

DEVELOPMENT FRAMEOWRK



LAND AT STAKEHILL

ROCHDALE

VERSION 02

SEPTEMBER 2020



REDROW
HOMES

**BARTON
WILLMORE**



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1. INTRODUCTION

This Development Framework has been prepared by Barton Willmore on behalf of Redrow Homes (our Client) to provide guidance on how a sustainable new residential-led neighborhood can be delivered across the northern parcel of the GM2 Allocation, within the Greater Manchester Spatial Framework (GMSF) (herein referred to as the Site).

1.1. SITE LOCATION

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

The Site comprises the northern parcel of Allocation GM2 within the revised draft Greater Manchester Spatial Framework (GMSF) (2019) for the delivery of up to 900 dwellings, alongside supporting physical and community infrastructure.

The Site includes several landowners who are working in co-operation with Redrow Homes.

1.2. DOCUMENT PURPOSE

This document presents a detailed assessment of the Site and its surrounding context. In doing so, it demonstrates there are no overriding physical constraints that would prevent the Site from accommodating development.

An emerging Concept Masterplan for the Site has been prepared, informed by the guidance set within the GMSF, technical assessments and by discussions with Council Officers.

It should be noted that the Concept Masterplan presented through this document has demonstrated the potential of the Site to accommodate in excess of 1300 new homes. Greater clarity on the development capacity of the Site will be provided through this document.

The Concept Masterplan represents one way the Site could be developed to provide a coherent new neighbourhood, comprising a wide choice of new homes (including larger high value properties), a multi-functional landscape framework and a coordinated network of pedestrian, cycle and road links.

This document demonstrates the Site's potential to deliver the GMSF objectives and the willingness of Redrow Homes to deliver a high-quality neighbourhood.

This document has been prepared with input from the following consultants:

- **Planning** - Barton Willmore
- **Masterplanning** - Barton Willmore
- **Highways and Access** - SCP Transportation Planning and Infrastructure Design
- **Landscape and Ecology** - Tyler Grange Associates and Ascerta
- **Flood Risk & Drainage** - Waterco
- **Ground Conditions** - Resource and Environmental Consultants Ltd (REC)
- **Air Quality** - Redmore Environmental
- **Noise** - Hepworth Acoustics
- **Heritage** - Lanpro

-  Site Boundary
-  Other land within the GM2 Allocation
-  Railway line and train station
-  M62
-  A627(M)
-  Rochdale Canal

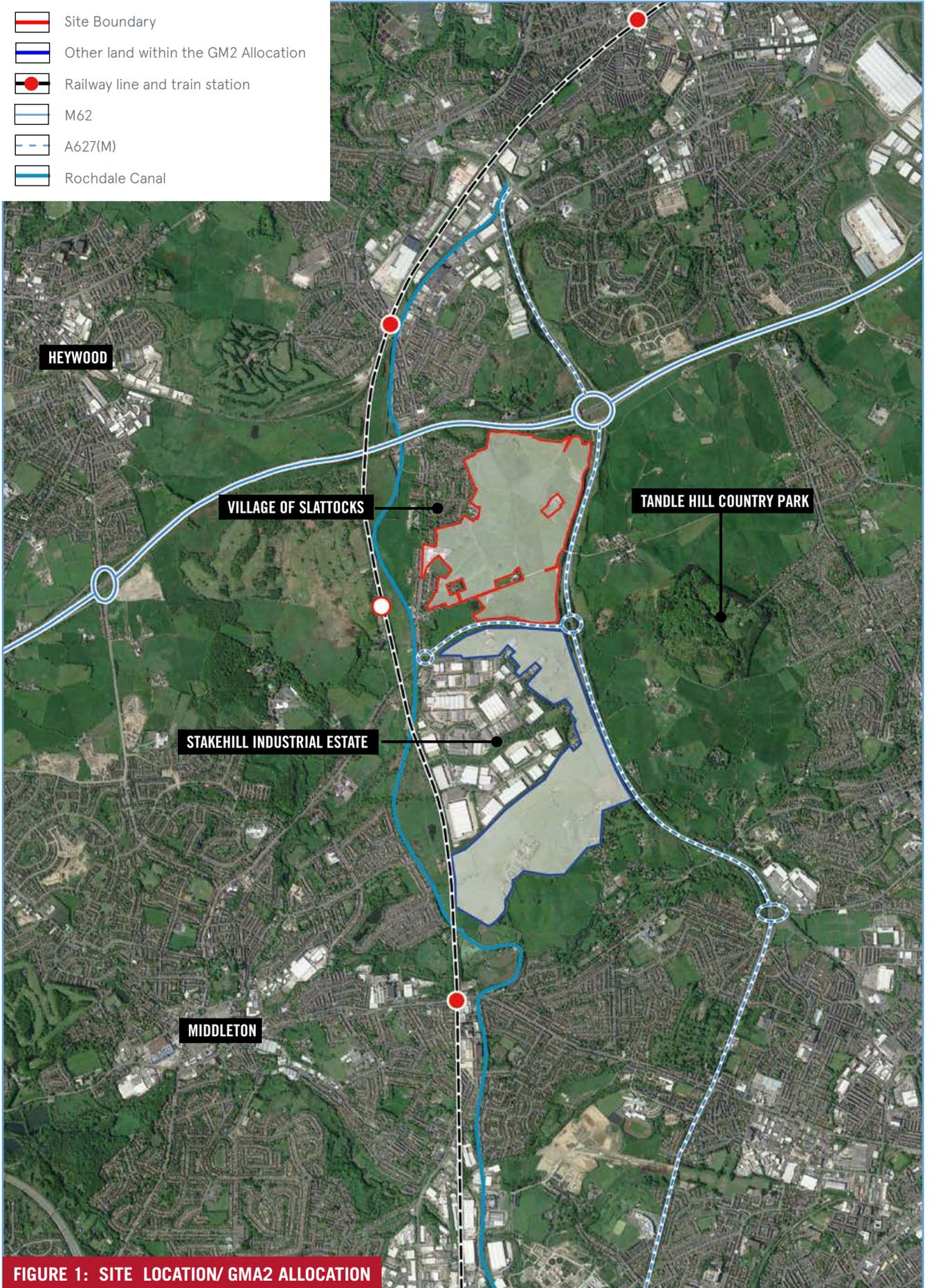


FIGURE 1: SITE LOCATION/ GMA2 ALLOCATION

1.3. SITE DESCRIPTION

The Site, which extends to c.89 hectares, comprises agricultural land enclosed by existing urban development to the west and existing road infrastructure to the north, east and south.

The Site is bound to the east by the A627(M), which is in a deep cutting, beyond which lies open fields.

To the west lies existing residential properties located off the A664, the All-in-One Garden Centre and Thornham Cricket Club.

To the south, the Site is bound by the A627(M) Spur, which is also in a deep cutting. Beyond which is the Stakehill Industrial Estate and the wider GM2 Allocation.

Thornham Lane runs through the southern part of the Site, and comprises a c.5m wide, single lane road running eastward from the A664, crossing the A627(M) and connecting to the residential area of Gravel Hole, Oldham.

Thornham Lane provides vehicle access to St Johns Thornham Church and St John's CE VA Primary School Thornham, which are both located to the south of the Site. Thornham Lane connects with Stakehill Lane which extends southwards across the A627(M) Spur and towards Stake Hill Industrial Estate.

Thornham New Road forms the northern boundary of the Site. To the west of the Site, Thornham New Road is characterised by a residential street with a c.5m carriageway, flanked by 2m pavements. To the east, Thornham New Road comprises a c.5m wide, single lane road which runs underneath the A627(M) and connects to Gravel Hole.

Running south into the Site from Thornham New Road is a country track and Public Right of Way (PRoW), connecting to a residential property and cluster of farm buildings situated in the easterly portion of the Site but outside the site boundary (known as Thornfields).

A further cluster of farm buildings (known as Newhey Farm) is located adjacent to the western-most boundary of the Site, near to existing residential development.

The Site is characterised by several agricultural fields, some of which are used for pasture. Field boundaries comprise of broken hedgerows and occasional mature trees. There are two small wooded copses at the north-east of the Site.

Several ponds are located within the Site; some of which are dry. One notable pond is positioned directly north of St John's CE VA Primary School.

Whilst topography across the Site varies, there is a gradual rise from east to west, with Thornfields marking a high point at 175 AOD.

Vehicle and pedestrian access to the Site can be achieved from several points, including Thornham Lane, Thornham New Road and Church Avenue. An additional pedestrian/ cycle point of connection is available at Newhey Farm.

Several Public Right of Way (PRoW) traverse the Site.

- Site Boundary
- Railway Line
- M62/ A627(M)/ A627(M) Spur
- A664 (Manchester Road)
- Bus stops
- PRoW
- Existing Development
- Existing Access Roads

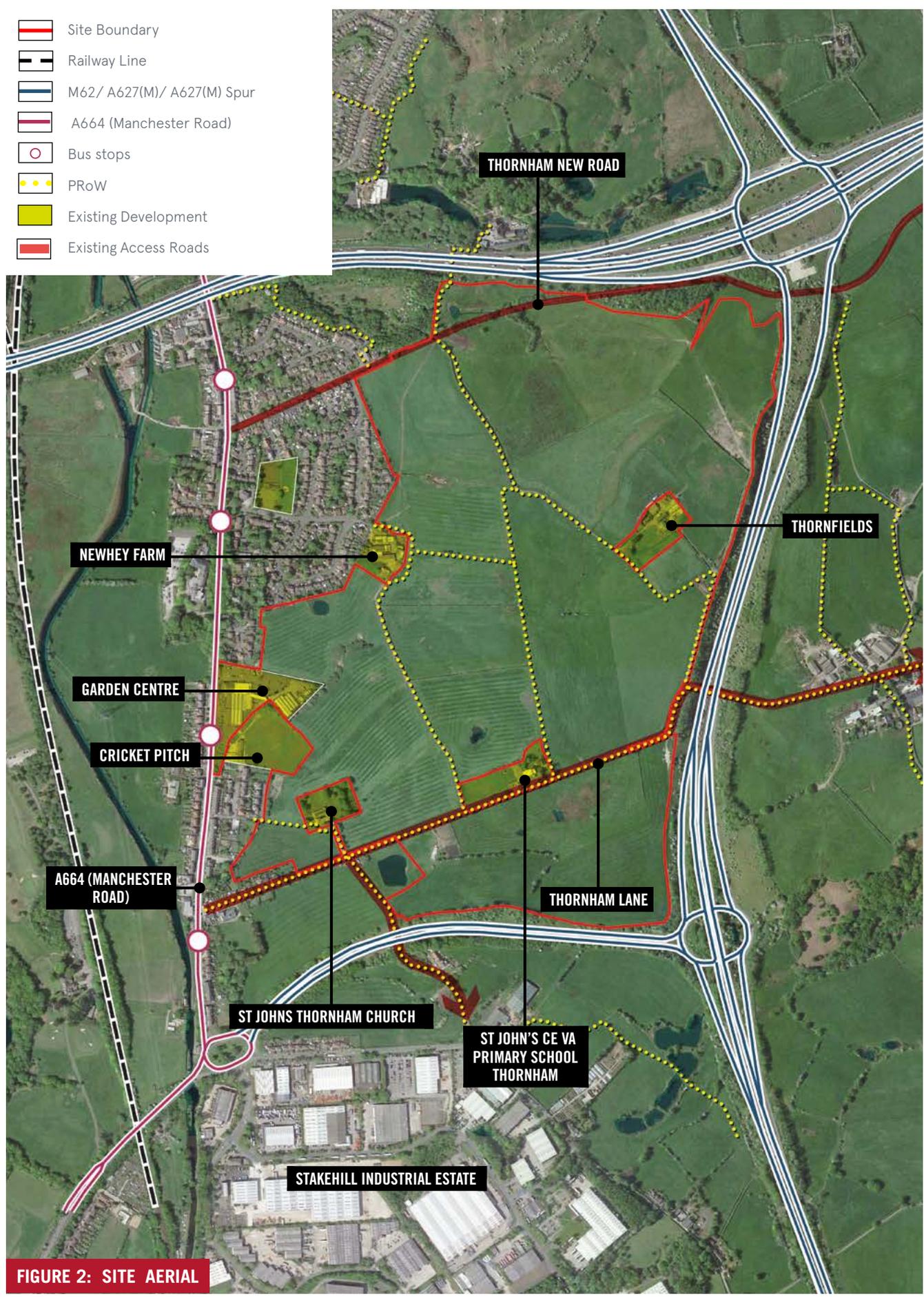


FIGURE 2: SITE AERIAL

1.4. POLICY CONTEXT

The Site forms part of the wider mixed-use allocation GM2 within the revised Draft Greater Manchester Spatial Framework (2019).

