Design and Access Statement

Crumpsall: 41 Station Road



August 2013

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Introduction

This Design and Access Statement has been prepared by Studio KMA Limited on behalf of Brentwood Housing to support a full planning application at 41 Station Road, Crumpsall, Manchester.

The requirement for the Design and Access Statement has arisen in response to the need to promote better quality and more sustainable design in development. As such, we recognise the need for the preparation of this design statement to set out in a clear and concise manner:

- Planning History - identifying the building owner's previous submissions, the outcome and available consultee comments.
- Strategic Context - identifying a requirement for high quality apartments in the area.
- Consultations - providing a brief overview of the consultation process prior to the submission of this planning application.
- Design Statement - describing the proposed use and the design principles upon which the proposal is based.
- Spatial Context - analysis of the physical characteristics of the existing building, the application site and its location.
- Access Statement - providing details of vehicular and pedestrian accessibility and reference to design guidance.
- Refuse and Recycling Strategy.
- Crime and Security.
- Environmental Standards Statement - demonstrating a commitment to play a role in the future sustainability of the City.
- Conclusion - providing an overview of the submission.

This Statement is intended as a positive tool for Manchester City Council and all other relevant third parties.

Planning History

The most recent and relevant planning history for 41 Station Road is as follows:

1. Conversion of dwelling into six self-contained flats
Ref. No: 082993/FO/2007/N1 | Status: **Application Refused**

2. Conversion of existing single family dwelling house into 2 no. x 2 bed flats and 2 no. x 3 bed flats. Installation of external staircase to rear to access proposed basement apartment. Access ramp to front. Associated parking at rear with access from Rectory Avenue
Ref. No: 084074/FO/2007/N1 | Status: **Application Refused**

3. Conversion of dwelling house into 3 self contained flats with ramp access to front and parking at rear
Ref. No: 085990/FO/2008/N1 | Status: **Application Refused**

4. Conversion of existing dwelling house to 2 No. self -contained apartments and associated car parking within rear garden and access ramp into the front garden
Ref. No: 089327/FO/2009/N1 | Status: **Application Refused**

5. Change of Use from a dwelling house (Use Class C3) to a 5 bedroom House in Multiple Occupation (HMO) (Use Class C4), with associated external works
Ref. No: 100651/FO/2012/N1 | Status: **Application Refused**

6. Appeal against Refusal of Application: Written Representation
Ref. No: 13/01679/REF | Status: **Appeal Dismissed July 2013**

Application for planning permission

Dating back to 2007, 41 Station Road has been subject to five planning applications and one appeal. All applications have been refused and the appeal dismissed.

The existing dwelling house is currently vacant and has been empty for some considerable time. As a result, the property has been subjected to a number of significant incidents of vandalism, theft and arson attempts. The site is no longer maintained and its appearance undermines the quality of the Crumpsall Lane Conservation Area.

Empty homes represent a hugely important but challenging area of the current housing agenda, both nationally and locally and it is reported that in the North West alone there are over 60,000 long-term empty properties.

Manchester City Council's Empty Homes Team (within Strategic Housing) has contacted the owner of 41 Station Road with a view to bringing the building back into use regardless of the type of tenure. Occupants of the adjoining property, 41 Station Road (currently in use as a HMO) has also expressed a view that they would like the property refurbished and occupied regardless of the permanent status.

Despite previous applications for a flatted development being refused, Manchester City Council has intimated that a scheme for two bedroom + apartments might be acceptable on the basis that this would be considered a materially different proposition than the conversion to a HMO as previously submitted.

Against that background, this full Planning Application is for the conversion of the existing dwelling house to 3 no. apartments.

Planning Policy

This Full Planning Application concurs with the following Manchester City Council: Manchester Core Strategy 2012 to 2027 policies:

H 1 Overall Housing Provision
H 3 North Manchester
DM 1 Development Management

Planning Application drawings

This Design and Access Statement is to be read in conjunction with the submitted drawings prepared by Studio KMA.

