

Design & Access Statement

Proposed Residential Development of 25no Apartments at Tan Yard Brow, Gorton.

Rev C



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1. Background

This Design and Access Statement relates to the proposed residential development of 25 dwellings (Use Class C3), including a mix of apartments and cottages, creation of a new access point and provision of landscaping on land East of Tan Yard Brow, Gorton. Equilibrium Architects alongside the wider design team and client are pleased to produce a fully affordable housing scheme in the heart of Gorton.

The site is located on the edge of the Gore Brook Conservation Area which encompasses a small portion of Gorton alongside several listed buildings. The design team have worked in conjunction with planning and heritage consultants during the development of the proposed scheme. Several pre application meetings with the local planning authority and their corresponding heritage officers have helped to produce a high quality scheme which reflects and respects the local vernacular.

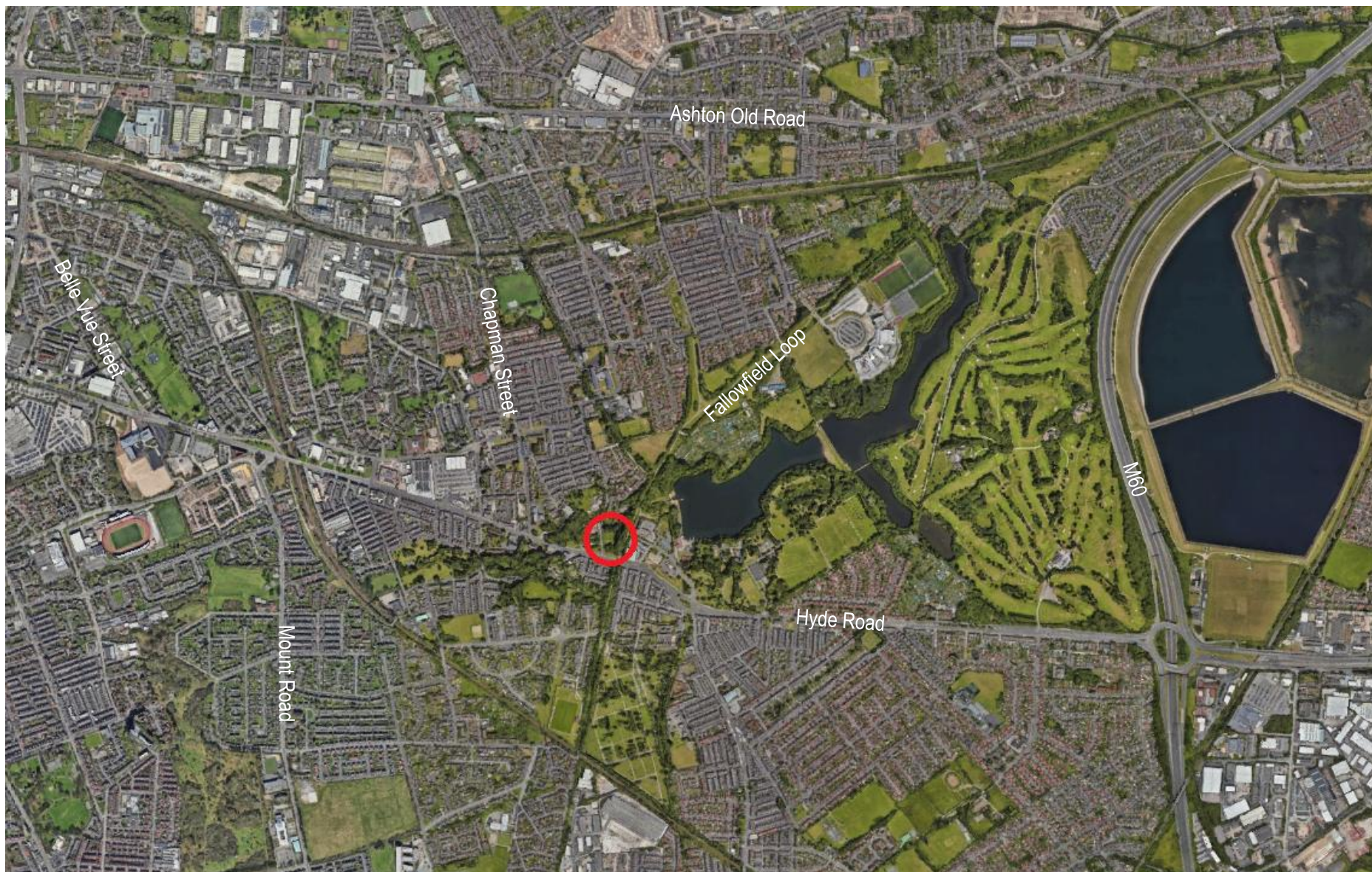
This report should be read in conjunction with the other submitted plans and reports that form part of this planning application.

