

DESIGN & ACCESS STATEMENT:

MANCHESTER COLLEGE CAMPUS, NORTHENDEN

OCTOBER 2021

H

millershomes

STEN
ARCHITECTURE

CALDERPEEL ARCHITECTS

Prepared by Calderpeel Architects
for and on behalf of
MILLER HOMES
JULY 2021 (20052)
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1.0 Introduction

APPLICANTS & PROJECT TEAM

PROJECT TEAM

CLIENT:
Miller Homes

DESIGN:
STEN Architecture
Calderpeel Architects

PLANNING CONSULTANTS:
Pegasus Group

Introduction

EXECUTIVE SUMMARY

This Design & Access statement accompanies a planning application submitted by Miller Homes for details of a residential development at the Manchester College Campus, Northenden comprising of:

- The creation of 228 new residential units.
- New public realm, landscaping, boundary treatments, landscape planting and associated infrastructure.

In addition to illustrating design principles, and thereby ensuring that the design is integral to the development of the scheme, this statement is conceived in response to the requirements of The Town and Country Planning (Development Management Procedure) Order 2012 for applications of this type to be accompanied by a Design & Access Statement.

Calderpeel have been appointed by Miller homes to assist STEN Architecture in examining the potential development of the site and revisit the housetypes to propose an appropriate design to support a planning application. The key aims of this proposal are as follows:

- Create an aspirational place to live and a sense of place;
- Create smaller clusters of family houses.
- Retain & enhance existing landscape features within the site
- Prioritise pedestrian movement with strong links through the site for cyclists and pedestrians.
- Develop a strong landscaped identity;
- Create a sense of place for new residents and families;

Introduction

RELEVANT PLANNING POLICY

LOCAL POLICY

The design and layout of the proposal has been informed by both the National Planning Policy Framework and the local planning policy from the Manchester City Council.

The Manchester Local Plan consists of the planning documents which guide development within Manchester.

The adopted Development Plan for Manchester City Council comprises the Core Strategy Development Plan Document which was adopted in July 2012.

Some of the key policies that relate to this application are noted as follows:

- Policy H1- Overall Housing Provision
- Policy T1- Sustainable Transport
- Policy T2- Accessible areas
- Policy EN1- Design Principles & Strategic Character Areas
- Policy EN8- Adaption to climate change
- Policy DM1- Development Management

Policy H1 (Overall Housing Provision) states that approximately 60,000 new dwellings will be provided in Manchester between March 2009 and March 2027. 90% of residential development will be on previously developed land. The site is located within the Wythenshawe area and Table 9.1 of the Core Strategy confirms that approximately 1,830 net new dwellings will be delivered in Wythenshawe. The policy notes how proposals for new residential development should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population
- Be designed to give privacy to both its residents and neighbours.
- Contribute to the design principles of Manchester’s Local Development Framework, including in environmental terms.
- Contribute to the character of the local area.
- Make provision for appropriate usable amenity space.
- Make provision for parking cars and bicycles.
- Prioritise sites which are in close proximity to centres or high frequency public transport.
- Be designed to give privacy to both its residents and neighbours.

Policy H7 (Wythenshawe) confirms how the Council expect Wythenshawe to accommodate around 3% of new residential development over the planning period. The policy also states that there is potential for additional family housing for sale, with the supporting text to the policy noting how there is an identified shortage of family housing in the area due to only a small amount of land being available for development.

Introduction

RELEVANT PLANNING POLICY

MANCHESTER RESIDENTIAL DESIGN GUIDE

The Manchester Residential Design Guide provides direction on what is required to deliver sustainable neighbourhoods and has been an invaluable document in the development of this application.

The guide reinforces the importance of understanding the implications of design choices that make a house a home and one that is accessible and future proof. It also states that residential design should not only focus on the individual units, and immediate context, but consider how it will respond to and influence the wider neighbourhood.

The guide includes a section on the Manchester Emerging Space Standards which combine Nationally Described Space Standards and the London Housing Guide space standards which the proposal adheres to.

Manchester Strategy ('Our Manchester') also sets out a vision for how Manchester can play a part in limiting the impacts of climate change and be an aspirational and inclusive place to live. It sets out a target for Manchester to cut 41% of CO2 emissions by 2025 in order to be a zero carbon city by 2050.

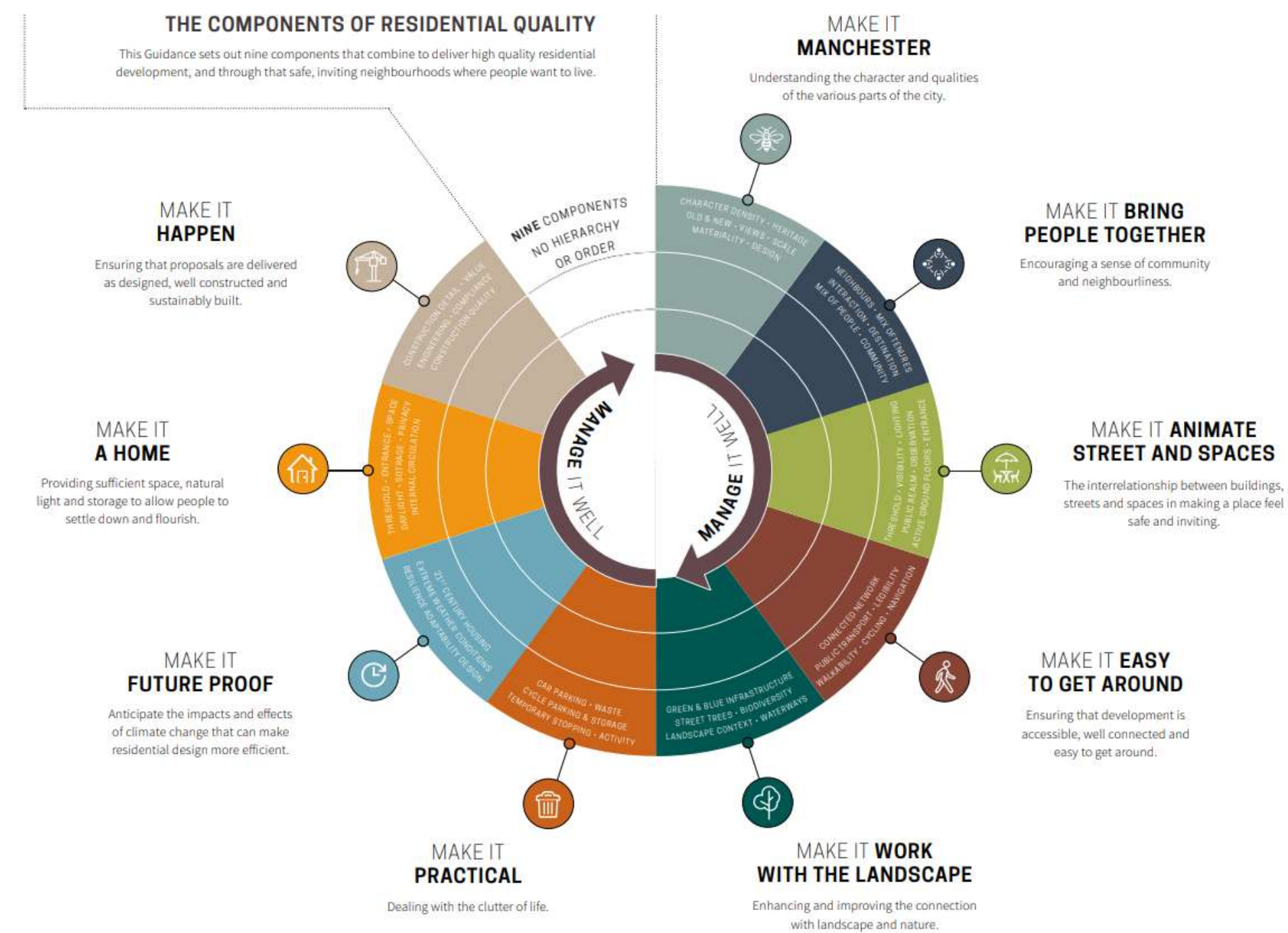


Diagram showing the 'Components of Residential Quality' from the Manchester Residential Design Guide

2.0 Site Context

SITE LOCATION



Site Context

SITE LOCATION

The application site is located just west of Princess Parkway and east of Northern Moor, on the edge of the southern suburb of Northenden, Manchester.

