

Harpurhey Rochdale Road



RIBA Stage 3
Spatial Coordination

Design and Access Statement

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1. Design Statement

1.1 Introduction

This Design and Access Statement has been prepared by Studio KMA to support an Outline planning application at vacant land at the junction of Cockcroft Street and Rochdale Road, Harpurhey, Manchester, M9 8EA.

The Outline planning application seeks consent for Means of Access, Layout and Scale, with Landscaping and Appearance to be reserved.

1.2 Objectives

The requirement for the Design and Access Statement has arisen in response to the need to promote better quality and more sustainable design in development.

We are aware that our proposals represent a significant development within Harpurhey, an inner-city suburb of Manchester. As such, we recognise the need for the preparation of this design statement to set out in a clear and concise manner:

- **Spatial Context** - analysis of the physical characteristics of the application site and its surroundings.
- **Design Philosophy** - description of the proposed use and the design principles upon which the concept and approach have been based.
- **Consultation** - relating the evolution of the design in response to consultation with Manchester City Council.
- **The Proposal** - illustrating the key elements of the scheme in terms of both function and form.
- **Access** - identifying details of pedestrian and vehicle accessibility.
- **Summary** - providing a brief overview of the proposal.

This Statement is intended as a positive tool for Manchester City Council and all other relevant third parties.

1.3 Application for Planning Submission

This Outline planning application seeks planning approval for 27no. apartments within a part-single, -two, and -four storey building.

The proposed apartments are split:

- 1 x 1-bedroom Approved Document M4(2) (Cat. 2) apartment (3.5%)
- 1 x 2-bedroom Approved Document M4(3) (Cat. 3) apartment (3.5%)
- 11 x 1-bedroom apartments (41%)
- 14 x 2-bedroom apartments (52%)

The proposal is supported by the following:

- 10no. EVCP car parking bays (inc. 2no. accessible bays).
- 42no. secure bicycle spaces.
- Communal and private amenity space.
- PV plant room.
- Secure refuse and recycling storage for 8no. 1,100 ltr. euro bins, and 2no. 240 ltr. wheelie bins.

| 1.4 Document Schedule

This Design and Access Statement is to be read in conjunction with the following submitted drawings prepared by Studio KMA:

- > Location Plan (HRR-KMA-XX-XX-DR-A-7000-A3-P1)
- > Existing Block Plan (HRR-KMA-XX-XX-DR-A-7001-A3-P1)
- > Proposed Block Plan (HRR-KMA-XX-XX-DR-A-7002-A3-P1)
- > Proposed Ground Floor Plan (HRR-KMA-XX-XX-DR-A-7003-A3-P1)
- > Proposed First Floor Plan (HRR-KMA-XX-XX-DR-A-7004-A3-P1)
- > Proposed Second Floor Plan (HRR-KMA-XX-XX-DR-A-7005-A3-P1)
- > Proposed Third Floor Plan (HRR-KMA-XX-XX-DR-A-7006-A3-P1)
- > Proposed Roof Plan (HRR-KMA-XX-XX-DR-A-7007-A3-P1)
- > Proposed Massing Elevations (HRR-KMA-XX-XX-DR-A-7008-A3-P1)

The following supporting documents have been prepared and are to be read in conjunction with the submitted drawings prepared by Studio KMA:

- > Heritage & Planning Statement
- > Statement of Community Involvement
- > Topographical Survey
- > Crime Impact Statement
- > Preliminary Ecological Assessment and BNG report

2. Spatial Context

2.1 Location and Context

The application site is currently an unmanaged, vacant site at the junction of Rochdale Road and Cockcroft Street on the edge of the district centre of Harpurhey.

The site extends to 0.1 Ha/0.25 acres and has been vacant for approximately 25 years. It was last occupied by a petrol filling station.

The site is bound to the south, and on the Rochdale Road frontage, by the former Farm Yard Hotel, re-built in 1896. This building is now occupied by the Dawateislami Islamic and Education Centre.

To the west, 4no. two-storey terraced properties are located. Nos. 1-7 Cockcroft Street have attractive ground floor bay windows, and these houses are set back approximately 2m from the back of pavement.

Directly opposite these houses are Nos. 14-18 Cockcroft Street. These two-storey dwellings are typical of north Manchester terraced houses, sited and accessed directly on the back of pavement.

The Valentine Medical Centre is located to the north of the application site with the visitor car park accessed directly from Cockcroft Street.

This elevated, two-storey commercially scaled building reaches up to over three-storey in height on the northeast corner.

To the east, construction work has started on the erection of 24no. dwellinghouses with associated parking, landscaping, access and boundary treatment.

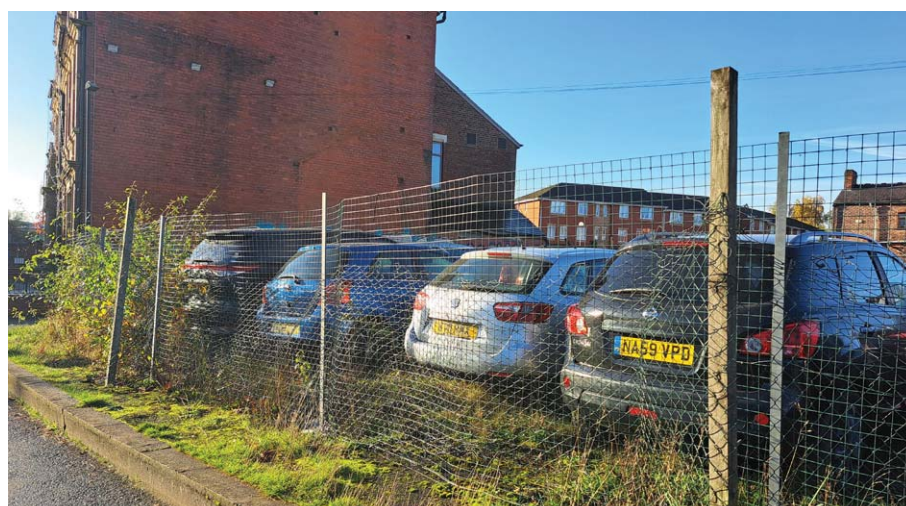
The wider surrounding area is a mix of residential and commercial properties ranging in height from two-four storey.



Location Plan



Aerial Photograph (view from south)



Photographic Survey - Application Site (views north and south)



Photographic Survey - Application Site



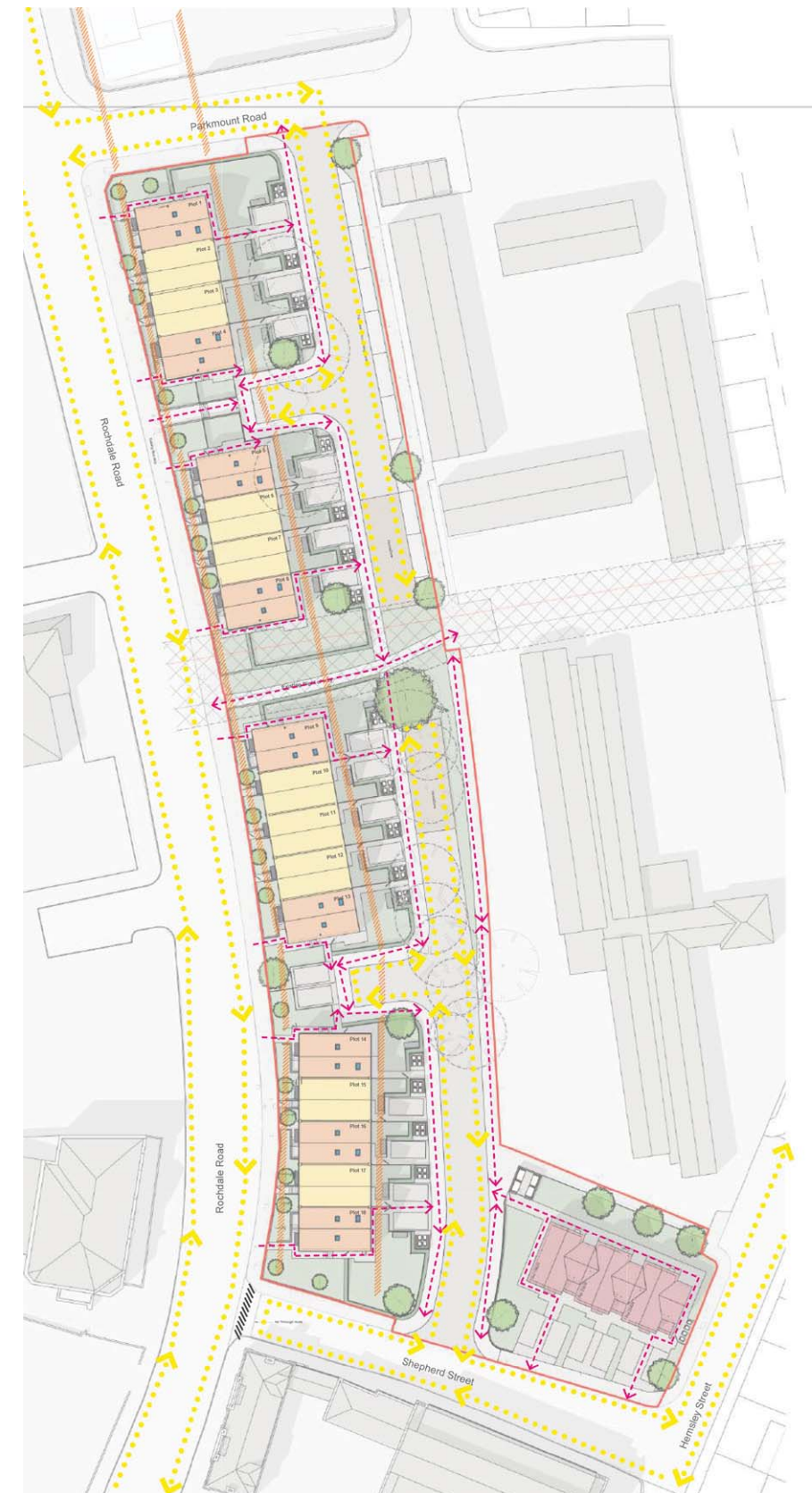
Photographic Survey - Dawateislami Islamic and Education Centre



Photographic Survey - Cockcroft Street



Photographic Survey - Valentine Medical Centre



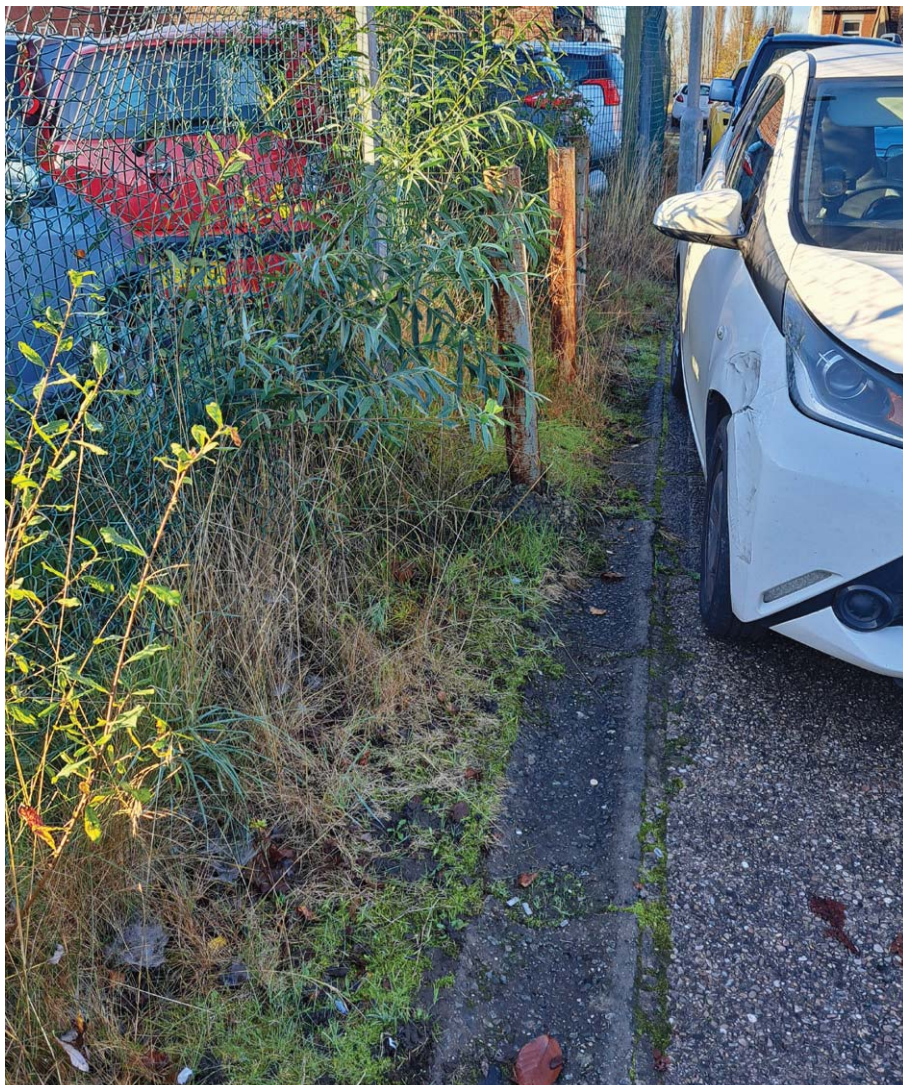
New adjacent residential development

2.2 Character

The application site, until recently, has been vacant and unmanaged. The site is currently being used for the temporary storage of privately owned cars.

As such, this large portion of brownfield land, along with the openly visible graffiti on the gable wall of the Dawateislami Islamic and Education Centre, currently undermines the quality and character of the area.

The site does not benefit from an appropriate width pavement along Cockcroft Street, but there is a 1m deep pedestrian route working up to two dropped kerbs which provided vehicular access and egress to the former petrol filling station.



Graffiti upon the Dawateislami Islamic and Education Centre



Lack of appropriate pavement along Cockcroft Street

The former Farm Yard Hotel, a hotel and public house serving social events to local residents for many years and re-built in 1896, boasts an attractive building facade with a combination of brick detailing and ornamental stonework.

The terraced properties located along Cockcroft Street do not provide in-curtilage parking spaces however, they do provide active frontage and help self-police the street.



Former Farm Yard Hotel building character and setting



Cockcroft Street character and setting



Directly opposite the application site, the Valentine Medical Centre car park is bound by a palisade security fence with a small area of soft landscaping between the car park and the pavement. A larger grassed area sits directly alongside the building leading up towards the main entrance.

The construction of 24no. dwellinghouses to the east of the application site include for two elevated blocks of 5no. townhouses. These houses have been designed with a (min.) 60-degree, valley gutter pitched roof.

The two blocks are separated by a service vehicle turning head sited directly opposite the junction of Cockcroft Street and Rochdale Road. At the top of this turning head, two surface car parking spaces are located to serve the neighbouring properties.



