land at williams road, hyde road, gorton

design and access statement

prepared for Mangrove Estates
by Calder Peel Partnership Limited

november 2007

calderpeel

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Hyde Road from the site



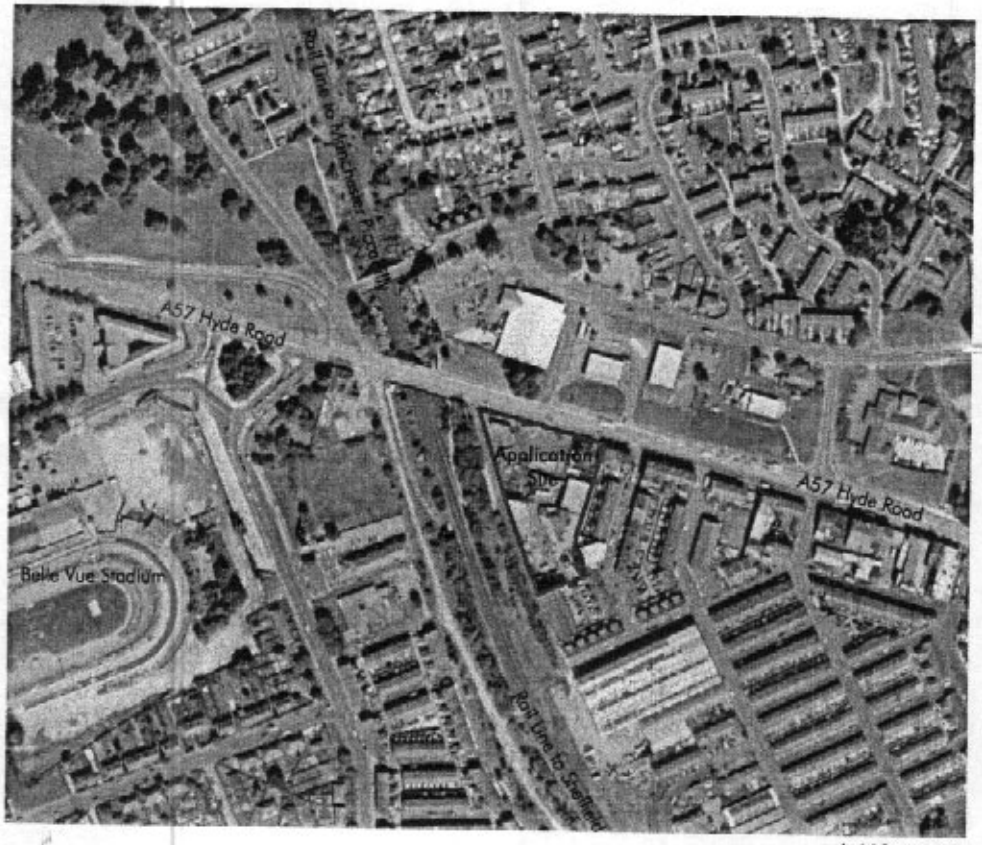
Corner of Williams Road and Hyde Road

1.0 Introduction

1.01 This Design and Access Statement has been prepared on behalf of Mangrove Estates and provided to Manchester City Council in respect of the proposed redevelopment of land at Williams Road, Gorton

1.02 The Statement does not attempt to address the principle of the development. This is addressed in a separate Planning Statement which identifies the overall merits of redeveloping the site in accordance with relevant planning policy. Instead, this statement focuses on the design process which has been utilised in order to define the design solution for the site including details of siting, access, and landscaping.

1.03 The Statement has been prepared in accordance with guidance on Design and Access Statements, as set out within Circular 01/2006 and 'Design and Access Statements' 2006, produced by CABE. It begins with an analysis of the site and how it relates to the surrounding area. This is then followed by a comprehensive review of planning policy relevant to the design process. The design analysis then goes on to demonstrate that all issues identified throughout the design and consultation process have been thoroughly addressed and examined in realising the proposed scheme, and that the design and access objectives have been adhered to.



Aerial Context Plan

2.0 Site Context and Analysis

2.01 This section firstly sets out a brief description of the site and it surroundings, which is followed by a more detailed survey and analysis of each of the various aspects of the site and its relationship with its surroundings.

Description of Site and Surroundings

2.02 The site is fronted by the redundant British car Spares Building and lies approximately a quarter of a mile from the centre of Gorton which is itself situated to the east of Manchester. The site is situated 1.8 miles west of the M60.

2.03 Gorton is a diverse area set within the wider Manchester conurbation, its market hall and district centre are currently being re-developed as ongoing community improvement programme

2.04 The site is bounded by the A57 Hyde Road and the main rail line between Manchester and Sheffield. The site is set to the south of the A57, in a area containing dense terraced homes.

2.05 The site is located at the boundary between the more open area of Gorton exemplified by Belle Vue Stadium and the residential area of Chatsworth Road. The site can thus be described as a gateway site into Gorton.

