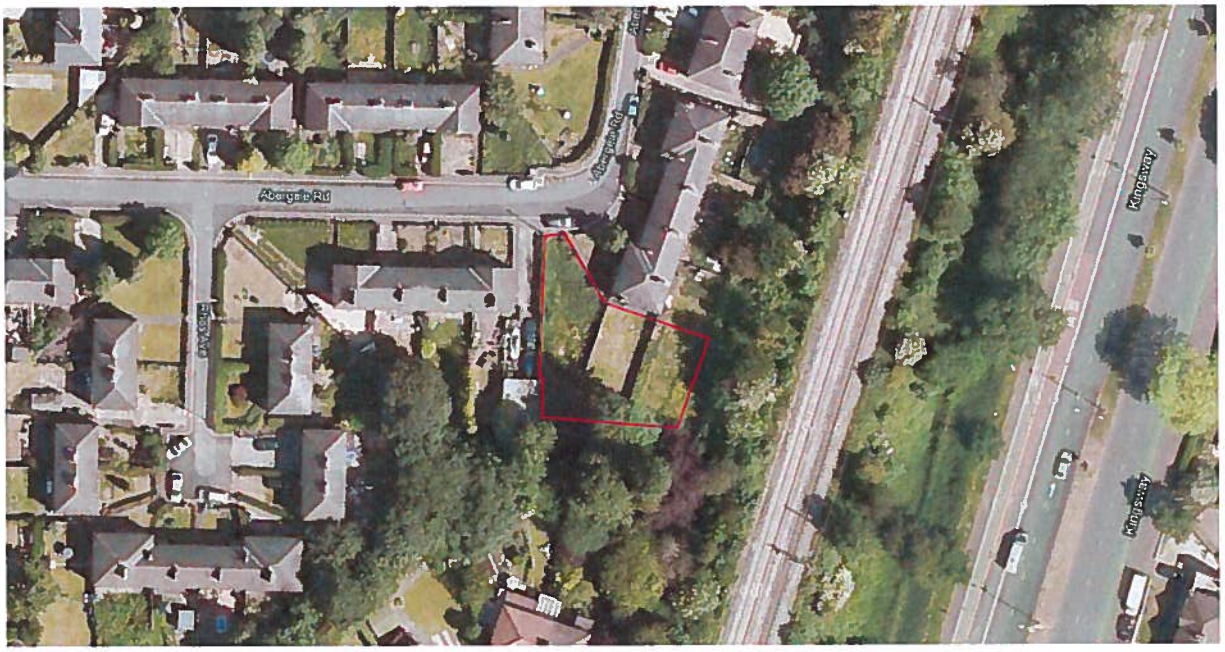
Bernard Taylor Partnership Ltd Architects

