

DESIGN AND ACCESS STATEMENT

IN SUPPORT OF

DETAILED PLANNING APPROVAL

FOR

UPPER LEVEL EXTENSION TO 16 COPSON STREET WITHINGTON

FOR

MR NASIR KHAN

MAY 2019

D@C DESIGN
ARCHITECTURE AND PLANNING
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DESIGN & ACCESS STATEMENT



REAR VIEW FROM MORRIS STREET



VIEW DOWN COPSON STREET

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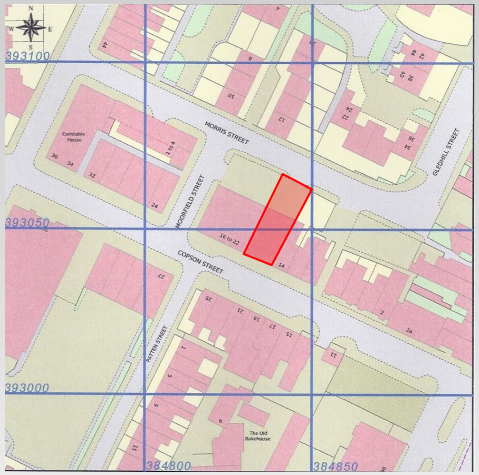
1.0 INTRODUCTION

LOCATION PLAN



This document is prepared in support of a Full Planning Application, for the construction of six new 1 and 2 bed apartments, over the existing single storey retail unit at 16 Copson Street. The site is currently occupied by Withington Fruit & Veg. The applicant owns the site and the retail business, and has been part of the local street retail community for over 20 years. He now wishes to extend and develop the area above his property, to create a three storey property following the line and scale of his neighbours in Copson Street.

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 .

AERIAL VIEW



2.0 CONTEXT APPRAISAL

2.1 PHYSICAL CONTEXT

The site is a roughly rectangular shaped 262m2 site situated at 16 Copson Street. A double unit in a row of single storey retail units, selling fruit and vegetables.

The building is of facing brick construction with concrete interlocking tile pitched roof. Shop frontage glazing to Copson street and brick frontage with service doors to the rear yard in Morris Street. To the East edge of the site is a terrace of brick built two storey Victorian retail/commercial units and to the west single storey retail units 18 to 22. This row of units has a shared service area to the rear with staff parking, refuse storage and delivery access. The area is tarmaced with concrete kerbs and backs onto the public pavement of Morris Street.

Copson street is a key retail street at the centre of Withington Village and is mainly 2 to three storey older terrace units with retail at ground floor and mixed commercial and residential uses over. There are newer three and four storey residential/mixed use developments at either end of the street. Morris street to the rear is more of a service road with newer 2 storey social housing backing onto it.

The parade of 5 retail units of which 16-18 belongs is an incongruous single storey infil to the street scene built sometime in the late 70's.

2.2 SOCIO ECONOMIC CONTEXT

The site owner owns and runs the fruit shop which is popular and sucessful. The shop is in the main retail core of Withington village and caters for a wide range of customers. The retail core of Withington District Centre is a mix of independent retailers, small supermarkets , charity shops and cafe/bars. Traditionally it has been a popular student area, but has retained a wide mix of ages and cultural values. The applicant wishes to build on his success and the popularity of the area by extending above his shop to create a mixed use development of 6no.1 & 2 bed flats. This extension will strengthen the residential offer in the district centre and shows increased confidence in the economy of the area.



COPSON STREET FRONTAGES



REAR VIEW along MORRIS STREET



2.0 CONTEXT APPRAISAL

2.3 PLANNING POLICY

The site sits in the centre of the Withington District Centre Plan—Action area and contributes to two of the principle priorities of the Action Plan by increasing investment in and revitalization of retail units on Copson Street and improving the service environment on Morris street.

All of which contributes to the principles of development outlined in **SP1 of The Manchester Core Strategy 2012-2027** identifies the site as being in a key District Centre suitable for 'mixed use' development (**Policy EC9**) and encourages mixed live/work development close to main public transport routes.

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

Policy H6 of the Strategy restricts high density residential development to within district centres. This development could be seen as high density, with its higher proportion of 1bed flats. This will increase the range of offer in the wider Withington area, which is mainly larger family units.

Policy EN1 encourages the reinforcement of a sense of place and local character, by good high quality urban design. The new proposal will bring the scale and form of the existing unit more in line with the other older properties in the street. Strengthening the street scene both to Copson Street and Morris Street.

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 apartments are generally sized to comply with National House building Space Standards, have internal storage areas, and balconies with views.



