



DESIGN AND ACCESS STATEMENT
NEW DWELLING, CROSSWAY, DIDSBURY
MARCH 2024

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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 CABE 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.

A previous scheme, application: 138481/FO/2023, recently received a refusal. Following this we have engaged in ongoing consultation with The planning officer to address comments and concerns before submitting this revised application. We have referenced this throughout this D&A.



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.

A previous feasibility scheme 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.



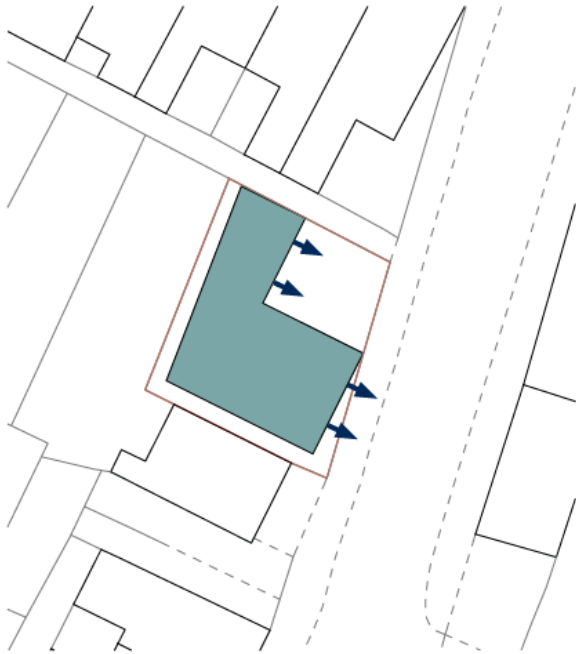
Osborne Street

As per adjacent but larger

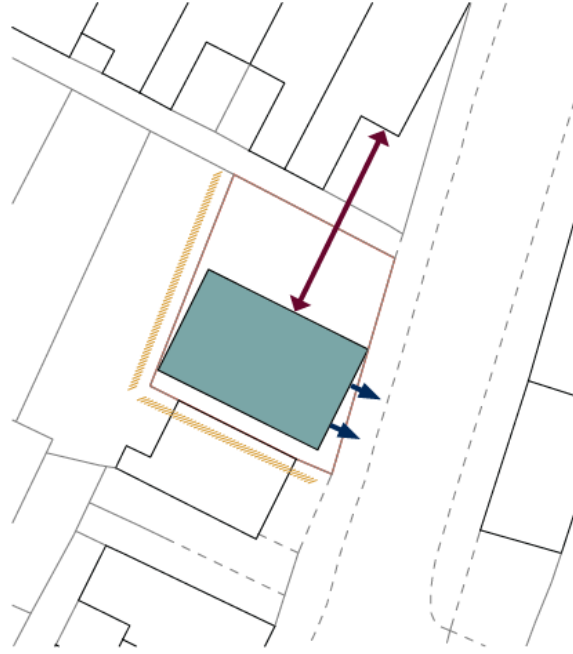


Concept Design

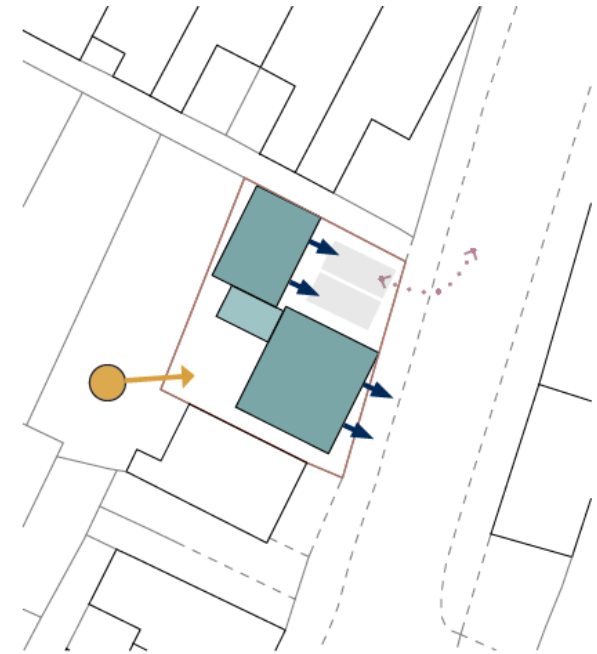
Early design principles were developed with privacy and amenity of the occupants and surrounding properties in mind. The diagrams illustrate the key principles that developed the buildings form.



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.