Abergele Road, Manchester M14 6QR
for *Southway Housing Trust Ltd.*

Design and Access Statement

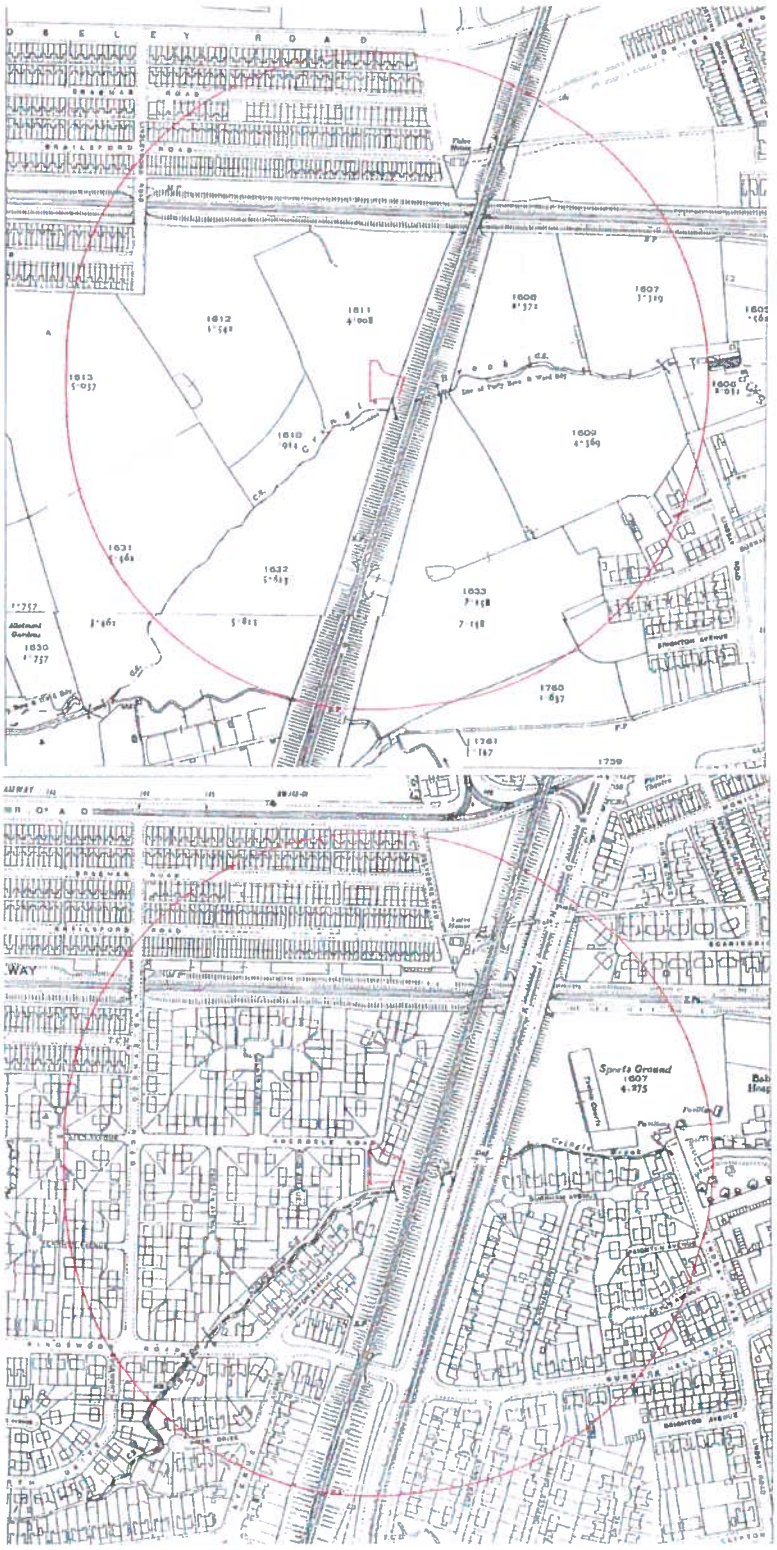


View of the site from Abergele Road



Aerial view of the site – edged in red

The Wider Context



Map 1 – 1922

The parcel of land sits closely to 'cringle brook' and the railway.

The site was once a patch of farmland sat between pockets of terrace housing.

After the Great War, the area developed and more housing was provided within the 'Ladybarn' area.

Map 2 - 1934

This map shows the vast amount of housing developed in the short period of time between the Wars.

Now the Kingsway arterial road has been built, the site has large amounts of access to and from the city of Manchester.

The pocket of land has remained vacant for some time, even during the vast changes of the local area.

The Site



Aerial view of the site – Looking South

The site is on Abergele Road, which is in the Burnage district of Manchester. It is located 4.5 miles south of Manchester city centre. The plot is made up of gardens and overgrown grassland. The surrounding area is mainly residential with a small brook to the south of the site. Directly to the east of the site are the railway line and the 'A34 Kingsway'.

Wildlife

The site is part private gardens and part vacant land. The site is of low ecological value and has no distinguishing environmental key features worth protecting. The only major trees are on the south side of the site, just beyond the line of the boundary. These trees will be retained during the construction of the fences at the rear of the development.