2. The Site

The development is located on Land East of Tan Yard Brow within the Gore Brook Conservation Area and is approximately 0.38ha.

The site is currently a vacant brownfield site. However, historical map data reveals that in the 1850's the site was a former tannery and later in the 1890's the scheme formed part of the Hyde Road railway station which opened in 1892 and closed in 1958 when local passenger services on the line were withdrawn. The line was completely closed, and the rails taken up in 1988 with the station and associated buildings removed much earlier. The railway line now forms part of a shared use path called the Fallowfield Loop.

The site is accessed from the West of Tan Yard Brow which is a steeply sloping road leading down into the Gore Valley and up the other side. To the East of the site is the steep banking which leads up to the Fallowfield Loop, and to the South is Hyde Road a main access link to Manchester to the West and Sheffield to the East. To the North is a steep banking down to the Gore Beck Fountain which flows into Gorton Lower Reservoir to the East of the proposed development area.



Site Location – Aerial Image of Gorton and Surrounding Area



Site Location – Aerial Image of the Site and Surrounding Area

3. Site Appraisal

The site comprises of a main plateau area which sits adjacent to the steep banking leading up to the Fallowfield Loop and steep slope leading down to a retaining wall that runs alongside Tan Yard Brow. To efficiently use the site a split block method may be utilised so that the proposed development can have a direct connection to Tan Yard Brow even though this is significantly lower than the main body of the site. There is also a narrow section of the site that leads directly to Hyde Road. This will have to be carefully considered so not to provide a 'rat run' access through the proposed development and down into the Gore Brook valley.

The site is located within the centre of Gorton and has good access to local amenities and facilities such as supermarkets, schools and local parks. There is a reliable bus service that runs along Hyde Road with access into Manchester City Centre to the West and Stockport to the South. The bus stop is approximately 5-minute walk from the site access point or 2-minutes from the gated pedestrian route. The closest train station is Belle Vue, located approximately 16-minute walk away from the proposed development with direct access to Manchester Piccadilly and New Mills Central. There is no tram link to or from Gorton.

The site is boarded to the North, East and South by several large trees. An arboricultural impact assessment has been submitted as part of this application, which has concluded that the removal of 1no category B tree (T018) will be required to facilitate the construction of Block A to the East of the site. The loss of this tree will be mitigated through new tree planting as part of the landscaping proposals which has been submitted as part of this application. A construction exclusion zone (CEZ), a designated area where construction or activity of any kind is prohibited, there should be no storage of materials, parking or machinery in this area.

Due to the number of trees within the local area an ecology and bat survey have been undertaken to establish if the site has the potential for roosting or foraging for the local wildlife. Although the habitats within the proposed site boundary do not represent important habitat, the site is surrounded by primary habitat of semi natural woodland and scrub on embankments, a key feature of the local conservation area and therefore impacts of the development must be considered during the construction period.

