Ryebank
Chorlton

Contents

1. Introduction 3
2. Site Context and Analysis 6
3. Design Development 20
4. Layout 42
5. Landscape 69
6. External Appearance 97
7. Access Statement 118
8. Application Drawings 128
9. Appendices 131

Client(s)
Step Places
Southway Housing Trust
Manchester Metropolitan University

Project Team

5plus	Architects
PJ Project	Project Manager
Atkins Realis	Cost Consultant
Renaissance	Civil & Structural Engineers
Ridge	MEP
TPM	Landscape Architects
Phi Low Carbon	Passivhaus Consultant
Asteer Planning	Planning Consultants
WFST	Fire Engineers
SK Transport	Transport Consultants
Lexington	PR and Communications Consultant
Urban Green	Ecology

Contact
Phil Doyle. Director
pdoyle@5plusarchitects.com

Roxanne Kanda. Associate
rkanda@5plusarchitects.com

Manchester Studio
4th Floor, The Hive, 47 Lever Street,
Manchester M1 1FN
0161 228 0211

5plusarchitects.com

Copyright
All pictures copyright to their respective owner(s). This document does not claim ownership of any of the pictures enclosed unless stated otherwise. The document has not knowingly intended or attempted to offend or violate any copyright or intellectual property rights of any entity.

Introduction

1.1 Introduction

The Purpose of this Design and Access Statement
This document has been prepared on behalf of Step Places, Southway Housing Trust and Manchester Metropolitan University in support of a full planning application for a comprehensive housing development of the Ryebank Road site in Chorlton , Manchester.

It has been prepared by 5plus Architects with input from Asteer and the technical team and should be read in conjunction with the Planning Statement, Application Drawings and supporting technical reports.

This is a full Application with detailed layout, scale, appearance, access and landscaping for 120 residential units.

The purpose of this document is to detail the rationale and approach that has been undertaken in developing the final design for the Ryebank development including the close consultation with Manchester City Council Planning Officers and other stakeholders.

Manhester Metropolitan University (Manchester Met)
For two centuries, Manchester Metropolitan University (Man Met) has helped to drive innovation and progress both regionally, in the City of Manchester and the wider Combined Authority area, and nationally through the provision of excellent education and research.

As part of a wider strategy of consolidating into a single campus site in Manchester city centre, Man Met considered the future of various pieces of land it owned around Greater Manchester and Cheshire. The Trustees of Manchester Metropolitan University decided the best option was to sell them and re-invest the proceeds into the charitable purposes of the University to deliver excellent education and research. The Trustees of Manchester Metropolitan University are under an obligation to obtain best value for any assets they dispose of. Ryebank is the last piece of land to be sold under this plan.

Team

5plus	Architects
PJ Project	Project Manager
Atkins Realis	Cost Consultant
Renaissance	Civil & Structural Engineers
Ridge	MEP
TPM	Landscape Architects
Phi Low Carbon	Passivhaus Consultant
Zero Energy	Passivhaus Certifier
Asteer Planning	Planning Consultant
WFST	Fire Engineers
SK Transport	Transport Consultants
Lexington	PR & Communications Consultant
Urban Green	Ecology

The Developer
Step Places has built a reputation as a residential and mixed-use developer with a clear focus on high quality and sustainable homes, centred on communities, place making and diversity.

People are at the centre of their success, and they support their partners and supply chain to deliver on collective social value priorities and make maximum use of local employment resources and skills.

Step Places has won numerous awards such as Housing Development of the Year and the Sustainability Award at the Insider Housing Property Awards 2021 and Best Development for Market Sale at the Northern Housing Awards 2021. They are proud of these achievements which recognise their determination to deliver excellence in everything they do.

Affordable Housing Partner
Southway Housing Trust are a committed and forward thinking, not-for-profit, local housing company based in South Manchester. They are passionate about providing excellent homes and outstanding customer care. They were established in 2007 in South Manchester where they own 5,880 properties.

They have an experienced development team with a track record in delivering new social investment, including employment and training initiatives which they will integrate into the delivery of Ryebank. They also have dedicated Age Friendly and Supported Living teams to meet the diverse needs of our local communities.

Key

Site Boundary
Council Boundary



1.2 Brief and Project

The Existing Site
The site is situated in Chorlton, Manchester, adjacent to Longford Park, approximately 1.2km east of Stretford, Old Trafford. The site is predominantly grassland with trees and a small area of hardstanding to the south.

The land use to the north, south and east comprises residential development. To the west is Longford Park, within which lies the Trafford Athletic Club. To the southeast of the site lies St Johns RC Primary School.

The Project Brief
The brief for the redevelopment of the site has evolved through extensive consultation between the landowner Manchester Met, the local community and other stakeholders. A Development Framework prepared on behalf of Manchester Met was approved by Manchester City Council in 2019 which was subsequently followed by a developer selection process and the appointment of Step places as "master developer" for the whole site.

The 2019 development framework set the following broad parameters for the comprehensive re-development of the site:

- Dwelling heights should be predominantly 2-storey with a maximum height of 3-storeys.
- All dwellings to exceed the Nationally Described Space Standards
- Deliver a range of tenures including on site affordable housing to meet the needs of existing and future demographic groups.
- Contain a mix of property size including 2-, 3-, 4- and 5-bedroom houses in the form of detached, semi-detached, and terraced properties.
- Deliver a range of densities across the site between 20-26 dwellings/hectare with a maximum of 120 homes in total.
- Vehicular Access to be via two independent entrances from the north and south to MCC highways adoptable standards which will not be connected.
- Provide car parking, bin storage, and refuse collection in accordance with MCC standards.
- Promote sustainable connections and travel.
- Maximise the retention and enhancement of existing ecology, biodiversity, and landscape assets.
- Retain the existing Nico Ditch which traverse the centre of the site
- To meet the highest possible environmentally sustainable targets in supporting the city council in meeting its 2038 zero carbon targets.



Development Framework Document (June 2019)

Project Description
In responding to the 2019 Development Framework and following a period of extensive technical analysis, design development and a considered period of reflection, consultation, and inputs from the local community the proposed development comprises:

"Construction of a residential development comprising 120 units linclduing a mix of housing types and tenures) together with open spaces, landscaping, sustainable drainage features, access arrangements, cycleway and pedestrian linkages, parking provision and other associated works."

Planning Policy Context

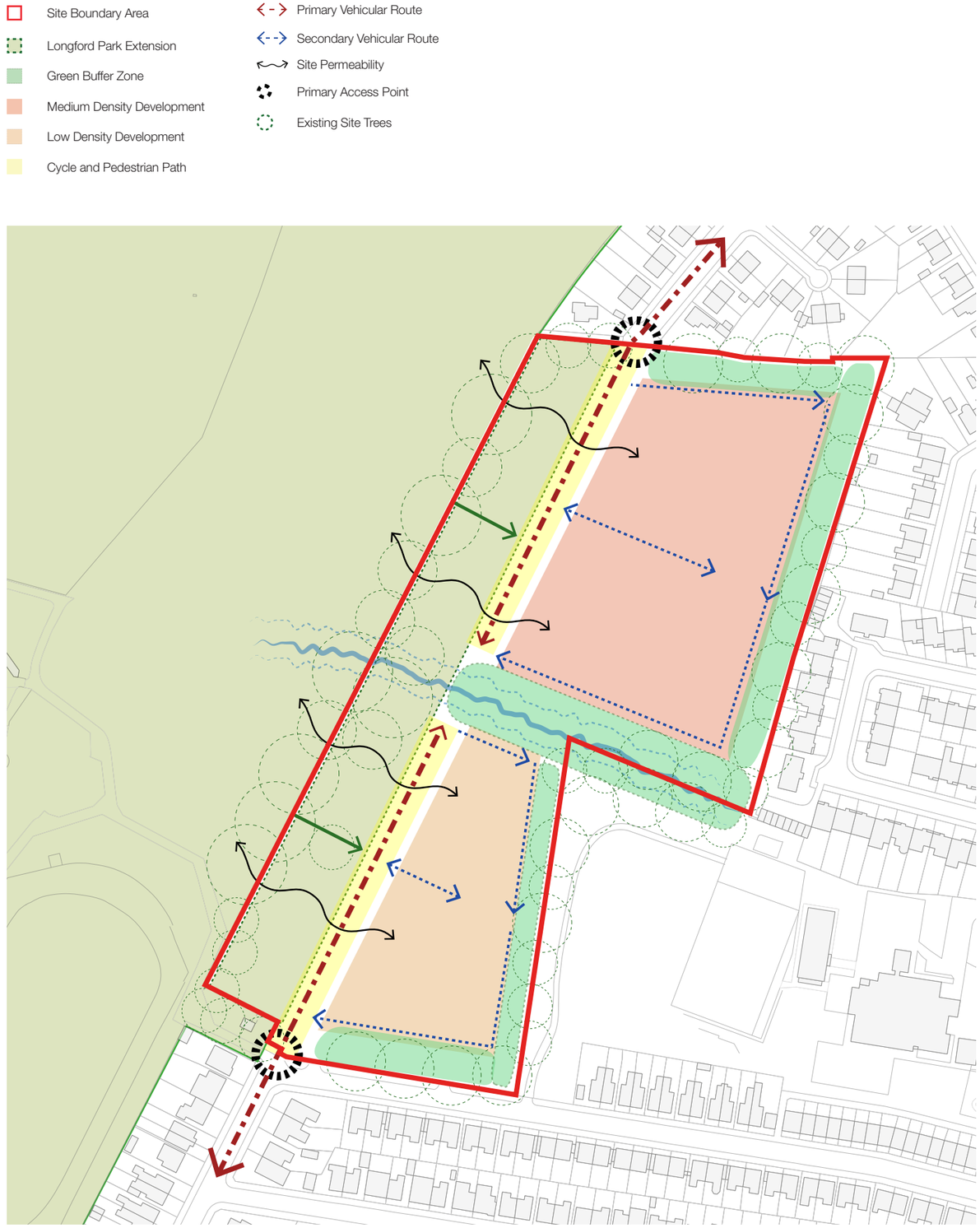
Adopted Development Plan
For the purposes of this proposed development, the adopted development plan comprises:

- Places for Everyone Joint Development Plan for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan (adopted March 2024)
- The Manchester Core Strategy (adopted July 2012) and the Addendum to Manchester Core Strategey 2024
- Saved policies of the Manchester Unitary Development Plan (adopted July 1995)

The Ryebank Road Development Framework, which was approved by Manchester City Council in 2019, does not form part of the Adopted Development plan but will be an important material consideration in the determination of the planning application.

Site Allocation
The application site is not allocated in the Development Plan for any specific land use or activity, but it falls within the South Manchester area, as defined by the Development Plan Proposals Map, which is subject to Core Strategy Policies EC9 (South Manchester) and H6 (South Manchester), the latter of which is aimed at promoting new residential development.

Development Framework Diagram
Extract from page 51 from Development Framework, June 2019



Site Context and Analysis

2.1 South Manchester Context

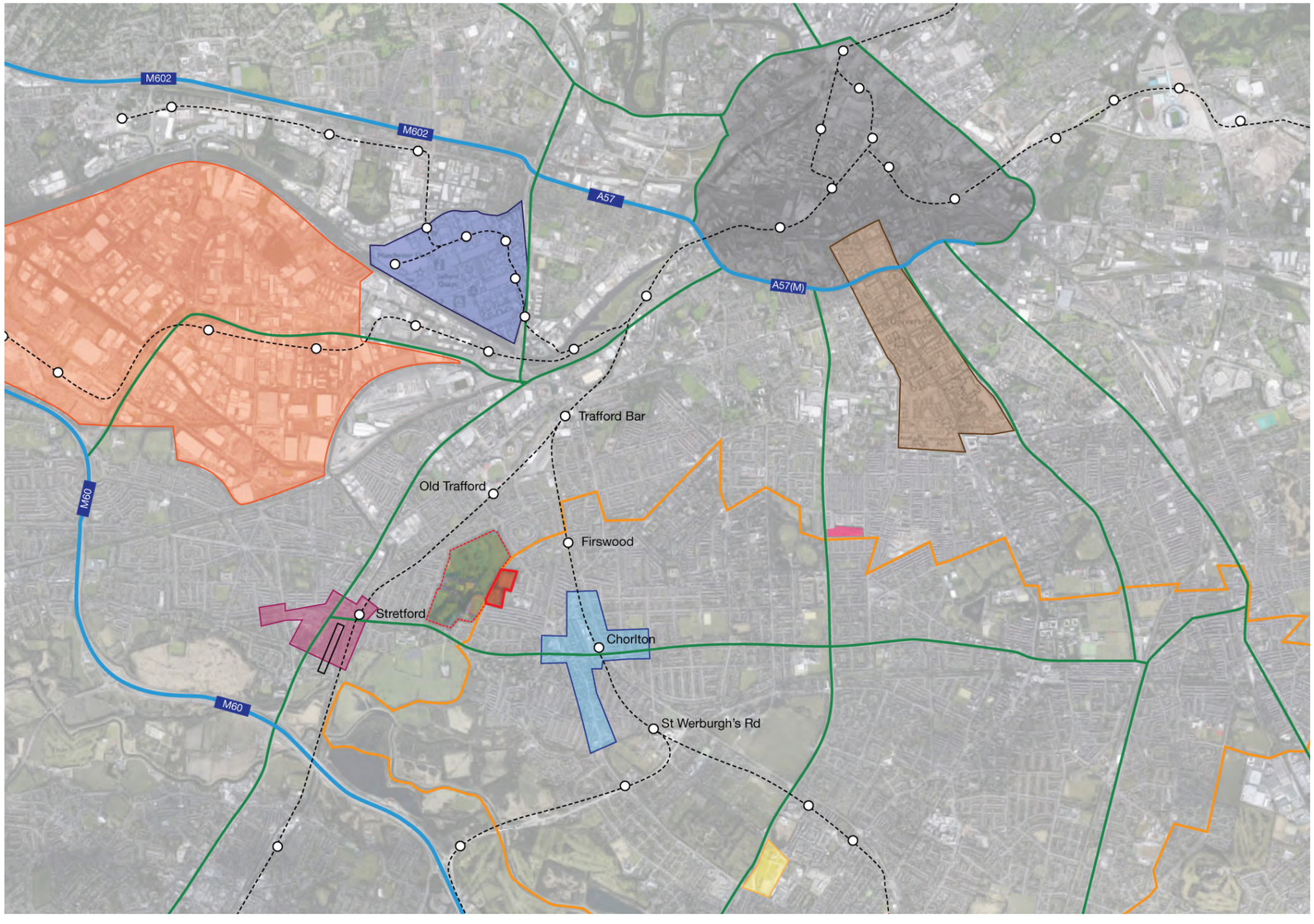
Site Location
The site is located adjacent to Longford Park in Chorlton which is approximately 4.3km southwest of Manchester City Centre. The national grid reference for the centre of the site is SJ810945.



Chorlton shopping destination

South Manchester Context Diagram
Extract from page 9 from Development Framework, June 2019

- Site Boundary
- Longford Park Boundary
- Motorway
- Main Road
- Tram Line
- South Manchester Regeneration Framework
- Oxford Road Corridor
- Salford Quays / MediaCity UK
- Chorlton District Centre Masterplan
- Stretford Masterplan
- Stagecoach and Bowes Street Regeneration
- Lacy Street Development
- Trafford Park
- Siemens



2.3 Chorlton Context

Site Character
The site is currently vacant open space, with a small area of hardstanding in the south of the site with a number of mature trees along the site boundary. Historically, the site was in use as a clay pit for an adjacent brickworks on the site of the current St Johns RC Primary School.

The land use to the north, south and east comprises residential development. To the southeast of the site lies the St Johns RC Primary School. To the west is Longford Park, within which lies the Trafford Athletic Club, to the southwest of the site.

The topography of the site and the surrounding landscape is generally flat. However, within the site, a ditch (currently dry and completely overgrown with scrub, and with a crossing over the ditch in its centre) is located towards the centre of the site. A small area of higher ground / bunding currently lies adjacent to the area of hardstanding to the south of the site.

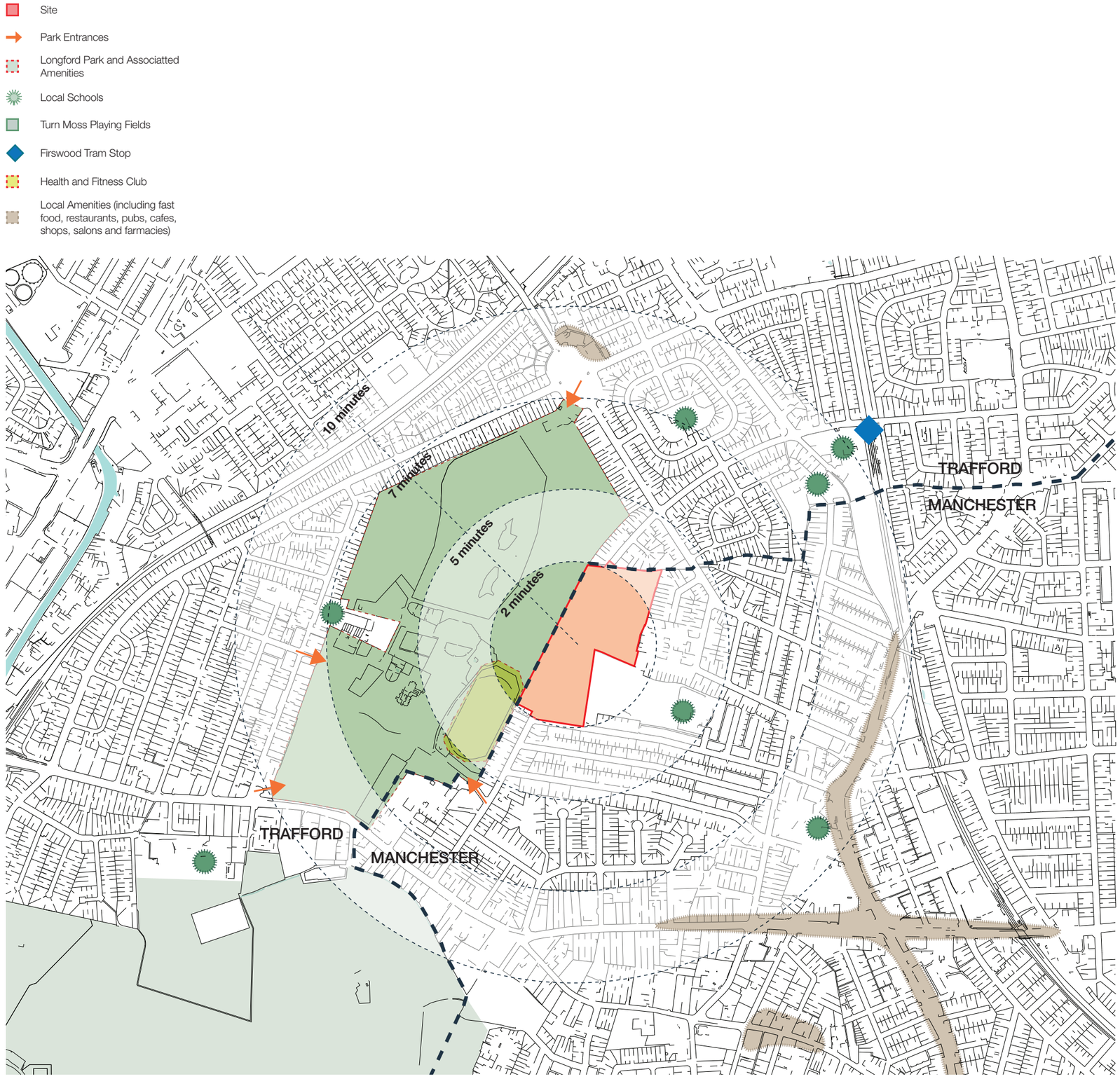
Access to the site is provided by Ryebank Road. The nearest tram stop (Firswood) - is located approximately 750m to the northeast of the site. The nearest mainline train station is at Manchester Utd Football FC, which lies 1.5km to the north of the site. The nearest Sustrans Regional Route 82 (Bridgewater Way) lies approximately 0.9km to the west of the site. A National Sustrans Route (62) is situated approximately 1.2km to the south of the site.

Local Amenities
The site benefits from its close proximity, being only a 10 minute walk, to Chorlton District Centre and a 20 minute walk to Stretford District Centre, with all the shopping, leisure and cultural amenities each offer. A selection of local shops, convenience stores and amenities are locted in closer proximity at The Quadrant and along Warwick Road South close to Firswood tramstop.

The neighbouring area also contains a number of primary schools.

The site is also located directly adjacent to Longford Park that falls within the administrative boundary of the Borough of Trafford. The park's leisure offer and services are therefore fully accessible from the site, making these two assets part of the South Manchester Green Infrastructure that support easy walking or cycling to many other green/open spaces along the Mersey Valley such as Sale and Chorlton Waterparks.

Site Context Plan and Local Amenities



2.4 Transport Connections

Local Highway Network
The site is bounded by Longford Road to the south and forms a connection with Rye Bank Road to the north. A section of Ryebank Road also forms a junction with Longford Road to the south of the site.

All of the surrounding roads offer a good width footway provision and street-lighting. Along the site boundary Longford Road is subject to a 20 mph speed limit. Traffic calming is also present along the surrounding streets, including 20mph road markings down Longford Road. Ryebank Road (south) also includes traffic calming measures (speed humps). It forms a junction with Edge Lane (A5145) approximately 500m South of the site which facilitates onward access to the M60 Motorway, Manchester City Centre and Sale and Altrincham via Chester Road (A56). Chorlton is also readily accessible via Longford Road and other adjacent roads and is c. 500m East of the site.

To the North of the site, Rye Bank Road joins with Manchester Road (B5217) approximately 850m North-East of the site which offers onward connections to Chorlton, Old Trafford and Manchester City Centre.

In summary the site is well located with respect to the local highway network.

Sustainable Access
It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day to day lives. Paragraphs 108, 110 and 114 of the NPPF emphasise the importance of this statement.

The Chartered Institution of Highways and Transportation (CIHT) in their document 'Providing for Journeys on Foot' state that "walking accounts for over a quarter of all journeys and four fifths of journeys of less than one mile" (Paragraph 1.12, Page 11). The document recognises that although acceptable walking distances will vary between individuals and circumstances, pedestrians are prepared to walk a 'preferred maximum' distance of 800m to town centre destinations. For commuting, school and sightseeing trips CIHT advises a 'preferred maximum' walking distance of 2km and a 'preferred maximum' of 1.2km for walking distances to other destinations (Paragraph 3.31 – 3.33, page 49).

The Transport Assessment contains a detailed review of sustainable access options and shows that there are a number of schools with a 1km walking distance from the centre of the site, including St John's RC Primary School, St Teresa's Primary School and Oswald Road Primary School. Longford Park School, Stretford High School and Stretford Grammar School are within a 2km walk of the site. The boundary of Chorlton District Centre is within an 800m walk distance of the centre of the site. The District Centre provides access to extensive local amenities, including shops, bars, pubs, cafés, restaurants, supermarkets, a library and a health centre.

There are also numerous sports facilities within a suitable walking distance including the Health and Fitness Club in Longford Park, Turn Moss Playing Fields and St Lawrence's Gaelic Football Club. Further education facilities can be accessed within a 2km walking distance, such as King's Road Primary School, Brookburn Primary School and Islamic High School for Girls. Chorlton High School and CHS South are just over a 2km walk distance from the centre of the site and can also be accessed by bus services 23 and 25 which stop on Edge Lane.

With respect to local bus services, the nearest bus stops to the site are located on Edge Lane, Manchester Road and Kings Road. The bus stops are served by regular services providing connections to destinations such as Manchester City Centre, Stockport, Stretford, The Trafford Centre, Urmston and Whalley Range. Services operate throughout the week, including evening services and a night bus service.

The Metrolink tram system serves the local area; with Firswood Metrolink station located an 800 metre walk distance from the centre of the site (a 10 minute walk). The Metrolink provides direct and regular services to Manchester City Centre and Manchester Airport. It also provides connections across Greater Manchester. It provides a daytime frequency of 1 every 12 minutes (each way).

There is therefore a clear potential for future residents of the site to travel by active and public transport modes for both personal and work related purposes thus according with the NPPF in that respect

Key

1. Chorlton Metrolink Tram Station
2. Chorlton Central District
3. Firswood Metrolink Tram Station
4. Part of the Greater Manchester Bus Network

Edge Lane / A6010

Roads

Parking



1



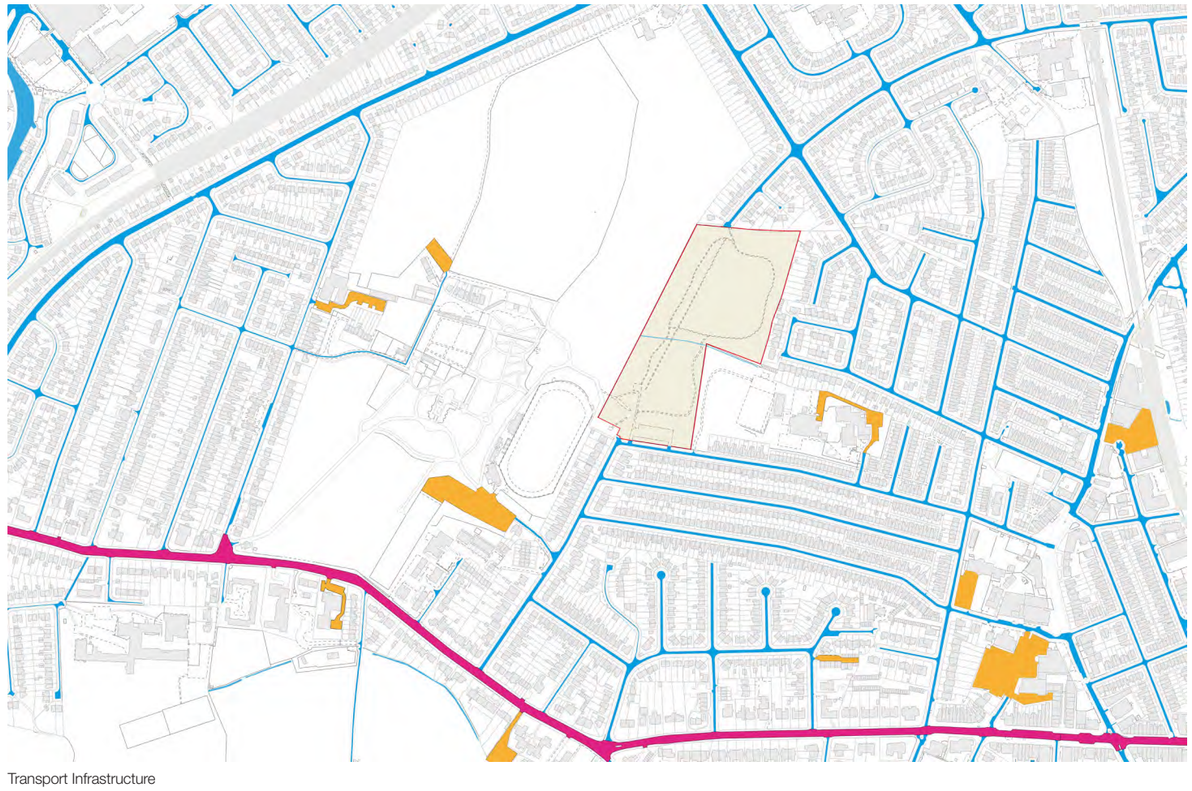
2



3



4



Transport Infrastructure

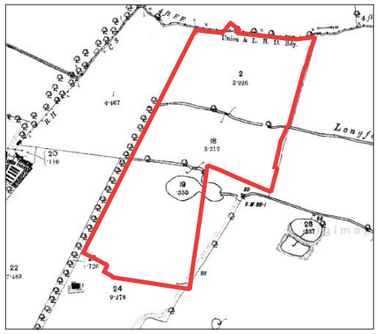
2.5 Summary of Site History and Development

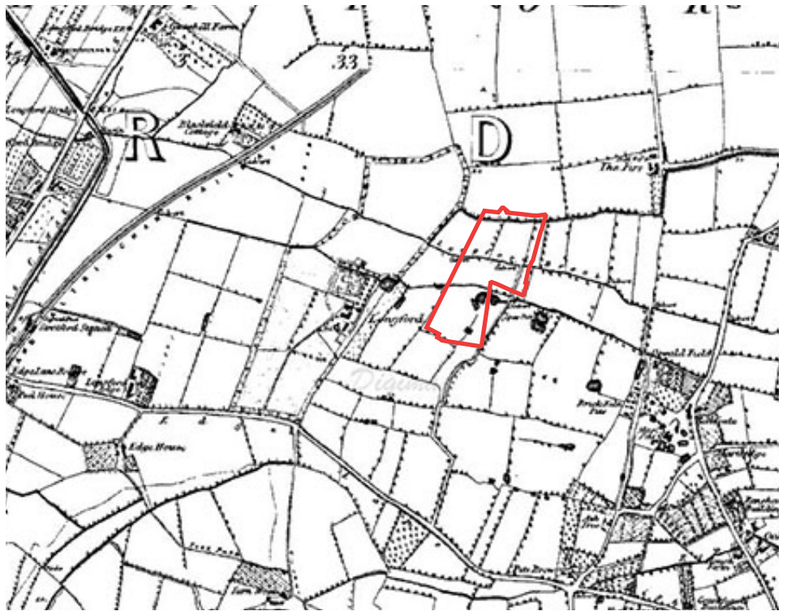
The following historic maps provide an overview of the history and development of the site.

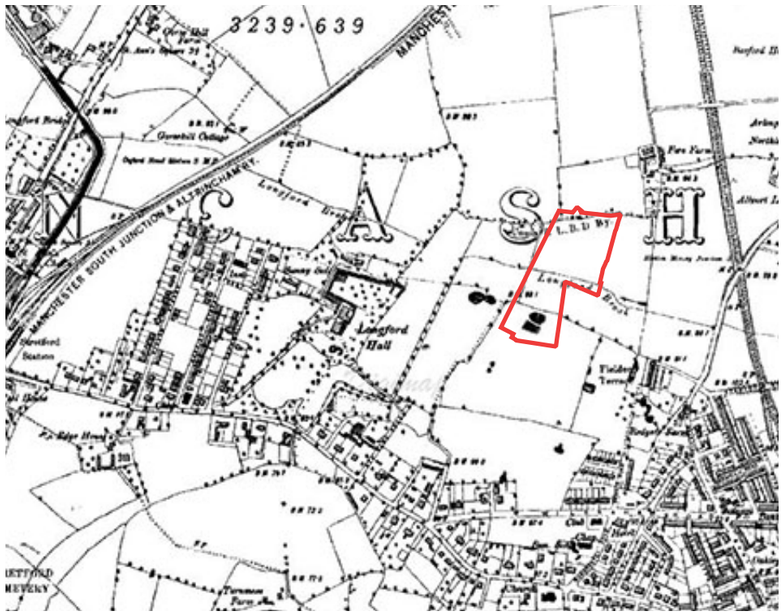
1840
In the mid 19th century the site lay outside the main urban area of Manchester City Centre but already at this time aspects of the urban infrastructure that was to follow can be seen with the commencement of the Altrincham railway line to the north west of the site. Longford Brook can be seen traversing the site.

1890
Between 1840 and 1890 a rapid urbanisation of Chorlton Centre occurred and adjacent residential development is apparent combined with the completion of the Altrincham railway line and the Cheshire railway line to Chorlton. Longford Hall, forming the Rylands Estate, is also visible.

Note:
Site contains Longford Brook and a pond.



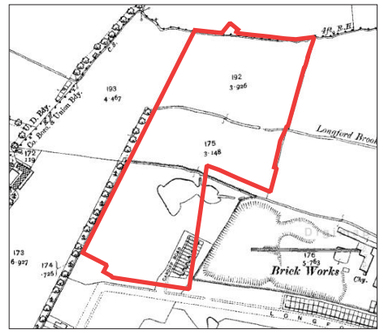




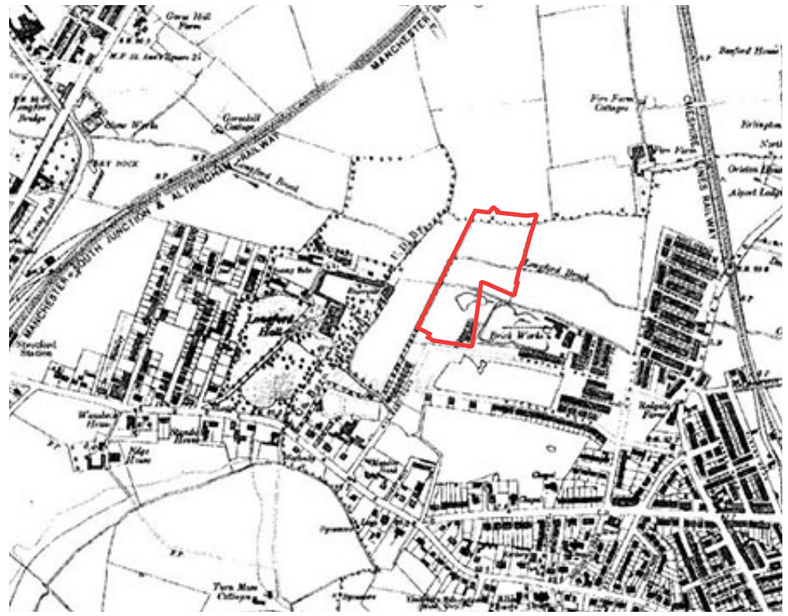
1900
By 1900 residential development is accelerating and a temporary brickworks to the east of the site has been established to fuel this building growth.

Notes:

- New row of 12 houses fronting Cardiff Road appear
- Brick Works are in full use
- Pond still exists





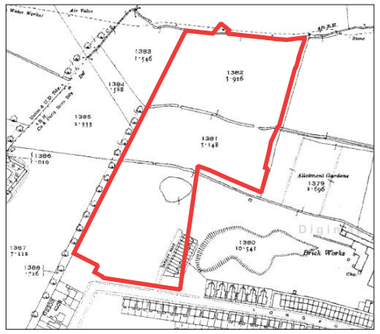


2.5 Summary of Site History and Development

1920
The most significant amount of development happens between 1900 and 1920 with the establishment of a significant residential neighbourhood and the creation of Longford Park following the sale of Longford Hall to Stretford Council in 1911. This residential development forms the largest distinct character of the wider area to the present day.

Notes:

- Row of 12 houses on Cardiff Road remain
- The Brick Works has now reduced in size
- New allotments
- Smaller pond

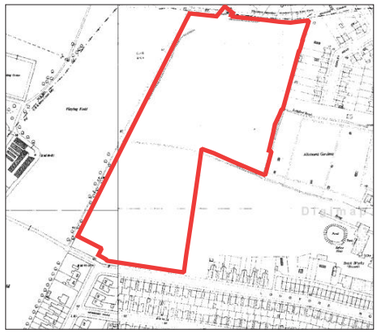




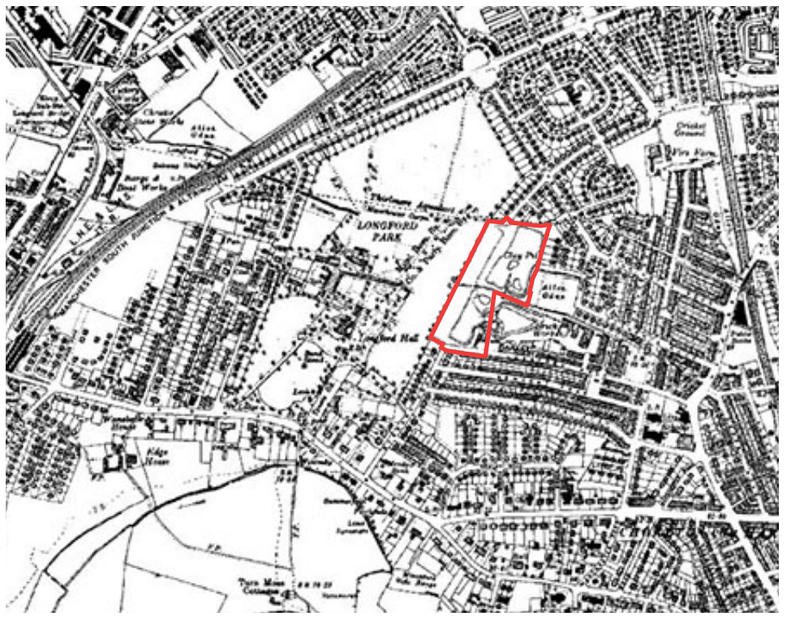
1950
Further residential development ensues to the west and to the north.

Notes:

- Row of 12 houses, Cardiff Road no longer exist, possibly due to bomb damage from World War II
- Brick Works, Longford Brook and pond no longer exist
- Allotments remain
- Longford Park is beginning to be established



1980
The map shows the establishment of St John's Primary school and the completion of pocket residential development to its North. The map also shows the new administrative boundaries of Trafford and Manchester established some 10 years earlier.







2.6 Local Area Character

Character
The character of Ryebank Road and the surrounding area has developed over the last 150 years to provide a rich context of architectural styles and housing types.

Dominated by Longford Park the wider area is largely characterised by a series of detached and semi-detached housing stock all with front gardens lining generous streets.

Along Longford Road, Nicholas Road and other adjacent streets the character is of a denser terrace typology that preceded the early twentieth century garden city movement and the widespread availability of the private car. These streets create a greater sense of enclosure but are dominated by on street car parking.

Key

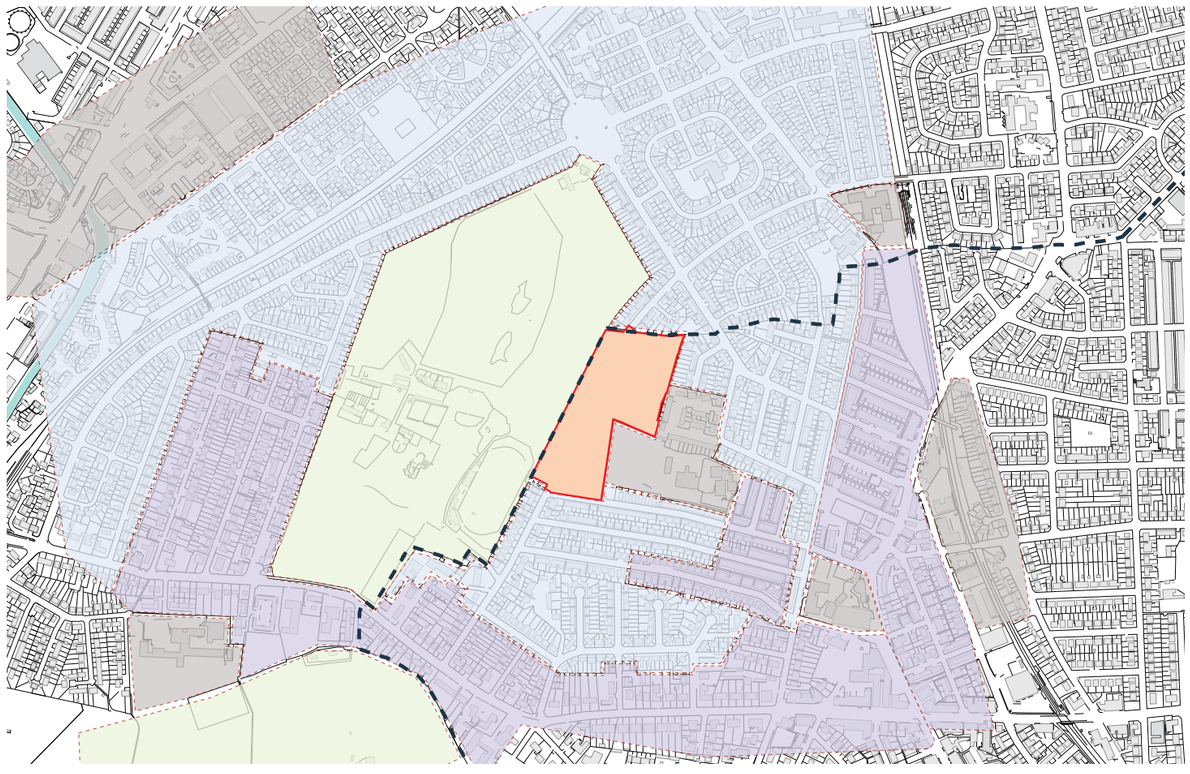
- Site
- 1850 – 1900
- Post 1920 Interventions
- 1900 – 1920
- Green Space

Chorlton Housing Types
The surrounding character of the site is dominated by late 19th and early 20th century housing reflecting the expansion of the Manchester conurbation at that time and depicted in the historical maps earlier in this section.

Much of the housing is of a similar style with generous front and rear gardens to semi- detached and detached properties. Typical housing will usually contain off street parking either via garages or driveways. The housing is predominately two storeys and in red-brick but with some rendered upper storeys and is of the Garden City Movement prevalent during the early 20th Century.

Some older properties from the period of 1850-1900 are of a more terraced nature with raised ground floors and of a more ornate nature.

Along Edge Lane, where housing was first established, the buidlings are in a buff, slightly glazed brick with black architectural detailing.



Character Areas



1



2



3



4



5



6

2.7 Longford Park Conservation Area

Longford Park Conservation Area
Longford Park Conservation Area is located within the Metropolitan Borough of Trafford but has an influence on the Site given that it directly abuts the western boundary, albeit separated by an area of mature tree planting and a raised bank. Care should be taken not to detrimentally effect the mature tree planting located along the boundary of the park and the Site.

The Conservation Area Appraisal describes the northern area of the park (that which is most closely related to the Site) as having an open character with wide expanses of fields and long vistas, this creates a sense of space in what is otherwise a built-up urban area. Principle views within the Conversation Area are described as 'up and down tree lined paths' and the 'open views across the northern area of the park'. There is no reference to views to or from the Site or into the park from the Site.

The Heritage Statement demonstrates that the proposed development would result in a neutral change to the character, appearance and setting of the adjacent Longford Conservation Area. The Site is bounded by mature tree planting which are being retained which will allow the low-rise housing development to remain largely out of view of the Conservation Area and its enclosed heritage assets.

The proposed scheme will not impact the character and appearance of the Conservation Area and will have a neutral impact upon its setting.

Nico Ditch
There are no designated heritage assets of an archaeological nature located within the boundary of the Site or within the 1km search area. There are however, nine listed buildings and two conservation areas.

The ditch crossing the Site on an east-west alignment, the course of which appears to have been relatively unaffected by the known clay extraction, is reputed locally to be part of the Nico Ditch. However, a recent application to Historic England to consider the ditch within the Site for scheduling was rejected, it being stated that the ditch does not appear to survive well and that its archaeological potential was uncertain.

Two boreholes taken through the ditch deposit hit a solid surface at depths of 0.8-1.08m. This may be the remains of a culvert which could have been inserted into the ditch around the time of the 1930s clay extraction when it is known that the Longford Brook was re-routed via a culvert down the eastern boundary of the Site and into the ditch cut which by 1951 was annotated as a 'drain'. The potential use of the ditch cut in this way demonstrates relatively modern interventions which, if it were an extension of the Nico ditch, would have affected its preservation.



Longford Park Conservation Area Diagram

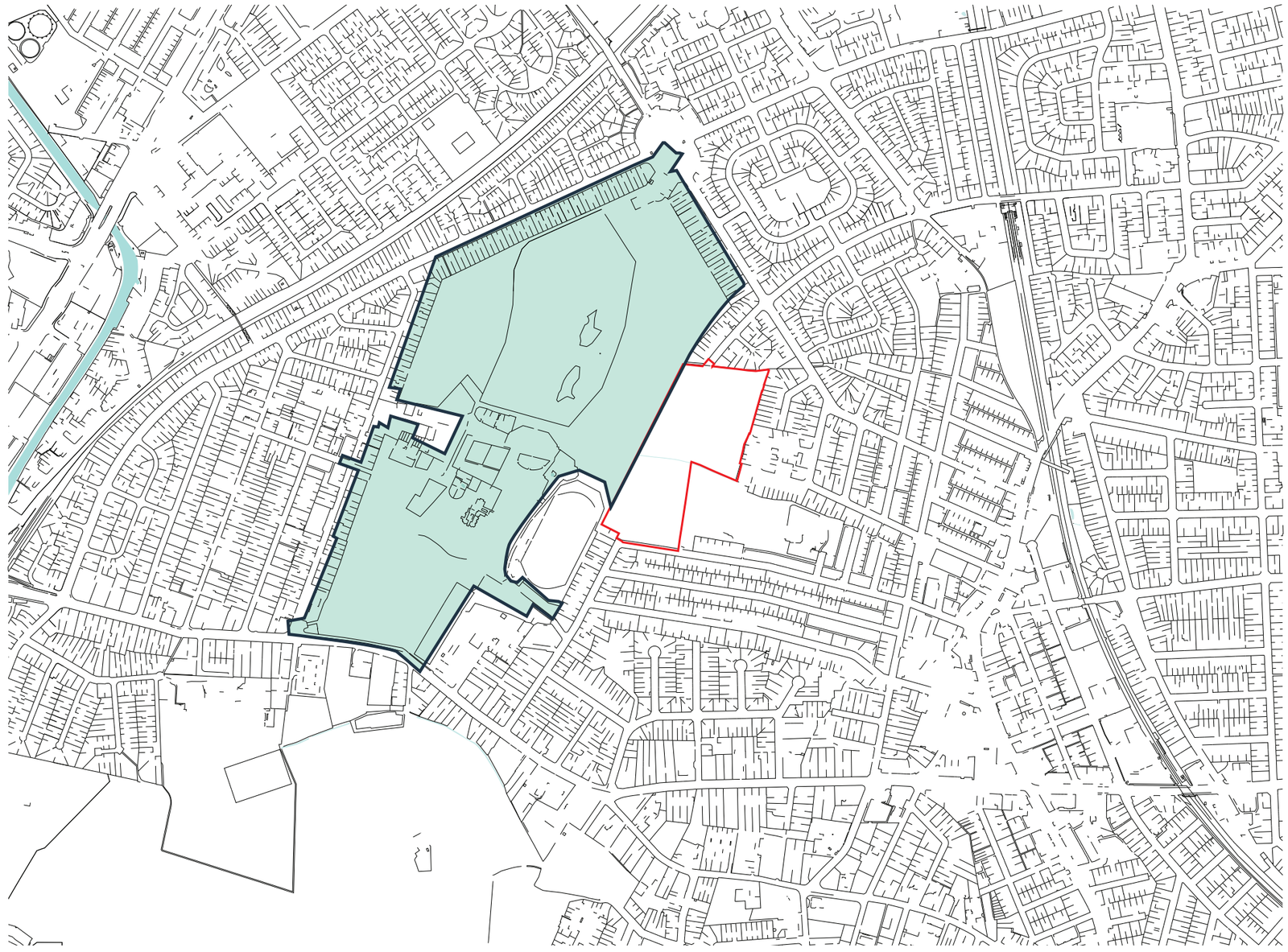


**image of a view of Ryebank Fields from the northern open-field area of Longford Park - demonstrating a lack of intervisibility between the Site and the Conservation Area*

Key

Site

Existing Conservation Area



2.8 Site Analysis
Site Access

Existing Vehicular Access
There are two existing, but disused / fenced off vehicular access points into the development site from the south on Longford Road.

To the north Rye Bank Road extends through to the site boundary.

Future Vehicle Access
The 2019 Development Framework for the site concluded that there should be two access points to the site from the north and south and these should not be connected to avoid “rat-running” through the site and to facilitate a balanced distribution of new vehicular movements, namely:

- To the south of the site via a frontage with Ryebank Road / Longford Road and/or
- To the north of the site via Rye Bank Road.

The ability for vehicular access to be achieved along the eastern and western site boundaries is restricted by the established residential development, St John’s School and Longford Park.

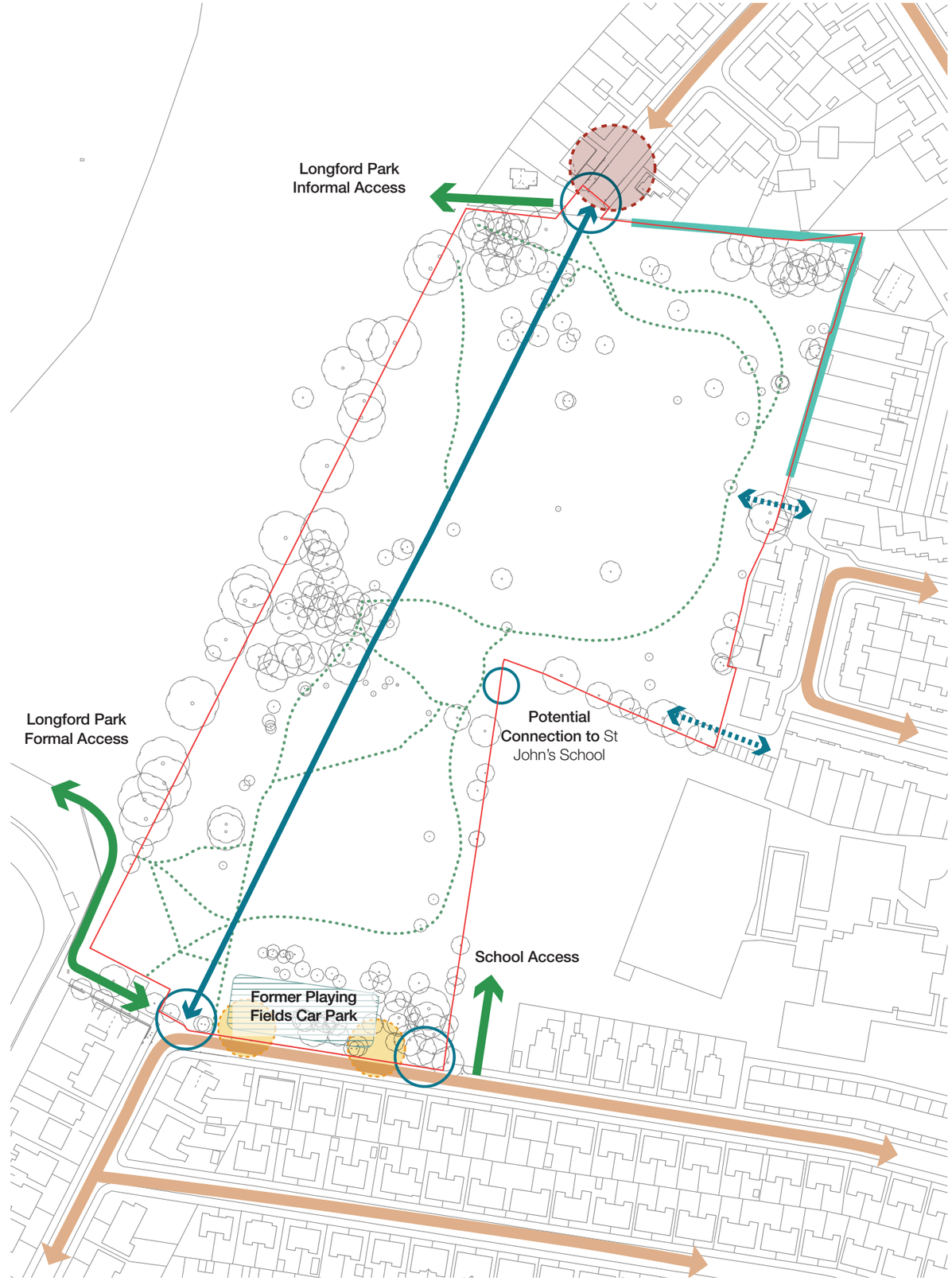
In 2017, the proposals were presented at a series of public consultation events. Much of the feedback received centred around a perception that traffic impacts of the development would further exacerbate existing congestion on local roads, especially Longford Road during school drop-off and pick-up times.

Pedestrian Access
There is no formal, safe pedstrian access to the site at present. As such, and as defined in the Development Framework, consideration should be given to creating a safe and easily navigable pedestrian and cycle route north-south through the site to create better access to Firswood tramstop and a more inclusive neighbourhood generally.

A number of existing neighbours along the eastern boundary have created their own informal gated private access to the fields. Whilst these have no legal requirement to be maintained it is considered that some thought as to how to work with these in a positive manner should be given. Equally, facilitating a safe pedestrian access from the school to the fields and Longford Park would improve wider safe connections through the site.

Existing development along the eastern boundary generally presents a barrier for the existing community accessing Longford Park. There are two locations along that boundary that could ultimately allow increased access but would be subject to detailed consultation with specific households and be subject to land ownership issues.

Site Access



Key

Existing
- Key Access Routes
- Existing Informal Paths Desire Lines
- Existing Vehicle Access
- Existing Back Gardens Gates
- Existing Road Network

Future/ Potential
- Potential Pedestrian Access Point
- Potential Primary Pedestrian Route
- Potential Additional Vehicle Future Access
- Existing Back Gardens Gates - Retained Access

2.8 Site Analysis
Utilities and Environmental

Utilities
An existing brick sub-station is situated to the South West corner of the site and some major utilities cross the site from North to South following the rough alignment of Ryebank Road.

The 610mm IP Gas Main (red line) connecting from Longford Road represents the greatest challenge in terms of utilities and extent of developable area. This has been surveyed and an appropriate easement established to afford future access by Cadent. There is an additional redundant LP gas pipe (green line) and electrical cable that served the former changing rooms on the site that will require removal.

In the same north south vicinity there is a main outfall sewer which also has an easement that restricts development within it.

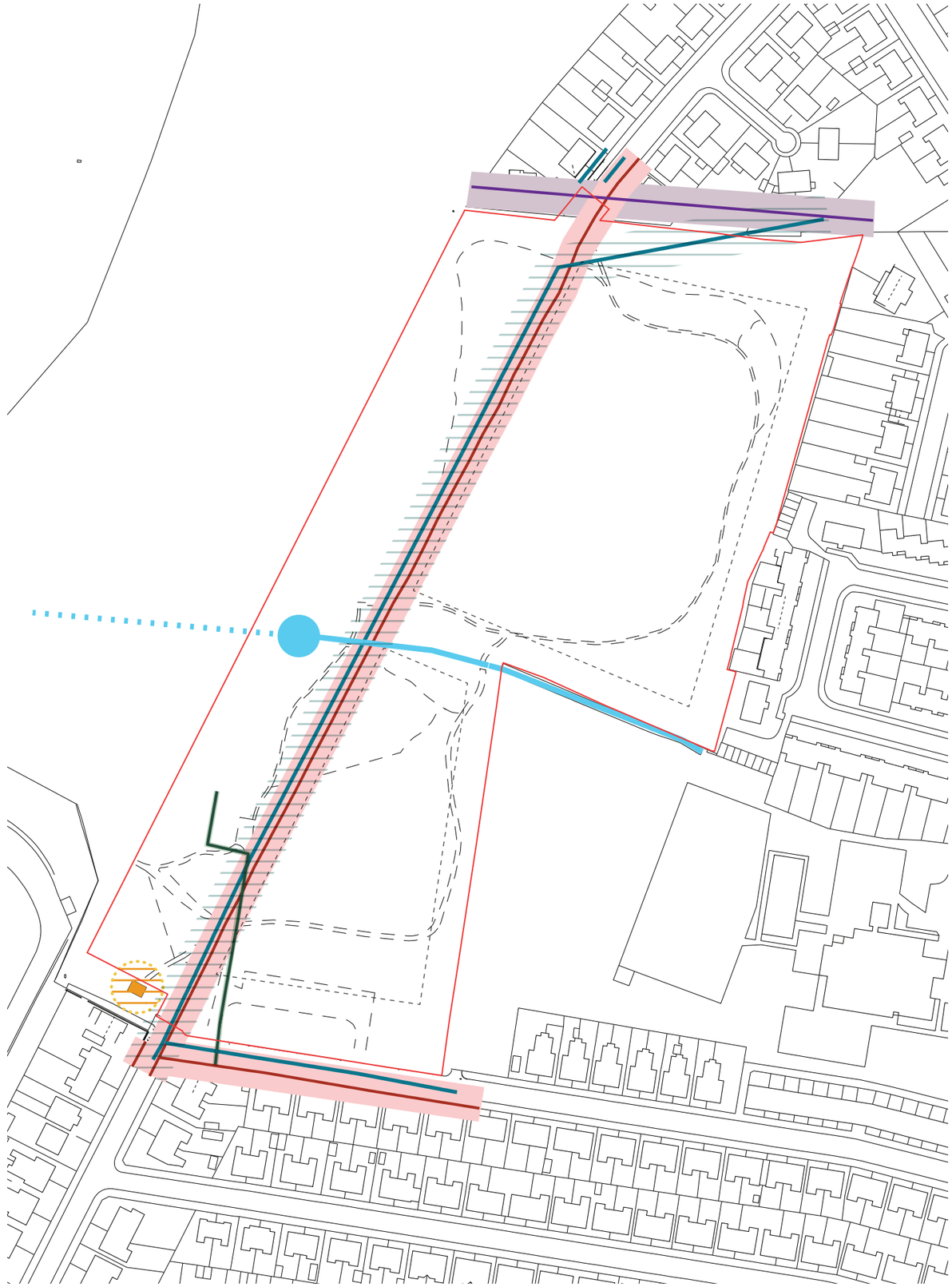
These easements have been utilised to inform the development proposals.

Thirlmere Aqueduct
United Utilities have indicated that the route of the Thirlmere Aqueduct runs across the northern boundary of the site. Careful consideration must be given to works or development close to the northern boundary, such as the proposed vehicular access route from the site north into Rye Bank Road.

