

Addendum

to Design & Access Statement

Proposed residential development at
Waterfold Lane, Heap Bridge, Heywood

June 2026

Rev B

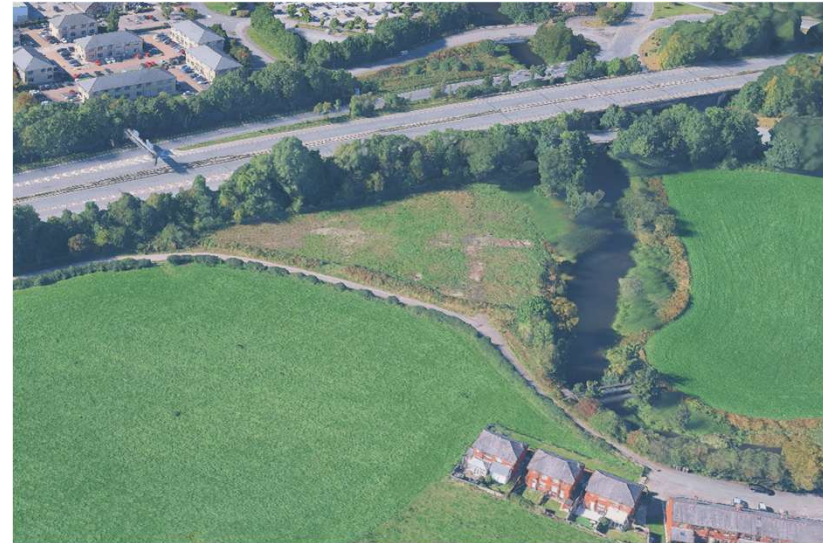


NJLConsulting
Planning+Development



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Contents



1.0 Introduction

2.0 Discussion details

3.0 Site Layout and Proposals

4.0 Conclusion

Appendix

1.0 Existing drawings

2.0 Building for Healthy Life Assessment

Equilibrium Architects

Waterfold Lane, Heap
Bridge, Heywood

Addendum

R0832

1.0 Introduction



This document relates to a Detailed Planning application for the construction of high quality, fully Affordable Housing scheme which will provide social rented accommodation for the local community.

The purpose of this document is to outline the design changes undertaken following dialogue with Rochdale Planning Department in respect of the design concerns raised over the scheme as presented, following a site visit and additional communication through the Planning Consultants, NJL

The application was submitted following a Pre-app with Rochdale MBC. This Addendum includes the Design Principles and Decisions considered following receipt of the council's feedback including what criteria has influenced the updated design.

2.0 Discussion details

The scheme presented to Rochdale MBC Planning was for a proposed Affordable Housing scheme which accommodated 24no 1 and 2 bedroom flats serviced from common stair and 6no 3 bedroom houses, all with 45no car parking spaces, in court format.

The mix of units had been formulated through our client's discussions with local RP's. The design was guided by the requirement to address the noise issues associated with the adjacent M66 motorway, as such tall acoustic fencing was proposed to baffle the sound and meet the required standards set by the Council's Environmental Health Department.

A meeting on site was held with the Council's Planning Case officer and Urban Designer to review the scheme and raised the following concerns:

- Orientation of buildings and opportunities to provide a strong river frontage and enhanced street scene along Waterfold Lane.
- Reference to the former Mill on the site, demolished as part of M66 works.
- Elevational treatment requires attention to create a higher quality product.
- Concern over the large acoustic fence to the site frontage
- Inward facing development- can this be reviewed?



The image above highlights the proposed site layout discussed on site with the Council's Planning officers including proximity to the river and motorway/slip road.

During the meeting, a review of the acoustic issues from the adjacent motorway were discussed and the Design Team reinforced the concerns relating to rotation of the blocks and how the noise issue would impact upon rear gardens facing the noise source. The inclusion of the riverside walkway was considered as a positive however this is to be developed further to maximise it's potential.

3.0 Site Layout and proposals

In response to the initial comments from Planning in respect of the Proposed site layout, Miller Goodall, Noise Consultants were commissioned to review the site with regard to acceptable noise levels from the motorway. The images to the right were produced in sequence to ascertain how the noise impacted the various scenarios of building form- the green areas achieving a noise level of between 50 and 55dB, which is an acceptable level for comfortable outdoor living.

Images 1 and 2 followed early redesign work and provided guidance to the scale of 'barriers' required to meet the minimum criteria for sound reduction in private amenity spaces.

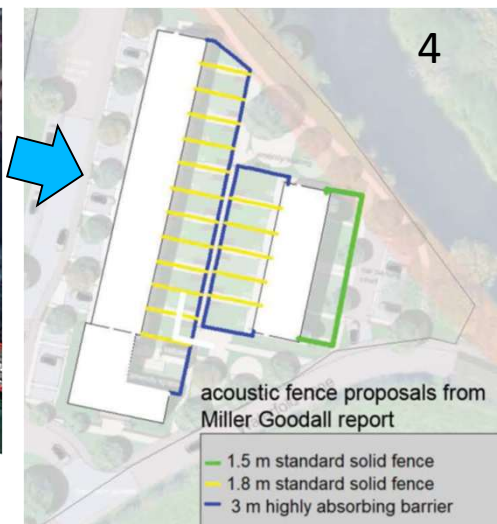
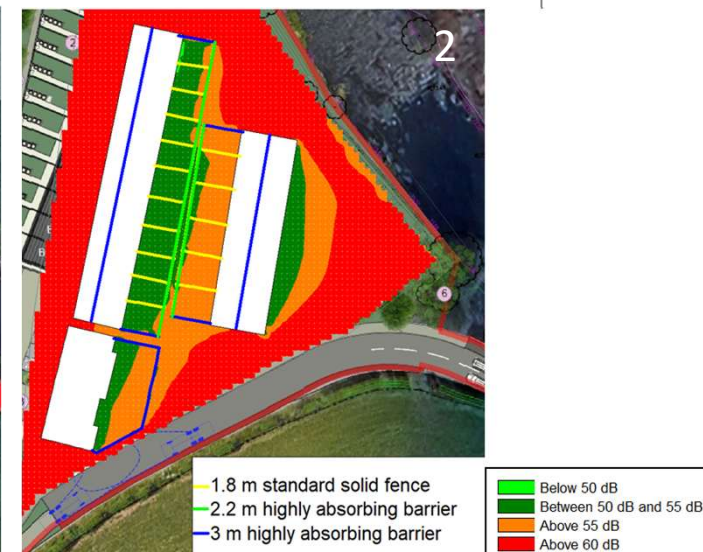
Image 3 included for a 'wrap-around block at the bottom of the image which enhanced the protection to the smaller terrace of dwellings more distant from the motorway noise source. This option was based upon a design of 3 storey facing the motorway reducing to 2 storey on the sheltered side of the building as indicated on the proposed site below:



The Acousticians modelled the impact of the 3 storey building including for more domestic scale boundary treatments with fencing being proposed to a maximum height of 3m to further reduce the sound impact of the private amenity space.

Image 4 highlights the extent of the acoustic fencing with the blue line noting where the 3m high fences are required reducing-down to 1500mm high to the Waterfold Lane frontage with the blue arrow highlighting the direction of the noise source.

This early design work ensures that we have a scheme which complies with the requirements of Environmental Health in respect of noise pollution and sets the parameters for design.



Miller Goodall's proposals informed us that the orientation of the blocks must be parallel to the motorway for maximum effect therefore this was our starting point for the updated design in terms of layout and building form in respect of scale and orientation of rooms etc.

