Plan:8 Town Planning Ltd
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Design and Access Statement

South Manchester Cricket Club (SWMCC) Ellesmere Road, Chorlton, M21 0SG

Rationalisation of Pitch Space and Development off Brantingham Road

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1.0 Introduction

1.1 This 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. The proposed residential use is compatible with the local area and also the planning policy framework for the area, as evidenced within the accompanying planning statement. The enhancements for playing facilities at the club outweigh the loss of a comparatively small area of ancillary sports land. The proposed houses and landscaping are designed to fit in with the character and policy framework for the area.

Location of Proposed Development

1.3 The site is the Brantingham Road frontage of South West Manchester Cricket Club. The site is within the Chorlton policy area, but is not within a conservation area or other special policy area. A site location plan can be found within the attached planning application. Photographs of the site are also appended within 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 fourteen houses arranged as seven pairs of semi-detached dwellings. The application also includes works to the cricket pitch and landscaping to Brantingham Road.

1.6 Date of Preparation: This statement has been prepared in March 2008 following presentation of the scheme to the local stakeholders including residents, Councillors and pre-application discussions with planning officers at Manchester City Council.

1.7 Amendments: No Amendments have been submitted to date.

1.8 Applicant: South West Manchester Cricket Club.

1.9 Agent: DPW Design

2.0 Design Appraisal & Principles

Context of the Site

Existing

2.1 The housing site fronts onto the southern side of Brantingham Road, with the cricket club and ground sitting to the south. As explained within the submitted planning statement the proposed housing land sits on ancillary sports land which in policy terms can be utilised for housing subject to sporting benefits resulting for the club. The existing frontage to Brantingham Road incorporates a six foot high concrete panel fence that does not make a positive contribution to the streetscene. This site frontage is open to long oblique views along Brantingham Road.

2.2 Across Brantingham Road from the proposed housing are two storey semi-detached properties. These houses have driveways to the side with garages behind the houses. A similar inter war layout is found on St Werburgh's Road to the east of the Cricket club. To the south of the cricket club on Ellesmere Road and to the west along Egerton Road North are larger three storey Victorian terraced and semi-detached properties.

2.3 On surrounding streets there are more three and two storey housing in both semi-detached and terraced housing. Further to the east along Brantingham Road is a development of three storey terraced town houses with integral parking.

2.4 The existing concrete panel fence along Brantingham Road does not enhance the streetscene. The wide footpath in front of the site along Brantingham Road could accommodate street trees that could improve the visual character of the area.

2.5 The predominant ridge line of properties on Brantingham Road runs parallel to the street. In addition many properties fronting Brantingham Road include a form of bay with pediment detail above.

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

- early 20th century two and three storey properties built together in tight terrace blocks and semi detached properties set behind the pavement by around two to four metres,
- later inter war and post war two storey properties
- constructed in brick with tile roofs
- ridgelines parallel to the street

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- bays with pediments prevailing along Brantingham Road

Proposed Development

2.9 The starting point for the design of the buildings was the assessment of the site and its surrounding context. Earlier schemes involving apartment buildings and terraces of three storey modernist designed properties have been discounted due to comments of the planning officers of Manchester City Council.

2.10 In order to produce high quality buildings that sit well within the surrounding context it was felt appropriate to position new build houses in line with the forward building line allowing defensible space fronting Brantingham Road. In addition the reinforcement of two storeys, albeit utilising the roofspace, with bays and pediments was considered the most appropriate development.

2.11 The width of the site allows replication of similar sized plots as the pairs of semis elsewhere on Brantingham Road and on surrounding streets, including directly opposite the site. Gaps between the semis and groups of terrace properties provide an exemplar for this application.

2.12 The gap between the pairs of semis allows parking to be undertaken from the side, thereby removing the parking from the streetscene. The proposed fourteen units give a site density of fifty one dwellings per hectare. Such a density is wholly appropriate at this accessible urban location.

2.13 The separation distances from the proposed houses to windows of habitable rooms across Brantingham Road are 28 metres. No loss of privacy or loss of daylight will ensue to occupiers of nearby properties.

