



Tang & Associates Ltd

Design and Access Statement

Produced specifically for the proposal at

26A Wilbraham Road
Fallowfield
Manchester
M14 9JU

September 2024

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1.0 Introduction

This Design and Access Statement has been prepared by Tang & Associates Ltd on behalf of our client for the *Demolition of the existing building and the erection of a block of apartments comprising of 24 apartments in total with associated landscaping* at 26A Wilbraham Road, Fallowfield, Manchester M14 6JU, hereafter referred to as “the site”. While reading this document please also review together the proposed drawings submitted as part of the Planning Application.

Planning Application Drawings:

- 9792/001A - Location Plan
- 9792/002B - Existing Site Plan
- 9792/102P - Proposed Site Plan
- 9792/111J - Proposed GF and 1/F-2/F Floor Plans
- 9792/112E - Proposed 3/F and Roof Plan
- 9792/122F - Existing and Proposed Wilbraham Road Street-scenes
- 9792/123D - Proposed Wilbraham Road Elevation and Proposed East Elevation
- 9792/124D - Proposed Rear Elevation and Proposed West Elevation
- 9792/125C – Boundary Treatments
- 9792/211A – Existing Nursery G/F and Roof Plans
- 9792/221A – Existing Nursery Elevations

Supplementary Documents:

- Air Quality Assessment
- Crime Impact Statement
- Daylight, Sunlight and Overshadowing Assessment
- Drainage Strategy Statement
- Preliminary Ecology Report
- Biodiversity Net Gain
- Environmental Standards Statement
- Landscaping Scheme
- Phase 1 Site Investigation Report
- Transport Statement
- Travel Plan
- Tree Survey
- Nursery Viability Statement
- Financial Viability Assessment / Affordable Housing Statement / Section 106 Head of Terms
- Waste Storage and Collection Proforma

1.1 Purpose of the Report

The purpose of this document is to set out the design principles, concepts, and strategies behind the proposal. The document should be read in conjunction with all other drawings and information submitted by Tang & Associates Ltd as part of the Planning Application.

2.0 Context

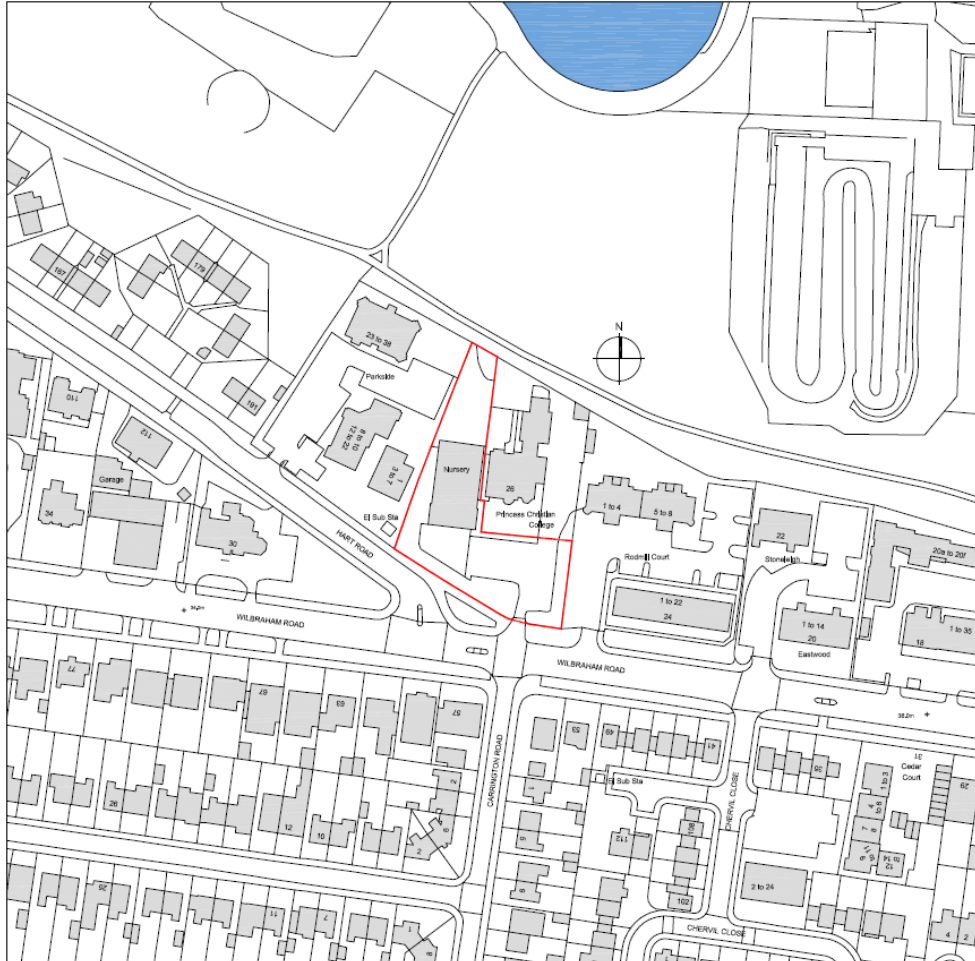


Figure 1. 9792/001A - The Site Location

The site lies within the Manchester City Council and predominantly comprising of residential dwellings with some of the North Wests best schools located nearby. Plenty of bars and eateries are also located nearby alongside sporting facilities and open park areas serving the residents of the area. The site is also neighbouring Platt Fields Park which is one of Manchester's largest parks with boating, tennis, BMX and skating facilities being some of the free facilities on offer. From a public transport perspective, the site is in a very convenient location with bus stops going into and out of Manchester city centre at its doorstep, a train station nearby and dedicated cycle routes into Manchester city centre.

2.1 Planning History

Application Ref	Description	Decision / Date
Pre-application Submission 28/10/2022 and Pre-application Response 16/11/2022	Demolition of the existing building and the erection of 2 blocks of apartments comprising of 30 apartments in total with associated landscaping.	Submitted 28/10/2022
105887/TCA/2014/S1	Works to trees - proposed crown thin of Horse Chestnut by 15% and uplifting canopy up to 8m from ground nursery to Horse Chestnut (Tree 1) and Trees 2 and 3 to be cut back from side of property and footpath along side of nursery up to a height of 5m.	Approved 17/07/2014
138760/FO/2023	Demolition of the existing building and the erection of a block of apartments comprising of 30 apartments in total with associated landscaping	Withdrawn 09/02/2024

The previous submitted application by the client was withdrawn at the end of the statutory consultation period where the main design comments were as follows:

- Concerns regarding height and scale, in addition its associated visual impact
- Proposed building siting in relation to the adjacent building
- Impact of building on trees and tree roots
- Proposed number of residential units

Since the withdrawal of the previous application, we have since returned to the planning case officer to seek further pre-application advice on the scheme presented within this current planning application. In which, no further design comments were provided.

The current scheme we believe has addressed the main design concerns outlined above as well as the statutory consultee comments in more depth.

2.2 Existing Condition

The existing building is of 1-storey and used to be a nursery but has been vacant for some time. The site has a number of mature trees lining the edge the Wilbraham Road Street frontage concealing the site.

The existing site also features an existing carpark that used to service the nursery when it was in operation.

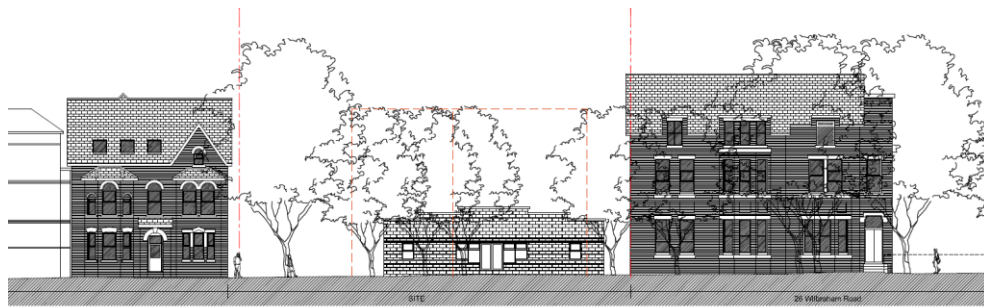


Figure 2. 9792/122F - Existing Wilbraham Road Street Scene

3.0 The Proposal

The proposal is for the *Demolition of the existing building and the erection of 1 block of apartments comprising of 24 apartments in total with associated landscaping.*

The proposed mix of apartments is 12 x 2-Bed apartments and 12 x 1-bed apartments with a car parking provision of 22 spaces inclusive of 2 disabled parking spaces and 5 EV charging points. In addition, 24 bicycle parking spaces.



Figure 3. 9792/102P - Proposed Site Plan

3.1 Design Principles

The following list are some principles followed while design the apartments:

- Clear outlook for all future residents
- Apartment sizes to be above national space standards
- Retention of as many trees where possible and appropriate
- Reuse of the existing Car park with modifications to meet modern standards
- External appearance to be a modern interpretation of the existing character of Wilbraham Road Street-scene
- Height of the proposed apartments to be in keeping with its immediate context
- Maintain privacy of adjacent buildings
- Provide ample residential amenity space within the curtilage of the site
- Support sustainable transport by providing ample bicycle storage and providing EV charging car parking spaces
- Implement a sustainable operational energy option by proposing Solar Panels

3.2 Design Development

Throughout the pre-application consultation process, we have amended the siting of the proposed development with the feedback received. The earlier pre-application submission massing featured the units split into 2 independent blocks A and B with a path connecting the 2. It was highlighted to us that this would not be optimal for security reasons.



Figure 4. 9792/102D - Proposed Site Plan (Previous Iteration)

The previous planning submission iteration featured the units proposed as 1 block which benefitted in a more cohesive design and a scheme that is more accessible.



Figure 5. 9792/102G - Proposed Site Plan (Previous Iteration)

Within this planning application submission, the design underwent further amendments following the withdrawal and a further pre-application consultation with the planning case officer to address the main design concerns listed in section 2.1.

The main amendments were as follows:

- Reduce the height of the apartment block
- Retreated the proposed building line significantly
- Direct pedestrian access to the main entrances of the apartment block
- Pedestrian access for 26 Wilbraham Road
- Relocated the main entrance to front Wilbraham Road
- Liaising with the Ecologist and Tree Surveyors to create a proposal that meets Biodiversity Net Gain requirements as well as is sympathetic to the existing trees on site

The later sections of the Design and Access Statement will provide more detail on the changes.



Figure 6. 9792/102P - Proposed Site Plan

3.3 Siting and Landscape

The siting of the proposal has been an evolving element of the design throughout the planning process with the latest iteration significantly retreating the building line which maintains the sites private character. The siting of the proposal and the landscaping creates different characteristics within large amenity spaces within the site.

The first being the 'front garden' where we propose to enhance the existing mature trees facing the front of Wilbraham Road with a mixture of Medium – tall grass, wildflowers and ornamental shrubs. Through this 'front garden' a new pedestrian path positions between the mature trees are created leading straight to the main entrance of the apartment block.



Figure 7. 9792/102P - Proposed Site Plan

Then the large 'rear garden' is marked with one of the existing relocated mature trees, further more additional trees will be planted to line both sides of the site boundary again reinforcing the private nature of the site. Towards the rear of the 'rear garden' it is proposed to plant wild flowers creating a meaningful amenity space that is thriving with biodiversity. Through working closely with the landscape architect, Arborist and the Ecologist we have managed to proposed a biodiversity net gain of approximately 21%, for more details please see the Proposed Landscaping Scheme, Tree Report and Biodiversity Net Gain Report.

3.4 Access

The main entrance to the apartments block is directly connected to the pedestrian path off Wilbraham Road. The secondary access into the apartments block is through the western entrance, in which creates a direct route to the exterior in an emergency. These entrances will have access control such as a key card system that only allows people with authorisation to access the properties.

To access the rear amenity space, there is a path bounding the east side of the apartment block that creates a direct hardscaped route connecting to the amenity space.

Although the site is proposed to be converted from being a gated site to being open, there is will CCTV on site which offers another level of security for the future residents.

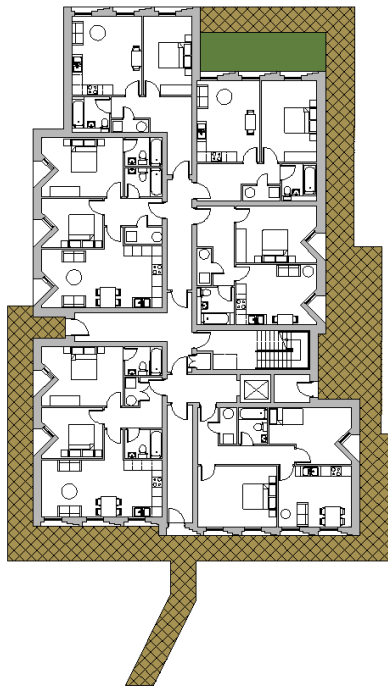


Figure 8. 9792/111J - Proposed G/F Plan

3.5 Scale and Massing

The proposed design has followed rigorous development following Pre-application consultation. The latest iteration of the proposal's height is now significantly below the ridge height of the adjacent buildings giving it a subservient character.



Figure 9. 9792/122. Proposed Wilbraham Road Street Scene

The proposal has a private character in its nature due to its building line retreating far from the boundary wall and the existing mature trees. The sheer denseness of the foliage that will be retained as part of the proposal will aid in minimising the impact of the building and reducing the visibility of the building from Wilbraham Road.



Figure 10. Google Maps Street View of 26A Wilbraham Road, 2024

Furthermore, to break up the massing of the apartments block, the proposal is design in a segmented fashion where almost each unit is articulated within the massing and the elevation. More details on the design of the elevations is provided in the following section 3.6.

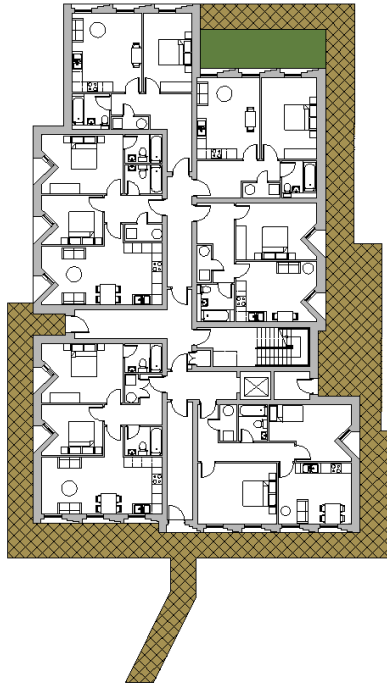


Figure 11. 9792/111J - Proposed G/F Plan

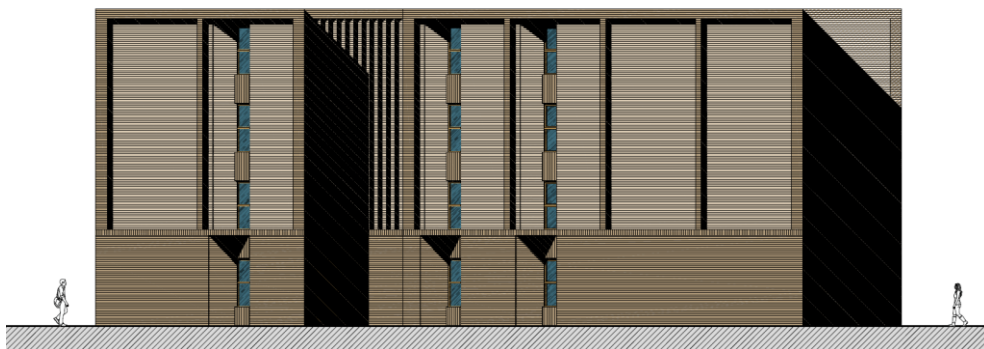


Figure 12. 9792/123D – Proposed East Elevation

3.6 Proposed Façade

Studies of the vernacular were made at the beginning of the design process, where observations of materiality and architectural language were implemented towards the process and final appearance of the proposed. The existing Blue, Buff and Red facing brick work that demarcates the different floors levels was of particular interest, and a prevalent character of the neighbouring buildings along Wilbraham Roads. Similarly, the Proposed uses complimentary two-toned cream buff brick patterns to demarcate the main interior floor change, in conjunction with soldier course brick details. The Proposed elevations is a modern reinterpretation of the vernacular, where the existing extrusions and oriels (observed in 193 Hart Rd) were reinvented into angled openings and recesses that add architectural interest and enhance its context (See Proposed Elevations). These shared elements help to blend the modern massing with the character of the existing context.

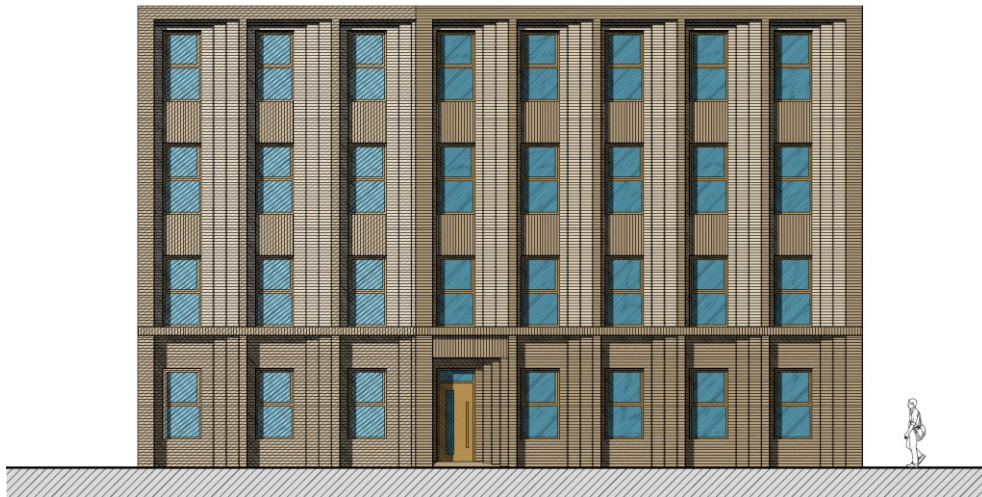


Figure 13. 9792/123D - Proposed Wilbraham Road Elevation

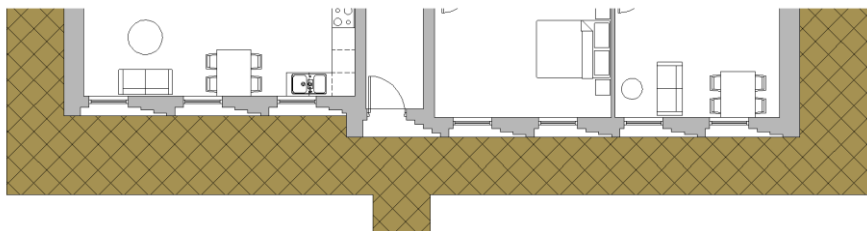


Figure 14. 9792/111J - Proposed G/F Plan (in closer detail)

Each segment has differing elevations treatments that creates architecture interest on a micro scale such as some the stepping brick reveals with asymmetric windows on the Wilbraham Road and rear elevations. The design of the main

entrance subtly features a slightly deeper reveal creating a small canopy forming key parts of the entrance sequence into the building.

The treatment of the side elevations feature turned bricks to demarcate the circulation cores and the angled windows featuring elongated soldier coursing to demarcate the habitable areas.

On macro scale the whole elevational treatment of the proposal is amalgamated through the rhythmmed vertical brick elements.

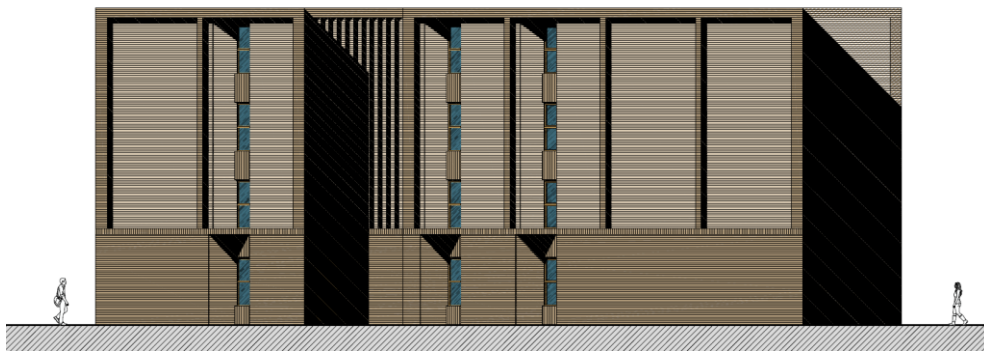


Figure 15. 9792/123D – Proposed East Elevation



Figure 16. 9792/124D – Proposed West Elevation

The windows treatment has also been considered within its immediate context; the proposal keeps in line with the neighbouring buildings by also featuring transom windows instead of more commonly window variations utilised in modern developments such as French windows.

3.7 Materials

Since the Wilbraham Road has a relatively strong material palette that features and mixture of Blue, Red and Cream Brick, however the proposal opts to emulate a softer character in keeping with its neighbours by using complimentary Marziale and Cambridge cream buff brick material palette for the elevations.

In addition, the window's proposed colour is brass which is complementary to the cream buff brick featured on the proposed building as well as its neighbours.

3.8 Waste Management

The proposed residential refuse store is located within the site near the front entrance where it is convenient for both the Waste collection workers accessing the refuse store from Wilbraham Road as well as the residents.

The proposed will consist of 24 apartments with a mixture of 12 x 2-Bed and 12 x 1-bed apartments. In total the waste storage required per week is approximately 6,220 Litres, the proposed waste storage does provide extra capacity. The proposed storage capacity is as follows:

- 3 x 1,100L bins (General Waste)
- 1 x 1,100L & 1 x 240L bins (Mixed Recycling)
- 1 x 1,100L & 1 x 240L bins (Paper/Card Recycling)
- 1 x 240L bins (Food Waste)

3.9 Transport Provisions

The transport options service this proposed development are many, such as sustainable transport such as public bus routes running along Wilbraham Road with bus stops going in both into and out of Manchester city centre just located on the doorstep of the site. In addition, cycle lanes running in both directions also along Wilbraham Road which we have proposed the provisions of 44 bicycle storage capacity which is over 100% provision. Furthermore, the future residents benefit from being with close proximity of a train station giving them the ability to travel long distances outside of Manchester.

Given that these sustainable modes of transport are on the doorstep of the site, in the aims to support sustainable transport and in general a more sustainable lifestyle we have provided 21 car parking spaces of which 2 are disabled spaces and 5 have access to an EV charging point.

Please see Travel Plan and Air quality assessment for more information on the proposed transport provision.

4.0 Conclusion

The design team have carefully prepared the Planning Application and designed a scheme which is sensitive to the character of the immediate context and the wider area. We feel that the proposal would be a valuable addition to the area by providing high quality and well-designed apartments along Wilbraham Road.

The site was designed to consciously address security, privacy, accessibility, and connectivity and create a sustainable and connected community.