

Planning, Design & Access Statement



21-23 Vale Street

Proposed development of 2nr 3 Bed Dwellings

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1. Site Location

Clayton is an area of Manchester, England, 3 miles East of the city centre on Ashton New Road. The site is located approx. 500m from Ashton New Road.

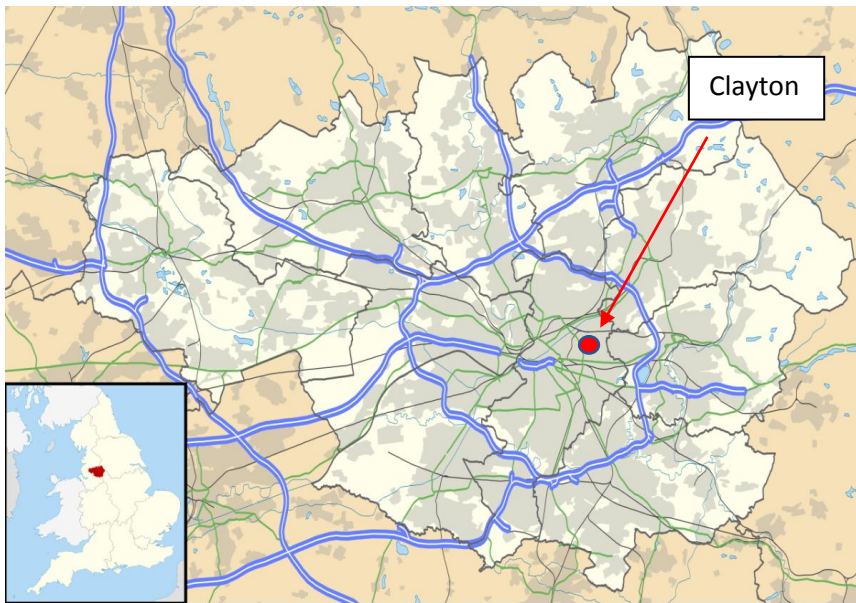


Figure 1 – Showing Clayton in relation to Greater Manchester

2. Planning History

The site has previously obtained planning consent on 19th August 2019 under the planning application reference number 124066/FO/2019. An error occurred when forming the previous planning drawings and as such the red line boundary was mistakenly taken from 21-25 Vale Street rather than the address referred to under the planning application of Land at 21-23 Vale Street.

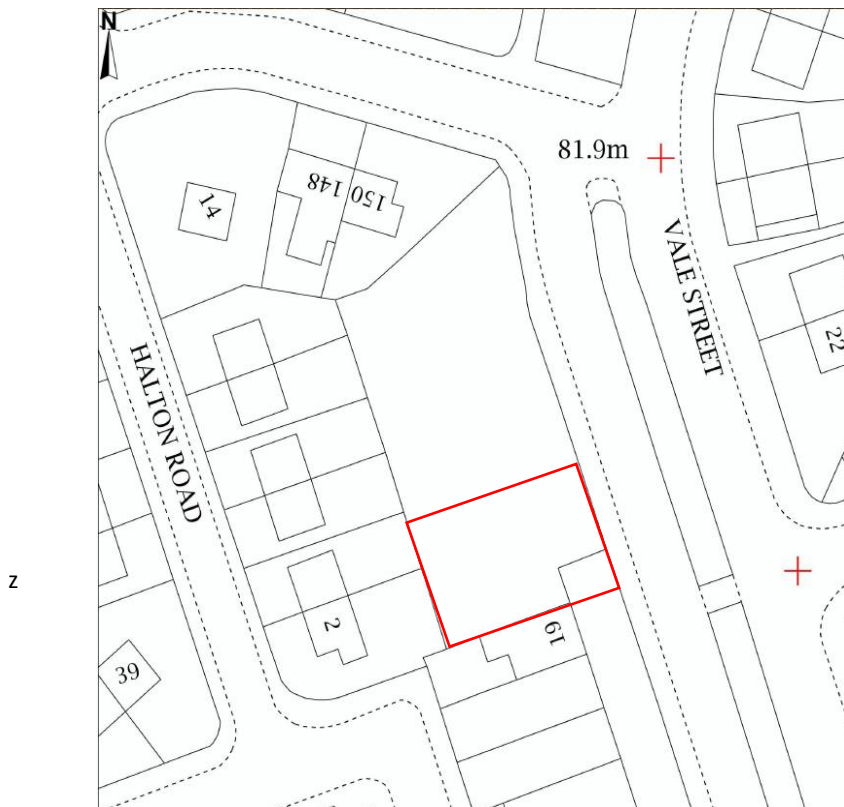


Figure 2 – Showing the revised Location (Red Line) plan for Land at 21-23 Vale St, Manchester, M11 4NR

