

436 BARLOW MOOR ROAD MANCHESTER

DESIGN & ACCESS STATEMENT

MAY 2024

SPARCHITECTS

396/DAS-23.05.2024



DESIGN & ACCESS STATEMENT

This Design and Access Statement should be read in conjunction with the following documents;

- Planning Statement – Paul Butler Associates
- Architectural Drawings
- Manchester Core Strategy (Adopted 2012)



436-436a Barlow Moor road, Manchester M21 0AB

May 2024
prepared by SP Architects
On behalf of RB Wilbraham

396/DAS-23.05.2024

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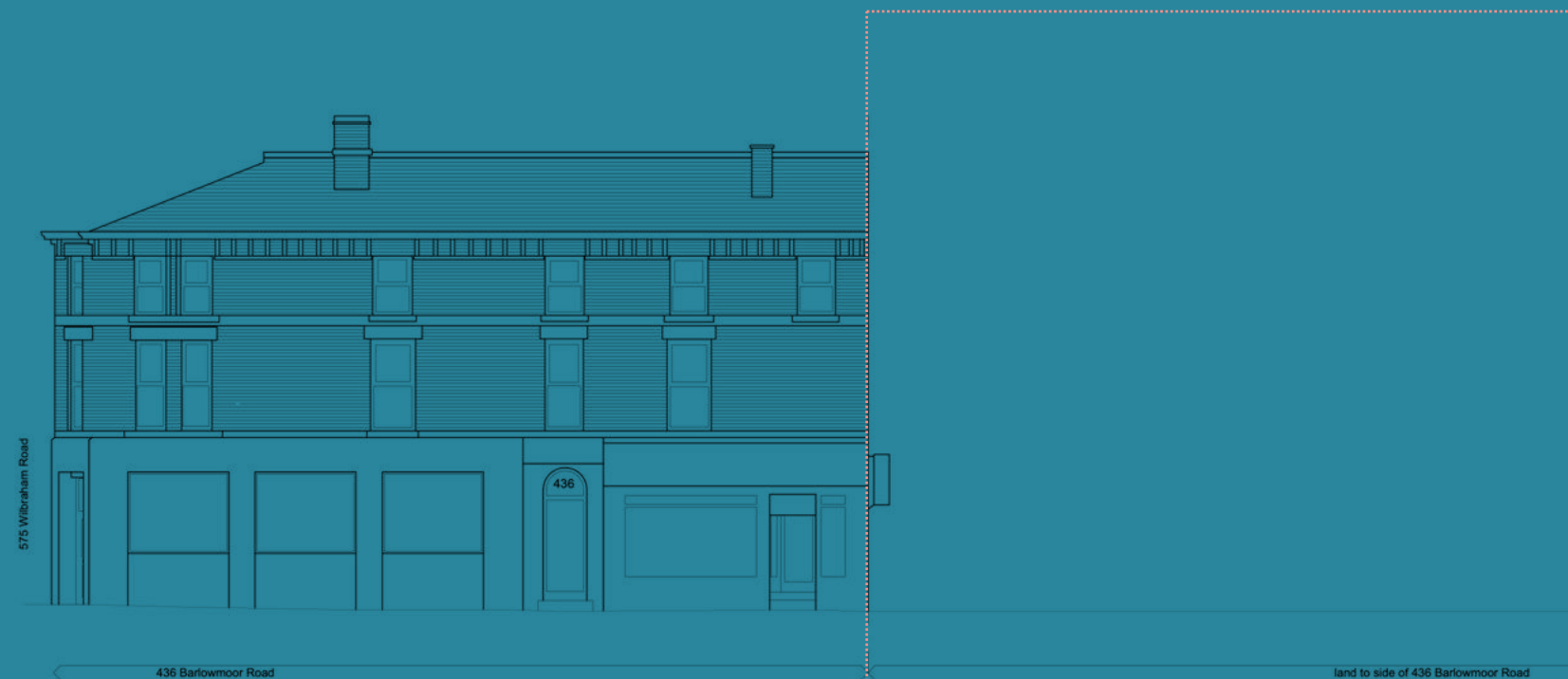
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1. INTRODUCTION





Location Plan indicating site boundary

1.1 SITE LOCATION & CONTEXT

The site is located within Chorlton District Centre close to the centre and approximately 200m from Chorlton Metrolink Station. The area has a mixed character including shops, takeaways, and offices, as well as residential, much of which comprising apartments above commercial premises.

The site is approximately 5Km to the south of Manchester City Centre and is well connected by both private and public transport. The property has a bus stop adjacent to the site and providing services to Manchester City Centre as well as the nearby Metrolink service.

Chorlton has ambitions to promote cycling by the creation of a network of cycle lanes and bike friendly junctions.



The Junction Between Wilbraham Road and Barlow Moor Road



1.2 LOCAL AREA

The site is almost on the junction of Wilbraham Road and Barlow Moor Road, both busy traffic routes in the main shopping area of Chorlton.

Roadside parking for access is common though controlled by restrictions.

Most of the buildings in the immediate vicinity of the site follow the pattern of shops at ground floor facing the main street and residential and office accommodation on the floors above.

Further away from the main shopping areas, the locality becomes a more suburban mix of predominantly detached and semi detached dwellings.



The NatWest Bank on the Junction Between Wilbraham Road & Barlow Moor Road





1.2 LOCAL AREA (CONT.)

Chorlton has strong café and bar culture and as such comes alive at night. In addition there is a large range of local independently owned shops including delicatessens, bakeries and specialist shops.

These form a large element of the local economy and also give Chorlton its unique individual feel.

The site fronts onto Barlow Moor Road, which is part of a planned cycle route to link Manchester City Centre with Chorlton.

In the main Chorlton shopping area the common pattern is shops, cafes, restaurants, etc at ground floor accessed from the street frontage and apartments and offices at the upper floors.



The Site Viewed from the Opposite Side of Barlow Moor Road



The Contemporary Housing Development to the Rear of the Site

1.3 SITE DESCRIPTION

The Site fronts Barlow Moor Road and is currently vacant. It is surrounded by mainly two to three storey brick buildings and forms an ideal infill opportunity for residential above commercial which follows the pattern of the local buildings.

A passage way to the side of the site provides potential servicing access to the new building additional to main access off Barlow Moor Road.

The site itself is hard standing surface enclosed by metal railings and a brick wall to the rear, which is defaced with graffiti. Current access to the site is via gates to the front and side. The adjacent three storey building to the north of the site is also owned by the Client.



The Building Adjoining the Site is Also Owned by the Client



The Site with the Adjoining Building Behind (Also Owned by the Client)



The Passageway Access to the Side of The Site



1.4 CURRENT STATUS OF PROJECT

The site comprises land adjacent to 436 Barlow Moor Road, Chorlton, Manchester, M21 0AB , which the client also owns (shown hatched on the opposite plan.

Currently the vacant site is owned by RB Wilbraham Ltd. along with the adjacent building on the junction of Wilbraham Road and Barlow Moor Road.

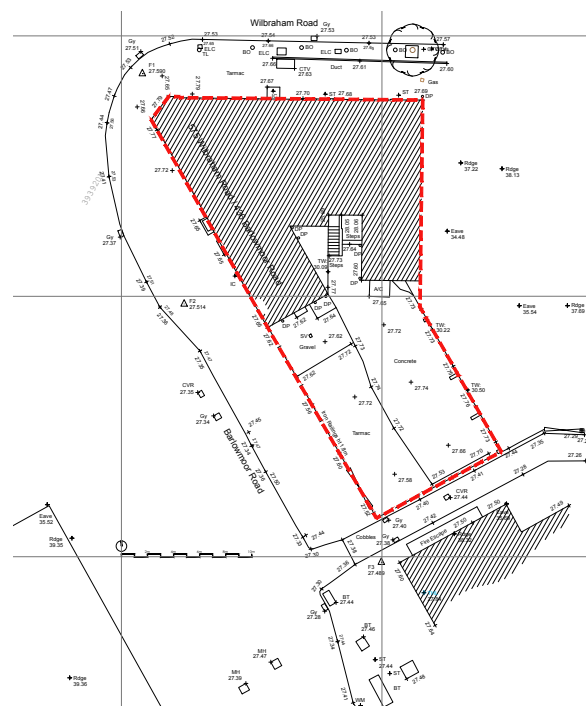
SP Architects have been appointed by RB Wilbraham Ltd. to progress a design for the development of a mixed use building comprising retail at ground floor and five apartments in three upper stories.

