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PITSFORD ROAD

Manchester

DESIGN & ACCESS STATEMENT 2024



“Design and access statements set out the narrative for the design approach and design rational for the scheme. They demonstrate how the local character of an area has been taken into account and how design principles will be applied to achieve high quality design. They set out concisely how the proposal is a suitable response to the site and its setting, taking account of baseline information.”

(National Planning Practice Guidance, Updated December 2023: Chapter: 9 Reference ID: 26-012-20191001)

The Site

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BRIEF SUMMARY

1



BRIEF SUMMARY

1.0.1 Introduction

This Design and Access Statement has been prepared by APD on behalf of Bellway Homes in support of a full planning application for 88 dwellings.

This document should be read in association with the Planning Statement submitted as a separate supporting document. This Design and Access Statement only refers to saved UDP, Local Plan Framework, Core Strategy, Policy matters, SPD's and NPPF where there is specific relevance to design, sustainability and access. Demonstrating the steps taken to appraise the context of the scheme and how the design of the development takes that context into account.

The Vision for the site at Queens Road, Manchester includes:

- Creating attractive residential development with active and lively streets.
- Ensuring the scheme adheres to national and local planning and design policy.
- Create active streets that prioritise the pedestrian while accommodating the car in creative ways.
- Provide defensible space to every home.
- Maintain existing and implement new landscaping that will add to the street scene, enhance the development and aid its integration into the site's context.
- Relate new to existing residential development and surroundings in terms of scale massing and materials.

These matters have all influenced the design of the development throughout the evolution of the proposed development.

Please refer to the submitted planning statement for any relevant site history and policy specifics.

1.0.2 Building for a healthy life

Building for a Healthy Life (BHL) updates England's most widely known and most widely used design tool for creating places that are better for people and nature. The original 12-point structure and underlying principles within Building for Life 12 are at the heart of BHL.

The new name reflects the change in legislation as well as refinements made to the 12 considerations in response to good practice and user feedback. The new name also recognises that this latest edition has been written in partnership with Homes England, NHS England and NHS Improvement. BHL integrates the findings of the three-year Healthy New Towns Programme led by NHS England and NHS Improvement. Many local authorities across the country have cited Building for Life 12 in their Local Plan and Supplementary Planning Documents. As BHL is the new name for Building for Life 12, local authorities can use BHL without having to rewrite existing policy documents.

The following headlines have been considered:

- Integrated Neighbourhoods
- Distinctive places
- Streets for all

The following subheadings have informed the BHL assessment:

1. Natural connections.
2. Walking, cycling and public transport.
3. Facilities and services.
4. Homes for everyone.
5. Making the most of what's there.
6. A memorable character.
7. Well defined streets and spaces.
8. Easy to find your way around.
9. Healthy Streets.
10. Cycle and car parking.
11. Green and blue infrastructure.
12. Back of pavement front of home.



Figure 1 - Overall Site Plan within it's context



Building for a Healthy Life

A Design Toolkit for neighbourhoods, streets, homes and public spaces



The new Building for a Healthy Life guidance

www.astlepd.co.uk

BRIEF SUMMARY



Figure 3 - Examples of previous Bellway Homes Developments

1.0.4 About the developer

Bellway Homes began as a small family business in 1946 - with a passion for building exceptional quality homes in carefully selected locations, inspired by the needs of real families. To this day, they maintain these same core values, combining the decades of expertise with the level of personalised care that Bellway is known for.

An Energy Statement accompanies the planning application for the Bellway Homes residential development off Pitsford Road, Manchester and includes the following details on material selection, waste management, water efficiency and energy efficiency. The key endeavours are;

- Bellway Homes operates a robust Sustainable Procurement Policy which emphasises the legal and sustainable sourcing of timber and other building materials;
- The construction specification for the site achieves A+ - C ratings when assessed against the Building Research Establishments Green Guide;
- Eco sanitary ware and flow restriction devices will be installed in every property;
- A site waste management plan will operate at the development;
- Recycling facilities will be provided to each home;
- The house types elevations proposed aid the ability of each home to take advantage of solar

gain;

- The construction and services specification proposed at Pitsford Road achieves robust energy efficiency standards capable of complying with the revised Fabric Energy Efficiency standard;
- The energy efficiency measures will deliver an area weighted average space heating demand of 29.91kWh/m²; and
- Photovoltaic panels will be installed on the roof slope of every house. The arrays will provide each home with a free and zero carbon source of electricity. The proposals have the potential to generate approximately 23.75% of the site's regulated energy requirement.





THE VISION

“To create a unique design led, high quality solution, responding to the needs and characteristics of the area”

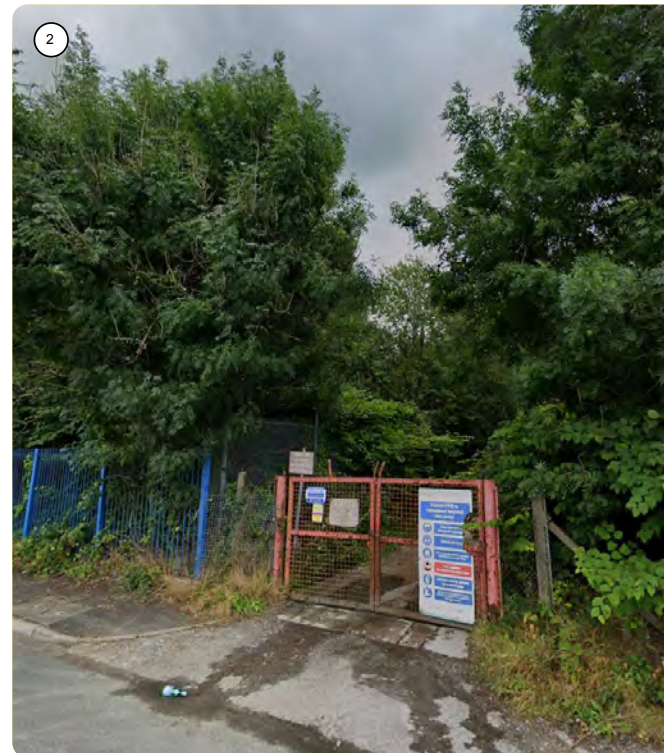
SITE ANALYSIS

2

SITE ANALYSIS



View looking from Pitsford Road along northern boundary



View looking from Pitsford Road into site



View looking from Trimley Avenue along northern boundary



View looking from access road, Queens Road, along western boundary

2.0.1 Site Features

The proposed development site at Pitsford Road extends to approximately 2.87 ha (7.09 ac) gross. The site is vacant land, woodland, of former railway sidings and associated buildings. The local topography is dominated by overgrown woodland.

The site is in the Miles Platting, Harpurhey area of Manchester and is bounded to the North by Pitsford Road with residential properties. Village Park to the west across Queens Road and south and east by a railway with industrial buildings beyond.

The footpath from Queens Road to Pitsford Road runs along the northern boundary.

Lying close to a railway bridge and major junction, from which Manchester City can be accessed together with Manchester Airport via A62 together with Ashton-U- Lyne via A6010, Stockport via A6 and Sheffield via A57.

The site is fenced with a large screen/ retaining wall to Queens Road.



Figure 4 - Photograph location plan

Figure 3 - Existing site conditions

SITE ANALYSIS

2.0.2 Local amenities & accessibility

The site is approximately 2.8 km northeast of Manchester City centre.

The site is well-served by public transport, with bus stops located at Queens Road, the nearest tram stop is Monsall Station and Queens Road Station (Metrolink Trams) both offering links to Manchester City centre. The site has good access to the regional motorway network, M60 and other motorways.

