

94-102

St Mary's Road
Newton Heath
Manchester
M40 0AG

May 2020

Creation of 6no. 3-storey dwelling houses (Class C3) within the demise of the existing building along with the creation of an additional 3 Flats (Class C3) to the end gable, together with associated elevational adaptations, roof alterations, boundary treatment, car parking and landscaping.

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1.0 Project Overview

This supporting planning document is submitted by architecture:m on behalf of our client in support of a full planning permission. This document contains the following supporting information for your consideration:

- Drawings; illustrating the existing and proposed details of the development.
- Photography; illustrating the existing and Proposed details of the development.
- Design and Access Statement; an assessment of the design evolution and principles of the development.

We are proposing the development of an existing detached pub on a sizable plot in Newton Heath, St Mary’s road. The pub site has effective public transport links into Manchester. The development will enhance the current surroundings as the site has been derelict for a couple of years. The proposal minimises the need for demolition as the original shell of the building is to be maintained, which will in time reduce to construction work and transportation of materials being taken off site.

As the site has a large car park to the rear of the property the site facilities during construction will be set back from the main road reducing the congestion of the construction process.

The overall scheme creates and closely concentrates on the connection of the entire building. The proposal suitably integrates the existing building as its current state fails to successfully connect each part of the building.

Architecture:m’s proposal creates an open plan living environment and locates the living spaces towards the rear of the site, reducing the noise pollution from the main road.

2.0 Aerial Photographs



3.0 Site Photography



Fig.1 - Existing front elevation



Fig.2 - Existing front elevation



Fig.3 - Existing front elevation



Fig.4 - Existing car park



Fig.5 - Existing side elevation



Fig.6 - Photograph illustrating existing front elevation in context



Fig.8 - Photograph illustrating existing front elevation



Fig. 7 - Photograph illustrating Adjacent property building height



Fig.9 - Photograph illustrating existing rear elevation

4.0 Historical Photographs



Fig.10 - Os map circa 1890's.
Site dashed in red line.

4.0 Historical Photographs

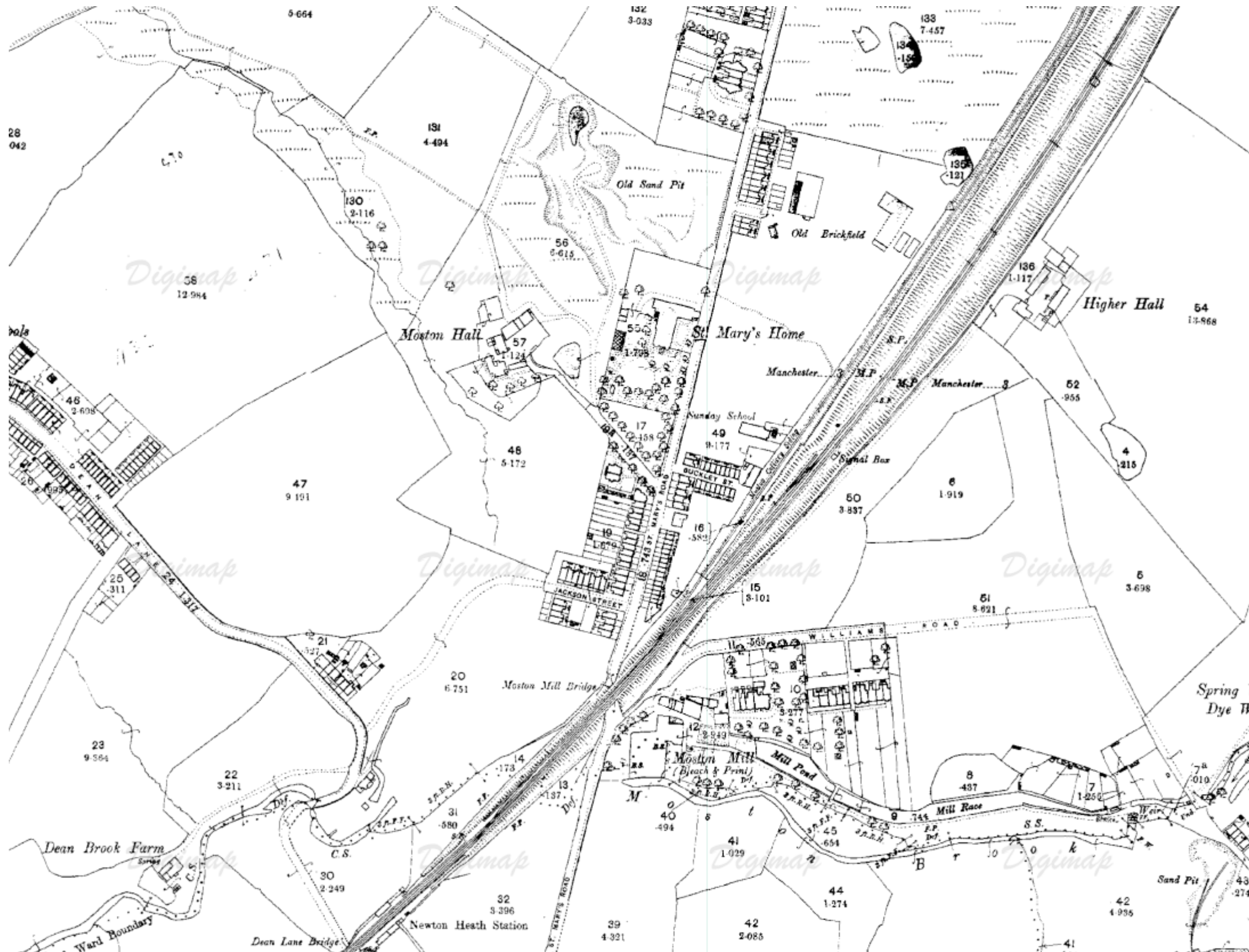


Fig.11 - Os map circa 1950's.
Site dashed in red line.

4.0 Historical Photographs



5.0 Site and Surroundings



Dean Brook Inn is a large detached inn situated on St. Marys Road, Newton Heath. In its previous life, the Inn provided a local communal space for residents who lived close by. The Inn is currently vacant and has fell into disrepair, resulting in the area being un-aesthetically pleasing for its adjacent neighbours.

Dean Brook Inn is built out of a traditional construction which ties in with the local aesthetic. Our proposal is to transform the site in favour of the local aesthetic.

The Inn is lacking a real function and purpose. The Inn is currently not in use but has a required potential to adapt and extend into an array of affordable dwellings, providing a contemporary living standard.

Access into site is currently from the rear elevation and remains so in the proposed scheme along with an access point to the front of the property. This allows the design to enhance and establish the current state and landscape of the area.



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All dimensions are to be checked prior to works commencing on site

Status Key
S: Survey
F: Feasibility
P: Planning
D: Detailed Detail
T: Tender
C: Construction
B: As Built

Rev:	Date:	By:	Note:



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p: St Marys Road
d: OS site plan

