DESIGN & ACCESS STATEMENT

A full application for the proposal of a residential development at:

Former Olympic Storage, Bennett Street
Greater Manchester, M12 5NL.

July 2022

KELLEN
HOMES

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JULY 2022
REF: 22041 (PL) 500 DAS Rev D

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1.0 INTRODUCTION.

1.1 OVERVIEW

This Design & Access statement accompanies the submission of a full application to Manchester City Council by Kellen Homes Limited for details of a residential development at the Olympic Storage on Bennett Street, Manchester comprising of:

- The creation of 272 new residential units
- A community centre
- New public realm, landscaping, boundary treatments, landscape planting and associated infrastructure.

This scheme follows on from the outline planning application submitted by Ascena Development in 2020 (*126714/OO/2020*), on the same application site as this proposal.

This statement is conceived in response to the requirements of The Town and Country Planning (Development Management Procedure) (England) Order 2015 for applications of this type to be accompanied by a Design & Access Statement.

The key aims of this proposal are as follows:

- Create an aspirational place to live and a sense of place;
- Provide a range of living accommodation to cater for varying needs;
- Rejuvinate a derelict and disused site;
- Create smaller clusters of family houses;
- Prioritise pedestrian movement with strong links through the site for cyclists and pedestrians;
- Develop a strong landscape led identity;
- Create a sense of community through a shared community use building.

1.2 RELEVANT PLANNING POLICY.

LOCAL POLICY

The design and layout of the proposal has been informed by both the National Planning Policy Framework and the local planning policy from the Manchester City Council.

The Manchester Local Plan consists of the planning documents which guide development within Manchester.

The adopted Development Plan for Manchester City Council comprises the Core Strategy Development Plan Document which was adopted in July 2012.

Some of the key policies that relate to this application are noted as follows:

- Policy H1- Overall Housing Provision
- Policy T1- Sustainable Transport
- Policy T2- Accessible areas
- Policy EN1- Design Principles & Strategic Character Areas
- Policy EN8- Adaption to climate change
- Policy DM1- Development Management

Policy H1 (Overall Housing Provision) states that approximately 60,000 new dwellings will be provided in Manchester between March 2009 and March 2027. 90% of residential development will be on previously developed land. The policy notes how proposals for new residential development should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population
- Be designed to give privacy to both its residents and neighbours
- Contribute to the design principles of Manchester's Local Development Framework, including in environmental terms
- Contribute to the character of the local area
- Make provision for appropriate usable amenity space
- Make provision for parking cars and bicycles
- Prioritise sites which are in close proximity to centres or high frequency public transport
- Be designed to give privacy to both its residents and neighbours

1.2 RELEVANT PLANNING POLICY.

MANCHESTER RESIDENTIAL DESIGN GUIDE

The Manchester Residential Design Guide provides direction on what is required to deliver sustainable neighbourhoods and has been an invaluable document in the development of this application.

The guide reinforces the importance of understanding the implications of design choices that make a house a home and one that is accessible and future proof. It also states that residential design should not only focus on the individual units, and immediate context, but consider how it will respond to and influence the wider neighbourhood.

The guide includes a section on the Manchester Emerging Space Standards which combine Nationally Described Space Standards and the London Housing Guide space standards which the proposal adheres to.

Manchester Strategy ('Our Manchester') also sets out a vision for how Manchester can play a part in limiting the impacts of climate change and be an aspirational and inclusive place to live. It sets out a target for Manchester to cut 41% of C02 emissions by 2025 in order to be a zero carbon city by 2050.

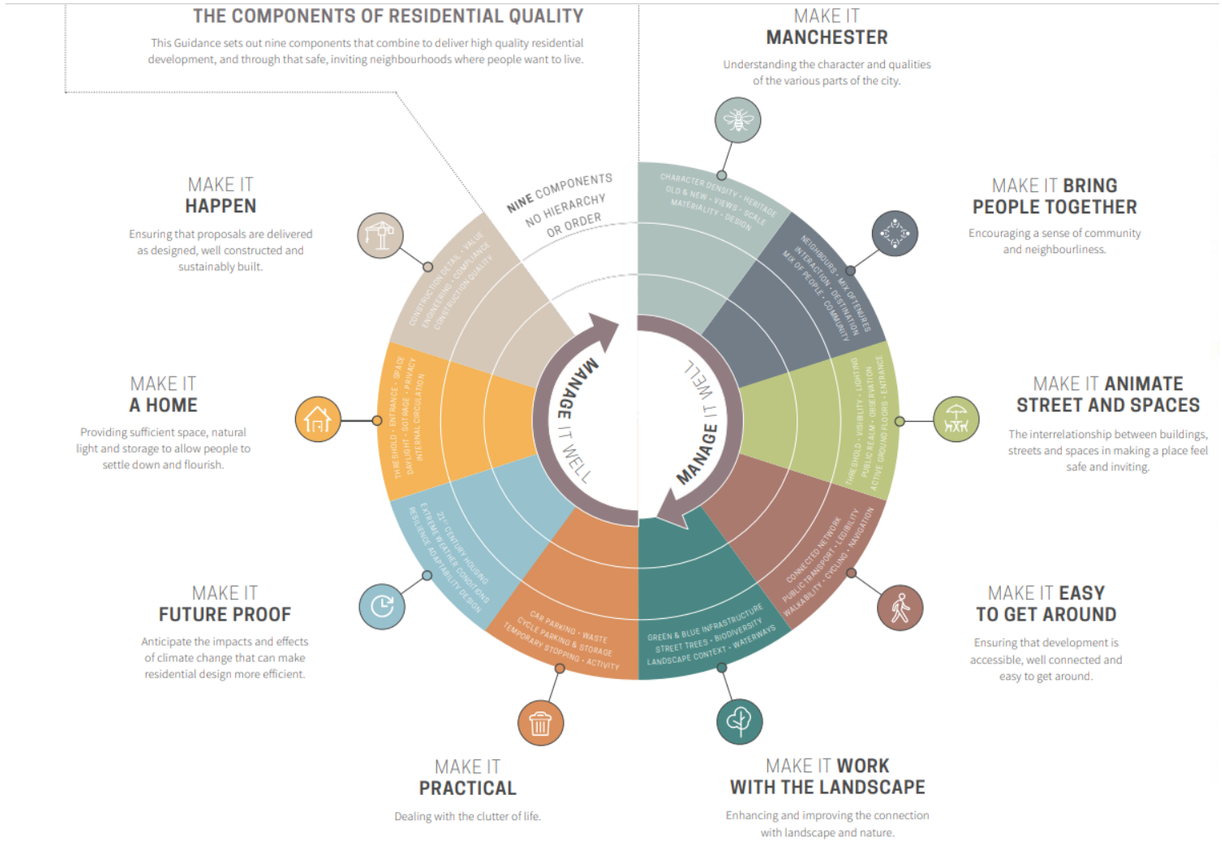


Diagram showing the 'Components of Residential Quality from the Manchester Residential Design Guide

