



ESSEX AVENUE
Land to the rear of 8 Fairfax Ave

Design & Access Statement
April 2024

CONTENTS

	SECTION	PAGE
01	INTRODUCTION	03
02	SITE CONTEXT	05
03	EXISTING	12
04	PROPOSED DESIGN	15
05	WASTE MANAGEMENT	26

1.0 INTRODUCTION

INTRODUCTION

INTRODUCTION

This Design and Access Statement has been prepared by Create It Studio Architects on behalf of our client to support a full planning application for a site located on land to the rear of **8 Fairfax Ave, Manchester M20 6AJ**

Grid Reference: SJ 84880 91761

This proposal seeks to attain Full Planning for the erection of a new detached house including front and rear garden and double front parking spaces.

In January 2023, planning was approved for a single dwellinghouse. This application aims to develop this proposal by enhancing the design quality.

The site is located to the rear of 8 Fairfax Avenue but faces Essex Avenue adjacent to No. 3.

It is mainly overgrown and occupied by some tree cover with established shrubs along the boundaries.

There are detached residential properties to either side of the plot and along Essex Ave with varying architectural styles.

The area is predominantly residential in nature with detached and semi-detached dwellinghouses of a similar scale within the immediate area. It is within walking distance of Fog Lane Park and is close to local facilities.

The existing site is situated within Manchester City Council.

This report is to be read in conjunction with all submitted reports and architect drawings that accompany this planning application.



2.0 SITE CONTEXT

PLANNING POLICY

The National Planning Policy Framework (NPPF) provides guidance to Local Planning Authorities by which applications should be assessed and determined.

Manchester Core Strategy (MCS)

The MCS sets out a series of Objectives and Planning Policies. In respect of this proposal the relevant policy references are as follows:

- SO3 Housing
- SP1 Spatial Principles
- H1 Overall Housing Provision
- H6 South Manchester
- H8 Affordable Housing
- T1 Sustainable Transport
- T2 Accessible areas of opportunity and need
- EN1 Design Principles and Strategic Character Areas
- EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development
- EN8 Adaption to Climate Change
- EN9 Green Infrastructure
- EN14 Flood Risk
- EN15 Biodiversity and Geological Conservation
- EN16 Air Quality
- EN17 Water Quality
- EN18 Contaminated Land and Ground Stability
- PA1 Developer Contributions
- DM1 Development Management

PLANNING HISTORY

The site has received one approval planning application, below is an outline of this application:

134755/FO/2022

Address: Rear Garden Of 8 Fairfax Avenue Manchester M20 6AJ

Description: Erection of 1 no. detached house, associated infrastructure, landscaping, and car parking

Approved in August 2022

The following application is also relevant to this proposal at the application site:

053299/FO/SOUTH1/97

Land at rear of 6 Fairfax Avenue (fronting Essex Avenue), Didsbury.

Approved in January 1998



EXISTING SITE CONTEXT



SITE CONTEXT

The existing site, was previously part of the rear garden of 8 Fairfax Avenue, is situated between no. 3 and 11 Essex Avenue. Presently, the site is largely grass with trees, and overgrowth vegetation towards Essex Road. It is enclosed by low fencing on all sides and includes an existing dropped kerb to Essex Road.

This parcel of land is no longer part of No. 8 Fairfax Ave.

The north-eastern boundary adjoins 11 Essex Avenue, a large detached residential property presenting its side elevation to the site, with no habitable windows facing it. To the south-west lies 3 Essex Avenue, another detached dwelling displaying a side elevation to the site without habitable windows facing it.

Notably, 3 Essex Road is a more recent in ll development.

The immediate surroundings are primarily residential with a mix of architectural styles and ages. Various building materials are evident, re ecting the diverse housing stock in the area.

The site is not subject to a Tree Preservation Order or any ecological designations at national, regional, or local levels. It falls within Flood Zone 1 according to the Environment Agency Flood Map.

Furthermore, the site is not located within a Conservation Area, nor does it relate to any listed or locally listed buildings.

DESIGN PROPOSAL



USE & AMOUNT

The existing site is currently vacant and empty with extant planning approval for a new dwellinghouse.

The proposal is to build one detached house (C3) with associated landscaping and parking provision.

The proposed dwelling will sit comfortably between the existing properties on Essex Avenue and will respect the existing street pattern, plot-to-build ratio, and street-scene in the area.

DESIGN PROPOSAL

The proposed design consists of a two storeys house with additional accommodation in the roof space.

It is envisaged that the new dwelling would be of contemporary style, but using traditional materials to assimilate it within its contextual surroundings.

The architectural treatment to the proposed development is in keeping with local dwelling houses in scale and detailing.

Hip roof ends helps soften the overall scale and massing of the building.

Large vertical window openings and linear brick detailing help create a verticality and grandeur appearance.

In terms of fenestration the dwellings would be equally proportioned to all doors/elevations with the main entrance doorway to the frontage.

To the rear at ground floor level the design extends with a single storey extension to make best use of the sites elongated shape.

SITE LAYOUT

The site faces Essex Avenue and the proposed site access for both pedestrians and vehicles are along Essex Avenue.

Vehicle access is positioned to the front, proposing a new drop-kerb.

The proposal has been set back sufficiently complimenting the street building line and the footprint of the existing dwelling-houses.

Provisions have been made to allow for 2No. parking spaces to the front drive with soft landscaping along the site boundary, and an Electric Vehicle Charge Point (EVCP) will be provided.

Consideration has been given to allow sufficient space along the side boundaries for access and bin and cycle storage, located to the rear of the site.

DESIGN PROPOSAL



SCALE

The proposed development has been designed keeping in mind the scale, massing and height of adjacent properties and the size of the extant approved scheme.

The foot print is largely in keeping with the extant scheme and the ridge height slightly lower.

The proposed scale, massing and rhythm has been designed to sit well within the local area. The street frontage along Essex Avenue varies between 8.5m and 9.2m.

LANDSCAPING

The front garden of the property will consist of soft landscaping to the front boundary and the existing trees will be retained to the front boundary.

By keeping the existing tree to the front it will provide privacy screening as well as retain greenery from street level and create a more aesthetically pleasing environment.

Hard landscaping will form the driveway providing 2 number parking spaces to the front adjacent to a wall mounted EV charger.

The hard landscaping will extend to the side and rear of the property with an external paved area.

The remaining rear garden will be soft landscaping and existing trees to the rear will be retained.

Bin storage and cycle storage will be provided to the rear of the properties with a designated timber fenced area.

The boundary treatment along Essex Avenue will consist of a low brick wall. Side boundaries treatment will remain unchanged. The rear boundary proposed 1.8m timber fence to match exiting side boundaries.

BUILDING LAYOUT

The ground floor consists of the main living spaces including kitchen, lounge and dining whilst the upper floor will accommodate bedrooms and bathrooms.

A total of 5 bedrooms are proposed to provide ample space for family living that reflects the size of properties in the local vicinity.

Floors and ceiling heights are designed to be generous and reflect the quality of dwellings within this location.

ACCESS

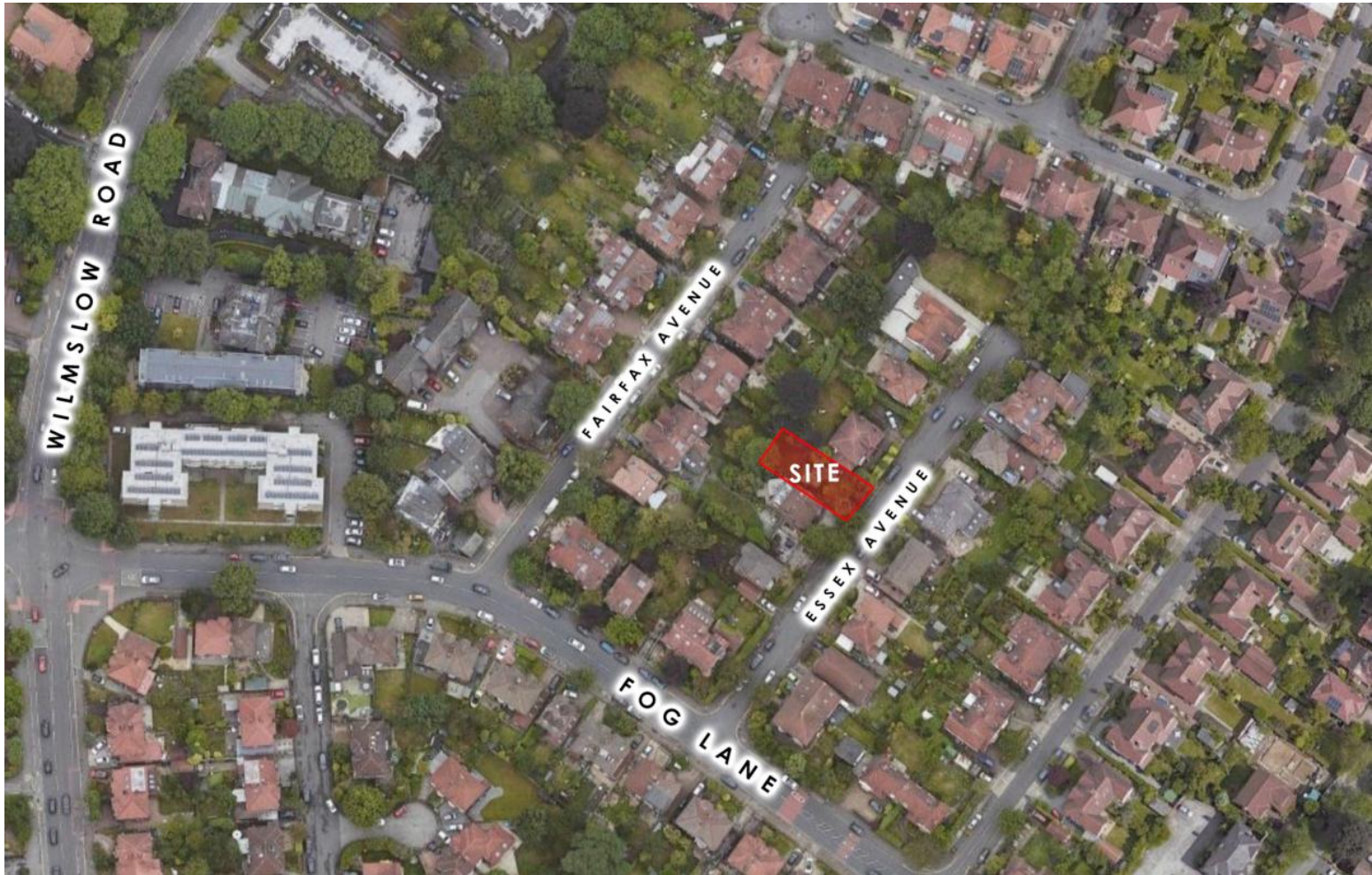
The property will comply in all respects with Part M of the Building Regulations and will be approached via a gentle slope to a level platform outside the principal front entrances.

