



March 2025

Land at Scobell Street,
Bury

Wain
ESTATES

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FPCR Environment and Design Ltd, Lockington Hall, Lockington, Derby, DE74 2RH ■ t: 01509 672772 ■ f: 01509 674565 ■ e: mail@fpcr.co.uk ■ w: www.fpcr.co.uk
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The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities...

(National Planning Policy Framework, para 131)





Introduction

Background

This Design & Access Statement (DAS) has been prepared by FPCR Environment and Design as part of an **Outline Planning Application** made by Wain Estates on Land at Scobell Street, Bury. The application is for residential development of up to 275 dwellings with associated Public Open Space and Green Infrastructure.

This statement sets out the design approach to the scheme which has been informed by its surrounding context.

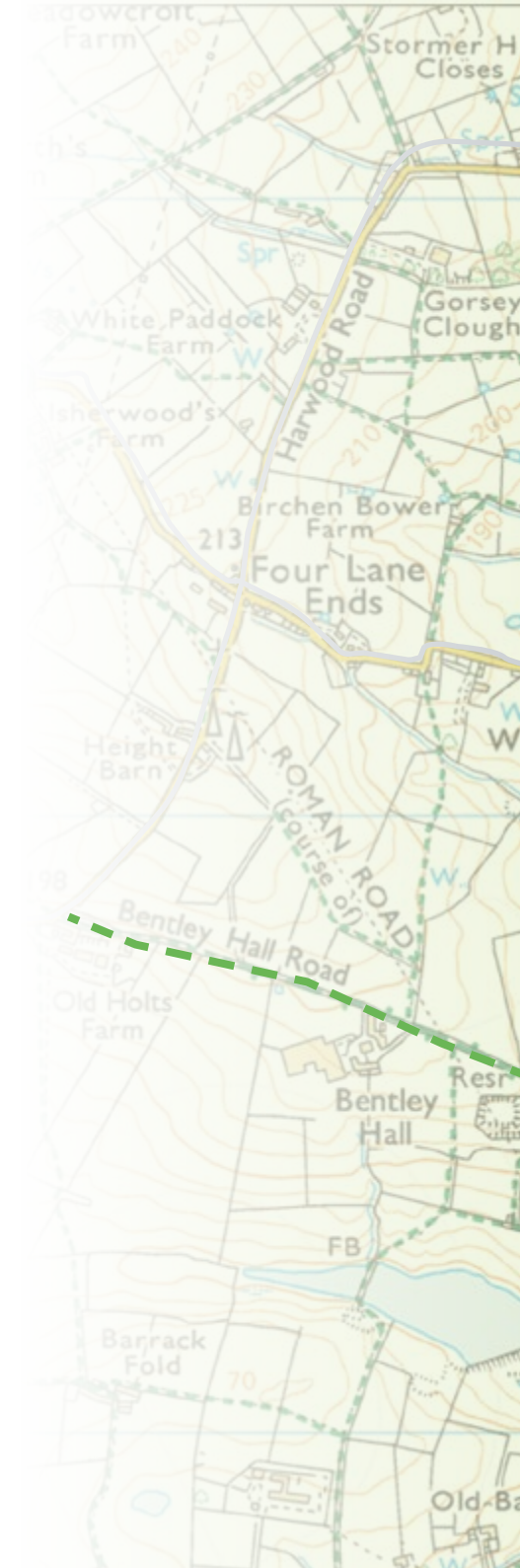
Location

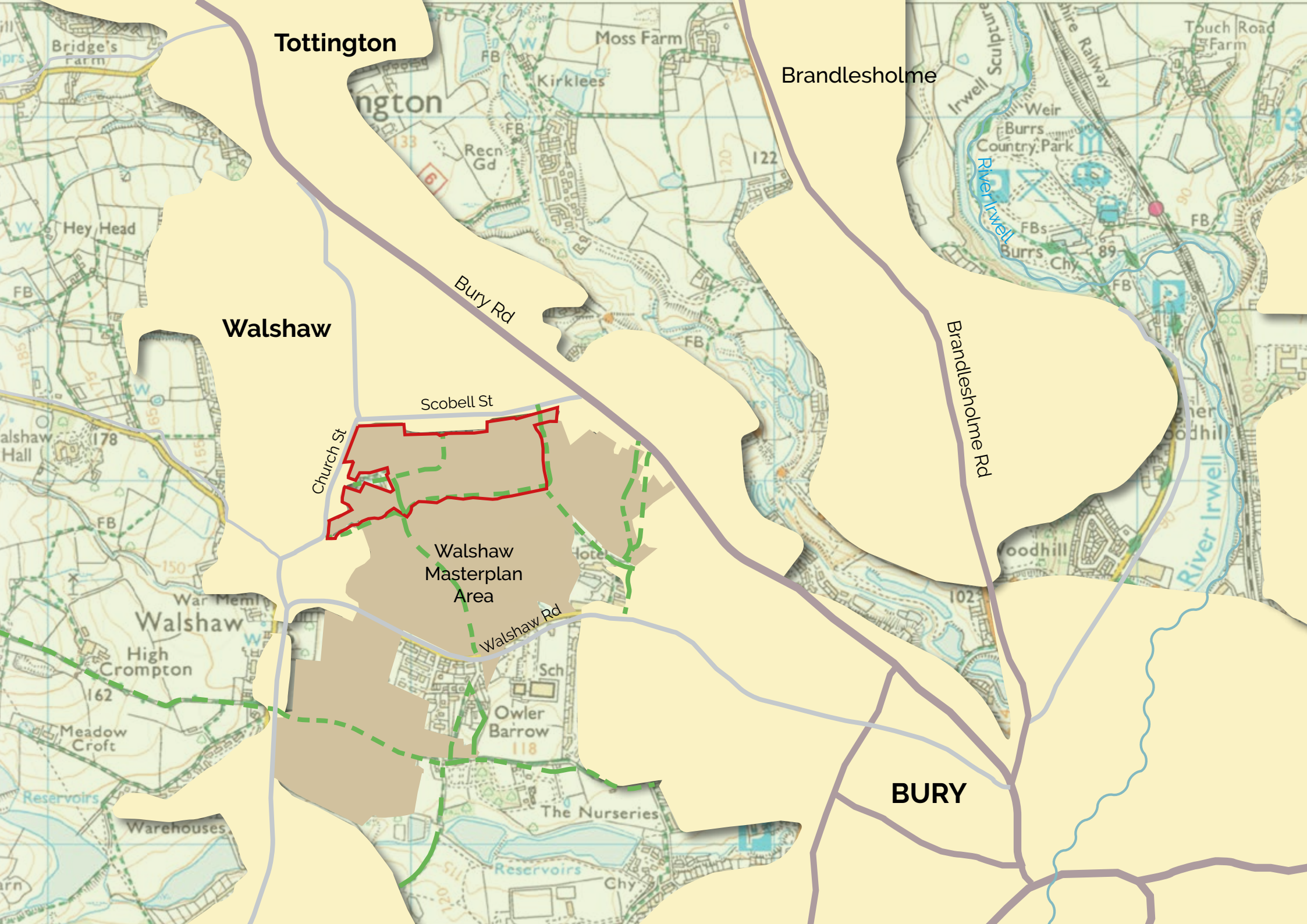
The site lies within the northernmost parcel of a wider area planned for residential development (area hatched brown on adjacent plan), referred to as the 'Walshaw Masterplan Area'. The site comprises of 11.3ha hectares in area. The Site sits within a well-connected location, set entirely within the existing urban area of Bury, Greater Manchester, shown the plan opposite.

A variety of local shops and amenities are located a short walk away, along Bury Road towards Tottington. These include primary and secondary schools, local doctors and dentists and local convenience stores. Slightly further afield is Bury town centre which lies approximately 2.5km to the south-east of the site. Bury district centre is very well served with facilities such as retail parks, shopping

centres, larger supermarkets, as well as a multitude of other cultural and leisure facilities.

There are regular buses from Church Street and Bury Road, taking passengers to Bury town centre. The Bury Interchange is the main local transport hub which provides regular connections by Tram to Manchester City Centre, 15km to the south of Bury.





Tottington

Brandlesholme

Walshaw

Bury Rd

Brandlesholme Rd

Church St

Scobell St

Walshaw
Masterplan
Area

Walshaw Rd

BURY



The Site

The Opportunity

The following pages outline the guiding principles for a high quality development that could bring forward up to 275 new homes set within an extensive and robust network of multifunctional Green Infrastructure.

Wain Estates are committed to ensuring healthy and sustainable design principles are brought to the fore, with multifunctional blue and green infrastructure at the heart of the scheme, to form a sensitive, green, well-connected settlement edge.

The Site

The Site itself is made up of several irregular shaped field parcels which form a wider network of fields divided by fragmented hedgerows and lines of trees. Fields are primarily made up of neutral grassland with small areas of mixed scrub. A small area of woodland provides a buffer between an industrial area located to the south of The Site.

The Site's western edge wraps around Copthorne Cattery and other associated buildings. Several public footpaths cross The Site or pass along the boundaries and form part of the wider PRoW network.

Two watercourses are present within The Site including

Walshaw Brook which crosses north to south. Additional fields extend to the south and east. Stables Country Club is located to the south next to several ponds and an area of woodland.

Existing residential development bounds the site to the north, west and east. There is proposed residential development to the south which forms of the remainder of the Walshaw Masterplan area.



Photo from inside the site, towards the rear of houses off Scobell St



Photo taken from the site's central high point



Photo taken from the south-west corner of the site



WALSHAW

Booth St

Bury Rd

Scobell St

Church St

Copthorne
Cattery

Stables Country
Club

Tottington Rd

BURY

National Planning Policy

Purpose of the Design & Access Statement

The purpose of a Design & Access Statement is to explain the design process that has led to the application proposals. The Government’s Planning Practice Guidance (2024) states that:

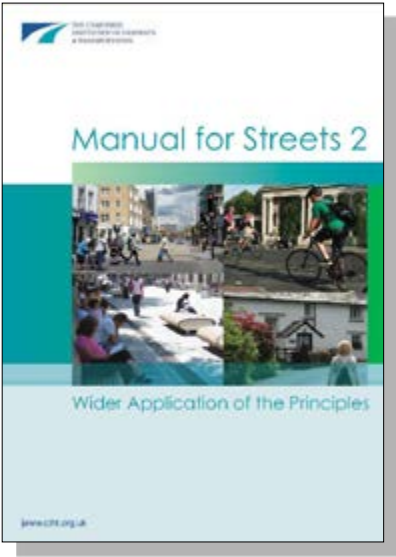
“Design & Access Statements (DAS) set out the narrative for the design approach and design rational for the scheme. They demonstrate how the local character of an area has been taken into account and how design principles will be applied to achieve high quality design. They set out concisely how the proposal is a suitable response to the site and its setting, taking account of baseline information”

(Paragraph: 012 Reference ID: 26-012-20191001, Revision date: 01 10 2019)

The DAS follows best practice urban design principles that are aimed at delivering good design. The following are the principal documents that have been embraced:

- National Planning Policy Framework (NPPF), (December 2024), Ministry of Housing Communities and Local Government.
- Planning Practice Guidance (PPG), (2021), Ministry of Housing, Communities and Local Government.
- National Design Guide, (January 2021), Ministry of Housing, Communities and Local Government.
- National Model Design Code (June 2021) Ministry of Housing, Communities and Local Government.
- Manual for Streets (MfS) (2007), Manual for Streets 2 (2010) Communities and Local Government
- Building for a Healthy Life, (BfHL) (2020).

Further to this, a DAS+ approach has been adopted within this document, to provide a further level of detail akin to a Design Code, setting and approving a framework of design parameters that will be taken forward by subsequent Reserved Matters applications.



Good & Well-Designed Places

The underlying purpose for design quality and the quality of new development is to create well-designed places that benefit people and communities. The National Planning Policy Framework (NPPF) states:

“Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities”.

(Paragraph: 131)

Building for a Healthy Life

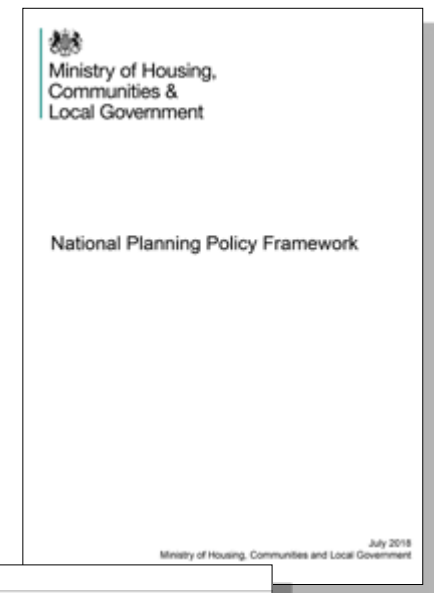
The scheme will be developed to embrace the twelve 'Building for a Healthy Life' criteria, with the latest edition written in partnership with Homes England, NHS England and NHS Improvement. These criteria embody the vision of what new housing developments should be: attractive, functional and sustainable. The Building for a Healthy Life criteria is a useful tool to evaluate the quality of schemes against this vision. In particular it is applied at the detailed design stage. In this context, the application is made in outline with detailed matters of layout, scale and appearance reserved for future determination. The structure of this Design and Access Statement has been organised in line with the twelve criteria and contains the information required for the evaluation.

National Design Guide

The National Design Guide sets out the characteristics of well-designed places and demonstrates what good design means in practice. It notes that:

"A well-designed place is unlikely to be achieved by focusing only on the appearance, materials and detailing of buildings. It comes about through making the right choices at all levels, including:

- *The layout (or masterplan)*
- *The form and scale of buildings*
- *Their appearance*
- *Landscape*
- *Materials; and*
- *Detailing"*



Local Planning Policy

Places for Everyone Joint Development Plan Document (PfE) (March 2024)

The Greater Manchester Combined Authority (GMCA) PfE was adopted in March 2024. The PfE is a long-term plan of nine Greater Manchester districts for jobs, new homes and sustainable growth. The document now supersedes some of the Bury Unitary Development Plan policies.

The Site falls within JP Allocation 9: Walshaw. The allocation extends further to the south and east and is loosely bounded by the urban areas of Tottington to the north, Woolfold and Elton to the east, Lowercroft to the south and Walshaw to the west. The allocation sets out the potential for The Site, as well as requirements and provisions that any development will have to fulfil.

