Plan:8 Town Planning Ltd
Chartered Town Planning Consultants

2 Cunningham Drive, Manchester, M22 5LT

Design and Access Statement
Planning Statement



1.0	Introduction	Page 2
2.0	Design Appraisal & Principles	Page 3
3.0	Access Principles	Page 6
4.0	Planning Policy Issues	Page 8
5.0	Conclusion	Page 12

Plan:8 Town Planning Ltd
14 St. Augustine's Road, Stockport, SK3 0WJ
Tel: 0161 718 0054
07792784924
info@plan8.org.uk
www.plan8.org.uk

1.0 Introduction

1.1 The Design and Access Statement is required for the proposed development. The content as set out by MCC must cover; access issues, design issues and policy issues.

1.2 The applicant wishes to develop the site with residential accommodation in a mixture of sizes of residential units. The proposed residential use is compatible with the local area and also the planning policy framework for the area. The existing bungalow at the site does not enhance or complement the character of the area. The demolition of the existing bungalow and replacement with the quality of building proposed will enhance the streetscene.

Location of Proposed Development

1.3 The site is 2 Cunningham Drive, Manchester, M22 5LT. The site is not within a Conservation area or other special policy area. A site location plan is found within the attached planning application. A photograph of the site is provided on page 1 of this statement.

1.4 Type of Application: Application for full planning permission.

1.5 Description of Proposed Development: Planning permission is sought for the erection of five residential units. The five units are configured as three detached houses and one pair of semi-detached houses.

1.6 Date of Preparation: This statement has been prepared in June 2008 following presentation of the scheme to the GMP Architectural Liaison.

1.7 Amendments: No Amendments have been submitted to date.

1.8 Applicant: PDPG Ltd

1.9 Agent: 4mation architecture

2.0 Design Appraisal and Principles

Existing

2.1 The site fronts onto the western side of Cunningham Drive. The 0.165 hectare site is currently occupied by one bungalow. The site is adjacent to residential properties on Cunningham Drive and Thorn Drive with Greencourts Business Park to the other side. Oblique views of the site are available along Cunningham Drive and Styal Road.

2.2 The existing bungalow on the site is generally in line with the building line building of this part of Cunningham Drive. The scale of the bungalow is quite different to the character of the surrounding area. Surrounding properties are either two storey detached or large semi detached properties. The existing bungalow has little architectural merit.

2.3 On surrounding streets to the site there are an abundance of side roads and cul-de-sacs which have been developed over time. The street pattern in the area is characterised by such cul-de-sacs and small streets which provide internal natural surveillance for each residence contained within.

2.3 The design of the existing dwelling is also out of kilter with the streetscene; the bungalow having no similar single storey relation. The height, design and layout of the existing bungalow does not make a positive contribution to the street scene. In addition the site layout as existing provides a very low density of 6 dwellings per hectare; in terms of planning policy the existing layout represents inefficient use of land.

2.4 Planning permission was granted at appeal (076630/00/2005/S2) in 2007 for a mixed use development of 9,108sq.m. of business space and 149 dwellings on land off Styal Road and Irvin Drive; which abuts the residential estate that this current application forms part of. The Styal Road/Irvin Drive site, allocated for employment in the 1996 UDP, was considered appropriate by the Inspector and Secretary of State. The layout includes detached houses, the most easterly five are at the head of a cul-de-sac.

2.5 In conclusion a fairly loose grain of development is found within the surrounding area, typified by:

- early 20th Century and inter-war two storey properties
- built mainly as detached properties

- properties constructed in brick with tile roofs
- mixture of ridge lines parallel and perpendicular to the street
- cul-de-sacs of the inter war period
- recently approved apartments and detached houses, five of which are set within a cul-de-sac

Proposed Development

Siting

2.6 The starting point to designing replacement buildings was the assessment of the site and its surrounding context. In order to produce high quality buildings that sit well within the surrounding context it was felt appropriate to position the new build in line with the forward building line of Cunningham Drive. In addition the reinforcement of two storeys with bays and pikes was considered the most appropriate development.

2.7 The depth of the site allows replication of similar sized plots as those on Cunningham Drive and Thorn Drive. The siting of the two units at the front of the site match the forward and rear building lines of Cunningham Drive. The three units to the rear site within the forward and rear building lines of Thorn Drive.

