

DESIGN & ACCESS STATEMENT

Proposal: 'Upward Extension' to create additional storey and Two-storey side extension to create total 4no. additional dwellings. Extension to existing warehouse to create 1no. additional warehouse.

Location: 5 Appleford Drive, Manchester M8 8XA

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1.0 INTRODUCTION

This Design & Access Statement has been prepared in support of a full planning application for a proposed development at 5 Appleford Drive, Manchester M8 8XA.

The proposal is for:

'Upward Extension' to create additional storey and Two-storey side extension to create total 4no. additional dwellings. Extension to existing warehouse to create 1no. additional warehouse.'

The existing site has a mix of uses with a building comprising a warehouse unit and also a building comprising residential units. The overall site has further potential and is reflected by numerous enquiries received from both prospective commercial tenants and residential occupants. The applicant is therefore proposing this development to create an additional warehouse unit to support operation of a potential small business. The residential element of the proposed development will deliver homes and assist with Manchester City Councils target of delivering 36,000 new homes by 2032 (Manchester Housing Strategy 2022–2032).

This document has been prepared to summarise the design approach taken for the development of the proposed scheme and is to be read in conjunction with all other submitted planning drawings and documents.

2.0 ASSESSMENT OF EXISTING SITE

2.1 Location

The application site is located circa.2.5km north of the city centre and is within the Cheetham Ward area of Manchester.

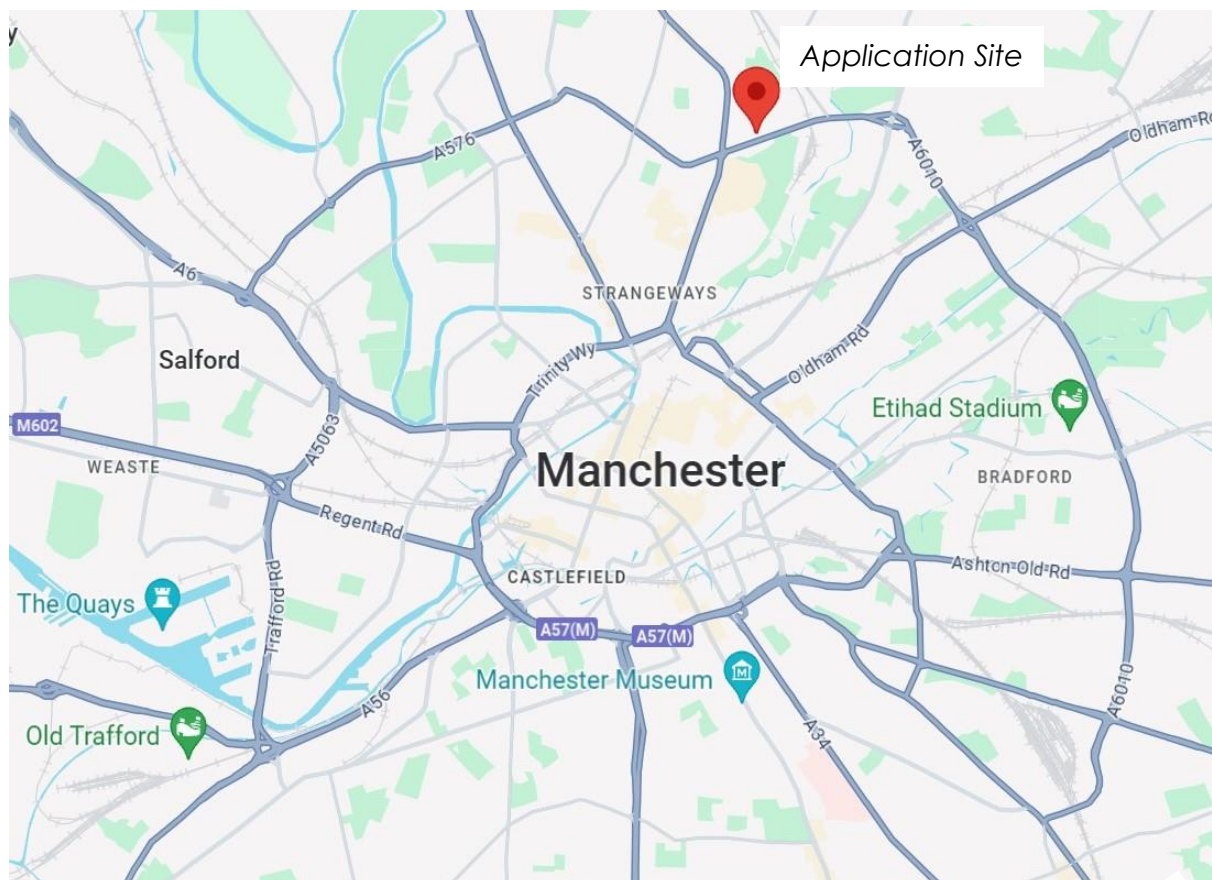


Fig. 01 Location of application site (source: Google Maps)

