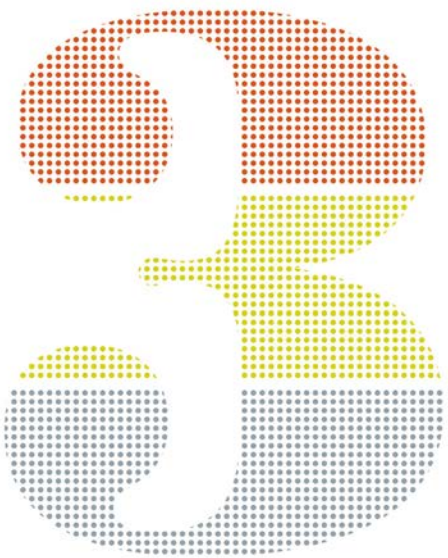




LAND AT CAVENDISH ROAD

West Didsbury

Design and Access Statement

Revision P01 | 18.02.2022

PROJECT3 
architects

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1.1 Statement

This Design and Access Statement has been prepared to support the Full Planning Application for a 0.1 hectares (0.246 acres) site encompassing land off Cavendish Road, West Didsbury, submitted on behalf of Henderson Homes.

The Full Planning Application is for two semi-detached, two storey with third storey setback, four-bedroom homes with associated gardens, parking and shared access.

This report provides the local authority with information about the proposals and assesses the likely impact of the scheme upon the local area. This document should be read in conjunction with the submitted architectural drawings as listed below, the Planning Statement prepared by Asteer Planning, and all other supporting documents.

1.2 Architectural Drawings

Architectural drawings submitted as part of this application include:

0682-P3A-ST-XX-DR-A-01001	Site Location Plan	1:500@ A3
0682-P3A-ST-XX-DR-A-02001	Existing Site Plan	1:250 @ A3
0682-P3A-ST-XX-DR-A-05001	Proposed Site Plan	1:250 @ A3
0682-P3A-ST-XX-DR-A-05002	Proposed Landscape Plan	1:250 @ A3
0682-P3A-ST-XX-DR-A-05101	Proposed Site Sections	1:200 @ A1
0682-P3A-XX-00-DR-A-05001	Ground Floor Plan	1:100 @ A3
0682-P3A-XX-01-DR-A-05002	First Floor Plan	1:100 @ A3
0682-P3A-XX-02-DR-A-05003	Second Floor Plan	1:100 @ A3
0682-P3A-XX-RF-DR-A-05004	Roof Plan	1:100 @ A3
0682-P3A-XX-XX-DR-A-05101	Section A-A	1:100 @ A3
0682-P3A-XX-XX-DR-A-05102	Section B-B	1:100 @ A3
0682-P3A-XX-XX-DR-A-05201	Elevation 01	1:100 @ A3
0682-P3A-XX-XX-DR-A-05202	Elevation 02	1:100 @ A3
0682-P3A-XX-XX-DR-A-05203	Elevation 03	1:100 @ A3
0682-P3A-XX-XX-DR-A-05204	Elevation 04	1:100 @ A3
0682-P3A-XX-XX-DR-A-05301	Proposed CGI 1	NTS @ A3
0682-P3A-XX-XX-DR-A-05302	Proposed CGI 2	NTS @ A3

1.3 Planning History

In 2018 an application was submitted by NHS Property Services for redevelopment of the site (application reference: 127178/OO/2020). The application was made in outline for an apartment block of three storeys comprising four apartments with two 2-bedroom duplex apartments and two 1-bedroom apartments. The application proposed six parking spaces positioned at a 45-degree angle along the right side of the access road.

Following objections to the scheme with regard to the scale of the proposal and concerns about the parking, the application was withdrawn in December 2020.

Henderson Homes now propose the construction of two semi-detached family homes. The proposed design and scale is in keeping with the surrounding context and the design approach has been discussed with MCC in pre-application consultation.



Fig. 1 Site location

2.1 Physical Context

The site is an irregularly shaped plot located behind Cavendish Road with Brocklehurst Nursing Home and Monet Lodge Independent Hospital to the east and a range of new built properties with associated car parks to the west and south. The recently built properties are a mix of apartments and houses varying in scale from 2 to 4 storeys. They generally finished in brick, cladding panels, timber and render with flat or duo-pitched roofs.

Traditional terraced properties along Cavendish Road and side streets to the north are generally of red brick construction, some with contrasting brick detailing or render finish, and slate or terracotta tiled pitched roofs. Many of these properties have been adapted to include dormers and rear- or side extensions. Some front gardens have been converted to provide in-curtilage parking, but most households in this area rely on on-street parking, which is limited in capacity.

Access to the site is via a shared access road serving both the site and Brocklehurst Nursing Home, as a result the site entrance is well set back from Cavendish Road.

The centre of West Didsbury, focused along Burton Road, is a 5-minute walk away where a range of shops, cafés, bars and restaurant are located. The nearby Princess Road (A5103) provides access to Manchester City Centre, which is approximately 4 miles to the north, and to the M60 motorway approximately 1.5 miles to the south.

Burton Road and Withington tram stops are both within 5-6 minutes walking distance of the site and bus stops are conveniently located on Burton Road and Princess Road at a similar distance.

The Albert Park conservation area is located to the east of the site and extends to include Cavendish Park, Cavendish Community Primary School and the terraced properties at 38-46 Cavendish Road. The application site is not located in a conservation area.



Fig. 2 Brocklehurst Nursing Home



Fig.3 The site entrance is set back from Cavendish Road



Fig. 4 Existing terraced properties along Cavendish Road



Fig. 5 Existing properties along Georgia Avenue

2.2 Social Context

The local area is generally residential in nature, and the pre-application advice received in the meeting on the 17th November 2021 has indicated that the proposed residential use would be acceptable subject to adequate parking provision to avoid negatively impacting existing residents' access to on-street parking and ensuring adequate privacy to the neighbouring residents.

2.3 Economic Context

The site is located in a highly sought-after residential location, which is identified in Manchester's Core Strategy Policy H6 as an area for family housing. Residents would contribute positively to the local economy and help support an active local community with schools, community groups, shops and restaurants all within walking distance.

2.4 Planning Policy Context

The key policies relevant to the proposed development of this site include:
MCC Core Strategy (2012)

Policy H6 – South Manchester

South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. High density development in South Manchester will generally only be appropriate within the district centres [...] as part of mixed-use schemes. Outside the district centres priorities will be for housing which meets identified shortfalls, including family housing and provision that meets the needs of elderly people, with schemes adding to the stock of affordable housing.

Policy EN1 – Design Principles and Strategic Character Areas

The site is within the Southern Character Area, where new development needs to retain the identity and focus of activity associated with the historic District Centre; and where appropriate development along the radial routes such as Princess Parkway should be commensurate in scale with the prominence of its location.

