OBJECTIVES

WHAT WILL THIS DOCUMENT TELL YOU?

The following statement will set out the information:

Site Location and analysis

Design principles upon which the proposal is based

How the development will have a positive impact upon its setting and surroundings

Scale, massing, density, orientation, and materials

How the development relates to the public realm

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INTRODUCTION

WHAT IS THIS DOCUMENT ABOUT?

This design and access statement has been prepared in support of a Full Planning Application for 8 new residential dwellings on the land to the south of Vincent Avenue.

The client owns the land to which this application relates, they are also the owners of plots 7-13 Vincent Avenue which border the application site.

Our client's intention is to gain planning permission for the dwellings and to build them to a high standard of quality.

This document is structured in line with guidance documents prepared by CABE: 'Design and Access statements: how to write, read and use them' and should be read in conjunction with the submitted drawings prepared by Lee Walsh, (appended to this document).

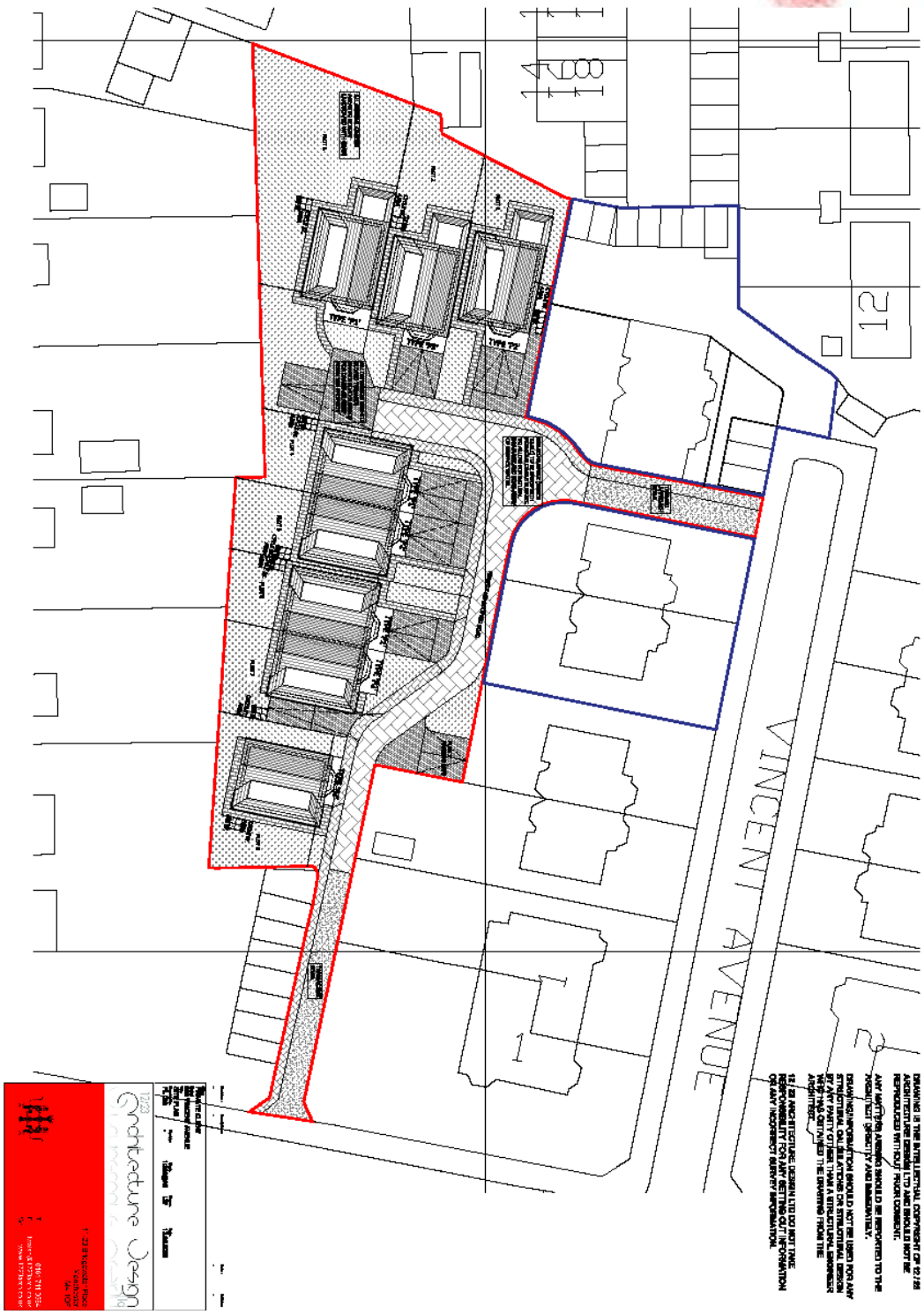
SITE AND CONTEXTUAL STUDY

In this section we will demonstrate to you how the positioning of the dwellings was achieved and how this relates to its surroundings.

At 12/23 Architecture Design Ltd we believe that the positioning of a proposed building is key to its success. It must relate to its surroundings and reflect its surroundings within its design. A building that does not take in-to consideration the sensitive issues of its surroundings can never be a complete success.

Following on from this section we will demonstrate how the analysis relates to local authority requirements and standards.

CONTEXTUAL SITE PLAN



PLANNING HISTORY

There is no public record of planning applications submitted on the site for any type of development. It is presumed that planning permission was granted lawfully for the development of garages and B1 use currently on the site.

Pre application advice has been sought for the development submitted alongside this application. The following are notes taken by IPD (highways consultants who led the meeting):

I have compiled a note of the key points raised during yesterday's meeting. In summary the planning and highways case officers (Dave Morris & Andy Connell) who were in attendance both stated that:

1) They supported the principle of site redevelopment.

2) They would work with us to achieve an acceptable outcome;

3) However they considered there to be a number of constraints in accessing the site and in planning terms (potential loss of amenity and impact on conservation area) that would need to be overcome.

Uppermost in their mind insofar as highways concerns was the potential impact on Vincent Avenue and for that reason they were keen to initially explore options to access and egress the site directly from Oswald Road only. We therefore initially tabled Option 1 of the pack that was forwarded to them showing this arrangement with servicing only being taken from Vincent Road via a new turning head. The comments raised on this option are as follows:

Option 1
They asked whether the driveway entrance could be widened to accommodate two way passing vehicles. It was confirmed to them that this would require third party land acquisition from the adjacent public house. It was confirmed to them that the PH had been approached and that they are not willing to sell the land.

They stated they were willing to consider the use of the narrow access subject to there being some form of control at either end to ensure that vehicles do not conflict at either end. Potential interventions such as a form of lifting barrier control were discussed and we stated that we would go away and consider further. From a highways perspective and my own view that was not shared during the meeting is that this may be a red herring as we would find it difficult for this to pass a road safety audit due to potential issues with traffic being held up on Oswald Road and how right turners from the main road would have to interact with the barrier.

