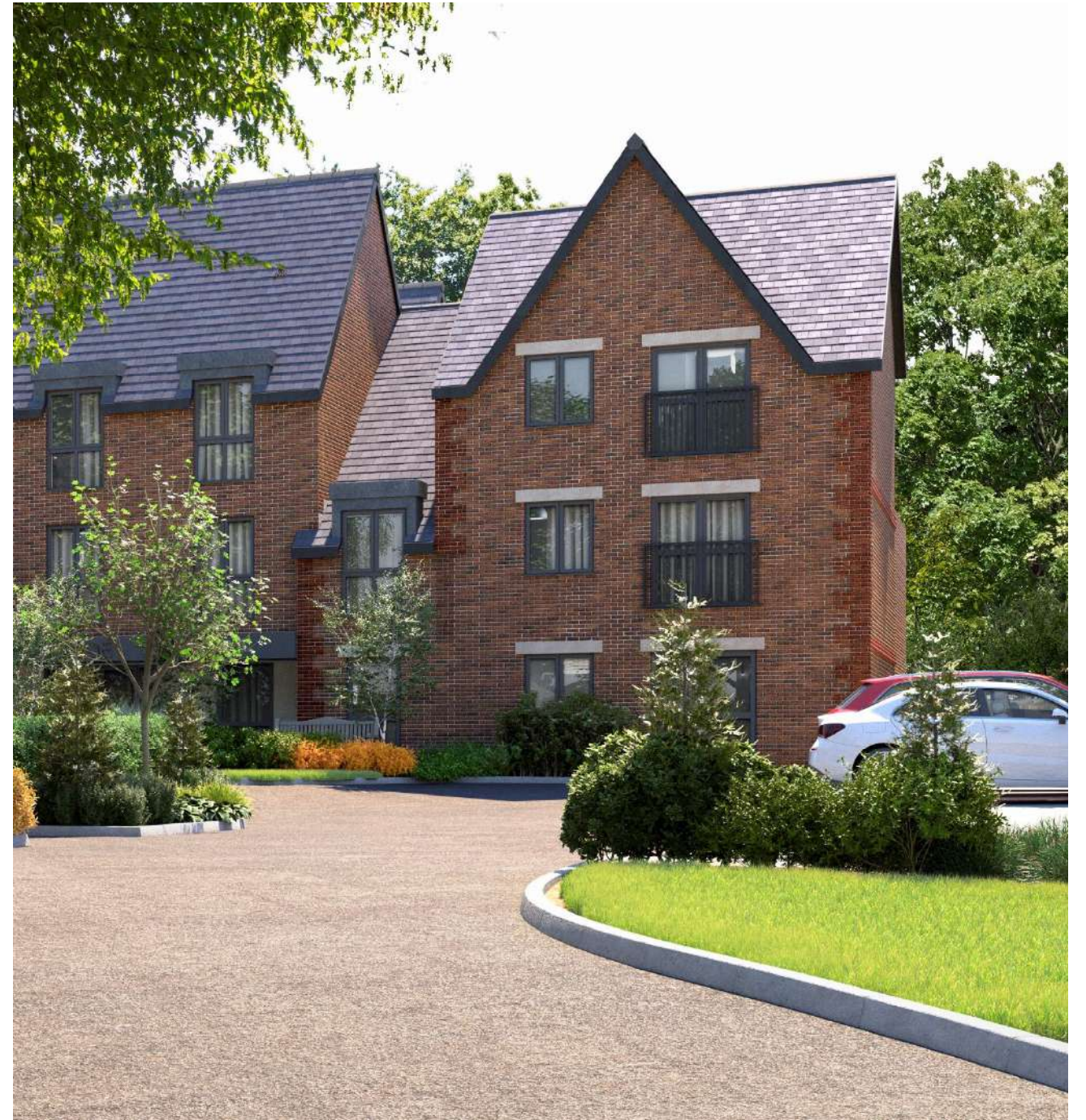


Design, Access & Sustainability Statement

Full Planning Application for
Retirement Living (RL)
accommodation on land at:
Spath Road, Didsbury



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Fig.1 (Cover sheet) – Corner Feature
Fig.2 – Proposed Entrance View

1.0 Introduction

1.1 PURPOSE

This Design, Access & Sustainability Statement has been prepared on behalf of McCarthy & Stone in support of a full planning application for up to 26 Retirement Living apartments, landscaping, and on-site car-parking at Spath Road, Didsbury. The proposed development will aim to provide suitable accommodation for the elderly in the area with a focus on *'providing high-quality homes and services to make later life a happy and rewarding experience'*.

1.2 THE SITE

The application site is situated within the town of Didsbury, approximately 6km south of Manchester City Centre, and can be accessed directly from Spath Road. The site is well connected by public transport with nearby bus stops on Palatine Road and Barlow Moor Road, as well as rail and tram stops within a reasonable distance. Didsbury town centre is approximately 500 metres to the East of the site providing access to a range of shops and facilities.

The application site (red edge shown in Fig.3) is rectangular in shape and occupies an area of **4676 sq.m. (1.15 acres)**.

The site is located on a large corner plot and currently comprises an existing 5 bed detached house which will be demolished to make way for the new development. The existing access will remain in-situ but will be improved to serve the development. Apart from the protected trees to the South of the site, there are no special designations or protections in place on the site.

1.3 DEVELOPMENT BRIEF

McCarthy & Stone are one of the UK's leading retirement housebuilders and provide 70% of all specialist accommodation for the elderly. With considerable knowledge and experience on the provision of retirement living, McCarthy & Stone were able to provide a good brief and specific requirements that are fully incorporated into the design to ensure a high standard of build.



Fig.3 – Location Plan

1.0 Introduction (continued)

The main requirements for the scheme were to provide a good level of accommodation whilst also producing a building that sits appropriately within its immediate context. With an eye on site constraints, the overall context and character of the area were considered and the developed design manages to closely follow the client's brief, whilst at the same time making best use of the site's features to make a positive contribution to the local context.

The site and surroundings are predominantly residential in character; however the built form is varied with differing forms and scales which have developed organically over the years. As such, there is no specific vernacular, but rather a combination of opportunities. The proposals aim to provide a development sensitive to its surroundings with attractive, professionally landscaped gardens to allow homeowners to relocate to a property ideally suited to their needs, whilst also freeing up existing family housing for local people and therefore minimising the need for further development elsewhere.

To the right are some examples of other recent McCarthy & Stone projects, which serve to offer a guide to the varied nature of designs and forms previously completed, and each developed scheme aims to be unique in its approach, and offer a site-specific design solution, even though the company operates nationally through various regions.

Fig.4 / 5 / 6 – Examples of McCarthy & Stone schemes



2.0 The Site

2.1 LOCATION

The application site occupies an area of **4676 sq.m. (1.15 acres)** and is situated on a corner plot between Spath Road and Lancaster Road. The site is surrounded by residential areas and local amenities, with direct access to the town centre via nearby Barlow Moor Road (A5145), approximately 500 metres away (East).

