

6.1 THE PROPOSAL

The proposed scheme consists of a new build residential development (Use Class C3) comprising 24 units for Affordable Rent and Shared Ownership with associated access, car parking and landscaping.

It will regenerate a brownfield site and will offer a choice of new housing in the area and will encourage growth of diversity within the community by providing units of different sizes.

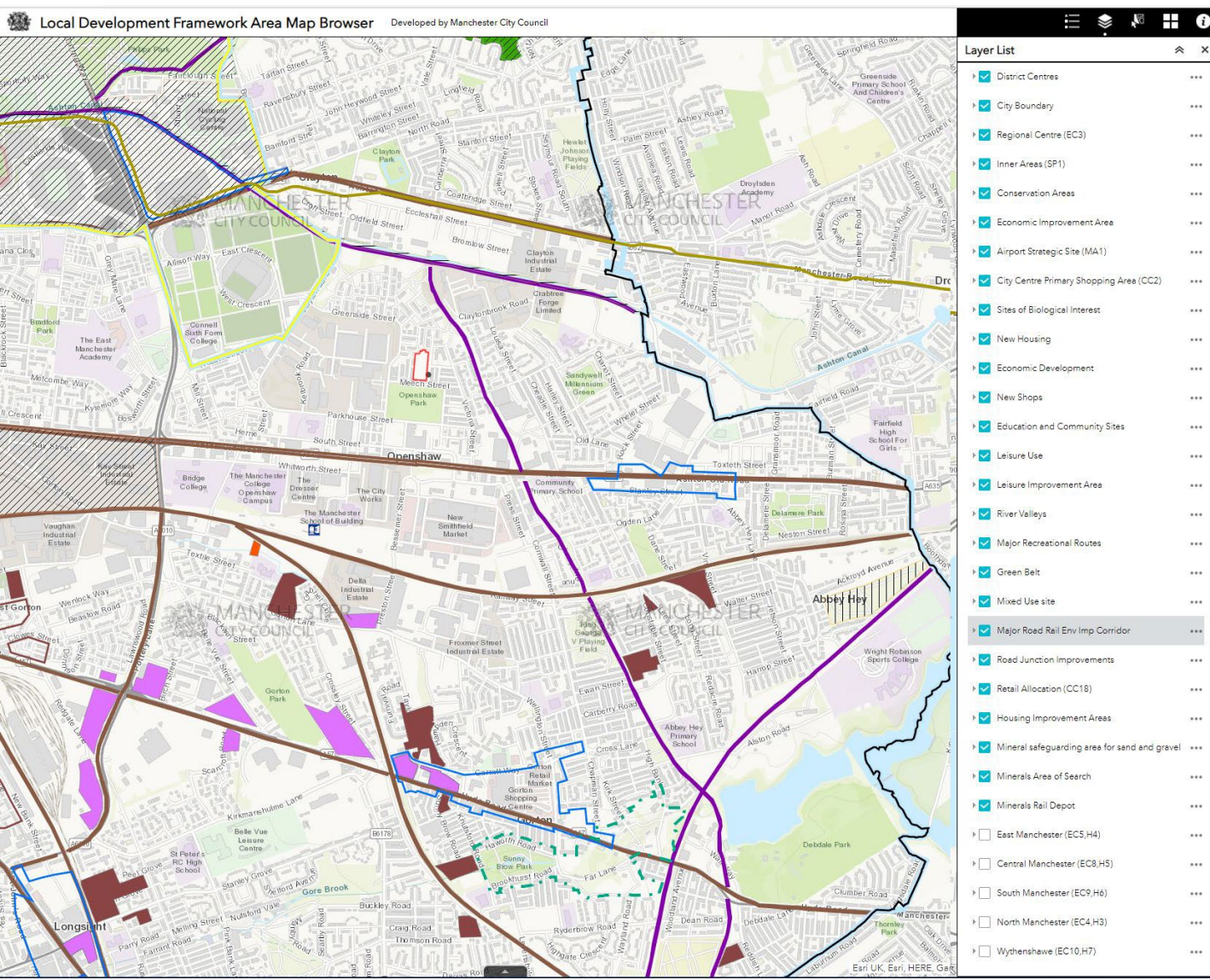
Policy H1/2 states that the Council will have regard to various factors when assessing a proposal for residential development, including whether the proposal is within the urban area, the availability of infrastructure and the suitability of the site, with regard to amenity, the nature of the local environment and the surrounding land uses. Policy H1/2 emphasises that the Council will assess each residential development on a site-by-site basis and be influenced by local housing need and economic viability.