Policy DM1 – Development Management

All development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green infrastructure including public and private open space.
- The use of alternatives to peat-based products in landscaping/ gardens within development schemes.
- Flood risk and drainage.
- Existing or proposed hazardous installations

The Manchester Residential Quality Guidance (March 2017)

This 'comply or justify' document outlines the considerations, qualities, and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. The nine components to achieve that as they set out in the guidance are:

- *Make it happen:* Proposals have a simple and elegant design to ensure the development is delivered on the ground to the same standards.
- *Make it a home:* Design offers abundance of natural light creating a sense of health and well-being. The Nationally Described Space Standards are identified as a minimum baseline requirement, which the proposed development has been designed to achieve.
- *Make it future proof:* Natural lighting and cooling to reduce the need for energy, improved insulation and glazing as well as green roof and solar panels are proposed to the development.
- *Make it practical:* Designated parking spaces, cycle shelters and bin stores are proposed for each property, integrated into the design.
- *Make it Manchester:* The proposal aims to mediate several elements of the immediate site surroundings, materials, visual language and scales.
- *Make it bring people together:* A shared entrance area carefully designed with a mix of hard and soft landscaping to create a welcoming and useable space for residents to meet and interact.
- *Make it animate street and spaces:* A welcoming shared entrance area / car turning space in front of the building is proposed. Entrances and big windows are orientated to the front enhancing the inviting character of the development.
- *Make it easy to get around:* Development is well connected and easily accessible by sustainable transport modes.
- *Make it work with the landscape:* Landscape proposals with new trees and quality planting will create a healthy living environment for the residents

For a full planning statement, please refer to the separate document prepared by Asteer Planning.

2.5 Involvement

Pre-application consultation with officers at MCC was undertaken in October and November 2021. An initial design for two semi-detached properties with a third storey bedroom and framed roof terrace were amended following feedback on the scale of the proposal which is balanced in context by higher density 2, 3 and 4 storey buildings to the immediate south and west, and the single storey Monet Lodge to the east. To address this, framing and fins to the third storey have been removed providing a set back storey and creating a 2.5 storey character.

2.6 Evaluation

The site encompassing land adjacent to Monet Lodge, off Cavendish Road in West Didsbury offers an excellent opportunity to provide much needed homes in a desirable and sustainable location.

Following early consultation with the local authority, the proposals have been scaled back from an initial three-storey design to a two storey with third storey setback, to include two semi-detached, four-bedroom family homes, which have been carefully designed to retain the privacy of neighbouring properties and provide ample in-curtilage parking to minimise any impact on the existing on-street parking availability.

The proposals acknowledge the surrounding context and local vernacular and takes design cues from these neighbours resulting in a carefully designed, modern, high-quality pair of family homes with excellent access to local amenities including Cavendish Park, schools, community groups cafés, shops and restaurants.



Fig. 6a View from the site looking south



Fig. 6b View of the site looking north from the small car park off Georgia Avenue



Fig. 7 View of proposed semi detached homes from the site entrance

3.1 Use

The proposal is for two semi-detached family homes with associated amenity space in the form of gardens, balconies and roof terraces, a shared access with four designated parking spaces (two parking spaces for each home) and a visitor/occasional parking bay, to help minimise any impact on the on-street parking locally.

The site is located within a predominantly residential area, identified in the MCC Core Strategy as an area suitable for family homes. Local amenities, including green space, schools, shops and public transport are all available within walking distance.

3.2 Amount

Following a previously withdrawn outline application for up to four apartments, the proposals have been reduced in scale to comprise two semi-detached, two storey with third storey setback, four-bedroom family homes of approximately 146m² / 1572ft² with two parking spaces each.

This scale of development is in keeping with the local area, helps minimise any impact on the availability of on-street car parking and protects existing residents' privacy from over development.

