

**NEW AFFORDABLE HOUSING
VINE STREET
ABBAY HEY
GORTON
MANCHESTER. M18 8SR.**

Design and Access Statement. December 2020



For Kirkland Developments Ltd



Contents.

Based on recommendations published by CABE.

1.0 Use	3-13
2.0 Amount	14-15
3.0 Layout	16-26
4.0 Scale	27
5.0 Landscaping and Biodiversity	28-29
6.0 Appearance	30-32
7.0 Access	33-34
8.0 Community Consultation	35
9.0 Conclusion.	36-37

1.0 Use

National Planning Policy Framework 2019.

- 2. Achieving sustainable development.
- 5. Delivering a sufficient supply of homes.
- 9. Promoting sustainable transport.
- 11. Making effective use of land.
- 14. Meeting the challenge of climate change, flooding and coastal change.
- 15. Conserving and enhancing the natural environment.

Ref MCC Core Strategy 2012-2017:

Challenge- Improving areas as residential locations.

SP1. Spatial Principals.

H4. East Manchester will accommodate 30% of residential development over the lifetime of the Core Strategy.

EN8. Climate Change.

EN18 Contaminated Land and Ground Stability.

DM1. Development Management.

MANCHESTER RESIDENTIAL QUALITY GUIDANCE

A key component of this, identified in the Manchester Residential Growth Strategy, is the need to deliver a minimum of 25,000 new homes over the next 10 years to sustain the positive economic and population growth forecast in Manchester over this period.

MANCHESTER'S MATURATION

There is a need to ensure a balance of residential mix and tenure to reflect the changing shape of the population: homes for families who have grown up or made their home here; older people who want to stay within the city; and the younger working population.

It is fundamental to provide well designed, energy efficient, sustainable and affordable homes, which function within successful streets and high quality vibrant neighbourhoods with a real sense of community,

SPATIAL GROWTH

Across the rest of the City there are opportunities for a broader mix of housing, in the East and North of the City

A further component of 'Our Manchester' is the vision for Manchester to be a zero carbon city by 2050.

A MIX OF PEOPLE

Bringing people together - of different ages, backgrounds and outlooks - is important as it helps to reinforce tolerance and promote social inclusion. It also fosters long term, successful communities and helps to avoid transient communities often associated with failing and deprived neighbourhoods. In rental developments it is proven through research that knowing people within your building or neighbourhood will support long term tenancies where people more often renew their leases.

Residential development within Manchester should emphasise these ideals, facilitating a mix of safe and cohesive neighbourhoods across the city.

ENSURE CONNECTIONS TO A DESTINATION

Residential development should be sustainably connected with its local neighbourhood, which should provide a range of opportunities for residents to meet and interact.

HOUSING FOR ALL

The population of Manchester is constantly changing. Residential developments should deliver a range of housing types and tenures that anticipate and fulfil the needs of these different demographic groups. Different groups have specific needs. Development must also consider how it might become adaptable in the future, taking into consideration changes in population that might take place in the future as well as the life cycle of its residents.

PROVIDE EASY ACCESS TO PUBLIC NETWORK

The sustainable development of Manchester depends on reducing dependence on the car. A good rule of thumb is for development to be no more than 400m from an existing bus or tram stop, measured along safe, obvious and desirable walking routes.

PROMOTE CYCLING

Cycling can only become more possible and popular through the introduction of sufficient cycle parking and effective and safe storage.

CONSIDERED DESIGN TO REDUCE MANAGEMENT COMMITMENTS AN OPERATIONAL MANAGEMENT STRATEGY THAT IS ACCOUNTABLE

1.1 It is proposed to provide a development of much needed affordable homes consisting of 25 new build dwellings:

- 12 no 2 bedroom 3 person semi detached
- 3 no 2 bedroom 3 person terrace,
- 6 no 3 bedroom 4 person semi detached,
- 3 no 3 bedroom 4 person terrace,
- 1 no 4 bedroom 5 person detached.

The tenure will be social, affordable or intermediate rent. This type of development addresses the increasing demand for affordable homes and address the shortage of housing in Manchester.

1.2 The development site comprises an irregular piece of land bounded by The Vine Street to the east, the railway to the north, Southway Homes new development to the south, and the rear of commercial workshop buildings on Lees Street to the west. The land has no buildings and has been vacant since railway maintenance buildings have been removed and the branch railway line dismantled and infilling of the cutting, in approx. 1999. The previous use of the land was an electricity transformer and railway maintenance buildings used by British Rail/ Rail track until the 1990's.

1.3 The site is in private ownership without any public rights of way. The trees and vegetation consisting of immature trees, field grass, and random shrubs and the sites biodiverse characteristics are not of any retainable quality and do not materially contribute to the local area. See arboricultural and ecology reports submitted with this planning application.

Redevelopment will reinstate the urban grain and complete the redevelopment of all the land created by the infilling the redundant railway cutting, making Vine Street a safer attractive street to pass through, enriching the urban environment and addressing the need for quality affordable housing.

- 1.4** The site is defined at the north boundary by a fence to the railway, owned by Network Rail. This includes a steeply sloping embankment running from east to west which is impractical to build upon. There is also a 10m no build zone imposed by Network Rail, which is measured from the fence line at the bottom of the embankment. The complete ownership area of the site is 0.8 hectare but the actual developable area is 0.61 hectare. The reduced area is agreed with the planning authority for the purpose of calculating the development density.
- 1.5** Kirkland Developments have been involved in extensive negotiations with Network Rail over a period of the last two years on the release of their restrictive covenants held over large parts of the site. Kirkland Developments are now able to confirm that agreement has been reached relating to the following:
NR Business Clearance.
NR Technical Clearance.
Financial payments due to NR to remove restrictive covenants.

NR have now instructed lawyers to draft a Deed of Variation and Option Agreement which will be invoked on Planning Permission being granted.

A no build zone of 10m has been agreed and this distance commences from the site ownership boundary which is generally at the bottom of the embankment.

- 1.6** There are 10 previous full planning applications and 1 outline planning application relating to this site. Residential has been the use of all application except the last one which was for a care home and the infill railway.