1.3 PLANNING HISTORY.

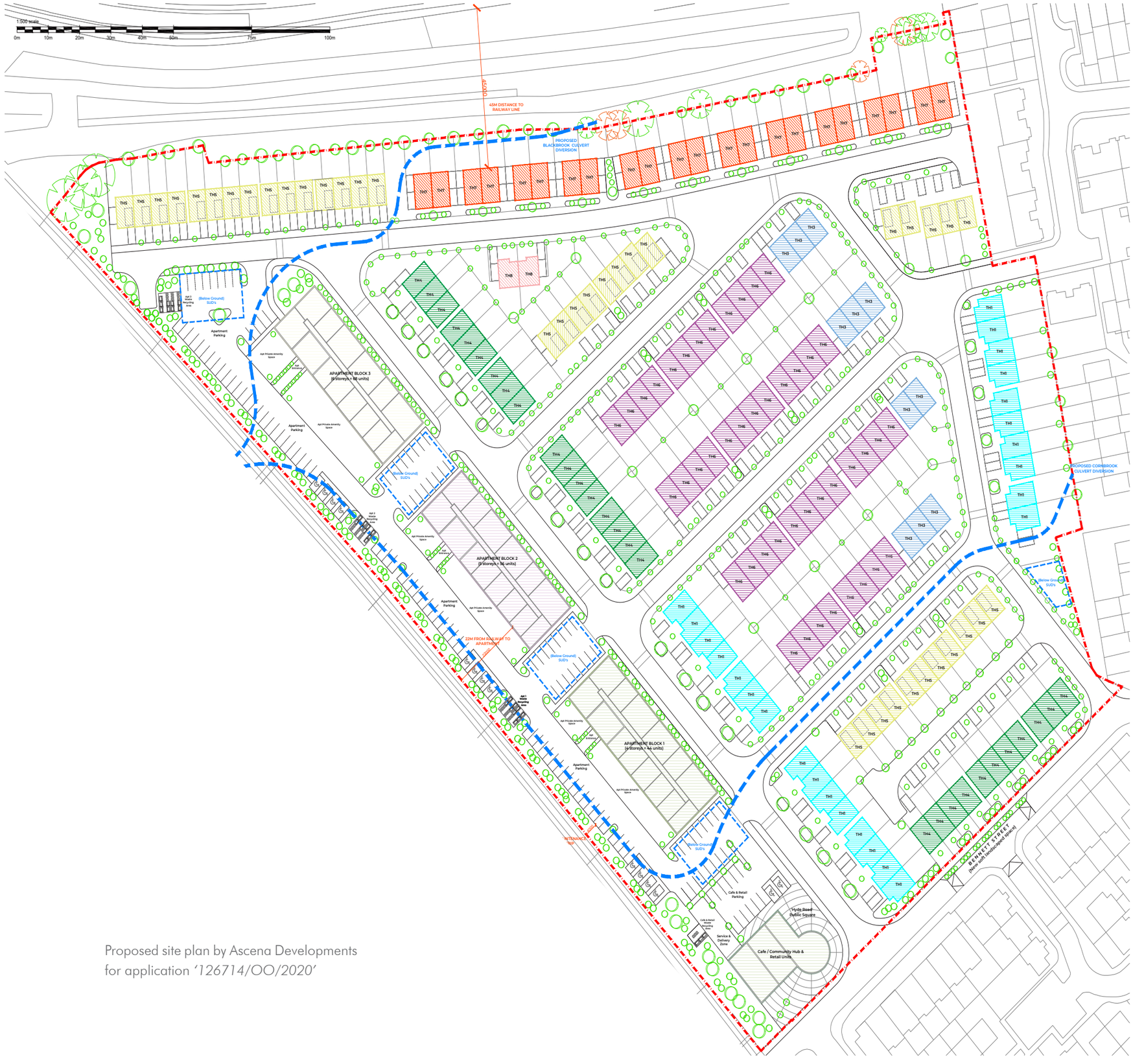
In 2020, Ascena Developments submitted an outline planning application to Manchester City Council which has been validated under the reference *'126714/OO/2020'*:

Outline Planning Application with matters of appearance and landscaping reserved to allow for residential-led development comprising up to 340 dwellings (Class C3) within buildings between two and six storeys in height, and up to 317 sqm of flexible use Commercial Hub floorspace Class E) with two altered access points off Bennett Street; a vehicular access from Anthony Close; and associated open space and landscaping | Storage Land Olympic Freight Terminal Bennett Street Manchester M12 5NL

The proposed table of accommodation and site plan by Ascena Developments is shown to the right and overleaf respectively.

Unit	Type	Size sqm	Size sqft	Number of Units	% Mix	Parking
Dwellings						
2 Bed house	TH1	90	969	25	14.5%	1 /unit
2 Bed house	TH3	83	893	11	6.4%	1 /unit
3 Bed house	TH4	90	969	28	16.3%	1 /unit
3 Bed house	TH5	114.6	1234	39	23.3%	2 /unit
3 Bed house	TH6	96	1033	44	25.6%	1 & 2 /unit
4 Bed house	TH7	120	1291	22	12.8%	2 /unit
3 Bed house	TH8	97	1044	2	1.1%	2 /unit
	Sub Total			171	100%	245 spaces
Apartment Block 1 (4 storeys)						
Studio Apartment		40	430	7	16%	0.75 /unit
1 Bed Apartment		45	484	18	41%	0.75 /unit
2 Bed Apartment		65 -75	700-807	15	34%	0.75 /unit
3 Bed Apartment		85	915	4	9%	0.75 /unit
	Sub Total			44	100%	33 spaces
Apartment Block 2 (5 storeys)						
Studio Apartment		40	430	9	16%	0.75 /unit
1 Bed Apartment		45	484	23	41%	0.75 /unit
2 Bed Apartment		65 -75	700-807	19	34%	0.75 /unit
3 Bed Apartment		85	915	5	9%	0.75 /unit
	Sub Total			56	100%	42 spaces
Apartment Block 3 (6 storeys)						
Studio Apartment		40	430	11	16%	0 /unit
1 Bed Apartment		45	484	28	41%	1 /unit
2 Bed Apartment		65 -75	700-807	23	34%	1 /unit
3 Bed Apartment		85	915	6	9%	1 /unit
	Sub Total			68	100%	51 spaces
	Total Apartments			168	100%	126 spaces
Cafe & Retail Units		Size sqm	Size sqft	Number of Units	% Mix	Parking
Cafe / Community Hub		180	1936	1		5 /unit
Retail Unit 1		125	1345	1		4 /unit
Retail Unit 2		125	1345	1		4 /unit
	Sub Total			3		14 spaces
	Allocated Dwelling Parking					245 spaces
	Allocated Apartment Parking					126 spaces
	Total Commercial Parking					14 spaces
	Unallocated Parking across site					16 spaces
	Total					401 spaces
	Total Secure Apartment Cycle Parking					120 spaces
	Total Secure Dwelling Cycle Parking					172 spaces
	Total					292 spaces

Proposed table of accommodation by Ascena Developments for application *'126714/OO/2020'*



Proposed site plan by Ascena Developments for application *'126714/OO/2020'*

Notes:

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Revision	Notes
P6 14.05.21	Layout amendments following confirmation of Blackbrook Culvert location
P5 09.02.21	Layout amendments following Flood Risk Management Comments re. northern culvert diversion
P4 04.02.21	Layout amendments following Highway Comments
P3 22.10.20	Landscaping amendments
P2 21.10.20	Layout and landscaping amendments
P1 29.09.20	Overall Layout, mix and density amendments

ASCENA Developments

Project: Proposed Residential Development

Site Address: Bennett St, West Gorton Manchester, M12 5NL

Drawing Title: Proposed Site Plan

Scale: 1:500 @ A1

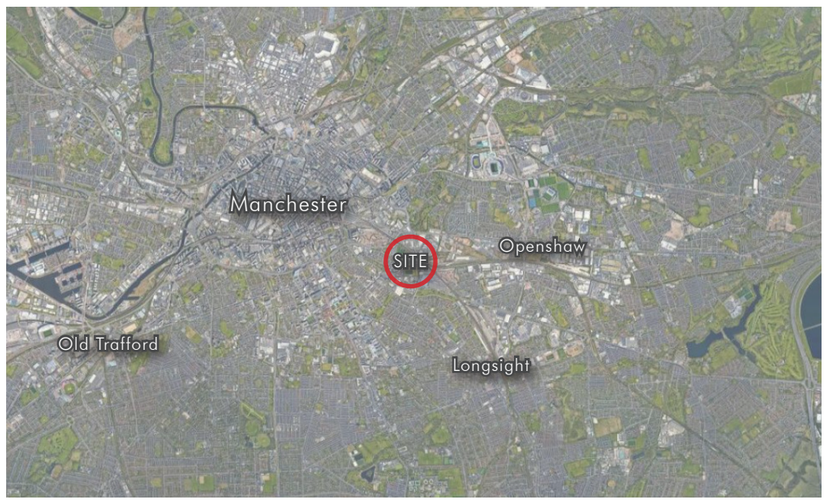
Date: April 2020

Drawing number: L103_P6

2.1 SITE LOCATION & BOUNDARY.

The site is located in West Gorton, an area to the south east of the city centre of Manchester on Bennett Street, an area of open land which is used for the storage and service of freight depot. Situated less than 2 miles from central Manchester city centre and under a mile from Chorlton on Medlock, the site is situated in an abundance of services for shopping, entertainment and local amenities, as well as being close to the universities. Ardwick train station is located 15 minutes walk away from the site which provides links to Manchester Piccadilly, as well as the rest of the North West region and nationally.

