



Mason and Marlowe

DESIGN AND ACCESS STATEMENT

PROPOSAL: FOUR STOREY BLOCK OF
FLATS TO CREATE FOUR APARTMENTS
FOLLOWING DEMOLITION OF EXISTING
PROPERTY

ADDRESS: 39-41 RICHMOND ST,
MANCHESTER M1 3WB

Date: 15/02/2024

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1 Introduction

Mason and Marlowe was commissioned in September 2022 to prepare a proposal for a four-storey apartment block at the above address on Richmond Street, Manchester. This report will inform the proposed development and will provide a justification of the scheme according to the relevant planning policy and guidance.

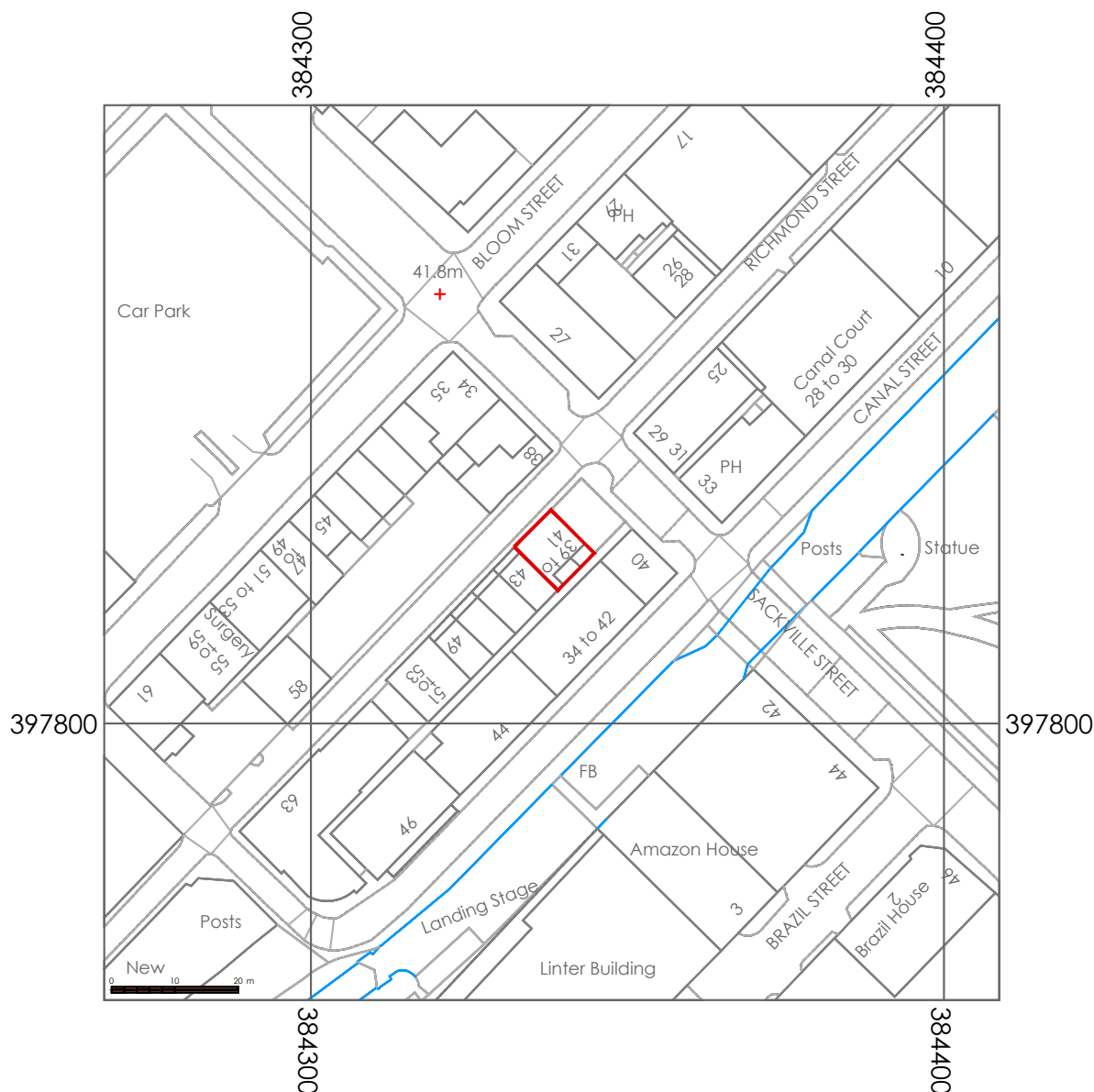


Fig. 1: Site marked in red

2 Planning application proposal

The proposal is for a four-storey block of flats to create four apartments following demolition of existing property.

