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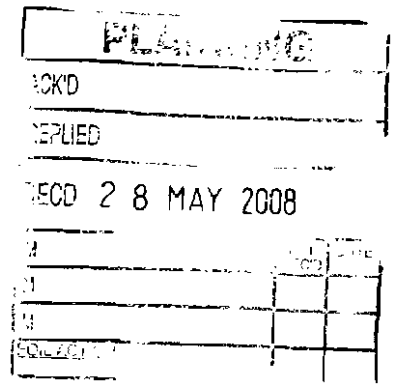
22.05.2008

Design and Access Statement for the proposed

Detached Dwelling

at the rear of 32 & 34 Lindsay Road, Burnage, Manchester



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CONTENTS **Page**

1.0 Introduction 3

2.0 The Site and surroundings 4
2.1 Location
2.2 Context
2.3 Site Description

3.0 Consultations 5

4.0 Description of Propasals 6
4.1 Design Objectives 6
4.2 Design Proposals 7
4.3 Design Principles and Concepts 8
4.3.1 Plan Form 8
4.3.2 Form and Massing 8
4.3.3 Materials / Colours / Texture 9
4.4 Visual Impact Assessment 10
4.5 Case Studies 13
4.6 Energy Statement 14
4.7 Soft and Hard Landscaping 15

5.0 Access Statement 16
5.1 Vehicular Access and Car Parking
5.2 Disability Provision

6.0 National Planning Policies
6.1 PPS1 - Sustainable Development 17
6.2 PPS3 Housing (PPG3) 18
6.3 PPG13 - Transport 18

7.0 Appendix A
Planning Application Drawings 19

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1.0 Introduction

This document has been prepared to accompany the planning application for a detached dwelling house at the rear of 32 & 34 Linasay Rood, Burnage, Manchester M19 2JE.
The document sets out the design principles behind the proposed development in relation to the site and its wider context and includes:

- **A description of the purpose of the development**
- **A description of the design's relationship to its site**
- **An explanation of the design principles and concepts**
- **An explanation of the environmental principles of the design**
- **An access statement**
- **A description of the accommodation proposed**

This document is also a statement of the project's architectural intentions which will be followed throughout the erection and completion of the building.
This document should be read in conjunction with the following drawings found in Appendix A:

AL(9)ES01	Block Plan
AL(9)01	Site Plan
AL(2)01	Proposed Floor Plans and Elevations Treatment

Extracts of these drawings will be used in conjunction with text to assist and support the understanding of the project.

Capra Architects are a young, dynamic practice and its philosophy is based on achieving high quality design and long lasting buildings. We believe that to achieve this, together with sustainable urban developments guidance and assistance by Local Authorities Guidance and Government Objectives are vital.

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2.0 The Site and Surroundings

2.1 Location

The site at the rear of 32&34 Linasay Road and front Hanlith Mews. It is located in Burnage, obout 5 miles to the south of Manchester which is linked to Manchester City Centre. It is easily accessable by public transport (bus ond rail) and together with the opportunity to cycle, it provices a feasible and sustainable alternative to car usage.

Although close to Kingsway (the A34). Linsday Road and Hanlith Mews are very quiet residentiol roads, with only local traffic using these roads. Noise levesl due to traffic are therefore minimal.

2.2 Context

The surrounding area is mostly resioential, with various local shops nearby well-performing local schools (primary and secondary) and extensive public open space such as Cringle Fields Park located less thon a mile away from the application site.

2.3 Site Description

The site is currently occupied by two disused garages. It is on land jointly owned by the occupiers of no. 32 & 34 Linsday Road, which in turn are both owned by the client who seeks to develop it as a single dwelling suitable for a young family.
The site faces Hanlith Mews, which would provide access to the dwelling. It would adjoin 1 Hanlith Mews, which was built in the early 1990's and presents a typical pastiche of vernacular architecture.
On the opposite side af Hanlith Mews are the rear elevations and backyards of victorian terraces, on Burnage Hall Raad.

During the development of our design we have been continually aware of and sensitive about the relationships between the praposal and the surrounding properties.

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3.0 Consultations

The project has emerged from a close relationship between the design team and the client and in depth study of the site.

The Client commissioned our orchitectural services with the intention of building a single dwelling in keeping with a modern vision of traditional and natural materials as well as sustainable values, but with the firm intention to be consiaerate of the site surroundings.

We have translated this into a material's polette of red cedar cladding aluminium window frames externally (with hardwood profile internally) and natural roof slate. A finol design emerged, which creates a beneficial and gentle 'dialogue' with the existing surroundings.

During the feasibility study, and continuing until submission of the Planning application for the proposed dwelling, consultations have been undertaken with the following individual bodies:

- Mr Carl Grennon, Manchester City Council Planning Department
- Mr Grahom MacCallum, Planning Consultant

Through extensive discussions we believe all relevant issues, constrains and design issues have been thoroughly explored to produce a final design, which best utilises the existing site to best advantage, and integrates the proposed development into its surrounding context.

