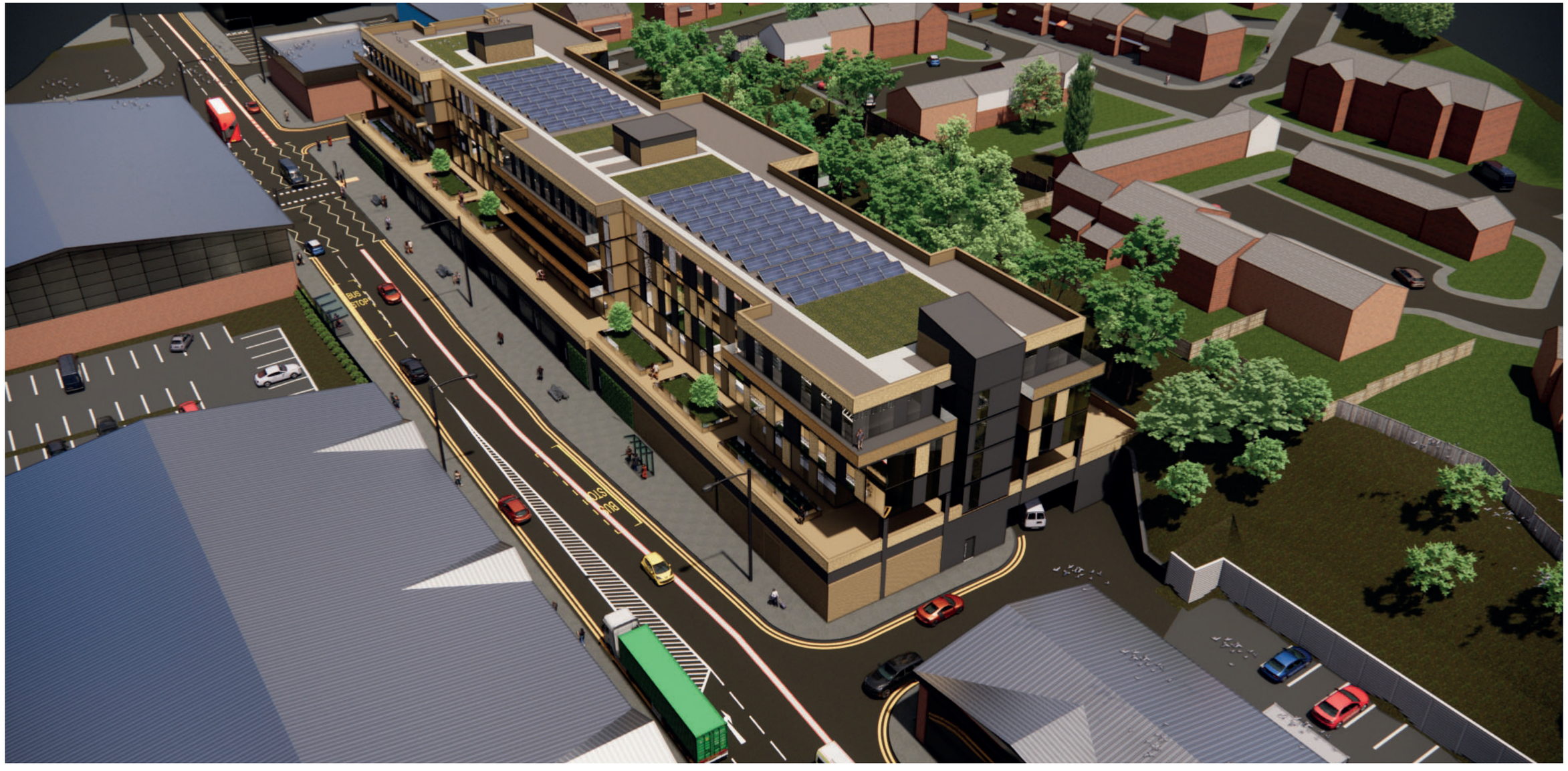
DESIGN & ACCESS STATEMENT

Proposed Development at Junction of Fairy Lane and Bury New Road, Manchester



RIBA
Chartered Practice

THAA
ARCHITECTS

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INTRODUCTION

1.1. Introduction

THAA has prepared this Design and Access Statement on behalf of BOI Trading Company Ltd in support of a resubmission of an outline planning application for the development of a new mixed use building (retail units plus residential apartments) on a disused site to the south of the junction of Fairy Lane and Bury New Road, Manchester.

The design proposals include:

- a widened vehicular access junction
- pedestrian/cycle access to the site
- customer/residential car parking
- landscaping
- residential podium level at first floor

This statement shall consider the site, the local context in which the site sits as well as any physical constraints placed upon the site.

This statement will outline how the design proposals relate and respond to these criteria.

Relevant supporting documents/reports should be read in conjunction with this statement as part of the outline planning application.

Bradley Hall Planning and Design have provided a Planning Statement which covers planning policy relevant to this application.

2.0 OVERVIEW OF PROPOSED DEVELOPMENT AND USE

The application necessitates significant redevelopment of a derelict brownfield site to deliver a new building to be used for retail and residential with a contemporary and dynamic aesthetic.

The structure will be supported by a ground level undercroft car park with vehicle manoeuvring service area, as well as perimeter hard and soft landscaping.

Vehicular access will be via Bury New Road with a modified junction, that currently serves a terrace of retail units (106 - 124 Manchester Road). The main pedestrian access to the building will be on Bury New Road with an alternative residents' only access off Fairy Lane.

