

DESIGN & ACCESS STATEMENT

SNELL STREET, MANCHESTER

APRIL 2021

REV A



CALDERPEEL
ARCHITECTS

CONTENTS

1.0 INTRODUCTION

- 1.1 STATEMENT
- 1.2 PROPOSAL
- 1.3 APPLICATION DOCUMENTS

2.0 SITE ANALYSIS

- 2.1 SITE LOCATION
- 2.2 SITE BOUNDARIES
- 2.3 SURROUNDING LAND USE
- 2.4 BUILDING HEIGHTS
- 2.5 SURROUNDING BUILT FORM/ MATERIALS
- 2.6 EXISTING TOPOGRAPHY
- 2.7 HISTORIC ENVIRONMENT + SITE HISTORY
- 2.8 TRANSPORT + ACCESSIBILITY
- 2.9 OPPORTUNITIES + CONSTRAINTS

3.0 DESIGN

- 3.1 USE
- 3.2 DESIGN EVOLUTION
- 3.3 HOUSE TYPES
- 3.4 PROPOSED SITE PLAN
- 3.5 SCALE AND MASSING
- 3.6 APPEARANCE
- 3.7 LANDSCAPING
- 3.8 SUSTAINABILITY + ECOLOGY
- 3.9 KEY VIEWS

4.0 CONCLUSION

- 4.1 SUMMARY

1.0 INTRODUCTION

1.1 STATEMENT

This Design and Access Statement accompanies an application for full Planning Permission, submitted to Manchester City Council (MCC) on behalf of Penrose Manor Ltd (the "Applicant"), for the development of land along Snell Street for residential use located between Pollard Street/New Islington and Medlock Valley Sub Area. This document will be accompanied by a supporting Planning Statement.

1.2 PROPOSAL

The scheme involves the demolition of an existing disused warehouse building and the construction of 9 modern terrace townhouses and associated landscape and parking.

The proposal will include 2 house types, both spread across 3 storeys and incorporating 4 bedrooms and will divide the site into 9 similar size plots, each providing one parking space & cycle storage. The design aims to act as a transitional link between the dense urban grain and lower scale residential area, being sympathetic to its surroundings.

The scheme has been driven by architectural intent and material quality, with emphasise on contextuality, the pedestrian routes and street frontage.



1.0 INTRODUCTION

1.3 APPLICATION DOCUMENTS

- 20096 (PL) 001: Location Plan
- 20096 (PL) 002: Existing Block Plan
- 20096 (PL) 003: Existing Elevations
-
- 20096 (PL) 010: Proposed Site Plan
- 20096 (PL) 011: Proposed Block Plan (Colour)
- 20096 (PL) 100: Proposed House Types - Plans
- 20096 (PL) 200: Proposed House Types - Elevations
- 20096 (PL) 300: Proposed House Types - Section
- 20096 (PL) 401: Proposed Street Scene
-
- 20096 (PL) DAS
- 20096 (PL) Waste Management Proforma
-
- Planning Policy Compliance Statement
- Ecological Appraisal
- Geo-environmental Site Investigation Report
- Phase 1 Preliminary Risk Assessment
- Noise Impact Assessment
- Transport Note
- Tree Survey
- Arboricultural Impact Assessment
- Daylight & Sunlight Assessment
- Energy and Environmental Standards Statement
- Site Construction Management Plan
- Asbestos Refurbishment and Demolition Survey

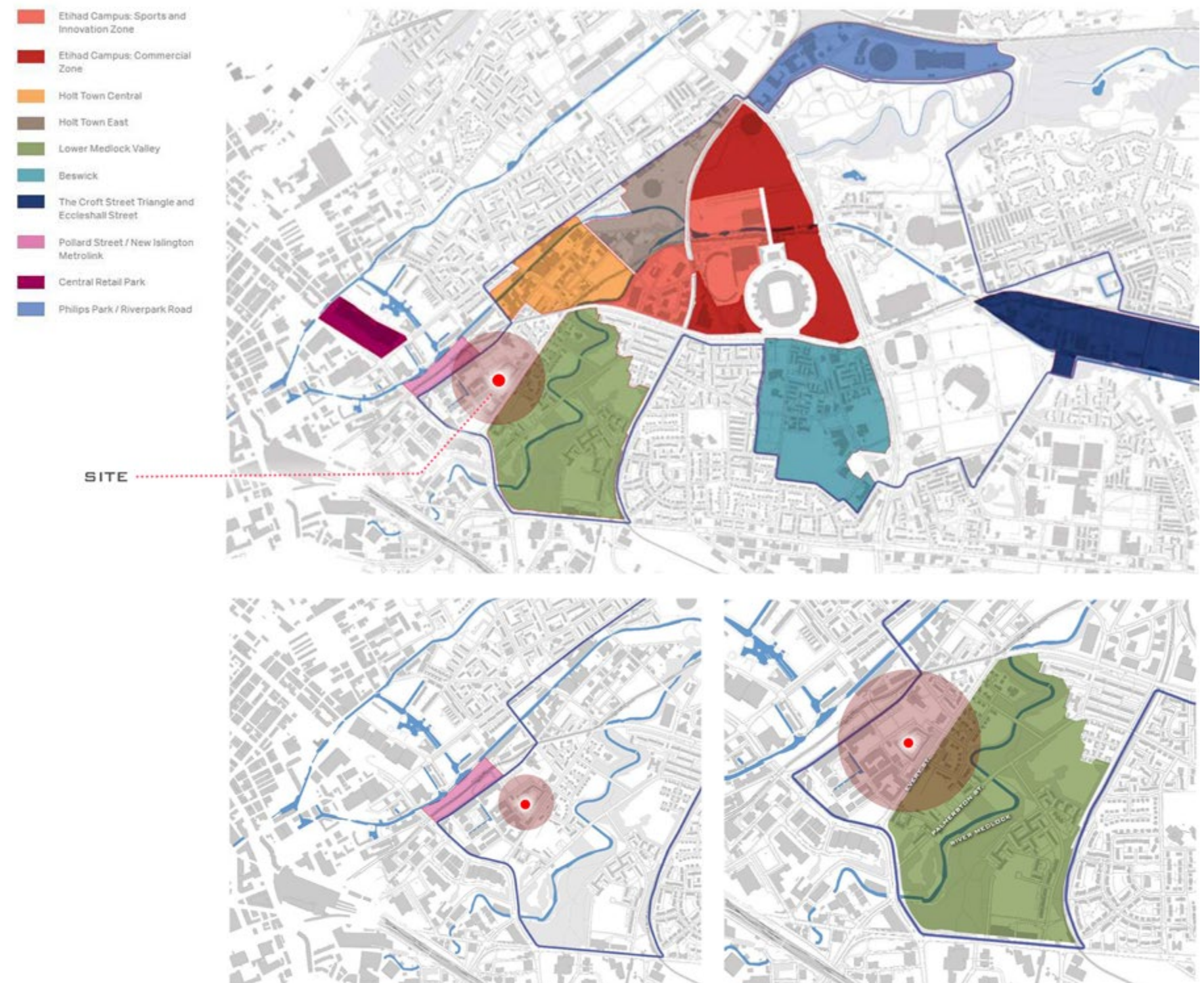
2.0 SITE ANALYSIS

2.1 SITE LOCATION (WIDER CONTEXT)

The site is located between Pollard Street/ New Islington Metrolink and Lower Medlock Valley, just outside of Manchester City Centre. As part of the Eastlands Regeneration Framework, the site sits between the above Sub Areas.