3. Site Context

The application site measures 316sqm and is in an area of mixed uses with two storey semi-detached residential properties located to the West & East, commercial premises to the South and vacant grassland to the North. The site fronts onto Vale Street, with the boundary Eastern Boundary forming an adopted footpath and road. The area is part of a wider area which remains unattended to and has in recent times been an area for waste tipping.



Figure 3 – Photograph of the front of the site taken from Vale Street

4. Site History

The 1963 Ordnance Survey map shows the site contained two semi-detached residential properties. The two properties were demolished sometime between 1995-2005 and the site has remained vacant since. The proposed development is in essence a modern scheme replicating what was previously in situ.

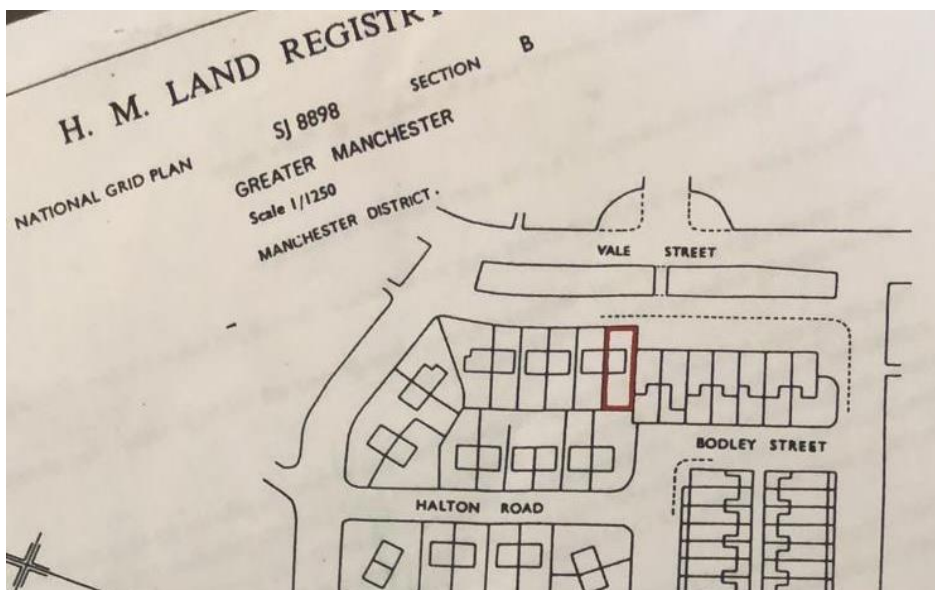


Figure 4 – Image of the 1963 Land registry title for 21 Vale St highlighted in Red.

