

SOUTHWAY INFILL SITES DESIGN & ACCESS STATEMENT:
RAINFORD AVENUE
Project No.: 22-043

This report is being submitted as part of the planning application for a new build development consisting of the erection of 2 bungalows including an additional 2 no. parking spaces and new boundaries. The site is currently classed as a “backland” site (sites with limited access to a road because they are surrounded by housing or other uses) and it is owned by Southway Housing Trust.

Southway Housing is a committed and not-for-profit local housing company, owning and managing almost 6,000 homes across Burnage, Chorlton, Didsbury and Withington. The aim is to provide high quality affordable homes in neighbourhoods where people have the opportunity to achieve their potential. As a major stakeholder in the South Manchester area, they work in partnership with other organisations as well as the community, delivering great shared outcomes. This approach ensures that the proposed development respects the character of the local area, and the development is highly legible. Their intention is that these developments make a positive contribution to the street scene.

According to the 2012 Core Strategy implemented by Manchester City Council, “South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy.” In between March 2016-2027, the Council expects the area to grow with 950 units, having a 190 average annual provision. The low percentage of new developments directly reflects the lack of land availability (approximately 5% of sites, SHLAA 2010) and significant spatial restrictions – this has also led to affordability issues. New affordable housing has the potential to attract a mix of people including students and young professionals and could have a significant impact on the currently transient nature of the area.

Alongside the City centre, the South Manchester area attracts the most young professionals and families, target groups which are essential to the sustainable economic growth of the city. Employment growth is not the key driver for development in this area, given the limited space. However, a gain in entrepreneurs, micro-enterprises and small businesses is expected and welcomed. As such, providing new housing is key, all whilst improving public transport links.

The aim of this proposal is to efficiently bring underused land into efficient action. These developments will contribute to the long term social and economic sustainability of neighbourhoods by providing high quality housing in various infill sites and positively contribute to the South Manchester development plan.

Development control policy DC6.2 specifies that development will not be authorised unless the following regulations are fulfilled:

- no loss of privacy to neighbouring properties,
- no significant increase of the noise levels,
- the scale and design are compatible with the surrounding area,
- no over-dominant appearance and
- the proposed and existing dwellings retain a private amenity space



Fig. 1: Existing Site Plan

Located 3.1 miles from Manchester City Centre, the site has good public transport links with bus stops and tram lines in close proximity on Princess Road and Mauldeth Road West to allow access to the Greater Manchester area. Nearby, the Hough End Leisure Centre and Old Moat Sure Start Children's Centre can be found. Moreover, a Nisa Local and a petrol station are all within 0.5 miles from the site.

Rainford Avenue is an existing cul-de-sac; the site is located towards the top of the original cul-de-sac which has in the past been extended to provide access to Backford Walk, which has a number of dwellings and parking spaces located within it.

The proposed scheme consists of 2 dwellings with the following mix: 2no. Bungalow A which are 1 bed 2 person dwelling with a total area of 64.1m². All properties are being developed for social rent.

