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CONTENTS :

1.0 INTRODUCTION

2.0 USE

3.0 AMOUNT

4.0 LAYOUT

5.0 SCALE

6.0 LANDSCAPING

7.0 APPEARANCE

8.0 ACCESS

9.0 SUMMARY

1.0 INTRODUCTION

1.1
This Design and Access Statement has been prepared by Archial on behalf of Accrue Manchester Limited Partnership (AMLP) to support a planning application for a development to provide a new student accommodation block adjacent to the existing residencies at Ladybarn House in Manchester. The location of the site is shown in Figure 1.

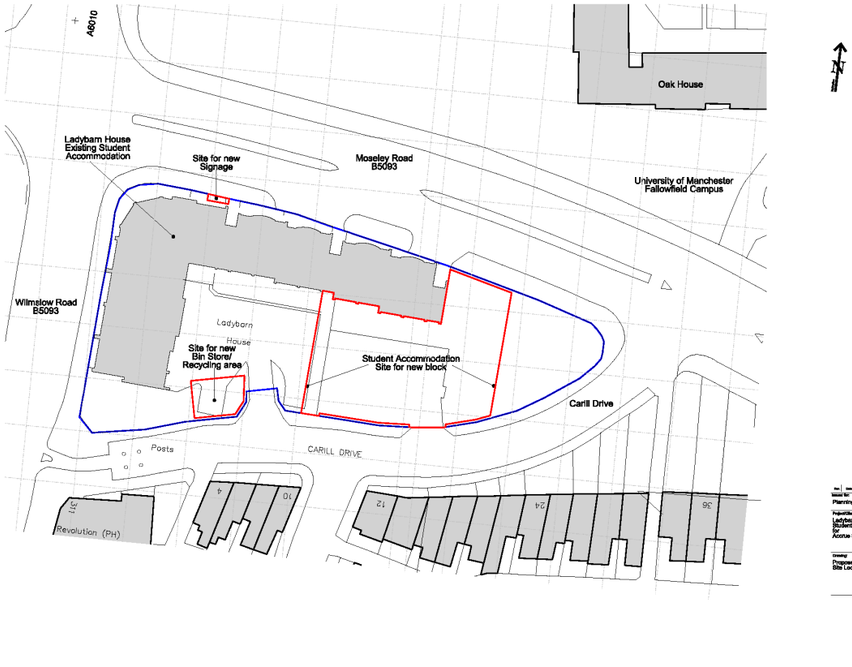


Figure 1 Site Location Plan

1.2
The proposal site is owned by Accrue Manchester Limited Partnership (AMLP), and it occupies land immediately adjacent to the existing Ladybarn House student accommodation complex. AMLP purchased the existing building and proposal site in September 2011. Accrue Student Housing focuses on purpose built student accommodation in the UK's major universities and was appointed to manage Ladybarn House by AMLP. There are a total of 120 student beds in the existing residence.

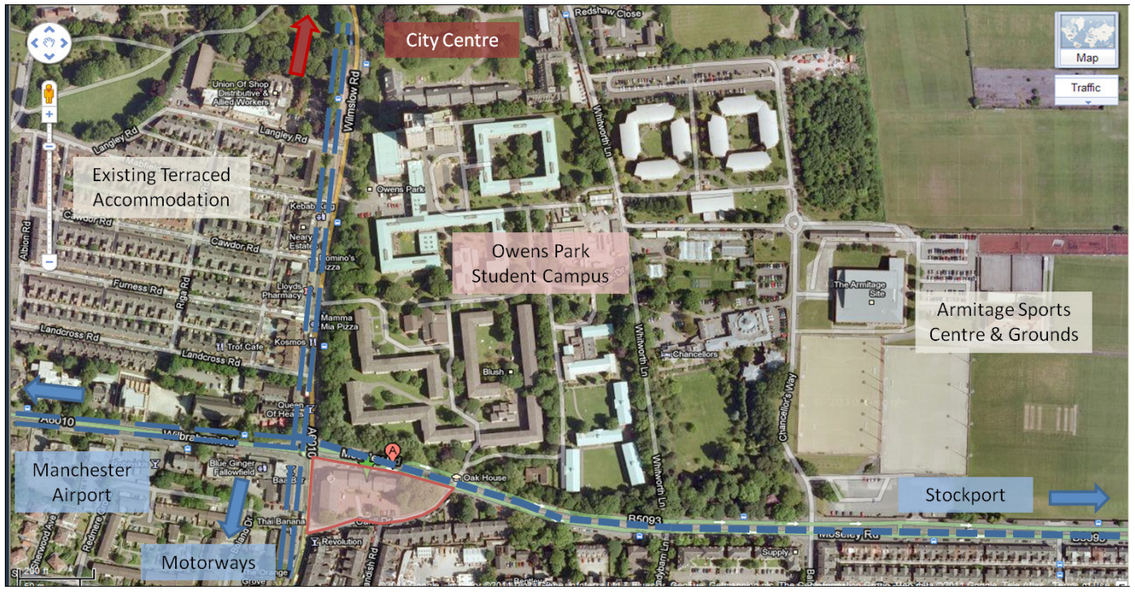
1.4
The site available for the new development amounts to approximately 0.08 ha of the entire Ladybarn House site. The client brief for the proposed development includes 23 new student beds. A new Common Room and secure, covered Cycle Storage facility are also included for the use of all the Ladybarn House students.