The site is located within the urban area and there is residential development to all boundaries. As such, the proposed development would not conflict with the surrounding land uses and will increase the availability of affordable family housing. Therefore, the proposed development would be acceptable in principle and would be in accordance with Policy H1/2, Manchester Core Strategy Development Plan and the NPPF.

The site is within a highly sustainable location and meets the aspirations of the National Planning Policy Framework. The proposed development is in a sustainable location at the heart of an established residential community, with excellent access to public transport as the site is within walking distance to bus stops located on Ashton Old Road and is 0.75 miles from Ashburys and Gorton train stations. It will provide high quality family housing, will significantly enhance the surrounding area through the introduction of a suitable use on a vacant site and will provide an appropriate mix of dwellings to meet local needs.

Local community facilities will benefit from this wider choice of housing. This wider housing opportunity and better mix in the size and type is a local community aspiration and need, and is in accordance with National Planning Policy Framework, Building for Life, CABI recommendations as well as Manchester City Council’s Core Strategy Development Plan.

The proposals therefore constitute an appropriate use in a suitable location, compliant with the relevant local and national planning policy.



Extract of the Manchester Council Core Strategy Development Plan and UDP Proposal Map (site shown by the red outline).

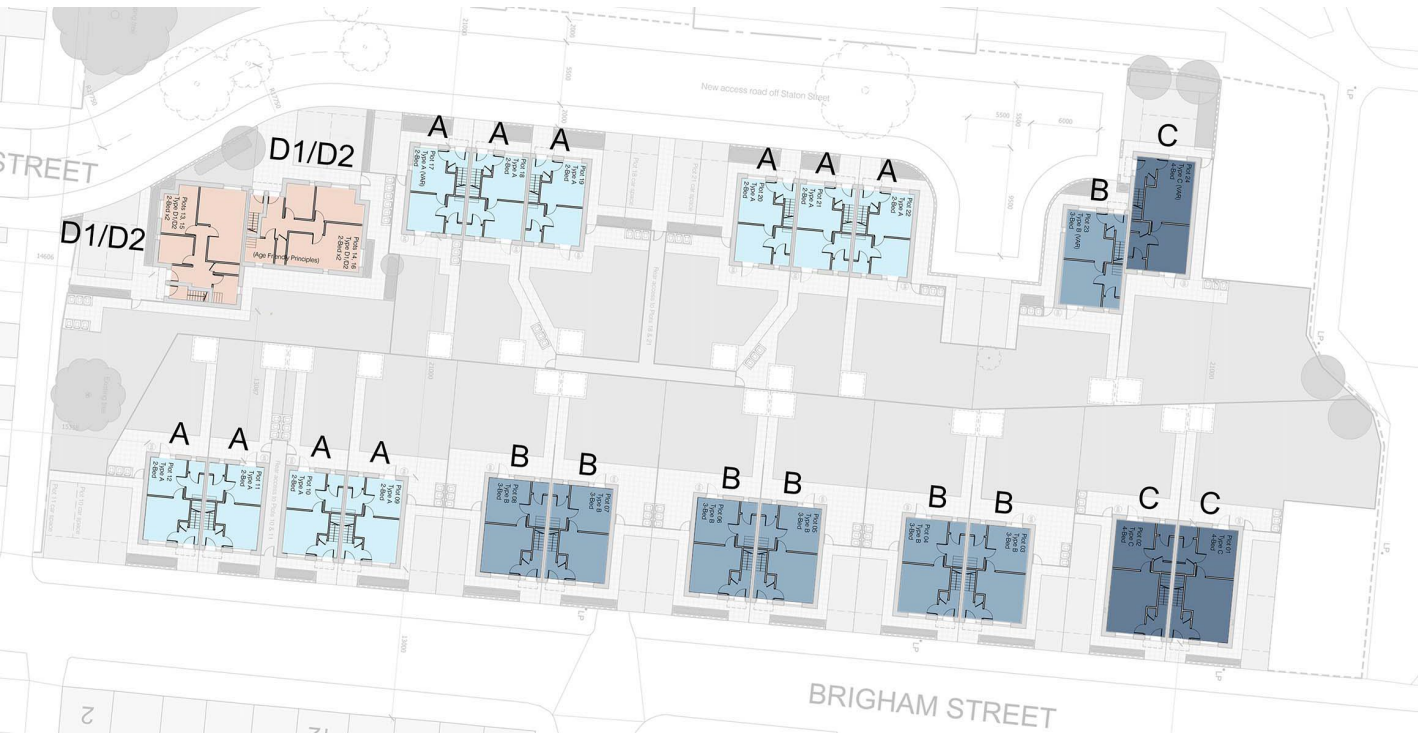
7.1 SCHEDULE OF ACCOMMODATION

The proposal for the site is to provide housing for families and young professionals, all for Affordable Rent and Shared Ownership with car parking. The scheme includes **24 dwellings** comprising of 17% 2-bed apartments, 42% 2-bed houses, 29% 3-bed houses and 12% 4-bed houses.

The 2-storey houses have been arranged in 7no. pairs of semi-detached units with 2no. small, terraced blocks (to suit drainage layout), as well as 1no. 2-storey apartment block. The density of the scheme is 43 dwellings per hectare. The following table shows the housing types and accommodation mix;

Type	Description	Area	Total
A	2-Bed 3-Person House	70.6m ²	10
B	3-Bed 4-Person House	87.9m ²	7
C	4-Bed 5-Person House	100.2m ²	3
D1 (Ground Floor)	2-Bed 3-Person Apartment	61.9m ²	2
D2 (First Floor)	2-Bed 3-Person Apartment	69.4m ²	2
Total			24

Please refer to the proposed site layout drawing (dwg. no.: 20-051/02). Proposed locations of each type shown below:



7.2 TYPICAL HOUSE TYPE LAYOUTS

Typical proposed house layouts:





Typical proposed apartment layouts:



The new housing exceeds the following 'Manchester Space Standards' minimum area targets:

- 2-Bed 3-Person, 1-Storey = 61m²
- 2-Bed 3-Person, 2-Storey = 70m²
- 3-Bed 4-Person, 2-Storey = 87m²
- 4-Bed 5-Person, 2-Storey = 100m²

House-type plans and external wall construction thicknesses are large enough to accommodate Future Homes Standards 2025 U-value targets.