The site is well connected just 5.2 miles south from the city centre of Manchester via Princess Parkway. It is also near to Altrincham and Stockport which are both around 4 miles away to the Southwest and East.

There are numerous transport links that are in close proximity to the site. Bus routes 101, 103, 108, 11A, 719, 701, X5, and 41 Cross City all stop on roads bordering the site. The nearest Train station is Gatley, about 2.5 miles Southeast of the site.

The site is surrounded by residential properties and is currently accessed via Moss Hey Drive off Sale Road and Hollyhey Drive off Yewtree Lane. Princess Parkway borders part of the east edge of the site with a buffer of mature trees between.

SITE CONTEXT

The immediate area was developed as Northenden expanded in the mid 20th century and is characterised by detached and semi-detached two storey brown/red brick houses.

The site is well served by local amenities due to its close proximity to Northenden centre and a cluster of shops west of the site on Sale Road.

The area also includes a mixture of other uses, including schools, small businesses, churches, leisure facilities and hotels.

Wythenshawe Park is just south of the site and is home to the 16th century medieval Wythenshawe Hall, sports facilities, a cafe and farm.



Site Location

Site Context

SITE LOCATION



Local Facilities

Site Context

SITE CHARACTER



A



B



C



D



E



F



G



H



I

Site Context

SITE CHARACTER

The application site has a gross area of 18.16 acres / 7.35 hectares. The site is currently home to the sixth form college Manchester College which consists of one main four storey building, a single storey extension, a large car park and a sports-fields.

The site is predominantly bounded by mature tree and bush boundaries which provide a buffer between the residential properties' gardens that border the site to the South West, North and East.

The south east corner of the site is bounded by a linear copse of mature trees through which a public footpath runs along the edge of the slip road up to Princess Parkway, providing natural screening from the busy main road.

The majority of these surrounding properties that border the site are 2 storey semi-detached houses with brown/red brick and brown/grey pitched and hipped roofs or 1.5 storey with white render and mansard brown tile roofs.



Existing Site Plan

3.0 Design Evolution

OPPORTUNITIES & CONSIDERATIONS

There are a number of opportunities and constraints for this site, which have been carefully considered in the preparation of the scheme for this site.

KEY OPPORTUNITIES

The main opportunities were determined to be:

- Opportunity to provide a sustainable neighbourhood of family homes for generations to come in a well connected area where this is much needed.
- Opportunity to provide new contemporary dwellings that compliment the surrounding context and wider architecture of Manchester
- The proposed routes for accessing the site will provide limited vehicular entrances into the residential scheme increasing security;
- Existing mature trees boundaries around the site will create a natural landscape buffer between the adjacent roads and existing dwellings and the proposed development;
- Create a high quality sustainable buildings and associated landscaping that will endure well into the future
- Opportunity to create green corridors through the site.

KEY CONSIDERATIONS

The main considerations include:

- The relationship the proposed will have with the existing residential properties surrounding the site
- The existing access points to the site must be retained
- The change in gradient of the site
- The noise pollution from Princess Parkway to the east of the site



Site Constraints and Opportunities Plan

Design Evolution

MASTERPLAN DEVELOPMENT + KEY FEATURES

Development of the outline masterplan aimed to provide a range of house types within the scheme which fit well within the surrounding context and create a variation in density across the site.

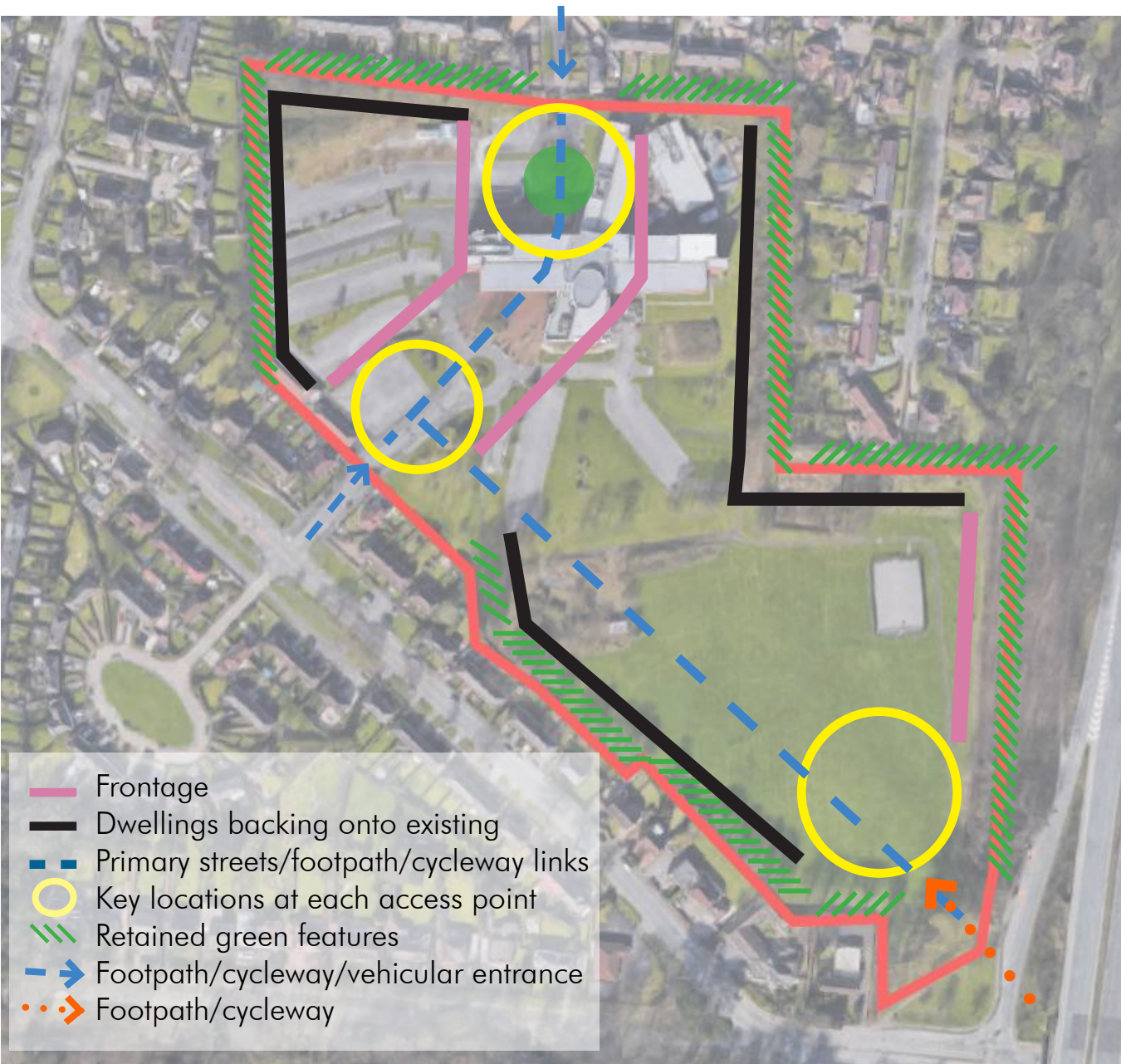
Some of the initial key features and concepts highlighted were :

- Provide approximately 230 homes ranging from 2-4 bedrooms of various sizes, type and tenure.
- Provide smooth transition between existing and new dwellings by respecting the context’s massing and building lines.
- Create key character areas around access points and primary routes.

