

DESIGN AND ACCESS STATEMENT

QUEENS ROAD

MANCHESTER

1788

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QUEENS ROAD

MANCHESTER

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Previous JMA housing developments



Hope and Anchor



Harrison Square

1.0 INTRODUCTION

1.1 THE VISION

Design Brief

"To design a new exemplar housing scheme"

The proposed development on this site has been put together utilising high design standards with the goal of creating a great place for residents to live and grow the existing community. Some specific standards to be met include:

- Lifetime Homes
- Building for a Healthy Life
- SBD standard
- Compliance to Local Authority planning guidance
- Building Regulations
- Client specification

The scheme will also take into account local interests and context, wildlife and ecology, sustainability, historic interests and green community space.





PROPOSED SITE PLAN 1:500

1.2 PURPOSE OF THIS DOCUMENT

This Design and Access Statement has been prepared on behalf of Guinness Partnership a leading national housing association in support of the full planning application at Queens Road, Manchester. The purpose of this document is to demonstrate the design process and to explain the final detailed design proposal.

This document includes site analysis, site constraints and opportunities, our design concept and detailed layout and should be read in conjunction with the detailed drawings which accompany this planning application.

This application provides full details of siting, design, external appearance of the dwellings, landscape, car parking and access. This document demonstrates how the evolution and integration of the design process has considered and responded to the sites character to provide a design solution which complements the local area. We believe the proposal is not only complimentary but also provides its own character and charm.

1.3 SUPPORTING DOCUMENTS

A series of drawings, reports and investigations are included separately as part of this planning application. Items provided separately within this application include:

- Architects Drawings
- Affordable Housing Statement
- Acoustic Report
- Air Quality Assessment
- Arboricultural Assessment / Tree Survey
- Blue and Green Infrastructure
- Broadband Connectivity Assessment
- Contamination Assessment (Phase 1&2 report)
- Ecological Assessment / Biodiversity survey and report
- Environmental Standards Statement
- Engineers Drawings including drainage and highways information
- Landscape Designers Drawings
- Open Space Assessment
- Planning Statement
- Transport Assessment



Typical Unit Elevation



Typical Unit Elevation

Cooper House, Manchester



West Gorton, Manchester



Windroos, Littlehampton



1.4 ABOUT THE GUINNESS PARTNERSHIP

The applicant of this planning application is **The Guinness Partnership** who have been a provider of high quality housing accross the UK since 1890. The Guinness Partneship have a long, proud history of supporting and developing their local communities which is at the core of everything they do. As well as supporting people to achieve more now, with an extremely high rate of resident satisfaction, they are also investing for the future with a low carbon, innovative new housing programme.

The images above demonstrate recent projects completed successfully by The Guinness Partnership.



SITE AERIAL PHOTOGRAPH

2.0 SITE ASSESSMENT

2.1 THE SITE

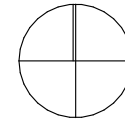
The proposal relates to a 2,170.5m² area located at **Queens Road, Manchester**. The site is mainly rectangular in shape and comprises of vacant land. The land to three sides is residential with the south of the site being predominantly woodland. The site is relatively small with some steep changes in level from East to West