New housing, in terms of size and tenure, will encourage growth of diversity within the community. The mix of dwellings being provided caters for the young and old alike as well as responding to the need for dwellings for those living alone or in families. Local community facilities will benefit from this wider choice of housing by the increased population.

This wider housing opportunity and improved mix of size and type is an aspiration and need of the local community. It is also in accordance with the Local Plan and with the context of the existing surrounding environment. As the wider context of the site is predominantly housing, we feel that the proposals will sit within the existing usage without any negative implications. The proposed properties will improve the housing mix and thus infuse the area with new residents and diversity.

8.1 SITE LAYOUT

The site layout highlights the existing site constraints (e.g.: proximity to surrounding buildings/structures and existing trees) which generally dictate the positioning of the building footprints. The plan has been orientated to maximise daylight and views. Several options have been completed as part of an initial feasibility study for the site with differing mix of units.

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. Generally, the houses have rear gardens with side access routes and small gardens to the front with in-curtilage parking (on driveways).

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 create lively and well-supervised streets. The building lines of each dwelling has been set-back from the back-of-pavement, creating a small security buffer between the pavement and front windows. This combination of windows and defensible space improves natural surveillance, overlooking and security, and also offers opportunities for areas of landscaping. The layout allows for the inclusion of parking to the side or front of each dwelling. In doing so the proposed scheme creates a safe and attractive public space.

The layout allows for the inclusion of rear private gardens 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 addition of the new access road off Staton Street has been recognised by staggering the building lines in various places to create visual interest on the elevations and give good views out towards Openshaw Park. Key focal points for the corner of the development have been considered to enhance the key pedestrian route.

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 Brigham Street and the new access road off Staton Street. The proposed layout maximises this opportunity by facing properties onto the roads and including windows to key corners. The layout deliberately orientates the 2-storey apartment block, semi-detached and terraced dwellings so that they are within the minimum overlooking distance of existing dwellings. The proposed layout has been developed with

reference to Secured by Design principles and concerns of the local community. The scheme will meet all principles laid down in SBD literature. See separate Crime Impact Statement for further details.



Please refer to dwg. no.: 20-051/02 (see extract above).

In summary we have:

- Provided **good-quality family housing** (2 and 3-bed) as well as some 2-bed 'age friendly' cottage flats, 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.
- **Made use of the wider site** to incorporate required overlooking distances and large rear garden spaces for improved amenity use, all to modern standards.