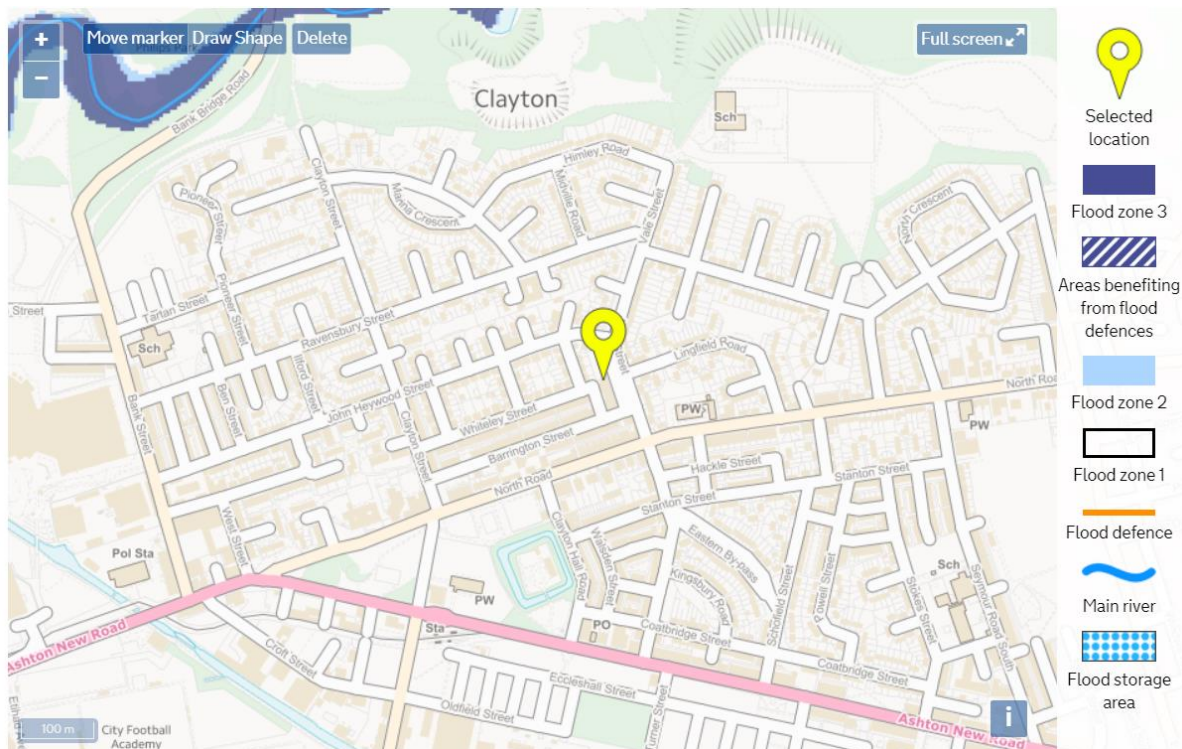


Figure 5 – Flood Risk Map A

5. Site Context & Planning

I. Flooding

The site is within Flood Zone 1 which means there is a very low probability of flooding and a Flood Risk Assessment is not required.

II. Conservation

The site is not located in a conservation area and there are no listed buildings in close proximity of the site.

III. Tree Preservation Orders

There are no Tree Preservation Orders and the single tree present on site was cut down out of Bird nesting season.

IV. Site Investigation (Phase 2)

Manchester Councils Environmental team have requested a Phase 2 Site Investigation be completed due to the potential for demolition rubble and asbestos identified on Phase 1 desktop study. Ground soil samples have been collected on site and will be submitted to Manchester council within 2 weeks of application submission. A remediation strategy will form part of the Site Investigation proposals should contamination be identified.

V. Materials

The application seeks the grant of planning permission for the construction of 2 houses. The proposed houses would be constructed in red faced brick with stone cills surrounding the base of the windows. The front elevation would face onto Vale Street. Each house would have a traditional grey tiled hipped roof with off road parking to the front of the dwellings. Material selection images provided in a separate document.

6. Design & Planning Assessment

The key issues in the submission of this application are:

- I. Principle of development.
- II. Design considerations.
- III. Parking
- IV. Bin Storage
- V. Boundary Treatments
- VI. Secure by Design
- VII. Highways & Street Lighting
- VIII. Acoustics

