



Winston Road, Moston, September 2024 Rev D

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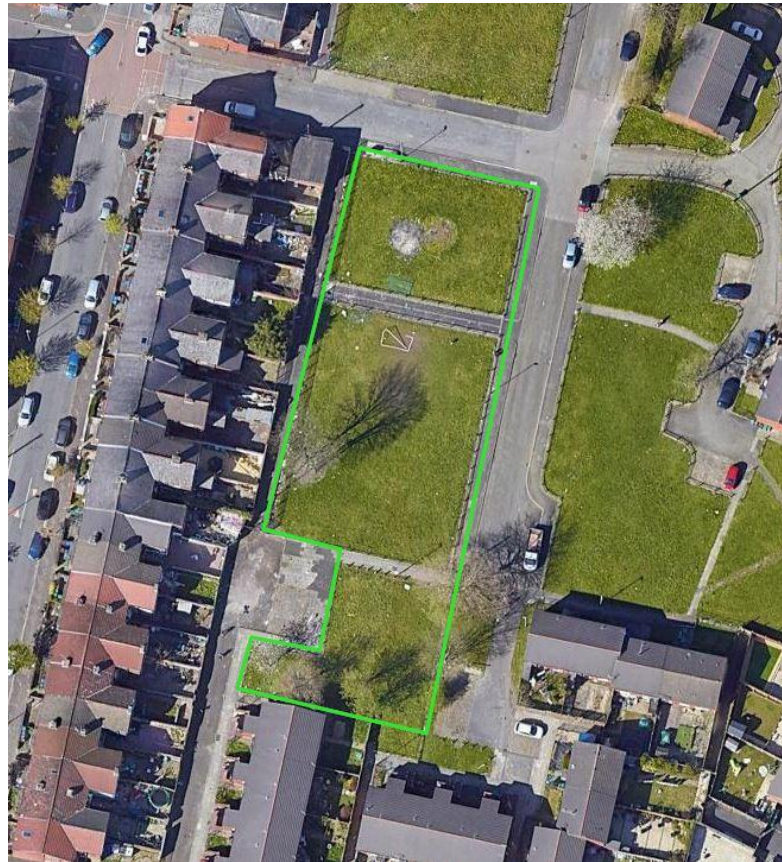
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Introduction:

Introduction & Location

This Design & Access Statement (DAS) accompanies the Full Planning Application made on behalf of One Manchester.

The development will entail a total of two 2-bed 4-person houses and two 4-bed 5-person houses with a private garden per housing unit. In addition to 2 nearby buildings offering both ground and first floor apartments with shared communal gardens. This scheme will provide housing on currently vacant land which will enhance the urban environment and contribute towards the high demand for housing in the Moston area of Manchester, whilst respecting and enhancing the site's environmental and cultural assets.



The Image highlights the area for development, with the boundary of the site highlighted in green.

Introduction:

Design and Access Statement Methodology

The structure and detail of this document follows guidance set out by the Planning Practice Guidance (PPG), adopted on 6th March 2014. This document provides the following guidance on Design & Access Statements:

What is a Design and Access Statement?

A Design and Access Statement is a concise report accompanying certain applications for planning permission and applications for listed building consent. They provide a framework for applicants to explain how the proposed development is a suitable and considerate response to the site and demonstrate that it is accessible by all prospective users.

Introduction and Purpose Design and Access Statements can aid decision-making by enabling local planning authorities and third parties to better understand the analysis that has underpinned the design of a development proposal.

The level of detail in a Design and Access Statement should be proportionate to the complexity of the application.

What should be included in a Design and Access Statement accompanying an application for planning permission?

A Design and Access Statement must:

(a) explain the design principles and concepts that have incorporated in the proposed development

(b) demonstrate the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account. A development's context refers to the characteristics of the application site and its wider setting. These will be specific to the circumstances of an individual application and a Design and Access Statement should be tailored accordingly.

Design and Access Statements must also explain the applicant's approach to access and how relevant Local Plan policies have been considered. They must detail any consultation undertaken and how the outcome of this consultation has informed the proposed development.

Applicants must also explain how any specific issues which might affect access to the proposed development have been addressed.



Planning & Design Context:

Planning Context and Design Guidance

A detailed assessment of the planning policy framework is set out in the Planning Statement, which accompanies the planning application. This section focuses on the planning policies most relevant to the design and access proposals for the development.

