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TITLE:
DESIGN AND ACCESS STATEMENT IN SUPPORT OF PLANNING APPLICATION NO: PP02880709

PROJECT:
854 HYDE ROAD, MANCHESTER
RESIDENTIAL DEVELOPMENT

DATE:
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PROJECT OBJECTIVES

The proposed development involves the renovation and conversion of the existing property located at 854 Hyde Road, Manchester. The new development will provide 6 no apartments with a mix of two bed, single bed and studio apartments which is a response to the current high demand and undersupply of single bed properties following the changes introduced by the Welfare Reform Act 2012.

SITE CONTEXT

The site is located in the Gorton area of Manchester situated to the southeast of the city centre.

The property is located on one of the main arterial routes feeding the area from the city centre and linking through to the Manchester suburbs of Denton and Hyde beyond. The surrounding streets are largely residential and are characterised by a mix of two and three storey Victorian terraced properties arranged in back-to-back formations in rectilinear street patterns. The properties fronting onto Hyde Road are generally three storeys in height and present decorative architectural façades which reflect the increased hierarchical status of the road.

Other buildings in close proximity are used to house small scale privately owned retail units and commercial facilities at ground floor level which provide welcome amenities to local residents.

The land to the north of Hyde Road forms part of Debdale Park and Gorton Reservoirs and provides sports and allotment facilities for local residents in conjunction with Denton Golf Club and Fairfield Golf and Sailing Club.

THE BUILDING

Although the building presents itself as a single dwelling house it is believed that the building has a history of use as a multiple occupancy dwelling. Address searches have revealed that the building was previously divided into three apartments with accommodation split between the ground, first and second floors. Preliminary research conducted through the local authority, however, does not corroborate this use and so it can be assumed that the necessary permissions for subdivision were never sought.

The building has remained vacant for a number of years and has fallen into a state of advanced disrepair. The degradation of the existing structure of the building has advanced to such a state that the property is in danger of adversely affecting the structural integrity of the neighbouring properties situated at 852 & 856 Hyde Road. Extensive growth and vegetation have taken over the front façade and are threatening the integrity of the mortar and facing brickwork. Likewise, poor maintenance of the roof has allowed extensive water ingress to damage the underlying structure and there is evidence of widespread wet rot in roof timbers and floor joists.

DESIGN:

USE & LAYOUT

The proposed development will comprise 6 no apartments in total with a mix of two bed, one bed and studio facilities. The apartments will be arranged across single floors and will be split between the lower ground and second floor levels of the existing building.

The proposed use remains consistent with neighbouring developments which have also been subdivided into apartments. The property located at 852 Hyde Road was subdivided into 4 residential units in 1993 and the properties at 856 & 858 where combined into one development and subdivided into 12 units in 1988.

AMOUNT

The mix of apartments and their relative sizes can be summarised as follows:

1 x 2 Bed Apartment	-	59.5m^2
3 x 1 Bed Apartments	-	46.4m^2, 41.7m^2 & 38.9m^2
2 x Studio Apartments	-	22.5m^2 & 22.2m^2

APPEARANCE & SCALE

The scale of the new development remains consistent with that of the existing building and will aim to retain as much of the character of the original Victorian terrace as possible.

WASTE MANAGEMENT

Waste management facilities have been calculated and provided in line with Manchester City Council's design document 'Waste Storage and Collection Guidelines for New Developments'. The following waste disposal, storage and recycling facilities will be provided as part of the proposed development:

General Refuse	-	3 no Wheeled Bins (240 litre capacity)
Paper	-	1 no Wheeled Bin (240 litre capacity)
Glass	-	1 no Wheeled Bin (240 litre capacity)
Cans	-	1 no Wheeled Bin (240 litre capacity)

A dedicated refuse store will be provided at the rear of the existing property adequately sized to store the above number of wheeled bins. On collection day the bins will be wheeled the short distance from the rear store onto Debdale Avenue where they will be offered to the collection vehicle for emptying. Refer to waste management drawing for proposed site layout and strategy.

ACCESS TO THE DEVELOPMENT

PUBLIC AMENITIES & TRANSPORT LINKS

The property lies in close proximity to various public transport facilities with direct links into the city centre. Gorton as an area provides good access links to the city centre, M60 motorway and East Manchester. The Reddish Bridge bus stop is located less than 25m from the property and offers a choice of sustainable transport routes for tenants travelling towards the city centre. Likewise, Gorton and Reddish North train stations are also both located within a 15 minute walk from the site and offer services to Manchester Piccadilly train station as well as wider connections throughout Greater Manchester and beyond.

Retail facilities also lie in close proximity following the completion of the recently redeveloped Gorton Market. This development again lies within a 15 minute walk from the site and offers a choice of retail units together with an indoor market and a large Tesco Superstore fronting directly onto Hyde Road.

CAR PARKING

The existing property has little scope for the provision of new parking facilities due to its position on the main road and central location within its development block. On street parking however is provided in the surrounding streets of Debdale Avenue, Debdale Lane and Highfield Place. The rear gardens / yards of a number of the neighbouring properties have been converted to hard standing parking areas for tenants of the properties to alleviate the demand of on street parking.

Given the close proximity of public transport facilities offered by the various bus and train routes the development would be ideally located for tenants operating under of a sustainable transport plan. All major transport and retail facilities are offered within a short walk or bicycle ride away therefore reducing demand on the car and encouraging occupants to reduce their carbon footprint. Given that two thirds of all journeys travelled are under 5 miles the development provides the opportunity to support the governments local transport plan policy and work towards achieving the following local and national objectives:

- Reduce the need to travel and cut congestion
- Help address the potential impacts of climate change through reduced energy use and emissions.