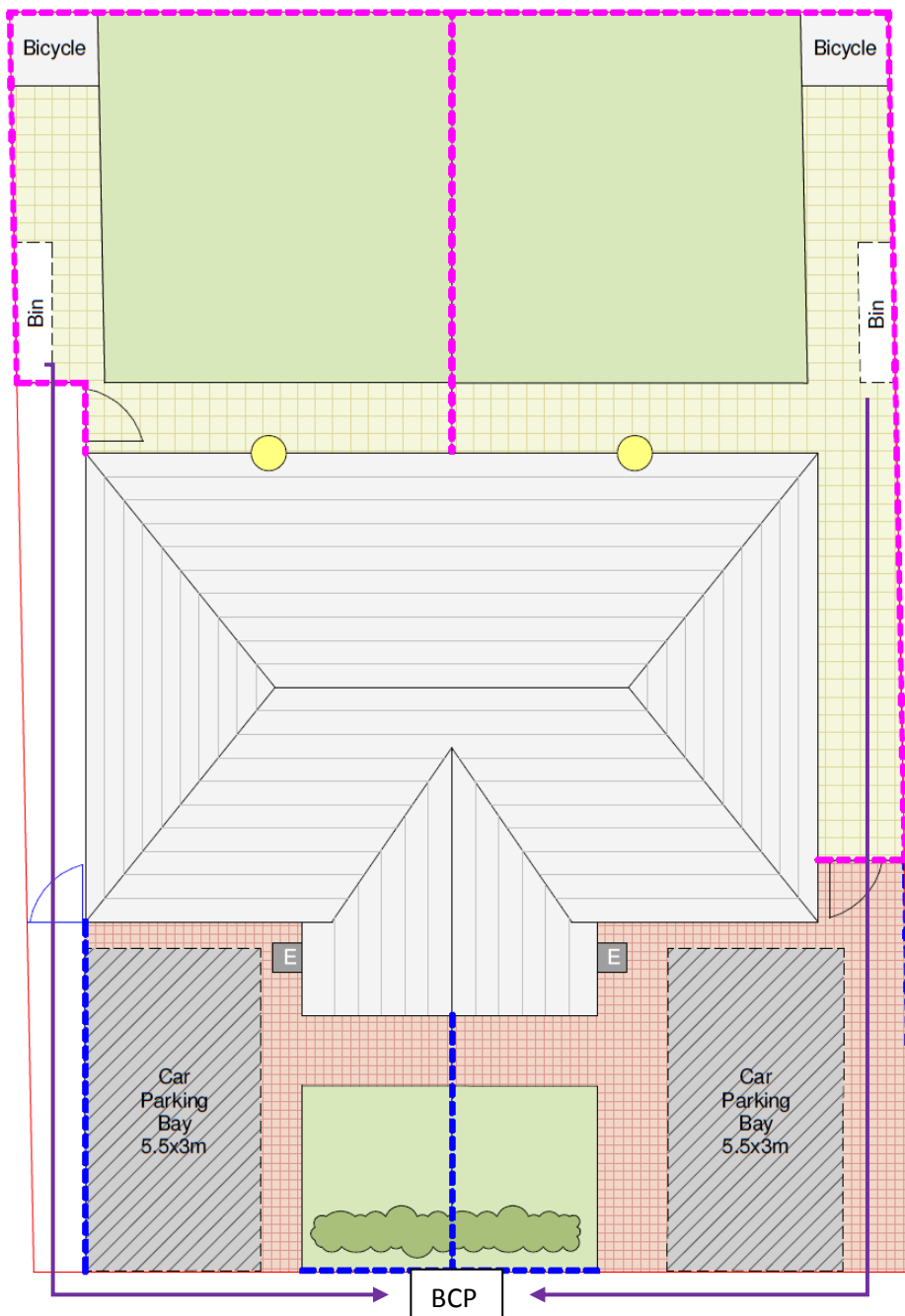


Figure 6 – Proposed Site Plan (detailed sketch provided on drawings)

i) Principle of Development

The land is comprised of previous developed land used for residential purposes. Part of the site formerly contained two houses that were demolished sometime after the late 1990's. Policy H2 deals with windfall housing sites (like the application site) and this policy is relevant to the development of unallocated sites. In this case, the site lies vacant, and can therefore be deemed as previously developed and available.

The site is located within an established residential area and its redevelopment constitutes the effective re-use of previously developed land. The site is also within an accessible and sustainable location with easy links to both bus and tram travel and close to many facilities including shops and leisure facilities provided in Clayton, Droylsden & Manchester. The redevelopment of this site will deliver a pair of quality homes (2x 3 Bed 4 Persons) and create sustainable, inclusive houses. For these reasons, the principle of developing this site for residential properties is acceptable and is in accordance with the core principles and section 6 of the NPPF.

ii) **Design considerations**

The Government attaches significant importance to the design of the built environment. The NPPF states that “it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.” The NPPF confirms any decision should not attempt to impose architectural styles or particular tastes and not stifle innovation but adds it is proper to promote or reinforce local distinction. Poor design must be avoided (NPPF paragraph 64) and opportunities be taken to improve the character and quality of an area and the way it functions. Design occupies a high priority both in the NPPF and in local Plan policy. Paragraph 58 of the NPPF requires that developments should be visually attractive because of good architecture and paragraph 56 states that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. Policies C1 and H10 of the UDP reinforce the requirement for good design and that development should respect for the character of the area in which any proposal is to be located.