2.0 USE

Site Location

2.1
The proposed site, in the Fallowfields district of Manchester, is located in a triangular parcel of land bounded by Wilmslow Road to the west, by Moseley Road to the north and by Carill Drive to the south.
Wilmslow Road leads to Manchester City Centre, some 3 miles to the north and to the M60 motorway, 3.5 miles to the south. Moseley Road leads to Manchester Airport to the west and to Stockport via the easterly direction. Carill Drive is a cul-de-sac approximately 100m long. As well as having residential properties along its length it gives access to other streets of residential character to the south.

2.2
Immediately to the north of Moseley Road lies the University of Manchester Owens Park campus and to the east of that is the Universities Armitage Sports Centre and grounds.
To the south of Carill Drive is an area of private housing, some of which are let to students. Wilmslow Road and Wilbraham Road to the west of the site are characterised by retail premises fronting the main roads.



Site Assessment

2.3
The development site forms part of the current Ladybarn House student residence site and is immediately adjacent to the existing building. The existing accommodation provides 120 rooms in a well managed environment. There are a series of retail units at ground floor level only that are part of the existing Ladybarn House building and front on to Wilmslow Road. These retail units have service access from the rear car park area.

2.4
The principle access to the site for the students will be from the northern side, off Moseley Road. This leads to and from the public transport links and pedestrian routes that students will use to access their various colleges. It also gives the most convenient access to the other local amenities, such as shops, bars and parks, that will meet other everyday needs.

2.5
The majority of the site for the new accommodation comprises of an existing car park and access footpaths. The eastern third of the application site is part of an existing soft landscape area that includes grass amenity space and trees that form part of a group of trees to this eastern end of the whole Ladybarn House site. Both the car park and the green space have been under-utilised by the existing Ladybarn students.



2.6
The site is nominally flat, with approximately 600mm of fall from north to south and just 150mm from west to east. The existing building, that overlooks Moseley Road, provides the northern boundary of much of the application site. The 'green space' to the east and the boundary to Carill Drive in the south is marked by a boundary brick wall with iron railings over that give a total height of approximately 1800mm. This is broken by three access points from Carill Drive. Two of these give access to the two areas of car parking described below, and the third gives access to a pedestrian route between the two car parking areas.

2.7
At present there are 25 car parking spaces on the wider Ladybarn House site, segregated by a footpath that runs from Carill Drive northwards to Ladybarn House. To the western side of the footpath are 12 spaces. Access to this area is barrier controlled and 2 of the spaces are currently used for the casual storage of paladins, leaving 10 spaces. To the eastern side of the footpath there are 13 spaces. This area is part of the application site for the new student accommodation. At present 6 of the total number of spaces are allocated and used by the retail tenants and the balance of 17 spaces are available for student use. Of these only two have been used by the entire current student population (numbering 120) of Ladybarn House during the current academic year. From information gathered by the Ladybarn House management company it is apparent that the lack of use of car parking spaces results from the excellent pedestrian and bus links enjoyed by the site to the University sites and the local amenities.

Access to local amenities

2.8
As the site provides a local critical mass of accommodation for students, access and proximity to local 'everyday' amenities and facilities that form part of student life is important, and will have an important impact on the movement of students by various modes of transport. Ladybarn House is well placed in relation to such facilities as follows;

2.9

Both Manchester Metropolitan and the University of Manchester are within easy travelling distance with over 130 buses per hour at peak times.
Bus - 10 minutes.
Bike - 15 minutes.
Walking - 25 minutes.

