

DESIGN AND ACCESS STATEMENT

Benmore Road

CHARLESTOWN MANCHESTER

1785

JOHN MCCALL ARCHITECTS
NOVEMBER 2022



Benmore Road

CHARLESTWON MANCHESTER

Document reference	L.99
Document Revision	First document issue
Document Status	PLANNING
Issue Date	16.12.2021
Author	HW
Checked by	CM

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Previous JMA housing developments



Hope and Anchor



Harrison Square

1.0 INTRODUCTION

1.1 THE VISION

Design Brief

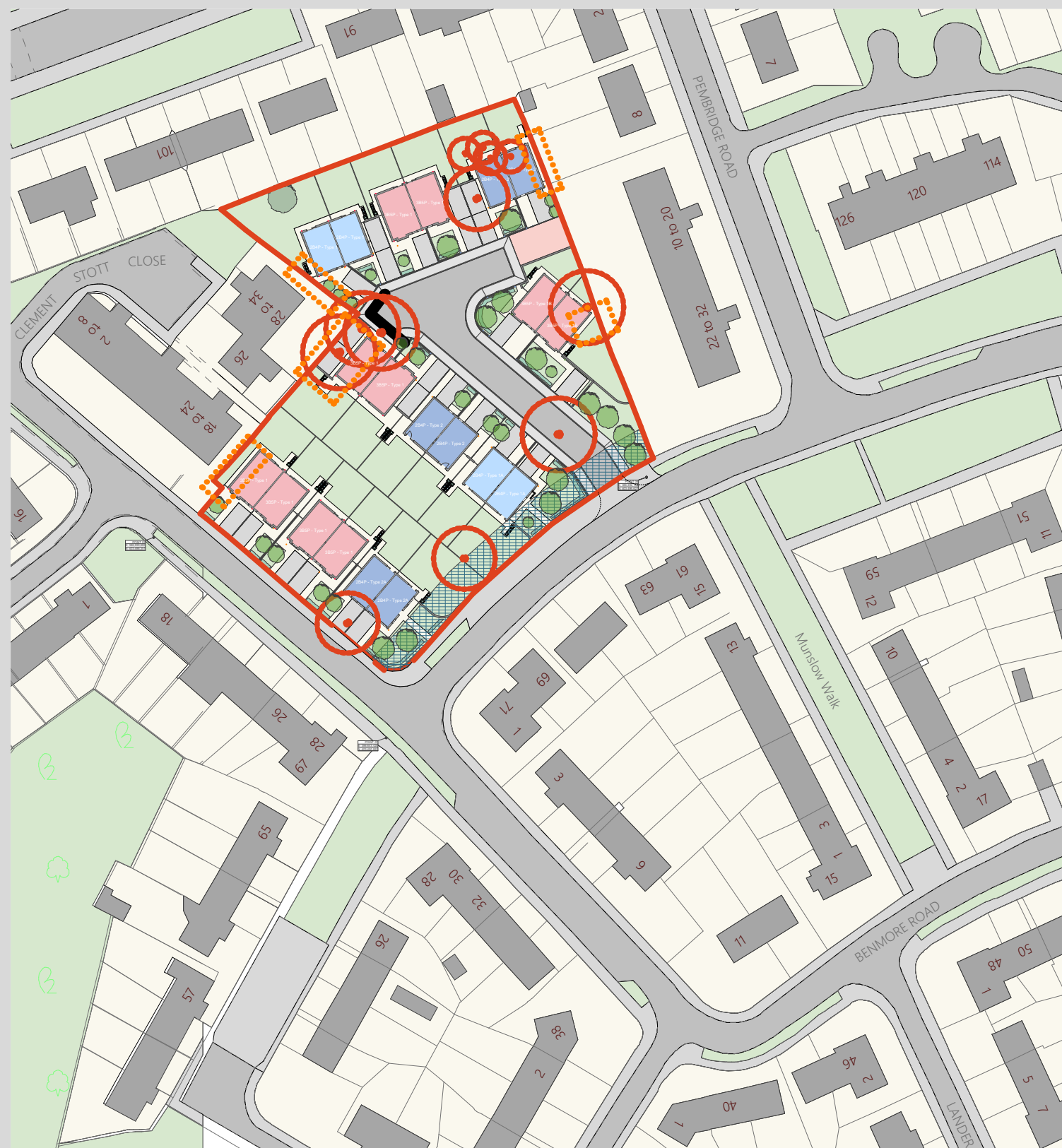
"To design a new exemplar housing scheme"

The proposed development on this site has been put together utilizing 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 1:1000

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 The site of the former White Moss Road Day Care, Charleston 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 across the UK since 1890. The Guinness Partnership 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.



