

RUSSELL ROAD | WHALLEY RANGE | MANCHESTER

DESIGN AND ACCESS STATEMENT

Produced by Triangle Architects Ltd.

On behalf of Great Places Housing Group

September 2024

CONTENTS

1.0 INTRODUCTION

SECTION 1: THE PROCESS

2.0 ASSESSMENT

3.0 INVOLVEMENT

4.0 EVALUATION

5.0 DESIGN

SECTION 2: THE DEVELOPMENT

6.0 USE

7.0 AMOUNT

8.0 LAYOUT

9.0 SCALE

10.0 LANDSCAPE

11.0 APPEARANCE

12.0 ACCESS

13.0 RESOURCES AND LIFESPAN

14.0 SUMMARY

1.0 INTRODUCTION

1.1 Purpose of Document
1.2 Methodology
1.3 Description of the Development
1.4 Design Objectives
1.5 Project Team

1.1 PURPOSE OF DOCUMENT

This document is being submitted as part of a full planning application for a residential development consisting of a five-storey Extra Care block comprising 80 dwellings for a majority LGBTQ+ residents and a neighbouring four-storey residential block comprising 40 dwellings for shared ownership, with associated landscaping, private amenity space, access and parking, on behalf of our client Great Places Housing Group Ltd. This document will explain and justify the design and access principles that are intended to deliver a high-quality proposal. It should be read in conjunction with the other planning documents and the drawings submitted as part of this application.

In association with Triangle Architects Ltd, this scheme is being developed by Great Places Housing Group. Working in partnership with Manchester City Council, LGBT Foundation and a Community Steering Group, Great Places Housing Group will deliver the UK's first purpose-built LGBTQ+ majority Extra Care scheme on the site and will also include a separate neighbouring block of apartments available for shared ownership for first time buyers and eligible customers.



Site Location and Surrounding Context

1.2 METHODOLOGY

The purpose of this design and access statement is to describe the key principles behind the evolving design proposals. The proposals have been developed within the context of the surrounding areas and this statement seeks to demonstrate how the scheme will be sympathetically located and relates to its existing context.

This document covers each design issue in turn. Under each issue an appraisal is carried out, current planning policy and best practice are considered and the reasons for the current proposals are put forward. A number of different sources have been used to compile this report including 'Design and Assess Statements: How to write, read and use them' (2006) prepared by CABE and the 'National Design Guide: Planning Practice guidance for beautiful, enduring and successful places' (2019) prepared by MHCLG.

The National Design Guide sets out ten characteristics necessary for creating a well-designed place, which have influenced our approach to the proposed development as follows:

1. Context - Visually enhancing its context and responding positively to the existing urban grain and adjacent built form.

2. Identity - Responding to the existing local character and identity by producing well-designed and high-quality building that creates character and identity by an attractive material palette and detailing.

3. Built form - Designing a compact form of development, making efficient use of the application site with an appropriate amount of built form and open space that optimises development density.

4. Movement - Enhancing the vehicular access/egress route to the site to/from surrounding roads and designing a much-improved, well-considered parking and service arrangement for the proposed development.

5. Nature - To provide enhanced landscaping to improve biodiversity.

6. Public spaces - Providing well-designed public realm areas to support social interaction between future residents.

7. Uses - Comprising a specific type of residential accommodation for a specific requirement within the local community.

8. Homes & buildings - Designing healthy, comfortable, and safe internal and external environments.

9. Resources - Addressing carbon reduction via energy hierarchy, selection of materials and modern construction techniques.

10. Lifespan - Considering the management and future maintenance of the development.

The role of the design and access statement is:

- To guide and shape the future use and redevelopment of the former Spire Manchester Hospital site.
- To establish the parameters and principles for the new development.
- To act as a material consideration in the determination of the reuse and redevelopment of the site.
- To create a sustainable and high-quality development that is appropriate to its context and that both preserves and enhances the character and appearance of the site.

1.3 DESCRIPTION OF THE DEVELOPMENT

The site is located on land to the north of Russell Road and Carlton Road within Whalley Range (postcode M16 8AJ), approximately 2.5km to the southwest of Manchester City Centre (National Grid Reference SJ 82618 95205) and 1.5km northeast of Chorlton District Centre. The site comprises a roughly rectangular-shaped parcel of land covering a total area of approximately 0.93ha.

The proposed development consists of two apartment blocks, one providing 80 Extra Care apartments for over 55's and the other providing 40 affordable apartments available through shared ownership to first time buyers and eligible customers. The Extra Care aspect of the scheme will be the first of its kind in the UK, providing specialist accommodation catered to the needs of members of the LGBTQ+ community aged 55 and over.

The surrounding area is predominantly residential, albeit a variety of uses are present within close proximity to the site. The site is bounded by Whalley Road to the north, Russell Road to the west and Carlton Road to the south. Our Lady's Primary School is located to the north of Whalley Road, with the St Luke's Centre and St Margaret's Church beyond the north eastern site boundary. To the east is a modern 3-4 storey apartment development on Carlton Road and St Luke's Centre which occupies a pair of former villas accessed from Whalley Road. The Carlton Club is located opposite the site's southern corner at the junction of Russell Road and Carlton Road. Patches of urban green space are located within the vicinity of the site. Alexandra Park, a 24ha public open space (POS), is located approximately 830m to the east.

The site was formerly occupied by the Spire Manchester Hospital (Use Class D1), constructed in the 1980's, and prior to that St Joseph's Hospital and convent. All structures within the site were demolished by 2019. However, there remains evidence of its presence which includes site boundary walls, access roads, concrete slabs and piles of rubble. The site comprises a parcel of overgrown land with self-seeded trees, mature trees, and shrubs. Since the demolition there has been a significant degree of self-set naturalisation evidenced by tree and shrub growth in some areas.

The site is situated on unallocated land within the urban area and Whalley Range Conservation Area in the Manchester Core Strategy Proposals Map (2012). The conservation area was designated in October 1991, with boundaries drawn to include some later housing, extending to Alexandra Road to the east and Upper Chorlton Road to the west. The conservation area is predominantly residential in character and contains one of the first suburbs of Manchester. There are no current Tree Preservation Orders (TPO's) in place on the site. However, all trees in the conservation area are protected by legislation.

The site is in a sustainable location with close proximity to shops, services and public transport. Vehicular accessibility includes direct access on to Russell Road, Whalley Road and Carlton Road, leading to Withington Road and the City Centre beyond in the north.

The scheme includes 120 units overall with a mixture of 1 and 2-Bed apartments (See 'The Development: Amount' section later).

1.4 DESIGN OBJ ECTIVES

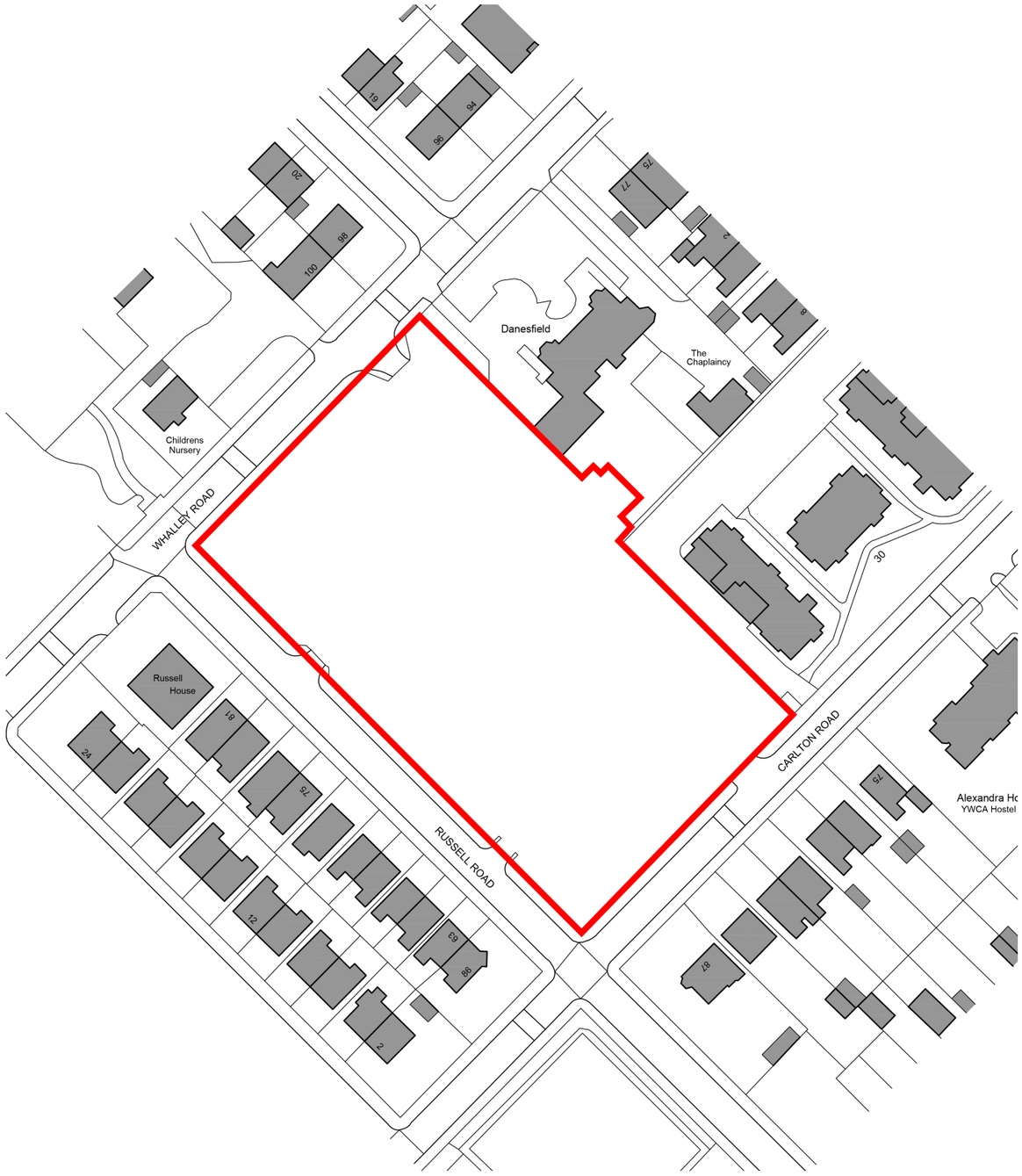
The application site is an important, prominent, landmark site within the local area. The intention is to create a high-quality sustainable development that addresses housing need and meets the needs of the local community. This proposal has been developed in response to an identified local demand, helping to reduce anti-social behaviour issues and the various problems associated with the site in its disused state. By redeveloping the former brownfield site, we plan on increasing the benefits of its regeneration by utilising vacant land and delivering affordable homes for local residents.

Great Places Housing Group's vision for this site is to create a secure outward looking scheme for affordable ownership and social rent. They want to provide housing for general needs as well as an LGBTQ+ majority Extra Care, with the aim of creating a balanced community and to promote tenure diversification in the area. The key important factors in developing the design, which have remained from the outset, are as follows:

- Reinforce the existing "Sense of Place", adding further **identity** to the existing community as an extension of the neighbouring housing area.
- Respond to the need for a **mix** of dwelling sizes.
- Establish a clear connection to the existing street pattern, and relate to the existing street pattern and setting, allowing ease of **movement** for pedestrians and vehicles.
- Strong presence along the existing streets and a clear building line with active street frontages that reflect the different edges of the site and provide natural surveillance.
- Utilise well-defined boundary treatments to ensure safe spaces and create a clear distinction between public and **private** spaces.
- Creating a clear and coherent scheme that respects the existing **context** within which it sits.
- Utilising the traditional residential **built form**, with robust, secure homes and modest contemporary details.
- A **careful selection** of external materials with brick being the dominant material with brick feature areas.
- A considered response to the Whalley Range Conservation Area and identified site constraints.

1.5 PROJECT TEAM

Applicant/Client	Great Places Housing Group Ltd.
Employer's Agent	Simon Fenton Partnership LLP
Partners	Manchester City Council
	LGBT Foundation
	Russell Road Community Steering Group
Contractor	Rowlinsons Construction Ltd
Architect	Triangle Architects Ltd.
Planning Consultant	Mosaic Town Planning Ltd.
Structural Engineer	SGi Consulting Engineers Ltd.
Drainage Consultant	SGi Consulting Engineers Ltd.
Fire Engineer	OFR Consultants Ltd.
Ecology Consultant	Urban Green Ltd.
Arboricultural Consultant	Urban Green Ltd.
Landscape Architect	Urban Green Ltd.
Transport Consultant	SK Transport Ltd.
Crime Prevention Design Consultant	Design for Security Ltd.
Energy Consultant	Energy Counsel Ltd.
Air Quality Consultant	Azymuth Acoustics Ltd.
Flood Consultant	SGi Consulting Engineers Ltd.
Noise Consultant	Azymuth Acoustics Ltd.



Redline site boundary

SECTION 1: THE PROCESS

2.0 ASSESSMENT

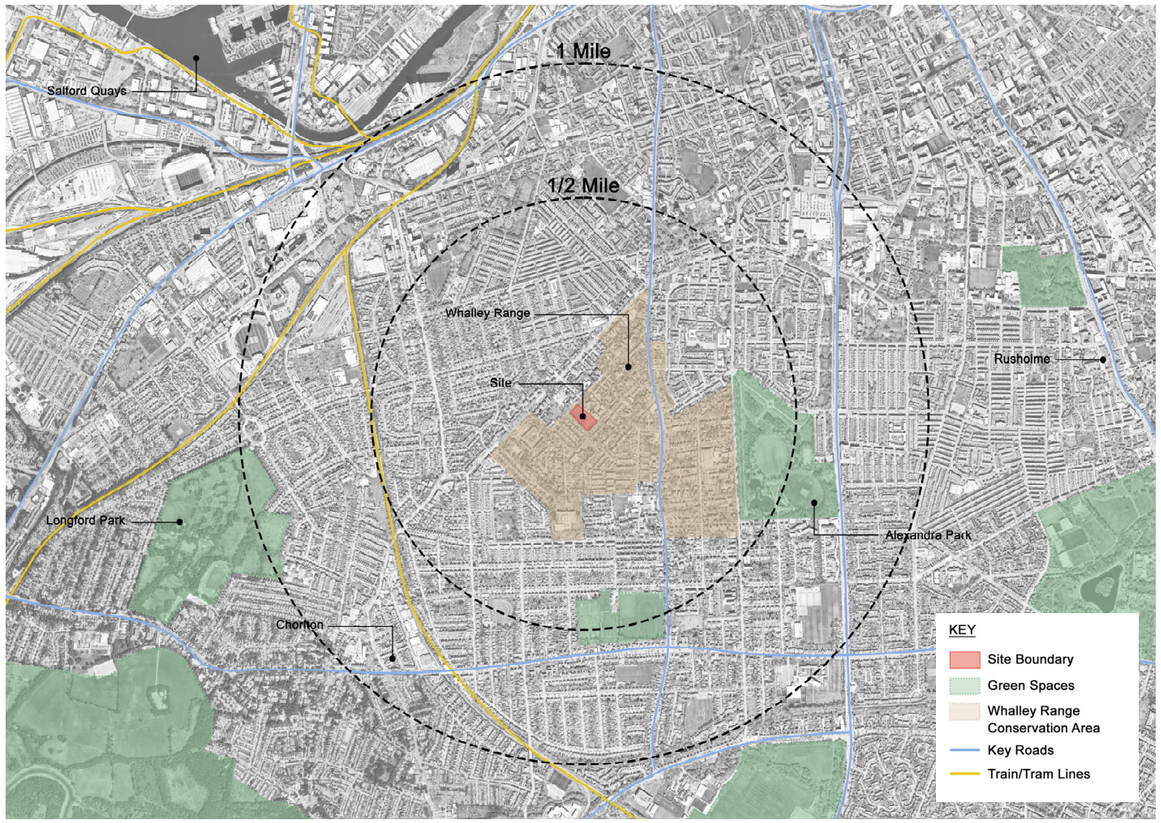
2.1 Site Context and Amenities
2.2 Surrounding Buildings
2.3 Site Photographs
2.4 Heritage and History
2.5 Planning Policy and Guidance

2.1 SITE CONTEXT & AMENITIES

The 0.93ha site is owned by Manchester City Council (MCC) who have appointed Great Places Housing Group (GPHG) to deliver the scheme and will transfer ownership of the site. The Council has therefore been a key stakeholder and has worked proactively with GPHG throughout the process to ensure that the scheme has a lasting positive impact.

GPHG will also be the operator of the extra care facility, as well as managing the proposed shared ownership homes. GPHG will sit alongside MCC and the LGBT Foundation (LGBTF) in the allocation of properties within the proposed development. This will mean that occupancy of the Extra Care and shared ownership apartments will be vetted to ensure that those most in need are allocated appropriate accommodation.

Great Places are one of the North West's largest Registered Providers with over 25,000 properties across the region and beyond. They are a strategic partner to Homes England and have a strong track record of affordable housing delivery. They have developed over 1,400 new homes in 2023/24 and over 1,000 new homes due to start on site in 2024/25.



Site Location and Surrounding Context

The proposed development site is located in Whalley Range, approximately 2 miles (3.2km) south-west of Manchester City Centre. The suburb of Whalley Range is accessible via Princess Road (A5103) to the east and Chester Road (A56) to the west. These roads link Whalley Range to the Greater Manchester area and the wider motorway network via the M60 and M56.

The site is located within the Whalley Range Conservation Area. This was designated in October 1991, with boundaries drawn to include some later housing, extending to Alexandra Road to the east and Upper Chorlton Road to the west. The character of the area is predominantly residential, with the houses directly surrounding the site being a mix of ages and styles with varying heights from two to four-storeys. The overlooking of these properties to the north, east and south is one of the main considerations to the new development. The area has a rigid street pattern, with long, straight views up and down tree-lined streets, with development on either side. This characteristic generally restricts long distance views of individual buildings.

See separate Phase 1 Desktop Study for details of historical data.

The site has a rich history and most recently was occupied by the Spire Hospital, a part three and four-storey hospital, with plant and equipment on a fifth-storey, constructed in the 1980s. The hospital was closed in 2017 and demolished after prior approval was granted in 2019. The land has been cleared and has remained vacant since. Prior to this, 'The Home' St Joseph's Hospital occupied the site before a phased demolition saw it replaced; this first hospital building was part two, three and four storeys in height.

The site at present is generally flat and comprises cleared land and footings associated with The Spire Hospital. Some self-seeded trees and vegetation are present following its demolition. There are numerous trees planted along the perimeter, which is bounded by a low stone or brick wall with railings on three sides and a tall brick wall along the northern elevation. The existing mature trees that line the perimeter of the site create a natural buffer from the public realm.

The site boundary treatments include stone walls and brick walls, from both the original home and the 1980's hospital building that previously occupied the site. These walls are generally consistent with other boundary treatments within the area and have a positive impact on the character and appearance of the conservation setting.

The site is within a highly sustainable location and meets the aspirations of the National Planning Policy Framework. It is in close proximity to shops, services and has excellent access to public transport. Local facilities within walking distance include a Tesco Express (500m), the Range GP (600m), Range Pharmacy (600m) and various takeaways (600m) all on Withington Road to the east. There's also a Post Office on Upper Chorlton Road (750m) to the southwest.

