



BRIGHAM STREET DEVELOPMENT | OPENSHAW

(PART OF MCC'S PROJECT500 PHASE1)

DESIGN AND ACCESS STATEMENT

Produced by Triangle Architects Ltd.

On behalf of One Manchester

January 2023

1.0 INTRODUCTION

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1.1 PURPOSE OF DOCUMENT

This document is being submitted as part of a planning application for the erection of a new housing development consisting of 24 units with associated car parking and landscaping, on behalf of our client One Manchester. This document will explain and justify design and access principles that are intended to deliver a high-quality proposal. It should be read in conjunction with the other planning documents and the drawings submitted as part of this application.

In association with Triangle Architects, this scheme is being developed by One Manchester. One Manchester aims to ensure that everybody can afford a good quality home, no matter what their stage of life or individual circumstances. Their approach to housing provision is based around being flexible and responding to the needs of each resident and the communities they live in. One Manchester’s customers have access to a range of tenure options. They provide social housing for people who cannot currently afford to rent at market rates and offer homes to rent at market rates for when people can afford this option. One Manchester’s aim is to create places and develop communities that will thrive and prosper.

The purpose of this design and access statement is to describe the key principles behind the evolving design proposals. The proposals have been developed within the context of the surrounding areas and this statement seeks to demonstrate how the scheme will be sympathetically located and relates to its existing context.



1.2 METHODOLOGY

This document covers each design issue in turn. Under each issue an appraisal is carried out, current planning policy and best practice are considered and the reasons for the current proposals are put forward. A number of different sources have been used to compile this report including 'Design and Assess Statements: How to write, read and use them' (2006) prepared by CABE and the 'National Design Guide: Planning Practice guidance for beautiful, enduring and successful places' (2019) prepared by MCHLG.

The National Design Guide sets out ten characteristics necessary for creating a well-designed place, which have influenced our approach to the proposed development as follows:

- 1. Context** - Visually enhancing its context and responding positively to the existing urban grain and adjacent built form.
- 2. Identity** - Responding to the existing local character and identity by producing well-designed and high-quality building that creates character and identity by an attractive material palette and detailing.
- 3. Built form** - Designing a compact form of development, making efficient use of the application site with an appropriate amount of built form and open space that optimises development density.
- 4. Movement** - Enhancing the vehicular access/egress route to the site to/from Bridgenorth Drive and designing a much-improved, well-considered parking and service arrangement for the proposed development.
- 5. Nature** - To provide enhanced landscaping to improve biodiversity.
- 6. Public spaces** - Providing well-designed public realm areas to support social interaction between future residents.
- 7. Uses** - Comprising a specific type of residential accommodation for a specific requirement within the local community.
- 8. Homes & buildings** - Designing healthy, comfortable, and safe internal and external environments.
- 9. Resources** - Addressing carbon reduction via energy hierarchy, selection of materials and modern construction techniques.
- 10. Lifespan** - Considering the management and future maintenance of the development.

The role of the design and access statement is:

- To guide and shape the future use and redevelopment of the Brigham Street Development, Openshaw.
- To establish the parameters and principles for the new development.
- To act as a material consideration in the determinations for the development of the site.
- To create a sustainable and high-quality development that is appropriate to its context and that both preserves and enhances the character and appearance of the site.

1.3 DESCRIPTION OF THE DEVELOPMENT

The site is bounded to the East by Brigham Street, to the North by side elevations of existing terrace housing, to the West by the rear of existing terrace housing accessible from Connie Street and to the South by the rear of existing terrace housing located on Meech Street. The site is accessible from Brigham Street and from Staton Street via Meech Street, although low railings are currently obstructing this entry point. This site is part of the **Manchester City Council's Project 500 scheme**, which aims to deliver almost 600 new homes before 2024/25. These development opportunities mainly consist of smaller infill sites under 25 dwellings. The site boundary is fairly rectangular and covers an area of 0.56Ha and is presently vacant covered in grass with a small amount of existing trees along the South and West boundaries of the site.

The scheme includes 24 units with a mixture of 2, 3 and 4-bed houses and 2-bed apartments (See 'The Amount' section later).

1.4 DESIGN OBJECTIVES

The application site is an important, prominent, landmark site within the local area. The intention is to create a high-quality sustainable development that addresses housing need and to meet the needs of the local community. This proposal has been developed in response to an identified local demand, helping to reduce anti-social behaviour issues and the various problems associated with the site and surrounding houses. By developing the Brigham Street site, we plan on increasing the benefits of its regeneration by utilising vacant brownfield land and delivering affordable homes for local residents.

