

DESIGN AND ACCESS STATEMENT

WORLD OF PETS AND LEISURE

THORLEY LANE, TIMPERLEY, ALTRINCHAM WA15 7PJ



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1 INTRODUCTION

1.1 PURPOSE OF THE REPORT

This Design and Access Statement has been written to accompany an outline planning application for the proposed redevelopment of the former ‘World of Pets and Leisure’ premises at land off Thorley Lane, Timperley (the ‘Application Site’). It provides a qualitative analysis and justification of the proposals and considers their impact on the surrounding area.

The application seeks outline consent for up to 116no. residential dwellings with all matters reserved, aside from access for which detailed consent will be sought. This Design and Access Statement will identify the constraints and opportunities presented by the site and will present the core principles and design objectives which should inform any future residential masterplan.

This statement is intended to offer justification in relation to Design and Access only and should be read in conjunction with all associated planning application drawings, supporting statements and reports.

1.2 PLANNING CONTEXT

The Application Site, which is currently identified as Green Belt, has been categorised by the Greater Manchester Spatial Framework as area to be released for development. The proposals contained within this report, which outline the development potential of the site, are subject to planning approval by Trafford Council.

1.3 SUMMARY OF DEVELOPMENT AREA

The site area and developable area are as follows:

Site Area:	28,981 sq.m (7.26 Acres)
Developable Area:	27,024 sq.m (6.68 Acres)

1.4 SUPPORTING DOCUMENTATION

This Design and Access Statement should be read in conjunction with the following documents which make up the outline planning application:

1.4.1 REPORTS

Arboricultural Impact Assessment	Prepared by Tyler Grange
Ecology Report	Prepared by Tyler Grange
FRA & Drainage Strategy	Prepared by Curtins
Landscape Plan	Prepared by Barnes Walker
Swept Path Analysis	Prepared by Curtins
Transport Assessment	Prepared by Curtins
Travel Plan	Prepared by Curtins
Planning Statement	Prepared by Rapleys LLP

1.4.2 DRAWINGS

2530 – L(00)001 – Location Plan
2530 – L(00)002 – Existing Site Plan
2530 – L(01)110 – Parameter Plan 1 – Constraints, Easements and Offsets
2540 – L(01)111 – Parameter Plan 2 – Key Urban Design Principles

2 THE APPLICATION SITE

Timperley is a suburban village in the borough of Trafford, Greater Manchester, which in the 2011 census had a population of 11,061. The area is characterised by low level residential developments, schools, garden centres and sports clubs with good connections to Altrincham, Manchester Airport and the surrounding towns and villages.

The Manchester Metrolink tram network and Mid-Cheshire railway line pass through Altrincham, just over one mile directly to the west of the Application Site, and local bus connections provide further transport connections to Wythenshawe and Stockport.

The Application Site is located to the south of Timperley Village Centre on the A5144 Thorley Lane, which links Timperley to Hale.

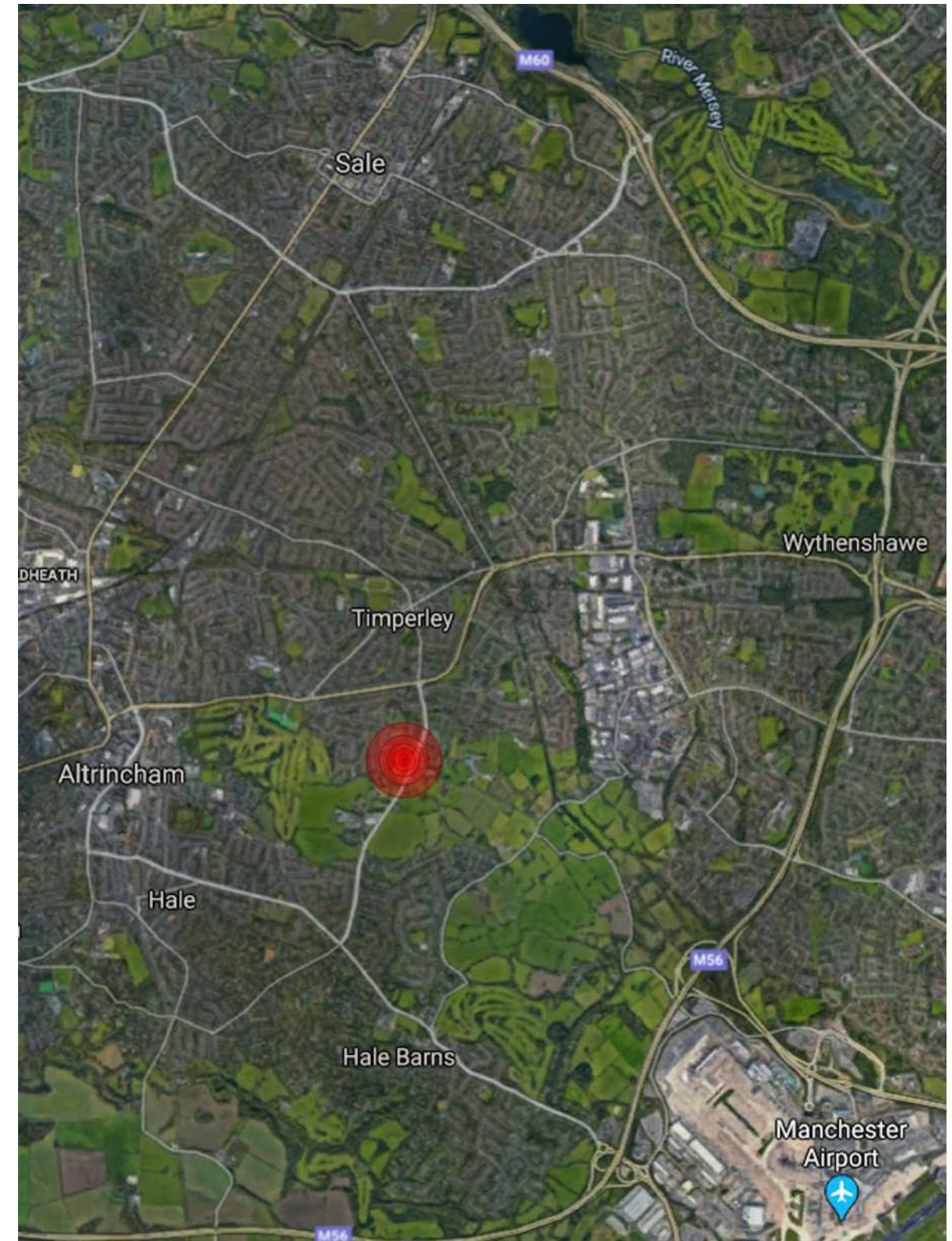


Figure 1 - Aerial view of Timperley and its surrounding environs. The Application Site is shown in red.



Figure 2: Aerial view of the Application Site showing the surrounding urban grain

Thorley Lane, which provides the main access point into the site, abuts the site boundary to the south east, with private land and gardens sharing the boundary further to the north.

To the north and west, the Application Site shares its boundary with existing dwellings and private gardens, with secondary access to the site granted via Wood Lane. No.120 Wood Lane, currently occupied by Timperley Veterinary Centre, retains a right of way in common with the Application Site.