There is a trainline running south of the site, with the closest station being Moston train station, just 3 miles away from the site, with access to Manchester Victoria train station via the Caldervale Line, departing every 30 minutes.

The site lies in an area characterised by a mix of land uses. Immediate land uses are principally residential, with Industrial and some small local shops and local amenities for example medical centres, vets, dentist, larger shops and supermarkets.



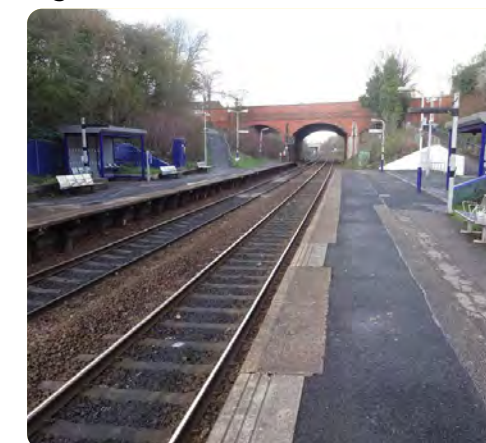
Figure 5 - Site Location



Monsall Tram Stop



Manchester Victoria Train Station



Moston Train Station



Site wider locality



Figure 7 - Local Amenities Plan

SITE ANALYSIS

2.0.3 Character and Placemaking

To inform the Full Planning Application proposals and establish the key design principles, a detailed study of the local context has been undertaken. The local area presents properties of a mixture of sizes, property types and character that contribute to the local context of the surrounding site area.

This application proposes a residential development, which will be sympathetic to the vernacular of the surrounding area which is predominately residential.

The site bounds with existing residential dwellings to the north and west, which range in height from 2 to 2.5 storeys with apartment buildings beyond up to 13 storeys.

The existing urban grain is characterised by a range of residential houses supported by local facilities, such as schools, that serve the residential properties integrated within these areas. There are industrial buildings to the south and east beyond the railway.

The local area is a mix of low-rise residential dwellings up to 2.5 storey. The mix consists of detached and semi-detached style properties providing a street scene of modern and sympathetic architectural styles.

The existing residential development areas show a range of architectural detailing including red and red multi brick with grey and terracotta roofs. Windows and fascias are a combination of white and dark colours. Flat and pitched roofs, tile hanging and cladding can also be found to front elevations and gables, with some render and brick detailing features, as well as upfront parking.

The National Design Guide asks for good design considering the following characteristics.

- Context
- Identity
- Built form
- Movement
- Nature
- Public Spaces
- Uses
- Home and buildings
- Resources
- Lifespan



Figure 8 - Local design cues



Figure 9 - Local design cues location plan

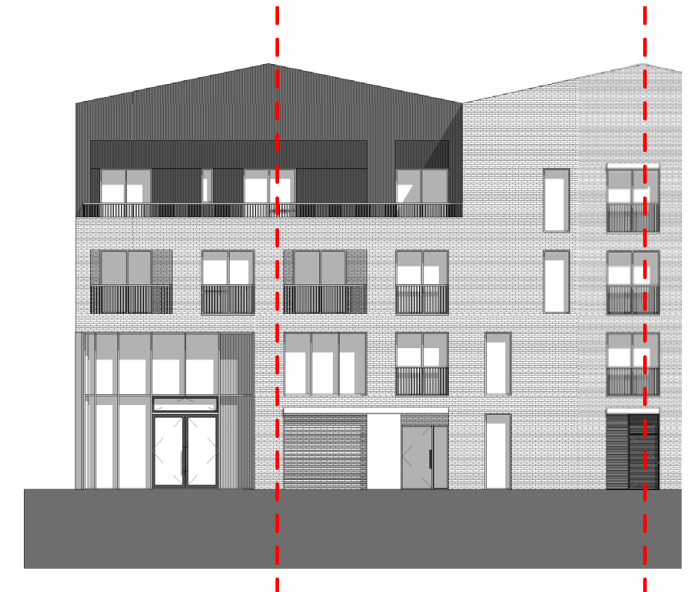
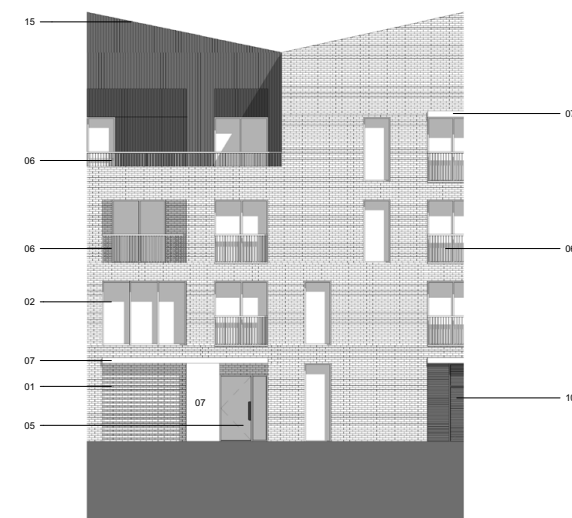
SITE ANALYSIS



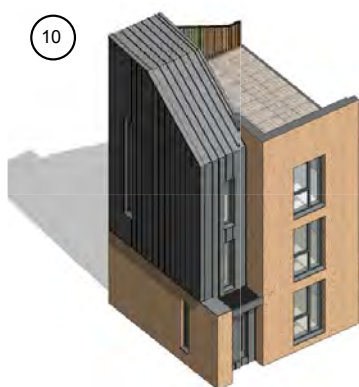
Development under construction in Miles Platting



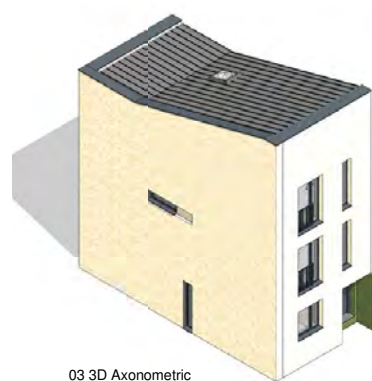
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10



03 3D Axonometric



11



12

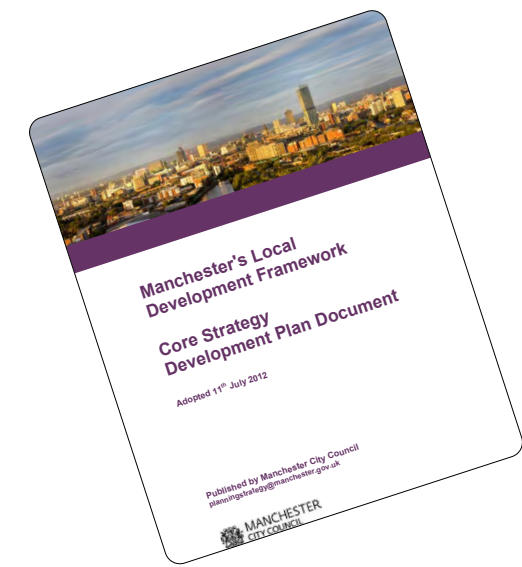


**SETTING
THE SCENE**

3



SETTING THE SCENE



3.0.1 Local Planning Policies

Listed below are a number of Local Plans and policies that have been taken into consideration throughout the application process:

- Manual For Streets
- Building for a Healthy Life
- National Planning Policy Framework