- High quality contemporary housing for private market sale.
- Onsite rented private parking
- 1 no. 1 bedrooms, 2 bathrooms
- 3 no. 2 bedrooms, 2 bathrooms
- Lift provision for residents as well as disabled persons
- Modern internal arrangements

3 Context

3.1 Physical Context

The site is situated in the Village area of Manchester City Centre, on Richmond Street, which is within Whitworth Street conservation area, at the heart of Manchester's Gay Village and is under the control of Manchester City Council. The street runs parallel to Bloom Street and Canal Street and links Sackville Street to Princess Street. The site consists of a small two-storey building, currently used as a night club. It rendered grey, with a touch of black paint in certain areas. The site is within a busy part of the city centre close to all the local amenities. The neighbouring property 58 Richmond Street is a grade two-listed building built in 1911.

The surrounding buildings are a number of retail and other commercial premises, public houses, the rear of which make up the Richmond Street elevation. The streetscape is then composed entirely a patchwork of red brick, render, fencing, and mechanical and electrical ductwork.

See Figure 2 for the map of the Whitworth Street Conservation area and the development site marked in a purple box.

3.2 Social Context

The proposed development will not affect neighbouring properties. No overlooking or privacy issues will be created.

3.3 Economic Context

The construction will use local tradesmen and supply lines for materials. This will in turn boost the local economy.



Fig. 2: Proposed development site marked in purple

4 Heritage

39 – 41 Richmond Street survives from c. 1800, as the shell of a pair former terraced residences. It has been rendered largely unrecognisable by modern alterations. Its last use was a bar/nightclub. Accordingly, the heritage report considers it to hold very low heritage significance, and to contribute little to the character of the Conservation Area.

When determining the significance of "non-designated heritage asset", the building must be assessed based on its archaeological, architectural, or artistic, historic and setting interest. Based on the Heritage Statement Report, in section 6.1.1.

In accordance with English Heritage guidance *Conservation Principles, Policies & Guidance for the Sustainable Management of the Historic Environment* (2008), and Historic England's Advice Note 12 (2019), Heritage Assets derive their significance from a defined range of interests or values. These are **Archaeological**, **Architectural** or **Artistic**, **Historic** and **Setting** Interest.

The main interest are:

- **Archaeological**,
- **Architectural** or **Artistic**,
- **Historic** and
- **Setting**

Archaeological is not relevant to this building hence the report excludes that.

Architecturally the reports concludes that the building has been heavily altered and re-treated so that the layout and other key features – fireplaces, chimneybreasts, windows, doors, etc, are no longer present or otherwise heavily obscured. Externally, the windows are UPVC windows, doors are modern metal doors, the roof tiles are modern, red roof tiles, which are different from the other heritage assets or listed buildings on Richmond St. and wider conservation area. The shell (walls) has been rendered and painted grey/blue, wires crawling all over the exterior of the building, large advertisements, and signage's on the building. Furthermore, the building wall is void of any historic architecture, design, that could be preserved - it's plain render. The report concludes in section 6.2.4; **"in its current form it offers no aesthetic interest, including (any aesthetic value) to the street-scene"** and setting.

With regards to **historic interest**, the report concluded, in section 6.2.5, that the building has no identifiable associative historic interest, and in its heavily altered state, **offers no illustrative historic interest** as to the lives of the working class in 19th century Manchester.

Finally, the non-designated heritage asset (building) does not meet the criteria to impart a strong significance to it. The heritage report, section 6.2.8, assigned a **"Low Significance"** to the building and, in fact, stated that, **"even Low may overstate the lack of surviving heritage interest held by the building, beyond the survival of the shell"**.

Furthermore, the application of Policy 202 to the Non-Designated Heritage Asset (the building), is erroneous. Optimum viable use is only applicable to Designated Heritage Assets.

