

Design and Access Statement

Incorporating transport statement and Crime Impact Study

Former Hotel/Pub Building; Proposed Conversion of First Floor to Apartments; and New Second Floor Extension for Apartments with Access Stairwell

**Design and Access Statement
incorporating Transport Statement &
Crime Impact Study**



**Southern House
Mauldeth Rd West,
Chorlton-cum-Hardy,
Manchester,
M21 7SP**

Reference: 20059 V4.0 January 2022



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1.0 Introduction

This Design and Access Statement accompanies a Planning Permission Application for the renovation and conversion of the redundant first floor of the existing building formerly used as a nightclub into 6 apartments and to add a further storey to the building comprising of a further 7 apartments.

The proposals also include the construction of an ancillary staircase, creation of external recycling and refuse storage and other associated works. It describes an opportunity to develop this unused floor space for appropriate use and prevent this building falling into disrepair. The intention is to carry out quality and comprehensive works that will create attractive apartments to ensure the long term survival of this prominent landmark building on the outskirts of Manchester.

This design and access statement has been prepared with reference to 'CABE Guidance 'Design and Access Statements – How to Read, Write and Use Them'', describing the amount, layout, massing, access and scale and outlines its significance in the surrounding area.

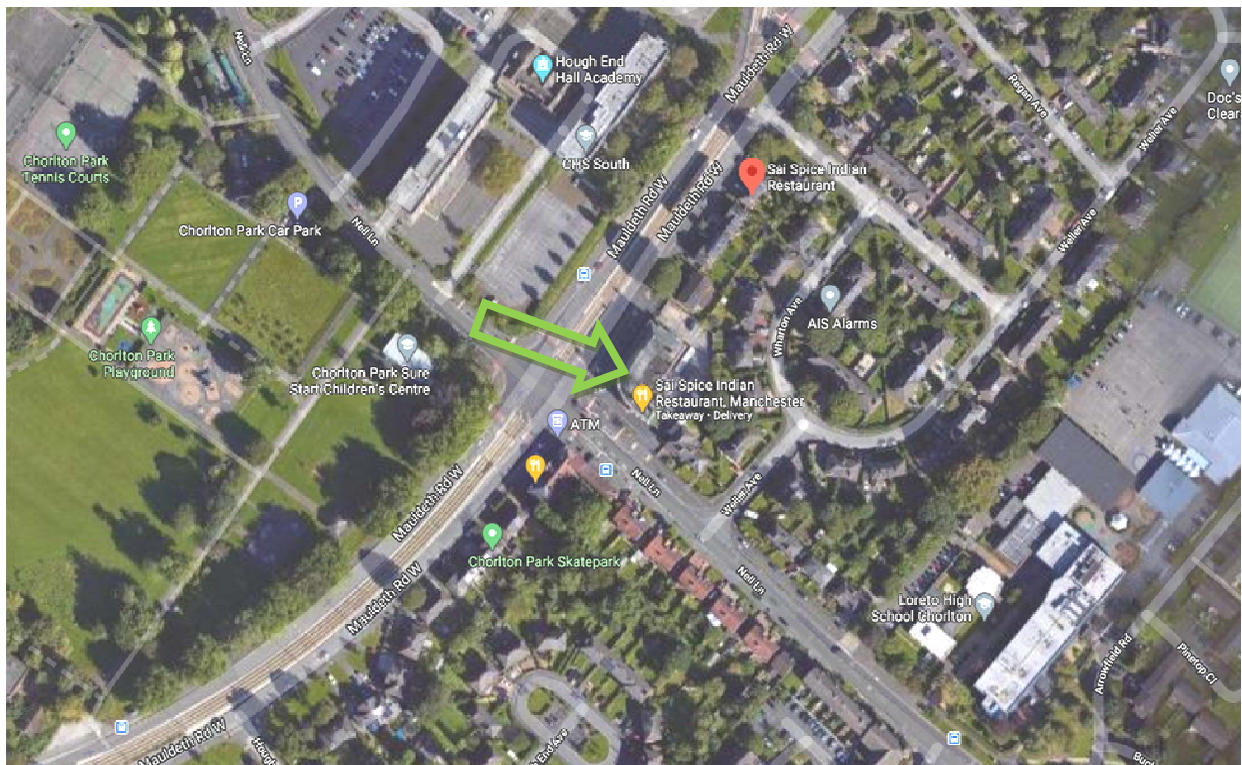


Fig 1.0 Photo credits: Google earth

2.0 Existing Site

The site is located on the corner of Mauldeth Road West and Nell Lane at a busy transport intersection. Mauldeth Road West and Nell Lane join with a 4 way traffic light controlled junction and the recently extended metro line is directly outside. Wide footpaths are available on all routes.

The site extends to approximately 2150sqm and the building footprint within that is approximately 750sqm

The building is set back from the adjoining highways allowing for parking, deliveries and vehicle movements to the front. There is a large hard-surfaced area to the rear for parking, deliveries and vehicle movements.

