



DESIGN AND ACCESS STATEMENT
NEW DWELLING, CROSSWAY, DIDSBURY
OCTOBER 2023

CONTENTS

1.0 INTRODUCTION

2.0 PROCESS

- 2.1 Assessment
- 2.2 Design
- 2.3 Design Process
- 2.4 Consultation

3.0 DESIGN

- 3.1 Use
- 3.2 Amount
- 3.3 Layout and Mass
- 3.4 Scale
- 3.5 Appearance
- 3.6 Landscaping

4.0 ACCESS

- 4.1 Vehicular and Pedestrian
- 4.2 Waste and Recycling

5.0 SUSTAINABILITY

1.0 INTRODUCTION

This document is written to support the planning application for a new dwelling at land between 2A Crossway and 15 Barlow Moor road in Didsbury. The document should be read in conjunction with the planning drawings, forms and associated reports.

The document is structured in accordance with the 2006 CABI publication "Design and Access Statements. How to write, read and use them" and utilises the four key stages of the design process; Assessment, Involvement, Evaluation and Design.

Pre-application advice was received based on a concept scheme on the 9th February 2023.

Planning officer: Carl Glennon.



2.0 PROCESS

2.1 Assessment

Site Location

The site is located along Crossway, running perpendicular to Barlow Moor Road within Didsbury Village. The site has a high level of visibility from the primary junction of Didsbury village and is in close proximity to significant landmarks such as the Church and Library

Crossway is characterised by its rows of traditional Victorian terraces, which is typical to the area of the village.

Social and Economic Context

Didsbury is an affluent suburban village within Manchester, situated approximately 5 miles south of city centre.

Didsbury was predominantly rural until the mid-19th century when it underwent development and urbanization, driven by the advancements of the Industrial Revolution

The area offers a range of properties, from mansions with private gardens to smaller terraced homes.

The site is conveniently situated close to the high street, a thriving local centre featuring a multitude of shops, restaurants, and businesses.

Didsbury benefits from a well-connected transportation network, including bus routes along the prominent Wilmslow Road corridor with frequent services to Manchester city centre and neighbouring towns. Connections further a field can be made via the Metrolink or by train from East Didsbury train station.

2.2 Design Brief

To develop the existing vacant site through the design of a bespoke family home. The house is to be of a high quality sustainable design that draws inspiration from the local vernacular.

Planning Policy

The key policies/guidance that are relevant to the design development are as follows;

- Core Strategy
- Guide to Development in Manchester
- Residential Quality Guide

2.3 Design Process

Site Context

The site is located on Crossway, close to the junction with Barlow Moor Road. The properties to the north, fronting Barlow Moor Road, have retail uses on the ground floor, with associated office space on the first floor. Properties further along have some residential use on first floor.

Directly opposite the site is a modern three storey apartment block with retail/office on the ground floor facing Barlow Moor Road. Further along Crossway are typical small terraced houses of 2 to 3 bedrooms.

Adjacent to the site to the south is a vacant workshop, that is understood to have been empty for some time. The land behind the site is to be part of this ownership but is heavily overgrown and not in use.

There have been no previous planning applications submitted for the site. However, feasibility for a larger development was undertaken by the previous owner and included 15 Barlow Moor Road.

The existing site consists of a car park and a strip of the overgrown land behind, which aligns with the wall between 17 and 19 Barlow Moor Road and runs at an angle to the back of 2a Crossway. See adjacent land registry plans.



Land registry plans of neighbouring sites.

Photographs of immediate site context.



Historical photographs



Examples of similar “infill” developments on nearby streets.



Churchwood Road (directly behind the site)

- Block of six flats - the scale of building is much larger than other properties within the area.
- Similar relationship with the properties along Barlow Moor Road to our side.



Grenfell Road

- The materials style reflect the character of the area.
- The eaves are higher than neighbouring property.



Osborne Street

- Contemporary design example that is influenced by local materials/scale.