New development (streetscene excerpt along Rochdale Road)



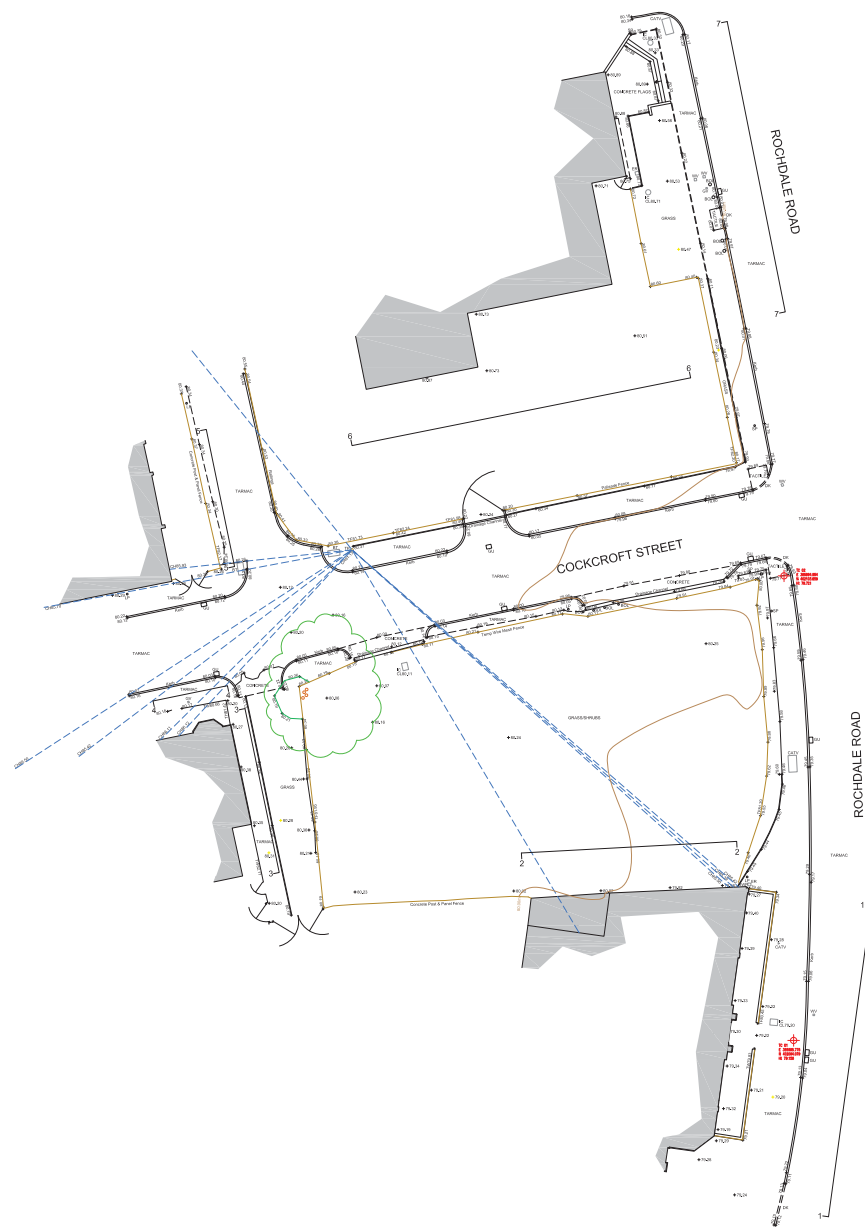
Valentine Medical Centre character and setting

2.3 Topography

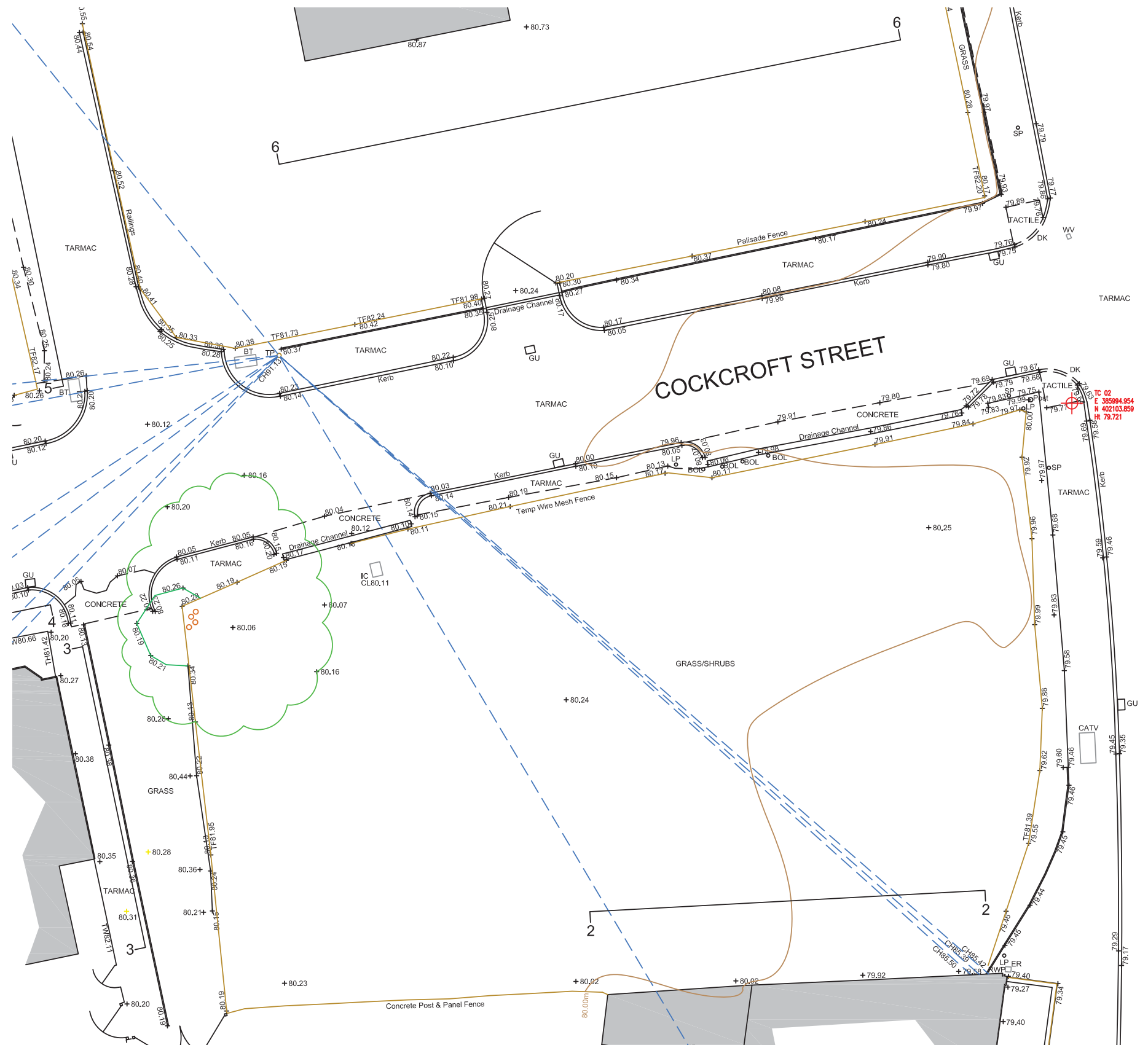
The applicant has commissioned a full topographical survey of the development site and its immediate environs.

The site is relatively flat fronting Rochdale Road with a change in level of approximately 0.15 m north-south.

The site climbs in height along Cockcroft Street with a change in level of approximately 0.45 m east-west.



Topographical Survey

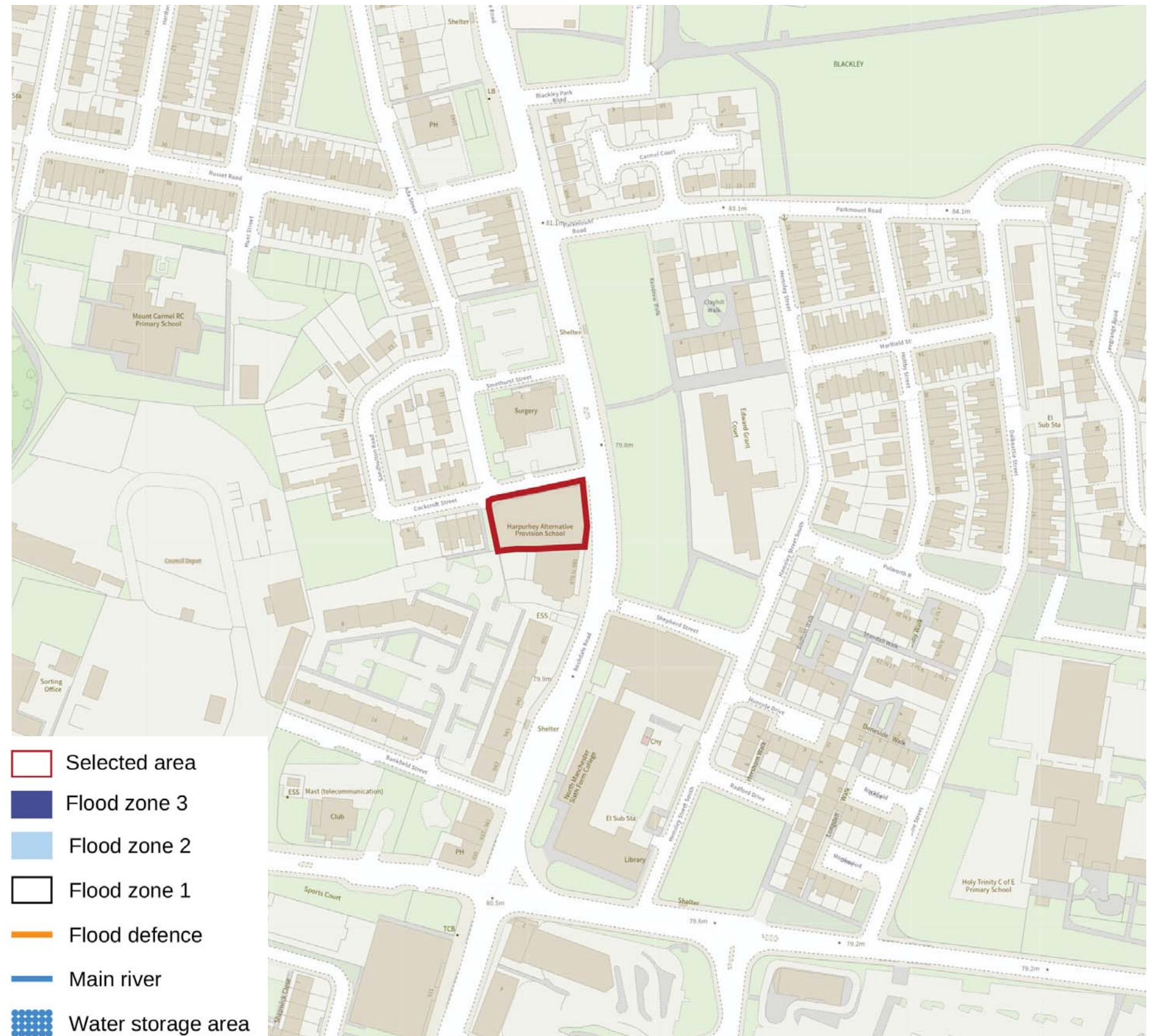


Topographical Survey (excerpt showing level change along Cockcroft Street)

2.4 Flood Risk

The application site sits within a Flood Zone 1 as identified on the GOV.UK Flood Map for planning website.

Areas deemed to be in Flood Zone 1 have been shown to be at less than 0.1% chance of flooding in any year, this is sometimes known as having a 1:1000-year chance.



Environment Agency Flood Zone Map (excerpt)

3. Design Philosophy

3.1 Urban Design Principles

Our brief is to design a new, deliverable apartment building. Deliverability is determined by two factors:

- **Buildability.** The proposal must take account of modern methods of construction and building legislation.
- **Cost.** The proposal must be commercially viable: therefore, the scheme must be efficient and strike an appropriate balance between the overall gross and overall net floor areas. The proposal must allow for various forms of framed structure whilst also ensuring appropriately sized living accommodation.

The principles upon which we have based our concept are as follows:

To respect the street pattern

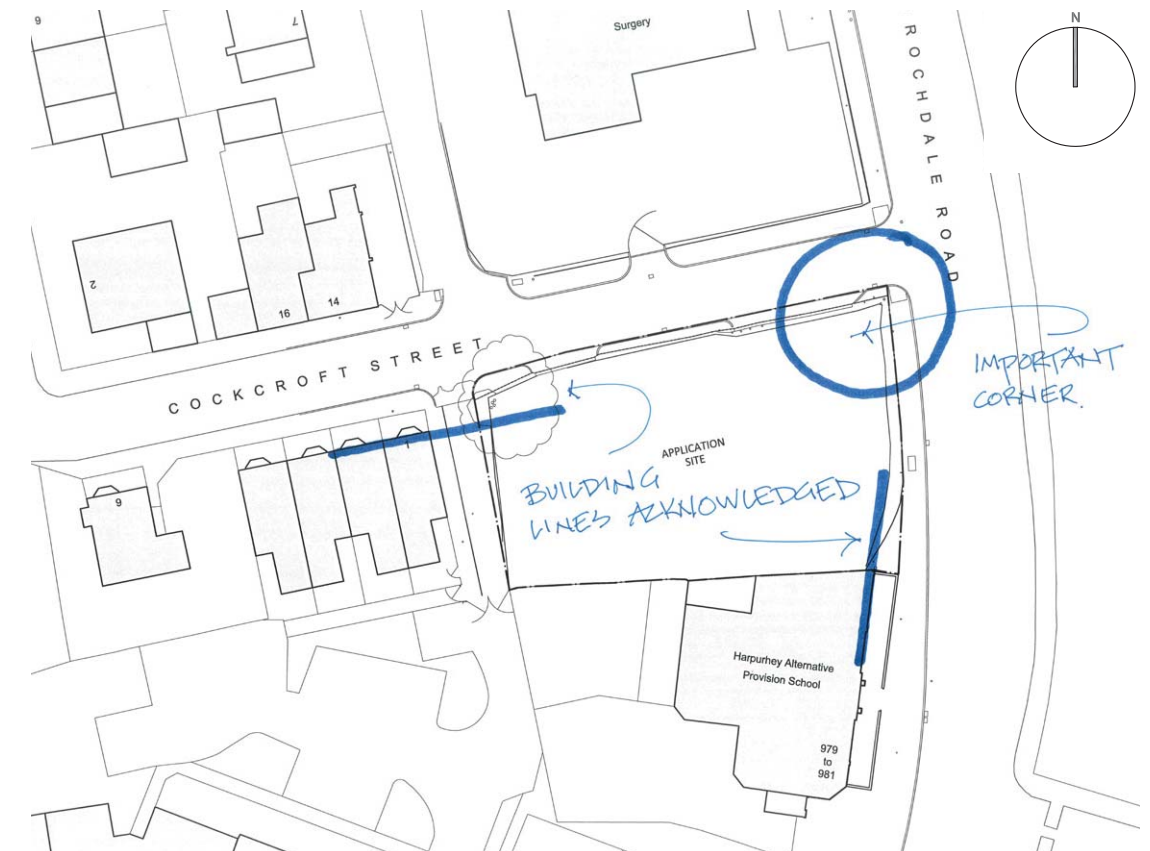
Our layout seeks to respond to, and reinforce, the existing street pattern to achieve an adequate level of enclosure and create a sense of place. The proposed layout ensures the main pedestrian entrance fronts the main highway. The residential accommodation adds vitality and interest with windows overlooking Rochdale Road and Cockcroft Street to promote informal surveillance.