Utilities and Easements



**image of existing substation*



Key

- IP Gas Pipe
- LP Gas Pipe to be removed
- Sewer
- Water - Thirlmere Aqueduct
- Culvert - Thought to be diverted Longford Brook
- Nico Ditch/ Drain
- Existing Substation
- Development Framework - Plot Boundary

2.8 Site Analysis
Ground Conditions

The following summarises the findings of the geotechnical and geo-environmental Phase I & II reports carried out by the site investigation specialist:

Clay Pits
Historic mapping shows that clay pits were present across the site. The ground investigations undertaken on site show these pits have now been infilled with made ground depths of up to 13. Further investigations are required to determine the location of the high walls associated with the infilled pits.

UXO
The site is in a moderate risk area & it is recommended that the risk mitigation measures include on-site supervision during any intrusive works on site.

Ground Conditions
Made ground was encountered in all locations generally up to 15m across the site. The recommendation is for driven piles to be utilised to address this. However, different types of ground improvement techniques are being investigated as alternatives for the site to provide consistent allowable bearing pressure. Due to the presence of cohesive soils on site, the ground floor solution proposed will be suspended beam & block with a void. Soakaways are not feasible due to the presence of the cohesive superficial deposits.

Further investigations are required in areas inaccessible at the time of the initial works to confirm the full ground profile of the site.

Ground Water Profile
Groundwater strikes were recorded between 1.2 and 13m bgl.

Ground Gas
The SI results have classified the site into CS1, CS2 and CS3. However, due to the presence of the infilled clay pits across the development a minimum of CS3 with appropriate vapour mitigation measures will be applied to all proposed buildings to mitigate the risk of CO2, Methane & aromatic hydrocarbon compounds found on site.

Contamination
The Tier 2 assessment carried out showed elevated concentrations of inorganic heavy metals, mercury, naphthalene and asbestos.

The proposed development will make 60% of the site impermeable, reducing the infiltration and decreasing the risk of contamination leaching into deeper aquifers.The following mitigation measures are advised will be required but these are to be confirmed following the production of the remediation strategy for the site:

Remediation Strategy
- Installation of clean cover system within all areas of proposed soft landscaping.
- Installation of suitably protected potable water supply.
- Introduction of vapour membrane to all properties.
- Management of Asbestos impacted soils in line with the Construction Phase Plan.

SURFACE LEVEL DATA

NUMBER	MINIMUM LEVEL	MAXIMUM LEVEL	COLOUR
1	25,50	26,08	
2	26,08	26,65	
3	26,65	27,22	
4	27,22	27,80	
5	27,80	28,38	
6	28,38	28,95	
7	28,95	29,52	
8	29,52	30,10	

DEPTH OF MADE GROUND & GROUNDWATER

EXPLORATORY HOLE REFERENCE	MADE GROUND DEPTH (BGL)	GROUNDWATER DEPTH (BGL)
CP101	12.00m	2.00m
CP102	10.80m	3.80m
CP201	10.50m	1.90m
CP202	13.50m	2.00m
CP203	13.20m	2.50m
CP204	7.50m	3.00m
WS203	1.50m	2.00m

KEY:

INDICATES APPROXIMATE SITE BOUNDARY

INDICATES APPROXIMATE EXTENT OF HISTORIC CLAY PITS - TBC FOLLOWING FURTHER SITE INVESTIGATIONS

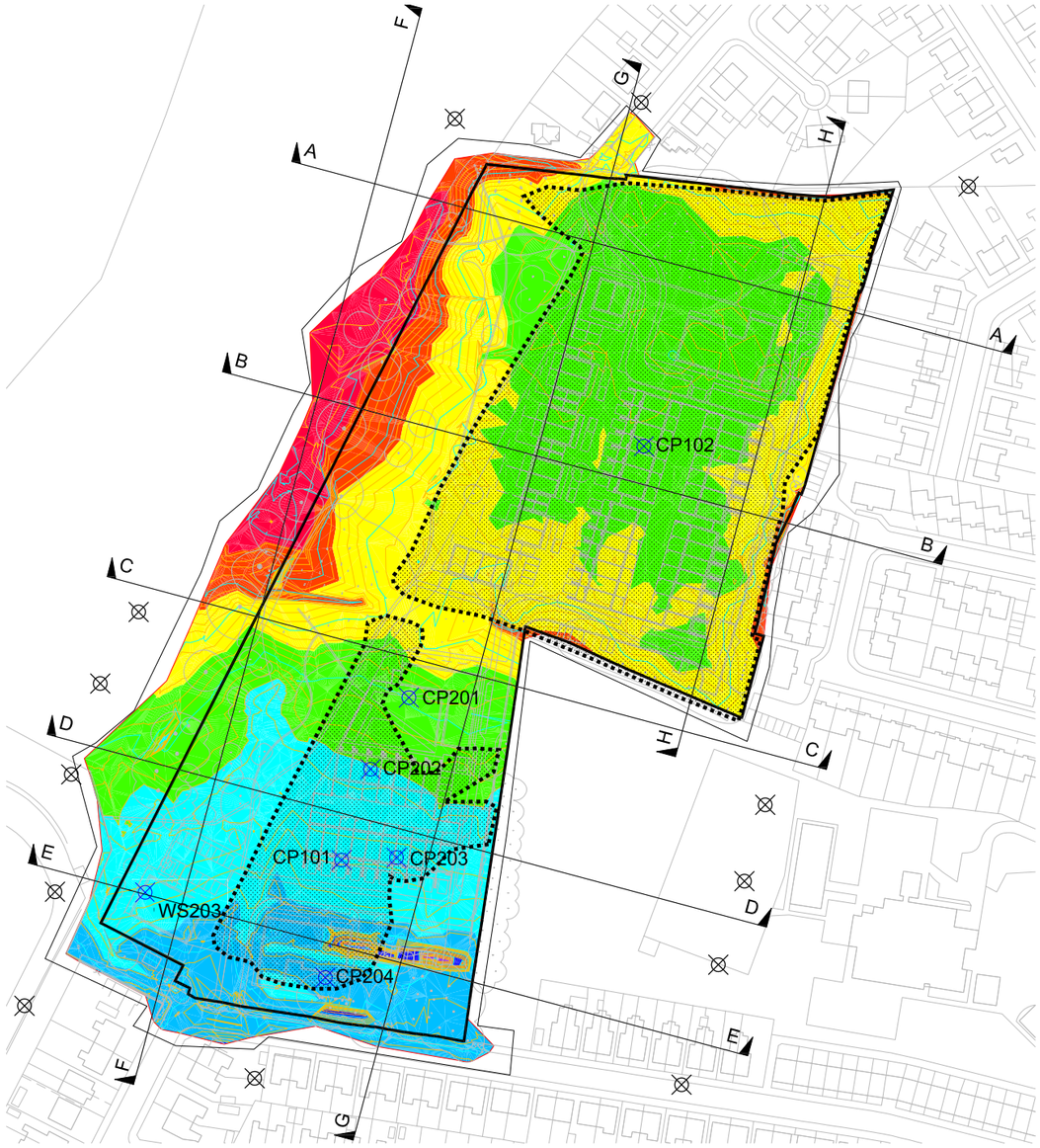
INDICATES APPROXIMATE LOCATION OF EXPLORATORY HOLE TAKEN FROM SITE INVESTIGATION REPORT

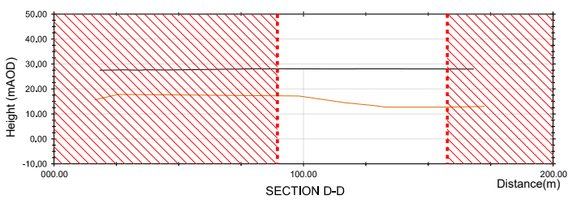
SECTION KEY:

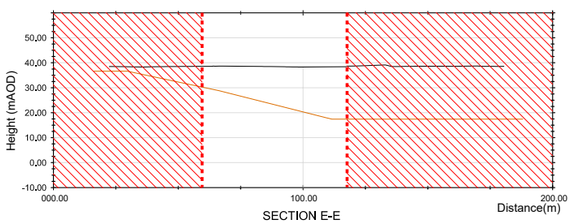
EXISTING GROUND LEVEL

APPROXIMATE UNDERSIDE OF MADE GROUND

AREA OUTSIDE OF HISTORIC CLAY PITS - UNDERSIDE OF MADE GROUND IN THESE AREAS TO BE CONFIRMED FOLLOWING FURTHER SITE INVESTIGATIONS







2.8 Site Analysis
Existing Landscape Character

GM Landscape Character and Sensitivity Assessment
The proposal site does not fall within an assessed landscape character zone and is classed as urban. Therefore there is no detail description or review on sensitivity.

Local Surrounding Context
The surrounding context of the site is suburban with a linear arrangement of housing stock to the north & south. The streets along Ryebank Road (north) and Longford Road are tree lined creating a verdant character, with trees set within the pavement demise.

Ryebank Road in the south does not have a tree lined street. The properties are typically red brick with grey slate tiled roofs and bayed frontages, with some properties having the upper half rendered. Modern extensions are evident within the street scene.

The garden frontages vary in character and layout with some properties having in curtilage parking and others only having on-street parking. The streets have a verdant character with hedges, specimen trees giving character and depth to the street. Red brick walls, brick piers and infill railings above are characteristic of the street scene. Modern additions of slatted fencing can be seen dividing property gardens.

Longford Park flanks the site in the west with open grassed areas, a network of pathways and mature tree stock that line the pathways. The character of the space is formal and manicured which is in contrast to the proposal sites character.

The Site Landscape Character
The site has an informal character with vegetation that has been left to naturalise. The grassland is long with a network of informal pathways cutting through. Some of the pathways are notable desire lines from north to south connecting Ryebank Road in the north to Ryebank Road in the south. There are a network of more discrete paths that form offshoots to this main pathway connecting through to Longford Park and the Aspen Grove.

When within the site there are views to the existing roofscape of the houses surrounding the site in the east and south. Mature vegetation and scrub limits views to the perimeter boundaries between the site and the adjoining dwellings and school.

The western boundary has a diverse array of tree species that creates an attractive setting. The most notable of the trees are the tall poplars that stand high above the surrounding trees with a distinct leaf colour.

Pockets of more formalised activity lie to the north and south entrances of the site with raised grow beds where the community have created community gardens. There are areas of hardstanding to the south of the site that are not easily recognisable as bramble, weeds and moss have blurred the edges of the former formal landscape areas.

The topography of the site reads as a flat landscape with the grassland and scrub hiding any localised raises or depressions in the landscape. Within the woodland cover in the west there are more noticeable level changes around trees and tree roots.



2.8 Site Analysis
Ecology

Existing ecological and arboricultural assets have been assessed through comprehensive survey and assessment. An Ecological Impact Assessment (EcIA) and an Arboricultural Impact Assessment (AIA) have guided the design process.

Habitats and Flora
The site comprises a mix of habitats, including other neutral grassland, modified grassland, bramble scrub, broadleaved woodland, mixed scrub, lines of trees, ditches, and individual trees. These provide potential roosting, nesting, and foraging opportunities for various fauna. Two non-native invasive plant species have been identified as part of the ecology surveys and should be eradicated as part of the Proposed Development.

Fauna

- Badgers – Six active badger setts are present on the site. A licence from Natural England will be obtained to legally proceed with the works while safeguarding badgers. Mitigation measures will be required to minimize disturbance during both construction and operation. The location of the badger setts has been redacted.
- Bats – Potential roosting sites and foraging areas may be affected by tree and woodland parcel clearance. Pre-construction Ground Level Tree Assessments (GLTA) should be conducted in advance of any proposed felling works.with mitigation measures for bats, and the installation of bat boxes to enhance foraging resources implemented.
- Birds – The site offers optimal nesting habitats for common bird species. Vegetation clearance will be scheduled outside the nesting season (March to August). If clearance during this period is unavoidable, an Ecological Clerk of Works (ECoW) will supervise to protect active nests.

Arboriculture
The AIA identified the need to remove some high-quality trees for access and any development. To mitigate this, a soft landscaping scheme will need to be developed to compensate for tree loss and enhance biodiversity. An Arboricultural Method Statement (AMS) will be prepared to protect the root systems of retained trees and woodland parcels during construction.

Further Mitigation and Enhancement
In addition to the mitigation measures detailed above for protected species and habitats and invasive species, the following additional reports were assessed as required, based on the results of the Ecology Environmental Statement Chapter produced for the development.

- Biodiversity Net Gain (BNG) – A BNG Design-Stage report will provide specific recommendations to compensate for any habitat loss, aiming for a minimum 10% net gain in biodiversity, as per Natural England's guidelines.
- Wildlife Protection – A Construction Environmental Management Plan (CEMP) will outline measures to avoid impacts on wildlife, including timing of works, ECoW supervision, and sensitive lighting strategies.

Arboricultural / PEA Survey



Key

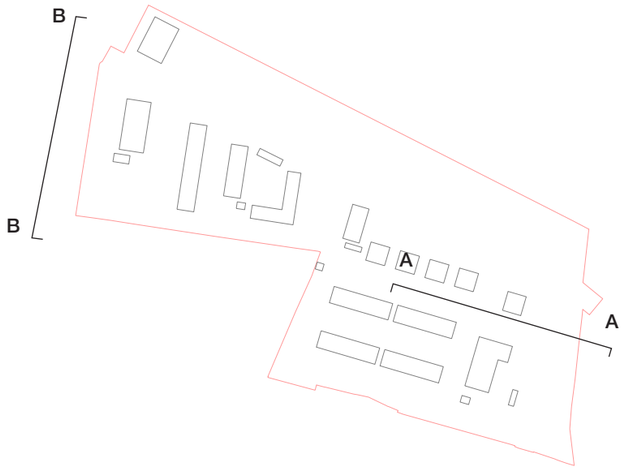
- Class A
- Class B
- Class C
- Development Framework – Plot Boundary

Location of badger setts has been removed for confidentiality - protection purposes.

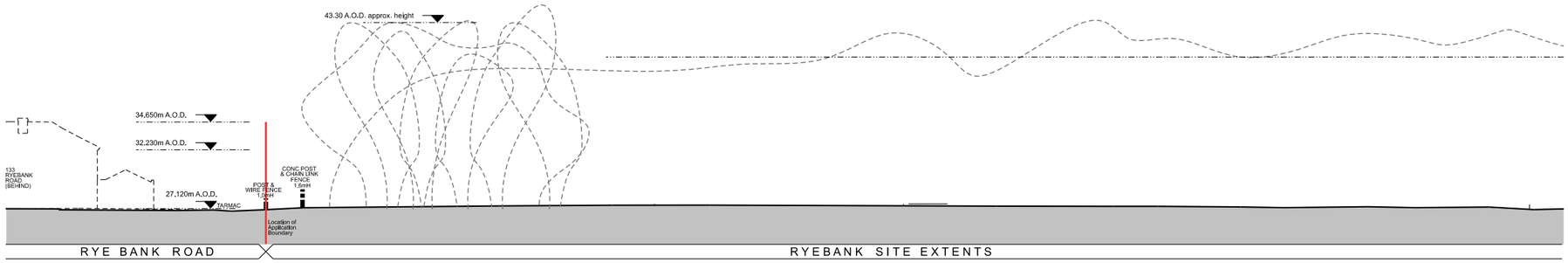
2.9 Existing Site Survey
Site Sections and Street Elevations

A topographical survey of the site has been undertaken to provide accurate levels, features and profiles across the development.

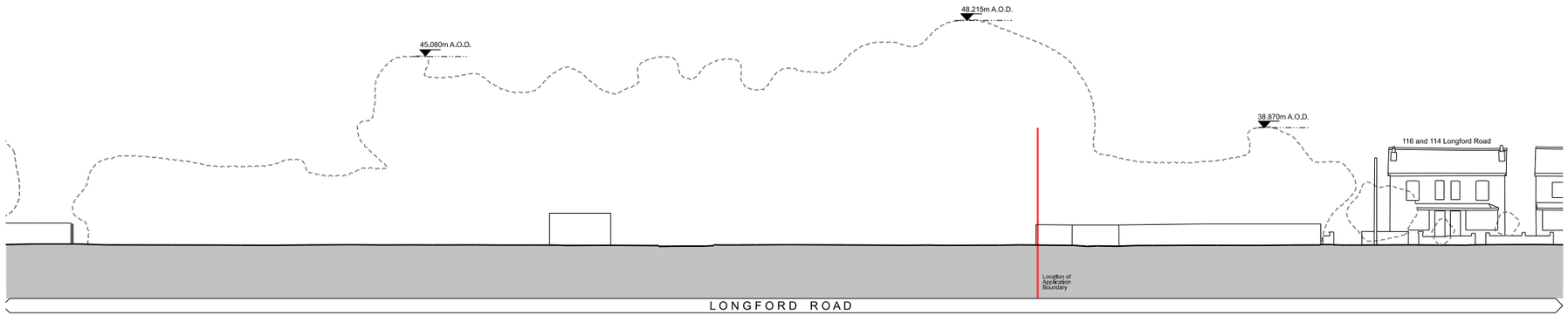
Existing site drawings form part of the application with a selection included here to show the relationship of the site with neighbouring properties. The existing survey information has been used as the base for the proposed drawings.



Section A-A (North-South to Rye Bank Road)



Section B-B (Longford Road)



Design Development

3.1 Brief Development
Community Principles

Following the approval of the Development Framework, Manchester Met embarked on a developer selection process for development of the site.

Prior to the developer selection process commencing, the University was engaged with the Chorlton Community Land Trust (CCLT), a Community Benefit Society with over 300 members. Through that engagement, additional community principles became embedded in the brief for the site redevelopment

Amongst the particular requirements for the site the following key sustainable principles were promoted by the CCLT:

1 **Community Stewardship**
It should retain the sense of public space with green walks and places to enjoy the environment.

2 **Affordable Homes**
A range of dwelling sizes and styles; mixture of houses and include a block of flats for older people. Mix also of prices and kinds of tenure, affordable housing, shared ownership, owner occupier.

3 **Zero Carbon Homes and Climate Change**
It's important Chorlton goes forward in leading the way in ecologically sound standards and design.

4 **Cohousing**
Cohousing promotes the sharing of its resources by its members. In support of the principle of placemaking, the CLT aspires to see a cohousing scheme to be included on the site. Cohousing communities are intentional communities, created and run by their residents. Each household has a self-contained private home as well as shared community space. Residents come together to manage their community, share activities, and regularly eat together. Local cohousing groups are eager to explore sustainable living at Ryebank with zero carbon homes and low car use. The Chorlton Cohousing Company Limited, established for people aged over 50, and Manchester Cohousing, an inter-generational cohousing group, have worked up a combined proposal for the site. Their aspirations are for up to 40 homes and apartments of different sizes, plus a common house. The cohousing occupiers will in the main pay market value for their homes, but there is also an intention to include affordable homes (for rent or sale) provided, for instance, through Section 106, or additional units purchased through a registered provider. There are a range of possible models which can be explored further. Early sales commitments from cohousing can help de-risk the development. The CLT want to see the cohousing groups having the opportunity to present their plans to short-listed developers and engage in early discussions, including on procurement options.

5 **Environmental Protection and Enhancement**
Retaining as many trees as possible, especially around the perimeter, and … replanting where viable. Keep or replace as much open grassland as possible. Making a feature of Nico Ditch - with a wetland area to enable a wider variety of animals to make it their habitat.

6 **Exemplary Design Quality and Sustainable Travel**
This is the perfect opportunity to design a development that has community, rather than just a series of individual boxes with boxes for the boxes on wheels next to them.

The diagram opposite summarises the Trust's vision for the site contained within the Manchester Met brief.

The Chorlton Community Vision
Our scheme will incorporate all the elements of a sustainable community as suggested by Chorlton Community Land Trust – we share their vision.



Chorlton Community Land Trust Vision for Development

3.2 Brief Development
Environmental Design Principles

Aspirations and Targets
Step Places and Southway Housing Trust both have a complete commitment to tackling fuel poverty and the climate crisis by delivering and certifying all homes to the Passivhaus Standard. This is in line with the Places for Everyone Joint Development Plan adopted March 2024 (for future developments) and other statutory and non-statutory guidance.

Consequently our proposals will also aim to meet LETI Operational Energy and Embodied Carbon targets, as defined in the LETI Climate Emergency Design Guide. By aiming for these targets now we will deliver a ground-breaking scheme that sets new benchmarks for future developments in the city. We have described below and on the following pages in this section how we will go about it.

Operational Energy
Operational energy use is made up of space heating, hot water heating , lighting and appliances. LETI sets an overall Energy Use Intensity(EUI) target of 35KWh/m² annum, of which the annual space heating demand is 15KWh/m² annum.

Realistically this can only be achieved by meeting the Passivhaus standard of 15KWh/m² annum for space heating as well as using improved low energy technology for hot water, lighting and appliances.

For houses, the use of an Air Source Heat Pump for both heating and hot water means that the direct electrical energy required to meet these demands is reduced by around a third through the co-efficient of performance of the unit.

For the flats, we are keeping the services much simpler using direct electric heating and hot water storage via a cylinder or heat battery. This avoids the requirement for large equipment and long pipe runs which leads to increased internal heat gains. Whilst operationally, this may be less efficient than a solution using heat pumps, it is less complex and more easy to maintain. Demand Management will be employed to ensure running costs can be kept to a minimum.

We have modelled 7 building types in Design PH which cover the key site typologies and transferred the building data and geometry into the Passivhaus Planning Package (PHPP) to assess the design against both the heating demand and EUI targets.

Embodied Carbon
The embodied carbon of the development is the sum of the carbon emitted in the manufacture of the construction materials, their transport to site, their erection and ultimately their demolition. The recognised method of calculating Embodied Carbon is using the RICS Whole Life Carbon Assessment version 2 which became effective in July 2024.

The LETI Climate Emergency Design Guide sets targets using this methodology for both the upfront embodied carbon (A1-3) and Cradle to Grave embodied carbon (A1-5, B1-5, C1- C4) and uses an A**-G rating scale. As a benchmark a B rating is considered good practice whilst A** represents best practice. An F/G rating represents the current average design.

We have used PHRibbon, a plug in to PHPP to carry out Concept Stage Embodied Carbon assessments on the key building types following the RICS methodology. This concept stage assumes a 15% contingency and the results are generally showing that the proposals are falling within a B rating.

This primarily is achieved through the use of a timber framed superstructure for all of the buildings using bio based cellulose insulation. The other key driver is the compact form factor of all the buildings, which means that more floor area is provided for less external fabric.

As the design progresses in more detail we will be looking into all the material choices and referencing manufacturers Environment Product Declarations (EPDs) to inform our specification so that the best materials are chosen from both a performance and environmental perspective.

Renewables
Rooftop photovoltaics(PV) are recognised by LETI as a key component in both helping to deliver clean energy directly to individual households as well as supporting the transition to a renewable grid through the export of surplus energy. As such on site renewables are excluded from LETI Embodied Carbon calculations.

For houses, LETI recommends that the annual PV yield equates to 100% of the annual EUI. On the terraces, with PV panels on both roof slopes we are actually achieving more than this, up to 125%, whist on the Villas, due to the roof configuration we are only achieving 60%. Over the whole site, these figures do balance out.

For the flats, LETI recommends 70% of the roof area is covered by PV. Providing this on the Age Friendly Blocks and Cohousing blocks delivers a yield of around 70% of the EUI.

Demand Management
Demand management and the use of variable electricity tariffs are about optimising the time when energy is drawn from the grid and making the best use of any energy that is generated by the PVs on site.

The dwelling can then store energy when it is at its cheapest, or free from the PV, and also at its lowest carbon. It can then be used during peak tariff periods ensuring that running costs can be kept at a minimum. The kit required to make this work includes

- A smart meter.
- A heat store – either in the form of a hot water cylinder or a heat battery
- An electric battery

This is particularly beneficial to the flats, which with their simpler heating and hot water set up can make best use of demand management to keep costs down.

Demand management can also optimise any electric car charging where it is associated with individual dwellings.

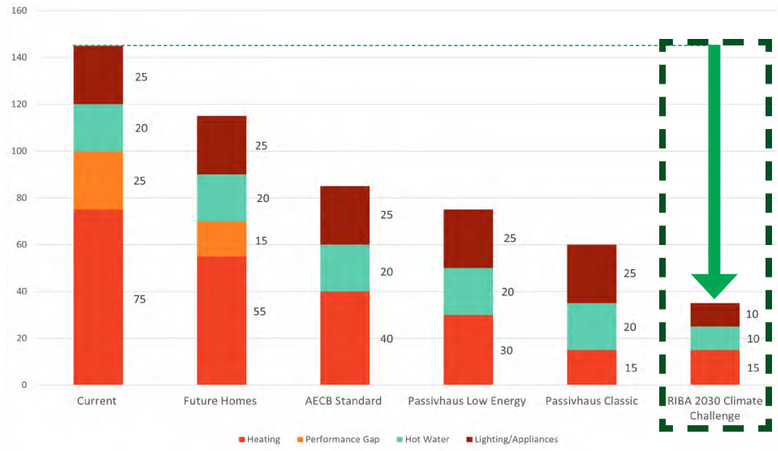
Places for Everyone
Metrics for Domestic Buildings

	Space Heat Demand	Hot Water Energy Demand	Renewable Energy Generation Targets
2025 - onwards	Houses (20kWh/m2) Flats (15kWh/m2)	20% energy demand reduction in the total heat required for water heating	*Photovoltaic installation: 40% ground floorspace
Proposed scheme Houses Flats	15kWh/m2/a 15kWh/m2/a	Reduce demand by · Low flow showers · Waster water recycling	Roof PVs are maximised Roof PVs provide approx 70% of EUI



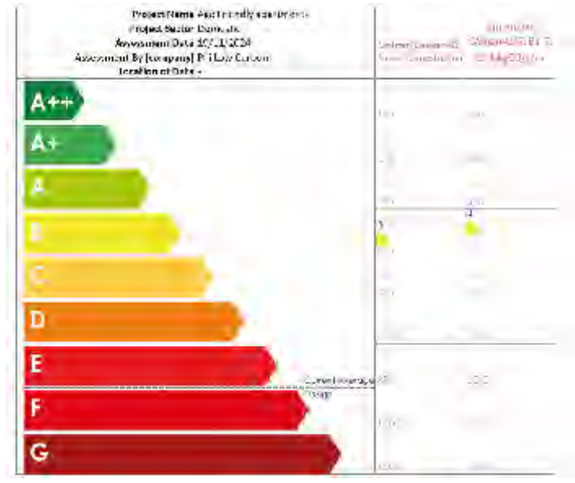
Annual Energy Use for a Typical Dwelling (KWh/m2)
Our low carbon strategy will reduce the overall operational energy demand from 146KWh/m² annum to 35KWh/m² annum in order that it is possible to deliver a zero carbon scheme through renewable energy sources.





Our homes will be four times more energy efficient than current building regulations

Concept Stage Embodied Carbon Assessment
The units fall within the B rating which is a range between 450 - 625 kgCO2e /m2



3.2 Brief Development
Environmental Design Principles

Principles
The following low energy principles have informed design devlopment

1 Carbon Neutral

Form Factor/Orientation

- We are achieving good Form Factors of less than 2.5
- (1.82 for the age friendly apartments)

Fabric First- U-values

- Approximately 0.15W/m2K for apartments
- Approximately 0.11W/m2K for houses

Shading and Cooling- Glazing areas and Orientation

- South Facing 20-30%
- North Facing 10-15%
- East to West Facing 10-20%

2 Wider Sustainable Benefits

- Embodied Carbon
- Potable Water
- Health and Well-being
- 1 EV charge parking space per dwelling (if a parking space is allocated only. There is no recommendation to provide and EV charge point if no parking is associated to the dwelling)

3 Intentional Community

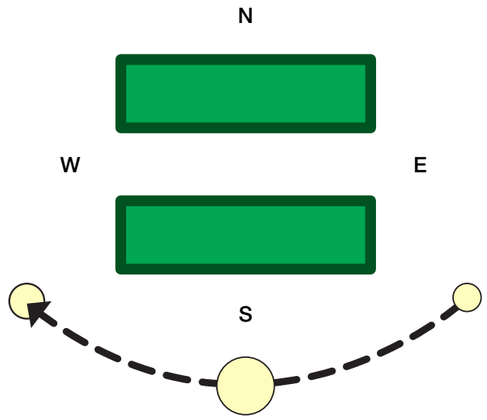
- Inclusivity
- Sustainable Living
- Car Club
- Cycling/Walking/Playing
- Nature Walks/Education

4 Ecology

- Retain
- Enhance
- Explore
- Create

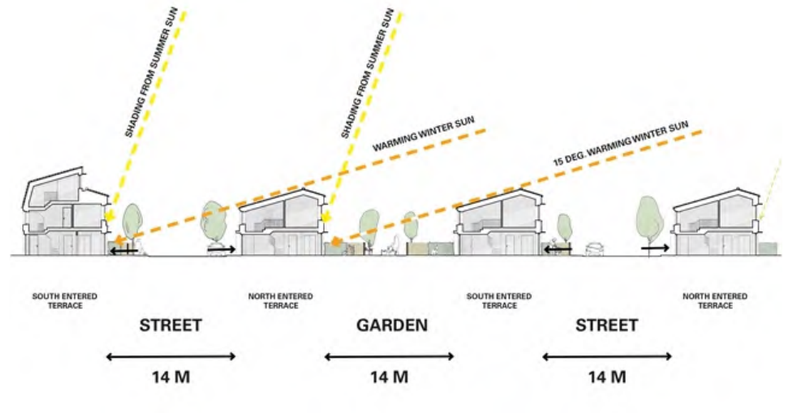
Our Orientation Principles

- North to South orientation is best
- West to East orientation requires better form factors - i.e longer terraces or larger houses i.e Semidetached villas
- Habitable rooms should face South where possible, allowing for solar gain and reduces energy costs



Our Shading and Cooling Principles

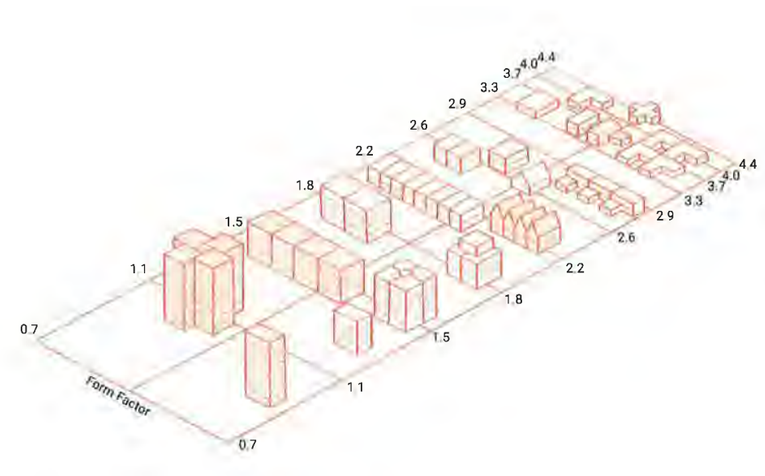
- Allow enough distance between buildings
- Taken from Goldsmith Street development
- Winter and Summer sun- solar gain



Section taken from Goldsmith Street Proposal

Our Form Factor Principles

- To achieve Passivhaus a Factor Factor below 3 is more efficient
- Shared walls
- Minimum surface area for the thermal envelope
- Terrace housing and apartment blocks are better

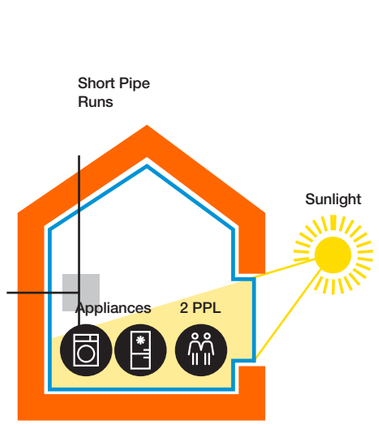


Rainer Vellentin, Munich Germany (based on a diagram completed by Peter Goretzki, Stuttgart)

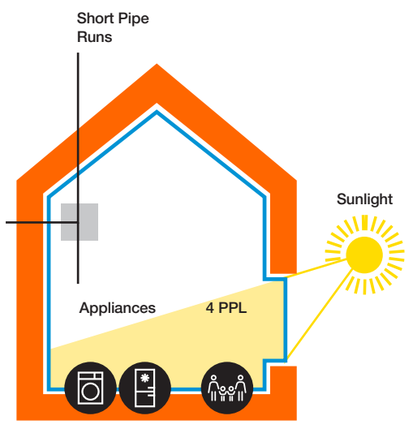
Our Occupancy Principles

- Consider occupancy not just floor area
- Consider activities
- Relationship to seasons
- Incorporate low energy appliances
- Avoid long pipe runs

Mini
One / Two Person Occupancy



Maxi
Four Person / Family Occupancy



3.2 Brief Development

Ecology Principles – Retain, Enhance, Explore, Create

Retain

- Retain the existing landscape character and perimeter setting
- Retain higher grade trees (where possible)
- Retain high value ecology habitats (where possible)
- Retain informal connections to Longford Park
- Retain informal connections to the Aspen Grove
- Enhance on existing community uses and enhance the community offer
- Explore the potential of the Nico Ditch and background history to the site
- Explore MCC policy and guidance documents to ensure the development meets their Green and Blue Infrastructure agenda and
- Create a new shared pedestrian and cycle route connecting the north and south of the site
- Create a unique sense of character to the development with public and private character areas



Aerial image to show context and setting

Existing Setting and Environmental Factors

The retention of the existing perimeter trees must be a key consideration and environmental factor to the re-shaping of the masterplan.

Retention of the trees in the west will ensure the mature setting is retained and the interface with Longford park respected. The trees also offer a high value ecological habitat and are the location of several badger setts. Low interventions will be sought to ensure habitat isn't lost.

Perimeter vegetation around the east and western boundaries will also retain the mature character to the site and provide enclosure and retain the existing screening to the adjoining developments. The landscape has a medium ecological value with the opportunity for enhancement. These areas will be explored to meet the BNG.

Integration of water to the site and exploration of the former Brook and Ditches will be explored through coordination with the drainage consultant.

BNG mapping of habitat values and opportunities



Historical map showing Longford Brook, the Nico Ditch and Mill Pond

Place Making and Community Connections

The site has an existing character that should inform the place making within both the pubic and private design proposals.

The existing desire line linking Ryebank Road in the south to Rye Bank Road in the north should become a key arterial route for the surrounding community. A route-way through a naturalistic parkland setting, with the existing woodland and grassland as a backdrop.

Existing community gathering spaces and projects should be integrated within the public open space proposals to create a collaborative community with the existing and proposed community coming together.

- Ryebank Fields Community Orchard
- Ryebank Road Community Garden
- Longford Road Community Garden

Theer is an opportunity for additional community engagement and projects with links to St Johns school

Established community gardens

Established informal paths



Small community orchard



Established desire lines

Policy and Design Guidance

The landscape proposals will seek to follow best practice and refer to current policy and design guides. A particular focus will be reviewing the opportunities within the site and local sites to meet the 10% Net Gain BNG policy. Further liaison with the local authority will be required to get a greater understanding of local habitat banks or sites for off-site use.

Green and Blue Infrastructure will be at the heart of the landscape proposals with solutions being sought to ensure the landscape is climate resilient and looking to use best practice. A development that is embedded with a sustainable approach to both built form and landscape.

The opportunity for sustainable urban drainage and rain gardens in both the public (adopted areas) and private spaces.



Manchester City Council Policy and Guidance

3.3 Initial Design Response

Our initial proposals for the site re-development built upon the site analysis work set out earlier, the development framework principles and the ambition for an exemplar low carbon community. The diagrams below demonstrate the masterplan design evolution.

1. Environmental Response
An optimum environmental response would incorporate a series of residential terraces orientated on an east-west axis to take advantage of south facing aspect.

Terraces also generate the best house typology form factor. The distance between terraces allows sun penetration during winter months to all south facing façades.

These principles minimise operational and embodied carbon.

2. Place + Boundary
The optimum environmental response is then overlayed with a placemaking approach along with sound social sustainability principles.

Terraces to the site boundaries are broken down to diminish impact on neighbours and allow green spaces to permeate. This approach also allow greater views out to the established mature trees.

Limited numbers of blocks are rotated to address the park and create a more appropriate sense of place and road access to be seamlessly and efficiently accommodated.

3. Park/Permeability
Development along the park edge should respond to context and so development blocks along the park edge are further broken down to improve permeability and sun penetration.

A similar approach applies to Longford Road.

Public routes through and within the site reinforce the layout and allow existing private gated access to properties along the eastern boundary to be integrated where possible and appropriate.

4. Community/Heart
The formality of the masterplan is then broken to create a centre of gravity and heart to the development with more informal buildings and plots.

These are arranged around key routes and existing site features further knitting the re-development in to its context.



3.4 The Developer Bid 2020

The 2020 Developer Bid proposals responded to the Manchester Met brief, The Approved Development Framework and the proximity of the site to Longford Park Conservation Area and existing homes to define a strategic and balanced approach to the masterplan, including layout of built form, landscape intervention and natural processes.

The 2020 masterplan, as shown adjacent, proposed 120 new homes within a landscape setting reflecting the sensitivity of the surrounding context and the aim to encourage human interaction with the natural environment by creating a green, functional, vibrant, inclusive and high quality neighbourhood for both new residents and the existing community.

The initial scheme proposal contained a mix of private and affordable residential accommodation comprising 120 units in total in keeping with the approved development framework. Those 120 homes included a range of 3 and 4 bedroom houses to be offered at both private sale and shared ownership through the affordable housing provider Southway Housing Trust. Alongside the housing provision, 21 later living affordable apartments were proposed fronting Longford Road.

The masterplan identified a number of distinct character areas that were defined by their architectural typology and provided functional landscape elements to suit. These areas were linked to create a network of community-oriented and sustainably-minded spaces encouraging users to stage multiple activities and interactions.

The parkland area provided a series of landscape typologies including meadowland, wetland and woodland.

Public access and permeability through the site was a key consideration, primarily seeking to link the neighbouring communities to south and north. A cycle and pedestrian path from Longford Road to Ryebank Road North was proposed along with east / west connectivity maintained by recognising existing access from back gardens. Newly defined routes strengthened east / west connections across the site.

Key

1. Parkland entrance + Access Road
2. Community/Entrance Arts Feature
3. Primary Parkland Path (cycle/pedestrian)
4. Secondary Parkland Path Network
5. Tertiary Parkland Path Network
6. Amenity Grassland/Meadow Land
7. Wetland Attenuation Area
8. Dry Rain Garden
9. Later Living Garden
10. Community MEWS + Garden Storage
11. Private Garden Space
12. Intentional Community Pavilion + Exchange Square
13. Intentional Community Meeting/Growing garden
14. Community ‘Civic’ Square/flexible event space
15. Community Allotment
16. Community Green
17. Edible Hedgerows
18. Feature Learning/Eco Wall
19. Semi-private woodland



3.5 2023 Public Consultation

Building on the original public consultation that established the development framework for the site, a further round of public consultation was undertaken in early 2023, which focused on sharing the initial developer vision and further gathering public sentiment towards the development.

Full details of the consulation undertaken are contained within the statement of community engagement prepared by Lexington Communications but a summary of feedback received is set out below with extracts of the consultation material shown adjacent along with photography from one of the physical consulation events.

There was both support and opposition for the scheme, with key themes emerging for further consideration:

- Designing around existing green space
- Impact on local traffic
- Access – both opposition and support for northern access
- Support for the quality of design
- Support for the high sustainable credentials
- Health risks due to disturbing contaminated land
- Perceptions for local housing need
- Not enough parking / too much parking
- Excitement for the development
- Support for Passivhaus

2023 Post Consultation (Updated Surveys)
The feedback received at the January 2023 public consultation fed into design modifications and the need for these to be based on more up to date survey information as well changes in market demand.

New, and more extensive, surveys were undertaken, between the autumn of 2023 through into the summer of 2024 to ensure the latest technical information was used to inform the evolving design.





3.6 Post Public Consultation
Refining the Framework Parameters

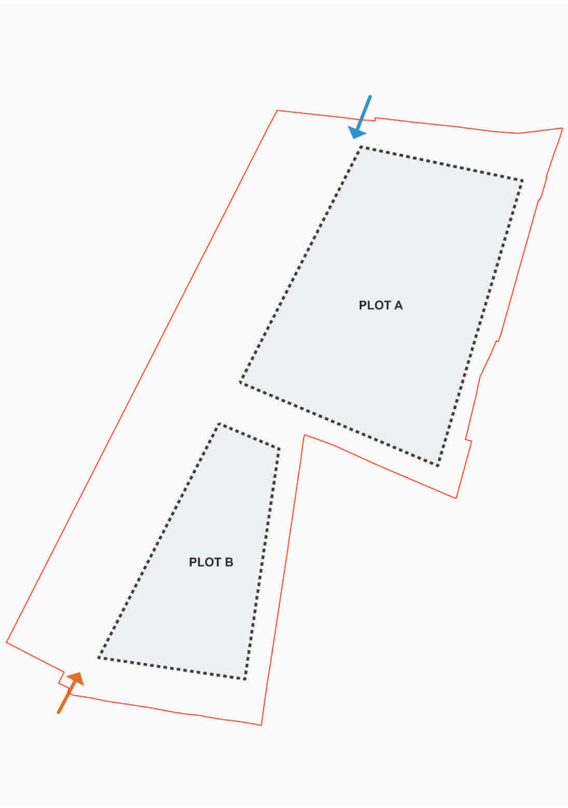
The new, and more extensive, surveys undertaken between the autumn of 2023 through into the summer of 2024 helped define a logical and necessary refinement of the framework parameters reducing the development area to take account of the highest value existing ecology and expanding the development area where those impacts could be mitigated more easily.

Development Framework Plots
The development plots defined by the 2019 framework

Plot A	14,270 sqm	1.4 ha
Plot B	6,965 sqm	0.7 ha
Total	**21,240 sqm**	**2.1 ha**

Total Site

Site	**45,645 sqm**	**4.56 ha**

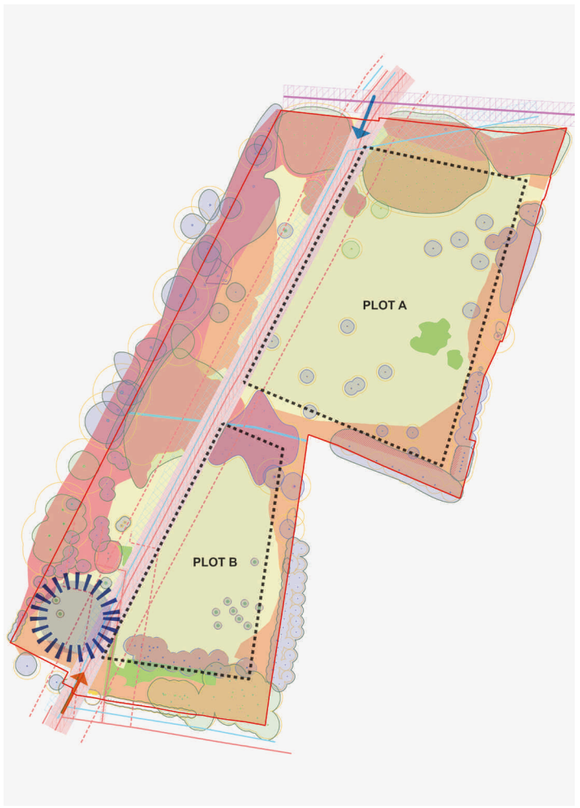


Constraints and Opportunities
Overlaying the updated constraints and assets

Constraints
Utility easements, BNG, Tree Classification (see survey page)

Opportunity

Plot of land with little impact on trees, utilities easements and identified and medium value of BNG with no enhancement opportunity,



Adjusted Plot Boundaries Response
The additional constraints and assets creates the need to reduce the development areas but also adds additional space on previously developed land.

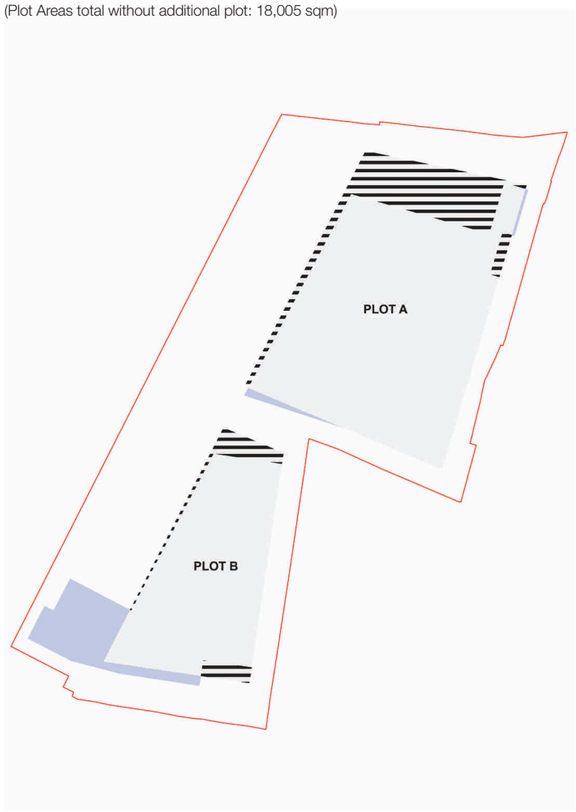
Plot A

Removed Area	2,455 sqm
Added Area	155 sqm

Plot B

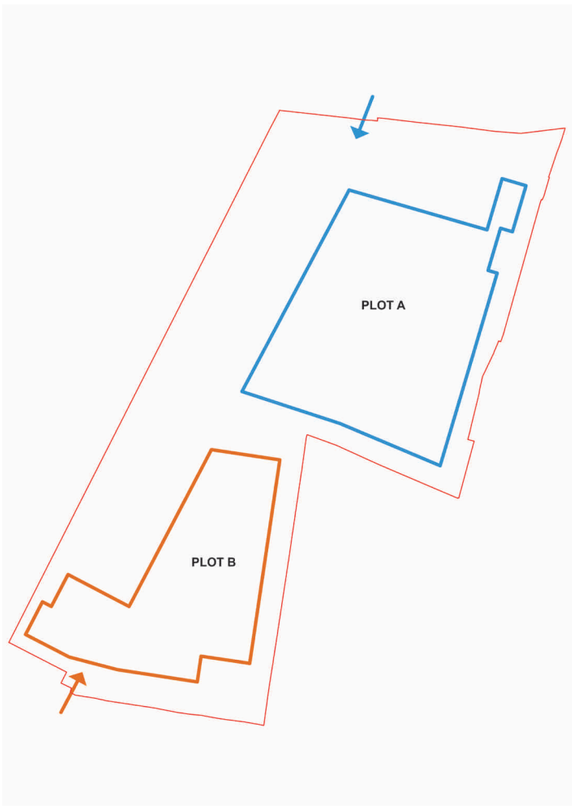
Removed Area	680 sqm
Added Area	1,665 sqm

(Plot Areas total without additional plot: 18,005 sqm)



Redefined Plot Boundaries
This results in adjusted plot boundaries.

Plot A	11,970 sqm	1.19 ha
Plot B	7,950 sqm	0.79 ha
Total	**19,920 sqm**	**1.99 ha**



3.7 Summary of Masterplan Refinement

The diagrams below summarise the timeline of masterplan refinement leading to the initial pre-application discussions.

2019 – Development Framework
Commissioned by Manchester Met, Cushman and Wakefield supported by 5plus, the framework provided the parameters to bring forward a high quality residential neighbourhood in keeping with its surrounding context.

These new homes had a clear objective of creating a high quality neighbourhood and sustainable community, in conjunction with the right mix of amenities and facilities.

2021 – Bid
The development competition bid sought to set a new benchmark in sustainable design whilst sitting within the parameters of the approved framework.

- 120 dwellings
- Min 20% affordable
- Additional 15% affordable
- Cohousing
- All Passivhaus Certified
- Retention of one third of the existing “fields”

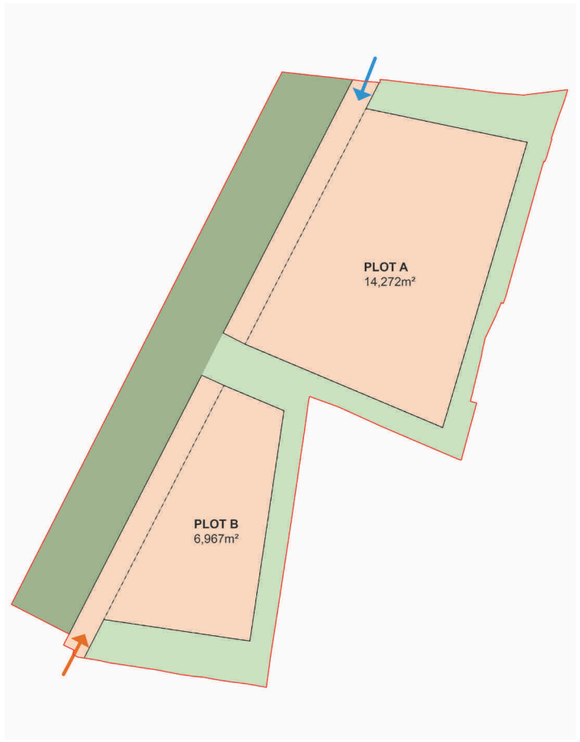
2023 – Post Consultation
In early 2023 we ran a public consultation event and launched the website, based on the bid proposal. The key comments from the consultation were around:

- Retention of Aspen Grove
- Ecology preservation
- Access
- Parking
- Surveys- out of date

In response, the layout was adjusted to retain the Aspen Grove to the North, and the larger mature trees to the South. The parking/ ecology surveys were commissioned and the layout adjusted accordingly.

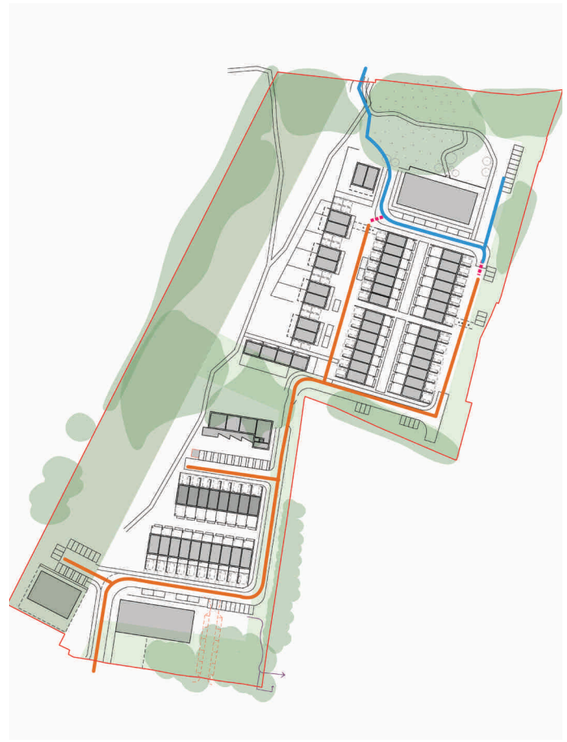
2024 – Emerging Masterplan
The emerging masterplan sees a further refinement of the layout to suit new constraints information, BNG and evolving market demands.

- Access
- Aspen Grove
- Trees
- Ecology
- Nico Ditch
- Flood/ Drainage









3.8 Pre-Application Consultation
Meeting 01 – Manchester City Council

Pre-App meeting 01 - 30 July 2024
An initial pre-app meeting was held with Manchester City Council on 30 July 2024. A presentation was prepared for the meeting by the project team that focussed on the design development undertaken since the early 2023 public consultation and the addiitonal survey work that had guided certain changes in layout.

A selection of the information presented at the meeting is included adjacent and overleaf along with feedback received below:

Planning/Policy Matters

- MCC requested that housing mix and tenure be agreed with the councils supported housing group.
- It was agreed that BNG requirements could be addressed off site if required.
- A Limited scope Environmental Impact Assessment (EIA) was requested.

Design Matters

- Car Parking. This had been increased folloiwng previous public consultations but MCC advised this should be adjusted towards1:1 with potentially some additional visitors space as the scheme was now too car dominated.
- In curtilage car parking was also noted as being overly dominant. A meeting with planners, highways and urban design officers was suggested.
- School drop-off and associated parking. MCC felt this was potentially doing more harm than good (bringing additional vehicles into the site and more car dominated).
- Central Green and shared community streets. MCC requested more information on these areas to confirm these will work as envisaged and not generate unloved, antisocial spaces.
- MCC requested further design attention be paid to boundaries including the Nico Ditch and Longford Park edge – concern that back gardens will in the future just mean that the home owners will erect randiom, inconsistent structures.
- Use of bollards to restrict through traffic. MCC feel residents may ultimately look to remove and questioned the approach.
- Supported Living building and use of additional land. MCC noted justification already provided but this may need more and would be a matter to be agreed with local councillors and wider consultations. (a meeting with councillors established no objection to this approach)



3.8 Pre-Application Consultation

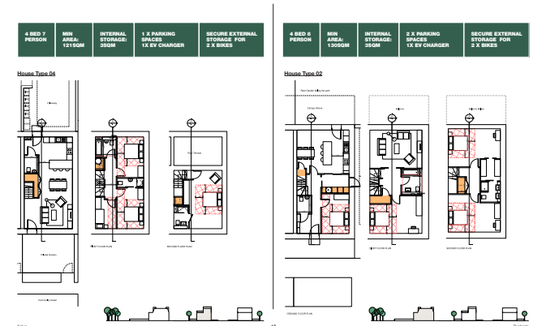
Meeting 01 – Manchester City Council



Emerging Masterplan
Urban Block - Site Section



Emerging Masterplan
Private Sale- House Types

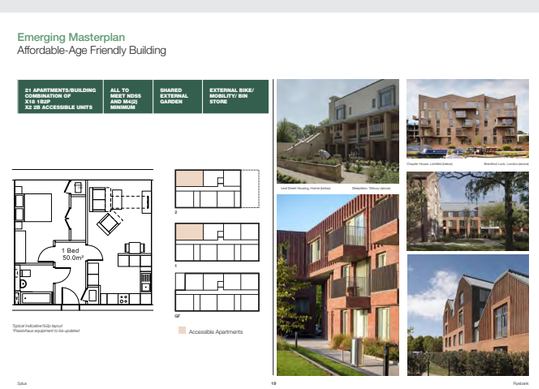


Emerging Masterplan
Typologies/ Tenure

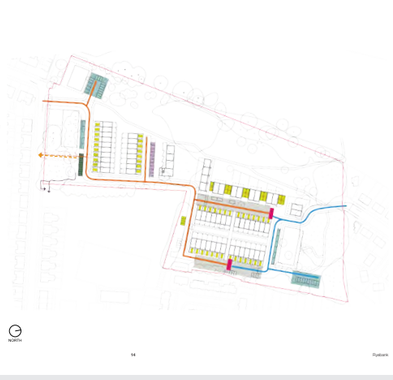
Emerging Masterplan
Urban Block - Site Section



Emerging Masterplan
Affordable-Age Friendly Building



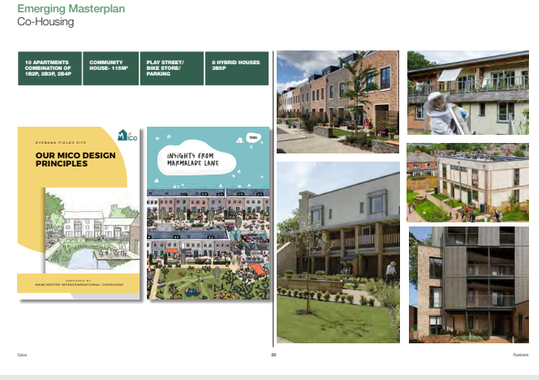
Emerging Masterplan
Access + Parking



Emerging Masterplan
Private Sale- House Types



Emerging Masterplan
Co-Housing



3.8 Pre-Application Consultation
Meeting 02 – Manchester City Council

Pre-App Meeting 02 - 11 September 2024
A second pre-app meeting was held with Manchester City Council on 11 September 2024. A presentation was prepared for the meeting by the project team that covered the design development and changes made in response to feedback at the Pre-App 01 meeting as follows:

Car Parking/ Highways

- On street Car Parking and hiearchy of streets was further developed.
- The drop-off for school was removed.

Masterplan, Landscaping + Suds

- Nico Ditch- Further detail added by the landscape architect.
- Site Wide Strategies/concept for places, spaces, thresholds and edges integrated and presented.
- Rain-gardens and SUDS woven into the masterplan where possible, mediating between car and pedestrian.
- Amount of hard landscaping considered in terms of adoptable roads and permeable private car courts/spaces.

Building Footprints

- Houses north of Nico Ditch adjusted to suit highways/ landscaping.
- Bins & bikes moved with cars to declutter gardens facing Nico ditch.
- Age friendly apartments developed to include 20 to the South all 1 bed to create a more usable, south facing garden and better responsd to the existing landscape.
- Age friendly to the north changed to 22 apartments with x2 M4(3) dwellings.
- Cohousing- further developed through co-design workshops. 6 houses and 12 apartments around a shared private garden.



