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**SOUTHWAY INFILL SITES DESIGN & ACCESS STATEMENT:**
**MINDEN CLOSE**
**Project No.: 20-041**
**Revision B (24.09.26)**

This report is being submitted as part of the planning application for a new build development consisting of the erection of 2 bungalows including an additional 2 no. parking spaces and new boundaries. The site is owned by Southway Housing Trust and is currently used as a storage area for their maintenance teams.

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

Burnage forms part of South Manchester, an area historically identified within Manchester City Council's 2012 Core Strategy as accommodating a relatively small proportion of the city's residential growth. Current planning policy emphasis accommodating housing growth within the context of existing neighbourhoods, local centres and available development sites. The 2025 assessment identifies substantial potential housing capacity across Manchester through to 2040.

Affordable housing is also becoming a more prominent component of Manchester's housing policy, with the emerging Local Plan seeking to achieve a city-wide target of 30% affordable housing from development. New affordable housing has the potential to attract a mix of people including students and young professionals and could have a significant impact on the currently transient nature of the area.

Alongside the City centre, the South Manchester area attracts the most young professionals and families, target groups which are essential to the sustainable economic growth of the city. Employment growth is not the key driver for development in this area, given the limited space.

However, a gain in entrepreneurs, micro-enterprises and small businesses is expected and welcomed. As such, providing new housing is key, all whilst improving public transport links.

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

Policy JP-H3: Type, Size and Design of New Housing notes that Residential developments should provide an appropriate mix of dwelling types and sizes. It also notes All new dwellings must comply with the nationally described space standards and to the ‘accessible and adaptable’ standard in Part M4(2).



Fig. 1: Existing Site Plan

Located 4.15 miles from Manchester City Centre, the site has good public transport links with bus stops and tram lines in close proximity on Fog Lane and Olive Shapley Avenue, as well as connections to the A34 to allow access to the Greater Manchester area. Nearby, St Catherine's Community Centre and Fog Lane Park can be found. Moreover, a Tesco Superstore, a Shell petrol station and Didsbury Town Centre are all within 0.5 miles from the site.

Minden Close is an existing cul-de-sac; the site is located towards the south of the original cul-de-sac, which provides access to several dwellings. The site is currently used as storage for the client (Southway Housing).

The proposed scheme consists of 2 dwellings with the following mix: 2no. Bungalow A which are 2 bed 3 person dwelling with a total area of 62.5m$^2$. All properties are being developed for social rent.