The new building would result in an enhancement of significance to both the Conservation Area, and 27 Sackville Street, through a positive change to the built environment. The

proposed residential apartments will bring significant benefit to Richmond St. and the wider Whitworth Conservation Area. Especially, satisfying the housing demand and reducing the housing crisis in Manchester and reduction of CO2 emission due to its proposed central location.

5 Justification for loss of building

5.1 Little to no significance

Paragraph 195 of the NPPF (in terms of conserving and enhancing the historic environment), state that heritage assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, **so that they can be enjoyed for their contribution to the quality of life of existing and future generations.**

It has already been established in the Heritage Report in section 6.2.8, that the “non-designated heritage asset” has a Low Significance” due to the total loss of significance, and even that, would be an overstatement of its significance. The building is unrecognizable and does not hold the visual properties of its time.

“The non-designated heritage asset (building) does not meet the criteria to impart a strong significance to it... even low (significance) may overstate the lack of surviving heritage interest held by the building, beyond the survival of the shell”.

Due to its low of significance, in its current state, **the building does not contribute positively to the enjoyment and quality of life of existing and future generations** emphasized in paragraph 195 of the NPPF. The building should not have a non-designated heritage asset” status.

5.2 The new development respects the historical context

The proposed development respects the historic assets of the site and its surroundings, and fits in optimally with the site, and historical context. The proposed plans set out a positive strategy for the conservation and enjoyment of the historic environment with the design of; windows, doors, roof, wall architecture, enhanced detailing, and aesthetic interest, etc, taking inspiration from the historical assets around it. Hence, this positive contribution to local character and distinctiveness should be desired over the existing building which does not contribute positively to the historical surrounding.

5.3 Proposed use is a public benefit

The current use of the building is a night club and drinking establishment. The business had to stop trading from 39-41 Richmond St. on the 4th of November 2023, because of significant noise complains coming from the residence around the area. The opening times of the club and bar is 8pm to 5am on Friday and Saturdays.

Even though the business only operates on Fridays and Saturdays, it has generated a level of nuisance to the residents to warrant both formal and informal complaints. The complainants site: loudness of music coming from the club, people congregating, standing around and smoking in front of the new-build houses, sometimes even urinating near (the new-build houses). See Appendix 1 for emails of complaints.

Although the management has done its best to control things, it has been unsatisfactory to residents and the complaints have continued to come through. Therefore, the business had to move it's location.

The proposed development does three very important things:

- I. it provides a building that visually more appealing, and fits in better with the surrounding buildings and wider Whitworth conservation area.
- II. it provides and the much-needed change of use to residential which fits in well with its neighbours which are all residential.
- III. The proposed building design and use will contribute positively to the enjoyment and quality of life of existing and future generations.

5.4 Vacancy of building and Employment

The building became vacant since the business stop trading from 39-41 Richmond St. on the 4th of November 2023 due to noise and nuisance and moved to 50 Sackville St. which is in the same area. The building is now boarded up and not in use.

There were 12 employees at 39-41 Richmond st. and all 12 employees have been retained and now operate in the new premises.

6 Design

6.1 Appearance and Design

The proposed design and appearance of the development are considered to be appropriate in terms of the site's context and location. The proportions of the elevations match and reflect those of the adjacent buildings, street scene and the historic context of the wider conservation area. The proposed building does so through the use and redistribution of architectural features, depth modulation, feature brickwork, stepped parapet, and other visual cues. The proposed elevations are designed with distinctive features and elements that add visual interest and quality to the proposed new development.



Fig. 3: Proposed development



Fig. 4: Proposed development in street scene

The tripartite distinction between the bottom, middle and top of the proposed premises gives it character. The ground floor presents an attractive and active frontage to Richmond

Street, with enhanced detailing and aesthetic interest, and meets the objectives of the Manchester Residential Quality Guidance (2017) contributing positively to a more vibrant and safer City Centre. Furthermore, the building would be a positive addition and enhancement to the expression of architectural ambition and quality of the heritage assets in its proximity, including but not limited to, the Grade II listed building, No. 27 Sackville Street.

In summary, the development is considered to be an attractive, high-quality, well-designed, and function well in its context, by being visually attractive and sympathetic to the local character and history.