They had additional concerns with the servicing arrangements show with the turning facility on Vincent Avenue. They were concerned about the potential loss of amenity (noise/ vibration etc) of the properties either side of the turning head (Plots 2 and 3 on our plans) as this is where the vehicle would be waiting idle and undertaking the bin collection generating a lot of noise. They were also concerned (a theme that ran throughout the discussion) about parked vehicles along Vincent Avenue and issues that servicing vehicles may have in undertaking the manoeuvre. It was however pointed out that a servicing vehicle already makes this manoeuvre in a very tight space and the option presented would result in betterment due to the additional turning area provided and the ability to remove some of the existing on-street parking associated with the housing that sits within our land control at the top of the road to within our site.
Given the issues with Option 1, we tabled Option 2 which currently shows both vehicle and servicing route in via Oswald Road and then egressing out onto Vincent Avenue. Their views on this option are set out below:

Option 2

There is some resistance to this option on the grounds that it at least in part utilises Vincent Avenue as part of the access/ egress route to the site and in their minds, both case officers appear to be of the view that there will be strong local opposition from existing residents. They admit however this is just their "gut feel" and could not point to anything specific about their own concerns with the use of Vincent Avenue except for the general perceptions of the presence of on-road parking.

It was explained on-road parking is pretty typical for all residential streets across the wider area and that the traffic analysis that will go forward to support the planning application will demonstrate that the generated traffic onto Vincent Avenue under this option from the net-new 9 or so dwellings will be extremely low (less than 30 movements in a 12 hour period) which is not likely to be considered as materially detrimental under the terms of existing policy guidance within the National Planning Policy Framework (NPPF).

Consequently, whilst there is likely to be local opposition (there always is) and that this should be borne into our considerations, this should not preclude any option to utilise Vincent Avenue as a potential route in the absence of finding a suitable route through direct only from Oswald Road.

Under this option in particular, and to a lesser extent also apparent under Option 1, There was an issue flagged with the size of the servicing vehicle used for the swept path analysis. They confirmed that the servicing vehicles used by the local authority contractors were 11 metre long vehicles rather than the smaller 8 metre vehicle shown on our tracks. We will attempt to track the larger vehicle but from first glance it does not appear that the driveway access from Oswald Road would accommodate the larger vehicle. It was accepted that the applicant may have to accept a condition whereby the units are serviced via private contractor rather than the local authority.

The other concern was regarding pedestrian safety. Whilst this Option showed a separate designated pedestrian route onto Vincent Avenue it was considered that the driveway route through to Oswald Road would remain as an attractive route for pedestrians as the quickest route towards the town centre and therefore potentially putting them into conflict with vehicles who have limited visibility turning left into the site. The highways case officer suggested that any proposed scheme would need to be supported by a Road Safety Audit to ensure pedestrian safety is maintained at this location.

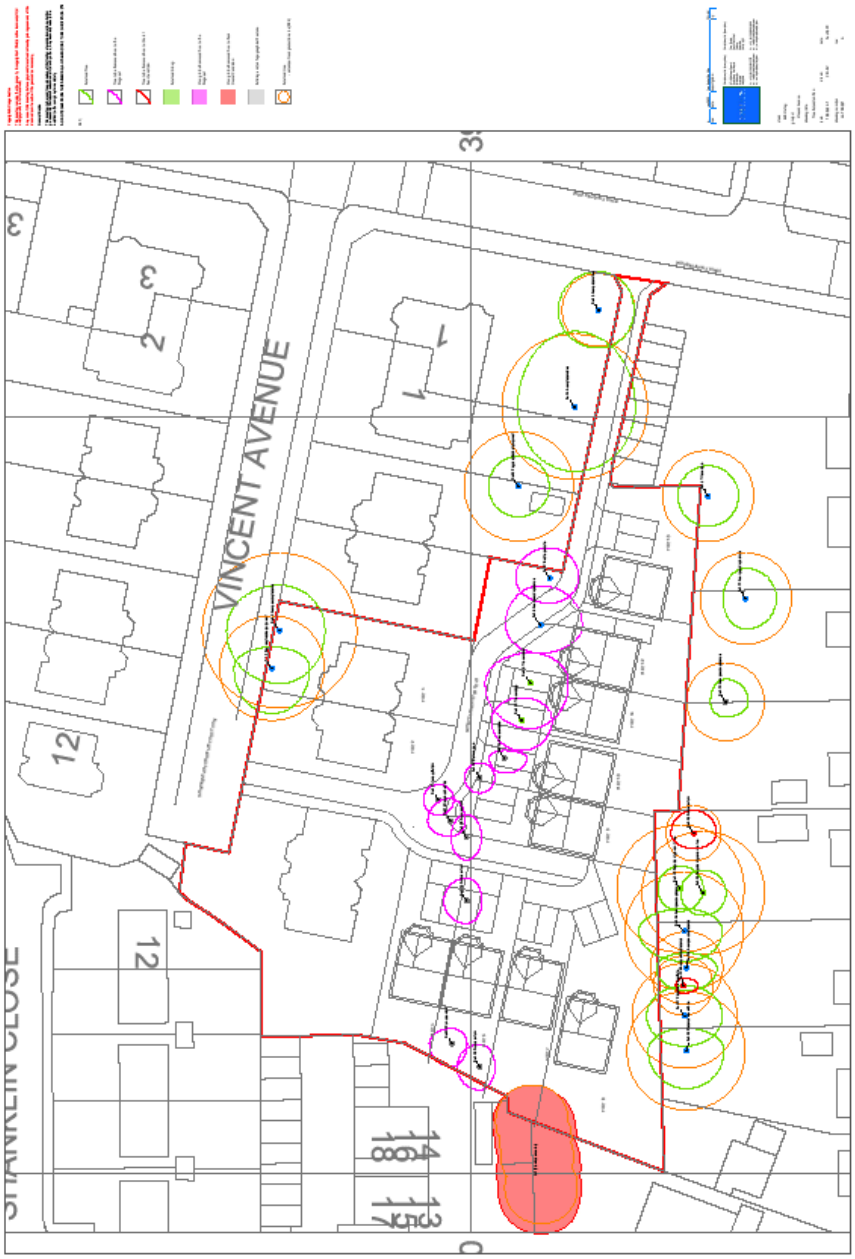
12/23 Architecture Design Ltd are aware of Manchester City Councils objectives and plans under PPS 3 and the requirement for new homes in Manchester.

PPS1 – The developer will set out to deliver a sustainable development. This will include sourcing local materials to reduce the overall carbon footprint, implementing (where possible) sustainable energy sources as well as making use of sustainable technology when selecting and specifying building materials and items such as windows and doors.

