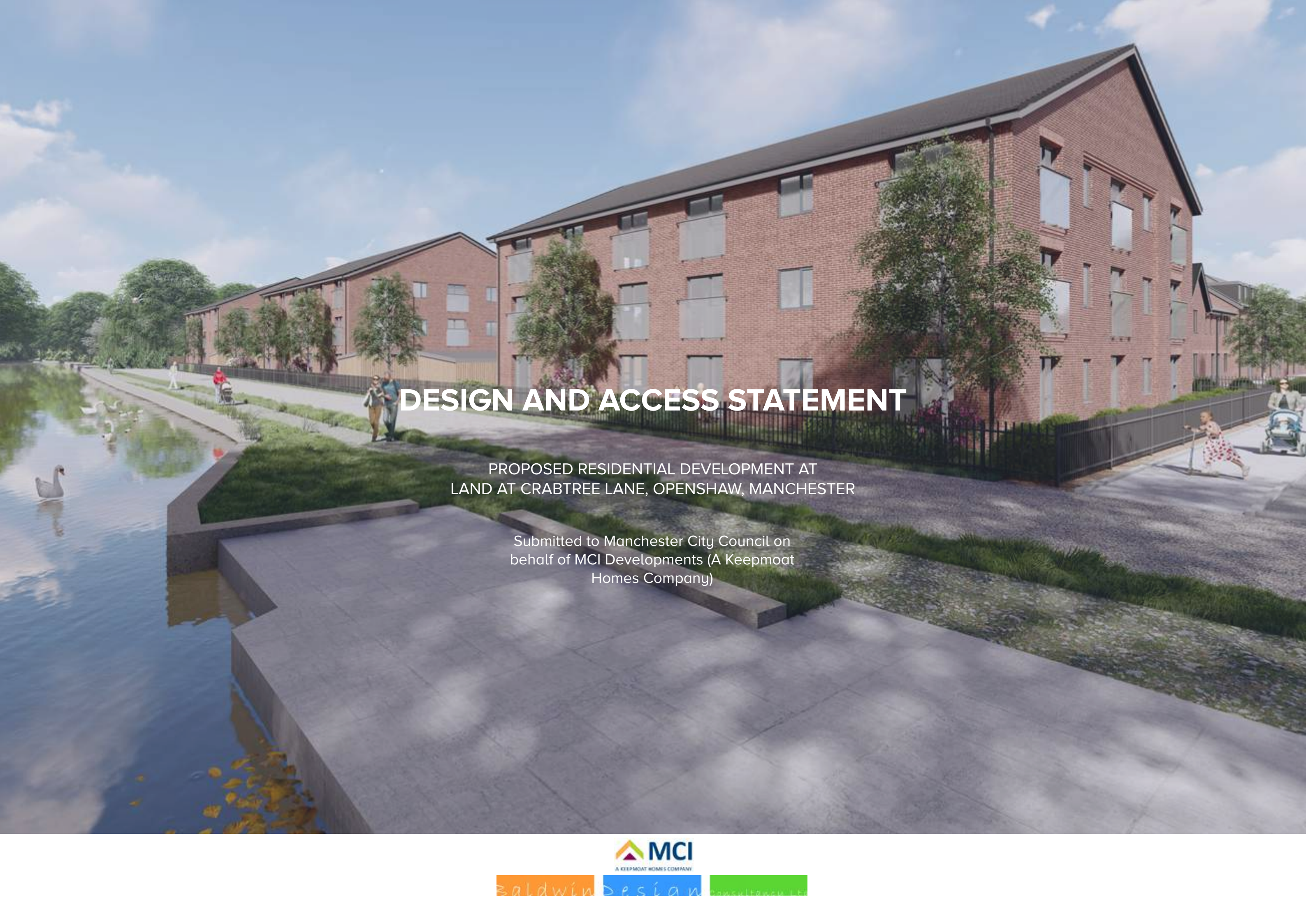




DESIGN AND ACCESS STATEMENT

PROPOSED RESIDENTIAL DEVELOPMENT AT
LAND AT CRABTREE LANE, OPENSHAW, MANCHESTER

Submitted to Manchester City Council on
behalf of MCI Developments (A Keepmoat
Homes Company)



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SECTION
01

INTRODUCTION

1.1 INTRODUCTION

This Design and Access Statement (DAS) has been prepared by Baldwin Design Consultancy Ltd on behalf of MCI Developments in support of their Full Planning Application for residential development comprising of a total 115no. dwellings, with associated vehicular access and parking, private amenity space and enhanced landscaping at the site located at land at Crabtree Lane.

1.2 DOCUMENT METHODOLOGY

This document should be read in conjunction with the Supporting Planning Statement and supporting technical reports. The purpose of this report is to describe the site, its context, relevant design guidance and the design concepts and principles which have informed the final design.

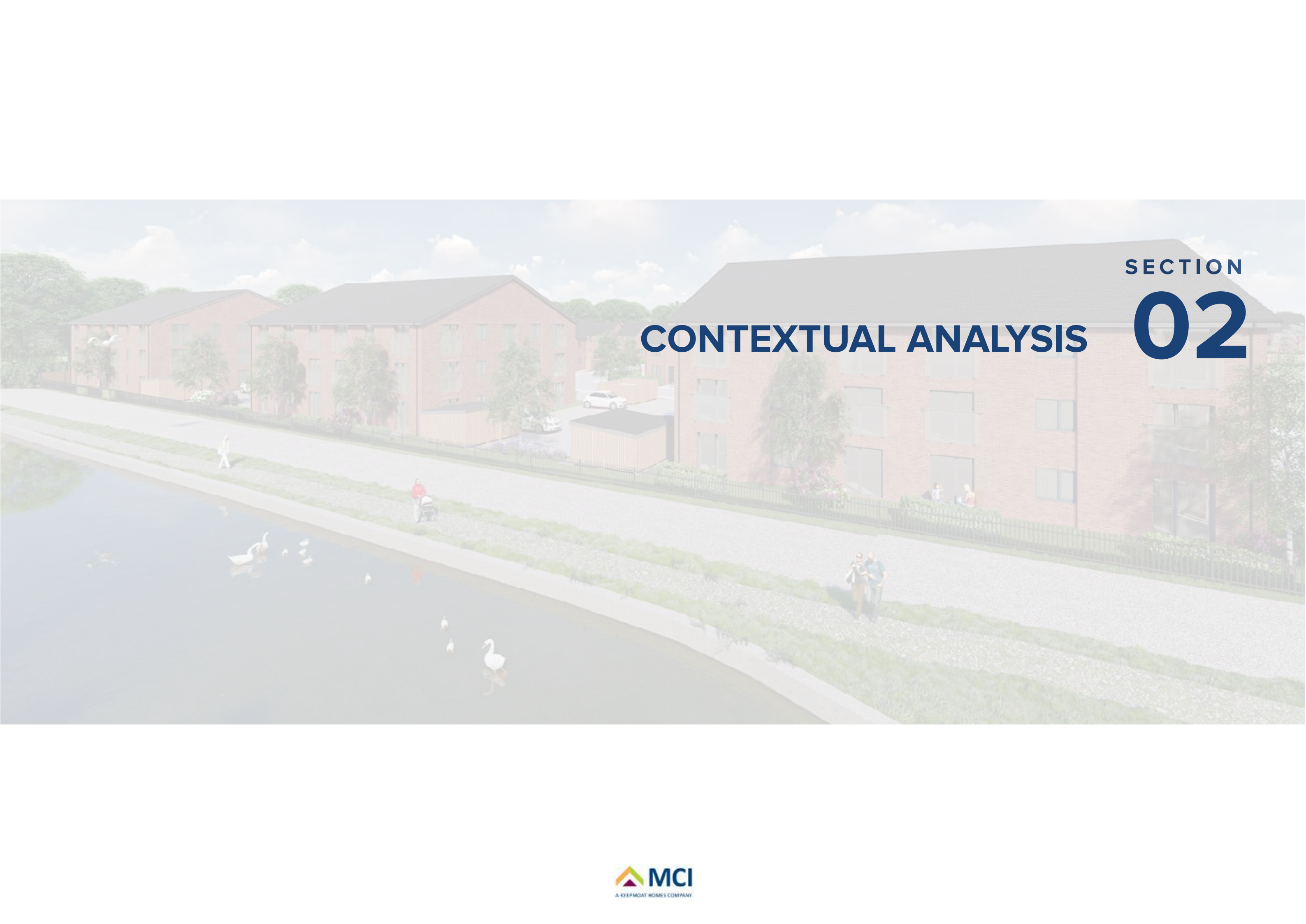
The structure of this document and the detail within follows the guidance from CABE's 'Design and Access Statements: How to read and use them' (2006) and Part 2, Article 8 of the Town and Country Planning (Development Management Procedure)(England) Order 2010.

This Statement is set out as follows:

- Section 2: Context Analysis - an assessment of the site's wider context in terms of urban structure, historic development, streets and landscape character.
- Section 3: Site Analysis and Development - a more detailed focus of the site and immediate surroundings in terms of townscape and visual structure; movement and connections; environmental assets; and residential amenity, concluding with key opportunities for development of the site followed by key design responses which have formed the proposed layout.
- Section 4: Planning Context - review of key planning policies that have influenced the detailed design process.
- Section 5: The Scheme - final layout that demonstrates how the site is developed in accordance with the key design principles and which shows how the scheme ties into the surrounding vernacular, incorporating architectural details, materials, and scale of building, with reference to landscaping.
- Section 6 and 7: Building for a Healthy Life Assessment & Summary and Conclusions



Aerial view of the site, with application site boundary edged in red.

An architectural rendering of a residential development. In the foreground, a canal with several white swans and ducks flows alongside a paved path. People are shown walking and pushing a stroller on the path. Behind the path is a row of multi-story brick buildings with gabled roofs and numerous windows. Some buildings have small balconies. A few cars are parked in a lot between the buildings. The sky is blue with scattered white clouds.

CONTEXTUAL ANALYSIS

SECTION 02

2.1 SITE CONTEXT

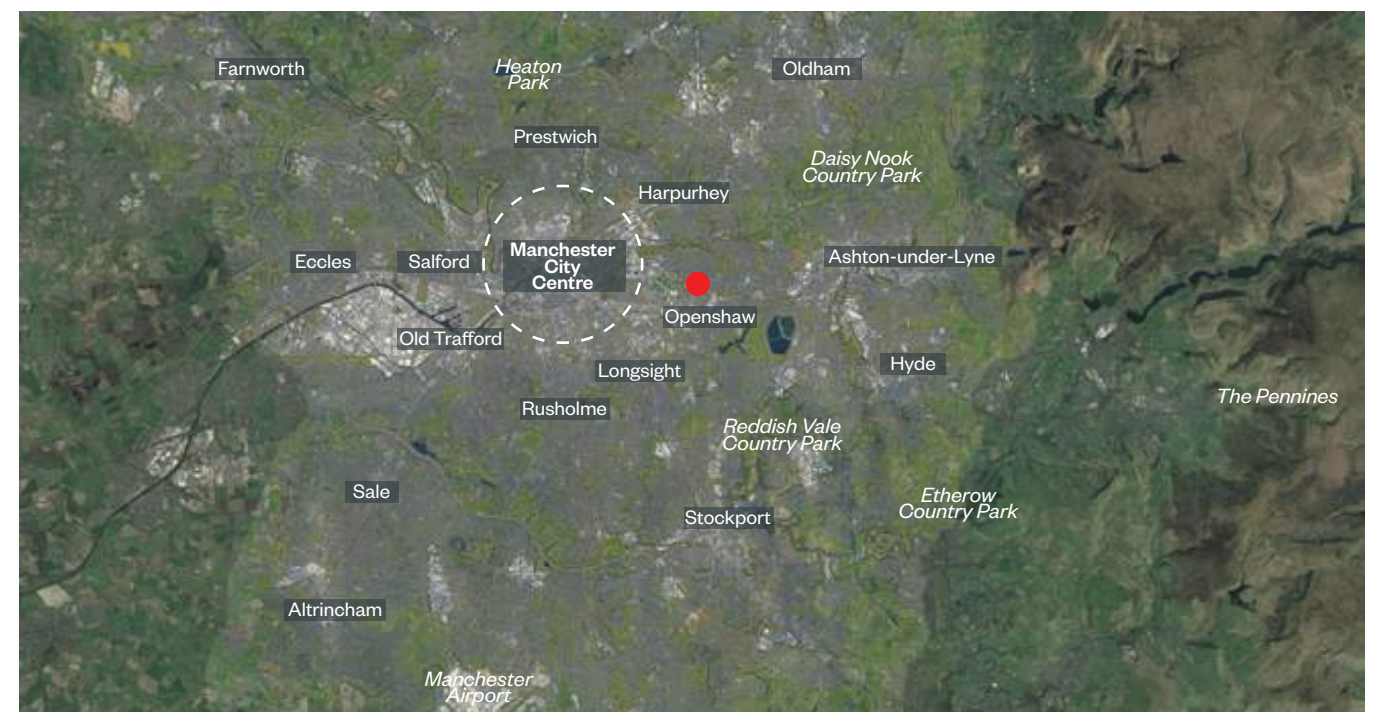
The site is situated in Openshaw, an eastern suburb of Manchester. The application site is approximately 3 miles east of the Manchester City Centre. The application site is located on land by the Ashton Canal and Crabtree Lane. This is currently a vacant site with derelict structures from their former use, with unmanaged vegetation and hardstanding.

The nearest train station to the development site is the Gorton Train Station located approximately 1 mile south east of the site. From here, regular and direct services run to Manchester, from which the wider rail network can be accessed. The nearest metrolink stop to the site is the Edge Lane tram stop.

The site also benefits from nearby bus stops located within walking distance of the site located on Ashton New Road, providing regular and frequent bus serviced to the surrounding area such as the Manchester City Centre and Ashton-under-Lyne. This gives the site accessibility to the local, regional and national road networks, and thus provides opportunities for modes of transport other than the car.

There are a select few listed buildings, bridges and canal locks in Openshaw and the surrounding area. The nearest listed structure of note is a Grade II listed Ashton Canal Lock Number 13, located adjacent to the site. The lock is eleventh in a series of 13 similar locks that are all located along the Ashton Canal.

The development site is located in close proximity to the National Cycle Network routes no.66, 6 and 60. These route provides a sustainable connection to the wider local area, which encourages people to use cycles and walk to various amenities and workplaces as an alternative to private car use.



Regional aerial view of the site in relation to neighbouring suburbs, towns and villages.

2.2 SURROUNDING CONTEXT

The contextual analysis on the right shows the distribution of local amenities and services within reasonable walking distance of the development site.