2.8 Gaps between the nearby semis and detached properties provide an exemplar for this application. Hence the two houses fronting Cunningham Drive are proposed with a gap between them, which allows access to the three houses behind. This allows parking and servicing to be undertaken from the rear, thereby removing the parking from the streetscene, but also allows the site area to be utilised in line with Government guidelines by adding development to the rear.

2.9 The site is of sufficient size to warrant development at the rear, the proposed five units give a site density of 30 dwellings per hectare. Such a density is wholly appropriate at this accessible urban location. Indeed the only way to provide appropriate unit sizes and utilise the site in a sustainable manner is to provide some development behind that fronting Cuningham Drive.

2.10 The development 'behind' is three houses, a pair of semis and one detached property. This relationship allows natural surveillance to be incorporated for each of the houses in a courtyard setting. The internal configuration of rooms and windows ensures amenity of neighbours

and future occupiers is not compromised through loss of privacy or overlooking.

2.11 The layout allows parking to be overlooked within the development without causing nuisance to neighbouring occupiers. Private and communal amenity space is proposed within the site. Fronting Cunningham Drive is a low wall with timber panel fence above, which allows visual permeability but retains a barrier to prevent miscreant activity. Side garden areas that are not overlooked by the street will be secured by 2.1 metre high fencing. There are no leaky or areas vulnerable to attack within the scheme.

2.12 GM Police architectural liaison have commented on the scheme during pre-application discussion, the Police are supportive of the layout. The scheme has been designed in accordance in line with, and will seek Secure by Design Accreditation.

Height & Form

2.13 The height and form of the buildings take their precedence from the surrounding properties. Most properties are two storeys with bays. Whilst not replicating exactly the surrounding properties the design incorporates these themes and as a consequence will reinforce the street scene. The properties to the rear complement the style of properties on Thorn Avenue and contribute to the appearance of the scheme when glimpsed from Cunningham Drive.

2.14 The layout and design protects the amenity of surrounding occupiers of nearby residences in terms of privacy and daylight. Amenities of future occupiers of this scheme are also protected. Each house has outside garden space. Off road parking and driveways are provided for each unit, with each space being overlooked. Recycling facilities will also be provided for the houses, accessed from within the development. Recycling storage will be available within the garage of each unit.

2.15 The design of the scheme is innovative; the buildings collectively will have their own identity and also take into account local distinctiveness and the character of the surrounding area in its form, mass and choice of materials.

Design Issues Conclusion

2.16 As identified above the scheme complies with the Councils design related policies;

- DC6.2 Housing Backland Sites
- H2.2 Housing
- H2.7 Housing
- SPD Guide to Development in Manchester

2.16 The scheme incorporates scale, mass and design of buildings that are appropriate at this location. The street pattern and building line are respected and reinforced by the scheme. The scheme also contributes to the ongoing enhancement of this part of Manchester.

3.0 Access Principles

Inclusive Access

3.1 Level access is provided from street level for each house. The external door and internal doors have a minimum 850mm door width clearance, with extra 500mm next to the leading edge to allow easier wheelchair/push chair access. The parking bays provided accommodate disabled access. The scheme is designed to comply as much as possible with Design for Access 2.

Pedestrian & Vehicular Transport and Access

3.2 The site is accessible by a range of transport modes including walking, cycling, car, bus and train.

Walking

3.3 Located within Wythenshawe but also close to Heald Green shops and railway station the site is also close to numerous employment sites.

Cycle

3.4 Provision for cycle parking on site will allow residents access to the cycle lanes and routes in the area.

Bus

3.5 There are numerous bus routes passing the site and within 400 metres of the site at all times of the day. GMPTE advise that people will generally walk 10 minutes or 400 metres to catch a bus. In brief destinations served from the bus stops within 400 metres of the site are:

Bus Service	Destinations Served
172	Newton Heath - Gorton - Withington Hospital
200	Airport - Moss Nook - Styal - Wilmslow
368	Wythenshawe Hospital - Cheadle Hulme - Stockport
369	Airport - Wythenshawe - Adswood - Stockport
X69	Stockport - Cheadle Hulme - Manchester Airport

3.6 As can be seen there is a good destination choice of bus services within a 10 minute walk from the site both for local destinations and throughout the sub- region.

