

Design & Access Statement
Land off Essex Avenue, Didsbury
Manchester
OCT 2024

B2ARCHITECTURE

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Aerial Image of Site

Introduction

The Proposed scheme is for the erection of a single new dwelling land off Essex Avenue, Didsbury which was previously the extended rear garden to No.21 Cranmer Road. The application is for a detached house.

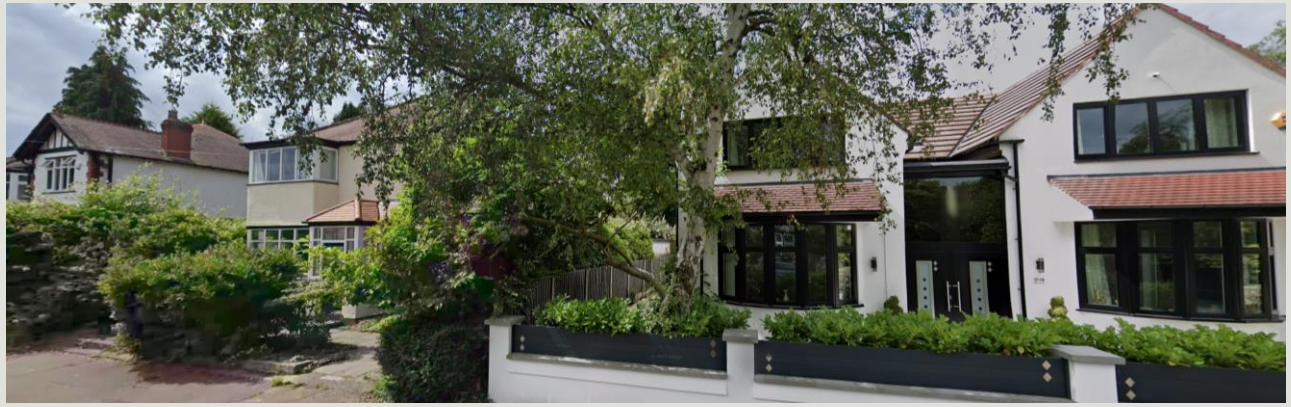
The site is on the east side of Essex Avenue, Didsbury and the site is located in a residential and development area and sits next to other semi-detached and detached properties. Most of the properties have had recent extension or refurbishment works done on them. There are houses to the north of the site on Brooklawn Drive which are mostly detached houses.

A Pre-Application was submitted to Manchester City Council in 2023 and the response was that in principle 1 proposed dwelling subject to detail '*should be fine*'.

The Existing Site



Existing Street Scenes



The site area is 490 sq metres as currently is a private garden for a semi-detached house which is access off Cranmer Road to the south west. The site is mostly grassed area with some domestic garden trees and plants. The other dwellings on the Essex Avenue are mostly two storey Semi-detached or detached dwellings with modest land around each dwelling.

The existing dwellings in the area are mostly red brick or white render houses with a clay tile roof. Some have white render to the first floor and brick below, some have timber boarding in a black & white effect whilst some have bays with tile hanging on as features.

The site is currently vacant as it was an extended rear garden to No21 Cranmer Road which is a white render semi-detached house with a clay tiled roof like the rest of Cranmer Road.

The Existing Site







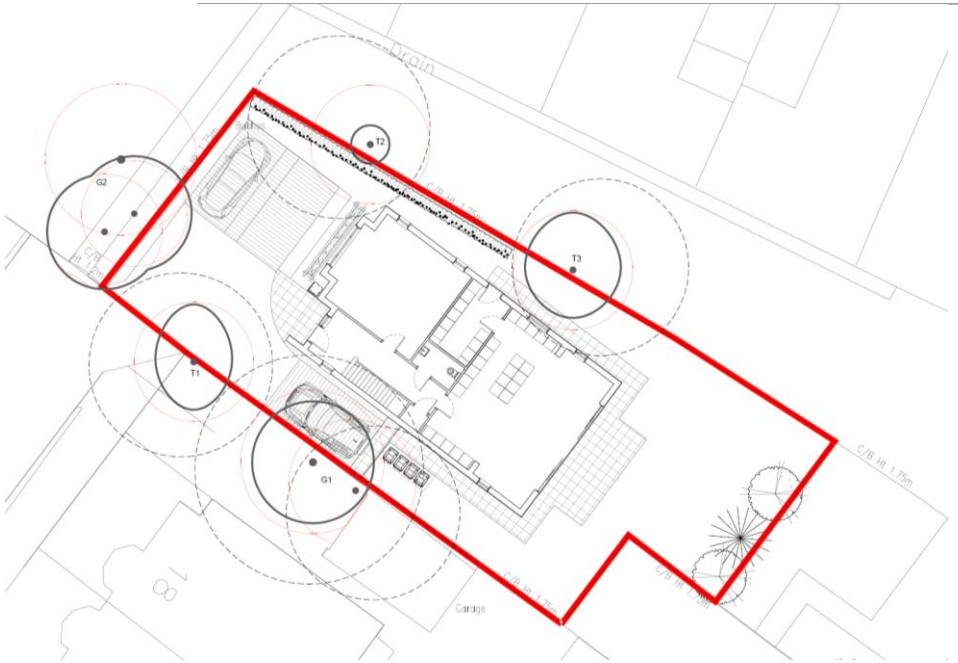
Essex Avenue & Fog Lane Park
OS MAP 1908

The maps prior to and up to 1908 illustrate that Essex Avenue was an empty street but the houses on Fairfax Avenue to the north west and Brooklawn Drive to the north were being constructed.