Disabled access will be gained via this entrance, which will be provided with a disabled access compliant threshold, and the door purposely made wider in keeping with the contemporary design to accommodate ease of access.

The whole of the ground floor will be level and will provide the necessary kitchen, living room, dining area and a suitably sized toilet for the property to comply with Part M.

Access to the remainder of the property will be via a staircase to upper floors which will comply with all requirements for ambulant disabled access.

SITE CONTEXT



LOCATION PLAN



SITE PLAN



3 ESSEX AVENUE

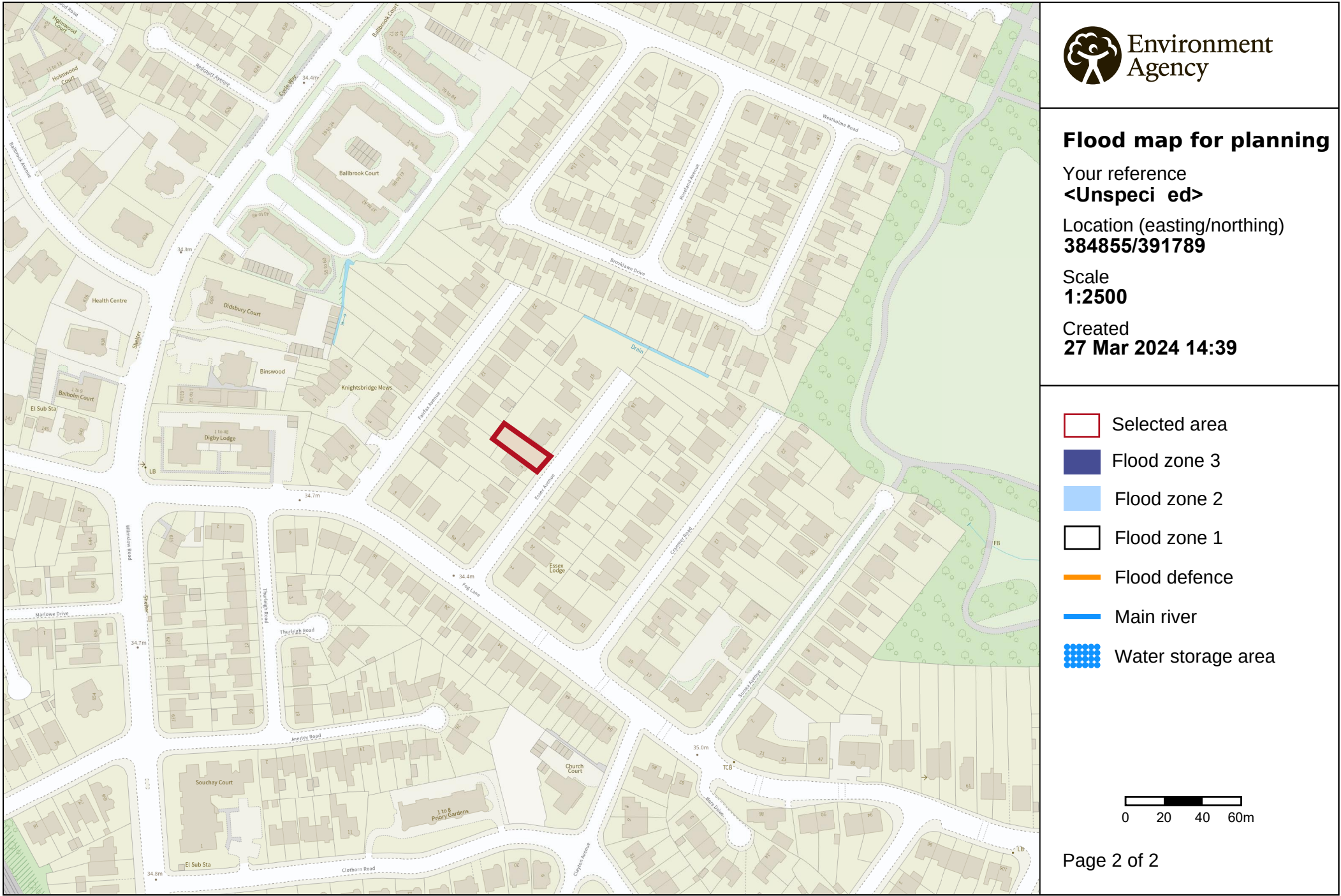


SITE - ESSEX AVENUE



11 ESSEX AVENUE

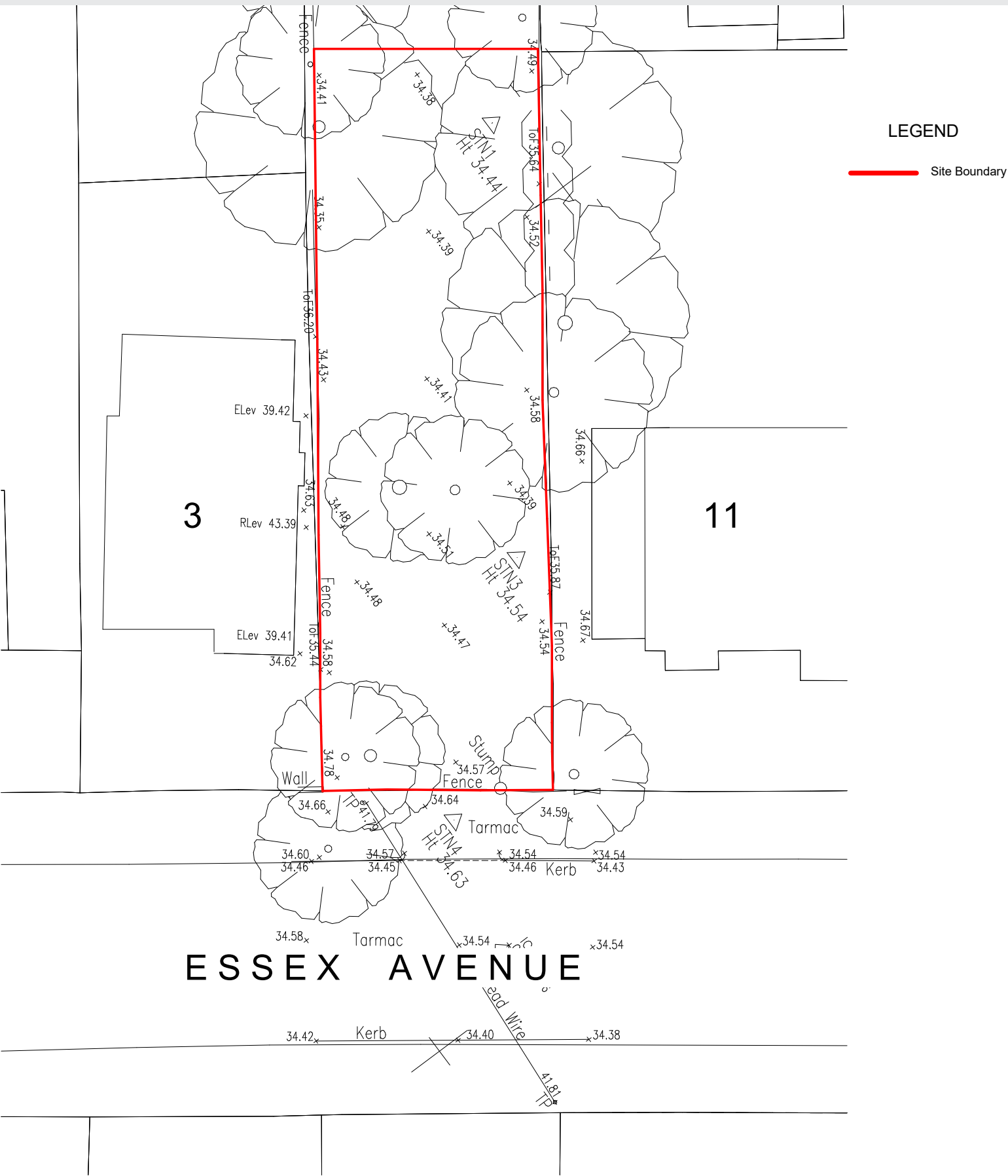
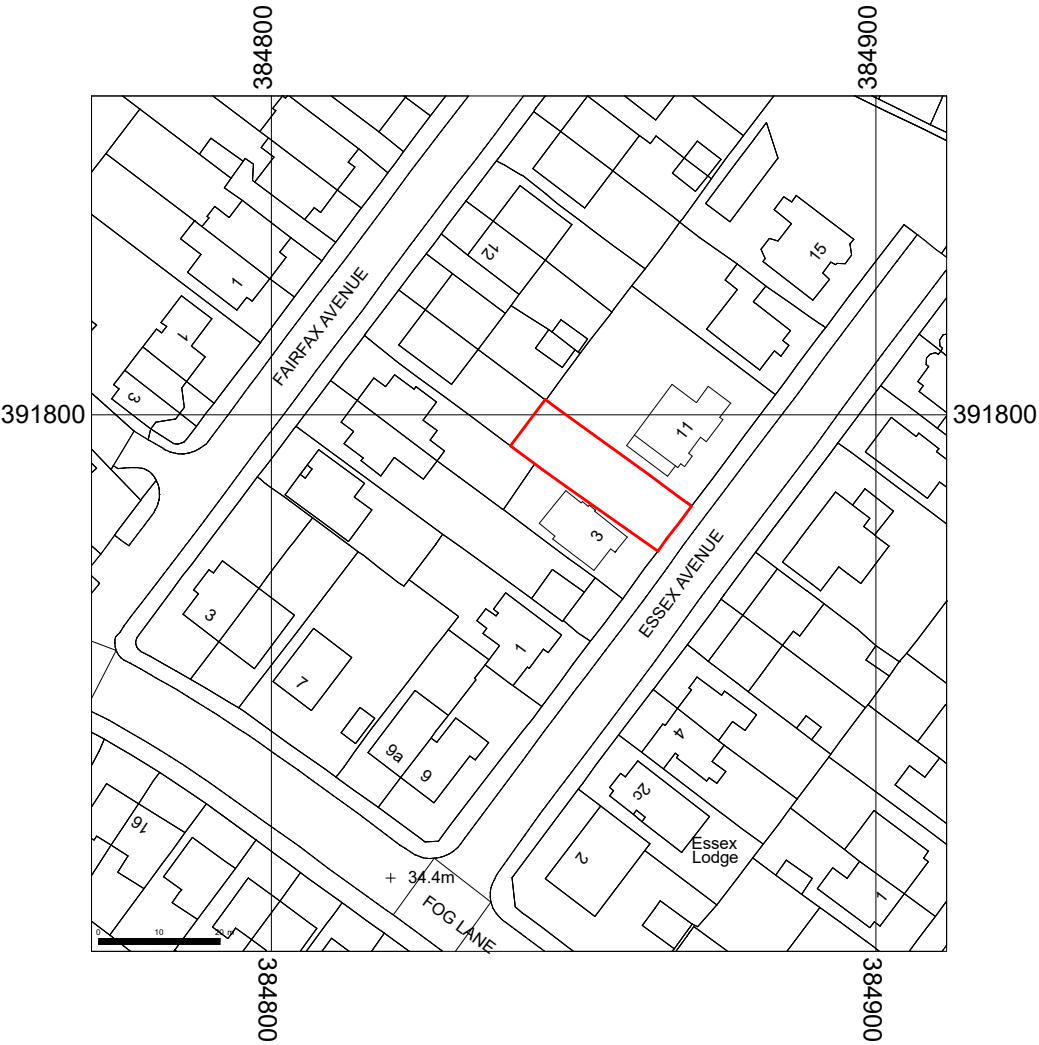
FLOOD ZONE



© Environment Agency copyright and / or database rights 2022. All rights reserved. © Crown Copyright and database right 2022. Ordnance Survey licence number 100024198.

3.0 EXISTING SITE

LOCATION & EXISTING SITE PLAN

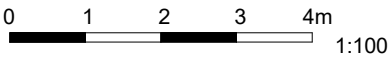
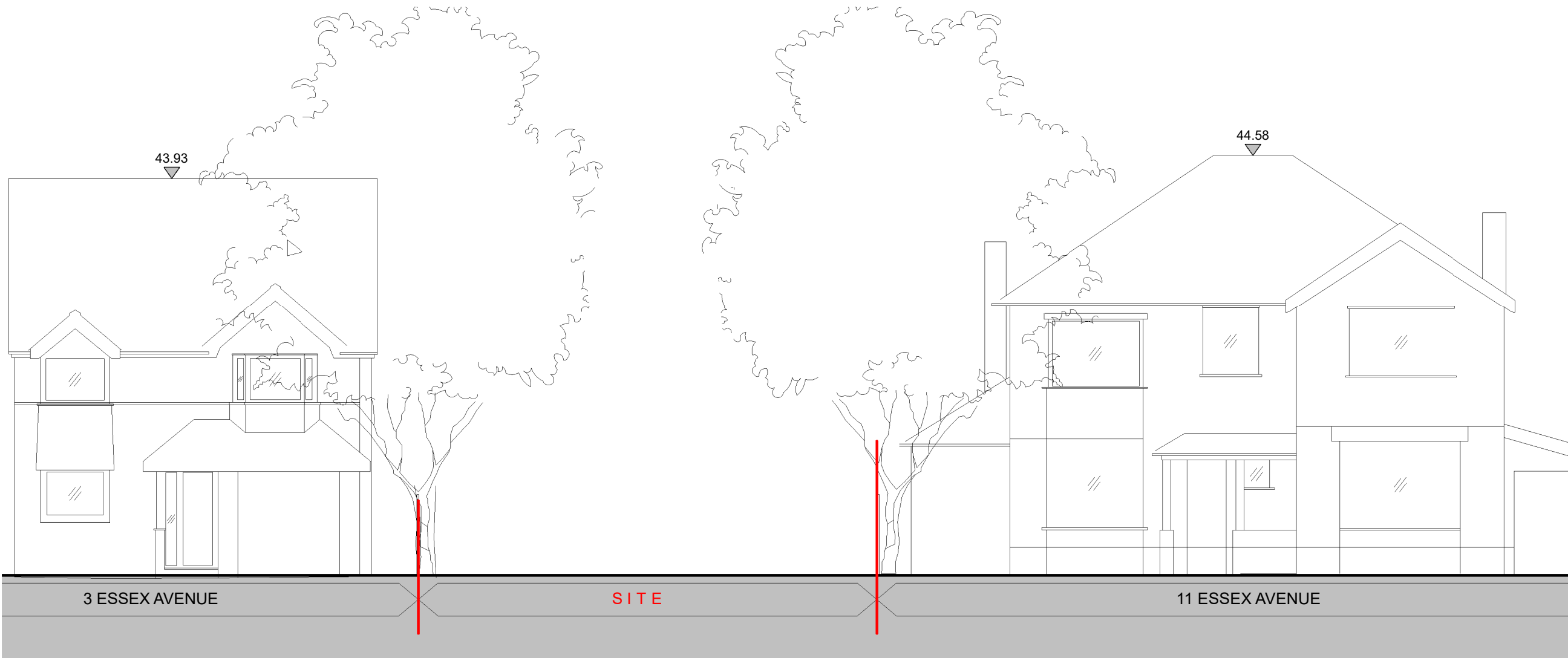


EXISTING STREET ELEVATION

1:100

LEGEND

Site Boundary



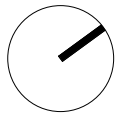
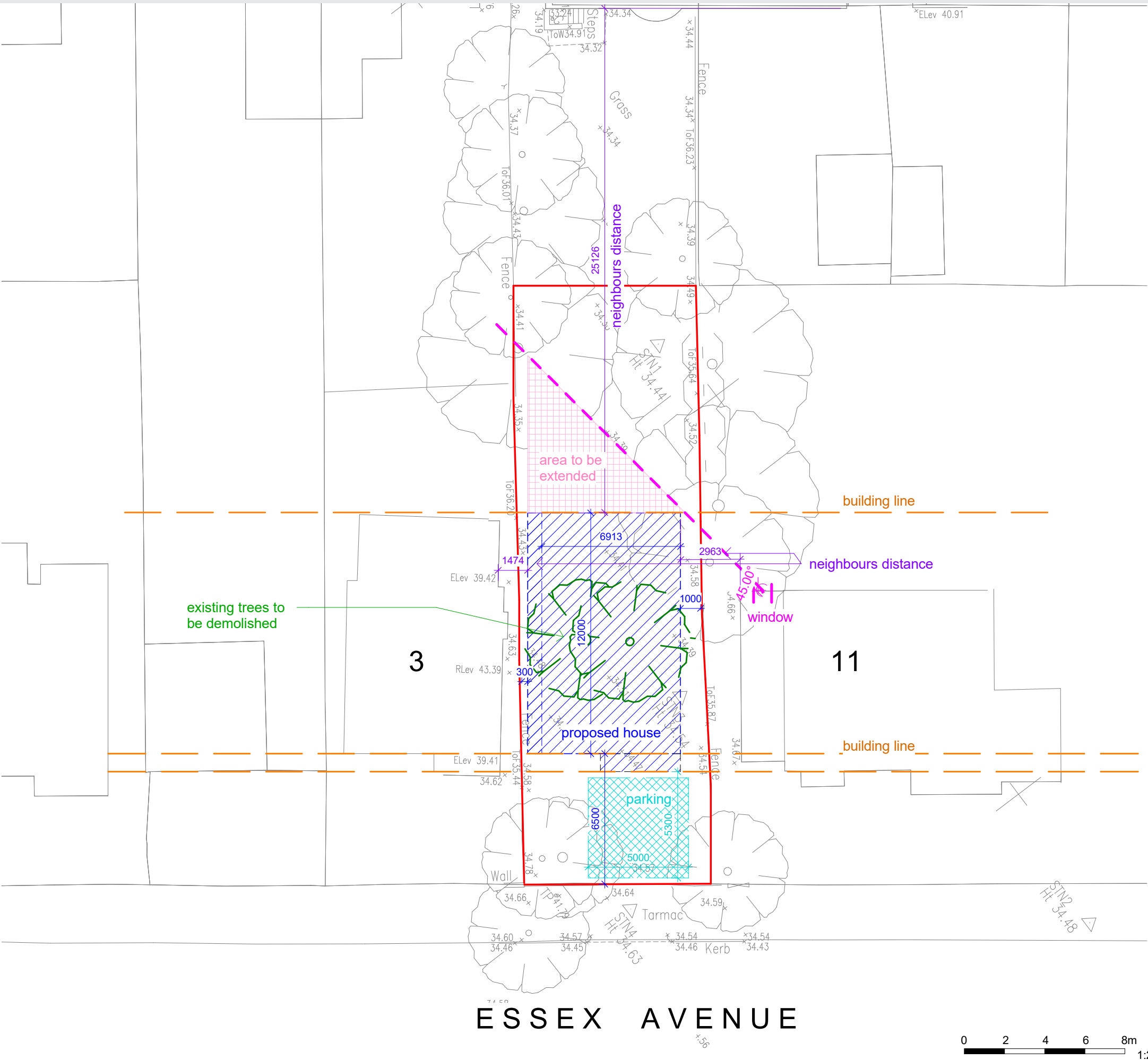
4.0 PROPOSED DESIGN