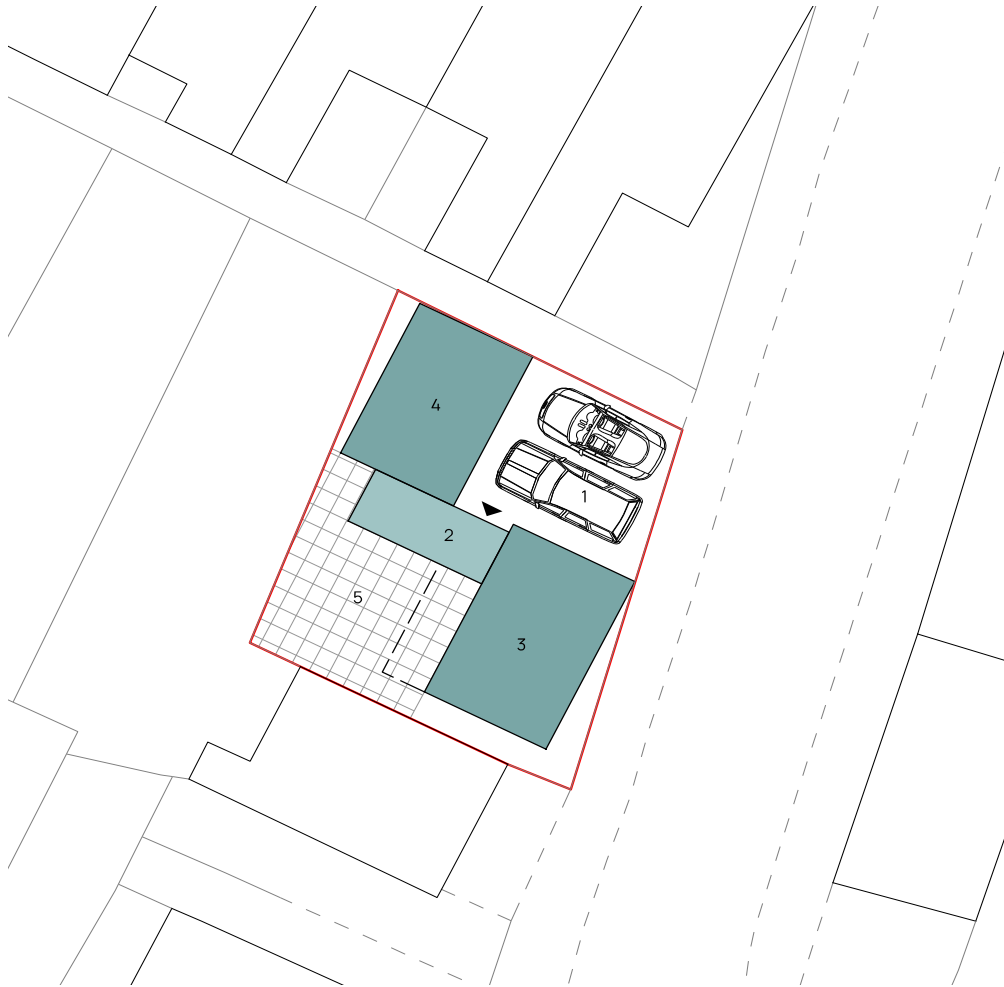


Number 15 Barlow Moor Road is a retail unit with associated office space at first floor, there is a window from this office that is within the main building form. The building form has been stepped back to maintain their aspect and minimise overshadowing

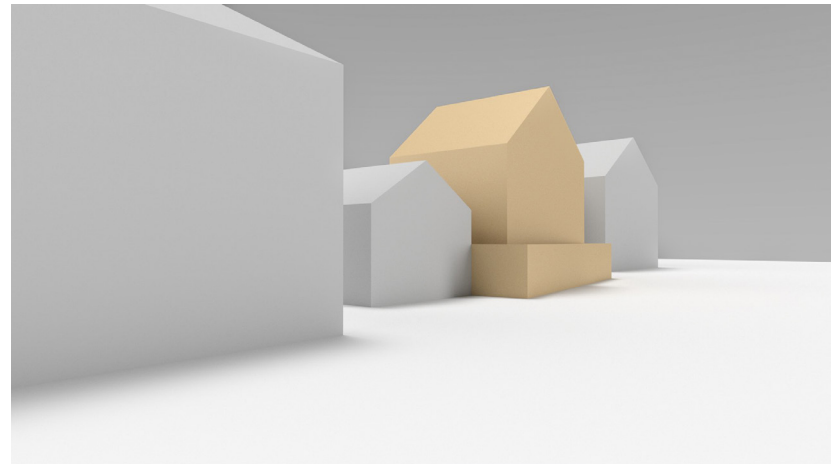
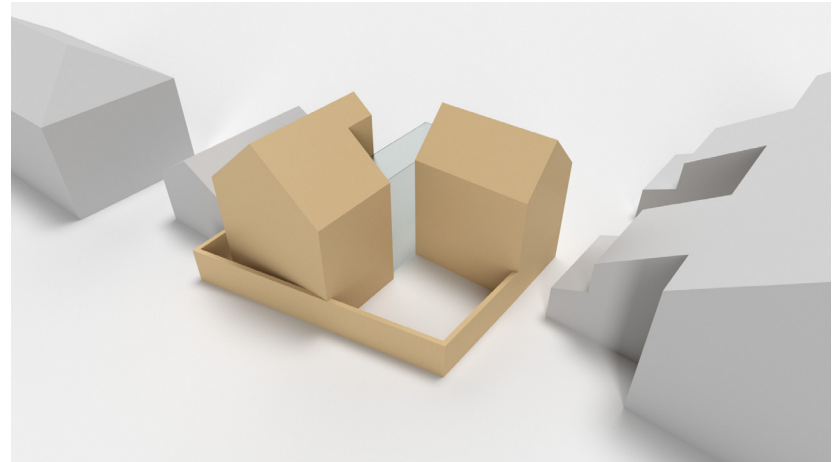


The form has been split into a two block arrangement shifted apart to create a driveway and to the front, and a garden/yard and bin store to the rear. The two blocks are connected by a circulation block.