The southern boundary terminates at Timperley Brook, which borders private pastureland.

2.1 THE EXISTING SITE

Occupied by the World of Water Aquatic Centre, a pet and equipment store-cum-garden centre previously known as World of Pets and Leisure, the site comprises of large areas of hard landscaping, retail units and grassland with boundary trees and planting.

The site measures approximately 2.9 Hectares (7.26 Acres) in size and gently slopes down towards the south.

The previously developed areas are as follows:

	Area	
	Sq.m	Hectares
Previously Developed Area	13,238	1.323
<i>Comprising of:</i>		
Greenhouses	1,287	0.129
Retail Units	863	0.086
Ancillary Buildings	339	0.034
Hard Landscaping	10,748	1.0748
Total Site Area	28,981	2.898

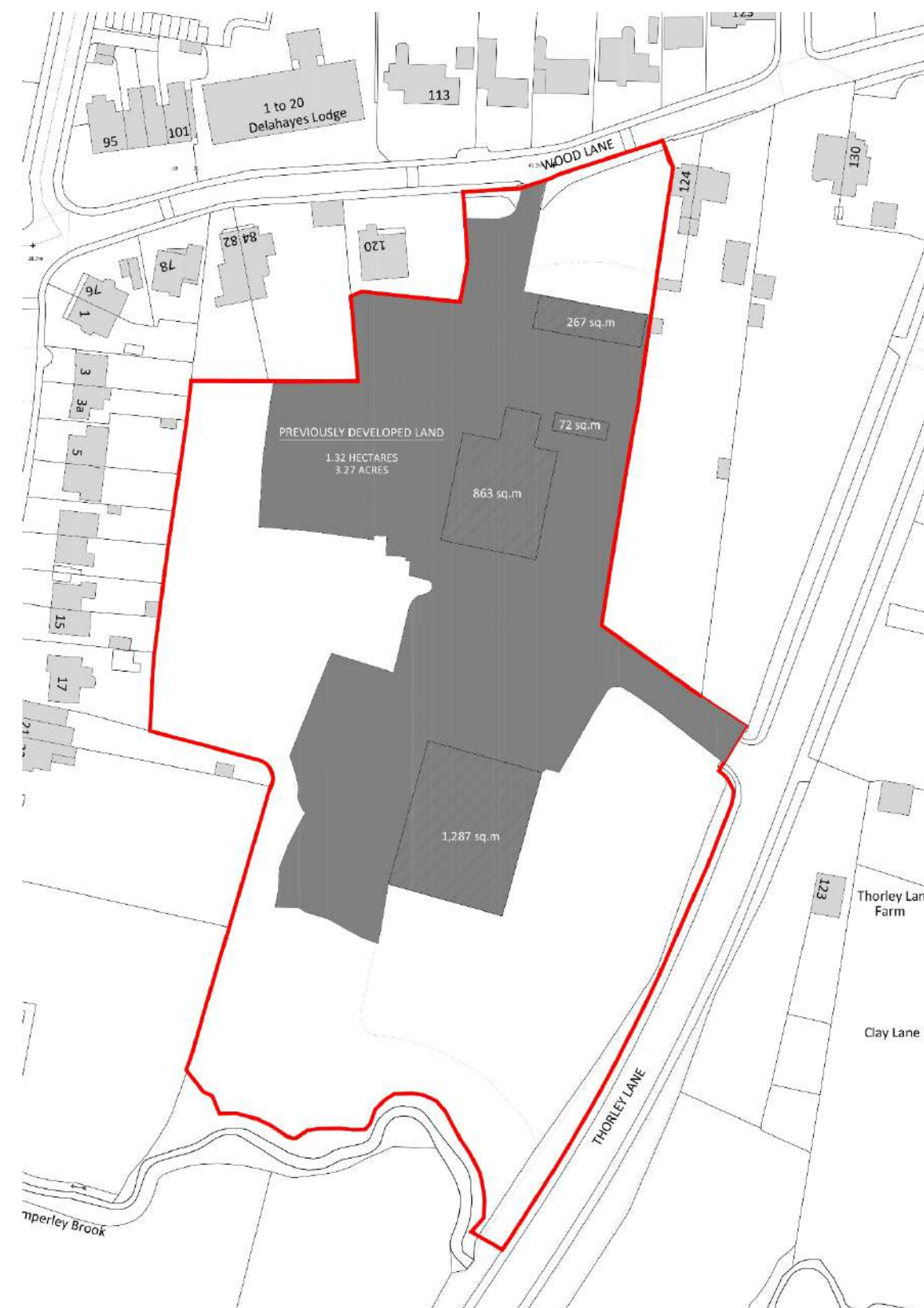


Figure 3: Diagram illustrating previously developed land within the Application Site.

