

8.1 SITE LAYOUT

The site layout highlights the existing site constraints (e.g.: site levels, proximity to surrounding buildings/existing trees) which generally dictate the positioning of the building footprints. The plan has been orientated to maximise daylight and views.

The existing urban grain of the site and surrounding area is dominated by 2-storey terraced and semi-detached houses laid out in back-to-back arrangements or bounding open spaces.

A strong building line fronting the existing highways is achieved, reinforcing distinction between public and private spaces (By Design: Urban Design in the Planning System DETR & CABE 2000).

The design provides active street frontages made up of front doors and windows creating lively and well-supervised streets. The layout allows for the inclusion of parking to the front of each dwelling, and a courtyard parking area for the apartment block which is well overlooked from all sides. In doing so the proposed scheme creates a safe and attractive public space.

The layout allows for the inclusion of rear private gardens to the 2-storey houses that offer opportunities to socialise and promote a sense of community between residents. All rear gardens will be clearly defined with hard and soft landscaping and secured with appropriate boundary treatments. The apartment block benefits from not only various private balcony amenity spaces, but also from a shared communal garden close to the main entrance.

Key focal points of the development have been considered to enhance the key pedestrian routes and approaches to the site (e.g.: the north-east corner at the junction of Cleveland Road and Delaunays Road).

Having incorporated comments made from earlier scheme reviews, 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 locations, 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 new layout creates opportunities for good natural surveillance provided along Parkhill Avenue and Cleveland Road. The proposed layout maximises this opportunity by facing properties onto the roads and including windows to key corners. The proposed layout has also been developed with reference to Secured by Design principles. See separate Crime Impact Statement for further details.

In summary we have:

- **Re-developed a vacant, brownfield site** with a good quality housing scheme that is in keeping with its surroundings, in an accessible and sustainable location.
- Provided **good-quality family housing and apartments** (1 and 3-bed), all to Manchester Space Standards.

- **Retained the character** of the surrounding area by providing strong back-of-pavement development and keeping new dwellings to 2-storeys in height along Parkhill Avenue.
- **Worked with the existing site levels** to arrange entry points around the site, and position the dwellings in the most advantageous locations, making best use of a difficult existing space.
- **Provided large rear garden spaces** for improved amenity use, all to modern standards.
- Developed a scheme that will **not have an adverse impact on the amenity of existing neighbouring residents**. It will improve amenity through the provision of a more sensitive use of the site bringing a poor-quality space back into use.
- Provided a **strong back of pavement building line** and allow refuse/recycling storage to be 'off-street'.
- Carefully positioned windows to **maximise views and vistas** around the site and improve activity along the street.
- **Provided soft landscaped garden areas** to the rear of the properties and shrub planting to the front and between the houses and apartments to integrate the development within its surroundings.
- **Improved surveillance and activity** to Parkhill Avenue, Cleveland Road and Delaunays Road, which will reduce the potential for anti-social behaviour.



Extract from dwg. no.: 21-041/02.

9.0 SCALE

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, Manchester City Council Planning involvement and our Client's requirements.

The scale, density and massing of the proposal has been developed to blend in with the local area and local characteristics, whilst also giving prominence to the key corner at the junction of Cleveland Road and Delaunays Road. The scale of the development responds to adjacent existing buildings on Parkhill Avenue and reflects the residential feel of the development.

The site itself has some steep levels to deal with and the proposed scheme and house types reflect this site issue with retaining structures both within the building form of the apartment block. The apartments share an entrance from Cleveland Road. The 2-storey houses form 3 short terraces stepping down along Parkhill Avenue to suit existing site back-of-pavement levels.

The corner of the site is marked by a 4-storey element of the apartment block, which reduces to a 3-storey entrance elevation as you proceed up Cleveland Road. This provides a massing more in keeping with the Type B dwellings further up along Parkhill Avenue.



Massing Study: Aerial View From Cleveland Road



Massing Study: Parkhill Avenue



Massing Study: Delaunays Road

The scale and siting of the dwellings will be of a similar height and appearance to the neighbouring properties. Care has been taken not to overwhelm the adjacent developments by the nature of the massing. The layout responds to the topography of the site and the scale, rhythm, and material of local buildings. The design of the development aims for an elegant contemporary interpretation but contextual response to the scale and character of the area.