- **Proposed a new access road** off Staton Street to the south which provides the most efficient use of the site due to the width of the site, the overlooking distances from the surrounding properties, and to get access to the top end of the site. This also allows retention of the existing trees in the bottom corner.
- Positioned a small 2-storey block of 2-bed 'cottage-flats' by the new access point to **respond to/allow the site access and to overcome the overlooking issues** by careful positioning of habitable room windows. These apartments all have individual front doors on the street.
- Given all dwellings along both edges of the site side-curtilage parking with access to 10m long rear gardens, to provide **strong back of pavement building line** and allow refuse/recycling storage to be 'off-street'.
- Included 3 larger 4-bed units at the top end of the site, **making use of the larger garden space** available in the centre.
- **Allowed for a diverted sewer link** through to the new access road by carefully positioning the houses and creating 2 x 3-unit blocks on the new access roadside.
- Stepped forward several dwellings to **maximise views and vistas** around the site and improve activity along the street.
- Shown 100% parking provision generally, increased to 200% for the larger 4-bed family housing, developed to ensure a well-designed, safe, and attractive public realm is provided.

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. The scale of the development responds to adjacent existing buildings, considers the existing topography, and reflects the residential feel of the development. The street scene presents two-storey housing in response to the predominantly two storey residential neighbours around the site. The end gable properties have been stepped along the new access road off Staton Street to strengthen the key corners.

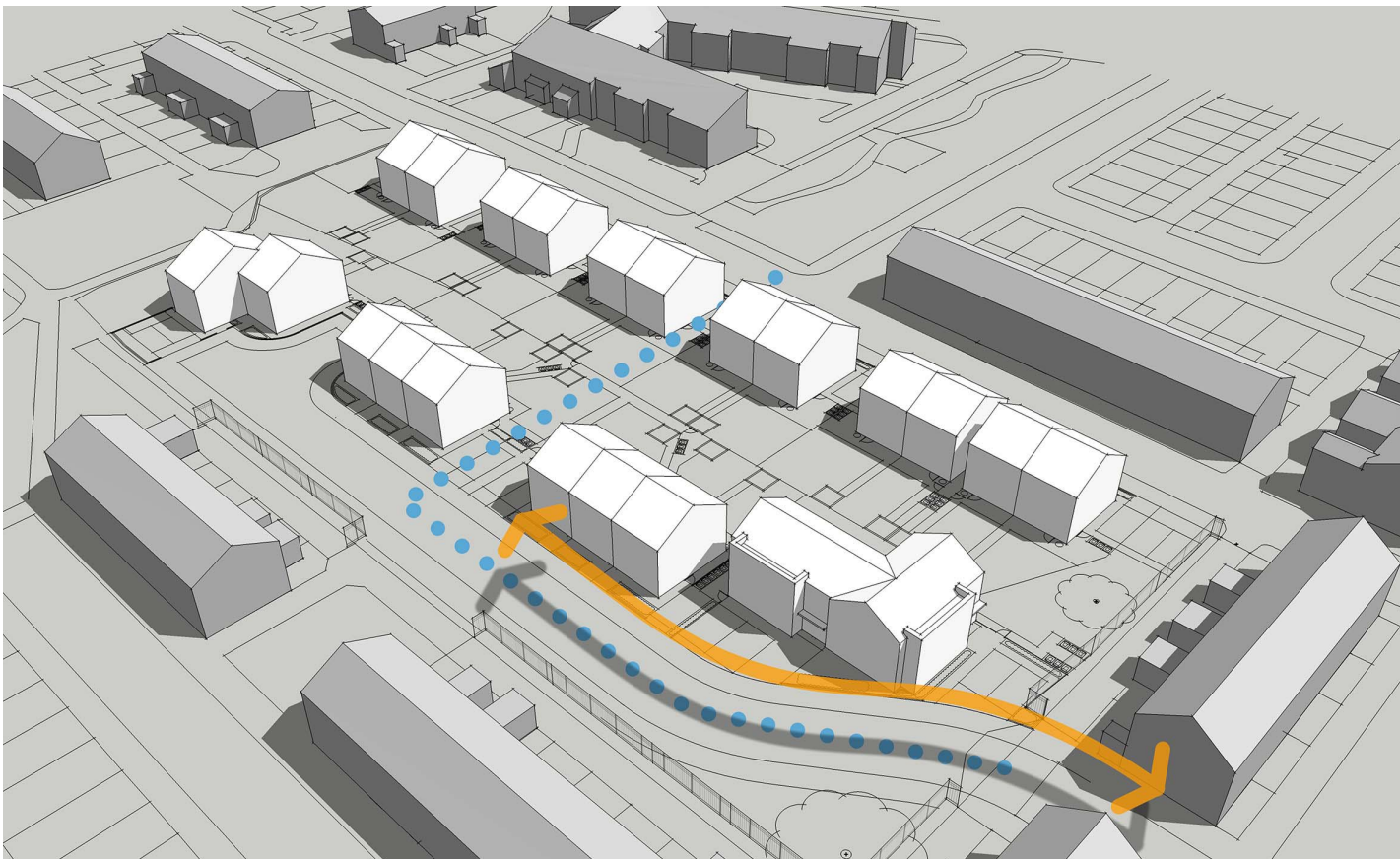
The elevations have been designed to respond to the scale of the immediate area and the proportions have been considered in terms of the impact on its surroundings.

