



DESIGN AND ACCESS STATEMENT

Greenfield Lane Rochdale

PROJECT NO: 1496

PROJECT NAME: GREENFIELD LANE, ROCHDALE

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Document control

DOCUMENT REFERENCE	1496-JDA-XX-XX-RP-A-0001 Design and Access Statement
SITE ADDRESS	Dicken Green Mill, Greenfield Lane, Rochdale OL11 2LD
CLIENT DETAILS	MCI Developments Ltd (Wigan)
DOCUMENT DATE	July 2026

The following statement is the design and access document for a proposed residential scheme on Greenfield Lane, Rochdale

The document was first issued in July 2026 with the following revisions being made.

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01

Introduction

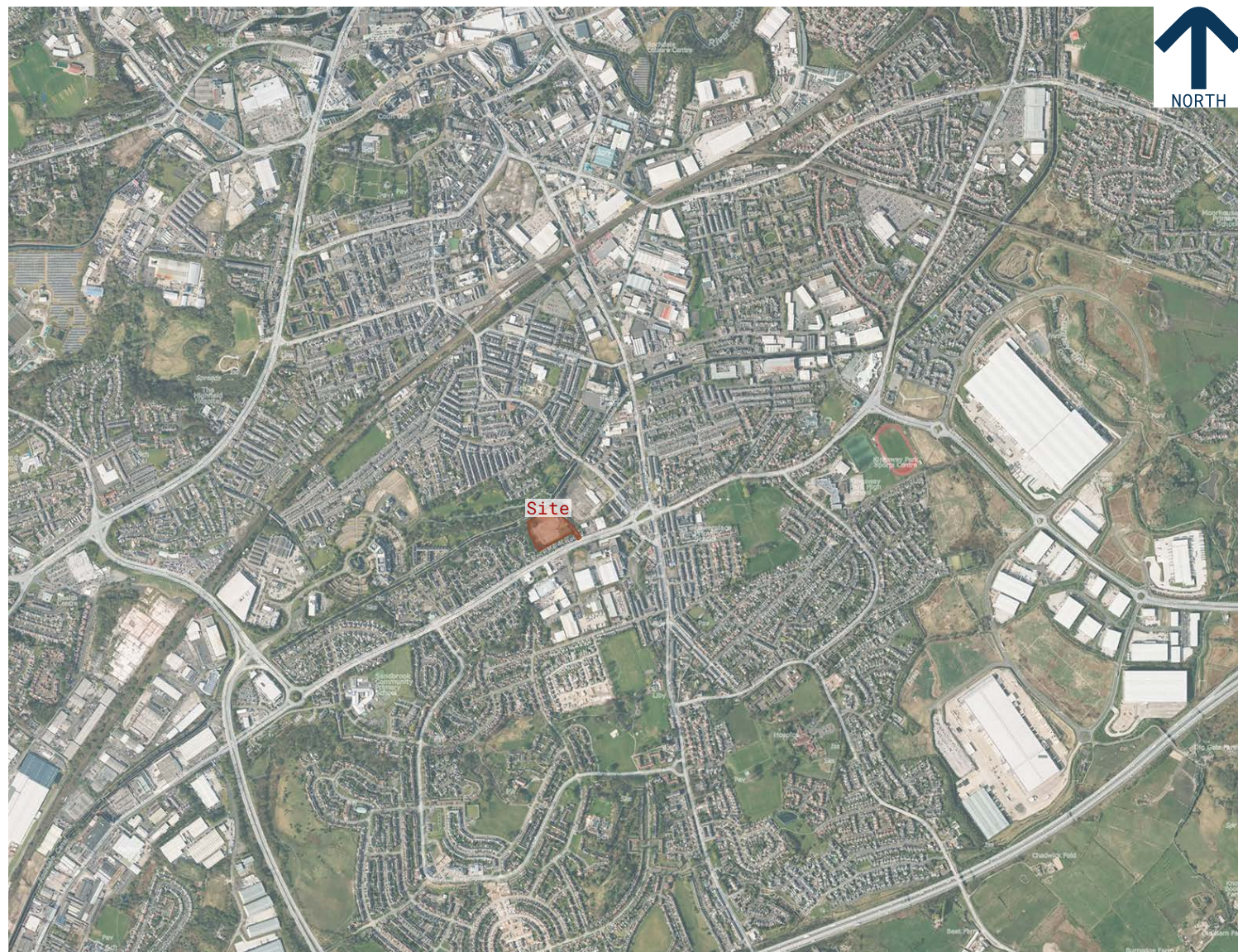
1.0 Introduction

This Design and Access document considers the redevelopment potential of a site in Rochdale, for a fully affordable residential scheme, occupying a prominent position adjacent to the Rochdale Canal, but hidden from the wider established residential area due to being located behind an existing run of dwellings off Rochdale Bypass, where the sites main access is also located.

The surrounding context is characterised by a mix of employment areas, commercial premises, infrastructure corridors and established residential neighbourhoods, as well as the Canal and Park setting to the north of the site.

Rochdale is a large town within the Metropolitan Borough of Rochdale in Greater Manchester, located approximately 16 km north-east of Manchester city centre.

The town benefits from excellent strategic transport connections. It is served by the M62 motorway, the A627(M) Rochdale Bypass, and an extensive network of A-roads, providing convenient access to Manchester, Leeds, Oldham, Bury and the wider North West region.



▲ AERIAL VIEW OF THE SITE IN THE CONTEXT OF ROCHDALE



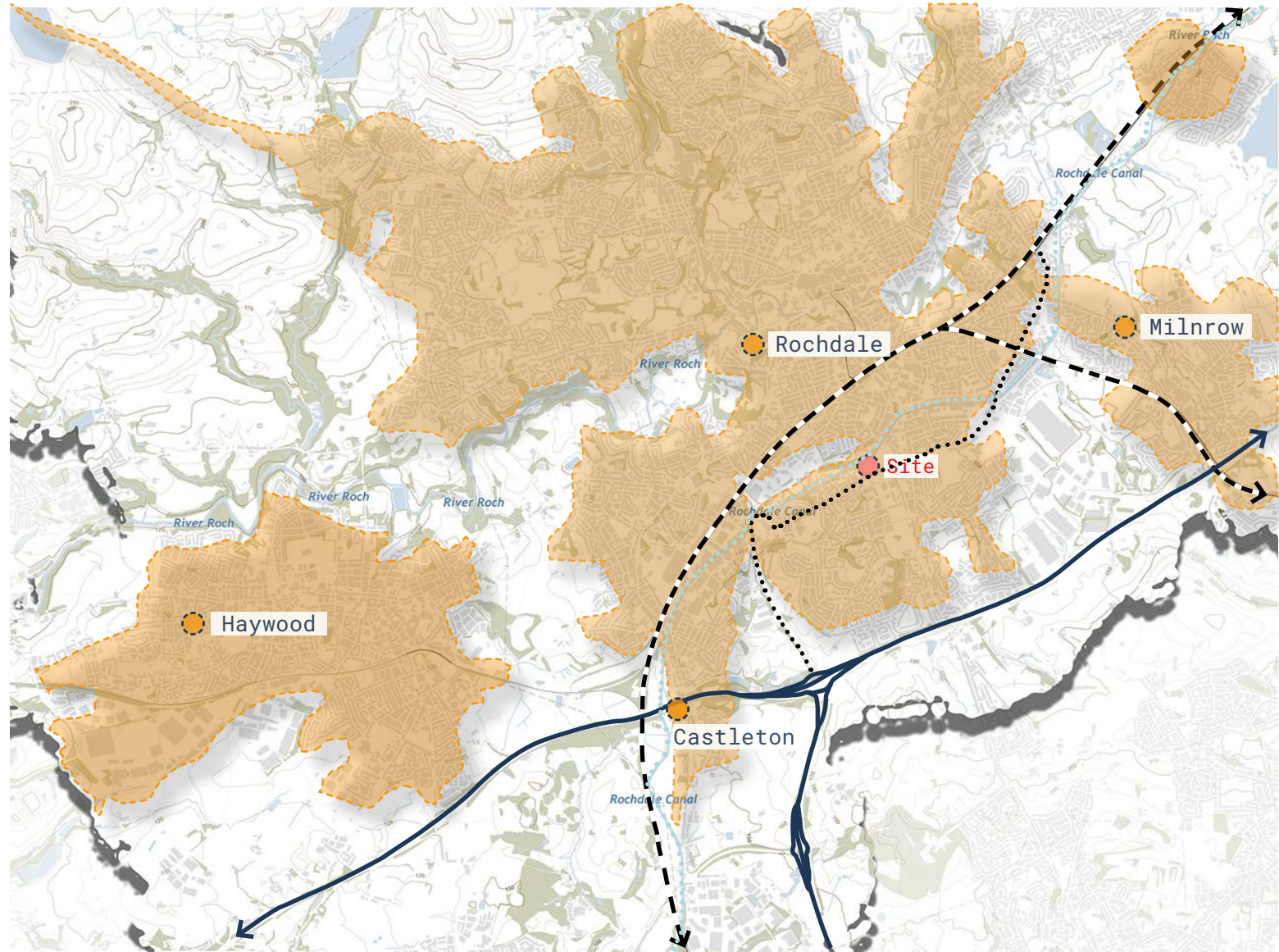
02

The Site

2.0 Site Location

The site is located adjacent to the Rochdale Bypass (A627(M)), on the southern edge of Rochdale, Greater Manchester. Its strategic location provides excellent connectivity to the surrounding road network, including direct access to the M62 motorway and the wider Greater Manchester region, making the site highly accessible for both private vehicles and commercial transport.

Rochdale's urban character comprises a mix of historic civic buildings, traditional residential neighbourhoods, industrial estates, business parks and modern commercial development. The town centre has undergone significant regeneration in recent years, including improvements to public spaces, retail areas, transport infrastructure and cultural facilities. Historic assets such as the Grade I listed Town Hall contribute to a strong local identity, while new investment has supported economic growth. The town has evolved into a key residential, commercial and employment centre serving the north-eastern part of the Greater Manchester conurbation.