- ↔ 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 the planning officer 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.

3 Bed, 1 Bath

Basement = 66m²

Ground = 62.5m²

First = 45m²

Total GIA = 173.5m²

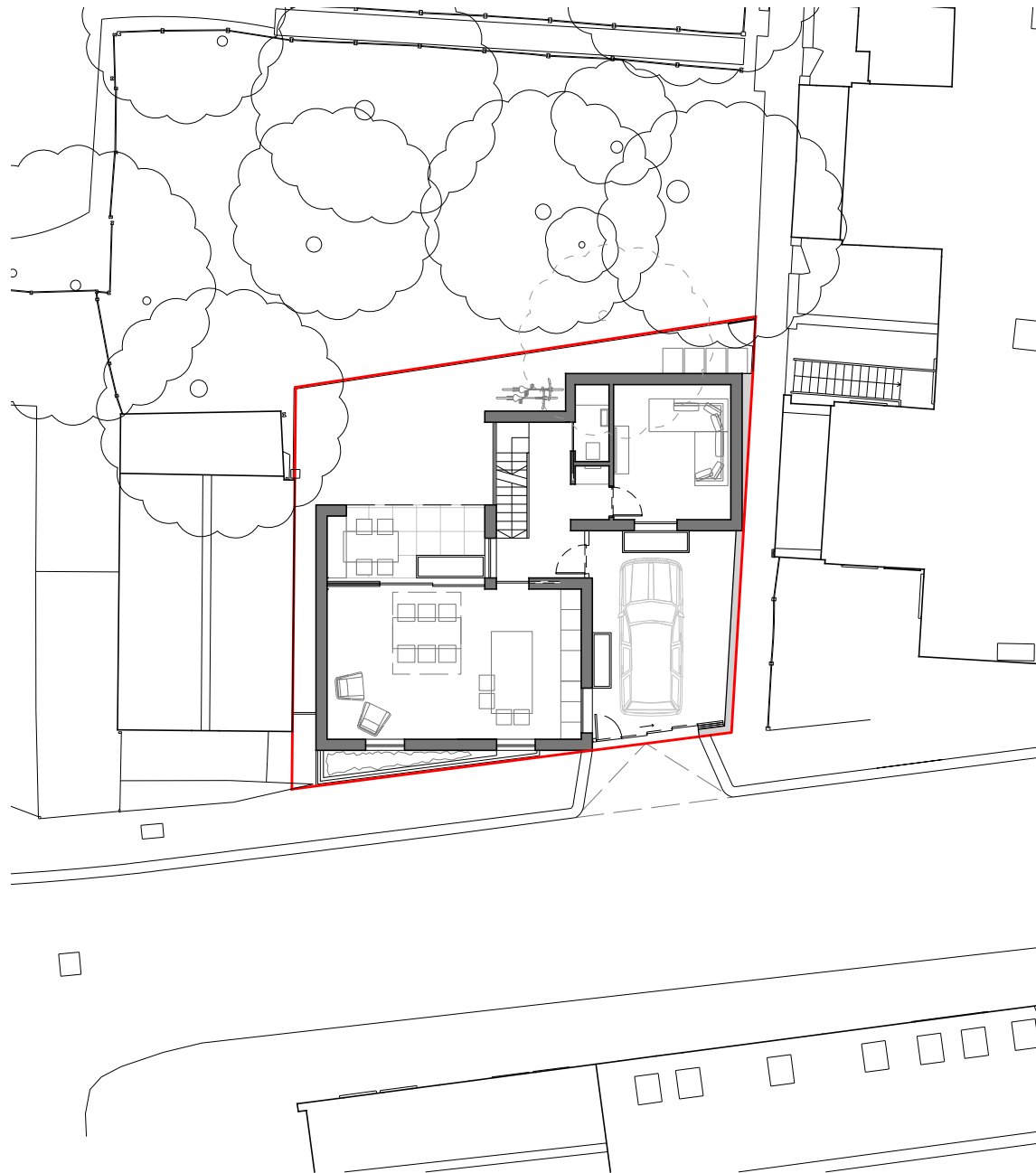
The proposed exceeds the space criteria set out in the Technical housing standards and the Manchester Residential Quality Guide.