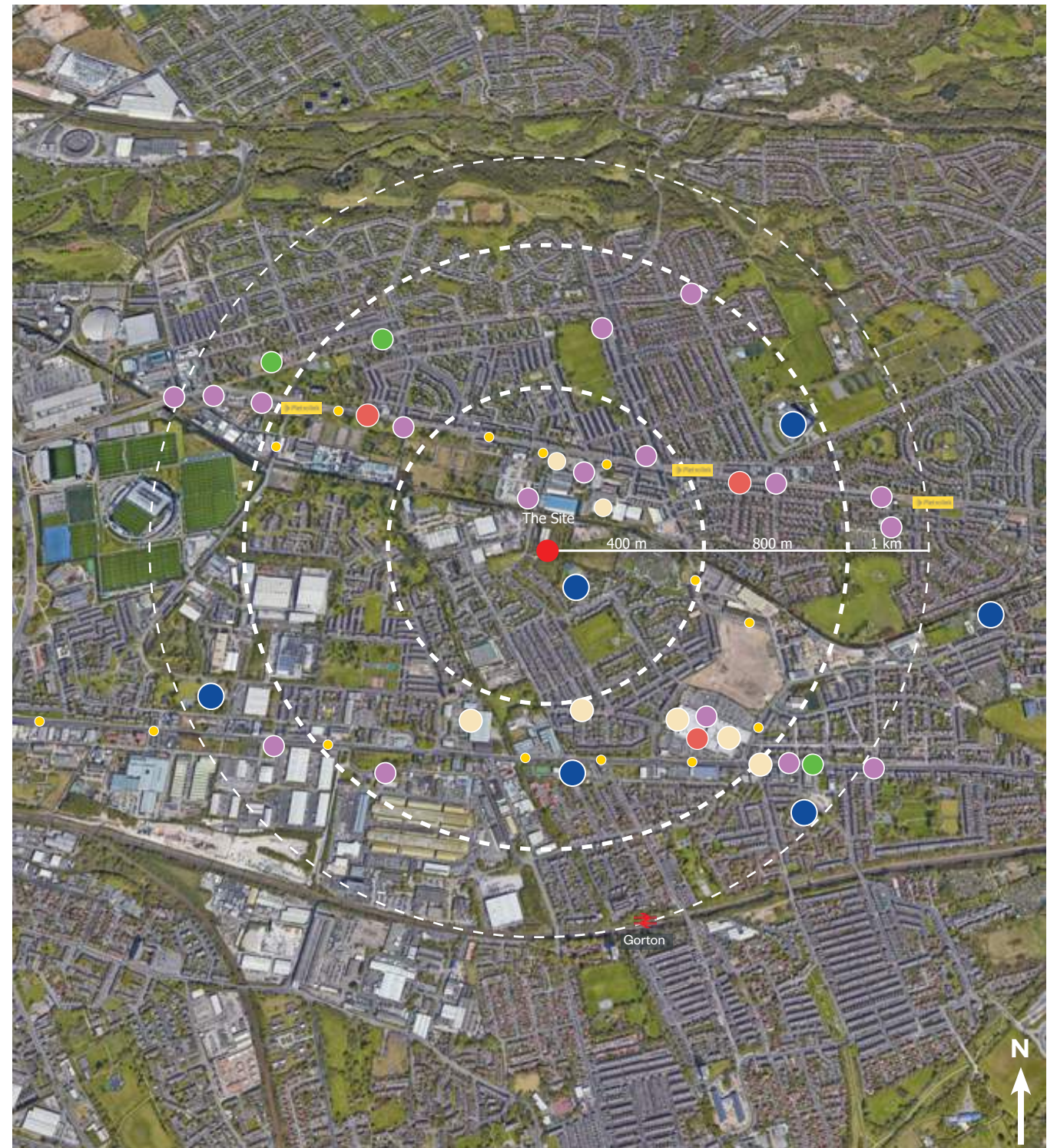
The NPPF (National Planning Policy Framework) document highlight the importance of sustainable transport and pursuing sustainable development through the promotion of walking and cycling.

It is commonly accepted that walking has the greatest potential to replace short car journeys, particularly those under two kilometres. The plan opposite shows the 400m (approx. 6 minute walk), 800m (approx. 9 minute walk) and 1km (approx. 12 minute walk) catchment areas. Walking represents an alternative to the car for short range 'top up' shopping trips as well as some local leisure journeys to the nearby town centre.

The site benefits from good accessibility to a wide range of public transport hubs in close proximity. Within 400m of the site lies the local Higher Openshaw Community School as well as the Edge Lane Post Office. Other community facilities such as eateries, pubs, shops and religious establishments are all located within 1km of the site. Due to the site's proximity to services and public transport opportunities the reliance on the private car will be reduced which can only have a positive impact on the environment.

KEY

-  Shopping Facilities (i.e. shops, convenience stores and other commercial facilities);
-  Medical Facilities (i.e. doctors surgeries, pharmacies, dentists and hospitals);
-  Education (i.e. pre-schools, primary schools, secondary schools, colleges and universities);
-  Eateries (i.e. restaurants, pubs, cafés and diners);
-  Post Offices (including those within convenience stores);
-  Bus Stops



Aerial view of the site, with application site boundary edged in red. Masterplan boundary dashed in blue.

2.3 LOCAL CONTEXT

The application site is situated in a small Manchester suburb of Openshaw, located approximately 3 miles east of the city centre. The site lies directly south of the Ashton Canal, abutting the boundary of Higher Openshaw Community School to the south-east. Established residential properties with rear gardens back onto the site and abut the boundary to the south.

The existing buildings in Openshaw and the surrounding area are varied in style, age and materials. The dominant building material is red brick with elements of render and timber cladding. The surrounding housing stock is generally 2 storey brick buildings in a varied mixture of built forms including detached, semi-detached and terraced properties with an increasing number of apartments to the west of Openshaw.



Openshaw High Street



“Strawberry Duck” Pub on Crabtree Lane



View along the Ashton Canal



“Lime Square” Retail Park



Openshaw Park



Varna Street Primary School

2.4 LOCAL VERNACULAR

Openshaw and its immediate locality have a pre-existing distinctive style. The surrounding housing stock to the development site are generally two storey red and brown brick houses with elements of render or contrasting brickwork, with grey or terracotta pitched or hipped roofs. Later design methodologies have respected and followed this ethos.

For example, images below have been carefully selected from the local area in order to show the examples of the local vernacular. Images to the right shows local architectural detailing that highlights the materials and features. Elevational styles and materials of the proposed dwellings take inspiration from the architectural features used on existing housing within the neighbouring area, thus compliment the local surroundings.



Local Architectural and Urban Characteristics



SECTION
03

PLANNING CONTEXT

3.1 RELEVANT DESIGN POLICIES

The application site is located in Openshaw, an eastern suburb of Manchester and within the administrative boundary of Manchester City Council.

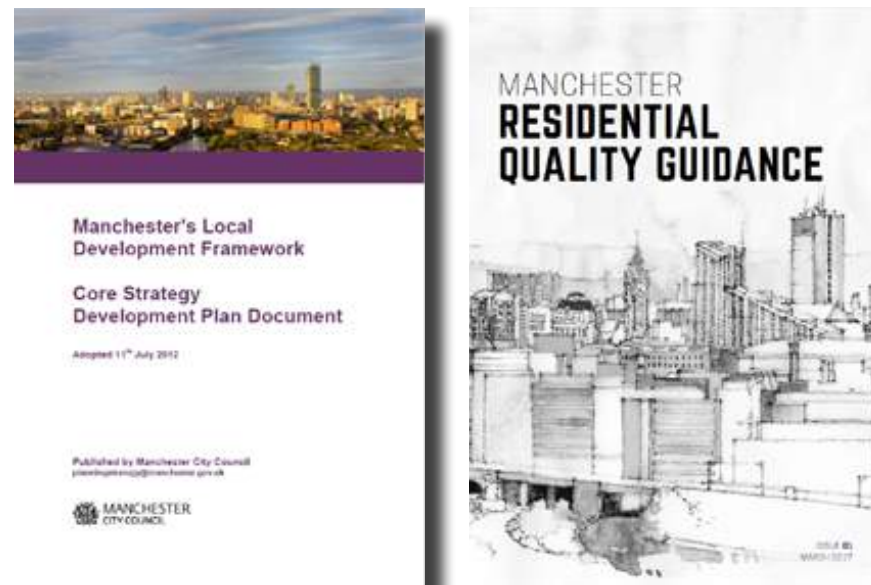
The site provides an opportunity to develop up to 115no. dwellings in order to realise key benefits to the local area and borough as a whole through boosting housing delivery in Openshaw and meeting affordable housing needs.

A summary of relevant planning policies is outlined below;

National Planning Policy Framework

The NPPF attaches great importance to the design of the built environment as well as recognises that good design is a key aspect of sustainable development. Paragraph 127 of the Framework requires developments to ensure that they:

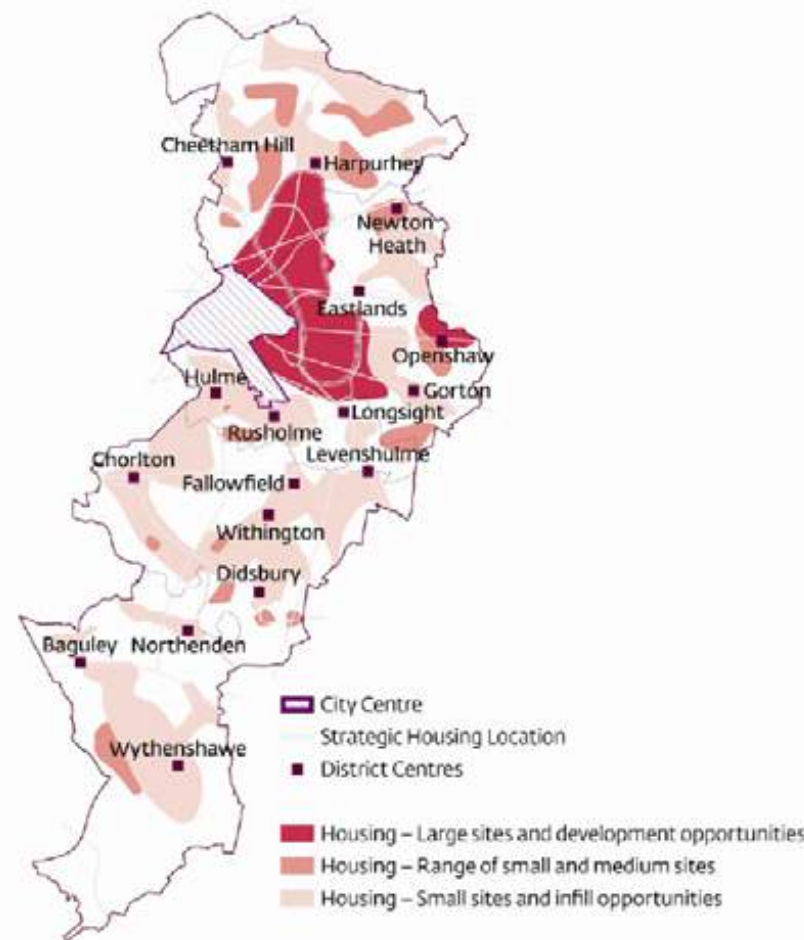
- will function well and add to the overall quality of the area;
- are visually attractive;
- are sympathetic to local character and history;
- establish or maintain a strong sense of place;
- optimise the potential of the site;
- create places that are safe, inclusive and accessible.



Manchester's Local Development Framework (July 2012)

Policy H2 - Strategic Housing Location

The key location for new residential development throughout the plan period will be within the area to the east and north of Manchester City Centre identified as a strategic location for new housing. An indicative Housing Distribution is illustrated below:



Policy H4 - East Manchester

East Manchester, over the lifetime of the Core Strategy, will accommodate around 30% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within the parts of East Manchester that fall within the Regional Centre which are adjacent to the City Centre. These neighbourhoods include Ancoats, New Islington, Holt Town and Chancellor's Place; to the west of Alan Turing Way, and within Eastlands, Newton Heath, Openshaw and Gorton district centres as part of mixed-use schemes.

Policy H8 - Affordable Housing

The following requirements for affordable housing or an equivalent financial contribution, as set out in Providing For Housing Choice, or any future published SPD and Planning Guidance, currently apply to all residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed.

1. New development will contribute to the City-wide target for 20% of new housing provision to be affordable. Developers are expected to use the 20% target as a starting point for calculating affordable housing provision. It is envisaged that 5% of new housing provision will be social or affordable rented and 15% will be intermediate housing, delivering affordable home ownership options.
2. The proportion of affordable housing units will reflect the type and size of the development as a whole.
3. Affordable housing units will be inclusively designed to reflect the character of development on the site.
4. Either an exemption from providing affordable housing, or a lower proportion of affordable housing, a variation in the proportions of socially rented and intermediate housing, or a lower commuted sum, may be permitted where either a financial viability assessment is conducted and demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20%.

Policy CC0 - Design and Heritage

Design of new buildings will need to be of the highest standard in terms of appearance and function. The standards and guidance explained in other LDF policies should be the basis for the approach to design, with particular attention to be given to the City Centre context and character.

Policy T1 - Sustainable Transport

To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that: -

- Improve choice by developing alternatives to the car.
- Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services.
- Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.
- Improve pedestrian routes and the pedestrian environment.
- Improve and develop further Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine Trail).
- Facilitate modes of transport that reduce carbon emissions.
- Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.

Summary of Other Relevant Design Policies (Manchester’s Local Development Framework (July 2012)

Policy EN1 - Design Principles and Strategic Character Areas.

All development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes. D&A Statements submitted with proposals for new development must clearly detail how the proposed development addresses the design principles, enhances the local character of that part of the City.



8. Southern Character Area

There is a notable presence of older development (1750-early 1900) at key junctions and along historic radial routes such as Oxford Road/Wilmslow Road, often but not exclusively associated with District Centres. The largely flat terrain has enabled the subsequent infilling of land between these routes with a more regular layout of predominantly residential development up to the 1960s. Much of this subsequent development was associated with the purpose built radial parkways, serving the City Centre. Princess Parkway now forms the principal road link between the City Centre and the Airport. The area contains pockets of formal open space including some significant historic parks.

New development needs to retain the identity and focus of activity associated with the historic District Centres. Where appropriate development along the radial routes such as Princess Parkway should be commensurate in scale with the prominence of its location. The eleven strategic areas are shown on an image to the left.

Policy EN8 - Adaptation to Climate Change

All new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. In achieving developments which are adaptable to climate change developers should have regard to the following, although this is not an exhaustive list:

- Minimisation of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rain water permeability;
- Reduction in urban heat island effect through the use of Green Infrastructure such as green roofs, green walls, increased tree cover and waterways;
- The need to control overheating of buildings through passive design;
- The opportunity to provide linked and diverse green space to enhance natural habitats which will assist species adaptation.

Policy EN15 - Biodiversity and Geological Conservation

Developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the site, contributing to linkages between valuable or potentially valuable habitat areas where appropriate, with reference to:

- the Manchester Biodiversity Strategy, which provides further details of priority habitats within Manchester and opportunities for biodiversity enhancement including corridors such as the Mersey, Medlock and Irk river valleys, the canals and disused railway lines and areas of managed greenspace particularly in parks;

...”Policy EN15” continued:

- the Green Infrastructure Framework for Greater Manchester, which encompasses an ecological framework that seeks to guide and inform habitat creation and repair, including identifying large ‘biodiversity opportunity areas’ including the Moston Brook Corridor and Nutsford Vale;
- the Open Space, Sport & Recreation Study, which identifies areas where there is a deficit of natural and semi-natural greenspace, opportunities for green corridors and other linkages;
- Manchester’s Climate Change Action Plan;
- the Strategic Flood Risk Assessment (SFRA) for Manchester;
- the Habitats Regulations Assessment (HRA) for Manchester, which gives detailed consideration to Special Areas of Conservation (SACs), including the Rochdale Canal SAC just outside the district boundary;
- the River Basin Management Plan for the North West and the Manchester Tree Strategy.