Manchester City Council Local Plan

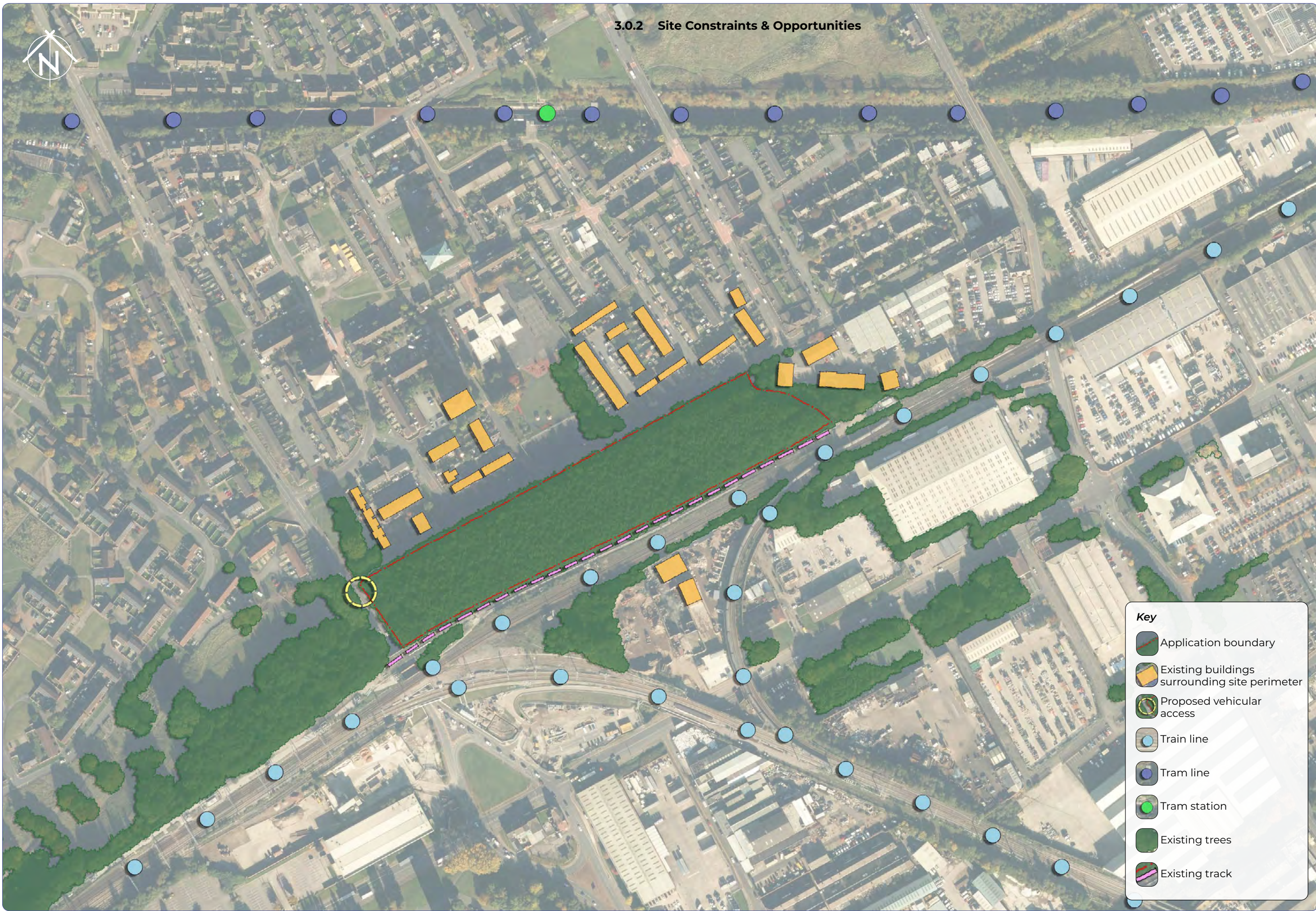
The Local Plan is a tool used to shape development across Manchester. The Local Plan Strategy document sets out the overall vision and planning strategy for development in the borough and contains planning policies to ensure that new development addresses the economic, environmental and social needs of the area. It also identifies strategic sites and strategic locations that will accommodate most of the new development needs. New homes will be consistent with Manchester City Council's Policy objectives.

Local Plan Strategy Policies that have been taken into consideration through the application process:

- Manchester's LDF and Core Strategy Development Plan Document, UDP and SPD's.
- Manchester's residential quality guidance.
- GMC Interim Active Travel Design Guide.
- The main policy considerations are DM1 (Development Management)
- SP1 (Spatial Principles)
- C2 (District Centres. Development will support thriving district centres)
- C4 (East Manchester District Centres - Eastlands, Gorton, Newton Heath and Openshaw)
- H1 (Overall Housing Provision)
- H2 (Strategic Housing Location)
- H4 (East Manchester)
- H8 (Affordable Housing)
- T1 (Sustainable Transport) EN8 (Adaption to climate change)
- EN9 (Green Infrastructure)
- EN14 (Flood Risk)
- EN15 (Biodiversity and Ecological Conservation)
- EN16 (Air Quality)
- EN18 (Contaminated Land and Ground Stability) of the Manchester Core Strategy (2012) Saved policies
- DC22 (Footpath Protection)
- DC26 (Development and Noise) of the Unitary Development Plan for Manchester (1995).
- New homes would be consistent with the Policy objectives of the Core Strategy.
- SPD's
- Guide to Development in Manchester "The residential quality guide"



3.0.2 Site Constraints & Opportunities



Key

- Application boundary
- Existing buildings surrounding site perimeter
- Proposed vehicular access
- Train line
- Tram line
- Tram station
- Existing trees
- Existing track

Figure 10 - Site constraints & opportunities

DESIGN PROPOSALS

4





DESIGN PROPOSALS

4.0.1 Design Objectives

This detailed planning proposal has been designed in accordance with the following development and Urban Design objectives.

Through NPPG the government is committed to delivering sustainable development and encourages local planning authorities to promote economic development to improve the well-being of communities, improve facilities, promote high quality and safe development and create new opportunities for people living in those communities.

- To create an attractive pedestrian friendly residential neighbourhood using design guidance set out in Manual for Streets.
- To create an attractive hard and soft landscaping scheme to and through the proposed development.
- To create a sense of place with reference to the local architectural features.
- To provide a mix of dwelling types that will consider local need and enhance the profile of the area.
- To provide sensitive and robust solutions to the relationships between existing and proposed dwellings.
- To provide new and improve existing pedestrian and cycle links.
- To create a well-informed attractive neighbourhood, not dominated by the car.

Urban Design Objectives:

- To create sustainable patterns of development which exploit and improve accessibility to public transport.

- Encourage good design that will create places with distinctive character, pleasant to use and human in scale.
- Make efficient use of available land by promoting greater intensity of development.
- Promote character by responding to and reinforcing locally distinctive patterns of development and landscape.
- Promote the continuity of street frontages and the enclosure of space by development which clearly defines private and public spaces.
- Promote accessibility and local permeability by creating routes that are attractive, safe and work effectively for all users.
- Promote legibility through development that provides recognisable routes, nodes and focal points.
- Promote diversity and choice through a range of housing typologies.
- NPPF references to appropriate sections relating to Sustainable Place Making in consultation and agreement with all stakeholders.

This section provides information on the Design and Access components in accordance with the requirements of NPPG.

The application seeks detailed planning permission.

Good design is about creating places that are people friendly, which are appropriate in context, and enhance the urban and landscape environment.

Our scheme complies with these requirements.

DESIGN PROPOSALS



4.0.2 Movement Framework

The Movement and Connections Framework sets in place a well-defined and easily understood pattern of development parcels, streets, shared surfaces and green spaces. It also gives an easily understood framework within which a clear hierarchy of pedestrian, cycle, and vehicular movement routes are provided. The development will make good connections with existing streets and footpaths across the proposal and surrounding area.