2.2 ACCESS AND CIRCULATION

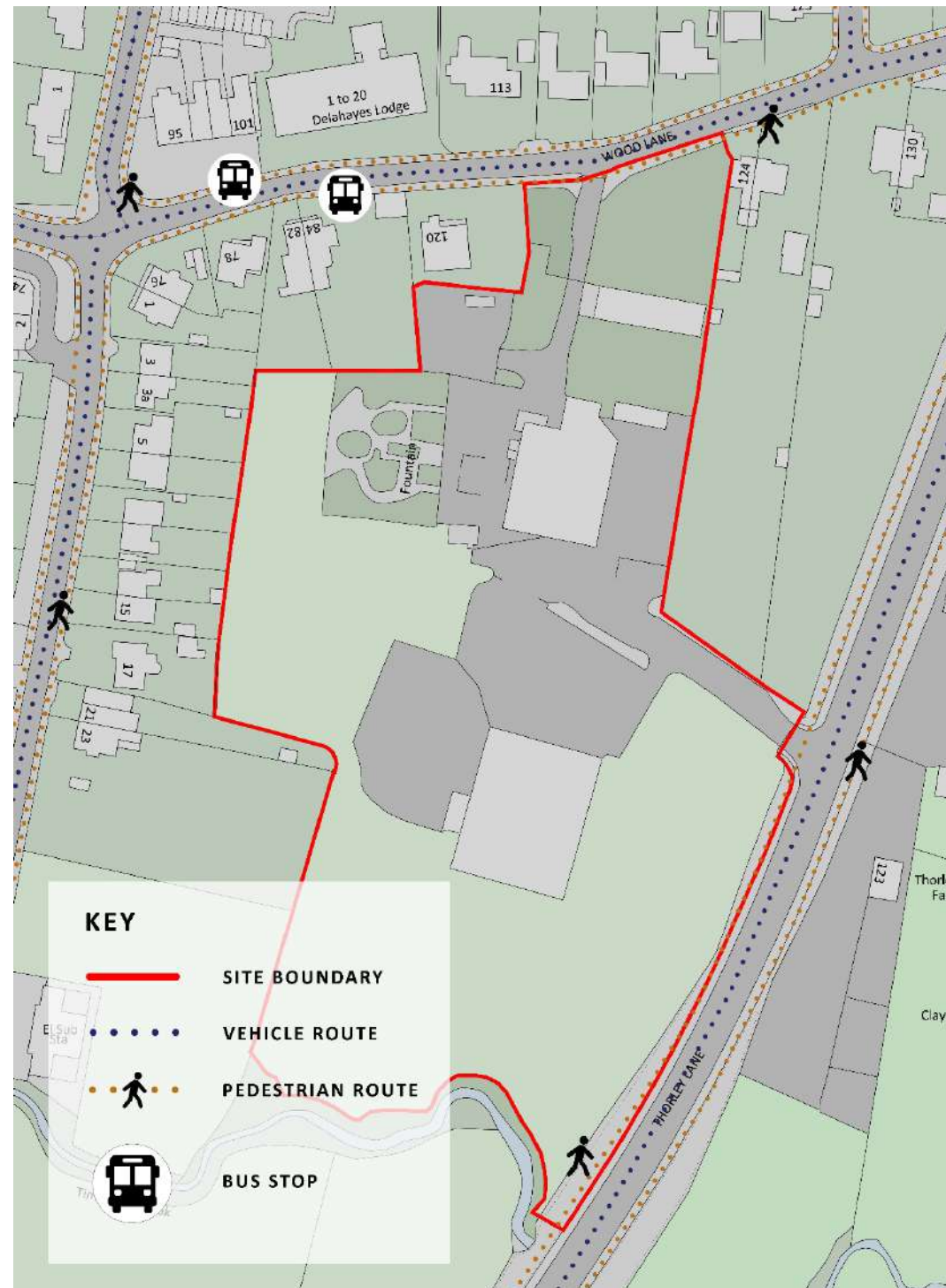


Figure 4: Existing site plan showing pedestrian and vehicular connectivity.

The current accessibility context is summarised in the diagram opposite and summarised below.

A cluster of bus stops are provided along the neighbouring Wood Lane, Shaftesbury Avenue, and the northern portion of Thorley Lane, reinforcing connectivity to neighbouring towns and villages. The local bus service runs every fifteen minutes to Altrincham and every twenty minutes to Stockport, with links nationwide through Manchester. Two bus stops are located in close proximity to the Wood Lane access route into the site, just a two-minute walk away.

The nearest train station is 'Altrincham' just over one mile away, which also provides access to the Manchester Metrolink. It can be accessed within five minutes by car or 30 minutes on foot. A further Metrolink station can be found a similar distance away in Timperley.

The site is within close proximity to a number of commuter routes. The A560 to the north connects the site to both Wythenshawe and Altrincham, with direct connections onto the M56 and M60. Manchester Airport is located just over three miles to the south east and Wythenshawe Hospital is just under two miles to the east.

Cycle Route 82 is located north west of the site through Broadheath and Timperley, just a ten-minute bike ride away, and Cycle Route 85 is located to the north east of the site in Baguley, a fifteen-minute bike ride away.

The site is accessible on foot along both Thorley Lane and Wood Lane. Although both sides of the surrounding roads have pavements, crossing points are limited and pedestrian access will have to be adequately accommodated to ensure safe entry and exit to the site.

Analysis shows that there are several access and connectivity initiatives which could be built into a comprehensive masterplan for the site. These are summarised as follows:

- There is opportunity to form suitable vehicular access/egress points on the eastern edge of the site off Thorley Lane.
- Opportunity to provide an integrated pedestrian network within the site which connects to Thorley Lane with Wood Lane
- There is an opportunity to enhance the limited cycle lane offer in the area.



Figure 5: Thorley Lane showing site access to the left



Figure 6: Wood Lane showing site access to the left

2.3 THE BUILT CONTEXT

The surrounding context primarily consists of 2 storey semi-detached and detached residences of varying ages and styles. Coursed red brick is predominantly used in local construction with thatch, slate or clay tiled roofs and elements of white render to the upper and lower portions of the building.

Moving forwards there is an opportunity to provide a moderately dense urban arrangement in line with NPPF targets and local design policies, utilising good quality local materials. The developed masterplan could offer a stronger urban grain, appropriate green and wildlife links, and create a greater sense of identity which would benefit the varied character of the village.



2.4 SITE PHOTOGRAPHS



Figure 7: View towards the site entrance at Wood Lane



Figure 9: View towards the greenhouses located centrally on the Application Site



Figure 8: View towards the site entrance at Thorley Lane



Figure 10: View towards the southern end of the Application Site from Thorley Lane. The greenhouses pictured in Figure 11 can be seen to the right of the photograph.



Figure 11: View towards the entrance of World of Water Aquatic Centre. Dense boundary planting can be seen to the right of the photograph.



Figure 12: View of the front facade of the World of Water Aquatic Centre






2.5 SITE LANDSCAPE

The site comprises of large areas of hard landscaping to the northern and central portion of the site, which grants access to the large retail units currently housing the World of Water Aquatic Centre, and the southern and western portions of the site are predominantly lawned. The site is currently identified as Green Belt; however, the Greater Manchester Spatial Framework has identified the land for reclassification owing to its relatively developed status.

The site houses numerous clusters of trees and planting, the majority of which are listed as Category C – trees of low quality and value. Those that are listed as Category B, which are illustrated by a blue ring in Figure 13, are considered of moderate quality and value and may be beneficial to the landscaping of any future development.

The Local Development Framework encourages creating green links between new and existing landscaping, maintaining and enhancing the quality of the area. Any new development, therefore, should take into consideration the wildlife, landscape, and boundary corridors which could benefit the site and all future residents.

Key:

-  Site Boundary (to be added once confirmed)
-  Category B - Trees of Moderate Quality and Value
-  Category C - Trees of Low Quality and Value
-  Approximate Extent of BS5837 Calculated Root Protection Areas (RPAs)
-  BS 5837 Calculated Tree Shadow Constraints

*Denotes trees and groups not identified on topographical. Locations approximated using measurements taken on site.