Any adverse impacts on biodiversity will need to be justified against the wider benefits of the proposal, assessed against other LDF policies. Where adverse impacts are unavoidable, developers will be required to provide appropriate mitigation and/or compensation.

15 Appendix B Parking Standards

All development must provide the appropriate parking standards as highlighted below. Standards for disabled people, cycle and motorcycle parking are minimums. Standards for car parking are maximums and may be subject to a further reduction when consideration is given to accessibility of the particular site. Maximum standards for car parking do not apply to the City Centre as each development in the City Centre will be considered on a case by case basis.

Manchester Residential Quality Guidance, Issue 01, March 2017

This document outlines the considerations, qualities, and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester.

Manchester’s Space Standards

Manchester’s space standards combine Nationally Described Space Standards and the London Housing Design Guide space standards, as set out below:

Number of Bedrooms (b)	Number of Bed Spaces (p)	1 Storey Dwellings	2 Storey Dwellings	3 Storey Dwellings	Built-in Storage (m2)	Number of Bedrooms (b)	Number of Bed Spaces (p)	1 Storey Dwellings	2 Storey Dwellings	3 Storey Dwellings	Built-in Storage (m2)
1b	1p	39 (37)			1.0	4b	5p	90	100	106	3.0
	2p	50	58		1.5		6p	99	107	113	
2b	3p	61	70		2.0		7p	108	115	121	
	4p	70	83				8p	117	124	130	
3b	4p	74	87	90	2.5	5b	6p	103	110	116	3.5
	5p	86	96	102			7p	112	119	125	
	6p	95	102	108			8p	121	128	134	
6b	7p				4.0	6b	7p	116	123	129	4.0
	8p						8p	125	132	138	

All proposed properties within the scheme are fully in accordance with the Manchester’s Space Standards.

SITE ANALYSIS AND DEVELOPMENT 04

4.1 PHOTOGRAPHIC ANALYSIS

Site and Landscape

The site lies within Openshaw to the east of Manchester and is set in a predominantly residential and industrial area. The north of the site is bound by the Ashton Canal, Crabtree Lane bounds the west of the site with residential dwellings to the south and Higher Openshaw Community School to the east.

The existing site is comprised of buildings that were previously occupied for industrial use and are surrounded by hardstanding that has become densely encroached by scrub vegetation and scattered trees. Within the wider landscape lies residential dwellings, retail premises and pockets of green open space.

The site is dominated by hardstanding (concrete and crushed concrete) that formed the external working areas for the previous industrial use of the site. Three buildings are present within the site. A single remaining wall of a building is also present to the west of the site. The buildings are currently unoccupied and in a dilapidated state.

Scattered trees area present throughout the site with the areas of scrub. Species present are sycamore, cherry and birch. Dense scrub dominates the site and has encroached most of the areas of hardstanding. Species present include buddleia, bramble, goat willow, rose sp. and birch.

Views and Topography

The site is generally flat with a relatively gentle slope across the site. There are limited views into the site along due to overgrown and tall existing vegetation as well as existing boundary walls that bound parts of the site. Glimpsed views into the site are possible from western boundary where former site access is located.

Photographs Locator Plan:



Site Photos



4.2 ARBORICULTURE

A survey of the existing trees on Land off Crabtree Lane, Openshaw has been carried out in accordance with British Standard 5837: 2012 Trees in relation to design, demolition and construction recommendations.

The survey area consists of derelict, disused industrial units, areas of hardstanding and dense scrub vegetation containing hedges, scattered trees and groups of trees that have regenerated within the site boundaries.

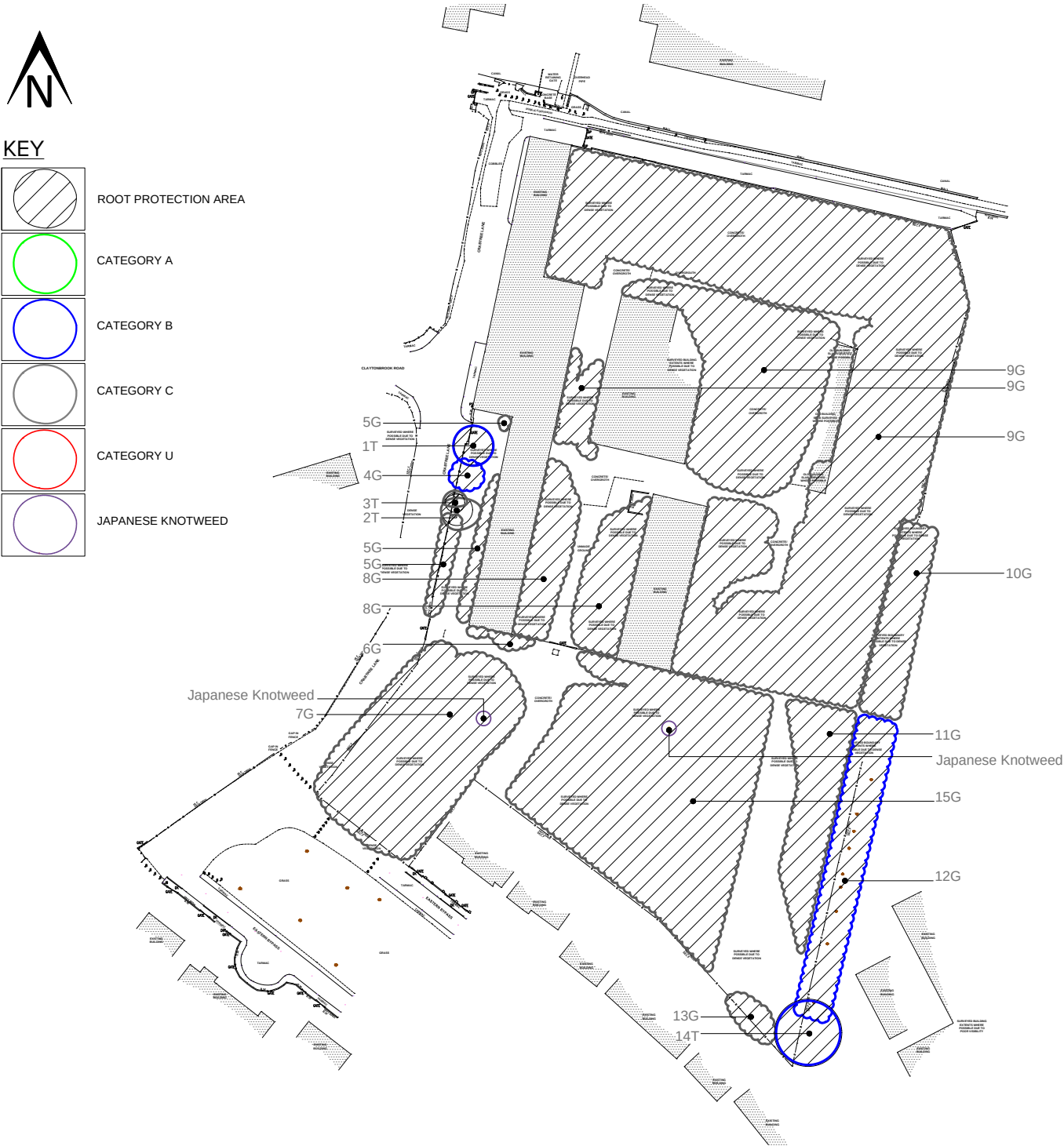
There are currently a number of trees and groups of trees that have been categorised as retention value ‘B’ within the boundaries of the site. These will be retained where practicable and protected during construction. The development of the site will involve the construction of 115no. residential dwellings, which will require the removal of small number of existing trees. This includes the removal of a Category “B” tree and a small group of trees located on Crabtree Lane in order to allow development.

All other records on site have been categorised as retention value ‘C’ due to their limited arboricultural merit or impaired condition which are unlikely to pose as a constraint to development. Their loss will be mitigated by replacement native species to encourage wildlife and enhance biodiversity.

Japanese Knotweed, a highly invasive species, has also been identified on site in two small areas (as shown on the Tree Survey Plan, right). Areas with present Japanese Knotweed would be excavated and removed, with contaminated soil disposed as controlled waste at an Environmental Agency licensed landfill site, in line with the guidelines set out by Manchester City Council and Manchester’s Biodiversity Strategy (2005). No development is to take place until Japanese Knotweed that is currently present on site has been properly dealt with.

All tree and vegetation loss will be mitigated by replacement tree planting. A robust soft landscaping scheme has been proposed in order to assimilate the proposed development into its surrounding context, create a sense of place and contribute to the enhancement of biodiversity on site.

* Please refer to the associated tree survey and reports by Trevor Bridge Associates for further information.



Tree Schedule				
Tree Number	Species	RPA Radius	Category	
1T	Sycamore	4.8m	B2	
2T	Sycamore	3.9m	C1	
3T	Swedish Whitebeam	2.4m	C1	
4G	Sycamore, Norway Maple and Silver Birch		B2	
5G	Ash, Silver Birch, Elderberry, Goat Willow, Buddleia, Wild Cherry and Norway Maple		C3	
6G	Group of Sycamore		C3	
7G	Goat Willow, Silver Birch and Buddleia		C3	
8G	Silver Birch, Buddleia, Wild Cherry and Sycamore		C3	
9G	Silver Birch, Buddleia, Wild Cherry, Goat Willow, Alder		C2	
10G	Goat Willow, Alder and Wild Cherry		C1	
11G	Goat Willow, Sycamore and Ash		C1	
12G	Norway Maple and Swedish Whitebeam		B2	
13G	2x Wild Cherry and 1x Elderberry		C1	
14T	Weeping Willow	8.4m	B2	
15G	Goat Willow, Silver Birch and Buddleia		C2	

Tree Survey and Root Protection Area Plan (Drawing Number 6696.02 by Trevor Bridge Associates Ltd)

4.3 ECOLOGY

A preliminary ecological appraisal has been carried out on the application site on 29th September, 2021. The assessment comprised of a desk study and biological records search, as well as a site walkover survey in order to map habitat types.

In addition, a nocturnal survey for bats has been carried out on site on 22nd June 2022.

Birds

It is concluded that the habitat within the site is suitable for foraging and nesting opportunities for bird species (magpie, wood pigeon, common gull, and Canada geese are amongst the species that were identified within the site).

Bats

The buildings on site offer negligible to low potential to support bat roosts. Existing trees within the site are not mature enough to support roosting bats.

Badger and Small Mammals

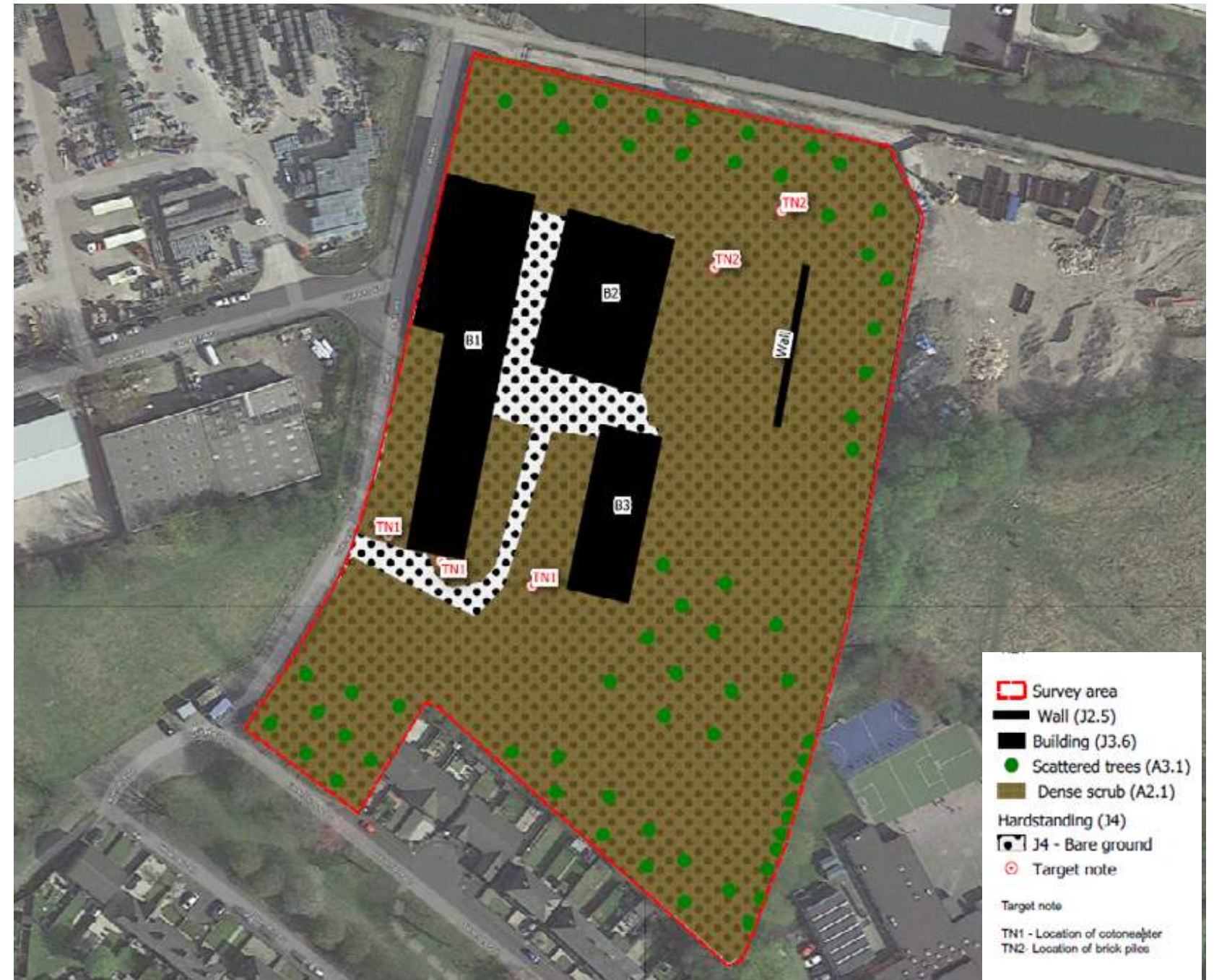
The scrub habitats within the site provide limited foraging and shelter habitat for badger and other small mammal species such as hedgehog. No evidence of badger or hedgehog was identified within the site during the survey.

The following enhancements have been recommended for the site:

- Provision of eight bird boxes (25mm and 32mm entrance hole box, house sparrow terrace, swift box), attached to or integrated new buildings on site;
- Provision of four bat features (e.g. Vivara Pro WoodStone Bat box or similar) attached to a retained or new tree on site or provision of a bat box (e.g. Vivara bat bricks or 'bird brick houses' bat boxes) integrated within new buildings; and
- Suitable landscaping incorporating species that provide a food or shelter resource to wildlife to include hawthorn, hazel, holly, blackthorn, dog rose and honeysuckle as hedgerow species and oak, alder, silver birch, crab apple, rowan and bird cherry as tree species together with implementing a relaxed mowing regime and establishing wildflowers in these areas.

