

DESIGN AND ACCESS STATEMENT

***29 -31 Park Grove, Levenshulme,
Manchester, M19 2FH***

Application for 8no. new build apartments

Prepared on behalf of:
Advance Property Solutions

Prepared by:



WFI House
2 Queens Road
Sheffield
South Yorkshire
S2 4DG

Contents

- 1.0 Introduction
- 2.0 Assessment of the site's immediate and wider context
- 3.0 Evaluation of Context
- 4.0 The Design of the Scheme
- 5.0 Access Statement
- 6.0 Sustainability Statement

1.0 Introduction

- This design and access statement has been prepared on behalf of Advance Property Solutions in the support of their application for the planning approval for a site at 29-31 Park Grove, Levenshulme, Manchester
- The proposal seeks planning permission for the residential development of 8no. apartments with amenity space and parking
- The site and surrounding area have been visited and this statement takes into account the site characteristics, surrounding land uses and characteristics, central government guidance, local planning policy and other material considerations.
- It provides information of the proposals and explains the principles and concepts that have informed the design development to date
- The design proposals are shown within the drawings and supporting documents submitted with the statement. It should therefore be read with all of the supporting information
- This is a new application following the successful approval of 117799-FO-2017 which itself was to reinstate planning approval for the scheme previously approved by appeal under Planning Appeal number: APP/B4215/A/07/2041416/NWF

2.0 The Site and Location

The site is located on Park Grove, Levenshulme adjacent to the railway embankment. Park Grove has vehicular cul-de-sacs at either end. There are pedestrian footpaths at both ends of Park Grove, one leading through a tunnel under the railway embankment to Stockport Road and the other passing through bollards on Park Grove leading to Slade Lane. The land is vacant, original semidetached houses at 29 and 31 were demolished.

The existing properties on Park Grove are traditionally built, generally three storeys in height with ground floors accessed by flights of stairs, the landings of which are approximately 1200mm above ground level. Most of the properties have access to a basement level which have access to natural light through windows. The existing material finish used to construct the elevations is an orange/brown brick. The main elevations are highlighted using yellow or white brick coins at the corners of the main building as well as the projecting full height entrance gables. Brick coins are also present on the party wall/dividing line of the properties. The windows are generally of Georgian proportions with a number of houses opting to replace the windows with varying materials and styles into existing openings. The rear of the properties have substantial full height extensions the same width as the projecting entrances allowing for one and a half pitched slate roofs per unit forming a pair of semidetached houses.

The Proposal

The character of the existing dwellings dominate Park Grove, they are strong and bold overlooking the playing fields to the North. The new proposals aim to provide a contemporary design which compliments the existing houses but takes design cues from them.

It is proposed to create 8no. 2bed, 1bed and studio apartments.

Car parking and associated private amenity space is to be provided at the rear of the property. Allocated parking spaces will be provided on for each apartment.



Aerial Photo showing the extent of the site



View of the site from Park Grove - (Google Maps)

3.0 Evaluation of the context

Generally there is a mix of different building forms in the wider context of the site, including a number of low rise flats and smaller scale domestic houses. Material finishes do alter between developments but characteristically there are brick semidetached dwellings and flats in the immediate area.

To the East there is a main line railway which runs along the Eastern boundary. To the West there are multiple residential developments and to the North there is the playing field.

The site is relatively private and access for vehicles can only be gained from one direction. Pedestrians have only two options of accessing the site, wither approaching from Stockport Road or walking along Park Grove.

This development aims to address the following areas;-

The site is accessible to local amenities and is so by foot, cycle and public transport reducing the need for vehicular movement.

Removal of an undeveloped, fractured site which only attracts mischief and decay and replaces it with a residential scheme which respects its neighbours and other residents' privacy and light.

4.0 Design of the scheme

The site is restricted by the overlooking zones from the windows and gardens of the adjacent house on Park Grove and the bounding properties on Central Avenue. The proposed new building has been carefully positioned and orientated to fully respect these zones.

Accommodation is oriented to have all the new windows facing into a landscaped communal garden area but avoid direct overlooking between new apartments.

The accommodation is arranged over 3 floors which is the same as most of the housing to the West.