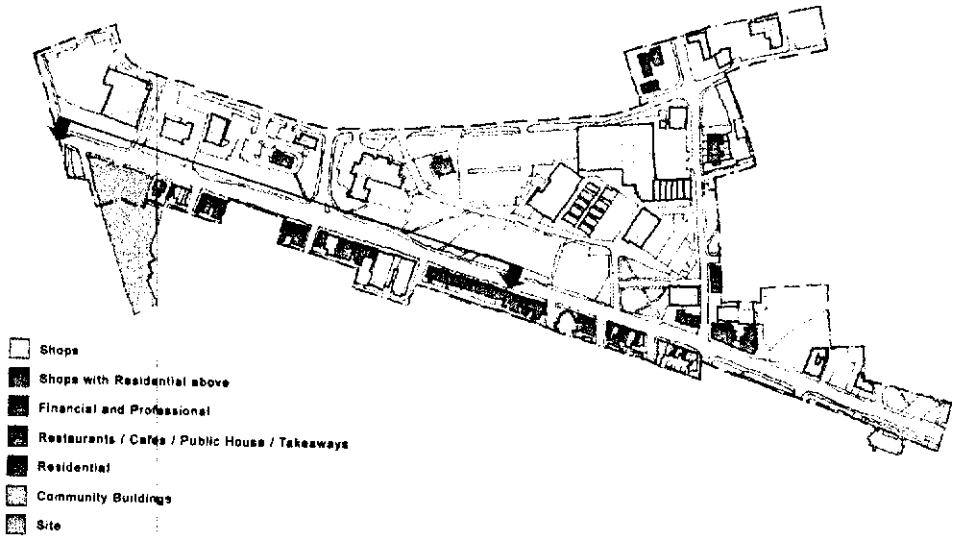
2.06 The application site covers some 0.51ha (1.26 acres) and compromises a series of redundant buildings of different scales, some associated parking areas, and a cleared site. The site is relatively regular in shape forming an elongated triangle.

2.07 The site is surrounded by residential to the east and an industrial unit which truncates the site at its southern point.

2.08 The rail line serves Belle Vue Station with a frequent service to Manchester

2.09 The site is accessed off Williams Road, and the existing access directly off Hyde Road.

2.10 The existing uses of the site have fallen into disrepair and is incongruous with the surrounding residential area .



Survey and Analysis of the Site and its Surroundings

2.11 As part of the analysing the proposed development site a number of separate detailed surveys and assessments have been produced, including:

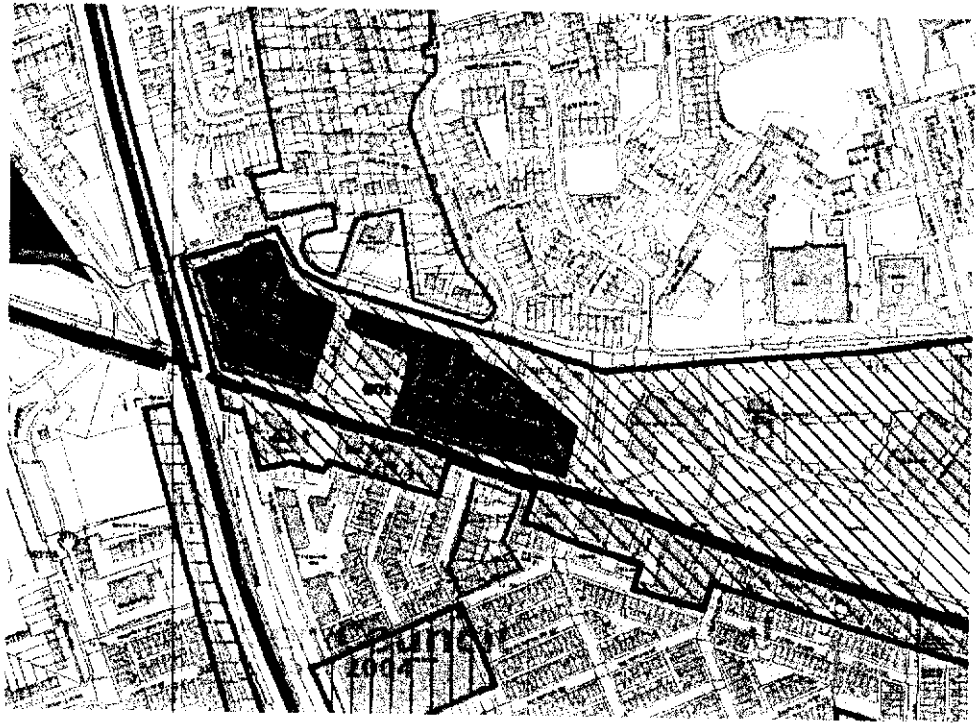
- Acoustic Report
- Topographical Survey
- Ecology Assessment
- Planning Statement
- Transport Assessment
- Crime Impact Assessment

2.12 The analysis of the site and its relationship with its surroundings is founded on elements of these reports, and brought together below under the following headings in order to identify the opportunities and constraints of the site:

- Planning Context (Allocations and Designations)
- Existing Buildings
- Landscape and Topography
- Views and Vantage Points
- Heritage and Conservation
- Environment/Ecology
- Socio-Economic Context
- Sustainability
- Access and Linkage

Planning Allocations and Designations

2.13 The Planning Allocations and Designations, together with historical context can be found in the report from Emery Partnership Limited.



Extract from Local Plan

Existing Buildings

2.14 There are a number of buildings on the site, as part of the development of the site these are to be demolished and the ground cleared.

Landscape and Topography

2.15 The site has no existing landscape or vegetation of note, all existing open spaces form concrete loading and storage areas. A full landscape scheme has been prepared by TPM Landscape Limited.

2.16 The surrounding landscape of the site is typified by residential dwellings forming dense terrace rows to the east and south of the site with larger commercial buildings fronted by grassed areas to the north of the site.