- Provide further footpath/cycleway connections, linking north, south-east and west of the site with the existing network.
- Link the development to the existing cycle networks.
- Existing Northern access to become pedestrian/cycle and emergency use only.
- Create a strong frontage along the east boundary with landmark buildings and active frontages.
- To retain as many mature trees around the perimeter of the site as possible as well the oak trees in the north of the site.
- Retain green corridor highlighted along eastern boundary adjacent to

Princess Parkway.

- Provide connection between two existing access points on site to facilitate permeability with the provision of tree-lined green footpaths.
- Create functional and usable open space that is visible from all access points.
- Provide 20% affordable housing provision to be compliant with policy.
- Create sense of community and security with robust boundaries, with excellent natural surveillance and continuous active frontages.



Structure Plan



August 2020 Sketch Layout

Design Evolution

PRE-APPLICATION

A bid presentation was produced in August 2020 after which an informal pre-application meeting took place on 12th January 2021.

The feedback received from Manchester City Council was overall encouraging.

Some key points raised are noted as follows:

- Review the choice of materials to better reflect the context.
- Revise the layout of the house types with garage/utility at the front on the ground floor to provide natural surveillance onto the street.
- Remove parking courts to break up parking and use in-curtilage car parking where possible.
- Boundary treatments and enhanced frontage landscaping should be used to minimise visual impacts of parked cars on the street scene where frontage car parking is retained.
- Mix blocks up to create more diverse and less dense areas of the masterplan.
- Need for robust boundary treatments with boundary walls and hedging/railings – avoid open railings from the floor.
- The prominent garden boundaries on street frontages need some thought to avoid standard boundary treatment response to provide private amenity space.
- Review the relationship of some plot's gables to existing properties and garden areas to allow more relief inbetween.
- Consideration to the southern corner of the site regarding safety and access – provide a lit path?

Some generic points regarding highways for Manchester City Council residential developments were also raised:

- Minimum 1 space should be provided per dwelling.
- Footways should align both sides of access roads within a residential site.
- Review sustainable travel options - bus infrastructure, pedestrian crossings, footway widths etc. on key routes, cycle infrastructure on key routes.



Street scenes and site plan for the Bid, August 2020

Design Evolution

PUBLIC CONSULTATION

Government guidance and Manchester City Council Statement of Community Involvement both encourage pre-application discussions and community involvement. As a result, a public consultation was held via an online webinar on Wednesday 7th April 2021 with the following aims:

- To encourage as much input as possible from the local community, including residents, interest groups, councillors and businesses with opportunity to provide feedback on the plans.
- To identify and address any issues raised by the local community and stakeholders.

The rate of responses indicated that the proposal was not controversial within the community and 45% of the feedback supported the proposal.

A summary of the responses are noted below :

- Agreement that a new sustainable residential neighbourhood would be good for the area.
- Support of overall plan.
- Concerns about the scheme's impact on the traffic locally.
- Concerns over future of green spaces on the site.
- Affordable housing must be incorporated.
- Solution wanted for cycle routes near the site.



Sketch Layout February 2021

4.0 Proposed Design

SITE LAYOUT

Following the pre-application dialogue with the council, and close examination of feedback from stakeholders and the community during the consultation process, some elements of the proposed residential development have been revisited while maintaining some of the initial key principles and house type designs.

Changes to the scheme from consultation to submitted application include:

- Removal of the northern access so that the Hollyhey Drive/Yew Tree Lane access will only be used as an emergency access.
- Addition of cycle and pedestrian links to Hollyhey Drive and Yew Tree Lane.
- Creation of more open space and the retention of trees shown in and around the site.
- The increase in buffer to existing properties across the site, particularly between the eastern site boundaries and existing properties on Fairmead Road as well as the north to existing boundaries to Hollyhey Drive and Pingot Avenue/Millom Avenue.

There are 228 proposed units in total on the site.
The layout of the masterplan has been developed to reflect some of the arrangements and orientations of the existing surrounding plots and roads.

The blocks of houses have been organised to create a diverse mix across the site, creating visual interest and variation with generous spacing in-between. There are three main blocks of houses in the middle of the site while rows of plots line the perimeter of the site with the gardens facing the existing gardens on the other side of the boundary, allowing relief between the existing and proposed houses.

The majority of the houses face the proposed streets to allow for natural surveillance and encourage interaction with the neighbouring opposite houses.