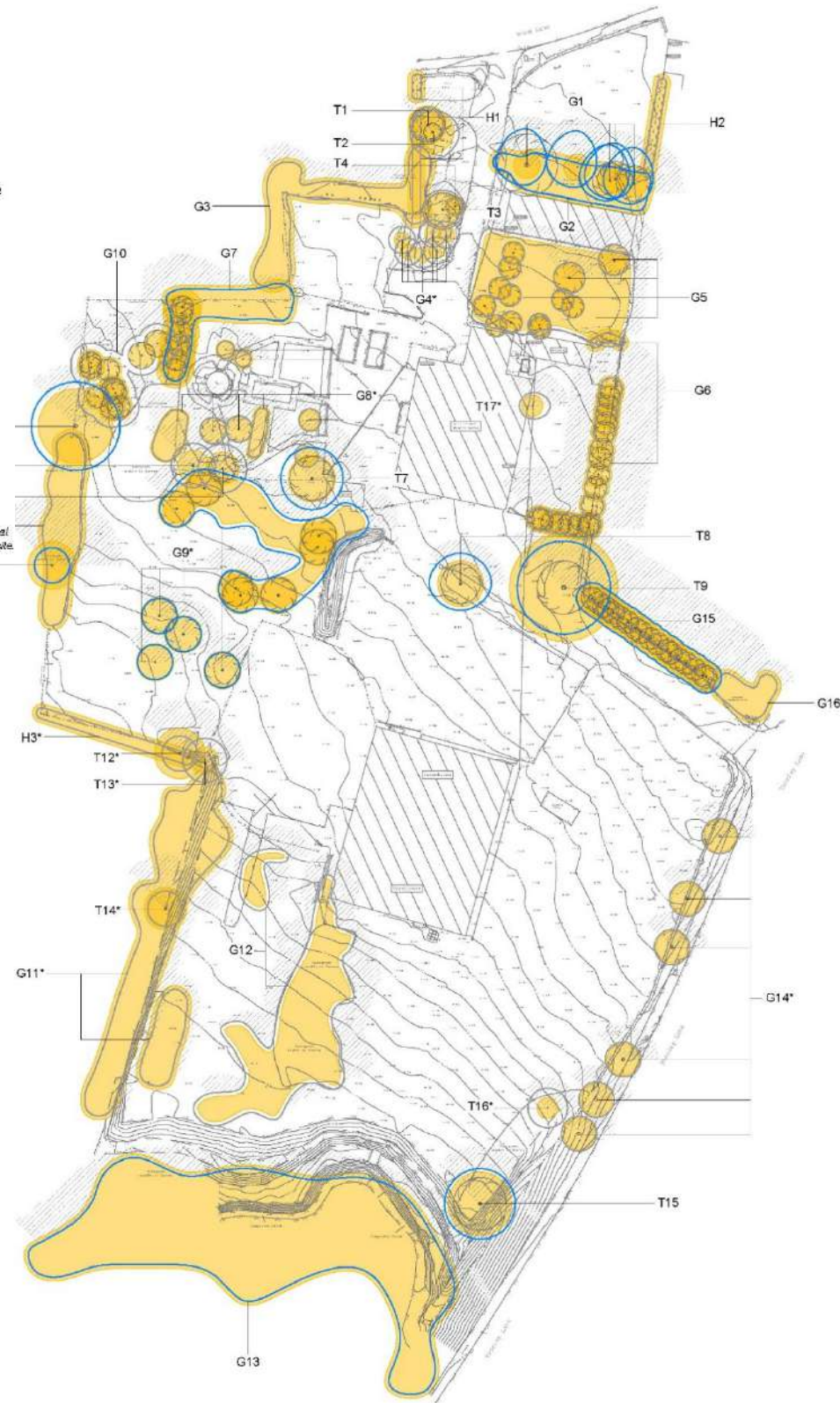


Figure 14: Tree Survey

3 CONSTRAINTS AND OPPORTUNITIES

The Application Site offers numerous opportunities for development, owing to its excellent location and the underutilisation of the site in its current state. The following section outlines the key constraints and opportunities that have been identified. These can be found illustrated in Parameter Plan 1 (Page 15) and Parameter Plan 2 (Page 16).

3.1.1 CONSTRAINTS, EASEMENTS AND OFFSETS

The key constraints, easements and offsets are summarised as follows and are identified in Parameter Plan 1 (Page 15).

- The creation of a 21-metre offset or privacy buffer between the habitable rooms of neighbouring residential dwellings and proposed dwellings (illustrated in yellow).
- The retention of an 8-metre Environment Agency easement to Timperley Brook (illustrated with a blue dotted line).
- No. 120 Wood Lane retains a right of way in common with the landowner of the Application Site (illustrated in purple) which will need to be maintained in any new development.
- The retention, where possible, of the two existing access points on Thorley Lane and Wood Lane.

Given the above, it would suggest an increased development potential in the central portion of the site with the boundaries retaining a buffer to accommodate all existing rights of way, easements, and offset distances. This will allow for effective boundary treatments to be created, for wildlife corridors to be enhanced and for landscaping features to be established for a people and place-led development

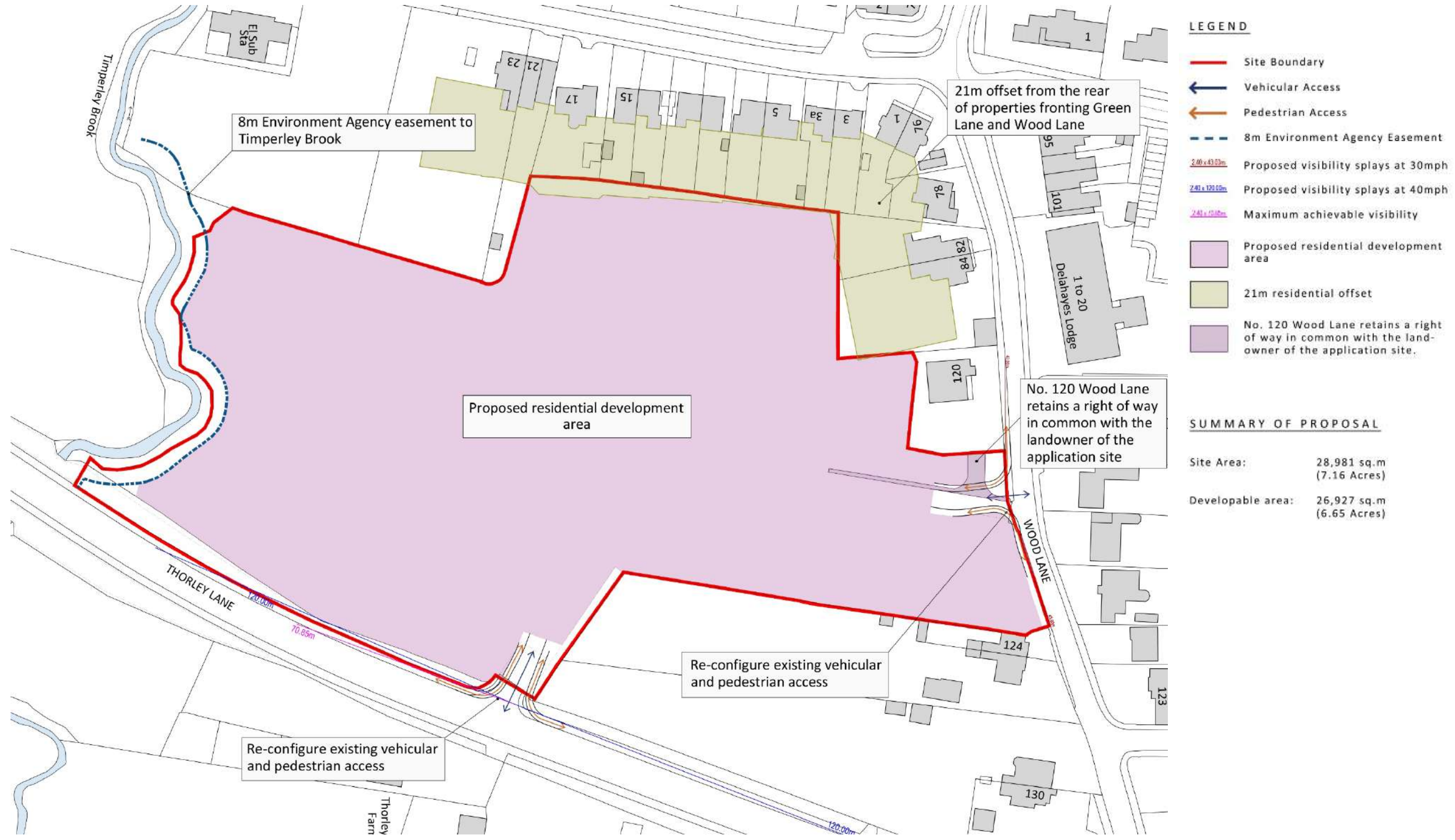
3.1.2 KEY URBAN DESIGN PRINCIPLES

The key urban design principles are summarised as follows and are identified in Parameter Plan 2 (Page 16).