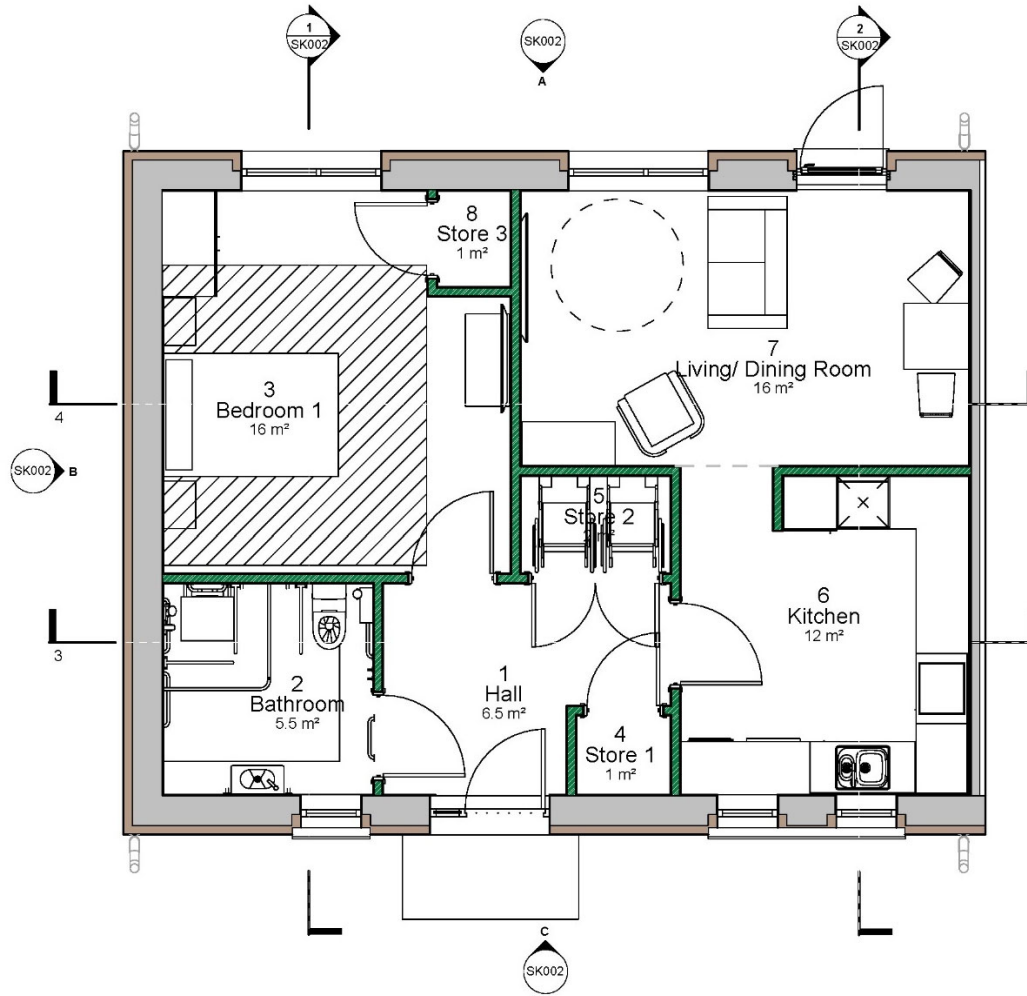


Fig. 2: House Type – Bungalow A Plans

The house types have been designed to meet Manchester Space Standards and in doing so exceed the National Space Standards. Additionally, these bungalows meet Category 3 M4(3) 'wheelchair user accessible dwellings'.

Through meeting Manchester Space Standards, the proposed floorplans have been designed to be compact. In doing so, the proposed scheme respects the surrounding scale in accordance with DC6.2 requirements.



Fig. 3: Proposed Site Plan

The two units have been positioned to maximise rear amenity space and to accommodate off street parking. Additionally, overlooking of the neighbouring properties both to the rear and front have been considered, as single-storey bungalows reduce overlooking into neighbouring properties. This ensures both the proposed and existing dwellings retain a private amenity space, with minimal loss of privacy to the neighbouring properties.

In accordance with highways comments, a 2m wide footpath has been added to the front of the properties which provides pedestrian access to the new proposals. The footpath stops at the current end of the existing highway and will visually connect to the footpath opposite. A small turning area for vehicles has also been provided to the south of the site. The turning space can be utilised as a temporary bin collection area for a specified time during the appropriate days.

Rainford Avenue is a cul-de-sac and it is assumed that the bin collection is carried out by the vehicle reversing up the highway to collect bins from Backford Walk and as such the proposal maintains this strategy for both the existing and new development.

In accordance with the GD04 (Waste Storage & Collection Guidance for New Developments) the proposals will incorporate the following recycling and waste collection bins.

Waste type	Refuse	Food & Garden waste (Properties w/ Gardens)	Food Waste (Properties w/out Gardens)	Mixed Pulpables (Paper / cardboard / tetrapak etc)	Co-mingled (Glass / cans / plastics)
Container type	Wheeled grey bin	Wheeled Green bin	Separate Green food caddy	Wheeled Blue bin	Wheeled Brown bin
Capacity	140 or 240 litres	240 litres	23 Litres	140 or 240 litres	140 or 240 litres

The boundary around the site will be a 2.1m High Concrete Post & Panel Fence. Demarcating the back of the properties, a 2m long 1.8m High Concrete Post & Panel Fence followed by a 1.5m High Concrete Post & Panel Fence. Moreover, the street frontage will feature a 0.45m low brick wall with 0.45m High black metal railings, as well as soft landscaping. This will allow good visibility between the public/private threshold while still establishing a clear area of defensible space. These proposals will further enhance private amenity space and privacy of neighbouring properties as expected in DC6.2. Moreover, the two proposed houses will not have any significant contribution to traffic and noise levels in the area.