Policy JP Allocation 9: Walshaw states that:

‘Any proposals for this allocation must be in accordance with a comprehensive masterplan that has been approved by the LPA. It shall include a clear phasing strategy as part of an integrated approach to the delivery of infrastructure to support the scale of the whole development in line with Policy JP-D1 ‘Infrastructure Implementation’.

1. *Deliver a broad mix of around 1,250 homes to diversify the type of accommodation in the Walshaw area. This includes an appropriate mix of house types and sizes, accommodation for older people, and provision of plots for custom and self-build housing (subject to local demand as set out in the Council’s self-build register);*
2. *Make provision of a new strategic*

through road to enable an alternative to Church Street, Bank Street and High Street that is designed to be suitable for buses and incorporates active travel and is in line with local design standards;

3. *Make provision for a network of safe cycling and walking routes through the allocation linking neighbourhoods with key destinations, incorporating Leigh Lane and Dow Lane;*
4. *Make provision for other new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with Policy JP-C8;*
5. *Make provision for affordable housing in accordance with local planning policy requirements, equivalent to at least 25% of the dwellings proposed on The Site and across a range of housing types and sizes (with an*

affordable housing tenure split of 60% social or affordable rented and 40% affordable home ownership);’

With regard to housing density, policy 7.34 states that:

Increasing the average density of new housing developments ... will help to minimise the need to travel, enabling more people to live close to shops and services...

Bury Unitary Development Plan & Emerging Local Plan

The development plan comprises the Places for Everyone (PfE) Plan, which was adopted on 21 March 2024; the saved policies of the Bury Unitary Development Plan (UDP) (1997); The Greater Manchester Joint Waste Development Plan Document (2012) and Greater Manchester Minerals Plan (2013).

The Council is currently undertaking a Regulation 18 consultation on its draft Local Plan, from 17 March to 12 May 2025. This plan will sit below the PfE and will not revisit the principle of the site's allocation. The Council's Local Development Scheme provides the following timetable for its future production:

- Publication of Proposed Submission Documents: November 2025
- Submission: April 2026



THE WALSHAW MASTERPLAN

The site is part of the Walshaw Masterplan which has been prepared by Stantec on behalf of Wain Estates, Redrow Homes and VHW Land Partnership (Walshaw) Limited.

The Walshaw Masterplan

Background

The Site forms part of allocation JPA9 within the Places for Everyone (PfE, 2024) for the delivery of up to 1250 dwellings, an enhanced local centre, together with all necessary infrastructure and local services. This area has been masterplanned as whole and it is therefore key, that the application responds to and accords with the principles of the masterplan, which has been a collaborative approach.

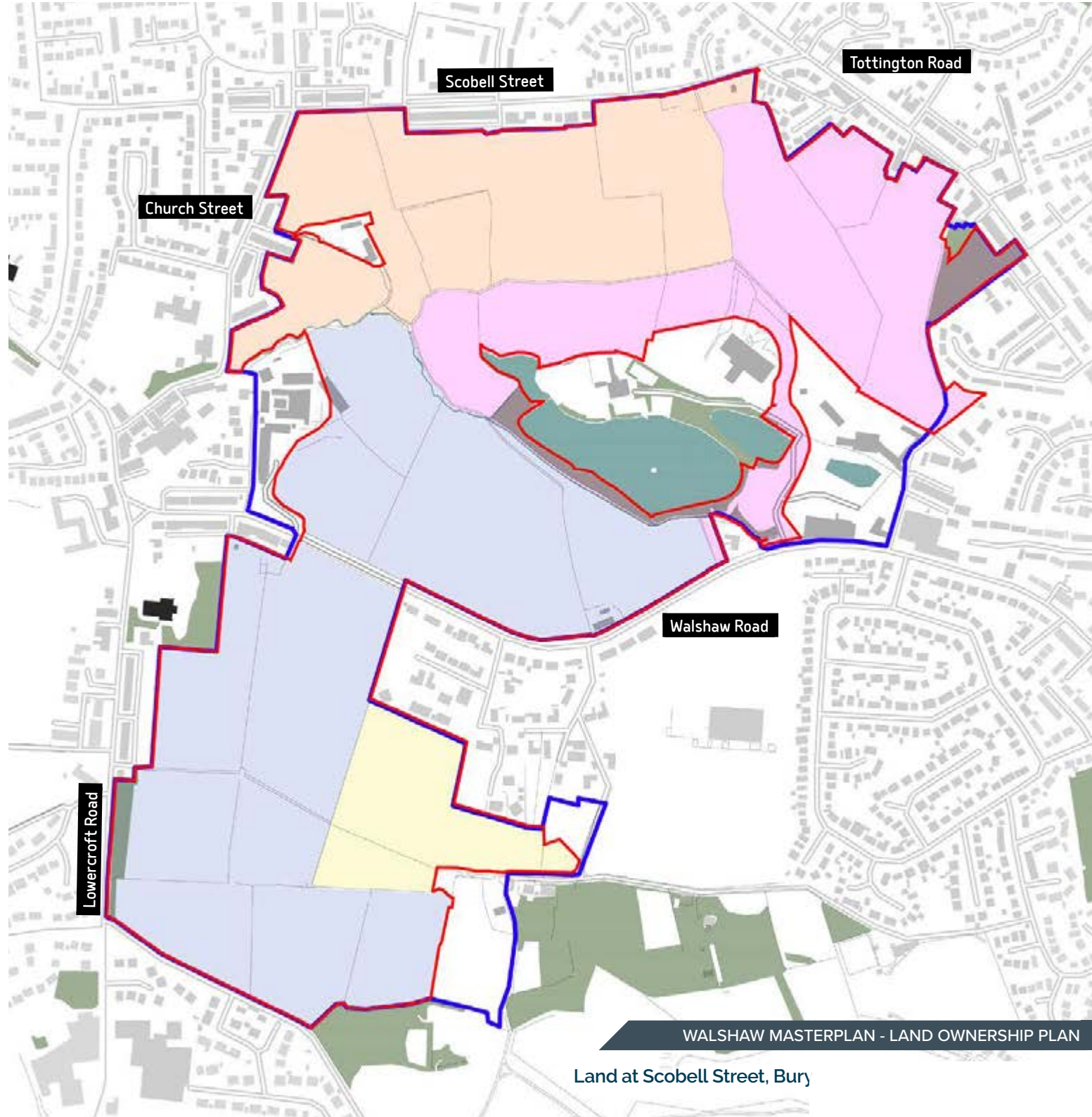
As illustrated on the plan opposite, the overall allocation includes additional landowners. Wain Estates control the land which forms this application, whilst the remainder is controlled by Redrow Homes, VHW Land Partnership (Walshaw) Limited, and an area of land in the south by Bury Council.

The aim of the overall Masterplan is to create a sustainable and cohesive community that successfully blends with the existing communities of Tottington, Woolfold, Elton, Lowercroft, and Walshaw. Walshaw will be characterised by how it integrates with its landscape setting and incorporates key features to create a genuine sense of identity and place.

The Masterplan has been endorsed by Bury Council and as a result it acts as a formal framework guiding development at the Site, and is a material consideration in the determination of future planning applications.



-  SITE BOUNDARY
-  SITE ALLOCATION
-  WAIN ESTATES
-  REDROW
-  VHW
-  Bury COUNCIL



WALSHAW MASTERPLAN - LAND OWNERSHIP PLAN

Land at Scobell Street, Bury

The Walshaw Masterplan

Strategic Location

The Walshaw Masterplan aims to deliver high quality new homes within a distinct setting, while providing accessible routes to access urban amenities and opportunities. Active travel, connections to key local infrastructure (both existing and proposed) as well as the integration of ecology rich green corridors and blue and green infrastructure have been integral to the evolution of the Masterplan.

The plan presented on the opposite page shows the key strategic influences and drivers for the development of the Site. These include:

- Bury Town Centre, which is located c.2.5km from the Site.
- Bury Metrolink which is located in Bury Town Centre and offers services every 12 minutes to nearby neighbourhoods, settlements and Manchester City Centre.
- Existing bus services, currently operating along Walshaw Road, Lowercroft Road/ High Street/ Church Street and the B6213, offering connectivity to Tottington District Centre (c.1km) and Bury Town Centre.
- Proximity to Walshaw Village Centre (c.200m) to the west, and the potential to contribute towards enhancements as part of the Site’s development.
- The potential to provide a Link Road through the Site, reducing traffic on nearby roads and within Walshaw Village Centre.

- Proximity to Mile Lane Precinct (c.900m) to the south and the
- Tesco Express on Tottington Road (c.200m) to the east.
- Good strategic road connectivity, including several B-Roads, the A58 and the M66.
- Existing employment opportunities at Bury Town Centre, Waterfold Business Park, Heywood Distribution Park and Fairfield General Hospital.
- Existing Public Rights of Way, enhancing walkability to neighbouring settlements and local facilities (see Figure 5 for a view of the PRoW running through the Site).
- Excellent access to nearby schools including, the recently refurbished Elton High School, and several primary schools.
- The potential to provide a new primary school on the Site.
- Accessible leisure facilities, including Stables Country Club, based within the Bolholt complex off Walshaw Road.
- Accessible recreation facilities at Dow Lane Recreation Ground, Elton Vale Sports Club, and Elton Cricket Club.
- National Cycle Network (NCN) Route 6 is located c.1km to the north of the Site.
- Areas of green space within and close to the Site

(centred around the reservoirs at Bolholt Country Park Hotel and Elton Vale) and the potential to integrate these into a wider network of green infrastructure.

SITE BOUNDARY

ALLOCATION BOUNDARY

MOTORWAY

A ROAD

PRIMARY ROAD

SECONDARY ROAD (near to Site)

CYCLEWAY (see Figure **XV** for PRoW)

POTENTIAL LINK ROAD

BURY TOWN CENTRE

EMPLOYMENT

RECREATION/ LEISURE FACILITY (near to Site)

METROLINK ROUTE

CYCLEWAY (see Figure **XV** for PRoW)

POTENTIAL LINK ROAD

BURY TOWN CENTRE

EMPLOYMENT

RECREATION/ LEISURE FACILITY (near to Site)

METROLINK ROUTE



The Walshaw Masterplan

Illustrative Masterplan

The Illustrative Masterplan shows how existing landscape features will become focal points within the new neighbourhood. The Masterplan will support an extended and enhanced movement network that incorporates active travel.

The mix of uses provided will contribute to a sustainable new neighbourhood with key local infrastructure, (such as primary school, local centre and mobility hub) easily accessible on foot or cycle.

A key piece of road infrastructure will be provided in the form of a new north-south link road which will connect Booth Street / Scobell Street (in the north) to Walshaw Road (central) and Lowercroft Road (in the south). In addition to relieving traffic congestion to the west of the Site (Church Street / Walshaw village centre) it will provide active travel routes and therefore form a integral movement route connecting through the Site and linking existing and proposed east-west path / cycle connections.

The various elements of the concept plan include:

- Residential development,
- Green Infrastructure,
- Community Facilities,
- School and contributions towards the enhancement of Walshaw Village Centre.

KEY



SITE BOUNDARY



ALLOCATION BOUNDARY



WAIN ESTATES



REDROW



VHW



RESIDENTIAL BLOCK



LINK ROAD



ROAD



EXISTING TREES



PROPOSED TREES



OPEN SPACE



SUDS



PROPOSED SCHOOL AREA



PROPOSED LOCAL CENTRE



NCN ROUTE 6



TFGM CYCLE ROUTE



EXISTING TREES



PROPOSED TREES



OPEN SPACE



SUDS



PROPOSED SCHOOL AREA



PROPOSED LOCAL CENTRE



NCN ROUTE 6



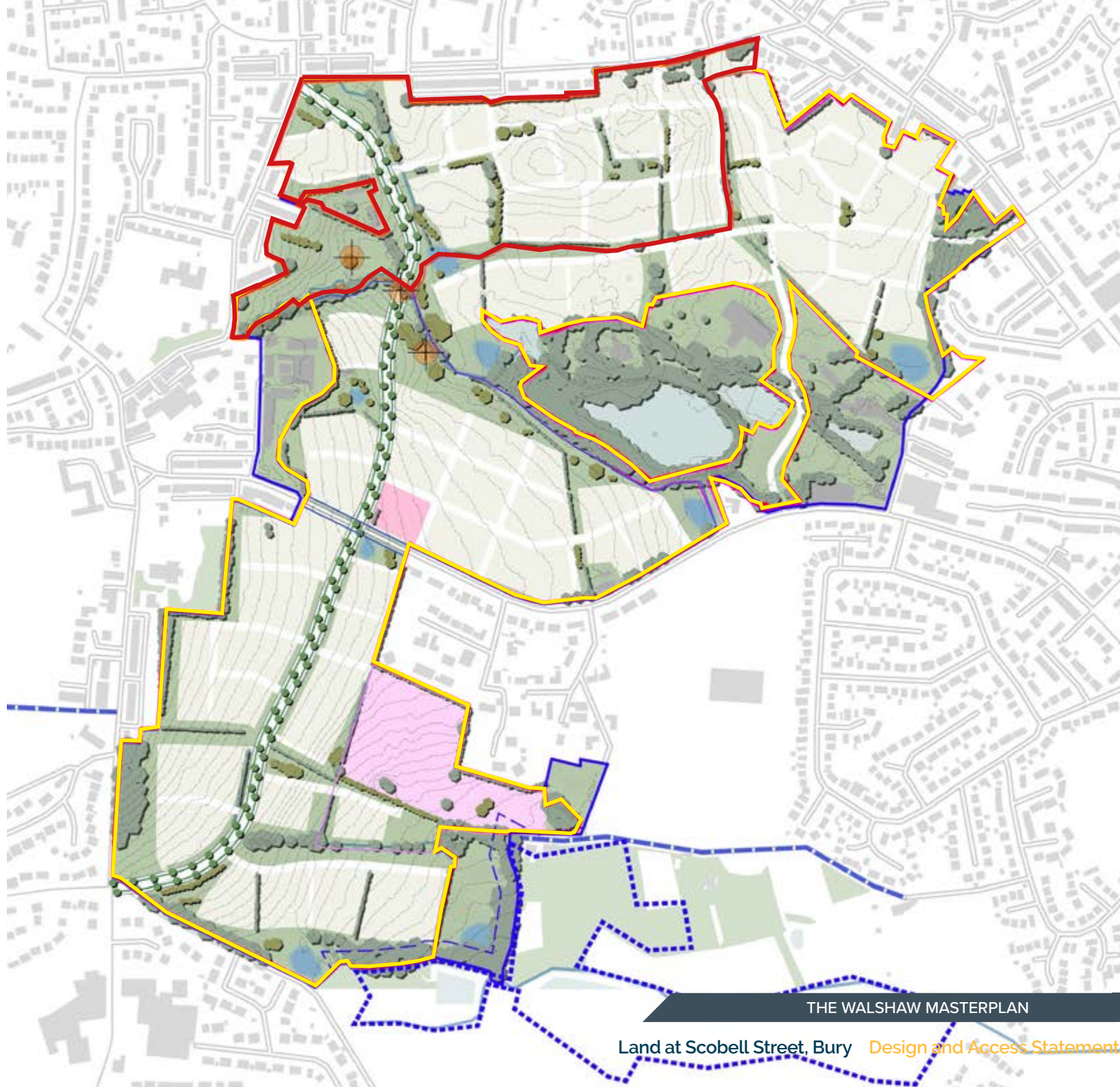
TFGM CYCLE ROUTE



SITE OF BIOLOGICAL IMPORTANCE (SBI)