The starting point is making good connections with the existing streets and footpaths. In accordance with Manual for Streets (DfT/CLG 2007). Streets will be designed as high-quality places with five principal functions: place, movement, access, parking, and utilities. Of the five principles, place and movement will be the most important in determining character. The development will create a clear hierarchy of easily understood, high quality, attractive, safe, streets and connections. The vehicle movement is established through a hierarchy of streets which are 5.5m wide with a 2m formal footpath with tree lined gardens and a series of shared surfaces/private driveways.

Access will be taken from Queens Road.

The hierarchy of streets proposed for the development will assist in leading pedestrians, cyclists and drivers around the site in a logical manner. The streetscape hierarchy underpins the sense of place and different street characters which will be created through the materials and landscape strategy. The spatial arrangement of buildings and building heights and material features will provide interest to the street scene. The entrance street and green frontage leading through into the proposed new residential area will have properties fronting roads and clearly defining public & private space.

The street hierarchy is designed to create an attractive, pedestrian friendly, residential neighbourhood using design guidance set out in Manual for Streets and the Local Plan policy guidance and strategy.

Figure 11 - Movement framework

DESIGN PROPOSALS



Figure 12- Townscape



Figure 13 - Active Frontages

4.0.3 Townscape

The arrangement of the built form creates a network of attractive streets and spaces including:

- Emphasis of the primary vehicular route through the site by proposing distinctive landscaping
- A legible network of streets with a clear and distinct movement hierarchy.
- The design of the residential proposals has considered that perimeter blocks provide a strong frontage to the public realm and ensuring active frontages are always overlooking streets and spaces.
- Green and blue infrastructure is a focal point of the proposed layout, connecting existing footpaths with proposed new routes. Existing trees, woodland and hedgerows will be retained where possible.
- Focal point buildings used to terminate views in key locations, enhanced by height or a change in architectural detailing.

It is important that the residential parcels and green and blue space areas respond to each other in a positive manner.

4.0.4 Active Frontages

The development blocks are designed to ensure that buildings front each edge to create active, lively streetscapes with a strong defensible inner core and semi-private frontages that together enhance the security of the scheme.

The layout has developed to ensure that all areas of green space are overlooked by building frontages and that dwellings respond and consider the space that they adjoin or influence.

Dual Aspect dwellings are positioned on corners to address the two aspects facing the street. This avoids blank façades and creates natural surveillance to the street.

DESIGN PROPOSALS

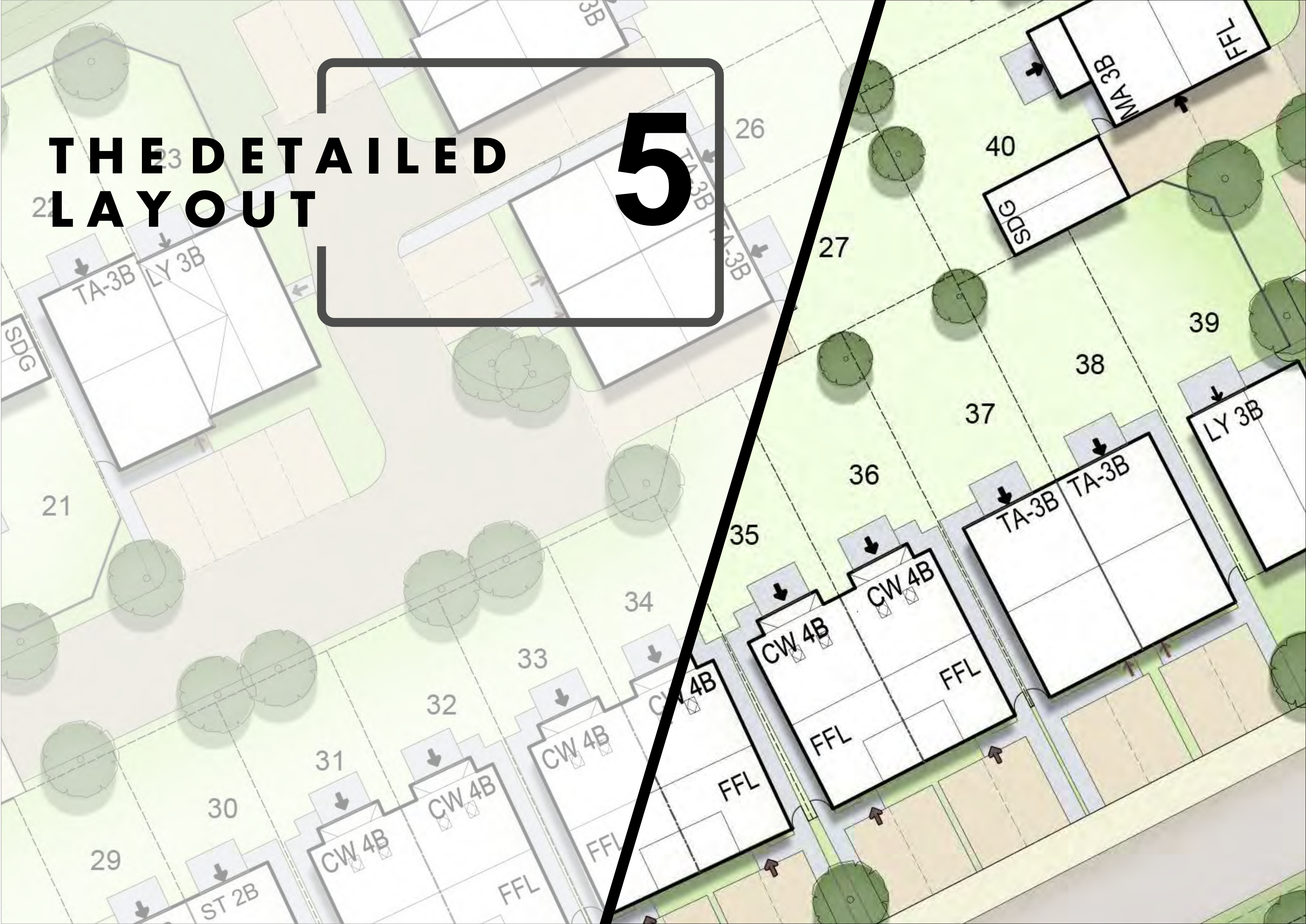
4.0.5 Housetype design development

The housetype elevations have undergone extensive discussions with the planning officer at the Local Authority in order to develop designs that are appropriate for the local setting. Studies of existing built developments and recent planning approvals/sites under construction have influenced the final elevation designs to create a palette of contemporary elevations suitable for the site setting and not of a typical housebuilder style.