According to the Medlock Lower Valley Sub Area, the land to the West of the river Medlock should come forward as primarily higher density family residential mirroring the typology found in the recent Ancoats developments whilst also having an urban feel to the street patterns and materials recognising the proximity to the city centre. The area should seek to create a new urban setting for the river Medlock Valley and to extend the scale and density of development currently found 'North of Every Street'.

Due to its proximity to the Pollard Street Sub Area, the site shares the benefits of access to public transport and proximity to the city centre and the Etihad Campus. It is well connected to amenities across Manchester and train stations with national connections.



2.0 SITE ANALYSIS

2.1 SITE LOCATION (IMMEDIATE CONTEXT)

The site area is approximately 0.1 hectares and is located in the immediate vicinity of Pollard Street/ New Islington Metrolink and Lower Medlock Valley. The site sits on Snell Street, with direct connection to main roads such as Pollard Street and Every Street. This in conjunction with its close proximity to New Islington Tram Station, provides good connection to all surrounding amenities. The site is within walking distance to the hugely vibrant and creative Ancoats and Northern Quarter neighbourhoods.

2.2 SITE DESCRIPTION & BOUNDARIES

The proposed site comprises of an existing vacant warehouse and an empty car park. The map on the right depicts the sites boundaries.

As mentioned above the boundary sits directly on Snell Street and borders the gardens of the dwellings to the north east. These gardens have substantial vegetation at the rear which provides an important natural buffer between them and the site. The site is currently by highrise residential blocks at the front and low level residential houses at the rear.



2.0 SITE ANALYSIS

2.3 SURROUNDING LAND USE

The immediate context is predominantly residential, with the exception of the odd industrial, including our vacant site. The current use of the proposed site is a disused industrial warehouse, which looks out of place within the existing residential vernacular.

Key

	Residential		Community
	Industrial		Leisure & Park
	Education		Religious



2.0 SITE ANALYSIS

2.4 BUILDING HEIGHTS

There is a clear divide between the surrounding building heights as part of the urban and residential grain, resulting in a drastic sudden drop in building heights. The proposed site sits directly on the border between these two divided areas and provides a great opportunity to create a gradual transition between the two. To the south of the site the majority of the buildings sit between 5 and 8 storeys. However to the north of the site the buildings drop to a height of primarily 1 & 2 storey dwellings.

Key

	1 Storey		5 Storey
	2 Storey		6 Storey
	3 Storey		7 Storey
	4 Storey		8 Storey



2.0 SITE ANALYSIS

2.5 SURROUNDING BUILT FORM/ MATERIALS

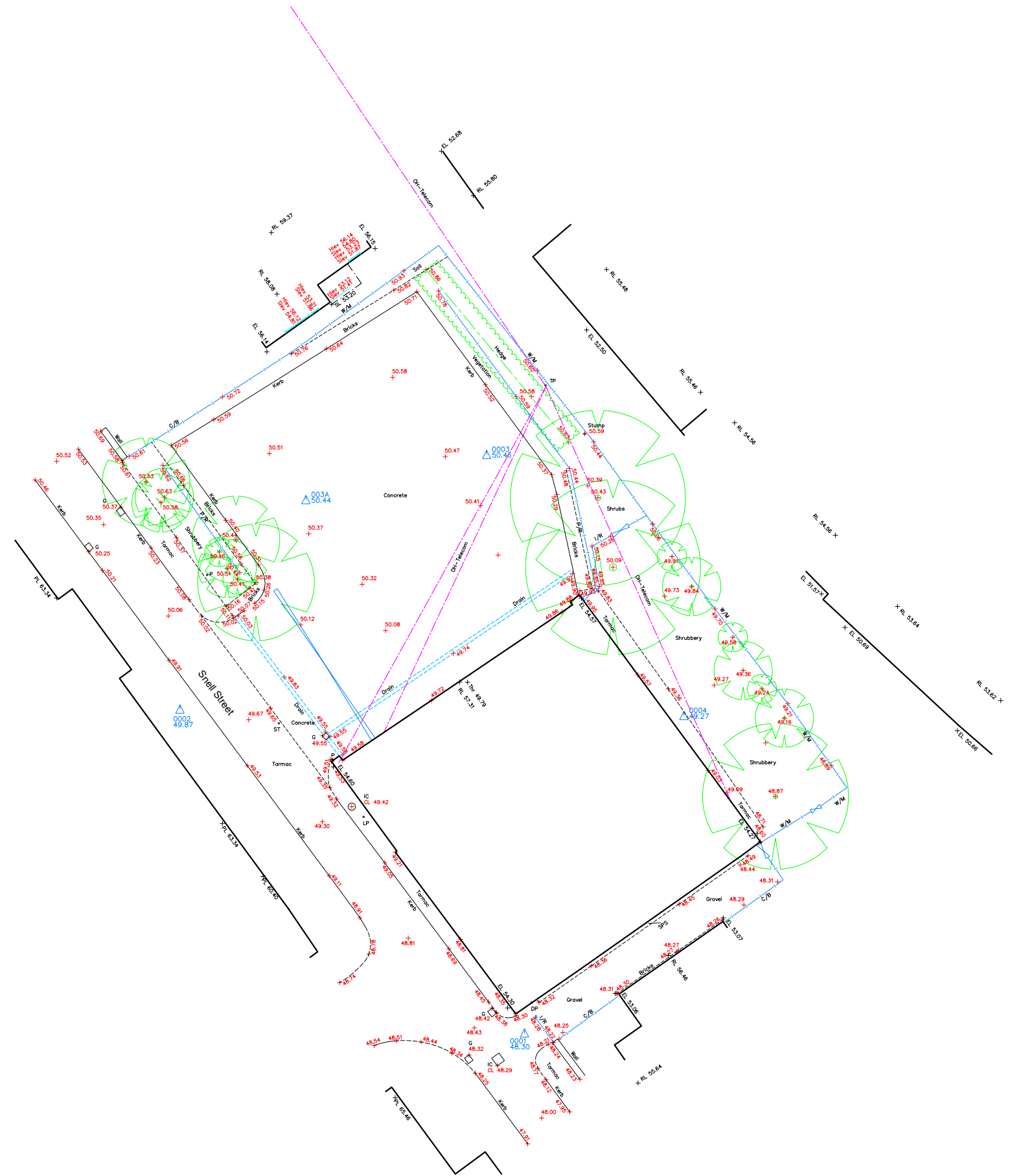
A mixture of architectural styles can be found around the site, none of each being dominant enough to define a certain character for the area. The larger properties are more likely to feature flat roofs and repetitive designs, whilst the smaller individual dwellings to the north of the site have more traditional pitch roofs and brick facades. There are very little to none red brick buildings traditional of the Ancoats conservation area, the majority using buff brick instead, alongside timber clad and render.



2.0 SITE ANALYSIS

2.6 EXISTING TOPOGRAPHY

The site has a gradual slope to the south. The site drops roughly 2.3m boundary to boundary from the north to south. This drop is significant enough and therefore had to be considered at an early stage of design.



