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LINNEY LANE

Shaw, Oldham

DESIGN & ACCESS STATEMENT 2024



CONTENT

“Design and access statements set out the narrative for the design approach and design rational for the scheme. They demonstrate how the local character of an area has been taken into account and how design principles will be applied to achieve high quality design. They set out concisely how the proposal is a suitable response to the site and its setting, taking account of baseline information.”

(National Planning Practice Guidance, Updated 2023; Paragraph: 012 Reference ID: 26-012-20191001)



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BRIEF SUMMARY

1



BRIEF SUMMARY



Figure 1 - Overall Site Plan within it's context



The new Building for a Healthy Life guidance

1.0.1 Introduction

This Design and Access Statement has been prepared by APD on behalf of Bellway Homes and considers all aspects relating to design including layout, highways, footways and cycleways, streetscape, landscaping, open spaces, scale and materials. The development proposal is making efficient use of this site, respecting local character. The proposed road network and access from Linney Lane gives the opportunity for outward looking form to the proposal addressing the road hierarchy, streetscape and landscaping. Dwellings are set back from the road with a driveway that can accommodate several cars on plot. The proposals show a hierarchy of loop roads, shared access-ways and private drives, each dwelling with appropriately sized back garden with refuse storage. Creating an environment with trees and landscaping, making a high-quality residential environment.

- This document has been prepared in support of a Reserved Matters planning application for 5 dwellings on the Land off Linney Lane, Oldham. This will include detached and semi-detached style dwellings up to 2 storeys, all with associated car parking and landscaping in accordance with Oldham Metropolitan Borough Council's Local Plan and Policies.

This document should be read in association with the Planning Statement submitted as a separate supporting document. This Design and Access Statement only refers to Local Plan and Policy matters where they have specific relevance to design and/or access issues, and demonstrates the steps taken to appraise the context of the scheme and how the design of the development takes that context into account.

The proposals in this Design and Access Statement have been carefully considered to respect the setting of the area and to create a high standard of quality living that integrates and makes its place in the wider established area.

1.0.2 Building for a healthy life

Building for a Healthy Life (BHL) updates England's most widely known and most widely used design tool for creating places that are better for people and nature. The original 12 point structure and underlying principles within Building for Life 12 are at the heart of BHL.

The new name reflects changes in legislation as well as refinements made to the 12 considerations in response to good practice and user feedback.

The new name also recognises that this latest edition has been written in partnership with Homes England, NHS England and NHS Improvement. BHL integrates the findings of the three-year Healthy New Towns Programme led by NHS England and NHS Improvement

Many local authorities across the country have cited Building for Life 12 in their Local Plans and Supplementary Planning Documents. As BHL is the new name for Building for Life 12, local authorities can use BHL without having to rewrite existing policy documents.

INTRODUCTION



The overall site boundary in its context

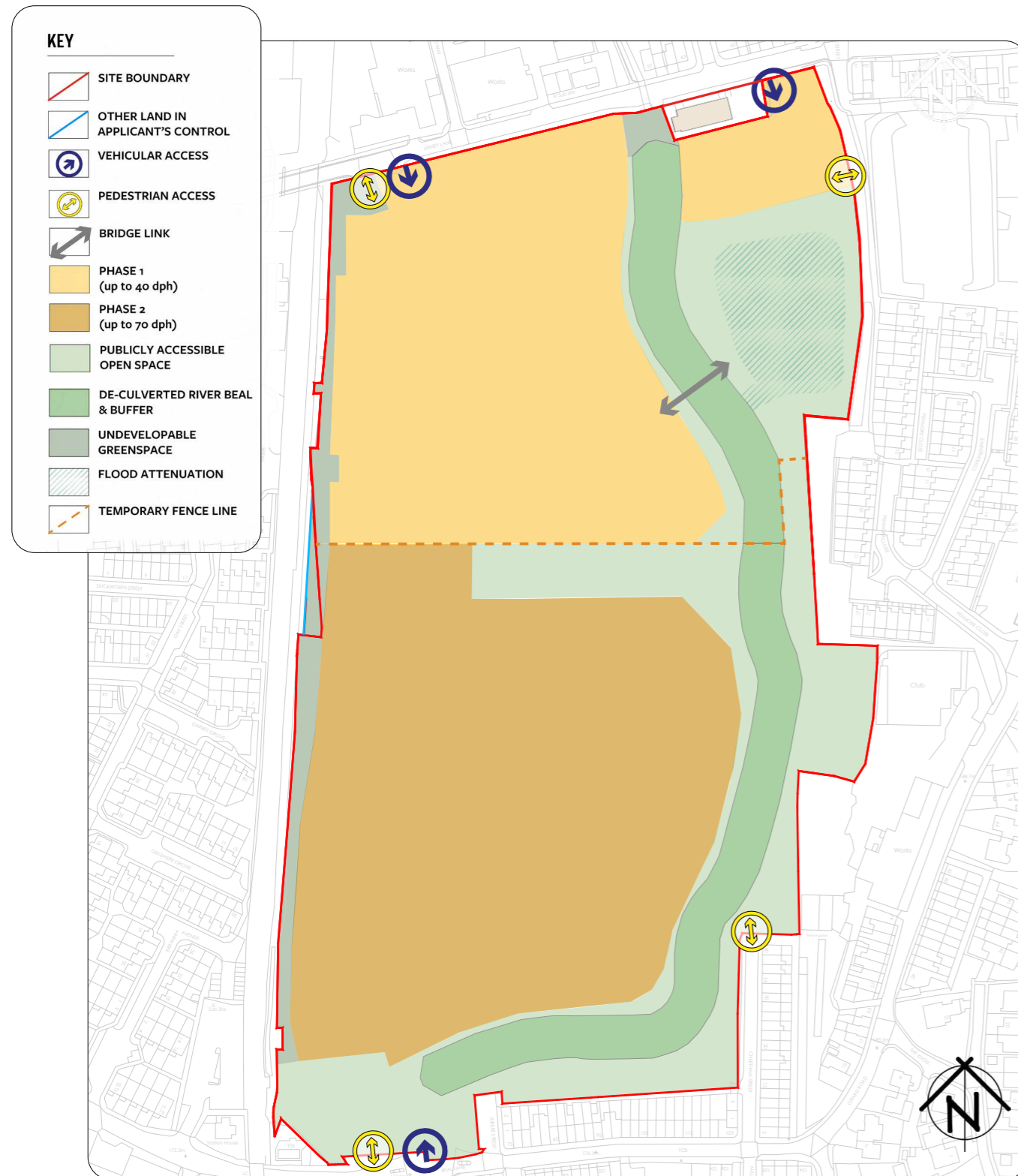


Figure 2 - Approved parameters plan

1.0.1 Planning History

The site currently has Outline Planning Approval under planning reference: OUT/345898/20 for 'Outline planning permission (with all matters reserved except for access) is sought for 'Residential development (use class C3) together with new publicly accessible open space; landscaping; de-culverting of the River Beal, surface water drainage infrastructure, car parking and other necessary works with access from Linney Lane and Beal Lane following the demolition of existing buildings and structures.'

A subsequent variation of conditions application was submitted under planning reference: VAR/349651/22, to vary conditions to allow for phased development. Condition 4 requires the following;

Prior to the submission of any reserved matters application, a Design Code Framework for that phase of development shall be submitted to and approved in writing by the local planning authority. It shall include the following details for that phase.

- Urban design principles;
- Character areas;
- Treatment of the development edge;
- Block principles;
- Boundary Treatments;
- Housing mix;
- Building types, uses and heights;
- Movement network including street types, route hierarchy, footpath cycleways and bus service links to the Town Centre;
- Public realm strategy including lighting and furniture;

- SUDS, parks, open spaces and landscaping, including the identification of trees and hedgerows to be retained;
- A palette of building materials and details;
- All external surface materials including footpaths, cycleways and streets;
- Street cross-sections and plans;
- Location of emergency services infrastructure.

An application to discharge Condition 4 was approved on 23rd March 2023 (Ref: CND/350686/23). This Design and Access Statement includes a Design Code Compliance Statement at Section 7 which demonstrates how the development accords with the Design Code Framework approved under Condition 4.



Figure 3 - Illustrative Masterplan and phasing plan

BRIEF SUMMARY

1.0.4 About the developer

Bellway Homes began as a small family business in 1946 - with a passion for building exceptional quality homes in carefully selected locations, inspired by the needs of real families. To this day, they maintain these same core values, combining the decades of expertise with the level of personalised care that Bellway is known for.



Example Bellway Homes Manchester region developments





THE VISION

“To create a unique design led, high quality solution, responding to the needs and characteristics of the area”

SITE ANALYSIS

2



SITE ANALYSIS



View east across the site from Western boundary



View into the site from existing access



View of the site from vehicular access



View into the site from eastern boundary



View into the site from Southern Boundary

2.0.1 Site Features & planning history

The site is located off Linney Lane, to the north of Oldham centre and the proposed scheme is surrounded by development on all sides and falls within the boundary of Shaw. In wider terms the surrounding area is predominantly residential in nature, with some commercial employment to the south including the Yodel distribution centre. The overall site has a former industrial use, is rectangular in shape and is broadly flat. The existing condition of the site presents old, converted mills and modern warehouses that were used for storage and distribution. The site also contains several ancillary structures relating to the sites former use and operation in addition to areas of hard standing for parking and storage. Shrubs and trees extend around the sites boundaries and the culverted River Beal runs in the eastern part of the overall site. Existing access to the site is from Linney Lane to the north.