Vehicular accessibility includes direct access on to Russell Road, Whalley Road and Carlton Road, leading to Withington Road and the City Centre beyond in the north and Wood Road to the south. The site also has excellent access to public transport, with buses stopping regularly on Upper Chorlton Road to the northwest and Firswood Metrolink stop also located within a 1km walk of the site.

See separate Transport Statement for further details of Sustainable Accessibility, and access to local amenities and services.



Surrounding site context and amenities

2.2 SURROUNDING BUILDINGS

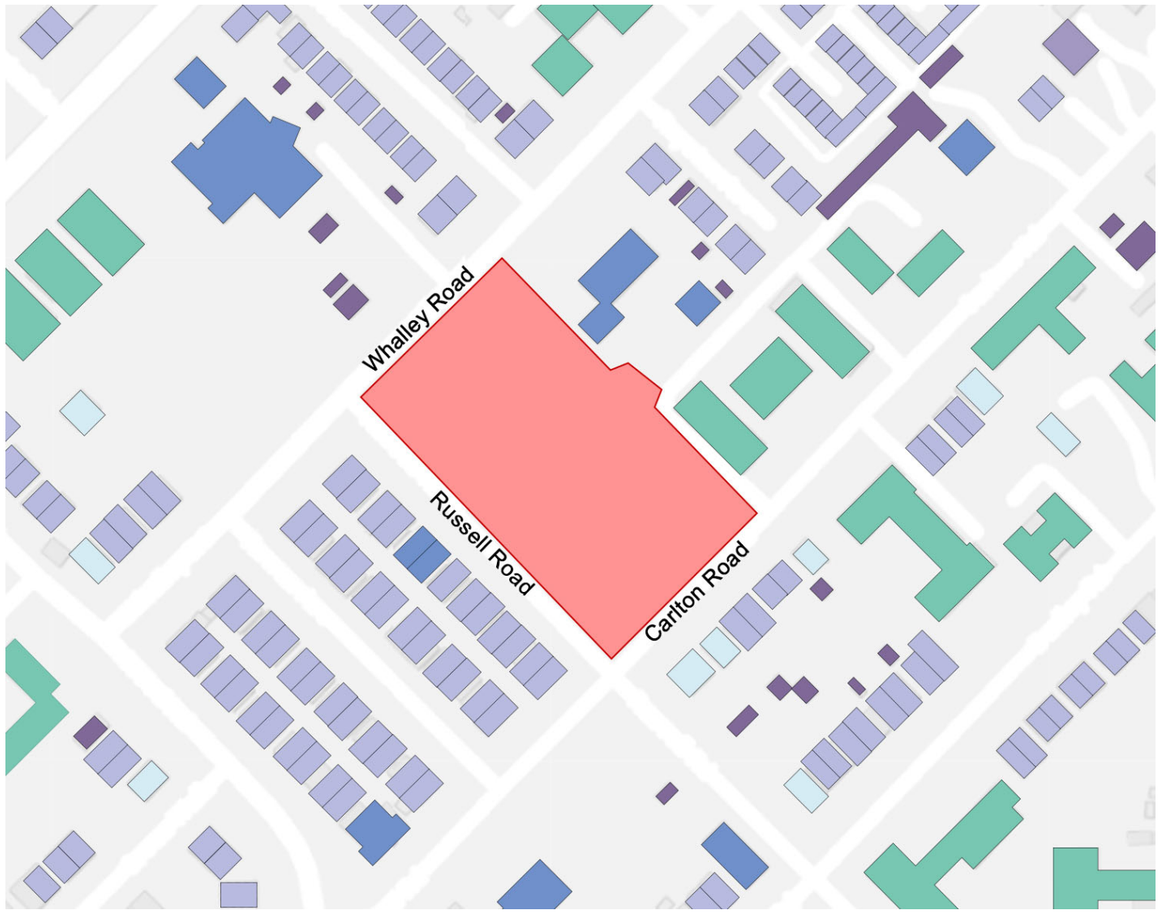
Much of the existing built character of the area is dictated by Samual Brooks' 1830s vision for Whalley Range as one of Manchester's first suburbs; the area is now designated as the Whalley Range Conservation Area.

See Section 2.4 'Heritage and History' for further reference on the establishment of the typologies within the surrounding context.

The surrounding context of the site is predominantly a mix of residential typologies, dictated by the linear arrangement of surrounding roads. The directly adjacent dwellings to the south-east and south-west of site, along Carlton Road and Russell Road, are traditional pre-war Victorian detached and semi-detached properties. These are typical of much of the area, 2-storey in height and often with in-roof accommodation, all set along tree-lined streets. Whalley Range largely comprises of these domestic character and scale 'villa' type dwellings, although many have been converted into apartments or other residential institutions.

The layout of the area established by Samual Brooks has remained as an area of large houses on tree-lined avenues. Many of the original Victorian villas remain, although the majority of these have been repurposed as apartments or residential institutions. Some infilling took place during the 1920s and 30s which, although more modest and suburban in scale, has largely integrated well to the Victorian character over time. Other plots have been redeveloped and occupied by more intensive uses; a series of more recent infill developments and apartments were constructed prior to the designation of the conservation area, as well as the adjacent Royston Court on Carlton Road built in the 2010s which comprises a part 3 and 4-storey apartment block. These have been less successful in terms of their integration with the surrounding character of the area.

Beyond the traditional residential typologies, there are a number of commercial and institutional establishments within the immediate vicinity of the site. Our Lady's Primary School is adjacent, with access directly from Whalley Road opposite the site, and St Luke's Centre is directly adjacent located within the grand Victorian villas 'Danesfield' to the north-east of site. Directly south of site, beyond the prominent corner junction of Carlton Road and Russell Road, is the Carlton Club.



Surrounding Building Typologies

2.3 SITE PHOTOGRAPHS



Site photograph locations



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2.4 HERITAGE AND HISTORY

WHALLEY RANGE CONSERVATION AREA

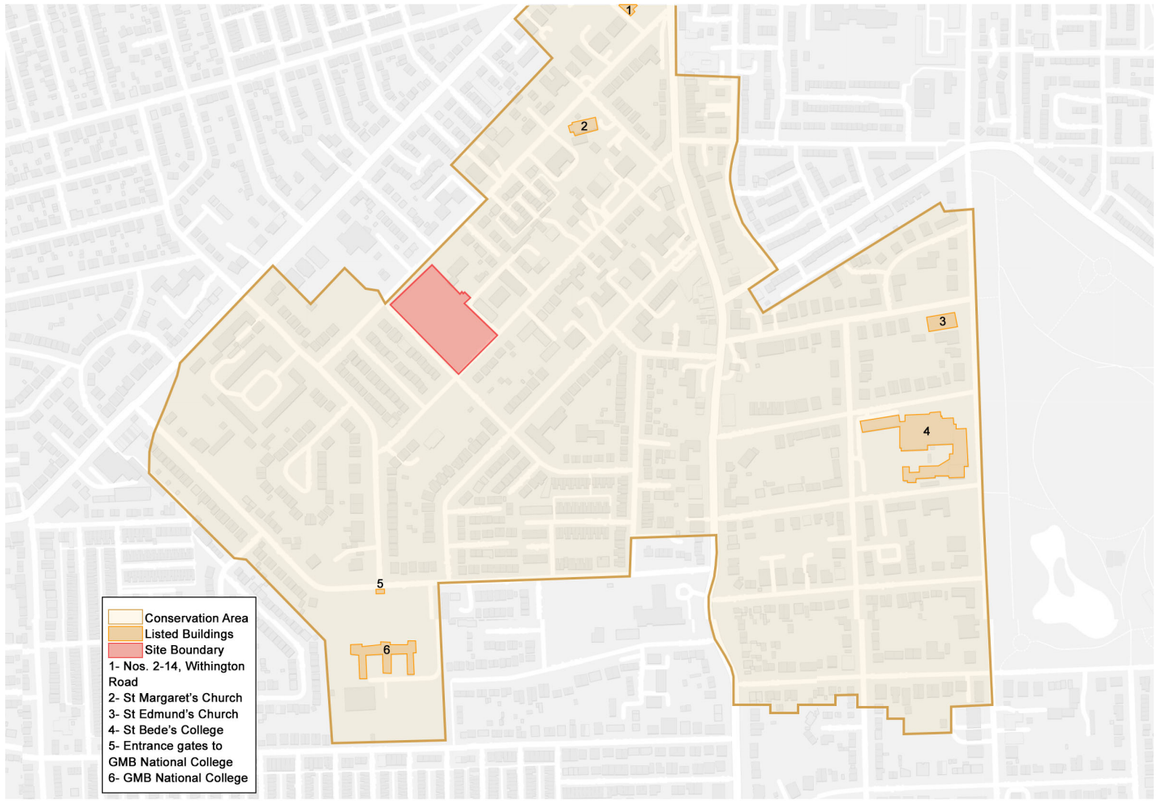
The site and the surrounding area of Whalley Range have a rich history, with urban growth dating back to the early 19th century and the industrial revolution. Throughout the industrial revolution, residential development expanded out to distance itself from the city centre; Whalley Range became one of the first suburbs following the purchase of the land in 1832 by banker Samuel Brooks. His vision for the area was to create a "desirable estate for gentlemen and their families", and to ensure this vision was carried forwards he put conditions upon any development on plots of land sold off to correlate with his overarching plan for the estate. These conditions were supported and the general architectural language of large houses and Victorian villas along tree-lined avenues began to define the area. Much of this original development still remains to this day. To ensure the survival of the historic architecture and encourage the retention of original features, the area was designated as the Walley Range Conservation Area in 1991.

Although much of the character of the area has been retained, the area went into decline following the second World War as families moved out and properties fell into disrepair. This eventually led to instances of redevelopment throughout the estate and pressure to demolish the older deteriorating housing stock, that occupy large plots of land, for the redevelopment of these spacious sites. This is what led to the original designation of the conservation area; to promote maintenance and refurbishment of the distinctive architecture within Whalley Range rather than demolition of the history of the area.

There are a series of Listed buildings within the conservation area, each of which is of architectural significance to the area – however, none of these are within the direct vicinity of the application site. The most prominent building within the conservation area is the former Lancashire Independent College (now the British Muslim Heritage Centre) on the southern most boundary of the area (approx. 350m south of site). Built in 1843, the gothic-style stone building and entrance gates of the same style form a prominent focal point at the end of Wood Road, on College Road. Other Listed buildings include the Italian Renaissance style building of St. Bede's College from the late 19th century and the gothic St. Edmund's Church (both approx. 700m east of site), and a series of gothic/italianate style stucco villas (approx. 500m north of site).

While the Listed buildings nearby are of utmost significance to the area, much of the original housing stock and original buildings were built in the vision of Brooks and therefore seen as being of high quality and contributing to the overall aesthetic of the conservation area – traditional features including boundary treatments and detailing are seen as having a positive impact on the character of the setting.

Historic mapping of the area over the course of the first half of the 20th century shows an urban area that has changed little in terms of core layout and form, however overall development and typical typologies have slowly migrated away from the original core vision in places with the development of more traditional postwar housing along spacious plots. Nevertheless, a distinctive core character has been retained within the locale through the retention of key buildings and a tight urban grain.

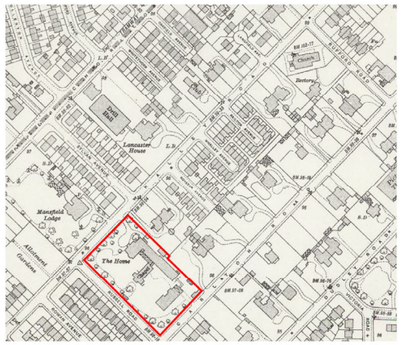


Whalley Range Conservation Area boundary

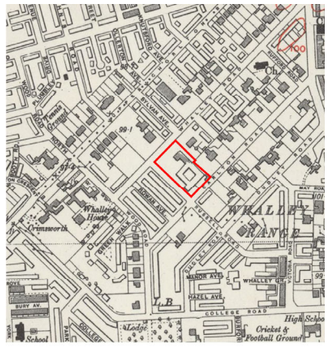
SITE HISTORY



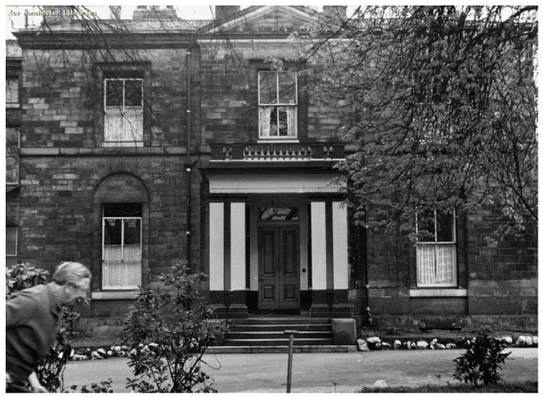
Whalley Range c.1908



Whalley Range c.1932



Whalley Range c.1938



'The Home' c.1961



St Joseph's Hospital c.1961



St. Jospeh's Hospital c.1961



The Spire Hospital c.2017

The application site along Russell Road has been a prominent site within the area over the course of the 20th century, being host to two different hospitals and a chapel as well as the original house. Historic mapping data shows the early evolution of development across the site, as expansion and extension took the original property on site and transformed it into 'The Home', St. Joseph's Hospital, as it became known.

Originally run by the Sisters of St Joseph, 'The Home' saw significant development that turned it into a dedicated hospital over the course of the early 20th century. The original building on the site was expanded prior to the first World War, before a standalone Chapel was constructed on site and opened in 1934. By the start of the second World War, major expansion had seen the site overhauled into a complete hospital, St. Joseph's Hospital, which is how it stood for the next 40 years.

While the overall planning history of the site is limited, applications for works show that St Joseph's Hospital was to be demolished and rebuilt with a replacement hospital in the late 1970s. Works were carried out through a phased approach over the course of 1980's to create what most recently stood on the site, The Spire Hospital. The hospital was in use until 2017 when it was relocated to a new purpose-built site in Chorlton-cum-Hardy, before the unoccupied buildings were demolished in 2019. Constructed from red-orange brick, and with a dark grey mansard roof, the part 3 part 4-storey building possessed little architectural detailing and articulation that otherwise defines the conservation area and as such was considered to have *'a minor negative impact on the character and appearance of the conservation area'*, as detailed in the heritage report for the application of its demolition.

The only remaining part of the former hospital considered to have a 'positive impact' on the conservation area are the back-of-pavement boundary walls – despite sections of the wall dating from the 1980s, the general construction marries in with the overall character and appearance of surrounding dwellings.

PLANNING HISTORY

- 122469/VO/2019 - Prior Approval for the demolition of the former Spire Hospital - Approved 19.03.19.
- 049740/FO/CENTL1/96 - Full Application for the construction of 10 additional parking spaces – Approved 10.06.96.
- 029775 - Reserved Matters Application (Phase 2) for extensions to hospital including additional outpatient and ward accommodation, operating theatre and associated plant – Approved 24.09.87
- F08747 - Reserved Matters Application (Phase 1) for detailed plans, elevations, materials, landscaping and car parking with alterations to hospital – Approved 26.07.78
- F07931 - Outline Application for a replacement hospital building and alterations to existing buildings through phased development and demolition – Approved 01.03.78.
- F05109 - Full Application for the remodelling and replacement of existing hospital facilities – Approved 08.07.76.

Refer to the accompanying Planning Statement and Heritage Statement completed by Mosaic Town Planning Ltd. for further details.

2.5 PLANNING POLICY AND GUIDANCE

This section will refer to the various national and local planning policies that are to be considered against this planning application. The site falls within the remit of the Manchester Core Strategy (2012-2027) Development Plan and the saved policies of the Manchester Unitary Development Plan.

Additional material considerations for this application are:

- The National Planning Policy Framework (NPPF)
- Extant Unitary Development Policies
- Supplementary Planning Documents (SPD)
- Places for Everyone Joint Development Plan (March 2024)
- Other relevant matters or evidence base documents.

THE NATIONAL DESIGN GUIDE

As detailed in the Introduction section, the Guide has influenced our methodology to the proposed development and has set out how we have approached the ten-characteristic necessary for creating a well-designed place.

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

National planning policy for England is set out in the Government's **National Planning Policy Framework** (NPPF). Latest update as 19 December 2023. Relevant policies to this planning application comprise the following:

- The overarching aim of the NPPF is to proactively deliver sustainable development to support the Government's economic growth objectives and deliver the development the country needs. Paragraph 8 states that "Achieving sustainable development means that the planning system has three overarching objectives…:
  - An economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
  - A social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
  - An environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy."
- A core principle of the NPPF is to "…support the Government's objective of significantly boosting the supply of homes…" (Paragraph 60)
- Paragraph 38 sets out that "Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available…and work proactively with applicants to secure development that will improve the economic, social and environmental conditions of the area."
- Paragraph 96 states that planning decisions should aim to achieve healthy, inclusive and safe places which promote social interaction, are safe and accessible and enable and support healthy lifestyles.
- Paragraph 114 sets out that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
  - Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
  - Safe and suitable access to the site can be achieved for all users; and
  - Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- In the context of highways safety, paragraph 116 sets out that development should (inter-alia) give priority to pedestrian and cycle movements, address the needs of people with disabilities, create places that are safe, secure and attractive, and be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
- Paragraph 131 highlights that the creation of high-quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. It continues that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- Paragraph 135 promotes (inter-alia) development which:
  - Will function well and add to the quality of the area for the lifetime of the development;
  - Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
  - Are sympathetic to local character;
  - Establish or maintain a strong sense of place;
  - Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development; and
  - Create places that are safe, inclusive and accessible and which promote health and wellbeing.
- Paragraph 225 sets out that due weight should be given to existing planning policies according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).
- The NPPF also promotes (inter-alia):
  - A requirement for development proposals and planning decision to make appropriate provision for climate change (paragraphs 158-164);
  - Seeking to avoid development in areas at high risk of flooding and ensuring development does not increase flood risk elsewhere (paragraphs 165-175);
  - Conserving and enhancing the Natural Environment (paragraphs 180-184);
  - Conserving and enhancing the Historic Environment (paragraphs 195-199);
  - Protecting and enhancing habitats and biodiversity (paragraphs 185-188); and
  - Ensuring appropriate consideration is given and measures put in place relating to ground conditions and pollution (paragraphs 189-194).

LOCAL PLANNING POLICY

The Manchester Core Strategy (2012-2027), was adopted July 2012, and alongside the 'saved' policies from the Manchester Unitary Development Plan (UDP), which were saved in July 2012, constitute the current development plan for Manchester. This site is not allocated for a use in the Core Strategy Proposals Map and as such the following polices are relevant to this application.

