jda new ways of living

SUPPORTED LIVING & DEMENTIA CARE

Design and Access Statement

PROJECT NO: 1226

PROJECT NAME: JURBY AVENUE MANCHESTER

DOCUMENT DATE: 06.02.2024

JDA-ARCHITECTS.COM

Contents

01 Introduction

02 Site and Context

03 Design Process

04 Use, Amount and Scale

05 Layout and Appearance

06 Access

07 Other Design Considerations

08 Conclusions

01

Introduction

Document control

DOCUMENT REFERENCE	1226 - Design and Access Statement
SITE ADDRESS	Land off Jurby Avenue Blackley Manchester M9 6NQ
CLIENT DETAILS	Irwell Valley HA
DOCUMENT DATE	13.01.2023

The following statement is the Design and Access Statement for the Planning Application for the redevelopment of infill green space off Jurby Avenue, for a proposed 13No. unit supported living facility providing dementia care and an adjoining community hall space.

REVISION	DATE	NOTES/AMENDMENTS	CHECKED BY
_	13.01.23	Initial Issue	TK
1	06.02.24	As submitted for Planning	TK

Introduction

1.1 Foreword

The following Design and Access Statement is structured in accordance with the Town & Country Planning (Development Management Procedure) (England) Order 2015 and DCLG guidance on information requirement and validation.

The document follows the structure of the Design Council guidance "Design and Access Statements— How to write, read and use them" in an effort to demonstrate the design process and how the physical characteristics of the submitted scheme are a response to the physical and socio-economic constraints and opportunities that the development site presents.

1.2 Application

The document supports the application at Land off Jurby Avenue, Blackley, Manchester. M9 6NQ

The application is for full planning approval for the erection of a 2-storey apartment building for supported dementia care living comprising 16No. self-contained dwellings, community hub, with communal lounge and ancillary spaces.

DOCUMENT	ISSUED BY
Design and Access Statement	JDA
Architectural information	JDA
Phase 1 Site Investigation	Caulmert
Transport Assessment	TPS
Drainage Strategy / Highways Design	Shape
Landscape Design	Urban Green
Planting Schedule	Urban Green
Arboricultural Impact Assessment	Urban Green
Biodiversity Net Gain	Urban Green
Biodiversity Net Gain - 30 Year Management Plan	Urban Green
Noise Impact Assessment	Idom
Air Quality Assessment	Idom
Planning Statement	Nexus

02

Site and Context

Site and Context

Location Plan - NTS

2.1 Overview

Jurby Avenue is located in a largely residential area of north Manchester, within the M60 Ring Road. The proposed site is a undeveloped cul-de-sac.

2.2 Site and Area

Situated in the leafy suburbs of Greater Manchester, the land off Jurby Avenue is surrounded by 1 & 2 story low rise residential developments with uninterrupted views over Manchester to the south from elevated land attached to Plant Hill Park.

The local building stock comprises of bungalows and small family homes, utilising red and brown brick, often paired with render. The site is in close proximity to Plant Hill Park and co-op Academy Manchester.

Southern View Across the Proposed Site From Jurby Avenue

Site Context Photos

2.3 Context Photographs

The photographs opposite display the proposal site and its surrounding area.

A. View South from Plant Hill Road towards the proposed site

B. View towards the site and the closest private road junction.

C. View from the private road back towards Jurby Avenue showing the street scene.

2.5 Planning History

There have been ongoing conversations with the planning authority on the Jurby Avenue Scheme along with the Plant Hill partner scheme since late 2020. Historic development proposal of 10No. and 13No. individual bungalow schemes have been deemed appropriate by local councillors but a much needed care facility for people suffering with Dementia has been promoted for this site in this application.

Since this advice we have developed a scheme which takes into account the LPA's recommendations.

The following are notable planning applications with reference to the site;

- 115905/VO/2017 - City Council Development for the erection of 10 no. two-bedroom bungalows (Class C3(a), with associated parking landscaping and boundary treatments

Application was approved but not implemented.

- 091770/VO/2009/N1 - CITY COUNCIL DEVELOPMENT Erection of 13 x 2 bedroom bungalows with associated landscaping, parking and boundary treatments.

Application was approved but not implemented.

2.6 Planning Policy and Review

JDA have worked with Nexus Planning and the LPA as part of the project 500 initiative to ensure local planning policy has been consulted prior to application. Further details of which can be found within Nexus's Planning statement submitted alongside this application.

In summary it is considered that potential constraints presented by the site have been positively addressed and that the proposal fully accords with relevant local and national planning policies, offering much needed care accomodation in Manchester.

2.7 Socio Economic Assessment

According to the Indices of deprivation data collected by government in both 2015 and 2019 Jurby Avenue falls within the 10% most deprived neighbourhoods when all metrics are considered, and falls within the bottom 30% of Neighbourhood when considering the quality of the local environment.

Providing good quality supported living and community facilities in this area will meet a high demand for care and community needs.

2.8 Report and Survey

The following reports and surveys have been completed to inform the design process, and are attached to this application.

