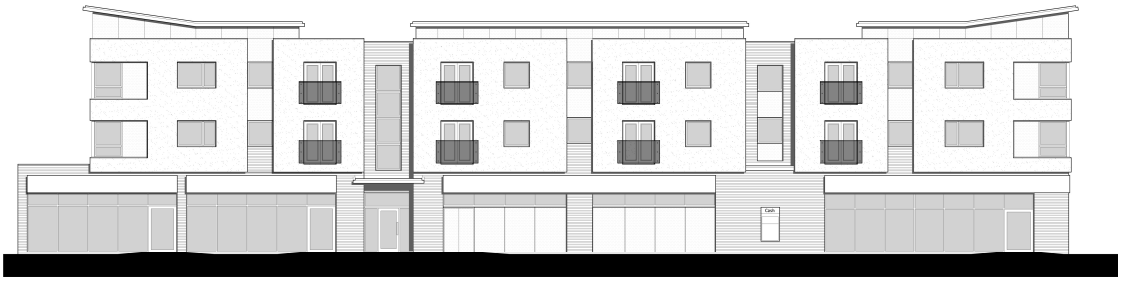
PARKVIEW

435 Barlow Moor Road · Chorlton · Manchester

New Residential & Commercial Development



Design and Access Statement & Waste Management Strategy

and Designing For Access 2 Statement

Prepared by Merepark Project Management LLP

Introduction

This statement is set out in accordance with the Department for Communities and Local Government document (DCLG Guidance published in March 2010) 'Guidance on information requirements and validation.

The Commission for Architecture and the Built Environment (CABE) has also published guidance on the production of Design and Access Statements. The guidance entitled 'Design and Access Statements: How to write, read and use them', has also been considered in this statement. In line with the DCLG and CABE Guidance, this Design and Access statement details the core principles of this proposal including the following issues:

- Use
- Amount
- Layout
- Scale
- Landscaping
- Appearance
- Access

This design and access statement is prepared by Merepark Project Management LLP to support the planning application on the site known as retail unit at 435 Wilmslow Road, Chorlton, Manchester.

This is a full application for a mixed use development containing retail and residential uses on the site currently occupied by a single storey retail unit.

The application is made by Merepark Project Management LLP, an experienced property developer who have procured a number of successful residential and commercial developments. Merepark will bring their development expertise to this site together with their low carbon knowledge gained in Merepark Energy.

The location is sustainable and part of a mature and vibrant community. The site occupies a prominent street frontage on a significant and busy thoroughfare.

This statement will demonstrate the processes and decisions that have been taken to allow this high quality design to be completed.

Figure 1 – Existing Site Location



Recent Planning History

The applicant acquired the site in the early 90's with two commercial units fronting Barlow Moor Road and a vacant site to the rear. The planning history and brief description of each application is listed below.

Ref: 045701	Change of use from retail of motor spares to general A1 use to 435 Barlow Moor Road. Approved 1993.
Ref: 046977	Variation of Condition No. 2 of 045701 to allow the hours of opening of 8am – 11pm, seven days a week. Approved 1995.
Ref: 060360/00/South1/00	Erection of new 3 storey block at 12 No. 2 bed apartments including 14 parking spaces. Approved. 23.11.2000.
Ref: 062578/MO/South/00	Reserve Matters application for approval of landscaping in connection with application ref: 060360. Approved 30/08/2001.
Ref: 066048/FO/South	Erection of a three storey building to form two commercial unit classes A1 or A2 on the ground floor with 12 No. self contained flats over with associated car parking following demolition of the existing building at 435 Barlow Moor Road.
Ref: 102154/JO/2013/51	Variation of condition application to allow increased opening hours. Withdrawn.
Ref: 102350/FO/2013 51	Installation of new shop front to 435 Barlow Moor Road. Approved with conditions 1/6/13.

Ref: 066048/FO/South

This application was submitted and approved in December 2002 and is relevant to the new application because it replicates the same principles as was approved in 2002. This includes massing, the 3 storey principals, open A1/A2 retail use at ground level and residential use at 1st and 2nd floor level to form 12 No. apartments, retention of building line to Barlow Moor Road and proximity of the rear wall of 11m to the existing houses on Claude Road. In addition, the new application enhances that approval in 2002 by providing dedicated service vehicle loading and turning facilities, a less dated elevational treatment, conformity to DFA2, flood risk assessment and greater control for the Local Authority of what is implemented by way of planning conditions should the application be approved.