3.8 Pre-Application Consultation
Meeting 02 – Manchester City Council

Further feedback on the Pre-App 02 presentation was received via email on 17 September as follows:

- Layout was noted as being, in general, moving in the right direction.
- Supportive of the pedestrian/cycle route connecting Ryebank Road and Rye Bank Road, but it was requested that the connecting points be carefully considered to ensure priority of users is maintained particularly where there are crossings with accesses to car parking etc.
- Further detail was requested for the apartments and massing and relationship with the existing character of Longford Road and Ryebank Road,
- A request was made to create clear definition between public and private frontage interfaces to terraced blocks.
- Further information was requested around communal green spaces between terrace blocks.
- As the size of private external spaces to the terraced blocks is reduced due to communal green spaces, external storage needs of dwellings needs to be considered.
- Villas facing park could lead to insecure rear boundary to the shared pedestrian/cycling route and park.
- Shared surfaces – Concerns due to lack of safe defined spaces such as defined kerbs for pedestrians particularly: those with visually impairment; children; and, pedestrians with prams.
- Use of bollards to divide streets not ideal, likely to lead to conflict and confusion particularly from servicing and delivery vehicles made to the area.
- Visitor parking intrudes into the landscaping areas on the edge of the site, should be omitted or accommodated elsewhere.
- Courtyard form of cohousing block presents a workable approach, however design of cycle store fronting park is critical together with how it provides a robust boundary to the park.













3.8 Pre-Application Consultation
Meeting 03 and 04 – Manchester City Council

Pre-App meeting 03 and 04 - 18 October and 1 November
A third and fourth pre-app meeting was held with Manchester City Council on 18 October and 1 November via Teams. These meetings were instigated to fix final comments on the layout and highway/ landscape comments. A presentation was prepared and issued prior to the meeting by the project team addressing the points raised on the 17 September and subsequently in a separate email including highways comments on 21 October 2024.

At the meeting on the 18 October the following amended design proposals were agreed:

- Adjusted “village green” entrance to site off Longford Road.
- Approach to in-curtilage parking to terraced streets and concept of boundary/thresholds - subject to futher detail design.
- The additional incorporation of a second 2 metre footway to the northern adopted access road.
- The concept and layout of the community green space to the northern terraced blocks. Noting this included larger private space allowance and that the communal section would be gated and for the use of residents only.
- The introduction of private access to each of the private villas facing longford park and the north-south cycleway/footpath.
- Re-distribution of visitor parking.

Further consideration was requested by MCC in relation to unadopted streets in particular regard to the location of bins and cycle stores. These were subsequnetly reviewed and incorporated within the final planning application.

Further adjustments to the layout to include 2m footpaths either side of adopted and unadopted carriageways was made and justification provided where this was not possible. Vehicle tracking and additional commentary and design detail was additionally supplied to validate parking spaces in close proximity to junctions.

A selection of the information presented at the meeting is included adjacent and overleaf.



3.8 Pre-Application Consultation

Meeting 03 and 04 – Manchester City Council

Landscape Masterplan
Response Areas 2, 9 , 10, 11, 13, 15 &16

2. Community Village Green
9. Adoptable Streets; Street Trees and Rain Gardens
10. Unadopted Streets
11. Central Community Green
13. Private Communal Courtyard
15. Villas and Greenway Interface
16. Visitor Parking



5plus 3 Ryebank

Area 9
Adoptable Streets

Plan from Pre-App 2



Design Team response following Pre-App 2



MCC Pre-app 2 Comment:

1. 2m Footways required to both sides of the footway by the northern age-friendly unit

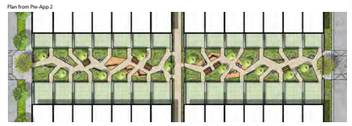
Design team response: 2m footway added to the southern side

5plus 6 Ryebank

Area 11
Central Community Green



Plan from Pre-App 2



Design Team response following Pre-App 2



MCC Pre-app 2 Comment:

The size of private external spaces to the terraced blocks is reduced due to communal green spaces, external storage needs of dwellings needs to be considered.

Design team response: Garden sizes have been reviewed and small shed storage illustrated in the rear gardens. Gardens now a min. of 6m in length.

Not yet convinced around communal green spaces between terrace blocks that these would be successful, their success is reliant on effective and active long-term maintenance of these areas – are they proposed as part of the BNG uplift? Also not convinced on the level of security that this would provide to the rear of properties particularly around the idea of these being accessible to all residents on the development as per the 'community ribbon concept'.

Design team response: The communal green space has been reduced in width in conjunction of reviewing the garden sizes. The width of the space is circa 6.4m wide and provides a shared green space for residents to utilise and provides access the rear of their properties e.g. if arriving by bike.

The driver has been about creating an intentional community and unique offer to the development which has been successfully delivered elsewhere.

The space will be subtly gated to create a semi-private space.

The space will contribute to BNG but this hasn't been the only driver of the space.

5plus 9 Ryebank

Area 2
Community Village Green

Plan from Pre-App 2



Design Team response following Pre-App 2



MCC Pre-app 2 Comment:

1. Priority for users on the shared route at the location of road junctions needs to be clear:

Design team response: Junctions are raised and denoted in a change of material. Tactile crossing points located too. Signage would also be installed to notify the varying user groups of the priority of travel. Clear sight lines with the landscape interventions set back from the junction.

2. The point in which the shared route connects to Longford Road needs considering due to existing tight nature

Design team response: The village green is set back to allow for a generous footway at the entrance to the site. Giving clear sight lines along Longford Road and into the narrow access road to the park / running track. The generous space allows an area for people to mount and dismount bikes and for users to navigate their route etc

The open landscape also allows for continued access to the sub station

5plus 4 Ryebank

Area 10
Unadopted Streets

Plan from Pre-App 2



Design Team response following Pre-App 2



MCC Pre-app 2 Comment:

Shared surfaces – Significant concerns due to lack of safe defined spaces such as defined kerbs for pedestrians particularly- those with visually impairment; children; and, pedestrians with prams - not yet convinced that the concept of these are appropriate.

Design team response: studies have been undertaken to review the layout and appearance of these streets. A key driver has been the separation of the main pedestrian footfall and cars. This has been achieved by creating a linear pathway along the frontage of the properties. Shared surface treatment has been removed from the proposals, with kerbs and delineation between the varying uses is clear. There is no formal footpath shown to the villas but a 300mm refuge zone along the kerb line. Access to the rear of the properties is envisaged to be mainly via car or for deliveries. Access would be through the connection of the green way if on foot or bike.

Use of bollards to divide streets not ideal, likely to lead to conflict and confusion particularly from servicing and delivery vehicles made to the area. Need some additional thought around the street design so bollards aren't necessary or are a part of the solution not the solution.

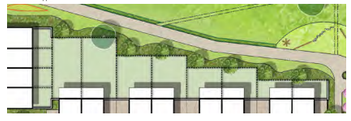
Design team response: Signage at the entrance to the roads will highlight the nature of the spaces and that there is no through route. Tightening of the roadway and minimising the number of bollards has been explored on both streets. Bollards are required to allow emergency vehicles access between the streets



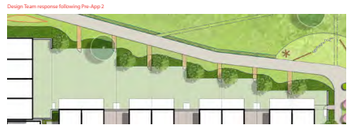
5plus 7 Ryebank

Area 15
Villas and Greenway Interface

Plan from Pre-App 2



Design Team response following Pre-App 2



MCC Pre-app 2 Comment:

Villas facing park could lead to insecure rear boundary and not convinced they would provide appropriate surveillance over the shared ped/cycling route and park – preference is a frontage to the park and rear parking access. Again, there needs to be clearly defined front curtilage/garden area.

Design team response: The entrance to the villas remains from the "green street" which is shared with the terraced housing opposite.

The street works as a "rear" access providing maintenance, bin, car and delivery access in one place allowing a positive frontage to Longford Park with ground and first floor terraces and living spaces activating and provide passive surveillance of the cycle route whilst enjoying the benefits of afternoon sunshine to create high quality private amenity.

Pathways from the villas have been incorporated into the design to create physical links to the green way.

5plus 10 Ryebank

Area 9
Adoptable Streets

Plan from Pre-App 2



Design Team response following Pre-App 2



MCC Pre-app 2 Comment:

1. Need clear definition between public and private frontage interfaces to terraced blocks.

Design team response: A soft landscape zone is proposed at the interface between private curtilage and back of footway aligned with the garden wall enclosures around the bins stores. Max planting height 600mm for visibility.

2. Boundary treatments to front should define and conceal frontage car parking, walls concealing bins should extend to curtilage edge or ensure hedge planting provides meaningful boundary.

Design team response: - Brick boundaries cannot continue to the back of footway boundary unless there is a drop in height to below 600mm, which in the design teams opinion would look strange. Property frontages have been handled in to pairs to create larger areas for planting at the back of the footway and to group walls and bins together to create an organised frontage. Brick boundaries conceal the bins, The reorganised frontages also allow for larger planting areas around the street trees / rain gardens.

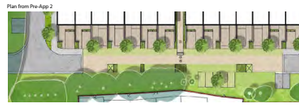
3. Concern here that runs of car parking spaces project beyond front boundary and therefore being visually inappropriate

Design team response: Soft landscape planting provides a softening to the cars parked along the frontage. Parking and dwelling curtilage is also set back 4m from the carriageway with a 2m tree planting zone and 2m footway

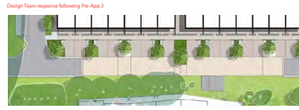
5plus 5 Ryebank

Area 10
Unadopted Streets

Plan from Pre-App 2



Design Team response following Pre-App 2



MCC Pre-app 2 Comment:

Shared surfaces – Significant concerns due to lack of safe defined spaces such as defined kerbs for pedestrians particularly- those with visually impairment; children; and, pedestrians with prams - not yet convinced that the concept of these are appropriate.

Design team response: studies have been undertaken to review the layout and appearance of these streets. A key driver has been the separation of the main pedestrian footfall and cars. This has been achieved by creating a linear pathway along the frontage of the properties. Shared surface treatment has been removed from the proposals, with kerbs and delineation between the varying uses is clear.

Use of bollards to divide streets not ideal, likely to lead to conflict and confusion particularly from servicing and delivery vehicles made to the area. Need some additional thought around the street design so bollards aren't necessary or are a part of the solution not the solution.

Design team response: Signage at the entrance to the roads will highlight the nature of the spaces and that there is no through route. Tightening of the roadway and minimising the number of bollards has been explored on both streets. Bollards are required to allow emergency vehicles access between the streets.



5plus 8 Ryebank

Area 16
Visitor Parking

Plan from Pre-App 2



Design Team response following Pre-App 2



MCC Pre-app 2 Comment:

Visitor parking intrudes into the landscaping areas on the edge of the site, should be omitted or accommodated elsewhere.

Design team response: In conjunction with SK Transport there has been a review of the number of visitor parking bays and how they sit within the landscape. Tree retention has been a key consideration and has driven the location and locations of visitor parking on the periphery of the site. But these have been grouped and the perception of the random arrangement removed. Visitor bay numbers have reduced but is still in line with SK Transport modelling.

5plus 11 Ryebank

3.8 Pre-Application Consultation
Meeting 05 – Manchester City Council

Pre-App Meeting 05 – 8 November 2024
A fifth pre-app meeting was held with Manchester City Council on 8 November 2024. This meeting focussed on the presentation of built form and external appearance material in advance of the production of the draft final planning application submission.

A selection of the information presented at the meeting is included adjacent and overleaf along with feedback received below:

- The additional highways information submitted to MCC subsequent to the Pre-App call held on 01/11/2024 was acceptable in principle, including the use of single sided footpaths on the road running through the site which is to be adopted.
- Whilst included in the Developmet Framework MCC advised they were not supportive of residential parking zones.
- Officers supported the overall approach to appearnace and materiality but requested more information about the materials being proposed and the architectural detailing such as brick textures and window reveal depths.
- It was agreed with officers that dormers should be introduced all the way along the row of houses where they are presently only proposed as “bookends” at each end.
- It was agreed that materiality to the cohousing development would be reviewed in respect to the extent of the balck composite timber cladding proposed.
- Officers reconfirmed that the requirement to make an offsite Biodiversity Net Gain (BNG) contribution could be dealt with by planning condition
- It was agreed to provide further detail on the appearance of the proposals and present this at a final pre-app meeting alongside draft professional visualisations prior to application.
- Officers requested a Road Safety Audit of the proposed road and parking layout to satisfy concerns around pedestrian safety.



3D Masterplan Work in Progress



Site Elevational Sections









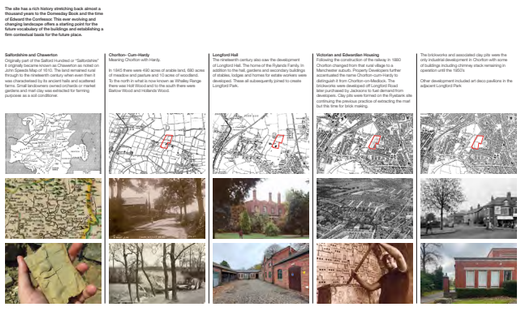
Selection of Materials

3.8 Pre-Application Consultation

Meeting 05 – Manchester City Council

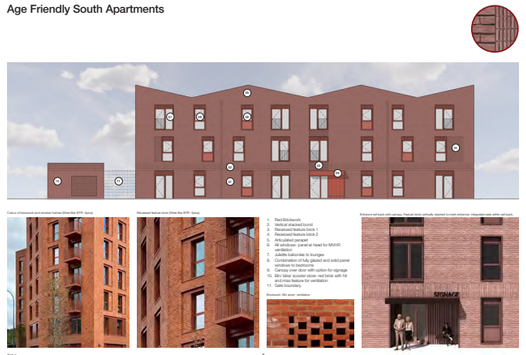
Historical Analysis

A place with an evolving and ever-changing landscape, buildings and people



5plus 2 Ryebank

Age Friendly South Apartments



5plus 6 Ryebank

Communal Green Houses



5plus 9 Ryebank

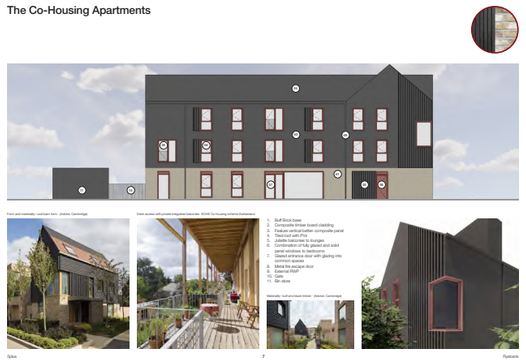
Material Palette

Derived from the historical analysis and place



5plus 3 Ryebank

The Co-Housing Apartments



5plus 7 Ryebank

5plus 12 Ryebank

Site Elevational Sections



5plus 5 Ryebank

Longford Park Villas



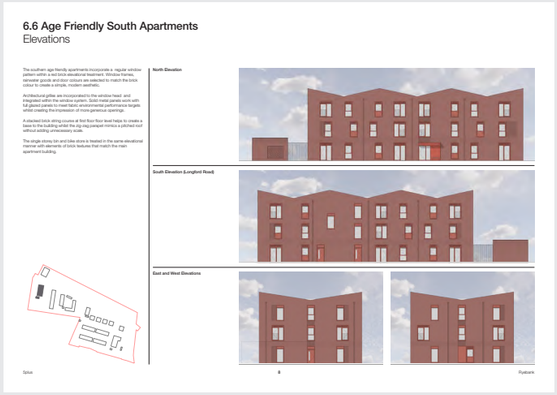
5plus 8 Ryebank



5plus 13 Ryebank

3.8 Pre-Application Consultation
Concluding the Design – Pre-App 06

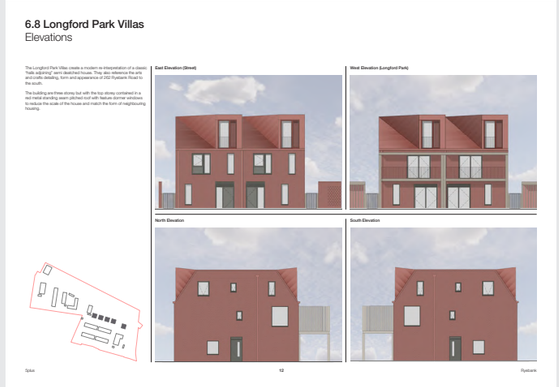
Pre-App Meeting 06 - 11 December 2024
A final Pre-App meeting was held on 11 December 2024 where the draft Design and Access Statement, further architectural information on materiality and draft professional visualisations were presented in order to provide officers with full information on the planning application material.

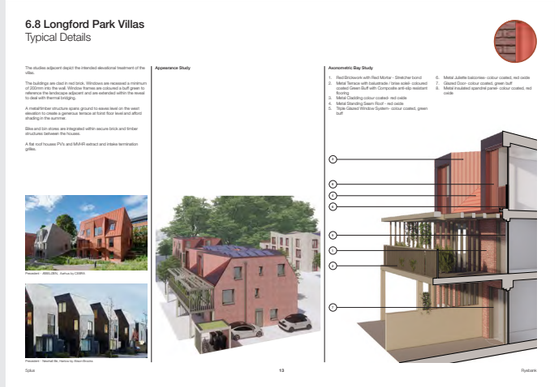


















3.8 Pre-Application Consultation
Public Consultation October 2024

Public Consultation Summary
Following the Development Framework consultation in 2017, the early-stage public consultation held in 2023, and the ongoing engagement during the design evolution, a further three-week public consultation was held throughout October 2024.

The consultation invited participants to share their feedback on the revised masterplan, which highlighted the key changes to the plans following the initial vision that was shared for the site in 2023.

An in-depth brochure was circulated to thousands of residents across Trafford and Manchester with details of the scheme, supported by a bespoke consultation website, online webinar and face to face meetings with key stakeholder groups. The brochure that was circulated is included adjacent.

A summary of the responses received is included in the 'Statement of Community Involvement' submitted alongside this Design and Access Statement. More than 800 responses were received during the three-week feedback period.

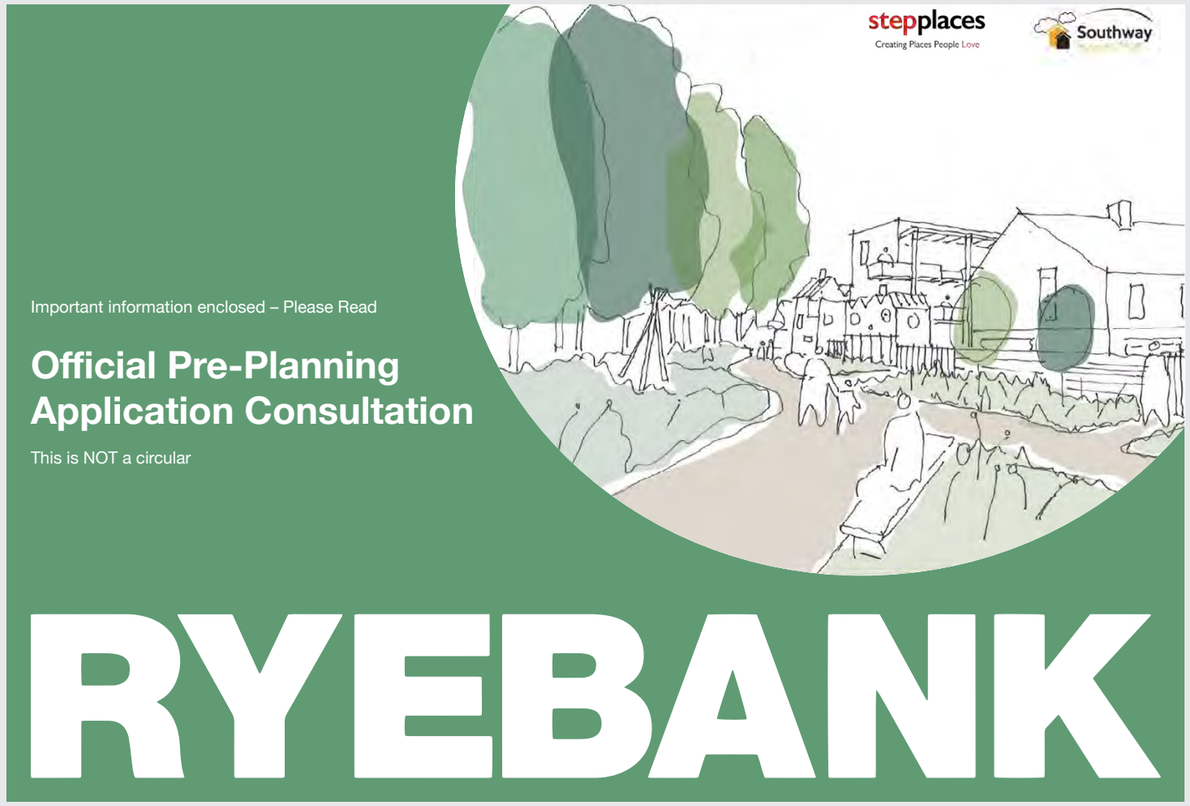
Almost 20% of the feedback received acknowledged that the scheme was an improvement on the plans shared previously, with supporters noting the positive changes that had been made to reflect feedback received and the high-quality design for the scheme. Other supportive comments highlighted the enhanced age-friendly offer, the inclusion of apartments for young autistic people and the retention of the green spaces, particularly the consideration for the Aspen Grove.

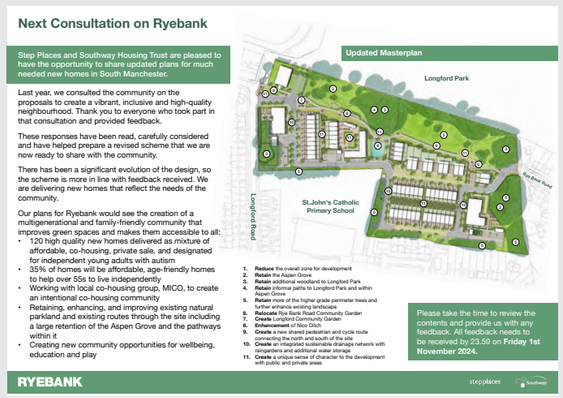
The majority of the feedback received in opposition to the scheme focused on the principle of development, stating that a brownfield first approach should be adopted as the development of Ryebank would result in the loss of a green space, well-used by the community, that is home to abundant wildlife.

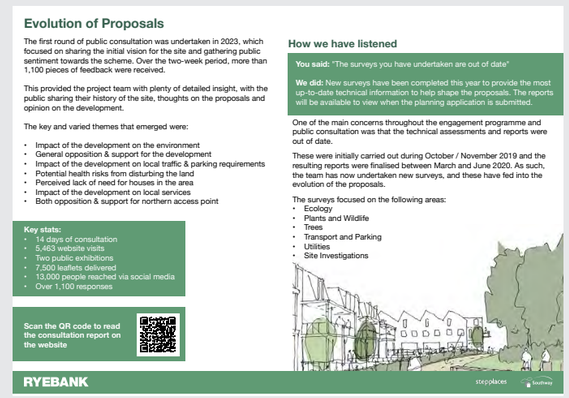
Little opposition was raised regarding design/layout issues.

Other specific points raised either in opposition, or requesting further information, focused on traffic, highways, and car parking, health and safety of remediating the land, and the impact on drainage.

The various technical reports submitted as part of the application provide greater technical information in response to these issues as part of the planning determination







3.8 Pre-Application Consultation

Public Consultation October 2024

Vision for Ryebank

Over 79% of respondents to our first consultation agreed a new housing development must enhance the surrounding environment and community wherever possible. This reshaped, sustainable design for Ryebank incorporates changes reflective of this constructive feedback.

By creating more spaces for social interaction and encouraging the growth of a multi-generational community outdoors, the vision for Ryebank has been designed to celebrate the natural environment whilst also improving the quality of life for residents and the wider community.

Green open space will be plentiful across the site, stitching together existing community spaces and projects into the new plans to create a collaborative community where existing and future residents can come together. Features of the revised plans include:

- New Community Orchard
- Relocated Rye Bank Road Community Garden
- Retention of the majority of the Aspen Grove
- Retention of the community woodland

Whilst the Nico Ditch is not a listed heritage asset, we want to recognise its pathway through the site by creating a central feature where people can stop and learn more about its history.

This feature will include a new wetland area to help with on site drainage as well as creating valuable new habitats for wildlife to thrive.



How we have listened

You said "Why can't we keep Ryebank as it is?"

Response:
Manchester City Council approved the Development Framework for Ryebank in 2019, designating the site for the delivery of new homes.

From surveys completed we know the land contains potentially hazardous materials and the site can only realistically be remediated through the works required from a development. The associated ongoing maintenance costs and safety concerns are making managing the land unsustainable.

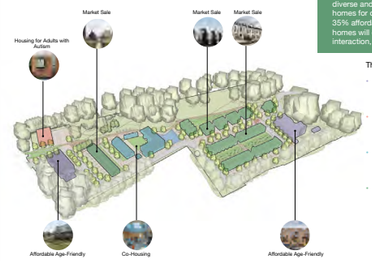
With potentially hazardous material continually being brought to the surface, no development would mean the site would have to be permanently sealed off from any public use. These proposals allow the site to be remediated properly in line with all health and safety requirements, meaning Ryebank can continue to be enjoyed safely by all.

RYEBANK

Homes for All

Step Places and Southway Housing Trust are committed to delivering homes fit for the future. Homes that will support families throughout their lives, adapted to support older residents as well as providing safe spaces for young people to grow.

The proposals will deliver 120 highly energy-efficient homes with 35% delivered as affordable, all designed to Passivhaus standard.



How we have listened

You said: "Housing provision needs to better fit local needs."

We did: The revised plans deliver much-needed new homes for all ages, abilities and incomes to create a diverse and inclusive community. This includes more homes for over-55s; larger, family houses; a guarantee of 35% affordable; and apartments for young adults. The homes will enjoy plenty of green space to encourage interaction, all in close proximity to local amenities.

The plans will deliver:

- 42 age-friendly affordable apartments for over 55s
- 8 one-bedroom apartments for young adults with autism
- 18 homes for the co-housing group including 6 houses and 12 apartments with communal facilities
- 52 private sale homes in a mixture of 3- and 4-bed properties



What does Passivhaus mean? Scan the QR code to learn more

RYEBANK

Manchester Metropolitan University

The land at Ryebank is owned by Manchester Metropolitan University. Here, they answer your questions and comments about the site.

"Ryebank was gifted to Manchester Metropolitan University. It cannot be sold off in this manner."

Manchester Metropolitan University was established in 1970 as a Polytechnic and was owned and controlled by Manchester City Council. Ryebank was one of the sites used by the Polytechnic.

After the passing of the Education Reform Act 1988, Manchester Polytechnic became an independent statutory corporation and exempt charity known as Manchester Metropolitan University. It ceased to be owned and controlled by Manchester City Council. It then followed that on 1 April 1989, all Manchester City Council assets which had been used by Manchester Polytechnic, including Ryebank, were legally transferred from the Council to the University. It became the responsibility of the Trustees of Manchester Metropolitan University to manage all those assets, including Ryebank.

"There is an education restriction on this land which means homes cannot be built on it."

Such a restriction would require any sale to be made in accordance with the Education Acts 1944 to 1946. However, such a restriction only applies to local authorities. Therefore, once ownership was legally transferred from Manchester City Council to the University, the restriction ceased to apply. The site has already been designated for housing, following the approval of the Development Framework by Manchester City Council in 2019.

"We believe it is in everyone's interest that the development goes ahead. Not only does it provide much needed housing of various types and tenures, but it remediates and cleans the site from its historic uses. It is also being done in a way that provides a space that all the public can use and enjoy for generations to come."
– Manchester Metropolitan University

"As a local resident I am deeply concerned about the potentially hazardous materials."

Ryebank was formally a clay pit which was backfilled. It is clear a range of materials were used in this backfill and some of these are potentially unpleasant, such as asbestos. Survey works, plus the vigilance of local residents, have identified these materials under the ground and at the surface. Material at the surface is being exposed by wear and tear from both human and animal activity.

As responsible landowners, we are monitoring the site for hazardous material and continue to advise the public not to access the site. Unfortunately, warning signage is regularly removed, our attempts to install security fencing at access points have been blocked and some members of the public continue to ignore our instructions to stay off the site. With potentially hazardous material continually being brought to the surface, no development would mean the site would have to be permanently sealed off from any public use.

If the plans for Ryebank are consented, a remediation strategy will be submitted to Manchester City Council to ensure that the development is brought forward safely and in line with all relevant health & safety, environment and ecological law and regulations.

"Isn't developing on Ryebank contrary to your claims to be a sustainable University?"

We have been challenged on our sustainability credentials by some campaigners. The University is recognised for our sustainability regionally, nationally and internationally both for how we run our facilities, educate our students, and conduct our research.

Being sustainable does not mean never developing anything. It means sustainability is at the heart of everything you do and the proposal from Step Places and Southway Housing Trust is completely in keeping with these credentials. It aims to deliver affordable housing, low carbon buildings, net biodiversity gain, sustainable travel arrangements and public open green space which provides a gateway into Longford Park. We genuinely believe the scheme at Ryebank will be an exemplar for how sustainable development should be done.

RYEBANK

The Natural Landscape

Retain | Enhance | Create

Our approach to the natural landscape has been informed by up to date ecological surveys completed across the site. The key consideration in re-shaping the plans is to retain as much high quality existing trees and vegetation as possible. The landscape on the western boundary will remain as is, ensuring the connection with Longford Park is respected and the high value ecological habitat is retained.

1. Retain existing Natural Parkland and Ecological Space
2. Green Entrance Space
3. Community Open Space + Longford Community Garden
4. Community Orchard
5. Cycling and Running Track
6. Ecological Pond / Nico Ditch
7. Natural Play
8. Community Open Space + Rye Bank Road Community Garden
9. Adoptable Streets (Street Trees and Rain Gardens)
10. Green Streets – Unadopted
11. Residents' Green Space
12. Pedestrian connection to Longford Road
13. Private Communal Courtyard
14. Age Friendly Private Amenity Space

The masterplan not only retains and enhances, it also explores and creates a new and unique landscape – through interactive cycle and foot ways, community gardens, orchards, and open green space.



How we have listened

You said: "The Aspen Grove should be recognised in the plans."

We did: The revised plans will retain the majority of the Aspen Grove and the pathways within it.

To the North, the majority of the Aspen Grove will be retained, enhanced and managed. Established vegetation around the eastern and southern boundaries will also retain the mature character to the site and provide screening to the adjoining housing. Low interventions will be sought to enhance the landscape where possible whilst ensuring habitats are not lost.

RYEBANK

Homes for All

To create a truly multigenerational and family friendly community, our plans look to deliver a variety of different types of homes and tenures. Learn more about what they all mean.

Age Friendly Affordable Homes

Southway Housing Trust is the affordable housing development partner to private developer Step Places to provide much-needed affordable homes at Ryebank. Southway is a community-based housing association and will not profit from any of the homes built as part of the plans.

The proposals for Ryebank will provide 42 predominantly one-bed affordable homes for over 55s. These apartments would be built across two buildings and all homes will be accessible. The aim is to build some wheelchair-adapted homes on the ground floor.

Rents would be set at the Manchester Living Rent, or lower. At Ryebank, Southway aims to go even further by aspiring for the Age Friendly homes to be let at Social Rent.The plans for Ryebank help support Southway's commitment to 'right-sizing' which helps free up larger homes for families.

Scan the QR code to read more about right-sizing

Co-housing Community

We are working with Manchester Intergenerational Co-housing (MICO) to design homes at Ryebank that suit residents who wish to live collaboratively with others.

There will be twelve apartments and six houses. The co-housing group will benefit from shared community facilities and living spaces including kitchen, a social hub, bike stores, growing spaces and car parking.

Scan the QR code to read more about MICO

Homes for Autistic Residents

We are working with a specialist provider to build eight, one-bed homes that suit the needs of local young adults with autism to help them live independently.



RYEBANK

Feedback

We are committed to engaging with local residents and other stakeholders about our plans for Ryebank.

This public consultation will be the opportunity for you to have your say on the revised proposals before they are submitted to the Council.

The public consultation will close on **Friday 1st November at 23:59** so please take the opportunity to give your feedback on the proposals before then.

Please note you can view this brochure online in large format.

You can provide your feedback by using any of the following channels:

- Completing the feedback form online at our website: **www.ryebankchorlton.com**
- Speaking with a member of the team by calling **0333 358 0502** (Monday to Friday – 9:00am to 5:30pm)
- Emailing us with your comments, questions or feedback at: **ryebankchorlton@havingyoursay.co.uk**
- Attending our webinar with the project team. You can find details and register to join on our website or by calling us
- Writing to us: **Freepost SHAPE TOMORROW** (no need for a stamp)

Fold Here

FREEPOST SHAPE TOMORROW

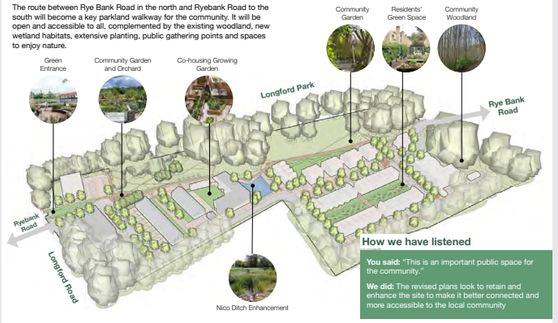
SEAL HERE

RYEBANK

A Place for Everyone

Retain | Enhance | Create

The route between Rye Bank Road in the north and Ryebank Road to the south will become a key parkland walkway for the community. It will be open and accessible to all, complemented by the existing woodland, new wetland habitats, extensive planting, public gathering points and spaces to enjoy nature.



How we have listened

You said: "This is an important public space for the community."

We did: The revised plans look to retain and enhance the site to make it better connected and more accessible to the local community

RYEBANK

Accessibility

At our first consultation you told us to consider providing more parking while also making design interventions to encourage less car use wherever possible.

To improve this, there have been substantial changes to the amount of parking on site. The breakdown of how the parking will be delivered is below:

- All private sale housing will adopt a 1:1 parking provision in line with Manchester City Council car parking policy, with the larger homes having two spaces each
- The age-friendly accommodation will provide around 40% parking allowance, reflecting the lower car usage
- Following workshops with MICO, the homes for the co-housing group will have a 75% parking allowance
- The homes for autistic young adults will have a 63% parking allowance

There will also be on-road visitor parking in small, selected areas and we hope to deliver a car club, located close to the co-housing community. The whole site will be pedestrian-friendly, with walking and cycling routes connecting the north and south of the site.

How we have listened

You said: "The development would have a negative impact on parking and traffic on local roads."

We did: Traffic and parking surveys have been completed to the north and south to better understand and manage the impact of the development. They show that the roads can take the capacity of the additional homes, even at peak hours. However, to help minimise the impact, we are working with highways officers to develop traffic calming schemes on local roads. There will still be no connection for cars between the north and south of the site.



RYEBANK

Feedback Questionnaire

Please use BLOCK capitals for the below:

Name:

Postcode:

Email:

What age group are you in? (Please Circle)

14-24 25-34 35-44 45-54 55-64 65+ Prefer not to say

If you are over 55, would you be interested in downsizing? ☐

Which of the following best describes your living circumstances?

☐ Homeowner ☐ Renter ☐ Living with family ☐ Prefer not to say

Please read the statements listed and indicate your opinion by selecting the box which best represents your view.

1) The proposals are an improvement on the previous scheme:

☐ Strongly Agree ☐ Agree ☐ Not Sure
☐ Disagree ☐ Strongly Disagree

2) The plans for 120 homes at Ryebank represent an inclusive and diverse new community, making it safe for future generations:

☐ Strongly Agree ☐ Agree ☐ Not Sure
☐ Disagree ☐ Strongly Disagree

3) The community green spaces and retention of the majority of the woodland, including the Aspen Grove, will deliver a sustainable environment for all to enjoy:

☐ Strongly Agree ☐ Agree ☐ Not Sure
☐ Disagree ☐ Strongly Disagree

4) Overall, I support the design of the new neighbourhood included within the proposals:

☐ Strongly Agree ☐ Agree ☐ Not Sure
☐ Disagree ☐ Strongly Disagree

Do you have any other thoughts about the proposals?

Please complete this form, remove this page, seal and freepost back to us. If you require more space, email ryebankchorlton@havingyoursay.co.uk, call 0333 358 0502 or write on a separate piece of paper and enclose in an envelope and freepost to SHAPE TOMORROW. Consultation closes on Friday 1st November 2024 at 23.59. Please ensure all feedback is with us before then.

RYEBANK

3.9 Pre-Application Consultation
Crime Impact Assessment with GMP

Consultation Summary
Consultation has been held with GMP Design for Security Consultants during the preparation of the planning application.

A Crime Impact Statement has been received and the recommendations as follows incorporated into the layout proposed:

- Security Certified Door/Windows will be incorporated at ground floor levels throughout including laminated glazing to ground level doors.
- Enhanced lighting, signage, surface, and boundary treatments to shared parking areas.
- Secure and dedicated cycle parking enclosures are provided to all dwellings.
- Heights and detailing of boundary walls and fences are in accordance with recommendations made.
- Edge treatment to soft verges includes barriers as necessary
- Ground floor layouts of apartments include lobbies and video intercom access controls to prevent tailgating and unwanted access to residential areas.

Further information relating to the approach to access and security is included within the access section of this design and access statement. It is additionally noted that Secured by Design accreditation will be sought for the development.



Crime Impact Assessment - Front Cover

1 Visual Audit

The development site is indicated by the red outline on the plan adjacent and is supported with existing site context photographs taken around the site.

The site is situated to the east of Longford Park and bounded by a number of residential estates and St. Johns RC primary to the east.

The development is approx. 1km northwest of Chorlton centre, less than 500m to Edge Lane with good bus transport links.

The site consists of a large vacant area which has remain inactive for a long period of time. Much of the site is covered by well-established self-seeded foliage, dense in places towards many of the residential & school boundaries. There are a small number of informal desire line paths cris-crossing the site. These result in low activity levels and thus the informal policing provided by people going about their business is limited across the day and night.

The existing physical boundaries are mixed and consist of residential timber garden fencing and weldmesh fencing to the neighbouring primary school.

The site is private property and signage is in place which states this.

The adjacent Longford Park is an established formal park with sports facility, community uses and expansive green spaces which are well used by the wider community.

Within close proximity to the site are a number of cultural and retail centres (Chorlton & Stretford), community buildings, projects and facilities.

A short distance to the south of the site are further green spaces; Turn Moss, Chorlton Ees nature reserve, Sale Water Park and the Mersey River.

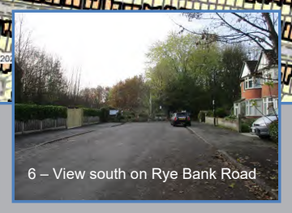


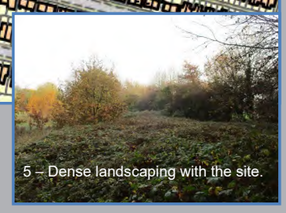

1 – Proposed site off Ryebank Rd & Longford Rd.


2 – View west along Longford Road and on-street parking.


3 – View south along Ryebank Road and on-street parking.


7 – Dense landscaping between Longford Park & proposed site.


6 – View south on Rye Bank Road


5 – Dense landscaping with the site.


4 – View of athletics track boundary.

Extract of Crime Impact Assessment - Visual Audit

Layout

4.1 Masterplan

Layout Summary
Built on the former Jacksons Brickworks clay pits, Ryebank creates a new mixed tenure housing development that will knit the existing neighbourhoods to the north and south along Ryebank Road together.

The design consists of a hierarchy of spaces and housing types to suit the transition from sub-urban to rural edge. This gives form to the existing streetscape and a sense of arrival at the entrances to the neighbourhood, before moving sequentially towards a more relaxed typology that addresses the adjacent Longford Park and Nico Ditch.

At the entrance to the scheme from Longford Road stand two apartment marker buildings set within a formal and structured landscape. Beyond the entrance from Longford Road are two rows of terraces that address the street and the central cohousing part of the development.

To the northern part of the site a series of green connecting lanes run parallel to the terraces, creating pleasant overlooked spaces between the houses. These 'landscape ribbons' also provide linear routes through the development.

A transition takes place to the western edge and centre of the site, where the introduction of part black timbered dwellings (a reference to historical agricultural typologies) establish looser clusters of three storey homes.

The north -south "greenway" provides an obvious, safe and active sustainable connection through the site but also offers the foundation to create a village character along the park edge, and provides a range of two to four bedroom homes for both private and affordable tenures along its length. The houses sit within private walled gardens and generously-planted shared spaces. Compared with the strong urban language of the entrance and northern terraced, the aim here is to achieve a relaxed 'urban erosion' at the boundary of the development.



Key

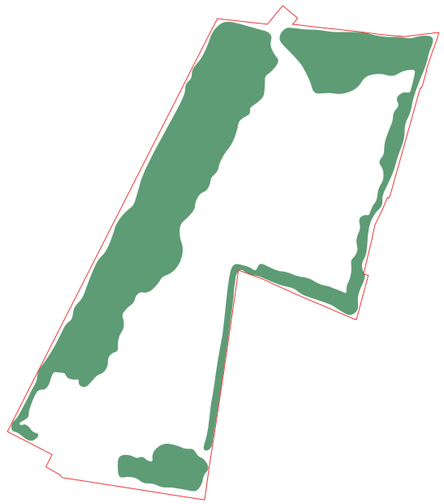
1. Age Friendly Affordable Accommodation - South
2. Supported Living for Autistic Adults Accommodation
3. Private Sale Houses - South
4. Cohousing Houses - South
5. Cohousing Apartments - South
6. Private Sale Villas - North
7. Private Sale Houses - North
8. Age Friendly Affordable Accommodation - North

4.2 Masterplan Attributes

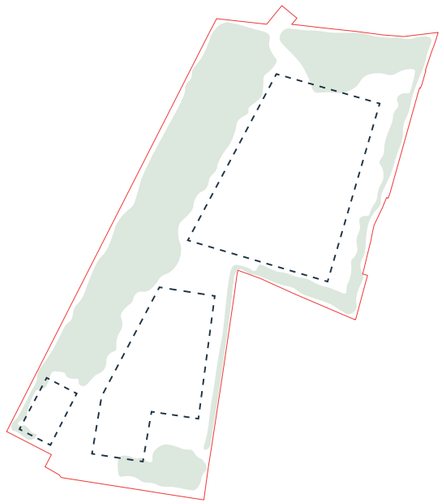
The layout is derived from the detailed analysis of the site and the extensive stakeholder consultation and design development undertaken.

The layout can be summarised via its attributes set out below:

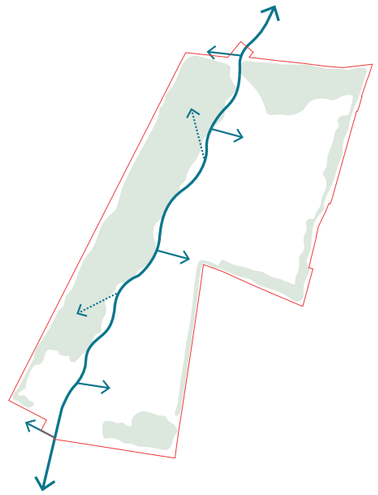
1. Retain
The layout retains the existing, high quality green assets.



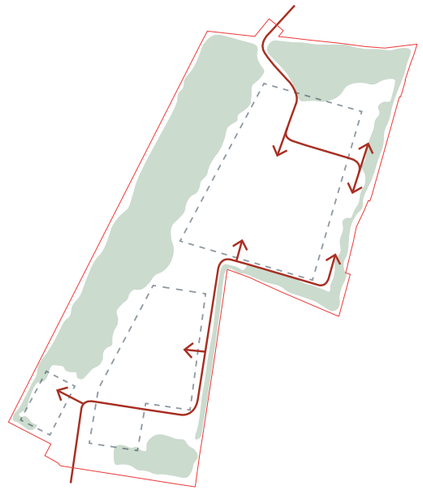
2. Development Areas
Development areas avoid existing green assets.



3. People Connections / Walk and Cycle
Prioritise a new north south active travel route.



4. Controlled Vehicle Access
Dual vehicle acces serves the plots sensitively and efficiently.



5. Buildings
Sit within the development areas creating enclosure, a varied streetscape and sub-character areas.



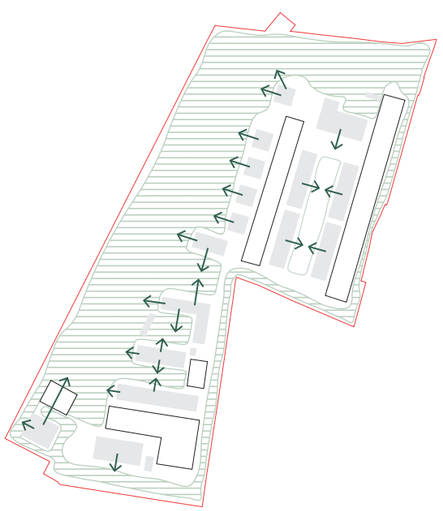
6. Integrated Green Space Network
New green spaces, places and SUDS integrate with the exsiting green assets to create a verdant place.



7. Discreet Parking and Servicing
Parking is limited to discreet and defined streets.



8. Maximised Passive Surveillance, Aspect and Views
Building orienatation and the location of parking allows the maximisation of aspect, views and positive space.



4.3 Masterplan Principles

Tenure
A place for all

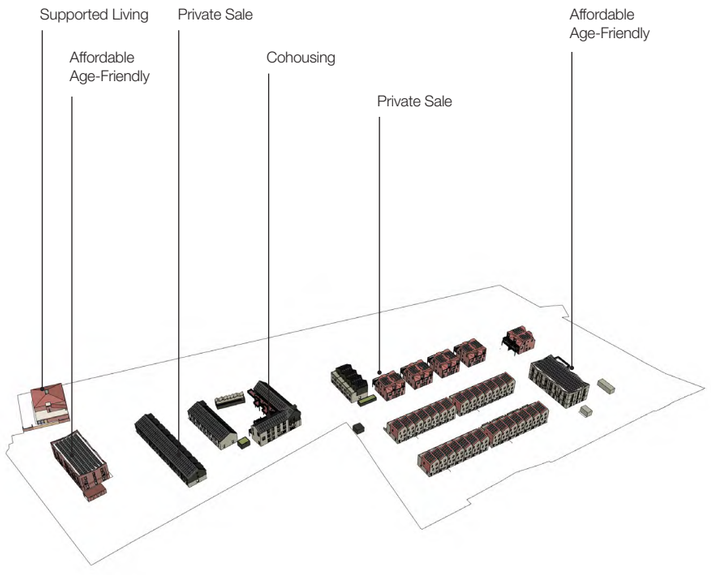


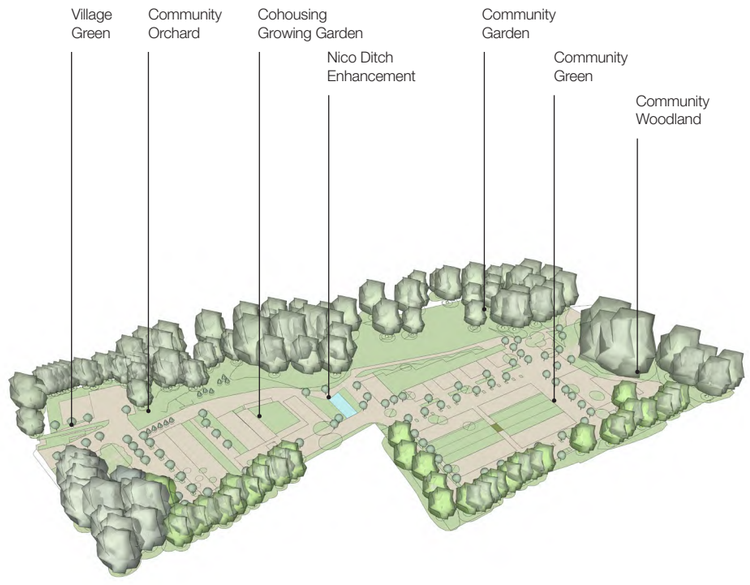
Landscape
Within a parkland setting

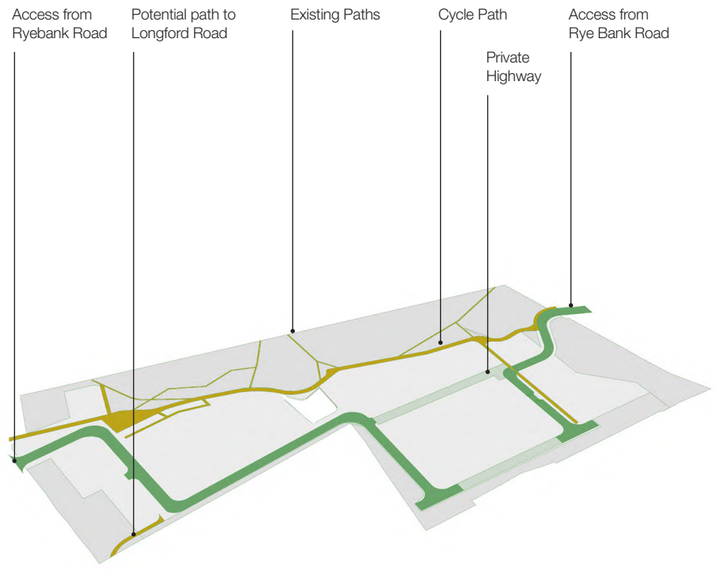


Infrastructure
Integrated Pedestrians,
Cycles, Cars, Utilities, SUDs









4.4 Masterplan Accommodation

The development contains a rich mix of private and affordable residential accommodation comprising 120 dwellings in total in keeping with the approved development framework. These 120 homes include a range of 2, 3 and 4 bedroom houses to be offered at both private sale and as part of the cohousing community.

Alongside the housing provision, 42 age friendly, social rent apartments are also proposed through two structures, the first fronting Longford Road to the south and the second book ending the development to the north.

A further building containing 8 apartments for young autistic adults completes the development.

The development delivers a total net sellable area of 10,850sqm, spilt as follows:

Affordable	2,020 sqm	42 Dwellings	35%
Cohousing	1,375 sqm	18 Dwellings	15%
Supported Living	400 sqm	8 Dwellings	7%
Private Sale	7,050 sqm	52 Dwellings	43%

A full schedule is depicted adjacent and cross referenced to the image below.

Accommodation
Proposal comprising of 120 new homes:

1

Age Friendly Affordable Accommodation - South
20 Dwellings, 3 Storeys Tall

1A	16 x 1b1p Apartment	45.4sqm
1B	3 x 1b2p Apartment	56.3sqm
1C	1 x 2b3p Apartment (Accessible)	77.5sqm

2

Supported Living for Autistic Adults Accommodation
8 Dwellings, 2 Storeys Tall

2	8 x 1b2p Apartment	50sqm

3

Private Sale Houses - South
10 Dwellings, 2 Storeys Tall with Dormer Windows

3	10 x 4b6p Townhouses	124-129sqm

4

Cohousing Houses - South
6 Dwellings, 2 Storeys Tall

4A	1 x 4b7p Townhouse	130sqm
4B	2 x 2b4p Townhouses	91sqm
4C	3 x 3b5p Townhouses	95sqm

5

Cohousing Apartments - South
12 Dwellings, 3 Storeys Tall

5A	3 x 1b2p Apartment	50.4sqm
5B	2 x 2b3p Apartment	61.6sqm
5C	7 x 2b4p Apartment	70.4sqm

6

Private Sale Villas - North
10 Dwellings, 3 Storeys Tall

6	10 x 4b8p Townhouse	169sqm

7

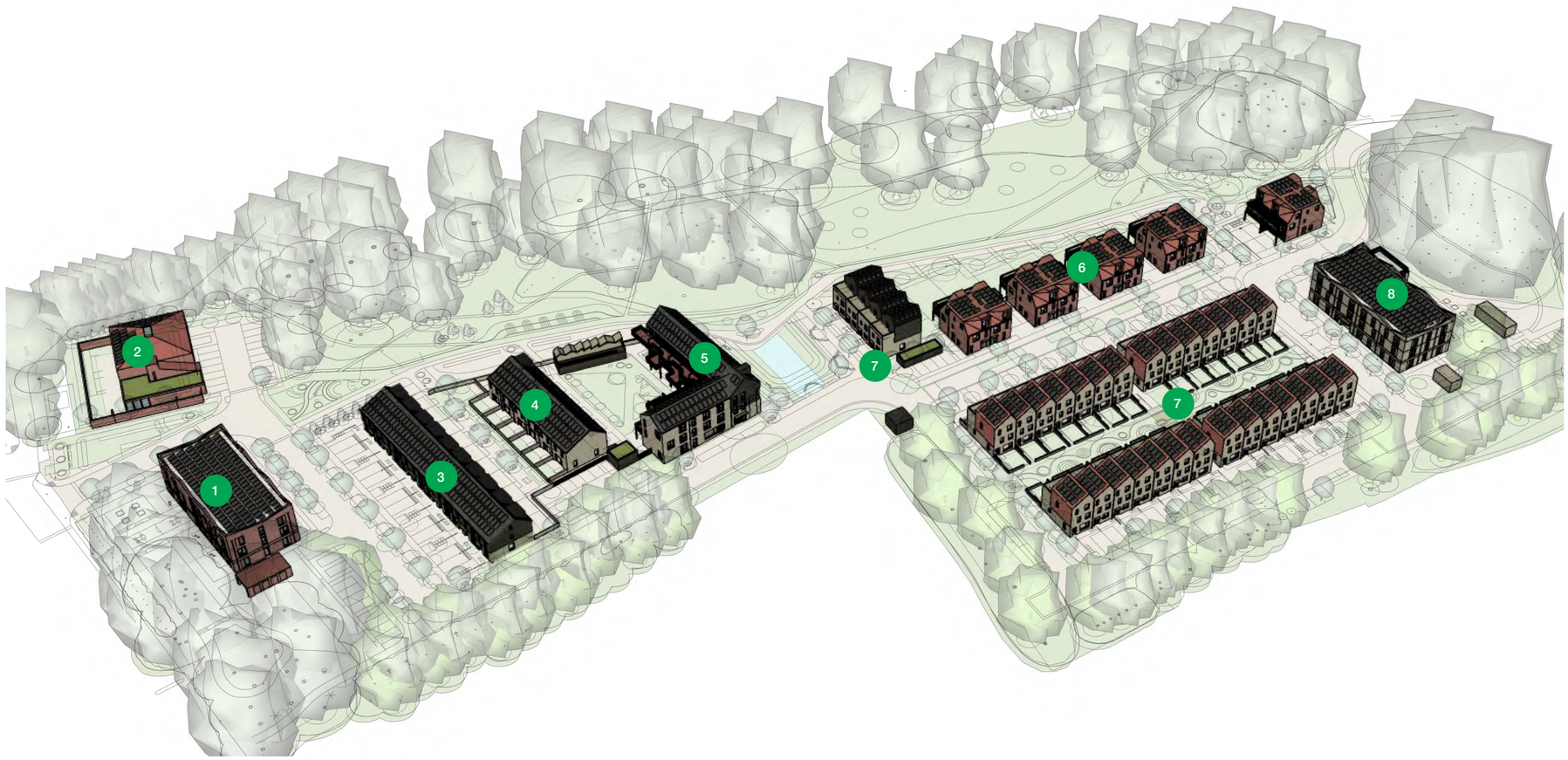
Private Sale Houses - North
32 Dwellings, 3 Storeys Tall

7	32 x 4b6p Townhouses	130sqm

8

Age Friendly Affordable Accommodation - North
22 Dwellings, 2/3 Storeys Tall

8A	18 x 1b1p Apartment	45.4sqm
8B	3 x 1b2p Apartment	50-59sqm
8C	1 x 2b3p Apartment (Accessible)	77.5sqm



4.5 Masterplan Mix / Tenure

The plan adjacent indicates in more detail the location of the dwelling tenures proposed.

Key

- Affordable Apartments
  Total: 42 Dwellings
- Private Sale Housing
  Total: 52 Dwellings
- Cohousing Apartments
  Total: 12 Dwellings
- Cohousing/Private Sale Houses
  Total: 6 Dwellings
- Supported Living Apartments
  Total: 8 Dwellings

120 Total Dwellings

35%	Affordable Apartments
43%	Private Sale Housing
10%	Cohousing Apartments
5%	Cohousing Houses
7%	Supported Living Apartments



4.6 House Types

The plan adjacent indicates in more detail the location of the house types proposed.



4.7 Masterplan North

The northern part of the site is shown in more detail adjacent. The layout comprises three distinct character areas as follows:

The central community green
This comprises 28 three storey houses arrranged around a shared private green space which is then enclosed on its northern edge by a three storey age friendly apartment building. Great care has been taken to balance the distribution of shared and private space. The 18m wide community courtyard comprises a central shared 6m zone with 6m private gardens either side.

Car parking sits to the “rear” of the community green to the west and east within dedicated in-curtilage spaces within tree lined streets.

Each three storey house has a second floor west facing terrace to benefit from views, enhance surveliance of the public realm and take advantage of the afternoon sun.

The Park Edge
Along the westren boundary are 10 homes arranged in a semi-detached, urban villa typology. The breaking down of the building footprints in this location allow green spaces, ecology, views and daylight/sunlight to permeate the development.