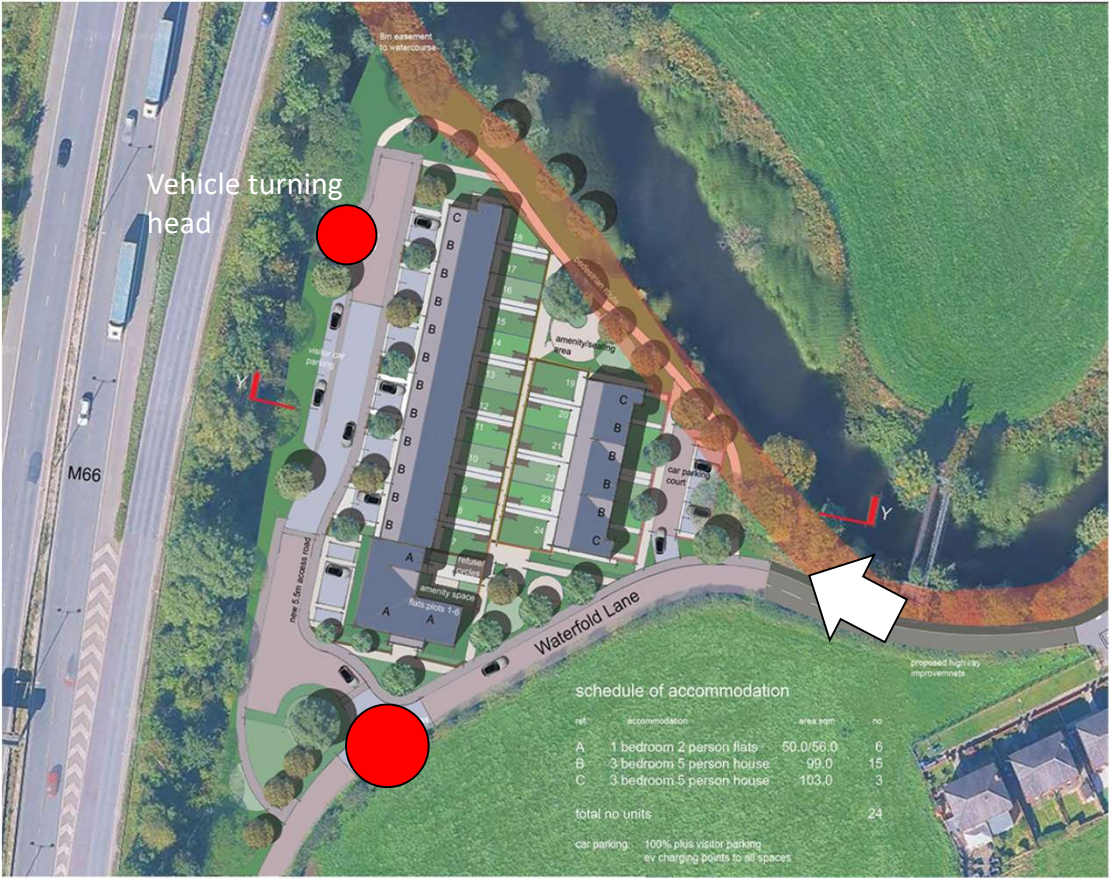
Following on from the technical exercise undertaken by Miller Goodall the design progress focussed on the detail, further design work was undertaken to ensure that the proposed buildings and blocks created a cohesive layout and not one that ‘turned it’s back’ on Waterfold Lane or the river. We had reviewed the scheme at the early stage of the Acoustic investigations to determine whether there was any scope to allow buildings to ‘front-on’ to the River Roch or run parallel to Waterfold Lane however this was not deemed to be produce acceptable levels within the private amenity space to the dwellings and flats.

The orientation of the blocks have maintained the parallel relationship to the motorway therefore producing the optimum sound reduction to these private garden areas.

The arrow on the layout indicates the initial view into the site from Waterfold Lane, the block of 6no townhouses (plots 19-24) becomes the focal point with high quality brick and fence boundary treatment and car parking which integrates with the landscape plus the addition of native hedging around the car parking spaces to reduce the impact of vehicles.

To the M66 frontage, a linear block of 12no townhouses (plots 7-18) and the 2 storey ‘walk-up’ flats (plots 1-6) make-up the remainder of the scheme, these units acting as a ‘baffle’ to the noise source. The terrace is continuous to ensure no breakage to allow noise to seep around the edges of the proposed development. The two blocks have been designed to have the rear elevations facing each other with rear gardens backing-on to rear gardens for security. A central passageway has been introduced to allow for refuse collection and garden management.

The scheme design reflects the former mill building through the continued use of a three storey linear element. The updated scheme has been influenced by the Miller Goodall report which has determined the scale and orientation of the buildings and how a 3 storey frontage will provide the adequate sound reduction for the respective properties. The scheme is now predominantly town houses following the requirements of the RP which maintains a continuous frontage to ensure that the noise will not permeate around or sweep around the back.



Car parking to plots 1-6 are located in close proximity to the flat entrances whilst plots 7-18 have in-curtilage car parking with visitor parking in linear bays opposite. Secure and covered cycle storage has been designed into the secure garden area for the flats, a cycle loop will be fixed to the rear elevation of all houses to promote sustainable transport with the close proximity of Heywood and Bury centres.

[illegible]

The diagram, left, highlights the proposals for the single track, priority direction access road which starts at the end of the current adopted highway on Waterfold Lane and extends until the highway reverts to a dual direction carriageway and footpath. We are proposing that these works (including new retaining structure to the river embankment) will be design to full adoptable standards and proposed for adoption by the Local Authority.



All dwellings have min 10.5m length of rear gardens which have been protected by the noise source with adequate boundary treatments. The apartment development has the benefit of a secure garden/seating area to the rear of the units plus the scheme has been designed to offer high quality Landscaping and public amenity space to the entrance areas of the site and along the river frontage with an informal walkway allowing both residents and visitors to the proposed development to access these areas and enjoy the views to the north over the fields and the river aspect. The diagrams to the left and right indicate some of the landscaped areas as mentioned. The Planning application has been submitted including a full ecology and BNG assessment plus full Landscape proposals including for native and ornamental planting to create a landscape-lead development.





Site Sections

These were produced to highlight the impact of the proposed development on the surrounding area. The design of the two parallel blocks allows for clear views through the site, both incoming and outgoing as indicated on the diagram above. This also highlights the strategy for noise reduction to the garden areas with elevations facing the motorway and slip road being 3 storey to maximise the noise reduction, reducing down to 2 storey at the eastern facing elevations.

Both site sections highlight the relationship with the River Roch. An 8m easement is necessary in accordance with the requirements of The Environment Agency to allow future maintenance to the river therefore this area incorporates the amenity space and riverside walkway.

The site is generally flat and sits lower than the motorway therefore an acoustic fence to the boundary would not be effective however we have included for an 1800mm high timber fence along the boundary with the motorway to protect residents from entering this area. Similar to this boundary, the landscaping proposals include for a hedge along the outer edge of the riverside walkway to protect young children from accessing the river area.





Front elevation: plots 19-24

The fenestration of both the flats and the houses was driven by the scale of the buildings. The frontages are 3 storey and so fenestration has been designed to break-up the vertical appearance with inclusion of the cladding forming the ground floor plinth. The 3 storey frontage will protect the private amenity space to the rear from excessive noise. We proposed a buff-coloured brick with minimal detailing with the exception of the banding at first floor level in the form of two soldier bands of the same brick choice. The image on the left highlights this band in more detail- this will be the differential between the cladded material and stretcher brickwork coursing. The inclusion of the banding and cladding provide a horizontal emphasis to reduce the scale whereas the regimental vertical rainwater pipes and window proportions will break up the terrace together with brickwork to the flats.



Elevation to flats with monopitch roof to maximise the noise reduction

To break-up the terrace along the M66 frontage, an alternative brick is proposed to the flats as indicated below however the cladding at ground floor level remains constant. The dual pitched roof responds to the local vernacular a grey tile to match. The long terraces and three storey scale reflects the Industrial heritage of Rochdale, Heywood, and Bury as experienced around the areas of the now demolished mills, including that of the site we are proposing to develop.