d: 21.07.2015
s: 1:1000 @ A3
db: LJA

n: project: 382 drawing: 001 status: S rev: /

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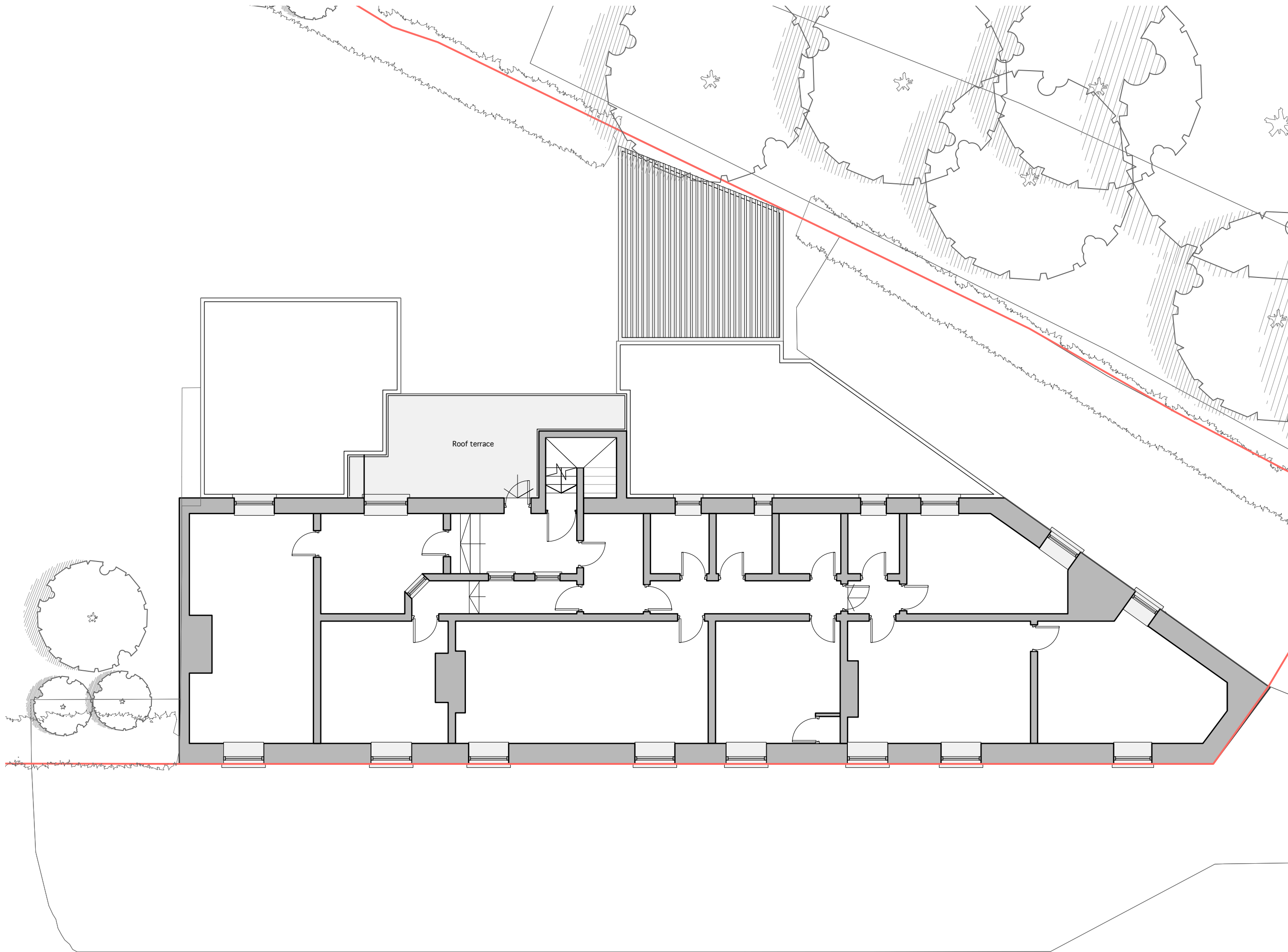
St Marys Road
Existing ground floor

d: 21.07.2015

1.100 @ A3

db: LJA

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p: St Marys Road
d: Existing first floor

d: 21.07.2015
s: 1:100 @ A3
db: LJA

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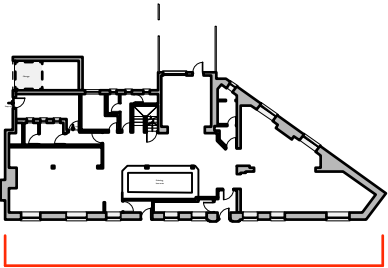
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p: St Marys Road
d: Ex. Front elevation

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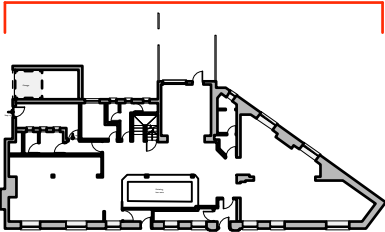
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p: St Marys Road
d: Ex. Rear elevation

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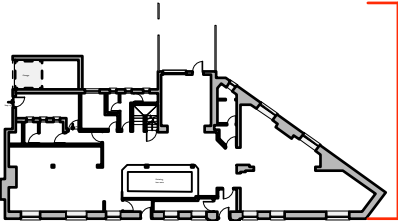
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p: St Marys Road
d: Ex. Railway elevation

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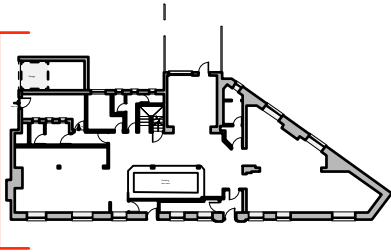
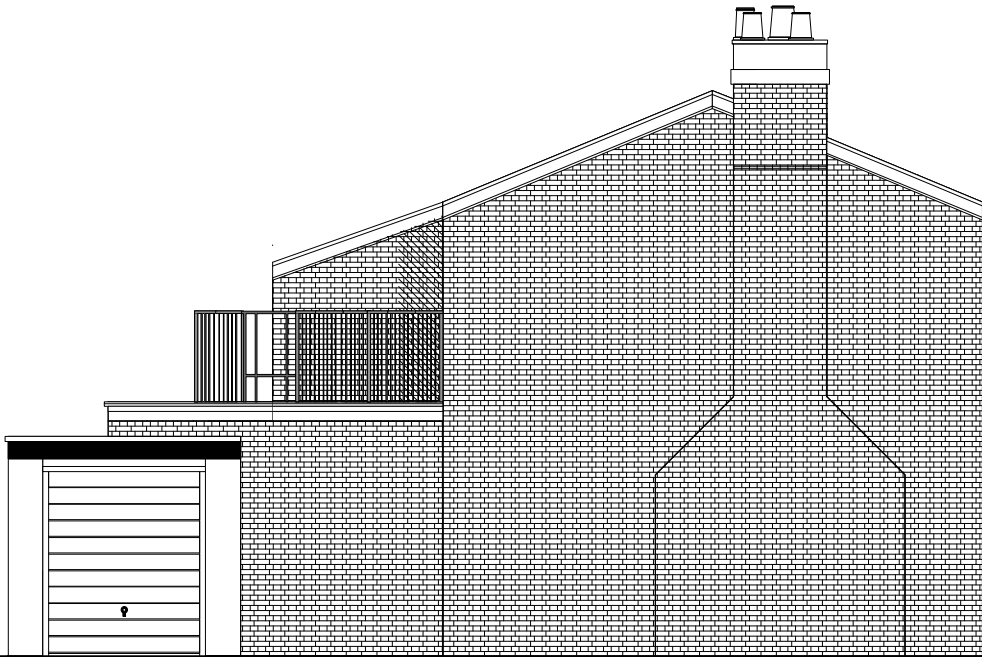
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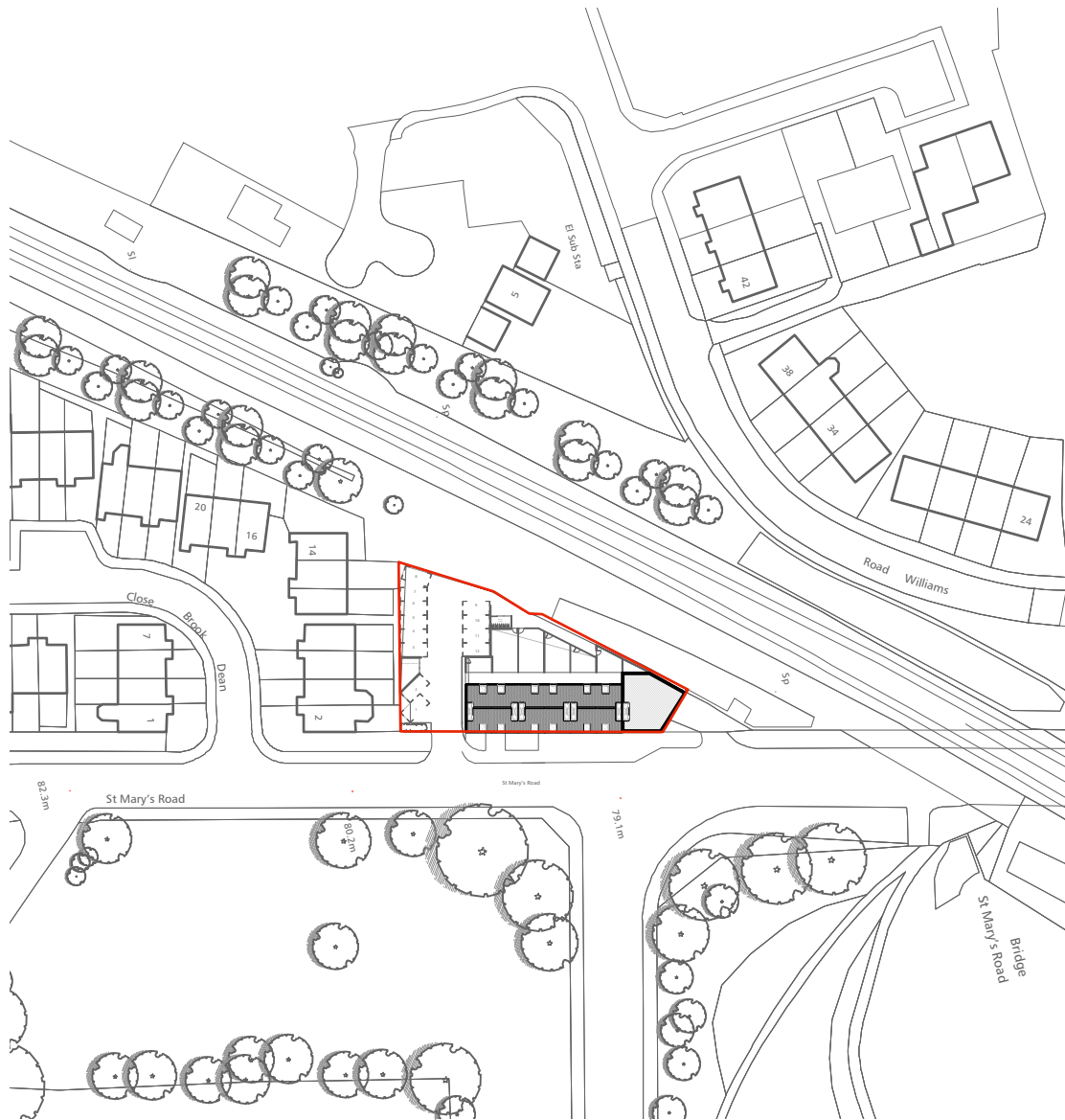
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p: St Marys Road
d: Ex.Upper side elev