- The Manchester Core Strategy (2012- 2027).
  Adopted by the council on July 2012, and alongside the 'saved' policies from the Manchester Unitary Development Plan (UDP), which were saved in July 2012, constitute the current development plan for Manchester. This site is not allocated for a use in the Core Strategy Proposals Map and as such the following polices are relevant to this application:

  – Policy SP1: Spatial Principles The proposed development will deliver high quality housing which will complement and diversify the housing mix in Whalley Range. This is achieved through having a mix of 1-bed and 2-bed units with differing parking arrangements and block arrangements with amenity space.
  – Policy H1: Overall Housing Provision
    This scheme will provide 120 homes, equivalent to 129 dwellings per hectare, in South Manchester on brownfield land.
  – Policy H2: Strategic Housing Location
    In line with this policy the proposal meets both density requirements and creates a sustainable neighbourhood with new energy efficient homes.
  – Policy H6: South Manchester
    This development provides additional units to meet the objective of accommodating 20% of new family housing in South Manchester.
  – Policy H8: Affordable Housing
    All properties are being developed for Affordable Rent and Shared Ownership.
  – Policy H10: Housing for people with additional support needs
    The proposed extra care development can play an important role in meeting the annual requirement in Manchester as well as increasing and diversifying the City's overall portfolio of specialist housing for older persons.
  – Policy T1: Sustainable Transport
    The site is in a sustainable location within close proximity to shops, services and public transport.
  – Policy T2: Accessible areas of opportunity and needs
    The site is within walking distance of numerous public transport connections with access to Manchester City Centre.
    Policy EN1: Design Principles and Strategic Character Areas
    Please refer to the associated drawings which demonstrate where design principles are detailed further.
  – Policy EN3: Heritage
    The development seeks to raise standards in terms of appearance and function and ensure that new development preserves or enhance heritage assets. A Heritage Statement has been submitted as supporting documentation.
  – Policy EN4: Reducing CO2 Emissions by Enabling Low and Zero Carbon Development
    The proposed dwellings have been designed to promote low energy usage. High-quality, robust, low-maintenance, energy-efficient homes targeting Future Homes Standards 2025. The scheme energy proposals are detailed in the separately attached Energy Statement.
  – Policy EN8: Adaptation to Climate Change
    The proposals include drainage siting, drainage, and treatment of surface areas to ensure rainwater permeability. Further we have developed a layout which has substantial grassed/landscaped areas to enhance the Green Infrastructure in the area.
  – Policy EN9: Green Infrastructure
    The proposals will enhance the quality and quantity of green infrastructure, improve the performance of its functions and create links between areas of green infrastructure.
  – Policy EN14: Flood Risk
    A Flood Risk Assessment and Drainage Strategy have been submitted as supporting documentation.
  – Policy EN15: Biodiversity and Geological Conservation
    A Preliminary Ecological Appraisal Report has been produced and submitted in support of the application. Recommendations within the report will be implemented in the proposals.
  – Policy EN16: Air Quality
    Due to the low traffic levels in this quiet residential area, air quality issues are not considered a constraint to planning consent for the development.
  – Policy EN18: Contaminated Land and Ground Stability
    A Preliminary Risk Assessment (Desk Study) has been undertaken which reviewed past uses of the site and is attached to the planning submission.
  – Policy EN19: Waste
    Waste during the construction period will be managed by the appointed contractor, who will be signed up to the Considerate Constructors Scheme and will produce and submit a waste management plan.

- Extant Unitary Development Policies
  Saved policies of the Manchester Unitary Development Plan (July 2012)
  – Policy DC7.1 (Section 7: New Housing Development)
    The development will provide additional housing with safe and accessible dwellings. A proportion of the homes have been designed with consideration of independent living and age friendly principles. The layout creates secure communal gardens for safe play and a well overlooked public realm which has a mixture of boundary and surface treatments.
  – Policy DC26.1 (Section 26: Development & Noise)
    Due to the low traffic levels in this quiet residential area, noise issues are not considered a constraint to planning consent for the development.

- Supplementary Planning Documents (SPDs)

  The Manchester Residential Quality Guidance: Issue 1(March 2017)

  – MAKE IT MANCHESTER

  The proposed scheme has been developed with brick as the main elevational treatment to reflect the existing context whilst providing an opportunity to enhance the built environment with feature brick detailing, and small areas of contrasting material at key locations. Materials have been deliberately kept to a minimum to create a robust development that will maintain its appearance with limited maintenance. The development is set back from the pavements and uses trees as a buffer to provide uninterrupted visual sight lines along streets, in keeping with the rest of the Whalley Range Conservation Area. Landscaping proposals have been developed to allow residents to easily maintain their overall amenity.

  – MAKE IT BRING PEOPLE TOGETHER

  From March 2009 to March 2027 South Manchester is expected to provide 3,240 new dwellings. The need and demand for housing in the area is high as can be shown by the significant investment by Great Places Housing Group. The new development will provide a unique, first of its kind, opportunity to bring together members of the LGBTQ+ community aged 55 and over in a residential setting. The site layout has been developed with great consideration to the community nature of the development and large communal gardens have been provided to both blocks to help bring people together.

  – MAKE IT ANIMATE STREETS AND SPACES

  Boundary treatments have been proposed to create a unified street scene along Russell Road and the adjoining Whalley Road and Carlton Road, retaining as much of the existing tree-lined frontage as feasible. The existing low level boundary walls with railings surrounding the site are to be retained and repaired where necessary, due to their positive contribution to the Whalley Range Conservation Area. The overall outward facing nature of the scheme with habitable rooms facing the highways allow for 'eyes on the street' and thus creates opportunities for natural surveillance and observation.

  – MAKE IT EASY TO GET AROUND

  With the location of several bus stops in close proximity to the site and with relatively low car ownership, it is envisaged that public transport will be used as a major transport solution for new residents. There are many public transport options within close proximity of the site, inclusive of bus and tram, and provisions of cycle storage promote healthy transport options.

  – MAKE IT WORK WITH THE LANDSCAPE

  The landscape proposals will seek to augment the rhythm and clarity of the architectural scheme to create a legible and coherent development that responds to the context whilst creating a quality neighbourhood in Whalley Range. This is achieved through varying planting strategies, surface materials, boundary treatments and considered tree planting. As the site is currently vacant, the proposed scheme will aim to enhance the green infrastructure in the area.

  – MAKE IT PRACTICAL

  Parking provision has been developed in response to the site constraints and balanced against the need for a well-designed, safe and attractive public realm. Parking areas are provided in-curtilage to both blocks. 23 no. vehicle parking spaces are provided to the Extra Care block (29%) and 20 no. parking spaces are provided to the Shared Ownership block (50%). As MCC does not maintain parking standards for residential uses, car ownership data for the local area and nearby comparable sites was used to determine suitable parking ratios. 20% of spaces will be provided with external electric car charging points, with locations marked on the site plan.

  – MAKE IT FUTURE PROOF

  The proposed dwellings have been designed to be constructed to promote low energy usage. Low-carbon energy-efficient homes are proposed targeting Future Homes Standards 2025. Further, a 'Fabric First' approach to the construction does not require complex technology with long term maintenance costs and therefore will show a net saving in both carbon and energy for the life of the dwellings and not just the life of the technology.

  – MAKE IT A HOME

  The dwellings have been designed to meet Manchester Space Standards and in doing so exceed National Space Standards with ample storage provided via internal stores and utility rooms. Windows have been designed to work with the room depths and provide good daylighting into the spaces while considering future issues in regard to overheating and climate change.

  – MAKE IT HAPPEN

  The proposed scheme has been well received by MCC Planning. Material samples have not been submitted to allow for further discourse with the contractor.

- Manchester's Great Outdoors - Manchester Green and Blue Infrastructure Strategy (July 2015)

  The site is not located near the City's canal and river network and as a result there are no opportunities for enhancing the blue infrastructure within the development. Green Infrastructure will be enhanced via the development of large landscaped private courtyard and separate amenity space with a variety of planting and trees on the site.

- Places for Everyone Joint Development Plan (March 2024)

  This new Joint Development Plan includes the following Places for Homes policies:

  – Policy JP-H1: Scale, Distribution and Phasing of New Housing Development
  – Policy JP-H2: Affordability of New Housing
  – Policy JP-H3: Type, Size and Design of New Housing
  – Policy JP-H4: Density of New Housing

  Residential developments should provide an appropriate mix of dwelling types and sizes reflecting local plan policies, and having regard to masterplans, guidance and relevant local evidence. All new dwellings must:

  1. Comply with the nationally described space standards; and
  2. Be built to the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations unless specific site conditions make this impracticable.

  Innovation in housing development will be supported where it is consistent with the principles of good design and contributes to local distinctiveness, including the use of modern methods of manufacturing that can help to improve the speed of delivery and increase building standards.

New housing development should be delivered at a density appropriate to the location, reflecting the relative accessibility of the site by walking, cycling and public transport and the need to achieve efficient use of land and high-quality design.

This scheme meets all these new requirements.

- The site is identified in the **2023 MCC Strategic Housing Land Availability Assessment** (Site Reference: Whal_Cap_703)
- Dwelling sizes all meet NDSS and **Manchester Spaces Standards**
- Dwellings all meet **Approved Document Part M4(2)** requirements as a minimum
- Dwellings will utilize **Modern Methods of Construction**
- Housing density meets minimum requirements (**129 dwellings/hectare**)

This new Joint Development Plan includes (*inter alia*) the following Sustainable and Resilient Places policies:

- Policy JP-S1: Sustainable Development
- Policy JP-S2: Carbon and Energy

In meeting development needs, local plans should aim to prioritise existing brownfield land and vacant buildings as much as possible, while utilising sustainable construction techniques and aiming to maximise net gains across the entire construction process. The Plan highlights that Greater Manchester aims to be carbon neutral by 2038; in meeting this target, all new buildings will need to achieve net zero carbon from 2028. With regards to renewable energy generation, priority should be given to PV installation where technically feasible.

SECTION 1: THE PROCESS

3.0 INVOLVEMENT

3.1 Co-production with Community Steering Group (CSG)
3.2 Manchester City Council Planning
3.3 Ward Councillors
3.4 Public Consultation
3.5 Specialist/Consultants

The proposed scheme will consist of a 'first of its kind' majority LGBTQ+ Extra Care development, as such the scheme has benefitted from more widespread media attention than would otherwise be expected for a project of this scale. The scheme has received both local and national media exposure from the Manchester Evening News to BBC News, owing to the nature of the project and demographic.

The project has also been subject to an extensive co-production process with the Community Steering Group (CSG), LGBT Foundation as a key stakeholder and partner, and further discussion with Manchester City Council as a stakeholder throughout; this has therefore led to a rich community engagement process within which a vast array of parties have been able to voice their opinions on the scheme and the ongoing proposals. The groups engaged with are detailed below.

The Applicant is committed to ongoing engagement with stakeholders and the local community and will continue to engage as and when required with all interested parties.

Further details of items below can be found within Mosaic Town Planning's Statement of Community Involvement (SCI).

3.1 CO-PRODUCTION WITH COMMUNITY STEERING GROUP (CSG)

In order to ensure the proposals were always responding to the needs of the LGBTQ+ community as well as the wider community, a Community Steering Group (CSG) was set up. This was formed of representatives from the LGBTQ+ community, local residents, local groups, councillors and older people. Through involvement with the CSG, a co-production process was established allowing all representatives the opportunity to be a part of the design process and voice their opinions at key stages of the proposals.

The co-production process was set up as a series of 'workshop' style events focussed on specific areas of the design phase allowing members of the CSG, design team and consultees including councillors to discuss the proposals – 6 sessions took place, as follows:

- CSG Meeting 1 — 25th July 2023 — Scheme Overview and Background
- CSG Meeting 2 — 22nd August 2023 — Internal Apartment Layouts
- CSG Meeting 3 — 26th September 2023 — Internal Communal Spaces
- CSG Meeting 4 — 24th October 2023 — Plans and Massing
- CSG Meeting 5 — 28th November 2023 — Elevations and Massing
- CSG Meeting 6 — 27th February 2024 — Feedback from Public Consultation

Key points and feedback from the events were taken on board at each stage and put back into the proposals to help inform future amendments. The events also offered the CSG the opportunity to produce media content and publication videos for the scheme to raise public awareness of the project.

3.2 MANCHESTER CITY COUNCIL PLANNING

Manchester City Council currently own the site and will be transferring ownership to Great Places Housing Group following the completion of the scheme. As such, with MCC being a key stakeholder in the project, this has allowed for a series of both formal and informal discussions with MCC throughout the process, working closely to ensure the suitability of the scheme.

PRE-APPLICATION DISCUSSIONS

The scheme has been discussed in detail with planners to conform to aspirations for the area and to local characteristics. Pre-application discussions included 2 formal meetings and a follow-up discussion aimed at gaining comment from MCC and in particular the views of the Council's Conservation Officer, Paul Mason, on the back of plans issued for review and following presentation of design iterations. The meetings covered topics as follows:

Pre-application Meeting 1, 18th October 2023

The first pre-application meeting provided the opportunity for a broad range of discussion on the initial concept scheme produced for the site, with discussions focussing on wider aspects of design rather than specific details, establishing core principles to help progress the scheme. These early discussions included key topics such as overall massing, access and relationship with surrounding buildings & community assets.

Pre-application Meeting 2, 11th March 2024

Provided a progress update on the latest design options in response to the initial pre-application meeting. The key responses from the meeting aimed at focussing on a more traditional massing feel to the scheme, while maximising detailing on the most prominent elevations to support the Conservation Area setting.

Follow-up Design and Heritage Discussion, 18th April 2024

The meeting was attended by Paul Mason and other MCC representatives. The key output of the meeting was to discuss the potential roof styles – a series of options were presented at the meeting with the aim of determining which the Council would deem most favourable from a planning perspective. A more traditional pitched roof approach was the strong preference of the MCC representatives, in the Conservation Area setting.

Pre-application Meeting 3, 24th May 2024

Offering the opportunity for comment and discussion on more intricate details of the scheme, the meeting looked to help finesse some of the elevational considerations developed following the previous meeting. MCC confirmed that they felt the scheme had progressed positively and was a sophisticated design.

Final Pre-application Meeting, 28th June 2024

The final pre-application meeting gave MCC the final opportunity to offer comment on the proposals before being finalised for formal planning submission. Points for discussion included the refinement of the ground floor and roofscape following the previous meetings and detailing preferences. Overall MCC were comfortable with the direction in which the scheme had progressed.

Highway Liaison

Comments received from MCC Highways Department during pre-application discussions have been taken on board as part of the development of the scheme. Please refer to the Transport Assessment for a summary of the key feedback.

3.2 DESIGN FOR SECURITY GREATER MANCHESTER POLICE ARCHITECTURAL LIASION

We have worked to the principles set out in 'Secured By Design: Homes 2019' in order to adhere to the National Planning Policy Framework which states:

"Planning policies and decisions should aim to ensure that developments create… safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion… safe and accessible developments, containing clear and legible pedestrian routes, and high-quality public space, which encourage the active and continual use of public areas."

The principles of Secured By Design have been applied to help develop a proposal that would ensure the long-term safety of the area. Greater Manchester Police have been consulted via the production of a Crime Impact Statement and the recommendations will be incorporated into the development were appropriate with continual liaison with GMP to allow for a coherent design strategy.

All vehicular and pedestrian routes are designed to ensure that they are visually open, direct and can be well used with good natural surveillance. Active frontages have been provided to all public-facing elevations. The vacant site has been subject to anti-social and criminal behaviour, including littering, graffiti and fly-tipping. New dwellings overlooking these existing spaces will discourage these activities.

The scheme will comply with the principles of Secured By Design and meet the principles laid down in SBD literature and new Building Regulations. Further discussions with the Police Architectural Liaison Officer will firm up the security aspects during the detailed design.

3.3 WARD COUNCILLORS

Local Ward Councillors have been engaged throughout the pre-application process, with GPHG meeting with Councillors to provide key updates and answer stakeholder queries.

3.4 PUBLIC CONSULTATION

Consultation Events

A pre-planning public consultation 'Drop-In Event' was held on the application site across two days - the timing and location of the consultation offered the opportunity for as many members of the community to attend the events as possible.

The events occurred on the following dates:

- Friday 12th January 2024, 2pm – 8pm, and
- Saturday 13th January 2024, 12pm – 2pm.

The consultations were an opportunity for members of the public and local community to view the draft proposals and discuss their feedback with those involved in the process. Local residents and Ward councillors were invited by letter/flier and boards were displayed to ensure residents and stakeholders are aware of the proposals and can make comments of their own.

An overview of the responses received from consultees at the Community Consultation events can be found appended to Mosaic Town Planning's Statement of Community Involvement (SCI). Overall, the sessions allowed constructive feedback on the proposals at that juncture and led to aspects of the proposed development to be revisited and tweaked prior to their finalisation. See below for boards as presented at the public consultation events.

Further public consultation will be carried out through the statutory consultation phase of the planning application, once submitted.



Boards displayed at the drop-in public consultation event

Consultation Website

Alongside the drop-in public consultation events, a consultation website was published by GPHG in order to provide additional information to the public while also offering a platform for views to be shared on the scheme. The website offered information relating to the application site, key dates and details of the proposed scheme, as well as a link to a full survey report undertaken by the LGBT Foundation entitled 'Housing, Ageing + Extra Care: What Manchester's LGBT communities want from the UK's first purpose built extra care scheme'. Regular updates were posted on the website and circulated on relevant social media channels.

3.5 SPECIALISTS/ CONSULTANTS

Investigation of the site has been carried out, including a Preliminary Ecological Appraisal, Flood Risk Assessment/ Drainage Design, Transport Assessment, Tree Report, Arboricultural Impact Statement and Phase 1 & 2 Site Investigations. The findings and recommendations have been used to inform the design.

