

DESIGN & ACCESS STATEMENT

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



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INTRODUCTION

1.1 Introduction

This Design and Access Statement has been prepared by RGP Architects, on behalf of BOI Trading Company Ltd to support the submission of an outline planning application for the development of a new building to provide retail units with residential apartments on an overgrown parcel of land south of the junction of Fairy Lane with Bury New Road, Manchester. The proposals include a widened vehicular access junction and pedestrian/cycle access into the site, customer and residential car parking and landscaping. The proposal also includes a podium level for residents at first floor.

The purpose of this statement is to consider the site, its context and physical constraints and outline how the proposals respond to these in an appropriate manner.

This statement should be read in conjunction with relevant reports submitted with the outline planning application, which are referenced where applicable. Matters of relevant planning policy are covered within the Planning Statement prepared by Bradley Hall Planning and Design

2.0 OVERVIEW OF PROPOSED DEVELOPMENT & USE

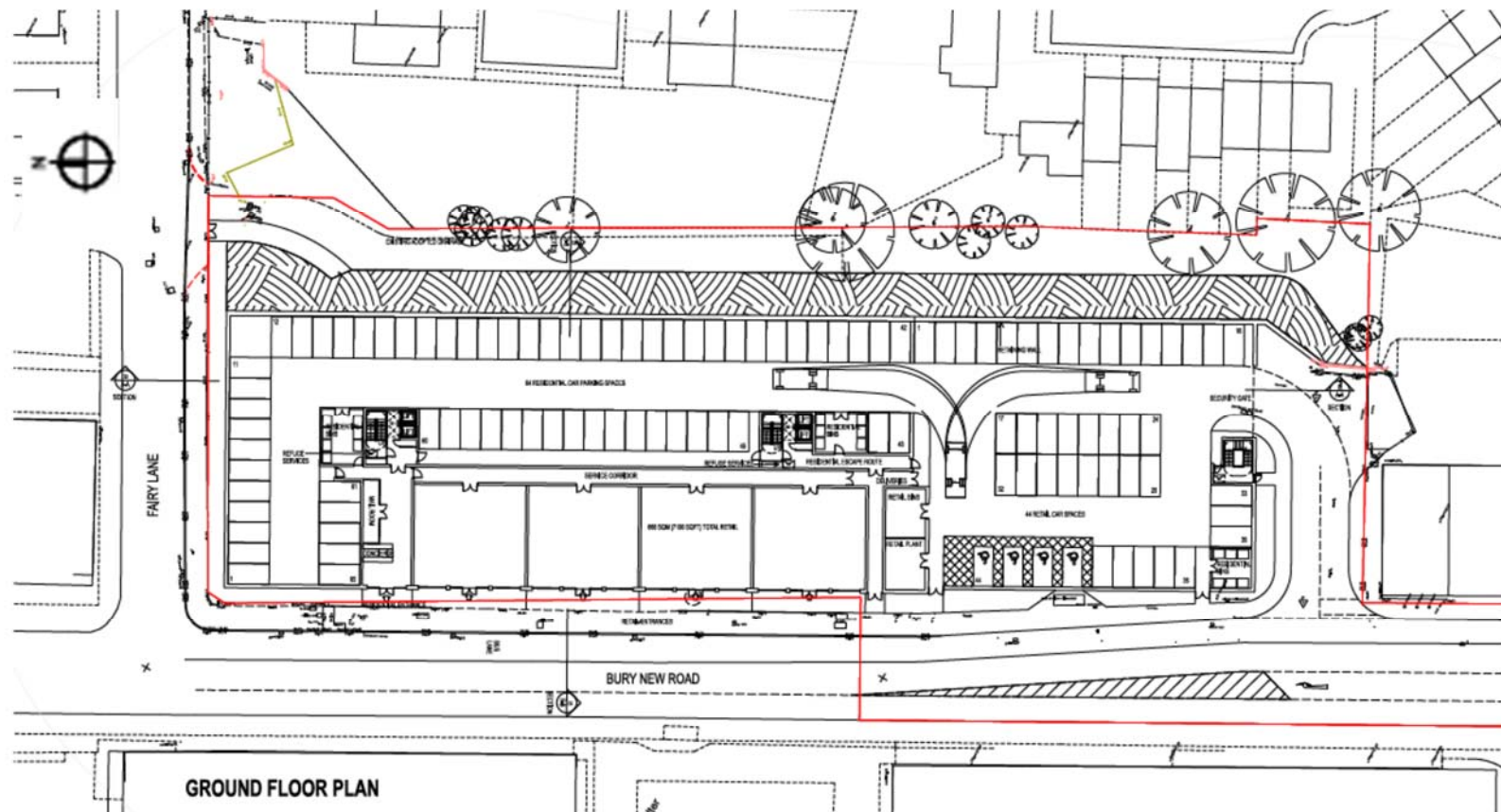
The application includes the comprehensive redevelopment of brownfield land to deliver a new building to be used for retail and residential within a stylish, modern building. The proposal is supported by a ground level under-croft car park with vehicle manoeuvring/servicing area, and perimeter hard and 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 Bury New Road with an alternative residents' only access off Fairy Lane.