▲ MAP SHOWING ROCHDALE AREA AND ROAD LINKS

MOTORWAYS
ROCHDALE BYPASS
TRAINLINE
ROCHDALE CANAL





AERIAL VIEW OF THE SITE

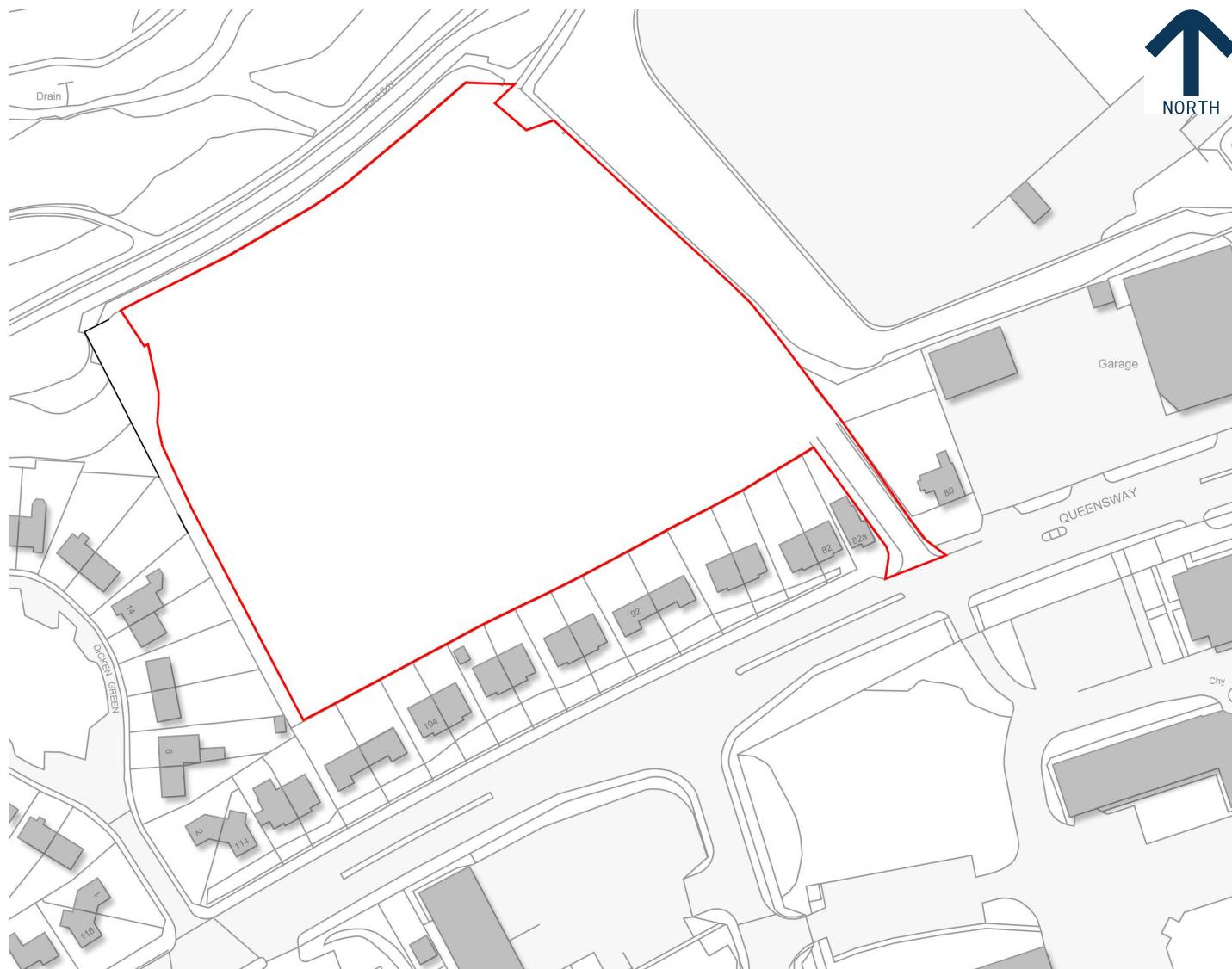
2.1 The Site

The Rochdale Bypass forms a strong physical and visual boundary, generating a high level of traffic movement and associated noise, while also providing prominent visibility for development. Notably, there is a run of existing residential dwellings located between the site and the Rochdale Bypass, which provides a degree of separation from the highway corridor. These dwellings act as a partial buffer, although they may also be sensitive receptors in terms of noise, air quality and visual impact arising from any future development proposals.

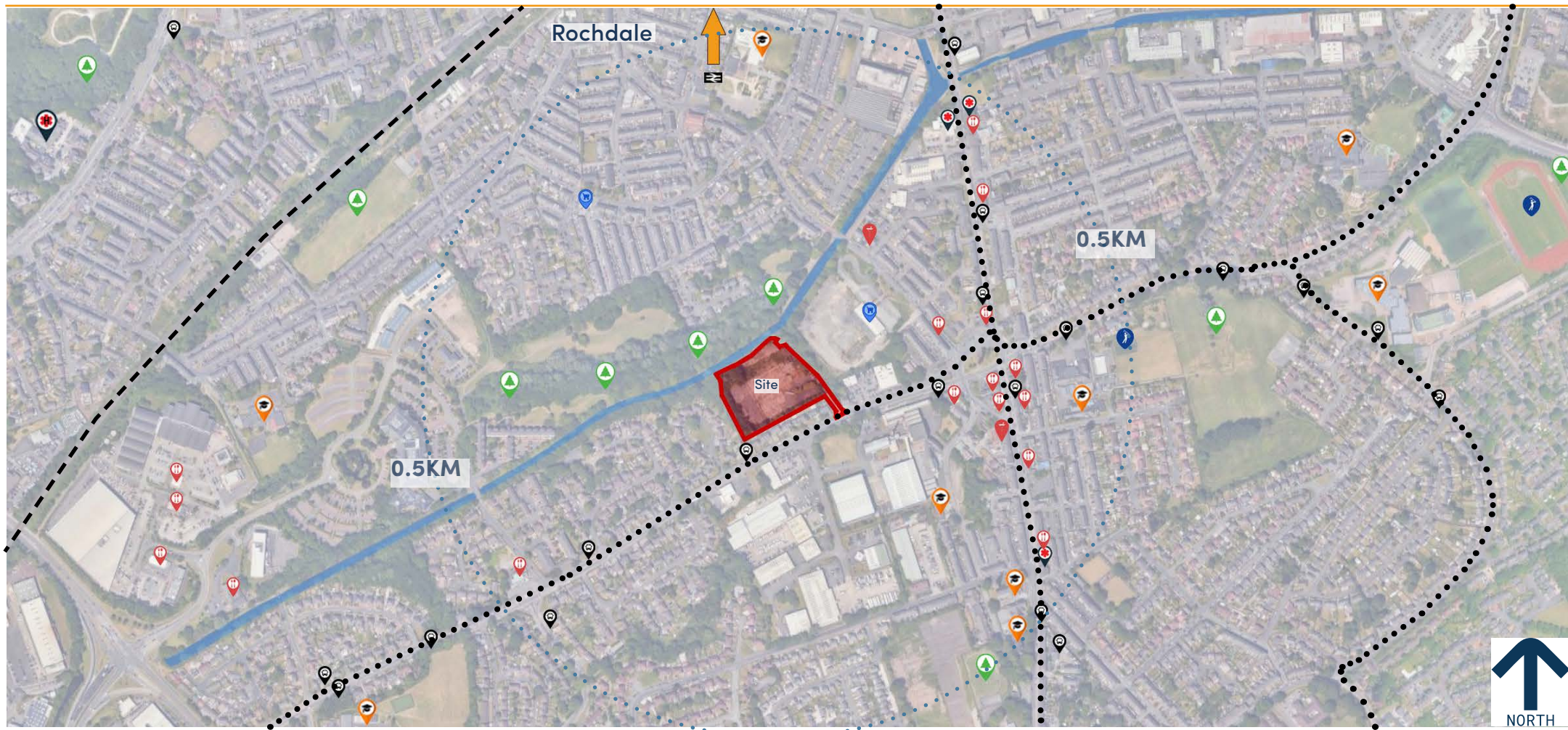
The Canal and adjacent amenity park to the north of the site forms a similarly strong physical and visual boundary to the site, however in contrast to the southern road, the canal and parkland provides a more serene and natural border.

The site is generally level across the majority of the area, before a steep embankment drops down to the canal edge.

This area of Rochdale provides a range of local services and facilities that meet many day-to-day needs. These include several convenience stores, a post office, public houses, restaurants, nursery, infant and high schools.



2.2 Local Facilities



Key



Public transport accessibility is good, with bus services operating along nearby routes and Rochdale town centre located within a short travelling distance. The town centre provides a comprehensive range of retail, leisure, educational and community facilities, alongside Metrolink and rail connections to Manchester city centre and the wider region. Rochdale railway station offers direct services to Manchester, Leeds and other regional destinations, while the Metrolink network provides frequent tram services to Manchester city centre and surrounding districts. A comprehensive bus network further supports local connectivity.

2.3 Existing Boundary Context



[01] AERIAL VIEW OF THE SITE



NORTH



[02] STREET VIEW OF THE BUILT CONTEXT - ROCHDALE BYPASS



[03] STREET VIEW OF THE BUILT CONTEXT- DICKENS GREEN

The Southern boundary of the site is bordered by the rear garden fences of the properties along Rochdale Bypass. There is a single run of trees along this boundary which provides an intermittent green screen between these dwellings and the site. The two-storey dwellings along Rochdale Bypass are elevated from the road and sit at the same level as the site, meaning they would sit at the same elevation as any proposed dwellings.

The Western boundary is also bordered by the rear fences of the properties along Dickens Green. There is another run of trees along this boundary edge which provides a much denser, mature green buffer between these dwellings and the site. Dickens Green also contains two storey dwellings and is similarly elevated by this point along Rochdale Bypass, therefore the dwellings would be at the same elevation as any proposed on site.

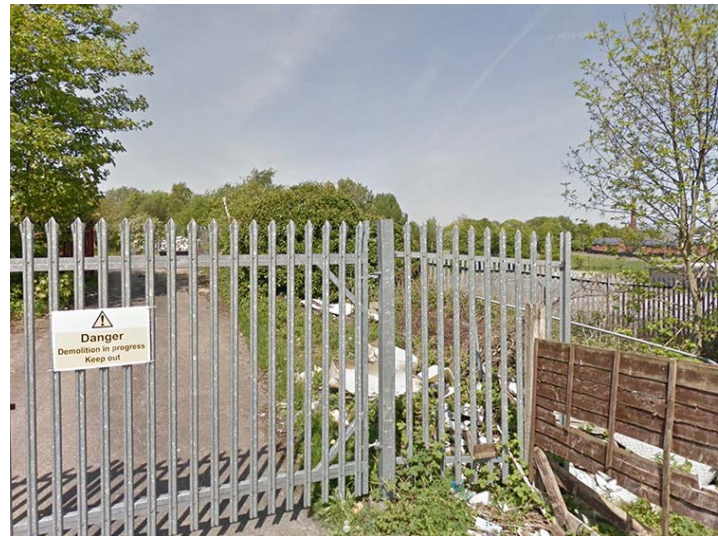
2.4 Existing Boundary Context



[01] AERIAL VIEW OF THE SITE



NORTH



[02] STREET VIEW OF THE BUILT CONTEXT - EASTERN SITE



[03] STREET VIEW OF THE BUILT CONTEXT- ROCHDALE CANAL

The Eastern boundary of the site is bordered by a security fence to the adjacent vacant commercial site. Immediately after the boundary there is a steep embankment down to the adjacent site, with a level change of circa 9m, meaning the application site is significantly elevated compared to it. Intermittent trees and foliage line this embankment providing some screening, however there are clear views between the sites.

The Northern boundary of the site is bordered by the Rochdale Canal. The northern part of the application site contains an embankment down to this edge, which is also lined with mature vegetation providing a green buffer to the site, however views will still be visible to the canal from the elevated positions on the application site, as the level change is only around 5m.

2.5 Existing Surrounding Local Context



[01] AERIAL VIEW OF THE SITE



[02] 3D STREET VIEW OF THE BUILT CONTEXT- NORTH



[03] 3D STREET VIEW OF THE BUILT CONTEXT- EAST



[04] 3D STREET VIEW OF THE BUILT CONTEXT- WEST

Beyond the canal and park to the north, existing development is also present. This area is predominantly characterised by semi-detached residential properties, and runs of short terraced houses. The majority of these terraced dwellings are early 21st century simple red brick properties with grey tiled roofs, however the small cluster of more modern houses, shown in image 02, contain brick detailing and a contemporary style.

The East of the site is bordered by vacant and sparse commercial units with associated parking areas (image 03).

The west of the site is characterised by larger semi-detached dwelling houses from mid-21st century (image 04), all consisting of repeating brown facing brick, hipped roofs with brown roof tiles and white upvc windows.

2.5 Existing Surrounding Local Context



[01] AERIAL VIEW OF THE SITE



NORTH



[02] 3D STREET VIEW OF THE BUILT CONTEXT- EAST



[03] 3D STREET VIEW OF THE BUILT CONTEXT- NORTH EAST



[04] 3D STREET VIEW OF THE BUILT CONTEXT- NORTH EAST

Other than the dwellings sitting directly between the development site and Rochdale Bypass, the southern context is predominantly commercial and industrial in nature. Several industrial and distribution units are provided, while there are also multiple car showrooms (images 02 and 04), petrol stations and warehouses.

There are also commercial offices fronting Rochdale Bypass, behind which stands an original manufacturing chimney providing an industrial setting to the context, touching on the area's history (image 03).

Existing industrial estates and business parks within the wider area reinforce the site's employment character and contribute to the local economy.



03

Site Images

3.0 Site Images

Site Character

The images on this page illustrate several views of and towards the site and show that it currently comprises of a large hard-standing plateau surrounded by tree-lined buffers to boundaries and a semi-vegetated embankment down to the canal-side. In addition, the images highlight the hidden nature of the site, with the site access/entrance (image 04) being located between two existing dwellings along Rochdale Bypass.



