



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: 05/09/2023

Table of Contents

1	INTRODUCTION.....	1
2	PLANNING APPLICATION PROPOSAL.....	2
3	CONTEXT.....	2
3.1	PHYSICAL CONTEXT	2
3.2	SOCIAL CONTEXT	2
3.3	ECONOMIC CONTEXT	3
4	DESIGN.....	3
4.1	USE.....	3
4.2	APARTMENT SIZE AND MIX.....	3
4.3	GIA AND SPACE STANDARD	4
4.4	SCALE.....	5
4.5	PLANNING POLICY CONTEXT	5
4.6	LANDSCAPING	5
4.7	APPEARANCE AND COLOUR.....	6
4.8	LAYOUT	7
4.9	CAR PARKING.....	7
4.10	CYCLE PARKING.....	8
4.11	EFFECT ON, AND APPEARANCE OF THE PROPERTY:	9
5	ENVIRONMENTAL.....	9
5.1	ENERGY EFFICIENCY.....	9
5.2	VENTILATION AND HEATING	10
5.3	RENEWABLE ENERGY	10
5.4	LIGHTING.....	10
5.5	WATER EFFICIENCY.....	10
5.6	REFUSE	10
6	ACCESS.....	12
6.1	VEHICULAR AND TRANSPORT LINKS	12
6.2	LOCAL PUBLIC TRANSPORT.....	12
6.3	ACCESS AND EGRESS LOCATIONS	12
6.4	SERVICING (DELIVERIES, COLLECTION AND MAINTENANCE ETC.)	12

7	FLOOD RISK.....	12
8	SECURE BY DESIGN.....	12
9	ENERGY AND SUSTAINABILITY STATEMENT	13
9.1	THE AIMS	13
10	SUSTAINABLE DEVELOPMENT	13
10.1	ECONOMIC	13
10.2	SOCIAL	13
10.3	ENVIRONMENTAL	14
11	CONCLUSION	14

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.