The building is designed over five and six storeys, which determines the building's overall height, to be commercially viable.

Circa 668sqm of single storey retail units is provided at street level fronting Bury New Rd with a total of 141 apartments, a combination of 1Bed and 2Bed units of varying sizes. The proposed building footprint is largely dictated by the site proportions and adopted sewers that run along the rear boundary. Hard and soft landscaping is proposed to the curtilage of the site together a residents' podium above the retail and undercroft car park.

One Hundred and eight car parking bays including four accessible bays are proposed, together with provision for cycle parking. Other ancillary spaces, plant, refuse, safe cycle storage, apartment reception is illustrated within the layout of the new building.



Proposed site plan

3.0 SITE ANALYSIS

3.1 Site Location and General Context

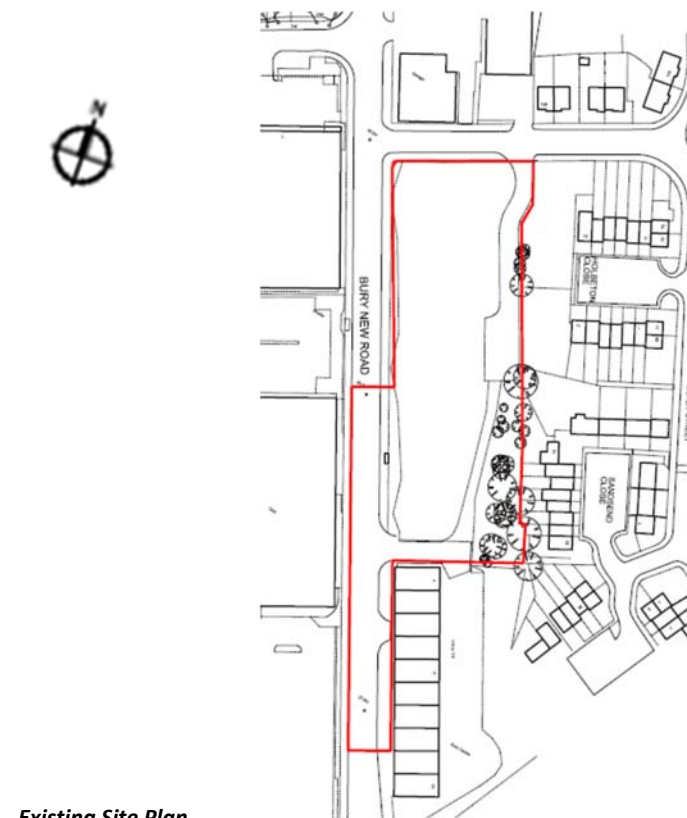
The 1.55-acre, rectangular proportioned site is located to the south of junction of Fairy Lane and Bury New Road [A56], Manchester. The A56 is an arterial route into the centre of Manchester which is about 1.25.km away from the city's Manchester Cathedral to the south.

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, immediately north, Ready Steady Store Ltd and Grosvenor Casino opposite and a terrace of retail units [numbered 106-124], south of the site.

