



DESIGN AND ACCESS STATEMENT

PROPOSED RESIDENTIAL DEVELOPMENT
KINGSWAY, BURNAGE,
OCTOBER 2024



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01 | INTRODUCTION AND CONTEXT

STEN Architecture has prepared this document on behalf of Triple Jersey Ltd. It explains the design principles of a Planning Application for a new residential development at B&M Premises, Kingsway, Burnage.

The development proposal comprises 115 dwellings, access, landscaping, and other related infrastructure. The proposal shows the influence of existing site conditions, maximises opportunities, and mitigates constraints. Site analysis, technical surveys, design guidance and planning policy inform the proposal.

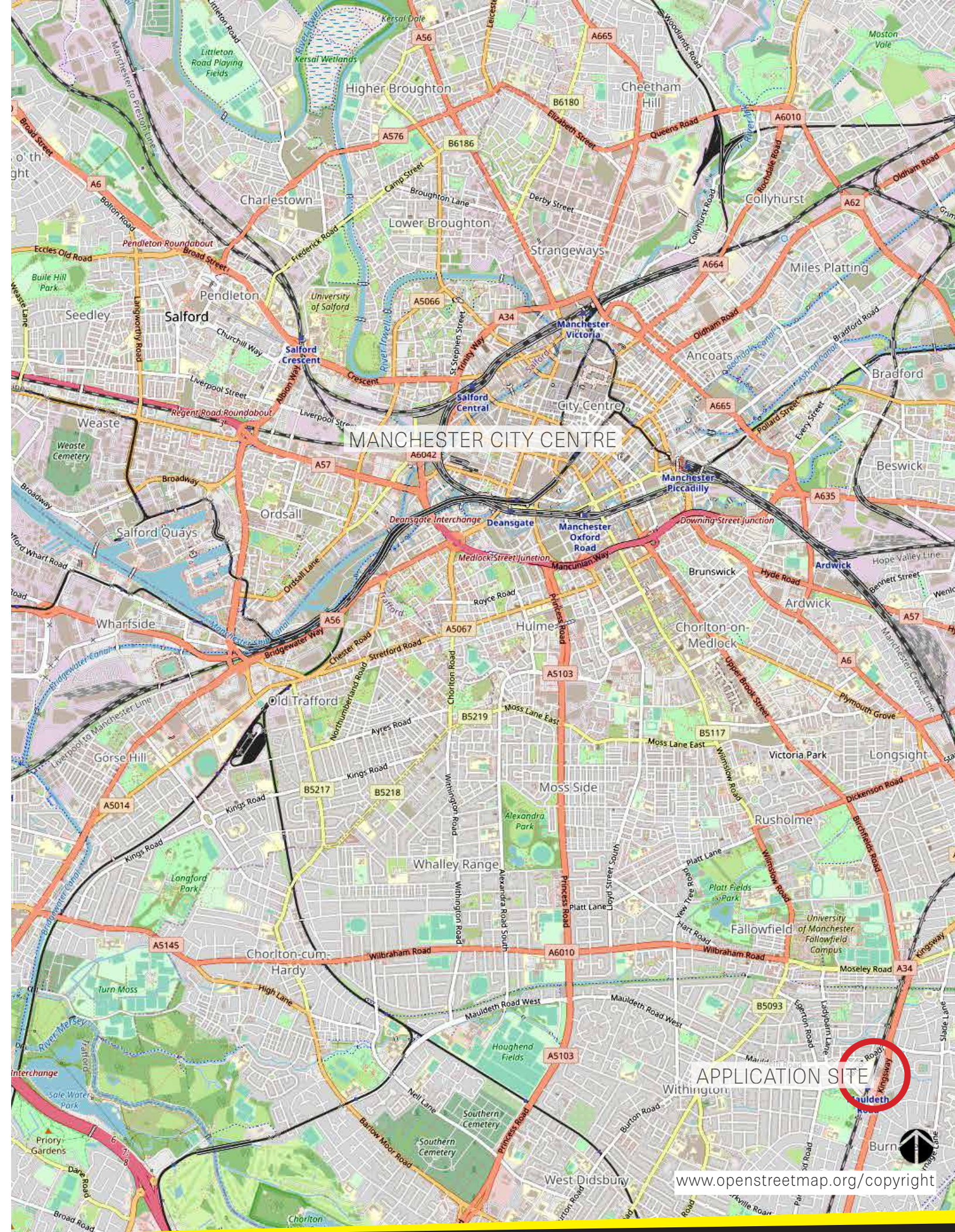
Design principles are determined by this process. They show good practice and, adherence to national, local, and urban design guidance. Triple Jersey Ltd has collaborated with specialist consultants and the local authority to create a successful, sustainable, and accessible residential development.

The intentions of the proposal, as demonstrated in this document, are to:

- Create a characterful development with a clear identity.
- Create a sustainable and legible living environment.
- Make proper use of land to deliver appropriate scale and density.
- Provide new homes that meet high architectural standards; and
- Recognise and enhance existing features.