2.1 THE SITE (Continued)



EXISTING SITE PLAN 1:500

N



— SITE BOUNDARY

SITE AREA : 2170.5m²



EXISTING TREES



Manchester SPG
Interface Distances



View of Site from Corner of Queens Road and Sedgford Road



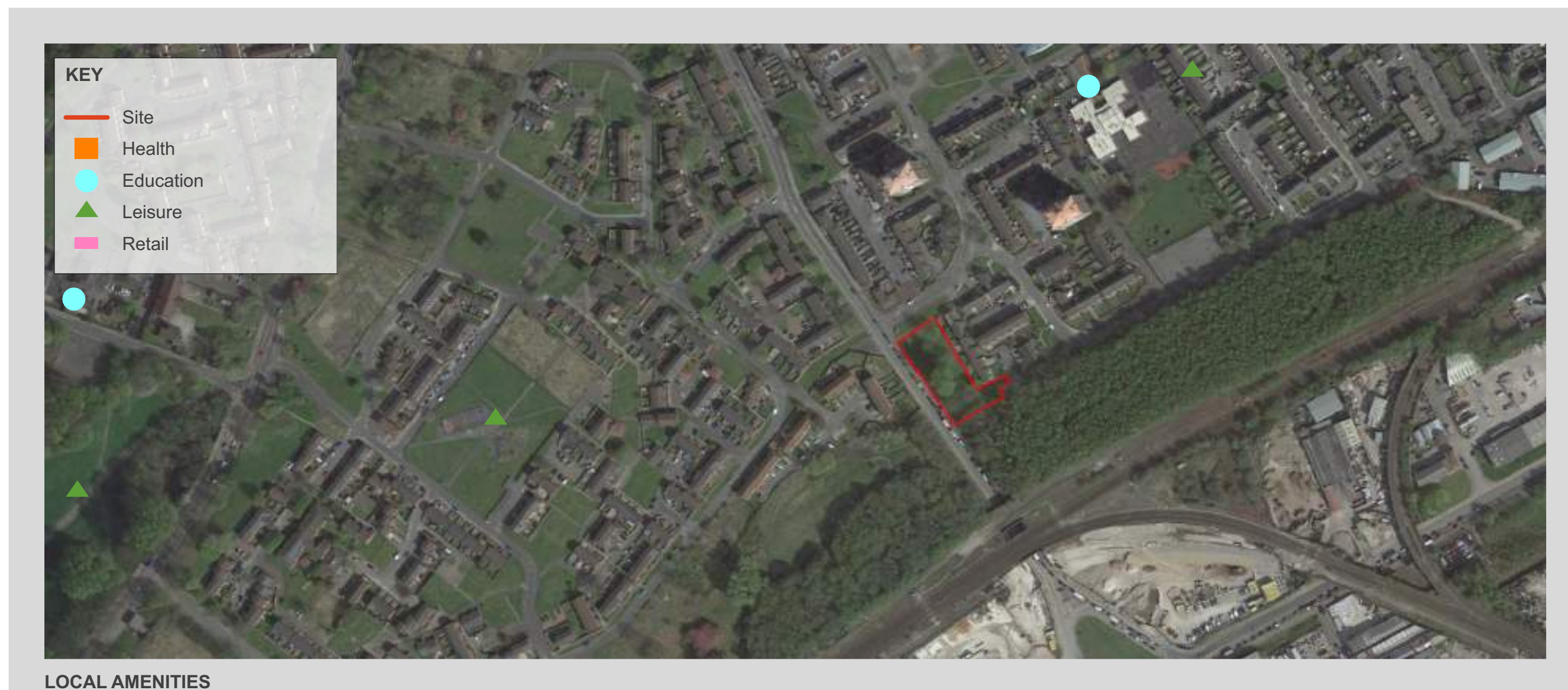
View of Site from Queens Road



View of Site from Sedgford Road



View of Site from Trimley Avenue

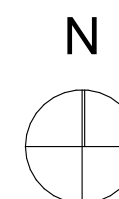


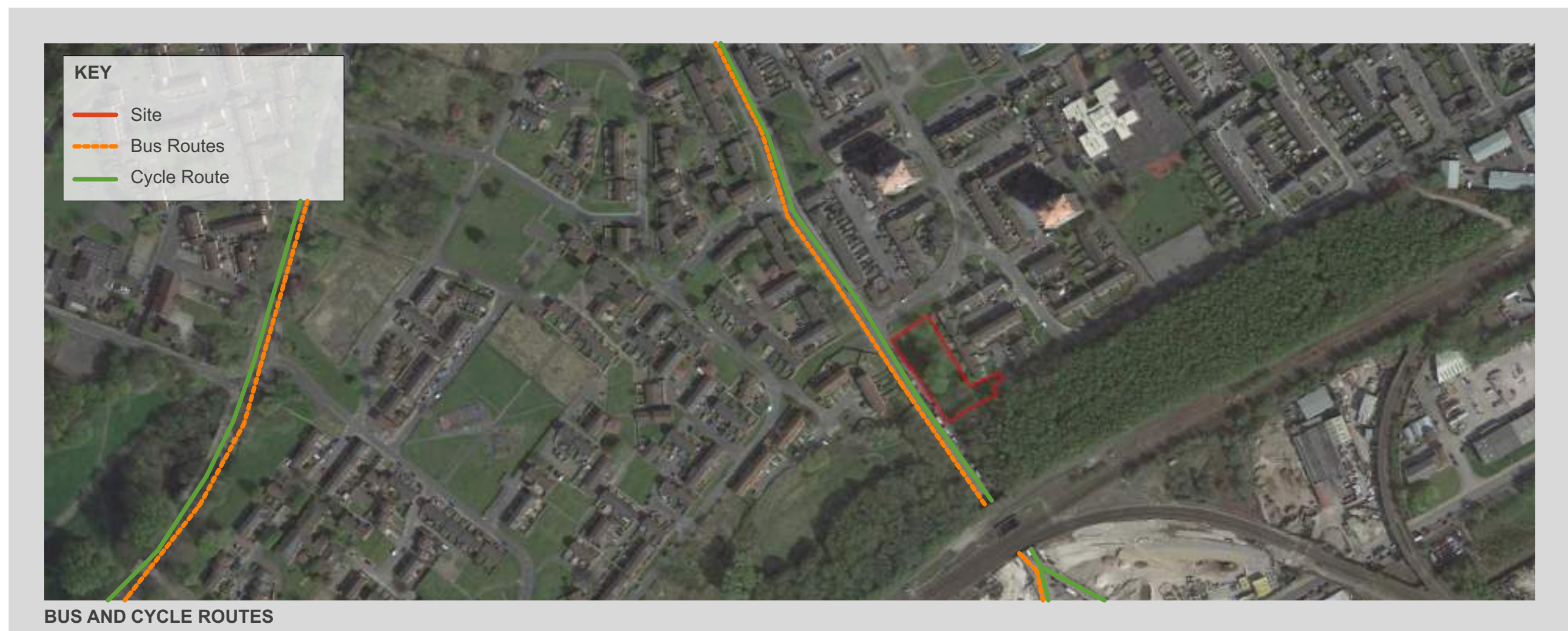
LOCAL AMENITIES

2.2 LOCAL FACILITIES

Located on the outskirts of Manchester to the North East, the surroundings offer a number of established education facilities, with localised Health and retail facilities, however the majority of the surrounding area is residential.

As shown on the plan (top) a number of facilities are located within a reasonable distance to the site. More detail on local facilities can be found in the transport statement.





2.3 TRANSPORT AND MOVEMENT

The development is located in an area with good local transport and connections to local areas and placed further afield such as Manchester, Oldham, Bolton and Rochdale. As shown on the plan (top) a number of routes / links are located within a reasonable distance to the site.

Public Transport

The [53, 151 and 733] Bus routes from both local routes and routes into Manchester City Centre, run past the Western edge of the site, where the proposed site access is to be located. The 53 route connects directly into Manchester City centre, the 151 connects with the surrounding area and the 733 provides connection to South Manchester. All 3 provide easy connection with both Manchester and the wider areas such as the Greater Manchester Area, Chester, Liverpool and the wider rail network. The road further to the West of the Site, Rochdale Road provides further Bus routes and connections to the wider areas.

Walking and Cycling

The site is within walking / cycling distances to routes that can connect with the wider Manchester area.

2.4 LANDSCAPE, ECOLOGY AND DRAINAGE



EXISTING SITE PLAN 1:500

2.4 LANDSCAPE, ECOLOGY & DRAINAGE

Some of the items discussed here are further illustrated on the plan (left)

Landscape

The majority of the site is grass, and there are several mature trees on site. There are areas of deer woodland and trees to the South East of the site.

Ecology

A survey has been carried out on the site and overall there is no significant ecological restrictions preventing the development of this land. A landscape and ecological management plan for new and existing habitats has been included as part of the planning application and outlines the sites current habitat.