The application area lies within a ground of roughly 5.17 acres in site. Bound by brick walls and overgrown vegetation along its boundaries, the area is a brownfield site now containing storage turned to waste which is negatively impacting the environment of the local context. The topography of the site is generally flat throughout. The west and north sides of the site are bound by railroad tracks, while the east side faces onto the rear gardens of existing dwellings and the south side fronts onto Bennett Street.

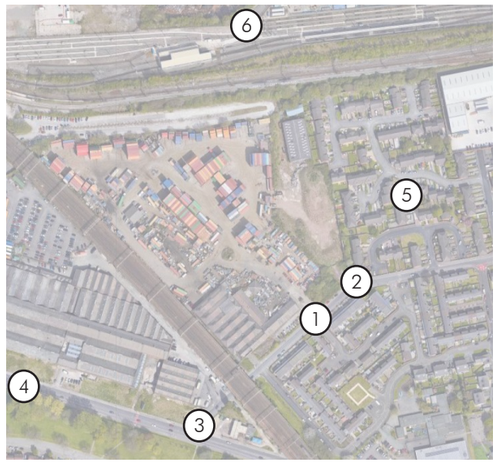


Site located to the east of Manchester, close to the centre.


Application boundary

2.2 APPROACHES TO SITE.

The existing site acts as a freight depot service and as a result the majority of the unbuilt land houses temporary shipping containers. The site remains generally flat throughout which eases the design and construction of any potential development.





Entrance to site.



Bennett Street (site on right hand side).



Bennett Street (site behind railway bridge).



Hyde Road on approach to Bennett street.



Hayfield Close beside the site.



View of the site from opposite the railway tracks on Rondin Road.

2

2.3 EXISTING SITE.



Overhead view of the site from Bennett Street.



Overhead view of the site from Ardwick train station.

2.4 SITE CHARACTER.

The immediate local context is comprised of a mixture of railroad infrastructure, warehouses and residential dwellings which range from the Victorian era to post war 1960's architecture.





Arched Victorian railroad.



Red brick warehouses from the Victorian era.



20th Century brick and render terraces with a split roof.



21st century red brick terraces.



St. Marks Church in Neo-Gothic style.



1960's warehouses with metal cladding.

2.5 PROXIMITY OF AMENITIES.

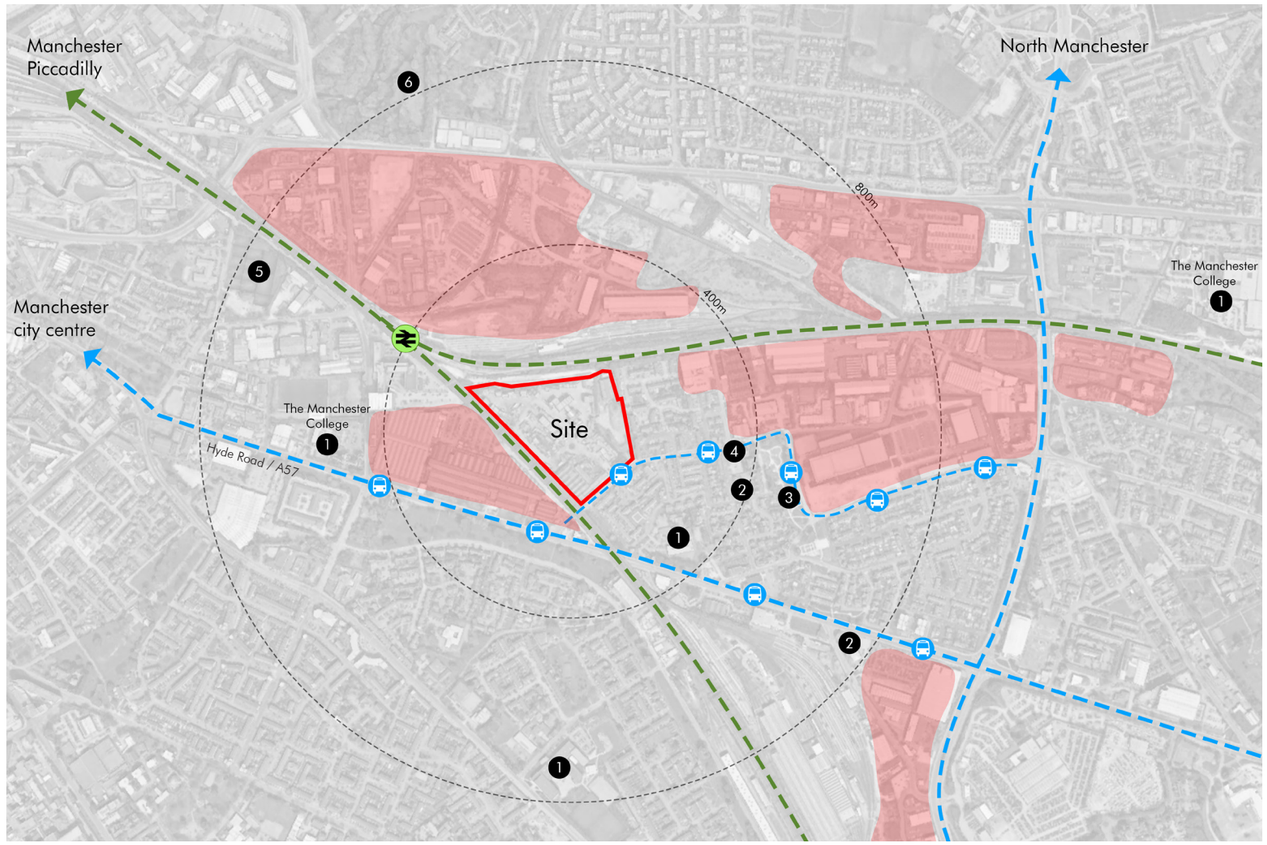
The site is well connected, with numerous public transport offers within walking distance of the site.

There are several bus stops surrounding the site. From Bennett Street there are several that link the site to Manchester city centre, as well as both north and south of the city.

The A57 lies directly adjacent to the south of the site, accessed via following Bennett Street to the end of the junction. This provides a direct route into the city centre of Manchester, as well as providing links to the rest of Greater Manchester.

Ardwick train station is the closest station to the site, accessed by a 15 minute walk or 3 minute drive. This station leads to Manchester Piccadilly, which has excellent links to the rest of Greater Manchester, the north west and nationally.

Within close walking proximity to the site are several points of interest, offering numerous schools, places of worship and recreational spaces for the community.