To the north east of the site are a row of 2 storey semi detached residential dwellings. To the south east of the property are the Wellar and Wharton Avenue residential developments. To the south west of the site is a parade of 2 / 3 storey buildings generally occupied as shops and offices at ground floor with residential above. To the north west is a large car park in landscaped grounds with a 7 storey high school / academy building behind, Chorlton Park and a children's centre and skate park.

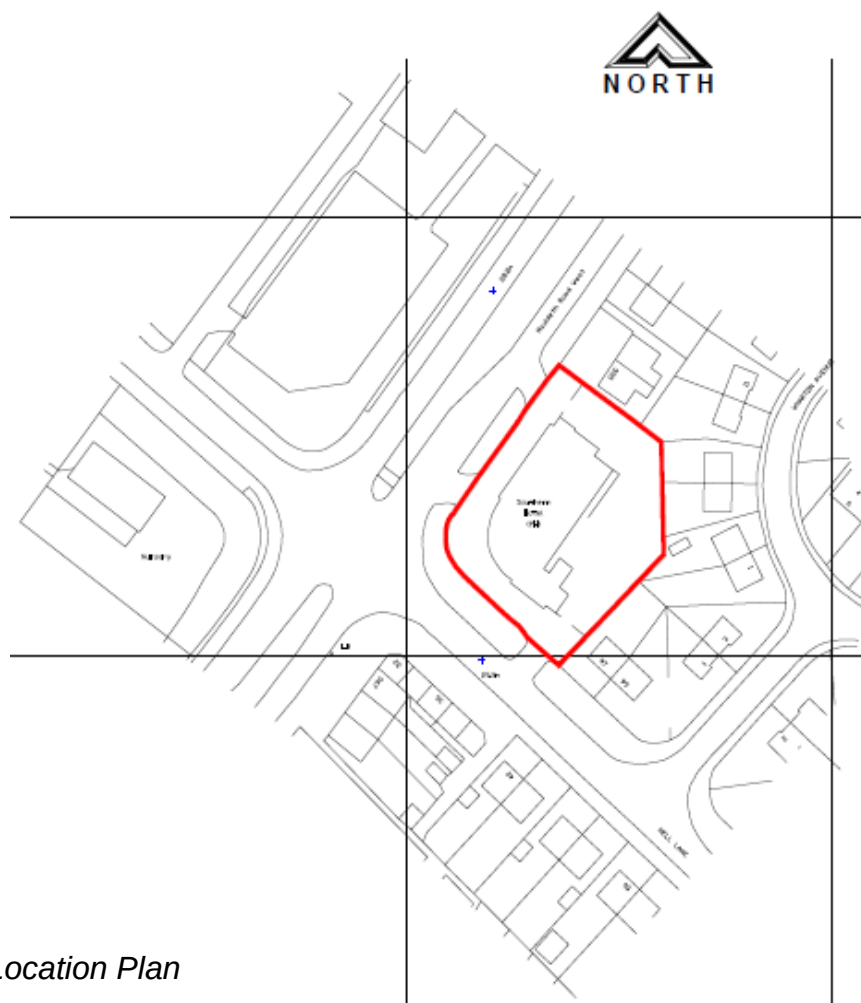


Fig 2.0 Location Plan



Neil Lane

3.0 Existing Building

3.1 History

The building was built in the 1920s by Swales Brewery, subsequently taken over by Boddingtons in 1971.



Fig 3.1 Aerial view of the fields around the Southern Hotel on Mauldeth Road West, by N. S. Robert, 1933 m72051, Courtesy of Manchester Libraries, Information and Archives, Manchester City Council

The building is a prominent landmark building that is highly visible on a busy thoroughfare while being a copy of historic architectural styles. It was last fully utilised over 10 years ago when it was operated as an Irish themed bar and nightclub on both ground and first floors. It had been serving the local area for over 90 years. These businesses failed and the brewery couldn't find a way of making the premises operate profitably so it was eventually sold to new owners who opened a restaurant.



Fig 3.2 Unsightly closed down public house with boarded windows (circa. 2012)
<http://pubcurmudgeon.blogspot.co.uk/2012/08/southern-discomfort.html>

After a fallow period the purchasers refurbished the ground floor and converted it to a restaurant and agreed a lease with a successful restaurateur. The leaser has now purchased the building and has continued to operate (Covid restrictions permitting) as a restaurant.



Fig 3.3 Present - Building Photographs

3.2 Existing Building Layout

The building has a basement which is currently used for storage in relation to the restaurant and building services supply. It has a beer drop hatch and access via two existing staircases.

On the ground floor is a restaurant furnished with seating, kitchen, bar and food preparation area to the rear. It has a separated area and access from Nell Road used as a classroom for private tuition.

