

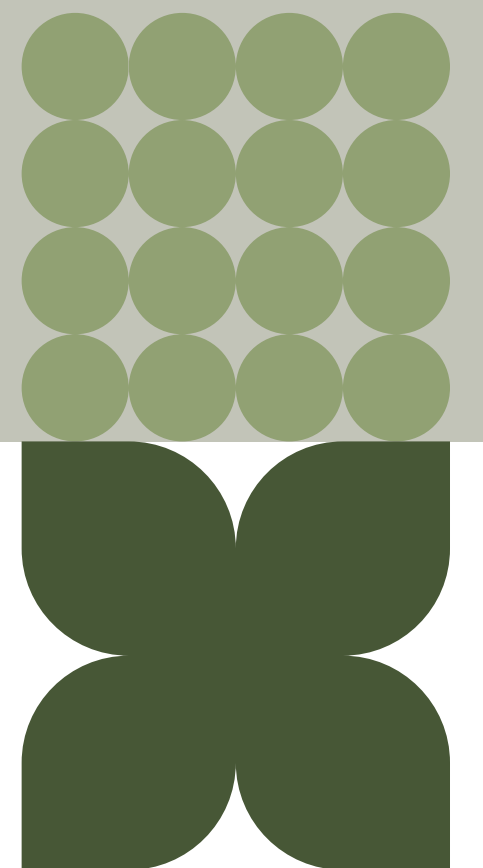


Appendices

Appendix 1

Local Townscape

Character Appraisals



Local Townscape Character Appraisals

Local Townscape Character Appraisals have been undertaken to capture 'the best of local town and country', picking out influential and distinctive townscape features that should be applied in the design approach for Godley Green.

Findings are critically summarised within the Design and Access Statement. Here, all findings are presented as an evidence base to support the design of the masterplan and Strategic Design Code.

TOWNSCAPE TOPICS

The following topics have been explored in the appraisals from the appraisals, ensuring the study covers the key structuring elements of local towns and villages that combine to create the a unique whole.



Form and Structure

Legibility and composition/ street pattern/ urban grain/ density disposition/ edges and interfaces/ POS and development quantums



Local Streets

Primary streets/ secondary streets / sloping streets/ split level streets/ mews/ green streets/ green corners/ linear greens and verges/ boundary treatments and front gardens/ planting



Vernacular

Block typologies/ housing typologies/ landmarks/ detailing/ walls and boundaries/ materiality/ roofscape and views



Local Spaces

Parks/ village greens/ communal street gardens/linear parks/ courtyards/ incidental spaces/ landscape edges



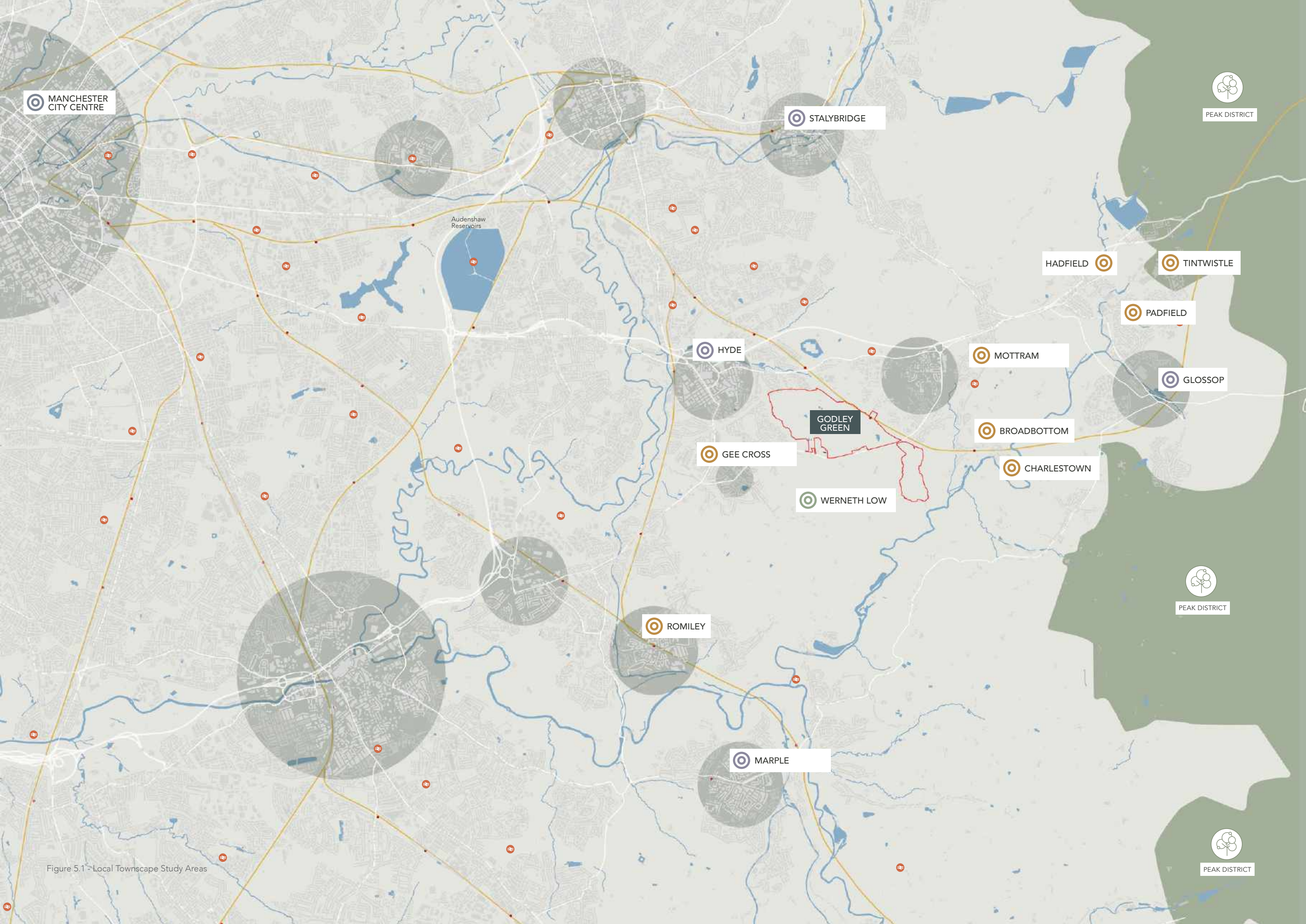
Response to Topography

In gardens/ stepping/ split level housing/ rear gardens/ street greens/ public space

SELECTING THE CASE STUDIES

The adjacent plan presents the study area for the townscape character appraisals, highlighting the towns, villages and rural settlements of focus. They have been selected to provide a broad range of settlement types along the urban-rural transect within the local area, providing responses to a range of landscape forms and constraints.

- » Romiley
- » Hadfield
- » Padfield
- » Tintwhistle
- » Mottram in Longendale
- » Broadbottom
- » Charlestown
- » Hyde
- » Stalybridge
- » Glossop



MANCHESTER CITY CENTRE

STALYBRIDGE

PEAK DISTRICT

Audenshaw Reservoirs

HADFIELD

TINTWISTLE

PADFIELD

HYDE

MOTTRAM

GLOSSOP

GODLEY GREEN

GEE CROSS

BROADBOTTOM

CHARLESTOWN

WERNETH LOW

ROMILEY

MARPLE

PEAK DISTRICT

PEAK DISTRICT

Figure 5.1 - Local Townscape Study Areas

Local Townscape Character - Rural Streets

The Primary Distributor

- » Carriageway - 7m
- » Public Transport - yes (bus)
- » Footpath - 2.5m (both sides)
- » Green Infrastructure - tree and hedge planting on one side
- » Threshold - 3m-5m
- » Boundary Treatment - dry stone wall / hedge (upto 0.5m tall)
- » Parking - rear

The Secondary Link

- » Carriageway - 6.3m
- » Public Transport - yes (bus)
- » Footpath - 2.5m (both sides)
- » Green Infrastructure - in curtilage
- » Threshold - 1-3m
- » Boundary Treatment - dry stone wall / hedge (upto 0.5m tall)
- » Parking - rear/ on-street

The Terraced Row (Tertiary)

- » Carriageway - 7m (inc. parking court)
- » Public Transport - no
- » Footpath - 2.5m (one side)
- » Green Infrastructure - in curtilage
- » Threshold - 1-3m
- » Boundary Treatment - dry stone wall / hedge (upto 0.5m tall)
- » Parking - on-street

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Primary Distributor (Motttram Road, Broadbottom)



Primary Distributor



Secondary Terraced (Newshaw Lane, Hadfield)



Secondary Linear (St Mary's Road, Glossop)



Tertiary Terraced (Lambgates, Hadfield)



Stepping Terraced Street (Post Street, Padfield)

Local Townscape Character - Rural Streets

Rural Mews

- » Carriageway - 3-5m
- » Public Transport - no
- » Footpath - no (one space)
- » Green Infrastructure - tree and hedge planting in curtilage / some on street
- » Threshold - limited to none
- » Boundary Treatment - dry stone wall / hedge (upto 0.5m tall)
- » Parking - informal arrangement (on-street/ in-curtilage)

Rural Brow

- » Carriageway - 3-5m
- » Public Transport - no
- » Footpath - no (one space)
- » Green Infrastructure - tree and hedge planting in curtilage / green verges on one side of street
- » Threshold - limited to none
- » Boundary Treatment - building upto street / dry stone wall
- » Parking - informal arrangement (on-street/ in-curtilage)

Landscape Edge Lane

- » Carriageway - 3-5m
- » Public Transport - no
- » Footpath - no (one space)
- » Green Infrastructure - tree and hedge planting along edge in places
- » Threshold - 2-3m
- » Boundary Treatment - dry stone wall / hedge (upto 0.5m tall)
- » Parking - informal arrangement (on-street / rear court)

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Rural Mews (Old Cross, Old Glossop)



Rural Mews (New Street, Broadbottom)



Rural Brow (Gorse Brow, Broadbottom)



Rural Brow (Werneth Low Road, Werneth Low)



Landscape Edge Lane (Moss Lane, Broadbottom)



Landscape Edge Lane (Stalybridge)

Local Townscape Character – Rural Spaces

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Village Parks

Open green spaces are found at the heart of villages, low-set stone wall boundaries allow a visual connection with the street. Characterised by amenity grassland, tree planting along edges, some ornamental planting and play facilities.



Village Centres and High Streets

Tight knit and compact, buildings meet the street in the most part. The tight urban grain of the village opens up around village centres to create nodes, sometimes creating a village green and others a simple hard space with a central monument or milestone. Staggered building setbacks create seating areas on street.



Village Greens (village focal point)

Apparent in several villages along the Peak District edge, greens provide amenity space for community events, play and conviviality. Often green pick up level changes and are lined with minor road carriageways, these spaces act as the focal point of a village.



Incidental Greens

More incidental in their nature, incidental green spaces are often found along rural lanes, breaking up the fine urban grain and intricate street pattern. Consist of amenity grass, shrub and tree planting at times.



Linear Greens and Spaces

Can be found locally at a range of scales, from 15m linear parks along key routes to smaller, communal linear features located within minor streets. Amenity grassland, hedges and matures trees contribute to linear character of space.



Local Townscape Character

- Rural Spaces

Landscape Edges

Informal green spaces can often be found along landscape edges, although spaces are sometimes more formal in nature including allotment spaces or parks. Spaces are often sloping or terraced as a response to steep level changes along edges.

Stepping Alleys and Courtyards

Stepping alleys and ginnels are often found linking village centres, through their residential neighbourhoods and into the countryside beyond. As a response to level changes, these are often steeply sloping and connect to residential streets. Create an heir of mystery.

Green Corners and Junctions

As a response to the local topography, junctions and corners where two roads meet and span off along different levels are often treated with lush planting and stone retaining walls. Contributes significantly to green character of streets.

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Stepping alleys negate level changes to link different areas of the village (Godley)



Stepping alleys negate level changes to link different areas of the village (Stalybridge)



Residential Courtyard - bound by frontage and active gables, stone walls and varied planting create visual interest (Old Glossop)



Incidental mews/ Courtyard - varied roofscapes, changing levels and different shades of stone create rich townscape image (Old Glossop)



Narrow path, low stone walls and boundary planting define the rural edge (Old Glossop)



Green Corner - sloping green with prominent gable on hilltop (Tintwhistle)

Local Townscape Character - Boundaries and Thresholds

Boundaries and Thresholds

- » Residential boundaries often defined by gritstone walls with a variety of planting above. Threshold width varies, but predominantly 2-3m with some level change, either incline or decline to property boundary.
- » Open spaces and edges often bound by low gritstone walls, contributing to a defined landscape edge.
- » Gritstone walls occupy gaps in buildings, usually a result of level changes and bridging. Different tones of gritstone contribute significantly to the character of the place.
- » Vertical greening is a regular feature along gables, juxtaposing the lighter gritstone material of the buildings and walls

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Stone wall and planting create lush rural boundary (Padfield)



Small stone wall and green threshold with vertical greening (Charlesworth)



deeper threshold picks up level change to property (Broadbottom)



Stone wall and planting helps define the landscape edge (Broadbottom)



Stone wall and planting create threshold (Broadbottom)



Stone wall and Green sloping verge create school threshold and add prominence to key landmarks on hill (Broadbottom)



Green Threshold and Gables (Padfield)



Vertical Greening adds interest in the streetscape (Old Glossop)

Local Townscape Character - Rural Response to Levels

Stepping terraces

- » Various approaches to stepping occur in the wider locality, creating different rhythms and shapes along the length of streets. Stepping refers to the process where housing step down or up hills along streets, going against the contour lines.
- » Stepping in twos and fives - stepping semi-detached houses creates a stepped image in the roofscape where gaps occur between buildings
- » Long sloping terraces - long rows (upto 150m) of terraces houses create a distinct sloping image in the roofscape. 2 adjacent doors sit at same level.

Terracing along contour lines

- » Steep rural brows traversing hillsides feeds perpendicular terraced streets.
- » Terraces run along contour lines and drop in back gardens, creating views out over roofscapes.
- » Creates roof terraces and elevated amenity spaces with amazing views to the rear of properties.

Two level streets

- » Street is flat but properties sit on different levels either side of carriageway.
- » Level change often picked up in building (2 storey front/ 3 storey back).
- » Level changes picked up in front and rear gardens (decline and incline).
- » Two level houses
- » Sometimes level change picked up by the building itself.
- » Creates a low 2 storey building on street, but creates 3 to 4 storey building to the rear of the property depending on gradient of slope.

Sloping Greens

- » Incidental green spaces and verges in streets can help to pick up level changes in streets.

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Sloping Village Green negates level change (Tintwhistle)



Two-level houses - run along green edges with sloping back gardens and terraces (Broadbottom)



Two-level streets, rear gardens and access (Broadbottom)



Long sloping rows of terraces create consistent sloping roofscape. Building facades curve with the street (Broadbottom)



Stepping in two creates a staggered, stepping roofscape (Padfield)



Stepping in two creates a staggered, stepping roofscape (Padfield)



Boundary walls act as retaining walls to sloping front gardens. The elevating of the building creates prominence and enclosure in the street, as well as a green interface (Broadbottom)

Local Townscape Character Layering

Layering

- » Townscape layering often occurs where prominent townscape features such as steep roof pitches, chimneys, church spires and prominent gables permeate tree canopies creating a layering effect.
- » Creates a rich and textured image when viewed from elevated positions adjacent to settlement, or when looking across roofscapes within villages.
- » The image is created through different approaches to levels changes - with some buildings traversing contour lines along platforms at different levels whereas others step up and down sloping streets. Prominent pitches, chinneys and spires always strong features.

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Long rows of two level terraces and streets run along contour lines (Broadbottom)



Varied roofscapes, nestled within mature green infrastructure (Bakewell)



Buildings along different contour lines creates layering (Broadbottom)



Gable and chimneys permeate the height datum (Padfield)



Multiple shades of stone, spires chimneys and gables create a rich and layered townscape image (Old Glossop)



spires and chimneys at different levels create stepping image (Tintwhistle)



Prominent chimneys permeate the green canopy (Padfield)



Gables and chimneys at different levels create interesting image (Old Glossop)

Local Townscape Character

Roofscape, Gables and Chimneys

Roofscape, Gables and Chimneys

- » Various roofscape images are created based on how buildings relate to their topography.
- » Where stepping occurs, continuity creates various images in the roofscape. Long rows of terraces running down a street create a distinctive sloping roofscape. Consistent chimneys create rhythm and consistency along street.
- » Triangular gables with tall central chimneys are a distinctive local feature and often sit on key corners, terminating long linear views up terraced streets.

