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ARCHITECTURAL DESIGN & DISABLED ACCESS STATEMENT

PROPOSED DEVELOPMENT AT HOLLAND STREET, EAST MANCHESTER For CONSENSUS

1 INTRODUCTION:

The Proposed Development on an existing Derelict School Site to create 11 Houses with 11 associated Car Parking Spaces, in the Miles Platting Area of East Manchester.

2 SITE APPRAISAL:

Following numerous trips to and around the site, it was clear that the area was dominated by residential dwellings, with local amenities supporting the residential population. To the east towards the Alan Turing Way, there were increasing industrial and business developments, and to the west, the regeneration areas of the Cardroom Estate (New Islington Millennium Village) and Ancoats (Ancoats Urban Village) provided a potential impetus of new development into the area. The canals in the area provided one of the main focuses to the area, along with historically linked mill buildings.





Views of the Local Area showing Victoria Mill on the Rochdale Canal and the Existing Site

Located on the corner of Bourdon and Holland Street, the existing site contains a derelict school building located there, which although having architectural merit, has been allowed to fall into disrepair, both externally and internally, with damp and fire damage. The existing building turns its back on the canal and the green spaces surrounding, and is hard up against the back of the pavement. There is also an area of open grass land adjacent to the building which is incorporated into the scheme.



Panoramic View of Rear of Existing Site

3 THE PROPOSED DEVELOPMENT:

The proposed development aims to have all facades opening out onto its surroundings, and provide a facade to both Holland Street and the Rochdale Canal, whilst retaining the architectural merit of the existing building. The layout of the site proposes 11three and four bedroom houses, providing the local area with good quality family housing on a presently derelict site. The scheme aims to work in conjunction with the local area's present residential stock, which will encourage sustainable communities in line with Manchester City Council and Government policy.

There is provision for a car parking space for each house, accounting for a 100% ratio, with space for a waste/ refuse area for each property, as outlined by Manchester Planning Guidelines, to practically store and remove recyclable and refuse waste. The proposed building has been sited to line through with the existing dwellings on Holland Street, yet retain and work with the existing facades to the existing building.

4 DESIGN PROPOSALS:

The existing building represents a period of the areas history, which is quickly being lost. Its retention, or part there of, to suit a modern layout is achievable. The loss of the rear and east elevation, along with the internal layout, open out the scheme, not only to the tight site at that point, but also to the adjacent land. This allows retention of part of the existing fabric, the two main facades of Holland and Bourdon Street, and allows the scheme to develop behind and work with the large fenestration and existing floor to ceiling levels.

This in conjunction with the schemes previous refusals, on the grounds that the council would prefer more houses in the area, and no more apartments, means that the site is able to be developed into 3/ 4 bedroom houses, and in conjunction with the adjacent land to the east, allows a more coherent street scene, developing towards the existing dwellings further along Holland Street.

The proposal develops behind the brick skin of the existing building, peeling away from the existing, to firstly allow light into the proposal due to the brick skin and its differing fenestration patterns, but also to line the proposed dwellings to those on Holland Street. This stepping back of the houses, away from the brick skin, then steps back in towards the end of the plot, where a new, more modern timber clad skin is introduced, which works in the same way as the brick skin – i.e. – not lining up with the window openings behind. This stripping of one skin from another is a take on the two skin external wall which is prevalent in British construction, with the internal skin being a concrete block façade, which will be a polished face block to the exposed housing.

The gap in between the two skins, allows for balcony areas to be developed, which double up as support to the skins. To the rear, it is the intention to open up the façade to look out onto the canal and surrounds area, giving two fronts to this development. The proposed 3 & 4 bedroom terraced houses rise no higher than the existing or surrounding buildings.

The refuse and recycling areas are indicated on the ground floor plan. For plots 1 -3 they are to the rear, where collection will take place from Bourdon Street. For plots 4-11, they are to the front, for collection from Holland Street. The brick and the timber screen will disguise the refuse/ recycling areas from view from the street.

5 LANDSCAPING OF THE SITE:

Paved surfaces to paths will provide smooth, even and well-laid surfaces to avoid tripping. There is private amenity space for each dwelling, which has been developed due to the site constraints. Two houses have been omitted from behind the brick skin, to allow for private garden space to the houses either side. For the houses further along, Private amenity space has been provided to the rear, which will aim to extend out to the green space that is adjacent to the canal. This allows the development to move towards to the green open space that runs adjacent to the canal, and link directly with it. The inclusion of a hardy indigenous shrub to the rear fence allows the boundary fence to be hidden when looking from outside, and provide a certain amount of protection to the rear of the gardens.

Further private amenity space is provided in the means of balconies, which are proposed in between the external skin and the proposed development, as well as to the front of the more exposed houses, and to the rear of the proposals. This helps to break up the facades and open the developments out onto both the Rochdale Canal, the green spaces adjacent to the canal and onto both Holland Street and Bourdon Street. Timber screens in between balcony areas help to provide privacy between proposed plots and neighbouring plots.

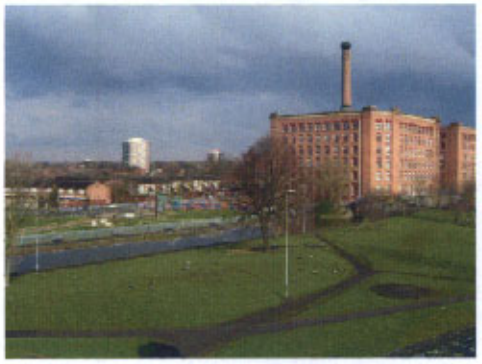
These provide high quality spaces for the residents to both enjoy the views of the surrounding green spaces and canal frontage, and they also enable the external façade of the building to be broken down allowing residents to engage with the street. The use of balconies to the building in turn helps to liven up the streetscape, both physically and socially.