2.2 Site & Surrounding Context

The application site is situated on the western side of Appleford Drive and is typically approached by foot/vehicles from Queens Road and turning north at junction with Appleford Drive.

To the west and adjoining the application site is the 'Stagecoach Depot & Museum of Transport'. This is a Grade II Listed building as registered in 'The National Heritage List for England (NHLE)'. The official List Entry No. is 1247471 and was first registered in June 1998.

To the east of the site, on the other side of Appleford Drive are Housing comprising two-storey terraced dwellings with large gardens. The houses typically have external walls clad in red facing bricks with roof coverings in brown roof tiles.

To the north of the site, on the other side of Darrel Walk and beyond are housing similar to that on Appleford Drive as described above.

To the south and adjoining the site is a small plot of vacant land. This land has previously received Outline Planning Approval (ref. 101700/OO/2013/N1) for '9 no. apartments with retail and office space at ground level (Use Classes A1 and B1), and associated car parking'.



Fig. 02 Site Context Diagram(base plan source: Google Maps)

2.3 Existing Site Use & Layout

The site is rectangular stretching north to south and approximately 0.26 hectares in size. The southern part of the site comprises of a large car park and yard serving the warehouses; the existing buildings are generally to the north of the site.

For ease of identification, the various existing building elements have been given name references such as Block A, Block B etc. These names of buildings are for the sole purpose of this planning application.

Block A

Block-A is an existing two-storey residential building comprising 4no. flats and is located at the north-western part of the application site. The building is clad in buff colour facing brick with a traditional dual pitched roof clad in brown roof tiles.

Block B

Block-B is an existing large warehouse building part two storey and part single storey high. The main wing (two-storey high) is located to the south and faces/accessed from the main car park. The single storey wing is located to the north and is has access points from Appleford Drive and also the access road to the north.

The building generally has a flat roof with parapets to the perimeter and is clad in buff colour brick with accent sections in brown brickwork.