Part of the first floor comprises the 4-bedroom owner's residential accommodation, with the remainder, which was formerly the nightclub with two main dance rooms, a function room with bars and toilets, being vacant and in a state of disrepair.

3.2 Existing Building Plans

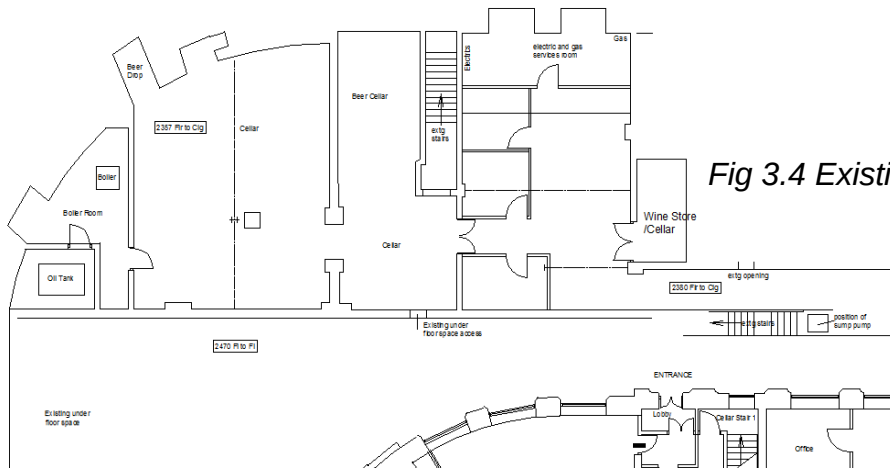


Fig 3.4 Existing Cellar Plan

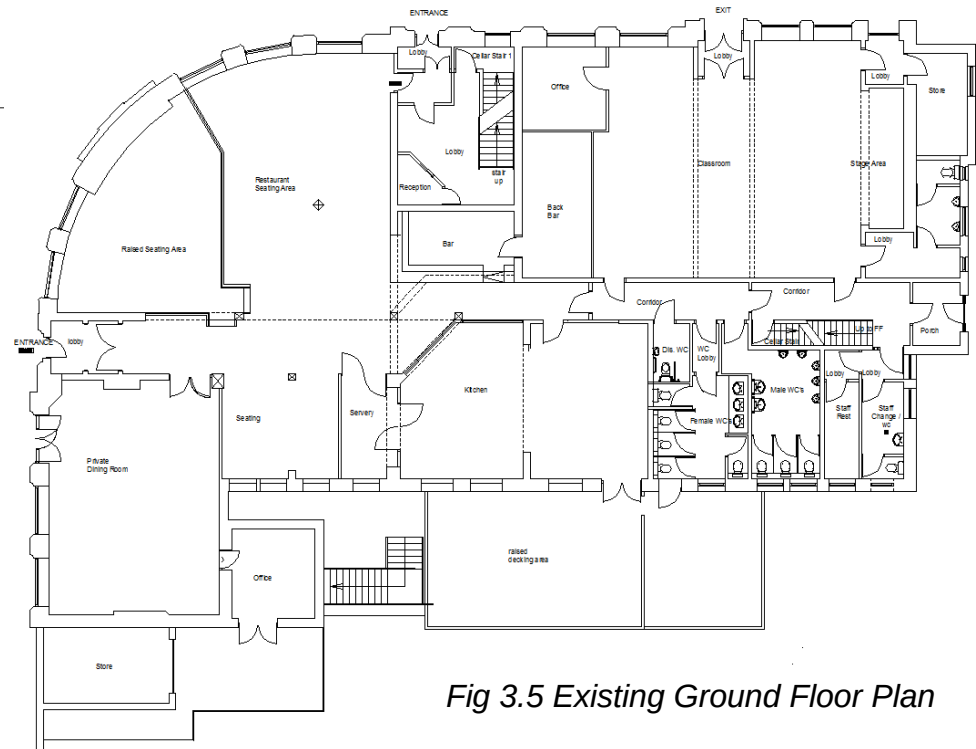


Fig 3.5 Existing Ground Floor Plan

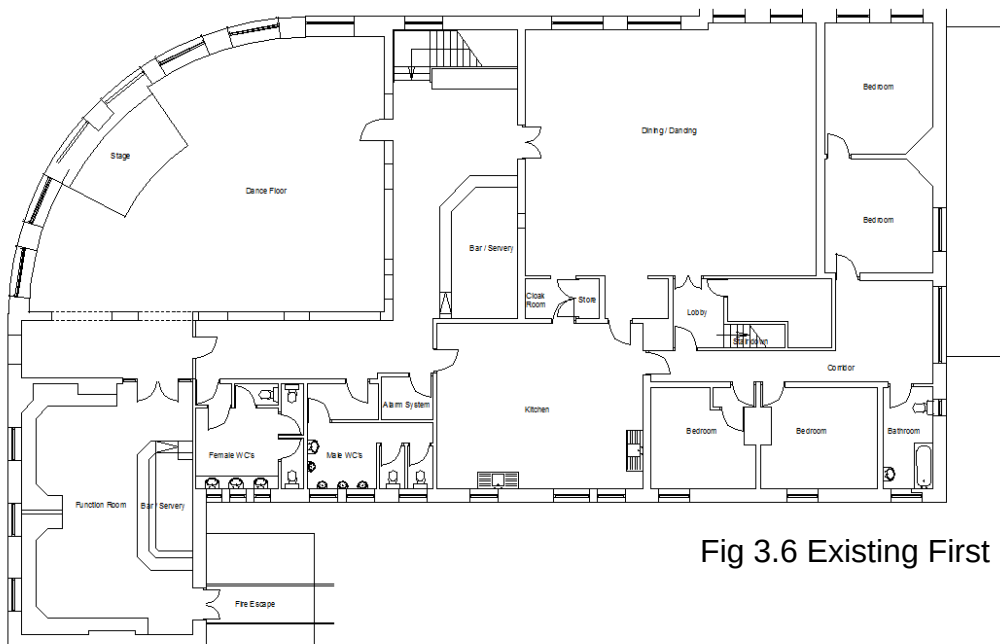


Fig 3.6 Existing First Floor Plan

3.6 Appearance and Facade

Frontage

The principal elevation of the existing building at ground floor is constructed of stonework with a plinth and regular featured recessed banding. Most of the windows have a quoined arched profile at ground floor with protruding feature keystone above. Some of the archways have been infilled with stonework surrounds to form smaller door openings and grey painted frame windows.



At first floor level the stonework is banded and flush stonework is then extends up to first floor cill level and finished with a cornice.

Above the cornice a mix of red brick and stonework is used including feature stone window surrounds.

Above first floor there is a frieze banding, cornices and stone parapet detail.

On Mauldeth Road West the entrance to the Training Centre has a different style of window treatment and was thought of as a later addition although the photo in the 1930s seems to suggest otherwise.



Fig 3.61 (Left) – Rear Separate entrance to Training School

Fig 3.62 (Right) – Existing False Balcony



At first floor a false balcony cantilevers above the entrance on intricate stone feature gallows matching the keystones of the adjacent windows on Nell Road. No safe access is viable from in the existing building.