A design proposal and set of drawings has been completed alongside the commissioning of a 'Planning Statement' by Paul Butler Associates.

This design statement and the drawings should be read in conjunction with the 'Planning Statement' and also the Manchester Core Strategy Document (Adopted July 2012)

Pre application advice has been sought from Manchester City Council Planning Department prior to making a full application for Planning Permission.

Attention is also drawn to the planned Manchester to Chorlton cycle way which is part of the Greater Manchester 2040 Transport Strategy.



A Survey Drawing Showing the Site Edged Red and the Adjacent Building hatched (Owned by Client)

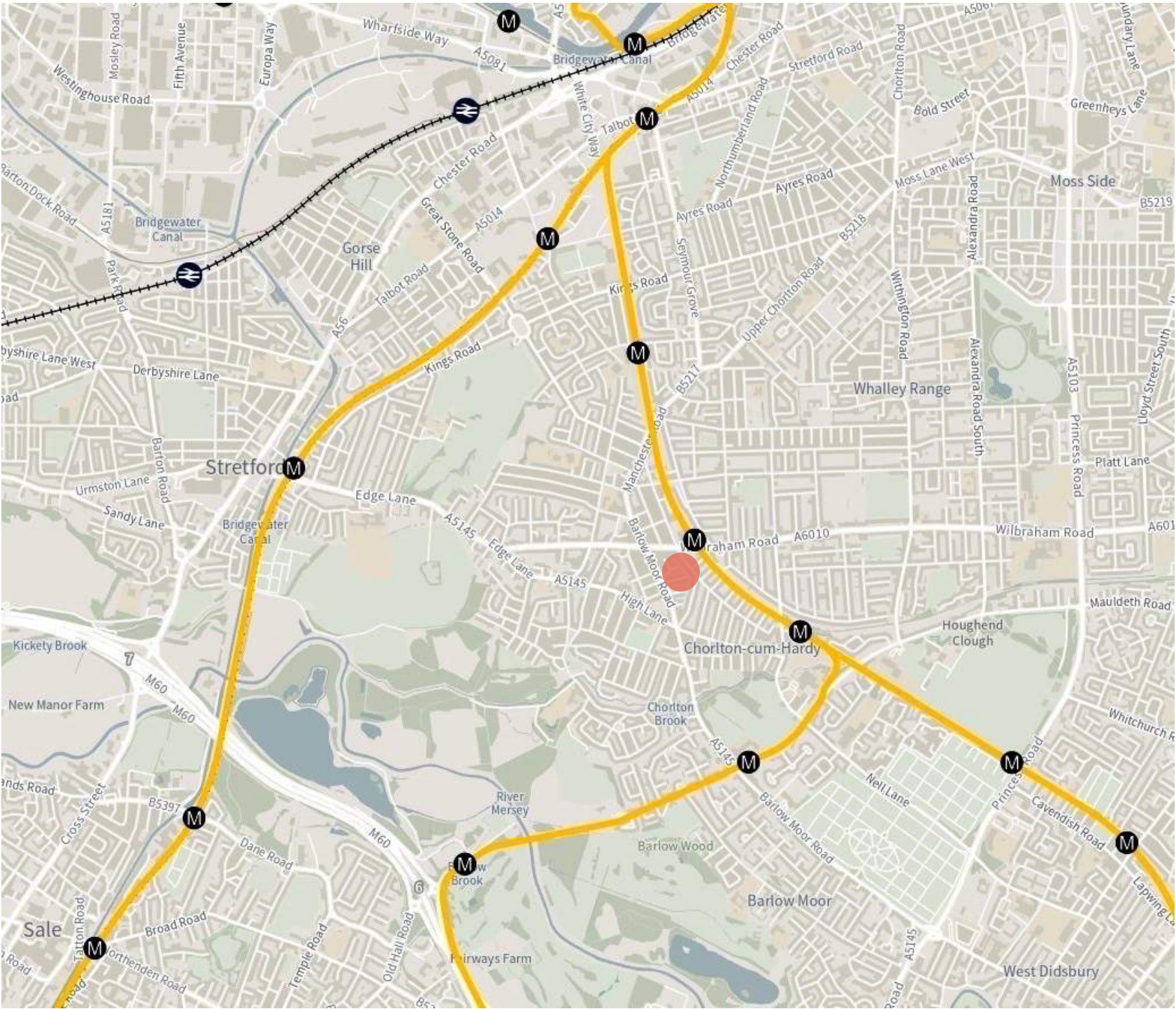


1.5 SITE MOVEMENT AND CONNECTIONS

Located on Barlow Moor Road there is good access to public transport links with bus routes travelling between Manchester to the North and Didsbury to the South and various other local links. Barlow Moor Road also forms part of the designated cycle routes around Chorlton.

With an established Train and Tram network in the area links to the city and the surrounding area makes it an ideal commuter zone.

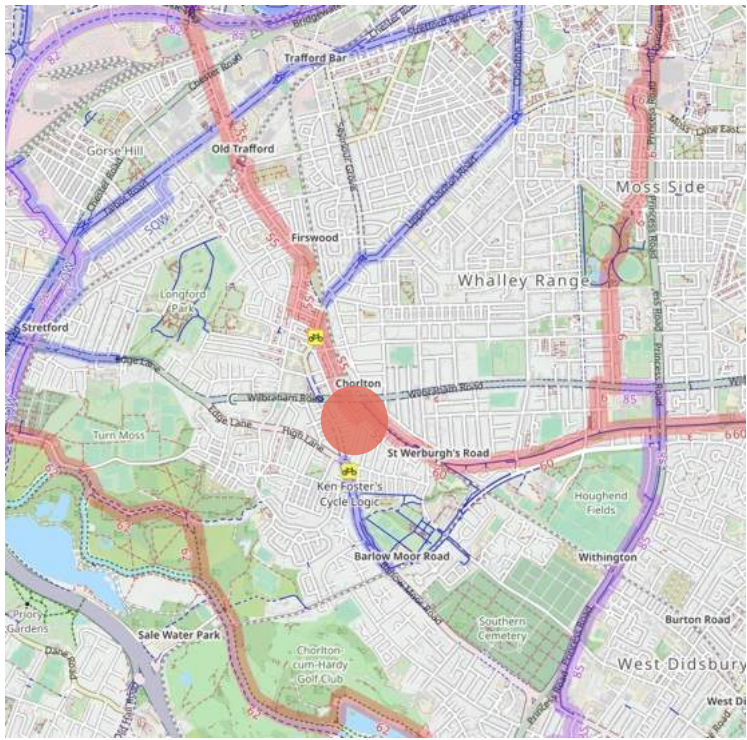
The M60 ring road is a short drive providing links to the M6 providing access to the North and South of the country.



1.5 SITE MOVEMENT AND CONNECTIONS (CONT.)

The site is well connected by both private and public transport whilst its location within Chorlton District Centre means there are numerous services, amenities and leisure facilities within walking distance of the property. The property is close to high frequency bus stops on with a lay-by located to the south with services to Manchester City Centre, The Trafford Centre, Stockport, and other destinations.

As noted above Chorlton and St Werburgh's Road Metrolink Stations are approximately 500m away and provide routes to Rochdale, Manchester Airport, East Didsbury and the City Centre. Junction 6 of the M60 Motorway is located approximately 1.7Km from the site.





Aerial view of the Main Junction between Wilbraham Road and Barlow Moor Road

1.6 PLANNING CONTEXT

For a more detailed analysis of the proposed project in relation to planning policy please refer to the Planning Statement by Paul Butler Associates.

The site falls under the jurisdiction of Manchester City Council Planning Department.

Although having a rich historic heritage, the immediate area around the site is not a conservation area. The nearest area being Chorlton Green conservation area including Beech Road approximately 300m from the site.

The main reference document we have referred to for planning guidance is the 'Manchester Local Development Framework Core Strategy Development Plan Document' which was adopted in July 2012.

Care has been taken in the preparation of the design to positively respond the relevant areas of guidance in the Core Strategy Document especially in terms of responding to the typology of the local area.

Currently the area around the site has a large mixture of different styles and materials. There is no dominant style or universal use of a limited material pallet.

We have also studied a range of contemporary developments in terms of architectural style, use of materials, contextual response. These to are very wide ranging in approach.

1.7 MANCHESTER CORE STRATEGY

Manchester's Local Development Framework Core Strategy Development Plan Document was adopted in July 2012 and is a live document designed to be active to 2027.