CARE HOME

Application Reference Date Registered

102193/FO/2013/N2

Applicant's Name & Address

Mr Steven Hubbard Care UK Mental Health Partnerships Limited Connaught House 850
The Crescent Colchester Business Park Colchester Essex CO4 9QB

Agent's Name & Address (where applicable)

Mr Toney Entwistle FED3 Projects Limited 4 Adams House Northampton Science Park
Off Kings Park Road Moulton Park Northampton NN3 6LG

Location

Vacant Land Between Railway Line / Enterprise Trading Estate and Vine Street Gorton
Manchester M18 8SR

Proposal

Proposed erection of a part single part two storey specialist rehabilitation and recovery facility (Class C2) with associated access from Vine Street, car parking, boundary treatments and landscaping

Ward(s) Gorton North Ward

Decision Date of Decision

Fri 26 Jul 2013

Approved

This approval has not been constructed.

62 DWELLINGS

Application Reference Date Registered

085653/FO/2008/N2

Applicant's Name & Address

Glendale Manchester Ltd South Court Sharston Road Manchester M22 4BB

Agent's Name & Address (where applicable)

C.Ackers, "Portland" The Coppice, Broad Oak Park, Worsley, M28 4NS.

Location Land to The West Of Vine Street Gorton

Proposal

Residential development comprising the erection of 62 dwelling houses (mix of semi-detached and detached 2 storey houses) with two new vehicular access points onto Vine Street, a new loop road and associated car parking, landscaping and boundary treatments

Ward(s) Gorton North Ward

Decision Date of Decision

Wed 15 Oct 2008 "Finally disposed of", i.e. withdrawn

This approval has not been constructed.

25 DWELLINGS

Application Reference Date Registered

082983/FO/2007/N2

Applicant's Name & Address

Gladedale Manchester Ltd And Mr P Costello Garner Town Planning Ltd South Court Sharston And 9 Park Gates Drive Cheadle Hulme Stockport

Agent's Name & Address (where applicable)

Garner Town Planning Ltd

PO Box 138 Stockport Cheshire SK6 8WT

Location

To The West of Vine Street Gorton

Proposal

Erection of 25 dwelling houses with associated parking and landscaping

Ward(s) Gorton North Ward

Decision Date of Decision

Tue 20 Nov 2007

Refused

INFILL RAILWAY CUTTING

Application Reference Date Registered

058161/FO/NORTH2/99

Applicant's Name & Address

Railtrack PLC.

Agent's Name & Address (where applicable)

Senior Planner. Railtrack PLC.

Location

Former Railway Cutting and Sub-Station, Vine Street, Gorton

Proposal

In filling of railway cutting with inert material to upper embankment level to provide area for redevelopment

Ward(s) Gorton North Ward

Decision Date of Decision

Thu 02 Mar 2000 28 April 1976

Approved

INFILL RAILWAY CUTTING

Application Reference Date Registered

054514/FO/CENTL2/98

Applicant's Name & Address

Railtrack PLC.

Agent's Name & Address (where applicable)

Senior Planner. Railtrack PLC.

Location

Former railway cutting and substation, Vine Street, Gorton

Proposal

Infilling of railway cutting with inert material to upper embankment level to provide area for redevelopment

Ward(s) Gorton North Ward

Decision Date of Decision

Wed 15 Jul 1998

Withdrawn

42 DWELLINGS

Application Reference Date Registered

Application Reference Date Registered

050547/OO/CENTL2/96

Applicant's Name & Address

Gladedale Manchester Ltd And Mr P Costello Garner Town Planning Ltd South Court Sharston And 9 Park Gates Drive Cheadle Hulme Stockport

Agent's Name & Address (where applicable)

Garner Town Planning Ltd

PO Box 138 Stockport Cheshire SK6 8WT

Location

Vacant land on west side of Vine Street, (opposite no's 83 to 139), Gorton

Proposal

Outline application for the erection of 42 dwelling houses

Ward(s) Gorton North Ward

Decision Date of Decision

Wed 12 Feb 1997

Approved

This approval has not been constructed.

INFILL RAILWAY CUTTING

Application Reference Date Registered

048674/FO/CENTL2/95

Applicant's Name & Address

British Rail Property Board.

Agent's Name & Address (where applicable)

Gerard White, Architects.

Location

Former Railway Cutting (Gorton Curve), Vine Street, Gorton

Proposal

Infilling of railway cutting with excavated inert material to upper embankment level to provide public open space. and Creation of a Landscaped Public Footpath and Bridleway/Cycle Route.

Ward(s) Gorton North Ward

Decision Date of Decision

Mon 11 Aug 1997

Approved

36 DWELLINGS

Application Reference Date Registered

035690

Applicant's Name & Address

Newhome Builders Ltd., 4, Fairway, Prestwich, Manchester M25 8JH. 773 1863

Agent's Name & Address (where applicable)

Richard Dinsdale, 33, The Cross, Lymm, Cheshire WA13 0HR. 0925 75 7208

Location

Land at Vine Street, Gorton GORTON NORTH

Proposal

Erection of 36 dwelling houses on vacant land

Ward(s) Gorton North Ward

Decision Date of Decision

Thu 19 Apr 1990

Approved

This approval has not been constructed

10 DWELLINGS

Application Reference Date Registered

032166

Applicant's Name & Address

Covenight Limited, 4, Stamford Road, Bowden, Altrincham

Agent's Name & Address (where applicable)

C.Ackers, "Portland" The Coppice, Broad Oak Park, Worsley, M28 4NS.

Location

Vacant land rear of Vine Street, Openshaw GORTON NORTH

Proposal

Construction of a terrace of 10no.two-storey town houses with associated parking

Ward(s) Gorton North Ward

Decision Date of Decision

Thu 07 Oct 1988

Approved

This approval has not been constructed.

18 DWELLINGS

Application Reference Date Registered

030092

Applicant's Name & Address

Covenight Ltd., c/o Betesh & Co., 14, Lloyd Street, Manchester, M2 5WB

Agent's Name & Address (where applicable)

Colin Ackers & Assoc., Portland, The Coppice, Broad Oak Park, Worsley, M28 4NS

Location

Land at Vine Street, Gorton GORTON NORTH

Proposal

The infilling of site with inert materials and the erection of 18 town houses and 16 garages

Ward(s) Gorton North Ward

Decision Date of Decision

Thu 21 Jan 1988

Approved

This approval has not been constructed.

1.7 The site context is a strong residential district of Abbey Hey, Gorton, close to a tight network of Victorian/Edwardian terraced streets, post war housing and 21st century new development. There is currently a 6no house development in construction on Gathurst St, 150m south of our site, and this is also for 100% affordable rented. The houses are all 2 storey and designed to complement the existing Victorian/ Edwardian terraces and maintain the urban grain.