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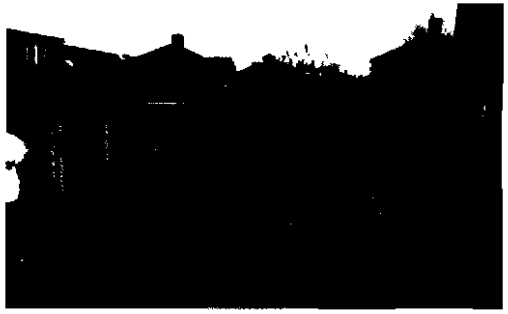

VIEW OF EXISTING SITE HAN ITH MEWS ACCESS



VIEW OF EXISTING SITE LOOKING FROM NORTH HAN ITH MEWS



VIEW OF REAR ELEVATIONS AND BACKYARDS OF VICTORIAN TERRACE ON BURNAGE HALL ROAD

4.0 Description of proposals

4.1 Design Objectives

From the start of the design process it was decided that the form, scale and massing of the proposed development must respond to and respect the geometry of the surrounding urban fabric. The overall design is intended to be of architectural merit which would enhance the surrounding area.

The proposal should offer a strong, yet not domimating, architectural presence and be of a high quality design which will make a positive contribution to the surrounaing area as well as assuring quality through time.

The intention is to provide a detached house, which will provide a suitable home for a young family in line with local and central government aspirations, i.e. to provide and build new affordable homes for first time buyers.

The building will express an effective response to environmental, locational and programmatic contexts.

The house will be of timber framed construction and timber cladding to aid environmental efficiency, so that it can have a positive impact on tackling carbon emissions.

By treating the external facades in timber cladding, the design aims to ease the dwelling into the local landscape so not to be obtrusive to the adjoining houses.
The landscape of this development is also designed to support and add benefits to the aspiration of creating a new urban addition of architectural merit.

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4.2 Design Proposals

The proposal is to provide residential accommodation aimed at young families and therefore suitable for existing families living in the area or for city centre residents who are looking to move into the suburbs.

The proposed dwelling will be designed particularly to suit a young family's living needs with accommodation over three storeys, a rear private garden and a landscaped front drive. The rear garden will be landscaped with shrubs and trees to maximise privacy.

The development will be a re-use of previously built land and will therefore be in line with the Government's PPS1 and PPS3 documents.

The proposed design aims to reduce the visual impact of the new build on the adjoining residential dwellings. The dwelling exhibits modern lines and with the use of traditional and natural materials will produce a high quality design, which will complement and add to the existing character of the surrounding urban area.

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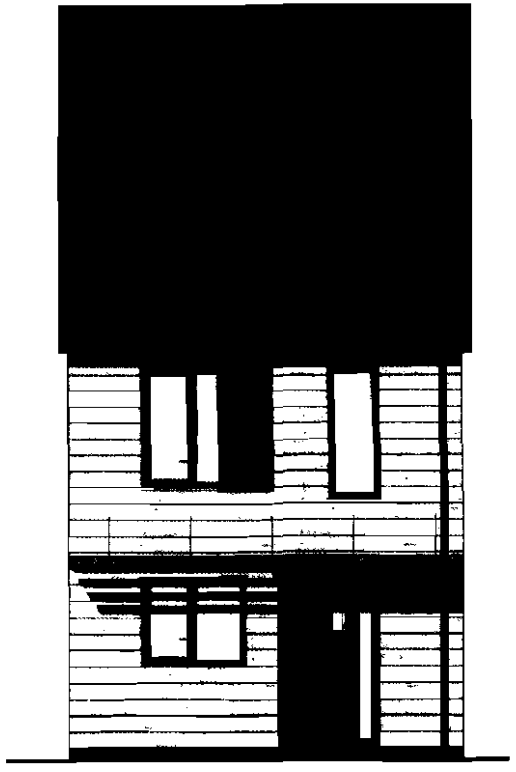

FRONT ELEVATION

4.3 Design principles and concepts

4.3.1 Plan Form

The footprint of the new building takes account of the constraints of the site and uses these to its advantage in creating a design with good vernacular proportions, both from an urbanism and topographical point of view.
The positioning of the building aims to respect the geometry of the site and the surrounding built fabric.

4.3.2 Form and Massing

The architectural intention of the building form and envelope is of a simple, clear and elegant nature.

The building facades respond to the site orientation to make the most of the south/north positioning to aid natural ventilation and solar gain.
The elevations respond to the internal programme and a lot of design attention has been given to the front elevation especially to provide a balanced addition to Henlith Mews street elevation. The dwelling elevation is articulated to complement the street elevation in a contemporary matter.

The Client and ourselves have been conscious of the balance needed to be achieved between the architecture treatment of the new dwelling and the existing houses.

We believe that a single dwelling designed in a contemporary manner but with the use of traditional and natural materials will enhance the existing urban fabric and contribute positively to the environmental aims set by the Government for reducing the energy needs of dwellings.