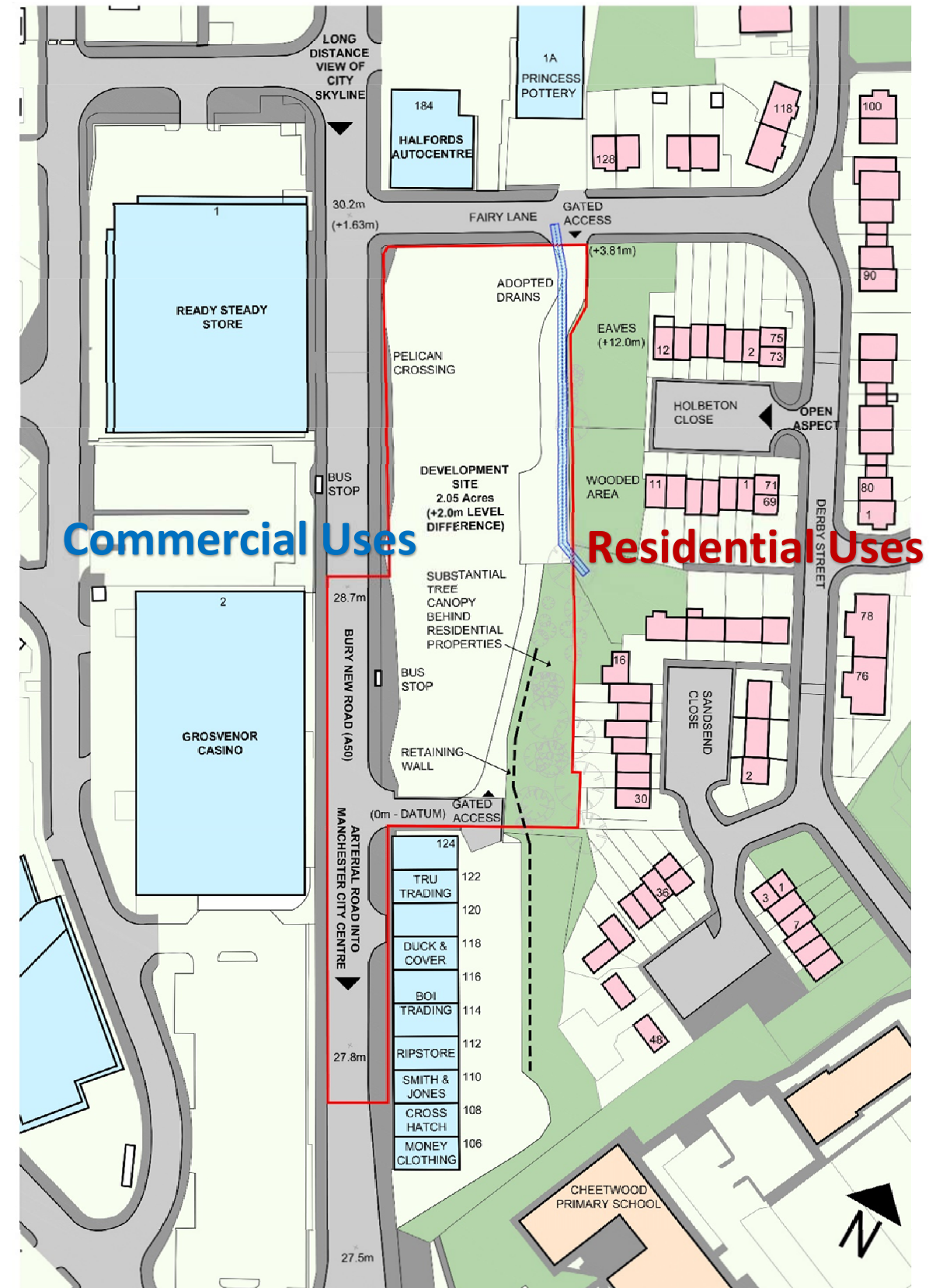
These structures vary in height between 6.3m and 9.5m as measured from pavement to eaves line.

Elevated behind 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 Rd. 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 undulations.

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

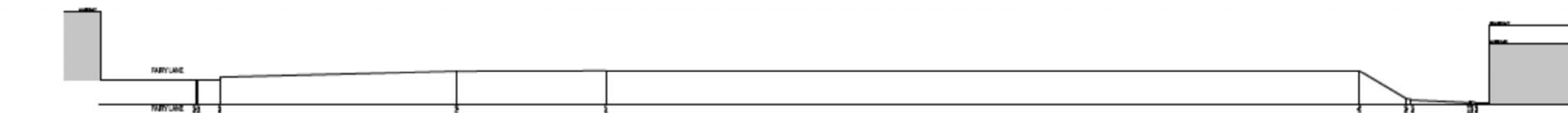
3.3 Below ground services

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

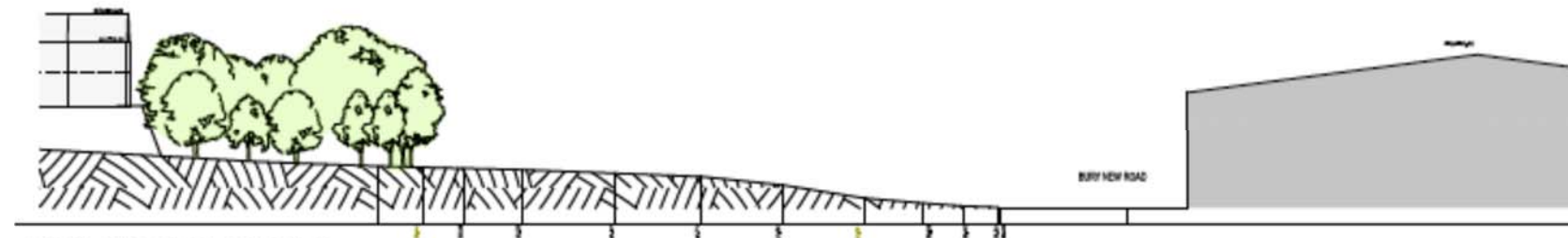
Prior to the outline application, a topographical survey was commissioned to ascertain levels and contour information across the site and its boundaries, including heights of eaves and ridge lines of surrounding buildings:

Bury New Rd rises to the north about 1.6m with the development site being some 2.0m above a local datum. 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 Sansden Close.



