

# Palatine Road and Brett Street redevelopment Northenden.

**Design and Access Statement**

12165 AEW XX XX PPA 003

BR / PH 25/08/23



# introduction.

**This Design and Access Statement has been prepared by AEW in support of two Outline Planning Application submitted by Plan Red on behalf of Express Solicitors.**

The applications relate to two nearby sites in Northenden which are owned and operated by Express Solicitors, who following expansion are looking to relocate its business to more appropriate premises. The purpose of this document is to provide information to support the outline planning applications for the following steps.

- + Two outline planning applications, each including details of access, layout and scale for approval.
- + Each site to be comprehensively redeveloped for residential redevelopment with a mix of apartments and townhouses.
- + Scale to step from 3-storey terraced townhouses fronting Allanson Road and Brett Street, to a 5-storey apartment building fronting Palatine Road.
- + Revised vehicular access and parking layout to meet residential requirements.

The document has been prepared in accordance with national guidance and best practice. To distinguish between elements of Planning and Design we have subdivided the document into specific chapters. Together these chapters and associated supporting information provide and outline of site parameters and design response, though the following sections;

- + **Assessment** of the site and wider context.
- + Outline of dialogue, consultation and **involvement** undertaken in formulating the proposals.
- + **Evaluation** of relevant constraints and opportunities and understand how these effect the development proposals.
- + Identify and prioritise the **design** principles arising to promote a design solution, and;
- + Consider the **accessibility** of the scheme.



# assessment.

## Site location

The two sites are located within a development cell bounded by Palatine Road, Brett Street and Allanson Road in Northenden. For the purpose of the document these will be referred to as site A and B.

- + Site A is circa 1885 sqm in area and contains two buildings; Resolution House and the Annex Building.
- + Site B is circa 390 sqm in area and contains one building; Transformula House.

## Site Features, Topography & Characteristics

Each site is relatively level with a shallow fall to the north. Site A is characterised by two large converted retail units serving as offices for Express Solicitors, with car parking on the former rear service yard accessed off Allanson Road. Though typical of a retail and commercial centre presenting to Palatine Road, the rear parking jars with the late Victorian / Edwardian terraced residential street typified by Allanson Road to rear. Site B is a small 2-storey commercial unit at a transition between the dominant residential use to north, south and west and the commercial centre to east. Wider built form in the district centre is 3-5 storey buildings of a variety of periods. There are notable recent and under-construction apartment buildings on the west side of Palatine Road to the south.

The sites are circa 300m from the Mersey river and the flood mitigation of this constraint will play a large part of the proposal.

None of the buildings within the site are listed and they sit outside of any conservation areas.

## Access, linkages & transport links

The sites proximity to Palatine Road and the district centre makes the development highly sustainable as they are adjacent to a range of retail outlets and services.

Due to the significance of the district centre and proximity to an established road network, the site has access to a range of good local, median and national bus and rail transport options. Bus stops are located circa 125m from the sites.



# assessment.

## Current use and ownership

The two sites are owned by Express Solicitors. We understand the planning use to be Class E for both sites. As noted in the planning statement we are looking to alter the planning use order to be Class C3. The three existing buildings are described as follows;

### Within site A

#### 01 Resolution House Palatine Road

Detached part one, two and three storey building, originally constructed with two storeys of commercial / retail use to the ground and first floor levels with three apartments at the second floor level, with external access from the Allanson Road facade. Building age is likely to date from the mid-1950's. Although the building is detached, any redevelopment needs to consider the potential right for light impact on the adjacent Kirn Estates building (noted as Z) and the overlooking issue on the two terraced properties off Allanson Road (noted as Y). Change of use from retail to office was secured in 2006 and the former apartments in 2017 for the benefit of Express Solicitors.

#### 02 Annex Building Palatine Road

Constructed as a detached building with a retail use, this tall two storey building has had numerous single storey side extensions, which means the block shares a party boundary with the adjacent building. Although not formalised, the break between buildings (noted as X) is used by local residents to access Allanson Road / Palatine Road. Change of use from retail was secured in 2013.

### Within site B

#### 03 Transformulas House Brett Street

Detached part one and two storey brick built corner plot providing office accommodation. Substantial hard-standing to front for off street parking and side which provides welfare facilities for the staff. The date of construction is unknown but based on window fenestration and form, it is likely the building dates from the mid-1950's. Neighbouring properties are predominantly two storey late Victorian residential terraces of accommodation, with brick façades and pitched slate roofs. The detached nature of the building and corner aspect, means there are no obvious planning constraints with developing the site.



# involvement.

**Given the nature of the outline application and overarching residential use in the area, the level of consultation has been limited to the following;**

## **Employee Consultation**

Given the sensitive nature of employment relocation, Express Solicitors have engaged with the full workforce to discuss constraints of the existing buildings and opportunities for additional space, daylight and transport options in the future premises.

