

**DESIGN AND ACCESS STATEMENT
IN SUPPORT OF
DETAILED PLANNING APPROVAL
FOR
REDEVELOPMENT OF
THE BURHAN CENTRE SITE
LONGSIGHT M13 0GX
FOR
MR AZHAR WAHEED
FEB 2022**





FRONT VIEW FROM NORTH ON BERESFORD ROAD



EXISTING FRONTAGE TO BERESFORD ROAD

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1.0 INTRODUCTION

AERIAL VIEW

This document is prepared in support of a Full Planning Application, for the comprehensive redevelopment of the Burhan Centre site on Beresford Road. The site is currently occupied by various businesses and uses including a fruit and veg market unit, a high end clothing store, an online pharmacy and two community interest companies, one of which, Woman's Voices, works closely with MCC to help ethnic minority and disadvantaged women in the area.

The applicant owns the site and has been part of the local community for over 20 years. He now wishes to extend and develop the site to improve the visual amenity and inclusive access of the retail units and to introduce a new reception and lift access to the upper levels. Along with this the proposal includes the development of two new family dwellings to a disused garage area of the site and the upgrading of parking provision and boundary treatments.

The following statement outlines the physical and social context of the site, accessibility and environmental issues, the consultation process and how these things have affected the design principles adopted for the development .



LOCATION PLAN



2.0 CONTEXT APPRAISAL

2.1 PHYSICAL CONTEXT

The site covers 1753m² and is roughly rectangular shaped. It occupies a whole block of Beresford street frontage between Duncan Rd in the North and Farrer Rd in the south. Once a stand alone large community public house and hotel it is now a mixed use development with many of the original features covered by adhoc canopies and extensions to the ground floor retail areas.

The building has two main stories with additional space in the dormered roof area. It was constructed of facing brick and faience cladding, in the early 1930s, and has been little changed externally on the upper levels. Shop front-ages at ground level have obscured the original faience main entrance bays and they are currently in a poor state of repair. To repair them would require them to be dismantled and rebuilt, which is cost prohibitive.

To the rear of the site is a service yard enclosed by 2m high brick boundary walls and a single storey brick multi spaces garage. The garages are unused at the moment and somewhat dilapidated. Adjacent to the service yard are the rear gardens of the two storey semi detached 1930s houses which front onto Duncan and Farrer roads. To the north and south of the site along Beresford road are parades of terraced shops which date back to the 30's. Opposite on Beresford road are two storey 1930's semis.

The external areas of the site are generally tarmac and used for parking, both staff and visitor. There are several vehicle access points from Beresford, Duncan and Farrer roads, and the site boundaries are enclosed by metal railings and gates on these three sides.

Beresford Rd is a secondary retail street serving the local mainly residential area. It is centred equidistant from Rusholme, Longsight and Levenshulme district centres, but is well used and has high tenancy rates. There are newer residential and cultural developments in the immediate area including a large Mosque and cultural centre two blocks south. These contribute to a generally improving public realm and building quality in the area.

The proposed redevelopment of the Burhan Centre site seeks to build on these improvements to the area and enhance the public realm and visual appearance of this once imposing property.



1930's VIEW FROM BERESFORD ROAD



CURRENT VIEW FROM SOUTH ON BERESFORD

2.0 CONTEXT APPRAISAL

2.3 PLANNING POLICY

The site sits in the Central Manchester Regeneration area and contributes to two of the principle priorities of the Core Strategy by increasing investment in and revitalization of retail/employment units on Beresford Road and improving the spatial character and sense of place in the area.

The scheme contributes to the principles of development outlined in **SP1 of The Manchester Core Strategy 2012-2027**

Policy C6 of the Strategy encourages the retention of diverse retail within the district and local centres, which this redevelopment will support.

Policy H6 of the Strategy gives priority to family housing residential development in this area. This redevelopment provides two new 3/4 bed family properties .

Policy EN1 encourages the reinforcement of a sense of place and local character, by good high quality urban design. The new proposal will enhance the scale and form of the existing building, and provide new boundary treatments, strengthening and improving the street scene on Beresford, Duncan and Farrier Roads.

Policy DM1 calls for good design, low environmental impact, high energy efficiency, good security and access, with good internal accommodation and amenity. The proposals seek to achieve these standards and exceed where possible. The new houses are sized to comply with National House building Space Standards, have internal storage areas, gardens and balconies with views.

The remodel and extensions to the main building will allow greater accessibility to all areas of the building by installing an internal lift to all levels and access ramps to the principal entrances. A new disabled toilet facility is also proposed along with disabled parking bays close to the entrances. These are facilities particularly needed by the two community interest companies that use the first floor of the building. Womans Voices being one particularly in need of more inclusive accessibility as they currently have to rent separate accommodation elsewhere to accommodate disable users.