Drainage

Please refer to the engineers Drainage Strategy Report for more information, a few key points are highlighted here.

2.4 LANDSCAPE, ECOLOGY AND DRAINAGE



EXISTING SITE PLAN 1:500

2.5 CONSTRAINTS & OPPORTUNITIES

The items discussed here are further illustrated on the plan (Left) including a general illustrative summary of the analysis of the site and its surroundings. The key site opportunities and constraints are summarised:

- The existing site slope can be utilised to adopt a SuDS approach to managing surface water run off sustainably.
- Overlooking distances to the side from existing dual aspect properties
- Two public footpaths running across the site. Possible footpath closures? They are not adopted.
- 1no. Parking space per dwelling in secure car park.
- Number of mature trees on the site area

Queens Road



Queens Road



Trimley Ave



Queens Road



2.7 LOCAL CHARACTER

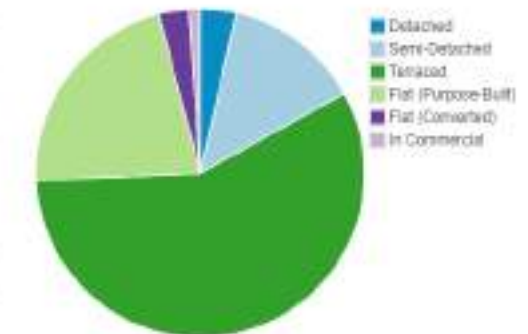
The following information provides an analysis of existing local characteristics that informs the design approach to the street and building design of the proposed development. The area containing Queens Road, Manchester consists predominantly of terraced housing, which is common in suburban and inner-city areas. The area containing Queens Road, Manchester contains a higher than average level of social housing - 62% of household spaces. This contrasts with the national average of just over 18%.

The above images demonstrate some example housing in the immediate area. The list below analyse some key points in relation to the design of the local area:

- **Architecture:** Non-descript housing, generally 1-2 stories.
- **Features & Materials:** Red brick, concrete roof tiles and white PVC windows.
- **Open space & Landscaping:** Generally low provision particularly in terms of visual amenity some small front gardens..
- **Parking:** Generally on street parking with very little in curtilage parking for local housing
- **Streets:** Tarmac finish broadly used with looped estate roads.
- **Boundary Treatments:** A mix of open frontages, hedging, low brick walls, railings and fencing.

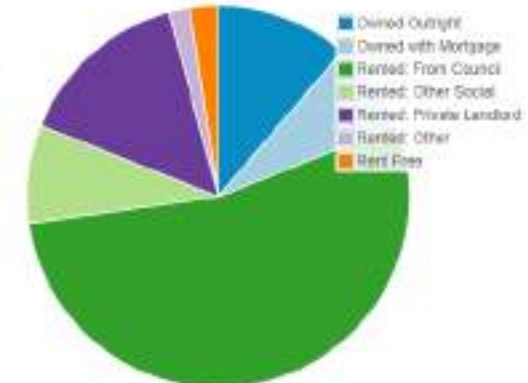
Housing Types

Detached	6
Semi-Detached	20
Terraced	98
Flat (Purpose-Built)	37
Flat (Converted)	8
Residence in Commercial Building	2
Total	171



Housing Tenure

Owned Outright	19
Owned with Mortgage	10
Shared Ownership	0
Rented: From Council	91
Rented: Other Social inc. charities and housing associations	14
Rented: Private Landlord inc. letting agents	25
Rented: Other	3
Rent Free	4
Total	169



3.0 PLANNING CONSIDERATIONS

3.1 PREVIOUS APPROVALS

This section of the Design and Access Statement sets out the planning history of the site. The site's relevant planning history is listed below.

- **044164/VO/NORTH2/93**, August 1993, CITY COUNCIL DEVELOPMENT
Remodelling of existing estate including roads and access and demolition of some existing dwellings to provide an improved layout.