1.8 There are local convenience shops on Abbey Hey Lane and more established retail and commercial premises on Ashton Old Road, Hr. Openshaw. The retail and commercial centres of Hr. Openshaw is 482 metres to the west and Manchester City Centre is 5 km to the west.

1.9 The local area provides housing served by local schools, a health centre, and local shops.

Superstores:

- Morrisons, Hr. Openshaw is 482m to the west.
- Lidl, Hr. Openshaw is 483m to the west.
- Tesco Superstore is 1.3km to the south.

Local convenience shops on Abbey Hey Lane:

- Within 200m.

Post Office:

- Higher Openshaw Post Office is within 250m.

Places of Worship:

- St Clement's Church is within 450m.
- St Paul's with St John United Reformed Church is within 200m.
- Lees St Congregational Church is within 560m.
- Glorious Family Chapel is within 330m.
- St Anne's RC Church is within 550m

Medical centres, schools and nurseries.

- Florence House Medical Centre/Higher Openshaw Primary Care Centre is within 420m.
- Lime Square Medical Centre is within 550m.
- Pharmaco Chemist is within 400m.
- Peak Pharmacy is within 500m.
- St Clement's C of E Primary School is within 450m.
- Varna Street Community School is within 600m
- St Anne's Catholic Primary School is within 1km
- Wright Robinson College is within 843m.
- Fairfield High School for Girls is within 1.4km.
- Fairfield Road Primary School is with 1.2km.
- Abbey hey Primary School is with 800m.
- The Roundhouse Nursery is within 250m.

Leisure.

- Delemere Park is within 300m.
- Vine Street Community Park is within 213m.
- Ogden Lane Park is within 325m.
- Sandywell Millennium Park is within 550m.
- King George V Park is within 450m.
- Debdale Park is within 1km.
- Sporting Edge, Hr. Openshaw is within 550m.
- Manchester Institute of Gymnastics is within 1.2km.

- 1.10** Public transport routes are close with major bus services along Ashton Old Road which are main feeder roads running eastwards to Ashton under Lyne and west to Manchester city centre. Within 400 metres walking distance there is a local train service at Gorton Station providing regular services to Manchester Piccadilly and Marple, and within 1.8km walking distance Belle Vue Station providing regular services to Manchester Piccadilly and New Mills.

Public transport.

Bus routes along Ashton Old Road within 420 metres.

- No 219 Manchester to Ashton under Lyne and Stalybridge.

Bus routes Hyde Road within 1.5km.

- Nos 201, 204, 205, 206, 207 Services to Dane Bank, Denton, Hyde, Haughton Green, Mottram, Reddish, Stockport and Manchester.

Bus routes along Abbey Hey Lane within 230 metres.

- No 725 to Chorlton upon Medlock+768 Littlemoss/ Wright Robinson +7 Ashton under Lyne.

1.11 Site boundaries.

The Vine Street boundary to the east is open in one place with concrete obstructions, and open in another with a locked metal gate. The area in between is fenced and complete with various vegetation.

The south boundary is a new existing 1.8m high timber panel fencing in pre-cast concrete posts adjoining the rear gardens of the adjacent Southway Homes new development.

The west boundary is a metal palisade fence to the rear of the commercial workshops which front Lees Street.

The north boundary is adjacent to the railway line and defined by a metal palisade fence at the bottom of the embankment, climbing in level towards the railway bridge to the east. The embankment is full of immature trees, and extensive fly tipping.

Across the site there are groups of small trees, many self-seeded, and an overall cover of grass and vegetation, some of which has recently been scraped back. To develop the site all of the ground cover, together with any floor slabs, foundations or basement structures from any previous buildings which affect the new development, will be removed.

1.12 The Phase I Desk Study Report lists various recommendations.

- Ground investigation with trial pits.
- Cable percussive boreholes.
- Further ground gas monitoring.
- Engineering laboratory testing and soil classification and BRE Special Digest 1 concrete classification.
- Chemical testing.
- Groundwater samples to be tested.

Historical investigations identify the following possible sources of contamination which will have to be verified.

- Elevated levels of lead, TPH's and PAH's have been recorded on the site and indicate the presence of site wide contamination that will require remediation to be safe for human health. 600mm of material to be removed from site in garden and landscaped areas and 600mm capping break layer to be imported.
- Ground gas protection measures required.
- Elevated levels of naphthalene.

The land is classed as previously as previously developed and therefore is appropriate for re-use as a brownfield site.

- 1.13** The site is within flood risk zone 1.
A flood risk analysis accompanies the drainage strategy.
- 1.14** The risk from mining is considered low. See coal report.
- 1.15** The dwellings will be built to a high sustainable standard all in accordance with current building regulations Part L1A and Manchester sustainable environmental planning policies. DER/TER improvement will be 9.92% on 2012 Building Regulations.
- 1.16** Noise and vibration.
AEC measured noise and vibration levels around the development site in November 2020. The main source of noise affecting the site include train movements on the railway line to the north, activities associated with the industrial units to the south west, and road traffic on Vine Street to the east. In order to control noise from these sources to appropriate internal and external levels, mitigated in the form of noise barriers and acoustic glazing and trickle ventilators has been specified.
- Vibration levels were measured in the northern section of the site adjacent to the railway lines. The assessment determined that vibration levels due to train movements are at a low level and would not affect the development.
- Based on the above mitigation measures being implemented, noise and vibration should not be considered a determining factor in relation to any planning permission being sought. See the noise and vibration assessment submitted with the application.
- 1.17** Air quality.
Based on the assessment results, air quality factors are not considered a constraint to planning consent for the development.
See the air quality assessment submitted with the application.
- 1.18** Broadband.
The area is already likely to have very good download speeds (locally up to 350 mgabits per second). Both BT Openreach and Virgin Media have existing fibre infrastructure in place around the application site.
See the broadband connectivity assessment submitted with the application.
- 1.19** Archaeology.
This site has been the subject of an archaeological desk based assessment (by CgMs) in relation to a previous scheme in 2013. This study found that the site contains no heritage assets and has a very low potential for archaeological remains. It concluded that no further work appears justified.

See GMAAS letter submitted with the application.

1.20 Utilities

Gas. Available in west side of Vine Street.

Electricity. Available in west side of Vine Street. Existing redundant electrical services within the site will be moved or capped off by ENW.

BT. Available at the south corner of the site on Vine Street.

Virgin. Available on the east side of Vine Street.