SECTION 1: THE PROCESS

4.0 EVALUATION

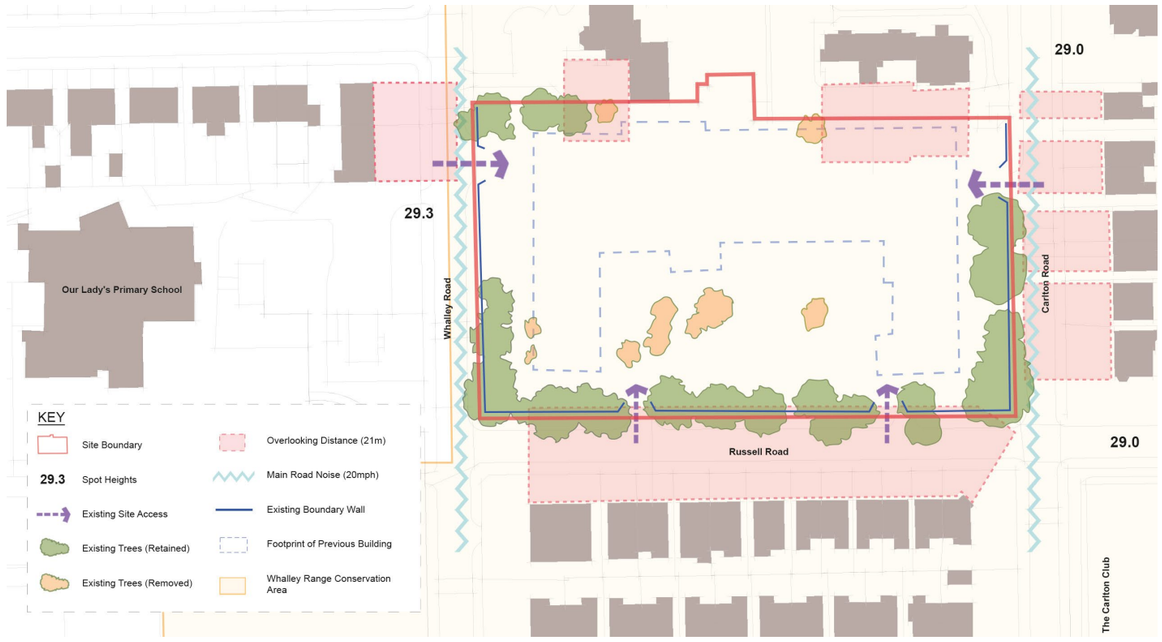
4.1 Built Form: Site Constraints

4.2 Built Form: Site Opportunities

4.1 BUILT FORM: SITE CONSTRAINTS

All existing site constraints for the scheme have been considered and identified to inform the design of the development. Our Site Constraints drawing (below) identifies all key contextual elements for consideration within the scheme design. Site constraints include:

- Adjacency of neighbouring buildings
- Overlooking and overshadowing distances from adjacent dwellings
- Whalley Range Conservation Area
- Existing trees and vegetation to be retained or removed, and consideration of existing root protection zones
- Pedestrian and vehicle connectivity
- Existing ground conditions
- Existing services and easements
- Existing site access points
- Surrounding building heights and typologies
- Existing boundary walls, which offer a ‘positive contribution’ to the Whalley Range Conservation Area

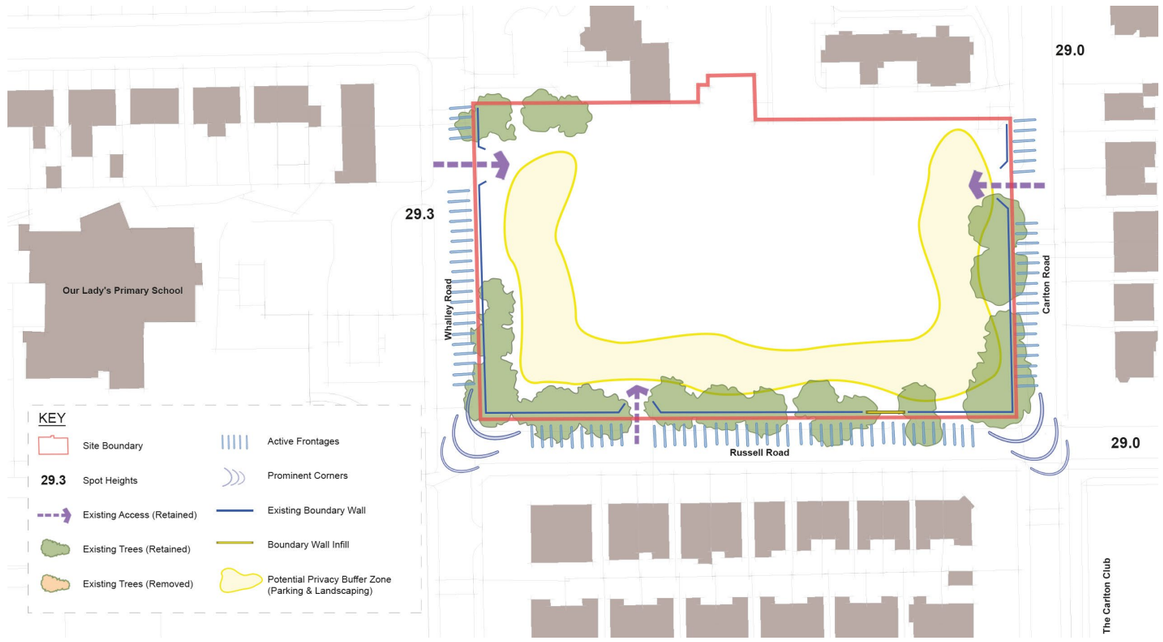


Site constraints diagram

4.2 BUILT FORM: SITE OPPORTUNITIES

With the site constraints considered, an appraisal was carried out to ensure that any proposed development takes full advantage of the opportunities that the site offers. Our Site Opportunities drawing (below) identifies all key potential benefits to enhance the scheme design. Site opportunities include:

- Maximising natural surveillance of both private and public realm
- Providing strong continuous building line and street frontages reflecting the different edges of the site
- Relate the new built form to the existing street pattern and setting, inclusive of typical details of the Conservation Area
- Pedestrian and vehicular connectivity
- Recognising key views and vistas around and within the site and incorporating these in the scheme design
- Reinforce the existing Sense of Place, adding further identity to the existing community as an extension of the neighbouring housing area
- Retaining trees that provide important visual and acoustic screening. Trees that need to be omitted for access or due to their poor condition will be replaced in development proposals
- An opportunity to make the area more attractive for new residents
- New properties to meet the need of the local community and the needs of new residents
- Setting the building away from street frontages to reduce impact on surrounding properties and provide a buffer zone between public and private realm
- Reintroduce an appropriate urban green



Site opportunities diagram

SECTION 1: THE PROCESS

5.0 DESIGN

5.1 Initial Designs

5.2 Options Appraisal

5.1 INITIAL DESIGNS

The desire to incorporate modern residential design standards, in terms of internal space requirements, amenity areas, car parking etc.; as well as considering site constraints has given rise to a consistent layout. The layout is further analysed and described in 'The Development: Layout' section later in this report.

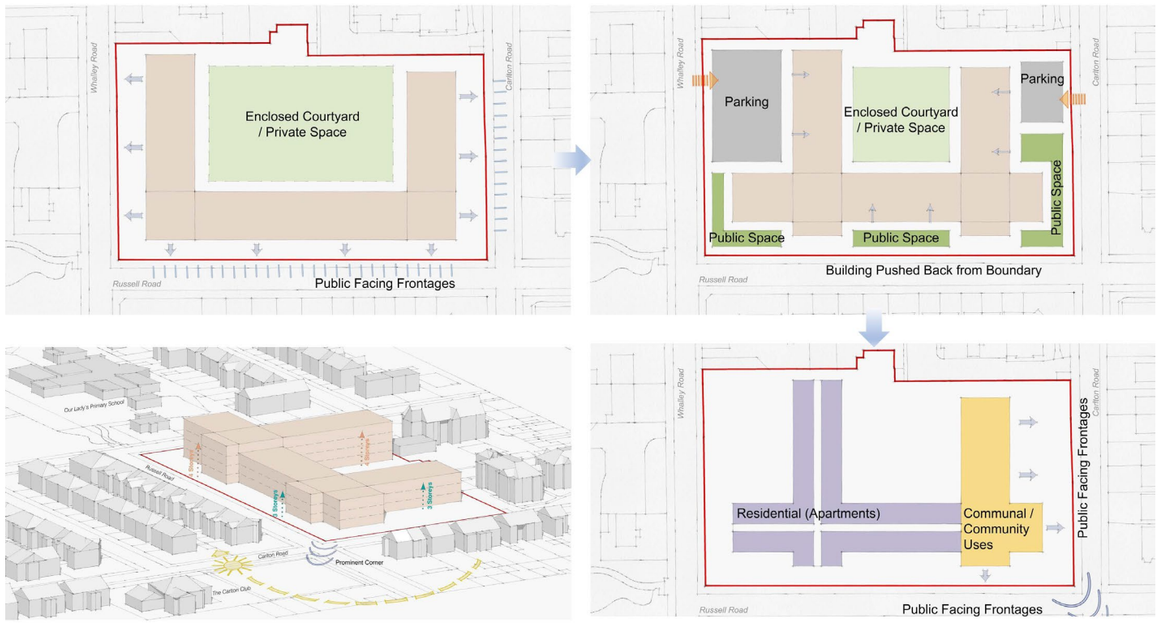
The scheme design has gone through various iterations before arriving at the current site layout. The key important factors in developing the design, which have remained from the outset, are as follows:

- Setting the building away from site boundaries to reduce impact on surrounding trees and properties.
- A courtyard arrangement that provides enclosed, private space for residents.
- Creating landscaped public spaces to the external faces of the building, that are well overlooked by apartments.
- Providing a strong visual presence at each corner of Russell Road.
- Maximising natural surveillance of both private and public realm.
- Retaining mature trees and border vegetation to the site perimeter where possible.
- Retaining existing vehicular site access points to for access into site where possible.
- Setting the building and vehicular access/parking areas within existing areas of hardstanding, to reduce the impact on existing trees.
- Creating clearly defined, active street frontages that reflect the different edges of the site with well-defined boundary treatments.
- Recognising key views and vistas around and within the site and incorporating these in the scheme design.
- Reinforce the existing "Sense of Place", adding further identity to the existing community as an extension of the neighbouring housing area.
- Creating a clearly defined and characterful design response that enhances the conservation area it sits within.
- Creating a massing that is reflective of the surrounding buildings and improves overlooking distances between dwellings.
- A simple and robust palette of external materials with brick being the dominant material with brick feature areas.

Designs were developed through an extensive co-production process with the Community Steering Group and other stakeholders. In addition, the following principles for the design were discussed during these meetings:

- The location and connection between internal communal spaces.
- Providing spaces internally and externally where residents and the general public could mix, to ensure and outward looking and connected community.
- Physical and psychological safety of residents.

The final layout incorporates all these key factors and addresses all existing site constraints identified to inform the design of the development, highlighted in the 'Evaluation' section of this report.



Early design principles

5.2 OPTIONS APPRAISAL

A number of iterations were explored with different apartment mixes, vehicular access options, differing massing alternatives. All options show a comparable level of accommodation/building mass and is shown at a level sufficient to ensure the development is a viable proposition.

Options shown were as follows:

- INITIAL CAPACITY STUDY: This option proposes a 100no. unit Extra Care scheme with 1 & 2-bed apartments in one block of part 3 and part 4-stories.
- OPTION 2A: This option proposes an 83no. unit Extra Care scheme with 1 & 2-bed apartments in a 4-storey block, with a separate 4-storey block containing 24no. 1-bed apartments and 2-bed duplexes for shared ownership.
- OPTION 2B: This option proposes an 82no. unit Extra Care scheme with 1 & 2-bed apartments in a 5-storey block, with a separate 4-storey block containing 38no. 1-bed apartments and 2-bed duplexes for shared ownership.
- OPTION 3: This option proposes a 79no. dwelling Extra Care scheme with 1 & 2-bed apartments in a 5-storey block, with a separate 4-storey block containing 38no. 1-bed apartments and 2-bed duplexes.
- OPTION 4: This option proposes a 79no. dwelling Extra Care scheme with 1 & 2-bed apartments in a 5-storey block, with a separate 4-storey block containing 41no. 1-bed apartments and 2-bed duplexes.
- OPTION 5: This option proposes an 80no. dwelling Extra Care scheme with 1 & 2-bed apartments in a 5-storey block, with a separate 4-storey block containing 40no. 1 and 2-bed apartments.
- MASSING & ROOF DESIGN OPTIONS: A series massing and roof design options including a flat roof option, mansard roof options, and a dual pitched roof option were produced for discussion with MCC Planning. Some options utilised space within the roof for apartments.
- MASSING & ROOF HEIGHT: This option proposes the dual pitched roof to be raised with a structural deck above top floor apartment ceilings in order to improve buildability of the roof.
- PREFERRED OPTION: This option proposes an 80no. dwelling Extra Care scheme with 1 & 2-bed apartments in a 5-storey block, with a separate 4-storey block containing 40no. 1 and 2-bed apartments.

INITIAL CAPACITY STUDY

In response to a brief to create an Extra Care scheme of 100no. 1 and 2-bed apartments, a design was produced for a part 3 and part 4-storey building. The main building entrance was provided off Carlton Road, with communal spaces also located within this wing. Two separate parking courts were provided with a total of 26no. spaces, utilising existing access points off Carlton Road and Whalley Road. An additional pedestrian only access utilised another existing access point off Russell Road. The building was set back from the boundary with existing trees lining the perimeter retained.



Schedule of Accommodation (Apartments)

Type	Area	Total	%
1 Bed 2 Person	51.8m²	26	26
1 Bed 2 Person (Corner)	57.1m²	18	18
1 Bed 2 Person (CAT 3)	62.1m²	1	1
2 Bed 3 Person	61.2m²	54	54
2 Bed 3 Person (CAT 3)	70m2	1	1
Total		100	

Car parking: 26no.

Schedule of Accommodation (Ancillary)

Type	Areas (indicated on plans)
Cafe / Bistro	
Reception / Entrance Lobbies	
Staff / Offices / Meeting Room / Interview Room / Back of House	
Community Use Spaces	
Communal Residential Rooms	
Plant / Refuse / Services / Stores	

Initial Capacity Study Ground Floor Plan & Schedule

FURTHER CAPACITY & MASSING STUDIES

Following an assessment of the initial capacity study, the client requested the inclusion of a separate block containing shared ownership apartments for first time buyers and eligible customers. Capacity and massing studies were carried out to enable the client to find the best solution for the scheme.

OPTION 2A

- 4-storey Extra Care containing 83no. 1 and 2-bed apartments (peach colour), with the main entrance facing Carlton Road. 21no. parking spaces (25% provision) were provided in a parking court off Carlton Road.
- 4-storey shared ownership block containing 24no. 1-bed apartments and 2-bed duplexes (grey colour), with the main entrance facing Whalley Road. 24no. parking spaces (100% provision) were provided in a parking court off Whalley Road.

OPTION 2B

- 5-storey Extra Care containing 82no. 1 and 2-bedroom apartments (peach colour), with the main entrance facing Carlton Road. 18no. parking spaces (22% provision) were provided in a parking court off Carlton Road utilising an existing access point.
- 4-storey shared ownership block containing 38no. 1-bed apartments and 2-bed duplexes (grey colour), with the main entrance facing Whalley Road. 39no. parking spaces (103% provision) were provided in a parking court off Whalley Road utilising an existing access point.

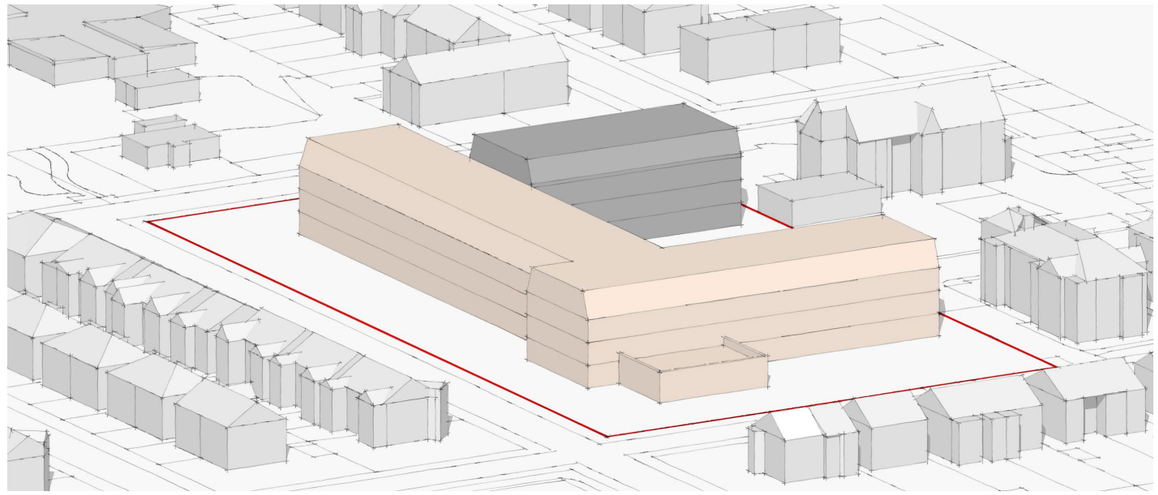
Option 2A provided a total of 107 dwellings. Option 2B provided a total of 120 dwellings.

Both options maintained early design principes of central private courtyard for residents, with landscaped public spaces to external areas. A strong building line was present to all surrounding streets, with the building footprint and parking areas being limited to existing hardstanding areas to ensure existing trees on site were not impacted.

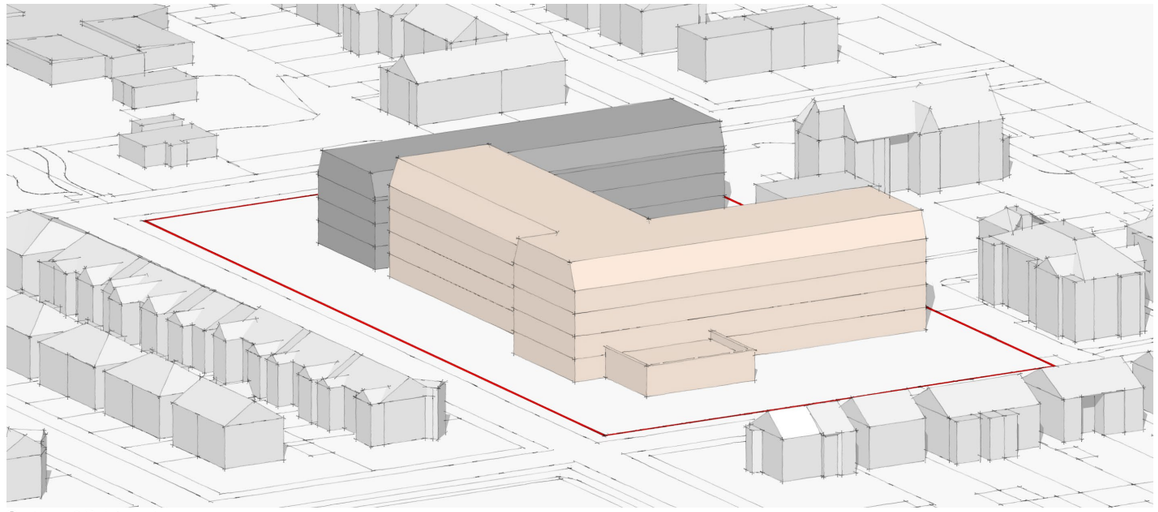
Massing studies for both options were produced with a mansard roof, which reflected the design of the Spire Hospital building that previously occupied the site, to also reduce the overall height of the building by utilising space within the roof.

Although Option 2A maintained a lower building height to both blocks, Option 2B provided a slightly reduced footprint overall with the building line pulled further in from Whalley Road and Carlton Road. However, more of the external spaces were allocated to parking in Option 2B to ensure adequate provision for residents of the shared ownership block.

Of these two options, Option 2B was the preference to develop further.



