



Cross Lane, Manchester, January 2023

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Introduction:

Introduction & Location

This Design & Access Statement (DAS) accompanies the Full Planning Application made on behalf of Southway Housing Trust.

The development will entail a total of two 2-bed 3-person houses with a private garden per housing unit. Secondly, 2 adjoining buildings offering both ground and first floor apartments with a shared communal garden. This scheme will provide housing on currently vacant land which will enhance the urban environment and contribute towards the high demand for housing in the East Manchester area (Gorton), whilst respecting and enhancing the site's environmental and cultural assets.



The Image highlights the area for development in red

Introduction:

Design and Access Statement Methodology

The structure and detail of this document follows guidance set out by the Planning Practice Guidance (PPG), adopted on 6th March 2014. This document provides the following guidance on Design & Access Statements:

What is a Design and Access Statement?

A Design and Access Statement is a concise report accompanying certain applications for planning permission and applications for listed building consent. They provide a framework for applicants to explain how the proposed development is a suitable and considerate response to the site and demonstrate that it is accessible by all prospective users.

Introduction and Purpose Design and Access Statements can aid decision-making by enabling local planning authorities and third parties to better understand the analysis that has underpinned the design of a development proposal.

The level of detail in a Design and Access Statement should be proportionate to the complexity of the application.

What should be included in a Design and Access Statement accompanying an application for planning permission?

A Design and Access Statement must:

- (a) explain the design principles and concepts that have incorporated in the proposed development
- (b) demonstrate the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account. A development's context refers to the characteristics of the application site and its wider setting. These will be specific to the circumstances of an individual application and a Design and Access Statement should be tailored accordingly.

Design and Access Statements must also explain the applicant's approach to access and how relevant Local Plan policies have been considered. They must detail any consultation undertaken and how the outcome of this consultation has informed the proposed development.

Applicants must also explain how any specific issues which might affect access to the proposed development have been addressed.



Planning & Design Context:

Planning Context and Design Guidance

A detailed assessment of the planning policy framework is set out in the Planning Statement, which accompanies the planning application. This section focuses on the planning policies most relevant to the design and access proposals for the development.

National Planning Policy Framework (NPPF)

The NPPF sets out the Government's Planning Policy for England and is a material for consideration in all planning decisions. As the site is allocated for a new housing development, its development meets much of the NPPF in relation to housing policy, with Section 5 of the Framework providing guidance to local authorities on allocating land for development through the Local Plan and determining applications positively to achieve the Government's objective of significantly boosting the supply of new homes.

Paragraph 124 of the NPPF concerns appropriate densities in new developments. It states that decisions should support development that makes efficient use of land, including the identified need for diverse types of housing; the desirability of maintaining an area's prevailing character and setting; and the importance of securing well-designed, attractive, and healthy places.

Recent updates to the NPPF include the addition of a new paragraph (131) regarding the design of new development. This states that planning decisions should ensure that new streets are tree-lined and that opportunities are taken to incorporate trees elsewhere in developments.

The NPPF sets out the Government's planning policies for England and how these are expected to be applied. At the heart of the NPPF is a 'presumption in favour of sustainable development'. Section 12 of the NPPF 'Achieving well-designed places' establishes the Government's commitment to good design and requires that developers address the following:

- add to the overall quality of the area;
- establish a strong sense of place;
- optimise the use of land and placing an importance on high quality design;
- respond to the local character and history;
- create safe and accessible environments; and
- (developments which) are visually attractive with good architecture and appropriate landscaping.

As part of this commitment to good design, the NPPF expects applicants "to work closely with those directly affected by their proposals to evolve designs that take account of the views of the community. Proposals that can demonstrate this in developing the design of the new development should be looked on more favourably." (paragraph 132, NPPF, 2021)

Manchester's Local Development Framework – Core Strategy Development Plan

Policy H 2 – Strategic Housing Location

According to the policy document cited, the area of Gorton, the ward in which the site resides, has been identified as a key location for new residential development. 'Land assembly will be supported in this area to encourage the creation of large development sites or clusters of sites providing the potential for significant regeneration benefits.' To achieve this, the relevant information to this site has been noted as follows:

- Diverse housing offer which includes affordable housing.
- Include environmental improvements across the area.