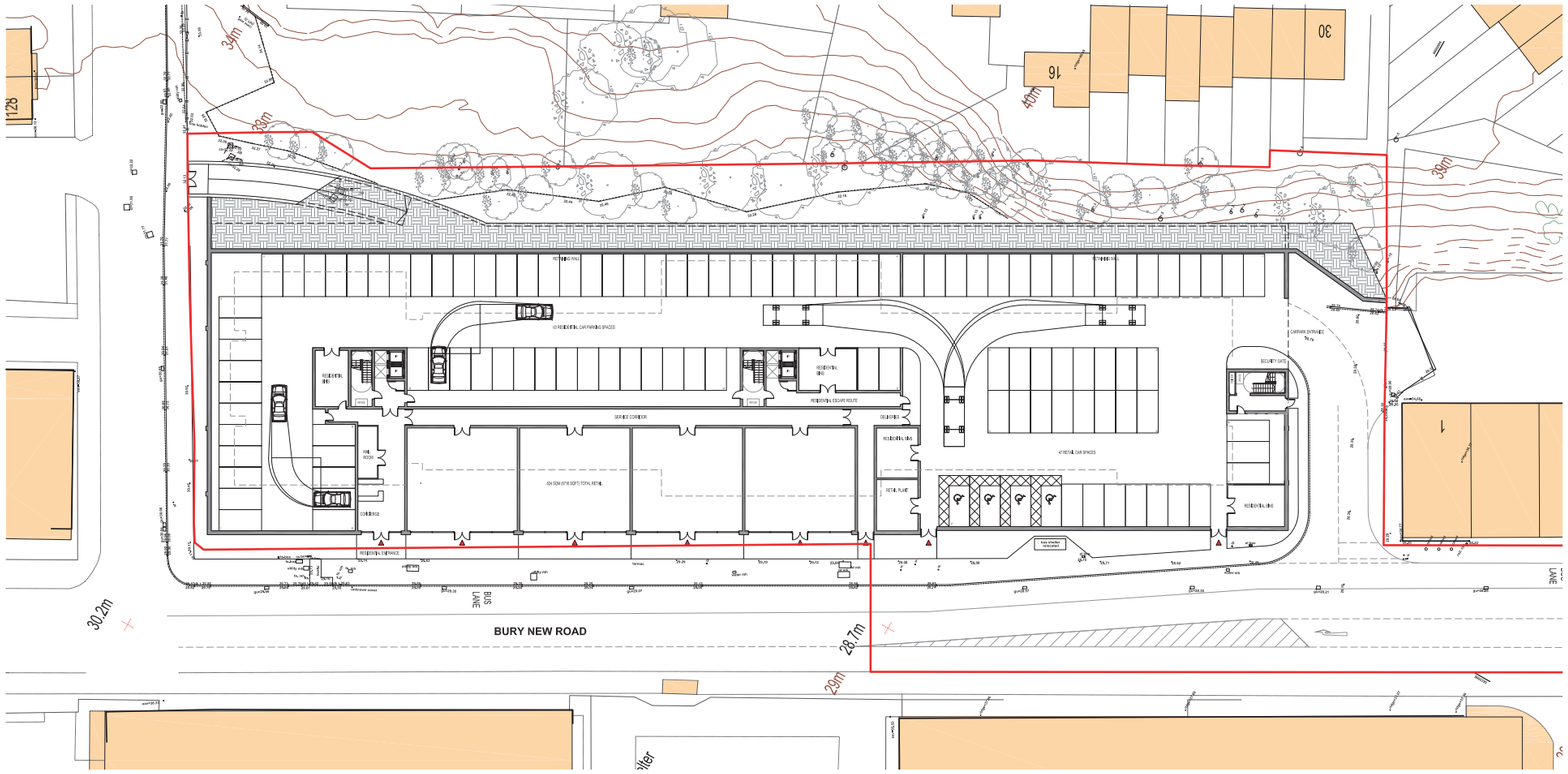
The building is designed over 5 storeys; the ground floor which will provide parking and retail premises as well as 4 residential floors. The number of storeys, and their function determines the buildings overall height, in accordance with the planning feedback from the previous submission to reduce the building height by one floor.

Circa 624sqm/6716sqft of single storey retail units is provided at street level fronting Bury New Road with the residential element consisting of a total of 136 apartments.The living accommodation is to be comprised of 1 bed and 2 bed units of varying sizes.

The proposed building footprint is largely dictated by the site proportions and adopted sewers that run along the rear eastern boundary. Hard and soft landscaping is proposed to the curtilage of the site together with a residents' landscaped podium above the retail and undercroft car park.

The scheme offers a total of 110 car parking bays inclusive of four accessible bays together with a provision for cycle storage on each of the residential floors. Ancillary spaces, plant, refuse, safe cycle storage and apartment reception is illustrated within the layout of the new building.

The design approach that was adopted will achieve a safe and accessible environment for residents and guests, as well as following a sustainable approach to construction, use and end of life of the building.



PROPOSED SITE PLAN

3.0 SITE ANALYSIS

3.1 Site Location and General Context

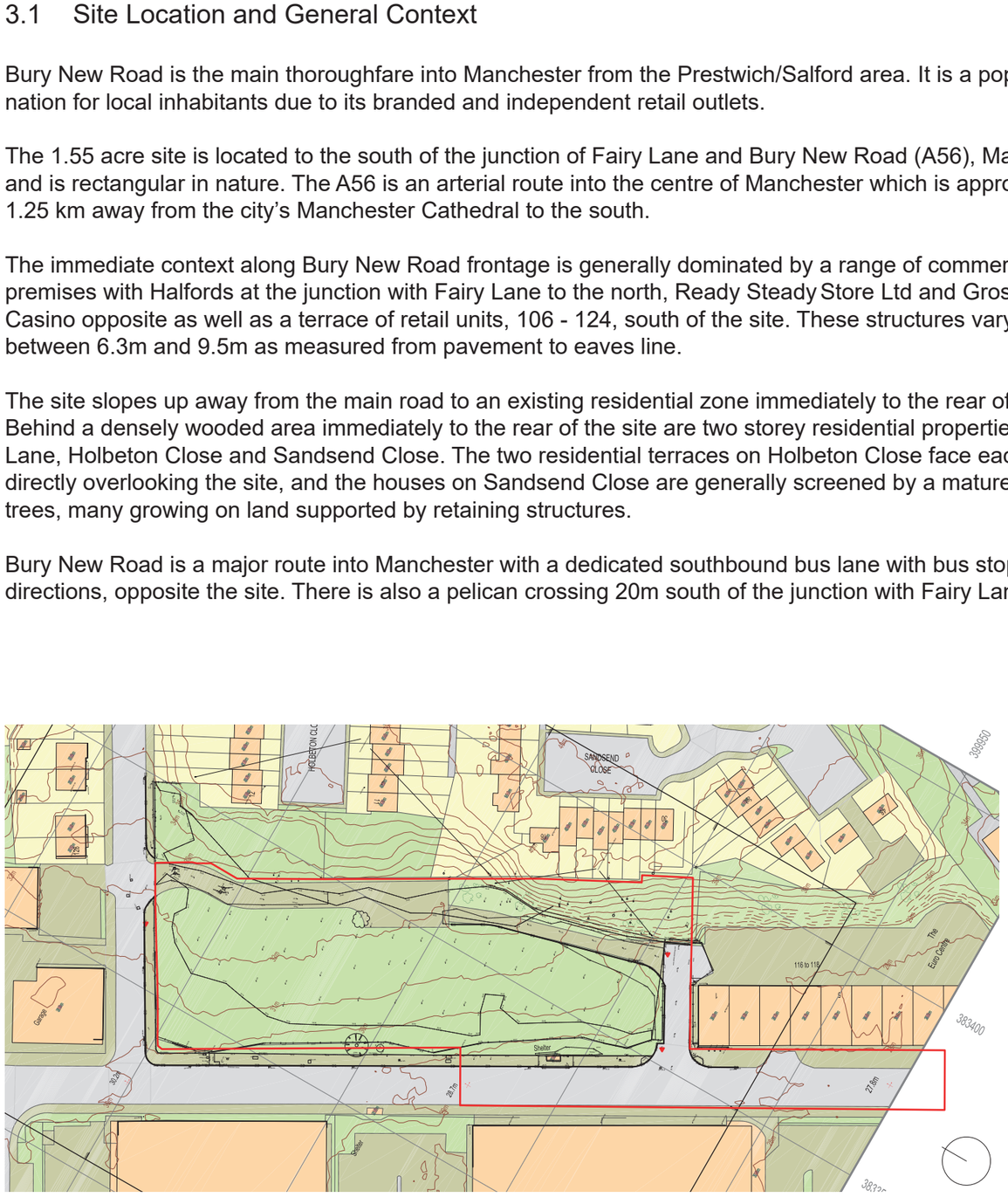
Bury New Road is the main thoroughfare into Manchester from the Prestwich/Salford area. It is a popular destination for local inhabitants due to its branded and independent retail outlets.

The 1.55 acre site is located to the south of the junction of Fairy Lane and Bury New Road (A56), Manchester, and is rectangular in nature. The A56 is an arterial route into the centre of Manchester which is approximately 1.25 km away from the city's Manchester Cathedral to the south.