It is derived from the National Planning Policy Framework often abbreviated to N.P.P.F

The core development plan sets out a number of Strategic Objectives and Planning Policies coded with a letter and number prefix.

The Core Policy sets out planning guidance for the various local areas in Manchester City Council's Jurisdiction.

As such only specific parts of the documentation apply specifically to the project presented in this planning statement and in Chorlton.

Some codes relate to general principles which apply to the whole of Manchester. For example policy SP1 relates to creating a sustainable framework for development which can address the halting of climate change.

EC 09 details the need for mixed use developments in areas such as Chorlton to provide local needs and services.





1.7 MANCHESTER CORE STRATEGY (Cont.)

Policy H1 sets targets for overall housing provision in Manchester, then policy H6 develops how these targets filter down to areas of South Manchester including Chorlton.

One key area that the proposal in this application is in alignment with the Core Policy and hence the N.P.P.F is in the provision of five new dwelling units on an infill site.

Policy C1 identifies a hierarchy from Manchester City Centre to District Centers (C2) to Local Centres (C8)

Chorlton is defined as one of the 17 District Centres of Manchester. Policy C2 further elaborates on the ‘prioritisation of key ‘visitor’ services including retail, public and commercial services and food and drink.

Policy EN 1 sets out seven design principles to be applied throughout Manchester;

Character- a place with it’s own identity

Continuity and Enclosure - a place where public and private spaces are clearly distinguished

Quality of Public Realm- a place with attractive and successful outdoor areas

Ease of Movement- a place that is easy to get to and move through.

Legibility- a place that has a clear image and is easy to understand

Adaptability- a place that can change easily.

Diversity- a place with variety and choice

In addition to the Policies there are six Strategic Objectives detailed in the Core Strategy. These tend to be more general and wide ranging. The purpose of the Strategic Objective is to detail a set of goals that the Policies should work towards.



Historic Map of Chorlton from the early 19th Century (Approximately 1850)

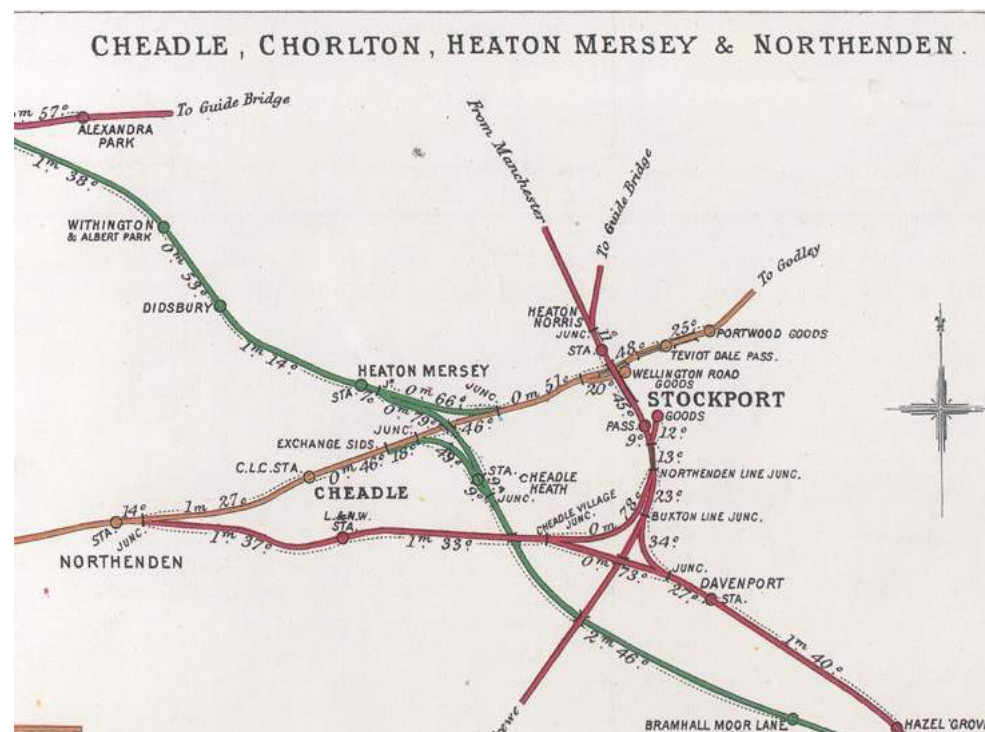
1.8 HISTORIC CONTEXT

Chorlton is now very much a suburb of South Manchester approximately 5km South West of the City Centre.

Emerging from an Anglo Saxon development of the 9th Century, Chorlton grew rapidly during Victorian and Edwardian times due to the improved drainage of the land.

With the coming of the railway to neighboring Stretford in 1849, Suburban growth accelerated.

Chorlton is now served by the Metrolink and motorway network and is a major commuter town to Manchester City Centre as well as a vibrant town centre in it's own right.