WITHINGTON DISTRICT CENTRE _ ACTION PLAN



VIBRANT SHOP FRONT

3.0 DESIGN DEVELOPMENT

3.1 DESIGN CONTEXT

The character of the surrounding properties is of 2-3 storey Victorian retail terraces with newer infil blocks which are of a similar scale to the older terraces. The single storey parade of which no.16 is a part is incongruous to the street scene and the new extension design seeks to bring part of this parade back in scale with its surroundings and strengthen the street frontage.

Whilst Copson street is the main retail street, Morris street is still active for pedestrian access to the residential estate at the rear and to car parking for the retail centre. This means that residential access from Morris street would have natural surveillance from passers by and local residents and would add to the activity and surveillance of this area. It is therefore proposed to access the upper level apartments from Morris street and retain the retail frontage on Copson street.

3.2 AMOUNT & LAYOUT

The two levels of apartments will cover the existing footprint of the retail unit providing 358m2 of residential space.

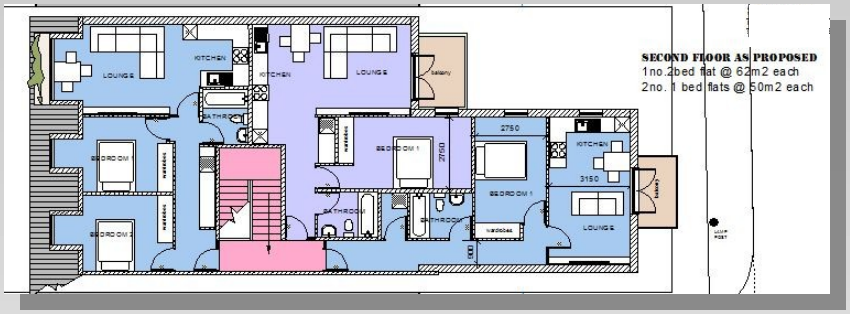
FIRST floor as proposed has 1no. 2bed flat @ 70m2 and 2no. 1bed flats @ 50m2 and 38m2. There is also the communal entrance door, access corridor and staircase to second floor.

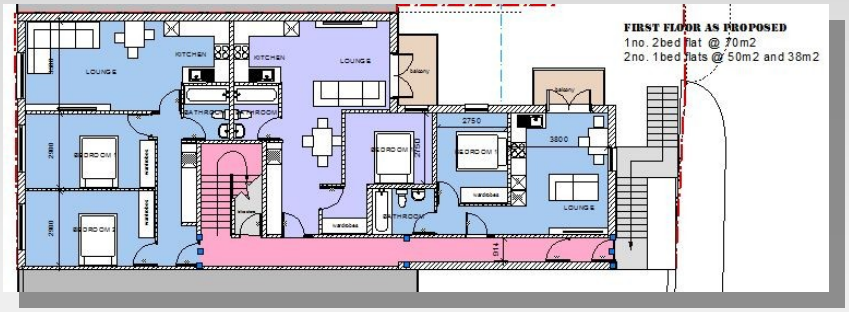
SECOND floor as proposed has 1no. 2bed flat @ 63m2 and 2no. 1bed flats @ 50m2. These units are set partially in the roof space of the overall envelope.

The flats will be accessed from Morris street via a new open staircase, each will have a secure internal front door and a balcony or Juliette window to the main open plan living kitchen areas.

3.3 SCALE

The extension will be two storey with a pitched roof and gable end height to match the adjacent property at no.14. The eaves height will run through with number 14. Floor levels will not match no.14 and this will allow a third story (second floor) to be accommodated in the roof space. Dormers set in the roof will provide light and ventilation to the flats at this level.