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 diagrams opposite show the final massing of the scheme set within its context.

The scale and massing of the building on the site has also been guided by initial comments made by Manchester City Council Planning. They are as follows:

- Encouraged to consider two-storey development to reflect the existing character.
- Maintenance of the triangle of land at the Staton Street entry was queried. This area has existing trees and was felt retention could assist overlooking.
- 100% parking is a minimum.
- The overlooking distances are met on the west-side overlooking to the rear of the properties on Connie Street.



10.1 STREET SCENE / FRONT CURTILAGE

The intention is to create an attractive and active street scene along Brigham Street and the new access road. Respecting the existing urban grain small private areas are included to the front of the properties.

Surface treatments have also 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 shared gardens to apartments. Some hard landscaping will be offered, arranged around a simple turfed area and ensuring appropriate access to amenities such as bin stores, washing lines and garden sheds.

Bin storage is all at the rear, with either side access or shared rear access to some of the terraced properties. Space for four bins is provided to all properties in line with the city’s recycling provision.

The site was assessed as having a low ecological value by the applicant’s ecology consultant. The key recommendations in this report 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.

Please see separate Ecology Assessment for more details.

10.2 BOUNDARY TREATMENTS

There are existing low and high metal railings along the North, West and South boundaries of the site which are to be retained. The existing low metal railings located on Brigham Street and at the site access point on Station Street will have to be removed to allow access to the site. However, a low brick wall with metal railings has been proposed along Brigham Street to create a clear distinction between public and private spaces. This will also allow good visibility between entrance and street whilst still establishing a clear area of defensible space. All door widths will meet recommended clear openings to allow an accessible approach.

Boundary treatments will provide a distinction between public and private space. Boundary treatments vary from higher railings with planting behind to protect amenity spaces, reducing to low wall and railings to the front of dwellings.

We have proposed robust high quality boundary treatments in front as follows:

- 900mm high boundary; 450mm low brick wall & 450mm metal railings above shrub or hedge planting behind, along back-of pavement
- 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
- Tarmac to car parking areas (wider car spaces to proportion of ‘age friendly’ apartments)
- Open areas for car/pedestrian entry points (to lessen impact of gates along street scene)

