



**Varey Street, Manchester, January 2023**

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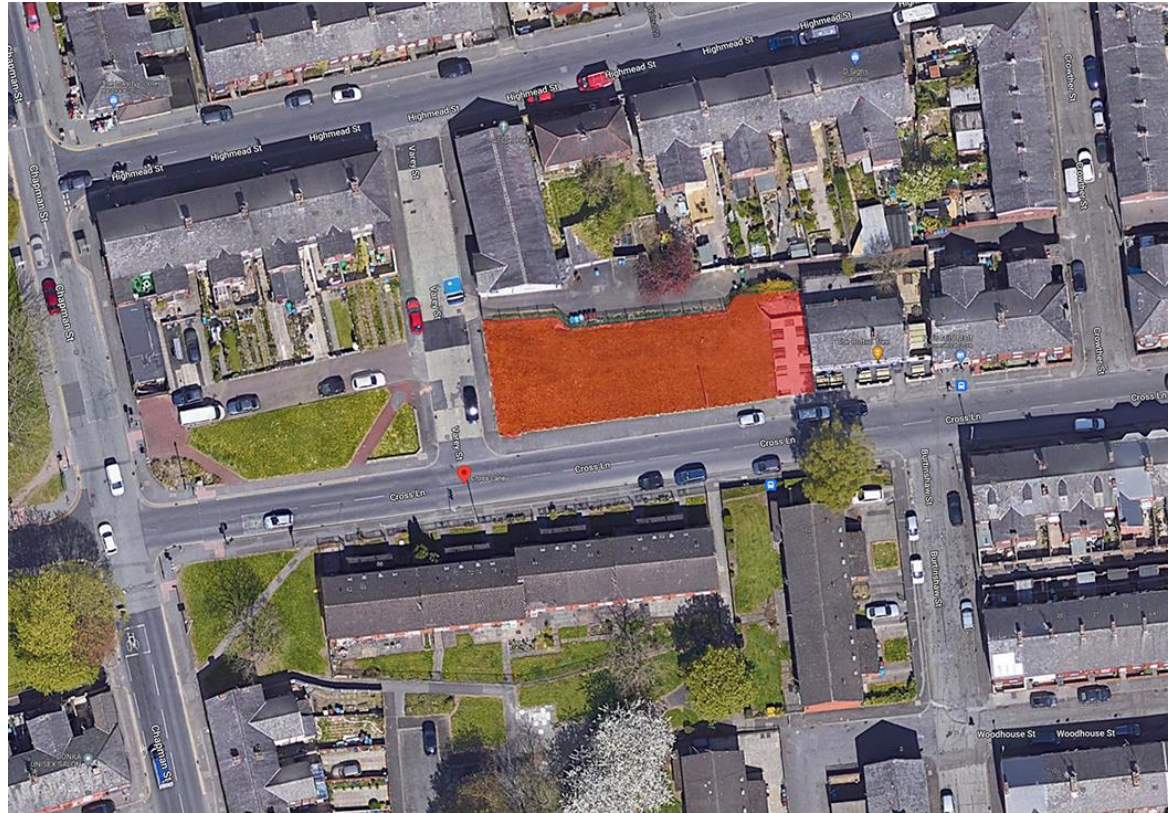
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# Introduction:

## 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 one 3-bed 4-person house with a private garden. 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. The ground is grassed, and appears to be a mound, therefore excavation and remediation may be necessary prior to work on-site. To the rear of the site is a row of terraced houses which overlook the site, also a single storey religious building (Gospel Hall) is to the rear and is parallel to Varey Street. Opposite the site is terraced houses which the proposal will somewhat mirror, creating a definitive edge to the streetscape. At the eastern end of the site, outside the site boundary is a pub, which appears well maintained and has been recently expanded to incorporate an outdoor seating area which shares the site boundary.