The assessment of the ecological context of the habitats adjacent to the site indicate the potential of the site to support nesting birds and bat species. Lighting of the site must adhere to guidance from the Bat Conservation Trust and during the construction process it is recommended that the Badger Rams, are followed with specific reference to safeguards during the construction process. Further details of which can be found within the Preliminary Ecological Report.

The Gore Brook Valley Conservation area encompasses a small area within Gorton, which reflects the changing activity in the area over the last 200 years, from a rural settlement to a centre of industrial activity in the 19th century. There are several examples of period buildings within the conservation area many of which are listed. The old tannery that was located on Tan Yard Brow is now non-existent however there are 2 workers cottages that are listed, and any new development will have to respect this local landmark and take influence from its built form. The local vernacular of the surrounding residential properties is red brick with stone heads and cills and grey slate roof tiles. The residential dwellings fronting Hyde Road also have a bay feature which could be incorporated into the new development. The proposed development will need to be developed with traditional features that reflect this local vernacular. A heritage statement has been submitted as part of this application and should be read in conjunction with the submitted plans and information.

The site has been assessed to establish if any potential development could be impacted by noise from vehicles using the A57 Hyde Road to the south and Tan Yard Brow to the west. Noise is also potentially audible from Hyde Road to the West of the site and as such, a noise impact assessment has been submitted as part of this application. The finding of which has established that the daytime noise level in the proposed outdoor amenity and seating area falls below the adopted 55dB noise criteria level and as such, no noise mitigation measures are required. Additionally with regards to internal noise levels within living rooms, it is recommended that an acoustic-grade trickle ventilator is incorporated into the window frame of any living room window with either full or partial line of sight to Hyde Rd Aggregates. Further details of the required noise mitigation measure can be found within the submitted noise impact assessment.

4.0 Design Developments

The design team worked extensively with planning and Heritage consultants to develop the scheme from its early conception to the proposed development submitted as part of this application. The following pages will demonstrate the design development and the reasons for the amendments. The scheme has always been designed as a fully affordable development with the aim of providing good quality affordable homes within the heart of Gorton. The design, therefore, began as a single apartment block with a mix of 1 and 2 bedroom apartments totalling 43no units. This scheme was deemed to be too over developed within the Gore Brook Conservation Area with the mass of the single block being domineering within the green landscape associated with the area.



Early feasibility layout of 43no units

The design team began to investigate a 2-block approach to the development with the main block providing a strong frontage along Tan Yard Brow and the smaller secondary block situated within the development to give a good point of reference within the scheme adhering to Building for a Healthy Life Principles throughout. The front block was designed to be stepped with the initial 4 units at the site entrance to be 3 storey going down to 2 storey as it moved along Tan Yard Brown emulating the steep slope of the surrounding topography. The below scheme was also a reduction in unit number with a mix of 1 and 2 bedroom apartments totalling 35no units.



Feasibility layout of 35no units

The effect of the proposed development on the conservation area has always been a keen driver in the design of the proposed scheme. The design and Heritage consultants decided that a full 2 storey approach along Tan Yard Brow would be more appropriate and so the design team began to consider cottage style flats which could be designed to emulate the traditional (and listed) terrace houses further down Tan Yard Brow. This scheme intends to reduce the scale of the development directly fronting the conservation area with the higher storey building to the back of site nestled amongst the trees and the bank up to the Fallowfield Loop. These proposals also reduced unit number to 32no therefore reducing car parking and hard standing allowing for a greener more natural approach to the development.



Developed layout of 32no units

The design team's continual commitment to develop a context appropriate and viable scheme is evident throughout the design development of these proposals. The submitted scheme is a variation of the final feasibility layout below which aimed to present a stronger frontage to Hyde Road reducing the massing where possible whilst still providing a tradition frontage to Tan Yard Brow, with access of the lower cottage flats directly off Tan Yard Brow for the more traditional interaction between public and private spaces.