▲ PHOTOGRAPHS LOCATOR MAP



[01] VIEW OF THE SITE ENTRANCE ON GREENFIELD LN



[02] AERIAL NORTH VIEW OF THE SITE



[03] VIEW DOWN ROCHDALE BYPASS TOWARDS THE SITE



[04] VIEW OF GREENFIELD LN LEADING TO SITE ENTRANCE

▲ PHOTOGRAPHS INTO AND OUT OF THE SITE

3.1 Birds-eye View





04

Planning Requirements

4.0 Pre-App Advice

MCI Developments undertook multiple pre-application consultations with Rochdale Borough Council, firstly on 20th April followed by a site visit on 14/05/26, under reference: PRE/2026/0189, then a second meeting on 27th May 2026, with written advice provided between April and June following them.

The feedback was generally positive and instructive on what was expected should an application come forwards with the formal pre-application advice informed the project's evolution to ensure that the scheme delivers the policy aspirations of the Local Plan and SPD's as well as national planning policy.

The following comments were provided which have been considered in the design development of the scheme:

- Request for a portion of M4(3) dwellings, if possible.
- Amendments to the layout design to reflect: Paragraph 139, 175 of the NPPF; Local Plan CS Policy P1, P3 and DM1; PfE Policy JP-P1; National Design Guide (NDG), Building for a Healthy Life Toolkit.
- References to designing with local distinctiveness and character.
- Request to have more landscaping to the frontages and request to improve the

design of streets with reduced frontage car parking, and increase soft landscaping, to avoid them looking too car dominant.

- Landscaping to be considered thoroughly from the offset, and not left to the periphery. It should be brought forward in a meaningful way.
- Request to maximise the waterside location by creating an active frontage along Rochdale Canal, and active edges within the development.
- Request to re-orientate the plots so that they face outwards, and to avoid inactive edges
- Different scale of buildings requested to contribute toward sense of place, creating both legibility and visual interest.
- To aid residential amenity Plot 12 to be increased in setback distance as it is too close to numbers 98 and 100 Queensway.

Within the written response, the planning officer wrote:

"Overall, the site is located within a dense urban area of Rochdale, with good access to a range of services and facilities, with access to regular public transport services within walking distance of the site. The proposal would make use of previously developed land and would make a valuable contribution to the affordable housing supply within the Borough. It is

considered that the principle of development is therefore acceptable in accordance with saved Policy G/D/1 of the Rochdale Unitary Development Plan, Strategic Policies C1, C3 and SD1 of the adopted Rochdale Core Strategy and the requirements of the National Planning Policy Framework in respect of housing supply and sustainability."

The principle of development is therefore acceptable in accordance with policies set out in the Core Strategy and the NPPF

In addition, a public consultation was held for two-and-a-half weeks ending on 22nd May 2026, to ensure local community engagement was achieved. Within this only 4 responses were received, one of which was a request to purchase a future 2 bedroom dwelling, demonstrating a high local interest in these affordable dwellings.

This application and DAS further demonstrate how the proposals deliver a well-designed and attractive residential development, in full accordance with local and national design policies and guidance. It responds to the pre-application and public consultations to deliver much needed affordable houses that complement the area and offers a welcoming place for prospective local people to call home.

4.0 Pre-App Response

Comment:

Affordable Housing / Housing Mix:

Request to reduce amount of 2-beds, addition of 4-bedroom dwellings included as part of the accommodation schedule and inclusion of M4(3) types.

Our Response: The number of 2 beds has been reduced, while a detached, dual-aspect 3 Bed has been included for an additional larger type. M4(3) accessibility requirements were explored however due to the proposed housetypes, only M4(2) accessibility can be achieved across all dwellings.

Comment:

The use of landscaping within, and the general design of streets:

Request to reduce frontage car parking, and increase soft landscaping. Landscaping to be considered thoroughly from the offset, and not left to the periphery. It should be brought forward in a meaningful way.

Our Response:

The mature vegetation bordering the site is largely retained to ensure existing landscape is protected and provides immediate screening to neighbouring properties. Frontage parking is reduced with the remaining broken up with soft landscaping, while the existing embankment down to the canal has been utilised to provide an

Comment:

Design, Appearance and Layout:

Designs to consider: Paragraph 139, 175 of the NPPF; Local Plan CS Policy P1, P3 and DM1; PfE Policy JP-P1; National Design Guide (NDG), Building for a Healthy Life Toolkit.

Our Response: The layout has been amended through various iterations and now responses to all policy requirements. A BHL assessment has also been conducted.

Comment:

Frontage Parking:

Comments have been raised around the development being too 'car-dominated'. Request to have more landscaping to the frontages.

Our Response:

The layout has been amended to remove several parking spaces and to increase landscaping to the frontages of several plots. The percentage of frontage parking was agreed to be reduced for the 2 bedroom dwellings. The site is located in a highly sustainable location, a short distance to Rochdale Town Centre, with several active and public transport links adjacent to the site. The reduction of car parking will encourage the use of sustainable modes of transport, and allow for further landscaping to the frontages of the properties.

Comment:

Form, Scale and Layout:

References to designing with local distinctiveness and character.

References to taking account of the baseline opportunities and positive characteristics within and adjacent to the site.

Our Response:

As demonstrated during the site visit, the levels significantly drop towards the end of the site. The layout is reflective of the adjacent dwellings levels along Rochdale Bypass, so that there are not large height differences between the two, while it also means they are retained at current site levels and to tie in with the context appropriately.

Comment:

Request to maximise the waterside location by creating an active frontage along Rochdale Canal, and active edges within the development. Request to re-orientate the plots so that they face outwards, and to avoid inactive edges.

Our Response:

Plots have been orientated or provided with dual-frontage aspects/corner turning dwellings, to ensure the layout is outward facing and provide an active frontage to the canal.

4.0 Pre-App Response

Comment:

The scale of buildings, and how they relate to adjacent areas and the design of the house types.

Our Response:

The layout has been designed so that the two-storey dwellings are sat at similar levels to the contextual two-storey dwellings, to ensure that scale and massing of the proposed site reads effectively within its surroundings. As there are no smaller or taller contextual dwellings, it is perceived to be an appropriate response to provide the same scale. The massing is set out in a variety of detached, semi-detached and small terraces to provide variety across the development as well as aligning with the contextual urban form.

Comment:

Residential Amenity :

Plot 12 to be increased in setback distance as it is too close to numbers 98 and 100 Queensway.

Our Response:

The proposed dwellings to the rear of 98-106 Queensway (Rochdale Bypass) have been rearranged so that a small mews court of terraced dwellings now sits side on to them, ensuring policy interface distances are achieved, while also enabling existing landscape along that boundary to be retained.

Comment:

Highway Safety, Parking and Access:

Transport Assessment and Framework Travel Plan required for submission.

Land Contamination:

Phase 1 Report required for submission.

Coal Mining Risk Assessment required for submission.

Ecology and Biodiversity:

BNG Metric and Appraisal required for submission.

Flood Risk and Drainage:

Flood Risk Assessment and outline surface water drainage strategy required for submission.

Our Response:

All surveys and reports have been completed and utilised to inform the design where necessary and all have been submitted as part of this application.

Comment:

Delivering Planning Contributions

Affordable housing, open space provision and maintenance, health and well-being, education and community facilities, together with any site-specific mitigation required such as highways improvements, green and blue infrastructure, biodiversity measures, surface water drainage and environmental mitigation may be required. It is likely a third party viability review will be undertaken, and the cost will be at the expense of the Applicant.

Our Response:

MCI Developments is aware of its obligations and will ensure all are met within any required timeframes, being committed to delivering this much needed affordable housing scheme imminently following a resolution to grant and Section 106 signature.

The proposed development, and the site represents a unique opportunity to bring forward a timely development, which will have significant social and economic benefits for the immediate community.

4.1 Supplementary Planning Document

Local Plan Policy & Guidance

G/D/1 UDP Policy

SP2 – Access to existing facilities and infrastructure

C1 – Core Strategy Seeks to maximise the potential of previously developed land.

P1 – Core Strategy Requires that all new development, including landscaping, adheres to high standards of design, and follows the design principles.

DM1 – Core Strategy Design of New Development

E5(2c) – Core Strategy Establishes the value of waterways and canals

JP-P1 – Places for Everyone Policy

Ensuring Quality Development

Well designed, taking into account local distinctiveness. It should look to optimise the potential of the site in terms of form, height and scale.

Design and layout of new housing

The architecture should be of high

quality and respect/ enhance the character of the surrounding area in terms of appearance and materials used.

National Planning Policy Framework (NPPF)

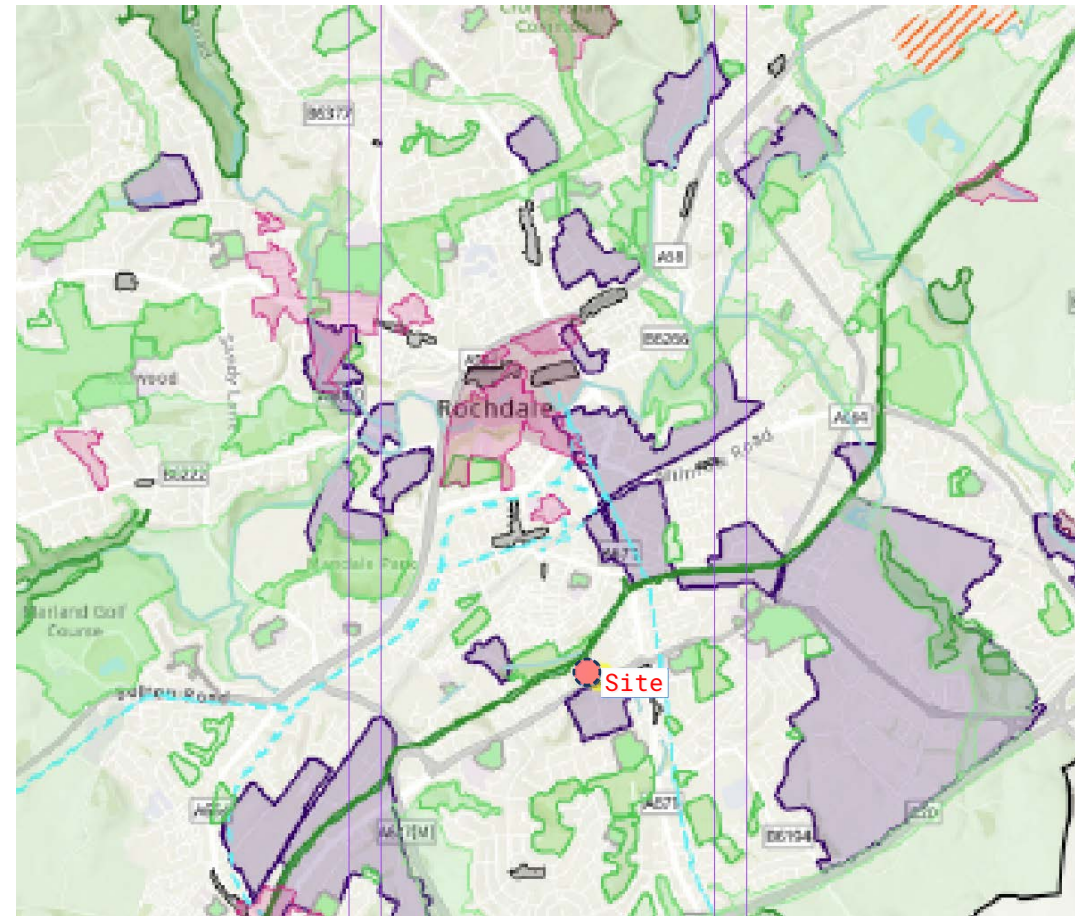
Securing a good design is a key element of delivering sustainable development and a core objective of the NPPF. Key paragraphs: 135 (High Quality design of residential areas and amenity spaces); 139 (Reflect Local Policies).

National Design Guide

The 10 characteristics of the national design guide should be met. It describes the components of good design.