Please refer to dwg. no.: 20-051/25



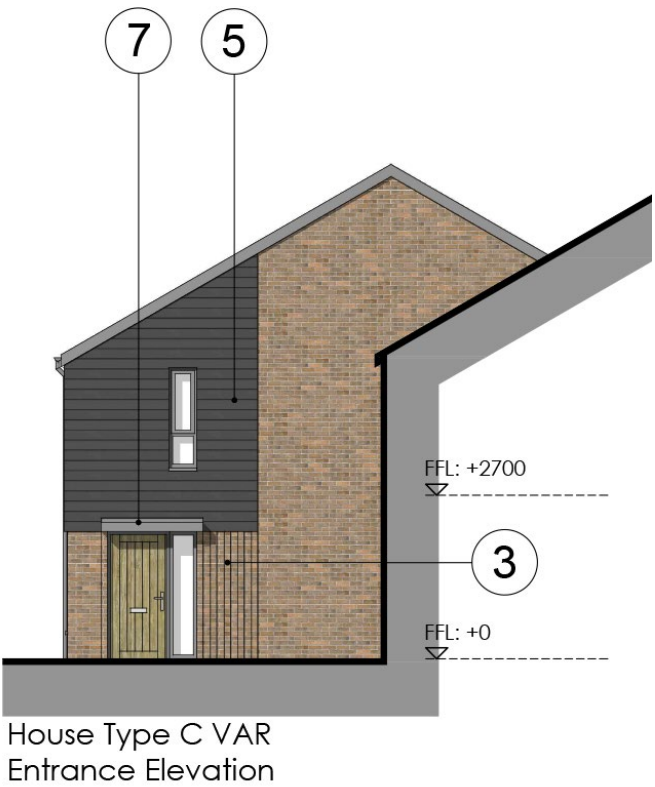
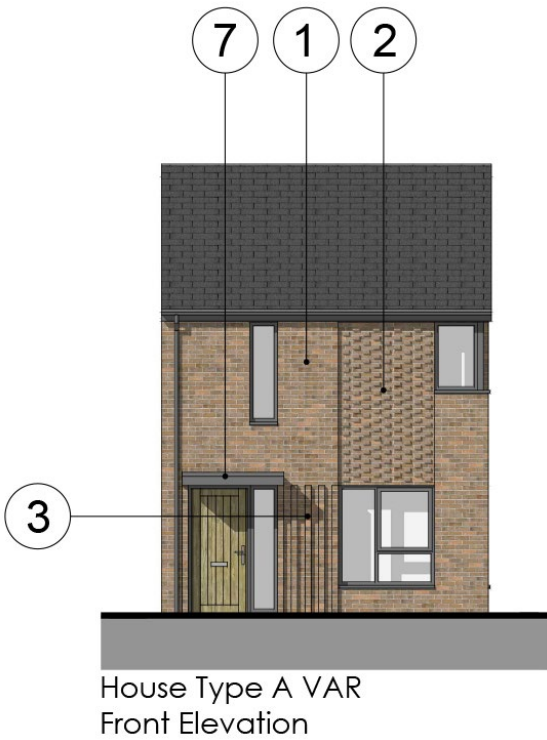
11.1 ELEVATIONS AND MATERIALS

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 feature brickwork panels of different brick bonds, to add interest, and tied them in to window locations, with some additional interest around the entrance doors.
- Used a second contrasting material on the wider apartment block to give added interest and help express the bay element from the main building line in a neat and coherent way.
- Articulated several of the gable ends that are very visible as you walk through the site due to the building steps, to improve the activity along the street (with the entrance moved to this location on the house at the end of the new access road) and the overall appearance of the scheme, whilst also maximising views through the existing buildings to the park beyond.
- Used different window locations on key corners and stepped-forward side entry dwellings.

The following materials are proposed for this development (numbers relate to the codes on the planning elevation drawings):

1. Facing brickwork (lbstock Birtley Brown, or similar)
2. Snapped-header recessed feature brickwork panels
3. Brick detailing around entry points
4. Grey thin profile concrete interlocking roof tiles (Marley Eternit Edgemere, Anthracite, or similar)
5. Contrasting material of horizontal cladding to various key features (Etex Cedral Click, or similar)
6. 'Aluminium effect' uPVC windows, type to be agreed (colour dark grey: RAL 7012)
7. Metal clad canopies (terne coated stainless steel, or similar)
8. Gable end variations to improve street scene and maximize views towards open space



Please refer to dwg. nos.: 20-051/20-24.

11.2 SCHEME VISUAL



Aerial View of Entry Corner from Staton Street

Proposed Facing Materials

- 1- Facing brickwork (lbstock Birtley Brown, or similar)
- 2- Snapped-header recessed feature brickwork panels
- 3- Brick detailing around entry points
- 4- Grey thin profile concrete interlocking roof tiles (Marley Eternit Edgemere, Anthracite, or similar)
- 5- Contrasting material of horizontal cladding to various key features (Etex Cedral Click, or similar)
- 6- 'Aluminium effect' uPVC windows, type to be agreed (colour dark grey: RAL 7012)
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Front Cartilage Proposals

