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DESIGN & ACCESS STATEMENT

Proposed Residential Development 27-29 Trenchard Drive Moss Nook Manchester M22 5LZ

CLIENT: Mr Kanwarpreet Singh
REVISION: B
DATE: March 2020

1.0 INTRODUCTION

1.1 SCOPE AND PURPOSE

This planning application is submitted by Howard and Seddon Architects on behalf of Mr Kanwarpreet Singh and is seeking full planning permission for the proposed residential development at 27-29 Trenchard Drive, Moss Nook Manchester, M22 5LZ.

The proposal includes the conversion of the existing dwelling at 27-29 Trenchard Drive following the demolition of the existing single storey side extension to provide 2No. 3 bedroom dwellings. The proposal also includes the erection of 3No. 4 bedroom new build dwellings positioned adjacent to the existing dwelling.

The proposal includes the provision for car parking and associated hard and soft landscaping.

1.2 THE APPLICATION

In addition to this report, the application is supported by plans and elevations prepared by Howard and Seddon Architects.

13,673/01A – Existing Site Plan
13,673/02A – Existing Plans and Elevations
13,673/04B – Proposed Site Plan
13,673/05B – Proposed Units 1 and 2
13,673/06A – Proposed Units 3, 4 and 5
13,673/07A – Existing and Proposed Street Scenes
13,673/OS – Location Plan



2.0 CONTEXT

2.1 SITE LOCATION & DESCRIPTION

The site is within a residential area to the south of Manchester City Centre. The application site is considered to be in a sustainable location sited close to public transport links, local amenities, schools and other community facilities. The application site is within a 5 minute drive from Manchester Airport.

It is therefore considered that the proposal will make a positive contribution in terms of meeting housing needs and promoting high quality housing in sustainable locations of a size, density and tenure to meet the needs of the community.

2.2 SITE SETTING

Styal railway station is within 1.5 miles of the application site and provides direct access into Manchester. Liverpool and Crewe. From Manchester railway stations all major destinations throughout the UK can be reached.

Regular bus and tram services are provided from Shadowmoss Station which is located within 1 mile of the application site providing links to Manchester City Centre.

Manchester Airport lies just 1.5 miles to the West of the application site, offering quick and easy access to national and international air travel.

The site lies within a residential area and is flanked by open countryside and green spaces. Public recreation space is closely provided to the North.



3.0 SITE SURROUNDINGS

The site is within a predominantly residential area to the south of Manchester City Centre. There are neighboring residential properties immediately to the South of the application site. The neighboring dwellings are set in three blocks of semi-detached dwellings with a variety of house types and styles.

The application site shares a rear boundary with an open field with Manchester Airport car parking facilities located further North.

The existing building that we propose to be converted into 2No. dwellings has extensive fire damage and is currently vacant. The building has no special historic or architectural qualities.

The images to the right and below show the existing neighboring dwellings and open grass land to the rear of the application site.



4.0 PLANNING HISTORY

Reference Number
074004/FH/2004/S2

Description
Retrospective application for the conversion of garage into store with play room above involving creation of pitched roof with dormer

Decision
Approved

Decision Date
Thu 27 Jan 2005

Reference Number
070208/FH/2003/S2

Description
Erection of single storey rear extension to form additional living accommodation

Decision
Approved

Decision Date
Tue 27 Jan 2004

Reference Number
018498

Description
Erection of a garage and conservatory at side of house

Decision
Approved

Decision Date
Mon 22 Nov 1982

Pre-application Advice

Pre-application advice in relation to the proposed residential development was received from Manchester Council on 31.12.2019.

In summary, the advice confirmed that the principle of residential development was acceptable.

The proposals include the retention of the existing dwelling as part of the proposed residential scheme as suggested within the pre-application response.

The additional information and reports requested with the pre-application advice have been submitted as part this application and include

- Noise Impact Assessment
- Air Quality Assessment
- Ecological Survey
- Land Contamination Report

5.0 DESIGN CONSIDERATIONS

5.1 LAYOUT

The application site is approximately 1420m² plot which is currently occupied by a single dwelling and an outbuilding. The existing dwelling has a footprint of 180m² with the existing outbuilding measuring approximately 23m².

The site is currently accessed from Trenchard Drive and there are two separate vehicular access points along with a single pedestrian access gate.