SITE CONSTRAINTS

1:200

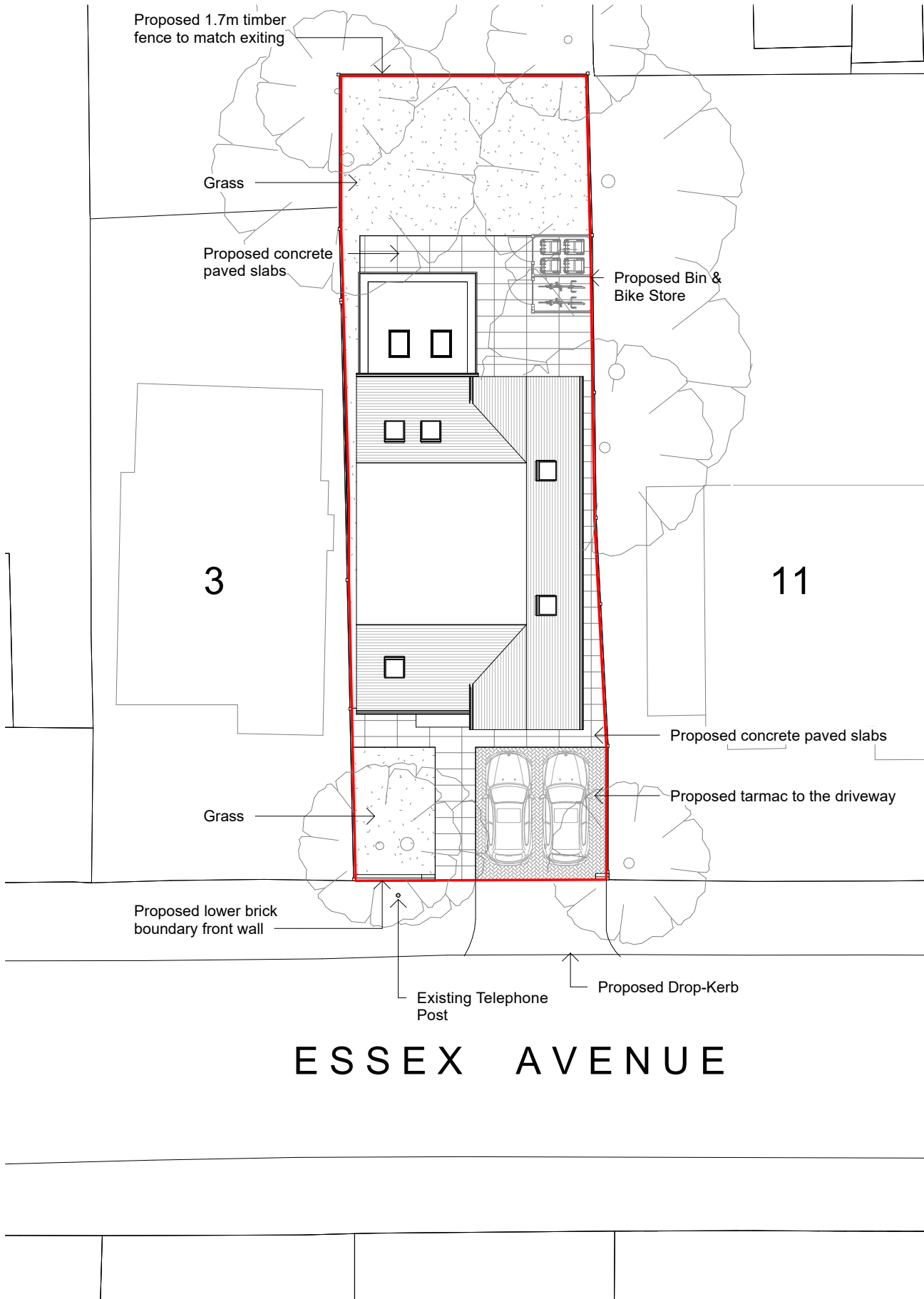
LEGEND

Site Boundary



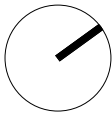
PROPOSED SITE PLAN

1:200



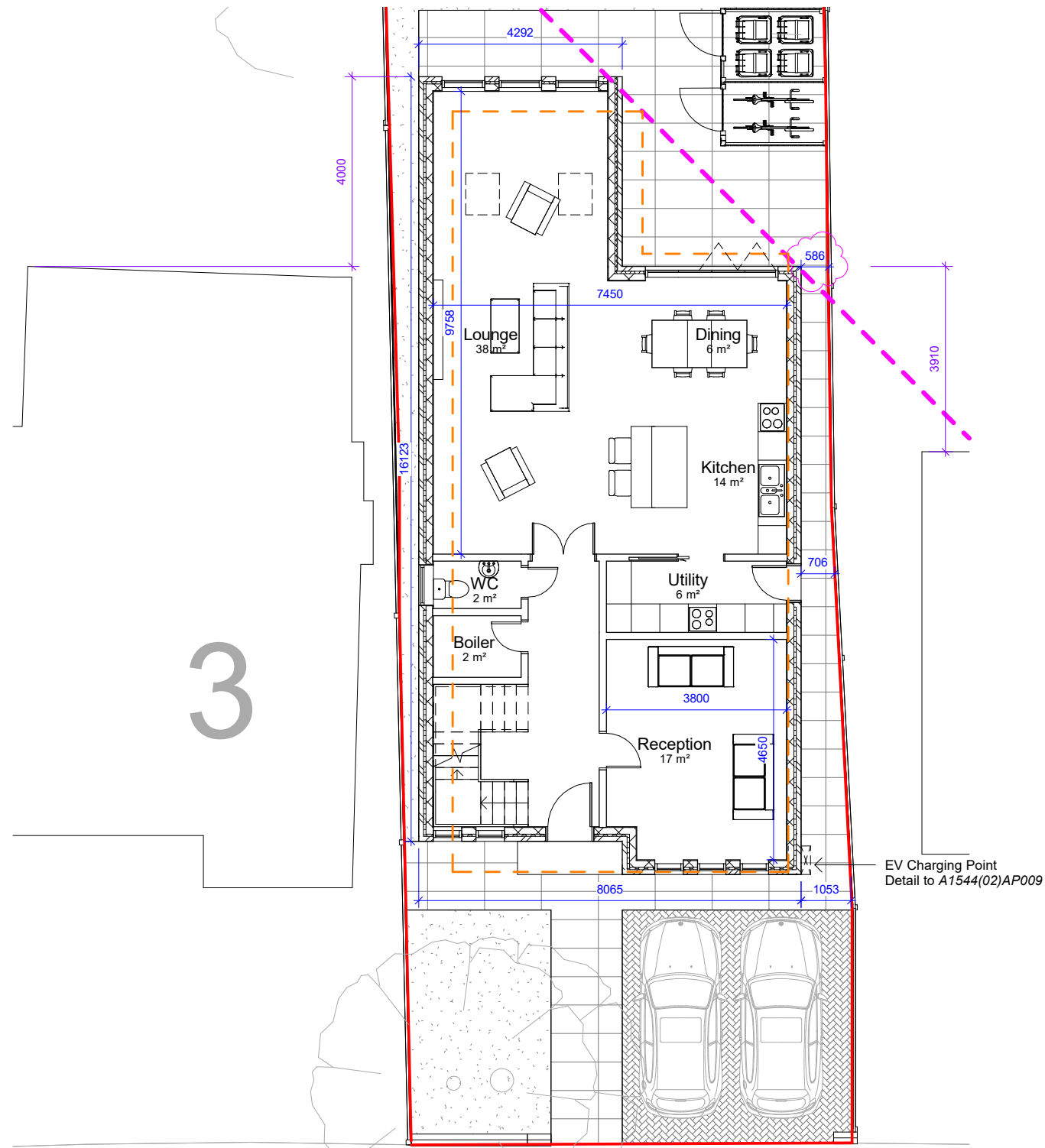
LEGEND

Site Boundary

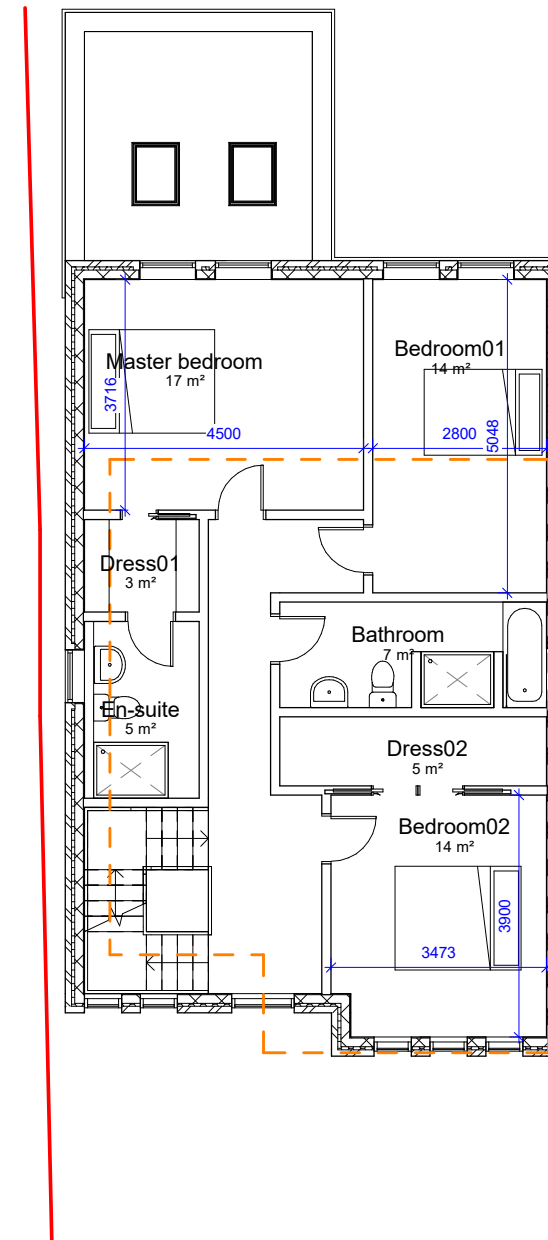


PROPOSED FLOOR PLANS

:100



1 Proposed Ground Floor Plan
1: 100