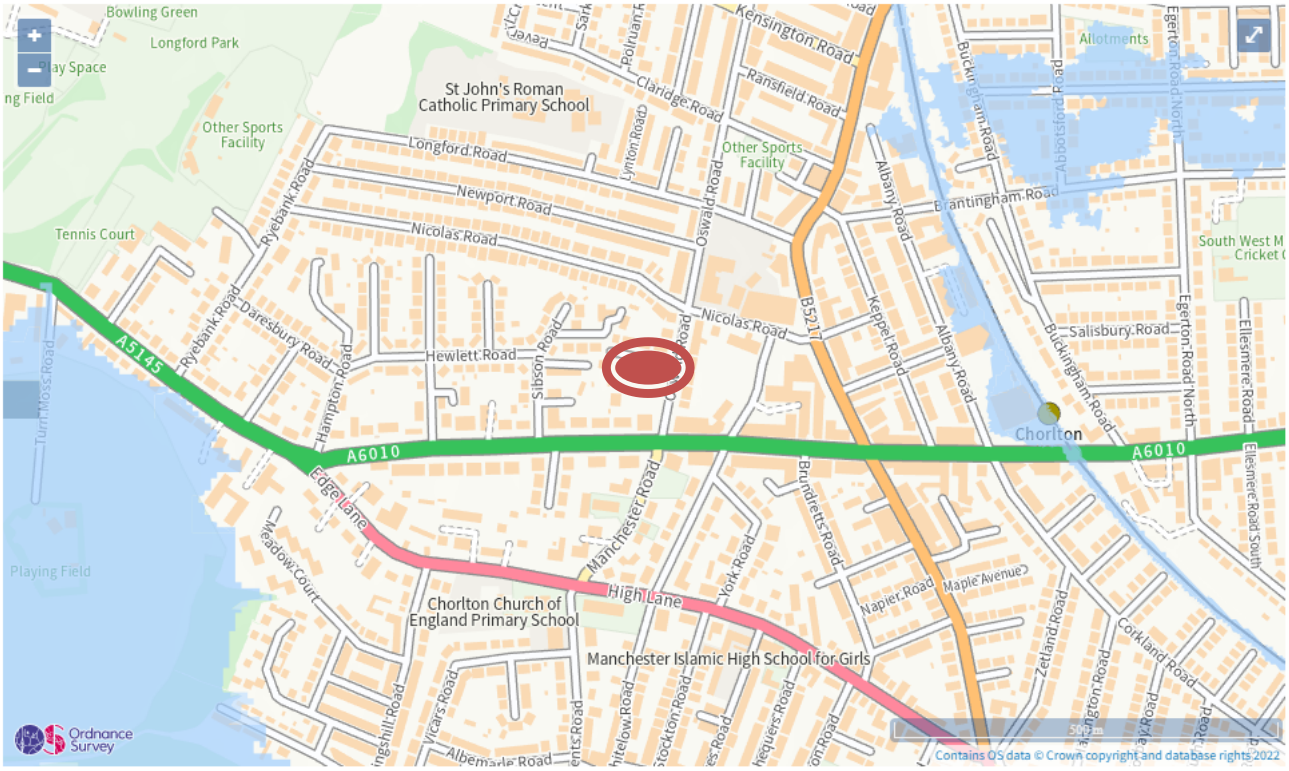
PPS 3 - *It is estimated that Manchester is undersupplied by a minimum of 500 new homes per annum. This has led to prices and rents increasing across the city, exacerbating affordability issues for many of our residents. As Manchester's population continues to grow, the city must continue to work harder towards meeting exceptionally high demand for housing across all tenures* Manchester Housing Strategy 2022-2032

There is a shortfall and a growing demand for high quality family housing in the area of the application site. This is demonstrated by the housing strategy as well as the amount of household applications in the area which seek to improve and extend family housing.

Whilst the development does require the removal of some trees to allow the development to be accessible the client will actively seek to agree a replanting program with the local council to ensure that the site remains biodiverse, green and as a carbon offset. The diagram below shows the trees to be removed and those to be retained as part of the development: *(See also tree report submitted in support of this application)*



The proposed scheme and its surrounding area are not within a flood risk zone, this has been checked out on the Environment Agencies website.



Extent of flooding from rivers or the sea

High Medium Low Very low

SUSTAINABILITY

Developing on from PPS 1 Delivering Sustainable Development, this development proposes to make use of modern sustainable energies. These energies and methods of storing energy have been developed to reduce the impact of energy developments, there is also a cost saving which is passed on to the client.

Solar Panel Hot Water Heating Systems could be used to heat water for everyday use; this reduces the requirement for electricity off of the main grid therefore reducing heating bills and the overall carbon footprint,

Ground Source heat Pumps would be an obvious choice on this particular site, the opportunity is there to prepare the ground for ground source heat pumps. This would be an opportunity to heat the houses through an underfloor heating system connected to the heat source which would deliver community heat source and power.

Rainwater Harvesting is an obvious form of renewable energy. Although it is not really an energy source it can contribute to the energy use indirectly. The rainwater is harvested and filtered for use in underfloor heating systems, toilet cisterns and any other system that may make use of renewed water.

Photovoltaic's are not generally well used and are often used for the wrong purpose. In this development we are proposing to use them to charge a batter back up system which will be powerful enough to supply the whole house with electricity during a power outage.

LED Lights throughout the houses offer a longer life than any other lighting appliance and use a fraction of the electricity compared to traditional filament bulbs and halogen bulbs.

ACCESS

Vehicular access is a one way flow of traffic entered on to from Vincent Avenue between units 9 and 11. The private road flows through the site over a combination of pedestrian only and vehicle only surfaces. All parking is off road, a total of 2 parking spaces are provided for each dwelling. Exiting the site is via an existing track on to Oswald Street, it forms a shared road surface however, there is a dedicated pedestrian footpath to one side. A full scheme has been designed and tested, the Transport Statement has been submitted to accompany this application; it contains all the data necessary to demonstrate to workability of the proposed access scheme.

Please accompanying documents for further details

DESIGN SUMMARY

SETTING

The proposed dwellings are set in a backland site to the south of Vincent Avenue. The site is bound by residential garden walls and fences. It is not visible form the public highway which offers the opportunity to develop a setting of dwellings which complement each other as well as the conservation area. The site is home to several trees of varying quality, size and species which enhance to the character of the development.

LAYOUT

The proposed site layout is very much driven by access. With an entry from Vincent Avenue and an exit on to Oswald Street space is left to develop 8 new dwellings on facing both north/south and east/west. Each plot is large enough to accommodate 2 parking spaces per dwelling, onsite bin store and cycle store. Other layouts were discussed with planning and highways and by design development what is currently proposed is the conclusion of site restrictions and access control.

MATERIAL

The proposed development sits within the South Manchester conservation area. Within this development we propose to use the pallet of materials which makes up the character of the area. Bricks, roof tiles and lintels will be sourced to match those of surrounding properties. Care has been taken during the design process to deliver an external appearance sympathetic to the conservation area as well as providing internal spaces which reflect modern living and family needs.

LANDSCAPING

Due to the setting of the proposed development, we have chosen to incorporate as much of the existing trees and site features in to the scheme as possible. A small number of trees will be removed. Gardens will be largely grassed however each house will be presented with a flower bed below the bay window which will offer a uniformity on the street scene. Driveways will be tarmacked and footpaths will be flagged with Indian stone. There are no green areas which are not under the ownership of any single dwelling.

CONCLUSION

We are aware that Manchester City Council is committed to securing high quality design for all new developments across the city. We are also aware that poor design is a valid reason for the refusal of planning permission.

Against that background, we have demonstrated through this document a thorough detailed site analysis, reference to planning policy, design guidance and reference to consultations.

We consider that this proposal will enhance the character and context of the local area and ultimately strengthen its identity.

We believe that this proposal merits a recommendation for planning approval by relevant Planning Officer(s) and merits full planning permission.