The site is bound by a combination of brick piers, timber fencing and hedgerows.

The proposed layout is largely dictated by existing boundary constraints and the layout of the site. Careful consideration has been made to ensure the proposal avoids any overlooking issues.

The proposed additional car park spaces are situated to the rear of the application site, lessening the impact the existing layout has on Trenchard Drive Street scene.

Appropriate space and width will be given around all sides of each of the buildings, so it's commensurate with the buildings in the surrounding area and meets with High Standards of light, privacy and space. The proposed layout achieves privacy distances in excess of the council's minimum distance with regard to overlooking.

The proposed dwellings have been designed to maintain the existing building line along Trenchard Drive whilst making use of the existing site area to provide adequate amenity space.

Private gardens and allocated areas for the storage of waste have been provide for each of the proposed dwellings.

5.2 APPEARANCE

Traditional brickwork and tile construction is proposed for the new build dwellings incorporating a contemporary building design with feature gable windows to the front elevation.

The proposed new build dwellings aim to utilize traditional materials whilst providing a more modern appearance to allow a contrast with the existing dwelling on site and the neighboring dwellings fronting Trenchard Drive.

The proposed new build dwellings have been designed to reflect the existing dwelling in terms of proportion and scale with similar window features adding a sense of continuity along the street scene.

5.3 LANDSCAPING

The proposed design and layout of the new dwellings has been carefully considered to maximize the amount of green space within the application site.

Private garden space has been identified within the development to ensure that quality green space is afforded. Car parking and a vehicular turning area will be provided at the rear of the site, which will be accessible via a new private road off Trenchard Drive. Car parking to the front of the dwellings is also proposed

6.0 ACCESS COMPONENT

Vehicular access to the site is proposed from Trenchard Drive via a private access road. The proposals will also allow vehicles to access the front driveways directly from Trenchard Drive.

The proposals aim to open up the site to Trenchard Drive allowing unobstructed pedestrian access. All proposed dwelling will be accessed from the front elevation directly off Trenchard Drive.

The site is within a sustainable area and major transport routes can be accessed quickly via the national motorway network.

Easy and level access from the rear car park area to the principal entrances will be provided via footpaths of suitable width and materials. The site is relatively flat and will provide no obstacle to level access to the dwellings for disabled people as all access points are at the appropriate level.

All proposed dwellings have been designed to include a WC at ground/principle floor level. In addition, the design incorporates the following features:

- The entrance doors and halls of each dwelling are to be wide and spacious to allow disabled access;
- All internal doors would be designed to incorporate a minimum clear opening width of 775mm to allow a wheelchair user to pass through easily;
- The stairs would be designed to ensure access for the ambulant disabled;
- The car parking incorporates adequate provision for disabled car parking;

This is in line with, and in many respects surpasses current access standards in Part M of the Building Regulations. In this way the requirements of the Disability Discrimination Act and the circulation have been fully satisfied.



7.0 WASTE MANAGMENT PLAN

A waste management strategy will be produced for the proposed development. The proposed site plan indicates dedicated areas for the storage of waste including separate storage for recyclable and non-recyclable waste. It is proposed that bins will be stored in the private garden area and taken to the refuse collection point on collection days.

8.0 SUMMARY & CONCLUSION

This planning application is submitted by Howard and Seddon Architects on behalf of Mr Kanwarpreet Singh and is seeking full planning permission for the proposed residential development at 27-29 Trenchard Drive, Moss Nook, Manchester, M22 5LZ. The proposal includes the conversion of the existing dwelling at 27-29 Trenchard Drive following the demolition of the existing single storey side extension to provide 2No. 3 bedroom dwellings. The proposal also includes the erection of 3No. 4 bedroom new build dwellings positioned adjacent to the existing dwelling.

The proposal includes the provision for car parking and associated hard and soft landscaping.

The proposed development complies with national, regional and local planning guidance and collaborates with the objectives identified within development plan policy.

The proposed development is 'high quality', is architecturally charismatic, aesthetically pleasing and has been designed to meet the requirements of modern living as well as being sympathetic with the environment of the established residential area.

There would be no adverse consequences for the residential amenities of neighboring dwellings, either from overshadowing or loss of privacy.