6.2 Height

The proposed development would be built on the footprint of the existing building. The building would be higher than No. 45-49 and 38 and 40 Richmond St. by one-storey, but the same height as No. 42 – 48, 51, 53, and No. 4 Richmond St.; one-storey shorter than No. 52 and 54 Richmond St.; and two-stories shorter than No. 56 Richmond St. In other words, most of the buildings on Richmond St. would be same height of taller than the proposed development.

The building is also of the same height or one-storey shorter than other buildings on Sackville St. The proposed development would be two-stories taller than No. 40 Canal St. which sits behind 39 – 41 Richmond St. but does not show dominance as it ties in well with height of existing buildings on Richmond St. and the design is complementary to No. 40 Canal St. and existing non-designated assets and the neighbouring properties.

Overall the proposed design quality manifests excellence in design and appearance and is evidently a positive contribution to the conservation area's character and street scene and the setting of the adjacent listed building at 27 Sackville Street, the warehouse at 51-53 Richmond Street and the former school on Whitworth Street. The proposed design, therefore, aligns with the expectations set out within paragraphs 130 and 134 of the NPPF and the objectives of the National Model Design Code (2021) and the Manchester Residential Quality Guidance (2017).



Fig. 5: 27 Sackville Street

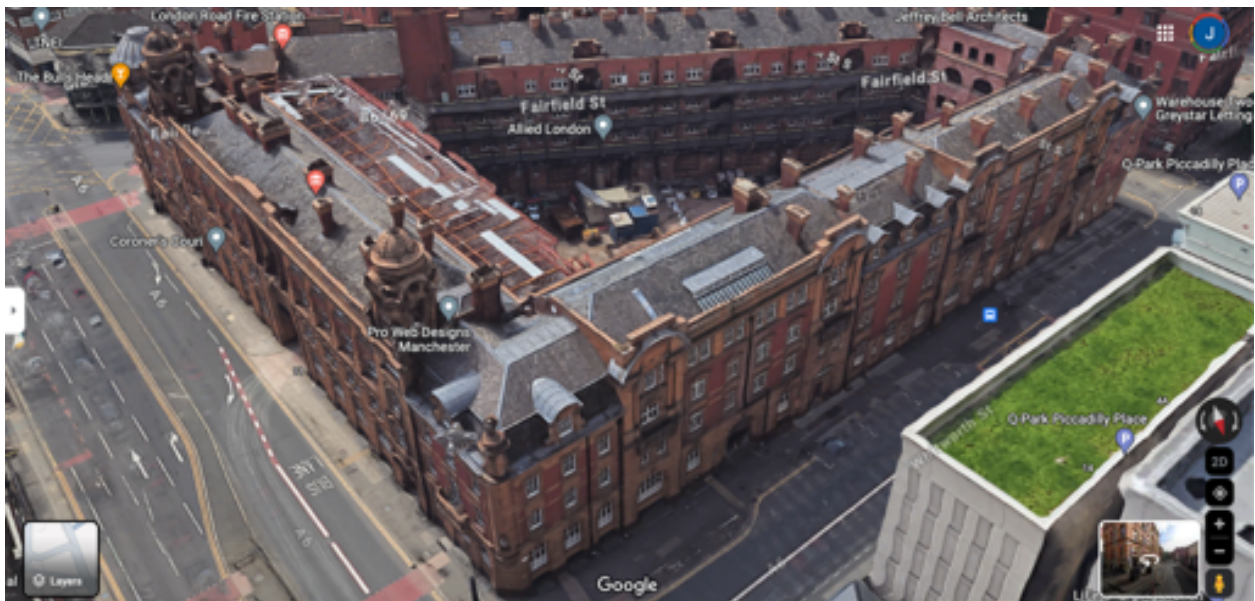


Fig. 6: Former School on Whitworth Street



Fig. 7: Building next to former school on Whitworth Street



Fig. 8: The warehouse at 51-53 Richmond Street

6.3 Use

The proposal is for high quality housing for private market sale. The proposed building footprint occupies almost the entire site.