At first floor the windows feature timber Georgian style vertical sliding sash windows with stone surrounds. Some of the windows have extract ventilators installed.

The curved pitched roof is slate and with a contrasting, red, profiled ridge, together with hipped ends and has 5 red-brick chimneys with pots.

The final chimney is located in the centre of the curved elevation of the building. This has decoratively been constructed with stone to give this building its landmark appearance at this busy junction.

Fig 3.63 (Left) – Central Feature Stonework

Rear Elevation Treatments



Fig 3.64 (Left) – Frieze Banding returned to rear

Fig 3.65 (Right) – Flat segmental arch to rear windows

To the rear the buildings are primarily redbrick. The stone banding, cornice and frieze at first floor level continues side elevations to the rear and the windows visible from Nell Road on the Side-Elevations pre-dominantly feature stone heads and cills. At ground floor the windows have been replaced with PVCu and the first floor they are timber frame sliding sash but don't feature the Georgian style transom and mullions present on the principle elevations. The windows to the rear yard mostly feature the flat segmental arches.



Fig 3.66 (Left) – Existing Rear Elevation

Fig 3.67 (Right) – Existing Side Elevation

Externally the building would benefit from cosmetic refurbishment which will be undertaken should a redevelopment be deemed appropriate. This will include maintenance stone cleaning and repairs, refurbishment of sliding-sash windows.

Existing Building Elevations

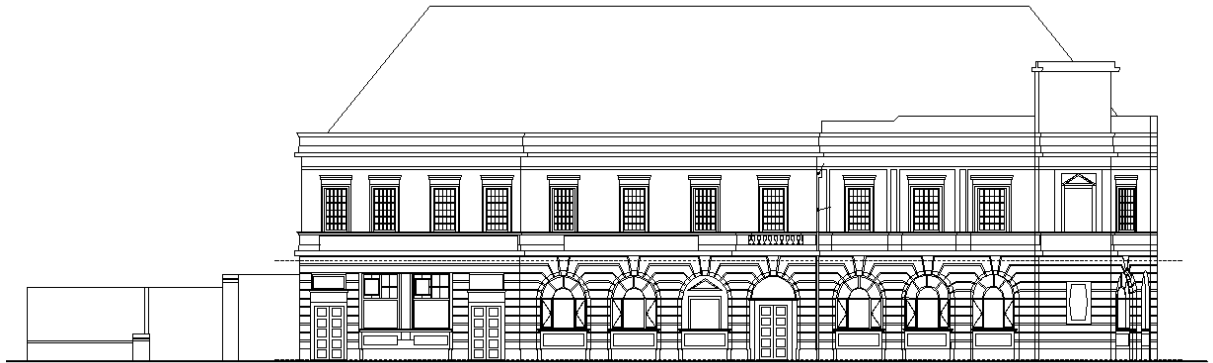


Fig 3.68 - Existing Elevation to Mauldeth Road West (North-West)