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Long continuous sloping terraces with consistent chimneys (Hadfield)



Prominent chimney gables and stepping up to corner (old glossop)



Semis stepping two creates depths and reveals in roofscape (Hadfield)



Prominent triangular gables address Street corners (Hadfield)



Triangular gables with tall central chimney are a distinctive local feature (Old Glossop)



Wide triangular pitches run perpendicular to main street (Old glossop)



Triangular gables with tall central chimney are a distinctive local feature (Old Glossop)

Local Townscape Character

Rural Edges

Settlement and Landscape Edges

- » Landscape edges are addressed in a number of ways dependant on the gradient of slope.
- » Hard edges (fronting)- rows of terraces along a narrow lane run along ridgeline, with a small threshold bound by stone wall and planting. Terraces often raised above gardens to further define the edge.
- » Terraced edges (backing) - where steep level changes occur, rows of two level terrace building back onto the edge. Terraced rear gardens with no had boundary step down the slope to create a soft interface.
- » Informal / Fragmented edge (clusters) - clusters of farm buildings sit at vantage points along ridgelines, irregular and fragmented in form with prominent gable pitches

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Horizontal farm buildings arranged irregularly around courtyard. Creates fractured edge (Werneth Low)



Horizontal farm buildings arranged irregularly around courtyard. Creates fractured edge (Werneth Low)



Rural Lane runs along edge, with gritstone walls deefining the edge. Properties front onto landscape (Old Glossop)



Two-level terraces back onto edge with rear gardens sloping down (Broadbottom)



Larger blocks and farmstead arrangements sit on the ridgeline (Mossley)



Terraced row sits along contour line, fronting on. Parking on street to side of block to create a car free edge (Gee Cross)



Rural lane and terraces front onto edge, with low stone wall boundary as threshold. Parking on street/ to rear (Stalybridge)



Rural lane and terraces front onto edge, with low stone wall boundary as threshold. Parking on street/ to rear (Stalybridge)

Local Townscape Character

Rural Opportunities and Challenges

Godley Green's rural context displays a fascinating townscape, traversing hillsides and using a range of distinctive local materials to create unique urban form.

OPPORTUNITIES

Outline the ways through which future design at Godley Green can embed locally distinctive townscape features in a contemporary response.



Using the local gritstone

The use of gritstone dominates the rural context to the east of the site. Development at Godley Green should utilise gritstone as part of a complimentary mixed materials palette for the site.



Working with the landscape to create amazing public spaces

The masterplan will retain and enhance valuable landscape features, using them to create focal green spaces within neighbourhoods.



Distinctive architectural features that respond to the landscape

Buildings at Godley Green should reference distinctive architectural features identified locally.

Development should not seek to directly replicate traditional form, but deliver a complimentary response that works with the site topography.



Using level changes to enhance quality of life

As witnessed locally, the built form responds innovatively when dealing with steep level changes.

Development at Godley Green should do the same, creating views of surrounding hills across the stepping rooftops and using topography to create a visually interesting layered townscape.

CHALLENGES

Summarise why traditional local townscapes create practical challenges to modern day living and future needs.



Parking

Local streets fail to provide formal parking arrangements, resulting in cluttered streets and lines of cars parked along pavements and verges. Lack of formal cycle parking encourages private car usage.



Residential Density

Residential densities are generally lower than those delivered in modern housing developments, especially given Godley Green's proximity to two train stations and existing amenity hubs.



Car-dominated Streets

Streets at all levels of the hierarchy are car-dominated, offering few formal cycle lanes, limited green infrastructure or well-integrated parking bays.



Sustainability

Residential design fails to maximise opportunities provided by the natural landscape to enhance biodiversity and create truly sustainable and futureproofed housing.



Accessibility and Gradients

Lots of steps in front gardens and addressing level changes in the public realm, won't meet 21st century accessibility standards.



Waste Storage

Rarely find integrated or communal waste storage solutions, resulting in bin-cluttered streets. Combined with parked cars, this negatively impacts on the appearance of the street and reduces residents amenity.

Local Townscape Character

Local Urban Centres and Towns

THE BEST OF "LOCAL TOWN" - KEY FINDINGS

Development Structure

Historic Town Centres act as cores to towns, comprising a range of uses and amenities. These includes taller buildings, whilst residential densities decrease moving outwards and out of the river valleys.

- » A mix of uses, including apartments above retail of commercial facilities at town core surrounding public spaces and pedestrianised streets.
- » Rows of terraced houses arranged along a range of grid street patterns surround central cores and stretch towards the towns edges.
- » Street pattern and residential density decreases towards development edges, with more semi-detached units running along curvilinear streets.
- » Centres often sit in river valleys, allowing for an increased scale of development at the heart. Residential neighbourhoods step up the valleys moving out from the centre.
- » A fine urban grain of tight knit streets

Streets and Spaces

Historic street pattern in and around town centres work along a formal grid, with long rows of terraced houses addressing the street. The pattern is regularly punctuated by a range of green spaces and landmarks to aid orientation and legibility

- » The linear grid pattern sometimes works against contour lines, creating stepping and sloping roofscapes.
- » Linear geometry frames views of landmarks and surrounding countryside
- » Grid often punctuated by local green spaces or local landmarks, both offering orientation points within an otherwise consistent townscape
- » Tree planting, where it exists, adds to the formal character of the street. Trees are planted into the street surface itself, as opposed to along verges as witnessed in local villages.
- » Narrow thresholds between buildings and streets create tighter streets and blocks. Often front doors directly abut the pavement line.

Town Centres

Historic town centres include industrial and religious landmarks, such as old warehouse and mill buildings, alongside modern apartment buildings of increased scale (5-6 storeys). These are often arranged around large public spaces or high streets surrounded by a range of amenities, acting as focal points and prioritising pedestrian activity.

- » A range of taller buildings (4-7 storeys) and industrial landmarks are present in Town Centres
- » Streets are lined with a range of retail and commercial facilities, served by increased footfall and access to train stations
- » More modern, mixed-use blocks have been developed in centres containing apartments above residential buildings.

Materiality

Red brick more prevalent in centres, particularly in settlements such Hyde to the west and some evidence in Stalybridge to the north. Sandstone and gritstone more common in settlements to the East, such as Glossop.

- » Victorian warehouse and mill buildings in Stalybridge and Hyde present a prominent red brick materiality.
- » Terraced housing to the north and west of the site often consist of red bricks, whilst low set red brick walls are used as private property boundaries.
- » Gritstone used on property boundaries and buildings to the east of the site, creating a more rural character even in more urban centres.

Architecture and Vernacular

Most prominent form is terraced housing along tight urban streets. A range of stepping approaches up and down slopes, or sometimes along contour lines. Local landmarks, mainly industrial, create local landmarks often permeating the skyline.

- » Prominent warehouse and mill buildings are local landmarks, found along river banks. Mills range in height, between 4 and 7 storeys, and often present a long facade creating horizontal form at street level.
- » Mills present consistent fenestration, with long, evenly-spaced rows of tall narrow windows creating rhythm in the street.
- » Both mills and local houses often present prominent triangular gables, forming distinctive features to aid legibility and orientation.
- » Arched doorways regularly identified in Hyde.

Glossop

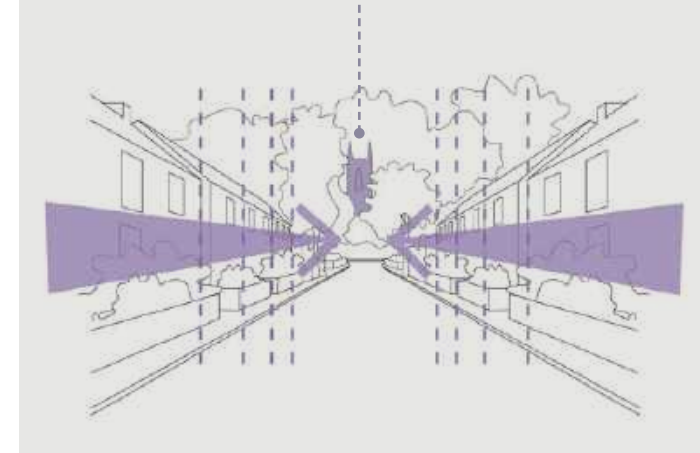
Grid of elongated windows on a horizontal structure



Victorian industrial landmarks

Hyde

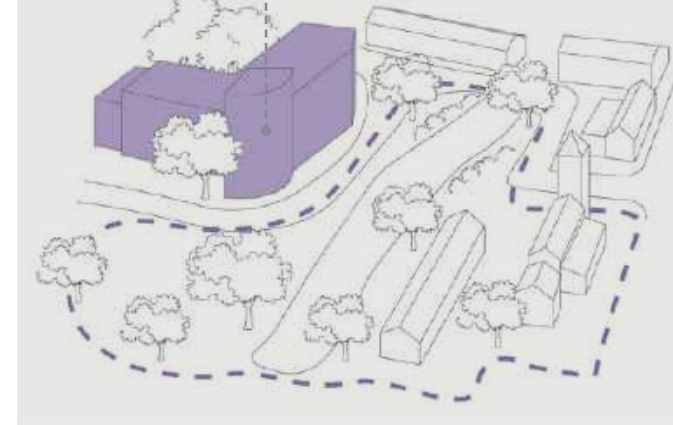
Landmark as focus point



Grids of streets and framed views

Stalybridge Town Centre

Key, framing buildings on corners



Key public spaces and focal points

Glossop

Enclosed parks with landmarks



Central urban parks

Stalybridge

Coexistence of historic and contemporary/modern architecture



Mix of new and old

Hyde

Physical threshold between public and private space



Bays arches and low-set brick walls

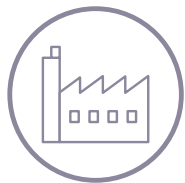
Local Townscape Character

Urban Opportunities and Challenges

The towns of Tameside and the High Peak provide a breadth of distinctive features, sharing similarities with their rural village counterparts but also providing additional considerations for future design at Godley Green.

OPPORTUNITIES

Outline the ways through which future design at Godley Green can embed locally distinctive townscape features in a contemporary manner.



Increased scale and density without impacting character

Modern development in local towns successfully responds to the height datum set by local heritage features such as mills and warehouses, delivering density in a contextually sensitive manner using topography to deliver increased scale in lower areas.



Working (loosely) within a grid

Local towns present a more formal and structured street network, retaining the fine urban grain of local villages but creating strong linear views of local landmarks and countryside along long linear streets. Grids vary in their formality.



Creating mixed-use focal points

Clusters of facilities and amenities around pedestrian friendly public spaces and high streets create points of traction within towns.

Not only do they provide essential everyday services, but create opportunity for social interaction and dwelling, breathing life into the public realm.



Celebrating heritage

Town Centres are the locations where local architecture is at its most distinctive. Unique architectural features, as outlined in the townscape appraisal, should be referenced (but not copied!) in a contemporary manner within village centres and strategic marker buildings.

CHALLENGES

Summarise how the design of local towns and centres create practical challenges to modern day living and future requirements.



Parking and Servicing

Local towns present higher density development along a network of tight-knit, urban streets. Streets and spaces are regularly lined with parked cars, creating a cluttered street environment. Similarly, large areas dedicated to servicing create dead spaces in town centres that detract from the quality of the public realm.



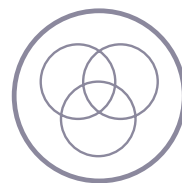
Creating balanced streetscape and public realm

Balancing the needs of multiple street users in small spaces is a key challenge. Often the quality of public space and pedestrian movement has suffered in order to facilitate vehicular access and movement. Creating safe, modally balanced spaces in village centres will be key to achieving a sense of place.



Insensitive modern development

There is consistent evidence of low-quality and insensitive modern development in Town Centres, that fails to complement or reference local heritage.



Single-use retail and commercial buildings

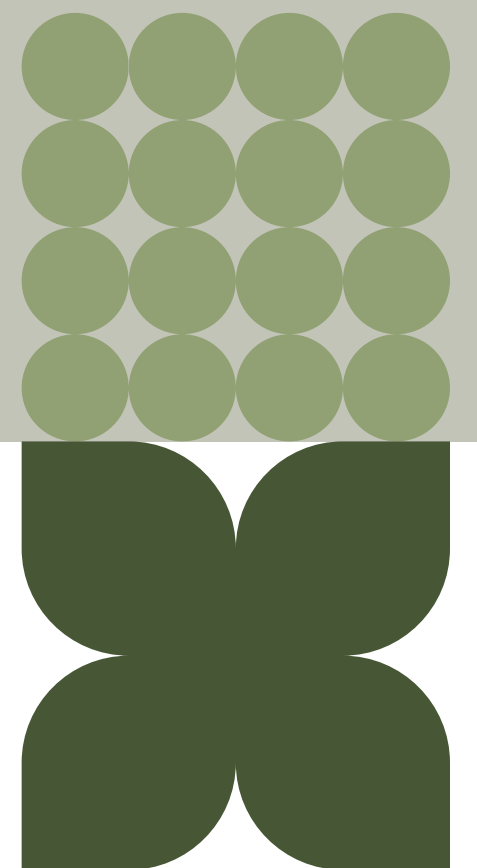
Big box, single-use retail and commercial buildings take up large areas of land (in both building footprint and parking).

Creating compact mixed-use hubs is key to long-term sustainability.

Appendix 2

Traditional Garden

Settlement Review





Traditional Garden Settlements Critical Review and Study

Overview of Traditional Garden Village

The Garden City movement was initiated by Ebenezer Howard in 1898, aiming to capture the primary benefits of both countryside environments and more urban environments while avoiding the disadvantages presented by both.

A number of garden cities have been built in the UK since the inception of the idea, notably: Letchworth, Brentham Garden Suburb and Welwyn Garden City and the concept has stayed influential in the UK ever since. Unfortunately, many of the positive core principles that have driven success in traditional Garden Villages have been left behind over time, leading to the creation of unloved housing estates lacking the community infrastructure or governance mechanisms to empower communities to take ownership of their place.

Objectives include:

- » Holistic understanding of how a place will work.
- » High quality design, architecture and public realm creating a sense of pride and a sense of place.
- » A green setting, open land, recreation facilities, access to the countryside, excellent landscape and priorities for nature conservation (collectively we now call "green infrastructure").
- » A range of local jobs to create 'community self sufficiency' and to maximise self containment.
- » Excellent education, health and community facilities and convenient local shopping.
- » A socially diverse population housed in a range of housing types and tenure.
- » In-built ongoing responsibility and management to ensure enduring high standards.

Adopting Principles for Modern Living

Whilst this is an early twentieth-century concept rooted in social equality, many of the historic settlements are now primarily celebrated as attractive and popular places to live that have adapted to conform to early twenty-first century living patterns.

In recent years there has been a renewed interest in the idea of the garden city, and how the principles that underpin that idea can be used to inform the delivery of new communities today. When planning for the supply of new homes, local authorities are required by national policy to consider the garden city approach, and many local authorities, developers and housing associations are exploring opportunities to address housing and growth needs through new communities at a range of scales.

In January 2017 the Government announced its support for 14 new 'garden villages' – new communities of 1,500 - 10,000 homes which meet criteria set out in the 2016 Locally-Led Garden Villages, Towns and Cities prospectus. These projects are to be supported alongside ten larger 'Garden Towns'.

Review Approach

Garden Cities, Villages and Suburbs share a number of common themes and design principles. The following categories have been set out to inform the approach to this study:.



Legibility

Layout, organisation and street pattern to study how the development has been arranged i.e ribbon, linear or geometric.



Green Infrastructure

Types of green space and where they are located within the development, as well as landscape and boundary treatment.



Built Form and Scale

Scale of buildings in height and form, building typologies.



Architectural style

The style of architecture and time it was built i.e arts and crafts, proportions and roofscape.

The themes above help to structure identified design principles, allowing the design team to later provide steer on how they can be taken forward to inform the design of Godley Green.

GARDEN CITY REVIEW

A critical review of traditional Garden City form has been undertaken to better understand the best and most relevant design features of these settlements.

The analysis summarises features in terms of their relevance to the Godley Green site, which presents a more complex and undulating landscape to many of the flatter garden settlements of old.

The summary helps to steer the masterplan by highlighting the best and most relevant design principles, presenting a narrative on how these principles can be adapted to modern living and applied at Godley Green.

Traditional Garden Settlements Case Studies

Selecting the Case Studies

A series of Garden Cities, Villages and Suburbs have been selected for the purpose of this study to inform future design at Godley Green. The locations cover a broad mix of population, scales, location and setting to provide a holistic view of garden village principles.

The following locations have been selected and further detail of each location is provide on the following pages:

- » Port Sunlight, Wirral, Merseyside
- » Letchworth Garden City, Hertfordshire
- » Hampstead Garden Suburb, London

The themes above provide an overview of strong design principles that can be taken forward to inform the design principles at Godley Green.



1. Port Sunlight, the Wirral
2. Letchworth Garden City, Hertfordshire
3. Hampstead Garden Suburb, London

Traditional Garden City Case Study Locations

Garden City Case Study

Port Sunlight, Wirral

Port Sunlight is an exemplar village purpose-built by William Hesketh Lever of Lever Brothers famed (now part of Unilever) for his soap factory workers.

The Garden Village includes allotments and public buildings such as the Lady Lever Art Gallery, a cottage hospital, schools, a concert hall, open-air swimming pool, church and a temperance hotel. Almost all of the 900 houses and other larger buildings are Grade II listed and in 1978 it was declared a Conservation Area.

The historical significance of Port Sunlight lies in its combination of model industrial housing, providing materially decent conditions for working people, with the architectural and landscape values of the garden suburb. Each block of houses was designed by a different architect.

Port Sunlight Village Trust is responsible for the conservation and promotion of the village.