THE DETAILED LAYOUT

5



5.0.1 Proposed Detailed Layout

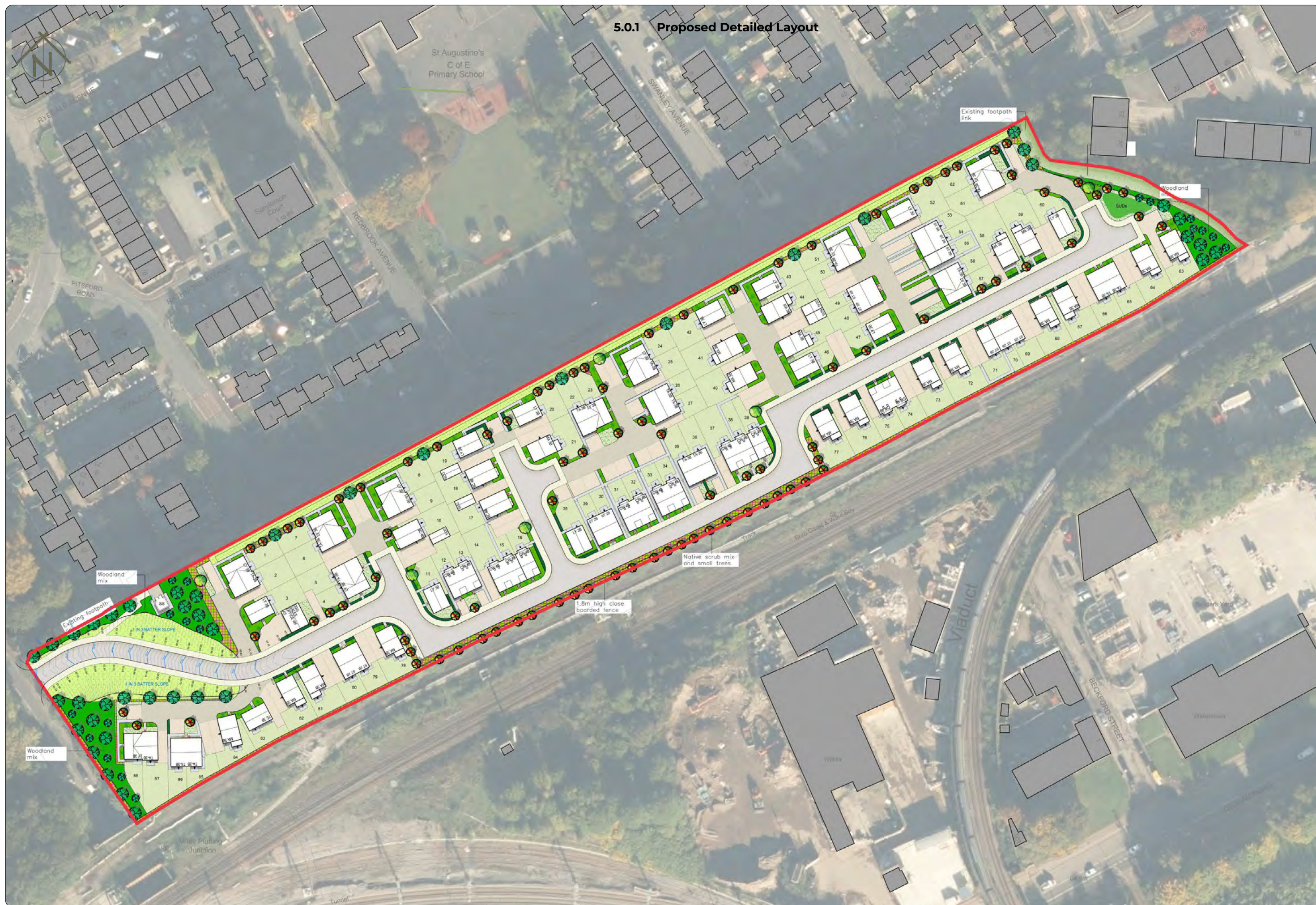


Figure 14 - Proposed detailed layout

THE DETAILED LAYOUT

5.0.2 Sustainability measures

The Government is committed to delivering sustainable development (NPPF) and encourages local planning authorities to promote economic development. The development aims to improve the well-being of communities, improve facilities, promote high quality and safe development and create new opportunities for people living in those communities.

The proposed building specification for the development follows the Government's "Fabric First" approach.

The designs will maximise the efficiency of each dwelling. The measures are built in for the life of the dwelling, add value and limit the emissions of carbon dioxide to the atmosphere arising from the operation of the dwellings and their services.

The development proposes to reduce the use of energy through design features and energy efficient measures in line with the current Building Regulation Approved Documents.

Sustainable transport measures in the form of good accessibility for cycling and walking through to local amenities and facilities using bus connections and permeability connecting to local facilities and wider train connections.

EV charging will be provided.

Good levels of thermal insulation in the ground floor, external walls and roof spaces, thereby reducing heat loss.

Opportunities for energy efficient lighting and electrical and white goods.

Natural ventilation to ensure a healthy and comfortable living environment.

THE DETAILED LAYOUT

5.0.3 Access

The aim is to create an inclusive environment that can be easily used by as many people as possible. The development proposals for the site are founded on the creation of a high-quality residential environment.

All streets will interconnect and promote walking and cycling permeability throughout the site giving free access to pedestrians and cyclists. A sustainable focus on mobility, promoting walking and cycling, creates an accessible and walkable neighbourhood with connections to the town centre, footpath, bus and tram networks.

Footpath connection locations have been assessed and proposed in locations that enhance the movement network across the site and to the wider established footpath networks surrounding the site.

All access requirements are taken from A6010 - Queens Drive.



Figure 15 - Vehicular Access

THE DETAILED LAYOUT



Figure 17 - Building scale

5.0.4 Proposed building scale

This application proposes a total of 89 houses in the form of residential dwellings up to 2.5 storeys with some single storey garages, which mirrors the existing surrounding residential grain.

The height of the buildings and their relationship to the surroundings will provide a variable skyline with a variation of scale and massing, in keeping with the immediate and the surrounding residential area.



Figure 18 - Development mix

5.0.5 Proposed development mix

The development mix meets the requirements and needs of the local areas, which is an inclusive mix of up to 2.5 storey residential dwellings. The development proposes open market dwellings consisting of 2, 3 and 4 bed dwellings in the form of detached and semi-detached housing, providing a street scene of contemporary and sympathetic architectural styles.

The mix creates a variety of density and architecture appropriate for the local area.

THE DETAILED LAYOUT

5.0.6 Appearance

The architectural character responds to its unique physical setting and reflects key attributes of the surrounding area to create a distinct and memorable place.

The aim is to create a build form that provides a scale, massing and appearance that will complement the context, creating a distinct and legible townscape. The local area presents a range of medium and high-density housing in the form of semi-detached and detached. There are also apartments close by.

The scheme is proposing an external built form of high-quality design that will complement and respond to the setting whilst creating a sense of place. The choice of materials and associated detailing of texture, colour and decoration seeks to reinforce the architectural expression and identity of the buildings while maintaining an overall coherence and link to the local areas design features.

A critical function of the proposed built form is the way it will provide spatial definition to the public spaces and routes. The pattern of the road structure, routes and feature dwellings proposed in the layout have been informed by an appraisal of the context while making the appropriate and logical connections to the immediate and wider area.