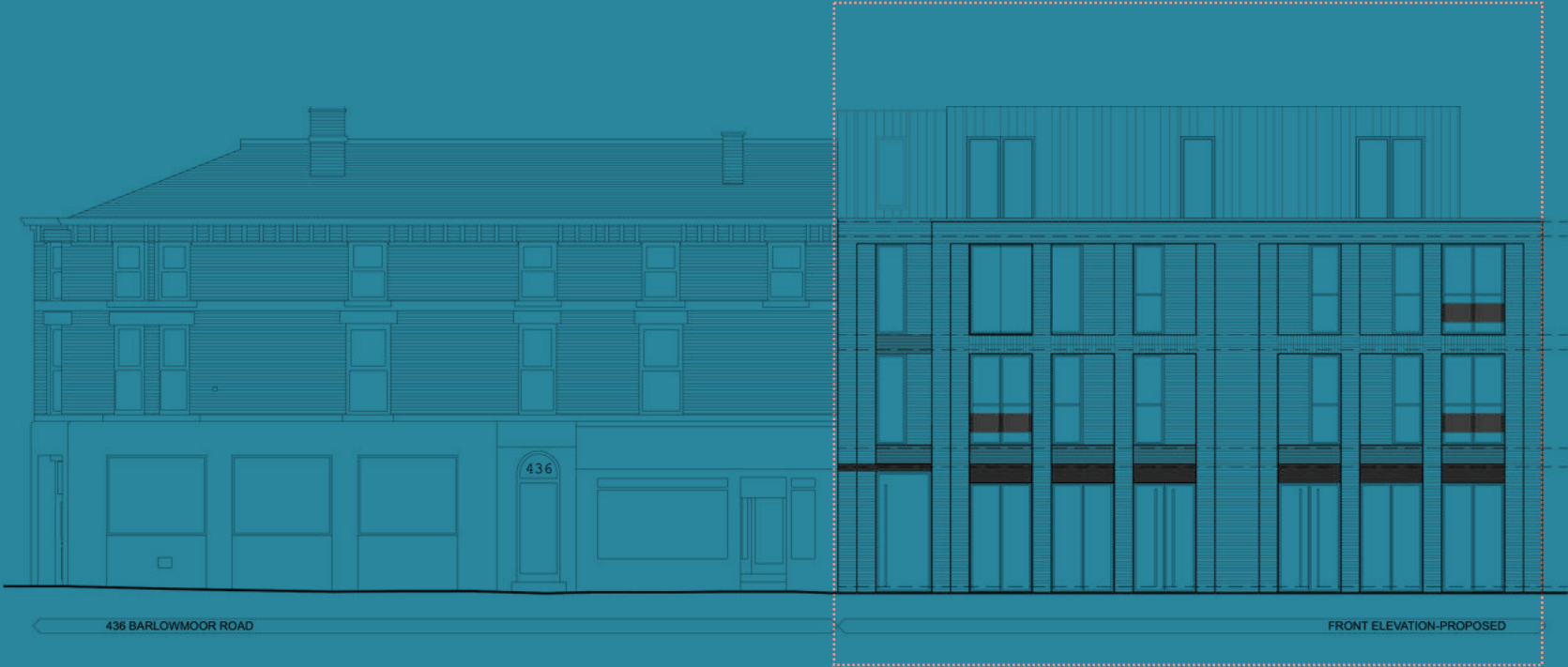


The coming of the Railway to Chorlton in the Mid 19th Century

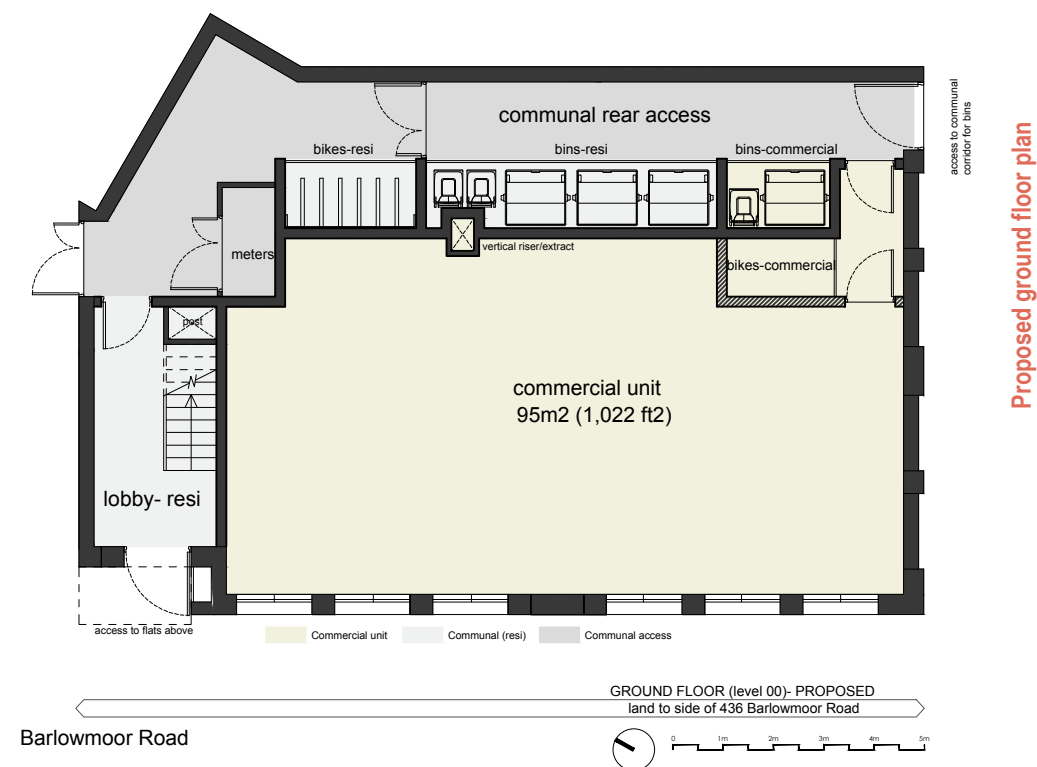
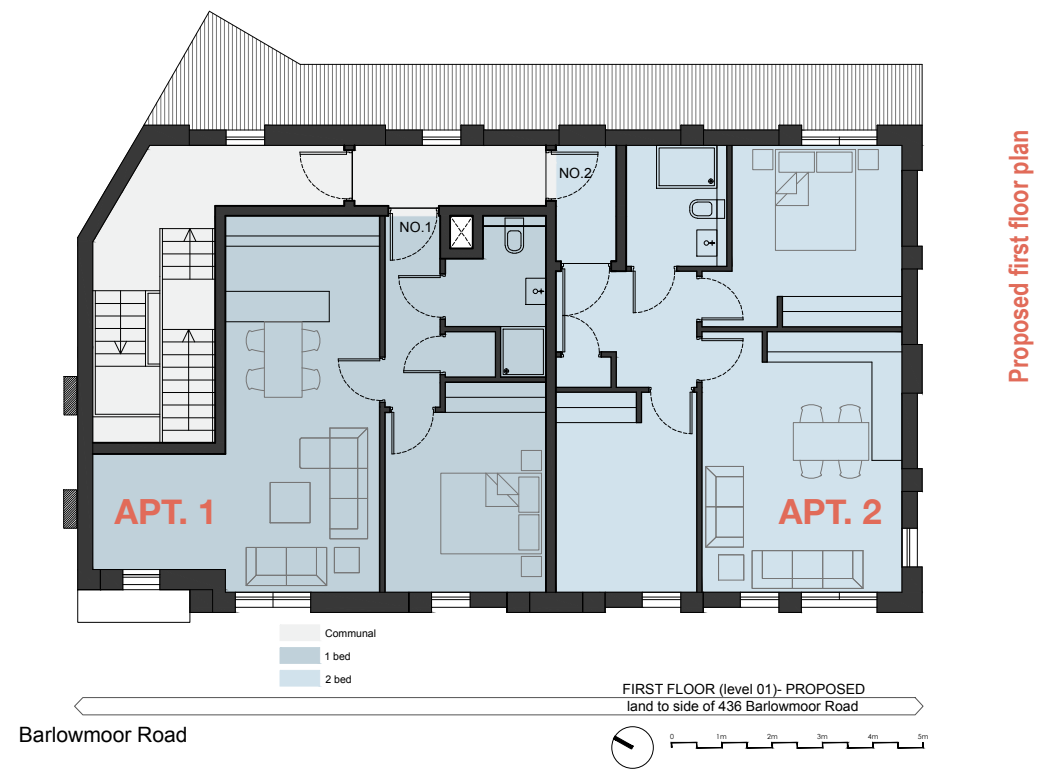


Barlow Moor Road in the late 19th Century

2.0 PROPOSED



2.0 PROPOSED



2.1 SUMMARY OF PROPOSED WORKS

The project involves the almost full development of the site area as a four story mixed use development consisting of approx. 96m² commercial unit on the ground floor and five apartments totaling 294 m² on the first, second and third floors, consisting of 2 No. one bed and 3 No. two bed..

The site is currently vacant hard standing with a metal perimeter fence and has been for some time. Hence, the project resolves an important infill site in Chorlton which some consider a long standing eye sore.

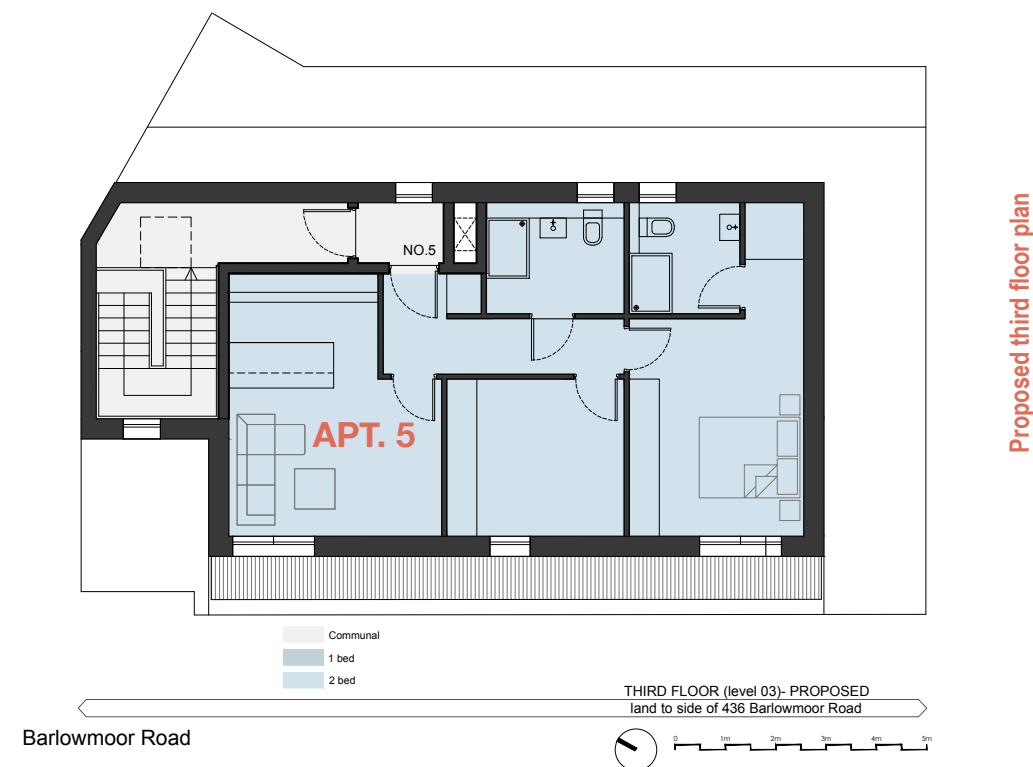
At ground floor level the main access to the residential entrance and the commercial unit is from Barlow Moor Road. To the rear of the building a servicing zone enables access to post boxes, bike store, residential and commercial bins also accessible from a side entrance.