- T316_P017 Location Plan
- T316_P018 Existing Site Plan / Roof Plan
- T316_P019 Existing Basement Plan
- T316_P020 Existing Ground Floor Plan
- T316_P021 Existing First Floor Plan
- T316_P022 Existing Second Floor Plan
- T316_P023 Existing Front and Rear Elevation
- T316_P024 Existing Gable Elevation
- T316_P025 Proposed Site Plan / Roof Plan
- T316_P026 Proposed Basement Plan
- T316_P027 Proposed Ground Floor Plan
- T316_P028 Proposed First Floor Plan
- T316_P029 Proposed Second Floor Plan
- T316_P030 Proposed Front and Rear Elevation
- T316_P031 Proposed Gable Elevation
- T316_DAS(a) Design and Access Statement

Consultation

Meetings and Discussions

As part of planning application ref. no. 100651/FO/2012/N1, Studio KMA carried out a significant level of engagement with the following objectives;

- To understand the local Councillors views on the conversion and refurbishment of the existing dwelling house to apartments or any other new permanent status of residential accommodation.
- To listen to the views expressed and have these views incorporated into the decision making process.
- To promote an understanding of a proven need for this specific location.
- To allow adequate opportunity for stakeholders to consider, understand, comment, endorse or reject the option raised during the pre-application process.
- To promote an understanding of the final proposal.

Notwithstanding the above, application ref. no. 100651/FO/2012/N1, dated 24 September 2012, was refused by notice dated 10 December 2012.

Manchester City Council's aspiration is to attract more families into Crumpsall to maintain the stability and cohesion of the community and it has been noted by the local planning authority that any combination of flats that would be attractive to families would be more consistent with the policy aspiration for this area.

It is also clear from reading the response from North Manchester Regeneration to application reference 089327/FO/2009/N1 that there is also potential to gain their support for the conversion of the existing dwelling house to apartments.

Further to discussions with the Empty Homes Team, part of Strategic Housing at Manchester City Council, they are also in favour of returning the property to full occupation.

Design Statement

Use and Content

This application is for the conversion of three floors of accommodation plus basement from an existing dwelling house to three no. apartment.

Brentwood Housing have an exceptional track record in the North Manchester and are keen to continue the good work by creating new, high quality apartments to support families within Crumpsall and therefore enhance the existing housing stock in the area.

Manchester City Council acknowledge that more living space is required and in particular, properties that will attract economically active families who will contribute to the long term economic growth of the City.

The proposed conversion includes;

- 1 no. 3 bed apartment
- 1 no. 2 bed apartment
- 1 no. 1 bed apartment

These will provide affordable living accommodation for families, young people and those on low incomes. The opportunity to refurbish the existing building will ensure the revitalization of the Station Road Conservation Area and the community, helping the area to become a neighbourhood of choice.

The proposed content is identified below.

3 bedroom apartment (family accommodation)

Ground Floor

- **Lounge**. To include television, chairs, sofa, coffee tables, and free standing lighting etc. Natural daylight and ventilation via existing large bay window overlooking front garden.
- **Bathroom.** Family bathroom to include full size bath with shower, WHB and WC.
- **Cloak room/store.** Storage space for coats, umbrellas etc.
- **Bedroom 1.** Double bed with natural light and ventilation via French door to rear garden.
- **Bedroom 2.** Single bed with natural light and ventilation via window overlooking to rear garden.

Basement

- **Kitchen/Dining room.** Open plan space with natural light and ventilation from the front of the property (original coal bunker).
- **Master Bedroom.** Large double bedroom with natural light and ventilation via windows along the side elevation.
- **En-suite Bathroom.** Shower room including WHB and WC.
- **Utility room/store.** Washing machine area and general laundry, ironing and storage space for family living.

2 bedroom apartment (family accommodation)

First Floor

- **Lounge/kitchen/dining**. Open plan family room with natural daylight and ventilation via existing large bay window and front window overlooking front garden.
- **Bathroom.** Family bathroom to include full size bath with shower, WHB and WC.
- **Cloak room/store.** Storage space for coats, umbrellas etc.
- **Bedroom 1.** Double bed with natural light and ventilation via window overlooking rear garden.
- **Bedroom 2.** Single bed with natural light and ventilation via window overlooking to rear garden.

1 bedroom apartment (young, low income but economically active person)

Second Floor

- **Lounge/kitchen/dining**. Open plan room with natural daylight and ventilation via window overlooking front garden.
- **Bathroom.** Bathroom to include full size bath with shower, WHB and WC.
- **Bedroom 1.** Double bed with natural light and ventilation via window overlooking rear garden.

Layout and Form

The internal layout, size and configuration of the rooms has been dictated by the existing building structural framework - walls, window and door positions, the staircase and landing position.

This planning application proposes minimal changes the internal layout of the existing building and special care has been taken to ensure no vertical or horizontal subdivision of the existing windows which is all too common with the conversion of large houses.