THE DETAILED LAYOUT

Figure 19 - Illustrative street scene

5.0.7 Proposed street scenes



Black windows/Grey roof tiles
Varley Street



Stone sills
Winstanley Road



Variety of Story Height - Pediment detailing
Rodney Street

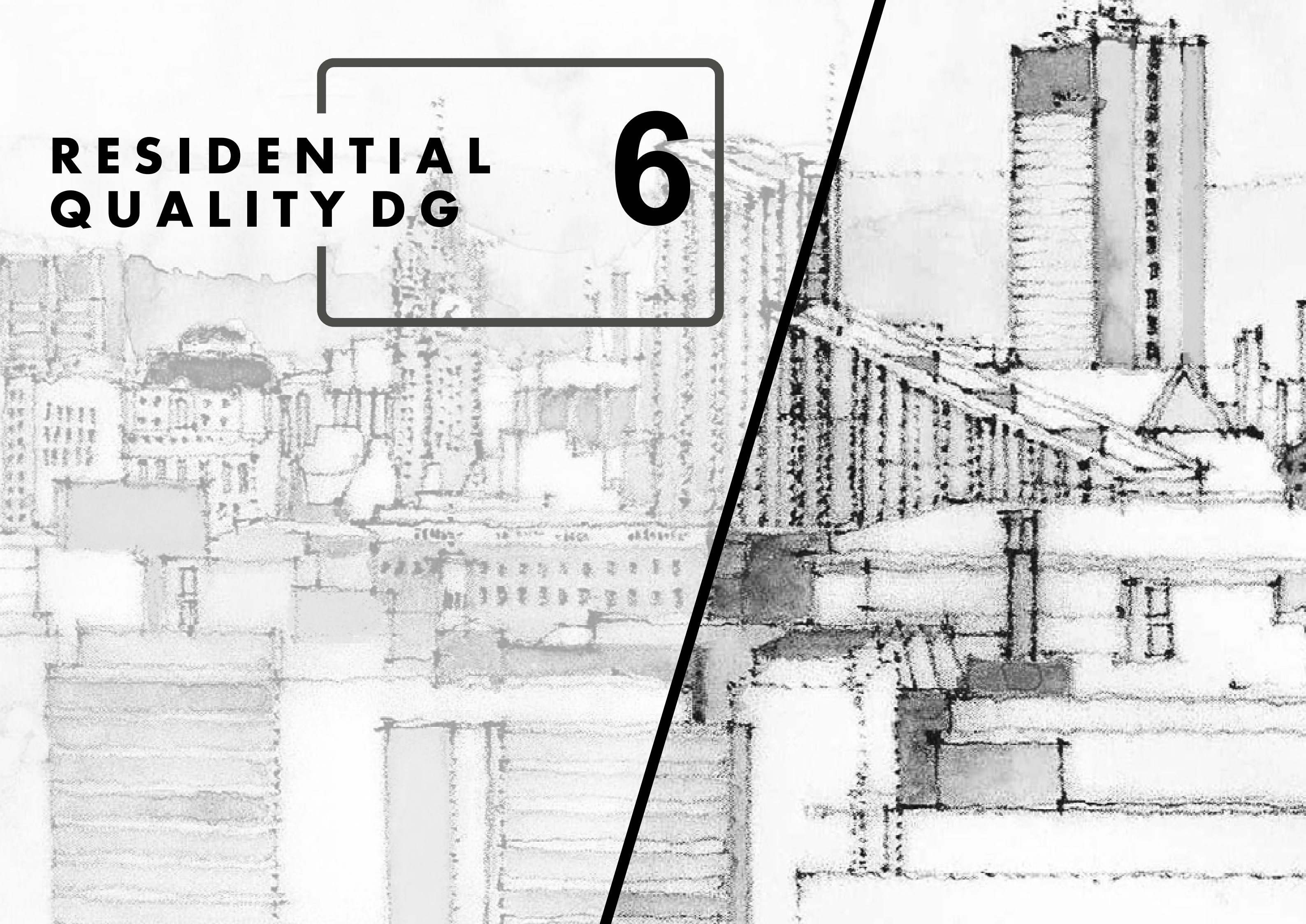


Brick detail/Colour/window style
Miles Platting

Figure 20 - Local design cues

RESIDENTIAL QUALITY DG

6



RESIDENTIAL DESIGN GUIDE

6.0.1 Residential Quality Design guide

The document outlines the considerations, qualities, and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester.

The guidance purposely avoids providing a checklist that can or should be satisfied. It does however provide a clear basis for rejecting poor design.

Developers should refer to this guidance throughout the planning and development process to help identify and articulate the contribution of their development towards the neighbourhood, the block and the home.

The adjacent diagram shows the nine components help to inform and help to create high quality residential development.

A brief overview is provided below but further evidence and detailing can be found within the design and access statement.

1. MAKE IT MANCHESTER

- Fully consider and appreciate the existing context and character; - An assessment of the local context and site surroundings has been undertaken to inform the housetype design and spatial design of the layout.
- Are distinctive and rooted in a sense of place; - The proposals have been developed to be sympathetic to its surroundings, taking into consideration the condition of existing boundaries in order to set the development into a site specific backdrop whilst developing proposals that are distinctive rather than a pastiche housebuilder development.
- Are well considered and use a high-quality material palette; - A palette of housetype materials has been discussed in detail with the local authority planner which has informed changes to the housetype design throughout the development stages.
- Properly consider architectural detailing to safeguard the future quality of proposals; - The architectural detailing of the housetype proposals are simple but good quality which is in keeping with the local vernacular and to ensure future quality of the design.
- Are of an appropriate scale. - A mix of two storey properties with 2.5 storey header buildings are proposed as this is in keeping with the local and immediate context of the site.



2. MAKE IT BRING PEOPLE TOGETHER

- Clearly demonstrate neighbourhood and market composition and need; - Prior to starting the site development, market research will of been established to ensure firstly a need for housing and more specifically the type of housing needed in the area.
- Have addressed the needs of diverse and inclusive communities; - Initial market research established the housing need for the area in order to provide necessary size and types of dwellings to create inclusive communities.
- Create opportunities for meeting and getting to know the neighbours; - Areas for possible social interaction are created within the development in addition to front garden spaces that allows for interaction with neighbours.
- Encourage activity and social interaction. - The proposed landscaping scheme shows the open space opportunities and existing footpath link which present opportunities for social interaction.

3. MAKE IT ANIMATE STREET AND SPACES

- Have an understanding of how the design responds to street hierarchy; - The proposal creates a clear hierarchy of streets in order to create way finding.
- Have considered how the ground floor design contributes to creating a safe and active street; - All front doors face onto the street creating active frontages and natural surveillance.
- Create a range of opportunities for natural surveillance and observation; - no rear courtyards are proposed and all properties face onto the street and onto areas of open space.
- Have facilitated safe and enjoyable public realm. - Well overlooked public open space areas are proposed with opportunity for a range of uses.

4. MAKE IT EASY TO GET AROUND

- Facilitate and encourage walking and cycling; - The existing footpath to the north east of the site is intergrated into the new open space, linking to the site to the surrounding neighbourhood and public transport options.
- Create clear, safe and obvious connections to the public transport network; - The scheme connects to existing movement networks of the surrounding area and facilitates the existing footpath link to the north east of the site which will allow connections to public transport.
- Define a clear street hierarchy; - The scheme proposes a clear street hierarchy of street and shared driveways.

RESIDENTIAL DESIGN GUIDE

6.0.1 Residential Quality Design guide

- Support opportunities to improve wayfinding and orientation. - **Key header and corner turning buildings are used to terminate views and turn corners in order to aid way finding.**

5. MAKE IT WORK WITH LANDSCAPE

- Have a clear rationale for how the scheme sits within the landscape; - **The scheme has been designed along side the landscaping scheme to ensure the new neighbourhood is enhanced by both existing and new landscaping features.**
- Connect to the wider green and blue infrastructure network; - **The site has been designed to ensure connectivity to the wider area either via vehicle or on foot.**
- Introduce street trees; - **The scheme is designed to allow for varying widths of front garden space to reflect the grain of the local area. Street trees are proposed in the more generous sized front gardens.**
- Incorporate rainwater management; - **N/A**
- Consider both quality and functionality of green and blue infrastructure in the design. - **The green infrastructure of the site allows for informal play and sets a green backdrop and green edges to the development.**

6. MAKE IT PRACTICAL

- Incorporate sufficient car parking in an appropriate location that does not harm pedestrian movement; - **All car parking spaces are within close distance to the front doors of the property and connected via a footpath.**
- Provide secure cycle parking for residents and visitors, which is safe and convenient and within the envelope of the building; - **N/A**
- Provide sufficient bin storage to accord with MCC's standards and is conveniently located with minimal impact on the streetscene; - **Bin storage is to the rear of properties in order to make sure it doesn't impact the street scene.**
- Have considered where temporary stopping could be accommodated. - **Predominantly side drive typologies have been used which allows for spaces for stopping along the street.**

7. MAKE IT FUTURE PROOF

- Have mitigated for a higher risk of extreme weather events, both new and in relation to future modelling; - **N/A**
- Have retained and incorporated fit for purpose buildings of heritage value; - **There are no buildings on site to be retained.**