There is currently an existing 5 bed detached house on site which will be demolished and replaced with the new Retirement Living apartment block including associated home-owners' lounge, parking, and landscaping. There are a large number of trees on the site currently which are subject to a TPO which will be retained to provide a buffer zone from the neighbouring properties.

2.2 LOCAL CONTEXT

There are several local public transport routes located near the site with a regular bus service located directly along Barlow Moor Road, providing access to the town Centre as well as to Manchester City Centre. East Didsbury Railway Station is approximately 1.2km South-east of the site, which links the site to further stations of Manchester and nationally to Glasgow and London.

The local motorways (M60) is also just a short distance from the site (approx. 1.5km south).

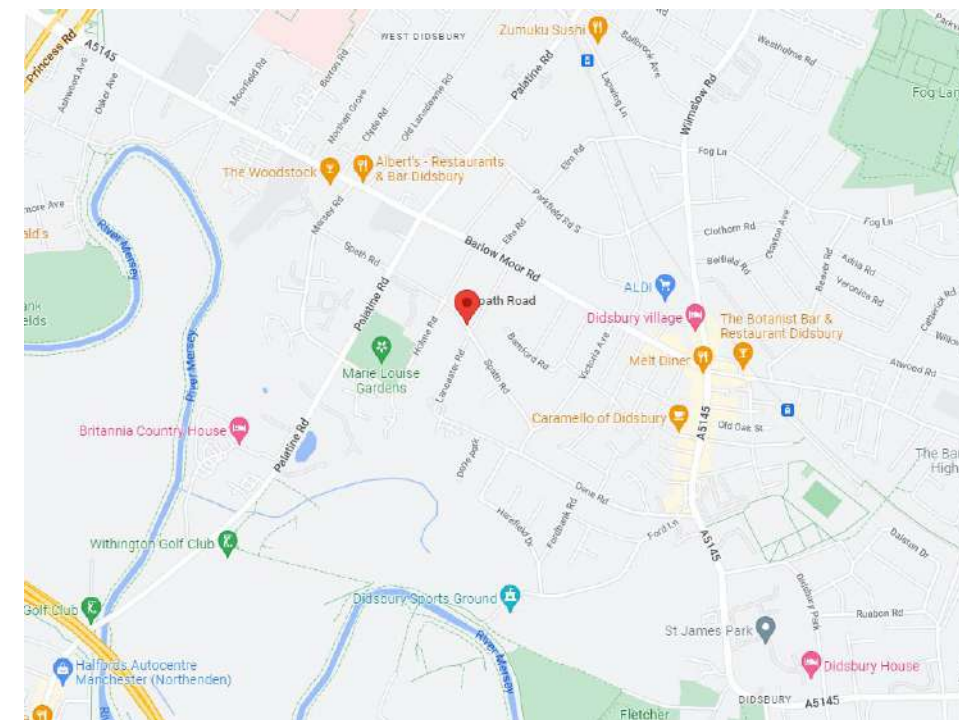
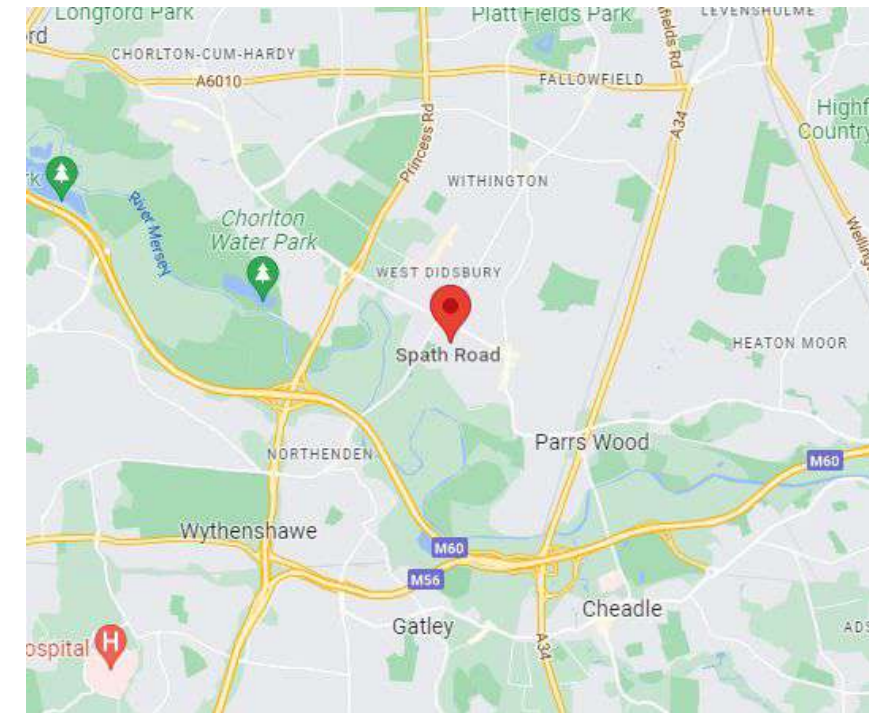


Fig.7 (top) – Wider Area Location Map
Fig.8 (bottom) – Site Location Map

2.0 The Site (continued)

The site is situated within a well-populated town characterised by mostly two and three storey detached and semi-detached properties. The Northern boundary onto Spath Road will be respected within the proposals by keeping the proposed development set back from the boundary. The proposed car parking will be on the North of the site and the existing hedge and trees will be retained. The Eastern boundary is defined by a low-level timber fence and existing trees. These trees are all to remain and trimmed back where necessary. The Southern boundary is a pocket of woodland which is subject to a Tree Preservation Order and will therefore be retained. The remaining boundary to the West, abuts a mix of residential properties. This boundary will be respected within the proposals by retaining existing trees and hedges to provide suitable screening to neighbouring properties.