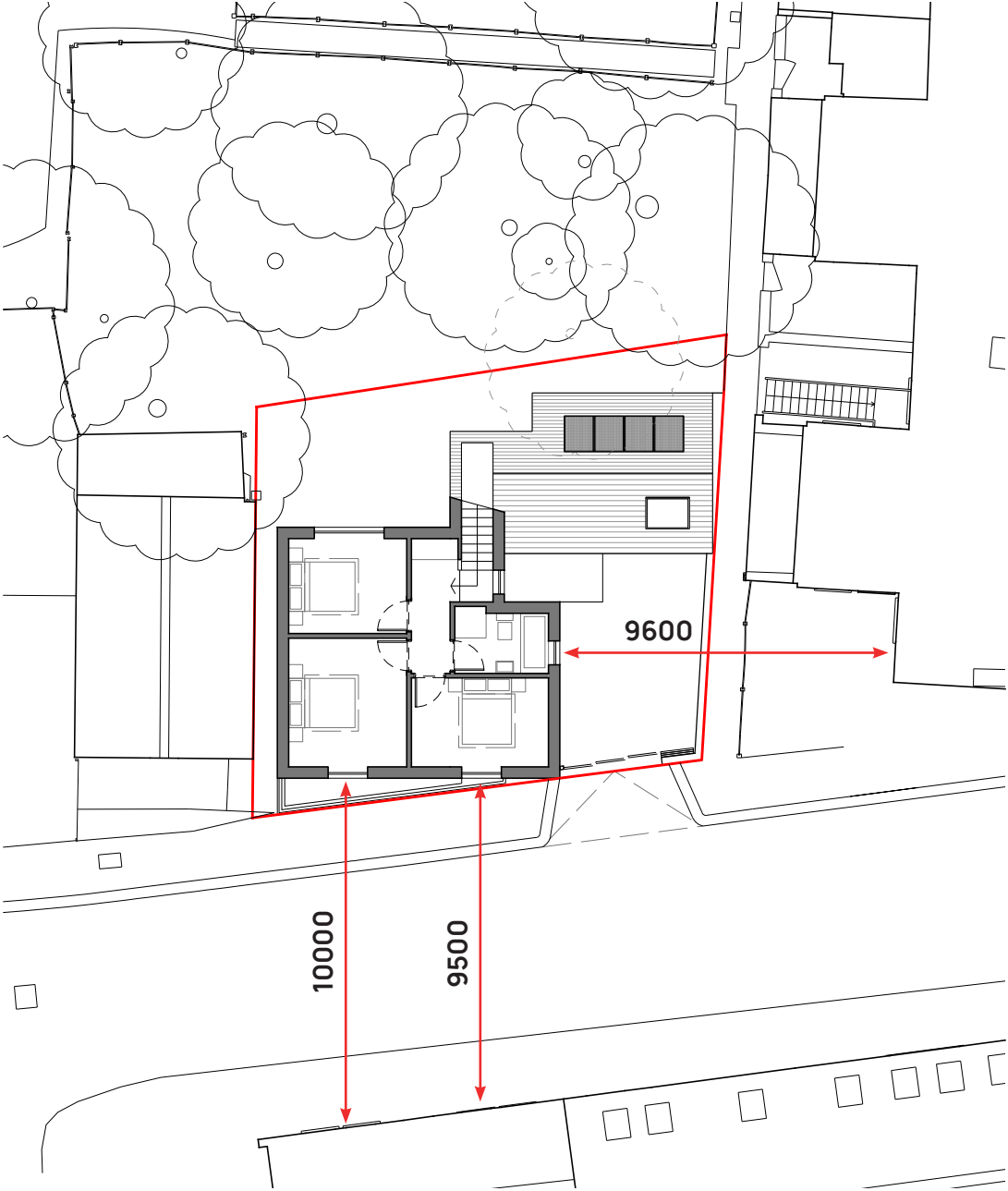
National Space Standard for a 3b6p 2 storey dwelling is 102m² or 3 storey is 108m²



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:

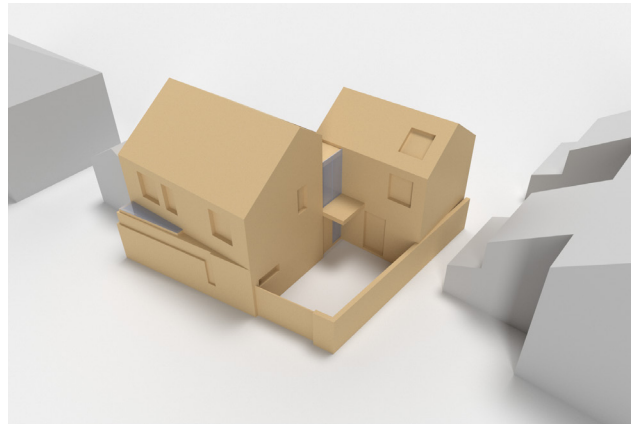
- Limited site dimensions
- First floor window of 15 Barlow Road
- Sight lines of neighbouring properties
- Provision of driveway and yard
- Minimising overshadowing to neighbouring properties.