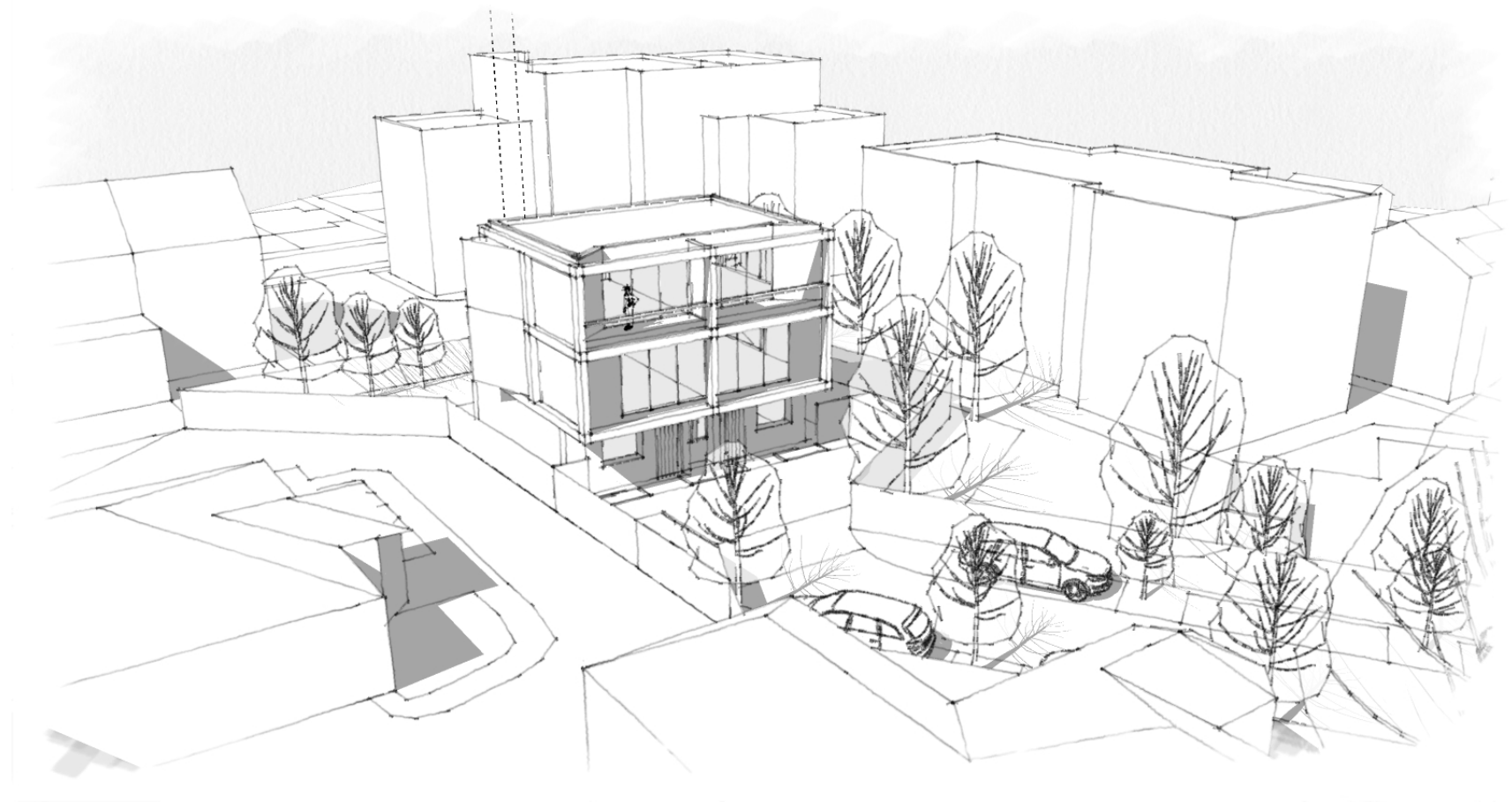


Fig. 8 Aerial view of site from northwest

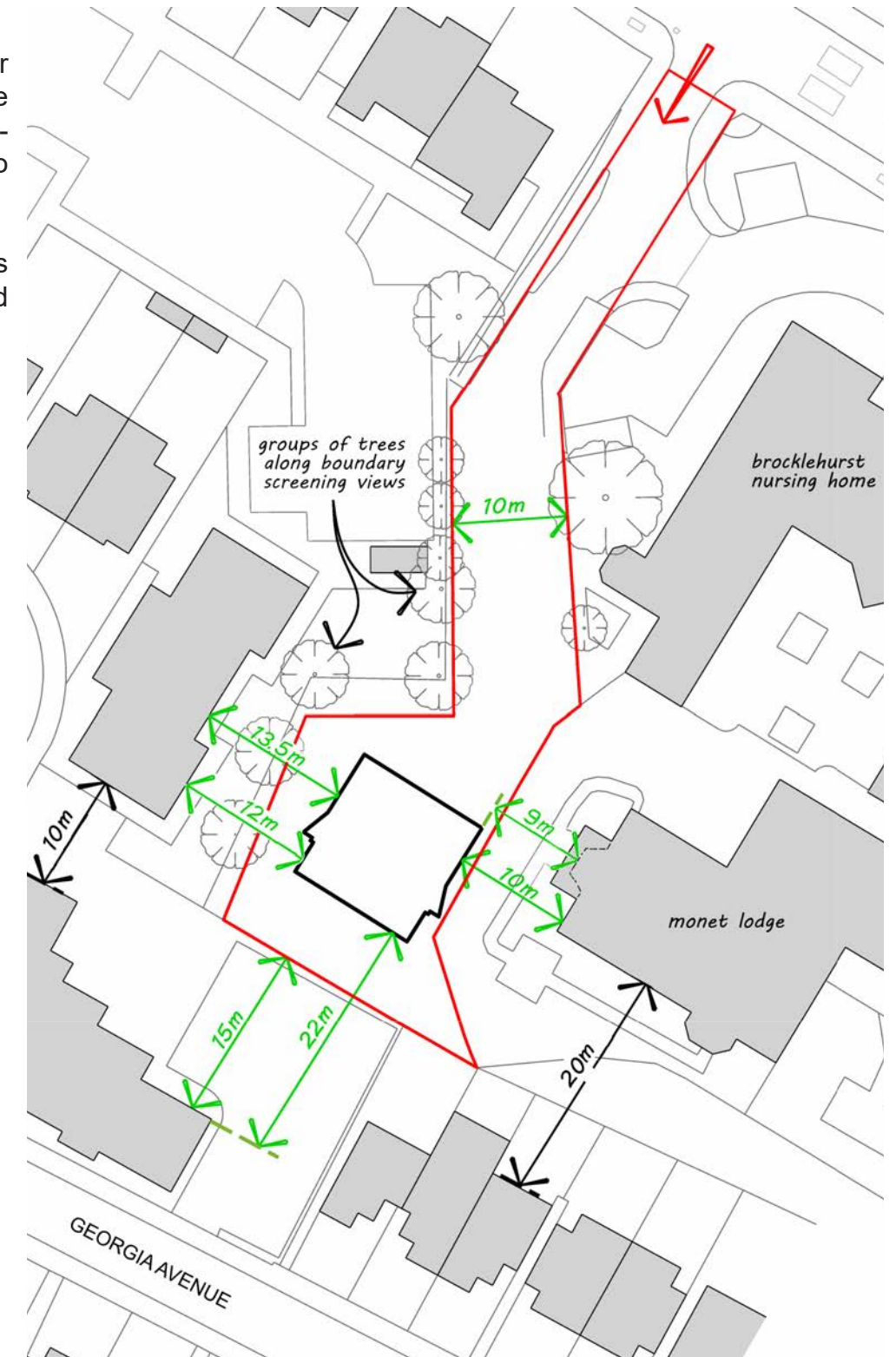


Fig. 9 Privacy/separation distances diagram

3.3 Layout

The proposed layout has been informed by several constraints and opportunities. Key factors include:

- The shared access and parking arrangement necessitated by the location and shape of the site, with a welcoming shared entrance area / car turning space in front of the building and natural surveillance from upper-level accommodation.
- Ensuring adequate overlooking and privacy distances are observed. A 22m back to back distance is proposed (fig.09) which exceeds the suggested privacy distances as described in Manchester's residential quality guide. Side elevations are kept predominantly blank with angled high-level windows to direct views away from neighbouring properties whilst letting light in.
- Provision of high-quality amenity space and maximising south facing garden and terrace areas. New residents will benefit from a direct sunlight to the living areas and garden all year round whilst the neighboring buildings will have minimal impact from cast shadows caused by the proposed development. (fig.10)
- Restricting side views from the proposed roof terraces to protect the privacy of existing neighbours. A high balustrade with opaque glass is proposed, which is set back from the roof edge.
- Convenient refuse and recycling storage