Points of Interest

1. Primary schools & colleges
2. Places of worship
3. West Gorton community park
4. Community climbing centre
5. Powerleague football centre
6. Pin Mill Brow Park

Transport Links

- Car travel
- Trainline
- Bus Stops By Site
- Ardwick Train station

Boundaries

- 400m 5 Minute Walk
- 800m 10 Minute Walk
- Site Boundary
- Industrial & commercial

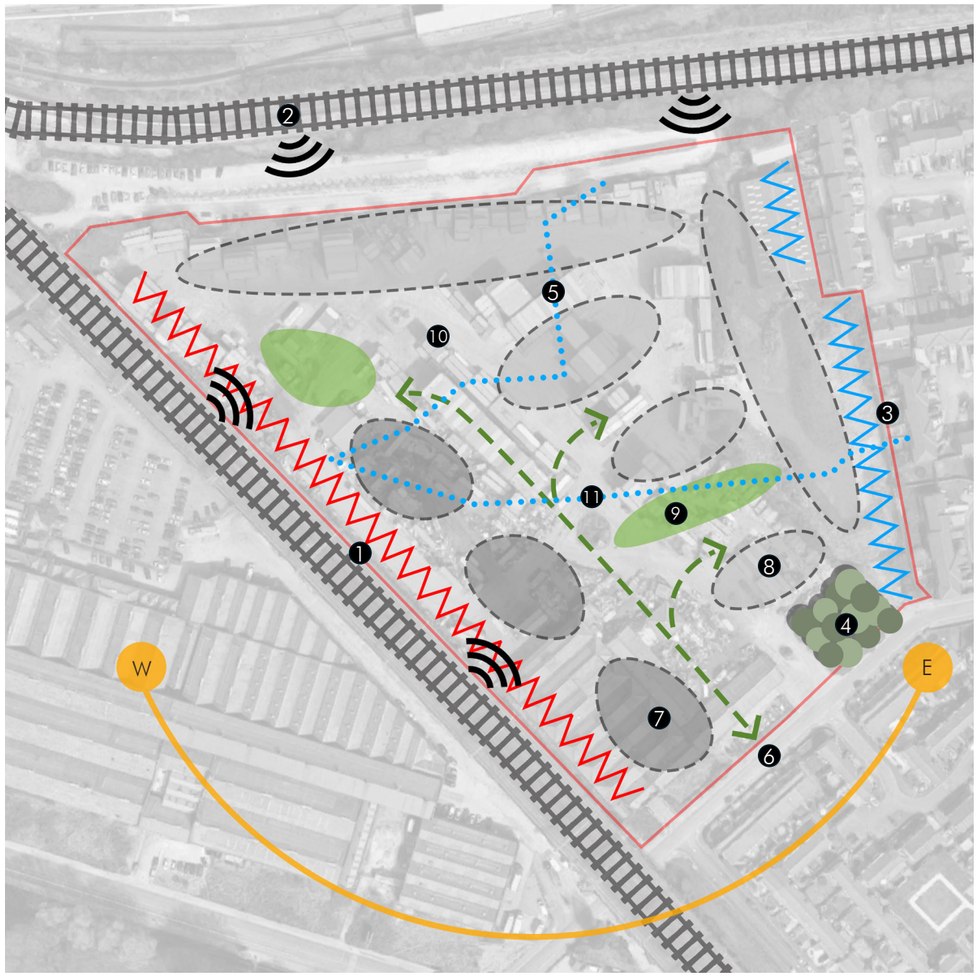
2.6 CONSTRAINTS & OPPORTUNITIES.

constraints :

1. Raised railway tracks create a hard boundary with the eastern side of the site.
2. Noise interference a common occurance by ongoing trains.
3. Eastern boundary of site faces onto the rear gardens of existing dwellings.
4. Overgrown vegetation and bushes on site currently reducing developable space.
5. There are 2 no. large culverts crossing the site namely Cornbrook Culvert in the North of the site and Black Brook Culvert in the South of the site.

opportunities :

6. Utilising the existing access point as the main point of entry into the site.
7. Potential for 4 storey apartment buildings which naturally reflect the height of the raised railway tracks, while dissipating the visual and noise interference on rest of site.
8. Potential for individual dwellings that seamlessly merge into the character of the existing residential.
9. Potential for areas of landscaping and amenity space for the community within the heart of the site.
10. Generally flat site.
11. Cornbrook Culvert is of poor condition and will be diverted under proposed highway, however, Blackbrook culvert is in good condition and will remain in its current position.



Key:

- Existing entry points
- Proposed entry points
- Site boundary
- Railroad tracks
- Interference with raised railway tracks
- Interference with rear of existing dwellings
- Existing trees/vegetation
- Noise interference
- Potential for 4 storey apartments
- Potential for individual dwellings
- Potential for amenity space/landscaping

3.1 LOCAL VERNACULAR STUDY.

The architecture of the local context consists of a wide range use of bricks, brick detailing and white render. The application of brick with white render is most widely observed and has influenced the design of the contemporary dwellings in the area. The build up of red brick dwellings can be seen as contributing to the traditional style of dwellings in the area.

A mixture of traditional, 1960's and contemporary residential designs have resulted in an eclectic site character which offers a range of opportunity in design.

VARIETY OF BRICK AND RENDER BUILD UPS



Red brick and render build up



Light colour brick and render build up



Dark colour brick and render build up

VARIETY OF ARCHITECTURAL CHARACTERISTICS



Contemporary mono pitch dwellings



Contemporary style apartment



Split roof 1960's dwellings.

BRICK DETAILING



Recessed brick course detail



Soldier course window framing detail



Sawtooth brick detailing

3.2 PRECEDENTS.

The elevation designs have been informed by the vision to create a distinct, high quality development that respects the character of the local area while rooting it in its wider context of Manchester. Like other new residential developments nearby, the designs are a contemporary interpretation of the surrounding vernacular in order to avoid pastiche and positively impact the character of the area.

Consideration has been taken while selecting the proposed materials to ensure they are suitable in the context of the site in order to help integrate the new development into the fabric of the area.

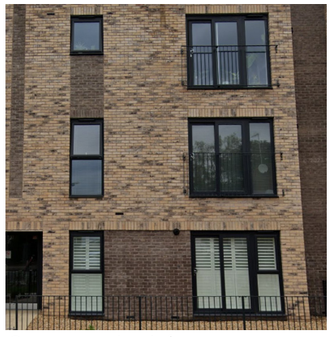
The surrounding buildings are predominantly brown / dark red brick with brown and grey tile roofs with dark doors and window frames. However, there are also examples of white render and dark brick with brick detailing.

The proposed material palette will include both red/brown and dark/light buff bricks along with grey roof tiles to reflect the neighbouring buildings while dark doors/windows and the stacked brick detailing will give it a contemporary feel.

PRECEDENTS


Stacked brick detailing


Contemporary canopies


Contrasting brick faces


Element of verticality to design


Contemporary take on a dwelling


Double faced corner dwellings

LOCAL PRECEDENTS


Bennett Street


Beastow Road


Donnison Street


A57

3.3 MASTERPLAN DEVELOPMENT.

The masterplan for Bennett Street has evolved through several iterations which have taken into consideration the feedback received from the planner in pre-submission meetings. Some of the initial key features and concepts were:

- Provide approximately 250-300 homes ranging from 2-4 bedrooms of various sizes and type.
- Provide smooth transition between existing and new dwellings by respecting the context's massing and building lines
- Provide further footpath connections, linking all points of the site together
- Create a strong frontage onto Bennett Street
- Create functional and usable open space that serves all in the community
- Create sense of community and security with robust boundaries, wih excellent natural surveillance and a shared community space



Basic schematic design of the masterplan which features 2-3 storey town houses to match the characteristics of the railway with height and proposed finishing materials.



Initial design consisting of 212 units, with rows of town houses and open amenity space fronting onto Bennett Street. A single apartment block is situated at the north-west part of the site



This iteration now includes 298 units with the addition of 3 more apartment blocks now lining the boundary to the railway line. The main access road now runs linear from the entrance of the site past the apartments



The number of units have decreased to 248, with now only 3 apartment blocks that have been shifted closer to Bennett Street. As a result, the POS has been moved from the front of the site to where the removed apartment was located. A linear POS area has also been added to the centre of the site

3.4 CONSULTATIONS.

Throughout the course of this scheme it has been vital that we receive feedback and address concerns during the design stage to best inform our design in order to result in a considered and sensitive overall approach. Pre-application discussions have been had with the planner, as well as Manchester City Council, ward councillors and resident groups of which have been noted on this page.