National Planning Policy Framework (NPPF)

The NPPF sets out the Government's Planning Policy for England and is a material for consideration in all planning decisions. As the site is allocated for a new housing development, its development meets much of the NPPF in relation to housing policy, with Section 5 of the Framework providing guidance to local authorities on allocating land for development through the Local Plan and determining applications positively to achieve the Government's objective of significantly boosting the supply of new homes.

Paragraph 124 of the NPPF concerns appropriate densities in new developments. It states that decisions should support development that makes efficient use of land, including the identified need for diverse types of housing; the desirability of maintaining an area's prevailing character and setting; and the importance of securing well-designed, attractive, and healthy places.

Recent updates to the NPPF include the addition of a new paragraph (131) regarding the design of new development. This states that planning decisions should ensure that new streets are tree-lined and that opportunities are taken to incorporate trees elsewhere in developments.

The NPPF sets out the Government's planning policies for England and how these are expected to be applied. At the heart of the NPPF is a 'presumption in favour of sustainable development'. Section 12 of the NPPF 'Achieving well-designed places' establishes the Government's commitment to good design and requires that developers address the following:

- add to the overall quality of the area;
- establish a strong sense of place;
- optimise the use of land and placing an importance on high quality design;
- respond to the local character and history;
- create safe and accessible environments; and
- (developments which) are visually attractive with good architecture and appropriate landscaping.

As part of this commitment to good design, the NPPF expects applicants "to work closely with those directly affected by their proposals to evolve designs that take account of the views of the community. Proposals that can demonstrate this in developing the design of the new development should be looked on more favourably." (paragraph 132, NPPF, 2021)

Manchester's Local Development Framework – Core Strategy Development Plan

Policy H 2 – Strategic Housing Location

According to the policy document cited, the areas to the north and east of Manchester City Centre have been identified as key locations for new residential development.

'Land assembly will be supported in this area to encourage the creation of large development sites or clusters of sites providing the potential for significant regeneration benefits.'

To achieve this, the relevant information to this site has been noted as follows:

- Diverse housing offer which includes affordable housing.
- Include environmental improvements across the area.
- Creating sustainable neighbourhoods which include complementary facilities and services.

Policy H 3 – North Manchester

This policy states the following:

- This level of new development will provide significant opportunities to help change the character of the area, support the economic growth of the City Region by providing a more balanced Community.
- Much of the land in North Manchester is of low value or in need of remediation. This will often only sustain higher density or low value housing. It is important therefore to ensure that housing schemes contribute to overall environmental improvements and where opportunities arise, higher value development is promoted to encourage a mixed and diverse community by retaining or attracting economically active households in Manchester.



Design Considerations:

Site Location & Context

The site is located in the Moston ward of the Manchester city region, to the north-east of the city centre. The site is well connected with bus stops within a short walking distance from the site on Moston Lane.

The site is made up of grassed areas with two paths located towards the front and rear of the site. There are also trees of various ages clustered towards the southern part of the site.

To the rear of the site is a row of maisonette flats which overlook the site on Winston Road and a row of maisonette flats which are located on Kennard Close which are directly next to the site. One side of the site is bordered by the back of a row of terraced houses which face onto Gill Street and a little path which is fenced off.

Opposite and to the north of the site is green space that is potentially being redeveloped by One Manchester.



View of the maisonettes located on Kennard Close and the side of the site.



View of the site from Hodge Street showing the site from the north.



View of the back of the terrace houses on Gill Street, also showing one of the trees and one of the paths currently on the site.



View of the land opposite the site



Design Considerations:

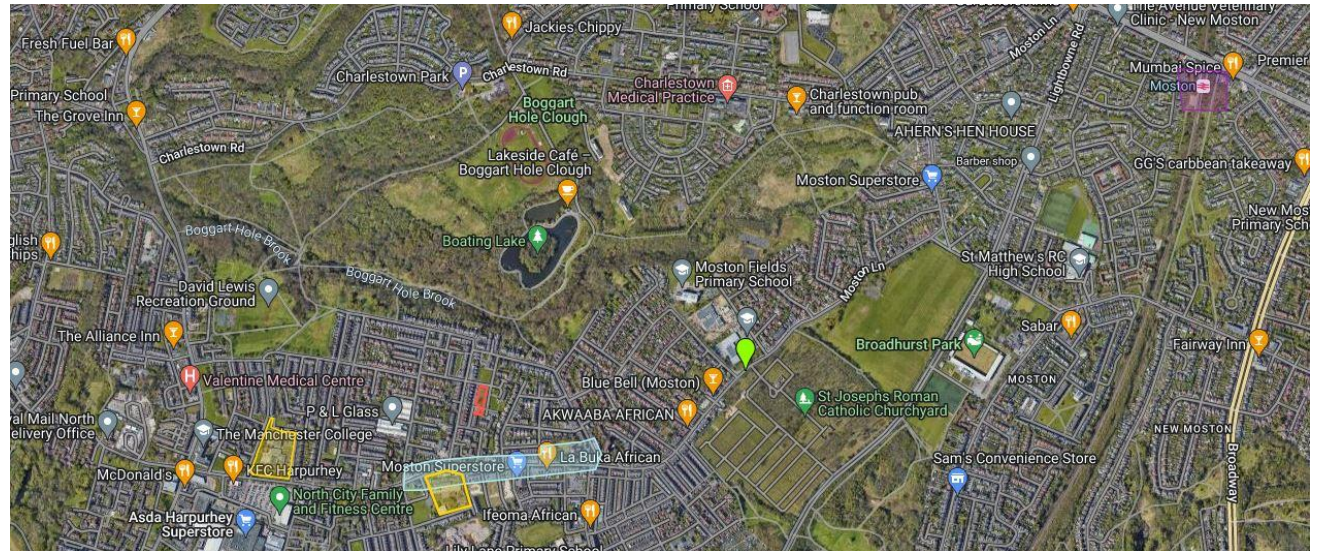
Local facilities & Transport Connections

The proposed site is in the Moston ward of Manchester, which is east of the city centre. The site lies approximately 3.2 miles north east of Manchester City Centre and further to the north of the site, around 2.5 miles away is Junction 20 of the M60 Motorway (Manchester Outer Ring Road). Moston Train Station is 1.3 miles away, approximately a 10 min walk, this is the most local train station and offers services northward to Rochdale or southward towards Manchester Victoria.

The site is located on the boundary between residential and retail zoning, with most housing being terraced surrounding the site.

Within a mile of the site is the nearest Secondary School and within the immediate context of the site, there are the local Primary Schools of Moston Lane Community Primary School and Holy Trinity Primary School both within a 5-minute walk of the site. In addition to this there are a mix of community and care facilities close to the site, which you would expect in this outer city region setting. The site also has access to cafes, bars, shops and other commercial buildings all within <0.5 miles of the site, so within walking distance.

This site is very well connected to transport links which all lead directly into the city centre or the broader Manchester City Region.



The above map shows the site location in red. The nearby amenities are highlighted in blue and within this area, there are local shops, cafes, post office and the nearest bus stop. The primary schools are highlighted in yellow. To the right of the map, the local train station (Moston Train Station) is highlighted in purple.



The historic maps below show the development of the site area since the late nineteenth century. The 1889 map shows some housing located on the site and green space. The 1932 map shows the significant increase in housing within the site area. From the existing housing on Gill Street, the housing was typical terraced houses and with the region becoming gradually more intensified by residential property due to the population and industrialization boom that occurred during this period. Between the 1930's and present day, the terraced houses have gone and the street has been renamed from Herbert Street to Winston Road. This may have been due to the war or as part of the urban clearance that took place within Manchester and Salford throughout the 1960's and 1970's. The site had become an isolated parcel of land, in need of a re-purpose.

This is a detailed historical map of a residential area. The map shows a grid of streets including Galloway Street, Lord Street, and various smaller streets like Galloway Street, Lord Street, and various smaller streets. A red rectangle highlights a specific area of interest, which appears to be a residential block. The map also shows various buildings, gardens, and other features like 'Allotment Gardens' and 'Galloway Street'. The map is oriented with North at the top.