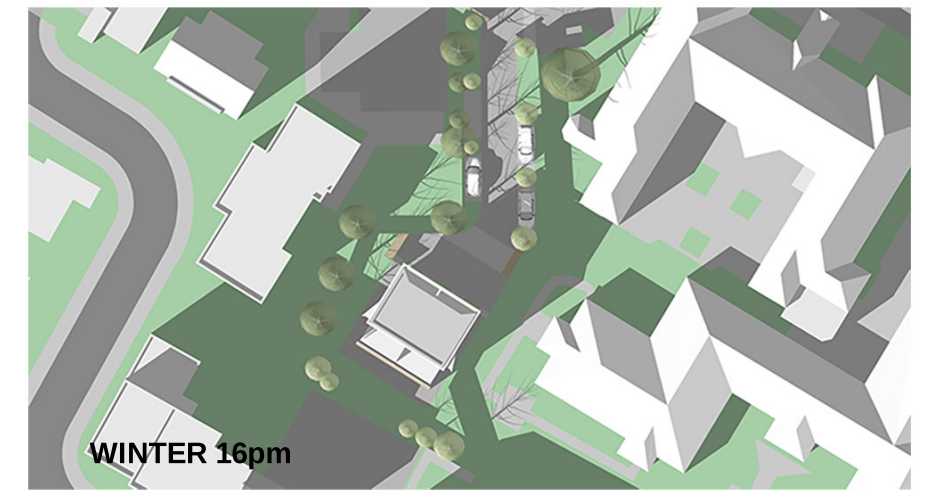
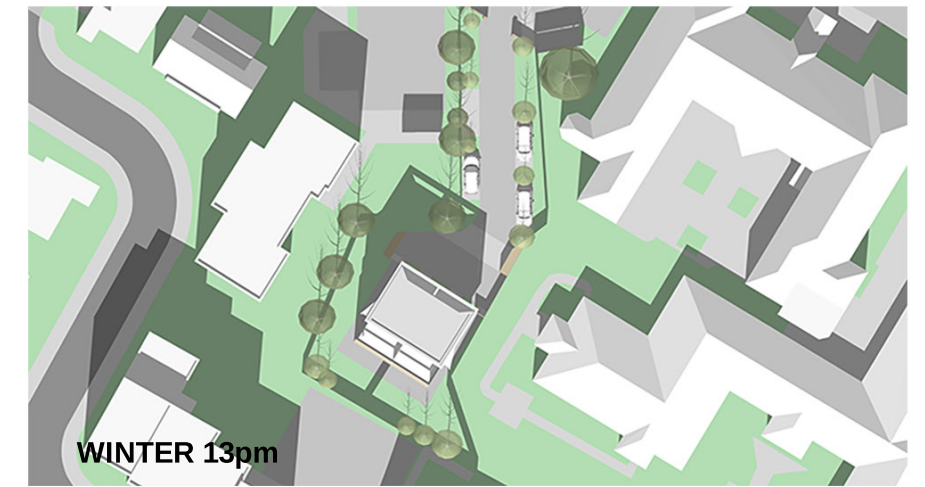
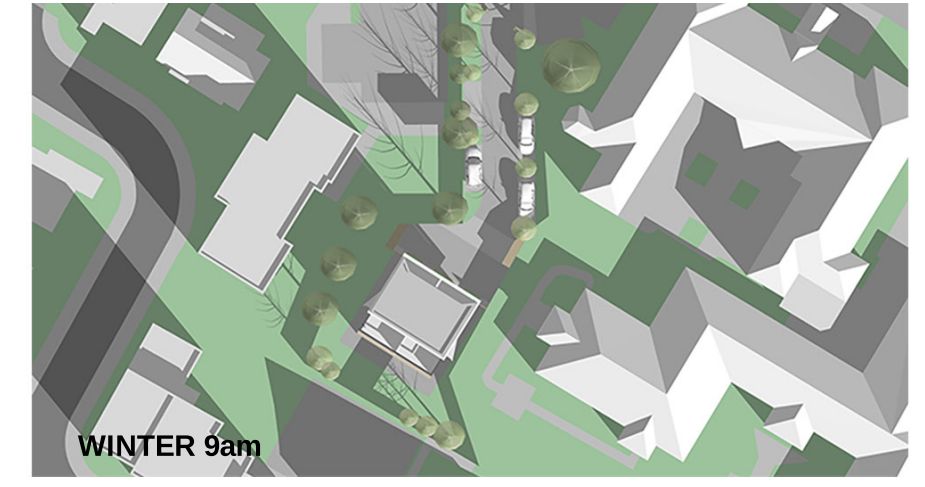


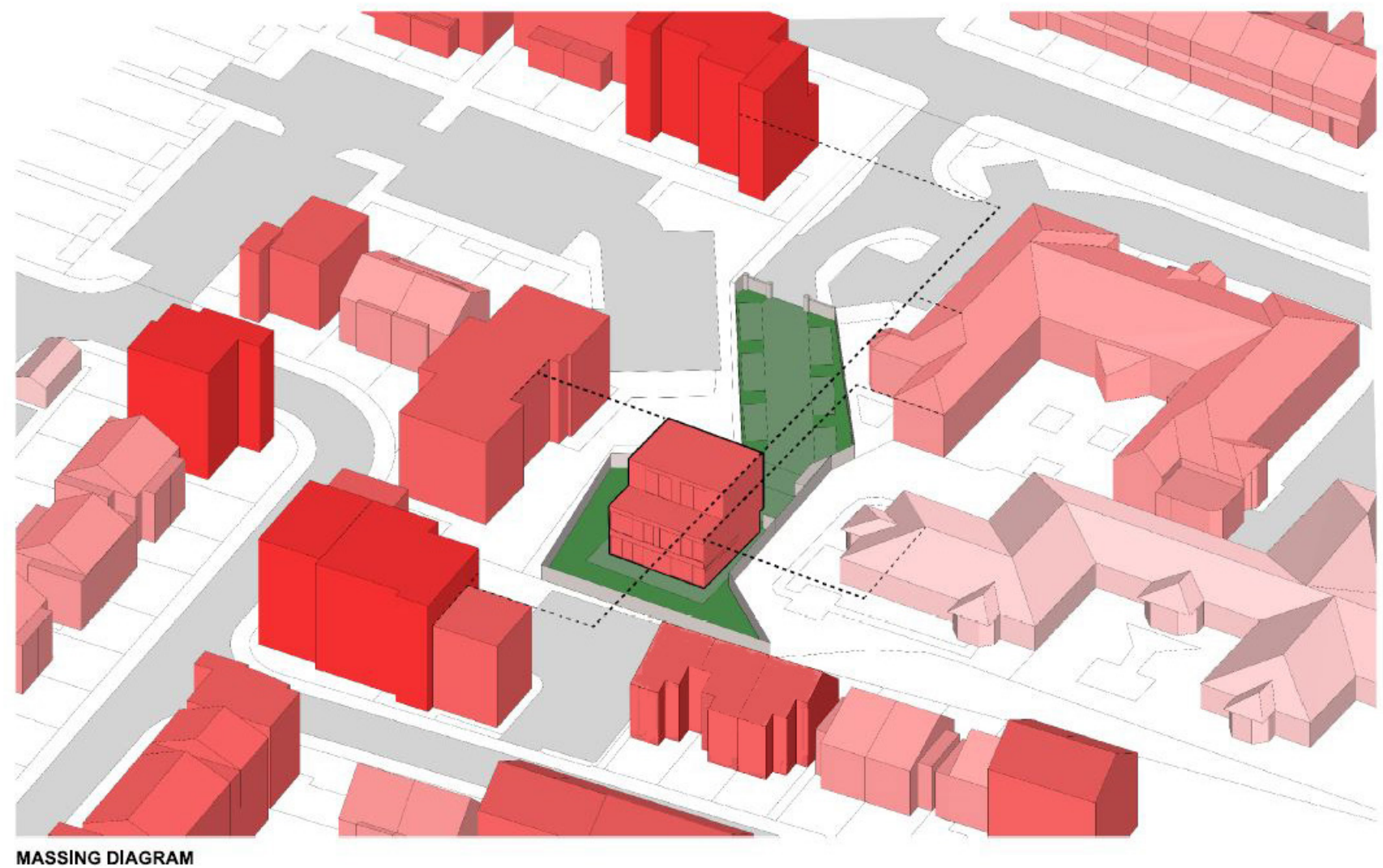
Fig. 10 Sun path diagram

3.4 Scale

The proposed semi-detached dwellings are two storey with third storey setback tall with a flat roof, similar in height to the neighbouring 11-27 Georgia Avenue and one storey less than 77-81 Georgia Avenue, located on the corner at the entrance to the site. The design of the proposals aims to mediate between the varying scales of the immediate context. With elements of the design picking up on these differing building heights.

The four bedroom properties measure approximately 146m² / 1572ft², which exceeds the minimum area of 121m² set out in the Nationally Described Space Standards. Much of the additional area is given to the generous master bedroom and associated walk-in wardrobe and en-suite bathroom. In addition to the interior area, a roof terrace of 15m² and a bedroom balcony of 4.7m² are given to each property.