Relevant SPDs

- Affordable Housing SPD
- Urban Design Guide SPD
- Climate Change
- Energy and New Development
- Biodiversity
- Recreational Open Space
- Development Standards
- Residential Design Guide SPD
- Rochdale Station Area SPD



▲ DRAFT ROCHDALE LOCAL PLAN POLICIES MAP

Policy Map

The Policies Map of the Publication Draft Local Plan shows the Site and a small portion of land to the south west, designated as “Safeguarded Land SL07”. Safeguarded land is carried forward from the Site Specific Policies Local Plan 2012 and is identified as being suitable to meet longer term development needs, including for housing.

Overlooking Distances

From	To	Distance
1st floor habitable room window	Blank Gable/ non habitable window	14.0m
1st floor habitable room window	Any habitable room windows	21.0m
1st floor habitable room window	Rear / Side boundary location	10.5m
Rear facade	Boundary	10.0m

Figure 2 Directly facing principal windows and principal window / boundary



Figure 3 Principal window and two storey secondary elevation



Housing Mix

The emerging Rochdale Local Plan (Policy H2 – Delivering the Right Types of Homes) provides guidance on housing mix but does not prescribe a mandatory percentage split. However, it suggests to ensure an appropriate mix of housing types and sizes, agreed with the Local Planning Authority and informed by local housing need, delivering a range of homes to meet the needs of different household types and ages. New developments should also deliver affordable housing in accordance with Policy H3 and meet the Nationally Described Space Standards. All New dwellings achieve Building Regulations Part M4(2) Accessible and Adaptable Dwellings, as a minimum, and the proposed housing mix is reflective of the local market demand.

Refuse

- 1x 240L Bin – Paper, Card and Cartons
- 1x 240L Bin – Glass, Cans and Plastic Bottles
- 1x 240L Bin – General Waste
- 1x 240L Bin – Garden and Food waste

If private drives are to be utilised, bin collection points should be shown on plan where residents should not be required to walk more than 30m and refuse collection teams will not collect beyond 25m from the highway.

POS

Open space should meet the following requirements: well-designed new and improved public open space, sport and recreational facilities in order to encourage everyone in the district to be as physically active as possible and promote a healthy lifestyle for all.

Ensure that all routes are designed to be overlooked by surrounding buildings to provide natural surveillance. Sites of 2ha and over the developer will be required to provide:

The adopted standard requires a total of 2.1 hectares of recreational open space per 1,000 population comprising:

Open space type	Standard
Local open space (parks, amenity green space, children's play) 1.0 ha per 1,000 population	

Formal outdoor sports provision	1.1 ha per 1,000 population
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Parking

Developments must provide sufficient on site parking for people with limited mobility

1 bed unit – 1 parking space

2/3 bed unit – 2 parking spaces

4+ bed unit – 3 parking spaces



05

Site Constraints

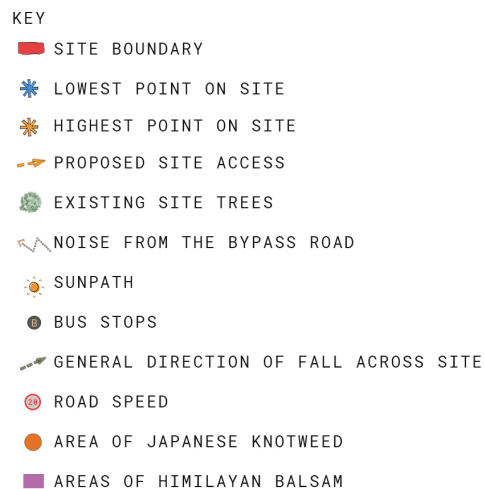
5.1 Constraints & Opportunities

The site extends to approximately 3.5 acres/1.42 hectares and comprises of 3 distinct areas; a large level plateau of hardstanding left over from previous development covering the majority of the site; Densely vegetated borders to the boundaries of the surrounding residential dwellings; and a steep embankment down to the canalside which is semi-vegetated. A steep embankment exists off-site to the north-east which has a 9m level difference, with the application site being elevated to this. Given the lack of screening on this boundary, the level change is very apparent.

It benefits from excellent highway and public transport connections via surrounding roads and links to the M62 motorway, making it a suitable and sustainable location for residential development. Although accessed off Rochdale Bypass, which is a busy highway network, a run of houses facing the Bypass separates the site from the road, meaning noise is largely suppressed from this trafficked area.

The Rochdale Canal lies adjacent to the northern boundary therefore, a semi-natural buffer will be provided to protect this designation.

Two small areas of Japanese knotweed and Himilayan balsam have been identified and will need removing/remediating appropriately prior to development.





06

The Proposal

6.1 Proposed Masterplan

Through careful analysis of the constraints and opportunities, consultant reports, public consultation and policy requirements a considered layout has been created using design principles that will be adopted throughout the development of the site.

The proposal shows how the site can be developed to accommodate 44 new homes, with associated landscaping and infrastructure. New public open spaces and pedestrian links offer opportunities for recreation and provide an attractive setting for the new homes, with generous areas of open space separating the development from the canal setting, while further enhancing the canalside character. Buildings will be located to actively face streets and public areas in order to promote continued surveillance and to promote safer places. Public areas will be designed so that they are attractive, easily accessible and safe to use. All occupants will be considered as part of an inclusive design approach.

Dual-aspect, corner turning dwellings have been provided at key external corner of the development to ensure over-looking of adjacent open space and neighbouring sites, as requested by the local authority during the pre-application process. Internally within the site a clear hierarchy of roads allows for an accessible and legible housing development, with shared surface style private drives provided to soften and vary the road types.

The existing trees on the western boundary of the site are retained to provide immediate mature screening to the properties on the adjacent Dicken Green, while other on-site trees have been retained where possible and supplemented with additional shrub and tree planting as part of a wider landscape strategy.



Proposed Site Layout



6.2 Use And Amount

Code	Name	Bed & type	Storey	Parking	Unit Nos	Build Sq/ft	Total Build Sq/Ft	Sales Sq/ft	Total Sales Sq/Ft	Achieved %
	RP									
DAR	Darracott	2B3P	2	2PS	23	873.53	20091	859.12	19760	52%
STR	Stratford	3B4P	2	2PS	17	1034.24	17582	1018.92	17322	39%
MAR	Marlow	3B5P	2	2PS	4	1037.42	4150	1020.83	4083	9%
	RP Total				44		41823		41165	100%
Net developable site area		2.47	acre							
Plots per net deliverable acre		17.81								
Sq.Ft per net deliverable acre		16,932								
Total site area		3.5	acre							

The application site covers a total area of approximately 3.50 hectares / 1.42 acres. The detailed site plan comprises of residential use only with 44no. affordable dwellings, along with associated parking and landscaping.

The storey heights of buildings are all 2 storey throughout the proposed development, in line with the surrounding context with a small variety of house types containing detached, semi-detached or mews type courtyards.

The proposed homes range from 2 to 3 bedroom houses, with accommodation for 3, 4 for 5 persons based on housing need, providing a wide range of options for first-time buyers, families and those looking to downsize within Rochdale and the surrounding area.

6.3 Proposed Interface / Separation Plan

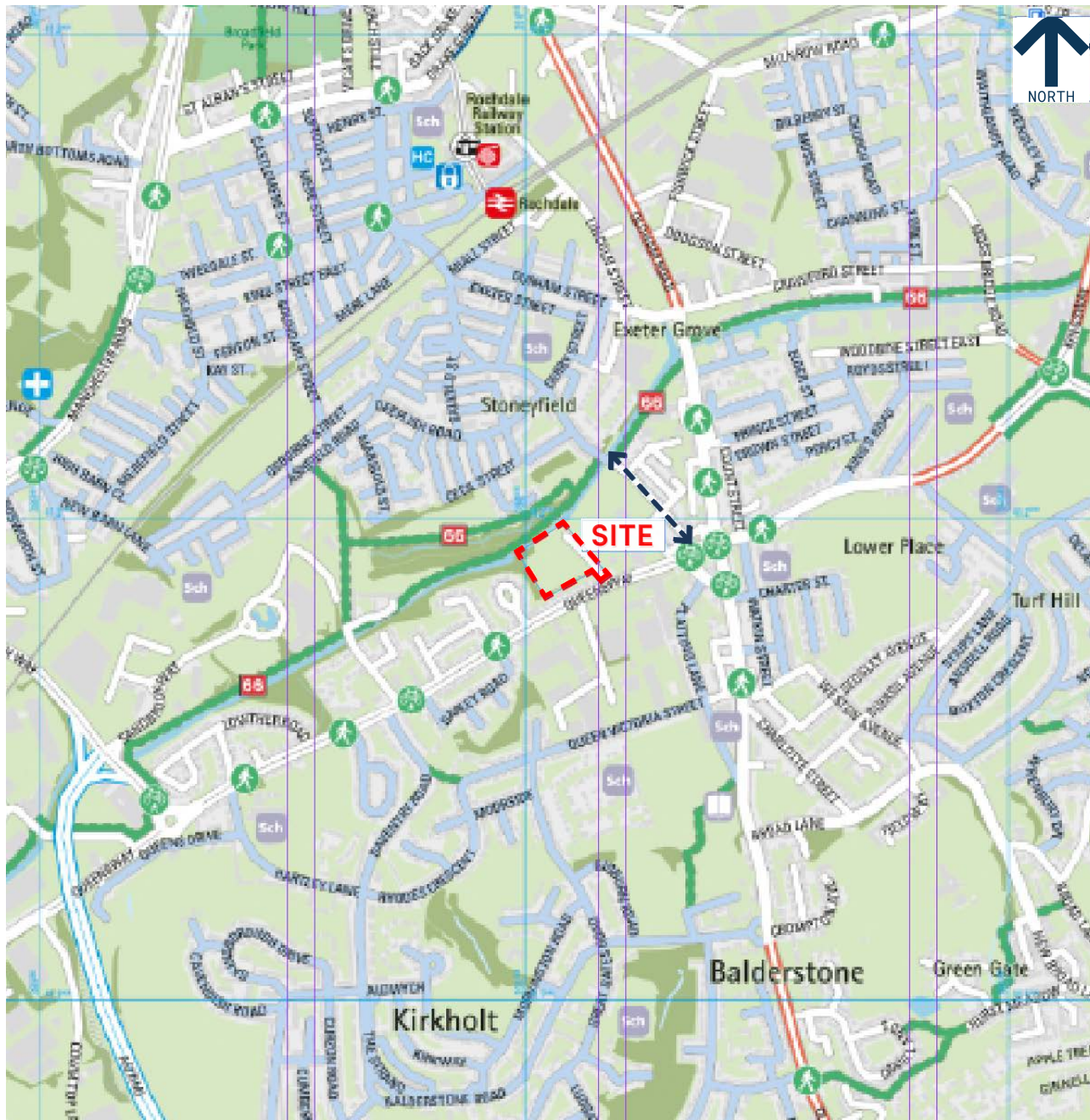


The plan shown on the left shows the separation distances between dwellings within the site as well as those between proposed and existing dwellings adjacent to the site.

As clarified within the Planning Requirements chapter of this document, separation distances between habitable windows for two-storey dwellings should be 21m, with distances between habitable windows and blank gables requiring 14m separation.

The proposed development meets this standards in the majority of cases, however due to site constraints a few areas fall just below these standards, however given the on site vegetation that is to be retained at the boundaries of the site sitting between existing and proposed dwellings, we hope there is some leeway to compensate for the natural screening that will be provided.