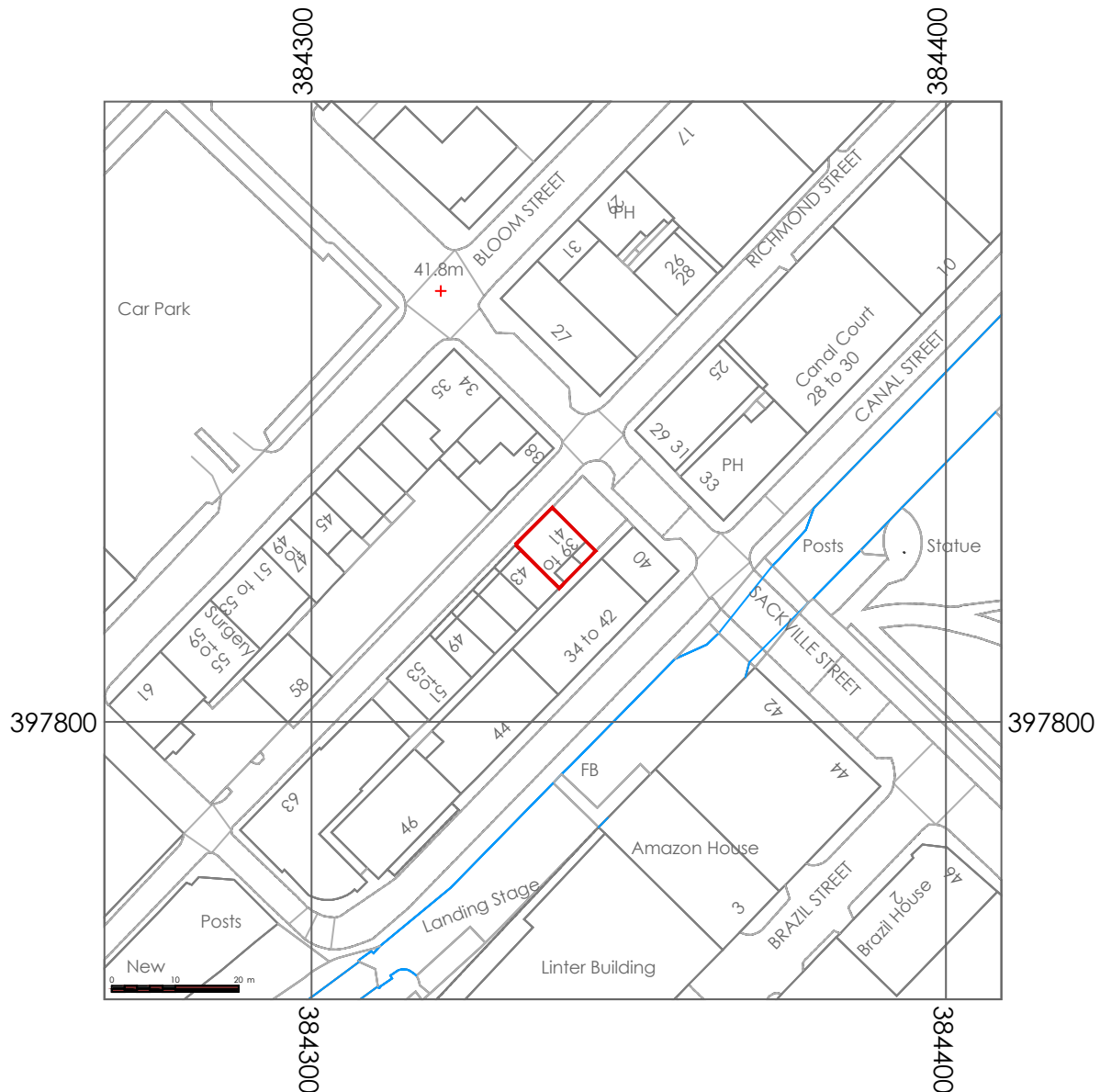


Fig. 1: Site marked in red

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
- Private roof terrace that maximize views over the surrounding city

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.