The overall mass is visually subdivided into two separate elements. A two-storey framed element which sits on a ground floor plinth to the front elevation. This frame picks up on the varying building scales neighbouring the proposal and holds the main elements of glazing.



KEY	
	1 STOREY + PITCHED ROOF
	2 STOREY + PITCHED ROOF
	3 STOREY BUILDING
	4 STOREY BUILDING

Fig. 11 Massing diagram of the proposal in relation to the immediate context

3.5 Landscaping

The application site is relatively flat featureless scrub land. There are no existing trees or other significant vegetation other than poor-quality shrubs but is surrounded by a number of semi-mature trees on neighbouring sites to the north and west. New silver birch trees are proposed as well as new hedgerows to replace the existing shrubs.

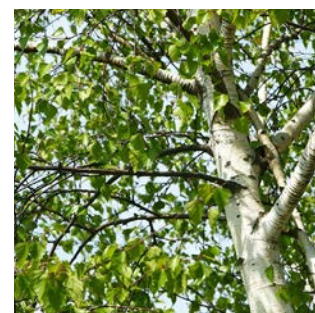
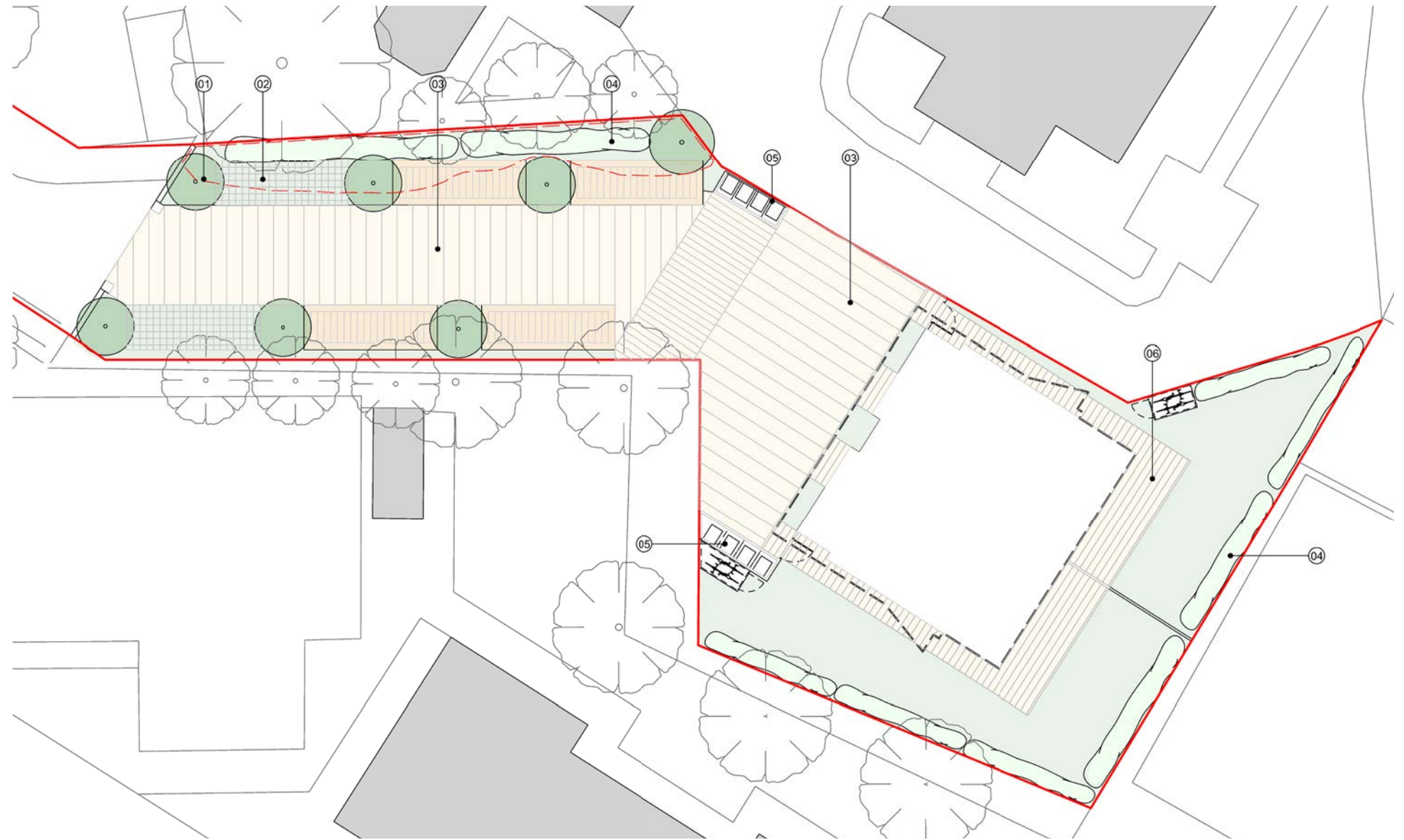
The existing site boundary is formed by close boarded timber fences. A low red brick wall with contrasting blue brick bands and stone coping marks the front and side entrances to the Brocklehurst Nursing Home to the northeast of the site entrance.

The proposed properties both have a rear garden enclosed by a secure fence in accordance with Secured by Design principles. New edge planting along the south site boundary provides additional screening for privacy and to improve views from inside the dwellings.

The proposed roof terraces provide additional residential amenity space, as a large proportion of the site is required for the shared vehicle access, parking and turning. This shared site entrance is marked by the planting of silver birch trees to aid in the creation of a quality entrance 'boulevard'. The approach has been carefully designed with a mix of hard and range of formats of grey permeable hard surfaces and soft ornamental, low maintenance landscaping to create a welcoming and useable space.

Low level planting creates an area of defensible space in front of the kitchen windows overlooking the shared access space, creating a degree of privacy for the residents.

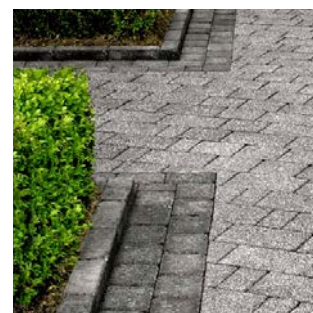
The flat roof of the proposal will be planted with sedum to encourage biodiversity and allow the proposal to anchor into the landscape.



1. Silver birch trees



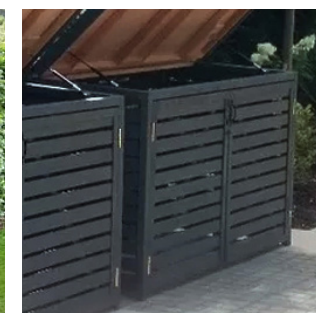
2. Grasscrete blocks



3. Permeable paving



4. Cherry Laurel hedges



5. Ventilated bin stores



6. Dark grey decking

Fig. 12 Proposed landscape plan and materials

3.6 Appearance

The architectural language of the proposed new homes is uncompromisingly modern yet take both design and material cues from the existing local vernacular. The proposal aims to mediate several elements of the immediate site surroundings, materials, visual language and scales. They serve as a transition from the traditional red brick terraced properties along Cavendish Road to the more recent development along Georgia Avenue to the south and west of the site where red brick, white render, timber cladding and feature metal details are prominent.

