

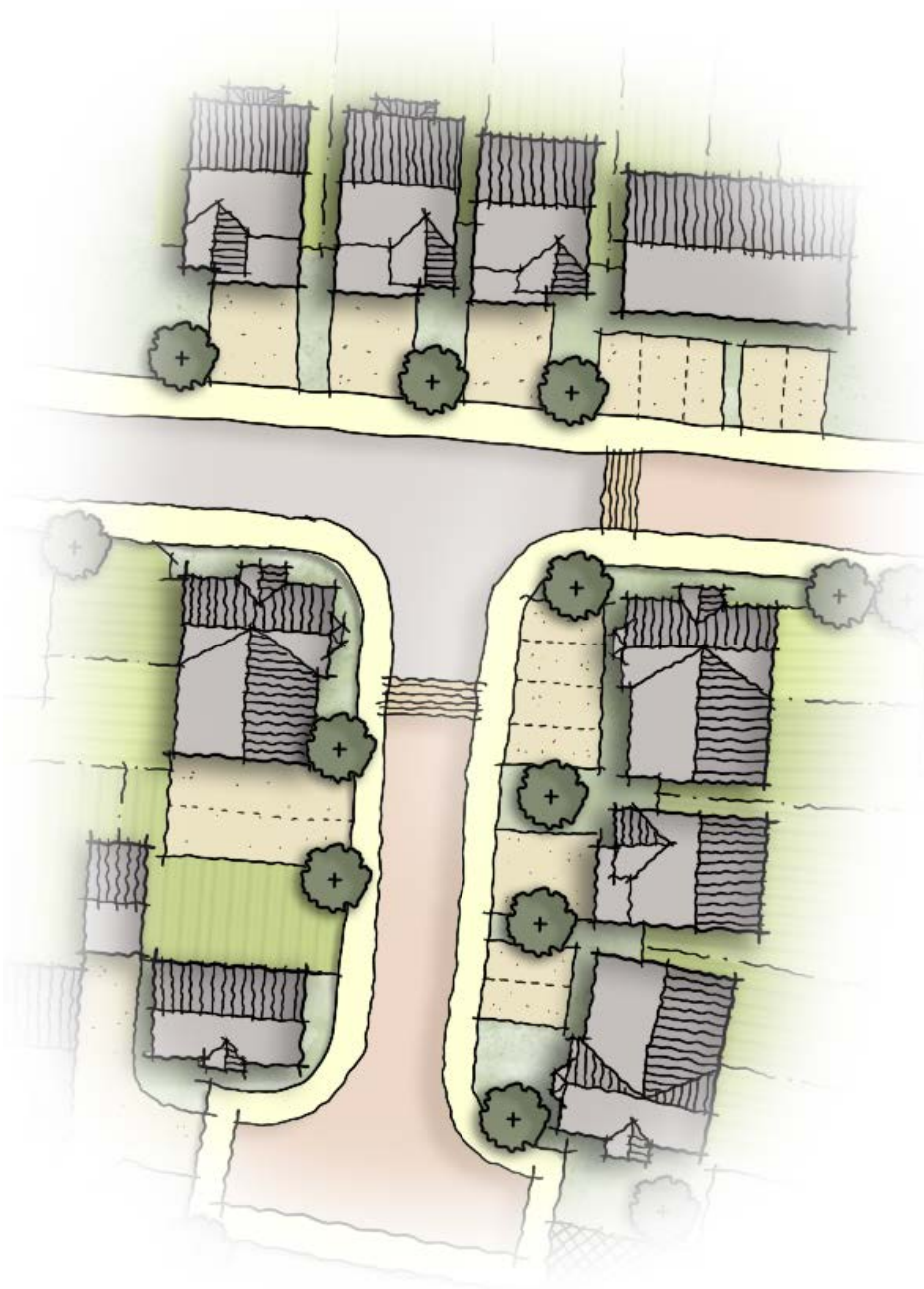
Parr Bridge Phase 3

Design and Access Statement



Client Bellway Homes
Date December 2022
Ref BHM243 DAS01

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Brief Summary

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1 Brief Summary

Introduction

This Design and access statement has been prepared by APD, on behalf of Bellway Homes, in support of a detailed planning application for 105 dwellings on the Elements Phase 3 at the Former Parr Bridge Works. This will include detached, semi-detached and mews style dwellings with associated car parking and landscaping in accordance with Wigan Metropolitan Borough Council's policies.

This document should be read in association with the Planning Statement submitted as a separate supporting document. This Design and Access Statement only refers to policy matters where they have specific relevance to design and/or access issues, and also demonstrates the steps taken to appraise the context of the scheme and how the design of the development takes that context into account.

The proposals in this Design and Access Statement have been carefully considered to respect the setting of the area and to create a high standard of quality living that integrates into the wider established area.

Site Description

The site is designed as an extension to the adjacent sites Bellway are currently building out (Elements Phase 1 and Elements Phase 2), which provide a total of 225 family dwellings in a mix of detached, semi-detached and mews.

The Local Development Plan is made up of the Wigan Local Plan Core Strategy, adopted in 2013, and the saved policies of the Replacement Unitary Development Plan [UDP], adopted in 2006. The Council is working to replace the adopted CS with an emerging Local Plan although progress with this has been halted pending the outcome of the Places for Everyone regional plan [PFE].

The site is currently designated as Green Belt under Core Strategy Policy CP8. However, the site is provisionally allocated for housing development and forms part of the much larger Mosely Common allocation within the regional Places for Everyone Plan allocation for around 1,100 new homes (Policy JPA35 North of Mosley Common). Places for Everyone is currently undergoing examination in public and is anticipated for adoption in 2023.

There is no planning history on the site directly relevant to the proposals. However, land directly adjacent to the west of the site has recently been consented for residential development and currently being built out by Bellway Homes ('The Elements' and 'The Depot'). A brief summary of the planning history of the adjacent land which is currently being out by the division is outlined below for reference:

- The Elements (Phase 1): Reserved Matters A/18/86280/RMMAJ. The RM application by Bellway Homes was approved in November 2018 and

sought approval of reserved matters for the residential element of the outline permission. This comprised a total of 154 dwellings. The site is accessed off a single access point on the western side of Mosley Common Road. To the south of the site adjacent to Honksford Brook is an area of POS measuring approximately 0.8 hectares which will also include an element of Play Equipment.