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Client
PRIVATE CLIENT
Project
220 VINCENT AVENUE
Title
SITE LOCATION PLAN / EXISTING SITE PLAN

Drawing No.	Revision	Scale.	Drawn.	Date.
PL 001	-	1:1250@A3	LW	05.09.19

12/23 Architecture Design ltd

11-23 Bridgewater Place
Manchester
M4 1QF

T : 0161 711 0584
E : lwalsh@1223arch.co.uk
W: www.1223arch.co.uk

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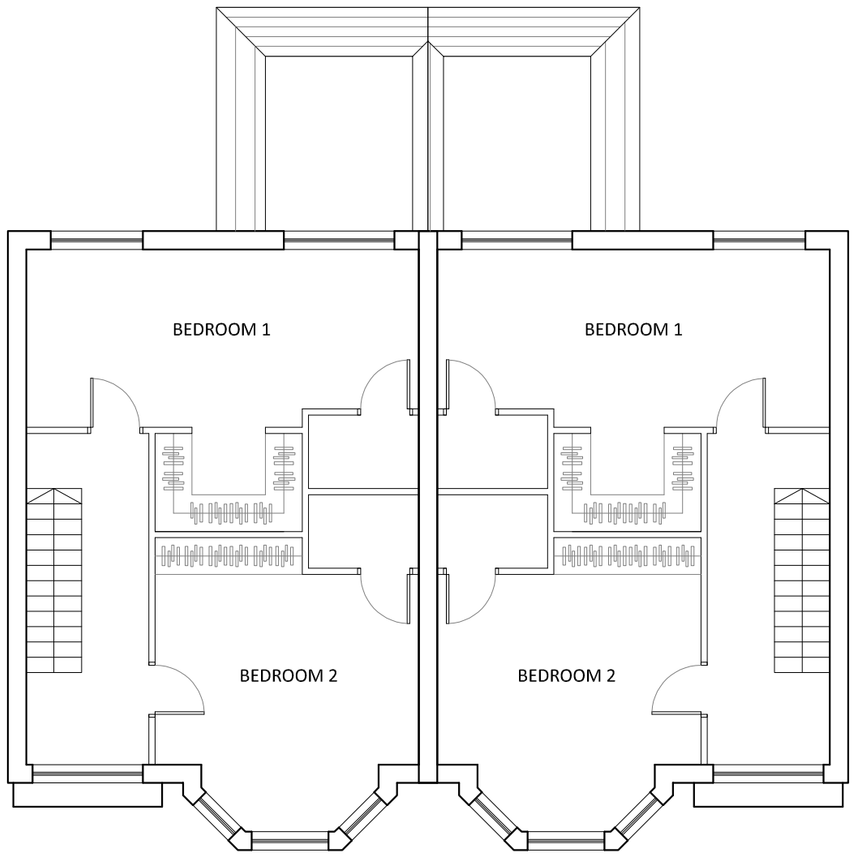

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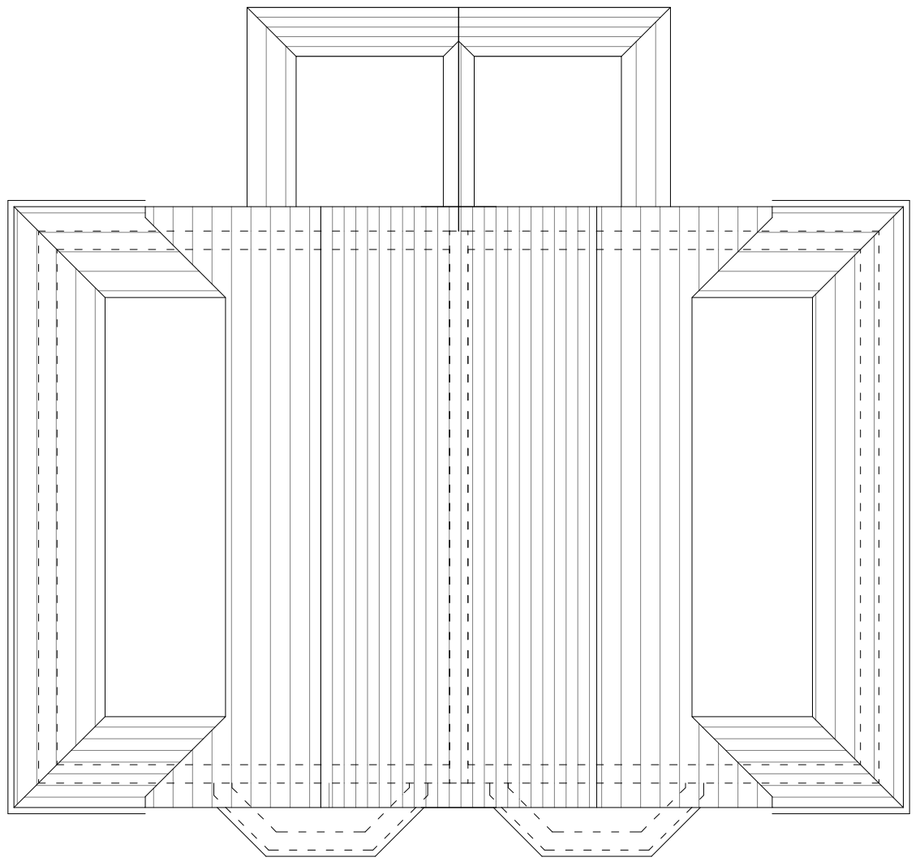