Appraising the Context

We can see from a contextual study that the location, although mature, has no single dominant use, structure or appearance. Generally, the area is an eclectic mix of highway visible commercial uses or either single storey, or where two, three and five storey, with residential accommodation to upper levels.

The existing site contains two commercial units, the smaller unit is leased to a KFC franchise and the larger was occupied by Blockbuster Video, but is now vacant. To the rear of the site is an independent 3 storey residential block at 12 No. 2 bed apartments constructed by the applicant in the late 1990's. The existing unit is of poor quality design and in poor repair, with overclad materials employed as a short term solution to its poor state.

Existing vacant retail unit – Barlow Moor Road Elevation



Existing vacant retail unit – Car Park Elevation



KFC Drive through restaurant adjacent



Neighbours to the North facing elevation



Alley separating 435 and 437 Barlow Moor Road to the North facing elevation





Dilapidated Nature of the Existing Building









Existing Buildings, similar in nature in close proximately to the proposed development













Accommodation

The application is submitted for 762sqm (net internal) of open A1/A2 retail space at ground floor with two storeys' of residential apartments above. The residential use contains 12 No. 2 bedroom apartments.

In addition, 18 car parking spaces are provided for the retail use, 12 car parking spaces (1 per apartment) for the residential.

The total site area for this development is 0.284Ha.

A lockable cycle store with Sheffield stands inside provide long stay cycle and disability scooter parking for residents and open Sheffield stands for short stay parking for commercial units.

Layout

The layout adopted is a function of a number of carefully considered interrelating site conditions and restraints. Firstly, it should be noted that this site is predominantly a mixture of dominant commercial use with secondary residential use to the upper levels and has a prominent frontage to Barlow Moor Road, a significant public highway, and a frontage to the existing estate road.

1. The layout resolves the relevant site constraints by sitting in the footprint of the existing building which allows the most efficient parking configuration. The elevations fronting Barlow Moor Road respects the existing building line and provides an active street frontage with mass and scale already deemed appropriate by Manchester City Council by way of their approval to application reference 066048FO/South.

2. Provision for servicing of all commercial units on site is made by way of a central shared service lay-by and turning facilities for up to a rigid 12m lorry or multiple smaller vehicles. KFC and smaller units B or C are serviced through their main entrance door and unit A has a dedicated service entrance in close proximity to the service bay.

3. The new proposal maintain those principles deemed acceptable under application 066048/FO/South in terms of massing, planning use, building height, building line to Barlow Moor Road and building frontage to the shared estate road. Mix of uses with open A1/A2 retail and ground level and C3 residential use at upper levels reflect the same uses fronting Barlow Moor Road in the immediate and wider vicinity

4. The layout provides good street frontage and legibility for the commercial use together with a degree of private access for the residential apartments.

The residential use has been carefully laid out to avoid overlooking and loss of amenity for existing properties while at the same time creating a good degree of outward views from the apartments particularly from the main and habitable spaces.

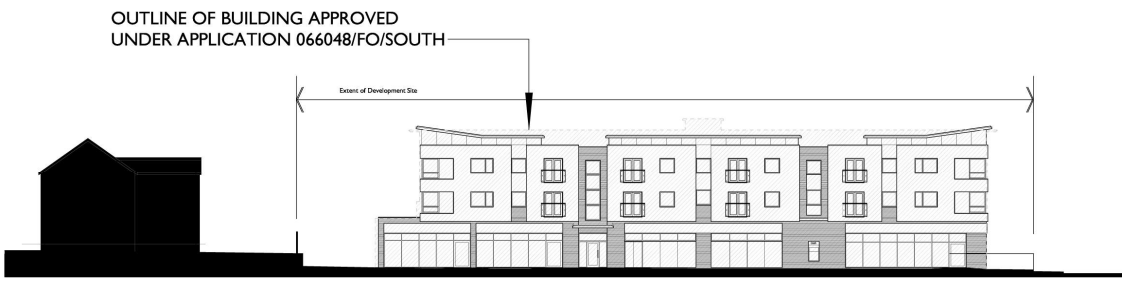
The overall layout provides a safe environment for public and private use with all external areas benefitting from some degree of public over looking.