One Manchester's vision for this site is to create a secure outward looking scheme for Shared Ownership and Affordable Rent. One Manchester want to provide housing for families and young professionals with the aim of creating a balanced community and to promote tenure diversification in the area.

The key important factors in developing the design, which have remained from the outset, are as follows:

- Reinforce the existing “Sense of Place”, adding further **identity** to the existing community as an extension of the neighbouring housing area.
- Respond to the need for a **mix** of home sizes.
- Establish a hierarchy of clearly defined and legible streets that connect and relate to the existing street pattern, allowing ease of **movement** for pedestrians and vehicles.
- Strong presence along the existing pedestrian footpath and a clear building line with active street frontages reflecting the different edges of the site and provide natural surveillance.
- Utilise well-defined boundary treatments to ensure safe spaces and a create a clear distinction between public and **private** spaces.
- Creating a clear and coherent **identity** that respects the existing **context** within which it sits.
- Create utilising traditional residential **built form** to create robust, secure family homes and modest contemporary details providing a strong identity.

- A **careful selection** of external materials with brick being the dominant material with brick feature areas.



1.5 PROJECT TEAM

Applicant/Client/Registered Provider	One Manchester
Architect	Triangle Architects Ltd
Employers Agent	Wilkinson Cowan Partnership
Structural Engineer	Carley Daines & Partners
Ecology	Ascerta
Arboricultural Consultant	Ascerta

2.1 SITE CONTEXT

The 0.56ha (1.4 acres) site falls within the ownership of Manchester City Council and is part of the Project 500 group of sites, which will be passed on to One Manchester to re-develop.

The proposed development site is located in Openshaw, situated on Brigham Street; predominantly within a residential area and surrounded by two-storey terraced early-20th Century pre-war brick/render family housing. Earliest mapping (1848) shows that the site was undeveloped and surrounded by farmland. By 1893 the southwestern portion of the site is occupied by the Openshaw Brick Works. By 1933 residential terraced properties were located along Brigham Street and Staton Street but were demolished by 1996. A more recent two-storey apartment block development to the east of the site is constructed from brick and the low level railings between the public footpath and communal entrance activate a street frontage along Brigham Street. Located to the south is Openshaw Park providing public open space with leisure facilities within easy walking distance of the proposed development site.