Option 2A Massing



Option 2B Massing

OPTION 3

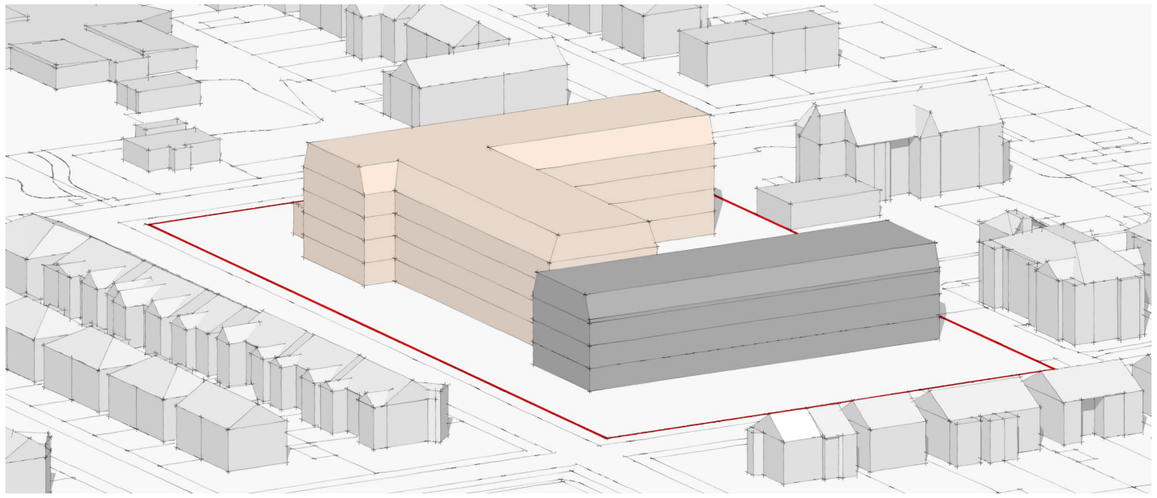
These drawings were discussed with MCC Planning at Pre-Application Meeting 1. Please refer to the ‘Involvement’ section and the Statement of Community Involvement for a summary of the key feedback.

This option switched the position of the Extra Care and shared ownership blocks, with the lower shared ownership block facing existing 2-storey dwellings on Carlton Road and the higher Extra Care block being adjacent to the taller St Luke’s Centre and facing Our Lady’s Primary School. A total of 117 dwellings were included in the two blocks, broken down as follows:

- 5-storey Extra Care containing 79no. 1 and 2-bedroom apartments (peach colour), with the main entrance facing Russell Road. 20no. parking spaces (25% provision) were provided along Whalley Road and part of Russell Road, utilising an existing vehicle access point off each road. The reduction in number of apartments in the Extra Care was due to the inclusion of additional spaces for communal use at upper floors.
- 4-storey shared ownership block containing 38no. 1-bed apartments and 2-bed duplexes (grey colour), with the main entrance facing Carlton Road. 39no. parking spaces (103% provision) were provided in a parking court off Carlton Road utilising an existing access.

With the position of the Extra Care block flipped, it was also felt that the best place for the main entrance was on Russell Road. The first Co-production design meetings with the Community Steering Group also aligned with this option. The Co-production meetings also included discussions around the location and connection between internal communal spaces which directly fed into the layout shown opposite.

As with the previous option, a mansard roof was suggested to utilise space within the roof of the building and to help reduce the overall height of the blocks.



Option 3 Massing



Option 3 Ground Floor Plan

OPTION 4

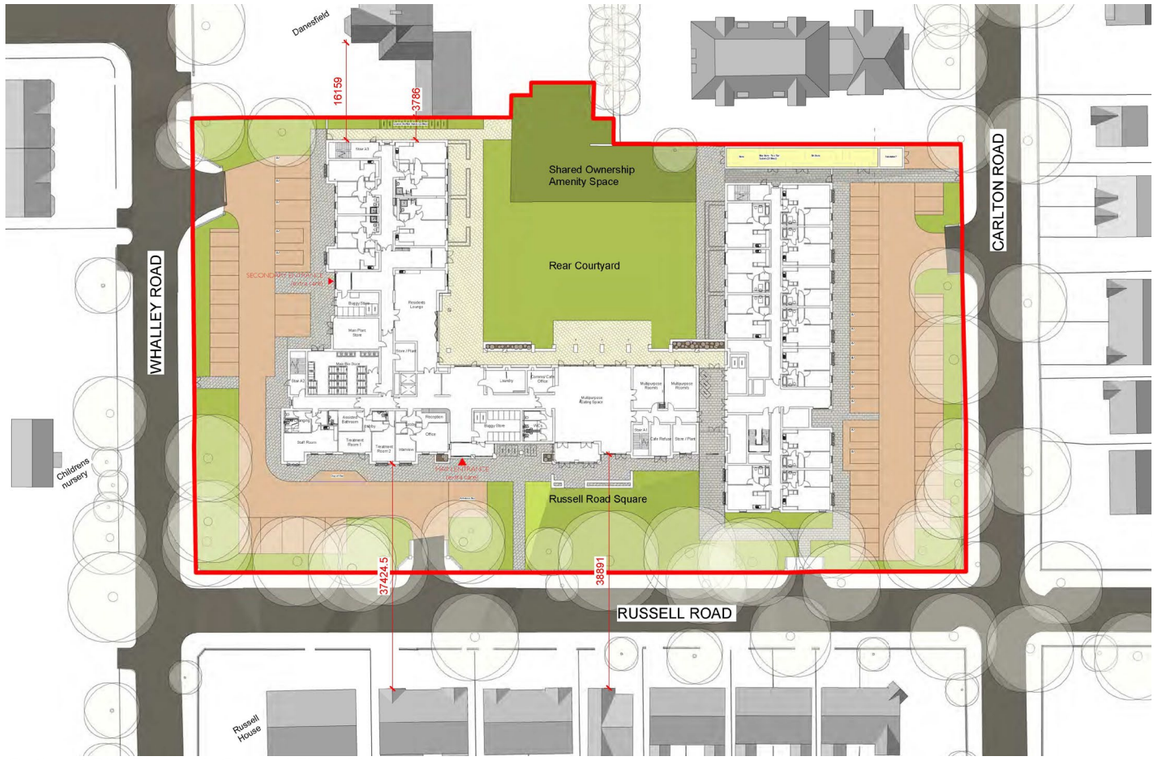
These drawings were discussed with MCC Planning at Pre-Application Meeting 2. Please refer to the ‘Involvement’ section and the Statement of Community Involvement for a summary of the key feedback.

Further design development was carried out to produce detailed plans. A total of 120 dwellings were included in the two blocks, broken down as follows:

- 5-storey Extra Care containing 79no. 1 and 2-bedroom apartments, with the main entrance facing Russell Road. 22no. parking spaces (28% provision) were provided along Whalley Road and part of Russell Road, utilising an existing vehicle access point off each road.
- 4-storey shared ownership block containing 41no. 1-bed apartments and 2-bed duplexes, with the main entrance facing Carlton Road. 41no. parking spaces (100% provision) were provided in a parking court off Carlton Road utilising an existing access.

Further Co-production design meetings were held with the Community Steering Group to develop internal layouts as well as discussing uses within the external amenity spaces and materiality of the elevations.

Elevations were developed with brick as the dominant material, with other brick feature areas and metal cladding used on the top floors. As with the previous option, a mansard roof which utilises space within the roof was used.



Option 4 Site Plan with Ground Floor Plan

OPTION 5

Following feedback from MCC Planning, the footprint of the building was adjusted to further separate the two blocks, to reduce the prominent gables, to introduce more setbacks to break up the elevation and to reduce the amount of parking for the shared ownership block, as well as other changes. Please refer to the 'Involvement' section and the Statement of Community Involvement for a summary of the key feedback.

At the same time, an updated brief for the shared ownership block was requested by client to remove duplex apartments and include 2-bed apartments whilst retaining the same number of dwellings across the two blocks overall.

Following these amendments, a total of 120 dwellings were included in the two blocks, broken down as follows:

- 5-storey Extra Care containing 80no. 1 and 2-bedroom apartments, with the main entrance facing Russell Road. 23no. parking spaces (29% provision) were provided along Whalley Road and part of Russell Road, utilising an existing vehicle access point off each road.
- 4-storey shared ownership block containing 40no. 1 and 2-bed apartments, with the main entrance facing Carlton Road. 20no. parking spaces (50% provision) were provided in a parking court off Carlton Road utilising an existing access.



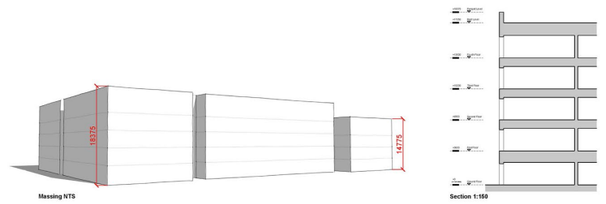
Option 5 Ground Floor Plan

MASSING & ROOF DESIGN OPTIONS

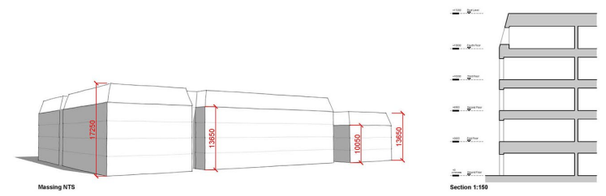
Due to the nature of the site in a predominantly residential area, of typically 2-4 storey buildings, and within an area of strong architectural character, considerable time was spent developing the building massing to ensure the proposed building would be appropriate to its context.

A series of massing options were developed throughout the pre-application process. Critical to the mass of the building was the design of the roof and its impact on the building height. As such a number of options were considered. These included a flat roof option, a mansard roof utilising space within the roof, a mansard style roof with trusses above the top floor and a dual pitched roof with an area of flat roof between to better utilise space within the roof.

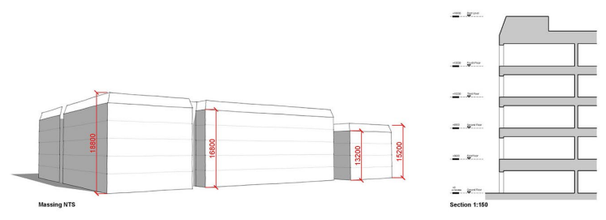
A meeting was held with MCC Planning to discuss roof options and gain understanding of their preferred options. The dual pitched roof with a flat roof element in between (Option D opposite) was preferred, as it was most in keeping with the surrounding architectural style in the conservation area. Please refer to the 'Involvement' section and the Statement of Community Involvement for further detailed feedback.



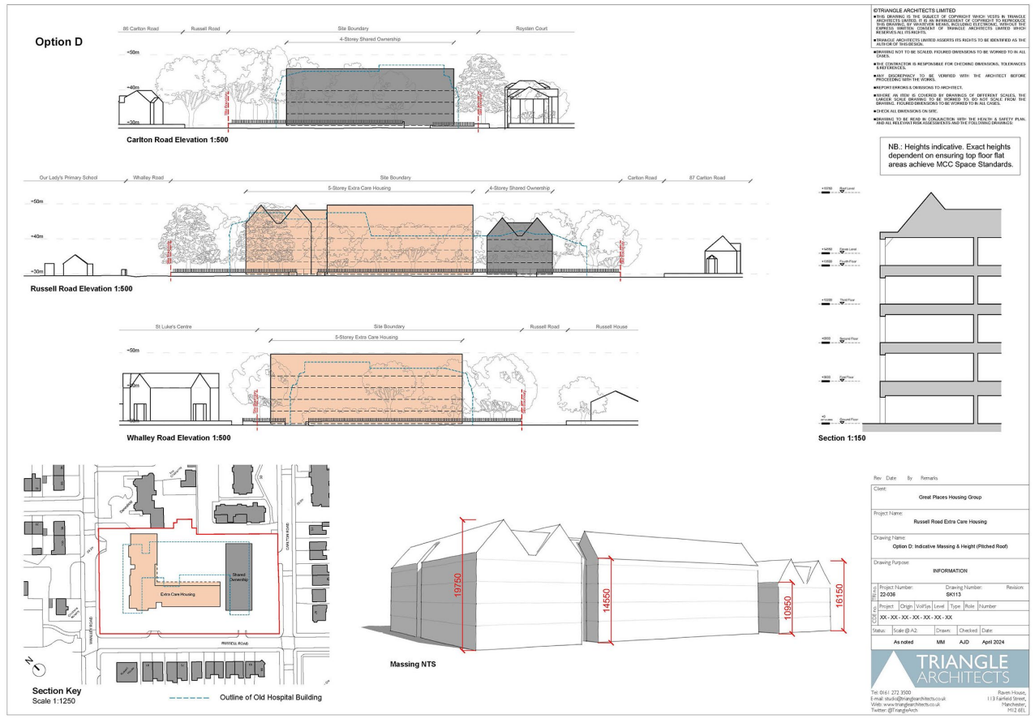
Option A



Option B



Option C



Massing & Roof Design Options

MASSING & ROOF HEIGHT

Designs for a dual pitched roof were developed with dormer windows included to apartments within the roof space (see top image opposite).

Following in depth discussions between the project team, the roof redesigned so that a concrete deck could be positioned above the ceiling height of top floor flats (see bottom image opposite). Dormers were removed as apartments were no longer within the roof space.

Further discussion was held with MCC Planning regarding raising the roof (Final Pre-Application Meeting), and the planning officers were generally comfortable with the adjusted roofscape. It was also noted that many of the previous comments had been incorporated into the scheme. Please refer to the 'Involvement' section and the Statement of Community Involvement for further detailed feedback.



Apartments within the roof space, with dormer windows to top floors



Structural roof deck above apartment ceilings

DEVELOPMENT/EVOLUTION OF PREFERRED OPTION

Following the pre-application process, a final preferred option was developed which addresses the site constraints, the need for affordable homes that the applicant is aiming to cater for, takes on board discussions carried out through the Co-production process as well as feedback from MCC Planning.

The final layout proposes a scheme which incorporates many of the design principles as identified early in the process and takes on board the discussions and development of the design from the pre-application process:

- An 80no. dwelling Extra Care scheme with 1 & 2-bed apartments in a 5-storey block, with a separate 4-storey block containing 40no. 1 and 2-bed apartments.
- Strong building lines fronting the surrounding streets have been created, forming a perimeter to the blocks and creating a strong presence at each corner of Russell Road.
- The existing tree lined perimeter has been retained, with the building line set back from the site boundary.
- A secure and private courtyard has been created for residents to enjoy.
- Landscaped public areas are included to external areas of the site which are well overlooked by apartments.
- A clear distinction between public and private spaces has been made, whilst spaces included in the scheme promote an outward looking and connected community.
- Recesses and setbacks have been included in the building footprint to breakdown the blocks, giving the appearance of a group of smaller buildings.
- A strong design has been incorporated into gables facing onto Russell Road, creating interest in the elevation.
- Existing access points have been utilised for vehicles, and existing hardstanding areas have been utilised for parking areas.
- Parking provision is integrated into the development layout to minimise the urban design implications of a proliferation of parked vehicles along the street scene and allow security.
- Large uniform openings and a structured window pattern create a rhythm along the elevations.
- Using materials common to the local area, predominantly red brick with smaller areas of contrasting feature brick and brick detailing.



Proposed Ground Floor Plan (dwg. no.: 2100_P01)



Proposed Russell Road Elevation (dwg. no.: 2201_P01)

SECTION 2: THE DEVELOPMENT

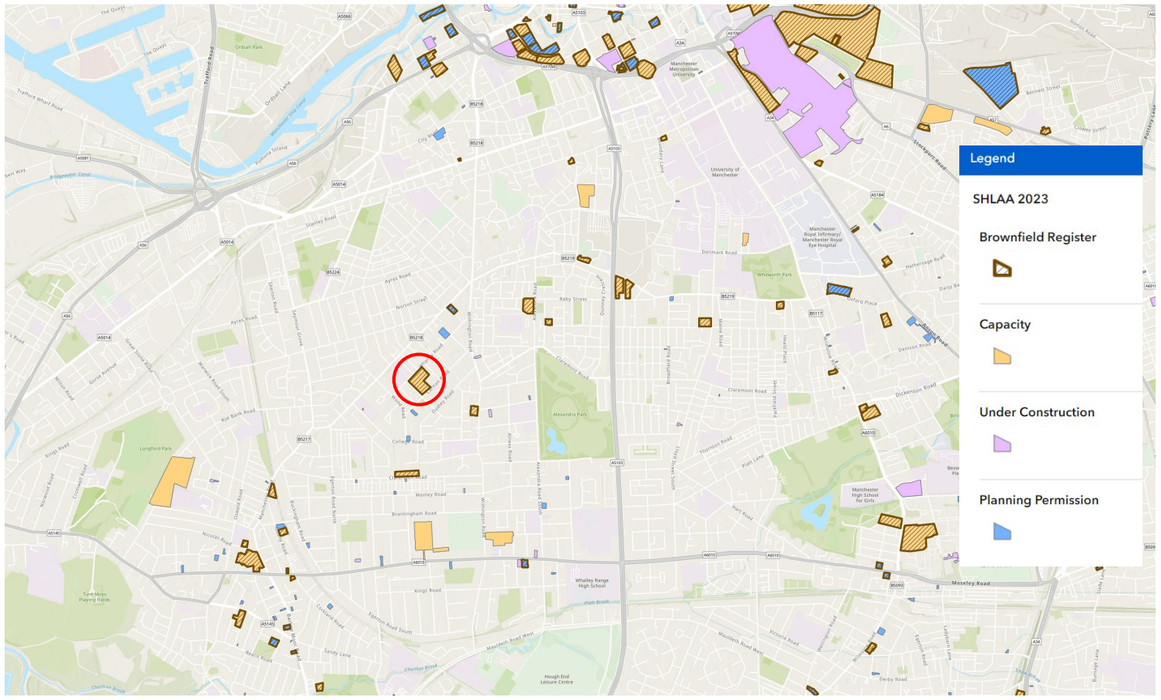
6.0 USE

6.1 The Proposal

6.1 THE PROPOSAL

The proposed scheme consists of new build residential development (Use Class C3) consisting of a five-storey Extra Care block comprising 80 dwellings for a majority LGBTQ+ residents and a four-storey residential block comprising 40 dwellings for shared ownership for first time buyers and eligible customers, with associated landscaping, private amenity space, access and parking.

In April 2023, MCC provided the latest identification of their 5-year housing supply covering the period up to March 2028 within its Strategic Housing Land Availability Assessment (SHLAA). The SHLAA provides a review of sites under construction during the previous period, sites that had planning permission but hadn't yet commenced works and sites that have potential for development, known as 'capacity sites'. The SHLAA is updated on an annual basis and used to demonstrate whether MCC have a 5-year housing land supply; the report concludes that MCC have a housing supply equivalent to 6.12 years for the 5 year period up to March 2028. Within the report, the application site is specifically identified as a capacity site for future housing land supply under site reference Whal_Cap_703 and suggest that the site can deliver approximately 120 dwellings.