15M SBI OFFSET

MINESHAFT (WITH OFFSET)



THE WALSHAW MASTERPLAN



ASSESSMENTS

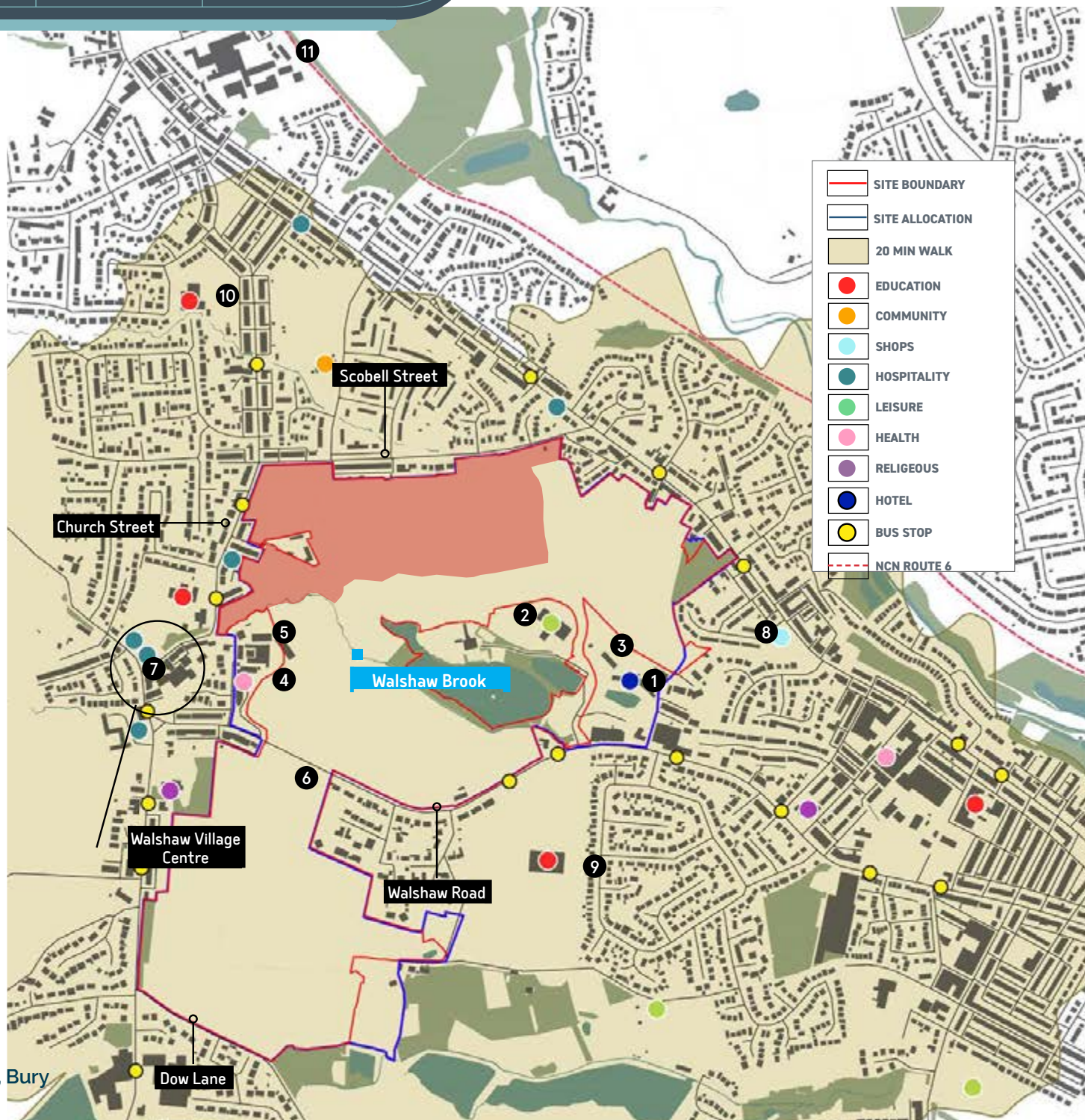
An understanding of the Site's context, though baseline studies, helps to influence the location, siting and design of the development. The process identifies opportunities for the design as well as constraints to integrate the development into its surroundings.



Local Context & Facilities

The plan opposite shows the range of facilities that are within a short walk from the Site including education, health, community and retail facilities.

The Site is located close to the Bolholt area off Walshaw Road. This area comprises Bolholt Country Park Hotel (1), Stables Country Club (2) and existing residential properties (3). Additional buildings/ development on the Site includes The Priory Hospital (4) and agricultural buildings (5). In addition, there are several notable buildings and destinations near to the Site, including, Christ Church (Grade II* Listed) (6) buildings associated with Walshaw Village Centre (7) Tesco Express (8) Elton High School (9) Christ Church Primary School (10), and Tottington Primary School (11).



Access & Movement

It is proposed to provide vehicular access to the proposed development at two locations from Scobell Street to the north of the site, and a single location on Church Street, each comprising priority junctions.

The application also includes the access for the northern end of the internal link, with associated modifications to the Church Street/Scobell Street junction. This demonstrates a commitment to delivering infrastructure which then assists with the delivery of the wider allocation.

There are a number of public rights of way running through the Site which connect up to the wider network. There is strong potential to enhance the existing footpath network within the Site, creating better pedestrian permeability.

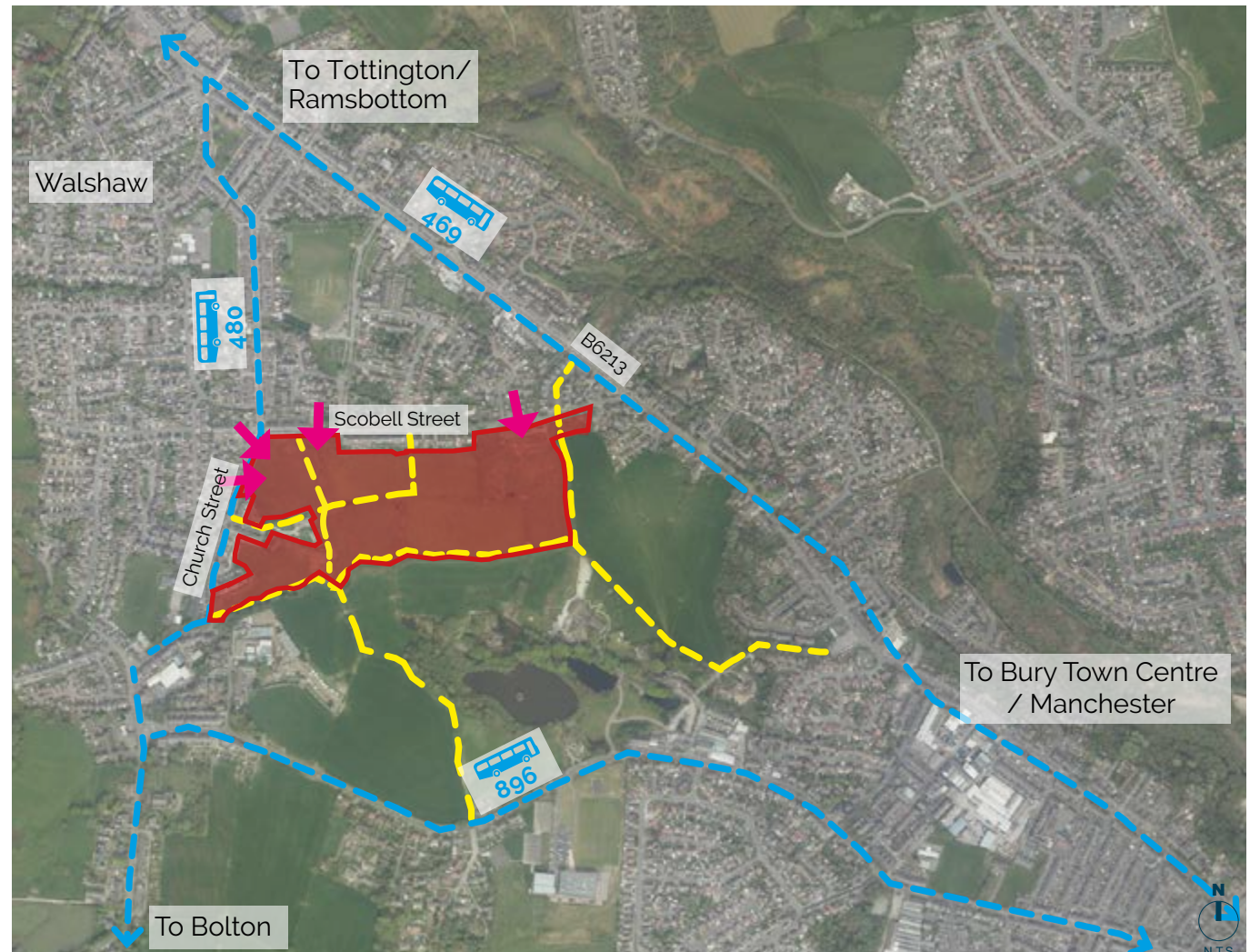
Bus route 469 runs along Tottington Road to the east of the Site with a bus stop located with close proximity providing regular services to Bury town centre. The 480 bus route runs along Church Road and provides transport between Tottington and Bolton.

The nearest public transport interchange is located in Bury town centre which is approximately a 15 minute bus or 12 minute cycle ride away. From here, regular trams provide easy access to Manchester City centre and beyond.

As part of the Walshaw Masterplan, Transport for Greater Manchester (TfGM) aims to extend bus servicing in the area,

Key

Site Boundary	
PROW Footpaths	
Bus Routes	
Vehicular Site Access	



Historic Development & Heritage

There are no designated heritage assets within the Site boundary. However, there are a number of Grade II and Grade II* listed buildings located within the adjacent settlements of Tottington and Walshaw immediately to the north-west and south-west of the site.

The Grade II* Listed Christ Church is located to the south-west of the site with views across the majority of the surrounding landscape. Christ Church spire can be seen from localised high points within the site.

Key

Site Boundary

Grade II* listed Christ Church, Walshaw

Grade II listed building







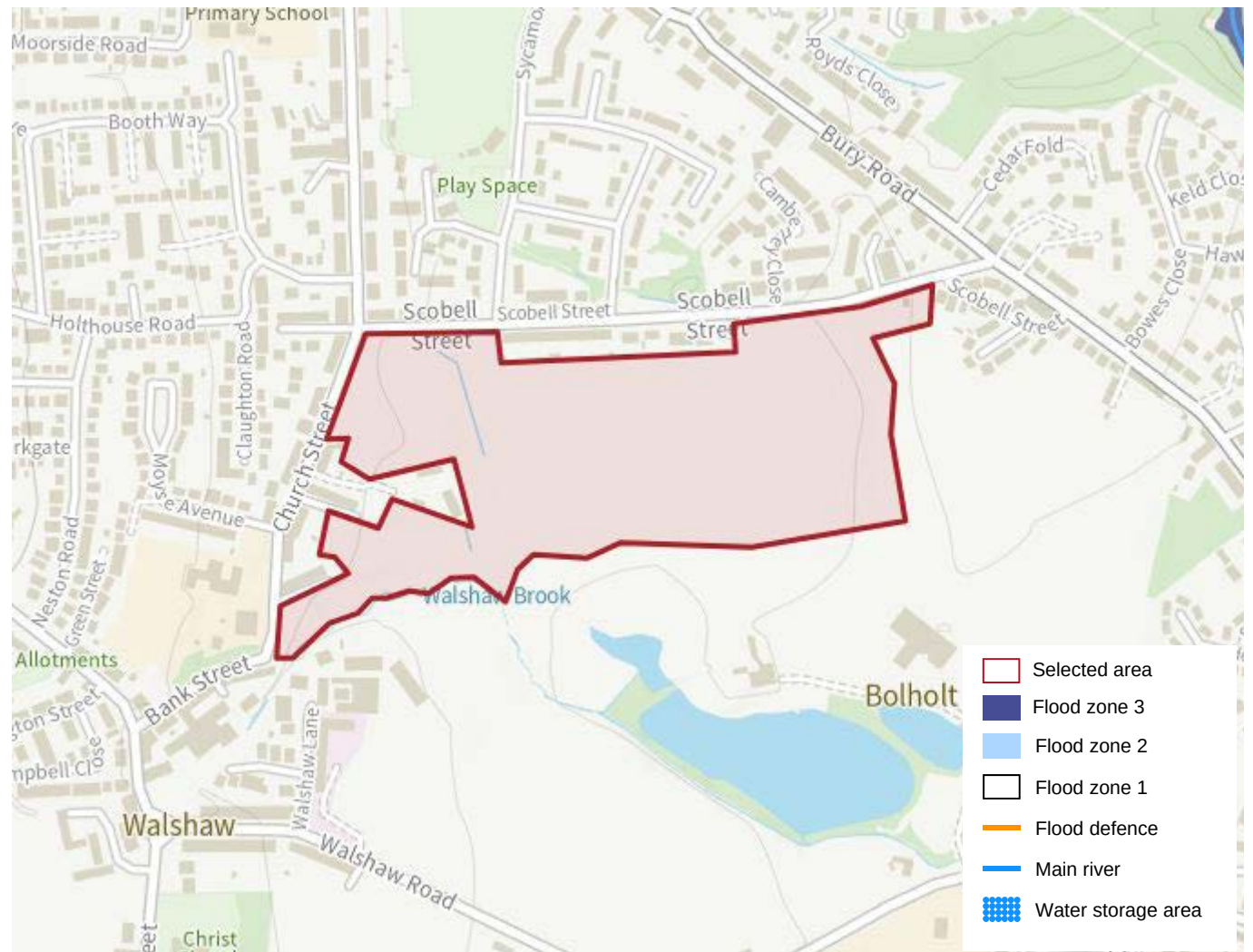

LOCAL HERITAGE DESIGNATIONS

Flood Risk Assessment

Flood Zone maps from the Environment Agency (EA) show that the site lies entirely within Flood Zone 1 (Low Probability) with no significant risk from fluvial flooding.