The proposed material palette is purposely kept to a minimum to provide a clean and modern aesthetic. The over riding material employed is brick, used in a variety of styles. The base is a buff brick to anchor the proposal into its site and surroundings. A white GRC frame sits above to hold and frame the upper stories, which are clad in white brick with white bagged mortar to create a skin that is crafted and visually interesting. This material and laying technique will have a strong visual synergy with the render employed in the local context but is of a significantly higher quality and will also weather much better than render.

Windows have been positioned to provide a good level of daylight to the interiors and to create active, well-proportioned elevations whilst retaining the privacy of both existing neighbours and new residents. The application of materials along with proportions and placements of doors, windows and balconies/terraces break up the mass of the building, creating a human sense of scale despite the blank side elevations required to retain privacy distances.

The site entrance is set back from Cavendish Road, creating a sense of seclusion and privacy for the two homes. A high quality hard and soft landscaping scheme help create a sense of arrival and create welcoming, useable space not solely dedicated to vehicle access and turning.

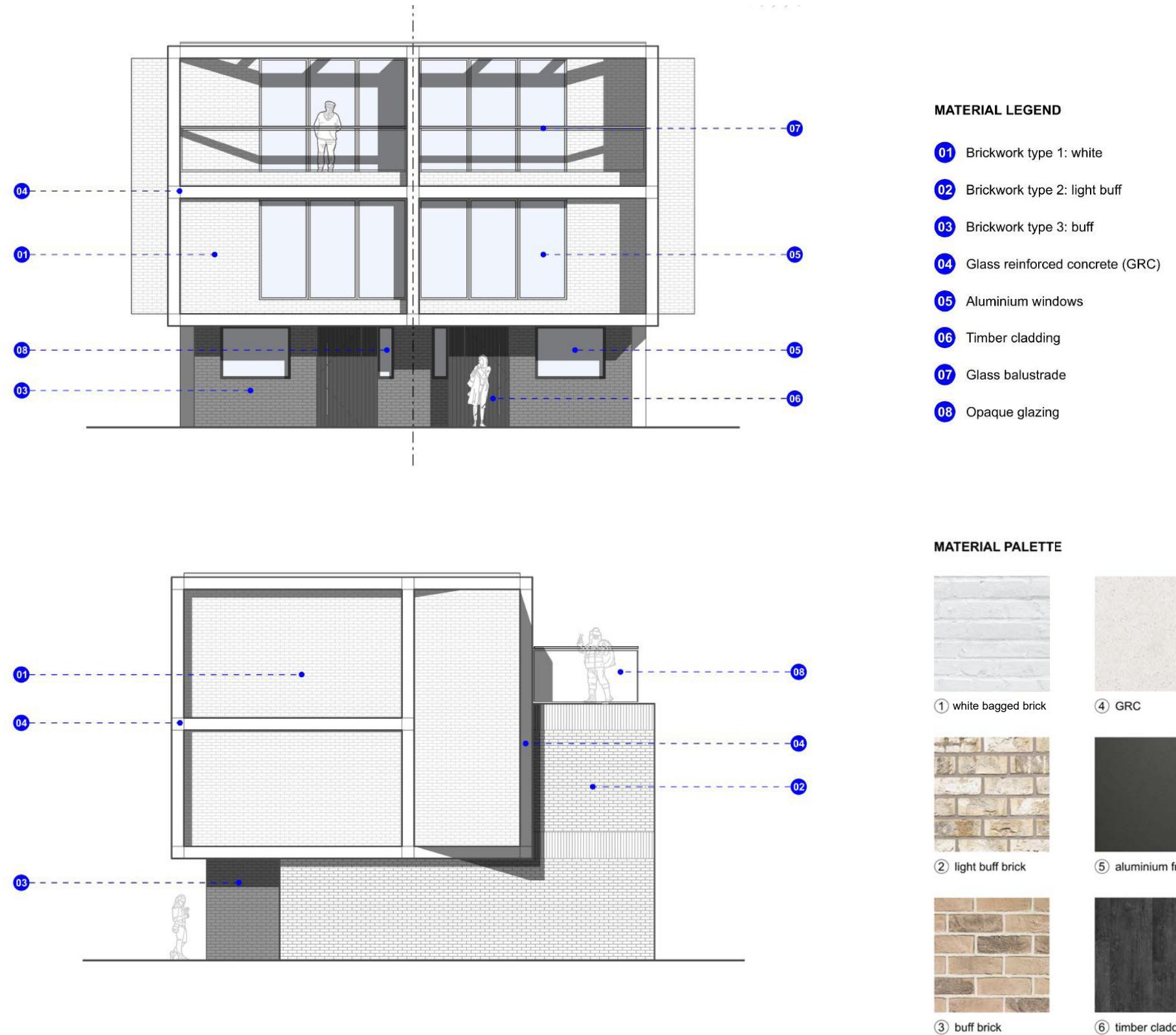


Fig. 13 Front and side elevations

3.7 Sustainability

The proposal will have sustainability designed in and not bolted on. The envelope design will achieve an EPC rating of B as a minimum.

The double glazing will be argon filled with a solar coating to retain the natural heat gain provided by the sun. The roof is to be finished with planted sedum to encourage biodiversity. Located on the roof will be a number of integrated PV tubes to provide solar heated water to the homes.



Fig. 14 Planted sedum roof with solar thermal collectors

3.8 Crime impact

The design process has given consideration to crime, disorder and fear of crime in developing the proposal.

The proposal is making use of a vacant infill plot which will have the positive impact of reducing the potential for mis-use such as for fly-tipping, trespassing and anti-social behaviour.

The proposed layout provides natural surveillance with the houses and front doors facing the access to the site and provide overlooking to the car parking. There is mutual surveillance created with both properties fronting the shared access and parking.

The rear gardens have gates to enclose the private space with fencing to the boundaries for security.

4.1 Policy Approach

The Manchester Core Strategy Policy DM1 – Development Management highlights the importance of buildings and neighbourhoods to be fully accessible to disabled people and access to new development by sustainable transport modes.

The proposed development has been designed in accordance with Building Regulations Approved Documents Part M4(1): Category 1 – Visitable dwellings, Nationally Described Space Standards and the Manchester Residential Quality Guidance.

4.2 Inclusive access

The proposed scheme has been designed to comply with Building Regulations Approved Documents Part M4(1): Category 1 – Visitable dwellings.

The approach to the building provides level and step free access to the ground floor habitable rooms and sanitary facilities, which have doors and corridors sized in accordance with the relevant guidance.

The shared vehicle parking and turning space in front of the dwellings provides generous space for all visitors to manoeuvre in and out of the building or a vehicle.

4.3 Vehicular and Transport Links

The site is located with ready access via Cavendish Road to Princess Road (A5103) which in turns connects to Manchester City Centre approximately 4 miles to the north, and to the M60 motorway approximately 1.5 miles to the south.

Access to the site is by agreement shared with Brocklehurst Nursing Home via an existing access off Cavendish Road. A total of four in-curtilage car parking spaces are provided for the two properties to ensure minimal impact on the existing on-street car parking.

The site is located in a sustainable area with access to a range of public transport within walking distance. Burton Road and Withington tram stops, both on the East Didsbury line, are within 5-6 minutes walking distance of the site.