The design team recognise the importance of a sustainable development that meets the needs of current and future generations. There is specific emphasis on delivering efficient homes, adaptable private spaces, high quality public space, and improved landscaping. The proposal is a positive response to this context.

THE SITE IS CIRCA 4 MILES FROM
MANCHESTER CITY CENTRE



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02 | PLANNING CONTEXT

The accompanying planning statement is documentation and application of relevant planning policy and is a central reference point for this submission. This Design and Access Statement focuses and expands on design related policies and guidance and showing how these have informed the formation of the proposed development.

NATIONAL PLANNING POLICY AND GUIDANCE

The National Planning Policy Framework (NPPF) aims to make the planning system less complex and more accessible whilst promoting sustainable growth and protecting the environment.

Paragraph 15 states:

‘The planning system should be genuinely plan-led. Succinct and up-to-date plans should provide a positive vision for the future of each area; a framework for addressing housing needs and other economic, social, and environmental priorities; and a platform for local people to shape their surroundings.’

NATIONAL DESIGN GUIDE

The National Design Guide addresses the question of how we recognise well designed places, by outlining and illustrating the Government’s priorities for well-designed places in the form of ten characteristics:

“Well-designed places have individual characteristics which work together to create its physical Character. The ten characteristics help to nurture and sustain a sense of Community. They work to positively address environmental issues affecting Climate. They all contribute towards the cross-cutting themes for good design set out in the National Planning Policy Framework.”

BEST PRACTICE

There are a range of best practice documents with consensus over the principles of design They apply differing terminology however, they all describe core factors define good urban design and underpin best practice. Sources include Manual For Streets, Building For Healthy Life, CABE, and RIBA.

Details of the Pre-Application process and Community Consultation are included in the accompanying Planning Statement.

MANCHESTER LOCAL POLICY

The Manchester Strategy (‘Our Manchester’) sets a vision for Manchester to be in the top flight of world class cities by 2025, playing its full part in limiting the impacts of climate change and a place where residents from all backgrounds feel safe, can aspire, succeed and live well. The Core Strategy was adopted by Manchester City Council on 11th July 2012. It is the key document in Manchester’s Local Development Framework and covers a period of 15 years from 2012 to 2027. Key policies include:

A) POLICY T1 - SUSTAINABLE TRANSPORT

To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that: -

- Improve choice by developing alternatives to the car.
- Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car.
- Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.
- Improve pedestrian routes and the pedestrian environment.
- Improve and develop further Manchester’s cycle network (for example the Manchester Cycleway and the Trans Pennine Trail). Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision.
- Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to

assist in the sustainable and efficient movement of goods.

- Facilitate modes of transport that reduce carbon emissions e.g by incorporating charging points for electric vehicles, subject to their appropriate design and location.
- Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.
- Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:

1. Pedestrians and disabled people
2. Cyclists, public transport,
3. Commercial access,
4. General off peak traffic,
5. General peak time traffic.

B) POLICY H6 - SOUTH MANCHESTER

South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. High density development in South Manchester will generally only be appropriate within the district centres of Chorlton, Didsbury, Fallowfield, Levenshulme, and Withington, as part of mixed-use schemes. Outside the district centres priorities will be for housing which meets identified shortfalls, including family housing and provision that meets the needs of elderly people, with schemes adding to the stock of affordable housing.

The Manchester Residential Quality Guidance completes this picture, providing clear direction on what is required to deliver sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester.

03 | LOCAL FACILITIES

The site is in a sustainable location and is well served by facilities in the immediate area. The site benefits from proximity to Mauldeth Road Railway Station and a number of bus stops. There are highways, cycle routes, and footpaths, in the surrounding area that connect to various places and Manchester City Centre.

Manchester is at the same time an international city, a regional capital, and a home. It is richly diverse and multi-faceted in terms of its people and its function.

The site lies to the south of the city centre in an area with characteristics concurrent with the edge of centre context. The site is a linear shape, sandwiched between Kingsway and an existing railway line. The surrounding areas are residential and supported by pockets of commercial development, schools, recreation spaces, and sports facilities.

New residents will benefit from the variety of services in the immediate area. They include:

1. Site location
2. Mauldeth Road Primary School
3. Ladybarn Primary School
4. Retail and commercial development
5. Armitage Sports Centre
6. Ladybarn Park
7. Chemist
8. Levenshulme High School
9. Retail area including Medical Centre



Retail facilities in the vicinity are located close to the junctions of significant routes.