The rooflines have been considered to both fit with the existing surrounding context and take into account the site levels and visual appearance on key site approaches. Type A dwellings have duo-pitch roofs, and the Type B apartments block has low pitch mono-pitches to lead the eye up the slope of Cleveland Road, provide adequate roof space for lift and smoke shaft overruns (avoiding visual penetrations through the roof line), and break the massing scale as a 'link' to the 2-storey dwellings adjacent.

The elevations have been designed to respond to the scale of the immediate area and the proportions have been considered in terms of the impact on its surroundings.

10.1 STREET SCENE / FRONT CURTILAGE

The intention is to create an attractive and active street scene along Cleveland Road and Parkhill Avenue, and to the corner of Delaunays Road. Private areas are included to the front of the properties including front-curtilage parking, with areas of soft landscaping to soften the appearance. Surface treatments have been kept simple with tarmac car standing areas, planting and paving elsewhere ensuring these are low maintenance, to ensure that frontages are kept clean & tidy.

The intention is to formulate a soft buffer zone between dwellings and the surrounding roads (with the inclusion of planting and hedges), whilst providing an attractive public realm. This will help 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 will be produced and will include hedges and plant species that are suitable to the local environment.

Private gardens are included to the rear of all dwellings and a shared garden to apartments. Some hard landscaping will be offered, arranged around a simple turfed area and ensuring appropriate access to amenities such as bin stores, storage and low-carbon heating equipment.

Large areas of new shrub planting, including new trees, have been included where existing site levels are to be altered to suit the development (e.g.: around parking court, and to the perimeter of the apartment block).

The key recommendations in the Ecology Assessment for ecological enhancement through the proposed landscape scheme will be carried out, including measures which promote native species. The intention is to try and improve the ecological value through the proposed landscaping scheme by implementing the ecologist's recommendations.



Aerial Level View of Type B Apartment Block Entrance Elevation Along Cleveland Road

Please see separate Ecology Assessment for more details.

Bin storage is all at the rear, with shared rear access to all properties. Space for four bins is provided to all Type A properties, together with the required communal storage for the apartment block, in line with the city's recycling provision.

10.2 BOUNDARY TREATMENTS

Boundary treatments will provide a distinction between public and private space. We have proposed robust high quality boundary treatments in front as follows:

- 900mm high metal railings with kerb under along back-of pavement. Shrub/hedge planting behind
- Separating boundary railings back to the dwellings are shown as 900mm metal railings to denote the individual curtilage of each property. These create a more desirable feel of enclosure/private space from the pavement.
- 1800mm high timber board fencing, as secure line between front and rear spaces
- Concrete paving to entries/pathways (for low maintenance, keeping frontages clean & tidy).
- Tarmac to car parking areas
- Open areas for car/pedestrian entry points (to lessen impact of gates along street scene)

Please refer to dwg. nos.: 21-041/15 and 20.



Aerial Level View of Type A Dwellings Along Parkhill Avenue

11.1 ELEVATIONS AND MATERIALS

The design of the new development has attempted to draw upon some of the vernacular architectural characteristics of surrounding dwellings whilst also addressing the elevations with a modern approach. In terms of the Dwelling Design, we have:

- Kept the materials pallet low and limited it to mainly facing brickwork to help minimise future building maintenance and keep the dwellings robust.
- Introduced small areas of recessed horizontal brick banding and tied them in to window locations, with some additional interest around the entrance doors with an alternative contrasting brick type.
- Recessed the entry locations to provide shelter.
- Indicated on the gable possible window locations on the end property facing towards Cleveland Road to maximise views, improve the appearance from the street as you walk up Cleveland Road/Parkhill Avenue, and increase activity along the street scene.

We have proposed a similar architectural language on the apartment block to that used on the houses along Parkhill Avenue. We have:

- Utilised a mono-pitch approach to the roofs, with the same roof covering as the houses, to work better with view from the key corner on Delaunays Road.
- Reduced the impact of the amount of brickwork on the high side of the mono-pitch by introducing a second contrasting material above the top storey windows to break the visual impact and provide relief from what would otherwise be a very large brickwork wall.
- Included small areas of similar brickwork detailing as used on the houses to create a constant architectural language across the site.
- Used similar window profiles and sizes match the housing, as well as adding a contrasting brick on the entrance approach area.
- Added wide format windows above the kitchen worktops on the entrance elevation to maximise light into the apartments and to enhance the visual horizontal aspect which, together with the change of material on the top, helps to reduce the perceived scale.
- Included walk-on balconies to key locations (at the junction of Delaunays Road and Cleveland Road, to the key approach route to the entrance, and facing up Delaunays Road) to provide more interest, to make good use of the external site views whilst also to provide additional external amenity to several apartments (to add to the small ground floor communal amenity area).