Each bungalow will be provided with a timber bike store at the rear and has 100% parking.

The dwellings within the scheme will have a contemporary appearance with reference to traditional housing typology and materials. It is essential that the proposed elevations work in all contexts, while respecting its immediate surroundings.

The façade treatment will feature buff brick, buff soldier course brick detailing Artstone buff cill and header details and glazed blue brick. Using brick for the elevations is ideal for construction ease as well as for future maintenance. The Artstone buff cill and header and blue glazed brick will emphasise the window detail and break up the front elevations. The entrance of the bungalow dwellings will feature a flat roofed canopy to bring a contemporary feel to it, as well as demarcating the threshold. The design approach has been to establish a simple, legible, and modern language which achieves architectural interest through the careful use of colour and window proportions. This further ensures the proposals do not have an over dominant appearance and are compatible with the surrounding area, following DC6.2 policies.

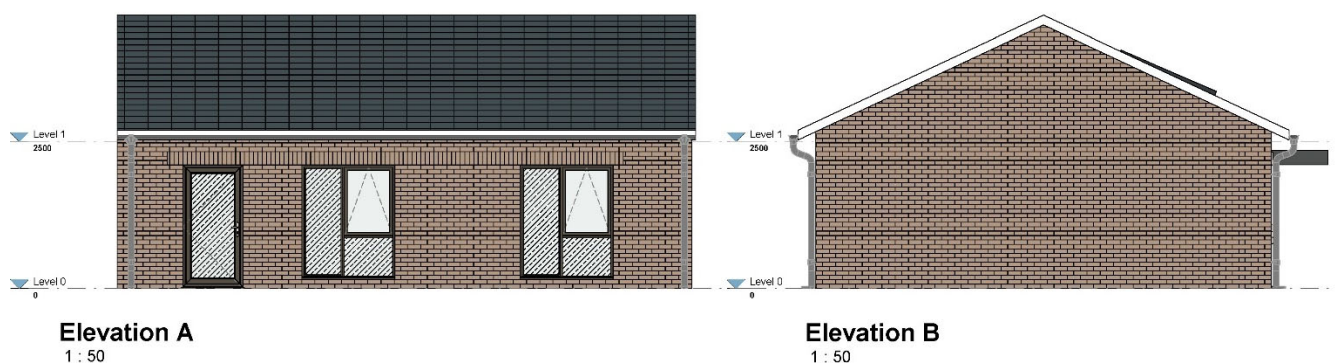




Fig.4: Bungalow A Elevations

A 'Fabric First' approach also ensures less energy consumption. Through maximising air tightness and not relying on add on solutions i.e. by instead providing higher U-values for building elements, it doesn't require a long-term maintenance cost for the property. Additionally, the excellent thermal mass brick has offers better noise and fire insulation. The design has also included PV panels, this is to reduce the cost of energy to socially rented properties.

In conclusion, the proposal aims to deliver a high-quality construction that aligns with The National Planning Policy Framework (NPPF) and the principles of sustainable development with economic, social and environmental objectives and the scheme will thus integrate well within its context and will provide an excellent, supportive living environment.



Fig.5: Bungalow 3D Views

Scheme comparison

Planning permission has previously been granted (125892/FO/2020) on 12th March 2020 for the client Southway. This application included permission for the Erection of 3no. dwellings with associated car parking, landscaping, and boundary treatments. It was decided by the client Southway Housing that the site would be more fitting for a smaller scheme, as the housing association has a high demand for housing suitable for elderly and wheelchair users.

The new dwellings meet Category 3 M4(3) 'wheelchair user accessible dwellings', as well as being single storey, which are suitable to meet the high demand for elderly and wheelchair user housing in the area.

The new design is also less intrusive in regards to the neighbouring properties, with the change from two-storey to single-storey.

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