Extract of the Manchester City Council SHLAA 2023 Map (site location indicated by red circle)

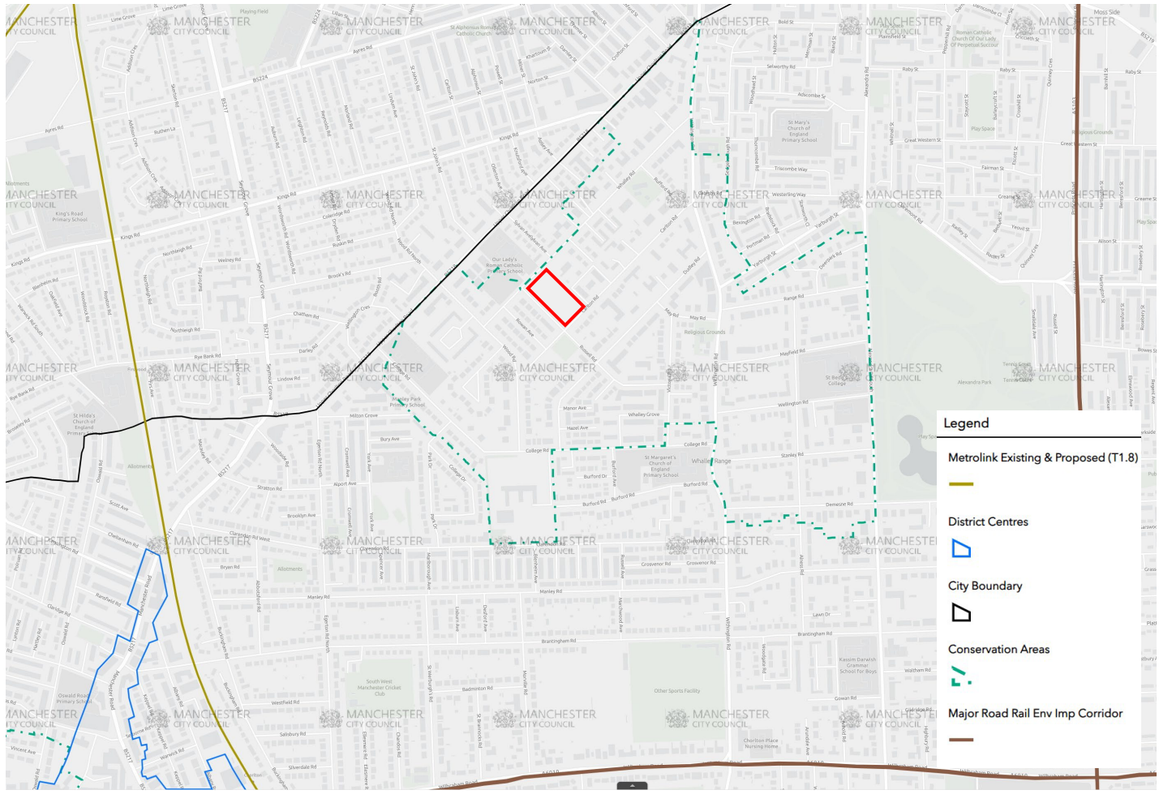
Policy H1/2 of the Manchester Core Strategy, with regard to housing provision, states that the Council will have regard to various factors when assessing a proposal for residential development, including whether the proposal is within the urban area, the availability of infrastructure and the suitability of the site, with regard to amenity, the nature of the local environment and the surrounding land uses. Policy H1/2 emphasises that the Council will assess each residential development on a site-by-site basis and be influenced by local housing need and economic viability.

The site is located within the urban area and there is residential development on adjacent sites. As such, the proposed development would not conflict with the surrounding land uses and will increase the availability of affordable housing supply to the area. It will regenerate a brownfield site (former site of the Spire Hospital), will offer a choice of new housing in the area and will encourage growth of diversity within the community by providing units of different sizes. Therefore, the proposed development would be acceptable in principle and in accordance with Policy H1/2, Manchester Core Strategy Development Plan, the NPPF and the SHLAA.

The proposed development is considered to be in a sustainable location at the heart of an established residential community. The proposal provides an appropriate use within the area and on a site identified as developable for residential housing in MCC's SHLAA (2023-2028). It will provide high quality homes offering specialist accommodation for over 55s, with the majority of residents to be members of the LGBTQ+ community, the first of its kind in the UK, and separate neighbouring accommodation for shared ownership (please see the Affordable Housing Statement for further information). The development will significantly enhance the surrounding area through the introduction of a suitable use on a vacant brownfield site and will provide an appropriate mix of dwellings to meet local needs.

The site is within a highly sustainable location and meets the aspirations of the National Planning Policy Framework, and is highly accessible to major employment hubs and key amenities (by foot, cycle and via public transport). This includes nearby local centres and the city centre, medical centres, primary and secondary schools, public open space, outdoor and indoor formal sports facilities. Bus stops along Upper Chorlton Road and Alexandra Road have frequent services into the city centre, and a number of tram stops are within walking distance.

Local community facilities will benefit from this wider choice of housing. This wider housing opportunity and better mix in the size and type is a local community aspiration and need, and is in accordance with National Planning Policy Framework, CABE and the 'National Design Guide' prepared by MHCLG. The proposals therefore constitute an appropriate use in a suitable location, compliant with the relevant local and national planning policy.



Extract of the Manchester City Council UDP Proposal Map (site location indicated by red outline)

SECTION 2: THE DEVELOPMENT

7.0 AMOUNT

7.1 Schedule of Accommodation

7.2 Typical Flat Type Layouts

7.1 SCHEDULE OF ACCOMMODATION

The proposal for the site consists of one 5-storey and one 4-storey blocks, arranged in a U-shape around an internal courtyard. The 5-storey block houses the Extra Care apartments and will provide social rented dwellings for residents aged 55 years and over, with the majority of these residents being members of Manchester's LGBTQ+ community. The ground floor includes Approved Document M4(3) Category 3: 'Wheelchair User Dwellings', and a variety of communal spaces and shared facilities with provision for flexible care and support services for the residents. This floor and the 4 above will house 80 dwellings, of which 41 are 1-bed apartments and 39 are 2-bed apartments.

The neighbouring 4-storey apartment block is for Shared Ownership, designed for first time buyers and eligible customers. It comprises 40 dwellings total, of which 25 are 1-bedroom apartments and 15 are 2-bed apartments.

The density of the scheme across both blocks is **129** dwellings per hectare.

The following table shows the apartment types and accommodation mix;

Extra Care

Type	Description	Area	Total
A	1B2P	52 m²	39
B	1B2P (Cat 3)	62 m²	2
C	2B3P	70 m²	4
D	2B3P	65 m²	34
E	2B3P (Cat 3)	75 m²	1
Total			**80**

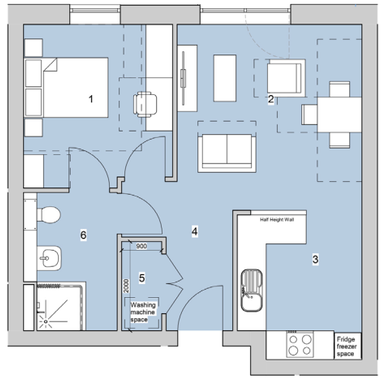
Shared Ownership

Type	Description	Area	Total
AA	1B2P	51 m²	25
BB	2B4P	70 m²	7
CC	2B4P	74 m²	4
DD	2B4P	74 m²	4
Total			**40**

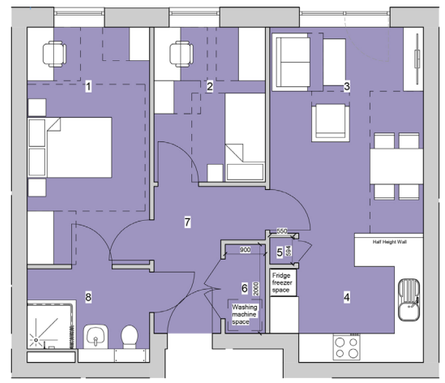
Please refer to floor layout drawings (dwg. nos.: 2100 - 2104) for dwelling locations.

7.2 TYPICAL APARTMENT TYPE LAYOUTS

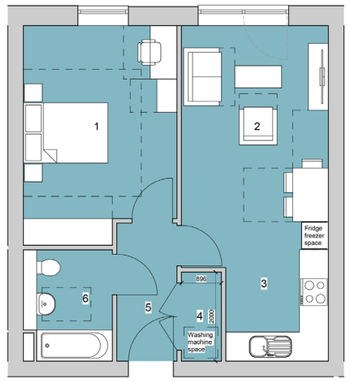
Typical proposed apartment layouts:



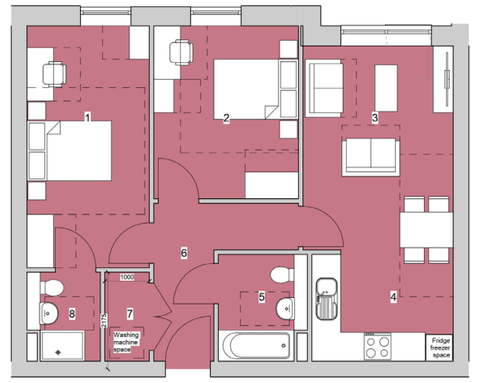
Extra Care Flat Type A (1 Bedroom 2 Person)
Floor plan (Gross Internal Floor Area 52 m²)



Extra Care Flat Type D (2 Bedroom 3 Person)
Floor plan (Gross Internal Floor Area 65 m²)



Shared Ownership Flat Type AA (1 Bedroom 2 Person)
Floor Plan (Gross Internal Floor Area 51 m²)



Shared Ownership Flat Type BB (2 Bedroom 4Person)
Floor Plan (Gross Internal Floor Area 70 m²)

New housing, in terms of size and tenure, will encourage growth of diversity within the community. The mix of dwellings being provided caters to a variety of household types. The Extra Care housing scheme provides greater housing opportunity and an improved mix of dwellings, of both size and type, to meet the needs of the local community. Throughout the co-production process, the importance of "family of choice" within the LGBTQ+ community was discussed and how different living arrangements could be accommodated. The proposed development will enhance the diversity and vibrancy of the neighbourhood and create an important place of safety and support for the older LGBTQ+ community.

7.0 AMOUNT

The scheme also sits in accordance with the Local Plan and the context of the existing surrounding environment. As the wider context of the site is predominantly housing, we feel that the proposals will sit within the existing usage without any negative implications.

The new housing exceeds the following **Manchester Space Standards** minimum floor area targets:

- 1-Bed 2-Person, 1-Storey = 50m^2
- 2-Bed 3-Person, 1-Storey = 61m^2
- 2-Bed 4-Person, 1-Storey = 70m^2

Flat type plans and external wall construction thicknesses are large enough to accommodate Future Homes Standards 2025 U-Value targets.

All dwellings (including the communal areas) are also Approved Document M4(2) Category 2: 'Accessible and Adaptable Dwellings' compliant, with a number of flats within the Extra Care block designed to be M4(3) 'Wheelchair User Dwellings' complaint. In order to ensure M4(2) compliance, all layouts include the following compliant features as a minimum standard:

- Entrance door has a min. 850mm clear opening width, with accessible threshold and 300mm leading edge,
- Min. 900mm wide corridors (1050mm when approach not head-on to room entries) and corresponding wider internal doors,
- Min. 1200x1200mm level landing externally to principal building entrances,
- All doors have 300mm leading edges on entrance level,
- 1200mm clear space provided in front of kitchen units,
- Every bedroom provides a clear access route of 750mm min. from the door to the window,
- Main bedroom provides a clear access zone of 750mm to both sides and the foot of the bed,
- Single and twin bedrooms provide a clear access zone of 750mm to one side of each single bed,
- Ground floor WC dimensions comply with Diagram 2.6,
- Bathroom dimensions comply with Diagram 2.7 and is on the same floor as the master bedroom,
- Provision for a potential level access shower is made in the bathroom with a 1500mm clear turning circle.

SECTION 2: THE DEVELOPMENT

8.0 LAYOUT

8.1 Site Layout

8.2 Boundary Treatments

8.1 SITE LAYOUT

The site layout highlights the existing site constraints (e.g.: proximity to surrounding buildings/structures) which generally dictate the positioning of the building footprints. The plans have been orientated to maximise daylight and views. Several options have been completed as part of an initial feasibility study for the site with differing mix of units and layouts.

The existing urban grain of the site and surrounding area consists of a mix of 2-4 storey dwellings, inclusive of modern 4-storey apartment developments, grand 3-storey Villas and typical 2-storey semi-detached and detached houses. These dwellings are typically either pre- or post-war development with rear gardens in back-to-back arrangements or bounding open spaces or grand Victorian villas typifying the overarching style of the Whalley Range Conservation Area. Generally, the houses have rear gardens with side access routes and small gardens to the front with in-curtilage parking (on driveways). A mix of other land uses are also immediately adjacent to and surrounding the site such as educational and community, including Our Lady's Primary School, St Luke's Centre and the Carlton Club.

A continuous common building line fronting the existing highways is achieved, offering active frontages and natural surveillance to all outward facing boundaries of the site. These building lines are set back from the street boundaries, creating a privacy buffer zone between the public realm and outward facing private dwelling windows – a detailed landscaping strategy has been produced to develop this privacy buffer between the public and private realm. This combination of windows and defensible space offers improved natural surveillance, overlooking and security. The strong building line and the buffer zone help to reinforce the distinction between public and private spaces (By Design: Urban Design in the Planning System DETR & CABE 2000).

The building footprint in relation to the buffer zone allows for the inclusion of separate parking areas to both the Extra Care and Shared Ownership blocks to the north and south ends of the site respectively. The Shared Ownership parking is accessed off Carlton Road, while the Extra Care parking offers a one-way in/out system through separate access points on Whalley Road and Russell Road. Parking provision has been developed in response to the site constraints and balanced against the need for a well-designed, safe and attractive public realm. Manchester City Council does not maintain any parking standards for residential land use and therefore reference has been made to similar schemes within the vicinity of the site to ensure the parking provision is in line with nearby comparable schemes – see Transport Assessment for further details.

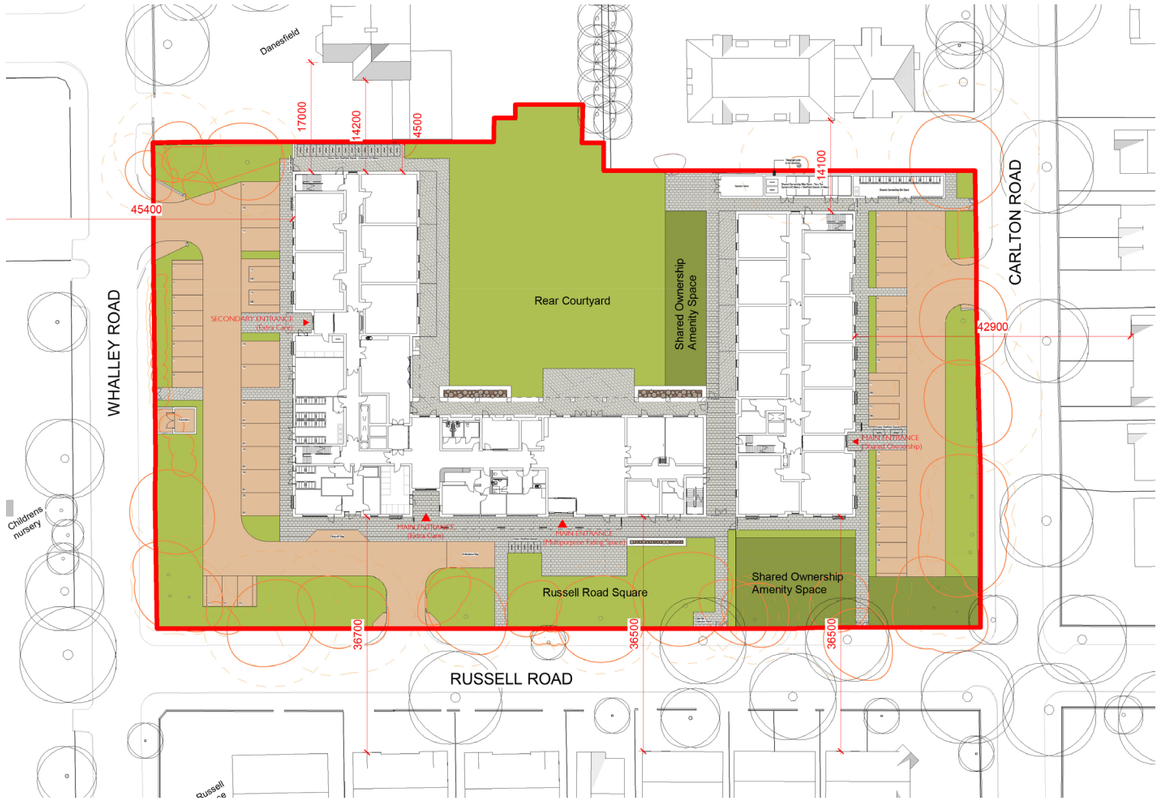
The apartment blocks have a strong presence along the existing highways, behind the tree-lined boundary walls, with a clear building line reflecting the different edges of the site. This gives good views out from the primary windows and creates interest and focal points at the key corners of the development to enhance the key pedestrian routes.

The layout deliberately sites the blocks of accommodation in a U-shaped arrangement in order to create a semi-enclosed private courtyard to the rear of the site for residents, while also maximising aspects and views out externally. Careful consideration of window openings has been ensured to meet privacy requirements, consider overlooking and offer natural surveillance.

Having incorporated comments made from earlier scheme reviews with MCC Planning, we believe our proposals represent a high-quality development which will complement and contribute successfully to its wider setting. The layout of the site has been developed in response to the need for good quality amenity space, whilst working with the constraints and opportunities presented. The final layout has kept intact the early design principles, as mentioned in the earlier Design section, regarding the block location, the relationship to the surrounding roads and buildings, access and parking arrangements, and scheme mix. These key principles have been refined through the design process.

The final layout creates opportunities for good natural surveillance across the site and within the immediate surrounding public realm. The proposed layout has been developed with reference to Secured by Design (SBD) principles and concerns of the local community. The scheme will meet all principles laid out in SBD literature. Discussions with the Crime Prevention Design Consultant has firmed up the security aspects of the proposals.

Please refer to dwg. no.: 2010_P01 Proposed Site Plan (see extract below).



8.2 BOUNDARY TREATMENTS

Boundary treatments will provide a clear distinction between public and private spaces. Boundary treatments vary from soft buffers of landscaping and existing boundary walls to higher railings with planting behind to secure amenity spaces.

The intention is to formulate a soft natural buffer zone between the public and immediate private realm, maintaining and restoring the existing low level boundary walls surrounding the site, as well as retaining the existing tree-line within the demise of the site with the inclusion of additional planting and hedges beyond. The overall strategy offers privacy whilst providing a degree of openness and an attractive public realm. Within the site itself, robust metal railings provide distinction between the open car park areas and the private amenity spaces to the rear. The boundary treatment strategy will help to promote a sense of ownership in the dwellings, encouraging pride in the area, reducing crime and anti-social behaviour whilst providing a desirable place to live.

A landscaping scheme has been produced and includes tree and plant species that are suitable to the local environment. Please refer to Urban Green's Landscape Strategy dwg. no.: UG_2410_LAN_GA_DRW_101 P07

There are no access gates to the parking areas given the site constraints and public access requirements for communal activities; this will allow residents to drive straight off the adopted highways on to the site and into their respective parking areas. This also respects the character of the conservation area, retaining the more widely-used aesthetic of low-level masonry walls for a more traditional and inviting approach.

SECTION 2: THE DEVELOPMENT

9.0 SCALE

9.1 Final Massing

9.1 FINAL MASSING

The earlier Design section of this document has detailed the comprehensive evolution of the scheme massing in response to the many site constraints, site opportunities, MCC Planning involvement and our Client's requirements.