Water. Available at south corner of the site on Vine Street and on the west side of Vine Street.

Sewers. Surface water in Vine St. Combined in Wycombe Avenue and foul running north south beneath alleyways back of Vine Street terrace blocks.

2.0 Amount

National Planning Policy Framework 2019.

- 5. Delivering a sufficient supply of homes.
- 11. Making effective use of land.

Ref MCC Core Strategy:

H4. East Manchester will accommodate 30% of residential development over the lifetime of the Core Strategy.

MANCHESTER RESIDENTIAL QUALITY GUIDANCE

APPROPRIATE DENSITY

..an increase in density should be encouraged in those parts of the city that are well connected to public transport and have greater access to public services, community facilities, amenity and recreation provision. Higher density development will also be acceptable in well connected locations outside the city centre, such as outlying neighbourhoods adjacent to public transport nodes.

DEALING WITH CARS

Providing sufficient car parking in an appropriate manner is important in ensuring that cars do not dominate the street..... provide 100% parking provision as a starting point

CYCLE PARKING AND STORAGE

Cycle storage should actively encourage use, designed, located and managed in such a way that residents feel that their bike is in a safe and secure location, and that they themselves feel safe using it.

2.1 Accommodation schedule:

25 new build dwellings:

- 12 no 2 bedroom 3 person semi detached min area 70 sq. m.
- 3 no 2 bedroom 3 person house terrace min area 70 sq. m.
- 6 no 3 bedroom 4 person semi detached min area 87 sq. m.
- 3 no 3 bedroom 4 person terrace min area 87 sq. m.
- 1 no 4 bedroom 5 person detached min area 100 sq. m.

Total number of persons for the site 86.

2.2 The site area is 0.8 hectare. The developable site area is 0.6 hectare. The density of the development relating to the developable area is 41 dwellings per acre. This is in accordance with Manchester City Council's Planning Policies and a similar density to the adjacent new Southway Homes development.

2.3 The proposed house designs comply with the following space and design standards:

2015 HCA Technical housing standards - Nationally Described Space Standards.

Manchester's Emerging Space Standards/Manchester Residential Quality Guidance March 2017.

Principals of Secured by Design.

The proposed houses are positioned to afford level access or a minimum gradient in accordance with Building Regulations Approved Document M 4 (1) and M4 (2).

- 2.4** The development will provide sufficient car parking and amenity space. Each dwelling will have 1 car parking space which is Manchester policy and agreed with planning. This reflects the location close to a good public transport network. Amenity space is provided as front defensible space, front and rear gardens. For the houses front garden space ranges in size (excluding parking spaces) from 9 to 110 sq. m. with either frontage in curtilage parking or gable parking behind the building line. Rear gardens spaces will accommodate a recycle and waste bins area, space for a washing line of 6metres in length or rotary dryer, and space for a cycle store for one bicycle. Area will range in size from min 38 to max116sq m.

3.0 Layout

N National Planning Policy Framework 2019.

- 2. Achieving sustainable development.
- 5. Delivering a sufficient supply of homes.
- 8. Providing healthy and safe communities.
- 9. Promoting sustainable transport.
- 11. Making effective use of land.
- 12. achieving well designed places.

Ref MCC Core Strategy 2012-2017:

SP1. Spatial Principals.

EN19. Waste.

DM1. Development Management.

MANCHESTER RESIDENTIAL QUALITY GUIDANCE

FUTURE PROOF

.. to reduce the need for energy through energy efficient features such as improved insulation and glazing;

In proposing the most appropriate solutions for reducing carbon emissions, it will be necessary to consider the long term feasibility of the solutions proposed, in terms of management, running costs and responsibilities.

TECHNOLOGY

Manchester has a target to become a leading digital city.

Residential development should be designed to incorporate sustainable approaches: the creation of an efficient envelope; appreciating the solar aspect of façades and window sizes.

New developments will be required to meet all relevant national standards and mandatory City Council Core Strategy Policies with regard to energy and water consumption.

MEET THE NEIGHBOURS

Examples include pairing front doors together to encourage chance meetings, or providing common routes through communal activity space.

DESIGN TO ENCOURAGE ACTIVITY

The best residential developments and neighbourhoods are those that facilitate activity and opportunity, rather than hinder it. A well considered layout, containing well lit, well overlooked and well managed streets and spaces with a mix of uses is more likely to be used by its residents - for meeting and socialising, to walking the dog or even the odd morning jog.

Safe and inviting place for everyone.

Good residential areas extend outwards beyond the confines of the home to have a relationship with the streets and spaces in the wider neighbourhood.

Residential design should ensure that there are well positioned and frequent doors and windows, as well as appropriate uses that can combine to create a strong and positive interrelationship between passers by and residents, making for a more active, safer public realm.

REAL STREET FRONTAGES

Good quality residential development should exhibit an active ground floor to facilitate animated and interesting streets.....located and supported by complementary features, such as windows, that aids natural surveillance and overlooking, and offers scope for a positive relationship between residents and passers by.....This monitoring and passive observation is a key component in building a community– knowing your neighbours and what is happening – and through this helps to create streets and spaces that people want to use and feel safe in.

OPPORTUNITIES FOR OBSERVATION

People are generally curious about their surroundings and enjoy watching the world go by, something that increases as we get older. Well designed neighbourhoods offer clear opportunities for this to happen, allowing this much-needed observation and natural surveillance of the street network and public realm.

ORIENTATE ENTRANCES TOWARDS THE STREET

Doorways should face towards the street, helping to create a strong degree of enclosure and a clear interrelationship between the building and the street and public realm. Clarifying the front of the development, and ensuring that it faces towards the street will establish and reinforce territory and ownership. It also ensures entrances are legible and there is a clear architectural hierarchy to support a coherent street scene.

CONSIDER THE THRESHOLD

The space in front of the building helps to determine the look and feel of the development and its contribution to the street network. The threshold space can help to protect the privacy of the ground floor; it helps to provide the necessary separation between residents and passers by.

INCREASE VISIBILITY

Increasing opportunities for natural surveillance, through the introduction of doors, windows
The presence of active windows (such as living rooms, kitchens and home offices) overlooking a space increases the potential for it to become used where there is clear overlooking and surveillance.

ENHANCE WALKABILITY

New residential development should make it easy for people to walk to local facilities. Walking routes should be safe, obvious, accessible, well designed and organised along routes that are active. Pavements should be generous with good quality landscaping, reduced clutter and desirable crossing points.