- Residential developments to the north and west of the site are predominantly 2 storeys in height. The boundary portion of the site (illustrated in light blue) would therefore benefit from continuing this scale of development, with building heights increasing from 2 to 4 storeys within the central portion of the site (illustrated in dark blue) to create a subtly varied topography across the Application Site.

- The retention of Category B trees where possible (illustrated in dark green) to create established areas of landscaping and natural boundaries within the site.
- The creation of appropriate and enhanced areas of boundary planting (illustrated in mid-green) to provide a buffer to Thorley Lane, privacy from neighbouring residential properties, and provide wildlife corridors along the perimeter of the site.
- The creation of appropriate and enhanced areas of landscaping (illustrated in light green). This is considered particularly appropriate at the preferred site entrance off Thorley Lane, in order to create a gateway into the development, and in the southern portion of the site bordering Timperley Brook, which will allow for the landscaping to accommodate the required 8m Environment Agency easement.

3.1.3 PARAMETER PLAN 1 – CONSTRAINTS, EASEMENTS AND OFFSETS



3.1.4 PARAMETER PLAN 2 – KEY URBAN DESIGN PRICIPLES



LEGEND

- Site Boundary
- Trees and planting to be retained
- 2 storey development zone
- 2-4 storey development zone
- Enhanced wildlife corridor and landscaping zone
- Enhanced boundary planting
- 3.45 x 43.00m Proposed visibility splays at 30mph
- 2.40 x 120.30m Proposed visibility splays at 40mph
- 2.81 x 70.85m Maximum achievable visibility

SUMMARY OF PROPOSAL

Site Area:	28,981 sq.m (7.16 Acres)
Developable area:	26,927 sq.m (6.65 Acres)

4 PRE-APPLICATION ADVICE SUMMARY

Following the principles set out in Section 3 of this DAS, a series of masterplans were developed in dialogue with the Local Planning Authority (LPA). This section of the DAS summarises the development of these masterplans and how they have informed the outline application.

4.1 STAGE ONE MASTERPLAN

The following observations were received from the local council in relation to the Stage One masterplan:

- Parking arrangements should incorporate an element of street bay parking, along with parking courts and on-plot parking (similar to the Goldsmith example). Under-croft access was not supported by the LPA.
- The southern section of the site (parallel to Thorley Lane) should be reconsidered and re-planned in similar fashion to the northern section of the site to create a holistic environment with a defined interface with the greenbelt. Dwellings located to the east of the site should face Thorley Lane.
- The concept of shared surfaces and network of pathways was considered favourably.
- The removal of cars from the curtilage of dwellings was supported.
- The provision of a green buffer along the southern side of the site is welcomed.
- The density provided in the northern part of the site was received positively.



Figure 15: Stage One Masterplan showing: 14no. Apartments and 83no. Houses (97 Units Total).



Figure 16: Stage One Masterplan showing: 1 - Courtyard; 2 - Focal Building; 3 - Courtyard; 4 - Focal Building; 5 - Focal Building; 6 - Residents' Car Park; 7 - 'Mews' Character Zone; 8 - Parkland Walk; 9 - Parkland; 10 - Residents' Parking; 11 - Courtyard; 12 - Timperley Brook; 13 - Meadow; 14 - Village Character Zone; 15 - Primary Circulation Route; 16 - Access Road; 17 - Dwellings Overlooking Open Spaces.

4.2 STAGE TWO MASTERPLAN

The applicant's design team further developed the masterplan taking onboard the observations made by the council. A summary of changes is given below:

- The southern portion of the masterplan was re-planned (fronting Thorley Lane and Timperley Brook) adopting the urban grain developed for the north of the site. A sharper interface with the proposed parkland resulted which helped define the edge of the greenbelt/settlement.
- Car parking spaces were accommodated in both parking courts and on-street parking areas. A quantum of parking deemed appropriate for the development was proposed equating to 1.5 spaces for 2 bed dwellings and 1.7 spaces for 3 bed dwellings.
- All under-croft parking and access was removed.
- The number of secondary roads were reduced, and the courtyard areas increased in size.
- Various pathway links were incorporated to strengthen connectivity across the site.
- Overall, the revised scheme incorporated 111 units (including 14 apartments), equating to 16.3 units per developable acre. Given the shape of the site this would suggest 'high' density had been achieved. This was reliant on reduced building offsets and communal parking areas being adopted.



Figure 17: 3D visual of the developed Stage Two masterplan



Figure 18: 3D visual of the developed Stage Two masterplan showing: 1 – Courtyards (Shared areas for parking and landscaping); 2 – Focal Buildings; 3 – Residents' Car Parking Areas; 4 – On-Street Parking Areas; 5 – Parkland; 6 – Timperley Brook; 7 – Primary Road; 8 – Secondary Road; 9 – Vehicular Access / Egress.

4.3 STAGE THREE MASTERPLAN



Figure 19: Stage Three masterplan showing: 21 Apartments; 95 Houses; 186 Car Parking Spaces (116 Units Total).



Figure 20: Stage Three masterplan showing: 20no. 2-bed houses (yellow); 55no. 3-bed houses (pink); 20no. 4-bed houses (orange); and 21no. apartments (purple).

The Stage Two masterplan underwent another phase of development with input from the project team landscape architect, which focused on:

- Providing a variety of urban spaces to create a sense of place and identity.
- Developing a variety of hard and soft landscaped shared amenity areas to help enrich the future urban realm.
- Reduce parking levels and where necessary integrate parking areas through creative landscaping solutions.
- Offering a hierarchical road network which focuses on the use of shared surface and traffic calming geometry.
- Incorporating sustainable urban drainage initiatives in the form of open swales and attenuation ponds.
- The clarification of a balanced townscape.

The final evolution of the illustrative masterplan, which shows minor amendments to the roads, landscaping, car parking and turning heads, is shown in Section 5.2 of this DAS.

5 FUTURE MASTERPLAN

5.1 CORE PRINCIPLES AND OBJECTIVES

Consideration of the constraints and opportunities of the Application Site, and the continued dialogue with the Local Planning Authority, has led to the development of the following key objectives for the creation of a successful, person and place led masterplan.

- **ASPIRATIONAL HOUSING**

The creation of open market housing which meets the aspirational expectations of Trafford Council.

Examples of successful development, such as the RIBA Stirling prize winning Goldsmith Street, Norwich, create a strong precedent for highly sustainable community led housing. This densely populated development resists feeling oppressive, provides 100% social housing and is built to Passivhaus specification.