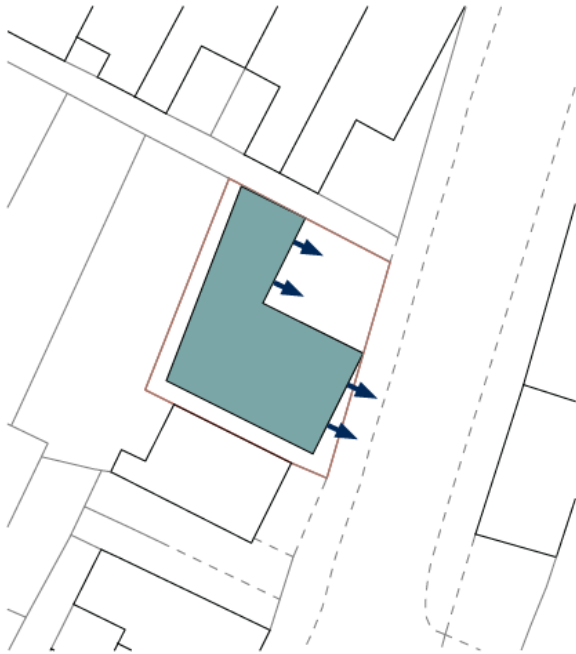
Osborne Street

As per adjacent but larger

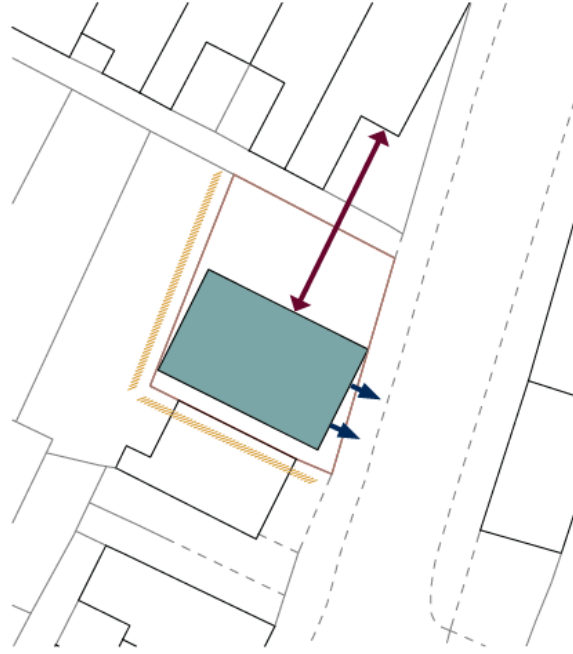


Concept Design

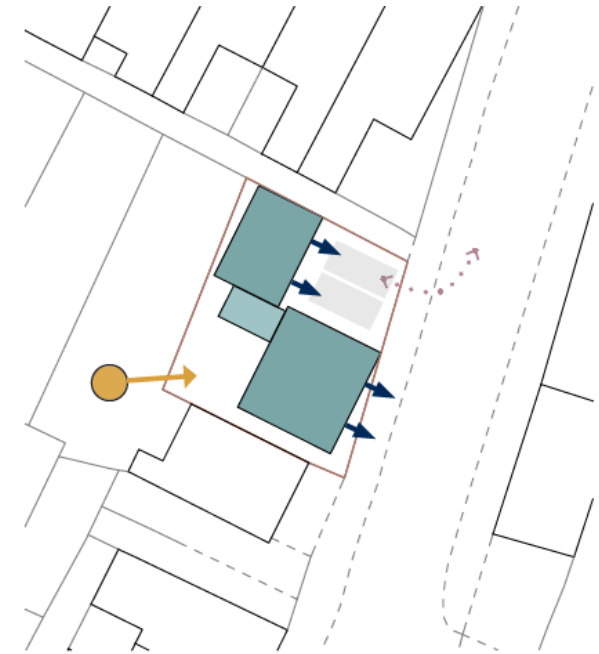
Early design principles were developed with privacy and amenity of the occupants and surrounding properties in mind. The diagrams illustrate the key principles that developed the buildings form.



Given the tight dimensions on the site a regular housing form would be difficult to achieve as aspects from the first-floor windows are limited to the front towards Crossway. These distances are similar to those observed in neighbouring properties along Crossway.