The proposed building occupies the site to the front, rear and side boundary at ground floor level, but steps back at the rear at first floor level and from all sides on third floor level.

The top floor is a clad box with a flat roof and has reflect recessed windows. The top floor is recessed on all sides.

Fenestration to the apartments is predominantly to the front of the building, but where possible windows to the rear avoid overlooking of other buildings by the use of obscured glazing.

2.0 PROPOSED



2.2 DESIGN PHILOSOPHY

The essence of our approach to the design is to respond sensitively to the existing typology and context of the locality to create a sensitive infill project in a contemporary style which references both local materials and architectural styles.

The scale of the new proposal is generated from the adjacent buildings in terms of floor height and roof form.

The accommodation at the upper level is stepped back in accordance with the guidance in the Manchester Core Strategy.

In terms of provision of accommodation, the development provides sustainable economic development and responds to housing requirements set out in the design code by addressing the need for one and two bed apartment units.

We seek to create a harmony of economic, social and environmental factors to create a long term sustainable development in accordance with Manchester's Core Strategy.

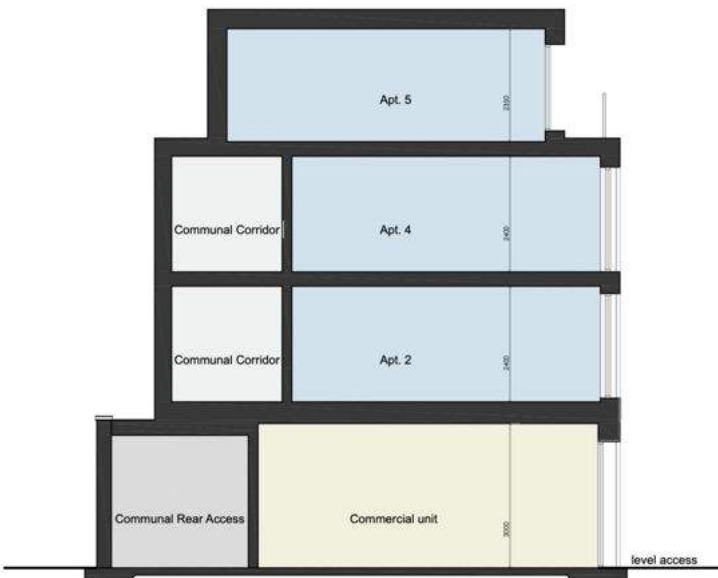
2.0 PROPOSED



PROPOSED FRONT ELEVATION



PROPOSED SIDE ELEVATION



PROPOSED SECTION

2.3 ELEVATIONAL TREATMENT

In our study of new developments in Chorlton, we found material palettes to be diverse, however we chose to reference the predominance of brickwork throughout the area.

By using brickwork in a contemporary style, we aim to create a distinctive modern building which sits comfortably in its context in terms of scale and rhythm.

Projected brick piers form a framework to control the composition of the elevations in terms of horizontal fenestration and vertically to define the ground floor zone and emphasize the eaves line of the adjacent building.

The piers are continuous between the first and third floor levels, which has the visual effect of reducing the scale of the building.

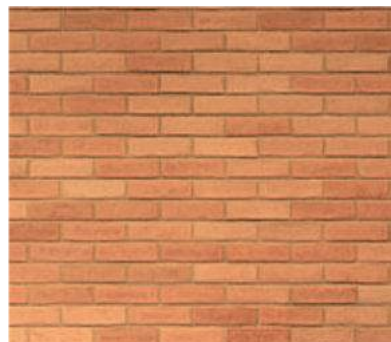
The signage zone is low key and controlled by the framework of the piers. This helps respect the tradition of the area which has been eroded by uncontrolled development of shop frontages.

At roof level, a flat roof recessed box is combined with inset windows to reflect the eaves and ridge of the adjacent buildings. Also the third floor is set back in accordance with guidance from the core strategy document.

Within the framework of the brick piers, windows sit recessed with cladding below cill level. The first floor level is articulated by a recessed horizontal brick band.



SEGMENT OF FRONT ELEVATION



1. BRICKWORK



2. DOOR AND WINDOW FRAMES



3. LOUVRES



4. SIGNAGE ZONE



5. GLASS BALUSTRADING



6. ROOF CLADDING

2.4 MATERIALS PALETTE AND SURFACE ARTICULATION

To be agreed and approved by Local Authority as part of the planning condition discharge application.

1. BRICKWORK

Red multi brick in stretcher bond with feature soldier courses in the same brickwork. The brickwork is arranged in three planes to create depth and interest.

2. DOOR AND WINDOW FRAMES

Dark grey powder coated aluminum window and door frames.

Windows and doors are recessed into openings to create deeper reveals and relief.

3. LOUVRES

Dark grey powder coated aluminum fixed louvre cladding colour to match windows and doors at approximately 50mm pitch separation.

4. SIGNAGE ZONE

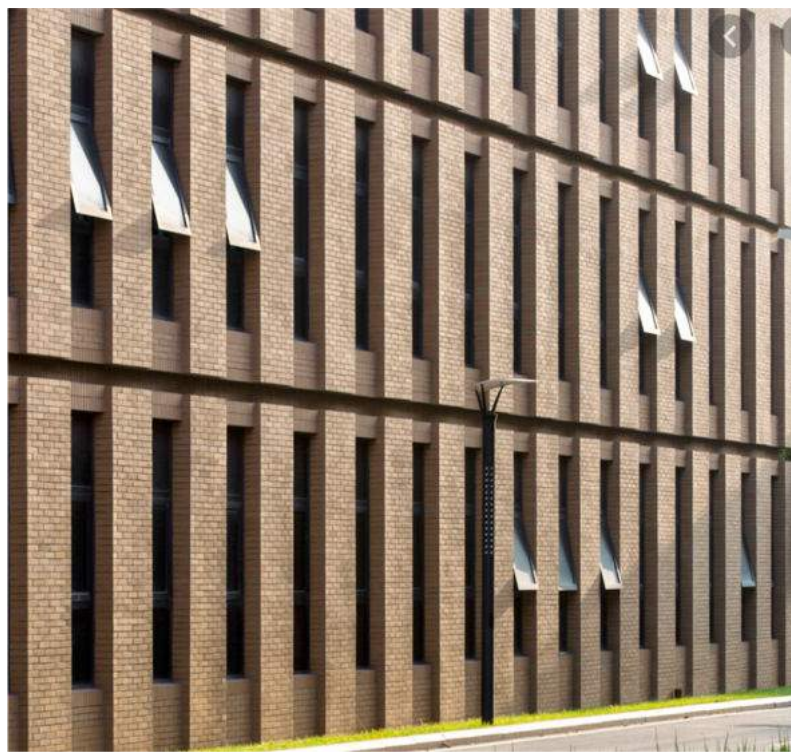
Framed aluminum panel with contrasting projecting metal effect lettering.

5. GLASS BALUSTRADING

Frameless clear structural glass balustrading approximately 1.1m high panels fixed into aluminum channel base.

6. ROOF CLADDING

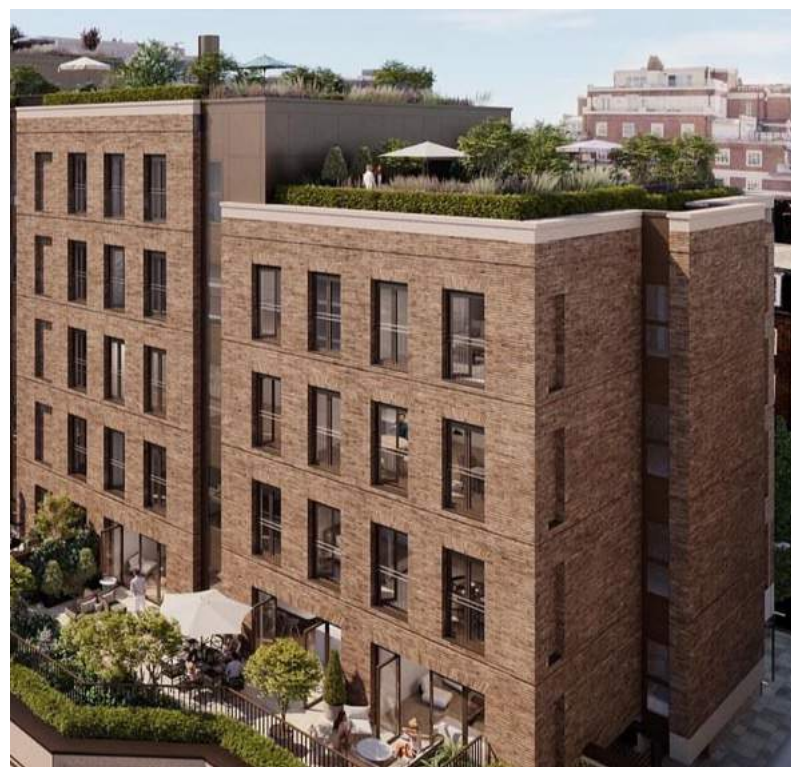
Interlocking aluminum cladding panels with vertical orientation approximately 200mm horizontal pitch. Dark grey finish.