Design Considerations:

Site Location & Context

The site is located in the Gorton & Abbey Hey ward of the Manchester city region, east of the city centre. The site is well connected with numerous bus stops within a short walking distance and pedestrian crossings with a speed limit of 20mph along Cross Lane which also has speed bumps. The ground is grassed, and trees are clustered towards Chapman Street (eastern part of the site), and additionally there are trees on the boundary of Cross Lane. To the rear of the site is a row of terraced houses which overlook the site. Opposite the site is an open green space with trees which would offer the future residents a pleasant view. At the western end of the site, outside the site boundary is a car park utilised by customers of the local retailers, the car park is accessed from Roxburgh Street.



View from Chapman Street



View from corner of Chapman Street & Cross Lane



View from corner of Cross Lane & Roxburgh Street



View from Roxburgh Street



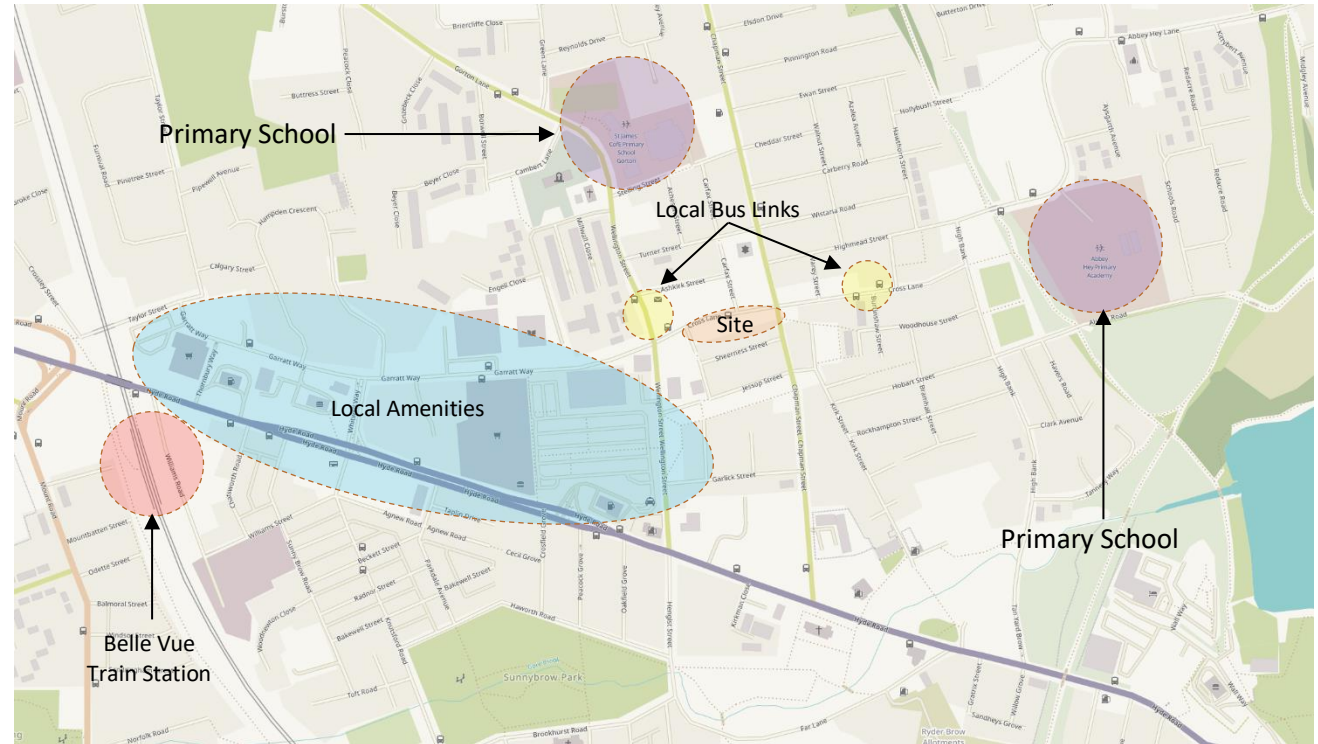
Design Considerations:

Local facilities & Transport Connections

The proposed site is in the Gorton & Abbey Hey ward of Manchester, East of the city centre. The site is bounded on each side by Roxburgh Street and Chapman Street, while the site fronts onto Cross Lane. The site lies approximately 3.5 miles East of Manchester City Centre and further to the north of the site, around 1.5 miles away is Junction 24 of the M60 Motorway (Manchester Outer Ring Road). Belle Vue Train Station is 0.5 miles away, approximately a 10 min walk, this is the most local train station and offers services west towards the city centre or southward towards Cheshire. To the north is Gorton Train Station (GTO) which offers services east-west. The site is located on the boundary between residential and retail zoning, with most housing being terraced surrounding the site.