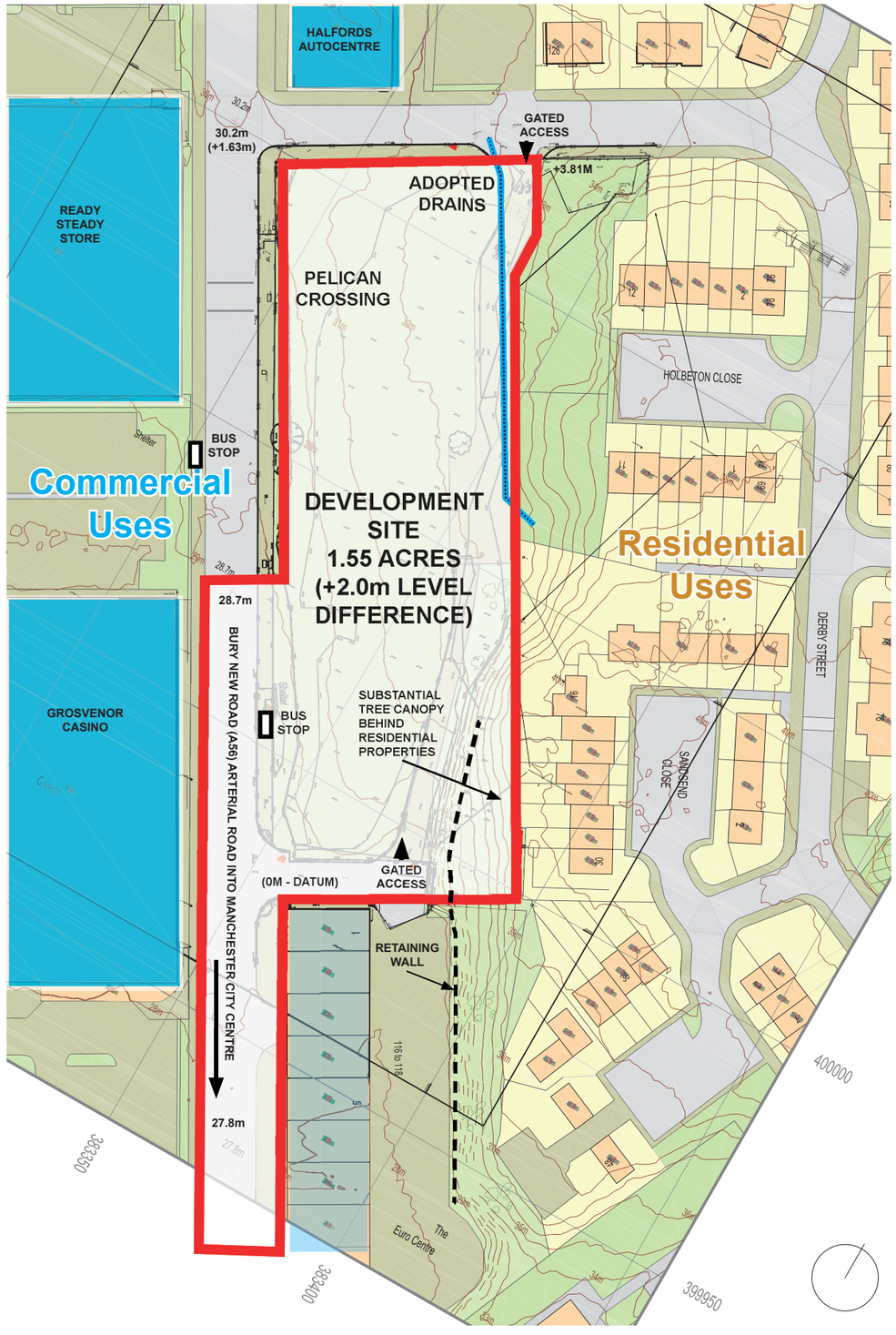
The immediate context along Bury New Road frontage is generally dominated by a range of commercial premises with Halfords at the junction with Fairy Lane to the north, Ready Steady Store Ltd and Grosvenor Casino opposite as well as a terrace of retail units, 106 - 124, south of the site. These structures vary in height between 6.3m and 9.5m as measured from pavement to eaves line.

The site slopes up away from the main road to an existing residential zone immediately to the rear of the site. Behind a densely wooded area immediately to the rear of the site are two storey residential properties on Fairy Lane, Holbeton Close and Sandsend Close. The two residential terraces on Holbeton Close face each other, not directly overlooking the site, and the houses on Sandsend Close are generally screened by a mature group of trees, many growing on land supported by retaining structures.

Bury New Road is a major route into Manchester with a dedicated southbound bus lane with bus stops in both directions, opposite the site. There is also a pelican crossing 20m south of the junction with Fairy Lane.



EXISTING SITE PLAN



3.2 Site Description

The secure site is generally rectangular in proportion with a 130m frontage facing Bury New Road. The site historically has been cleared of terraced houses from the early 1900s and is now overgrown with shrub and semi mature trees. The site is elevated from the road but generally level with some unevenness.

There is a 3.4m change in level from the western boundary on Bury New Road sloping up to the eastern site edge, and a 3.8m change in level from north to south downslope across the site. The southern area of the site is a predominantly level area, with a steeply rising escarpment to the east that is held in place by a concrete retaining wall on top of which is Sandsend Close.

Two gated access points are available onto the site, Fairy Lane and Bury New Road with a shared access serving the retail units to the south.

Along the rear boundary there is a significant tree canopy that screens the neighbouring residents from the site. There are also several timber fences and concrete barriers in various states of repair that are positioned immediately to the west of Sandsend and Holbeton Close.



EXISTING SECTION AA



EXISTING SECTION BB

3.3 Below Ground Services

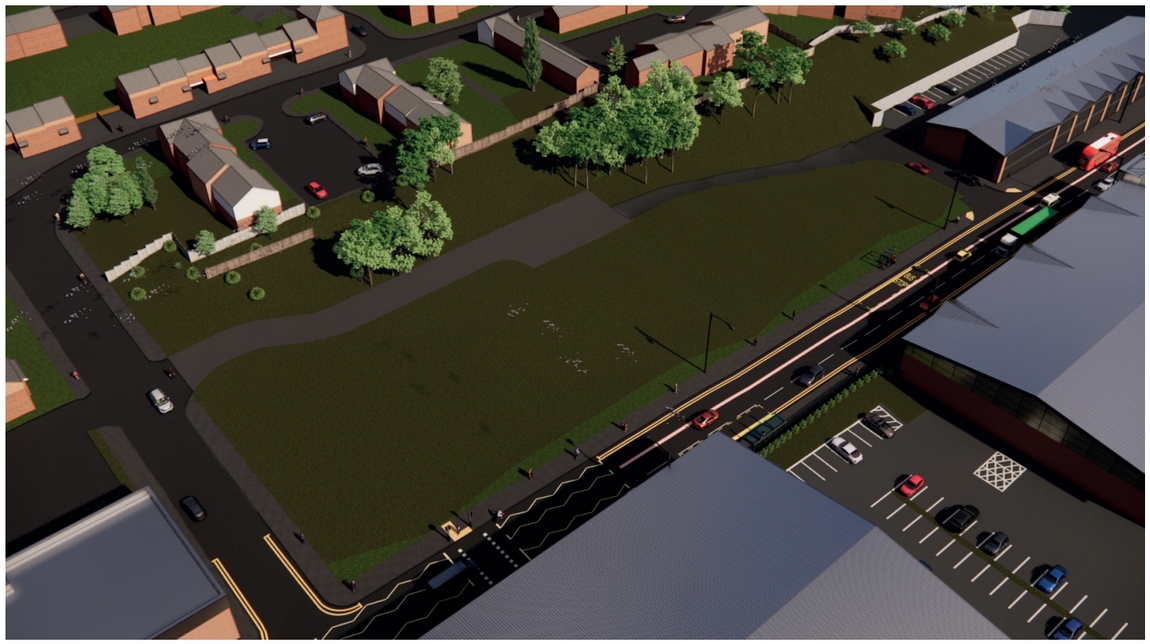
Along the rear boundary of the site is a pair of adopted foul and surface water drains, running parallel to the boundary that connects to drainage in Fairy Lane with assumed easement widths of 6m. No other buried services are present.