The proposed car parking area is hidden beneath the building, with clear safe accessible footways leading to the street and vertical circulation core of the building.

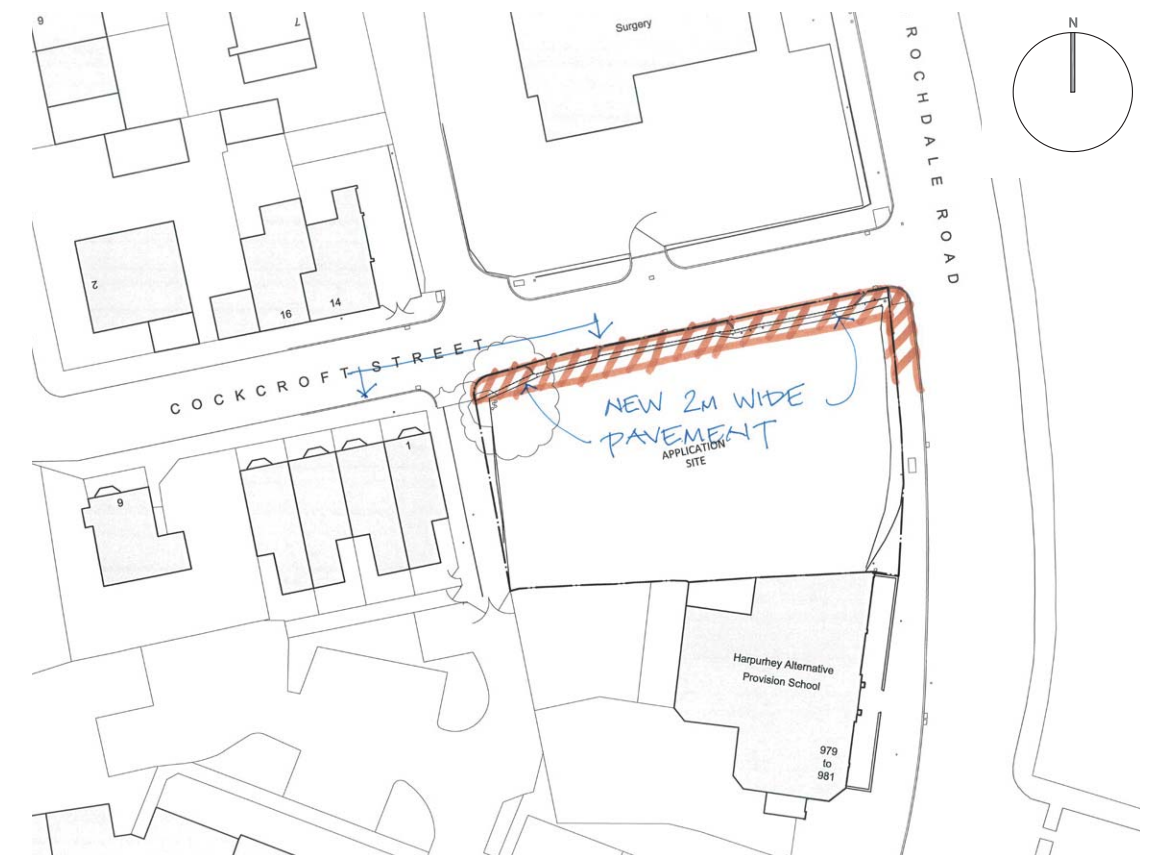
To safeguard a sense of wellbeing

The layout of our proposal seeks to enhance the existing pedestrian route alongside the application site. By setting the building back from the site boundary, the layout ensures a new 2m wide footpath returning from Rochdale Road, down Cockcroft Street. This provides a feeling of pedestrian safety around the application site. The building layout has been designed to suit the needs of everyone, including wheelchair users and elderly people.

Urban Design Analysis - Respect the street pattern



Urban Design Analysis - Safeguard a sense of wellbeing



To be a good neighbour

The height, scale and mass respects the relationship with adjacent buildings. The proposal will enhance the existing street scene, and the footprint recognises the existing building lines created by the front face of adjacent buildings. Projecting gables and setbacks help to create visual emphasis and visual continuity with the adjacent buildings. The width of projecting gables is informed by the neighbouring Dawateislami Islamic and Education Centre.

To carefully consider building height

The proposed development is an appropriate height having regard to location, character of the area and the site-specific characteristics.

Although this corner plot could successfully accommodate additional height on the junction of Cockcroft Street and Rochdale Road, pre-application advice received by Manchester City Council has informed the avoidance of a landmark corner treatment.

To ensure clarity of form and a sense of enclosure

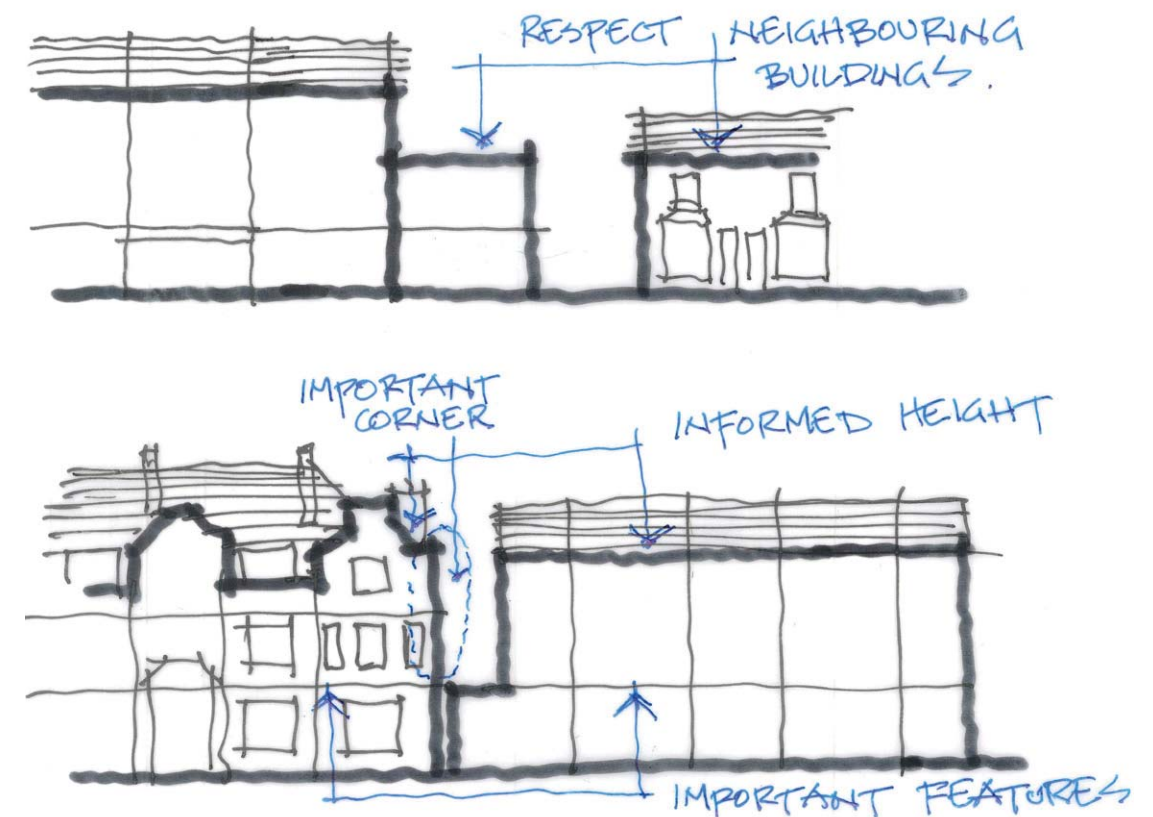
The proposal makes clear distinctions between public and private spaces, and the building layout ensures that the street and the footpath are overlooked by habitable rooms.

The building layout and boundary treatment avoids large gaps in the building frontage with no spaces leftover, unused or uncared for.

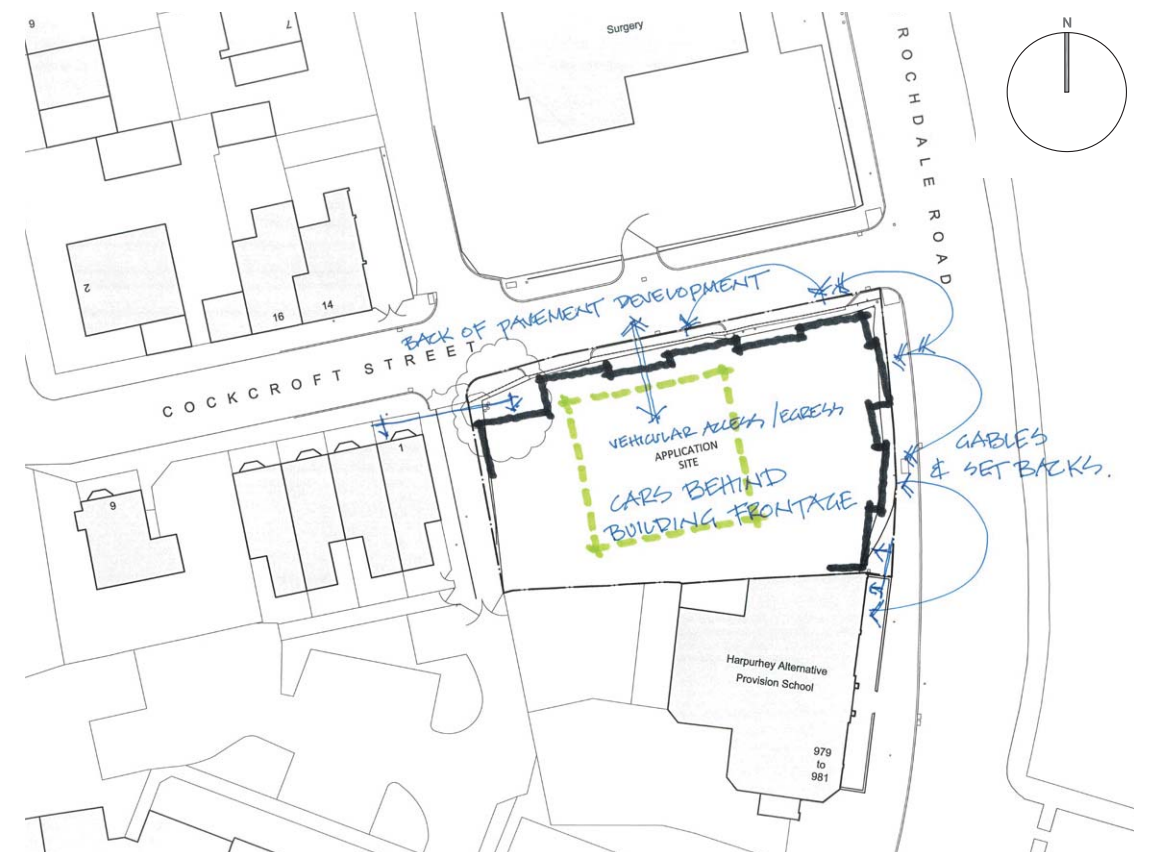
The layout ensures adequate defensible space from the back of pavement to the building façade and associated fenestration.

To ensure an ease of understanding and present a clear image to the development

The proposal intends to create a positive building and a focal point within the area. The building layout provides clear and easily navigable routes to and from the building's entrances.



Urban Design Analysis - Be a good neighbour and carefully consider building height



Urban Design Analysis - Clarity of form and a sense of enclosure

To ensure the site boundary and its treatment contributes to the street scene

The proposed layout considers the neighbouring boundary treatments with respect to position and scale. New (low) walls and railings ‘copy’ the adjacent buildings’ approach to help tie the proposal into the existing urban context.

The introduction of external amenity space

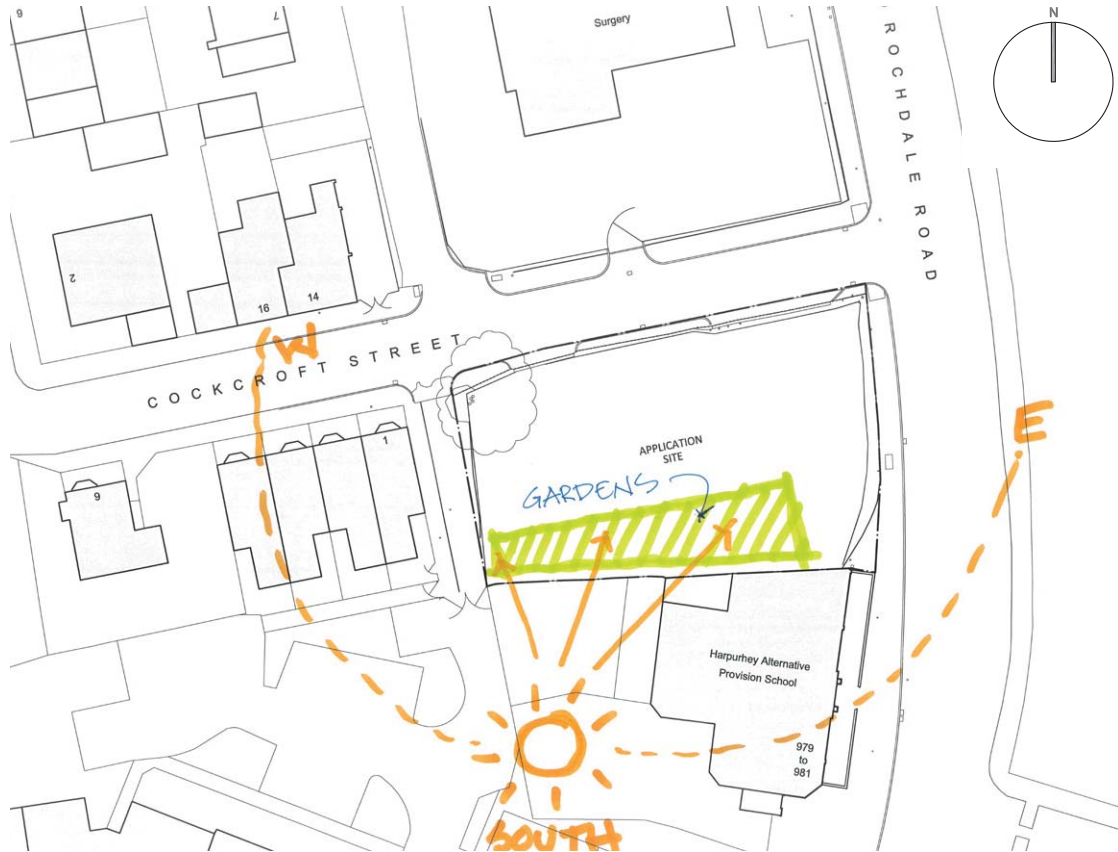
The opportunity has been taken to include a south facing garden area accessible for all residents and their visitors.