Pedestrian and vehicular access to the site is available via the existing road access. A new private drive will be used to access the parking at the rear of the property. This is positioned to be against the railway line to appease Network Rail whose concerns on previous applications have involved the effect of new foundations on their structures.

The Ground Floor apartments are laid out to be fully accessible to disabled people. Bathrooms would be converted to level access shower rooms in place of a bath.

The buildings principle entrances are located in the open areas and are fully in view of the rest of the accommodation.

The scale of the design proposals has also been chosen to be no more dense than the residential areas around it.

5.0 Access Statement

The development will comply fully with all requirements of Approved Document 'M' and the criteria set out in the Mobility Housing SPG. 2No 2 bed apartments are provided to Mobility Standards and are located on the lower ground floor.

- The landscape around the building will be fully accessible to all and where changes of level occur in the landscaping ramped alternatives will be provided.
- Any transitions between hard and soft features will be less than 15mm in elevation.
- The route to the entrances is level and the entrances themselves have flush thresholds and are wide enough to allow wheelchair access.
- The doors are to be easily visually distinguishable from their surroundings and are to have a maximum opening force at the leading edge of 20N.
- Manifestation will be provided where necessary on glazed doors and full height glazed windows.
- Once inside all doors and corridors are wide enough to allow wheelchair access to all parts of the ground floor of the building.
- All associated handrails are to the heights given in Approved Document 'M' and are to be of a profile recommended for ease of grip.
- All stepped access points to the building are designed to comply with Part 'M' of the Building Regulations Documents.
- The detailed Building Regulations plans will include all visibility accessories, wall mounted 'grab' furniture, switch controls, alarm pull chord, visible fire alarm and tactile surfaces, which for simplicity's sake are not shown on the plans.

6.0 Sustainability Statement

- All efforts will be made to include sustainable and environmentally friendly features in the development to reduce energy usage and emissions as set out in Policy CS 64.
- All construction materials will be locally or sustainably sourced to further reduce the carbon footprint of this development an example could be using smaller baths and spray taps to reduce water consumption whilst installing highly efficient boilers in the apartments to reduce energy consumption.
- The building will have high performance double glazed windows which should ensure a good level of natural light whilst preventing high levels of heat loss.
- Whilst the area is currently un-occupied the provision of a residential scheme will help towards a more balanced community which is a desirable goal of any sustainable development.

- We aim to support city development by keeping the site as sustainable as possible. Reducing the reliance on vehicles and associated transport-related pollution and carbon emissions, through encouraging efficient, effective movement by a wide range of transport modes is a crucial aim of sustainable development.
- The development will also increase the local residential population and is likely to increase demand for services and facilities. Reinforcing and supporting neighborhoods and communities is a fundamental element of sustainability, promoting social cohesion and providing local facilities and services locally.
- The above items should ensure that the energy consumption of the buildings will be met by a minimum of 10% renewable sources.

Air Quality Assessment

Not applicable.

Conservation Area Appraisal

Not applicable.

Ecological Assessment

See appended ecological assessment for wild life and trees. The development will take into consideration all advice given in the report.

Environmental Statement

Not applicable.

Flood Risk Assessment

Not applicable.

Key Town Centre Assessment

Not applicable

Listed Building Appraisal

Not applicable

Noise Impact Assessment

Please refer to the accompanying noise assessment report within which it is considered that the site is in close proximity to an existing railway which emits a noise level higher than is suitable for residential development in planning and noise terms. Within the report mitigation strategies have been developed and will be implemented within the development. These have been specified in line with Manchester City Council's design criteria which protects residential amenity.

Playing Field Assessment

Not applicable.

Residential Sequential Test Assessment

Not applicable.

Transport Assessment

Not applicable.

Tree Survey

Not applicable.

RESIDENTIAL DESIGN GUIDE

The Manchester Residential Quality Guidance provides direction on what is required to deliver sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester. The scheme proposed here intends to where possible deliver new housing which is fit for purpose in the long term, comfortable, safe, accessible, environmentally sustainable and spacious enough to accommodate the changing needs of occupants. It responds to the guide under the following headings.

