Groundwork MSSTT

Design Access Statement

Project no. 1906/10

Southway Housing Trust

Ferndene Gardens

Parking Improvements

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Introduction and Background to the Proposed Application

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

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

- USE
- AMOUNT
- LAYOUT
- SCALE
- LANDSCAPING
- APPEARANCE
- ACCESS

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

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.

Whilst Ferndene Gardens is not a cul-de-sac, it is located in a cul-de-sac and shares the problems with regard to parking in cul-de-sacs. These problems are believed to be being exasperated by the Christies Hospital extension.

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Objective
To address these issues it was concluded that the objectives of the project should be to surface part of the gardens associated with Ferndene Gardens to formalize parking for the residents of Ferndene Gardens and thus provide more parking on the already congested Ferndene Road. At the same time the project seeks to enhance the general appearance of finishes and boundary treatments.

Consultation
In the preparation of the application, a number of pre-application discussions have been held with the MCC Planning and Highways. A consultation process is on-going 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.

Appraisal of the Site and its Context
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."*

The site and the context of the sites have been appraised briefly. In simple terms the site consists of, six flats three with deck access. Probably built during the 1970s and set within a communal garden mainly laid to grass. They are set back from Ferndene Road. There are existing concrete flag paths and a drive which can fit two cars but is not appropriate for shared use between flats as the parking is linear. There is a timber knee rail to the road frontage.

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USE
The layout for the proposal has been carefully considered to provide useable parking provision where space allows.

AMOUNT
The proposal has a land take of 550sq.m in total

LAYOUT
The proposals detailed in this application follow of a wider scheme of environmental improvements that have been undertaken by SHT. These have improved the local environment in a co-ordinated fashion.

SCALE
The size and layout of the car parking spaces seeks to provide the minimum standard recommended in the Manchester Streetscape Manual and/or new AJ Metric Handbook.

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

LANDSCAPING
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.

The surface materials have been chosen to be robust and SUDS compatible in this proposal the surfacing is to be porous asphalt concrete over 'Cellweb Tree Root Protection as recommended in the Arboricultural Method Statement.

The planting will use plants from the palette of plants used on earlier cul-de-sac schemes

Drawings submitted for approval include:

1906 1010 Ferndene Planning Application Boundary
1906 1011 Existing Site
1906 1012 Outline Design
1906 1013 Tree Protection
1906 1014 Section Details
1906 1015 Name Wall Detail

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APPEARANCE

The proposals within this application seek to enhance the sense of place directly in their local vicinity, and through their inclusion in a wider improvements project. They also seek 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.

ACCESS

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

 Design for Access 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.

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

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

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