2.10

4 x Cashpoints - within 200 metres
Tesco Express - within 20 metres
Sainsbury's - within 100 metres
University of Manchester sports centre and 'all weather' pitches - within 300 metres
Pharmacy - within 20 metres

2.11

Weatherspoons pub - within 100 metres
Bar 265 - within 50 metres
Baa Bar - within 20 metres
Nandos Restaurant - within 100 metres
McDonalds Restaurant - within 200 metres
Revolution Bar - within 20 metres
Starbucks - within 50 metres
The famous 'Curry Mile' - 5 mins by bus
Manchester's city centre - 15 mins by bus

Key Views

2.12
The application site fronts on to Moseley Road for part of its northern boundary. This will provide a view into the site and of the frontage of the new block. The view up and down Moseley Road and the juxtaposition of the new block to the existing accommodation will be the most public face of the proposal. The existing group of trees to the eastern end of the site will continue to provide a screen of the gable end of the new development with only glimpses through being available. The residential properties to the south of Carill Drive overlook the site, but are just two storeys houses and so do not overlook from a particularly high vantage point.

Planning

2.13
The use of the site for student residential accommodation is established as an existing use by the 120 bedroom Ladybarn House complex.
There is also a policy within the city to encourage provision of purpose built, managed, halls of residence to cater for the student population rather than satisfy demand with houses of multiple occupancy (HMO's). HMO's are felt to have a detrimental effect on local residential districts and the local authority are of the view that existing domestic scaled properties should be made available for more conventional family living rather than become student residencies. Further beds at properly managed halls of residence site such as Ladybarn House would appear to fit into such policies and desires well.

2.14
We engaged in early dialogue with the local planning authority and to that end pre-application meetings with planning officers have taken place in November 2011 and in January 2012.

The scheme that was tabled in November indicated a stand-alone three storey block that was located within the car park that sits within the current application site. The planning officers advice at that time was that they could not support a proposal that had the bulk of accommodation in such a location on the site. As a result Archial looked at other alternatives that would more closely fit with the views of the planning authority and as a result presented a revised concept at a meeting in January 2012.

2.15
The summary of the planning officers informal comments received in November 2012 and the response to those comments conveyed by the presentation of a revised approach and concept to the planners in January 2012 is reproduced below.

	NOVEMBER 2011 COMMENT BY PLANNING OFFICERS	**JANUARY 2012 ACCRUE/ARCHIAL PROPOSAL RESPONSE**
1	Major development within the existing car park will not be supported by the planners – the proposed building of 4 storeys imposes too much on the residential properties to the south.	The of the new proposal (the four storey element) is located along the Moseley Road frontage.
2	The number of proposed units (31 total + common room and management office) is not significant and, therefore, unlikely to be problematic in planning terms.	The number of units is still under review but given the proposed footprint and number of storeys the total number of units is likely to be slightly less than previously envisaged.
3	The proposal suggests an increase in student activity and access along Carill Drive. The planners would prefer to see less student activity along this road to protect the residential properties to the south. Student access to the flats, both existing and proposed, should be encouraged to take place from the north, Moseley Road, frontage.	Student movement and activity is now centred away from Carill Drive. The prime student access to all flats is to be from the north and the Moseley Road frontage.

4	The planners would be prepared to look more favourably at a scheme that proposed the extension of the student accommodation along the Moseley Road frontage, assuming that there was no significant loss of green amenity space. Notwithstanding the above the proposed removal of any trees would need to be preceded by a specialist report into the condition and quality of the trees that occupy the green space.	The new proposal does extend into the area of the Green Amenity Space. A detailed Tree Survey and Report has been undertaken in accordance with BS5837 by B J Unwin Forestry Consultancy and the proposed scheme layout has been tested against the findings of the report. The width of the main block extension has been limited to minimise tree removal and respect root protection areas of the trees that would remain. It is also proposed that the amenity space will be extended around the southern edge of the site along the Carill Drive frontage, an area previously occupied by a tarmac car park. This will improve the aspect from the residential properties to the south and provide a buffer to the student activity of the Ladybarn House site.
5	Some limited development within the existing car park may be acceptable – for instance a single storey 'pavilion' to accommodate the Common Room and Office.	It is proposed that a small single storey extension runs into the area previously occupied by a car park, to include the proposed Common Room.

