

# **DESIGN AND ACCESS STATEMENT**

**REV-B**

**PROPOSED DEVELOPMENT  
AT 41 NANCY SREET  
MANCHESTER, M15 4FZ**



**ON BEHALF OF**

**Mr OSMAN & Mr ABDUL SALIM**

**Job Ref: 15,091**

**February 2022**

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## **1. INTRODUCTION**

- 1.1 This planning application is submitted by Howard and Seddon Architects on behalf of Mr Osman and Mr Abdul Salim, and is seeking full planning permission for the erection of one new three storeys high 4-bedroom dwelling within the curtilage of existing footprint on the vacant land right next to the existing terraced house at 41 Nancy Street
- 1.2 The proposal includes the provision of car parking in provision within its premises and associated landscaping in accordance with the housing type.

## **2. THE APPLICATION**

- 2.1 The proposal consists on the construction of a three storey residential use dwelling unit fronting Nancy Street adjacent to the existing house with the same footprint and aesthetics and associated landscaping at the back garden of the plot at No 41 Nancy Street, Manchester.
- 2.2 In addition to this report, the application is supported by plans and elevations prepared by Howard and Seddon Architects.
- 2.3 This application seeks full application for the erection of a residential use three storey house where vacant land is located to the south side of the site facing Nancy Street and next to Tatton Street.
- 2.4 The proposed dwelling will be a 4-Bedroom and 6 people complying with the national standards minimum sizes of 112 sq.m for a 3 storey unit.
- 2.5 The proposal consists in a terrace house of 54.13 sq.m footprint and 3 storeys high, with a total gross area of 119.81 sq.m for the within the 145.57 sq,m vacant part of the site.
- 2.6 The residential space will be distributed as follows:
- Ground Floor – Front lounge, kitchen and dining area 48.47m<sup>2</sup>
  - First Floor – Two bedroom with an en-suite, a double bedroom and a shower room area 35.67 m<sup>2</sup>
  - Second Floor - Two bedroom with an en-suite, a single bedroom and a shower room 35.67 m<sup>2</sup>
- 2.7 There are no existing trees on the vacant piece of land and therefore no arboricultural life would be affected by the construction of the proposal.
- 2.8 The proposed dwelling will respect overlooking distances to all the building around as well as to their private gardens

## **3. CONTEXT**

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**Site location and description**

- 3.1 The application site is situated on the crossroad of Nancy street and Tatton Street towards the North extent of Trafford, next to the West boundary of Manchester city centre, less than a mile a half away from city.
- 3.2 Vehicular and pedestrian access onto the site is gained through Princess Street from the west boundary or from Barrack from the opposite East end. Three parking spaces will be located within the site boundary on the currently vacant land at 41 Nancy Street, one at the front of the building facing Nancy street and 2 else at the rear on Tatton Street.
- 3.3 The North of Trafford where the plot lies is a predominately residential area of Manchester, where some high rise residential buildings are being built, and fairly close to Manchester city centre.
- 3.4 The site is right next to the Bridgewater way and less than half mile away from the Mancunian way Ringroad.
- 3.5 The existing building occupies some 54.9 m<sup>2</sup> and will be located on a vacant land of 131.2 sq.m within the 256.6 sq.m site.
- 3.6 The existing contours of the development plot are fairly flat with less than 0.1m oscillation of height. The site doesn't contain hedgerows, shrubs or trees of any kinds.

**The setting of the site**

- 3.7 The site is situated to the north of Trafford area, but located within the boundaries of Manchester city centre in a mainly residential zone, situated to the West of the Ring road and to the south of the Bridgewater way/Chester Road.
- 3.8 The surrounding area is predominantly residential although there is a cluster of commercial premises situated at Chester Road.
- 3.9 There is a mixture of terrace house as well as flat blocks in the area, some high rise buildings are being built right next to site and a few of them can be found on the other side of the Road.
- 3.10 The site is located to the West side of Manchester city centre, close to Deansgate-Castlefield area, linked to it by Bridgewater way and the Ring Road. Bridgewater way/Chester Road is a busy arterial route, well served by public transport. The Ring Road/Mancunian way is less than half a mile away and links the site with any local destination by vehicle.
- 3.11 The site has good access to the national motorway network; Chester Road connects to the Mancunian way Ring Road and to Regent Road linking it with

Salford and the north area of Manchester. Princess Road is less than a mile away as well, giving easy access to the south areas as well.