d: 21.07.2015
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db: LJA

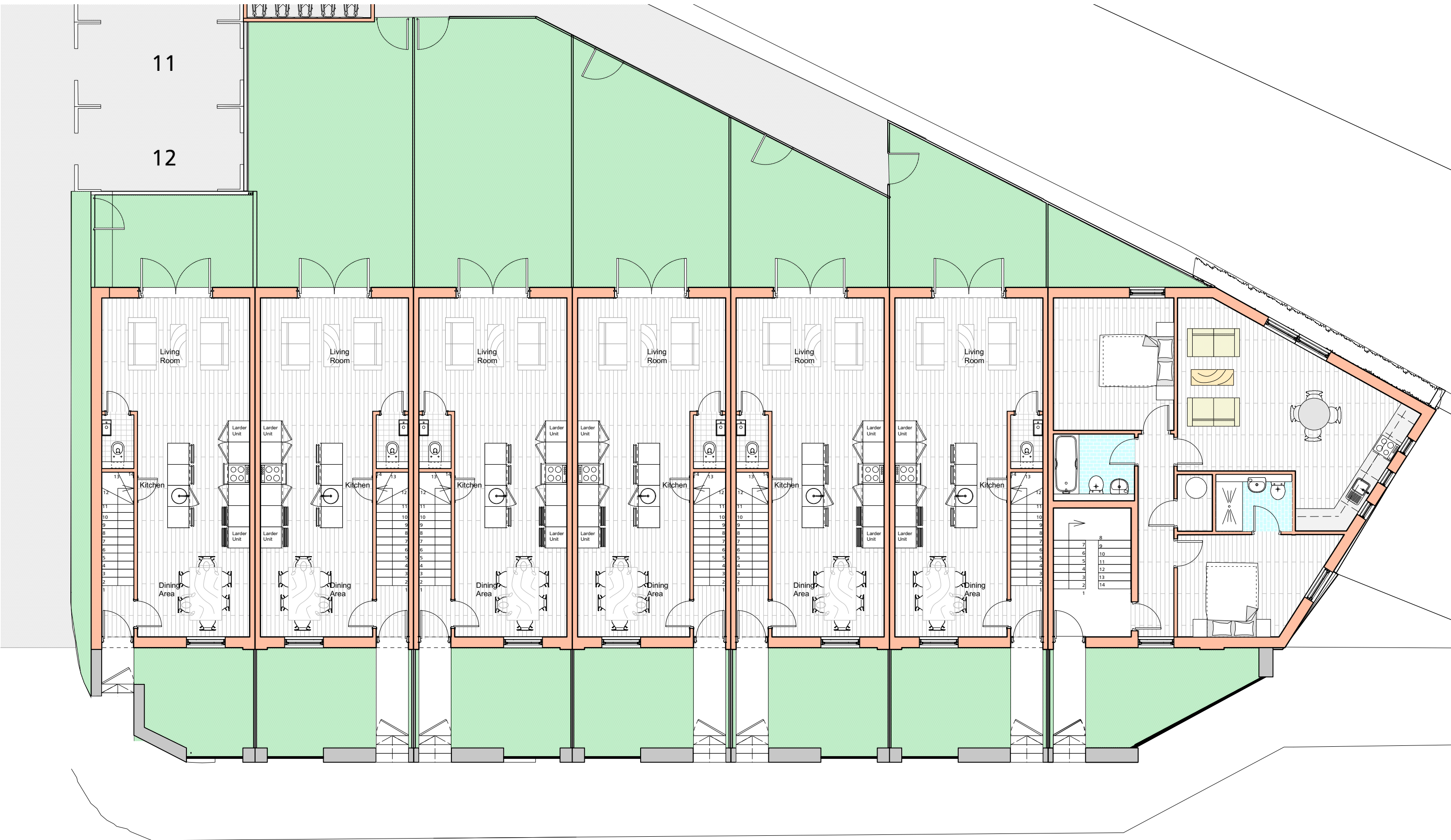
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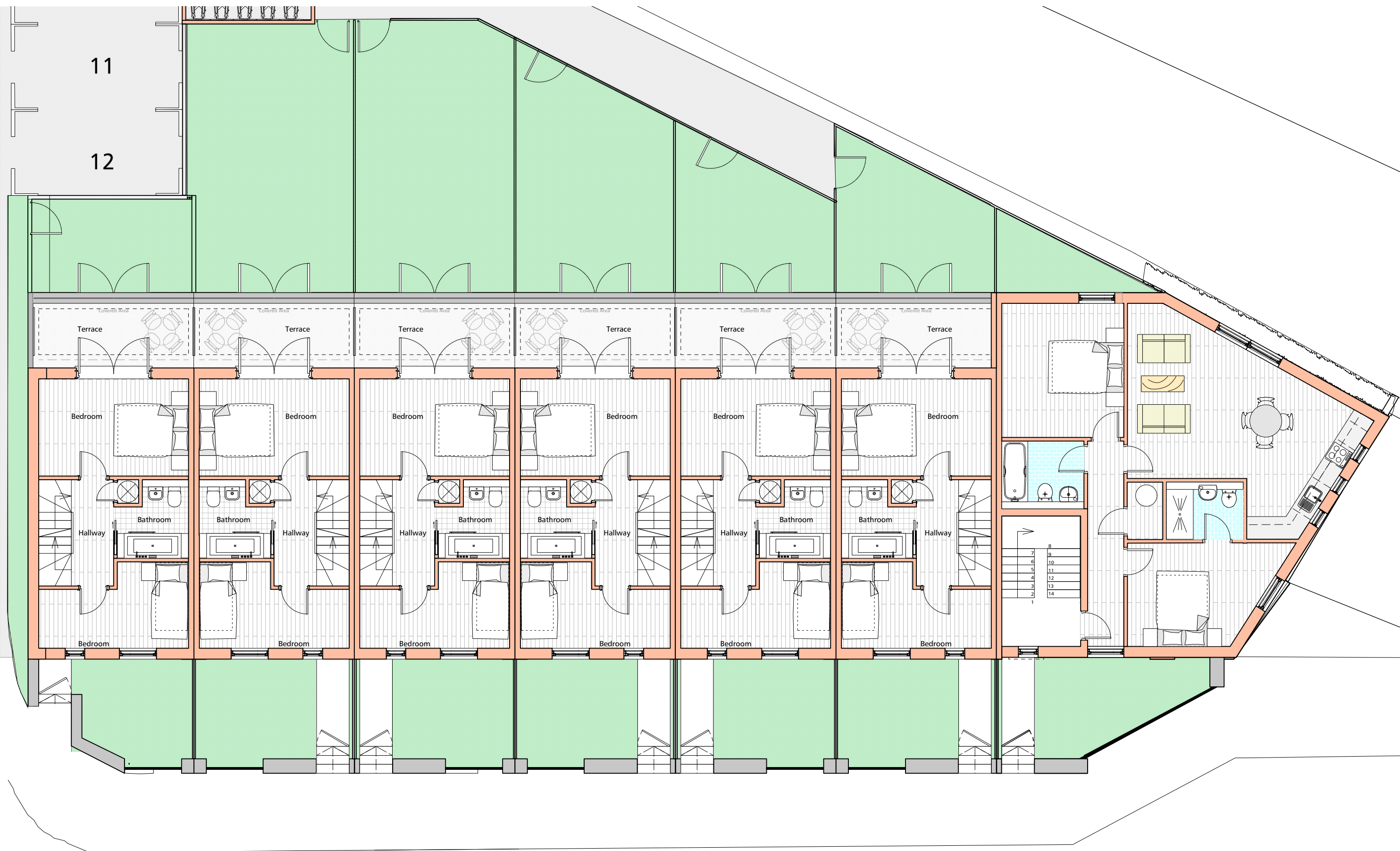
7.0 Proposed Drawings

