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town planning



Design and Access Statement

Land off Bamford Street, Clayton
Loxley Homes

October 2013

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Introduction



1 Introduction

1.1 This Design and Access Statement accompanies a renewal of planning permission for 14 houses on land off Bamford Street in Clayton, Manchester, submitted on behalf of Loxley Homes.

1.2 It will explain how design principles and concepts have been applied to the development, in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2013 which came into force on 25th June 2013.

1.3 Demonstration of the steps taken to appraise the context of the development will illustrate how the final design was achieved.

1.4 The document then explains how policies and consultation responses relating to access have been taken into account, and how identified issues regarding access are to be addressed.

1.5 This Statement should be read in conjunction with the Planning Statement which has influenced the analysis and the resultant proposals

1.6 The following plans are submitted as part of the application:

- Site Plan (Ref: Bamford/SK09)
- Location Plan (Ref: Bam/LOC/01)
- 2 Bed 4 Person Plans and Elevations (Ref: Bamford/2B4P/01)
- LHC 3 Bed 5 Person (ref: Bamford/3B5P/01)
- Boundary Treatment (ref: Bamford/Bound)

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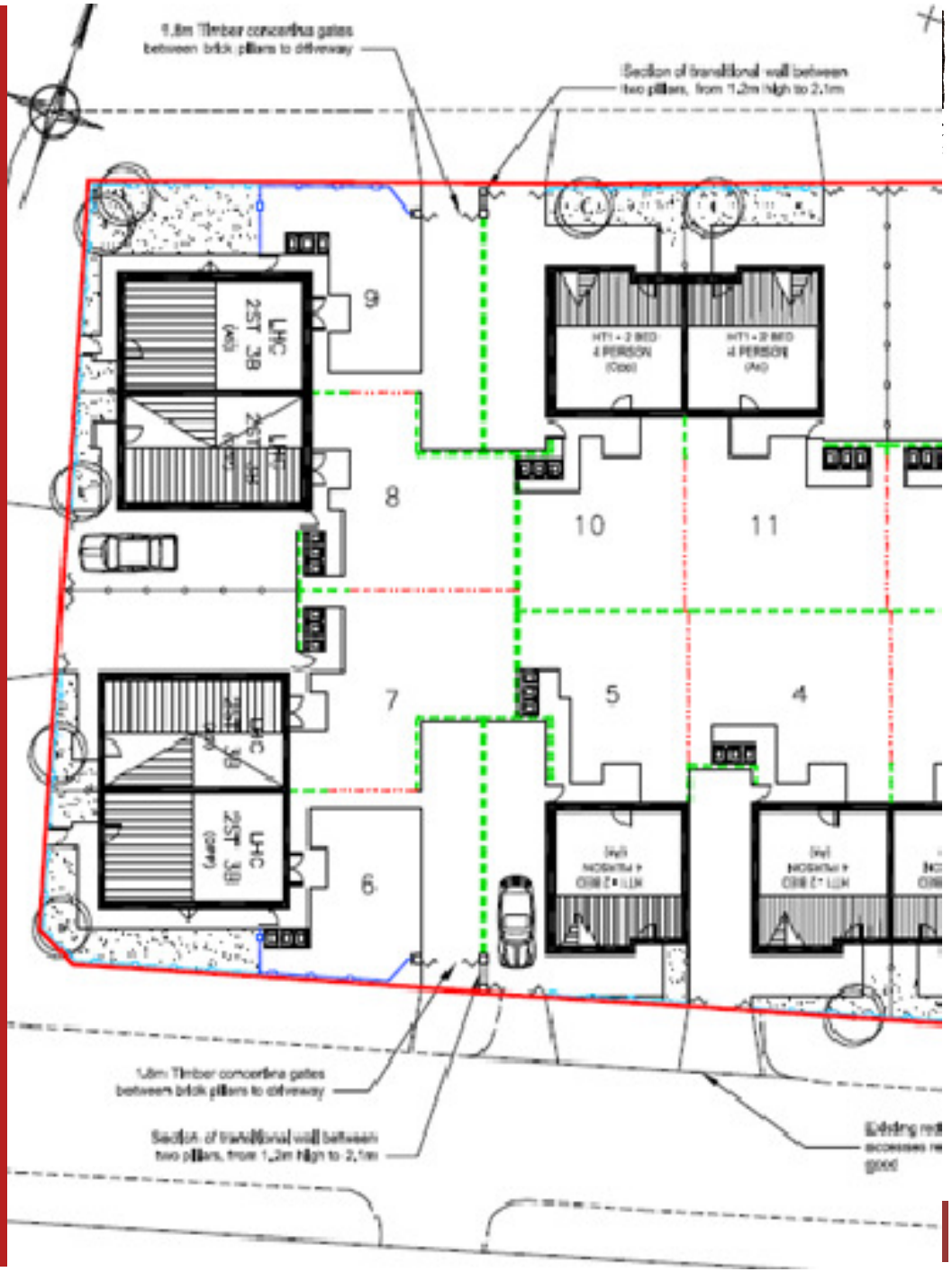
Design Principles and Concepts