2.16
The concept presented at the January 2012 meeting was met with general support from the officers, pending more detailed design work and development of elevations (not prepared at the time of the meeting)
The concept of the proposals that is represented on the final scheme proposal drawings that form the current application is consistent with the concept presented at that January 2012 meeting.

2.17
Further discussions with the planners have taken place and as a result of these it has been agreed that a Section 106 Agreement will be entered into to cover the following two items –

- Accrue has agreed to additional off-site tree planting.
- Accrue has agreed to restrict on-site car parking and promote the increased use of public transport.

Other Consultations

2.18 Universities
Accrue Student Housing and the Accommodation Manager together with Alis McCabe and Sue Hare, key representatives of the local residents group, were invited to a meeting with AMLP on Friday 20 April at which the proposals were explained in detail. At this meeting one of the items discussed was the potential for the S106 tree planting works to provide the new "Christmas" tree for Fallowfield.

Following this meeting a public pre-application consultation took place within the existing Ladybarn House Common Room on the evening of Thursday 26 April. University representatives, neighbours, resident groups and local businesses were invited to the presentation that took the form of display boards explaining the proposals.

2.19 Public
Ladybarn House was purchased from Manchester University by AMLP, in September 2011. Since that time AMLP have maintained good relationships with both Manchester and Manchester Metropolitan Universities, keeping in regular communication on the current and future strategy for Ladybarn House. The freehold interest of the site is still owned by the University of Manchester and they are supportive of these proposals

Sustainability

2.20
Provision of a sustainable solution is key to the aspirations for the new development. AMLP intend to not only build and own the new development but manage the facility through CRM, the largest independent manager of student accommodation in the country. CRM focus on maintaining excellent pastoral care and day to day management of the building and as such running costs and the life cycle costs of installations are essential to an efficient and sustainable solution.

2.21
The contribution of the scheme to environmental sustainability is enhanced by the inclusion of a solar photovoltaic array on the south facing pitched roof over the four storey block, contributing to energy production from a renewable source. In addition 'green' roofs are provided to the flat roof areas to assist in the reduction of peak rainwater run-off flows, improve bio-diversity and increase the variety of wildlife habitats.

2.22 BREEAM
In April 2012 a BREEAM Multi-Residential Pre-Assessment Report was commissioned and undertaken by 3Planets Ltd. A copy of the full report is included in the planning application documentation but a summary is as follows –

- the overall rating recommended is likely to be GOOD with VERY GOOD being achievable dependent upon obtaining credits that will need to be examined post planning when detailed design is undertaken.

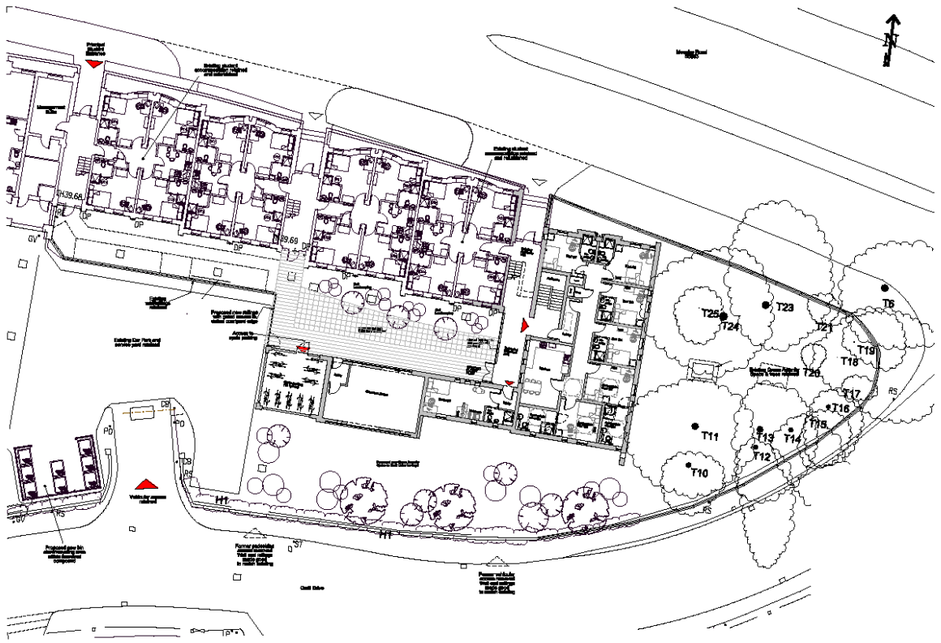
3.0 AMOUNT

3.1
The proposed development will enable Accrue Student Housing to better manage student activity, movement and safety and will ease pressure/free-up HMO's (Houses of Multiple Occupation) in Fallowfield. In addition, the works will provide a better arrangement for the car park, provide cycle storage and a new refuse storage area.