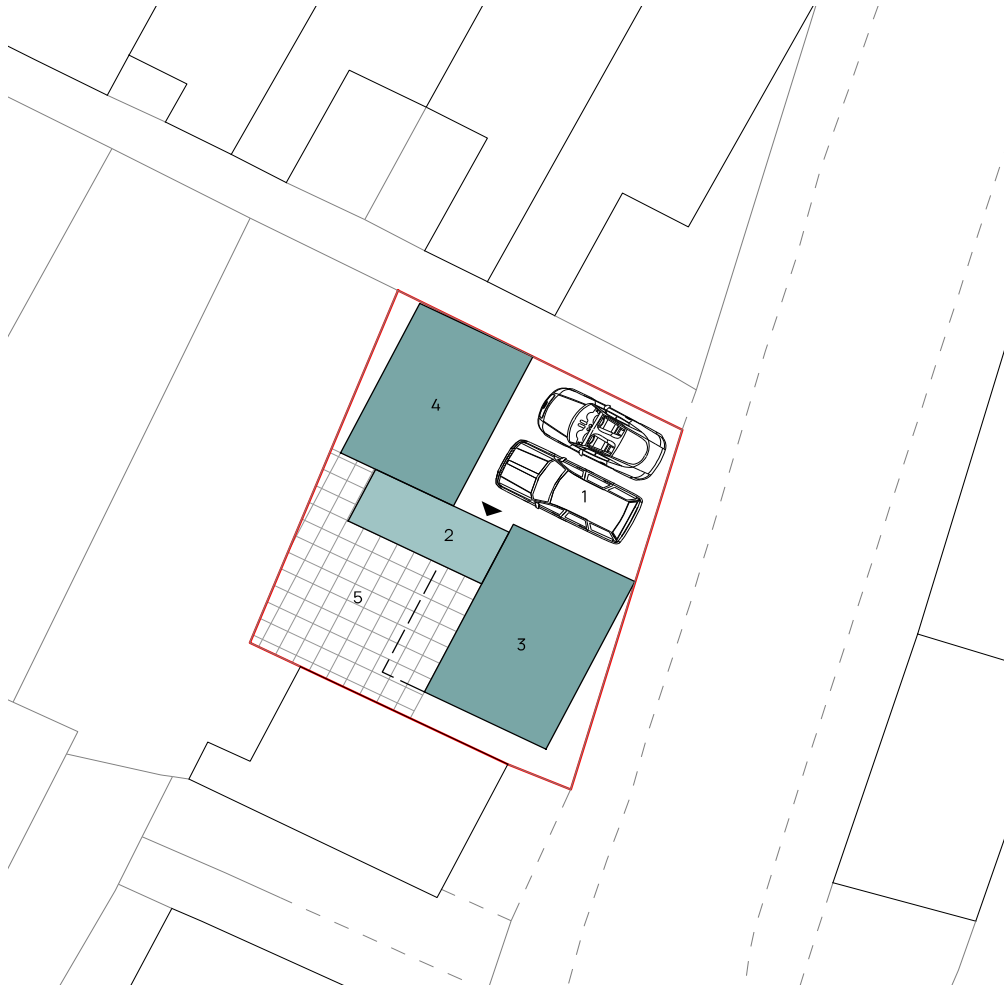


Number 15 Barlow Moor Road is a retail unit with associated office space at first floor, there is a window from this office that is within the main building form. The building form has been stepped back to maintain their aspect and minimise overshadowing

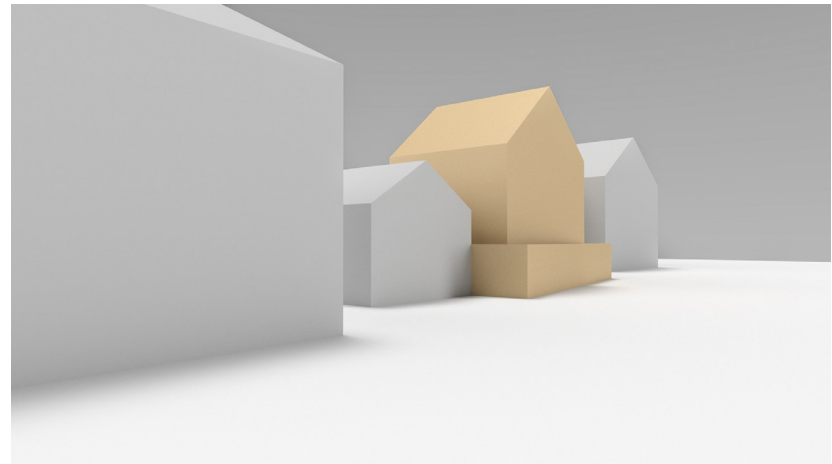
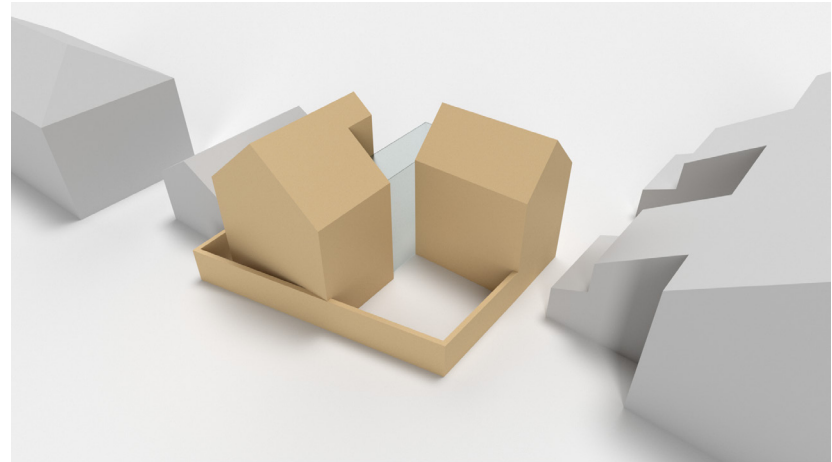


The form has been split into a two block arrangement shifted apart to create a driveway and bin store to the front, and a garden/yard to the rear. The two blocks are connected by a lightweight circulation link.

- ↔ Maintain privacy/aspect for neighbour.
- ➡ Aspect/view.



- 1 Car parking / courtyard
- 2 Entrance
- 3 Family room, bedrooms above
- 4. Lounge, utility spaces, bedroom and bathroom above
- 5. Courtyard



2.4 Consultation

At the early stages of the design process, we contacted the council for pre-application advice. The below is a summary of the feedback received from Carl Glennon and how we have responded to the comments within the final design.

	SUMMARY OF PLANNER'S COMMENTS	OUR RESPONSE
i	Given the character of area, the principle of residential development would be appropriate.	N/A
ii	The layout needs to meet the space criteria set out in the Manchester Residential Quality Guidance.	The space criteria is exceeded, as noted in 3.2.
iii	Clarification on the materiality of the link extension is required.	Materiality has been clarified within 3.6.
iv	A review on the proposed roof scape was recommended, in particular orientation of the gables.	The roof scape has been reviewed and altered, as noted in 3.5.
v	The driveway should have a minimum depth of 6 metres to avoid overhanging of the adjacent footpath. The provision of one car parking space would be viable.	The driveway exceeds 6m with provision for one parking space has shown on the site plan.
vi	Clarification on the arrangement of enclosure of the southern boundary.	Clarification on the boundary treatment is noted in 3.4 and 3.6.
vii	There is concern regarding the formation of a triangle strip at the western boundary, with represent future maintenance issues. Assessment is required on the impact the house may have on the adjacent trees and their root systems.	The design has been developed and no longer has this triangle strip. A tree survey has been conducted as noted in 3.4.
viii	It would be helpful to establish the relationship of first floor windows (to Barlow Moor Road) and windows and glazing in the northern elevation of the proposed house.	This has been clarified within 3.3.
ix	An enclosed bin store is required	A bin store has been provided, as shown in the site plan and noted in 4.2.
x	Details of boundary treatment should be provided to ensure appropriate demarcation of public and private.	Details of boundary treatment are noted in 3.4 and 3.6.