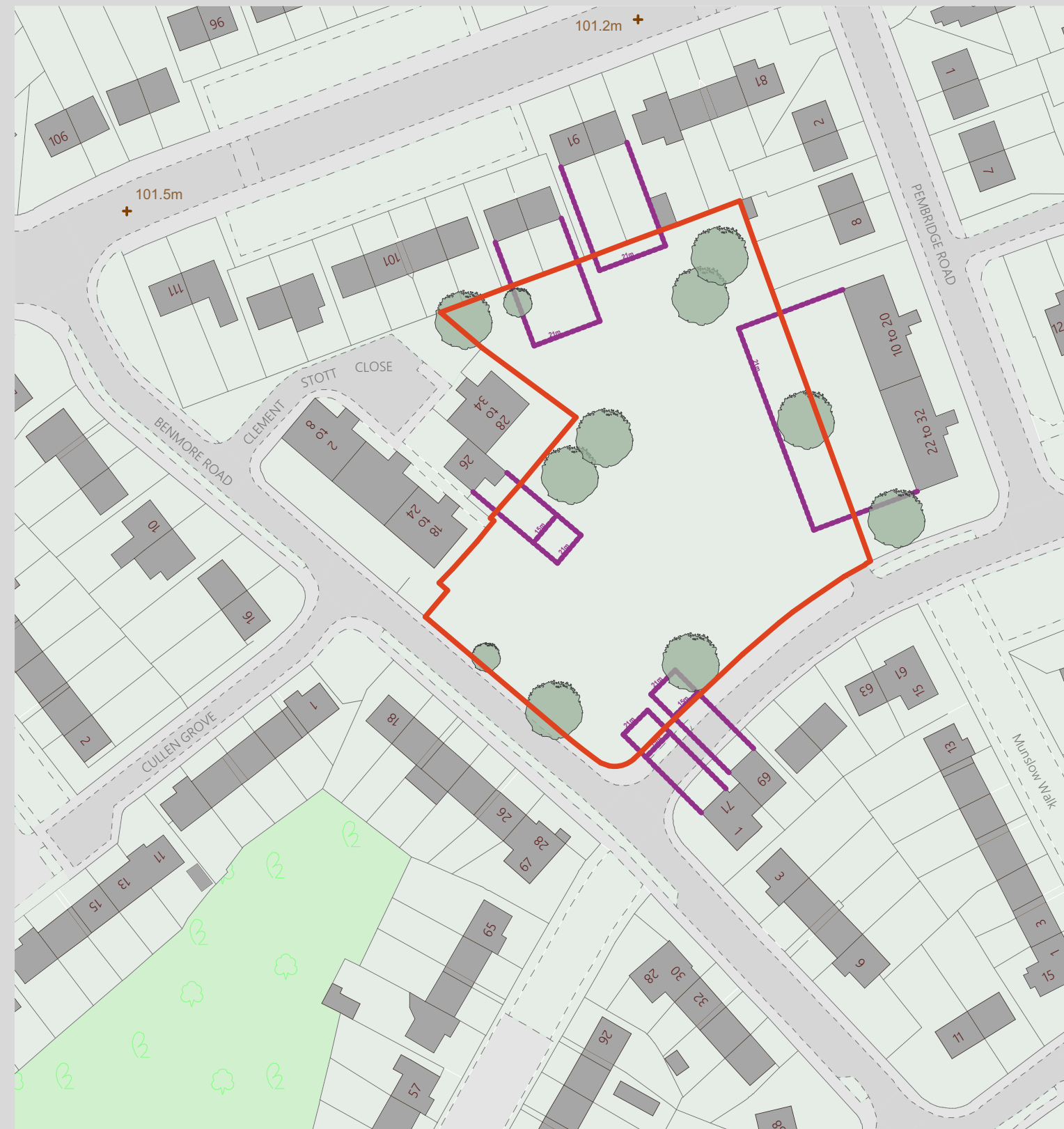
SITE AERIAL PHOTOGRAPH

2.0 SITE ASSESSMENT

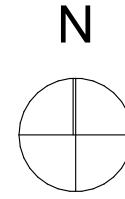
2.1 THE SITE

The proposal relates to a 5283m² area located to the South of Whitemoss Road, at the corner of Benmore Road. The site is irregular in shape and comprises of vacant land. The land to all sides is residential. The site is large with minimal changes in level.

