Hyde Road
Residential Development

Design and Access Statement
Revision A
For Chowdhary Properties
Prepared by a-cube architects ltd

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Manchester
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a cube

This Design and Access Statement is submitted on behalf of Chowdhary Properties in support of a Full Planning Application for the creation of a residential scheme comprising of 23 residential units at Hyde Road.

Produced by a-cube architect's ltd, the scheme has been developed with the recognition that the continued regeneration of Manchester will bring numerous benefits for the existing population, as well as attracting new inhabitants to the area.

Through a series of in-depth pre-application discussions with Manchester City Council, the proposals seek to provide a holistic approach to redevelopment.

The proposals allow for a deliverable and sustainable development that addresses the key concerns of the City Council. At the heart of the development is a commitment to high quality distinctive and contemporary residential dwellings, which compliment the existing vernacular architecture.

The development responds to a continued demand in this locality for affordable accommodation and we believe this proposal will form a robust addition.

It is hoped that the development will become a corner stone and benchmark for future development in the surrounding and wider area, and provide an example of the benefits of close co-operation between Local Government and the Social Housing Sector.

Use

The site is currently divided into six development blocks A-F bounded by Hyde Road to the South West, Boundary Street to the North West, Malpas Street to the North East and Fenton Street to the South East.

The site is currently vacant and requires urgent development in order to complete the street scene and create a landmark development, which will aim to contribute to the regeneration of the surrounding areas.

The surrounding site is predominantly two and three-storey Mixed use buildings including the following buildings immediately adjacent to each development site:

The **Development Zone** is currently bound by;

- **NORTH** – The northern border comprises of existing commercial usage, including a hotel and storage facilities.
- **SOUTH** – The southern border comprises of an existing multiplex entertainment centre and associated parking.
- **EAST** – The eastern border comprises of a derelict former large-scale DIY chain store.
- **WEST** – The western boundary comprises of existing commercial properties, bound by Hyde Road.

None of the buildings in the surrounding vicinity are currently listed.

The proposal will house a fully residential use, which will compliment the projected use of Hyde Road. This will encourage the positive regeneration of the site and provide vital additional accommodation to the area on the whole.

The proposal contains a mixed-use residential development of 23 residential units. These are divided into six 'four bed' houses, ten 'five bed' houses, one 'three bed' house, one 'two bed' house, three '2 bed' apartments one 'three bed' duplex apartment and one 'four bed' duplex apartment.

The ancillary spaces surrounding the development provide vital landscaping to the area with planted areas and hard landscaping.

The proposed usage is designed in line with the existing land use policies, and is intended to bolster the existing sense of community within the area.

OBJECTIVES

This project has been designed on behalf of Chowdhary Properties in support of a Full Planning Application for the creation of a residential scheme comprising of 23 mixed occupancy units on Hyde Road.

Initial discussion centred around the existing sketch scheme which had been prepared for the site, Whilst the scheme fulfilled the absolute design requirements of the site, Chowdhary Properties wish to address to architectural merit of the scheme. It was felt that the site offered the opportunity to house an urban benchmark and should as a result be of a high quality than that initially proposed.

The plot of land in its current state had soon become a magnet for antisocial behaviour and fly tipping, causing a nuisance to many of the surrounding neighbours and commercial businesses.

We were asked by Chowdhary Properties to review the current proposed house types and to suggest alternatives, which would be more responsive to the demands of contemporary living and family life.

The proposals should also allow for a deliverable and sustainable development that addresses the key concerns of future residents and the City Council. At the heart of the development is a commitment to high quality, distinctive and contemporary residential dwellings that complement the existing vernacular architecture.

The development should also respond to a continued demand in this locality for affordable accommodation and should from a robust addition.

It is our intention that the development will become a corner stone and benchmark for future development in the surrounding and wider area, and provide an example of the benefits of close co-operation between Local Government and the Private Housing Sector.

AMOUNT

The proposed area schedule for the development is as follows:

BLOCK A

PLOT 1 - 3 Bedroom House	140 m²
PLOT 2 - 5 Bedroom House	151 m²
PLOT 3 - 5 Bedroom House	151 m²
PLOT 4 - 2 Bedroom House	85 m²

Comprising of 4 terrace houses with front and rear gardens 100% car parking.