3.0 DESIGN

3.1 Use

The site is currently made ground and is used for overflow parking by a nearby business situated on Wilmslow Road. The land ownership stretches into a portion of land behind as noted by the land registry plans.

This business still has car parking located at the back of their office. With the change in office working the additional parking is no longer required. The surrounding residents have no lawful use of the site and do not use it for car parking.

3.2 Amount

The proposal seeks permission for the construction of a bespoke single dwelling, with associated hard and soft landscaping.

It is proposed to be two storeys, with a basement. It will include a private driveway accessible from Crossway, offering parking space for a single vehicle, as well as the inclusion of a small rear yard.

4 Bed, 4 Bath

Basement = 70m²

Ground = 70m²

First = 76.5m²

Total GIA = 216.5m²

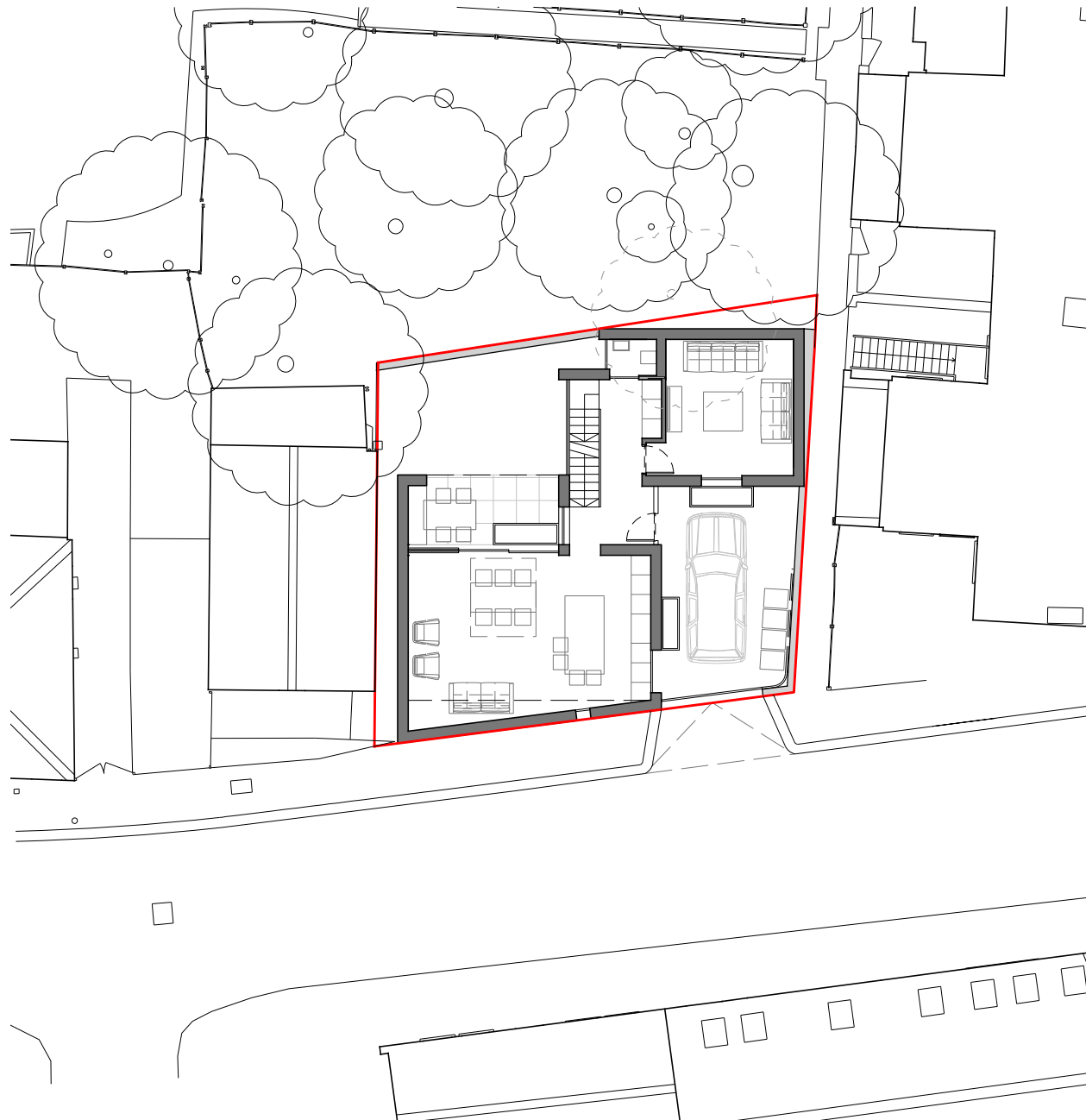
The proposed exceeds the space criteria set out in the Technical housing standards and the Manchester Residential Quality Guide.