2.0 SITE ANALYSIS

2.7 SITE HISTORY + HISTORIC ENVIRONMENT

The adjacent diagram depicts all the industrial units that surrounded the site in the early 1900's, as well as demonstrating most of the new residential developments surrounding the site that are at various design/ construction stages. As illustrated the surrounding context has already transitioned from industrial to predominantly residential and is continuing to do so.

In the past the immediate context was mainly residential area but transitioned to an industrial area during the early 1900's. However, it has now gone full circle and returned to a residential area.

The proposed site aims to reinstate the lost history of the area as per historical timeline below.

Late 1800's

- The site was used for terrace housing for the surrounding mills.

Early 1900's

- In the early 1900's began its time as an industrial space as a glass works.

Present Day

- To this day, the site remains an industrial warehouse with adjacent car park, being currently unused.

Proposed

- The proposal is to transition the site back to its original use as housing, much like the surrounding context.

Key

-  New Residential Developments
-  Industrial Units in Early 1900's



2.0 SITE ANALYSIS

2.8 TRANSPORT AND ACCESSIBILITY (WIDER CONTEXT)

TRANSPORT MAP



Metrolink

2.0 SITE ANALYSIS

2.8 TRANSPORT AND ACCESSIBILITY

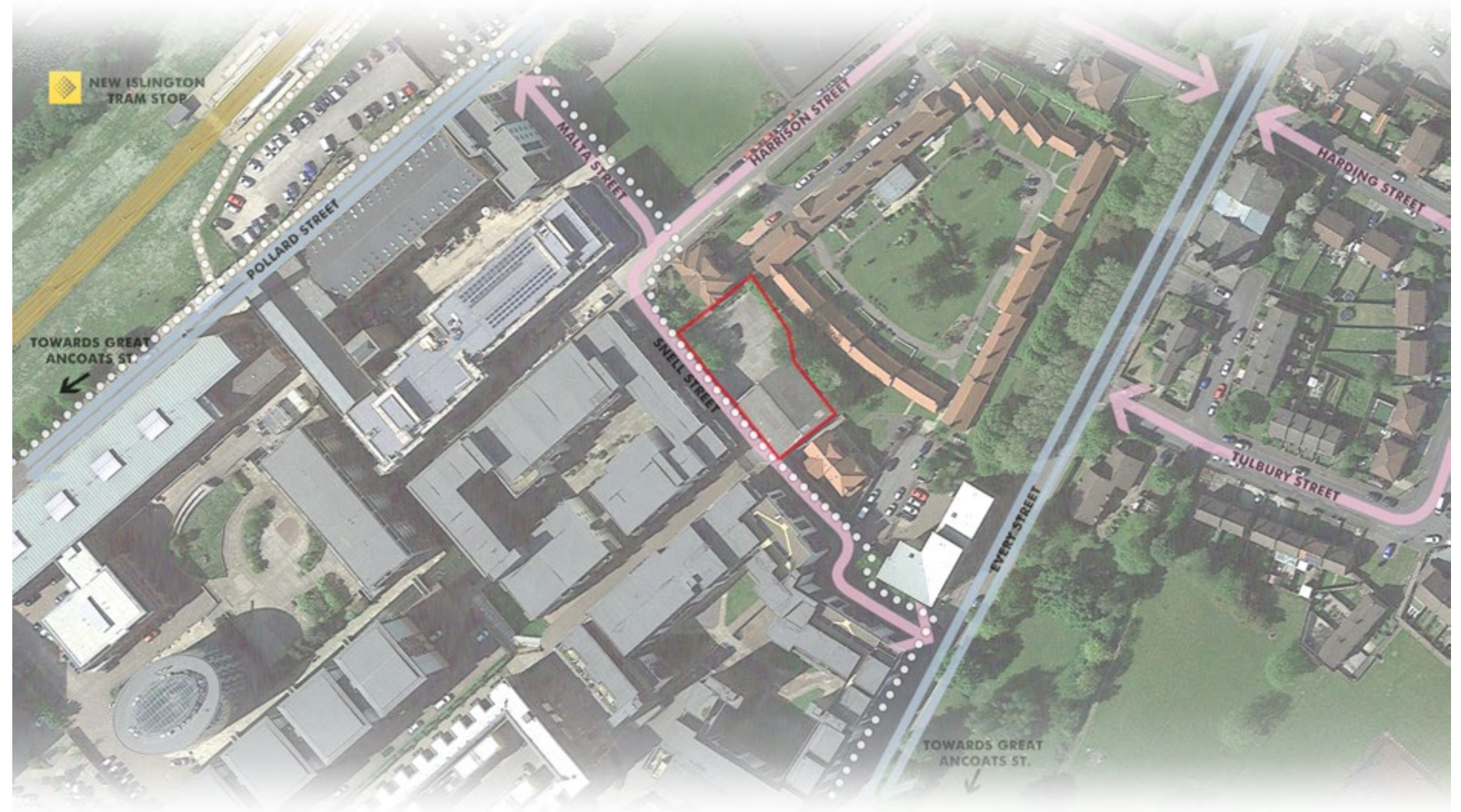
The site lies on the outskirts of the Manchester City Centre and is has easy access to great connection links to Manchester, Greater Manchester and beyond.

As part of its immediate context, the site has both good vehicular and pedestrian access to amenities, including the nearby New Islington tram stop.

The proposal consists of nine dwellings, each having a driveway with space for one car and cycle storage provisions. Access to each driveway will take the form of a crossover arrangement. Each driveway will include an Electric Vehicle (EV) charging point.