Bus stops are conveniently located on Burton Road and Princess Road at a similar distance, providing ready access to a range of destinations including Manchester City Centre, Manchester Airport, Chorlton, Levenshulme and Wythenshawe.

4.4 Pedestrian and Cycle Links

A secure cycle storage is proposed in each house, located in the back gardens. The site is well connected for both pedestrians and cyclists. The centre of West Didsbury, focused along Burton Road, is a 5-minute walk from the site where a range of shops, cafés, bars, restaurants and other services are located. Local schools include Didsbury High School, Cavendish Road Community Primary School and West Didsbury Primary School, all within a 10-minute walking distance.

Transport for Greater Manchester's interactive cycling map highlights Princess Road as a traffic free route with good surface, Burton Road as a signposted on road route without facilities and Palatine Road as a signposted on road route with other cycling facilities. The latter two both lead to Wilmslow Road, which provides on road route with physical segregation leading north to Manchester City Centre and south-east to East Didsbury. Lapwing Lane, Goulden Road and Barlow Moor Road are highlighted as the closest east-west connections

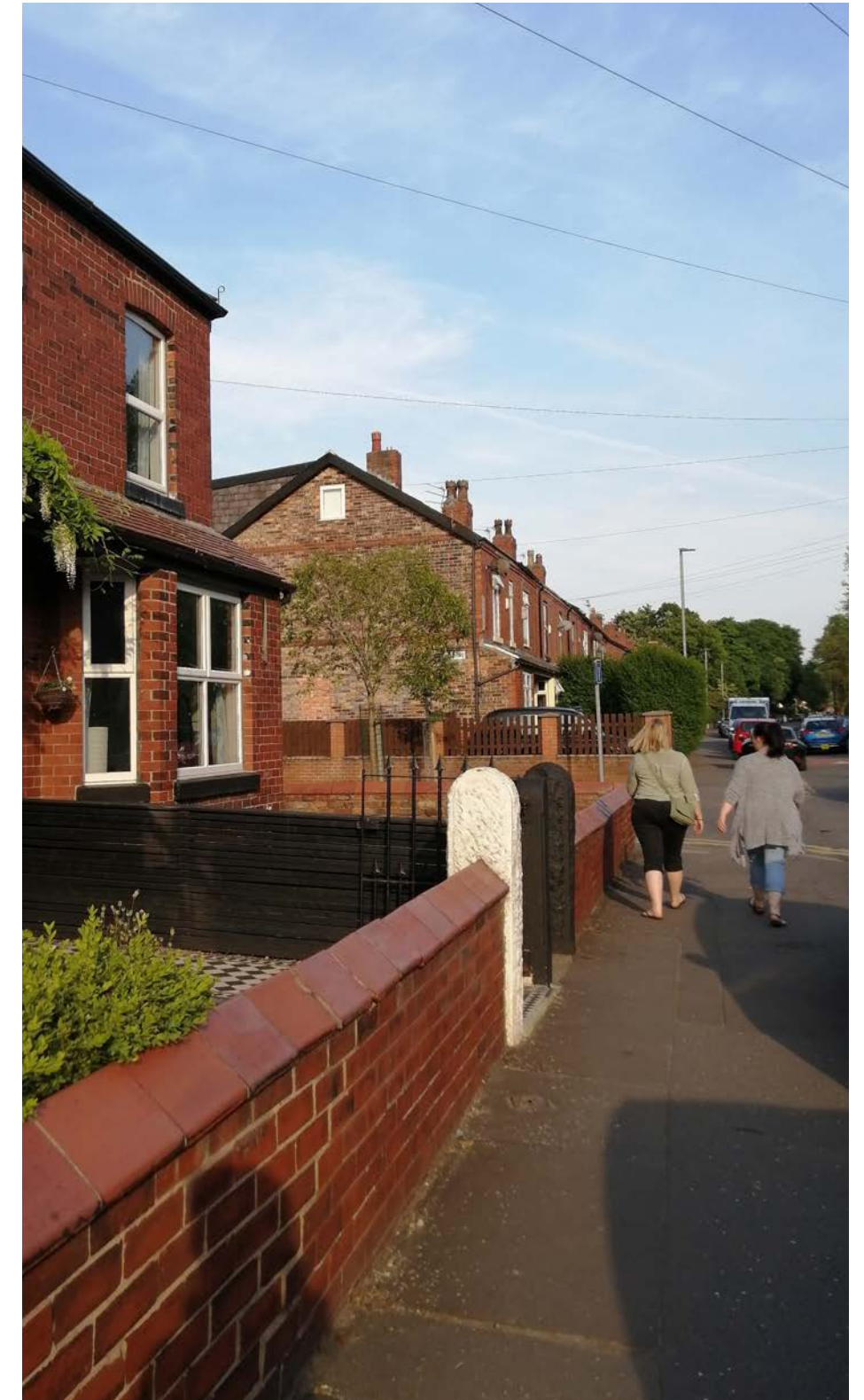


Fig. 15 View east towards the Albert Park conservation area



Fig. 16 Pedestrian accessibility and public transport

- site
- bus stop
- tram line
- railway
- Ⓜ tram stop
- Ⓜ train station



Fig. 17 Cycling and vehicle accessibility

- cycle lane with physical segregation / traffic free route
- - - signed cycle route with other facilities
- ... signed cycle route without facilities
- . - advisory / suggested on road cycle route
- motorway
- - - arterial route

4.5 Refuse and Emergency Access

A dedicated refuse store is proposed to each dwelling, forming part of the shared vehicle access and turning space. The refuse stores have been sized to accommodate four 240l wheelie bins. Residents will be expected to present the bins for kerbside collection at Cavendish Road on designated days.

The shared and private access route is designed in excess of 3.7m in width and the gateway width a minimum of 3.1m to accommodate emergency vehicle access. The distance from Cavendish Road to the dwelling entrances is approximately 70 metres, which is in excess of the recommended 45m hose distance + 20m reversing distance.