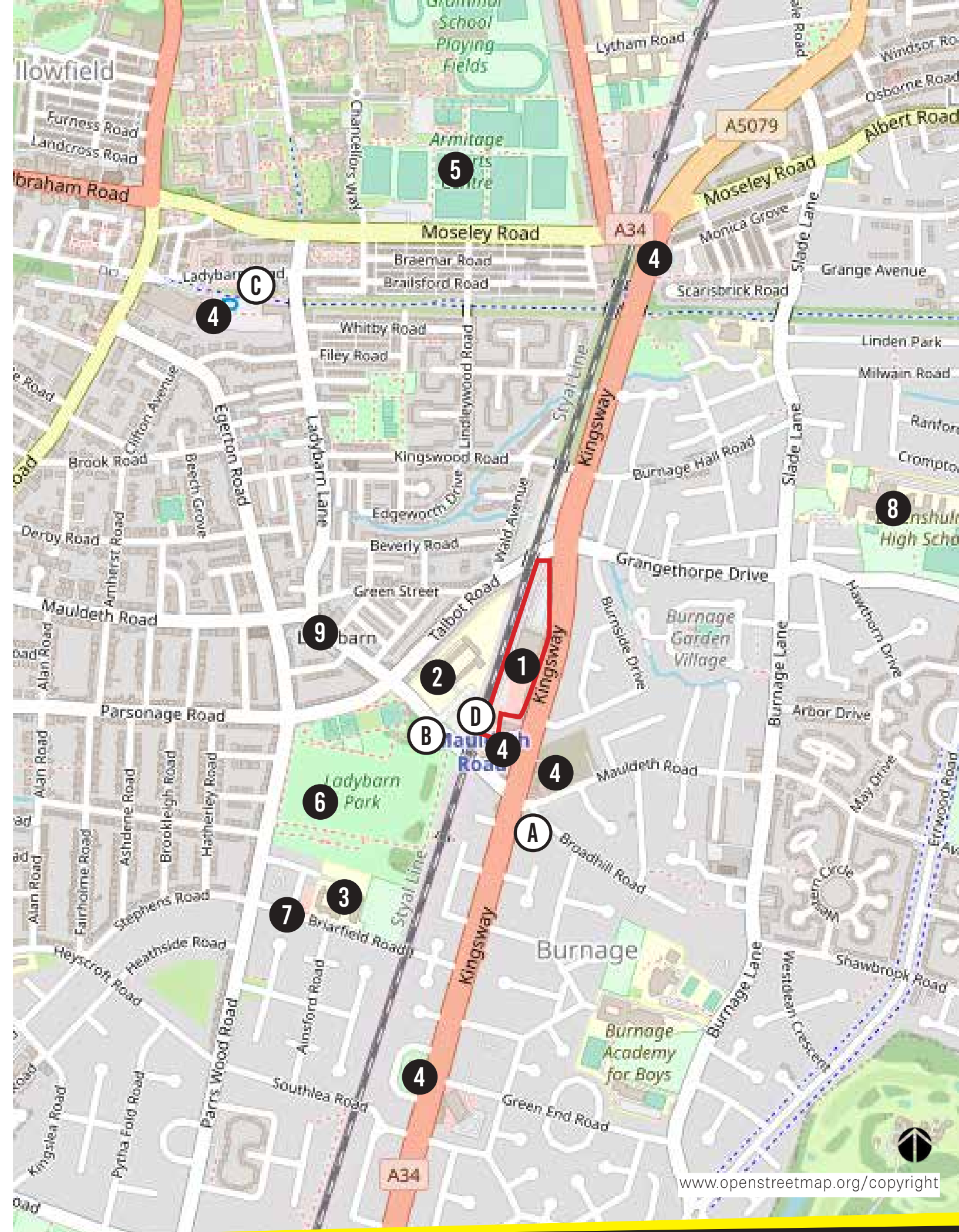
The site is close to Mauldeth Road Railway Station and Ladybarn Park.



Cycle routes to the north ensure sustainable and active connections to a range of services and spaces.



Mauldeth Road Railway Station provides direct services to Manchester City Centre and Manchester Airport.



04 | SITE ANALYSIS

The site is linear in shape with some irregular boundary lines to the northern and southern ends. The application boundary is defined by the ownership of the applicant.

The site is currently used by a large retailer. It is made up of a large retail unit, service yard, and car parking facilities. Access is taken from Talbot Road to the north. The intention is to retain the access road whilst demolishing and removing the retail unit and associated service areas.

The eastern boundary follows Kingsway and is populated by an established tree belt, shrubs, and other planting. This is an important feature and has an influence on the character of Kingsway. The intention is to retain this feature wherever possible in keeping with recommendations by an arboricultural specialist.

The railway line to the west, Kingsway to the east, and commercial areas to the south have an impact on the site and careful consideration should be given

to mitigating detrimental visual, noise, and air quality influence.

1. Existing trees to the eastern boundary.
2. Large retail unit with little architectural or design value.
3. Kingsway is a wide dual carriageway that carries a significant volume of traffic.
4. Surrounding areas are largely residential.
5. Commercial units to the south.
6. Access from Talbot Road is well established.
7. There are pockets of differing uses in the area including retail, education, and leisure.
8. Existing railway line.
9. Mauldeth Road Railway Station.
10. Bus stops.



A service station and other commercial development form the southern boundary.