The GM2 allocation is for around 900 new homes, as well as around 250,000 sq m of high quality, adaptable, employment floorspace.

Policy GM2 Allocation establishes a series of development principles to inform the development of the Site.

The table below presents the GM2 requirements and the emerging design response to each.

Allocation GM2	Emerging Design Response
Provide around 900 high quality homes, including larger, higher value properties, to support the new jobs created along the M62 corridor and create a sustainable and high quality extension to the urban area	The Concept Masterplan presented through this document demonstrates the ability of the Site to accommodate in the region of 1300 new homes.
Achieve excellent design and sustainability through master-planning;	This document provides a Concept Masterplan and supporting design strategies to demonstrate Redrows commitment to the delivery of a well designed new neighborhood.
Incorporate design codes to ensure comprehensive development.	Future planning applications will be supported by a comprehensive Design and Access Statement(s) which will describe the proposed design approach in greater detail.
Ensure that the design of the scheme preserves or enhance the setting of the listed St John's Church and war memorial; and has regard to views from Tandle Hill Country Park in terms of design, landscaping and boundary treatment in order to minimise the visual impact as much as possible	Lanpro has undertaken an initial heritage assessment to inform the proposed development and the design response to the St John's Church and War Memorial. The structure of the Concept Masterplan presented through this document has been designed to preserved the setting of these heritage features, through the layout, orientation and design of streets and houses. Future planning application(s) will include an assessment of views taken from Tandle Hill County Park.
Retain the parcel of land between Thornham Lane and the A627 to maintain separation between the urban areas of Rochdale and Middleton	The Concept Masterplan presented within this document shows land between Thornham Lane and the A627 as being free from development.
Be designed to take advantage of a potential new rail station at Slattocks	The Concept Masterplan presented within this document comprises a permeable network of streets and off-road footpaths that provide legible connections through the proposed development and to the existing settlement, including the potential train station at Slattocks.
Provide good quality walking and cycling routes to connect to new and existing residential areas and local transport hubs in order to encourage sustainable short journeys and promote healthier lifestyles	The proposed Concept Masterplan integrates existing public footpaths into a network of landscaped corridors that traverse the Site and connect to the surrounding area.

Allocation GM2	Emerging Design Response
Ensure that existing settlements and pockets of housing are taken fully into account through the masterplanning of the area	The Concept Masterplan has been designed to integrate with the existing settlement whilst also protecting the amenity standards of existing and future residents.
Deliver high quality landscaping and green infrastructure within the Site both to enhance the attractiveness of the scheme and provide opportunities for recreation to both residents and people working in the area	Where possible, the Concept Masterplan has retained and integrated existing landscape features into a connected network of public open space and green infrastructure.
Provide good quality boundary treatment, particularly on the southern edge of the site to create an attractive defensible Green Belt boundary	The Site's boundaries and in particular the southern boundary will include additional planting to help soften views of proposed development.
Retain and enhance areas of biodiversity, including the Rochdale Canal Site of Scientific Interest	The Site has limited ecological features. Notwithstanding this, the emerging Concept Masterplan will be developed to deliver ecological gains, where practical.
Ensure the provision of additional school places either through an expansion of existing primary and secondary schools or through new provision within the site, including the expansion of Thornham St John's Primary School	The Concept Masterplan shows land identified for the expansion of Thornham St John's Primary School.
Deliver social infrastructure to ensure the needs of new and existing communities are met	The Concept Masterplan shows land identified for the delivery of a new local centre. The exact details of the local centre will be determined at future design stages.
Incorporate appropriate noise and air quality mitigation taking account of the M62 and A627(M) motorway corridors	Redmore Environmental has undertaken an Air Quality Assessment and Hepworth Acoustics has undertaken a Noise assessment. The findings and recommendations from these reports are summarised through the Site Assessment Chapter of this document.

2. SITE CONTEXT

This section sets out an assessment of the Site's local context.

2.1. LOCAL AMENITIES

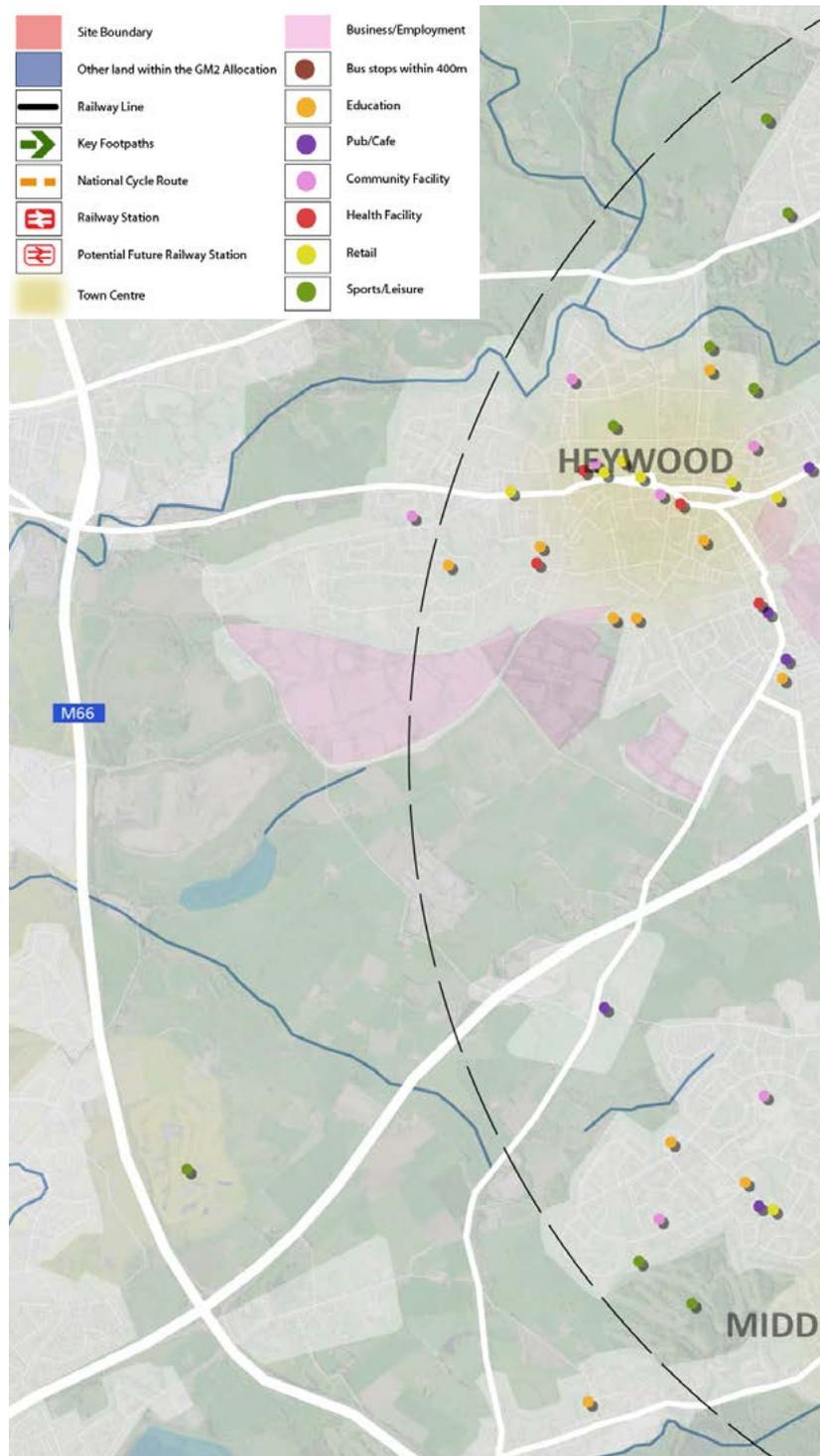
Figure 3 shows the Site's location in relation to surrounding local amenities.

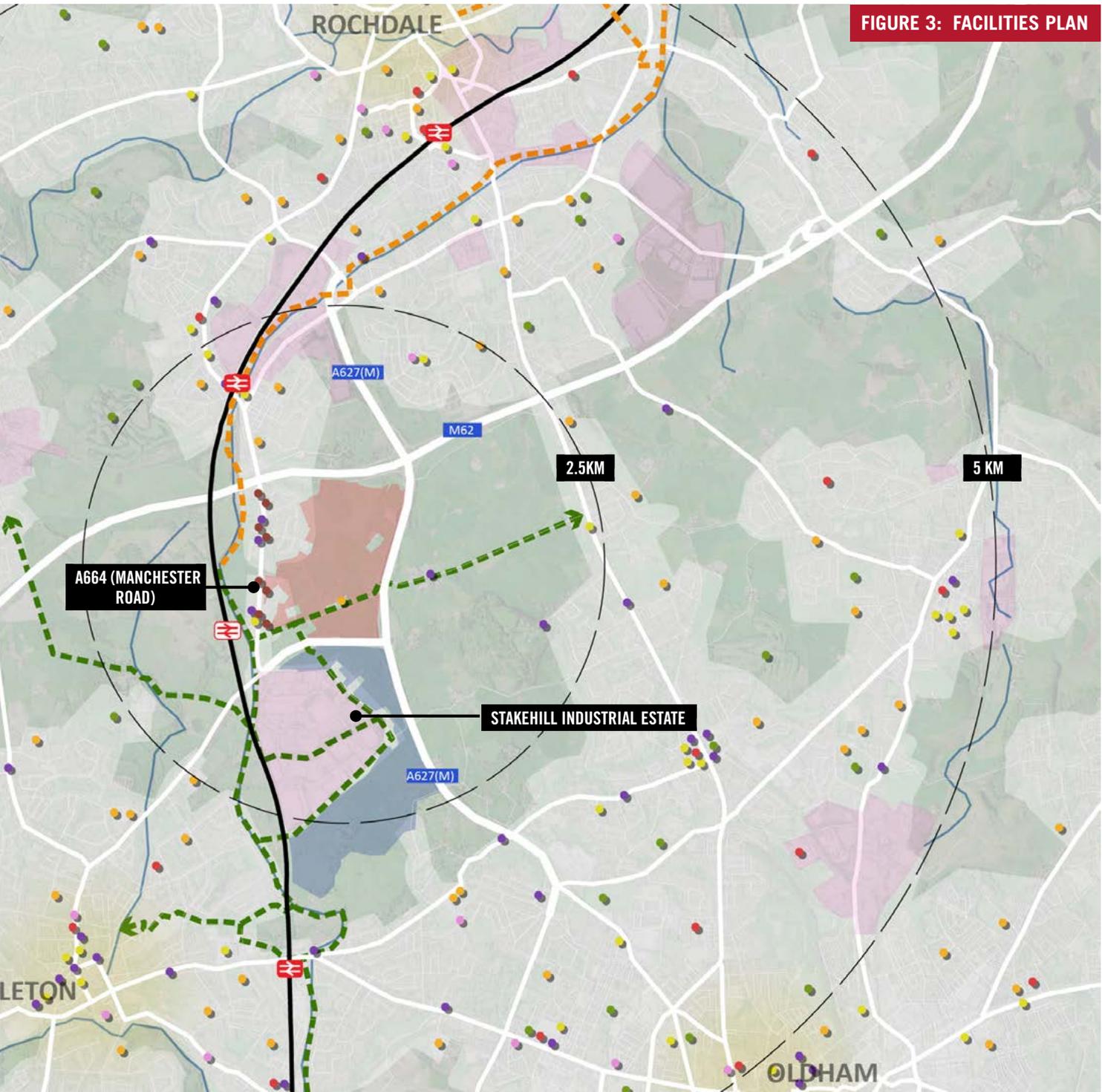
The Site is within cycling distance of nearby service centres, including Rochdale Town Centre (c.4km), Middleton Town Centre (c.4km) and Oldham Town Centre (c.6km).

Manchester City Centre, which is c.12km from the centre of the Site, provides a greater range of local services and employment opportunities.

The A664 lies c.0.5km to the west of the Site and includes several local services and facilities to the north of the M62 and c.2km from the centre of the Site.

The Site is well located to benefit from nearby employment areas, such as Stakehill Industrial Estate c.200m south of the Site and the Transpennine and Harp Industrial Estates c.1km north of the Site.





2.2. PUBLIC TRANSPORT

Figure 4 shows the Site’s location in relation to surrounding transport infrastructure.

Bus services 17 and 17a run along the A664 to the west of the Site, providing connections between Manchester and Rochdale via Middleton, every 15 minutes Monday to Saturday and hourly on Sundays.

The Site lies between Castleton and Mills Hill railway stations, and walking and cycling connections to these two stations should be improved as part of the development.