The main block faces Crossway. Previously there was a projection at ground floor that followed the pavement line, however this was removed to create a flat brick elevation as requested. A low wall and railing is introduced to the back of pavement to provide privacy and security.

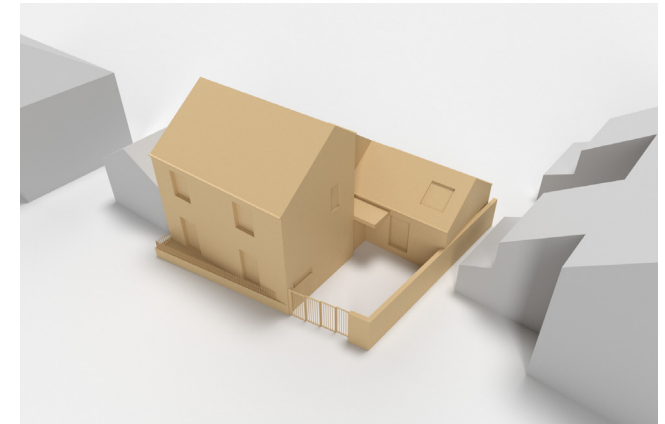
The secondary block is set back from the first, reducing the overall mass whilst creating space for a driveway. This has been reduced from two storey to one in the revised scheme.

Linking the two gables is a circulation block, the roof over the staircase follows the pitch of the main and secondary block.

An open railing metal 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.



Previous Application



Revised Scheme

3.4 Scale

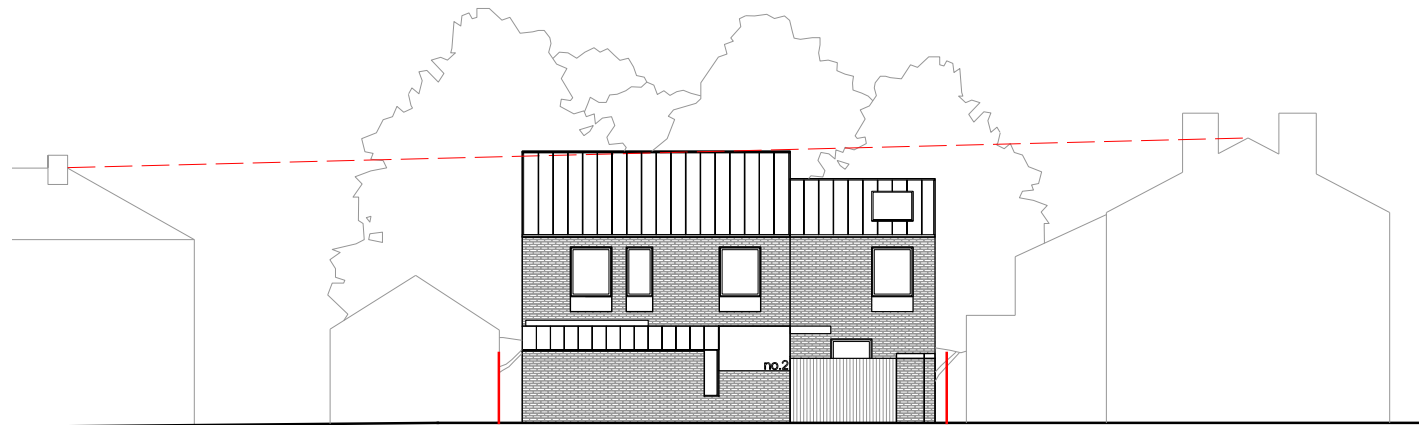
Surrounding properties predominately consists of two-storey buildings, with varying ridge and eaves heights.

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.

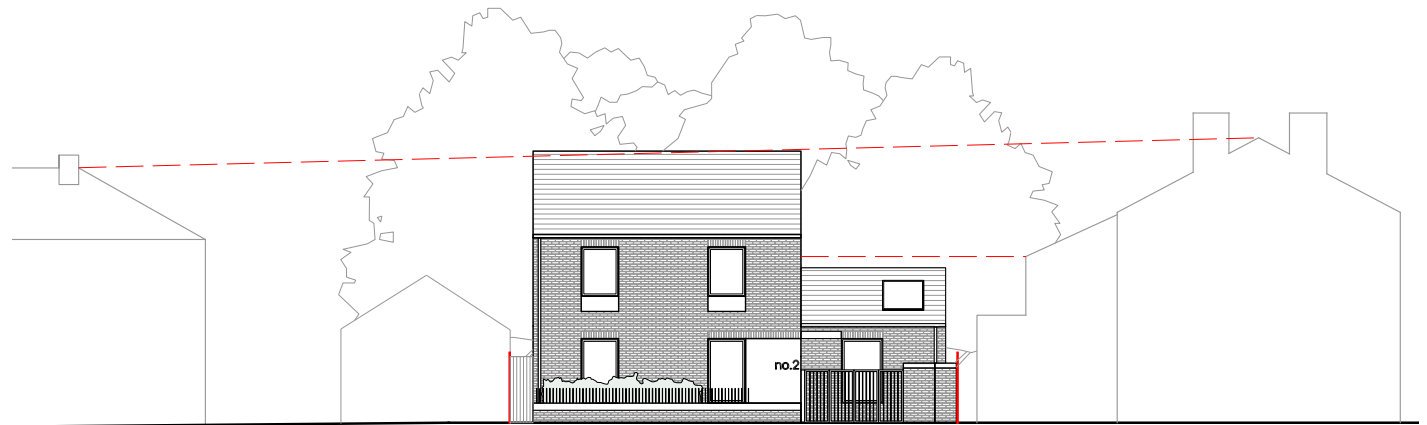
A reason for refusal for the previous application was “over development of the site by virtue of its excessive proportions, scale and massing, cramped relationship to the tight constraints of the application site, including its height in relation to the northern boundary.”

