

4.1 BUILT FORM: SITE CONSTRAINTS

All existing site constraints have been considered and identified to inform the design of the development. Our Site Constraints drawing (see below) identifies all key contextual elements for consideration within the scheme design.

Site constraints include:

- Existing trees.
- The 21m overlooking zone from adjacent domestic properties.
- Pedestrian and vehicle connectivity.
- Site access.
- Existing low and high metal railings located around site edge.
- Existing sewer running through the site which will impact development layout.

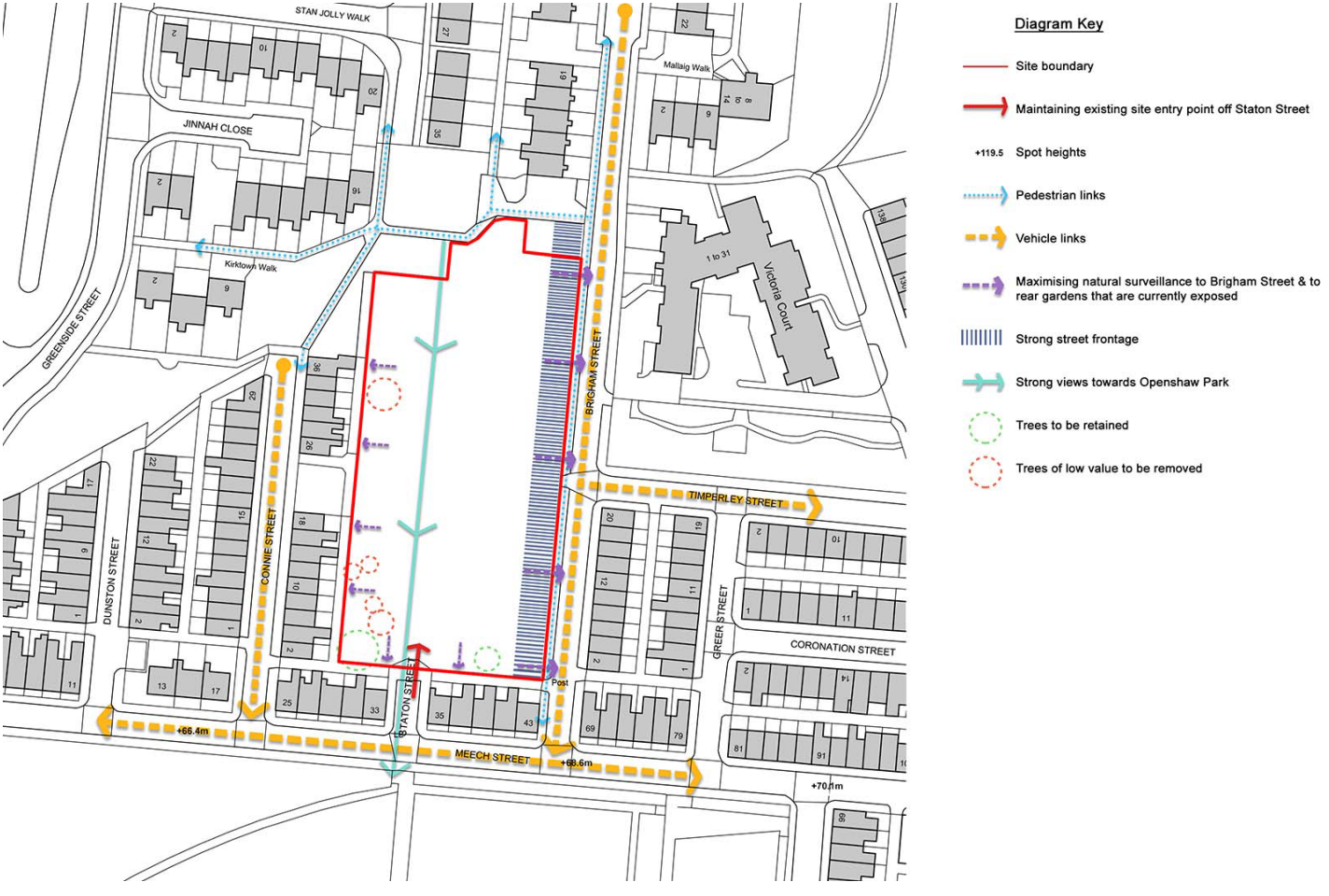
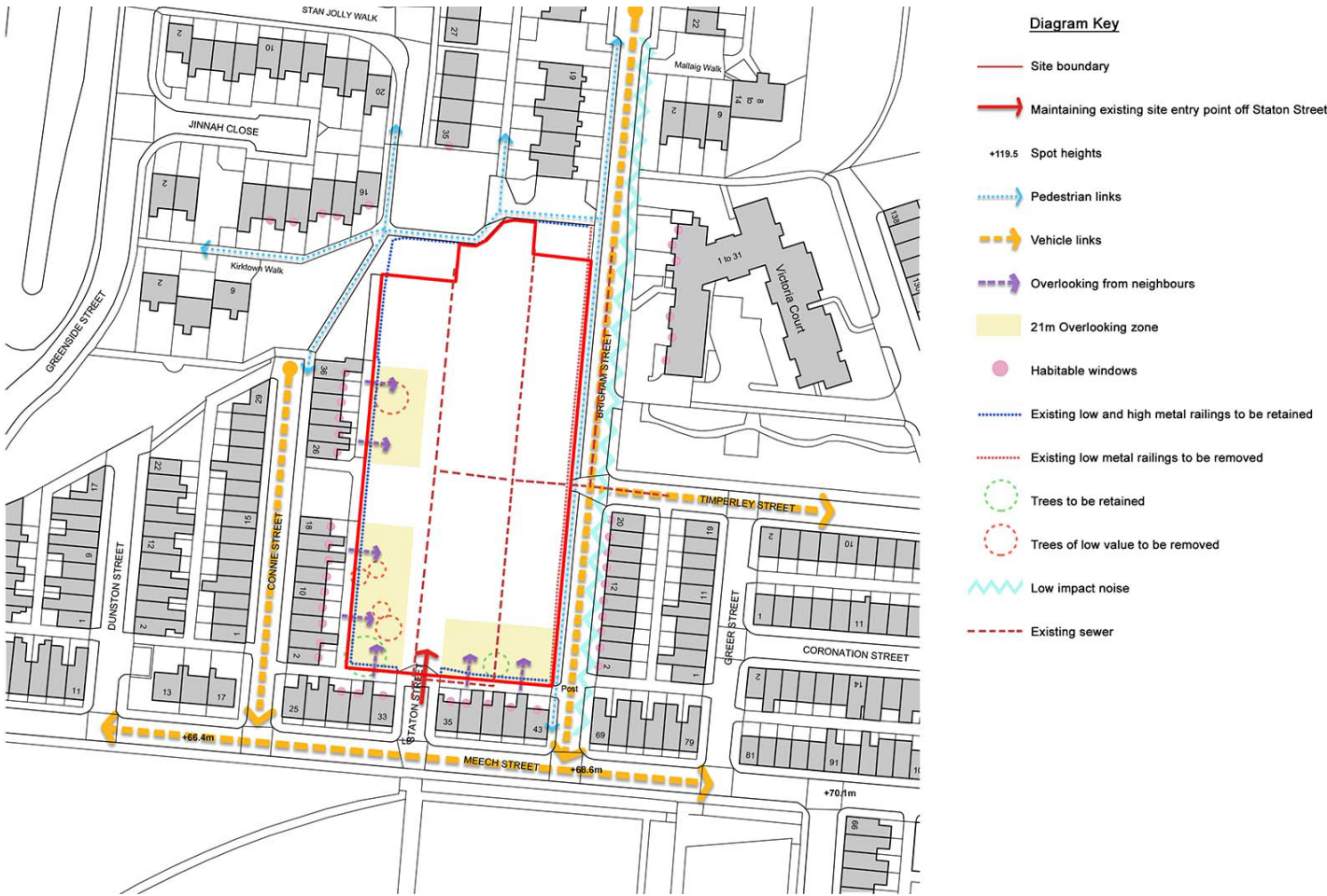
4.2 BUILT FORM: SITE OPPORTUNITIES

With the site constraints now considered, an appraisal was carried out to ensure that any proposed development takes full advantage of the opportunities that the site offers. Our Site Opportunities drawing (see below) identifies all key potential benefits to enhance the scheme design.