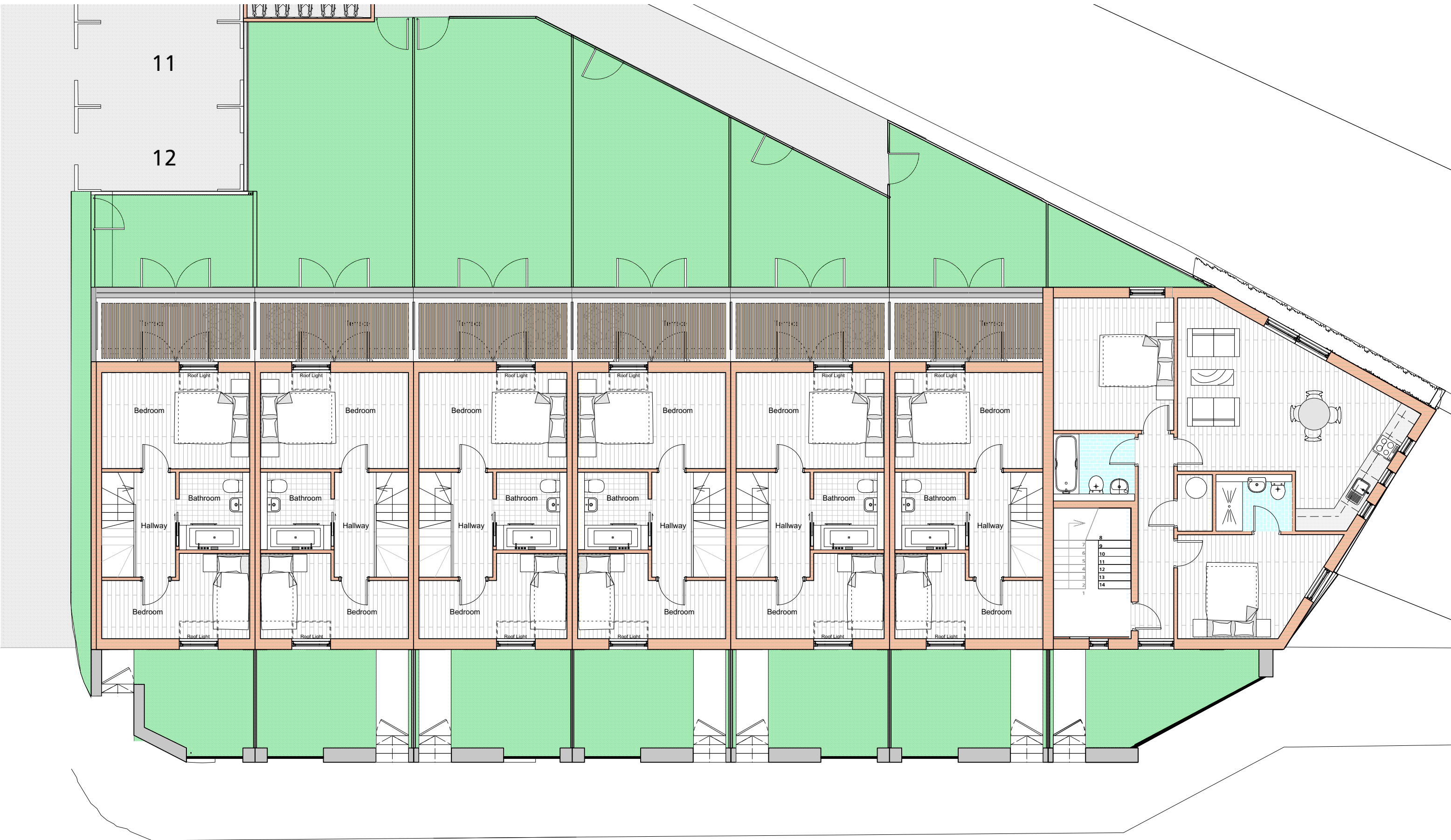


Site Curtilage

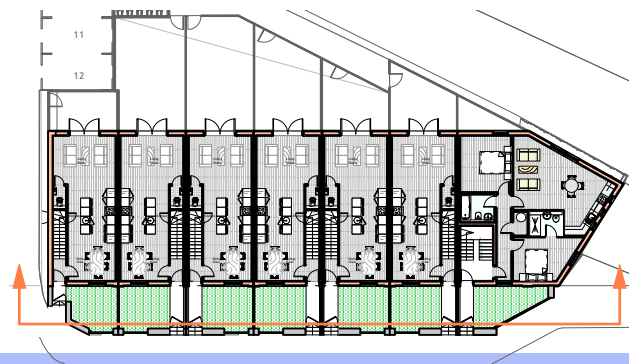








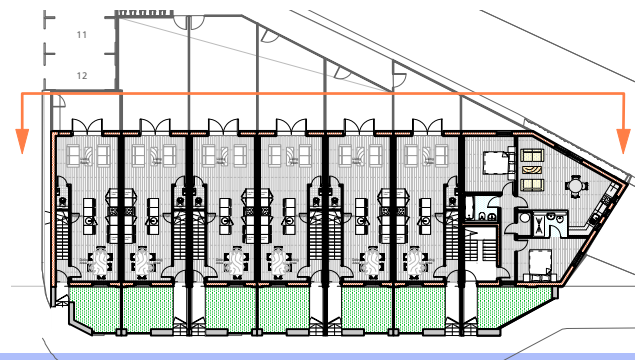




KEY PLAN
1:500

- 1 Red Brick
- 2 Garden Wall/Fence
- 3 Grey Aluminium Window Frames
- 4 Grey Aluminium Window/Roof light
- 5 Entrance
- 6 Balcony
- 7 Brick Chimney Lightwell
- 8 Recessed Brickwork
- 9 Corten Steel Entrance Detail
- 10 Grey Concrete Tile
- 11 Bicycle Storage