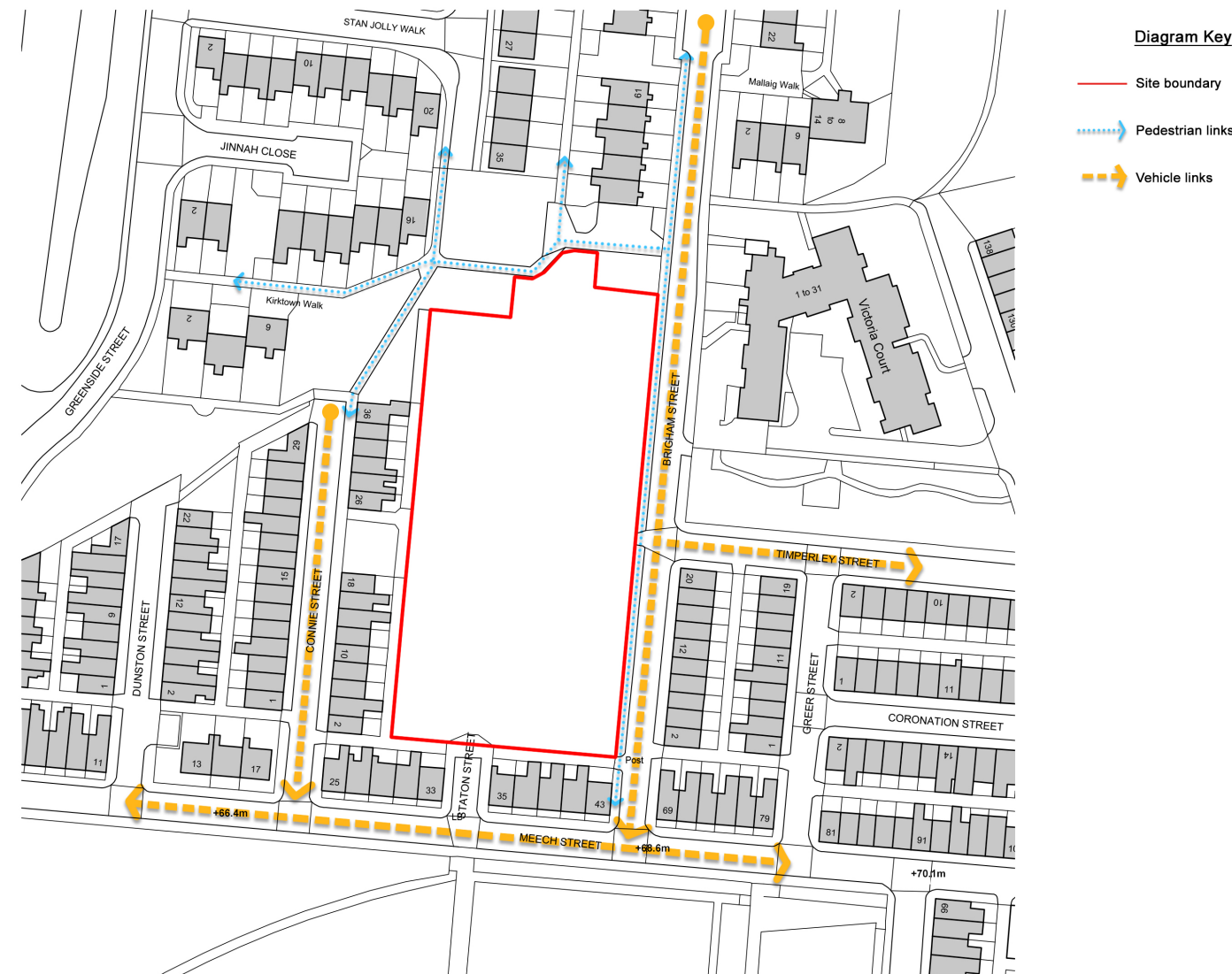
- A- 900mm high metal railings
- B- 1800mm high timber board fencing
- C- 900mm high boundary; 450mm low brick wall & 450mm metal railings above. Shrub/hedge planting behind
- D- Concrete paving to entries/pathways
- E- Tarmac to car parking areas (wider car spaces to proportion of 'age friendly' apartments)
- F- Open areas for car/pedestrian entry points (to lessen impact of gates along street scene)
- G- Location of existing high metal railings to surrounding properties

