Design and Access Statement

Redevelopment of
No61 Clarence Road, Manchester, M13 0YF

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Introduction

This Design and Access statement has been prepared by Vision Architecture and Design Ltd, in support of a Full Planning Application and on behalf of the owners of the application site at No61 Clarence Road, Manchester, M13 0YF.

The application seeks planning approval to establish a new detached dwelling to the site frontage of No61 Clarence Road and by reconfiguring the existing site to retain the existing MOT Testing Station business, located towards the rear of the site.

Existing Site

The site area is approximately 635m2 / 0.0635 hectares. Roughly rectangular in shape, with long boundaries to the North and South. The plot is very long but narrow.

The application site lies within the administrative boundary of Manchester City Council and currently comprises an MOT Testing Station business.

Towards the front (west) of the site consists of a large hard standing area, providing car parking, servicing area and storage space, with the rear of the site (east) taken up by the testing station building.

Access into the site is roughly located centrally on the site frontage.

The site is not located within a Conservation Area, nor within designated Greenbelt. The site is understood to be completely Brownfield land.

Refer to ‘Site Location Plan’, ‘Existing Site Plan’, ‘Site Location Aerial’, ‘Site Location Birdseye’.

Site Context / Analysis

The context is predominantly residential in nature, with the immediate vicinity dominated by a mix of 2 and 3 storey semi-detached and detached properties. There are also a number of religious and educational establishments.

The predominant roof forms are pitched and hipped roofs. Front elevations vary between gable fronting and eaves fronting facades with bay windows as a common feature. The material palette is predominantly red brick, clay tiling, feature gables and several instances of a rendered elevation. The roof scape palette is a mixture of slate, concrete tile and clay tile finishes. The style and era of the local properties are relatively mixed.

Within the vicinity of the application site there is quite a distinct and recognised building line along the east side of Clarence Road.

The existing MOT Testing Station business is set back against the eastern site boundary, providing scope for additional built form. Currently the site seems fragmented from it's context and breaks the built form rhythm / pattern.

Refer to 'Site Analysis', 'Existing Site Photographs'.

Site Opportunities

The application site presents an opportunity to provide an additional residential property within an established residential area.

The proposal utilises an oversized, otherwise underutilised site to deliver a good quality residential home, in keeping with the local vernacular.

Pre-Planning Application Consultation

In 2023 Vision Architecture and Design Ltd prepared and submitted a pre planning application enquiry to Manchester City Council. The pre application document / drawings prepared proposed for the existing MOT testing station to be shut down, vacated and demolished, to make way for a residential development. The proposed development included a 2/3 storey detached property fronting Clarendon Road, with a side access to a number of 2/3 storey residential dwellings within the rear area.

The Planning Department kindly provided a pre application response. The property located towards the front of the site was considered 'in principle' acceptable and would be considered on its merits.

Proposed Development

The application proposes to establish a detached 2/3 storey dwelling, which will front Clarence Road.

The existing site access is proposed to be relocated towards the North of the site, which will run east to west along the North boundary. The new access will be a shared surface and will be designed in accordance with MCC Highways Authorities recommendations, with the old access appropriately removed and made good. The new access (bell mouth) will be completed via a s38 agreement, with dropped kerbs each side of the access point and kerbing / surfacing all to the appropriate standards.

The existing MOT Testing Station is proposed to remain; a more proportionate service yard will be provided for car parking, refuse storage and servicing. The MOT business currently and will continue to work on an online or telephone booking system, which will negate onsite congestion, will keep the site well managed and prevent potential nuisance to surrounding properties. The business area of the site will be clearly distinguished within the site boundaries. A new timber fence and double gate will be erected to demarcate the commercial use from the residential use.

The proposed dwelling will be accessed from the front via a pedestrian gate, which leads towards the front entrance. To the rear the dwelling can also be accessed via a side gate into the rear garden. Each entrance will be provided with level access to comply with Approved Document M / BS8300.

Dedicated car parking will be provided to the rear of the site, comprising 2 spaces. An EV charging point will be provided, with both car parking spaces being equipped with fob-controlled bollards, to negate unauthorised use.