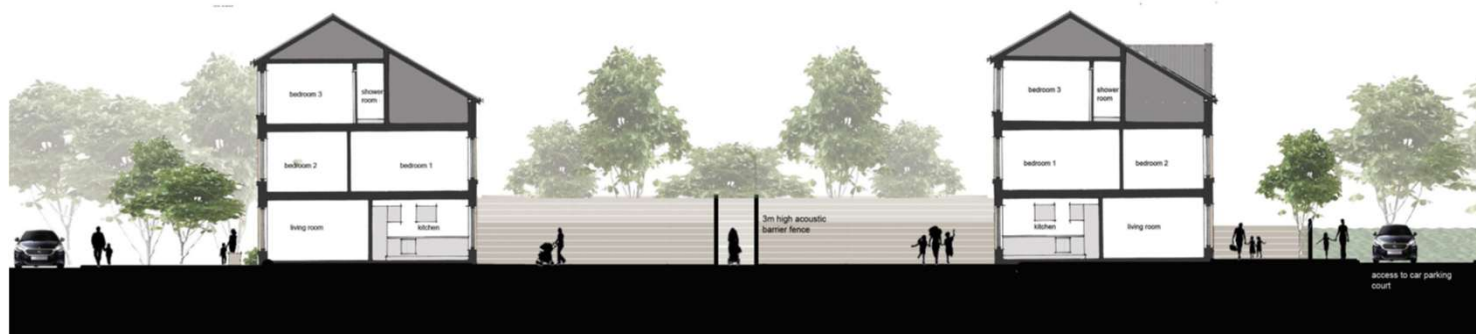


Material palette



Front elevation: plots 7-18

4.0 Conclusion



The design decisions explained within this document have an impact on the overall scheme. The decisions that have been made prior to the issue of the revised layout, respond to the concerns raised by the Case Officer and Urban Designer and will in turn enhance the quality of the scheme.

We have considered the Constraints and Opportunities of the site working closely with the other specialist consultants to ensure that the scheme is a 100% deliverable Affordable housing scheme.

The reduction in number of dwellings/density and inclusion of more family housing has been driven by the requirements of the registered provider in accordance with the current Housing need for this part of the Borough. The enhancement of the size and quality of the Public Amenity Space will allow the new residents to interact on this space and allow children to play in a safe environment separate from the highways and river.

The three level townhouses are part of the design to assist the acoustic strategy, careful detailing and material choice will reduce the impact of the building scale to create an attractive street scene with tree planting designed to soften the long terraces whilst maintaining a connection to the historic scale on the former mill.

We look forward to the support of Rochdale Council in recommending this scheme for approval to provide much needed Affordable, quality housing to the area in this attractive and sustainable setting.

Appendix 1

Planning submission drawings

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Waterfold Lane, Heap
Bridge, Heywood

Addendum

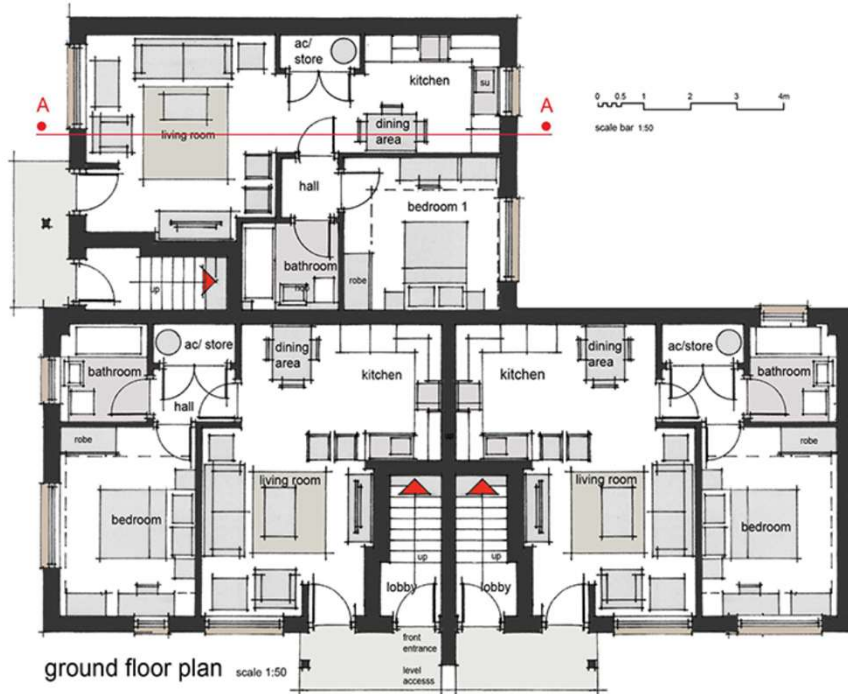
R0832





side elevation scale 1:50

rear elevation



ground floor plan scale 1:50



first floor plan

material schedule

- roof: Redland Richmond, slate grey interlocking roof tiles
- walls: Birtley Northern Buff with grey mortar with Hardie VL Plank colour: anthracite grey cedar at ground floor level
- windows: anthracite upvc double glazed windows
- rainwater: black half gutter and round downpipes
- goods: refer to Site layout drawing
- boundary: treatments

Drawing Status:	
NJL Consulting Planning + Development	
REV	DESCRIPTION
DATE	DATE
Project	
Proposed residential development at Waterfold Lane, Heap Bridge, Heywood	
Drawing	
Flats Plans and Elevations Plots 1-6	
SCALE	DATE
1:50 at A1	April 2026
PROJECT NO	CLIENT/REFERENCE NO
R 0832	PL 20



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0 0.5 1 2 3 4m
scale bar 1:50

front elevation scale 1:50



Section A-A scale 1:50

material schedule

roof:	Redland Richmond, slate grey interlocking roof tiles
walls:	Birtley Northern Buff with grey mortar with Hardie VL Plank colour: anthracite grey cedar at ground floor level
windows:	anthracite upvc double glazed windows
rainwater:	black half gutter and round downpipes
boundary:	refer to Site layout drawing
goods:	
treatments:	

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REV DESCRIPTION DATE

CLIENT

Franstep

PROJECT

Proposed residential development at
Waterfold Lane, Heap Bridge, Heywood

DRAWING

Elevations and Section Plots 1-6

SCALE	DATE	DRAWN	CHECKED
1:50 at A2	April 2026		
DRAWING NO.	CAD REFERENCE NO.	REVISION	
R 0632	PL 21		

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and workmanship to be in accordance with the current
standards and codes of practice.

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Specifications.

Instruction projects the CDM 2015 regulations apply and
his project may require both the issue of a notification to
cause of the duration of the works on site) and the client
to appoint a Principal Designer because there may be
multiple contractors working on site.

The Designer will be able to coordinate the pre-construction
work and also ensure that all duty holders under CDM comply
with their duties.

The owner is to serve a Party Wall Act Notice as applicable
property owners as outlined in The Party Wall Act 1996.
Contractor is to verify the thickness of the party walls prior
to the start of the proposed works.

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Waterfold Lane, Heap
Bridge, Heywood

Addendum

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front elevation scale 1:50



rear elevation



elevation indicating brick wall



ground floor plan scale 1:50



first floor plan



second floor plan



section A A scale 1:50

material schedule

roof: Redland Richmond, slate grey interlocking roof tiles

walls: Bartley Northern Buff with grey mortar with Hardie VL Plank colour: anthracite grey cedar at ground floor level

windows: anthracite upvc double glazed windows

rainwater: black half gutter and round downpipes

goods: refer to Site layout drawing

boundary: treatments

NOTES

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The Principal Designer will be able to coordinate the pre-construction information and also ensure that all duty holders under CDM comply with their relevant duties.

The building owner is to serve a Party Wall Act Notice as applicable to adjoining property owners as outlined in The Party Wall Act 1996.

The Building Contractor is to verify the fitness of the party walls prior to commencement of the proposed works.