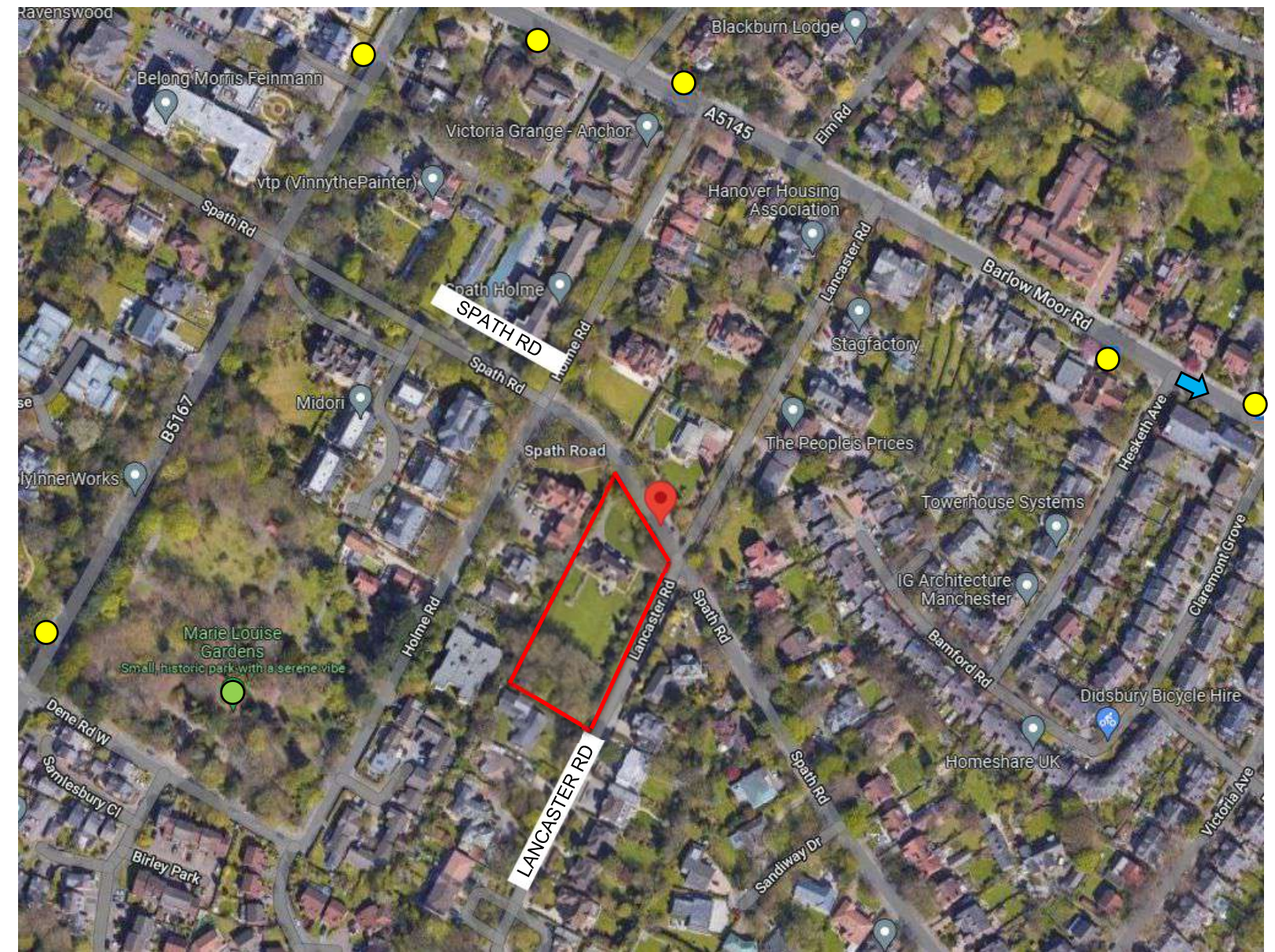
The general form of the area is predominantly 2 and 3 storey dwellings with hipped or gabled roofs, large front / rear garden spaces and parking provision generally comprises parking.

MATERIALS: The immediate buildings have been used to influence the designs of the proposed scheme. The materials used consist of red and buff brick and render with grey roof tiles and grey coloured UPVC door/window frames and black UPVC rainwater goods.

SCALE & HEIGHT: The site is situated near to the town centre within a residential area of either detached or semi-detached dwellings. The scale of the proposed apartment block has been designed and positioned to respect the physical context and the scale of existing buildings and has been specifically discussed with LA Officers.

The proposals for the RL block are designed to be a maximum of 3 storeys to respect the adjacent properties and associated stand-off distances.

The following examples on pages 7 and 8 are of buildings in the locality which have been used to provide cues to the style and materiality of the proposals.



KEY:

- The Site
- Marie Louise Gardens
- Bus stop
- ➡ Town Centre

Fig.9 – Contextual Map (local)

2.0 The Site (continued)



Fig(s). 10/ 11 / 12 / 13 – Examples of Local Context

2.0 The Site (continued)



Fig(s). 14/ 15 / 16 / 17 – Examples of Local Context

2.0 The Site (continued)

2.3 CONSTRAINTS AND OPPORTUNITIES

The application site currently comprises a 5-bed detached house with associated garden space to the south and parking to the north. The site lies within a residential area and as such the boundaries have been considered to maintain privacy to neighbouring properties. Tree planting to the southern part of the site will be retained to keep a buffer to the dwelling immediately adjacent the boundary. The existing site access (as shown in Fig.19) is to be retained and improved and will continue to serve the site. As the site is visible from Spath Road and Lancaster Road, these elevations have carefully been considered to provide attractive and sympathetic views of the development when passing.

The site is mostly level with a very slight fall from West to East.

2.4 BOUNDARY TREATMENTS

A new close boarded fence will be installed to the Eastern, Southern and Western boundary to ensure a secure site. The existing Northern boundary to Spath Road is to be retained and made good once alterations have been made to the existing site entrance as indicated in figure 19.

2.5 EXISTING TREES AND HEDGES

Existing trees and hedges located close to the boundaries are to remain and will be protected during site and construction works, tidied and trimmed where required to maintain the existing landscape buffer.