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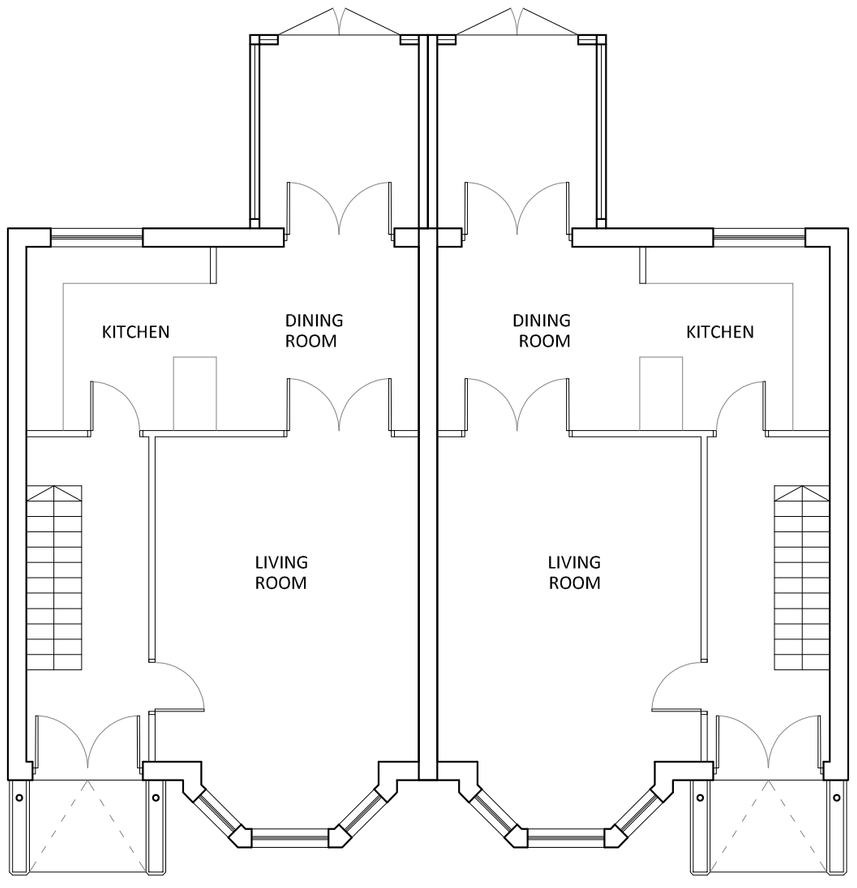
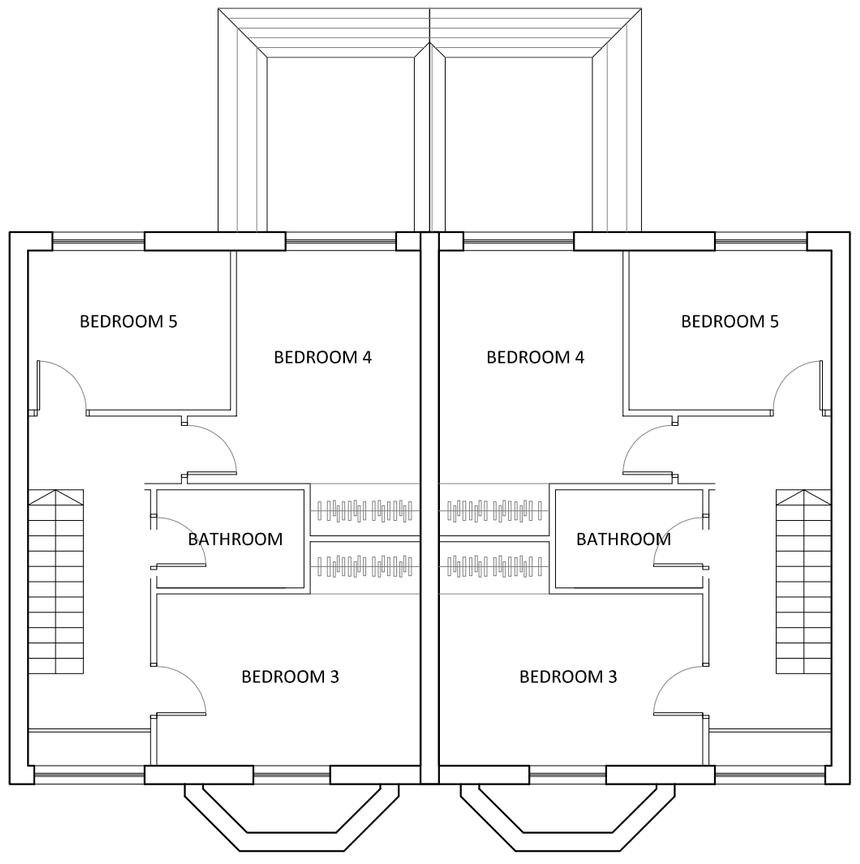


ENTRANCE LEVEL PLAN



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Client
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Project
220 VINCENT AVENUE
Title
HOUSE TYPE D PLANS

Drawing No.	Revision	Scale.	Drawn.	Date.
PL 008	-	1:100@A2	LW	13.05.2022

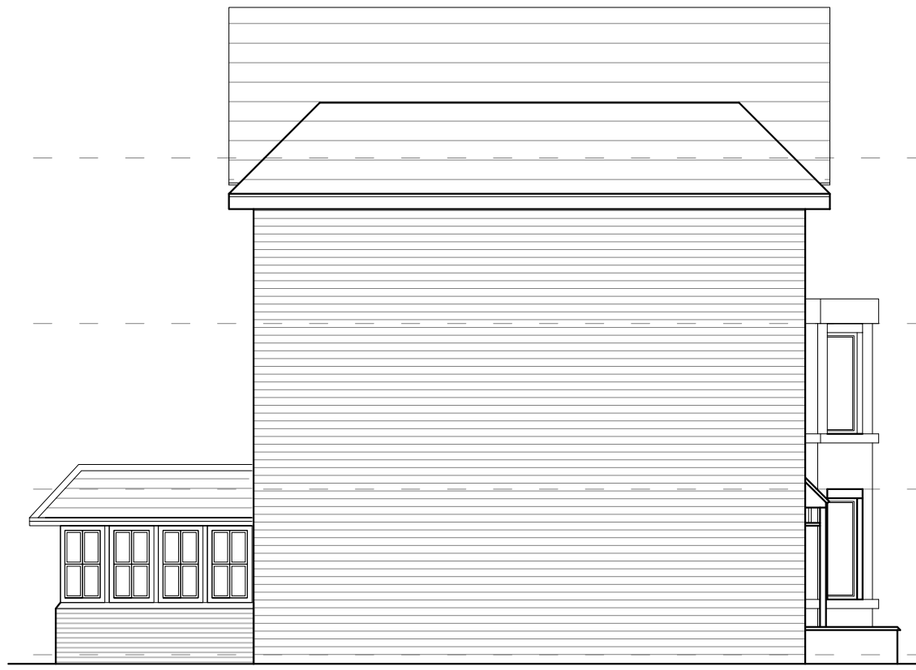
12/23 Architecture Design ltd

11-23 Bridgewater Place
Manchester
M4 1QF

T : 0161 711 0584
E : lwalsh@1223arch.co.uk
W: www.1223arch.co.uk

FRONT ELEVATION

REAR ELEVATION



SIDE ELEVATION

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Project
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Title
HOUSE TYPE D ELEVATIONS

Drawing No.	Revision	Scale.	Drawn.	Date.
PL 007	-	1:100@A2	LW	13.05.2022

12/23 Architecture Design ltd

11-23 Bridgewater Place
Manchester
M4 1QF

T : 0161 711 0584
E : lwalsh@1223arch.co.uk
W: www.1223arch.co.uk

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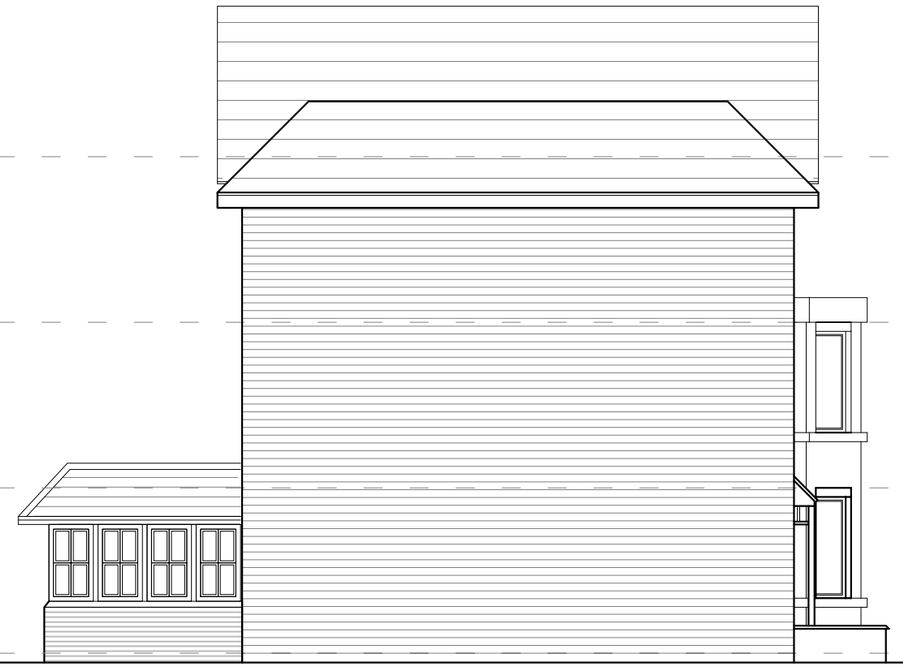
REAR ELEVATION