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

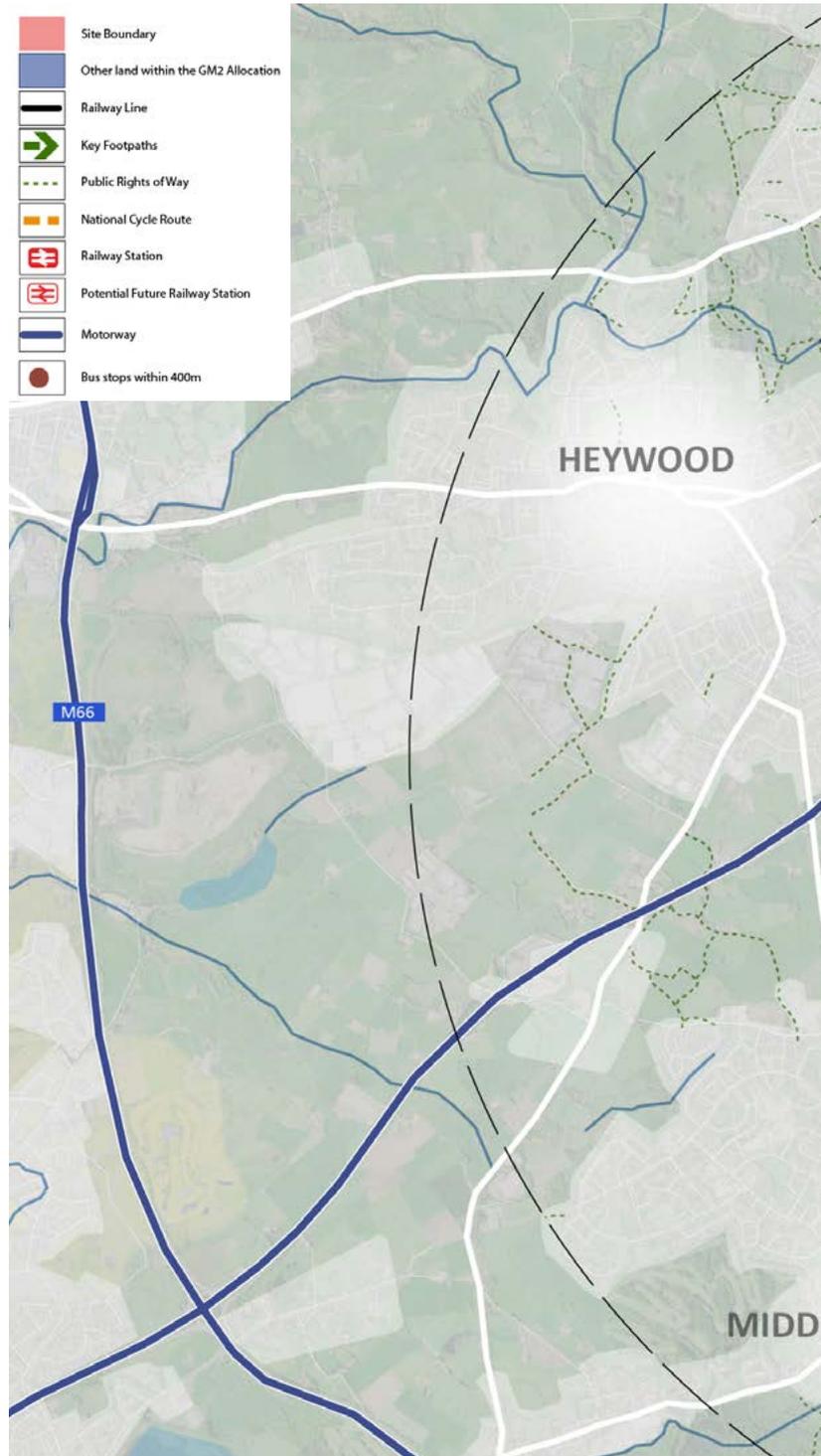
The proposed development provides the opportunity to deliver public transport improvements that will improve sustainable travel options to both existing and future residents.

2.3. WALKING AND CYCLING

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

National Cycle Route (NCR) 66 is located less than 400m west of the Site, running alongside the Rochdale Canal. The NCR 66 route runs from Kingston upon Hull to Manchester via Beverley, York and Leeds. The route provides a dedicated cycle route within close proximity of the Site which connects with Rochdale Town Centre and Middleton.

The proposed development should provide high-quality pedestrian and cycling network that links the new development to surrounding neighbourhoods and key services/facilities.



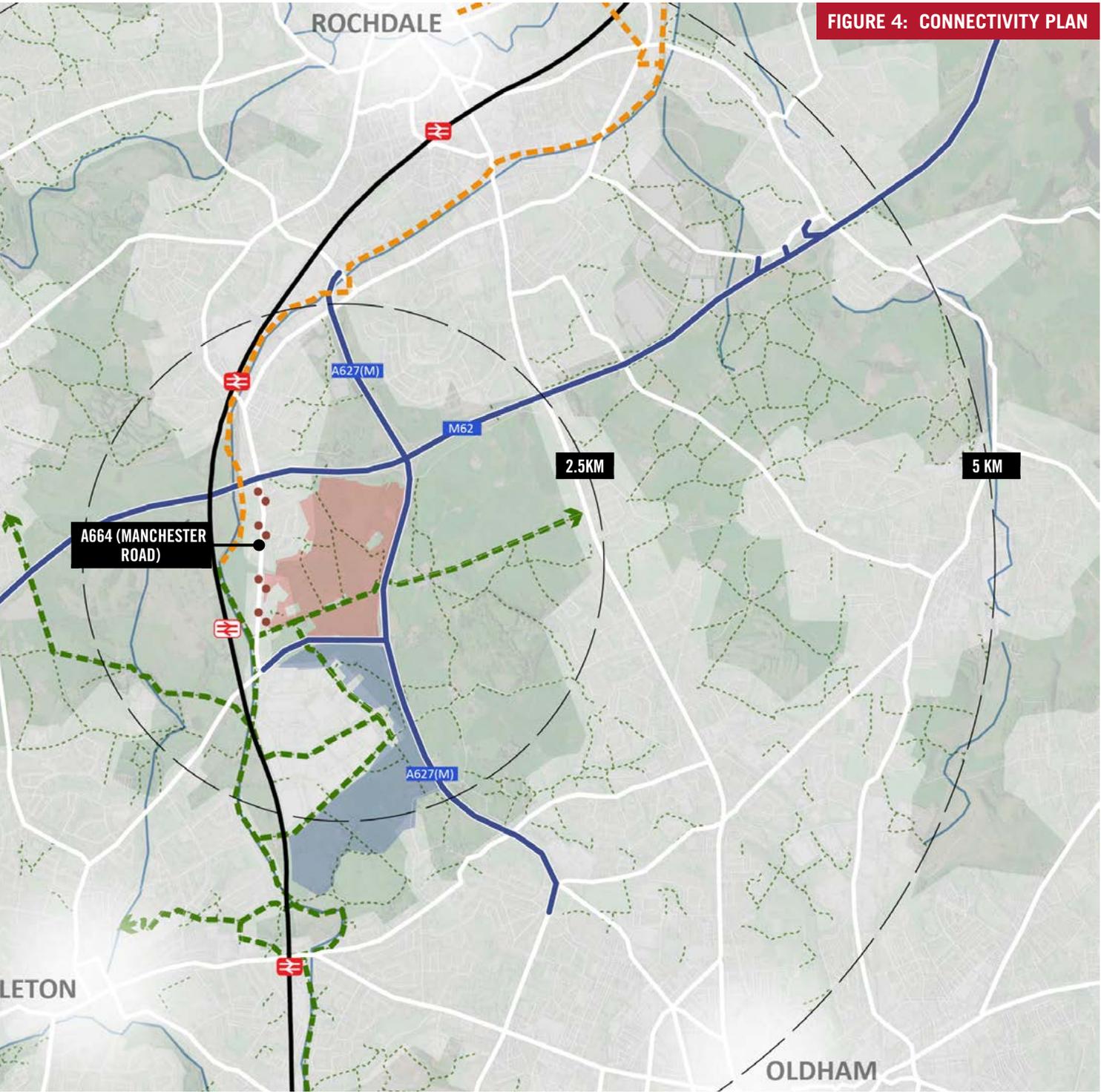


FIGURE 4: CONNECTIVITY PLAN

2.4. TOWNSCAPE ASSESSMENT

The surrounding area exhibits a varied mix of architectural styles and ages, including residential development dating from the late 19th Century to mid to late 20th century housing.

Ribbon development associated with Manchester Road and the settlement of Slattock form the western edge of the Site.

The surrounding urban/built form comprises the following notable characteristics:

- Predominantly two-storey housing.
- Traditional building materials for external walls include red brick and the occasional stone on older buildings.
- More modern housing includes orange/ yellow brick and the occasional render.
- Variety in roof heights with traditional roof styles predominating including low pitched and hipped roofs
- Boundary treatments include a mix of low stone/brick walls, fencing, gates, hedgerows and/or soft landscaping.
- Some more modern houses include open boundaries to the street.

Future planning application(s) will be supported by a detailed townscape assessment to ensure a locally relevant scheme, which includes higher-value properties.





FIGURE 5: LOCAL CHARCHTER

3. SITE ASSESSMENT

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

3.1. GROUND CONDITIONS

Resource and Environmental Consultants Ltd (REC) has undertaken a Phase I Geo-Environmental Assessment in relation to the Site.

Overall, the preliminary risk classification of the Site in relation to the proposed development is considered to be Low/Moderate. Several potentially active contaminant linkages have been identified with regard to human health and surface waters. This includes potentially infilled ponds and possible historical landfilling activities in the north of the Site associated with quarry working (sand and gravel) between 1928 and 1976.

REC recommends a Phase II Geo-environmental Site Investigation is undertaken to qualitatively assess any potential contamination linkages targeting those areas where previous development has taken place.

3.2. AIR QUALITY

Redmore Environmental has undertaken an Air Quality Assessment in relation to the Site.

Given the Site's location adjacent to the M62 and A627(M), an Air Quality Assessment was undertaken in order to define baseline conditions, consider the Site's suitability for development and to inform the Masterplanning process.

Dispersion modelling was undertaken to predict pollutant concentrations across the Site as a result of emissions from the local highway network. Outputs were subsequently verified using local monitoring data obtained from RBC.

The results of the dispersion modelling assessment indicated that predicted annual mean NO₂ and PM₁₀ concentrations were below the relevant AQOs at all locations across the development.

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

3.3. NOISE QUALITY

Hepworth Acoustics has undertaken a Noise Quality Assessment in relation to the Site.

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

Hepworth recommend that dwellings along the northern and eastern boundaries should be orientated so that rear gardens are screened from the M62 and M62(M) by the dwellings themselves. In addition, any dwellings proposed in the area indicated at Figure 6 would require a higher specification double glazing is installed for exposed habitable rooms, with a sound reduction performance of at least 30 dB Rw+ Ctr.

Also, for all habitable rooms where sound insulated windows are required, specialist acoustic vents will be necessary instead of standard window frame slot vents. At this stage Hepworth recommend window frame or wall mounted acoustic vents having an acoustic rating of at least 40 Dn,e,w.