PREVALENT DESIGN PRINCIPLES

Legibility

- » Roads were made wide enough for the architecture to be enjoyed from the front elevation rather than from an oblique view as in many towns. Streets follows a radial pattern, with a formal and symmetrical layout.
- » Perimeter blocks create a clear demarcation of private and public spaces. Cars do not dominate the street as cars are parked off street and to the rear of properties, within the perimeter block, essentially creating central courtyards.
- » The green space is a key organising feature in the centre of the development, all streets connect to the space. A key landmark building is situated at a central axis to terminate the primary vista, this creates a key focal point upon arrival.

Greenspace and Landscape

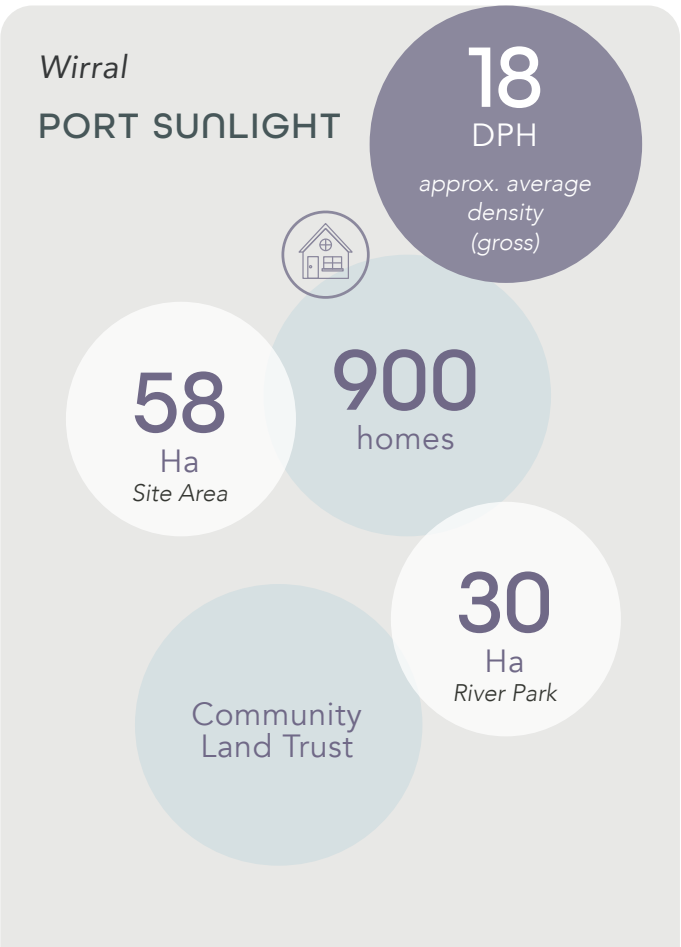
- » Open spaces and uniform front gardens are a feature of the village, although the present open character dates from the 1950s when railings that once enclosed the gardens were removed and a more municipal landscape plan was introduced.
- » Running water features are situated at the focus of central green spaces.
- » Street trees are planted in grass verges to create formal avenues.
- » All parks, gardens, monuments and memorials are managed by the Port Sunlight Village Trust (PSVT).
- » Two sections of the landscape - The Diamond and The Dell - are included in Historic England's Register of Parks and Gardens of Special Historic Interest.
- » Many of the public spaces are infilled and landscaped branch channels that once penetrated the site from the River Mersey.

Built Form and Scale

- » Groups of individually designed houses spaciouly arranged within parkland and set back from broad tree-lined roads.
- » The houses are grouped together in what are known as 'superblocks' which all face outwards and contain garage blocks and gardens in the centre.
- » Continuous buildings form a strong frontage along main routes. The massing is articulated with recessed walls and projected elements.

Architectural Character

- » A wide variety of styles were used, giving the impression that the village had developed over four centuries, rather than within 25 years.
- » No two blocks of houses are of the same design and nearly every period of British architecture is represented in revival style design - over thirty different architectural firms worked on designing the houses and Dutch, French and Flemish styles can also be seen.
- » Contrasting styles were often placed alongside each other to create interest, and no two cottages are identical.
- » Contains a wealth of outstanding public buildings, most of which are listed).
- » Gable roofs, varied roof pitches and chimneys create a varied roofscape and interesting elevation.
- » Walls are articulated with recessed and projected elements.



Garden City Case Study

Letchworth Garden City, Hertfordshire

Letchworth was the world’s first garden city, founded in 1903, 5 years after the publishing of Ebenezer Howards ‘To-Morrow: A Peaceful Path To Real Reform’, which sets out his vision for garden cities.

A masterplan was drawn up in 1904 by two Arts and Crafts architects from Buxton in Derbyshire, Barry Parker and Raymond Unwin, and they became Chief Consulting Architects to First Garden City Ltd, the design creating a distinctive early look in the town, and their housing layouts inspiring similar developments throughout the world.

Today, the town is still owned and operated according to Howard’s initial intentions.



PREVALENT DESIGN PRINCIPLES

Legibility

- » Street layout is in an axial layout with roads radiating out from a central square, based on Sir Christopher Wren’s (never-built) plan for London, following the Great Fire of 1666.
- » Zoning of different types of building - industrial, commercial, middle-class and worker’s housing.
- » Strong local cultural, recreational and shopping facilities in walkable neighbourhoods.
- » A formal and linear street pattern connects to the green space at the heart of the city.

Greenspace and Landscape

- » Well connected and biodiversity-rich public parks, and a mix of public and private networks of well-managed, high-quality gardens, tree-lined streets and open spaces.
- » A large green space and park provides the focus of the city with buildings organised to address the space.
- » The green spaces symmetrical with key buildings and features providing a strong focal point.
- » Landscape in the park has been designed to create a formal structure with a stately presence.
- » Tree-lined streets, each with a different variety of tree.
- » Surrounded by a rural belt.
- » The Letchworth Garden City estate is managed by the Letchworth Heritage Foundation, a unique place-based foundation with a vision to make the world’s first Garden City a great place for everyone to live, work and visit. They are the body through which land value capture is managed.

Built Form and Scale

- » Distinct separation of the residential, industrial and civic areas and in the use of parks to screen residential neighbourhoods from roads and other undesirable things.
- » There is variety of building typologies present at Letchworth including larger detached buildings set back from the road behind large front gardens.
- » Terraced housing is carefully designed with a varied roofscape and projections to create presence and the statement of a larger building. These are often used to frame smaller green spaces.

Architectural Character

- » ‘Letchworth Look’ housing inspired by Arts and Crafts movement, consisting of:
 - Roughcast white render cladding over bricks are applied to walls
 - Red clay roof tiles
 - Projected gables, dormer windows and chimneys add variety and richness to the buildings
 - Recessed porches and projected gables

Hertfordshire
LETCHWORTH

7

DPH

approx. average
density
(gross)

2300

Ha
Site Area

14000

homes (approx)

Letchworth
Heritage
Foundation

13.6

mile greenway
to the countryside

All Images Sourced - Google Maps

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Garden City Case Study

Hampstead Garden Suburb, London

The idea of building a residential suburb for people of all incomes and classes began with Henrietta Barnett who set up a trust that bought land next to the newly built Golders Green station in 1900.

Barry Parker and Sir Raymond Unwin, who already had experience from Letchworth Garden City, drew up plans for a new residential area - it was to be a social as well as an architectural experiment.

The development of the suburb required a private bill before Parliament, as it was counter to local bylaws. The provisions of the new act, Hampstead Garden Suburb Act 1906, allowed less land to be taken up by roads and more by gardens and open spaces.

With no industry, no public houses and few shops or services, the suburb, unlike the garden cities, made no attempt to be self-contained.



PREVALENT DESIGN PRINCIPLES

Legibility

- » The sloping landscape was skilfully exploited to provide long range views, focal points and glimpsed views.
- » Particular care was taken to align roads, paths and dwellings to retain existing trees and views.
- » Closes and formal squares infill land between the main routes providing more intimate spaces and picturesque streetscapes.
- » Everywhere, great care has been taken to vary the building line so that some houses are set back behind small greens whilst others step forward creating a sense of enclosed space and providing attractive views.

Greenspace and Landscape

- » Rich planting and landscape, retaining original trees and landscape features, often pre-dating the houses and retained in the masterplan to give maturity to the landscape.
- » The highest point is roughly in the centre of the original site and here, Central Square was developed as the formal heart of the new community with churches, public buildings and landscaped open space making a coherent and dramatic architectural statement.
- » Areas of woodland were retained as open spaces and generous provision was made for small greens, communal gardens, allotment areas and tennis courts. The flood land alongside Mutton Brook was integrated into the suburb as a park, recreational area and playing fields.
- » Hedges were chosen as the boundary treatment between houses, and this remains so today, lending the suburb a green, leafy quality unusual in urban development.

Built Form and Scale

- » Undivided houses with individual gardens are a key feature.
- » Ingenious grouping of buildings which reinforce a sense of community - houses designed to harmonise with each other and often grouped around greens, squares, walks and closes.
- » The range of housing is fundamental to the character of the suburb; it provides for a mixed community in age, household composition, and income.

Architectural Character

- » High quality building materials and traditional craftsmanship.
- » Architectural features such as large or elaborate chimneys, dormer windows and bays designed to add variety and visual interest.

London
HAMPSTEAD

14

DPH

approx. average
density
(gross)



356

Ha
Site Area

5000

homes

Hampstead
Garden Suburb
Trust

All Images Sourced - Google Maps

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Traditional Garden Settlements

Review Summary

The study has highlighted common features identified in traditional Garden Settlements. The following list summarises these findings by relevance, outlining key design principles that development at Godley Green must seek to integrate. For further detail on the study, please refer to Appendix ii.

- » **Large central parks and open spaces** are typical of garden settlements, defined by strong hedgerow boundaries and mature tree-lined streets along edges. They include a range of functions and facilities, with a community facility or public institution overlooking the space. These are linked by tree lined streets and pedestrian routes.
- » **Mature tree planting** provide scale to the street scene, helping to define the street hierarchy. **Grand avenues** define primary routes whilst smaller canopies and hedgerow planting create enclosure on minor routes.
- » **Natural and green curtilage boundaries** consisting of clipped hedging and low-set timber fences define private gardens. Hedges and regular gates at entrances to front gardens provide a characteristic rhythm and formality to streets, as well as a green aesthetic.
- » Long linear streets **frame views of key green spaces**, as well as out into surrounding countryside.
- » **Continuous building lines and frontages** frame courtyards and streets. These are arranged around both *green courtyards*, with a central public space at the heart, or along the edges of *large perimeter blocks* containing both long private and semi-private gardens and growing spaces to the rear of properties.



- » Larger detached units create a **horizontal form**, designed to look like many continuous buildings and providing continuous building line along primary and secondary streets.
- » An **informal building line** is achieved in lower density areas by staggering the placement of buildings and varying the orientation of prominent gables along a street.
- » **Green verges** are located along all streets in the hierarchy. The most successful verges include planting of varying maturity, creating depth in the streetscene and visual interest.
- » A **varied roofscape** achieved by gable rooves, projections and pretruding pitches enhances the architectural interest of the village. New development may use some of these architectural cues to help *new and old* fit comfortably together.



KEY CHALLENGES IN DELIVERING A GARDEN SETTLEMENT

The first garden settlements were developed in an era where the functional requirements of housing were drastically different to those of today, as well as the future. It is important to outline the limitations of traditional Garden City form, acknowledging that replication poses challenges to modern ways of living. Furthermore, there is no intention to simply recreate traditional Garden City form at Godley Green in a pastiche manner. Critically selecting relevant principles and understanding limitations, combined with findings of the other townscape influences lay the foundation for an exemplar contemporary garden design approach.

Parking and Futureproofing

Parking is a pertinent issue. Traditional garden settlements were designed to accommodate fewer private cars, and as such don't provide sufficient formal parking spaces.

Avoiding the "Garden City Brand"

There is consistent evidence of low-quality modern extensions of garden settlements, presenting value engineered and soulless versions of their historic counterparts.

Residential Density

Traditional garden settlements present a low net density. Huge perimeter blocks consisting of detached homes and large private gardens are land hungry and unsustainable.

Maintenance

Maintenance of green infrastructure presents a key challenge, with limited funds in place. Local associations often manage the areas, in addition to volunteers and 'Friends Of' groups.

Avoiding the "Garden City Brand"

There is consistent evidence of low-quality modern housing development claiming the "Garden City" tag, but actually presenting value engineered and soulless versions of their historic counterparts. These settlements fail to deliver core Garden City principles, as outlined below, all of which must be avoided at Godley Green to achieve high-quality design.

- » **Pastiche housing** seeking to replicate traditional arts and crafts houses.
- » An **overuse of a single building material** creates bland façades and no visual depth or contrast within developments.
- » Green verges and infrastructure **without a function or purpose**, creating little to no biodiversity or recreational value.
- » A **lack of tree, shrub or hedgerow planting** along open space boundaries and in green verges creates a flat landscape. **Green verges are often too narrow**, creating a useless strip of amenity space used for parking cars.
- » Areas claiming to be 'courtyards' that are in fact car parks, providing no green infrastructure or community benefit.
- » **Tall walls and fences** used along property boundaries create dead frontage and prevent overlooking.
- » **Streets are bland** in their design, with overbearing amounts of tarmac and no green infrastructure.
- » **Neighbourhoods that lack focal points** or social infrastructure facilities fail to encourage community cohesion.
- » Recreational open space adjacent to housing may be unattractive to buyers if the correct type of visual and physical separation is not established.
- » Maintenance of green space for many of these suburbs is now a fundamental issue, with little funds in place to manage the significant green infrastructure. Local associations are often in place to manage the areas, in addition to volunteer and 'Friends Of' groups.

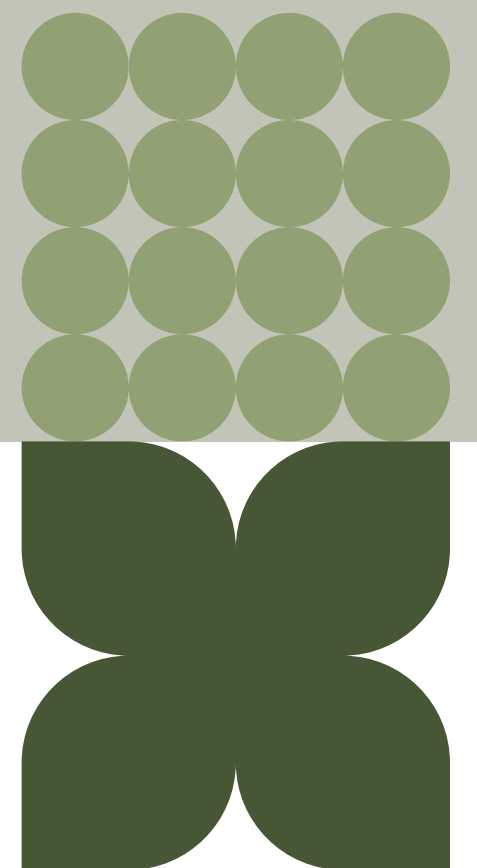
ADDRESSING THE CHALLENGES

Case studies have been selected based on their ability to address challenges identified in the previous appraisals, showing how exemplar modern design can be combined with traditional vernacular to establish a sensitive contemporary form.

Appendix 3

Protecting Existing

Residents Amenity



Proposed Measures to Protect Residents' Private Amenity



GREEN BUFFERS

- » Planted woodland buffers established property boundaries
- » Mixed native woodland and hedgerow planting combined with fencing where required
- » Land raised 1m in buffer to protect visual amenity if required



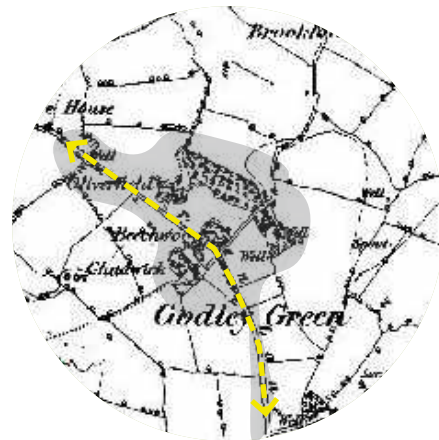
SENSITIVE APPROACH TO BUILDING HEIGHTS

- » Proposed development blocks will step down in height to a maximum of 2 storeys responding to existing rural character and scale of buildings



GREEN LANE ACCESS

- » Green lane beyond Glendarach stopped to vehicle traffic - no through route
- » Residents vehicular access off Mottram Old Road retained
- » Improvements to surfacing if desired



RESPONSE TO HISTORIC SITE STRUCTURE

- Proposed development celebrates historic sites features - retaining and enhancing them
- The historic green as a village focal point
- Green Lane as a green spine to the village



ARCHITECTURE AND MATERIALITY

- Low-rise, contemporary rural housing typologies will address Green Lane
- Materiality and architectural style will compliment and take reference from existing properties along Green Lane



FRONTAGE AND BOUNDARIES

- The character and materiality of boundaries will take reference from local context and existing properties along Green Lane
- Existing tree and hedgerow boundaries will be retained and enhanced along the length of Green Lane

Green Residential Buffers

A series of new managed green buffers will be provided within the site to help protect residential amenity for properties adjacent to it.