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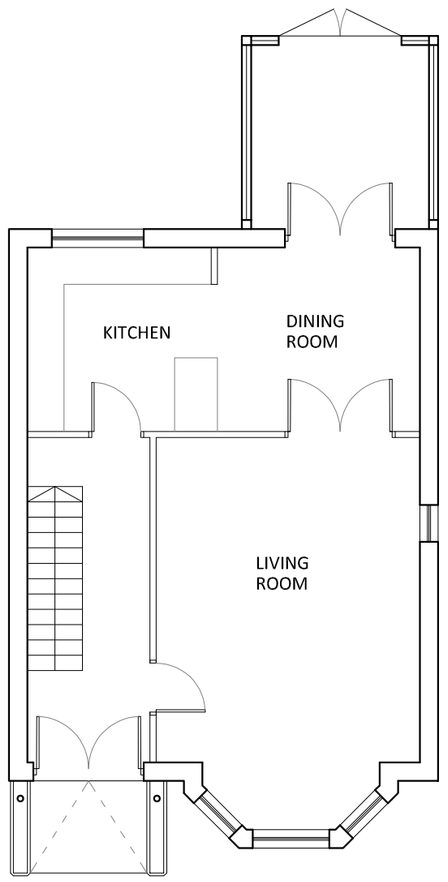
SIDE ELEVATION



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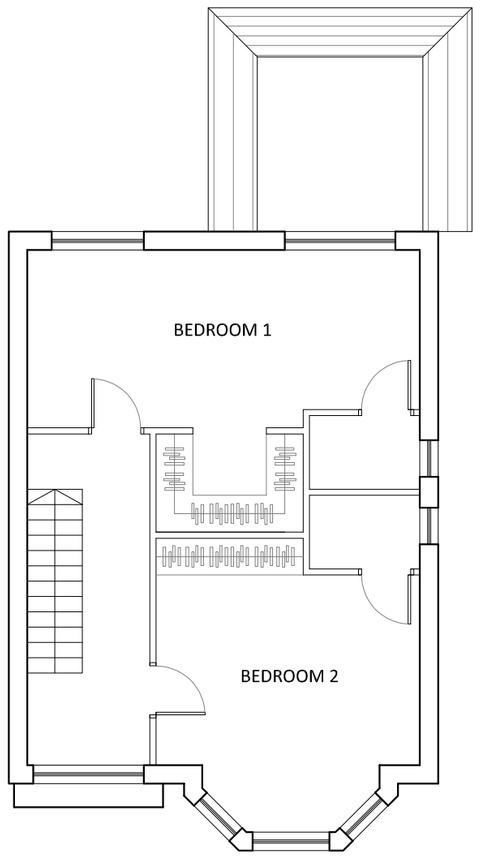

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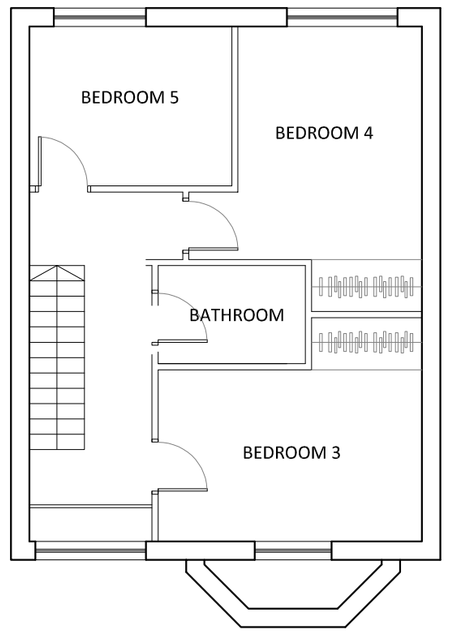

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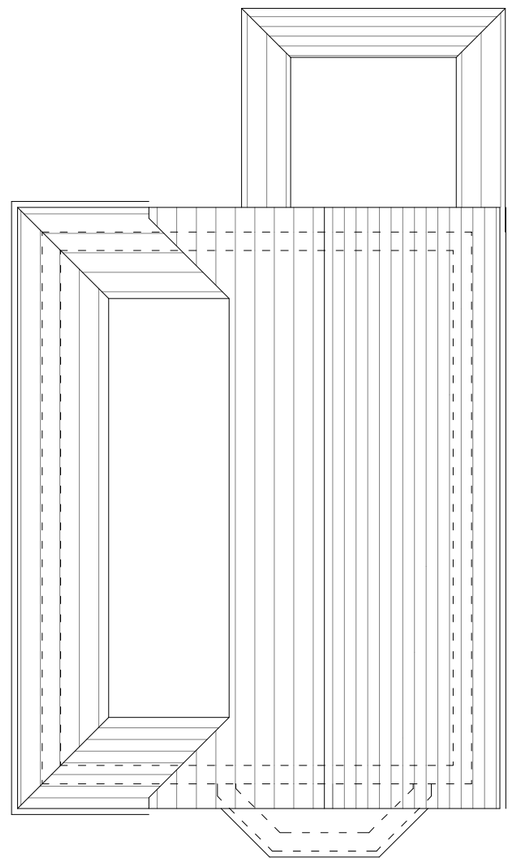

ROOF PLAN

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Client
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Project
220 VINCENT AVENUE
Title
HOUSE TYPE C