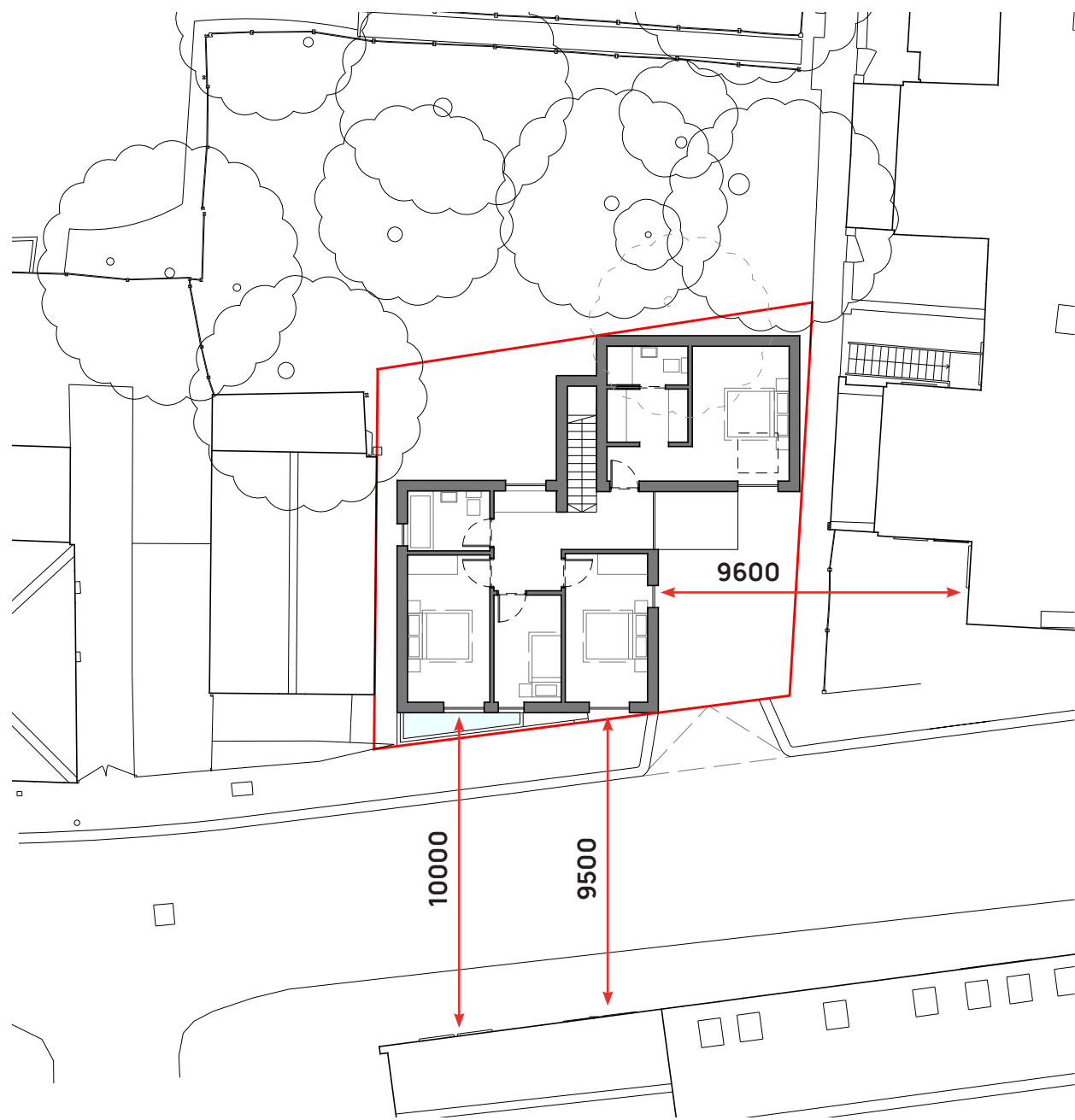
National Space Standard for a 4b7p 2 storey dwelling is 115m² or 3 storey is 121m²



3.3 Layout and Mass

GROUND 1:200 @A4





The house is conceived as small blocks contained within a garden wall. The blocks within are sized and positioned appropriately to respond to the site context and design brief.