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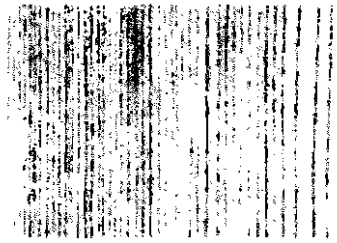
NATURAL SLATE WILL BE USED FOR THE ROOF



RED CEDAR HARDWOOD FOR CLADDING WITH TIME AND WEATHERING TURNS SILVERY GREY





EXAMPLE OF WINDOW FRAME EXTERNAL ALUMINIUM PROFILE WHILE HARDWOOD PROFILE INTERNALLY

4.3.3 Materials / colours / texture.

To ensure that the adopted modern design approach is successful the quality and detailing of the materials must be high.

Timber frame construction, good quality detailing, and careful choice of materials and textures will offer a high quality contemporary response, enhancing the local streetscape

The simplicity of the facade treatment is supported by the high quality of red cedar timber cladding, aluminium fenestration and the slate roof while projections of the windows and canopy add interest to the street elevation and relate to the traditional architectural elements of the adjoining dwellings.

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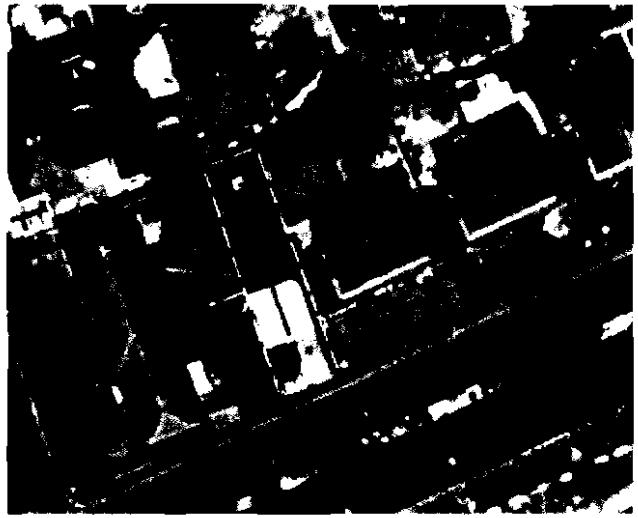

SATELLITE VIEW SHOWING SITE IN CONTEXT WITH ADJOINING PROPERTIES

4.4 Visual Impact Assessment

The proposed dwelling aims to sit comfortably within the existing urban fabric. It would provide a strong architectural addition to the area but without being overpowering. The tall and narrow aspect of the scheme draws inspiration from the neighbouring victorian terraces.

By articulating the facade with timber cladding, complemented by the soft landscaping, the dwelling is softened and does not take center-stage next to to the existing dwelling.

The scheme provides a balanced urban infill, developed on brown field land, which completes the elevation of Henlith Mews, which at present is disrupted by the presence of the existing derelict garages.



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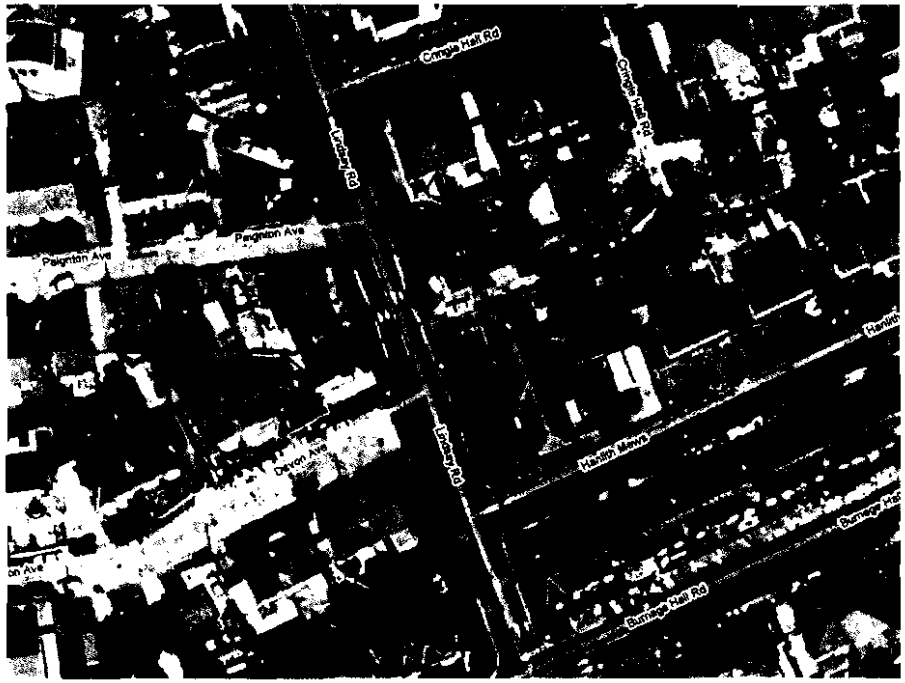