The site is well connected to the local road network with access to M62 junction 21 off the A663 connecting the site to all Major Cities and Town centres in the area.

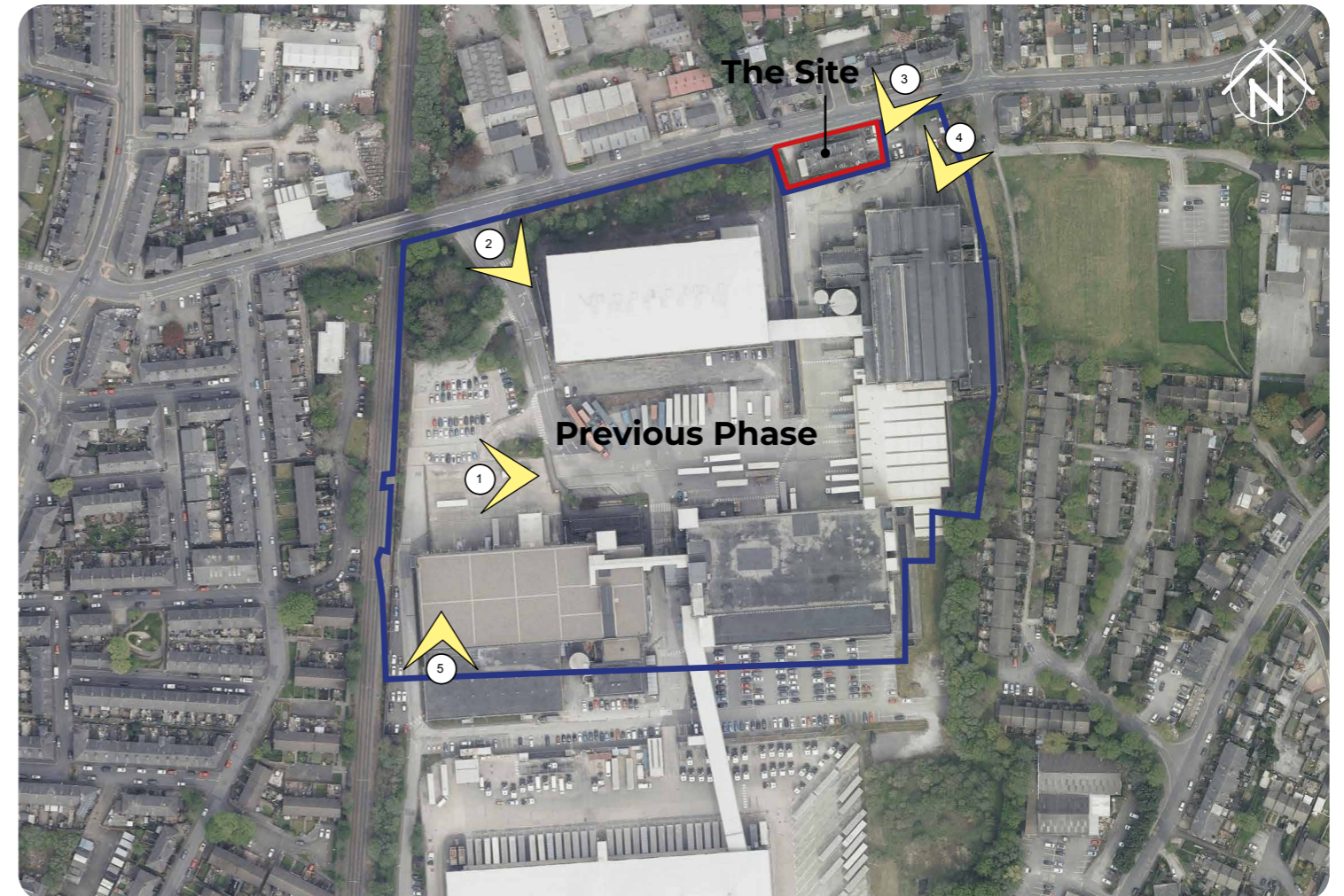


Figure 5 - Photograph location plan

SITE ANALYSIS

2.0.2 Local amenities & accessibility

The site is located to the south of Linney Lane on the eastern edge of Shaw. The site is well connected to the local road network with access to the M62 via the A663, providing connections to all major cities and towns in the area.

Shaw public transport is co-ordinated by Transport for Greater Manchester. First Greater Manchester operates bus services with services to Oldham, Rochdale, Chadderton, Manchester, Middleton, Royton and Stalybridge. First Greater Manchester operates services in Shaw. Rosso runs buses between Buckstones and Rochdale, and Transdev runs the Rochdale Runners R10 circular route from Rochdale Interchange, with a bus stop located on Linney Lane.

The Oldham and Rochdale line of Greater Manchester's light-rail metrolink system also serves Shaw, with a tram stop sitting on the site of the original Shaw and Crompton railway station, approximately 0.5 miles from the site. Metrolink provides 12 minute services to Rochdale and 6 minute services to East Didsbury.

As previously mentioned, there are locally provided facilities and amenities which include a good range of services in the local area such as shopping facilities (food shops, convenience stores and other commercial facilities), medical facilities (doctors surgeries, pharmacies, dentists and hospitals), education (pre-schools, primary schools, secondary schools, colleges), eateries: (restaurants, cafés and diners) and entertainment facilities (public houses, bars, theme parks and nightclubs). These facilities are all easily accessible sustainable forms of transport including cycling and walking.

Shaw High Street is located approximately 0.5 miles from the site, with multiple amenities including supermarkets, pharmacies, pet shops, a theatre as well as multiple retail and dining opportunities.

The layout encourages both new and existing residents to use public transport through the new and enhanced connections to the existing footways surrounding the site and the existing bus stops.



Rochdale train station is the closest station to the site, and can be accessed via the Metrolink. Rochdale train station, situated on the Calder Valley Line and is operated by Northern.

The station is serviced by six trains per hour to Manchester Victoria, three to Leeds and one through to Blackburn via Burnley Manchester Road. Four of the Manchester trains run non-stop, the other two serve all intermediate stations. Two of the fast trains continue through to Wigan Wallgate, via Walkden, and a third now runs through to Chester, and the two stopping trains continue to Blackburn via Bolton and Darwen. There are two trains via Bradford Interchange to Leeds and one via Brighouse and Dewsbury.

Oldham is also serviced by 270 miles of public rights of way, including 23 miles of bridleways.