PROPOSED PLANS

PROPOSED ELEVATION



FRONT (SOUTH) ELEVATION AS PROPOSED

3.0 DESIGN DEVELOPMENT

3.4 LANDSCAPE

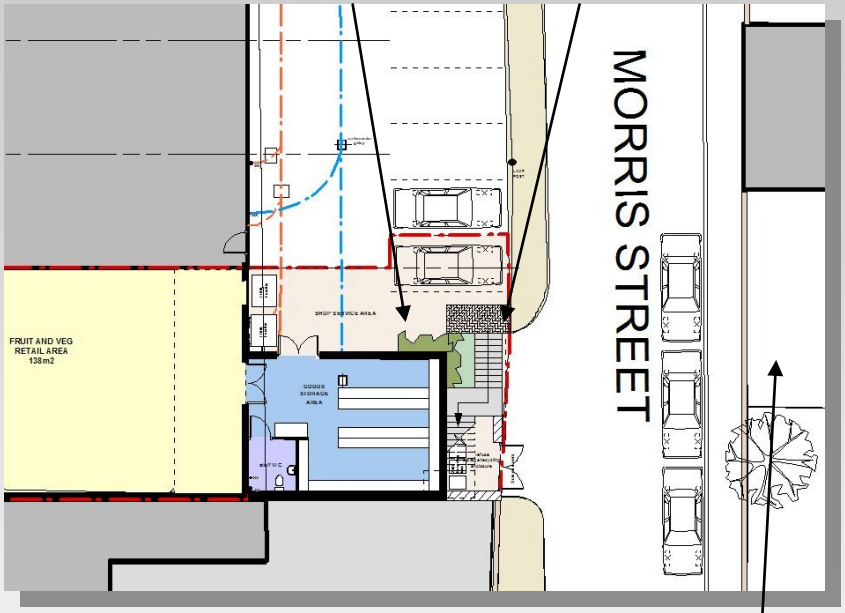
The existing site is hard landscaped tarmac and concrete kerbing, with no soft planting. New block pavior or similar will be introduced to delineate the pedestrian access to the new staircase. Between the stair and the new rear gable wall there is the opportunity to introduce an area of soft landscaping incorporating a wall climbing shrub such as Clematis Montana, to soften the rear elevation and bring some greenery to the area. The balconies will provide additional areas for private planting. There are mature gardens and trees to the housing on the opposite side of Morris Street, so the outlook from this side of the development has some green aspect.

3.5 APPEARANCE

The elevational materials proposed have been chosen to match the existing building and no. 14 Copson street. 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.

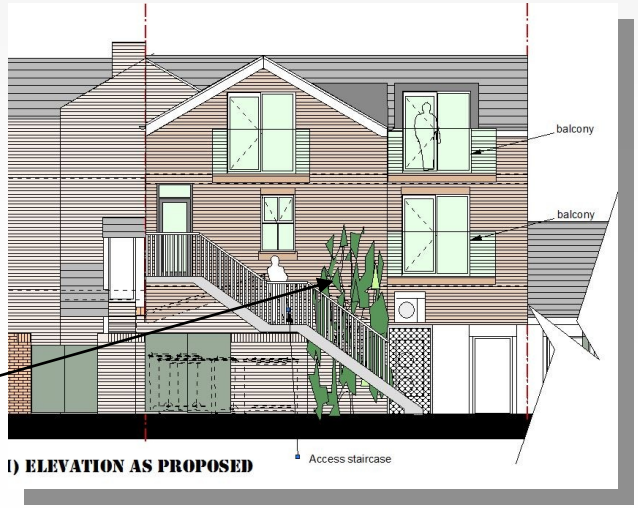
3.6 ENVIRONMENTAL STRATEGY

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.



PROPOSED PLAN

PROPOSED ELEVATION



I) ELEVATION AS PROPOSED



Eternit Thrutone Fibre slate



Aluminium box gutters



Porous paving



Wall climber planting

4.0 ACCESS

4.1 TRANSPORT LINKS

The development is at the core of Withington shopping area and well served by bus routes along the Wilmslow road corridor. It is a level 8 Greater Manchester accessibility area and is within easy walking distance of the local employment opportunities. There is also ample street parking and car parking in the immediate vicinity.