- Planning Statement

- Phase I Site Investigation

- Noise Impact Assessment

- Air Quality Assessment

- Landscape Design

- AIA

- Biodiversity Net Gain

- Biodiversity Net Gain - 30 Year Management Plan

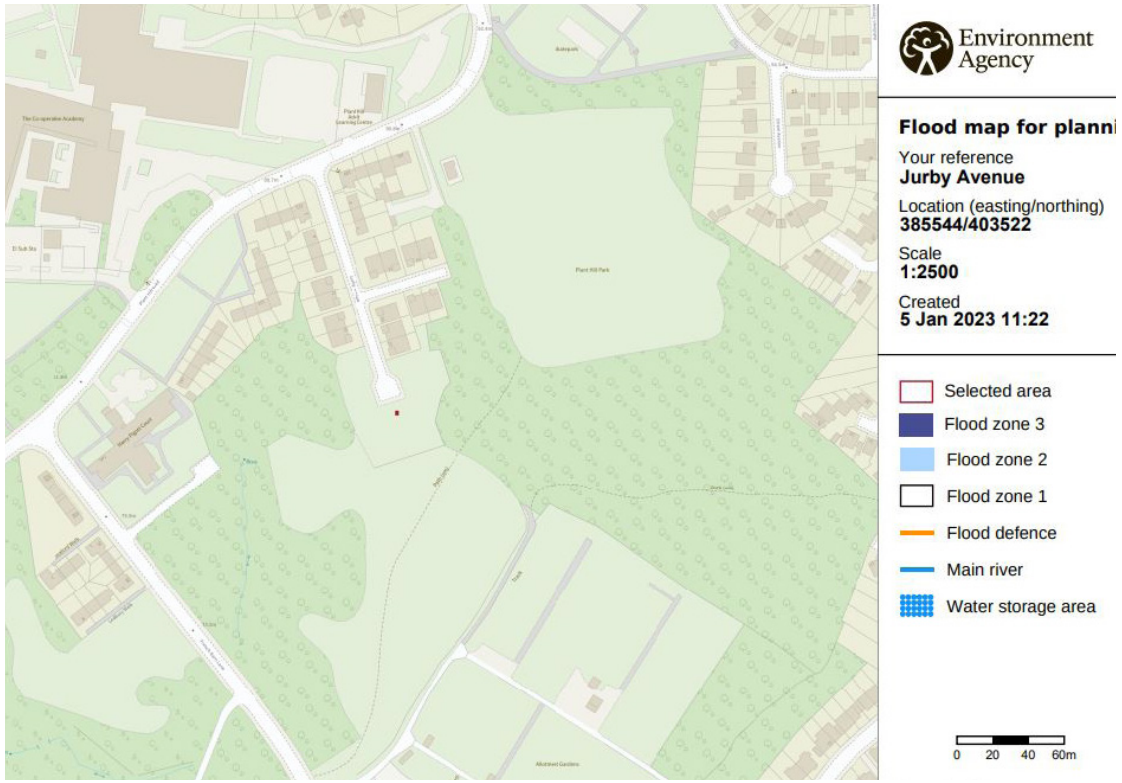
- Drainage Strategy

- Highways Design / Transport Note

2.9 Flood Risk

The government's OGL flood map for planning shows that the site lies within the Flood Zone 1, which means there is considered to below probability of flooding.

Due to the site area being under 1ha, a Flood Risk Assessment is not deemed necessary.



2.10 Assessment

The Site and Context chapter of this Design and Access Statement has shown the suitability of the site for development.

03

Design Process

Design Process

3.1 Consultations

We have had ongoing consultations with the LPA as part of the Project 500 initiative.

This has steered several aspects of the scheme, notable aspects are listed below:

Site layout:

- Consideration is needed of how the site perimeters would be secured.
- There needs to be a clear entrance for the site, which would also be beneficial for security purposes.
- The position of the buggy store could be less prominent by bringing it closer to the main building?

Environmental criteria:

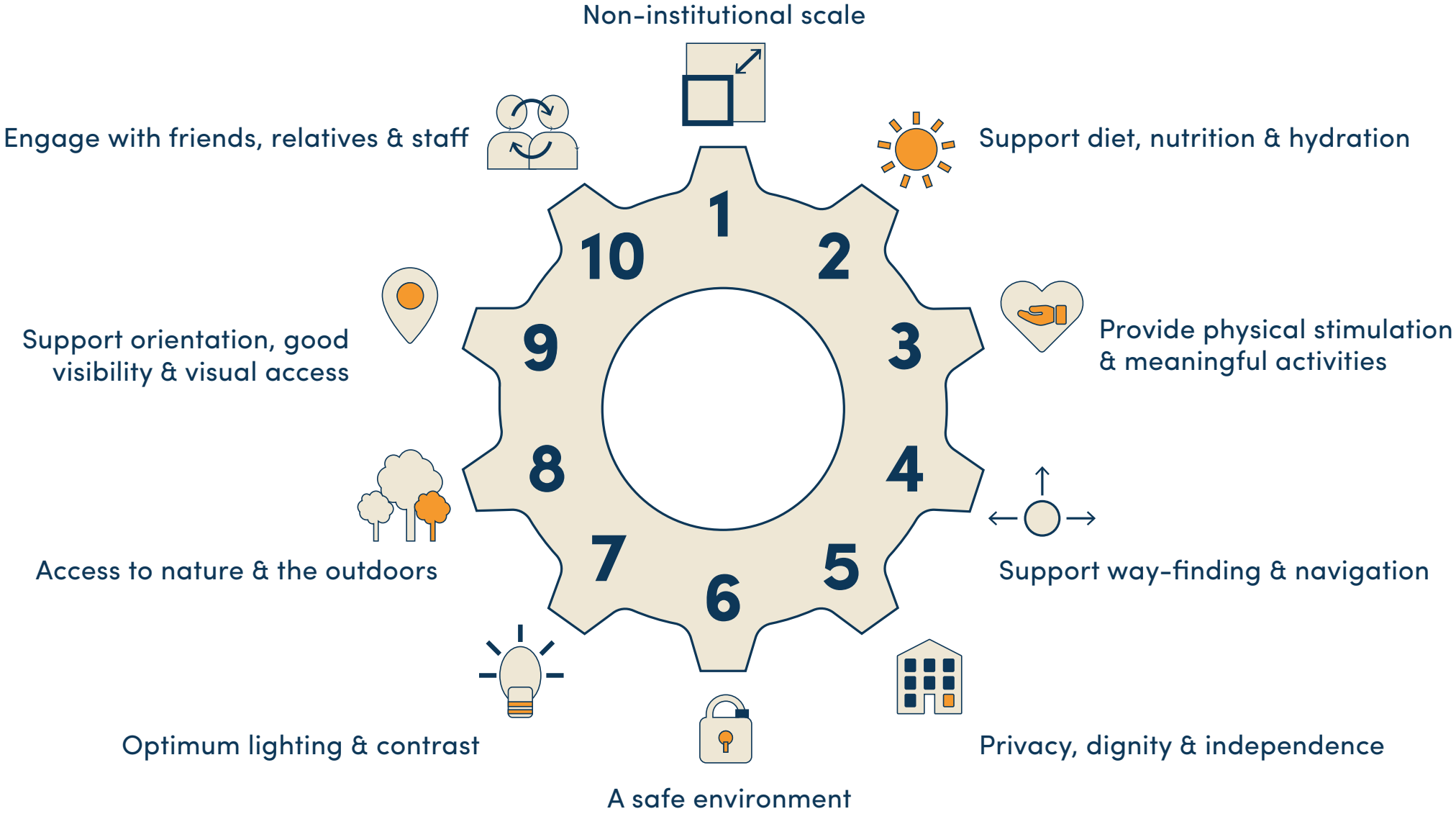
- Landscaping scheme required to support application
- Consideration of bird boxes.
- 20% EV charging points required for the scheme.
- We would like to see this aspiring to Part L, would like to see an all-electric solution and would expect to see a 10% biodiversity net gain.

Design:

- Confirm the specification for the copper-coloured mansard roofing system?
- Detail the module sizes of the copper and how they will be fitted, with fixings concealed.
- Confirm details of the Zinc panelling
- Windows need to be set back from the outside, with a 150-180 setback, to create some depth.
- The window casements need to be flush against the windows.
- The window frames need to be as thin as possible.

This advice, along with the reports submitted with this application have informed our design development as demonstrated on the next page.

3.2 Design Aims & Principles



3.3 Design Evolution

The images below demonstrate how the project has evolved in plan.

1 - Originally the proposal was split distinctly in 2 masses, a curved and elongated residential block providing 12No. supported living units, the facade concaves to the Western boundary. The community lounge and reception area was linked but visually detached to the East, the Atrium offered views through and beyond.

2 - The revised proposal presented to the council in January 2022, transforms the living space to convex against the West and South Boundaries allowing the residential aspect to flow into the Atrium space, thus providing a softer connection with the adjoining community aspect, whilst maintaining the glazed link.

3 - This final design submitted for full planning, refines the form, stepping back the communal hub, to avoid existing drainage diversions and relocating the plant room and scooter stores to subservient positions, freeing up space to the front for a landscaped garden upon approach. The amendments take into account all elements explored, to produce a scheme sympathetic to its context.

1

2

3

04

Use Amount Scale

Use Amount Scale

4.1 Use

This development proposes 14No. 1B1P self contained apartments with 2No. flexible units offering 1B2P & 2B2P apartments for live in care or partnered living under use class C3(b) .The proposal of supported living with community hub sits comfortably within the local context, offering variety against the existing bungalows, semi detached and terraced housing on Plant Hill Rd and Jurby Avenue. The developments offers to infill the end of the existing cul-de-sac as approved in many iteration under previous applications submitted.

The site is sustainably positioned within walking distance to both primary and secondary schools, a desirable attribute for family homes. It also has several links via foot and public transport to shop and many other local amenities, as demonstrated opposite.