3.1 The design objectives and urban design criteria for the site layout are:

- Create a sense of place of excellent quality dwellings and amenity space to enrich the lives and wellbeing of its residents.
- Create a strong solid frontage to Vine Street strengthening the street scape and urban grain.
- Form a safe and level vehicle and pedestrian access to the development, with minimum loss of existing Ash trees in the footway of Vine Street.
- Respond to the street geometry setting out parallel to the existing properties in the Southway Homes development adjacent to the site.
- Respond to the site topography.
- Maximize safety and minimize crime with active frontages, surveillance and secure curtilage of dwellings.
- Provide in curtilage car parking and appropriately sized amenity space in the form of front and rear gardens.

- Maximize the site use for residential purpose without common areas.
- Retain as many existing trees as possible.
- Ensure good sunlight/ daylight to all dwellings.

3.2 Site Access.

A suitable safe vehicle access was decided in consultation with planning and highways to minimize loss of existing trees in Vine Street and to achieve satisfactory visibility splays. It was considered to use the existing entrance to the site but this was regarded by Highways as too close to Burstead Street, creating a cross roads situation. As an alternative the access was moved central to the site but this would mean removal of the two larger Ash Trees. To minimize tree removal the access was moved again, this time back towards Burstead St but with the removal of just the smallest of the three ash trees and not creating a cross road situation. This position also allows a 3 house terrace fronting Vine Street, to reinforce the street frontage.

Visibility splays are achieved 2.4m back from the kerb line for a distance of 25m which is suitable for the 20mph speed restrictions on this road.

3.3 Topography.

The site topography rises approximately 2m from Vine Street. To enable a financial viable development which is also environmentally responsible cut and fill is used across the site to minimize off site removal. Levels for the dwellings and access road are designed to appropriate levels to minimize falls and any ramped access.

To achieve a suitable development width across the site, a level is set above the northern embankment of 80.00m and small retaining structures in some rear gardens divide lower and higher areas assisted with steps. Levels of the dwellings and road are graded. Various boundaries use kickboards to raise the ground level and keep slopes of rear gardens manageable.

3.4 Strategy.

The layout strategy is house blocks along the north edge of the site, and the south west which also act as sound shielding elements from the railway and workshops. The block is reinforced by only 1.2m accesses between semi detached. Dwellings along the south boundary are spaced apart with gable parking allowing a visual link through to and from the Southway Development. In between there is the new access road and footways which are to be a living interactive space. Front doors are paired to encourage social interaction. The node ends of each block of houses are defined with ground and first floor corner windows. Vine Street has a block of 3 houses reinforcing the street scene.

The house types are a mix of double fronted and dual aspect. The double fronted have all habitable rooms facing the access road, and shield bedrooms from noise. Windows, therefore can be opened for ventilation

during the summer. This type is also used where privacy distances to the Southway Homes development are below policy. Most dwellings, however, are dual aspect enabling sunlight at midday, and aspects across rear gardens.



3.5 With reference to Manchester City Council's Planning Guidance.

Privacy distance policy.

- Front to front. 15m
- Rear to rear. 21m
- Habitable rooms to blank gable. 10m
- There is no privacy distance issue across Vine Street frontage as the space replicates the existing street pattern with the new elevations set back 3.6m to follow the building line established by the new Southway Homes development.
- The overlooking distance within the site between front habitable rooms is 17m, above the 15m minimum policy.
- The overlooking distance to the rears of the Southway Homes development is 20.8m. In two instances the distance reduces to 14m and

in this instance the new dwellings will have no bedrooms in the rear elevation.

- Habitable rooms to blank gables for the existing house in the adjacent development facing plot 1, and for the new houses plots 3 to plot 4 are in excess of 10m.
- The new houses are positioned 6m from back of footpath where there is frontage parking, and 1.5m from back of footpath where parking is between gables.
- Distances to rear garden boundary is between min 5.5m max 12m.

3.6 All dwellings have an orientation providing good natural light throughout all parts of the day providing solar gains to principal rooms.

3.7 A Waste Management Strategy is submitted as part of the planning application.

The strategy is recycling and waste bins are brought from the rear gardens to the kerb side. Residents take bins the kerb side in the new footway or on Vine Street. Two houses to the west of the site take the bins to a collection point adjacent to the adopted footway.

The travel distance is within the max limit of 30 metres recommended by Manchester City Council. Container storage areas are all within 10 metres of an external door, which is accessible to disabled people.

In accordance with Manchester City Councils Waste Storage and Collection Guidance for New Developments, each house will be provided with a 2 x 240 litre and 2 x 140 litre wheeled bins.

These bins, which are colour coded, are for the following types of refuse:

- Refuse 240 litres.
- Paper 140 litres.
- Glass 140 litres.
- Garden waste 240 litre.

A can sack is to be placed on top of the glass or paper bin for collection.

There is also internal waste storage area within the kitchen fitting design to comply with HCA design standards: one 600mm wide base unit.

3.8 Proposed boundary fencing, all to the principals of Secure by Design.

- The front gardens have low brick walls and gate piers, overall height 900mm, with steel railings.
- The rear gardens facing the Southway development will share the existing 1.8m high timber panel and pre cast concrete posts with kickboard.
- The rear gardens facing the railway and commercial workshops will have min 2.5-3.0m high acoustic timber fence as described in the noise report.

- Fences between the front gardens are max 900mm steel railings to match the front boundary.
- Fences between rear gardens are timber closed boarded fencing and concrete posts 1.8m high for 2m from the dwelling and 1.5m beyond with a top 300mm section of timber trellis.
- Fences between the front and rear gardens are timber closed boarded fencing and concrete posts 1.8m high with lockable gates and a top 300mm section of timber trellis.

3.9 Safety and security.

The frontages to all dwellings are overlooked by living rooms and first floor bedrooms of the new dwellings making pedestrians feel safe, either passing along the street or approaching the front door. The rear boundaries and private access road are overlooked by kitchens, dining rooms and bedrooms giving security surveillance and making the rear gardens a safe area for children to play.

The ends of blocks have corner windows which offer greater surveillance.

The scheme will comply with the principals of Secured by Design.

3.10 New Street lighting.

There will be no light spillage which will adversely affect Network Rail. See the street lighting assessment submitted with the application.

3.11 Management of the development.

Southway Housing Trust (Manchester) Limited are the registered providers who will be developing, owning and managing this entirely rented affordable scheme. In accordance with Manchester Residential Quality Guidance they have produced an Operational Management Strategy which is within a letter from the Trust submitted with this application.