- 3.12 Manchester Oxford Road railway station is 1 mile away distance of the application site. Other main stations like Piccadilly or Manchester airport can be reached from there and lines like the one to Liverpool Lime street or Leeds can be found there. All major destinations throughout the UK can be reached from those train stations. Deansgate train station is even closer and allows to travel to some of the previously mentioned destinations.
- 3.13 Regular bus services can be found on Chester Road where lines such as 255, 720 and X50, and link the application with places like Partington and the Trafford centre as well as going to the city centre.
- 3.14 Cornbrook tram station is located at 0.2 miles from the site where 8 out of the 9 existing lines can be found. It does have total access to the entire metrolink net, linking it with all the spots such as Bury, Altrincham, Eccles, East Didsbury, Rochdale, Ashton and Manchester airport.
- 3.15 Chester Road links the site to the South West side going through places like Stretford, Sale and Altrincham. It also gives access to the outer ring road M60 as well as to the internal Ring Road, linking it to the whole motorway network
- 3.16 Manchester Airport lies just 8.9 miles by road to the South of the application site, offering quick and easy and quick access to national and international air travel by car, train or tram.
- 3.17 Image below shows the approximate boundary of the application site.



#### 4. PLANNING GUIDANCE

#### 4.1 Relevant Manchester City Council Local Plan Policies

- BE1– Design Guidance
- DC7– New housing development
- DM1– Development Management
- C1– Centre Hierarchy
- H1– Phasing Policy
- DB2– Environmental improvement

#### 4.2 Other Material considerations:

#### 4.3 The National Planning Policy Framework

The National Planning Policy Framework (NPPF) was published on 27th March 2012 and is the Government's attempt to put in place a clearer, more consistent National Planning Policy Framework which consolidates more than 1,000 pages of national planning policy, in 47 documents, into 1 document. This Framework has replaced all the other national planning policy documents.

The document has a clear presumption in favour of sustainable development. The Ministerial Foreword sets the tone of the document when it states that, 'Development that is sustainable should go ahead, without delay – a presumption in favour of sustainable development that is the basis for every plan, and every decision.'

The NPPF outlines that the primary objective of development management is to foster the delivery of sustainable development. Local planning authorities should look for solutions rather than problems, working pro-actively with applicants to secure developments that improve the economic, social and environmental conditions of an area.

It states that, planning must operate to encourage growth and not act as an impediment. Significant weight should be placed on the need to support economic growth through the planning system. There is clear support for economic development within the Framework and Local Authorities are urged to facilitate new development where practical and consistent with the Framework.

The Framework reinforces the Government's commitment to securing economic growth in order to create jobs and prosperity and is committed to ensuring the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system.

The Framework identifies core planning principles which should underpin both plan making and decision taking. Amongst other things planning should:

- Proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs.
- Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.
- Take account of the different roles and character of different areas, promoting the vitality of our main urban areas.
- Encourage the effective use of land by reusing land that has been previously developed.
- Promote mixed use developments.

With regards to 'Decision Taking', the NPPF makes it clear that, local planning authorities should approach decision-taking in a positive way to foster the delivery of sustainable development. Local planning authorities should look for solutions rather than problems and decision-takers at every level should seek to approve applications for sustainable development where possible. Local planning authorities should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area.

#### 4.4 The National Planning Policy Guidance

Good quality design is an integral part of sustainable development. The National Planning Policy Framework recognises that design quality matters and that planning should drive up standards across all forms of development. As a core planning principle, plan-makers and decision takers should always seek to secure high quality design.