3.2
The design proposal will complete the Ladybarn House complex and provide 23 additional en-suite beds. Two of the ground floor beds will be designed to be accessible to those with disabilities. The 23 new beds will comprise of a mix of suites with their own cooking facilities and beds within a cluster environment sharing a kitchen.

3.3
A new Common Room is to be provided at ground floor level accessed from a new communal courtyard. This will serve the whole of the Ladybarn complex to replace the current facility that is inadequate and poorly located. The new facility will encourage students to meet together within a convivial environment, located with easy access from all the communal staircases. It is also located with safety in mind approached from an inner courtyard and with casual supervision from a number of bedroom areas on the south facing side of the existing development.

3.4
A new secure cycle store is provided. As with the Common Room, this will be accessed from the new inner courtyard, providing the facility with the same high degree of security and casual supervision. The facility will be both lockable and covered and is designed to encourage the responsible use of cycling as a useful and sustainable mode of transport. The existing open racks to the rear of the existing development will be retained. Access to the cycle parking area will be from the retained car park which in turn is accessed from Carill Drive.



4.0 LAYOUT

4.1
A number of possibilities were explored during the early design phases of the project to test out possibilities in providing the required number of beds to complete the Ladybarn House complex. One of these, to provide a new stand-alone block within the eastern car park, was presented to the planning authority in November 2011. The planners were of the view that this option would present a solution that would have too great an impact on the residential properties to the south side of Carill Drive. As a result a concept has been developed that creates the greater number of beds away from the Carill Drive frontage but provides a single storey built form in the heart of the site to provide for the more communal functions.

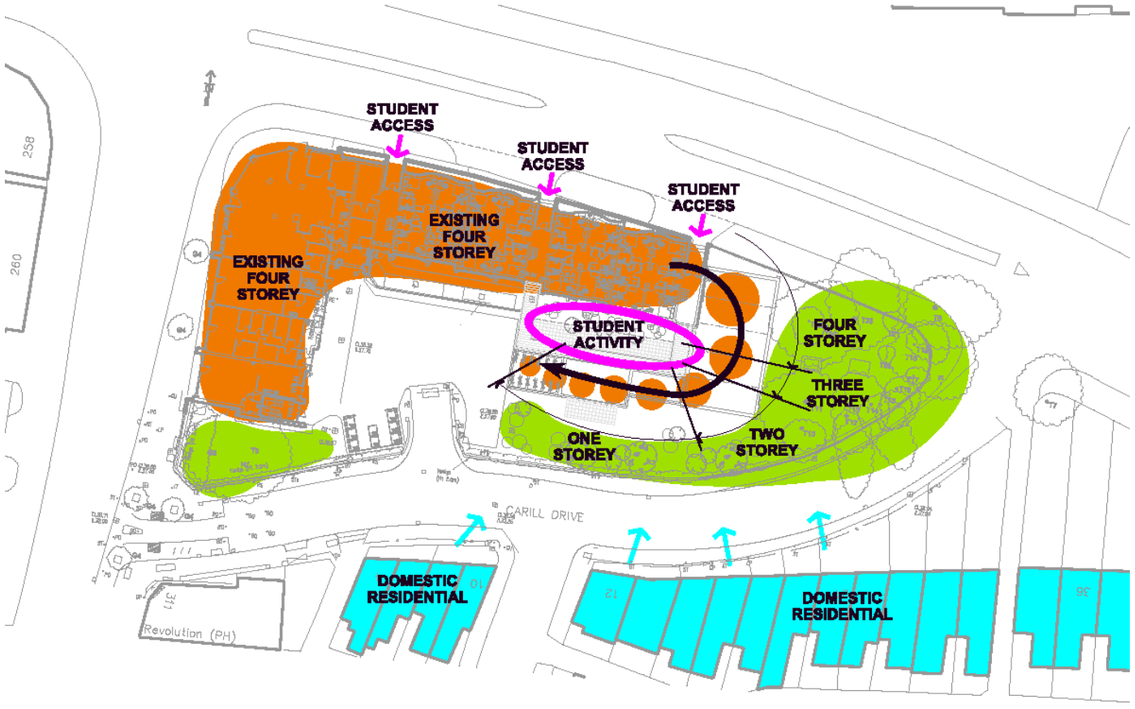
4.2
Student access to the site as a whole is encouraged from the northern Moseley Road frontage. Most frequent student activity is screened from the Carill Drive side and although some of the existing green amenity space to the east of the Ladybarn site is lost this is compensated for by the addition of new green amenity space to the Carill Drive frontage on an area that was previously tarmac.