The location of these spaces is indicated within the Green Infrastructure Parameter Plan and the key characteristics of these buffers are:

- » Planted woodland buffers established along property boundaries - providing a buffer a minimum of 10 metres wide.
- » Mixed native woodland and hedgerow planting combined with new boundary fencing where required to prevent public access. Clear passage to be created to allow maintenance access.
- » Buffers not to be publicly accessible, and subject to management and monitoring by the relevant site management company.
- » Raised earth bunding where additional screening is required. Bunds will be planted with native trees and shrubs to maximise screening height.
- » New boundary fencing specification will be agreed during the reserved matters stage, but should include a mix of timber close board, open V mesh and stock fencing depending on location. Residents have also requested that in appropriate locations, wildlife gates be provided within fencing to facilitate passage.
- » Private gate access to existing properties to be provided where requested through the buffer area.

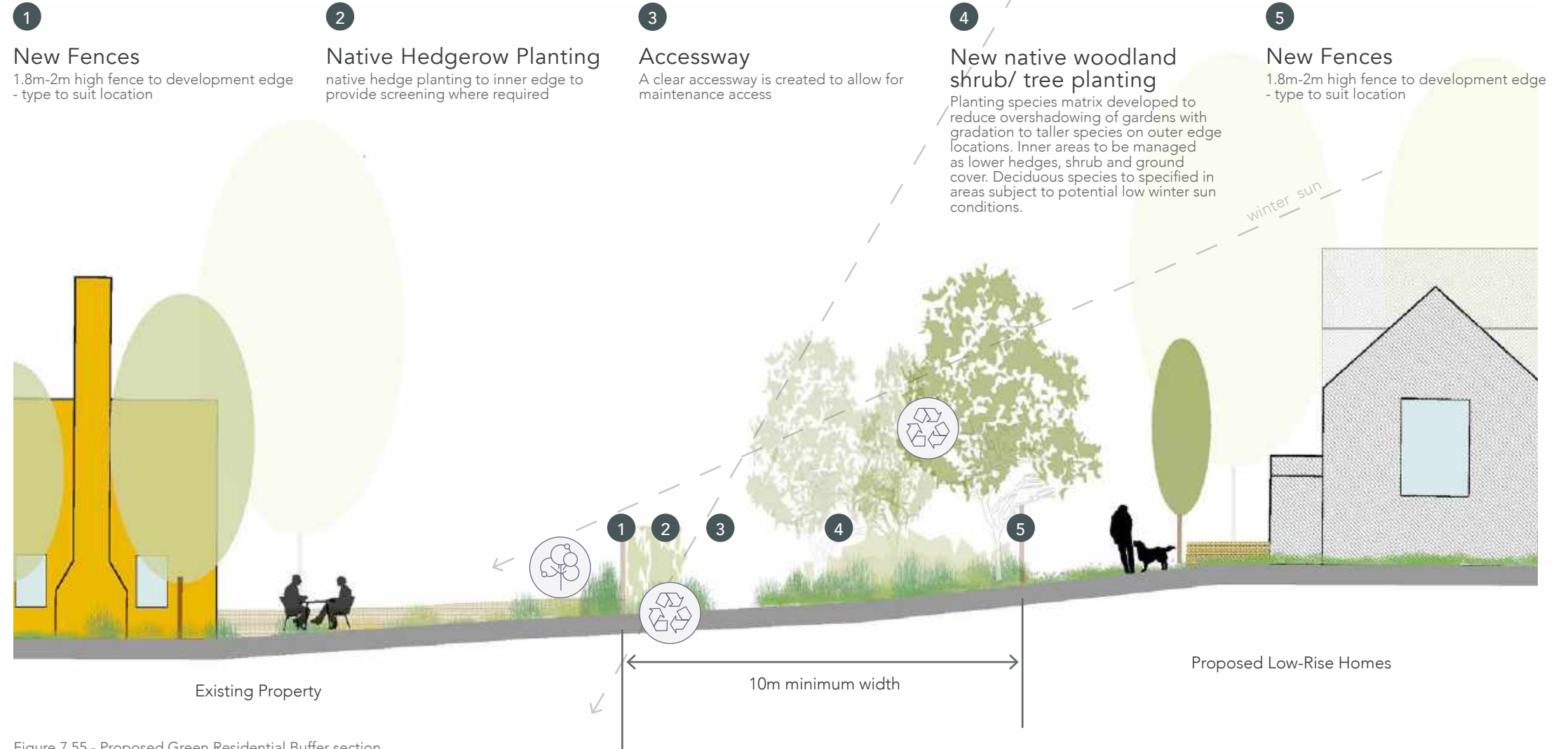


Figure 7.55 - Proposed Green Residential Buffer section



Figure 7.56 - Examples of boundary fence types



Figure 7.57 - Smaller buffer corridor used in Woodford Garden Village

Green Lane Access

The modelling of the Western Village access junction has shown that it would have sufficient capacity to operate without significant queuing, this includes during the typical AM and PM peak periods.

The assessments have been based on a 'future year traffic scenario' and with the proposed development fully 'built out', so are a robust assessment of the junction operation.

The 'level of service' provided by the primary would be much greater than Green Lane. The primary street will have a standard road geometry with appropriate lane widths. It would also have a tarmac surface, good forward visibility and off-carriageway provision for pedestrians and cyclists. This, combined with the capacity of its junction with Mottram Old Road, would provide a pleasant and reliable journey to and from the development. This would therefore be the most attractive means of access and egress from the site.

Preventing 'Rat-Running'

It is considered that Green Lane would be attractive as a rat run route. Its geometry and design is not conducive to consistent journeys and the good level of service provided by the main access junction will deter drivers seeking alternative routes.

The use of Green Lane by the wider development is therefore not encouraged, it would only be intended for use by those accessing / egressing property along Green Lane and pedestrian / cycle / equine trip making.

A number of technical design and enforcement options will be developed for Green Lane - its surfacing, traffic calming measures and crossing point over the proposed spine road during the Reserved Matters Application stage in consultation with all affected residents to ensure a safe and acceptable solution is created.



Figure 7.40 - Proposed Green lane access approach plan



New Surfacing

Surfacing improvements along Green Lane to enhance the cycling environment



Preventing Vehicular Access

As detailed in Figure 7.40 - access will be blocked to vehicles past Glendarach House



A Safe and Attractive Route

Design will significantly enhance the pedestrian and cycle environment along Green Lane.

Contemporary,
low-rise rural homes



Soft and natural brick tones and light timber reduce visual impact



Low-rise rural homes nestled into existing woodland



Soft and natural brick tones and light timber reduce visual impact

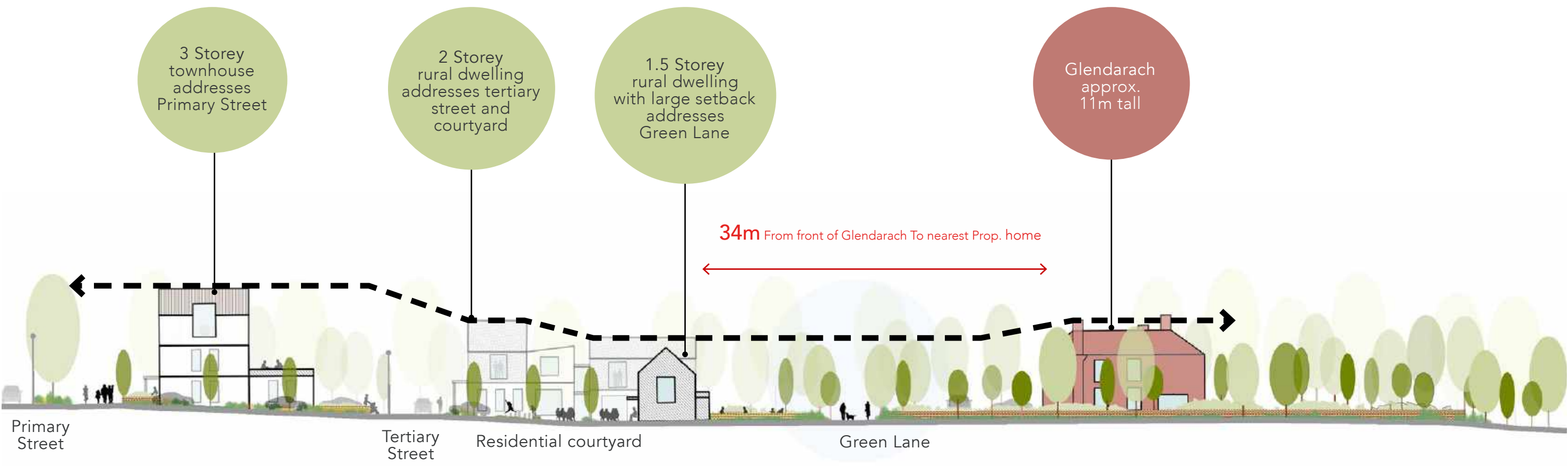


Local gritstone and timber responding to existing materiality



Pitched rooves and natural materials blend into the rural landscape

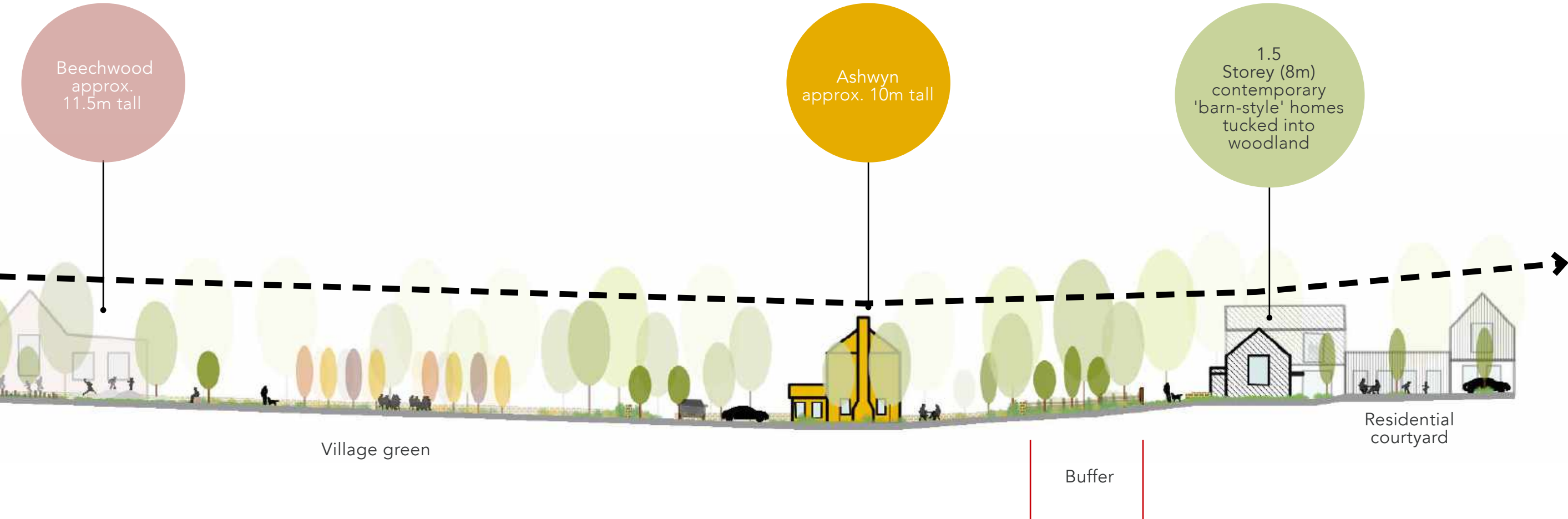
Sensitive Approach to Building Heights



Proposed building heights will step down to a maximum of 2 storeys along Green Lane, responding to the scale of rural homes currently located along the street.

Proposed buildings in closest proximity to existing homes on site will step down to a maximum of 2 storeys.

Proposed building heights around Green Lane and existing homes will respond sensitively to the existing buildings, protecting residents' visual amenity and contributing to the existing rural character.



Green Lane Upper - Sketch



Green Lane Upper Parameters

- Key
- 1. Woodland Buffer
 - 2. New homes respect scale of existing properties
 - 3. Village Main Street
 - 4. Planted Green 10m Buffer
 - 5. Design code to highlight need to frame views through parcel from existing gardens
 - 6. Green Lane stopped up - ped/ cycle access only to north
 - 7. Existing hedges enhanced - no access to new homes
 - 8. Break in blocks to allow appreciation of longer views out
 - 9. New homes respect scale of existing properties
 - 10. Village green space retained - meadow/ orchard
 - 11. Local Centre
 - 12. Public Right of Way

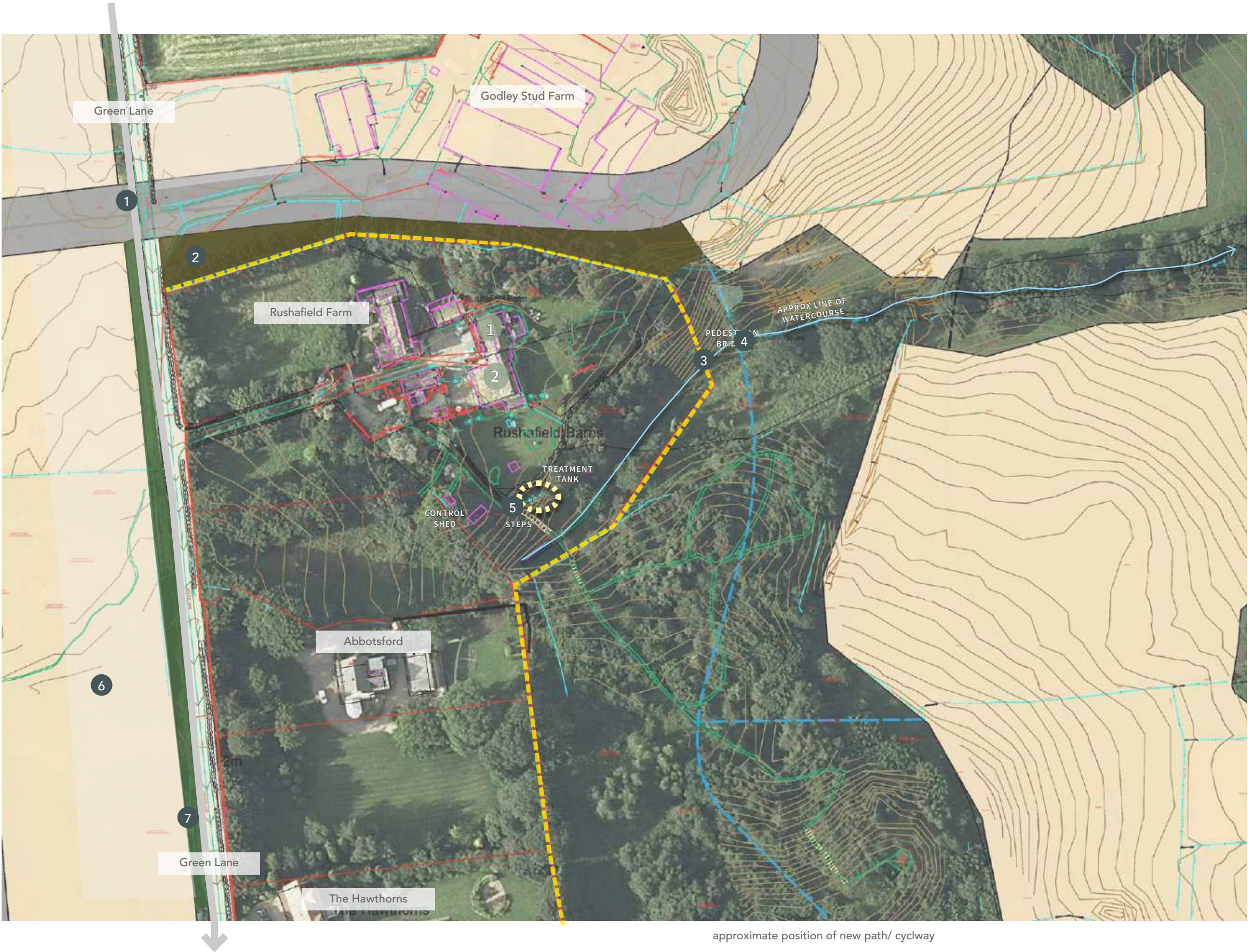


Rushafiel Barns/ Abbotswood - sketch



Rushafiel Barns – Parameters

- Key
- 1. Proposed new main roadway
 - 2. Green buffer
 - 3. Suggested revised garden boundaries - new boundary fencing
 - 4. Treatment Tanks and watercourse protected
 - 5. New homes respect scale of existing properties - 1-2 storeys
 - 6. Hedgeline protected/ enhanced - no access from new homes to Green Lane



Green lane - existing

1. Glendarach
2. Beechwood
3. Godley Green Farm
4. Godley Green Cottage
5. Albert Farm
6. Ashwyn
7. Greenfield
8. Godley Stud Farm
9. Rushfield Farm
10. Rushfield Barns
11. Abbotsford
12. The Hawthorns
13. Green Gables
14. Sleepy Hollow
15. Greenacres



Mottram Old Lane - sketch

Key

1. New homes set back to allow views out - buildings aligned with current fence - and stable building
2. Woodland Buffer
3. View out Retained
4. Existing waste tank retained - area fenced off
5. Rough grassland preserves views out - new fencing to protect this area as green buffer
6. New Hillside Park