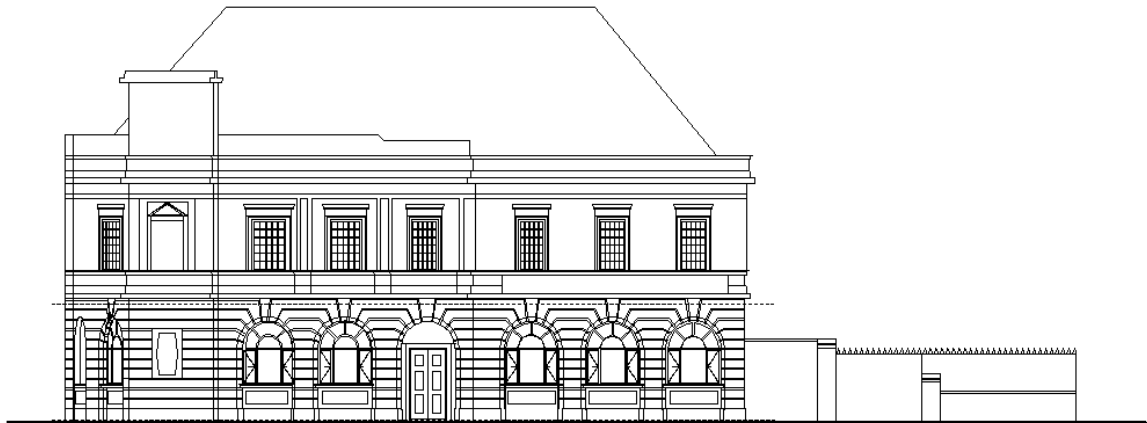


Fig 3.69 - Existing Elevation to Nell Lane (South-West)



Fig 3.70 - Existing Rear Elevation to Car Park (South-East)



Fig 3.71 - Existing Side Elevation (North-East)

4.0 Design proposals

4.1 Objectives

The proposals seeks to provide a luxury set of bespoke apartments with parking with good commuting links to Manchester, thus converting a currently partly used prominent building for sustainable use.

The proposal is to convert the redundant area of the first floor to 7 apartments together with adding a further storey to the building, also of 7 apartments. A total of 14 apartments. These apartments are a mix of studio – single-bedroom apartments and double bedroom apartments. The ground floor restaurant and classroom will remain and be fully separated from the upper residential uses via separate entrances and a new staircase to the north east elevation.

4.2 Design and Layout

This proposal would convert the existing first floor and new second floor to comprise of a mix of 1-bed and 2-bed apartments – 14 Total.

First Floor – 7 Apartments

- 1no Studio Apartment – 59m²
- 2no 1 bedroom Apartments – 52m² – 71m²
- 4no 2 bedroom Apartments 62m² – 72m²

Second Floor – 7 Apartments

- 1no Studio Apartment – 59m²
- 1no 1 bedroom Apartments - 52m²
- 5no 2 bedroom Apartments – 62m² – 73m².