Key

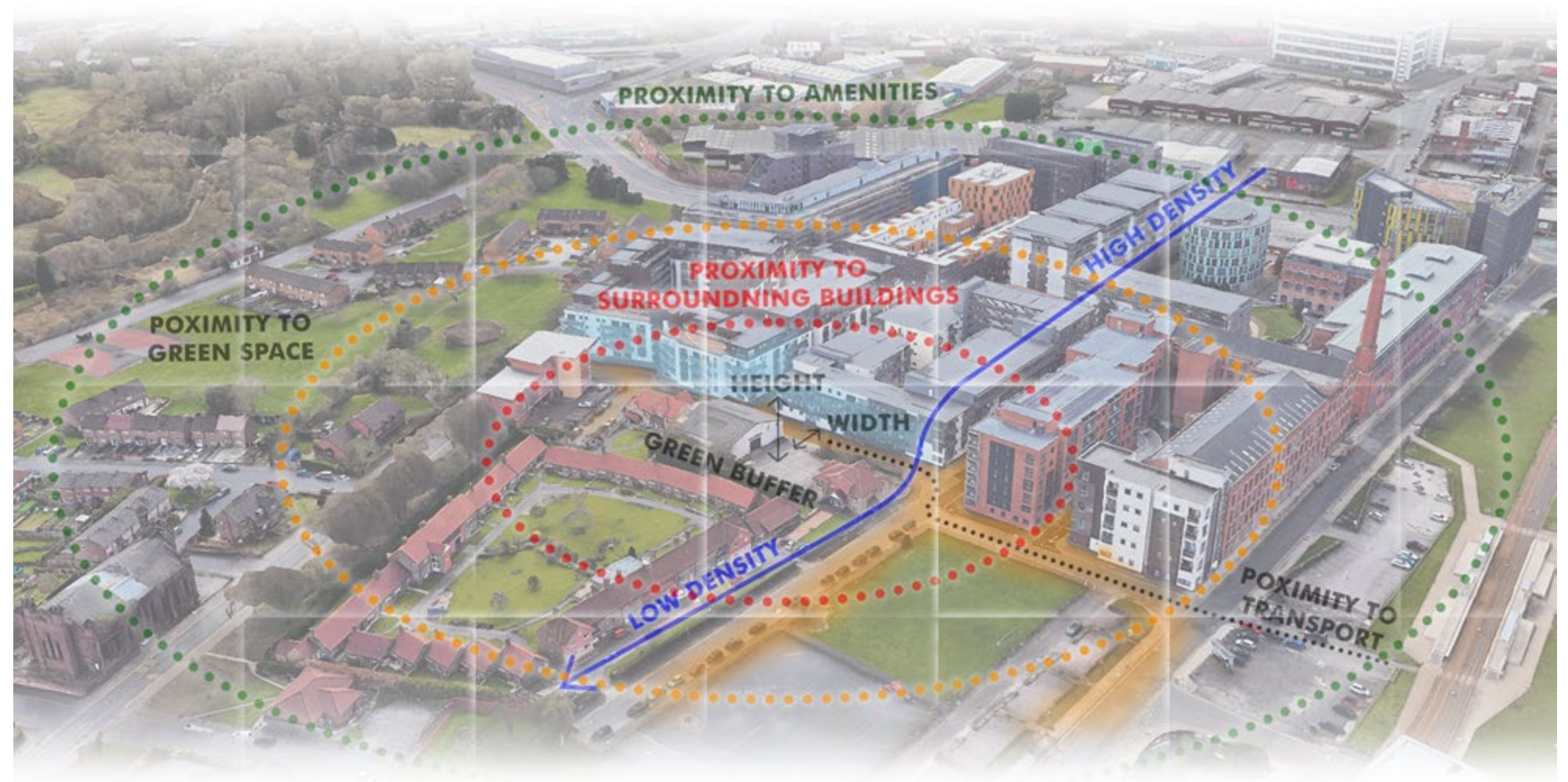
-  Metrolink
-  Main Road
-  Secondary Road
-  Pedestrian Access



2.0 SITE ANALYSIS

2.9 OPPORTUNITIES + CONSTRAINTS

- Highlighted in orange there is an opportunity to improve the surrounding context
- Changing the use of the plot to match the residential surroundings will ensure the proposal sits better than the existing industrial warehouse.
- As highlighted in blue the new proposal will be able to better address Snell street itself.
- The narrow nature of the road restricts the possibility for parking and creates issues of proximity to the apartments across the road, however stepping back the proposed development ensures these issues are addressed and improved.
- The site location allows us to provide an adequate transition from the high density city to the low density residential grain.
- Some of the vegetation on site, particularly the one at the front is overgrown and has very low amenity value, however the green buffer to the North East of the site ensures a good level of privacy between the site and neighbouring houses and will therefore be retained and enhanced.
- The site also provides close proximity to both the Metrolink and open green space which makes it ideal for residential purposes.



3.0 DESIGN

3.1 USE

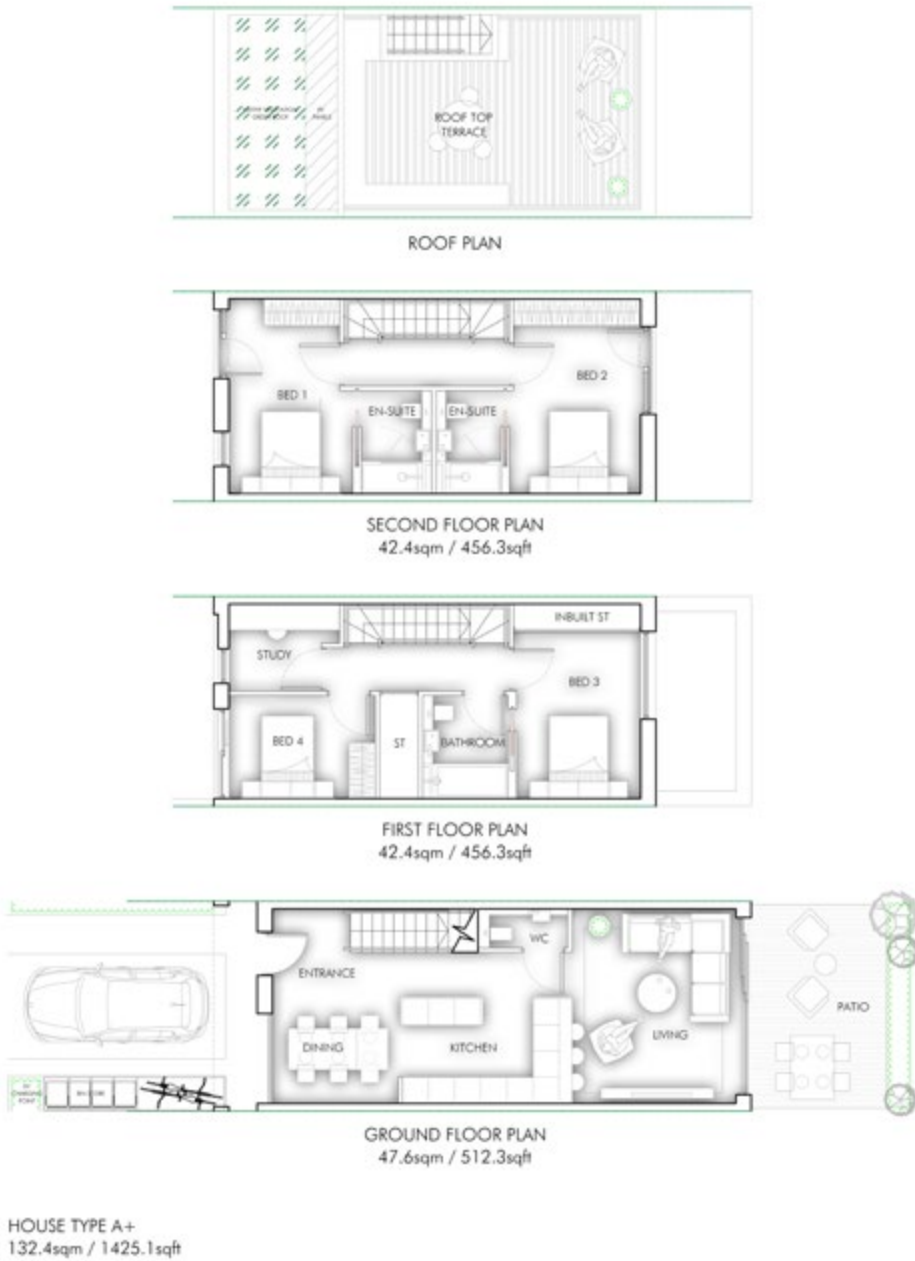
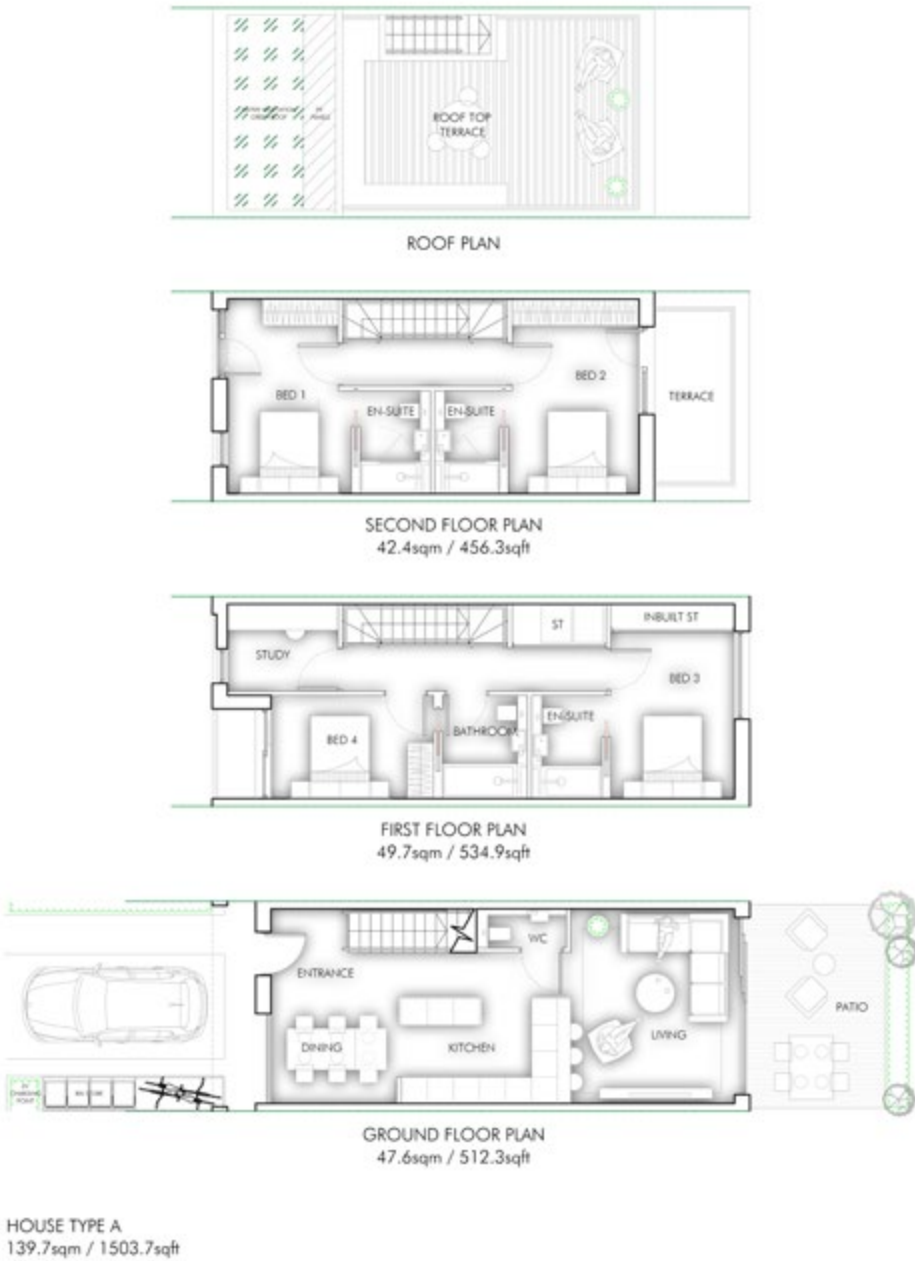
Our proposal aims to redevelop the currently unused plot into nine dwellings. The proposed development will incorporate 2 house types A & A+, each being 4 bedroom, 3 storey town-houses. As depicted in the below accommodation schedule, the design has been directly influenced by Manchester’s Emerging Space Standards and National Space Standards and all areas exceed the current standards.