- The Depot (Phase 2): The site lies to the north west of Bellway's Elements development and forms phase 2 of the wider development.. In June 2021, a development for up to 71 dwellings was approved at Wigan Council's planning committee (A/20/90460/MAJOR).

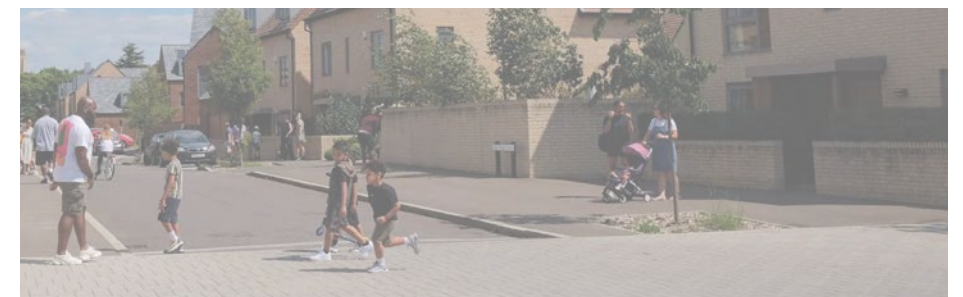
Building for a Healthy Life

Building for a Healthy Life (BHL) updates England's most widely known and most widely used design tool for creating places that are better for people and nature. The original 12 point structure and underlying principles within Building for Life 12 are at the heart of BHL.

The new name reflects changes in legislation as well as refinements made to the 12 considerations in response to good practice and user feedback.

The new name also recognises that this latest edition has been written in partnership with Homes England, NHS England and NHS Improvement. BHL integrates the findings of the three-year Healthy New Towns Programme led by NHS England and NHS Improvement

Many local authorities across the country have cited Building for Life 12 in their Local Plans and Supplementary Planning Documents. As BHL is the new name for Building for Life 12, local authorities can use BHL without having to rewrite existing policy documents.



Building for a Healthy Life
A Design Code for neighbourhoods, streets, homes and public spaces



1 Brief Summary About the Developer

Bellway Homes began as a small family business in 1946 - with a passion for building exceptional quality homes in carefully selected locations, inspired by the needs of real families. To this day, they maintain these same core values, combining the decades of expertise with the level of personalised care that Bellway is known for.



An aerial photograph of a landscape featuring a winding river or stream that flows from the top right towards the bottom left. The terrain is a mix of green fields and brownish, possibly tilled or dry, areas. The overall tone is muted and slightly desaturated.

Site Analysis

2

2 Site Analysis

Local Amenities and Accessibility

The site is situated on the A577 Mosley Common Road to the north of Mosley Common and to the east of Tyldesley. It forms part of the surrounding suburb of Greater Manchester with close connections to the city centre via the Leigh Guided Busway as well as Railway connections from Walkden.

The site is bounded to the south and east by Honksford Brook, to the north by Leigh guided busway, and to the west by Phase 2 of Bellway's Elements development. To the south, Mossley Common can be seen, which provides a number of leisure facilities, eateries and education facilities. Worsley Leisure Centre is located just 2 miles from the site, with Leigh Sports Village also being located just a short drive away.

Leigh Sports Village provides state of the art facilities for sport, physical activity, education, health and leisure that serves the whole community. Leigh Harriers Athletics Club accepts members from age 11, and competes in all ages track and field, road racing, cross country and fell running. Located just 2 miles from the site, the gardens of the historic 156 acre Worsley New Hall estate have been regenerated and redeveloped to create RHS Garden Bridgewater, one of the largest gardening projects in Europe at this time. RHS Garden Bridgewater provides both recreational and educational opportunities. Located 0.5 miles north of Walkden town centre, is Blackleach Country Park. Officially designated as a Local Nature Reserve in 2004 and holder of the prestigious Green Flag award - Blackleach is an ideal place to enjoy the countryside, take a picnic, go fishing, feed the ducks or simply enjoy the local wildlife.

Local towns such as Tyldesley and Walkden provide a good range of services and facilities in the local area including Shopping facilities (food

shops, convenience stores and other commercial facilities), Medical facilities (doctors surgeries, pharmacies, dentists and hospitals), Education (Pre-schools, primary schools, secondary schools, colleges and universities), Eateries: (Restaurants, cafes and diners) and Entertainment facilities (Public houses, bars, theme parks and nightclubs).

The layout encourages both new and existing residents to use public transport through the new and enhanced connections to the existing footways surrounding the site and therefore the existing bus stops.