Due to the reasons mentioned above, the proposal of family housing appears to be a perfect match for the existing context. This has also been established through our ongoing conversations wit the LPA.

4.2 Amount

The proposed amount of units is sympathetic in scale to the need and user group, it allows for supported care and NDSS living standards. Our design development demonstrates that we have actively saught not to over development of the site.

The introduction of 16 new homes with supported care will not overwhelm local services, and will instead enhance community and social interaction, ample green space is retained and the site is within walking distance to several local shops.

3.2 Scale and Density

The current proposal includes 14No. 1B1P self contained apartments and 2No. Flexible 1B2P & 2B2P units. The scale of the building has been established by the existing 1 & 2 storey residential buildings that create the approach to the site. The use of 2 storeys allows for a repetition of unit types on a smaller footprint, which increases the economic viability of the project.

Please see below elevations that show how the top floor is sloped and clad in contrast to the base level brickwork so to reduce the impact on the skyline.

Existing Site

Proposed Site

05

Layout and Appearance

Proposed Site Plan

Layout and Appearance

5.1 Layout

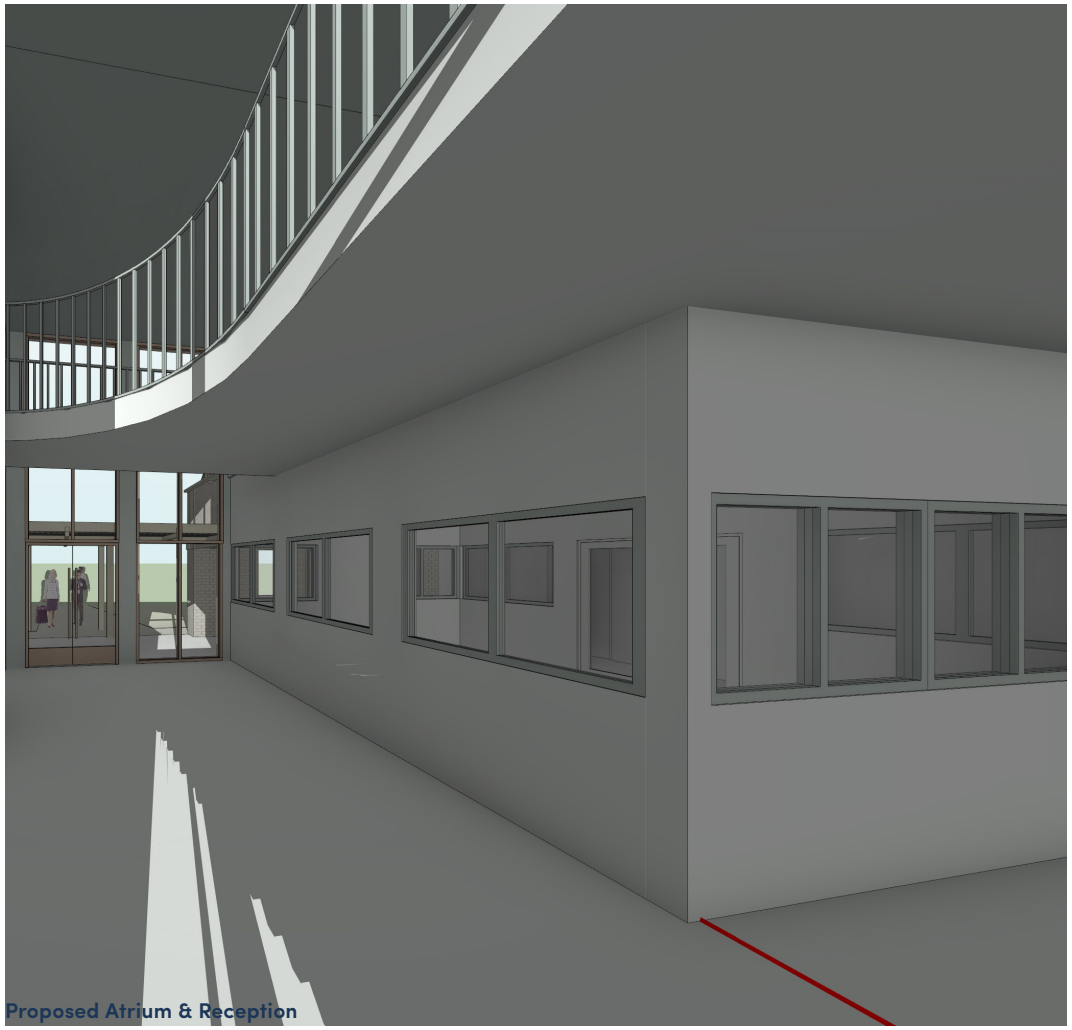
As displayed on the Design Evolution (section 3.3), proposed amendments to the site layout focus on optimising landscaping to the frontages, providing outlook for residents to the rear with suitable access to all via designated and consolidated circulation space.