The plans show how the houses will be set out across three levels; they have been designed to create distinct and adequate spaces for living, sleeping and working from home, with open plan kitchen/ living area on ground floor and sizable rooms on upper levels. The design creates a clear entrance threshold, allows for sufficient and appropriate storage and addresses privacy issues at every level.

The aim and purpose of a well designed dwelling is to anticipate and accommodate any changing needs and circumstances for the modern urban family.

ACCOMMODATION SCHEDULE

HOUSE TYPE	BED	TYPE	STOREY	SQFT	NO.	TOTAL SQFT	PARKING	NO. OF SPACES MAX	TOTAL SPACES PER HOUSE TYPE MAX
A	4	TOWNHOUSE	3	1504	7	10526	DRIVEWAY	1	7
A+	4	TOWNHOUSE	3	1425	2	2850	DRIVEWAY	1	2
TOTAL					9	13376	TOTAL PARKING		9



3.0 DESIGN

3.2 DESIGN EVOLUTION

The fundamentals of the proposal have been directly influenced by the needs of the area and the principles of the Manchester Residential Quality Guidance.

The height and massing of the proposal has evolved over time together with the use, all the design exercises undertaken by the team ultimately resulting in our proposed design.

The scheme was originally proposed as a 4 storey building with mixed use commercial, apartments & townhouses, however in order to respect the immediate context this has now been reduced to 3 storeys at the front. This combined with a stepped back approach to 2 and 1 storeys at the rear ensures the building provides a gradual transition between the high rise dense urban area and low rise residential grain and provides a sympathetic response to the surrounding buildings by opening up and activating the site as much as possible.



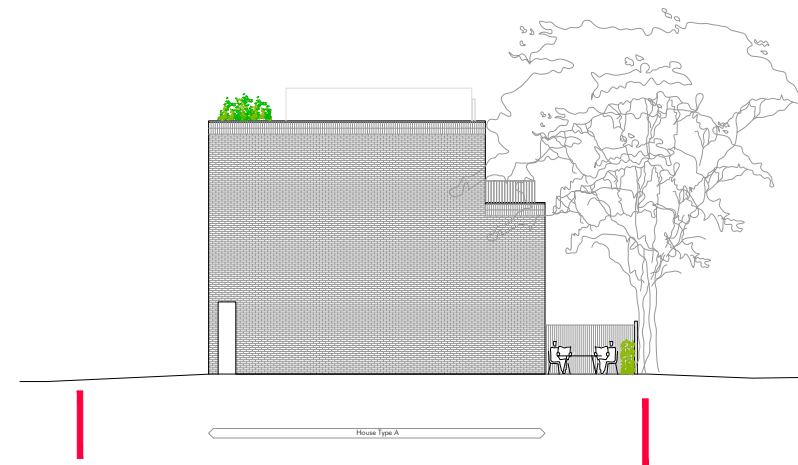
3.0 DESIGN

3.3 HOUSE TYPES

There's a total 7 type A houses and 2 type A+ houses. Type A+ is a variant of type A. Both types feature the same ground floor plan, however vary slightly on the upper stories due to the constraints risen from site's proximity to the surrounding buildings. The front elevations have been designed to ensure a harmonious street frontage, well thought through and sensitive to its immediate context by creating a clear relationship between the building and the street. Both house types are presented with deep window reveals and stepped back brick details which create variation and depth to the street scene. The elevations are further broken down by introducing deep insert balconies to Type A and Juliet balconies to Type A+. The beauty of the design lies in its details.