A detailed street map of a neighborhood in New York City, showing a grid of streets. A red rectangle highlights a specific area bounded by OAK BANK AVENUE to the north, WINTON STREET to the east, and OAK STREET to the south. The highlighted area contains a building labeled "WINTON ST". Other visible streets include GLEN AVENUE, WESTLEIGH STREET, HODGE STREET, CLOUGH ROAD, DOUGLAS STREET, DOLLOND'S STREET, REVELLEY STREET, COOPER STREET, MILLIKEN STREET, EDWARD STREET, GEORGIA STREET, CLINGMAN STREET, PRINCEDOM STREET, BARNARD STREET, MULFEE STREET, WHITMAN STREET, LEWELL ROAD, GOSWORTHY STREET, OAK STREET, ASHVIEW TERRACE, BROODICK STREET, LIBY, PENN BLVD, BRUSH STREET, IVE STREET, STOKEL ROAD, WINDY STREET, WILSON STREET, and LEXINGTON STREET. Landmarks such as "Sch" (school) and "Car Park" are also indicated.



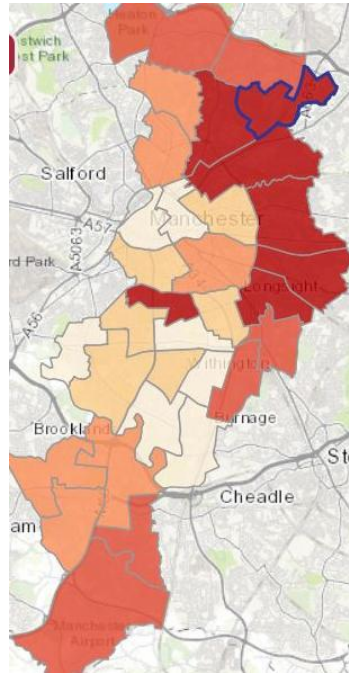
Design Considerations:

Ward Demographics & Crime

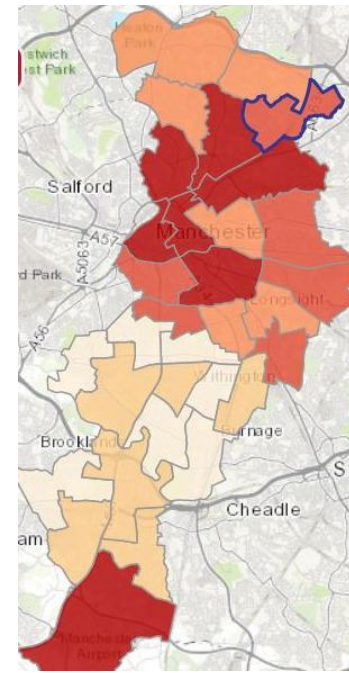
The Moston ward has a total population of 18,807 (2021 data). This Ward is the sixteenth most deprived area in Manchester out of 32 wards and with the ninth (out of 32 wards) highest crime rate. The most frequent type of crimes in Moston are 'violence & sexual offenses' accounting for 40.9% of all crimes, in comparison to the rest of Manchester this is the third worst ward.

The residents in this ward are the sixth highest receivers of housing benefit, universal credit and unemployment benefit for 16+, attests to high levels of economic deprivation, and the necessity for affordable housing. However, despite the very high levels of deprivation, crime in the area is moderately worse than average (for Manchester).

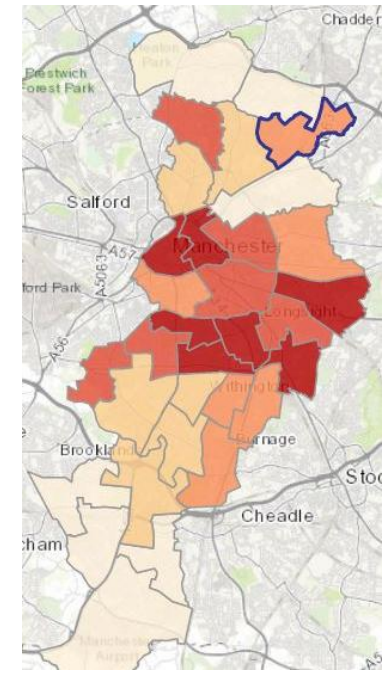
The site area is an open grassed area with several trees clustered towards the south of the site. The site is likely to have a nominal impact on crimes, however it offers the opportunity to improve the quality of affordable housing (indoor quality) and provide definition and aesthetic to the urban environment (outdoor quality). The Living Environment Score for the Moston ward is the seventeenth worst and assesses the above 'indoor and outdoor qualities'. The proposal offers affordable high-quality housing which will enhance the existing urban environment.