Proposed Design

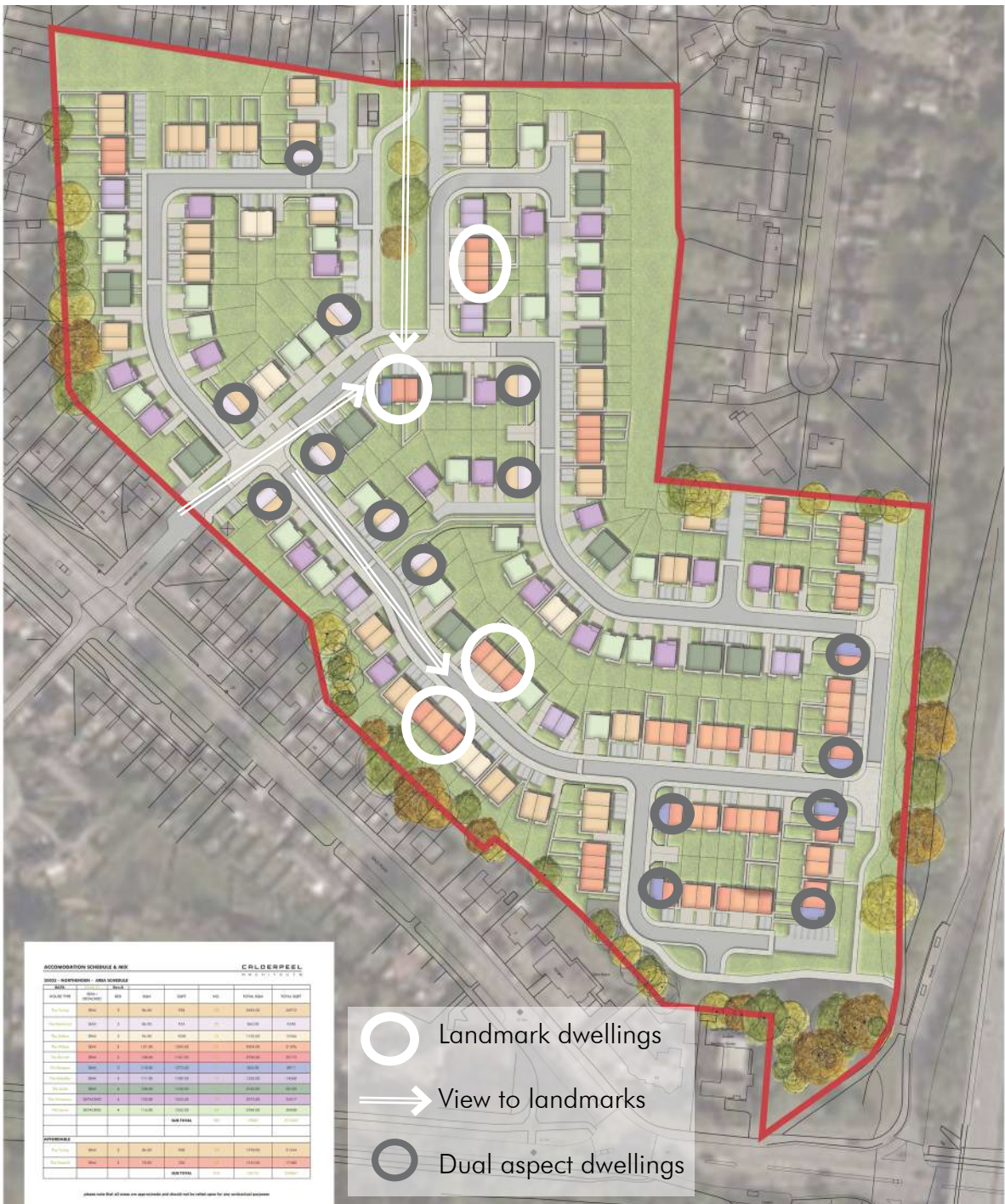
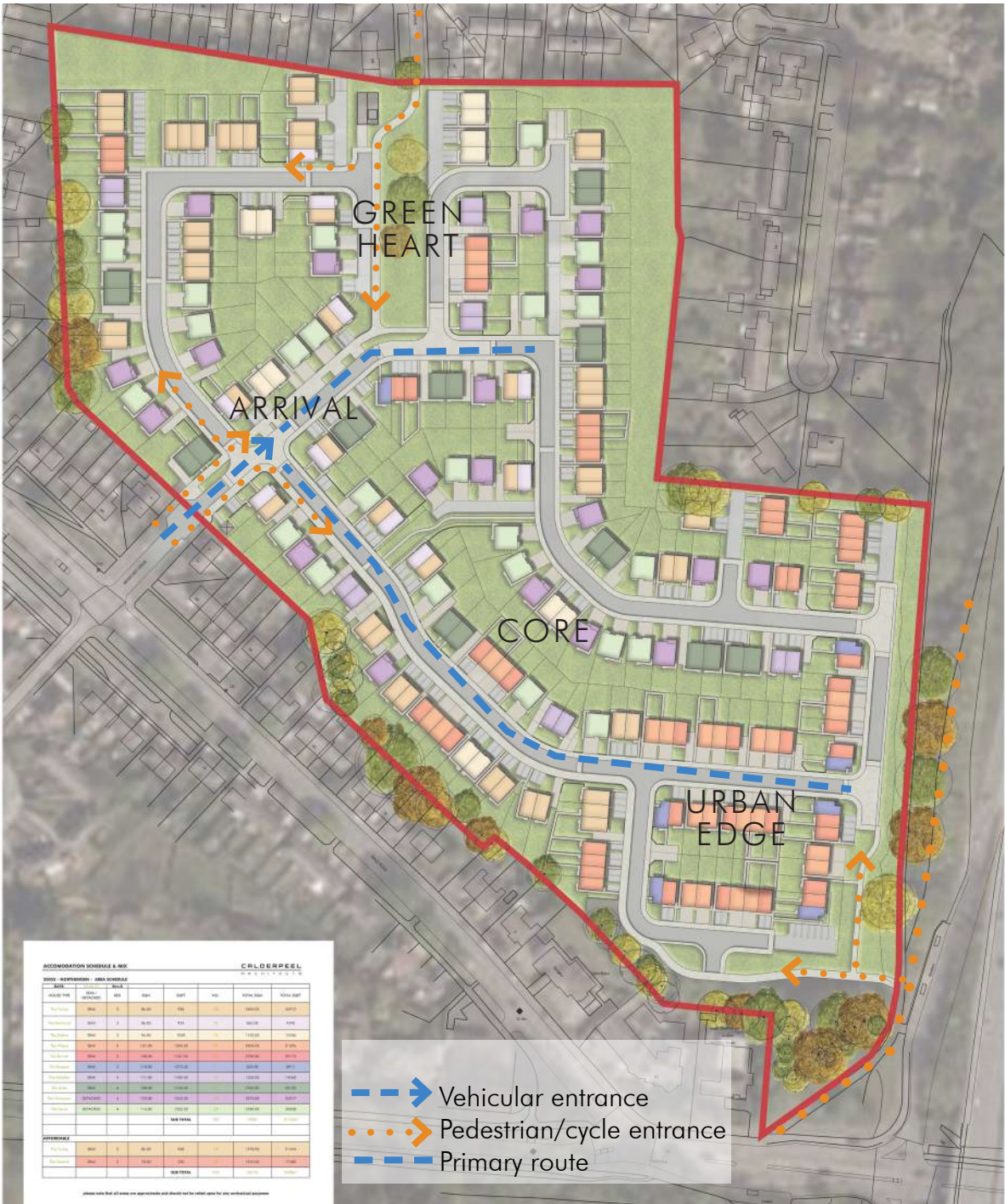
ACCESS + MOVEMENT HIERARCHY

The existing main entrance and vehicular access to the site from Moss Hey Drive will be retained while the North vehicular entrance from Hollyhey Drive will become solely pedestrian.

An additional entrance at the Southeast corner of the site is proposed to give pedestrian and cycle access from the foot/cycle path off Wythenshawe Road and Princess Parkway. A footpath links all the entrances.

This creates a new connection through the site which helps to embed the development into the fabric of the local area and wider context of Manchester. Furthermore, the provision of the pedestrian and cycle access off Hollyhey Drive provides an excellent opportunity to provide a softer street scene on the northern gateway entrance to the site and provide a site layout that emphasises pedestrian and cycle permeability, reducing the dominance of the car.

Key character areas have been identified to inform the layout and density distribution across the site to ensure that the proposed development works within the existing landscape; an important aspect of the Manchester Design Guide. Landmark dwellings are located at key points that reflect the hierarchy of the site to create vistas and visual connections when moving through the site.



Proposed Design

HOUSE TYPOLOGIES

The site is well contained by existing vegetation which gives us an opportunity to provide a more contemporary design approach while taking design cues from existing residential properties and recent developments.

There are 11 core house types around the site to provide a good site variety and ensure no part of the development is too dense.

STEN Architecture and Calderpeel have designed the house types ensuring that all comply with the Manchester Emerging Space Standards that are outlined in the Manchester Residential Design Guide.

There are 228 proposed units in total on the site, of which 46 are affordable units that use two of the house types, Gaskell and Turing that are located throughout the site in order to be tenure blind.

Each house has a level access entrance and a living space facing out onto the street to provide passive surveillance. Each house has either an open plan kitchen dining living space, an additional separate living room, bedrooms with storage, a family bathroom, and a master ensuite. The larger house types also have a utility room and/or study space.

The houses have been designed to each have a private rear garden and the majority have a small defensible space at the front/side in which the parking spaces are located.

PARKING

Parking provision is in compliance with, and greatly exceeds the Manchester City Council planning and design guidelines. A mixture of parking arrangements have been used to provide a softer street scene.

In response to the pre-app feedback, all rear parking courts have been removed and all but 3 plots have in curtilage parking. The 3 exceptions are due to the need to protect a high quality tree.

All house types will have driveways for a minimum of one private external parking space. The 2 bed houstypes have one private external private parking spaces while the 3-4 beds have at least 2. House types Wilson, Winterson and Lowry also have an additional internal garage.