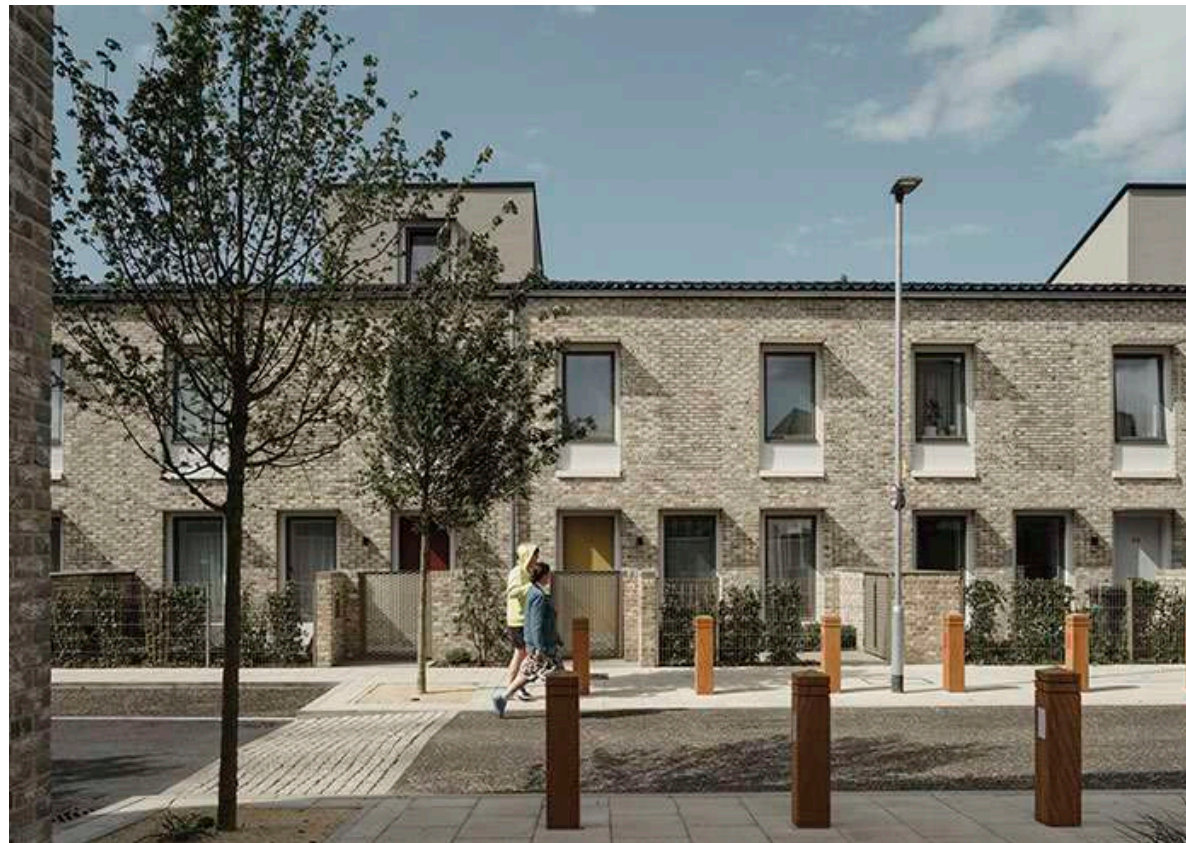


Figure 21: Goldsmith Street, Norwich by Mikhail Riches and Cathy Hawley Architects, winner of the RIBA 2019 Stirling Prize

- **A PERSON-LED DEVELOPMENT**

The creation of a person-led development which responds to pedestrian flow and movement through the site.

This can be achieved the provision of hard and soft landscaping character zones comprising of shared space, a network of pathways, cycle routes and green spaces.



Figure 22: Shared space and surfaces in Poynton, Cheshire

- **A PLACE-LED DEVELOPMENT**

The provision of a variety of urban spaces to create a sense of place and identity.

This can be achieved by developing a variety of hard and soft landscaped shared amenity areas which can be integrated into both the pedestrian and road network.

- **A NEW HIERARCHY**

The reduction in prominence of cars and car parking across the Application Site, giving precedence to pedestrians and their homes.

While there will always be demand for private car parking for residential housing, steps can be taken to minimise the prominence of the car throughout the development. This can be achieved through the creation of ‘hidden parking’ in cul-de-sacs, street bays and parking courts, removing the focus of parking within the curtilage of dwellings.

The use of secondary roads should be minimised throughout the development, and the use of shared space allows for traffic calming geometry to be integrated.



Figure 23: On-street parking bays at Goldsmith Street, Norwich

- **GREEN INTERFACE**

The creation of a successful and respectful interface with the Green Belt.

This is of particular importance in the southern portion of the site where the boundary meets Timperley Brook. This presents an opportunity to create a wildlife corridor and green buffer zone which links to the Thorley Lane Boundary and gateway into the development.

- **SUSTAINABLE URBAN DRAINAGE**

The incorporation of sustainable urban drainage initiatives.

Open swales and attenuation ponds can be used to help inform the landscaping strategy and the interface between the development site and the Green Belt. Incorporating SUDs can help provide source control, water quality treatment and biodiversity enhancements by creating new habitats for wildlife.



Figure 24: Attenuation pond (left) and swale (right) at Augustenborg, Malmö, Sweden

- **BALANCED TOWNSCAPE**

The creation of a balanced townscape.

A balanced townscape can be achieved by directly responding to the existing urban grain. By mimicking the scale of neighbouring developments at the boundary of the site, a stepped topography can be developed, creating a characterful and proportionate urban grain.



Visual interest and character can be further established through the integration of well-placed 4 storey buildings within the central areas of the masterplan as depicted in Parameter Plan 2 – Key Urban Design Principles. It is hoped that containing the development of taller buildings in this way will suggest a sense of ‘centre’ and destination within the scheme as suggested by the sketches below.



Figure 25: Sketch view from Thorley Lance entrance



Figure 26: Sketch view down central landscaped area from Wood Lane end.

Increased massing can be supported without detriment to the character of the surroundings or amenity to be enjoyed within the new neighbourhood. The below series of aerial photomontages show how the schemes massing sits comfortably with the surrounding urban grain. The aerial view below illustrates the view east up wood lane; Roundthorn Business Park and Woodhouse Park can be seen in the distance. The image shows a gradual increase in storey height as the development moves away from the existing urban grain



Figure 27: Aerial photomontage from North

The aerial view below illustrates the view South West to Hale, in the foreground the Thorley Lane/ Wood Lane roundabout can be seen. The image shows large conifers and foliage that screen the higher dwellings on the site. There is a soft undulation of the properties on the site which knit seamlessly into the surrounding urban grain.



Figure 28: Aerial photomontage from North-East.

The aerial view illustrates a view North-West towards West Timperley from the field adjacent to Wellfield Lane.

The image shows how the proposal is sympathetic in scale to the surrounding townscape.



Figure 29: Aerial photomontage from South-East

The aerial view below illustrates the view North, up Green Lane, towards Sale. The image shows how the proposal is proportionate in scale to the surrounding context.



Figure 30: Aerial photomontage from South

5.2 PROPOSED ACCESS ARRANGEMENTS

This planning application will seek outline consent for up to 116no. residential dwellings with all matters reserved aside from access for which detailed consent will be sought.