To provide choice to future occupiers of the building

The proposed building layout provides a variety of apartment sizes and internal arrangement, along with a building form that will be compatible with a variety of architectural styles appropriate for its location.

The ground floor includes for 1no. 1-bedroom apartment designed to meet the requirements of Approved Document Part M4(3) (Cat. 2), and 1no. 2-bedroom apartment designed to meet the requirements of Approved Document Part M4(3) (Cat. 3).

Urban Design Analysis - The introduction of external amenity space



3.2 Concept and Approach

Our concept for the new residential building has been firmly based upon the functional requirements of city edge apartment living and the site-specific characteristics of the application boundary.

This 'gap' site undermines the quality and the character of the local area.

A lack of continuous frontage and a poor pedestrian link allow for a significant improvement in urban design terms.

Our ambition as designers has been to ensure the proposed building successfully links with some of the key characteristics of the area, and we draw inspiration from the pre-application enquiry process and comments received from Manchester City Council.

Our concept, and the approach we have taken with the siting, scale and layout of the proposed building ensures:

An appearance informed by its older, attractive neighbour

This is achieved creating step changes in plan, generating articulation to the façade.

The opportunity exists, at the Reserved Matters stage, to ensure a variation in colour and external materials and align architectural detailing.

The introduction of a new pedestrian pavement

Setting back the proposed apartment building allows for a new 2m wide pedestrian footpath connecting Nos. 1-7 Cockcroft Street to Rochdale Road.

The introduction of a strong corner

The opportunity has been taken to create a strong corner to help create visual interest, enliven the streetscape and contribute to the identity of the area.

The building positively contributes to the existing urban setting

The proposals have been developed through comprehensive urban design analysis of the site and surrounding area. We have demonstrated an understanding of the positive and negative contributions that the existing site, and the proposed development, makes to the visual quality of the area.

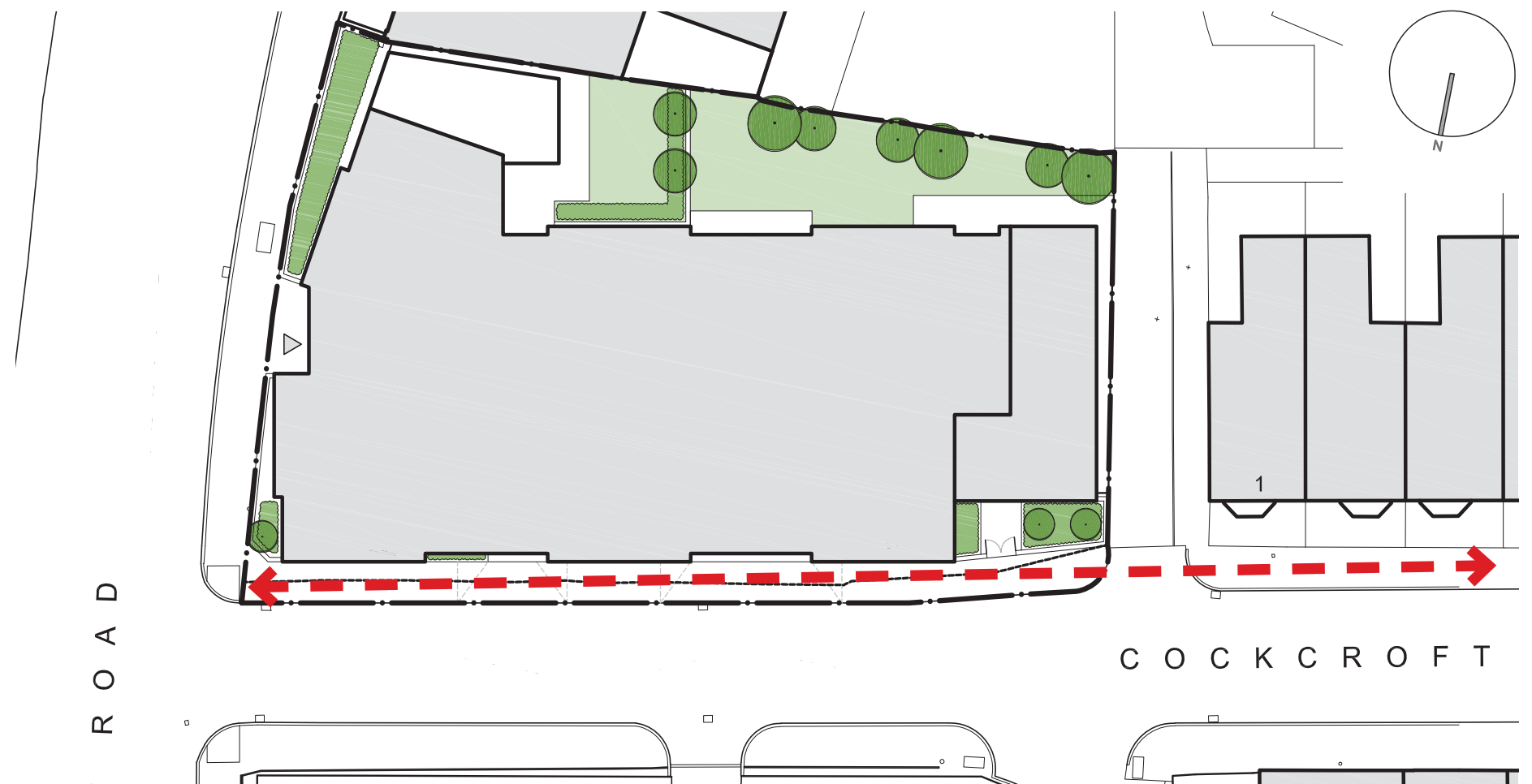
The access, layout and scale of the proposal consider the existing built and natural environment, and important strategic views upon the approach to Manchester city centre.

Minimal impact of the car

In order to reduce reliance on the car, the total provision of car parking spaces is approximately 35%. Future residents and their visitors are within walking distance of local facilities and have access to regular public transport routes.

The proposed building layout recognises that the street is an important element within any neighbourhood, and the proposed car parking has been sensitively located underneath and behind the building so that it does not dominate the street scene.

The proposed courtyard parking has been designed to be open at the rear, with attractive landscaping and surface treatment. Good sized parking bays, accessible parking spaces, EV charge points, adequate lighting and clear footways leading to the main entrance of the building ensure a high quality solution to the need for a portion of cars serving the development.



Proposed block plan (excerpt showing new pavement along Cockcroft Street)

Quality of future design

Through this Outline planning application, the layout neither implies nor precludes the future external appearance in a traditional or contemporary style of architecture.

The proposals respect the values of the area through the assessment of the form and significance of the area. Together with sound urban design principles, the proposals will reinforce and complement the established urban grain and settlement pattern of the area.

Appropriate external materials and finishes will be demonstrated through the future Reserved Matters application, most likely to include for traditional materials typical of the conservation area, or modern materials in harmony with traditional construction methods.

Access for disabled people

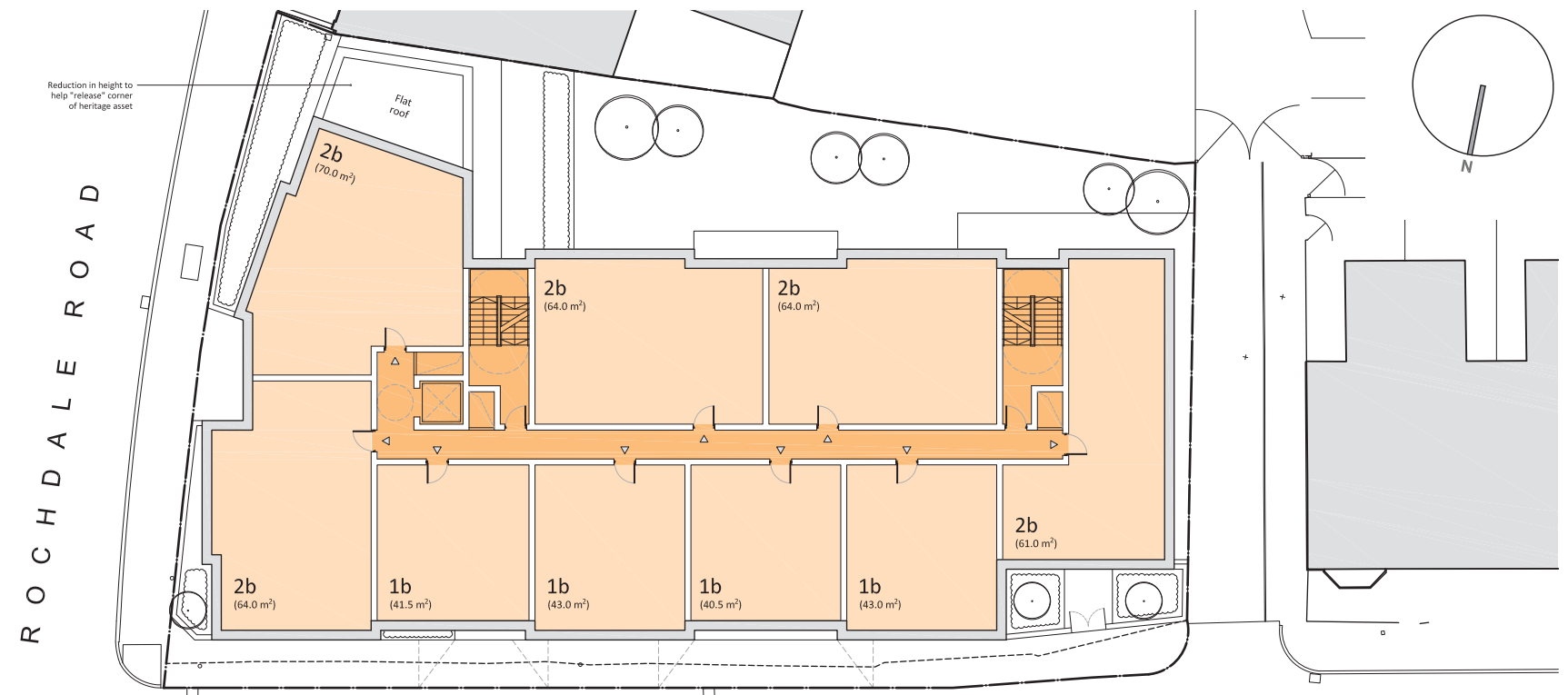
The proposed development will be fully accessible for disabled people. This inclusive design supports the objective of providing lifetime homes, that can accommodate changing needs and lifestyles and help deliver an environment that promotes sustainability.

4. Consultation

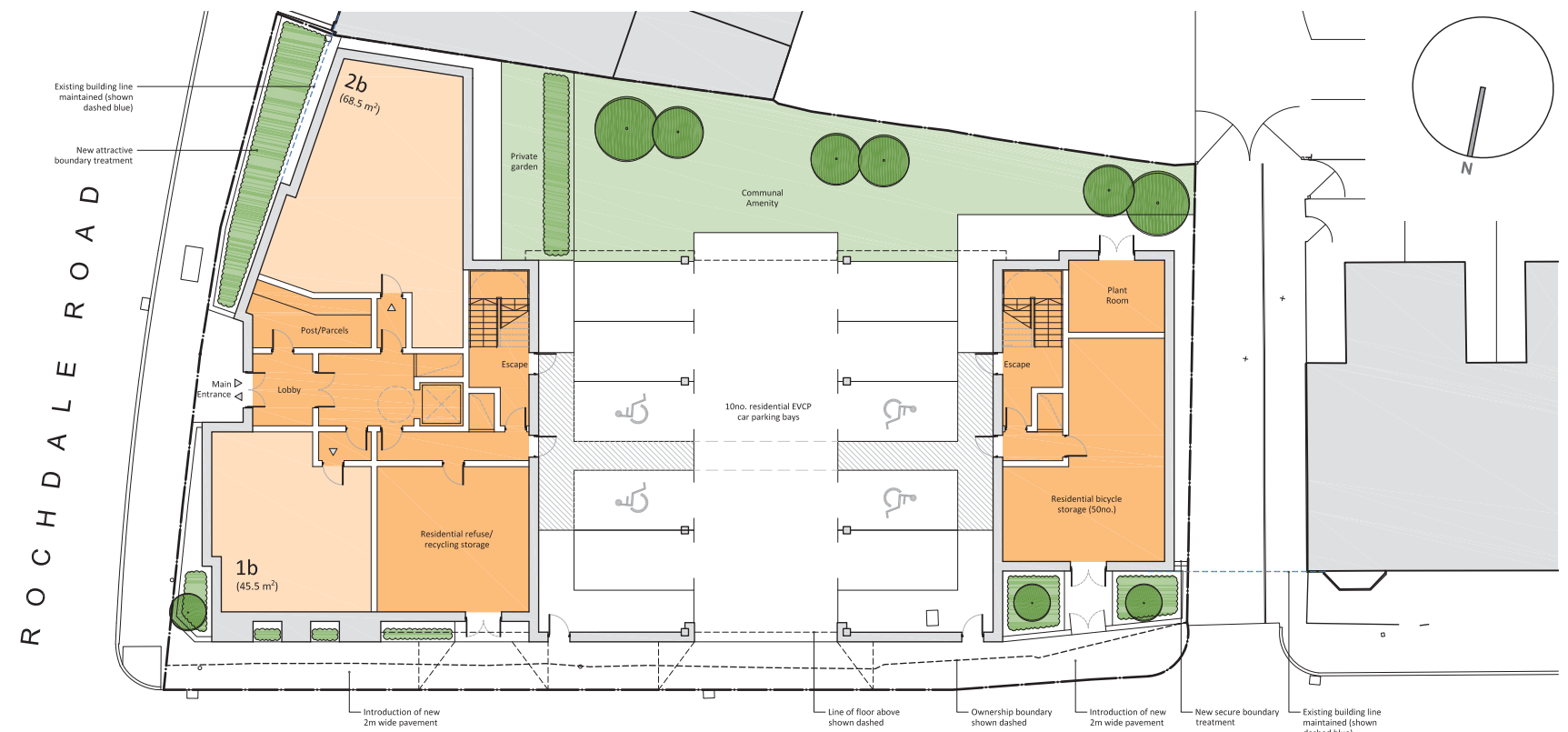
4.1 Pre-application Advice

The following RIBA Stage 2: Concept Design plans and images were issued to Manchester City Council for review and comment.

Each item raised by the planning officer has been highlighted over the following pages.



Previous proposals (First Floor Plan)



Previous proposals (Ground Floor Plan)

Principal elevation

Further consideration has been given to the formation of additional height at the intersection of Rochdale Road and Cockcroft Street. There is concern that the proposal would lead to the formation of a building with a disproportionately large appearance and would depart from the scale of the neighbouring property at Nos. 979-981 Rochdale Road. It would also emphasise the notable difference in height between the proposed building and built form located on the neighbouring north-west junction of Rochdale Road.