2.1 THE SITE (Continued)



EXISTING SITE PLAN 1:1000



SITE BOUNDARY

SITE AREA : 5283m²

EXISTING TREES

Manchester SPG
Interface Distances



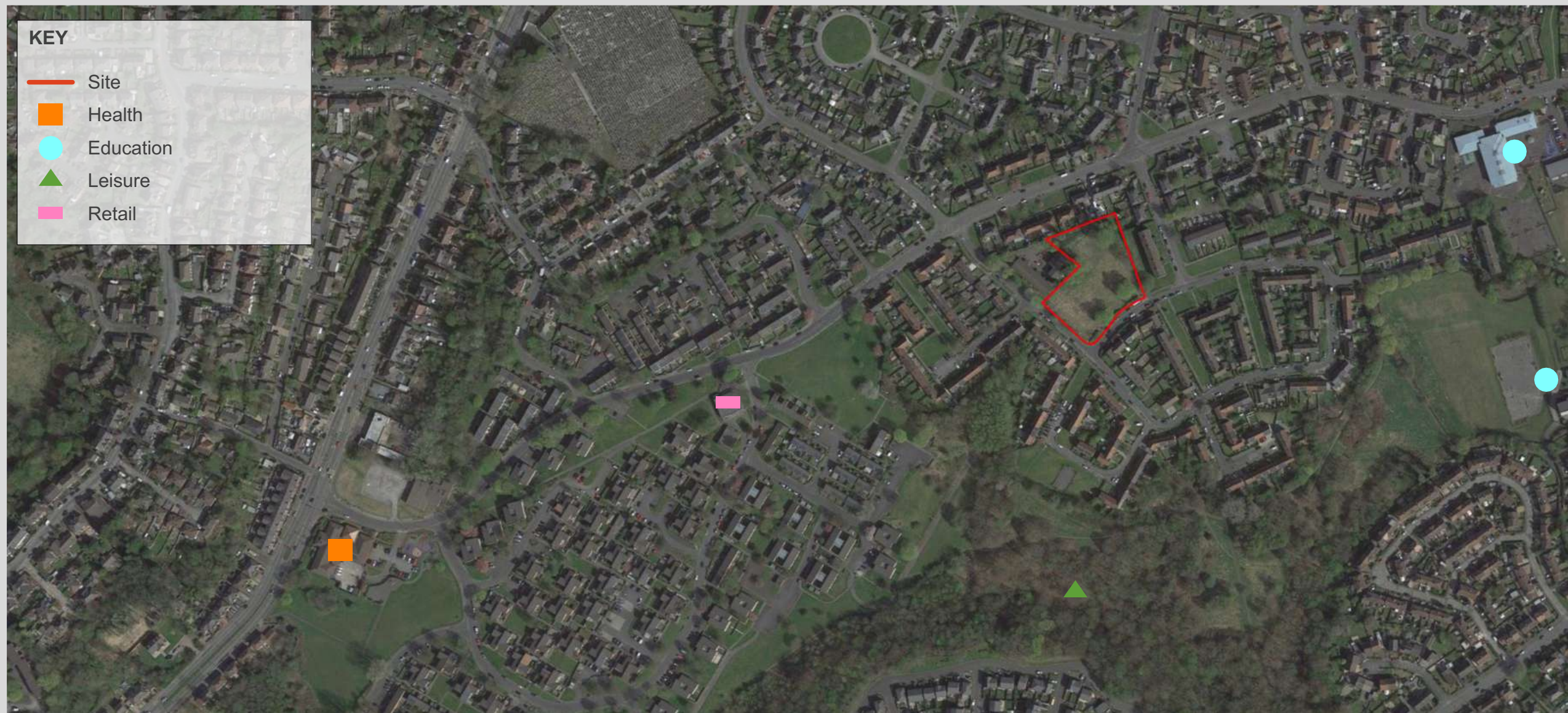
View of Site from corner of Benmore Road



View of Site from Benmore Road



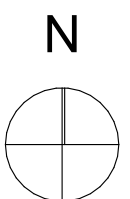
View of Site from Benmore Road



LOCAL AMENITIES

2.2 LOCAL FACILITIES

Located on the outskirts of Manchester to the North East between Manchester and Oldham, the surroundings offer a number of established education facilities, with localized 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 established transport links are located within a reasonable distance to the site.