6.4 Cycle Connectivity



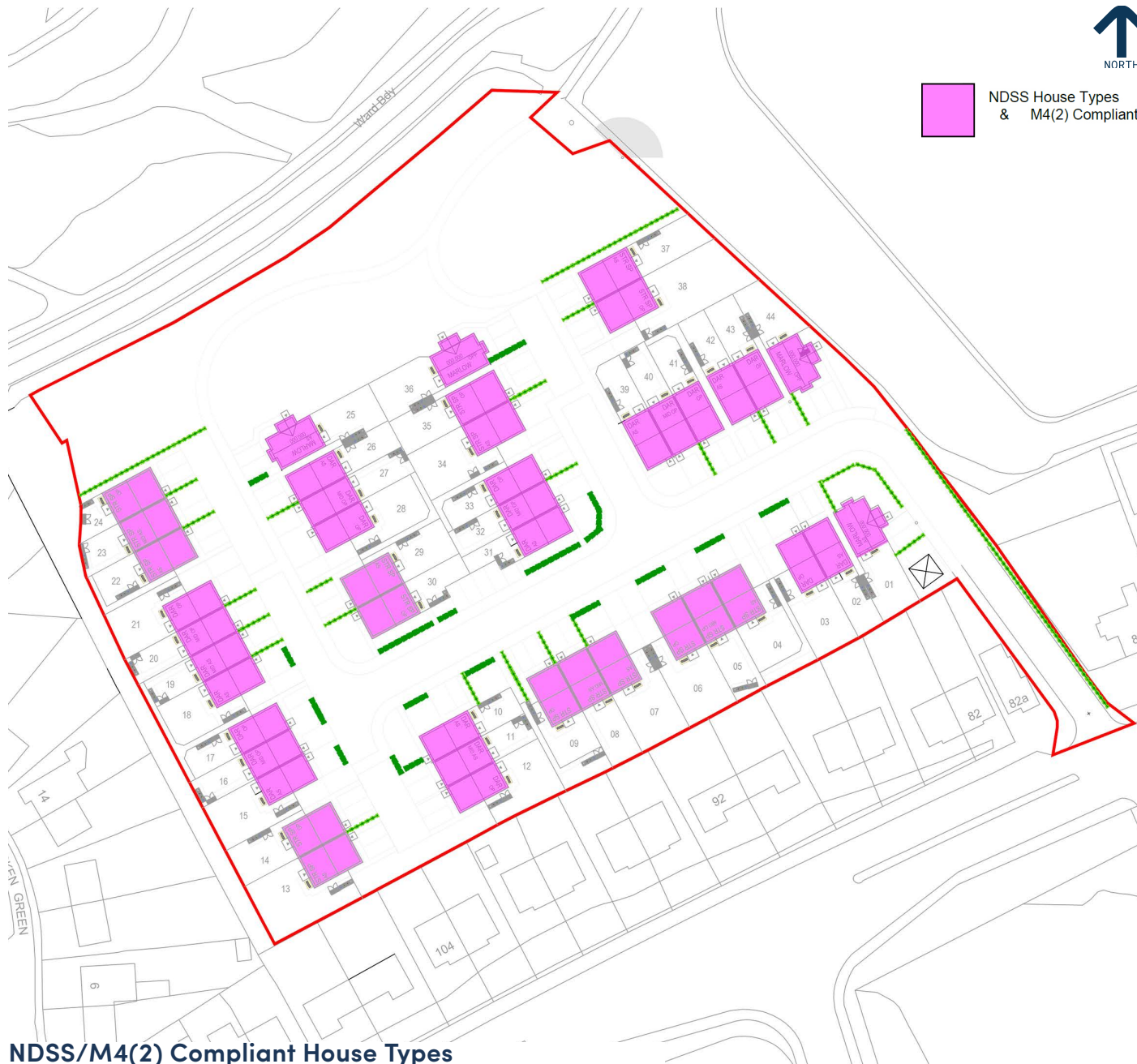
The proposed development benefits from strong existing and enhanced cycle connectivity, providing opportunities for both local journeys and wider regional travel.

The Rochdale Bypass has several pedestrian and cycle crossing points along its main route while further along to the north it has dedicated on road cycle lanes and traffic free routes at major junctions.

Although the site's canal edge does not directly connect to the canalside walkway and cycle route, the site isn't far from Well I' Th' lane (← -- →) which provides direct connection to the cycle route alongside the canal and to further afield.

	Traffic Free Route - good surface		National Cycle Network (NCN) -
	Traffic Free Route - rough surface		National and Regional
	On Road Route - with physical segregation		Library
	On Road Route - with other cycling facilities		Museum / Art Gallery
	On Road Route - signposted but no facilities		School
	On Road Route - advisory/suggested		College
	20 mph speed limit		University
	Footpath		Leisure Centre / Sports
	Pedestrian Crossing		Theatre
	Toucan Crossing		Hospital
	Cycle Hub		Health Centre
	Cycle Parking		Fire Station
	Rail Station		Tourist Information Centre
	Metrolink Stop		
	Cycle Access Point		

6.5 NDSS/M4(2) Compliant House Types



NDSS House Types
& M4(2) Compliant

All dwellings have been designed to NDSS and M4(2) standards as per policy requirements.

This includes all internal layouts of the dwellings as well as access requirements across the site.

6.6 Proposed Refuse Strategy



Refuse Strategy Plan



The plan shown on the left shows the refuse strategy plan which allows for each and every property to be provided with a secure hard standing area within the rear garden of the property to site 4 x 240L bins.

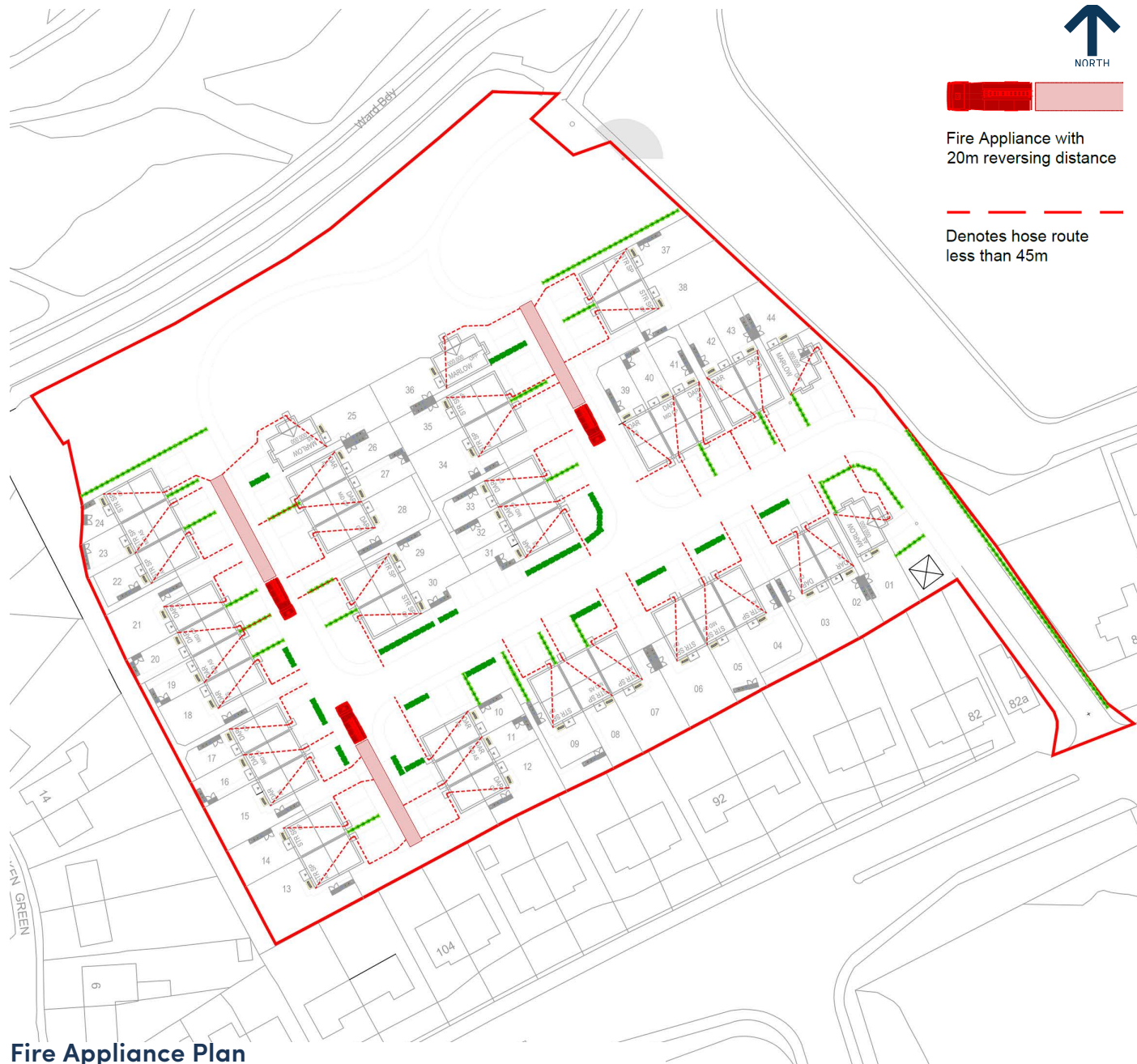
Additionally all plots will have a gated access route from the rear garden area to the highway at the front of the property to enable bins to be left out on collection day.

Where necessary bins will be presented for collection by residents at the end of the private driveways for ease of refuse vehicle collection.



Masterplan Vignette Showing Detail

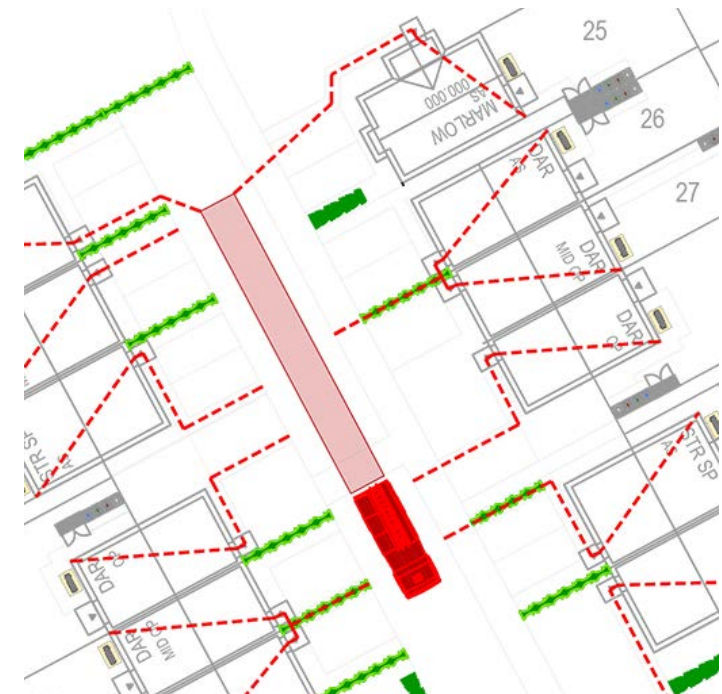
6.7 Proposed Fire Appliance Plan



Fire Appliance Plan

The plan shown on the left shows the fire tender strategy which allows for each and every property to be accessed in accordance with Building Regulations AD Part B (Dwelling Houses).

The roads within the development are to adoptable standards, while the turning heads have all been tracked to ensure adequate turning provision. Fire tenders can reverse 20m down shared surfaces/private drives while still maintaining adequate hose lengths to reach the required distance internally of properties.



Masterplan Vignette Showing Detail

6.8 Proposed Materials Plan



The plan shown on the left shows the proposed material palette for the site with buff multi-stock facing brick to external walls, with feature gables in multi brown brick and slate grey tiled roofs which reflects and responds to the prevalent materials used in the local vernacular.

The majority of the area is red or brown brick, with the odd buildings render. The use of different coloured bricks is particular notable. Brickwork also features stone banding. Brick patterns and detailing giving depth and interest to residential buildings.

Windows and doors will be in white upvc, which is the prevalent material and colour in the area. Eaves and soffits will be in matching white upvc, while rainwater gutters and downpipes will contrast in black upvc. Again this colour selection is common within the local context.