The rear block of the house has been reduced to single storey and pulled away from the rear boundary as requested. This retains the pitched roof which adjoins with the main pitched roof of the house to form the staircase. The space between the rear elevation and the boundary is utilised for bikes and bins as per an earlier adjustment.

Feedback from The planning officer on this revised scheme was “The height of single storey extension and it revised sitting is considered to be appropriate.”



Previous Application



Revised Scheme

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 a central circulation block.

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 cladding was previously employed to the roof, however in this revised application we are to tile the roof in slate. This is to relate to characteristics of neighbouring houses as commented on by The planning officer.

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.

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



SLATE

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.

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

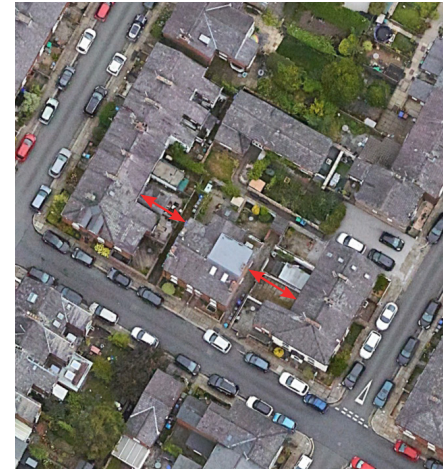
The change in the building form from the previous application has resulted in a change in the first floor layout of the house. The previous window on the side elevation for a bedroom has been removed. There is now a bathroom on the side elevation that will require a window. However, the window is obscured.

The previous large expanse of glazing to the landing has also been removed with the elevation pulled back. However, we have introduced a small window to the staircase to provide additional natural light to this area. With the set back and smaller size, this approach was accepted by the officer.

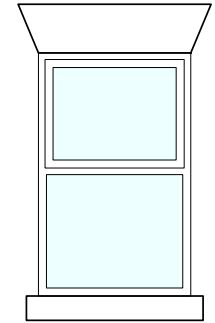
Example aspect distances around the site:



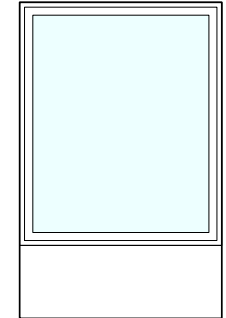
New development on Churchwood Road facing windows on Barlow Moor Road approx 11m.