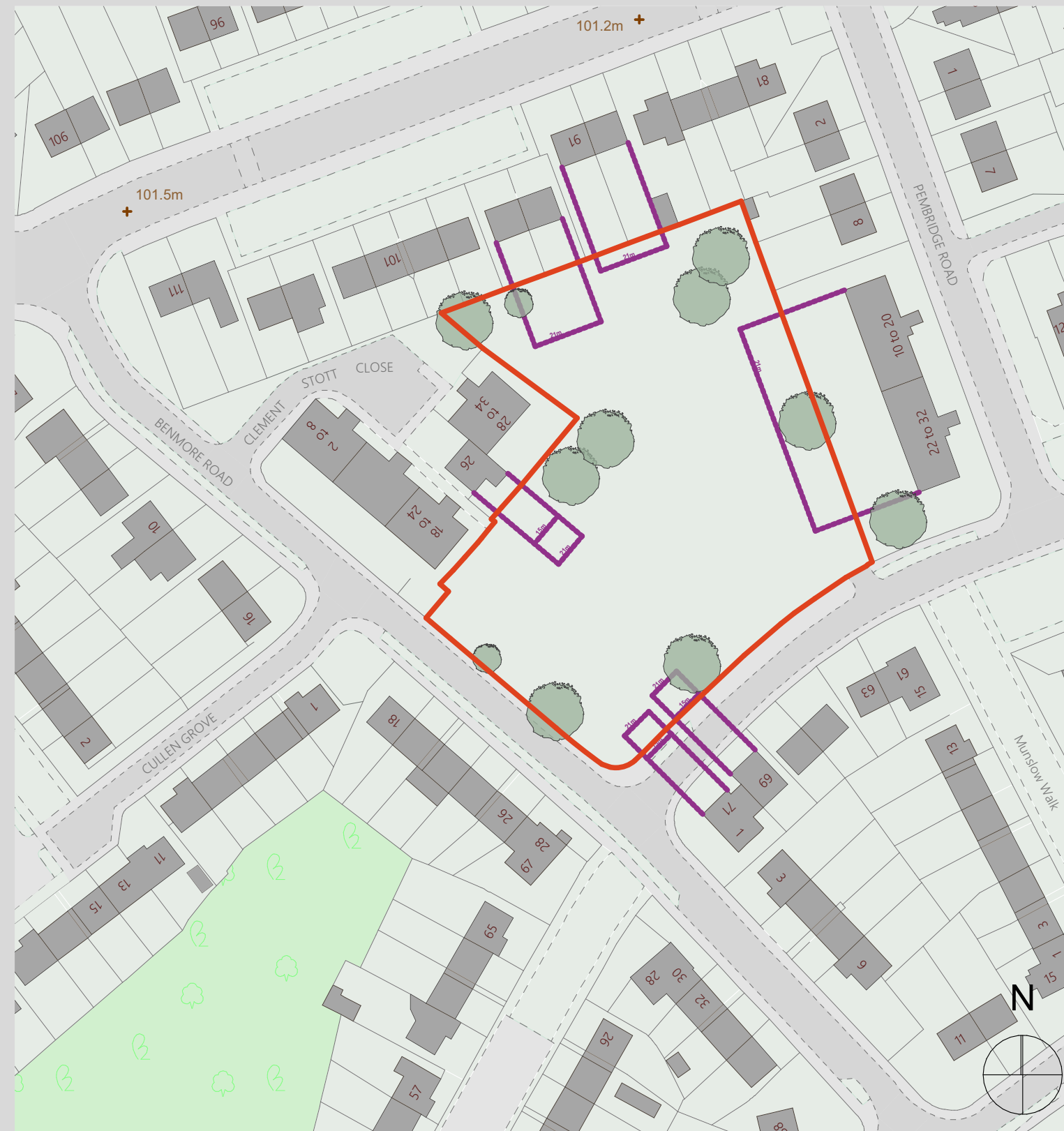
Public Transport

The [115, 119, and 849] Bus routes from both local routes and routes into Manchester City Centre, run past the North edge of the site, where the proposed site access is to be located. The 119 route to Manchester Piccadilly Gardens then connects directly to other routes and areas such as the Greater Manchester Area, Chester, Liverpool and the wider rail network.

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 1:1000

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 woodland and trees to the South East of the site.

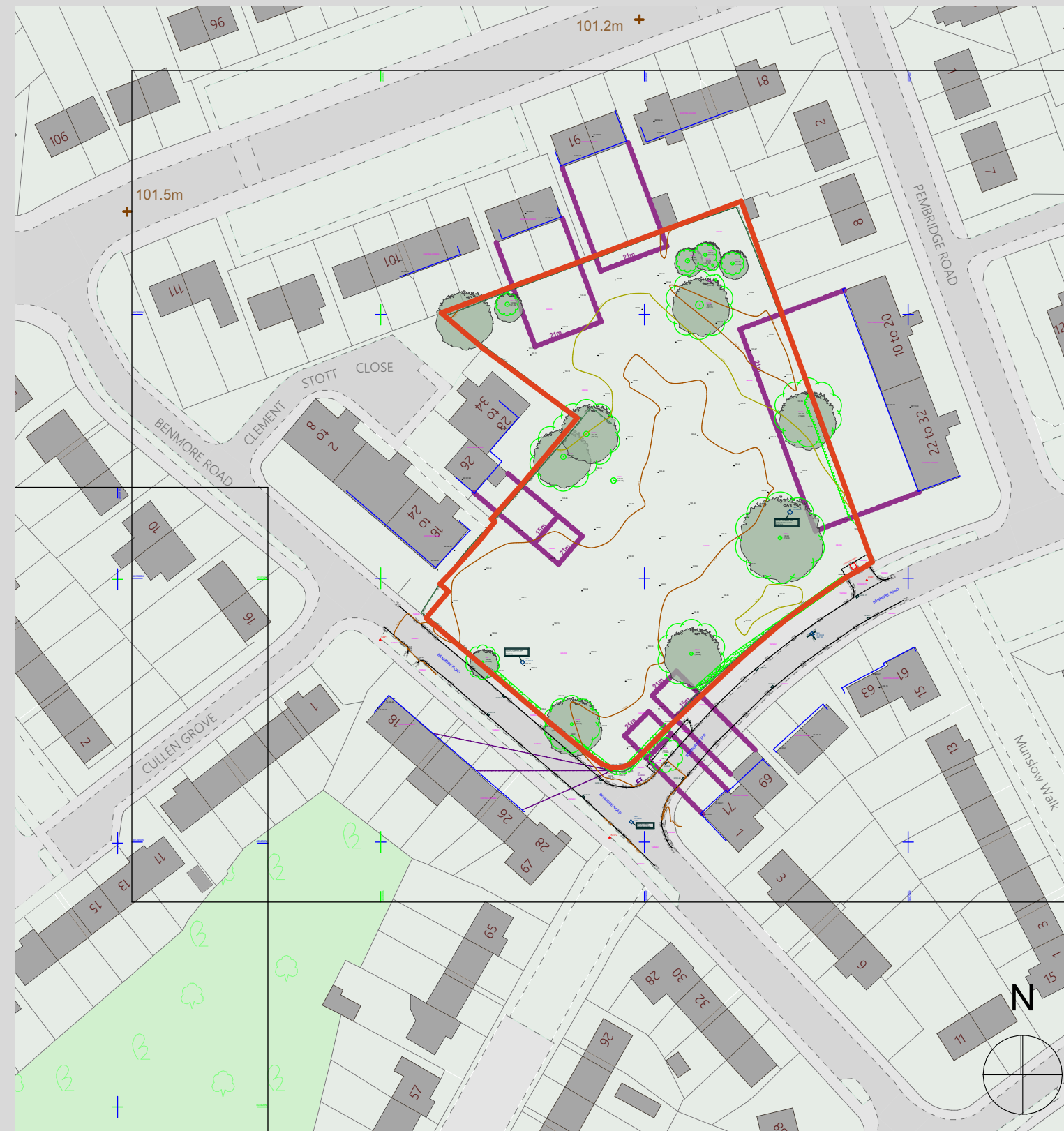
Ecology

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 1:1000

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 summarized:

- A comprehensive green strategy will protect and enhance the most ecologically valuable site assets as well as creating new interconnected habitat areas to enhance biodiversity on the site via new buffer zones and public open space areas within the new scheme.
- 2no. In-Curtilage parking spaces per dwelling.
- Number of mature trees on the site area.