Mottram Old Lane - Parameters

- Key
- 1. New main street serving the new development - set 10m below High Bank
 - 2. New homes respect scale of existing properties - 1-2 storeys
 - 3. Waste tank
 - 4. Stables/ ferret home
 - 5. shrub buffer with limited tree planting min 10m width
 - 6. grassland hillside maintained
 - 7. Native tree woodland buffer planting min 10m width
 - 8. View out Retained

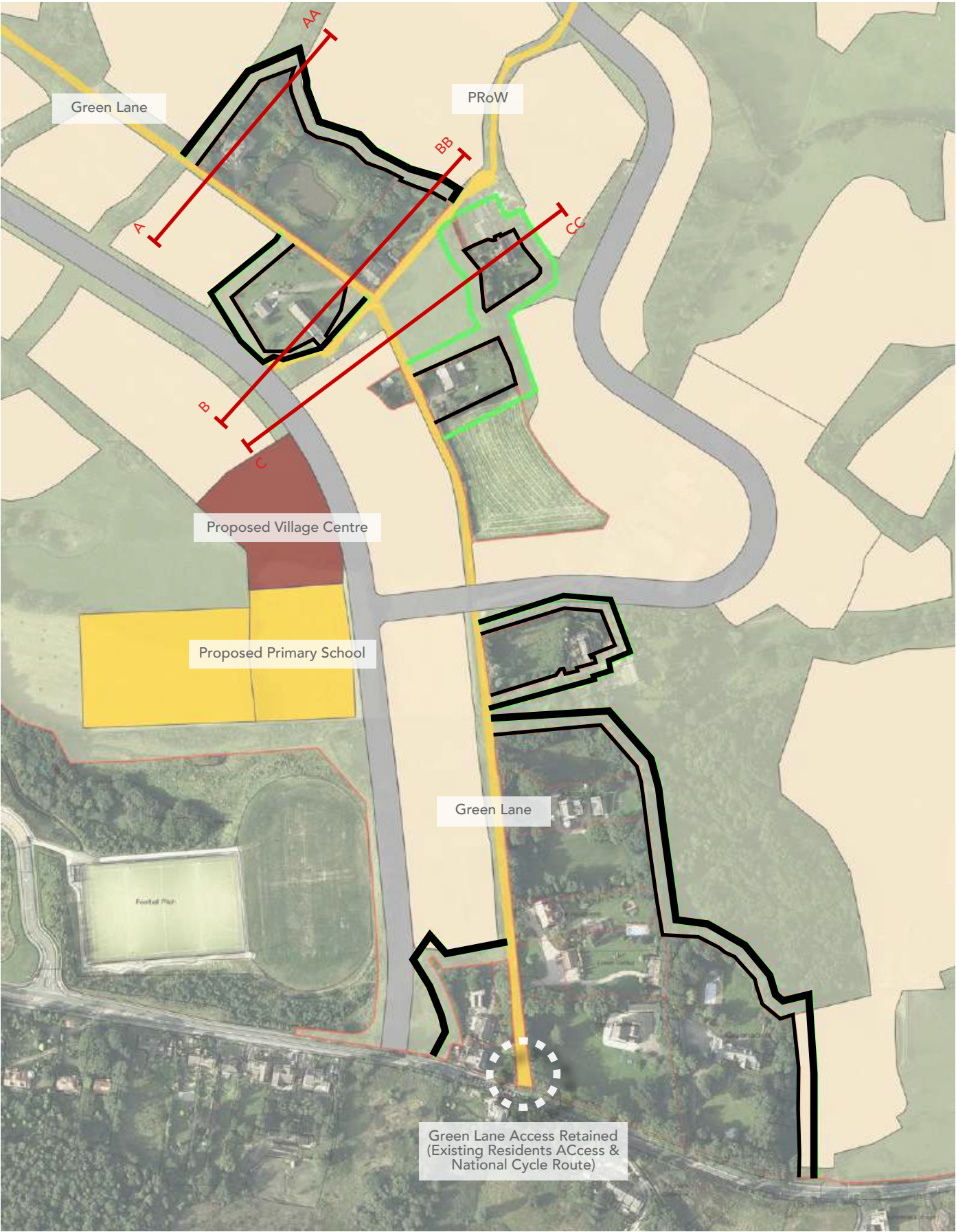


Green Lane Upper Parameters

- Key
- 1. Woodland Buffer
 - 2. Design code to highlight need to frame views through parcel from existing gardens
 - 3. New homes respect scale of existing properties
 - 4. Planted green buffer
 - 5. Village green space retained - potential community orchard
 - 6. Break in blocks to allow appreciation of longer views out
 - 7. Local Centre



Green Buffers

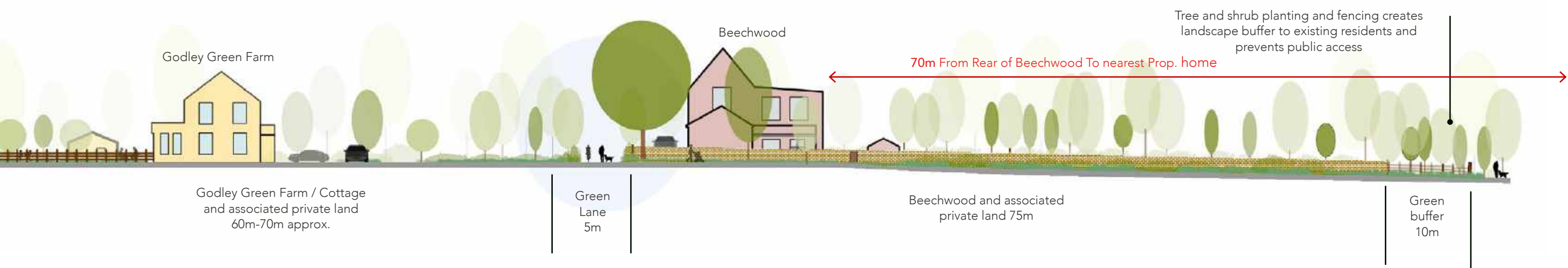
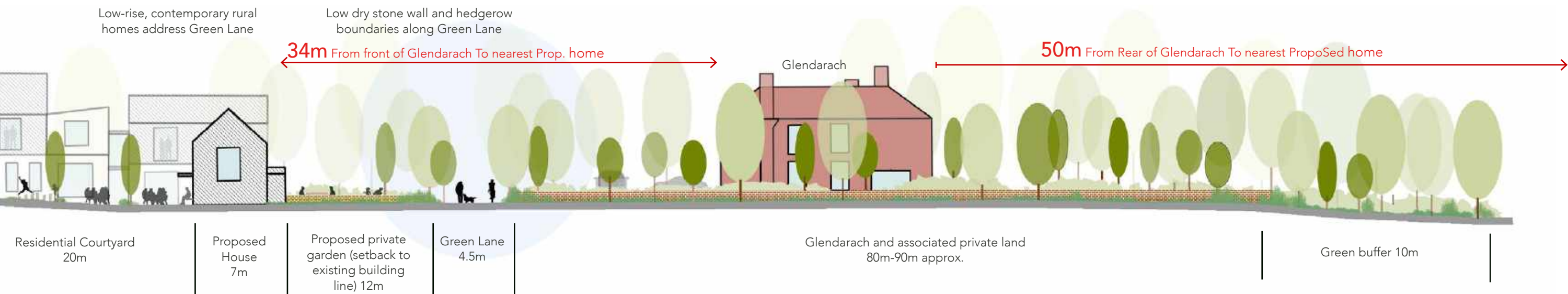


CROSS SECTION A-AA
(GLENDARACH)



CROSS SECTION B-BB
(GODLEY GREEN COTTAGE/ BEECHWOOD)

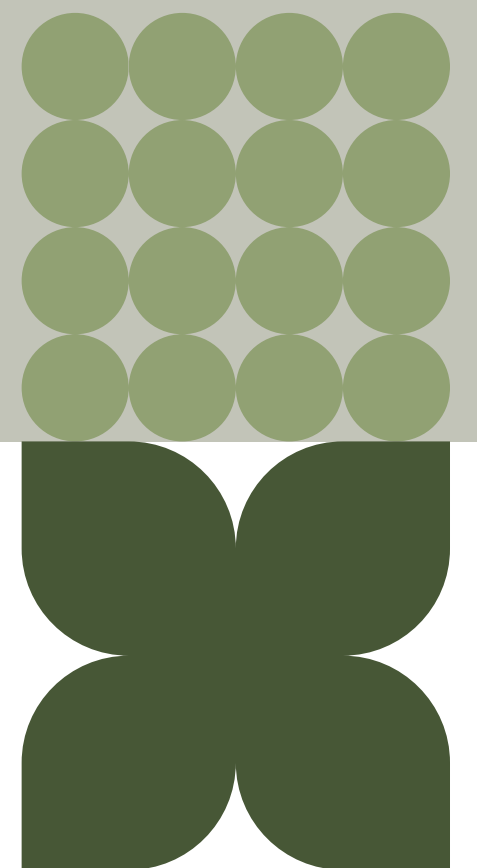




Appendix 4

Building for Life 12

Assessment





Building For Life 12 Assessment

The assessment highlights how Godley Green performs well against each of the the key questions topics recording a score of 11 Greens and 1 Amber.

As required by the assessment guidance, cross reference is made to the Design and Access Statement and Strategic Design Code for supporting information.

Building for Life 12 (BfL12) is the most widely used, objective assessment of measuring design and place quality, common across many local authorities (some employ a BfL Assessor) and familiar with PINS.

BfL12 comprises 12 easy to understand questions that are designed to be used as a way of structuring discussions about a proposed development. There are four questions in each of the three chapters:

- » Integrating into the neighbourhood
- » Creating a place
- » Street and home

A simple traffic light system has been used below to assess the proposed scheme, as prescribed by the BfL 12 Assessment, suggesting schemes should:

- » Secure as many **greens** as possible - the more 'greens' that are achieved, the better a development will be;
- » Minimise the number of **ambers**; and
- » Avoid **reds** - a red light gives warning that a particular aspect of a proposed development needs to be reconsidered.

1. Connections

- » The proposal provides a broad range of routes and connections through the site, linking to the existing road network in multiple locations.
- » Section 7.14 describes the locations of the key vehicular access points into the site, which connect directly to the primary road network, avoiding impacts on surrounding residential roadways.
- » Section 7.15 illustrates the active travel network which shows the key cycle/ pedestrian connections that are proposed across the site - including a new more direct route for the Trans Pennine Trail (as detailed in Section 7.16) which will now avoid the main Mottram Old Road - a significant improvement over the current route. In addition to routes through green spaces, Section 7.17 provides details on the cycle and pedestrian infrastructure that is part of the Primary road network - providing a range of route choice across and around the site at all times of the day and night.
- » Section 7.23 provides detail on a proposed new Bridge link from the site to the adjacent community of Hattersley - providing a key cycle/ pedestrian connection to this disconnected and isolated estate.
- » A Fine grain of movement is proposed around the development, as set out in Sections 7.16 and 7.29. It sets out a range of different path types working with topography to create accessible routes. Routes are public to ensure permeability, and avoid private driveways.
- » Section 7.24 provides further detail on the retention of Green Lane Route, which will be retained in place - although the route will be blocked to vehicular traffic to the north. Whilst this limits vehicular permeability, the route will still be available as a strategic cycle and pedestrian route.
- » Figure 7.28 illustrates principles of how the active travel network is incorporated into the development - and are overlooked and addressed by adjacent dwellings.
- » Additional detail on the design of new streets and footpath routes within Sections 7.16, 7.17 and 7.18 of the design code is useful and helps to understand how unique character and people-first connections can be achieved.

2. Facilities and Services

- » A wide range of new uses are proposed within each village, well-connected by proposed public transport, walking and cycling routes throughout.
- » Section 7.4 sets out in detail the proposed mix of uses and facilities to be provided on site. Section 7.5 describes the role of the proposed village centres to provide supporting facilities to the new residential areas.

- » Section 6.2 illustrates the broad concept of providing two new village centres which are within walking distance to the new homes, and accessible to the two railway stations that are adjacent to the site.
- » The active travel and green movement network illustrated in Sections 7.15, 7.16 and 7.27 demonstrates how the village centres and key green spaces are well served by cycle and pedestrian links. The Primary road network includes provision for public transport services - again promoting sustainable transport to new and existing residents.
- » Detail on the design of Village Centres in sections 7.5 and 7.6 is useful in understanding intended character, and the manner through which they will achieve people-focused places.
- » Detail on the design of residential parcels is captured within the Regulating Plan (Figure 7.1), and illustrates how new residential parcels will be designed around a network of spaces, creating centres to each parcel for communities to bond. Several other community spaces are provided within the public open space framework as set out in design principles in Sections 7.27 and 7.7.

3. Public Transport

- » The scheme has excellent access to public transport connections to help reduce car dependency.
- » The site has 2 main line train stations in close proximity to its northern boundary.
- » Section 7.15 and 7.27 illustrates the active travel network and public open space network (including a new bridge to Hattersley Station) proposed across the site connects new homes with the rail stations, and wider connections to Hyde.
- » All new homes will be within 5 minutes walk of either a new or proposed bus stop.
- » Section 7.8 illustrates how higher Housing densities are planned around the village centres, and Hattersley Station, to maximise the number of homes that are within a short walk to the nearest bus stops and local facilities - ensuring these points are well used, well lit and safe.
- » The layout requires two loops through the two villages - which extends journey times and potential convenience of the services.
- » No detail is provided in terms of additional sustainable travel choices - such as car clubs, live work provision, or space within houses for home working.

4. Local Housing Requirements

- » The housing mix proposed across the site provides a broad range of types and tenures, integrated and mixed across development parcels. Section 7.8 provides design principles for different housing typologies, and how density of development will be achieved.
- » Affordable housing is provided across the site, in agreement with TMBC.
- » Figure 7.8 indicates the provision of two extra-care facilities / retirement villages are proposed on site as part of the Village Centres (or directly adjacent to them). These are embedded in the proposed site layout and easily accessible to the new village centres.
- » Detailed housing design information or specific detail on tenure typologies is not provided in this outline application stage - and it would be expected for this to be developed at reserved matters stage.

5. Character

- » The proposal is underpinned by in depth local townscape analysis and case study material. Section 5.2 and DAS Appendix 1 provides a detailed analysis of local Townscape character with clear reference to how and where features could be used to inform site proposals. This includes reference to architecture, street form, boundaries and green space.
- » The Strategic Design Code in section 7.11 & 7.12 and Neighbourhood Design Code (Chapter 8) links the proposals back to this analysis, and provides sufficient detail at Outline Planning on how analysis should inform future homes, streets and spaces.
- » The Design Code provides a broad range of details on key topics that will ensure the proposal delivers areas of distinct character and high-quality design across the site. Notably, Chapter 8 of the Neighbourhood Design Code helps to understand how different character will be achieved - and that a number of distinct character areas could be formed across the site.

6. Working with the site and its context

- » The Design Code clearly states how proposals take advantage of the existing site features to create a distinctive and varied development.
- » A number of key viewpoints were considered as part of the site assessment (Section 3.6) which identified areas of potential sensitivity. The Landscape & Visual Impact Assessment considers these and a number of the views are included within the design information (P64 & p65) to illustrate how the development integrates into the site. Sensitive views have informed the layout of the parameters to ensure visual impacts are minimised and mitigation measures identified.
- » The site analysis and constraints have identified key natural features on site - as well as elements that should be valued and protected. Section 6.2 describes how this existing Green Framework of the site is protected and utilised to give context and character to the development. Sections 7.25 & 7.35 provides detail on the retained natural infrastructure - including protected woodland and sites of biological interest, and mitigation measures to protect them.
- » Section 7.10 illustrates how the proposals have been developed to work with the sites existing topography, using the significant level changes to create distinctive places and urban form. It links this back to the existing Townscape character, and how level change, valleys and watercourse can form a varied and characterful development. Figures 7.18 & 7.19 illustrate in cross section how this can be achieved.
- » Whilst limited information is available at outline stage of detailed plot design and inclusion of sustainable design features, Figure 6.3 and Section 9.2 that set out broad design principles on plot layout, natural ventilation, overshadowing and building orientation, and where these are integrated into the proposed development.
- » Section 7.34 sets out design principles for the incorporation of sustainable urban drainage systems into the proposed development - this includes attenuation on and off plot, within streets and integrated into wider green spaces.

7. Creating well defined streets and spaces

- » The Regulating Plan (Figure 7.1) and Neighbourhood Design Codes provide design information that support the creation of high-quality design of streets and spaces, and detail on the well defined perimeter layout of blocks, buildings and frontages.
- » Section 7.8 demonstrates how the proposed development parcels would create well defined and enclosed street networks with new buildings fronting on them and the surrounding green spaces.
- » Section 7.18 includes street cross sections and the block models that clearly describe a simple street hierarchy from Primary Roads to Green Lanes. These show well defined streets and spaces, highlighting and defining a positive relationship between building and street.
- » At outline stage there is limited information available on detailed housing layout, the Regulating Plan (Figure 7.1) highlights Primary and Secondary building frontages and residential plots. Specific street proportions are not shown, but appear within the illustrative sections to correspond to the ranges provided in (MfS 2007) guidance.