2 Proposed First Floor Plan

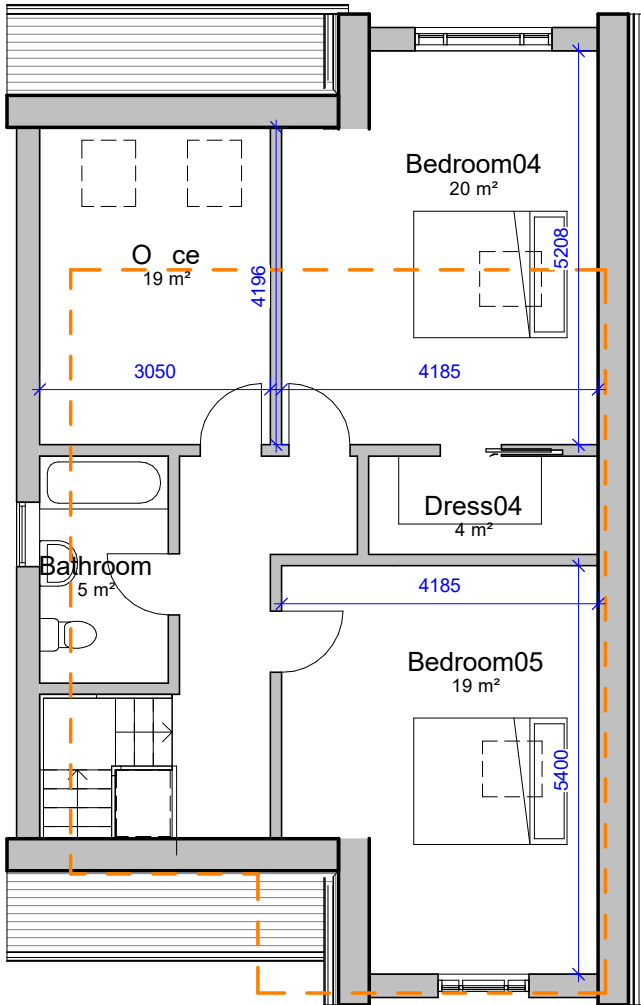
LEGEND

- Site Boundary
 Approved
 134755/FO/2022

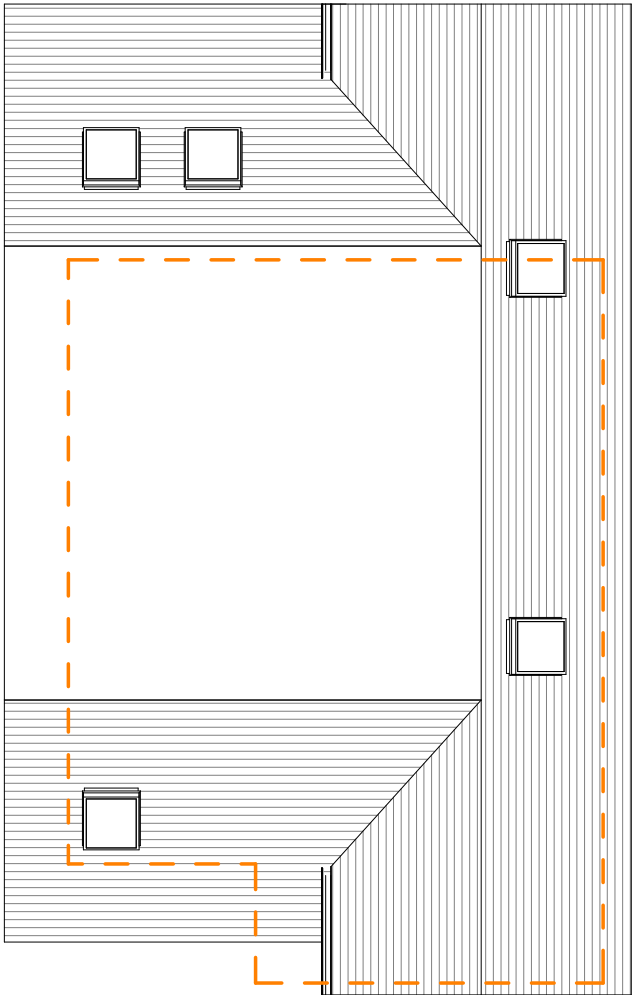


PROPOSED FLOOR PLANS

1:100



1 Proposed Loft Plan
1: 100



2 Proposed Roof Plan
1: 100

LEGEND

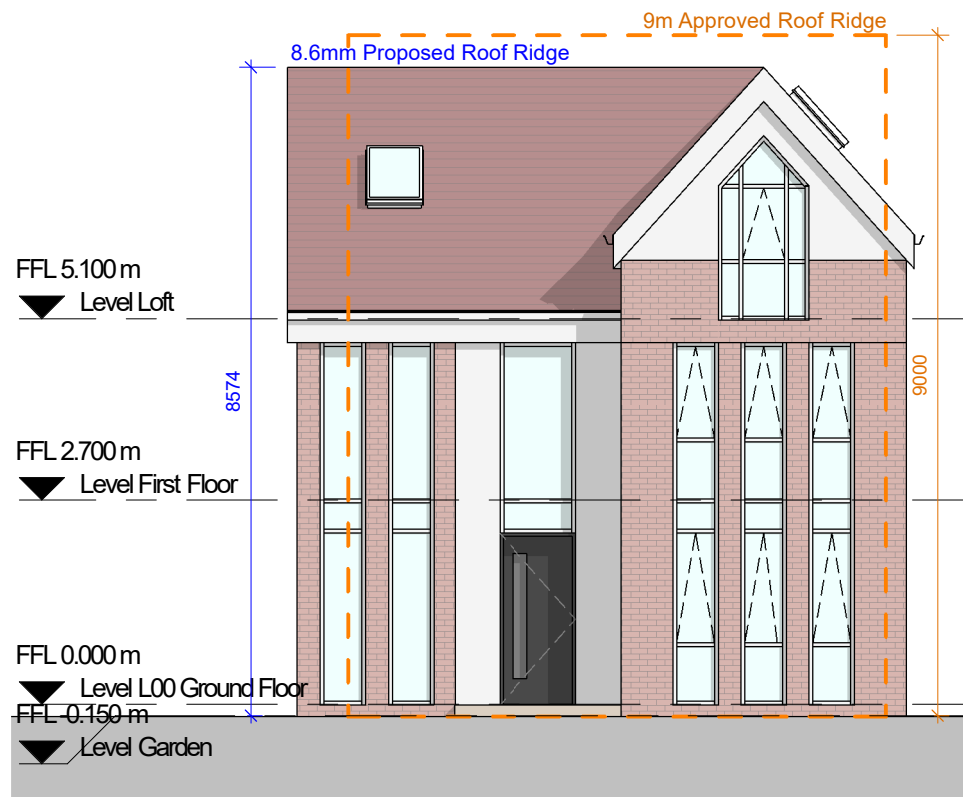
- Site Boundary
- - - Approved 134755/FO/2022