To support the application proposal, we have undertaken an urban design analysis that covers key design elements that include: -

- **Front Porch** – A significant design change to the previous application is the inclusion of a stepped front porch. This is due to the adjacent commercial premises block to the South. The properties required differentiating and the designs submitted allow for a distinct character for the dwellings.
- **Proportions** – The scale, massing and height of the proposed houses, being two-storey have been designed to correspond to the surrounding buildings and the row of semi-detached properties along Vale St and Halton Rd to the East and West of the development site. The maximum height of the houses would not exceed the height of the surrounding dwellings
- **Materials** – The proposed materials of red bricks that would be similar in colour and texture as those used within the area and for this reason would not appear out of place.
- **Roof scape** – The proposed house roofs would be constructed with a hipped pitch roof that would reflect the roof styles of properties within the local area.
- **Role of building** – The proposed houses are not considered to be a landmark, leading, corner turning or gateway buildings.
- **Vertical and horizontal rhythms** – The proposed windows, doors and roof of the houses would not make the houses look tall or wide. The window proportions would be similar to the windows in the neighbouring properties around the area.
- **Landscape form and features** – The houses would be built at the rear of the footway and hard/soft landscaping would be provided to the front space. A front lawn and shrubs will break up the hard surface landscaping.
- **Architectural style/design** – The general properties along Vale Street are two-storey properties. The proposed houses will respect the characteristics of the surrounding area but provide a modern twist on a traditional pair of semi-detached houses with a front porch.
- **Views** – Views of surrounding buildings, structures or landscape features would not be obstructed by the construction of the proposed houses due being positioned at the rear of the footway.