Shaw High Street



Shaw and Crompton Tram Station



Bus Stop on Linney Lane

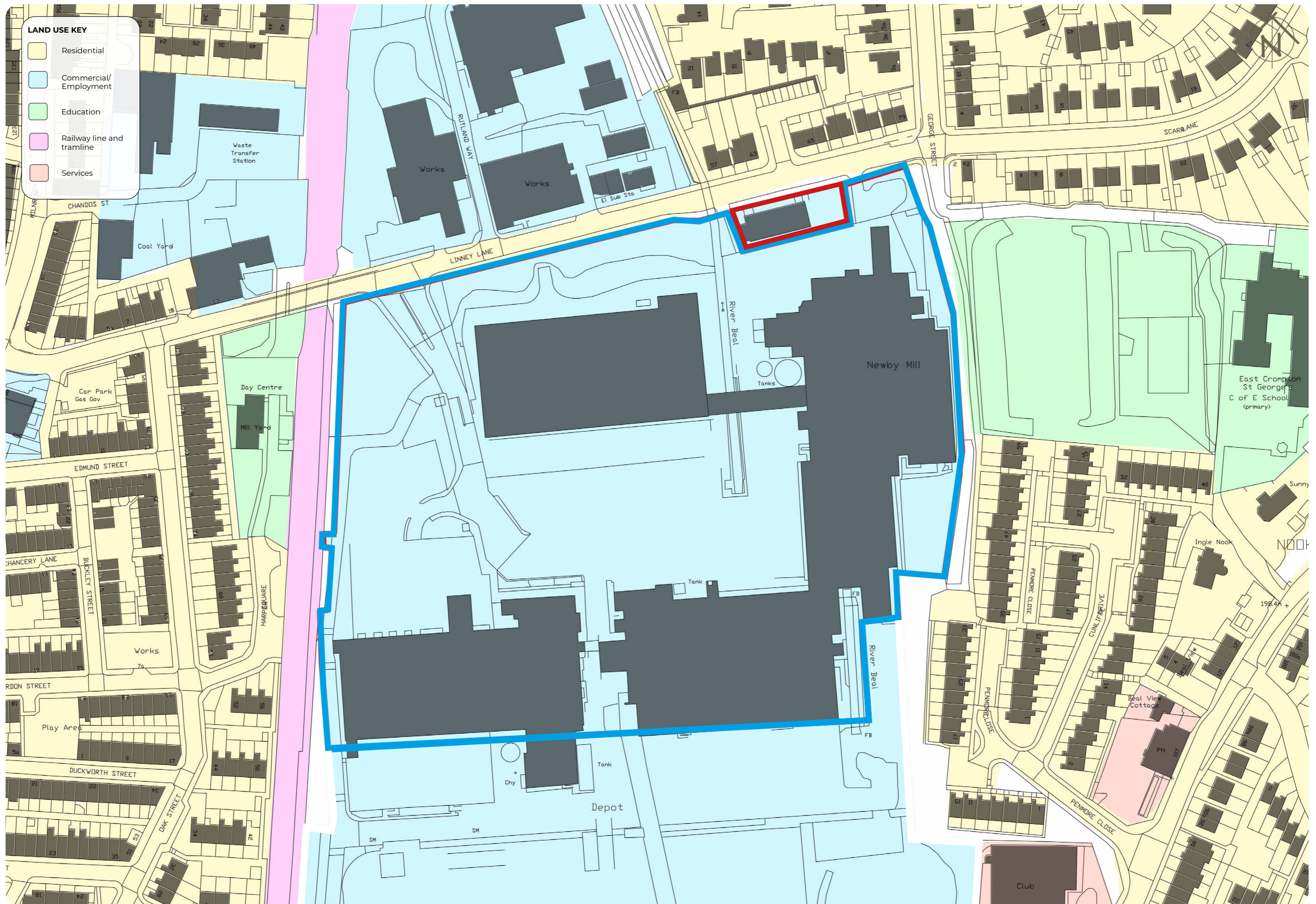


Figure 6 - Site and surrounding land uses

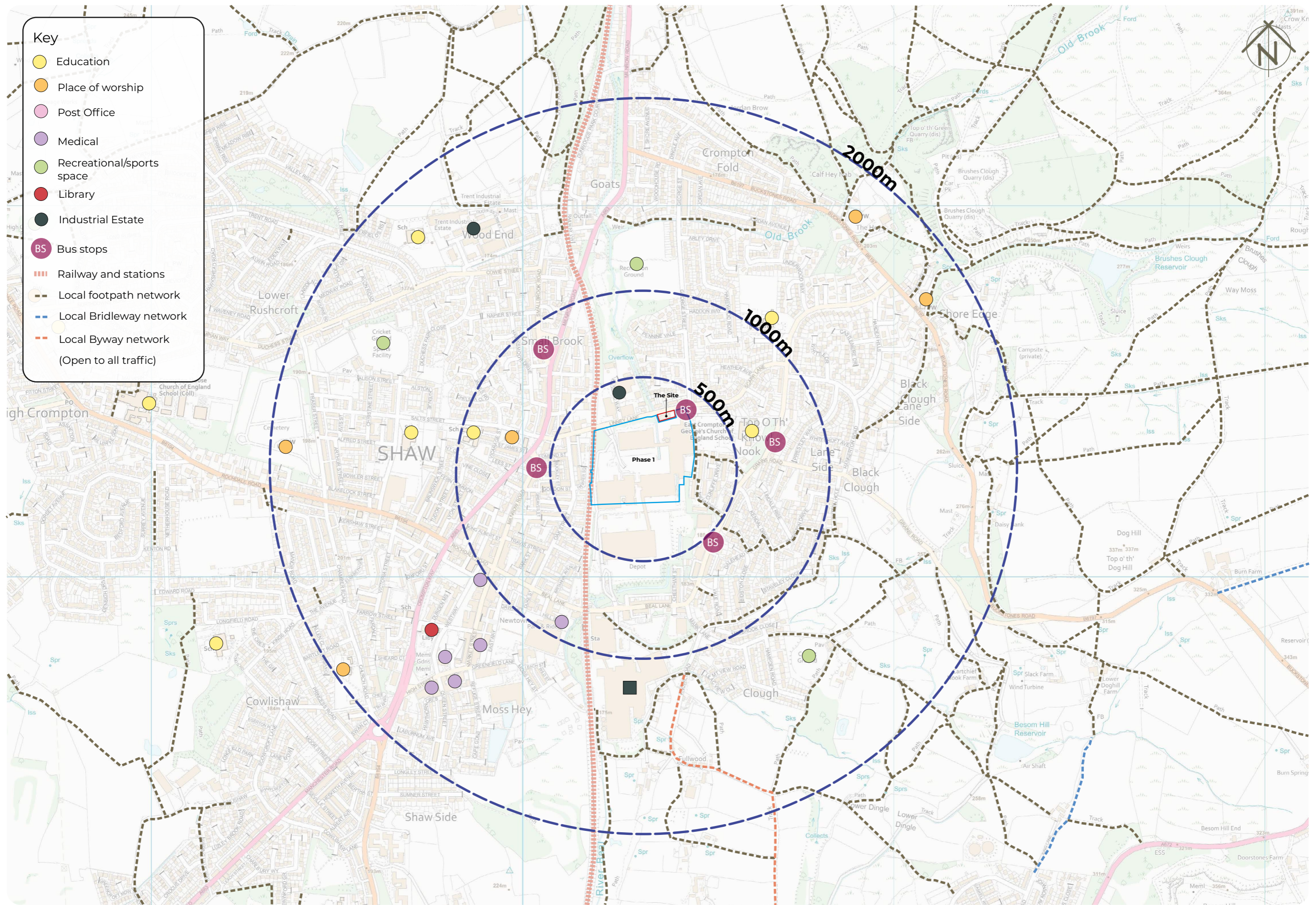


Figure 7 - Local Amenities Plan

SITE ANALYSIS



2.0.3 Character and Placemaking

To inform the Reserved Matters Planning Application proposals and establish the key design principles, a detailed study of the local context has been undertaken. The local area presents properties of a mixture of sizes, property types and character that contribute to the local context of the surrounding site area.

This application proposes an inclusive residential development, which will be sympathetic to the traditional vernacular of the surrounding area which is predominately residential.

The current proposals have considered the following design considerations:

- The masterplan has been designed in a landscape led approach, creating a key blue and green infrastructure feature of the de-culverted River Beal. Useable open space is proposed along either side of the river corridor with a large area of swales connecting to the river.
- The character of the built development will reflect that of the existing urban setting of Shaw in conjunction with the setting of the green infrastructure. The detailed urban structure will propose a variety of appropriate residential densities that will add to the character of the development.
- The built development creates a network of continuous street frontages that are overlooked by dwellings.
- All streets will be walking and cycling friendly with sustainable movement being a focus not only within the development but to wider connections like the Town Centre, Metrolink, Beeline and Public Rights of Way Networks. The future detailed architectural palette of the buildings will complement and enhance the urban setting whilst delivering a distinct identity that references the sites heritage to

create a development that stands out on the edge of the Town Centre.

The existing urban grain is characterised by a range of residential houses with local facilities such as schools that serve the residential properties integrated within these areas. The grain of existing and proposed development is and will be characterised by a mix of low-rise residential dwellings consisting of up to 2 storey and 3 and 4 bedroom 2 storey houses, the mix consists of detached and semi-detached style properties providing a street scene of modern and sympathetic architectural styles.

The existing residential development areas show a range of architectural detailing including red brick and grey rooves, render and some stone and tudor boarding, with chimneys and integral garages. Windows and fascia's are a combination of white and dark. Steep roof pitches and brick detailing feature, as well as upfront parking.

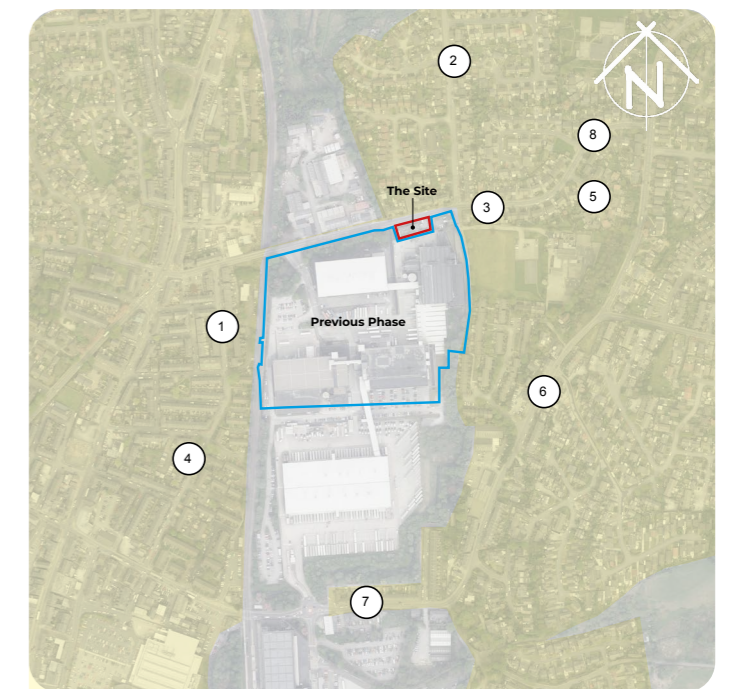


Figure 8 - Local design cues

Figure 9 - Local Vernacular Plan

SETTING THE SCENE

3

SETTING THE SCENE

3.0.1 Oldham Local Development Framework - Development Plan Document - Joint Core Strategy and Development Management Policies

The purpose of the Core Strategy Development Plan Document (DPD) is to set out the long-term vision and objectives for the borough. Set out below are the planning policies that have been carefully considered throughout this application process:

- Policy 1: Climate Change and Sustainable Development
- Policy 2: Communities
- Policy 3: An Address of Choice
- Policy 4: Promoting sustainable regeneration and prosperity
- Policy 5: Promoting accessibility and sustainable transport
- Policy 6: Green infrastructure
- Policy 9: Local environment
- Policy 10: Affordable Housing
- Policy 11: Housing
- Policy 14: Supporting Oldham's economy
- Policy 18: Energy
- Policy 19: Water and flooding
- Policy 20: Design
- Policy 21: Protecting natural environmental assets

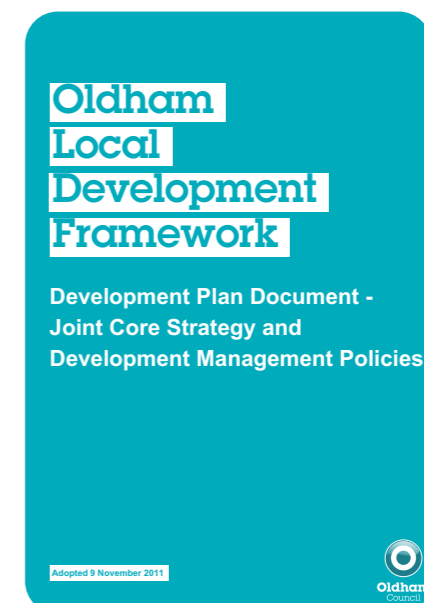
In particular Policy 20 Design meeting the principles of

- Local character
- Safety and inclusion
- Diversity
- Ease of movement

- Legibility
- Adaptability
- Sustainability
- Designing for future maintenance
- Good streets and spaces
- Well-designed buildings

Helping respect the setting and the needs of the area and to create a high standard of quality living through Design that integrates into the wider established area. Securing high quality design, development and a sustainable approach to the Linney Lane proposal.