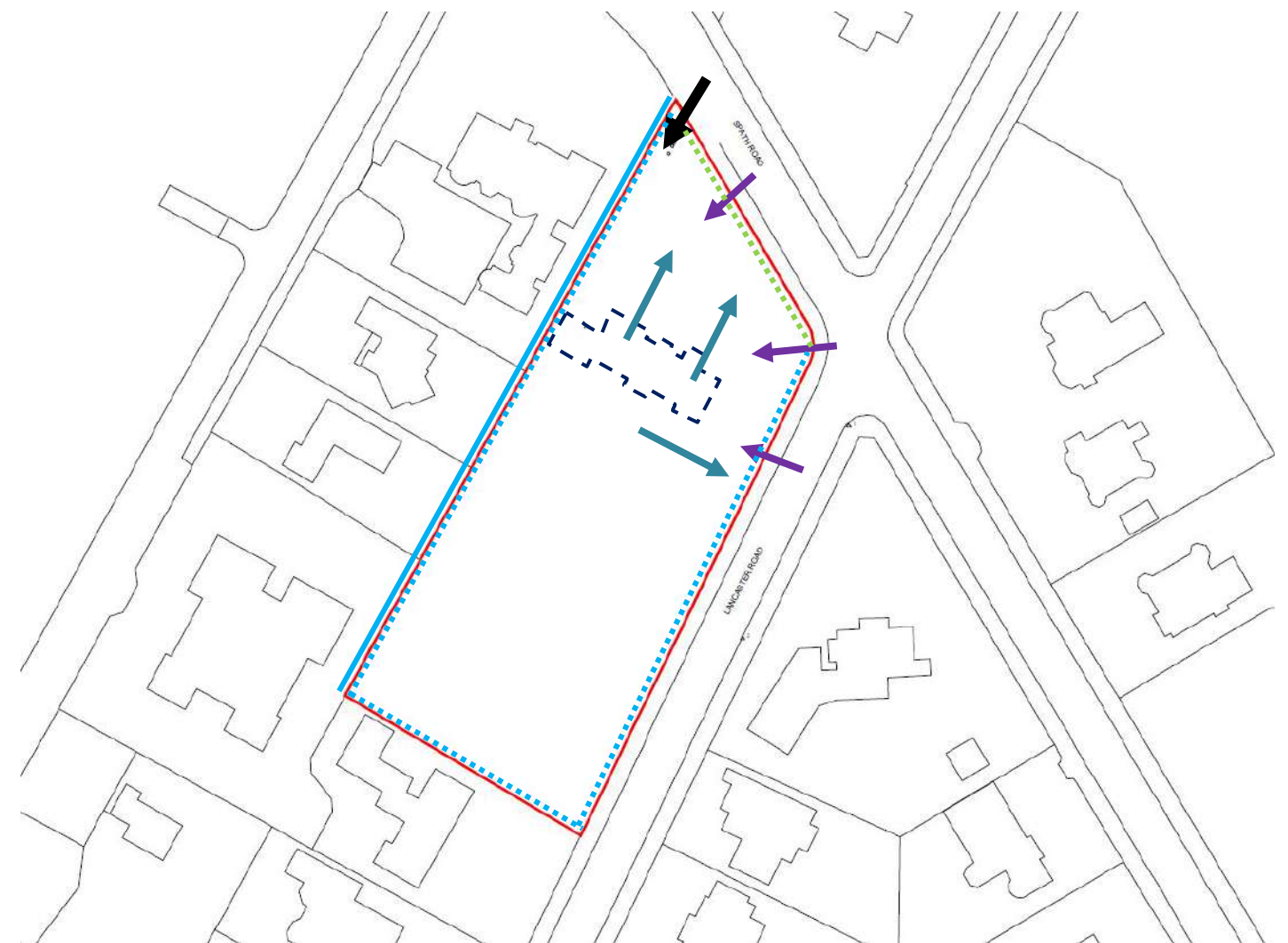


Fig.18 – Site Constraints and Opportunities Diagram

KEY:

- Existing buildings to be demolished
- Sensitive boundary to be carefully considered
- New boundary fence to secure the site
- Existing boundary retained and made good

- Site access (as existing)
- Views in
- Views out

3.0 Design Development

3.1 DESIGN DEVELOPMENT

The design has considered the previous application which was refused and subsequently dismissed on appeal (Appeal Ref: APP/B4215/W/21/3274312). Before drawing up the current proposals, the Inspector's decision was closely examined to arrive at acceptable parameters for a redesign.

Key extracts from the decision which informed the current design approach are set out below in italics with the applicant's response in red text.

Character and Appearance

Para 4: *"It is common ground between the main parties that the principle of development is acceptable and that the existing house does not constitute a non-designated heritage asset."*

The Inspector confirms the acceptability of redeveloping the existing house.

Para 4: *"Nonetheless, whilst noting the 4-storey apartment block within the grounds of Needham Hall, the other properties are 3-storeys in height. This contributes significantly to the character and appearance of the area surrounding the junction."*

Whilst the Inspector notes the nearby presence of 4 storey development, he was of the view that 3 storey built form is characteristic of the area. The latest design has taken this into account and no longer includes any 4 storey development.

Para 5: *"However, although the appeal site is located adjacent to 'Cairncroft' which comprises a number of apartments and reaches 3-storeys in height, the development away from the junction, in the direction of Lancaster Road appears much reduced in scale. Although some properties in this direction reach 2.5-storeys in height with accommodation within the roof space and on properties with a significantly smaller footprint."*

The Inspector suggests that the scale reduces to no more than 2.5 storeys on Lancaster Road from 3 storeys on Spath Road. The latest design is lower at 2.5-3 storeys on the frontage and corner. The ridge then drops, and the scale becomes 2.5 storeys with a small element of 2 storeys at the southern end. The more prominent gables on the frontage/corner also reduce to smaller twin gables and dormers recognising the change in character as the scheme extends into Lancaster Road.

Para 6. *"I find the scale and massing of the proposed development would represent a notable addition to the built environment that would represent a dominant structure through its overall scale and massing, particularly through the sections that are 4-storeys in height. This adverse visual effect*



Fig. 19 – Previous scheme Elevations on left, New scheme elevations on right

3.0 Design Development

would be readily visible from both Spath Road and Lancaster Road, where this awkward relationship would be heightened, due to the lack of articulation of the ridge of the proposed front elevation facing Spath Road and the overall amount / form of development proposed in this location.”

Again, the Inspector makes the point that the scale of the appeal scheme was dominant, particularly in relation to the 4 storey elements. The latest proposals reduce the scale removing the 4 storey frontage and is now no more than 3 storeys. Furthermore, the overall amount / form of development on the Spath Road frontage is reduced in all dimensions with a reduction in the width and depth of the building. The massing also includes greater articulation with varied ridge lines together with steps and projections in the building faces as well as features including gables of varying sizes and dormers.

Para 7: “Although, whilst I accept that the proposed front elevation would exhibit some visual relief through the 4no. front facing gables, recesses and balconies, this would not provide sufficient mitigation to overcome the adverse issues identified.”

The redesign removes the “adverse” features i.e. the 4 storey frontage and also provides a more varied elevation design with greater articulation.

Para 7: “Furthermore, the loss of soft landscaping and the dominance of parked cars to the front of the site would further erode the existing verdant character of the site.”

The latest scheme reduces the number of car parking spaces from 26 down to 23. This has allowed the spaces to be more broken up rather than in the continuous runs of the dismissed appeal scheme.

Living Conditions

The previous scheme was also refused on living conditions including being overbearing and also overlooking and loss of privacy. In addition, it was also claimed that the creation of the car park would result in an increase in noise disturbance causing harm to the residential amenity of neighbouring occupants.

Whilst the subsequent appeal was dismissed on character and appearance grounds the impact on living conditions was not upheld by the Inspector.

Para 13 makes this clear:

“For the reasons given above, I conclude that the proposed development would not have a significantly detrimental impact on the living conditions of neighbouring occupiers in the surrounding area, particularly through general disturbance and noise, or result in a sense of enclosure and/or loss of privacy to the occupiers of No’s 23 and 25.”

Regarding potential dominance and loss of privacy the Inspector took the view that due to screening and distance separation the occupiers of the properties concerned (No’s 23 and 25 Holme Road) would not experience any significant harmful effect (Para 12).

In respect of the car park, due to the size and nature of the site and proposed development, the Inspector was not convinced that a significant harmful effect due to general disturbance and noise would occur (Para 9).