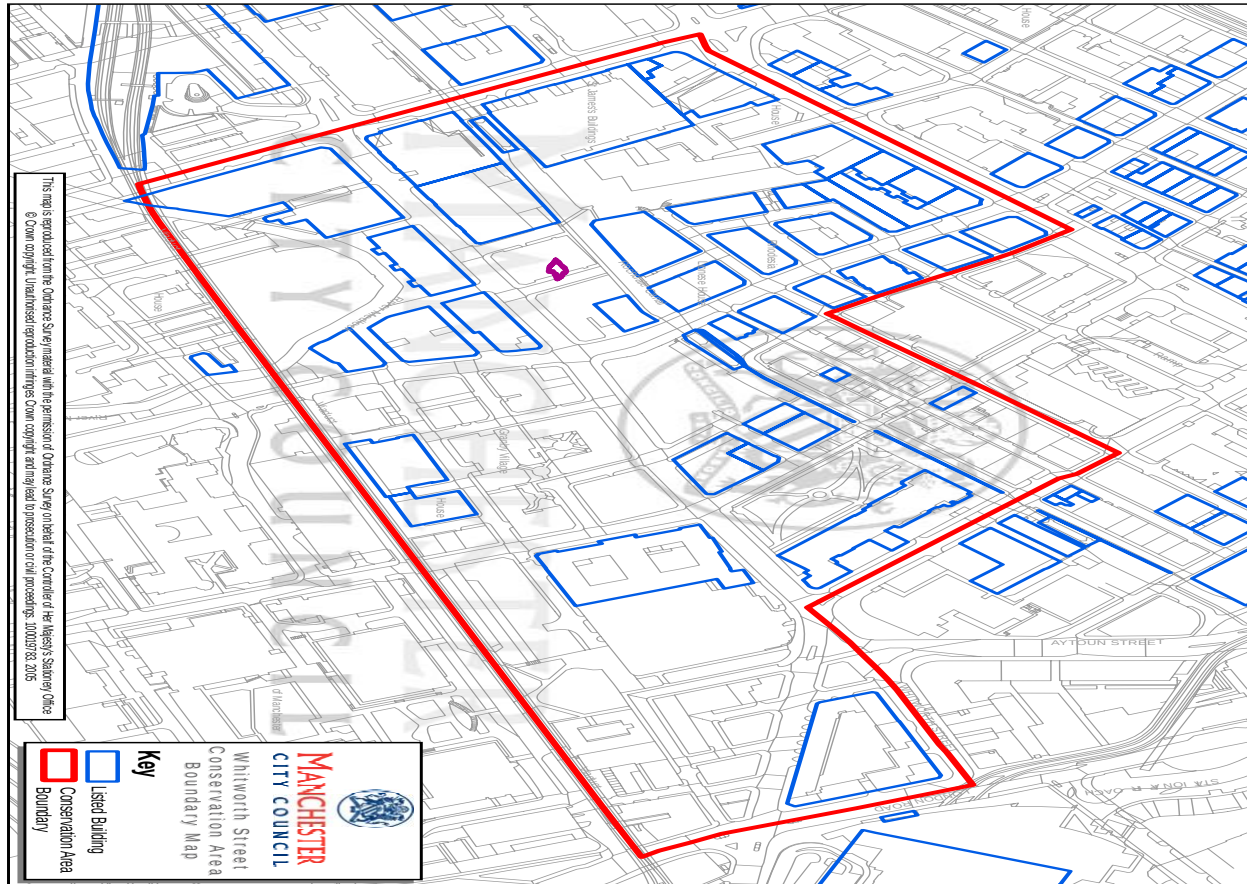


Fig. 2: Proposed development site marked in purple

4 Design

4.1 Use

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

4.2 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
- Private roof terrace that maximize views over the surrounding city

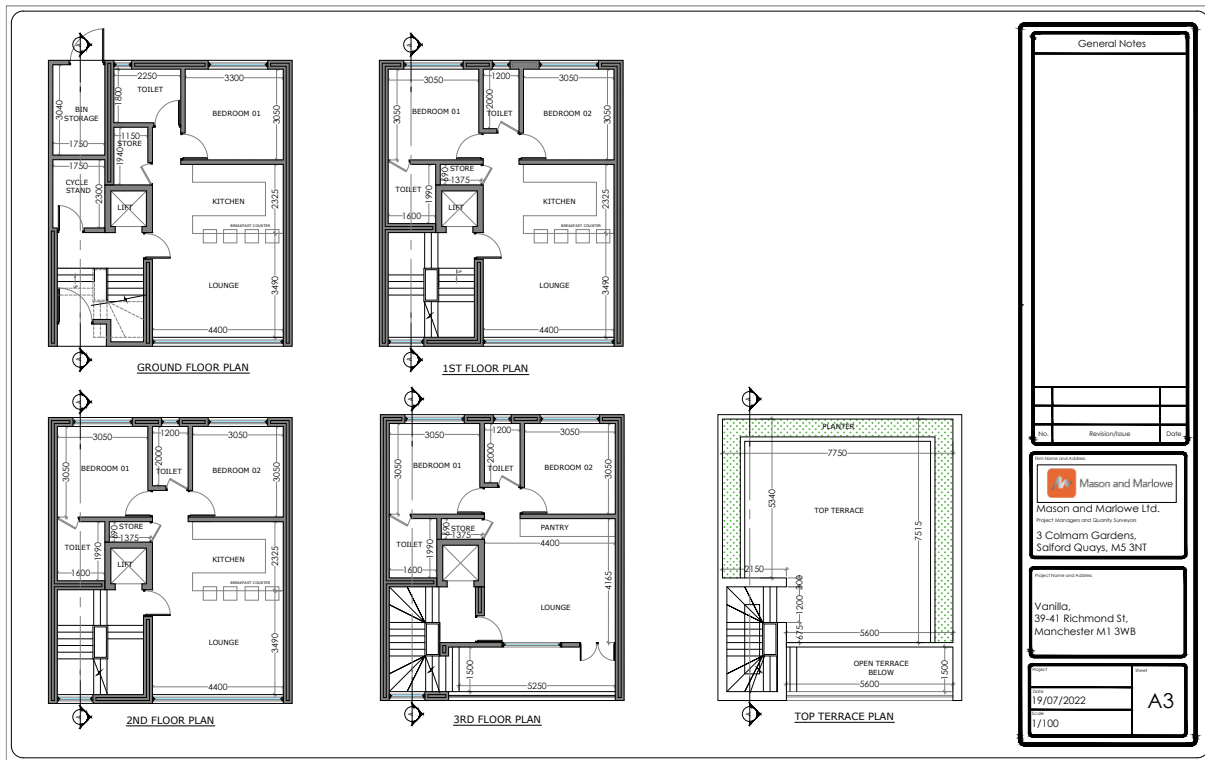


Fig. 3: Proposed floor plans

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).