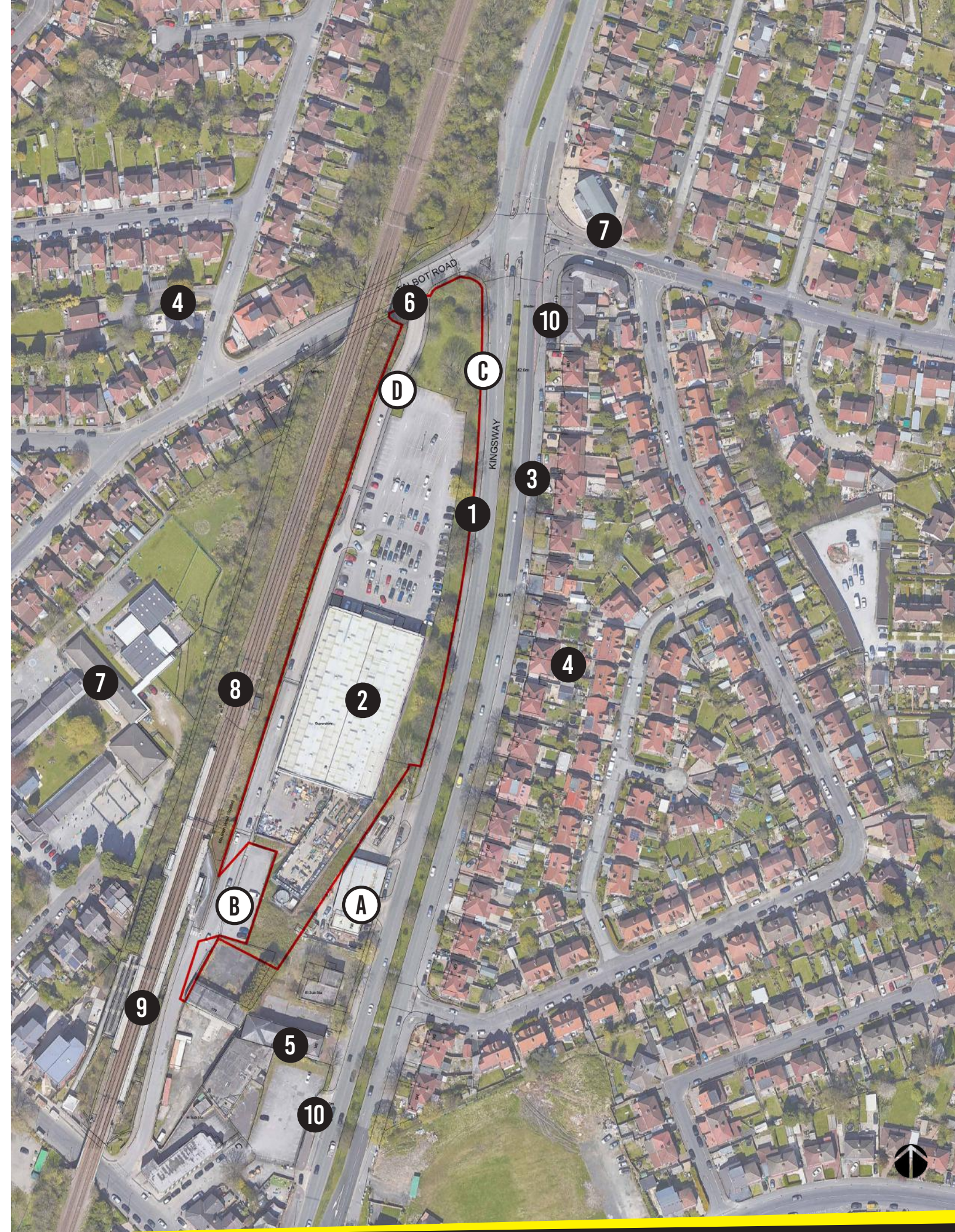
Railway car parking area forms part of the boundary of the site.



Kingsway is a significant highway with a central planted reservation. There are several trees along the boundary of the site.



The site is served by an existing access road which will be retained and upgraded to become suitable for residential use.



05 | PRECEDENT AND APPEARANCE

Manchester has a rich and diverse architectural narrative. There are areas with a distinctive appearance that illustrate the industrial past of the city whilst others reflect a changing and more contemporary context. The following is a brief summary of cues and influences in the area.



Burnage Garden Village is an area of historical significance and strongly influenced by the Arts and Crafts Movement. Buildings have a range of detailing, ornamentation, and construction materials. Some of the surrounding areas show influences from the garden village. The area is an important part of South Manchester, and it is essential to preserve and not dilute this heritage by limiting pastiche and imitation. The design team suggest that this new development should refrain from any such replication.



Aldock Court, Mauldeth Road - this apartment block is located very close to the application site and gives a strong indication that red brick, grey features, and minimal detailing are reflective of larger buildings in the area. A gated drive-through arrangement means cars are parked to the rear of the building and enables trees and planting to compliment the streetscene.

Mauldeth Road, Ladybarn Lane - a three storey apartment block at a visible corner has a horizontal emphasis created by large balconies and overhanging roof structure. The building uses cladding and red brick to define and break up the front elevation. Railings and hedges define the edge of the private space.