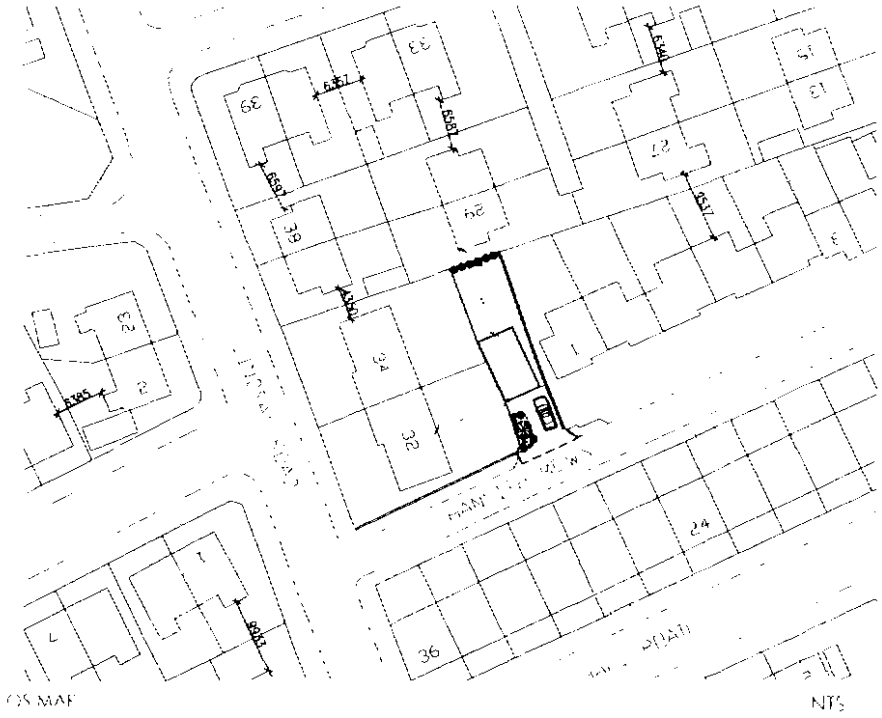
SATELLITE VIEW

4.4 Visual Impact Assessment (cont)

Between the rear elevation of the proposed dwelling and 29 Cringle Hall Road a 12.3m distance would be maintained.

Between the west elevation of the proposed dwelling and the rear elevation of 32 Lindsay Road a 9.8m distance would be maintained.

The OS map and satellite view show the above mentioned distances in relation to the distances between existing dwellings nearby which show an average of 6.3m between elevations (shown with red dimension lines on the OS map below).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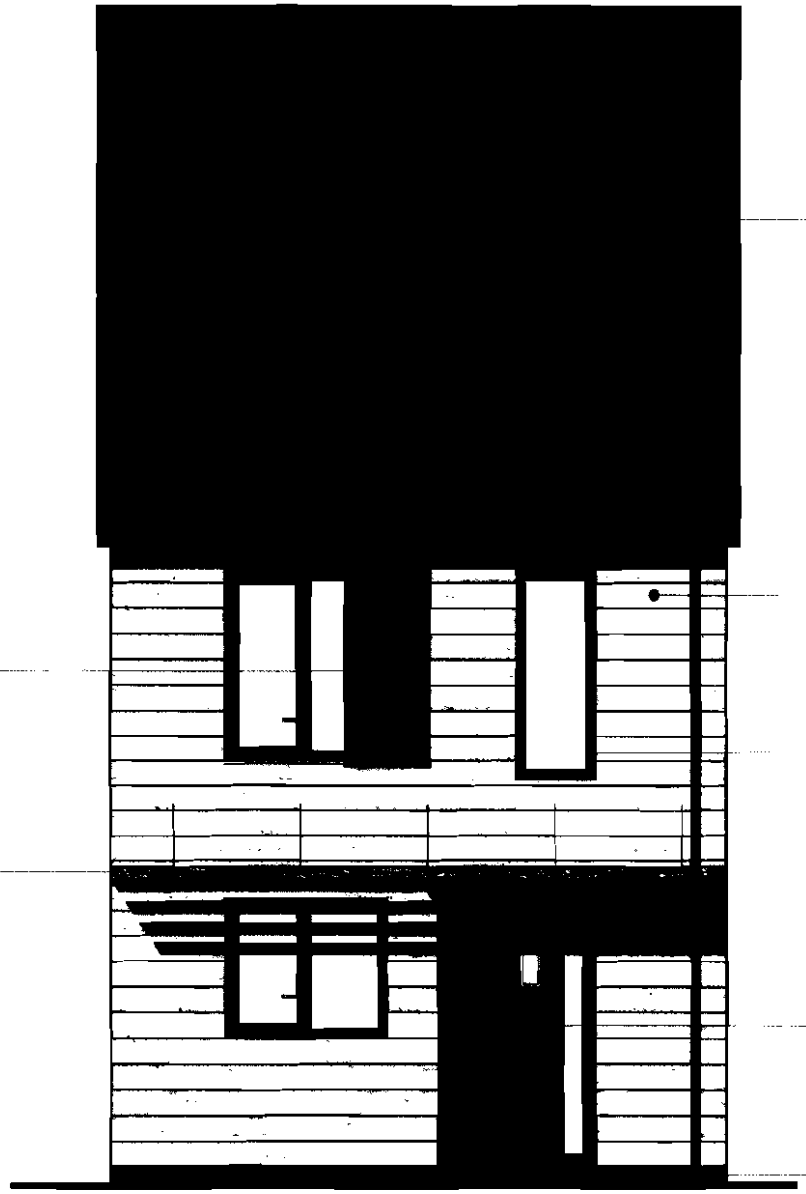
Proposed Front Elevation