2.17 Self seeded shrubs and trees form the opposite elevation of Williams Road on the western boundary.

2.18 A full arboriculture survey has been undertaken and is included within the accompanying Landscape Assessment.

2.19 The topography of the site is taken to be flat, with no discernable fall across the site or on its boundaries.

Views and Vantage Points

2.20 Views from within the site are available down the length of Hyde Road and Williams Road. The walls of the Railway bridge limit the views to and from the site along Hyde Road to the west.

2.21 The site has the potential to act as a nodal point at the entry to the shopping zone running along Hyde Road.

Visibility of the Site

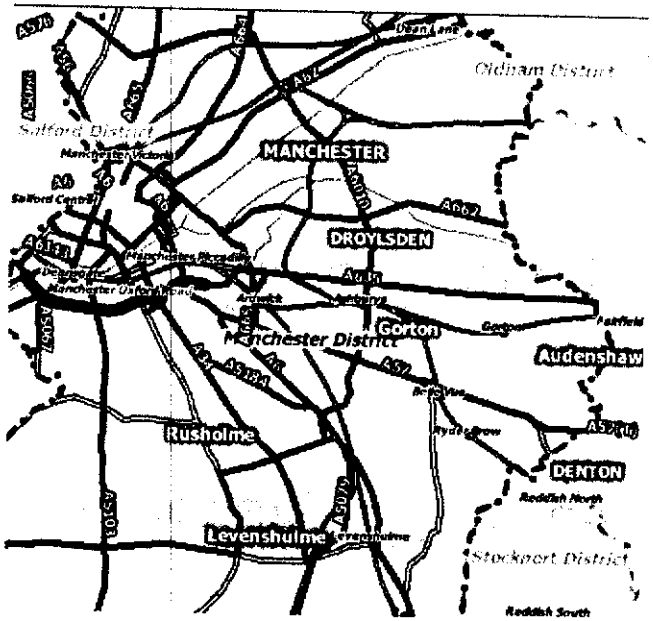
2.22 The site is visible along the length of Hyde Road, a main arterial route into Manchester City centre.

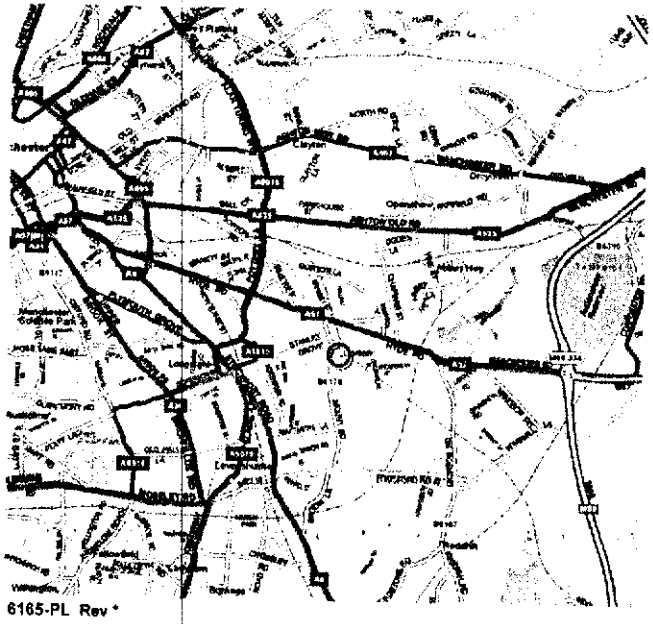
2.23 Although forming the entry to Williams Road, the site is generally obscured from the majority of the road due to the crank to the east at the roads' junction with Hyde Road.

2.24 The railway line is set into an embankment, there are therefore no overlooking issues from the rail station .

Environment and Ecology

2.25 A full survey has been undertaken to identify the presences of bats in the derelict existing buildings on the site. The presence of bats in the immediate area cannot be determined, however the railway can be expected to form a wildlife route adjacent the site, bats may therefore use the site for foraging and certain tree species will be incorporated to encourage and support the future use of the site for this activity.





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Heritage and Conservation

2.26 The overriding impression of Gorton is one of a close grained architecture, with close terrace rows with little or no amenity space. The elevation of Hyde Road is contained between Brookfield Church and the site. Hyde Road shopping is equally close grained with residential accommodation above the varied shop units.

Socio-Economic Context

2.27 The site is in clear need of redevelopment and is currently an eyesore in the landscape which has an impact on the way people perceive the site. The development of the site should take into account the varied needs of the community for affordable housing and commerce.

Sustainability and Accessibility

2.28 As part of a larger well established district the site has ready access to all services required by its occupants. The developed district is equally able to support commercial and residential development of the proposed scale

2.29 The site is within the defined district centre of Gorton and is accessed by walking past the varied shopping available on Hyde Road