6.4 Apartment Size and Mix

- High quality contemporary housing for private market sale.
- Onsite rented private parking
- Apartment 1:- 1 bedrooms, 2 bathrooms
- Apartment 2:- 2 bedrooms, 2 bathrooms
- Apartment 3:- 2 bedrooms, 2 bathrooms
- Apartment 4:- 2 bedrooms, 2 bathrooms
- Lift provision for residents as well as disabled persons
- Modern internal arrangements

A lift to service all residents including disabled people has been provided. A stairwell also gives access to all apartments and serves as escape route. All the residential units are DDA compliant. The apartments layout is of a typical domestic arrangement with open plan kitchen with living areas, bedroom(s), and bathrooms on the same floor to maximise the floor area. One parking space on the side car parking will be saved for disabled persons (wheelchair users).

6.5 GIA and space standard

Minimum gross internal floor areas and storage better known as gross internal floor area (GIA), refers to the floor space within the external walls of one self-contained unit. GIA calculation includes the following:

- Areas occupied by internal walls (structural or not) and partitions
- Service accommodation such as WCs, showers and changing rooms
- Columns and piers, whether free-standing or projecting inwards from an external wall
- Chimney breasts, lift wells and stairwells
- Lift rooms, plant rooms, tank rooms and fuel stores, even if above roof level
- Open-sided covered areas (though these should be stated separately)

Total GIA is 67.5m² for all apartments which complies MCC space standards.

6.6 Scale

The scale and proportion of the proposal remains similar to the existing neighbouring properties and is to be respectfully proportioned in relation to the context. The development of this scale, design, and character is consistent with its urban design setting, particularly in terms of the application site, the immediate surroundings and street scene, and the wider City Centre context, which adheres with Core Strategy Policy DM1 and EN1.

6.7 Planning Policy Context

To our knowledge the proposed development does not contravene any planning policy.

6.8 Landscaping

As the proposed building footprint occupies the full capacity of the site, there is no external landscaping.

6.9 Appearance and colour

There are a number of different building types present on Richmond Street ranging from black brick and timber, red brick, and render townhouses and red brick warehouses to concrete panelled former warehouses.

Due to the fact the quite a number of the existing structures on Richmond St. are red brick, the proposal seeks to blend into the urban grain of its context with the façade of the proposed development to be red bricks for the purpose of blending the building into the street scene on Richmond St.

6.10 Layout

The proposed scheme is characterised by a flexible open-plan programme conducive to modern living accommodation provisions. 25% of the residential development is a one-bedroom unit while the rest are two-bedroom units.

6.11 Car Parking

Under Manchester's Core Strategy Development Plan 2012-2027, the transport objectives, Policy T1 for Sustainable development states that its aim is *"to deliver a sustainable, high quality, integrated transport system to **encourage modal shift away from car travel to public transport, cycling and walking**, to support the needs of residents and businesses and to prepare for carbon free modes of transport"*,

The policy also states that the Council will support proposals that: -

- **promote alternatives to the cars.**
- Promote regeneration and economic vitality by relieving traffic congestion and access particularly for those most in need and for those without a car.
- **Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.**
- Improve pedestrian routes and the pedestrian environment.
- Improve and develop further Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine Trail).
- Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.

In Section 11.17 of the Manchester's Core Strategy Development Plan 2012-2027, it states that the Council recognises that parking is an essential facility for many developments but will ensure that the level of parking complements its commitment to sustainable transport, through reducing emissions and congestion, and will consider whether there are any circumstances, related either to the site or the operation of the development, which warrant an alternative level of parking. This **assessment should consider issues including the accessibility of the location and the potential for nearby uses to share facilities.**

The proposed development site, by virtue of its smallness, can be precluded from providing parking within the site. There are also plans to make use of "nearby facilities" such as the parking lot adjacent to the site. The council should allow the inclusion of the use of nearby parking spaces in the area as part of this application. The site is within good transport links, walking distance to Piccadilly train station, tram stops, good cycling and pedestrian routes, and availability of on street and paid parking lots.

Does strict parking standards apply to the City Centre?

Appendix B of the Manchester Core Strategy 2012 to 2027 also states that all development must provide the appropriate parking for disabled people, cycle and motorcycle parking. However, Table 15.1 does not mention Class Use C3 within the maximum and minimum standards for car parking in the City Centre. The nature of the site is considered in the assessment.