3.4 Existing Site Levels

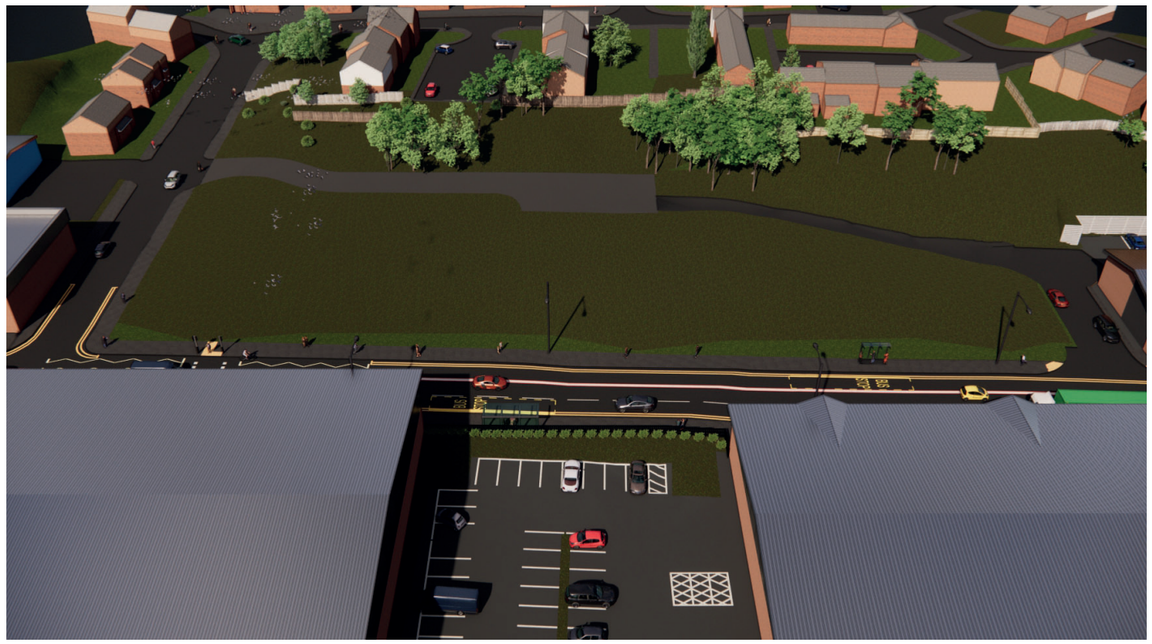
Prior to the outline application, a topographical survey was commissioned to ascertain levels and contour information across the site and its boundaries, including heights of eaves and ridge lines of surrounding buildings.

Bury New Road rises to the north approximately 1.6m along the length of the development site. Fairy Lane continues to rise above the site. The land rises to Holbeton Close with a retaining wall, starting at 2m high and increases above 3m and higher to the rear gardens of Sandsend Close.