The use of hardy shrubs and foliage, provides good habitat for indigenous insects and birds alike to flourish, as well as providing private spaces for the proposed residents to enjoy.

6 APPEARANCE:

The proposed design is as mentioned above, moving across the site from its original facade, stripped away, and then merged back in, to a more modern take of what the site has created. The timber screen to the east of the front elevation acts the same way as the original brick façade, with differing openings to the window patterns behind. The exposed block work will be a smooth light grey, to mimic that used on internal skins of cavity wall construction. As the original façade wraps around along Bourdon street, as does the timber façade to the opposite elevation.

To the rear façade, a mixture of brick and timber, a combination of the two front materials, is used, aiming to open out the proposals onto the canal and surrounding areas behind. The use of these materials aim to 'domesticate' the dwellings, and make them appear more apparent as dwellings, with large fenestration to living areas, to utilise the available views.



The development aims to look out onto the canal and the open areas around it, including Victoria Mill



The development aims to utilise the existing façade, retaining an important architectural feature of the local area



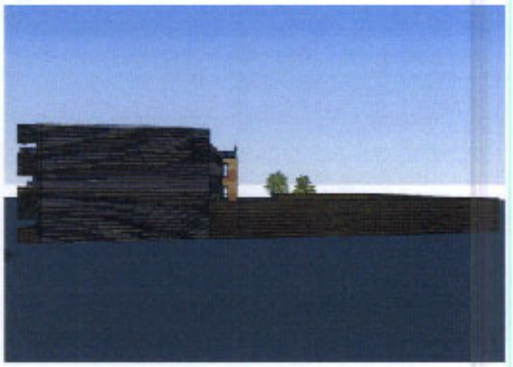
Above - Front elevation of proposed development





Above - Holland and Bourdon Street Elevation / street scene. The proposal aims to retain the existing façades to Holland and Bourdon Street, and developing from that, enhancing the existing street scene





Above – Holland Street 'Street scene' and East Elevation. The massing of the proposed development is in keeping with the surrounding housing stock, and aims to develop and promote the local area.

7 ACCESS:

ACCESS BY VEHICLES:

For plots 1 to 4, this will be from Bourdon Street, off Holland Street, which is currently designated as a two way carriageway. Car parking will be provided to each dwelling, which when then have level access from the off street car parking area to the front door.

The vehicles access and egress the site via the same point onto Bourdon Street, a quiet cul-de-sac off the occasionally busy Holland Street.

For plots 5 to 11, a garage provides off street car parking, removing the vehicle from the front of the property. There will be access from the garage into the property. Tactile drop kerbs (colour buff) will be provided to the edge of all slip roads.

To comply with DFA2, two of the 11 properties can be provided with a covered parking bay of 4.2 x 5.7m, and with a clear headroom of 2.6m. Garage doors and access gates can be power assisted where required, by remote control.

ACCESS BY PEDESTRIANS:

The main access to the first three houses is from the rear of the properties, and the rest are from Holland Street. External doors to each dwelling will have 1000 clear openings, with level and even access provided from the street to the main entrance of all the properties.

Each dwelling has been designed, in accordance with Part M of the Building Regulations, with accessible WCs to the ground floor of every dwelling. These can be increased to suit DFA2 WC requirements for 3 of the 11 dwellings. Three of the 11 houses can be easily adapted to suit DFA2 bathroom sizes, whilst the others would comply at the expense of bedroom spaces.

All internal door widths will have a clear opening of 850mm, and will have a 450mm space to leading edges and be double swinging where possible. The floor is level throughout, and all corridors will not obstruct wheelchair movement and be Part M and DFA2 compliant.

Ambulant disabled stairs will be provided for to each dwelling, with the stairs and handrails being Part M and DFA2 compliant, and if future requirement deems it, chair lifts can be catered for, and a 1.4m x 1.1m opening for a lift shaft could be accommodated to all of the houses, at the expense of living and bedroom accommodation. There will be level access provided across each floor, including level access to balcony areas, where surfaces to walls and floors will be DFA2 compliant.

All kitchens will have enough space to be DFA2 compliant, whereas only 18% of main bedrooms and 63% of secondary bedrooms will be DFA2 compliant.

The design and layout of the proposed dwellings, complies with the National Building Regulations document M, and attempts to comply where possible with the Manchester City Council's Design for Access 2 (DFA2). The unique design of the proposed dwellings, with the break up of the external façade, to include external balconies and features, whilst attempting to provide a stock of both 3 & 4 bedroom houses, has made for altering internal spaces. This is reflected in a reduced percentage of compliant bedrooms and WC's. There are still a number of dwellings that can be fully compliant with small alterations. The number of compliant dwellings can be agreed to reflect a percentage of the overall dwellings, as a condition of planning, if granted.

The Design of the building has been adjusted following learning from the schemes previous refusal, to accommodate further design enhancement of the scheme, and its alignment with Manchester City Planning Guidelines. The development of the building has evolved through consulting the Local Development Plans, Design for Access 2 (DFA2) – The Council's Access Guide, the New East Manchester Document (A New Town in the City), as well as through consultations with Manchester City Planning Department.