Drawing No.	Revision	Scale.	Drawn.	Date.
PL 006	-	1:100@A2	LW	13.05.2022

12/23 Architecture Design ltd

11-23 Bridgewater Place
Manchester
M4 1QF

T : 0161 711 0584
E : lwalsh@1223arch.co.uk
W: www.1223arch.co.uk

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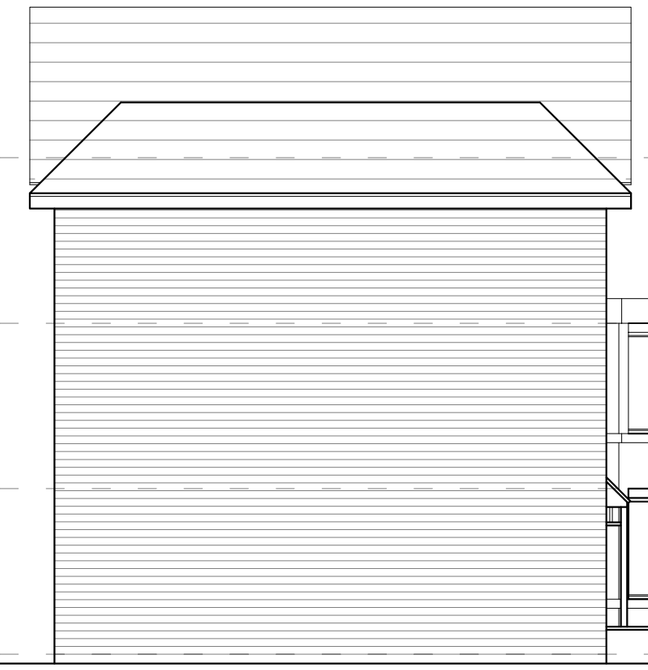
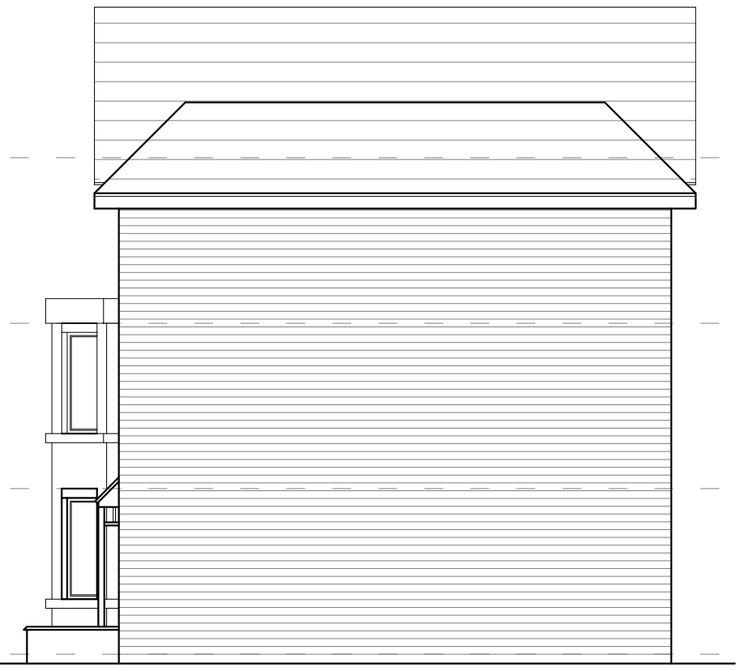


SIDE ELEVATION



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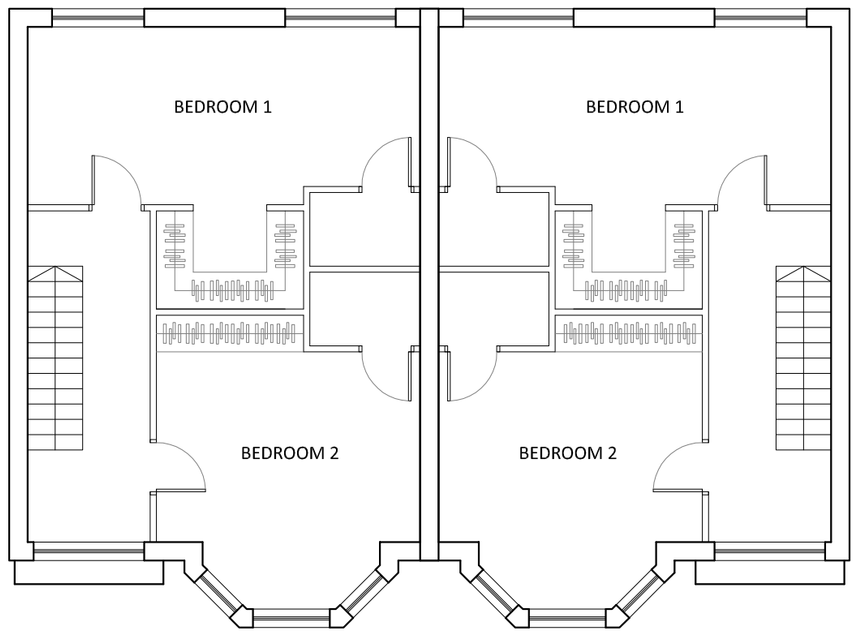

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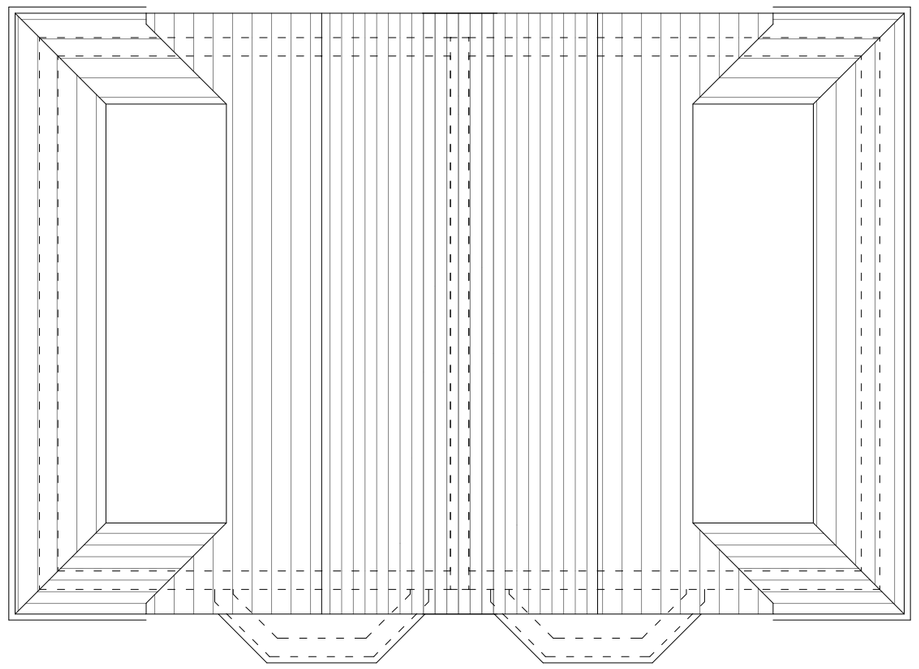

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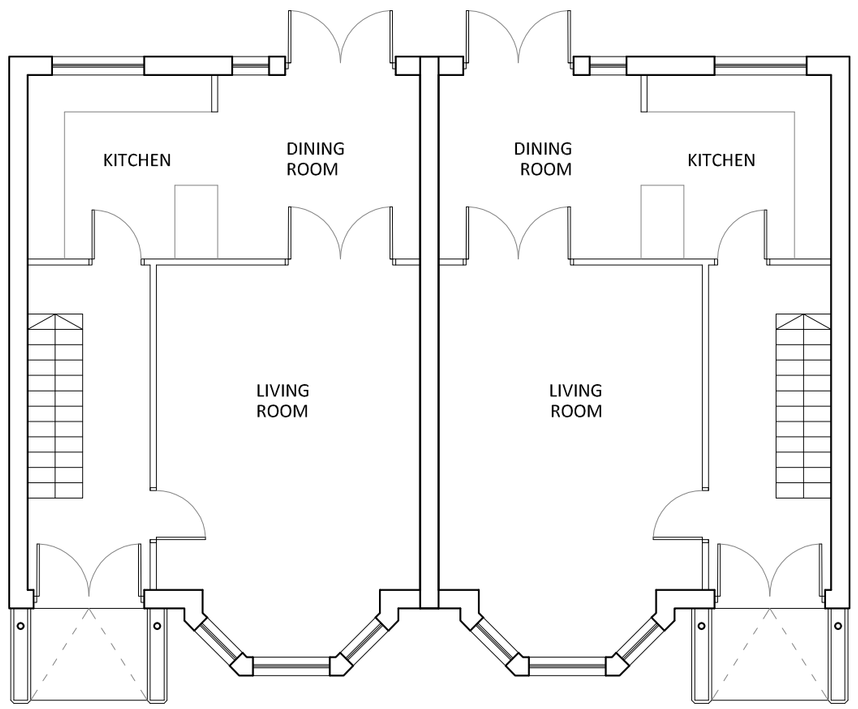
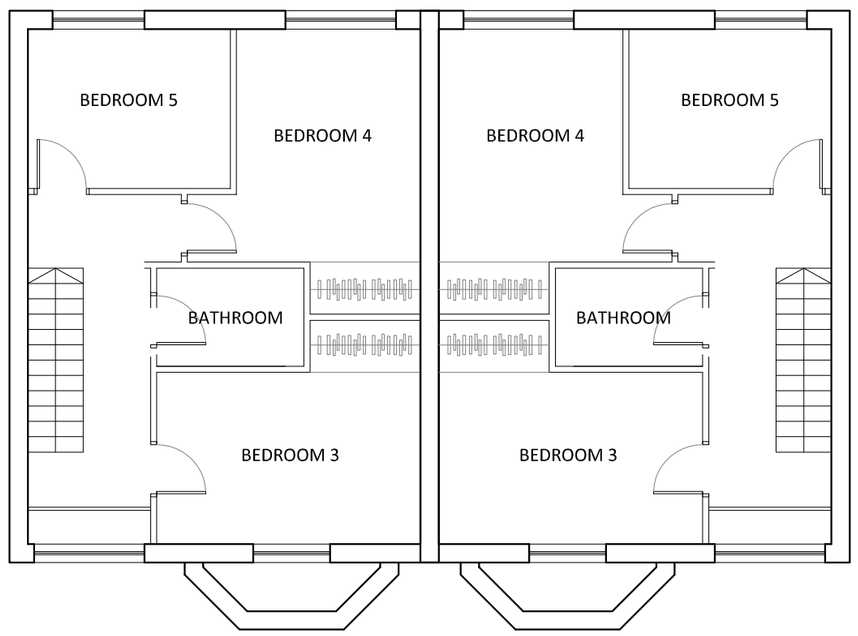