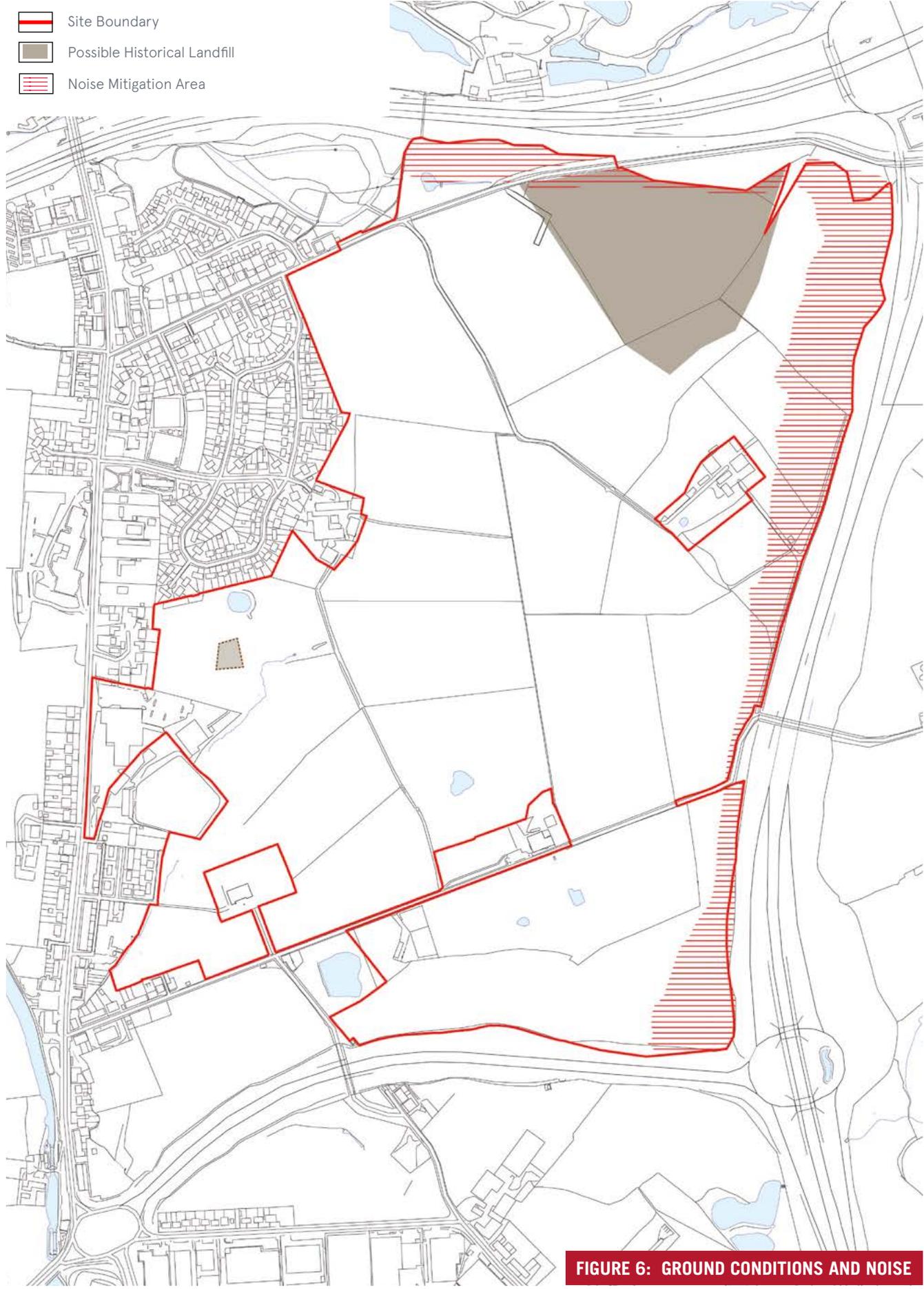


FIGURE 6: GROUND CONDITIONS AND NOISE

3.4. FLOOD RISK ASSESSMENT & DRAINAGE ASSESSMENT

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

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

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

The proposed development will introduce impermeable drainage areas through the introduction of buildings and access roads, which will result in an increase in surface water runoff. To ensure the increase in surface water runoff will not increase flood risk elsewhere, flow control will be used, and attenuation provided on Site to accommodate storm events up to and including the 1 in 100 year plus 40% climate change.

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

To inform the master planning process, Waterco has provided an estimation of the required attenuation storage volume. This comprises of 14,242m³ for a 1 in 30-year event and 32,397m³ for a 1 in 100 year plus 40% CC event. This equates to approximately 414m³ for the 1 in 30-year event and 942m³ for the 1 in 100 year plus 40% CC event per hectare of hardstanding.

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

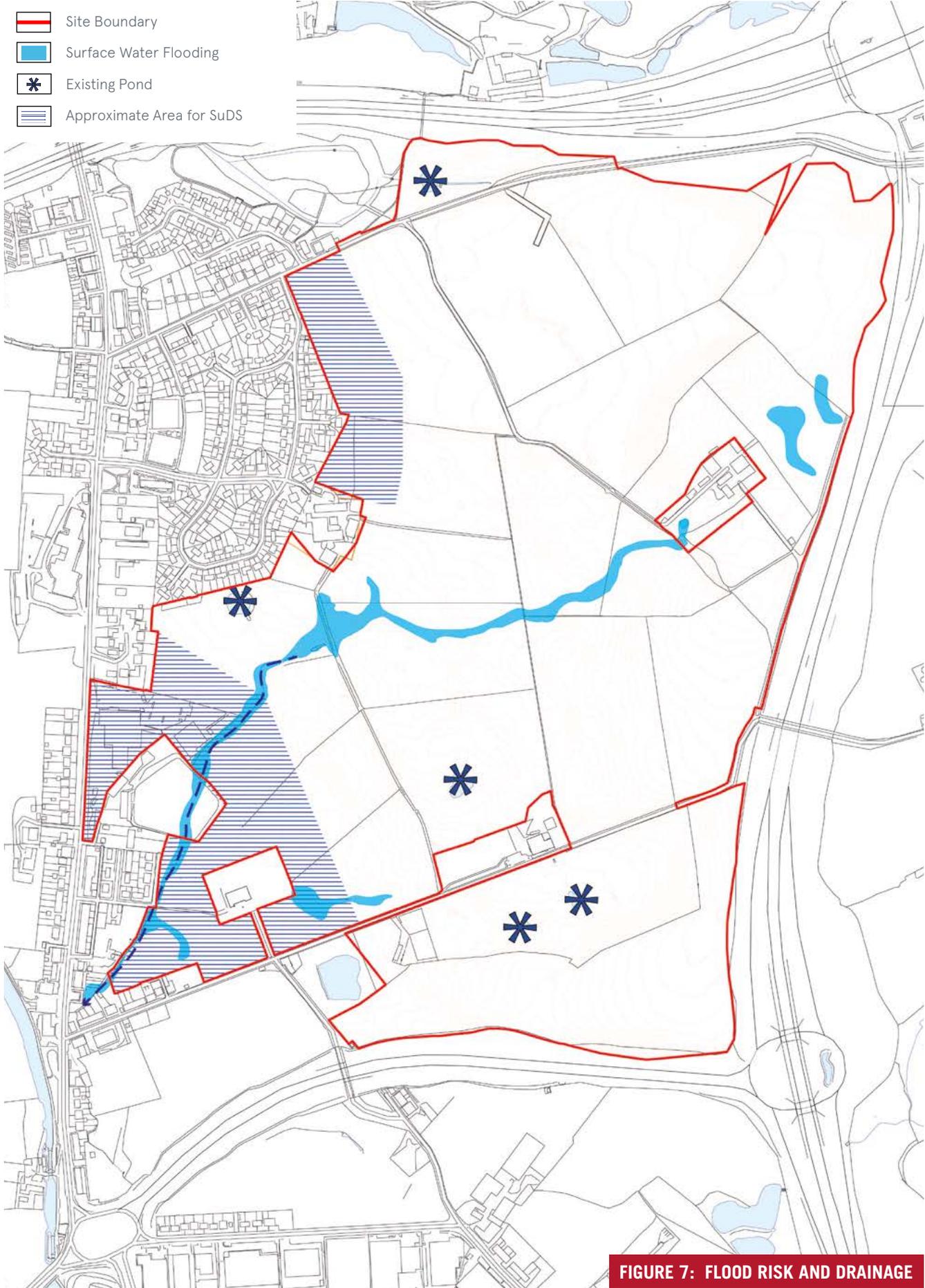
Foul flows can be discharged to the 300mm public combined sewers in Thornham Lane and Thornham New Road. A new connection should be agreed with United Utilities.

3.5. TOPOGRAPHY

Whilst topography across the Site varies, there is a gradual rise from west to east, with Thornfields marking a high point at 175 AOD.

3.6. PONDS

There are several water bodies in the form of ponds located across the Site where the topography is lower. As well as providing opportunities for attenuation, Policy GM Allocation 2 Stakehill highlights that these natural reservoirs/ponds should be retained and enhanced for biodiversity purposes.



3.7. HIGHWAYS AND ACCESS

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

The primary vehicle access to the Site can be delivered from the A664 following the demolition of All-in-One Garden Centre.

An additional point of vehicle access can be delivered from Thornham New Road, to the north of the Site. However, this access can only serve some 100 units.

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

3.8. PUBLIC FOOTPATHS

The Site includes several public footpaths, as illustrated on Figure 8 opposite.

3.9. HERITAGE

Lanpro has undertaken a heritage review of the Site.

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

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

Lanpro appraisal notes the Thornham Parish War Memorial should not be affected by the proposed development. The Church of St John the Evangelist, however, is considered sensitive to the proposed development, in particular the area to the west and south-west (see area hatched yellow on Figure 8) from where it can be most understood and appreciated. It is recommended that this area is out with the main build area. Furthermore, it is recommended that there be a general green stand off around the graveyard to the north and east sufficient to allow the church and graveyard layout to be understood.

CHURCH OF ST JOHN THE EVANGELIST



THORNHAM PARISH WAR MEMORIAL



-  Site Boundary
-  Motorway
-  A Road
-  Local Road
-  Primary Access Point
-  Secondary Access Point
-  PRoW
-  Church of St John the Evangelist
-  Land with Heritage Sensitivity

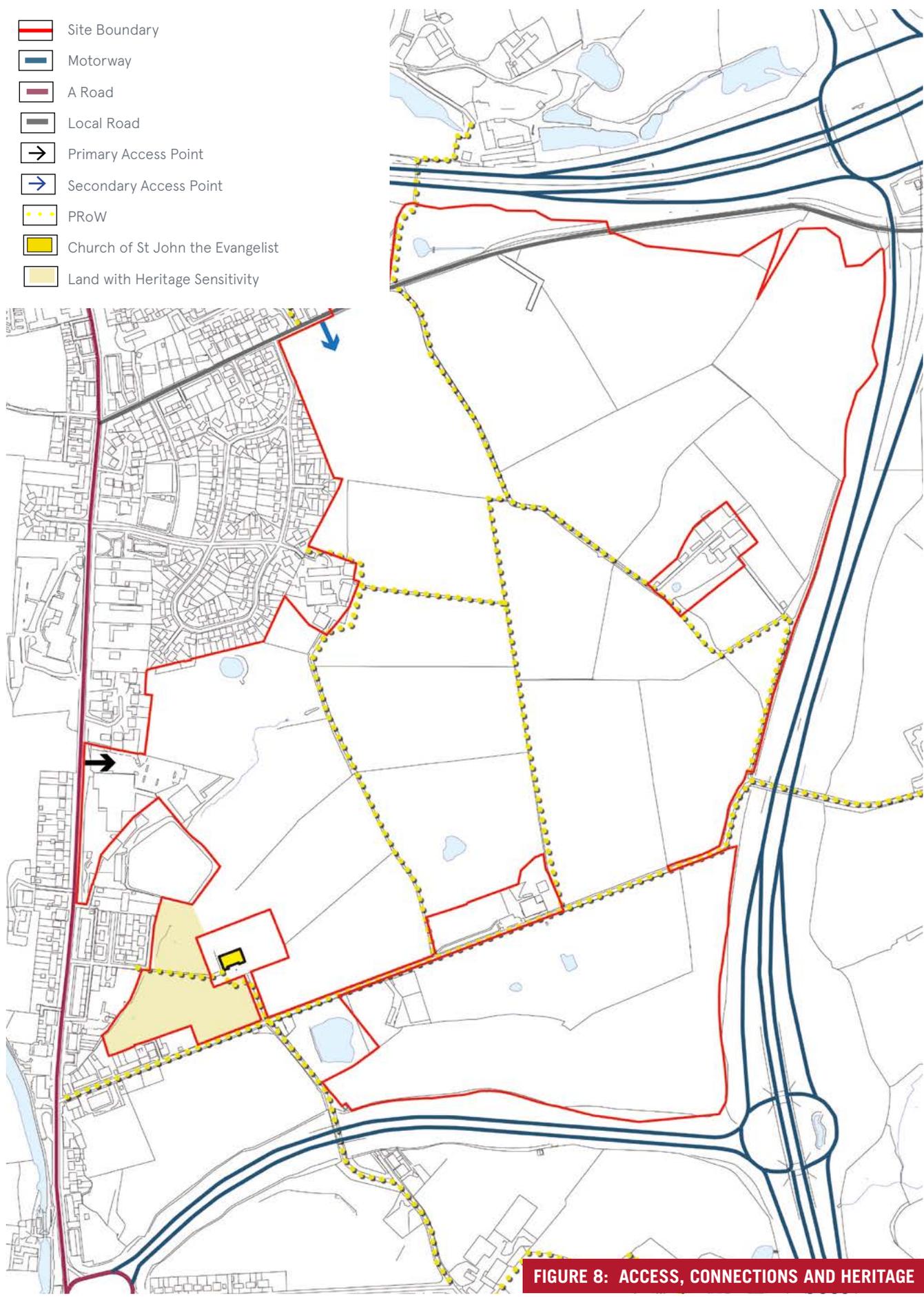


FIGURE 8: ACCESS, CONNECTIONS AND HERITAGE

3.10. LANDSCAPE

This section is underpinned by an initial landscape and visual assessment carried out by Tyler Grange.