A detailed assessment of the proposals against the relevant policies of the Development Plan is contained in the Supporting Planning Statement, which should be read in conjunction with this Report.



3.0.2 Site constraints

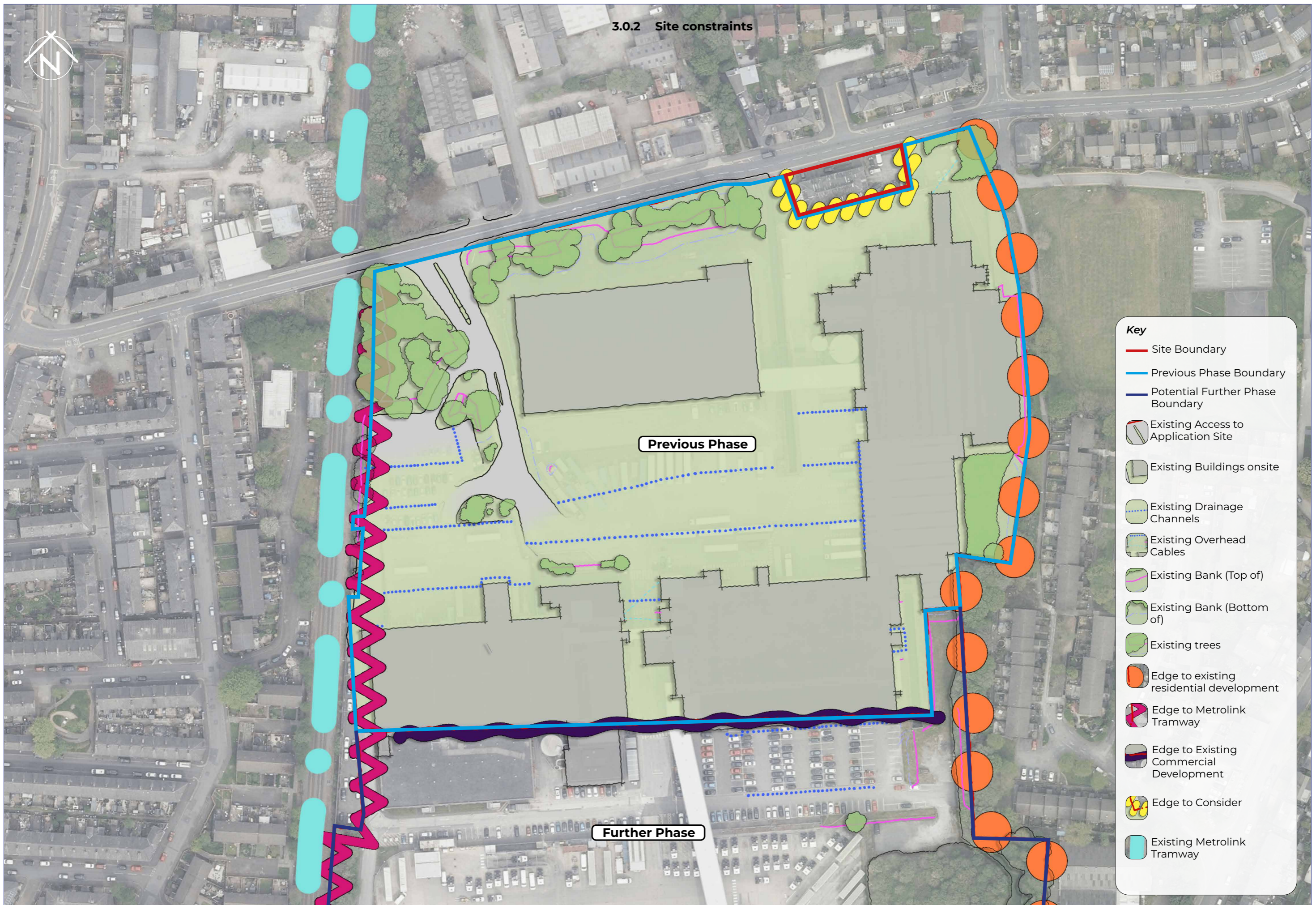
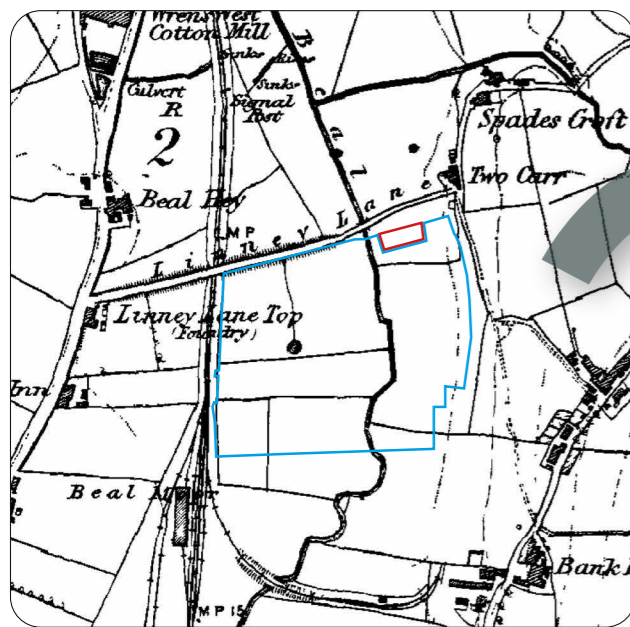


Figure 10 - Site constraints

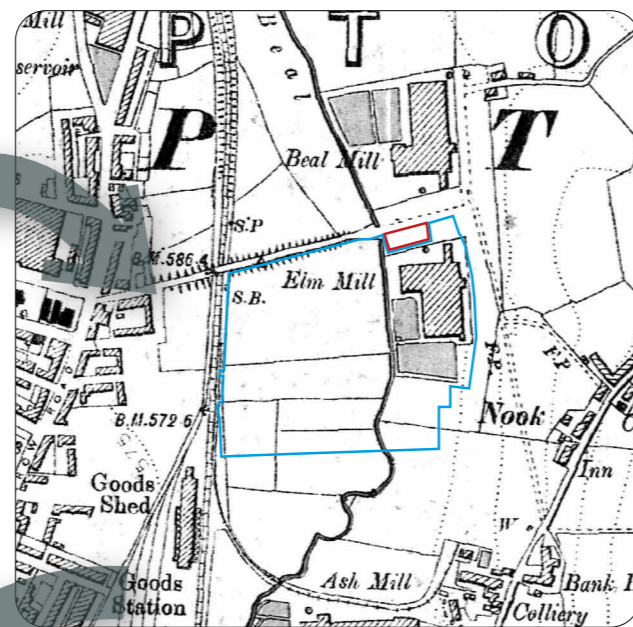
SETTING THE SCENE



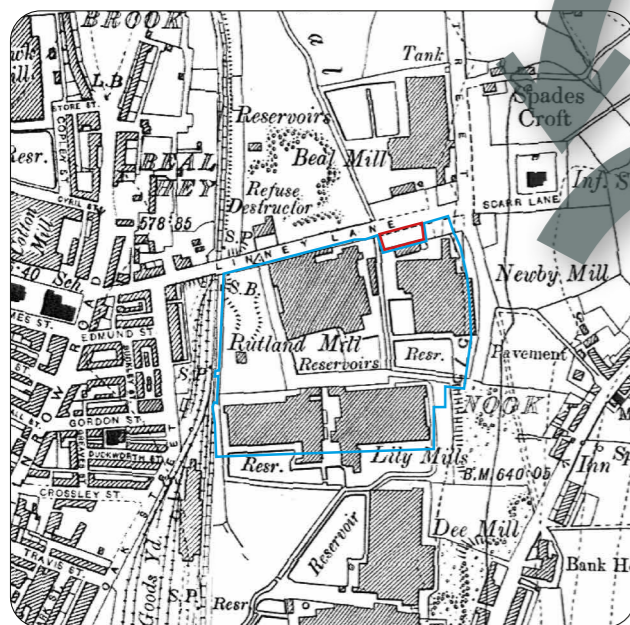
Figure 11 - Historical Evolution between 1849 and 2023