8. Easy to find your way around

- » The Design Code describes a well designed development layout that is legible and well structured. The Regulating Plan (Figure 7.1) indicates a number of features to promote legibility and wayfinding, including Primary Frontages that define key movement corridors, and a series of Marker Buildings which define gateways, transition points, key corners/ nodes and on key skyline locations. Section 7.10 illustrates how these buildings form an important part of the distinctive Townscape and response to topography and views.
- » Section 7.18 contains a series of street cross sections and the block models that clearly protect the principle of well defined streets and spaces, highlighting the relationship between building and street.
- » Primary road network - simple tree lined avenue provides an easy and effective way for people to find their way around the development. The Regulating Plan (Figure 7.1) indicates how village centre spaces, squares, green space and crossing points create distinctive spaces along the route - that again aid legibility and signal key facilities, green links and movement decision points.
- » Sections 7.27, 7.30 and 7.31 illustrates the key destination green spaces within the site, that exploit the level changes, hilltops and valleys - creating space to enjoy framed within the site and long views out to the hills of the Peak District.

- » The significant changes in levels across the site, and design approach that works with them, has resulted in some of the pedestrian and vehicular routes being less direct. Some routes follow site contours, and as such do not form straight lines between destinations.
- » The protected central woodland valley restricts the number of direct links between villages. Routes are however, still provided for pedestrians, and two crossing points indicated within spaces that can accommodate them without impacting on the valued habitats.
- » At outline stage no specific information is provided on design for visually or mobility impaired.

9. Streets for all

- » The proposals describe a new street network that is designed to encourage low vehicle speeds and promote the function of streets as social spaces.
- » P71 Regulating Plan and Figure 7.24 'Active Travel Network' - show the alignment of Primary road network, and how spaces, crossing points are incorporated into the street network, helping to reduce vehicle speeds and provide a blurring of public and vehicular spaces.
- » Figure 7.32 indicates how the street character will change within village centres, where public realm and roadway are combined to facilitate them as social spaces and community hubs.
- » Figure 7.33 illustrates how public green space is incorporated into the street layout in the form of 'Greenways' that include footpath/ cycleways, planting and play facilities.
- » P95 - Movement and Access shows proposed secondary and tertiary street layouts where on street parking, planting and single surface treatments contribute to reducing the dominance of traffic and create social spaces. These sections also illustrate how proposed new homes will face onto and provide surveillance over these street spaces.

10. Car parking

- » The design information indicates a range of parking approaches to ensure that streets and spaces are people-focused and building frontages remain active.
- » Accordance with TMBC parking standards is stated in Primary Code - Section 7.19.
- » At outline stage no specific parking information is available by plot - although parking design and layout is considered in detail. Section 7.19 - 7.22 provide detailed design information with regards to incorporation of into the street space, plot and courtyards. They Include a series of design principles stating how detailed design should successfully deliver these spaces. This presents a wide range of potential options on layout.
- » Figure 8.4 illustrates use of courtyard parking serving more than 5 properties - however the accompanying design information describes these spaces as performing further communal and social functions with overlooking from adjacent properties
- » Section 7.22 describes how garages are not to dominate the street scene, and design principles such as building layout, line and frontage can reduce 'dead' street frontages.

Building For Life 12 Assessment

11. Public and private spaces

- » Design information provides detail on the type, function and access to public spaces within the proposed development.
- » At outline stage no detailed design information is available on the park design, although the design and layout of green buffers between private properties and public spaces in provided in Section 7.33.
- » Section 7.30 sets out key design principles for sports and play spaces including details on greening of boundaries, overlooking, informal play and additional uses.
- » Open space provision and type is provided in detail in section 7.26 and Figure 7.42. These describe the range of space types in accordance with the requirements of TMBC policy. Section 7.27 illustrates how these spaces are linked into a comprehensive and legible Green Space Network, that connects to adjacent green spaces, recreational routes and the adjacent existing housing areas - ensuring that spaces are as accessible and well used as possible. Spaces are distributed to be within walking distance of future homes, allowing residents to access to a variety of amenity types that encourage outdoor living and sustainable lifestyles.
- » Detail on the proposed Sport and Play Strategy for the site is shown in Figure 7.44 and illustrates how all areas of the development are well served and accessible to the proposed new homes. Section 7.29 describes the types of additional informal sports, trails and facilities that will be incorporated in the Green Space Network - that provides a wide range of recreation choice and destination.
- » The Management and Stewardship of the green spaces is described in Section 9.4 and sets out the key principles to be followed - including significant community participation. It also outlines potential developer roles and responsibilities - to be determined once a developer partner is identified for the scheme.
- » Section 7.35 provides detail on how the green space network contributes to biodiversity objectives, protection and enhancement of existing habitats, as well as the function of the spaces as recreational areas for the proposed development.

12. External storage and amenity space

- No detailed information is available at the Outline Planning stage.
- Section 7.21 provides guidance on provision of cycle parking within new homes - ensuring it is designed into the final proposals - including new structures within the streetscape, or amenity space around apartments.

Building For Life 12 Assessment - Assessment Summary Tables

BfL12 Question	Notes	Overall Score	Summary
1. Connections	Green » The proposal provides a broad range of routes and connections through the site, linking to the existing road network in multiple locations. » Section 7.14 describes the locations of the key vehicular access points into the site, which connect directly to the primary road network, avoiding impacts on surrounding residential roadways. » Section 7.15 illustrates the active travel network which shows the key cycle/ pedestrian connections that are proposed across the site - including a new more direct route for the Trans Pennine Trail (as detailed in Section 7.16) which will now avoid the main Mottram Old Road - a significant improvement over the current route. In addition to routes through green spaces, Section 7.17 provides details on the cycle and pedestrian infrastructure that is part of the Primary road network - providing a range of route choice across and around the site at all times of the day and night. » Section 7.23 provides detail on a proposed new Bridge link from the site to the adjacent community of Hattersley - providing a key cycle/ pedestrian connection to this disconnected and isolated estate. » A Fine grain of movement is proposed around the development, as set out in Sections 7.16 and 7.29. It sets out a range of different path types working with topography to create accessible routes. Routes are public to ensure permeability, and avoid private driveways. » Section 7.24 provides further detail on the retention of Green Lane Route, which will be retained in place - although the route will be blocked to vehicular traffic to the north. Whilst this limits vehicular permeability, the route will still be available as a strategic cycle and pedestrian route. » Figure 7.28 illustrates principles of how the active travel network is incorporated into the development - and are overlooked and addressed by adjacent dwellings. » Additional detail on the design of new streets and footpath routes within Sections 7.16, 7.17 and 7.18 of the design code is useful and helps to understand how unique character and people-first connections can be achieved.	Green	The proposal provides a broad range of routes and connections through the site, linking to the existing road network in multiple locations.
BfL12 Question	Notes	Overall Score	Summary
2. Facilities & Services	Green » A wide range of new uses are proposed within each village, well-connected by proposed public transport, walking and cycling routes throughout. » Section 7.4 sets out in detail the proposed mix of uses and facilities to be provided on site. Section 7.5 describes the role of the proposed village centres to provide supporting facilities to the new residential areas. » Section 6.2 illustrates the broad concept of providing two new village centres which are within walking distance to the new homes, and accessible to the two railway stations that are adjacent to the site. » The active travel and green movement network illustrated in Sections 7.15, 7.16 and 7.27 demonstrates how the village centres and key green spaces are well served by cycle and pedestrian links. The Primary road network includes provision for public transport services - again promoting sustainable transport to new and existing residents. » Detail on the design of Village Centres in sections 7.5 and 7.6 is useful in understanding intended character, and the manner through which they will achieve people-focused places. » Detail on the design of residential parcels is captured within the Regulating Plan (Figure 7.1), and illustrates how new residential parcels will be designed around a network of spaces, creating centres to each parcel for communities to bond. Several other community spaces are provided within the public open space framework as set out in design principles in Sections 7.27 and 7.7.	Green	A wide range of new uses are proposed within each village, well-connected by proposed public transport, walk and cycling routes throughout.

Building For Life 12 Assessment - Assessment Summary Tables

BfL12 Question	Notes	Overall Score	Summary
3. Public Transport	Green » The scheme has excellent access to public transport connections to help reduce car dependency. » The site has 2 main line train stations in close proximity to its northern boundary. » Section 7.15 and 7.27 illustrates the active travel network and public open space network (including a new bridge to Hattersley Station) proposed across the site connects new homes with the rail stations, and wider connections to Hyde. » All new homes will be within 5 minutes walk of either a new or proposed bus stop. » Section 7.8 illustrates how higher Housing densities are planned around the village centres, and Hattersley Station, to maximise the number of homes that are within a short walk to the nearest bus stops and local facilities - ensuring these points are well used, well lit and safe. Amber » The layout requires two loops through the two villages - which extends journey times and potential convenience of the services. » No detail is provided in terms of additional sustainable travel choices - such as car clubs, live work provision, or space within houses for home working.	Green	The scheme has excellent access to public transport connections to help reduce car dependency.
BfL12 Question	Notes	Overall Score	Summary
4. Local Housing Requirements	Green » The housing mix proposed across the site provides a broad range of types and tenures, integrated and mixed across development parcels. Section 7.8 provides design principles for different housing typologies, and how density of development will be achieved. » Affordable housing is provided across the site, in agreement with TMBC. » Figure 7.8 indicates the provision of two extra-care facilities / retirement villages are proposed on site as part of the Village Centres (or directly adjacent to them). These are embedded in the proposed site layout and easily accessible to the new village centres. Amber » Detailed housing design information or specific detail on tenure typologies is not provided in this outline application stage - and it would be expected for this to be developed at reserved matters stage.	Green	The housing mix proposed across the site provides a broad range of types and tenures, integrated and mixed across development parcels.

Building For Life 12 Assessment – Assessment Summary Tables

BfL12 Question	Notes	Overall Score	Summary
5. Character	Green » The proposal is underpinned by in depth local townscape analysis and case study material. Section 5.2 and DAS Appendix 1 provides a detailed analysis of local Townscape character with clear reference to how and where features could be used to inform site proposals. This includes reference to architecture, street form, boundaries and green space. » The Strategic Design Code in section 7.11 & 7.12 and Neighbourhood Design Code (Chapter 8) links the proposals back to this analysis, and provides sufficient detail at Outline Planning on how analysis should inform future homes, streets and spaces. » The Design Code provides a broad range of details on key topics that will ensure the proposal delivers areas of distinct character and high-quality design across the site. Notably, Chapter 8 of the Neighbourhood Design Code helps to understand how different character will be achieved - and that a number of distinct character areas could be formed across the site.	Green	The proposal is underpinned by in depth local townscape analysis and case study material.
BfL12 Question	Notes	Overall Score	Summary
6. Working with the site and its context	Green » The Design Code clearly states how proposals take advantage of the existing site features to create a distinctive and varied development. » A number of key viewpoints were considered as part of the site assessment (Section 3.6) which identified areas of potential sensitivity. The Landscape & Visual Impact Assessment considers these and a number of the views are included within the design information (P64 &p65) to illustrate how the development integrates into the site. Sensitive views have informed the layout of the parameters to ensure visual impacts are minimised and mitigation measures identified. » The site analysis and constraints have identified key natural features on site - as well as elements that should be valued and protected. Section 6.2 describes how this existing Green Framework of the site is protected and utilised to give context and character to the development. Sections 7.25 & 7.35 provides detail on the retained natural infrastructure - including protected woodland and sites of biological interest, and mitigation measures to protect them. » Section 7.10 illustrates how the proposals have been developed to work with the sites existing topography, using the significant level changes to create distinctive places and urban form. It links this back to the existing Townscape character, and how level change, valleys and watercourse can form a varied and characterful development. Figures 7.18 & 7.19 illustrate in cross section how this can be achieved. » Whilst limited information is available at outline stage of detailed plot design and inclusion of sustainable design features, Figure 6.3 and Section 9.2 that set out broad design principles on plot layout, natural ventilation, overshadowing and building orientation, and where these are integrated into the proposed development. » Section 7.34 sets out design principles for the incorporation of sustainable urban drainage systems into the proposed development - this includes attenuation on and off plot, within streets and integrated into wider green spaces.	Green	The Design Code clearly states how proposals take advantage of the existing site features to create a distinctive and varied development.

Building For Life 12 Assessment – Assessment Summary Tables

BfL12 Question	Notes	Overall Score	Summary
7. Creating well defined streets and spaces	Green » The Regulating Plan (Figure 7.1) and Neighbourhood Design Codes provide design information that support the creation of high-quality design of streets and spaces, and detail on the well defined perimeter layout of blocks, buildings and frontages. » Section 7.8 demonstrates how the proposed development parcels would create well defined and enclosed street networks with new buildings fronting on them and the surrounding green spaces. » Section 7.18 includes street cross sections and the block models that clearly describe a simple street hierarchy from Primary Roads to Green Lanes. These show well defined streets and spaces, highlighting and defining a positive relationship between building and street. Amber » At outline stage there is limited information available on detailed housing layout, the Regulating Plan (Figure 7.1) highlights Primary and Secondary building frontages and residential plots. Specific street proportions are not shown, but appear within the illustrative sections to correspond to the ranges provided in (MfS 2007) guidance.	Green	Design information is provided that support the creation of high-quality design of streets and spaces, and detail on the well defined perimeter layout of blocks, buildings and frontages.
BfL12 Question	Notes	Overall Score	Summary
8. Easy to find your way around	Green » The Design Code describes a well designed development layout that is legible and well structured. The Regulating Plan (Figure 7.1) indicates a number of features to promote legibility and wayfinding, including Primary Frontages that define key movement corridors, and a series of Marker Buildings which define gateways, transition points, key corners/ nodes and on key skyline locations. Section 7.10 illustrates how these buildings form an important part of the distinctive Townscape and response to topography and views. » Section 7.18 contains a series of street cross sections and the block models that clearly protect the principle of well defined streets and spaces, highlighting the relationship between building and street. » Primary road network - simple tree lined avenue provides an easy and effective way for people to find their way around the development. The Regulating Plan (Figure 7.1) indicates how village centre spaces, squares, green space and crossing points create distinctive spaces along the route - that again aid legibility and signal key facilities, green links and movement decision points. » Sections 7.27, 7.30 and 7.31 illustrates the key destination green spaces within the site, that exploit the level changes, hilltops and valleys - creating space to enjoy framed within the site and long views out to the hills of the Peak District. Amber » The significant changes in levels across the site, and design approach that works with them, has resulted in some of the pedestrian and vehicular routes being less direct. Some routes follow site contours, and as such do not form straight lines between destinations. » The protected central woodland valley restricts the number of direct links between villages. Routes are however, still provided for pedestrians, and two crossing points indicated within spaces that can accommodate them without impacting on the valued habitats. » At outline stage no specific information is provided on design for visually or mobility impaired.	Green	The Design Code describes a well designed development layout that is legible and well structured.

Building For Life 12 Assessment - Assessment Summary Tables

BfL12 Question	Notes	Overall Score	Summary
9. Streets for all	Green » The proposals describe a new street network that is designed to encourage low vehicle speeds and promote the function of streets as social spaces. » P71 Regulating Plan and Figure 7.24 'Active Travel Network' - show the alignment of Primary road network, and how spaces, crossing points are incorporated into the street network, helping to reduce vehicle speeds and provide a blurring of public and vehicular spaces. » Figure 7.32 indicates how the street character will change within village centres, where public realm and roadway are combined to facilitate them as social spaces and community hubs. » Figure 7.33 illustrates how public green space is incorporated into the street layout in the form of 'Greenways' that include footpath/ cycleways, planting and play facilities. » P95 - Movement and Access shows proposed secondary and tertiary street layouts where on street parking, planting and single surface treatments contribute to reducing the dominance of traffic and create social spaces. These sections also illustrate how proposed new homes will face onto and provide surveillance over these street spaces.	Green	The proposals describe a new street network that is deisgned to encourage low vehicle speeds and promote the function of streets as social spaces.
BfL12 Question	Notes	Overall Score	Summary
10. Car parking	Green » The design information indicates a range of parking approaches to ensure that streets and spaces are people-focused and building frontages remain active. » Accordance with TMBC parking standards is stated in Primary Code - Section 7.19. » At outline stage no specific parking information is available by plot - although parking design and layout is considered in detail. Section 7.19 - 7.22 provide detailed design information with regards to incorporation of into the street space, plot and courtyards. They Include a series of design principles stating how detailed design should successfully deliver these spaces. This presents a wide range of potential options on layout. » Section 7.22 describes how garages are not to dominate the street scene, and design principles such as building layout, line and frontage can reduce 'dead' street frontages. Amber » Figure 8.4 illustrates use of courtyard parking serving more than 5 properties - however the accompanying design information describes these spaces as performing further communal and social functions with overlooking from adjacent properties	Green	The design information indicates a range of parking approaches to ensure that streets and spaces are people-focused and building frontages remain active.