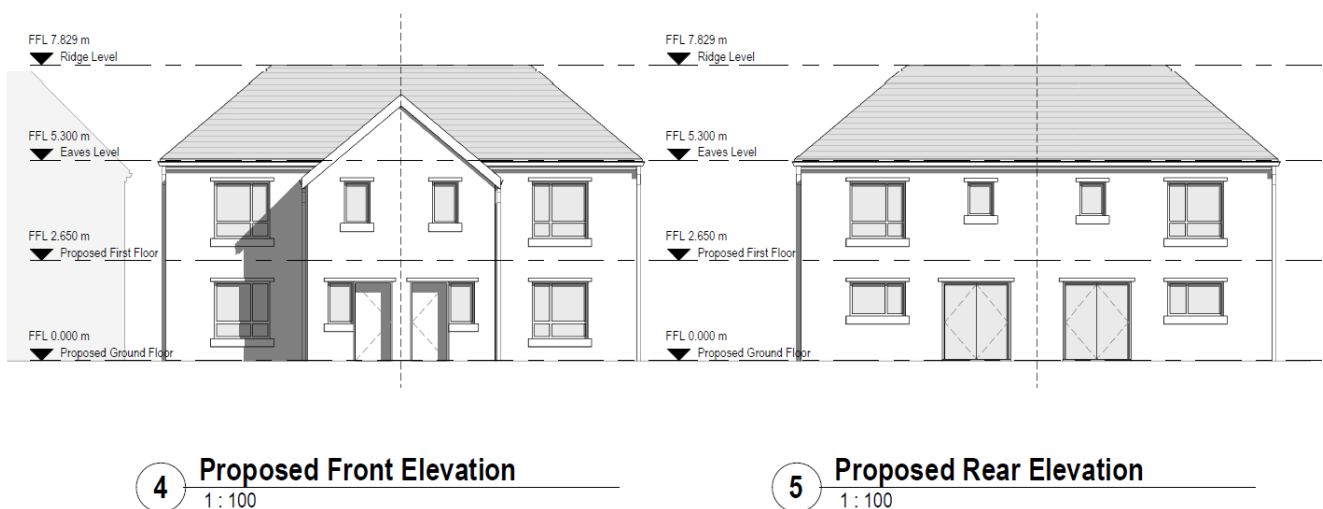


Figure 7 – Proposed Elevation designs

iii) Parking

Each house is proposed to have one off-road parking space which would be of a sufficient size (3 x 5.5 – not allowing for surrounding space of the parking bay) for a disabled person to access and enter the property. Manchester Council's preference is for side parking to assist with the street scape however the proposal is in keeping with surrounding properties whereby some parking is provided at the front or in most instances on street parking is the norm. Additionally, for the size of the dwelling which would facilitate a first-time buyer or small family, 1 parking bay would suffice due to the extensive transport links available within close proximity. These include but are not limited to, frequent buses and trams to Manchester and Ashton at the following locations:

- Vale Street Bus Stop (North Road) – 88m
- Canberra St Bus Stop – 170m
- Schofield St Bus Stop (Ashton New Rd) – 420m
- Clayton Hall Tram Stop – 590m

Due to the easy access to public transport in this area, we consider that 100% parking provision is justified.

N.B – Electrical charging provision provided for both parking bays as highlighted on the proposed site plan

- iv) **Bin Storage** - illustrated on figure 6 & proposed site plan drawing
Discreet open-air bin storage would be provided at the rear of each house to allow for collection. Access will be provided by both dwellings (gate hook & eye) by a path linking the rear gardens to the Bin collection point.
- v) **Boundary Treatment** - illustrated on proposed site plan drawing
A 1.8m fence is to be constructed at the rear of the proposed houses to provide private amenity space and security for occupants of those properties. A 1m brick wall with railings is to be constructed to the front of the dwellings providing a strong differentiated boundary while providing visibility for parking access.
- vi) **Secure by design** - comments from proposed site plan drawings
The proposed development includes the following features to comply with Secure by Design standards:
 - Secured Iron gate allowing access for only the flat above Nr 19 and 21 Vale St
 - 6 Ft close board fencing with concrete posts ensuring secure by design for rear gardens
 - Motion sensor rear garden security light to be inserted
 - Bicycle sheds including a secured lock for entry
 - Close Boarded 6ft timber gates to access rear gardens
 - Front door to be compliant with SBD BS3261 or PAS 3621:2011 this will include the following:
 - Laminated glass
 - Spy Holes/Door viewer to comply with DHF TS002:2009
 - Security Chain which is to comply with DHF TS 003:2012
 - Composite door – Strength/security to comply with PAS24 2016
 - The rear patio door is to also comply with BS7412 PAS 24 for material and BS 8529 for a secure mechanism. Safety glass will be installed for the rear patio doors and any low-level windows.

vii) Highways & Street lighting

- No Street lighting columns are to be relocated
- Services (gas, electric & water) are available to connect from the footpath and there will be no works affecting the highway on Vale St
- H Bars will be painted to the front carriageway where there is driveway access for parking
- The current curb dropping arrangement is to be amended for safe pedestrian crossing and vehicle access (please see illustration on the site plan). An application is to be submitted to Manchester City council for the works to be completed prior to occupation of the dwellings.
- No machinery or plant will be accessing the highway during development. A mini digger will be brought in on a trailer and delivered directly onto the development. Due to the above comments where no works will impact the highway, there is no need for this small-scale development to enter into a Section 278 agreement.

The proposed site is situated on Vale Street and the application is for 2 Nr 3 Bed Dwellings. It is worth noting the site does not front onto the main carriageway for vehicles. There is a secondary carriageway with vehicles only entering to visit the shops. As such the disruptive noise would be reduced in the first instance. The other elevations adjacent to the site include vacant land and rear gardens. Taking the above into account a noise assessment would not be required.

The new dwellings are to be constructed to comply with Part E of the Building Regs (resistance to passage of sound). The minimum value of airborne sound within habitable rooms of the dwellings will be no greater than 40db. In addition, all windows are to be double glazed with 6-16mm cavity filled with Argon gas, trickle vents are to include closures. Party walls are to be in compliance with Robust Details. All fencing to rear garden boundaries will consist of 6ft high close board fencing reducing any airborne sound from the front carriageway.