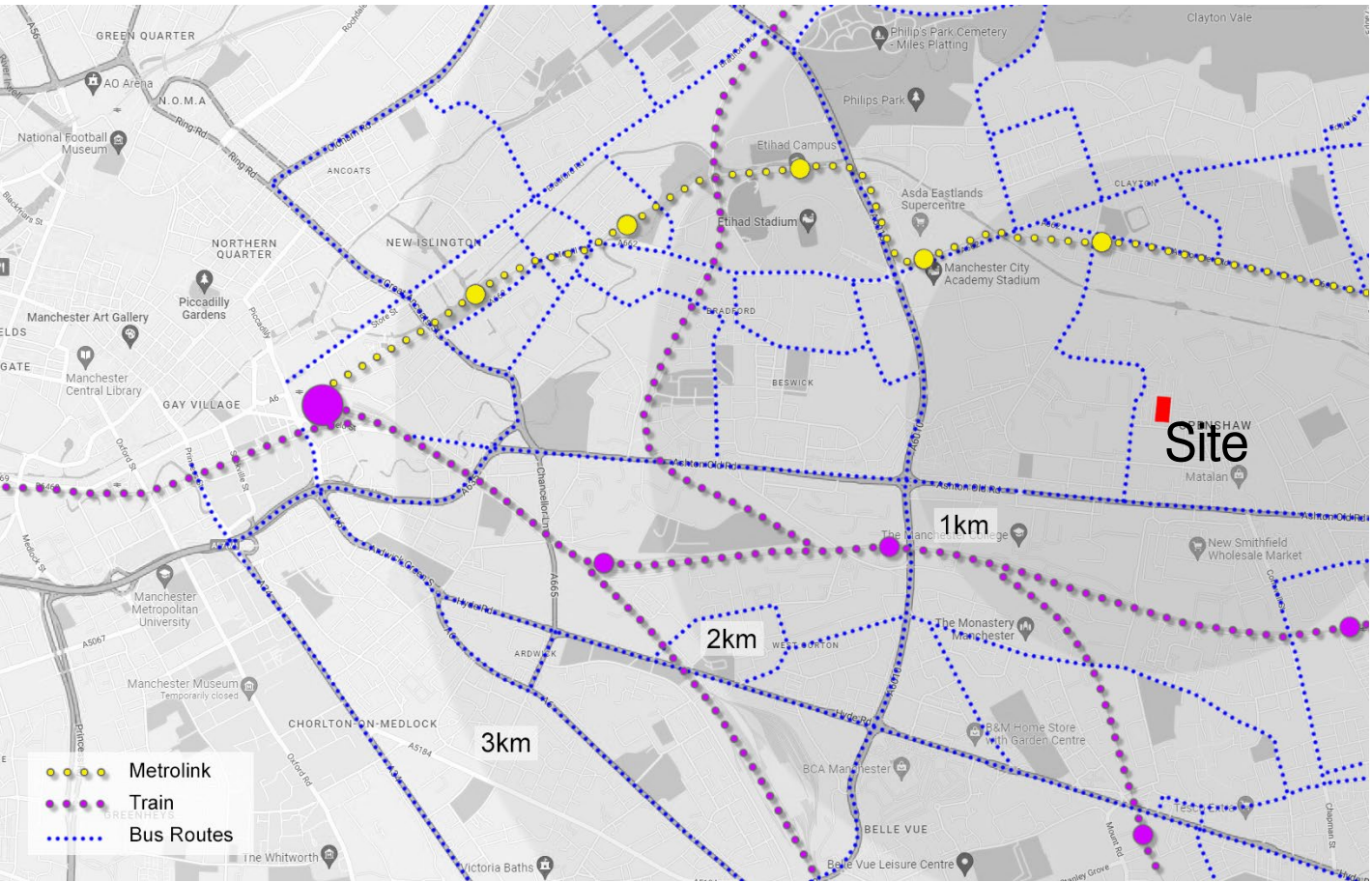
The site is within a highly sustainable location and meets the aspirations of the National Planning Policy Framework. It has excellent access to public transport including bus stops, tram and train stations. Bus services from Ashton Old Road provide connections to Manchester City, Newton Heath, East Didsbury, Ashton-under-Lyne and Chorlton. To the south Ashburys and Gorton train stations are found which have regular service to Manchester Piccadilly, New Mills and Rose Hill Marple.



Located within 0.5 miles from the site are Aldi, Iceland Foods, Matalan, The Range and chemist can be found. Located 0.3 miles from the site is the New Smithfield Wholesale Market which offers a wide selection of products. External amenity is well established near the site with Openshaw Park located across the road from Meech Street to the south, which has a children’s playground, football pitch and tennis court open all year round and for all age groups. Further activities and entertainment is provided by the BlocHaus climbing wall.

Further activities are provided by the Etihad Stadium and Manchester Tennis & Football Centre which are only a 5-minute drive from the site. To the East is found Higher Openshaw Community School which is within a 15-minute walk. To the South Bridge College, which is a specialist college for students aged 16-25 with disabilities, complex needs and autism. Beside Bridge College is also found the Manchester College Openshaw Campus.