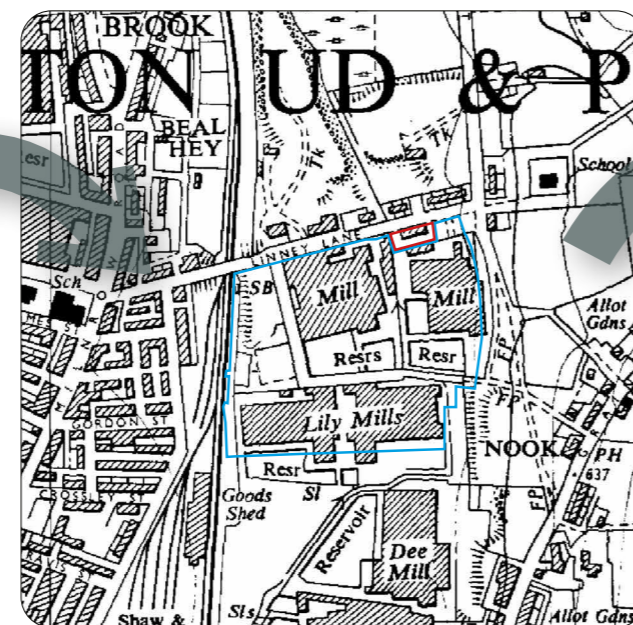
1851



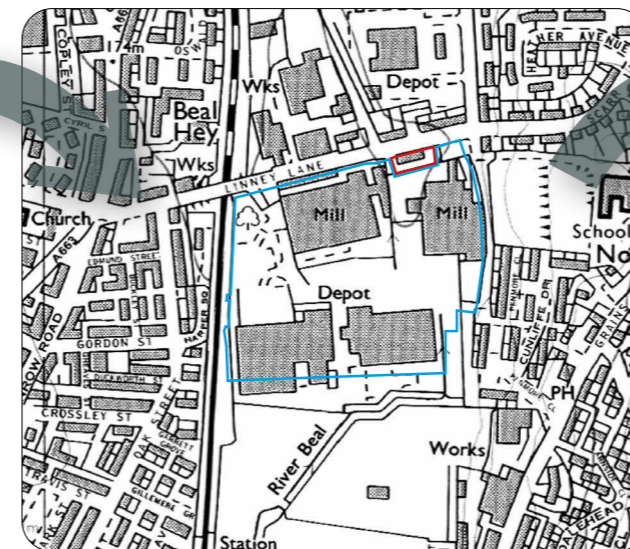
1895



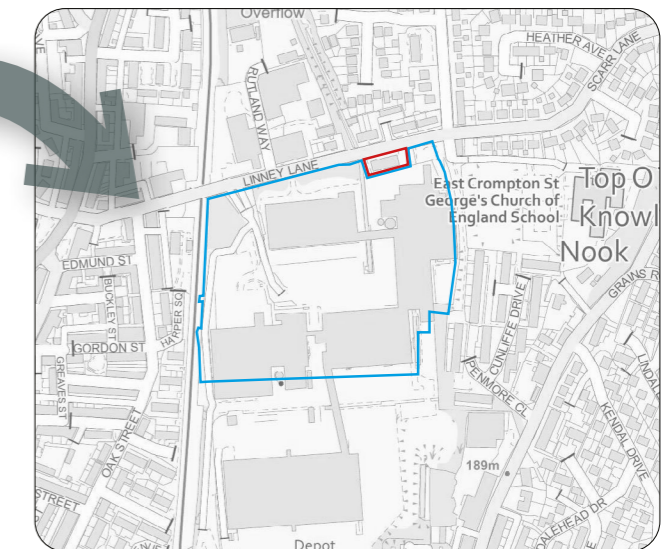
1931



1956



1990



2023

3.0.3 Historical Evolution

The historical maps opposite show the detail of how the site and its surroundings have expanded over time. Development surrounding the site can be tracked through the years and the expansion of the area is visible across all maps.

The map of 1851 shows Linney Lane in the same location as today. Linney Lane Top, a foundry, located in the middle of the site. The railway can be seen to the west of the site. The River Beal is also visible through the centre of the site. A number of buildings can also be seen to the south-east of the site, along what is now Grains Road. By 1895 there has been residential development to the west of the site and of the railway. Elm Mill has been developed to the east of the River Beal inside the application site boundary, and Beal Mill has been developed to the north of Linney Lane. The road structure appears to have changed between 1851 and the development of both mills.

There is further residential development to the west of the site in the years between 1895 and 1931. Two new mills have been developed on the site Rutland Mill and Lily Mill. There has also been the addition of two reservoirs within the application site boundary. There appears to be further development to the south of the site with the addition of Dee Mill and further development along Grains Road. An infant school has been built to the north-east of the site. Between 1931 and 1956 Beal Mill has been demolished and what appears to be residential properties have been built along the north of Linney Lane. There has been further development along Grains Road too. The railway remains intact to the west of the site.

The map of 1990 shows a large expanse of residential development surrounding the site, and the demolition of the mills to the south of the site. There has been commercial development to the north of Linney Lane, and what appears to be a change in use of Lily Mills. The school to the north east has been relocated to the east of the site.

By 2023, there has been further residential development on what was an area of commercial to the north of Linney Lane. The railway is still intact, but is no longer used as a railway and now serves the Metrolink. There has been further development on the site and to the south with the addition and extension of commercial buildings.



**DESIGN
PROPOSALS**

4

DESIGN PROPOSALS

4.0.1 Design Objectives

This detailed planning proposal has been designed in accordance with the following development and Urban Design objectives.

Through NPPF the government is committed to delivering sustainable development and encourages local planning authorities to promote economic development to improve the well-being of communities, improve facilities, promote high quality and safe development and create new opportunities for people living in those conditions.

- To create an attractive green gateway to the development, linking with the surrounding land use.
- To create an attractive walkable residential neighbourhood using design guidance set out in Manual for Streets.
- To create an attractive green gateway to the development, linking with the surrounding land use.
- To create a sense of place which includes character areas with reference to the local architectural language.
- To provide a mix of dwelling types that will satisfy local need and enhance the profile of the area as a whole.
- To provide sensitive and robust solutions to the interfaces between existing and proposed dwellings.
- To provide new and improved existing pedestrian links.
- To create a well-informed, attractive neighbourhood, not overly dominated by the car. To create sustainable patterns of development

which exploit and improve accessibility to public transport, to;

- Encourage good design that will create places with distinctive character, pleasant to use and human in scale & to make efficient use of available land by promoting greater intensity of development;
- Promote character by responding to and reinforcing locally distinctive patterns of development and landscape;
- Promote the continuity of street frontages and the enclosure of space by development which clearly defines private and public spaces;
- Promote accessibility and local permeability by creating routes that are attractive, safe and work effectively for all users;
- Promote legibility through development that provides recognisable routes, gateways and focal points;
- Promote diversity and choice through a range of housing typologies.

DESIGN PROPOSALS



4.0.2 Movement Framework

The Movement and Connections Framework sets in place a well-defined and easily understood pattern of development parcels, streets and greenspaces suburban streetscape. It also provides an easily understood framework within which a clear hierarchy of pedestrian, cycle, and vehicular movement routes. Making good connections with the existing streets and footpaths.

The starting point is making good connections with the existing streets and footpaths. In accordance with Manual for Streets (DfT/CLG 2007), streets will be designed as high-quality places with five principal functions: place, movement, access, parking and utilities. Of the five principles, place and movement will be the most important in determining character creating a clear hierarchy of easily understood, high quality, attractive, safe, streets and connections. The vehicle movement is established through a hierarchy of a spine road through the overall site which is 5.5m wide with 2m formal footpath either side, following the vehicular framework around the site.

Vehicular access will be taken from Linney Lane.

A hierarchy of streets is proposed for the overall development, which will assist in leading drivers and pedestrians around the site in a logical manner. The streetscape hierarchy underpins the sense of place and different street characters which will be created through the landscape strategy, the spatial arrangement of buildings and building heights and materials. Broad entrances are proposed to the residential area, narrowing down to less heavily trafficked, shared surface lanes, mews streets and spaces.

Figure 12 - Movement framework

DESIGN PROPOSALS



4.0.3 Townscape

The arrangement of the built form creates a network of attractive streets and spaces including:

- Emphasis of the primary vehicular route through the site by proposing distinctive landscaping
- A legible network of streets with a clear and distinct movement hierarchy.
- The design of the residential proposals is based on the principles of the approved parameters plan but also ensures that perimeter blocks provide a strong frontage to the public realm and ensuring active frontages are always overlooking streets and public spaces.
- Green and blue infrastructure is a focal point of the proposed overall layout, connecting existing public rights of way with new routes. This is enhanced through the retention of existing trees and hedgerows where possible.
- Focal point buildings used to terminate views in key locations, enhanced by height or a change in architectural detailing.

It is important that the residential parcels and community use areas respond to each other in a positive manner.