0 1 2 3 4m
1:100

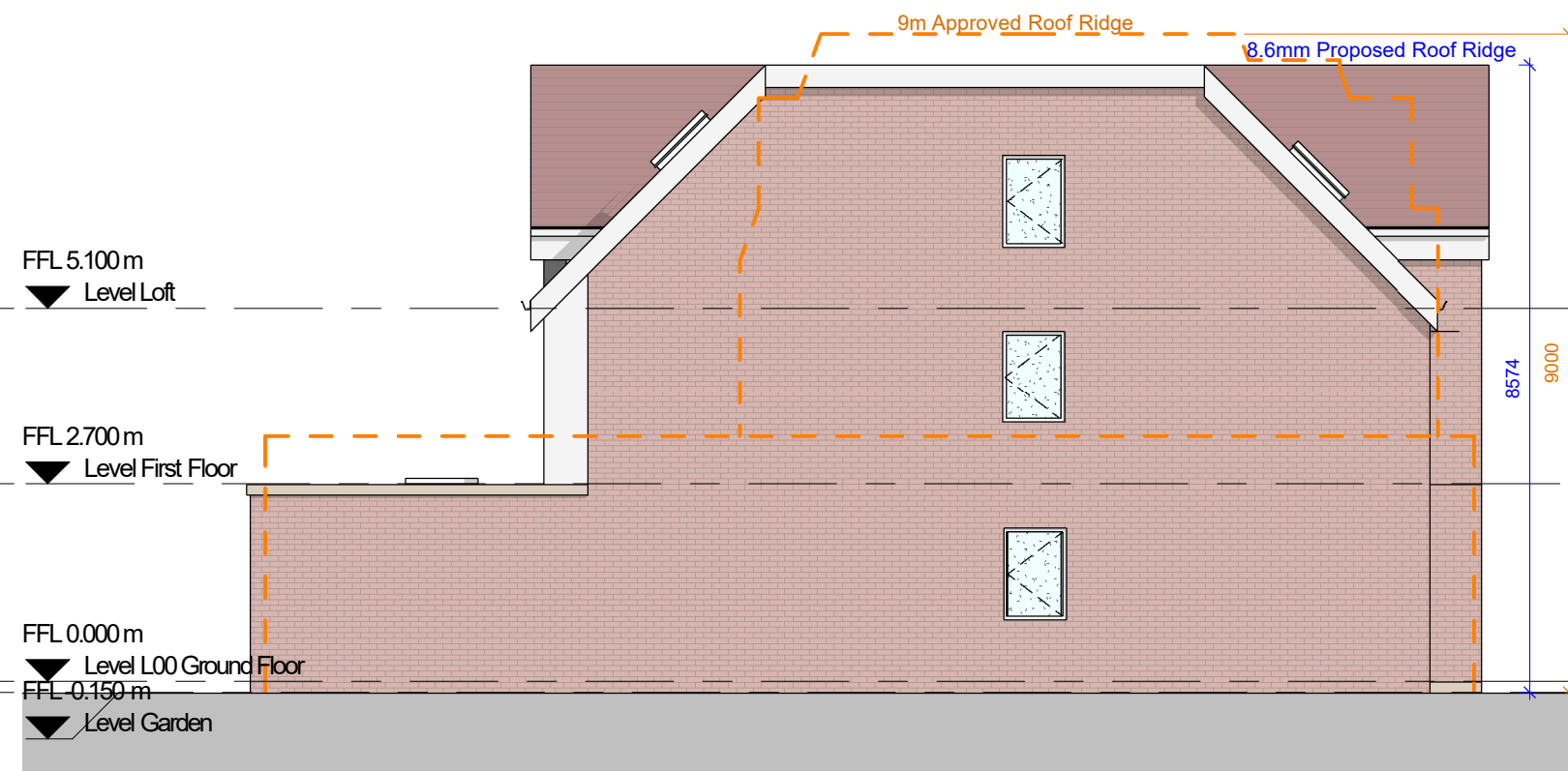


PROPOSED ELEVATIONS

1:100

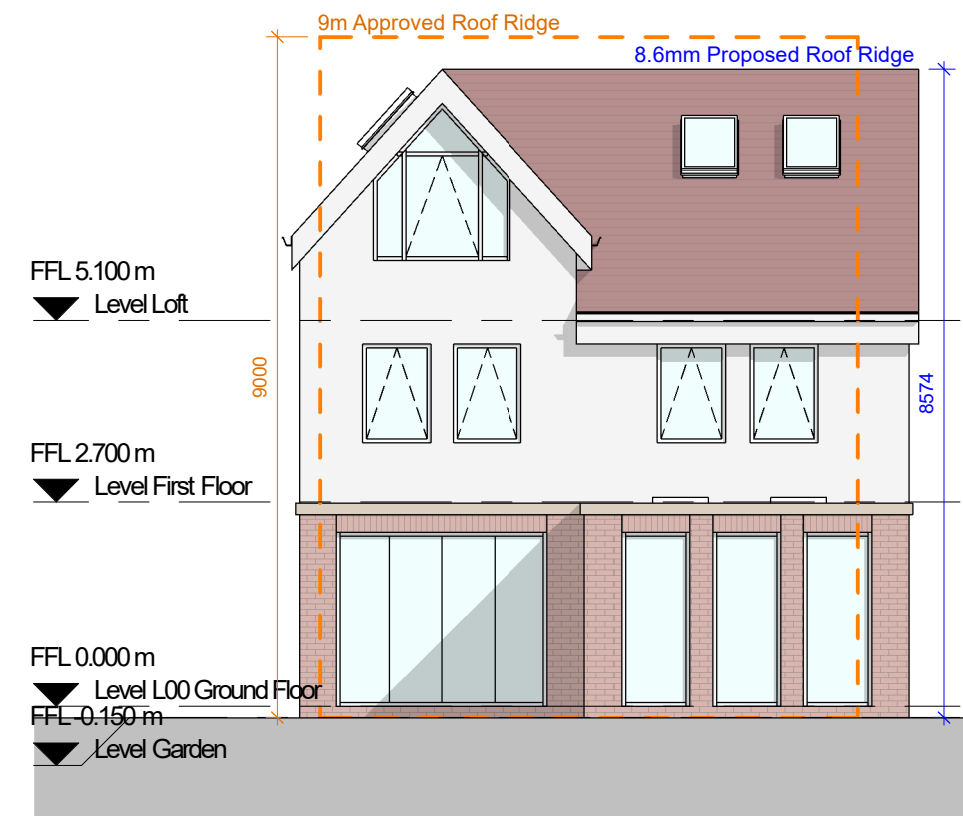


1 Proposed East Elevation
1: 100

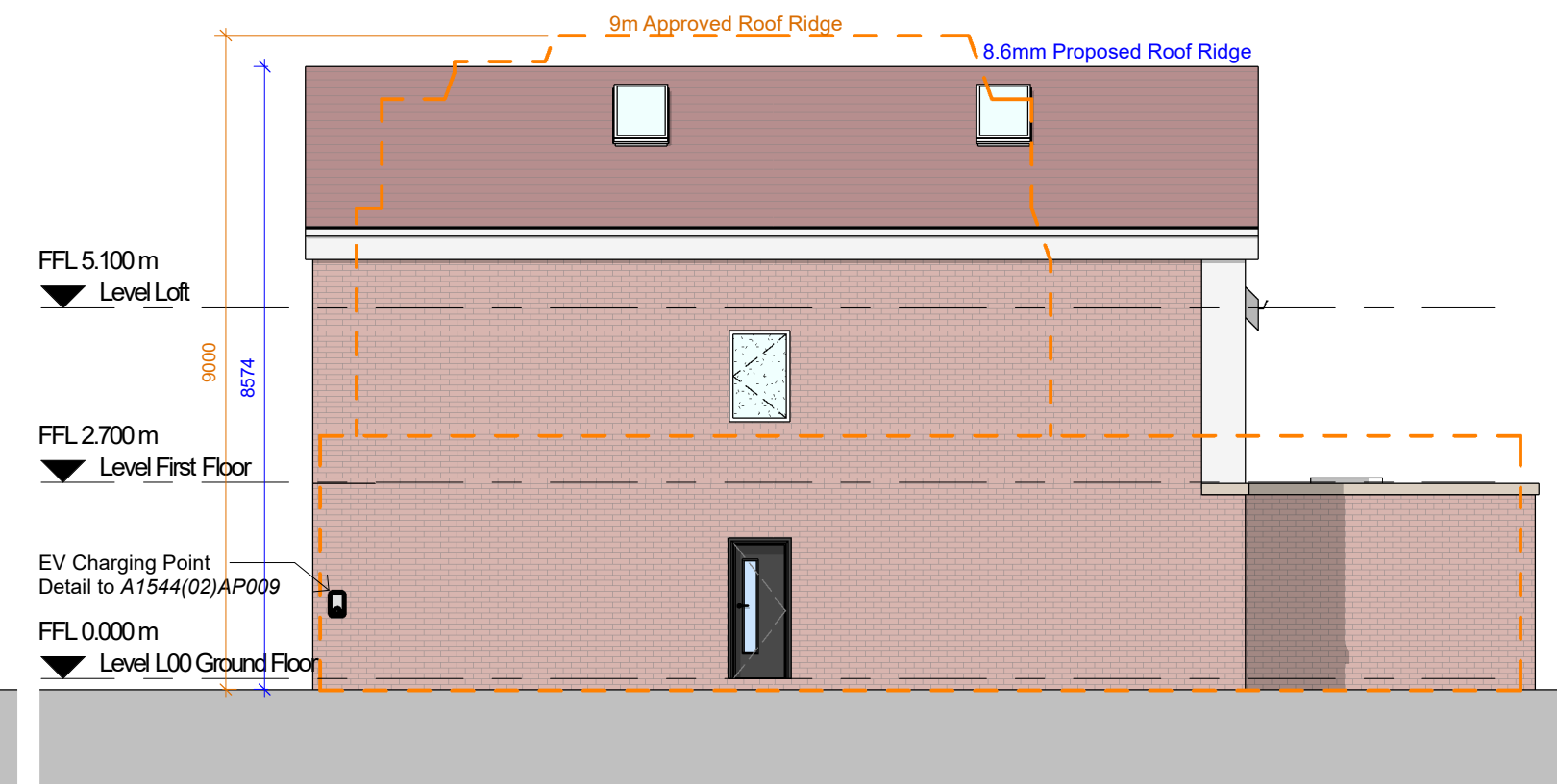


3 Proposed South Elevation
1: 100

LEGEND
— Site Boundary
- - - Approved 134755/FO/2022



2 Proposed West Elevation
1: 100



4 Proposed North Elevation
1: 100

0 1 2 3 4m