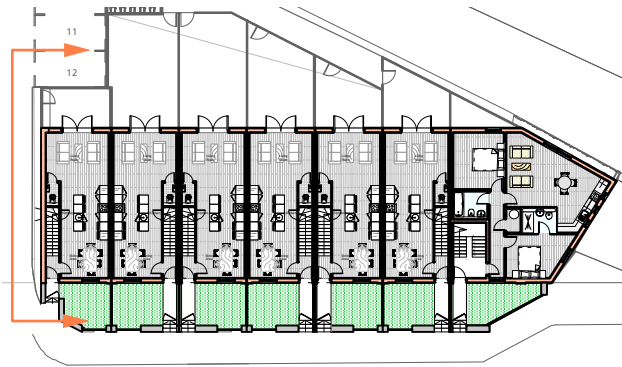




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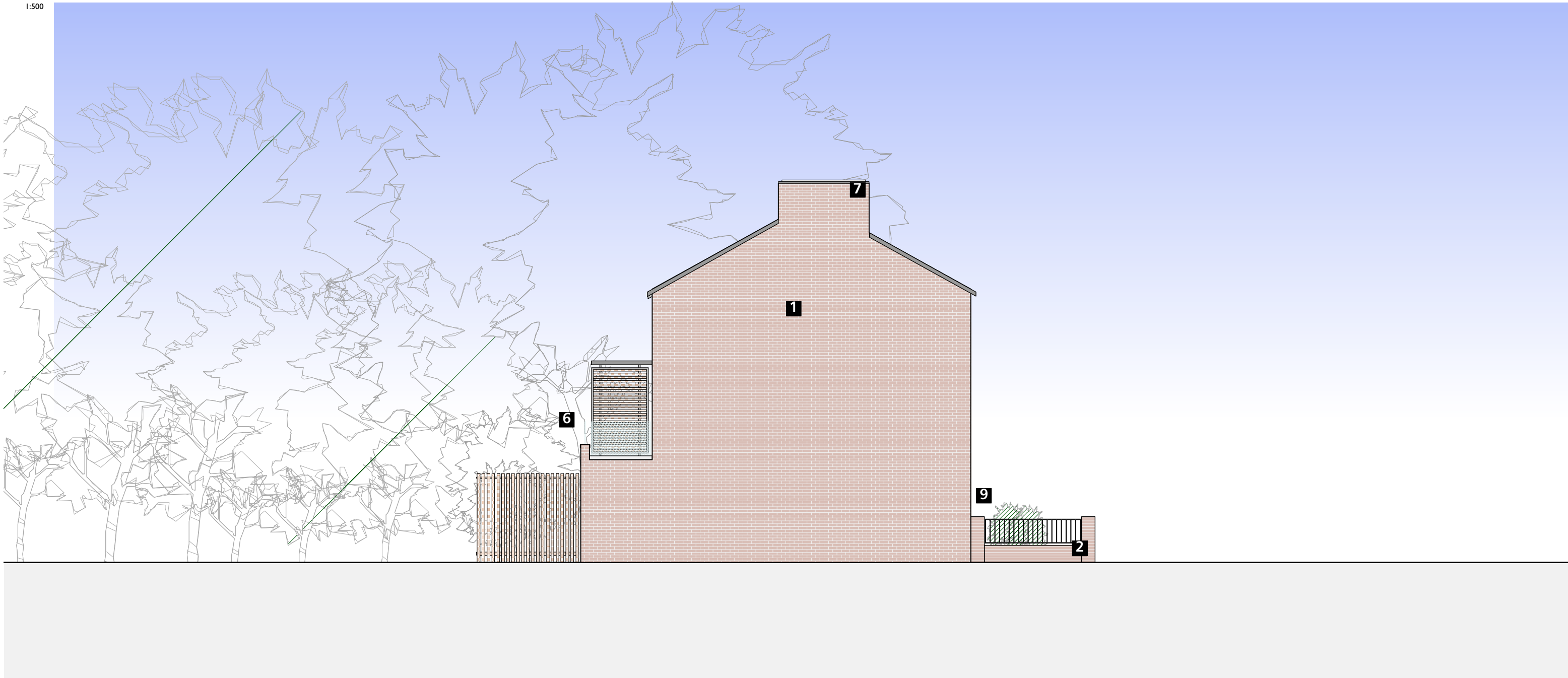
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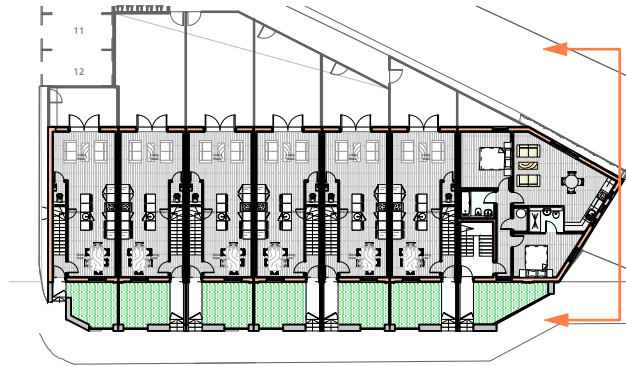




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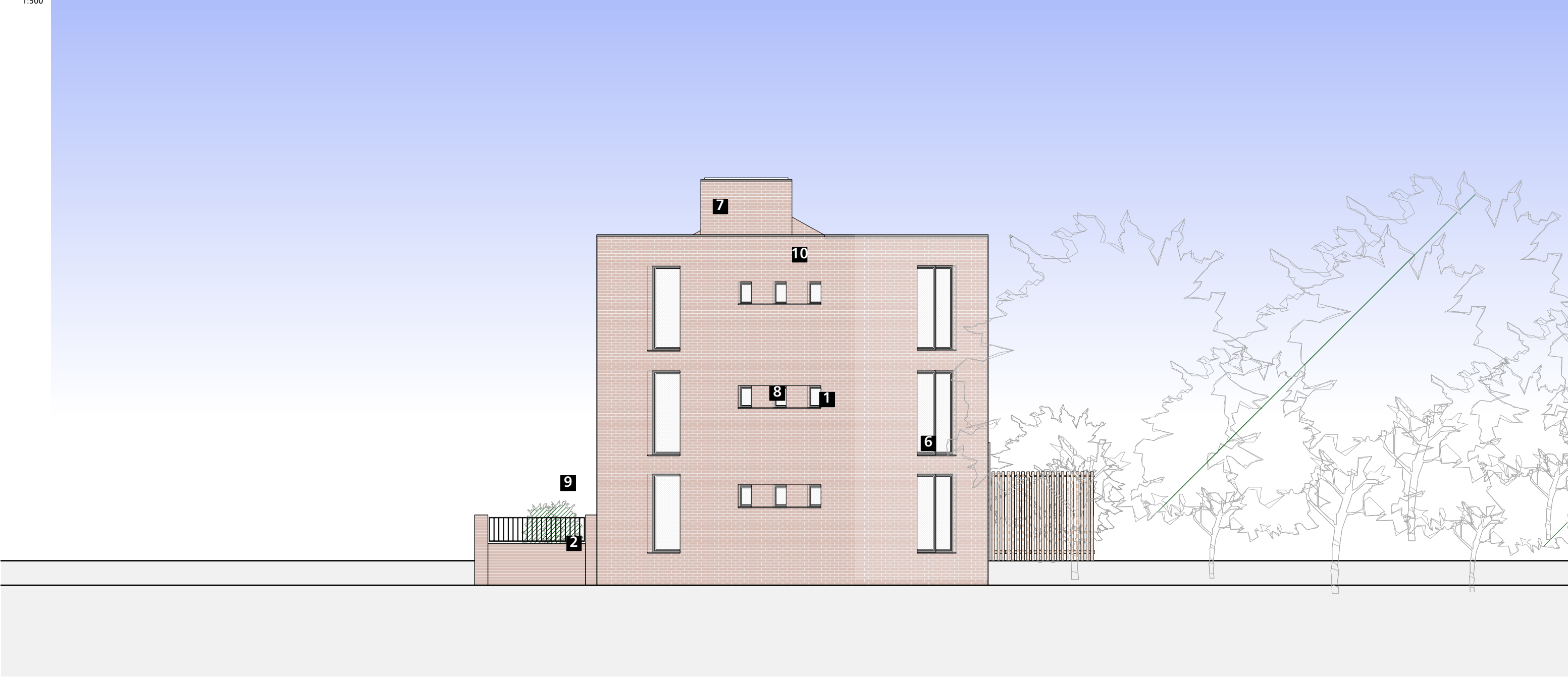
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| 2 | Garden Wall/Fence | 11 | Bicycle Storage |
| 3 | Grey Aluminium Window Frames | | |
| 4 | Grey Aluminium Window/Roof light | | |
| 5 | Entrance | | |
| 6 | Balcony | | |
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| 8 | Recessed Brickwork | | |
| 9 | Corten Steel Entrance Detail | | |