View from Varey Street



View from corner of Varey Street & Cross Lane



View facing the site centrally from Cross Lane



View from Roxburgh Street



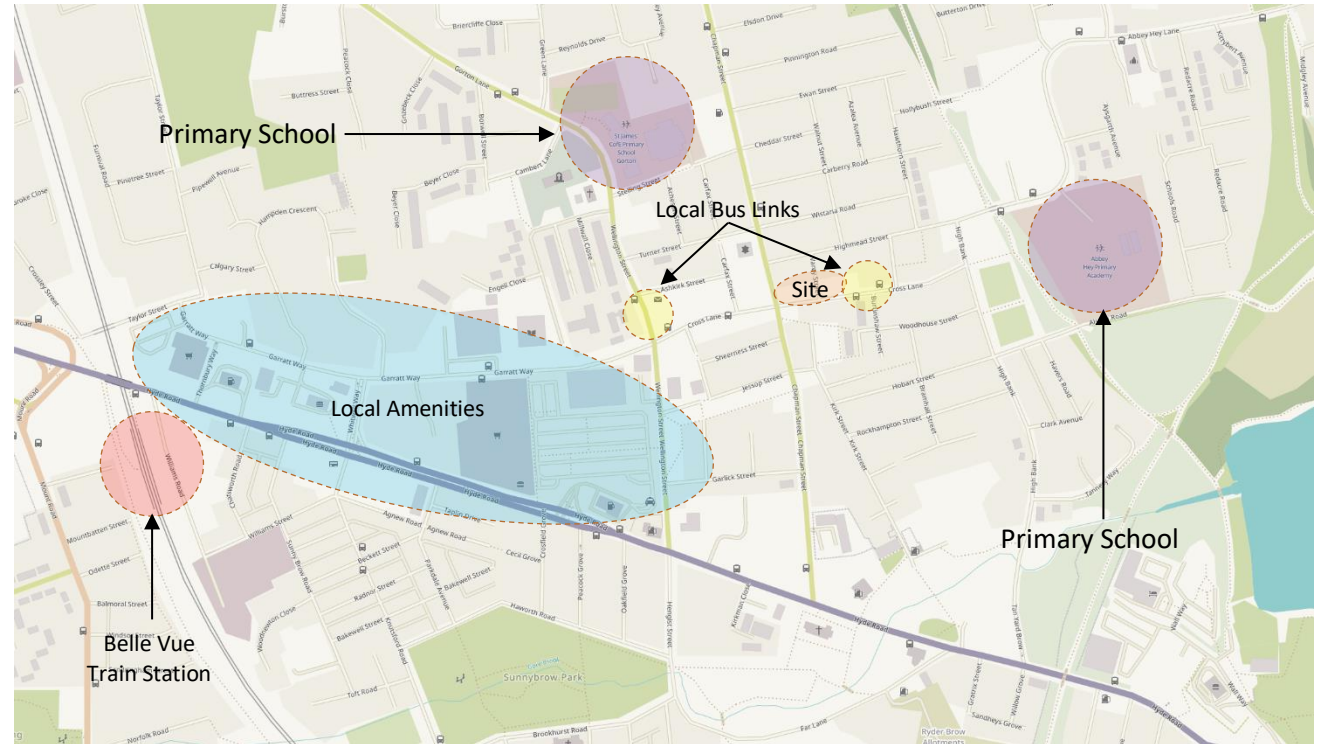
# Design Considerations:

## Local facilities & Transport Connections

The proposed site is in the Gorton & Abbey Hey ward of Manchester, East of the city center. 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 <1min walk away on Cross Lane, with additional bus stops within 3 minutes walking 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

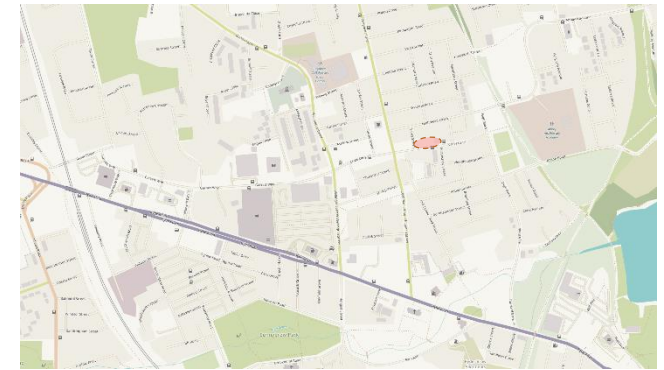
The historic maps below show the development of the site area in the context of the Gorton & Abbey Hey ward in Manchester since the late nineteenth century. The 1894 and 1956 maps show typical terraced houses with the region becoming gradually more intensified by residential property due to the population 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