Households receiving Housing Benefit



Reported Street Crimes



Living Environment Score

[Area Profile \(instantatlas.com\)](https://instantatlas.com)

The Development Proposal:

Project Aims

1. The proposal has been designed to achieve high quality, modern residential housing.
2. The buildings form, height and appearance resonate with the local environment thereby integrating the scheme into the existing residential context.
3. To retain as many trees as feasible.

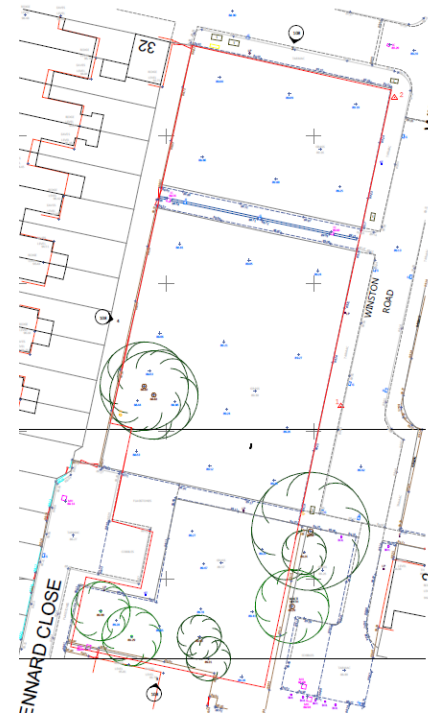
Key Objectives for the Development

1. Respecting local character and to retain and enhance views, including views from footpaths approaching the site and from adjacent housing.
2. Delivering a high quality “place” which is sustainable, safe, and attractive.
3. Providing a mix of 2-bed and 3-bed housing with private gardens, and 1-bed apartments with a shared garden.

Quantum of Development

The total developable area (excluding area with trees to the east) is: 0.1ha or 1,025 sqm

Proposed Buildings Footprint: 304 sqm
Site Area (Red Boundary Line): 1,223 sqm



Existing Site Plan



The Development Proposal:

Proposed Site Plan

The proposed layout, along with supporting text and illustrations in this section of the Design and Access Statement, indicates the principles of urban structure, (i.e., the framework and the layout of streets and pedestrian routes), and the urban grain, (i.e., the location, arrangement, and design of the development).

Layout

The site offers one parking spaces per residential unit (per house or apartment). Each house also has the necessary hard standing space for the storage of four bins and a garden space which is either private or shared.

Level Access / Level Threshold

Level Access / Level Threshold will be provided to each property. These provisions will apply to the principal private entrance (typically a front door) but where this is not possible, access to a suitable alternative entrance will be provided. This will be subject to technical levels design by the Engineer.

M4(2) Compliance

All units have been designed to achieve M4(2). M4(2) is a higher standard that designs new dwellings so that they're more easily accessed and adapted should the need arise in future.



Proposed Site Plan



The Development Proposal:

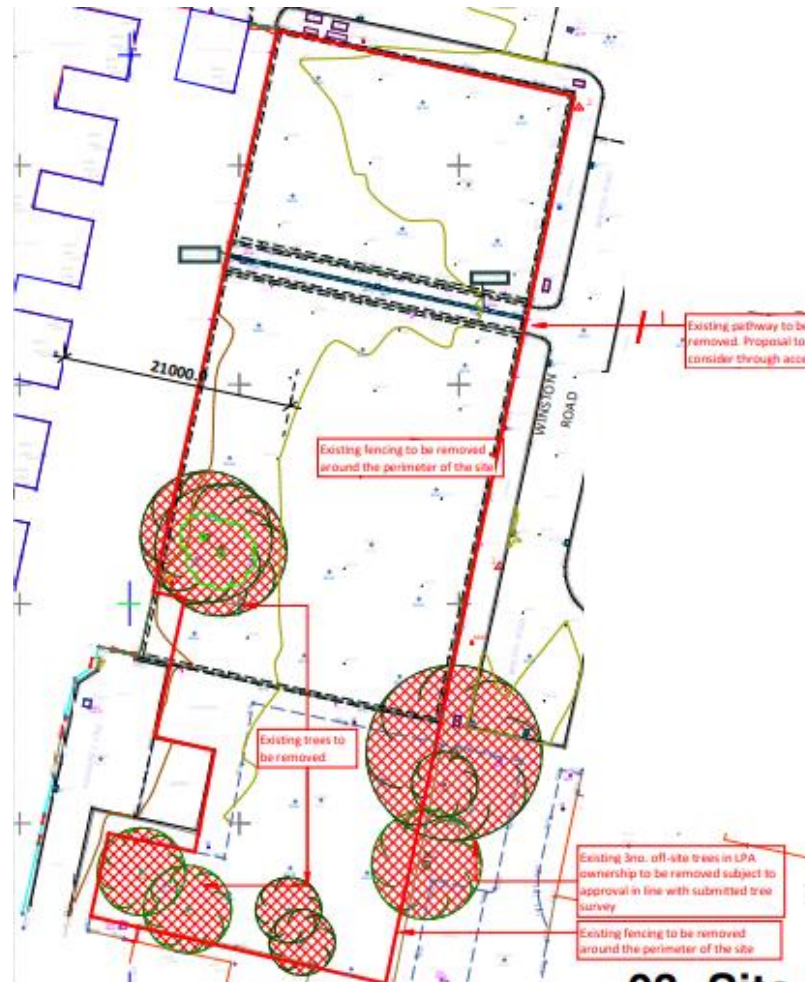
Constraints

The main site constraints are as follows:

- The site has several mature existing trees to the South of the site, the aim is to retain these trees where possible.
- The site is surrounded by existing residential buildings, therefore overlooking distances must be maintained and trees and hedging to mitigate these overlooking distances to respect the privacy of neighbors and the future residents of the development buildings.

Opportunities

- Creates much needed affordable housing
- The location is suitable for this type of developments with the necessary amenities within a close walking distance.



Site Clearance

The Development Proposal:

Street Elevation

Buildings will follow a scale that is in keeping with the adjacent landscape and urban context, which is predominantly 2 storey with pitched roofs. Combined with the use of quality building materials, a sensitively designed hedge planting in front gardens retaining mature trees where possible and two existing boundary trees, the building development can be sympathetically integrated into the landscape. Facing brick enhanced by contrasting brick colours creates a unique character and offers high quality solution to a redundant site. The combination of walls and fencing offer the desired level of privacy, separating the private, semi-private from the public.



Front Elevations – Winston Road and Hodge Street



Rear Elevation – Winston Road and Lordship Close



Front Elevation – Winston Road and Lordship Close



The Development Proposal:

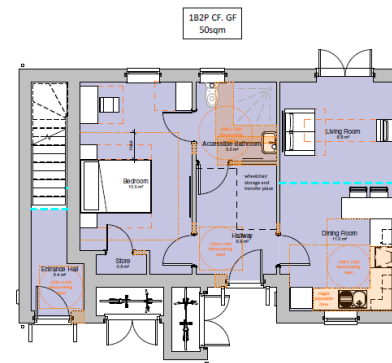
Winston Road, Moston | Design & Access Statement

1-Bedroom, 2-person Cottage Flat Type

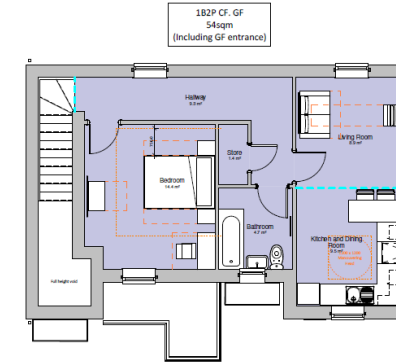
The Manchester Emerging Space Standards for 1-bedroom flat has been met on this site, with ground floor flats being approximately 50m² and first floor apartments 56m². The minimum Manchester Emerging Space Standards is 50m² with 1.5m² built-in storage.

Each Unit has an associated secure bike store as indicated on floor plans or site plan.

The Cottage Flats are designed in accordance with M4(2).