100% electric charging points will be provided.

100% provision of cycle storage will be provided.



The Burnett - Front Elevation



The Winterson - Front Elevation



The Turing - Front Elevation
(Private and Affordable)



The Burgess - Front Elevation



The McKellen - Front Elevation



The Joule - Front Elevation

For all houstypes, please refer to the full housetype drawing pack.

Proposed Design

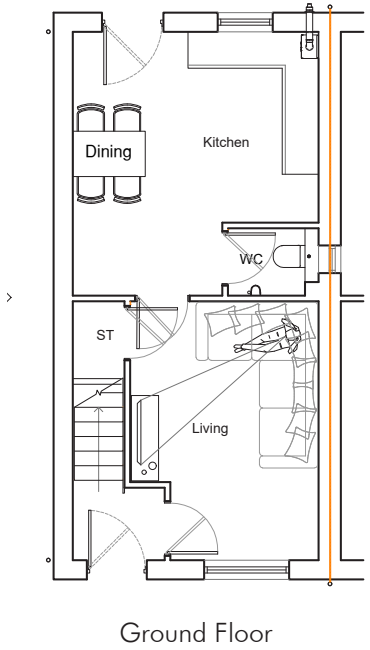
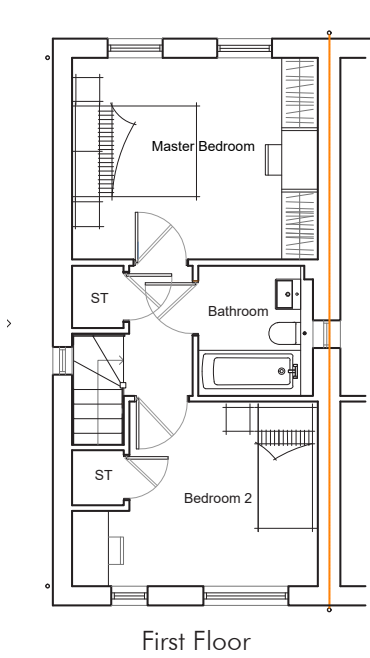
HOUSE TYPOLOGIES

The houses are mainly three to four bedroom family dwellings, with one two bedroom type. Taking reference from the Manchester Design Guide, the house type designs are contemporary in their planning and have been designed with functionality for a modern family at their core, with large windows in each liveavble room to allow sufficient light in and make each house ‘A Home’.

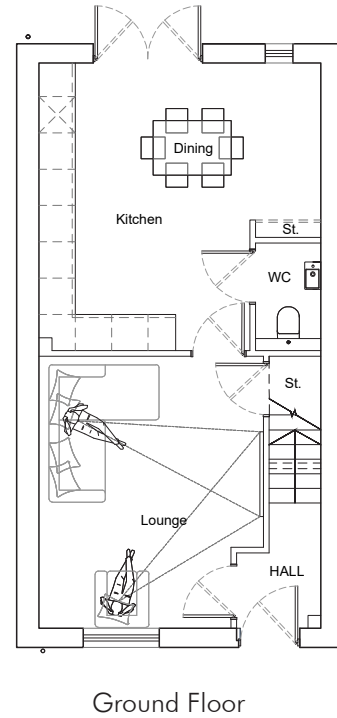
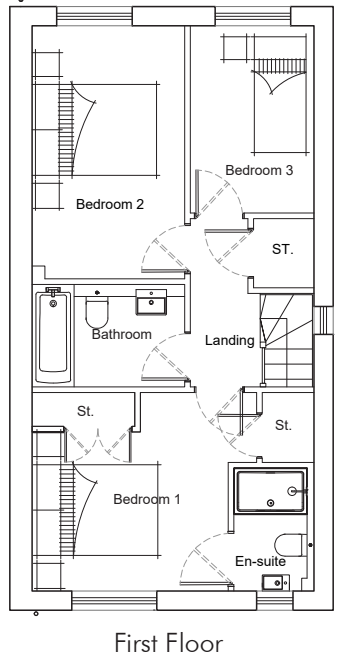
Each house type has been designed in accordance to the Manchester Emerging Space Standards as shown below. The table displays each house type in comparison to the minimum internal gross area in sq.m for each size of dwelling.

Housetype	Beds	People	Storeys	Area (Sq.m)	Space Standards* (Sq.m)
Wilson	3	4	3	121	90
Burnett	3	6	3	108	108
Dalton	3	5	2	96	96
Burgess	3	6	3	118	108
McKellen	4	6	2.5	111	107
Joule	4	6	2	108	108
Winterson	4	8	2	128	124
Lowry	4	7	2	118	115
Pankhurst	3	4	2	87	87
Turing	3	4	2	87	87
Gaskell	2	3	2	71	70

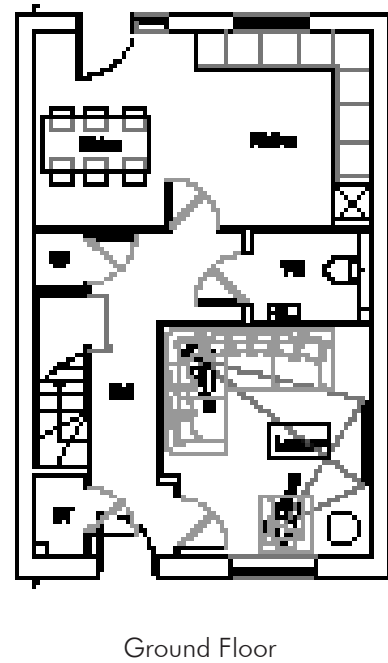
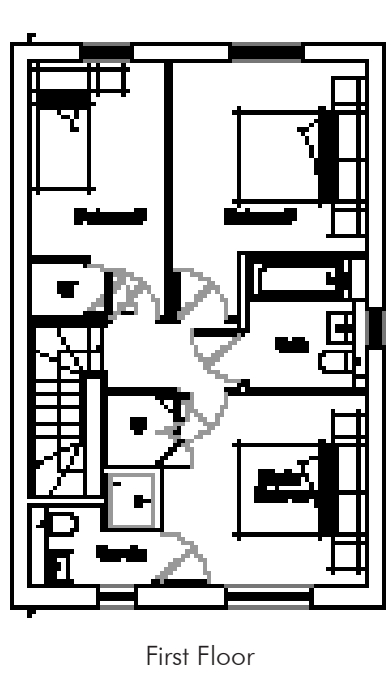
*Manchester Emerging Space Standards taken from the Manchester Design Guide.