Chadwick House, Stockport Road - the streetscene includes terraced housing in a repeating form next to larger flat roof apartment blocks. Buildings are either buff or red brick with all window frames being dark grey. Buildings are very close to the public realm with private spaces defined by railings and brick pillars. Buildings have a simple and somewhat contemporary appearance characterised by simple detailing and large windows.



Brunswick Street - a continuous built form creates a strong definition and urban character to the street. The form has variations in materials and roof lines that create interest and reduce monotony. The private realm and entrance points are clearly defined. Ornamentation is limited and subtle. The material palette is also restricted. This deliberate restriction is a common principle of many 21st century developments in Manchester.



Burnage - an apartment block uses a limited palette of materials to create active frontage and a positive response to the street. A juxtaposed end structure and differing roof format adds interest to the built form. Primary materials are red brick with a contrasting grey panel. Openings large with grey frames to windows and doors. Front garden areas are low scale but attractive and defined by black hooped railings.

SUMMARY - studies of the area undertaken by the design team and highlighted in Manchester Residential Quality Guidance reveal several principles, cues, and influences to be considered in creating a new development. Red brick is a visible and distinctive material that defines the area and much of the city. Contrasting elements of buff brick, render, and cladding are used sparingly and break up large areas of red brick. The design team propose a more contemporary appearance is suitable for this application and should therefore utilise minimal detailing, simple detailing, and grey or black window frames and plastic goods. The private realm should make use of black railings and hedgerows.

06 | CONCEPT DEVELOPMENT

Technical recommendations and site analysis are the basis for design work. From the outset, the intention is to deliver a high quality design solution that prioritises character, social interaction, and connections to existing services. 'Manchester Residential Quality Guidance' indicates there is a need to demonstrate how proposed height and mass would fit within its context, appreciating the need to create a legible urban environment, provide a strong sense of enclosure and, where appropriate in schemes of sufficient scale, introduce landmarks.



APARTMENT BLOCKS - LARGER BUILDINGS PRESENT OPPORTUNITY TO CREATE LANDMARK BUILDINGS. DETAILING AND MATERIALS SHOULD STRIKE A BALANCE BETWEEN CREATING IDENTIFIABLE BUILDINGS AND A CONGRUOUS APPEARANCE.



07 | DESIGN SOLUTION

The proposal has high architectural standards and has a positive impact on the settlement. Technical reports and consultant recommendations have formed much of the site analysis and provided a robust starting point for the development.

The application is for 115 new homes in a mix of apartments and houses. The mix of accommodation includes:

- 41 x 2 bedroom apartments
- 54 x bedroom back-back houses
- 8 x 3 bedroom houses
- 12 x 4 bedroom houses

The design team recognise the importance of creating a development that reflects the site's urban/suburban context, maintains a sense of identity, and promotes access to public transport and local services. The following chapter expands on the details of the proposal and there are four key factors that define the design:

A) LAYOUT - The development is arranged to have active and outward facing elevations along the majority the boundaries. The built form protects enclosed internal spaces that include private amenity space, parking areas, and communal gardens.

B) SCALE - Buildings reflect the urban/suburban setting of the site through the inclusion of larger scale multi-occupancy apartment blocks alongside lower scale housing.

C) APPEARANCE - The proposal is characterised by the interaction between built form and adjacent streets. Selected materials make effective use of modern technology and construction methods whilst complementing

existing housing stock. The proposal suggests a much improved and vibrant streetscene. Buildings are recognisable and become landmarks; and

D) LANDSCAPING - Key to the success of the landscaping scheme is the retention of existing trees, the delivery of attractive communal spaces, and (in the case of houses) provision of appropriate private rear gardens.

Features of the proposal include:

1. Feature building at the northern point of the development. The building is close to a major junction and becomes an identifiable and recognisable landmark.
2. Active frontage to Kingsway, set behind existing trees. The arrangement of homes and buildings creates a positive response to this important highway.
3. Access to the development is achieved via an existing access road and connection to Talbot Road.
4. Communal garden areas are located close to new apartments,
5. Rear gardens are enclosed and protected by robust boundary treatments.
6. Communal, private parking areas.



DESIGN SOLUTION - PRINCIPLES

The proposal overcomes site constraints, maximises opportunities, and is sensitive to its context. Several principles are used to create a high quality and legible proposal.

A) DEVELOPMENT BLOCKS

Buildings and blocks are outward facing and populated by active streetscenes and defined edges. Gardens are joined and bounded by buildings and robust boundary treatments.

Manchester Residential Quality Guidance indicates that there is little benefit to inclusive residential development if there are few opportunities for residents to meet and interact.

The arrangement of blocks and buildings creates communal gardens areas and parking courts where residents can meet and interact.

B) FRONTS AND BACKS

There is a clear definition between the public and private domain with all buildings having ‘defensible spaces’ to their frontages, and sides on a corner position, with a variety of hard and soft treatments to the street.

Rear gardens of houses are accessed by individual footpaths and homeowners have control over their private domain. This aids security and, with easy access, enables waste and recycling provisions to be located out of sight from the street. House’s private amenity spaces back onto other gardens and are screened from public areas by robust boundary treatments.