CENTRAL MANCHESTER REGENERATION AREA



ENHANCED PUBLIC REALM and ACCESSIBILITY

3.0 DESIGN DEVELOPMENT

3.1 DESIGN CONTEXT & SCALE

The character of the surrounding properties is of 2 storey residential semis and retail terraces. The existing building is incongruous to the street scene and has always been a feature property in the area set back from the road in its own grounds. The front extension will bring the active frontage more inline with the neighbouring retail terrace and strengthen the street frontage.

Whilst Beresford is the main retail frontage, Duncan Road has an active frontage providing vehicular & pedestrian access to visitor car parking and the upper level facilities reception area. The vehicular access on Farrer road will be used for staff and servicing only.

The existing site has little quality external space and relationship with the surrounding pedestrian areas and the aim of the new development is to open up the frontage of the building by removing the railings and the semi permanent canopy/ sales area to create new access ramps and planting areas, widening the footpath to Beresford road and possibly creating a parking lay-by on the current pavement (which is often covered with parked vehicles).

The parking and service areas will be kept enclosed with railings and gates clearly defining private and public areas.

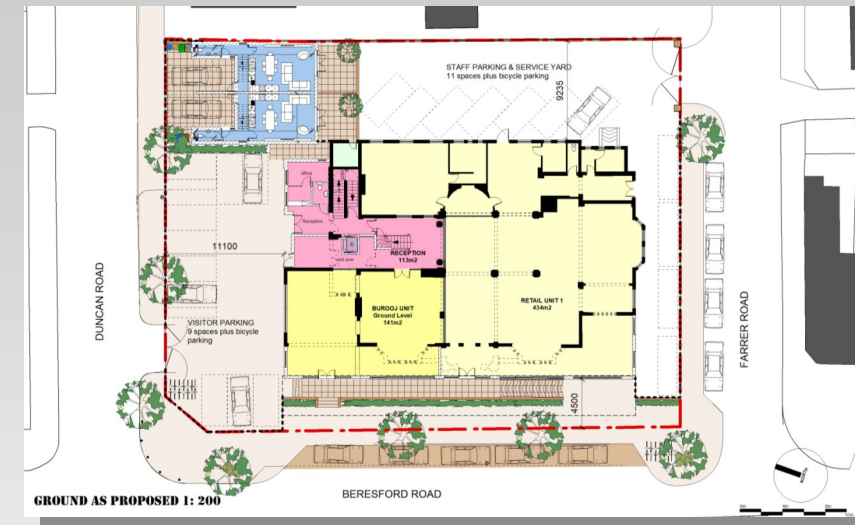
The two new houses will continue the street frontage of Duncan road and transition in scale between the lower semis and the large scale Burhan centre. The houses also break the link between the service areas and the public parking, increasing legibility and security.

3.2 AMOUNT & LAYOUT

The retail area extension to the front of the building creates a modest net gain of 54m² of Class E space at ground floor but more importantly removes the unsightly front retail extension.

The Duncan road side extension adds around 35m² of Class E reception area and much needed disabled access facilities including a lift to all floors and disabled WC facilities at reception.

The new dwellings are 2no. 2.5 storey 4 bed 6 person houses of 113m² conforming to MCC and National space standards



PROPOSED PLAN

STREET FRONTAGE



3.0 DESIGN DEVELOPMENT

3.4 LANDSCAPE

The existing site is hard landscaped tarmac and concrete kerbing, with no soft planting. New block pavior or similar will be introduced to delineate the pedestrian areas. On the street frontage adjacent to the new ramps and steps there is the opportunity to introduce an area of soft landscaping and specimen trees, to soften the street scene and bring some greenery to the area. The new houses will have rear gardens and balconies providing additional areas for private planting screening views into the service yard area.

3.5 APPEARANCE

The elevational materials proposed have been chosen to match the existing building. Facing brick walls, Upvc fascia and eaves detail with aluminium guttering and downpipes, Grey slate effect interlocking tiles to roof. New double glazed thermally and acoustically efficient windows and doors, for the houses. The main building extensions will incorporate modern shop front glazing with large overhanging flat roof area, but retaining the scale and proportions of the main building and incorporating features such as corner brickwork detail and fenestration style to the none retail windows.

3.6 ENVIRONMENTAL STRATEGY

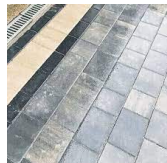
The new development will seek to achieve and exceed where practical the current standards of thermal insulation and air tightness. The new properties will achieve level 6 Code for Sustainable homes or better and materials have been chosen for their longevity of life and their minimal environmental impact.