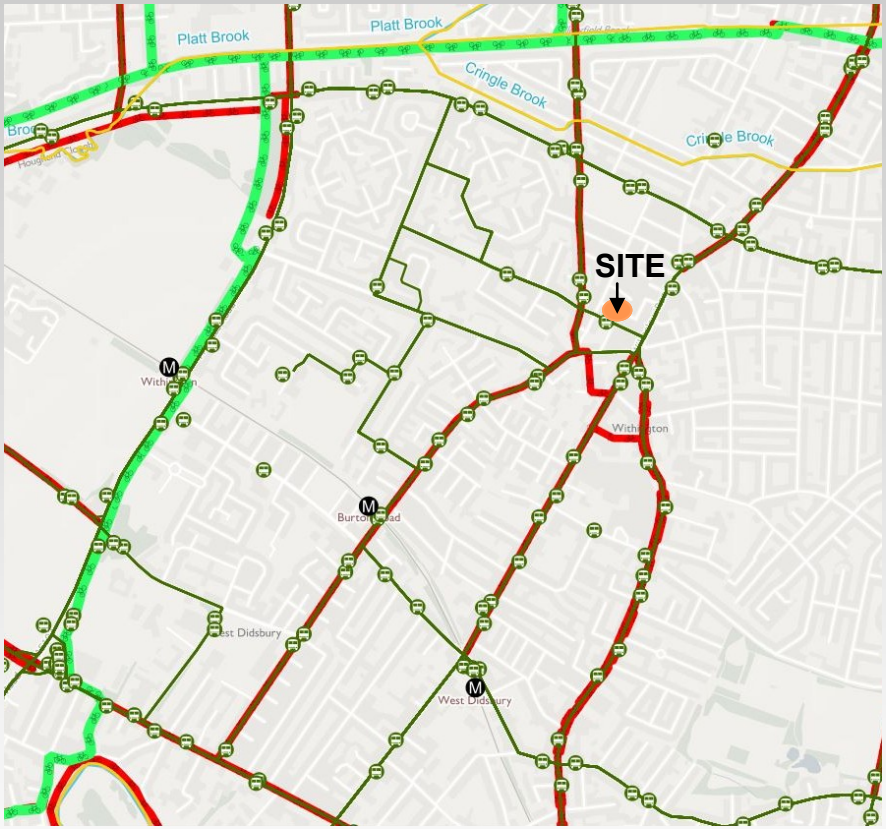
The Oxford road/Wilmslow road cycle corridor is a major cycle route into the University and City Centre employment areas.

The new West Didsbury and Burton Road tram stop are only 10mins walk away linking to the Airport and Trafford Park employment areas

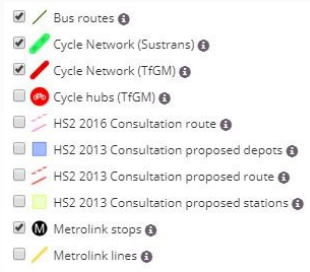
4.2 PARKING

There is parking space for 1 vehicle on site along with access for deliveries. The adjacent parking areas and on street parking bays are rarely occupied outside normal shopping times and there are several carparks in the village centre for overnight parking.

Due to the position of the flats close to several alternative modes of transport and their proximity to available parking, it is not felt necessary that onsite parking will be required.



TRANSPORT NETWORK





Public Carparking

Unrestricted street parking

Public Carpark

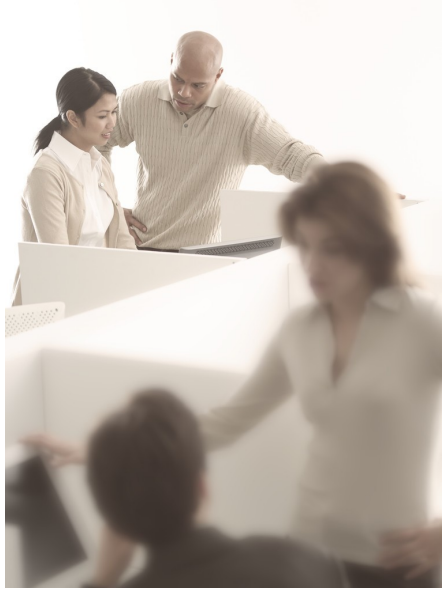
4.3 INCLUSIVE ACCESS

The new apartments will comply with Part M4(1) - Category 1 Visitable dwellings of the Building Regs2010 (updated to 2016) as it is not practical to provide a lift to the main entrance due to viability and space constraints. The staircase will be to ambulant disabled requirements.

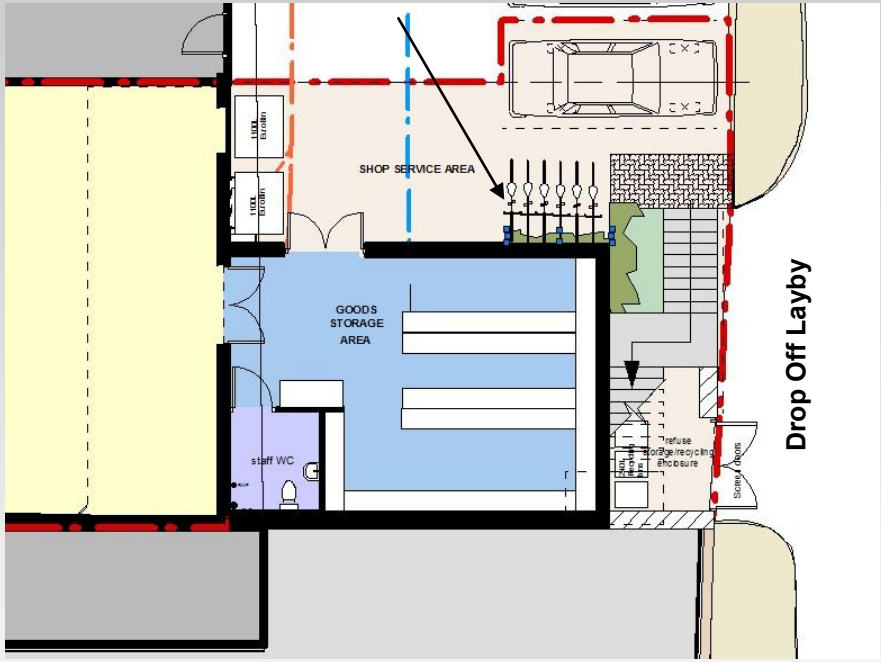
Approach routes to the staircase are flat with easy car drop off on Morris street for visitors