All habitable rooms have access to natural daylight and natural ventilation. The proposal incorporates a thermal lobby at the main entrance to the property. This helps conserve energy and also adds to the security of the property.

Character

The existing dwelling is a good example of the larger semi-detached houses in the area with key features such as red brick, brick and stone detailing, stone steps, window cills and window heads, double height bays and slate roof. The building line is set back when compared to the more modern semi-detached dwellings on Station Road.



The property has been subject to a number of significant incidents of vandalism and theft and as a result, a number of original internal and external features have irreparable damage or worst, have been lost.

- **The image below identifies original stone steps that have been stolen.**



This planning application demonstrates a desire to retain the existing character of the property as a result of a well considered, sensitive conversion. Great care has been taken to ensure absolute minimal changes to the external envelope and historic environment and a number of existing interior periodic features will be retained.

- **Period features existing within the property**







Amenity

Our proposal demonstrates useable, communal outdoor amenity space and the nature and scale of this amenity space is appropriate to the location of the development, its function and the character of the area within which it is situated.

This space is accessed directly from within the 3 bed family apartment via the existing steps along the side elevation. In addition to this, the 2 bed family apartment and the 1 bed young person's apartment can access the communal amenity space from the front of the property and along the side elevation the dining area adjoining the kitchen and is accessible to all occupants.

Car Parking

The property occupies a highly accessible location, encouraging the use of alternative means of transport. The existing property does not have any private parking at present however is it a large property, it be occupied by a large family with older children and therefore require a number of parking spaces.

Our proposal considers the demand for car parking and therefore demonstrates two private car parking spaces at the rear of the property. It would be the building owners preference to preserve the front garden 'as is' to retain the character of the property however, the applicant does not wish to the demand for kerbside parking and consequently, pose any potential risk to highway safety. Against that background, two additional car parking spaces have been identified at the front of the property making the proposal cater for four spaces in total.

- **Private 'off Street' parking along Station Road**



- **Private parking at the front of No. 39 Station Road**



Cycle Parking Provision

Lockable (secure) cycle parking is provided within the rear garden area. Four spaces are indicated on the proposed ground floor plan and this area is overlooked by bedroom 2 of the ground floor (family) apartment.

Refuse / Recycling Strategy

The proposals indicate a refuse and recycling storage hub located within the rear garden. The strategy is for the wheeled bins to be taken by the occupants to a collection point adjoining Rectory Avenue served from Rectory Road.

Our proposal indicates 6 no. wheelie bins within a new, ventilated secure store.

Crime and Security

Our aim has been to ensure the proposal helps to deter crime and provide a safe and secure environment for all residents and future visitors of the site.

We have approached the refurbishment and conversion of 41 Station Road using 'Secured by Design' principles and have focused on crime prevention at the relevant design stage of this proposal. The principles we have followed are:

- pathways and parking area overlooked where possible.
- low level landscaping.
- well lit building and external areas.
- secure boundary treatment to deter unauthorised access.

Access to the rear of the property is also secured by the introduction of a second gate, minimum 1.8m high between the gable wall and the boundary fence.

- **A new 1.8m gate will be introduced at the side of the property.**



The ground floor plan identifies a lobby at the main entrance of the property, the external door of which will conform to LPS 1175 SR2 or BS PAS 24 with multi-point locking. All windows will conform to the same standard.

The communal amenity space, bin store and two car parking spaces at the rear of the property are protected by a boundary gate preventing unauthorised access. This gate sits within an existing protected alleyway accessed from Rectory Avenue.

The rear garden and car parking space will benefit from natural surveillance from the habitable rooms overlooking this space.

- **Natural surveillance from the rear of the property.**



The rear elevation and passageway along the side elevation will be well lit in the evenings to deter miscreants from using this space as a potential hiding place. The two parking spaces at the front of the property are well overlooked from the street as well as 41 Station Road itself.

Access Statement

DFA2

Design for Access 2 is Manchester City Council's best practice guidance of inclusive design standards. These standards are based upon the Social Model of Disability and as a result, in some areas, improve upon the current government guidance and regulations.

Studio KMA are committed to a policy of equality, inclusion and accessibility in the delivery of all buildings and we fully recognise the diversity of cultural, religious and individual abilities of possible future residents. It should be recognised however that 41 Station Road is an existing and very old dwelling, the design of which, existing structure and ownership boundary conditions create a number of difficulties when aiming to fully comply with the requirements set out in DFA2.