0 0.5 1 2 3 4m
scale bar 1:50

Drawing Status:	
NJL Consulting Planning + Development	
REF	DESCRIPTION
DATE	DATE
CLIENT	
Project	
Proposed residential development at Waterfold Lane, Heap Bridge, Heywood	
DRAWING	
House Plans and Elevations Plots 7-18	
SCALE	DATE
1:50 at A1	April 2020
DRAWING NO.	CAD REFERENCE NO.
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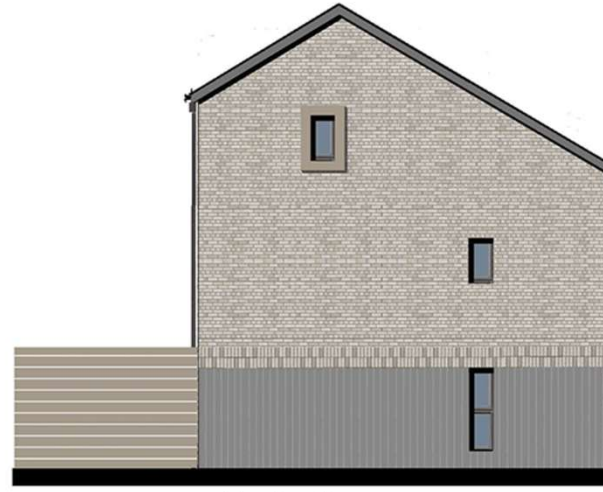
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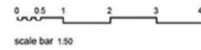
front elevation scale 1:50



rear elevation



gable elevation



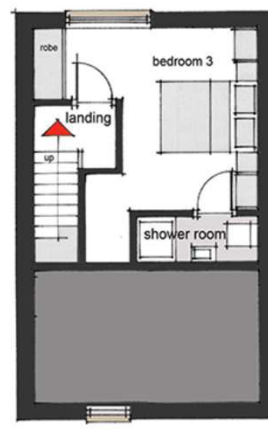
elevation indicating brick wall to frontage



ground floor plan scale 1:50



first floor plan



second floor plan



section A A scale 1:50



material schedule

roof: Redland Richmond, slate grey interlocking roof tiles
walls: Birtley Northern Buff with grey mortar with Hardie VJ Plank colour, anthracite grey cedar at ground floor level
windows: anthracite upvc double glazed windows
rainwater: black half gutter and round downpipes
boundary: refer to Site layout drawing

Drawing Status: ☐ Approved

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REV DESCRIPTION CHECK DATE

CLIENT

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PROJECT

Proposed residential development at Waterfold Lane, Heap Bridge, Heywood

DRAWING

House Plans and Elevations Plots 19-24

SCALE	DATE	DESIGN	DRAWN
1:50 at A1	April 2020	NJL	NJL
DATE PREPARED	DATE CHECKED	DATE	DATE
R 0832	PL 23		

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Proposed elevation to Plots 19-24 (front garden gates removed from drawing for clarity)



Proposed front elevation Plots 1-18



Proposed street scene elevation to flats

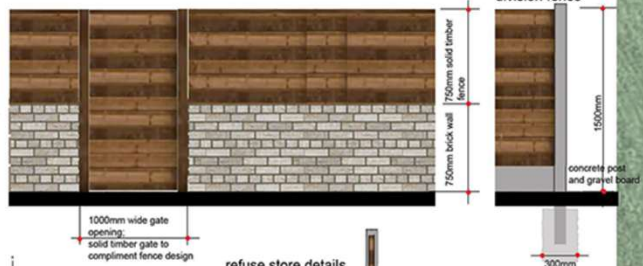
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PROJECT			
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SCALE	DATE	DRAWN	CHECKED
1:100 at A1	April 2026	W. G. G. G.	
DRAWING NO.	CAD REFERENCE NO.	REVISION	
R 0832	sk 24		
			
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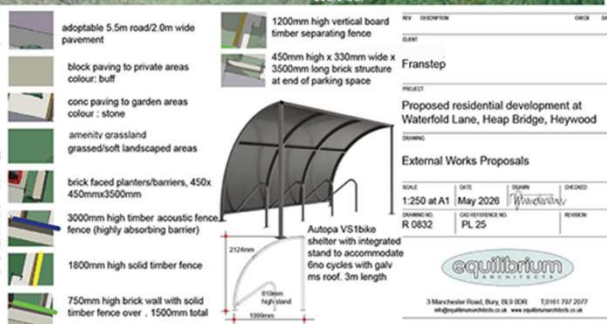
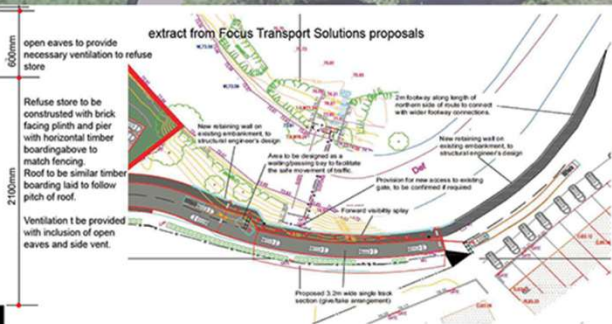
3000mm high fence: highly absorbing barrier



wall/fence detail to frontage of plots 19-24



refuse store details



GROUND PREPARATION - GENERAL

Preparing for topsoiling
Grading and cultivation shall be in accordance with ES-4428:1989 section 4.
Subsoil that is to receive topsoil shall, whether obviously over compacted or not, be thoroughly broken up by hand, by heavy rotavator, by subsoiler or lined equipment with adequate passes made to thoroughly break up the surface to a depth of 150mm, cleared of all large stones, bricks, perennial weeds, tree roots (excluding living tree roots), coarse vegetation and other extraneous matter.

Subsoil shall only be graded after loosening as above, and this shall be undertaken by the use of a tractor and blade grader on large areas and by a small mechanical grader or by hand on small areas. Ground shall at no time be traversed by heavy machinery, for grading or any other purpose after sub-soiling and/or top soiling has taken place.

When subsoil is deposited in low lying areas to raise formation levels, it shall be lightly consolidated and left broken up ready to receive topsoil. Imported fill material shall be natural subsoil free from metal, concrete or organic material with any one dimension greater than 100mm. All imported fill material shall be approved by the Landscape Architect prior to spreading on site.

Supply of topsoil
Topsoil to be supplied shall be approved by the Landscape Architect and details of the source of supply shall be provided in order that inspection may be made before delivery commences. Topsoil shall conform to BS 3882: 2007. Recommendations and classification for topsoil, clause 4.1a. The soil shall be free of weeds, roots or perennial weeds, pests, diseases, debris, tree roots, sticks, subsoil and foreign matter and shall be capable of being broken down to a fine 5th.

Temporary topsoil heaps
The depositing of temporary heaps of topsoil shall be so arranged that possible damage to existing grass, plants, macadam, paving etc. is avoided. Unless otherwise agreed by the Landscape Architect, temporary soil heaps shall be on protected ground. Such protection shall take the form of tarpaulins, plastic sheets, boards or similar covering. If damage does occur, it shall be made good at the contractor's own expense. Areas excavated to receive topsoil but have not had the base loosened shall not be used as temporary off loading areas. If the bottom of the excavation has been loosened off, loading on these areas is permissible.

Spreading topsoil
Prior to topsoil replacement the formation level shall be cleared of all stones, rubbish, debris with any one dimension greater than 75mm. Areas to be seeded or turfed shall be covered by topsoil 100mm thick and areas to be planted shall be covered by topsoil 400mm thick. Topsoil shall be spread in an evenly consolidated layer and shall be left cleared of all roots, stones and debris with any one dimension greater than 50mm throughout its depth. Unless otherwise stated the finished level shall be 25mm above adjacent hard areas. No topsoil shall be spread until the subsoil grade has been inspected by a Landscape Architect.

Mulching

A 75mm compacted layer of medium grade pulverised bark, with a particle size of not more than 100mm and containing no more than 10% fines, shall be spread to form a continuous layer covering the whole of the bed, or in the case of standard trees shall be in the form of a circle of 600mm diameter around the base of the tree. Whips and transplants shall be mulched in the form of a 300mm diameter circle around the base of the tree. This is to be maintained up until the sale of the house.

Rejection of plants
Any plant material, which in the opinion of the Landscape Architect, does not meet the requirements of the Specification, or is unsuitable, or defective in any other way, will be rejected. The minimum specified sizes in the plant schedule will be strictly enforced. The contractor shall replace all plants rejected at his own cost.

All plant material shall generally be planted between November and March in open cool weather. Planting shall not take place in frosty, snowy or waterlogged conditions. Where approved, pot or container grown plants may be planted outside the described season, but adequate watering shall be supplied. Torn or damaged roots and branches shall be cleanly pruned prior to planting.

Planting of whips, transplants and shrubs
The nature of the material to be planted is variable and the contractor shall allow for plantings to be properly carried out in all cases as described in BS 4242: 1989 5.8 Woodland, 5.9 Shrubs. All plants shall be planted at same depth, or very slightly deeper, as they were grown. Roots shall not be bent, broken or forced into inadequate pits or notches. Plants shall be upright, firmed in and wind resistant, with no air pockets around roots. All pots and root wrappings shall be carefully removed prior to planting. All pots and wrappings arriving shall immediately be picked up and stored ready for removal to site. Plants shall be planted at specified centres. On steep slopes this shall be in the horizontal measure.