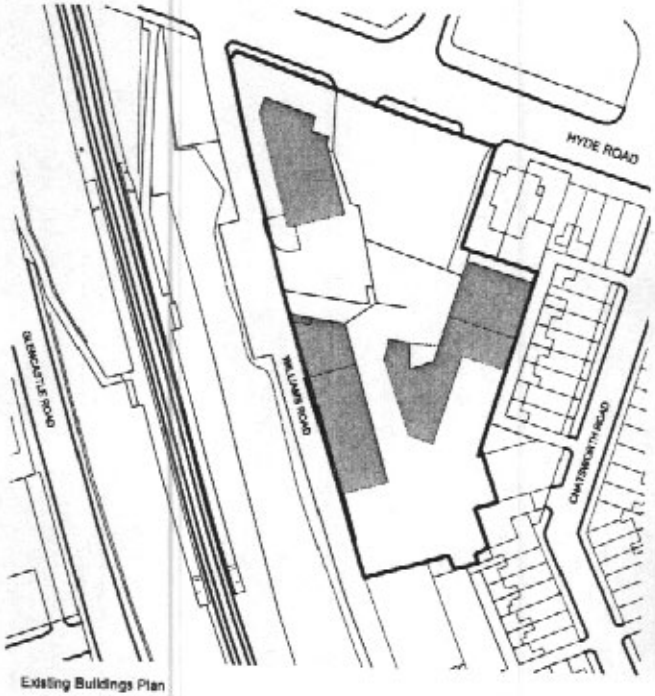
2.30 The 51 homes to be created on the site are insignificant to the high density residential areas surrounding the site, as such there is expected to be no significant increased impact on local schools or health services.

2.31 The site itself is an employment generator, the commercial unit is to be marketed as A3 use class over two levels providing over 550m² of accommodation, and a single starter office space of 267m² to support the local community re-generation

2.32 The site is very accessible by a range of transport modes. Belle Vue station is adjacent the site with a regular commuter service to Manchester Piccadilly.

2.33 Bus stops are located along the length of Hyde Road, services run to Manchester and the local areas.

2.34 Hyde Road itself is a main arterial route into Manchester, leading to the M60 orbital motorway and Ashton-under-Lyne beyond.



Existing Buildings Plan

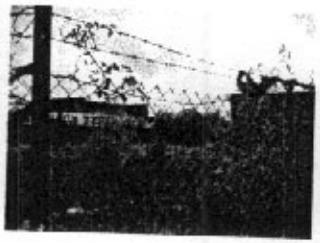


Existing view of Williams Street



Existing corner building to Hyde Road













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3.0 Evaluation

3.1 Prior to setting out the design objectives and principles used to generate the final details of the development, it is considered appropriate to identify the strengths, weaknesses, opportunities, and threats of the existing site taking into account and consolidating the findings from the detailed site analysis, and planning policy review.

Strengths

- This is an allocated site for the improvement of housing and commercial community.
- Site is located in an established mixed use area and is in close proximity to commercial areas and local support services.
- The development of the site will positively contribute to the regeneration the location requires
- Site is accessible by a range of transport modes. Site is located on a main bus route, a national cycle route (NCN 11), and adjacent to Belle Vue Rail Station with links to Manchester, Sheffield and the Peak District
- Site has a beneficial topography forming an integral unit with the Hyde Road scene;
- Site is within one ownership;

Weaknesses

- Site is located at a nodal point within the street scene of Hyde Road which requires careful consideration in design terms;
- Site comprises of an existing incoherent mixture of redundant and neglected buildings which are visible from surrounding residential area and road network;
- Existing Permanent Buildings could not be re-used without significant investment given their poor existing condition.







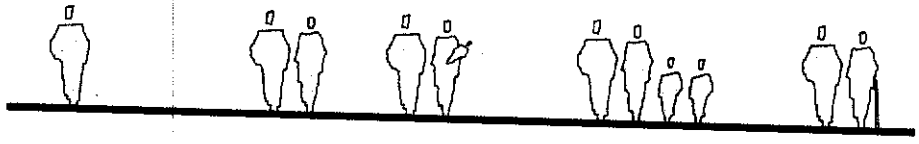
Historical Scenes of Gorton

Opportunities

- Redevelopment of the site has the potential to increase the visual impact of Gorton to the local community and passing vehicles;
- Opportunity to contribute to the objectives of providing development in accordance with Manchester City Council's policy for the district;
- Opportunity to provide for local employment;
- Opportunity to increase the quantity and quality of landscape provision on the site
- Gateway site into or when travelling past Gorton and Belle Vue;
- Providing a mix and type of accommodation to pride for both young starter families and larger homes for the local established population

Threats

- Derelict buildings are providing a haven for anti-social behaviour.
- Continued eyesore to the landscape and Hyde Road street scene;
- Non-development of the site will tend to the degradation of the surrounding area and properties.



The first time buyer:
Joe Blogge is buying his first property; having just started his professional career, he can't afford much, and doesn't want the hassle of maintaining a garden. [illegible] apartment he has found is perfect as a bachelor pad.

The young couple:
Joe meets a girl and gets married. Mr & Mrs Blogge pool their resources and can afford to buy a house with a small garden. Mr & Mrs Blogge have a baby, and their spare bedroom which used to be Joes office is converted to a nursery

The growing family:
When baby number 2 arrives. Mr & Mrs Blogge move to a bigger 3 bedroom family house. A bigger private garden was the main requirement for their two growing children.

Downsizing households:
Mr & Mrs Blogge' children leave home, and their family home is too big now it is just the two of them. They would also like to release some capital from their home so that they can enjoy their retirement. Mr & Mrs Blogge still want a garden, but something more manageable in size, so they opt for a two bedroom apartment with a large roof terrace