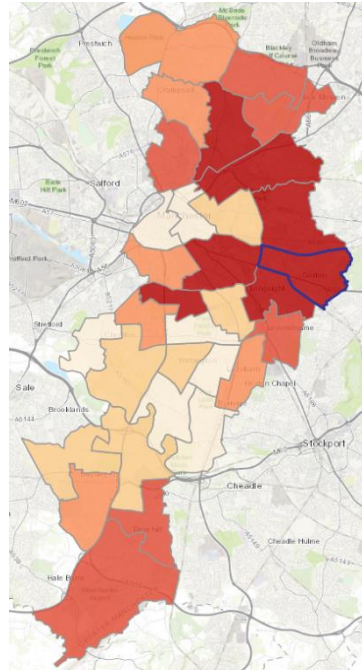
# Design Considerations:

## Ward Demographics & Crime

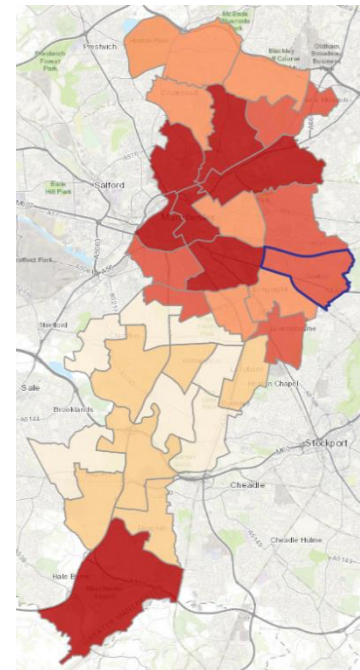
The Gorton & Abbey Hey ward has a total population of 20,986 (2021 data) which is 3.8% of the total population in Manchester (555,741, 2021 data). This Ward is the fourth most deprived area in Manchester with the tenth (out of 32 wards) highest crime rate. The most frequent type of crimes in Gorton are '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).

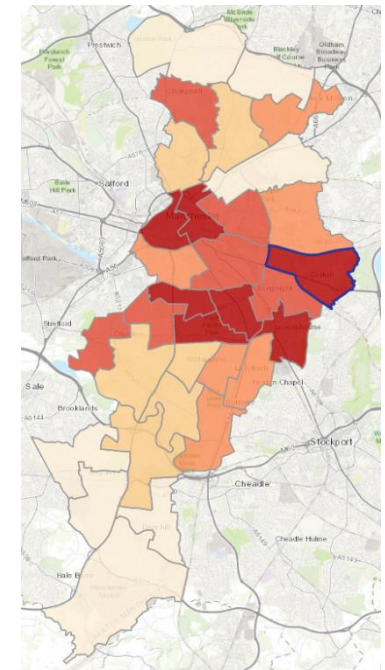
The site area is an open grassed area and on appearance by desktop study the site does not appear to facilitate or contribute towards crime in the area, it is adjacent to a relatively busy road with a bus stop close to the edge of the site boundary, and residential buildings overlooking the area, thereby 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 add to and redefine the road edge, creating a more integrated urban environment.