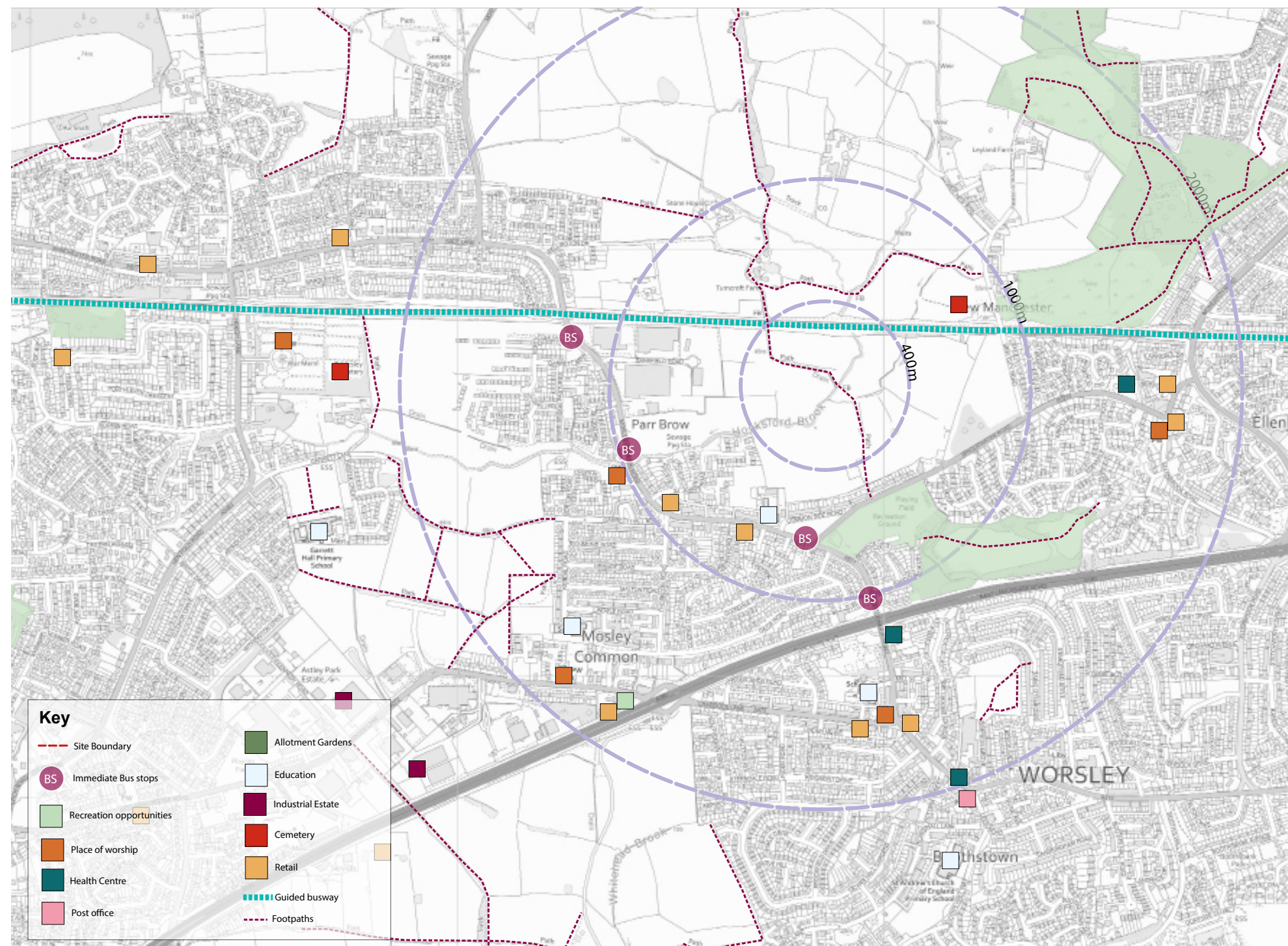


Figure 1 - Local Amenities and Accessibility Plan

2 Site Analysis

Local Vernacular

In order to inform the detailed planning application proposals and establish the key design principles, a detailed study of the local context has been undertaken. The local area presents properties of a mixture of sizes, property types and character that contribute to the local context of the surrounding site area.

This application proposes a residential development, which will be sympathetic to the traditional vernacular of the surrounding area which is predominately residential.

The existing urban grain is characterised by a range of residential houses with local facilities such as schools that serve the residential properties integrated within these areas. The grain of existing and proposed development is characterised by a range of residential house types with facilities as discussed above, that serve the residential properties integrated within these areas. There is a mix of low-rise residential dwellings consisting of 2,3- and 4-bedroom houses, the mix consists of detached and semi-detached properties providing a street scene of modern and sympathetic architectural styles. The existing and well-established residential areas consist of a mix of architectural vernaculars with no overarching character.

This application proposes a residential development, which will be sympathetic to the traditional vernacular of Mosley Common and Tyldesley.

The area around the site, including Mosley Common and Tyldesley, features a wide range of housing styles which are indicative of the evolution of this residential area over time.

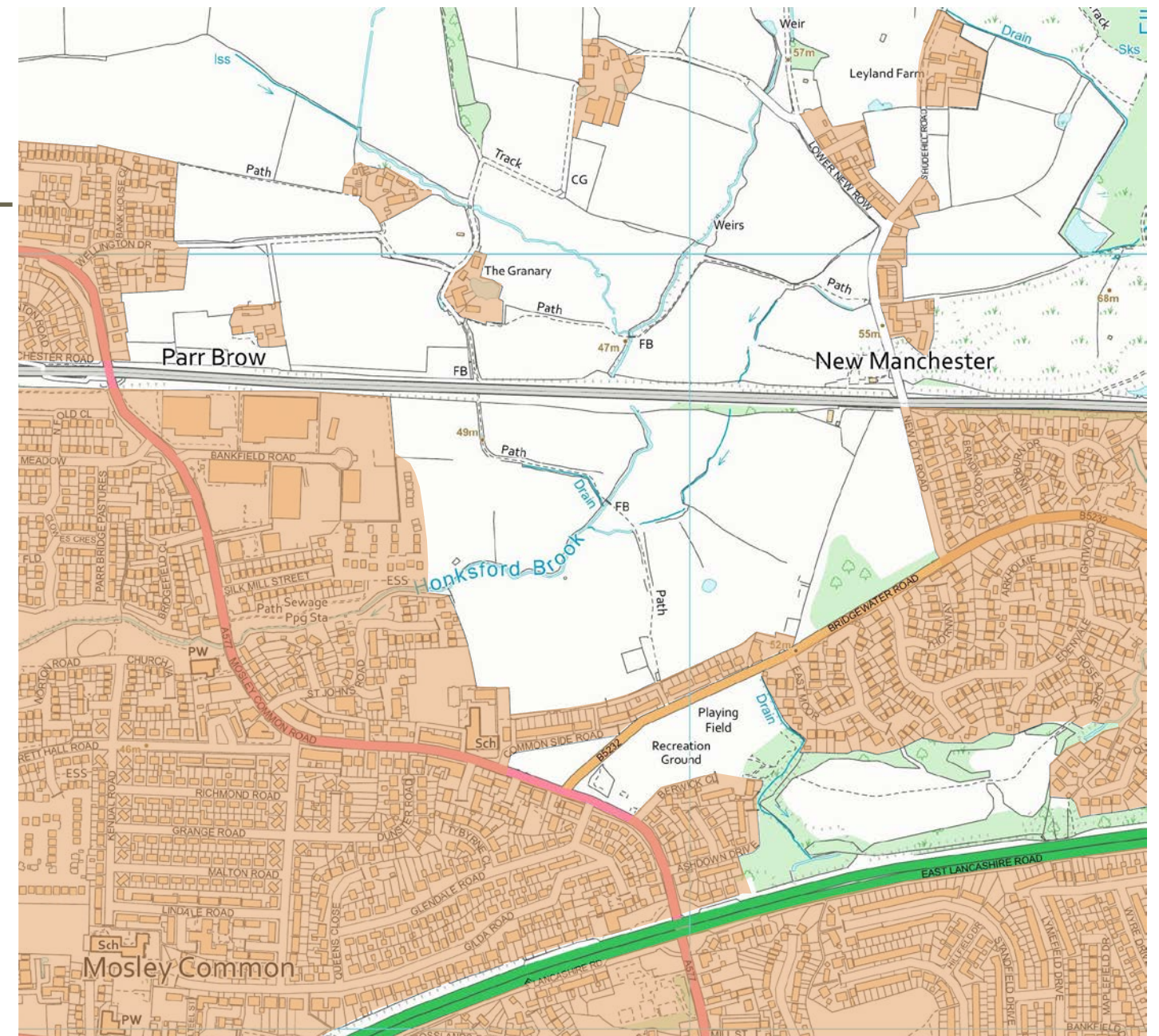
The area is typical with its existing mix of detached, semi-detached houses with a mix of architectural detailing. The vast majority of the properties have standard pitch or hipped rooves. The local area predominantly uses brown brick and grey tiles. The proposed housetypes will be in keeping with the existing local vernacular.