Achieving good design is about creating places, buildings, or spaces that work well for everyone, look good, last well, and will adapt to the needs of future generations. Good design responds in a practical and creative way to both the function and identity of a place. It puts land, water, drainage, energy, community, economic, infrastructure and other such resources to the best possible use – over the long as well as the short term. Good design should:

- Ensure that development can deliver a wide range of planning objectives.
- Enhance the quality buildings and spaces, by considering amongst other things form and function; efficiency and effectiveness and their impact on well being.
- Address the need for different uses sympathetically

Local planning authorities should secure design quality through the policies adopted in their local plans. Good design is indivisible from good planning, and should be at the heart of the plan making process.

The National Planning Policy Framework requires Local Plans to develop robust and comprehensive policies setting out the quality of development that will be expected for the area. Local planning authorities will need to evaluate

and understand the defining characteristics of the area as part of its evidence base, in order to identify appropriate design opportunities and policies.

These design policies will help in developing the vision for an area. They will assist in selecting sites and assessing their capacity for development. They will be useful in working up town centre strategies, and in developing sustainable transport solutions; all aimed at securing high quality design for places, buildings and spaces.

Development proposals should reflect the requirement for good design set out in national and local policy. Local planning authorities will assess the design quality of planning proposals against their Local Plan policies, national policies and other material considerations.

Local planning authorities are required to take design into consideration and should refuse permission for development of poor design. Local planning authorities should give great weight to outstanding or innovative designs which help to raise the standard of design more generally in the area. This could include the use of innovative construction materials and techniques.

Planning permission should not be refused for buildings and infrastructure that promote high levels of sustainability because of concerns about incompatibility with an existing townscape, if those concerns have been mitigated by good design.

- 4.5 Policy DP1 contains the principles that underpin the RSS. Other regional, sub-regional and local plans and strategies and all individual proposals, schemes and investment decisions should adhere to these principles:

- Promote sustainable communities;
- Promote sustainable economic development;
- Make the best use of existing resources and infrastructure;
- Manage travel demand, reduce the need to travel, and increase accessibility;
- Marry opportunity and need;
- Promote environmental quality;
- Mainstreaming rural issues;
- Reduce emissions and adapt to climate change

The 8 policies DP2-9 amplify these principles and should be taken together as the spatial principles underlying the strategy.

- 4.6 Policy RDF1 relates to spatial priorities with the third priority for growth and development being the larger suburban centres within the city regions provided the development is of an appropriate scale and at points where transport networks connect and where public transport accessibility is good.
- 4.7 Policy MCR3 relates to the southern part of the Manchester city region and states that plans and strategies in this part of the City Region should sustain

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and promote economic prosperity consistent with the environmental character of the area and the creation of attractive and sustainable communities by:

- Focusing employment development in the towns as set out in RDF1 and on brownfield sites which accord with the spatial principles (policies DP1-9) in Policies W2 and W3 and MCR1, in order to support the overall economic growth of the City Region, to meet local needs and regeneration requirements and to address worklessness. Sites should be of an appropriate scale, and accessible by public transport, walking and cycling;
- Allowing residential development to support local regeneration strategies and to meet identified local needs (particularly for affordable housing), in sustainable locations which are well served by public transport;
- Support and diversify the rural economy and improve access to services in the rural areas focusing development in locations which accord with RDF2

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## 5. DESIGN CONSIDERATIONS

5.1 Good design is central to all objectives of national and local planning policy. Section 7 of the National Planning Policy Framework relates to Good Design. In summary it seeks that designs aim to ensure developments:

- will function well and add to the overall quality of the area;
- establish a strong sense of place;
- optimise site potential and sustain an appropriate mix of uses;
- respond to local character and identity;
- create safe and accessible environments;
- are visually attractive as a result of good architecture and appropriate landscaping.