In response, it is recommended that:

- The corner feature (forming the fifth storey) be omitted, and the building related to a maximum of four storeys. The composition of the principal elevation should also be more closely related to the alignment of floor levels and windows to the neighbouring Nos. 979-981.
- The vertical emphasis of centrally positioned windows to the Rochdale Road and Cockcroft Street elevations should be relieved by horizontal banding (that would also define floor levels). Such an approach would also allow the formation of more proportionately sized window openings, i.e., decreasing in height from ground floor level upwards.
- A reduction in building height would also allow the more cohesive roof design to be delivered. There does not appear to be a local precedent for the proposed roof design and incorporated vertical windows. These aspects of the proposed should therefore be reviewed. It is noted that there are incidences of flat roofs concealed with parapets in the locality that and such an approach may be a suitable in this case.
- The setting of the principal elevation may be improved by the omission of the single storey element adjacent to the boundary with Nos. 979-981.



Previous proposals (Streetscene - Cockcroft Street)



Previous proposals (Streetscene - Rochdale Road)

Cockcroft Street elevation

Cockcroft Street is relatively narrow. There is concern that the proposed height and siting of the building would combine to produce an oppressive and overbearing impact on the street scene. To improve this relationship and to secure satisfactory defensible space, it is recommended that the northern elevation of the proposed building be set back and related to building line formed by Nos. 1-7 Cockcroft Street. This arrangement may also improve vehicular access to the proposed car park.

Notwithstanding comments regarding the overall height and siting of the proposed building, it is considered that the incorporation of a flat roof two-storey element to the western elevation would secure an appropriate transition in height in relation to houses at Nos. 1-7 Cockcroft Street.

Waste and recycling

Bin storage arrangements should accord with the guidance that can be accessed via the following link:

http://www.manchester.gov.uk/info/500207/planning_and_regeneration/1962/additional_planning_guidance/3

Inclusive access

Following the adoption of Places for Everyone, it will be necessary to consider the proposed layout of the development with regard to its policy JP-H3 – Type, size and design of new housing.

Policy JP-H3 requires that consideration is given to the accessibility and adaptability residential layouts and references the need to comply with the requirements of Part M4(2) of the building regulations. Please confirm that the proposed layout would be designed to secure compliance with Part M4(2). It would also be helpful to understand how the development has been informed by Part M4(3) relating to wheelchair user dwellings.



Previous proposals (3D massing imagery)

4.2 Design Review

Amendments have been made in line with advice and guidance from Manchester City Council to demonstrate the applicant and their architect's willingness to work positively with the local planning authority and their officers.

These changes have included for:

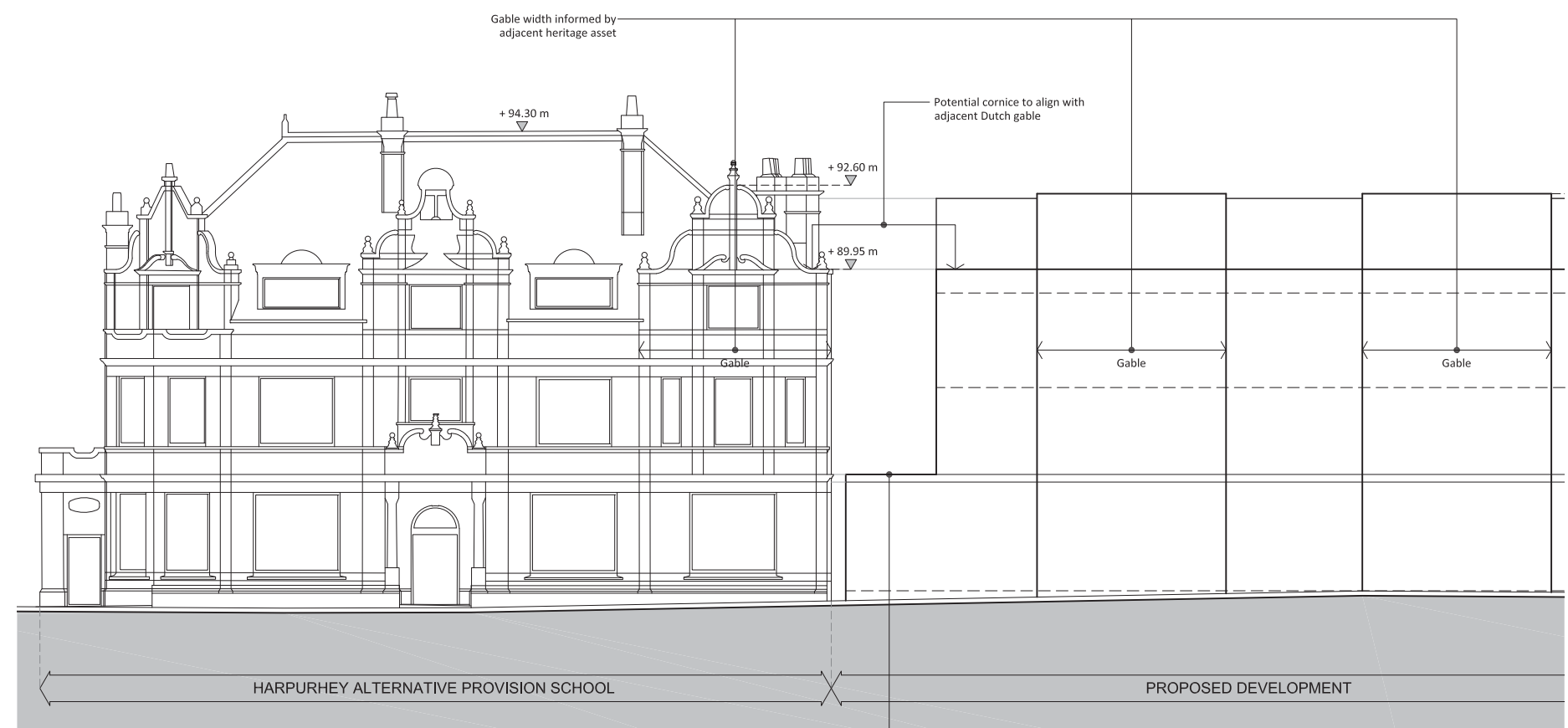
- Removal of the corner feature forming the upper floor of the duplex apartments creating a fifth storey.
- Indication of a flat roof concealed by parapet.
- Increase in floor-to-floor height at ground floor.

Studio KMA architects note the following in response to the pre-app comments received:

- The proposed building does not depart from the scale of Nos. 979-981 Rochdale Road. The proposed massing elevations demonstrate that the proposed building takes its cues from the adjoining heritage asset and equally attractive, positive buildings along Rochdale Road in terms of the architectural ordering principles – axis, symmetry, hierarchy, rhythm, repetition, and transformation.
- The proposed massing elevations, from datum to maximum roof height levels, demonstrates that the proposed building is lower than the Valentine Medical Centre.
- Whilst reducing height of the building on the junction of Rochdale Road and Cockcroft Street, we note that this comment differed from MCC's previous recommendation/suggestion on a previous proposal by a.n.other architect. The advice given at that time was that the junction of Rochdale Road and Cockcroft Street could be used for additional height. We had agreed with this urban design principle on the basis that all architectural compositions should have a primary focal point to create a visual accent. This is very clearly, and positively achieved at the next block to the south, and on the junction of Rochdale Road and Bankfield Street. The former Union Bank of Manchester building incorporates a step down in height, stepping down either side of the corner to achieve hierarchy by size and placement. We consider this an important urban design and architectural principle and something that is lacking from several recent slab block, city centre schemes.
- The Valentine Medical Centre adopts a similar approach. By adopting a (fake) spandrel window panel system and steep mono-pitch roof on the corner of the building, the main entrance is emphasised via height, shape, and location.

- Whilst we have achieved an increase in floor-to-floor height at ground floor, we are confused at the suggestion that a new build apartment building should relate to the floor-to-floor heights and window heights of a hotel building reconstructed nearly 130 years ago. In architectural terms, 'Form follows Function' and it must be recognised that the principle of any building design, should relate to its intended function and purpose. For this reason, there are several buildings with variations of spatial planning, floor heights, organisation, proportion, and scale. The design principles reflect the building use.

- Modern apartments buildings have a typical floor-to-floor height of 3m. This height caters for most modern methods of construction, whether that be concrete, steel, or timber frame. 3m floor-to-floor heights provide appropriate internal room heights below the requirements for structure and services. This depth also allows for the requirements set out on building legislation for acoustic and fire separation in apartment buildings.
- This is an Outline planning application seeking consent for Access, Layout, and Scale.
- Window location, size, and proportion forms part of the external appearance of the building. Likewise, external materials and potential to include horizontal banding within those materials, forms part of the external appearance.



Proposed Massing Elevation B-B excerpt (Rochdale Road)

- Whilst we have amended the form of the roofscape, we are confused with the negative connotation used ...“There does not appear to be a local precedent for the proposed roof design and incorporated vertical windows”. There are no existing set of conditions nor defined local architectural character or visual language for roofs, nor fenestration. This condition is time based, and the subsequent character is functional in nature ('form follows function').
- There is an opportunity for high quality, contemporary design using modern methods of construction.
- We acknowledge ...“there are incidences of flat roofs concealed with parapets in the locality”. It should also be recognised that there are many other examples of roof form, material, colour, and finish along this section of Rochdale Road. Pitched roofs and dormer windows are prevalent when compared to flat roofs. The use of solar panels is also plentiful.
- We also note the approved roof form of the new dwelling houses opposite the application site – 60 degree pitched roofs.
- The single storey element has been introduced to create space between the two buildings. The ornate chimney stack on the north elevation of Nos. 979-981 is an important part of the gable return. As such, we consider the proposed building to be a good neighbour. The subtraction of form at this location is an accommodating design principle.
- The proposed defensible space for the 1no. 1-bedroom apartment at ground floor along Cockcroft Street is 1m minimum. This is adequate and appropriate for this location, being similar to the terraced houses at Nos. 1-7 Cockcroft Street and better than the back of pavement terraced houses at Nos. 14-18 Cockcroft Street.
- The siting of the building is related to the layout of accommodation whilst maintaining an appropriate urban design response to this prominent corner plot. The apartments (primarily) have been set out as single aspect accommodation either side of a central corridor. This allows to maximise unit numbers (density) whilst keeping the overall building height down.
- The proposals demonstrate an appropriate density with the future potential of a creative design response. The urban form responds to the character of the place, reflecting the neighbouring buildings and their street pattern.
- The proposed vehicular access position allows for adequate visibility, and the introduction of a new 2m wide (adoptable standard) pedestrian pavement improves upon the existing public realm.
- The proposals acknowledge the importance of the building line created by the terraced houses at Nos. 1-7 Cockcroft Street.
- The proposals are compliant with Manchester City Council waste management guidance.
- The ground floor apartments – 1 x 1-bedroom, and 1 x 2-bedroom achieve the requirements of Category 2 and 3 respectively, Part M4 of the Building Regulations.

5.2 Amount

The proposed floor area amounts to:

Ground Floor

- > Gross Internal Area 326.0 m² / 3,509 ft²
- > Net Internal Area 138.5 m² / 1,490 ft²

First Floor

- > Gross Internal Area 605.0 m² / 6,512 ft²
- > Net Internal Area 492.0 m² / 5,297 ft²

Second Floor

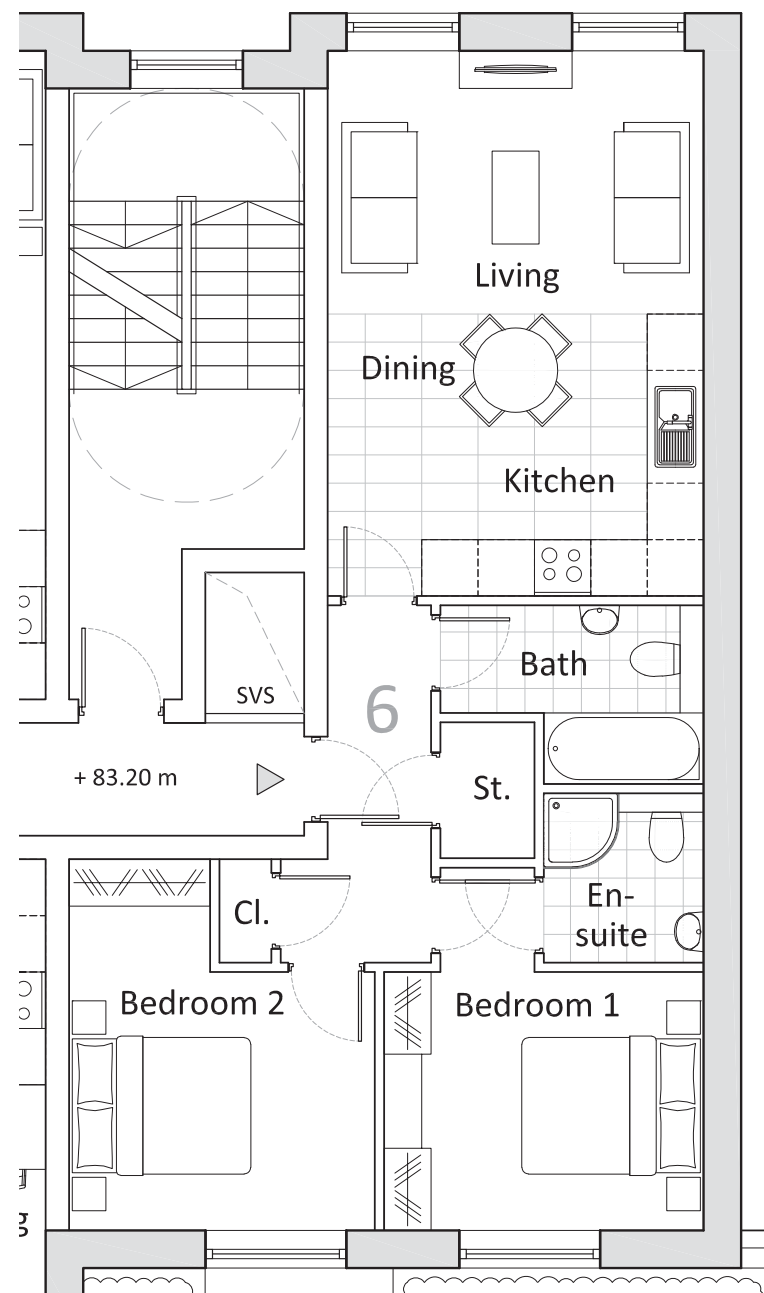
- > Gross Internal Area 540.0 m² / 5,813 ft²
- > Net Internal Area 431.0 m² / 4,640 ft²