The predominant architectural language in the modern areas are:-

- | | | |
|--------------------------|------------------------------|---------------------------------|
| 1. Brick heads and cills | 5. Entrance porch detailing | 9. Modern concrete tiles |
| 2. Brick Quoin detailing | 6. Red / grey roof coverings | 10. Stone heads and cills |
| 3. Feature band coursing | 7. Full render | 11. Blue/grey engineering brick |
| 4. Bay windows | 8. Feature render elements | |



Figure 2 - Architectural language study from phase 1 and 2



Local vernacular study

2 Site Analysis

Site Features

The site is approximately 3.19Ha and is located on the eastern edge of the existing Elements development. The site is situated in in Mosley Common, between Tyldesley and Walkden.

The site has a strong landscape setting and consists of open fields. Honksford Brook creates both the south and east boundaries for the site, with previous development defining the western boundary, and Leigh Guided Busway forming the northern boundary.

There is an existing Public Right of Way that bisects the site diagonally from north to east, following a row of existing trees and hedgerow, which will be retained where possible. All existing planting will be retained where possible, both throughout the site and on the boundary.

The site slopes from the north-east corner to both the south and the east, with a change of approximately 7m across the site.



Figure 3 - Site Features Plan

An aerial photograph of a coastal area, likely a bay or estuary, with various colored overlays. A green area is on the left, a yellow area is in the center, and a red area is on the right. Two red dots are visible on the yellow area. The text "Constraints and Opportunities" is overlaid on the right side of the image.

Constraints and Opportunities

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4 Constraints and Opportunities

Constraints and Opportunities





Mosley Common Masterplan

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5 Mosley Common Masterplan Summary

Mossley Common Masterplan Framework has been prepared to support future development of the Land North of Mosley Common.

The Masterplan for the Land North of Mosley Common has been designed to support its community through a sequence of green spaces and streets that connect with, and knit the site into its wider context.

The vision for Mossley Common is to deliver a vibrant new part of Mosley Common. A series of new neighbourhoods will be created surrounded by a series of biodiverse green spaces which come together to provide a new destination parkland. Located within the parkland will be high quality homes, landscaped open space and valuable amenity for new and existing communities all connected by a network of pedestrian and cycle paths.

Three significant green spaces are located within the proposal, Mosley Woods, Mosley Mosslands and Honksford Meadows all connected by enhanced existing watercourses and woodland corridors delivering ecological improvements.

At the centre of Mosley Common, a new Community and Travel Hub will be provided incorporating a new guided bus stop, improving transport connections, and flexible spaces for local retailers and the community to thrive.

Together, Mosley Common will form an attractive, vibrant new parkland destination for a truly balanced community.

The vision is founded in three key themes. Each theme has key objectives detailed on the following pages which have shaped the masterplan and design decisions for the Land North of Mossley Common.

