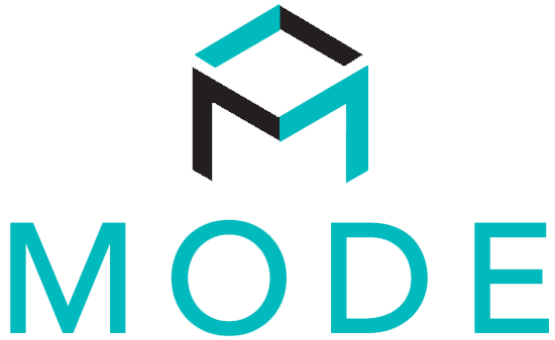


MODE Architects Limited

DESIGN & ACCESS STATEMENT

Development of 42 Ladybarn Road, Manchester, M14 6WW

Issued: February 2025

Job Reference: 23 039/DA/V01

Site Address:

Ladybarn Road, Manchester, M14 6WW

Client:

DSJMK Properties Ltd

Proposal:

Mixed use development, incorporating the retention and extension to create 2 commercial units (class E) at ground floor, retention of 1no. residential unit at first floor, with 2 additional residential units (Use Class C3)

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1 INTRODUCTION

1.1 MODE Architects Ltd. have been instructed by DSJKM Properties Ltd to seek planning permission for the extension and conversion of the vacant building in Fallowfield, Manchester.

1.2 The intension is to retain the existing ground floor by converting it into office use, with a further office unit to the rear in the extended part of the building. The rear section of the building accessed at the side, as well as the upper floors have long been derelict and underutilized.

1.3 The application is submitted in full and seeks approval of all matters. The submitted plans show the proposed development of the site into 3 self-contained 1-bedroom apartments.

1.4 The proposal has sought to achieve a design that meets the requirements of the applicant, whilst providing the best practice in layout and built form but also understanding, respecting and enhancing the form and character of the local typology.

2 USE

2.1 The existing building fronting onto Ladybarn Road is currently vacant but was previously known as HSS Plant Hire, which closed around 10years ago. The intention is to convert the unit into an office unit for a local business that is already well established in the area but requires larger premises.

2.2 The upper floors fronting onto Ladybarn Road are currently a 1no. 1-bedroom flat, accessed via a central staircase, which divides the ground floor offices and workshop. The intension is to renovate and reorganise the floor plans of this access to the existing flat whilst creating access to 2 new apartments at 1st floor. The additional apartments are proposed to be at the rear at first floor above the offices at ground floor. The fenestration to the space created will be via windows to the rear, thus having no impact on the Ladybarn Road frontage.

2.3 The opening hours for the proposed commercial uses are 8am to 6pm, Monday to Saturday.

2.4 The proposed residential units will comply with Part E of the Building Regulations, achieving 45dB of airborne noise and keep impact noise below 62dB. Pre-completion testing will be carried out prior to occupation to ensure that the performance meets Part E requirements.

2.5 There is no proposed external plant equipment.

3 THE SITE DESCRIPTION

3.1 42 Ladybarn Road seems to be an ancillary building, built as part of the loop line railway, which has now been dismantled and replaced by a cycle path, which is to the rear of the site.

3.2 The adjacent commercial premises are existing timber merchants or residential dwellings.

3.3 Ladybarn Road is a secondary route through the Fallowfield area and as such has varying parking restrictions. Directly outside Ladybarn Road, there is marked roadside parking.

3.4 To the rear of the site, there is a large supermarket, with associated parking.

3.5 The site has good links to public transport and local amenities within walking distance.

4 AMOUNT

4.1 The proposal seeks to utilise the existing floor areas of the upper floors and vacant areas to the rear, as well as a retaining the commercial use on the Ladybarn Road street frontage.

4.2 The ground floor equates to 147m², with a 24m² garage to the rear.

4.3 The proposed development equates to the following number and type of apartments proposed:

- 2no. commercial units: 1 @ 114m² and the other @ 45m²
- Existing 1no. 2 person apartments @ 57m² to front at first rear
- 2no. 1 person, 1 bed apartments to first floor, 1 @ 37m² the other @ 41m²

The development has been specifically designed to comply with all statutory floor area requirements, providing self-contained flats, rather than a home of multiple occupancy.