Screening to domestic residential properties to the south.

5.0 SCALE

Massing
5.1
The proposal seeks to extend the massing of the existing accommodation along the Moseley Road frontage in a four storey element. The width of the block is consistent with the 'module' established by the existing building and concentrates the greatest height of the new development along this northern frontage. The new block then extends southwards towards Carill Drive and as it does so the height of it diminishes from four storeys to three and then two storeys at its south-eastern corner. A single storey 'leg' containing a self-contained bedroom suite, the Common Room and the Cycle Store extends from the two storey block to the west to create the internal courtyard space. As a result of the massing proposal the impact on the residential properties to the south of Carill Drive is minimised. The main hive of student activity is contained within the courtyard area screened acoustically and visually by the single storey wing of accommodation.



Massing concept – diminishing storey heights to the south.

6.0 LANDSCAPING

6.1
The massing and organisation on site has a number of impacts on the landscaping on the site. In extending the frontage of the existing Ladybarn building the new block takes over part of the existing green space that occupies the eastern end of the Ladybarn site. The majority of the green space to the east is retained and its value as a group of mature trees will remain. The potential loss of some of the space, however, is mitigated by the reclaiming of some of the existing car park area and extending the green space to the south of the new building and improving the aspect from Carill Drive. This provides a useful screening element as well as an opportunity to introduce an improved quality of landscaping.

6.2
Because of the potential loss of some trees within the green space a Tree Survey was commissioned and undertaken in December 2011 /January 2012 and a summary of the findings is as follows –

- All the trees on the site have been surveyed in accordance with BS5837:2005 Trees in Relation to Construction and considered in relation to their landscape setting.
- None of the trees on the site are deemed to be of 'high quality'.
- The width of the extension to the main block fronting Moseley Road is restricted to affect only the row of trees nearest the existing building. This location for the new building (extension) affects the group of trees nearest the existing building as follows -
- The following trees would need to be removed to implement an extension in the location shown (refs as BJU report) – T8, T9, T22, T26, T27, T28 and T29.
- Of these, T26 is a stump only whilst T9, T22, T28 and T29 are deemed to be of low quality.
- The other two trees, T8 and T22, are of moderate quality only.
- The trees that would remain are shown on the proposed layout plan.
- The extension is nearest to the spread of T24 and T11 but the new building has been kept outside the Root Protection Area (one side only). Notwithstanding this, the BJU report suggests that T11 be removed in any case due to its condition and evidence of decay.

A copy of the full report accompanies the planning application.

6.3
The courtyard space created between the new development and the existing building gives an opportunity for an 'external room' that can provide a circulation route and a place to meet fellow students. There will be a combination of hard and soft landscaping within this area. The soft landscaping will be located towards the existing block and will provide a buffer zone, with defensible planting, to the ground floor beds. This approach is similar to that which currently exists between the beds and the path that links the stair cores, but the depth of the planting is increased and enhanced to give greater protection to and an improved outlook from the rooms.

6.4
The extent of soft landscaping and what can be termed 'green space' is approximately the same in the new development layout as exists at present. If the potential for the green roofs to contribute to biodiversity and the green credentials of the site is added in the surface area of soft landscaping is substantially greater in the proposal than exists at present. (see drawing 1055-, included as one of the application drawings)

6.5
To the western edge of the new courtyard space a dwarf wall with painted railings over will be provided to give an edge to the courtyard and provide a secure boundary for student activity. This will be consistent with the recommendations for this element of the Crime Impact Statement prepared for the scheme and submitted as part of the planning application. The gate to the courtyard from the car park area will be wide enough to negotiate with bicycles, have a level access threshold and will be lockable with an access control system available to the students and management.

6.6
Level access thresholds will be provided to all new entrances to the building and across all changes in surfacing to facilitate ease of movement for those with disabilities.

