

Building for a Healthy Life Assessment (June 2020 Edition)

Job Title: Brigham Street, Openshaw

INTEGRATED NEIGHBOURHOODS		
CONSIDERATION	COMMENT	RESULT
1. 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.	• Brownfield Site - Site of previously demolished terraced housing, now grassed over • Responds to local context and neighbouring buildings • Existing urban grain/building lines retained • Existing pedestrian routes through and around the site are retained and re-inforced	
2. Walking, Cycling and Public Transport 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. Does the scheme have good access to public transport to help reduce car dependency?	• Well served by local buses, existing cycleway infrastructure, tram and train stations with direct routes to into Manchester City centre and east towards Ashton-under-Lyne • Excellent access to public transport including bus stops, tram and train stations	
3. Facilities and Services Places that offer social, leisure and recreational opportunities a short walk or cycle from their homes. Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?	• Well placed for all local amenities within easy walking distance (all under 0.5 miles) • Within close proximity to local schools, shops, pubs and cafes, parks, health centres etc.	
4. Homes for Everyone A range of homes that meet local community needs. Does the development have a mix of housing types and tenures that suit local requirements?	• Mix of housing types, size and tenure to suit a range of users, responding to local needs and aspirations • Types include 2, 3 & 4-bed houses and also 2-bed cottage flats • Accommodation a mix of both Affordable Rent and Shared Ownership	

DISTINCTIVE PLACES		
CONSIDERATION	COMMENT	RESULT
5. Making the Most of What's There Understand and respond. Does the scheme take advantage of existing site constraints, topography, landscape features (including water courses), trees and plants, wildlife habitats, existing buildings, site orientation and microclimate?	• Proposal works with the existing topography, surrounding parking arrangements and public realm features • Existing buildings are respected and new dwellings are arranged and designed carefully to provide adequate overlooking distances to habitable rooms • Existing site access points are utilised • Views and vistas in/out of the site are considered	
6. A Memorable Character Create places that are memorable. Does the scheme create a place with a locally inspired or otherwise distinctive character?	• Proposal designed to blend in with local materials and characteristics • Robust detailing with minimal pallet of materials	
7. Well Defined Streets and Spaces Create a network of streets and spaces that are well enclosed by buildings and/or structural landscaping, taking care to ensure that front doors and the principal facades of buildings face streets and public spaces. Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?	• Active building frontages are evident on existing and new access road • Cohesive building layout with strong building lines • All front doors face the street, including individual doors to all cottage flats • Internal views and vistas are well considered through building form location	
8. Easy to Find Your Way Around Use legible features to help people find their way around a place. Is the development designed to make it easy to find your way around?	• Continuous common building line fronting existing highways is achieved, reinforcing distinction between public and private spaces • Views framed on and around the site • Simple street layout on previous street grid to ease way-finding	

STREETS FOR ALL		
CONSIDERATION	COMMENT	RESULT
9. 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. Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?	- Existing road layout retained and respected - New access road added within the site to ensure development layout is maximised, and previous urban grain is respected in a way that reflects modern housing standards and planning constraints - In-curtilage car parking provision ensures surrounding roads are kept free of cars	
10. Cycle and Car Parking Well-designed developments will make it more attractive for people to choose to walk or cycle for short trips helping to improve levels of physical activity, air quality, local congestion and the quality of the street scene. Well-designed streets will also provide sufficient and well-integrated car parking. Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?	- Parking is visually separated and does not dominate the street - Ample car parking per dwelling ensures on-street parking is removed, improving walking and cycling on the surrounding streets (100% for 2 & 3-bed dwellings, 200% for 4-bed dwellings) - Dedicated secure external cycle storage is provided for each dwelling within rear gardens	
11. Green and Blue Infrastructure Creative surface water management such as rills, brooks and ponds enrich the public realm and help improve a sense of wellbeing 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.	- Landscape scheme integrates with the wider area - Net gain biodiversity achieved on the site - Good natural surveillance is provided around the development, assisted by carefully positioned windows and habitable rooms	
12. 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. Will public and private spaces be clearly defined and designed to have appropriate access and be able to be well managed and safe in use?	- Front curtilage provides a buffer/defensible space, clearly defining public and private zones - Low walls and metal railings provide clear demarcation and re-inforce local characteristics, with planting behind for softer appearance to the street scene whilst improving the site's biodiversity - All spaces are clearly defined, no 'leftover' areas - Bin storage all out of sight in rear gardens	