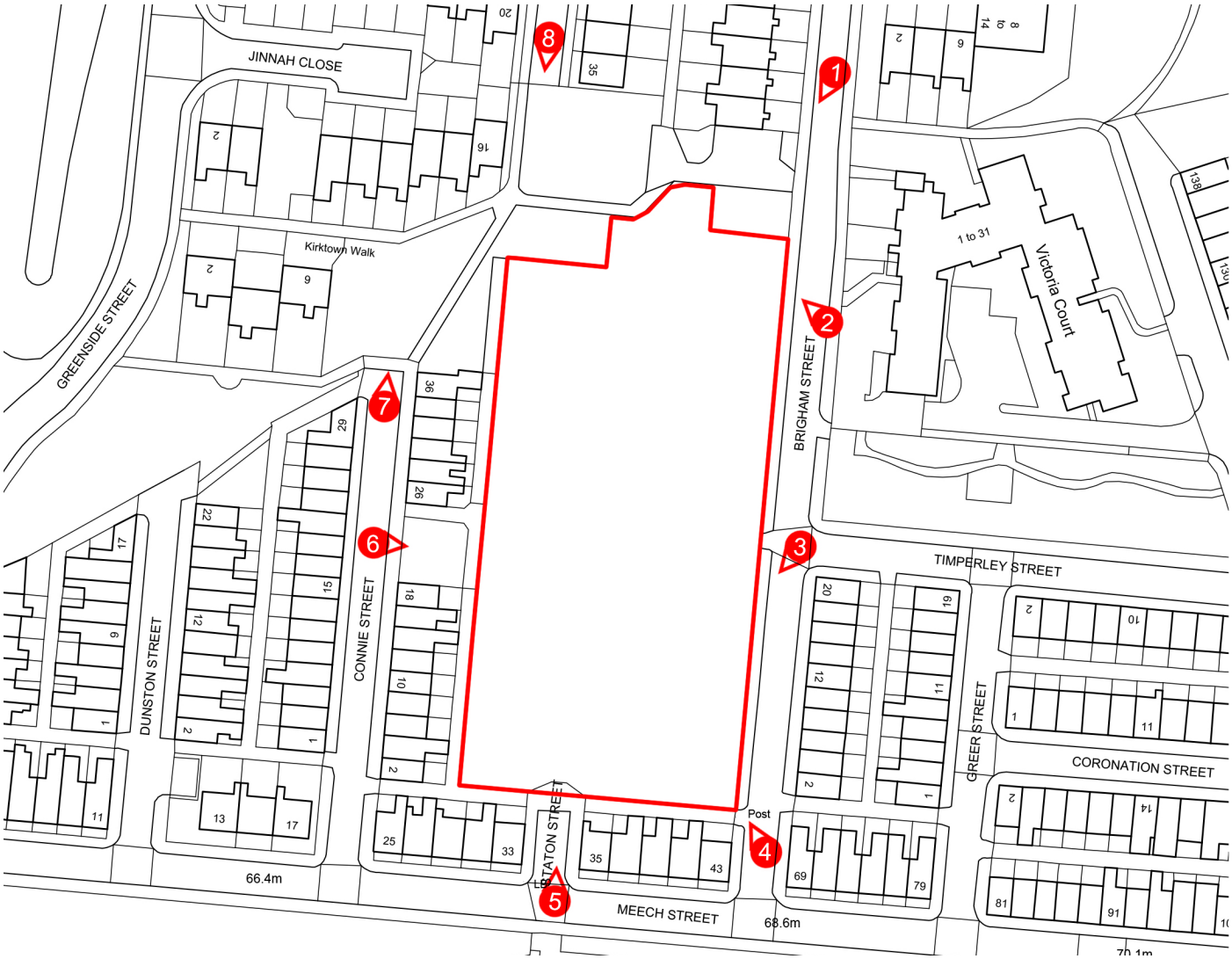
The proposed development site is a grassed over area of brownfield vacant land with a small amount of unremarkable existing trees along the south and west boundaries of the site. Due to constraints on the site, it is not envisaged that all the existing trees will be retained, and the site has been assessed by an ecologist as being of limited ecological value. There are existing low and high metal railings along the north, west and south boundaries of the site which are to be retained. Traffic and its associated noise along Brigham Street is low level as beyond the site the road ends with a dead-end with Timperley Street and Meech Street being the only access roads. The proposal makes use of the sites existing entry point off Staton Street, which is currently obstructed by low railings, by proposing a new access road into the site.



2.2 SURROUNDING BUILDING TYPOLOGIES



2.3 SITE PHOTOGRAPHS



Photograph Locations



1 View of the site and neighbouring properties



2 View from Brigham Site



3 View of site from Brigham Street/ Timperley Street Junction



4 View of site from Brigham Street



5 View of existing site entry point from Staton Street



6 View of site from Connie Street



7 View of site from the end of Connie Street



8 View of site from Stan Jolly Walk

2.4 PLANNING POLICY AND GUIDANCE

This section will refer to the various national and local planning policies that are to be considered against this planning application. The site falls within the remit of the Manchester Core Strategy (2012-2027) Development Plan and the saved policies of the Manchester Unitary Development Plan.

Additional material considerations for this application are:

- The National Planning Policy Framework (NPPF)
- Extant Unitary Development Policies
- Supplementary Planning Documents (SPD)
- Other relevant matters or evidence base documents.

THE NATIONAL DESIGN GUIDE

As detailed in the Introduction section, the Guide has influenced our methodology to the proposed development and has set out how we have approached the ten-characteristic necessary for creating a well-designed place.