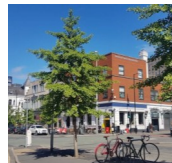
Eternit Thrutone
Fibre slate



Aluminium box
gutters



street paving



Tree planting
and cycle stands



PROPOSED FRONTAGE

PROPOSED ELEVATIONS



ELEVATION TO DUNCAN ROAD (NORTH) AS PROPOSED 1: 200



ELEVATION TO BERESFORD RD (WEST) AS PROPOSED 1: 200

4.0 ACCESS

4.1 TRANSPORT LINKS

The development area is not well served by bus routes or other public transport. It is a level 5 Greater Manchester accessibility area. This means that for anything other than local services, people will visit by car. For this reason as much parking on site as possible has been provided and the houses have off-road parking. However there is also ample street parking in the immediate vicinity, and these proposals seek to enhance and formalise these spaces to try and stop the adhoc uncontrolled parking that now occurs in the surrounding streets.

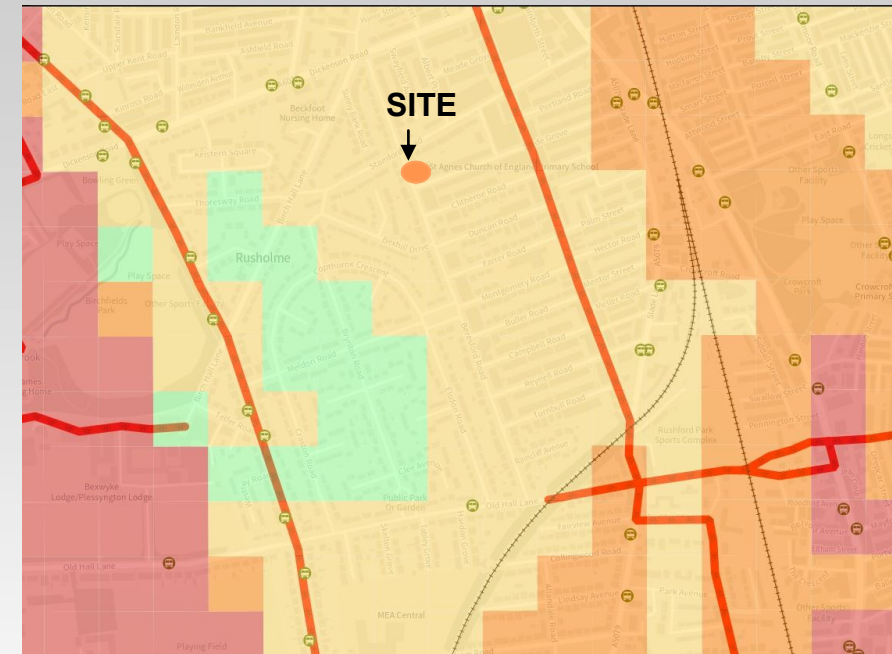
There is a TfGM cycle route nearby on Hamilton Road and the provision of 20 cycle stands in the new scheme will encourage further use of cycle access.

4.2 PARKING

There will technically be a loss of 3 parking spaces on the site, but these were underused and difficult to access at the front of the building. The new on street parking layby will allow for up to 5 spaces on Beresford Road and further 4 more on Farrer Road.(subject to discussions with highways)

There will be 22 accessible spaces within the site, 9 for visitors and 11 for staff plus 2 for the houses. Two of the visitor parking spaces will be for disabled.

Unrestricted Adhoc
street parking



TRANSPORT NETWORK

- ✓ Bus routes ①
- ✓ Cycle Network (Sustrans) ①
- ✓ Cycle Network (TfGM) ①
- ✓ Cycle hubs (TfGM) ①
- HS2 2016 Consultation route ①
- HS2 2013 Consultation proposed depots ①
- HS2 2013 Consultation proposed route ①
- HS2 2013 Consultation proposed stations ①
- ✓ Metrolink stops ①
- Metrolink lines ①



New cycle stands in
street and parking areas

4.3 INCLUSIVE ACCESS

The new houses will comply with Part M4(1) - Category 1 Visitable dwellings of the Building Regs2010 (updated to 2016) as a minimum.

The expanded Retail and office space Class E will have new access ramps and lift facility to enable accessibility of the whole building.

Approach routes to the entrances are flat or Part M compliant ramps and steps with easy car drop off on Beresford road for visitors.