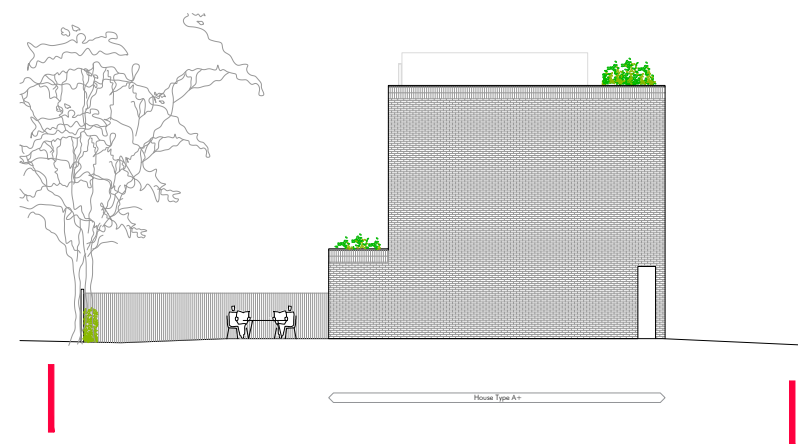
STREET SCENE - FRONT ELEVATIONS



SIDE ELEVATION - TYPE A



GARDEN VIEW - REAR ELEVATIONS

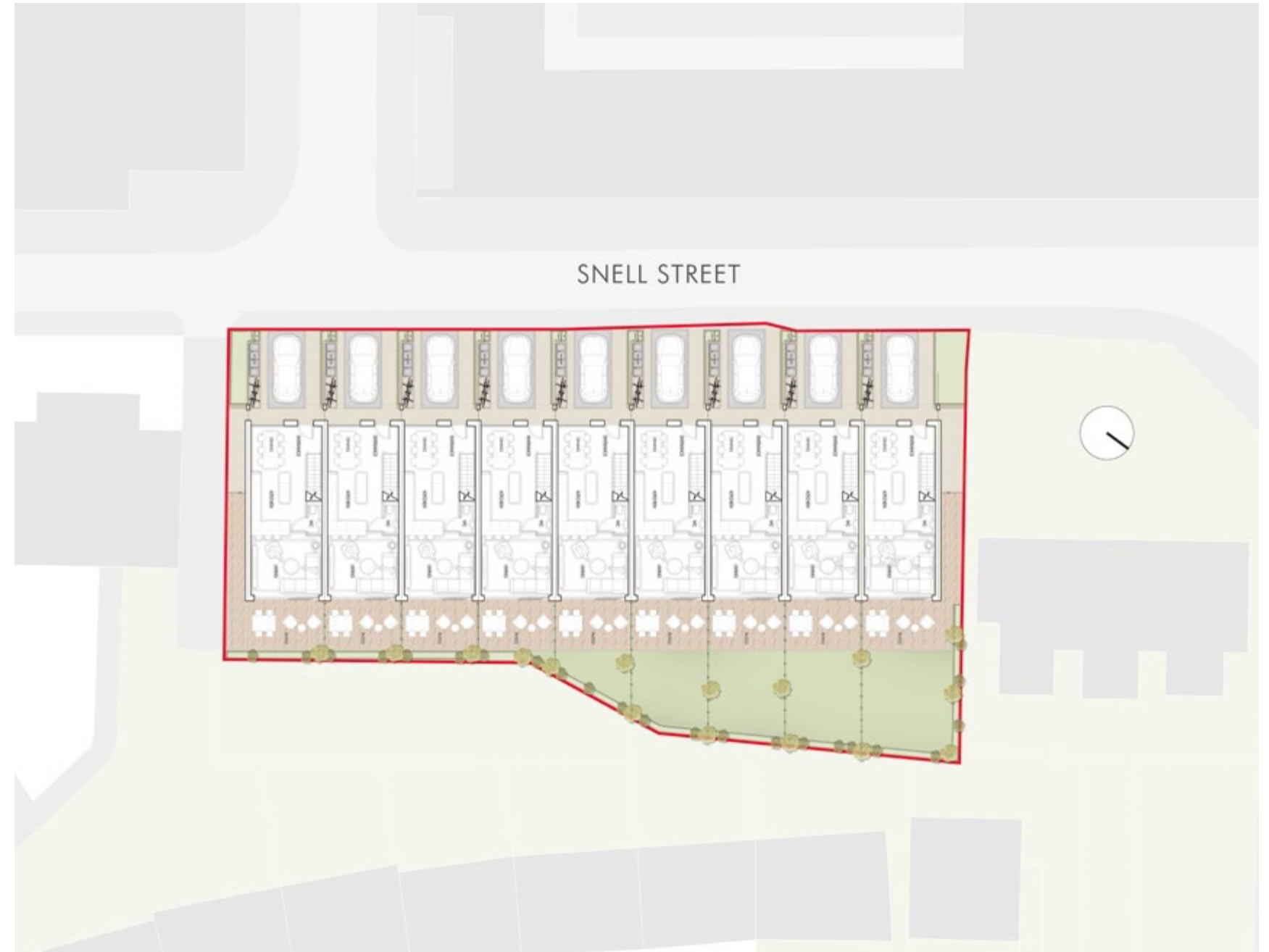


SIDE ELEVATION - TYPE A+

3.0 DESIGN

3.4 PROPOSED SITE PLAN

The proposed site plan features a stepped back ground floor level with an active frontage and a mixture of both hard and soft landscaping. The final layout priorities scale, pedestrian access and green space. The aim is to improve the current narrow feeling of Snell Street by creating a dynamic street front. In this instance the space in front of the building acts as a threshold between private and public.