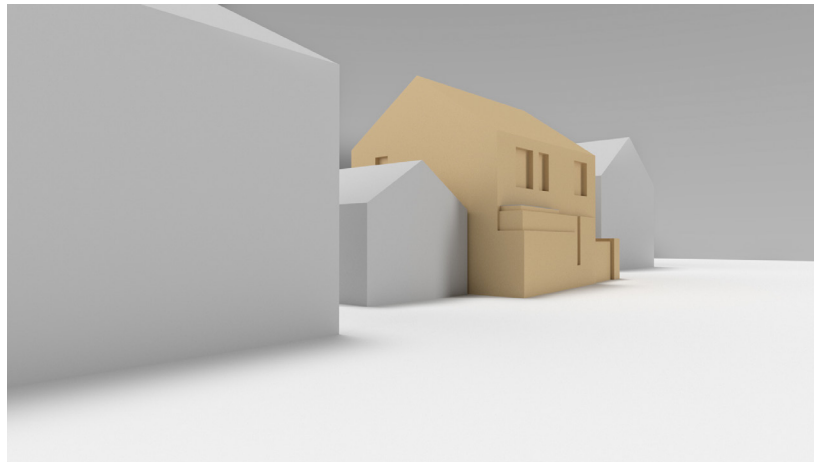
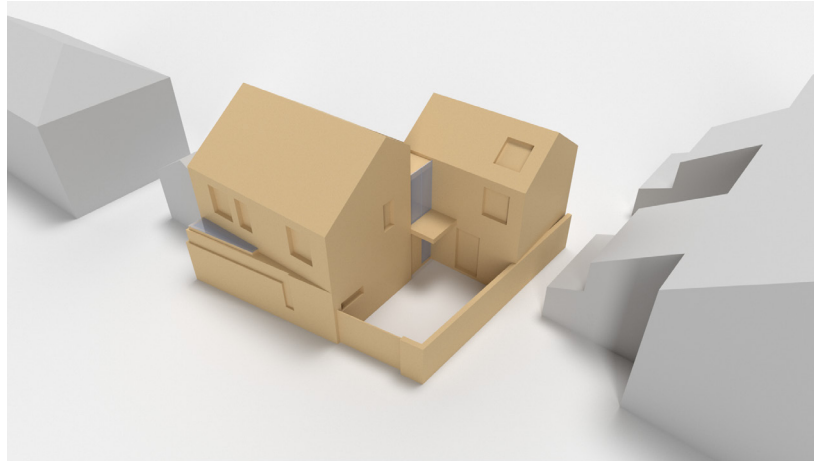
Key principles that influenced the design:

- Limited site dimensions
- First floor window of 15 Barlow Road
- Sight lines of neighbouring properties
- Provision of driveway and yard
- Minimising overshadowing to neighbouring properties.

The main block faces Crossway and follows the line of the terraced properties that butt up to the pavement line. However, whilst this is the case at ground floor, the first floor angles away to regulate the gable form of the house. This also reduces the elevational mass whilst allowing a roof light above to provide additional light to the main living space. This allows the ground floor wall to be more solid to maintain privacy for the occupant.

The secondary block is set back from the first, reducing the overall mass whilst creating space for a driveway and bin store. Linking the two gables is the main circulation link, formed by a cut away of the corner of the main gable. This principle continues with the roof form extending down to enclose the staircase.

A timber gate forms the access to the site, set within the brick front wall. The height of the wall and gate provide privacy without being over dominating.



3.4 Scale

Surrounding properties predominately consists of two-storey buildings, with varying ridge and eaves heights. In the development of our proposal, we carefully considered the existing architectural context. The scale of the proposed was guided by the ridge heights of neighbouring properties, specifically 8 Crossway and 15 Barlow Moor Road.

In response to the comments within the pre-application advice, the orientation of the roof gables have been altered to run from north to south, relating to 8 Crossway. The secondary, subservient, block is set back from the street and has a lower ridge height to appropriately reduce its scale.



3.5 Appearance

The proposed materials adopt familiar characteristics of adjacent houses and the wider area, whilst introducing a distinct contemporary aesthetic.

The primary volume of the dwelling comprises two simple extruded gable forms, connected by a glazed link.

The primary building material chosen is a red brick, complemented by the use of red sandstone in façade detailing to add depth and texture. Zinc has been employed on the roof to enhance the contemporary aesthetic whilst referencing the more traditional lead used on the nearby church and library.

The formation and location of window openings have been carefully considered to maximise natural light, and reflect the internal layout. Alongside this they have been sized to reference traditional houses and the proportions of the building as a whole.

Smaller openings have been formed on the side elevation, maintaining privacy to neighbouring properties whilst being appropriate for the room size and use.

Sliding doors in the kitchen/diner offer unobstructed views and easy access to the yard. Additionally, a generously sized picture window in the link floods the interior with natural light and provides a clear view of the garden.



RED BRICK



RED SANDSTONE



STANDING SEAM ZINC

In response to the pre-application comment on windows and their relationship to 15 Barlow Moor Road and glazing on the northern elevation.

The proposed window proportions reference typical terraced houses. The windows on the proposed north elevation being typical to those found along Crossway.

Manchester has no set aspect distances, rather reference should be made to the existing relationships between properties.

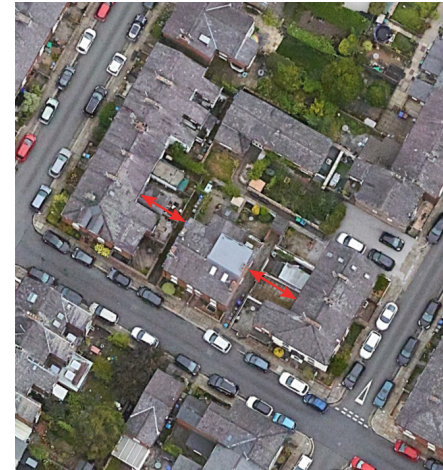
While there are windows facing 15 Barlow Moor Road, only one is from a habitable space. This window has been designed to be minimal in size and is to be obscured to mitigate privacy concerns of the office space being converted to residential in the future.