6.7
There are two existing entry points through the external boundary treatment to Carill Drive that will be infilled in the new scheme. These are to the eastern car park and the pedestrian entrance path between the two areas of car park. These two sections will have new boundary walls and railings provided to match the adjacent existing arrangements to each side, effectively providing a continuous and consistent secure boundary from the Moseley Road frontage to the existing retained car park entrance to the west of the new block.

7.0 APPEARANCE

7.1
The external facing materials to be used on the new building at Ladybarn House will take a lead from the existing building.
The roof tiling will match the existing, although to the southern elevation the pitched roof will also feature inset and integrated solar photovoltaic panels to provide a renewable energy element to the servicing solution and improve the environmental profile of the new building.

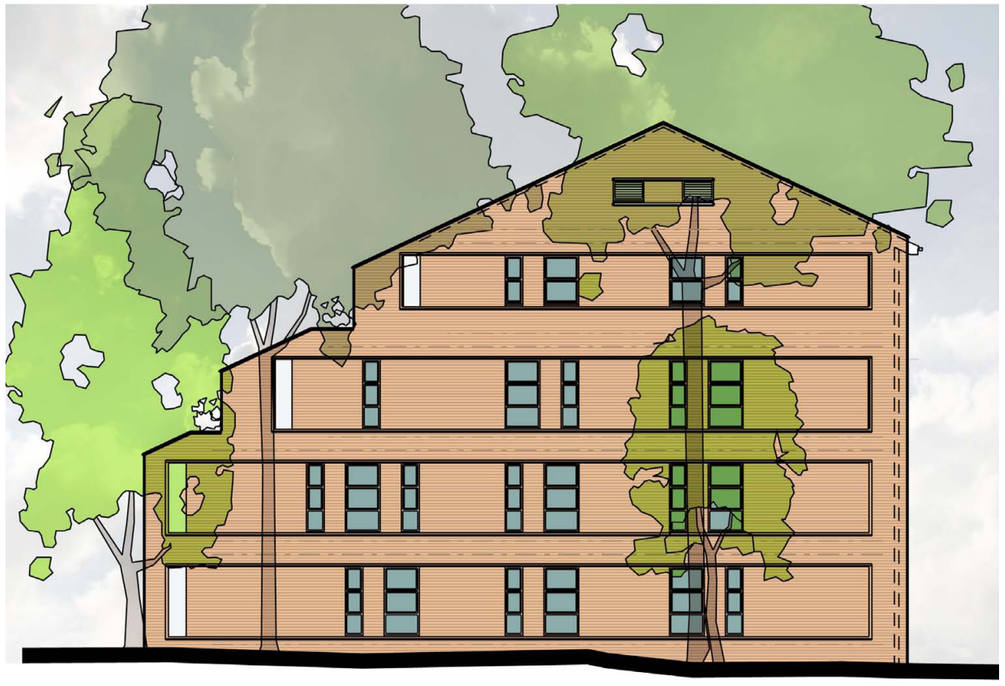
7.2 North Elevation
External walling will be largely masonry with facing brickwork in a colour and texture to match the existing used on the Ladybarn site. This is in two colours, a red/orange and a buff brick. The majority of the brickwork is in the red/orange colour but the front (Moseley Road) elevation has a vertical panel of buff brick to give some visual key back to the existing development.



The treatment of the elevations is designed to be sympathetic to the existing elevations whilst avoiding being a replica. The detailing will be simple and crisp with punched holes for windows avoiding any fussy detailing. Simple trims and copings to parapet walls in reconstituted stone are introduced in a colour to match those on the existing. The gable wall to the east of the new block is visually separated from the remainder of the block by a vertical strip of glazing with spandrel panels to suggest a stop-end to the run of bedroom accommodation.

All windows will be aluminium framed with double glazed units and spandrel panels to the vertical strip adjacent to the gable wall. Colour of the frames to the windows will be dark grey to match the existing block.

7.3 East Elevation
The East Elevation is the gable end wall elevation and faces the green amenity space and the mature trees therein. This elevation will be glimpsed through the trees and reduces in height as the massing of the accommodation behind it falls from four to two storeys at its southern end. The accommodation behind the wall varies in layout as the block steps down and the type of accommodation varies on each floor. This variation in layout across floors is reflected in the window pattern. Reconstituted stone banding at the head and cill levels of the windows at each floor level give some order to the arrangement and within each floor level window zone the window locations respond to the internal layout. This gives a random pattern within an ordered framework that reflects the natural tree screen through which it will be viewed.