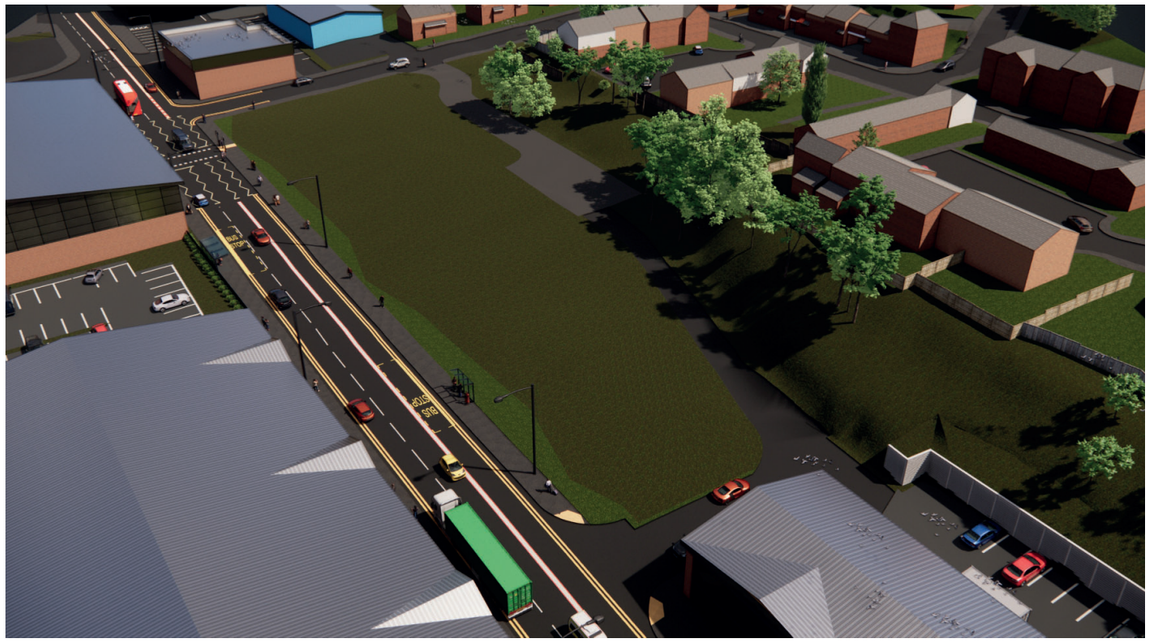
4.0 SITE IMAGES



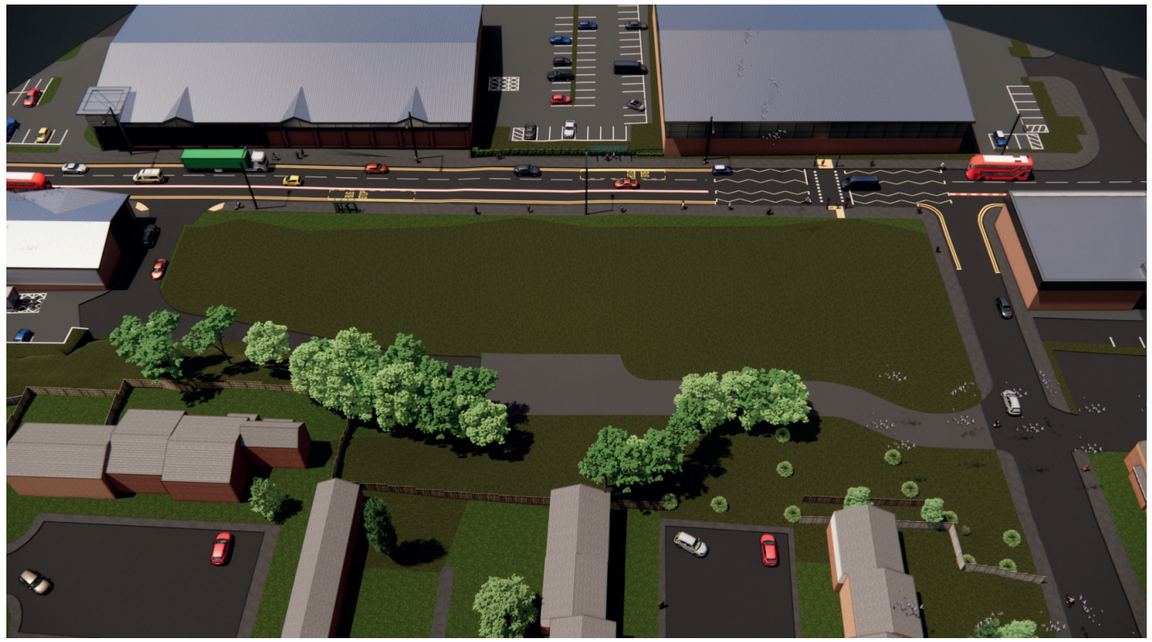
AERIAL VIEW LOOKING SOUTH EAST



AERIAL VIEW LOOKING EAST



AERIAL VIEW LOOKING NORTH EAST



AERIAL VIEW LOOKING WEST

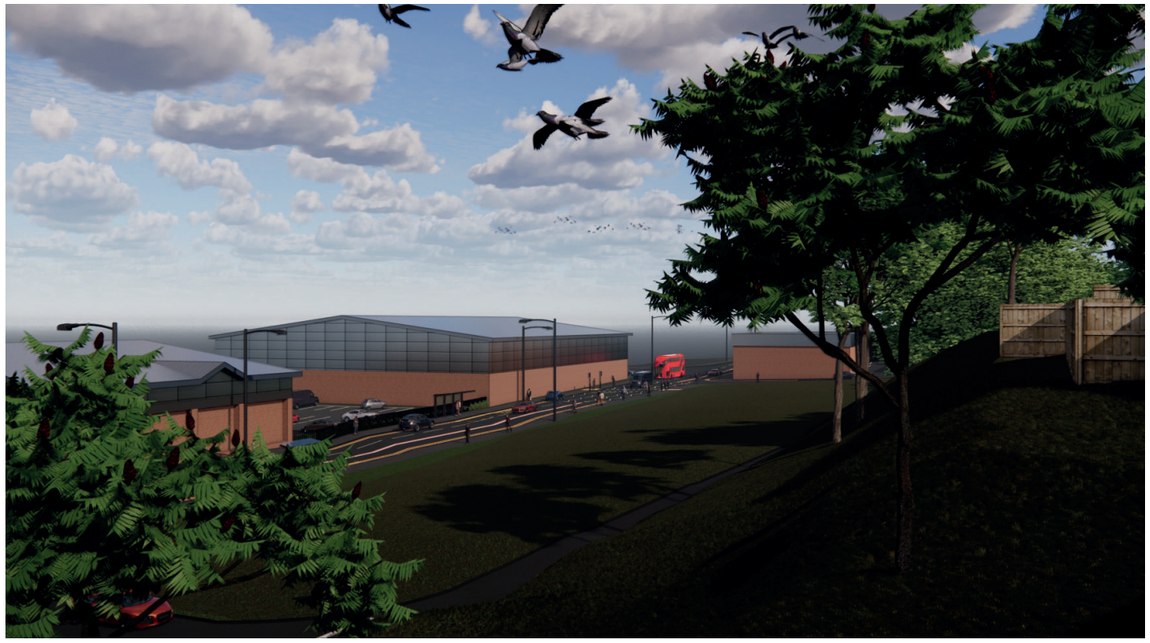
4.0 SITE IMAGES continued



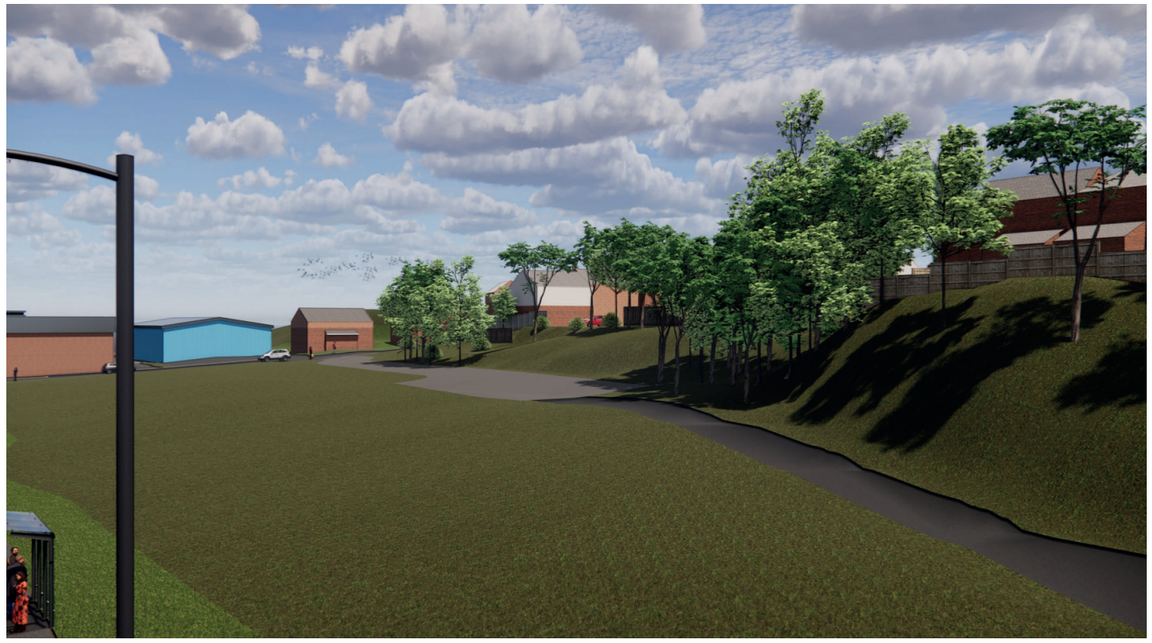
VIEW ACROSS SITE LOOKING SOUTH EAST



VIEW ACROSS SITE LOOKING NORTH EAST



VIEW ACROSS SITE LOOKING NORTH WEST



VIEW ACROSS SITE LOOKING NORTH

5.0 AMOUNT

This section covers the proposed quantum of accommodation and site area.

5.1 Application Boundary Area and Accommodation

Overall site area – 1.55 acres / 0.63 hectares

5.2 Building

- Retail Use 624sqm/6716sqft
- Apartment Units Total136

The indicative flat types are designed to meet the nationally described space standards with corner end units having dual aspect with a diversity of flat arrangements.

In keeping with long term sustainability, every floor has a secure bike store to encourage the use of bicycles instead of cars.

Floor/Storey	1B 1 Person	1B 2 Person	2B 3 Person	Total
1st floor - Podium Level	10	16	7	33
2nd floor	12	16	7	35
3rd floor	6	16	13	35
4th floor	0	16	17	33
Total	28	64	44	136

5.3 Parking Schedule

TYPE	QUANTITY*
Residential	63
Customer	47 (inc 4 accessible bays)
Total	110

* Electric Charging Points to be specified

6.0 LAYOUT DESIGN

6.1 Site Layout

Vehicular access to the site will be via Bury New Road, widening the main road to form a right turn entry into the existing access to the rear of the existing retail terrace, numbered 106 -124, for all customers and residents driving into the site. The vehicular access off Fairy Lane will be stopped up. Residents' access for the apartments will be from a reception off Bury New Road including a secure access off Fairy Lane to the first floor podium level. Cyclists will share the same access as the pedestrians.