The tree shall be set upright and at the same depth as grown in the nursery. Ideally the planting hole should be at least 1.5 times the diameter of the root ball and no deeper than the root ball, to give the plant a perfect start in the new and final location. The roots shall be spread out and the topsoil, or compost/topsoil mixture, backfilled. Backfilling should be done to ensure close contact between roots and by firming in layers. The soil shall be left level and tidy, any subsoil clods, bricks or stones over 50mm arising, collected and carted off site.

Tree pits shall conform to BS 3936 and be planted in tree pits of the following sizes unless directed otherwise:

- Faithful trees 900 x 900 x 450 up to 3 metres high (0.36m)
- Selected standards 1000 x 1000 x 600 up to 4.25 metres high (0.60m)
- Extra heavy standards 1200 x 1200 x 600

Excavate subsoil or stone shall be carried off site to tip. The bottom 250mm of the pit shall be dug and broken up. Backfill shall be imported topsoil as specified unless directed otherwise.

Compost shall be a proprietary product, bark based incorporating fertilizers and improving additives. The type of compost shall be approved before its delivery on site, and the details of the product shall be supplied. Cambark planting compost is approved. Where directed compost shall be added to and mixed with topsoil backfill at the following rates:

Feathered trees - 1 bag: 80 litres
Selected standards - 1.5 bags: 120 litres
Extra heavy standards - 2 bags: 160 litres

Stakes for trees
Stakes shall be peeled round pressure treated softwood, pointed or minimum diameter 75mm. The stakes shall be driven into the base of the tree pit prior to placing the tree and backfilling.
Stakes shall in general have a clear height above the finished ground level as follows unless directed otherwise:
Feathered trees - 750mm (one tie)
Selected standards - 900mm (2 stakes, one tie each)
Heavy standards/Extra heavy standards - 1200mm (2 stakes, one tie each)

Alternatively, for the larger root balled trees, weighted underground guying or anchoring could be used. All ties must be loosened or removed as the tree grows.

Ties shall be approved nail-on type with cushioned spacer such as Torns, or other equal approved. Nails shall be flat headed galvanized and shall hold the ties securely into the stake. Ties shall not be over tight on the tree stems. Ties available from J Torns Limited, Wheeler Street, Headroom, Ashford, Kent, TN27 9SH.

Feathered Type 04
Select standards Type L1
Extra heavy standards Type L3

Turfing
Soil preparation and Cultivation
All areas to be turfed shall be cultivated to a depth of at least 100mm, all weeds, stones and refuse larger than 50mm shall be removed to Contractor's tip, and shall be brought to a fine tilth. Allow for hand cultivation where machine work is not possible.

Turf

The Contractor shall supply a sample of the turf he proposes to use for approval of the Landscape Architect and shall ensure that all turves are similar to the approved sample. The Contractor shall inform the Landscape Architect of the location of the supply, so that turf can be inspected prior to lifting.

Season
Turf shall be laid when weather and soil conditions are suitable and, where possible, preference should be given to autumn and early winter operations. No turf shall be laid in exceptionally dry or frosty weather or in other unsuitable weather conditions.

Laying
No turf shall be laid until the soil preparation has been satisfactorily completed by being brought to the even fifth and firmness. Turves from the stack shall be wheeled to turf layers or plants laid closely side by side. Adequate timber planks shall be used to support operatives and barrows, and provide access. The turves shall be laid in consecutive rows with broken joints

shall be laid on banks working over turves previously laid. Where necessary, the turves shall be lightly and evenly firmed with wooden beaters being frequently scraped clean of accumulated soil or mud. A dressing of finely sifted top soil shall be applied and well brushed into the joints. Any inequalities in finished levels owing to variation in turf thickness or uneven consolidation of soil shall be adjusted by raking and/or packing fine soil under the turves. A roller shall not be used. The finished levels of the turf shall conform to the levels indicated, allowing for final settlement. Turf edges and margins shall be laid with whole turves. Turves adjoining buildings, walls or fences shall be taken to the face of the structure, giving complete soil cover.

Watering
The Contractor shall be responsible for the replacement of any scorched turf. All necessary watering shall be carried out with

If shrinkage occurs and the joints open, fine top soil shall be brushed in and well watered.

All maintenance to be carried out up to handover to the adopting authority/householder from the date of planting and turfing to ensure successful establishment. All dead, diseased, damaged plants must be replaced during this time unless the Local Planning Authority states, in writing, any variation to this.

Weeding
All beds to be kept weed free by cultivating and by using approved herbicides. Beds to be forked over as necessary to keep soil loose to approved cambors with no hollows.

At appropriate time, prune plants to remove dead, dying or diseased wood and suckers to promote healthy growth and natural shape.

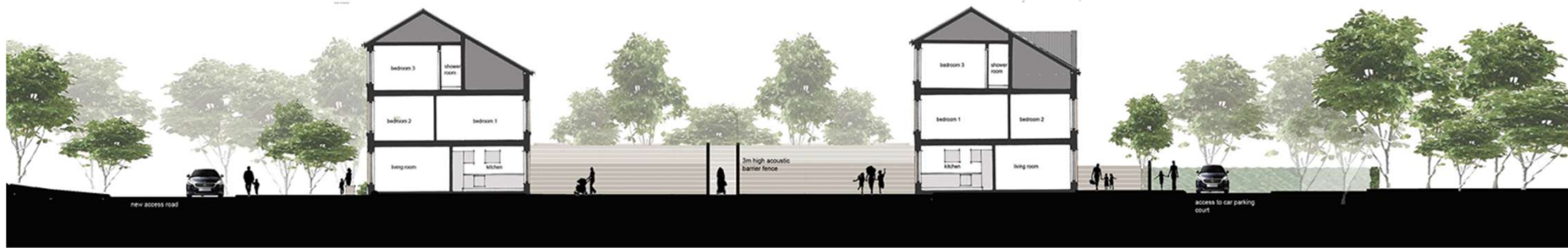
The initial cut shall be carried out when first growth is apparent, blades set 20mm above ground. The Contractor shall continue cutting at appropriate intervals during the growing season and maintain 40mm high sward until grass areas are handed over. Watering, weeding, cutting, repair of all erosion and settlement and re-seeding as necessary to establish a uniform and healthy stand of grass shall continue until handover to the householder.

PROTECTION TO EXISTING TREES
The recommendations in BS 5837 (2012), *Trees in Relation to Design, Demolition & Construction* must be complied with at all times. No pruning, topping, lelling or severance of roots is to take place without prior consent of the local authority. Any work to the existing trees is to be carried out by a qualified tree surgeon. The design and construction of protective fencing shall be

Under no circumstances must any materials be stored under the canopy of the existing trees, and no cement, diesel, or oil stored near them.

No fires should be lit in close proximity to existing trees.
No ropes, cables, services or notice boards shall be fixed to existing trees.
No ropes, cables, services or notice boards shall be fixed to existing trees.
Under no circumstances should the levels around existing trees be either raised or reduced.
Scaffolding may only be erected within protected areas if it is

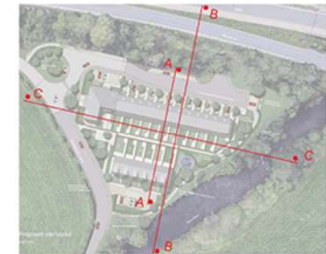




Proposed site section A-A scale 1:100



Proposed site section B-B scale 1:250



Proposed site section C-C scale 1:250

Drawing Status:			
NJLConsulting Planning + Development			
REV	DESCRIPTION	CHECK	DATE
01	FRANSTEP		
PROJECT			
Proposed residential development at Waterfold Lane, Heap Bridge, Heywood			
DRAWING			
Site Sections			
SCALE	DATE	DRAWN	CHECKED
1:250 at A1	May 2020		
DESIGNED BY	CHECKED BY	REVISION	
R 0832	PL 28		
3 Manchester Road, Bury, BL9 9DN 0161 757 2677 info@equilibriumarchitects.co.uk www.equilibriumarchitects.co.uk			

Appendix 2

Building for Healthy Life Assessment

Equilibrium Architects

Waterfold Lane, Heap
Bridge, Heywood

Addendum

R0832

Building for a Healthy Life Assessment

Proposed Residential Development of 24no Houses and
Apartments at Waterfold Lane, Heap Bridge, Heywood.