- **045220/FO/NORTH2/94**, March 1994, Vacant land at Queens Road, between Monsall Street and Sedgford Road, Collyhurst - Erection of 36 dwellings comprising flats and houses

The planning history on this site is comprised of city council applications for children's play areas and to use the site temporarily for other applications, there are no historic applications for dwelling houses.

3.2 NATIONAL PLANNING POLICY

Relevant National Planning Policy Framework (NPPF) (2019) policies include:

Paragraph 124 - Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Paragraph 127 - Development should:

- Function well and add to the overall quality of the area; be visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- Be sympathetic to local character and history including the surrounding built environment and landscaping setting;
- Establish or maintain a strong sense of place creating attractive, welcoming and distinctive places to live, work and visit;
- Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development; and
- Create places that are safe, inclusive and accessible which promote health and well being, a high standard of amenity and where crime and disorder do not undermine the quality of life or community cohesion and resilience.

We believe that the following design meets the above requirements and this is explored further in the rest of this document.

3.3 LOCAL PLANNING POLICY

The scheme has been informed by the adopted local development framework and supporting Residential and Access SPG documents.



3.4 PRE-APPLICATION ADVICE

The team has positively and proactively liaised with the Local Authority throughout the preparation of this application, including in-formal pre-application discussions.

Prior to submitting this application, we have engaged extensively with the Local Authority for pre-application advice with Katie Raw, Assistant Planning and Housing Officer and Jennifer Atkinson, Principal Planner. This included 1No. pre-application meeting on 3rd August 2021. The pre-application advice, feedback received and how we have addressed each point is detailed below.

- **Street Lighting.** - Street lighting to be considered
- **Parking.** Parking court needs to be secure and fobb access, Input from GMP.
- **Street Trees.** Is there a potential for street trees? Dependant on services.
- **Boundary Treatments.** Low brick walls and railing to front of properties to deliniate each dwelling.



4.0 DESIGN PARAMETERS

4.1 DESIGN PRINCIPLES

Our design philosophy is to create high quality developments worthy of the sites location and improving the design quality of the urban environment. This includes the creation of a socially and environmentally sustainable development, which has been strategically planned to respond positively to local context and promote a cohesive living environment. The principal design objectives considered within this planning application are as follows:

- **Identity:** Creating a streetscape that has its own sense of identity whilst retaining positive characteristics of the local context.
- **Permeability:** Creating connections within and to the development
- **Legibility:** Creating a scheme that people can understand and negotiate with ease.
- **Sustainable Transport for All:** Encouraging walking and cycling and making public transport more accessible.
- **Energy Conservation:** Design quality, build quality and responsible material selection will reduce resource consumption and promotes the use of environmentally friendly materials.
- **Landscape Enhancement:** Safeguarding the existing site features and enhancing the existing eco and landscape framework will mitigate the impact on the existing wildlife.

The above principles, along with the building for life principles, have influenced our design approach and shaped the design proposals as they have evolved as detailed in this document.

4.2 DESIGN EVOLUTION

The site plan design has incorporated the following in its development:

- Development should reflect the massing of the surrounding estate in the main
- Routes and linkages through the site should be overlooked and supervised
- Routes and linkages adjoining estates to be improved and enhanced
- Creation of clearly defined public space through the provision of continuous building frontage lines and variations in enclosure of private spaces

Based upon previously discussed analysis of the site and planning requirements, the diagram to the left indicates some key aspects which is utilised within the developed design.

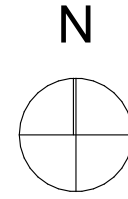
4.3 SITE LAYOUT

The proposed site plan shown has been laid out to sit within the existing urban fabric. The road layout gives an efficient road layout for easy navigation, with change in surfaces making the hierarchy of roads clear. See Site Plan PL.003 for more information.