The existing main entrance is accessed via a series of steps directly from the path leading from the main pavement. Rear access is either via the rear garden served from Rectory Avenue or from a side passageway accessed from Station Road.

- **Steps to main entrance at ground floor.**



The side passageway has a width of only 850mm and the change in level between external grade at the front of the property and the finished floor level of the ground floor is approximately 975mm.

To fully comply with DFA2, structural alterations would have to be made to the existing building. This would significantly alter character and appearance of 41 Station Road. Our approach to the conversion of the existing dwelling to apartments has been to retain the integrity of the existing building and the positive impact it has on the street scene.

The accommodation below identifies a balance between the provision of good access and the protection of the architectural character of 41 Station Road.

It is intended that the ground floor apartment *could* be made accessible via the use of an external stair lift on the rear (new) stair. This would allow access direct to the entrance lobby of the ground floor apartment and with changes to bedroom 1 (removal of the cloak room/store) the increase in floor space would allow this room to be used by a wheel chair user (though not to DFA2 standard). By reducing the size of bedroom 2 and enlarging the family bathroom, again, this would demonstrate a layout more accessible for a wheelchair user.

Vehicular Access

Two new car parking spaces are located at the rear of the property accessed via the rear alley way leading from Rectory Avenue.

Parking is achieved either with a reverse in manoeuvre allowing egress in forward gear, effectively completing a three point turn or alternatively with a forward in, reverse out manoeuvre in the same way as the neighbouring properties.

- **Photograph of the rear alleyway identifying the vehicular access positions to each property either side of 41 Station Road**



Pedestrian Access

41 Station Road is an existing dwelling and the existing main entrance is accessed via a series of steps directly from the path leading from the main pavement.

Environmental Standards Statement

Our client is aware of Manchester City Council's aim to make Manchester 'the greenest city in Britain' and understand that these proposals play an important role in the future sustainability of the City.

Our client has owned the property for over 6 years and within this timescale has received five planning refusals. The economic climate has changed severely and this has exacerbated the need for this particular development to be financially viable. We are aware of Manchester City Council's willingness to work with developers and building owners to deliver achievable, economically possible approaches to all aspects of sustainability.

This section of the report will outline how the proposals have considered the steps necessary to reduce energy demand at the planning application stage.

Land Use

The use of land that has been previously developed should be the first priority for new development as opposed to Greenfield sites. This sequential approach promotes the regeneration of areas that lie derelict/vacant and gives greater protection to environmental assets.

Our proposal will improve the character and appearance of the existing vacant and derelict building. This sustainable development minimises the need to consume new resources by reusing an existing building rather than making new demands on the environment.

The proposed floor plans exhibit our aim to keep demolition and rebuild to a minimum by utilising as much of the existing building framework as possible.

Orientation

As this is an existing building, it is not possible to orientate the elevations to employ passive solar design. 41 Station Road is orientated on an East - West axis.

Ventilation

The proposal offers openable windows to all habitable rooms An existing roof light exists at the top of the main stair and landing area which allows for an openable vent.

Lighting

The accommodation layout sits comfortably within the existing framework of the building with natural daylight and sunlight available in all living spaces. This reduces the artificial lighting loads required and thus reduces the CO2 emissions. The use of energy efficient lighting, daylight dimming, occupancy detection may also be employed within the communal areas.

Insulation

Whilst this is dealt with at the Building Regulations stage, our clients are committed to maximise insulation levels through the conversion and refurbishment scheme.

Heating

Energy efficient heating systems are proposed to enable control on a room by room basis. This will ensure energy is not expended when rooms are vacant.

Materials

Consideration is given to Life Cycle design, with internal finishes designed to last for 30 years, as such the use of paints and other products requiring maintenance will be minimised.

Water Management

The proposal does not include extending the existing building footprint.

Waste Management

Our proposal demonstrates the provision of a refuse and recycling 'hub' within the rear garden of the property. This dedicated secure and ventilated storage area will hold 6 no. wheeled bins catering for general waste, plastics, bottles, cardboard and paper.