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4.5 Case Studies

The following images shaw the cose studies intended to proviae a feel of what the design and materials palette aim to accomplish. Clear lines and natural materials palette will create elegant and engaging spaces and facades.



PRIVATE DWELLING, GRAZ, AUSTRIA



PRIVATE DWELLING, DEVON BY RICHARD PARTINGTON ARCHITECTS



PROTOTYPE OF LOW CARBON HOUSING BY [illegible] CONSORTIUM WITH SHEPHARD ROBSON ARCHITECTS

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4.6 Energy Statement

As set out by the Government's Planning Policy Statement No.1, we intend to minimise the impact that the proposed dwelling will have on the environment.

The design is for a timber framed building, highly insulated to exceed the recommended U-values of the UK Building Regulations so that the houses will retain heat in winter and keep cooler in summer.
Natural and recycled insulation materials will be specified in the construction method.

The buildings will include many energy saving features.

Timber used for external cladding, doors, windows and internal hard flooring will bear the Forest Stewordship Council certification.

Water saving features will be installed in all sanitary fittings to control flow and usage of water, cantributing to environmental savings as well as costs.

Rain water will also be recovered to be used in the garden. This will reduce the demond, during the summer months, on water mains and national reservairs, reducing also run offs.

The proposed dwelling will meet the required level 3 of the Code for Suistainable Homes.

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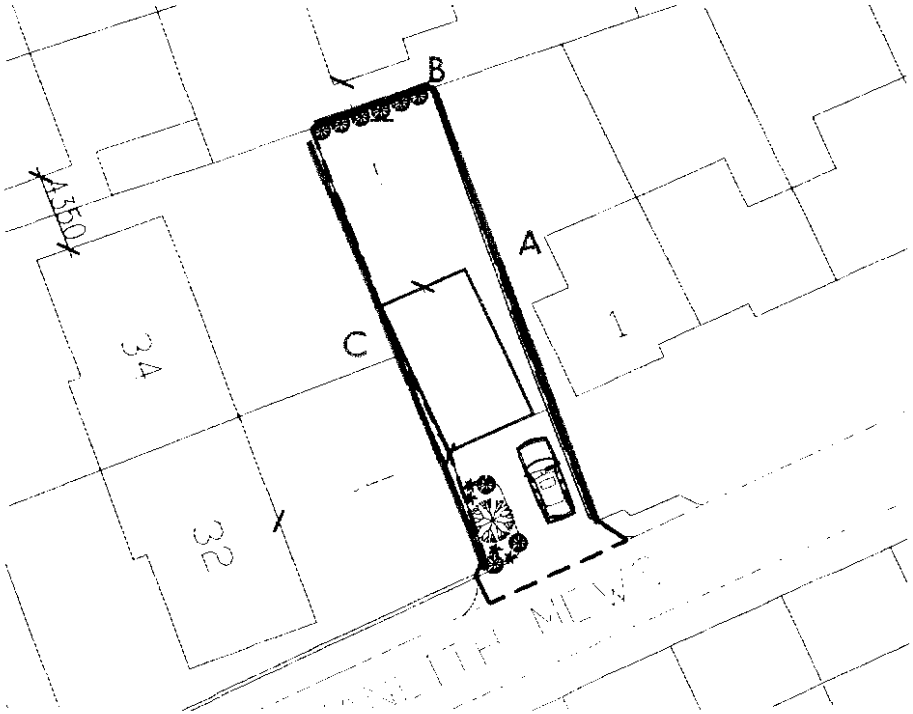
4.7 Soft and Hard Landscaping

At the front of the townhouses, hard landscaping will be designed to provide vehicular (and pedestrian) access to the front of the house while a soft landscaping at the front boundary will provide softness to the view of the new development and improve privacy.

At the rear of the dwelling, the garden will be partially landscaped to provide private open space and a blank canvas for the future owners to put their own stamp on the property.

Hard surfacing of paths, patios parking areas will be designed and chosen to provide smooth and level acces for wheelchair users.



