Proposed Residential Development
28 - 30 Wellington Road,
Whalley Range,
Manchester

Application for Full Planning Permission and Conservation Area Consent

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1.0 Introduction

Application

This statement is submitted in support of a planning application for demolition of No. 28 and 30 Wellington Road, and construction of 7 No. residential dwellings with associated car parking and landscaping. It should be read in conjunction with the other supporting documents submitted with the application, mainly a Tree Survey, Ecology Survey and Landscaping Scheme.

The Site

The site is made up of two residential properties, No's 28 and 30, located on the north side of Wellington Road, in Whalley Range. Situated in the Whalley Range Conservation Area, the surrounding properties are predominantly residential in use, but mixed in terms of building scale, mass and architectural styles.

Planning History

On 22 January 2004, full planning permission was granted for a residential development of 12 No. apartments, application ref no. 069608/FO/2003/S1. A material start of this planning consent has been implemented and acknowledged on site.

On 18th January 2010, a further planning permission was granted for a residential development of 5 No. townhouses, application ref no. 091071/FO/2009/S1.

Due to changes in market conditions and end user requirements, this application looks to redesign the type of development in order to provide on large family dwelling, and six apartments.

We've worked closely with the developer and their private client to produce a revised scheme which suits a stated need in terms of accommodation style and type.

The scheme provides the client with a bespoke and modern family home together with an attached investment opportunity which will be managed by the family on a daily basis. The development will provide much needed rental space in an area well located to serve the Universities and employees who work in the centre of Manchester.



2.0 Site Assessment and Consultation

Assessment

In order to gain a full understanding of the context of the site, a site visit was carried out, which involved a walk round the site itself and surrounding area, and a drive round the wider context beyond.

Photographs were taken for records and some quick sketches were made of adjacent buildings in the area. A desk top survey including analysis of deed plans, OS map, topographical survey, photographs, past planning applications, etc also proved invaluable, as a lead in to the design process.

The assessment of the context and wider area provided knowledge of architectural styles, storey heights, scale and massing, all of which influenced the development of the design proposed.

Involvement

The Applicant recognises the importance of involving the Local Authority in the process of the design of new developments. In this instance, several attempts were made to obtain some pre-submission feedback from the planning department, however no responses were received.

Irrespective of the above, due to the fact that we were the architects that were involved the previous planning consent ref, 091071/FO/2009/S1, the knowledge from that planning process and consultations has informed the design put forward, using the same principles as agreed as part of that application.

Evaluation

Following the assessment of the context of the site and the consultation of various professionals, a clear understanding of the site and what would be considered acceptable as a proposed development were established.

From this, a scheme has developed of high quality design and detail which responds directly to the street and adjacent properties, and takes into consideration the impact on the immediate area. The principles of local planning policy guidelines have led the design of the development and resulted in a scheme which will provide a positive contribution to the surrounding area.



Plate 1 - Aerial View taken from Bing maps.

3.0 Design and Access

The principles of Local and National Planning Policy Guidelines, including Manchester's 'Design for Access 2 Guide' have influenced the design of the development and resulted in a scheme which we consider will provide a positive contribution to the surrounding area.

The following design assessment is based on CABE best-practice guidance on Design and Access Statements, under the headings; Use, Amount, Layout, Scale, Appearance, Access and Landscaping.

Use

With the principles of residential use agreed at the above site, our approach has been to create a quality scheme using the principles of Secure by Design, PPG III, and Local Authority planning guidance.

The proposed development is entirely appropriate to its context, with a mix of residential properties and architectural styles already existing in the surrounding area.

The proposal looks to provide an alternative type of accommodation to that previously approved, with the focus on one family house, with an adjacent block of six apartments.

Amount

The proposed development is for a total no. of 7 dwellings, with private parking and large areas of landscaping to the rear.

We consider the site coverage and density proposed are suitable for the site, with two previous applications being approved for 12 No. Apartments and 5 No. townhouses.



Plate 2 - Site Layout

Layout

The proposed building has been designed in a similar position to that of the previous 'townhouse' consent, being centred in the plot, and designed in one mass, to appear as two large semi-detached buildings. However this proposed development is a narrower building, thus, increasing the distance to boundaries across the width of the plot, and therefore improving the relationship with the adjacent properties by providing more space between dwellings.

Also as per the previous consent, the approach to layout has been influenced by the strong building line that is evident in this locality. This is a key element that was felt should be respected and resulted in the buildings being set back from the street, in line with adjacent properties.

There are large rear gardens to the building, which provides ample private amenity space.

The parking is designed to the front of the building, with some spaces provided to the side of the dwellings. During the previous planning application, the Local Authority requested that parking be designed to the rear of dwellings, however when the application was heard at Committee, members requested the parking to be located to the front of the dwellings, in keeping with the other properties in the area.

The accommodation within the building is designed so that one half of the building, the left hand side, is one dwelling over three floors. This is accessed by the existing entrance to No. 30 Wellington Road.

The right hand side of the building is split into six apartments, two per floor over three floors. This is accessed by the existing entrance to No. 28 Wellington Road.

Due to the width of the accesses, and consideration to the practicalities of construction, it is proposed to demolish the existing wall, and rebuild a new wall with new gate posts set slightly wider apart, enabling easier ingress and egress to the developments.

All the properties along the North side of Wellington Road are large in footprint and wide on their plot. We have tried to respond to this by ensuring the important gap between buildings is retained, by ensuring the distance to boundaries is the same as the distance to boundaries of the properties either side of the site. As the width of the building has reduced from that of the previous planning consent, this relationship has been improved slightly. The house and apartments have also been designed to appear like two large dwellings, in order to respond to the rhythm of the adjacent dwellings.