3.10.1. Landscape Character

Overall, the Site is very much characteristic of the Urban Fringe Farmland LCT, exhibiting many of the qualities described in the Greater Manchester Landscape Character and Sensitivity Study.

The Site is heavily influenced by the M62 and A627(M) which alongside adjacent boundary planting, physically and visually enclose the Site to the north, east and south

Within the Site boundary, the medium to large scale pasture fields have an open appearance due to there being few distinguishable landscape features present.

The topography of the Site slopes upwards from west to east. A steep hill adjacent to Thornfields farm marks the high point of the Site at approximately 180 AOD and forms a prominent landscape feature. The higher ground to the west creates a sense of openness with views across the Site and out into the surrounding area being afforded.

3.10.2. Landscape Visual Context

Despite the size of the Site and its varied topography, visibility is largely localised to within its boundaries due to the influence of both Slattocks settlement edge and the adjacent M62 and A627 motorways.

The Site sits within a well screened enclosure whereby views are most susceptible to the north where the topography increases and the level of boundary planting becomes less substantial.

3.11. ECOLOGY

Ascerta has undertaken a Preliminary Ecological Appraisal of the Site.

The habitats on Site comprise semi improved grassland, improved grassland, scrub, bare ground, building, tall ruderal, scattered trees, woodland, wet grassland water bodies, watercourses and hedgerows with varying species richness.

The Site provides potential habitat for nesting birds, badger, reptiles, hedgehog, amphibians, water vole, white-clawed crayfish and bat species. These species will not be adversely affected by the proposal, provided the recommendations set out in Preliminary Ecological Appraisal are followed. This will include

the provision of additional, more detailed, ecological surveys at the planning application stage.

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

-  Site Boundary
-  Existing Pond
-  Land to Remain Open
-  Area of Topography
-  Existing Tree
-  Existing Hedgerow
-  St Johns CE VA Primary School Thornham
-  Existing Structural Planting

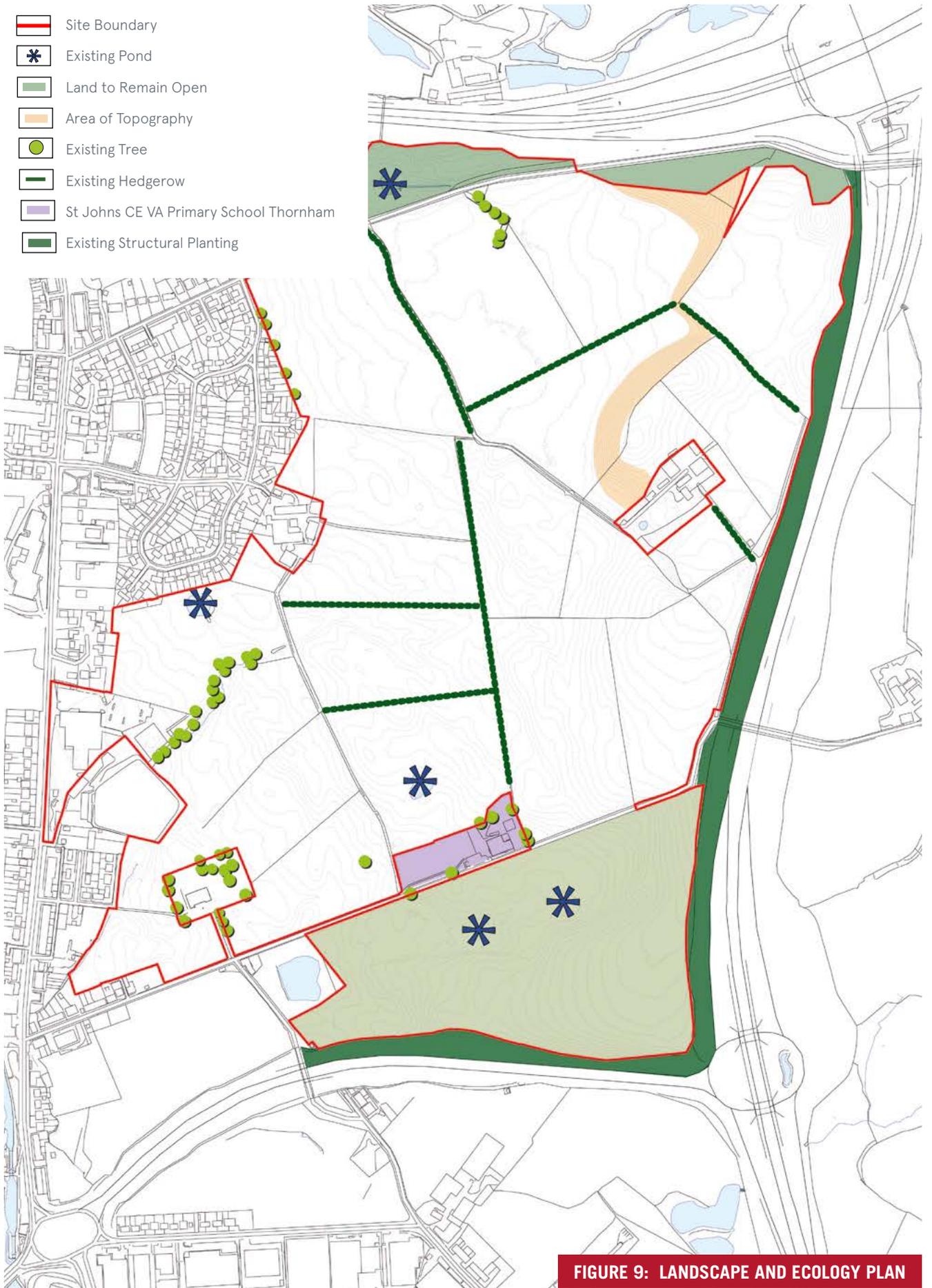


FIGURE 9: LANDSCAPE AND ECOLOGY PLAN

4. EVALUATION

This chapter takes account of the assessment and engagement stages set out previously to provide a concise summary of the Site's opportunities and considerations.

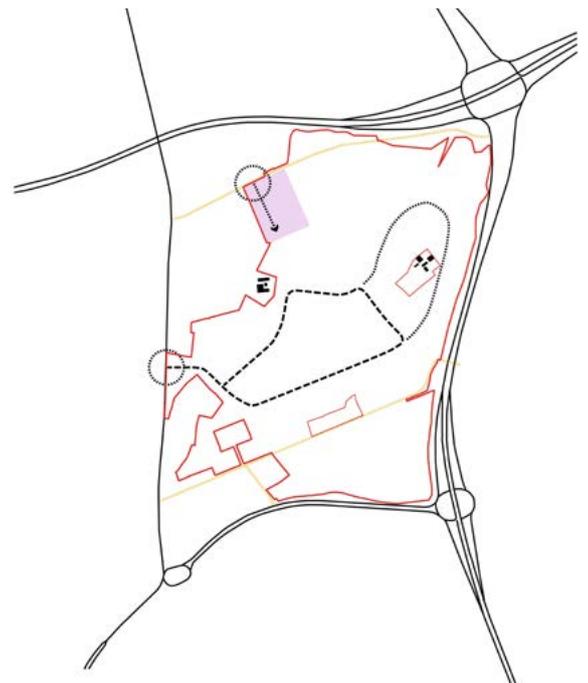
4.1. ACCESS AND CIRCULATION

Primary access taken from Manchester Road, over land currently occupied by the Garden Centre.

Secondary access taken from Chatburn Avenue/ Thornham New Road to serve c.100 houses only. Vehicle movement can be controlled by modal filters.

Primary 'loop' road connects to a network of residential streets which are positioned in response to topography.

-  Site Boundary
-  Existing Buildings
-  Existing Road
-  Local Street/ Lane
-  Primary Loop
-  Secondary Street
-  Vehicle Gateway
-  100 houses with independent access



4.2. OPEN SPACE

Retained open land between Thornham Lane and the A627(M) Spur to maintain separation between the urban areas of Rochdale and Middleton.

Land north of Thornham New Road is kept open and free from development.

Existing public footpaths are retained and positioned within landscaped corridors running through the Site.

Elevated land adjacent to Thornfileds Farm will be kept free from development to provide an elevated parkland area where views of the surrounding area can be experienced.

-  Site Boundary
-  Existing Buildings
-  Existing Road
-  Landscape Corridors (incl. PRoWs)
-  Hill Top Park
-  Potential Views
-  Retained Open Space
-  Landscape Edge

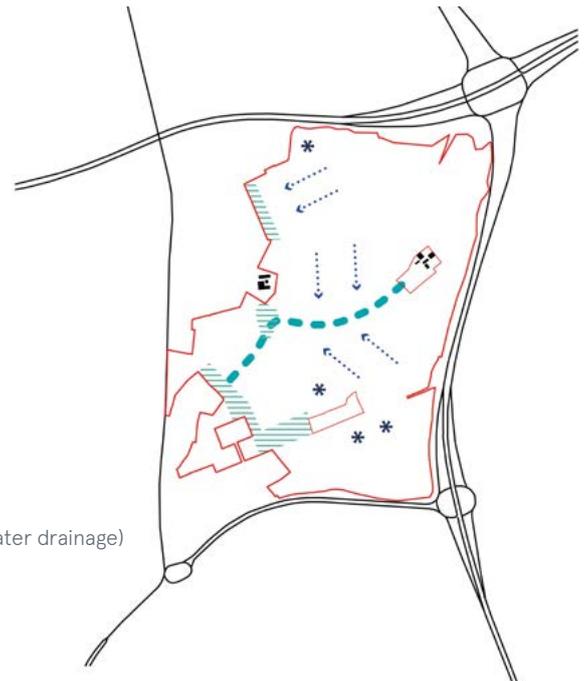


4.4. DRAINAGE

Land at risk from surface water flooding is to be integrated into the SuDS network.

Land to the west of the Site which is at the lowest level will accommodate SuDS features, including drainage attenuation ponds.

-  Site Boundary
-  Existing Buildings
-  Existing Road
-  Drainage Direction
-  Swale (area of surface water drainage)
-  Existing Pond
-  SuDS Area



4.3. DEVELOPMENT AREA AND LAND USE

Developable area is shaped by the Site’s landscape, drainage, heritage and infrastructure context.

Land is provided to accommodate an extension to St John’s CE VA Primary School.

Land is provided to accommodate a new local centre.

-  Site Boundary
-  Existing Buildings
-  Residential Development Area
-  Local Centre
-  School Extension



5. DESIGN

This section sets out the Vision, Concept Masterplan and Masterplan Framework for the Site.

5.1. VISION

The proposed development will be an attractive and sustainable new neighbourhood of the highest quality set within a network of attractive green spaces framed by high-quality aspirational new homes.

The new neighbourhood will have a strong sense of community with a broad mix of housing types, including higher value properties.

The development will be located just 1.5km from Castletown Train Station and the layout and design of the Concept Masterplan provides attractive routes to the village of Slattocks and the potential future train station.

The provision of new local amenities will be provided adjacent to St Johns CE VA Primary School, providing a community heart to the proposed development. This combined with the proposed structure of the neighborhood will ensure that local services and facilities are within an attractive walking distance of every home.

The birdseye sketch on the opposite page illustrates our vision for the neighborhood, demonstrating our approach to delivering a walkable and cyclable community, which successfully integrates existing public footpaths into new multi-functional green corridors.





5.2. CONCEPT MASTERPLAN

Development of the Site can be delivered in accordance with the structure of the Concept Masterplan shown opposite.

This plan establishes the structuring spatial components to help inform the future development of the Site, including, extent of development area, areas of strategic open space, key access points and primary movement routes.

The Concept Masterplan incorporates the following features:

- 1 In the region of 1300 new homes across the Site, including higher value properties.
- 2 Primary vehicle access from the A664 (Manchester Road)
- 3 Vehicle access from Chatburn Avenue/ Thornham New Road to serve c.100 homes only. Vehicle movement can be controlled by modal filters.
- 4 Land to allow for the extension of St Johns CE VA Primary School.
- 5 Provision of a new local centre.
- 6 Development that respects the setting of Church of St. John the Evangelist and Thornham Parish War Memorial.
- 7 Permeable network of streets, routes and green corridors which connect the neighbourhood to the existing settlement.
- 8 Green routes and spaces, accommodating retained and new landscape features, SuDS, ecological enhancements, pedestrian and cycle routes and children's play.
- 9 Surface water drainage solutions which integrate existing drainage features and have the potential to enhance biodiversity.
- 10 Retention and incorporation of existing PROWs.