Developed layout of 27no units

5.0 Design Proposals

5.1 Brief

The proposed scheme is to be 100% affordable housing and therefore consideration into making the site commercially viable for the end user have been taken into consideration. Nevertheless, the applicant still wishes to bring forward a scheme of significant architectural quality that respects the local vernacular and takes into consideration the characteristic of the conservation area. The accommodation proposed will address the shortcomings in the local area providing a mix of quality 1 and 2 bedroom apartments designed to National Described Space Standards (NDSS). A 1 bedroom apartment will be a minimum of 50sqm and each 2 bedroom apartment will be a minimum of 61sqm. Each apartment will have a single cycle and car parking space within a communal area with access to amenity space.

5.2 Site Arrangement / Design

Several key site constraints have aided in developing the overall site layout of the proposed development. Firstly, the topography, the main plateau of the site will house the majority of the development allowing for most of the accommodation, car parking and amenity space. Secondly the heritage and respecting the conservation area. The design team has taken careful consideration into the local vernacular and how best to respect the characteristics of the conservation area. It is proposed that the block fronting Tan Yard Brow (block B) and most visible from the conservation area is to be designed to reflect the listed workers cottages to the North. Appearing from Tan Yard Brown to be a row of terraced properties, the block will be designed as 8no 1 bedroom walk down cottage flats. This will allow direct access into each lower ground floor apartment from Tan Yard Brow and each upper apartment will have ground level access from the main body of the site. The levels of the site have dictated that some of the lower cottage flats access directly from Tan Yard Brow and cannot achieve level access and as such will have steps for 2 of the units. Several retaining structures are utilised across the site to create compliant space for car parking and amenity space. The new access road into the development will be too steep to provide a Part M compliant access route as such the design team have introduced a ramped access directly from Hyde Road through the green space, incorporating low level landscaping to minimise the impact the hardstanding could have on the leafy conservation area.

Block A will be situated on the main body of the site close to the banking that leads up to the Fallowfield Loop, partially hidden by block B. This block is proposed to contain 17no 2 bedroom apartments with the central portion of the block to be 2.5 storey to

maximise the efficiency of the site whilst reducing the scale that a 3-storey block would impose upon the conservation area. This block will primarily front Hyde Road with views visible through the trees allowing the overall scheme to provide active frontages across the two main axis: Tan Yard Brow, and Hyde Road.

A new 5m access road into the site is proposed off Tan Yard Brow at the South-western corner maximising the overall developable area and considering the level difference between the main plateau of the site and the sloping nature of Tan Yard Brow. This estate road is to be 5m in width with 2m pavement to either side, a turning head is proposed within the car parking area allowing refuse vehicle and deliveries to take place within the proposed development. Refuse is to be in two enclosed external stores close to each block with euro bins provided for both general waste and recycling.