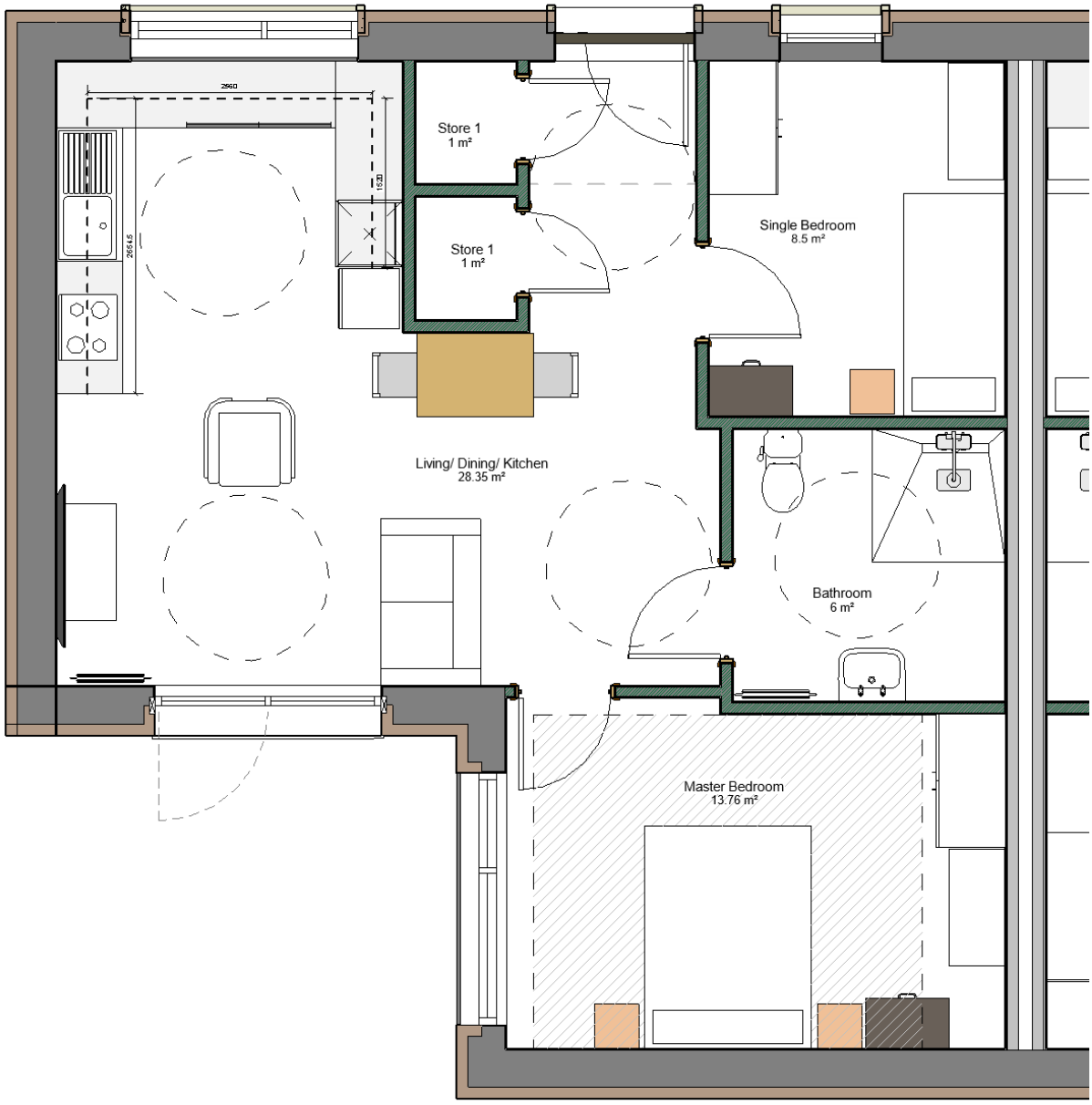



Fig. 2: House Type – Bungalow A Plans

The house types have been designed to meet Manchester Space Standards and in doing so exceed the National Space Standards. They have also been designed to align with Part M Category 3 adaptable where possible and exceed the requirements of Part M Category 2.




Fig. 3: Proposed Site Plan

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

In accordance with previous highways comments, access is retained as it currently provides to dwellings to the North.

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

In accordance with the Domestic Waste and Recycling Service Standard the proposals will incorporate the following recycling and waste collection bins.

| Waste type | Column 1 Refuse | Column 2 Food & Garden waste (Properties with gardens) | Column 3 Food Waste (Properties without gardens) | Column 4 Mixed Pulpables (Paper / cardboard) | Column 5 Co-mingled (Glass / cans / plastics) |
|---|---|---|---|---|---|
| Container type | Wheeled Black bin | Wheeled Green bin | Separate Green food caddy | Wheeled Blue bin | Wheeled Brown bin |
| Capacity | 140 or 240 litres | 240 litres | 23 Litres | 240 litres | 240 litres |

The boundary around the site will be a mix of the existing brick wall and infill to match the existing. With small areas of 1.8m High Concrete Post & Panel Fence to the front edge and a gable and a 1.5m

High Concrete Post & Panel Fence demarcating the gardens of the properties. This will allow good visibility between the public/ private threshold while still establishing a clear area of defensible space. These proposals will further enhance private amenity space and privacy of neighbouring properties. Moreover, the two proposed dwellings will not have any significant contribution to traffic and noise levels in the area. Each bungalow will be provided with a secure by design compliant bike store at the front and has 100% parking.

Elevations have been developed to also create a unique proposal for this site. The houses within the scheme will have a contemporary appearance with reference to traditional housing typology and materials. It is essential that the proposed elevations work in context, while enhancing the built environment. The dwellings have been positioned to improve visibility of the public environment and private amenity.

The façade treatment will feature buff brick with Artstone buff window and door surrounds. Using brick for the elevations is ideal for construction ease as well as for future maintenance. The design includes a bronze effect single pitch roof, to add emphasis to the sleek design. The entrance of the bungalow dwellings will feature an extension of the bronze effect single pitch roof, which forms a canopy to bring a contemporary feel to it, as well as demarcating the threshold. The design approach has been to establish a simple, legible, and modern language which achieves architectural interest through the careful use of colour and window proportions. This further ensures the proposals do not have an over dominant appearance and are compatible with the surrounding area.




Fig.4: Bungalow A Elevations

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

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



Front Elevation View 1



Front Elevation View 2



Front Elevation View 2