3.12 Design Development.

Various development strategies were explored by Kirkland Developments, with various mixes of houses and flats and car access from Vine Street or from within the Southway Development. Following further consultation with Manchester Planning Authority and Highways a layout has been agreed to satisfy dwelling types and floor areas, access, refuse collection, privacy distances, and garden amenity space. The housing type and tenure has been established as the needs for the area.

A site density has been achieved which is acceptable.

During the course of the Planning Pre Application consultation there has been a dialogue with Manchester Planning Authority following submission of an initial site plan proposal dated 20th June 2018... 18.13 SK06 G1.

Communication with Manchester Planning Authority.

Initial discussions with Jeni Regan followed by Sue Wills. Dated from August 2019.

The following main issues have been positively addressed during October and November 2020.

- Retain the street trees if possible.
- Reduce number of units to below 31.
- Access road length and visibility splays adjusted to suit new access in direct consultation with Manchester Highways.
- Majority of road made to adoptable standards. Small private section is within acceptable bin collection distance.
- Density to match adjacent new development at 42 dwellings per hectare. Rear garden sizes increased and frontage parking integrated with boundary treatment and landscaping.
- Noise issues from railway and industrial units addressed with mitigation methods.
- Manchester space standards adopted along with NDSS.
- At 100% affordable, a section 106 is required.
- 10% biodiversity uplift. e.g., bird and bat boxes etc.
- Any proposed tree removal to be demonstrated necessary and show how to mitigate.
- Network Rail no build zone adopted.

Plans have been revised to a 25 unit scheme.

The new layout takes all the above matters on board and the following:

- To help with amenity space we have shallow depth house types each side of an adopted access road designed to Highway standards as discussed with Highways.
- To achieve an access suitable for Highways we will have to remove one tree, the northern most Ash.
- Rear garden sizes to be minimum depth min 7m/ 8m. and accommodate in a level area a cycle store, patio, drying space, and waste bins.
- Privacy distances obliged.
- Existing rear to new rear, bedroom to bedroom at first floor 21.34m but can be reduced to 16.72m with angled windows. These distance are derived to provide adequate rear gardens.
- Front to front. 15m.
- Habitable rooms to blank gable. 12m.
- Frontage parking 6m x 3m supplemented with screen planting and turf.
- Footway 2m. Road 5.5m.
- Acoustic fences where advised in the noise assessment.
- We also consider the terrace effect of houses to the north and south west of the site are noise barriers to the railway and the industrial units benefitting the rest of the development and the adjacent one.

- These dwellings could also have most habitable rooms on the opposite site to the noise source allowing windows to be opened for ventilation without noise intrusion, and having a positive relationship to the access road. The houses to the north would also benefit from south daylight. The dwelling on the south also have full view of the access road and the kitchen/ dining spaces benefit from south daylight.
- Access. Retain existing trees if possible. Survey for ash dieback.
- Agreed with planning density can be determined by a suitable layout measured using only the site area which is developable, thus excluding the railway embankment.
- Frontage car parking is supplemented with boundary wall/ fence and screen planting.

Highways comments.

Double yellow lines at the vehicle access on the development side only and internal bin wagon manoeuvrings to be illustrated.

Whilst we prefer a junction location opposite 87 Vine Street this would require two trees to come down. On this basis we could accept a location closer to Burstead St as depicted on drawing PL02 (21/10) if it meant saving one. Our comments are subject to vehicle tracking verification.

Plan development.

27/10/20



22/10/20



18.13 PL02



18.13 PL03

04/12/19

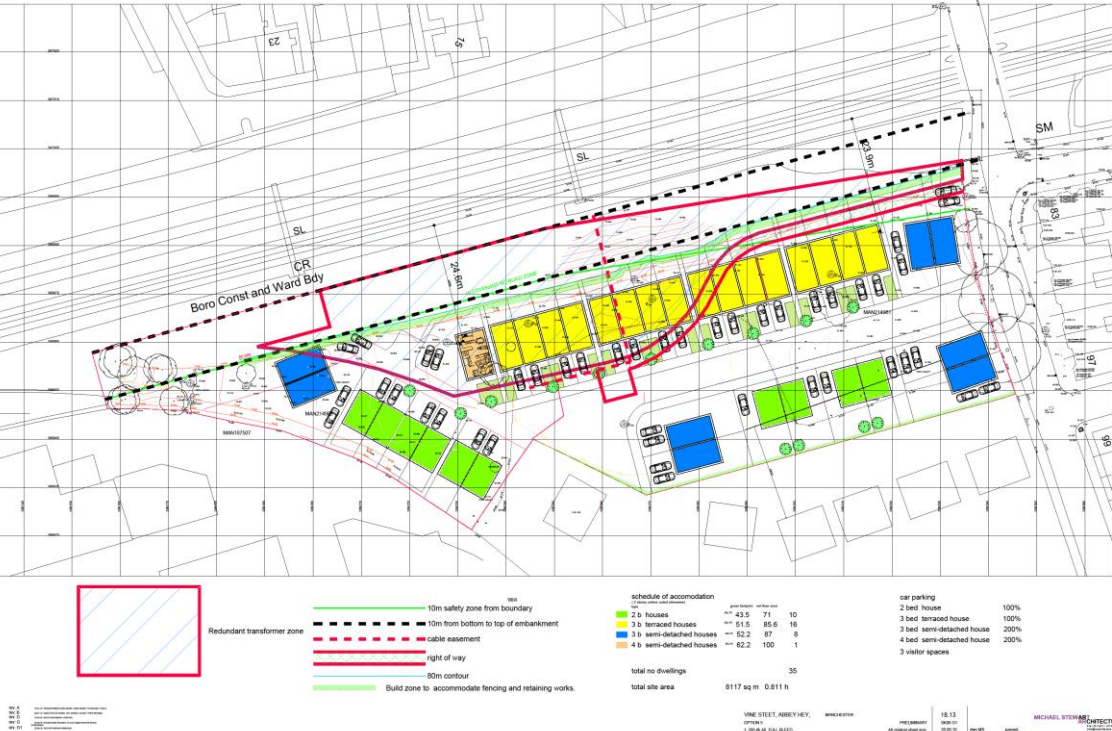


SK06M

24/09/19

SK06I

03/09/19



18.13 SK06 G1

4.0 Scale.

National Planning Policy Framework 2019.