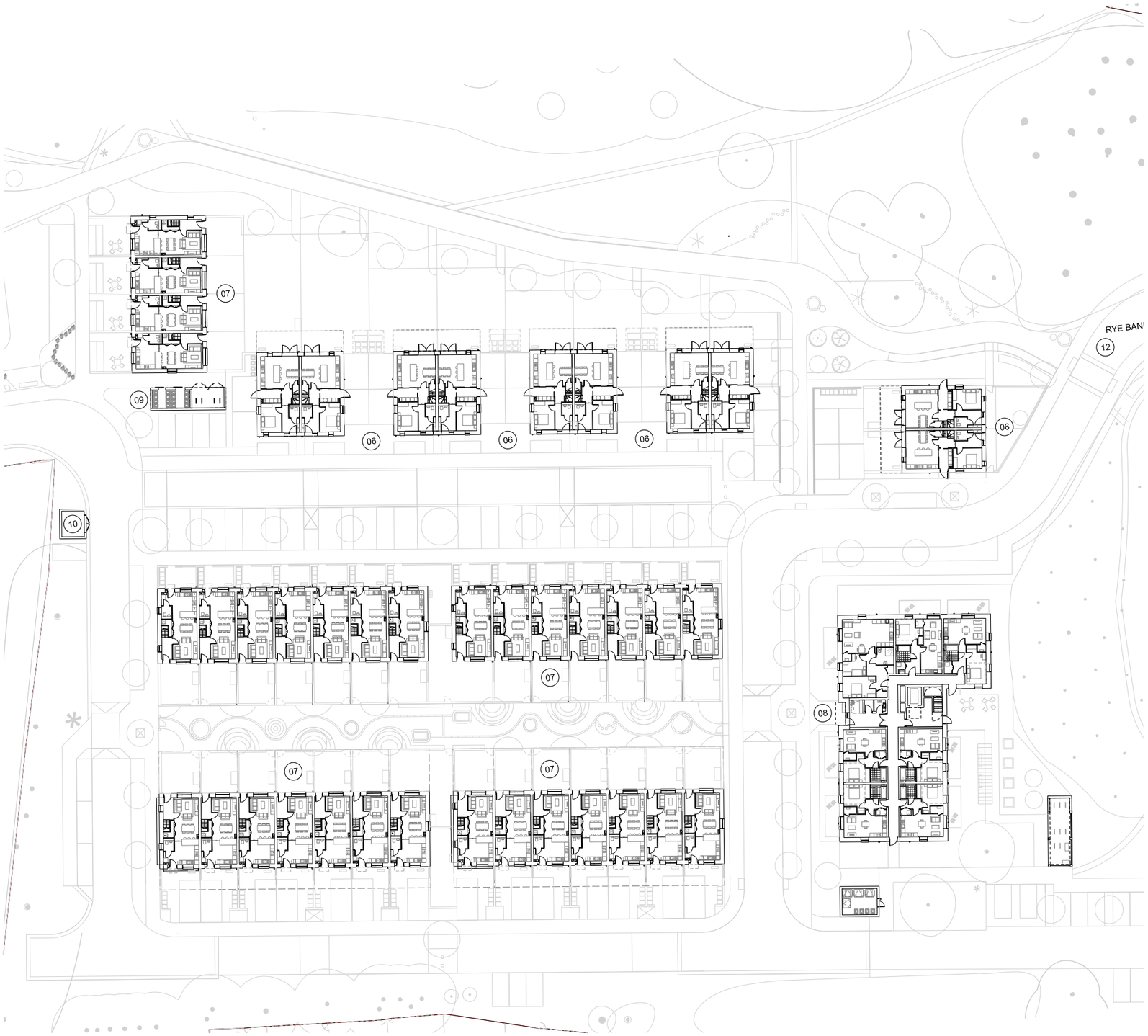
Primary habitable rooms of kitchen and living rooms face west and are stacked at ground and first floor levels to activate, animate and provide enhanced passive surveillance of the north-south “greenway”.

The Nico Ditch
The Nico Ditch forms the primary element of the sustainable urban drainage concept in turn creating a new landscape feature. To the north of the ditch is a short terrace of 4 houses that provide enclosure and overlooking of this key central space.

The houses themselves repeat the typology of the community green dwellings and are three storeys in height with a south facing roof terrace and small front garden overlooking the pond.

Key

1. Age Friendly Affordable Accommodation - South
2. Supported Living For Autistic Adults Accommodation
3. Private Sale Houses - South
4. Cohousing Houses - South
5. Cohousing Apartments - South
6. Private Sale Villas - North
7. Private Sale Houses - North
8. Age Friendly Affordable Accommodation - North
9. Private Sale Shared Bike/Bin store
10. Substation
11. Existing site access (Longford Road)
12. Extended site access (Rye bank Road)



4.8 Masterplan South

The southern part of the site is shown in more detail adjacent. The layout comprises three distinct character areas as follows:

Longford Road Entrance Buildings
Two apartment buildings form the southern boundary to the site and are arranged to create both a gateway to the development and a completion of the streetscape to Longford Road and Ryebank Road.

The smaller building to the west is a two storey apartment building with its own dedicated parking area for supporting young adults with autism. This has the form of a large semi-detached house with a pitched and hipped roof.

The second building is a 3 storey age friendly apartment building. This building has its own shared parking court which also contains a small brick structure for housing bikes, mobility scooters and bins. The building is sited to avoid mature trees to the east whilst creating a private shared garden to the south.

The adoptable street
Turning 90 degrees off the main southern access a tree lined street with footways either side to adoptable standards contains a row of 10 terraced houses to the north and the age friendly apartments to the south.

The houses are arranged with generous front gardens which integrate in-curtilage parking and individual bin stores and entrances. The long terrace affords winter solar gain benefits to living rooms as well as providing enclosure and passive surveillance of the street.

The cohousing courtyard.
The cohousing development is arranged around a formal courtyard with a terrace of 6 houses to the south and an L-shaped, 3 storey apartment building creating the northern and eastern boundaries.

To the western edge of the plot a low boundary wall containing a bike and tool store to serve the cohousing apartments completes the enclosure to the communal courtyard.

The courtyard contains a mixture of shared and private amenity space and creates a focus for communal activities as well as offering security and surveillance to the space.

The courtyard is laid out as a car free space with a small shared car parking court off the adoptable street where there is also space for car club and shared bin store.

Key

1. Age Friendly Affordable Accommodation - South
2. Supported Living For Autistic Adults Accommodation
3. Private Sale Houses - South
4. Cohousing Houses - South
5. Cohousing Apartments - South
6. Private Sale Villas - North
7. Private Sale Houses - North
8. Age Friendly Affordable Accommodation - North
9. Private Sale Shared Bike/Bin store
10. Substation
11. Existing site access (Longford Road)
12. Extended site access (Rye bank Road)



4.9 Masterplan Road Layout

The site layout has been designed based on people-first principles with appropriate provision for active modes to ensure the site is fully permeable. Vehicle routes are designed to encourage slow speeds to create a suitable environment for all active travel modes and people of all ages and mobility levels. Traffic calming measures are incorporated across the site, including raised table treatments to reduce vehicle speeds and assist pedestrian crossings.

The main site roads have been designed to provide a 5.5m carriageway on circulation routes. 2m footways are generally provided to both sides, or on one side only with a 500mm strip on the opposite side where no direct access to properties is needed. The proposed arrangements provide high quality routes across the site that meet desire lines and provide access to all properties, whilst also maximising the opportunity to incorporate landscaping and greenspaces within the development. The access roads from the north and south effectively provide cul-de-sac arrangements. Appropriately sized turning heads are provided at the end of the routes, where required, for highway adoption.

Key – Roads

- Adopted Highway
- Unadopted Highway designed to Adoptable Standards
- Unadopted Highway
- Raised Tables
- Parking Courts

Key – SUDs

- Treepits
- Rain Gardens
- Nico Ditch/Ecological Basin
- Proposed Sub-Base Attenuation System



Key

- PLANNING BOUNDARY
- PROPOSED SURFACE WATER DRAINAGE
- PROPOSED FOUL WATER

4.10 Masterplan Drainage

In accordance with NPPF, the following hierarchy of surface water drainage options should be considered:

- Discharge into the ground (infiltration);
- Discharge to a surface water body;
- Discharge to a surface water sewer, highway drain, or another drainage system;
- Discharge to a combined sewer.

A phase II intrusive site investigation has been undertaken and has confirmed the presence of substantial depths of made ground, which is a result of the historic infilling of clay pits, ponds, watercourses etc. Given cohesive superficial deposits have also been encountered and the contamination risks associated with the made ground, discharge via infiltration is not viable.

Discharge into the nearby Longford Brook has been considered. Based on a review of historic maps it is understood that the Longford Brook previously passed through the site before being diverted around the clay pits into the Nico Ditch. The current United Utilities asset records and Environment Agency river maps now show that the head of the Longford Brook is situated within Longford Park. A site survey has been completed and found no evidence of a culverted section of the Longford Brook onsite. There is evidence of a culvert inlet along the western boundary that suggests there is an existing connection from site towards the Longford Brook. As shown by the CCTV survey this inlet is heavily silted and therefore the full extent could not be determined at this time. It is proposed that this connection is re-used subject to additional survey and ongoing discussions with Trafford and Manchester Council's LLFA.

The asset records have been reviewed and no surface water sewers are present within the vicinity of the site. If it is found that a connection to Longford Brook is not possible then a connection to the combined sewer network would be sought. The preferred point of connection would be the MH8603 within Longford Park.

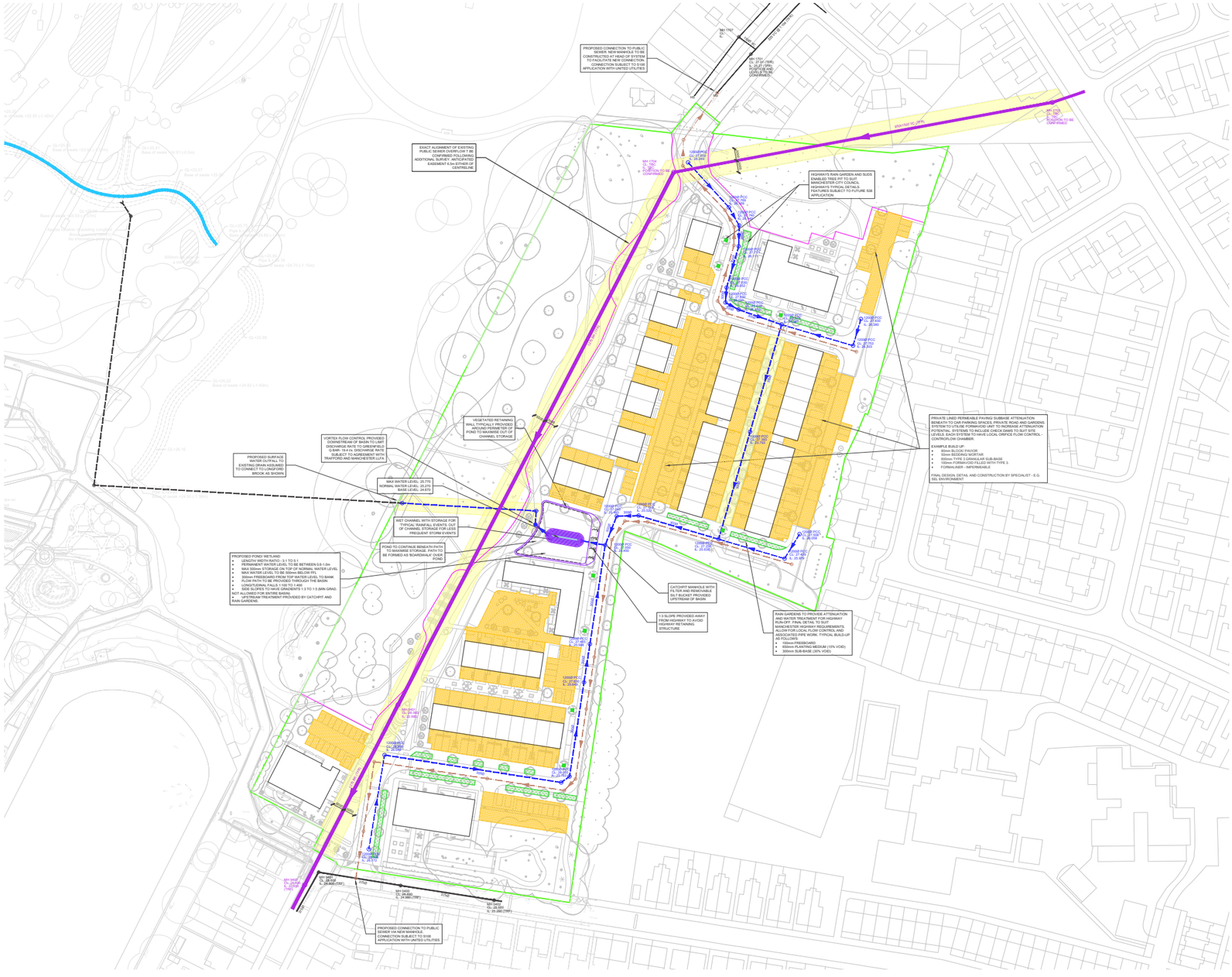
A review of the topographical and utility surveys confirms that the site is classified as greenfield given the lack of active drainage infrastructure on site. The Manchester, Salford and Trafford SFRA states that brownfield sites in the Core Conurbation Critical Drainage Area should restricted rates to at least 50% of the pre-development brownfield run-off rates, with an aim of reducing runoff to Greenfield rates up to a 1 in 100 year storm event, considering climate change. Policy JP-S 5 of the recently adopted Places for Everyone Joint Development Plan expects developments to manage surface water runoff through sustainable drainage systems and as close to source as possible (unless demonstrably inappropriate) so as to not exceed greenfield run-off rates or alternative rates specified in district local plans, such as those identified for areas with critical drainage issues. As required by the North West SuDS Pro-Forma the discharge from the development is to be restricted to Qbar to control the flow and volume of runoff from the site.

The development is to have dedicated surface water network that serves to drain the highway, building plots and associated hard landscaping. The network is to discharge into the Longford Brook via Longford Park subject to agreement from Trafford Council, Manchester City Council LLFA and the Environment Agency. The discharge from the site is to be limited to Qbar which equates to 19.4l/s, by using a vortex flow control.

In order to restrict the discharge rate, surface water attenuation is to be provided in the form of permeable paving/ sub-base attenuation, rain gardens and a pond/ wetland. Water quality treatment will be inherently provided by the aforementioned SuDS features however the system will incorporate catchpit chambers.

Key

PLANNING BOUNDARY	SEWER EASEMENT
DEVELOPMENT BOUNDARY	LONGFORD BROOK
EXISTING PUBLIC COMBINED WATER SEWER	PROPOSED SURFACE WATER DRAINAGE (150Ø U.N.O)
EXISTING PUBLIC SEWER OVERFLOW	PROPOSED FOUL WATER DRAINAGE (150Ø U.N.O)
PERMEABLE PAVING/ SUB-BASE ATTENUATION	
RAIN GARDEN/ BIO-RETENTION AREA	
SUDS ENABLED TREE PIT	
POND/ WETLAND	



See drawing RBM-REN-XX-FN-DR-C-01115 P02

4.11 Masterplan Utilities

Incoming Services
A new utility network is provided to serve the proposed development following the route of the adopted highway and originating from the existing network on Longford Road, as follows:

Electricity
A new HV supply shall be brought onto the development from the DNO (Electricity Northwest) High Voltage network to serve a new dedicated HV/LV sub station which will be located centrally on the site.

The Low Voltage services from this sub-station shall be routed within underground trenches following the new access roads in order to avoid disruption to the existing site ecology, and for ease of future access / easements.

There are 2No existing electrical feeder pillars at the southern entrance to the site that are to be removed as part of the works.

Telecommunication
Incoming telecommunication ducts shall be brought into the site and connected back to the local network on Longford Road to allow a choice of Internet Services Providers (ISP's).

A network of underground ducts and access chambers shall be provided to the site with dedicated ducts to each dwelling or block.

Gas
There is no intent to use gas on this development.

Water
A new suitably sized incoming mains cold water supply network shall be brought into the site. On entry to the individual houses / dwellings the mains cold water shall be fitted with a pulsed water meter complete with IV's and draincock.

Final connection arrangements are subject to details discussions with the respective utility suppliers.

The cold water system will be installed in accordance with the current water supply (Water Fittings) Regulations.

Fire Hydrant location is to be established and the fire engineer to review if the location meets the requirements or if a new fire hydrant is required.



4.12 House Type Plans
Private Sale Houses – South (Type 1A)

Space Standards
All dwellings have been designed to NDSS as required by Places for Everyone. Application drawings are provided for all house and apartment types with a selection included here to demonstrate how the NDSS minimal dwelling, room size and storage capacities have been implemented.

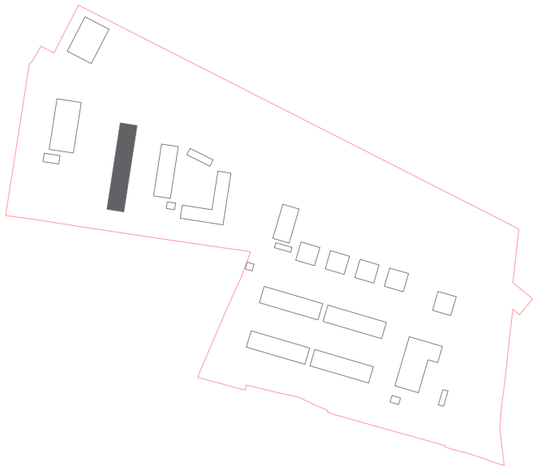
Passivhaus Requirements
Each house type integrates increased wall/roof and insulation thicknesses, improved air tightness and triple glazing as part of the fabric first approach to achieving Passivhaus. A whole house Mechanical Ventilation with Heat Recovery System (MVHR) is located within a utility storage cupboard integrated into the plans as shown to house all equipment along with space for a cylinder to provide hot water served by an externally located Air Source Heat Pump.

Dwelling Type - 4 bedroom/7 person
Ground Floor Accommodation
The 3 storey terraced houses contain living, dining and kitchen accommodation at ground floor level. The house is arranged so that the living room is accessed from the in-curtilage car parking space. This maximises winter solar gains from a Passivhaus perspective but also increases overlooking to the more public nature of the adoptable street.

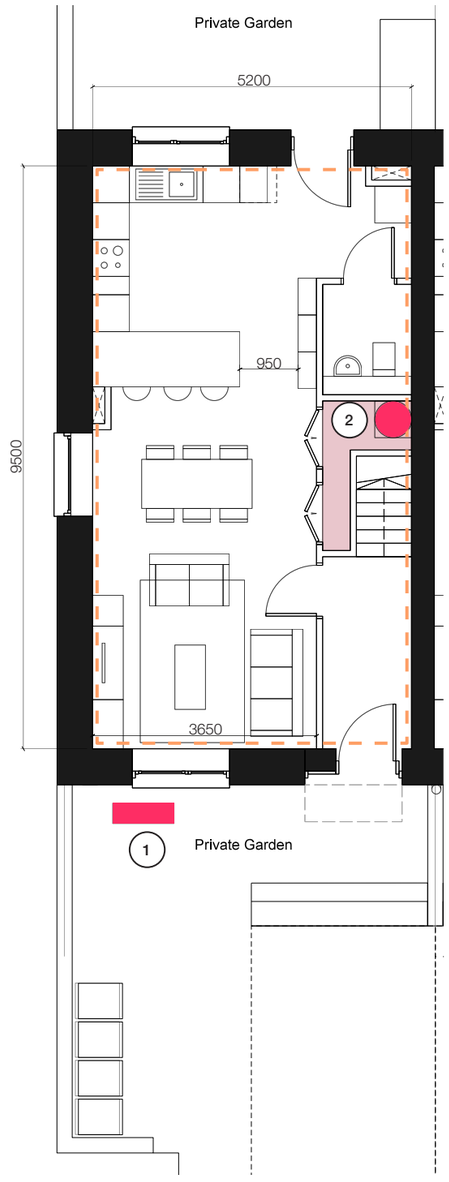
The dual aspect ground floor accommodation offers good daylight penetration into the plan and positive views out in each direction for amenity and security. The kitchen faces an urban private garden which connects with the shared community play space.

First floor Accommodation
First floor contains a principal double, a further double bedroom and one single and bedroom, the latter of which could double as a home office. The Principal bedroom contains an en-suite bathroom whilst there is also a shared family bathroom at this level.

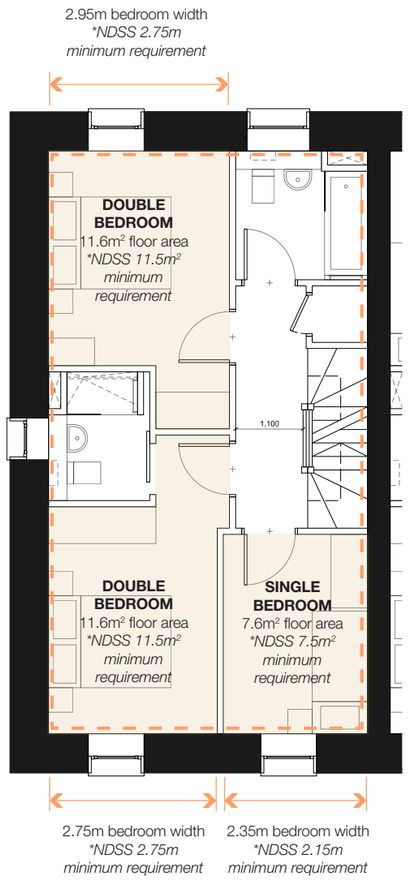
Second Floor Accommodation
The top floor contains a further double bedroom with ensuite within a north facing dormer structure.



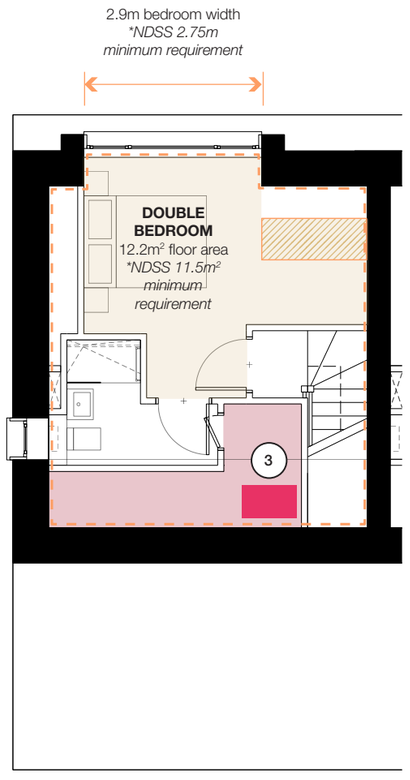
Ground Floor GA Plan



First Floor GA Plan



Second Floor GA Plan



4B7P TOWNHOUSE
GIA 129m²
**NDSS 121m² minimum requirement*
**allowance for future MEP coordination at later stage*
**areas with headroom between 900-1500mm are counted at 50% of their floor area, and areas lower than 900mm are not counted at all*

Key

- Bedroom floor areas
- Storage provision - *NDSS 3m² minimum requirement*
- Passivhaus equipment location
- Gross internal floor areas
- Headroom between 900-1500mm

1. ASHP
2. Cylinder Cupboard
3. MVHR

4.12 House Type Plans
Private Sale Villas (Type 2A/2B)

Dwelling Type - 4 bedroom/8 person
Ground Floor Accommodation
These 3 storey semi-detached houses contain dining and kitchen accommodation at ground floor level that faces west towards Longford Park.

A utility room within the centre of the plan affords direct access to the in-curtilage car parking space. A staircase within this same location provides access to the upper floors as well as connecting through to the front of the house.

A double bedroom that can be utilised as a home office or snug living room overlooks the street.

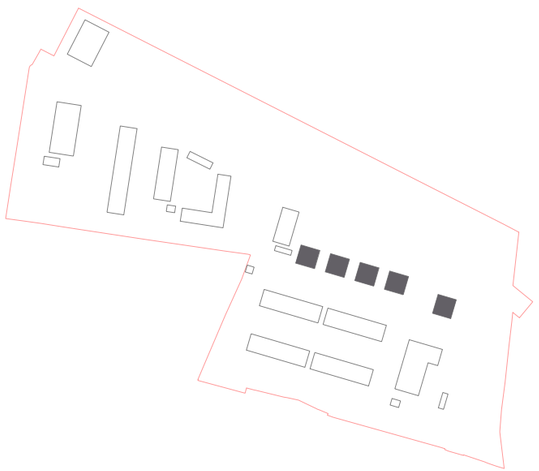
First floor Accommodation
First floor contains the principal double bedroom facing the street and an elevated living room facing west to the park. The living room benefits from a generous terrace which also serves as a shading device to the low angle summer sun.

There is also a shared family bathroom at this level.

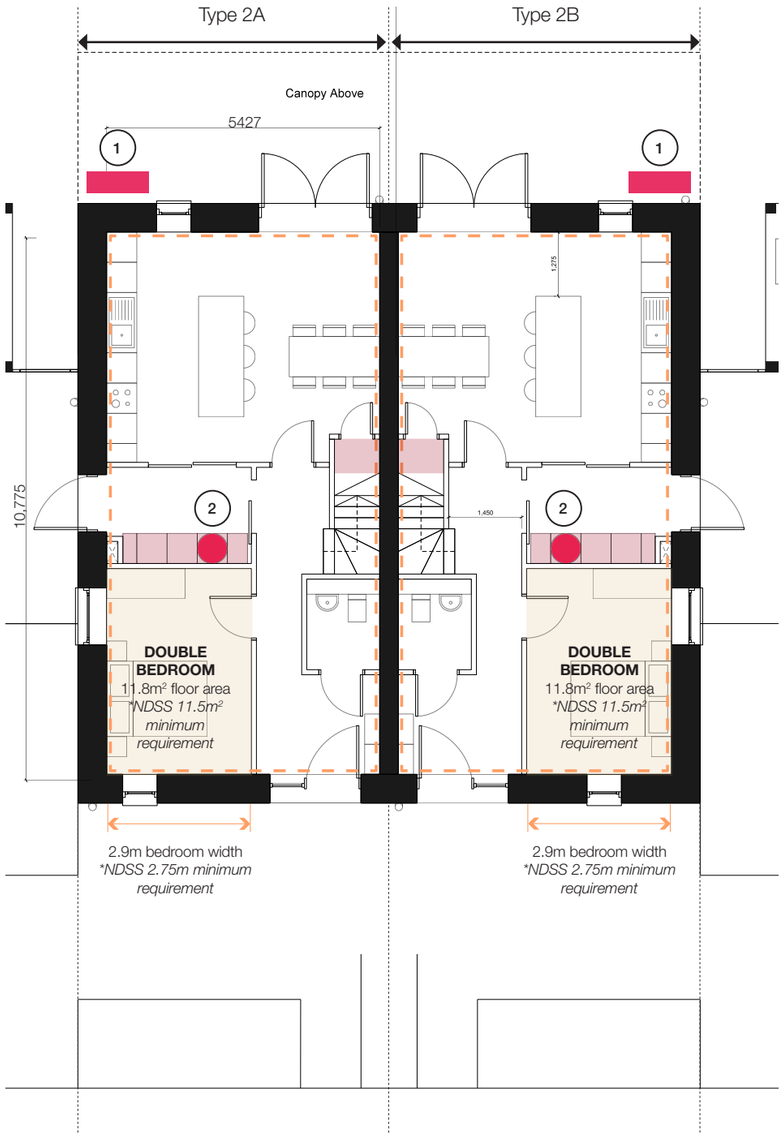
Second Floor Accommodation
The top floor contains two further double bedrooms one with an ensuite.

Storage is provided in accordance with NDSS with additional space for the MVHR and hot water cylinder to support the Passivhaus design.

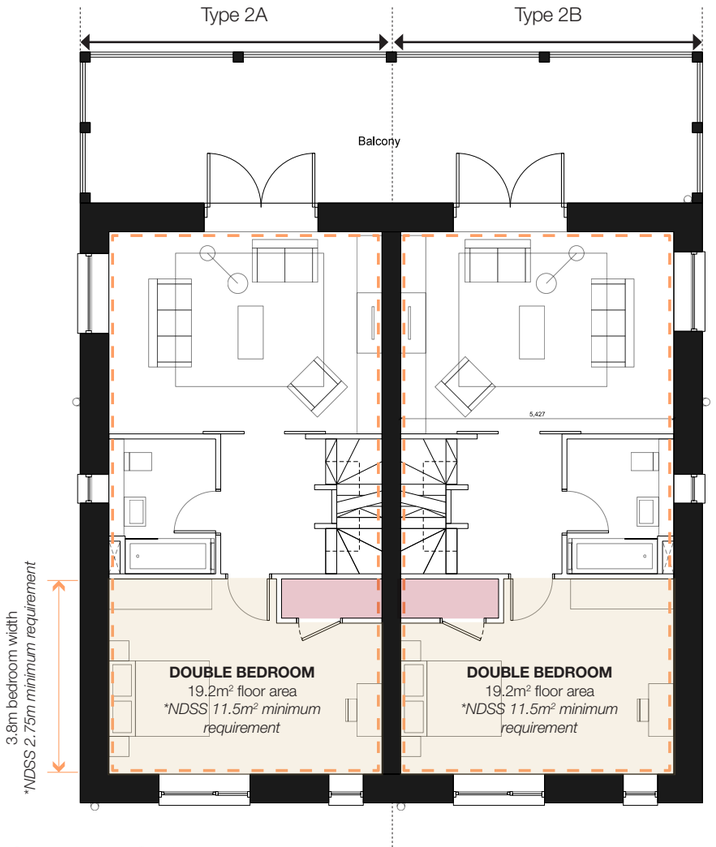
Further equipment to achieve Passivhaus is the Air Source Heat Pump which is discreetly located within the private garden to the property adjacent to kitchen entrance.



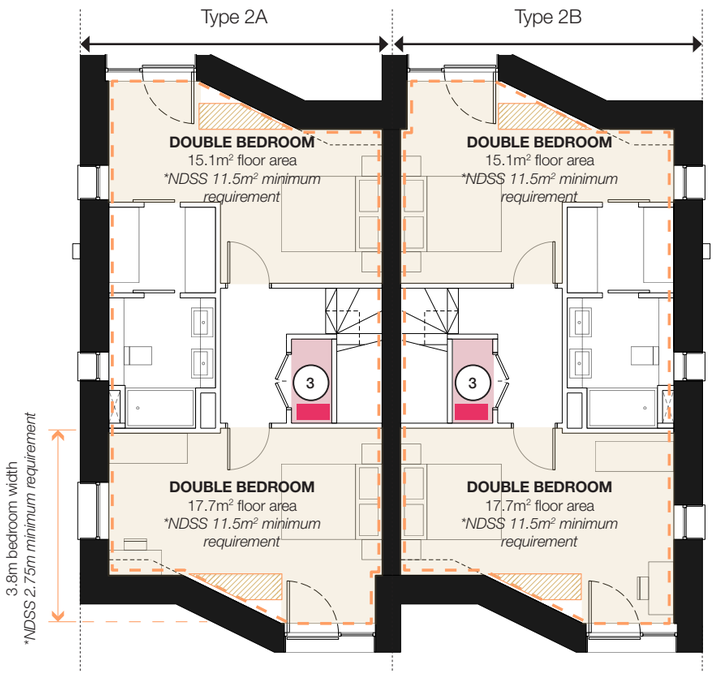
Ground Floor GA Plan



First Floor GA Plan



Second Floor GA Plan



4B8P TOWNHOUSE
GIA 170.5m²
**NDSS 130m² minimum requirement*
**allowance for future MEP coordination at later stage*
**areas with headroom between 900-1500mm are counted at 50% of their floor area, and areas lower than 900mm are not counted at all*

Key

- Bedroom floor areas
- Storage provision - *NDSS 3m² minimum requirement*
- Passivhaus equipment location
- Gross internal floor areas
- Headroom between 900-1500mm

1. ASHP
2. Cylinder Cupboard
3. MVHR

4.12 House Type Plans
Private Sale Houses – North (Type 3A)

Dwelling Type - 4 bedroom/6 person
Ground Floor Accommodation
The 3 storey terraced houses contain living, dining and kitchen accommodation at ground floor level. The house is arranged so that the kitchen is accessed from the in-curtilage car parking space intuitively responding to the daily demands of shopping and deliveries.

The dual aspect nature of the ground floor accommodation offers good daylight penetration into the plan and positive views out in each direction for amenity and security.

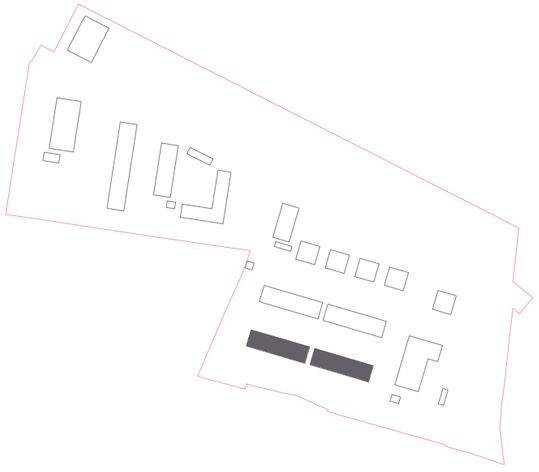
The living room faces an urban private garden which connects with the shared community green.

First floor Accommodation
First floor contains a principal double, one standard single and one over sized single bedroom, the latter of whcih could double as a home office. The Principal bedroom contains an en-suite bathroom whilst there is also a shared family bathroom at this level.

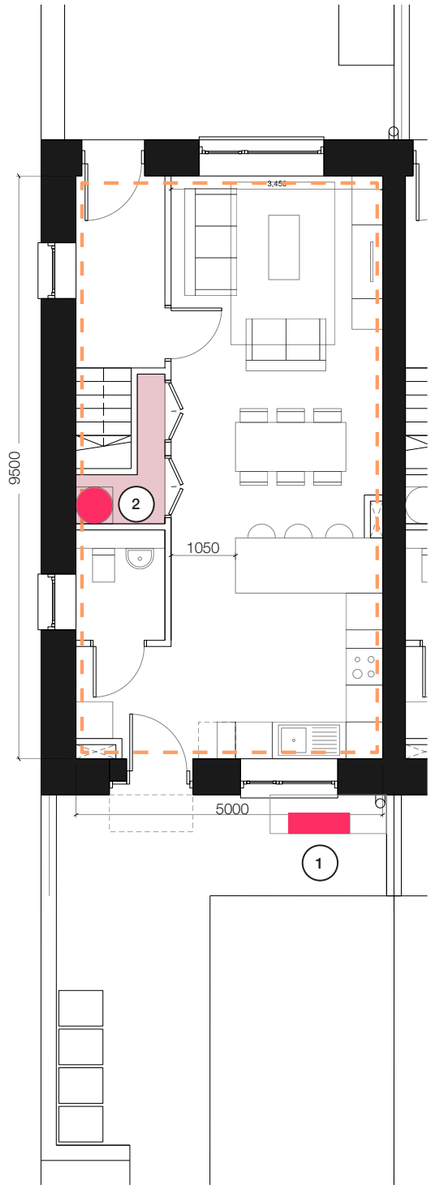
Second Floor Accommodation
The top floor contains a further double bedroom with ensuite and a west facing terrace.

Storage is provided in accordance with NDSS with additional space for the MVHR and hot water cylinder to support the Passivhaus design.

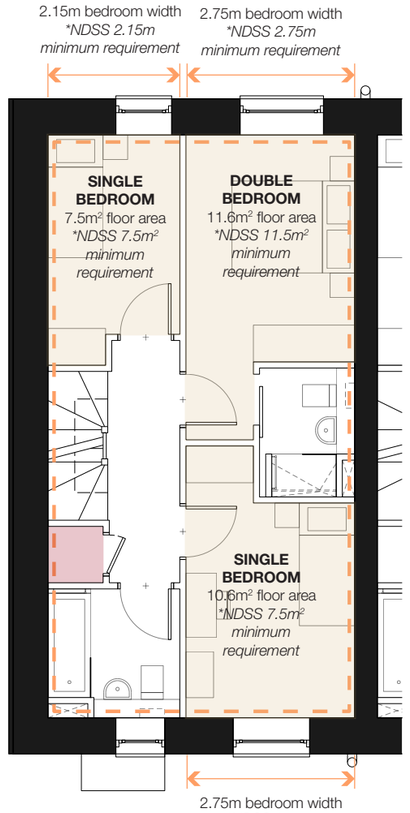
Further equipment to achieve Passivhaus is the Air Source Heat Pump which is discreetly located within the private garden to the property adjacent to kitchen entrance.



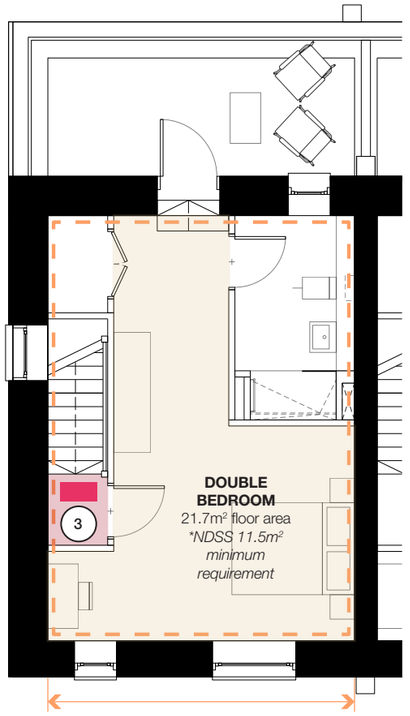
Ground Floor GA Plan



First Floor GA Plan



Seconf Floor GA Plan



4B6P TOWNHOUSE
GIA 129.6m²
**NDSS 121m² minimum requirement*
**allowance for future MEP coordination at later stage*

Key

- Bedroom floor areas
- Storage provision - *NDSS 3m² minimum requirement*
- Passivhaus equipment location
- Gross internal floor areas

1. ASHP
2. Cylinder Cupboard
3. MVHR

4.12 House Type Plans
Private Sale Houses – North (Type 4A)

Dwelling Type - 4 bedroom/6 person
Ground Floor Accommodation
The 3 storey terraced houses contains living, dining and kitchen accommodation at ground floor level. The house is arranged so that the kitchen is accessed from the in-curtilage car parking space intuitively responding to the daily demands of shopping and deliveries.

The dual aspect nature of the ground floor accommodation offers good daylight penetration into the plan and positive views out in each direction for amenity and security.

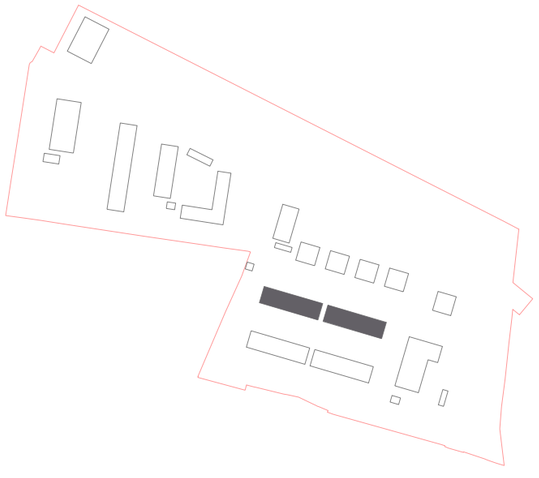
The living room faces an urban private garden which connects with the shared community green.

First floor Accommodation
First floor contains a principal double, one standard single and one over sized single bedroom, the latter of which could double as a home office. The Principal bedroom contains an en-suite bathroom whilst there is also a shared family bathroom at this level.

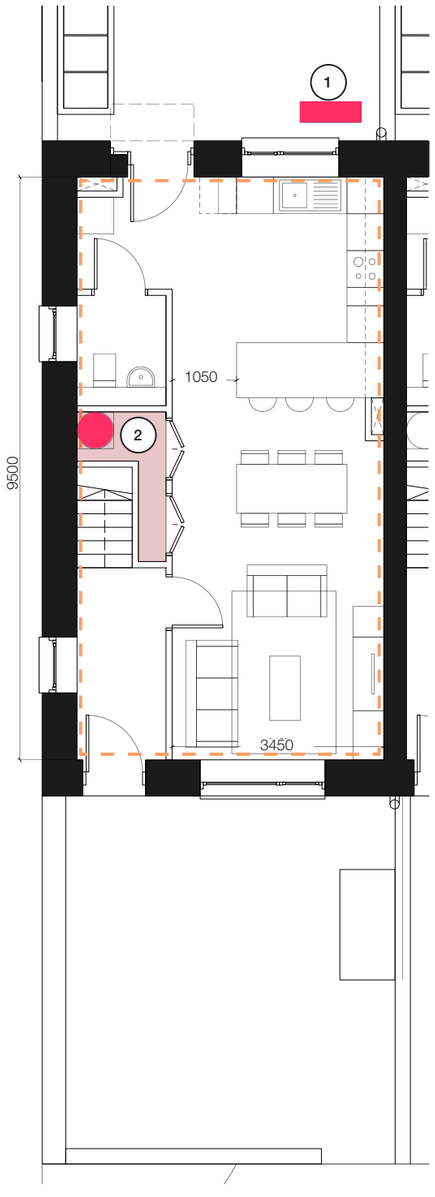
Second Floor Accommodation
The top floor contains a further double bedroom with ensuite and a west facing terrace.

Storage is provided in accordance with NDSS with additional space for the MVHR and hot water cylinder to support the Pssivhaus design.

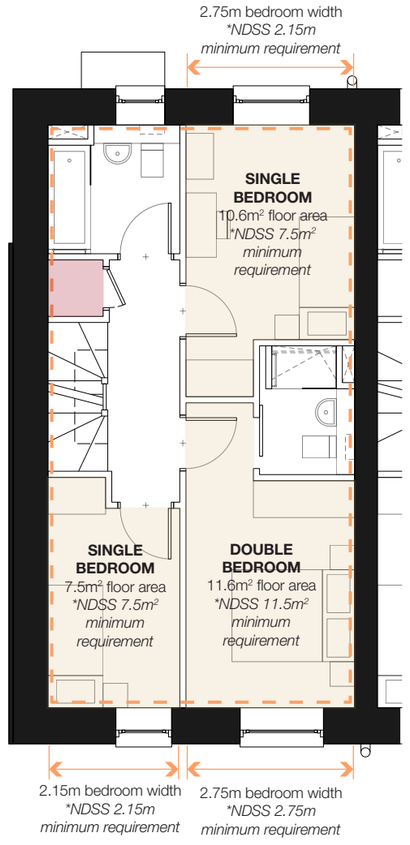
Further equipment to achieve Passivhaus is the Air Source Heat Pump which is discreetly located within the private garden to the property adjacent to kitchen entrance.



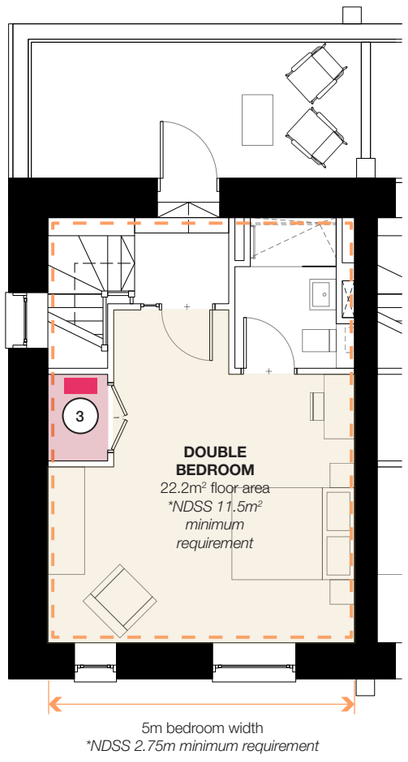
Ground Floor GA Plan



First Floor GA Plan



Seconf Floor GA Plan



4B6P TOWNHOUSE
GIA 129.6m²
**NDSS 112m² minimum requirement*
**allowance for future MEP coordination at later stage*

Key

- Bedroom floor areas
- Storage provision - *NDSS 3m² minimum requirement*
- Passivhaus equipment location
- Gross internal floor areas

1. ASHP
2. Cylinder Cupboard
3. MVHR

4.13 Apartment Type Plans
Affordable - Age Friendly (South)

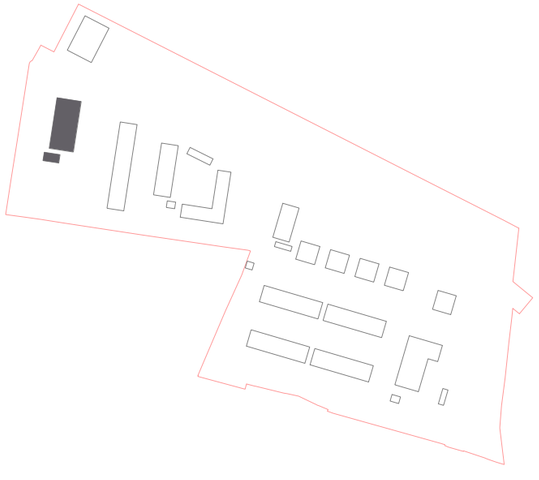
The southern age friendly apartment building contains 20 apartments across 3 storeys. There is a single two bedoom, 3 person fully accessible M4(3) apartment at ground floor level with the remaining 19 apartments being predominantly 1 bedroom, 1 person accommodation but with some 2 person 1 bedroom apartments in respect of NDSS.

Alongside NDSS the design of the building follows M4(2) for accessibility which is covered later in the access section.

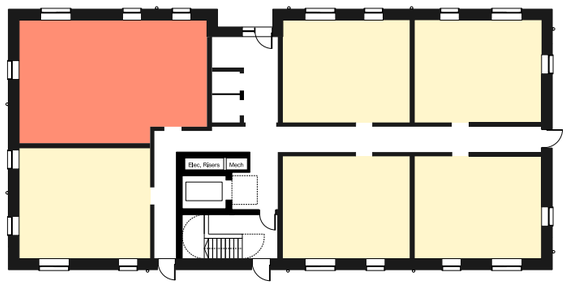
A shared entrance to the building fronts the street and affords secure access to all floors via an entrance lobby. A built-in bench seat is located adjacent to the main entrance door beneath a projecting canopy. A further informal seating area is located within the lobby itself which contains support accommodation in the form of Comms Room and Cleaners Cupboard.

The entrance lobby gives access to a shared central corridor for the ground floor apartments. The corridor is extended to the east of the plan to offer a safe, simple and direct route to the bin store, cycle/mobility scooter store and dedicated car parking. The corridor dog-legs around the shared lift and stair core to provide a further direct access for all residents to the shared ground floor south facing garden.

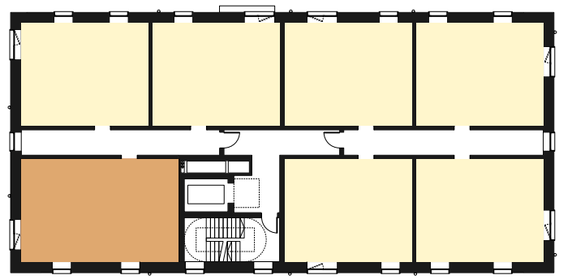
The location of the lift and stair core to the south of the plan provides natural solar shading as well as access to the upper floors. The core also contains space for meters and vertical service risers.



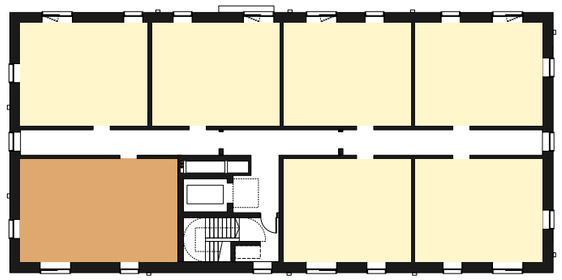
Ground Floor



First Floor



Second Floor



Ground Floor GA Plan



Key

- 1 Bed 1 Person
- 1 Bed 2 Person
- 2 Bed 3 Persons Accessible M4(3)

4.13 Apartment Type Plans
Affordable - Age Friendly (South)

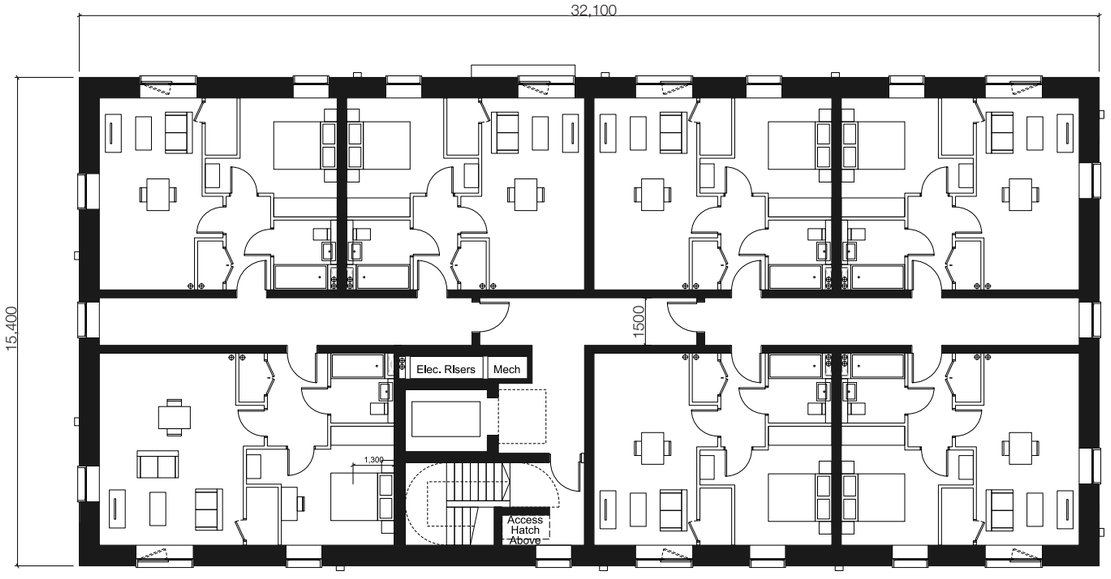
The First and Second Floor plans contain repeat accommodation at each floor level.

A central corridor provides access to all apartments from the passenger lift and staircase in the centre of the plan. The corridor extends to the external walls at either end to bring daylight into the space and also provide for smoke ventilation in case of a fire. The sterile lobby is provided through the incoproration of additional doors adjacent to the fire stair as required by the fire strategy and building regulations.

First Floor GA Plan



Second Floor GA Plan



4.13 Apartment Type Plans
Affordable - Age Friendly (North)

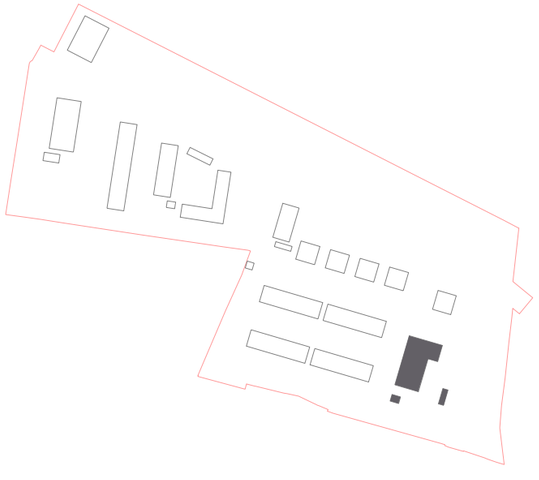
The northern age friendly apartment building contains 22 apartments across 3 storeys. There is one 2 bedoom, 3 person fully accessible M4(3) apartment at ground floor level with the remaining 21 apartments being predominantly 1 bedroom, 1 person accommodation but with some 2 person 1 bedroom apartments in respect of NDSS.

Alongside NDSS the design of the building follows the principles of M4(2) for accessibility which is covered later in the access section.

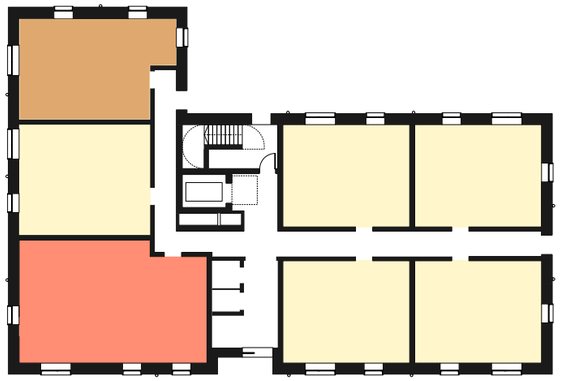
A shared entrance to the building fronts the street and affords secure access to all floors via an entrance lobby. A built-in bench seat is located adjacent to the main entrance door beneath a projecting canopy. A further informal seating area is located within the lobby itself which contains support accommodation in the form of Comms Room and Cleaners Cupboard.

The entrance lobby gives access to a shared central corridor for the ground floor apartments. The corridor is extended to the east of the plan to offer a safe, simple and direct route to the bin store, cycle/ mobility scooter store and dedicated car parking. The corridor dog-legs around the shared lift and stair core to provide a further direct access for all residents to the shared ground floor garden to the north of the plan.

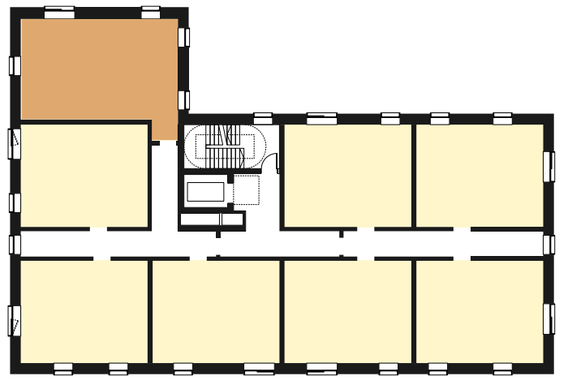
The core also contains space for meters and vertical service risers.



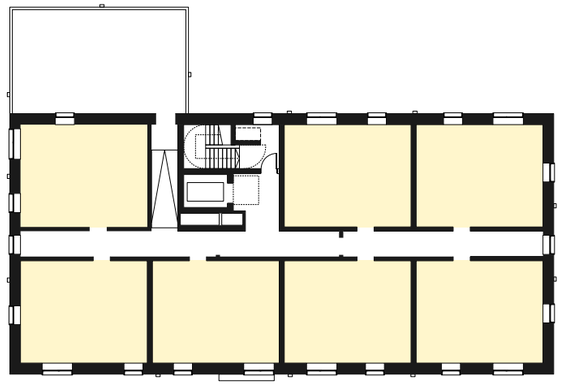
Ground Floor



First Floor



Second Floor



Ground Floor GA Plan



Key

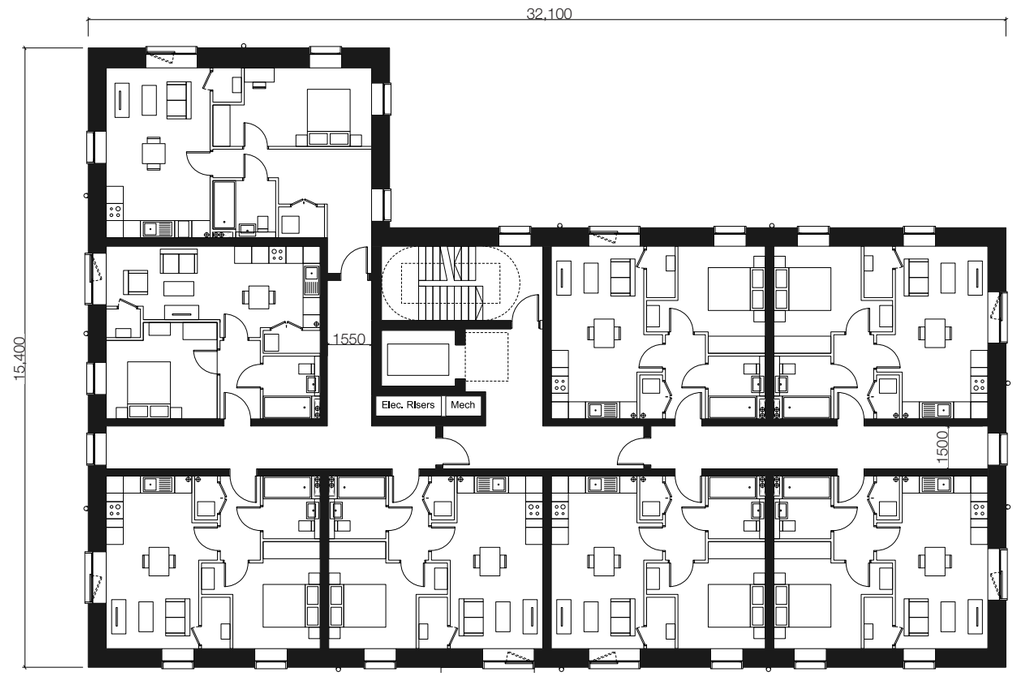
- 1 Bed 1 Person
- 1 Bed 2 Person
- 2 Bed 3 Persons Accessible M4(3)

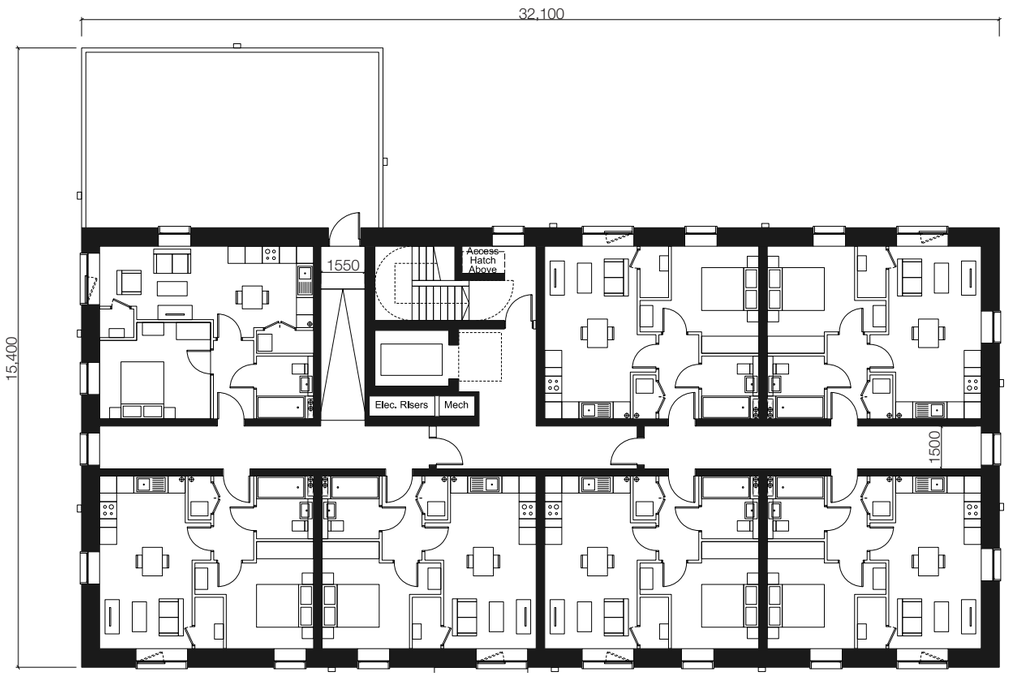
4.13 Apartment Type Plans
Affordable - Age Friendly (North)

First Floor GA Plan
The First Floor Plan repeats the footprint of the ground floor in its L-shaped configuration. The plan contains eight 1 bedroom apartments seven of which are 1 person and one of which is two person.

