Groundwork MSSTT

Design Access Statement

Project no. 1786

Southway Housing Trust

Cul-de-sac Improvement:

61 Hough End Avenue

Driveway Improvements

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Introduction and Background to the Proposed Application

This Design and Access Statement is submitted in support of a planning application for the Driveway and Improvements Project in South Manchester. The Statement has been produced with regard to the guidance set out in 'Design and Access Statements -how to write read and use them' by the Commission for the Built Environment (CABE) 2006.

In accordance with the principles set out in the Guidance this Design and Access Statement is arranged under the headings:

USE
AMOUNT
LAYOUT
SCALE
LANDSCAPING
APPEARANCE
ACCESS

In 2009, Southway Housing Trust (SHT) commissioned Groundwork to develop stage 3 of their Environmental Improvement Programme (EIP). This comprised a feasibility study to identify issues prevalent in areas of SHT housing stock (in Old Moat / Withington and Burnage / East Didsbury), and to address these issues by developing solutions in the form of 'work themes'. The Highways 'work theme' is relevant to this application, with particular regard to parking issues relating to cul-de-sacs.

A number of issues relating to cul-de-sacs were identified, which in turn informed the design brief. Key issues include:

A chronic lack of parking and inefficient parking at hammerheads
Narrow pavements and carriageways
Blocking by inappropriate parking and lack of drop kerbs
Unsightly / poor condition surfaces worsened by vehicles overrunning kerbs
Footway unusable for pushchairs / wheelchairs with uneven kerbs
'sameness' – no sense of place.

Objective

To address these issues it was concluded that the objectives of the project should be to resurface the cul-de-sacs wherever possible with 'low upstand' kerbs to make parking easier, combined with the construction of new driveway parking spaces to properties (including one space per property where possible around the cul-de-sac turning head), to alleviate chronic parking shortages. At the same time the project seeks to enhance the general appearance of finishes and boundary treatments.

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The project has two strands – 'Highway' works (carriageways and footpaths within highways jurisdiction) and 'Off Highway' works (driveways). The main cul-de-sac works, (including the delivery of highway resurfacing to cul-de-sacs adjacent) are being delivered by SHT in partnership with Manchester City Council Highways and the consultant team includes members of Manchester City Council Highways (contact Peter Davies Colley).

This is for cul-de-sac driveway improvements 'Off Highway' a property located at 61 Houghend Avenue. (Post Code M21 7SF) These include properties which are non-dwelling houses (flats) which are not addressed by the General Permitted Development Order 2008, which allows the installation of parking areas on the front gardens without planning consent, and so therefore these works to provide or improve driveways required planning approval. The red line boundary of this application is therefore drawn to take in all works proposed within the curtilage of the flats.

Consultation
In the preparation of the application, a number of pre-application discussions have been held with the MCC Planning. In addition MCC Highways officers are embedded into the consultant team (see above). An in depth consultation process is ongoing with Tenants and Residents in relations to all the affected properties and the plans submitted with this application include proposals carefully designed to balance and meet the needs of the tenants / residents, and to meet the objectives of the project. The focus of this consultation is on delivering the wider scheme of works to refurbish highway and provide new and refurbished driveways across the SHT housing area. During the course of the works the contractor will employ a Resident Liaison Officer RLO to facilitate ongoing consultation with residents.

Appraisal of the Site and its Context
The design of the development seeks to follow best design practice and planning policies, reflecting the principles set out in the: *National Planning Policy Framework.* In particular the design is cognisant with *section 7 'Requiring Good Design'* which states:

"*..design decisions should improve the character and quality of an area and the way it functions."*

The site and the context of the sites have been appraised briefly. In simple terms the site consists of 1 cul-de-sac, containing red brick mixed dwelling house / non dwelling house properties set within and interwar suburban layout typical of locality. The cul-de-sac comprises three zones; the bellmouth entrance, the 'stem' and turning head.

The houses are set back from the narrow central stem carriageway, allowing for front garden areas. The gardens vary in form, many are laid to lawn, whilst others have existing driveways which varying in condition, material and appearance. Existing footpaths provide pedestrian access to the properties.

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These gardens are defined by a mixture of boundary treatment varying in condition but include: privet hedge, low waney lap panel fencing and low picket style fencing. Occasionally some semi-mature trees are present within these gardens

Through an iterative process of design, assessment, tenant / resident consultation and revision, the scheme now proposed seeks to enhance the sites through a co-ordinated approach to planting, surface and boundary treatments through the application of a design palette (see illustrative drawing list below).

USE
The layout for the proposal has been carefully considered to provide useable parking provision where space allows.

AMOUNT
The proposal has a land take of 21sq.m in total

LAYOUT
The proposals detailed in this application form part of a wider scheme of environmental improvements currently being undertaken by SHT. These all seek to improve the local environment in a co-ordinated fashion.

SCALE
The size and layout of the car parking spaces seeks to provide the minimum standard recommended in the Manchester Streetscape Manual (3 x 6m)

Boundary treatments replicate examples found locally, and are a maximum of 1.0m high to carriageway frontages.

LANDSCAPING
The detailed design of the proposals utilise a palette of surface materials and boundary treatments, which seek to maintain the attractive elements of the public realm and improve where possible.

The surface materials have been chosen to be robust and SUDS compatible.

Overrun strips are to be surfaced in HRA with a red speckled aggregate finish and brindle coloured edge trim.

Parking bays are to be surfaced in brindle coloured block paving, with edging trims (permeable to allow surface water infiltration).

Boundary treatment design enhances the existing ‘green’ nature currently found locally through the use of privet hedges and picket fences to frontages. .

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Drawings submitted for approval include:

1786 002a 6I Hough End Ave. Planning Boundary
1786 502a 6I Hough End Ave Detail Design

Other illustrative drawings relevant to this proposal are:

1612_021 Drive and Over-run Strip Long Section Rev F
1611_023 PC Flag and Bitmac Pedestrian Surfacing Rev D
1612_037 Boundary Type 1D (i) & (ii) Picket Gates Rev A

APPEARANCE

The proposals which are the subject of this application seek to enhance the sense of place directly in their local vicinity, and through their inclusion in a wider improvements project. They also seek to create a sense of order to the spaces through the use of materials and boundary treatments, resulting in a good definition of public, semi public and semi private spaces.

Materials seek to complement the existing nature of the cul-de-sacs whilst informing users of their intended use. This is most evident to the parking bays, which are to be finished in a block paved material as shown on drawing 1612_022..

ACCESS

Specific access needs have been considered and addressed with reference to:

Design for Access 2

The proposals seek to improve long standing access problems associated with a fundamental shortage of car parking provision within narrow cul-de-sacs. Access will be greatly improved through the allocation of parking bays to SHT properties which require provision.

New footpaths, driveways and parking bays are to be firm (as noted above) with defined edges.

Easy pedestrian access to the properties is maintained and improved where possible.

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