The central access point allows us to securely segregate and manage the private and public spaces, the curvature of the building allows us to provide access to the units without abrupt termination of the corridors, the spill out spaces to each end assist with this.

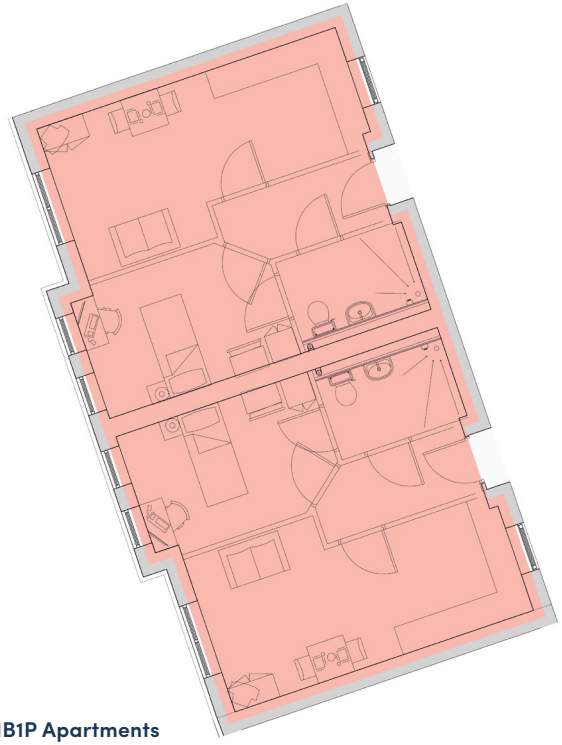
The unit types have been designed for level access to the ground floor and first via the lift & will be M4(1&2) and NDSS compliant. The proposal offers supported care for people with dementia which is greatly needed in the area.

5.1 Layout

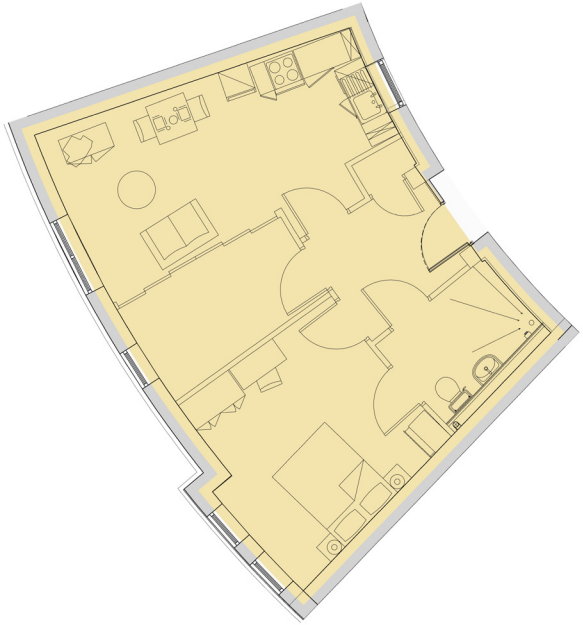
The apartment types have been designed for level access to the ground floor and first floor (via the lift) will all be M4(1&2) and NDSS compliant. Additionally a glazed atrium has been proposed to split and define the private residential block from the public communal hub , both realms will be surveilled from one central reception .



Proposed Atrium & Reception



Proposed 1B1P Apartments



Proposed Flexible 2B2P Apartments

5.2 Character , Street Scene and Appearance

The proposed development utilises 2 buff coloured bricks and a copper coloured mansard style roof which contrasts with the dominant red brick and render in local area with the earthier tones sitting more comfortable with the natural back drop.

The elevations have been developed to curve harmonious with the site restraints offering sites through and beyond, the large windows offer a vertical rhythm and break from the predominately horizontal linear form. Simple recessed detailing to the openings and brickwork provides an elegance to the proposal.

The use of a dwarf wall and metal railings, is in keeping with neighbouring bungalow scheme s and retains an outlook through the site to the green views beyond.

Proposed Rear Gardens View

5.3 Landscaping

Parking and access is provided to the side of building, this allows for generous and invitational landscaping to the frontage, softening the transition from the access road through to the shared entrance space which offers sight through to further gardens and the green open space beyond.

Level access has been provided to all who visit or reside, with parking provided in close proximity, and bin and mobility aid storage all closely accessible too.

Whilst we propose the removal of a small number existing trees, the proposed landscaping aims to increase bio diversity through the planting of additional trees, shrubs and hedges with a more considered mix.

Proposed Car Park View

Layout and Appearance

5.4 Key Building Elements and Materials

The selected building materials are listed below have been chosen to create a subtle yet distinct building sympathetic to its use and surroundings.

1. Copper Coloured Mansard Roofing System

2. Contrasting Zinc Clad Dormers

3. Muted Buff Primary Protruding Brick

4. Grey Buff Secondary Recessed Brick

5. Stacked Buff Brick Soldier Course

6. Powder Coated Aluminium Window Frames

7. Contemporary Timber Entrance Canopy

8. Zinc Clad Atrium Curtain Wall Glazing

9. 1.8m Metal Rail to Site Boundary

10. 1.1m Metal Rail Balustrade

Proposed Elevations with Materials

5.5 Secured By Design

The development will be undertaken subject to local security standards. Please Refer to report carried out by Design for Security submitted alongside this application.

