DESIGN AND ACCESS STATEMENT
SOUTHWAY HOUSING TRUST CUL-DE-SAC IMPROVEMENTS: HOLMSIDE GARDENS

1.0 Introduction and Background to the Proposed Application

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

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

- Introduction and Background to the Proposed Application
- Consultation
- Appraisal of the Site and its Context
- Design Principles and Checklist
- Access for All

1.3 In 2009, Southway Housing Trust (SHT) commissioned Groundwork to develop stage 3 of their Environmental Improvement Programme (EIP). This comprised a feasibility study to indentify 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, in particular issues relating to cul-de-sacs.

1.4 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

1.5 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 present time it is not possible to resurface the

entire housing stocks carriageways. Where this is the case it was deemed appropriate to provide new parking spaces in combination with new drop kerb crossing points. At the same time the project seeks to enhance the general appearance of finishes and boundary treatments.

1.6 The project has two strands – 'Highway' works (carriageways and footpaths within highways jurisdiction including drop kerb crossings) and 'Off Highway' works (driveways). The main cul-de-sac works, (including the delivery of the construction of drop kerb crossings) 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).

1.7 This application is for cul-de-sac improvements 'Off Highway' to provide parking provision to properties located in Holmside Gardens. (Post Code M19 1WR).

2.0 Consultation

2.1 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.

3.0 Appraisal of the Site and its Context

3.1 The design of the development seeks to follow best design practice and planning policies, reflecting the principles set out in *PPS1: Delivering Sustainable* Development In particular the design is cognisant of paragraph 8.2 in PPS 1 which states

> "*Good design should contribute positively to making places better for people. Design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area and the way it functions, should not be accepted."*

3.2 The site and the context of the sites has been be appraised briefly. In simple terms the sites consists of a single cul-de-sac, containing red brick mixed dwelling house / non-dwelling house properties set within an interwar suburban layout typical of the locality. The cul-de-sac comprises three zones; the bellmouth entrance, the 'stem(s)' (a central access stem which has two further stems set at 90 degree angles) and the turning head(s).

3.3 The houses are set back from the narrow central stem carriageways, allowing for front garden areas. The gardens vary in form, many are laid to lawn whilst others have existing driveways varying greatly in condition, materials and appearance. Existing footpaths provide pedestrian access to the properties. Pockets of mown grass are located adjacent to the central stem, where it splits to form two further stems. There is evidence of vehicles using these pockets for informal car parking.

3.4 These green areas are defined by a mixture of boundary treatments varying in condition, including privet hedgerows, low waney lap panel fencing and low picket style fencing. Occasionally some semi-mature trees are present within these areas. Where trees are proposed to be removed, a tree survey in line with BS 5837:2005 *Trees in Relation to Construction* has been undertaken. The findings have influenced the proposals, and seek to balance the need to provide parking provision and to retain and protect important site trees. Where tree loss is unavoidable replacement tree planting is to be provided via the wider environmental improvement projects.

3.5 The Root Protection Areas (RPA) have been calculated and are shown on the layout plans. The proposals are sited to avoid the RPA where possible. When encroachment is unavoidable, 'No Dig' construction methods have been considered. Due to site level constraints this is impractical in some instances. Using guidance set out in BS 5837:2005, additional areas of new impermeable surfacing do not exceed 20% of the RPA's area. This guidance also supports the use of permeable materials within the RPA, and so permeable block paving is used to parking spaces. To ensure the tree roots are protected during any excavations within the RPA, hand digging methods are to be carried out using the method set out in BS 5837:2005 (and noted on the layout drawing). Protective tree fencing as recommended by BS 5837:2005 shall be erected and maintained during the construction works.

3.6 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 parking and boundary treatments through the application of a design palette (see illustrative drawing list below).

4.0 Design Principles and Checklist

4.1 This section of the Design and Access Statement confirms:

- Development density
- Mix and disposition of uses
- Structure, and integration with surrounding area
- Scale, massing and form
- Public realm and landscaping, materials and details
- Sustainability of the development
- Creation of a 'sense of place'

Amount of Development, Development Density

4.2 The proposal has a land take of 431sq.m in total across one cul-de-sac, which comprises the affected green spaces, and includes areas around the new surfacing to enable adequate 'tie in' operations.