Third Floor

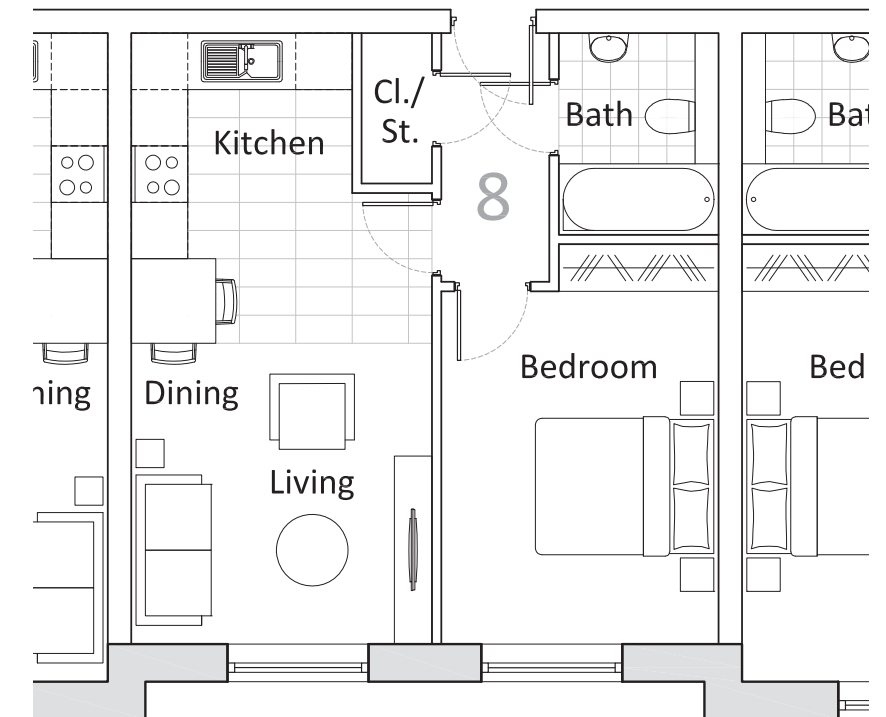
- > Gross Internal Area 540.0 m² / 5,813 ft²
- > Net Internal Area 431.0 m² / 4,640 ft²

Overall Development Total

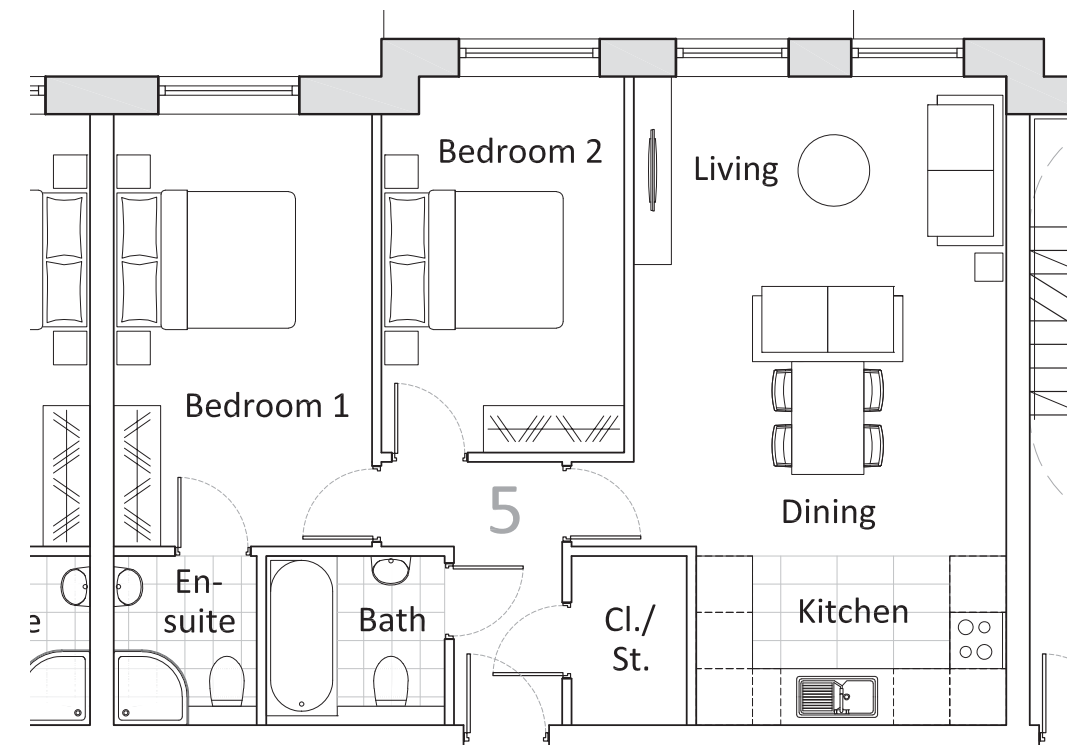
- > Total Gross Internal Area 2,011.0 m² / 21,647 ft²
- > Total Net Internal Area 1,492.5 m² / 16,067 ft²



Proposed dual aspect 2-bedroom apartment layout



Proposed typical 1-bedroom apartment layout



Proposed typical 2-bedroom apartment layout

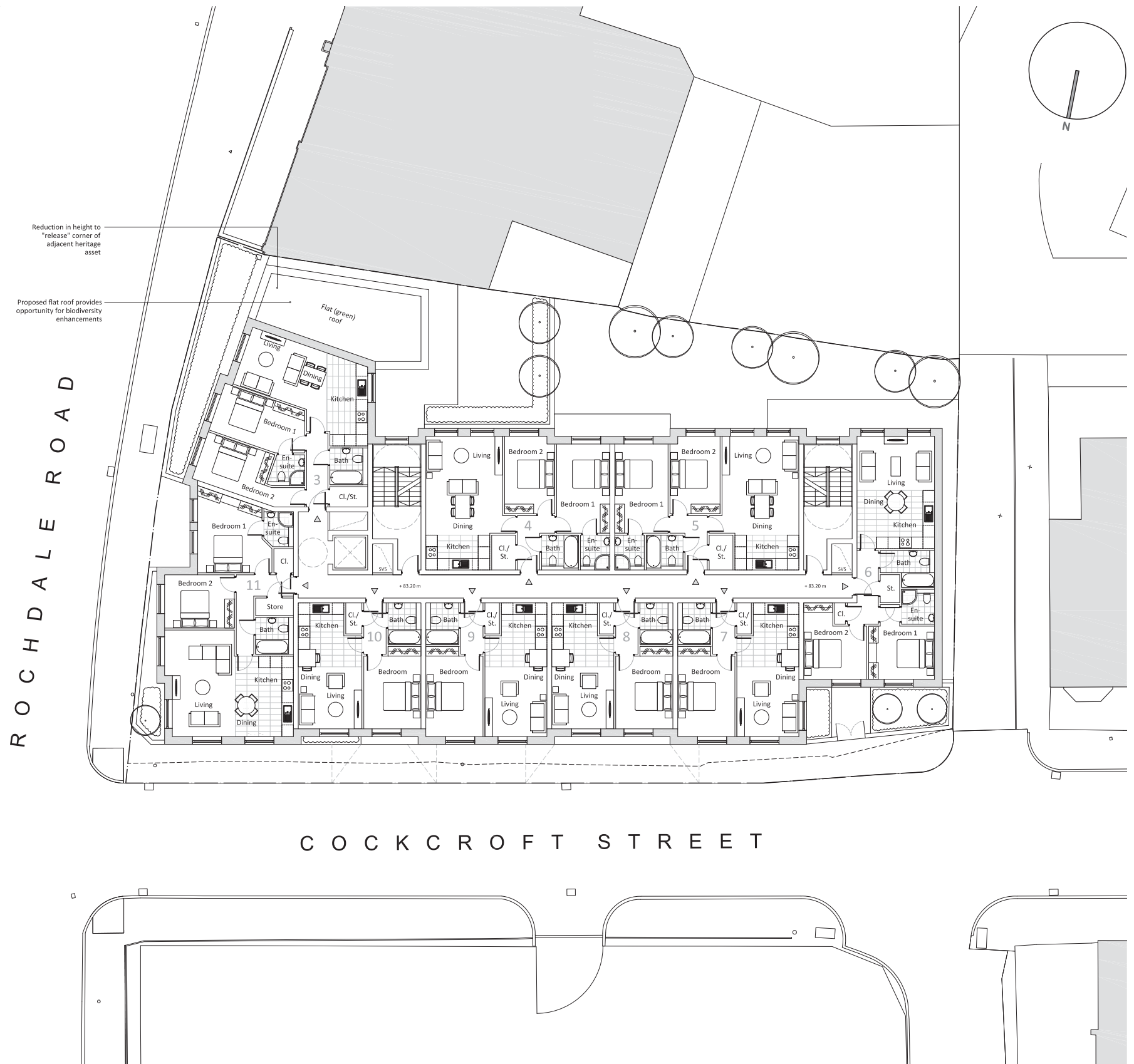
5.3 Layout and Form

The proposals have been drafted with an understanding of the immediate area, its character and identity. Having carried out an extensive site visit, we have taken on board various aspects of the local distinctiveness experienced through its buildings and spaces.

Our urban design analysis provides a 'picture' of how the layout will function and identifies how we have dealt with site constraints and taken advantage of development opportunities.

Key considerations to ensure an appropriate architectural and landscape layout are:

- > **Continuity and Enclosure** - a clear definition of private and public space.
- > **Orientation** - to ensure integration and a dynamic building form.
- > **Quality of Public Realm** - an extended and attractive public realm.
- > **Ease of Movement** - a building layout that is easy to get to understand and move through.
- > **Legibility** - a proposal that has a clear image.
- > **Security** - a layout that provides an acceptable level of visual transparency and permeability.



Proposed First Floor Plan

Continuity and Enclosure

The site layout provides clear separation between the public space at street level, and private space beyond the line of pavement.

The car park access and egress location is suitably positioned with adequate visibility splays.

The refuse and recycling storage area and collection point has been located along Cockcroft Street to aid on-street collection by the local authority.

Hard and soft landscaped areas help to create a good level of high quality, spatial enclosure.

Orientation

The orientation of the building is dictated by the site's physical boundaries. Notwithstanding this, the building mass responds positively to the junction of Rochdale Road and Cockcroft Street. The single aspect apartments will receive adequate light and ventilation.

Quality of Public Realm

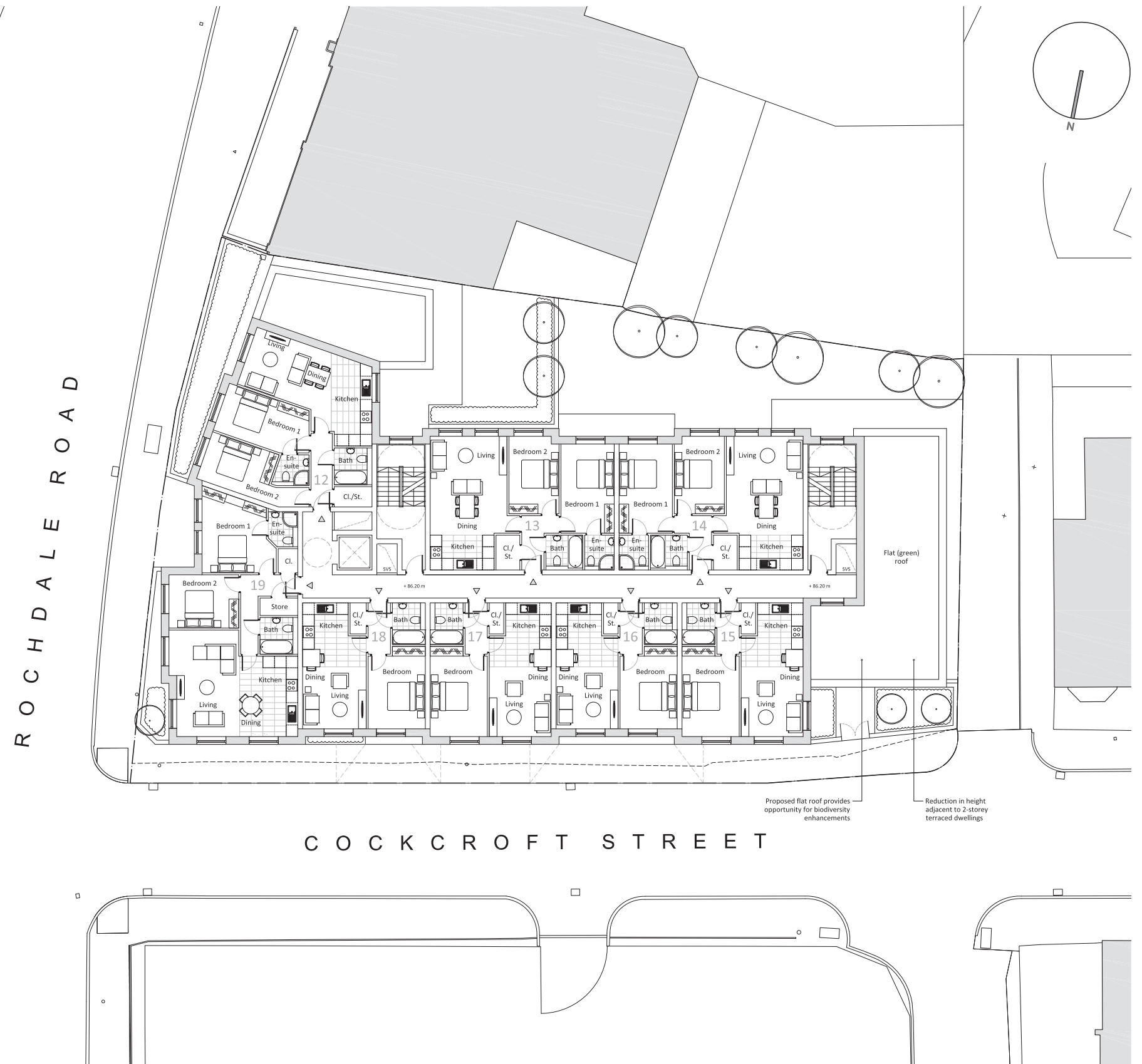
The proposed layout ensures a positive response to Rochdale Road and Cockcroft Street, responding to the existing urban pattern of development. To the rear, the layout takes advantage of attractive and successful outdoor space.

Ease of Movement

The proposed apartment building is easy to get to and move through.

The layout demonstrates a clear and well-considered strategy for pedestrian movement in and around the site and, connections to the adjoining street network.

Emphasis is given to improving pedestrian movement along Cockcroft Street.



Proposed Second Floor Plan

Legibility

The proposed scale and layout has a clear image and is easy to understand, partly through the architectural form that will be created.

The layout and form of the building reinforces the sense of legibility with a clear and understandable environment via recognisable routes, intersections and landmarks to aid navigation.

The individually designed apartment building ensures a landmark development, sited and articulated in an appropriate manner.