The majority of houses on Essex Avenue seem to be of 1920's design, post First World War design but there are several different styles and designs that occupy the street due to its evolution of a residential street in this area of Didsbury. This is the time Fog Lane Park was purchased in 1926 to the north east of the site and became one of the first city's public parks.

The area's characteristics are of a residential surburb with well established houses in plots with a formal road frontage, medium sized front gardens with space to either side so the street scene isn't looking over developed. The dwellings normally have private amenity to the rear and the landscaping has become well established over the last 100 years so softens the built environment.

The Proposed Scheme



Site layout (Not to scale)

The street contains a number of Detached houses of various ages but most look like the original 1920's houses but have been extended and altered. We have designed a scheme for 1 new dwelling, a detached house for the applicant. The dwelling is two storey with a bedroom and ensuite in the attic space and a dormer to the rear with views for this bedroom. The majority of new houses use the roof space as accommodation rather than leave empty and a lot of the existing houses now have attic conversions with rooflights or/and dormers.

The Rear Garden of No.8 Fairfax Avenue was subject to an approved planning application for a 2 storey Detached dwelling with rooms in the roof. The new dwelling will access on to Essex Avenue. A variation to this application was approved more recently in Oct 2024.

<u>Siting</u>

The new dwelling is situated on the existing building line of the street and it will have car parking to the side and front of the dwelling. It has 3.6m and 1.65m to the side boundaries. The rear garden private amenity space is 10.75m deep and the first floor windows are 25.7m away from the first floor windows on Cranmer Road properties.

Design

When considering the design of the property we evaluated the local area which consists of various different styles but the majority are early 20th century red brick as well as white rendered faced dwellings. The proximity of neighbouring dwellings which are a 1920's Semi-Detached and are 2 storey in height. As the majority are Detached or Semi-detached houses the decision was made to replicate this sort of massing as a modern version of a red brick detached houses.

The applicant requested that the design represents a modern quality design for an urban dwelling whilst fitting in with the streetscape of providing high quality family home. The choice of modern red multi brick building will go well with a slate or a clay tiled roof and light grey frame windows for materials with a feature Red/Pink sandstone to highlight the front doors, cills and heads to openings.



3D Massing of Proposed Dwellings (not to scale)

Height and Massing

The design process for the new dwelling ensures the height and massing are similar to that of the existing street scene and surrounding area – it is important that the new elements do not overly dominate their surroundings or the existing house in terms of size or massing. The ridge height of the proposed is similar to that of the existing properties on the road.



Proposed Street Scene (not to scale)

Accommodation Comparison

There is no Existing dwelling on the site so there is no comparison to on site buildings. The Proposal is to build a single 4bed 8person 2 ½ storey dwellings and they are approximately 264 sqm in size.

The proposed dwellings are bigger than the National Design Standards in the table opposite requires in space standards as the space required for this size of dwelling is 130sqm.

Unit	NDSS sqm	Proposed sqm
4bed 8person 3Storey	130	264

Number of bedrooms(b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37)[2]			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	







Examples of Existing Houses

Approved New Dwelling on Essex Av



Access

- The proposed scheme is accessed off Essex Avenue which is a residential cul-de-sac running off Fog Lane. The design for the detached dwelling provides 3 external surfaces spaces per dwelling with room for a cycle and bin area to the rear amenity space.

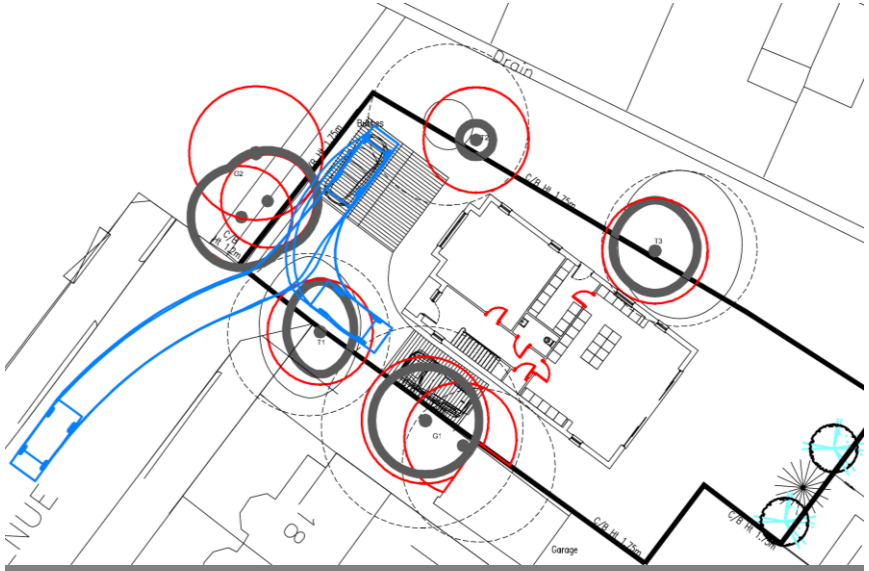
- The site is in a sustainable Urban Area with West Didsbury Metro Station around a 5 to 10 minutes walk away as well as two bus stops on Fog Lane & Wilmslow Road. Its close to Fog Lane Park whilst Beaver Road Primary School is on Beaver Road. The nearest Secondary school is Barlow RC High School which is about a 20minute walk and is off School Lane. Didsbury Village centre is an approx. 5 min walk away to the south down Wilmslow Rd and Tesco store is approx. 1.5km to the east down Fog Lane.