Note that the Inspector’s view on living conditions applied to a 34 unit part 4 storey scheme. The latest proposals only propose 26 units with no more than 3 storeys. Furthermore, the overall scale and mass has reduced and the distance separation to Nos 23 and 25 has increased. In addition, as discussed above the number of car parking spaces has also reduced. If the more intensive appeal scheme was considered acceptable in relation to impact on living conditions, then the latest proposals must also be appropriate.



Fig.20/ 21 – Previous scheme site plan on left, new scheme site plan on right

4.0 Design

4.1 SITE PLAN (as proposed)



Fig.22 – Proposed Site Layout

4.0 Design (continued)

4.2 DESIGN PROPOSALS

USE AND AMOUNT

The application involves the demolition of an existing dwelling and construction of 26 units of accommodation for older people with associated communal facilities, landscaping and car parking.

The block will provide 13 No. 1 bed units and 13 No. 2 bed units totalling 26 apartments, each with their own self-contained accommodation but also having the benefit of communal areas including homeowners' lounge, internal refuse store, and mobility scooter charging room. The proposals will also include a guest suite for visitors and lounge area with kitchen units for self-catering.

Associated car parking sits at the front of the building, adjacent to the main entrance but also contained by the existing wall and trees. A total of 20 spaces, including 2 disabled spaces, will be provided in total for residents, visitors, and staff. There is also sufficient space for the manoeuvring of refuse vehicles within the site.

The total development land area measures 4676 sq.m with the Gross Internal Floor Area (GIFA) providing a total of 2441 sq.m. The resulting density is 55 dwellings per hectare (down from 72 dwellings per hectare on the appeal scheme).

There is a policy requirement in the NPPF to optimise the potential of the site which the scheme achieves whilst still being responsive to local character. The area of site coverage will increase compared to the existing house; however, the site is currently under-utilised with the house only covering 5% of the land. The appeal scheme will make a more efficient use of the site, although with a footprint of approximately 900 sqm it will only cover 19% of the site and will be in no way overdeveloped as 81% will still be clear of built form including generous areas of landscaping. The proposed building is also commensurate with the size and shape of the site.

Area Schedule

	1 Bed	2 Bed	Total GIFA
RL			
Ground Floor	2	5	855 sq.m
First Floor	3	7	870 sq.m
Second Floor	8	1	716 sq.m
TOTAL	13	13	2441 sq.m

4.0 Design (continued)

LAYOUT

The proposed 'L' shaped building is laid out on the same orientation and staggered building line as the existing dwelling, although is set further back by approximately 6 to 8 metres. The placement respects neighbouring buildings and allows for the retention of planting. It is also broadly in accordance with the appeal scheme layout which the Inspector found to be acceptable in principle.

The frontage faces Spath Road behind car parking and the retained boundary wall and trees. The existing access point off Spath Road is also maintained. Access to the building is from the car park in front which leads into the communal areas including the reception and south facing lounge to the rear.

A rear wing then extends southwards with an elevation facing Lancaster Road to the east. The wing stops short of the area of protected woodland at the southern end which is retained.

The position of the block and the rear garden space with existing boundary planting and the existing woodland to the south, creates landscaped buffer zones between the neighbouring properties and the proposed building. This provides privacy for the residents but also helps to mitigate any potential impact on neighbours by way of distance separation and screening in line with the Inspector's comments in the appeal decision.

SCALE

The retirement living building proposes up to 3 floors of accommodation. The massing and scale have been carefully considered and informed by existing buildings neighbouring the site, and within the wider surrounding area.

The massing is well articulated and varied with changes in height, gable features, recesses and balconies breaking down the overall scale.

The massing also aids in legibility. For example, facing Spath Road larger gable features are shown commensurate with the importance of the road as well as marking the frontage and entrance to the block. The corner is then turned with a gable feature after which the ridge height drops as the block extends along Lancaster Road. The gables also reduce in scale as well as a general 2.5 storeys scale with dormers becoming more predominant on the lower scale road. Again, the form also responds to the points set out in the appeal decision.



Fig.23 – View across car park to entrance

4.0 Design (continued)

APPEARANCE

The elevations show a contemporary appearance but with traditional elements referencing the larger 19th century houses in the area including gable features, dormers, vertical proportions and traditional materials including red brick and dark grey roof tiles. A small element of render is also used to highlight the main entrance on the front and the homeowner's lounge at the rear.

Additional detailing will further enhance the appearance including contrasting red brick bands, brick quoins and dark grey window surrounds. Balconies will also not only provide amenity space but will add further visual interest to the appearance.

The resulting exterior will create an attractive and varied frontage when viewed from Spath Road and Lancaster Road, which will complement the character and appearance of the area.