Site opportunities include:

- Maximising natural surveillance of both private and public realm.
- Potential for strong continuous building line and street frontages reflecting the different edges of the site.
- Making use of existing site levels within the design of the development.
- Strong presence along the existing pedestrian footpath.
- Establish a hierarchy of clearly defined and legible streets that connect and relate to the existing street pattern.
- Pedestrian and vehicular connectivity.
- Recognising key views and vistas around and within the site and incorporating these in the scheme design.
- Reinforce the existing Sense of Place, adding further identity to the existing community as an extension of the neighbouring housing area.

The site layout highlights the existing site constraints (e.g.: trees to be removed) which dictate the positioning of the building footprints. The plan has been orientated to maximise daylight and views.



5.1 INITIAL DESIGNS

The desire to incorporate modern residential design standards, in terms of internal space requirements, amenity areas, car parking etc.; as well as considering site constraints has given rise to a consistent layout. The layout is further analysed and described in ‘The Layout’ section later in this report.

The scheme design has gone through various iterations before arriving at the current site layout. 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.
- Establish a hierarchy of clearly defined and legible streets that connect and relate to the existing street pattern.
- Strong presence along the existing pedestrian footpath on Brigham Street and a clear building line with street frontages reflecting the different edges of the site.
- Create clearly defined, active street frontages that are well over-looked with well-defined boundary treatments.
- Maximising natural surveillance of both private and public realm.
- Defensible space to the fronts of each property.
- Creating a clear and coherent identity that respects the context within which it sits.
- Create utilising traditional residential building forms, with dual pitched roofs, robust, secure family homes and modest contemporary details providing a strong identity.
- A simple and robust palette of external materials with brick being the dominant material with brick feature areas.

The final layout incorporates all these key factors and addresses all existing site constraints identified to inform the design of the development, highlighted in the ‘Evaluation’ section of this report.

5.2 MASSING STUDY OPTIONS APPRAISAL

Various scheme iterations were explored with different house types arranged in a consistent layout across the site. All options show a comparable level of accommodation/building mass and is shown at a level sufficient to ensure the development is a viable proposition.

Options shown were as follows:

- OPTION 1: This arrangement proposes a mix of 28 no. dwellings consisting of 2 & 3-Bed houses and 1-Bed apartments with 28 no. parking spaces with a new vehicular access off Staton Street.
- OPTION 2: This option proposes a mix of 35 no. dwellings consisting of 2 & 3-Bed houses and 1-Bed apartments with 35 no. parking spaces with a new vehicular access off Staton Street and joining Stan Jolly Walk. The site boundary has been increased by 0.22Ha to allow for a higher number of units to be proposed.
- OPTION 3: This layout explored the land ownership within the site boundary and has a reduced amount of unit proposed with 33 dwellings consisting of 2 & 3-Bed houses and a reduced number of 1-Bed apartments.
- OPTION 4: This layout was a variation of Option 3 with the addition of 4-bed houses to propose a diverse mix of housing tenure.
- OPTION 5: This arrangement proposes a mix of 24 no. dwellings consisting of 2 & 3-Bed houses and 1-Bed apartments with 24 no. parking spaces with the new vehicular access off Staton Street ending at the site boundary with no link through to Stan Jolly Walk. The site boundary has also been reduced to 0.56Ha and doesn’t include the green space with existing pathways to the West.
- OPTION 6: This option is a variation of Option 5 with the addition of 4-Bed houses increasing the mix of housing tenure proposed.
- OPTION 7: Now includes for 2-bed cottage flats, with individual front doors onto the street, rather than 1-beds on the new road entry corner.
- PREFERRED OPTION: The preferred layout is a variation of Option 7 with alterations to suit drainage solution.