Brick Piers create depth and modulate the fenestration



Brickwork detailing to create varying of texture compared to areas of plain brickwork using the same brick throughout



Green wall to top floor/roof



Using a single brick type, brick detailing is used to emphasise an area



Flower box fronting tall openings

2.4 MATERIALS PALETTE AND SURFACE ARTICULATION (CONT.)

In current years a contemporary approach to architectural brickwork has emerged. Though there are many different expressions of this, it is possible to identify some commonly occurring traits.

Firstly, the material pallet is limited usually to only one type of brick, although within the natural variation of the brick there may be subtle variations in tone and texture. Secondly relief is formed by the subtle use of piers and corbelling to regulate the façade and the position where windows fall.

Thirdly patterning textures are formed in the brickwork to highlight certain zones as a compositional tool, without resorting to adding a new arbitrary materials.

2.0 PROPOSED

LEVEL	USE	GI (m2)
Level 00	commercial unit	95
Level 00	resi Access	11
Level 00	rear corridor,bins & cycle store	47
Level 01	total first floor	140
Level 02	total second floor	136
Level 03	total third floor	86
TOTAL GI		515

LEVEL	UNIT	NI (m2)
Level 01	Apt. 1 (1 bed, 2p)	53
Level 01	Apt. 2 (2 bed, 3p)	61
Level 02	Apt. 3 (1 bed, 2p)	51
Level 02	Apt. 4 (2 bed, 3p)	61
Level 03	Apt. 5 (2 bed, 3p)	68
TOTAL RESI NI		294

Proposed scheme schedule of accommodation

Table 1 - Minimum gross internal floor areas and storage (m²)

Number of bedrooms(b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37) *			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

Technical housing standards – Nationally Described Space Standard march 2015

2.5 ACCOMMODATION

The Schedule of accommodation for the development is shown to the left.

Attention is drawn to the Technical housing standards (March 2015) shown to the left below.

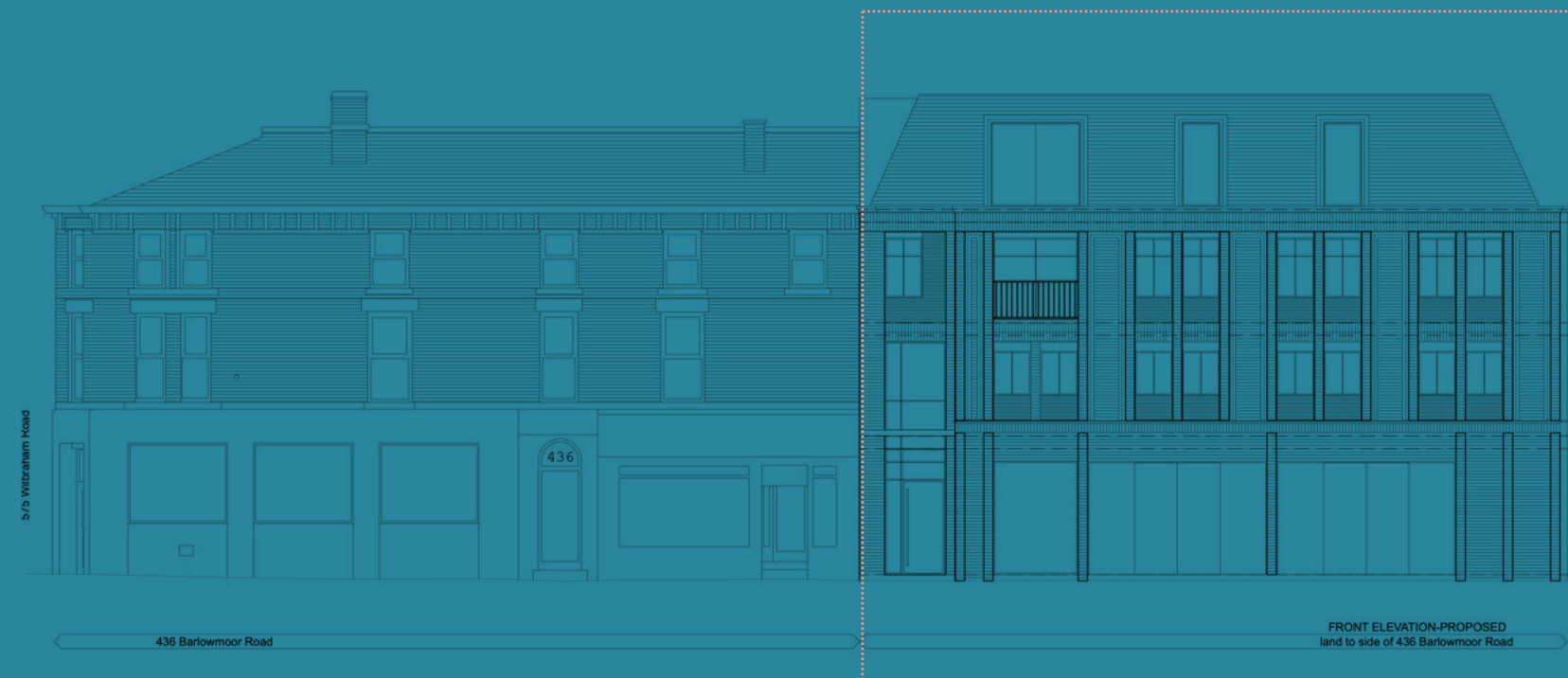
Care has been taken to ensure the proposed scheme is compliant with these standards.





Street view Visualisation of the new building in context

3.0 PRE APPLICATION





Windows to the rear of the adjacent building at first and second floor



First Floor Office Window to be relocated



One of the WC windows to be blocked up and ventilation installed



Second Floor Kitchen Window to be relocated

3.1 AFFECT ON ADJOINING BUILDING

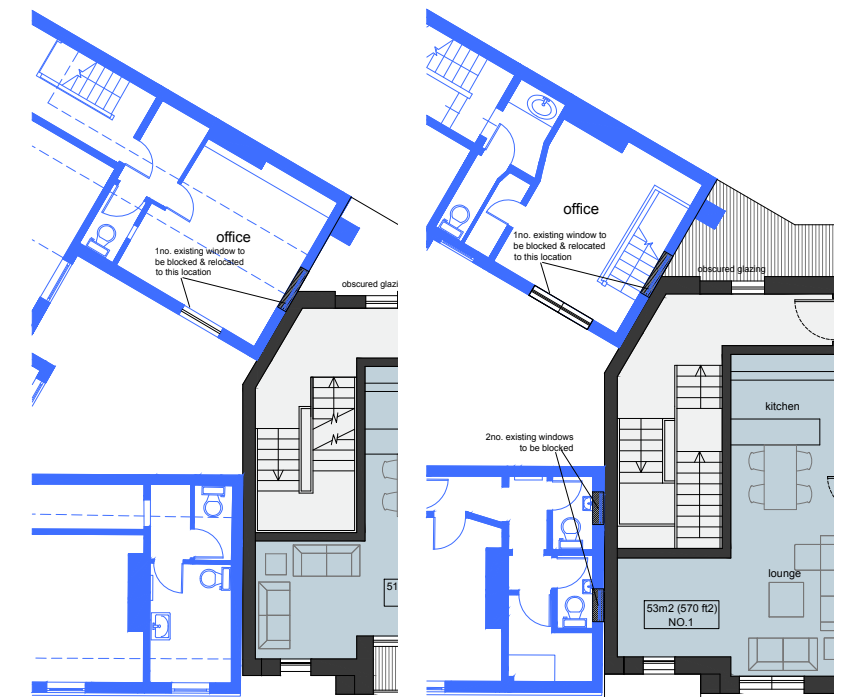
Concerns were expressed in the pre application discussion about the impact of the new building on the existing adjacent building which is also owned by the Client.