2 Design Principles and Concepts

Physical Design

2.1 The site is located on land off Bamford Street in the Clayton area of East Manchester.

2.2 The 0.26 ha site has been used for the operation of a self-storage business.

2.3 The land is made up of hard-standing and the site contains a number of metal storage containers. It is bounded by large brick built walls, which has an imposing effect on the visual amenity of surrounding properties to the north and east of the site.

2.4 The residential area to the north of the site consists of rows of traditional back of pavement terracing along Bank Street, Midlothian Street, Heather Street and Ben Street.

2.5 This area has become characterised by housing market failure and many of the terraced dwellings have become vacant and vandalised. To the east of the site are post-war 60's and 70's semi-detached and mews properties; the properties of this area are generally better maintained.

2.6 To the west of the site is an industrial site which is currently occupied by Eastlands Compounding.

2.7 The proposed scheme embodies the input of Planning Officers during the original pre-application stage. As there are a variety of dwelling types and styles in the area the applicant will provide good quality housing which will be compatible with the scale and design these without being based on a specific existing style.

2.8 The properties will be built from red brick, have UPVC windows and doors and have artifical roof tiles. All materials used in the construction of the scheme will be verified by the Council ahead of development.

2.9 Below are examples of local roof materials and colours:



2.10 Existing dwellings on surrounding streets include light yellow and dark red brick types:



2.11 Similar materials to the above will be used for the dwellings, to ensure integration and consistency with surrounding properties.

2.12 The proposal is for 14 two storey dwellings as follows:

- **10 x 2-bed (4 persons)**
- **4 x 3-bed (5 persons)**

2.13 The following details have been included in the submitted scheme to reflect the comments made by the Council in pre-application discussions.

- Facing brick;
- Roof tile;
- Boundary treatment;
- Side elevation and 'feature wall';
- Feature window to rear;
- Boundary treatment, incorporating dwarf wall with railings;
- More robust canopies/porches;
- Driveways on side properties at plots 6 and 9 to be gated in accordance with SBD;
- Larger habitable room windows on the side elevations.

2.14 The site layout has been determined by the existing road network surrounding the site. Dwellings will face on to the street on the north, east and south of the site.

2.15 On the John Heywood Street frontage it has been possible to accommodate five dwellings, which consist of 2 two bedroom semi-detached dwellings and 1 two bedroom detached dwelling. These dwellings back onto the proposed properties that will front Bamford Street to the south of the site, which mirrors the northern elevation.

2.16 The western frontage also adjoins the highway, with direct in-curtilage access on to Bank Street. There are four properties on this frontage, consisting of 2 three bedroom, semi-detached dwellings.

2.17 The layout achieved offers an adequate level of natural surveillance in the area without impacting on surrounding residents' visual amenity.

2.18 The proposals are two storeys which is no higher than surrounding buildings and properties in the area. The dwellings mirror the existing scale of properties surrounding the development site.

2.19 All dwellings will have front and back gardens, as with the majority of dwellings to the east of the site. Discussions with the Planning Officer

at Manchester City Council established that the creation of incidental space should be avoided and that boundaries should be formed to foster a sense of ownership for residents.

Social Context

2.20 Clayton has suffered from housing market failure to the north and many residents have moved away, leaving a number of houses abandoned and vandalised. The area around Ashton New Road has been part of the ongoing regeneration of East Manchester which has attracted retail and leisure schemes to the vicinity.

2.21 Further residential development within the neighbourhoods surrounding these local landmarks and amenities is necessary to raise aspirations and living standards for local residents.

2.22 The redevelopment of the site will contribute to the supply of private rented housing in Clayton as supported by New East Manchester and the proposed housing is designed to attract families and young professionals back into the area. The current user is not a significant employment generator and can be located on a more suitable site.

Design Policy

2.23 The site is unallocated within the Manchester Core Strategy.

2.24 The national and local policies relevant to the proposal are considered in more depth in the accompanying Planning Statement.