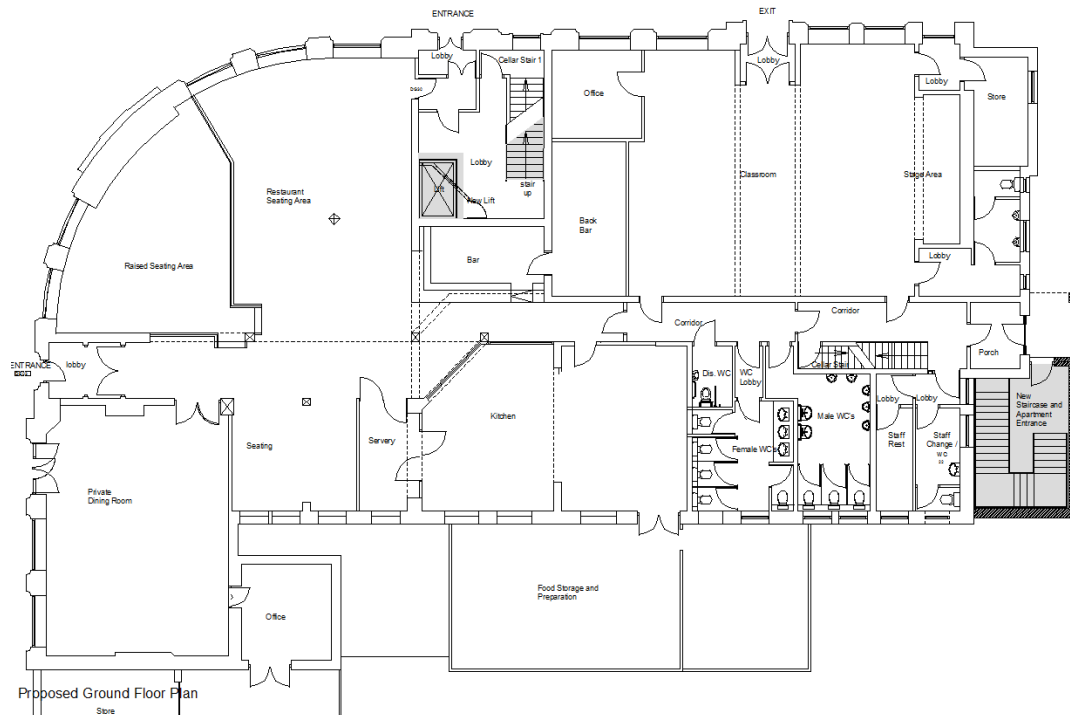


Fig 4.21 - Proposed Ground Floor Plan

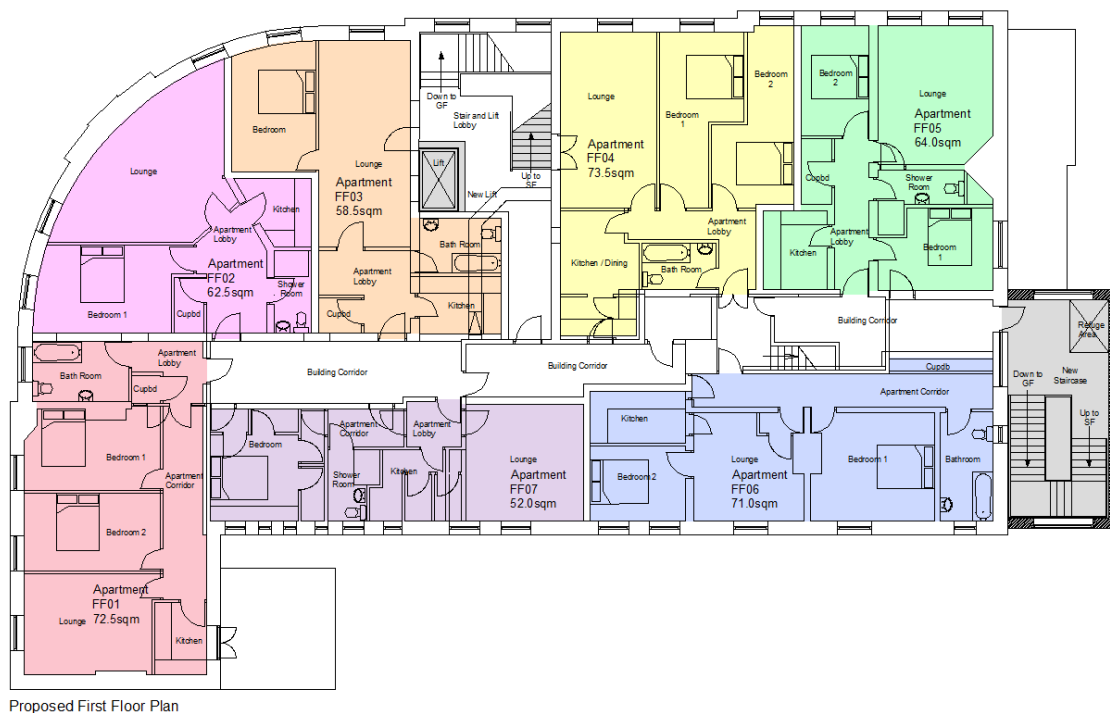


Fig 4.22 - Proposed First floor Plan

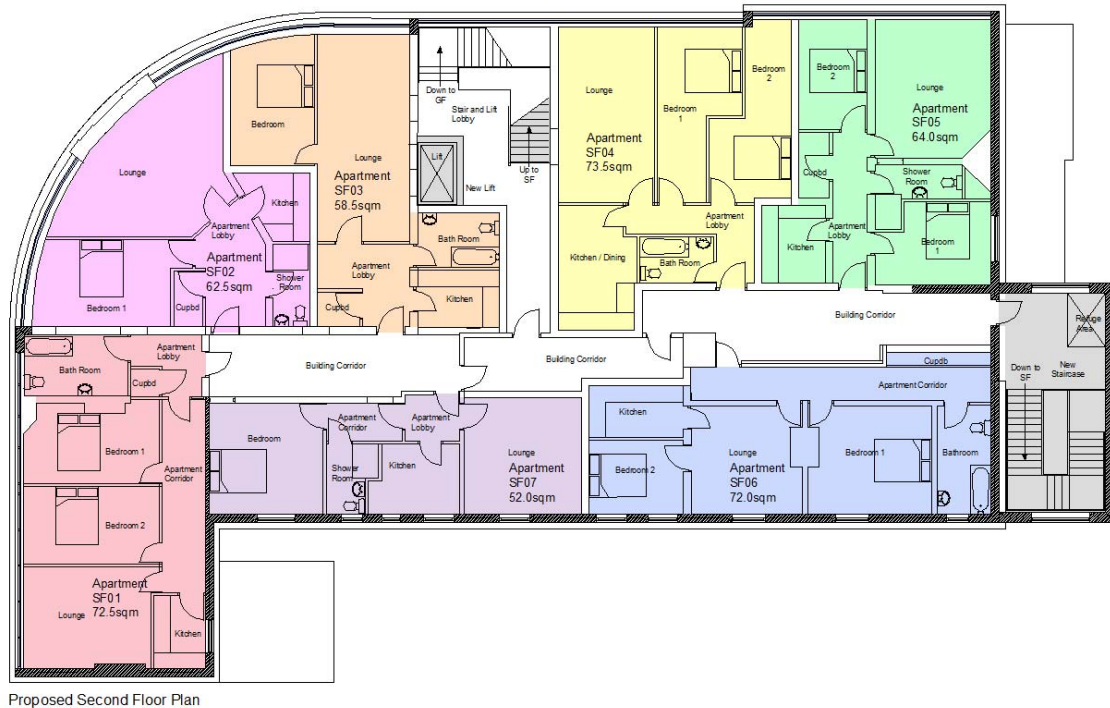


Fig 4.23 - Proposed Second Floor Plan

All apartments are designed to exceed minimum housing standards and are to take advantage of the long views out across Chorlton.

The proposed floor areas for the building are as follows:

Basement Floor	Retained as Existing Use for storage and services = 255m ²
Ground Floor	Retained as Existing Use = 676m ² [Restaurant = 458m ² Private Training Centre = 218m ²]
	Created from staircase = 21m ²
First Floor	Change of Use = 632m ² Created from staircase = 32m ²
Second Floor	Created from extension = 647m ²

4.3 Scale, Massing and material

The proposed architectural language will seek to mimic the existing scale, massing and materials while adding a lightweight uppermost storey.



Figure 4.31 – Photographic Impression Image at Junction of Nell Road with Mauldeth Road West

The prominent elevations will be constructed of powder-coated aluminium curtain walling with a mix of glazing panels for the apartment windows, and opaque grey panels. The proposed curtain walling system has been sized/designed with the owners preference for using solar glass panels where they could be used in the project to optimise the reduction in the buildings carbon footprint.

The much needed staircase to the side elevation will be constructed in similar brickwork to the existing side/rear walls and be subservient in appearance to have minimal impact on the adjacent properties.



Figure 4.32 – Photographic Impression Image of New Staircase and view along Nell Road.

To the rear and side elevations the brickwork will be extended similar to that of the floor below and the redundant fire escape staircase to the rear will be removed.



Figure 4.33 Proposed Rear Elevation

The current site will also undergo cleanup operations as part of the development to clean and remove existing graffiti, and its change of use will help to reduce the likelihood of it reoccurring.