At first floor level, two toilet windows will be blocked up and mechanical ventilation installed. Also the first floor office window will be relocated to the inner courtyard wall.

At second floor level the kitchen window will also be relocated to the inner courtyard wall. Also air conditioning units will be relocated.

The impact of these modifications on the functional operation of the rooms affected is minimal.

The effect of the development on the servicing of the building is discussed in section 3.4.



First Floor Office Window to be relocated
WC Windows to be Blocked Up

Second Floor Kitchen Window to be Relocated

3.2 RESPONSES TO PRE APPLICATION FEEDBACK

Concerns were expressed in the pre application discussion about the scale of the proposal especially in relation to the visual impact of the top storey. We felt that the original mansard roof solution was geometrically conflicting with the existing building. After exploring possible pitched roof solutions it proved very difficult to create the volume and floor area to create a viable flat on the top floor. We decided that the best compromise was to create the flat as a flat roof box but recess it considerably further from the front façade along with the glass balustrading. This reduces the area of the top floor flat considerably. Also the roof cladding material is to be specified to a high standard.

If infill sites such as this one are to be developed to meet housing targets, there is always going to be a delicate balance between massing concerns and financial viability.

We responded to concerns that the rear elevation was too plain and lacked relief by extending the elevational treatment consistently around all three sides. The relief treatment has been rationalised by creating a pattern of vertical bays spanning three storeys which creates the illusion of reducing the scale of the building. We have worked to make the elevational treatment much more cohesive whilst retaining the contemporary approach and limiting the material palette to one type of brick. We feel that introducing arbitrary materials and features just to reference the surrounding buildings would lessen the integrity of the proposal.



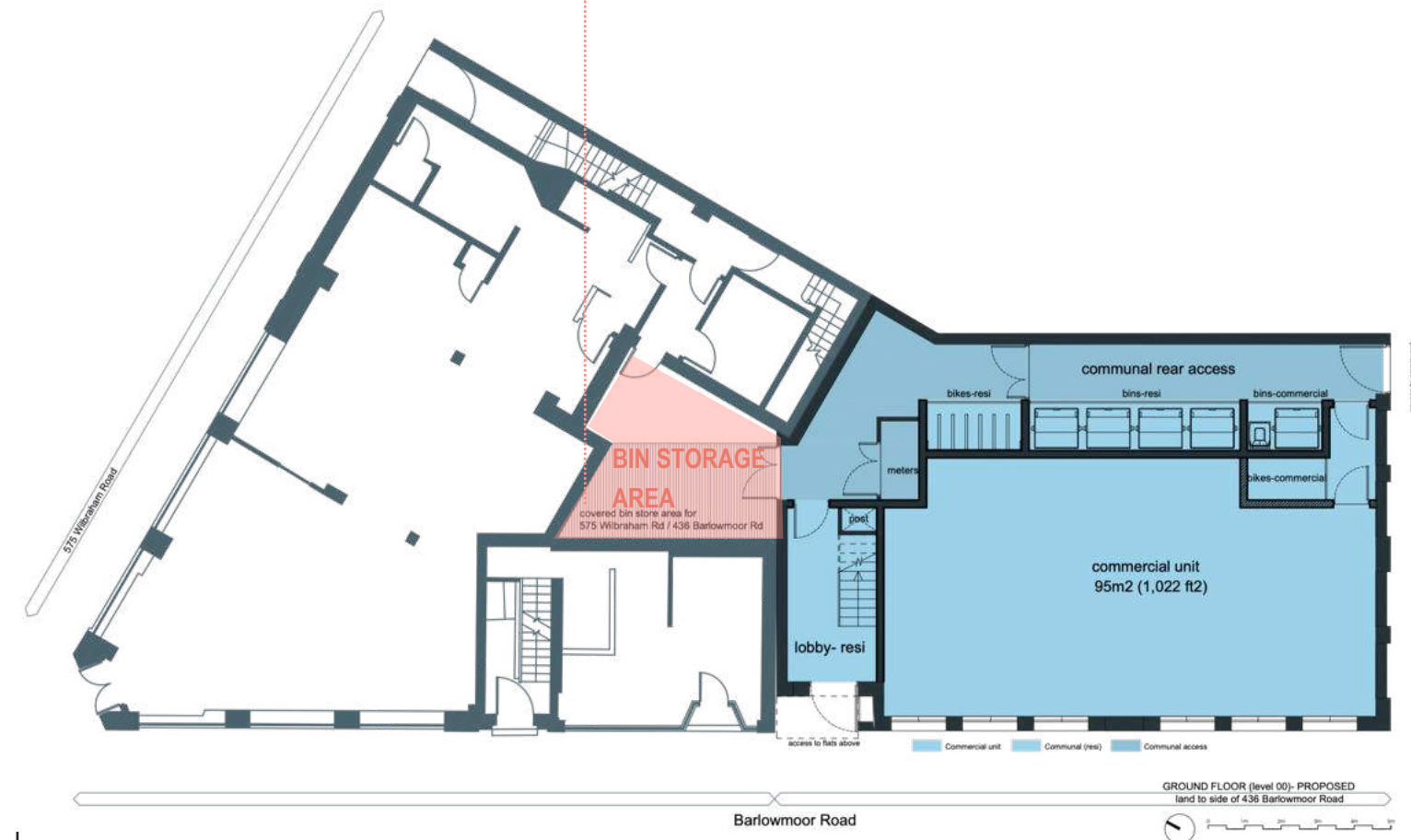
Preapplication Scheme- Barlow Moor Road view



Final Scheme- Barlow Moor Road view



The Bin Store Area of the Adjacent Building will be Enclosed by the new building and Accessible through it



The Bin Storage Area of the Adjacent Building is Accessible through the Communal Access of the New Building

3.3 SERVICING OF ADJACENT BUILDING

During the pre application process discussions took place about how the existing building would be serviced.

The new proposed building will close off a small courtyard area where the bins will be stored for the adjacent building.

This courtyard will be accessible through the rear communal access of the new building. The reuse collection company will be able to access the bins through the communal access.

Because both sites will be in the same legal ownership and management, this will be managed.

4.0 ACCESS & SERVICING





The Ground Floor Plan in the Context of the Site showing Entrances to the proposed building