Scale

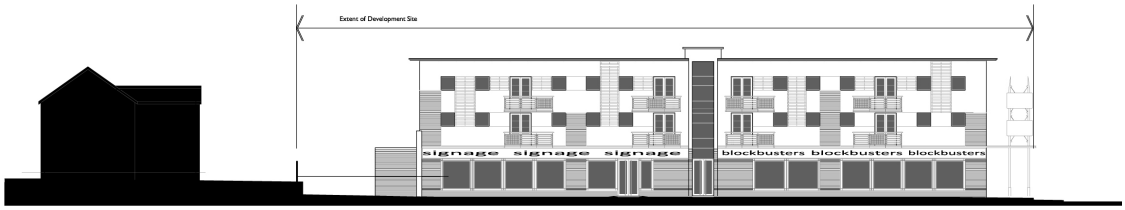
The proposal is for a three storey building (one commercial and two residential storey heights) is in keeping with the existing context in which this building will sit. This will give the building an overall height of 11.58m at its tallest, but with the main massing height of 10.5m to the principle elevations parapets.

This arrangement maintains the height and mass deemed acceptable under application 066048 and respect the height of its immediate neighbours fronting Barlow Moor Road which vary between two, three and five storey in height.

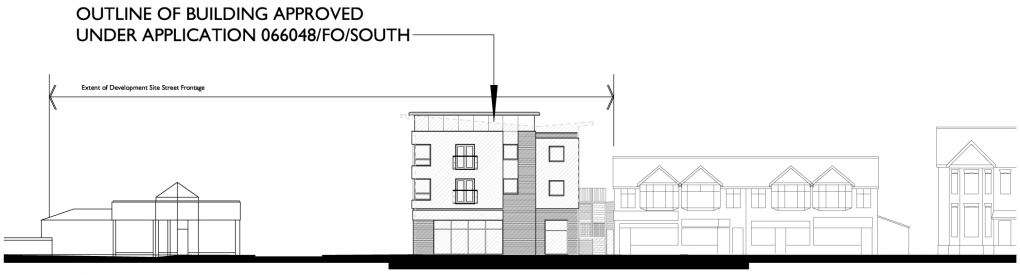
Existing properties to the rear of the development accessed from Claude Road are set in an elevational position approximately 2m above the proposed new ground floor slab level, lessening the impact of height of 3 storey against its neighbour.



Cross Section thro site as Proposed



Cross Section thro site as Approved under Application 066048/FO/SOUTH



Elevation to Barlow Moor Road as Proposed



Elevation to Barlow Moor Road

Elevation to Barlow Moor Road as Approved under 066048/FO/SOUTH

Landscaping

It is assumed that the final landscape design will be conditioned under any planning approval and, therefore, this document seeks to establish the principles in respect of the landscaping design.

The uses and need for parking, servicing and access dictate that the landscaping will be predominantly hard surfaces. These areas will be configured utilising a variety of materials to distinguish the different uses, promote safe use of the site and create a high quality environment for the users. Materials will assist to distinguish between public and private areas and will be chosen to be suitable for and accommodate the different traffic movement.

Screening and softening will be provided to the boundaries of the adjoining residential properties to Claude Road.

Existing concrete fencing to the raised boundary with Claude Road will be screened with landscaping to conceal its ugly nature. The new secure fence will be erected to the boundary with the pedestrian right of way to the north facing elevation to replace the existing precast concrete and rail fencing. Local Authority street lighting to this pedestrian link will be maintained as existing.

Appearance

The scheme is designed to give the appearance of a new building inserted within an existing mature context but to be in keeping with location. This is achieved with the use of a contemporary architectural language that utilises materials such as brickwork and render, materials which are found within and relate to the surrounding area and more contemporary materials such as powder coated aluminium eaves and cement boarding used to break up the mass of these traditional materials.

The street frontage to Barlow Moor Road and to the estate road is treated in a formal and intricate manner with a crisp palette. The other two elevations are considered to be a more private frontage and are treated in a less formal manner, with a mixture of 1 single and 3 storey elements.

