

Former British Legion Site

Design and Access Statement - Rev A

For : Wythenshawe Community House Group

08.03.2024





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05| SUMMARY

01 | Introduction

This design and access statement has been prepared on behalf of Wythenshawe Community Housing Group (WCHG), in support of a full planning permission for a proposed apartment block of 14 No. apartments, on a site that held the former Royal British Legion Social and Welfare Club on Woodhouse Lane, Wythenshawe.

It is intended that the apartments will provide accommodation for the homeless, as part of the Single Homeless Accommodation Programme (SHAP), on which discussions are ongoing, see supporting 'Residential Standards Statement'.

1.1 Project History and Scope

WCHG have been looking at this site for some time with Arcus preparing initial sketches for both housing and apartments options.

Following a meeting with Manchester City Council and the Homelessness Team it was felt that this would be an appropriate site for apartments for the SHAP for which this proposed development has been based. However, if this scheme is not used for homeless accommodation, following ongoing discussions with MCC it will be used for social housing.



Fig 1. Application site.



Fig 2. The Royal British Legion, prior to demolition.



Fig 3. The existing vacant site.

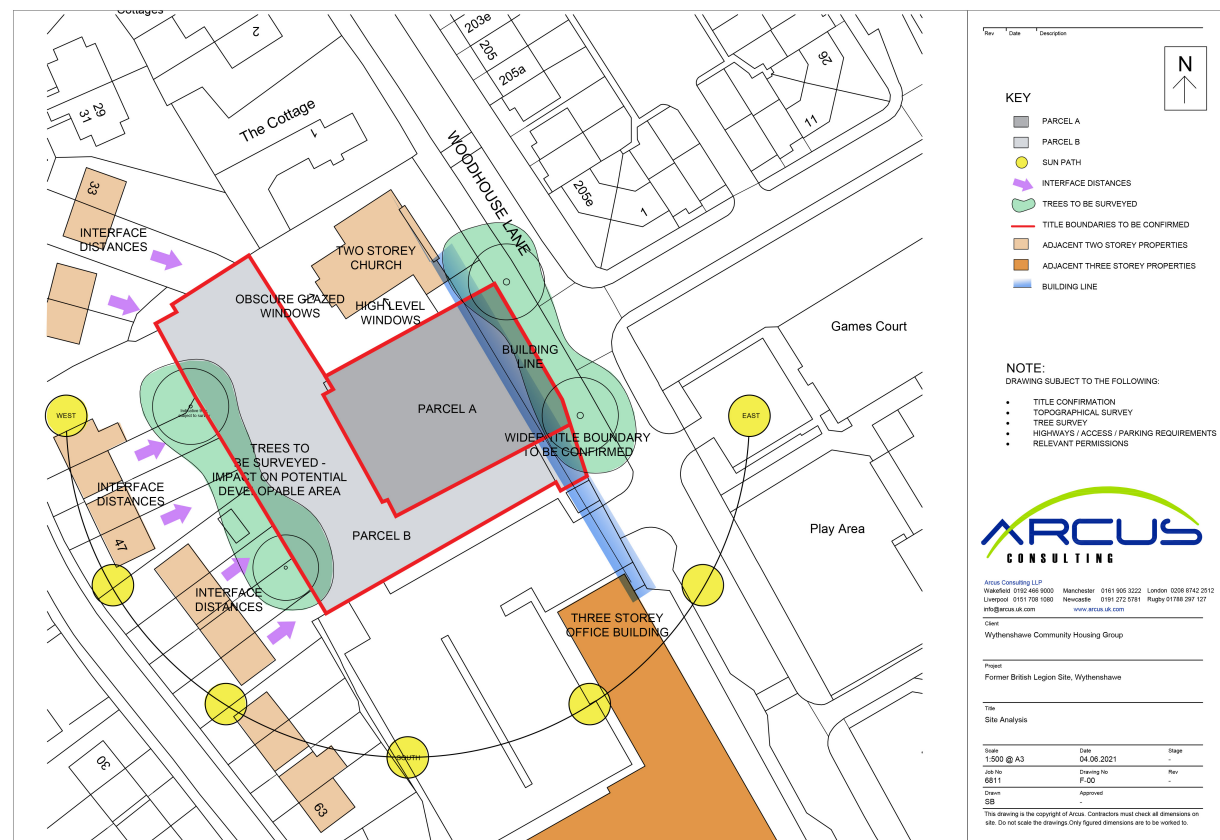


Fig 4. The Royal British Legion building, prior to demolition.