4.4 Transport and Access

The property is served well with transport links and it is located only 3 miles from the City Centre of Manchester. Access to the property is widely available via metro rail, car, cycle and on foot.

Nearest Metro tram station (Barlow Moor Road): 0.25 miles on Nell Road

Nearest Bus Stop: Outside along Nell Road

Cycle routes: Both Nell Road and Mauldeth Road are cycle friendly routes and the Manchester Cycleway and Transpennine cycle route signposted on the junction outside.

The site is level and level access is easily achieved. As part of the proposals a new entrance staircase is to be built off Nell Road. This will provide the required extra access escape staircase and possibly include a disabled person safe refuge area.

4.5 Services and Schools

The property is conveniently located close to several primary and secondary schools and there are banks and shops including morrisons supermarket conveniently located in Chortlon-cum-Hardy less approximately 1 mile away. Opposite the building along Mauldeth Road are a few small shops including hairdressers and 0.25miles along Nell Road at the junction with A5145 Barlow Moor Road is a Post Office and a Coop food store.

Chorlton Park Primary School – 0.2 miles
Chorlton High School – 0.1 miles
Loreto High School – 0.1 miles
Children's Sure Start Centre – 0.1 miles

4.6 Parking

To the rear the unsightly ad-hoc storage containers to the rear yard and dilapidated garage will be removed/ demolished to provide a clear and unobstructed one-way route for cars to access onsite parking to the rear. The yard will also have allocated spaces for cycle storage and bin storage.

The rear yard has space for 1 parking space allocated to each apartment and 5 for the parking of restaurant staff vehicles with one space with an electric charging point for electric vehicles. The site also includes a disabled parking space which can be designated for those with mobility disabilities.