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- 8 Recessed Brickwork
- 9 Corten Steel Entrance Detail
- 10 Grey Concrete Tile
- 11 Bicycle Storage



8.0 Bin Storage Space

To maximise the convenience of the site we have proposed a similar design to a traditional terraced house. The bin storage is stored to the rear of the site reducing the visual impact to the front elevation and allows easy access for vehicles collecting waste. On bin collection days, a bin van can park adjacent to the back paved area and collect the bins from the rear of the properties, the red dashed line indicates the plan of collection.

Bin collection days will be of a similar nature to the adjacent properties.

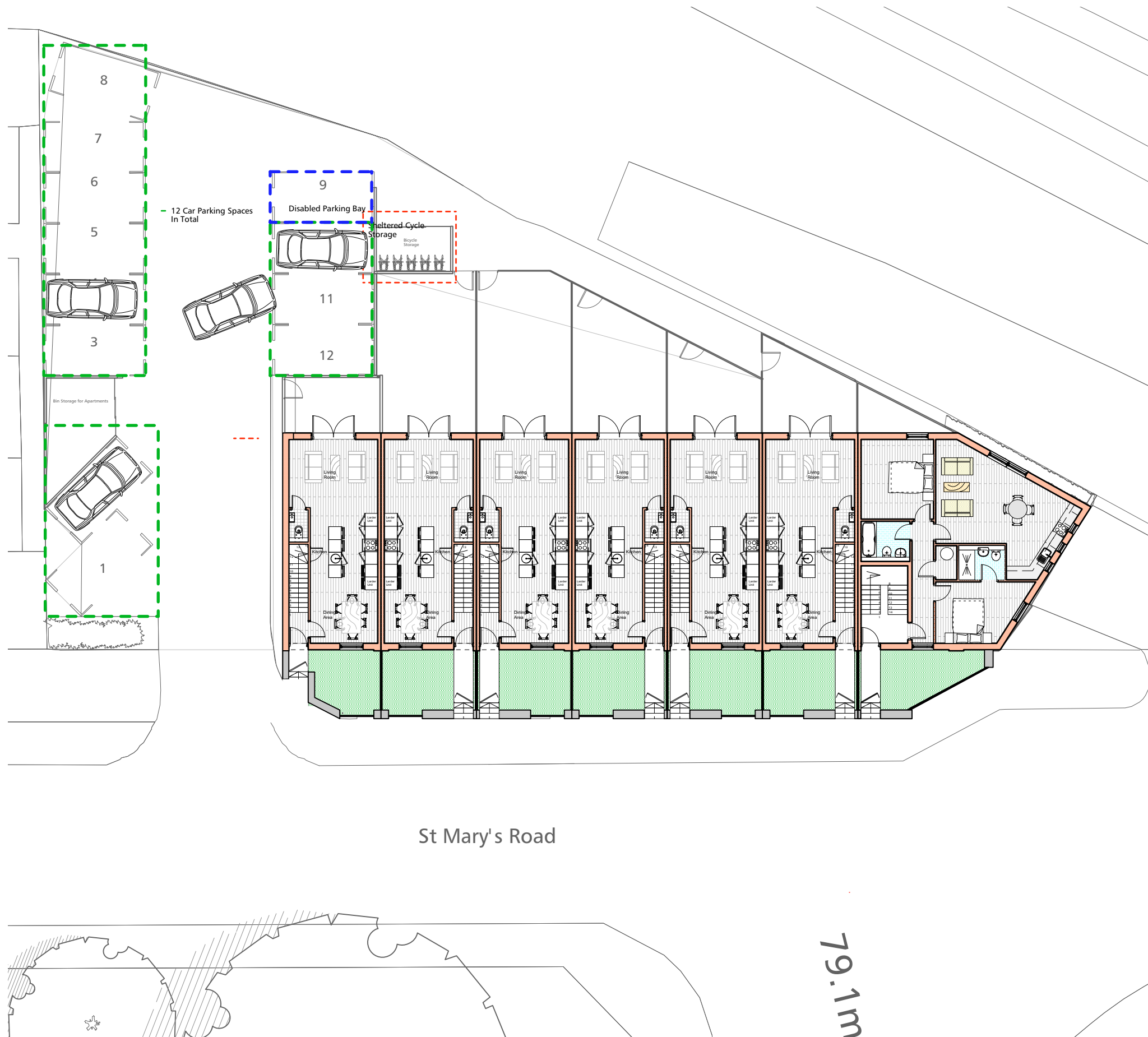


9.0 Means of Parking

The existing car park is of a similar nature to the proposed. The image to the left illustrates 12 car parking spaces with an additional provisional disabled parking bay. With close links to transportation into the city the car park is limited to occupants using the facility.

A disabled parking bay is indicated in a blue dashed line, the bay is closely situated to the properties in relation to the other parking bays.

Bicycle parking is provided to the back of the properties situated conveniently for easy access out of the car park, while being out of the line of sight from the street for added security.



10.0

Amenity Space

The proposal celebrates dedicating sections of the site to create amenity spaces, as this is an important part to creating a space and environment that is not just a housing development but a community.

Each dwelling is equipped with a front and rear garden, with additional balcony spaces on the 1st and 2nd floor plan.

The proposed development incorporates a small section of grass to the rear of the site which allows for a safe haven away from the road for communal purposes.



11.0 Design & Access Statement

11.1 Statement

This Design and Access Statement has been prepared to support the Full Planning Application, submitted on behalf of the applicant, for the redevelopment of the site at 94-102 St Mary's Road, Newton Heath, Manchester, M40 0AG. The report has been written in accordance with CABE's guide 'Design and Access Statements - How to write, read and use them' and accompanies the design drawings to describe the proposals.

The application seeks planning approval for 9no dwellings with associated car parking on a derelict site of the former Dean Brook Inn. The report provides the local authority with full information on the proposals to assess the likely impact of the scheme upon the local area.

This document should be read in conjunction with the submitted architectural drawings and all other supporting documents.

11.2 Planning History

105558/FO/2014/N1

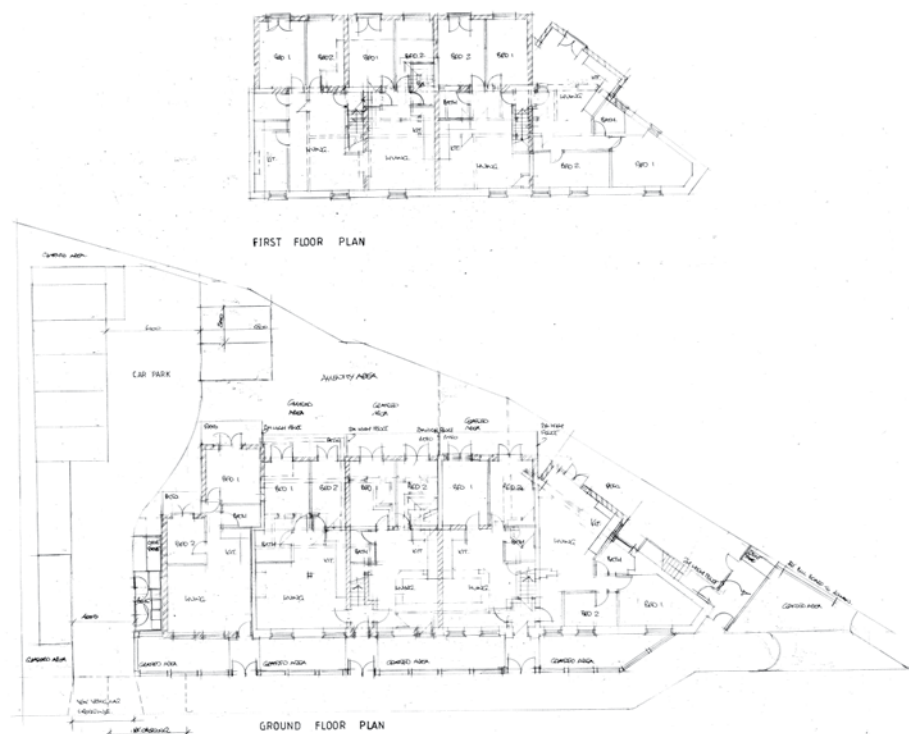
Erection of single storey side and two-storey rear extensions to existing pub building and conversion of building into 9 two-bedroom self contained apartments, with associated parking and other associated works.