5.2.1 ACCESS ARRANGEMENT A – THORLEY LANE

The existing main access on Thorley Lane (40mph), a key link road between Timperley and Hale, is proposed as the main entry point into the site. It is considered wide enough to support an increase in traffic and precedes a reduction in speed limit as the road enters Timperley village.

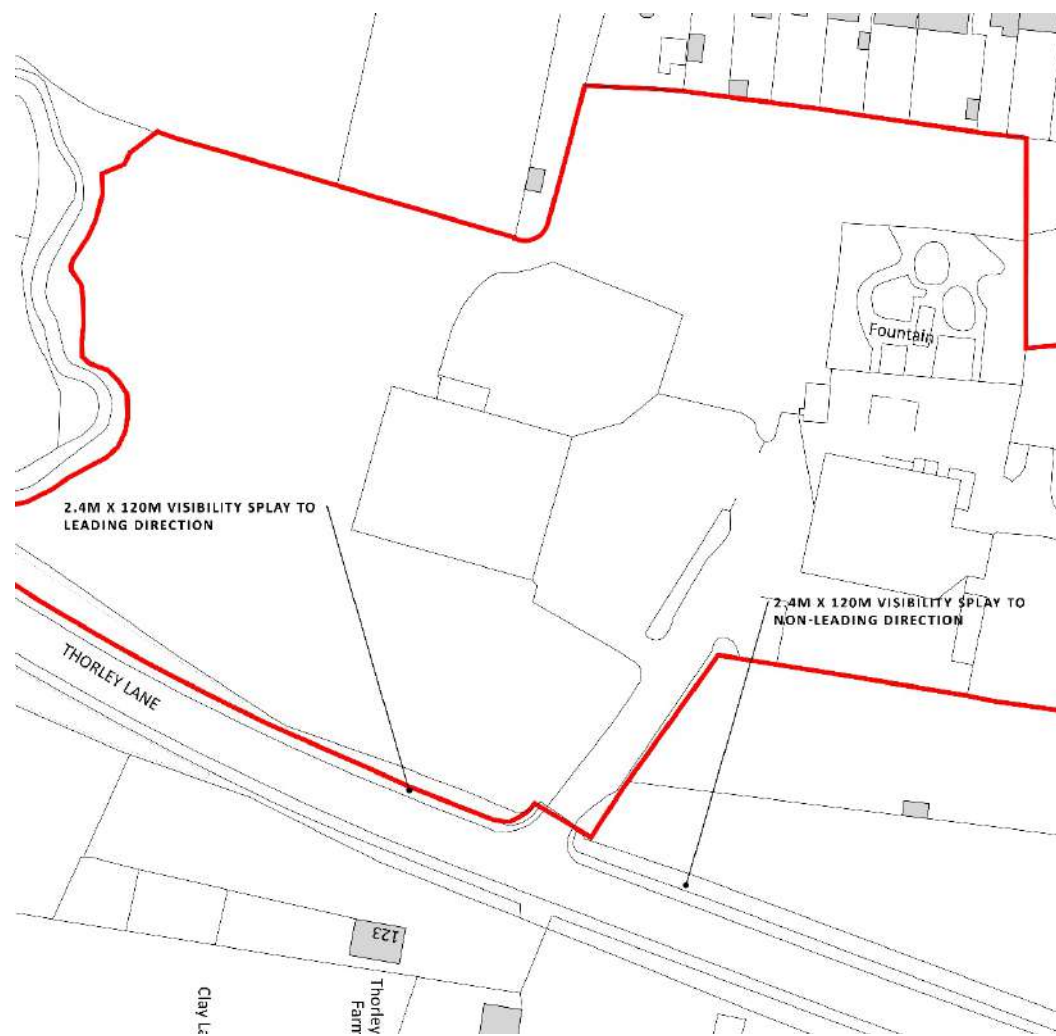


Figure 31: Access Arrangement A - Thorley Lane

5.2.2 ACCESS ARRANGEMENT B – WOOD LANE

A secondary point of access is provided on Wood Lane. This is both a residential road and a key link to the A560 into Altrincham with speed mitigation measures along its length. It is proposed that Wood Lane will be utilised as a secondary access arrangement for the development.