Mix and Disposition of uses

4.3 The layout for the proposals have been carefully considered to provide useable parking provision within the cul-de-sac to meet the requirements of residents (which in effect formalises the existing parking arrangement), whilst minimising detrimental affects to their green nature. It allows access from the central stems turning head to eight parking bays. These are aligned to provide easy access from the stem. It is anticipated the tree and shrub planting will visually enhance the surrounds, and improve the 'Sense of Place' via the use of feature nameplate walls.

Structure, and Integration with Surrounding Area

4.4 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, Massing, Form

4.5 The size of the car parking bays seeks to provide the minimum standard recommended in the new AJ Metric Handbook (2.4 x 4.8m).

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

Public Realm and Landscaping, Materials and Details

4.7 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.

4.8

4.9 Drawings submitted for approval include:

1652_G_501	Holmside Gardens Detailed Design (Planning)
1652_G_319	Statutory Plan Group G – Holmside Gardens

4.10 The Detailed Design drawing illustrates other works which are outside of the planning application, which are considered to be permitted development (Highway works).

4.11 Other illustrative drawings relevant to this proposal are:

1612_021	Drive & Over-run strip (long section)
1612_022	Drive & Over-run strip (cross section)
1612_023	Footpaths (Bitmac & PCC Flag)
1612_050	Name Plate Wall
1612_071	Extra Heavy Standard / Heavy Standard Tree Pit Detail
1612_072	Selected Standard Tree Pit Detail

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

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

4.14 Feature walls are designed to add to the sense of place within the cul-de-sac in prominent locations. They are to be constructed from Baggeridge multi stock ‘Aldbury’ or similar to match existing house brickwork, with a feature yellow brick band as used locally to feature walls found in the SHT estate. The walls also feature a buck and doe coping, whilst the name plate element has a brick on edge coping.

4.15 New footpaths are to be surfaced in Macadam or PCC flag, dependent upon which surface material is currently present in the cul-de-sac (with surface water shedding to soft areas adjacent).

4.16 Planting, including tree planting, has been used in the proposals to enhance the aesthetic quality of the cul-de-sac, whilst maintaining open sightlines across the spaces. Species have been chosen to be robust and to provide seasonal interest.

4.17 To discourage over run onto the retained grassed areas 150mm 'upstand' bull nosed kerbs have been included to their perimeters.

4.18 Boundary treatment design enhances the existing 'green' nature currently found locally through the use of 'greenscreens', and the retention or replacement of privet hedgerows to frontages. The overall height of these (1.0m) provides a degree of privacy to the spaces behind, yet allows for natural surveillance.

Sustainability of the Development

3.7 The design follows the principles set out in Guidance on the permeable surfacing of front gardens by the Department for Communities and Local Government, employing Sustainable Urban Drainage System (SUDS) principles. This is achieved through the use of permeable sub bases to hard surfacing, combined with in some instances, connections to private drainage system via an acceptably low discharge rate in line with technical document CIRIA C697.

4.19 Through the use of the compounds, the contractor has the ability to use and reuse soil and other materials in the delivery of the associated driveway and highway improvement works and minimizes inefficient practices of multiple handling and haulage of items and materials.

Creation of a 'Sense of Place'

4.20 The proposals for 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. These projects include tree planting, which aim to offset the loss of trees felled to enable these works. They also seeks 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.

4.21 Materials seeks to complement the existing nature of the cul-de-sac 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_021. The use of HRA with a red aggregate speckled finish to the overrun areas adds to this, informing this area is not to be parked upon.

5.0 Access for All

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

- *Planning and Access for Disabled People: a Good Practice Guide*

5.2 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, resulting in clear carriageway ‘stems’ and turning head.

5.3 Shared driveways and parking bays are at a gradient less than 1:20.

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

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