12.1 ACCESS STRATEGY

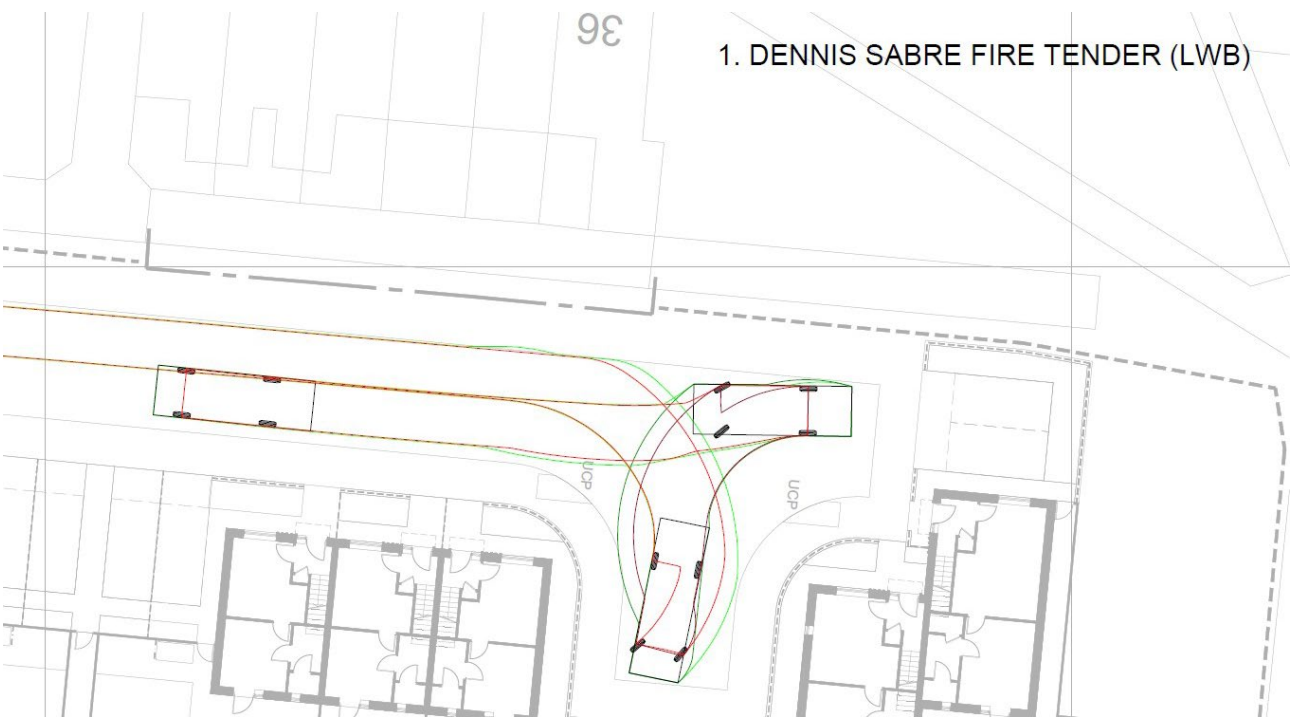
The overall philosophy is to create a development that will improve the character of the surrounding area and create a sense of place within the community. This statement demonstrates a clear commitment to deliver a welcoming and inclusive residential development. Careful consideration has been, and 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(1) Category 1: Visitable Dwellings, which states that 'reasonable provision should be made for people to a) gain access to; and b) use the dwelling and its facilities'.



The main vehicular access to the development will be via either the existing Brigham Street or Staton routes. A new access road (cul-de-sac) is proposed to the west of the site, an extension of Staton Street, to allow use of the full site and provide vehicular and pedestrian access to the new dwellings. This road is proposed to be 5.5m wide with 2m wide pavements either side, and vehicle tracking has been carried out on the turning head to ensure there is adequate provision for emergency vehicles and refuse lorries to enter and leave Staton Street in forward gear.



Excerpt from Vehicle Tracking Drawing (dwg. no.: 20-051/10)

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 and side-curtilage to ensure a strong back-of-pavement building line, allow for appropriate overlooking distances between the properties, and avoid increasing the existing on-street car parking in the area.

For the 2 and 3-bed properties (Types A, B & D) 100% car parking provision is included, and for the larger 4-bed properties (Type C) 200% is allowed for.

All dwellings will have external storage in the rear gardens which could be used to store cycles.

12.3 REFUSE AND RECYCLING STRATEGY

Storage for wheeled bins in accordance with GD04 (Waste Storage & Collection Guidance for New Developments) 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 glass/cans/plastics 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 and positioned within 10m of an external door to make it convenient for any householder to present the bins to the kerbside on collection day without excessive travel distances.

12.4 PUBLIC ACCESS

This site is in a sustainable location with access to public transport (buses and train) within walking distance on Ashton Old Road. 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
- All highways designed to adoptable standards including gradients
- 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 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 paragraph 109 of NPPF.