At ground floor, the street level footprint is determined by establishing building lines set back from Bury New Road and Fairy Lane, an easement offset from the adopted drains, and kerb line geometry for the road widening on Bury New Road including the existing shared access. The retail use fronts Bury New Road and will be proportioned with a depth to enable flexible unit sizes to be created to meet likely occupational demand requirements. The retail tenants will operate independently, in spatial terms, from the residential users with a separate service corridor, plant and refuse space.

The residents' vertical circulation is provided by two lift and stairwell cores, positioned with direct access from the residents' under-croft car park with the northern core also having direct access from the main road reception. Access is also provided at podium level. A third stairwell provides an alternative means of escape.

At first floor level the apartment block is set back with a deck over the retail and under-croft car park forming a private open and secure podium. The rear elevation of the apartments is 28m back from the nearest neighbouring house gable on Holbeton Close and the distance between the closest rear elevation on Sandsend Close is 23m from the building.

The podium is an important element to allow an active street scape at ground level but also act as a device to control street scale. The thought process behind the podium was to:

- Separate residents foot traffic from the road traffic
- Traffic could continue at ground level without disturbing residents
- Creating an undercroft space for retail, parking and services
- Lifting the residents views above street level affording better privacy

The apartments are arranged around central corridors that link the lift/stairwells, facing both directions, east and west.

The Northern, Central and Southern cores each have a bicycle store allowing residents secure storage without compromising the living space.

6.2 Proposed Development Levels

The ground floor at street level is determined by the existing rising main road along the site frontage. This will enable the retail units to be stepped at party wall locations to continue to follow the gradient of the main road with a widened pavement to further accommodate local level changes.

The undercroft car park level will tie in with the proposed access level with internal level changes that generally follow the gradient of Bury New Road to the start of the retail element. The use of louvred wall panels will encourage the movement of air through the parking zone as well as allow some natural light into the space.

The undercroft car park area will cut into existing ground levels along the rear boundary and Fairy Lane with a reduced level dig with new retaining structures to support the elevated ground levels beyond the building footprint.

7.0 SCALE & MASSING

The building scale and massing is dictated by the following principle factors:

- Establishing a setting out point for the retail lowest floor level in relationship with Bury New Road levels
- A ground level storey height for commercial vehicles to access the undercroft car park for servicing the retail and residential uses
- Set back building lines as referred to in the site layout
- The number of apartments required and residential storey height
- Minimise the visual impact of a 5 storey building on New Bury Road
- Create a development which respects the surrounding residential properties, particularly those on Holbeton Close and Sandsend Close

A key consideration is setting the finished level of the podium with a clear storey height below to accommodate commercial vehicles. The overall podium height is in line with the varying heights of the commercial properties, referred to in the site analysis.

At podium level, the apartment block is set back from the ground floor storey, parallel to Bury New Road, with a four storey element including the two main stair/lift cores and an additional stairwell to the south. The overall height of the residential blocks is comparable to the ridge heights of the two storey properties on Sandsend Close.

The massing of the east and west elevations is interrupted by the projection of flat types around the main lift/stairwells.

On Fairy Lane, the first two residential floor plates are set back to visually minimise the scale of the development.

The podium level will have a defined perimeter edge along the rear boundary which will be connected by a private access ramp to Fairy Lane.



WEST ELEVATION

8.0 APPEARANCE

This application is for outline planning consent, with the appearance reserved for a Reserved Matters application. The proposal is considered indicative but is in accordance with the design approach outlined in this document.

The appearance of the proposed development will be of a contemporary design introducing a materiality that is in keeping with the local vernacular, but importantly, is not only of a higher quality finish, but looks to raise the architectural character of the neighbourhood given the aspirations to revitalise this area.

The principle elevation, as viewed from Bury New Road, has a retail frontage and undercroft car park defined by the level of the podium's parapet. The setback apartment block above continues to draw the eye along the main road frontage, further articulated with projections and varying balcony parapet levels and a mix of projected and recessed fenestration and cladding panels. The other elevations will have the same architectural treatment.

The retail frontage will be glazed shop fronts and where the under-croft car park fronts the roads, infill louvred panels will be installed with sections of green wall.



WEST ELEVATION

8.1 VIEWS OF PROPOSAL



SOUTH VIEW ALONG BURY NEW ROAD - BEFORE



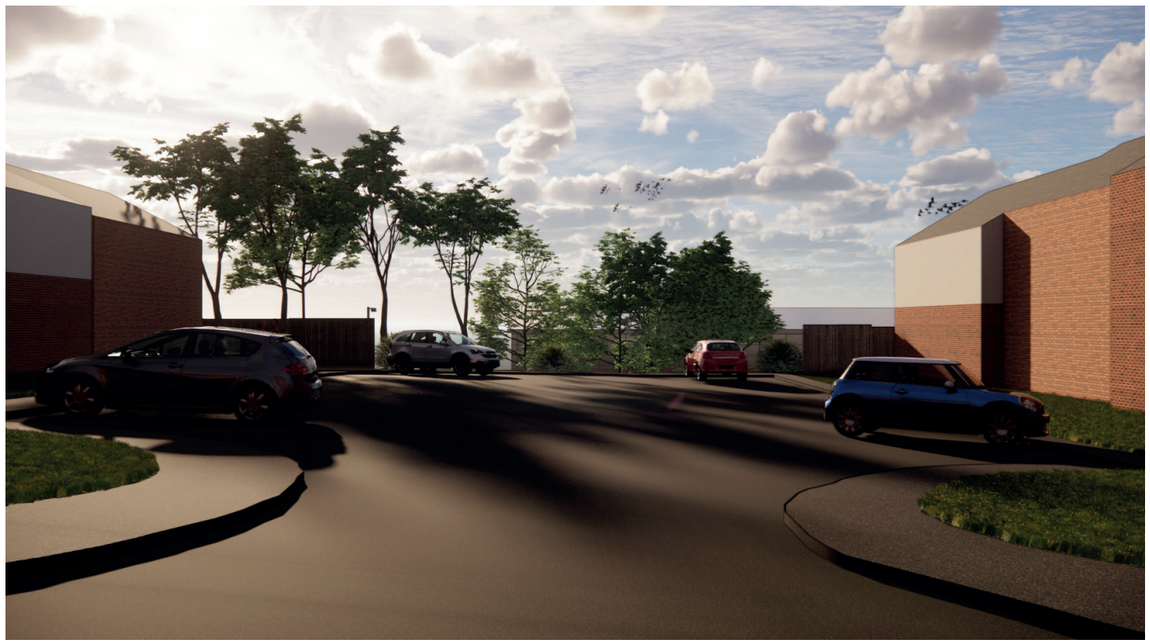
NORTH VIEW ALONG BURY NEW ROAD - BEFORE



SOUTH VIEW ALONG BURY NEW ROAD - AFTER



NORTH VIEW ALONG BURY NEW ROAD - AFTER



WEST VIEW ALONG HOBLETON CLOSE - BEFORE



VIEW DOWN FAIRY LANE- BEFORE



WEST VIEW ALONG HOBLETON CLOSE - AFTER



VIEW DOWN FAIRY LANE - AFTER

9.0 ACCESS

9.1 Access Principles

For the purposes of this document, the term ‘access’ covers both the operational servicing of the building and general movement and accessibility for customers, residents and visitors.