Within the local context there are also larger educational buildings within the immediate context of the site, such as the local Primary Schools of St James and Abbey Hey both within a 5-minute walk of the site. In addition to this there are a mix of religious, community, and care facilities close to the site, which you would expect in this outer city region setting. The site also has access to cafes, bars, shops and other commercial buildings all within <0.5 miles of the site, so within walking distance.

There is an existing bus stop located on the front of the site (Cross Lane), with additional bus stops within 2 minutes walking in either direction from the site. This site is very well connected to transport links which all lead directly into the city centre or the broader Manchester City Region.



Local Amenities & Transport Connections Map



Design Considerations:

Historic Mapping

The historic maps below show the development of the site area in the context of the Gorton & Abbey Hey ward in Manchester since the late nineteenth century. The 1894 and 1956 maps show typical terraced houses with the region becoming gradually more intensified by residential property due to the population and industrialization boom that occurred during this period. Surrounding the site, Belle Vue train station and local churches have continued to remain, with Hyde Road operating as the primary means for mobile transport throughout the past 130+ years. The site had been used for terraced, but now has become an isolated parcel of land, in need of a re-purpose.



1894



1956



Present

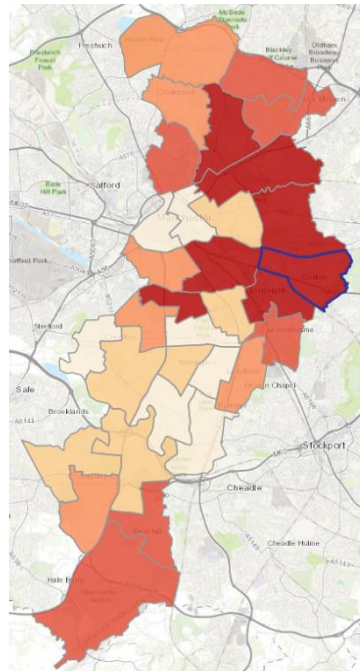
Design Considerations:

Ward Demographics & Crime

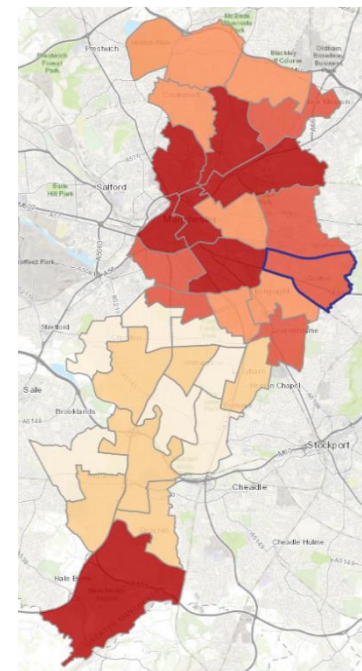
The Gorton & Abbey Hey ward has a total population of 20,986 (2021 data) which is 3.8% of the total population in Manchester (555,741, 2021 data). This Ward is the fourth most deprived area in Manchester with the tenth (out of 32 wards) highest crime rate. The most frequent type of crimes in Gorton are 'violence & sexual offences' accounting for 29.5% of all crimes, in comparison to the rest of Manchester this is seventh worst.

The residents in this ward are the second highest receivers of housing benefit, universal credit and unemployment benefit for 16+, attests to high levels of economic deprivation, and the necessity for affordable housing. However, despite the very high levels of deprivation, crime in the area is moderately worse than average (for Manchester).