The following materials are proposed for this development:

1. Main facing brickwork
2. Contrasting brickwork around entry areas

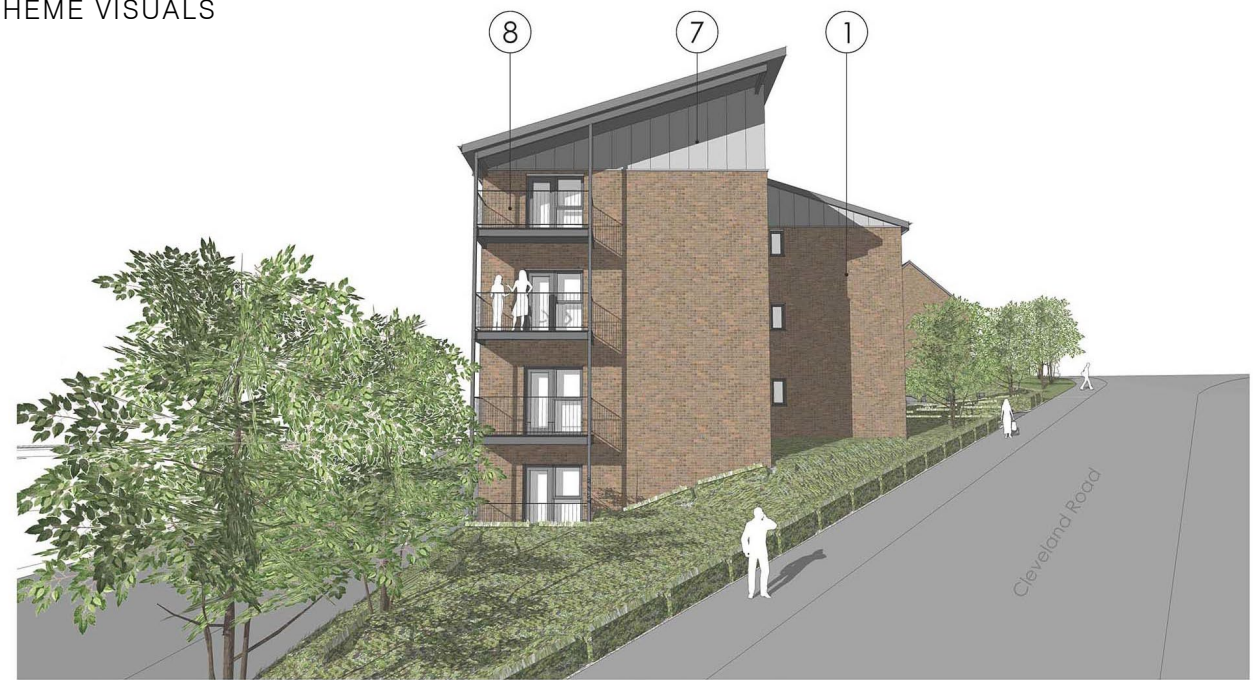
3. Recessed horizontal brick band detailing
4. Grey thin profile concrete interlocking roof tiles (Marley Eternit Edgemere, Anthracite, or similar)
5. uPVC windows (colour dark grey: RAL 7016)
6. Roof windows (Velux, or similar)
7. Contrasting material to various key features (Etex Cedral Board, or similar)
8. Walk-on steel balconies with metal railings (colour to match windows)

Please refer to dwg. nos.: 21-041/10, 13-15.