OPTION 1

ADVANTAGES

- Given the 2 and 3-bed houses 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'.
- Positioned 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 1-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.
- Positioned a larger 2-storey block of 1-bed apartments at the top end of the site where street access is more limited due to the surrounding open space/footpath arrangements. This has car access from the rear new turning head, with street access to the main entrance.
- Shown 100% parking provision, which can be increased for the family housing.

DISADVANTAGES

- The site boundary encroaches over a footpath.
- At this stage we were still querying which areas could be used (extend of grassed area).



OPTION 2

ADVANTAGES

- The turning head has been removed and carried the new access road through to link with Stan Jolly Walk to the north. This has then opened up the area to the north-east to allow additional dwellings with access from the new road.
- The apartment block has been re-orientated along Brigham Street, with the car park area moved to the north end of the site. This has enabled, with some re-positioning of the habitable windows, additional dwellings to be positioned to the rear along the new access road.
- Increase in the total number of units achievable because of the site boundary increase to the west of the site.

DISADVANTAGES

- Increased maintenance costs/issues for the RP as less adopted highway is achievable with two separate private drives situated to the western boundary.
- This arrangement “maxs out” the site and would probably require pre-app discussions with the Local Authority to agree acceptable overlooking distances across the additional green space area.
- Additional vehicular access to Stan Jolly Walk may require discussions with the Local Authority Planning and Highways department with regards to it suitability, location and technical design.



OPTION 3

ADVANTAGES

- Land ownership within the site boundary has been explored to ensure the extent of the site boundary. Shown are the different ownership boundaries, based on the title plans sent back on 17.12.21.
- The apartment block and associated parking at the top end of the site replaced with 6no. dwellings, as an option.

DISADVANTAGES

- A reduced number of 1-Bed apartments decrease the diversity of housing tenure.
- A loss of green space within the residential area.
- The 2 areas with no title are highlighted with the red hatching.

OPTION 4

ADVANTAGES

- This layout is a variation of Option 3 where the 3x 3-Bed dwellings have been replaced with 3x 4-Bed dwellings to the west of the site (making use of the wider area of the site by Kirktown Walk) to increase the proportion of larger family housing.
- This option proposes a mixed variety of housing tenure including 1, 2, 3 and 4-bed dwellings.
- There are currently 24 dwellings on the MCC land (under the 25 units limit).

DISADVANTAGES

- A reduced number of 1-Bed apartments decrease the diversity of housing tenure.
- A loss of green space within the residential area.



OPTION 5

ADVANTAGES

- The site boundary has been reduced to land owned by MCC, creating a balanced proposal between housing development and green space within the area.
- Have indicated either the through-route for the new road to Stan Jolly Walk, or incorporation of a turning head if this option is not progressed together with the additional housing.
- An even balance between the 2-bed and 3-bed houses has been proposed with 24no. units on this land (4 x 1-bed apartments, 10 x 2-bed houses, 10 x 3-bed houses).

DISADVANTAGES

- The site boundary has been reduced decreasing the total number of units proposed.
- The diversity of housing tenure has been reduced as the 4-bed house type has been removed.



OPTION 6

ADVANTAGES

- This option proposes a mixed variety of housing tenure of 24 units (4 x 1-bed apartments, 10 x 2-bed houses, 7 x 3-bed houses, 3 x 4-bed houses).
- The proposal now includes 3 larger 4-bed units at the top end of the site in place of 3-bed units, making use of the larger garden space available in the centre.
- Removed the 'possible' link through to Stan Jolly Walk and added the full turning head to the end of the access road increasing security on the street with the new road only having one point of access.
- The existing metal railings located on the site parameter are to be retained.
- The housing line along the new access road off Staton Street has been stepped in various places to enable views towards Openshaw Park.
- The proposal has retained all existing linkways North of the site.