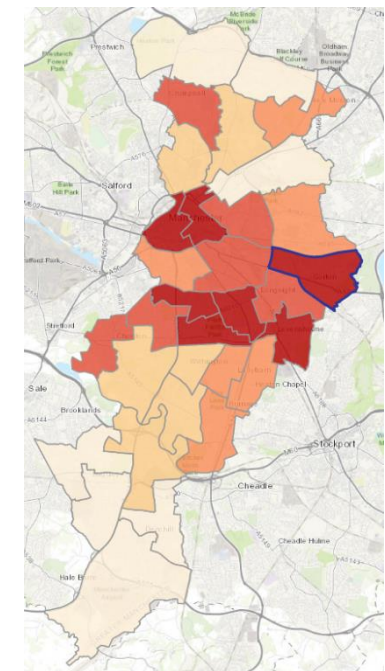
The site area is an open grassed area with trees to one side and along the front boundary with parking on the other side. On appearance by desktop study the site does not appear to facilitate or contribute towards crime in the area, it is adjacent to a relatively busy road with a bus stop on the edge of the site boundary, and residential buildings overlooking the area, thereby offering passive surveillance. The site is likely to have a nominal impact on crimes, however it offers the opportunity to improve the quality of affordable housing (indoor quality) and provide definition and aesthetic to the urban environment (outdoor quality). The Living Environment Score for the Gorton ward is fifth worse and assesses the above 'indoor and outdoor qualities'. The proposal offers affordable high-quality housing which will enhance the existing urban environment.



Households receiving
Housing Benefit



Reported Street Crimes



Living Environment Score



The Development Proposal:

Project Aims

1. The proposal has been designed to achieve high quality, modern residential housing.
2. The buildings form, height and appearance resonate with the local environment thereby integrating the scheme into the existing residential context.
3. To retain as many trees as feasible.

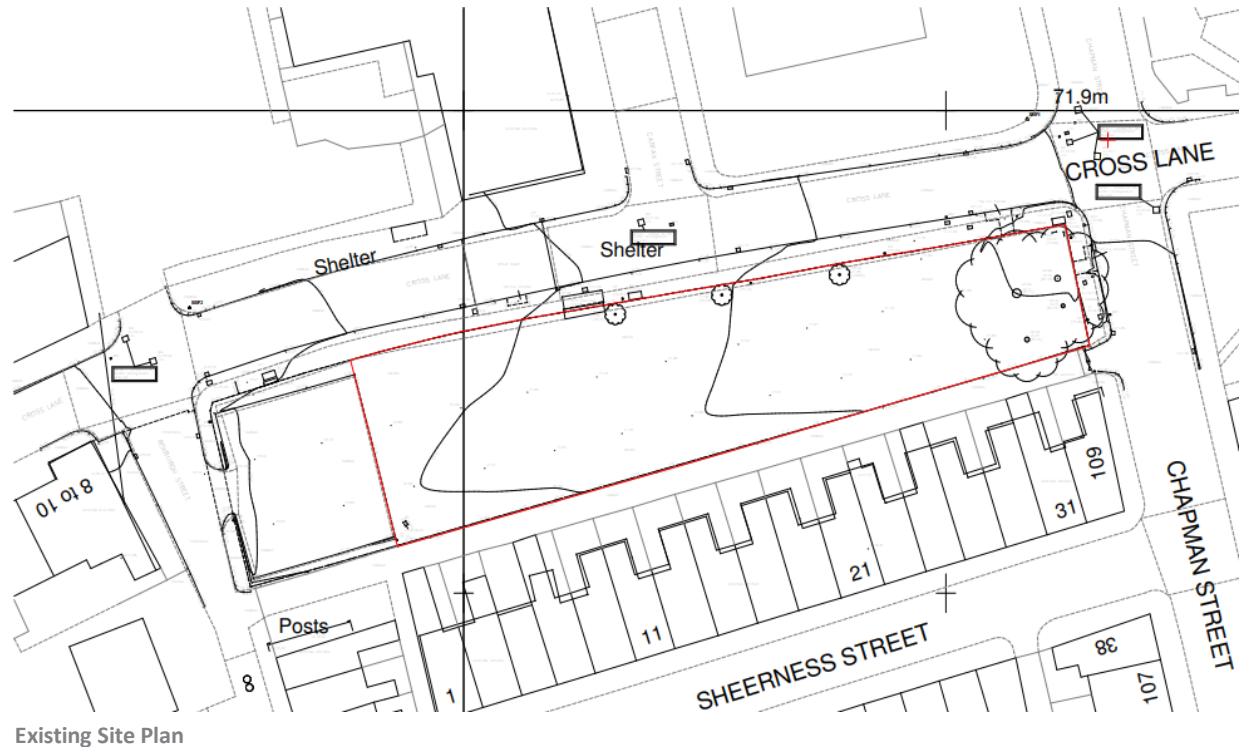
Key Objectives for the Development

1. Respecting local character and to retain and enhance views, including views from footpaths approaching the site and from adjacent housing.
2. Delivering a high quality “place” which is sustainable, safe, and attractive.
3. Providing a mix of 2-bed housing with private gardens, and 1-bed apartments with a shared garden.