Fig.24 – Proposed elevations

4.0 Design (continued)

4.4 RL FLOOR PLANS (as proposed)

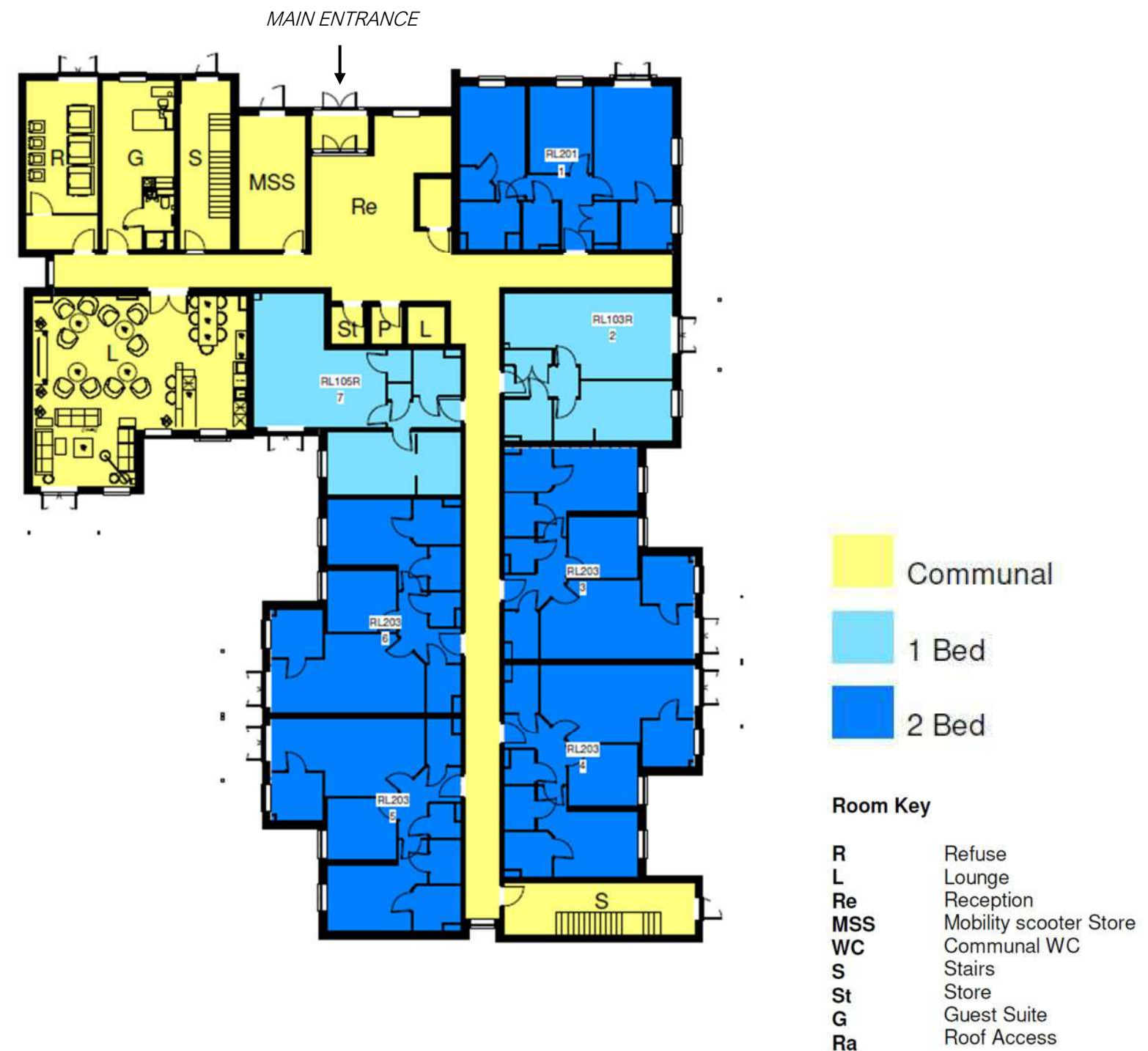


Fig.25 – Ground Floor Plan

4.0 Design (continued)

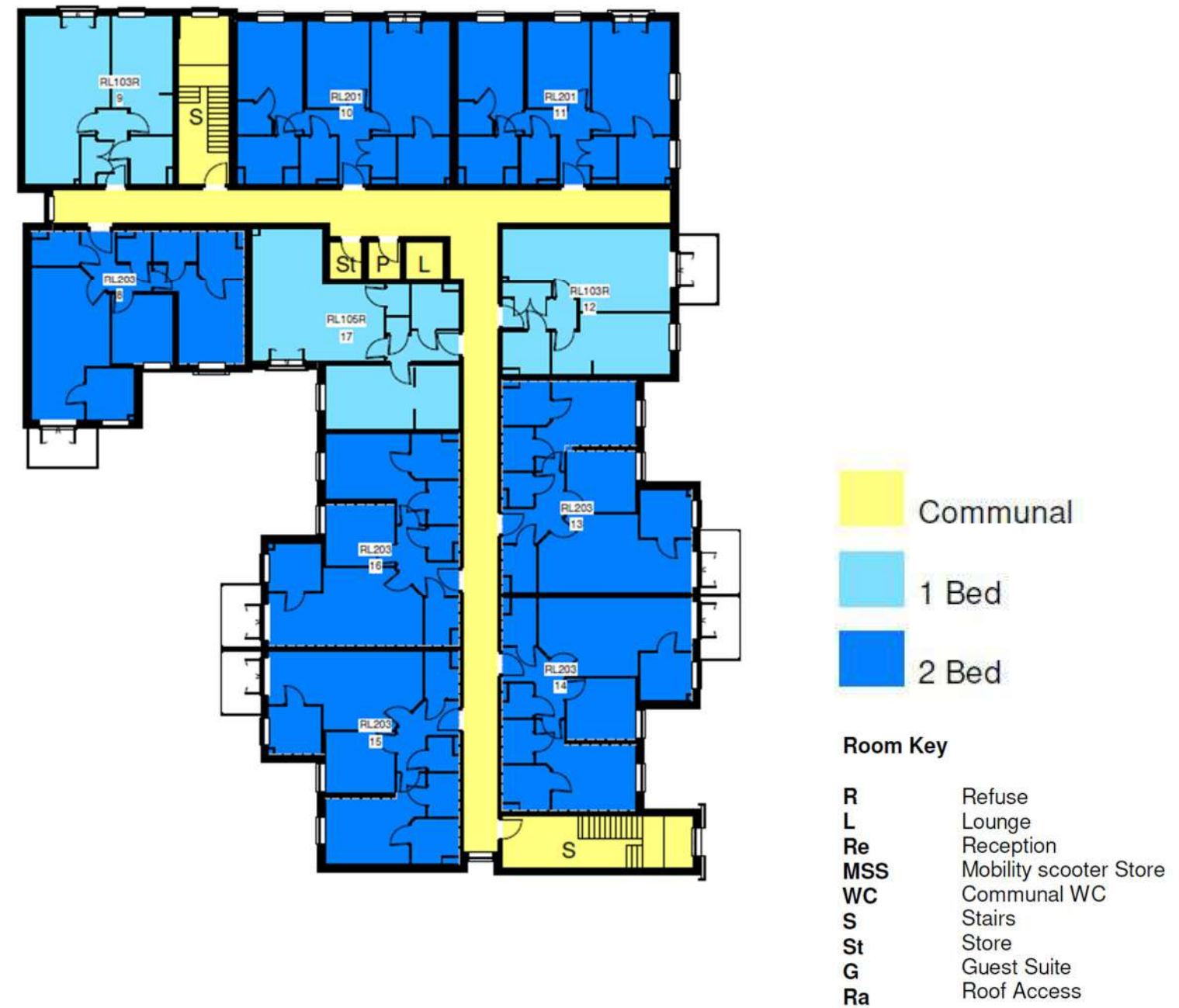


Fig.26 – First Floor Plan

4.0 Design (continued)



Fig.27 – Second Floor Plan

4.0 Design (continued)

4.5 APPEARANCE (as proposed)



Fig.28 – View over Car Park

4.0 Design (continued)



Fig.29 – Entrance view

4.0 Design (continued)



Fig.30 – View down Lancaster Road

4.0 Design (continued)



Fig.31 – View over Terrace

4.0 Design (continued)



Fig.32 – View across Spath Road

4.0 Design (continued)

4.6 MATERIALS (as proposed)



Fig.34 – Materials Elevation

5.0 Landscape

5.1 LANDSCAPING (as proposed)

A landscaping layout has been designed on behalf of McCarthy Stone by TPM Landscape as shown opposite. (CHECK THIS IS THE CASE)

The landscape proposals include retained tree and hedge planting on all the boundaries as well as the area of retained woodland at the southern end of the site. Additional soft landscaping is also included to complement the existing planting.

The combination of hard and soft landscaping will ensure an attractive setting to the proposed building as well as useable amenity space for its occupants.