2.25 With particular reference to design and access, the proposals adhere to the following policies and supplementary guidance:

- **National Planning Policy Framework (2012)**
- **Manchester UDP (Saved Policies; 2012)**
  - Policy DC7.1: New Housing Development
  - Policy DC26: Development and Noise
- **Manchester Core Strategy (adopted 2012)**
  - Policy H4: East Manchester
  - Policy EN1: Design Principles and Strategic Character Areas
- **Guide to Development in Manchester SPD (2007)**

Involvement

2.26 Constructive dialogue was maintained with the Council during the original application.

2.27 In a meeting with Planning Officers from Manchester City Council on 17th June 2010 we discussed the amended layout for the scheme (SK02) and issues regarding design. These included:

- More light into habitable windows i.e. not small windows in the eves;
- Feature window to rear
- More active side elevation with possible corner feature
- Change in use of materials rather than decorative feature
- Railings acceptable boundary treatment, if only used with a plinth of low wall
- More robust canopies/porches
- Driveways on side properties at plots 6 and 9 to be gated in accordance with SBD.

2.28 As a result of the meeting, the previous applicant submitted a revised set of plans (SK03) to the Council which incorporated some of the suggested amendments including changes to;

- Rear windows
- Larger habitable room windows on the side elevations

2.29 The fourth revision submitted to the Council (SK04) did not appear to have raised any significant issue with the Case Officer and it was confirmed that once again, a larger window on the side elevation would be preferred.

2.30 The applicant advised the Case Officer that they would consider the points raised when preparing the plans for the final submission.

2.31 The Council recommended consultation with New East Manchester, and in discussions between Eastlands Housing Association and NEM, private rented family housing was the preferred type of accommodation and tenure.

2.32 Advice was sought from Greater Manchester Police by the design team as part of the ongoing consultation process.

2.33 As part of the community consultation process, a Neighbourhood Consultation document was sent to properties in the surrounding area.

Evaluation

2.34 The submitted scheme has taken into account the context of the site and is within an appropriate location for residential development. The design which resulted takes into account the constraints and opportunities present.

2.35 The amendments have taken into account the Planning Officer's concerns regarding spacing, fenestration, layout and design and fomulated a scheme that accords with Development Control criteria and has undergone rigorous pre-aaplication scrutiny.

2.36 The proposals conform to all relevant policies of the UDP, Core Strategy and Supplementary Polanning documents. They are appropriate and acceptable to the particular local context and siting, with regard to amenity, scale, design and materials.

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Access



3 Access

Policy

3.1 With particular reference to access, attention has been paid to the following policies:

- **National Planning Policy Framework (2012)**
  - **Paragraph 61** states that planning decisions should address *"…the connections between people and places and the integration of new development into the natural, built and historic environment."*
  - Defines **'Inclusive design'** as *"designing the built environment, including buildings and their surrounding spaces, to ensure that they can be accessed and used by everyone."*
- **Manchester Core Strategy (2012)**
  - **Policy T1** : Sustainable Transport
  - **Policy T2**: Accessible areas of Opprtunity and Need

Context

3.2 The site is well connected to the surrounding highway network and is located off Ashton New Road (A662) in East Manchester. This connects Droylsden in the East of Manchester to the City Centre to the west of the site.

3.3 Access from the site itself will be located off Bamford Street, Bank Street and John Heywood Steet. The 217 and 218 service from Stalybridge to Manchester City Centre stops approximately 250m to the north of the site. This service runs approximately twice an hour at peak times and once an hour off peak, evenings, weekends and Bank Holidays. The 231 route also passes nearby the site on Ashton New Road with regular journeys to the city centre and Ashton-under-Lyne.

3.4 The East Manchester Metrolink has recently opened, with the Velopark Station being only 500m from the site.

3.5 The properties will comply with Design for Access 2. Plots 6 -9 are to be built to Lifetime Homes standards and the remainder will be to Housing Quality Indicator standards. The effect of these will be to ensure a high standard of inclusive accessiblity. Pedestrian access to the individual properties will be achieved via walkways and drives off the pavement surrounding the site. The specifications will allow for inclusive access into each individual property from the public highway.

4.0

Conclusion



4 Conclusion

4.1 This statement covers the design principles that have been applied to the proposed development and how issues relating to access have been resolved. The analysis has also been used to arrive at a final submission and it is clear that the proposals have evolved through consultation, policy and contextual considerations.

4.2 The resultant scheme will provide 14 dwellings to cater for the local need which is demonstrated in the Planning Statement.

4.3 The scheme takes account of comments received from the Council along with consultees prior to the original submission and respects the character of the site and its surroundings, while being one which is viable to implement and so will secure delivery.

4.4 The design, materials and layout of the scheme are sympathetic to the surrounding area.

4.5 The provision of housing would serve the wider community through making more efficient and neighbourly use of an under-utilised site with an undesirable existing use. Furthermore, the proposed private rented scheme will meet an identified need for a diversity of tenure in accordance with regeneration objectives.

4.6 Convenient and safe access arrangements have been incorporated into the final design for both road users and pedestrians.

4.7 We would summarise that there is an overwhelming case for planning permission to be granted, to support Clayton as a vibrant and sustainable community and to meet an identified housing need for local people.