Quantum of Development

The total developable area (excluding area with trees to the east) is: 0.1ha or 1,025 sqm

Proposed Buildings Footprint: 304 sqm
Site Area (Red Boundary Line): 1,223 sqm



Existing Site Plan



The Development Proposal:

Proposed Site Plan

The proposed layout, along with supporting text and illustrations in this section of the Design and Access Statement, indicates the principles of urban structure, (i.e., the framework and the layout of streets and pedestrian routes), and the urban grain, (i.e., the location, arrangement, and design of the development).

Layout

The site offers one parking space per residential unit (per house or apartment). Each house also has the necessary hard standing space for the storage of four bins and a garden space which is either private or shared. The scheme has retained all but one tree on the site, this required removing to facilitate the necessary parking spaces. The trees to the east are retained and this space is open to public use. The existing bus stop on Cross Lane, is not interfered with, and behind the stop is a low wall which creates a boundary between those waiting at the stop and the residents. This wall is a low-level brick wall with a metal railing above, creating an aesthetically pleasing streetscape. Each car parking space is 3m x 6m as specified by the client, with fencing separating the car parking spaces and garden space.



The Development Proposal:

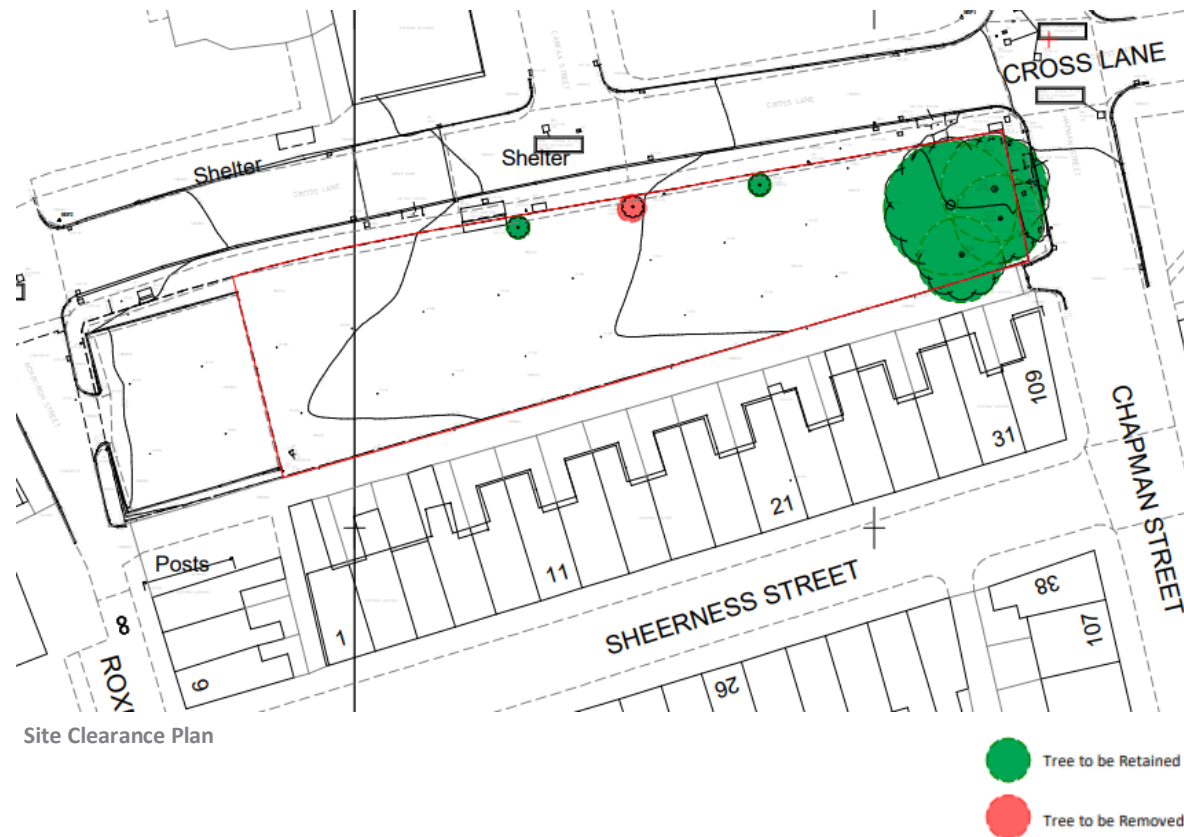
Constraints

The main site constraints are as follows:

- The site has several mature existing trees to the east of the site, the aim is to retain these trees.
- The site is surrounded by existing residential buildings, therefore overlooking distances must be maintained and trees and hedging to mitigate these overlooking distances to respect the privacy of neighbors and the future residents of the development buildings.

Opportunities

- Creates much needed affordable housing
- Developing a brownfield site rather than greenfield
- The retention of public space with trees, creates an appealing aesthetic and a place for dogwalkers and a natural shelter.
- The location is suitable for this type of developments with the necessary amenities within a close walking distance.
- The site is abandoned and therefore detracts value from the area, therefore developing the site will be of greater benefit to residents than in its current state.

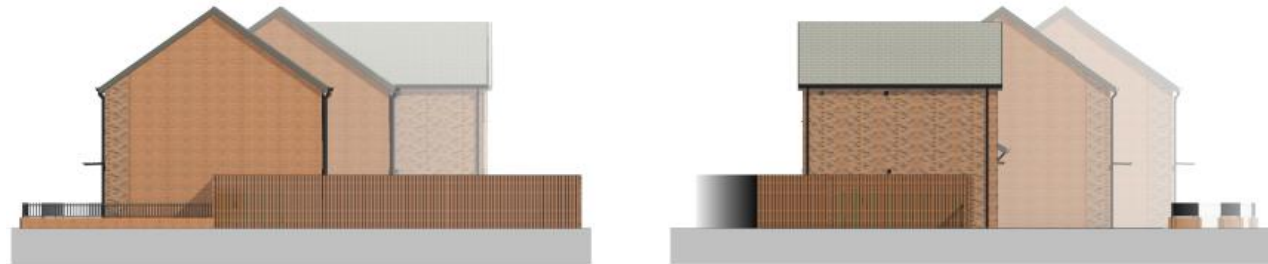


The Development Proposal:

Cross Lane, Manchester | Design & Access Statement

Street Elevation

Buildings will follow a scale that is in keeping with the adjacent landscape and urban context, which is predominantly 2 storey with pitched roofs. Combined with the use of quality building materials, a sensitively designed hedge planting in front gardens retaining mature trees and two existing boundary trees, the building development can be sympathetically integrated into the landscape. Facing brick enhanced by contrasting brick colours creates a unique character and offers high quality solution to a redundant site. The combination of walls and fencing offer the desired level of privacy, separating the private, semi-private from the public.



Gable Elevations



Street Elevation (Facing on to Cross Lane)



Rear Elevation

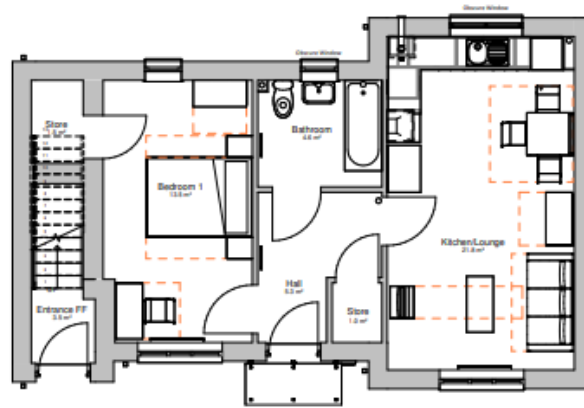


The Development Proposal:

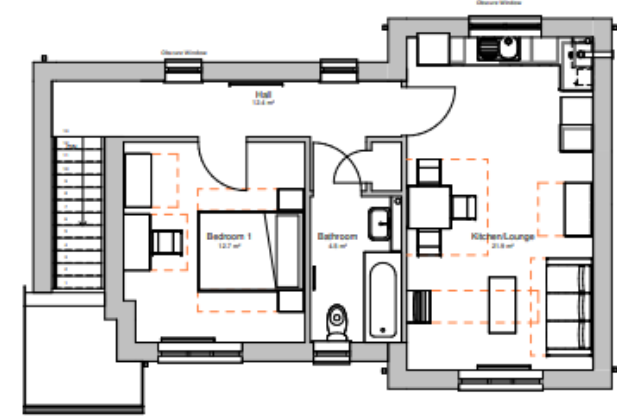
Cross Lane, Manchester | Design & Access Statement

1-Bedroom, 2-person Apartment Type

The Nationally Described Space Standards (NDSS) for 1-bedroom apartments has been met on this site, with ground floor flats being approximately 50m² and first floor apartments 54.4m². The minimum NDSS requirement is 50m² with 1.5m² built-in storage.



Ground Floor Plan



First Floor Plan



House Elevations



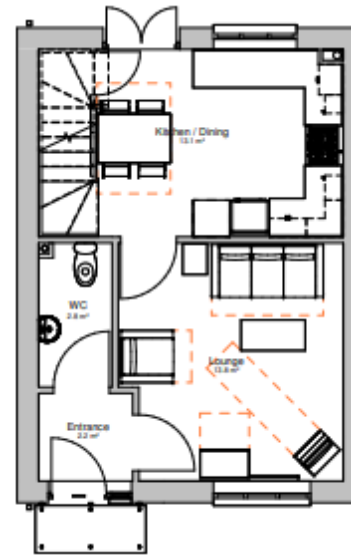
The Development Proposal:

2-Bedroom, 3-person House Type

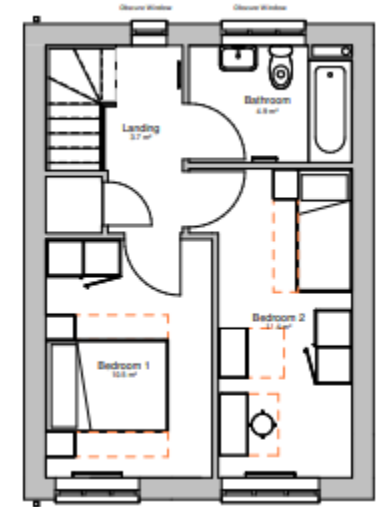
As noted within the emerging Local Plan Policy, states the Council will seek to provide dwellings that are appropriately sized and arranged to create well designed homes in accordance with Nationally Described Space Standards (NDSS).

The Nationally Described Space Standards for 2-bedroom houses is 70m² which has been met in this design. Ensuring the total area is kept to a minimum requirement ensures that affordability can be maintained when letting the property, this is particularly important as the residents moving in are likely to be economically deprived.

Cross Lane, Manchester | Design & Access Statement



Ground Floor Plan



First Floor Plan



Apartment Elevations



The Development Proposal:

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Security

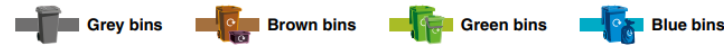
The local council requirements for separation distances have been adhered to, while also offering passive surveillance overlooking the street which provides security for pedestrians. The front garden brick wall with railing creates a boundary of protection for the residents this is particularly important around the bus stop as groups are likely to gather in this area. Tall fencing between neighbors in the proposal ensures privacy, and fencing around the rear boundary offers greater protection from crime. Car parking is located in front of the proposed properties which aids in crime prevention as car theft would be visible to the overlooking residents.



The Development Proposal:

Waste Collection

The site is located within a residentially developed area and therefore a bin collection schedule is in place therefore the proposed houses and apartments can join an existing bin collection round (image opposite). Each home or apartment has 4 bins, located securely behind and/ or between fences, for both aesthetics when walking past the development and security to ensure bins are not vandalised or damaged.



Please note the change to Christmas collection day.