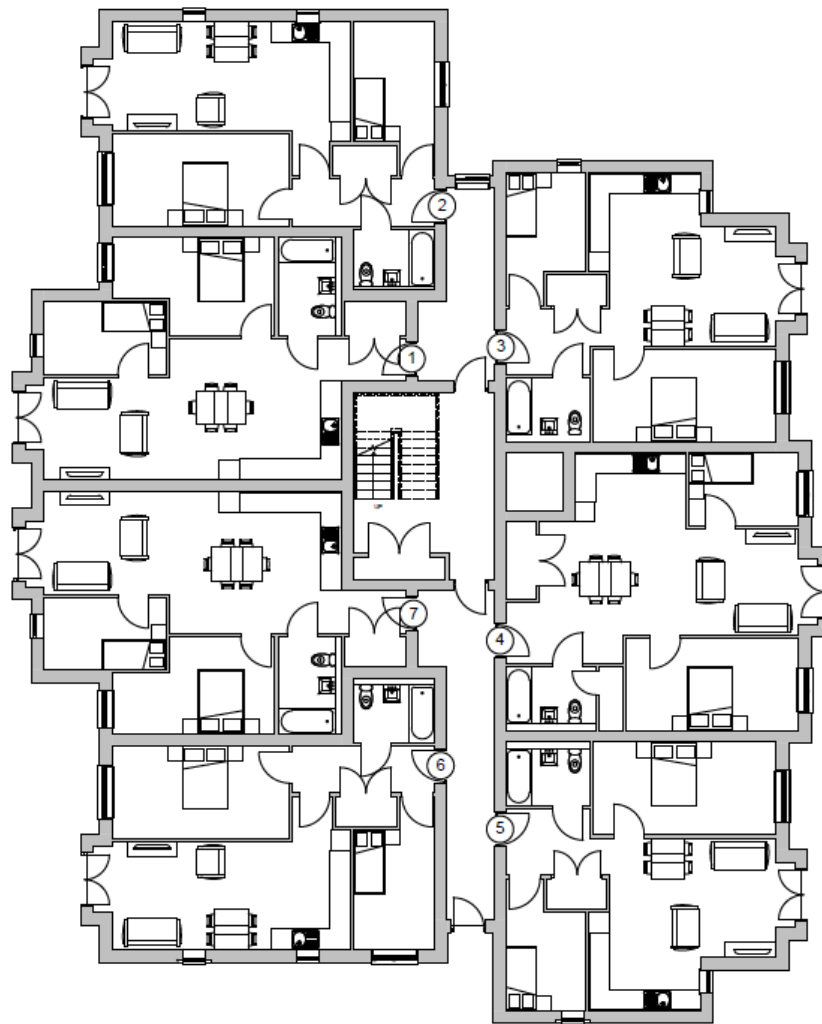
Proposed Site Plan

5.3 Block Design – A

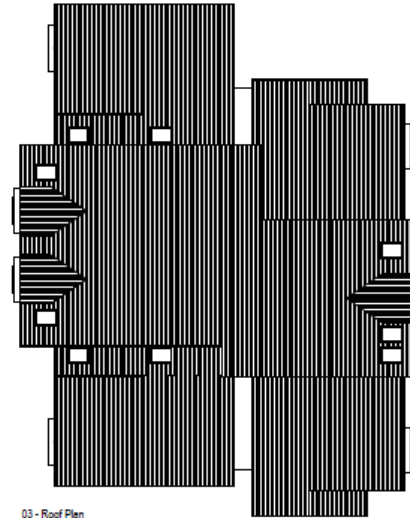
Block A is located to East of the overall proposed development, it is orientated so that it fronts onto Hyde Road, providing views into the site and allowing users an easy visual access point. The orientation of the block means that it has three main frontages, the first to Hyde Road, the second along the new proposed access to the site and the third to the amenity space to the North. This encourages natural surveillance in and around the site as recommended by Secure by Design.

A single access door is located off the new proposed road providing access to a central corridor and circulation core including a lift that leads to all three floors. 17no 2 bedroom 3 person apartments are proposed within block A all designed to a minimum of 61sqm with the corresponding bedroom sizes, widths and storage areas as indicated with the NDSS. Each apartment has also been designed to accommodate a water cylinder and MVHR unit if required under the new Part O and L of the Building Regulations.

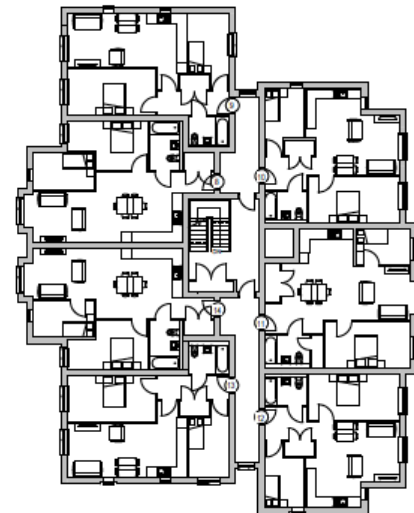
A bay element has been added to the two main elevations which reflects the existing properties that front Hyde Road. The bays rise two storeys and are proposed to be clad in an ashlar finish to 'break up' the overall massing of the larger block. Similarly, two different bricks are proposed in order to reduce the scale of the building by cladding the top storey in a lighter red brick. All materials are subject to formal approval by the local authority. Stone heads and cills have been introduced across all elevations as a reflection of the listed workers cottages to the North.