A Flood Risk Assessment and surface water drainage strategy has been prepared in accordance with the National Planning Framework and associated Planning Practice Guidance, and local Planning Policies. It is proposed to discharge site flows at a restricted surface water discharge rate to the Walshaw Brook (north of Walshaw Road) / Elton Brook (south of Walshaw Road).

The strategy for storm drainage proposes to mimic the existing arrangement, by directing surface water to the existing watercourses. The new drainage network will incorporate flow restrictions and SuDS design principles to manage and minimise peak surface water runoff and mitigate water quality risks.



Local Built Form & Character

Urban Form & Character

The following pages provide an analysis of the existing urban grain of the surrounding settlement to inform the form, pattern & future character of the proposals.

The B6213 Tottington Road/ Bury Road forms the main arterial north / south route through Bury. There is a strong continuous frontage of terraced properties along here, with small front gardens bounded by low walls. The route forms a natural local centre where the majority of the local facilities are accessed from, which include many pubs, restaurants, convenience stores and Tottington High School Academy.

To the west of the site, the built form consists predominantly of mid-century cul-de-sac's.

To the north and east of Scobell Street is a mixture of mid-century and more recent housing developments.

Buildings

There is a mixture of built-form and styles evident throughout Bury, although the predominant building material is a sandstone or red brick with terracotta

or slate roof tiles. Architectural detailing consists of stonework and stone window surrounds which can be found on some older dwellings. Chimneys are a fairly common feature within the roofscape. Buildings are generally 2 storeys in height with the occasional 2.5 and 3 storey buildings.

Boundary Treatments

Frontage boundaries are generally defined by low walls and occasional hedgerows. Older buildings often have little to no frontage and front directly onto the footway.

The photographs on the following pages show the architectural styles found within Bury along with some common building materials and boundary treatments.

The detailed design approach towards the materiality and appearance of the buildings will be addressed at detailed design stage.



Walshaw / Tottington Historic Centres

The historic centres of Tottington and Walshaw are characterised by stone terraces, churches and the occasional larger detached dwelling.

- Buildings are most commonly coursed Lancashire stone with stone lintels and stone window surrounds;
- Property frontages are bound by hedges or low walls;
- Windows are mostly timber or white uPVC. There is the occasional bay window.





Terrace Rows

Booth Street, Scobell Street and Tottington Road / Bury Road are all characterised by rows of brick-built 2-storey terrace properties.

- These are most commonly red brick or Lancashire stone in their construction;
- Often have painted or contrasting buff brick arch lintel details and brick banding details;
- Red or brindle brick terraces sometimes feature contrast buff brick quoins;
- Terrace properties mostly have a short frontage bound by a low wall or railing;
- Windows are mostly timber or white uPVC.



Modern Housing Clusters

Clusters of modern mid-to-late 20th century housing dominate the area to the north-west of the site.

- These are predominantly 1.5 storey, dormer bungalows;
- Properties tend to red brick in their construction;
- Details such as sections of cladding to the front elevation are common.
- Windows are mostly timber or white uPVC.

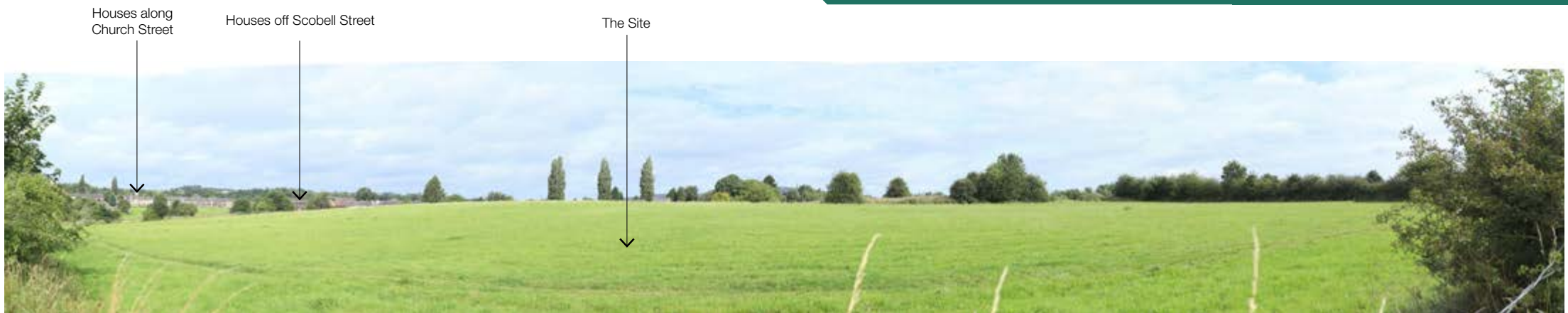




VIEWPOINT 1 - VIEW SOUTH FROM SCOBELL STREET



VIEWPOINT 2 - VIEW NORTH-EAST FROM FOOTPATH 91TOT / 92TOT CROSSING THE SITE



VIEWPOINT 3 - VIEW NORTH FROM FOOTPATH 93TOT

Landscape Character

National Landscape Character

At a very broad landscape scale, The Site, lies within Natural England’s National Character Area (NCA) 54 - Manchester Pennine Fringe. The area wraps around Manchester from Bolton in the northwest to Marple in the southeast, and includes the industrial towns of Bury, Bolton, Rochdale, Oldham, Dukinfield and Glossop and therefore covers a very extensive landscape tract. Under Key Characteristics the NCA description includes the following references:

- *‘Transitional zone between elevated, open moorlands and densely populated urban areas on lower ground.*
- *Landform is a transition from upland to lowland, with smooth shoulders of land divided by steep-sided valleys with fast-flowing rivers.*
- *Elevated vantage points provide extensive views across the adjacent Manchester Conurbation NCA.*
- *Several rivers flow through the area from the Pennine uplands, linking with adjacent lowland areas.*
- *Woodland cover is characterised by a range of woodland types concentrated along river valleys, as well as some newer community woodlands in the urban areas.*
- *Field boundaries include dry ‘gritstone’ walls at higher elevations and hedgerows at lower elevations.*
- *Limited semi-natural habitats include broadleaved mixed and yew woodland, lowland dry acid*

grassland, lowland meadows, lowland heathland, and purple moor-grass and rush pasture, which are often fragmented.

- *High population densities across a belt of industrial towns, with busy transport networks and motorways. Almost half of this NCA is classed as urban.’*

Local Landscape Character

The Bury Landscape Character Assessment has been undertaken at a District/ Borough level. It subdivides the three NCA areas covering Bury into Landscape Typologies and Local Landscape Character Areas (LLCA). The Site lies within Landscape Type 54/1: Fringe Industrial Brook and is further divided into LLCA 1b Walshaw and Elton.

Relevant key characteristics of 54/1 Fringe Industrial Brooks include:

- *‘Enclosed space located within/along the fringes of Bury urban area*
- *Altitude between 90 to 170 metres above sea level*
- *Woodland cover less extensive than Pennine Industrial Brooks*
- *Walshaw Brook containing very little woodland*
- *Lower parts of Walshaw & Hollins areas mostly amenity grassland*
- *Brooks (central) dominated by semi improved neutral grassland*
- *Upper parts of all brooks dominated by improved*

grassland

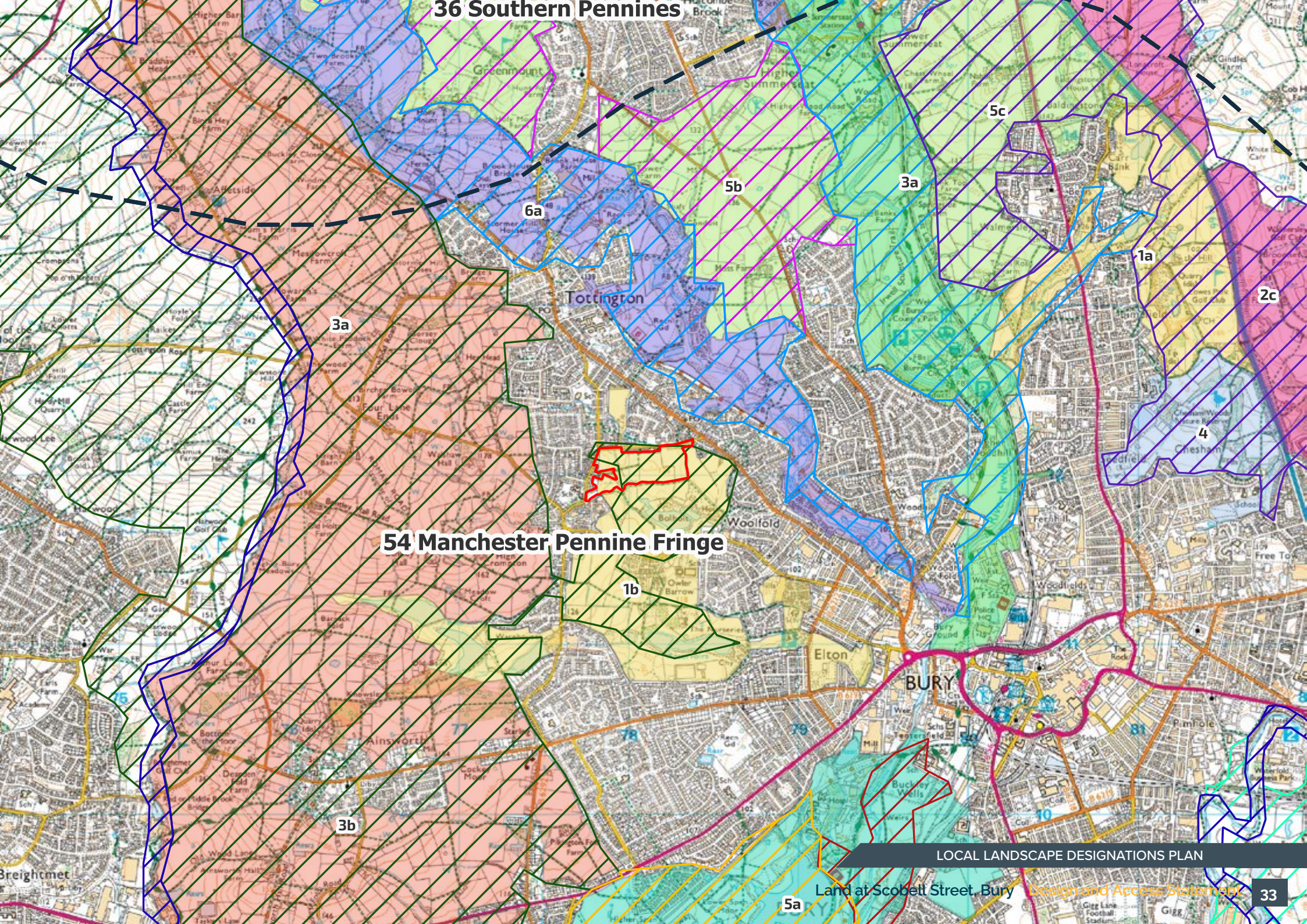
- *Hedgerows dominate both Walshaw and Pigs Lee Brook areas*
- *Rectangular field patterns more defined in peripheral / upper areas’*

Designations

The plan opposite illustrates the location of landscape character areas and other relevant designations. Designations within the study area are listed below:

- Kirklees Valley Local Nature Reserve is located approximately 500m north of The Site
- There are a number of Conservation Areas scattered across Bury, all of which are over 1.5km from The Site.
- Castlesteads Promontory Fort is the closest Scheduled Monument , located approximately 1.6km northeast of The Site.
- BURRS Country Park is located approximately 1.2km northeast of The Site.
- A large area of land within the study area is allocated as Green Belt. The closest point to The Site is approximately 250m west. The Site and land immediately to the south and east is allocated as Green Belt Release.
- Various Listed buildings can be seen across Bury, all of which are over 250m from The Site.

36 Southern Pennines





Ecological Survey

FPCR Environment and Design Ltd have undertaken an Ecological Assessment on behalf of Wain Estates. The outcome of which is detailed in the following paragraphs.

Habitats

The habitats within the Site are mapped on the plan opposite. The Site primarily comprises other neutral grassland with small areas of mixed scrub and a small area of woodland. There is a network of hedgerows and lines of trees and two water courses also present within the Site. The tree and hedgerow network and the water course corridors can be largely retained within green corridors at the Site. The development will result in the loss of a majority of the grassland but areas of greenspace have the potential to provide more botanically diverse grassland and any SUDs features have the potential to be designed to be wildlife friendly and provide diverse wetland habitats.

Reptiles

Reptile surveys have been completed at the Site and no reptiles have been recorded. Due to the suitable habitats at the Site, it is considered that small numbers could potentially use the Site but the presence of notable populations are unlikely to be present. Precautionary

methods of working will be employed to ensure any individuals that may be present would not be harmed during construction.

Breeding birds

Three breeding bird surveys have been completed at the Site. The assemblage recorded was largely common, generalist species, with hedgerows providing habitat for foraging, breeding and roosting.

The grassland interiors provide little to no habitat for breeding for the species seen on Site. The retention of the majority of hedgerows on site should minimise the impact on breeding birds, although there will likely be impacts due to disturbance during the construction phase.

Wintering birds

A scoping wintering bird survey was completed at the Site. A small assemblage of common and widespread wintering birds was recorded. The habitats within the Site are not suitable to support a notable wintering bird assemblage.