To improve the local flora and fauna, we are proposing the introduction of a wide range of local plant species to the site.
A recent survey has found Japanese Knotweed in a small confined location on the site. This is a non native plant, with potentially damaging effects to local plant life and hard landscaping. We are proposing a methodology to eradicate this plant which will already improve the ecological value of the site.

Land use and community facilities

The site is situated in a long established residential area which has led to the increase in local shops and amenities within walking distance. Community facilities include a large

number of local shops, larger stores such as 'Sainsburys', the 'Kingswood Park' and 'Ladybarn Park, 'Ladybarn Methodist church', 'Ladybarn community centre', Fallowfield medical centre and a number of local pubs such as the 'Ladybarn social club' and the 'Friendship inn'

The surrounding area is a mix of housing styles that reflect the timeline in which the various buildings and large communities have developed.



1930's housing on Abergele Road



1930's–housing on Santon Avenue



1900's Terraces on Whitby Road



Local shops on Mauldeth Road



Houses on Parrs Wood Road



Terraces and flats on Ladybarn Road

Transport And Access

The site is in close proximity to lots of transport connections which allow easy access to Manchester, Stockport, Didsbury and other surrounding areas.

Car – The site is located within close proximity to the A34 KIngsway and is just over 3 miles from the M60 and M56 – providing access to Stockport, Warrington, Manchester and Oldham, but also providing a gateway for easy commutes to many destinations up and down the country.

Public Transport – The nearest bus stops are the Kingswood Road and Lindleywood Road stops which are both just a 5 minute walk from the site.
The closest train station is the Mauldeth Road Train Station which has direct trains to Manchester Piccadilly every 30minutes.

Cycle paths and pedestrian routes – The site is well connected to many local amenities by either cycling or walking. The quickest route to the local shops down Lindleywood Road has a footpath down either side making it both safe and attractive for walking.