It is concluded that the proposed development provides the opportunity to enhance the site and ecological enhancements that have been recommended.

* Please refer to the associated "Preliminary Ecological Appraisal" by Ascerta for further information.



Phase One Habitat Map (Drawing Number P1547.21.03 by Ascerta)

4.4 OPPORTUNITIES AND CONSTRAINTS

The site has a number of constraints and opportunities which have influenced the proposed design of the layout:

- The site boundaries to the south abut an existing residential area. The site presents an opportunity to create a new neighbourhood, allowing it to display a distinctive identity while being sensitively knitted into its surrounding context.
- Proposed properties to the east and south boundary must be considered in their scale and massing in order to respect the existing adjacent residential properties as well as the Higher Openshaw Community School. The privacy of existing residents must be adequately safeguarded.
- Category “B” group of trees located to the south west of the site are to be retained and incorporated into the development. These trees provide privacy to the adjacent school. There is an opportunity to retain these and incorporate these into the design as a means of a visual and a noise buffer.
- There is an opportunity to create an active frontage along the Ashton Canal tow-path. The area along the periphery of the canal will be made into a safe and actively over-looked functional public space.
- The existing Crabtree Lane currently does not have a designated pedestrian footpath. There is an opportunity to improve pedestrian infrastructure which would in turn benefit the future and existing residents of the surrounding areas. The new pedestrian route along Crabtree Lane will be simple, pleasant and safe, giving residents an opportunity to chose how they travel.
- There is an existing drain and easement that intersects the site. Road layout and subsequently parcel configuration must be considered here in order to accommodate this.
- Potential noise sources have been identified as the Clayton Industrial Estate to the west of the site as well as the existing industrial premises to the north of the site. Mitigation measures must be considered along the western and northern boundaries.
- The existing topography of the site is relatively flat which allows for a wide range of accessibility and road layout options in order to create an efficient housing layout.



KEY

	Application Site Boundary		Existing Crabtree Lane		Adjacent Existing Industrial Premises
	Principal Access into the Site		Canal and Crabtree Lane Frontage		Adjacent Existing Residential Development
	Existing Disused Industrial Buildings		Interface to Neighbouring Properties		Higher Openshaw Community School
	Category “B” Trees (trees of moderate quality)		Pedestrian Route over the Canal Bridge		Grade II Listed Canal Locks
	Existing Overgrown Vegetation		Ashton Canal		Clayton Industrial Estate
	Existing Drain and Easement				

4.5 MASTERSTEPS



Mastersteps Plan - Step 1

The Site

- Application site identified and edged in red with adjacent landscape assets and urban grain illustrated via an aerial image.
- The site boundary defines the outer limit of the application site, edged in red.
- An existing road Crabtree Lane is included into the red edge, and is accessed via Claytonbrook Road.



Mastersteps Plan - Step 2

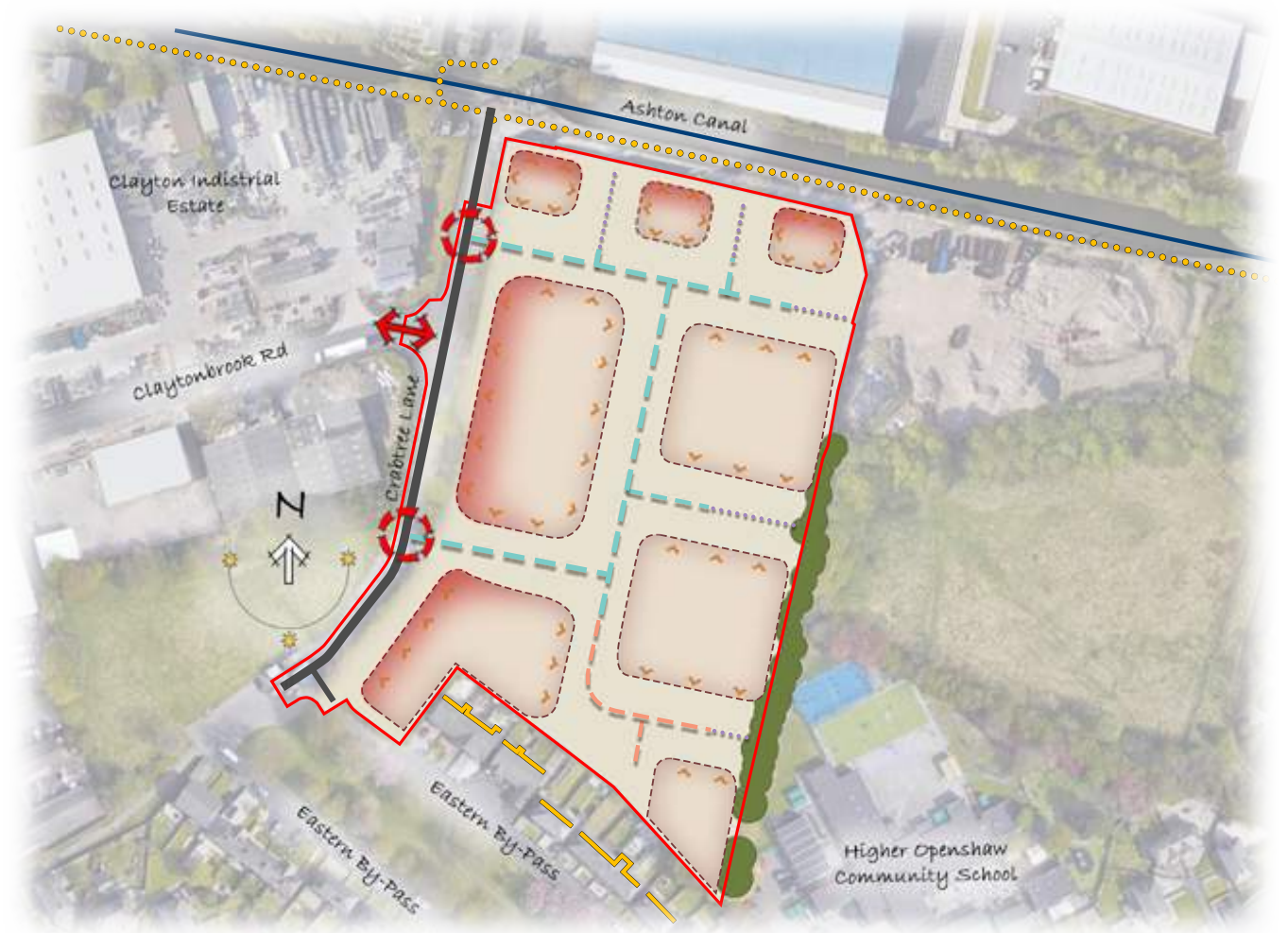
Existing Landscaping and Site Assets

- Existing trees and other landscape features within the site boundaries have been identified; these are to be retained where possible and enhanced within site curtilage.
- Existing drain and easement have been identified.
- Existing derelict and disused industrial buildings have been identified (shown white) which are to be demolished.



Connections and Views

- Multiple sensitive boundaries have been identified.
- Visual connections have been identified with opportunities to front onto Ashton Canal and onto Crabtree Lane.
- Proposed housing layout must mitigate against overlooking onto the existing properties located to the south of the site.
- Possible noise sources have been identified as noise coming from industrial premises located to the north, Clayton Industrial Estate located to the west and the Higher Openshaw Community School located to the south-east of the application site.



Parcel Configuration and Movement

- Parcel configuration considered and developed with emphasis on creating an outward facing development that responds to the site's surroundings and creates a development that merges well with the adjacent residential development. Higher density areas have been identified around the edges of the site that front onto potential noise sources.
- The developable area has been framed out using the required road dimensions and at least 20 metre back to back interface distances, as per the required standards set by Manchester City Council (Manchester Residential Quality Guidance, Issue 01, March 2017).
- Spine road route is identified based on the orientation of the development parcels. Road hierarchy established, access road indicated in blue, secondary roads in orange and private drives dotted purple. Loop through the development is proposed in order to enhance permeability of the site.



Mastersteps Plan - Step 5

Landscaping and Public Realm

- Proposed landscaping has been introduced around the development. Existing category “B” trees located to the south east have been retained and incorporated into the sites proposed landscaping.
- The tree lined streets and scaled planting along the main access routes will encourage people to drive more slowly due to the perception of a narrower street thus creating a safer environment for the future residents of the site.
- Areas for proposed landscape buffer is identified, as indicated by green asterisk. This buffer will screen the proposed development from the existing school grounds as well as act as a noise buffer.
- Crabtree Lane to be blocked off to the south in order to prevent through traffic (indicated by an asterisk). This would allow new and existing residents, cycles and emergency/service vehicles to permeate the site.

4.6 DESIGN PRINCIPLES SUMMARY

The mastersteps have attempted to demonstrate how the established design principles, derived from a detailed investigation of the surrounding local context, site opportunities and constraints as well as planning context analysis, have been implemented to ensure they can underpin the scheme to create an interesting place which is sympathetic and able to reference local context whilst ensuring the scheme has its own distinctive qualities.

Initial Design Principles

- Principal site access gained via Claytonbrook Road from which access into the development site can be taken via two points on Crabtree Lane.
- Sensitive treatment towards the existing abutting properties and the existing school is proposed. The privacy of existing Eastern By-Pass road residents and future residents of the proposed site will be adequately safeguarded through enhanced boundary treatment measures;
- Development should respect the visual amenities of the wider landscape setting and the importance of minimising the visual impact of the proposals with the retention and enhancements of the existing vegetation structure associated with the site boundaries;
- Exploitation of views in & out of development proposal, particularly to exploit vistas to the north;
- Permeable and legible street pattern with minimal cul-de-sac configurations;
- Promotion of walking with linkages to existing pedestrian routes;
- Scheme should be visually attractive, respecting the context, form and typology of existing built form and neighbouring vernacular.
- Providing a mixture of dwelling types from apartments to large detached, semi-detached and mews properties.
- Clearly defining a framework of public and private environments.
- Establishing a sense of arrival/ gateway into the development through the use of landscaping and building frontage.

An architectural rendering of a modern residential development. The scene shows a row of two-story brick houses with dark grey roofs and large windows. A paved road curves through the development, with a silver car parked on the left and a white car further ahead. A person is walking on a path, and another is riding a yellow bicycle. The sky is blue with scattered white clouds. The text 'THE SCHEME' and 'SECTION 05' is overlaid on the right side of the image.

THE SCHEME

SECTION 05

5.1 AMOUNT

The development proposals are illustrated on the right, which identifies the proposed landscaping, the proposed development areas and the site access.

The application site covers a total area of approximately 1.71 hectares. The detailed masterplan comprises of residential use only with 115no. residential units with associated parking and landscaping. The units are split into 45no. 1-2 bedroom apartments and 70no. 2-4 bedroom houses.

These units range from 1 to 4 bedroom properties, designed as apartments, semi-detached and terraced properties. The overall amount and locations is a result of layout design which in turn responds to the site’s constraints and opportunities detailed in the proceeding sections.

The scheme would comprise of 15no. affordable properties providing an essential contribution to the affordable housing stock in the area. The schedule of accommodation below outlines the mix of residential properties proposed.

House Type	Bed No.	Sq Ft	Quantity
1B2P Apartment	1	538	27
2B3P Apartment	2	657	18
2B3P Aspect House	2	829	12
2B3P House	3	753	21
3B4P House	3	936	13
3B4P House	3	1001	18
4B5P House	4	1152	6
		Total	115 Units

All units comply with Manchester’s Space Standards.



Proposed Site Layout, with application site edged in red.

5.2 KEY DESIGN PRINCIPLES

Development will be expected to reflect the relevant planning policy relating to matters of access, layout, scale, appearance and landscaping, as well as reflecting the principles set out in Section 4 of this document and the following additional general guiding design principles. Below are the key design principles that were considered:

- 1 The building orientation and layout was carefully considered at the design stage. The key aspiration for the proposed site is to create a development that merges well with the adjacent residential development directly to the south and in turn achieves a cohesive and unified development. A varied mix of high quality housetypes and apartments is proposed to create an enhanced sense of place and character that will meet the needs of a wide range of potential residents.
- 2 There will be two points of access into the site, taken off Crabtree Lane via Claytonbrook Road. In addition, access to plots 1-7 and 89-99 will be taken directly off Crabtree Lane.
- 3 Bollards have been proposed at the end of Crabtree Lane to the south-west in order to restrict the movement of vehicular traffic through the site. The bollards would allow emergency vehicles to permeate through the site, as well as residents of the neighbouring residential area.
- 4 The south-western, southern and south-eastern boundary is characterised by a lower density edge, consisting of exclusively one detached and a number of smaller semi-detached units.
- 5 Vistas in and out of the development have been considered, with the focus on views-out to the north of the development towards the Ashton Canal.
- 6 All proposed houses are allocated their own, well-overlooked off-road parking and their own secure private rear garden. Parking provision on site is in line with the existing policy and standards (MCC Core Strategy, Appendix B). Adequate shared amenity space is provided to the apartment blocks, which include a secure cycle and bin store along with perimeter green space around the apartment blocks.
- 7 Existing landscape features on site such as trees and hedges have been retained where possible, enhanced and incorporated into the site.
- 8 An adequate landscaped buffer is proposed to the south-west of the site, which will create a visual and a noise buffer between the proposed development and the Higher Openshaw Community School.
- 9 New proposed pedestrian route is provided to a section of Crabtree Lane which will provide pedestrian connections to transport infrastructure, amenities and the wider PRoW network. Dwellings are oriented to provide an active frontage towards all proposed pedestrian routes on site in order to provide natural surveillance and to create safe and approachable public routes.
- 10 The western and northern site boundaries are characterised by higher density, taller properties in order to mitigate and shield the site from possible noise sources coming from the Clayton Industrial Estate located to the west as well as industrial premises located north of the site, across the Ashton Canal.
- 11 Layout has been developed so that no building footprints fall within the existing drain and easement area. The existing drain and easement has been one of the defining factors that have influenced the shape, site and interface of the proposed parcels.
- 12 Layout has been developed to provide a permeable and legible street pattern with minimal cul-de-sac configurations, including a pedestrian, cycle and emergency vehicle only route through;
- 13 Along the southern boundary, proposed dwellings have deeper plots incorporating longer rear gardens to provide a greater separation distance between the existing residents on the Eastern By-Pass road.
- 14 Tree lined linear spine route is proposed as a gateway into the site. The tree lined street and scaled planting will encourage people to drive more slowly due to the perception of a narrower street thus creating a safer environment for the future residents of the site.



Proposed Site Layout, with application site edged in red.

5.3 BOUNDARY TREATMENTS

The proposed housing layout has been designed to create distinct spaces, reinforcing the divide between public and private spaces. Strong boundary treatments will further reinforce these boundaries and create distinct local characteristics.