MATERIALS

FACING BRICK
Buff Facing Brick - brand/supplier TBC

DETAIL BRICK
Brown Facing Brick - Heads / Cills and Feature Gables/ Panels

ROOF TILES
To be Russell Grampian or similar in colour slate grey

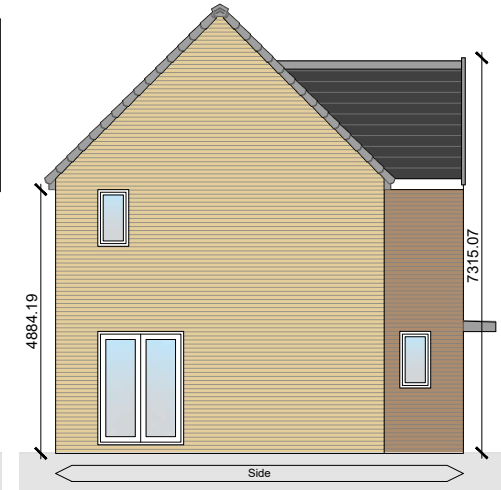
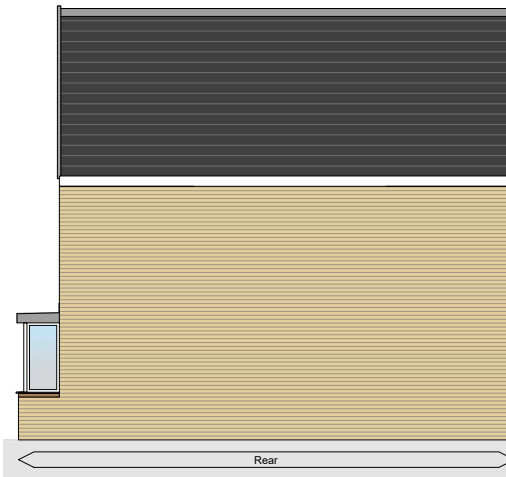
SOFFIT & FASCIA
UPVC in colour white

RAINWATER GOODS
Half round UPVC in colour black

WINDOWS
UPVC in colour white

FRONT DOOR
6 panel top light in colour black

6.9 Proposed Materials



The facades of the dwellings will be in buff facing bricks, while feature gables will be in a brown multi facing brick.

To add additional interest to the proposed dwellings brick detailing is provided on the facades in the form of soldier course heads and cills.

The roofs are proposed to be covered in concrete interlocking roof tiles in slate grey.

The specific brick and tile type will be settled under the anticipated planning condition approval.



Buff Brick



Roof Tile

6.10 Proposed Boundary Treatment Plan



Boundary Treatment Plan

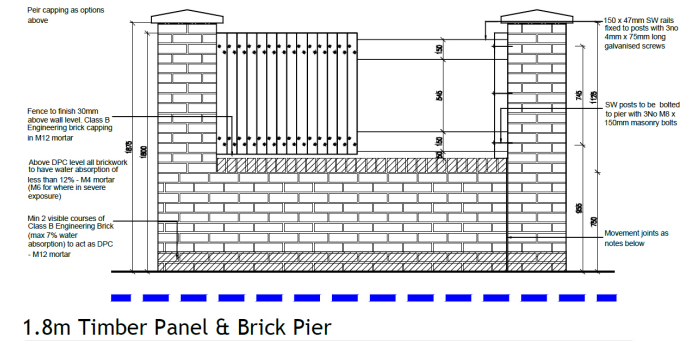
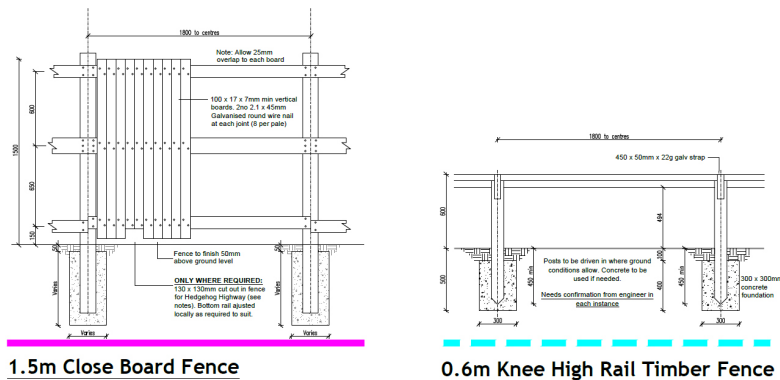
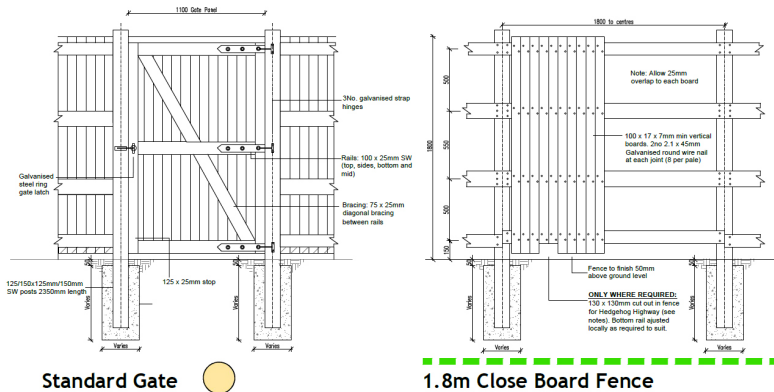
Boundary treatments follow a hierarchy depending on street type or location with any boundary against a highway or public realm of a more attractive and robust treatment to support and enhance the high quality design. These will be half height masonry walls with timber fence panels atop, in between masonry piers. This helps to break up long stretches of boundary wall by creating attractive features, as well as provide a higher quality finish to the edges of the adoptable highways.

Other street facing boundaries to front gardens will be in the form of hedge planting to clearly delineate the boundary between public and private spaces, but within an ecologically softer approach.

Boundaries between rear gardens are to be constructed in close boarded timber fencing.

Soft landscape areas have been designed to integrate and enhance the existing on-site and surrounding landscape.

6.11 Proposed Boundary Treatment Details



The specific details of the proposed boundary treatments can be found in the drawings submitted with this application but the intention is to provide attractive and robust boundaries to delineate clearly public and private spaces.

Timber knee rails are used to delineate between public and private open spaces to front gardens to prohibit vehicular access whilst maintaining an open feel to the landscaped areas.

These are proposed across the site as a defence against vehicles driving over or parking within the landscaped and public open space areas.



Example Brick Boundary Wall

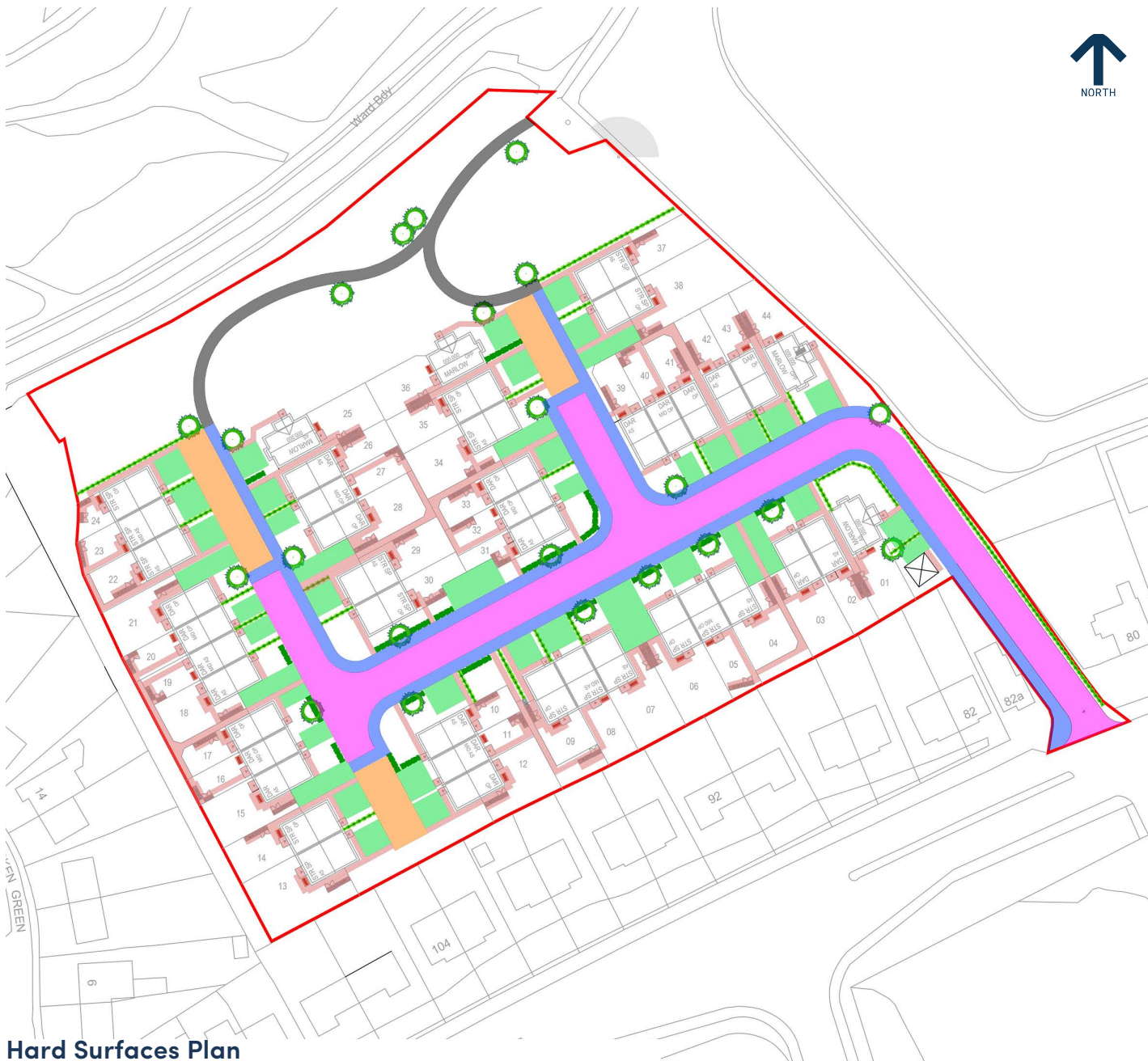


Example Close-boarded Timber Fence



Example Timber Knee Rail Fence

6.12 Proposed Hard Surfaces Plan



Hard Surfaces Plan

The main adoptable highway running from the access road through the site will be black hot rolled asphalt to local authority highways standards. Matching black tarmacadam footpaths to adoptable standards will provide pedestrian access alongside the main highway.

Shared surface and private drives will be in block paving while parking spaces will be black tarmacadam.

Private footpaths serving dwellings will be square grey concrete paving flags.

Adopted Highway

-  Surface Course - 40mm Hot Rolled Asphalt to specification PD6691 & to BS EN 13108-5
-  Binder Course - 60mm Dense Bitumen Macadam Binder Course to BS4987 Part 1 with 150 pen bitumen, 20mm nominal size aggregate
-  Road Base - 75mm Dense Road Base 28mm to BS4987: Part 1 (5.2) with 150 or 200 pen bitumen
-  Sub-Base - Min 280mm Granular Sub-base Material Type 1. (Actual thickness dependant on CBR tests) Min CBR value of 30% at sub-base level

Adopted Footpath

-  Wearing Course - 20mm of 6mm size dense wearing course to BS 4987 Part 1 (no limestone aggregate)
-  Base Course - 60mm of dense bitumen macadam base course 20mm nom. size
-  Foundation - 100mm of granular sub base material

Shared Drives

-  Surface Course - Permeable block paving (Tobermore Pedesta/Marshalls Priora or similar approved). Joints to be filled with 6mm aggregate.
-  Binder Course - 50mm thick 6-2mm open graded crushed rock laying course.
-  Sub Base - 400mm thick 20-4mm open graded crushed rock substrate on top of MM380 Tanking Membrane

Private Parking

-  Wearing Course - 20mm dense wearing course AC 6 dense surf 100/150 (limestone aggregate)
-  Base Course - 60mm of dense bitumen macadam base course 20mm nom. size
-  Sub Base - 150mm type 1 granular sub base material

Private Paving

-  Grey 450x450mm concrete flags. Areas between flagging and plots to be filled with gravel. Air bricks should not be obstructed by gravel.