Security

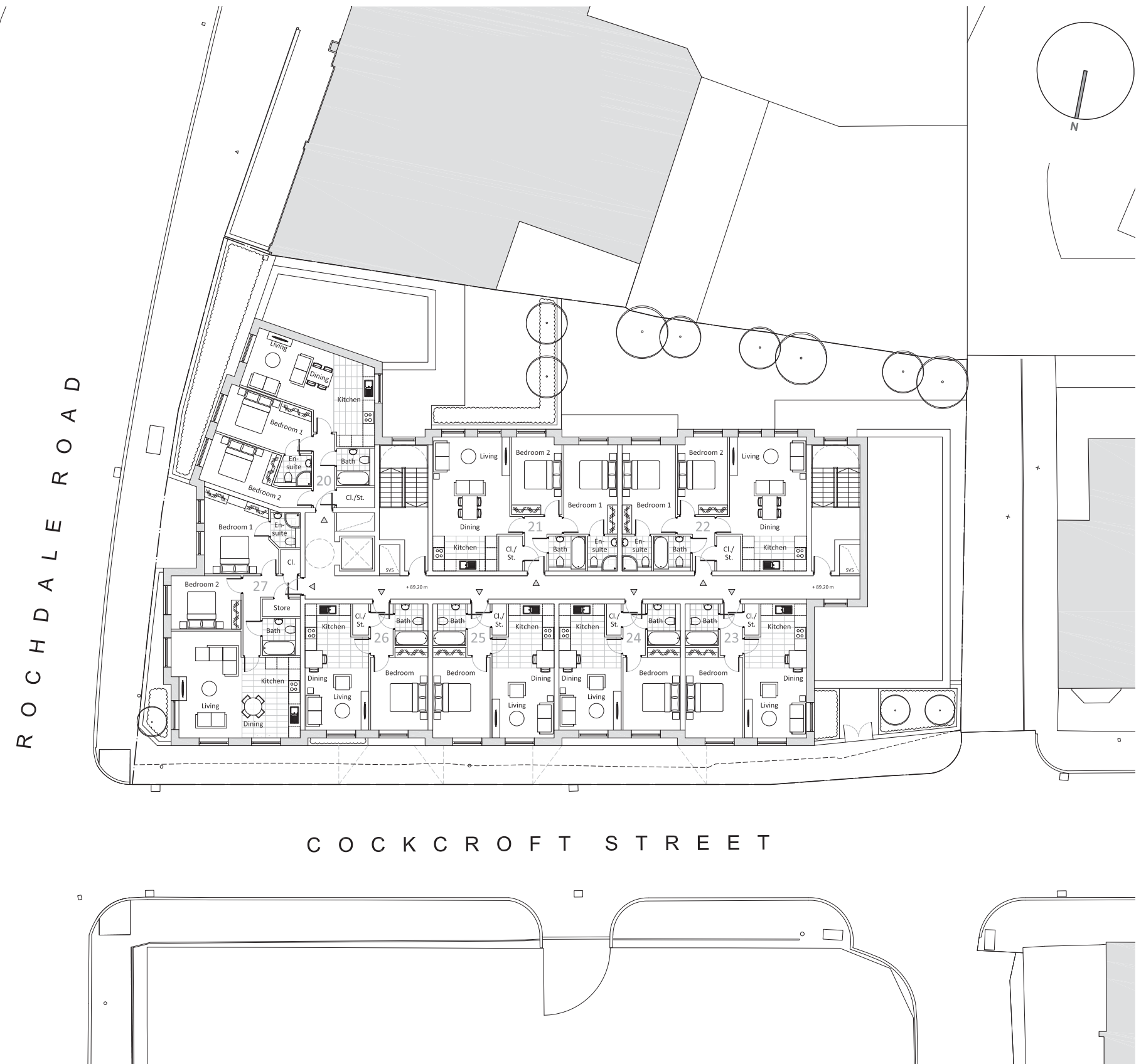
Security is of primary importance to ensure the sustainability of the development.

The layout and form provide an acceptable level of visual transparency and permeability to and from the site. The siting and layout ensure no requirement for obtrusive security fencing within the application site.

Habitable rooms provide natural surveillance to the entire site and our aim has been to develop the design to deter crime and provide a safe and secure environment for all future residents and their visitors. We have approached the detail of the layout and form of the building to include:

- > Low level landscaping at the rear.
- > The exterior of the building to be well-lit, particularly at the entrance points and within the undercroft car parking area.
- > Strict security standards for all windows and doors.
- > The internal public areas such as the entrance hall, post room, bicycle store, staircase and lift lobby, and the refuse storage area will be well lit.
- > Clearly visible external signage to deter unauthorised access.

In addition to these principles, the building will incorporate discreet digital CCTV to provide a safe, secure environment.



Proposed Third Floor Plan

5.4 Height, Scale and Mass

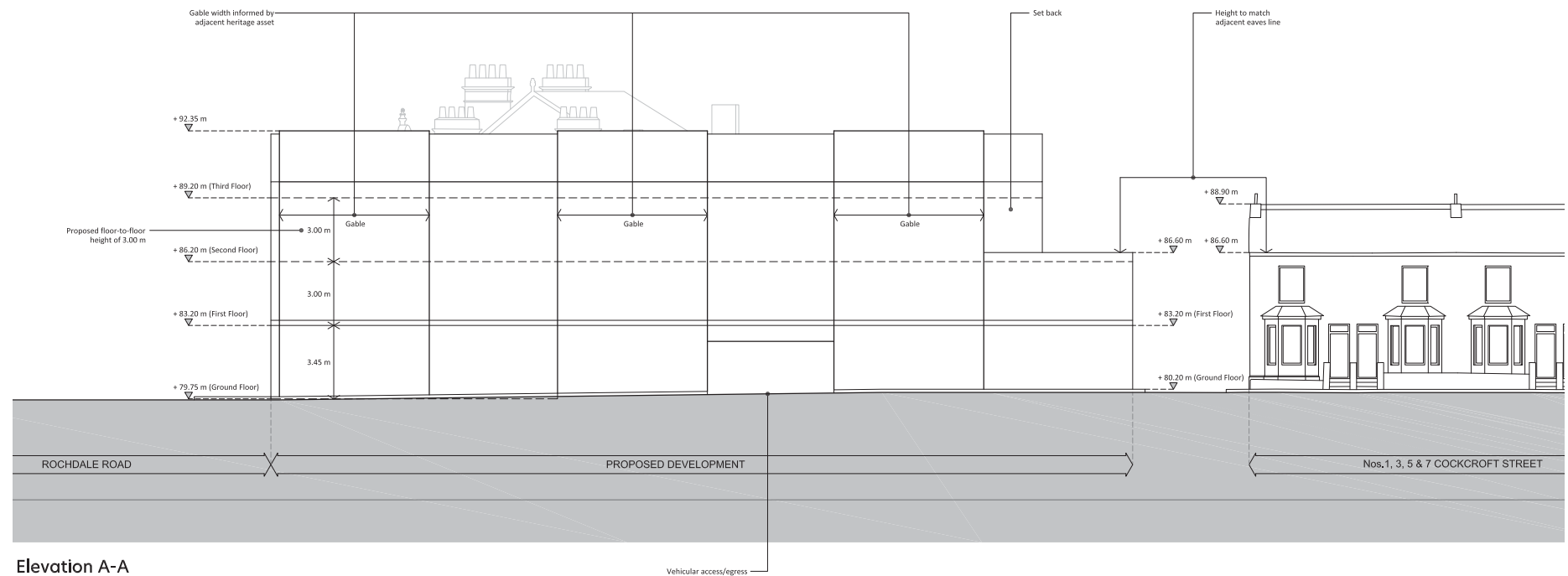
Studio KMA acknowledge that scale is defined as: the height, width and length of each building proposed in relation to its surroundings.

We have engaged with the local planning authority to discuss issues relating to the height, scale and mass of the proposal. Amendments have been made during the course of the design process to ensure the proposal meets the requirements to create a 'marker' building with an appropriate height.

The floor-to-floor heights have been kept to minimum at the upper levels with a larger depth at ground floor as suggested by the local planning authority.

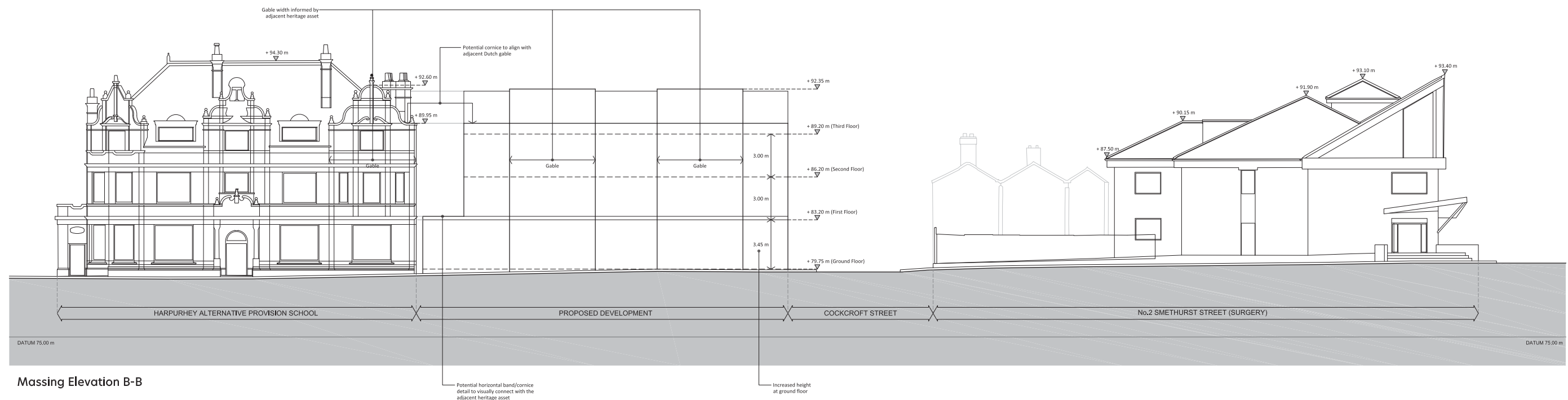
The scale of the proposal is considered entirely appropriate when compared to the immediate context and character of this predominantly residential area.

The mass of the proposed development is a direct result of the building footprint and height and we would note that special care has been taken to generate a visual connection to the neighbouring property fronting Rochdale Road.



Elevation A-A

Proposed Massing Elevation A-A (Cockcroft Street)



Massing Elevation B-B

Proposed Massing Elevation B-B (Rochdale Road)

5.5 External Appearance and Materials

This is an Outline planning application seeking consent for Access, Layout and Scale. As such, no proposal for the external appearance is made at this time.

5.6 Amenity

The proposed site plan identifies the creation of a new footpath along Cockcroft Street.

The proposed ground floor identifies a private external garden for the Approved Document Part M4(3) Category 3 apartment, and communal landscaped gardens to the rear of the building.

5.7 Landscape

This is an Outline planning application seeking consent for Access, Layout and Scale. As such, no proposal for detailed landscape is made at this time.

5.8 Car Parking

10no. car parking spaces are proposed within this application.

5.9 Cycle Parking

42no. secure/enclosed bicycle parking spaces are proposed within this application.

5.10 Crime and Security

Our approach as architects and designers has been to design a layout which is safe and takes account of public health, crime prevention and community safety.

We demonstrate within this Outline application how the building is accessed and how the internal accommodation works, alongside how each apartment relates to those access and egress positions.

5.11 Waste Management, Recycling and Service Strategy

The proposed ground floor plan identifies an area for the storage of refuse and recycling material for the apartment building.

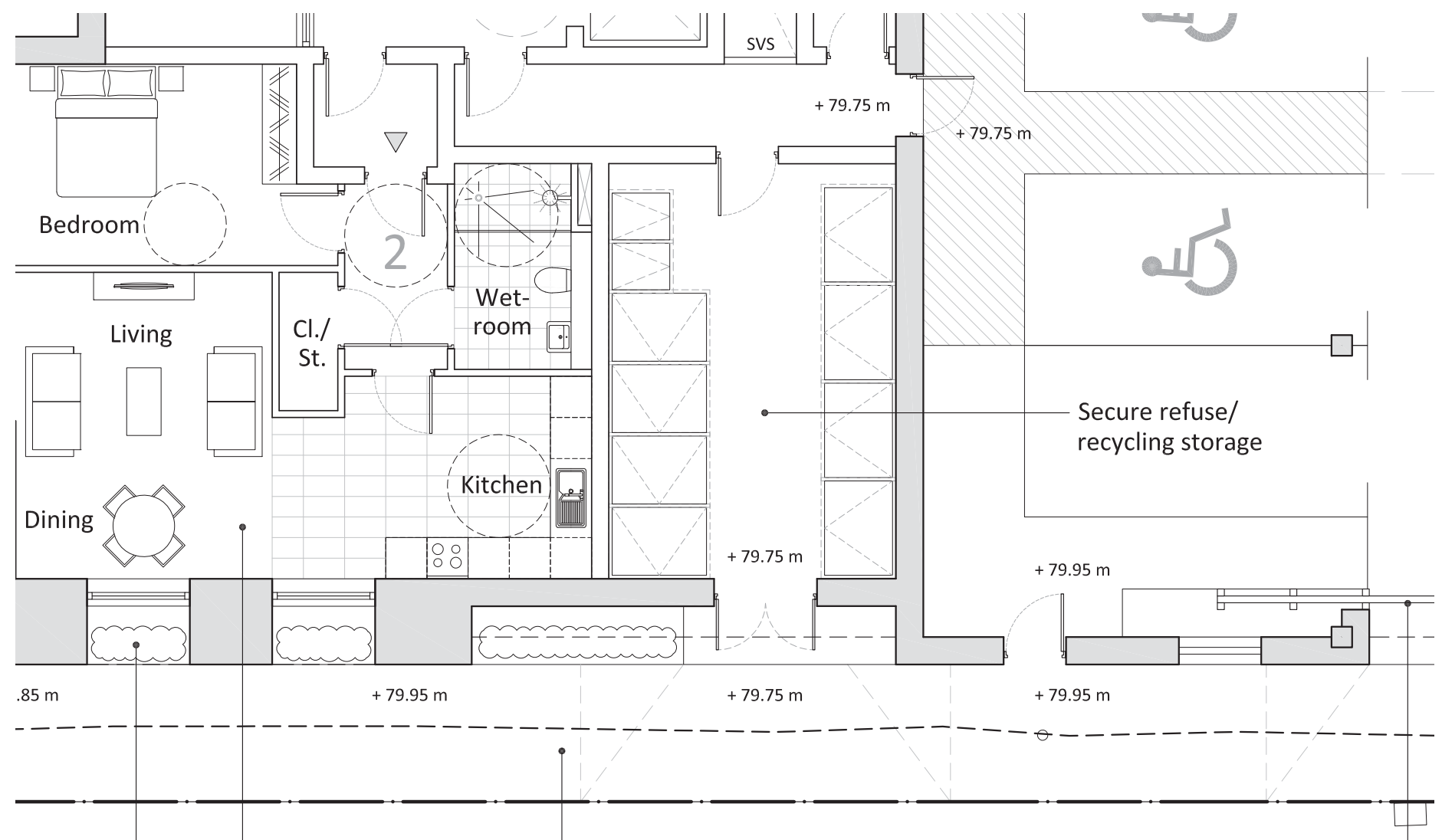
By incorporating this storage area along Cockcroft Street, easy access for collection and the return of bins can be managed quickly and easily. The location is away from the main Rochdale Road frontage and main entrance to the building, and reduces the potential of street cluttering and will not detract from the character of the area.