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

National planning policy for England is set out in the Government's **National Planning Policy Framework** (NPPF). An update to the NPPF was published on 24 July 2018; this was subsequently superseded by a further update on 19 February 2019. Relevant policies to this planning application comprise the following:

- The overarching aim of the NPPF is to proactively deliver sustainable development to support the Government's economic growth objectives and deliver the development the country needs. Paragraph 8 states that "Achieving sustainable development means that the planning system has three overarching objectives...:
 - An economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
 - A social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
 - An environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy."
- A core principle of the NPPF is to "...support the Government's objective of significantly boosting the supply of homes..." (Paragraph 59)
- Paragraph 38 sets out that "Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available...and work proactively with applicants to secure development that will improve the economic, social and environmental conditions of the area."

- Paragraph 91 states that planning decisions should aim to achieve healthy, inclusive and safe places which promote social interaction, are safe and accessible and enable and support healthy lifestyles.
- Paragraph 108 sets out that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
 - Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - Safe and suitable access to the site can be achieved for all users; and
 - Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- In the context of highways safety, paragraph 110 sets out that development should (inter-alia) give priority to pedestrian and cycle movements, address the needs of people with disabilities, create places that are safe, secure and attractive, and be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
- Paragraph 124 highlights that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. It continues that 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 promotes (inter-alia) development which:
 - Will function well and add to the quality of the area for the lifetime of the development;
 - Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
 - Are sympathetic to local character;
 - Establish or maintain a strong sense of place;
 - 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 and which promote health and wellbeing.
- Paragraph 213 sets out that due weight should be given to existing planning policies according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).
- The NPPF also promotes (inter-alia):
 - A requirement for development proposals and planning decision to make appropriate provision for climate change (paragraphs 149-154);
 - Seeking to avoid development in areas at high risk of flooding and ensuring development does not increase flood risk elsewhere (paragraphs 155-165);
 - Conserving and enhancing the Natural Environment (paragraphs 170-173);
 - Conserving and enhancing the Historic Environment (paragraphs 184-202);
 - Protecting and enhancing habitats and biodiversity (paragraphs 174-177); and
 - Ensuring appropriate consideration is given and measures put in place relating to ground conditions and pollution (paragraphs 178-183).

LOCAL PLANNING POLICY

The Manchester Core Strategy (2012-2027), was adopted July 2012, and alongside the ‘saved’ policies from the Manchester Unitary Development Plan (UDP), which were saved in July 2012, constitute the current development plan for Manchester. This site is not allocated for a use in the Core Strategy Proposals Map and as such the following policies are relevant to this application.

- **The Manchester Core Strategy** (2012- 2027).
Adopted by the council on July 2012, and alongside the ‘saved’ policies from the Manchester Unitary Development Plan (UDP), which were saved in July 2012, constitute the current development plan for Manchester. This site is not allocated for a use in the Core Strategy Proposals Map and as such the following policies are relevant to this application:
 - **Policy SP1: Spatial Principles** The proposed development will deliver high quality housing which will complement and diversify the housing mix in Openshaw. This is achieved through having a mix of 2Bed, 3Bed and 4Bed units with differing parking arrangements and block arrangements with amenity space.
 - **Policy H1: Overall Housing Provision**
This scheme will provide 24 homes, equivalent to 43 dwellings per hectare, in East Manchester on previously developed land.
 - **Policy H2: Strategic Housing Location**
In line with this policy the proposal meets both density requirements and creates a sustainable neighbourhood with new energy efficient homes.
 - **Policy H4: East Manchester**
This development provides additional units to meet the objective of accommodating 30% of new family housing in East Manchester.
 - **Policy H8: Affordable Housing**
All properties are being developed for Shared Ownership and Affordable Rent.
 - **Policy T2: Accessible areas of opportunity and needs**
The site is within walking distance of numerous public transport connections with access to Manchester City Centre. Bus services from Ashton Old Road provide connections to Manchester City Centre, New Heath, East Didsbury, Ashton-under-Lyne and Chorlton. To the South train services from Ashburys and Gorton train stations provide frequent connections to Manchester City Centre, New Mills, Sheffield and Glossop. To the North, tram stations are also close.
 - **Policy EN1: Design Principles and Strategic Character Areas**
Please refer to the associated drawings and Design and Access Statement which demonstrate where design principles are detailed further.
 - **Policy EN4: Reducing CO2 Emissions by Enabling Low and Zero Carbon Development**
The proposed dwellings have been designed to promote low energy usage and to be constructed to Code 3 of the Code for Sustainable Homes, as well as meeting Future Homes Standards 2025. The scheme energy proposals are detailed in the separately attached Environmental Standard Statement by Watt Energy and Consulting Engineers.