PRE-APPLICATION DISCUSSION WITH PLANNER

Date: 25/04/2022

Attendees: Des Jones, Sue Wills (MCC), Mark Massey (Calder Peel), Ray Collins, Beth Pinfold, Mark Calvert, Paul Ligget, Mark Waite (Kellen Homes)

Points of discussion:

1. MCC/SW suggested inclusion of 'L' shaped apartment block at site entrance
2. MCC/SW, the layout seems to be dominated with frontage outside curtilage car parking. Manchester policy is 100% car parking, however, on 4 bedroom houses then they will accept 2x spaces
3. MCC/SW, flood attenuation could be located within the apartments car parking
4. 2x entrances might be required off Bennett Street due to number of units
5. MCC advised Kellen should do all we can to make the Manchester Standards

How points have been addressed:

1. 'L' shaped apartment block included as suggested by MCC/SW
2. Kellen Homes have adjusted the scheme to enable more side parking
3. Kellen have instructed a FRA which has provided a more suitable working drainage strategy
4. Kellen worked with highways consultant and unit numbers much lower than the submitted outline
5. All units proposed meet or exceed Mancheser Standards

Consultation event with Manchester City Council and Resident Groups

Date: 07/07/2022

Attendees: Ray Collins, Mark Calvert, Paul Ligget, Rachel Brown, 3 Ward Councillors and 7 members of the public.

Points of discussion:

1. Welcomed development in principle
2. Welcomed green spaces
3. Vermin – whether the existing problem would worsen
4. What shops/community facilities will be provided
5. Impact of traffic / any off-site improvements
6. Access to the site

How points have been addressed:

1. Continued on with development of masterplan
2. Improved and added to POS areas
3. The issue is not anticipated to worsen as a result of development and is expected to improve following completion of the development
4. Inclusion of community building which fronts onto Bennett Street
5. Kellen have procured a Travel Plan and Transport Statement which confirms the site is sustainably located and will not have an adverse effect on road safety or the number of accidents in the vicinity
6. Two points of access onto site, one vehicular and another which is pedestrianised leading towards POS

3.5 PROPOSED SITE PLAN.



Site plan not to scale.

3.6 PROPOSED STOREY HEIGHTS.



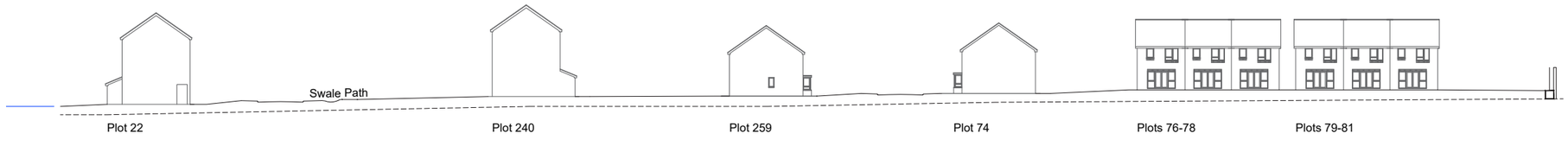
Site plan not to scale.

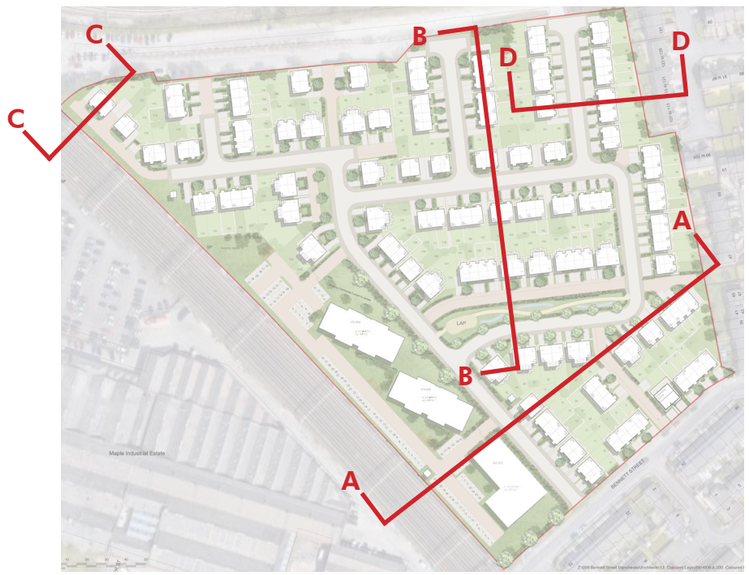
3.7 PROPOSED SITE SECTIONS.

Section A-A



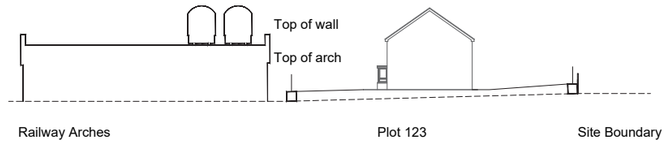
Section B-B



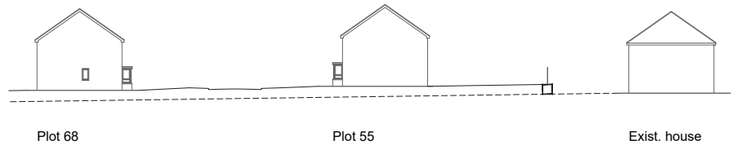


Site plan not to scale.

Section C-C



Section D-D



Revision	Date	Amendment	Initials
A	13.07.22	Community centre added	RGC

Development
BENNETT STREET
Location
MANCHESTER
Marketing Name
-
Drawing Title
SITE SECTIONS

Job No.	Drawing No.
KH006	A-104
Revision	Scale @ A1
A	1:500
Drawn By	Date
RGC	27.06.22
Checked by	Date Checked
RGC	16.07.22

1st Floor, 103 Dalton Avenue, Birchwood Park, Warrington WA3 6YE
T: 01925 363108 W: www.kellenhomes.com
KELLEN HOMES

Z:\006 Bennett Street Manchester\Architects\12. Storey Heights\KH006-A-104 - Site Sections.dwg

3.8 PROPOSAL.

USE
The proposal seeks to build a residential development comprised of individual dwellings, apartment units and a community centre with associated landscaping on the site of the former Olympic Storage in Manchester.

AMOUNT
The residential scheme is split over six different house types and three apartment blocks, with 272 units overall and a total GIA of approx. 246,830 Sq.ft.