4.0.4 Active Frontages

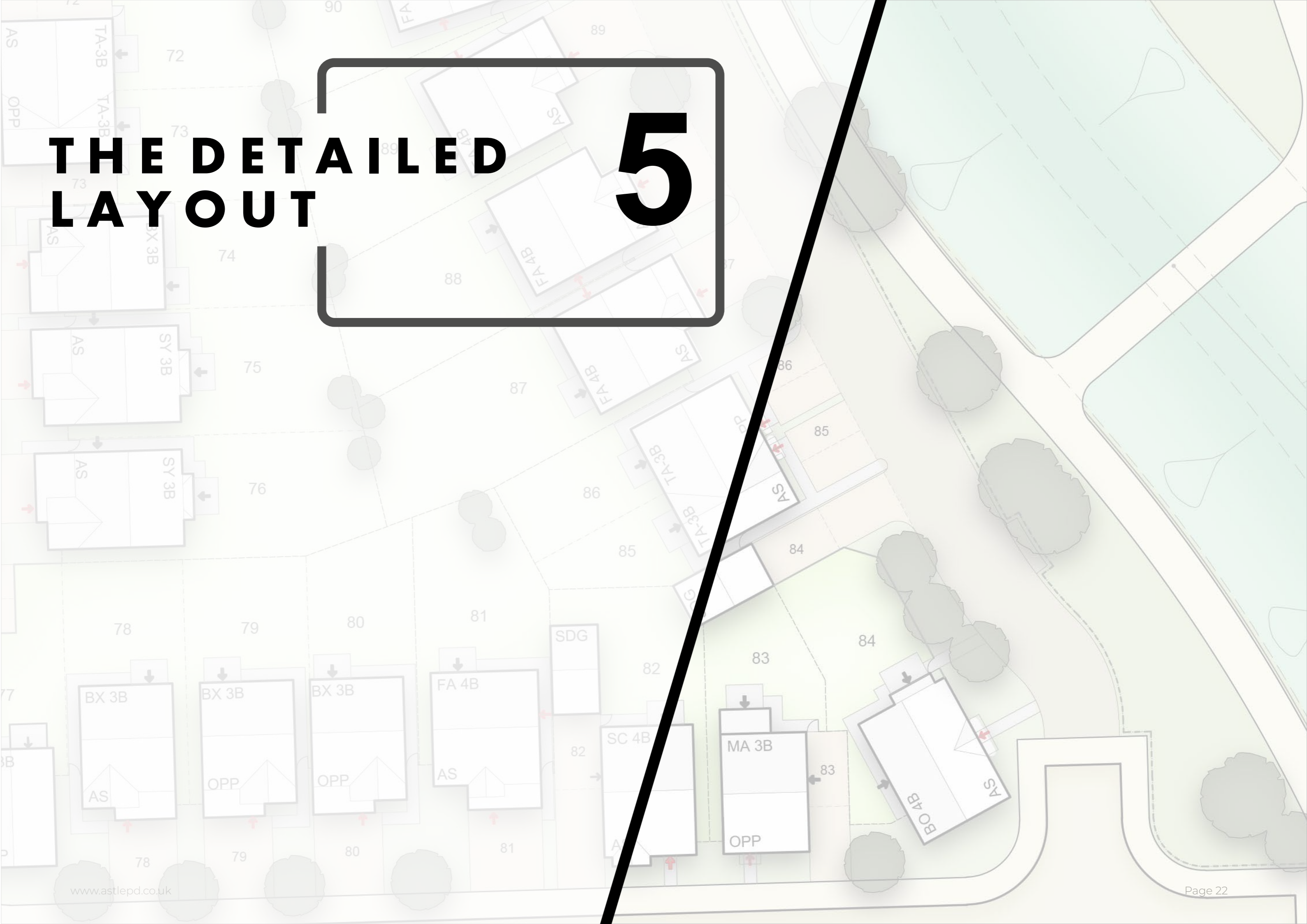
The development blocks are designed to ensure that buildings front each edge to create active, lively streetscapes with a strong defensible inner core and semi-private frontages that together enhance the security of the scheme.

The layout has developed on from the parameters plan to ensure that all areas of public open space are overlooked by building frontages and that dwellings respond and consider to the space that they adjoin or influence.

Figure 13 - Active Frontages

THE DETAILED LAYOUT

5



5.0.1 Proposed Detailed Layout



- Key
- ① Access locations from Linney Lane as per Outline planning approval
 - ② Proposed primary movement network
 - ③ Proposed shared surface
 - ④ Proposed pedestrian access to Linney Lane
 - ⑤ Proposed de-culverted River Beal and associated suds



Figure 15 - Proposed detailed layout

THE DETAILED LAYOUT

5.0.2 Sustainability measures

The proposed building specification for the development follows the Government's "Fabric First" approach. This will incorporate Oldham's policy for Low Carbon development.

The designs will maximise the efficiency of each dwelling. The measures are built in for the life of the dwelling, add value and limit the emissions of carbon dioxide to the atmosphere arising from the operation of the dwellings and their services.

Sustainable design is achieved by the following:

- Character and local distinctiveness;
- Townscape and building layout ;
- Movement and Connections ;
- Landscape and Greenspace;
- Ecology and Sustainable Drainage Systems (SDS)

The site is in close proximity to public transport and to existing community services and employment opportunities. This will then be increased once the other uses infrastructure is delivered on site.

In addition the site promotes a development with the following;

- High quality and functioning streets and pedestrian/cycleways;
- A range of housing typologies to allow for a diverse residential development of varying ages and profiles;
- Strong public realm that promotes natural surveillance to reduce the opportunity for crime;
- A strong green infrastructure network combining both existing and new planting allowing for active and passive recreation while creating a scheme that promotes local distinctiveness.

Good levels of thermal insulation in the ground floor, external walls and roof spaces, thereby reducing heat loss to current building regulations and approved document requirements.

Opportunities for energy efficient lighting and electrical and white goods.

Natural ventilation to ensure a healthy and comfortable living environment.

THE DETAILED LAYOUT



5.05 Proposed building scale

This application proposes a total of 5 residential dwellings. All houses are 2 storeys with some 1 storey garages.

The height of the buildings and their relationship to the surroundings will provide a variable skyline with a variation of scale and massing, in keeping with the immediate and the surrounding residential area. The proposed heights are two storey which mirrors the existing residential grain and accords with the parameters set by the outline planning permission.

5.06 Proposed development mix

The development mix meets the requirements of the local area and includes a range of dwellings, which is an inclusive mix of low-rise residential dwellings consisting of 3 and 4 bedroom, 2 storey houses. The mix consists of detached and semi-detached style properties providing a street scene of modern and sympathetic architectural styles.

The mix of detached and semi-detached creates a variety of density and a varied street scene of architecture and height.

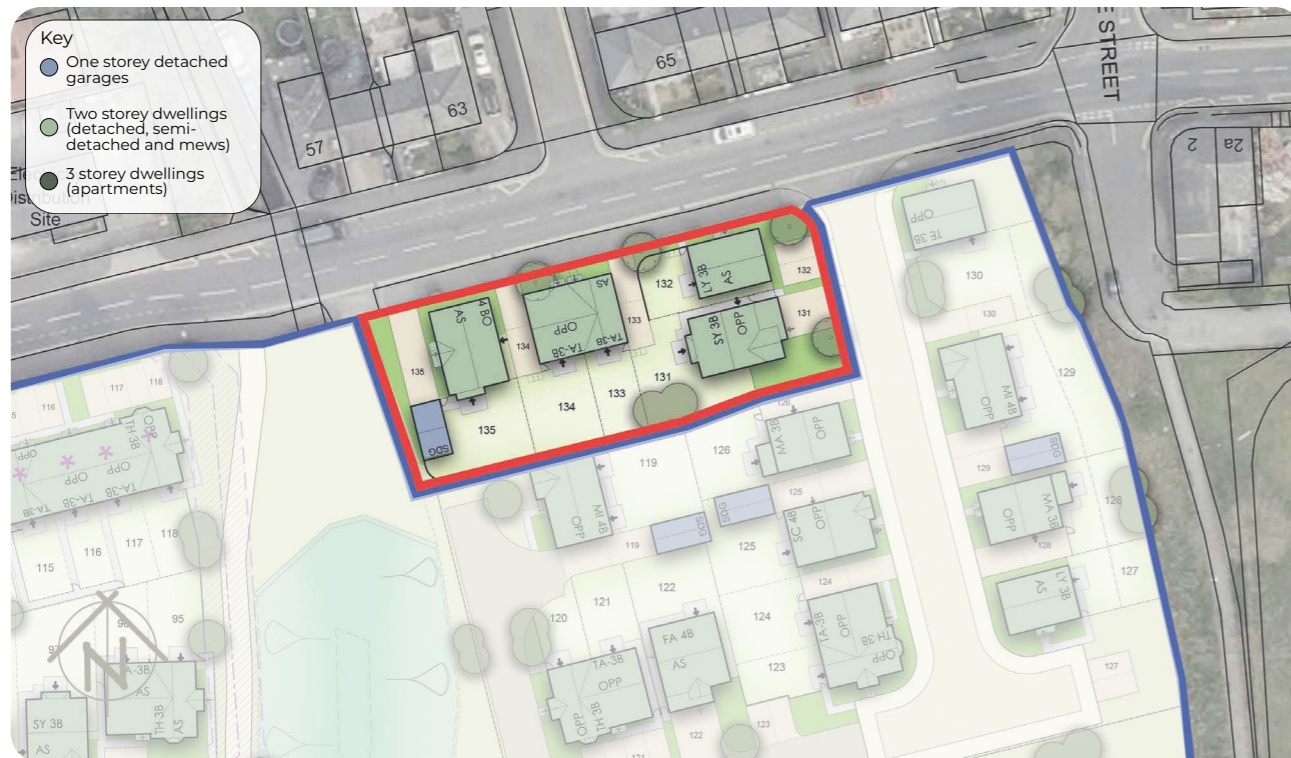


Figure 20 - Building scale



Figure 21 - Development mix

THE DETAILED LAYOUT

5.0.7 Appearance

The architectural character for the site has been developed through a robust context appraisal at outline planning stage. The character responds to its unique physical setting and reflects key attributes of the surrounding area to create a distinct and memorable place.