Train

3.7 In addition to the choice of destinations offered by the excellent bus links, Heald Green Train station offers a high frequency route to Manchester. The station is within a 10 minute walk from the site. Other local links allowing people to travel without use of the car include:

Heald Green Railway Station to:

- Manchester Central Zone with onward connections
- Burnage
- East Didsbury
- Gatley
- Manchester Airport

Car / Parking

3.8 The proposed five units benefit from two off street car parking spaces per dwelling. Parking within the site will be overlooked through natural surveillance. Anyone entering the vicinity of the car parking areas will have to pass by numerous windows as such possibilities of miscreant activity would be reduced.

Waste Management

3.9 Recycling and refuse storage is provided for as shown on the submitted plans. This incorporates for each unit a refuse bin and recycling facilities as stipulated in the waste management guide. The waste management strategy is attached as an appendix to the application. In essence it confirms that wheelie bins will be provided for

waste, paper & glass and a box will be provided for cans for the five residential units. Recycling storage areas will be housed in each of the garages. Each occupier will be responsible for the removal of their own recycling and waste into the relevant bin. The access arrangements for the refuse collectors will be via the edge of the internal road.

Planning Policy – Access Issues

3.10 The proposal is designed to comply with building regulations and level access will be possible into the ground floor of the houses. The accommodation is capable of being converted for disabled occupancy at first floor level, as shown in the submitted plans. The proposal will create additional accommodation that can be accessed by people with mobility disabilities. As such the proposal complies with policy DC7.1 (New Housing Developments). Appropriate car and cycle parking is provided on site which meets the defined maximum car parking and minimum cycle parking standards.

4.0 Planning Policy Issues

4.1 The planning policy issues of design and access are dealt with within the preceding sections. This section considers the remaining policy matters principally concerning use and layout of the development.

Existing Use

4.2 The existing building is not protected by listed or conservation area status nor any specific UDP policies. The site is brownfield having been previously developed; and the site is within an accessible and sustainable location. There are no planning policies contained within the UDP or SPG/SPD to restrict new housing or housing type. Consequently there are no planning policy reasons to warrant refusal of the principle of replacement and additional residential development at this site.

Proposed Uses

4.3 Relevant planning policies of the Adopted MCC UDP are:

- H1.2 Housing
- H2.2 Housing
- H2.5 Housing
- H2.7 Housing

- DC7.1 New Housing Development
- SPD Guide to Development in Manchester
- Wythenshawe Strategic Regeneration Framework (WSRF)

4.4 Also of relevance are the following Communities & Local Government Publications:

- PPS3 Housing, effective as development control policy from 1st April 2007
- By Design
- Safer Places – Planning and Crime Prevention
- Manual for Streets

Principle of Residential and Additional Residential Units at the Site

4.5 There are no policies restricting additional housing numbers at the site. The proposed five units will provide residential accommodation in a sustainable location. This report identifies that this site is in a sustainable location; whilst residential amenity of neighbouring occupiers is assured. The density proposed accords with Council and National planning guidance in seeking to maximise brownfield land without limiting residential amenity. The submitted application achieves these general objectives.

4.6 Wythenshawe Strategic Regeneration Framework (WSRF) recognises the need to diversify the local housing stock away from predominantly social housing to market sector housing. This scheme would comply with that general aim and would provide housing in a required area of the North West as required by RSS for the North West.

4.7 PPS3 requires developments to provide densities of between 30 and 50 units per hectare. This scheme provides 30 units per hectare and accords with density requirements of Government policy.

High Standard of Design

4.8 Policies H2.2 and H2.7 require that new housing schemes are to a good design and make positive contributions to the character of the City. As identified above and presented on the application drawings a high standard of design is submitted.

4.9 Policies DC6.1 & DC6.2 relate to backland sites; the policies state planning permission will only be granted if the seven criteria (a to g) in policy DC6.2 are satisfied. The policy clearly relates to sites that have

only limited access to a road. I shall not repeat the policy in full here but do contest that this application satisfies these test as:

a) No loss of privacy would result to adjoining dwellings or gardens
b) Access and parking will be through a dedicated mews type road within the development. The proposed road will cause no highway safety issues stem from the proposed layout.
c) The scale and design of the development is wholly compatible with the character of buildings in the surrounding area, as explained in the preceding section. The proposed layout would enhance the streetscene of Cunningham Drive.
d) The position of the proposed dwellings will not result in significant overshadowing or an over dominant appearance. Distances to properties on Thorn Drive exceed 21 metres and appropriate distances are provided within the development.
e) No trees of importance will be lost as a result of the submitted scheme.
f) The proposed dwellings each have access to private and communal space.
g) The site is not within a Conservation Area however the scheme proposed will enhance the character of the area.