## **Dialogue with the Local Authority**

An informal pre-application submission was made by Red Plan in March 2023. Robert Griffin prepared a comprehensive review and response and we have looked to incorporate these views into the developed proposal.

## **Crime Impact Statement**

Given the fluidity of the outline consent being applied for, a CIS application is yet to be made, however this can be submitted within the statutory period if required. Details of the proposed security measures are noted within the design statement.

## **Public Consultation**

No public consultation has been undertaken, however adjacent landowners and residents will be consulted in parallel to the submission.

# assessment.

There are several site constraints which have been taken into consideration to inform and influence the design proposals. Our key considerations are as follows;

## Within site A

- 01** The sites proximity to a busy road which may cause noise and air quality issues.
- 02** Hard landscaping between building frontage and back edge of pavement not clearly defined.
- 03** Potential party wall issues / minimal party wall offsets with adjacent building.
- 04** Private access between Resolution Building and Annex Building used as an informal right of way by local residents.
- 05** Poor street presence to Allanson Road
- 06** Terraced properties have installed non-original windows to side gable end fronting clients land.
- 07** Proximity of existing housing to development site.
- 08** Floor risk issue to nearby Mersey River.

## Within site B

- 09** Hard landscaping between building frontage and back edge of pavement not clearly defined.
- 10** Floor risk issue to nearby Mersey River.
- 11** Party wall consideration to single storey building.
- 12** Existing right of way to be retained.



# assessment.

With sites of this nature we look to the numerous constraints to guide built form and create positive interventions. In this situation we are fortunate that a strong urban grain and scale is established which offers a high level direction to both constraints and site form. With this in mind, our key considerations are as follows;

## Within site A

- 01** Define and reinforce historic street edges with complimentary form.
- 02** Understand how far to develop, to maintain a consistent street appearance, whilst considering access and buildability.
- 03** Provide defensible space which has a positive impact on the street.
- 04** Create a single entry point into site A, which leads to a enclosed car park court.
- 05** Acknowledged existing storey heights, eaves and ridge lines.
- 06** Mitigate overlooking issue on the residential context through placement of circulation and windows.
- 07** Create built form an internal arrangements which comply with the flooding issues, whilst providing accessible access.

## Within site B

- 08** Create distinctive residential plot which activates the corner from an architectural and security perspective.
- 09** Consider overlooking distances between new build development and existing homes and gardens.



# design.

As noted in the introduction, this application looks to apply for site access, layout and scale, however for the completeness of the application, we have loosely indicated our design assumptions for landscaping and appearance.

## Use

As detailed in the planning statement, the Use Class Order will be C3 Dwelling Houses which is in keeping with the surrounding residential neighbourhood in which it sits.

## Amount

The proposals seeks to provide upto 39 dwellings over two sites with the following mix:

### Within site A

- 01 03no. 3b5p townhouses @ 99sqm
- 02 34no. apartments over five storeys, with the following mix;
  - 12no. 1b2p apartments @ 50sqm
  - 16no. 2b3p apartments @ 61sqm
  - 06no. 2b4p apartments @ 70sqm

### Within site B

- 03 02no. 3b5p townhouses @ 99sqm

The combined sites, provide the following mix of units.

- 1b2p apartments @ 30.8%
- 2b3p apartments @ 41%
- 2b4p apartments @ 15.4%
- 3b5p townhouses @ 12.8%



design.

Layout - housing approach to sites A and B

As detailed in the flood risk assessment which is included as part of the submission, internal finished floor level of any habitable accommodation should be set at +500mm from existing adjacent ground level to reduce the potential risk of flooding on newly constructed dwellings. As a strategy, the proposed housing to Allanson Road and Brett Street have been designed to be Part M4.1 visitable dwellings with an upper ground floor bedroom which is located above the +500mm threshold. Because most of the ground floor level cannot be used for habitable accommodation, we propose that the single aspect town houses will be three storeys in height, which although higher then the immediate neighbours are well suited to the Northenden context in terms of scale and massing. The below layouts show a NTS example of the proposed 3b5p layouts.



00 lower level



00 upper level



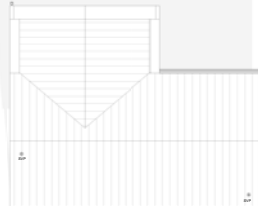
01 lower level



01 upper level



02 level



Roof level



# design.

## Layout - apartment approach to site A

Following dialogue with the client and consultant team, there is a desire to provide residential accommodation to the ground floor level of the apartment buildings rather than a potential retail or commercial use - please refer to the planning statement. . The three units would be accessed from a secure lobby **01**, with a defensible space **02** sites between the proposed building and public highway. As with the housing, all habitable accommodation within the ground floor level will be set at +500mm from adjacent ground levels. As detailed within the access statement, M4.2 apartments are achievable throughout the proposal.