5.0 CONSULTATIONS

Informal consultation with customers of the shop has been carried out by the applicant but no formal consultation has been made, nor has it been discussed with Manchester City Council Planners .



6no. Cycle stands



DROP OFF & CYCLE PARKING

6.0 WASTE MANAGEMENT STRATEGY

6.1 NUMBER OF BINS

There are two 1100L general waste containers for the shop and six 240L recycling bins plus a 140l bin for the flats. The shop refuse is taken away by a private contractor.

The 240L bins will 2no. for General refuse, 2no. for Paper, and 2no. for mixed recyclables. There will be a 140L bin for food waste to take the 23L food caddies which each flat will keep internally.

6.2 BINS STORAGE AREA

See plan adjacent—The area is 8m2 internally, well ventilated and easily cleaned down, with lockable access gates opening onto Morris street. Bins can be easily wheeled to the existing collection layby on Morris Street.

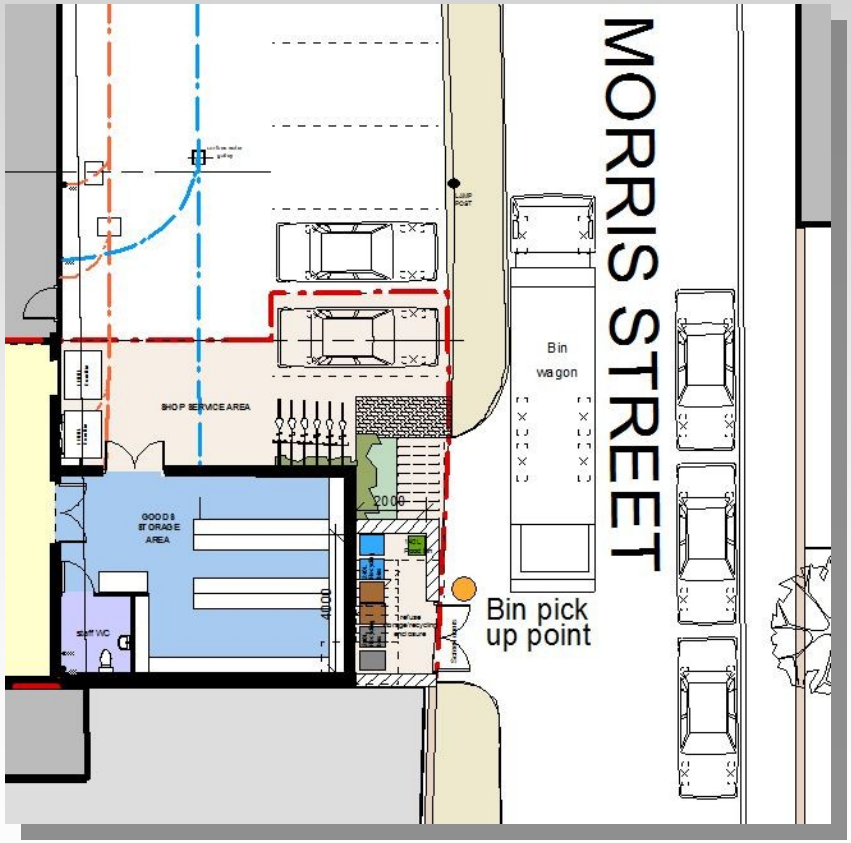
6.3 BIN COLLECTION ARRANGEMENTS

The retail unit has an arrangement with a private refuse removal firm to remove food and packaging waste as and when requested.

The Flats 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 in the layby 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 Morris street. Larger service vehicles such as refuse lorries will park and load on Morris Street, again as currently done.

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



PROPOSED SERVICE AREA PLAN