PROPOSED SITE PLAN 1:1000



SITE BOUNDARY

SITE AREA : 2170.5m²



EXISTING TREES



EXISTING TREES TO
BE REMOVED



PROPOSED TREES TO BE PLANTED
(Subject to a detailed landscaping strategy)



PROPOSED SOFT LANDSCAPING
(Subject to a detailed landscaping strategy)



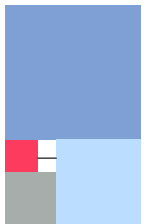
EV 7kW Charge Point (min 25% of spaces)

	House Type	Total
	2B4P House @ 79m ²	6
	3B5P House @ 93m ²	2
		8

4.4 LAND USE AND MASSING

The proposed development provides a mix of 2 and 3 bedroom residential dwellings. The proposed design is entirely residential and includes 100% affordable units with their associated private landscaping. Public landscaping is also included which utilises sustainable drainage strategies and biodiverse landscaping design. Dwellings are all 2 stories in height and in blocks varying of detached and semi-detached units, all in keeping with the local context.

Units located at either end of the development will be dual aspect providing a well-fronted entrance into the scheme, as well as passive surveillance for the parking court.





4.5 SCALE AND DENSITY

The proposed development will be entirely at domestic scale with all properties at 2 stories and set back from the public footpath to give open and inviting streets, this space for landscaping also provides privacy and improves the streetscene. The current proposal at 8no. units gives an average density in keeping with the local context.





5.0 PROPOSED DESIGN

5.1 ELEVATIONS AND MATERIALS

The material selection provides an opportunity to place-make and create a strong character, identity and legibility throughout the development.

Through careful choice and positioning of materials coupled with high quality design, we aim to create desirability and a strong kerbside appeal for future residents.

The dwellings will be detailed according to position, orientation and aspect on the site, with features added to key focal points and vistas.

The proposed materials, shown on the next page, have been selected in response to the local context and other new housing constructed in the wider area.

Proposed boundary materials are to be mainly low brick walling, to match the proposed dwellings, and metal railings. Please see separate boundary treatment drawings for more information.

5.1 ELEVATIONS AND MATERIALS (continued)



Thin leading edge, concrete
roof tiles

Grey uPVC windows and doors

Red/Brown multi facing
brickwork Detailing

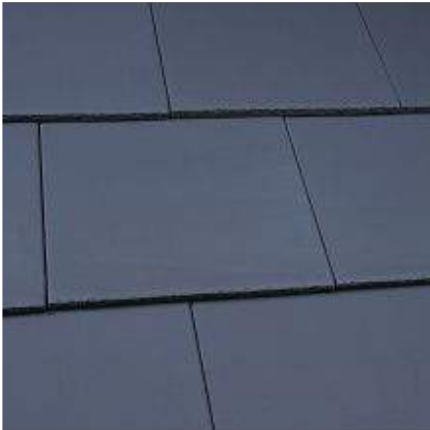
Red/Brown multi facing
brickwork



Red Brickwork



Red Brickwork Detailing

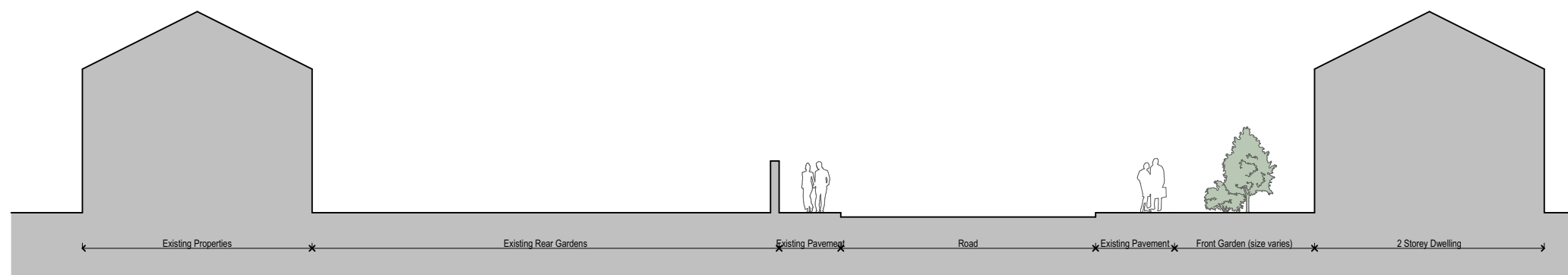


Grey Concrete Roof Tiles



5.2 STREET DESIGN

The above gives a view of the proposed fronting of Queens Road. As shown above, the road frontage has been developed to be appropriate to the existing road and traffic flow, with front gardens providing visual amenity to the street and assisting in providing a level of privacy to the dwellings.