06

Access

Access

6.1 Transport Assessment

A Transport Note has been provided by TPS to accompany this application the following are the main point highlighted by the report;

• The proposals are in keeping with both the local and national transport and land use planning policy agenda;

• The site is located within easy access of a significant residential catchment, where it could be expected that staff could live and, therefore, travel to work on foot;

• Opportunities for cycling and use of public transport have also been outlined;

• Analysis of historic accident data suggests that there are no accident trends that might be exacerbated by the addition of development-related traffic;

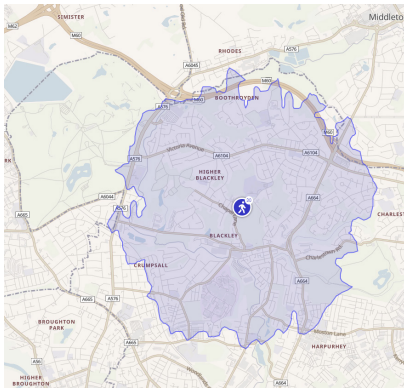
• The development proposals are anticipated to generate just 2 two-way trips in the AM peak hour and 4 two-way trips in the PM peak hour;

• The servicing arrangements for the site have been considered; the site will be serviced from Jurby Avenue, to the north of the site; and

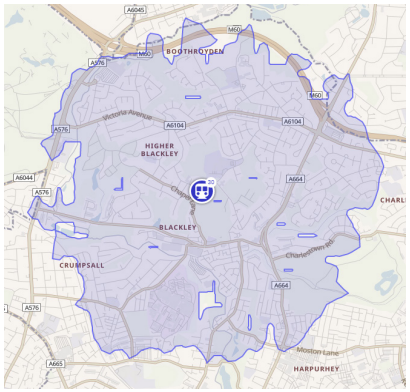
• It has been demonstrated that car parking has been provided to meet the operational requirements of the site, in the absence of specific council guidance.

6.2 Access and Travel

Cycle Storage for 2 Cycles has been provided the front gardens besides the mobility store for staff use. The diagrams opposite show the areas of Greater Manchester which can be accessed within 30mins by foot and public transport.



A large area of North Manchester can be access **on foot** in 30 minutes from this area, including Higher Blackley, Blackley, Crumpsall, and the Northern edges of Harpurhey.



The site is in close proximity to several **Bus** routes in the local area, Primarily Bank House Rd Stop, with routes to Middleton and Plant Hill.

6.3 Access and Movement

The site is well connected to existing public transport links and is largely served by existing pavements and roads, a highways design has been provided by Shape to accompany this application along with a Transport Note provided by TPS which highlights our approach from a policy perspective.

The site is accessed directly from the Plant Hill Road via Jurby Avenue.

Due to its use class and intended occupancy, the parking provision is intended for staff and visitors only, many community activities will include mini bus drop off and as such a lay by has been provided this results in a smaller need for defined car park bays. The provision of 13No. with 2No. disabled bays and 3No. EV points is considered suitable.

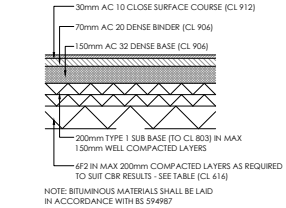
The central turning head has been design to accommodate a reversing refuse van to collect the bins from the enclosed store as well as providing adequate space for emergency vehicles.

We have developed a scheme with accessibility in mind, providing level access, and M4(1&2) compliance throughout.

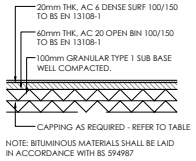
6.4 Access Equality and Inclusivity

Jennings Design Associates are fully committed to a policy of equality, inclusion and accessibility.

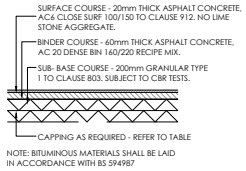
This commitment ensures that all practical steps have been taken to put inclusive design at its heart and it should be the intention of any further design development to achieve a higher standard than the acceptable minimum levels set out by the Building Regulations.