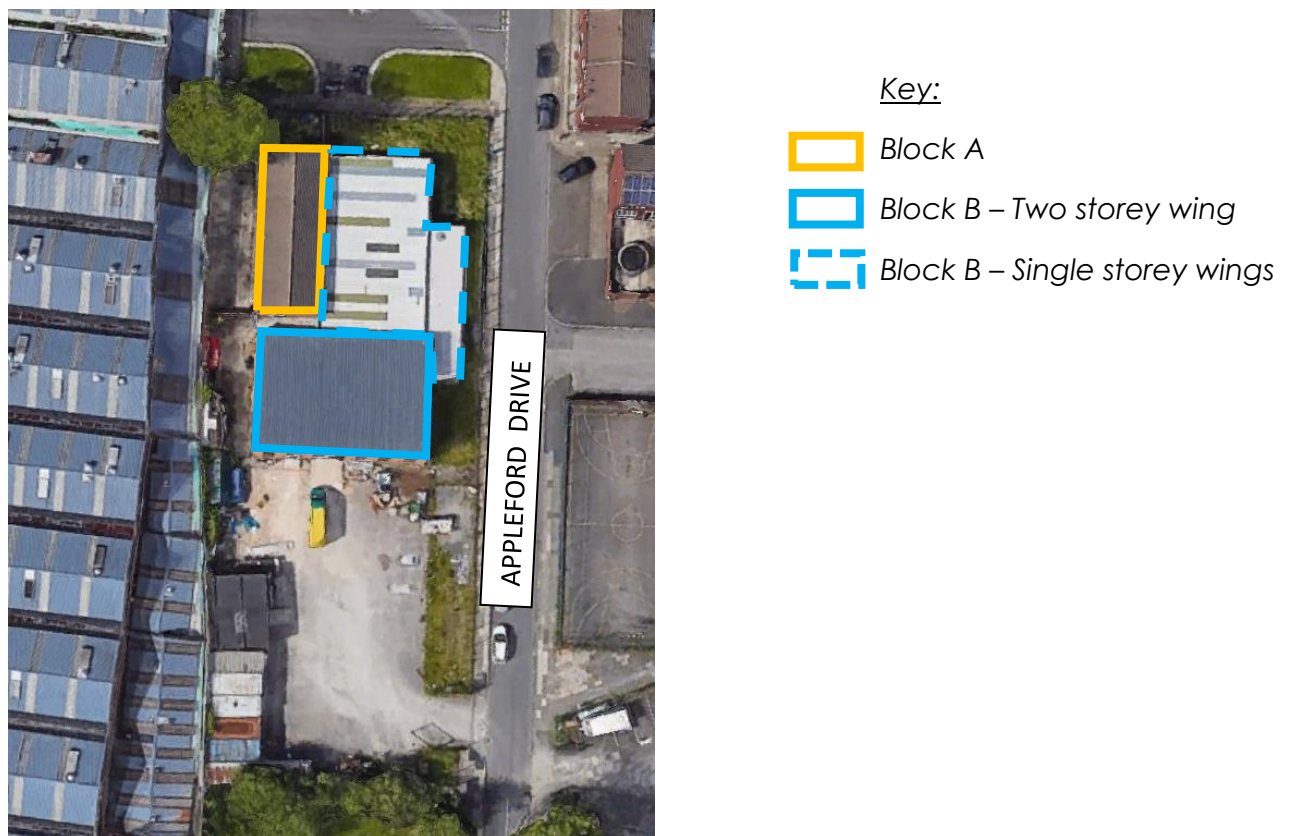


Fig. 03 Aerial Plan (base plan source: Google Maps)

2.5 Transport & Connectivity

The application site is highly accessible by travel by car and also non-car travel modes of such as walking, cycling and public transport.

Access by Car

The site has good highway connections to the city centre (located to the south of the site) via the A665 Cheetham Hill Road. The M60 ring road is located circa. 3 miles to the north of the site reached via A665 & A576 Middleton Road and provides links to adjacent localities and the wider motorway network.

Bus

Regular bus service no.135 is operated by the Bee Network from the city centre (Piccadilly Gardens) to the vicinity of the application site; the commute time is circa. 18 minutes.

Tram

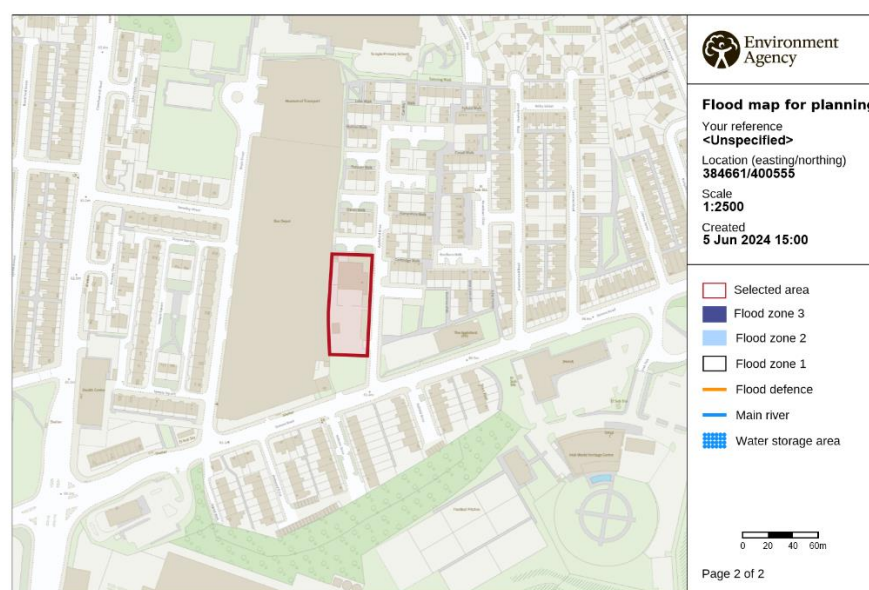
The site can also be easily reached via the Metrolink Tram service connecting the city centre to Bury (Yellow Line); with the Queens Road Tram stop being only 8min walk to the site.

2.6 Arboricultural Implications

There is a tree to the north-west corner of the site and is not affected by any proposed development.