Amount

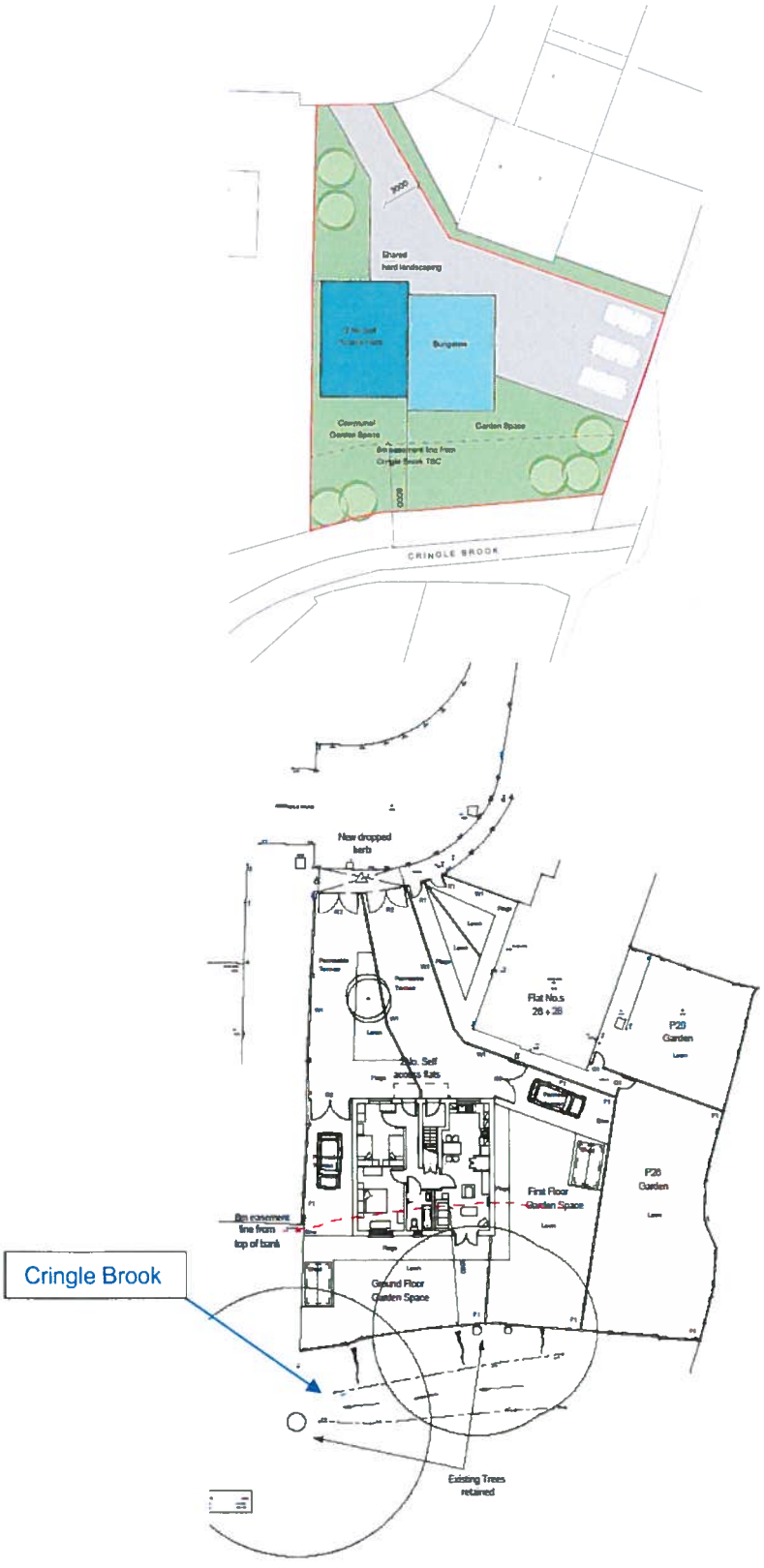
The development consists of 2No. self access flats in a single, two storey dwelling. Both flats are 2bed 4person dwellings with 1 No. car parking for each.

Security

The proposed layout and positioning provides a strong frontage along the new adopted road and therefore enhances security. All areas accessible to visitors of the scheme benefit from natural surveillance and are overlooked by neighboring dwellings. A secure rear garden is provided for each flat, and both feature a small front yard with a small perimeter boundary.

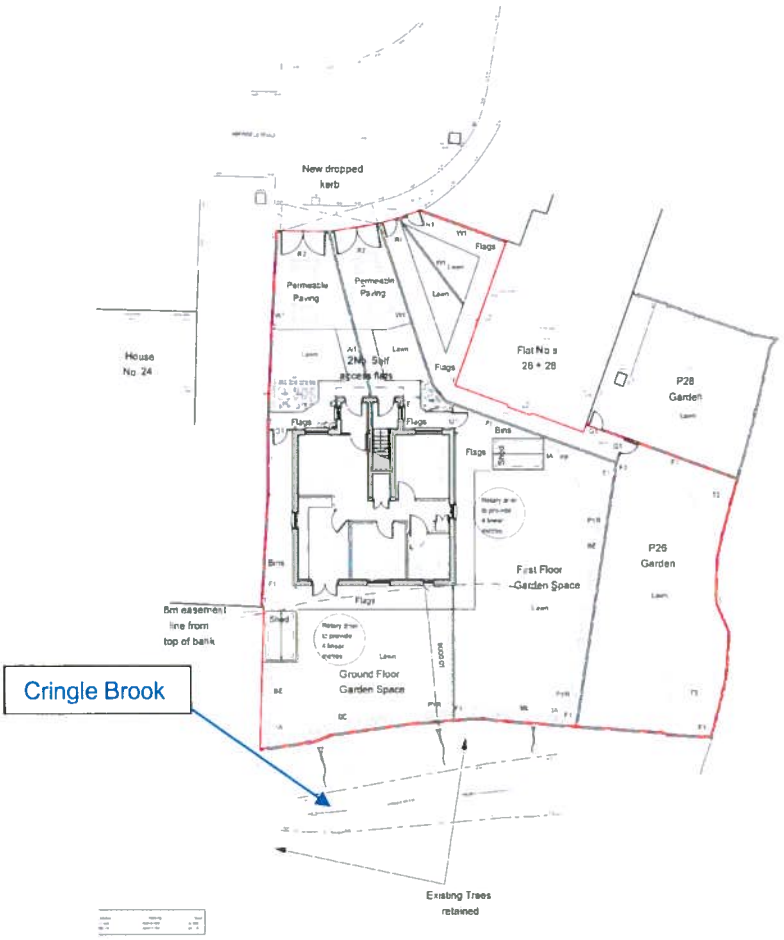
The scheme has been submitted for Secured-By-Design Accreditation which will ensure that potential safety risks are designed out and best use is made of proposed features to enhance security. No adverse comments have been made to date from the officer dealing with the scheme.