The scale, density and massing of the proposal has been developed to reflect the characteristics of the local area. Whalley Range contains buildings that are predominantly domestic in character, and the scale of the development therefore responds to adjacent existing buildings and reflects the desired residential feel of the development. The proposed site lies immediately adjacent to existing residential properties to the south along Russell Road and Carlton Road; typical 2-storey pre-war housing in scale and appearance. Much of the surrounding housing stock is of this style and is typical of the character of the area.

Directly to the north and east of site, the building typologies and heights vary but are generally larger in scale than much of the typical semi-detached housing. The Whalley Range Conservation Area is defined by the original grand Victorian villas across the area. While typically 2-3 storeys, their scale typically makes them 3-4 storey equivalent in height. For example, St. Luke's Centre directly north of site which is the same height as the adjacent 4-storey apartments of Royston Court. A series of 3 and 4-storey apartment blocks are also within the immediate vicinity of the site.



Scale of new development in relation to surrounding buildings

The former Spire Hospital was larger in massing in comparison to the domestic scale of many of the neighbouring 2-storey residential buildings, however it was similar in scale and massing to the adjacent apartment buildings and older villa dwellings; the hospital occupied a building of 3- and 4-storeys with plant and equipment on an additional 5th storey. The 3-storey element was to the south of the site, facing Carlton Road, and the 4-storey element was to the north of the site, facing Whalley Road. The proposed massing of the new development takes reference from the former hospital, with 4-storey massing to the south of the site, adjacent to the 3-4 storey apartment buildings at Royston Court, and 5-storey massing to the north of site, adjacent to the 4-storey-equivalent St. Luke's Centre.

Care has been taken not to overwhelm the adjacent dwellings by the nature of the scale and massing. The layout is set back from the boundaries adjacent to the typical pre-war dwellings to minimise the associated visual impact, which is enhanced by the privacy buffer of the existing mature treeline and proposed landscaping. The design of the development aims to respond to the scale, rhythm, and material of local buildings, with an elegant contemporary interpretation but contextual response to the scale and character of the area.

The overall design responds to the domestic character of the surrounding area; the street scene below presents the relationship of the proposals to the adjacent dwellings and buildings. The overall massing gently rises across the site from Carlton Road to Whalley Road, from 4 to 5-storeys in scale and taking advantage of pitched roofs to soften the overall massing. The principal street-facing elevations are each bookended by gable end parapets to create a clear distinction of massing within each of the blocks. Setbacks in the building footprint create interest and break up the overall massing to further reduce the visual impact of the built form, particularly within the 5-storey Extra Care block.

The diagram below shows the final massing of the scheme set within its context. Please refer to dwg. no.: 2210_P01 GA Street Elevations.



Proposed Street Elevations

9.0 SCALE

The scale and massing of the building on the site has also been guided by comments made by MCC Planning throughout the pre-application process. They are as follows:

- It is accepted that there was a building which occupied a considerable footprint prior to being demolished and acknowledged that a certain quantum of development is necessary.
- Reducing the dominance of the blocks and breaking down the mass by separating the development into smaller blocks and introducing setbacks.
- Removing the wings that project forward (as previously indicated), to remove their prominence and create a more integrated approach to the elevations.
- Reduce or omit cladding, which creates a top-heavy dominance.

The massing of the final proposal has been designed to respect the scale and height of the local area and immediate surroundings. The 5-storey Extra Care block has been positioned to front onto Russell Road and Whalley Road, with the mass stepping down to the 4-storey shared ownership block fronting onto Carlton Road. Care has been taken not to overwhelm the adjacent developments through breaks in the mass of the building, with setbacks and recessed entrances included to give the appearance of a series of smaller buildings.

Prominent blank gables have been addressed, with more visual interest provided to the double gable elements to strengthen key corners on Russell Road. The dual pitched roof has enabled the ridge height to be minimised whilst also reflecting the local architectural vernacular. Careful consideration of massing, height and layout of the new buildings has been given to ensure there is no undue visual impact on the character and setting of Whalley Range.

SECTION 2: THE DEVELOPMENT

10.0 LANDSCAPE

10.1 Landscape Proposals
10.2 Soft Landscaping Design
10.3 Detailed Landscaping Proposals

10.1 LANDSCAPE PROPOSALS

The detailed landscape proposals for the Russell Road site in Whalley Range have been developed by Urban Green. Relevant policies have been considered throughout producing the landscaping strategies - The Manchester Core Strategy: Policy EN9 Green Infrastructure and EN15 Biodiversity; The Manchester Residential Quality Guidance: 'Make It Work With Landscape'; Manchester's Great Outdoors: Green & Blue Infrastructure Strategy – alongside the Ecology and Arboricultural reports as well as the Biodiversity Net Gain Assessment, which have all been taken into account whilst forming and shaping the landscape proposals.

The key objectives of the landscape proposals aim to:

- Integrate the development successfully with the surrounding area
- Enhance the ecological diversity of the site, utilising species to encourage native flora and fauna
- Provide a high-quality attractive environment for the people who will live there, immediately and in the long term
- Create a courtyard for residents, that is private whilst also feeling open and inviting
- Create a public "square" to the Russell Road frontage.

10.2 SOFT LANDSCAPING DESIGN

The overall landscaping design can be split into 3 key areas of consideration, each of which offer a varied landscaping and planting strategy to suit occupants needs:

- **Boundary landscaping** retention and enhancement
- **Amenity planting** to the public facing "square" and car parking areas
- Private amenity and **courtyard planting**

BOUNDARY LANDSCAPING

The site is currently lined on the eastern, southern and western boundaries with mature trees providing a visual buffer zone between the site and the 3 adjacent roads. The existing boundary tree line is to be retained where possible, preserving the natural screening of views in and out of the site.

The existing boundary walls surrounding the site are to also be retained and repaired where necessary, as they offer a positive contribution to the character of the Whalley Range Conservation Area. New native shrub & hedge planting is proposed behind the existing boundary walls, to provide a soft defensible buffer zone between the public and private realms while also plugging gaps within the existing tree line for improved natural visual screening.



Cornus Sanguinea



Viburnum Opulus



Prunus Umineko

AMENITY PLANTING

An attractive, low maintenance border of low growing groundcover species is proposed within the immediate site boundaries in front of the new native shrub planting and to the general car parking areas. A predominance of ornamental planting alongside a mix of shrubs and grass species provide visual activity within the grounds of the site, while the widespread pollen & nectar wildflower mix looks to maximise flora on site.



Galanthus Nivalis



Crocus Vernus



Hydrangea Preziosa



Narcissus Pseudonarcissus

COURTYARD PLANTING

The overarching strategy within the courtyard areas and private amenity zones is to create dedicated areas of respite and recluse for residents and the planting strategy has been designed to reflect this. Key areas of sensory planting provide a focal point in amongst the wildflower mix and alongside the ornamental and fruiting trees to maximise visual amenity. Pathways within the courtyard and communal gardens are to be of self-binding gravel surfacing to soften the overall nature of the gardens and minimise the impact of hard landscaping.

Whilst separate amenity spaces are to be provided for residents in each block, boundaries between the two will be railings and planting so as to retain a sense of openness across the courtyard as a whole and ensure a visual connection between the spaces.



Lavandula Angustifolia



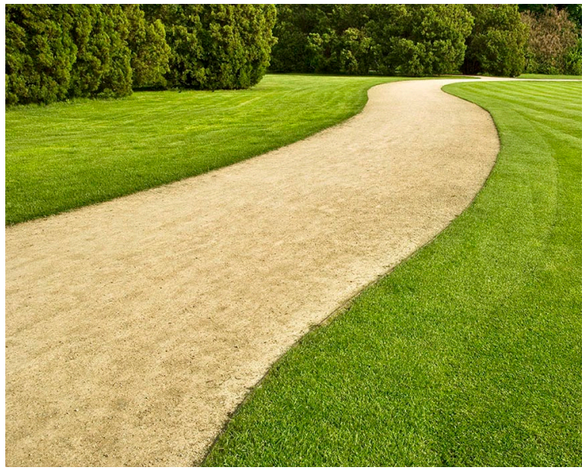
Echinops Ritro



Molinia Caerulea Arundinacea

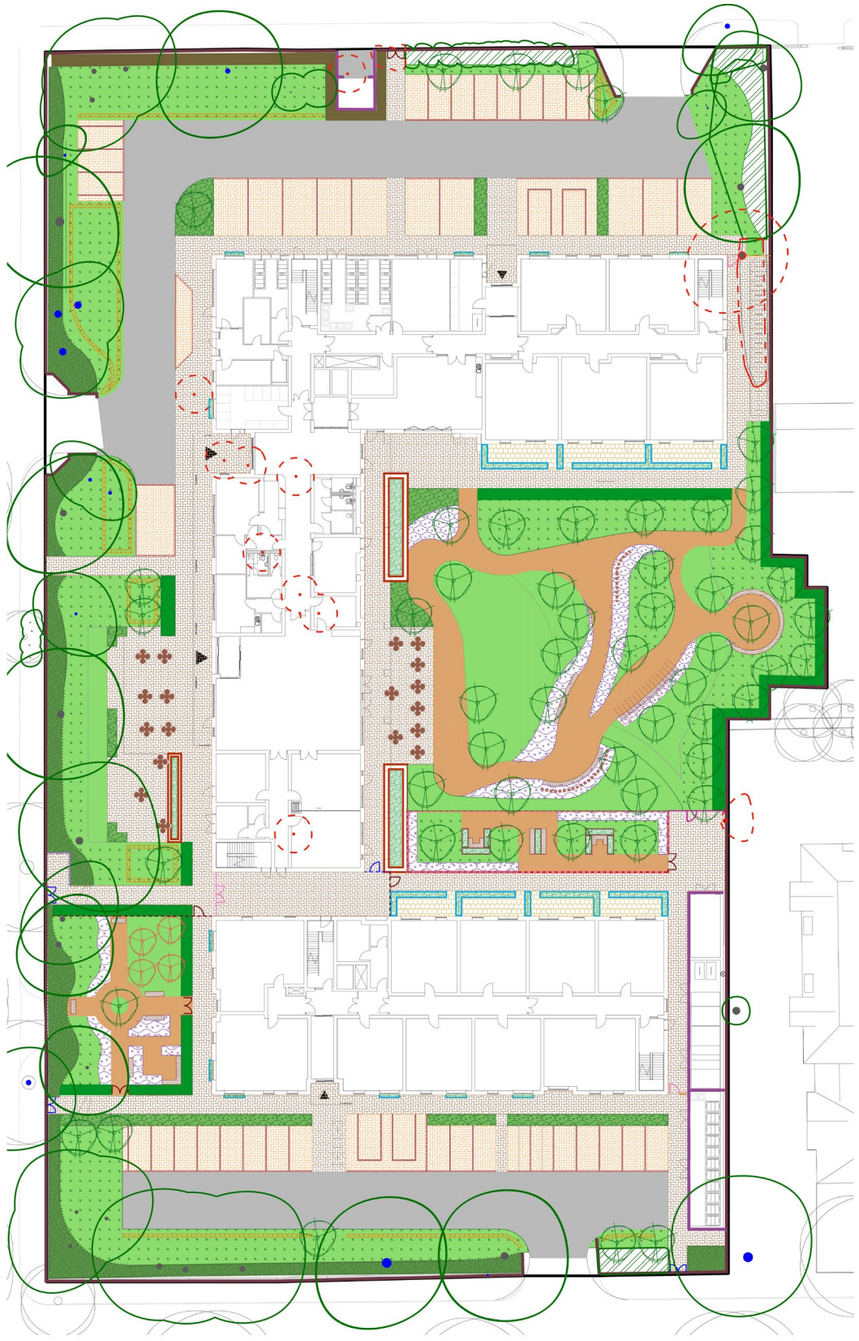


Malus Domestica Braeburn



Self Binding Buff Gravel

10.3 DETAILED LANDSCAPE PROPOSALS



Extract from the URBAN GREEN landscaping strategy.

SECTION 2: THE DEVELOPMENT

11.0 APPEARANCE

11.1 Visual Strategy

11.2 Elevations and Materials

11.1 VISUAL STRATEGY

Following the massing development, the external appearance of the building was developed further including window openings and elevational treatments. The surrounding context uses a variety of materials however the predominant material palette within the area is traditional red brick; from an early stage it was agreed that brick would be an appropriate choice for the primary material within the development due to the building's residential use and the typical local vernacular. Consideration of the site setting within the Whalley Range Conservation Area was also given, to ensure the proposal would be appropriate to the setting and surroundings.



Proposed Street Scene Extract – see dwg. no.: 2210_P01 GA Street Elevations

INITIAL ELEVATIONAL STUDIES

We started to work up several areas of the scheme to develop the type of appearance proposed. Initial proposals incorporated the following key elements:

- Predominantly domestic building forms and character.
- A limited palette of materials for the façade treatment. The majority is proposed to be brickwork, with modest contemporary contrasting detailing where appropriate.
- Contemporary contrasting brick choices with detailing to upper floors.
- Utilising the traditional pitched roof form to replicate the visual aesthetic of surrounding dwellings and reduce the visual impact of the building height.
- The visual vertical dynamic has been taken as a fundamental design principle for the new development. The elevations have been composed to provide a sense of order along the streets in keeping with the repetitive and modular nature of the elevations.
- The elevations are characterised by the regular repetitive ordering of window and door openings to establish a strong vertical rhythm to the façade.

The initial massing and visual strategy also took reference from features of the following precedent schemes:



Boaler Street
Falconer Chester Hall



Leaf Street
Mecanoo



Aukland Rise
HTA Design



New Lodge Community
PRP



Moor's Nook
Coffey Architects



Chapter House
Proctor & Matthews Architects



New Avenue
HTA Design

The proposed elevations have been developed to reflect the traditional built forms and massing of the local vernacular and offer continuity with the traditional pitched roof aesthetic of the surrounding dwellings. A strong massing is proposed, with consistent eaves and ridge heights and a robust overall form. 'Double gables' are proposed on the gable ends of each block, helping to reduce the overall massing and create focal points to the proposals.

The proposed elevations seek a contextually driven contemporary approach to the local vernacular; facing brick with brickwork detailing, a traditional pitched roof form and meaningful proportions are combined with floor to ceiling height windows to form the detailed elevation. The scheme has been developed with a series of contrasting brickwork types, reflecting the typical material palette of the local area. A red brick is proposed predominantly, with subtle contrasting brickwork and brick detailing used between window openings and within setbacks to add interest to the overall masonry massing.

Along the gable ends, recesses and set-backs are used to help break up the elevations – these recesses utilise a dark contrasting brick type to give prominence to the double-gables, creating focal points at the key corners of the site and enhancing the visual connectivity with the public realm.

The pitched roof reflects the surrounding context while the use of brick detailing elements further enhances the setting and creates interest amongst the brickwork. The language established in the elevation is clear and legible, and applying a limited palette of materials to the building strengthens the scheme's robustness.

Our approach is to provide an overall modern contemporary feel to the development, but in a simple and understated language. The choice of materials has played a key role in the design and by restricting the palette it has allowed for a clean elegance in the design, whilst reflecting elements of the surrounding buildings. The elevations look to compliment the overall street scene; the continuity in materials and detailing across the elevations is intended to provide a high-quality contemporary approach that reflects the character of the surrounding architecture.

11.2 ELEVATIONS AND MATERIALS

The design of the new development has attempted to draw upon some of the vernacular architectural characteristics of surrounding architecture whilst also addressing the elevations with a modern approach. Key features which have been used to influence the design include:

- Maintaining a similar site massing to the surrounding traditional urban grain
- A strong definition of building lines fronting the adjoining highways
- Simple but robust detailing with a limited and refined palette of materials
- Key corners strengthened with additional elevational features and details which enhance site-wide views & vistas
- The setting of the surrounding Conservation Area.

The following materials are proposed for this development (numbers relate to the codes on the planning elevation drawings):

1 - Main facing brickwork - red multi wirecut brick

2 - Feature band (as no.1, rotated 90 degrees)

3 - Projecting snapped headers (as no.1)

4 - Projecting snapped headers within 20mm recessed panel (as no.1)

5 - Feature 20mm recessed panel - contrasting brown/tan mottled wirecut brick

6 - Feature brick - black sandfaced brick with dark mortar

7 - Feature brick band (as no.6, rotated 90 degrees)

8 - Roof:

Cedral Rivendale fibre cement roof tiles or similar

Fascias & soffits: RAL 7012 or similar

Location of PVs TBC subject to assessment

9 - PPC aluminium coping: Colour RAL 7012 or similar

10 - UPVC rainwater goods: Colour RAL 9005 or similar

11 - Flush casement UPVC windows: Colour RAL 7012 or similar.

For internal courtyard windows only (Elevations a to c).

12 - Metal railing balconies (Juliets and walk-on balconies): Colour RAL 7012 or similar

13 - PPC aluminium planters: Colour RAL 7012 or similar

14 - PPC aluminium canopy with vertical supports and signage: Colour RAL 7012 or similar

15 - Glazed Curtain Walling system (colour: to match windows)

16 - "Hit and miss" (void) headers to plant/bin stores

17 - Powder coated aluminium doors: Colour RAL 7012 or similar

Louvred doors required to bin/plant rooms - motif/design to be developed with the Community Steering Group

18 - Powder coated aluminium framed windows: Colour RAL 7012 or similar.

For street-facing windows (Elevations 1 to 5 & elevation d).

19 - Aluminium rainwater goods: Colour RAL 9005 or similar

Please refer to dwgs. no.: 2201, 2202 & 2220-2223 for Elevations & Elevation Details

SECTION 2: THE DEVELOPMENT

12.0 ACCESS

12.1 Access Strategy
12.2 Parking and Cycle Strategy
12.3 Refuse and Recycling Strategy
12.4 Public Access
12.5 Inclusive Design

12.1 ACCESS STRATEGY

The overall philosophy is to create a development that will improve the character of the surrounding area and create a focal point that will meet the needs of its occupiers and visitors. This statement demonstrates a clear commitment to deliver a welcoming and inclusive residential development. Careful consideration has been, and will continue to be applied, to meet best practice and inclusive design standards.

The site is connected to key destinations via the nearby Upper Chorlton Road and Alexandra Road which lead directly into Manchester City Centre to the north, as well as Chorlton and beyond to the south. Whalley Range is a good transport corridor between the City Centre and South Manchester; in terms of wider highways networks the site is located 3.5 miles from both Junctions 5 & 7 of the M60 Motorway which offers access to major motorways connecting the North West, including the M62 (towards Liverpool & Leeds) and the M61 (to Preston).

The nearest train station to the site is Oxford Road Station which lies approx. 2 miles from the site, with Trafford Park Station approx. 2.5 miles to the west; the site is well connected to these local stations through other means of public transport including regular bus routes and nearby tram stops. These stations are highly connected and offer regular services across the North West and throughout the rest of the country. The closest bus stop sits just 300m north of site, along Upper Chorlton Road, while the closest tram stop is Firswood, a 15 minute walk west of site offering regular services into the City Centre and South Manchester.