Plate 3 clearly shows the surrounding urban form and the way in which the proposed development sits comfortably within it.



Plate 3 - Proposed development in context

The proposed development responds to the street further through the location of the entrances to the front of the properties. As the proposed development follows a traditional style of architecture the location of the entrances was fundamental to the design and provides a clear threshold to the dwellings

The proposed development has been designed in accordance with Secure by Design principles including, secure perimeter fencing and the houses have been designed to have both front and rear aspects to allow self-policing through the proximity of habitable room windows to car parking and amenity areas.

The vehicular entrances are emphasized through the provision of gates and gate posts, which improve security and ensure the site entrances are clearly defined eliminating confusion for visitors and residents.

Scale

The existing buildings along Wellington Road have influenced the design of the proposal, as their presence and height demands a building of a similar scale.

Therefore the proposal is three storeys in height, designed to have similar ridge and eaves levels as the properties either side, as well as that of the building previously approved. Similarly the proposal responds to the adjacent properties in terms of scale, mass, width and depth, as described previously.

Feature elements, for example the full height gable ends, break up the elevations and provide aspects of interest and depth to the facades. The proposed traditional style and choice of red brick as the facing material, respects the properties either side of the site and gives the development a feeling of maturity without being too imposing, whilst the contemporary finishes, such as powder coated window frames, timber front doors and fenestration design give the building a modern feel, making it of its day with its own identity.

The scale of the building in relation to the size of its footprint and garden area is all in proportion and will generate good useable dwellings.



Plate 4 Indicative Street Scene

Landscaping

The proposed scheme incorporates large areas of landscaping, including numerous mature trees, most of which to be retained as part of this development.

A tree survey and landscaping scheme have been prepared by Trevor Bridge Associates, which is submitted with this application, and provide the relevant details in relation the landscaping for the development.

The high level of amenity in this location will be able to be fully enjoyed by the future occupants of the development. Measures to protect trees that are being retained will be incorporated to ensure they are retained pre, during and post construction. All hard surfacing constructed in close proximity to existing trees will be on a geo-textile base with a porous surface. The landscaping proposed will contribute significantly to the setting of the development and will be of high quality to compensate for any trees to be removed. Details of which are submitted as part of this application.

The dwellings have their own private amenity space in the form of large rear gardens, shared for the apartments, and separate for the large dwelling. A mixture of hard and soft landscaping will be provided by means of introducing high quality shrubs and grass around the driveway and the patio areas. The rear gardens will provide a secluded, tranquil space for the dwellings with the existing trees contributing to the amenity value.

Due to the fact that half of the building is a private dwelling, some of the land to the front of the site has been designed as garden space, thus increasing the soft landscaping than that scheme previously approved.

Appearance

Although a mix of architectural styles are evident in the locality, a traditional approach has been selected for this development, with a focus on quality detailing and materials.

This will allow the building to have its own identity whilst contributing to the amenity of the immediate area and having a positive impact on the street scene.

The design was developed to ensure the building reads as two large dwellings and we feel this has been achieved successfully through the incorporation of the gable elements and the symmetrical composition of the design elements that make up the front elevation.

The residents will be able to enjoy the peace and tranquility of the environment created by the building protecting the private amenity space to the rear, from the road to the front of site.

It is intended that the proposed development will sit comfortably in the existing street scene, but through the quality of the design and detailing, will uplift the area, thus contributing to a more pleasant environment for existing and future residents to live.





Plate 5 Adjacent Buildings

Access

The house, to the left is accessed via the vehicular entrance from the street that currently serves No.30 Wellington Road. This is a clearly defined access point and the separation in the front boundary between the house and the apartments, prevents any confusion as to the properties curtilage. This house a drive way, with space to turn round, so cars can enter and leave the site in a forward direction.

Similarly, the apartments are served via the existing access to No.28 Wellington Rd, and space is provided in front of the apartments for cars to manoeuvre, again enabling cars to enter and leave in a forward direction.

It also allows a refuse collection point area to be provided close to the entrance for the apartments, that will be screened with planting and fencing, so residents can put out their rubbish in a convenient location on collection days. Bin storage at all other times is provide within curtilage, of each demise, as the large rear gardens can easily accommodate the necessary bins.

The external access to each dwelling has been designed to be simple, logical and obvious to use.

All potential users no matter what their disability, age or sex will be able to access the proposed dwellings and we feel that they and their associated spaces will be flexible and able to accommodate changing lifestyles. Details of the design, such as use of colour, materials, finishes, door widths, etc will be in line with all current building regulation standards.

Design for Access 2

Manchester City Council's 'Design for Access 2' document has been considered throughout the development of the proposed design. The main focus is reflected in the fundamentals of the design such as room sizes (where possible), accessibility, and car parking. In addition to this, circulation spaces have been incorporated, providing 1.8m x 1.8m in all kitchens, and circulation spaces of 1.5m x1.5m in the main bathrooms.

Future adaptation has also been considered, reflected in the width of the stairs and identification of space for a house lift, as two examples. There are also the demands of the Building Regulations, in particular Part M, which have been respected and result in a high level of accessibility and general consideration, including ground floor WC provision, to all users of the proposal.

Sustainability

The proposed development will achieve at least a three star rating of the Code for Sustainable Homes.

Flood Risk

The proposed development is not in close proximity of a water course and is not at risk of flooding. Therefore a flood risk assessment is not required to support this application.

4.0 Summary

The proposed design has developed to respond to the existing urban grain, focusing on distance to boundaries, width of buildings, etc with the proposal sitting comfortably in the existing street scene.

Pre-consultation advice has been sought as part of this application, and it has been designed to ensure it makes a positive contribution to the surrounding area through the provision of a safe, attractive and accessible built environment.