3.0 DESIGN

3.6 SCALE AND MASSING

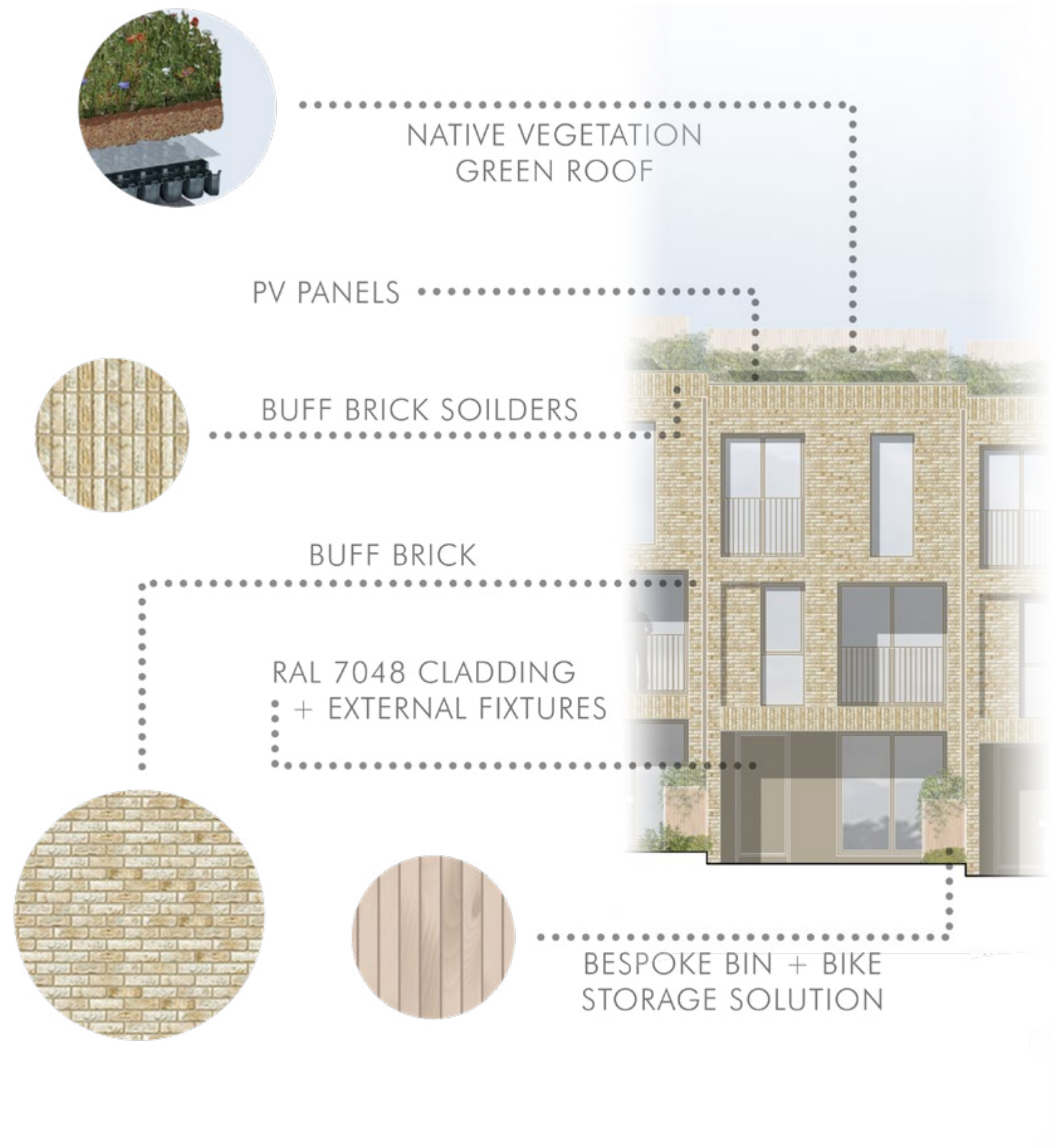
The scheme provides a transition between the highrise urban grain and low residential area. The design achieves the gradual transition between the two through a stepped massing approach. This way, the proposal maintains privacy both from the taller residential block across the street and towards the dwellings at the rear. The overall massing of the scheme addresses its location and surroundings and offer a positive residential scheme to the area.



3.0 DESIGN

3.7 APPEARANCE

The proposed materials have been carefully considered in order for the development to be contextual, sustainable and modern. The proposal features a delicate balance between buff brick and dark brass coloured powder coated aluminium cladding. The scheme also features matching external fixtures as well as PV panels and a native vegetation green roof. Finally the proposal incorporates a bespoke bin + bike storage with an integrated planter as an attractive solution to a common problem.

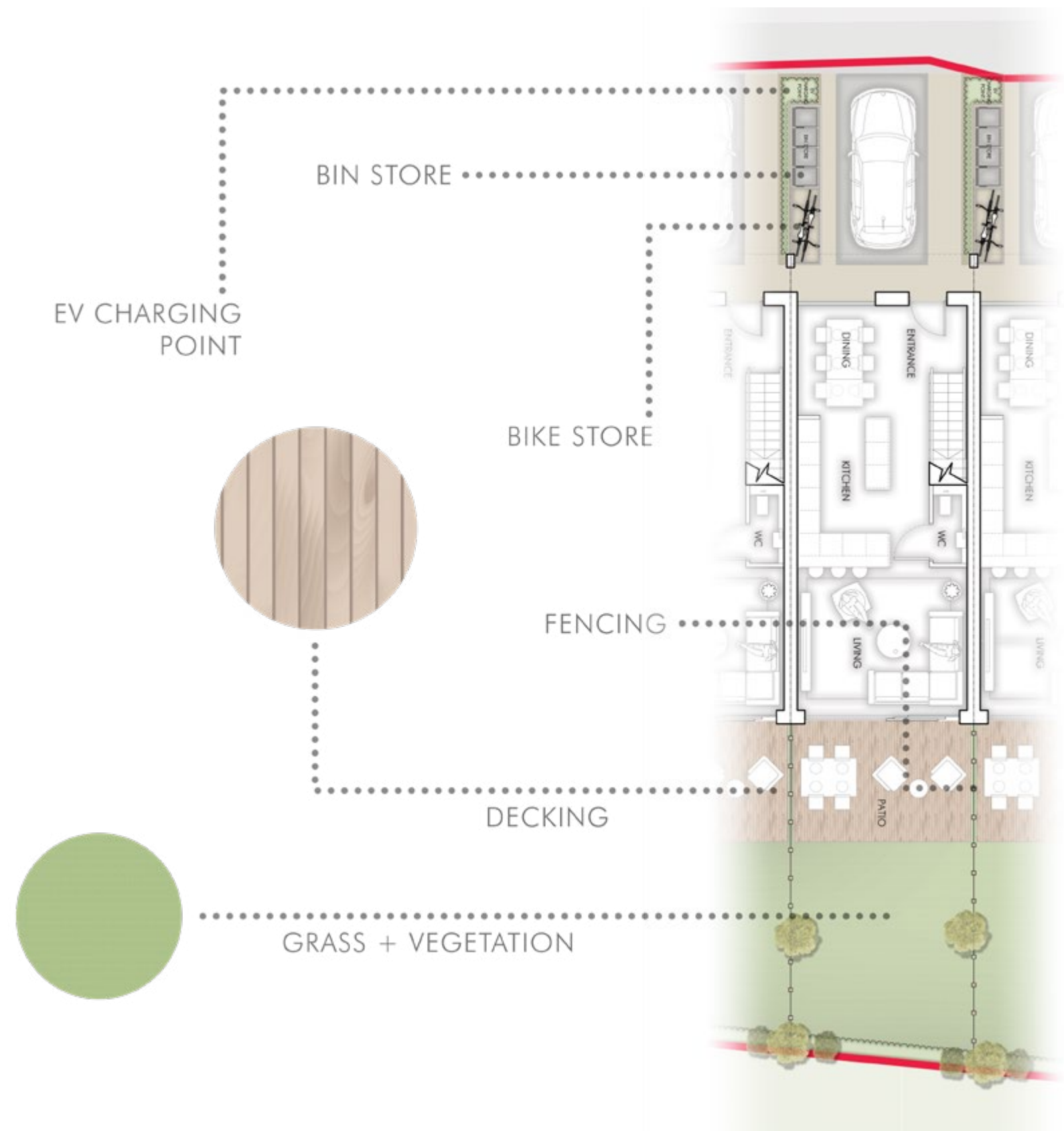


3.0 DESIGN

3.8 LANDSCAPING

The proposed landscape combines both hard and soft landscaping within the scheme. To the rear of the property each plot features a timber decking as well as native vegetation along the boundary. Some plots also incorporate varying sizes of lawn.