ASHP Base

-  250mm deep gravel

Informal Mulch Path with Timber Edgings

-  Topping - Min. 300mm bark mulch topping laid on top of suitable root barrier
-  Base - 150mm thick stone base

6.13 Proposed EV Charging Plan



EV Charging Plan

Sustainable travel options are key to delivering a development that offers reduced dependency on petrochemicals.

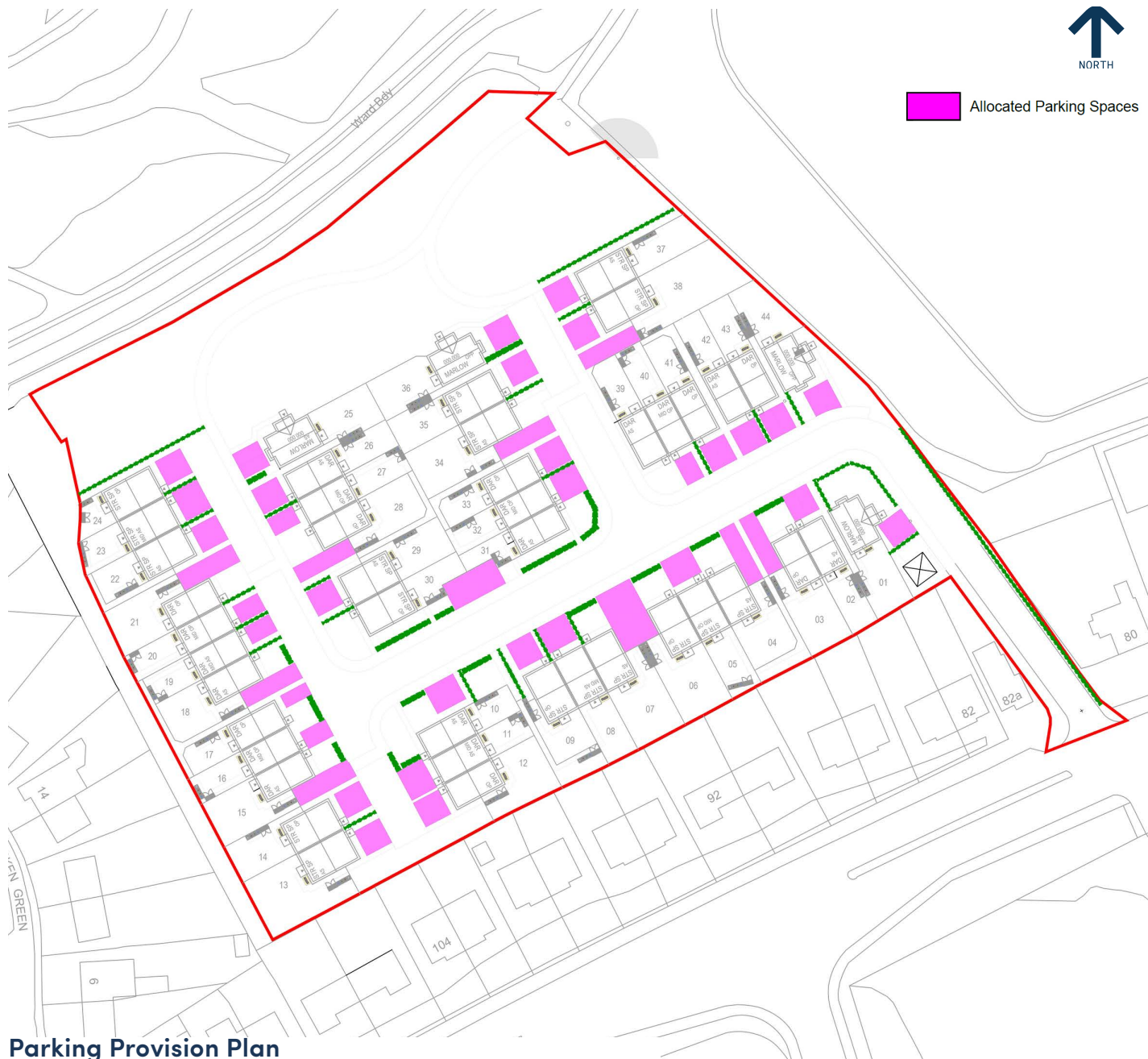
All proposed houses will be fitted with an Electric Vehicle Charging point either wall mounted to the houses or on a pedestal located within convenient reach of car parking spaces.

Every house will also have sufficient space for bicycle storage within a secure cycle storage shed in the gardens to accommodate 2 bicycles.



Example Timber Bicycle Store (exact specification to be confirmed)

6.14 Proposed Parking Provision Plan



Allocated Parking Spaces

Parking spaces are provided in a combination of gable (linear) and frontage (parallel) parking, which varies the street scene and also reduces the impact of predominantly frontage parking and streets being dominated by cars.

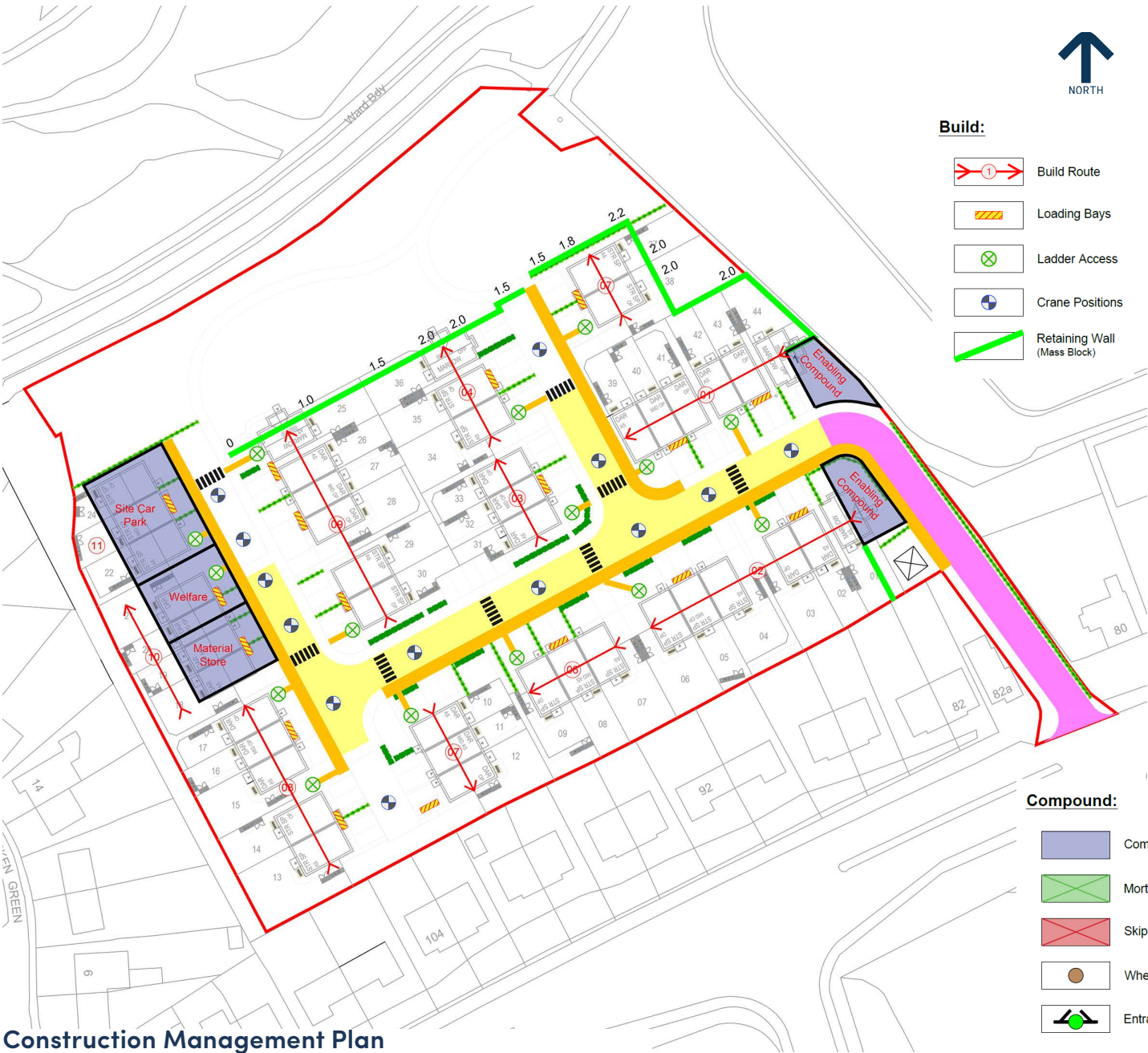
The plan on this page shows this distribution which also highlights the quantum of landscape provision in-between parking areas.

6.15 Proposed Management Areas Plan



The majority of the developments sites open spaces are within private front or rear gardens and will therefore be privately maintained, with very little left over to be managed, except for the large amenity space created adjacent to the canal forming the primary Public Open Space in the area. This will be maintained by a management company, who will ensure it is kept in good condition.

6.16 Proposed Construction Management Plan



A full Construction Management Plan (CMP) will be prepared and implemented prior to the commencement of development to ensure that construction activities are managed in a safe, efficient and considerate manner, however the drawing on this page shows the typical phased approach that will be undertaken.

The CMP will include measures to control construction traffic, site access and deliveries, working hours, noise, dust and vibration, waste management, and the protection of neighbouring properties and the public highway. The plan will also set out procedures for maintaining site safety, minimising environmental impacts and ensuring compliance with relevant planning conditions and statutory requirements throughout the construction period.

Construction Management Plan

6.18 Other consultant reports and considerations

Noise Impact Assessment – E3P was commissioned to undertake a Noise Impact Assessment for the proposed residential development and undertook two attended road traffic sound measurements for the Rochdale Bypass during a typical weekday period. A 3D noise model has been constructed to assess road traffic sound across the site and incident upon façades. The assessment has found that standard specification glazing is sufficient and that openable windows will be sufficient to mitigate against overheating. With mitigation measures in place, this assessment has shown that no adverse impact is predicted day or night at the receptors due to road traffic sound.

Preliminary Ecological Appraisal – A detailed report by E3P has been submitted as part of this application however the site was found to have the following potential ecological constraints:

Opportunities for common amphibians within the vacant or derelict land, introduced shrub, ruderal/ephemeral, modified grassland, scrub, broadleaved and mixed woodland, and bases of individual trees.

T1-T4 were assessed as having PRF-I bat roosting potential.

'Low' commuting and foraging potential for bats within the scrub, woodland edge, and individual trees on-site.

Potential presence of badgers within the local area and suitable foraging and sett-building opportunities within the site.

Potential presence of hedgehogs on-site within vacant or derelict land, introduced shrub, scrub, broadleaved and mixed woodland, and bases of individual trees.

Potential presence of foraging and commuting otters within the adjacent canal.

Opportunities for nesting birds within the introduced shrub, scrub, individual trees, and broadleaved and mixed woodland.

Potential presence of reptiles within the scrub and woodland edge.

Potential presence of cinnabar moth within the vacant or derelict land.

Invasive plant species Himalayan balsam and Japanese knotweed were identified on-site.



6.18 Other consultant reports and considerations

Energy Statement – AES Sustainability Consultants were appointed to review and propose the approach to energy and CO2 reductions to be employed for the development. Improvements in insulation specification, efficient building services, a reduction in thermal bridging and unwanted air leakage paths and further passive design measures will enable the relevant standards to be met via a fabric first approach, whilst building in low energy design and future climate resilience. Air source heat pumps have been proposed as the most suited to the scheme to provide a significant proportion of the developments energy demand. Solar PV systems may be considered with the aim of increasing EPC ratings while reducing running costs for homeowners, simultaneously further reducing CO2 emissions. The development also ensures the move towards sustainable travel is encouraged with the installation of EV charging points to all homes, in accordance with Approved Document S.

Current calculations based on the proposed housetype designs and energy strategies indicates a 66% improvement on current Part L (2021) requirements.