The house types are as follows (use class C3) :

(Manchester space standards denoted as MSS)

- Hickory -2 Bed / 2 storey - 766 Sq.ft - 40 units (MSS 3 person - 753 Sq.ft)
- Olive - 2 Bed / 2 storey - 768 Sq.ft - 1 units (MSS 3 person - 753 Sq.ft)
- Acacia 3 Bed / 2 storey - 958 Sq.ft - 10 units (MSS 4 person - 936 Sq.ft)
- Cedar- 3 Bed / 2 storey - 958 Sq.ft - 71 units (MSS 4 person - 936 Sq.ft)
- Palm - 4 Bed / 3 storey - 1265 Sq.ft - 32 units (MSS 6 person - 1216 Sq.ft)
- Larch - 3 Bed / 2.5 storey - 1118 Sq.ft - 18 units (MSS 3 storey 5 person 1097 Sq.ft)

- 'L' Shaped apartment block (use class C3) - 2 bed units - 754 Sq.ft - 36 units (MSS 4 person - 753 Sq.ft)
- Apartment blocks (use class C3) - 2 bed units - 658 Sq.ft - 64 units over 2 blocks (MSS 3 person - 656 Sq.ft)
- Community centre (use class F2) - 862 Sq.ft

LAYOUT

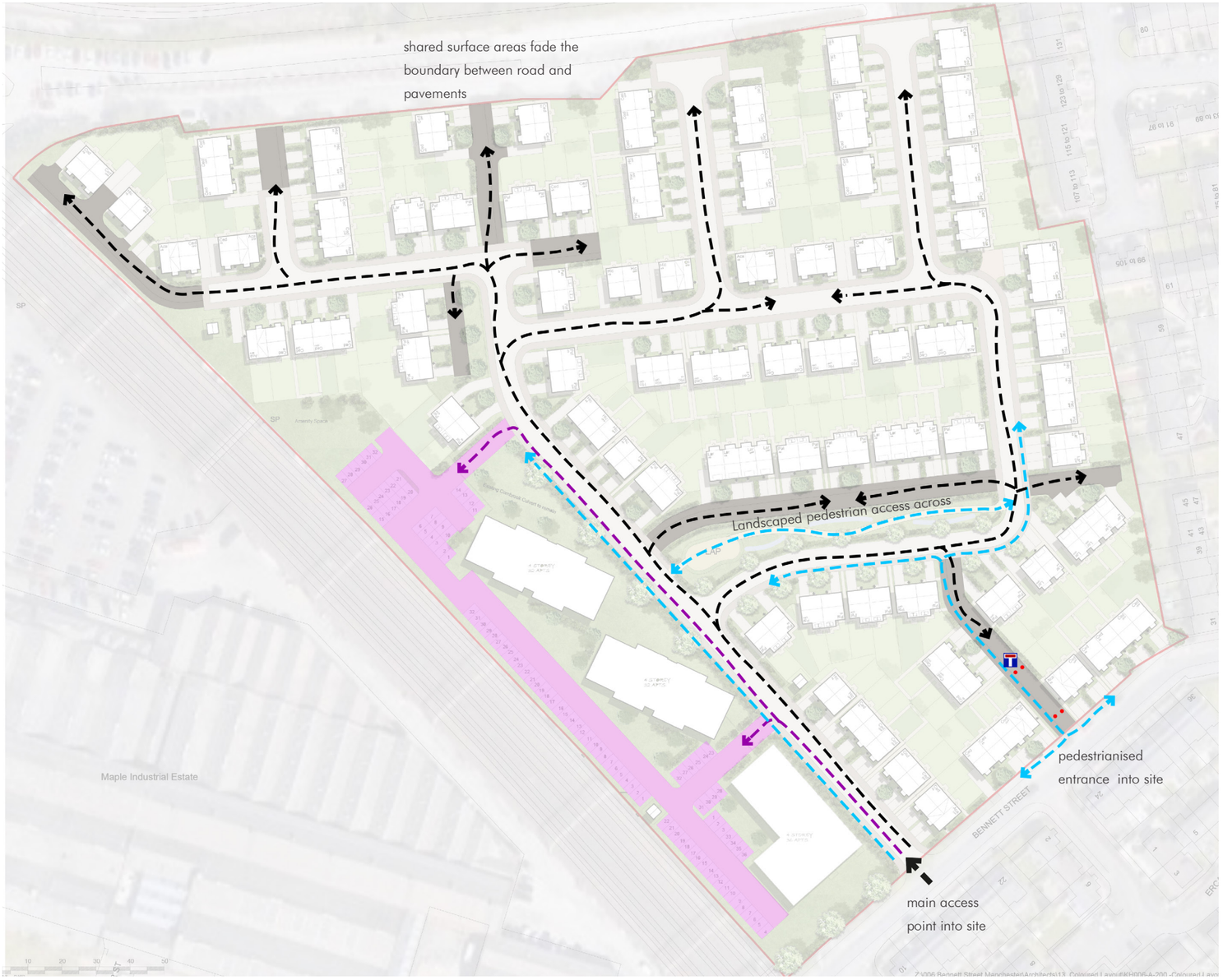
The organisation of the residential scheme has been derived from the parameters and opportunities presented by the site. This has resulted in the placement of the 4 storey apartment blocks to the south-west side of the site where the boundary interfaces onto the elevated railroad tracks, this is effective in reducing the visual and acoustic interference created by the trains. Vehicle parking for these residents have been slotted inbetween the adjacent railroad track and apartments to reduce its visual impact within the scheme. The clusters of individual dwellings on site have been designed to create a suitable frontage onto Bennett Street, while also sensitively fronting onto the rear garden boundary of existing properties which ensures it seamlessly blend into the vernacular of the local context. Pockets of space have been carefully retained throughout the site and landscaped in order to create pleasant outdoor spaces for the community. Responding and designing according to the solar orientation has also been key in maximising natural daylighting to ensure for a landscape led scheme throughout the process.

SCALE

The massing of the proposed scheme varies from four stories on the apartment units to two storeys for the individual dwellings. The scale of the proposed apartments have taken influence from the heights of the raised railroad track and large scale warehouse buildings to the west of the site, however, it is careful not to overly exceed these heights and so maintains a low visual impact within its context. Two storey dwellings make up the rest of the units which reflect and seamlessly transition into the already existing residential areas to the east of the site.



3.9 ACCESS AND MOVEMENT.



road network

car access to apartments

Shared surfaces / same level roads

apartment parking

pedestrian and cycle routes

key access point into site

Bollards

3.10 HOUSE TYPOLOGIES & MATERIALITY.

ACACIA
3 Bed, 2 storey - 958 Sq.ft - 10 units

HICKORY
2 Bed, 2 storey - 766 Sq.ft - 40 units

CEDAR
3 Bed, 2 storey - 958 Sq.ft - 71 units
Variarions in roof - cedar *a* & cedar *b*

MATERIALITY



1 Wienerberger Windmil Orange BRICK



2 Wienerberger Oakwood Multi BRICK



3 Stacked brick detail in main brick choice



4 Wienerberger Calderdale Grey



5 All windows & door casements to be powder coated aluminium

ACACIA



HICKORY



CEDAR *A*



CEDAR *B*



3.10 HOUSE TYPOLOGIES & MATERIALITY.

olive
2 Bed, 2 storey - 768 Sq.ft - 1 units

larch
3 Bed, 2.5 storey - 1118 Sq.ft - 18 units

palm
4 Bed, 3 storey - 1265 Sq.ft - 32 units

MATERIALITY



1 Wienerberger
Windermere Grey BRICK



2 Wienerberger Oakwood
Multi BRICK



3 Stacked brick detail
Wienerberger Oakwood
Multi BRICK



4 Stacked brick detail
Wienerberger Sterling
Grey contrast BRICK



4 Wienerberger
Calderdale Grey



5 All windows &
door casements to
be powder coated
aluminium

OLIVE



LARCH



PALM



3.10 HOUSE TYPOLOGIES & MATERIALITY.

apartments
2 Bed, 4 storey - 754 Sq.ft - 100 units

MATERIALITY



1 Wienerberger
Windermere Grey BRICK



2 Wienerberger Sterling
Grey contrast BRICK

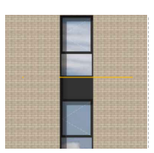
3 Stacked brick detail
Wienerberger Sterling
Grey contrast BRICK



4 Wienerberger
Calderdale Grey

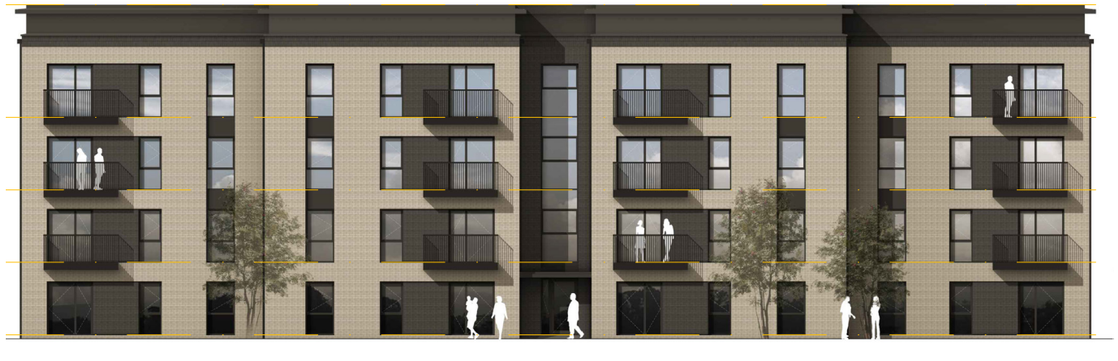


5 All windows &
door casements to
be powder coated
aluminium



6 Dark grey
spandrel panel

apartment block 901



corner apartment 902



3.10 HOUSE TYPOLOGIES & MATERIALITY.

community building
862 Sq.ft.