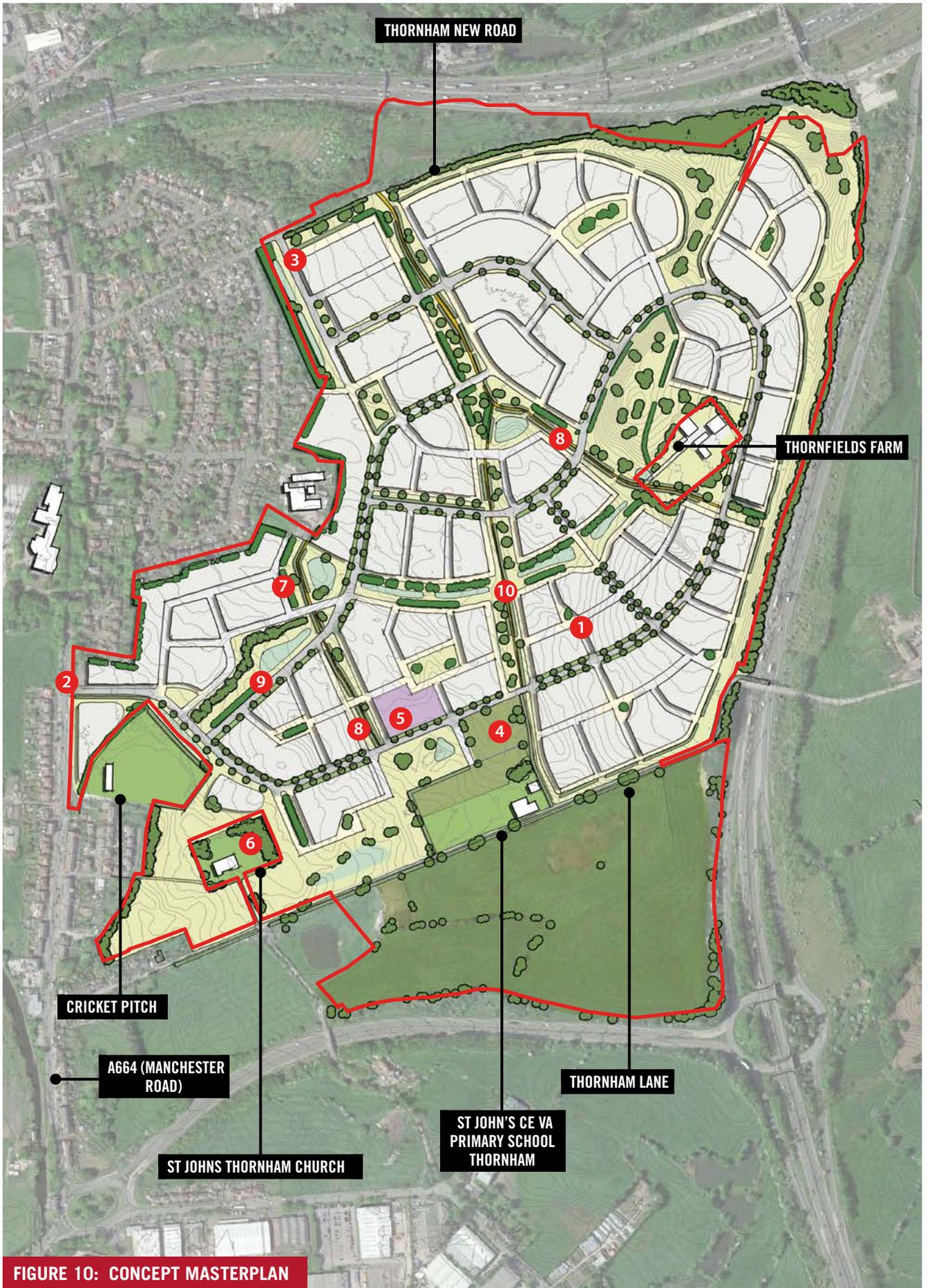


FIGURE 10: CONCEPT MASTERPLAN

5.3. MASTERPLAN FRAMEWORK

The following section provides the Masterplan Framework for the Site, relating to:

- Land Use;
- Access and Movement;
- Green Infrastructure; and
- Layout and Design Principles (incl. Illusive Masterplan)

5.3.1. Land Use Framework

Residential: The proposed residential area shown on Figure 11 opposite extends up to c.46ha. This has the potential to deliver:

- 1,380 dwellings (at 30dph)
- 1,610 dwellings (at 35dph)

In accordance with local planning policy and the latest version of the NPPF, the density of development on the Site will take into account its locational context, dwelling mix and the need to make the best use of the Site.

Proposed dwellings will be predominantly 2/2.5 storeys in height to reflect the predominant scale of existing housing surrounding the Site.

The dwelling mix will include a range of housing typologies including, apartments bungalows, townhouses, semi-detached, and detached houses.

The tenure mix will include a percentage of affordable housing, in accordance with the Council's requirements.

Primary School: Approximately 1ha of land has been reserved to accommodate an extension to St Johns CE VA Primary School.

The precise boundary for the school Site and scale of the school is to be agreed with the Local Education Authority at an appropriate point in time. The land adjoining the school extension area can accommodate a "drop-off" point.

Local Centre: Approximately 0.8ha of land has been provided to accommodate a new local centre.

Green and Blue Infrastructure: The proposed green infrastructure area extends up to c.41.3 hectares. This will accommodate retained planting, new planting, ecological enhancement, children's play and off-road pedestrian and cycle routes. Further details relating to the proposed Green Infrastructure are shown at pages 38-39.

- Site Boundary
- Residential Area
- Existing School
- School Extension
- Church
- Local Centre

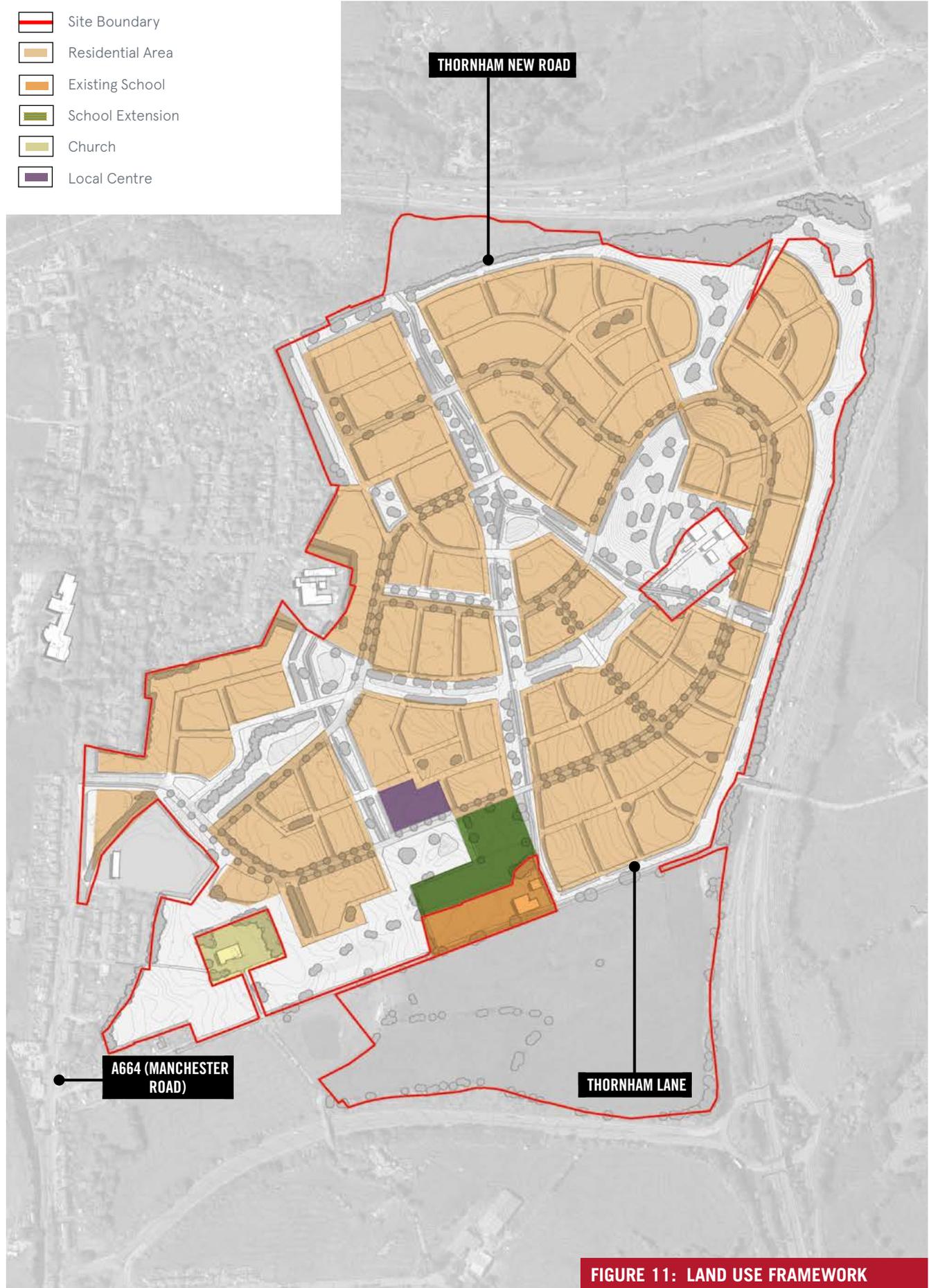


FIGURE 11: LAND USE FRAMEWORK

5.3.2. Access and Movement Framework

The access and movement network will be designed to support safe walking and cycling, and support connectivity between the existing settlement and new development.

The movement network will create a safe and high-quality environment that helps to promote health and well-being through convenient access to green infrastructure and the network of retained Public Right of Ways.

Pedestrian and cycle permeability between different development parcels, St Johns CE VA Primary School and the proposed local centre will be designed to encourage residents to walk and/or cycle.

In addition, the proposed development will provide appropriate pedestrian and cycle access to the A664 and the potential future train station.

Vehicle Access

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

- 1 x primary vehicle access from the A664 on land currently occupied by the All-in-One Garden Centre.
- 1 x secondary vehicle access can be provided from Chatburn Avenue/ Thornham New Road, to the north of the Site. This access will only serve some 100 units. Vehicle movement can be controlled by modal filters.

The proposed development will include a primary loop road linking new homes with the A664. The carriageway will be flanked on either side by a 2m/2.5m grass verge with formal tree planting. This route has the potential to incorporate a designated cycle lane and bus services, subject to further discussion.

Any future detailed application will provide adoptable footways which connect to the existing footways along the A664 and Thornham New Road.

Pedestrian and Cycle Access

In addition to the proposed vehicle access points, pedestrian and cycle access to the proposed development can be secured from several points within the surrounding highway network including Thornham New Road to the north and Thornham Lane to the south. Existing public footpaths crossing the Site will be retained and incorporated into a proposed network of public open space.