The front garden will consist of a paved pathway and a soft landscaped / lawned area, bounded by low level brickwork walls. This is akin to the context, which provides a sufficient level of privacy but also enough natural surveillance onto Clarence Road.

The rear garden consists of a paved patio space, perimeter footpath and a good sized soft landscaped area. Provision has been made for a secure, sheltered and lockable cycle store and for refuse / recycling storage within the rear garden, away from the main frontages. The rear garden is bounded by a high level (1.8m) timber fence and gate.

Externally the property is designed to have principal facades to the east and west, with outlooks from principal habitable rooms such as the lounge, kitchen and bedrooms. The southern and northern elevations are secondary facades, where ancillary areas such as the utility and bathrooms are positioned, with obscure glazing to negate any overlooking or adverse impact on the surrounding properties.

The house is designed to provide a bespoke and contemporary language that is fitting with modern living and complements its surroundings. The proposal employs a minimal material palette directly referenced from its immediate context, with the aim to create a strong sense of place.

Red brickwork in various bonds provides a varied texture and provides visual interest to the facades. A contrasting brick is proposed to emphasise the gable form, with a steeply pitched roof, which will accommodate rooms within the roof space, but also respect the surround massing in terms of ridge and eaves heights. The brickwork composition relates with the surrounding eaves and ridge heights to further assist with the proposal successfully sitting within its context. The windows and doors are designed with a vertical emphasis to tie in with the overall philosophy. The roof will be finished in grey concrete flat riles akin to the surroundings.

Refer to ‘Proposed Site Plan, Floor Plans, Elevations, Contextual Elevations’.

Sustainability

The dwelling will be designed to be highly energy efficient. The fabric will be designed to exceed minimum Building Regulations performance requirements in terms of the floors, walls and roof. Windows and doors will be highly energy efficient and internal services will be modern sustainable technologies including solar photovoltaic (PV panels) located on the South facing roof slope and possibly an air source heat pump (ASHP).

Drainage

The site will be designed to be SUDS compliant. If possible, the surface water drainage will be designed to be directly to a soakaway(s) for rainwater to infiltrate into the ground (subject to ground investigation / percolation tests). Should a soakaway not be a viable option, the next acceptable solution in relation to the hierarchy for sustainable drainage systems, an attenuation tank solution will be adopted with a flow control device, which will restrict flow into the existing surface water network at an agreed flow rate. All to the LLFA and LPA approval.

Foul drainage is planned to be connected into the existing foul water infrastructure, in accordance with the local sewerage authority approval.

Access

The application site is located within a sustainable, accessible location. Close to local main bus and transport links either from Longsight to the East or Rusholme to the West. The site is also well connected for travelling by car / motorbike or bicycle.

The proposal has applied inclusive design / access principles to both the external and internal environments to maximise access and egress for disabled people. The site levels are consistent; any level differences are dealt with via gently sloping topography. Level entrance thresholds are provided to both front and rear entrances.

Internally, the property provides a ground floor level WC suitable for wheelchair users. In addition to this, the ground floor is designed to be open plan to provide a user friendly free flowing layout. Wide entrance and internal circulation doors will be provided.

Servicing, Deliveries and Waste Management

The property has dedicated refuse / recycling store area within the rear garden, accessed via a side gate. Refuse is collected in a traditional manner with bins being wheeled to a designated bin collection area to the front of the house (see proposed site plan).

The site is easily accessible for emergency services via Clarence Road, or the internal shared access road.

A turning area is provided within the site for vehicles of the size of a home delivery van to manoeuvre within the development site and egress in forward gear.

The existing MOT Testing Station business will continue to operate as it does currently. Refuse will be collected privately, and any servicing will be from within the service yard area.

Conclusion

The proposal for a new build dwelling fronting Clarence Road has been ‘in principle’ supported by Manchester City Council Planning Department.

The introduction of a new dwelling provides a much-needed additional dwelling to the borough, which will make efficient and effective use of brownfield land, which in turn will result in significant enhancements to a sustainably located site, namely visual, social and environmental benefits.