02 | The Existing Site

The Royal British Legion Social and Welfare Club House once stood on the site and closed in 2014. Since being demolished, the site has stood vacant.

2.1 Site Location

The site is located on Woodhouse Lane in Wythenshawe, adjacent to WCHG's Head Office to the south and Brownwood Hall Church to the north.

Opposite the site is a housing development, of two and three storeys, and Manchester Young Lives' 'The Addy Young People's Centre'.

To the rear is an overspill car park to WCHG's office and houses beyond that.

It is an extremely sustainable location, being within walking distance of numerous shops and services in Wythenshawe Town Centre and several bus and tram stops providing direct access to Manchester city centre and Manchester airport and indirect services to the wider areas of Bury, Altrincham and Ashton Under Lyne.

The site falls within Flood Zone 1, an area of low probably flooding.

2.2 Site Analysis

Initially the site consisted of two parcels of land, Parcel A and B as shown in Fig 4. Parcel A is the vacant parcel of land, and Parcel B is an access road and parking.

This application is for a combination of these two parcels, incorporating Parcel A and the adjacent access and road of Parcel B. The car parking to the rear will remain as over spill parking for the adjacent offices, accessed through their site.

There are 2 No. mature trees in the pavement to the front of the site, which are outside of the site boundary but impact on the developable area.

The surrounding properties are mixed in terms of their uses, with commercial office building and church immediately adjacent to the site and houses to the front and rear. These properties vary in scale, form single to three storeys.

The interface distances between the proposed development and the residential properties to the rear of the site are a key consideration, as is the need for the proposed development to respond to the street and reinforce the building line to Woodhouse Lane.

03 | The Application

3.1 Initial Design Options

WCHG have been looking at this site for some time with Initial sketches prepared for both housing and apartments options. The option for houses was developed further but following a meeting with Manchester City Council and the Homelessness Team, they were supportive of the 14 No. apartment scheme on this site, to provide much needed housing as part of the Single Homeless Accommodation Programme. The scheme was developed on this basis however subsequent conversations have taken place, and this is no longer viable, and instead will be affordable housing.

3.2 Pre-application Advice

Pre-application advice has been sought from both planning and highways officers at Manchester City Council.

Highways provided the following comments on the 16th December 2022 for a proposal comprising of 14 one bedroom affordable apartments with 86% parking.

“TRICS Assessment: The proposed TRICS assessment is acceptable to Highways. The provided assessment demonstrates that the two way trips to/from the site will be less than 30 and therefore a junction capacity assessment is not required.

Parking Provision: The proposed parking provision of 12 parking spaces (including 2 disabled spaces) is acceptable to Highways. The provision of 86% is acceptable for this area. Highways would have concerns if the provision was lower due to on-street parking that occurs along Woodhouse Lane and the loss of on-street parking due to the development and potential parking restrictions associated with the development. It is requested that the submitted Transport Note provide details on how the parking spaces at the site will be allocated i.e. first come / first serve or to specific apartments.

Access Arrangements: The existing access from Woodhouse Lane will be retained. The Scoping email (received the 8th of December) confirms that a visibility splay of 2.4m x 25m can be achieved from the access, however, the southern visibility splay does cross the adjacent car park access. Although, this is not ideal it is acknowledged that this is an existing arrangement. It is therefore requested that the applicant ensures that boundary treatment proposed at the site access ensures good visibility from the access and does not impinge on visibility to the adjacent car park access.