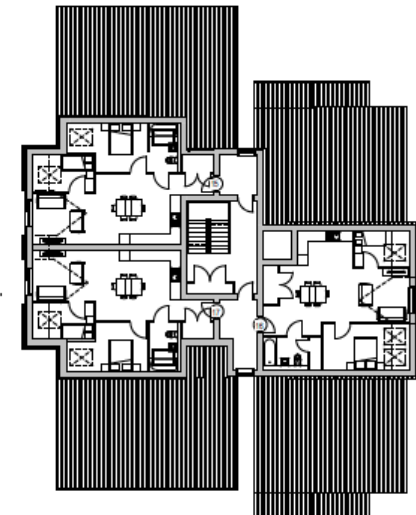
01 - Ground Floor
1:50



03 - Roof Plan
1:100



02 - First Floor
1:100



02 - Second Floor
1:100

Proposed Block A GA Plans



Left Elevation - Amenity Space
1:100



Front Elevation - New Access Road
1:100



Rear Elevation - Banking to Fallowfield Loop
1:100



Right Elevation - Hyde Road
1:100

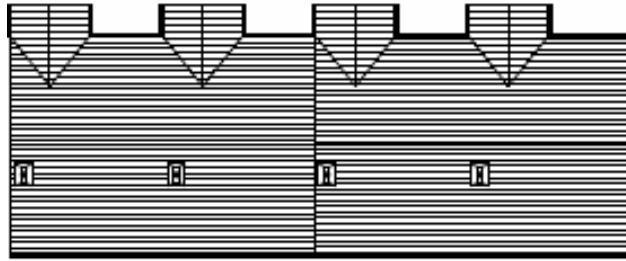
Proposed Block A GA Elevations

5.4 Block Design – B

Block B has been designed as 8 no 1 bedroom walk down cottage apartments due to the topography of the site and the requirement of an active frontage along Tan Yard Brow. The apartments can be accessed from the main body of the site at upper ground level with them appearing to look like bungalows from this elevation. A secondary access is provided for the lower apartments directly off Tan Yard Brow with level access being provided where feasible. A step within the terrace block will be required as Tan Yard Brown sloped down toward Gore Book to the North and any proposed block will need to step down accordingly.

The 1 bedroom apartments have been design as dual aspect at upper ground level and single aspect at lower ground level all to a minimum of 50sqm with the corresponding bedroom sizes, widths and storage areas as indicated with the NDSS. Each apartment has also been designed to accommodate a water cylinder and MVHR unit if required under the new Part O and L of the Building Regulations.

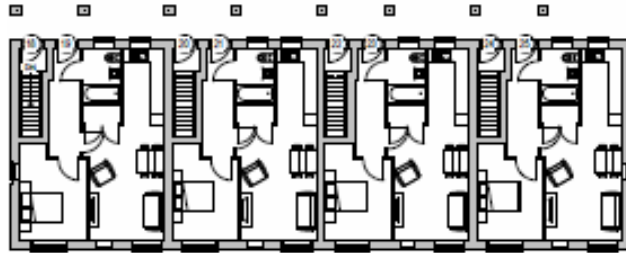
Careful consideration has been taken in the elevational treatment of block b and it has been designed to reflect the characteristic of the workers cottages located to the North of site. The principle of the block is for it to appear like a row of terraces with the elevational rhythm associated with this architype. An innkeeping red brick with stone heads and cills has been proposed to respect the local vernacular and GRP chimneys details have also been included to mimic the workers cottages.