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BLOCK B

PLOT 5 - 5 Bedroom House	142 m²
PLOT 6 - 3/4 Bedroom House	109 m²
PLOT 7 - 5 Bedroom House	142 m²

Comprising of 3 terrace houses with front and rear gardens 100% car parking.

BLOCK C

PLOT 8 - 2 Bedroom Apartment	55 m²
PLOT 9 - 2 Bedroom Apartment	55 m²
PLOT 10 - 2 Bedroom Apartment	67 m²
PLOT 11 - 3 Bedroom DUPLEX Apartment	110 m²
PLOT 12 - 4 Bedroom DUPLEX Apartment	116 m²

Comprising of a four storey apartment block consisting of a mixture of three 'two bedroom' apartments, one 'three bedroom' duplex apartment and one 'four bedroom' duplex apartment with 100% car parking to the rear and inset balconies.

BLOCK D

PLOT 13 - 5 Bedroom House	151 m²
PLOT 14 - 3/4 Bedroom House	109 m²
PLOT 15 - 5 Bedroom House	151 m²
PLOT 16 - 3/4 Bedroom House	109 m²

Comprising of 4 terrace houses with front and rear gardens 100% car parking.

BLOCK E

PLOT 17 - 5 Bedroom House	151 m²
PLOT 18 - 3/4 Bedroom House	109 m²
PLOT 19 - 5 Bedroom House	151 m²
PLOT 20 - 3/4 Bedroom House	109 m²

Comprising of 4 terrace houses with front and rear gardens 100% car parking.

HYDE ROAD RESIDENTIAL DEVELOPMENT

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BLOCK E

PLOT 21 - 5 Bedroom House	151 m²
PLOT 22 - 3/4 Bedroom House	109 m²
PLOT 23 - 5 Bedroom House	151 m²

Comprising of 4 terrace houses with front and rear gardens 100% car parking.

TOTAL UNITS ***23 Nr***

PROCESS

Our starting point was to enter into discussion with staff members from Chowdhary Properties to ascertain what the parameters were in which we could work.

Discussion with the planning department soon followed where we held a number of pre-application meetings in order to mutually decide upon the best route forward for the scheme.

The corner junction of Hyde Road and Boundary Lane was identified as an important urban marker and should be treated as such. Additional height would also be desirable in this area of the site.

Car Parking was to be handled to the rear of the site allowing for a strong continuation of the streetscape to the Hyde Road boundary. Large format window opening where encouraged, promoting a greater degree of natural surveillance.

SITE

The existing site consists of a derelict former chain restaurant and associated parking. The site is situated on Hyde Road one of the main arterial routes into the centre of Manchester and as such offers the opportunity for a significant piece of architectural design as outlined in the City Councils Design Guide.

The junction of Hyde Road and Boundary Lane, is of particular note as the road layout culminates in an angled point at the junction. We have endeavoured to mark this occurrence through an increased height and by the introduction of large openings in the fin wall, allowing glimpses through whilst retaining the integrity of the street scene.

All of the development blocks have been pulled back from the road edge to allow an area of Defenceable space to the front of the each dwelling. The continuation of the built form throughout the perimeter has been increased through boundary treatment and parking enclosures, all opportunities for visual permeability have been realised.

ARCHITECTURE

The surrounding vernacular is largely made up of industrial scale light industry units and large-scale multiplex cinema complex. In terms of an architectural reference point the surrounding areas offer little of merit. We have therefore taken note of the quality of near by developments such as the Lovell's scheme further down Hyde Road and sort to achieve a similar standard, employing our own architectural credentials.

The development is split into six development blocks all of which share the same architectural styling to create an overall unity within the development.

The overall palette is one of London stock brick with areas of timber screening and copper panelling. The design is of a contemporary nature with large floor-ceiling fenestration to provide maximum day lighting to the properties.

The scheme offers flexible family accommodation in the form of a mixture of houses. The block tapers to fit the line of the road and provides a positive frontage to all directions, addressing the line of Hyde Road as well as Boundary Street and Malpas Street. Views and vistas throughout the properties are maximised by expanses of glazing, offering a true family environment.

Additional external space is offered at first and second floor level through the inclusion of large balconies, which also allows for natural supervision of the landscaped streetscape. Balcony access from each habitable room increases the sense of openness throughout the property, bringing an abundance of natural light and ventilation. The car parking is situated in either integral bays or to the rear, which de-clutters the streetscape and affords each dwelling a secure parking environment.