- Are able to be adaptable to accommodate change; - **All the housetypes are flexible to accommodate M4(2) with regards to disability access and a range of property sizes are proposed.**

- Consider the use of technology to reduce energy use. - **Bellway Homes operates a robust Sustainable Procurement Policy which emphasises the legal and sustainable sourcing of timber and other building materials. The construction specification for the site achieves A+ - C ratings when assessed against the Building Research Establishments Green Guide.**

8. MAKE IT A HOME

- Seek to exceed the Nationally Described Space Standards; - **All properties are designed to meet NDSS.**
- Provide sufficient storage space; - **All properties are designed to meet NDSS.**
- Maximise opportunities for daylight; - **Housetype design has assessed the opportunity for maximising natural light into each property in addition to the orientation of plots to allow for daylight within backgardens.**
- Provide sufficient private amenity space in the most appropriate location; - **The site was assessed for the appropriate locations for massing and landscaping areas. Constraints such as the existing footpath links affected this decision.**
- Have considered the balance between the number of homes accessed from lift cores and neighbourliness. - **N/A**

9. MAKE IT HAPPEN

- Have considered if the scale or prominence is such that it would be required to be brought to the regional Design Review Panel; - **in our experience this scheme is not of a scale and prominence to take to panel.**
- Will retain Design Team members through the life of the development; - **Throughout the development of the site until build completion the same design team will be retained.**
- Have submitted a sample panel, at a commensurate scale to allow each of The key elements of the facade to be reviewed and approved; - **On going discussions about the housetype design have been had with the LA including drawings of requested detailing and materials specification.**



**BUILDING FOR
A HEALTHY LIFE**

7





BUILDING FOR AN HEALTHY LIFE

14	INTEGRATED NEIGHBOURHOODS
	Natural connections
	Walking, cycling and public transport
	Facilities and services
	Homes for everyone

38	DISTINCTIVE PLACES
	Making the most of what's there
	A memorable character
	Well defined streets and spaces
	Easy to find your way around

62	STREETS FOR ALL
	Healthy streets
	Cycle and car parking
	Green and blue infrastructure
	Back of pavement, front of home

NATURAL CONNECTIONS

Create places that are well integrated into the site and their wider natural and built surroundings. Avoid creating isolated and disconnected places that are not easy places to move through and around.

EVALUATION

The proposed pedestrian, cycle and vehicular access will be taken from Queens Road with pedestrian and cycle access through the site to Pitsford Road.

All new routes create a clear street hierarchy of connectivity within the development to ensure the area and its surroundings are easily accessed by foot and bicycle. This can only be done by balancing the movement hierarchy and avoiding a car led development. Movement priority has focused on pedestrians who will be placed at the top of the hierarchy. Pedestrian links will be provided at the vehicular access to the site, along Queens Road and Pitsford Road.

The site makes safe connections with existing settlement streets and footpath networks. The layout design has addressed the position of development and land uses along the boundaries of the site in order to create the most appropriate vehicle, pedestrian and cycle connections. Pedestrian permeability has been a primary consideration to ensure that the site became integrated with the wider footpath network.

This new development will promote the safe and efficient flow of traffic on the surrounding highway network. The development facing outwards towards existing infrastructure but separated by retention and green buffers, private drives and gardens. Direct access points for the site will be via Queens Road/ Pitsford Road accommodating cyclists, pedestrians and vehicles.

WALKING, CYCLING AND PUBLIC TRANSPORT

Places that offer social, leisure and recreational opportunities a short walk or cycle from their homes

EVALUATION

The layout encourages both new and existing residents to walk cycle and use public transport through the new and enhanced connections to the existing footways and transport connections surrounding the site.

The site is approximately 2.8 km northeast of Manchester City centre.

The site is well-served by public transport, with bus stops located at Queens Road, the nearest tram stop is Monsall Station and Queens Road Station (Metrolink Trams). The site has good access to the regional motorway network, M60 and other motorways.

The site lies in an area characterised by a mix of land uses. Immediate land uses are principally residential, with industrial and some small local shops and convenience stores. There are also medical centres, vet practices, dentists, larger shops and supermarkets in the local area.

In conclusion, the site is easily accessible via public transport services, walking or cycling. The proposed layout will integrate well with the surrounding area and within the location uses.

FACILITIES & SERVICES

Short trips of up to three miles can be easily made on foot or bicycle if the right infrastructure is in place, helping to improve public health and air quality whilst also reducing local congestion and carbon emissions.

EVALUATION

The site lies in an area characterised by a mix of land uses. Immediate land uses are principally residential and some industrial/ commercial.

There are a good range of services and facilities in the local area including mini market, Select and Save on Queens Road. Larger supermarkets Lidl, Asda, Aldi and Iceland are closer to the city centre where there are a variety of the expected high street names provided. There are also post offices, banks, pubs, dentists, pharmacy's, health centres and vets in and around the local area and City centre.

Education, pre-schools (Collyhurst Nursery school and children's centre), primary schools (St Augustine's C of E Primary School), secondary schools (The East Manchester and Evolve Academy), colleges (Connell Co-op College), eateries: restaurants, cafes and diners and entertainment facilities in local centres and town centre. These facilities are all easily accessible by sustainable forms of transport including cycling and walking. All within 4.5km (3 miles) approximately.

The layout encourages new residents to use walking, cycling and public transport from the site and the nearby existing bus stops.

HOMES FOR EVERYONE

A range of homes that meet local community needs.

EVALUATION

The proposal is to construct a development of 88 houses with a mix of 2, 3 and 4 bedroom dwellings up to 2.5 storeys, characterised by the local surroundings and using materials that will reflect the local vernacular.

The mix of detached and semi-detached dwellings create a variety of density and architecture. The height of the buildings up to 2.5 storey and their relationship to the surroundings will provide a variable skyline with a variation of scale and massing, in keeping with the immediate and the surrounding residential area.



BUILDING FOR AN HEALTHY LIFE

14 INTEGRATED NEIGHBOURHOODS
Natural connections
Walking, cycling and public transport
Facilities and services
Homes for everyone

38 DISTINCTIVE PLACES
Making the most of what's there
A memorable character
Well defined streets and spaces
Easy to find your way around

62 STREETS FOR ALL
Healthy streets
Cycle and car parking
Green and blue infrastructure
Back of pavement, front of home

MAKING THE MOST OF WHATS THERE

Understand and respond.

EVALUATION

The proposed development site at Pitsford Road extends to approximately 2.87 ha (7.09 ac) gross and currently is a vacant former Brewery Sidings site. The site lies adjacent to the railway to the South with residential development to the North with a Village Park to the West. There are Industrial units in and around the railway.

Access to the site is provided from Queens Road. Residential properties bounding the site are 2, 2.5 and 3 storeys in height with apartment blocks beyond of 13 storeys.

The development will be characterised by the local surroundings and using materials that will reflect the local vernacular. The site bounds with residential dwellings to the north across Pitsford Road.

The site proposes a single access from Queens Road with pedestrian and cycle access linking to Pitsford Road. Boundaries will have new planting appropriate for residential development and the ecology of the area.

A MEMORABLE CHARACTER

Places that offer social, leisure and recreational opportunities a short walk or cycle from their homes

EVALUATION

To inform the detailed Planning Application proposals and establish the key design principles, a detailed study of the local context has been undertaken. The local area presents a range of high, medium and low-density housing in the form of terraced, semi-detached, detached and apartments.

Properties are mostly 2 storeys up to 3 storey dwellings made up of red brick and some dark grit stone elevations. Brickwork elevations vary in colour

from dark to light red multi with smooth red features of sill and head detailing in brick. Roof tiles vary from grey to red terracotta with white and black/grey windows, fascias and barge boards. Feature render and cladding painted elements can be found throughout the area.