ENTRANCE LEVEL PLAN



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Title
HOUSE TYPE B

Drawing No.	Revision	Scale.	Drawn.	Date.
PL 005	-	1:100@A2	LW	13.05.2022

12/23 Architecture Design ltd

11-23 Bridgewater Place
Manchester
M4 1QF

T : 0161 711 0584
E : lwalsh@1223arch.co.uk
W: www.1223arch.co.uk

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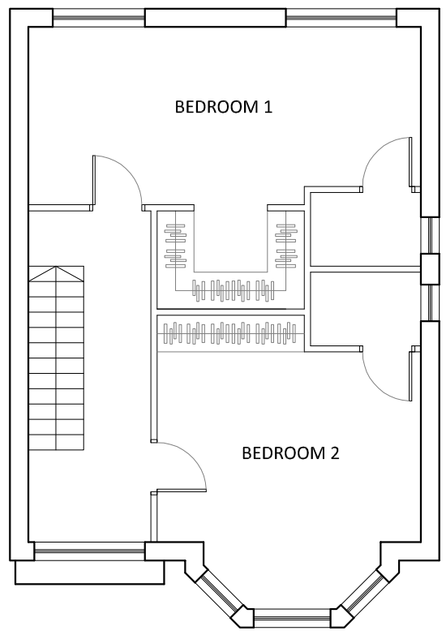
SIDE ELEVATION

SIDE ELEVATION



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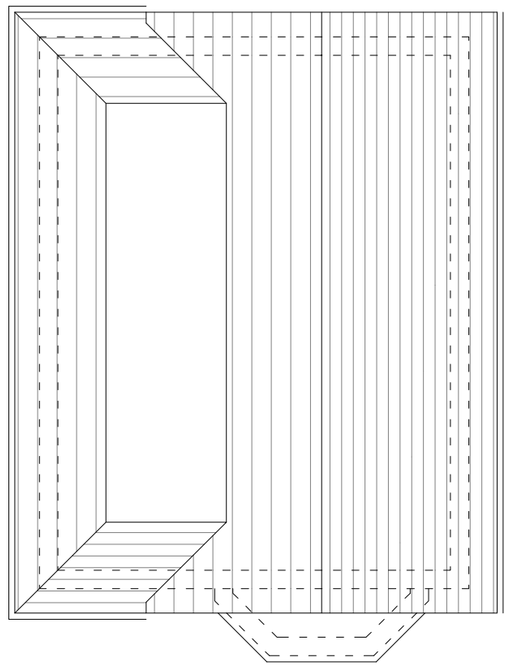

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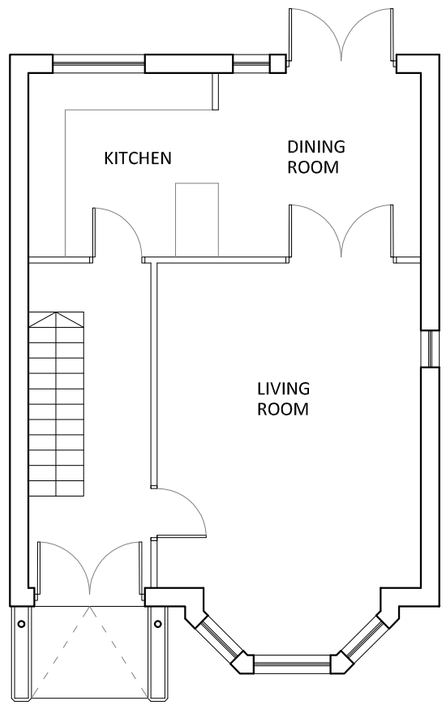

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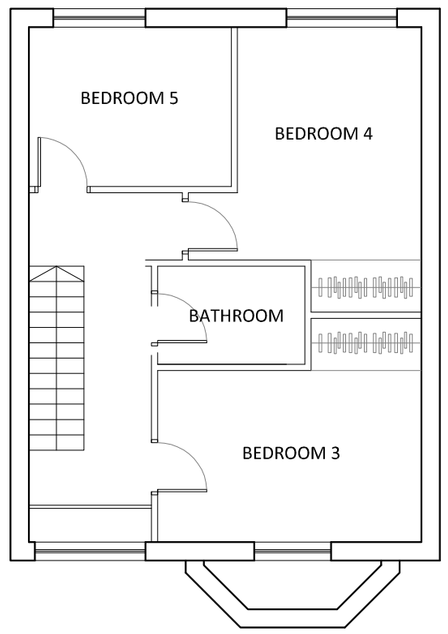

SECOND FLOOR PLAN

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Client
PRIVATE CLIENT
Project
220 VINCENT AVENUE
Title
HOUSE TYPE A

Drawing No.	Revision	Scale.	Drawn.	Date.
PL 004	-	1:100@A2	LW	13.05.2022

12/23 Architecture Design ltd

11-23 Bridgewater Place
Manchester
M4 1QF

T : 0161 711 0584
E : lwalsh@1223arch.co.uk
W: www.1223arch.co.uk

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Revision: -	Description: -	Date: -	Initials: -
-	-	-	-

Client
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Project
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Title
SITE PLAN

Drawing No.	Revision	Scale.	Drawn.	Date.
PL 003	-	1:250@A2	LW	13.05.2022

12/23 Architecture Design ltd

11-23 Bridgewater Place
Manchester
M4 1QF

T : 0161 711 0584
E : lwalsh@1223arch.co.uk
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