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



Existing windows along Crossway

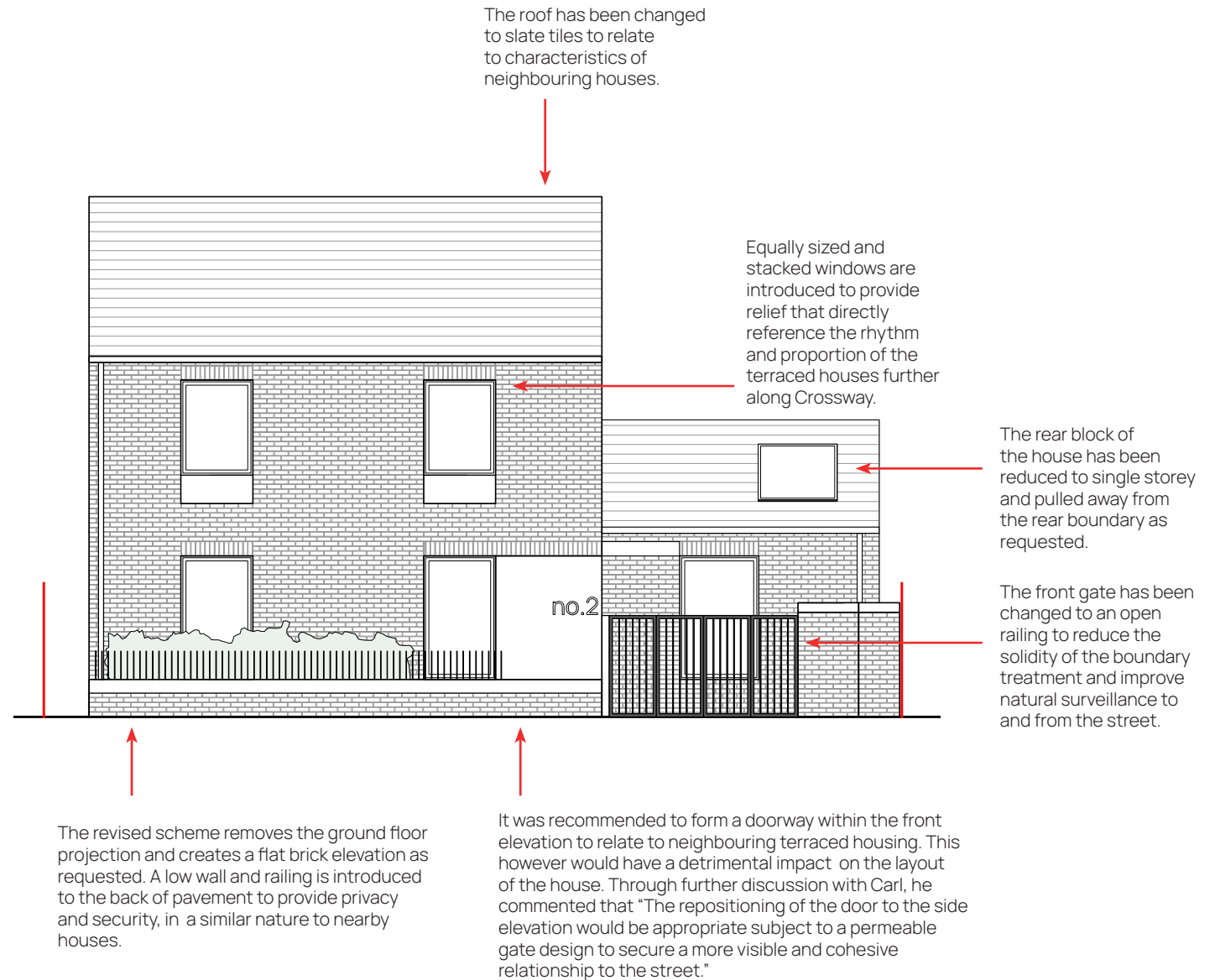


Proposed

Principle Elevation Alterations

One of the reasons for refusal was "The configuration of the principal elevation to Crossway would not incorporate windows or a main entrance, which would be required to relieve the formation of expansive brickwork, aid natural surveillance and improve the relationship of the development to the streetscene."

Below we have highlighted alterations made following discussions with the planning officer.



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.

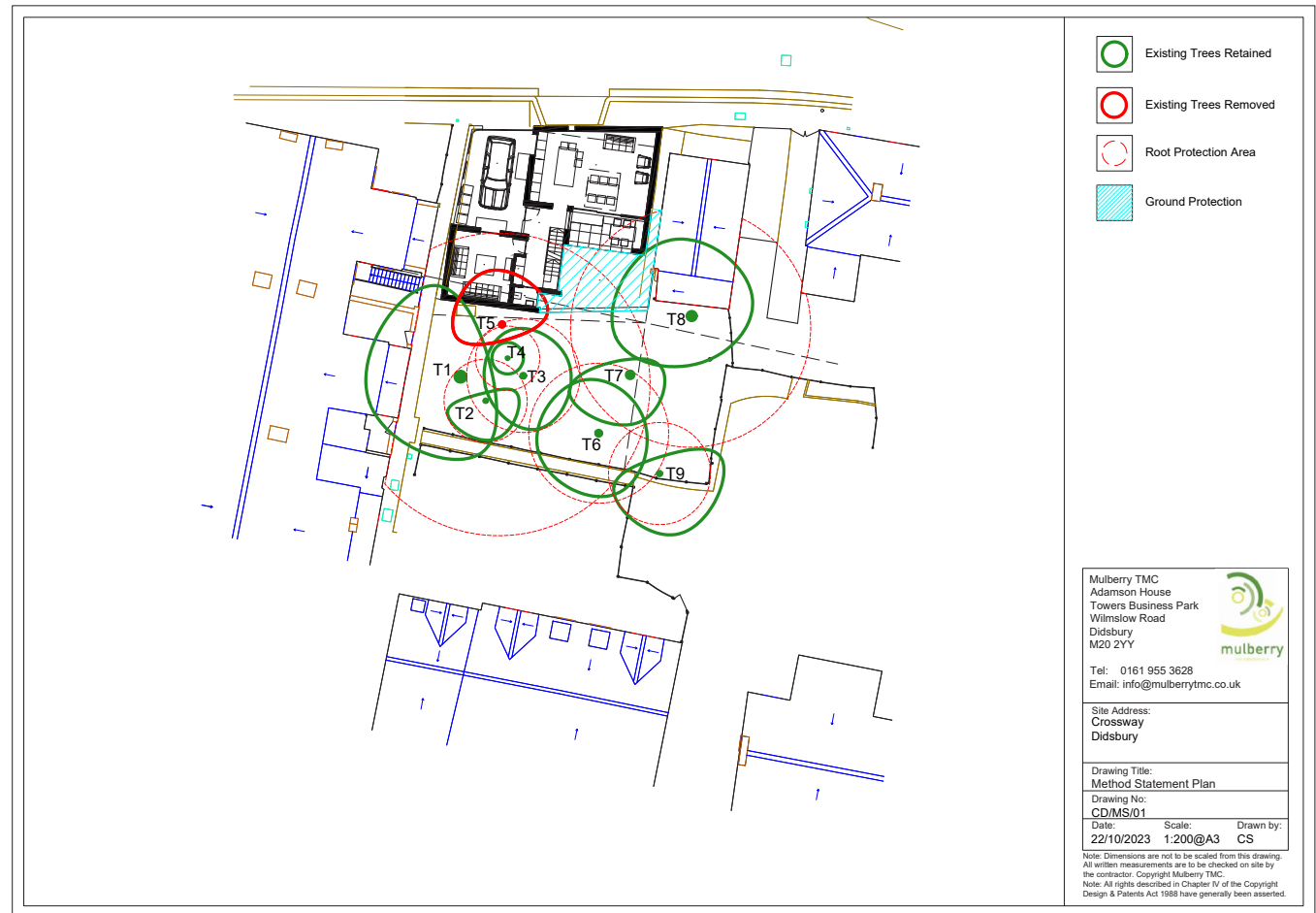
At the southern boundary, adjacent to 2a Crossway, we propose a timber fence that aligns with the boundary of the neighbouring property.