Foraging and commuting bats

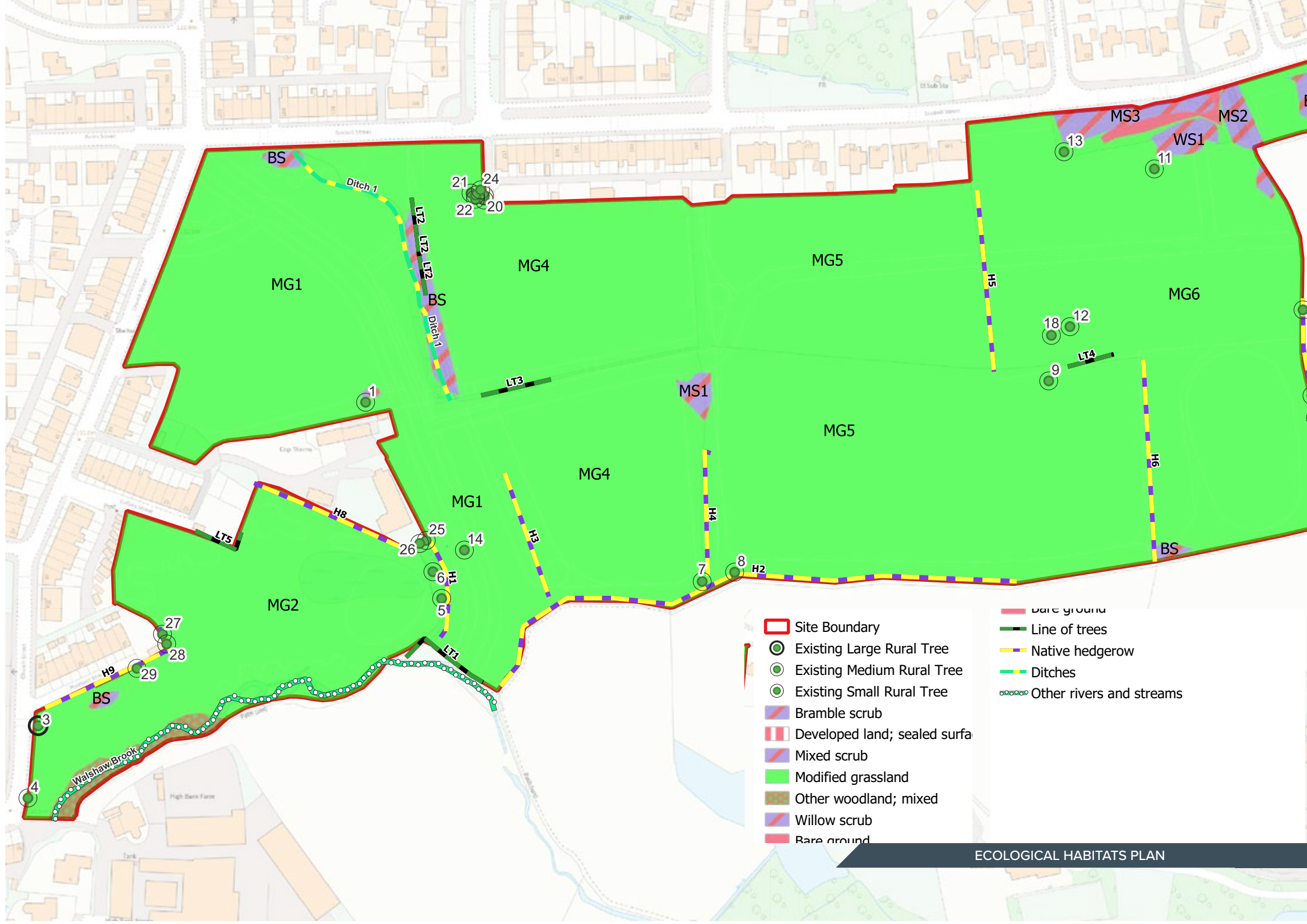
Night time walkover surveys and recording of bat activity using static detectors is underway at the Site. The hedgerow network and stream corridors are considered to have the highest value to the foraging and commuting bats at the Site. A majority of this network can be retained within site design and linked to areas of green space within the site and in the wider area.

Roosting bats

There are no trees or buildings present at the Site contain features suitable for roosting bats.

Great Crested Newts

Ponds are mapped on Figure 2. There are eight ponds within 500m of the Site but only five of these are not separated from the Site by significant barriers to dispersal such as roads. Four of the five ponds within 500m were surveyed for the presence of GCN through the use of eDNA surveys and traditional presence/absence surveys. Great crested newt were recorded as absent in these ponds.



- Site Boundary
- Existing Large Rural Tree
- Existing Medium Rural Tree
- Existing Small Rural Tree
- Bramble scrub
- Developed land; sealed surface
- Mixed scrub
- Modified grassland
- Other woodland; mixed
- Willow scrub
- Bare ground

- Bare ground
- Line of trees
- Native hedgerow
- Ditches
- Other rivers and streams

Opportunities & Constraints

The assessment of the site and context has identified a number of constraints and opportunities associated with the proposed development.

Opportunities

- Opportunity to take advantage of natural low points of the Site through placement of SUDs attenuation.
- Opportunity to provide an integrated network of public open spaces incorporating play facilities, extensive landscape, sustainable drainage areas and ecological habitats;
- Opportunity to retain existing PRow footpath route through the Site and create new footpath connections through areas of open space, providing links with PRow in the wider context;
- Existing vegetation across the Site will be retained, conserved and enhanced where feasible. Any losses will be mitigated with new native species in line with the existing character of the Site;
- Proposals will seek to provide a net gain in biodiversity by creating new habitats, such as species-rich grassland, hedgerow and scrub planting, and a potential Green Corridor;
- Opportunity to create high quality public spaces for use by existing and proposed residents for social interaction, play, and amenity.

Constraints

- Residents of properties on Church Street and Scobell Street will experience views of the proposed development and should be considered through the design process.
- The proposed vehicular access off Church Street will require a new access junction.
- The proposed road network will need to respond to the sloping topography.
- Arboriculture; Consideration to the root protection areas (RPA) of the trees and hedgerows located within the Site and along the Site boundaries;
- Site surveys have identified a series of existing mineshafts in the south-west corner of the Site which will need to be considered when situating proposed development.

KEY



Site Boundary

[11.3 ha]



Existing development



Potential Pedestrian Access Points



Proposed vehicular access



Long Range Views



Localised High Points



Existing Public Rights of Way (PRow) with Ref. no



Potential to Retain Landscape Corridor / Buffer



Existing trees and vegetation



Existing Watercourses



Height Contours



Potential location for attenuation feature



Approximate locations of existing mineshafts

BURY



Adjacent
Proposed
Development

Adjacent
Proposed
Development

OPPORTUNITIES & CONSTRAINTS PLAN

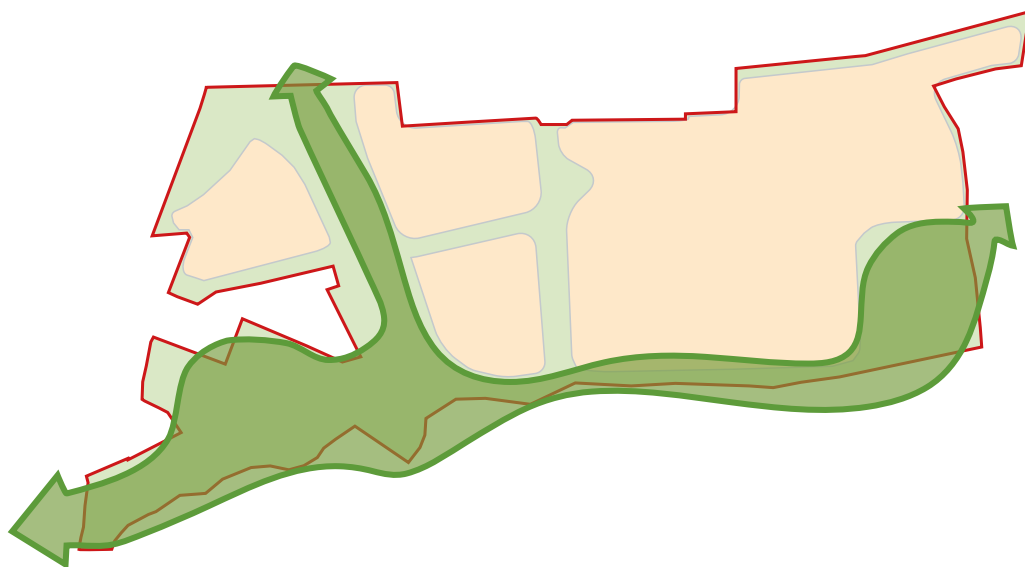
Land at Scobell Street, Bury Design and Access Statement



Green & Blue Infrastructure Strategy

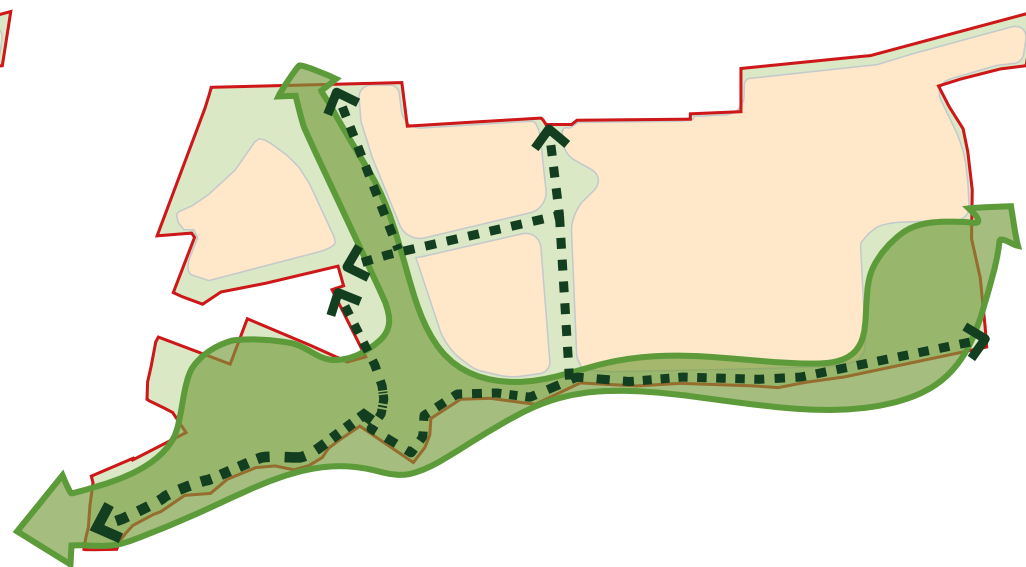
Open Space

- Existing trees and hedgerows will be retained and enhanced as far as possible.
- Proposed planting will complement the existing vegetation and provide structural variation.
- Flower rich grassland will provide habitat for insects/pollinators.
- Grassland managed for will provide reptile habitat.
- Native hedgerows will act as corridors along the residential edge.



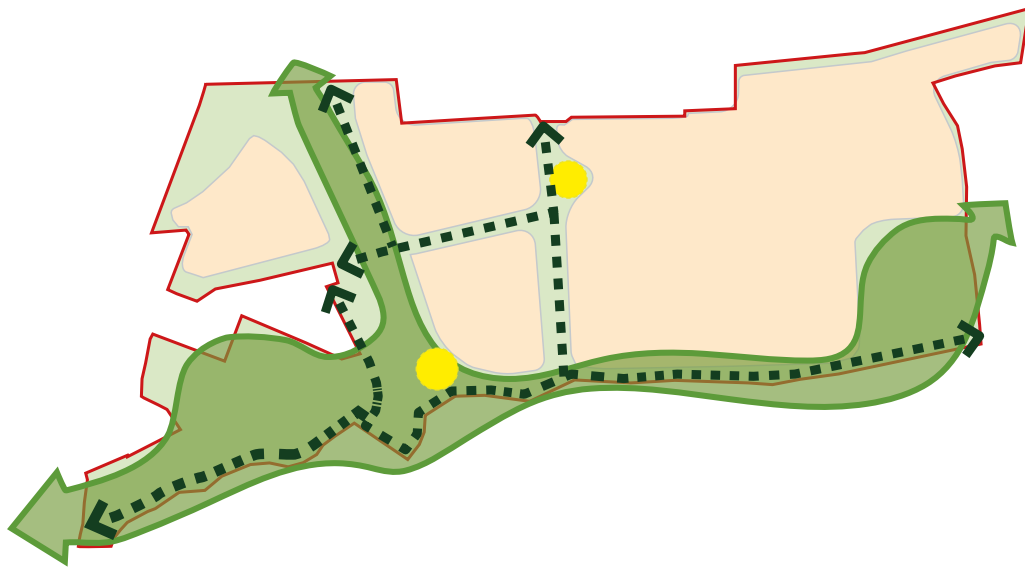
Footpaths & Visual Connections

- The existing PRoWs within the site are retained broadly along their existing alignment passing alongside the main east-west vehicular route, crossing the proposed Link Road and along the southern site boundary through the area of open space.
- Proposed footpath routes are designed to enhance the existing PRoW network within the site whilst also connecting to the wider PRoW network to allow residents to access local facilities easily on foot.



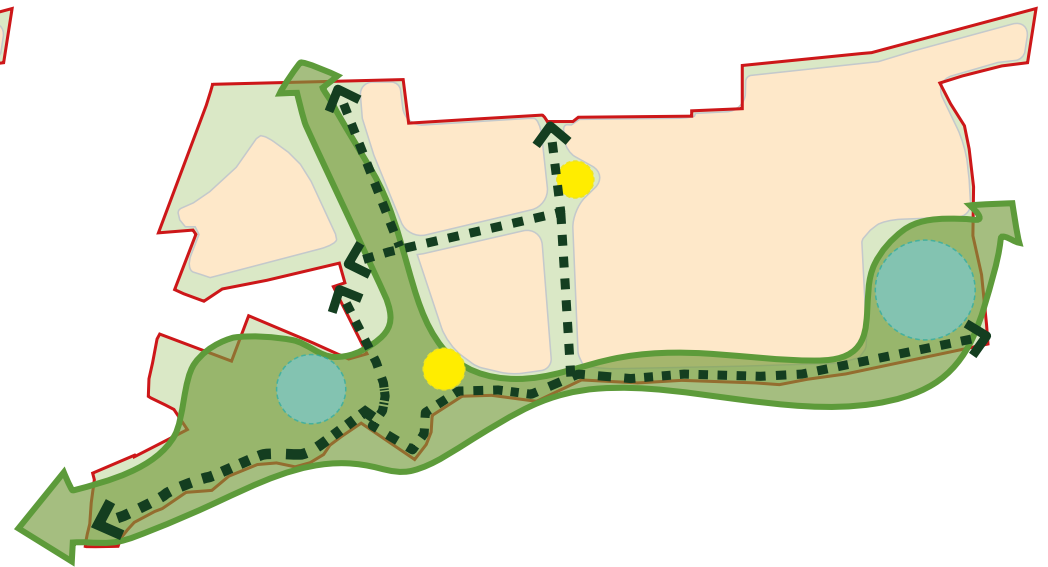
Recreation / Play

- There are two proposed play areas within the development. These should include a variety of play experiences to create a more holistic park that encourages more natural play.
- The play areas are well overlooked by neighbouring properties and are and located at easily accessible locations.