2.7 Flooding

The Environment Agency online flood map search indicates the site as being in Flood Zone 1. The site is less than 1 hectare and does not require a Flood Risk Assessment



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Fig.04 Flood Plan (source: Environment Agency)

3.0 PROPOSED DEVELOPMENT

3.1 Description of Proposed Development

'Upward Extension' to create additional storey and Two-storey side extension to create total 4no. additional dwellings. Extension to existing warehouse to create 1no. additional warehouse.

The description stated above maybe subject to change by the LPA hence may vary slightly on the validated application references.

3.2 Principle of Proposed Development

The site has existing and long-established use for warehouses and residential dwellings and it is anticipated the LPA will have no objection in principle to the proposed development for similar additional uses.

3.3 Use & Amount

The proposed development comprises the following development elements:

Block A

Existing Block A to be extended upwards to create an additional storey comprising 2no. new residential units (C3 Dwelling).

The proposed floor area is dictated by the size of existing building footprint hence the additional storey reflects the lower levels. The number of proposed dwellings takes into consideration the footprint and need to comply with space standards set out in NDSS (Nationally Described Space Standard). Two flats re proposed in this extension; 1 x 1bed (2 persons)and 1x2bed (3persons).

Block C

Extension to existing Block B and linking with Block A; a proposed two storey block comprising 2no. new residential units (C3 Dwelling).

The size of this element of the development takes into consideration the existing depth of Block B (two storey element) and the available width from gable of Block B to site boundary to west (Bus Depot/Museum). The width of development if further reduced leave a 900mm gap to boundary (Bus Depot/Museum site. A total of two flats are proposed in this extension: 2 x 2bed (3 persons)

Block D

Existing Block B to be extended to create new separate warehouse storage unit 'Block D' (B8 Storage & Distribution). This will be a unit of modest size, circa. 77m2 GIA.

3.4 Site Layout

Key development proposals

The existing site is developed and operational hence there are certain constraints and also opportunities for proposed development. The key design approach is to 'cluster' together developments of the same use.

The proposed extension to create an additional warehouse unit (Block D) is located at the south-eastern corner of the site and adjacent the existing warehouse frontage.

Block C, the proposed extension block to create additional residential units adjacent the existing residential building (Block A) and to use same forecourt and site entrance.

Block D, the proposed extension block to create an additional warehouse unit adjacent the existing warehouse and to front main warehouse car park.

Associated proposals

In addition to the above, the proposed site layout design incorporates the following:

- *New ramp/step-free route to improve access to existing & proposed residential.*
- *New designated area for secure cycle storage.*