5.2 Policy EN1 of the Core Strategy outlines a number of criteria against which new development is assessed. It seeks to achieve good design for all developments.

### **Amount and Scale**

5.3 The application proposes the construction of a 3 No. storey residential use development within an existing residential area, adjacent to an existing terrace house. The proposal will consist of 4 Bedroom dwelling terraced house at 41 Nancy Street

5.4 The area of the whole site measures 256.6 sq.m with a foot print of the existing building of 46.6 sq.m and 2 storeys. The proposal has a foot print of 54.13 sq.m adding a total of 119.81 sq.m of residential space split among the three proposed storeys

5.6 The rooms have been designed to provide good sized and yet affordable residential accommodation which is suitable for the location sites location and complying with the required national standards internal space for the proposed size (>112 sq.m for a 4B/6P dwelling 3 storey high).

5.7 The proposed building has been designed to create a usable building, making the most of the constraints of the site, overlooking distances in order to respect privacy both to windows at habitable rooms and to private gardens have been well considered on the proposal.

5.8 3No.car parking spaces for the apartments are proposed within the site. One at the front accessed from Nancy Street and two at the side/rear accessed from Tatton Street next to the back garden.

5.9 Street parking is allowed on the area for visitors or drop off purposes on Nancy street.

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## **Layout**

- 5.10 The proposed layout is largely dictated by existing boundary constraints and the overlooking distances with adjacent existing units. As well as surrounding buildings street layouts and alignments were also relevant to the proposal layout.
- 5.11 The entrance to the proposed development has been carefully considered in relation to pedestrian and vehicular routes and spaces to enable easy access from Nancy Street.
- 5.12 The access to the dwelling is easily located on the front facade and easily accessible for pedestrians as well as being close to front gate. Flat and properly paved pathways will allow access from the parking space to both the front door as well as to the back garden through a secure gate.
- 5.13 Appropriate space and width will be given on both frontages of the development so they are commensurate with the surrounding area to meet with existing High Standards of light, privacy and space.

## **Scale**

- 5.14 The scale of the development is proportionate to the neighbouring residential blocks of Nancy Street and has a lower height than other apartment blocks in the area. The scale of the development is lessened by using pitched roofs, looking shorter and blending with the surrounding style.

## **Landscape**

- 5.15 The proposed development will be accompanied with a complementary landscaping scheme to reflect the communal amenity space left at the back of the site. Private garden space has been identified within the development to increase the levels of green space and improve upon existing levels of quality landscaping.
- 5.16 No existing trees or bushes will be affected, and arboricultural life will be proposed such as hedges or trees could be incorporated to enhance the natural character and to provide a more sustainable way of dealing with rain water drainage
- 5.16 New footpaths will be constructed in similar materials to the existing paths to link the development to the existing paths. The access road will be re-laid to provide a new surface to access the car park linking it to Nancy Street. Materials for the surfacing of the road will match the existing Nancy Street surfacing.
- 5.17 New kerbs will be installed to the access road for the proposed parking spaces and dropped kerbs will be proposed where needed to grant easy access for wheelchair and pushchairs.

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## Appearance

- 5.18 The proposed development has been designed to blend with the current aesthetic of the area and the rest of terraced houses at Nancy Street in order to avoid disturbing the character of the area. Large windows with modern materials respecting the existing fenestration have been incorporated into the design on the front and rear elevation to provide plenty of light and avoid big heat losses into the apartments and to respect the current aesthetical character.
- 5.19 The proposals incorporate the use of red facing brickwork on the main body to blend in with the adjacent terraced houses, dark slate pitched roofs and white PVC window frames for the openings, maintaining the character of the area while incorporating modern materials that will give a more contemporary approach, while enhancing the thermal and acoustic performance for a more sustainable result.
- 5.20 All the proposed fencing and boundary treatment will emulate the existing ones, using low brick walls for the site separation and timber fencing for the back garden with the neighbouring house.