People

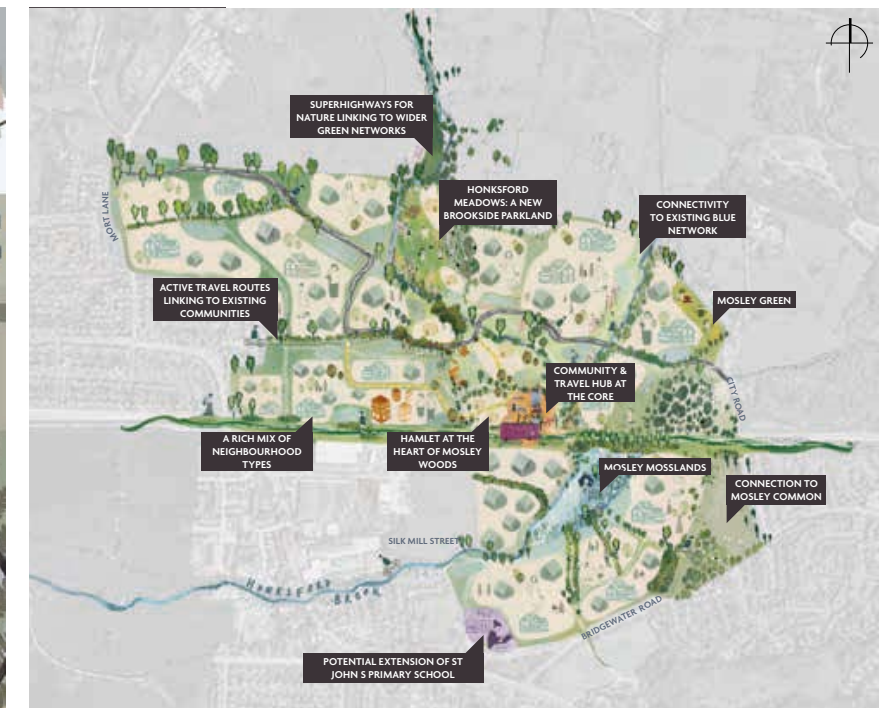
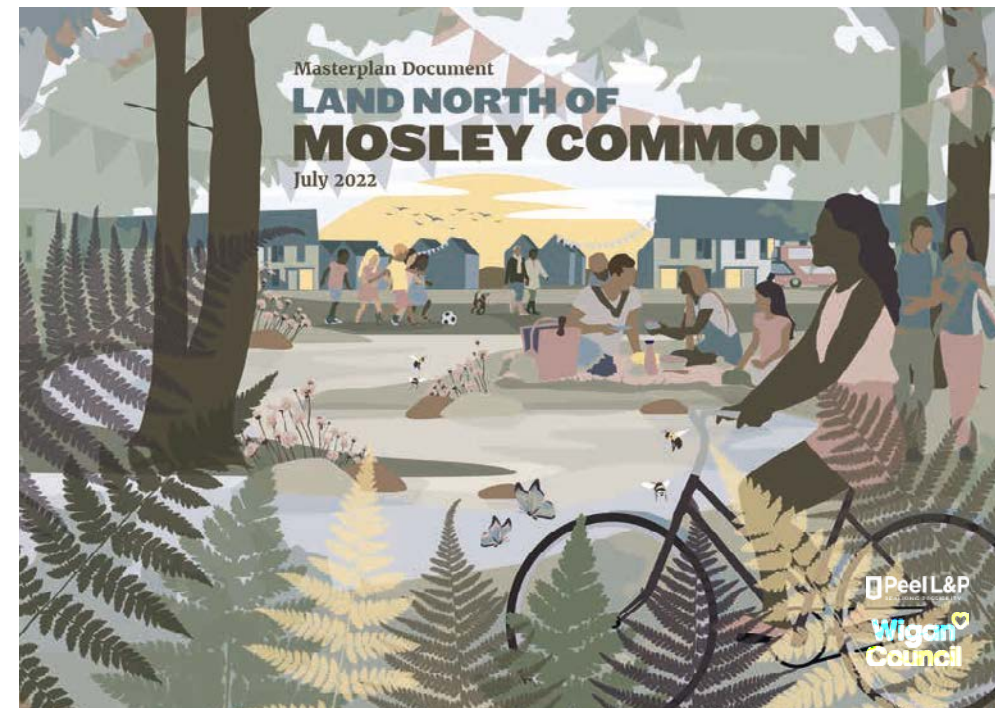
The Land North of Mosley Common will be a welcoming and accessible place for all. It can provide a wide range of new homes to meet the needs of different households, including affordable housing. A substantial network of parks and green spaces, with improved and new connections with the local area will be provided. Community facilities will also be provided to meet local needs, including investment in local primary school facilities and a Community and Travel Hub.

Places

The masterplan vision will provide a range of attractive neighbourhoods that are unique in character and reflect the natural assets of the site. The network of green spaces will promote healthy lifestyles whilst maximising the ecological value of the site. The masterplan vision will integrate with existing neighbouring communities, creating sensitive boundaries and providing access to new facilities.

Movement

The site is very well located to maximise the use of public transport, cycling and walking. A new Guided Busway stop will be located within the centre of the site with an adjacent Community and Travel Hub connected to a network of new footpath and cycle connections. The bus stop will be located within an attractive parkland setting with community uses to promote the use of sustainable transport.



5 Mosley Common Masterplan

People, Places and Movement

People

The Land North of Mosley Common will be a welcoming and accessible place for all. It can provide a wide range of new homes to meet the needs of different households, including affordable housing. A substantial network of parks and green spaces, with improved and new connections with the local area will be provided. Community facilities will also be provided to meet local needs, including investment in local primary school facilities and a Community and Travel Hub.

15-Minute Neighbourhood

A well connected, mixed use places which encourage social interaction and enable people of all ages and abilities to reach jobs, services, shops and schools easily.

Building at the Right Density

Providing places with a natural intensity and a mix of uses helps to build strong communities and foster social cohesion

Community Empowerment

Healthy places are rooted in early and ongoing community involvement. A shared vision from various stakeholders including residents, local authorities and professionals can help in the delivery of healthy places.

Our Proposals

The scheme proposes links to existing road hierarchies, and therefore existing public transport modes. Public Right of Way 134 runs directly through the centre of the site, and connects the site to Bridgewater Road to the south and Routes 103 and 133 to the north. In turn, these routes provide further connections into the surrounding areas.

Places

The masterplan vision will provide a range of attractive neighbourhoods that are unique in character and reflect the natural assets of the site. The network of green spaces will promote healthy lifestyles whilst maximising the ecological value of the site. The masterplan vision will integrate with existing neighbouring communities, creating sensitive boundaries and providing access to new facilities.

Planning

Buildings and shared spaces should work together to meet people's needs for a safe, supportive and comfortable living environment.

Walkable Communities

In healthy neighbourhoods, the public realm prioritises the needs of pedestrians by creating high quality, distinctive and stimulating spaces to enable people to meet their daily needs with less than one kilometre of their home.

The Right Uses in the Right Places

Clustering mixed used in the right places to ensure neighbourhoods are walkable and cycle friendly.

Our Proposals

The scheme proposes new pedestrian links that connect to existing pedestrian and cycle routes. All proposed routes connect to existing routes and in turn the existing public transport network.

The layout encourages both new and existing residents to use public transport through the new and enhanced connections to the existing footways surrounding the site and therefore the existing bus stops.

Movement

The site is very well located to maximise the use of public transport, cycling and walking. A new Guided Busway stop will be located within the centre of the site with an adjacent Community and Travel Hub connected to a network of new footpath and cycle connections. The bus stop will be located within an attractive parkland setting with community uses to promote the use of sustainable transport.

Active and Interconnected Travel

Visible, interconnected and easy to use modes of transport.

Access to Nature and Wildlife

Leisure activities, including nature trails, walking, and cycling routes.

Natural Space

Weaving nature into development, giving space to both people and nature.

Our Proposals

The scheme proposes a green public right of way, following the existing alignment of PROW 134, through the centre of the site. This pedestrian route links the site to existing public rights of way and other routes.

The site is situated on Honksford Brook with an 8m buffer between the scheme and the brook. The site will look over existing green space.