Use

The uses proposed on this site can be considered as straightforward and contain a retail uses including a convenience store (that is considered to be a community facility and benefits the community) together with a residential element which is in keeping with and strengthens this existing context. These uses are mutually complimentary and offer a degree of self-policing in that the commercial use is predominantly in operation during the day and the residential uses are occupied during the night time. The retention and increase in retail space promote the Council's Retail Study in the need for additional commercial within the District Centre and promote and aid competitiveness, and prevent migration of residents to other Districts to shop.

Access

This proposed development, to a degree, is designed to accommodate very specific access requirements. These are the public access to the commercial use, the servicing requirements of this commercial use and the private access to the residential apartments. There are four main users of the site and their access is achieved as follows:

Residents

Pedestrian access to the residential apartments is gained via the estate road and parking court from Barlow Moor Road. This entrance is level and connected to Didsbury Road via a private footpath running parallel the estate road elevation.

Vehicular access is by turning off Barlow Moor Road and the 12 car parking spaces provided for residential parking at a ratio of 100%.

Retail Users

Pedestrians will enter the site directly from Barlow Moor Road. The entrance is obvious and visible from the footpath on this major road.

Vehicles will enter the site directly from Barlow Moor Road. The car park entrance is obvious and visible from this major road and will be sign posted.

Cycles

The cycle stands are located on the hard standing to the front of the retail unit and are directly assessed from Barlow Moor Road for short stay retail and via a locked enclosure at the rear of the site for long stay residential parking.

Servicing Vehicles

The servicing vehicles for the retail unit access the site directly from Barlow Moor Road and they utilise the same entrance as the car park. They service from the shared hard standing car park. They service from the shared hard standing to the front of the building as indicated on the plans, by way of a dedicated service bay and turning head.

Commercial

Access to the retail unit is at grade and level. The design of the site layout ensures that the public can access the site either as pedestrians or in vehicles without steps and within a landscaping layout to assist all users. It should be noted that there is a pedestrian crossing point for Barlow Moor Road located on the street frontage of this site, further assisting with public access. The parking provided includes 4 No. disabled spaces to accord with the principles of DFA2.

Residential

The residential access again is at grade with access to the individual floors by stair or communal lift. Each apartment is accessed via a level common corridor and all apartments are laid out on a single level.

The scheme will be designed to meet current building regulations where applicable and the Disability Discrimination Act. Access for the emergency services can easily be achieved on all entrance elevations of the building.

Compliance with DFA2

External Spaces

The mixed use building had been designed to meet the requirements laid out in the Council's adopted document, Designing for Access 2 and achieves this as follows:-

- 4 No. disabled parking bays will be provided within the communal parking court, servicing both retail and residential with appropriate disabled signage and chevron hatching, 1200m wide on minimum two sides and drop kerb.

- Crossing position across the bellmouth of the junction of the access road with Barlow Moor Road to be provided with drop kerb access and contracting "blister" tactile paving to delineate the junction.

- Access routes within the site boundary will be laid to a maximum gradient of 1 in 20 with jointing to paving slabs set at 3-5mm, kerb lines will contrast the adjacent paving/tarmac finishes, pedestrian walkways will be laid to a maximum cross fall of 1 in 50 except where associated with drop kerbs. A minimum of 1.8 wide will be provided as an unobstructed width to accommodate street furniture such as bollards and signage. There will be no ramping or steps within the circulation routes. All external doors opening onto circulation routes will either be sliding or swing outwards within a building recess.

Retail Element

- Entrance door – each retail unit will be provided with an automated sliding entrance door with a minimum clear width of 1.00m wide x 2.00m high, with a level access threshold with contrast strips at 1m and 1.5m above floor level and constructed with safety glass.

- Internal doors – all internal doors will provide a clear opening width of 850mm with a clear leading edge at 450mm, a closing force not exceeding 20 newtons, contrasting door furniture, 250mm high kick plate both sides and have glazed vision panels.

- Corridors and internal spaces – corridors and spaces should be 1800mm wide, clear of obstructions, have anti-slip flooring and provide a 2m clear turning circle at changes in directions.

- Lifts and stairs – all units are located at ground level so no provision for lifts or stairs is required.

- Sanitary facilities – where required under Health and Safety legislation, all staff areas will require at least one unisex disabled access toilet facility to accord with the requirements of section 17 of DFA2, incorporating minimal cubicle dimensions, door furniture and sanitary ware including grab rails, floor finishes, lighting, emergency pull cords and alerts and locking facilities. Due to the size and nature of the commercial units, it is not appropriate to provide baby changing facilities or shower/bathroom facilities.