SOFT LANDSCAPE



Existing Trees and Hedges to be Retained
Trees to be retained and protected in line with BS5837:2012. Please refer to Keen Consultants Arboricultural Survey for more information.



Existing Trees and Hedges to be Removed
To avoid disturbance to breeding birds, any woody vegetation will be removed prior to the bird-breeding season (March to August inclusive). If this is not possible, the site will be checked prior to removal or other ground works that may disturb breeding species (e.g. dunlocks in hedgerows) by an experienced ecologist. If active nests are found, areas will be left untouched and suitably buffered from works until all birds have fledged. Specific advice will be provided prior to undertaking the clearance.



Proposed Small Ornamental Tree
To be 3-3.5m high specimen.



Proposed Ornamental Planting
Proposed shrubs and flowering herbaceous to be planted as 3-5L pots at 3-5 per sq.m. and enhanced by feature specimens in 10-20L pots.



Proposed Native Shrub Mix
Bare root stock, 60-80cm, planted at 2p/m2 and planted in groups of 3-5. Plants to be protected with spiral guards where necessary.



Proposed Evergreen Hedge
Evergreen hedge, 100-120cm high, to be planted at 3 plants per lin.m.



Proposed Grass
To be turf.



Proposed Woodland Bulbs
To provide seasonal interest.

FEATURES



Proposed Table and Chair Set
Rattan Furniture.



Proposed Pergola and Feston Lighting
Timber pergola size - 2.35x2.35m. Pergola to have climbers planted at the base. Please refer to architect's drawing for details.



Proposed Timber Sleeper Planter
2.4m long, 1.075m wide, 0.675 high. Specified by others. Planted by residents.



Proposed Giant Chess Board and Pieces
Dimension 3 x 3m. Specified by others.



Proposed Timber Gazebo
Specified by others.



Proposed Timber Bench
With arm and back rest.



Proposed Bird Boxes
Spec to be confirmed with client



Proposed Bat Boxes
Spec to be confirmed with client



Fig.35 – Landscape Layout

6.0 Access

6.1 ACCESS

The scheme has been designed to pay respect to the surrounding buildings in the area. Vehicular access to the site will be via the existing (altered) site entrance off Spath Road. It is anticipated that the level of traffic generated by the proposed Retirement Living housing development will have no material adverse impact upon the operation of the local highway as evidenced in the Transport Statement prepared by Transport Planning (York) Limited.

The proposals will include 20 car parking spaces with associated disabled, visitor and staff spaces all located within close proximity to the main entrance of the RL accommodation. The number of spaces provided for the scheme has been calculated to suit the usage and demand of this development and with careful consideration for local transport links surrounding the site.

An internal refuse store has been provided within the block with resident access. The car park layout has also been designed to ensure refuse vehicles can enter and manoeuvre easily for direct access to refuse store located at ground floor level within the building. In addition, a dedicated room to accommodate the storage and charging of mobility scooters is incorporated into the scheme design.

Pedestrians, cyclists, and wheelchair users will be able to access the development via the main site access from Spath Road, with the main entrance to the RL block in direct view and clearly indicated.

Movement throughout the building has been designed specifically for disabled access in compliance with the Building Regulations, and other relevant government policies to ensure all areas are fully accessible. Corridors and doors have been designed to generous widths for wheelchairs and all communal areas have been designed on the ground floor with short distances to entrances and lifts. Lifts will provide access to each floor level.

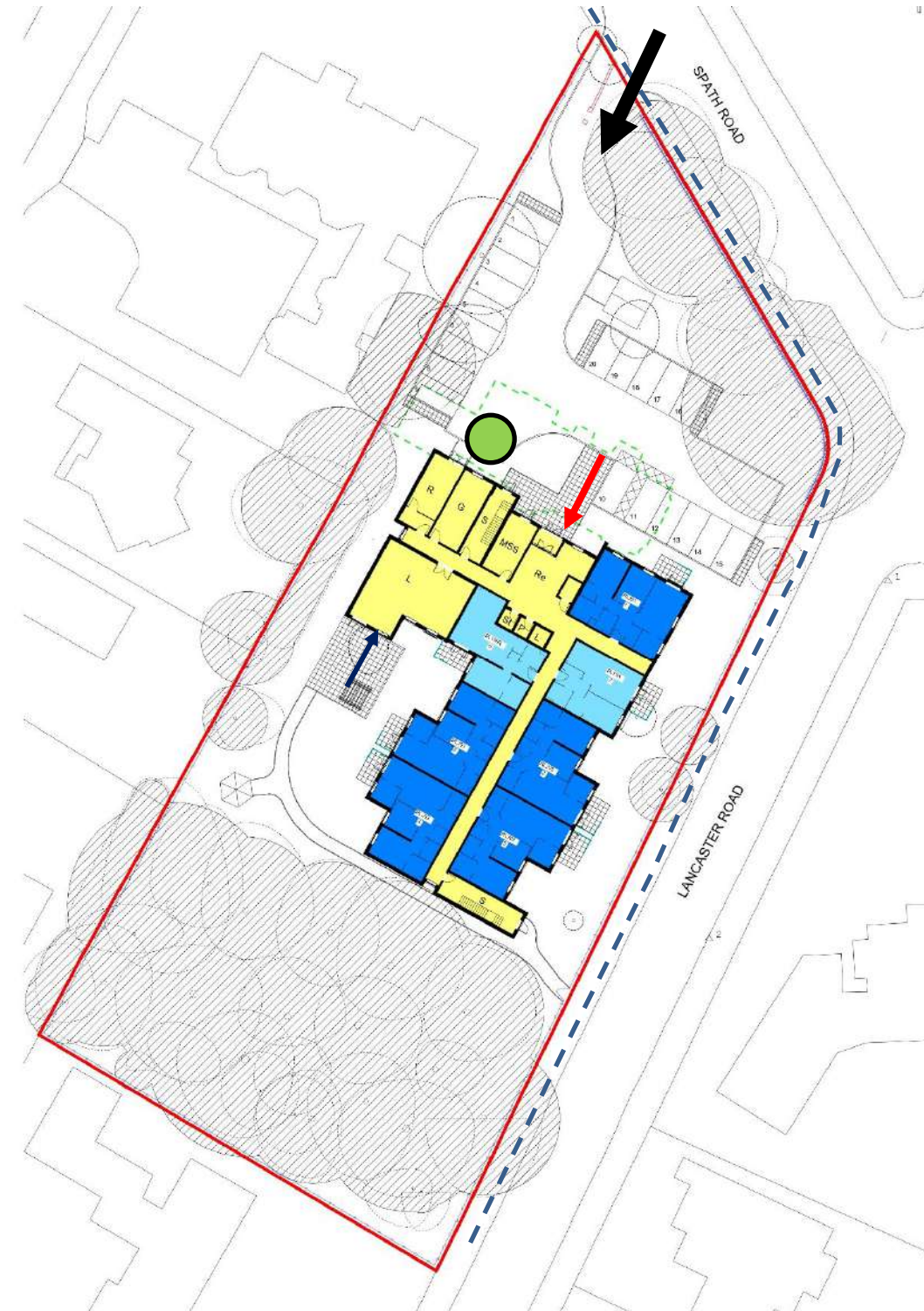
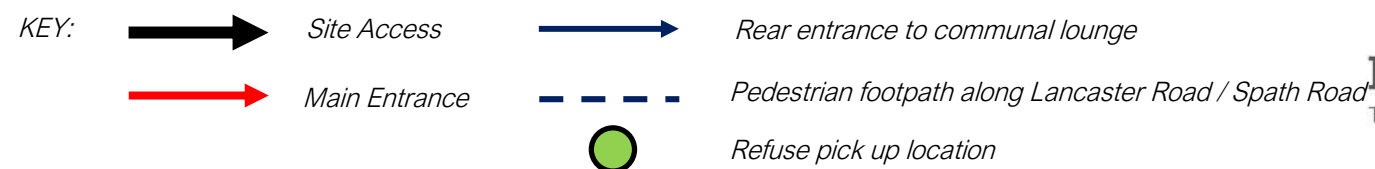