Ground Floor Plan
1B2P CF



First Floor Plan
1B2P CF



1B2P Cottage Flat Elevations



The Development Proposal:

Winston Road, Moston | Design & Access Statement

2-Bedroom, 3-person and 4-Bedroom, 5-person Semi-Detached House Type

As noted within the emerging Local Plan Policy, states the Council will seek to provide dwellings that are appropriately sized and arranged to create well designed homes in accordance with Manchester's Emerging Space Standard.

Manchester's Emerging Space Standard for a 2-bedroom houses is 70m² which has been met in this design. Ensuring the total area is kept to a minimum requirement ensures that affordability can be maintained.

The houses have been designed in accordance with M4(2).



The Development Proposal:

Winston Road, Moston | Design & Access Statement

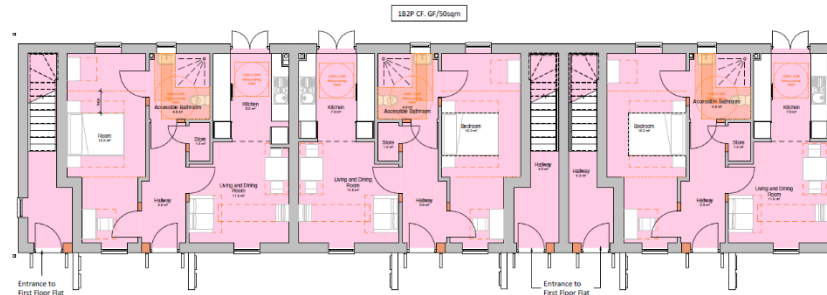
1-Bedroom, 2-person Apartment

As noted within the emerging Local Plan Policy, states the Council will seek to provide dwellings that are appropriately sized and arranged to create well designed homes in accordance with Manchester's Emerging Space Standard.

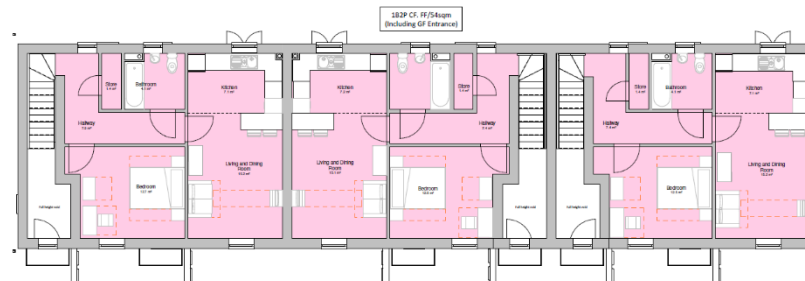
Manchester's Emerging Space Standard for 1-bedroom apartment is 50m² which has been met in this design. Ensuring the total area is kept to a minimum requirement ensures that affordability can be maintained when letting the property, this is particularly important as the residents moving in are likely to be economically deprived.

Each Unit has an associated secure bike store as indicated on floor plans or site plan.

The apartments have been designed in accordance with M4(2).



Ground Floor Plan



First Floor Plan



Apartment Elevations



The Development Proposal:

Winston Road, Moston | Design & Access Statement

Security

The local council requirements for separation distances have been adhered to, while also offering passive surveillance overlooking the street which provides security for pedestrians. The front garden brick wall creates a boundary of protection for the residents. Tall fencing between neighbors in the proposal ensures privacy, and fencing around the rear boundary offers greater protection from crime. Car parking is located in front of the proposed properties which aids in crime prevention as car theft would be visible to the overlooking residents.



Proposed Site Plan



The Development Proposal:

Waste Collection

The site is located within a residentially developed area and therefore a bin collection schedule is in place therefore the proposed houses and apartments can join an existing bin collection round (image opposite). Each home or apartment has 4 bins, located securely behind and/ or hidden at the front for both aesthetics when walking past the development and security to ensure bins are not vandalised or damaged.