1:100

PROPOSED STREET VIEW

1:100

LEGEND

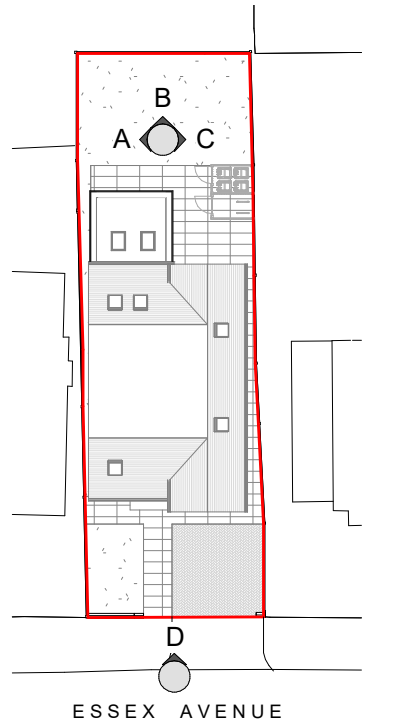
Site Boundary



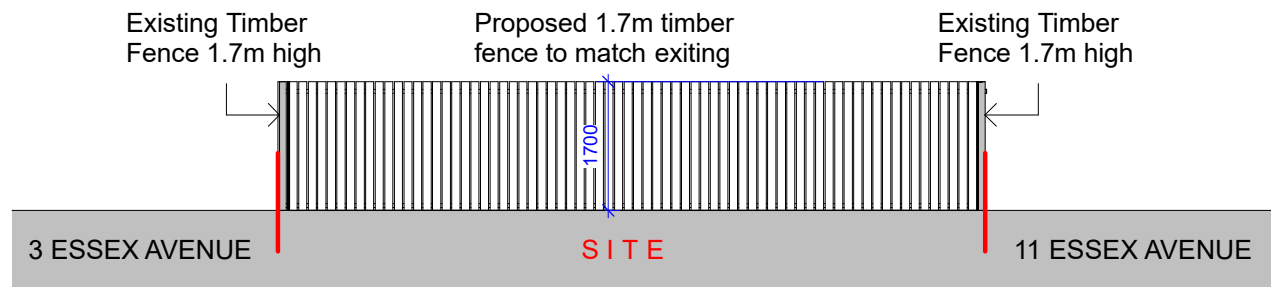
PROPOSED 3D VIEWS



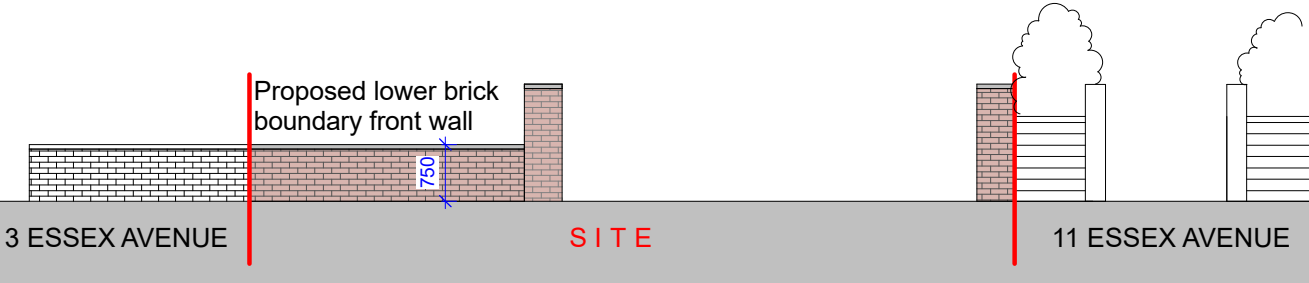
BOUNDARY TREATMENT



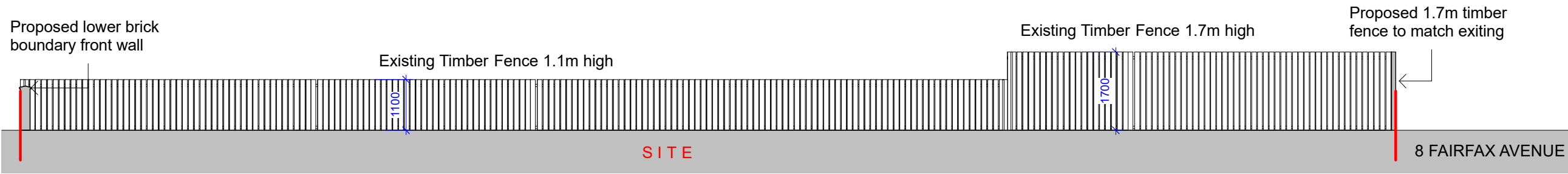
1 Key Plan
NTS



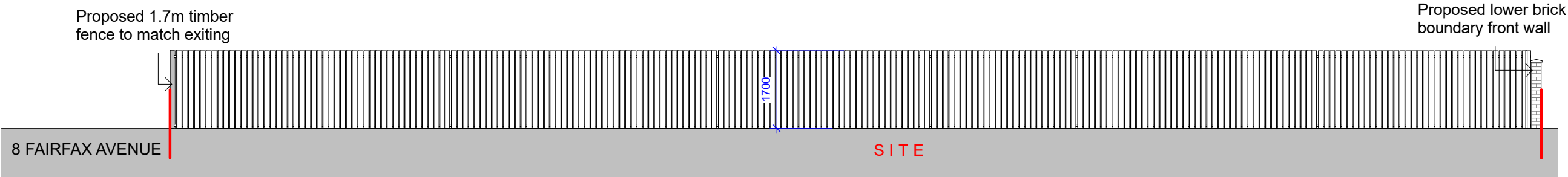
4 Boundary Treatment Elevation -!B
1: 100