4.8 The application satisfies the criteria of policy DC6.2.

4.9 Section 38 of the 2004 Act advises that planning applications must be determined in accordance with the development plan unless material considerations dictate otherwise. Manchester City Council have published Supplementary Planning Document – A Guide to Development in Manchester, which is material to the decision.

Guide to Development in Manchester SPD

4.10 The SPD provides general guidance across the City. This part of Wythenshawe as an area is not considered although Edwardian and inter-war areas are discussed in general terms. Section 2 of the SPD deals generally with character and context. Of relevance to this application are sections including:

- Neighbourhoods should contain a mix of housing (para 2.45 & 2.46). This application proposes a mix of housing units and provides market housing as required in WSRF.
- Infill developments should enhance the neighbourhood and street scene (para 2.53). The submitted application would enhance the streetscene.
- The use of cul-de-sacs is discouraged (para 2.26)

4.11 Para 2.26 of the SPD is titled 'The use of cul-de-sacs is discouraged' and states: "*Cul-de-sacs impose unnecessary constraints on permeability and can aggravate antisocial behaviour and crime. Where they already exist or no alterative is possible, they should be attractive in appearance, and not be dominated be excessive vehicle turning circles. Innovative solutions such as homezones will be considered so long as they are well designed, take account of the needs of disabled people, and can be well managed and policed.*"

4.12 The reason for this policy statement is crime related. GMP Architectural Liaison who have advised they consider cul-de-sac type developments to be more secure from crime, where the cul-de-sac is not 'leaky'. The proposal being surrounded on all sides is not 'leaky'. GMP have commented they are happy with the layout. Furthermore the applicant will seek secure by design accreditation; the application complies with para 2.26 of the SPD.

4.13 The proposed development is not a standard cul-de-sac in estate or mass volume house builder form. The layout is that of a mews close designed to afford visibility throughout the site. Certainly the proposal complies with Government guidance within the Manual for Streets, By Design and also Safer Places – Planning and Crime Prevention. The proposal also complies with Government planning objectives in PPS1 and the detailed guidance within PPS3 (Housing).

4.14 Policy DC6.2 has been 'saved' by the Council and is relevant as a development control. Importantly the scheme complies with the SPD as good design is proposed which is secure from crime.

4.15 PPS3 Housing also advises Councils to prepare housing strategies to 'plan, monitor and manage' to inform applicants about the type and size of accommodation required for their area. No development plan documents are in place as required by paragraphs 22 and 38 of PPS3 to inform developers about required size of households for market housing.

4.16 Furthermore paragraphs 25-26 of PPS3 deal with market housing. Advice is given that a key Government objective is to ensure a variety of high quality market housing, including addressing any shortfalls in the supply of market housing. "LPA's should plan for full range of market housing. In particular they should take account of the need to deliver low-cost market housing as part of the housing mix" (PPS3).

Certainly this development would deliver market housing in accordance with PPS3 and WSRF.

4.17 The advice within paragraph 69 in determining planning applications can be applied to this application. There is no evidence base available directing developers toward a preference of housing above apartment development or vice versa. The applicant has proposed a market housing suitable for families, couples and single person households. The application complies with the guidance within paragraph 69 of PPS3.

4.18 Generally the application complies with PPS3 in that it:

- Seeks a market housing at this site
- The proposed housing is in an accessible and sustainable location
- The design and layout makes efficient and effective use of land
- The application has produced a design led approach to car parking
- The development relates well to the surroundings and enhances the streetscape
- Density is at an appropriate rate of dwellings per hectare

5 Conclusion

5.1 This report sets out the design rationale behind the layout, design, access issues and planning policy framework for the scheme. The layout proposed is not a 1980's estate style cul-de-sac now opposed by government planning policy. The proposed development is innovative and complies with recent policy guidance and the UDP. The layout makes efficient use of land and as the proposal abides with amenity, design and natural surveillance policy implications the scheme contributes to the area.

5.3 There is no adopted planning policy to restrict this type of accommodation at this density level. Natural surveillance is provided within the site. One of the principal aims of Government and Manchester City Council policy is to ensure efficient use of land. The proposed development includes efficient use of land.

5.5 The proposal includes disabled access to the residential units. There are no detrimental amenity impacts upon the proposed houses or any neighbouring property. The proposal has been designed with the appearance of the area in mind. The proposed scheme maintains a

residential scale and design consistent with the surroundings and planning policy framework.