The applicant should ensure that the access has dropped kerbs and tactile paving in place. This will need to be undertaken via a Section 278 agreement. It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place.

A TRO assessment should be undertaken along Woodhouse Lane. Highways are aware that on-street parking does occur along Woodhouse Lane and on-street parking opportunities will be lost due to the development. The applicant should consider what TROs are and could be in place near the access and between the adjacent car park access to reduce opportunities of inconsiderate parking that could impinge on visibility.

Fig 5. Site Plan submitted for pre-app advice.



Footways will be in place within the development site and will connect to the existing footway on Woodlands Lane. It is requested that any footway upgrades on the adopted highway be a minimum of 2m wide. Any works on the adopted Highway will require a Section 278 agreement and will be funded by the applicant. It is requested that the applicant resurface Woodlands Lane adjacent to the development. Any redundant dropped kerbs should be reinstated as part of the Section 278 agreement.

Cycle Parking: In line with MCC Residential Guidelines, secure and sheltered cycle parking provision should be made. Highways requested that 100% cycle parking is in place for the development. The Plan confirms that a bike store will be in place on the ground floor of the site. This is acceptable to Highways.

Waste Collection: MCC do prefer servicing within the site, but in this case we acknowledge that the site has constraints. Highways would accept servicing from Woodhouse Lane, however it is requested that the collection point does not impact on any adjacent access points or Woodhouse Lane junction with Sandycroft Avenue. The collector must not be required to wheel a container more than 10m to the collection vehicle and residents must be within 30m of a bin collection point. It is also recommended that TROs are in place to ensure that parking does not occur at the collection point and potentially cause congestion when waste collection is taking place.

General Comments: It is acknowledged that we have previously provided Highway's advice and therefore you may already have the following information. However, please see below. It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians. The applicant should be advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway. A Construction Management Plan should be provided by the applicant prior to any construction works beginning. Site accessibility, access to public transport, walking and cycling routes should be included in the assessment. The proposed Transport Note scoping is acceptable to Highways."

On 2nd June 2023, planning officer Robert Griffin made the following comments;

"The principle of a residential development is one that can be supported. I note conversations have already been had with relevant parts of the Council in terms of the type of residential accommodation and this is something we would wish to confirm through any planning application process. Proposals with 100% 1 bedroom flats are not normally supported and we would need a specific justification if this were to be the preferred size of units throughout the scheme.

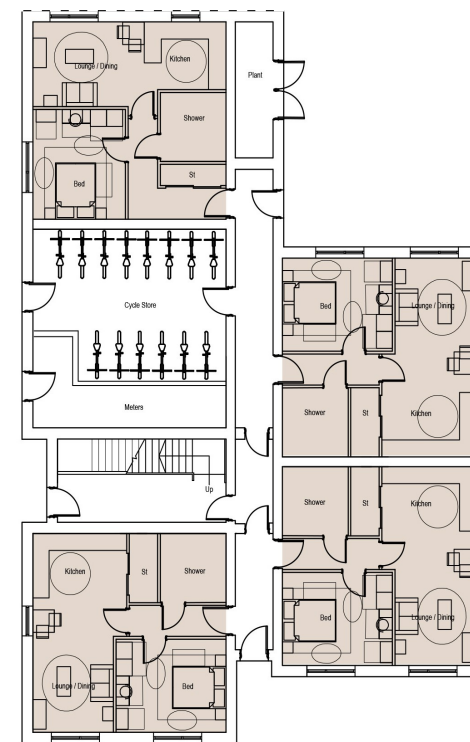
The staggered building line of the frontage does raise some concerns around the vulnerability of the front door entrance to