Construction noise and vibration will be mitigated by careful operation of machinery and tools where possible. Contractors will be briefed to follow best practices while operating on site. Site operatives are to use Ear plugs and defenders if machinery exceeds 90db. This will only be likely if the site requires piling. Site timings are from 8am – 5pm Monday to Friday and 9am -1pm on Saturday reducing the impact on neighbours.

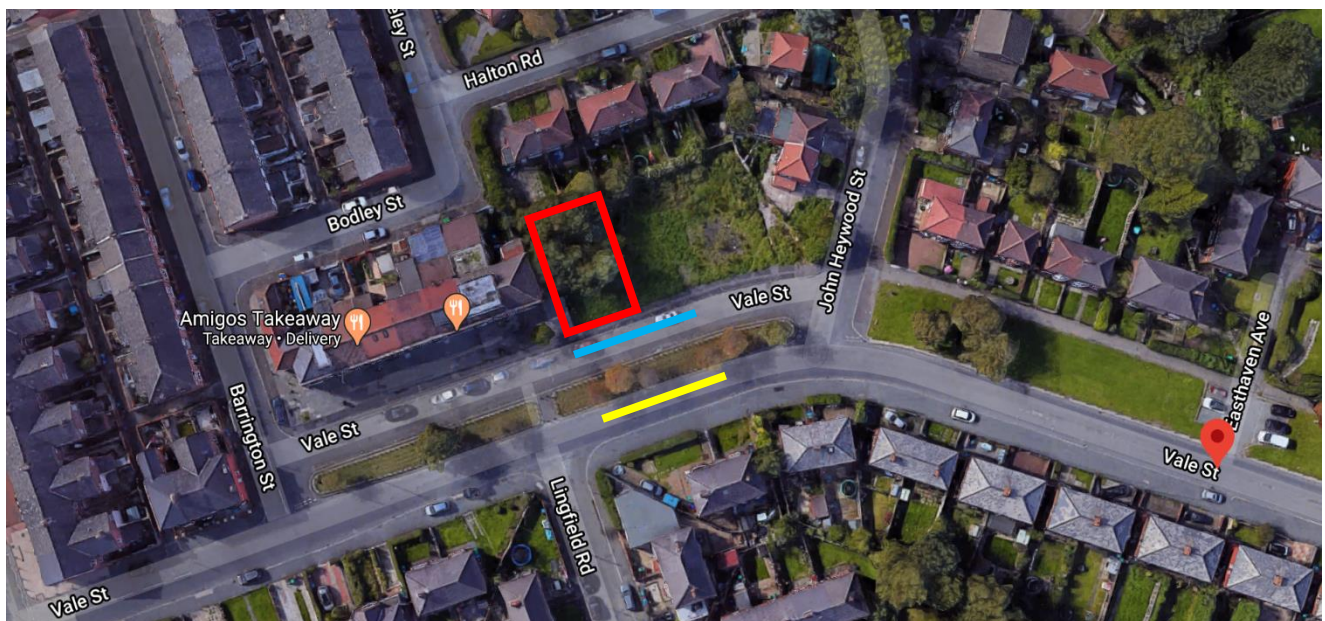


Figure 8 – Site highlighted in red with the main highway for Vale Street in Yellow and the secondary highway accessing the site in blue

7. Conclusion

At the heart of the NPPF is a presumption in favour of sustainable development. The site is currently dormant and is mis-used with fly tipping and waste scattered throughout.

The proposed residential development would be built on a site that was previously developed land. The 2nr Semi-detached dwellings would be located on Vale St and would respect the typical characteristics of the area creating a strong building line. The design of the houses is compliant with Manchester Council's design guide for 3 bed 4 person properties. A single parking bay is provided for each dwelling which would provide 100% parking provision based on strong transport links in the vicinity. A strong frontal boundary treatment is provided to reduce the impact of the front parking bays.

In terms of dis-benefits the development would involve some short-term noise and disruption during the construction period. Mitigating measures will be put in place to reduce the impact from this.

On balance we consider the benefits of the proposal clearly outweighs any dis-benefits and the proposal on a whole conforms with both national and local planning guidance therefore representing a sustainable development. For these reasons we believe planning permission should be granted.