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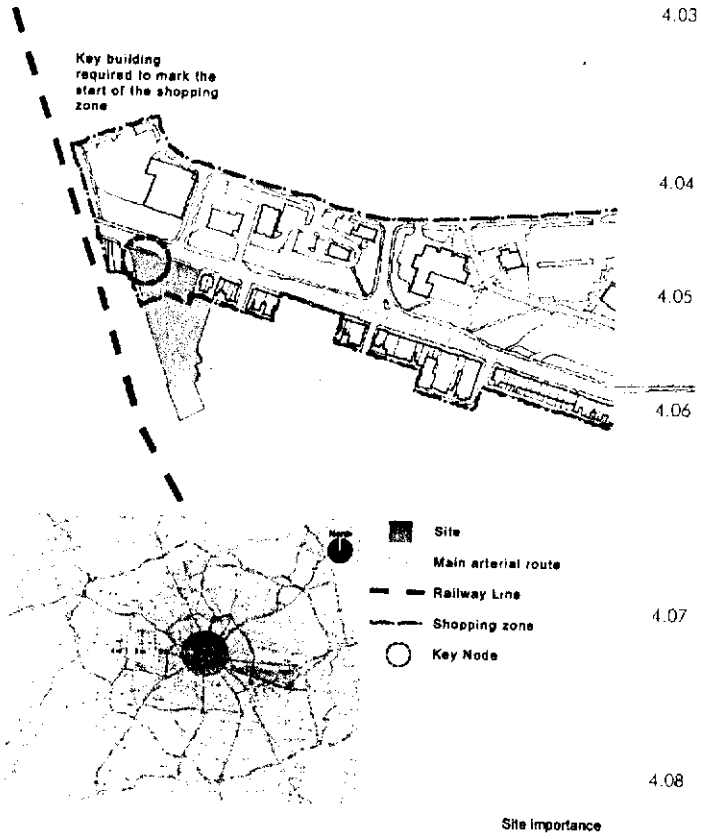
4.0 Development Proposal

4.01 Having undertaken an evaluation of the existing site characteristics, planning policy framework, and views from the local communities it is possible to identify a range of design objectives and principles for the site and how these can be met through the proposed use, the quantum of that use, and its subsequent layout, scale, appearance, and landscaping.

4.02 In order to best deliver these objectives, the following section examines the details of the proposed development in terms its use, amount, layout, scale, landscape, and appearance.

Design Principles

- Creation of solid yet inviting façade to Hyde Road
- By providing active use at street level, invigorating a new sense of community
- Providing variation in the type of residential accommodation, aspired to attract a range of young professionals, young couples and families.
- Offering varied commercial accommodation on site to create employment opportunities to enable a sustainable development.
- Re-defining of the quality existing retail and residential accommodation, to formulate a comprehensive, inclusive and holistic plan to safeguard the legacy and vitality of the environment for years to come
- Demolition of existing poor elements of built form to provide new facilities designed to sympathetically enhance the existing retail infrastructure and improve the landscaped setting of the site
- Enhanced permeability of the street elevation with significant improvements in the existing hard standing areas
- Enhanced vista to Williams Road, Hyde Road and beyond
- Improved ecology of area and landscaped environment
- Comprehensive 'Eco-Strategy' promoting responsive environments for urban species
- Respect and improve aspects of the adjoining residential properties



The Proposed Use

4.03 The proposed development advocates the redevelopment of the existing redundant and decaying commercial buildings with a complimentary development of mixed residential and commercial accommodation. The site will include extensive landscaping and introduce a permeability into the Hyde Road Elevation. The development will enhance the local variety of shops and residential buildings and create a nodal point on Hyde Road to act as a marker to the start of the commercial district.

4.04 The proposed buildings reflect the surrounding buildings in height and mass. Leading from the corner marker building the scheme reduces in height to a three storey equivalent series of terraced housing. The terraces themselves reflect the existing surrounding housing stock, but represent an updated equivalent of the traditional terrace.

4.05 The supporting Planning Statement sets out a number of circumstances as to why such redevelopment on this site can be considered to be appropriate but, in summary, they include economic and regeneration benefits, visual benefits, sustainability need issues.

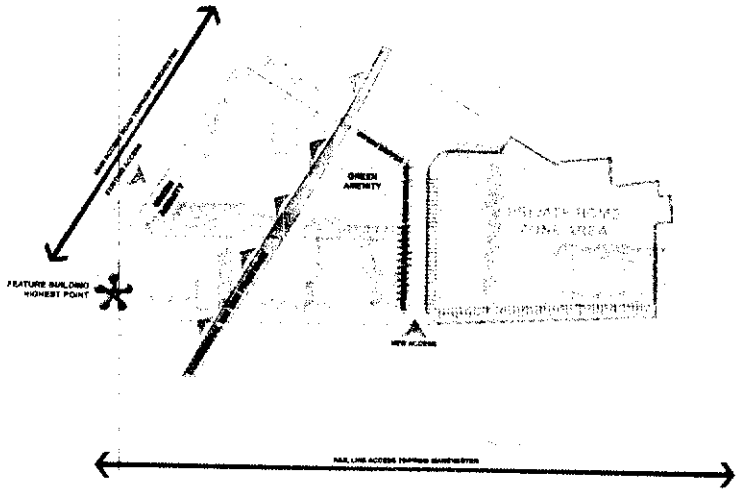
4.06 The development will not have an adverse impact on the integrity and amenity of the existing surrounding residential or commercial areas. The development has the potential to improve the cohesiveness of the area, when compared to the existing bulky and expired buildings on the site. Furthermore, the proposal addresses the objectives for Gorton. Indeed, as part of the proposal the ecological status of the site will also be improved and visually benefit the community.

Amount

4.07 The proposal includes the replacement of 1458 m² of redundant quasi-industrial floor space. The proposals will provide 1249 m² of commercial space in the form of A3 use and office space. In addition the scheme will provide 10 number five bedroom houses and 41 apartments. The apartments are composed of a mix of one and two bed units. The presence of 14% one bedded homes, total no. of 7 no.s, is particularly important as they are vital to support the single and new couples in the housing market.