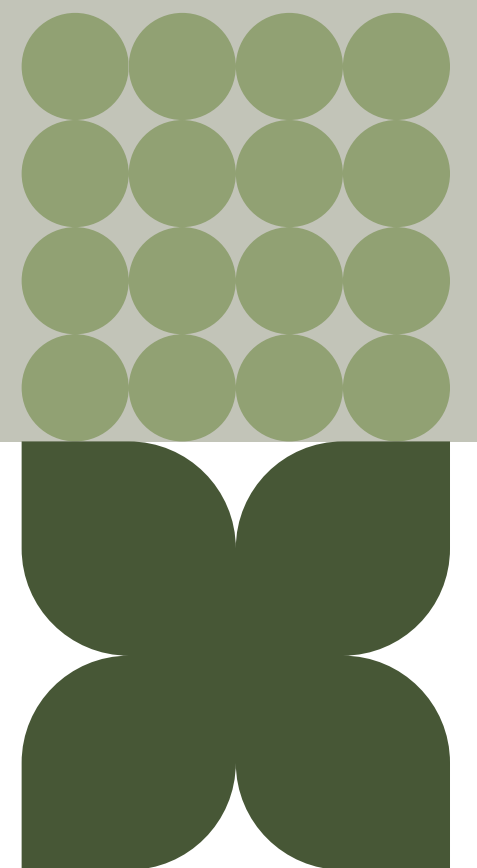
Building For Life 12 Assessment - Assessment Summary Tables

BfL12 Question	Notes	Overall Score	Summary
11. Public and private spaces	Green » Design information provides detail on the type, function and access to public spaces within the proposed development. » At outline stage no detailed design information is available on the park design, although the design and layout of green buffers between private properties and public spaces in provided in Section 7.33. » Section 7.30 sets out key design principles for sports and play spaces including details on greening of boundaries, overlooking, informal play and additional uses. » Open space provision and type is provided in detail in section 7.26 and Figure 7.42. These describe the range of space types in accordance with the requirements of TMBC policy. Section 7.27 illustrates how these spaces are linked into a comprehensive and legible Green Space Network, that connects to adjacent green spaces, recreational routes and the adjacent existing housing areas - ensuring that spaces are as accessible and well used as possible. Spaces are distributed to be within walking distance of future homes, allowing residents to access to a variety of amenity types that encourage outdoor living and sustainable lifestyles. » Detail on the proposed Sport and Play Strategy for the site is shown in Figure 7.44 and illustrates how all areas of the development are well served and accessible to the proposed new homes. Section 7.29 describes the types of additional informal sports, trails and facilities that will be incorporated in the Green Space Network - that provides a wide range of recreation choice and destination. » The Management and Stewardship of the green spaces is described in Section 9.4 and sets out the key principles to be followed - including significant community participation. It also outlines potential developer roles and responsibilities - to be determined once a developer partner is identified for the scheme. » Section 7.35 provides detail on how the green space network contributes to biodiversity objectives, protection and enhancement of existing habitats, as well as the function of the spaces as recreational areas for the proposed development.	Green	Design information provides detial on the type, function and access to public spaces within the proposed development.
BfL12 Question	Notes	Overall Score	Summary
12. External storage and amenity space	Green » Section 7.21 provides guidance on provision of cycle parking within new homes - ensuring it is designed into the final proposals - including new structures within the streetscape, or amenity space around apartments. Amber » No detailed inforation is available at the Outline Planning stage on detailed housing layout and provision for general external storage.	Amber	Design information across the whole topic area is limited at this stage.

Appendix 5

Cross-Village Vehicle

Link Feasibility Study

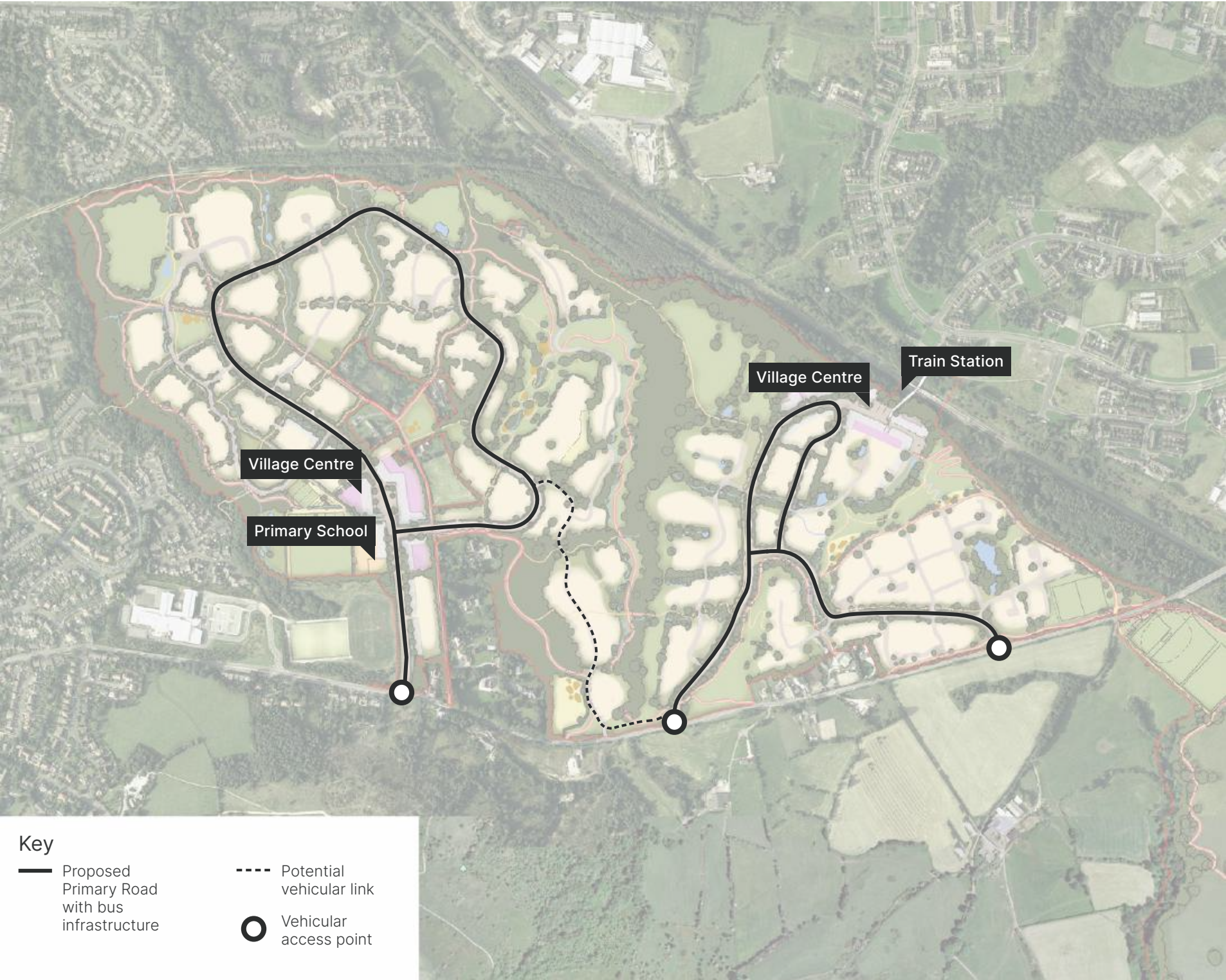


Cross-Village Vehicular Linkage - Feasibility Study

The following briefing note explores the feasibility of delivering a vehicular connection between the two proposed villages at Godley Green.

A vehicular connection between the two villages was proposed in earlier iterations of the masterplan, however as technical surveys were undertaken and considered, the connection was deemed undeliverable due to the plethora of constraints located along the central spine of the site.

This briefing note provides additional detail beyond that provided within the Design and Access Statement, explaining the rationale for not including a vehicular connection between the two villages.

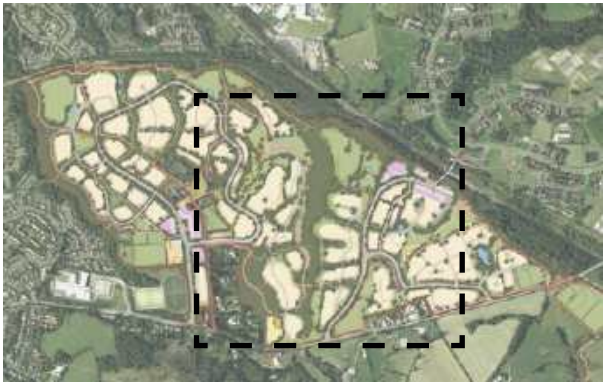


Proposed Bus Infrastructure

THE CHALLENGE

The location of a potential vehicular crossing point between the two villages is limited to the southernmost tip of the site by a number of constraints, as detailed in the adjacent plan.

The potential crossing location is a steeply sided, narrow strip of land between the site boundary on Mottram Old Road and TPO trees. It is a highly constrained area of the site, making it difficult to deliver the required infrastructure to create a bus connection between the two villages. Further detail on specific constraints is provided on the following pages.



Location Plan

- Key
- Site of Biological Interest (+15m Buffer)
 - Ancient Woodland (+15m Buffer)
 - Category A trees
 - Category B trees
 - Tree Preservation Order (TPO) trees
 - Tree Root Protection Zone
 - Watercourse
 - Potential vehicular connection



Constraints Overview

Cross-Village Vehicular Linkage - Feasibility Study

CONSTRAINTS TOPOGRAPHY AND ECOLOGY

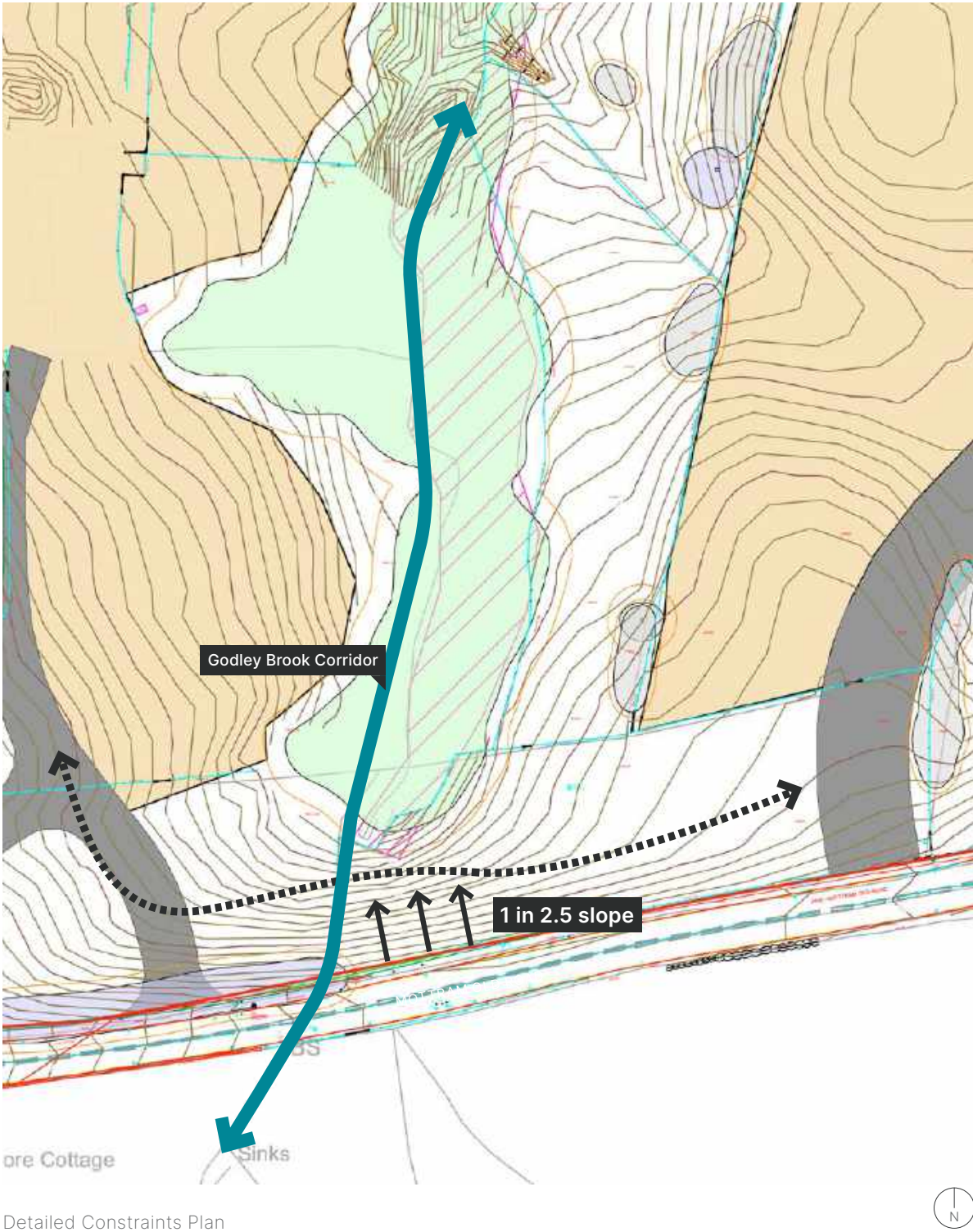
The potential crossing location is a steeply sided, narrow strip of land between the site boundary on Mottram Old Road and TPO trees. It is a highly constrained area of the site, making it difficult to deliver the required infrastructure to create a vehicular / bus connection between the two villages.

The delivery of a vehicular link would require significant ground remodelling and would result in a large retaining structure along its northern edge, holding up a new piece of road running parallel to Mottram Old Road within close proximity, which will appear as a dual carriageway roadway of approximately 18-25m (including the existing width of Mottram Old Road) running along a section of the site's southern boundary. This width is akin to approximately half to two thirds of the width of the nearby M67.

This approach will also sever an important ecological corridor running along the Godley Brook valley, creating a significant additional barrier to migrating fauna.



Location Plan



SUMMARY

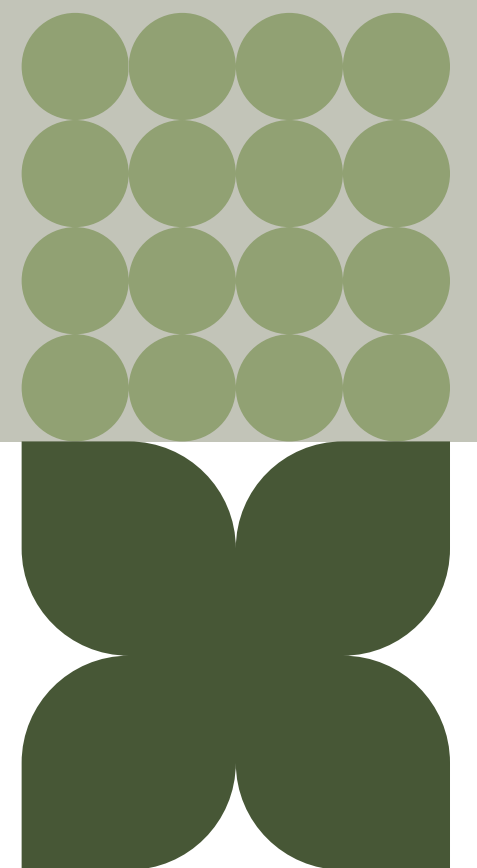
Whilst early masterplan options explored the potential for a vehicular linkage between the two villages, more detailed topographical survey information and technical input highlighted constraints which made the delivery of such a route unviable.

The masterplan instead proposes two points along the central spine where pedestrian and cycle connectivity between the two villages is enhanced, whilst limiting the impact on protected landscape and areas of sensitivity.