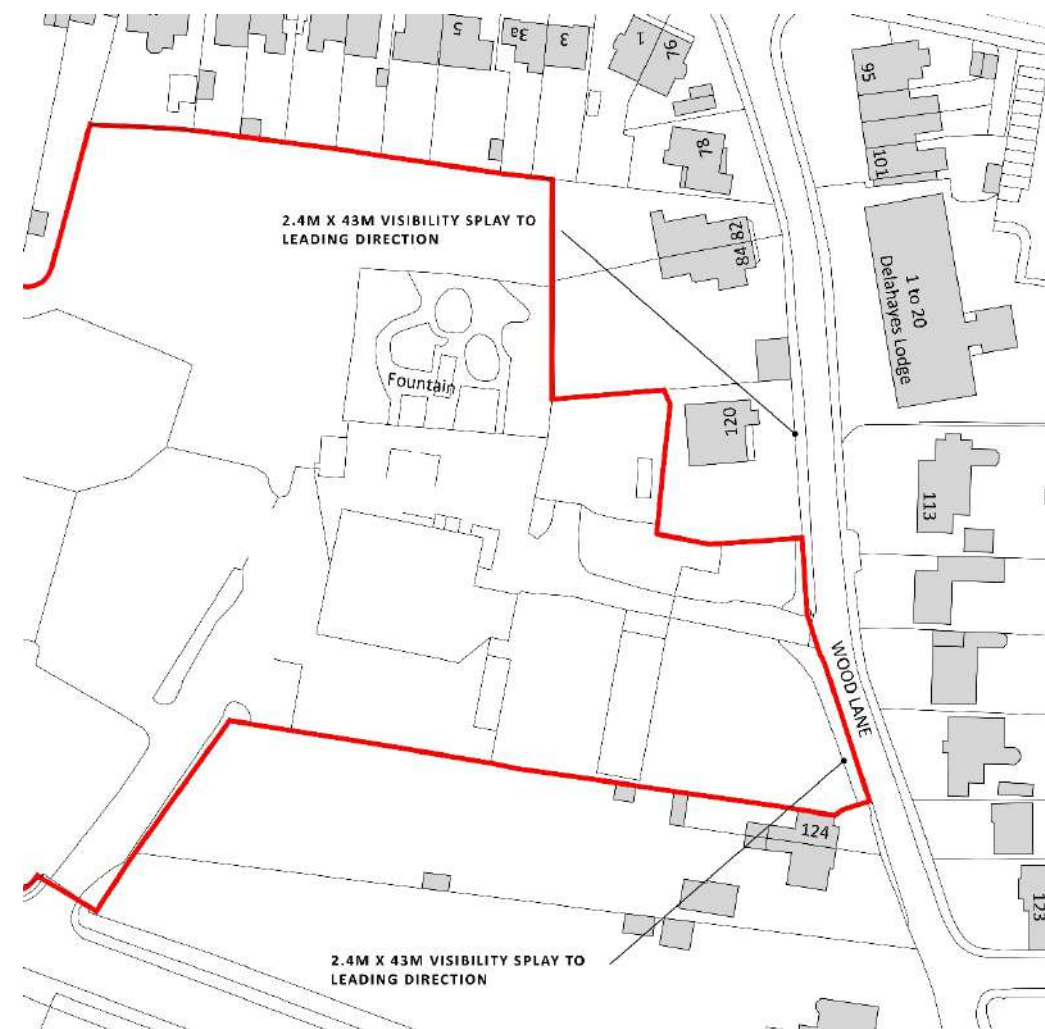


Figure 32: Access Arrangement B - Wood Lane

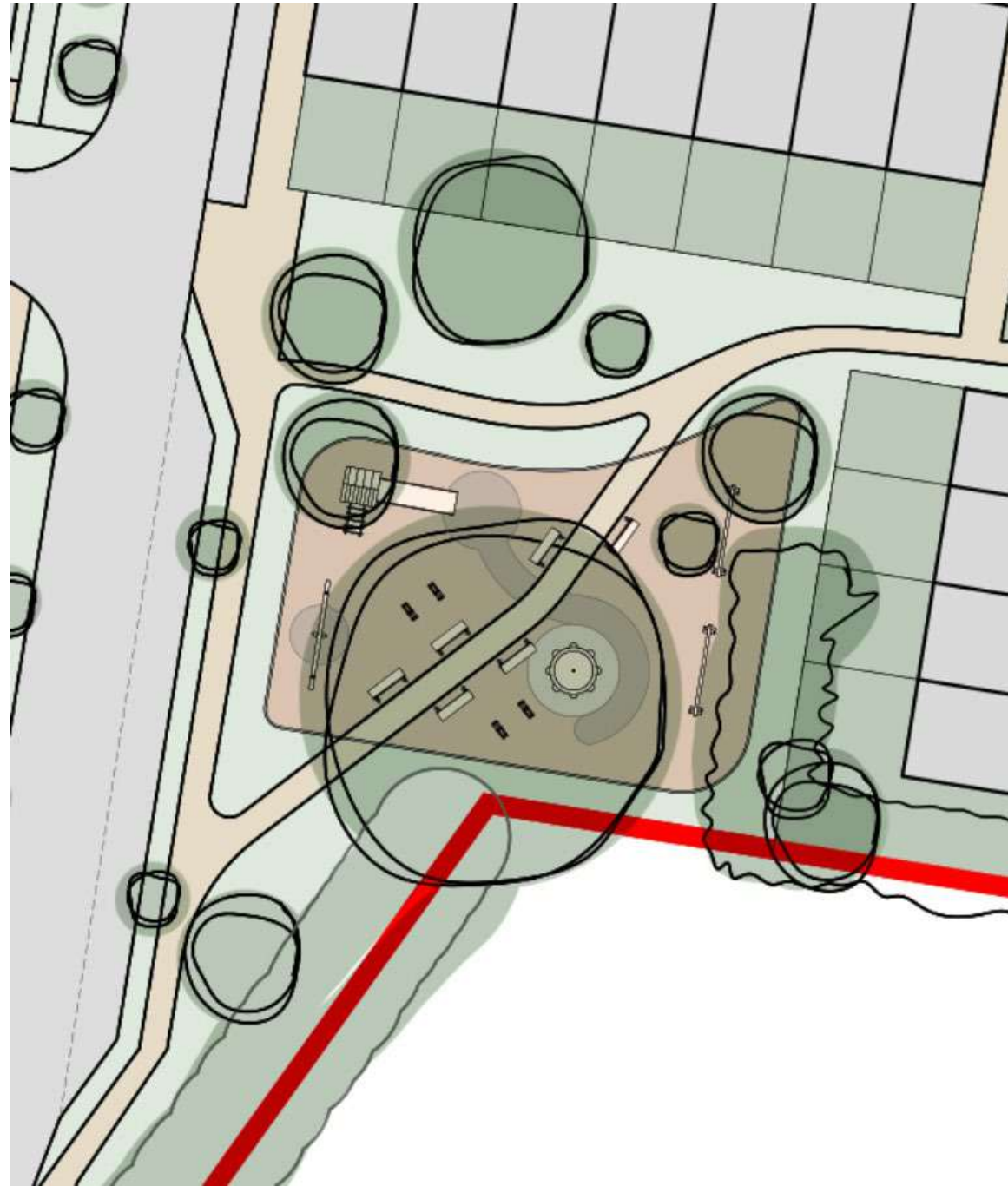
5.3 ILLUSTRATIVE MASTERPLAN

The below masterplan illustrates the density and amenity which can be achieved across the Application Site by following the principles and objectives set out in Section 3 of this document. 116 units, including apartments and houses, along with 164 car parking spaces have been created in a site defined by its shared amenity spaces, its pedestrian network, and its links to the surrounding context.



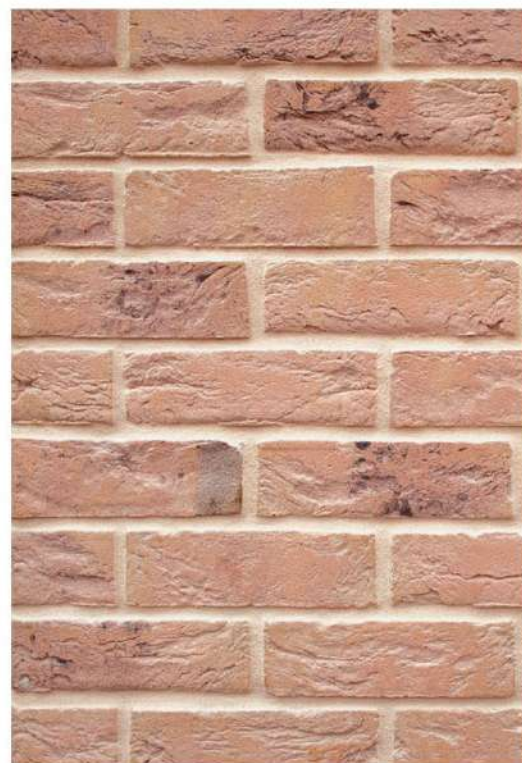
5.4 DESIGNATED PLAY SPACE

The site offers the opportunity to provide new play facilities for children in the local community. The indicative masterplan, extracted below, is capable of accommodating a LEAP adjacent to the Thorley Lane access road, with pedestrian access running throughout the site. This location would also allow residents living within the wider community to utilise and benefit from access to this play space.



5.5 PRECEDENTS

The below images have been selected to give an impression of how the future development could 'look and feel' and include the latest place-driven example developments which have received recent acclaim.



6 CONCLUSION

The constraints and opportunities presented by the site, and the core principles and objectives which have developed from their analysis, illustrate the development potential of a site which has thus far been underutilised.

The proposals outlined in this document have the potential to create an innovative and progressive residential scheme that is both person and place led. Furthermore, the future masterplan illustrates how the existing village can be enhanced by creating a sense of place and community.

By offering additional amenities, such as parks, gardens, and pedestrian networks, and supplying good quality contemporary housing inspired by award winning residential developments, the Application Site has the potential to fully integrate with and enrich the surrounding area.

Ends.