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 metal gate with a pedestrian 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.

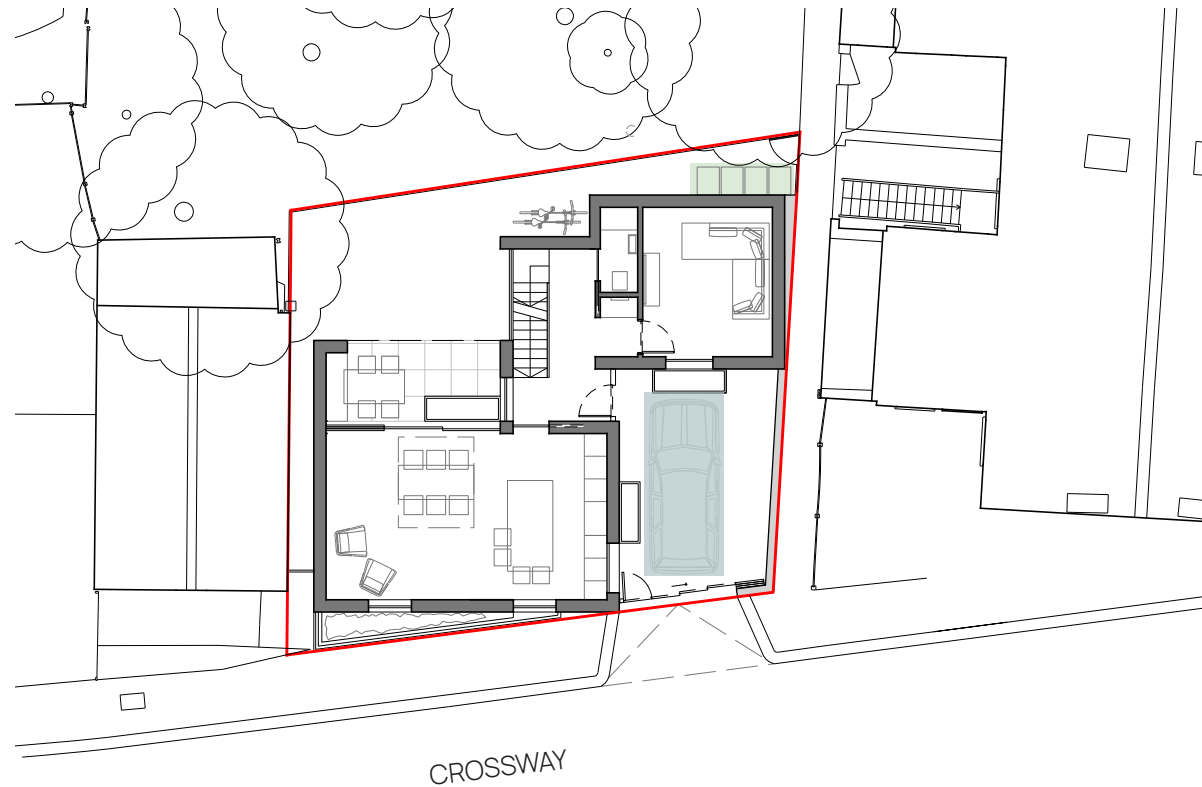
As per pre-application advice, we have reduced the car parking to a single space. It's worth noting that many residences along Crossway and in the surrounding area do not have off-street parking facilities.

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 a timber fence at the rear of the property.

There is a clear route for residents to safely manoeuvre their bins to the front boundary on collection days.



-  Bin Store
-  Parking Space

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.