Prepared by:

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Tel: 0161 797 2077

Contents		Page
1.0	Development Summary	2
2.0	Associated Documents	2
3.0	Scoring Explanation	3
4.0	The Assessment	4
5.0	Conclusion	15

1. Development Summary

Status:	Full Planning Application	
Development Site Area:	1.85 acres	0.75 hectares
Development Type:	Residential	
Number of Units:	6no 1 Bedroom 2P Apartments and 18no 3 Bedroom 5P Houses : 24no units total	
Proposed Density	13 units per acres	32 units per hectare
Open Market Sale:	Nil	
Affordable Housing Provision:	100% Affordable	
Affordable Tenure	24no units Social rent,	

2. Associated Documents

This Building for a Healthy Life Assessment has been prepared by Equilibrium Architects in accordance with the following drawings:

- R0832-19 Proposed site Layout
- R0832-20 Plots 1-6
- R0832-21 Plots 7-18
- R0832-22 Plots 7-18 sections
- R0832-23 Plots 19-24
- R0832-24 Street scenes
- R0832-25 External works
- R0832-26 Landscaping
- R0832-27 Site Layout and new access road
- R0832-28 Proposed site sections

3. Scoring Explanation

Each of the criteria is evaluated in accordance with the Building for a Healthy Life template as follows:

- Red** Aspects of the proposals which need to be reconsidered or changed
- Amber** Characteristics of the scheme make full compliance of the Building for a Healthy Life principles impossible or that further consideration is needed to improve the design
- Green** Principles have been fully met

A justification or response as to how the development meets the criteria of the assessment is provided. In accordance with these requirements, the development should seek to achieve as many green lights as possible providing where appropriate, the rationale to explain why particular circumstances have unavoidably influenced an amber score.

The scoring follows the principles of the previous Building for Life 12 format with additional sections added to the new Building for Life for Healthy Life document.



4.0 The Assessment

Category:	Response:	Score:
1. Natural Connections Create places that are well integrated into the site and their wider natural and built surroundings. Avoid creating isolated and disconnected places that are not easy places to move through and around.		Amber
1A. Look beyond the red line that marks the extent of your site. Ordnance Survey maps along with satellite mapping software such as Google Earth are useful tools to help you understand the wider context and how you can best stitch a new development into a place.	The topography of the site has influenced its connectivity, to the west is the M66 motorway which restricts access, to the north-east is the River Roch with no public access across and south-east is Waterfold Lane with open field beyond. The proposed development is well connected to the surrounding area via vehicular access along Waterfold Lane. There is the additional benefit of pedestrian access through a motorway underpass to the south of the site.	
1B. Identify the places, facilities and services you need to connect to.	The site connects to local services and facilities within Bury and Haywood from New Bury Road via Waterfold Lane, as well as pedestrian access to Bury via the motorway underpass. Please see the Planning Statement prepared by NJL Consulting for further detail on local services and facilities.	
1C. Draw points of connection into and through your site - creating a strong and direct street, path and open space network.	The main point of connection is from Waterfold Lane which has been incorporated to allow vehicle, pedestrian and cycle links into the site. This connects the site strongly with the local amenities in Heap Bridge, such as the primary school. A bus stop is located on Bury New Road circa 300m to the northeast of the site, which is served by the 163, B4, R2 and 471 services towards Bury and Bolton. With onward connections to Manchester from here. Internal footpaths have been created to link positively with amenity space and provide safe and convenient routes into and through the site.	

1D. Create well-connected street and path networks, providing opportunities for these to be extended beyond the site boundary in the future.	The houses and apartments have been proposed to be set back from Waterfold Lane whilst still connecting the development visually with the existing infrastructure along the highway and further integrate the scheme within the surrounding area. Pedestrian areas have been prioritised, creating amenity spaces and following desire lines around the site.	
1E. Research and respond to how water flows and nature moves across your site and the wider surroundings	The site sits on the edge of Heap Bridge, separated from Bury with the M66 motorway and the River Roch creates a partial island site, with the green environment being primarily around the edges of the site and alongside the river. The proposed development compliments this feature through the landscaping scheme, drawing this green element into the urban form.	
2. Walking Cycling and Public Transport Short trips of up to three miles 5 can be easily made on foot or bicycle if the right infrastructure is in place, helping to improve public health and air quality whilst also reducing local congestion and carbon emissions.		Amber
2A. If there is an existing protected cycle network, connect to it. Alternatively, begin a new one by building or funding routes to key destinations.	Rochdale and Bury are investing in a wider plan for cycling within the respective Boroughs. This incorporates all forms of public transport and cycle routes. Within the vicinity of the development is a series of cycle path allowing safe access to Bury and Heywood/Rochdale	
2B. Ensure access for all and help make walking feel like an instinctive choice for everyone undertaking short journeys (such as the school run or older generations accessing local facilities and services).	The site is located close to local amenities making short journeys feasible, the proposed development has carefully considered providing Part M compliant pedestrian access within the site. Cycle parking has been incorporated into the scheme with every resident having potential for cycle storage with secure external storage included for the apartments indicated within the development, which is well overlooked and secure. The houses being provided with a cycle hoop fixed to the rear elevation of each property.	
2C. Streets and paths that connect people to places and public transport services in the most direct way, making	Waterfold Lane provides the only connectivity to wider facilities and public transport. The site has access to a good public transport connectivity into Heap Bridge, Heywood, Rochdale and Bury with train	

car-free travel more attractive, safe and convenient.	stations located along these public transport routes in Rochdale plus Tram stations in Rochdale and Bury	
2D. Make sure that all streets and routes pass in front of people's homes rather than to the back of them – creating a well overlooked public realm.	The building line of the proposed apartment block is set back from the main highway however, the scheme has still been designed to provide an active frontage to Waterfold Lane and the internal highway network. Increasing the overlooking to the existing road network and new adoptable highways within the site which will be well lit.	
2E. Exploit existing (or planned) public transport hubs, such as train stations and bus interchanges, to build at higher densities and channel a higher percentage of journeys to public transport.	Waterfold Lane provides good access to public transport and to the wider network with buses to local train stations within increasing the accessibility to North Manchester as a whole. Bus stops are located on Bury New Road providing access to the east bound route to Rochdale and Manchester with the west bound providing access to Bury and Bolton	
3. Facilities and Services Places that offer social, leisure and recreational opportunities a short walk or cycle from their homes.		Green
3A. Developments that provide community facilities, such as shops, schools, workplaces, health facilities, co-working spaces, parks, play spaces, cafés and other meeting places that respond to local community needs.	Due to the proposed development size, there is little opportunity to provide on site community facilities. However, the scheme does sit in a highly sustainable location with good public access to local shops, schools, and eateries. The development layout provides a new active frontage to Waterfold Lane increasing safety to the wider community plus new street lighting will provide a safer environment for residents and those passing through.	
3B. Locate any new facilities in the best location for those walking, cycling and using public transport. Consider whether improving existing facilities will add more value to the local community than adding new ones.	There is an extensive network of local facilities in and around Heap Bridge with the development site having good pedestrian access to all facilities. In the wider area there is good public transport to local supermarkets and schools, and Rochdale station provides access to the wider area. By intensifying development within this sustainable location it increases footfall to local services while allowing users access to the wider area.	