4.08 The redevelopment of the site has also created 1700 m² of external landscaping. The landscaping is intended to provide a green heart to the development to sustain the scheme and create a haven for the residents of the scheme.

4.09 The scheme will also provide a total of 59 car parking spaces within the site. Spaces are allocated as 41 spaces for the apartments, 10 spaces for the house units and 8 spaces for the commercial use on the site. Cycle parking is evenly distributed about the site.



Layout

4.10 The retention of the existing vehicular access point to the site for the commercial unit and providing a key nodal building on the Hyde Road corner of the site informed the site layout. The location of the houses towards the rear of the site ensures that the scheme empathises with the scale of the existing houses.

4.11 The location of the nodal point at the junction of Williams Road and Hyde road would be insufficient if the building did not also have a presence along Williams Road. By acting as a marker of Gorton when looking east along Hyde Road, the building reinforces the start of the community and its aspirations. By then reducing in height and mass towards the south the apartment building creates a level partnership with the massing of the houses at the far south of the site.

4.12 The commercial building addresses the need to reflect its commercial usage, has a physical presence as part of the existing commercial zone of Hyde Road, and address the residential use of the majority of the site. The building accomplishes these requirements and provides a set piece of community architecture, complimenting its accommodation of smaller floor plates suitable for smaller community based businesses.

4.13 These aspects of the design, together with the houses, endeavour to ensure that the proposal creates an outward looking development, whilst allowing a key views into the schemes landscaped areas. The orientation of the buildings on the periphery engenders a physical and psychological connection with the existing established community.

4.14 The proposed units have been located about the periphery of the site enabling a significant landscaping scheme to be developed. Vehicle infiltration of this space is kept to a minimum and without infringing on the amenity of the homes on the site.

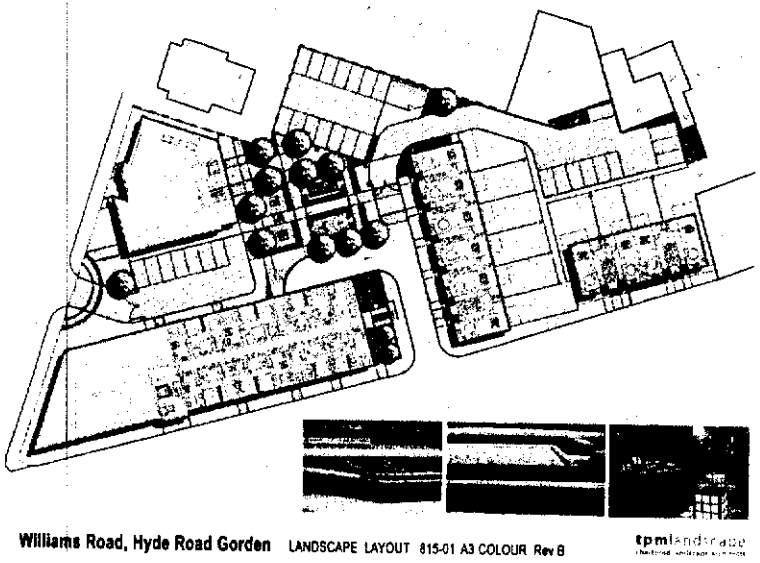
4.15 The scheme has been designed to enhance all the positive attributes the site has to offer whilst ensuring it engages with the existing community as much as possible.

Scale

4.16 Although distinctly urban, the scale and massing of the area is predominantly domestic. It is the intention of this proposal to respond sympathetically to the immediate surroundings whilst endeavouring to achieve a legible and responsive approach to the site.

4.17 The site is, as previously mentioned, bounded by an arterial road, rail line and existing residential area has led the design team to a solution which helps to give clarity to the edge of this area whilst allowing permeation through at key vistas, approaches and frontages. The buildings are arranged to inform glancing views and give movement through and across the site.

4.18 The scale of the development is in harmony with its immediate surroundings, it responds to the existing importance of Hyde Road, a domestic scale is fostered and accomplished with the development of the family homes to their immediate terraced existing neighbours. The apartment unit successfully forms a progression from nodal feature with a presence on Hyde Road at the highest point of 5 storeys to the domestic height of the family homes at 3 storeys as it extends along Williams Road.



Landscape Design Scheme

Appearance

4.19 The overall concept of the replacement development is to create a blend of built forms that overall compliment their urban setting. Brickwork is balanced with render and accents of glass and timber created through the precise doors and window treatments. Parapet roof and guarded balconies at roof level form clean lines of modernity set in the inner urban landscape punctuated by trees, meandering paths and amenity spaces of the proposed landscape scheme.

4.20 Architecturally the proposals do not stamp an inappropriate or alien theme across the site, but creates one in sympathy with a revitalised building-scape as best befits this key urban site.

Landscape Strategy

4.21 The landscape strategy is explained in more detail with TPM's report. However, the basic aims and objectives of the landscape scheme are to provide a safe and intimate matrix of open space within the development linking proposed residential and commercial buildings, and incorporating parking courts and cycle storage. The landscape proposals will create a high quality space through soft and hard surfaces orientated on a geometric grid which links adjoining spaces.

Existing Trees and Features on/ adjacent to Site

4.22 There are no trees located within the boundary of the development. The existing buildings will be demolished and the site will be remediated to accommodate the proposals. Existing walls along the south and eastern boundaries are to be retained and repaired when necessary.