02 - Roof Plan
1:50



Front Elevation - Site Internally
1:100



01 - Upper Ground Floor
1:100



Rear Elevation - Ten Yard Brow
1:100



00 - Lower Ground Floor
1:100



Left Elevation - Proposed Access Road
1:100



Right Elevation - Ten Yard Brow
1:100

Proposed Block B GA Plans and Elevations

5.5 Approach

The approach to any development provides the first impression of the quality of the scheme ahead and is therefore an important aspect of the design proposals. It is especially important in the proposed scheme due to the views into and out of the conservation area.

Tan Yard Brow is a steeply sloping lane and the new access to the site is proposed to be at the most South-western point. This allows for maximum developable area and considers the topography changes between the road and the main plateau. A 5m access is proposed with 6m radius and 2m pavement to either side with a turning head proposed within the parking court area. This will allow refuse and delivery vehicle to enter the site and turn around easily without blocking up the existing highway.

A travel/transport assessment has been submitted as part of this application which has reviewed the issues and constraints of the proposed site. The report demonstrates that the application site can be accessed safely by vehicles ,and would result in only limited development related traffic levels over the immediate local highway network.

5.6 Landscape Design



Proposed Landscaping Scheme

The landscaping scheme has been designed to maximise the green environment that is a key characteristic of the Gore Brooke Conservation Area. Careful consideration has been taken in using the natural environment to lessen the impact of the urban form. A single tree – T18, is set to be removed as part of the development and the subsequent new tree planting has been used to offset this loss and reach the minimum required 10% uplift under BNG. Further detail can be found within the BNG metric and the full landscaping drawing.

6.0 Access Statement

Level access will be provided to all dwellings where possible, the lower ground floor cottage apartments may not have level access due to the site constraints and topography levels. Level access will also be provided to all vehicle parking spaces to the main entrance of each dwelling. Any change in level and crossings will have a tactile finish with contrasting colours to main pathways. Access to all amenity spaces will be unrestricted.

Lighting to the parking areas will provide sufficient safety requirements to assist disabled and able bodied persons. Ramps were provided or required are to be within 1:12/1:20 gradient with a minimum 1200x1200mm unobstructed landing area and entrance.

Entrances to all main access doors and apartment doors are to have minimum 1000mm structural opening giving a clear 900mm door width capable of wheelchair access. Each door having a maximum force of 20N to assist opening. Door furniture and finishing are yet to be specified however, they will clearly comply with DFA requirements where applicable.

Block A is to have lift access from ground floor level to all apartments. Also, each bathroom in all apartments is capable of accepting a 750mm clear unobstructed area in front of the WD which can be accessed by a disabled person. Fittings within each room i.e. electrical sockets to be a minimum 450mm above finished floor level.

The scheme has been developed in collaboration with developers, housing associations, planning and heritage consultants with a specific target on 1 and 2 bedroom apartments. The layouts have been carefully designed and tested to give the most efficient layout. These comply with current access regulations (Part M) and are capable of adaptation to the changing needs of residents.

7.0 Conclusion

This planning application is for a residential development comprising of 25no fully affordable dwellings with a mix of 8no 1 bedroom apartments and 17no 2 bedroom apartments, all offering a high quality development within the centre of Gorton. Guidance from the local plan and planning policy guidance has been reviewed and followed throughout the design process and has been discussed with the local authority planning officers.

The aim of the proposed development is to redevelop a vacant brownfield site to create good quality affordable homes in the centre of Gorton. The site is well positioned in terms of amenities and access to public transport into Manchester City Centre and will easily support this proposed development.

The 1 and 2 bedroom apartments will provide much needed homes in the local area and complement the current demographics. The scheme will also add value to the area in respect of architecture and social well being by redeveloping a vacant site in a respectful manner within the conservation area.

On behalf of our client and the wider design team we look forward to further working with Manchester City Councils planning and heritage teams to create a good quality scheme for Gorton. We respectfully request that Manchester City Council approves this detailed planning application for the reasons outlined here in.