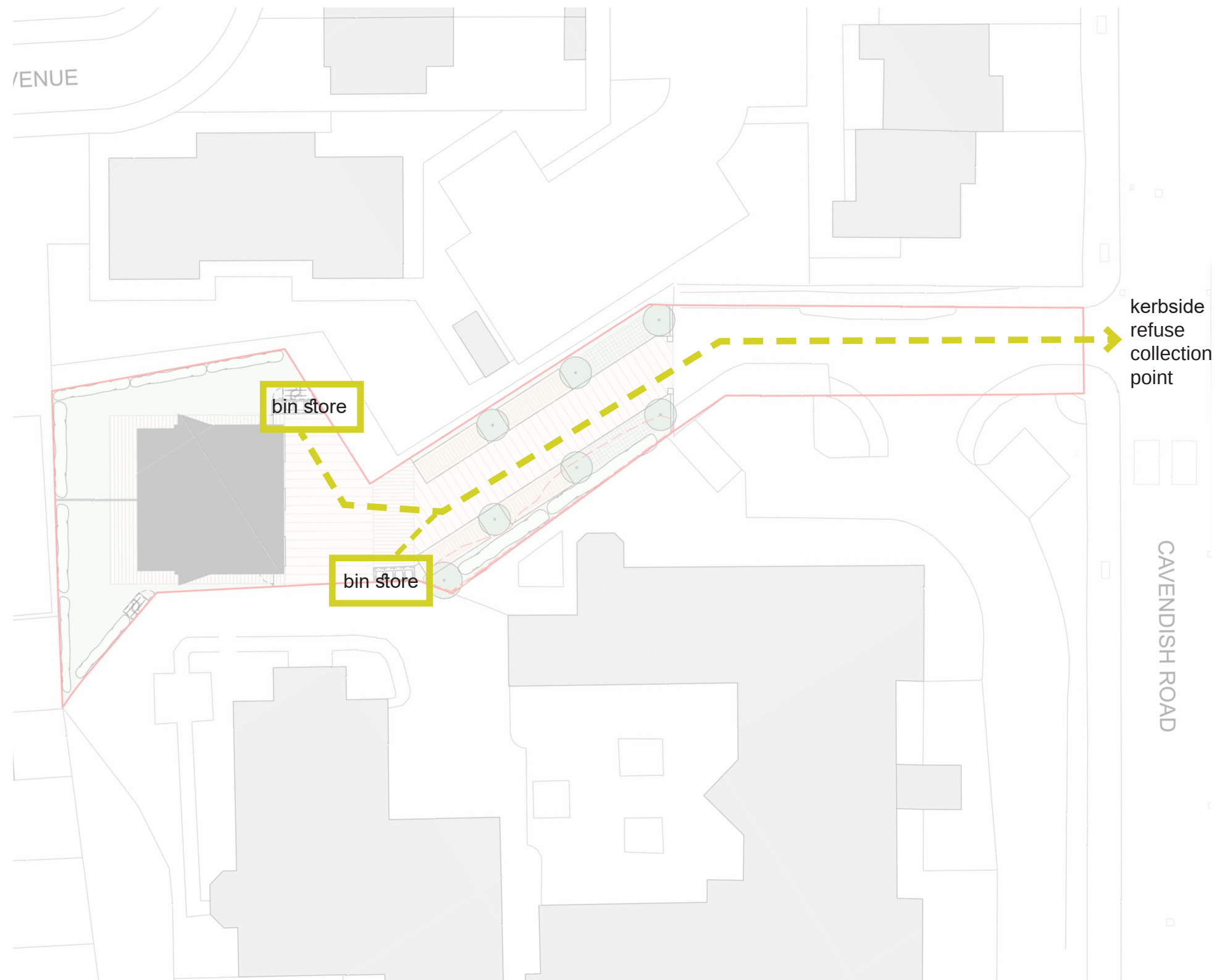


Fig. 18 Refuse collection strategy

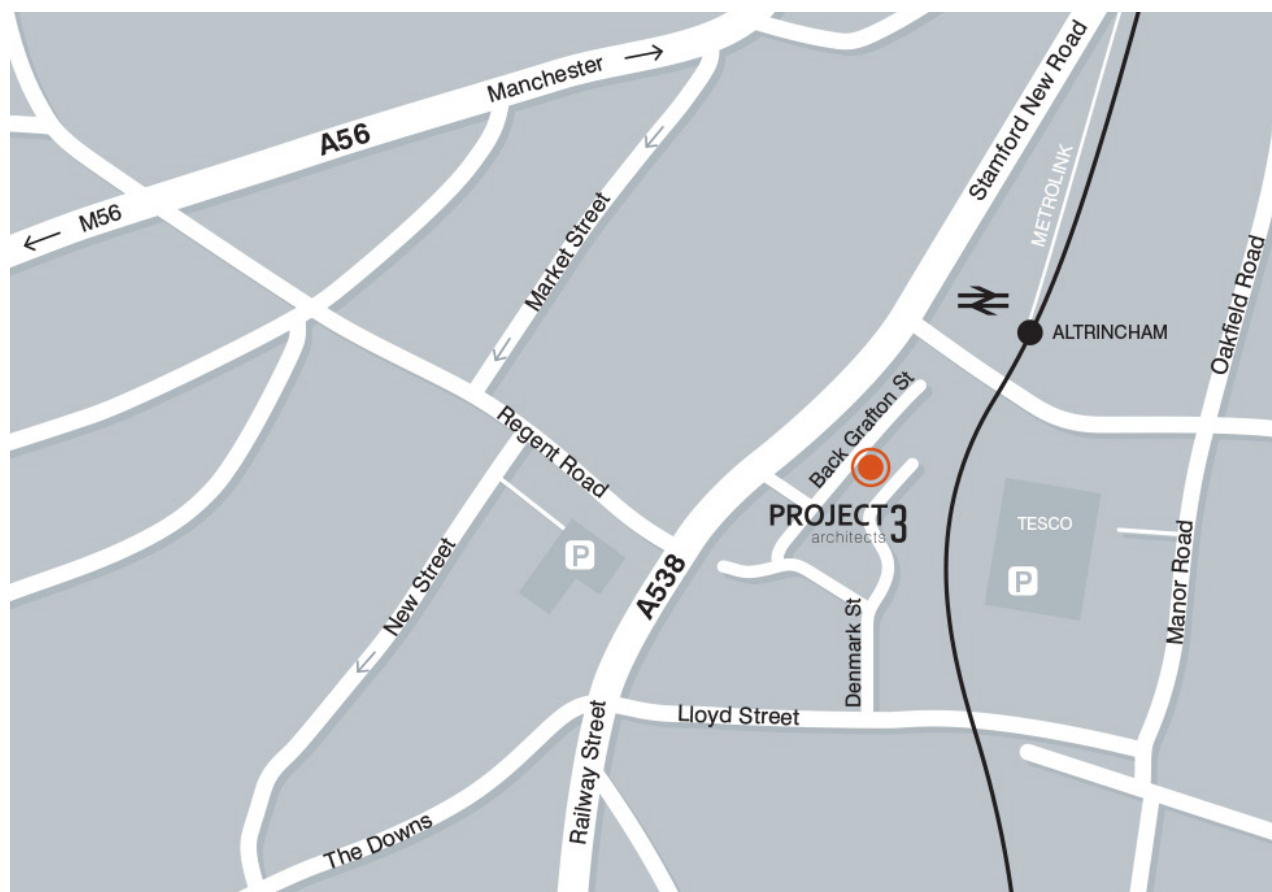
5.0 Conclusions

The proposed development of land at Cavendish Road in West Didsbury to provide two semi-detached, two storey with third storey setback, four bedroom family homes has been carefully considered with regard to use, amount, layout, scale, landscaping, appearance and access as detailed in this statement.

The proposals provide much needed high-quality family homes on a constrained site, resulting in a highly specific design response which seeks to positively contribute to the local area by acknowledging the existing vernacular, respecting the existing and new residents' privacy and minimising any impact on the local road network.



Fig. 19 View of the rear elevation and back gardens



Project 3 Architects was formed in spring 2012 by Andrew Bamford, Robert Evans and Craig Smith.

We promote bespoke, site specific architectural responses with an innovative, creative and contemporary design approach which aims to exceed the expectations of our clients and enhance the built environment.



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