Sketch Street Section

1:200

5.3 PARKING

The proposed scheme provides for a communal secure parking court. Car parking spaces are to be well designed and integrated into the scheme including integral landscaping. Car parking is to generally be 2.4 x 4.8m with 6m manoeuvring space in front and a private path to the side for access.

5.4 COMMUNITY SAFETY

The proposed site layout has taken into account the following key objectives into its design, to create a safe and welcoming streetscene:

- Natural surveillance, ensuring public areas and routes are overlooked by the proposed or existing houses
- Dwellings to be orientated to provide back to back protection whilst overlooking the street where possible.
- Pedestrian and cycle networks to follow street network avoiding the creation of alleyways
- Privacy distances of 21m minimum between dwellings
- Landscaping situated to avoid obstructing views for manoeuvring vehicles either by setting back from the street or utilising low growing plant species.
- Develop a sense of ownership across the scheme to discourage anti-social behaviours.

5.5 INCLUSIVE DESIGN

The key principles that have been included to ensure the proposed development is accessible and welcoming to all are as follows:

- All units within the scheme to be accessible to those with impaired mobility, sensory impairments and learning difficulties. This includes step free routes to all units unless the site topography makes this impossible.
- Development layout and connections to be clearly laid out, well lit and include texture aids at crossing points for those with reduced vision.
- Inclusive dwelling design to be utilised to allow access into and around the buildings, including Part M of the building regulations and Lifetime homes.
- Public landscaping to include seating areas to give rest points for those with reduced mobility.

5.6 EXTERNAL WORKS

The external works have been carefully designed to reference the sites residential location, encourage pedestrians and cyclists and create a welcoming street environment. This has been achieved mainly via a few key design items:

- **Extensive landscaping** and high visual impact landscaped spaces. This also provides a great visual outlook for neighbouring properties and those using and passing the scheme.
- **Pedestrian and cycle routes**, Existing routes have been left clear to prevent cars from dominating the site.
- **A simple yet effective pallet of hard landscaping** is proposed comprising predominately of large and small format block paviour and tarmac. Boundary fences are to be predominately brickwork, matching the proposed dwellings, and metal railings, to provide a secure defensible boundary along the roads.



5.7 SUSTAINABLE STRATEGY

Sustainability issues are a key driver for the client and design team, the current proposed scheme has been designed with the below issues in mind:

- Retaining of existing ecological features such as hedges and trees where possible
- Additional new landscaping to supplement the existing landscape.
- 'Fabric first' approach including improved insulation and airtightness of new housing beyond the Part L requirements to reduce energy requirements.
- Widening the choice of quality homes available in the area for social sustainability
- Encouraging reduced car use by providing connections to the existing cycle and pedestrian network.
- Houses to be designed to be adaptable and flexible to changing user needs.
- Integrated use of Sustainable Drainage Systems
- Use of low carbon and renewable materials where possible
- Water efficient appliances and water meters to promote responsible water usage.

5.8 REFUSE STRATEGY

In accordance with Local Authorities requirements the proposed development will have adequate storage for 4No. wheeled bins, in a position which is convenient for the householder to present them to the kerbside for collection. Each dwelling is provided with space for waste and recycling storage situated within the rear garden area close to the back of the house. Adequate turning heads for Refuse have been provided to allow for bin collections to be made to the front of each proposed dwelling, or close by for units on short private drives.



DRAWING TITLE AND SCALE

6.0 BUILDING FOR A HEALTHY LIFE

This design proposal has been considered against the twelve questions set out in qualities of successful places set out in 'Building for a Healthy Life'.