SuDS

- The sustainable drainage features located within the public open space will contribute positively to the character of the open space.
- SuDS will be designed for amenity and biodiversity benefits with the inclusion of a selection of grasses and shrubs to soften its appearance.







THE PROPOSALS

The following design responses, or principles, come from an evaluation and analysis of these baseline studies, ensuring that the development responds to features within the site, as well as its context. It also enables the development to address any specific constraints as well as maximising opportunities.

Development Framework Plan

Following the analysis of constraints, benefits and opportunities of the site, the areas suitable for development have been identified in the adjacent Development Framework Plan, alongside indicative primary streets, footpaths and associated landscape.

The development provides land for up to 275 dwellings at a density of 38 dwellings per hectare (DPH), with associated streets, private gardens and parking space.

Dwellings will be set within an attractive network of connected streets and surrounding green space. Character streets will create variety and a sense of identity within the layout.

The housing mix will include a broad range of house types as found within Bury which are appropriate for modern living and for a wide demographic. The development will also include the provision of affordable housing. A definitive housing mix will be determined at the detailed design stage.

Generally, lower densities will occur along the green edges of the development. Higher densities will be primarily located along the main vehicular routes and along the main north / south Link Road.

The scheme presents an opportunity to create a vibrant new community with high environmental quality. Through the Ministry of Housing, Communities & Local Government’s National Design Guide (October 2019), a well-designed place is formed through the design of three overlapping themes; Climate, Community and Character.



KEY		
	Site Boundary	[11.3 ha]
	Proposed residential development Up to 275 dwellings @ 38 dph	[7.23ha]
	Proposed vehicular access	
	Indicative vehicular routes	
	Indicative Primary Residential Street	
	Indicative Secondary Residential Streets	
	Proposed link road - Overall width 15.5m (6.5m carriageway with 2m verge and 2.5m footway on both sides)	
	Existing development	
	Existing Public Rights of Way (PRoW) with Ref. no	
	Indicative Proposed Footpaths	
	Existing trees and vegetation	
	Existing Watercourses	
	Contour lines	
	Indicative proposed attenuation feature	
	Indicative proposed trees and vegetation	
	Indicative proposed play area	



Illustrative Layout

Built Development

The Illustrative Masterplan provides a total of 275 dwellings, which consists of a mix of affordable homes and homes for the private market.

The planning layout has been designed to reflect local needs and accommodates a variety of house types and sizes. The layout consists of a range of units, comprising of 1, 2, 3, 4 and 5 bedroom dwellings. The scheme provides a mix of semi-detached, detached dwellings and apartments which are reflective of the local area.

Focal buildings are positioned at corners and at the site entrance to create a sense of hierarchy within the development and an entrance gateway from the west.

Infrastructure

The primary means of access is provided via a main spine road which extends south into the adjacent proposed development. Additional vehicular access roads are incorporated into the proposals which will provide direct access to / from Scobell Street and Church Street. The proposed pedestrian recreational routes provide connections through the development and connect the existing Public Rights of Way network.

	Site Boundary	[11.3 ha]
	Proposed Residential Development Up to 275 dwellings @ 38 dph	[7.23ha]
	Proposed link road - Overall width 15.5m (6.5m carriageway with 2m verge and 2-3m footway on both sides)	
	Existing Development	
	Existing Public Rights of Way (PRoW) with Ref. no	
	Existing Watercourses	
	Proposed Recreational Routes Through POS	
	Existing trees and vegetation	
	Proposed street trees	
	Proposed attenuation feature	
	Proposed trees and vegetation	
	Proposed play area	



ILLUSTRATIVE LAYOUT

Street Hierarchy

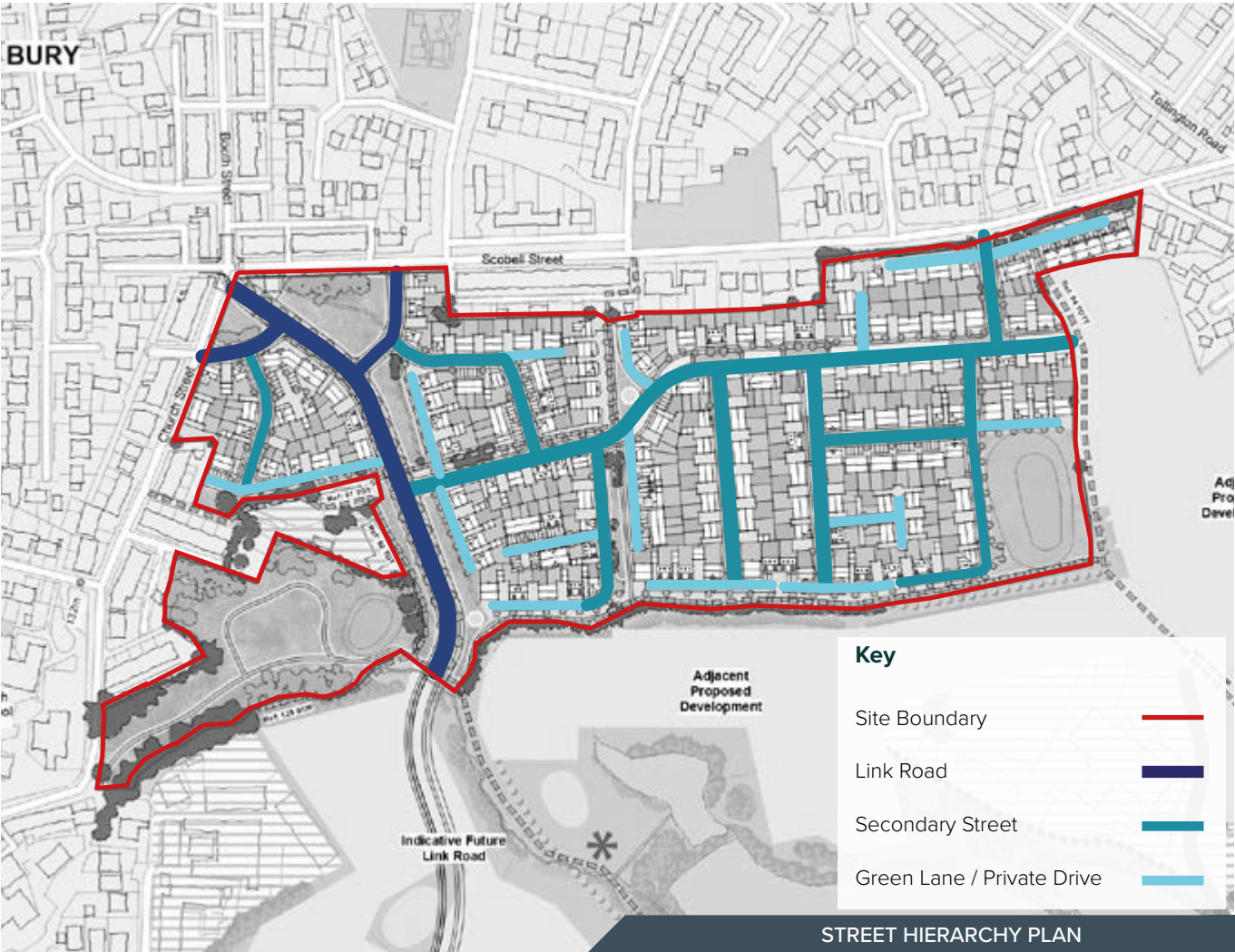
The Street Hierarchy follows a simple network of interconnected grids with pedestrian connectivity given priority over vehicular movement. The proposed north / south Link Road will be the primary means of access into the site and connect with the wider Walshaw Masterplan area to the south. The secondary streets lead off from the Link Road, which then connect to the lowest order street: lanes and private drives.

Street Pattern

The development’s street pattern is based on a regular pattern of connected streets. This will create streets that will be easier to navigate for pedestrians and cyclists. It will also produce streets and perimeter blocks that are practical and efficient in their design. The street pattern will allow the opportunity to introduce avenues, feature spaces. It will also encourage the use of vistas and views of keynote buildings as streets intersect.

Indicative Character Street Types

A series of street types will be introduced and these will act as ‘character streets’. During the detailed design stage these could be refined further with additional street types, following the principles set out within the DAS.



Link Road

The Link Road will function as the higher order street providing access into the development from Church Street. It should be based on the following key design principles:

- Provides the main vehicle access from Church Street via a 6.5m wide carriageway;
- Forms the gateway street, providing access to the wider Walshaw Masterplan area to the south;
- Verge to either side of road with trees;
- 2.5m footways to either side of street set back behind trees and verge;
- Changes of highway surface at key junctions and pedestrian crossings;
- Car parking is expected to be either to the sides or to the rear of dwellings. There is to be no frontage parking directly from the Link Road.

Built Form Characteristics

- A range of dwelling types, including linked terrace dwellings and semi-detached properties;
- Predominantly 2 and 2.5 storey dwellings, with the occasional 3 storey;
- Consistent, more formal building line;
- Landmark buildings at key junctions and terminating vistas.

Section



Keyplan



Visualisation for indicative purposes only



Secondary Street

Secondary streets should be based on the following key design principles:

- Connect with the Link Road, providing legible access and circulation;
- Tree planting positioned within larger front and side gardens to provide interest on the street scene;
- 2m footway to both sides of the carriageway;
- Accommodate safe movement for all (cyclists, pedestrians and vehicles);
- Have narrower carriageway widths than the boulevard – although specific street width will vary and depend on context, density, the built form and landscape design;
- Have less formal landscaping than the Link Road,
- Incorporate private frontages that are deeper than those along the boulevard, with occasional frontage parking.

Built Form Characteristics

- A range of dwelling types, including detached and semi-detached properties;
- Less consistent, more informal building line,
- Predominantly 2 and with the occasional 2.5 storey properties;
- Some buildings located with gable ends onto the street;
- Occasional focal buildings;
- Detached dwellings located towards the edge of development parcels;

Section



Keyplan



Private Drives / Green Lanes

Private drives / green lanes should be based on the following key design principles:

- Connect with the secondary streets, providing legible access and circulation;
- Shared surface for all cyclists, pedestrians and vehicles;
- Have narrower carriageway widths than the secondary streets;
- Informal landscaping to property frontages;
- Private frontages are deeper than those on the secondary streets and boulevard, with occasional frontage parking. Occasional visitor parking adjacent to POS;
- Parking on plot with driveways and garages, with some frontage parking;
- Tree planting positioned within larger front and side gardens to provide interest on the street scene.

Section



Keyplan



Visualisation for indicative purposes only

Built Form Characteristics

- Predominantly detached properties with the occasional semi-detached properties;
- 2 storey dwellings;
- Less consistent, more informal building line,

Scale, Heights & Density

Use & Amount

The site is proposed for residential use and associated green, blue and grey infrastructure. The total housing area of 7.23ha provides land for up to 275 homes. The housing area includes associated streets, public realm, private gardens, and parking space.

The development will provide a choice of new homes (both tenure and price) for modern living and will encourage a wide demographic, from starter homes for first time buyers, through to retirement homes. There will also be a proportion of affordable homes, with the affordable housing mix having regard to national and local guidance. The final housing mix will be determined at the detailed stage, but it is expected to include a broad range of house types to include terrace, semi-detached and detached properties.

Scale

The scale of the development in terms of its height and mass should respond to the characteristics of the site and the surrounding townscape of Bury. 2 and some 2.5 storey buildings are the common within the locality. Due to the rising topography, the higher contours of the development area should consist predominantly of 2 storey dwellings.

The design principles for scale are as follows:

- The use of 2 storey houses and buildings should be the predominant approach across the layout to accord with the density level and Design Vision;
- Taller buildings (2.5/ 3 storey dwellings) should be selectively used, and should only occur in higher density perimeter blocks such as on the Primary Street;
- Taller buildings can add a vertical emphasis to a street, or help enclose a feature space. They could also be used as keynote buildings at the end of a street vista, or at an important street intersection;
- Taller buildings would not be appropriate on the green edges of the layout within lower density areas or within localised high points;
- Wide plan house types are more likely to occur in lower density arrangements (Lanes), and narrow plan house types in higher density areas (the Primary Streets and Secondary Streets);
- Dwelling length, width and ridge height should be varied to add character to the streetscene;
- The design of the plot should consider the position of buildings and their relationship to neighbouring plots and the public realm. Privacy, security, surveillance and shadowing are some of the key issues that need to be addressed.

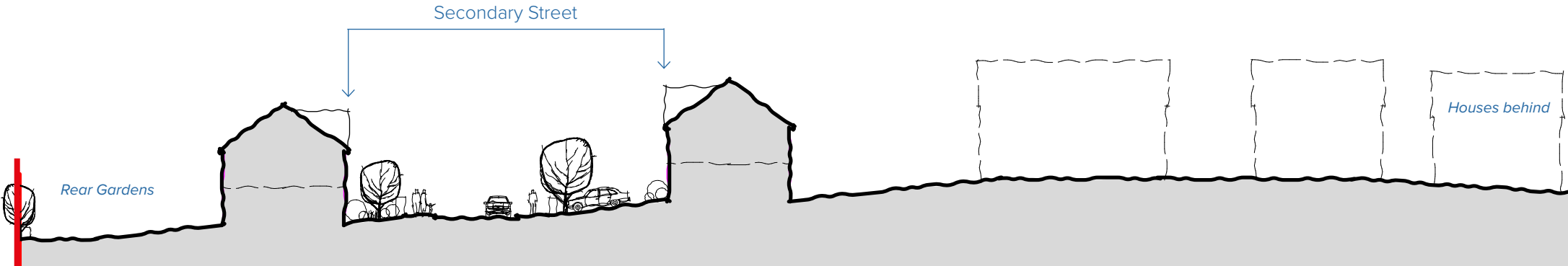
Densities

The average density across the development will be circa 38 dwellings per hectare (dph). 38 dwellings per hectare is considered to be an appropriate density given the Site’s urban location. It also reflects the surrounding urban areas which is of a medium density.