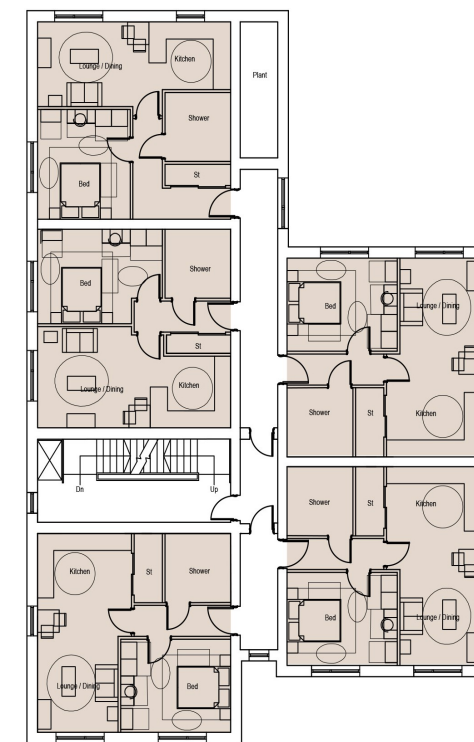
Proposed Street Scene

Gross Internal Floor Area = 981 sqm
Total No. Apts = 14 No. / 700 sqm

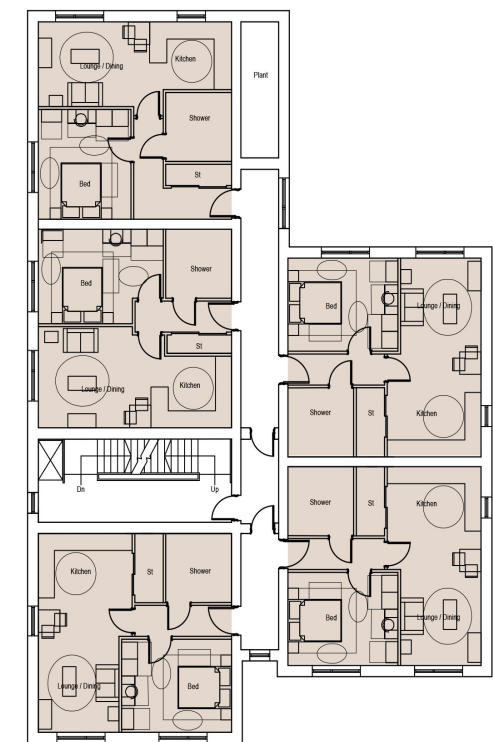
Fig 6. Plans and Street Scene submitted for pre-app advice.



Ground Floor - Internal Floor Area = 327 sqm
4 No. 1b2p Apts @ 50 sqm



First Floor - Internal Floor Area = 327 sqm
5 No. 1b2p Apts @ 50 sqm



Second Floor - Internal Floor Area = 327 sqm
5 No. 1b2p Apts @ 50 sqm

future occupiers, the crime impact statement to accompany any future application may make specific recommendations around this element.

As part of any future application, we would want some assurances around the quality of the building including detailing of the brick work, depth of window reveals, materials to be used etc.

In terms of the parking levels whilst this may be appropriate for the initial intended use we would also want the submission to be supported by appropriate evidence that it the occupation type were to change in the future that this level of provision in this location would be appropriate.

We would not wish to see any bin store directly on the road frontage, so if this could be located elsewhere such as within the car parking area that would be an improvement to overall streetscene.

Any works within the RPAs of retained trees would need to be supported by appropriate Arboricultural Method Statements for works specifically where hardstanding is going to be introduced within them."

The way in which these comments have been incorporated into the scheme are provided later in

this statement. Also, during the planning application process a request was made to increase the number of two bed apartments. Therefore the scheme has been amended to provide 11 No. one bed apartments and 3 No. two bed apartments. A supporting statement accompanied the amended drawings and this has been agreed as acceptable in principle by MCC.