- **Policy EN8: Adaptation to Climate Change**
The proposals include drainage siting, drainage, and treatment of surface areas to ensure rainwater permeability. Further we have developed a layout which has substantial grassed areas to enhance the Green Infrastructure in the area.
- **Policy EN14: Flood Risk**
A Floor Risk Assessment and Drainage Strategy have been submitted as supporting documentation.
- **Policy EN15: Biodiversity and Geological Conservation**
A Preliminary Ecological Appraisal Report has been produced and submitted in support of the application. Recommendations within the report will be implemented in the proposals.
- **Policy EN16: Air Quality**
Due to the low traffic levels in this quiet residential area, air quality issues are not considered a constraint to planning consent for the development.
- **Policy EN18: Contaminated Land and Ground Stability**
A Preliminary Risk Assessment (Desk Study) has been undertaken which reviewed past uses of the site and is attached to the planning submission.
- **Policy EN19: Waste**
Waste during the construction period will be managed by the appointed contractor, who will be signed up to the Considerate Constructors Scheme and will produce and submit a waste management plan.
- **Policy PA1: Developer Contributions**
The proposed scheme will provide 24 homes for the Shared Ownership and Affordable Rent market. Discussions with Planning have concluded that no Community Infra-structure Levy is to be applied.
- **Extant Unitary Development Policies**
Saved policies of the Manchester Unitary Development Plan (July 2012)
 - **Policy DC7.1 (Section 7: New Housing Development)**
The development will provide additional family housing with safe and accessible homes. A proportion of the houses have been designed with consideration of independent living and age friendly principles. The layout creates secure rear gardens for safe play and a well overlooked public realm which has a mixture of boundary and surface treatments,.
 - **Policy DC26.1 (Section 26: Development & Noise)**
Due to the low traffic levels in this quiet residential area, noise issues are not considered a constraint to planning consent for the development.
- **Supplementary Planning Documents (SPDs)**
The Manchester Residential Quality Guidance: Issue 1(March 2017)
 - **MAKE IT MANCHESTER**
The proposed scheme has been developed with brick as the main elevational treatment to reflect the existing context while providing an opportunity to enhance the built environment with feature brick detailing, and small areas of contrasting material at key locations. Further, the layout has been positioned to create a street frontage onto Brigham

- Street, as well as proposing a new access road off Staton Street which will provide a new street frontage. In doing so the development will redefine the sense of place for the better. Materials have been deliberately kept to a minimum to create a robust development that will maintain its appearance with limited maintenance. Landscaping proposals have been developed to allow residents to easily maintain their amenity with simple grass and robust planting to allow a simple maintenance strategy for residents.
- **MAKE IT BRING PEOPLE TOGETHER**
As noted earlier, from March 2009 to March 2027 East Manchester is expected to provide 18,280 dwellings. The need and demand for housing in the area is great as can be shown by the significant investment by One Manchester. The housing mix allows for both young families and larger families to move into the development or for expanding families in the area to stay in their community. New highways with low planting and fencing will provide opportunities to greet and meet neighbours and with short road lengths and dead-ends vehicular speeds will be kept to a minimum to provide safe environments for play in the highway.
 - **MAKE IT ANIMATE STREETS AND SPACES**
Boundary treatments have been proposed to create a unified street scene along Brigham Street with a robust, but still delicate, low brick wall with metal railings proposed between the footpath and start of paving. Existing high and low metal railings that bound the site to the North, West and South will be retained. Low front boundaries combined with habitable rooms facing the highway and gable windows allow for “eyes on the street” and thus creates opportunities for natural surveillance and observation.
 - **MAKE IT EASY TO GET AROUND**
With the location of several bus stops in close proximity to the site and with relatively low car ownership, it is envisaged that public transport will be used as a major transport solution. The proposed scheme provides safer routes to bus stops by having habitable rooms to the main pedestrian routes. As noted above a clear street hierarchy has been created with boundary treatments and frontages and the simple layout of the development assists with wayfinding and orientation.
 - **MAKE IT WORK WITH THE LANDSCAPE**
As noted and detailed in the Design and Access Statement, the landscape proposals seek to augment the rhythm and clarity of the architectural scheme to create a legible and coherent development that responds to the context whilst creating a quality neighbourhood in Openshaw. This is achieved through varying planting strategies, surface materials, boundary treatments and considered tree planting. As the site is currently vacant with limited ecological impact, the proposed scheme will aim to enhance the green infrastructure in the area.
 - **MAKE IT PRACTICAL**
Parking provision has been developed in response to the site constraints and balanced against the need for a well-designed, safe and attractive public realm. Parking is provided in-curtilage with 2 dedicated car parking spaces for 4-bed units and 1 dedicated car parking space to 2 & 3-bed units. Overall the scheme provides 27 parking spaces for 24 units (112.5%). All spaces will be provided with external electric car charging points for all associated dwelling car spaces.
 - **MAKE IT FUTURE PROOF**
The proposed dwellings have been designed to be constructed to meet the equivalent of Code Level 3 of the Code for Sustainable Homes, as well as meeting Future Homes Standards 2025. Further, a “Fabric First” approach to the