ACCESS ROAD CONSTRUCTION
SCALE 1:20



FOOTPATH CONSTRUCTION
SCALE 1:20

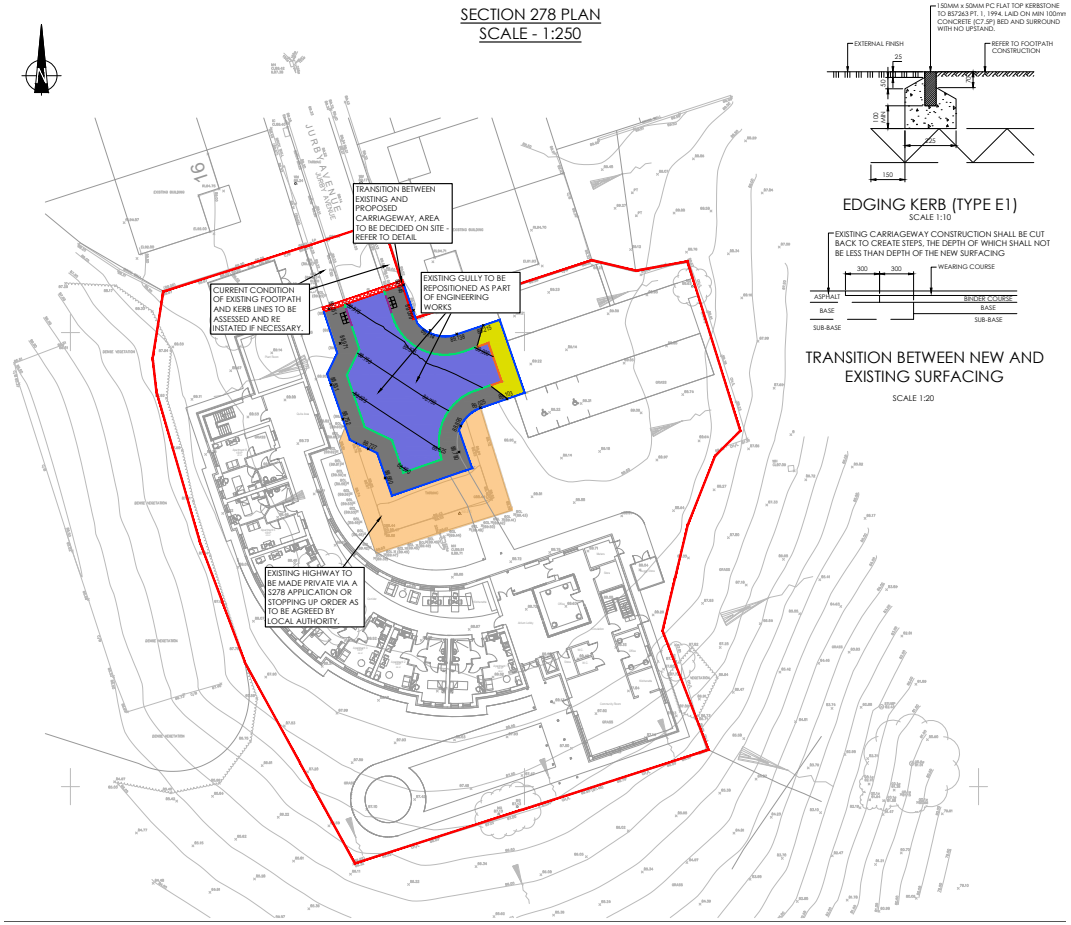


VEHICLE CROSSING CONSTRUCTION
SCALE 1:20

CBR	6F2 CAPPING THICKNESS
1	600MM (SEE SECTION)
2	450MM
3	375MM
4	300MM
<5	250MM
>5	NONE REQUIRED

CBR TABLE

SECTION 278 PLAN
SCALE - 1:250



EDGING KERB (TYPE E1)
SCALE 1:10

TRANSITION BETWEEN NEW AND EXISTING SURFACING
SCALE 1:20

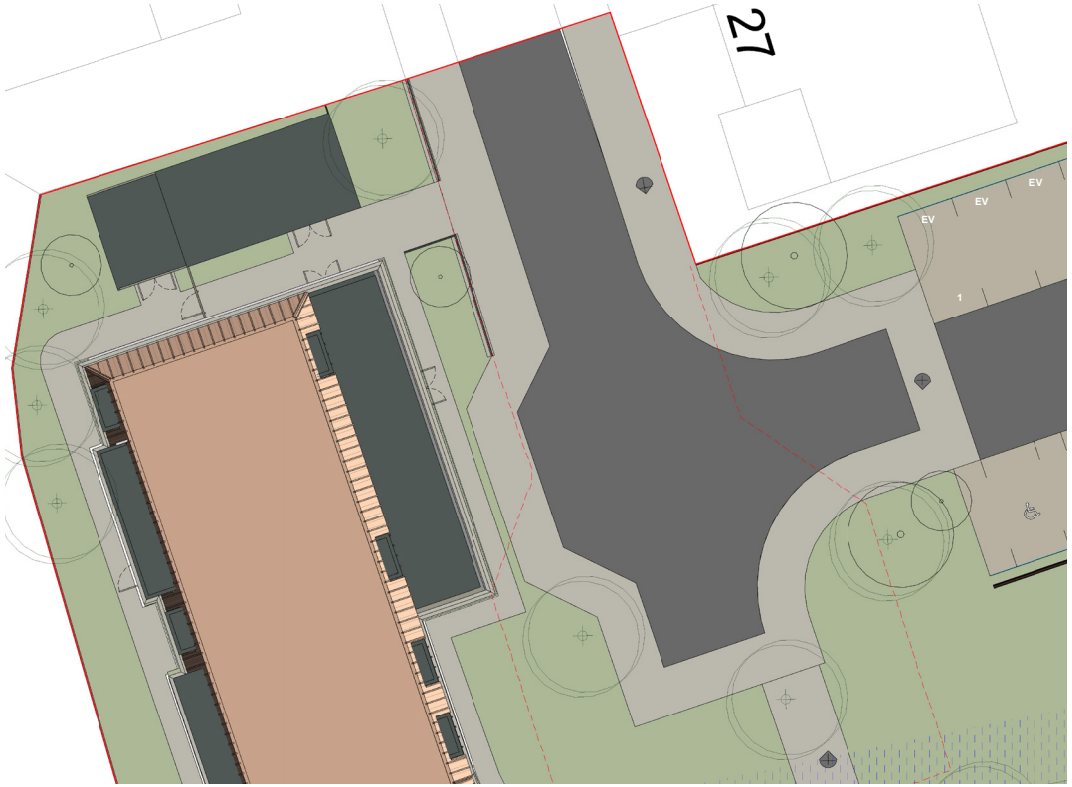
07

Other Considerations

Other Considerations

7.1 Refuse and Recycling

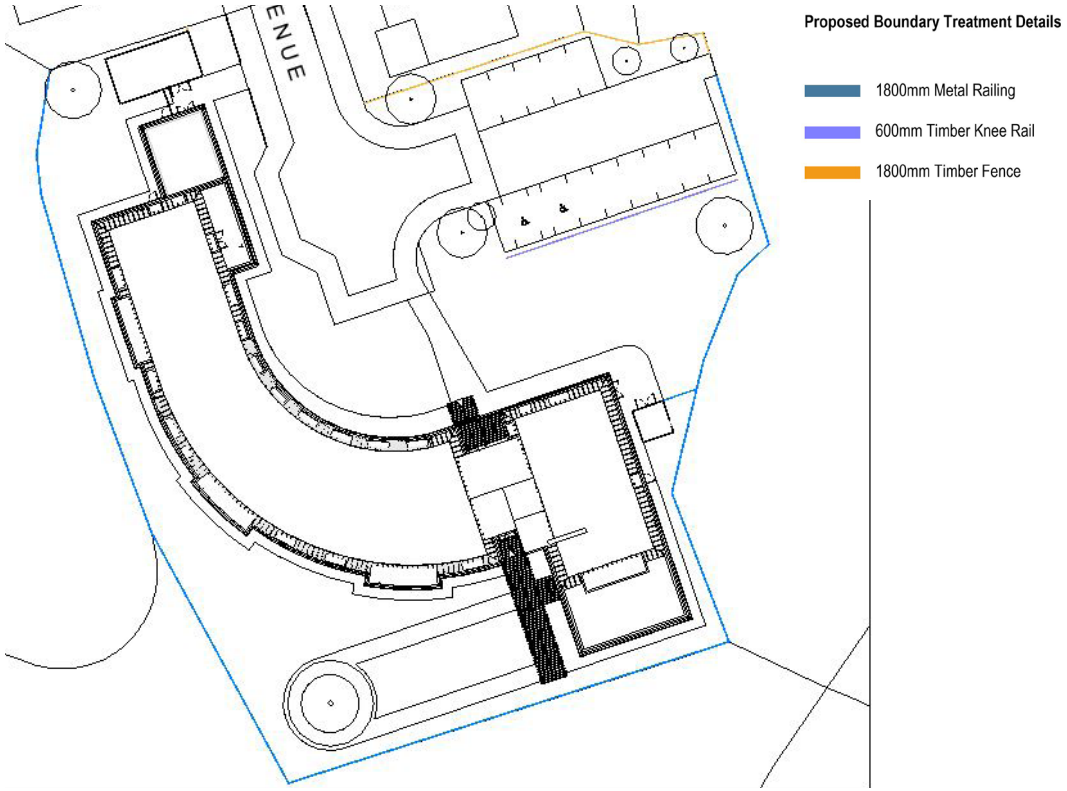
A Waste Management Strategy has been provided along with this application, as demonstrated below, this follows the guidance set out by Manchester City Council and utilised the existing collection protocols for residential developments.



Waste Management Plan

7.2 Boundary Treatment

A Boundary Treatment Plan accompanies this scheme and is set out below, this aims to provide the security required by GMP, and considers the LPA's recommendations for a Metal Rail to the site boundary in place of a sold timber fence, in order to optimise outward views beyond.



Boundary Treatment Plan

08

Conclusions

Conclusions

8.1 Other Considerations for the Future

The Design Team are committed to implementing the highest standard of design and specification and any future design development should also look to ensure best practice

8.2 Conclusions

We believe with our ongoing consultation with the LPA, Client and Consultees has allowed JDA to provide a high quality and informed scheme which respect the local context and provides much needed supported care accommodation and community facilities in the local area.

If you have any further queries, please don't hesitate to get in contact with JDA Architects.

Thank you!

We look forward to your comment and consideration.