A central corridor provides access to all apartments from the passenger lift and staircase in the centre of the plan. The corridor extends to the external walls at either end to bring daylight into the space and also provide for smoke ventilation in case of a fire. A sterile lobby is provided through the incoproration of additional doors adjacent to the fire stair as required by the fire strategy and building regulations.

Second Floor GA Plan
At second floor the building footprint reduces to a rectangular shape and affords a communal roof terrace to be provided to the north of the plan. This creates additional amenity for residents and also reduces the mass of the building when seen from the north and works with the adjacent villa to create an arrival sequence to the site from Rye Bank Road to the north.





4.13 Apartment Type Plans
Age Friendly Afforable Accommodation – South

Space Standards
All apartments are designed to NDSS standards. They are also all designed to M4(2) accessibility requirements with the two bedroom apartments being in accordnace with M4(3).

A typical 1 bedroom, 1 person apartment layout is depicted in greater detail adjacent alongside the 2 bedroom M4(3) apartment.

The plans show compliance with NDSS with further detail of the accessibility provision set out in the Access section of this report.

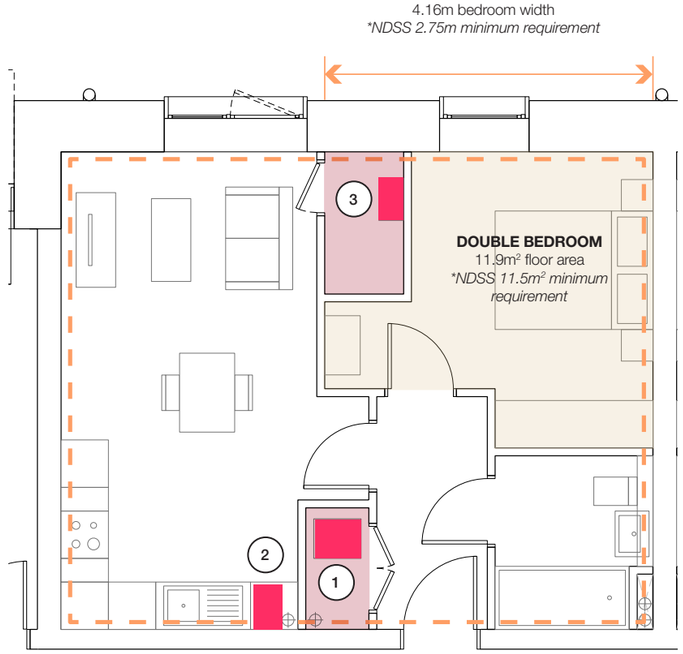
Passivhaus Requirements
Each apartment integrates increased wall/roof and insulation thicknesses, improved air tightness and triple glazing as part of the fabric first approach to achieving Passivhaus. Each apartment incorporates a utility cupboard that will house MVHR (Ventilation) and ASHP (Hot Water) equipment along with Electrical Consumer Unit, Telecoms incoming connection, router and WiFi, Washing Machine. Whilst options are still being explored, the layout also incorporates a second cupboard that could house a heat battery.

The MVHR unit must be in close proximity to the external wall (to reduce energy loss in the ductwork) and so cupboards are located between bedroom and living room with access via the living room for acoustic reasons. The ductwork terminates in the outside wall within a bespoke grille integrated within the head of the window frame.



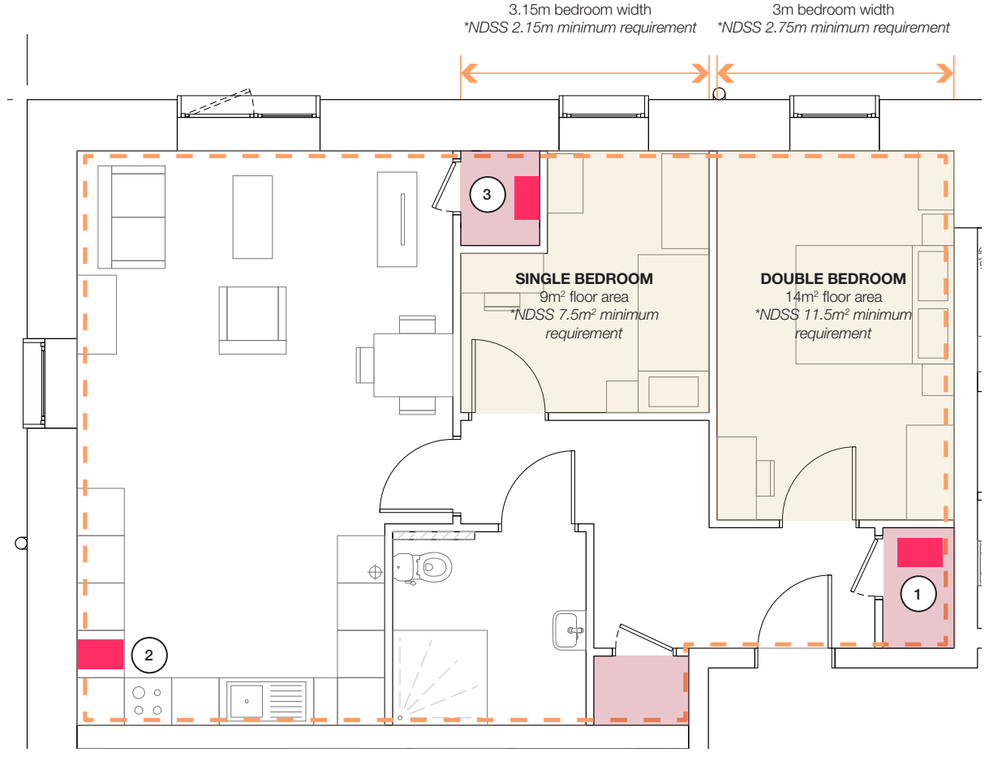
Typical 1 Bedroom Apartment

1B1P APARTMENT
43.4m² floor area
**NDSS 39m² minimum requirement*
**NDSS 1m² storage minimum requirement*
**allowance for future MEP coordination at later stage*



Typical 2 Bedroom Accessible Apartment

2B3P APARTMENT
77.5m² floor area
**NDSS 61m² minimum requirement*
**NDSS 1m² storage minimum requirement*
**allowance for future MEP coordination at later stage*
** allowance for circulation and functionality to meet M4(3) requirements*



Key

- Bedroom floor areas
- Storage provision
- Passivhaus equipment location
- (1) Option 1 - Cylinder
- (2) Option 2 - Heat Battery
- (3) MVHR
- Gross internal floor areas

4.14 The Cohousing Layout
Cohousing Principles

The cohousing community
Manchester Intergenerational Cohousing (MICO) began as a group of local residents who came together in 2019 to form an intergenerational group seeking to imagine and shape Greater Manchester's first cohousing community.

MICO's aim is to create the first net zero cohousing community in Manchester. At the heart of what they do is sustainability and living ecologically sensitive lifestyles. MICO hope to be a catalyst and inspiration for other housing developments to be more sustainable and community-led.

They also wish to contribute to GMCA's ambition for the city region to be carbon neutral by 2028.

A specific brief for the cohousing development has been prepared by MICO and design development has been undertaken collaboratively with its members.

The community will be based on the cohousing principles of inclusion, support and consensus, including contributing to and sharing responsibility for the development and management of the project.

A key aim is to create a safe, sociable, and neighbourly community, where residents sustain relationships with everyone involved in the project as well as the wider community.





OWCH cohousing in London / Marmalade Lane in Cambridge where most homes overlook common garden space.

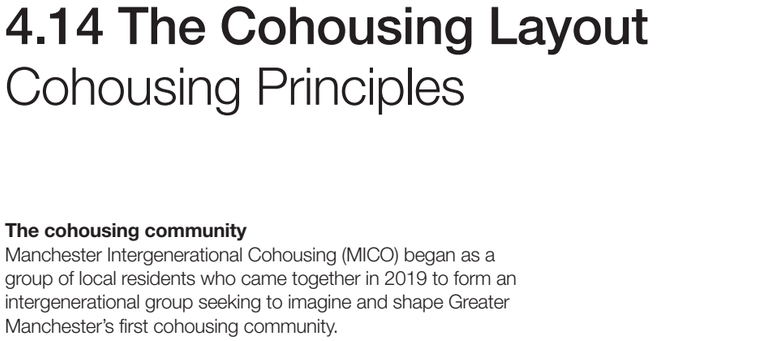




Housing frontages could look out onto a more public "community street" and interact with neighbouring buildings.

Low walls and non-intrusive fences (rather than high fences) should define small private gardens (as per Marmalade Lane, Cambridge)

* Extract from MICO Brief Document, page 3



Pictures from MICO Workshop - July 2024



Pictures from MICO Workshop - July 2024



MICO Brief Document



Visit to Lancaster Cohousing



Visit to Lancaster Cohousing



Visit to Lancaster Cohousing

4.14 The Cohousing Layout
Ground Floor

The cohousing community
The cohousing layout has been designed on behalf of and in collaboration with MICO. The development is arranged around a formal courtyard with a terrace of 6 houses to the south and an L-shaped, 3 storey building consisting of 12 apartments, creating the northern and eastern boundaries.

To the western edge of the plot a low boundary wall containing a bike and tool store to serve all cohousing apartments completes the enclosure to the courtyard garden to create the desired intentional community.

The courtyard garden contains a mixture of shared and private amenity space and creates a focus for communal activities as well as offering security and surveillance to the space.

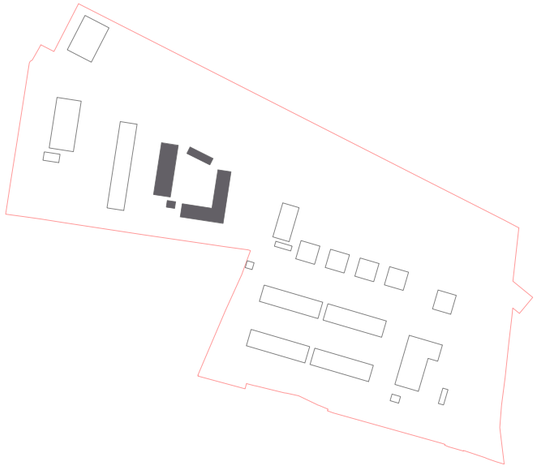
The courtyard is laid out as a car free space with a small car parking court off the adoptable street which includes space for residents to have a car share scheme. There is also a shared bin store at this location.

Ground Floor Layout
The ground floor is arranged to create activity on all sides, looking in to the shared amenity space but also looking out, animating the street to the east, the greenway to the west, the nico ditch landscape feature to the north and interacting postively with the private for sale terraced housing to the south.

The main entrance is located in the NE corner of the plan and affords access to the stairs and lift, a mail collection point, shared laundry, office and common room for social activities and communal meals. It also provides a route through to the courtyard garden and access to the ground floor apartments.

All the apartments are dual aspect which allows good daylight and views out from each dwelling. The location of the common room allows activation and passive surveillance (and the opportunity for invited wider community use) to the street.

The terrace of 6 houses to the south address the courtyard garden and are accessed from it. The houses are a mixture of 2, 3 and 4 bedroom dwellings. All are two storey in height with the exception of the 4 bedroom which creates its third storey via the incorporation of a large dormer within the roof profile.



Key

1. Bike/ Mobility Scooter Store
2. Tool Shed/ Workshop
3. Main Entrance
4. 2B4P Apartment
5. 2B3P Apartment
6. Private Terrace
7. Communal Deck
8. Pantry
9. Office
10. Laundrette
11. Accessible WC/ Shower Room
12. Storage
13. Fire Escape Door
14. Common Amenity
15. Bin Store
16. Courtyard Garden
17. 3B5P Townhouse
18. 2B4P Townhouse
19. 4B7P Townhouse
20. ASHP to Houses
21. Bike Store for Houses
22. Bin Store for Houses
23. Access to Rear Gardens
24. Access to Courtyard Garden
25. Carparking Court
26. Potential Car Pool Spaces



4.14 The Cohousing Layout
First Floor Plan

First Floor Layout
The first-floor layout of the apartment building contains four 2-bedroom, 4 person apartments. The apartments are accessed via the staircase and lift which connects with the ground floor common facilities, courtyard garden and other shared amenities. The access deck oscillates in width to generate private balcony spaces that overlook and animate the shared garden. The orientation of these external spaces and access walkway, additionally, provides solar shading in the summer.

Each of the apartments is dual aspect with the kitchen located on the courtyard elevation to provide passive surveillance but also increase privacy because of the smaller window configuration. The end apartments integrate additional windows to the gable ends to capitalise on views out and increase overlooking. A picture corner window is incorporated to the corner of the staircase to bring daylight in and allow activation of the external space below. Similarly, a window is incorporated to the lift/stair lobby.

The upper storey of the houses depicts the range of 2-bedroom and 3-bedroom unit types developed in close collaboration with the end user.

The roof of the cycle/tool store is intended to create a viewing platform to the woodland to the west that can also be used as a raised, quiet amenity space for residents.

Key

1. 2B4P Apartment
2. Deck Access
3. Private Balcony within Deck
4. Plant Space
5. Secure Door to Core
6. Green/ Brown Roof
7. Bird-watching Terrace



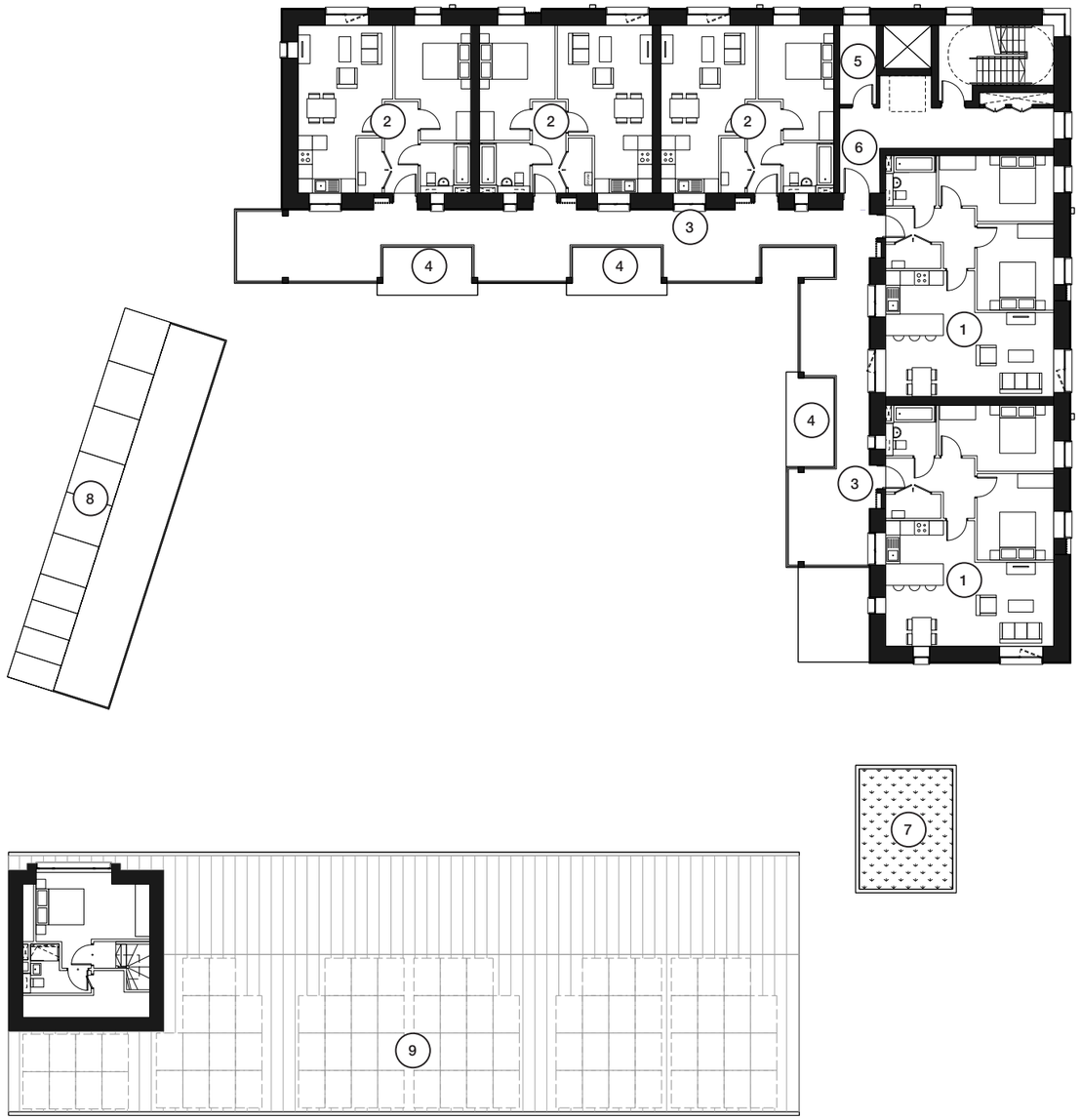
4.14 The Cohousing Layout
Second Floor Plan

Second Floor Layout
The second floor of the apartment building delivers a mix of three, 1-bedroom 2 person and two 2-bedroom, 4 person apartments. There is a similar arrangement of core and access deck as the first floor below with the internal dual aspect arrangement of the apartments repeated. The access walkway at this level is extended to project out from the building to engage visually and physically with the woodland, park, and cycle route to the western edge of the site.

The most western of the houses contains a third storey bedroom, with en-suite bathroom in the form of a large dormer.

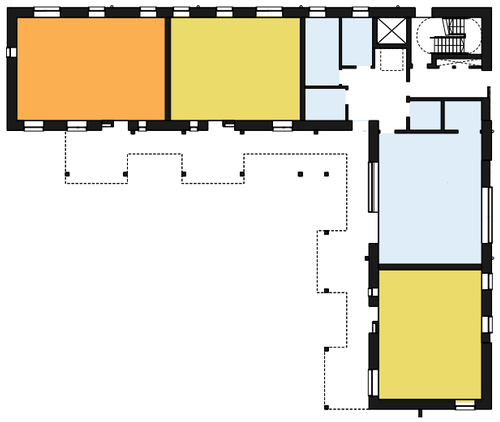
Key

1. 2B4P Apartment
2. 1B2P Apartment
3. Deck Access
4. Private Balcony within Deck
5. Plant Space
6. Secure Door to Core
7. Green/ Brown Roof
8. Bird-watching Terrace
9. PVs

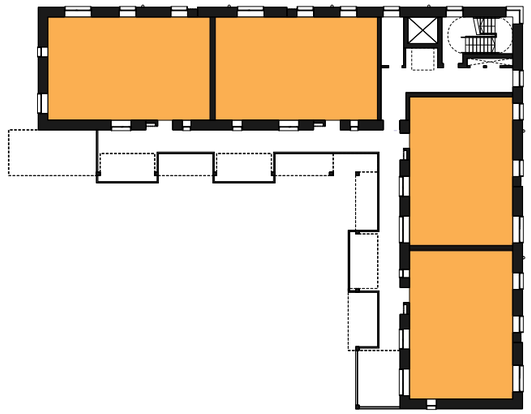


4.14 Apartment Type Plans
Cohousing

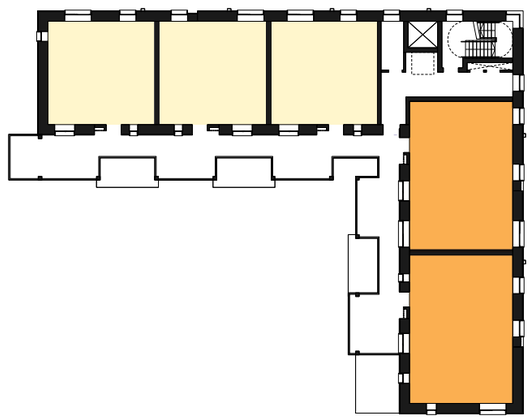
Ground Floor



First Floor



Second Floor

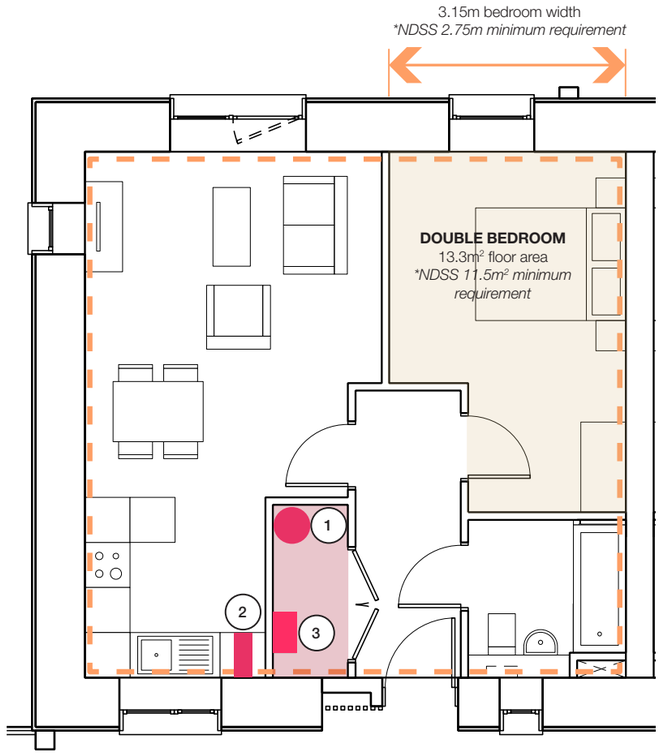


Key

- 1 Bed 2 Person
- 2 Bed 3 Person
- 2 Bed 4 Person
- Amenity Space

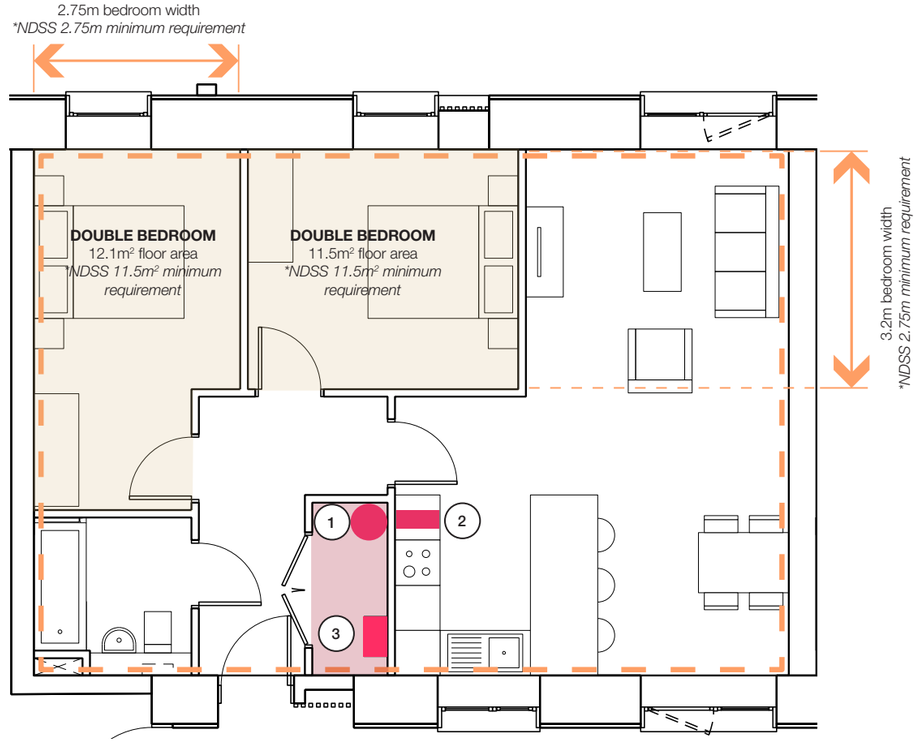
Typical 1 Bedroom Apartment

1B2P APARTMENT
50.4m² floor area
**NDSS 50m² minimum requirement*
**NDSS 1.5m² storage minimum requirement*
**allowance for future MEP coordination at later stage*



Typical 2 Bedroom Apartment

2B4P APARTMENT
70.35m² floor area
**NDSS 70m² minimum requirement*
**NDSS 2m² storage minimum requirement*
**allowance for future MEP coordination at later stage*



Key

- Bedroom floor areas
- Storage provision
- Passivhaus equipment location
- (1) Option 1 - Cylinder
- (2) Option 2 - Heat Battery
- (3) MVHR
- Gross internal floor areas

4.15 Apartment Type Plans
Supported Living for Autistic Adults (South)

The layout of the supported living accommodation is based upon the brief provided by Southway along with initial dialogue with MCC Care Commissioners. The accommodation is intended to provide independent living accommodation for autistic adults.

The ground floor comprises a clear and legible common entrance accessed directly from the shared car parking courtyard that sits to the north of the building. Adjacent to the entrance is an office which is located to help provide natural surveillance and control of access and egress to the building. The plan projects to allow overlooking along the full north elevation of the building towards Longford Park and the apartments that are located along this elevation. A second office at ground floor provides a secure location for records. To the south of the plan is a common room which will provide a space for shared and individual activities where residents can interact in a safe manner with each other and with their support workers. A shared fully accessible WC is located within the ground floor lobby along with a small store/ plant room to accommodate the Passivhaus equipment.

The ground floor lobby leads via access-controlled doors to eight 1-bedroom apartments, four of which are located at ground floor and the remaining four repeated at first floor. Entrances to each apartment are slightly recessed to allow greater personal space to residents. The end of the accommodation corridor is glazed to bring daylight in and afford views out and assist in residents' orientation within the building plan.

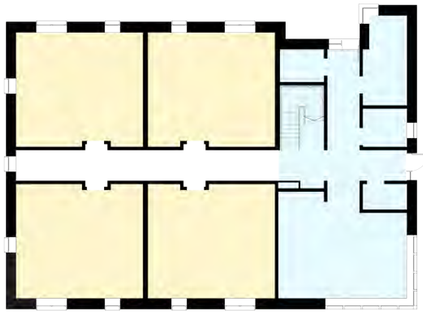
A generous shared ground floor urban walled garden is provided to the south elevation along with the potential for private gardens with direct access from apartments. The arrangement of private garden space is repeated to the north which also serves to provide defensible space to the building and prevent overlooking and unwelcome distraction form the parking area beyond.

To the east of the plan a support zone is created that contains bike, bins, and tool storage along with private staff external breakout space. This serves as an extended secure external lobby to the garden and links directly via a "back door" to the building for the removal of rubbish. It also creates a physical and acoustic buffer to public spaces beyond. It has a 2.3m high brick boundary wall forming the secure edge with public cycle way – its height allows the area to be partly covered.

Key

1. Main Entrance
2. Office
3. Accessible WC
4. Plant Space
5. Bin Store
6. Bike Store
7. Staff External Break-out
8. External Store
9. Gardening Equipment/ Tools Store
10. Access to Amenity
11. Planter
12. Private Garden
13. Shared Garden

Ground Floor

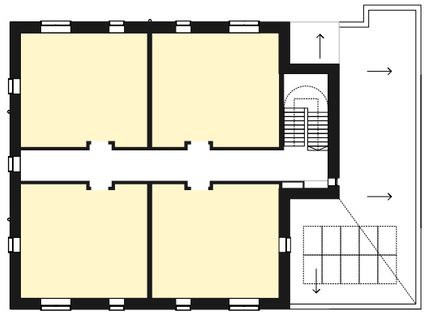


Key

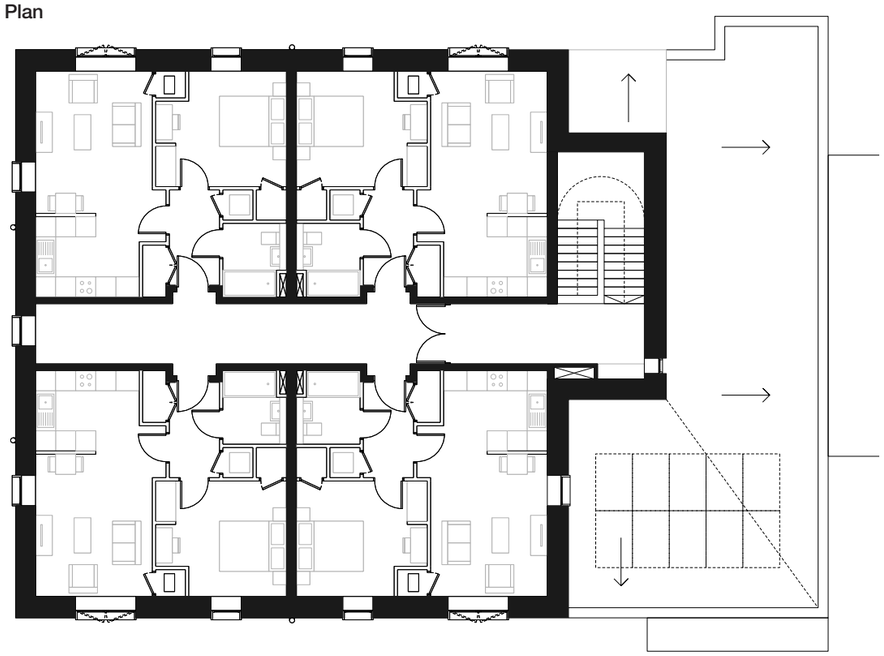
1 Bed 1 Person

Shared Space -
See detailed key

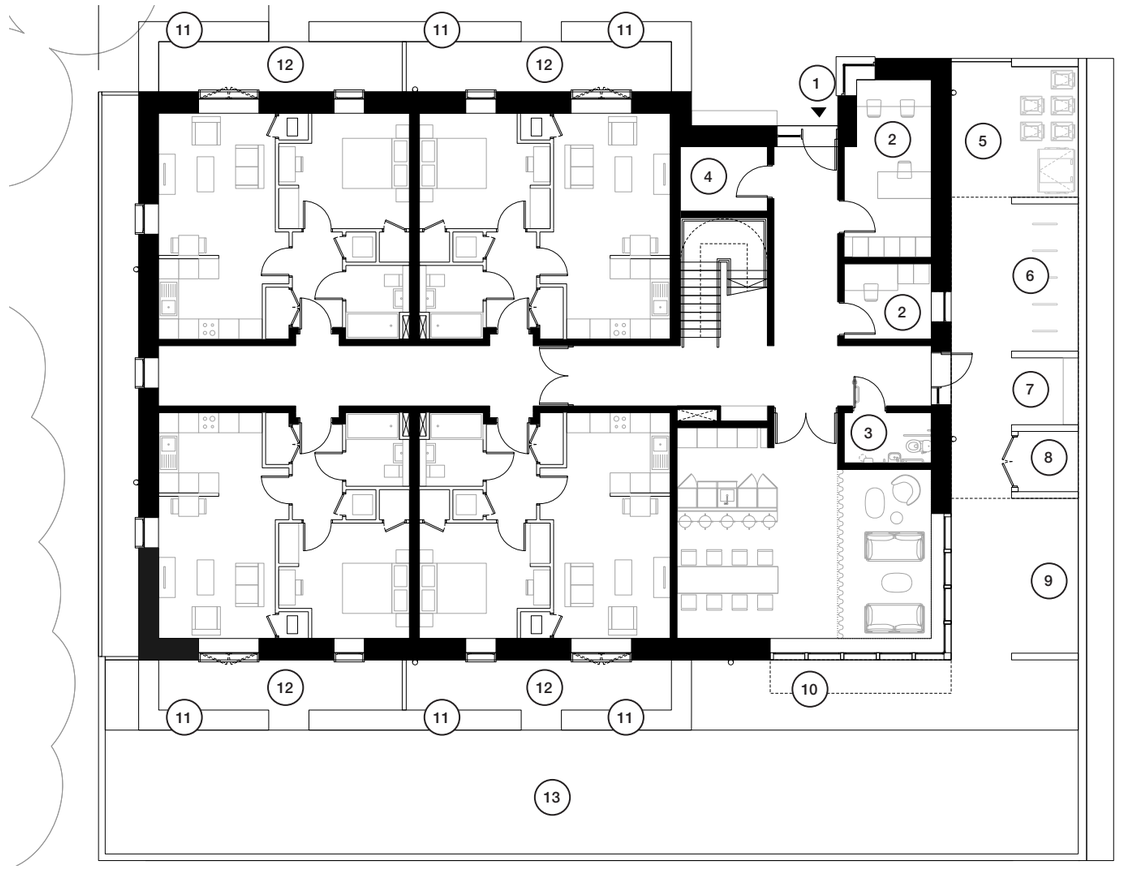
First Floor



First Floor GA Plan



Ground Floor GA Plan



Landscape

5.1 Existing Amenity Context

The land known as Ryebank Fields is a privately owned area of land that has had limited active management and maintenance over the years.

Public access has been permitted through the private land with pop up community interventions with community grow zones at either end of Ryebank Road and community planting of orchard trees within the open land.

Informal Pathways
The proposal site has a series of informal pathways, with the most heavily trafficked route connecting between Ryebank Road in the north and Ryebank Road in the south. The route-way forms a missing link in the area with the route becoming a desire line and shortest route to both public transport (Firswood Tram-stop) and local schools and shops.

Secondary paths appear to be informal recreation routes for predominantly dog walkers where a lap of the field is visible both on the aerial imagery and on-site.

Community Grow Zones
Raised grow zones are located at the south and north of Ryebank Fields where the community has created grow beds, wildlife features, book share and information boards. The community garden to the north has a willow archway announcing the informal route through Ryebank Fields



Aerial map showing informal path network

Community Grow Orchards
Within the neutral grassland several orchard trees have been planted and have species name tags. These are located typically to the east of the site along the informal pathways. The trees are quite juvenile.

Connections to Longford Park
A series of informal pathway run through the western blanket of trees allowing users direct access into Longford Park through the large trees and under-storey.

Aspen Grove
A grove of trees that is characterised by the trunks vertical form. There are several tree-tunnels through the aspen grove where people walk and congregate. Within the grove there are community interventions in the form of plaque signs and small sculptural elements.

Shaping the Masterplan: Opportunities for enriching the amenity offer
The community surrounding the proposal site have several interventions already established within Ryebank Fields site. The development proposals should look at the opportunities to relocate and enhance the offer for the existing and future community.

Existing interventions are typically focused on health and well being with activities such as grow beds and foraging, with the opportunity for varying users to engage in the space and meet.

The north - south connection is a key opportunity within the masterplan to create a formalised connection that is safe and inviting with year round access. Along the proposed enhanced route opportunities should be explored for creating pockets and nodes for community engagement and incidental play.

The amenity and character of existing woodlands should be retained and enhanced. Limited intervention in the perimeter vegetation would retain the character and valuable wildlife habitat.

Sustainability and climate change should be at the forefront of the design with the shaping of the masterplan looking to future generations and creating a place that is adaptive.



Existing orchard trees within the neutral grassland



Existing Ryebank Road community garden



Existing pathway connecting Ryebank Road (s) together



Existing connections into Longford Park

5.2 Existing Materiality Context
Existing Street Character

Along Ryebank Road (south) the curtilage to the properties is deeper in plan where car parking can be accommodated in a lot of instances.

The foot-ways have a distinctive character and a higher quality visual appearance than the surrounding area. Large format dark concrete paver's form the main footway materials with tegula blocks lining the edge of the foot-ways in a triple band. The tegula blocks are also designed into the street at the driveway crossover points. The warm red multi tone and the dark grey larger flags tie with the visual character of the dwellings.

Standard concrete kerbs line the roadways.

Street trees are not within the footway but due to the size of the front gardens the street continues to have a verdant character.



Longford Road gardens are typically enclosed with low level brick walls with feature entrance piers to mark the garden entrance. The properties do not have in curtilage parking due to the size of the front gardens.

Foot-ways are asphalt with wide top kerbs in part and conventional concrete kerbing as standard.

On Street parking on both side of the carriageway creates a narrow feeling to the street.

Street tree planting to the front of the footway kerb line. Around the base of the trees low upstands have been added with ornamental planting. It is assumed that this is a neighbourhood intervention rather than local authority highway installation.





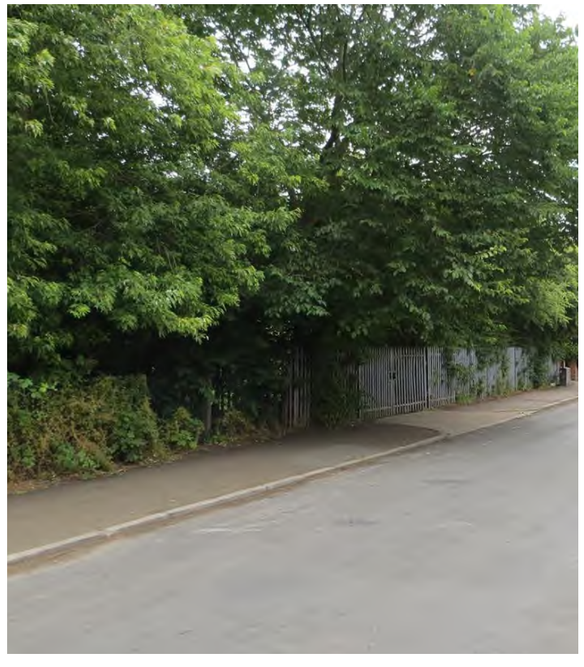
Red brick wall with vegetation above



Red brick wall with feature piers and detailing

The boundary to the site along Longford Road is heavily vegetated with low level canopies. The mesh fencing has been enveloped by ivy and bramble and creates a dense edge to the footway.

Parking along this edge does not seem to be as active due to the limited number of dwellings in this vicinity.



5.3 Proposed Landscape Masterplan

TPM Landscape have developed the landscape masterplan in conjunction with a wider design team to seek to address all the existing sites opportunities and constraints whilst providing a new neighbourhood and attractive place to live.

Sustainability has been a key driver for the shaping of the landscape framework where a retain and enhance approach has been adopted. Where new landscape is proposed these streets and spaces will help create an attractive setting to the built form that further links to the wider context and setting with the development sitting in established neighbourhoods and adjacent to Longford Park.



Key

1. Retain existing Natural Parkland and Ecology
2. Community Village Green
3. Community Open Space + Longford Community Garden
4. Community Orchard
5. Play Bike Track
6. Ecological Basin / Nico Ditch
7. Community Open Space + Ryebank Community Garden and Orchard
8. Natural Play
9. Adoptable Streets (Street Trees and Rain Gardens
10. Public Green Streets - Unadopted
11. Central Community Green
12. Connection to Longford Road
13. Private Communal Courtyard
14. Age Friendly Private Amenity Space
15. Ecology enhancement opportunity

5.4 A Place For All

Community Village Green



Community Open Space + Longford Community Garden



Private Communal Courtyard





Community Ecological Basin / Nico Ditch



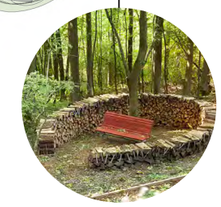
Public Green Streets



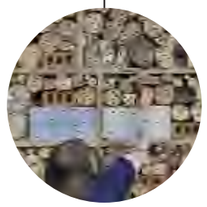
Community Open Space + Rye Bank Community Garden



Greenway
The Greenway offers an enhanced community corridor connecting Ryebank Road in the south to Ryebank Road in the north with its key focus being on connectivity and community activity



Woodland Play



Kids Bird Watch



Central Community Green



Public Green Streets



Aspen Grove

5.5 Informal Play and Community Engagement Strategy

Key Strategy: Nature, Health and Education

Community Grow Zones

Community grow zones are an established local intervention and the incorporation of community based initiatives should be at the forefront of the landscape masterplan. The placement of growing interventions would be along the main public corridor but would also be located within the more private landscapes so that the health and well being agenda becomes engrained within the masterplan site and part of peoples way of living. The grow zones are places where people can stop, engage and meet.





Informal Play Spaces

A series of informal public play spaces are located throughout the masterplan and predominantly along the Greenway. These are proposed to create nodes of informal activity and to provide incidental recreation opportunities for the residents and wider community.

The provision would be naturalistic and form part of a journey rather than a dwell space as it is considered that Longford Park offers more formalised recreation opportunities. Within the private and semi-private spaces the naturalistic and informal play character will continue.







Educational Spaces









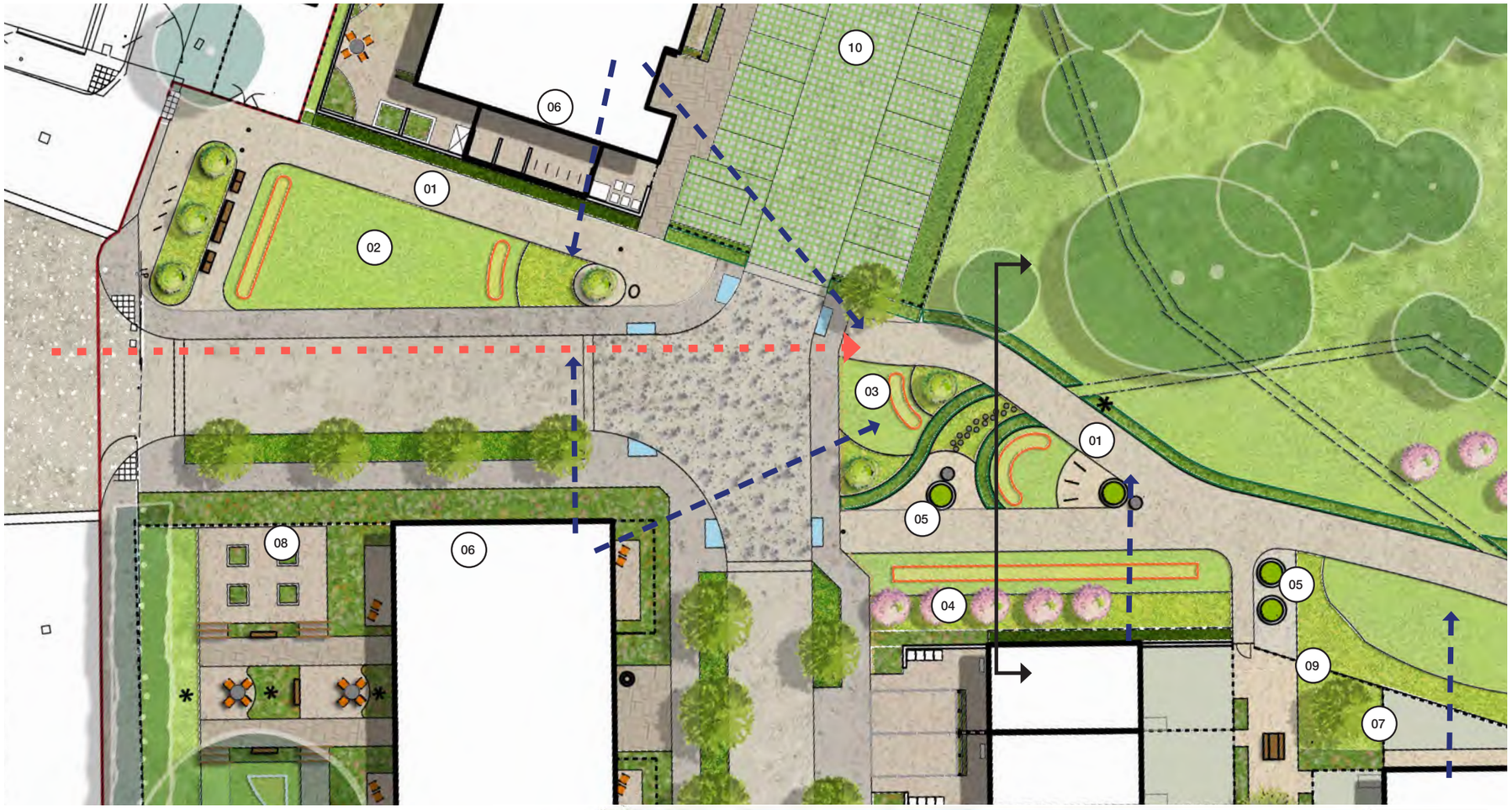
5.6 Greenway

Community Village Green and Community Open Space (Longford Community Garden)

At the southern section of the development proposal and adjoining Longford Road a village green space is proposed that offers an open and inviting landscape with a strong community focus. The space allows for clear views along the greenway with incidental breakout spaces in the form of ornamental planting, orchard groves and grow beds

The landscape here also integrates a shared pedestrian / cycle route that forms a connection to Ryebank Road in the north.

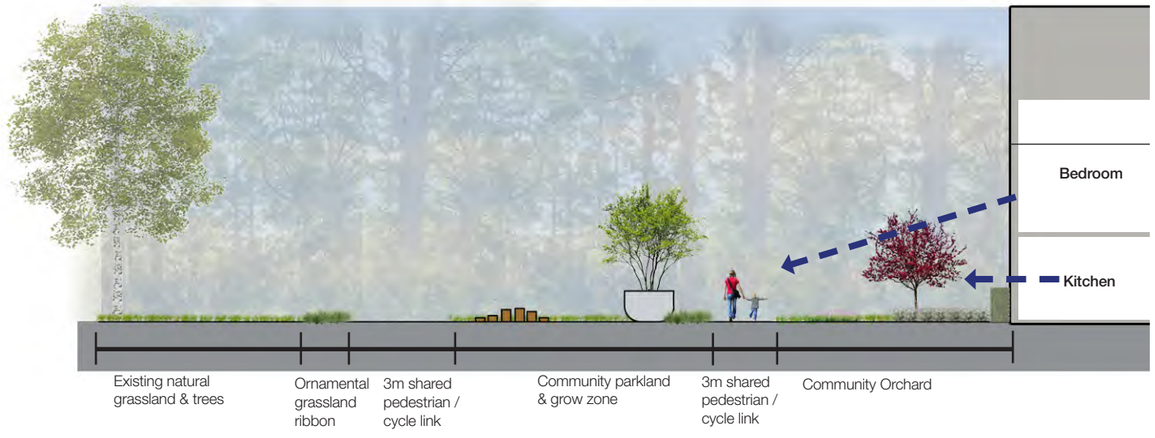
1. Shared pedestrian / cycle route aligned with Ryebank Road
2. Shared route runs along a small village green. The village green creates an open and inviting landscape at the entrance allowing open views along the new community open space and recreation route
3. Aligned with the main access point is the Longford community garden with grow zones, lawn, seating and informal play proposed.
4. Start of the community orchard that runs along the recreation route
5. Grow zones for the wider community
6. Development blocks set back to frame the pubic open space
7. Private garden which faces onto the Green way to provide animation and natural surveillance
8. Affordable age-friendly garden
9. Visually permeable gate into private courtyard
10. Parking for Autism friendly, co-housing + visitors





Key Entrance view

Views from properties over looking Green Way



5.7 Greenway

Community Village Green and Community Open Space (Longford Community Garden)





















5.8 Greenway
Ecological Basin / Nico Ditch

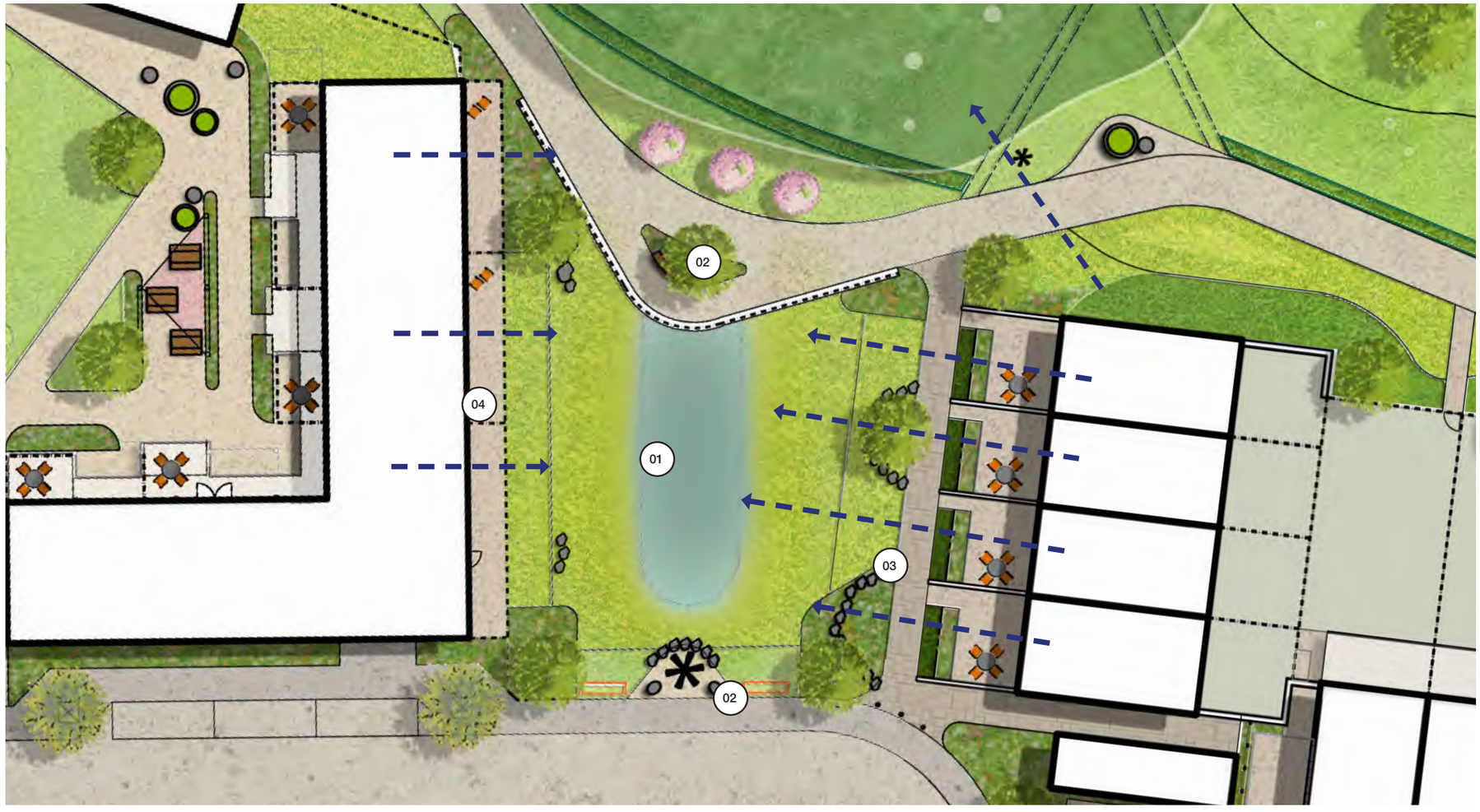
Located in the vicinity of the existing Nico Ditch an ecological basin is proposed as a central feature within the masterplan. The water basin is framed by built form with occupants enjoying an attractive outlook.

The Greenway opens out at the interface of the ecological basin with a separate route proposed directly above the basin below. Railings create a boundary and form a safety barrier for users at the higher level.

Soft landscape around the basin would be focused on ecology and attracting wildlife throughout the seasons. There is opportunity for engagement with St John's School and using the basin as an educational tool. The basin location in the location of the Nico ditch also offers the opportunity for interpretation and story telling with the folklore stories.

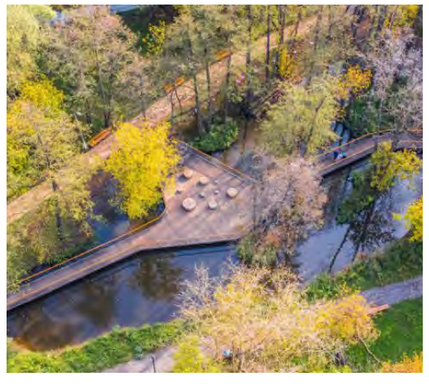
1. A central basin is being explored in the vicinity of the Nico Ditch and former mill basins. The attenuation basin would become an ecological assets within the site
2. Viewing areas and interpretation along the recreation route, opportunity for links to St John's Forest School
3. Naturalistic planting style
4. Co housing walkway directly overlooks the basin

Refer to the drainage engineers report for further detail.



Views from properties over looking Nico Ditch











5.9 Greenway
Community Route and Villa Boundary Interface

The villas are located adjacent to the Greenway towards the north of the proposal site. The existing vegetation is set back from the properties allowing open views over the existing neutral grassland and to the mature trees in the distance as a backdrop. The villas have upper external terraces that maximise on this setting and provide natural surveillance over users on the Greenway below.

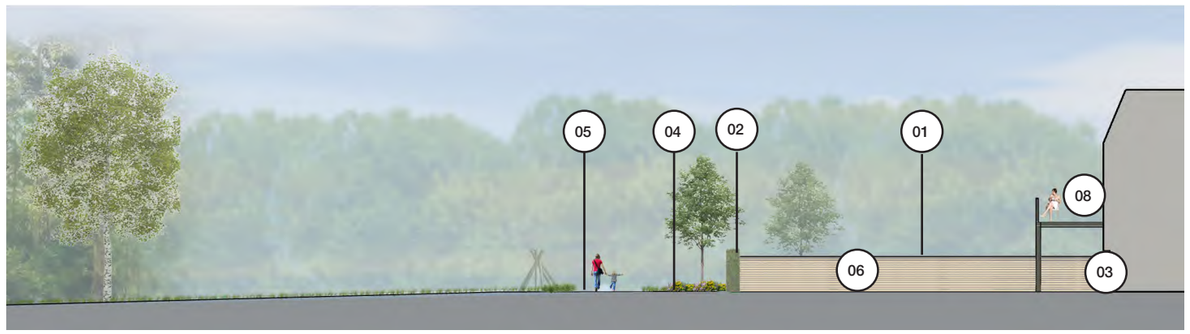
Individual pathways are proposed from the rear of the properties onto the Greenway to allow direct access onto the community route and informal pathway network connecting to Longford Park. The boundaries facing the public open space and Greenway are proposed to be 1.8m instant vertical re-grown vegetative panels and 1.5m high brick walls with trellis above.

On the public open space side of the garden boundary, scrub and wild-flower planting is proposed to create a naturalistic edge to the residential development that interfaces with the more wild landscape character.