Boundary at A and B is existing and both will be kept and maintained. Boundary C will be new and will defined with a new brick wall he same existing height as the existing ones.

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5.0 Access Statement

5.1 Access

The proposed house will have level access throughout the ground floor. A toilet suitable for disabled people will be located on the ground floor There will be level access into the house.

5.2 Vehicular access and car parking

The site is within walking distance to the A34 where there is a frequent public transport service.

Vehicular access into the curtilage of the dwelling will have adequate visibility splays for safety reasons. See drawing AL(9)01.

At the front of the dwelling, a paved driveway will provide one car parking space.

Emergency vehicles will have straight forward access to the property.

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6.0 National Policies

6.1 Planning Policy Statement 1 - Sustainable Developments

PPS1 sets out the Government's commitment to encouroge sustainaole communities to aevelop and flourish by promoting sustoinable strategies or urban re-development of brown-field sites: os well os promoting developments, which are linked with the commJnity infrastructure or retail work, health, education and leisure so to minimise the need for long car journeys.

PPS1 encourages locol authorities to:

- re-use ond develop brownfield sites·
- embrace urban regeneration, so to create a gaaa sense of place ana sense of belonging by the community;
- encourage urban development strategies which incorporate gooa building design with sustainable forms of transpart: i.e. buses, troin, cycling and walking;
- encourage efficient density of land development;
- create long-lasting and usable spaces by all regardless of gender, sex, religion and age;
- think strategically to reduce the use of natural resources and support the use of renewable saurce.

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6.2 Planning Policy Statement 3 - Housing (Planning Policy and Guidance 3)

PPS3 published in November 2006 now replaces PPG3 and it complements the PPS1.

PPS3 "...reflects the Government's commitment to improving affordability and supply of housing in all communities..." *(extract from PPS3 Introduction, Point 3)*

PPS3 objectives include:

- The provision of high quality housing that is well-designed and built to a high standard.
- Housing developments in suitable locations, which offer a good range of community facilities and with good access to jobs, key services and infrastructure.
- A flexible, responsive supply of land - managed in a way that makes efficient and effective use of land, where appropriate.
  (extract from PPS3, Introduction, Point 10)

6.3 PPG13 - Transport

PPG13 picks up on the objectives stated in PPS3 (former PPG3) in which the design of well integrated housing development with sustainable transport system can "...reduce the length of journeys and make it safer and easier for people to access jobs, shopping, leisure facilities and services by public transport, walking and cycling..." *(extract from PPG13 Section 1 "Introduction and Summary" Point 3)*

PPG13 supports the objective to promote additional housing in existing towns and cities to aid the reduction of car usage.

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7.0 Appendix A

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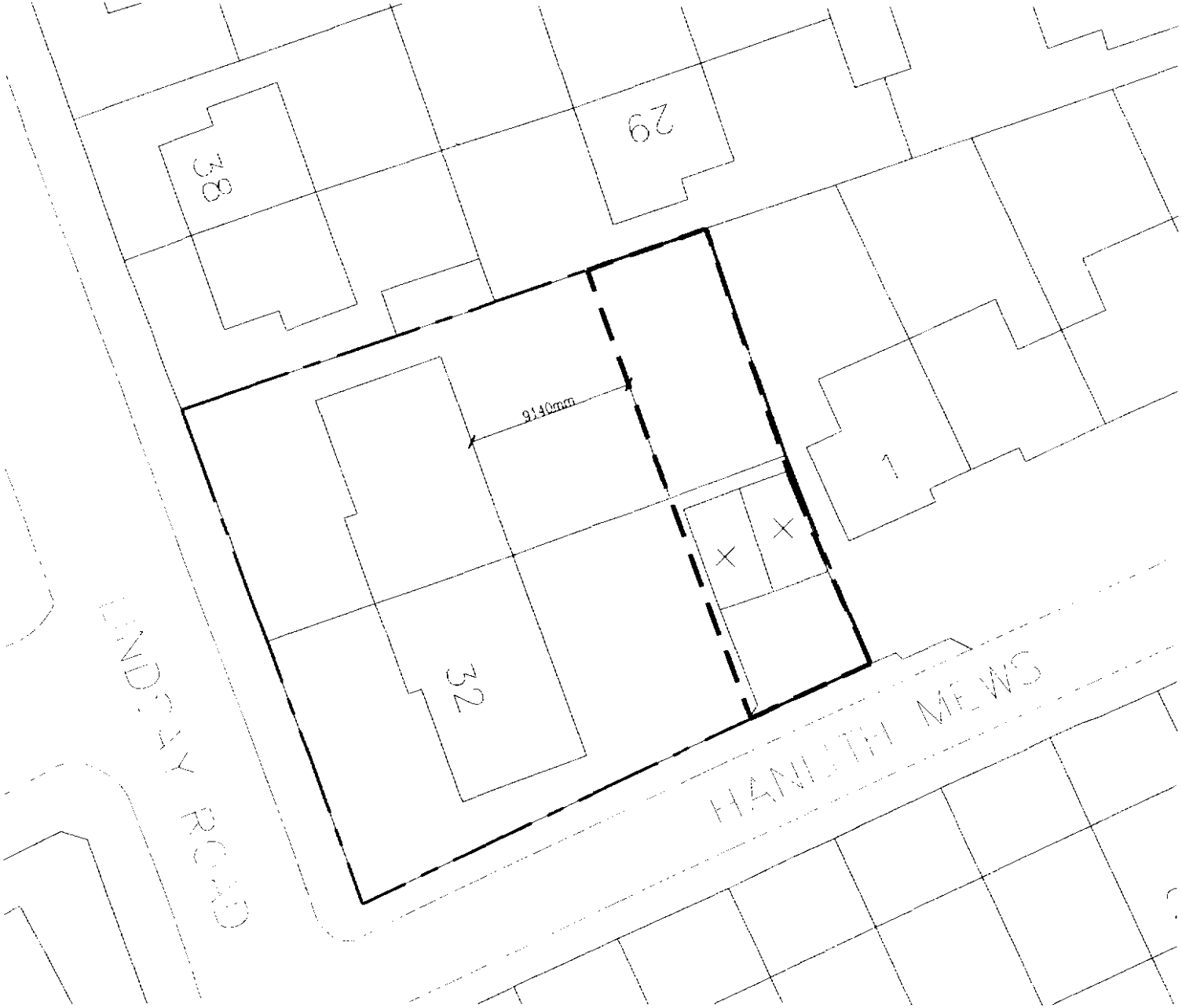