Layout and Scheme development



The initial proposal drafted for the client saw 2No. self access flats and 1No. bungalow on the same site. The planners felt that this was over development and requested that the number of dwellings be reduced.

We then proposed a development to include just 2No. Self access flats. Each of the properties are to be 2B4P with 1No. parking space available to both. The planners felt that it was a better use of the space; however issues with the easement from Cringle Brook meant the development had to be pushed forward.



The new scheme better suits the curve of the building line from the existing houses. Unfortunately, with the development pushed forward this has meant that the parking is now situated on the front.
Not only does this provide the necessary easement, it also reduces the amount of hard landscaping. By doing so, it means we can provide more green spaces and produce less surface water runoff for the area.

Appearance and scale

We have been sympathetic to the surrounding properties with both appearance and scale.



The two front doors, and the symmetrical layout of the front elevation, give the impression that the development is a pair of terraces and not two flats. This adds to the schemes kerb appeal and ties it in with the existing surrounding properties.
The scheme provides a low maintenance development and brings new residents to the local area. Using similar brick colours and window detailing ensure the development does not stand out too much on its own, but fits in well with its built environment.

Landscaping

We propose the following:-
1. Landscaping to be local, native plants and grasses found in the area.
2. Low maintenance planting and materials to prevent neglect.
3. Buffer zone landscaping to enhance the scheme and shelter from the existing surrounding buildings

Best efforts will be made to retain existing trees and hedges to create a buffer between existing buildings and the new development.
The external landscaping will provide full access to persons with disabilities.
- Paving surfaces will be smooth, even and well laid to avoid tripping.

High quality external boundary treatments are proposed in order to:
- Improve quality and define external spaces.
- Improve security.

Sustainable Policy

The new units have been designed to be able to achieve **Code for Sustainability Level 4**. In addition, the thermal efficiency of the buildings is likely to be greatly improved due to high insulation standards. Responsible sourcing of building materials and procedures to minimize site waste will be incorporated within the construction of the development.

Access Statement

Philosophy

The submitted scheme reflects the applicant's full commitment to an inclusive society in which nobody is disadvantaged and where physical barriers and exclusions are designed out. The philosophy of the design is to ensure that the needs of people with impairments, is considered as an integral part of the development process.

By developing an inclusive environment the scheme shall have positive effect on society by benefiting the increasing elderly population, families with young children and friends and family who support people with impairments.

Key Issues

- Ground floor flat to have level access front and rear.
- Both flats have manoeuvring room at the front doors.

- Levels across the site and to individual plots will be kept to minimum gradients.

Guidance

The scheme has been designed based on the following publications:-

- BS 8300:2001 Design of buildings and their approaches to meet the needs of disabled people.
- Design and Quality Standards 2007.
- Building Regulations Part M 2004.