The interface between buildings and habitable rooms has been carefully considered to ensure natural surveillance throughout, without impact on private spaces and homes.

C) BUILDING LINES AND SETBACKS

Build lines and setbacks are consistent throughout. A variety of parking solutions limits the amount of hard surfacing to front gardens and there is opportunity for landscaping and boundary treatments to populate streets.

D) INTERNAL SPACES AND PARKING AREAS

These routes are short in length with bin collection points close to adoptable highways. In street play and social interaction is encouraged by slower vehicle speeds and boundary treatments of appropriate style and scale.

Residential developments should offer the opportunity to bring neighbours together, while respecting privacy and personal territory and avoiding loitering.

E) KINGSWAY FRONTAGE

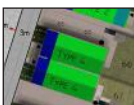
The eastern edge is formed by a line of retained planting with new development set behind. The new development will enhance the character of the highway through a considered choice of materials and detailing. The form and appearance of this edge will ensure the new development is a congruous addition to the outer edges of Manchester City Centre.



Kingsway Frontage



Active frontage over communal/public spaces



Western Access Road Frontage



Feature building at a prominent location

1

Access from Talbot Road

2

Parking court access



DESIGN SOLUTION - CENTRAL AREAS

Central areas are a combination of parking courts, rear gardens, and communal spaces. Each space is clearly defined by boundary treatments, landscaping, and materials.

- 1. Communal garden area provides opportunity for meeting, recreation, and social interaction. The space will include attractive planting and trees.
- 2. Internal elevations are well considered to ensure activity and natural surveillance throughout communal areas without encroaching on private spaces.
- 3. Houses have access to parking courts and can easily manoeuvre bins and cycles to appropriate points.
- 4. The buildings enclose central space and form a secure and attractive backdrop to communal spaces.



DESIGN SOLUTION - FEATURE BUILDING

The northern point of the site is particularly prominent. The proximity of a major junction, commercial spaces, and retail outlets create a node that this building will contribute to. The building makes use of materials and details found in a similar context throughout Manchester to become an integrated part of the neighbourhood.

- 1. The new building is located and orientated to create activity and interest without dominating the wider space.
- 2. Existing access is maintained and upgraded from Talbot Road. Parking and service areas are located to the rear of the building and away from the most visible elevations.
- 3. Topography and site conditions allow direct pedestrian access to Kingsway in this area.
- 4. There are several opportunities to include new planting and trees.
- 5. A chamfered detail and projecting corner creates a point of interest at a prominent location.



DESIGN SOLUTION - SCALE

A balance is struck between the natural surveillance needed to keep public paths and spaces feeling safely overlooked and the privacy needed to prevent visual intrusion from public spaces into private areas. The proposal is composed of a series of outward facing cells that create this balance.

Manchester Residential Quality Guidance highlights three scales, the wider neighbourhood, the street/block, and the individual building.

The surrounding areas include examples of traditional houses, larger terraced blocks, and taller apartment buildings. The site is located in a narrow corridor between a railway and a primary highway. It is an island with limited impact on neighbouring properties. In this context, a development of 3 and 4 storey buildings (including both houses and apartments) is an appropriate response.

Manchester Residential Quality Guidance indicates that an increase in density should be encouraged in those parts of the city that are well connected to public transport and have greater access to public services, community facilities, amenity, and recreation provision. The application site benefits from a range of facilities in the immediate area including several bus stops and a nearby railway station.

The amount of development is in keeping with its context and is guided by Local Policy. It includes communal gardens and well proportioned private space. Dwellings are a combination of apartments and terraced homes. The gross site area is 1.64 ha, with circa 1.08 ha of net developable area. This equates to a density of 104 dph that reflects the urban and suburban context of the site.

Spaces between dwellings, interfaces between rear and side elevations and front to front distances are well considered and ensure residents have access to suitable amenity space. There is clear definition between the public and private domain with all properties having 'defensible spaces' to their frontages, and sides on a corner position, with a variety of hard and soft treatments to streets and parking areas.

All properties will have individual footpath accesses to their rear gardens giving direct control over the private domain. This aids security and, with easy access, also enables waste and recycling provisions to be located at the rear of the properties, out of sight from the street. Where possible the dwelling's private amenity spaces back onto other gardens or are screened from public areas by 1800mm high brick pillar/fences or vertically boarded fences.



Private amenity space is protected and well defined by robust boundary treatments and buildings.



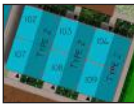
Communal gardens are accessible and overlooked by new homes.



Parking areas are clearly defined by materials and boundary treatments.



4 Storey Buildings.



3 Storey Buildings.



DESIGN SOLUTION - LANDSCAPING

The page shows extracts from Vector DC landscape drawings. Landscaping is a key feature of the proposal. Spaces between buildings are attractive and welcoming. Landscaping and planting soften the edges of the development, adding colour and texture. There is a positive relationship between the public and private realm.