## Key Objectives for the Development

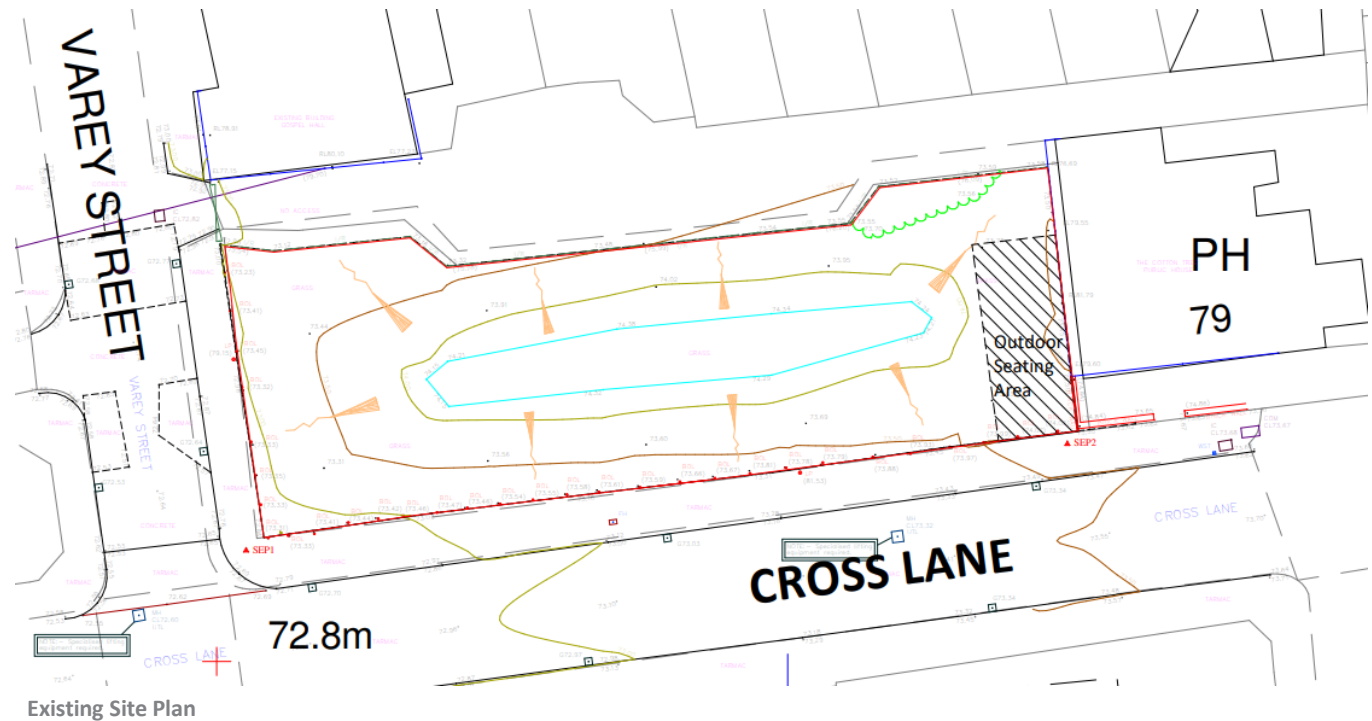
1. Respecting local character and to retain and enhance views, including views from footpaths approaching the site and from adjacent housing.
2. Delivering a high quality “place” which is sustainable, safe, and attractive.
3. Providing a mix of 3-bed housing with a private garden, and 1-bed apartments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

## Quantum of Development

The total developable area is: 0.06ha or 663 sqm

Proposed Buildings Footprint: 188 sqm

Site Area (Red Boundary Line): 663 sqm



# The Development Proposal:

Varey Street, Manchester | Design & Access Statement

## 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. A wall is on the boundary of the public pathway and 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.