- Due to the size and nature of the commercial units, no provision for kitchens is expected. Building tenants will be required to provide kitchenette/tea and coffee making facilities to allow the widest range of users as details in Section 20 of DFA2.

Residential

- The proposed residential units are designed with no particular target purchaser in mind and as such have been designed to be accessible for all visitors and capable of adaptation to conform to DFA2.

- Main entrance door – to be minimum 1m clear opening, recessed, opening outward in direction or egress, have a leading edge of 450mm, have a flush level access threshold and provided with an external canopy to protect the visitor from the weather.

- Door access systems – will be both visual and audible.

- Corridors and lobbies – all lobbies provide the ability for a 2m diameter wheelchair turning circle and the ability for two wheelchairs to pass.

- Internal corridor widths – these have been set at 1.35m. The DFA2 requirement is to provide 1.8m width corridors. Due to the short runs of corridor, very low traffic is anticipated. The minimum corridor width of 1.2m clear, set down in Part M of the Building Regulations approved documents and supported by "Accessibility by Design in Greater Manchester", we believe relaxation in achieving this standard is acceptable.

- Facilities for parking and charging wheelchair within the locked long stay cycle store will be made. Access to this area is by key.

- Lift access – access to all residential floors will be provided by appropriately sized disabled access passenger lift which will include required unobstructed area to lift entrance, illuminated and audible systems to identify floor levels, provision of handrails, mirror and minimum internal dimensions of 1100mm wide x 1400mm deep x 2000mm high and clear opening width of 900mm to accord with section 16 of DFA2.

- Apartment entrances will be provided with 850mm clear passage.

- Internal apartment corridors are minimum 1.2m wide.

- Each apartment will contain a bathroom with visitor accessible use and a minimum dimension of 2.0m x 1.5m with basin height of 740mm and close coupled wc and flush handle at 800mm.

- All handles, locks, controls and door/window furniture easily operated by a disabled person and positioned to be accessible.

- Adequate provision of switches, sockets and controls positioned to accord with DFA2.

- Bedrooms – bedrooms are typically 2.7m wide x 4.05m long but will be constructed in timber studding to allow adaptation should one bedroom be required to be accessible.

- All apartments are two bedroomed so no additional accessible second bedroom is required. It is not possible to provide additional ensuite facilities of 2.0m x 2.0m, but all main bathrooms are designed and sized for disabled access.

- Bathroom and ensuite – all walls will be constructed to take retro fit grab rails and ceilings will be constructed to allow adaption of track hoists to bedrooms, toilets and showers and bathrooms.

- Kitchens are provided with a minimum 1.8m x 1.8m circulation.

- No steps are present or changes in level for each residential unit.

- A minimum 800m clear opening will be provided for each internal door.

- No internal stairs are present in all dwellings. Communal stairs have a contrasting handrail located each side and designed with closed threads, clear width of 1.0m with steps overlapping. Each stair housing will be in a contrasting colour.

- There will be no provision of residential sprinklers.

Waste Management Strategy

The development contains two designated refuse/recycle stores for each of the two uses. Both will be constructed from a treated timber post and rail structure with treated timber \ cedar cladding to provide both ventilation and privacy. The top will be faced with a galvanised mesh for security and reduce vermin. The base will be finished with concrete paviors laid to falls, draining to a roddable foul gulley. Doors will provide lockable gates with 180 degree opening.

The residential store is sized at 14 square metres and has sufficient flexible capacity to house four 1100 litre containers or a larger number of smaller containers to allow recycling of the 4 types of recycling as collected by Manchester City Council on a weekly rota.

The retail store is sized at 18 square metres and has sufficient capacity to accommodate five 1100 litre containers or a larger number of smaller containers, again providing adequate capacity for recycling and collection on a weekly basis.

Access pathways and kerbs will be laid level with minimum joints in paviors to allow smooth movement of refuse containers and will be laid to a maximum level of 1in20 and 1in50 crossfall. The service waiting bay and turning head will provide a waiting \ loading position for refuse and dedicated turning head to allow the refuse collection vehicle to enter and leave the site in forward gear ensure the estate road is free from obstacles.