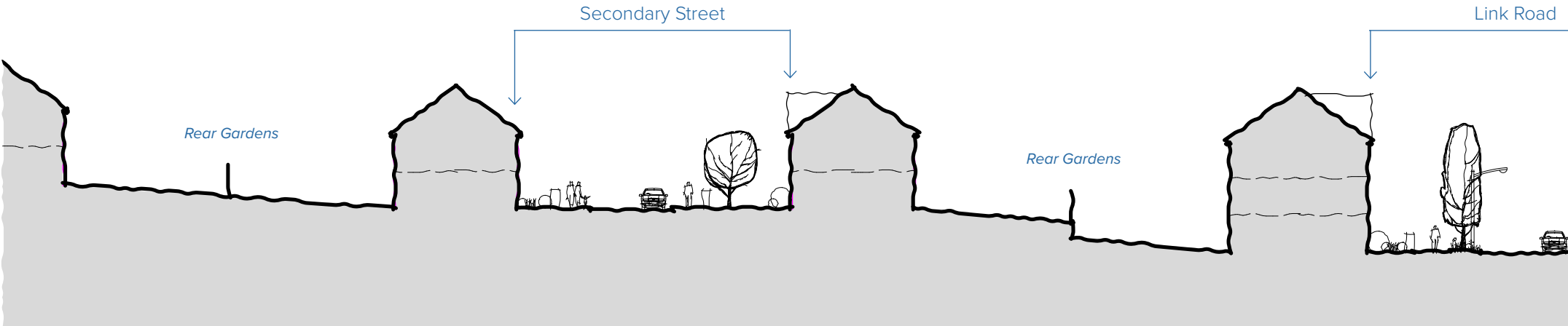
An average density of 38 dph will typically comprise a mix of terrace, semi-detached, detached house types, with private frontages, rear garden space and on-plot parking. There will be a range of higher and lower densities to provide opportunities for different plot arrangements and house types. This will provide character within the place via the ‘character streets’.



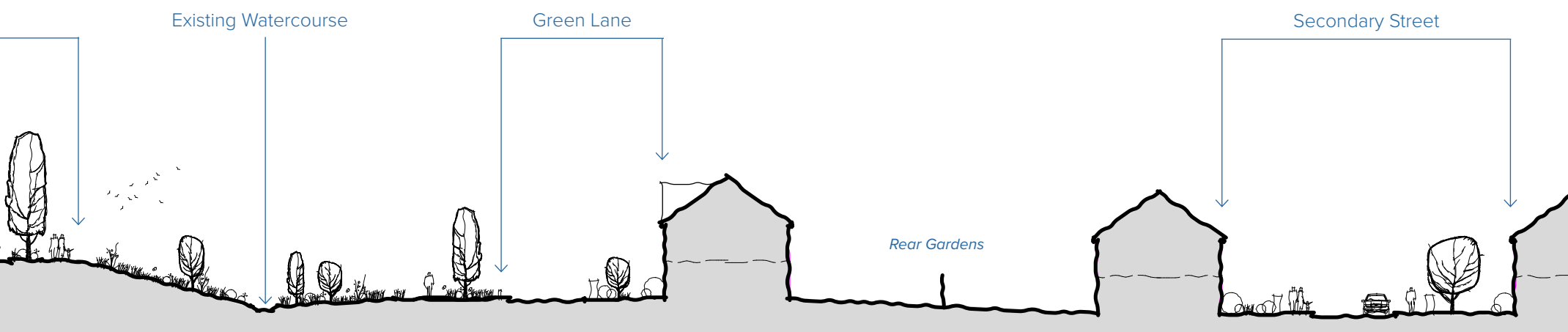
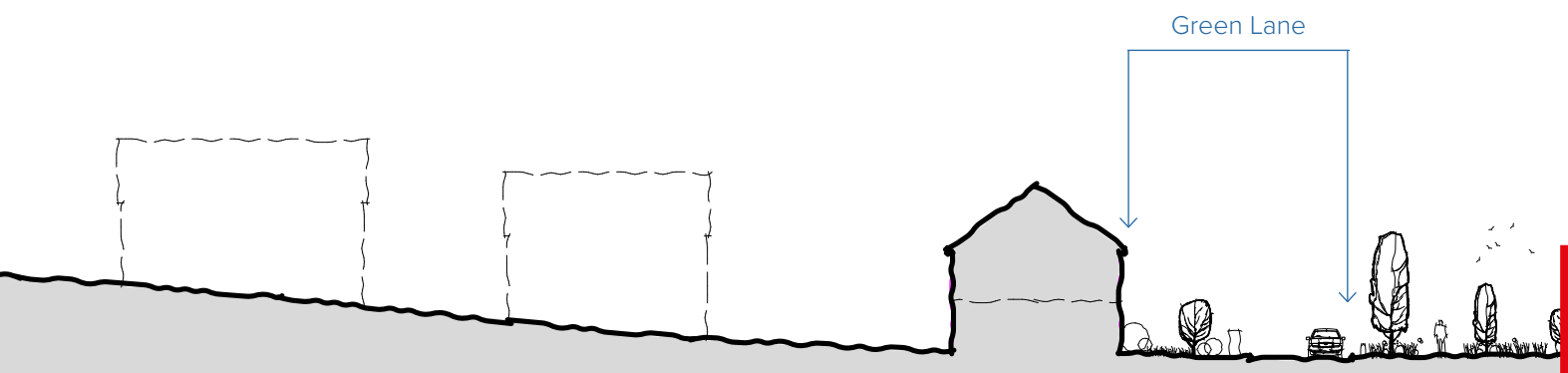
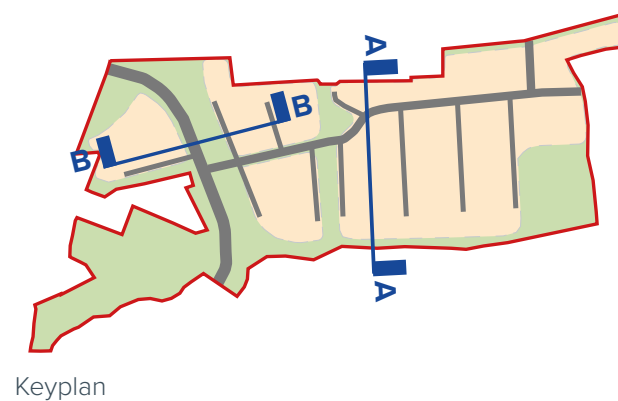
Site Sections



Section A-A



Section B-B





Vehicular Access & Movement

Access

It is proposed to provide vehicular access to the proposed development at two locations from Scobell Street to the north of the site, and a single location on Church Street, each comprising priority junctions.

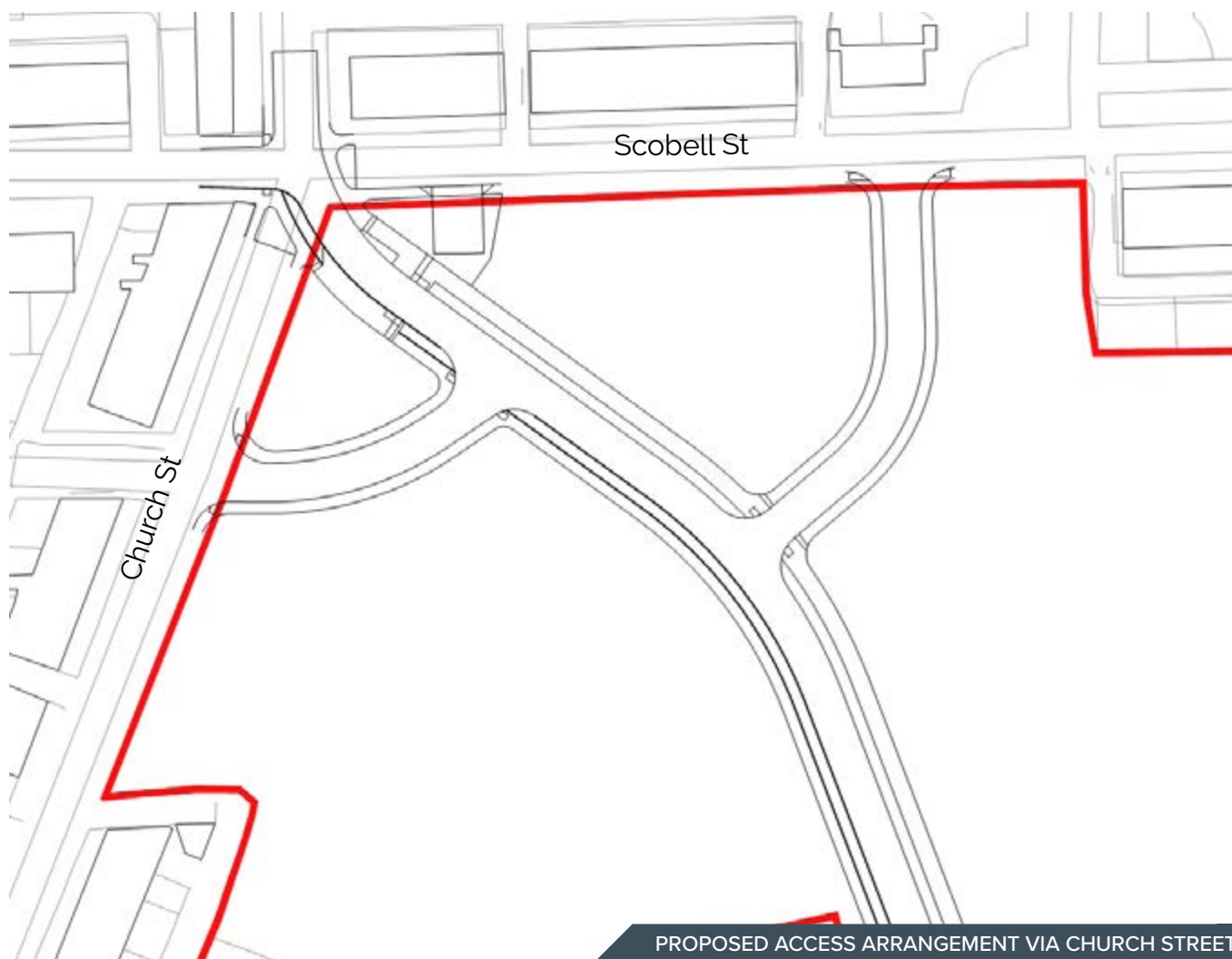
The application also includes the access for the northern end of the internal link, with associated modifications to the Church Street/Scobell Street junction. This demonstrates a commitment to delivering infrastructure which then assists with the delivery of the wider allocation.

Movement

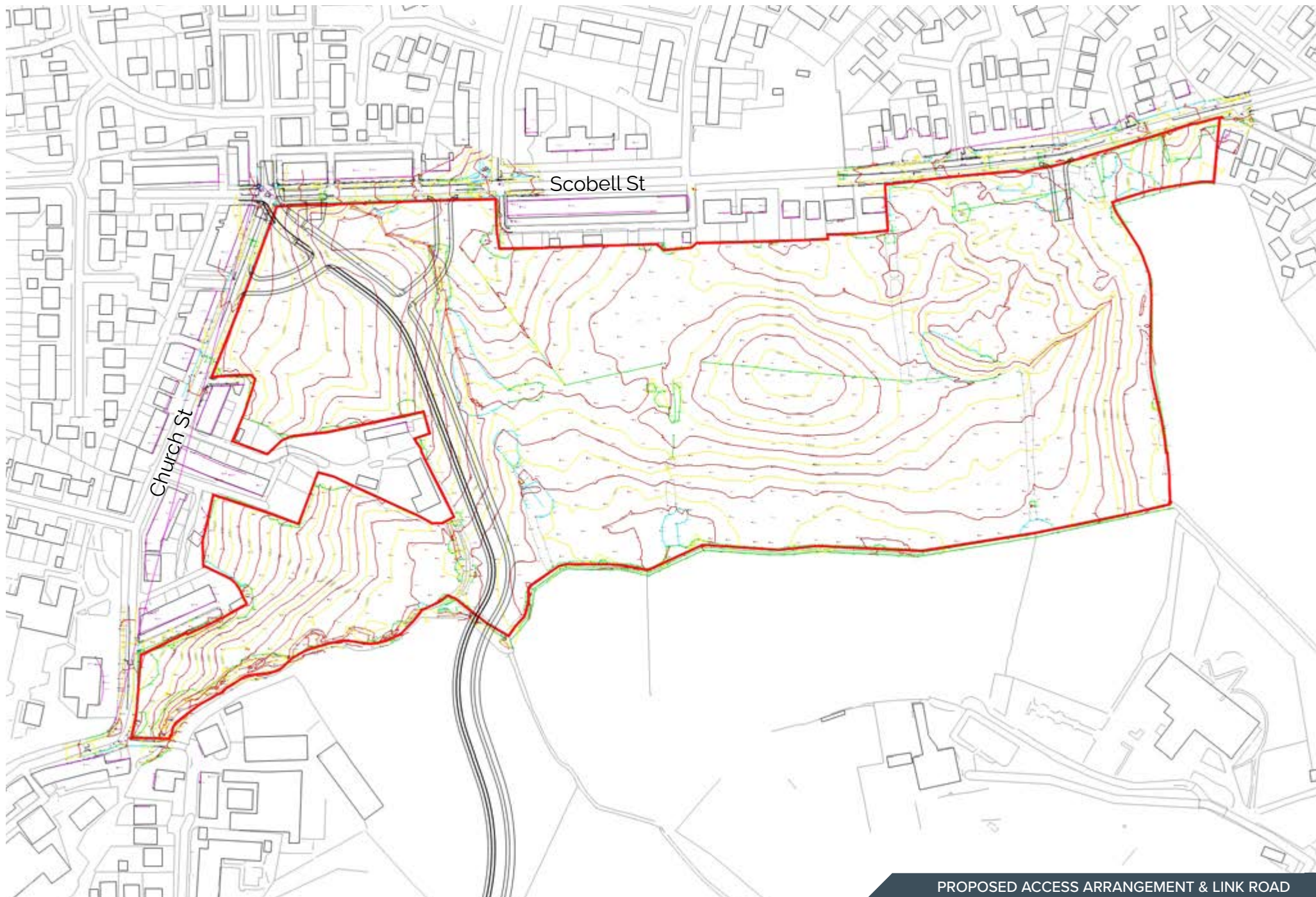
The vehicular routes through the development will serve all dwellings through a mix of street types. Details of the internal layout will be agreed at Reserved Matters stage. However, the internal layout will be designed to safely accommodate the movements of refuse vehicles, fire tenders, and goods online delivery vehicles.