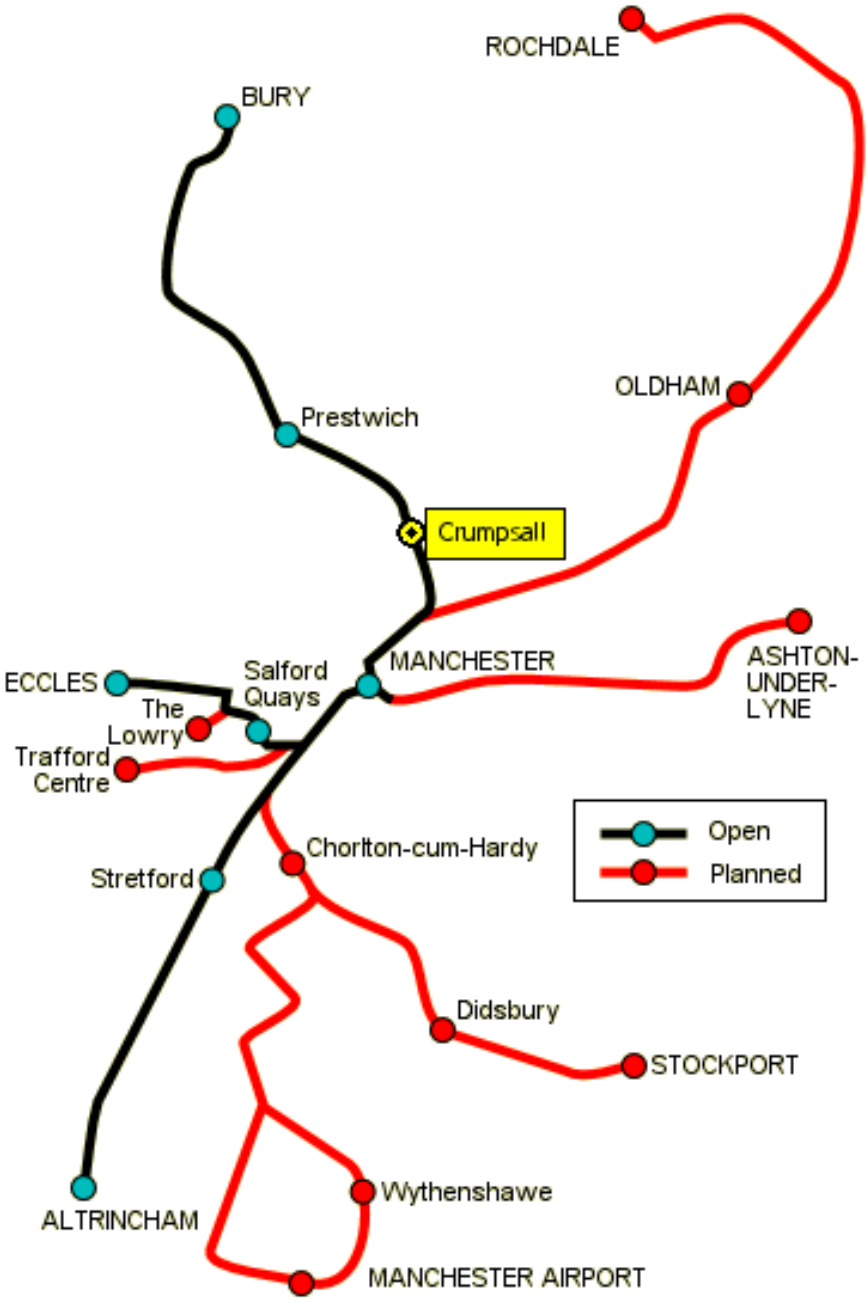
Biodiversity

The existing building sits derelict, unused and unmanaged. The site has a number of overgrown and unmanaged self seeded trees that affecting the stability of shared boundary fences and structural integrity of the building. The property has been subjected to fly tipping, mainly rubbish.

Transport and Travel

If development occurs in places that are not easy to get to by public transport, walking and cycling, then the reliance on cars to travel will persist; along with the associated congestion, carbon emissions and safety issues.

The property sits opposite the Crumpsall tram stop, formerly the Manchester–Bury railway line. This service reaches Victoria Station after only two stops and Piccadilly Station in only five stops therefore providing the ideal location for access to the City and promoting the use of public transport.



Bury - to Altrincham line



Crumpsall Station

Conclusion

Studio KMA are aware that Manchester City Council are committed to securing high quality design for all new developments across the city. We are also aware that poor design is a valid reason for the refusal of planning permission.

Within this proposal we demonstrate the introduction of a new, high quality sustainable use within the existing floors of a neglected, empty property.

The introduction of this new sustainable use meets the specific aims of the Empty Homes Team, part of Strategic Housing at Manchester City Council, who are in favour of returning the property to full occupation.

Studio KMA believes that this planning application merits a recommendation for approval by the relevant case officer and furthermore, merits full planning consent.