House Type Gaskell - 2b,3p
Total GIA : 71 sq.m
(Affordable)



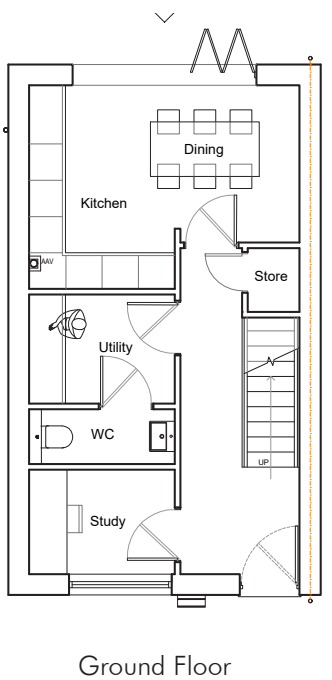
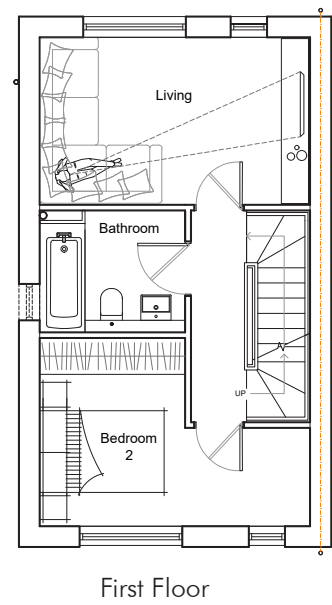
House Type Turing - 3b,4p
Total GIA : 87 sq.m
(Private and Affordable)



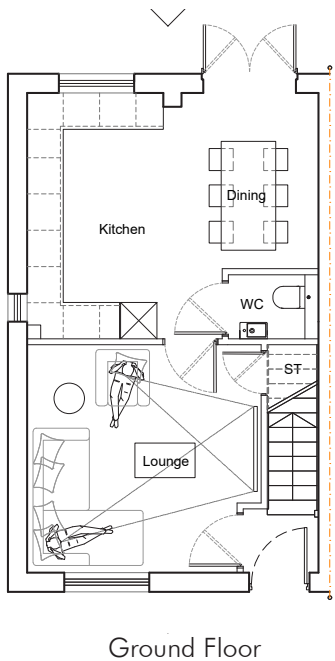
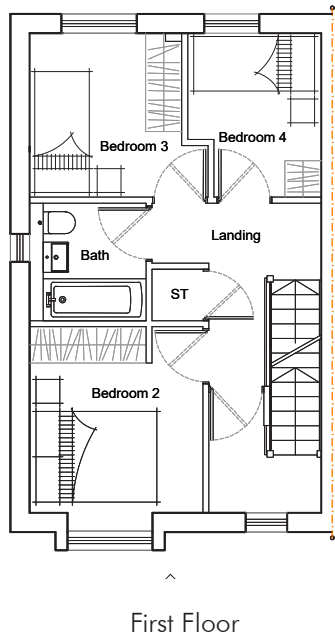
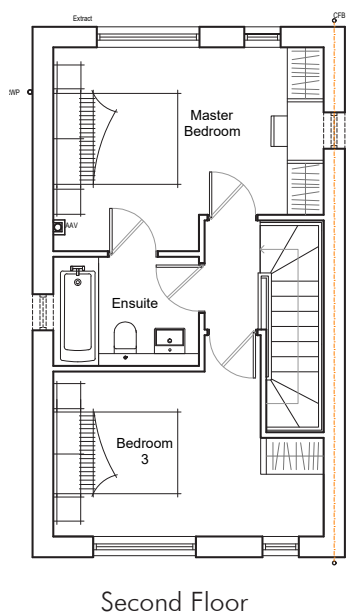
House Type Dalton - 3b,5p
Total GIA : 96 sq.m

Proposed Design

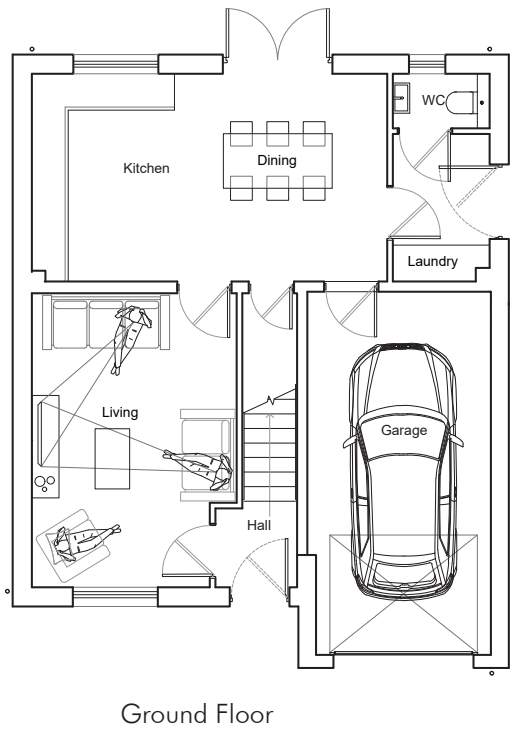
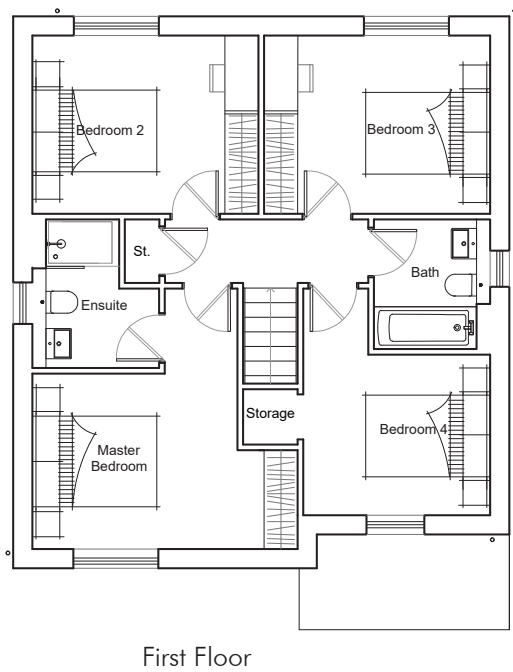
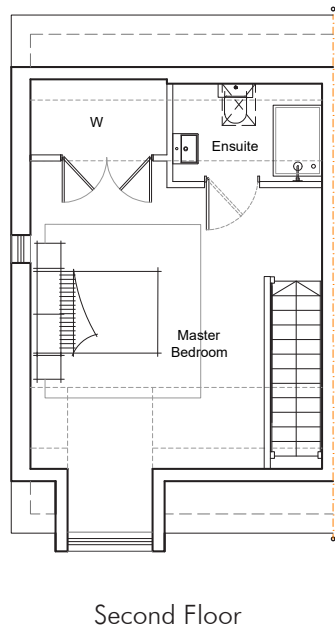
HOUSE TYPOLOGIES



House Type Burnett - 3b,6p
Total GIA: 108 sq.m



House Type McKellen - 4b,6p
Total GIA : 111 sq.m



House Type Winterson - 4b, 8p
Total GIA : 128 sq.m

For all houstypes, please refer to the full housetype drawing pack.

Proposed Design

SCALE & MASSING

The scale and massing of the house types have been considered and designed to be appropriate within the site context.

The individual units are arranged in pairs to rows of four to create semi-detached houses and small terraces, while the larger house types stand alone. The majority of the houses are two storeys and have pitched roofs to stay in keeping with the massing and architecture of the surrounding houses.

The lowest density is found in the ‘Core Area’ and where boundaries are shared with the existing dwellings. Open space breaks up the scale prior to bounding with adjacent properties.

The highest density of three-storey housetypes is located in the South / South East corner of the site (the ‘Urban Edge’) where it borders the wood between Princess Parkway and Wythenshawe Road therefore there is more space and no privacy issues. The increase in height of this street scene also responds to the fact that Princess Parkway is elevated from the site. This acts as a natural buffer for the rest of the development for acoustic mitigation.

A ‘Gateway Feature’ on the primary route leading to the Urban Edge introduces this increase in density and height, connecting it with the rest of the development



Proposed street scene



Proposed street scene



Proposed street scene

Proposed Design

CHARACTER AREAS + MATERIAL LAYOUT

The proposed character areas have informed the layout and design of the site.