Existing trees are retained throughout the site where possible, respecting the sites current green surroundings.

The layout encourages both new and existing residents to use public transport through the new and enhanced connections to the existing footways

surrounding the site and therefore the existing bus stops.

Walkden and Atherton trains stations are both within 4 miles of the site. Both stations are located on the Manchester to Stockport line, with regular Northern Trains services to both Manchester and Stockport, as well as Salford, Swinton and Hindley, as well as the Wigan to Kirkby line, connecting the site to Liverpool.

Leigh Guided Busway is located to the north of the site, providing connections to Leigh, Ellenbrook, and Manchester City Centre, via Salford.

Manchester Metrolink is easily accessible from the site, with 9 routes and over 99 stops along 64 miles.

There are also good pedestrian and cycle connections, one of which runs through the site to Bridgewater Road, connecting the site to the existing infrastructure.

Design Proposals

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5 Design Proposals

Movement Framework

The Movement and Connections Framework sets in place a well-defined and easily understood pattern of development parcels, streets and green space. It also provides an easily understood framework within which a clear hierarchy of pedestrian, cycle, and vehicular movement routes.

The starting point is making good connections with the existing streets and footpaths. In accordance with Manual for Streets (DfT/CLG 2007), streets will be designed as high-quality places with five principal functions: place, movement, access, parking and utilities. Of the five principles, place and movement will be the most important in determining character. Create a clear hierarchy of easily understood, high quality, attractive, safe, streets and connections. The vehicle movement is established through a hierarchy of a spine road which is 5.5m wide with 2m formal footpath either side, following the vehicular framework around the site.

The new access:

The principal access within the development will be via Phase 1 of the Elements development under construction by Bellway Homes. This access is via Mosley Common Road.

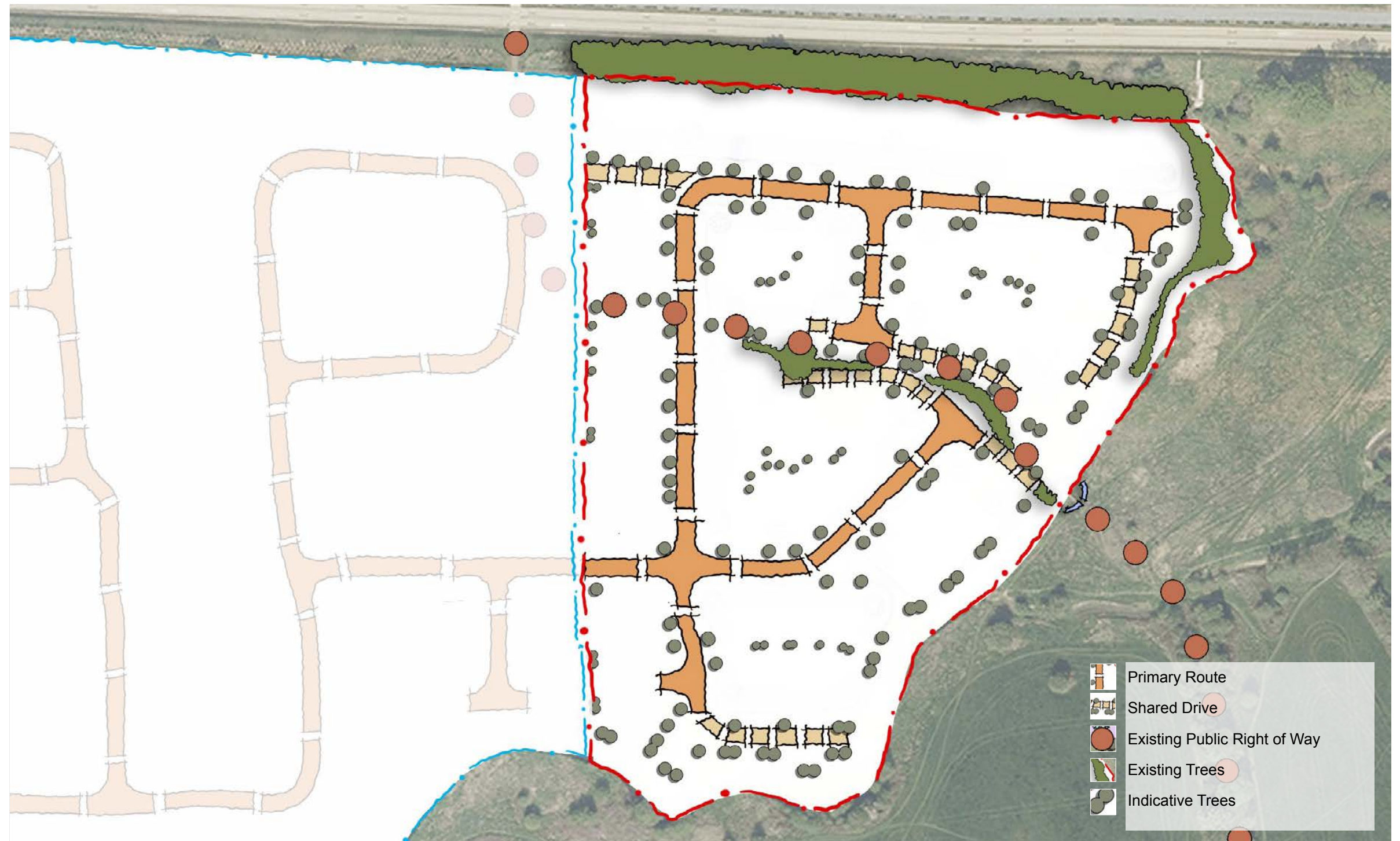


Figure 5 - Movement Framework Plan

5 Design Proposals

Townscape

The arrangement of the built form creates a network of attractive streets and spaces including:

- Emphasis of the primary vehicular route through the site by proposing distinctive landscaping
- A legible network of streets with a clear and distinct movement hierarchy.
- The design of the residential proposals is based on the principles of the approved parameters plan but also ensures that perimeter blocks provide a strong frontage to the public realm and ensuring active frontages are always overlooking streets and public spaces.
- Green and blue infrastructure is a focal point of the proposed layout, connecting existing public rights of way with new routes. This is enhanced through the retention of existing trees and hedgerows where possible.
- Landmark buildings used to terminate views in key locations, enhanced by height or a change in architectural detailing.
- It is important that the residential parcels and community use areas respond to each other in a positive manner. High quality public realm surrounding the community buildings is essential with key frontages to the buildings facing onto any public area.