1. 1.5m slatted timber fence divides the gardens
2. 1.8m Green screen/hedge (rear)
3. 1.5m brick wall, 0.3 Trellis Top (sides)
4. Min 3m offset from pathway to garden boundary. Natural boundary, pre-grown screens with tree planting
5. Shared 3m public footway & cycle lane
6. Private back garden
7. Pathways form frontage into Villas from park & cycle path
8. Upper terrace on villas over looks the POS

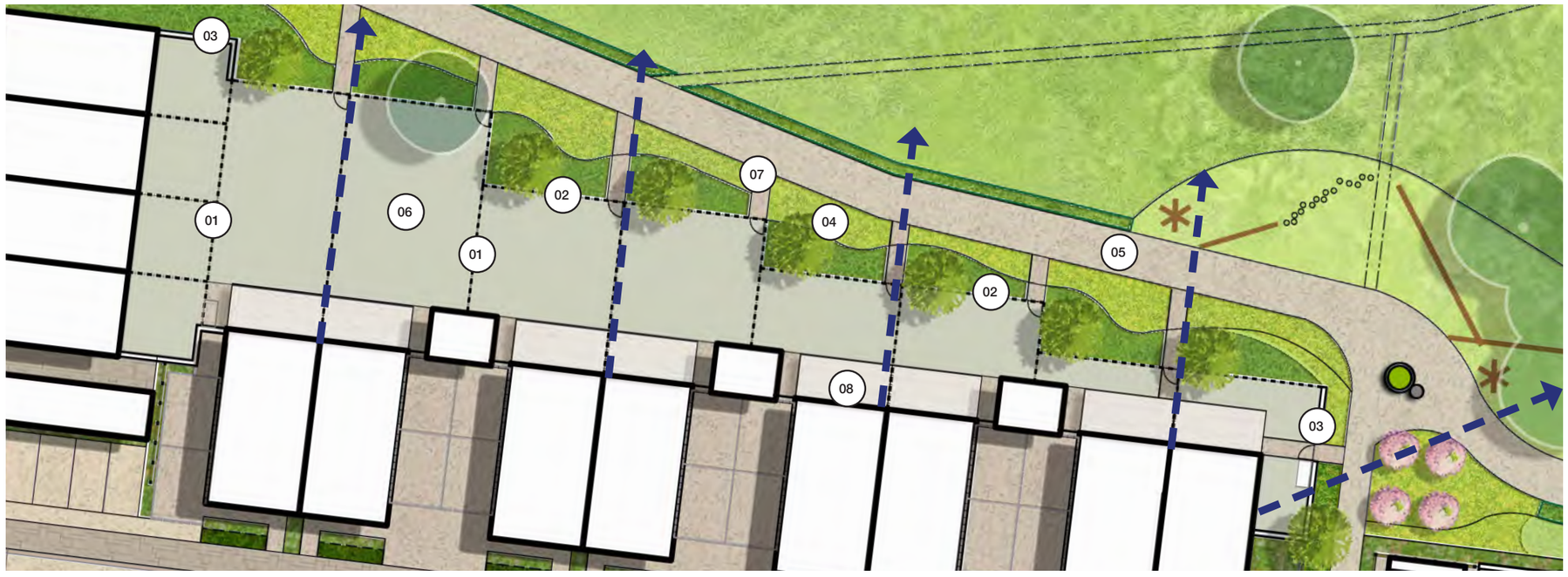






Views from properties over looking Green Way





5.10 Greenway

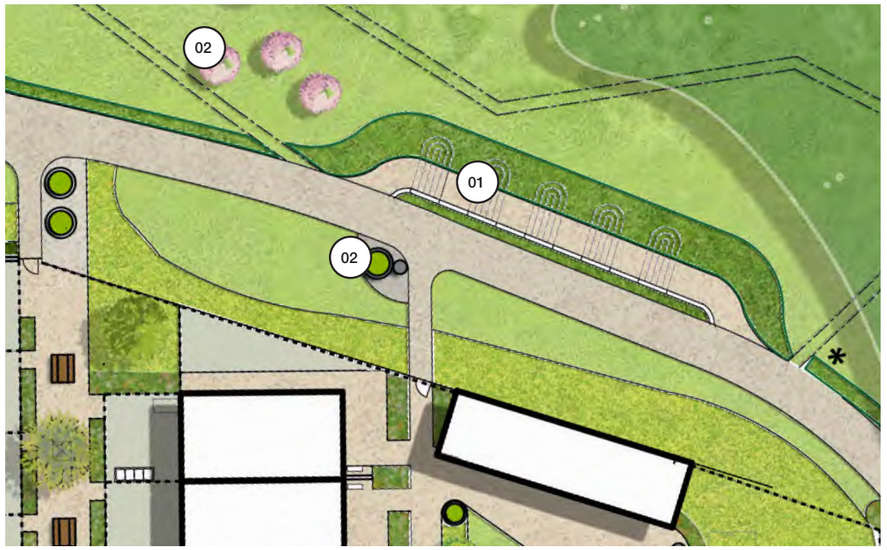
Play, Dwell and Community Open Space (Ryebank Community Garden)

As the Greenway moves north the landscape proposals seek to create further informal recreation areas where users can engage in exercise or growing opportunities. Raised grow zone planters continue the community garden opportunities with small orchard areas set back from the main pathway to allow foraging.

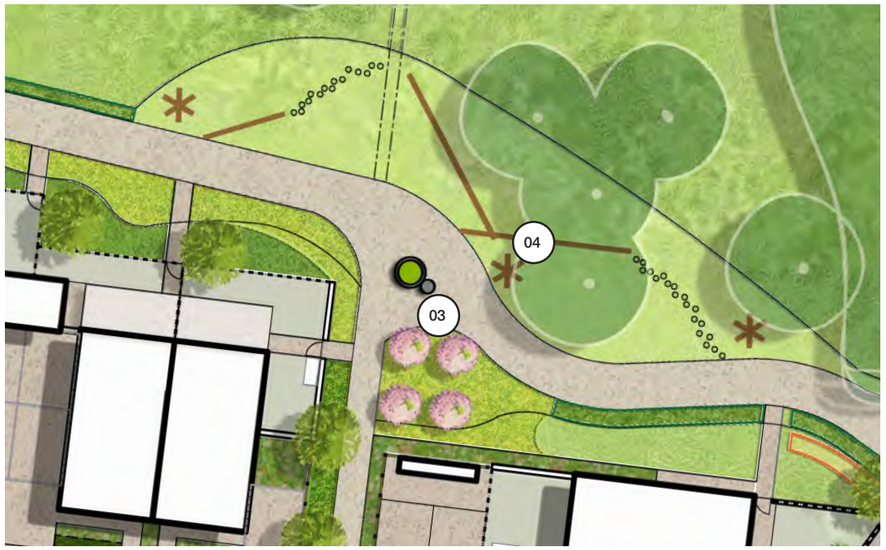
Play opportunities in the form of undulating ground, distance markers, informal timber structures e.g. stepping stones and logs provide nodal points along the route and help engage the users with the place.

Sympathetic materials such as resin bound gravel and timber will harmonise the harder elements within the informal parkland setting.

1. Opportunity for informal recreation alongside the 3m shared route with a secondary pathway that could undulate and be used for children or adults seeking a playful route
2. Continuation of the community grow ribbon' with grow beds and orchards along the route
3. Creation of Ryebank Community Garden with opportunity for natural wooden play, orchards and grow zones
4. Areas where children can wonder off the main path but be within sight of the parents with balancing and adventure challenge. Connecting through into the informal existing pathways



A



B







A



B



B

5.11 Age Friendly Private Amenity Space

The age friendly landscape at the north and south of the site both adjoin existing mature vegetation and both form built development at the entrances to the proposal site. There interface with the streetscape is therefore very important.

The age friendly ground floor apartments have small patio areas, where these are not within the communal gardens a low level railing, set within a planting bed is proposed to create a defensible space between the footway and private patio.

The communal gardens will be secure with visually permeable boundaries to allow views out and in to the garden spaces. The garden space will allow the occupants to enjoy the outdoors with a range of seating and gardening opportunities.

1. Landscape spaces orientated to maximise of the solar pattern
2. Woodland walk through the existing mature trees
3. A variety of places to sit
4. Pergola frame with climber planting.
5. Private patios surrounded by ornamental planting to create low level privacy.
6. Soft landscape planting to interface with back of the footway to further add to the green streets character
7. Age friendly garden space to overlook the pathway proposed to connect to Longford Road
8. Enhancement for BNG: Shade tolerant wild-flower planting beneath the exiting trees
9. Enhancement for BNG: Woodland under-storey planting

Secure Entrance

Views from properties over looking Green Way













5.12 Community Connections
Proposed School Connection

The masterplan has sought to address key community linkages with links to St Johns Forest School. It is envisaged that people from the north and within the proposed houses would want to access St John's School or Longford Road so inclusion of a pathway through the existing trees in the south east is proposed. There is opportunity for informal play and ecological interventions that link to the wider character being sought in the masterplan.

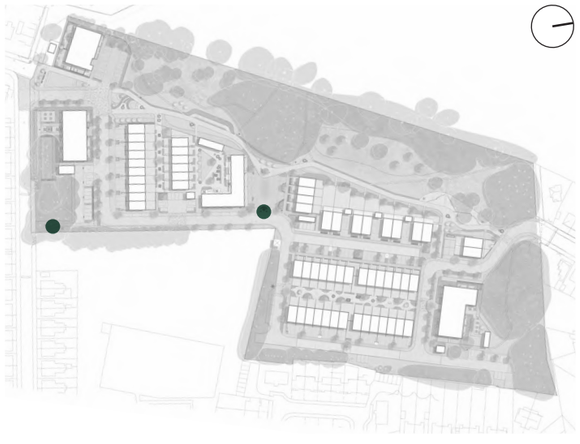
The ecological basin also offers interaction and educational links at the heart of the proposal site.

1. There is the opportunity to create a physical connection within the south east of the site linking both the development desire lines and the wider community in the north towards the school.
2. The pathway located along the age friendly boundary would benefit from natural surveillance and multi-age interaction
3. Creation of an educational route that leads between the school and the ecology basin.
4. Opportunity for informal play and interpretation
5. Opportunity to continue the age friendly boundary style across the frontage of the school welcome / drop off area.
6. Opportunity for wildlife interventions





School link to woodland play



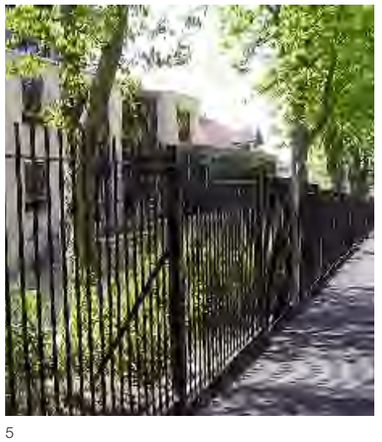


3

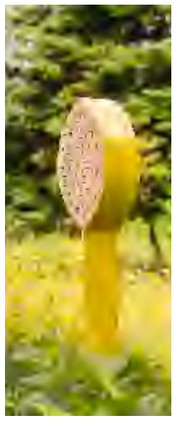




4



5

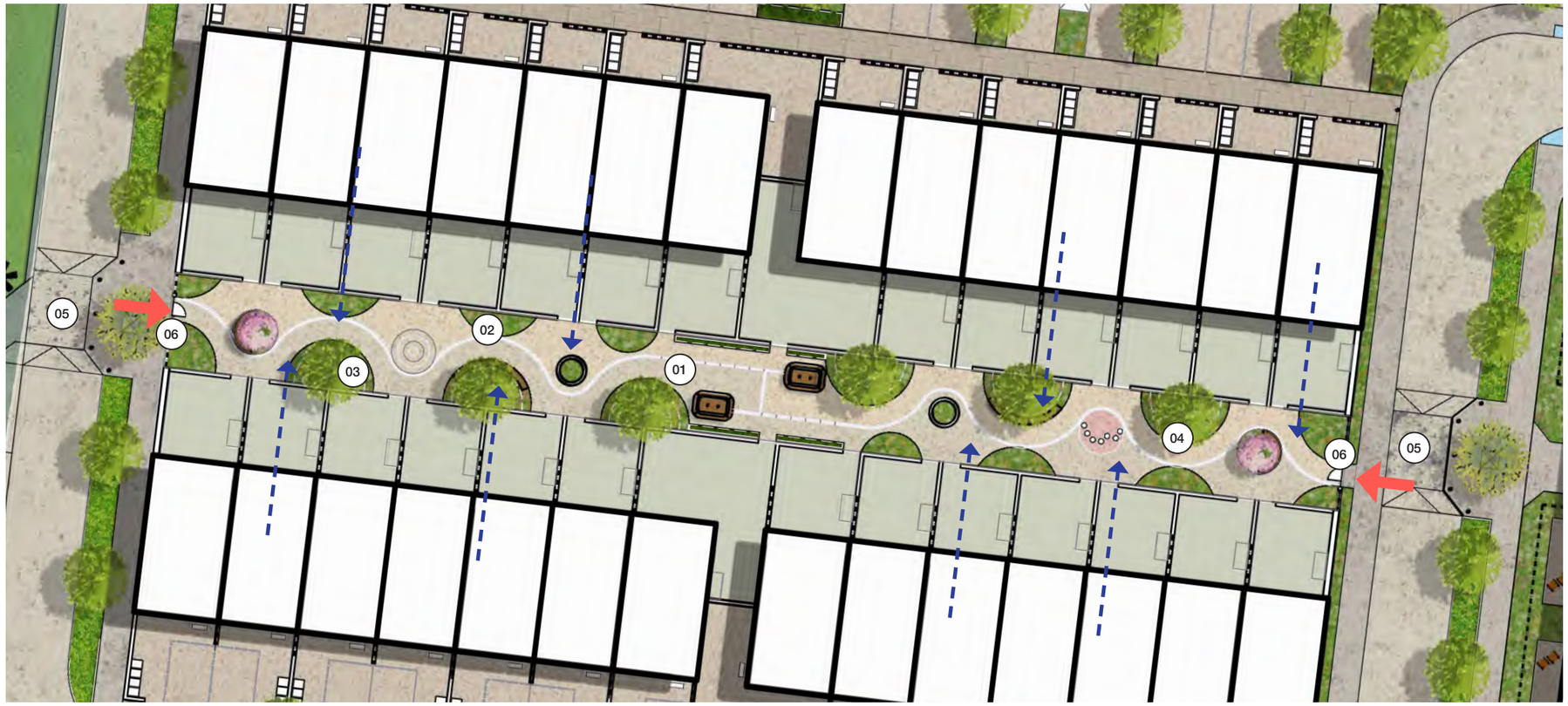


5.13 Central Community Green

The space between the built form of the terrace houses is separated into three parts. A central communal green space flank by rear gardens to the terrace houses. The gardens are enclosed with low level walls to create a private demise but an open aspect into the communal area. The space will provide a shared ownership character with people encouraged to engage with their neighbours and use the space for informal recreation. The space allows residents to gain access to their rear gardens e.g. via bike, where the gardens at 6m in length provide ample space fora bike store or small garden shed.

The central community will have low level gates at the entrances to enclosure the space and create a safe place to play but will not be locked with the space open to others.

1. Opportunity for a central community green space linking four linear blocks of residential development. A space where people can engage, play and take a sense of ownership of a space.
2. Informal arrangement with soft landscape zones creating a buffer to the private garden spaces
3. Playful arrangement with both mounding of ground to create area of further privacy
4. Wildlife attracting planting that has an informal style that links with the natural setting of the development
5. To the north and south of the community green the adoptable road is proposed to narrow. This will help slow traffic and add to the pedestrian priority area. To the north the raised table links to the age friendly block.
6. Low level gated access



Semi public entrance

Views from properties over looking Central Community Green





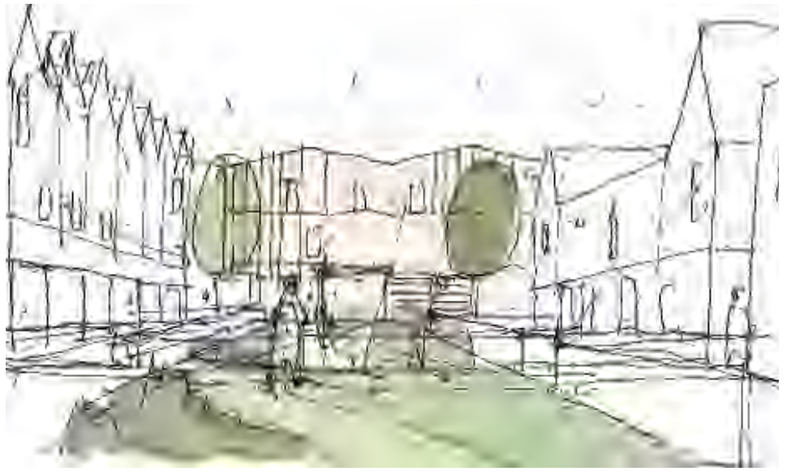




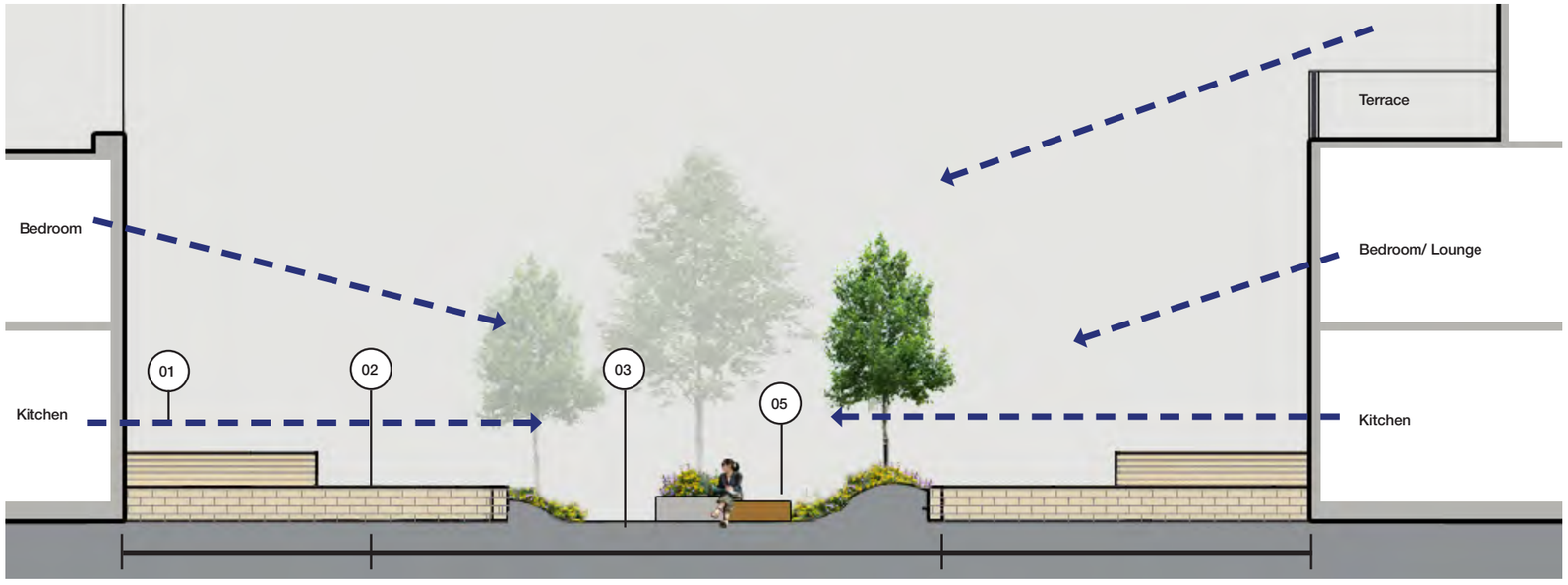
5.14 Central Community Green

1. 0.6m high wall with slatted 0.6m timber top adjacent to building for privacy
2. 0.6m high wall
3. Permeable paving
4. Informal play
5. Seating
6. Private gardens with open aspect
7. Space for bike shed / storage









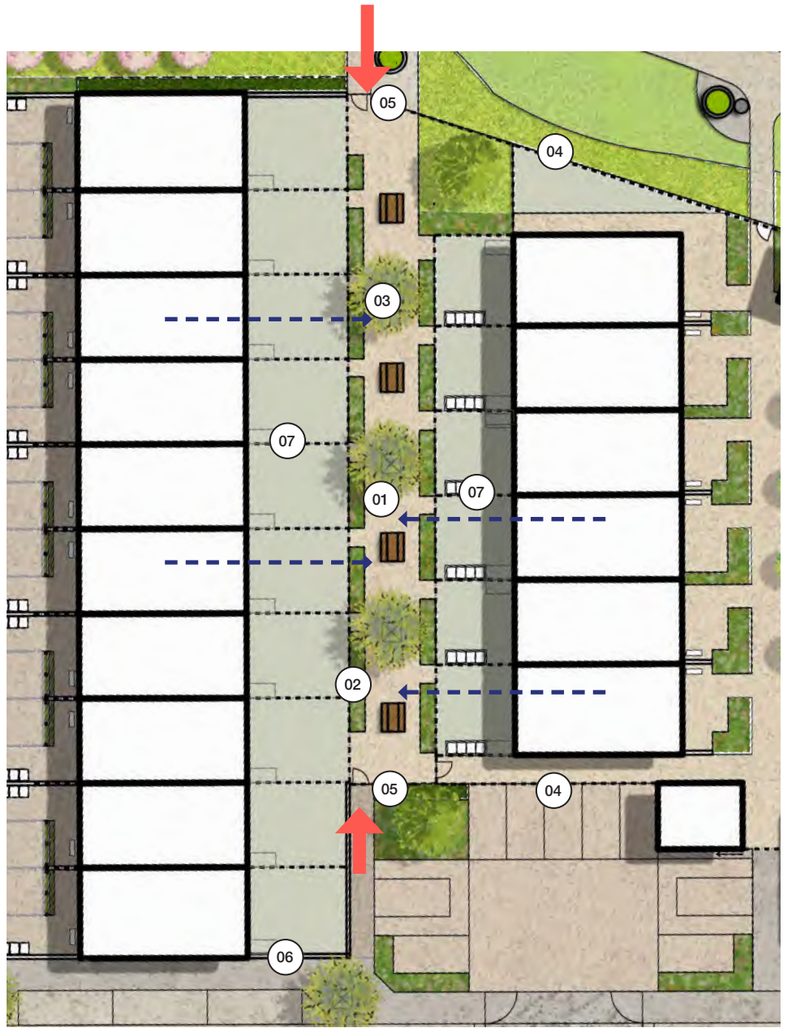
5.15 Private Communal Courtyard

The dwellings have private back gardens with 1.2m high slatted screen fences between that interface with access into a shared communal courtyard. The courtyard allows for access into the rear gardens with bikes and a direct connection onto the Greenway. The courtyard is enclosed with 1.5m high vertical bar railings that allows for open views onto the Greenway and street.

Tree planting at the centre of the space and against the garden boundaries soften the harder landscape elements. There is opportunity for informal seating and subtle play within the spaces.

The rear gardens have space within them for bike sheds.

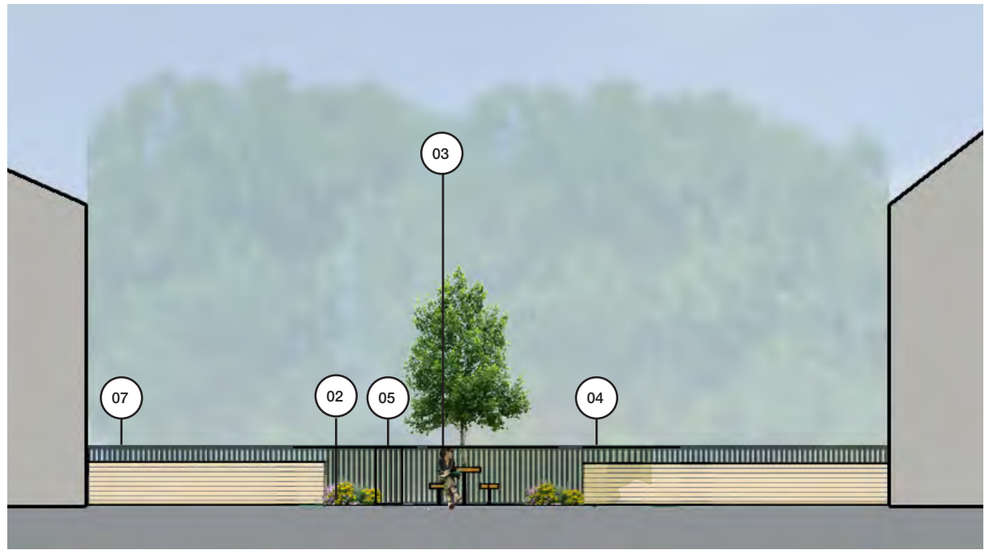
1. A linear landscape courtyard flanked by rear gardens and built form to the north and south
2. Planting is proposed to soften the interface between the private and communal space.
3. Opportunity for tree planting, seating and informal play.
4. 1.5m high visually permeable boundary to allow views to the public open space and physical connections for occupants (e.g. bike access)
5. 1.5m Secure integrated visually permeable gate access into courtyard
6. 1.5m Brick wall boundary
7. 1.2m Slatted timber fence between gardens



Secure Entrance

Views from properties over looking courtyard













5.16 Adoptable Streets
Street Trees / Rain Gardens

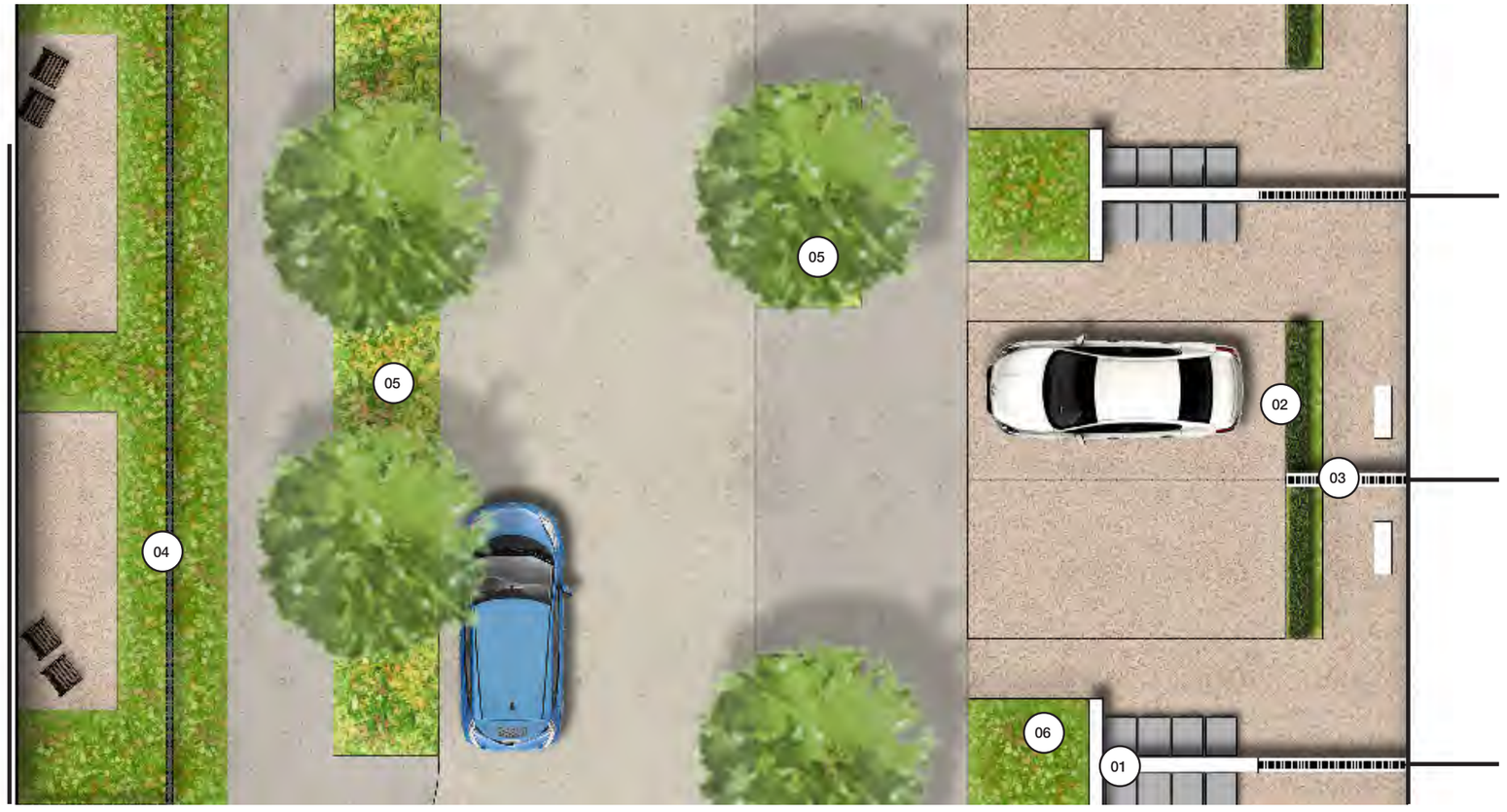
As you enter from Longford Road, you are welcomed by a tree lined street and pedestrian route which take you through the development. A combination of street trees and rain-gardens, protect the pedestrian path from the road, whilst creating a visually green street. The rain garden planting beds are proposed at 2m wide with a 2m footway. Planting beds are also located at the driveway demise line further adding to the green character of the street.

1. 1.2m brick wall- creates boundary + enclosure for bins
2. 1.2 Green Screen
3. 0.6m brick wall with 0.6m timber fence
4. 0.9m visually permeable railing
5. Rain garden and tree planting zone (2m)
6. Low level planting (max. height 0.6m)











Planting zone along the age friendly development. Private patios set behind ornamental railings

2m Adoptable footway

2m rain garden and street tree planting

6m wide carriageway

2m rain garden and street tree planting

2m Adoptable footway

Parking for residential properties

Front Garden - South facing small patio

5.17 Private Streets
Green Streets

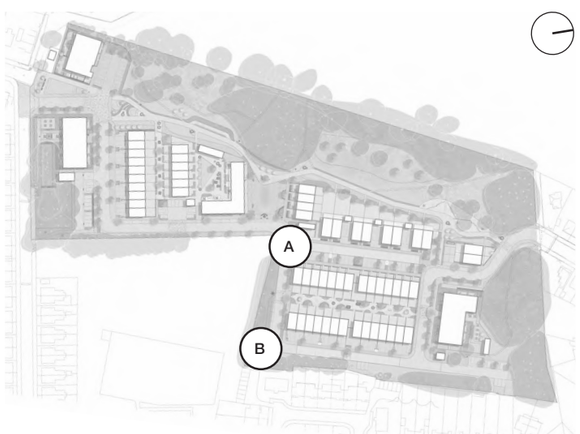
Green Street A Narrative
Front gardens to the terrace blocks enclosed by 1.2m high brick walls around bin stores and 0.6m high brick walls with 0.6m high railings above offer residents a circa 3m wide space to create an attractive entrance into the property. A 2m wide footway separates the front gardens to the parking court. Parking bays are typically organised in banks of parking, with instances of 3 bays with the visitor bay sat central or a bin collection area between bays. The banks of bays are interspersed in a rhythmic layout with planting beds where street trees are located. This creates a verdant and attractive setting to the street. 5.5m wide carriageway.

To the opposite side of the street a 2m footway is proposed with small front gardens to the villas. The roadway will be denoted by kerbs with the opportunity for paving enhancement along the kerb line to reduce the appearance of the carriageway. Along the roadway areas of changes in paving are proposed to break up the visual linear length.

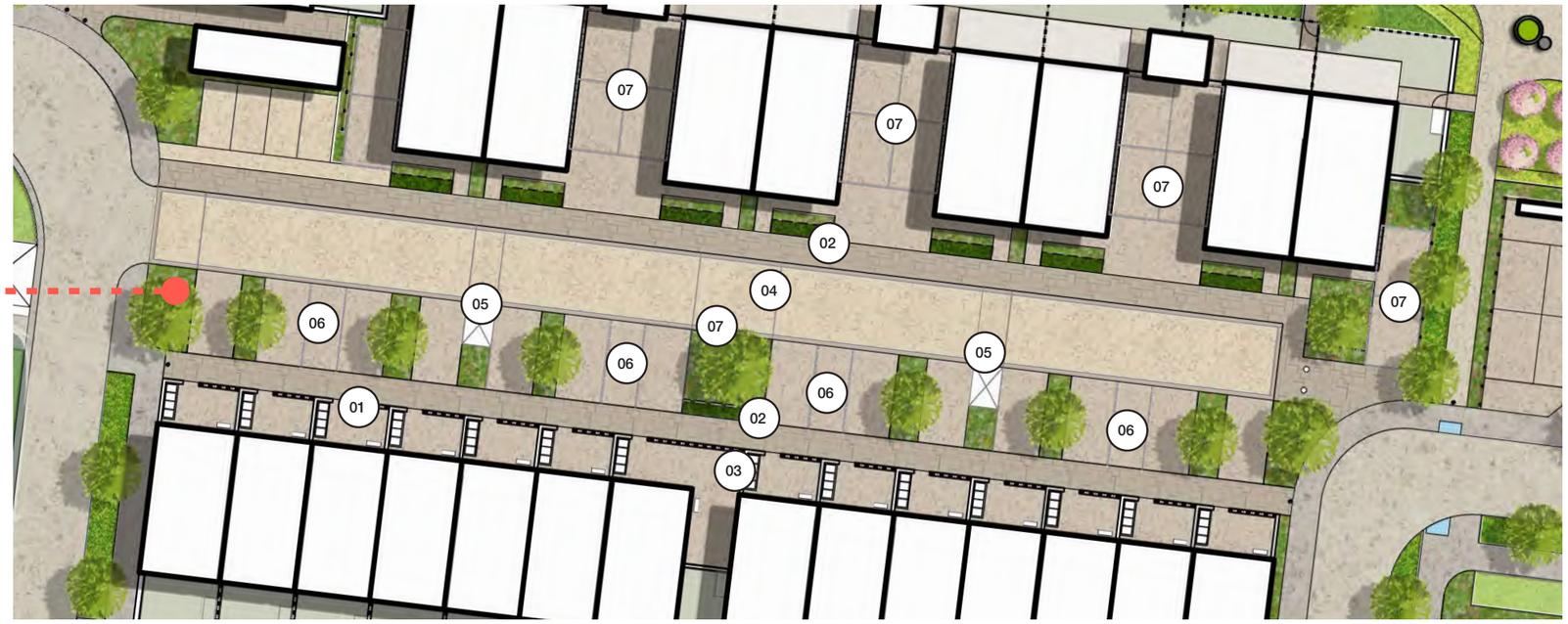
Green Street B Narrative
A single sided street with development overlooking a linear bank of existing matures trees. A 2m wide footway runs along 5.5m wide road. Residential parking is set within the demise of the property forecourt with 1.2m high brick walls dividing properties and providing zones for discrete bin storage.

Tree planting is proposed between the back of the footway and the bin locations to further enhance the green character of the street. Visitor parking is located in a break in the perimeter vegetation to the opposite side of the carriageway.

1. 0.6m brick wall with 0.6m railing
2. 1.2m hedge
3. 1.2m brick wall to form bin enclosure
4. Surfacing broken up with detail areas
5. Bin collection point
6. Visitor car parking space
7. Incurtilage parking
8. 0.6m brick wall with 0.6m slatted timber

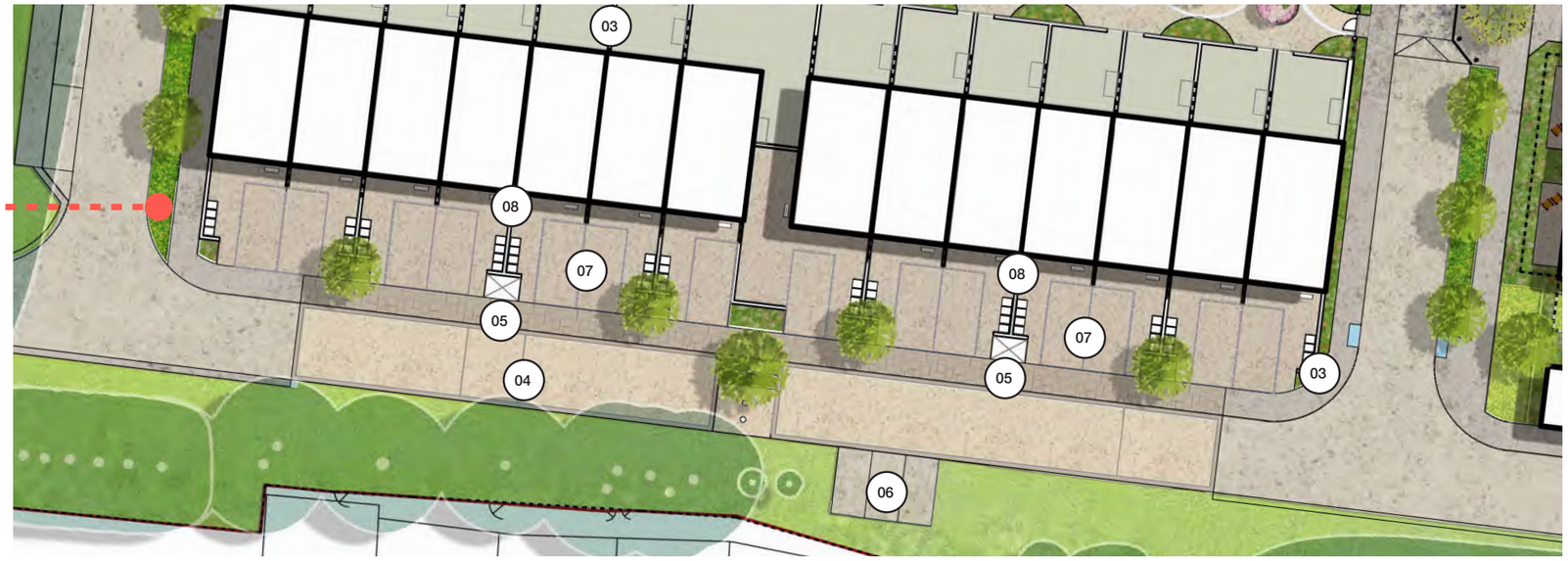



Signage to make drivers aware of access limitations



Green Street A Narrative


Signage to make drivers aware of access limitations



Green Street B Narrative






5.18 Biodiversity Net Gain – The Existing Site and Opportunities

BNG and considerations to the planting strategy

The Baseline and Opportunities

The site has a high BNG baseline due to the site largely compromising medium distinctiveness habitats of moderate condition. High value habitats have been sought to be retained where feasible with large areas of Medium Value Habitats around the perimeter of the site being retained with opportunity for enhancement. This is a high level indication of the biodiversity value of the site, which has been informed by the BNG habitat unit values, distinctiveness, strategic significance and professional judgement. The aim of this exercise was to inform the layout for the site, to ensure that habitats of higher biodiversity value are retained and enhanced where possible, in line with the Biodiversity Gain Hierarchy.

1. **Medium Value with Enhancement Opportunity:** Within the age friendly garden space the existing mixed broadleaved trees will be retained within the central space. The current un-managed under-storey will be removed to create a more usable and attractive green space. Shade tolerant wild-flower meadow is proposed. Opportunity for some arboricultural improvements with crown lifting and reduction to allow for increased light levels.
2. **Medium Value with Enhancement Opportunity:** The existing broadleaved trees will be retained and managed. Opportunity to improve the under-storey with woodland under-storey planting
3. **Medium Value with Enhancement Opportunity:** Linear off-site tree line, predominantly comprising of Hawthorn, under-storey of scrub on-site. Opportunity for improvement to scrub.
4. **Medium Value with Enhancement Opportunity:** Area of scrub. Opportunity for improvement to the scrub. Opportunity for planting of native scrub and trees.
5. **Medium Value with Enhancement Opportunity:** Linear on-site tree lines, mixed species with an under-storey of scrub. Opportunity for improvement to scrub. Trees have had little maintenance - arboriculturalist to review.
6. **Medium Value with Enhancement Opportunity:** The existing broadleaved trees will be retained and managed, (wild cherry, hawthorn). Opportunity to improve the under-storey with woodland under-storey planting.
7. **Medium Value with Enhancement Opportunity:** Aspen Grove with suckering stems. Opportunity for enhancement through managing and thinning the aspen grove and planting woodland under-storey
8. **High Value with No Enhancement Opportunity:** Existing woodland copse with dense holly under-storey.
9. **Medium Value with No Enhancement Opportunity:** Existing neutral grassland retained and managed as existing
10. **High Value with No Enhancement Opportunity:** Mature trees along the parkland boundary with smaller woodland copses internal to the site
11. **Medium Value with Enhancement Opportunity:** existing area of scrub with localised naturalised oak trees. Opportunity for improvements to the scrub and further planting of trees.

Key Points Relating to BNG / Planting Proposals

To try and meet the BNG trading rules there are several key points that will impact the planting strategy. These are listed out below:

- There is limited scope to improve the linear tree lines, therefore the proposals should seek to create 10% net gain of linear hedgerows (approx 30 linear metres). Native species such as hawthorn, blackthorn, holly, dogwood and beech.
- The existing ditch will be lost, therefore new watercourse opportunities will need to be sought. Watercourses should contain water all year and be planted with water tolerant native species e.g. common reed.
- Some existing scrub will be lost due to the development, therefore additional scrub units will be needed. This can be achieved by enhancing any retained scrub; by thinning existing scrub and adding supplementary planting with additional native species such as goat willow, blackthorn and holly.
- Large areas of neutral grassland will be lost and there is limited opportunity on-site to create areas of new neutral grassland, opportunities to introduce wild-flower meadows would assist with creating new areas of alternative neutral grassland
- Tree planting will provide habitat units. Native species, native cultivars, tree species on-site and trees known to be attractive to wildlife will be proposed. e.g. birch, english oak, hornbeam and fruiting species such as rowan, wild cherry and crab apple.



5.19 Planting Strategy
Ornamental and Wildlife Attractive Planting

Front Gardens / Ornamental Planting
Planting will be selected to provide attractive streets and front gardens. A high proportion of evergreen shrub species that are low maintenance

Plants would be planted in 5L pots at 4 per m^2.

Typical species:

- Carex marrowii
- Hebe species
- Chosiya
- phormium
- Pittosporum
- Mahonia species
- Pieris
- Prunus incisa ‘Kojo-n0-mai’
- Skimmia japonica
- Eleagnus
- Escallonia
- Fatsia japonica
- Fuchsia species
- Liriope
- Hydrangea
- Lavendula
- Potentilla
- Rosmarinus officinalis
- Spirea
- Sarcococca humilus

Public Open Space Planting (POS)
Planting will be selected to provide both visual and wildlife interest. A selection of plants will ensure year round interest and structure.

A key feature of the pedestrian / cycle route will be an informal linear grass swath following the pathway route. This will create an architectural transition between the development and the existing natural landscape in the west.

Plants would be planted in 3-5L pots at 4 -5 per m2.

Typical species:

- Ajuga
- Bergenia
- Cornus mas
- Geranium species
- Helleborous species
- Calamagrostis
- Pulmonaria species
- Achillea species
- Angelica
- Aquilegia
- Astrantia
- Guara
- Nepeta
- Pervoskia
- Rudbeckia
- Verbena

Rain Gardens
Rain gardens shall be designed with planting that can tolerate wet and dry conditions, with plants that are climate resilient.

Where rain gardens are within the highway a consideration to planting height is required to ensure visibility is retained. Maximum planting height when within a visibility splay should not exceed 0.6m.

Plants would be planted in 1L pots at 8-10 per m2.

Typical species:

- Cornus sanguinea ‘Midwinter Fire’
- Hydrangea ‘Annabelle’ AGM
- Rosa rugosa
- Ajuga reptans
- Campanula glomerata
- Crocosmia
- Geranium ‘Rozanne’
- Hemerocallis
- Iris sibirica
- Calamagrostis brachytricha
- Deschampsia cespitosa
- Miscanthus sinensis

Hedgerows

Formal
Hedges within larger front gardens, parking courts and formal POS areas will be native hedges but planted as single species. Hedges would be pre-grown and instant form. Typical Height 1m.

Typical species:

- Fagus sylvatica
- Taxus baccata

Informal
Pre-grown hedging troughs with a minimum of 5 native species. Typical height 1m.

Typical species:

- Crataegus monogyna
- Prunus Spinosa
- Ilex aquifolium
- Cornus sanguinea
- Fagus sylvatica

Native Scrub
Existing scrub can be enhanced by thinning dominant species and adding additional planting such as blackthorn and holly. These would be planted as whips in groups.

New native scrub / shrub planting should be undertaken to infill any areas of limited vegetative growth around the perimeter of the site and at the boundaries between the shared pedestrian / cycle link at the interface with the Villas.

Planted at 2 per m2 and protected by biodegradable guards.

Typically species:

- Crataegus monogyna
- Cornus sanguinea
- Corylus avellana
- Euonymous europaeus
- Prunus spinosa
- Rosa canina
- Sambucus nigra
- Viburnum opulus

Wild-flower Meadow

Wild-flower EM2 - General Purpose
Wild-flower meadow is proposed to the east of the shared pedestrian/cycle route as a transition between the existing neutral grassland and the development built form and to assist with BNG. EM2 is a complete mix composed of 15% native wild flowers and 85% slow growing grasses.

Wild-flower EW1 - Shade Tolerant
A shade tolerant mixture is proposed within the under-storey of the existing trees within the age friendly development and Aspen grove.

EW1 is a mixture of woodland wild flowers and grasses. EW1 is a complete mix composed of 20% native wild flowers and 80% slow growing grasses.

Should the canopies of trees create dense shade, only the wild flowers should be sown and not the grass seed. Woodland planting interspersed with native ferns.

Wild-flower EM8 - Wetland
A wild-flower mixture suitable for wetter ground is proposed on the banks of the basin. EM8 contains species suitable for seasonally wet soils and is based on the vegetation of traditional floodplain and water meadows. EM8 is a complete mix composed of 20% native wild flowers and 80% slow growing grasses.









5.19 Planting Strategy

Areas Applicable for BNG Mitigation (public open space and communal spaces)

The colour coded plan has been produced to assist with Biodiversity Ne Gain (BNG) calculations and highlights the areas that are within public open space and communal garden areas where they can contribute for on site habitat creation and mitigation for habitats that are lost.



- Existing vegetation retained - no interventions or enhancement proposed
- Existing vegetation (trees / scrub retained with opportunity for improvement and intervention
- Proposed woodland understorey planting beneath existing trees
- Proposed woodland wildflower meadow beneath existing trees
- Proposed grassland
- Proposed wildflower meadow
- Proposed wetland wildflower meadow
- Proposed ornamental planting (species attractive to pollinators)
- Proposed rain garden planting
- Proposed rain bulb planting
- Proposed rain native scrub
- Proposed hedge
- Proposed ornamental grass swathe
- Proposed trees

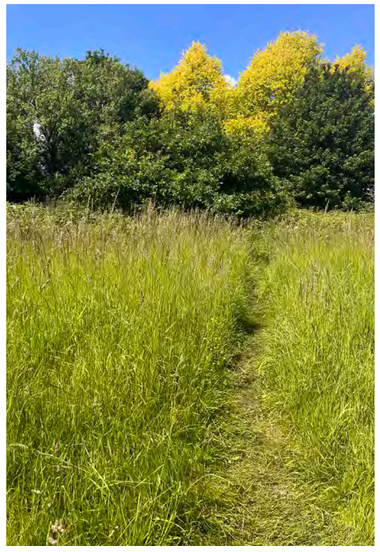
5.19 Planting Strategy
Trees

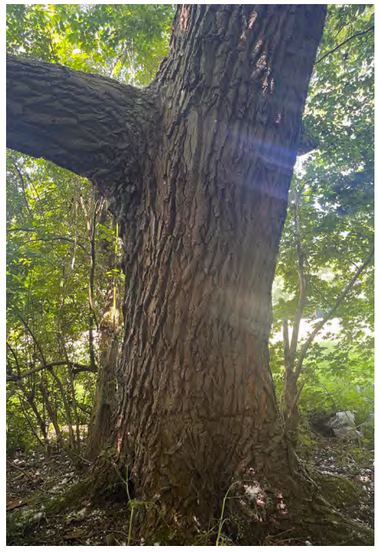
Existing Tree Species On-Site:

1. Ash
2. Silver Birch
3. Hawthorn
4. Holly
5. Sycamore
6. Willow
7. Oak (Sessile and Pedunculate)
8. Elm
9. Apple
10. Hazel
11. Polar (White and Black)
12. Hornbeam
13. Beech
14. Elder
15. Cherry
16. Aspen
17. London Plan
18. Lime

A mixture of existing tree species cover the proposal site


Aspen Grove in the north


Poplars in the west


Mature trees in the west


Juvenile oaks

Proposed Tree Species:
A mixture of native and native cultivar trees will be selected across the scheme to create a rich and vibrant landscape. Trees that flower, fruit or come in to leaf early will be selected to create valuable habitat

POS Periphery Trees
To add to the existing landscape character with complimentary tree species within the POS areas and provide BNG enhancement

Specification:
Typical girth when planted in Neutral Grassland: 10-12cm
Typical girth when planted within the development: 18-20cm

1. Acer Campestre (attractive to wildlife)
2. Betula Pendula (early leaf)
3. Oak (wildlife) *subject to guidance on imports / movement
4. Cratageous monogyna (wildlife)
5. Carpinus betulus

Rain Garden Trees
To provide streetscape enhancement with avenues of trees that are capable of standing within wet and dry ground and known to help take up surface water.

Specification:
Typical girth when planted in rain gardens: 20-25cm (below ground guyed). Typical height 5-6m with 2m clear stems.

6. Alnus cordata
7. Liquidambar styraciflua ‘Slender Silhouette’(if adjacent to buildings)
8. Liquidambar styraciflua (wider roads)
9. Ulmus ‘New Horizon’ (wider roads) * resilient to dutch elm disease

Trees in Hard Landscape
To provide streetscape enhancement with focal trees in hard paving.

Specification:
Typical girth when planted in rain gardens: 25-30cm. Recessed tree grill, below ground structure cells and below ground guyed. Typical height 5-6m with 2m clear stems.

10. Acer campestre ‘Streetwise’
11. Ginkgo biloba
12. Pyrus calleryana
13. Pinus sylvetris

Parking Courts / Formal POS
Located in Parking courts and more Formal POS areas to create attractive streets.

Specification:
Typical girth 20-25cm (below ground guyed). Typical height 4.5 - 5m with 2m clear stems.

14. Gleditsia triacanthos ‘Skyline’
15. Alnus glutinosa ‘Laciniata’
16. Acer campestre ‘William Caldwell’
17. Platanus orientalis ‘Minaret

Orchard Trees
To be located along the key pedestrian / cycle link and within communal garden space. Encouragement for healthy living and to provide a focal point for community engagement. Orchard trees are also valuable habitat for wildlife. Opportunity to translocate the existing fruiting trees.

Specification:
Standard Orchard Trees with 1.5-2m clear stems (depending on species). Arranged in formal rows or squares. Varying species per group. Typically height 3.5-4m. Mixed fruiting trees such as apple, pear, cherry, damson

Small Trees in Planters
Located in raised movable planters (due to below ground utilities), small feature trees with under-storey ornamental planting

Specification: Multistem and feathered form. Typical Height 2.5-3m. Multistems to have strong leaders and clear shape and form.

18. Cercis canadensis
19. Amelanchier lamarckii
20. Hamamelis
21. Prunus serrula

Small Fastigiate Trees
Located in smaller front gardens and parking courts

Specification: Clear stem to 2m, Height 4-4.5m. Typical girth 18-20cm

22. Acer campestre ‘Green Column’
23. Malus ‘John Downie’
24. Liriodendron tulipifera ‘Fastigiata

5.19 Planting Strategy
Proposed Trees and Street Character

- POS Periphery Trees - Neutral Grassland
- POS Periphery Trees - development
- Rain Garden Trees - Type 1
- Rain Garden Trees - Type 2
- Trees in Hard Paving - Type 1
- Trees in Hard Paving - Type 2
- Trees in Hard Paving - Type 3
- Parking Court/Formal POS - Type 1
- Parking Court/Formal POS - Type 2
- Orchard Trees
- Small Trees in Planters
- Small Fastigiate Trees



5.20 Hard Landscape Strategy
Materials Palette

Adoptable Street Materials
The adoptable streets will be designed in-line with Manchester City Council adoptable standards.

Typically roads and foot-ways will be surfaced in asphalt with standard British Standard concrete kerbs.

Where there are raised tables to highlight pedestrian crossings Hot Rolled Asphalt with coloured chippings will be used.

Shared Pedestrian / Cycle Route
The shared pedestrian and cycle route running along the west of the site will be surfaced in a buff homogeneous material with flush metal edging.

Private Streets, Parking Courts and POS Materials
A range of paving types will be used to denote varying uses and character areas. Plan format, laying patterns and colour variation will be subtly used to create a unique character to the development.

Warm colour hues will help create a canvas against the varying brick types and architectural detailing.

Permeable surfacing will be used across most private hard landscape areas.

The parking court at the Autism block is proposed to have a grass pave surface to help assimilate the parking court in the surrounding verdant landscape.

























5.21 Landscape Furniture Strategy

Furniture
A family of furniture is proposed that has soft character yet robust nature. The use of timber is proposed to create a parkland character.

Cycle Parking
Cycle parking is located at the Longford Road junction with provision adjacent to the village green. Further provision is located next to the Longford Community Garden.

Seating
Linear formal seating is proposed at the village green with views north along the community greenway. Incidental cube seating is located at the community gardens.

Planters
Movable planters are proposed along the community greenway. These are movable due to below ground infrastructure. They offer the opportunity for community engagement.

Bollards
Removable bollards are located along the linear residential streets to limit access.

Wildlife Interventions
Bug hotels, bat and bird boxes are proposed along the community greenway, nico ditch and central community green. Locations and numbers to be coordinated with detailed ecology proposals.

















5.22 Lighting Strategy

External Lighting
Lighting will be an important part of the place making character and enable the development to feel safe and secure in the hours of darkness.

Streets
To coordinate with the wider furniture timber posts are proposed in un-adopted areas to further enhance the green setting. Where lighting is within the adoptable streets it is considered that a more standard column would be required by the local highways authority with a metal base and head. A coordinated look between the adopted and unadopted columns should be sought with the difference being the pole and height of luminaire. The head shape and form should be similar.

On un-adopted roads a lower height column and closer spaces should be utilised to create a more pedestrian friendly space.

Building Entrance
At building entrances wall mounted lighting should be used to help guide users.

Public Open Space and Private Communal Amenity Spaces
Low level lighting in the form of lighting bollards are proposed within the age friendly gardens, along the greenway, central community green and within the communal courtyards.

Timber bollards will continue the softer character of the spaces and tie within the wider family of furniture.

Detail lighting plans and lux level calculations would be provided post planning (Conditioned).

Key Factors that will be consider at the detail design stage:
The lighting installation will be carefully considered to ensure provision of appropriate and physical spectral properties, as follows:

- Colour Temperature
- Minimise the spread of light above the horizontal
- Use narrow spectrum light sources
- Luminaires will be mounted at appropriate heights
- LED light sources will be utilised to control the light / spill
- Consider the impact of luminaires on the local wildlife

Use Warm Colour Temperatures
Blue and white light will attract most insects. A more friendly alternative is warm light with a less blue content of the light spectrum. In the habitats of sensitive and endangered animals, lights with a max. Light temperature of 2700 K should be used or the extremely warm light shade “PC Amber”.

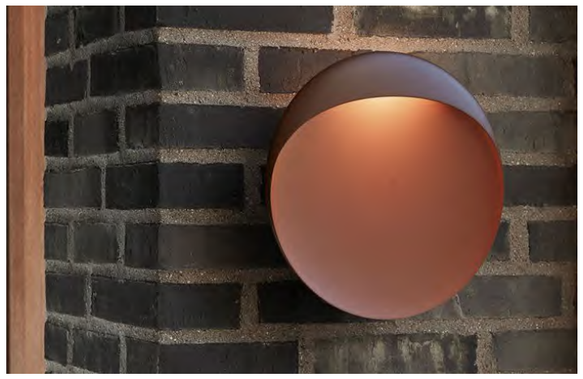
Reduce the Luminous Intensity
Light should not be brighter than necessary. Make sure that the norms are not over-interpreted but used as a recommendation for an upper level. Some surfaces reflect more light into the night sky when illuminated than others analyse the reflecting potential and dimm the illuminance accordingly.

Control the light as Needed
Light poles can simply be equipped with motion sensors or time controllers. These sensors ensure light is available at the right times and, whenever it is not needed, can be dimmed or switched off completely.

Use Night Sky Optics
Unnecessary light scatter can be avoided using special optics. This means that no direct light is emitted into the horizon or in shallow angles. Precise downward light therefore enables even more precise accentuation.









5.23 Boundaries Strategy - South

- 2.3m high brick wall
- 1.5m high brick wall, 0.3 Trellis top
- 1.5m high brick wall
- 1.2m high brick wall
- 0.6m high brick wall with 0.6m high timber top
- 0.6m high brick wall
- 0.6m high brick wall with 0.6m railing top
- 1.8m high vertical bar railings
- 1.5m high vertical bar railings
- 0.9/1.1m high vertical bar railings
- 0.6m high timber knee-rail
- 1.8m high green screen
- 1.5m high green screen
- 1.2m high green screen
- 1.2m timber slatted fence
- 1.5m timber slatted fence

Autism Block
The autism block private amenity garden will be enclosed with a brick wall to create a walled garden character. Heigh 2.3m

Note: Dialogue with the local authority and utility provider required on opportunities for improving the quality and look of the existing enclosure. At the southern entrance to the development and a focal point at the end of Longford Road.

Age Friendly
Enclosed with vertical bar railings. Height 1.8m. Ground floor apartments facing the street to have a 0.9m high vertical bar railing set within a soft landscape zone to create a defensible space.

Houses
1.2m high brick wall enclosing the bin stores within the front gardens. Between the bin stores and the houses the wall height will drop to 0.6m and a 0.6m timber slatted fence installed to soften the interface.