White Moss Road



Haverfield Road



Churston Ave



White Moss Road



2.7 LOCAL CHARACTER

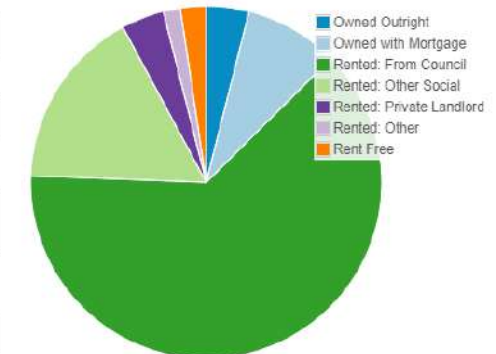
The following information provides an analysis of existing local characteristics that informs the design approach to the street and building design of the proposed development. The surrounding area is heavily residential. This area contains a mixture of housing types, as detailed below. No single type of dwelling accounts for more than 50% of the dwellings. The area containing Benmore Road, Manchester contains a higher than average level of social housing - 80% 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 analyses some key points in relation to the design of the local area:

- **Architecture:** Non-descript 70s and 80s 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, railings and fencing.

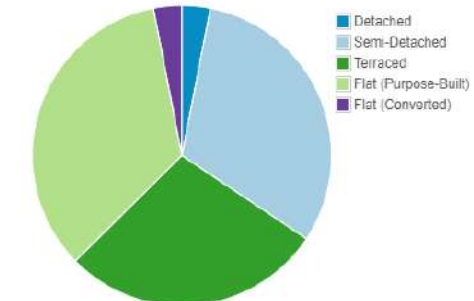
Housing Tenure

Owned Outright	5
Owned with Mortgage	11
Shared Ownership	0
Rented: From Council	80
Rented: Other Social <i>inc. charities and housing associations</i>	21
Rented: Private Landlord <i>inc. letting agents</i>	5
Rented: Other	2
Rent Free	3
Total	127



Housing Types

Detached	4
Semi-Detached	41
Terraced	37
Flat (Purpose-Built)	45
Flat (Converted)	4
Total	131



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.

- **047056/VO/NORTH1/95**, January 1995, CITY COUNCIL DEVELOPMENT
Construction of a car park with 16 No. car parking spaces and lighting and widening of existing access road
- **101209/DEM/2012/N1**, January 2003, Prior notification for proposed demolition of 2 storey former community resource center
- **F08474**, April 1978, Application for Deemed Planning Permission Erection of a mobile house for the Matron of the adjoining Aged Person Home..

The planning history on this site is comprised of applications relating to the former day care center, 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.