General Landscape Objectives

4.23 In general terms, the landscape design proposal aims are.

- to integrate the development successfully with the surrounding area
- to create space which gives priority to the pedestrian user, whilst allowing for safe vehicular movement and parking.
- to provide a quality environment for the people who will live and work there, immediately and in the long term.

4.24 The scope of the planting proposals will be restricted to two broad categories with the characteristics set out below.

Boundaries

Existing walls on the eastern and southern boundaries will be retained and repaired where necessary. The walls vary in height but are generally in excess of 2m and will afford a good level of security to the development.

The development will have an open hard paved frontage to the northern and western boundaries, to allow permeability to the commercial units, and to provide pavement space to the residential units.

Entrances

The entrance to the parking court off Hyde Road will be defined by contemporary bollards to create a distinctive entrance feature whilst preventing vehicles accessing the large paved area. The entrance of Williams Rd will be open to pedestrian movement but will have security gates to control vehicular access.

Community garden space

In order to foster a sense of community interaction and to allow for children's play, the central space has been created as a communal garden. This central area is defined by three spaces created by a contemporary seating arrangement, housing an area for toddler play, a planted garden area and a water garden. The design is created on a grid pattern to unify adjoining areas and utilises different materials, textures and colours to form a bold central feature. The area is enclosed by trees located within both paved areas and planting beds. The central space will be well surveilled, and planting and features will be design to allow views through.

Residential Terrace

An area of amenity space is provided to the development which sits above an under craft car park. The space is accessed via the central corridor of the building and provides an area for sitting elevated 1.5m above ground level.

Road Pattern

The internal road is divided with edging and block paved surfaces which form a continuation of the pattern of the design of the community space. This is in order to define the space as an area where pedestrians have priority, to slow vehicle movements and provide visual links to adjoining areas.

Parking Courts

The parking courts are block paved to provide a quality public realm character to the development.

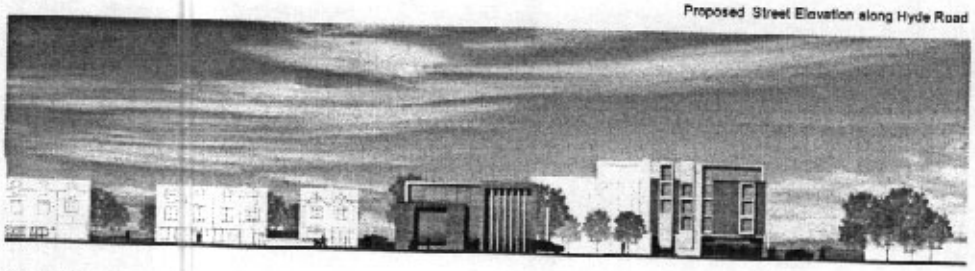
Planting Strategy

The trees within the public realm would be planted as semi mature (20-25cm girth) to prevent vandalism and to give instant maturity to the development. The central garden space would be further defined by hedges to enclose the space and reinforce the design framework. There will be further planting to compliment the car park layout, parking and amenity space, to emphasise entrances, and to soften the built form of the commercial and residential buildings. The plants would form a mix of evergreen, deciduous and herbaceous species, planted as predominantly advanced stock (10l pots) to provide instant maturity.

Lighting

The development will be lit to provide a safe night environment which allows good surveillance of parking and public realm areas. There will also be evocative lighting of the building and central garden features to provide a distinctive quality development.

Proposed Street Elevation along Hyde Road



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Access

4.25 Each user group on the site has a dedicated access to the site. The commercial unit retains the existing direct access from Hyde Road . Both the apartments and the houses share a common entry point from Williams Road. Though this access will be secure against unauthorised vehicle entry, pedestrian access will be free and open.

4.26 The layout of the internal routes and areas with the use of paving materials allows for sensitive traffic calming and landscaping elements which ensure the route within the development can be utilised by pedestrians and children for play space, giving priority to the pedestrian over the car.

4.27 Pedestrian and wheelchair access is the prime design motive by virtue of making the site more permeable by providing clear access routes through the scheme. Improving navigation and orientation of the scheme from a users' perspective.

4.28 Although the site is generally level access will be maintained for disabled persons throughout the site with maximum ramps at 1:20 on the approach to principle entrances to the buildings.

4.29 Internally the proposed accommodation will be fully accessible for wheelchair users and will satisfy the requirements of approved documents Part M which is the statutory requirement. The responsibility of the Disabled Discrimination Act 2004 lies with the tenant, owner and management company.

4.30 The information contained within this document highlights the use of the building and the provisions for the access and circulation to and within the building for disabled, including any special additions incorporated.

4.31 The responsibility to ensure reasonable provision for compliance with the Disabled Discrimination Act 2004 is provided for access within their demise. The tenant must provide a DDA statement to the landlord and their maintenance company. This must include the management and escape strategy of wheelchair bound or ambulant disabled from their place of safety to outside air. A copy of these document procedures must also be provided to the concierge.

4.32 The scheme is to be occupied by residents of the apartments, independent commercial units and home owner/ occupiers.

Apartment Building

4.33 All residents have primary access to the building via the main entrance off Williams Road. Access from the site boundary is via a level footpath.

4.34 The main access to the building is via a door within a glazed screen with manifestations in accordance with requirements laid out in Building Regulations Part M. A disabled accessible audio call point with hearing enhancements will be sited in a suitable location adjacent to the door. The entrance door will be hinged and allow a 90° swing and hold open operation through the closing mechanism. The clear width will be a minimum of 1000mm.