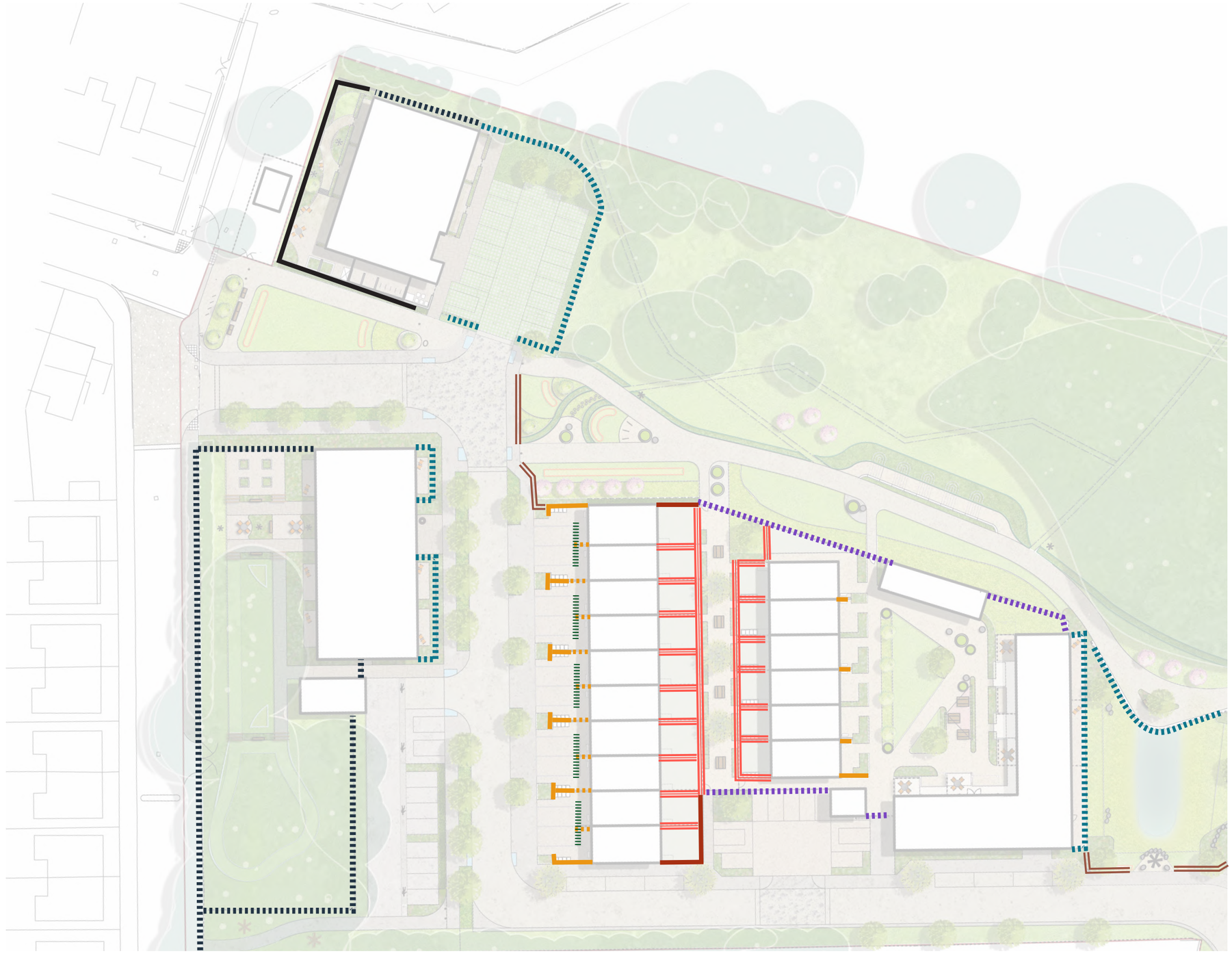
Rear gardens will be divide by 1.2m high slatted timber panels. Garden boundaries adjoining POS areas will be 1.5m high brick walls.

Co- Housing
Enclosing the Co-housing apartments and housing 1.5m high vertical bar railings are proposed to allow visual permeability between the POS, streets and the internal amenity spaces. The Shared amenity space facing the Nico Ditch will be enclosed by 1.2m high vertical bar railings.

Ecological Basin Houses
Dividing the front gardens 1.2m high brick walls are proposed. Set within a soft landscape planting bed 0.9m high railings are offset inwards along the Nico Ditch access path, to create a soft interface with the POS area.

Rear gardens will be divide by 1.2m high slatted timber panels. Garden boundaries adjoining POS areas will be 1.5m high brick walls.

Eastern Boundary (South)
The school enclosure fence line will act as formal separation between the site and the school uses.



5.23 Boundaries Strategy - North

- 2.3m high brick wall
- 1.5m high brick wall, 0.3 Trellis top
- 1.5m high brick wall
- 1.2m high brick wall
- 0.6m high brick wall with 0.6m high timber top
- 0.6m high brick wall
- 0.6m high brick wall with 0.6m railing top
- 1.8m high vertical bar railings
- 1.5m high vertical bar railings
- 0.9/1.1m high vertical bar railings
- 0.6m high timber knee-rail
- 1.8m high green screen
- 1.5m high green screen
- 1.2m high green screen
- 1.2m timber slatted fence
- 1.5m timber slatted fence

Villas
1.5m high walls, with 0.3m trellis tops will connect between the villas with gated access incorporated. The rear gardens will be divided by 1.5m high slatted timber fencing with 1.8m instant pre-grown vegetative screens along the Greenway with access gates incorporated.

Green Streets A
1.2m high brick walls divide the front gardens and provide enclosure to the bins. Facing the footpath the wall height will reduce with a 0.6m high wall and 0.6m high railing.

Rear Gardens will be dividing by 0.6m high wall with a 0.6m slatted timber fence above when adjacent to the property for increased privacy.

Green Streets B
1.2m high brick wall enclosing the bin stores within the front gardens. Between the bin stores and the houses the wall height will drop to 0.6m and a 0.6m timber slatted fence installed to soften the interface.

Rear Gardens will be dividing by 0.6m high wall with a 0.6m slatted timber fence above when adjacent to the property for increased privacy.

Central Community Green
To the bookend of the central community green space the garden walls facing the streets will be 1.5m high to enclose the garden. The shared amenity space will be enclosed with a 1.2m high timber and metal railing with gated access.

Age Friendly
Enclosed with vertical bar railings. Height circa 1.8m subject to secure by design input. Ground floor apartments facing the street to have a 0.9m high vertical bar railing set within a soft landscape zone to create a defensible space.

Public Open Space / Greenway
Knee-rail fencing is proposed along the open aspects of the public open space at either end of the greenway to limit access via vehicles onto the pedestrian, cycle and community focused space.

Aspen Grove / Ryebank Road Houses
The existing fencing / railings will be retained and repaired when necessary

Eastern Boundary (North)
The existing fencing / railings will be retained and repaired when necessary and any gaps filled (some areas unable to survey)



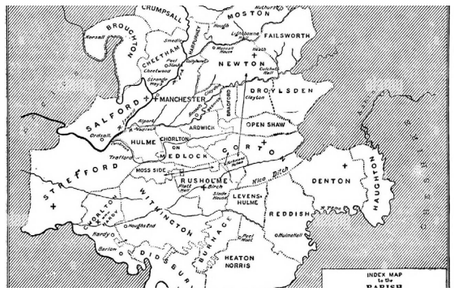
External Appearance

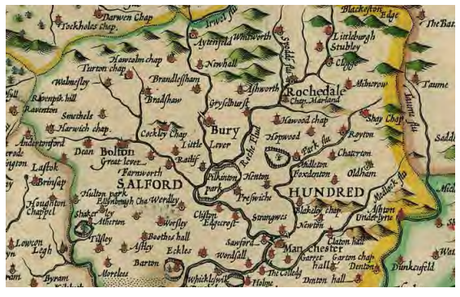
6.1 Historical Analysis

A place with an evolving and ever-changing landscape, buildings and people

The site has a rich history stretching back almost a thousand years to the Domesday Book and the time of Edward the Confessor. This ever evolving and changing landscape offers a starting point for the vocabulary of the buildings and establishing a firm contextual basis for the future place.

Salfordshire and Chawerton
Originally part of the Salford Hundred or “Salfordshire” Chorlton became known as Chawerton as noted on John Speeds Map of 1610. The land remained rural through to the nineteenth century when even then it was characterised by its ancient halls and scattered farms. Small landowners owned orchards or market gardens and marl clay was extracted for farming purposes as a soil conditioner.

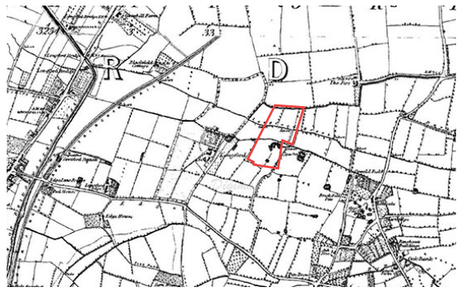






Chorlton- Cum-Hardy
Meaning Chorlton with Hardy.

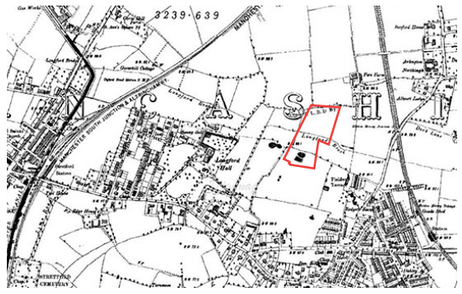
In 1845 there were 490 acres of arable land, 680 acres of meadow and pasture and 10 acres of woodland in the cvicinity of the site. To the north in what is now known as Whalley Range there was Holt Wood and to the south there were Barlow Wood and Hollands Wood.







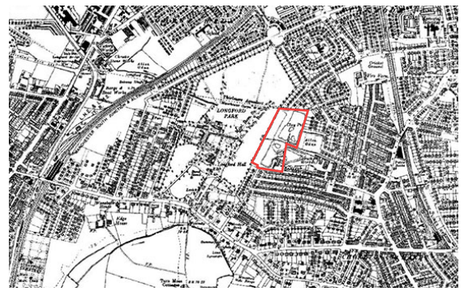
Longford Hall
The nineteenth century also saw the development of Longford Hall. The home of the Rylands Family. In addition to the hall, gardens and secondary buildings of stables, lodges and homes for estate workers were developed. These all subsequently joined to create Longford Park.







Victorian and Edwardian Housing
Following the construction of the railway in 1880 Chorlton changed from that rural village to a Manchester suburb. Property Developers further accentuated the name Chorlton-cum-Hardy to distinguish it from Chorlton-on-Medlock. The brickworks were developed off Longford Road, later purchased by Jacksons to fuel demand from developers. Clay pits were formed on the Ryebank site continuing the previous practice of extracting the marl but this time for brick making.







The Twentieth Century
The brickworks and associated clay pits were the only industrial development in Chorlton with some of the buildings including chimney stack remaining in operation until the 1950’s

Other development included art deco pavilions in the adjacent Longford Park







6.2 Material Palette

Derived from the historical analysis and place

Our architectural vocabulary evolves from this examination of the history of the place to create a variety of forms and palette of materials that is:

Rural

Suburban

Residential

Industrial

Marl Clay

Red Brick

Marl







Red



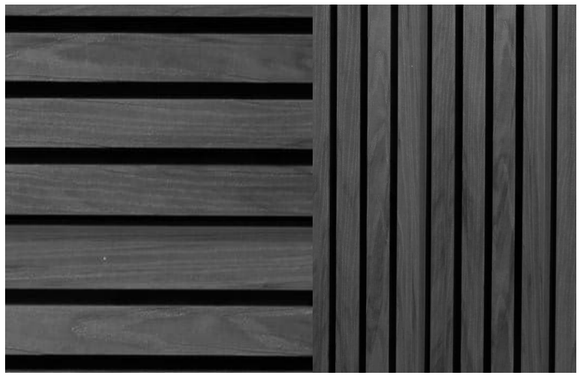




Black







6.3 Applying the Material Palette

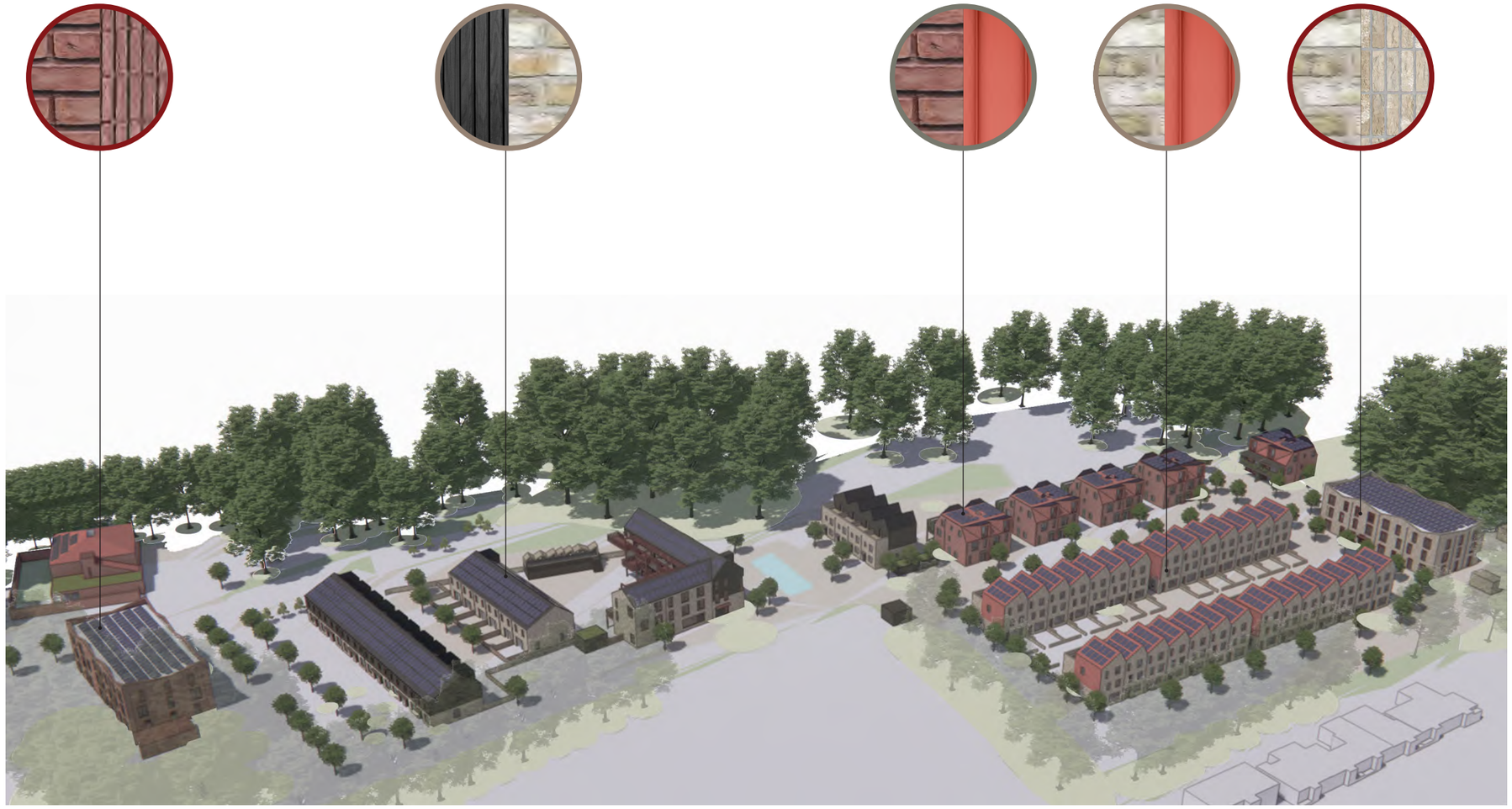
The material palette is applied in a considered and contextual way across the site in conjunction with the introduction of a variety of appropriate forms.

The middle part of the site, close to the existing ditch, has the greatest connection to the more historic rural past of the wider Chorlton area. In response to this, the buildings form and scale mimic that of a series of farm buildings arranged around a courtyard and with the fields of Longford Park beyond. A palette of buff brick walls with elements of black timber cladding and black standing seam roof complete the aesthetic.

To the northern part of the site, where the clay has been extracted over time for marl and brick manufacture the colour palette changes to mix the buff brick with a terracotta metal roof and, in the case of the age friendly apartments, a red oxide window frame.

The villas to the western edge reference the arts and crafts red brick and roof tile houses found on Ryebank Road. This vocabulary of form and materiality is repeated to the southern entrance to the site where the two apartment buildings compliment the red brick of Longford Road and Ryebank Road.

The larger age friendly building, whilst having a flat roof to reduce its scale, incorporates a zig-zag parapet form to create a more domestic scale.



Proposed materiality concept overview







Existing material palette around site

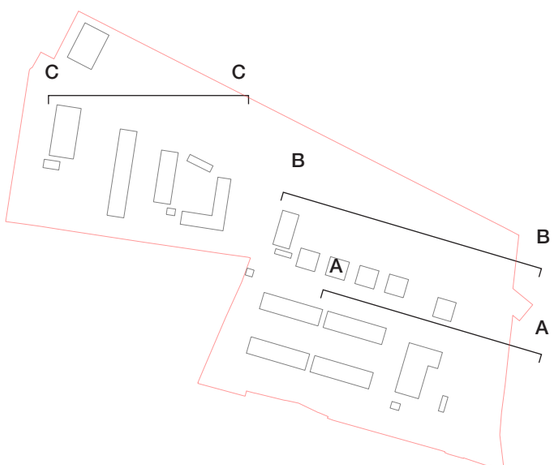
6.4 Site Elevational Sections – North

Contextual site sections adjacent and overleaf demonstrate how the proposed development succesfully integrates with its neighbours with appropriate off-set distances, scale and forms.

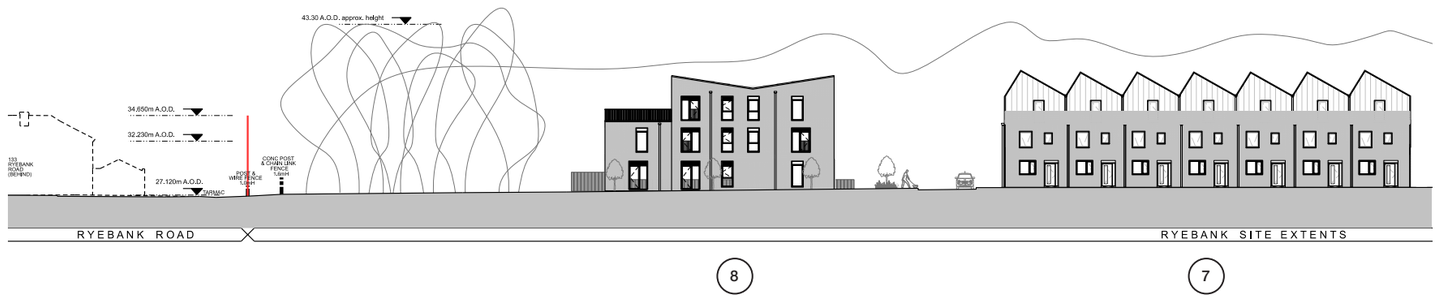
Note that trees are indicated indicatively but based on survey information and site photography where available.

Key

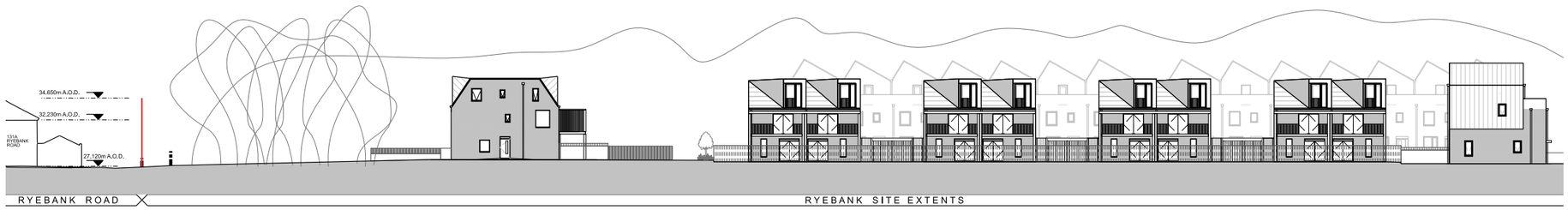
1. Age Friendly Affordable Accommodation - South
2. Supported Living for Autistic Adults Accommodation
3. Private Sale Houses - South
4. Cohousing Houses - South
5. Cohousing Apartments - South
6. Private Sale Villas - North
7. Private Sale Houses - North
8. Age Friendly Affordable Accommodation - North



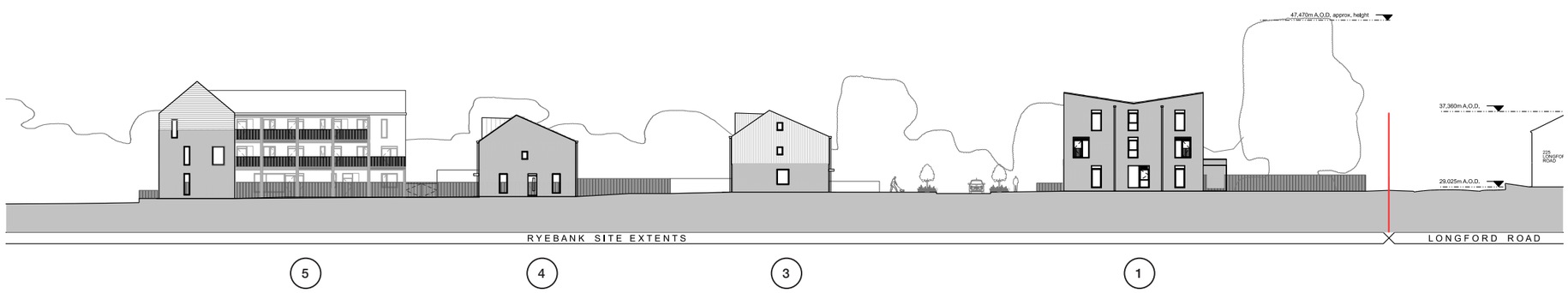
Section A-A



Section B-B

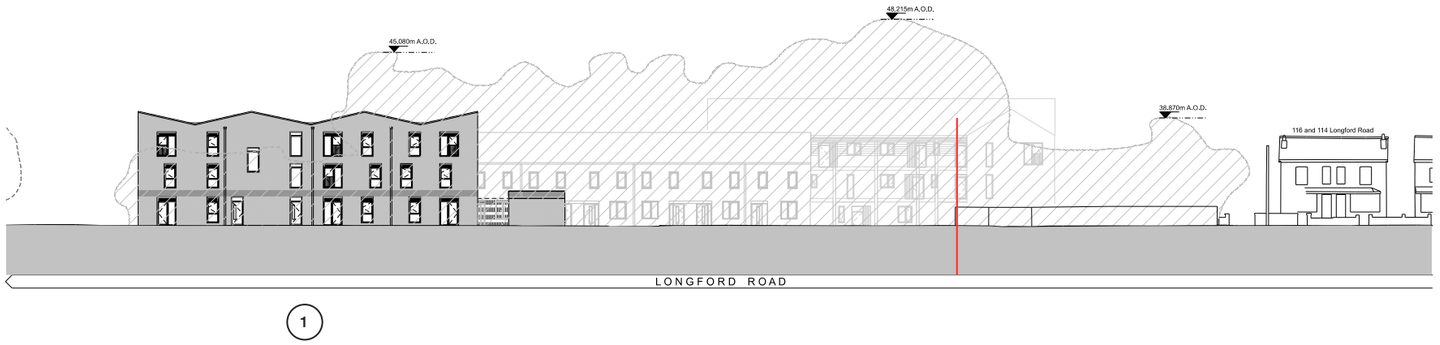


Section C-C

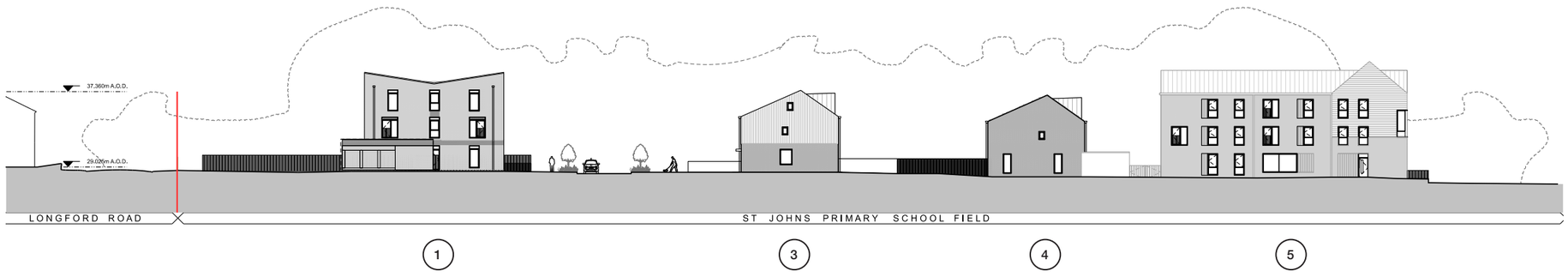


6.5 Site Elevational Sections – South

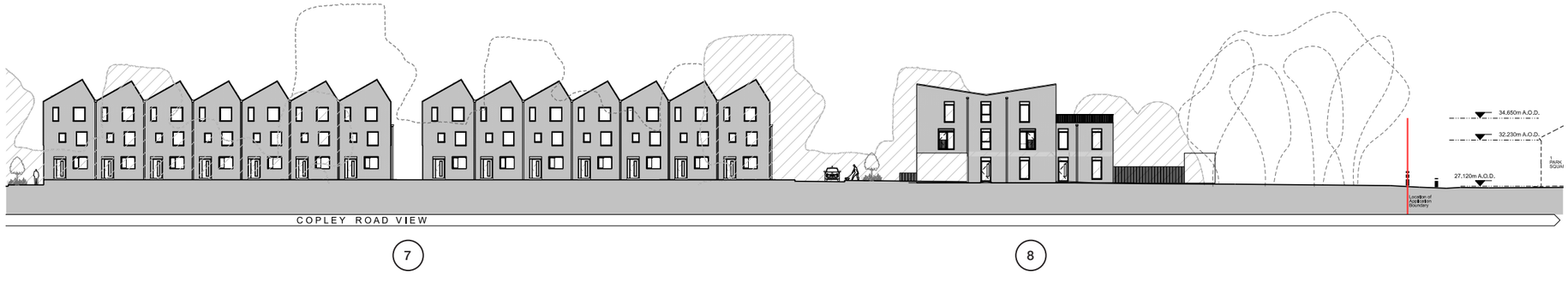
Section D-D



Section E-E

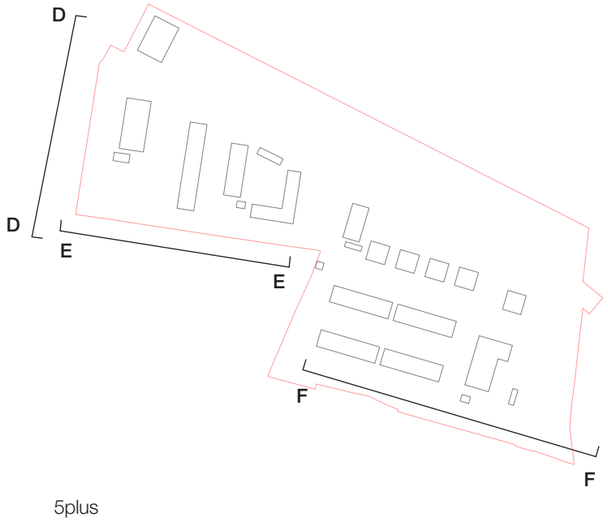


Section F-F



Key

1. Age Friendly Affordable Accommodation - South
2. Supported Living for Autistic Adults Accommodation
3. Private Sale Houses - South
4. Cohousing Houses - South
5. Cohousing Apartments - South
6. Private Sale Villas - North
7. Private Sale Houses - North
8. Age Friendly Affordable Accommodation - North



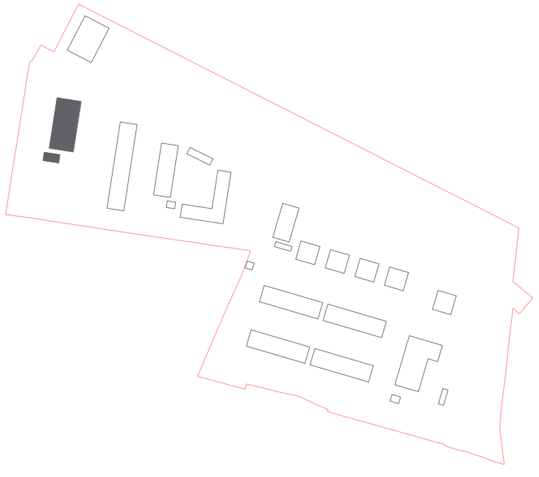
6.6 Age Friendly South Apartments
Elevations

The southern age friendly apartments incorporate a regular window pattern within a red brick elevational treatment. Window frames, rainwater goods and door colours are selected to match the brick colour to create a simple, modern aesthetic.

Architectural grilles are incorporated to the window head and integrated within the window system. Solid metal panels work with full glazed panels to meet fabric environmental performance targets whilst creating the impression of more generous openings.

A stacked brick string course at first floor floor level helps to create a base to the building whilst the zig-zag parapet mimics a pitched roof without adding unnecessary scale.

The single storey bin and bike store is treated in the same elevational manner with elements of brick textures that match the main apartment building.



North Elevation



South Elevation (Longford Road)



East and West Elevations





6.6 Age Friendly South Apartments
Typical Details



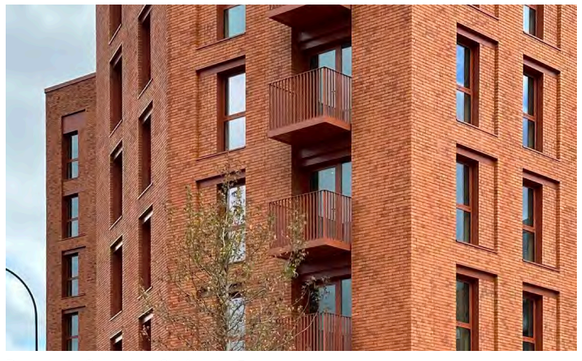
The studies adjacent depict the intended elevational treatment of the southern age friendly building in greater detail.

Windows are recessed a minimum of 200mm into the wall. Window frames are coloured red to match the brick and are extended within the reveal to deal with thermal bridging.

At ground floor level a coloured metal canopy sits above a recess to announce the main entrance and front door to the building. The recess is clad in a red glazed brick/tile in a stack bond and incorporates a bench seat and the opportunity for signage.

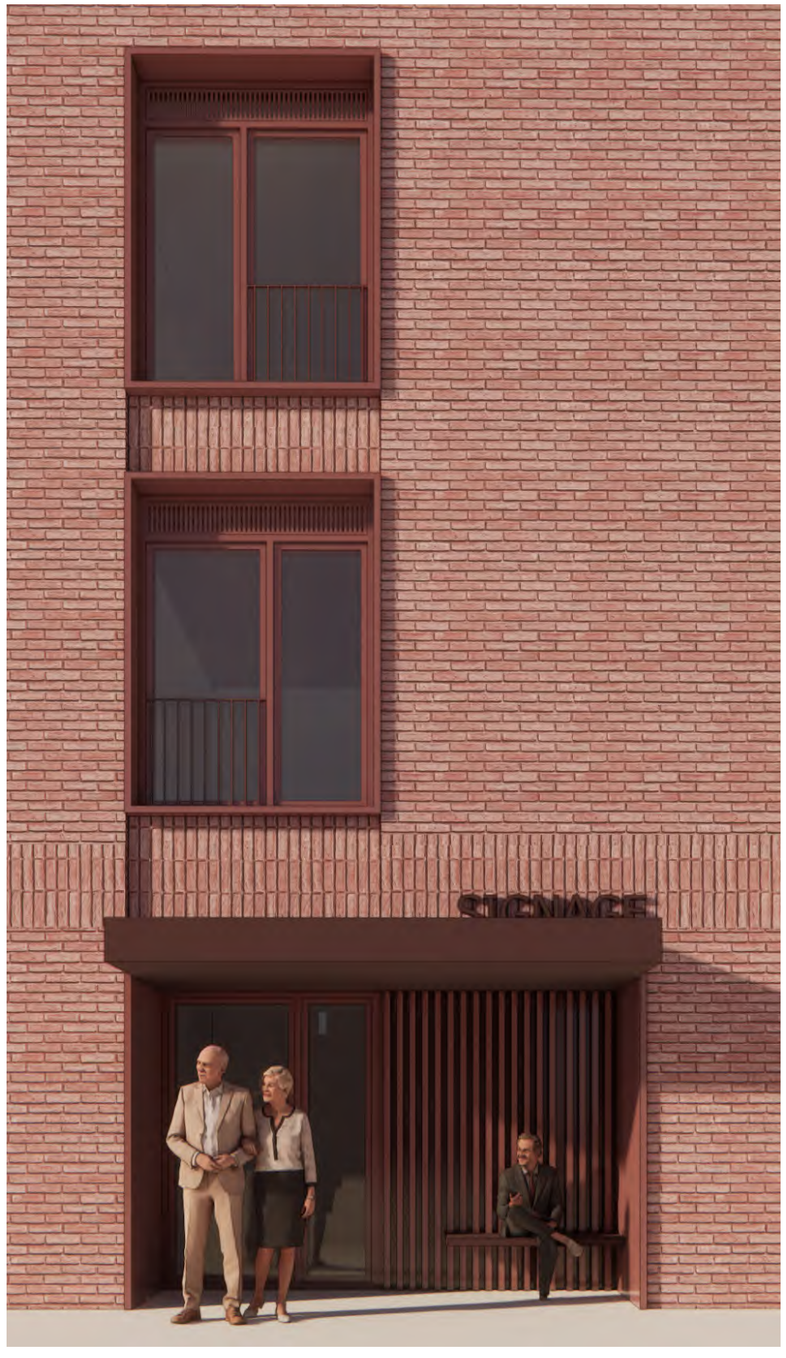


Precedent - Soho Yard, Sheffield by 5plus



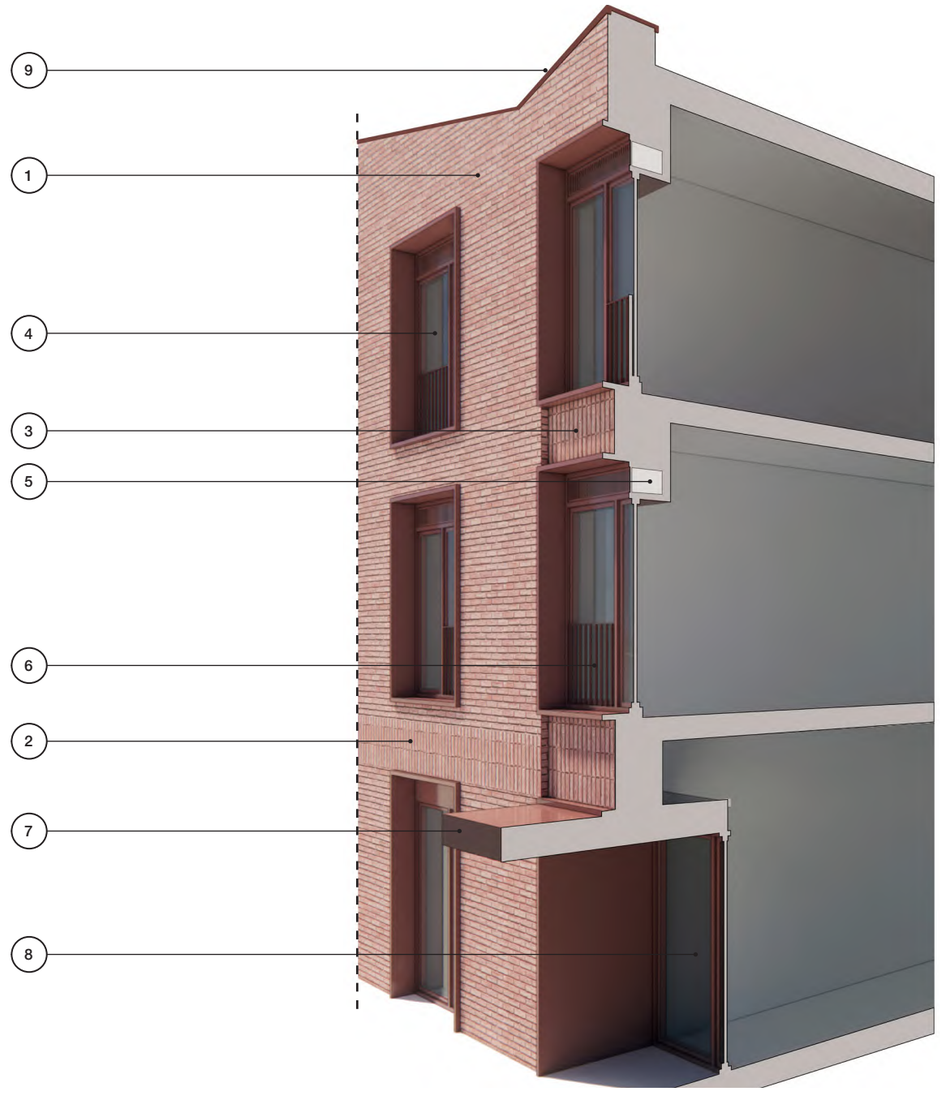
Precedent - Soho Yard, Sheffield by 5plus

Elevation Study



Axonometric Bay Study

1. Red Brickwork with Red Mortar - Stretcher bond
2. Feature Red Brickwork with Red Mortar - Vertical Stacked Bond
3. Recessed Feature Brick - Red Brickwork with Red Mortar - Vertical Stacked Bond
4. Triple Glazed Window System - colour coated, red oxide
5. Bespoke MVHR louvre integrated within window system - colour coated, red oxide
6. Metal Juliette balconies - colour coated, red oxide
7. Metal Canopy - colour coated, red oxide
8. Glazed Entry door within integrated intercom system - colour coated, red oxide
9. Metal Copping - RAL 8004



6.7 The Cohousing Apartments
Elevations

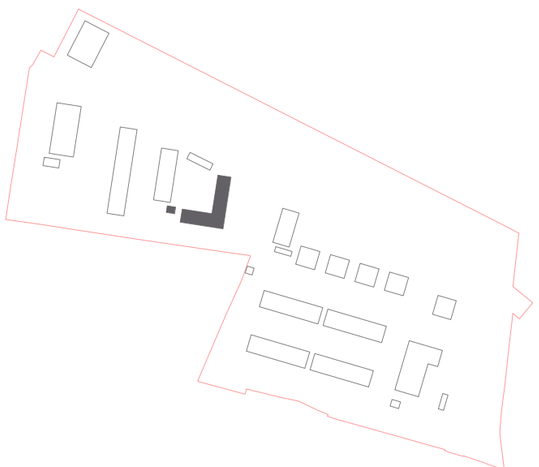
Existing housing along Edge Lane and memories of ancient farm buildings are referenced in the elevational treatment of the building. A buff brick works with black composite timber cladding and black standing seam metal roof to create a rural aesthetic.

Windows are coloured red to provide an accent colour, soften the overall appearance and to provide a connection with the adjacent age friendly apartment buildings and villas.

External structures of bin and bike store are clad in the composite black timber to create a harmonious collection of buildings with a common appearance.

To the internal courtyard elevation, an architectural red metal deck structure affords access to the apartments whilst providing shade to the west and south elevations during the hotter summer months.

Vertical black louvred panels sit adajcent to entrance doors to afford intake and extract termination grilles to the apartment MVHR systems in a controlled architectural manner.



East Elevation (Facing St Johns School)



West Elevation (Longford Park)



6.7 The Cohousing Apartments
Typical Details



The studies adjacent depict the intended elevational treatment of the cohousing apartment building.

Windows are recessed a minimum of 200mm into the wall. Window frames are coloured red and are extended within the reveal to deal with thermal bridging.

At ground floor level a coloured metal canopy sits above a recess to announce the main entrance and front door to the building. The recess is clad in a mixture of composite back timber panels in a vertical format and red metal panels

To the internal courtyard elevation a red metal deck structure affords access to the apartments whilst providing shade to the west and south elevations during the hotter summer months. The deck oscilates in terms of depth to create pockets of space that afford private amenity to residents.





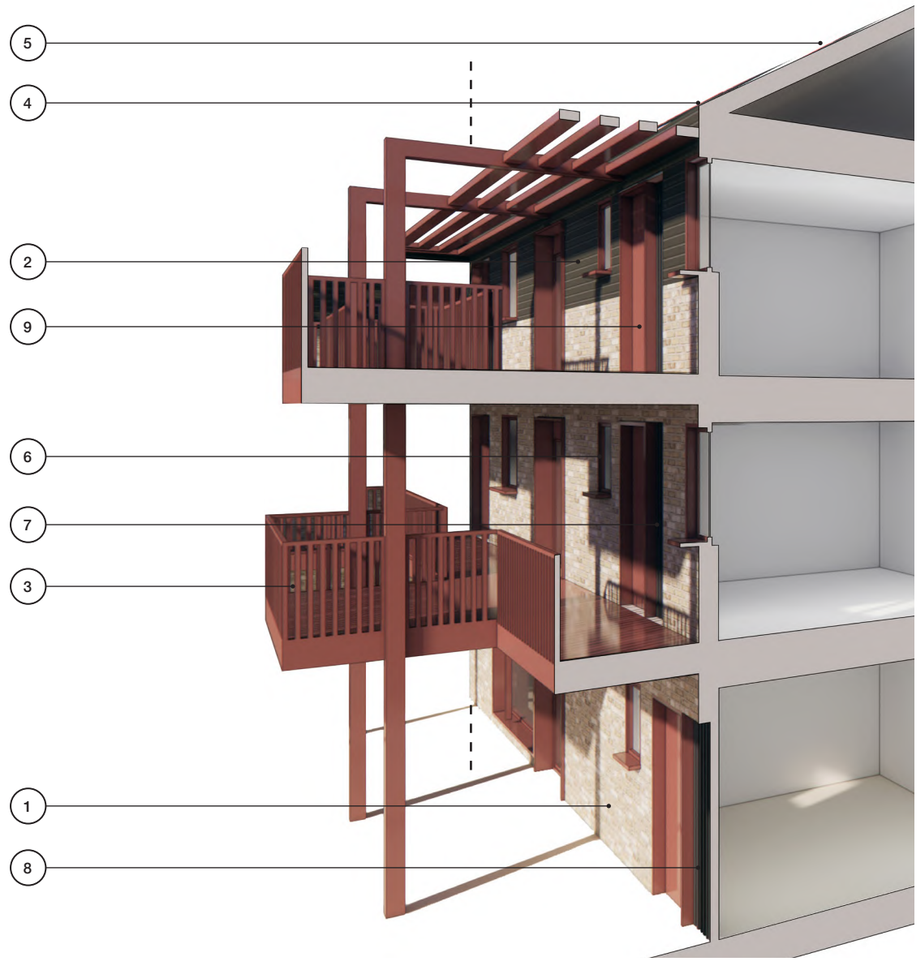
Precedent - Abode, Cambridge by Proctor & Matthews

Elevation Study



Axonometric Bay Study

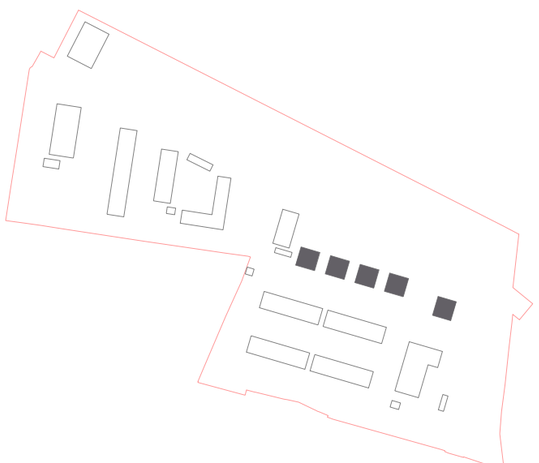
1. Buff Brickwork with colour match mortar- Stretcher bond
2. Horizontal Composite Black Timber Board Cladding
3. Metal Access Deck with balustrade / brise soleil - coloured coated red oxide with composite anti-slip resistant flooring
4. Metal Standing Seam Roof - Black
5. PVs
6. Triple Glazed Window System - colour coated, red oxide
7. Metal insulated spandrel panel- colour coated, red oxide
8. Vertical Metal Louvre for MVHR - colour coated, black
9. Metal Door with - colour coated, red oxide



6.8 Longford Park Villas
Elevations

The Longford Park Villas create a modern re-interpretation of a classic “halls adjoining” semi deatched house. They also reference the arts and crafts detailing, form and appearance of 262 Ryebank Road to the south.

The building are three storey but with the top storey contained in a red metal standing seam pitched roof with feature dormer windows to reduce the scale of the house and match the form of neighbouring housing.



East Elevation (Street)



West Elevation (Longford Park)



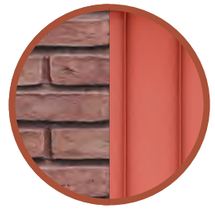
North Elevation



South Elevation



6.8 Longford Park Villas
Typical Details



The studies adjacent depict the intended elevational treatment of the villas.

The buildings are clad in red brick. Windows are recessed a minimum of 200mm into the wall. Window frames are coloured a buff green to reference Longford Hall historic out-buildings and are extended within the reveal to deal with thermal bridging.

A metal/timber structure spans ground to eaves level on the west elevation to create a generous terrace at first floor level and afford shading in the summer.

Bike and bin stores are integrated within secure brick and timber structures between the houses.

A flat roof houses PV's and MVHR extract and intake termination grilles.



Precedent - ÆBELØEN, Aarhus by CEBRA



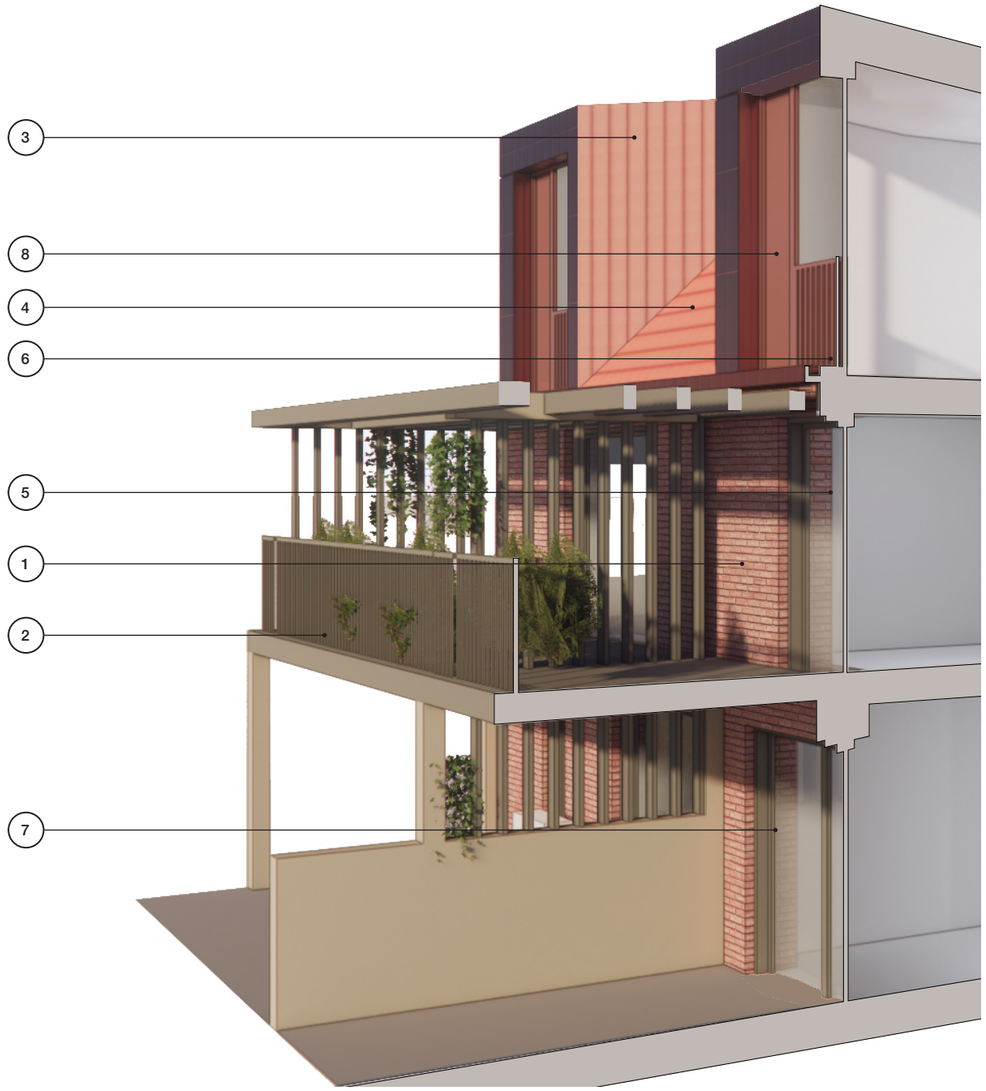
Precedent - Newhall Be, Harlow by Alison Brooks

Appearance Study



Axonometric Bay Study

1. Red Brickwork with Red Mortar - Stretcher bond
2. Metal Terrace with balustrade / brise soleil- coloured coated Green Buff with Composite anti-slip resistant flooring
3. Metal Cladding colour coated- red oxide
4. Metal Standing Seam Roof - red oxide
5. Triple Glazed Window System- colour coated, green buff
6. Metal Juliette balconies- colour coated, red oxide
7. Glazed Door- colour coated, green buff
8. Metal insulated spandrel panel- colour coated, red oxide

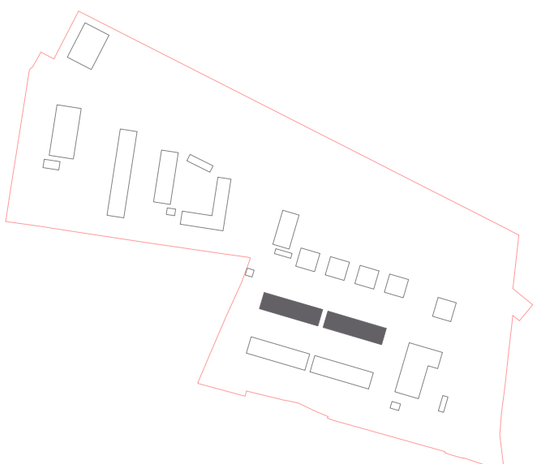


6.9 Communal Green Houses
Elevations

The Houses around the communal green to the northern part of the site are clad in a buff brick with a terracotta metal roof. The metal roof extends to first floor, floor level to bookend each terrace.

Each terrace contains seven houses with a saw tooth roof form which is recessed on its western elevation to create a second floor amenity space that captures the afternoon sun. The setback and arrangement of roof form also helps to bring better sunlight into the shared space around which the buildings are arranged.

Windows address the positive space of green and street but are also incorporated to end gables to provide additional passive surveillance.



East Elevation - Communal Green



South Elevation - Street



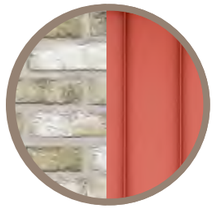
West Elevation - Street



East Elevation - Full Terrace



6.9 Communal Green Houses
Typical Details



The studies adjacent depict the intended elevational treatment of the communal green houses.

The 3 dimensional study depicts a typical run of 7 terraced properties showing the relationship of garden, house and set back second floor west facing terrace.

The buildings are clad in buff brick with terracotta standing seam metal roof. Windows are recessed a minimum of 200mm into the wall. Window frames are coloured a buff/grey/green to reference the landscape adjacent and are extended within the reveal to deal with thermal bridging.

The main entrance door has a metal clad projecting canopy and side panel. This allows a legible approach to the building and also complies with accessibility requirements as set out in M4(2) of the building regulations.



Precedent - Tin House, London by Henning Stummel



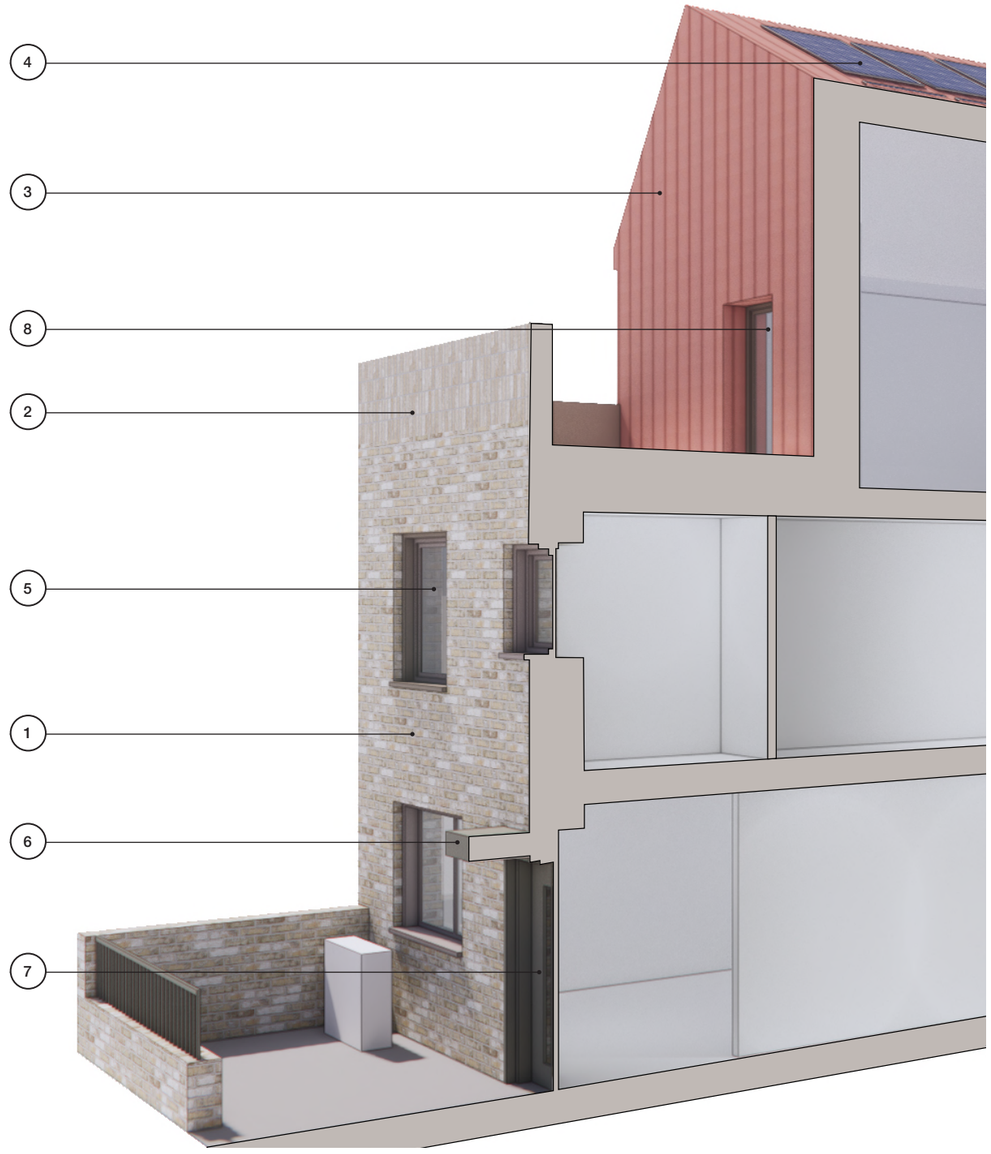
Precedent - Abode, Cambridge by Proctor & Matthews

Appearance Study



Axonometric Bay Study

1. Buff Brickwork with colour match mortar - Stretcher bond
2. Feature Buff Brickwork with colour match mortar - Vertical Stacked Bond
3. Metal Standing Seam Roof/ Cladding - red oxide
4. PVs
5. Triple Glazed Window System- colour coated, mid-buff
6. Metal Canopy - colour coated, green buff
7. Entry door with vision panel - colour coated, green buff
8. Glazed Door- colour coated, red oxide



6.10 Supported Living for Autistic Adults
Elevations and Typical Details

Externally, the supported living apartment building works with the adjacent Age Friendly apartment building as a pair to complete and extend the existing street. It is conceived as an additional large, two storey semi-detached house in red brickwork with feature staircase that references existing properties on Ryebank Road and within Longford Park. The single storey entrance and support elements reads as a complementary single storey modern extension.

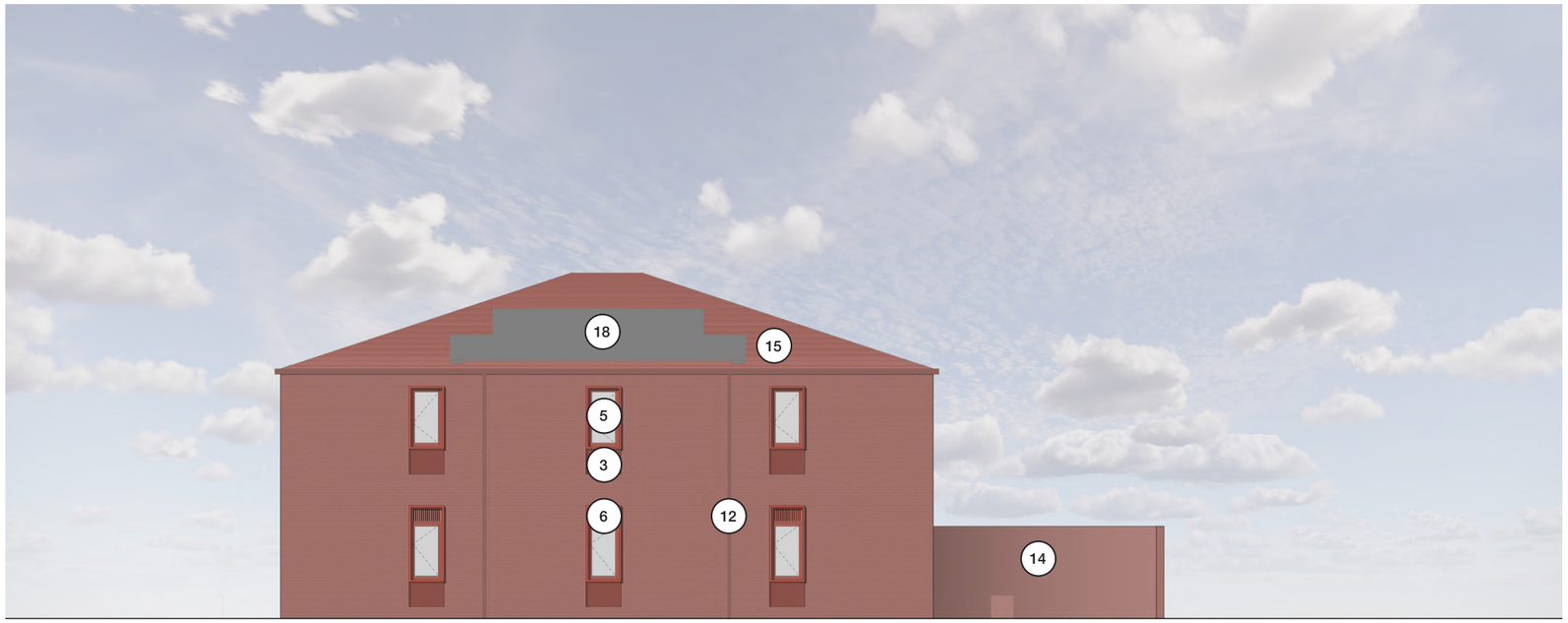
Simple and regular punched windows integrate MVHR extract and intake grilles to the head and a feature terracotta tiled panel below to generate a more delicate domestic appearance.

