direct, well-used and shall not undermine the defensible space of neighbourhoods". Paragraph 8.2 goes on to state:

"It is important when designing roads and footpaths to maximise the benefits of passive surveillance, and furthermore, when addressing safety and security of street layouts, public realm, and footpaths, that designing out crime is adopted as a broader package of works. This includes landscape design, lighting, layout of buildings, etc. to ensure that all roads and footpaths (including public rights of way) are safe, secure, and accessible for all, in support of the Violence Against Women and Girls (VAWG) agenda."

Paragraph 8.9 states:

"Routes for pedestrians, cyclists and vehicles shall be integrated and assist easy, intuitive wayfinding through the application of inclusive design by increasing activity and therefore natural surveillance, proven deterrents for crime and anti-social behaviour."

In this development, there is a single vehicular access point into the development, which can reduce the potential for criminal and antisocial behaviour. This is achieved by the design of the vehicular and pedestrian routes so that they are visually open, direct and well used. A careful choice of materials and boundary treatments will clearly define private and public spaces.

The access road would be illuminated to adoptable standard, to reduce the potential for crime and fear of crime. The access into the site has been designed to adoptable standards however the tree lined entrance to the development conveys the impression that the area beyond is private and discouraging anyone without a legitimate reason from entering the site.

Front doors are generally positioned in prominent locations where they can be overlooked from the street allowing residents to view any potential threats on approaching their property.

Cars will be parked in garages or private drives within the dwelling boundary. The plans show that all dwellings in the development will have driveways. Cars parked on driveways are less likely to be targeted by offenders than those parked on residential streets or within communal parking areas.

With regard to linkages with the wider site this development has been planned to be permeable. Therefore vehicular, pedestrian and cycle routes are kept together and not segregated. Where links are proposed for example, in the south east corner of the site, this is overlooked by the dwellings as is the PROW along the eastern boundary.

Open space and vehicle routes have been designed so that they are well overlooked, with due regard to natural surveillance. The design of the defensible spaces use physical features like hedges and gates and the management company would enable regular maintenance and upkeep of the environment.



28.0 Conclusion

This Design and Access Statement demonstrates that the proposed scheme has been fully considered, and that the proposals are appropriate in their context.

Development of the site would contribute to achieving the following aims:

- Will result in a well planned residential development of which will echo the vernacular of the surrounding area, and will therefore, blend the site into the immediate context.
- Has considered the opportunities available for maintaining the character and quality of the area by preserving and enhancing important on-site features such as trees and new vegetation.
- Helps address the needs for local housing land ensuring they are accessible, usable and easy to understand and in accordance with Part-M guidance.
- Will be visually attractive as a result of the mix of good architecture, urban design and landscaping with the promoting of new green space, accessible vehicle and footpath links connecting to the wider network.
- Promote a development which complies with key features of the Bamford/Norden masterplan; including connecting onto the existing PROW, proposal of new green space under the cable swing sector, enhanced landscaping, new accessible movement network and creating a new residential area that uses focal/dual aspect units for vistas and delineates public and private spaces clearly by the use of varied surface materials. The proposal for the development will be easily integratable for future proposed schemes neighbouring the site.



Figure 27.1 Detailed Layout

GREENVALE, BAMFORD
ROCHDALE

DESIGN & ACCESS STATEMENT

IN SUPPORT OF A FULL APPLICATION
FOR 45 DWELLINGS

Wain
HOMES



mck associates limited
architecture | building | surveying | urban design