Proposed Site Plan



# The Development Proposal:

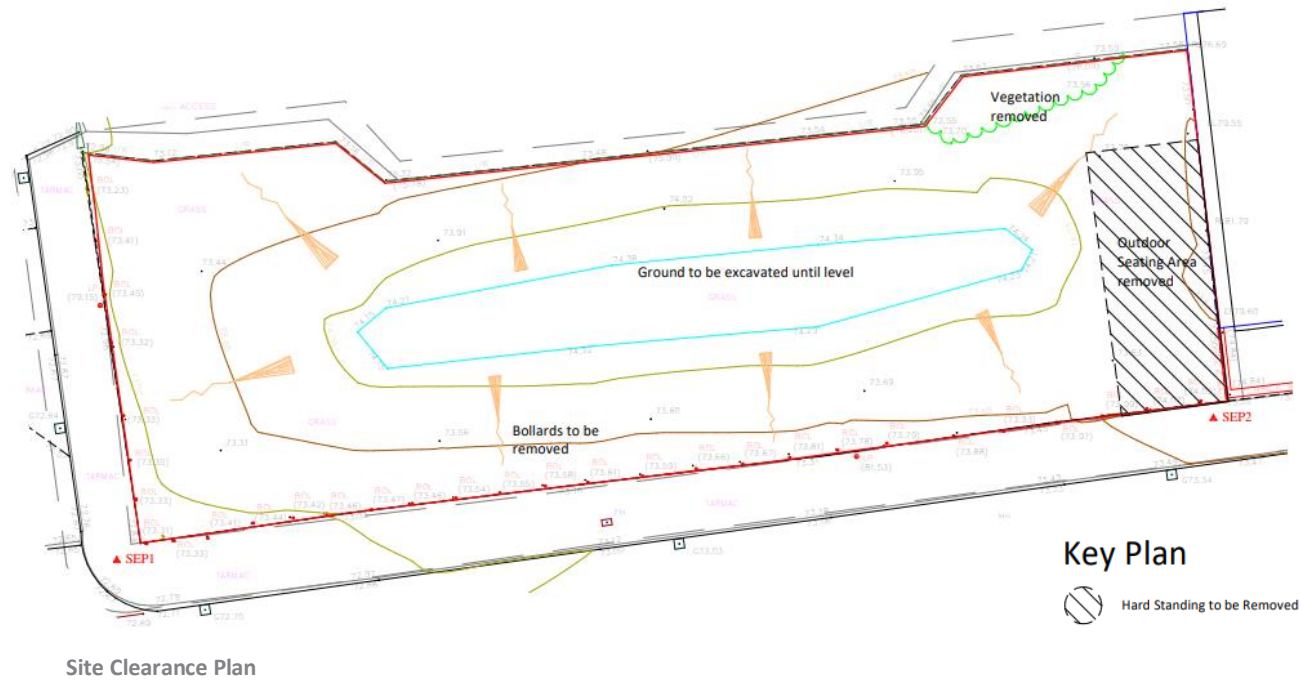
## Constraints

The main site constraints are as follows:

- The site is mounded and requires excavation and/or remediation works
- 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.
- Existing external seating area for the pub will require the hard standing removing.

## Opportunities

- Creates much needed affordable housing
- Developing a brownfield site rather than greenfield
- 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:

Varey Street, Manchester | Design & Access Statement

## Street Elevation

Buildings will follow a scale that is in keeping with the opposite landscape and urban context, which is predominantly 2 storey with pitched roofs. Combined with the use of quality building materials and including planting at the rear aids with aesthetic appeal and mitigates overlooking by neighbors which means 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 and semi-private from the public.



Street Elevation (Facing on to Cross Lane)

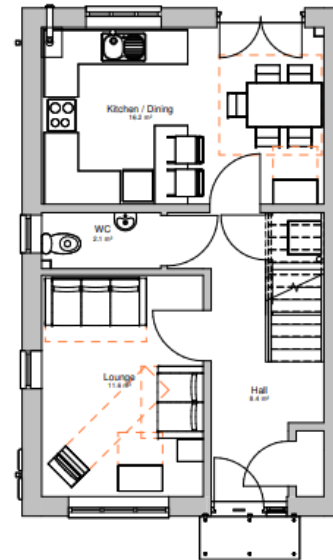


# The Development Proposal:

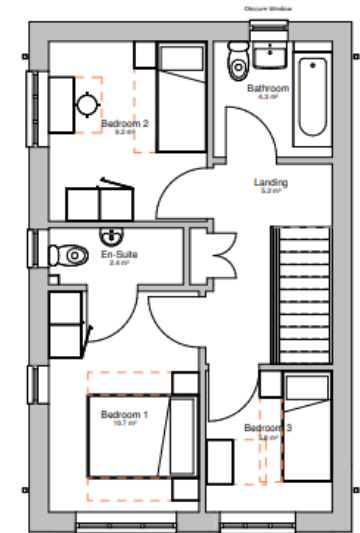
## 3-Bedroom, 4-person House Type

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 3-bedroom houses is 84m<sup>2</sup> and the proposal offers 86m<sup>2</sup>. 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.