Make it Manchester

It is preferable to emphasise the contrasting styles of the immediate context by the development of a thoroughly contemporary building, with materials and appearance to define rather than be a pastiche of the existing buildings in the conservation area. In light of this the proposal intends to make reference to the footprint size, elevational treatment and materials of the existing houses on neighbouring sites and reinterpret them in a new but contextual building. The overall form of the building is a little larger than the existing neighbour but the increase in mass is to the rear where it has a lesser impact but in term avoids a blank façade. The rhythm of the windows is continued and there are three storeys as with the existing house. There are no views to protect or to frame from, through or into the site. The scale matches the buildings further along Park Grove. The materials reference the quoin detail on the existing buildings on the street and hopefully when the final choices are made and approved by condition a traditional brick can be used with contemporary detailing to avoid pastiche.

Bring People Together

The site has strong connections within the local community with easy access to Churches, schools, mosques, public houses, retail, parks, sport centres and other community organisations.

The scheme includes open and visible areas in the vicinity of private and communal entrances which provide opportunities for neighbours to meet and communicate. These areas are overlooked by the properties for which they provide entrances so are considered secure and safe.

A demographic change in the local population could mean a shift in emphasis in the type and size of units required to house families for instance. The building could be adapted for houses rather than apartments and provide accommodation similar to the neighbouring properties.

Communal gardens are provided to the South aspect of the buildings. The garden is directly accessible from the dwellings with the cars to the bottom of the site – this would encourage activity in this area.

Animate Streets and Spaces

The relationship of the entrances to the front of the building will provide interaction with the street and passers-by. Windows and doors are orientated to the main pedestrian route along the front of the site. Boundary conditions are designed to delineate rather than protect on the frontage and so visibility, interaction and conversation can naturally develop.

Threshold Space

The semi-lowered light well sunken gardens to the front of the development provides a natural protective zone without the use of security structures which would limit interaction. The stairs to the upper floor entrances also act as a visual reminder of the limits of invasion into the private domain. The informal landscaped paved route to the Ground Floor entrances and the accessible zone that this includes invites interaction as above.

Visibility is provided to front and rear but also to the sides of the properties with windows to the flanking walls. Low level lighting will be integrated into the external areas which again will help to define the private/accessible areas during the hours of darkness.

Easy to Get Around

Existing pedestrian routes and cycle routes will remain connected during and after completion of this development. The development will improve the existing unadopted highway and make it more safe, secure and easy to maintain with a management structure in place to continue to fund repairs and servicing. This will encourage more people both sides of the rail way line to use the underpass and keep surveillance high. Storage for cycles within the development will encourage better use of the cycle network. Park Grove is considered a tertiary access road as it lead no further than this development. As such it will retain its appearance as a quite lane or driveway in the hierarchy of the road network.

Public transport is in easy reach and frequency with numerous bus stops on Slade Lane and Stockport Road. Levenshulme Station connecting to the national rail network is within 500m of the site.

Landscape

Landscaped communal garden to the rear and to the front of the scheme add to the existing green network. There are a number of green areas some private and some public in the immediate area and the addition of new managed green spaces within this development enhance and expand the biodiversity. Unfortunately no significant waterways connect with the site and there are restrictions on tree planting from the rail network. The micro climate will be accounted for and surface run off and onsite storage will be considered for the management of extreme conditions. Good detailing and careful material choices will resist the weathering and staining of the facades.

Practical

The resident's car park provides a private off road space for every dwelling including 2no. spaces covered by the building - one of which is adaptable to a disabled space. 2no. uncovered spaces at the bottom of the site, and 4 no. spaces in a garage which will contain two racks. Covered secure cycle spaces have also been provided for two cycles per apartment. The bin stores have been conveniently located for access by the residents and by the refuse collection service and sufficient space has been included for future recycling bins to be accommodated.

Future Proofing

The development will consider an array of sustainable features such as renewable energy production, conservation of energy and waste reduction. As a very minimum the building regulations will be met and where practicable exceeded. To achieve this over specification of insulation is the most efficient method, but smart meters, remote mobile controlling and monitoring and all other practical sustainable features which were promoted under the code for sustainable homes. Sustainable construction methods will be used to reduce wastage and encourage as much off site production as possible.