## 6. ACCESS COMPONENT

- 6.1 The nature of traffic in and out of the site will not be significantly increased as just a maximum of 3 vehicles would be involved regularly and the existing infrastructure and accesses are beyond that amount of traffic. The proposed parking arrangements will have minimal impact on the intensity of vehicle movements via the existing accesses from Chester Road.
- 6.2 The application site is well accessed from the main road. Major transport routes can be accessed quickly from Chester Road including the Ring Road, regent Road and Princess Road
- 6.3 Chester Road is a main bus route linking the application site with Manchester city centre, as well as destinations such as Trafford centre or Partington.
- 6.4 The tram stop with better line connection of the entire network is reachable from the site in very few minutes, linking it with every single destination on the Metrolink and places like Altrincham, Eccles, Piccadilly, Didsbury and Manchester airport.
- 6.5 Deansgate and Manchester Oxford Road rail stations are less than 2 mile away from the site and give access to main nodes within Manchester like Manchester Piccadilly and Manchester airport and as well as other important national spots like Liverpool, Leeds, York or London Euston .
- 6.6 W.C. and en-suite facilities are provided on the principle floors of the apartments affording excellent disabled access to all areas. In addition, the design incorporates the following features:

- The entrance doors and halls of each apartment are wide and spacious to allow disabled access.
- A toilet and washing facilities are provided on the all floors.
- All internal doors have been designed to incorporate a minimum clear opening width of 775mm to allow a wheelchair user to pass through easily.
- The stairs are designed to ensure access for the ambulant disabled.
- The proposal incorporates adequate provision for disabled car parking.

This is in line with, and in many respects surpasses current access standards in Part M of the Building Regulations. In this way the requirements of the Disability Discrimination Act and the circulation and access requirements of policy DC6 have been fully satisfied.

## **7. ASSOCIATED INFORMATION**

- 7.1 This Design and Access Statement should be read in conjunction with the relevant application drawings and documents, specifically:

### **Howard and Seddon ARIBA Chartered Architects drawings:**

|            |                                |
|------------|--------------------------------|
| 15,091/00A | Existing Site Plan             |
| 15,091/01A | Proposed Site Plan             |
| 15,091/17A | Proposed New Build Floor Plans |
| 15,091/18A | Proposed New Build Elevations  |

## **8. RECENT PLANNING HISTORY**

No recent relevant planning applications are related with this site

## **9. SUMMARY & CONCLUSION**

- 9.1 This planning application is submitted by Howard and Seddon Architects on behalf of Mr Osman and Mr Abdul Salim, and is seeking full planning permission for the erection of one new three storeys high residential dwelling within the curtilage of existing footprint on the vacant land right next to the existing terraced house at 41 Nancy Street.
- 9.2 A 4 Bedroom house for 6 People is proposed with a total of 119.81 sq.m GIA exceeding the requested 112 sq.m by minimum national standards, providing decent size bedrooms and communal areas.
- 9.3 The proposed development complies with national, regional and local planning guidance and collaborates with the objectives identified within development plan policy.

- 9.4 The proposed development is 'high quality', is architecturally charismatic, aesthetically pleasing and has been designed to meet the requirements of modern living as well as being sympathetic with the environment of the established residential area.
- 9.5 The development preserves the character and integrity of the area, modifying use of the site to residential and further enhances its setting in providing a prestigious and charismatic piece of architecture, according to the aspect of the area and keeping its own style, not harming or threatening the existing high quality status and individuality of the area.
- 9.6 There would be no adverse consequences for the residential amenities of neighbouring dwellings, either from overshadowing or loss of privacy.
- 9.7 The development is in a sustainable location, please refer to Appendix A.
- 9.8 In conclusion the development will produce a carefully crafted, contemplative and bespoke piece of architecture apposite for the sites locality and orientation, enhancing the attractiveness of the surrounding area. The proposal corresponds with national, regional and local planning policy and is beneficial to the designated heritage asset.

## **10. APPENDICES**

Appendix A – Sustainability Statement

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