Appendix 6

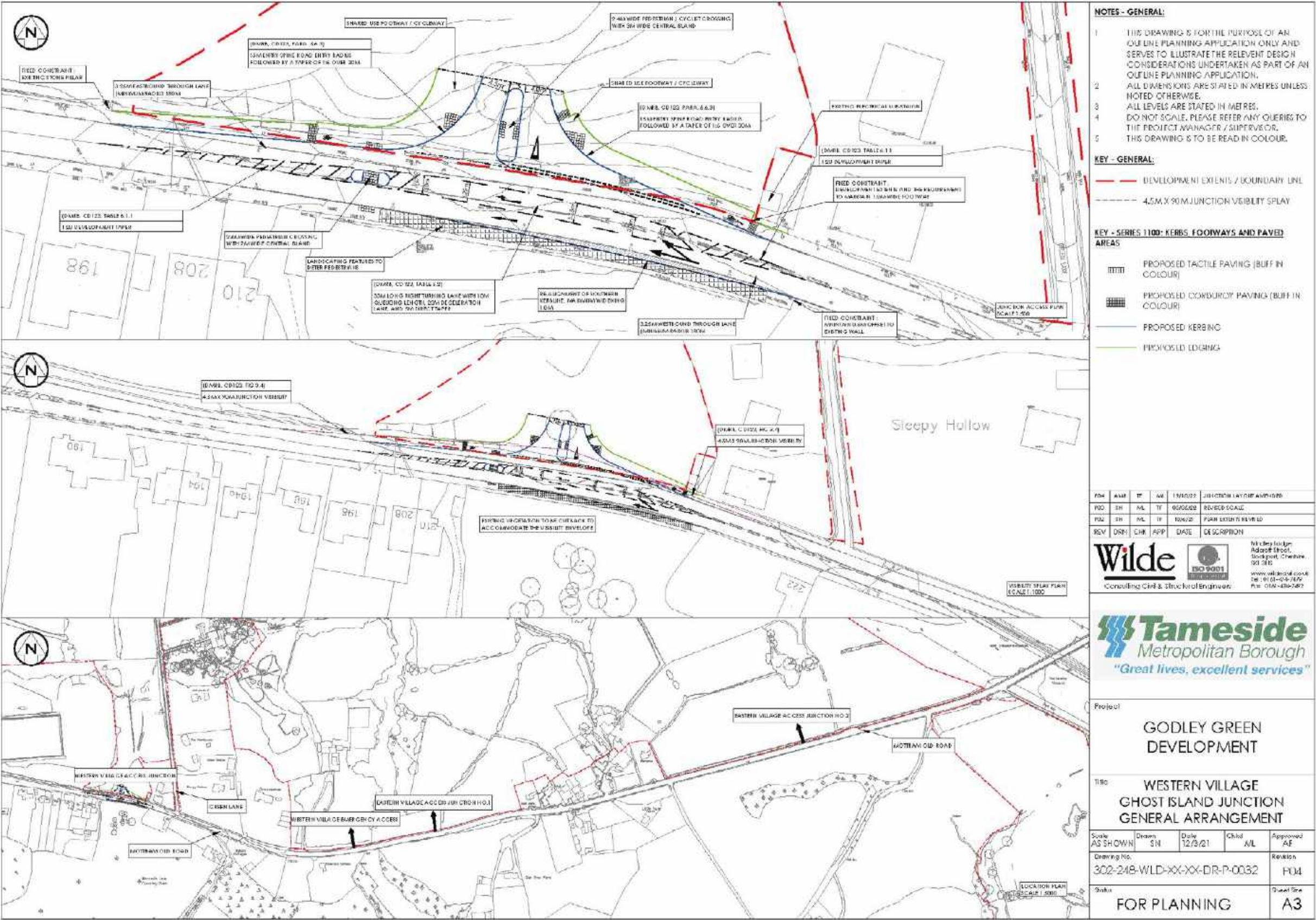
Detailed Access and

Crossing Drawings

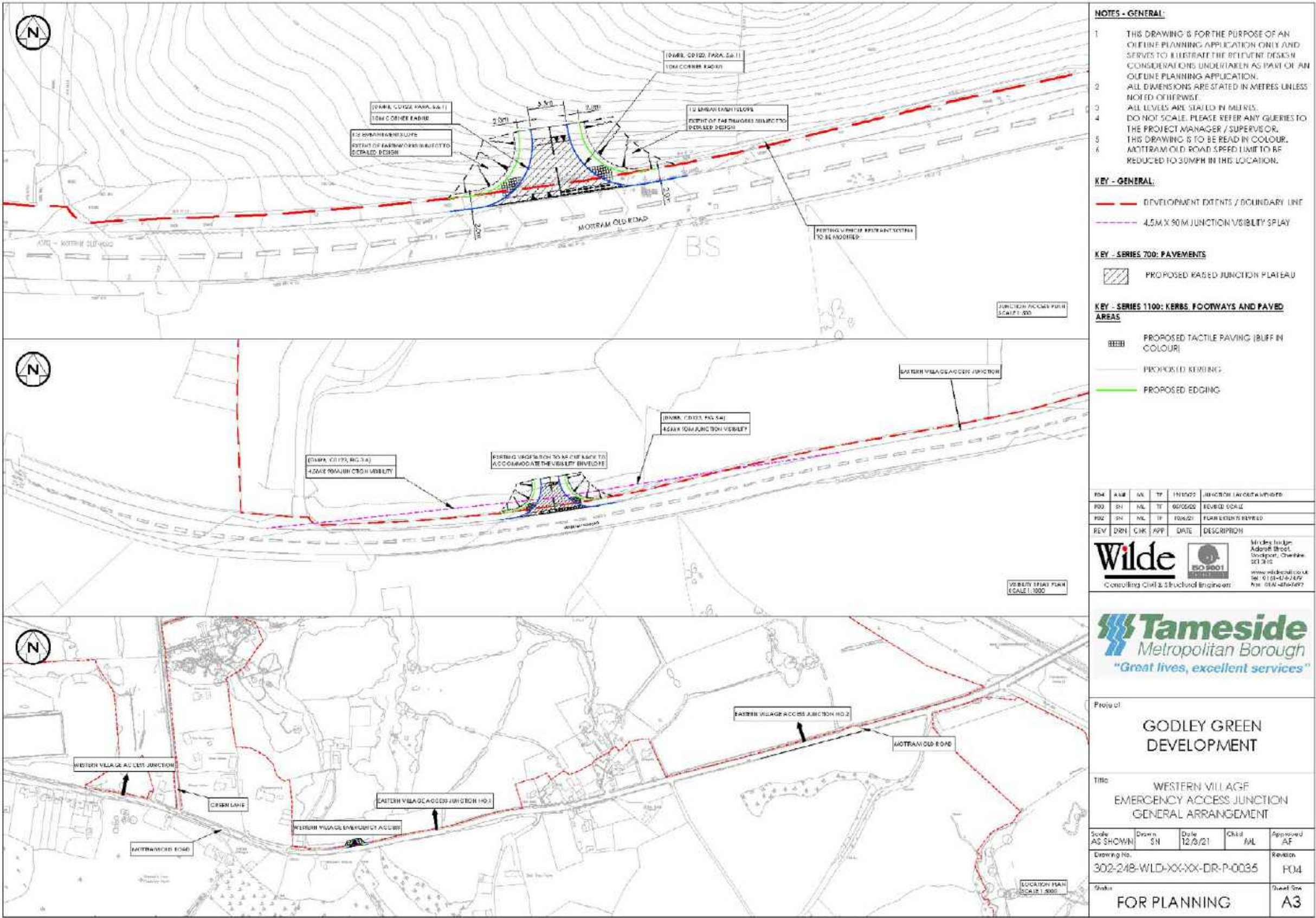




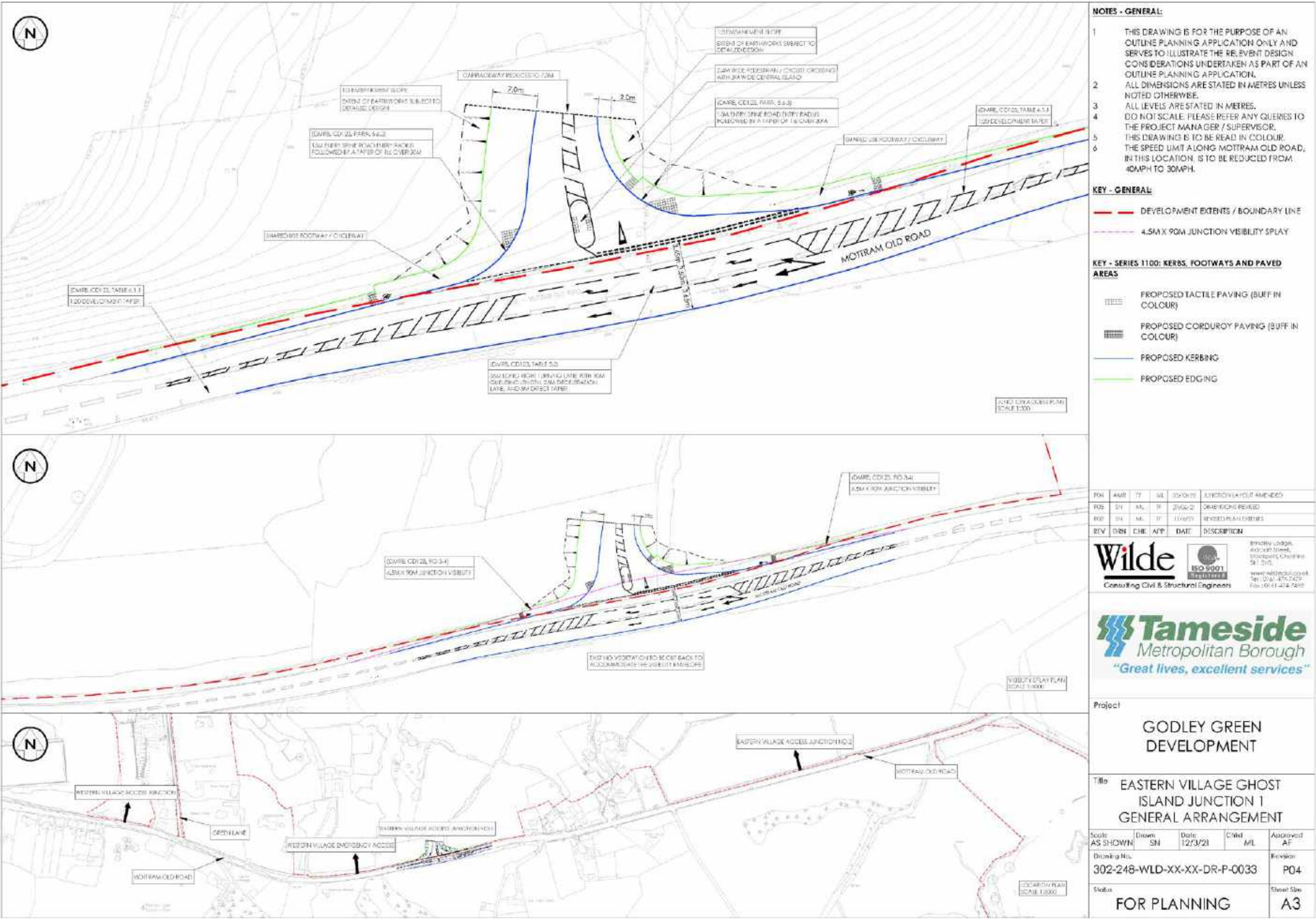
Western Village Vehicular Access Junction



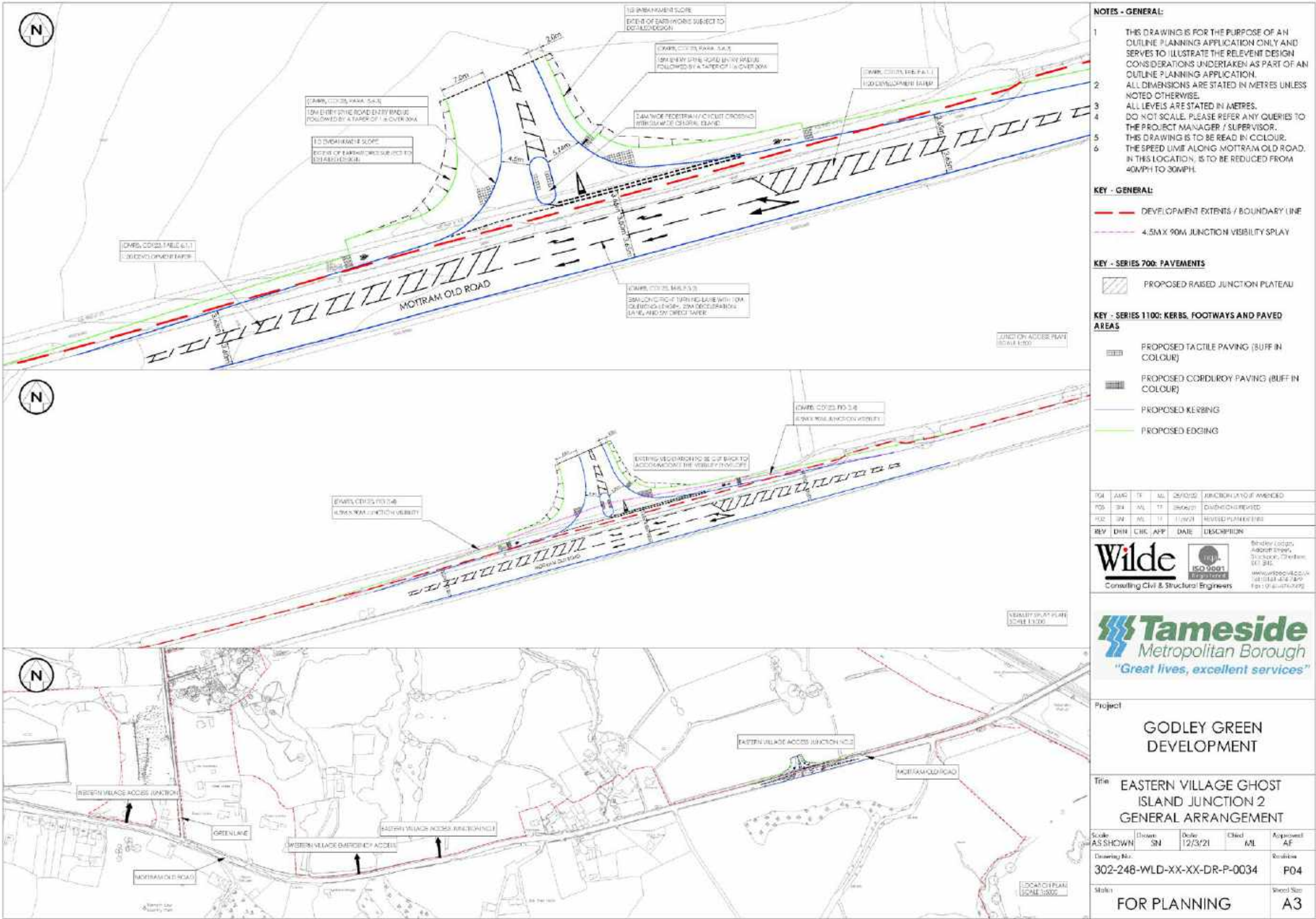
Emergency Vehicular Access Junction



Eastern Village Vehicular Access Junction 1

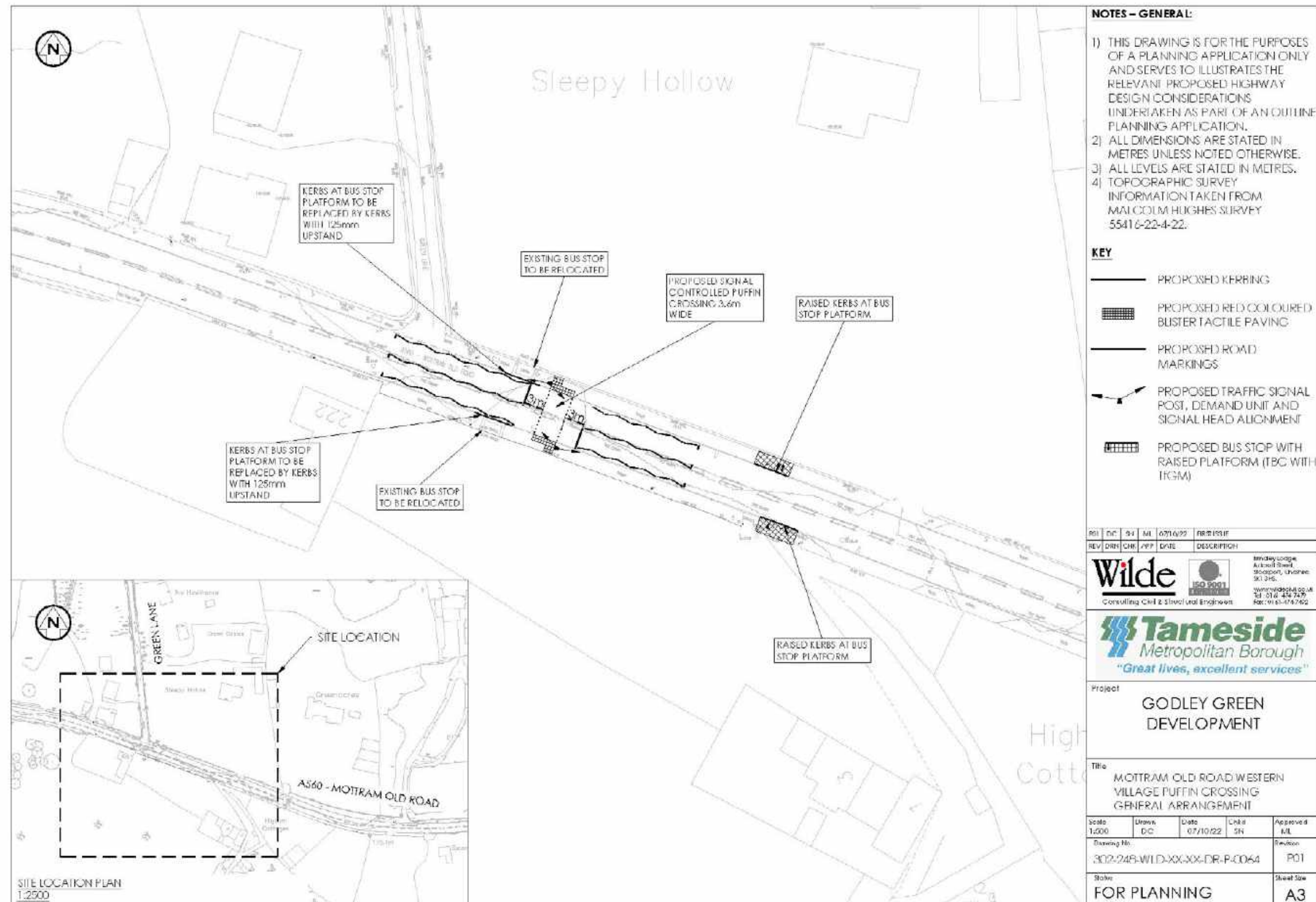


Eastern Village Vehicular Access Junction 2





Western Village Pedestrian Crossing - Mottram Old Road



Typical Primary Road Cross Section