Should the demographic of the area change to the point where the current layouts were considered unoccupiable then the building could be adapted to form two generous sized family homes with private gardens.

Make It a Home

The National Described Space Standards have been complied with in the layout of all the rooms in the proposals both in terms of floor areas and minimum dimensions. Adequate natural day light and

ventilation has been taken account of in the provision of window openings in each room. Finished Floor to Finished ceiling Levels are designed to be 2400mm.

The internal communal and internal private circulation spaces are efficient but do provide in excess of minimum standards. Acoustic separation will be as a minimum in accordance with the required building regulations Approved Document E.

Communal amenity space is provided for all the 8no. apartments and private space for two in the form of a sunken garden.

Secure by Design

The site is classed as being in the outside the City Centre and so expected to have a slightly lower than average exposure to criminal activity. The principles on which the Security strategy has been agreed are controlled access, surveillance and community.

Access

The scheme can be entered in two main locations; via the main front pedestrian entrance and via the side access to the landscaped rear communal garden and car parking.

The side car park and garden entrance will have a controlled fob activated secure gate to prevent unauthorised vehicles from entering. The gate will also prevent pedestrian access to the rear but will have an escape door for emergency egress. Ideally car parking should enable each car owner to have a direct view of their vehicle from their dwelling. In this scheme this is not possible but a CCTV system will fully cover the external areas with internet link to the owner. The highest level of lighting will be provided to the covered parking and the walls and ceilings painted white for better visibility. The stair and lift core will have fob access.

Pedestrian access around the building is flat clear and in the public domain. The development will ensure that these areas are well lit after dark. The other boundaries to the site are with privately owned land or buildings but have 1800mm high fences and vegetation. At GF on studio apartments face directly onto the front communal garden area and beyond to the footway and highway providing good overlooking of the principle route to the building and to its entrance. All Ground floor units shall have laminated glass fitted to BS EN 356:2000 class P2A. All glazing shall be certificated to one of the following relevant security standards: PAS 24.

Pedestrian access into the building is via the single front door which leads to the vertical internal circulation. This route has a good level of natural surveillance being faced by occupied residential accommodation. After the hours of darkness a gate will prevent unauthorised access into the front garden when only residents with fobs will be able gain access. Each resident will have a fob which allows them to enter only the level on which they live and the corridor from which their property is accessed. The lighting scheme will be carefully designed by specialist consultants to provide maximum surveillance but cause minimum light pollution or inconvenience to the residential occupiers.

Video and audio access systems will be installed in each apartment to allow all occupants to fully recognise visitors regardless of any sight or hearing impairment.

The entry route for all the parts of the building is designed to encourage interaction between the residents and forge a community which will look out for each other.

External materials which are within reach of pedestrians are to be of high quality and will avoid large areas of blank smooth solid walls which are attractive to graffiti.

Make It Happen

Design detail has not so far been instructed by the applicant however this development will use traditional construction methods and materials. If necessary details and samples can be provided either as part of the application or as part of the discharge of conditions.

This scheme is not considered either large enough or sufficiently high profile to conduct a peer review meeting however we would reiterate that the previously submitted scheme was of a similar nature and was approved.

A method statement will be submitted prior to construction commencing. In an ideal world the design team would be retained from planning to construction and handover however this is often not possible largely due to sites changing hands after consent is granted. Quality of workmanship can be displayed by providing a sample panel and this will be done as part of a discharge of conditions application.

Management

The detailed design will include measures to reduce or avoid altogether the need for maintenance where possible. Servicing by Management Company has been taken into account in the positioning of refuse storage and access to the building's exterior for cleaning. Materials for hard and soft landscaping will be chosen to minimise wear and tear and weathering.

Summary

The proposal looks to gain approval for the development of 8no. apartments on a site that was previously approved for development under appeal (APP/B4215/A/07/2041416/NWF), and then under 117799-FO-2017. The submission seeks to significantly better the previously approved scheme in all aspects whilst improving on the sustainability of the development.

Conclusion

We would respectfully request that consent be supported for Planning Permission for the development at 29 -31 Park Grove, Levenshulme, Manchester, M19 2FH.