The entrance to the building is announced by recessing the plan with a projecting brick canopy above and contains a feature panel of terracotta glazed tiling. A corner picture window to the adjacent office allows passive surveillance but also completes the entrance composition.

North Elevation



West Elevation



Key

1. Red Brickwork with Red Mortar Flemish and Stacked bond
2. Feature Brick 1 - Projected Header
3. Feature Red Oxide Glazed Brick/ Tile - vertical stack bond
4. Feature staircase enclosure - red brickwork
5. Triple Glazed Window System - colour coated, red oxide
6. Bespoke MVHR louvre integrated within window system - colour coated, red oxide
7. Curtain Walling System - composite
8. Glazed Entry door with integrated intercom system - colour coated, red oxide
9. Feature Red Oxide Glazed Brick/ Tile- vertical stack bond
10. Integrated Bench Seat- Pre-cast red oxide
11. Metal Door with vision panel - colour coated, red oxide
12. RWP + External gutter RAL 8004
13. Metal Coping - RAL 8004
14. Boundary Gate, Wall, Fence- Refer to Landscape Architects
15. Terracotta roof tiles
16. Utility Wall' (bike,bins..etc) - Red Brickwork with Red Mortar - Fletcher and Header bond. Opportunity for community artwork on wall facing Entrance Green. Refer to Landscape Architects
17. External Canopy - Colour to match timber
18. PVs indicatively shown
19. MVHR Vents

6.10 Supported Living for Autistic Adults
Elevations and Typical Details

Key

1. Red Brickwork with Red Mortar Flemish and Stacked bond
2. Feature Brick 1 - Projected Header
3. Feature Red Oxide Glazed Brick/ Tile - vertical stack bond
4. Feature staircase enclosure - red brickwork
5. Triple Glazed Window System - colour coated, red oxide
6. Bespoke MVHR louvre integrated within window system - colour coated, red oxide
7. Curtain Walling System - composite
8. Glazed Entry door with integrated intercom system - colour coated, red oxide
9. Feature Red Oxide Glazed Brick/ Tile- vertical stack bond
10. Integrated Bench Seat- Pre-cast red oxide
11. Metal Door with vision panel - colour coated, red oxide
12. RWP + External gutter RAL 8004
13. Metal Coping - RAL 8004
14. Boundary Gate, Wall, Fence- Refer to Landscape Architects
15. Terracotta roof tiles
16. Utility Wall' (bike,bins..etc) - Red Brickwork with Red Mortar - Fletcher and Header bond. Opportunity for community artwork on wall facing Entrance Green. Refer to Landscape Architects
17. External Canopy - Colour to match timber
18. PVs indicatively shown
19. MVHR Vents



Precedent - John Morden Centre, London by Mae



Image from Longford Park

South Elevation



East Elevation

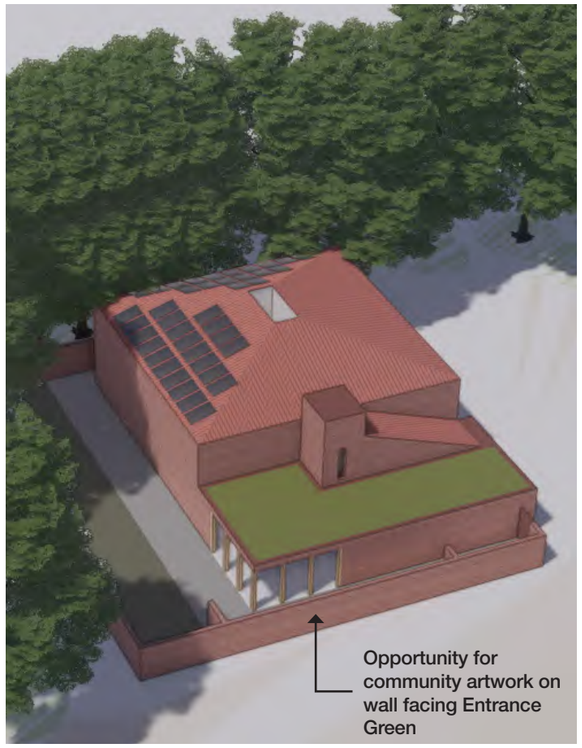


6.10 Supported Living for Autistic Adults
Elevations and Typical Details



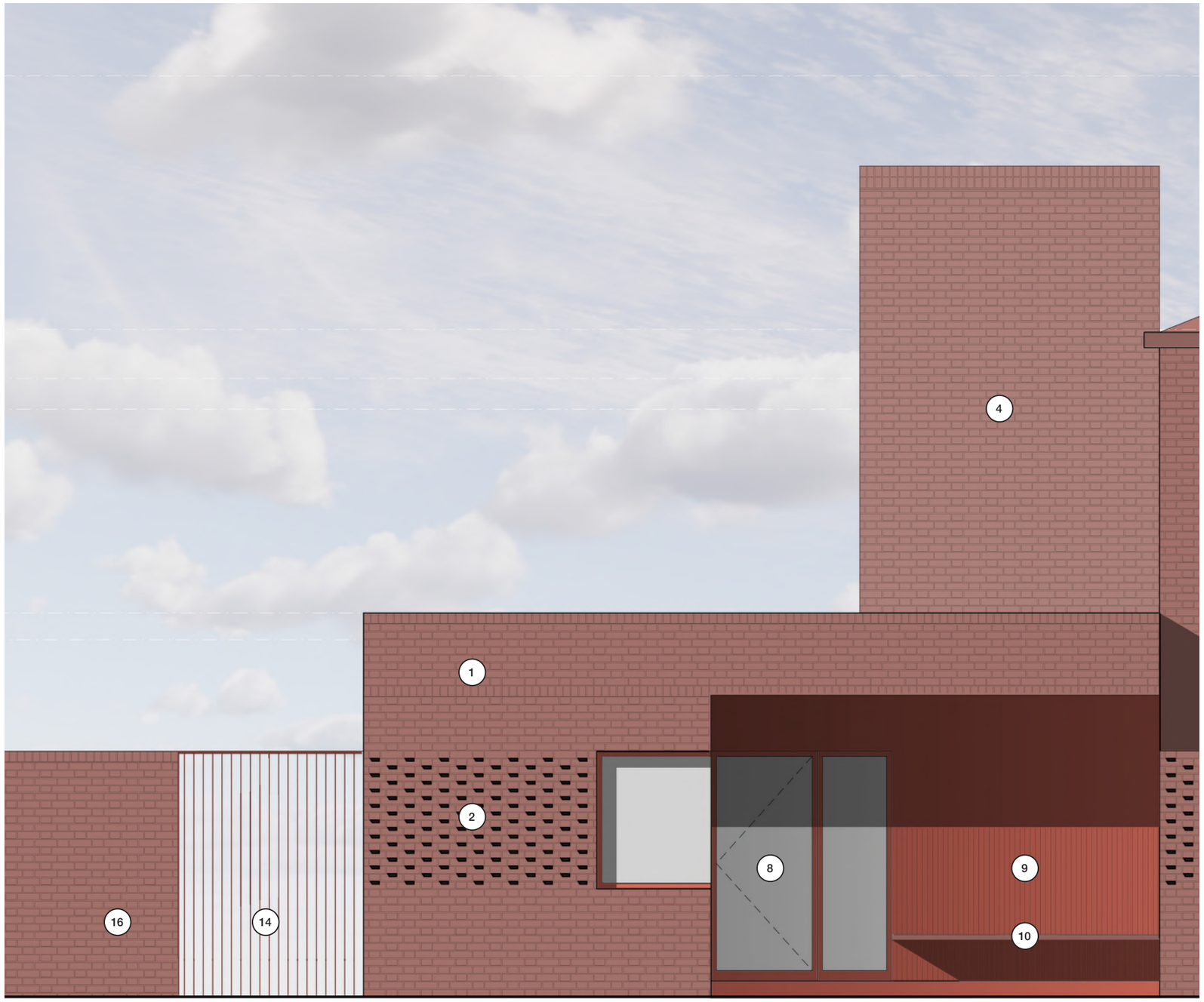
Key

1. Red Brickwork with Red Mortar Flemish and Stacked bond
2. Feature Brick 1 - Projected Header
3. Feature Red Oxide Glazed Brick/ Tile - vertical stack bond
4. Feature staircase enclosure - red brickwork
5. Triple Glazed Window System - colour coated, red oxide
6. Bespoke MVHR louvre integrated within window system - colour coated, red oxide
7. Curtain Walling System - composite
8. Glazed Entry door with integrated intercom system - colour coated, red oxide
9. Feature Red Oxide Glazed Brick/ Tile- vertical stack bond
10. Integrated Bench Seat- Pre-cast red oxide
11. Metal Door with vision panel - colour coated, red oxide
12. RWP + External gutter RAL 8004
13. Metal Coping - RAL 8004
14. Boundary Gate, Wall, Fence- Refer to Landscape Architects
15. Terracotta roof tiles
16. Utility Wall' (bike,bins..etc) - Red Brickwork with Red Mortar - Fletcher and Header bond. Opportunity for community artwork on wall facing Entrance Green. Refer to Landscape Architects
17. External Canopy - Colour to match timber
18. PVs indicatively shown
19. MVHR Vents



Visual Appearance

Elevation Study



6.10 Aerial Visual



6.11 Street Visual 1



6.12 Street Visual 2

6.13 Street Visual 3



Access Statement

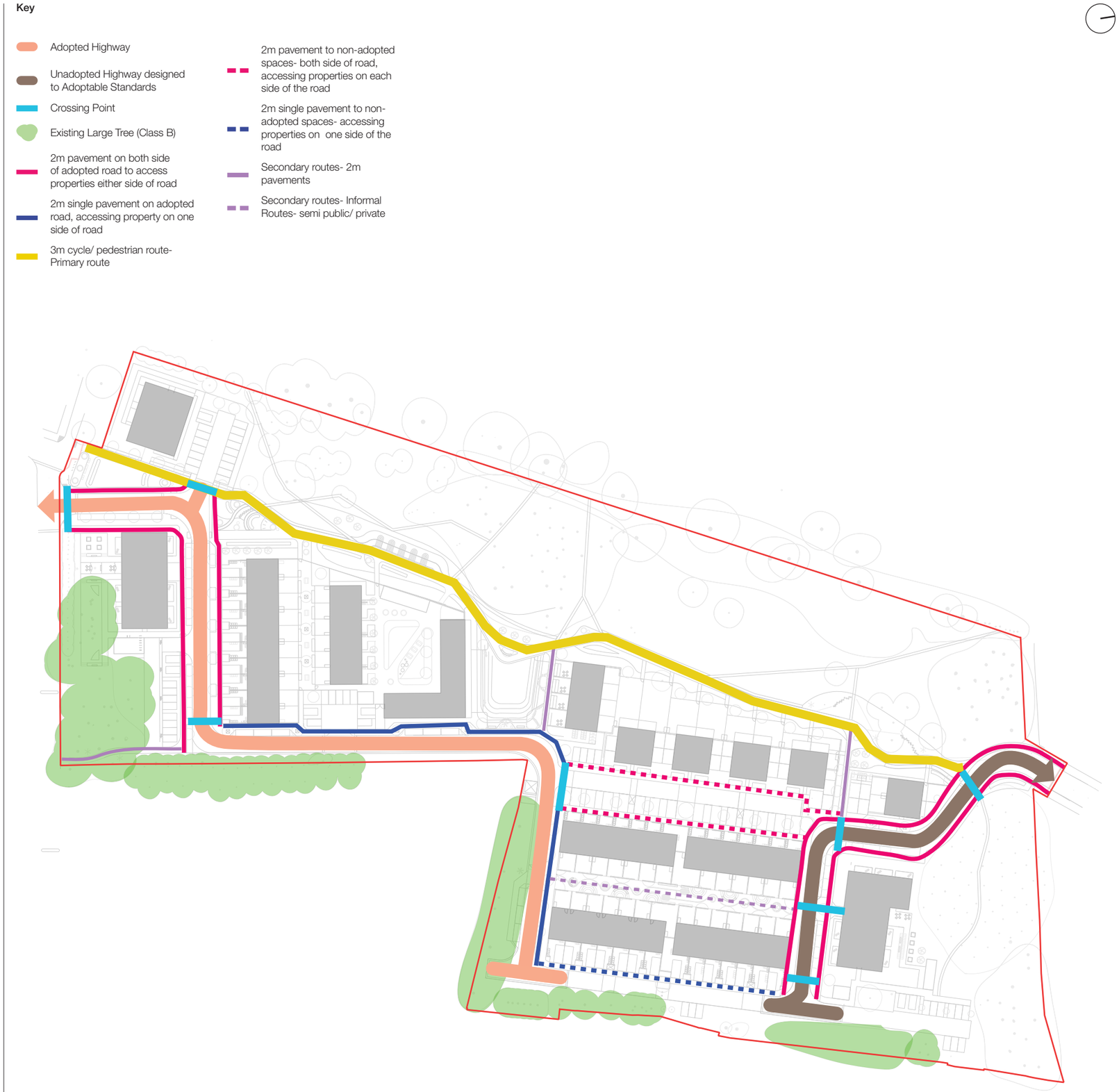
7.1 The Masterplan – Inclusive Access

The masterplan has been designed with inclusivity in mind and with an emphasis on active travel.

A safe and legible network of places, streets and footpaths affords level access across and through the entire site as shown on the diagram adjacent.

A 3m wide traffic free/segregated active travel route is provided on the western edge of the site to allow a connection north south. Connections between the residential areas of the site are provided at regular intervals to allow residents and the wider community to move around.

Segregated pedestrian access points are also provided from Longford Road just to the west of the vehicle access junction and to the east of the age friendly building. The western segregated access route is 3m wide and provides a direct connection to the active travel route that will provide a continuous connection between Longford Road and Rye Bank Road on the western edge of the site. The eastern segregated access is 2m wide and connects to the footways on the vehicle route through the site with a crossing point provided.



7.2 The Masterplan – Vehicular Access

The masterplan adopts the vehicular access principles established in the Development Framework approved by Manchester City Council and integrates vehicle access to all properties simply and efficiently.

A dual access arrangement will provide one access to the south of the site on Longford Road and the other access from the north of the site as an extension of Rye Bank Road. There will be no vehicle through route between the two access points, other than for emergency vehicles.

The Longford Road access is a priority junction of standard residential access geometry. A raised table is proposed that will form part of a new traffic calming scheme on Longford Road. The proposed junction layout also includes provision of a section of footway at the corner of Longford Road & Ryebank Road which is currently absent.

The Rye Bank Road access is a continuation of the existing Rye Bank Road into the site. A segregated active travel access is provided just to the north of the villas connecting to the north-south active travel route on the western edge of the site. A raised table crossing is also proposed on the access road from Rye Bank Road to provide a connection to north-south active travel route. While the vehicle access & the northern access road will not be offered for adoption, both have been designed to adoptable standards. The northern access road & Rye Bank Rd access will be privately maintained.

A traffic calming scheme is proposed for Longford Road, as requested by MCC. The access junction treatment will form part of the traffic calming scheme.

The site layout has been designed based on people-first principles with appropriate provision for active modes to ensure the site is fully permeable. Vehicle routes are designed to encourage slow speeds to create a suitable environment for all active travel modes and people of all ages and mobility levels. Traffic calming measures are incorporated across the site, including raised table treatments to reduce vehicle speeds and assist pedestrian crossings.

The main site roads have been designed to provide a 5.5m carriageway on circulation routes. 2m footways are generally provided to both sides, or on one side only with a 500mm strip on the opposite side where no direct access to properties is needed. The proposed arrangements provide high quality routes across the site that meet desire lines and provide access to all properties, whilst also maximising the opportunity to incorporate landscaping and greenspaces within the development. The access roads from the north and south effectively provide cul-de-sac arrangements. Appropriately sized turning heads are provided at the end of the routes for highway adoption as necessary.

Resident car parking is provided in a combination of driveway and parking court arrangements across the site, with some additional parking provided for use by the community, such as visitors. In line with the Ryebank Road Development Framework, an assessment has been undertaken of the suitability of the proposed parking level against local policy and research and market evidence and this is set out in the Transport Assessment. The method of assessment and level of parking resulting has been agreed with MCC.

Key – Roads

- Adopted Highway
- Unadopted Highway designed to Adoptable Standards
- Unadopted Highway
- Raised Tables
- Parking Courts

Key – SUDs

- Treepits
- Rain Gardens
- Nico Ditch/Ecological Basin
- Proposed Sub-Base Attenuation System



7.3 The Masterplan – Buildings and Security

Architectural design overlays with the landscape layout to create an inherently secure and safe place.

Buildings are arranged so that their internal layouts and front doors activate streets to promote naturally high levels of passive surveillance. This creates secure streets generally and promotes safe places for play.

Secure and controlled access is provided to all houses principal and secondary entrances. Secure gated access to all “rear” gardens is provided which is inetgrated with the landscape boundary treatments. All front gardens are defined by boundary treatments and overlooked by kitchens or living rooms.

Each apartment building has a single shared access via a fob and lock combined with intercom connectivity to each apartment. Access to apartments is then via a further secure lobby to restrict “tailgating”. Each apartment front door will contain a lock and integrated door viewer.

Secondary exits and fire escapes to the apartments will also be fob/ lock access controlled and additionally have security contacts linked to a building alarm.

Key

- Lockable gates
- Non-lockable gates
- Lock to all houses front and rear doors
- Fob/ lock to all apartment communal access points and exit doors
- Fob/ lock to all bin and cycle stores



7.4 The Masterplan – Cycle Provision

Active travel is promoted across the development. Ths includes a dedicated cycle path that runs across the masterplan connecting Rye Bank Road to north and Longford Road to the south.

Further routes are integrated within the highway network to provide safe cycle access to each dwelling.

An area to store a bike is provided in curtilage for each of the houses.

The cohousing group has confirmed that it requires 43 cycle parking spaces (including three cargo bike spaces) and four mobility scooter spaces which is accommodated in a dedicated store.

The age friendly apartments will be provided with bike storage space for each apartment. The supported living apartments will be provided with eight bike parking spaces in a covered store.

Visitor cycle parking is provided as described in the Transport Assessment.



7.5 The Masterplan – Waste

Provision for waste storage and collections has been integrated in accordance with Manchester City Council guidance. As required, a waste proforma has been completed for the development and this is included within the appendix.

Location of waste storage is depicted on the diagram adjacent with provsion shown in detail in previous sections of this Design and Access statement and on the application drawings.

Access for refuse vehicles is provided via the adopted and private highway and as set out in the Transport Assesment prepared by SK Transport. Dedicated waste storage collection points are integrated within the non-adopted streets where maximum travel distances to individual property storage is exceeded.

Manchester City Council Document GD04 has been used to calculate the requirements for waste storage for integration within the development proposals as follows:

Houses
Internally, all houses will accommodate segregated waste storage units within the kitchen spaces. Externally, all houses will contain well designed and located storage areas dedicated to each demise containing space to house 4 x 240l bins in accordance with the GD04 guidance.

Apartments
There are four apartment buildings proposed as part of the development with a dedicated storage. A separate calculation has been undertaken for each building based on the following guidance provided:

110 litre per apartment for general waste
55 litres per apartment for pulpable recycling
55 litres per apartment for comingled recycling
10 litres per apartment for food waste

For B1 South (20 apartments)
110l x 20 = 2200l (2 bins 1100l)
55l x 20 = 1100l (1 bin 1100l)
55l x 20 = 1100l (1 bin 1100l)
10l x 20 = 200l (1 small wheelie bin – 240l)

For B2 North (22 apartments)
110l x 22 = 2420l (2 bins 1100l & 1 bins 240l)
55l x 22 = 1210l (1 bin 1100l & 1 bin 240l)
55l x 22 = 1210l (1 bin 1100l & 1 bin 240l)
10l x 22 = 220l (1 small wheelie bin – 240l)

For Cohousing (12 apartments)
110l x 12 = 1320l (2 bins 1100l)
55l x 12 = 660l (1 bin 1100l)
55l x 12 = 660l (1 bin 1100l)
10l x 12 = 120l (1 small wheelie bin – 240l)

Supported Living for Autistic Adults
110l x 8 = 880l (1 bins 1100l)
55l x 8 = 440l (2 bin 240l)
55l x 8 = 440l (2 bin 240l)
10l x 8 = 80l (1 small wheelie bin – 240l)

Key

- Bollards
- Refuse Vehicle Route
- Shared Bin Stores
- Individual Dwellings Segregated Bin Stores
- Bin Collection Points



7.6 The Masterplan – Fire and Emergency Vehicles

There are no high risk buildings contained within the development proposals.

Appropriate access for fire service and emergency vehicles is integrated within the highway network as depicted in the diagram adjacent.

Generally, fire tender access can be sufficiently provided solely from the highway to provide adequate coverage with the exception of the cohousing development where it is necessary for the fire vehicle to partly enter the shared courtyard. Access to the courtyard is via the gates between the apartment building and adjacent bin store with a drop kerb provided to the adjacent highway. The minimum width is 3.1 m as defined by Part B of the building regulations. This access also serves for service and maintenance access should this be required in the future.

Dual access form the north and south is provided to the development with bollards located within the northern part of the development as shown on the plan to generally restrict through traffic and “rat running”. These bollards will be able to be unlocked by fire and other emergency vehicles should the need arise.

Key

- Main Access Point
- Automatic Bollards to Allow Access
- Emergency Vehicle Route
- Reverse Zone



7.7 Houses – Inclusive Access

All dwellings will comply with Part M4(1) of the building regulations with respect to approach routes. In addition, all houses will meet the requirements of M4(2) in respect of internal arrangement. Due to existing and future site levels and ground floor mitigation measures in respect of site contamination it will not be possible to achieve the additional approach requirements as set out by M4(2).

Typical terrace house plans are shown adjacent annotated to demonstrate compliance.

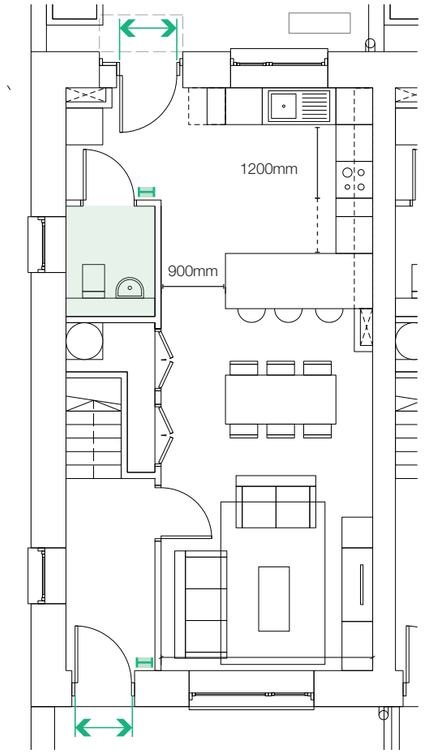
Ground Floor GA Plan

CORRIDOR WIDTH
**M4(2) 900mm minimum width for unobstructed corridor space*

ENTRANCE STOREY - BATHROOM
**M4(2) requirement to have a room with WC and basin on the entrance storey*

PRINCIPAL PRIVATE ENTRANCE
door leaf size 926mm to achieve
**M4(2) 775mm minimum requirement - after the installment of compliant ironmongery*

KITCHEN - CLEAR SPACE
**M4(2) 1200mm minimum required clear space - in front of and between all kitchen units and appliances*



PRINCIPAL PRIVATE ENTRANCE
door leaf size 926mm to achieve
**M4(2) 775mm minimum requirement - after the installment of compliant ironmongery*

GLAZING HEIGHT
**M4(2) 850mm above FFL maximum - in living areas*

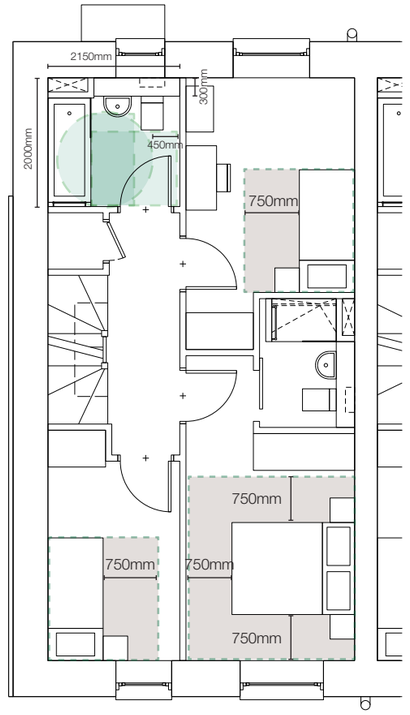
LEADING EDGE
**M4(2) 300mm minimum nib required to the leading edge of every door*

First Floor GA Plan

PRINCIPAL BATHROOM - DIMENSIONS
**M4(2) minimum dimensions to provide convenient access to a suitable bathroom*

CLEAR TURNING CIRCLE
**M4(2) 1500mm minimum required diameter - can overlap with shower*

CLEAR ACCESS ZONE - SINGLE BEDROOM
to one side of the bed
**M4(2) 750mm minimum required width*



CLEAR ACCESS ZONE - SINGLE BEDROOM
to one side of the bed
**M4(2) 750mm minimum required width*

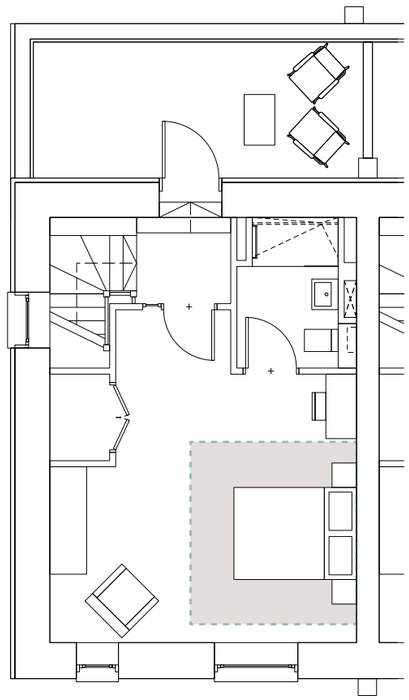
CLEAR ACCESS ZONE - PRINCIPAL BEDROOM
to both sides and the foot of the bed
**M4(2) 750mm minimum required width*

CLEAR ACCESS ROUTE - BEDROOMS
from the doorway to the window
**M4(2) 750mm minimum required width*

GLAZING HEIGHT
**M4(2) 850mm above FFL maximum - in the principal bedroom and living areas*

Second Floor GA Plan

SECOND FLOOR - ROOF TERRACE
discounted from compliance with M4(2) regulations
**due to difference level acces*
**alternative use of proposed Ground Floor external amenity*



7.8 Age Friendly Apartments – Inclusive Access

All apartments will meet the requirements of M4(2) in respect of approach and internal layout and in addition two apartments within the age friendly accommodation will meet the further demands of M4(3).

A typical age friendly 1 bedroom, 1 person apartment layout is depicted in greater detail adjacent alongside the 2 bedroom M4(3) apartment.



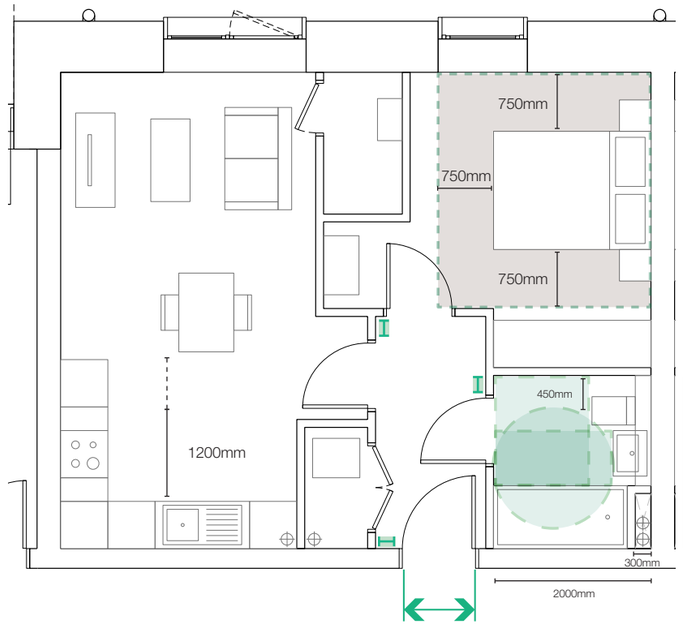
Typical 1 Bedroom Apartment

CLEAR ACCESS ROUTE - BEDROOMS
from the doorway to the window
**M4(2) 750mm minimum required width*

GLAZING HEIGHT
**M4(2) 850mm above FFL maximum*
- in the principal bedroom and living areas

LEADING EDGE
**M4(2) 300mm minimum nib required to the leading edge of every door*

KITCHEN - CLEAR SPACE
**M4(2) 1200mm minimum required clear space*
- in front of and between all kitchen units and appliances



CLEAR ACCESS ZONE - PRINCIPAL BEDROOM
to both sides and the foot of the bed
**M4(2) 750mm minimum required width*

CLEAR TURNING CIRCLE
**M4(2) 1500mm minimum required diameter*
- can overlap with shower

PRINCIPAL BATHROOM - DIMENSIONS
**M4(2) minimum dimensions to provide convenient access to a suitable bathroom*

door leaf size 926mm to achieve
**M4(2) 775mm minimum requirement - after the installment of compliant ironmongery*

Typical 2 Bedroom Accessible Apartment

GLAZING HEIGHT
**M4(3) 850mm above FFL maximum*
- in the principal bedroom and living areas

CLEAR ACCESS ZONE - SINGLE BEDROOM
on side of the bed
**M4(3) 1000mm minimum required width*
**M4(3) 1200x1200mm minimum manoeuvring space required*

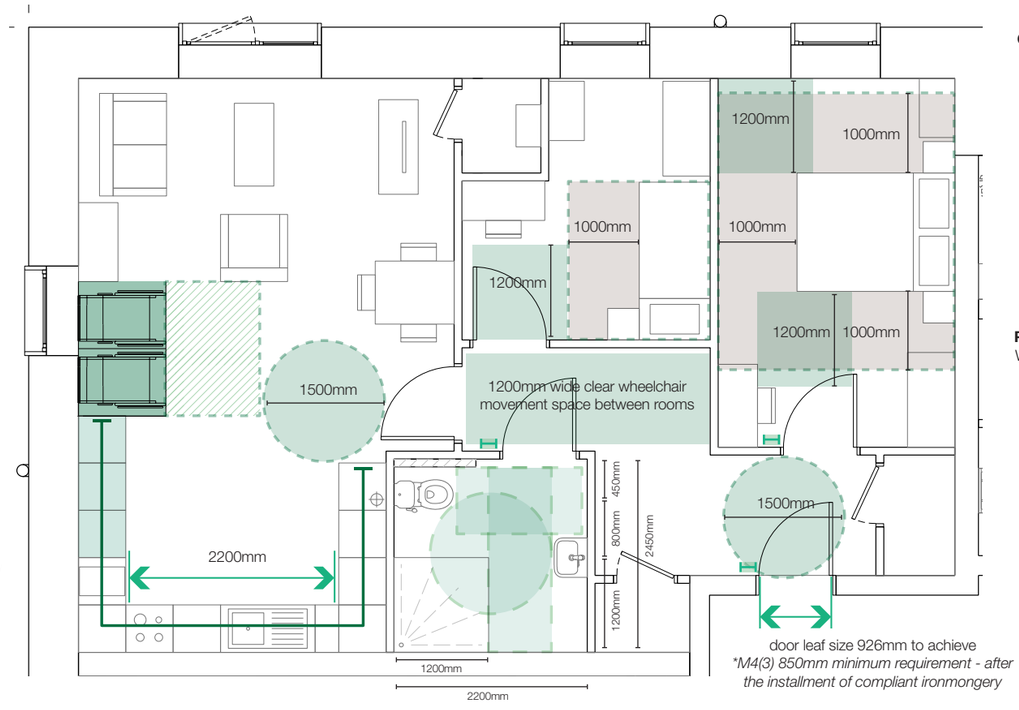
WHEELCHAIR STORAGE AND TRANSFER SPACE
**M4(3) 1700x1100mm minimum required dimensions + 1700x1200mm clear space in front*

KITCHEN WORKTOP LENGTH
including fittings and appliances
**M4(3) 4730mm minimum length required for a wheelchair accessible dwelling for 3-4 bedspaces*

ADDITIONAL WORKTOP LENGTH
shaded units
**M4(3) additional requirements for a wheelchair accessible layout over an equivalent wheelchair adaptable layout*

HEIGHT ADJUSTABLE WORKTOP
provides clear and continuous open leg space underneath
**M4(3) 2200mm minimum length required*

CLEAR ACCESS ZONE - KITCHEN
in front of, and between, all kitchen units and appliances
**M4(3) 1500mm clear circle required*



CLEAR ACCESS ROUTE - BEDROOMS
from the doorway to the window
**M4(3) 750mm minimum required width*

CLEAR ACCESS ZONE - PRINCIPAL BEDROOM
to both sides and the foot of the bed
**M4(3) 1000mm minimum required width*
**M4(3) 1200x1200mm minimum manoeuvring space required on* both sides of the bed

PRINCIPAL BATHROOM - DIMENSIONS
WC, basin and shower meet the regulations and the associated clear access zones
**M4(3) minimum dimensions to provide convenient access to a suitable bathroom*

LEADING EDGE
**M4(3) 300mm minimum nib required to the leading edge of every door*

PRINCIPAL PRIVATE ENTRANCE
in front of the door when closed
**M4(3) 1500mm clear turning circle required inside the entrance area*

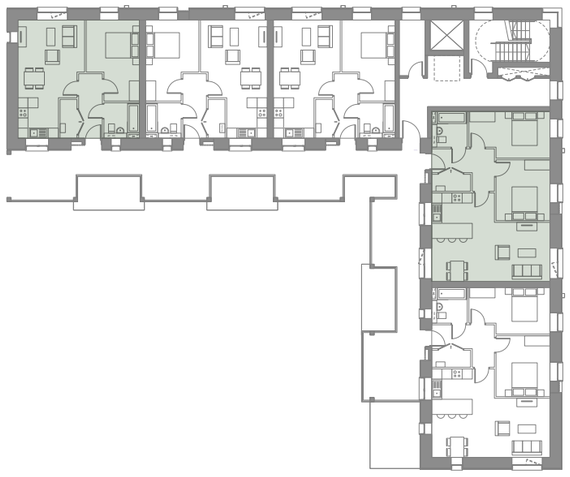
door leaf size 926mm to achieve
**M4(3) 850mm minimum requirement - after the installment of compliant ironmongery*

7.9 Cohousing – Inclusive Access

All Cohousing dwellings will comply with Part M4(1) of the building regulations with respect to approach routes. In addition, all Cohousing houses will meet the requirements of M4(2) in respect of internal arrangement. Due to existing and future site levels and ground floor mitigation measures in respect of site contamination it will not be possible for the houses to achieve the additional approach requirements as set out by M4(2).

The Cohousing apartment building will meet the requirements of M4(2) in respect of approach and internal layout.

A typical 1 bedroom and 2 bedroom apartment layout is depicted in greater detail adjacent.



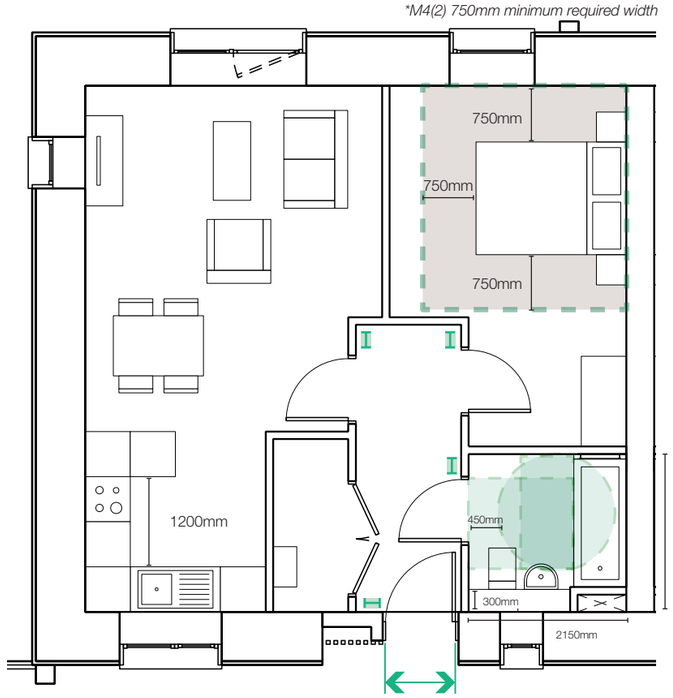
Typical 1 Bedroom Apartment

CLEAR ACCESS ROUTE - BEDROOMS
from the doorway to the window
**M4(2) 750mm minimum required width*

GLAZING HEIGHT
**M4(2) 850mm above FFL maximum*
- in the principal bedroom and living areas

LEADING EDGE
**M4(2) 300mm minimum nib required to the leading edge of every door*

KITCHEN - CLEAR SPACE
**M4(2) 1200mm minimum required clear space*
- in front of and between all kitchen units and appliances



CLEAR ACCESS ZONE - PRINCIPAL BEDROOM
to both sides and the foot of the bed
**M4(2) 750mm minimum required width*

CLEAR TURNING CIRCLE
**M4(2) 1500mm minimum required diameter*
- can overlap with shower

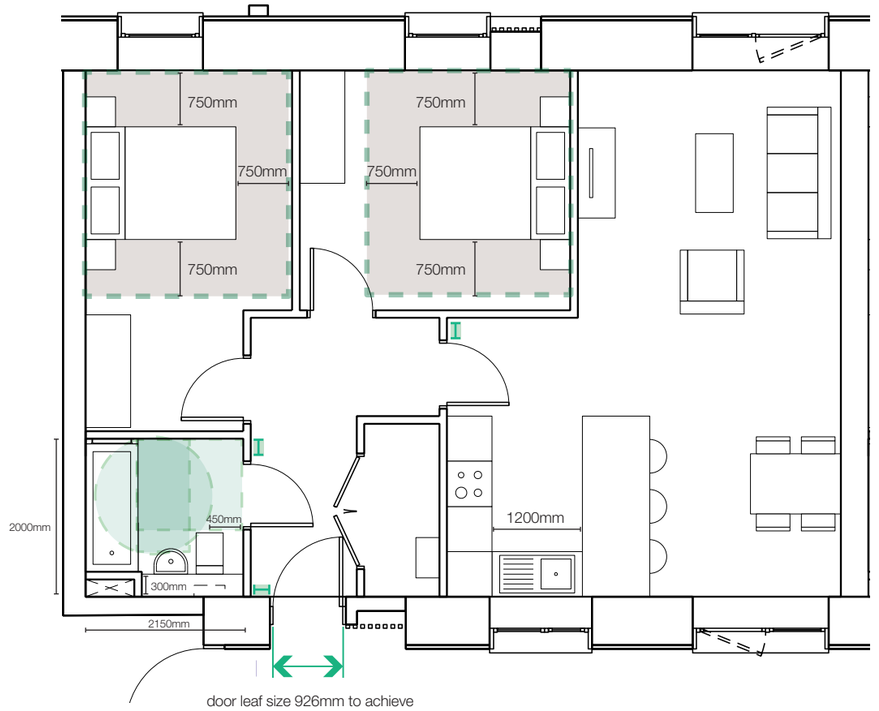
PRINCIPAL BATHROOM - DIMENSIONS
**M4(2) minimum dimensions to provide convenient access to a suitable bathroom*

door leaf size 926mm to achieve
**M4(2) 775mm minimum requirement - after the installment of compliant ironmongery*

Typical 2 Bedroom Apartment

CLEAR ACCESS ZONE - PRINCIPAL BEDROOM
to both sides and the foot of the bed
**M4(2) 750mm minimum required width*

CLEAR ACCESS ROUTE - BEDROOMS
from the doorway to the window
**M4(2) 750mm minimum required width*



GLAZING HEIGHT
**M4(2) 850mm above FFL maximum*
- in the principal bedroom and living areas

LEADING EDGE
**M4(2) 300mm minimum nib required to the leading edge of every door*

KITCHEN - CLEAR SPACE
**M4(2) 1200mm minimum required clear space*
- in front of and between all kitchen units and appliances

CLEAR TURNING CIRCLE
**M4(2) 1500mm minimum required diameter*
- can overlap with shower

PRINCIPAL BATHROOM - DIMENSIONS
**M4(2) minimum dimensions to provide convenient access to a suitable bathroom*

door leaf size 926mm to achieve
**M4(2) 775mm minimum requirement - after the installment of compliant ironmongery*

Application Drawings

8.1 Document Issue Sheet

00-Series Drawings

Document No.		Document Title	Scale
05476-5PA-MP-XX-DR-A-000001	E	Existing Site Location Plan, Application Boundary	1:1000@A1
05476-5PA-MP-XX-DR-A-000002	B	Existing Site Plan, Topographical Information	1:500@A1
05476-5PA-MP-XX-DR-A-000003	-	Existing Site Plan, Site Location & Manchester/Trafford Boundary Plan	1:1000@A1
05476-5PA-MP-XX-DR-A-000200	H	Proposed Masterplan	1:500@A1
05476-5PA-MP-XX-DR-A-000201	B	Proposed Site Plan - Tenure Plan	1:500@A1
05476-5PA-MP-XX-DR-A-000202	D	Proposed Site Plan - House Type Plan	1:500@A1
05476-5PA-Z01-00-DR-A-002200	E	Zone 1, Proposed General Arrangement Plan, Ground Floor	1:200@A1
05476-5PA-Z02-00-DR-A-002200	E	Zone 2, Proposed General Arrangement Plan, Ground Floor	1:200@A1
05476-5PA-B3-00-DR-A-002200	B	Co-housing Apartment & Houses - Ground Floor	1:100 @ A1
05476-5PA-B3-01-DR-A-002200	B	Co-housing Apartment & Houses - First Floor	1:100 @ A1
05476-5PA-B3-02-DR-A-002200	B	Co-housing Apartment & Houses - Second Floor	1:100 @ A1
05476-5PA-B3-RF-DR-A-002200	B	Co-housing Apartment & Houses - Roof	1:100 @ A1

02-Series Drawings

Document No.		Document Title	Scale
05476-5PA-B1-00-DR-A-022200	C	Affordable - Building 1 (South) Ground Floor	1:50 @ A1
05476-5PA-B1-01-DR-A-022200	C	Affordable - Building 1 (South) First Floor	1:50 @ A1
05476-5PA-B1-02-DR-A-022200	C	Affordable - Building 1 (South) Second Floor	1:50 @ A1
05476-5PA-B1-RF-DR-A-022200	C	Affordable - Building 1 (South) Roof	1:50 @ A1
05476-5PA-B2-00-DR-A-022200	C	Affordable - Building 2 (North) Ground Floor	1:50 @ A1
05476-5PA-B2-01-DR-A-022200	C	Affordable - Building 2 (North) First Floor	1:50 @ A1
05476-5PA-B2-02-DR-A-022200	C	Affordable - Building 2 (North) Second Floor	1:50 @ A1
05476-5PA-B2-RF-DR-A-022200	C	Affordable - Building 2 (North) Roof	1:50 @ A1
05476-5PA-B4A-ZZ-DR-A-022200	C	Private Sale Houses - End of Terrace HT 1A Plans	1:50 @ A1
05476-5PA-B4B-ZZ-DR-A-022200	C	Private Sale Houses - Mid Terrace HT 1B Plans	1:50 @ A1
05476-5PA-B5A-ZZ-DR-A-022200	C	Private Sale Houses - End of Terrace HT 7A Plans	1:50 @ A1
05476-5PA-B5B-ZZ-DR-A-022200	D	Private Sale Houses - Mid Terrace HT 5 Plans	1:50 @ A1
05476-5PA-B5C-ZZ-DR-A-022200	D	Private Sale Houses - Mid Terrace HT 6B Plans	1:50 @ A1
05476-5PA-B5D-ZZ-DR-A-022200	D	Private Sale Houses - End of Terrace HT 6A Plans	1:50 @ A1
05476-5PA-B6A-ZZ-DR-A-022200	B	Private Sale Houses - HT 02A & 02B Plans	1:50 @ A1
05476-5PA-B6A-ZZ-DR-A-022201	B	Private Sale Houses - HT 02A & 02B Plans	1:50 @ A1
05476-5PA-B7A-ZZ-DR-A-022200	C	Private Sale Houses - End of Terrace HT 4A Plans	1:50 @ A1
05476-5PA-B7B-ZZ-DR-A-022200	C	Private Sale Houses - Mid Terrace HT 4B Plans	1:50 @ A1
05476-5PA-B8A-ZZ-DR-A-022200	D	Private Sale Houses - End of Terrace HT 4C Plans	1:50 @ A1
05476-5PA-B8B-ZZ-DR-A-022200	D	Private Sale Houses - End of Terrace HT 4D Plans	1:50 @ A1
05476-5PA-B9A-ZZ-DR-A-022200	B	Private Sale Houses - End of Terrace HT 4A Plans	1:50 @ A1
05476-5PA-B9B-ZZ-DR-A-022200	B	Private Sale Houses - Mid Terrace HT 4B Plans	1:50 @ A1
05476-5PA-B10-00-DR-A-022200	C	Supported Living- Ground Floor	1:50 @ A1
05476-5PA-B10-01-DR-A-022200	C	Supported Licing- First Floor	1:50 @ A1
05476-5PA-B10-RF-DR-A-022200	C	Supported Living- Roof Plan	1:50 @ A1

8.1 Document Issue Sheet

04-Series Drawings

Document No.		Document Title	Scale
05476-5PA-B1-ZZ-DR-A-042200	C	Affordable - Building 1 (South) Elevations- Sheet 1 of 2	1:50 @ A1
05476-5PA-B1-ZZ-DR-A-042201	C	Affordable - Building 1 (South) Elevations- Sheet 2 of 2	1:50 @ A1
05476-5PA-B2-ZZ-DR-A-042200	C	Affordable - Building 2 (North) Elevations- Sheet 1 of 2	1:50 @ A1
05476-5PA-B2-ZZ-DR-A-042201	D	Affordable - Building 2 (North) Elevations- Sheet 2 of 2	1:50 @ A1
05476-5PA-B3-ZZ-DR-A-042200	A	Co-housing Apartments North Elevation	1:50 @ A1
05476-5PA-B3-ZZ-DR-A-042201	A	Co-housing Apartments East Elevation	1:50 @ A1
05476-5PA-B3-ZZ-DR-A-042202	A	Co-housing Apartments South Elevation	1:50 @ A1
05476-5PA-B3-ZZ-DR-A-042203	A	Co-housing Apartments West Elevation	1:50 @ A1
05476-5PA-B4A-ZZ-DR-A-042200	B	Private Sale Houses - End of Terrace HT 1A Elevation & Section	1:50 @ A1
05476-5PA-B4B-ZZ-DR-A-042200	B	Private Sale Houses - Mid Terrace HT 1B Elevation & Section	1:50 @ A1
05476-5PA-B5A-ZZ-DR-A-042200	D	Private Sale Houses - End of Terrace HT 7A Elevations & Sections	1:50 @ A1
05476-5PA-B5A-ZZ-DR-A-042200	D	Private Sale Houses - End of Terrace HT 7A Elevations & Sections	1:50 @ A1
05476-5PA-B5B-ZZ-DR-A-042200	D	Private Sale Houses - Mid Terrace HT 5 Plans Elevations & Sections	1:50 @ A1
05476-5PA-B5C-ZZ-DR-A-042200	D	Private Sale Houses - Mid Terrace HT 6B Plans Elevations & Sections	1:50 @ A1
05476-5PA-B5D-ZZ-DR-A-042200	D	Private Sale Houses - End of Terrace HT 6A PlansElevations & Sections	1:50 @ A1
05476-5PA-B6A-ZZ-DR-A-042200	D	Private Sale Houses - HT 02A & 02B Elevations	1:50 @ A1
05476-5PA-B6A-ZZ-DR-A-042201	D	Private Sale Houses - HT 02A & 02B Elevations	1:50 @ A1
05476-5PA-B7A-ZZ-DR-A-042200	C	Private Sale Houses - End of Terrace HT 4A Elevation & Section	1:50 @ A1
05476-5PA-B7B-ZZ-DR-A-042200	C	Private Sale Houses - Mid Terrace HT 4B Elevation & Section	1:50 @ A1
05476-5PA-B8A-ZZ-DR-A-042200	D	Private Sale Houses - End of Terrace HT 4C Elevation & Section	1:50 @ A1
05476-5PA-B8B-ZZ-DR-A-042200	D	Private Sale Houses - Mid Terrace HT 4D Elevation & Section	1:50 @ A1
05476-5PA-B9A-ZZ-DR-A-042200	D	Private Sale Houses - End of Terrace HT 4A Elevation & Section	1:50 @ A1
05476-5PA-B9B-ZZ-DR-A-042200	D	Private Sale Houses - Mid Terrace HT 4B Elevation & Section	1:50 @ A1
05476-5PA-B10-ZZ-DR-A-042200	B	Supported Living- Elevations- Sheet 1 of 2	1:50 @ A1
05476-5PA-B10-ZZ-DR-A-042201	C	Supported Living- Elevations- Sheet 2 of 2	1:50 @ A1

05-Series Drawings

Document No.		Document Title	Scale
05476-5PA-MP-XX-DR-A-050001	B	Existing Site Section - Sheet 01	1:250@ A1
05476-5PA-MP-XX-DR-A-050002	B	Existing Site Section - Sheet 02	1:250@ A1
05476-5PA-MP-XX-DR-A-051001	C	Proposed Site Section - Sheet 01	1:250@ A1
05476-5PA-MP-XX-DR-A-051002	C	Proposed Site Section - Sheet 02	1:250@ A1
05476-5PA-B10-ZZ-DR-A-052200	B	Supported Living- Proposed Section	1:50 @ A1

Appendices

Appendix 1
Waste – MCC Proforma

The Manchester City Council standard waste and refuse proforma has been used to calculkate the amount fo storage required for each dwelling.

The completed proforma is included below and on the following pages.

MANCHESTER CITY COUNCIL

Appendix E - Waste Management Strategy (v7.00 from September 2023)

Planning Application Number:
Date Submitted:
Estimated volumes / m2 required by the development

Will this property be used as a House in Multiple Occupation (HMO)?	~~Yes~~ / No (delete as appropriate)
If this property will be used as an HMO, how many people do you intend to accommodate (5+)?	

Low Rise Domestic

Waste Types	Capacity required (litres)	Number of bins required (per household)	Confirm what is to be provided (and whether the developer or the resident will be responsible for ordering these)
General refuse	140 standard / 240 in certain circumstances	1 x wheeled bin (possibly more for HMO)	1 x wheeled bin per household will be provided and ordered by the resident.
Pulpable Recycling	240	1 x wheeled bin (possibly more for HMO)	1 x wheeled bin per household will be provided and ordered by the resident.
Mixed Recycling	240	1 x wheeled bin (possibly more for HMO)	1 x wheeled bin per household will be provided and ordered by the resident.
Garden Waste	240	1 x wheeled bin (possibly more for HMO)	1 x wheeled bin per household will be provided and ordered by the resident.
Food Waste	23	1 x 23 litre caddy (Possibly more for HMO)	1 x caddy per household to be housed in the kitchen will be provided oand will be ordered by the resident.

MANCHESTER CITY COUNCIL www.manchester.gov.uk

High Rise Apartment Developments - Supported Living Apartments for Adults with Autism

0.43m2 has been provided per apartment for the containers, with extra space for residents to access each container and space for staff to manoeuvre each container for collection. (different for purpose-built student accommodation – see guidance)	Yes / ~~No~~ (delete as appropriate) How many of each container do you plan to provide? __1__ x general refuse x 1100 litre (based on 110 litres per apartment) __2__ x pulpable Recycling x ~~1100 litre~~ 240 litre (based on 55 litres per apartment) __2__ x mixed recycling x ~~1100 litre~~ 240 litre (based on 55 litres per apartment) __1__ x food waste x 240 litres (based on 10 litres per apartment) _____ x garden waste (if applicable) x 240 litres
Is it as easy, or easier, for residents to recycle, as it is for them to dispose of general waste?	Yes / ~~No~~ (delete as appropriate)

High Rise Apartment Developments - Building 2 Age Friendly North Apartments

0.43m2 has been provided per apartment for the containers, with extra space for residents to access each container and space for staff to manoeuvre each container for collection. (different for purpose-built student accommodation – see guidance)	Yes / ~~No~~ (delete as appropriate) How many of each container do you plan to provide? __2__ x general refuse x 1100 litre (based on 110 litres per apartment) __1__ x pulpable Recycling x 1100 litre (based on 55 litres per apartment) __1__ x mixed recycling x 1100 litre (based on 55 litres per apartment) __1__ x food waste x 240 litres (based on 10 litres per apartment) _____ x garden waste (if applicable) x 240 litres
Is it as easy, or easier, for residents to recycle, as it is for them to dispose of general waste?	Yes / ~~No~~ (delete as appropriate)

Appendix 1
Waste – MCC Proforma

High Rise Apartment Developments - Co-Housing Apartments and Houses

0.43m2 has been provided per apartment for the containers, with extra space for residents to access each container and space for staff to manoeuvre each container for collection. (different for purpose-built student accommodation – see guidance)	Yes /~~No~~ (delete as appropriate) How many of each container do you plan to provide? __2__ x general refuse x 1100 litre (based on 110 litres per apartment) __1__ x pulpable Recycling x 1100 litre (based on 55 litres per apartment) __1__ x mixed recycling x 1100 litre (based on 55 litres per apartment) __1__ x food waste x 240 litres (based on 10 litres per apartment) _____ x garden waste (if applicable) x 240 litres
Is it as easy, or easier, for residents to recycle, as it is for them to dispose of general waste?	Yes /~~No~~ (delete as appropriate)

High Rise Apartment Developments - Building 1 Age Friendly South Apartments

0.43m2 has been provided per apartment for the containers, with extra space for residents to access each container and space for staff to manoeuvre each container for collection. (different for purpose-built student accommodation – see guidance)	Yes /~~No~~ (delete as appropriate) How many of each container do you plan to provide? __2__ x general refuse x 1100 litre (based on 110 litres per apartment) __1__ x pulpable Recycling x 1100 litre (based on 55 litres per apartment) __1__ x mixed recycling x 1100 litre (based on 55 litres per apartment) __1__ x food waste x 240 litres (based on 10 litres per apartment) _____ x garden waste (if applicable) x 240 litres
Is it as easy, or easier, for residents to recycle, as it is for them to dispose of general waste?	Yes /~~No~~ (delete as appropriate)

Storage Areas for Waste Containers (Residential and Commercial)

Please provide details of container stores, attaching plans if appropriate.

Container Stores are provided on a building by building basis in the case of the apartments sized accordingly based on the calculations provided.

Container Stores are provided individually for all houses with the exception of the 6 houses associated with t he co-housing part of the development where these are provided within the apartment container store.

All stores are within the demise of the property with the exception of the 4 houses in the centre of the development (Block 9) where a share container store housing individual containers is provided.

Refer to the drawings and design and access statement for further details.

Ensure all bins in the store are accessible	☒
Ensure recycling facilities are as easy to access as general refuse	☒

Please confirm details of waste store ventilation and hygiene / cleaning proposals

Ventilation - All stores are naturally ventilated via louvres, grilles, gates or air bricks as shown on the drawings.

Hygiene - All stores will have easily cleanable solid surfaces and be provided with a gulley for wash down in the case of the apartment container stores.

Please provide details of who will be responsible for placing the bins at the collection point and returning them to the store / property promptly e.g., resident / management company

For all individual houses it will be the responsibility of the individual homeowner for placing the bins at the collection point and returning them to their property.

For all apartment buildings it will be the responsibility of the landlord/management company to place the bins at the collection point and return them to their respective container stores following waste collection.

Please ensure that you have attached:

Detailed plans of bin stores	☒
Location plans showing stores	☒
Location plans showing the proposed collection point and the route the collection vehicle will take (please refer to the Road, Vehicle and Waste Operative Access Specification – paying particular attention to turning space and reversing)	☒

Please ensure that you have completed this form in accordance with the latest version of GD04 Waste Storage and Collection Guidance for New Developments – v.7 September 2023, read in conjunction with the Waste and Recycling Service Standard found on the Council website.

London Studio
The Leather Market
Weston Street
London SE1 3ER
020 7253 7644

Manchester Studio
4TH Floor, The Hive
47 Lever Street
Manchester M1 1FN
0161 228 0211

Manchester Metropolitan University

stepplaces

Southway Housing Trust

5plus

5plusarchitects.com