Private Gardens

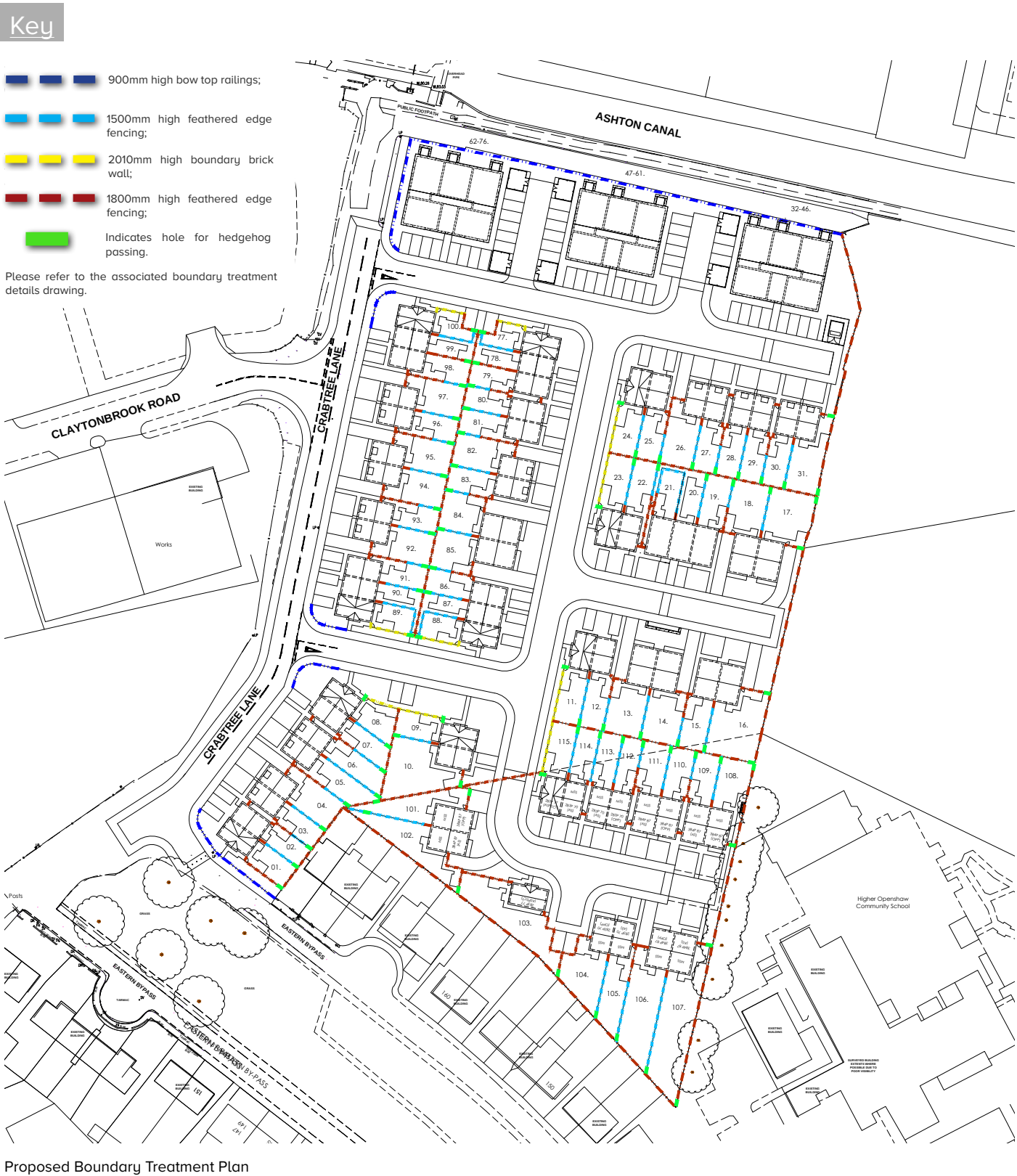
Private gardens are a psychologically defining characteristic of a home and consequently, all proposed houses are to be provided with rear gardens and substantial private space to the frontage. Within the front gardens the landscaping treatment proposed comprises predominately lawned areas with tarmac drives (where included) and tree and shrub planting to all properties to improve visual interest in the street scene. All intermediate plot boundaries will consist of 1800mm and 1500mm high close boarded timber fencing with timber posts and a 1800mm high secure lockable gated access to satisfy the security and privacy of each dwelling. “Hedgehog Highway” holes are proposed across the site in the fence panels as well as the brick boundary walls in order to allow small mammals to permeate through the site.

Boundary Treatment

Brick screen walls to match the materials of the house types, partially shielded by planting, will provide a secure but visually appealing barrier at focal boundaries within the development’s street scene. Hoop topped 900mm high railings are proposed to the north and west of the site in order to create a boundary between the proposed development and the wider landscape.



Boundary Treatment Photos:
1. Example of a 1800mm close boarded timber fence.
2. Example of a “Hedgehog Passage” hole in a fence panel.
3. Example of a lockable gate.
4. Example of a 2010mm solid brick screen wall.



5.4 AFFORDABLE HOUSING

The site comprises of 15no. affordable dwellings. The proposed affordable units are comprised of 1no. detached 2 bedroom property and 14no. semi-detached 2 and 3 bedroom properties. The affordable houses are pepper-potted around the development and are inclusively designed to reflect the character of the proposed site and are integrated well into the development, thus providing an essential contribution of affordable homes in the east Manchester area.

Proposed affordable homes layout is illustrated on the right, with affordable units highlighted orange. The schedule of accommodation below outlines the mix of affordable residential properties proposed.

Affordable House Type	Bed No.	Sq Ft	Quantity
3B4P	3	936	8
2B3P (Det Aspect House)	2	829	5
2B3P (Aspect House)	2	829	1
2B3P	2	753	5
Total Affordable Units			15 Units



Proposed Tenure Plan

5.5 SERVICING

Parking Arrangements

Varied parking solutions are proposed on in order to reduce the impact of traffic on the street scene by ensuring each house has off street parking. Parking is provided to the side or to the front of the property. Up-front parking has been restricted to short runs so as not to overwhelm the street scene with cars. In addition to up-front parking, apartments are also provided with secure parking courts. Electric vehicle charging points are provided to all proposed dwellings, at a ratio of 1:1. EV points provided to all houses are to be wall mounted, and apartment EV points are to be provided to the end of each individual parking space.

All parking spaces accord with the Manchester City Council requirements and parking standards in their size and amount; 1-2 bedroom properties are provided with 100% parking, and 3-4 bedroom properties are provided with 200% parking.



Side Parking



Up Front



Court

Waste Management

Refuse and recycling has been a design consideration during the development of the proposed masterplan. As a result, each property will be provided with a hardstanding area within the rear garden of the property, to site 4no. bins (a 140/240 litre general refuse bin, 140/240 litre garden waste bin and two 140/240 litre wheeled recyclable waste bins), in accordance with the councils approved refuse strategy. Secure, lockable bin storage facilities are provided to serve the proposed apartment blocks within the dwellings curtilage with clear paths provided.

Additionally all plots will have a gated access route from the rear garden area to the highway at the front of the property to enable bins to be left out on collection day. Bins will be presented for collection by residents at the end of the private driveways or adjacent to the access route. The proposed waste management strategy is in line with GD04 - Waste Management Guidance for New Developments (September 2017) (Manchester City Council). Please refer to the Appendix section of this document for a completed waste management strategy form that is submitted as part of this planning application that outlines the amount and the details regarding the waste management on site.



Proposed Site Layout, with application site edged in red.

Movement and Connections

Vehicular Movement

A key objective is to promote the efficient and safe movement of residents, visitors and goods through the site and promote connectivity with the existing residential settlement and the wider PRow network. The design of the roads aims to calm traffic and suppress speeds with the use of direction changes and pinch points, forcing drivers to slow.

The primary vehicular route is a 5.5m wide estate road with a 2m footpath provisions on both sides. The main site entrance is to be taken via Crabtree Lane from Claytonbrook Road, to the west of the site. Plots no. 1-7 and 89-99 are accessed directly off Crabtree Lane, with two separate points along Crabtree Lane proposed to allow access to the rest of the site. Speed calming features are also proposed along the main route through the development such as speed humps, pinch points and appropriate landscaping. Existing Crabtree Lane along with proposed accessways are proposed to be of adequate width in order to accommodate key service vehicles such as a Waste HGV.

Narrower streets branch off the primary vehicular route to create private drives. Private drives are shorter, pedestrian-friendly driveways that allow for access to a varied number of plots.

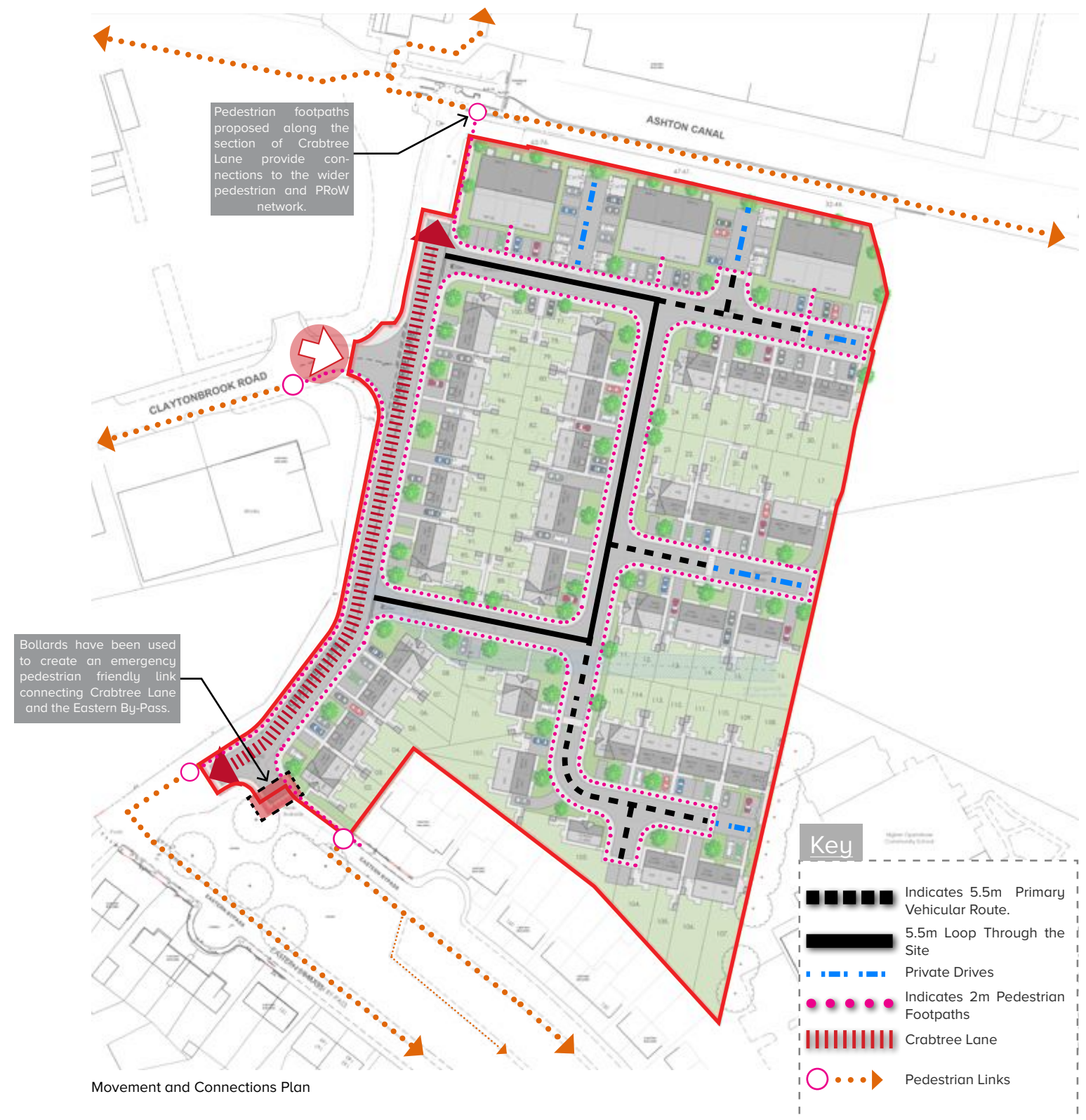
Overall, the road layout and hierarchy has been designed to promote a pleasant, low traffic environment and to design out 'rat runs', the housing layout has also been designed provide natural observation to all pedestrian routes to enhance natural observation and minimise the creation of 'negative spaces'.

Pedestrian and Cycle Movement

Ease of pedestrian and cycle movement has been prioritised throughout the design, with designated footways providing segregation from road traffic along the main pedestrian public realm.

New pedestrian footpaths have been proposed along a section of Crabtree Lane, connecting the proposed development to the wider pedestrian and cycle network to the north and south of the site. The orientation of plots aim to provided an active frontage, ensuring appropriate surveillance of the pedestrian routes is maintained.

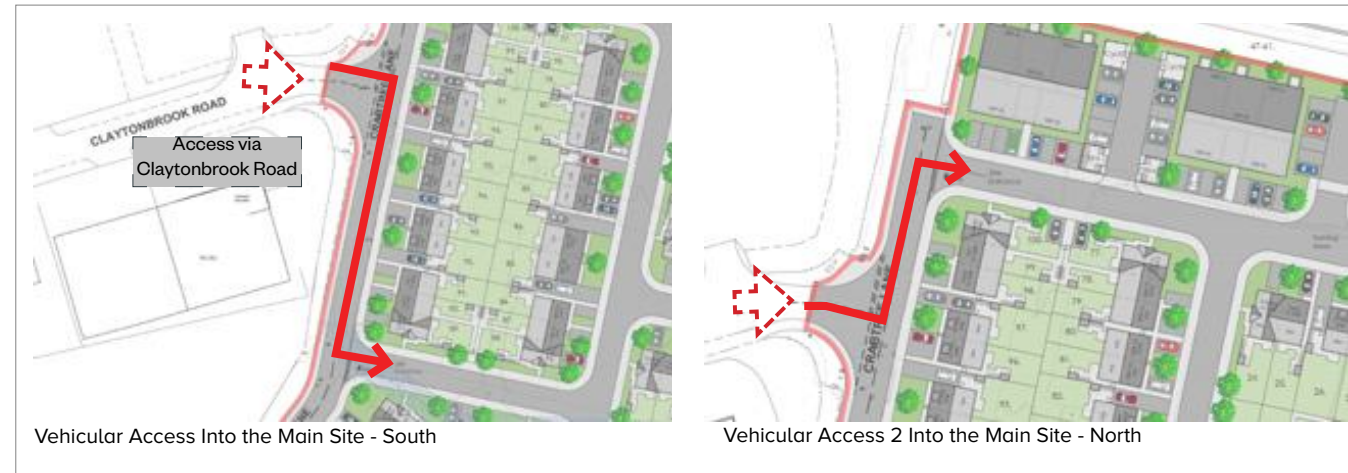
New bollards are proposed the south-west of the site in order to create an emergency connection between the Crabtree Lane and the Eastern By-Pass. The emergency link will allow pedestrians, cycles and emergency vehicles to pass through, whilst discouraging private vehicles from using it as a "through-route".



5.6 ACCESS

The proposed site layout utilises a single principal access point into the site, from where access to plots 1-7 and 89-99 can be gained directly off Crabtree Lane and additionally access is gained to the rest of the site via two separate access points off Crabtree Lane. The directly accessed plots off Crabtree lane as well as the two separate access points into the site will aid spread out the entering traffic into the site. Pedestrian access into the site can be gained via the Ashton Canal towpath, Claytonbrook Road and Eastern By-Pass.

The proposed access arrangements are illustrated below.