5.0 CONSULTATIONS

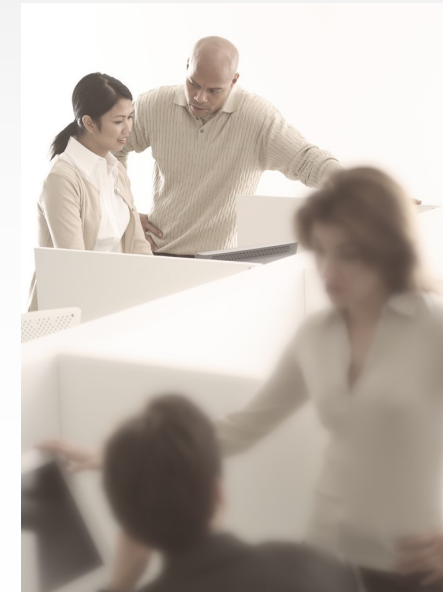
Informal consultation with customers of the shops has been carried out by the applicant but no formal public consultation has been made. Consultation with the tenants particularly Woman's Voices has identified the urgent need for the improvements to accessibility and the desire for a more attractive and welcoming street frontage is welcomed by all in the area.

Discussions with Manchester City Council Planners have been ongoing over the past few years with the latest proposals being based on comments from Sue Wills in October 2021.

The front extension has been reduced in scale and extent since the original proposals and the redevelopment of the old garage area has been restricted to residential only rather than mixed retail and residential. Removal of the unsightly existing front extension and improvements to the streetscape have been encouraged.



ACCESS RAMPS & LIFT



6.0 WASTE MANAGEMENT STRATEGY

6.1 NUMBER OF BINS

There are two 1100L general waste containers for the shops plus 1 each 1100L waste containers for recycled items (cardboard and Paper and Other mixed recyclables) The shop & office refuse is taken away by a private contractor.

Each house will have 4 x140L bins 1 for General refuse, 1no. for Paper, and 1no. for mixed recyclables plus a 140L bin for food/garden waste. To be collected by MCC

6.2 BINS STORAGE AREA

See plan adjacent—The area is well ventilated and easily cleaned down, with lockable access gates opening onto Farrer Rd. Bins can be easily wheeled to the existing collection layby on Farrer Rd.

6.3 BIN COLLECTION ARRANGEMENTS

The retail& office units have arrangements with a private refuse removal firm to remove food and packaging waste as and when requested.

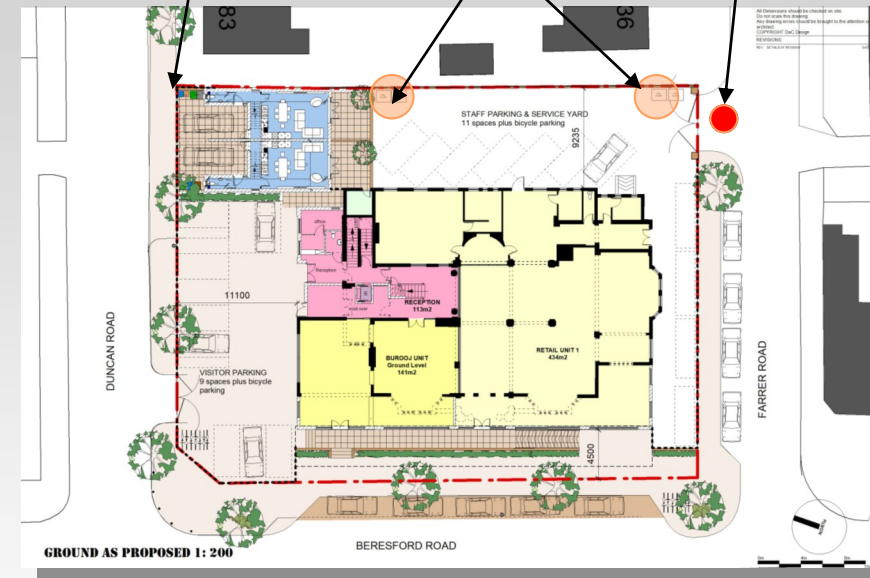
The house refuse will be taken by MCC Refuse department. As per normal collection days for the area. It will be the residents responsibility to ensure the bins are on Duncan Rd on collection day, and returned to the secure storage area when emptied.

Large transit vans up to 6m lengths can load / unload within the proposed service area, as currently happens, without disrupting traffic on Farrer Rd. Larger service vehicles such as refuse lorries will park and load on Farrer Rd, again as currently done.

A Manchester CC Waste Management Strategy Pro Forma—has been completed and issued with the Planning Application

Residential bins as per MCC requirements

Commercial binstore refuse areas & Pick up spot



PROPOSED SERVICE AREA PLAN