5 Boundary Treatment Elevation -!D
1: 100

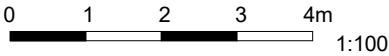


2 Boundary Treatment Elevation -!A
1: 100

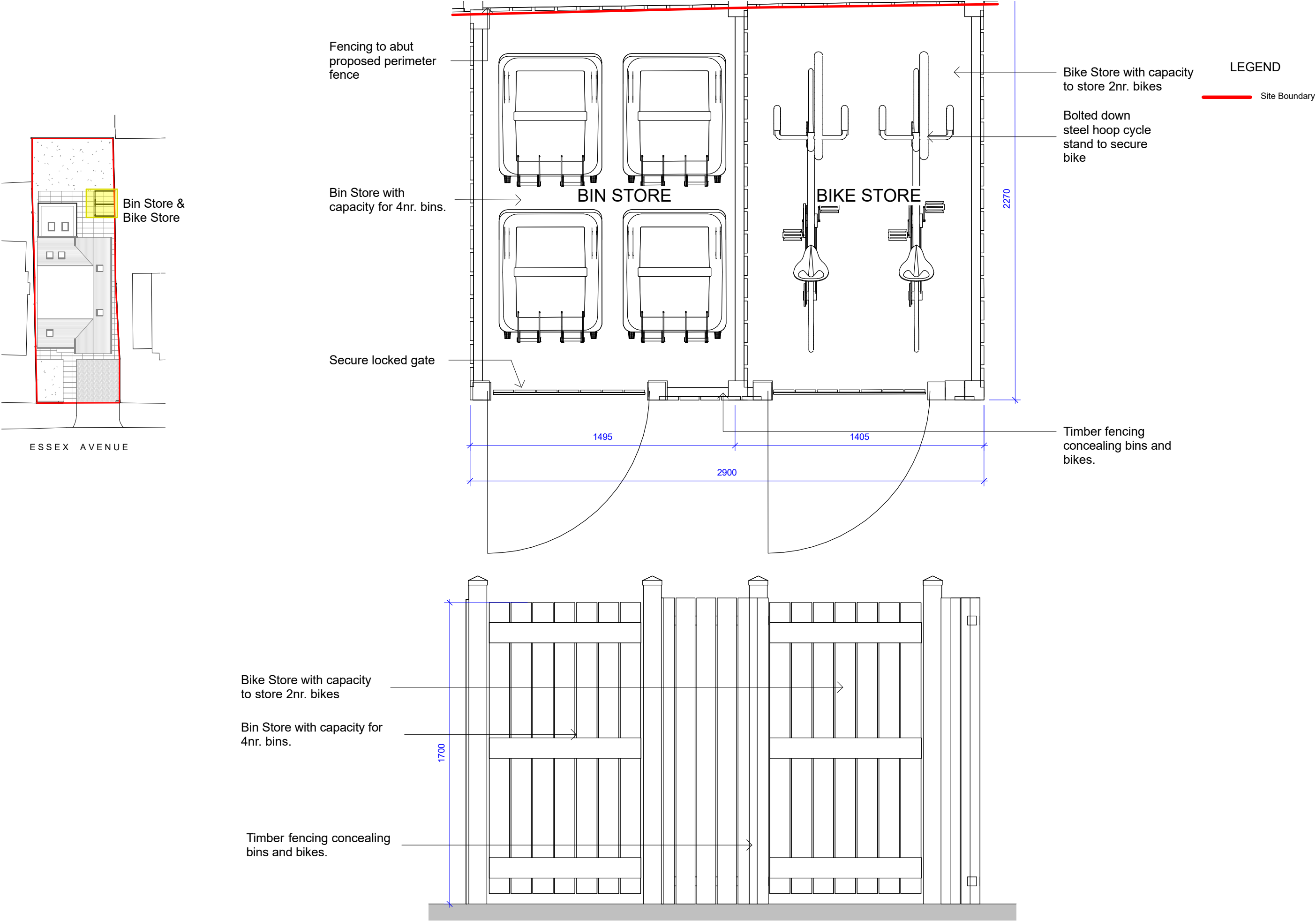


3 Boundary Treatment Elevation -!C
1: 100

LEGEND
— Site Boundary



BIN STORE & BIKE STORE



EV CHARGING POINT

ROLECEV | QUBEV

QUBEV SMART

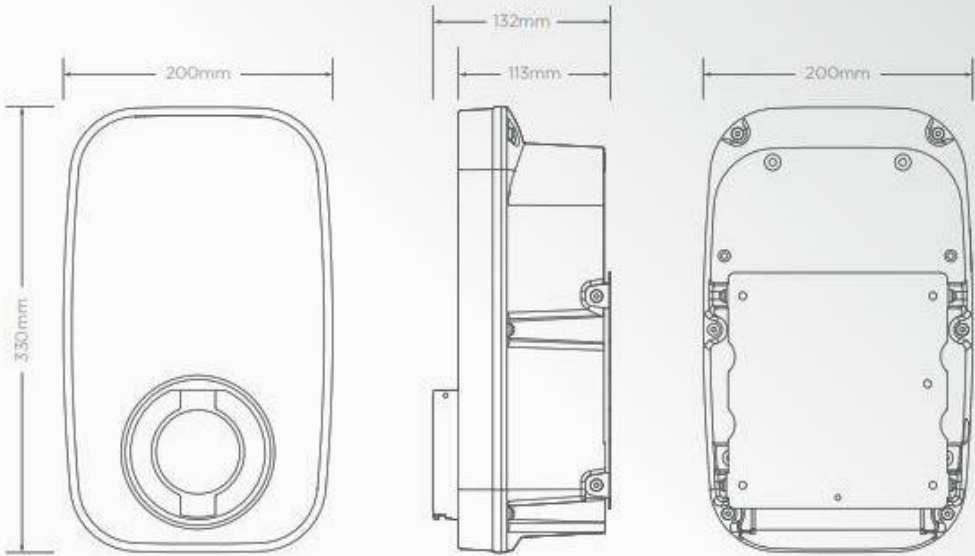
Intelligent EV charging unit



Product features

- Universal charging socket or Type 2 tethered lead
- Power rating – Up to 7.4kW or 22kW models
- Adjustable power rating – 10A, 13A, 16A & 32A
- Free QUBEV Smart Wi-Fi app
- Scheduled / off-peak charging
- Solar compatible (single phase models only)
- PEN fault and residual current protection (AC 30mA Type A, DC 6mA)
- Dynamic load balancing (CT clamp(s) & cable(s) included)
- OCPP 1.6 compliant
- Built-in LED charging status indicator
- UK Smart Charge Point Regulations Compliant including tamper security
- Wi-Fi / Ethernet connectivity
- IP54 & IK08 rated
- Corrosion and fire resistant
- CE and UKCA certified
- Easy to install and maintain
- Wall or post mounting options
- OZEV grant fundable

QUBEV Smart unit:



Easy-to-use Wi-Fi app

Enjoy a seamless charging experience, ensuring EV drivers will be ready for their next adventure.



No earth rod required

Equipped with built-in PEN fault detection, saving on installation time and costs.



Eligible for grant funding

The QUBEV Smart range is approved for the OZEV EV Chargepoint Grant.



Wi-Fi / Ethernet enabled

Complete with secure Wi-Fi and Ethernet connectivity, ensuring chargers are always online 24/7.



EV regulations compliant

Safe, secure and fully UK Smart Charge Point Regulations compliant including tamper security



Adjustable power rating

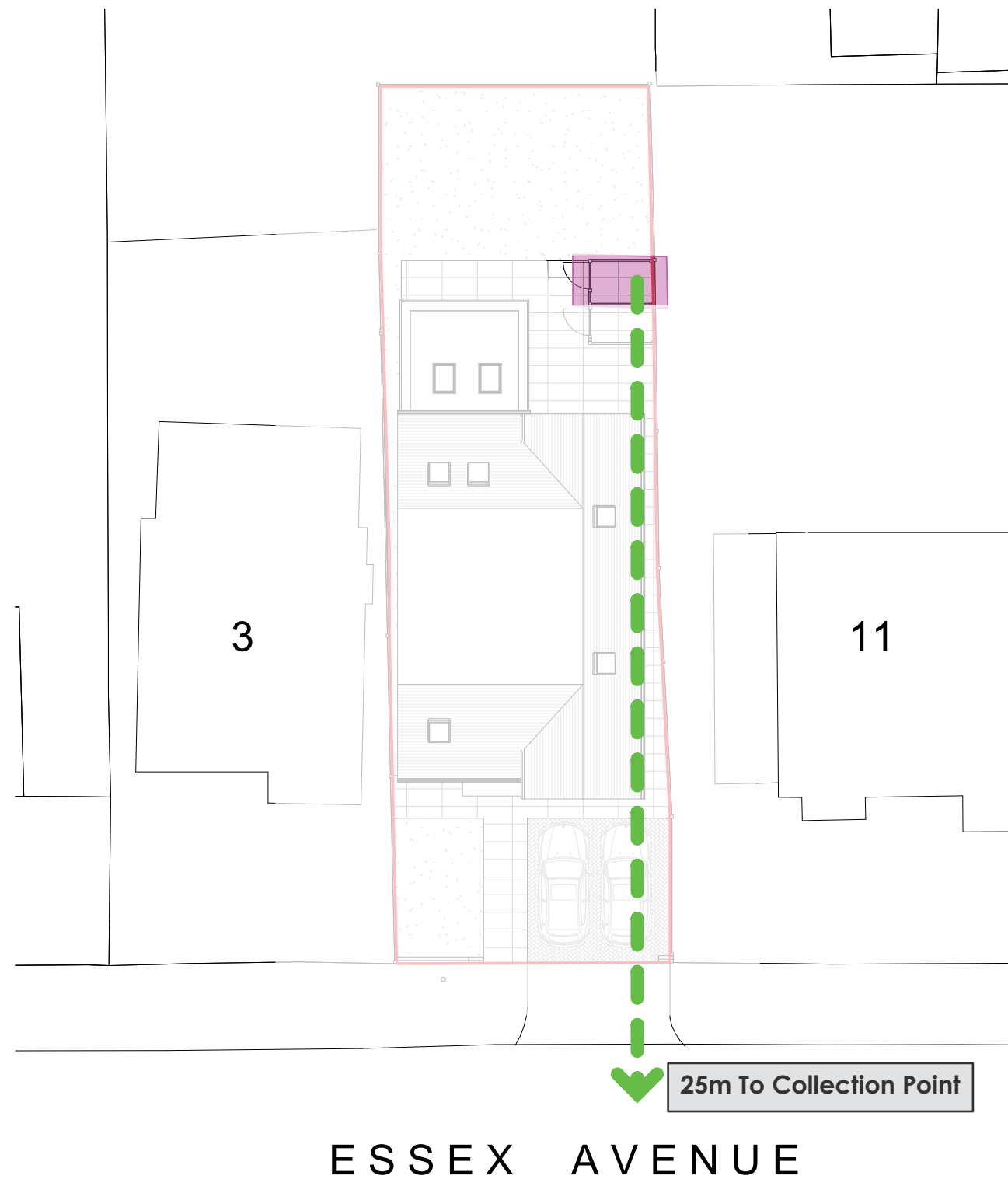
The Power rating can be adjusted between 10A, 13A, 16A & 32A using the internal Amp selector.

5.0 WASTE MANAGEMENT

WASTE MANAGEMENT

WASTE MANAGEMENT

All domestic rubbish and recycling would be stored within the enclosed area to the rear of the property. The passageway to the side of the proposed dwelling leads directly to the adjacent highway where bins/recycling can be collected as per the existing waste collection arrangements for the area.





Author	Checked	Revision	Date
SA	SH	-	04/04/2024

Create It Studio Architects

Universal Square | Devonshire Street North | Manchester | M12 6JH
0161 974 6165

www.createitstudios.co.uk
info@createitstudios.co.uk