Access for this development adopts an inclusive approach to design in accordance with the following: -

- BS 8300 2001 – Design of buildings and approaches to meet the needs of disabled people.
- Approved document Part M Volume 2 of the Building Regulations (Access to and use of buildings Volume 2 – Building other than dwellings)
- The Equality Act 2010

For matters of access, this document should be read in conjunction with the Transport Assessment prepared by iTransport Planning Ltd, which forms part of this outline application

9.2 Vehicular Access

Vehicular access to the site will be via the shared access off Bury New Road. The junction is to be modified and the main road to be widened as part of the proposals to facilitate a range of vehicle movements (including rigid HGVs) in and out of the development safely.

Within the undercroft car park space access is allowed for commercial vehicles to enter and turn around to exit the development.

9.3 Parking

- Retail customer parking; 47 designated spaces for customers, including 4 accessible bays, is provided in the under-croft car park which will be monitored for short stay visits only.
- Residents parking; 63 secure spaces controlled beyond the customer parking area.
- A provision for EV Charging Stations (numbers to be determined).
- The gradient of the under-croft car park will follow the rise of Bury New Road to achieve level thresholds fronting Bury New Road as you approach the retail units.

9.4 Access Provisions Building

- Within the building stairs, lift and internal ironmongery will be provided in accordance with current Part M guidance.
- Graded level access to the retail units, apartment reception entrance and from car park areas will be provided.

9.5 Pedestrians and Cycle Access

- All crossings to have dropped kerbs and visually contrasting tactile paving on main crossing points.
- Cycle parking is proposed at different levels throughout the development. A separate secure, shared pedestrian access off Fairy Lane will link with the podium giving an alternative access on foot to the apartments.

10.0 SUSTAINABILITY

This scheme will look to create a low carbon housing that offers sustainable living by incorporating energy efficient systems and low carbon construction materials where commercially viable.
The buildings occupants will be encouraged to reduce their individual carbon footprints.

Solar panels situated on the roof will assist in providing power to the building and reducing its overall consumption from the mains power grid. The installation of electric charging point for both residents and shoppers will be included as part of the long-term sustainability of the building.

Sections of sedum roof will encourage local biodiversity and improve drainage.

A green wall will soften the impact of the new structure whilst providing street level planting in an otherwise heavily urbanised area.

Bicycle storage throughout the building will encourage the residents to cycle.



11.0 LANDSCAPE

Hard and soft landscaping is a key component of the proposal to both public areas and the residents' podium. The road frontages will be hard landscaped with quality materials alongside the public footpaths as well as incorporating a green wall on the façade of the building facing Bury New Road.

As part of the sustainability strategy, the podium level will reflect the wooded landscaped area along with structured planting containing species to encourage biodiversity to reinforce the existing natural-ised wooded area.

The private podium will be a valuable amenity for the residents that will be designed to create an attractive space with ornamental planting, external furniture, and hard paving.

The roof will have a significant area of sedum planting to encourage local insects and bird life.

12.0 SUMMARY

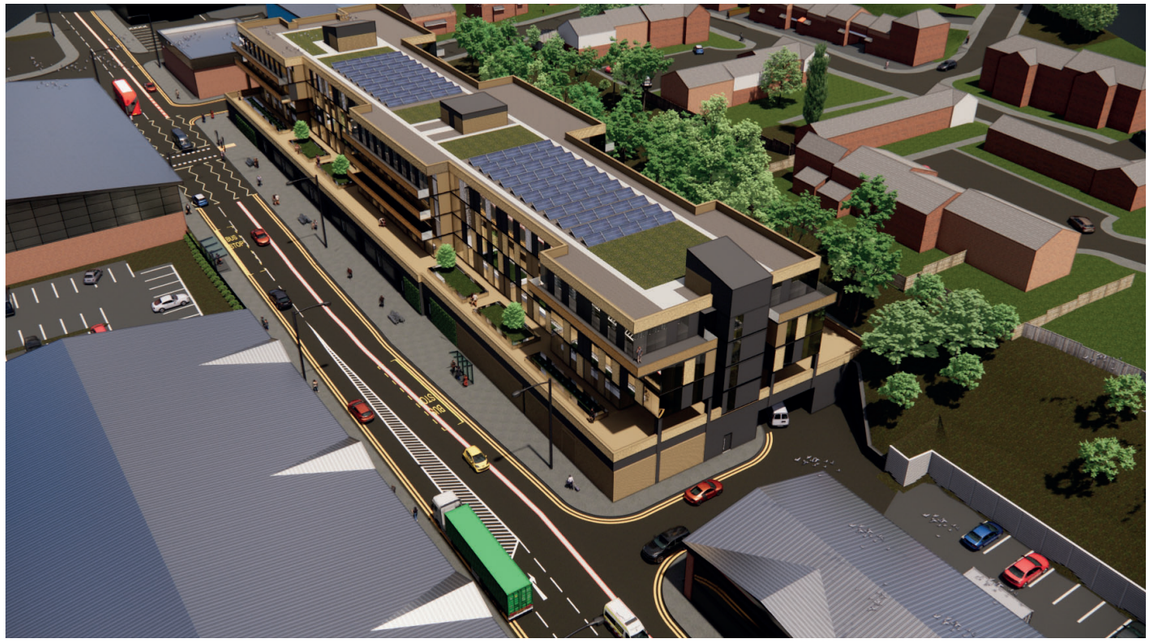
There are several positive attributes to the proposal:

- The proposed uses bring forward a brownfield site, creating the opportunity to develop greater choice for quality housing in the area.
- The amount, scale, appearance, and layout all provide for a high quality built environment with a contemporary architectural feel in this neighbourhood.
- The site access points have been considered to provide safe movement on and off the site for both residents and shoppers.
- Given the close proximity to Manchester city centre, this site is considered to be suitable for sustainable residential development supported by neighbourhood shops.

13.0 LIST OF SUBMITTED ARCHITECTURAL DRAWINGS

Drawing No	Drawing Title	Scale	Size
9020_P_00	Bury New Road_Location Plan as Existing	1-1250	A3
9020_P_01	Bury New Road_Site Plan as Existing	1-250	A1
9020_P_10	Bury New Road_Proposed Ground Floor Plan	1-250	A1
9020_P_11	Bury New Road_Proposed Podium Level First Floor Plan	1-250	A1
9020_P_12	Bury New Road_Proposed Second Floor Plan	1-250	A1
9020_P_13	Bury New Road_Proposed Third Floor Plan	1-250	A1
9020_P_14	Bury New Road_Proposed Fourth Floor Plan	1-250	A1
9020_P_15	Bury New Road_Proposed Lower Roof Plan	1-250	A1
9020_P_16	Bury New Road_Proposed Upper Roof Plan	1-250	A1
9020_P_20	Bury New Road_Existing & Proposed Elevation West	1-250	A1
9020_P_21	Bury New Road_Existing & Proposed Elevation South	1-250	A1
9020_P_22	Bury New Road_Existing & Proposed Elevation East	1-250	A1
9020_P_23	Bury New Road_Existing & Proposed Elevation North	1-250	A1