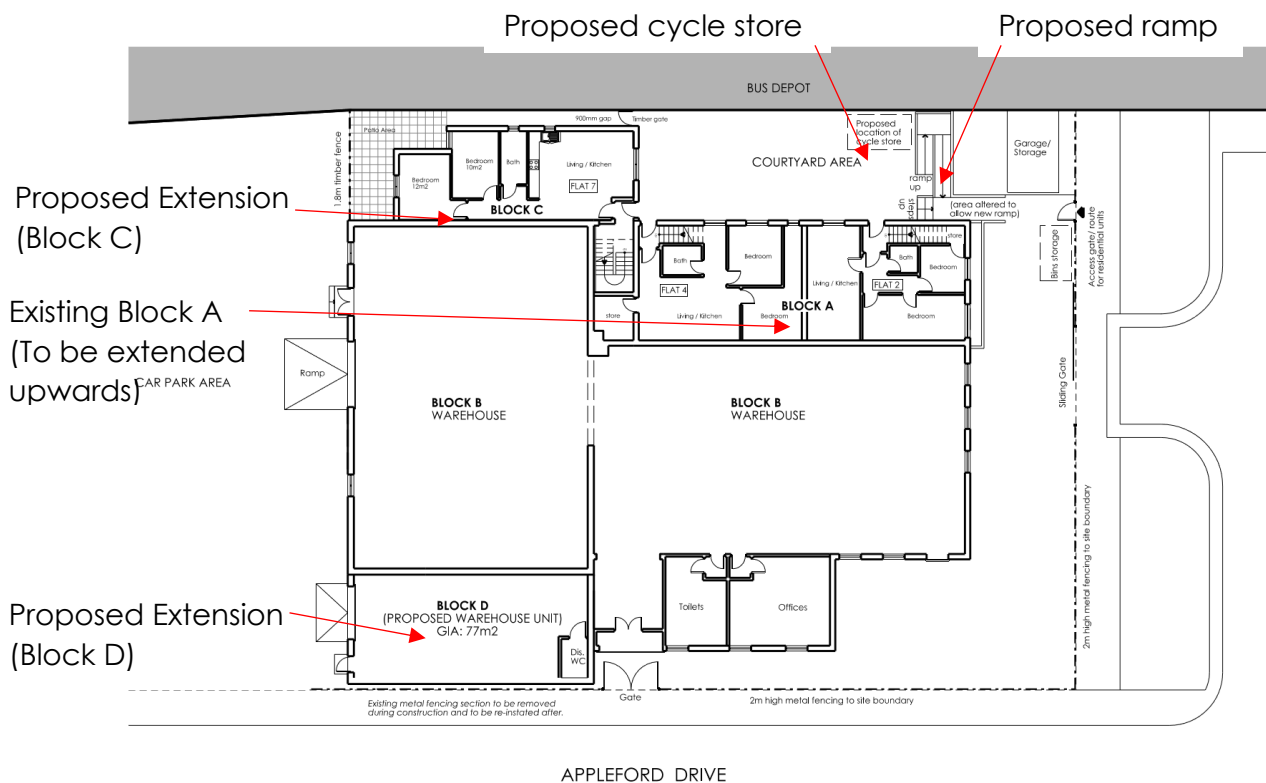


Fig. 04 Proposed Site Plan (nts))

3.5 Scale & Appearance

As described in earlier sections, the key objective of the site layout is to to 'cluster' together developments of same use and utilise existing entrances and approaches.

BLOCK A (Upward extension to existing)

Below are the primary design principles for the scale and appearance of this element of the development.

- The footprint of the additional floor will be same as typical existing floor; only a staircase element to be added at gable.
- The floor to ceiling height of the proposed additional floor will not exceed that of existing floors.
- The window sizes and arrangement will align with existing floors, this will create an appealing elevational composition.
- The replacement roof form, pitch, roof tiles and facing bricks on elevations will match that of existing, retaining the character of the existing building.
- ***Although the proposal will result in a 3-storey building, it must be noted that the existing building is set significantly lower than the general street level hence has a lower perceived height from the street.***

BLOCK C

Below are the primary design principles for the scale and appearance of this element of the development.

- The proposed Block C is two storey high matching the host building it abuts (Block B).
- The roof form matches the existing and has a flat roof with a perimeter parapet.
-

BLOCK D

Below are the primary design principles for the scale and appearance of this element of the development.

- The proposed Block D is two storey high matching the host building (Block B).
- The roof form and facing bricks on elevations will match that of existing, retaining the character of the existing building.

3.6 Visual Amenity

Proposed additional storey to Block A

The additional storey will generally align with existing footplate of the building with window compositions on elevations similar to the existing.

West elevation (facing towards the Bus Depot site); the additional storey will have a better outlook than the current topmost floor due to the elevated position.

The north elevation of the building (facing towards the rear of properties at Darell Walk); again, the proposed additional floor aligns with existing footprint/building line hence any interface distances with neighbouring properties will not be exacerbated.

Proposed Extension Block C

Block C is located at a rather discrete part of the site and is not readily visible from the highways. The extension has been carefully orientated to have a frontage facing the existing residential courtyard.

The building has been articulated to have habitable rooms with good outlook and not facing the wall side of the Bus Depot building. The layout and siting of this extension block has no adverse impact of any neighbouring residential or commercial properties.

Proposed Extension Block D

This extension to create an additional warehouse unit has a frontage and building entrance facing the car park. The extension block has its side/gable elevation close/abutting the site boundary with Appleford Drive. The massing and appearance of the building is comparable to that existing on site and does not appear incongruous on Appleford Drive.

Although the proposal will entail development closer to site boundary, there are no outlook or privacy issues since there are no buildings directly opposite on the eastern side of Appleford Drive.

The front elevation of this extension aligns with the host building/ warehouse and there is no impact to any neighbouring properties with respect to privacy or outlook.

3.7 Landscaping & External Works

The proposed scale and nature of the proposed development will not entail in any extensive external works or boundary treatments.

Proposed Blocks C & D - Associated external works.

These two extensions will be erected on existing hardscaped land; following completion the surfaces excavated/damaged areas will be made good to match original surface treatments.

Proposed Ramp

The proposed development will include an external ramp from the upper (street level) down to the lower level of the existing residential forecourt to provide practical access for all users. This will entail alterations to an area adjacent the existing stepped rout located at the north-western part of the site. The proposed ramp will have concrete surface with steel galvanised posts & guarding.