Air Quality Assessment – Redmore Environmental has produced a detailed report, submitted with this application, which confirms the development has the potential to cause air quality impacts at sensitive locations during the construction and operational phases. During the construction phase of the development there is the potential for air quality impacts as a result of fugitive dust emissions from the site. Site-specific dust control measures were subsequently determined. Following implementation, the residual significance of potential air quality impacts from dust generated by earthworks, construction and trackout activities are predicted to be not significant. Potential impacts during the operational phase of the proposals may occur due to road traffic exhaust emissions associated with vehicles travelling to and from the site. Review of the dispersion modelling results indicated that impacts on annual mean NO2, PM10 and PM2.5 concentrations as a result of traffic exhaust emissions associated with the development were predicted to be negligible at all receptor locations.

Based on the assessment results, air quality factors are not considered a constraint to the development.



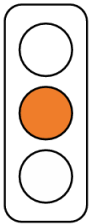
6.19 Building For A Healthy Life Assessment

Integrated Neighbourhoods

Natural connections

Connect human and natural networks. Weave human movement routes and natural corridors together. Linking your site to surrounding green and blue infrastructure, streets, paths and habitats is essential for boosting biodiversity, managing water, and supporting walking, wheeling and cycling.

Strong, connected green infrastructure should be a defining feature of every new development. When designed in from the outset, green and blue assets help nature recover, improve air quality, manage storm water, promote active travel, and create healthy places that people value.



Response: As the site is naturally isolated, it is unfortunately not connected to the wider Canal network footway, which is located on the opposite side of the canal to the site boundary, or the amenity park beyond it, therefore connection to wider context is not feasible. However, a pedestrian link has been created from Rochdale Bypass, through the site, to the newly created Public Open Space within the site which overlooks the Canalside. Multiple pathways through the proposed layout ensures connectivity with the on-site and visually the contextual natural surroundings.

Getting around

Enable active travel for short trips. If the right infrastructure is in place, journeys of up to one mile (round trip) can be easily undertaken on foot, and trips of up to five miles can be cycled.

Prioritising active travel improves public health, cuts congestion, reduces carbon emissions and boosts local air quality.



Response: The development is within walking distance to local bus stops on Rochdale Bypass while Rochdale train station to the north is 1.3km away meaning it can be reached within a 20 minute walk or a 5 minute cycle ride. Multiple local shops, including a supermarket, bars and restaurants, local health facilities, post offices and schools are contained within a 0.5km radius along Oldham Road meaning all are within easy walking distance of the site. Footpaths within the site all pass in front of proposed dwellings, with no hidden routes to ensure natural surveillance of all public realm.



6.19 Building For A Healthy Life Assessment

Integrated Neighbourhoods

Facilities, services and stewardship

Support social life close to home. Create opportunities for people to meet by placing development within easy walking, wheeling or cycling distance of social, leisure and recreational facilities.



Response: The development is in close proximity not only to the local centre along Oldham Road and its facilities and amenities, but also Rochdale town centre is only 2.0km away and can be accessed via existing pedestrian and vehicular routes. A large Public Open Space provided within the proposed layout, adjacent to the Canal, all promote positive social interaction and opportunities for recreation and play within natural environments.

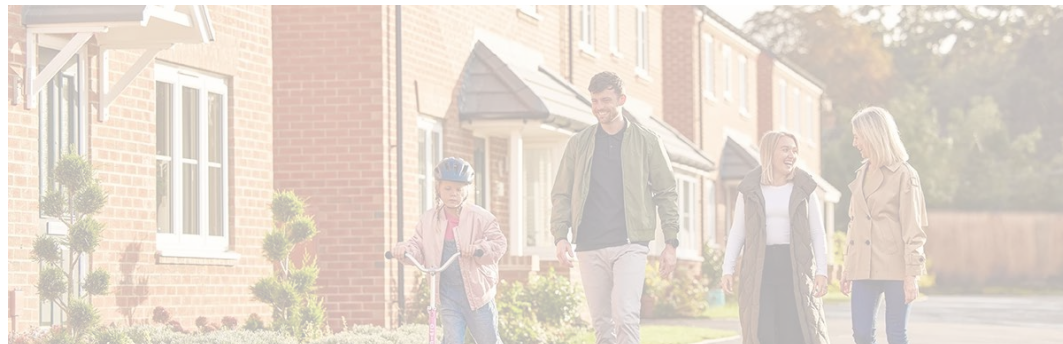


Homes for everyone

Provide a range of homes that meet local needs. Homes that support the needs of the local area whilst ensuring mixed and balanced communities to create a place for everyone.



Response: The accommodation mix reflects the needs and aspirations of the local community. The design includes a range of dwelling sizes across the site to provide a mixed community. The 100% affordable tenure reflects local policy requirements and needs and provides a balance and robust mix of tenures within the wider context, however the dwellings are design to be high quality and ensure they are tenure blind when compared to surrounding dwellings. Properties that are suitable for 3, 4 and 5 persons enables a range of homes suitable for people either downsizing, or growing families. All homes are designed to M4(2) standards ensuring accessibility for everyone.

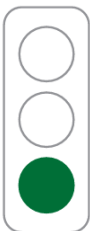


6.19 Building For A Healthy Life Assessment

Distinctive Places

Making the most of what's there

Understand the opportunities both within and beyond the red line and respond to them with care and imagination. Some of the most valuable opportunities are the hardest to spot – yet they often shape the character and success of a place for decades. Finding these and using them well will making designing your site easier.



Response: The layout directly responds to the existing treelines along boundaries with neighbouring properties, with trees retained where possible to provide immediate landscape buffers and retain successful natural habitats and the Canalside to the north where the layout has been designed to provide a public open space adjacent to it, with multiple access points through the layout connecting to it. Properties with active gables have been located at key points around the layout to ensure all areas of open space have natural surveillance and overlooking. Where the site backs on to existing contextual back gardens, an interlocking / back-to-back approach has been utilised which provides added security to neighbouring gardens and ensures appropriate use of the site and street typologies within the development.

A memorable character

Create places people remember. Shape places that feel distinctive and rooted. Draw on local architectural and landscape cues to create character that is authentic and memorable.



Response: The majority of the contextual dwellings are red brick facades with little to no architectural interest or detailing, although this in itself is typical of the age which the surrounding dwellings were constructed. The proposed dwellings within the scheme are to be constructed in buff facing bricks, with feature gables and details in a multi brown brick, which given the site cannot be read in comparison with its context, due to the isolated nature of the site, will give the scheme its own distinctive character. This will not only give occupants a sense of place it will aid in wayfinding for visitors of the public open space.

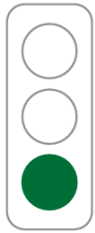


6.19 Building For A Healthy Life Assessment

Distinctive Places

Well defined streets and spaces

Shape streets and spaces with strong enclosure. Create a clear, legible network of streets and public spaces that feel well-defined by buildings and/or structural landscaping. Ensure principal façades and front doors face the street or public realm — this is essential to creating places that feel safe, active and welcoming.



Response: The scheme is based on a series of perimeter development blocks backing on to contextual dwellings rear gardens, with inward facing dwellings which are woven into the landscape and delineated through a clear hierarchy of streets. There is a clear definition of the private and public realm, with properties overlooking areas of green-space wherever possible. Care has been taken to ensure buildings turn corners well through the introduction of double fronted aspect units presenting carefully designed elevations to both streets whilst actively avoiding blank façades/gable ends enhancing natural surveillance.

Easy to find your way around

Help people navigate by using legible features. Use strong, memorable features to help people form a mental picture of a place to make it more inclusive. Make it obvious which routes are important for getting around by reinforcing their movement function through all aspects of design.



Response: The layout follows a simple approach with a distinct hierarchy of connected streets to allow residents and visitors to navigate easily. The primary access road leads into and through the site before splitting into two secondary streets leading to shared private drives which create multiple links to, and soften the connection to the large public open space.

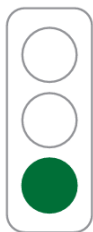


6.19 Building For A Healthy Life Assessment

Streets For All

Healthy Streets

Streets are places that encourage people to be healthy. They are different to roads because they balance the movement of motor vehicles with the need for people to walk, wheel and cycle with ease. They are comfortable to cross, and allow people to come together to chat, for children to play, and for people to be active.



Response: The building layout has defined the street network, so that highways and car parking do not dominate the street scene. Hedges and trees line the streets to provide integrated nature to the built environment. Segregated footways to the spine road with traffic calming in the form of shared surfaces and additional separate footpath links through the POS all provides legible and safe priority to pedestrians. Seating in the Public open Space further provide places for people to interact and be active.



Cycle and car parking

Well-designed developments make walking, wheeling and cycling the natural choice for short trips. This boosts physical activity, improves air quality, reduces congestion and enhances the street scene. Streets also need to provide sufficient, well integrated car parking that reflects local car ownership patterns and the availability of public transport.



Response: Each property is provided with secure bike storage in secure bike sheds within the rear gardens. Car parking has been sensitively integrated into the overall layout and design. Car parking is always within curtilage, primarily to the side of dwellings. Where frontage parking is provided care has been taken to use integrated landscaping between spaces or runs of spaces to lessen visual impact and ensure streets are not dominated by car parking. Additionally, agreement with the local authority has meant that a reduced quantum of parking for smaller dwelling types, due to the sites excellent transport links, means a further reduction in car parking requirements on site.

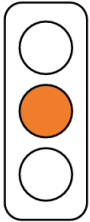


6.19 Building For A Healthy Life Assessment

Streets For All

Green and blue infrastructure

Embed landscape and water into the structure of the place. Within 'Natural Connections', the key elements of green and blue infrastructure will already have been fixed through the design of streets and public spaces. Their location and scale establish the framework, and this consideration ensures the detail delivers a functional and beneficial landscape and public realm.



Response: The layout has been designed to be surrounded by structural landscaping which will provide biodiversity benefits and opportunities for the community to interact with the landscape. The proposed landscaping scheme that accompanies this application explains in depth the design rational and approach on how this scheme will compliment and enhance its natural setting. A large public open space has been provided adjacent to the canal and existing park opposite to the canal to integrate the landscapes and form a continuous green corridor which links from the Canalside through the site. The site cannot accommodate and provision for SUDS ponds or wider blue infrastructure such as swales or rain gardens due to existing levels and drainage strategy which compromises the potential of natural surface water management, however soakaways have be utilised where possible.

Back of pavement, front of home

Get thresholds right. Work through every plot and make sure the threshold between the back of the pavement and the front of the home is carefully resolved. This small zone has a major impact on how attractive, safe and welcoming a place feels. Front gardens give residents a reason to be outside and space to interact with neighbours, combating social isolation and improving liveability.

Strong, clear separation between public and private space encourages residents to personalise their frontage and offers opportunities to integrate level changes, utility boxes, cycle storage and waste bins discreetly.



Response - All houses have been designed with defensible front space providing definition for public/private transitions. Front garden depths vary but at a minimum are set at 2.1m to provide a 900mm path and 1200mm landscaping strip incorporating hedges. The vast majority however are much larger allowing for generous front gardens with integrated tree and shrub planting and hedges defining the boundary which as ecological value over hard walls or fences. Waste and recycling bins are to be stored in rear gardens out of sight to minimise their impact on the street scene.



07

Conclusion

7.1 Conclusion

The site has been developed to provide much needed housing to this area of Rochdale in a sensitive and sustainable way, while revitalising a brownfield site.

We wish to engage with the council planning department to assist and deliver our vision and look forward to proactive discussions to deliver a successful determination.

The detailed layout supporting the application demonstrates a high quality environment, sensitive to the character of context and specifically the canal side typology. The proposal has carefully considered the economic, social and environmental dimensions set out in the NPPF, and respond to the opportunities and constraints of the site.

Overall, we believe the scheme would make a positive contribution by providing affordable homes, strengthening local connections, and enhancing the overall area.

The background is a solid orange color. It is decorated with several dark blue geometric shapes: a semi-circle at the top left, a circle at the top center, a quarter-circle at the top right, a quarter-circle at the bottom right, a quarter-circle at the bottom left, a semi-circle at the bottom center, and a circle at the bottom right.

Thank you