2 August 2022	9 August 2022	16 August 2022	23 August 2022	30 August 2022
Grey Blue Green	Brown	Grey Blue Green	Brown	Grey Blue Green
6 September 2022	13 September 2022	20 September 2022	27 September 2022	
Brown	Grey Blue Green	Brown	Grey Blue Green	
4 October 2022	11 October 2022	18 October 2022	25 October 2022	
Brown	Grey Blue Green	Brown	Grey Blue Green	
1 November 2022	8 November 2022	15 November 2022	22 November 2022	29 November 2022
Brown	Grey Blue Green	Brown	Grey Blue Green	Brown
6 December 2022	13 December 2022	20 December 2022	WEDS 28 December 2022	
Grey Blue Green	Brown	Grey Blue Green	Brown	
3 January 2023	10 January 2023	17 January 2023	24 January 2023	31 January 2023
Grey Blue Green	Brown	Grey Blue Green	Brown	Grey Blue Green
7 February 2023	14 February 2023	21 February 2023	28 February 2023	
Brown	Grey Blue Green	Brown	Grey Blue Green	
7 March 2023	14 March 2023	21 March 2023	28 March 2023	
Brown	Grey Blue Green	Brown	Grey Blue Green	
4 April 2023	11 April 2023	18 April 2023	25 April 2023	
Brown	Grey Blue Green	Brown	Grey Blue Green	
2 May 2023	9 May 2023	16 May 2023	23 May 2023	30 May 2023
Brown	Grey Blue Green	Brown	Grey Blue Green	Brown
6 June 2023	13 June 2023	20 June 2023	27 June 2023	
Grey Blue Green	Brown	Grey Blue Green	Brown	
4 July 2023	11 July 2023	18 July 2023	25 July 2023	
Grey Blue Green	Brown	Grey Blue Green	Brown	
1 August 2023	8 August 2023	15 August 2023	22 August 2023	29 August 2023
Grey Blue Green	Brown	Grey Blue Green	Brown	Grey Blue Green

Waste Collection Schedule for Cross Lane



Sustainability & Renewable Energy:

Cross Lane, Manchester | Design & Access Statement

Biodiversity

The site is not located in the 'Manchester City Council's Local Development Framework' relating to nature and biodiversity. The site offers little value for wildlife, however the retained scattered trees to the east may provide some value for nesting birds and roosting bats. The site is surrounded by largely residential and commercial areas which offer limited opportunities for local wildlife. Bat & bird boxes could be integrated into the residential units or hedgehog houses in the gardens. The site offers a 6.58% gain in habitat units.



Biodiversity Plan



Sustainability & Renewable Energy:

Building Sustainability

Several technologies are currently being investigated for use on the project, such as air source heat pumps and solar PV panels. The final options will be confirmed via Energy calculations (SAP) to demonstrate compliance with the Part L requirements of the Building Regulations.

The project will aim to reduce water consumption to less than 105 litres per person per day in line with the RIBA Climate Challenge 2030 sliding targets. This will be achieved by carefully specifying white goods and limiting the flow of water by use of flow restrictors.

Sustainable construction methods and energy efficiency will be adopted at the detailed design stage. This will promote a high standard of build and construction for the development in accordance with Best Practice Standards.

The development proposals will seek to follow the aspirations in line with the Building Regulations and Housing Review Standards in order to provide a high-quality environment.

Best Practice sustainability will be embraced, which will fully explore issues such as sustainable drainage techniques, and buildings that are resource and energy efficient.

It is expected that the design will explore the following to promote a reduction in carbon emissions:

- Low flow showers, smaller baths and dual low flush toilets as part of controlled water demand and use
- Low carbon lighting, energy controls and management
- Double or triple glazing, and improved insulation
- Conservation of the natural resource such as the site's trees
- Ground level 'urban greening' with the use of street trees, shrub planting and a semi-private communal garden.
- Plots to provide suitable facilities and storage for recycling and waste
- The building will be in compliance with Part L1 A (New dwellings). The scheme is intended not to use gas to comply with national policy.
- PV Panels on roofs.



Design Process

Initial Site Proposal's

The initial design proposals incorporated parking both to the east and west of the site, which allowed uninterrupted gardens both at the front and rear of the properties. The first design consisted of apartment units, however this altered as the larger land availability to the west allowed for houses to be incorporated into the design.



Design Process

Development of Site Proposal

The second phase of design shows the loss of the existing car parking the west of the site and the boundary therefore being redrawn. The design altered by removing an apartment building unit due to the loss of available land. Proposed car parking was maintained to the east, however, became untenable due to the distance required to walk from the houses to these car parking spaces, exacerbated by the lack of visual connection to the parking also. To progress the design, parking was moved to the front/side of the property's which was achievable by removing one existing tree, and then replanting additional trees.