The first floor window found on the southern elevation serves a bathroom, and therefore would be obscured. This is not expected to pose any privacy issues in the event of future development on the adjacent site

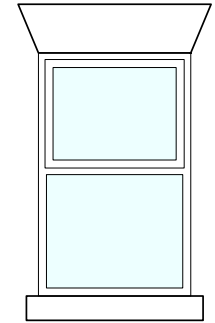
Example aspect distances around the site:



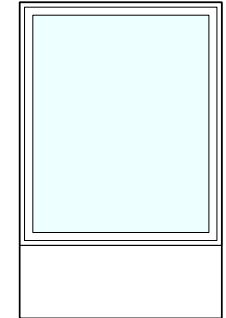
New development on Churchwood Road facing windows on Barlow Moor Road approx 11m.



Aspect distances on Davenfield Road approx 7m on left and 8m on right.



Existing windows along Crossway



Proposed

3.6 Landscaping

The main area of the site is made ground, with no areas of grass or planting. The portion to the rear of the site is overgrown land.

As part of the proposal a yard is to be formed at the rear of the site, including a patio and small lawn. Sliding doors open up to the patio from the main family space, extending the interior space to create an 'indoor-outdoor' experience.

In response to the pre-application comment on boundary enclosure, we plan to enclose the property with a brick wall featuring stone coping, wrapping around the majority of the site. This boundary treatment is typical of the area and provides a cohesive boundary.

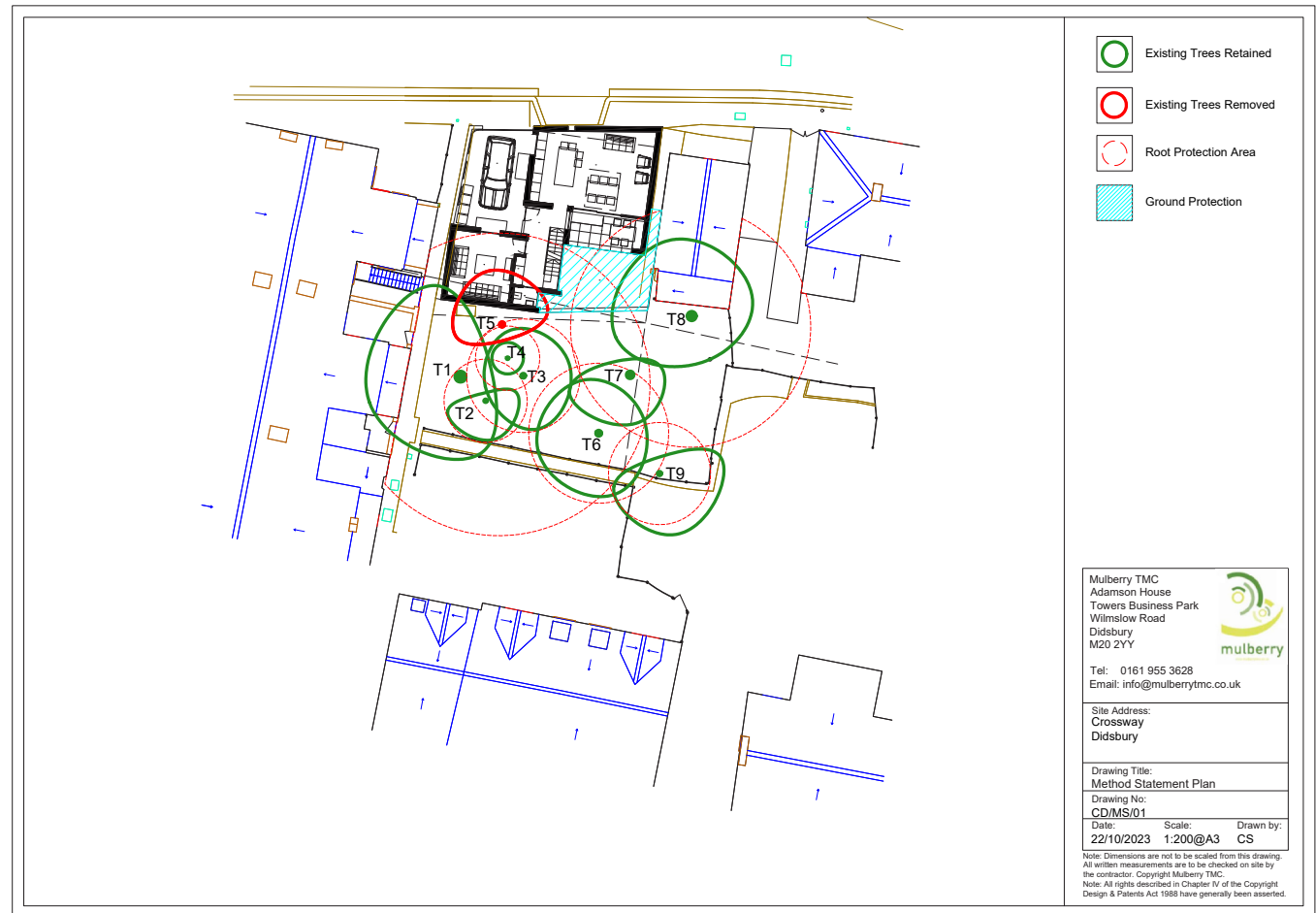
At the southern boundary, adjacent to 2a Crossway, we propose a timber fence that aligns with the boundary of the neighbouring property.

An arboricultural survey of the trees at the site was conducted by Mulberry Tree Management. Their findings concluded:

- T7 requires removal due to its condition
- T5 requires removal
- T1 & T8 require a reduction in secondary branches to allow construction of dwelling.