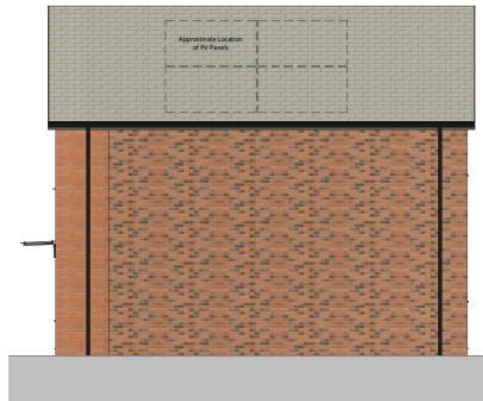
Ground Floor Plan



First Floor Plan



House Elevations

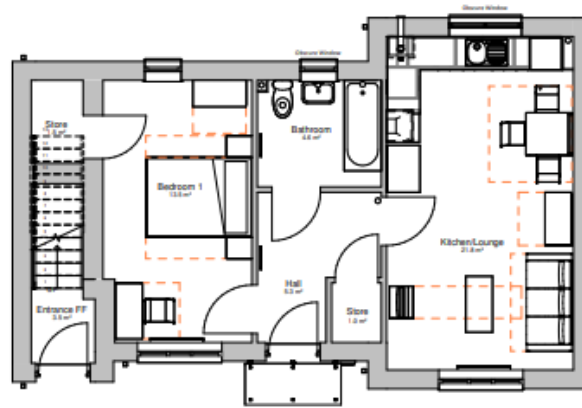


# The Development Proposal:

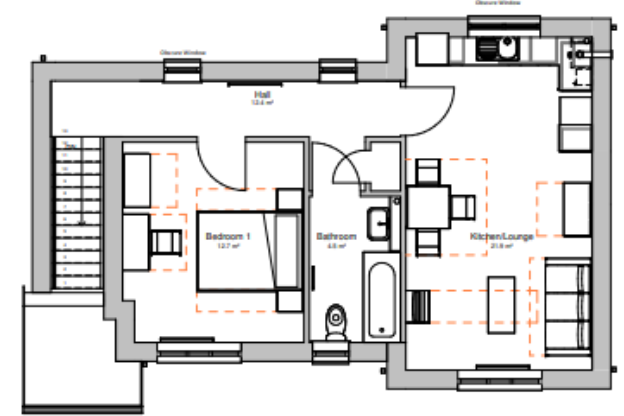
Varey Street, Manchester | Design & Access Statement

## 1-Bedroom, 2-person Apartment Type

The Nationally Described Space Standards for 1-bedroom apartments has been met on this site, with ground floor flats being approximately 50m<sup>2</sup> and first floor apartments 54.4m<sup>2</sup>. The minimum NDSS requirement is 50m<sup>2</sup> with 1.5m<sup>2</sup> built-in storage.



Ground Floor Plan



First Floor Plan



# The Development Proposal:

Varey Street, Manchester | Design & Access Statement

## 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. 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.



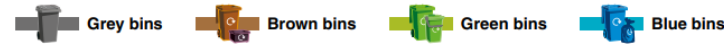
Proposed Site Plan



# 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          |                  |
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| 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  |