The Core Strategy states that the guidance on parking standards does not apply to the City Centre, since it is the most accessible location in Greater Manchester. Due to the nature of the city centre of high accessibility and complex variety of development, the Core Strategy asserts that the range of circumstances across City Centre sites means that each case may be different and standards specific to the City Centre are not appropriate. Therefore, the **assessment should consider issues including the accessibility of the location and the potential for nearby uses to share facilities.**

6.12 Cycle Parking

The ground floor of the property has provided a designated cycle space and additional cycle racks that allow for bikes to be mounted on the wall. See images below for examples of vertical bike stands and internal bike stands next to stairs.



Fig 9: Vertical Bike Stand



Fig 10: Floating Bike stand

6.13 Effect on, and appearance of the property:

The proposals will enhance the street and community. All work will be undertaken to a high standard with attention to detail and with the aim to ensure original features are maintained and enhanced.

7 Environmental

7.1 Energy Efficiency

The new development will conform to the Manchester Core Strategy to reduce CO2 emissions by encouraging low and zero carbon development by minimising energy demand whilst ensuring this demand is met efficiently. The development will have passive design principles with a 'fabric- first' approach. This will mean the new homes will have high levels of thermal efficiency and air-tightness resulting in a decrease in energy requirements.

7.2 Ventilation and Heating

The ventilation strategy relies on opening windows or simple facade ventilators; we feel this will provide adequate ventilation of each dwelling. The orientation of the scheme, mainly the front large windows will encourage beneficial passive solar.

7.3 Renewable Energy

The use of renewable technologies such as solar panels, was evaluated on both a financial and sustainable basis and subsequently considered not viable for the scheme.

7.4 Lighting

All lighting will be low energy LED lighting to maximise energy savings.

7.5 Water Efficiency

Water usage will be restricted to the following levels 125 litre/person/day in accordance with Part L guidance.

7.6 Refuse

Manchester City Council has four types of containers for waste and recyclables that need to be accommodated within the development: mixed recycling, paper and card, food/garden waste, and general waste bins. As stated in the waste proforma submitted with this application, all of the above will be located within the bin storage space for use of all the dwellings.