12. achieving well designed places.

Ref MCC Core Strategy 2012-2017:

SP1. Spatial Principals.

DM1. Development Management.

MANCHESTER RESIDENTIAL QUALITY GUIDANCE

APPRECIATE SCALE

Achieving an appropriate scale for new residential development is a delicate balance, and should be based on an understanding of the site and its context, the city's desire to see sound place making, and a clear understanding of how scale can be used positively as a means of driving high quality buildings that provide attractive places in which to live.

This is an indicative description as scale will be addressed through a planning application for reserved matters,

- 4.1** With reference to Manchester City Council's Planning Guidelines the heights of the proposed dwellings match the similar heights and roof pitches of local nearby housing. The new ridges and eaves are determined by internal room heights which in general are 2500mm in accordance with Manchester Residential Quality Guidance 2017.
- 4.2** The fenestration and modeling of materials identifies with the local domestic scale and proportion. Frontage windows are vertical in proportion to reflect the existing windows in the Late Victorian/ Edwardian houses predominant in Abbey Hey, Gorton. The sizes of the windows also reflect the need for adequate daylight.
- 4.3** The height of the proposed ridge lines is approximately between 7.5m and 8.6m metres above finished ground level.
- 4.4** Houses surrounding the site and within the local neighborhood are generally two storey.

5.0 Landscaping and Biodiversity

National Planning Policy Framework 2019.

- 12. Achieving well designed places.
- 15. Conserving and enhancing the natural environment.

Ref MCC Core Strategy 2012-2017:

- SP1. Spatial Principals.
- EN9. Green Infrastructure.
- DM1. Development Management.

MANCHESTER RESIDENTIAL QUALITY GUIDANCE

GREEN INFRASTRUCTURE

Manchester supports the City of Trees initiative to plant one tree for every resident in Greater Manchester.

INCORPORATE LANDSCAPE

In traditional housing developments proposals should continue and/or add to the landscape network in a manner that is carefully designed and purposed, and offer opportunities for residents to augment it through the development of back gardens, front gardens and thresholds. Where space is limited, smaller scale green spaces or interventions.... should be considered.

PROTECT AND ENHANCE BIODIVERSITY

Residential development should consider how it can work with nature to create attractive, sustainable environments, Where loss of trees have been deemed appropriate or unavoidable as part of new development by the Council, replacement provision of at least 2-to-1 equivalent will be required.

5.1 There are immature trees and vegetation within the site and along the north and east boundaries. Consideration will be given to retention of trees along the railway embankment to enhance biodiversity. Elsewhere it is intended to remove all trees within the site and retain, with necessary treatment, two Ash trees within the footway of Vine Street. See the Tree Survey and Arboricultural Report submitted with the planning application. The loss of trees will be mitigated by the planting of new ones within the development, mainly in rear gardens.

In accordance with planning requirements a Preliminary Ecological Appraisal (including bat roost assessment) has been carried out. The survey was conducted to identify habitats and determine the suitability for any “protected and notable” species to occur on site.

- Bats likely to be commuting and foraging and no evidence of or opportunities for roosting.
- Potential for nesting birds within the vegetation (as is standard for almost every development site). Recommended either vegetation clearance outside of the bird nesting season (season is taken to be

March to August inclusive) or carrying out check for nesting birds before vegetation clearance.

- Re survey for badgers in advancement of development.
- No other ecological constraints

- 5.2** Outside space comprises garden areas to the rear of all dwellings and fronts of some dwellings, and in curtilage paths. Driveways are either to the side of dwellings or on frontages. Where parking is on the frontage it is adjacent to turfed gardens and planting screens on the party boundaries. This is to minimize the visual impact of cars in the street scene.to the rear of the dwellings.

The gardens will be turfed and the driveways and access paths will be finished with black bit mac and concrete paving flags respectively. The space immediately in front of the front doors will have concrete brick pavers.

- 5.3** The front boundaries to the new access road and Vine Street will have a planting bed and paved finish behind a new brick wall and railings.
- 5.4** Planting in gardens will encourage natural habitat. Appropriately sized new trees will be planted in the rear gardens to mitigate for removal of existing trees.
- 5.5** The landscaping reflects and enhances the character of the area and the design of the development. It is integral with the development for the benefit of the users of the development and those passing by. The scheme will contribute to biodiversity and to meeting the targets of the Greater Manchester Biodiversity Action Plan.

Objectives

Landscape setting to entrance and boundaries.

Principles:

- Native / indigenous low maintenance planting species
- Boundary improvement – new low brick wall, railings and paving.
- Simple material palette
- Safe, secure design, with natural surveillance
- Clear highway, footpaths and site navigation (to adoptable standards)
- Planting to create year round interest.

6.0 Appearance.

National Planning Policy Framework 2019.

12. Achieving well designed places.

Ref MCC Core Strategy 2012-2017:

SP1. Spatial Principals.

DM1. Development Management.

MANCHESTER RESIDENTIAL QUALITY GUIDANCE

STRONG CHARACTER

Manchester still inhabits the streets of what was once the industrial powerhouse of the world... while its red brick terraces fade into the weathered landscape. This robust architecture forms a strong backdrop to the life of the city and acts as a constant reminder of Manchester's roots.

MIX OF OLD AND NEW

New development should investigate and reference its historical context; interpreting materials, styles and detailing in a contemporary context that can reinforce local distinctiveness and a sense of place.

Residential design should create new housing that responds to the existing urban fabric, building typologies and the city's distinctive style while also embracing modern materials and contemporary ideas.

MAKE THE MOST OF MANCHESTER'S HERITAGE

Manchester has a strong history that has left a unique and defining architectural heritage; something people cherish and identify with. This legacy is important for a number of reasons: the historical value reinforces a strong sense of place and the nature of the buildings offers a distinctive aesthetic and economic value due to their scale and adaptability.

CONSIDER MATERIALS AND DETAILS

Residential development should respond to its context.

This is an indicative description as appearance will be addressed through a planning application for reserved matters,

- 6.1** The character of the local area around the site is predominantly a gridded street pattern descending from the original development of Abbey Hey between 1898 and 1909. It is a mixture of Victorian and Edwardian terraces along the east side of Vine Street and the streets off it, and to the south east terrace streets off Long Street. There are also small pockets of interwar semi detached houses. To the south, on land also previously occupied by the removed railway branch line and cutting, there is a Southway Homes affordable housing development of semi detached houses completed in 2019. These are two storey of ground floor brick and first floor render plus concrete tiled pitched roofs.