-  Site Boundary
-  Primary Access
-  Secondary Access (c. 100 units only)
-  Primary Street/ Potential Bus Route
-  Secondary Street
-  Public Footpath
-  New Footpath
-  c.100 houses served off Thornham New Rd

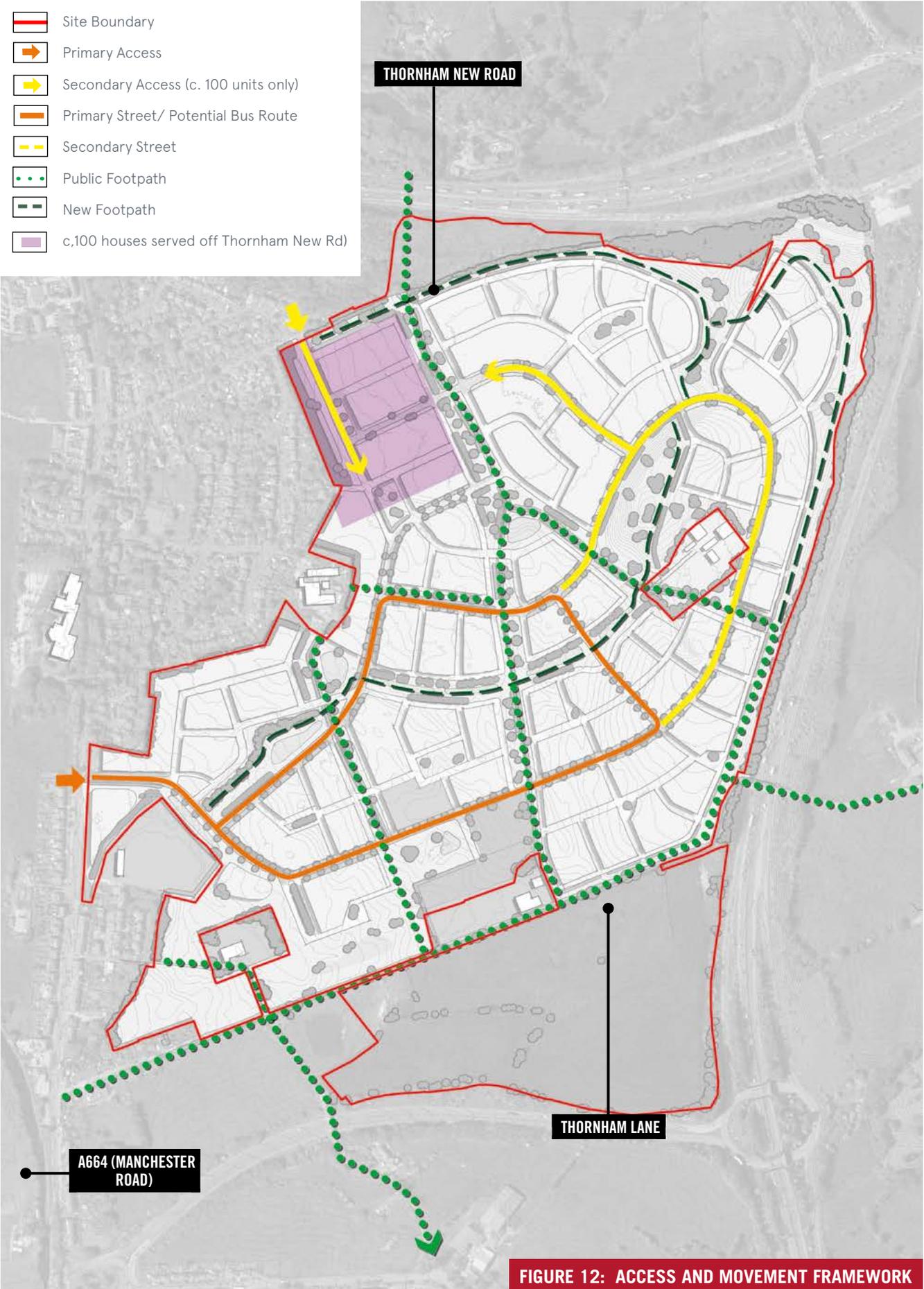


FIGURE 12: ACCESS AND MOVEMENT FRAMEWORK

The overall street hierarchy will be designed to ensure good connectivity and permeability through the Site and with the surrounding highway network. The masterplan shows the indicative route of the primary residential street (loop road), which connects with the A664 (Manchester Road).

This will provide the primary vehicle movement route through the Site, beyond which will be secondary residential streets, tertiary streets and private drives.

Typical streets sections are shown below and include:

- Primary Loop Road
- Secondary Street
- Access Street
- Private Drives

FIGURE 13: PRIMARY STREET

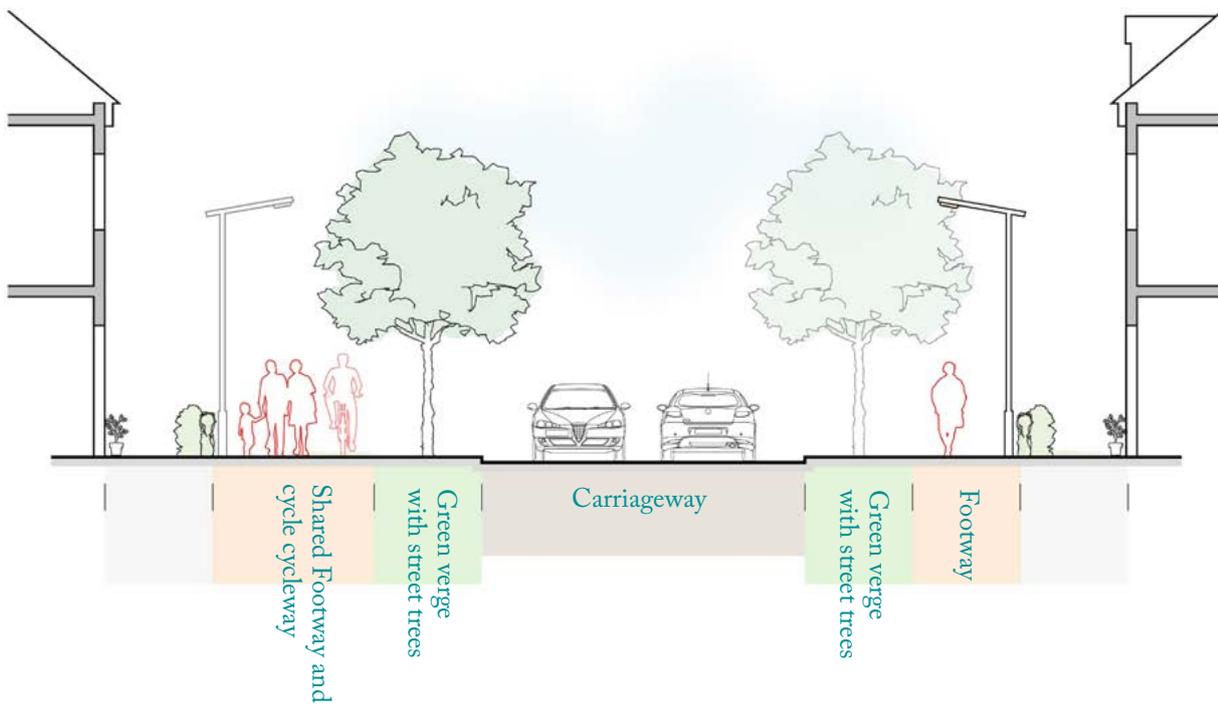


FIGURE 14: SECONDARY STREET

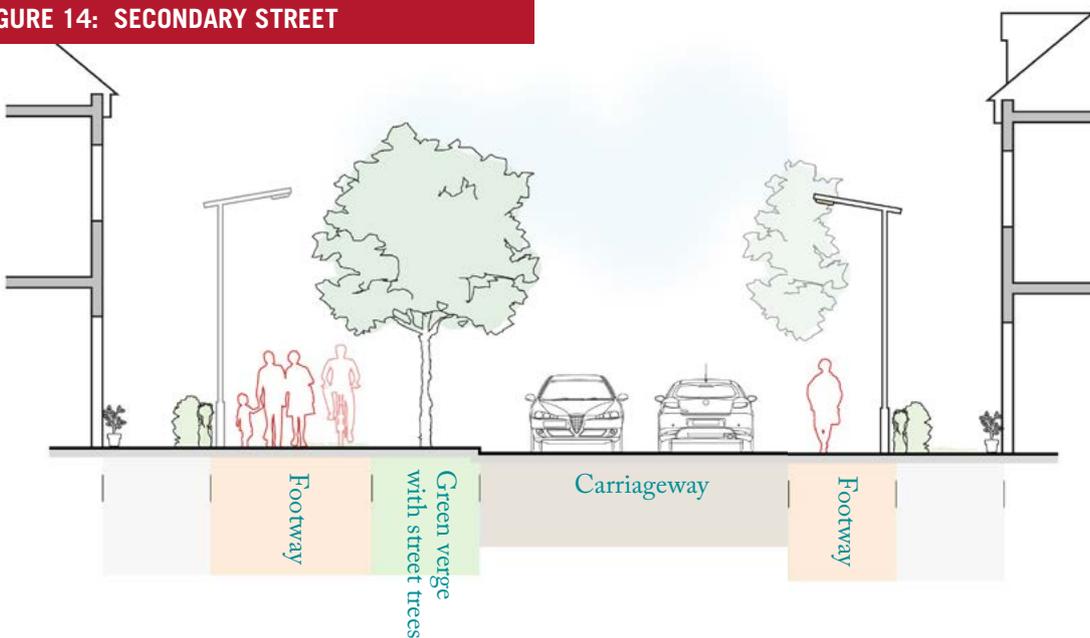


FIGURE 15: ACCESS STREET

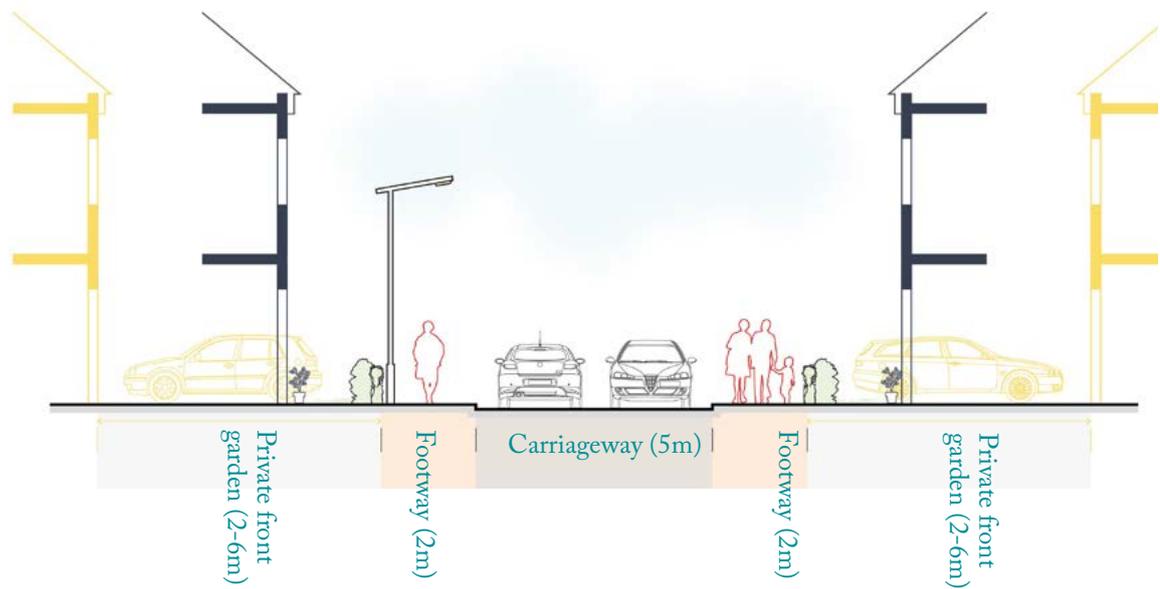
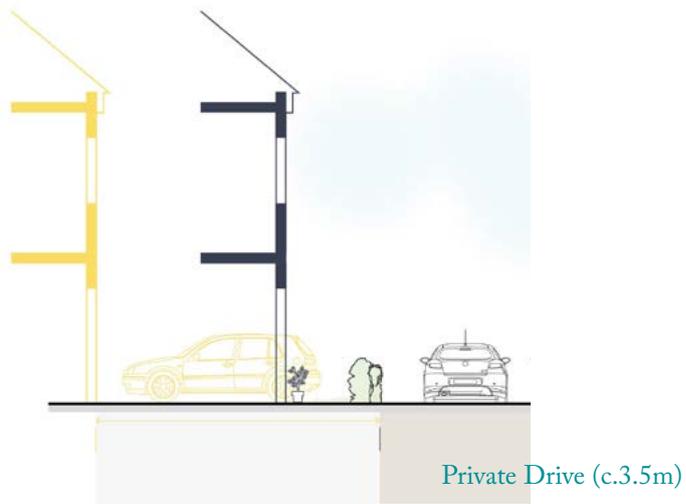


FIGURE 16: PRIVATE DRIVE



5.4. GREEN INFRASTRUCTURE FRAMEWORK

The total amount of green infrastructure to be delivered will exceed the requirements set out in local planning policy.

The actual amount of GI will be established at the relevant planning application stage(s) and will likely relate to the total dwellings proposed and the housing mix.

The Concept Masterplan proposes green infrastructure in the form of amenity green space, green corridors, natural/semi-natural space and play areas for children to be delivered in the form of a connected network of green space and on-street corridors where possible.

As part of the green infrastructure provision, children's play areas (such as a LEAP) will be provided, with the approximate location illustrated on Figure 17.

Recreation and play space will be designed to cater for a range of ages in a manner that provides inclusive and safe play, including the use of natural surveillance, whilst having regard to the amenity of existing and future residents.