N

CAPRA ARCHITECTS

Mr C. Strewbridge

New Detached Dwelling
on land at rear of 32 & 34 Lindsay Road

Block Plan

2374

1:200 @A3

AL(9)ES01

PLANNING

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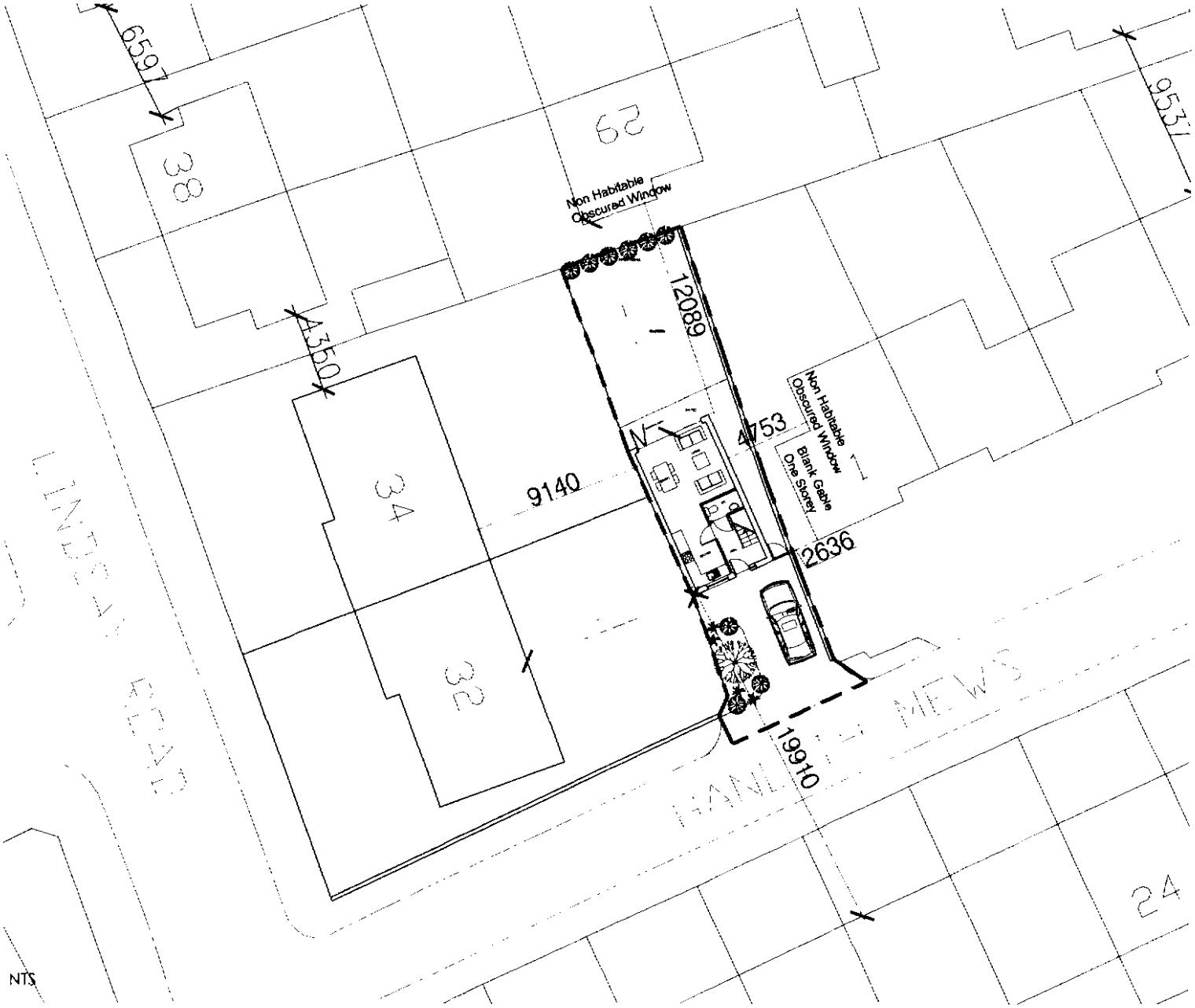