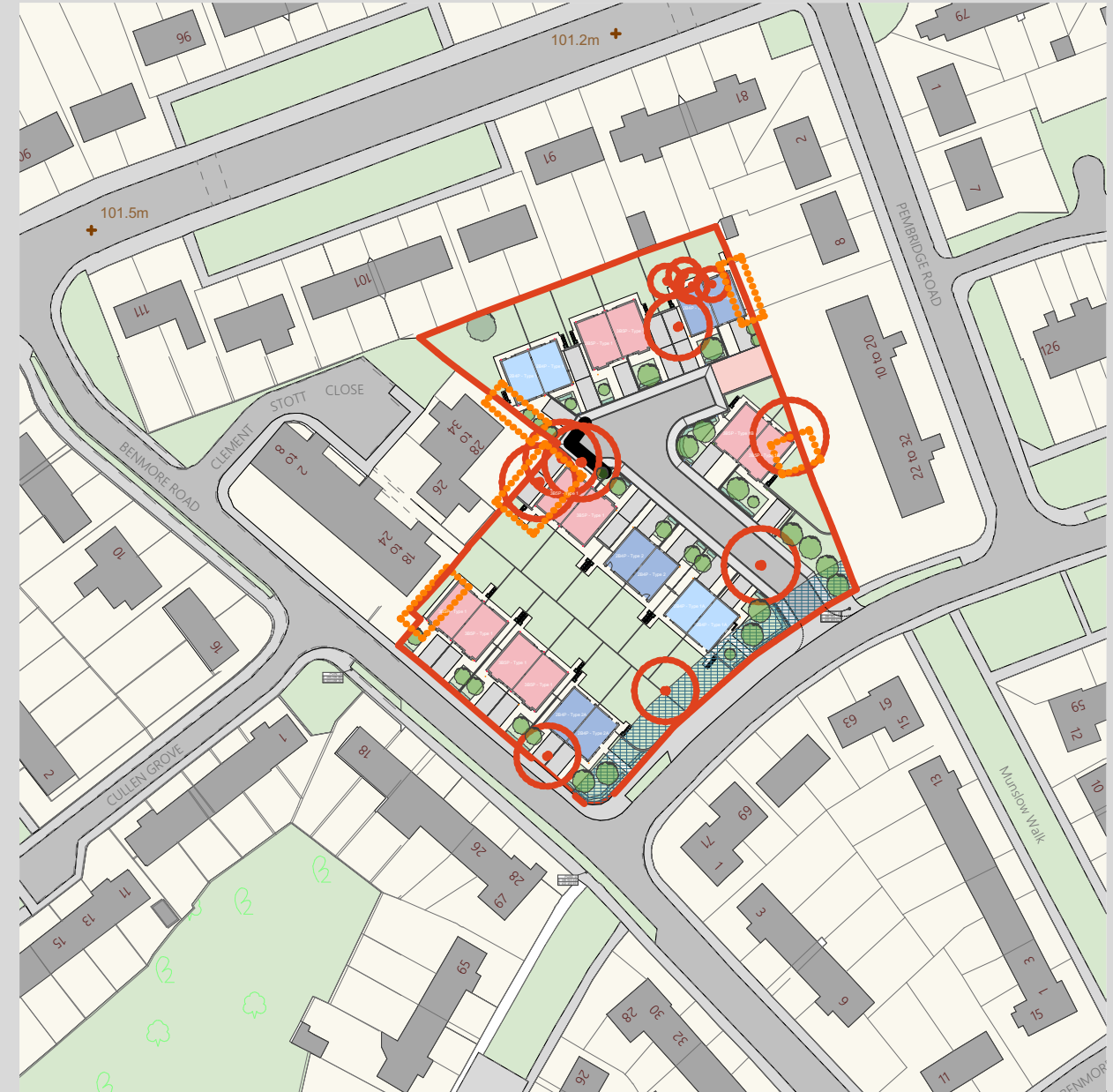
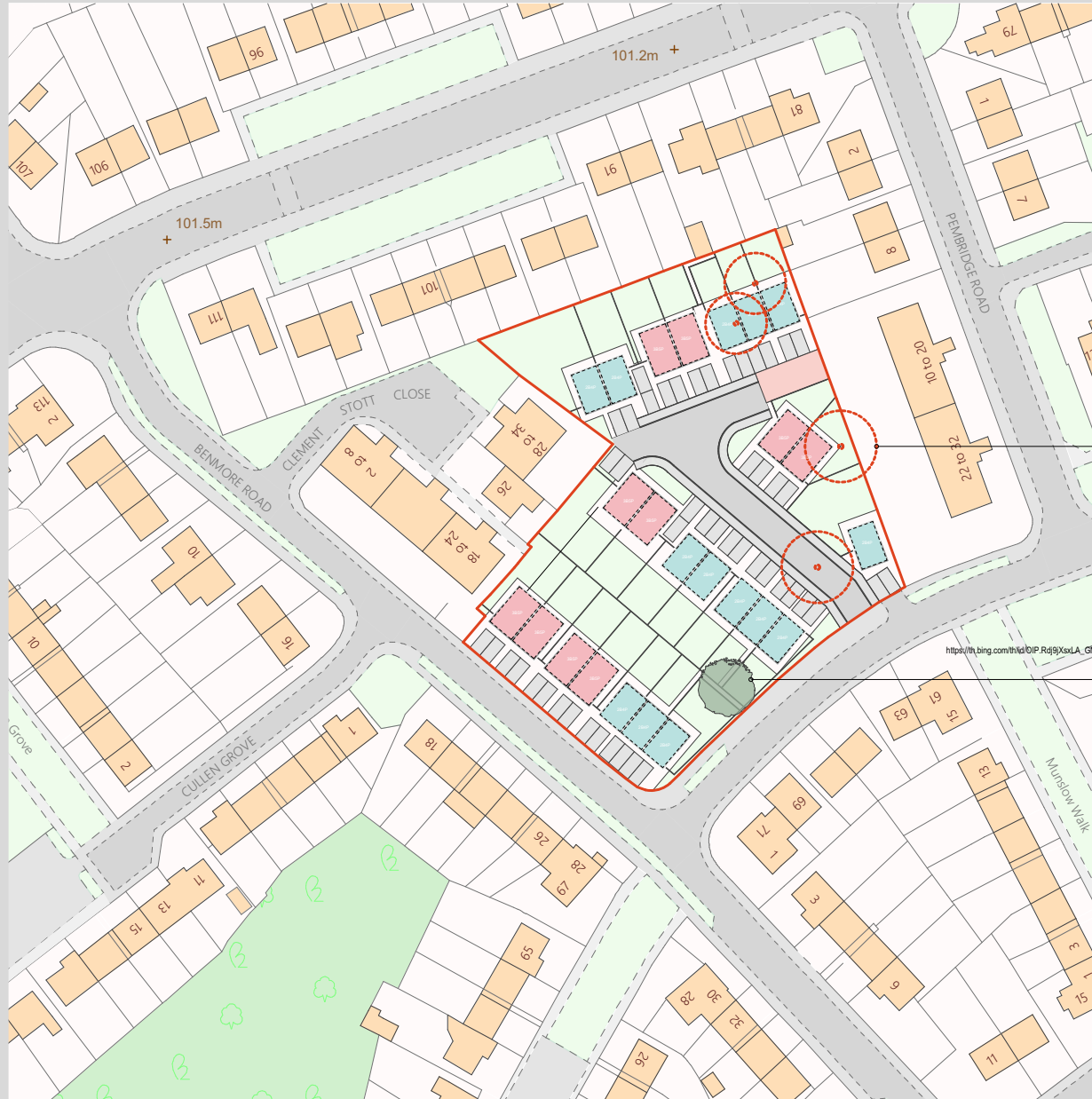
Paragraph 127 - Development should:

- 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;
- Optimize 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.