5.7 SCALE

The scale of building is of importance if the development is to integrate into the existing context. With this in mind, the massing and rhythm of the surrounding buildings has been repeated within the proposed development replicating the precedent set in the local area. This consists of 1-2 bedroom apartments to 2-4 bedroom dwelling houses. Hard and soft landscaping features have also been chosen to reflect the scale of the surrounding area.

The properties on site include 2-2.5 storey houses of varying widths, and 3 storey apartments. Taller properties have been positioned around the edges on the site along Crabtree Lane and the Ashton Canal.



Aerial View of the Site Looking North East



Aerial View of the Site Looking South

5.8 APPEARANCE

This page aims to demonstrate the mixture of materials employed within the site to vary and enliven the design. The use of high quality materials will give longevity to the development helping to maintain an attractive appearance. The proposed materials palette will be aesthetically influenced by the existing character of the wider Openshaw and Manchester area.

Dwellings within the layout will consist of predominantly red brick with the roofscape to be in grey to echo the materials in the area. The intention is to provide a unified mix of high-quality housing, designed to be locally distinctive yet adopt a similar vernacular to that of the surrounding area.



Proposed Material's Layout

MATERIALS

<u>FACING BRICK</u> -	Ibstock Alderley Russet Blend (or similar approved)
<u>DETAIL BRICK</u> -	Ibstock Alderley Russet Blend (or similar approved)
<u>ROOF TILES</u> -	Russell Grampan or Similar Colour Grey
<u>SOFFIT/FASCIA</u> -	Black UPVC
<u>RAINWATER - GOODS</u> -	Black Half Round UPVC
<u>WINDOWS</u> -	Dark Grey UPVC
<u>FRONT DOOR</u> -	Single Glazed Panel Door Colour Dark Grey

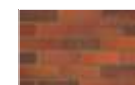
MATERIALS KEY: -

FACING BRICK



Ibstock - Alderley Russet Blend
(or similar approved)

SOLDIER COURSE



Ibstock - Alderley Russet Blend
(or similar approved)

ROOF TILES



Russell Grampian (or similar approved)
Colour Grey

FRONT DOORS



Front Door Style - Colour dark grey

Manchester Residential Quality Guidance (Issue 01), (March 2017)

“Manchester still inhabits the streets of what was once the industrial powerhouse of the world; its tall mill chimneys still loom over the everyday life of the city, while its red brick terraces fade into the weathered landscape.

This robust architecture forms a strong backdrop to the life of the city and acts as a constant reminder of Manchester's roots. Character is not simply a question of aesthetics, it is also a result of those intangible qualities which are felt rather than just seen. Manchester has always been a place that has embraced progress, technology and reinvention."

The proposed development will be integrated with adjacent residential area to the south of the site and will be designed with a distinct style and be aesthetically influenced by the existing character of the wider Manchester area, utilising traditional materials that have been combined with the latest innovations in building technology to produce a locally responsive development.



Ibstock - Alderley Russett Blend



Russell Grampian Grey



Example of a Black UPVC Soffit/ Fascia and a Half Round Rainwater Pipe



Example of a Dark Grey UPVC Window Frame

Proposed Housetypes

A character study of the local area was carried out, examining architectural form, details and materials. Developers are frequently urged to adhere to modern urban, landscape, and architectural design principles that are sympathetic to existing characteristics while also creating a complementary architectural identity. Traditional materials have been combined with the latest innovations in building technology to produce a locally responsive development. Wherever possible, both natural and recycled materials have been implemented.



Finishes Schedule

<u>FACING BRICK</u> -	Ibstock Alderley Russet Blend (or similar approved)
<u>DETAIL BRICK</u> -	Ibstock Alderley Russet Blend (or similar approved)
<u>ROOF TILES</u> -	Russell Grampian or Similar Colour Grey
<u>SOFFIT/FASCIA</u> -	Black UPVC
<u>RAINWATER GOODS</u> -	Black Half Round UPVC
<u>WINDOWS</u> -	Dark Grey UPVC
<u>FRONT DOOR</u> -	Single Glazed Panel Door Colour Dark Grey

Precedent Images and Indicative Material Swatches



Proposed Apartments



Apartments Elevation Facing Ashton Canal



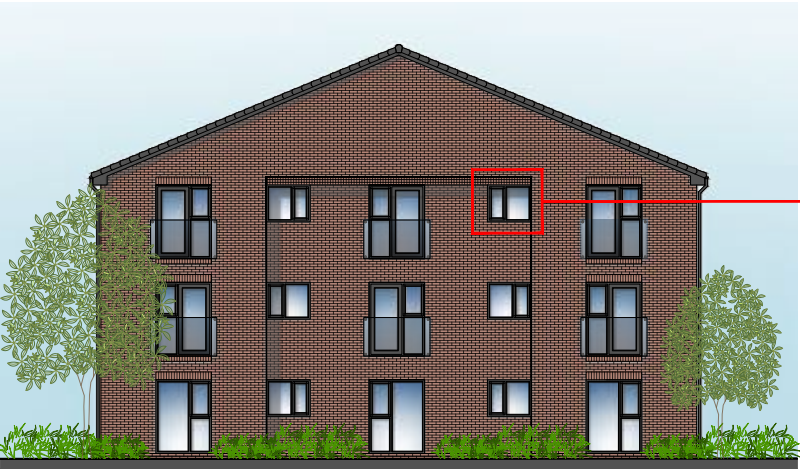
Apartments Entrance Elevation



Glazed Juliet Balconies



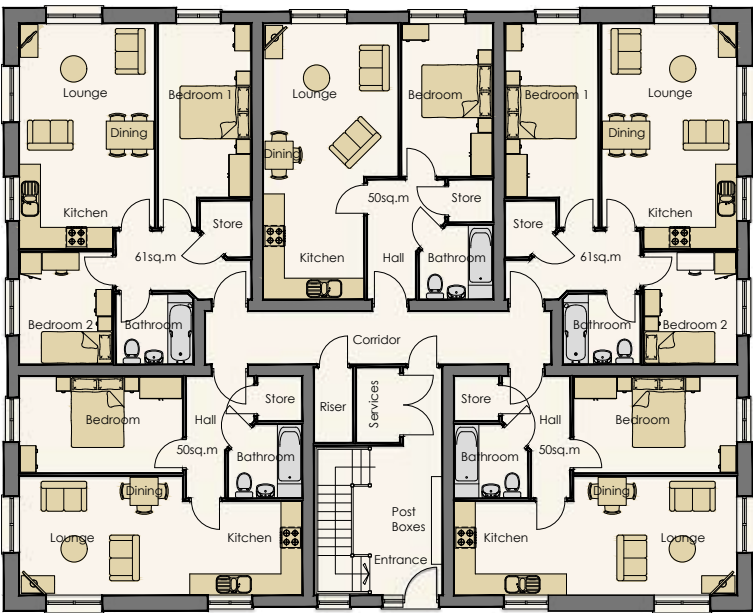
Apartments Side Elevation Facing Crabtree Lane



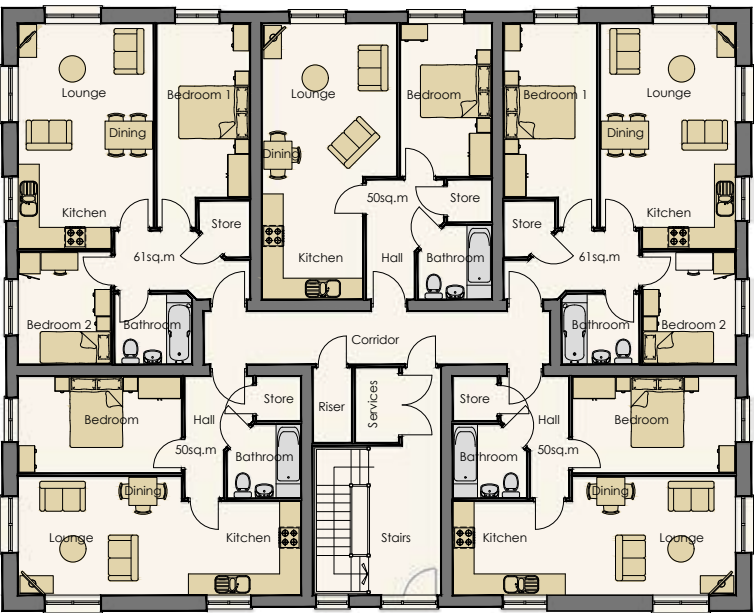
Apartments Side Elevation



Stepped Head with Recessed Panels



Ground Floor Plan - Apartments



First & Second Floor Plan - Apartments

Proposed Street Scenes



Street Scene A-A



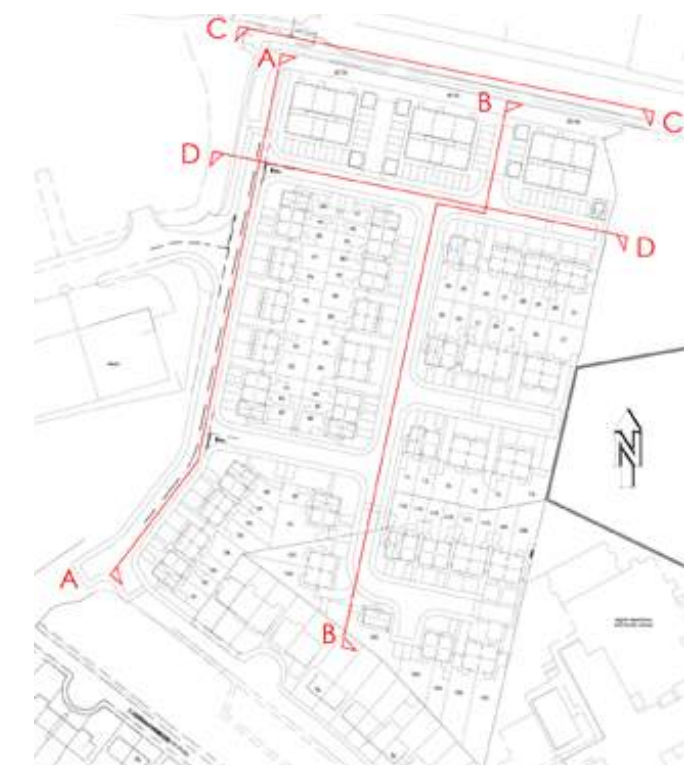
Street Scene B-B



Street Scene C-C



Street Scene D-D



Locator NTS

Illustrative 3D Visuals

The development proposals are shown by indicative 3D visuals below. The visuals indicatively show the scale, layout and design features of proposed dwellings (materials and landscaping are shown indicatively, for material's schedule please refer to the Material's Distribution Plan).



Indicative View looking west along Crabtree Lane towards dual aspect corner plots and 2.5 storey properties.



Indicative View of a Typical Street Scene



Indicative View Looking Across Ashton Canal Towards the Apartments



Indicative View looking North along the Accessway



Indicative View looking east along the Ashton Canal and Towards the proposed Apartment Blocks

5.9 SUN PATH ANALYSIS

The proposed 3-storey apartments are located along the northern site boundary, overlooking the Ashton Canal and towpath that runs alongside it. Concerns were raised during pre-application consultations with Manchester City Council and Canals and River Trust consultants regarding the potential overshadowing caused by the apartment blocks upon the canal towpath.

Sun path analysis indicates the location and influence of the sun on the proposed development site as it moves across the sky at different times of the day and throughout the year.

A series of solar studies have been undertaken to record and understand the overshadowing caused by the apartment blocks upon the towpath.

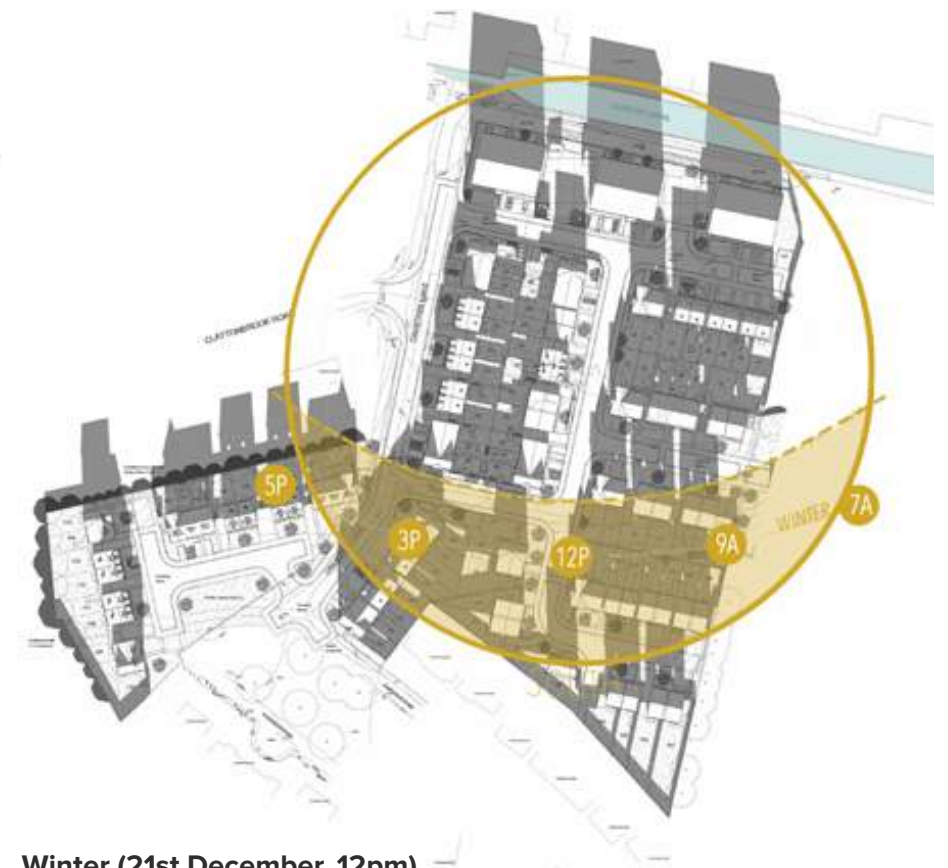
Partial overshadowing occurs during spring, winter and autumn months as the solar rays run from east to west across the site. Due to the height of the sun during the summer, there is no overshadowing caused by the apartment blocks over the canal towpath at all.

The following page demonstrates a series of solar studies that show the influence of the sun on site as it moves across the sky at different times of the day, during the summer and autumn.