7.4 South Elevation
The south elevation of the new development steps down from the four storeys of the tallest part of the main block to the east to the single storey element that encloses the new courtyard. The red/orange facing brickwork is the predominant masonry walling used here with some feature bands of reconstituted stone. Balconies are provided to the façade as it steps down and the brick facades are broken into by larger panels of human scale windows, doors and timber infill panels within an aluminium framed system. The colour of the framing will match the conventional windows and this approach give a more friendly face to the elevation to the residential area to the south of Carill Drive.



7.5
To the southern side, 'flat' roofs are provided adjacent to baclonies and to the single storey wing enclosing the courtyard. These will be provided with a 'green roof' surface to improve the outlook from the first floors of the houses to the south, improve biodiversity and sustainability by slowing rain water run-off.

7.7 West Elevation
To the west of the new building a dwarf wall and railings enclose the new courtyard in a treatment similar to the main boundary wall and railings to the Ladybarn site as a whole. This includes an gate for access that will include access control for security of the student occupants. The end elevation of the cycle store is enclosed with a facing brick flat arch in the red/orange brickwork. Set within the brick arch (inset to allow some ventilation around it) is a panel of vertical boarding providing a secure screen.

8.0 ACCESS

8.1
Access to the Ladybarn development for students is encouraged from the northern, Moseley Road, frontage in to the existing stair cores. A survey of the existing student movements shows that, because of the proximity to University sites and bus routes along Moseley Road the majority of student flow to and from the site is by foot. By the organisation of the new single storey wing and courtyard to the south of the existing block the use of the northern pedestrian approach is reinforced and encouraged.

8.2
From the stair cores access can be gained to the paths to the south of the existing block or, from the stair hallway and covered walkway directly to the new bedroom accommodation to the east. The covered and enclosed walkway at the eastern end of the courtyard provides for a level of security consistent with the suggestion within the Crime Impact Statement and gives weather protection to the users.

8.3
Access to all rooms will be via level thresholds. Two of the beds at ground floor level, their en-suite accommodation and the flat kitchen at the ground floor will be fitted out to accessible standards in accordance with Building Regulations standards and BS8300. Lobbies will be sized accordingly to facilitate wheelchair movements.

8.4
The new inner courtyard provides a space that links all areas including the external car par to the west.

8.5
This car park provides the access route for cycles in to the development and to the new secure cycle storage compound. It also provides a location for the bin storage area and general servicing. Vehicular access is therefore restricted to this western car park area to provide for the restricted number of car parking spaces required by the development – (see separate Transport Statement).

8.6
Access to the development by emergency services will also be through this car park where they can pull off the public highway and attend to any incident to which they are called.

9.0 SUMMARY

Key Characteristics

- Student activity and access is encouraged from the Moseley Road (northern) side rather than from the Carill Drive side.
- The proposal creates an internal courtyard, screened by a low level single storey wing of accommodation that protects the residential area to the south from the majority of the student movements.
- The green amenity space to the east is to be extended to wrap around the south of the new development, into the area that is currently a tarmac car park along Carill Drive. This will improve the aspect from the residential properties and provide a buffer to student activity within the site.
- The addition of the new landscaped area to the south of the proposed development compensates for the loss of part of the existing green amenity space by the introduction of the new four storey block. It also provides a substantial 'green buffer' to the new development from the housing to the south of Carill Drive.
- The amount of green open space at ground level in the new proposal at least matches that in the existing and places some of it in an area that can have a more positive impact on the outlook from the housing to the south of Carill Drive. In addition to this, the areas of 'green roof' will improve on the current environmental and ecological impact of Ladybarn House. As a result the proposed development is designed to improve the environmental and ecological credentials of the Ladybarn House site.
- Accrue Student Housing has created a separate bin store for the use of the students and retail tenants. They will continue to encourage the students to re-cycle their waste and the proposed new internet service will further enhance communication of such initiatives within the hall.
- As part of the proposed (Section 106) legal agreement, Accrue has agreed to additional off-site tree planting and, having met with the local residents, could provide the new "Christmas" tree for Fallowfield.
- Accrue has agreed to restrict on-site car parking and promote the increased use of public transport.
- Finally, the proposal provides a self-contained cycle store, thereby further enhancing on-site sustainability