2.14 The layout allows parking to be overlooked within the development without causing nuisance to neighbouring occupiers. Defensible space is proposed and boundary treatments allow a clear definition of public & private land.

2.15 To the front of the properties means of enclosure is proposed of 1.1m high dwarf wall with railings which allows visual permeability but retains a barrier to prevent miscreant activity.

2.16 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. GM Police architectural liaison are providing a Crime Impact Statement for the

development; pre-application discussion with the Police has shown they are supportive of the layout.

2.17 Private amenity space is proposed within the site, both to the front and rear of the properties.

2.18 The height and form of the buildings take their precedence from the surrounding properties. Most properties are two or three storeys with bays and ridge lines parallel to the street. Whilst not replicating exactly the surrounding properties the design incorporates these themes and as a consequence will reinforce the street scene.

2.19 The layout and design protects the amenity of surrounding occupiers of nearby residences in terms of privacy and daylight. Amenities of future occupiers of the scheme are also protected, the scheme is designed to avoid 'stacking'. Outside amenity space for sitting out and drying clothes is provided as each house has outside garden space. Off road parking and driveways are provided for each unit, with access to each space being overlooked.

2.20 Recycling facilities will also be provided for the houses, accessed from within the development. The waste management strategy and submitted plans show there will be recycling facilities within the houses and that provision for external storage will be provided.

2.21 The development is designed with energy efficiency in mind as the submitted Code for Sustainable Homes information explains. Furthermore, the living space having glazing overlooking the southerly aspect will reduce reliance on energy through lighting.

2.22 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.

2.23 The proposed street trees within Brantingham Road will further enhance the streetscape.

Design Issues Conclusion

2.24 As identified above the scheme complies with the Council's design related policies;

- CB1 General Policy
- H2.2 Housing

- H2.7 Housing

2.25 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.

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 can accommodate disabled access.

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 Chorlton the site is close to the comprehensive local shopping area facilities to the east of the site. Also close to the site are playing fields as well as numerous employment sites.

Cycling

3.4 Provision for cycle parking on site will allow residents access to the array of 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 from stops. 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
16	Altrincham - Sale - Chorlton - Manchester
22	Bolton - Swinton - Eccles - Chorlton - Stockport
23	Trafford Centre - Urmston - Didsbury - Stockport
46	Manchester - Rusholme - Chorlton Circular

47	Manchester - Chorlton - Withington Circular
84	Manchester - Withington Hospital
85	Withington Hospital - Chorlton - Manchester
86	Manchester - Chorlton
168	Chorlton - Belle Vue - Droylsden - Ashton
16A	Manchester - Chorlton - Stretford - Altrincham
23A	Trafford Cent - Chorlton - Didsbury - Stockport
270	Trafford Park - Chorlton - Southern Cemetery
276	Trafford General - Wythenshawe Hospital

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

Train

3.7 In addition to the choice of destinations offered by the excellent bus links, the existing Metrolink and proposed Metrolink extension offer high frequency routes to Manchester and Altrincham at present and the airport in the future.

Car / Parking

3.8 The proposed fourteen units will benefit from off street car parking. 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 and glass for the fourteen residential units. Each occupier will be responsible for the removal of their own recycling and waste into the relevant bin.

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. Appropriate car and cycle parking is provided on site which meets the defined maximum car parking and minimum cycle parking standards.

4.0 Conclusion

4.1 This report sets out the design rationale behind the layout, design, access issues and planning policy framework for the scheme.

4.2 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. The mass and layout of the semi-detached properties fronting Brantingham Road would strengthen the streetscape.

4.3 There is no adopted planning policy to restrict housing figures at this location. 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.

4.4 The proposed scheme maintains a residential scale and design consistent with the surroundings. The proposal includes disabled access to the residential units. There are no detrimental amenity impacts upon the proposed houses or apartments or any neighbouring property.

4.5 The proposal has been designed with the appearance of the area in mind. We consider that the proposal is in accordance with policies H1.2, H2.2, H2.7, DC1.7, and also the SPD Guide to Development in Manchester.