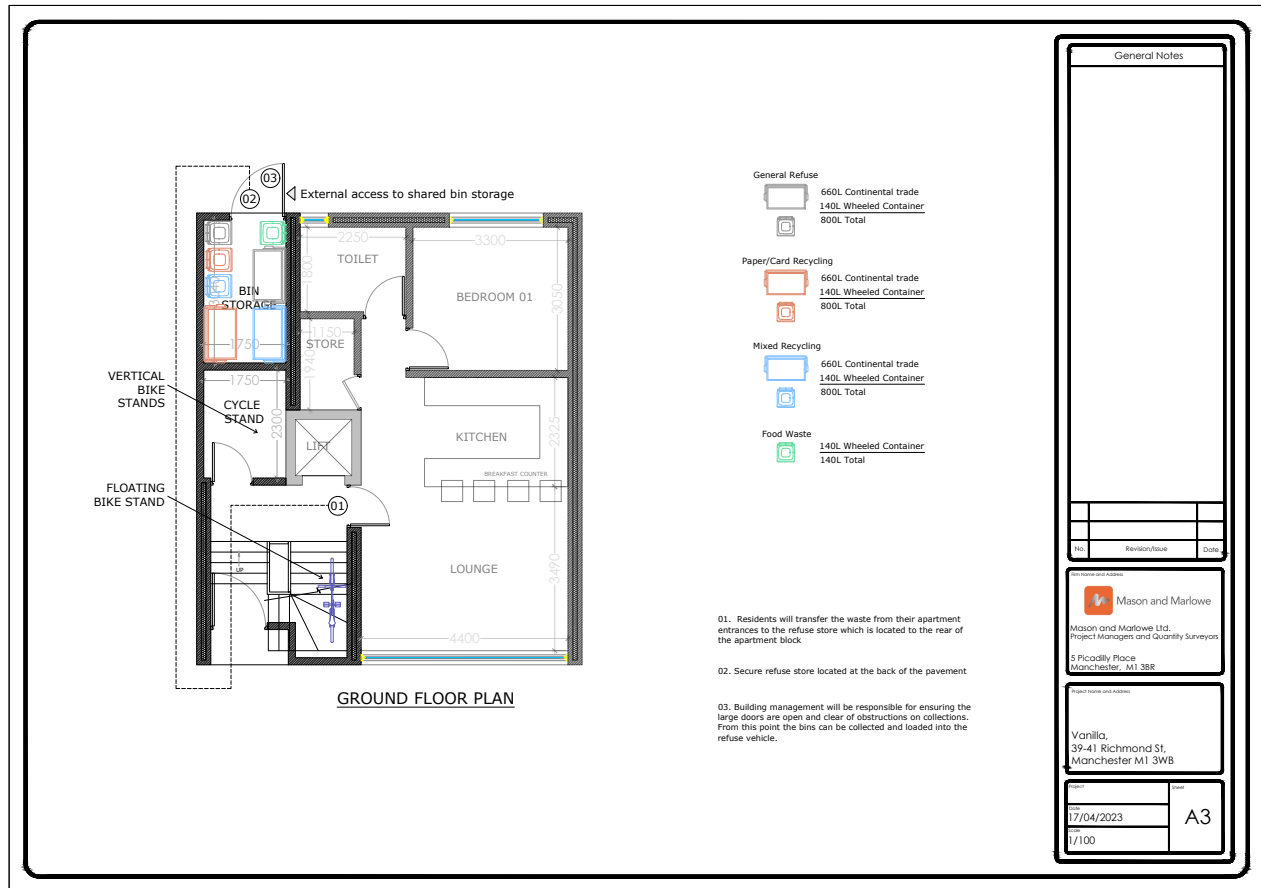


Fig. 11: Bin arrangement and collection



Fig. 12: Site plan

8 Access

This statement will look at the two main facets of access relating to the application, vehicular and transport links.

8.1 Vehicular and Transport Links

The site is situated on Richmond Street in the centre of Manchester. Close connections to the Mancunian way provide easy access in and out of the city using private transport. The site is also within a five-minute walk to Piccadilly and Oxford Road train stations and Piccadilly gardens for access to bus and trams.

8.2 Local Public Transport

The site is within walking distance Victoria, Piccadilly and Oxford Road train stations, each providing easy access to local surrounding suburbs and further afield. Public busses frequent Princess Street and Piccadilly Gardens is a short walk away.

8.3 Access and Egress Locations

The main points of access and egress to the property will be from the ground floor entrance located directly onto Richmond Street. Internal elevator has been proposed to allow development to be suitable for use by disabled persons (wheelchair users).

8.4 Servicing (Deliveries, Collection and Maintenance etc.)

Deliveries will be from the current existing location on Richmond St. while, collection of bins will be from the current existing location on Sackville Street.

9 Flood risk

This property is located in Flood Zone 1, an area with a low probability of flooding. Therefore, does not require a flood risk assessment. No external works are proposed in this development.

10 Secure by Design

The key element of secure by design is to design elements of security into a building at the design point – ensuring complete security whilst ensuring that buildings are not visually aggressive or intimidating. In this instance the key element is:

- securing the ground floor, which is by solid security doors as entrance as well solid

- security doors at the entrance of the apartments.
- positioning of all drainage hidden within the building
- intruder-proof security windows to upper level
- fully monitored state-of-the-art alarms systems

11 Energy and Sustainability Statement

11.1 The Aims

The proposed development aims to optimise energy use and life cycle cost. Achieving economic viability both in the short term (initial build) and long-term running costs (during occupancy). Use of natural daylight and natural cross ventilation are passive design strategies that further the sustainability agenda of the project. It should be noted that as well as being very secure the vented windows allow natural ventilation throughout the day and night. In warmer months the vents allow constant ventilation throughout the day and night to keep the building cool.

12 Sustainable Development

12.1 Economic

The proposal seeks to address the local and national need for high quality and affordable houses. End users and tenants of the development will invariably enhance the already thriving local services and amenities of the Canal Street area. The site itself constitutes a sustainable living location with excellent access to a national transport network and immediate access to city centre workplaces.

12.2 Social

The proposal is a residential development that replaces an old, out of shape and tired building, by providing new modern housing. As such, the development will encourage social cohesion with all the benefits in terms of security and ownership that this will naturally encourage community living within the centre. The provision of cycle storage within the development will encourage tenants to cycle and interact with neighbours in the greater canal street area.