Proposed Link Road

A north-south Link Road is proposed as part of the Walshaw Masterplan. The Link Road will connect Church Street in the north, via a new access junction, with the remainder of the Walshaw Masterplan in the south.



PROPOSED ACCESS ARRANGEMENT VIA CHURCH STREET



PROPOSED ACCESS ARRANGEMENT & LINK ROAD

Pedestrian & Cycle Movement

Pedestrian Access

Pedestrian access is provided from the northern, western, and southern site boundaries allowing filtered permeability into the surrounding streets and Public Rights of Way (PRoWs).

Pedestrian Movement

The key principle is to encourage filtered permeability throughout the site, connecting up with the existing network of Public Rights of Way (PRoWs). All movement routes provide access to the proposed vehicular link road running north-south.

Further routes are proposed to extend into the public open space (POS) and provide further walking loops that to allow for leisure, play and recreation, including dog walking and running.

Bus Routes

The nearest bus stops are located on Church Street to the west and Bury Road to the east, both of which are within a 5 minute walk from the site entrances. From here, there are regular bus services to Bury Town Centre and the Bury Transport Interchange.

Cycle Movement

On street cycling will be encouraged through the development due to the designed low vehicle speeds. The site is well located to connect to key local amenities and facilities by bicycle with Bury town centre being within a 10 minute cycle ride from the site.

Cycle parking provision will be provided to ensure that all residents will have appropriate and secured storage facilities to accommodate cycles within the curtilage of their property. The cycle parking facilities will be provided in accordance with the relevant standards at the time of the Reserved Matters application for the detailed layout of the Site.





BLUE & GREEN INFRASTRUCTURE PLAN



Green & Blue Infrastructure

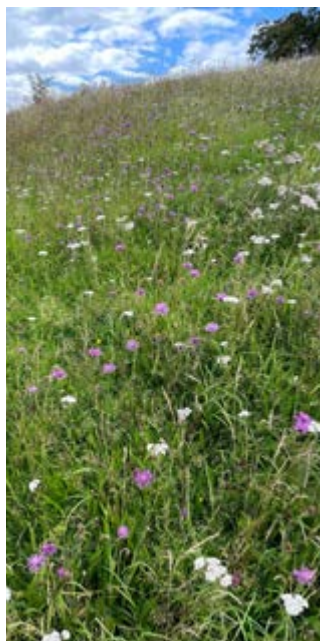
Public Open Space

The largest area of public open space is strategically located in the western portion of the Site on the higher ground to reduce visual impact from surrounding receptors. The grassland habitat is also considered valuable from an ecological perspective, therefore this has informed the proposals and ensured that the majority of the site is kept free from development and incorporated into a comprehensive management regime.



Topography

The sloping landform of the site is a key characteristic that informs the masterplan proposals. The proposed development will work with the existing contours to minimise its affect on the surrounding landscape.



SuDS

Surface water runoff will be managed using Sustainable Drainage Systems (SuDS). Whilst full details of these arrangements will not be available at this outline stage, various SuDS will be provided across the site to attenuate surface water runoff on-site, before discharging flows at a restricted pre-development rate. This could include attenuation basins which will be designed in a way to maximise their wider benefits in terms of biodiversity, recreation and aesthetic value.

SuDS attenuation features are located on the lowest part of the site and are proposed to form a potential wetland corridor along the southern boundary. An appropriate landscape riparian landscape treatment will be provided to ensure the features assimilate into the landscape.





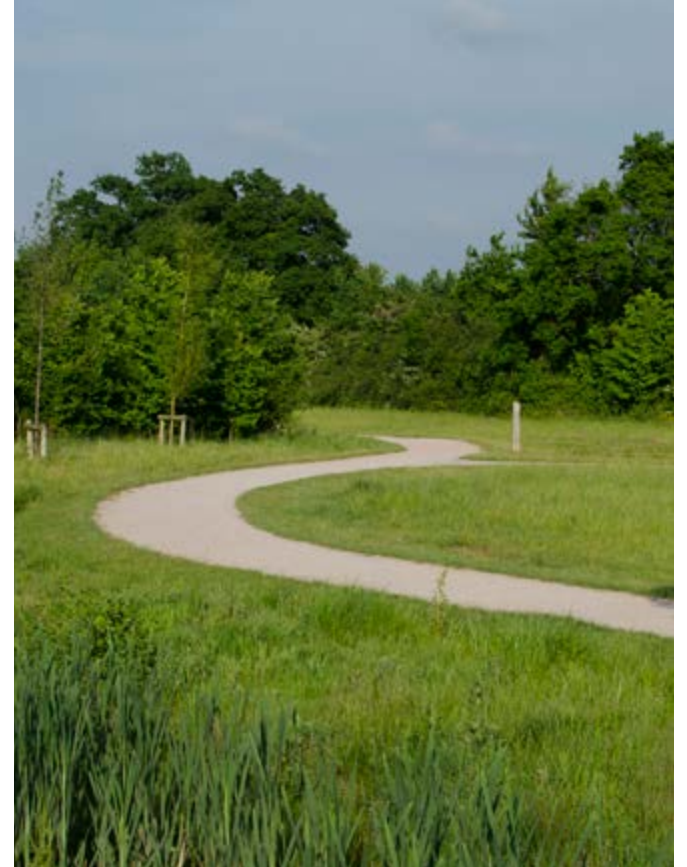
Play

Two play areas are provided in the heart of the development, strategically located at the end of a street for ease of access, but also to form a landmark / waypoint at the end of a vista through the development. In accordance with the Fields in Trust guidance, suitable buffers are provided to nearest habitable room, and are in line with appropriate walking distances to the residents.



Views In & Out

The rising topography represents an opportunity to incorporate framed views out of the site and maximise the Site's sense of place. Within the northern part of the site, an incidental open space is proposed to sit, meet and enjoy the surrounding area, with development blocks framing views through the street layout.



Connectivity

In addition to the existing Public Rights of Way (PRoW's) through the Site, further pedestrian connections are proposed. This provides opportunities for leisure, play and recreation, including dog walking and running. It also provides residents with easy, efficient, and attractive routes to the adjacent PRoW and open space networks, enabling users to head on to nearby destinations.

The images on this page show examples of the different types of Green Infrastructure within the development.

Sustainability

The proposals will include a mix of new homes to meet local needs, including affordable homes all of which would be constructed to an accessible and adaptable standard to meet the needs of the wider community.

Transportation

The scheme is sustainably located close to urban centres and public transport networks, reducing the necessity for car use.

Waste Management

The development will have adequate facilities for waste collection and storage, to encourage recycling.

Biodiversity Net Gain

The development aims to deliver a 10% biodiversity net gain. This will be achieved through the delivery of ecological habitat areas across the site.

Community Health & Wellbeing

The site will be designed to specifically protect and enhance people’s health, wellbeing, and quality of life, increasing their life expectancy.

Health & Wellbeing

The site will encourage social connections and physical activity, improving the mental and physical health of occupants respectively. It will also ensure good access to daylight, good air quality and acoustic comfort. The scheme will provide access to safe green space.

Affordable Housing

The development will deliver a provision of 25% affordable housing on site to meet the identified needs of families within the borough.

Inclusive and Accessible Homes

All dwellings should be constructed to the M4(2) accessible and adaptable standard assisting in the delivery of inclusive and accessible homes within the borough. Also ensure good access to daylight, good air quality and acoustic comfort. The scheme will provide access to safe green space.







Placemaking & Appearance

The arrangement and the design of streets is the underlying element of placemaking and the creation of attractive places.

The key urban design principles that are expected to be adopted at the detailed stage, for perimeter block and plot design are as follows:

- To arrange buildings, so that they enclose and overlook the public realm (streets and green space).
- To create a range of perimeter block sizes (depth-length) to add character and contrast.
- To ensure that blocks are practical and efficient.
- To wherever practicable, maximise solar gain and light penetration through building orientation.
- To ensure that plots and buildings are safe and secure, with risk of crime designed out.
- To draw reference from local character in terms of building form and scale.
- To use closed blocks (back to back properties) as the preferred approach, as this will allow for more secure private rear gardens.
- To provide changes in density. Densities should be based on the 'character streets' so that blocks along the Primary Streets, for example, will be of a higher density than the blocks on the Green Lanes / Private Drives.



The architectural response to the development should aim for high quality traditional architecture. Simple details and styles which reflect the traditional local character of Bury should be used in order to create a place that is distinctive and individual.

Whilst adjacent mid to late twentieth century buildings provide less obvious precedents, landmark buildings represent an opportunity for occasional dwellings of high quality modern design, which embody principles of sustainable energy efficient design and reflect the adjacent characteristics of local character.

Architectural details are to accord with the following themes:

- Simple form utilising well proportioned buildings and a refined materials palette.
- High quality materials are to reflect the range of treatments throughout Bury
- Details should not distinguish between market and affordable housing.
- Materials could include a mix of red brick, Lancashire stone, slate tiles that are found in the local area.
- Feature details could include the use of bay windows, porches, chimneys, stone cills, joint detailing, contrasting brick banding and lintel details.
- Boundary treatments could include a mix of stone walls, timber fencing, railings, shrub and hedgerows.



Car Parking, Cycle Parking & Refuse

Car Parking, Cycle Parking & Bin Store Principles

Homes should be designed so that they have sufficient car parking spaces based on the local authority standards, together with appropriate visitor parking. There should be a range of parking solutions that are based upon best practice approaches. This should comprise a combination of the following:

- On-plot parking;
- On-street parking;
- Shared private courtyard parking

Vehicles should be located so that they do not dominate the streetscene, but also where owners can see them, and have easy access to them. Detailing in terms of the plot arrangement, frontages and landscape will help to integrate vehicles into the layout. Space requirements for cycle storage and electric charging points will be addressed at Reserved Matters stage.

The delivery of a sustainable development will require a detailed waste storage and collection strategy, this will be outlined in a future reserved matters application. This strategy will ensure the layout and design of spaces meets with policy and best practice guidance.

On-Plot Parking

Garages and car ports should be set back from the street frontage either at the side or rear of the plot so that cars do not dominate the street frontage.

Frontage parking should be interspersed with hedgerows and trees to help soften their impact on the streetscape.

On-Street Parking

On-street parking helps to calm traffic by creating activity within the streets. These should be mostly restricted to visitor bays only. Accommodating a small run of parallel parking bays of around 3-4 spaces would be the preferred approach, with the use of street trees, for example, to help define parking bays and to soften the view of parked cars.







Drainage

A proposed drainage strategy has been produced by Lees Roxburgh Consulting Engineers. This is shown on the page opposite.



Building for a Healthy Life

Summary:

Integrated Neighbourhoods

Natural Connections: Create places that are well integrated into the Site and their wider natural and built surroundings. Avoid creating isolated and disconnected places that are not easy places to move through and around.

Response: New pedestrian routes within the Site will link to the existing footway network providing links into the town centre and local facilities including schools, shops and public open spaces.

Walking Cycling and Public Transport: Short trips of up to three miles can be easily made on foot or bicycle if the right infrastructure is in place, helping to improve public health and air quality whilst also reducing local congestion and carbon emissions.

Response: The development is within range of local facilities and services within Bury as well as existing bus routes. Local shops are within easy walking distance with recreation ground.

Facilities and Services: Places that offer social, leisure and recreational opportunities a short walk or cycle from their homes.

Response: The development is in close proximity to the centre of Bury. There are a range of other facilities available in Manchester, approximately 8 miles away.

Homes for everyone: A range of homes that meet local community needs.

Response: The accommodation mix will be determined at Reserved Matters Stage.

Distinctive Places

Making the most of what's there: Understand and respond.

Response: The layout and green infrastructure for the scheme responds to its context and draws upon examples of local character. At a detailed level, features will be included in the design, to develop local distinctiveness.

A memorable character: Create places that are memorable.

Response: The design approach retains the existing vegetation wherever possible which will give immediate character for the development. The architectural details and materials reference local character. The use of native trees and planting to frame spaces and indicate key areas will add to the sense of place.



Well defined streets and spaces: Create a network of streets and spaces that are well enclosed by buildings and/or structural landscaping, taking care to ensure that front doors and the principal facades of buildings face streets and public spaces.

Response: The scheme is based on a series of development blocks, which interlock with the landscape. There would be a clear definition of the private and public realm, and properties would overlook the public space.

Easy to find your way around: Use legible features to help people find their way around a place.

Response: The layout for the scheme follows a simple approach with two main vehicular access routes through the site and additional pedestrian accesses to allow residents and visitors to easily navigate their way around.

Streets for all

Cycle and car parking: Well-designed developments will make it more attractive for people to choose to walk or cycle for short trips helping to improve levels of physical activity, air quality, local congestion and the quality of the street scene. Well-designed streets will also provide sufficient and well-integrated car parking. Well-designed developments will make it more attractive for people to choose to walk or cycle for short trips helping to improve levels of physical activity, air quality, local congestion and the quality of the street scene. Well-designed streets will also provide sufficient and well-integrated car parking.

Response: Car parking will be integrated into the overall layout and design. Car parking would be within curtilage, primarily to the side of dwellings.

Back of pavement front of home: Garden cities, towns and suburbs used hedges to define public and private spaces, helping to create characterful and biodiverse places. The space between the back of the pavement and the face of buildings has a significant impact on the

quality of a place. Clear demarcations between public and private spaces can encourage people to personalise the front of their homes whilst also offering opportunities to integrate level changes, utility boxes and waste storage.

Response: Boundary features to fronts of properties will be well considered providing definition for public/ private spaces transitions. A variety of boundary conditions would be proposed depending upon location such as low hedges and low brick / stone walls.

Front garden depths help define the street character and the building layout will allow for bins and recycling stores to be stored out of sight to minimise their impact on the streetscene.

Wain
ESTATES

FPCR | environment
& design

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