Parkhill Avenue Elevation

11.2 SCHEME VISUALS



Eye Level View of Type B Apartment Block Corner, Delaunays Road/Cleveland Road



Aerial Level View of Type B Apartment Block Entrance Elevation Along Cleveland Road



Eye Level View of Type A Dwellings, Plots 22-24, Parkhill Avenue



Aerial Level View of Type A Dwellings Along Parkhill Avenue

Proposed Facing Materials

- 1- Main facing brickwork
- 2- Contrasting brickwork around entry areas
- 3- Recessed horizontal brick band detailing
- 4- Grey thin profile concrete interlocking roof tiles (Marley Eternit Edgemere, Anthracite, or similar)
- 5- uPVC windows (colour dark grey: RAL 7016)
- 6- Roof window (Velux GGU)
- 7- Etex Cedral Board

Front Curtilage/External Works Proposals

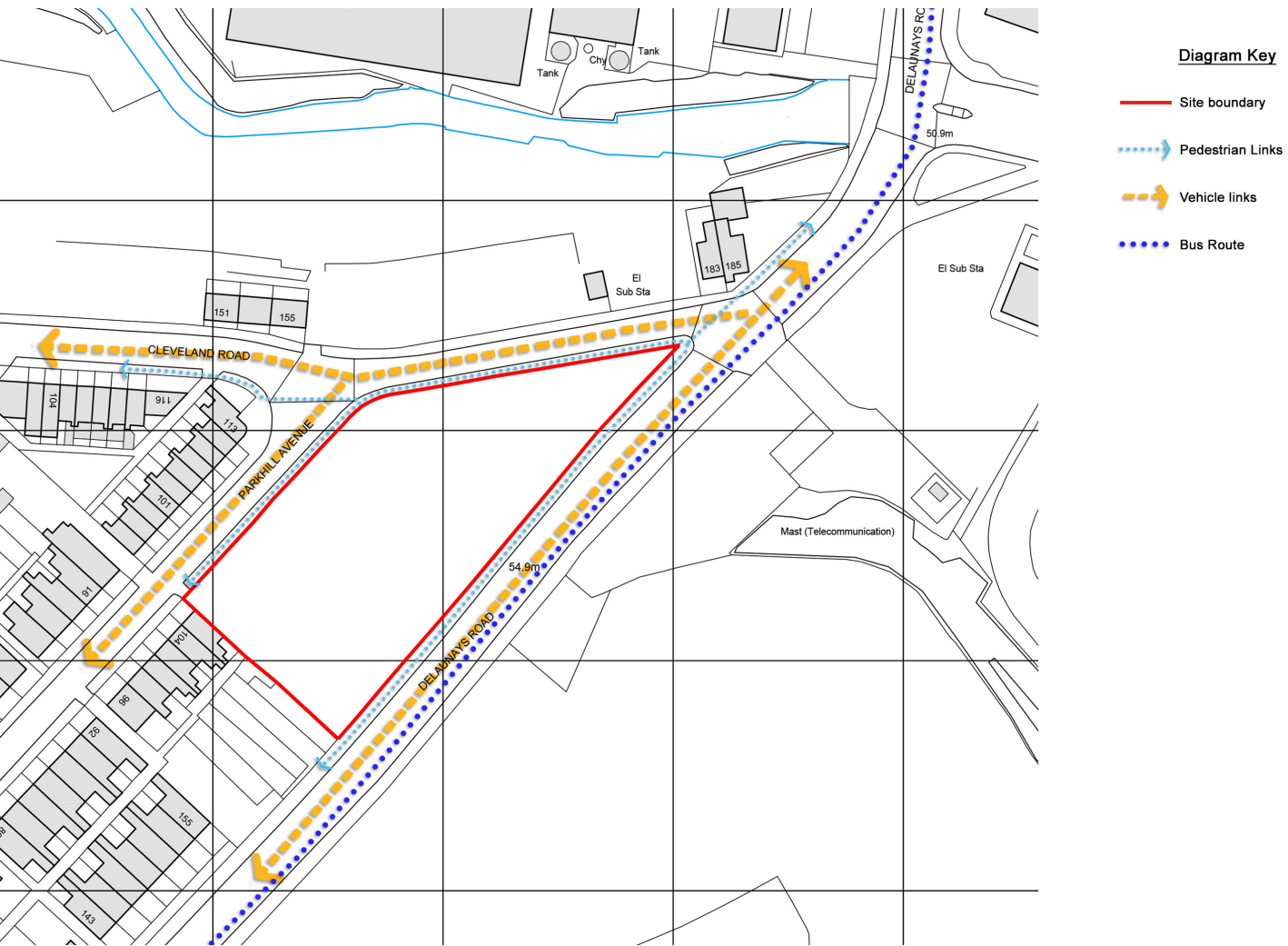
- A- 900mm high metal railings
- B- Concrete paving to entries/pathways
- C- Tarmac to car parking areas
- D- 900mm high boundary metal railings with kerb under. Shrub/hedge planting behind
- E- Deep window reveals
- F- 1800mm high timber board fencing with 300mm gravel board to garden boundary (1500mm between gardens)
- G- 1800mm high metal railings/maintenance access gate to retained woodland area