3.3 Design Guides

The design of the proposed development has been guided by the principles of;

- Local and National Planning Policy Guidelines
- Manchester Residential Quality Guidance 2017
- Standards and Quality in Development
- Design for Access 2 Guidelines
- Building Regulations Part M
- Housing Quality Indicators Lifetime Homes Requirement

Numerous reports have been prepared in relation to this proposed development and are submitted as part of this application. These include;

- Ecology Report
- Noise Impact Assessment
- Transport Note
- Air Quality Report
- Sustainability / Energy Statement
- Drainage / SUDS Strategy
- Phase One and Two GI
- Landscaping scheme
- Arboricultural Impact Assessment and Method Statement
- WCHG Management Strategy
- Residential standards statement
- Construction Management Plan
- Crime Impact Statement

- Utility records
- Waste Management Statement

These have informed the design put forward as part of this application.

04 | Design and Access Statement

The following design and access statement is based on CABE best-practice guidance on Design and Access Statements, under the headings; Use, Amount, Layout, Scale, Appearance, Access and Landscaping.

4.1 Use

The site is a vacant brownfield site.

The proposed development looks to construct a residential development consisting of 14 No. apartments with associated car parking and landscaping.

Located in an area of mixed uses, redevelopment of this brownfield site for affordable housing is in line with local and national planning policy.

4.2 Amount

The site area is approximately 0.12 Ha. The proposed 14 No. apartments consist of;

- 3 No. 2b3p apartment
- 11 No. 1b2p apartments

The two bed apartment will be used by the care provider, providing 24hr presence on site, with the option of using the second bedroom as a treatment room for private sessions with residents. Of the one bed apartments, 5 No. are designed to be Part M4(3) Wheelchair User dwellings, with the remaining 6 No. apartments designed to Part M4 (2) Accessible and Adaptable dwellings.

The pre-application comments were based on a scheme for 100% one bed apartments. The scheme has now been amended to include a 3 No. two bed apartments.

Manchester Move have also provided WCHG with some statistics for the demand for one bedroom properties across the City. They confirmed there are 6505 applicants with a one bedroom need in the following bands;

<i>Band 1</i>	<i>573 applicants on waiting list</i>
<i>Band 2</i>	<i>1996 applicants on waiting list</i>
<i>Band 3</i>	<i>91 applicants on waiting list</i>
<i>Band 4</i>	<i>3705 applicants on waiting list</i>
<i>Band 5</i>	<i>140 applicants on waiting list</i>

This demonstrates the high demand for one bed properties. Also, taking into consideration the proposed location of the site and the existing housing stock, a scheme of this mix would be appropriate for the area.