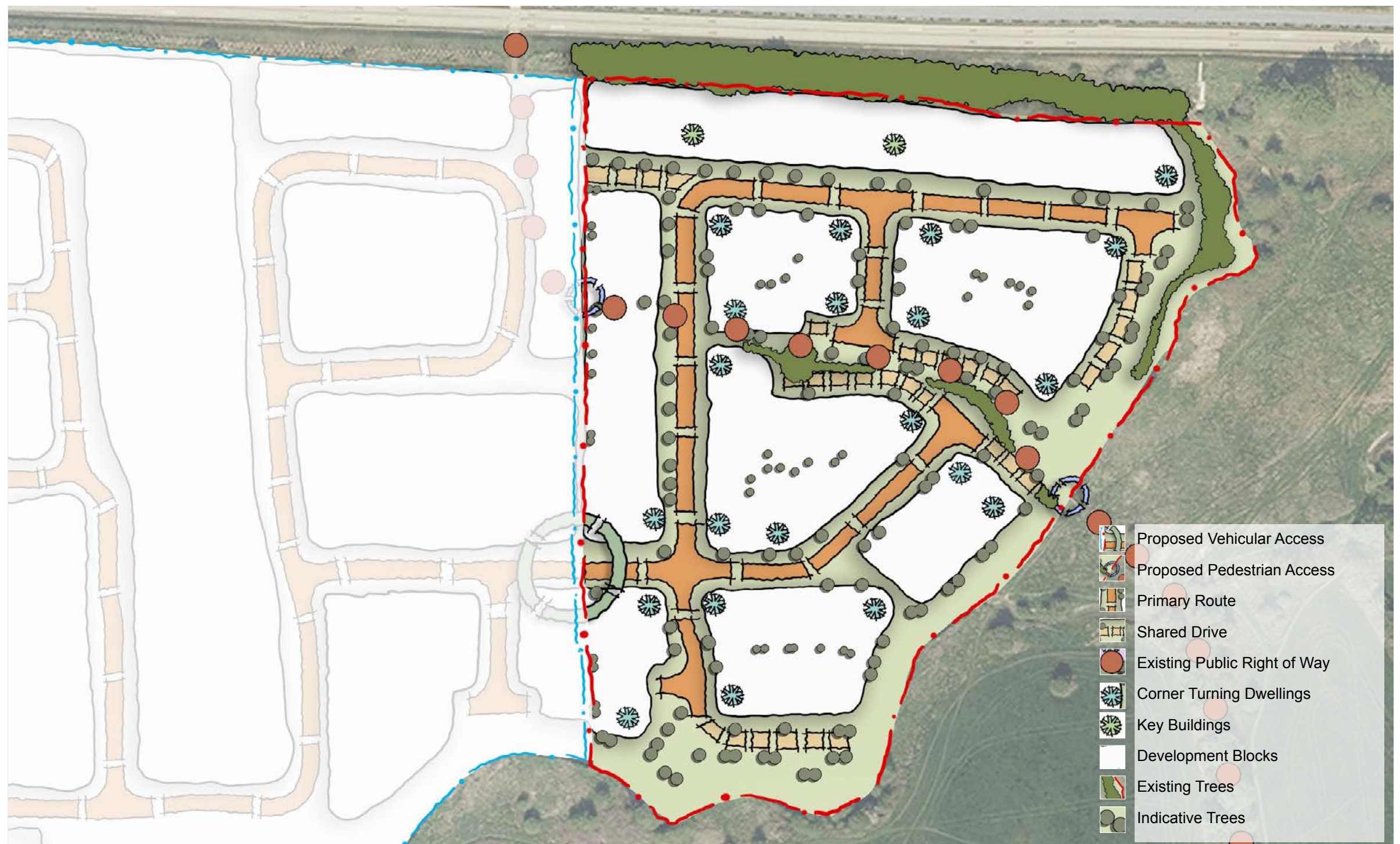


Figure 6 - Townscape Plan

5 Design Proposals

Active Frontages Plan

The development blocks are designed to ensure that buildings front each edge to create active, lively streetscapes with a strong defensible inner core and semi-private frontages that together enhance the security of the scheme as a whole.

The layout has developed on from the parameters plan to ensure that all areas of public open space are overlooked by building frontages and that dwellings respond and consider to the space that they adjoin or influence.

Corner turning dwellings are positioned on corners to address the two aspects facing the street. This avoids blank façades and creates natural surveillance to the street.