Submitted: 30-04-2014 - Approved

111593/FO/2016/N1

Creation of 7 no. three storey dwellinghouses (Class C3) within the shell of the existing building, together with associated elevational and roof alterations, boundary treatment, car parking and landscaping

Submitted: 19-05-2016 - Approved



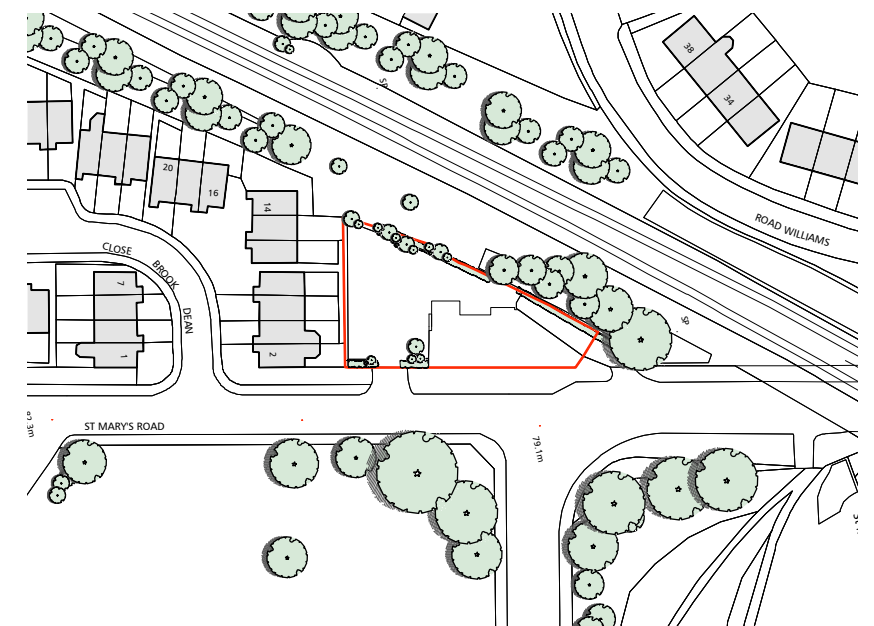
11.0 Design & Access Statement

11.3 Site Location

St Mary's Road, Newton Heath is situated just 3 miles away from Manchester City Centre and has direct public transportation links into the City. St Mary's Road also links onto the A62 Oldham Road, which is currently a main road into the City and has a direct link into Oldham. Surrounded by locations such as Miles Platting, Failsworth and Ancoats.

Newton heath has a population of around 10,000 people and is historically apart of Lancashire. Newton Heath was formerly a farming town but later adopted to the industrial revolution and became an engineering town but most people occupied work through mining or textiles.

Our Proposal sits in the heart of St Mary's Road which is adjacent to BroadHurst Park. Further down St Mary's Road sits Alexian Care Centre and Moston Rail Station.

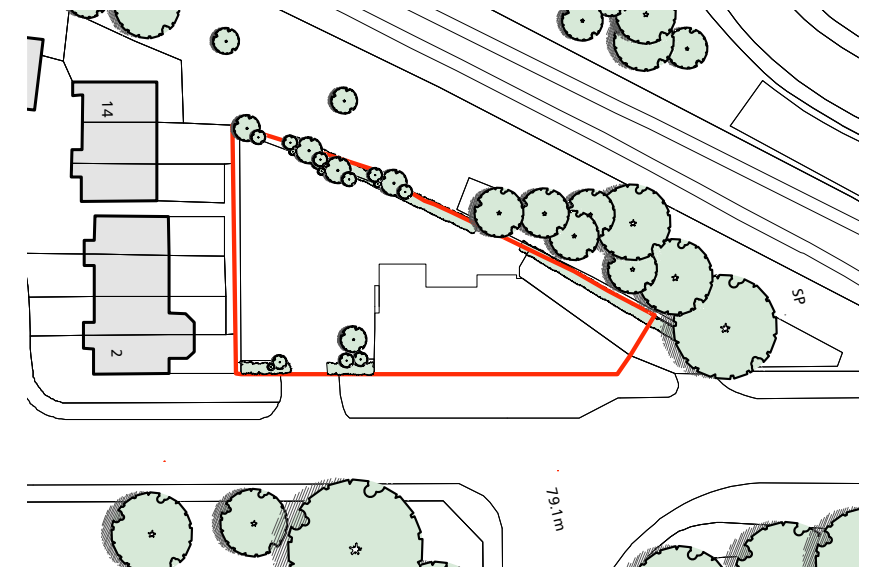


11.0 Design & Access Statement

11.4 Application Site

The application site is approximately 930 sqm and has a slight gradient.

Architecture:m have completed a full survey and photographed the existing state of the site. The images to the left illustrate the existing conditions and the sites current context.