- The entrance to the development and the houses will be constructed with level thresholds for disability access as per the Approved Building Regulation Document Part M.

- The houses will be constructed to current Building Regulations – which will include a toilet on the main living floor with a door opening out, the appropriate door sizes required to comply with Part M 'Access to and Use of Buildings' which also requires appropriate socket and switch heights.

Vehicular Access

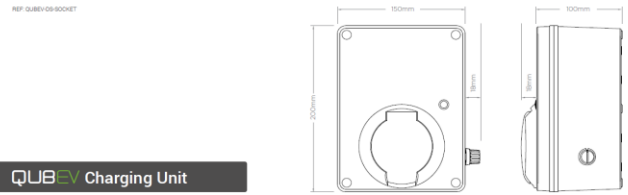
The application is supported by a Swept Path & Tracking diagrams by Highways consultants Ashley Helme of Sale, Manchester.



Vehicular & Pedestrian Access

Example of EV Charging point





QUBEV Charging Unit

Model No.	EVON0010
Description	QUBEV Universal Socket EV Charging Unit
MECHANICAL DATA	
Dimensions	150mm x 200mm x 100mm (W x H x D)
Unit Weight	1.5kg
Unit Material	ABS (UL94 HB Fire Rated), IK08
Unit Colour	Matt Black
Operating Temperature	-20°C to +50°C
Protection	IP65 - Enclosure IP54 - Socket
ELECTRICAL DATA	
Rated Output	up to 7.2kW
Rated Current	up to 32A max.
Charging Current	Variable - 6A, 13A, 16A & 32A
Input Voltage	230V AC/50Hz (Single Phase)
Incoming Cable Terminals	3 x 16mm terminals
Over Current Protection	Recommended 40A
AC Earth Leakage Protection	Not included in unit (Type A or Type B RCBO available as an option)
DC Earth Leakage Protection	Not included in unit (Type A or Type B RCBO available as an option)
Charging Socket	IEC 62196 (Type 2)
Charge Protocol	Mode 3
EV Charging Compliance	EN 61851-1:2001, EN 61851-21:2002, EN 61851-22:2002
Certifications & Compliances	IET EV Regulations, Glow Wire Testing - IEC 60695-2-13 EMC Compliance - EN 61000-6-3:2007, EN 61000-6-2:2005 Safety Compliance - EN 60950-1:2006, EN 60950-22:2006, Low Voltage Directive (LVD) 2014/35/EU CE Certified

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OPTIONS & ACCESSORIES

- Key switch control charging
- External 30mA Type A RCBO
- EV charging cables (Type 1 to Type 2 or Type 2 to Type 2)
- Charge point signage

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Landscape

Existing Landscape – The site was part of an extended rear garden to No.21 Cranmer road and contains a grassed lawn, domestic trees and plants. The garden has been divided so that both properties will have adequate rear amenity space.

The existing trees have been surveyed by Mulberry Tree surveyors and their report accompanies this application. The scheme has been designed to reduce impact on the existing tree root protection as much as possible. If required foundation solutions are needed near the tree root protection zones then they will be implemented subject to structural engineer's design during construction stage.

A Proposed Landscaping will be submitted for approval by Manchester City Council if the initial Full application is approved but any fences will include Hedgehog holes and proposed trees will be native or fruit trees. The applicant will look to install a bat roost and bird box into the gable walls of the new dwelling.

Prior to first occupation of the dwellinghouse if approved, a scheme for the enhancement of the site for biodiversity purposes shall be submitted to and agreed inwriting by the City Council as Local Planning Authority. The agreed scheme shall be implemented in accordance with a timescale to be agreed and retained and maintained thereafter.

An open area for four external 140l/240l wheelie bins have been proved in the rear amenity space with space internally for the required 23l food caddy. The rear amenity space will also allow for an external shed for storage and a secure cycle store. The proforma is attached to this application.

ENSURE FENCING HAS HEDGEHOG HOLES.