APPENDIX



AERIAL VIEW FROM SOUTH



AERIAL VIEW FROM NORTH WEST



LOW AERIAL VIEW FROM NORTH WEST LOOKING ALONG BURY NEW ROAD



VIEW FROM FAIRY LANE LOOKING AT REAR RAMP ENTRANCE



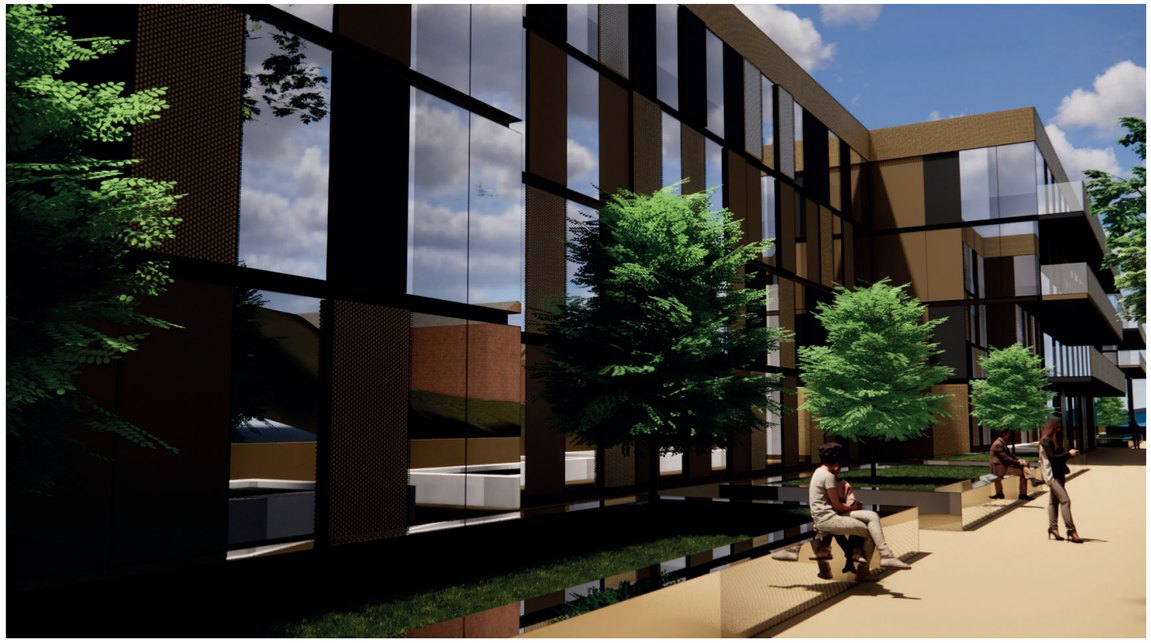
LOW AERIAL VIEW FROM SOUTH LOOKING ALONG BURY NEW ROAD



VIEW OF PODIUM FROM BURY NEW ROAD LOOKING NORTH



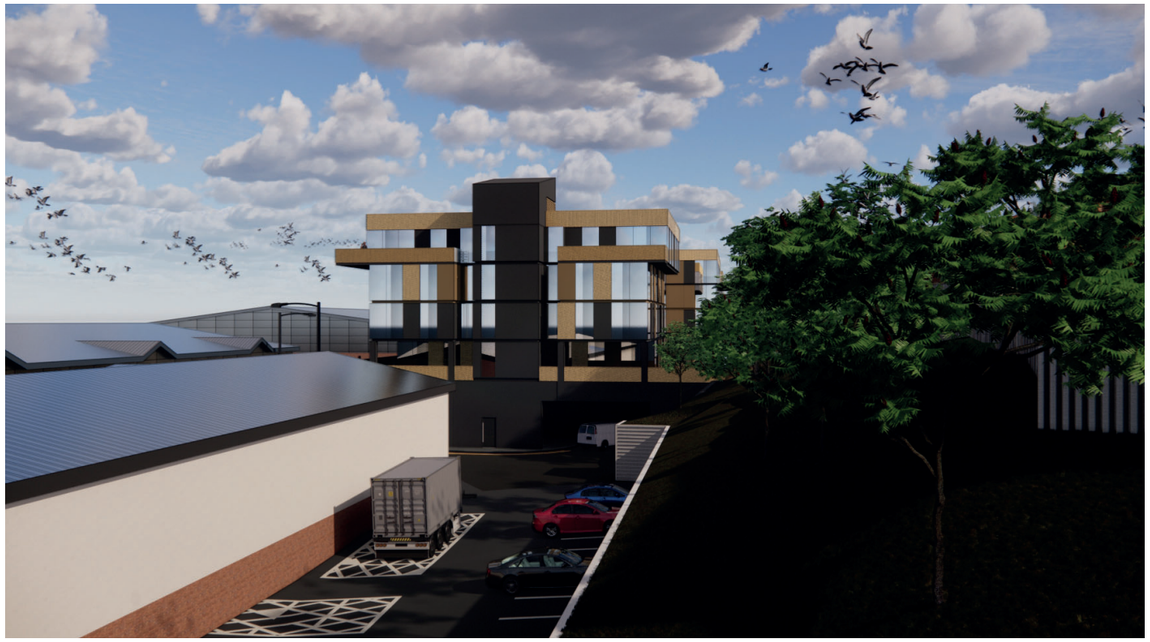
VIEW FROM REAR GARDENS ON SANDSEND CLOSE LOOKING NORTH WEST



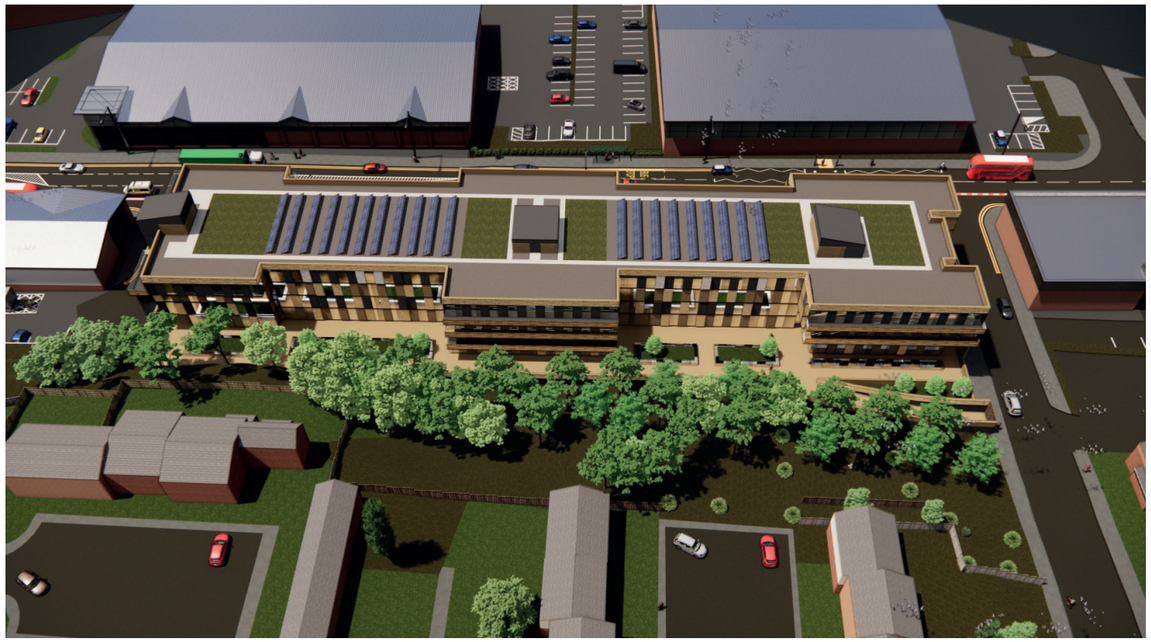
VIEW FROM REAR PODIUM LOOKING NORTH WEST



VIEW FROM LOKFU GARDENS LOOKING EAST



VIEW FROM TOP OF ESCARPMENT LOOKING NORTH WEST



AERIAL VIEW FROM EAST LOOKING TOWARDS BURY NEW ROAD

ARCHITECTS