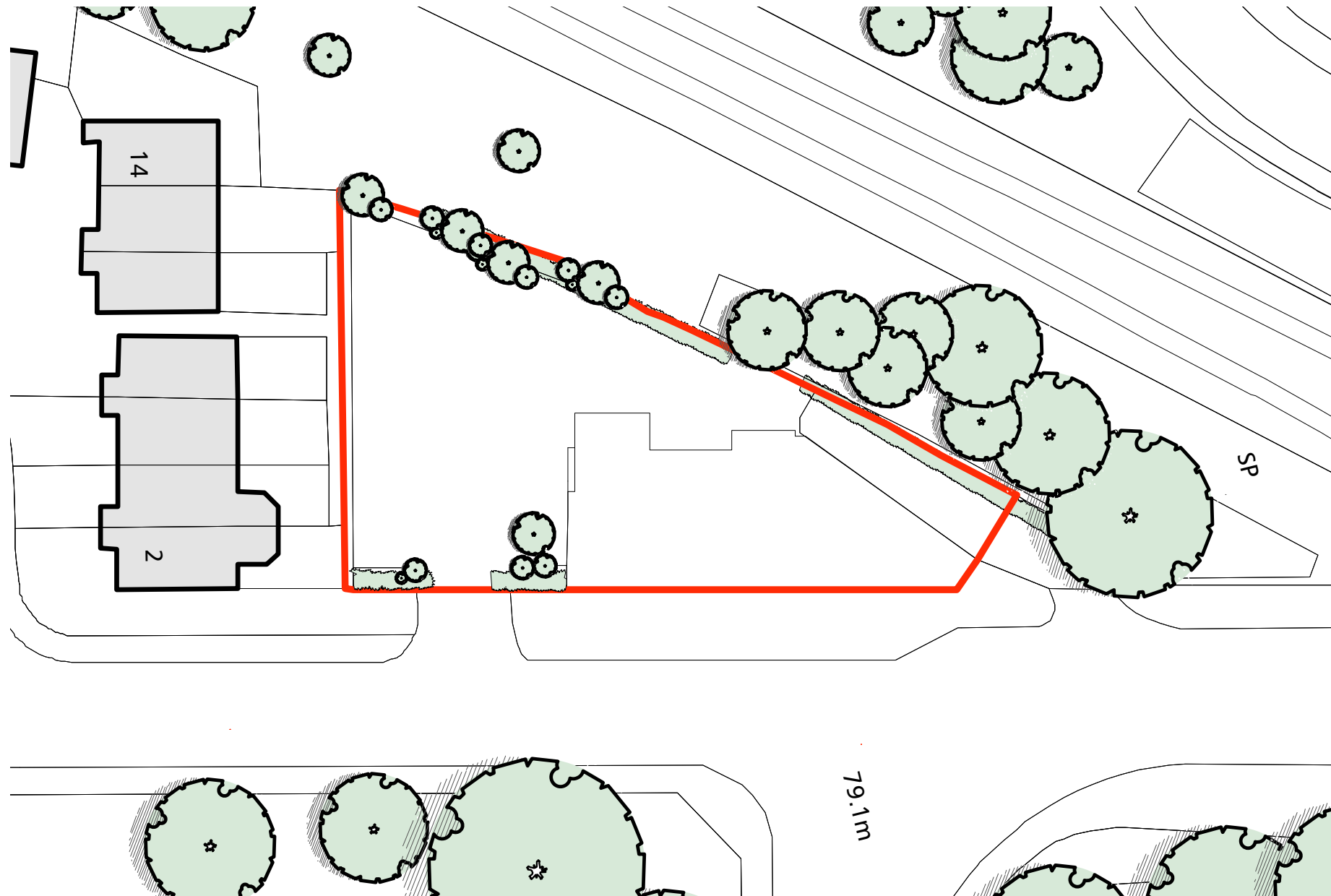
11.5 Application Site

Developing a Proposal for the site addressed many opportunities and very little constraints. As the site has been in disrepair for many years now the site has proven very un-aesthetically pleasing for the local residents that have to pass the site on a daily basis.

As the site is directly facing a main road (St. Mary's Road), the site is currently a gateway into Manchester and other surrounding towns offering an ideal visual point to passers-by. The proposal closely ties in with the rhythm of the Street and offers a much better aesthetic for the close by residents allowing the site to have a better aspirational architectural theme throughout.

As the site is fairly prominent to St Mary's Road, we believe the proposed scheme will continue to develop and enhance the local community and surroundings of Newton Heath and better establish its functions.

The proposal seeks to offer high quality affordable housing stock for first time buyers in the area, with a refreshing approach to living standards in such a prime location. Dominantly, the scheme will provide for young couples working in Manchester city and will also cater for families. Architecture:m believes that this type of development supports the local authorities current housing demands.



11.6 Use & Content

The proposed development seeks the creation of 6no. 3-storey dwelling houses (Class C3) within the demise of the existing building along with the creation of an additional 3no. Flats (Class C3) to the end gable, together with associated elevational adaptations, roof alterations, boundary treatment, car parking and landscaping.

Taking into consideration the close proximity to Manchester City Centre, the proposed development takes advantage of providing a quirky house type as apposed to typical apartments. As the development is outside of the city centre the rentable value will be a lot less which would be an ideal location if the occupants are to commute into Manchester City centre daily.

11.7 Amount

The proposed development acquires a total of 9 new dwellings and has on average a total of 95 sqm.
The site is divided into 9 individual dwellings listed below

Dwelling 01 - 4 bed dwelling - 95 Sq.m/1020 Sq.ft.
Dwelling 02 - 4 bed dwelling - 95 Sq.m/1020 Sq.ft.
Dwelling 03 - 4 bed dwelling - 95 Sq.m/1020 Sq.ft.
Dwelling 04 - 4 bed dwelling - 95 Sq.m/1020 Sq.ft.
Dwelling 05 - 4 bed dwelling - 95 Sq.m/1020 Sq.ft.
Dwelling 06 - 4 bed dwelling - 95 Sq.m/1020 Sq.ft.
Dwelling 07 - 2 bed dwelling - 78 Sq.m/840 Sq.ft.
Dwelling 08 - 2 bed dwelling - 78 Sq.m/840 Sq.ft.
Dwelling 09 - 2 bed dwelling - 78 Sq.m/840 Sq.ft.

11.8 Layout & Form

The proposed development has closely considered the relation to its context and surroundings, analysing the current usage of the site it has in time degraded as the function of the premises would not be a valid business in the area. Architecture:m has worked accordingly with the consideration of its context and neighbouring properties, in completing this analysis we have concluded that the development does not encroach or overshadow existing surroundings as it is within a considerable distance and would, if anything, enhance the visual content of the

11.0 Design & Access Statement

adjacent occupants.

Adjacent to the proposed site is a green space known as Broadhurst Park, which is currently used by local residents to walk their dogs. This plays an important role in insuring that the green space is regularly maintained by the council and creates a sought after location for its local residents to make use of and enjoy.

Architecture:m have closely taken into consideration the relation of the front facade to the main road, ensuring that the bin storage and green spaces on site are to the rear and has a safe haven for children to play away from the main road. The site includes a space of refuge at the front of the building allowing it to be well defined from the public pavement, this ensures the pedestrian movements of the surroundings are well established.

Taking into the consideration the pedestrian movements, the proposal seeks to provide the following -

- Secure bicycle parking for residents.
- Dedicated individual front and rear garden spaces.
- Secure boundary treatment.
- Private amenity space to the rear of the site.

11.9 Height, Scale & Mass

The proposal has been designed to tie in with the existing building line and works closely to restore the existing landscape. The principle of the existing use is vaguely still relevant, as the car parking area and land to the rear of the site will still be dedicated spaces.

The front facade maintains its original demise of the existing building but with the addition elevational adaptations, roof alterations, boundary treatment, car parking and landscaping. The external wall type will be red brick, to tie in with the local vernacular. The roof will be constructed out of grey concrete tiles. The front entrance will be defined with a corten steel porch, complimenting the local red brick colour palette.

In terms of balcony spaces, these will be kept to the rear of the site and has a balustrade height of glazing with a timber decking system, this will add to the thermal properties of

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the building and will ensure a level of insulation.

The proposed scheme has no windows overlooking the neighbours properties.

11.10 Appearance & Materiality



Corten Steel & Red Brick Combination



Red Brick



Corten Steel Porch

11.0 Design & Access Statement

11.11 Amenity

Each Dwelling has a front and rear garden space with a balcony on the first floor. The proposed development offers a small field to the rear of the dwellings.

11.12 Car Parking

The proposed development offers 12 parking spaces and an additional dedicated disabled car parking space. The car parking arrangement is very similar to its existing location and maintains an existing access point from the main road.

When developing the design we established that most of the likely residents will have at least one car but may commute via public transport as it is highly convenient. The need to park in adjacent streets is irrelevant as the car parking arrangement is sufficient for this level of development.

11.13 Cycle Parking

12no. secure cycle spaces are dedicated within the current car parking area.

11.14 Refuse / Recycling

Each dwelling caters for the storage of the required amount of bins, on collection days the occupant will wheel out the bin to the rear of their fences ready for the council to collect accordingly.

11.14 Accessibility

It is key when designed a building to be inclusive and considerate of our future customers. When designing any building, Architecture:m are dedicated in ensuring that equality and diverse matters are fully addressed and established throughout the design development stage. This allows the end product to be highly considerate of the matters of designing.

When developing the scheme we highly considered it relevance to a disabled occupant, ensuring that the ground floor levels of the building are easily accessed and

11.0 Design & Access Statement

can be well identified throughout the site. The proposal also concerns disabled people with mobility, sensory and cognitive impairments.

The proposed scheme has highly considered all types of potential visitors, from age, gender or disabilities.

11.15 Pedestrian Access

The predominant pedestrian access point for occupants at the proposed site will be from the front elevation through the gated front garden which has level access, but the residents may potentially prefer the rear garden entrance if driving into the car park area.

An alternative entrance to disabled persons will be to the rear of the property which has a communal 2000mm wide pedestrian walk way.

11.16 Conclusion

The proposed scheme creates much needed housing and dramatically makes use of the current state of the building.

Our design illustrates a prominent building which ties in closely with the public realm and creates an aesthetically pleasing appearance. The array of high quality housing celebrates the current state of the site and enhances the surrounding environment.