These are expanded further in earlier sections of this document but summarised within this section

1 - NATURAL CONNECTIONS

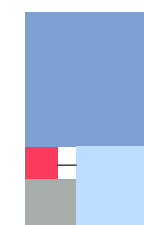
The proposed design aims to provide good connectivity around the site and out to adjacent areas with space allowed for future expansion to facilitate future sustainable development. **Self assessment: Green**

2 - WALKING, CYCLING AND PUBLIC TRANSPORT

The site is close to existing public transport networks that facilitate the use of alternative modes of transport. Private cycle storage facilitates bike ownership, combined with cyclist safe street design. **Self assessment: Green**

3 - FACILITIES AND SERVICES

The site is within walking and cycling distance of a range of local services and facilities as outlined previously in this document. The aforementioned public transport network allows services further afield to also be viable options for future residents. **Self assessment: Green**



6.0 BUILDING FOR A HEALTHY LIFE (continued)

4 - HOMES FOR EVERYONE

The proposed housing mix on this site is based upon the identified local need and offers an option of sizes, types and price points to ensure a range of potential residents can be accommodated. Private rear gardens to all housing allows safe space for child play, in addition to the public open space. **Self assessment: Green**

5 - MAKING THE MOST OF WHAT'S THERE

The proposed design builds upon the existing conditions and assets on and around the site through the protection and enhancement of its biological features and by responding to the local context e.g. facing existing streets, maintaining privacy to adjacent houses and avoiding the creation of unsafe spaces against existing back gardens. **Self assessment: Green**

6 - A MEMORABLE CHARACTER

The proposed design has carefully balanced the need to tie into the existing context while still maintaining its own identity and utilising modern design techniques. For example, local materials have been referenced but utilised in a clearly modern format. **Self assessment: Green**

7 - WELL DEFINED STREETS AND SPACES

The housing designs and orientation have been carefully put together to ensure the street scene is welcoming and utilises passive surveillance to assist in safety of pedestrians. Dual aspect, feature corner units are a key example of this which also assist in way finding. **Self assessment: Green**



8 - EASY TO FIND YOUR WAY AROUND

The hierarchy of streets, along with the aforementioned feature corner units assist in the natural way finding of those accessing the new dwellings or travelling through the site. **Self assessment: Green**

9 - HEALTHY STREETS

The street design has been carefully considered to balance both the requirement to allow safe and convenient vehicular access to every unit, along with the consideration of pedestrian and cyclist safety and the promotion of alternative modes of transport. **Self assessment: Green**

10 - CAR PARKING

The car parking is laid out in a way to reduce their impact on the streetscene as much as possible. This includes stacked parking to the side of the dwelling where space allows, leaving more room for landscaping to front gardens. **Self assessment: Green**

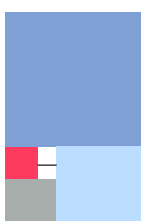
11 - GREEN AND BLUE INFRASTRUCTURE

Although there isn't suitable space to accommodate blue infrastructure, the landscaping design focuses on biodiversity, native planting and visual amenity to fully make the most of the space available. **Self assessment: Amber**

12 - BACK OF PAVEMENT, FRONT OF HOME

The front gardens have been carefully designed to ensure that the frontages are open to allow for planting to be enjoyed from the street, while also maintaining a suitable separation for privacy. The scheme uses planting, surface finish changes and boundary treatments to clearly demark the edges of private spaces without closing off spaces entirely. **Self assessment: Green**

TOTAL





7.0 CONCLUSION

In summary, the proposed development as outlined in this document will function well and add to the overall quality of the area. At the heart of this proposal are the principles of good design, desirability and creating housing choice with the intent of creating a sustainable community where people want to live. The high quality architectural design will provide visually attractive and energy efficient homes, which are of an appropriate mix, layout and scale surrounded by effective landscaping.

The proposed development will establish and maintain a strong sense of place, creating an attractive, welcoming and distinctive housing development which aims to reduce its impact on the environment and local ecosystems. The scheme is designed to be safe, inclusive and accessible while promoting health and well-being via the provision of generous sized private gardens and public open space and as such would be an asset to the local area.