Boundary Treatments

The existing site has secure metal fencing to perimeter of the site, which will be retained. There will be some demarcations within the site with a proposed fence between the car park and rear/patio of proposed Block C. The fence will be 'timber close-boarded laid vertically' and circa. 1.8m high.

Should the LPA require additional information we kindly request that this is obtained via an appropriately worded planning condition(s).

3.8 Access

Public Transport & Road Networks

As described in section 2.5, the application site is highly accessible by travel by car and also non-car travel modes of such as walking, cycling and public transport.

Approach to site

The general approach to the site by users will be Queens Road A6010, turning north into junction with Appleford Drive, circa.50m from this junction is a pedestrian and vehicular entrance gate leading into main car park and yard and access to the both the existing and proposed warehouse buildings.

The proposed residential development will retain same approach and access as existing residential on site. This is accessed by turning west off Appleford Drive with a secure pedestrian gate located at the end of the road.

Access to Residential

Approach to Residential Building Entrances

There is an existing secure gate at the northern perimeter of the site off the access road. This gate provides entry into the site; a number of steps lead down to the residential forecourt. Although it is practical, this route could be improved to provide step free approach to building entrances. As part of the proposed development, alterations are proposed in this area to provide an additional ramped access to cater for less able users but will also assist with transportation of cycles and other goods.

The new ramped approach to incorporate the following:

- Minimum 900mm wide with maximum cross fall of 1:40
- To have gradients of 1:12 or 1:15 (max. lengths 5m & 10m respectively).

Main Entrances

- Principal door (main entrance) to have a minimum clear opening of 775mm.
- The entrance door threshold should be flush, if threshold unavoidable then it should not exceed 15mm.

Access within dwellings

All access within the dwelling to also comply with Approved Document Part M and incorporate facilities including:

- Easily accessible WC at ground floor of the house; doors to open outwards and have internal size of 850mm x 1600mm (oblique access) or 1050mm x 1500mm (frontal access).
- Corridors and internal door openings of adequate width for accessible manoeuvring.
- Switches and sockets to habitable rooms to be installed with centre at 450mm to 1200mm from floor level.

3.9 Refuse Storage & Collection Strategy

Residential

The existing bin storage area is located adjacent the site entrance from the access road to the north. This is a flat hardscaped area within the site curtilage and secured by the metal fences. This area is adequate for the additional waste and associated bins from proposed residential development.

Commercial

Waste associated with existing warehouse unit including bins and skips are located in the warehouse yard / car park. These are located at the north-western area of the car park. Bins associated with the proposed new warehouse unit will be located at existing bin's location described above.

3.10 Security

The existing site is at a prominent position on Appleford Drive benefiting from passive surveillance. In addition to its position, the site has secure boundaries, by means of high metal fencing to three perimeters and the remaining west perimeter secured by abutting to the Bus Depot building.

3.11 Energy & Sustainability

The scheme has been developed with sustainability in mind; sustainable strategies include:

- Overall size of dwellings is compact; the footprint and corresponding ceiling heights present modest dwelling volumes requiring minimal heating/power consumption.
- All habitable rooms of dwellings in the proposed development will be naturally ventilated with openable windows. The window sizes are generous benefiting from good levels of natural light and reducing the reliance on artificial lighting.
- Building fabric of proposed extensions will meet or exceed the current Building Regulations Part L (*Conservation of fuel and power*).
- Water saving appliances, sanitaryware and fixtures will be used to reduce water consumption in both residential and commercial units.
- Low impact and locally sourced materials will be sourced wherever possible to reduce the environmental impact of building materials.

4.0 CONCLUSION

This Design and Access Statement has illustrated the design approach to support the proposed development at 5 Appleford Drive. The application scheme will deliver 4no. new homes of modern size and standards and will also provide an additional warehouse unit for use by local businesses. The proposed development will provide/ incorporate the following:

- The proposals are well considered taking into account the local context including the scale and grain of the area.
- Increase the potential of this well-located site by providing additional homes and a commercial unit.
- Improves the accessibility for less abled users by providing a new ramped access to residential forecourt and residential entrances beyond.
- The proposed building form and choice of materials will be in-keeping rather than incongruous with the site/host buildings and immediate surroundings.
- The proposed homes have been developed with sustainability in mind and will create functional, sustainably built energy efficient homes.

This Design and Access Statement together with submitted drawings illustrates that the application scheme is well considered which will enhance the site and deliver new good quality homes and a desirable commercial unit. It is anticipated that the local authority will acknowledge this and positively receive and determine this planning application.