12.1 ACCESS STRATEGY

The overall philosophy is to create a development that will improve the character of the surrounding area and create a sense of place within the community. 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 proposal as a whole will promote high-quality design and create an environment that reflects the needs of the users. It will respond to both pedestrian and vehicular users of the site. Adequate space will be given to the dwellings to allow for overlooking distances, rear gardens, front privacy zones and off-street parking. The cumulative effect will enhance the neighbourhood as a whole.

The development has been designed to comply with Building Regulations Approved Document M4(2) Category 2: 'Accessible & Adaptable Dwellings', which states that 'reasonable provision should be made for people to a) gain access to; and b) use the dwelling and its facilities', and 'provision made is sufficient to a) meet the needs of occupants with differing needs, including some older or disabled people; and b) to allow adaption of the dwelling to meet the changing needs of occupants over time.



12.2 PARKING STRATEGY

Under Objective 5 (Transport) of the Manchester City Council Core Strategy Development Plan, Policy T2 states that all new development (outside the city centre) should provide 'appropriate car parking facilities for the area'. No maximums/minimums are stated for general housing in Appendix B.

All new car parking provision is proposed to be off-street with either front-curtilage or by the use of a parking court to ensure a strong back-of-pavement building line.

For the 3-bed properties (9 x Type A) 100% car parking provision is included, and for the apartment block (15 x Type B) 11 car spaces are included (approx. 75%).

All Type A dwellings will have external storage in the rear gardens which can be used to store cycles. The apartment block includes the provision of 8no. covered secure cycle spaces (location shown on the proposed site layout).

Please see separate Transport Statement for more details.

12.3 REFUSE AND RECYCLING STRATEGY

HOUSING

Storage for wheeled bins in accordance with GD04 (Waste Storage & Collection Guidance for New Developments: Version 7) has been made for each family dwelling to accommodate:

- 1 No. 240L wheeled bin for refuse
- 1 No. 240L wheeled bin for paper/cardboard recycling
- 1 No. 240L wheeled bin for mixed recycling
- 1 No. 240L wheeled bin for garden/food waste

All bin storage areas have been located within the rear curtilage of each property, screened from public view within 10m of an external door with shared access to present the bins to the kerbside on collection day without excessive travel distances.

APARTMENT BLOCK

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

- 110L per apartment for general refuse
- 55L per apartment for paper/cardboard recycling
- 55L per apartment for mixed recycling

- 10L per apartment for food waste

For 15 apartments this equates to:

1,650L for general refuse = 2no. 1100L Eurobins

825L for paper/cardboard recycling = 1no. 1100L Eurobin

825L for mixed recycling = 1no. 1100L Eurobin

150L for food waste = 1no. 240L wheeled bin

Total: 4no. Eurobins and 1no. wheeled bin.

A minimum of 0.43m² has been provided per apartment for the Eurobin containers, with extra space for residents to access each container and space to manoeuvre each container for collection. All bins are easily accessed by residents with level access from the main entrance. A clear level route is provided to the kerbside together with a bin standing area for collection days. Bin location is set away from the back-of-pavement due to existing road levels, and also to avoid unsightly obstructions to the car parking and pedestrian entry location.

Please see separate GD04 Waste Management Strategy for more details.

12.4 PUBLIC ACCESS

This site is in a sustainable location with access to public transport (buses and train). Key access criteria that has been designed-in include:

- Level thresholds to each property entrance has been achieved (to Approved Document Part M requirements) through working with the topography and careful setting out of the site levels
- 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. Front 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.

Separate site access points have been provided for vehicles and pedestrians for improved safety. 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 regarding 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
- Parking provision of 1 parking spaces per dwelling, and 11 parking spaces for the apartments (considered to be adequate given that they are being provided as affordable housing and the very low trip generation predicted), will be appropriate to the scale, location, and nature of the development, and will be in line with the parking requirements outlined in the Manchester SPD

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 the relevant section of the NPPF.