3C. Create places where people can meet each other such as public spaces, leisure facilities, community buildings, cafes and restaurants to provide opportunities for social interaction – helping to improve public health by encouraging physical activity and helping to tackle those affected by loneliness and isolation.	There is a large area of private amenity space within the development situated around the perimeter of the site in clusters and as a riverside walkway which will encourage interaction within the proposed community that this development will bring.	
4. Homes For Everyone Providing a range of homes that meet local community needs.		Green
4A. A mix of housing types and tenures that suit the needs of the local community. This may include first time buyer homes, family homes, homes for those downsizing and supported living.	The proposed tenure for the development is 100% affordable housing, of 1 bedroom apartments and 3 bedroom houses for social rent. These properties will be suitable for individuals, couples and families, they will provide much needed homes for a variety of other residents within the Heap Bridge area. All at affordable rates in conjunction with a Housing Association end user.	
4B. Offering people access to at least some private outdoor space. This is particularly important for people's mental health and wellbeing especially when social distancing and travel restrictions are in place	Outdoor space is vital to people's mental health and with more and more people working from home these spaces can provide much needed breaks in day-to-day life. The proposed apartment development is to have a private amenity space at the rear of the scheme, houses will benefit from ample private amenity space and the open space around the site will be sensitively landscaped. This space will encourage interactions between existing and new residents creating a cohesive community.	
5. Making the Most of What's There Understand and respond.		Green

5A. Discuss, understand and agree opportunities and constraints, building a shared vision that makes use of the topography and other existing assets on and beyond the site.	The Design and Access statement submitted as part of this Planning application details out the main design drivers for the site. The site is located along Waterfold Lane, as such this has heavily influenced the design. The design team have been conscious of the topography, constraints and opportunities moving the built environment away from the M66 motorway as much as possible and introducing green infrastructure around the site	
5B. Consider opportunities for natural lighting, cooling and ventilation. Take care not to compromise important urban design principles such as perimeter block structure.	The apartment block is primarily south and west as such there will be a lot of natural light during mornings and afternoons with the amenity space benefitting from evening sun. Along with a 'fabric first' approach to minimise energy use, hot water heating systems and MVHR are proposed for the apartments, and Air Source Heat Pumps for the houses. See the energy statement produced by Energy Counsel which accompanies this application for full details of the proposals.	
5C. Identify opportunities to integrate and reuse existing features of value, these might be natural or man made, on or beyond the site	The existing natural leafy landscape surrounding the site has been replicated where practical with the new layout. The topography of the site allows for level/usable gardens and amenity space has also been used to the design team's advantage. The adjacent riverside offers a calming and natural amenity space for resident use. The design of the new access road allows the residents to access all properties and allows for adequate turning facilities for Refuse vehicles.	
5D. Be careful that hedges are not simply retained and prevent a sensible and practical new development layout. It may be more effective to create and plant new hedgerows and tree belts into development proposals than work around existing hedges. A well thought out approach may even increase habitat and biodiversity.	The natural landscape has been retained where possible with a few minor trees to be removed to create car parking for the site. While this involves the removing of habitat it creates a more cohesive design, and this loss will be replanted within the site, with other areas of quality habitat enhanced to compensate. The location and topography of the site means there is limited to no visibility with surrounding receptors, with the exception of existing properties along Waterfold Lane. Screening has been planned to ensure that the properties maintain a predominantly green outlook, with high-quality materials proposed ensuring a positive impact on the street scene.	

5E. Be sensitive to existing development but avoid creating buffer spaces between existing and new back gardens.	The design team have carefully considered how this three-storey form of the housing blocks will impact upon the wider urban development. The scheme has been designed along urban design principles but dictated by the Acousticians findings and recommendations. Strong urban frontage been positioned in such a way to reduce any negative impacts to the neighbouring properties on Waterfold Lane and the wider residential and commercial units beyond.	
5F. Understand how water flows across and pools on the site. Explore how water can be used to enhance biodiversity, create character and improve people's sense of wellbeing.	Underneath the proposed highway/car parking court attenuation tanks are proposed and will be placed built to adoptable standards, connecting to the wider adopted sewer system. An attenuation pond is proposed within the area of public amenity adjacent to the river to further reduce the impact upon the existing storm water system. The Flood Risk Assessment provided demonstrates that despite the proximity to the River Roch, the risk of flooding on the site is Low.	
6. A Memorable Character Create places that are memorable.		Green
6A. Create a place with a locally inspired or otherwise distinctive character. Review the wider area for sources of inspiration. If distinctive local characteristics exist, delve deeper than architectural style and details. Where the local context is poor or generic, do not use this as a justification for more of the same. Inspiration may be found in local history and culture.	The apartment block and houses which front onto Waterfold Lane have been designed to be visually cohesive with the wider urban form, in a complementary buff and red brick and slate grey coloured concrete interlocking roof tile. The multiple pitched roofs have been designed to emulate the neighbouring properties to further embed the proposed development within the wider community.	
6B. Understand where positive local character comes from: streets, blocks and plots (urban grain), green and blue infrastructure, land uses, building form,	Heap Bridge and Heywood have a mix of typologies including terraced, semi-detached, detached and converted flat buildings with most properties in the area situated back from the highway. As such this architectural element has been implemented into the proposed design	

massing and materials often underpin the essence of the distinctive character of settlements rather than architectural style and details.	with the proximity of dwellings to the highway to provide an active frontage to the development. Where car parking is located within front gardens (plots 7-18) landscaping plays an important role in reducing the impact therefore new trees and shrubs will lessen the impact on the frontage.	
6C. Using a local materials palette (where appropriate) can be a particularly effective way to connect a development to a place. This is often more achievable and credible than mimicking traditional architectural detailing which can be dependent on lost crafts.	The area is a predominately red brick, the proposed development proposes a contrasting buff and red brick fenestration with a complimentary buff brick banding and cladded ground floor band used to further break up the larger elevation of the houses and apartment block and key nodes within the proposed development.	
6D. Brownfield sites can offer sources of inspiration for new development. Greenfield and edge of settlement locations often require more creativity and inspiration to avoid creating places that lack a sense of local or otherwise distinctive character.	While this site is Brownfield in nature following the demolition of the former mill and ancillary buildings due to the introduction of M66 motorway, the original and surrounding land has since been left vacant and untended. However, the buildings in the surrounding area including the neighbouring houses have contributed to the elevation treatment of the development knitting the proposed development within its surroundings. The provision of the new, 'controlled' access along Waterfold Lane will assist new residents and maintain neighbourly cohesion.	
6E. Character can also be created through the social life of public spaces. Create the physical conditions for activity to happen and bring places to life.	While this is a relatively small development site, careful consideration has been taken to the amenity spaces around the site to be used by the residents to socialise. This space through a detailed hard and soft landscaping strategy will blend the urban form into the more natural surrounding landscape. The riverside walkway will encourage residents to appreciate the outdoor lifestyle and the value of a riverside frontage, which should not only be provided to high value private developments.	
7. Well Defined Streets and Spaces		Green

Create a network of streets and spaces that are well enclosed by buildings and/or structural landscaping, taking care to ensure that front doors and the principal facades of buildings face streets and public spaces.		
7A. A strong framework of connected and well overlooked streets and spaces. Look beyond the plan and illustrative street scenes; what will you actually see and experience walking along the street?	The street scene is well overlooked and the site is well connected to facilitate pedestrian movement to and from the site. The high-quality material palette, sensitive elevational treatment and landscaping scheme create a pleasant experience routed in its industrial heritage and reflective of the semi-urban nature of the site. As you enter the site you will be presented with the corner apartment block which provided a sense of arrival and orientation within the development site.	
7B. Perimeter blocks with clearly defined public fronts and private backs.	The site forms part of the wide perimeter block created by the Motorway and River Roch to the north. This establishes a clear front entrance with the ancillary spaces including car parking located at the front of the houses and apartment block, which although in a dominant location, has been designed as part of the overall Landscaping scheme.	
7C. Active frontages. Front doors, balconies, terraces, front gardens and bay windows are a good way to enliven and add interest to the street and create a more human scale to larger buildings such as apartments and supported living accommodation.	Active frontages have been a key design consideration, with doors and windows opening out onto the proposed highway infrastructure and all apartments overlooking the proposed highway, amenity space or existing highway infrastructure.	
7D. Carefully considered street corners.	Windows have been incorporated into any elevations that turn a corner, making sure that all frontages are active and overlooked whether this be main frontages or gable elevations, The corner turning flats block provides this consideration creating a fluency from building to boundary.	
8. Easy to Find Your Way Around Use legible features to help people find their way around a place.		Green