*The specific days chosen mark the first day of winter, spring, summer and autumn and refer to the astronomical seasons which are a result of the Earth's axis and orbit around the Sun. (Met Office)



Spring (20th March, 12pm)



Winter (21st December, 12pm)

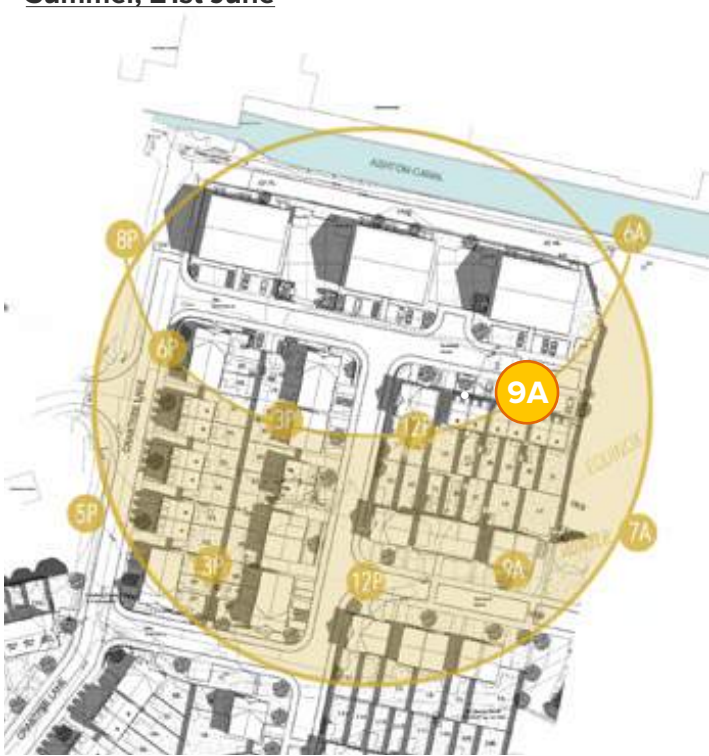


Summer (21st June, 12pm)



Autumn (22nd September, 12pm)

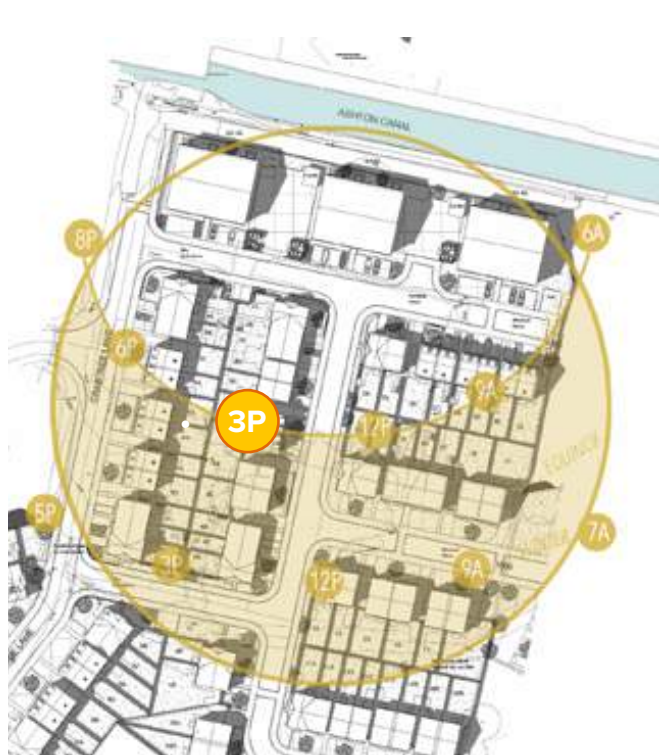
Summer, 21st June



9am



12pm



3pm



6pm

Autumn, 22nd September



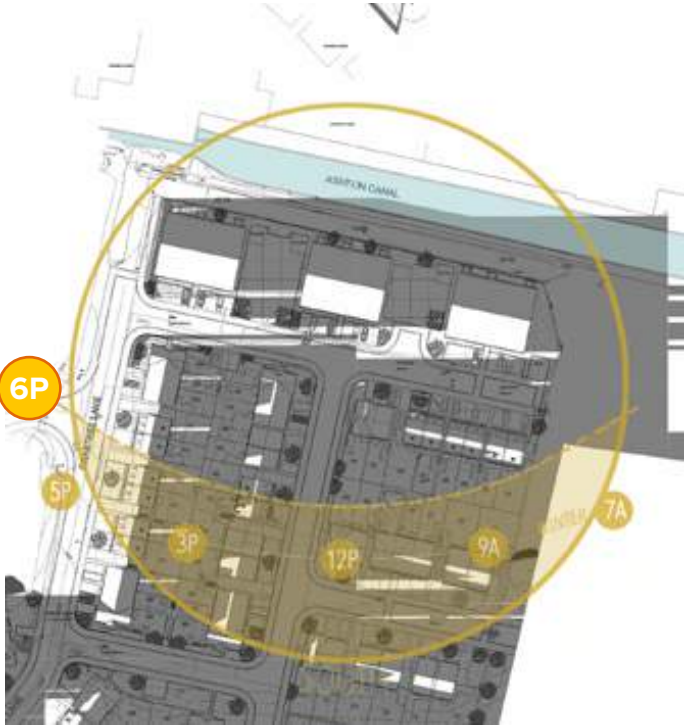
9am



12pm



3pm



6pm

5.10 LANDSCAPING

The soft landscaping in this scheme is designed to create high-quality public realm that is sympathetic to the surrounding area whilst maintaining the unique identity and character of this proposed development. The landscaping will provide texture, make the development feel established as well as significantly improve the environment in and around the site. The proposed landscaping strategy aims to repair, re-mediate and regenerate the site in line with the council's aspirations for the local area.

Habitat creating is woven through the landscaping proposals and further reinforces the naturalistic feel of the space, whilst drawing in bird and animal species for added animation in winter months. Careful choice of plants will significantly improve the biodiversity of the site and provide habitat for urban dwelling life in line with the recommendations set out in the Preliminary Ecological Appraisal.

Avenue tree and hedge planting will be key principal feature of the development along with the retained trees adjacent to the existing school to the south-east. Within the front gardens the landscape treatment is proposed to comprise of a predominately lawned area and tree and hedge planting to all properties to enhance focal areas and improve visual interest in the street scene.

Hard Landscaping

The palette of hard materials focuses on simple, robust and enduring that reinforce the landscape character. The lifespan of the hard landscaping will be of critical importance when considering surface finishes if longevity is to be achieved.

The proposed hard landscaping to all primary vehicular and pedestrian routes to be black tarmacadam, with private drives to match. All associated private footpaths that serve front and rear doors from the driveway will be laid in 900mm x 600mm concrete buff flags.



Ornamental Shrub and Specimen Planting at Focal Points



Mixed Species Native Hedge Mix to Front Gardens



Avenue Tree Planting



Turf (Close Mown) to Front Lawned Gardens

*Above images are indicative and for illustration purposes only. Please refer to the Planting Schedule for further information.

5.11 SUSTAINABILITY

Sustainability

The proposals for the site will provide a sustainable form of development. In our view sustainability is derived from the provision of an inclusive safe and well managed environment. The proposed must be of a high quality design that respects the built and natural environment. The proposed development is located in a well established existing residential area that is well connected to public transport facilities, employment opportunities and local services. The proposed dwellings within the proposed development would be built to achieve the equivalent energy requirements of Level 4 of the Code off Sustainable Homes (19% improvement over the Building Regulations).

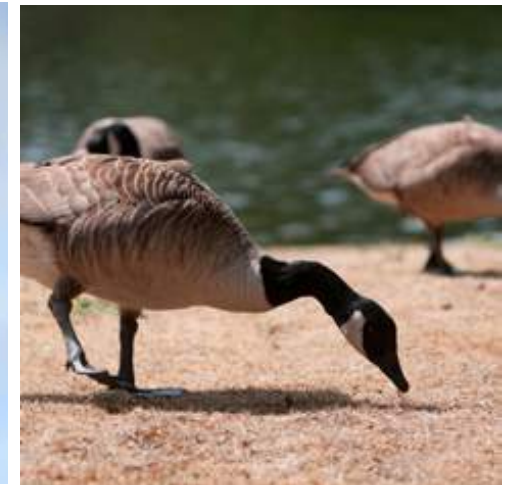
Vehicle Charging Points

In addition to a safe pedestrian and cycle network on site, to further promote the use of sustainable transport options, electric vehicle charging stations are proposed on site which will be within the plot curtilage. Promoting the use of electric vehicles on site would greatly reduce CO2 exhaust emissions in and around the site, thus supporting the governments Carbon Plan (December 2011) to help de-carbonise our economy.

Ecology

An Ecological Survey has been prepared, which outlines measures which are to be undertaken to enhance the biodiversity of the site in it's own right, and as part of the wider local network of green spaces. Examples of these measures include the retention and preservation of existing trees as well as planting of native species, which have been incorporated into the landscaping proposals. Other measures include:

- Reinforcement of the landscape structures on boundaries that abut existing built form to the south east through native infill hedge and tree planting to any gaps within the existing retained hedges to filter out views from the existing school;
- Comprehensive tree planting within the residential area to break up the appearance of urban development, within areas of proposed open space to increase level of tree cover;
- Green space provided by residential gardens as they mature, will provide a range of foraging, nesting and commuting opportunities for a variety of species, including invertebrates, birds, bats and small mammals;
- Provision of wall mounted house sparrow nest boxes on site would provide space for the declining population of house sparrows with a space to colonise and raise their chicks;
- Provision of tree mounted bat boxes on site would create opportunities for bat species and provide invaluable support to our urban wildlife. Please refer to the "Bird and Bat Box Plan" submitted as part of this application for further details;
- The proposed boundary treatment strategy allows for the passage of small mammals through the site and into the wider habitats by providing small openings ("Hedgehog Highways") in the fence panels.



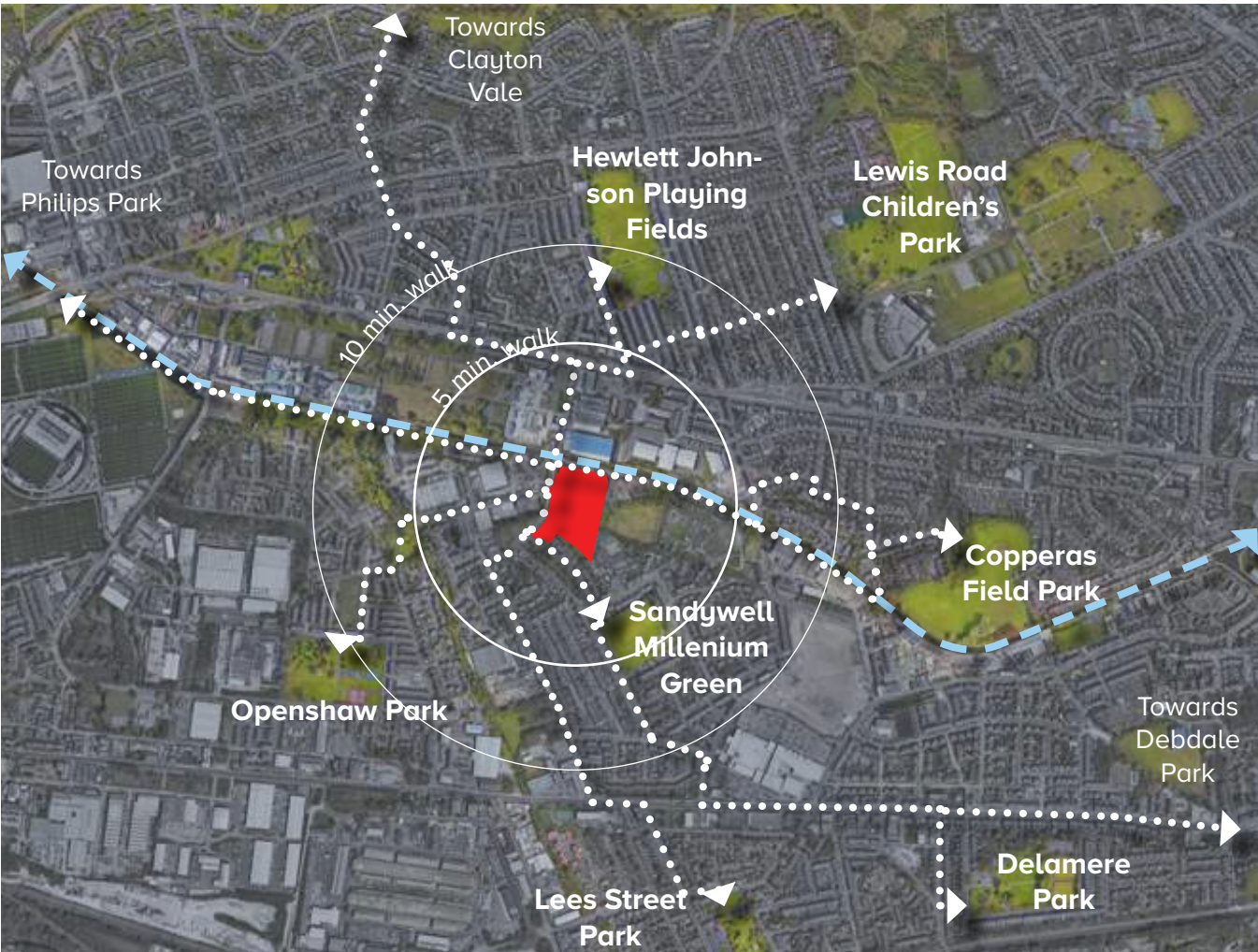
5.12 GREEN AND BLUE INFRASTRUCTURE

East Manchester, where the application site is situated, has undergone a substantial regeneration, successfully attracting employment and people into the area. As outlined in the “Manchester’s Great Outdoors” document, the aspiration for the area is to introduce new housing development along the River Medlock, Ashton and Rochdale Canal.

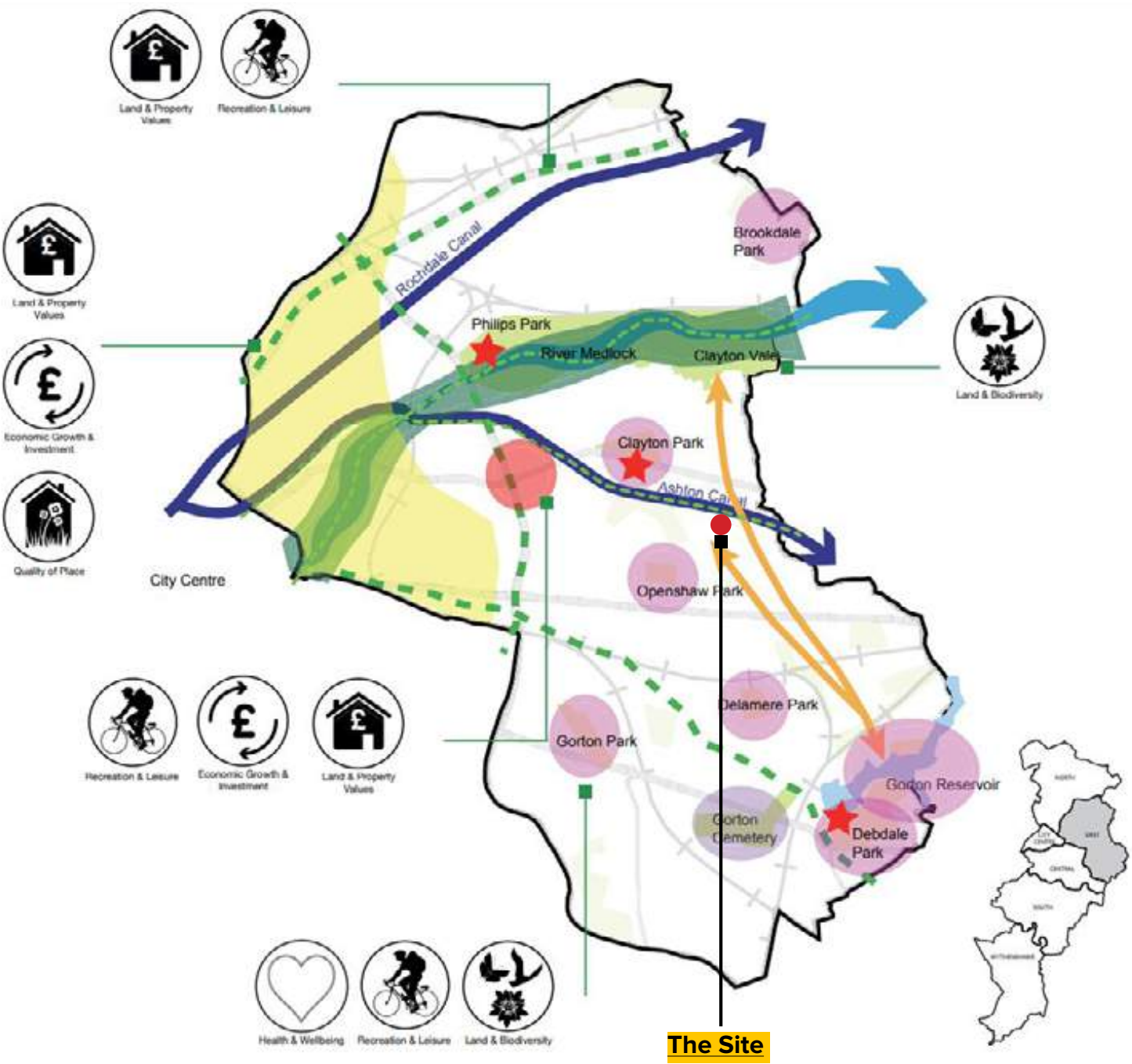
The proposed development site sits adjacent to the Ashton Canal and therefore benefits from the Ashton Canal blue corridor which in turn creates a strong sense of place as well as provides a high quality environment. In addition, the site also benefits from close proximity to existing parks and green spaces, including Openshaw Park, Clayton Park and Phillips Park, all of which are important multifunctional green assets and can be reached easily by pedestrians and cyclists alike using recreational routes.