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CAPRA ARCHITECTS

Mr C. Strawbridge

New Detached Dwelling
on land at rear of 32 & 34 Lindsay Road

Proposed Site Plan

2374 | 1:200 @A3

AL(9)01 | PLANNING

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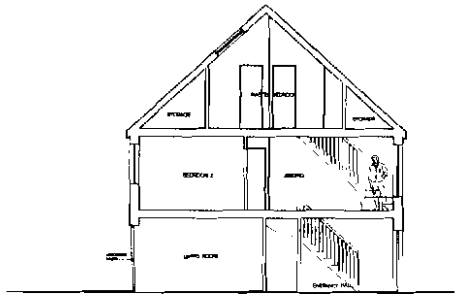
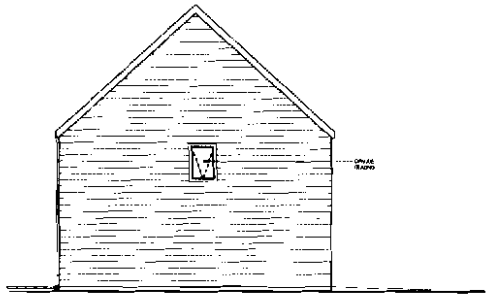
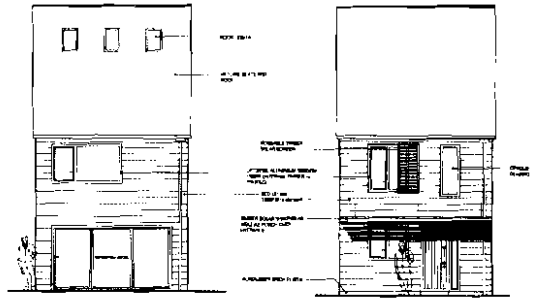


Section AA

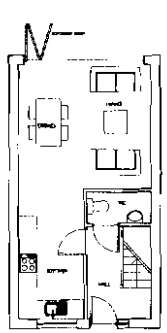


Side (west) Elevation

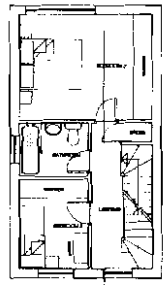


Rear Elevation

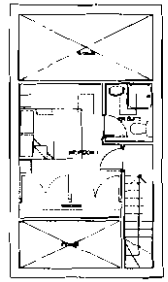
Front Elevation



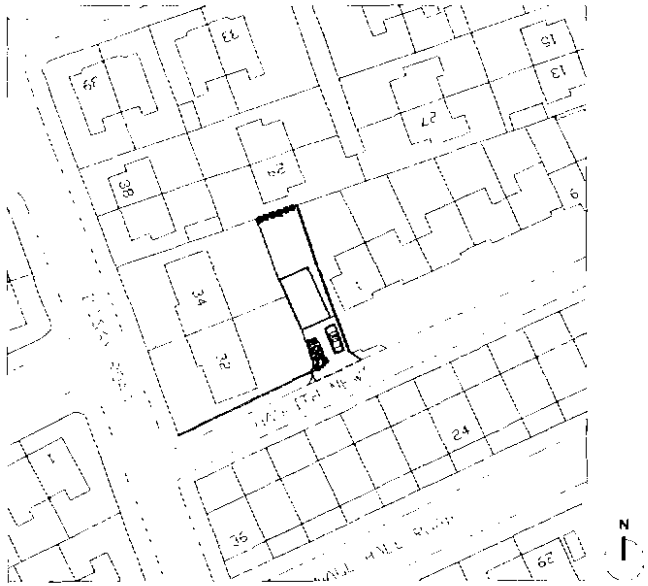
Ground Floor Plan



First Floor Plan



Second Floor Plan

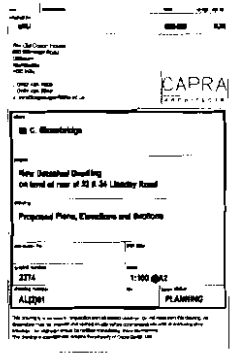


Location Plan_1:500 scale

NTS



Montage of Street Elevation_Henlith Mews



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