Winston Road, Moston | Design & Access Statement

	Grey bins		Brown bins		Green bins		Blue bins
Please note the change to Christmas collection day.							
4 August 2022		11 August 2022		18 August 2022		25 August 2022	
Grey	Blue	Green	Brown	Grey	Blue	Green	Brown
1 September 2022		8 September 2022		15 September 2022		22 September 2022	
Grey	Blue	Green	Brown	Grey	Blue	Green	Brown
6 October 2022		13 October 2022		20 October 2022		27 October 2022	
Brown	Grey	Blue	Green	Brown	Grey	Blue	Green
3 November 2022		10 November 2022		17 November 2022		24 November 2022	
Brown	Grey	Blue	Green	Brown	Grey	Blue	Green
1 December 2022		8 December 2022		15 December 2022		22 December 2022	
Brown	Grey	Blue	Green	Brown	Grey	Blue	Green
5 January 2023		12 January 2023		19 January 2023		26 January 2023	
Grey	Blue	Green	Brown	Grey	Blue	Green	Brown
2 February 2023		9 February 2023		16 February 2023		23 February 2023	
Grey	Blue	Green	Brown	Grey	Blue	Green	Brown
2 March 2023		9 March 2023		16 March 2023		23 March 2023	
Grey	Blue	Green	Brown	Grey	Blue	Green	Brown
6 April 2023		13 April 2023		20 April 2023		27 April 2023	
Brown	Grey	Blue	Green	Brown	Grey	Blue	Green
4 May 2023		11 May 2023		18 May 2023		25 May 2023	
Brown	Grey	Blue	Green	Brown	Grey	Blue	Green
1 June 2023		8 June 2023		15 June 2023		22 June 2023	
Brown	Grey	Blue	Green	Brown	Grey	Blue	Green
6 July 2023		13 July 2023		20 July 2023		27 July 2023	
Grey	Blue	Green	Brown	Grey	Blue	Green	Brown
3 August 2023		10 August 2023		17 August 2023		24 August 2023	
Grey	Blue	Green	Brown	Grey	Blue	Green	Brown
						31 August 2023	
Grey	Blue	Green		Grey	Blue	Green	

Waste Collection Schedule for Winston Road



Sustainability & Renewable

Building Sustainability

Several technologies are currently being investigated for use on the project and will be confirmed at a later date. The final options will be confirmed via Energy calculations (SAP) to demonstrate compliance with the Part L requirements of the Building Regulations.

The project will aim to reduce water consumption to less than 105 litres per person per day in line with the RIBA Climate Challenge 2030 sliding targets. This will be achieved by carefully specifying white goods and limiting the flow of water by use of flow restrictors.

Sustainable construction methods and energy efficiency will be adopted at the detailed design stage. This will promote a high standard of build and construction for the development in accordance with Best Practice Standards.

The development proposals will seek to follow the aspirations in line with the Building Regulations and Housing Review Standards in order to provide a high-quality environment.

Best Practice sustainability will be embraced, which will fully explore issues such as sustainable drainage techniques, and buildings that are resource and energy efficient.

It is expected that the design will explore the following to promote a reduction in carbon emissions:

- Low flow showers, smaller baths and dual low flush toilets as part of controlled water demand and use
- Low carbon lighting, energy controls and management
- Double or triple glazing, and improved insulation
- Conservation of the natural resource such as the site's trees
- Ground level 'urban greening' with the use of street trees, shrub planting and a semi-private communal garden.
- Plots to provide suitable facilities and storage for recycling and waste
- The building will be in compliance with Part L1 A (New dwellings). The scheme is intended not to use gas to comply with national policy.



Design Process

Initial Site Proposal's

The initial proposal focused on sufficient front garden landscaping which created a green and welcoming street scene.

The site boundary was unresolved at this stage, and there was discussion around the unit sizes and standards. This would lead the proposal to develop further to utilize additional space to provide more in demand homes.



Design Process

Development of Site Proposal

The second phase of design shows an increase to the site boundary to include land to the South. The design altered following a request from the council to include an apartment block on the site. This apartment block is situated to the South of the site.

Each unit has minimum 1no. car parking space per unit, with opportunity for natural surveillance of all spaces.

Additionally, each unit has 1no. secure bike storage to the rear of the property where possible or secured at the front.

The layout will retain existing trees where necessary and incorporate existing boundary trees in addition to proposing green landscape street frontage with new planting and trees.

As the design proposal developed, Age Friendly Principles and Independent Living Principles were introduced into the project. Site wide principles included but were not limited to:

Age Friendly Principle & Independent Living

- Easy and accessible bin storage
- Canopy over entrance to properties
- Natural surveillance in external areas (inc. car parking)
- Adequate car parking
- External layout to promote community feel.
- 1200mm pathways (for walking side by side)