4.35 Access within the building has been designed with a lift serving all floors . The lift will be suitably sized to allow disabled access to comply with Building Regulations Part M paragraph 3.34 and diagram 11, including sizing, operation of control and audio and visual aids.

4.36 The building's staircases are designed to allow ambulant disabled access in accordance with Part M. Disable refuges will be provided adjacent to the staircases. Each refuge will be clearly identified and be provided with a call point which notifies the fire Part M table 2.

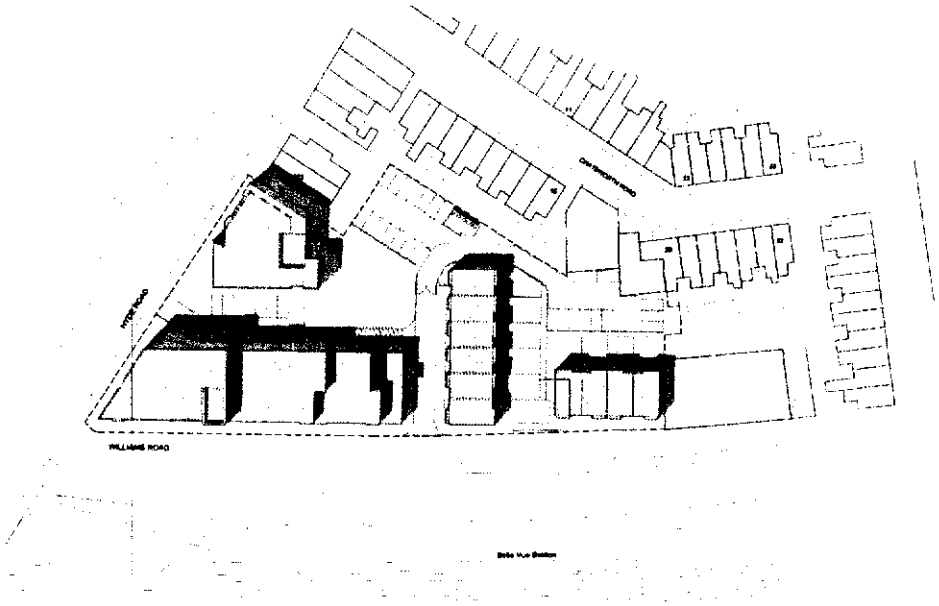
4.37 Disabled provision has been made in each apartment with bathroom and entrance halls facilitating wheelchair access.

4.38 All wall mounted sockets and switches will be mounted between 400 and 1200mm from the finished floor.

4.39 The vehicular access to the site is for authorised personnel only, which includes residents of the house units. Vehicle access to the underground car park with gradient recommendations set out in the Approved Documents for K and M. Disabled car parking spaces have therefore been located adjacent the basement lift for access to all floors. In addition to this a car parking space has been provided externally for use by high top conversion vehicles for disable people. A card system similar to the main door will operate to control the gates.

4.40 Reasonable compliance with the following guidelines and standards are also to be applied:

- Disability Discrimination Act
- Building Regulations Approved Documents Part M
- BS6180 Code of Practice for protective barriers in and about buildings
- Provision of complete disabled call systems as detailed above, which will activate an alarm to the concierge with a repeater panel provided at the custody desk.



Developed Master plan

4.41 The commercial scheme will comply with the above guidelines, and in addition

- The responsibility of the Disabled Discrimination Act 2004 lies with the tenant, owner and management company.
- The responsibility to ensure reasonable provision for compliance with the Disabled Discrimination Act 2004 is provided for access within their demise. The tenant must provide a DDA statement to the landlord and their maintenance company. This must include the management and escape strategy of disabled persons from their place of safety to outside air.
- The building is to be occupied by independent commercial operations the operating times of which are currently unknown and subject to planning regulations and guidelines. Access control to these premises will be similar to the access control applied to the apartments
- Each tenant will be required to provide a statement for staff and visitors in relation to escape and their demise space.
- All doors within the building will provide a clear opening minimum width of 800mm as defined in the Building Regulations Approved Document Part M table 2. The provision of ironmongery and vision panels within these doors will meet the requirements of the approved document Part M diagram 9.
- Disabled WC's are to be provided at every floor as part of the tenant fit out works. They are to be at least unisex and are to fully comply with the requirements of the Approved Document Part M diagram 18. There will also be provision for disabled shower rooms, again fully compliant with the requirements of Approved Document Part M. The floor finished within these rooms will be anti slip for wet barefoot traffic. Colours will be distinctive giving maximum contrast for visually impaired. Where applicable disabled WC's will be handed on a floor by floor basis.
- The tenants will provide a full disability access statement and reasonably meet the requirements of DDA.
- All wall mounted sockets and switches will be mounted between 400 and 1200mm from the finished floor with exception of areas this is unreasonably achievable in areas such as skirting mounted and floor mounted sockets.
- Provision of complete disabled call systems as detailed above, which will activate an alarm to the concierge with a repeater panel provided at the custody desk.
- The WC alarms will be via ceiling mounted pull cords complete with integral reassurance lamps within toilets, reset units within toilet adjacent to the door and lamp/tone generators above the door outside the toilets. The alarm will only be reset within the toilets. All lamps and tone units shall remain powered until reset.
- The reception desks to both the enquiry desk and the charge desk will be designed with provision for the requirements outlined in Approved Documents M, clause 3.2.36.