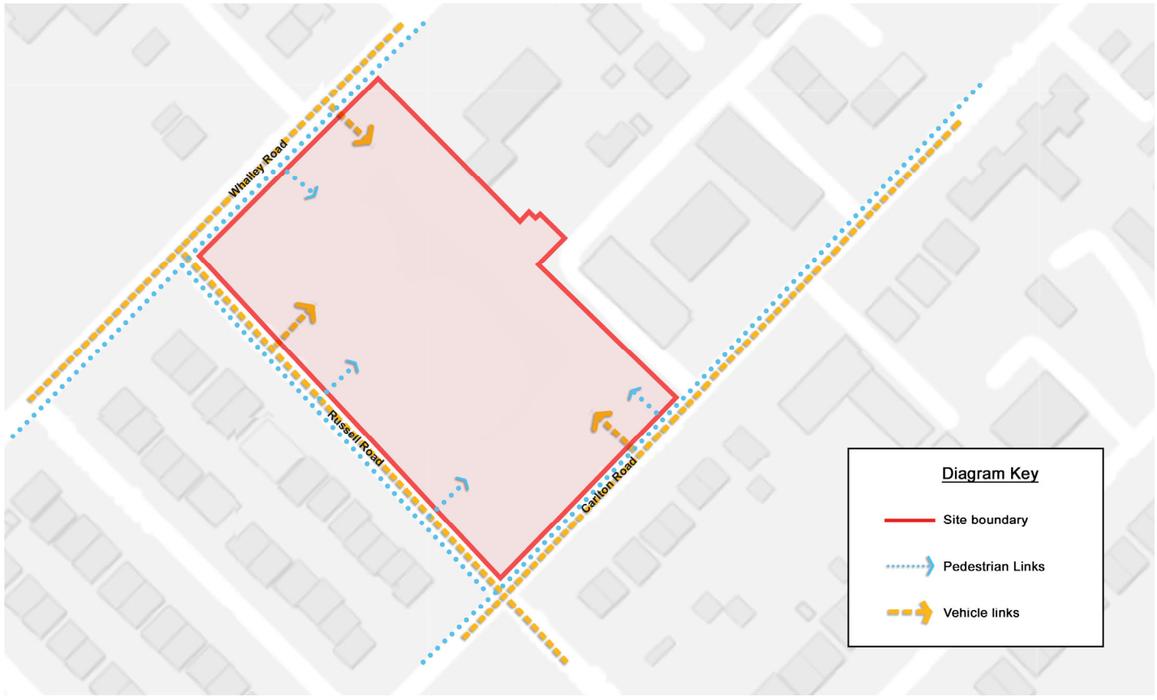
The site is within a highly sustainable location and meets the aspirations of the National Planning Policy Framework. It has excellent access to public transport, and is within close proximity to the Fallowfield Loop and the Trans Pennine Trail for local and regional cycle & walking networks. Further detail can be found in the Transport Statement, which makes clear the site is in an accessible and sustainable location.

12.2 PARKING AND CYCLING STRATEGY

The development will be accessible from 3 vehicular separate access points, one directly off of each of the roads bounding the site. Whalley Road and Russell Road will provide access points for the Extra Care block, while Carlton Road will offer access for the Shared Ownership block. These are all existing site access points, used previously for the Spire Hospital. The proposed site layout includes an update to the existing site access; an existing secondary access point located to the south of Russell Road, now redundant, is proposed to be reinstated as a continuous footway. The associated boundary walls are all to be made good where necessary, to match the existing walls, as they offer a positive contribution to the character of the Whalley Range Conservation Area. The site access can achieve visibility splays of 2.4m by 43m offset 1m into the carriageway, as set out in Manual for Streets 2 paragraph 10.5.3. Further detail can be found in SK Transport Planning's associated reports.

Parking provision has been developed in response to the site constraints/limitations and balanced against the need for a well-designed, safe and attractive public realm. Due to the occupation of the Extra Care building it is anticipated that car ownership will be lower than average, as such the scheme provides 23 no. vehicle parking spaces to the Extra Care block (29% provision) while 20 parking spaces are provided to the Shared Ownership block (50% provision). Each block offers 2 disabled parking spaces. Whilst MCC does not maintain any parking standards for residential land use, parking provision has been provided in line with nearby comparable schemes – see Transport Assessment for further details.

It was important to provide an active frontage, with car parking provision situated in visible areas, providing natural surveillance of the areas most prone to anti-social behaviour. We were conscious not to encourage areas dominated by vehicles and so the introduced landscaping scheme offers much landscaping and high-quality surface materials to provide a buffer zone between public and private realm. We hope to create a lively active frontage with natural surveillance from dwellings and a high-quality landscape design (Urban Design Compendium & Car Parking: What Works Where, English Partnerships 2000 & 2006; Nos. 12 & 13, Building For Life, CABE 2008).



Pedestrian and Vehicular access routes

A total of 32 cycle spaces (40% provision) are provided within covered and secure areas for the Extra Care block, utilising Sheffield stands. The Shared Ownership block provides 46 cycle spaces within covered and secure stores (115% provision). Additional Sheffield stands for visitors are located near front entrances to both blocks. The existing walking and cycling infrastructure within the vicinity of the site provide good opportunity for travel, with cycle paths along Upper Chorlton Road leading towards the City Centre.

12.3 REFUSE AND RECYCLING STRATEGY

The proposal includes adequate and convenient storage for waste and recycling. Within the Extra Care block, an integrated bin store has been designed into the building for ease of access for residents and to avoid any external visual impact. Within the Shared Ownership block an external bin store is proposed - this is concealed within a well detailed bin store and located to the rear of the site in the communal parking courtyard, to minimise the visual impact and integrate it within the overall scheme.

Storage requirements have been sized in accordance with GD04 (Waste Storage and Collection Guidance for New Developments: Version 7) using the following outlined capacities per apartment:

- 110ltr general refuse
- 55ltr paper/cardboard recycling
- 55ltr co-mingled recycling
- 10ltr food waste
- 0.43m^2 bin storage floor area

For the 80 unit Extra Care block, this equates to a minimum of:

8,800ltr general refuse = 8 no. 1,100ltr Eurobins
4,400ltr paper/cardboard recycling = 4 no. 1,100ltr Eurobins
4,400ltr co-mingled recycling = 4 no. 1,100ltr Eurobins
800ltr food waste = 4 no. 240ltr wheeled bins
Total 16 no. Eurobins and 4 no. wheeled bins.

For the 40 unit Shared Ownership block, this equates to a minimum of:

4,400ltr general refuse = 4 no. 1,100ltr Eurobins
2,200ltr paper/cardboard recycling = 2 no. 1,100ltr Eurobins
2,200ltr co-mingled recycling = 2 no. 1,100ltr Eurobins
400ltr food waste = 2 no. 240ltr wheeled bins
Total 8 no. Eurobins and 2 no. wheeled bins.

Refuse collection will occur within the site, therefore a swept path analysis has been undertaken (with an MCC specification refuse vehicle) as part of the Transport Statement by SK Transport Planning (Transport Consultant) to demonstrate that the internal site layout can accommodate a large 3-axle refuse vehicle entering the site and exiting in a forward gear.



Bin & cycle storage areas

12.4 PUBLIC ACCESS

The development has been designed to comply with Building Regulations Approved Document M4(2) & M4(3) (accessible & adaptable and wheelchair accessible), which states that ‘reasonable provision should be made for most people to gain access to and use the dwelling and its facilities’ (M4(2)) and ‘reasonable provision must be made for a wheelchair user to live in the dwelling and use any associated private outdoor facilities’ (M4(3)).

The site is in a sustainable location with access to public transport (buses and trams) within walking distance on Upper Chorlton Road and around Whalley Range. Key access criteria that have been designed-in include:

- Level thresholds to each block and property entrance has been achieved (to Approved Document Part M requirements).
- Accessible car parking provision.
- Safe, convenient and accessible building approaches.
- Hard landscaping that allows inclusive use by all users.
- Easily accessible windows, switches and power sockets.
- Good sized internal circulation space, bedrooms, living rooms, bathrooms and kitchens.
- Vehicular and Transport Links.

Good access to facilities both for everyday and emergency situations, using both private and public transport, is available for all taking account the needs of disabled people. Entrance doors have been positioned close to areas of pedestrian activity, whilst good lighting and natural surveillance from public spaces helps minimise the risk of crime and provide a sense of comfort to all users.

A Transport Statement has been submitted with this application detailing how the site is accessed by public transport, bicycle, car etc – this informs the car parking requirements and provides the following conclusion in regard to accessibility:

In summary, the consideration of traffic impact has demonstrated the following:

- The proposed development will be accessed by safe and efficient vehicular access arrangement.
- The sites are accessible by sustainable modes of transport.
- The surrounding area exhibits excellent levels of pedestrian and cycling infrastructure, and there are several public transport opportunities within acceptable walking distance.
- The site can be serviced in a safe and convenient manner.
- The proposed development benefits from being highly accessible on foot with good standard pedestrian footways in the vicinity of the site, providing safe access to a wide of range of local amenities.
- The proposed development is ideally placed to encourage journeys by public transport with numerous bus stops located within a short walk of the site together with their associated high frequency services and the site being close to a tram stop.
- Parking provisions will be appropriate to the scale, location and nature of the development.

It is concluded that the proposal meets the requirements of local and national policy, and that the residual traffic and road safety impact of the proposal will not be significant when tested against paragraph 111 of NPPF.

12.5 INCLUSIVE DESIGN

The intention of the development is to generate an inclusive community environment regardless of age, gender, ethnicity or disability. The Extra Care block has been designed through co-production with a Community Steering Group and other stakeholders, which has helped guide design principles to ensure the scheme meets the needs future residents.

The site is generally flat in nature and therefore allows for level access to all dwellings. All dwellings will be Approved Document M4(2) Category 2: ‘Accessible and Adaptable Dwellings’ compliant as a minimum, with a number of Approved Document M4(3) Category 3: ‘Wheelchair User Dwellings’ included on the ground floor of the Extra Care block. The development aims to consider people’s diversity and breaks down unnecessary barriers and exclusions in a manner that benefits all.

Sources and Guidance

Advice has been sought from a number of sources to ensure that inclusive design principles will be established at this early stage. The main design references used include:

- Building Regulations Approved Document Part M
- British Standards BS8300, Access for Disabled People
- Equality Act
- Department for Transport Guidance on Inclusive Mobility
- Department for Transport Guidance on the use of Tactile Surfaces

SECTION 2: THE DEVELOPMENT

13.0 RESOURCES AND LIFESPAN

13.1 Land Use
13.2 Orientation
13.3 Ventilation
13.4 Lighting
13.5 Insulation
13.6 Heating
13.7 Materials
13.8 Environmental Focus

13.1 LAND USE

The use of land that has been previously developed should be the priority for new development as opposed to greenfield sites. This sequential approach promotes the regeneration of areas that lie derelict or vacant and gives greater protection to environmental assets.

National policy highlights the need to make efficient and effective use of land by encouraging residential schemes with a minimum density of 30 dwellings per hectare. MCC supports such policies, allied with appropriate alignment with existing character in terms of scale and mass, aligning with use policies, ensuring any historical status is respected and schemes do not result in over development. The current 5-year housing supply identification in the MCC SHLAA emphasises the need to make efficient use of suitable and available brownfield sites when considering the density of proposals.

13.2 ORIENTATION & PV'S

The orientation of the built form within the application site has been largely determined by the urban design principles employed during the development of the proposals. The arrangement of the blocks and external areas on the site, the orientation of habitable rooms and the positioning of windows respond to the specific site conditions, aligning to existing roads and building lines. This approach contributes to the development of a unique character and sense of place. Careful consideration of spaces within the development and the approach of design for adaptability give the scheme long term viability.

In addition to energy efficiency measures, it is proposed that the development will feature PV arrays on the roof on the western and southern elevations. See dwg. no. 2105_P01 GA Roof Plan.

13.3 VENTILIATION

Each unit will incorporate operable windows to all habitable rooms to ensure fresh air is available to all future residents and their visitors. In addition, each apartment will be installed with mechanical ventilation with and without heat recovery.

13.4 LIGHTING

Natural daylight will be available in all habitable rooms, and this will reduce the need for artificial lighting. This, alongside the use of energy efficient lighting, will result in a reduction in CO_2 emissions. Window openings have been sized to allow rooms to be naturally lit. Not only does this have the potential to reduce energy consumption but also makes for pleasant, liveable rooms contributing to the long–term sustainability of the scheme.

13.5 INSULATION

Whilst this is dealt with at the Building Regulations stage, the applicant is committed to maximising insulation levels throughout the proposal. A 'fabric first' approach will be taken, focusing on reducing heat loss and prioritising energy efficiency from the start of the design and development process. Furthermore, the windows will provide the highest standard of double-glazed low-E glazing to prevent heat loss and heat gain, helping to keep the internal temperature of the dwellings relatively stable.

13.6 HEATING

Individual apartment energy efficient heating systems will enable control on a room-by-room basis. This will ensure energy is not expended when dwellings or the rooms within a dwelling are vacant. The heating scheme throughout the building will be based around Low Surface Temperature Panel Heaters with an all-electric system, whilst communal areas in the Extra Care building will be provided with a VFR Heating and Cooling system.

13.7 MATERIALS

Consideration will be given to Life Cycle design, with internal finishes designed to last for 30 years. As such the use of paints and other products requiring maintenance will be minimised.

13.8 ENVIRONMENTAL FOCUS

As we move towards the Government's strategy of Net Zero Carbon by 2050, there has been a significant focus on how we can deliver a reduction of energy usage and the carbon footprint of the buildings. The Places for Everyone Joint Plan highlights Greater Manchester's target of achieving net zero carbon by 2038, with net zero to be achieved by all new developments from 2028. The proposals will aim to be as low carbon as possible and the scheme will deliver on reduced energy consumption and carbon footprint, whilst future-proofing for changes in environmental factors, energy delivery models and customer requirements.

SECTION 2: THE DEVELOPMENT

14.0 SUMMARY & APPENDICES

14.1 Summary

14.1 SUMMARY

This document sets out how the proposed development responds to the site location, its constraints and opportunities, and the local housing needs.

The following key items highlight the depth to which the development has been considered:

- The flexibility, range and type of units gives choice to prospective residents.
- A sustainable location adjacent to good public transport links, to local education facilities, to retail and recreational facilities and to local areas of employment.
- The relationships between the existing and proposed properties have been respected in terms of building line, scale, massing, privacy distances and natural screening.
- The risk of crime has been mitigated by carefully considering the security issues and responding in a passive manner where practical.
- The site layout respects and responds to the constraints of the site and seeks to provide a built environment which promotes a sense of place and community.

This Design & Access Statement sets out the proposals in detail and summarises it as follows:

SITE ASSESSMENT: This describes the site location, demonstrating a clear understating of the location, surrounding Conservation Area and building typologies. Site photographs provided show an under-utilised site and evidence of fly-tipping and vandalism on the site, likely as a result of a lack of natural surveillance. The existing site is considered in further reports for ecology and biodiversity, trees, drainage, environmental standards and transport, and its constraints clearly understood by the project team when preparing the development proposals.

PLANNING POLICY STATEMENT: The proposal constitutes sustainable development in line with the NPPF (Paragraph 11), economically, socially, and environmentally. The main reasons are:

1. Efficient use of a brownfield site in an urban and sustainable location,
2. Reduces future dependence on greenfield sites to meet housing needs, boosts housing land supply, range, and choice to meet local demand and varying needs,
3. Increases the local workforce to support the local economy and Greater Manchester,
4. Increases local expenditure to support the local economy and support local services,
5. Boosts council tax receipts and provides new homes bonus to generate new spend on local services and local regeneration initiatives,
6. Ensures new homes are supported by adequate infrastructure,
7. Provides low carbon housing in a low-risk flood area and outside of an air quality management area,
8. Retains existing trees where possible and provides new tree planting and creation of new green infrastructure/public realm; provides biodiversity net gain,
9. Highly accessible by foot, cycle, and public transport to local facilities in a safe and convenient manner, to reduce reliance on the private car and thereby reduce carbon emissions, and
10. The provision of a Travel Plan for the site will assist in reducing impact and help to create a wider choice of travel to residents and visitors.

INVOLVEMENT: Consultation appropriate to the scheme has been carried out at various stages during the design period. This includes discussions with Manchester City Council Planning and Highways departments, ensuring a scheme that addresses any issues raised. Key to the development of the scheme has been the Co-production process, with the involvement of the Community Steering Group and other key stakeholders providing input at key stages of the design.

EVALUATION: An evaluation of the site constraints and opportunities demonstrate an understanding of the site-specific issues, and the aspirations of the opportunities diagrams are clearly seen in the final proposals.

DESIGN: A number of options were explored at the early design stages to establish key design principles for the site. Designs were developed through an extensive co-production process with the Community Steering Group and other stakeholders, including a thorough pre-application process with MCC Planning. The proposed design has taken on board feedback given throughout the design process and to provide a clearly defined and characterful response to the site.

USE: The proposed residential use is shown to be acceptable, building on its SHLAA identification as being suitable, available and achievable for residential development. The SHLAA site reference is looked at in more detail and suitably appraised.

AMOUNT: A density of 129 dwellings per hectare and the locations of individual dwellings demonstrates a scheme that respects the surrounding context and overlooking distances. The SHLAA identifies that the site is suitable for 120 dwellings, which has been met. This, together with the evident need to make the most efficient use of suitable sites within the authority to address the current lack of housing land supply, provides clear justification for progressing a higher density at the site.

LAYOUT: The layout is further analysed and detailed. The proposed development has responded to the Manchester Core Strategy, The Manchester Residential Quality Guidance and other material considerations, to arrive at a scheme that progresses a high standard of design when considering the site's technical constraints.

SCALE: The four and five storey height of the development is deemed to be appropriate to its context, taking into account the massing of surrounding buildings and residential dwellings, as well as the massing of the previous Spire Hospital building. Design features such as a dual pitched roof and setbacks/recesses also help to break down the scale and massing of the blocks.

LANDSCAPE: A high-quality landscape scheme has been produced in line with the relevant policies and guidance in The Manchester Core Strategy and The Manchester Residential Quality Guidance. Consequently, the scheme is policy compliant in this respect, and landscaping should not form a prohibitive factor in the consideration of the proposed development. The

provision of well-designed amenity space that incorporates biodiversity requirements represents a clear enhancement of a poor-quality existing space.

APPEARANCE: A limited palette of sympathetic materials with simple robust detailing has been included to create an overall modern contemporary feel to the development, which is sympathetic to, and enhances, the characteristics of its Conservation Area setting.

ACCESS: The access strategy of the site is summarised. The site is clearly demonstrated to be in a sustainable and accessible location, with safe access provided. Further details are provided in the Transport Statement.

RESOURCES AND LIFESPAN: The proposals aim to be as low carbon as possible. A ‘fabric first’ approach will be taken to the building as well as orientating the form to make the best use of natural lighting and positioning of PVs. The scheme will deliver on reduced energy consumption and carbon footprint, whilst future-proofing for changes in environmental factors, energy delivery models and customer requirements.

14. 2 CONCLUSION

The proposal seeks the redevelopment of a redundant site which has the potential to contribute towards the delivery of successful homes within a sustainable location. The development proposals have been carefully considered to ensure compliance with relevant national and local planning policies and show a clear understanding of the existing site and surrounding heritage context. It will be a positive addition to the housing offer within Whalley Range and the Manchester City Council boundaries and should be approved with this site identified in the SHLAA as being suitable, available and achievable for residential development.