5.12 Window Cleaning Strategy

The window cleaning strategy envisaged for the proposed building will be one or a combination of two different methods commonly used in town centre environments:

- > Abseiling.
- > Reach and Wash system.

The apartment building management team will select the most appropriate approach to maintaining the cleaning of glass and façade allowing them to decide the most cost-effective solution to cleaning the building.



Proposed ground floor plan (excerpt showing refuse/recycling store)

6. The National Design Guide

6.1 The Ten Characteristics

On 1st October 2019, the Secretary of State for Housing, Communities and Local Government, launched a new National Design Guide (the Guide) and revised the National Planning Practice Guidance (NPPG).

The Guide has influenced our approach to the proposed development and this section of the document aims to set out how Studio KMA have approached the ten characteristics necessary for creating a well-designed place.

1. Context

Relating well to the local and wider context and the values that the character of the area has by ensuring that the principles of the development recognise and are sympathetic to the traditional, back of pavement patterns of built form.

2. Identity

Responding well to the junction of Rochdale Road and Cockcroft Street, improving the quality of the area by infilling a piece of unmanaged, vacant land and designing attractive, modern, high quality new living accommodation.

3. Built form

Designing a compact form of development and making an efficient use of the application site. This application demonstrates an appropriate amount of development without harming the setting of the adjacent buildings.

4. Movement

Enhancing pedestrian routes to and around the application site and, designing a well-considered, hidden car parking and arrangement for the proposed development.

5. Nature

To introduce new soft landscaping and include for permeable hard landscape surfaces.

6. Public Space

Introducing a new 2m wide pavement along Cockcroft Street.

7. Uses

Including for a mix of apartment sizes and layout to provide choice of living accommodation that reflects the local housing need and current market demand.

8. Homes and Buildings

Designing a healthy, comfortable and safe internal and external environment for all future occupiers and their visitors of the proposed development.

9. Resources

Addressing carbon reduction via renewable energy hierarchy, and providing the future opportunity for specific selection of materials and construction techniques.

10. Lifespan

Considering the management and future maintenance of the development.

6.2 Wellbeing

The proposal identifies the importance we have placed upon the development to deliver thoughtful and inclusive wellbeing principles that meet the needs of a diverse range of future residents.

Each of the ten characteristics identified demonstrate our approach which has included:

- The creation of a positive sense of place that people can identify.
- The promotion of activity and social interaction through the provision of attractive external space.
- The provision of a high quality internal and external environments.

6.3 Environmental Focus

As we move towards the Government's strategy of Net Zero Carbon by 2050, there has been a significant focus on how we can deliver a reduction of energy usage and the carbon footprint of the building at this Outline planning application stage.

7. Carbon Reduction Statement

The applicant is aware that the proposals play an important role in the future sustainability of Manchester.

This section of the report will summarise how our Outline proposals have considered the steps necessary to reduce energy demand and carbon reduction prior to further detail to be submitted at the Reserved Matters stage.

7.1 Land Use

The use of land that has been previously developed should be the priority for new development as opposed to greenfield sites. This sequential approach promotes the regeneration of areas that lie derelict or vacant and gives greater protection to environmental assets.

7.2 Orientation

The siting and layout of the building, including the position of private and communal gardens, consider the solar path.

7.3 Ventilation

Each apartment will incorporate operable windows to all habitable rooms to ensure fresh air is available. Each bathroom and kitchen area will require artificial/mechanical ventilation, however, only the most energy efficient systems will be used.

7.4 Lighting

Natural daylight will be available in all habitable rooms, and this will reduce the need for artificial lighting thus reducing CO₂ emissions. The use of energy efficient lighting, daylight dimming, and occupancy detection will be employed within each apartment and all communal circulation areas of the building.

7.5 Insulation

Whilst this is dealt with at the Building Regulations stage, the applicant is committed to maximise insulation levels within the proposed building. This may include for increasing the U-values through the wall and roof above and beyond current building legislation.

Furthermore, all new windows and doors will provide the highest standard of double-glazed low-E glazing to prevent heat loss and heat gain, helping to keep the internal temperature of the new apartments relatively stable.

7.6 Heating

Renewable technologies will be reviewed for the effectiveness and capital cost. An energy efficient heating system will form a significant part of the client's brief, including for a requirement to ensure control on a room-by-room basis. This will guarantee energy is not expended when rooms within each apartment are vacant.

7.7 Materials

At the Reserved Matters stage, consideration will be given to Life Cycle design, with internal finishes designed to last for 30 years. As such the use of paints and other products requiring maintenance will be minimised.

7.8 Water Management

Externally, all hard landscaping will be permeable and soft landscaping provision will aid surface water run-off.

Internally, intelligent eco-friendly water saving devices will be employed within the kitchens and all bathroom areas of each apartment to save hot and cold water to reduce energy and water demand by up to 60%.

In addition to this, grey water systems will also be under review.

7.9 Waste Management

The proposals demonstrate the provision of a refuse and recycling storage area. This dedicated storage hub will cater for general waste, food waste, plastics, bottles, cardboard and paper.

7.10 Biodiversity

The client wishes to promote, enhance and encourage wildlife. Local biodiversity will be actively encouraged by the introduction of landscaped garden areas within the application site.

Additionally, a complement of bug, bee, bat and bird boxes located where appropriate. Providing these habitats for wildlife will boost ecosystem productivity where each species, no matter how small, have an important role to play.

7.11 Transport and Travel

The provision of approximately 1 car per 3 apartments will result in a benefit of air quality within the application site, to all neighbouring properties and to the area as a whole.

8. Access Statement

8.1 Introduction

Studio KMA are committed to a policy of equality, inclusion and accessibility in the delivery of a building.

We fully recognise the diversity of cultural, religious and individual abilities of future residents and their visitors, and are active in ensuring that any potential sources of discrimination are addressed.

Against that background, this section of the document will set out the measures that have been employed in order to ensure inclusive access throughout the proposed development.

Access for disabled people to the built environment, services, employment, transport and education is playing an ever increasing role in the development of new buildings. Legislation, regulation and planning requirements are continually changing and expanding.

Studio KMA have adopted an approach which will incorporate measures to facilitate access and use by all people who will reside and visit the apartment building, including disabled people with mobility, sensory and cognitive impairments.

Key concerns in developing these proposals have been:

- > To ensure that the building is able to be accessed by all potential visitors, regardless of age, gender or any disabilities which they might have.
- > To ensure that the external building environment, including the location and orientation of entrances, will be legible and not act as an impediment to any potential users.
- > To ensure that the internal building environment can be successfully and safely used by all potential users of the building.
- > To ensure that, where possible, opportunities are taken to utilise colours, materials, textures and the treatment of space to assist in the legibility and aesthetic value of the building and to improve design standards overall.

8.2 National Guidance

Statutory Regulations at the national level on the provision of disabled access are set out in:

- > Building Regulations Approved Document M: Access to and use of buildings, Volume 1: Dwellings
- > BS 8300-2:2018: Design of an accessible and inclusive built environment. Buildings. Code of Practice.
- > The Equality Act 2010.

8.3 The Social Model

The model requires that instead of grouping disabled people into categories such as deaf, blind or wheelchair users, solutions should be sought for individuals to the common barriers which exclude disabled people from mainstream activities and services – which can generally be grouped under three main headings:

- > **Physical** Steps, stairs, inadequate signs
- > **Organisational** The systems and processes that exclude disabled people.
- > **Attitudinal** The traditional view of disabled people as passive and dependant.

8.4 Pedestrian Access

The building will be accessed at grade at the main entrance and the escape/exit location.

There are no changes in floor level within the apartment building, all upper floors are accessible via a lift, and all apartments are accessed at grade.

The building design meets the requirements as set out in the Statutory Regulations, and includes for 1no. 1-bed apartment designed to meet the requirements of Approved Document M4(2) Cat. 2, and 1no. 2-bed apartment designed to meet the requirements of Approved Document M4(3) Cat. 3.

Access for the disabled has been considered as an integral element of the design process and will be central to the design process at all stages in the development and construction of the new apartment building and its surrounding environs, as well as during its subsequent operation.

Detailed measures, such as services, introduction of wall colours, floor surfaces, height of door handles etc will be introduced specifically to meet the requirements of blind, deaf and ambulant disabled occupants and will be set out in a Building Regulations Application.

The apartments are designed to be legible and easy to navigate and accessible to all users with mobility, hearing and visual impairments. This will be assisted through the lighting design and the use of signage and colour in the building.

All hand controls such as buttons, grab rails etc. will be a size and shape sufficient to ensure maximum usability.

All stair handrails and balustrades will be continuous and designed with all user groups in mind. Self-closing doors will not exceed the recommended closing force at the leading edge.

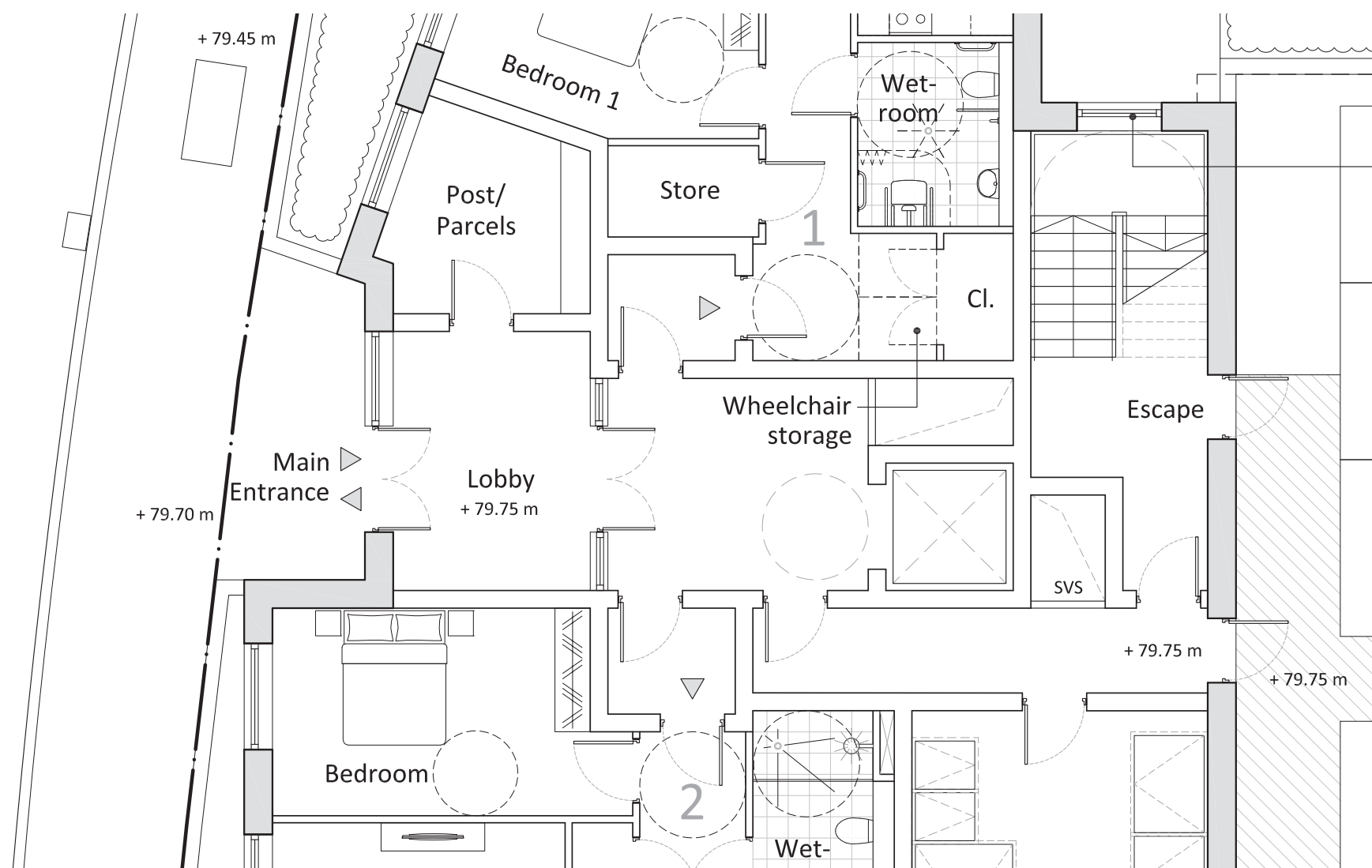
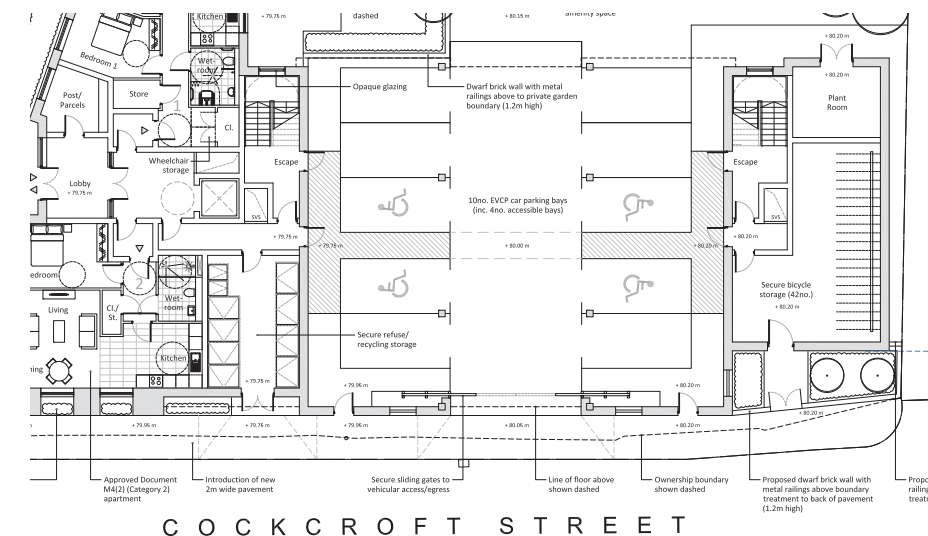
Fire exit doors will be provided with a one-way push action not exceeding the recommended force.

8.5 Vehicular Access

The undercroft car park is accessed from Cockcroft Street, and 2no. fully accessible parking spaces are proposed, equating to 20% accessible parking provision.

Both accessible parking spaces include for an electric vehicle charge point.

Service vehicles will stop to collect refuse and recycling along Cockcroft Street, off the main highway, Rochdale Road.



Proposed ground floor plan (excerpt showing main entrance)

9. Summary

The proposed apartment building has been designed to respect the existing street pattern and urban grain of development in the area.

The proposed layout and massing elevations demonstrate how the building will enhance the existing unmanaged, vacant 'gap' site.

The character and significance of the application site will be significantly improved, with the introduction of a continuous building frontage that turns the corner successfully and addresses it's neighbours in a positive way.

The proposed building is part-single, -two and -four storey in height to ensure a successful, urban contextual response.

The public benefit of introducing a new 2m wide footpath is an asset to the area.

The proposal respects the adjoining buildings and improves upon the current position of a site that detracts from the character and appearance of the area.

The proposed development complements the qualities of its context and has a unique identity which will further attract town centre living to support Harpurhey.



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