The key landscape and ecological features for the Site include:

- 1 Positively integrate existing landscape features including trees, hedgerows and drainage ditches.
- 2 Creating green corridors that connect the development with the existing settlement and wider countryside.
- 3 Provision of cycle and walking connections along the green corridors, including the incorporation of existing PRowS.
- 4 The provision of a tree lined loop road characterised by formal tree planting.
- 5 Establishing a network of connected public open space.
- 6 Provision of SuDS to address surface water run off across the Site.
- 7 Multi-functional green spaces (e.g. combining biodiversity functions, amenity value and practical benefits such as mitigation of noise and air quality constraints).
- 8 Ensuring that active building frontages are presented to open spaces, and to the green links and corridors that connect them.
- 9 Where tree and hedgerow loss are necessary, an equivalent amount of new mitigation planting of suitable species will be proposed.
- 10 Provision of open space to protect the setting of St John Thornham Church.

5.4.1. Sustainable Drainage

Sustainable drainage measures will be integrated into the fabric of the development, including landscaping and the GI network, to create an appropriate surface water management regime.

The Concept Masterplan shown opposite provides adequate space to accommodate the drainage requirements identified by Waterco (see the Site Assessment chapter of this document).

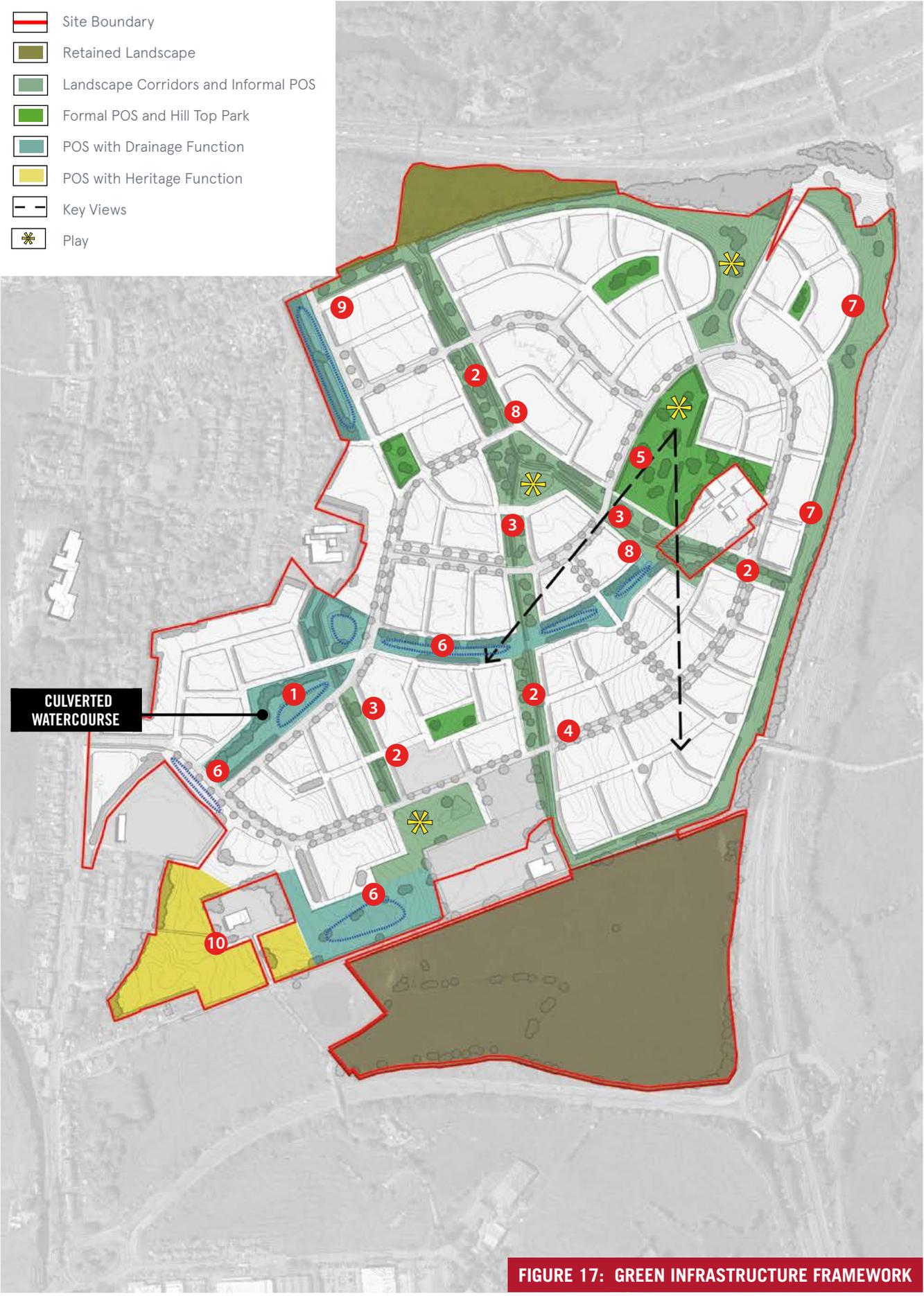


FIGURE 17: GREEN INFRASTRUCTURE FRAMEWORK

5.5. LAYOUT AND DESIGN PRINCIPLES

The Illustrative Masterplan opposite shows an indicative arrangement of housing across the Site.

The proposed development will be characterised by a range of high-quality new homes, including high value properties, arranged across a network of attractive residential streets and green spaces.

The following design and layout principles will be applied:

- 1 Perimeter blocks: The proposed development will deliver a permeable network of perimeter blocks and the occasional cul-de-sac, ensuring that buildings front directly onto streets and avoid properties backing onto streets or public open spaces.
- 2 Views: The network of perimeter blocks and public realm will be designed to maximise views of existing landscape features and views towards the surrounding landscape.
- 3 Heritage: The structure of the development has preserved the setting of heritage features, through the orientation and design of streets and houses.
- 4 Legibility: The proposed development comprises a legible structure of streets and where residents and visitors can intuitively find their way around the development.
- 5 Community heart: The proposed development will include a 'community heart' characterised by St John's CE VA Primary School and a new local centre.
- 6 Community spaces: A sequence of public spaces will be delivered across the Site, framed by new housing development and community facilities. Spaces will range in form and function with a mix of hard surface materials and planted landscape features.
- 7 Density: The proposed development will include a varied density profile in response to the visual sensitivity, topography, landform and existing character of different parts of the Site.
- 8 Landscape frontage: Development frontages will positively address areas of open space. Frontages will be characterised by a mixture of informal and formal building lines subject to Site conditions and the desired character sought. A unifying characteristic will be the provision of well landscaped front gardens.
- 9 Car parking: Adequate car parking will be provided in line with planning policy, and this will be sufficiently well-integrated.
- 10 Private boundaries: There will be clear demarcation between the public, semi-public and private land.
- 11 Key buildings: Feature houses, including corner-turning and dual aspect houses will be used throughout the proposed development to mark important views, whilst creating active frontages.



FIGURE 18: ILLUSTRATIVE MASTERPLAN

6. CONCLUSION

This document has set out our Vision, Concept Masterplan and Masterplan Framework for the delivery of a sustainable and healthy new neighbourhood at the GA2 Allocation.

Our aspiration is to deliver aspirational homes in a sustainable location, meaning that the Site can demonstrate a step change in the quality of new neighbourhoods in Rochdale.

Redrow are committed to building homes and communities of the highest quality and we have the track record and experience to realise the Vision set out in this document.

We have devised an emerging Concept Masterplan and set out a Masterplan Framework underpinned by our understanding and experience in delivering successful residential developments across the UK.

Our approach will provide for a walkable neighbourhood with all community facilities within an easy, attractive and safe walk of all residents. A tree-lined loop road is provided centrally within the Concept Masterplan, while strategic green corridors connect the wider countryside and surrounding neighbourhood to the heart of the new community.

6.1. OVERALL PARAMETERS

The assessment, engagement and design process presented through this document has informed the broad parameters for the Site shown on the plan opposite.

In summary, the broad parameters for the Site, include:

- Approximately c.46ha of residential development (1,380 dwellings at 30dph/ 1,610 dwellings at 35dph.
- Approximately 1ha of land has been reserved to accommodate an extension to St Johns CE VA Primary School.
- Approximately 0.8ha of land has been provided to accommodate a new local centre.
- Approximately 41.3ha of green infrastructure, comprising POS, open land/ green belt, retained and proposed planting, ecological enhancements, drainage areas, children’s play and off-road pedestrian and cycle routes.
- Primary vehicle access from Manchester Road, connecting to a Primary Street/ Loop Road
- Secondary Vehicle Access from Chatburn Avenue Thornham New Road, serving 100 houses only.
- Retained PRowS

-  Site Boundary
-  Primary Access
-  Secondary Access (c. 100 units only)
-  Existing Development
-  Residential Development Area
-  Residential Development Area for 100 units served from Chatburn Avenue Thornham New Road
-  Local Centre
-  School Extension
-  Green Infrastructure (incl. POS, open land/ green belt, retained and proposed landscape features, ecological enhancements, drainage areas, children's play and pedestrian/ cycle connections)
-  Primary Street (Indicative Route)
-  PRoW

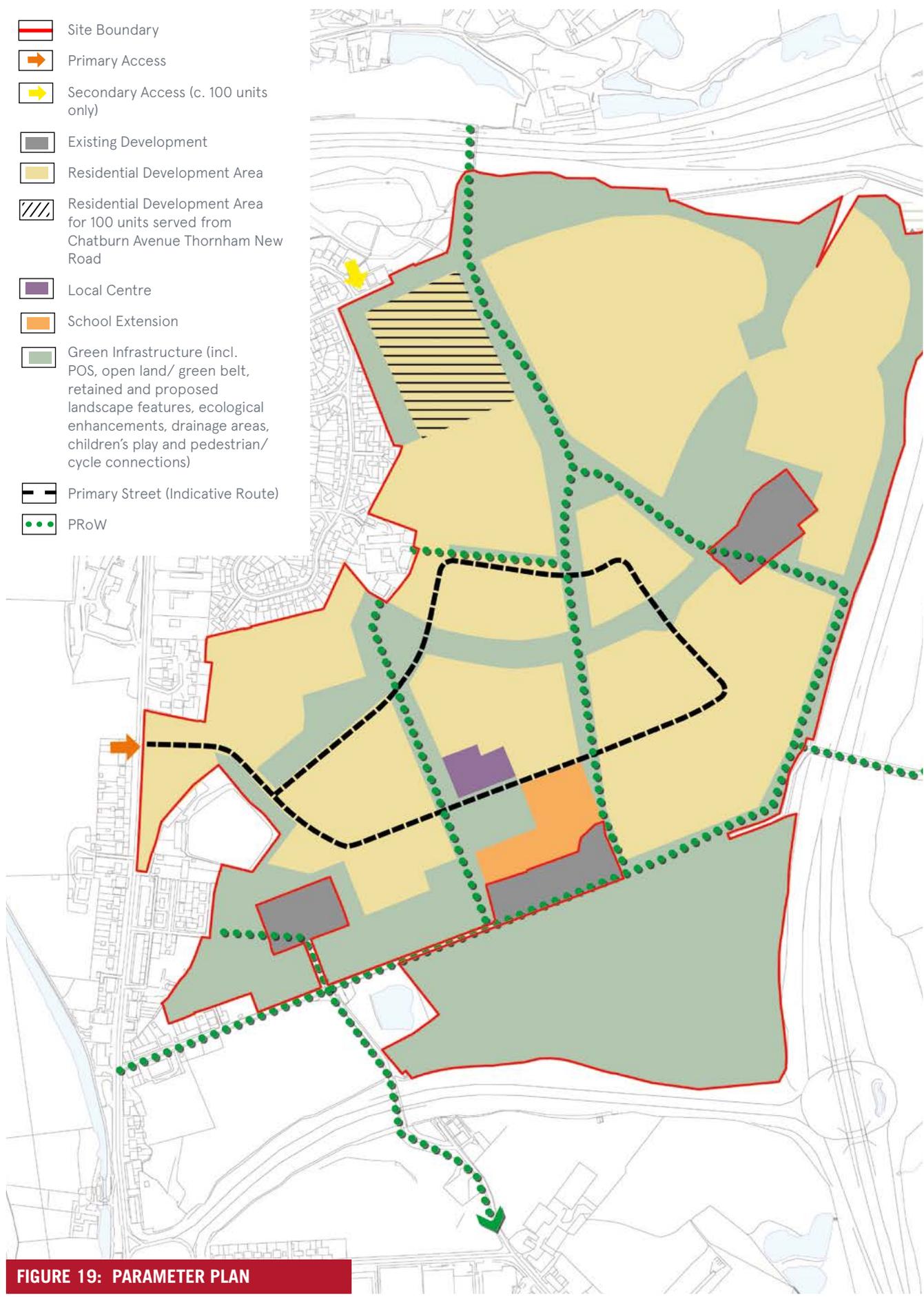


FIGURE 19: PARAMETER PLAN

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