Please refer to drawing '12165-AEW-XX-SI-DR-A-0502-S2-P03\_Proposed Site Plan' for detailed layout of the proposal. In principle, the ground floor level would accommodate the following;

- 01** Secure building entrance
- 02** Defensible space to ground floor apartments
- 03** Cycle storage for up to 34 bikes and plans space
- 04** Secondary entrance and vertical circulation
- 05** GD04 compliant waste storage
- 06** External and undercroft parking for up to 24 parking spaces
- 07** New vehicle and pedestrian entry off Allanson Road.



# design.

## Intermediate floor level

The indicative layout provides eight units and two vertical circulation cores per level. A consistent row of larger two bedroom unit are placed parallel to Palatine Road, which provides the opportunity to create a consistent rhythm of solid and void throughout the facade, with smaller units placed to the opposing side which site efficiently over the undercroft parking bays.

Each level would contain the following NDSS compliant units;

- + 1no 2b4p apartments @ 70sqm
- + 4no 2b3p apartments @ 61sqm
- + 3no 1b1p apartments @ 50sqm



# design.

## Upper floor level

To increase articulation and minimise the impact of 4th floor roof form on the street, we propose a set back roof level to apartments fronting Palatine Road with a likely change in material to increase the definition between primary building facade and light weight roof structure.

Each level would contain the following NDSS compliant units;

- + 3no 2b4p apartments @ 70sqm
- + 1no 2b3p apartments @ 61sqm
- + 3no 1b1p apartments @ 50sqm



# design.

## Scale

Having reviewed the development site in relation to the existing and emerging context, we believe the location can accommodate up to five stories of residential accommodation on the assumption that the following criteria can be achieved;

### For the apartments to site A

- + The offset from external ground level to internal FFL is limited to 500mm.
- + Floor to floor levels to not exceed 3m
- + The ground floor onto Palatine Road has a frontage which positively engages with the street.
- + Intermediate levels are faced in a timeless brick with a simple repeating window arrangement, which reflects the vernacular of the context.
- + The upper floor level is defined in a different material and located on a differing plane to the primary facade.

Does not exceed 16.250m in height from existing ground level to parapet.

### For the housing to site A and B

- + The offset from external ground level to internal FFL is limited to 500mm.
- + Floor to floor levels to not exceed 2.85m
- + Although the ground floor cannot be active in a traditional sense, this zone should still engage with the street in a positive way.
- + The units are faced in a timeless brick with a simple repeating window arrangement, which reflects the vernacular of the context.
- + Roof form is articulated to create interest and mediate between existing roof lines and the proposed.
- + Gables are active where possible to engage with the street.
- + Does not exceed 10m in height from existing ground level to ridge.



# design.

Indicative 3d view of proposed apartment block to site A.



# design.

Indicative 3d view of proposed townhouses to site B.



# accessibility.

### Site Access

Within site A, we propose 3no. Individual drop kerb points **01** to the three townhouses and vehicle entry point into a secure car park **02**, all access from Allanson Road.

Within site B, we propose 2no. Individual drop kerb points **03** to the three townhouses off Brett Street.

### Security

A Secure by Design application has yet to be made for the development, however any refined proposals would align with the requirements of AD Part Q. The indicative boundary treatment would be;

- Min. 0.9m high wall or fence.
- Min. 1.8m high wall or fence.
- Min. 1.8m high secure gate.
- Indicative refuse location.
- Indicative temporary bin collection point.
- Indicative access point.

### Parking Facilities

A separate transport statement has been prepared to accompany the planning submission. Within site A, the three no. townhouses will have one integral space per dwelling at 100% parking. 24 parking spaces are proposed for residents of the apartment (inclusive of 1 accessible space) accessed off Allanson Road at 70% parking. Within site B, the two no. townhouses will have one integral space per dwelling at 100% parking.



# accessibility.

### Cycle Facilities

Within site A, the three no. townhouses will have integral space for cycles. a minimum of 34 cycle spaces will be provided within the ground floor of the apartment building. Within site B, the three no. townhouses will have integral space for cycles.

### Service and Refuse Strategy

Within site A, sufficient space is allocated within the garage and/or of the garden of townhouses to accommodate bins, these will be brought to the street by the occupiers on the agreed collection day. The refuse store for the apartment block is located close to the primary vertical circulation within the car parking court. Based on GD04 guidance a minimum of 14.6sqm of floor area is required for the refuse space, the area indicated on plan exceeds 30sqm in area. Following dialogue with the transport consultant, it was agreed that a management strategy will be in place on designed collection days, with the various bins being moved to the temporary collection by Allanson Road, subject to highways commentary. Within site B, sufficient space is allocated within the garage and/or of the garden of townhouses to accommodate bins, these will be brought to the street by the occupiers on the agreed collection day.

### Inclusive Access

The requirement to increase the internal FFL by +500mm to remove habitable rooms from flooding risk does present an accessibility issue, however the compact house type that we have proposed to sites A and B do enable a visitable M4.1 solution within the correct NDSS sizes. Lift and stair access is proposed to all floors of the apartment building which enables all units to be M4.2 compliant.