The aim is to create a built form that provides a scale, massing and appearance that will complement the context, creating a distinct and legible townscape.

The scheme is proposing an external built form of high-quality design that will complement and respond to the setting whilst creating a sense of place. The choice of materials and associated detailing of texture, colour and decoration seeks to reinforce the architectural expression and identity of the buildings while maintaining an overall coherence and link to the local areas design features.

A critical function of the proposed built form is the way it will provide spatial definition to the public spaces and routes. The pattern of the streets, routes and squares proposed in the layout have been informed by an appraisal of the context and historical pattern of trees and hedgerows while making the appropriate and logical connections to the immediate and wider area. The development proposes brick dwellings, grey rooves, brick spayed heads and brick cills. All windows and facias are black.



THE DETAILED LAYOUT

5.0.7 Appearance



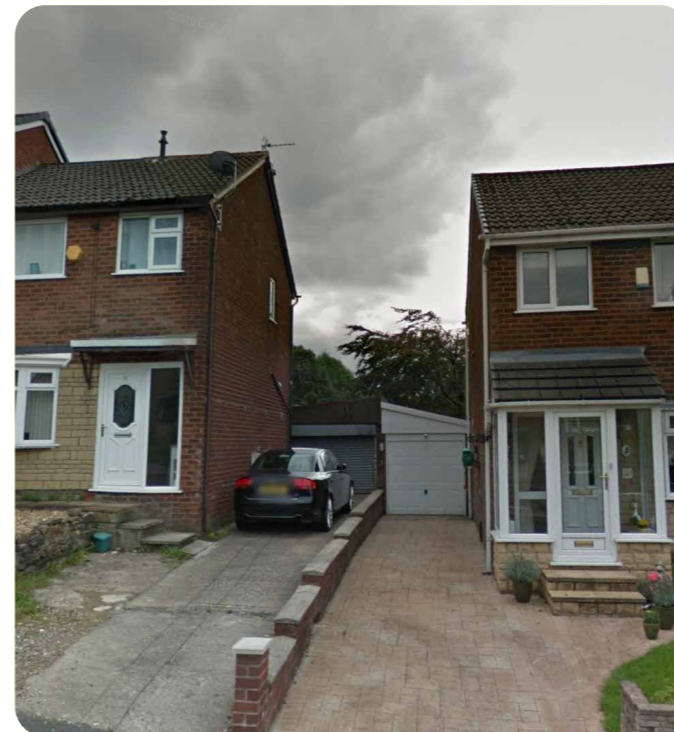
Figure 22 - Illustrative street scene



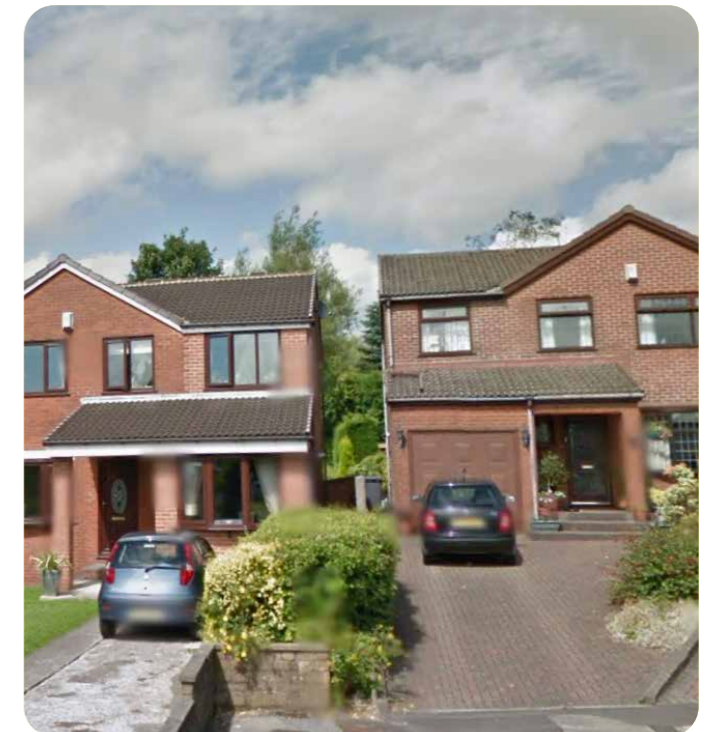
Brick Heads and Cills
George Street



Door Canopy
Oak Street



Detached Garage
Scarr Lane



Gable to Front Elevation
Woodford Avenue

**BUILDING FOR
A HEALTHY LIFE**

6





BUILDING FOR AN HEALTHY LIFE

14 INTEGRATED NEIGHBOURHOODS

- Natural connections
- Walking, cycling and public transport
- Facilities and services
- Homes for everyone

38 DISTINCTIVE PLACES

- Making the most of what's there
- A memorable character
- Well defined streets and spaces
- Easy to find your way around

62 STREETS FOR ALL

- Healthy streets
- Cycle and car parking
- Green and blue infrastructure
- Back of pavement, front of home

NATURAL CONNECTIONS

Create places that are well integrated into the site and their wider natural and built surroundings. Avoid creating isolated and disconnected places that are not easy places to move through and around.

EVALUATION

Vehicular access will be taken from Linney Lane.

This new development will promote the safe and efficient flow of traffic on the surrounding highway network. Development proposals and vehicle movements will provide a suitable level of access, proportional to the scale and nature of existing and proposed transport movement.

Sustainable transport measures will include appropriate provision of charging points for electric vehicles and enable good levels of accessibility by walking and cycling between homes, jobs and services providing safe and convenient pedestrian, cycle and vehicular access from and within the development.

The suburban structure has a network of connected spaces and routes for pedestrians, cyclists and vehicles. New routes will connect to existing routes and movement patterns. Minimising walking distances to public transport stops and local services reducing reliance on the car and providing safe and convenient pedestrian, cycle and vehicular access and movement to, from and within the development.

WALKING, CYCLING AND PUBLIC TRANSPORT

Places that offer social, leisure and recreational opportunities a short walk or cycle from their homes

EVALUATION

The layout encourages both new and existing residents to use public transport through the new and enhanced connections to the existing footways in and around the site.



The site is located to the south of Linney Lane on the eastern edge of Shaw. The site is well connected to the local road network with access to the M62 via the A663, providing connections to all major cities and towns in the area.

Shaw public transport is co-ordinated by Transport for Greater Manchester. First Greater Manchester operates bus services with services to Oldham, Rochdale, Chadderton, Manchester, Middleton, Royton and Stalybridge. Firstly Greater Manchester provides services in Shaw. Rosso runs buses between Buckstones and Rochdale, and Transdev runs the Rochdale Runners R10 circular route from Rochdale Interchange, with a bus stop located on Linney Lane. The Oldham and Rochdale line of Greater Manchester's light-rail metrolink system also serves Shaw, with a tram stop sitting on the site of the original Shaw and Crompton railway station, approximately 0.5 miles from the site. Metrolink provides 12 minute services to Rochdale and 6 minute services to East Didsbury.

Rochdale train station is the closest station to the site, and can be accessed via the Metrolink. Rochdale train station, situated on the Calder Valley Line, is operated by Northern.

The station is serviced by six trains per hour to Manchester Victoria, three to Leeds and one through to Blackburn via Burnley Manchester Road. Four of the Manchester trains run non-stop, the other two serve all intermediate stations. Two of the fast trains continue through to Wigan Wallgate, via Walkden, and a third now runs through to Chester, and the two stopping trains continue to Blackburn via Bolton and Darwen. There are two trains via Bradford Interchange to Leeds and one via Brighouse and Dewsbury.

Oldham is also serviced by 270 miles of public rights of way, including 23 miles of bridleways.

FACILITIES & SERVICES

Short trips of up to three miles can be easily made on foot or bicycle if the right infrastructure is in place, helping to improve public health and air quality whilst also reducing local congestion and carbon emissions.

EVALUATION

The site benefits from a wide range of community

services and facilities in the neighbouring and local areas.

Shopping facilities (food, retail and other commercial), medical facilities (doctors surgeries, pharmacies, dentists and hospitals), education (pre-schools, primary schools, secondary schools college and University in the wider Greater Manchester area), eateries: (restaurants, cafés and diners) and entertainment facilities (public houses, bars, theme parks and nightclubs). These facilities are all within walking distance or by sustainable modes of transport.

The layout encourages both new and existing residents to use public transport through the new and enhanced connections to the existing footways surrounding the site and therefore the existing bus stops.

HOMES FOR EVERYONE

A range of homes that meet local community needs.

EVALUATION

The development mix meets the requirements of the local area and includes a range of dwellings, which is an inclusive mix of low-rise residential dwellings consisting of 3 and 4 bedroom, 2 storey houses.

Open market properties are 3 and 4 bed houses, the mix consists of detached and semi-detached style properties providing a street scene of modern and sympathetic architectural styles.

The mix of detached and semi-detached creates a variety of density and a varied street scene of architecture and height.



BUILDING FOR AN HEALTHY LIFE

14 INTEGRATED NEIGHBOURHOODS

Natural connections

Walking, cycling and public transport

Facilities and services

Homes for everyone

38 DISTINCTIVE PLACES

Making the most of what's there

A memorable character

Well defined streets and spaces

Easy to find your way around

62 STREETS FOR ALL

Healthy streets

Cycle and car parking

Green and blue infrastructure

Back of pavement, front of home

MAKING THE MOST OF WHATS THERE

Understand and respond.