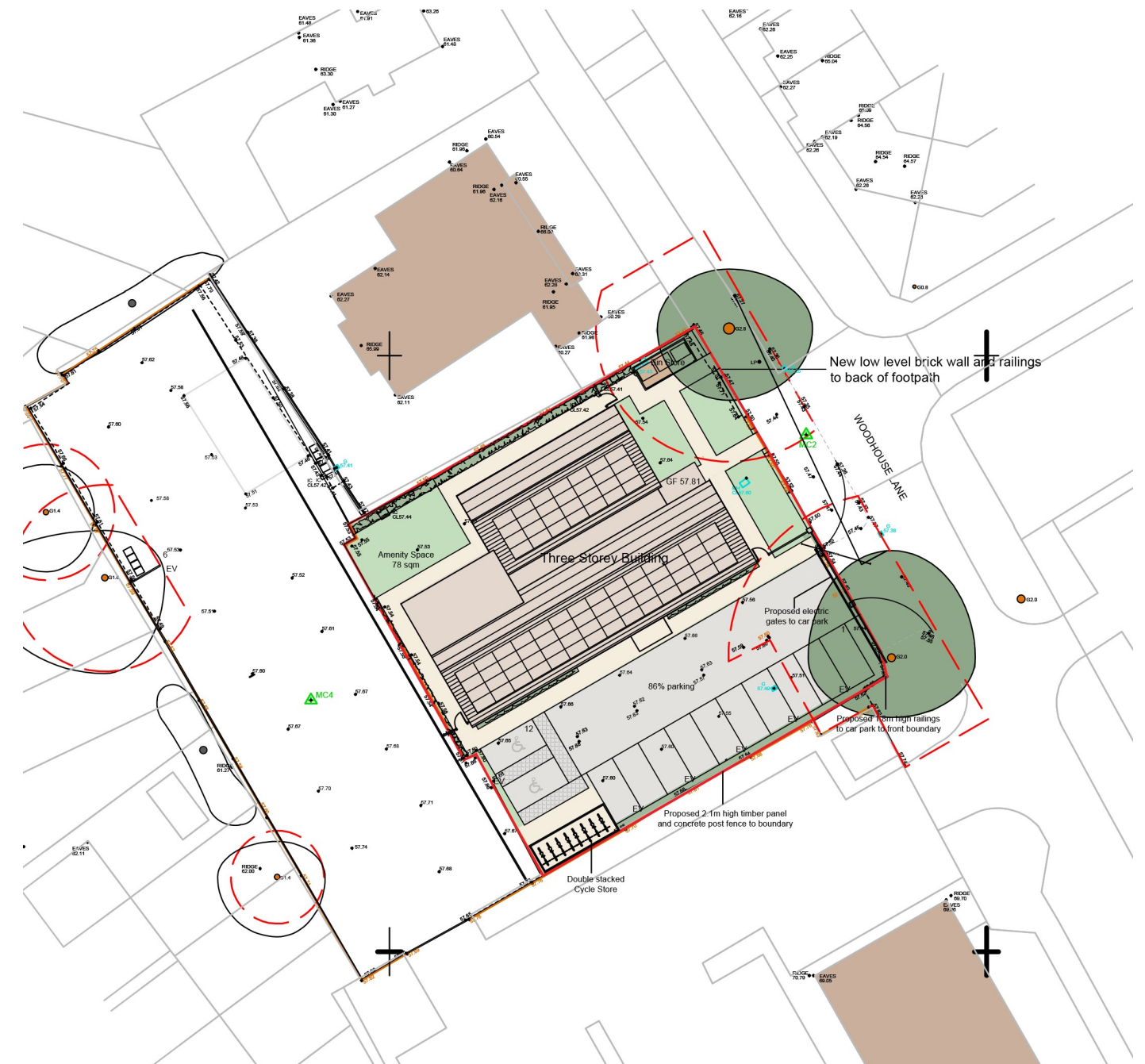


Fig 7. Proposed Site Plan

4.3 Layout

The site is rectangular parcel of land with an existing access off Woodhouse lane. The proposed development looks to keep the existing access as the only vehicular entrance to the site, with the necessary improvement and upgrading works. This is to be a gated access that leads to the car park which provides 12 No. parking spaces, two of which are accessible spaces. The parking provision is at 86%, and pre-application feedback requested justification as to the level of parking for future use of the building.

The proposed parking provision is considered acceptable as the building is in a very sustainable location, in walking distance to Wythenshawe Town Centre where there are numerous shops and services. There is also excellent public transport links in form of buses and trams. With the cost of car ownership rising and the reliance on the car when living in such a sustainable location becoming less, 86% is therefore considered to be an appropriate level of provision. There is also the provision of a secure cycle store which will provide 14 No. spaces, one for each apartment, and offers a much more sustainable and cost effective mode of transport.

The building has been orientated so its main front elevation presents to the street, whilst a side entrance / fire escape, provides access from the car park. All entry into the building will be controlled.

The positioning of the proposed apartment block has been influenced by a couple of factors. It reinstates the building line that is evident along Woodhouse Lane, whilst stepping back slightly to respond to the adjacent property that sits further back from the road. This also ensures the building remains outside of the root protection areas of 2 No. existing trees that are located in the pavement, outside of the site boundary. In the pre-application feedback, a concern was raised over the step in building line as follows;

“The staggered building line of the frontage does raise some concerns around the vulnerability of the front door entrance to future occupiers”

However, in addition to the above explanation, the building will have 24hr staff presence with controlled entry to the building and CCTV to ensure the development is safe and secure. It is therefore considered that there is no vulnerability for the residents relating to the positioning of the front door.