construction does not require complex technology with long term maintenance costs and therefore will show a net saving in both carbon and energy for the life of the dwellings and not just the life of the technology.

– **MAKE IT A HOME**

The dwellings have been designed to meet Manchester Space Standards and in doing so exceed National Space Standards with ample storage provided via internal stores and utility rooms. Windows have been designed to work with the room depths and provide good daylighting into the spaces while considering future issues in regard to overheating and climate change. The site layout has been developed with great consideration to the family nature of the development and large gardens have been provided to all units.

– **MAKE IT HAPPEN**

The proposed scheme has been well received by both planning and residents. Material samples have not been submitted to allow for further discourse with the contractor. As noted earlier the development is to meet Code 3 of the Code for Sustainable Homes via a “Fabric First” approach.

• **Manchester’s Great Outdoors - Manchester Green and Blue Infrastructure Strategy (July 2015)**

The site is not located near the City’s canal and river network and as a result there are no opportunities for enhancing the blue infrastructure within the development. Green Infrastructure will be enhanced via the development of large private gardens with a variety of planting and trees to the street frontage.

3.1 MANCHESTER CITY COUNCIL

The scheme has been discussed in detail with Manchester City Council to conform to aspirations for the area and to local characteristics. Pre-application advice has been sought and meetings were undertaken with either the planners with whole P500 sites, or individually with planner/highways as follows:

- 21/01/21: Initial scheme feedback from Sue Wills at Planning.
- 27/01/21: Full P500 meeting with all architects/planners.
- 20/09/21: Meeting with Graham Price at Highways (with another separate meeting between Graham and Carley Daines).
- 30/09/21: Full P500 meeting with architects/planners.
- 08/10/21: Update meeting with Sue Wills at Planning.
- 18/10/22: Pre-submission P500 meeting with Strategic Housing and Planning officers.

All comments have been fed back into the designs and have no further issues from planning/highways. See ‘Design’ section later.

3.2 SECURED BY DESIGN

We have worked to the principles set out in ‘Secured By Design: Homes 2019’ in order to adhere to the National Planning Policy Framework which states:

‘Planning policies and decisions should aim to ensure that developments create... safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion... safe and accessible developments, containing clear and legible pedestrian routes, and high-quality public space, which encourage the active and continual use of public areas.’

All vehicular and pedestrian routes are designed to ensure that they are visually open, direct and can be well used with good natural surveillance. Active frontages have been provided to all public-facing elevations, through the inclusion of various internal communal amenity spaces. The external lighting strategy will ensure that all areas are well lit, particularly main entrances and pedestrian routes. See Layout section later.

We have obtained a Full Crime Impact Statement, from Design For Security, which is attached separately to this application. All recommendations will be included.

3.3 PUBLIC CONSULTATION

Prior to the planning application being submitted, a public consultation ‘Drop-In Event’ was held at One Manchester Offices on Victoria Street, Openshaw, to which local residents were invited by letter/flier. Proposed layouts and elevations were displayed. The feedback was very positive with residents appreciating the nature of the development and the manner in which

it has been designed to fit in with the surrounding buildings (86% approval rating). Results of the survey carried out in this process have been attached separately to this application labelled ‘Community Consultation Record Sheets’.

Further public consultation will be carried out through the statutory consultation phase of the planning application, once submitted.



Boards as presented at the local consultation event:

