Level 2
architects

Short term living accomodation

Moor Road, Baguley, Manchester
Design & Access Statement

24th May 2024

Introduction



Overview of Proposed Development

Contents

1.0 THE SITE
1.1 Site Location
1.2 Site Analysis
1.3 Contextual Analysis
1.4 Involvement

2.0 THE DEVELOPMENT
2.1 Layout
2.2 Amount
2.3 Scale
2.4 Appearance
2.5 Landscaping
2.6 Access

Purpose and Format of the Statement

This Design and Access Statement meets the requirements of the Town and Country Planning (Development Management Procedure) (England) Order 2010 and Circular 1/2006 from the Department for Communities and Local Government (DCLG).

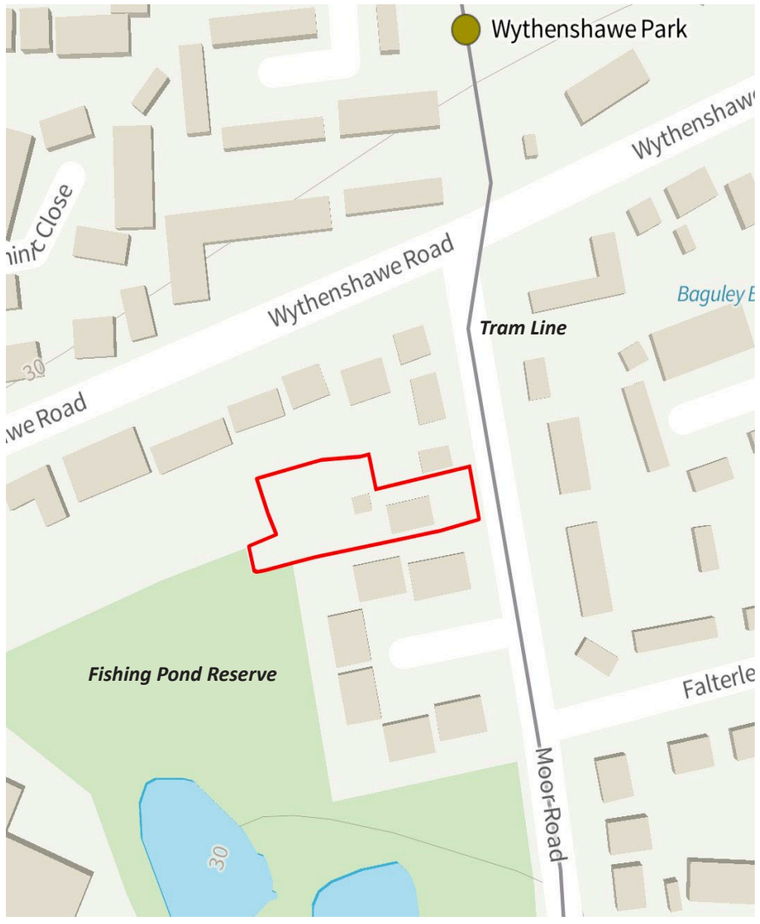
These state that planning applications, with some exceptions, are to be accompanied by a Design and Access Statement that explains the design principles that have been applied to the development and illustrates how issues of access have been dealt with. The structure and content of this statement has been informed by ‘Design and Access Statements: How to Write, Read and Use Them. (CABE 2006).

This statement has been prepared by Level 2 Architects on behalf of Sumo Developments Ltd in support of a full planning application for short term living accommodation comprised entirely of 2 bed apartments spread across two buildings for Manchester City Council, the proposals include in-curtilage parking spaces and shared amenity for residents. These proposals will replace a disused/ vacant plot of land allocated for residential use behind a residential property at 8 Moor Road in Baguley, the main goal is to provide good quality secure short term accommodation and to make better use of a site located in a residential area.

This statement should be read in conjunction with the application drawings and supporting documentation.

1.1 Site Location

Current Status



SIte Location



Aerial Photo

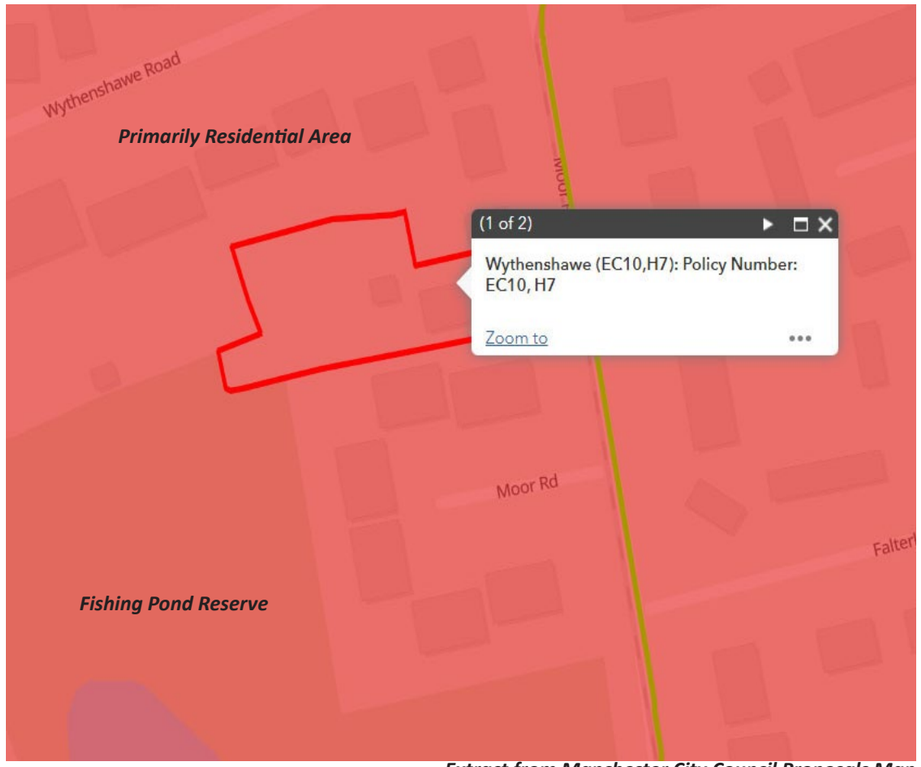
The development site, highlighted above in red, is 0.14Ha and currently accommodates a single dwelling fronting Moor Road, the majority of the site area is situated behind the single garage which opens out into a large private amenity space which used to be a growing garden. In front of the house there is a generously sized driveway accessed from a drop kerb from Moor Road. This is the only access to the site as it is entirely enclosed with timber fences at the rear.

The site is surrounded by residential properties of varying scale although there is a fishing reserve to the south west corner of the site that is covered with mature trees. The area is highly sustainable with good transport links, there are bus stops and tram stops on Moor Road across from the site entrance and the M56 is 5 minutes drive away. The site is well served by all local amenities with schools, supermarkets, small shops and public open space all within walking distance; Wythenshawe Park is a short walk across from Wythenshawe Road to the north of the site.

The site is ideally located for a development of this nature; to provide short term accommodation for local homeless families. Sumo Developments and the team of consultants have engaged in a comprehensive pre-planning process with Manchester City Council to establish the principles for this development, and to develop a purpose-designed facility of an appropriate size that can be realistically delivered within the confines of this site.

1.2 Site Analysis

Planning Position



Extract from Manchester City Council Proposals Map



Current Site conditions

The land is located within a primarily residential area covered under planning policies EC10 and H7 supporting the intended use for short term accommodation, however the use fall into the category of Sui Generis since it will not provide permanent residency for occupants. The site is not within a Conservation Area yet there is a mix of house type and age in the street and behind the site.

The site frontage is largely sub-urban in nature and is defined by the strong hedgerow positioned at the back of footpath and there are hints of the depth of the plot with views of the woodland beyond. The highway was renewed in 2014 with the construction & installation of the tram line which removed green verges but improved accessibility.

1.3 Involvement

Public Consultation with neighbours



Extract from Consultation Leaflet



Photograph from the event



Boards presented at the event

In March 2024 Sumo Developments, together with the team of consultants and Manchester City Council presented preliminary plans for this development to the public at Brooklands Library in Baguley. This consultation event was undertaken to present the design for the building, discuss the reasons for siting the development in this position and to offer local residents the opportunity to raise any feedback.

The feedback we obtained was largely positive regarding the building itself but visitors wanted more information on who would be living at the property and for how long. Local neighbours were mostly concerned about security, privacy and overlooking, therefore we have included a response to the issues raised in this document;

Security

We have allowed suitable space within the ground floor entrance area of the building for an office for 24 hour concierge service that will monitor who is in the building at all times. This is primarily because families are in the building under the supervision of members of the City Councils Accommodation and Support Homelessness Services Team. The on-site team will be responsible for the day to day management of the facility, there is only one entrance and one exit and all sides of the building will be monitored using CCTV. The site edges bordering neighbours are secured with 1.8m – 2.1m fence depending on the location of the fence, there is a change in level inside the site which makes it lower than gardens to neighbours properties.

Privacy

The nearest properties to the building are positioned to the north and south of the site, on the gable ends of the new building there will be no windows at all facing north or south – this has been included on the proposals herein and communicated to local residents at this event. On the southern façade of the new building (not on gables) where the separation distance is not compliant with guidance, there is translucent film included on glazing up to 1.6m above finished floor level and the windows to living rooms are angled to face east rather than south.
The perimeter of the site is secured with timber fencing but also lined with hedges and new tree planting to offer further privacy particularly to residents south of the site, see overleaf for further details on landscaping.
External communal amenity spaces will be kept to a minimum to mitigate noise concerns.

Response

Following the feedback we received in public consultations the proposals were discussed in detail with Manchester City Council and we agreed to make a number of changes to reduce the scale of the proposals and move accommodation away from boundaries and more spread across the site to provide appropriate frontage to Moor Road. The proposals brought forward and overleaf take into account these requests for changes and in addition the feedback we captured during this publc event.

1.4 Contextual Analysis

Constraints & Opportunities





Aerial Photo overlooking the open rear garden



Birds eye photo over no 8 Moor Road

This diagram explains how the plot is subdivided into the house garden and the open former allotment gardens to the rear. No 8 Moor Road is set back from the building line allowing an overly generous driveway at the front, this leads to a concrete path on the north side of the building and connects with the detached garage. The house mostly faces west and east so the southern façade is largely blank dominated by a steep angled roof.

Most of the former allotment garden at the rear of the plot is not overlooked by the house and so is deceptively wide and deep, the double gardens and woodland to the rear of the site provides a strong edge and sense of enclosure. The width of the site is not consistent with other individual residential gardens and so it is unique in its openness and aspect, this therefore opens up possibilities for development.

2.1 Layout

The Development



Response to Constraints

Our assessment of the land constraints is shown in this diagram where, with appropriate setting out, one can position a new building at the centre of the site where there is maximum width because the neighbouring building footprints are set away from the edges of the land. As explained overleaf the north and south facades will remain blank on the upper floors to respect overlooking. The shortest overlooking distance on the south façade will be redirected east and west.

This arrangement of a building footprint creates natural positions for communal amenity between the building and the perimeter of the site. This fits in with the existing perimeter planting that offers a positive outlook for existing and new residents. As the width of the site narrows toward the access position off Moor Road, the built form can reduce in scale to blend in with the street scene as much as possible while allowing for a open court on the main road for parking and access arrangements.

This size of this development is consistent with the position and format of potential extensions under permitted development rights for the existing house on the site. For further information for our analysis under permitted development please see drawing PLN15 which forms part of the application submission.



Proposed Layout

Further development of this blueprint is shown in the diagram above. There is an opportunity for two separate buildings but given the proposed use there is a requirement to link them for operational and security means.

We expect the building facing Moor Road will provide ‘frontage’ for the development at a scale appropriate for the street, however, this building will narrow up further into the site to allow for a physical link and inward facing windows. The upper floors to both buildings will be angled into the site and away from neighbouring properties. The detail of this window arrangement can be seen in the proposed elevations of this application.

The orientation of both buildings provide maximum length of roof for solar array to achieve a high standard of energy efficiency. Since opportunities for ground source and air source pumps are limited, solar panels offer the best alternative for renewable energy source within the development site.

2.2 Amount

The Development



Existing aerial view looking West



Aerial view over the development

This before and after aerial view over the site shows the proposed form and amount of accommodation is appropriate for the size of the site. There are 16 apartments over 2.5 storeys which includes 1 apartment in the roof space of the front building.. The open car park can be seen in the fore-ground and the communal amenity spaces are tucked behind the building and at the perimter of the site boundaries to offer secure and discreet spaces for residents.

The ‘T’ shape of the proposed building at the front is clearly visible from above but will not be apparent from street level, it will overlook the front car park and back of footpath, with the main entrance clearly visible with a simple canopy. This arrangement of built form helps to conceal a good portion of the accommodation in the building toward the back of the site.

2.3 Scale

The Development



Proposed visualisation of the proposed building



Street view of typical properties in the context of the site

Although predominantly 2-storey in scale the height and format of the houses surrounding this site vary greatly. There is no consistent height in the ridge line due to the age of the properties but there is also no consistent alignment relative to the street. This gives a stepped appearance to the scale of the general context around the site that is visually broken up with terraces and semi-detached houses. The existing houses ridge lines range between 7-8 metres in height, and the ridge line for the proposals in this development range between 8.5-10 metres in height; with the split building arrangement there is no consistent ridge height in our design.

This visualisation of the proposed building at the front of the site shows how it will provide continuous activation at street level and connect directly to the small car parking entrance court. Again the entrance is highlighted by the canopy.

The proportion of roof to brick façade is consistent with other adjacent properties and the materials help to fit in with the area. The hipped roof also reduces the impact of the mass of the roof as it slopes away from all boundaries.

2.4 Appearance



Semi-detached houses on Wythenshawe Road



General appearance of properties behind the site

Our intention with the overall appearance for the new building is to reference but not directly reproduce the external appearance of other local properties. This purpose-designed building should use traditional materials in a modern way to represent the age of the building rather than to resort to pastiche. The local houses near the site are mostly red multi facing brick featuring decorative window cills and headers, black soffits and facias and grey slate roof tiles.

We have used feature brick coursing and solider courses to split up the façade at three levels, bringing some subtle relief to flat facades. This is further enhanced by the oriel style windows that are orientated to face east away from the south boundary. The use of slate on the roof is in keeping with the area offering a high quality slim roof profile that will stand the test of time. Dark coloured window frames and dark coloured facias and soffits offer a desired modern look.



Visualisation showing the building from Moor Road

2.5 Landscaping



Concept Landscaping proposals showing perimeter planting

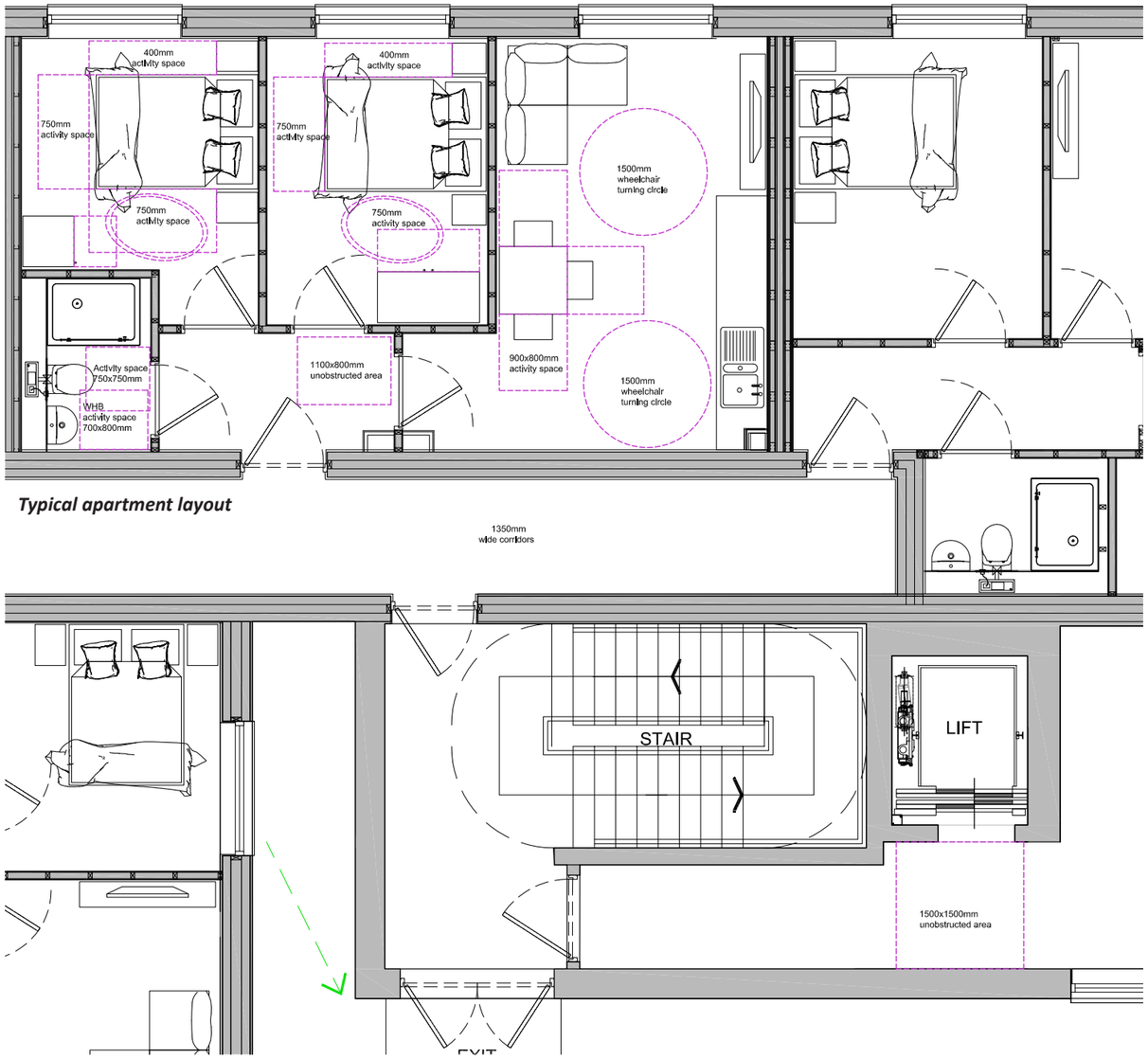
As described in the analysis above the position of the building creates natural positions for shared amenity at the edges of the building and at the perimeter of the site. Given the nature of the building use of the shared amenity by residents will be monitored to control noise levels and will be secured on all sides with timber fencing. New planting will be included in these zones and along the southern strip which borders the car park. Please see the drawings and specification for details on the species of new planting.

The existing vehicular access position on Moor Road has been reused/ widened to allow for two vehicles to pass, this is the natural position for pedestrian access. This widening means reduced hedgerow fronting Moor Road however the additional planting behind the southern section of the access should balance out this opening up.

Cycle parking is positioned in the main secure communal amenity area providing good accessibility between both buildings, and it will be concealed by some of the planting at the borders.

The bin storage is positioned at the front corner of the car park to make collection quick and easy as agreed with Highway officers there will be a management plan put in place to ensure speedy refuse collection on Moor Road so as not to delay trams etc.

2.6 Access
Inclusive Design



Typical apartment layout

Inclusive design is a key objective for the proposals for this development, all access routes will connect to the existing footpath which meets adoptable standards; all footpaths will be smooth surfaces limited to 1:15 and 1:20 cross falls to ensure that the surfaces can be readily navigated by all user groups. The footpath inside the site leads straight to the front door for the apartments on ground floor.

Existing cross falls and levels on the site are already gentle so these will be largely retained to provide level access to acheive building regulations compliance.

Parking
The proposed site plan shows 3 vehicle parking spaces. Car park bay dimensions comply with local requirements being 4850mm long and 2500mm wide. Ground levels will be adapted to achieve a level access from car parking to the front door, whilst meeting the requirements of Part C. Surface finishes will be firm, no loose laid material is anticipated to be used in pedestrian walkways.

Access
Adjoining the car park there is a 1200mm wide pedestrian path that runs along the frontage linking access to the sides of the building with the front door. The path will be a consistent visual tone using 600mm square paving slabs and lead to shared amenity and gardens. These paths will be fully accessible with gradients no greater than 1 in 20 and will be contrasting in colour to surrounding landscaping to clearly define the routes. Level access will be provided to the principal entrance, ramp gradients are not expected to be required. Level landings to gentle slopes will be at least 1200mm long.

Entrance
External doors to the front door will have a level threshold, existing levels will be adapted to achieve this. The entrance door will provide at least 850mm clear opening and will open inwards away from the footway.

Circulation
The front door provide level access on the entrance storey which are step free. Corridor widths achieve the minimum 900mm unobstructed width and unobstructed areas of 1100 x 800mm are provided throughout. There is a lift provided inside the rear building.

Bedrooms
The main double bed (2x1.5m) has 750mm clear zones to one side and foot of the bed, other bedrooms may have double or single beds (1.9x0.9m) so will have 750mm clear zones to one side and 500mm to the foot of the bed. These bedrooms to have clear access routes of 750mm from windows and doors.

Bathrooms
Each apartment has a shared family bathroom including WC, basin and shower on the same floor as the main double bedroom. 0.75x0.75m clear access zones are provided in front of the WC and to the side of the shower, 0.7x.0.8m clear access is provided to the wash hand basin. The bathroom door can open outwards as shown on the plans.

Fixtures and Fittings
The construction is anticipated to be traditional load bearing masonry allowing for walls around the WC and bathrooms to be capable of supporting 1.5kN/m2 for additional ambulant fiittings and fixtures. Consumer units will be mounted at 1.4m above floor level. Handles for manually operated windows will be located 1.4m above floor level.