DISADVANTAGES

- The total number of units proposed has decreased in comparison to the other options proposed.



OPTION 7

ADVANTAGES

- This option proposes a mixed variety of housing tenure of 24 units (4 x 2-bed apartments, 10 x 2-bed houses, 7 x 3-bed houses, 3 x 4-bed houses).
- The proposal now includes 2-bed apartments rather than 1-beds, on the corner by the Staton Street entrance, increasing the variety of housing tenure.
- Boundary treatments have been added to show a differentiation between public and private amenity spaces.
- Rear amenity spaces have been developed with shed and bin store locations and external materials have been explored.
- The 2-bed apartments have been designed in line with One Manchester's 'Age Friendly' design requirements.

DISADVANTAGES

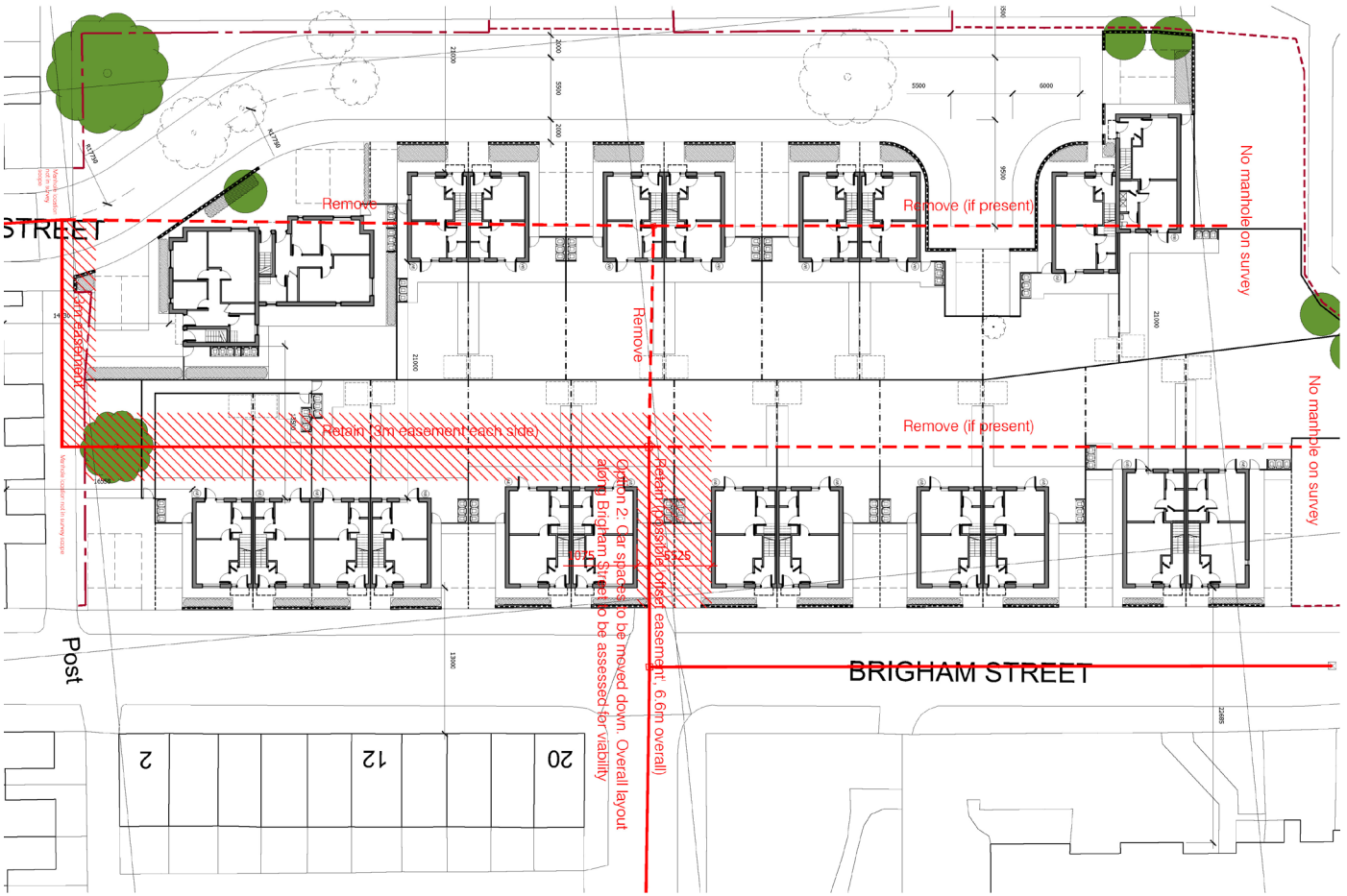
- By changing the apartments to 2-bed the overall footprint decreases the amenity space for the apartments.