12.3 Environmental

Energy efficiency and passive design measures relating to minimisation of carbon dioxide are integral to the design. The development is provided with a rooftop garden area with biodiverse planters and trees prioritised where residents can go and relax in nature. Water use is minimised during occupation through installation of low flow fixtures and fittings

13 Conclusion

It has been established in the heritage report that the existing building under consideration has a low significance and little to no positive contribution to the local area. The heritage statement concludes that; ***“the non-designated heritage asset (building) does not meet the criteria to impart a strong significance to it... even low (significance) may overstate the lack of surviving heritage interest held by the building, beyond the survival of the shell”.***

The new building would result in an overall beneficial effect to the local built heritage resource, with the public benefits of the proposal deriving from the opportunity for a positive redevelopment on this site, including the provision of residential accommodation.

As such, the loss of the non-designated heritage asset of “Low Significance” would NOT cause harm to the sense of place, sense of history and the distinctive character of the conservation area. Ultimately, the non-designated heritage asset’s contribution to the area, is negligible or de minimis.

The proposed development fully manifests excellence in design and appearance and makes an evidently positive contribution to the conservation area’s character and street scene and the setting of the adjacent listed buildings at 27 Sackville Street, the warehouse at 51-53 Richmond Street and the former school on Whitworth Street. In addition, it demonstrates a public benefit which exceed that of the current use and results in noise and nuisance to residence.

The proposed replacement building would contribute to the heritage significance, sense of history and special character of the local area and would make a positive contribution to the local character and street scene on account of its design, form and appearance. Consequently, the proposal would secure material improvements to the local amenity, and thus maximize the public benefits of the new development.

The proposed apartments will continue the ongoing rejuvenation of the Richmond Street elevation. Although the development is taller, by one storey to the properties to its left, it is at similar height to the listed building adjacent and the new townhouses opposite the site. Hence the issue of massing was considered. By keeping the development at similar heights to other neighbouring properties. The internal arrangement and vertical ordering

of spaces maximises occupier comfort and makes the most of the available views. The proposed high quality development is of moderate density and would be a positive addition to the local area and community.

The appearance and elevation treatment of the proposed new development are considered acceptable within the site's context and location. The proportions of the elevations match and reflect those of the surrounding buildings and wider conservation area, and ties in well onto existing street scene and its historic context through design measures, such as; architectural features, depth modulation, and visual balance. The development is considered to be well-designed and would function well in its context, be visually attractive, and sympathetic to the local character and history.

The proposal is considered to accord with saved UDP policies DC18.1 and DC19.1, Core Strategy Policies DM1, SP1, CC9 and EN3, Places for Everything Policies Policy JP-P and Policy JP-P 2, the guidance within Chapters 12, 14 and 16 of the NPPF (2023) and the objectives of the National Model Design Code (2021) and the Manchester Residential Quality Guidance (2017).

14 Appendix 1: Emails of complaints

Phillipe Chiarella

From: Niall Johnson <niall.johnson@manchester.gov.uk>
Sent: 27 September 2023 17:56
To: Phillipe Chiarella; Steph Little
Cc: Rachel Chappell; Simon Braithwaite
Subject: Complaints about Vanilla, Richmond Street.

Good evening Phillipe,

I have received a formal complaint about Vanilla, Richmond Street. Several allegations have been made regarding the general management of the venue, the lack of control of your external area, your lack of a designated and managed smoking area and the escape of noise, particularly bass.

I have spoke to the complainant at length, and they have asked for several things to be put in place for this weekend:

- You have a designated smoking area, located away from the new-build houses and properly managed by your SIA.
- Reduce the escape of noise by lowering the sound **and** bass levels in the venue.
- Consider the construction of a noise managing acoustic vestibule as there is allegedly a significant escape of noise when the front doors are open.
- Ensure that your patrons are prohibited from congregating Infront of the new-build houses and are actively moved away from the area - as your customers, you are liable for their activities immediately exiting your venue.
- Increase your SIA to ensure your external areas are properly managed and you are promoting the 4 licensing objectives, specifically the prevention of public nuisance.
- Reach out to your local neighbours, new and old to provide a direct point of contact for the management of Vanilla - I suggest a letter drop to ensure your contact details are available for the local residents.

I think it may be worth a meeting between licensing, GMP and yourself in the coming days to discuss a plan of action.

I am on leave from today, so please can you respond to this email and ensure you copy Rachel (copied) who is the area manager for the licensing team to arrange a meeting.

Kind Regards

Niall

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