MATERIALITY



1 Wienerberger Windmil
Orange BRICK



2 Wienerberger
Calderdale Grey



3 All windows & door casements to be powder coated aluminium

COMMUNITY BUILDING



3.11 SCALE AND MASSING.

USE

The scale and massing of the house types have been considered and designed to be appropriate within the site context.

The individual units are arranged in pairs or rows of four to create semi-detached houses and small terraces. The houses range from 2 to 3 storeys and feature pitched roofs to fit in with the massing and architecture of the surrounding houses.

The height of the scheme increases to 4 storeys with the apartments as it sits adjacent to the raised railroad tracks. This acts as a natural buffer from the elevated structure to the rest of the dwellings on site and fits in naturally due to its similar height.





Street section A-A



Street section B-B

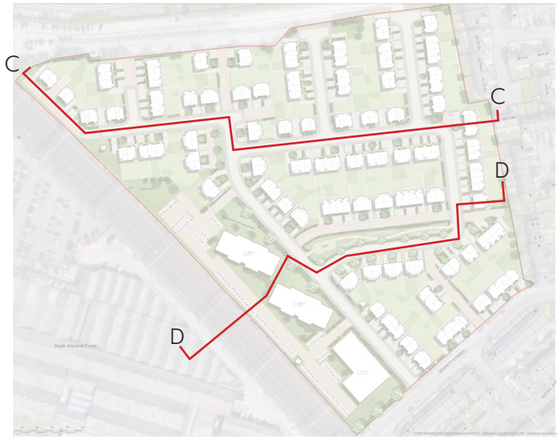




3.11 SCALE AND MASSING.



Street section C-C





Street section D-D





3.12 LANDSCAPE STRATEGY.



HARD LANDSCAPE:

- PROPOSED ASPHALT TO MAIN ROADS
- PROPOSED ASPHALT TO FOOTWAYS
- PROPOSED ASPHALT PAVING TO PRIVATE DRIVES
- PROPOSED FLAG PAVING TO PRIVATE PATHWAYS

SOFT LANDSCAPE:

TOTAL NUMBER OF TREES PROPOSED = 187
TOTAL AREA OF SHRUB PLANTING = 3,400M^2
TOTAL AREA OF WILDFLOWER MEADOW = 1,800M^2

- PROPOSED STREET TREES
  16-18CM GIRTH EXTRA HEAVY STANDARD
  TREE PIT AND STAKING AS PER SPECIFICATION
- PROPOSED NATIVE STRUCTURE TREES
  14-16CM GIRTH HEAVY STANDARD
  TREE PIT AND STAKING AS PER SPECIFICATION
- PROPOSED MIXED SPECIES NATIVE HEDGE
  PLANTED AS BARE ROOT TRANSPLANTS IN A DOUBLE STAGGERED ROW - 5 PLANTS/LIN M
- LAWN TO FRONT AND SIDE GARDENS
  LAWNS TO BE TURFED -LAID ON MIN 150MM DEPTH OF TOPSOIL LIGHTLY COMPACTED AND RAKED TO A FINE SURFACE TILTH
- REAR LAWN AREAS TO BE LEFT AS BARE SOIL
- WILDFLOWER MEADOW MIX TO PUBLIC OPEN SPACE
  EMORSGATE SEED MIX EM1 OR SIMILAR APPROVED SOWED IN LINE WITH SUPPLIER RECOMMENDATIONS
- PROPOSED ORNAMENTAL SHRUB PLANTING AREAS
  TO BE PLANTED AT 3 TO 5 PLANTS/M^2
  PLANTED INTO MINIMUM 600MM TOPSOIL

PUBLIC OPEN SPACE VIEW 1:



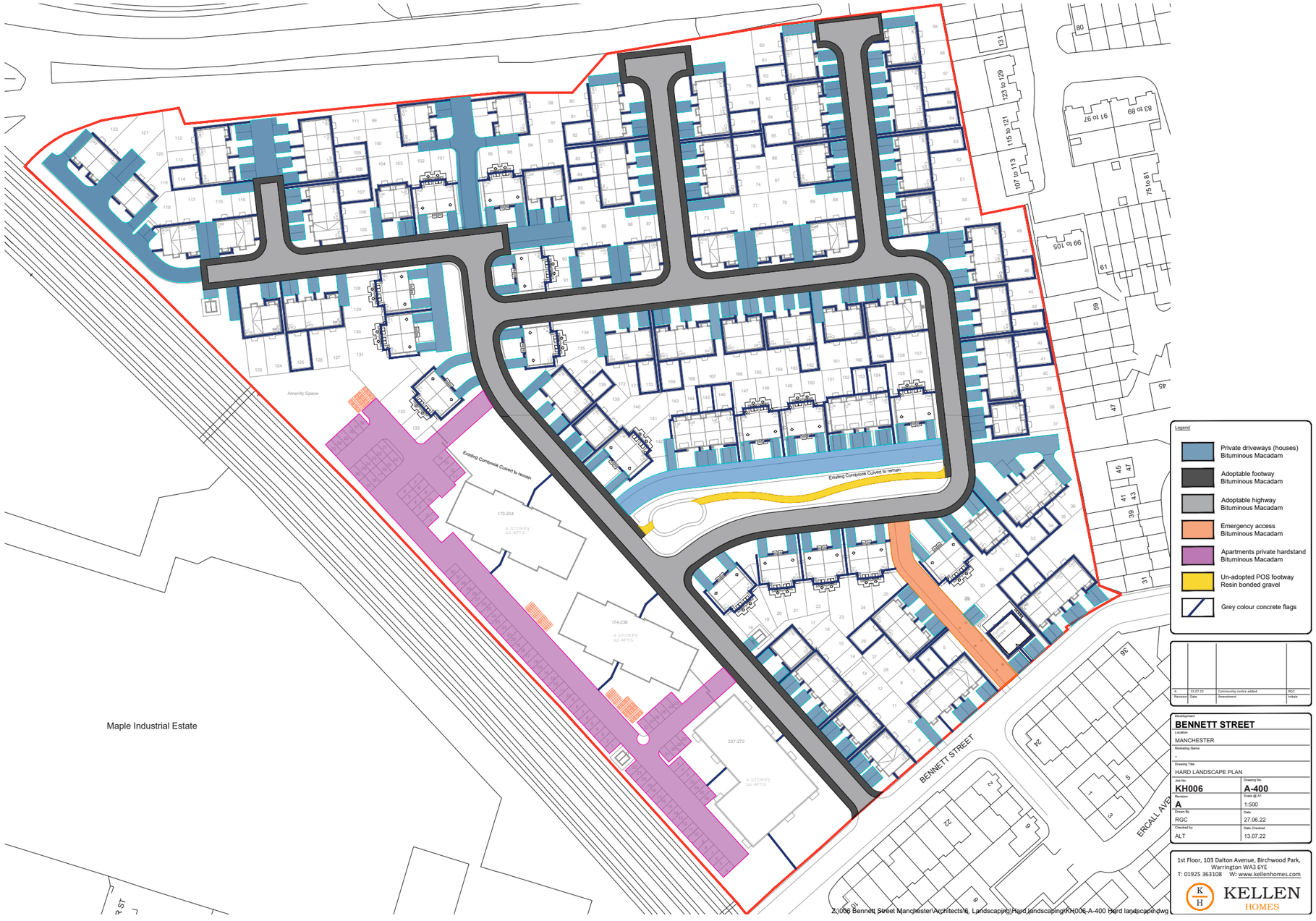
PUBLIC OPEN SPACE VIEW 2:



Drawing not to scale

3.13 HARD LANDSCAPE PLAN.

Hard landscaping will be rationalised and only specified where necessary. Private driveways and parking areas will be bituminous macadam and private pathways will be concrete slabs.