- 6.2** The orientation of roofs in the local area generally have the ridges running parallel to the road.
- 6.3** The predominant material for the walls is brick and for roofs slate and concrete interlocking tiles. All roofs are pitched.
There are also numerous examples of individual terrace houses with external wall insulation and render, coloured to match the colour and tone of the local brick. The Southway Homes development utilizes first floor white render.
- 6.4** The architecture for the proposed development should be honest without ornamentation and give the users the benefits of modern energy efficient materials and technology with environmental benefits.
- 6.5** The dwellings should fit into their context but without copying the style of its neighbors. We feel they should have an individual character without a fussy mixture of materials and propose no more than two brick colours for walls.
- 6.6** The typology used is semi detached and 3 dwelling terraces.
Along the north boundary semi detached are spaced 1.2m apart to create a modern terrace appearance relating to the Late Victorian/Edwardian terraces and linearity of the railway.
Along the south boundary semi detached houses are spaced 6.1m apart to accommodate side in curtilage parking and replicate the spacing between dwellings in the adjacent Southway Homes development.
- To define the frontages and reinforce the design concept two bricks are used throughout. A red brick for the house frontages relates to the colour of the Late Victorian/Edwardian red brick houses in the area, and a contrasting brick is to utilize a similar colour in darker tones to the gables and rear elevations. The frontage brick is turned into the gable by 2 brick length to reinforce the expression, common in Victorian and Edwardian design. The contrasting brick is further used on horizontal mid height band coursing and expression within recessed entrance porches.
Soldiers frame the living room windows as a reference to local new build housing on Gathurst Street and Field Street.
- 6.7** It is important the frontage windows retain the vertical proportion of the local Late Victorian/ Edwardian terrace houses in preference to the adjacent recent Southway development which uses horizontal window forms which we feel is incongruous in the area.
In first floor bedroom windows the lower fixed light is an opaque panel consisting of double glazing with the front sheet of glass painted within the double glazed cavity to match the colour of the windows.
- 6.8** Windows will be grey upvc and doors black. Details to windows and doorways will be minimal with upvc window cills.

- 6.9** Window frames are set back 65mm from the opening reveals to give elevations shadow modeling.

7.0 Access.

National Planning Policy Framework 2019.

12. Achieving well designed places.

Ref MCC Core Strategy 2012-2017:

SP1. Spatial Principals.

DM1. Development Management.

MANCHESTER RESIDENTIAL QUALITY GUIDANCE

ADAPTABILITY AND FLEXIBILITY

Residential development should consider how best it can adapt to meet both anticipated and projected changes that will take place in the future.

- 7.1** The dwelling internal ground floor plans are designed level and the pedestrian and vehicle approaches have no significant incline. Any level differences and threshold heights will generally be designed in accordance with 2015 Building Regulations Document M4 (1) Category 1–Visitable dwellings. The front and rear doors will have accessible thresholds max 15mm high.
Some dwellings will be accessible and adaptable in accordance with Building Regulations Document M4 (2) Category 2 and this is to be agreed with planning.
- 7.2** The needs of disabled and elderly people are assisted by level non slip surfaces throughout the site. The ground floor levels are determined by a gently sloping approach from the footway and parking space to the principal private entrance (front door) of maximum gradient 1:12.
- 7.3** All dwellings have incurtilage parking.
- 7.4** New pavement crossings at access drives will be constructed in accordance with Manchester City Council's Highways design guide.
- 7.5** 2m x 2m visibility splays are to be included at vehicle access points for pedestrian safety, in accordance with highways requirements. The height of the boundary wall/ railings and planting will be a maximum height of 900mm within visibility splays so as not to interfere with visibility for vehicles leaving properties and pedestrians using the footway.
- 7.6** Emergency services.

Access for fire service and ambulance will be into the new access road from Vine Street.

8.0 Community Involvement.

8.1 It is Kirkland Development's policy to carry out a Community Involvement process before making planning applications, to inform and explain to local people and Ward Councillors their proposals and giving them the opportunity to express their views before the application is submitted. See the Planning Statement submitted with the application.

8.2 The developer advises:

Under contractual requirements the contractor will be responsible for all health and safety matters during the works. In accordance with the CDM regulations there will be a designer's and contractor's hazard and risk assessment and the contractor will also be working to the Considerate Contractors Scheme. Safety will be managed by suitable fencing and ensuring footpaths are safely maintained and, if required, safe alternative provisions will be provided. The contractor will liaison with residents with regard to any concerns and then on a regular basis monitor the situation and ensure the procedures in place are working effectively.

9.0 Conclusion.

MANCHESTER RESIDENTIAL QUALITY GUIDANCE

DESIGN TEAM RETENTION

The Council believes that one of the surest ways to deliver a building as intended on the grant of planning permission is for the design team that prepared the planning application to be involved and have a significant degree of design ownership as the scheme is being detailed and constructed.

The Council will use as appropriate those powers available under planning (including conditions and Section 106 obligations) to oblige developers and their contractors to retain that design team to deliver the development as intended.

9.1 It is clear that the government's main objective for planning is for development which creates sustainable communities and encourages economic growth. These objectives have filtered through regional policies and Manchester City policies within the Core Strategy.

9.2 The proposed development in this application identifies with the following criteria;

- National Policy Framework in terms of sustainable development conserving the environment and good design.
- Manchester City Council's Core Strategy adopted 2012.
- The local need for social rent property.

The following assessments and surveys identify no issues to preclude development.

9.3 The following assessments and surveys identify no issues to preclude development.

- Air Quality
- Arboricultural
- Broadband infrastructure
- Contamination
- Crime
- Ecology
- Energy
- Flood risk and drainage
- Noise and vibration
- Transport and highways

9.4 The development at local level provides much needed quality affordable homes and will re-establish the urban grain making this land west off Vine Street a safe and attractive cul-de-sac development enriching the urban environment and the wellbeing of the community. This will complete the

regeneration of all the land west of Vine Street following the closure of the branch railway line and cutting in the late 1990's, so improving an area of the neighbourhood which is a visual eyesore, notorious for fly tipping and anti-social behavior, and a target for traveler occupation.

- 9.5** The developer has assembled a talented and experienced design team, including architects and engineers. The developer will make every effort to maintain the same design team through from planning to completion of the build. This cannot be guaranteed unless planning decide to include in a condition of the approval.