The system of roads, and parking courts, formal and informal footpaths will be defined by native and semi-ornamental hedge planting arrangements punctuated by specimen trees where the various components will distinguish and animate the spaces and create interest for the user.

A consistent palette of materials will be employed across the public realm.

The street furniture will be robust, contemporary, and where appropriate, selected from a range approved by the adopting agencies and in compliance with Secure by Design principles.

Central meeting areas are meaningful and accessible spaces. All residents will benefit from seating areas and communal space that encourages social interaction.

The landscape scheme has been designed to include hedgerow, shrubs, and new trees, to form an enclosed space.



The southern most area of open space is a pleasant and accessible space. Residents in this area have immediate access to a communal space and opportunity for interaction with natural features.

There are several spaces along the length of the site. They create a green core populated with varieties of trees, hedgerow, flowers, and grass.

All areas benefit from natural surveillance and users can make good use of a safe and secure public realm.



The Landscape Strategy focusses on the retention of existing mature trees, and other native vegetation to the site boundaries, and the creation of a network of accessible spaces, reinforced by new planting of native and semi-ornamental tree and hedging varieties. The green framework contributes to the creation of a sustainable scheme and to creating a setting that is conducive to encouraging healthy living.

The landscape elements include purposely designed garden seating areas, located centrally, and within easy walking distance from all new homes. They reflect the overall site landscape where buildings surround open spaces, and are defined by trees, hedgerow, and shrubs.



DESIGN SOLUTION - APPEARANCE



STREETSCENE A-A

The eastern frontage, onto Kingsway, uses a limited palette of materials to create a pleasant and attractive response to the highway Development at the north is composed of larger apartment block and multi-occupancy buildings. The largest storey building is at the most prominent position at the northern apex. Central areas are

made up of terraced homes with a saw tooth roof structure. There is a natural gradation and calm transition between differing types of accommodation. The proposal is distinctive and makes clear reference to the city's distinctive architectural narrative.



STREETSCENE B-B

The southern areas have a lower density but an equally recognisable built form. The line of existing trees in this area is much greater and denser and in response buildings behind are designed and arranged to respect

the planting. The buildings and trees combine to create glimpse views at various points. Taller buildings are visible above the tree line whilst lower buildings are screened from the view.



The eastern access road has a repeating rhythm created by changes in roof structure and building types. The form and arrangement of buildings highlights access points to rear parking areas.

The streetscene is active and continuous with a strong frontage without being overbearing or oppressive. The variation in materials and form enhances legibility.



Entry points to the northern apartment buildings are clearly defined. The palette of black and yellow is informed by the Manchester worker bee and one of the best-known symbols of Manchester. It has been an emblem for the city for over 150 years. The contrast of bold and block colour against traditional brickwork creates interest and activity.



08 | NATIONAL DESIGN GUIDE

The National Design Guide describes ten characteristics which contribute towards the cross-cutting themes for good design set out in the National Planning Policy Framework. The following explains how the design solution addresses each characteristic.

CONTEXT - Planning policy establishes the context of the application guided by a need for new homes in the region. The proposed development is in a suitable, sustainable, and deliverable location, as demonstrated by studies of the surrounding area. The neighbouring areas are primarily residential, in an urban or suburban format, and supported by a range of local services. The local neighbourhood is supported by this range of services and new development will help sustain them.

The surrounding areas demonstrate design principles that influence the new development. They include density, form, appearance, movement, scale, and landscaping. The proposal draws on this influence to deliver an integrated and responsive addition to the city’s fabric.

The proposal is informed by, and informs, the historical and architectural narrative of the area, and the changing context of the application site. The application is respectful of local heritage whilst creating a new neighbourhood that uses contemporary construction methods and technologies.

IDENTITY- The combination of buildings and spaces define identity. The variety of spaces informs the character of the proposal. Communal space is located at accessible locations, cells of development are coherent (and outward facing), and the private realm is well defined. The intention is to create a positive identity that new residents take pride in and contributes to a healthy lifestyle.

The choice of materials and variety of detailing strengthens the identity. Carefully chosen materials highlight and articulate views and streetscenes. Boundary treatments and landscaping add an additional layer of detail to streetscenes, creating spaces that are visually attractive and memorable. The proposal is identifiable as a new neighbourhood whilst being a congruous addition to the existing settlement.

BUILT FORM - The shape of the site, natural features, and existing adjacent development influence the built form.

The built form consists of outward facing buildings that protect communal and private amenity space. The approach reveals a compact form of development that

makes efficient use of land whilst ensuring an appropriate amount of parking and amenity space.

The arrangement of built form delivers recognisable buildings and positive streetscenes. These combine to create a development that is well connected with access to local transport, services, and facilities.

New buildings frame identifiable spaces to create safe and accessible amenity areas that promote interaction with neighbours and the community. The orientation of built form and individual buildings ensure continuity of activity, visual interaction, and natural surveillance. Buildings overlook attractive areas offering pleasant outlooks for new residents.