- **Overall density.** - Reduction in number of units across the site.
- **Parking.** In-curtilage parking spaced out and broken up along street scene with the introduction of parking bays to the side of properties.
- **Boundary Treatments.** Low brick walls and railing to front of properties to delineate each dwelling.
- **Elevational Treatments.** Removal of render across the scheme.



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
- A variety of multi-functional accessible space and recreation areas to meet local need and encouraging social activity.

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

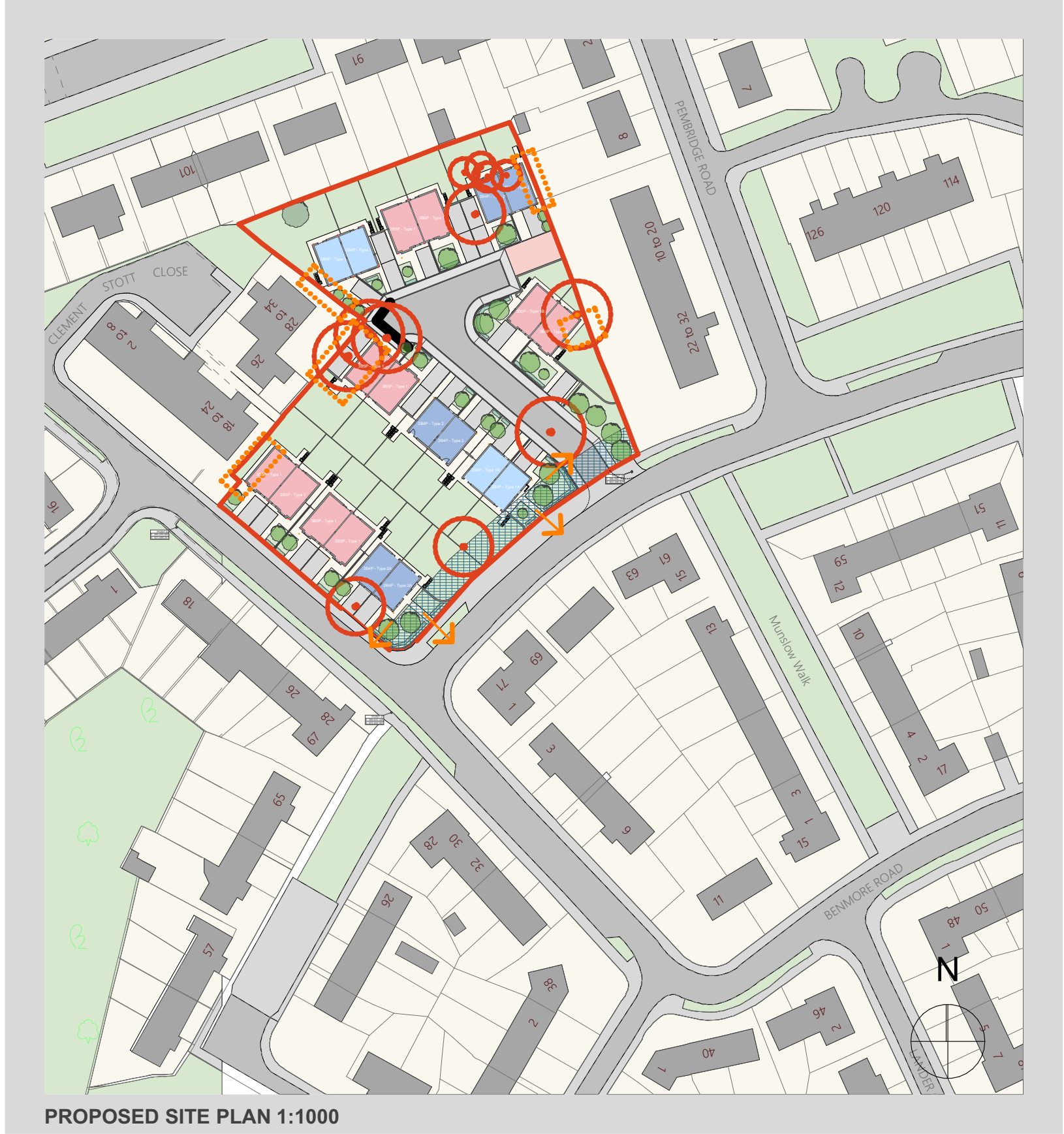
4.3 SITE LAYOUT

The proposed site plan shown has been laid out to provide easy site navigation, break up the site into smaller areas and utilize existing assets. The road layout gives an efficient road layout for easy navigation, with change in surfaces making the hierarchy of roads clear. The new road off White Moss Road has been utilized as a feature lined with street trees. The lower portion of the site located off of Dam Head Drive fronts the existing road, reinforcing the existing fabric of housing.

See Site Plan PL.003 for more information.