To the front of the property, each plot features a single driveway parking space, an EV charging point and a bespoke bin + bike storage solution. The images below show a few precedents of similar storage solutions, minimising the impact of the bins and bikes on the street, as well as incorporating a planter on the top.



3.0 DESIGN

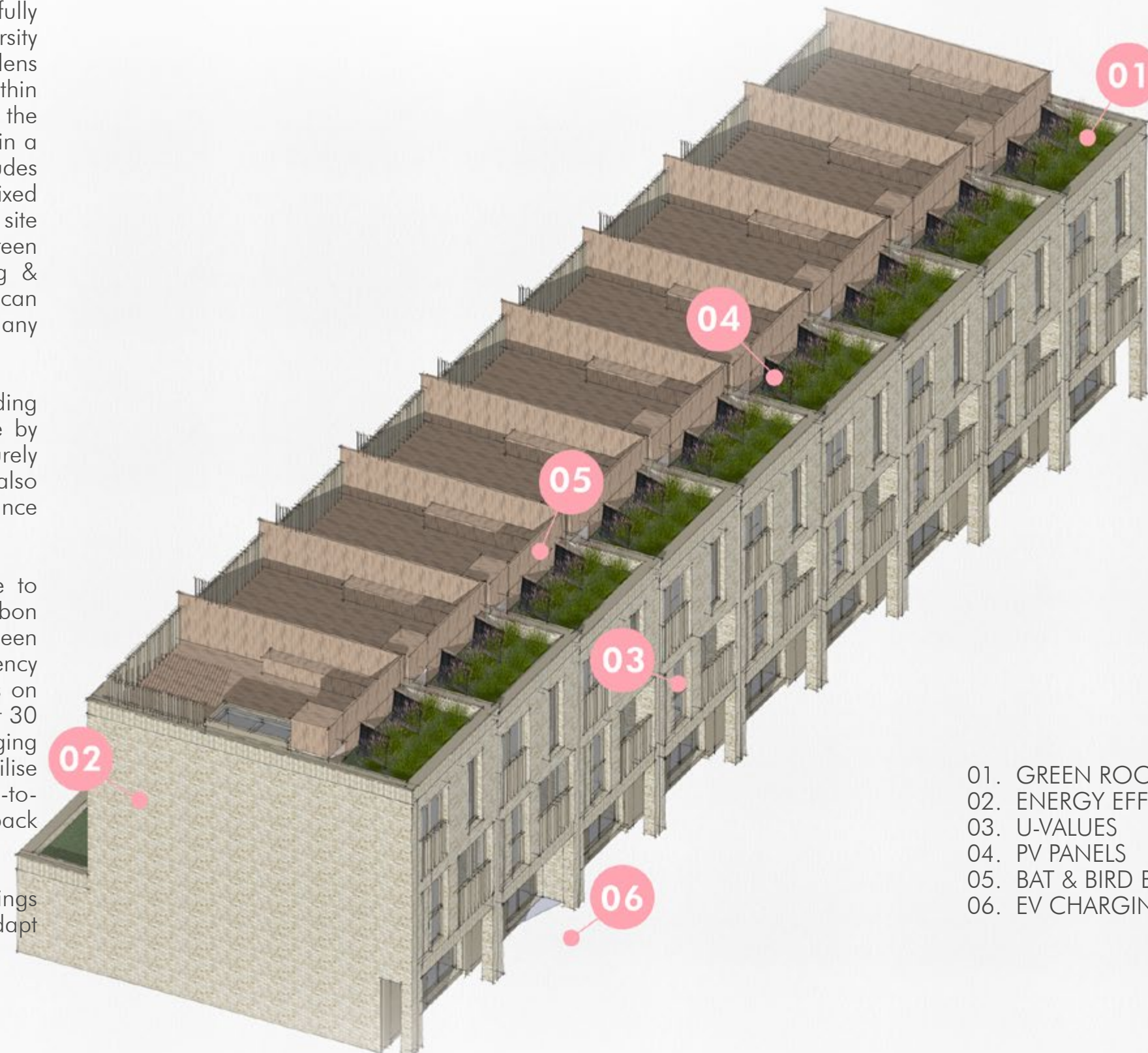
3.9 SUSTAINABILITY + ECOLOGY

The proposed landscape has been carefully considered in order to enhance the biodiversity within the scheme and together with the roof gardens which provide a continuation of the proposal within the landscaped back yards aim to recreate the habitat and ensure the scheme does not result in a net loss of biodiversity. The scheme design includes integrated bat & bird boxes within the walls, mixed native scrub and scattered trees around the site periphery as well as native vegetation on the green roof. Additionally, there will also be climbing & hanging plants throughout the scheme which can provide shelter and foraging opportunities for any local wildlife.

The scheme encourages cycling by providing adequate cycle storage which encourages use by being located at the front and safely and securely design. Bin storage and waste solution has also been carefully designed in line with MCC guidance while not dominating the front threshold.

The scheme has been designed to contribute to Manchester's commitment to achieving zero carbon by 2050. All architectural features have been carefully considered based on their energy efficiency and u-values. The scheme proposes PV panels on the roof with are orientated South and angles at 30 degrees for optimum solar gain. The EV charging points will be compatible with the solar PV to utilise 100% green energy and will be using the vehicle-to-grid technology in order to feed stored energy back into the National Grid.

The ultimate aim of the design is to create dwellings which will stand the test of time and be able to adapt for future needs while the city evolves.



- 01. GREEN ROOF
- 02. ENERGY EFFICIENT MATERIALS
- 03. U-VALUES
- 04. PV PANELS
- 05. BAT & BIRD BOXES
- 06. EV CHARGING POINTS

3.0 DESIGN

3.10 STREET SCENE



3.0 DESIGN

3.11 KEY VIEWS



4.0 CONCLUSION

4.1 SUMMARY

The proposed development has been carefully designed to consider all criteria for a successful, sustainable and contextual residential scheme. The townhouses are sympathetic to the existing context and character and are of appropriate size and scale. Considered materials and details are at the core of our approach to architecture. However, we are ultimately designing homes that people want to live in so light, space and privacy are key elements. Additional qualities include designing and building both exterior and interior to the highest of standards, incorporating sustainable design approaches, adapting to future projections and demographic changes and encouraging the sense of community.

The scheme is located in a well connected area with easy access to public network, encourages walking and cycling while also allowing for car parking provisions as part of a considerate landscape.

Overall, we consider the proposed scheme to provide an appropriate solution to the site and the neighbourhood, adding to the current community and setting a quality precedent for any future schemes within the area.

CALDERPEEL.COM

CHESHIRE

Market Court
20-24 Church Street
Altrincham
WA14 4DW

T: 0161 929 7622

LIVERPOOL

Avenue HQ
17 Mann Island
Liverpool
L3 1BP

T: 0151 662 0122

MANCHESTER

Spaces
125 Deansgate
Manchester
M3 2BY

T: 0161 929 7622

SHEFFIELD

Acero
1 Concourse Way
Sheffield
S1 2BJ

T: 0114 250 7983

SURREY

100 High Street
Esher
Surrey
KT10 9QJ

T: 01372 203 335