Privacy to surrounding properties is protected by separation distances of habitable room windows, and choice of orientation of apartments.

The bin store is located to the front of northern corner of the site. Whilst the planning officer commented that this was not the ideal location stating;

“if this could be located elsewhere such as within the car parking area that would be an improvement to overall streetscene.”

However, there is limited space on site, with no turning space for a bin wagon to enter and leave the

site in a forward direction. This in conjunction with the maximum distance of travel required for both the residents and refuse collectors means there is nowhere else on site for the bin store to be located. Acknowledging these constraints, highways confirmed the proposed positioning and arrangement is acceptable, as mentioned in Section 3.2 of this report.

4.4 Scale

The proposed development is three storeys in height which helps tie the street scene together with the adjacent commercial three storey property to one side and the one and half storey church to the other.

There are other three storey residential properties in the immediate vicinity of the site and it is therefore considered that the proposed scale is in keeping with its surroundings

4.5 Appearance

There is little prevailing architectural style in the area, with a mix in the age, use and appearance of properties. Therefore, a simple contemporary architectural approach has been taken when designing the external facade, to provide a development that represents its modernity but has a focus on quality, detailing and materials. Through these design choices, the building will be low maintenance and offer longevity.

Two asymmetrical gables have been introduced to the building as this breaks down the massing, making the building appear more like a pair of large semi-detached dwellings than an apartment block. Having two pitched roofs also maximises the area of south facing roof for provision of solar photovoltaic panels, if required.

The materials proposed are two types of red facing brick. The main brick being a red / buff multi to introduce some cream mix to the pallette, acknowledging the predominant red brick in the area whilst also helping tie the development into the varied street scene, in particular the adjacent buff brick office building.

The other brick proposed is a smoother red to the element between the two gables. This provides a break between the two elements, creating further depth to the façade.

Feature panels of projecting brick on end have also been incorporated to parts of the elevation to provide visual interest. These panels have also been used to respond to the scale of the properties either side of the site on the front elevation by stepping down from one side of the building to the other, helping tie the street scene together.

Recessed grey upvc windows and doors are proposed with grey concrete roof tiles and solar pv panels to the roof.

4.6 Landscaping

There is a small area of private communal garden space to the rear of the building.

A landscaping scheme has been prepared and is submitted to support the planning application. The scheme details the treatment of the garden spaces and proposed planting to the front and rear of the building.

The proposed development is located in close proximity to two mature trees, a Category A2 Lime tree and B2 Oak Tree situated just outside the site boundary. The scheme has been designed around the existing quality trees, and an Arboricultural Impact and Method statement, submitted in support of this application, details how they are to be protected.

4.7 Access

As mentioned earlier in this statement, the site has a very sustainable location being in close proximity to a range of amenities and services.

With regards accessing the site and building, vehicular access is provided using the existing access which is to be upgraded in line with the comments made by highways. Pedestrians will access the site via a new path that will lead from the pavement directly to the front entrance.

Due to the intended end user group of this development, 6 No. of the apartments are fully accessible, designed to Part M4(3) Building Regulations, and as some of these are on upper floors a lift has also been provided. Therefore, the approach to the building, and all communal doors and corridors have also been designed to comply with Part M4(3) guidelines. The remaining apartments are designed to Part M4 (2), Accessible and Adaptable dwellings.



Fig 8. Proposed Elevations

05 | Summary

The application is for one block of 14 No. apartments, made up of 3 No. two bed and 11 No. one beds.

Submitted on behalf of WCHG, the development will provide some much needed affordable living accommodation in a very sustainable location.

The pre-applications comments have been incorporated where possible and the scheme proposals justified where requested.

All the supporting documents should be read in conjunction with this application to fully understand the proposal put forward.