EXISTING SECTION A-A

Site Section fronting Bury New Road



EXISTING SECTION B-B

Cross Site Section

4.0 SITE PHOTOGRAPHS



Southbound view of the development site fronting Bury New Road



Junction of Fairy Lane with Bury New Road



Secure site access off Fairy Lane



Fairy Lane looking towards Bury New Road

4.0 Site Photographs (continued)



Holbeton Close



Shared Site access off Bury New Road



Site access for 106-124 Bury New Road



Northbound view of the site fronting Bury New Road

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 668sm
- Apartments

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

Floor/Storey	1B 1Person	1B 2Person	2B 3Person	Total
1 st floor to 4 th Floor	4	44	72	120
5 th floor	2	10	9	21
Total	6	54	81	141

5.3 Parking Schedule

TYPE	QUANTITY
Residential	64
Customer	44 (including 4 accessible bays)
Total	108

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.

The ground floor, 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 Rd and so proportioned with a depth to enable flexible unit sizes to be created to meet likely occupational demand requirements. The retail tenants will spatially operate independently from the residential use 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' undercroft 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 undercroft car park forming a private open and secure podium. The rear elevation of the apartments is 32m back from the neighbouring house gables.

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

6.2 Proposed Development levels

The ground floor, street level is determined by the existing rising main road level at about the midpoint 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 Rd to the start of the retail element.

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

7.1 Massing

The building 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

A key consideration is setting the finished level of the podium with a clear storey height below set at 4.5m with a top of parapet wall at 6.3m from the level of the lowest retail unit floor. This overall height is broadly 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 five-storey element including the two main stair/lift cores and an extended four storey element to the south. The residential storey height is set at 3.0m floor to floor with a varying parapet line at roof level.

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

The podium level will merge into the elevated ground levels along the rear boundary with new retaining structures tying into existing retaining structures.

7.2 Scale

The following is a summary of the proposed heights measured from Bury New Road and Fairy Lane pavement levels.

Top of podium parapet wall varies from 5.3m to 7m to main road frontage and a low point of 3.5m facing Fairy Lane.

Four storey element 17.8m

Five storey element 21m

8.0 APPEARANCE

As the application is for an outline consent, the materials shown in the images below are in monochrome with the appearance reserved for a Reserved Matters application. The proposal is considered indicative but respective of the design approach outlined in this document.

The appearance of the proposed development will be of a modern design respecting the palate of materials in the locality. The principle elevation, as viewed from Bury New Road, has a retail frontage and undercroft carpark defined by the level of podium's parapet. The setback apartment block above continues to draw the eye along the main road frontage, further articulated with projections and varying parapet levels.

The other elevations will continue to be articulated as seen on the podium.

The retail frontage will be glazed shop fronts and where the undercroft car park fronts the roads, infill decorative ventilation screens will be installed.

Views of Indicative Proposal, Before/After



Southbound view along Bury New Road.



Northbound view along Bury New Road



View down Fairy Lane



View West along Hobbleton Close

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 documentation: -

- 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 is allowed for commercial vehicles to turn around to exit the development.

9.4 Parking

- Customer parking 44 designated spaces for customers, including 4 accessible bays, is provided in the undercroft car park which will be monitored for short stay visits only.
- Residents parking; 64 secure spaces controlled beyond the customer parking area.
- The gradient of the undercroft car park will follow the rise of Bury New Road to achieve level thresholds fronting Bury New Road as you approach the retail units

9.5 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.

9.6 Pedestrian 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 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.

The podium level will merge with the wooded landscaped area along with structured planting containing species to encourage biodiversity to reinforce the existing naturalised 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.

11.0 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 has 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 residential development supported by neighbourhood shops.

12.00 LIST OF SUBMITTED ARCHITECTURAL DRAWINGS

Drawing No.10763	Drawing Title	Scale	Size
SITE			
01a	Site Location Plan	1250	A3
18	Ground Floor Plan, Street Scene	250	A1
19	Podium [First] Floor Level	250	A1
20	Second Floor to Fourth Floor levels	250	A1
21	Fifth Floor Level	250	A1
22	Existing Sections, Proposed Sections, Street Scene	250	A1
237	Existing Sections, Proposed Sections, Street Scene	250	A1