EVALUATION

The site is located off Linney Lane, to the north of Oldham centre and the proposed scheme is surrounded by development on all sides and falls within the boundary of Shaw. In wider terms the surrounding area is predominantly residential in nature, with some commercial employment to the south.

The overall site has a former industrial use, is rectangular in shape and is broadly flat.

The existing condition of the site presents old, converted mills and modern warehouses that were used for storage and distribution. The site also contains several ancillary structures relating to the former use and operation in addition to areas of hardstanding for parking and storage. Basial growth and trees extend around the site's boundaries and the culverted River Beal (proposed to be opened up) runs in the eastern part of the site. Existing access to the site is from Linney Lane to the north.

The site is well connected to the local road network with access to M62 junction 21 off the A663 connecting the site to all Major Cities and Town centres in the area.

A MEMORABLE CHARACTER

Places that offer social, leisure and recreational opportunities a short walk or cycle from their homes

EVALUATION

To inform the Reserved Matters Application and its regularisation in respect of current planning application proposals an assessment of the local vernacular has been undertaken. This application proposes a residential development, which will be sympathetic to the traditional vernacular of the surrounding area which is predominately residential. The existing urban grain is characterised by a range of residential houses with local facilities such as schools

that serve the residential properties integrated within these areas.

The character responds to its unique physical setting and reflects key attributes of the surrounding area to create a distinct and memorable place.

The aim is to create a built form that provides a scale, massing and appearance that will complement the context, creating a distinct and legible townscape.

The scheme is proposing an external built form of high-quality design that will complement and respond to the setting whilst creating a sense of place. The choice of materials and associated detailing of texture, colour and decoration seeks to reinforce the architectural expression and identity of the buildings while maintaining an overall coherence and link to the local areas design features.

A critical function of the proposed built form is the way it will provide spatial definition to the public spaces and routes. The pattern of the streets, routes and squares proposed in the layout have been informed by an appraisal of the context and historical pattern of trees and hedgerows while making the appropriate and logical connections to the immediate facilities and wider area.

The existing development shows a range of architectural detailing including red brick and grey rooves, render and tudor boarding, with chimneys and integral garages. Windows and fascias are a combination of white and dark. Steep roof pitches and brick detailing feature, as well as upfront parking.

WELL DEFINED STREETS & SPACES

Create places that are well integrated into the site and their wider natural and built surroundings. Avoid creating isolated and disconnected places that are not easy places to move through and around.

The scheme provides continuity of street frontages and the enclosure of space by development that clearly defines private and public areas using attractive and distinctive landscaping. Tree planting throughout the development is used to break up the built form.

The proposal has developed clear perimeter blocks to generate continuous active frontages. The geometry of the blocks, together with the need for pedestrian cycle and vehicular linkages generates key corner

turning buildings which take on importance in setting focal points within the development.

All housing is positioned at the edge of the street with a semi-private space that varies in width along the street. The front doors are always on the street promoting active frontages and social interaction between neighbours.

EASY TO FIND YOUR WAY AROUND

Use legible features to help people find their way around a place.

EVALUATION

The layout shows a Movement and Connections Framework which, sets in place a well-defined and easily understood pattern of development parcels and streets. It also provides an easily understood framework with a clear hierarchy of pedestrian, cycle, and vehicular movement routes. The starting point is making good connections with the existing streets and footpaths. In accordance with Manual for Streets (DfT/CLG 2007), streets will be designed as high-quality places with five principal functions: place, movement, access, parking and utilities. Of the five principles, place and movement will be the most important in determining character and helping to navigate the development. This proposal follows this by placing buildings to terminate view lines and in turn create memorable way markers while moving around the development. This is achieved by carefully manipulating vistas, pinch points, block massing and positioning. Attractive and distinctive landscaping adds further to this effect.

The arrangement of development blocks creates several key views and feature spaces within the development. Recognising where these occur enables the development to be designed with a unique character and a sense of place. Nodes are created throughout the development and are defined through the framing and changing density of buildings. These spaces which have their own sense of character, and which can aid orientation and navigation through the development. Key landmark buildings are placed to terminate views.

The proposals create easily understood development parcels and street hierarchy. The layout ensures that where possible areas of public open space are overlooked by building frontages.



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62 STREETS FOR ALL

Healthy streets

Cycle and car parking

Green and blue infrastructure

Back of pavement, front of home

HEALTHY STREETS

Streets are different to roads. Streets are places where the need to accommodate the movement of motor vehicles is balanced alongside the need for people to move along and cross streets with ease. Activity in the street is an essential part of a successful public realm.

EVALUATION

The overall planning layout shows how the new streets has been planned to be safe and accessible by designing the street as more intimate place through controlled curves and turns to slow cars down to a minimum and to increase the safety for pedestrians.

The layout has been designed to encourage social cohesion and reduction in crime through the arrangement of the development blocks and public spaces. The layout positions all housing at the edge of the street with a semi-private space that varies in width along the street. The front doors face onto the street and turn corners promoting active frontages and social interaction between children and neighbours.

CYCLING AND CAR PARKING

Streets are different to roads. Streets are places where the need to accommodate the movement of motor vehicles is balanced alongside the need for people to move along and cross streets with ease. Activity in the street is an essential part of a successful public realm.

EVALUATION

Accommodating appropriate levels of car parking and cycle storage is crucial to the quality of housing and to the choices people make in how they travel. The level of parking provision and cycle storage is influenced by the location of the site. This site is highly accessible to a range of amenities and alternative transport modes ensuring that it is well placed to meet national,

regional, and local policy.

Parking is generally on plot either up front or to the side of the dwelling. Where parking is not directly positioned on plot, it is in proximity. In this instance footpaths are provided to connect to the front or back door making the parking still very accessible to the dwelling.

GREEN AND BLUE INFRASTRUCTURE

Creative surface water management such as rills, brooks and ponds enrich the public realm and help improve a sense of well-being and offer an interaction with nature. As the richest habitat for a range of flora and fauna, they are also a key play in achieving the net gain in biodiversity sought by the 2020 Environment Bill.

EVALUATION

The landscape design aims to contribute to the character of an area, street scene, planting, public open space, play and leisure by providing well considered spaces which frame views, provide seasonal colour and interest, act as gateway markers and focal points and create useable and simple spaces which are low maintenance.

Landscape Principles

The arrangement of the proposed open space network and landscaping has been informed by the following criteria:

- Working with the natural topography, landform, drainage
- Understanding the site constraints and opportunities
- Appropriate vista lines and views.
- Incorporating the Local Plan Strategic Objectives.
- Making key connections to adjacent residential areas.

The public planting strategy seeks to:

- Create an attractive environment with year-round colour and interest for the residents
- Help to define boundaries and public areas
- Act as an appropriate buffer and screen
- Help to alleviate flooding through SUDs planting.

- Planting strategy to enhance existing boundaries with native / indigenous species, incorporating a parkland style, with specimen trees in avenues and clustered in open spaces of grassland, wildflowers with bulb planting to give a natural feel and appearance throughout the proposed development.

BACK OF PAVEMENT; FRONT OF HOME

Garden cities, towns and suburbs used hedges to define public and private spaces, helping to create characterful and biodiverse places. The space between the back of the pavement and the face of buildings has a significant impact on the quality of a place. Clear demarcations between public and private spaces can encourage people to personalise the front of their homes whilst also offering opportunities to integrate level changes, utility boxes and waste storage.

EVALUATION

The need to make provision for the storage and collection of household waste is an important design consideration.

All containers will be stored at the rear of the proposed properties. The scheme has been designed to allow refuse containers to be collected from the street. The layout has been checked to ensure it can accommodate a refuse vehicle and the arrangement of the plots have the ability to store the waste containers to the rear of the properties. A waste management plan has been prepared and will be submitted as part of the application.



EVALUATION & CONCLUSION

7



EVALUATION & CONCLUSION

7.0.1 Evaluation & Conclusion

The 5 dwellings form a coherent and considered low rise residential scheme in line with Oldham Metropolitan Borough Council's design requirements in respect of scale, quality, character, amenity and landscaping. This individual scheme which follows the access and parameters plans approved and discussed at outline stage will give a positive contribution to local housing needs.

Bellway Homes have a proven track record of providing high quality aspirational family housing.

The development will create a high quality sustainable residential neighbourhood which maintains and enhances the key existing water and landscape features, integrating the site into the wider area.

The development will maintain a well-informed, safe, and attractive neighbourhood, which promotes the wellbeing of its residents and visitors.

The properties will be accessible for all, and the site is accessible by a range of means of transport giving residents and visitors a real choice about how they travel.

The development will achieve a sensitive and robust solution to the relationship between existing and proposed dwellings and create a sense of place which includes house types that reference the local architectural language and blends seamlessly with the wider residential area

The development will achieve a sensitive and robust solution to the relationship between existing and proposed dwellings and create a sense of place which includes house types that reference the local architectural language and blends seamlessly with the existing residential grain.

“THE GOVERNMENT ATTACHES GREAT IMPORTANCE TO THE DESIGN OF THE BUILT ENVIRONMENT. GOOD DESIGN IS A KEY ASPECT OF SUSTAINABLE DEVELOPMENT, IS INDIVISIBLE FROM GOOD PLANNING AND SHOULD CONTRIBUTE POSITIVELY TO MAKING PLACES BETTER FOR PEOPLE”.

Bellway



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