The diagram (“Manchester’s Great Outdoors”) on the right assesses the existing blue and green infrastructure in East Manchester and explores the opportunities for improvement. It is considered that there is an opportunity to enhance the accessibility to existing parks and green spaces as well as maximise opportunities to increasing tree canopy cover.

The proposed development aims to enhance the existing pedestrian infrastructure in and around the site through new pedestrian footpath provision on Crabtree Lane, through the provision of secure lockable cycle storage facilities as well as providing a housing development that actively overlooks existing and proposed pedestrian footpaths. Improvements to safety for existing and new residents traversing the site cannot go understated, and through significant improvement a healthier and safer life is provided with no barriers to movement.



Plan Showing Pedestrian Routes from the Development Site to Nearby Parks



East Manchester Green and Blue Infrastructure Diagram (“Manchester’s Great Outdoors” July 2015)

5.13 ACCESSIBILITY

Access

The site location is considerably sustainable and has excellent links to the wider road, cycle and transport network. The access into the site has been made possible by various modes of transport through the provision of appropriate car, cycle and pedestrian infrastructure.

Pedestrian Routes

Provisions to include the comfort for all pedestrians using the public realm within the proposed layout are to include:

1. Clear visual links between the entrances to the site and entrances to buildings;
2. A legible layout for visitors;
3. A safe pedestrian/cycle network to provide a physical pedestrian connection on site. All pedestrian circulation routes to be level or gently-sloping (as defined in Section 1, Approved Document M, Access to and Use of Buildings, Building Regulations 2013);

Residential Standards

Access to and within the public external environment is designed to ensure that there are no excessive changes in level between the highway and the private spaces.

Houses are to be constructed at a minimum standard of latest Building Regulations ensuring each property has level access for ease of wheel chairs. (as defined in Section 1, Approved Document M, Access to and Use of Buildings, Building Regulations 2013). Where parking is not within curtilage, footpaths and gates are provided to ease access and create direct route.

Safety and Security

The proposals have been designed in accordance with “Secured by Design - Homes 2019” security specification and with the pre-application consultation and advice received by Greater Manchester Police in their Crime Impact Statement - submitted as part of this application.

The following bullet points summarise the recommendations made by GMP in the CIS report all of which have been considered and incorporated into the site:

- Front garden spaces are well defined with soft landscaping and change in surface materials proposed to clearly delineate between public and private space.
- Enclosed, secure car park and amenity space is provided to apartments to the north of the site. 900mm high railing is proposed to the northern periphery of the site and corner plots fronting Crabtree Lane in order to create a clear demarcation of private and public space as well as to discourage unwelcome trespassing across private garden spaces.
- Apartments have been internally designed so that all entrances have a secure lobby and a separate corridor from which each apartment can be accessed from.
- Building elevations have been designed using cladding materials that do not provide external aids to climbing.
- External, secure and lockable cycle and bin stores are provided, with access restricted to residents, building managers and bin collection personnel. Bin and cycle stores have been positioned on site so that it does not provide any climbing aids over the site boundary or block sight lines.
- The layout of the roads have been designed to reduce traffic speeds and includes various traffic calming measures such as rumble strips, direction changes, pinch-points and street landscaping.
- The development has been designed to face outwards wherever possible, with distinct feature plots at intersections and dual aspect units at corners to avoid blank elevations facing onto public spaces.

BUILDING FOR A HEALTHY LIFE

SECTION
06

6.1 BUILDING FOR A HEALTHY LIFE



A 'Building for a Healthy Life' assessment has been produced by Baldwin Design Consultancy Ltd in accordance with the 'Building for a Healthy Life' headings.

Response Grade.

 Green = go ahead

 Amber = try & turn to green

 Red = stop & rethink



NATURAL CONNECTIONS

Primary vehicular, pedestrian and cycle routes have been extended to the site boundaries. Pedestrian routes have been provided throughout the site aligned with the proposed vehicular routes. Bollards have been used to create an emergency link between Crabtree Lane and Eastern By-Pass for the use of emergency vehicles while still allowing for pedestrians and cyclists to filter through the site. The access road hierarchy has been designed to promote a pleasant, low traffic environment and to design out 'rat runs', parcels have been oriented in order to provide natural observation over all pedestrian routes and minimise the creation of 'negative spaces'.

Existing trees and other green assets have been retained wherever possible and enhanced through additional planting and a robust landscaping scheme in order to assimilate the site into it's surroundings.



WALKING, CYCLING & PUBLIC TRANSPORT

Cycle and pedestrian routes have been provided throughout the site, with priority being given to pedestrians and cyclists as they move through the site. Bollards have been erected to restrict the movement of vehicular traffic throughout the site. Shared surfaces and pedestrian footpaths run alongside vehicular routes providing safe, coherent routes through. The road layout & rumble strips will help regulate traffic speed through out the site,

Amenity facilities such as a school, park, cafe and convenience store are all within walking distance of the site and are easily accessible by pedestrians. All pedestrian routes within the site are secure and well overlooked.

Public transport facilities are available off-site, with bus stops and a tram stop located within walking distance to the site on Ashton New Road. The wider rail network can be accessed from Gorton Train Station approximately 1 mile away.



FACILITIES AND SERVICES

Community facilities such as health centres, retail provision, schools, places of worship and eateries all have adequate provision off-site within walking distance. Large areas of woodland and green spaces are located off site, easily accessible from within and outside the site.



HOMES FOR EVERYONE

The tenure of the development includes 15no. affordable dwellings along with open market dwellings, ranging from 1 bedroom apartments to 2 to 4 bedroom houses.

As the housing mix comprises entirely of semi-detached, mews and apartments it is possible to give every dwelling private outdoor space and off-street parking. This mixture of house types allows for changing circumstances, promotes social mobility and allows for down sizing.



MAKING THE MOST OF WHAT'S THERE

The site is currently vacant and comprises of dilapidated disused industrial units, areas of hardstanding, scattered trees and overgrown vegetation. Within the wider landscape lies residential dwellings, retail premises and pockets of green open space. The Ashton Canal and towpath bounds the site to the north. An existing drain and easement run through the site.

A group of Category "B" trees that are located along the south eastern boundary have been retained and incorporated into the schemes landscaping strategy. The retention and improvement would help root the development into it's surrounding context, whilst creating an attractive usable garden space and outlook for the amenity and enjoyment of residents who will live there.

The proposed layout has evolved to respond to all it's existing constraints, whilst maintaining a high quality sustainable development that is supported by appropriate amenity space and infrastructure.



A MEMORABLE CHARACTER

The house types and apartment blocks have been designed in a distinct style in response to the influences of surrounding housing stock in the area. A cohesive visual style will run through the development and will be tied back to the adjoining residential area to the south as well as the wider area through sympathetic landscaping and pedestrian, cyclist and vehicular connections.

The landscaping treatment and the enhanced green infrastructure throughout the site will intensify the character of the proposed development and aid way-finding throughout the site for existing and future residents.



WELL DEFINED STREETS AND SPACES

The streets have been designed to give priority to the disabled, pedestrian ans and cyclists where possible, with distinct feature plots at intersections. Buildings that face the public realm with front doors and habitable rooms to give natural surveillance to public spaces.

Access to all plots is simple and direct, each plot is provided with off-street parking and private outdoor spaces.

Street planting has been provided to augment the existing green infrastructure with standoff provided for the provision of in-plot landscaping.



EASY TO FIND YOUR WAY AROUND

The development has a legible layout that promotes way finding through a robust landscaping scheme and the provision of vista plots at key locations to help people find their way around the development. The house typologies and orientations are matched to the road layout to create a positive relationship with their surroundings.

The entrances to the site are obvious and serve distinct areas of the site. As mentioned previously, the emergency link bollards restrict vehicular travel through the site but allow for pedestrians and cyclists to filter through.



HEALTHY STREETS

The road layout has been designed to incorporate measures to ensure a healthy, secure environment for residents and visitors, such measures include the provision of rumble strips and a decreasing road hierarchy to reduce vehicular speeds through residential areas.

The proposed development will provide active frontages to spaces which are currently poorly surveilled creating well overlooked public spaces and create a positive space that will provide people with an area to gather, chat and play in a secure, observed environment.



CYCLE AND CAR PARKING

As the development comprises of a range of housing typologies including apartments, semi-detached and mews houses, off-street car parking has been provided to all plots, the parking has been designed to remove the car from the street scene wherever possible.

Whilst all 3-4 bedroom properties have been provided with 200%, a number of higher density areas including apartments and 2 bedroom properties are provided with a reduced provision of 100% along with additional bicycle parking. Reduced parking provision in higher density areas of the development will aid in removing the car from the street scene and provide landscaping opportunities. A robust landscaping scheme is proposed that includes low level hedging and tree planting that will help break up, screen and soften the impact of parking.

..."cycle and car parking" continued:

Each of the properties will all have rear landscaped gardens provided that will enable residents to have individual secure cycle storage. Secure, lockable cycle storage facilities are provided to serve the proposed apartment blocks, located within dwellings curtilage.



GREEN AND BLUE INFRASTRUCTURE

The proposed development site sits adjacent to the Ashton Canal and therefore benefits from the Ashton Canal blue corridor which in turn creates a strong sense of place as well as provides a high quality environment. In addition, the site also benefits from close proximity to existing parks and green spaces, including Openshaw Park, Clayton Park and Phillips Park, all of which are important multifunctional green assets and can be reached easily by pedestrians and cyclists alike using recreational routes.

The proposed development aims to enhance the existing pedestrian infrastructure in and around the site through new pedestrian footpath provision on Crabtree Lane, through the provision of secure lockable cycle storage facilities as well as providing a housing development that actively overlooks existing and proposed pedestrian footpaths. Improvements to safety for existing and new residents traversing the site cannot go understated, and through significant improvement a healthier and safer life is provided with no barriers to movement.



BACK OF PAVEMENT, FRONT OF HOME

The proposed development has been designed in line with the recommendations made by Greater Manchester Police Crime and Impact Statement as well as "Secured by Design - Homes 2019" security specification in order to mitigate any risk of crime. Therefore, the housing layout has been designed to create distinct spaces, reinforcing the divide between public and private spaces. Strong boundary treatments will further reinforce these boundaries and create distinctive local characteristics.

Space has been allocated to front gardens that will create opportunities for social interaction. The layout has been designed to minimise 'left over' spaces that serve no public or private uses.

A coherent waste management strategy has been implemented to ensure that waste is stored and disposal is easy. It is proposed that the bin facilities for these properties will be contained within the private garden area of the associated dwelling. Additionally all plots will have a gated access route from the rear garden areas to the highway at the front of the property to enable the bins to be left out on collection day. Secure, lockable bin storage facilities are provided to serve the proposed apartment blocks within the dwellings curtilage with clear paths provided.

SECTION
CONCLUSION 07

Conclusion

This Design and Access Statement accompanies an application for the approval of application for a residential development of 115no. open market and affordable dwellings, with associated parking and landscaping. The layout of the proposed scheme has been designed to reflect the existing opportunities and constraints of the site. The existing site features have been retained and used to enhance the amenity of the development creating a settlement that positively responds to the existing landscape character of the site. The development will provide a wide range of high quality family homes ranging from 1 bedroom apartments and 2 to 4 bedroom detached, semi-detached and mews properties that will provide an essential contribution to the housing stock in the area. It is our opinion, consolidated by the evidence, analysis and supporting images presented in this document that a sensitive, aesthetically pleasing solution has been achieved that is representative of Openshaw and East Manchester.



APPENDIX

Crabtree Lane - Waste Management Proforma

A completed waste management strategy form (below) is submitted as part of this planning application that outlines the amount and the details regarding the waste management on site. The proposed waste management strategy is in line with GD04 - Waste Management Guidance for New Developments (September 2017) (Manchester City Council).

Appendix E Proforma for Planning Applications



Planning Application – Waste Management Strategy

Planning Application Number:

Date Submitted:

Estimated volumes/ m² required by the development

Low Rise Domestic

Waste Types	Capacity Required (litres)	Number of bins required per household	Confirm what is to be provided
General refuse	140 / 240	1 x wheeled bin	1 PER HOUSE
Pulpable Recycling	140 / 240	1 x wheeled bin	1 PER HOUSE
Mixed Recycling	140 / 240	1 x wheeled bin	1 PER HOUSE
Garden Waste	140 / 240	1 x wheeled bin	1 PER HOUSE
Food Waste	23	1 x 23 litre caddy	

High Rise Apartment Developments

	Yes/No - how much space has been provided?
0.43m ² has been provided per apartment for the container space. Space to manoeuvre and access containers individually has also been provided so that each container can be accessed and removed for collection individually.	

Please confirm details of waste store ventilation and hygiene / cleaning proposals

Ventilation - REFER TO DRAWING -
CRABTREE LANE - APARTMENT BIN & CYCLE STORES
Hygiene -

Please provide details of who will be responsible for placing the bins at the collection point and returning them to the store / property promptly e.g. resident / management company

Please ensure that you have attached:

Detailed plans of waste stores	☒
Location plans showing stores	☒
Location plans showing the proposed collection point and the route the collection vehicle will take	☒

Please ensure that you have completed this form in accordance with our GD04 Waste Storage and Collection Guidance for New Developments



REVISION -



Baldwin Design Consultancy Ltd