The proposed residential development will include a range of architectural detailing including red/grit stone elevations and grey/terracotta roofs to complement the existing character. Windows and fascias will be white, grey or black in colour and chosen to provide a contemporary look with steep roof pitches and brick detailing.

Car parking is provided in the form of in curtilage, garage and up front.

WELL DEFINED STREETS & SPACES

Create places that are well integrated into the site and their wider natural and built surroundings. Avoid creating isolated and disconnected places that are not easy places to move through and around.

The scheme provides continuity of street frontages and the enclosure of space by development that clearly defines private and public areas using attractive and distinctive landscaping. Retained trees (where appropriate) and new tree planting throughout the development is used to break up the built form.

The proposal has developed clear perimeter blocks to generate continuous active frontages. The geometry of the blocks, together with the need for pedestrian cycle and vehicular linkages generates key corner turning buildings which take on importance in setting focal points within the development.

All housing is positioned at the edge of the street with a semi-private space that varies in width along the street. The front doors are always on the street promoting active frontages and social interaction between neighbours.

EASY TO FIND YOUR WAY AROUND

Use legible features to help people find their way around a place.

EVALUATION

The proposed development structure respects and strengthens the existing area by creating design opportunities using topography, movement, landscaping and local vernacular.

The proposed semi-suburban structure sets out a well defined, easily understood pattern of development parcels, streets and green spaces forming well defined areas of visual character, enabling wayfinding. This further strengthens the local landscape and woodland providing a well-structured, more positive pattern of development and green spaces within and around the proposed development.

The proposals will create a regular pattern of easily understood development parcels, streets and green spaces that are sympathetic to the existing green space, shrubs and trees within the development and the wider patterns and local landscape and parkland character.

The proposals will create active frontages within the development and a strong sense of enclosure, with building scale and massing to reinforce key arrival points, junctions, nodes, streets and connections.

The proposals will create a clear sequence of nodes and green spaces providing memorable wayfinding that define the entrance points into the development and key spaces.

The development blocks are designed to be capable of having buildings fronting each edge to create active, lively streetscapes with a strong defensible inner core and semi-private frontages that together enhance the security of the scheme. The layout ensures that areas of green space are overlooked by building frontages.





BUILDING FOR AN HEALTHY LIFE

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Natural connections

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38 DISTINCTIVE PLACES

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A memorable character

Well defined streets and spaces

Easy to find your way around

62 STREETS FOR ALL

Healthy streets

Cycle and car parking

Green and blue infrastructure

Back of pavement, front of home

HEALTHY STREETS

Streets are different to roads. Streets are places where the need to accommodate the movement of motor vehicles is balanced alongside the need for people to move along and cross streets with ease. Activity in the street is an essential part of a successful public realm.

EVALUATION

The planning layout shows how the new streets and private drives have been planned to be safe and accessible by designing the street as a more intimate place through controlled curves and turns to slow cars down to a minimum and to increase the safety for pedestrians.

The layout has been designed to encourage social cohesion and reduction in crime through the arrangement of the development blocks and public spaces. The layout positions all housing at the edge of the street with a semi-private space that varies in width along the street. The front doors face onto the street and turn corners promoting active frontages and social interaction between children and neighbours.

CYCLING AND CAR PARKING

Streets are different to roads. Streets are places where the need to accommodate the movement of motor vehicles is balanced alongside the need for people to move along and cross streets with ease. Activity in the street is an essential part of a successful public realm.

EVALUATION

Accommodating cycle storage and car parking is crucial to the quality and use of housing. The level of parking and storage provision is influenced by the location of the site. This site is highly accessible to a range of amenities and alternative transport modes and is well placed to meet national, regional and local policy.

The development will provide pedestrian and cycle routes giving clear and safe links to the surrounding communities.

Parking is on plot either up front or to the side of the dwelling. Remote parking is directly positioned adjacent to plots. In this instance footpaths are provided to connect to the front or back door making the parking still very accessible to the dwelling. Cycle storage is to the rear and EV charging is provided.

GREEN AND BLUE INFRASTRUCTURE

Creative surface water management such as rills, brooks and ponds enrich the public realm and help improve a sense of well-being and offer an interaction with nature. As the richest habitat for a range of flora and fauna, they are also a key play in achieving the net gain in biodiversity sought by the 2020 Environment Bill.

EVALUATION

The landscape design provides a robust green network to streets and spaces. The landscaping is designed to promote community ownership boosting health and wellbeing. Multi-functional benefits include areas for ecological enhancement BNG and visual amenity.

Existing trees, woodland and vegetation will be removed to remediate the site with a strategy to retain wildlife habitat value, and providing landscape character. Biodiversity is a key component to the landscape scheme. Appropriate native species will be selected whenever possible. The landscape scheme is designed to give clear delineation to provide clarity over management responsibilities. Incidental open spaces are avoided where possible.

The site proposes native trees, small and medium ornamental trees, as well as both native hedges and shrub planting.

Key pedestrian and cycle movements will be accommodated in and around the green spaces and vista lines through the development.

The site proposes tree lined streets with boundary hedge planting and shrubs.

Further information regarding the landscape proposals can be found on the Landscape Plan.

BACK OF PAVEMENT; FRONT OF HOME

Garden cities, towns and suburbs used hedges to define public and private spaces, helping to create characterful and biodiverse places. The space between the back of the pavement and the face of buildings has a significant impact on the quality of a place. Clear demarcations between public and private spaces can encourage people to personalise the front of their homes whilst also offering opportunities to integrate level changes, utility boxes and waste storage.

EVALUATION

The need to make provision for the storage and collection of household waste is an important design consideration.

All containers will be stored and screened at the rear of the proposed properties. The scheme has also been designed to allow for refuse containers to be temporarily positioned on the street whilst awaiting collection. The layout has been checked to ensure it can accommodate a refuse vehicle and the arrangement of the plots help store the waste containers to the rear of the properties. A waste management plan will be prepared and will be submitted as part of the application.



 Green = Go Ahead

EVALUATION & CONCLUSION 8



EVALUATION & CONCLUSION

8.0.1 Evaluation & Conclusion

The proposed Bellway Homes development is in a sustainable and accessible location and the presented scheme demonstrates a compliant proposal that aligns with the Local Plan Strategy as well as National and Regional policy together with quality of design & placemaking requirements. Showing a well-considered and high-quality development of residential homes.

Bellway Homes have a proven track record of providing high quality aspirational family housing.

The development will create a high quality sustainable residential neighbourhood which maintains and enhances the key attenuation water and landscape features, integrating the site into the wider area.

The development will maintain a well-informed, safe, and attractive neighbourhood which promotes the wellbeing of its residents and visitors.

The properties will be accessible for all and the site is accessible by a range of means of transport giving residents and visitors a real choice about how they travel.

The development will achieve a sensitive and robust solution to the relationship between existing and proposed dwellings and create a sense of place which includes house types that reference the local architectural language and blends seamlessly with the wider residential area

The development will achieve a sensitive and robust solution to the relationship between existing and proposed dwellings and create a sense of place which includes house types that reference the local architectural language and blends seamlessly with the existing residential grain.

“THE GOVERNMENT ATTACHES GREAT IMPORTANCE TO THE DESIGN OF THE BUILT ENVIRONMENT. GOOD DESIGN IS A KEY ASPECT OF SUSTAINABLE DEVELOPMENT, IS INDIVISIBLE FROM GOOD PLANNING AND SHOULD CONTRIBUTE POSITIVELY TO MAKING PLACES BETTER FOR PEOPLE”.



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