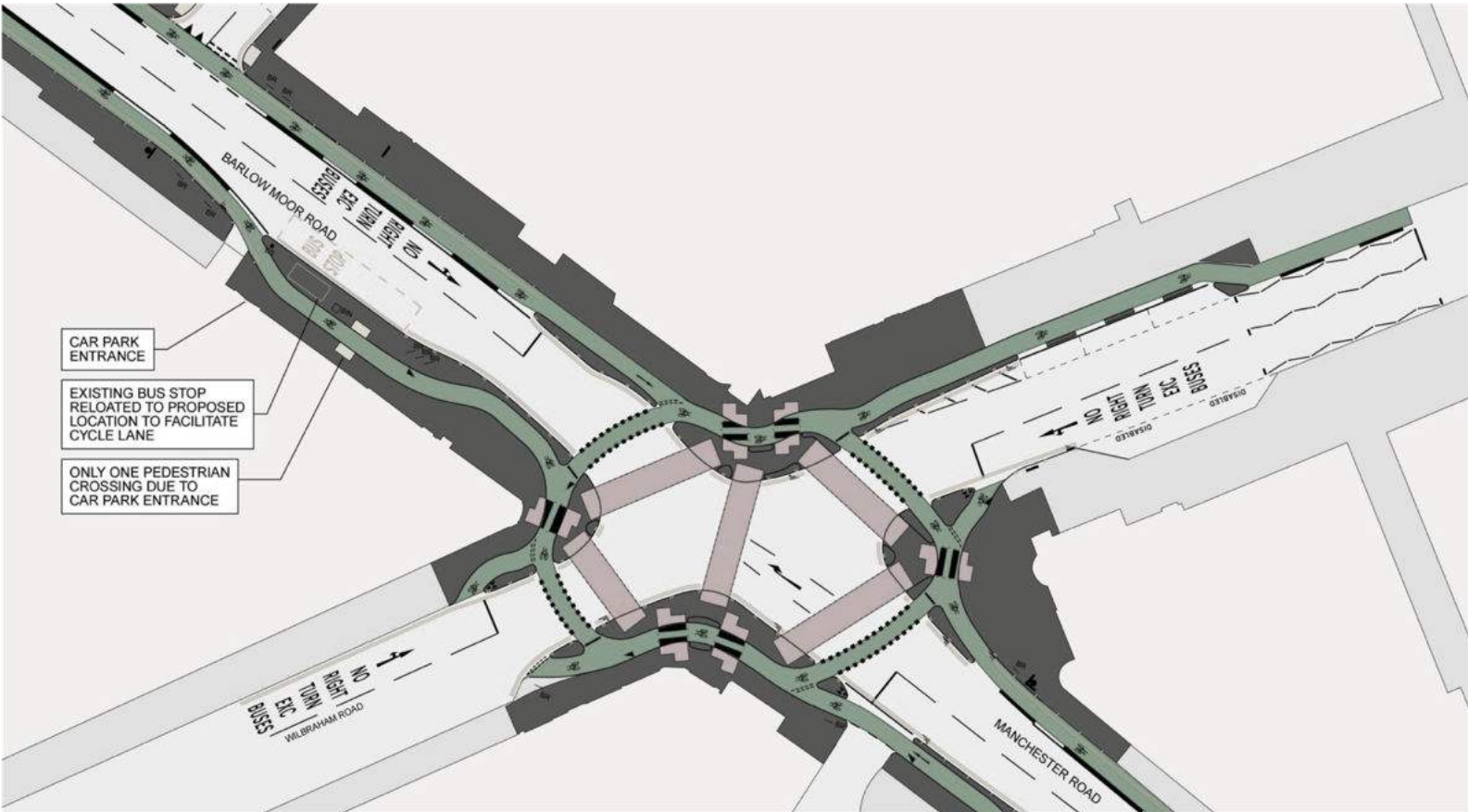
4.1 SITE AND BUILDING ACCESS

All access to the building is from Barlow Moor Road or from the side alley off Barlow Moor Road, which also provides rear access to 573-575 Wilbraham Road.

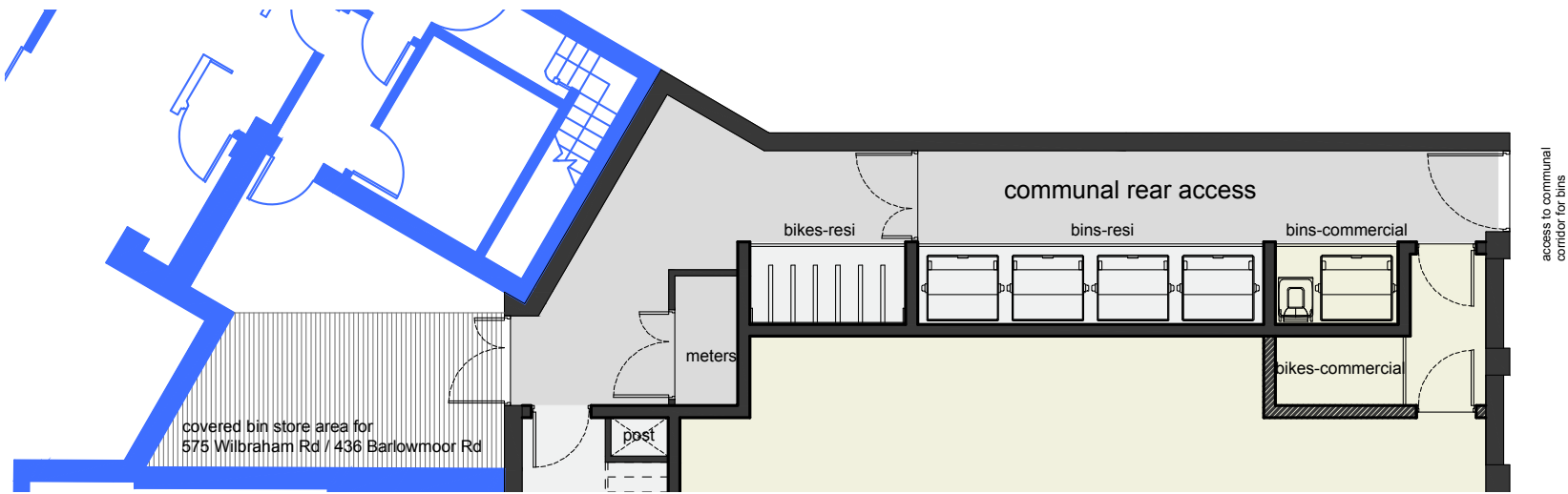
The main access to the residential flats is to a foyer stairwell to the left hand side of the front façade and next to this is the main retail entrance.

The access to the upper floor flats is via an ambulant disabled staircase in accordance with Part M of the Building Regulations. Both access to Retail and Residential are level entry.

A service entrance off the side alley provides service access to both the residential and retail. Also this provides access to waste bins and cycle store.



The proposed plan for cycle ways and crossings for the junction between Wilbraham Road and Barlow Moor Road



Bicycle and Bin store at Ground floor level

4.2 SERVICING OF BUILDING

Most deliveries to the building will be made to the front entrances from Barlow Moor Road. Deliveries to the retail may be also made to the service entrance at the side, which has a rear route into the unit.

4.3 CAR PARKING & CYCLE STORAGE

The cycle store at ground floor level has capacity for 5 cycles at ratio of 1 per flat. There is no car parking provision on the site which is in compliance with the core strategy in this instance. Chorlton has ambitious plans to encourage walking and cycling for local journeys by the development of an extensive pedestrian and cycle friendly network. The adjacent map shows the plans for the main junction close to the site. Part of the planned cycle route next to the site on Barlow Moor Road has already been built.

4.4 WASTE MANAGEMENT

The waste management strategy for this project has been formulated in accordance with GD 04 Waste Storage and Collection Guidance for New Developments Manchester City Council'. The proposed bin store will accommodate 2 No. Euro Bins 1100L to service the commercial unit.

A further 2 No 1100L.and 3 No. Wheeled Bins 240L will service the five apartments. We would propose that this is in accordance with national guidelines based on the number of bed spaces and area of commercial accommodation.

5.0 PRECEDENTS

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fronting Barlow Moor road



fronting Barlow Moor road



fronting Barlow Moor road



Chorlton Villas

5.1 CONTEMPORARY BUILDING PRECEDENTS

Pictured opposite are a selection of contemporary architectural schemes all in the Chorlton locality.

There is a large variation of architectural approach and material usage.

Many of the schemes have active use at ground floor such as restaurants, and retail.

Also it is common for schemes to have a recessed upper floor differentiated by a different material.

Brickwork is usually restricted to one brick type.

There are several examples of use of render and cladding including use of strong coloured pigmented renders.

Other schemes favour more traditional references but in recent years more modern and experimental approaches seem to prevail.

In conclusion a big element of the architectural identity of modern Chorlton is innovative, modern and vibrant buildings which sit harmoniously alongside the old in terms of scale and detail.



Kemps Corner viewed from Barlow Moor Road



Kemps Corner viewed from the junction between Wilbraham Road and Barlow Moor Road

5.2 CASE STUDY 1 KEMPS CORNER

On the same main road junction as our proposal an application is being processed to redevelop the site known as Kemps Corner. Proposals include the renovation of the existing building to create ground floor retail usage and residential apartment units on the two floors above.

The existing building is being returned to brickwork and remodeled at ground floor to provide ramp access.

An additional new building is being added to adjoin the existing building on Barlow Moor Road, which mimics to roof line and scale of the existing building, but uses a different brick to differentiate itself.



The Existing Kemps Corner Building



Visual of proposed building fronting Barlow Moor Road



3D CGI Block Visual showing the Existing vacant building- recently demolished

5.3 CASE STUDY 2 479 Barlow Moor Road, Chorlton

Also by SP Architects a nearby project has been granted planning permission to redevelop a site formally occupied by a disused cinema and Co-Op, which has been recently demolished and to be replaced by a new four storey contemporary mixed use building with retail at ground floor and apartments above.

The building from ground to second floor is predominantly brick of uniform type and includes detailing to create surface articulation.

The window pattern of the first and second floors is composed to create vertical pairing windows, which has visual effect of reducing the scale of the building.

Also as with many precedents, the third floor is recessed and differentiated by use of cladding.



Existing building- Demolished 2023-2024

DESIGN & ACCESS STATEMENT- PLANNING

436-436a BarlowMoor road, Manchester M21 0AB

SPARCHITECTS

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