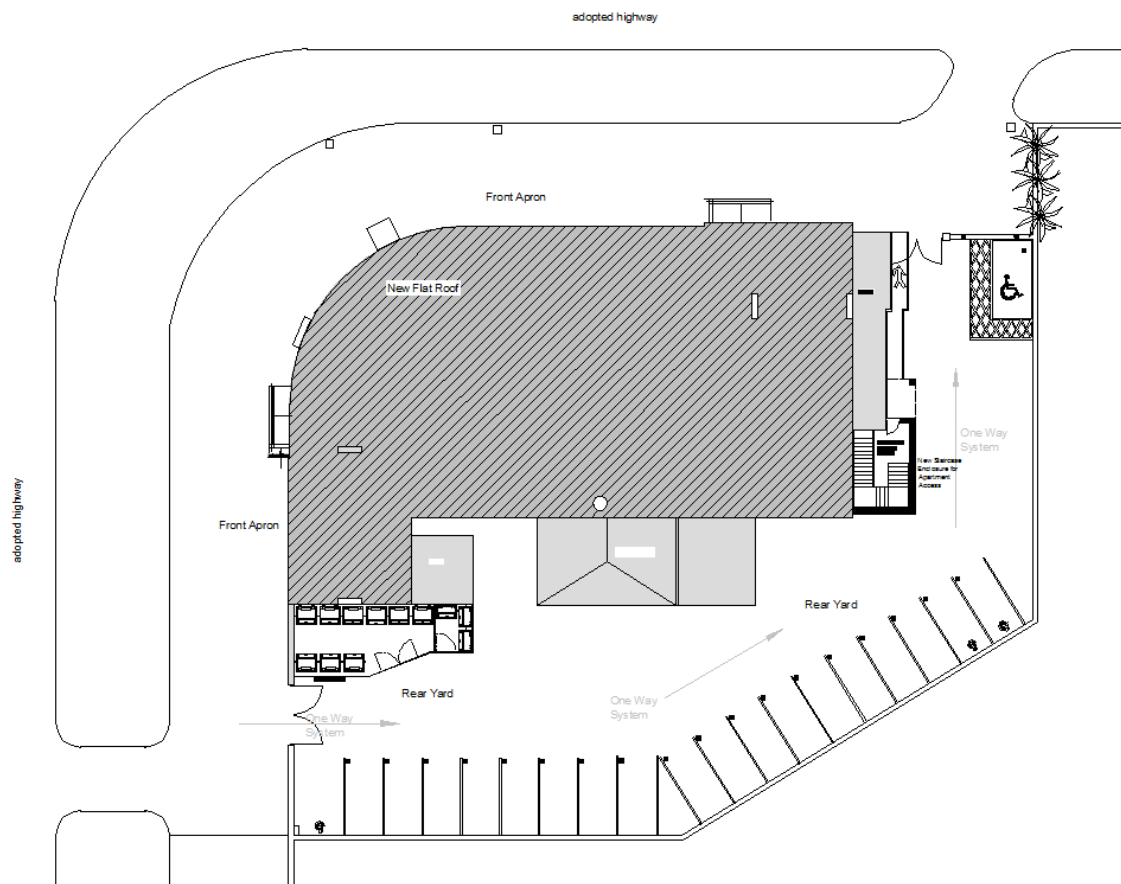


Fig 4.5 – Proposed Site Plan

4.7 Waste Management Plan

For each apartment (assumed that each apartment requires):

240ltr Refuse Bin
240ltr Cans/Plastic and Glass
240ltr Cardboard/Paper

14 no. Apartments require $14 \times 240 =$ approx 3300ltrs of each bin type which is equivalent to 3 no. 1100ltr Eurobins. i.e. a total of 9 bins are required.

4.8 Crime Impact Study

We have reviewed the proposals in line with the Secured By Design standards and have noted the key points below:-

- No concealed spaces have been created. The current concealed spaces are created by the existing redundant storage containers to the rear are to be removed and gates. These are to be opened up to provide access for parking and entrance to the apartments. All of the lockable apartment doors open into the internal corridor which will be served by a communal entrance secured with a keycode or electronic lock. The staircases have open sides and are only accessible to residents.
- This building is very much a heritage building, the existing ground floor windows and doors are being retained. The first floor windows are to be retained and refurbished. Any new windows or new glazing can be in toughened glass, and mainly above ground level.
- Secure letter boxes will be provided next to the main entrance door in the lobby.
- Lighting. Existing adequate lighting is provided to the front elevation and additional lighting will be provided both internally and externally to the rear, with the external lighting scheme yet to be determined.
- All locks to apartment doors will comply with PAS24 requirements.
- Intercom facilities / CCTV of the communal areas are all feasible.
- Security alarms will be provided on a flat by flat basis if required.

5.0 Conclusion

We believe the proposed development will positively impact both the surroundings and the local community in Chorlton-cum-Hardy. It will enhance and conserve the building while providing a highly accessible desirable location to live.

There are shortages of properties available in the area with only new properties available to buy within 0.25miles of the proposed development Source: 'Rightmove' website search carried out on 09/01/2022.