8A. Streets that connect with one another. Streets that are as straight and as direct as possible	Even though the proposed development is relatively small, careful consideration has been taken to the connection to the wider community and how the site will be accessed and navigated. Clear lines of sight are used to orientate users around the development with fronts of buildings being directly off the adoptable highway.	
8B. Use street types, buildings, spaces, non-residential uses, landscape, water and other features to help people create a 'mental map' of a place.	As this is a single road development the massing of the building has been used to create anchor point in key vistas, along Waterfold Lane, providing users every opportunity to easily navigate the site.	
8C. Streets with clearly different characters are more effective than 'character areas' in helping people grasp whether they are on a principal or secondary street.	The scheme has been designed to be sympathetic to the local vernacular as such takes much of its characteristics from the Heap Bridge, Heywood and Bury areas.	
9. Healthy Streets Streets are different to roads. Streets are places where the need to accommodate the movement of motor vehicles is balanced alongside the need for people to move along and cross streets with ease. Activity in the street is an essential part of a successful public realm.		Amber
9A. Low-speed streets and neighbourhoods with pedestrian and cycle priority.	The scheme has been designed with pedestrians and cyclist in mind with a level, single adoptable highway that will generate low speeds, to be used by both vehicle and cyclist with pedestrians gaining access to the building directly from Waterfold Lane.	
9B. Boulevards and streets with active edges rather than distributor roads and bypasses with no (or limited) frontage access.	The access road has been designed to have the relevant parking directly off it with pedestrian links and planting to break up the vehicle and pedestrian routes as previously highlighted. All frontages are direct off the highway whether proposed or existing.	
9C. Streets that are easy to cross; providing priority for pedestrians and cyclists across junctions and accesses.	Consideration has been taken to pedestrians. It is envisaged that pedestrians will use the amenity space and riverside walkway to access Waterfold Lane and the cycle store. Refuse for the flats will be	

Avoid streets that are just designed as routes for motor vehicles to pass through and for cars to park within.	contained within the rear garden area for security and to 'hide' the paraphernalia associated with this.	
9D. Well overlooked streets with front doors facing streets and public spaces.	The apartment block has windows across all four elevations allowing the scheme to turn the corner with frontages to the new access road and Waterfold Lane. All houses have been designed to either front onto the new highway or overlook the amenity space around the site to enhance security to this area.	
9E. Provide conditions for cycling appropriate to the speed and volume of motor traffic.	Cycle links are via the highway infrastructure with secure storage located within the private amenity space of the apartments. Houses have been designed to accommodate secure cycle storage within the rear garden areas of the properties with the inclusion of a secure loop to the rear elevation.	
9F. Inclusive design: think about how people with visual, mobility or other limitations will be able to use the street confidently and safely.	The main pedestrian link from Waterfold Lane has been designed to be Part M compliant with the relevant ramp distances/slope and tactile finished required to meet the needs of all users.	
10. Cycle and Car Parking Well-designed developments will make it more attractive for people to choose to walk or cycle for short trips helping to improve levels of physical activity, air quality, local congestion, and the quality of the street scene. Well-designed streets will also provide sufficient and well-integrated car parking.		Green
10A. Provide secure cycle storage close to people's front doors so that cycles are as convenient to choose as a car for short trips.	For the apartment scheme, a convenient cycle store has been integrated within the landscape to make it easy for residents to choose to cycle rather than use vehicles. Houses have adequate storage capacity within secure rear garden areas for the same.	
10B. Integration of car parking into the street environment. Anticipate realistic levels of car parking demand, guarding against displaced and anti-social	Car parking has been directly integrated within the street environment, and anticipated levels have dictated the number of parking bays (one per apartment and house), to maximise the amount of planting to obscure the urban form into the more natural surrounding landscape.	

parking; thinking about the availability and frequency of public transport.	Street trees are proposed to create an 'avenue' as one travels through the new development	
10C. Creative solutions for attractive, convenient and safe cycle parking or higher density developments (such as apartment buildings).	An attractive cycle store will be used and has been detailed to make a feature of the apartment block store rather than an eye sore within the public realm.	
10D. Generous landscaping to settle frontage car parking into the street.	The design team have incorporated more landscaping within the street scene to reduce the impact of car parking. Landscaping has been used to soften the urban landscape from Waterfold Lane, and further trees and shrubs have been used to blend the scheme into the natural landscape to the rear of the site	
11. Green and Blue and Infrastructure Creative surface water management such as rills, brooks and ponds enrich the public realm and help improve a sense of wellbeing and offer an interaction with nature. As the richest habitat for a range of flora and fauna, they are also a key play in achieving the net gain in biodiversity sought by the 2020 Environment Bill.		Amber
11A. Create a network of different types of spaces.	There is opportunity within the development to create several key zones of spaces. The first is the street scene from Waterfold Lane, having bee/insect friendly plants and street trees to compliment the urban forms. Secondly the amenity space and riverside walkway around the site will be designed to nestle back into the surrounding 'woodland' allowing residents to fully immerse themselves into the landscape.	
11B. Weave opportunities for habitat creation throughout the development. Plan these as movement corridors to support biodiversity.	These two key areas will all be tied back to the surrounding trees and natural landscaped area allowing wildlife to connect through and around the site safely supporting the existing habitats.	
11C. Have a sustainable drainage 'treatment train' thinking about the 'four pillars'. Capture water as close as possible to where it falls. Be creative	An attenuation pond is proposed within the public open space as an opportunity for SUDs on this small development plus permeable surface have been utilised to allow surface water to drain more efficiently preventing pooling water on the hardstanding with the benefit	

with rain gardens, ponds and swales and avoid steeply sided or fenced holes in the ground.	of storm water attenuation under the car parking and road to supplement the pond and permeable areas.	
11D. Well-overlooked public open spaces with strong levels of natural surveillance.	All open spaces will be overlooked by the proposed dwellings either by the front or side with habitable windows overlooking all public spaces.	
11E. Robust management and long-term stewardship.	This scheme is to be 100% affordable and such will be managed by the Registered provider. The Housing Association and their Management teams will create a robust management plan to ensure the longevity of the landscaping strategy plus the buildings and boundary treatments.	
12. Back of Pavement Front of Home Garden cities, towns and suburbs used hedges to define public and private spaces, helping to create characterful and biodiverse places. The space between the back of the pavement and the face of buildings has a significant impact on the quality of a place. Clear demarcations between public and private spaces can encourage people to personalise the front of their homes whilst also offering opportunities to integrate level changes, utility boxes and waste storage.		Amber
12A. Clearly define private spaces through strong boundary treatments.	Fencing/walls are proposed as a hard boundary and planting will be used to secure private spaces. New trees and shrubs will soften the landscape to allow the urban to blend into the natural surroundings.	
12B. Manage changes in level in a way that does not compromise the qualities of the street.	The site is generally flat and has been designed so that Part M compliant access is available to all areas of the development including dwellings and the public amenity areas.	
12C. Design the space between the back of the pavement and building façades carefully to integrate services, waste storage and utilities cabinets (meter boxes) so their impact is reduced.	Storage of refuse has been placed to be easily accessible for residents and refuse workers. These are in secure stores for the apartments located within the private rear garden area with easy access to the new access road. Houses have hardstanding areas within the rear garden areas for refuse and recycling bins. A shared access is provided between gardens to allow refuse bins to be 'walked' to their respective	

	collection areas. Utility cabinets will be either placed on the external walls of the buildings or built within the footprint of the design.	
12D. Avoid pieces of 'leftover' land that serve no useful public or private function. Homes with shallow street backs need careful thought as it is not uncommon to see these spaces poorly resolved with small pieces of grass turf or gravel.	Any small, landscaped areas will be landscaped and managed by the Housing Association, preventing small areas of turf.	
12E. Outdoor amenity space for apartment buildings, such as a balcony for relaxing or the drying of clothes.	The apartment provides private shared amenity space for all residents, for relaxation and practical uses such as the drying of clothes. Alongside this, there is public amenity spaces which provide other natural environments for residents to enjoy.	

6.0 Conclusion

To conclude, the Planning application associated with this Building for a Healthy Life Assessment is for a residential development comprising of 24no fully affordable dwellings. With a mix of 6no. 1-bedroom apartments and 18no. 3 bedroom houses all offering a high-quality development within Heap bridge.

The proposed development demonstrates a score of 7no green, 5no amber with 0no red scores. The amber scores demonstrate areas in which the constraints of the site/development have impacted upon the preferred criteria for new developments. Nevertheless, the aim of the proposed development is to redevelop a vacant brownfield site to create good quality Affordable homes for social rent as required by and discussed with Rochdale MBC Housing department.