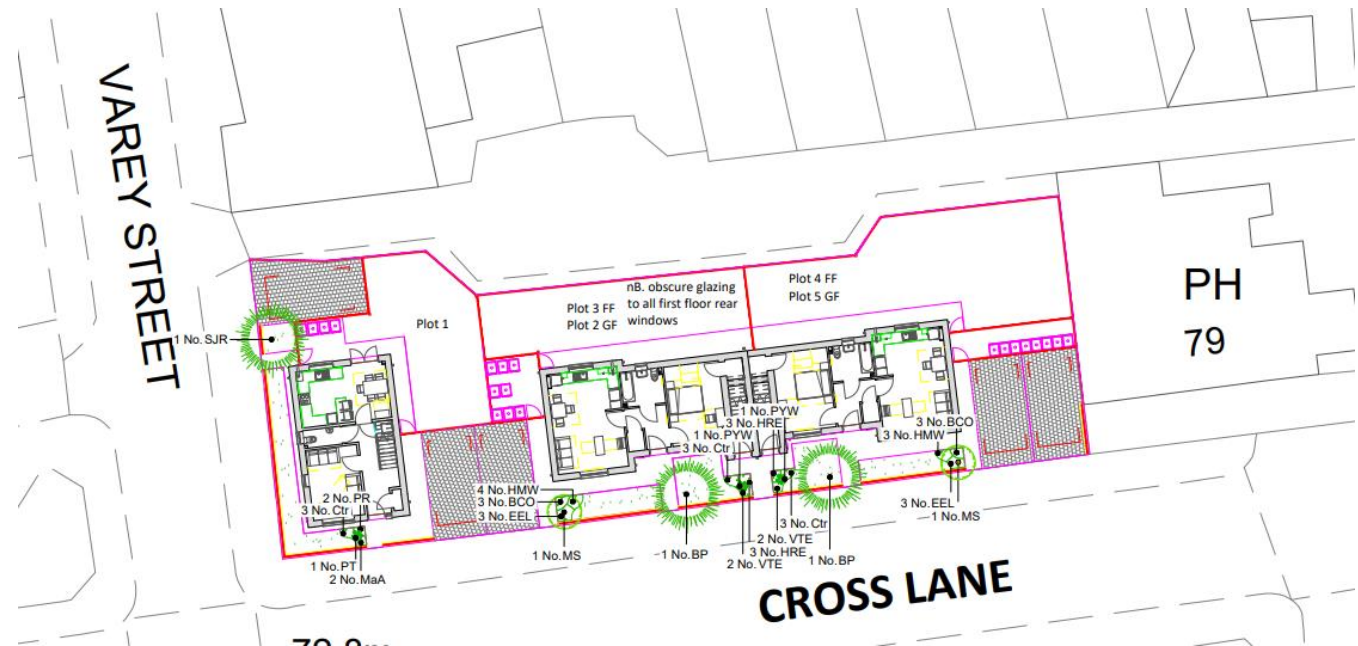
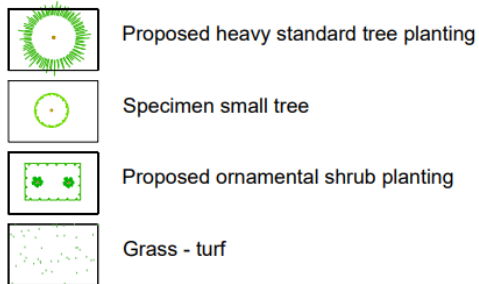
## Waste Collection Schedule for Cross Lane



# Sustainability & Renewable Energy:

## 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 proposed scheme shows a loss of 0.09 habitat units which results in a net loss of 68.90%, however the 'Cross Lane' site, located in close proximity to this site offers a biodiversity net gain which currently offsets this site's net loss, resulting in a total 6.58% net gain.



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
- 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.
- Tree planting and the addition of shrubs to improve biodiversity.

# Design Process

## Initial Site Proposal's

The first design phase shows the use of both an apartment building, consisting of 4 units and a 2-bedroom house, both were selected due to the narrow constraints of the site. Car parking was located to the east with an access road for the residents, this was specified as car parking could not be achieved directly in front of the properties. The design progressed to incorporated hard standing for bin storage and the 2-bedroom changed to a 3-bed which has greater market value, while still retaining a sizable garden.



# Design Process

## Development of Site Proposal

During the design development, it was identified that the car parking should be located closer to the properties, thereby bypassing the need for an accessible road, maximizing the total land areas for marketable space such as larger gardens and localised car parking to each property. The penultimate design phase showed a slight altering of the site boundary, a rearrangement of bin storage for greater optimisation for the proposed apartment building residents, by segregating bins from the gardens with an additional fencing line.