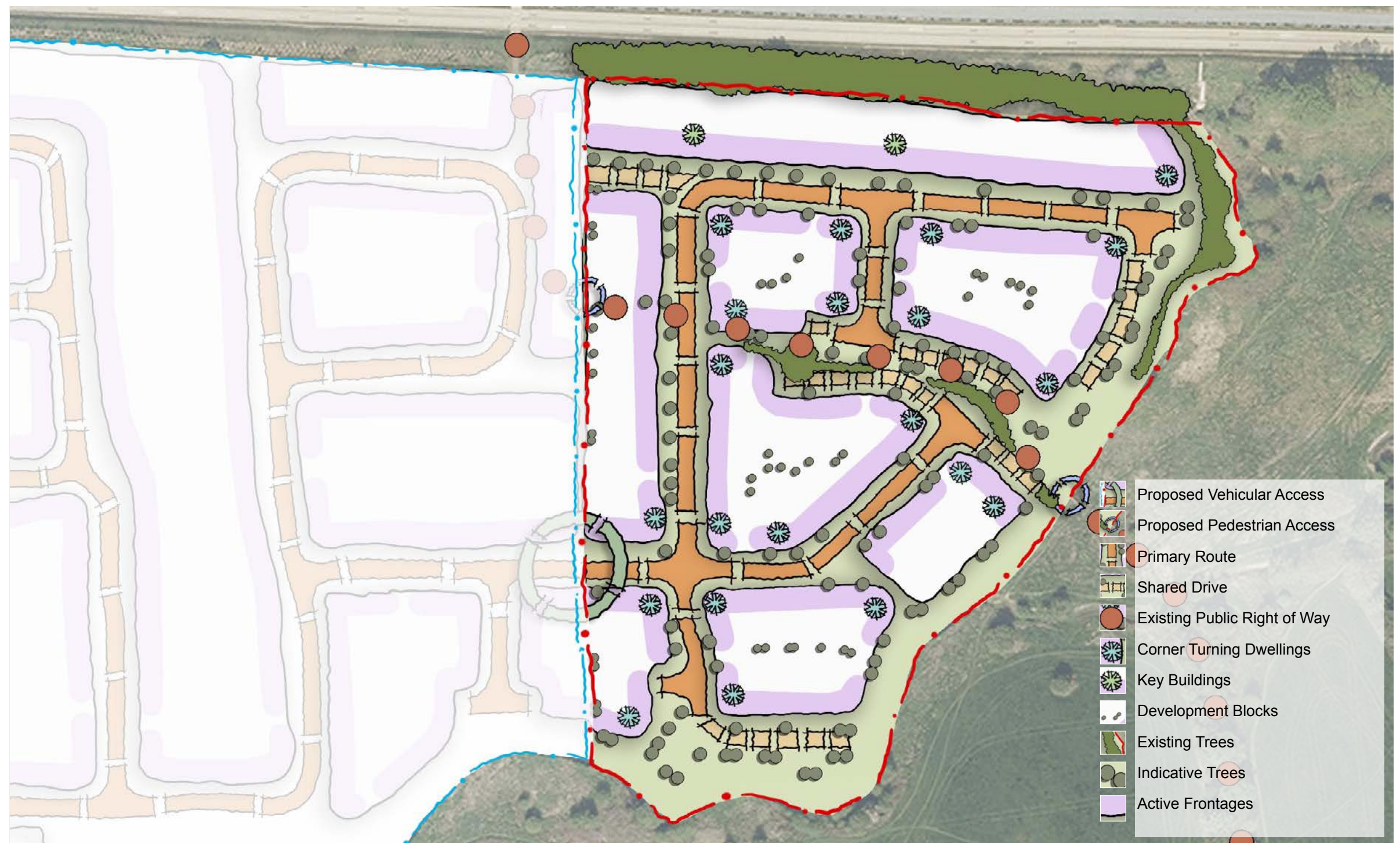
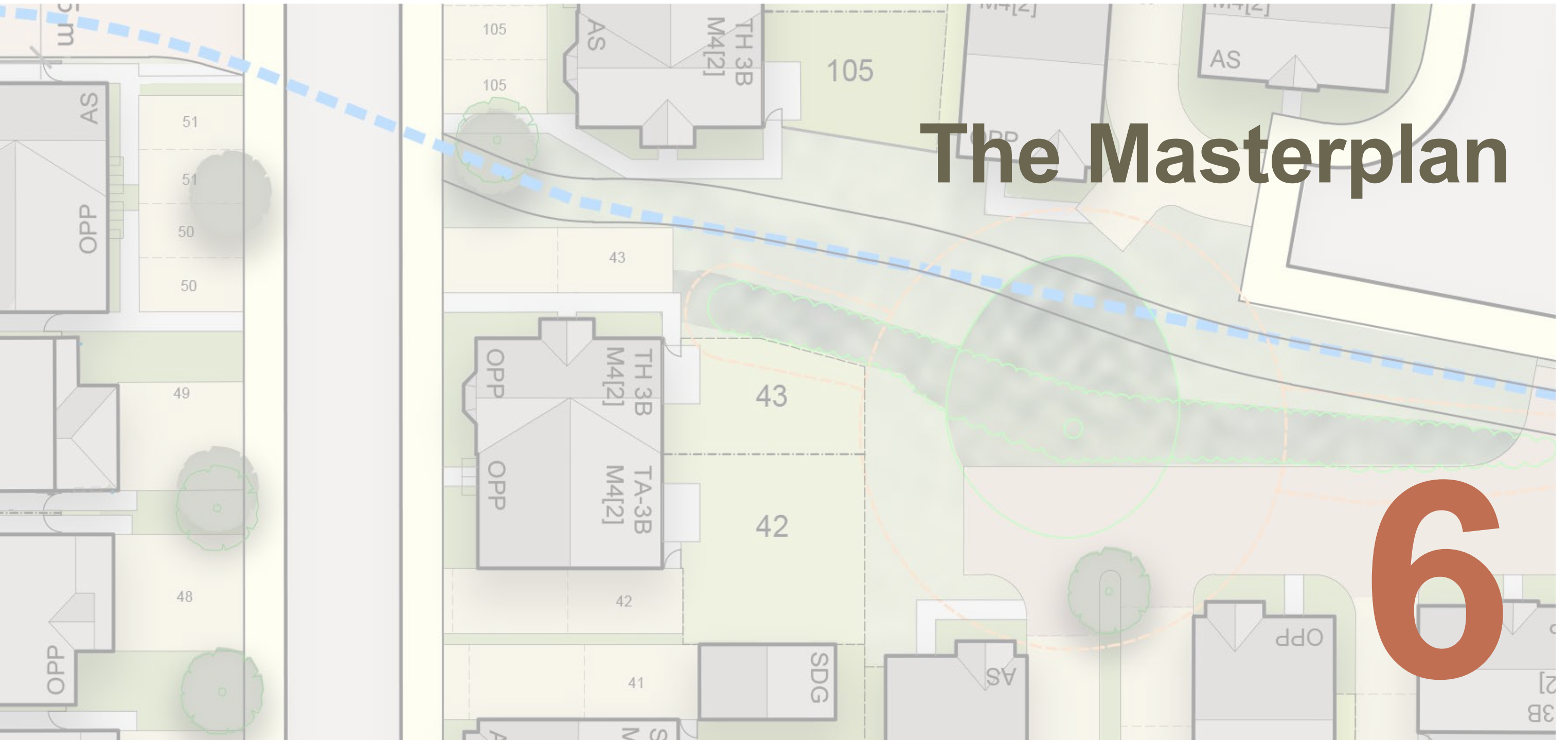


Figure 7 - Active Frontages Plan



The Masterplan

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6 The Masterplan

Proposed Planning Layout



Figure 8 - Proposed Planning Layout