Note, these trees are on neighbouring land so will require consultation with them

Additional information can be found in their Impact Assessment and Method Statement.



4.0 ACCESS

4.1 Pedestrian and Vehicular

Access to the property for pedestrians and vehicles is from Crossway, via an automatic sliding timber gate.

A new dropped curb is proposed in front of the access gate, with the existing dropped curb raised to pavement level with paving to match the existing pavement.

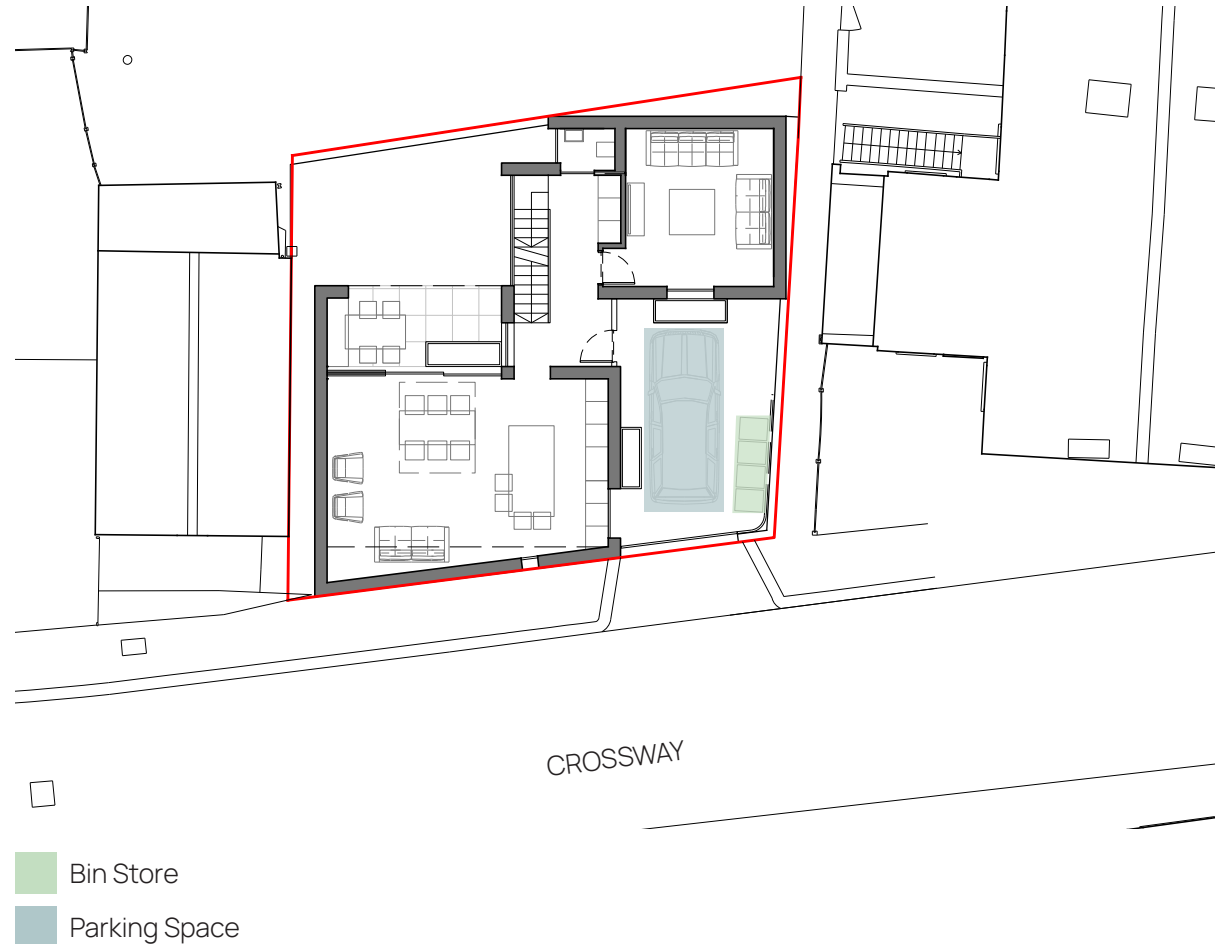
As per pre-application advice, we have reduced the car parking to a single space. It's worth noting that many residences along Crossway and in the surrounding area do not have off-street parking facilities.

Cycle parking space is provided in the rear yard.

4.2 Waste and Recycling

There is a dedicated space for waste and recycling bin storage, screened by the boundary wall and timber fence.

The space is within the driveway, with a clear route for residents to safely manoeuvre their bins to the front boundary on collection days.



5.0 SUSTAINABILITY

The proposed dwelling is to be constructed with sustainability at its core. Designed with a fabric first approach they will have improved air tightness and reduced U Values that exceed those set out in the building regulations to reduce reliance on conventional heating.

An MVHR system will be utilised to provide background ventilation and improve the internal air quality. Whilst an air source or electric boiler will be considered rather than conventional gas.

Traditional materials have predominantly been proposed, reflecting the character of neighbourhood and will be reclaimed and locally sourced where possible.

The glazing has been formulated to ensure the building harnesses controlled solar gain alongside ample natural ventilation opportunities.

Photovoltaic panels are planned for the south-west facing roofs as indicated on the plans.