PROPOSED SITE PLAN 1:1000



— SITE BOUNDARY

SITE AREA : 5283m²

● EXISTING TREES

○ ● EXISTING TREES TO BE REMOVED

— PROPOSED SOFT LANDSCAPING
(Subject to a detailed landscaping strategy)

● PROPOSED TREES
(Subject to a detailed landscaping strategy)

● EV 7kW Charge Point

→ DUAL ASPECT UNITS TO ADDRESS EACH CORNER

... POTENTIAL PARTY WALL DISCUSSIONS NEEDED

	House Type	Total
	2B4P House Type 1 @ 83m ²	4
	2B4P House Type 2 @ 83m ²	6
	3B5P House Type 1 @ 96m ²	10
		20

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 utilizes sustainable drainage strategies and biodiverse landscaping design. Dwellings are all 2 stories in height laid out as semi-detached units, all in keeping with the local context.

Units located at the corner of Benmore Road and the junction of Benmore Road and the new development will be dual aspect providing a well fronted entrance into the scheme.



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 street scene. The current proposal at 20no. units gives an average density which is 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 curbside 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

Buff Artstone

Red/Brown multi facing
brickwork and Buff facing
brickwork banding

Red/Brown multi facing
brickwork



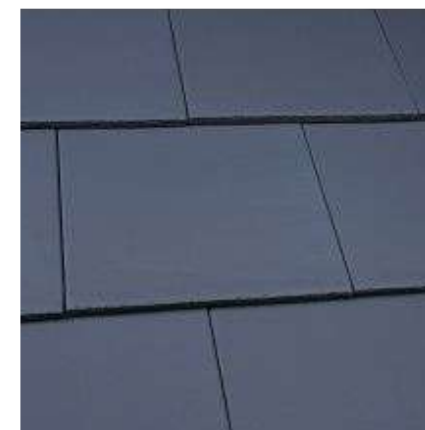
Red Brickwork



Red and Buff Banded Brickwork



Buff Artstone



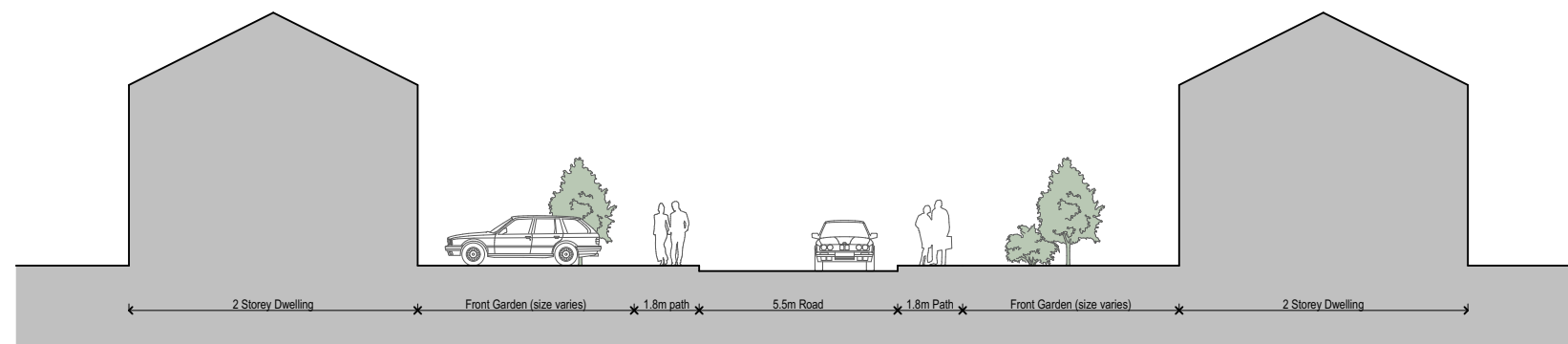
Grey Concrete Roof Tiles



5.2 STREET DESIGN

The above gives a typical example of one of the primary street layouts. As shown above, the road width has been selected to be appropriate to the anticipated traffic flow, with front gardens providing visual amenity to the street and assisting in privacy to the dwellings.

There is some variation in street layout across the site to give variety and respond appropriately to the varying conditions.



5.3 PARKING

The proposed scheme provides for a in-curtilage parking provided to the front and side of the dwellings to create variation and avoid a sea of parking to frontages. Car parking spaces are to be well designed and integrated into the scheme including integral landscaping. Car parking is to generally to be 3 x 6m with 6m maneuvering space Infront 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 street scene:

- 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 maneuvering vehicles either by setting back from the street or utilizing low growing plant species.
- Develop a sense of ownership across the scheme to discourage anti-social behaviors.

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 utilized 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 neighboring properties and those using and passing the scheme.
- **Pedestrian and cycle routes** have been carefully designed to prevent cars from dominating the site. tree lines footpaths are a key tools that has been used emphasize pedestrian routes.
- **A simple yet effective pallet of hard landscaping** is proposed comprising predominately of large and small format block paving 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
- '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 curbside 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.



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 summarized 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 utilizing modern design techniques. For example, local materials have been referenced but utilized 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 utilizes 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 street scene 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**

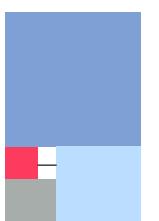
11 - GREEN AND BLUE INFRASTRUCTURE

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.