In addition to the proposed apartments, there is 61m² of private amenity space to the ground floor rear unit.

4.4 All apartments will have access to secure communal bin store and private cycle storage.

4.5 Bin storage is indicated on drawing 23 039 PL(0)51 B. This shows sufficient bin storage provision in accordance with Manchester City Council's Waste Management Strategy. Accompanying this application is a completed Appendix E form for the domestic and commercial waste management.

5 LANDSCAPING AND ENVIRONMENT

5.1 The site is currently all hardstanding, having previously been used as a workshop with commercial vehicles coming to and from the site.

5.2 The proposal is to designate various areas of the site through different uses of hard and soft landscaping. The various landscaping proposals are detailed on drawing 23 039 PL(0)51 B.

5.3 The boundary wall to Ladybarn Road is to be repaired or reconstructed using the existing bricks available from areas where we are widening the vehicle access. Parts of this boundary wall are proposed as below 600mm to allow for clear visibility for pedestrian and vehicle access.

5.4 Having provided a Phase 1 contaminated land report, we would expect any Phase 2 information being conditioned if found on site during construction.

6 LAYOUT

6.1 The layout of this development has been derived to suit the ground floor commercial provision and to produce a sustainable investment for the applicant, that compliments the housing provision of the area.

6.2 The entrance to the larger commercial unit will utilize the existing entrance as it would have been originally onto Ladybarn Road. The smaller commercial unit has a door, set back to the side of the original building. All deliveries to the commercial units will be via the front entrances onto Ladybarn Road. Due to the use as offices, there will be no requirement for commercial deliveries and being in a sustainable location, any visitors have a range of transport options available to them.

6.3 The accommodation to the upper floor on Ladybarn Road will be accessed via a new side entrance into the site, accessed via a designated footpath into the site.

6.4 All apartments will be accessed off this main entrance way and staircase, with bin store and cycle parking directly adjacent to entrance. The bin and cycle store are proposed to be clad in timber to soften the overall hard landscaping in the residential areas of the site.

6.5 There is a small area of low maintenance grassed area for use by residents, this is private and not visible from Ladybarn Road or from the supermarket site to the rear.

7 SCALE

7.1 The building is currently 2 storey.

7.2 The proposal is to retain the scale of the building by utilizing the multi-gable character of the property to create the additional floor area.

7.3 From Ladybarn Road, the proposed extension appears to only be a small side extension, to create a secondary doorway. This is in keeping with this style of building, where subservient entrances would be set back and unassuming.

7.4 From the rear, the style of the extension is in keeping with the character of the property. Therefore, any visible areas of the extension will appear to be similar and understated in nature.

8 APPEARANCE

8.1 The external appearance of the existing building has been retained where possible.

8.2 The alterations to the building, mainly through fenestration, will replicate the original proportions of the Victorian style.

8.3 The office frontage has been exposed, showing the original proportions of the windows, with the external shutters proposed as removed. Small signage above the entranceway is proposed, with any additional signage to be incorporated into the window decals. This is proposed to be restored to retain its original design and style.

9 ACCESS

9.1 The detailed design will conform to Building Regulations Part M where possible. With this being a conversion of an existing building, not all areas are going to be accessible, however a conscious effort has been made to improve the access to the building, where feasible. Both commercial premises will be DDA compliant.

9.2 The proposed addition of the residential units is anticipated to bring back residents to the area, meaning that natural surveillance during evenings and overnight is improved and will create a safer environment during anti-social hours.

9.3 The site is considered in a very sustainable location for a commercial business and residential developments. The site has excellent connections to all required amenity provisions, as well as good road network access and public transport links. Please refer to the accompanying Transport Statement for further information.

9.4 There is provision of 3 secure, sheltered, cycle parking spaces for use by office staff or visitors. There is a further 4 secure, sheltered, private cycle parking bays for the residential units, allowing for 1 per occupant.

Vehicle and Pedestrian Access

The proposed vehicle parking utilizes the existing vehicle entrance to the site, accessed via Ladybarn Road. Pedestrian access is proposed via Ladybarn Road for the residential aspect of the development and retains the existing pedestrian access from Ladybarn Road for the main commercial premises.