The apartment block offers a mix of two, three and four bedroom accommodation over four storeys. These generous apartments each benefit from the inclusion of a decked terrace space, negating the need for 'bolt on' features. The massing of the structure steps down to form a relationship with the adjacent roofline. The aim of the small apartment block is to offer a typology, which at present is not represented in the locality. Residents who wish to remain in the area to be near family and friends are currently forced to look further a field in order to procure their desired accommodation.

Collectively the buildings form a distinct departure from the standard housing model throughout the site, increasing density and helping to regenerate derelict land in often hard to develop locations.

LANDSCAPING

The private amenity space is integral to the development as it provides an attractive, secure and functional environment to be used by residents. The inclusion of hard and soft landscaping as well as car parking spaces and bike storage is included within the scheme.

By the creation of safe and useful environments the proposals are consistent with the residential character of the surroundings and enhances the area by providing points of interest and activity at many levels.

At ground floor level this includes public and private landscaping. All of the properties contain front and rear gardens, with the exception of the apartment Block C that contains large decked terraces. Garden spaces provide residents with private landscaped areas, which also reduces the overall central maintenance of shared amenities.

Balconies provide the availability of individual planted areas to elevations thus enhancing the garden spirit. External lighting will be provided throughout the scheme for visual amenity as well as overall security of the residents and dwellings. The road treatment will be a combination of paving and pressed aggregate to provide a durable finish aesthetically pleasing finish.

ACCESS

The surrounding areas remain relatively unchanged in terms of how the roads and footpaths will be linked. The major changes will incorporate the new access road to the development between Boundary Street and Fenton Street.

Cycling is also promoted with the proposition of cycling racks, located centrally to the scheme, to provide safe storage for bikes within the development.

Pedestrian flow is relatively difficult to map, however the properties are designed in line with theories of social interaction and positive interfacing. The inclusion of amenity space will encourage social contact between local residents and provide space for relaxation.

The overall external visibility of the scheme is also of high importance with signage provided where necessary that is visible to all members of the public. The scheme is designed to be logical, simple and obvious to navigate by all members of the public and residents.

Entrances and Fire Exits are situated appropriately throughout the scheme and are visible to both residents and the emergency services. Congregation areas in the event of an emergency are designed in line The Building Regulations and The Disabled Discrimination Act.

Access for the emergency services is provided via the internal road network.

DDA COMPLIANCE

This document outlines and confirms the proposed development's compliance to Disabled Discrimination Act, under the Building Regulations part M of England, Wales and Northern Ireland.

Non-segregation of the elderly and disabled is central to the scheme, providing the same facilities and entrances with no detours throughout the development. The following statement outlines areas in which full compliance has been achieved, and also provides justification if that compliance has not been achievable.

EXTERNAL AREAS

Parking provision has been provided inline with current guidelines as set out by the City Council. Drop curbs will be provided allowing level access to the pavements.

Tactile paving will be installed at all newly created uncontrolled pedestrian crossings in accordance with section 2.1.

The positioning of any street furniture including lighting columns will allow for a clear distance of 1800mm to the edge of the curb. The entire site development also benefits from level access at ground floor level.

DWELLINGS

The majority of properties throughout the site are fully capable of future adaptation for occupation by the disabled or elderly. Potential positions for through floor lifts and ceiling tracks are marked on the plans submitted.

A level access of 900mm clear is provided to the principal entrance of each main dwelling, this is also true of bin stores. Level access is achieved in each property servicing the primary living space.

All hallways, which serve as the primary distribution space within a dwelling of any description, are set at a minimum, of 1200mm clear width.

A W.C is provided at entrance level within each dwelling. Each WC includes a wash hand basin installed at a maximum height of 740mm. Appropriate fixtures and fitting are also installed in accordance with the latest requirements; including adequate wall construction to enable the future installation of grab rails.

All switches and sockets are to be installed at 900mm above floor level. Ceiling, walls and floors in bedrooms, toilets, showers and bathrooms will make adequate provision during construction, to allow for the later installation of a track hoist.

A clear turning circle of 1800mm is available in each kitchen further to a full fit out. Each floor has level access across the floor plate and Internal door have a clear open of 800mm. All windows below 900mm clear from the floor level shall be fitted with safety glass. Internal circulation stair width shall be a minimum of 900mm and all staircases are to be constructed using closed trends and risers, with no overlaps, Continual handrails will also be fitted to both sides of the staircase.