MOVEMENT - The proposed development facilitates safe and convenient movement by pedestrians including people with limited mobility, elderly people, and people with young children. The proposal provides and enhances safe and convenient walking routes including connections to nearby retail, transport, schools, and other public buildings.

Access points to the wider settlement are emphasised and well connected. The proposal limits car use by taking account of existing non-vehicle routes and reinforcing connections to established services and development beyond the site boundary.

Inclusive access ensures ease of movement by all social groupings and meets the standards for disabled access (for such items as steps, ramps, and door widths). The approach to a dwelling, and the area of land within the curtilage of the property, includes accessible paths and drives. The use of various surface materials dropped kerbs, tactile paving, parking and drop off points facilitates ease of movement by all.

NATURE - The final proposal reflects that the retention and enhancement of existing trees, planting and natural features has been a consideration throughout the design process. The site has little distinctive natural features although existing tree planting is an important consideration. The proposal prioritises the retention and strengthening of this feature. Manchester Residential

Quality Guidance indicates that Manchester’s green infrastructure should be enhanced, reinforced, and well managed to become an integral part of the city’s neighbourhoods, making healthier, more sustainable, and better quality places to live.

Vibrant and active communal spaces incorporate trees, hedges, and natural features. Planning Policy and technical advice from consultants guide this principle. There is clear opportunity to promote activity and social interaction. All new planting and open spaces will include diverse native planting.

PUBLIC SPACES - The gaps and spaces between areas of private ownership facilitate a variety of recreational activities, social interaction, and civic inclusion. Public spaces are landscape led having trees, planting, structures, and boundaries that complement the built form. Public spaces are safe, attractive, and make use of trees, shrubs, and other planting to provide shade, improve air quality and contribute to climate change mitigation.

USES - The application is for a landscape-led residential development with associated access and highways. However, in the context of nearby development, it offers connections to local services and facilities that support daily life. Prior to the application, the site is used for retail and therefore new development provides fresh opportunities for all users.

HOMES AND BUILDINGS - Each home provides a high-quality internal environment for new residents. All homes comply with security standards and building regulations having appropriate storage space and the potential to be adapted as life circumstances change. The design team recognise the value of space in the home and the benefits for health and wellbeing. Manchester’s emerging space standards combine Nationally Described Space Standards and the London Housing Design Guide space standards. This new development complies with guidance.

All buildings make a positive contribution to the proposal and relate well to public spaces. They contribute to social interaction and community inclusion.

Rear access, bin storage and refuse collection points provide the means for efficient servicing. Refuse collection points are at various locations. These will ensure appropriate, safe, and convenient collection of refuse as confirmed by vehicle tracking analysis.

RESOURCES - This application comprises a residential development with associated landscaping and highways. The application makes efficient use of land to deliver residential development that will help support a variety of services.

Considered orientation of homes means the layout is efficient and effective. Development blocks group together to ensure positive streetscenes whilst reducing the amount of hard surfacing required to access homes is minimised. Parking solutions vary and the potential to provide pleasant areas of landscaping is clear. Rear amenity space is defensible, defined by boundaries, and protected. Grouping of rear gardens creates a robust and private environment for new residents.

LIFESPAN - The development of this residential scheme will contribute towards an increase in the number of people living in this area. The proposals support new residents and visitors. The variety of uses in the vicinity and access to the local facilities combine to confirm its long-term viability.

Energy use and efficiency are maximised through a ‘fabric first’ approach to design and construction and a well-researched selection of materials. The intention is to minimise carbon emissions over the extent of the building’s life. New homes comply with security standards and building regulations. Residents are safe, secure and at ease in their homes. Dwellings enable long-term living and provide both storage space and amenity space.

New residents and following generations will have the opportunity to have long and successful lives in a sustainable and pleasant location.

09 | SUMMARY AND CONCLUSION

The design team have proposed a viable and sustainable development that is in accordance with Planning Policy.

The application is for 115 new homes in a mix of apartments and houses. The mix of accommodation includes:

- 41 x 2 bedroom apartments
- 54 x bedroom back-back houses
- 8 x 3 bedroom houses
- 12 x 4 bedroom houses

The population of Manchester is constantly changing. Residential developments should deliver a range of housing types that anticipate and fulfil the needs of these different demographic groups.

The proposal is distinctive and makes a positive contribution to the fabric of the surrounding area. The site is located on the outskirts of the city centre in an urban context. The area is supported by a range of facilities and services.

In this context, the proposed combination of apartments and houses is an appropriate solution and makes proper use of the available land.

The appearance and arrangement of buildings has been carefully considered. Buildings are outward facing and form attractive streetscenes. Internal communal and private areas benefit from natural surveillance. The proposal is safe and accessible.

The proposal has attractive features. It will generate an integrated development that supports local services, contributes to local character. The proposal is a cohesive and congruous addition to development in the area. The proposal is a sustainable and well-designed residential development.

This document has demonstrated how the application fits into its context and creates a legible urban environment with a strong sense of enclosure.

The document confirms a high quality proposal of appropriate and sufficient scale and density. The proposal introduces identifiable landmarks and a high quality streetscene.