Fig.36 – Access & Movement Diagram



7.0 Sustainability

7.1 During the construction and site development process standard measures will be taken in order to avoid leakage or wastage of water.

It is intended that materials used for the construction of the new development will be responsibly sourced.

In compliance with current regulations the development will incorporate the monitoring of waste that is generated on site and set targets to promote resource efficiency. Where possible, waste will be minimised, segregated, re-used, and recycled.

The control of pollution and management of site waste will comply fully with the relevant Health & Safety Executive standards.

The regulations and guidance in relation to hazardous materials set out in the COSHH (Control of Substances Hazardous to Health) regulations will be strictly adhered to.

In terms of energy saving and efficient electrical lighting, such provisions will be made as per the requirements of the Building Regulations. This is in terms of indoor and outdoor lighting fixtures.

The site is situated in a highly sustainable location, close to the town centre, bus and cycle routes, and within reasonable walking distance of main roads and amenities.

The proposed development is not located within a Flood Risk Zone

Demolished materials are to be responsibly disposed of / recycled where necessary to avoid demolition materials contaminating the existing site and surrounding areas.

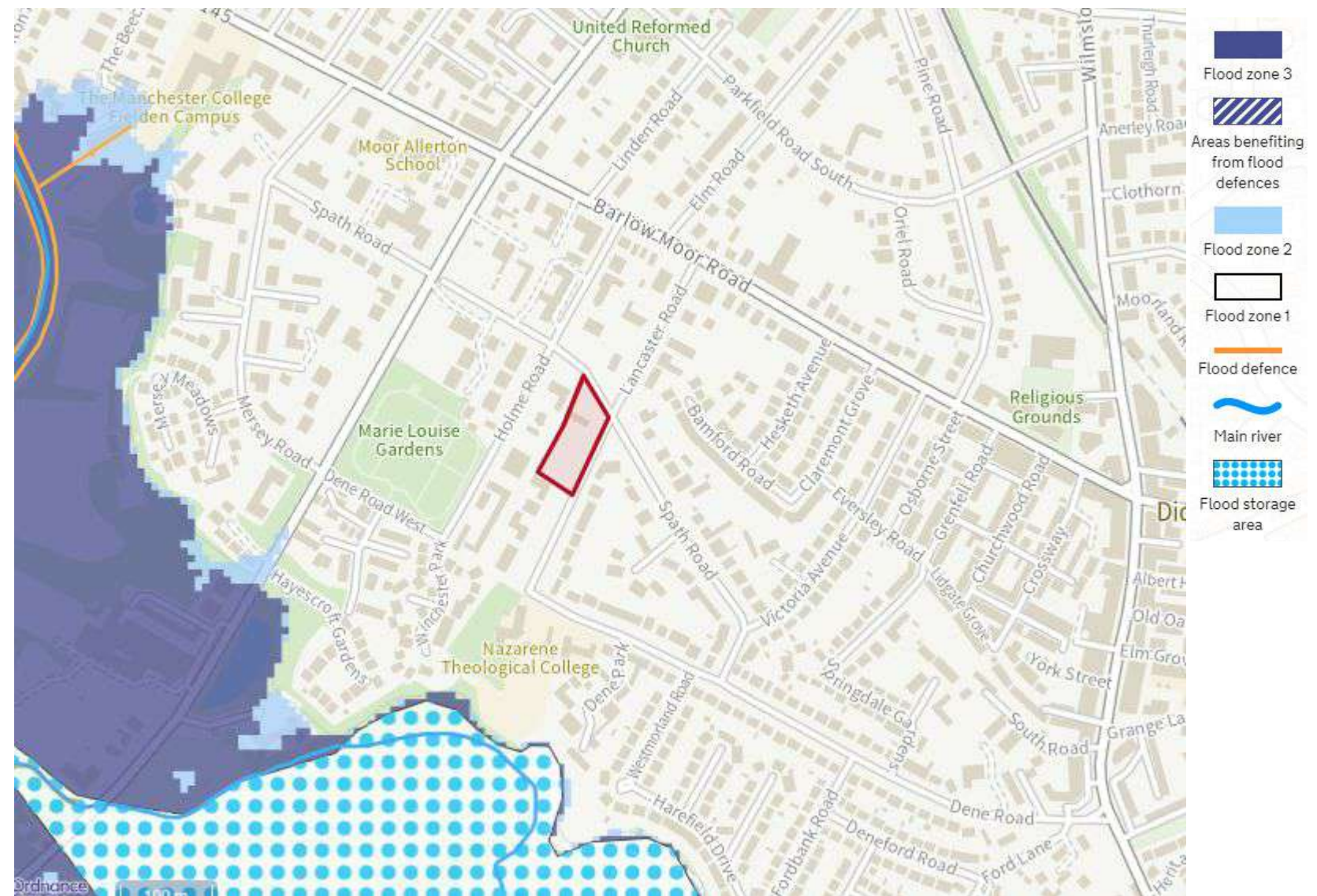


Fig.37 – Flood Risk Map (Ref: <https://flood-map-for-planning.service.gov.uk/>)

8.0 Conclusions

8.1 This Design, Access & Sustainability Statement demonstrates that the proposed development has been fully considered, and that the design produced sits appropriately in its context and is suited to the client's requirements.

Development of the site for the new Retirement Living accommodation scheme would contribute to achieving the following aims:

- Achieves an efficient layout resulting in an economical use of land to satisfy an identified need.
- Will result in a well-planned development which will be easily absorbed into its immediate context.
- Will release existing family homes in the area and minimise the need for further development elsewhere.
- Has been designed to function well and has considered the opportunities available for maintaining the character and quality of the area as well as addressing any site constraints.