EXISTING SEWER LAYOUT

After evolving the previous options, we were sent sewer records showing the exact locations of manholes as some weren't shown on the topographical survey. Therefore, we investigated how we could accommodate this within our current layout, this included the following:

- Retaining the existing sewer running through from the Brigham Street/Timperley Street junction to Staton Street/Meech Street, which still maintain a 3m easement each side.
- Two routes were shown, and we wanted to retain the run through the middle of the site so we could remove the section that runs through the buildings next to the new access road.
- Some repositioning would be required to allow for the 6.6m overall easement.



DEVELOPMENT/EVOLUTION OF PREFERRED OPTION

Of the 7 options analysed, a final preferred option was developed which both addresses the site constraints and the need for affordable homes that the applicant is aiming to cater for. This option has been developed to accommodate the sewer resolution proposed by the Structural Engineer without compromising the agreed mix of housing tenure.

This option has then evolved/been developed as follows:

- This layout proposes a mixed variety of housing tenure of 24 units (4 x 2-bed apartments, 10 x 2-bed houses, 7 x 3-bed houses, 3 x 4-bed houses).
- Increased external amenity space for the apartments, to the south, to give residents their own amenity space.
- 2-Bed flats on the corner by the Staton Street entrance comply with Manchester Space Standards for a 2-bed/3-person (min. 61m²), and internally meet other requirements for bedroom/store sizes etc.
- Blue line shows the proposed sewer layout to keep a sewer link through to the new access road by creating 2 x 3 units blocks rather than 3 x semi-detached and the compromises necessary. This includes 2 car spaces for the middle terrace dwellings grouped at the sewer location, due to front-curtilage not being possible. Blue hatch also shows 6.6m easement.
- Similar house types have been designed to make best use of locations within the site footprint.
- Utilising 2 storey dwellings is in keeping with the neighbouring properties.
- Parking provision integrated into the development layout, to the side of dwellings, and in tandem to minimise the urban design implications of a proliferation of parked vehicles along the street scene.
- Buildings should overlook the pedestrian route as well as protecting the currently vulnerable rear boundaries of surrounding properties to help improve security in the local area.
- Retaining some existing tree clusters has been considered along with locations for new trees.
- A strong building line fronting Brigham Street has been created a continuation of housing along this street promoting a sense of place for the existing community.
- Due to several ownership issues the proposal is to be developed on the MCC land boundary only with a turning head at the end of the new access road. We have pulled forward the larger end dwelling to give this a front aspect facing down the new street and added some landscaping/trees unit to improve the view/vista along this approach.
- Existing access has been utilised off Staton Street with the addition of new highways.
- The existing metal railings located on the site parameter are to be retained.
- The housing line along the new access road off Staton Street has been stepped in various places to enable views towards Openshaw Park.
- The scale, density and massing of the proposal has been developed to blend in with the local area and local characteristics.
- Large uniform openings and a structured window pattern create a rhythm along the streets, similar to surrounding properties.

- Using materials common to the local area, predominantly red brick with smaller areas of a contrasting feature brick, to define the corners and building entrances.