A seamless transition in the 'Arrival area' will be created between the existing and new buildings by respecting their height, massing and low density. It continues the line of the existing access road Moss Hey drive with moderately dense 2 storey plots on either side that lead to the open POS in the Green Heart that provides relief for the surrounding blocks. The plots along the perimeter to the east and south east will be predominantly 2 storeys with some 2.5/3 storey plots to respect the height and privacy of the existing neighbouring houses they border.

The 'Green Heart' area links the north entrance to the rest of the site. Here the existing mature Oak trees will be retained and new trees and planting incorporated to create a public open space that links the access points and cycle and pedestrian networks.

The 'Core' consists of one main dense block with a variety of housetypes that enclose rear gardens in the middle. A tree lined footpath runs through the block to connect the east and west primary roads and provide a break in the density.

The 'Urban Edge' refers to the south east corner of the site where it borders the linear wood between Princess Parkway and Wythenshawe Road. It consists of the most 3 storey housetypes at the highest density due to its location. The continuous frontage and added height can provide noise mitigation to the rest of the development as well as forming a landmark that can be seen from Princess and Wythenshawe Road.

The arrangement of the different bricks breaks up the development making it feel less dense and creates added visual interest when walking through the site. The material layout indicates how the two main types of brick will be distributed across the site.

The majority of the plots will use the textured brown/red brick 'Farmstead Antique' to fit in well with the brown brick houses in the site's immediate context. The Meadow Red brick is proposed to be used in areas or vistas that have been identified as focal points to provide a contrast and reflect their difference in character. These areas will predominantly be the Green Heart and Urban Edge areas as well as some groups of 3 storey plots that form vistas and gateways on the primary roads.



Design Evolution

ELEVATIONS & MATERIALS

The elevation designs have been informed by the vision to create a distinct, high quality development that respects the character of the local area while rooting it in its wider context of Manchester.

Like other new residential developments nearby, such as ‘Cherry Blossom Close’ to the north of the site, the designs are a contemporary interpretation of the surrounding vernacular in order to avoid pastiche and positively impact the character of the area.

Consideration has been taken while selecting the proposed materials to ensure they are suitable in the context of the site in order to help integrate the new development into the fabric of the area.

The surrounding buildings are predominantly brown / dark red brick with brown and grey tile roofs with white doors and window frames. There are also some examples of white render and tile and brick detailing.

The proposed material palette of two main red and brown bricks and grey roof tiles will therefore reflect the neighbouring buildings while black doors and window detailing will give it a contemporary feel. Brick lintel soldier courses further root the houses in their context and add interest to the elevations.

A 25mm recessed brick panel detail between some of the ground floor and first floor windows with vertical stack bonded bricks adds a vertical aspect to the elevations. The inset stack bonded bricks are proposed in a smooth engineering red brick to compliment the other materials.



Recessed brick detail



Vertical stack bond brick detail



Local Precedents



Cherry Blossom Close

Proposed Design

LANDSCAPE DESIGN

Miller Homes is committed to working closely with Manchester City Council and local residents to ensure that the proposed landscaping protects boundaries and provides an attractive housing estate that is sympathetic to its surroundings.

The proposed scheme will retain the majority of the mature trees along the boundaries to maintain the natural buffer between the site and the existing residential buildings and main road.

It will also maintain the high quality trees in northern section of the site (near Hollyhey Drive) to provide a green gateway into the site and a high quality streetscene on arrival.

The proposed streets will be lined with trees and soft landscaping will be incorporated where possible to soften the impact of the dwellings and hard landscaping throughout the site. Enhanced frontage landscaping will minimise the visual impact of parked cars in the proposed driveways on the street scenes.

The boundary treatments have been designed to clearly delineate private/public realm.

Long walls will define dwellings along primary routes with high footfall with railings along secondary routes to still provide security but with a more permeable 'green' feel.

Private spaces and interactions with POS will have a softer landscaped edge. All exposed boundary details are robust.

Pedestrian and cycle routes through the development allow residents and members of the public to enjoy spaces created and integrates the development into the immediate and wider context.



Proposed Landscape Site Layout

Proposed Design

LANDSCAPE DESIGN - PRECEDENTS



Proposed Design

SUSTAINABILITY

A key driver of this proposal has been to create a high-quality and modern development which includes sustainable measures. The proposal will use a careful selection of construction materials, minimising whole-life carbon emission and maximising home energy efficiency. The development proposes an average of over 20% improvement over carbon emissions within current regulations.

Some examples of how the development will be sustainable are as follows :

- 100% electric charging point provision
- 100% cycle parking provision
- Hybrid drainage strategy which includes soakaways on private plots
- Compliance with MCC Reductions policy
- 100% PV provision on site

An ecological survey and report have been produced to accompany this application which evaluates the existing habitat and proposal and concludes that the development is appropriate and feasible to take into account the ecological recommendations that will adhere to relevant planning policy.

The report provides the following recommendations that will be achieved :

- Retain and protect the mature trees and areas of plantation woodland
- Maximise green infrastructure and green links through landscape planting
- Enhancement and management of retained habitats
- Achieve gain for biodiversity with incorporation of trees and shrubs that attract wildlife
- Protection of nesting birds during site clearance
- Installation of bird and bat boxes
- Selective tree felling
- Plant flowering species that will maximise opportunities for feeding invertebrates.

An Energy Statement has been submitted to accompany this planning application which provides full details of the renewable energy technologies to be utilised on site to achieve carbon reduction.

The development has been designed to reflect the current and future changes to buildings regulations as well as the Council's renewable energy policy on carbon and climate change :

- Policy EN 6 of the Core Strategy requires domestic Co2 emissions to achieve + 15% increase on Part L 2010 (or compliance with any future/subsequent revisions to Part L of the building regulations).
- New Part L regulations will come into force in 2022, which requires 31% increase over 2013 Part L.

The development will be built in phases and will therefore need to comply with the appropriate Part L regulations at the time of construction: The first approximately 70 dwellings will be built to current 2013 regulations plus the 15%. The last 158 dwellings will be built to new Part L 2022 which requires 31% over 2013 Part L.

FLOOD RISK

The site is shown to lie within Flood Zone 1, representing a less than 1 in 1000 year probability of flooding from fluvial or tidal sources.

The Environment Agency's surface water flood map shows the site has an overall low-high risk from pluvial flooding. There are two locations just south of the existing building and in the playing field where there is low-high risk, these areas will be managed through the development of the site.

Flood risk from sewer flooding is considered as medium risk due to the existing surface water and foul sewer network on-site and the existing combined sewer network in the area.

There is an existing formal drainage network on-site which the site currently drains via which can be infiltrated in the south of the site. Plot soakaways have therefore been designed for the majority of the plots in the south of the site. Where this is not possible and for the road network, surface water sewers have been designed. These surface water sewers convey flow to the proposed surface water pump located on-site to the north.

5.0 Management Strategy & Conclusion

MANAGEMENT OF THE PUBLIC REALM

The high quality public spaces on the site will be maintained by the managing agent on behalf of the management company, with every resident paying a small estate charge. Public spaces have been designed, and will be constructed, using high quality and durable materials to ensure longevity.

Please refer to drawing 2131/MC/01 - Management Company Layout for more details.

SECURITY STRATEGY

All houses have rear gardens with 1.8m boundary fences or 1.8m walls where where adjoining a public footpath/space.
The public open spaces are overlooked on all sides.
External lighting will be included along footpaths and cycleway.

A CIS statement has been provided and a suitable strategy between security and good urban design principles will be agreed through the planning process.

All residential properties are designed in accordance with Approved Document Part Q – Security.

INCLUSIVE ACCESS

Inclusive access is provided by designing all new residences in accordance with Part M1 of the Building Regulations 2015. Each property has a level access on the primary level of each house.

SERVICE DELIVERY

The development is suitable for a wide range of delivery vehicles to enter the site, turn and exit in a forward direction.

PARKING MANAGEMENT

The parking allowance is in accordance with the local authority guidelines.

Every two bedroom dwelling has 1 dedicated external parking space and some have an additional visitor parking space. Each 3 and 4 bedroom houses have 2 external parking spaces while some of the larger 4 bedroom housetypes have 3 external parking spaces.

As advised by Manchester City Council, 100% cycle storage to be included within each private rear garden or garage.

WASTE MANAGEMENT

Bins will be safely stored in the rear gardens of all proposed dwellings. As shown on the submitted Site Waste Management Plan, refuse vehicles can safely access and egress the site to collect waste at bin collection points on bin collection days. Bins for general, garden and recyclable waste will be provided for every property, in accordance with Manchester standards.

CONCLUSION

Consideration has been taken to address a number of issues to do with location, planning guidance and physical site constraints to produce a residential development of high quality in an area where family housing is much needed.

The proposal has been designed in accordance with the Manchester Residential Design Guide as well as the Manchester Emerging Space Standards. Each housetype has been designed for contemporary family living and will use high quality materials and construction techniques to create a sustainable new neighbourhood that will endure well into the future.

Miller Homes ensured that the local community has been informed and engaged with the plans for the proposal throughout the process. The design has therefore developed as a result of the invaluable continuous discussions with the council, local residents and planning consultants in advance of submission to ensure that the proposal will integrate well into the physical and social context.

To conclude, this application proposes a new build residential development that has evolved through careful analysis of the existing site and its surrounding context resulting in a sensitive design that has a robust and residential feel whilst having its own identity within the larger area.

6.0 Addendum

UPDATED MASTERPLAN

- SIDE DRIVEWAYS

Feedback from Manchester City Council highlighted how there was an over dominance of frontage car parking throughout the scheme. This was due to significant long runs of frontage car parking, combined with an over provision of off street car parking across the development.

In order to fix this issue, the updated site layout features more spacing and separation between plots to create space for side driveways. This provides the additional car parking required while reducing the over dominance of cars on the street scene. This in turn will also benefit the amount of front boundary treatment applied to those roads within the landscaping.

- CAR PARKING WITHIN CURTILAGE OF PROPERTIES

The removal of frontage car parking combined with the addition of side driveways acts to resolve another issue raised by the City Council on certain plots having their car parking outside the curtilage of their properties. As a result, they now sit closely adjacent to the properties and within a reduced walking distance.

The City Council also highlighted how certain plots have their car parking in what should be a neighbouring properties garden. This has been rectified as a result of the extra space created in between plots.

Regarding the properties which feature shared drives, they have been designed to adoptable standards with designated pavement areas and car parking set clearly within the curtilage areas.

Additionally, the City Council expressed they did not understand the rationale for the creation of two dead ends on the southern part of the site containing plots 197-199 and 176-180. The remote car parking has consequently been removed and the two roads now linked together, due to the updates regarding car parking as mentioned above.

- BOUNDARY WITH EXISTING PROPERTIES

The City Council highlighted plots 53 and 96 as appearing to be too close to the existing properties on the previous layout. The updated masterplan now features a garden facing toward the existing and a greater separation in those areas respectively.



Updated Site Masterplan, October 2021

Addendum

UPDATED HOUSETYPE ELEVATIONS

The review of the scheme by Manchester City Council found the overall exterior designs of the house types to be ‘underwhelming’ and lacking in detail for such a large scheme.

Therefore, following on from these comments, Calderpeel Architects have worked to update the elevations of each house type according to a cohesive and contemporary set of details. This is to reinforce the high-quality of the overall development, as well as demonstrating the value it contributes towards the local community and its architecture.

Two house types - the Burnett and the Winterson (below)- have been analysed to illustrate the new series of design changes implemented across the overall scheme. An indicative street elevation (right) shows how the series of details works within a collective setting.



Street elevation C-C



The Burnett housetype detail sheet



The Winterson housetype detail sheet

Addendum

REARRANGEMENTS OF HOUSE TYPES

Following comments from Manchester City Council regarding the impractical nature of 4-unit terraces (for the residents living in the middle plots), these have now been changed into semi-detached units instead. This change follows through on all of the applicable house types and results in an acceptable travel distance of bins/bikes for those residents as opposed to a terrace. These changes can be seen on the Updated Site Masterplan, October 2021 (page 29).

The addition of extra space in the form of front and side driveways also provides sufficient space for parking cars as well as leaving bins, ultimately avoiding them being left at the front of properties. The street scenes (right) illustrate these features.



Previous street elevation D-D



Updated street elevation D-D

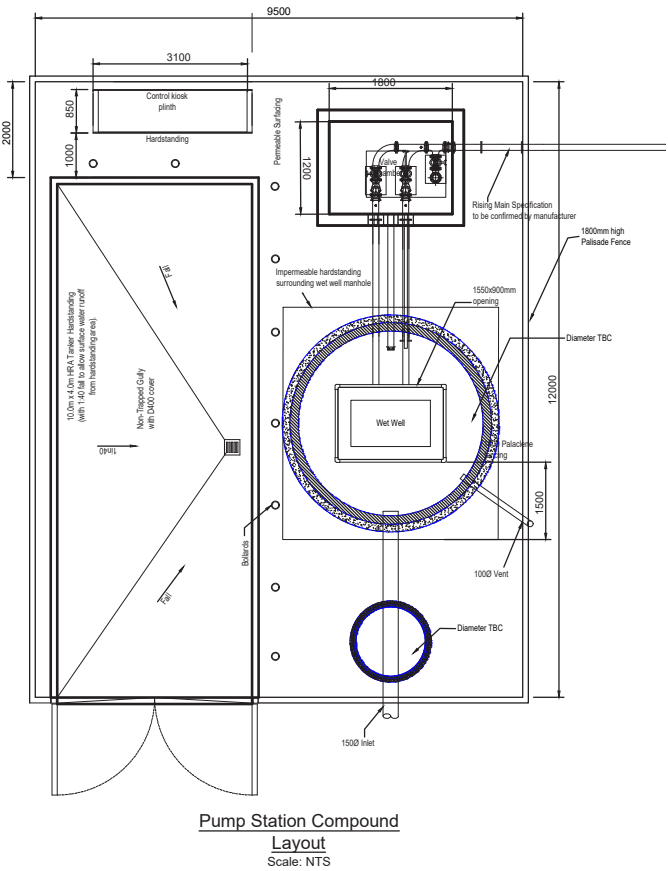
Addendum

PUMPING STATION

The pumping station is located in an isolated part of the site, facing north of the scheme towards Hollyhey Drive. A plan of the pumping station (right) and a photo of a similar existing structure, without the fencing, (below) shows its build up and what it will contain within it. It is also a requirement to secure the pumping station with fencing, the image below shows the type of fencing to be included.

In regards to noise production and disturbance to residents, it has been designed according to the Sewerage Sector Guidance Appendix C, where the distance from the wet wall of the pumping station to any habitable building is 15m. This ensures to minimise any risk of noise and nuisance towards the residents.

The pump station also features extensive planting, as shown within the landscape plan (far right). The careful selection of shrubs and meadows ensures that the pump station sits sensitively within the landscape and minimises its visual disturbance.



Pump station plan



Segment of landscape plan

- Proposed Wildflower Meadow
- Proposed Shrub Planting
- Proposed Native Shrub Mix



Similar existing pump station without fencing



Palladin fencing to be installed

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