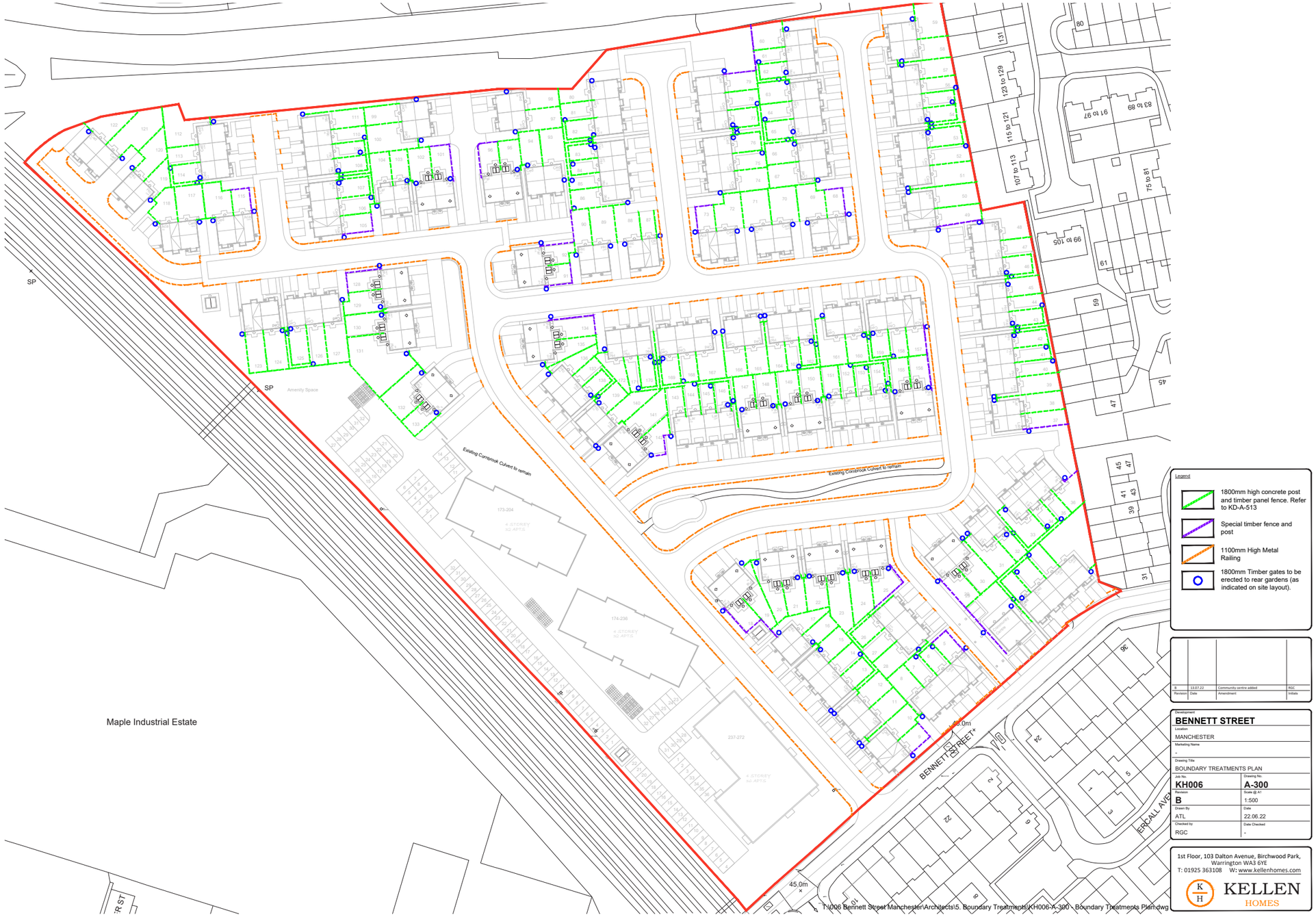


Drawing not to scale

3.14 BOUNDARY TREATMENTS.

Boundary treatments adjacent to existing and proposed highway will match similar detailing form the surrounding area. Each housing plot will be bounded with 1.8m high close board screen fence.

Railings are proposed at the frontage of the houses and around the public open space area.



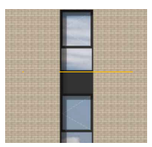
Drawing not to scale

3.15 ELEVATIONS AND MATERIALS.





1 Wienerberger Windermere Grey BRICK



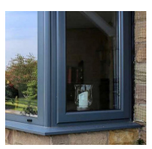
3 Dark grey spandrel panel



5 Wienerberger Calderdale Grey



2 Wienerberger Sterling Grey contrast BRICK



4 All windows & door casements to be powder coated aluminium



6 Stacked brick detail Wienerberger Sterling Grey contrast BRICK

3.16 MANAGEMENT STRATEGY.

MANAGEMENT OF THE PUBLIC REALM

The high quality public spaces on the site will be maintained by the managing agent on behalf of the management company, with every resident paying a small estate charge. Public spaces have been designed, and will be constructed, using high quality and durable materials to ensure longevity.

SECURITY STRATEGY

All houses have rear gardens with 1.8m boundary fences or 1.8m walls where where adjoining a public footpath/space.
The public open spaces are overlooked on all sides.

External lighting will be included along footpaths and cycleway.

A crime impact statement has been provided and a suitable strategy between security and good urban design principles will be agreed through the planning process.

All residential properties are designed in accordance with Approved Document Part Q – Security.

INCLUSIVE ACCESS

Inclusive access is provided by designing all new residences in accordance with Part M1 of the Building Regulations 2015. Each property has a level access on the primary level of each house.

SERVICE DELIVERY

The development is suitable for a wide range of delivery vehicles to enter the site, turn and exit in a forward direction.

PARKING MANAGEMENT

The parking allowance is in accordance with the local authority guidelines.

Every dwelling has at least 1 dedicated external parking space and some have an additional visitor parking space. Additionally, each apartment unit also has an allocated space in the within the shared car park.

As advised by Manchester City Council, 100% cycle storage to be included within each private rear garden or garage.

WASTE MANAGEMENT

Bins will be safely stored in the rear gardens of all proposed dwellings. As shown on the submitted Site Waste Management Plan, refuse vehicles can safely access and egress the site to collect waste at bin collection points on bin collection days. Bins for general, garden and recyclable waste will be provided for every property, in accordance with Manchester standards.

3.17 WASTE MANAGEMENT STRATEGY.



Drawing not to scale

4.0 CONCLUSION

SUMMARY

This residential development has been thoroughly considered to ensure that the scale, materiality and form of the proposal is suitable to the unique setting of the site and context.

Overall, we consider that this proposal presents an appropriate and well-designed residential scheme which sensitively embeds itself into its surroundings while also helping to redevelop a site with a lot of potential for modern day residential living.