4.3 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.

4.4 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 roof terrace level accords with the parapet of the new townhouse building opposite but adjacent to the site on Richmond Street, affording unobstructed views out whilst reducing the visual impact. The raised parapet height to the roof terrace is approximately a meter lower than that of the listed warehouse No. 51-53 Richmond St., which is adjacent to the site; but higher than No. 43-49 Richmond St. by one storey (approximately, 2m from ridge level). The proposed roof terrace parapet height is 1.1m can be reduced or box planters can be used as balustrades based on recommendation.

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.

Furthermore, proposed development is of similar size and character to application: 47 Richmond Street, Manchester, M1 3WB - Application Ref. 123009/JO/2019. Therefore, consistent with the application site's urban design setting, the immediate surrounding and street scene, and the wider City Centre context.

4.5 Planning Policy Context

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

4.6 Landscaping

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

The design of the house has been considered to make the best use of the internal area to create 3 no. two bedrooms, and 1 no. one bedroom apartments with an open plan living. 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 paneled former warehouses.



Due to the fact the quite a number of the existing structures on Richmond St. are of Anthracite grey and black hue, including the existing building to be demolished, which is rendered grey with a touch of black, our proposal seeks to blend into the urban grain of its context with the façade of the proposed development to be anthracite grey bricks for the purpose of blending the building into the urban landscape on Richmond St.

The proposal is split into two blocks to retain access to the rear alley where bins for the bloom street buildings are kept. To provide security in the rear alley perforated sliding screens, which are lockable internally, sit in front of the window openings to the ground and first floor and any downpipes are brought internally.

4.8 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.

4.9 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.

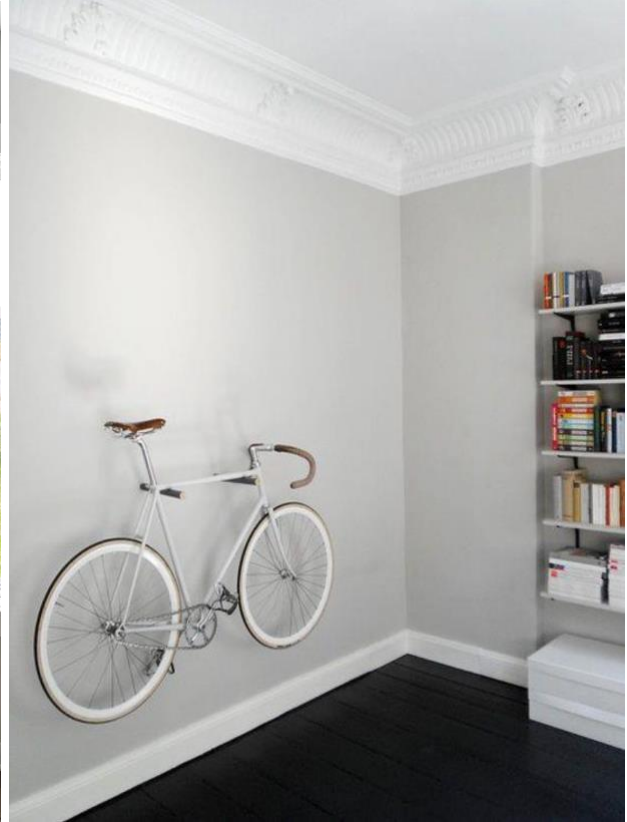
The Core Strategy states that the guidance on parking standards does not apply to the City Centre, since it is the most accessible location in Greater Manchester. Due to the nature of the city centre of high accessibility and complex variety of development, the Core Strategy asserts that the range of 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.**

4.10 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 5: Vertical Bike Stand



Floating Bike stand

4.11 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.

5 Environmental

5.1 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.

5.2 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.

5.3 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.

5.4 Lighting

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

5.5 Water Efficiency

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

5.6 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.

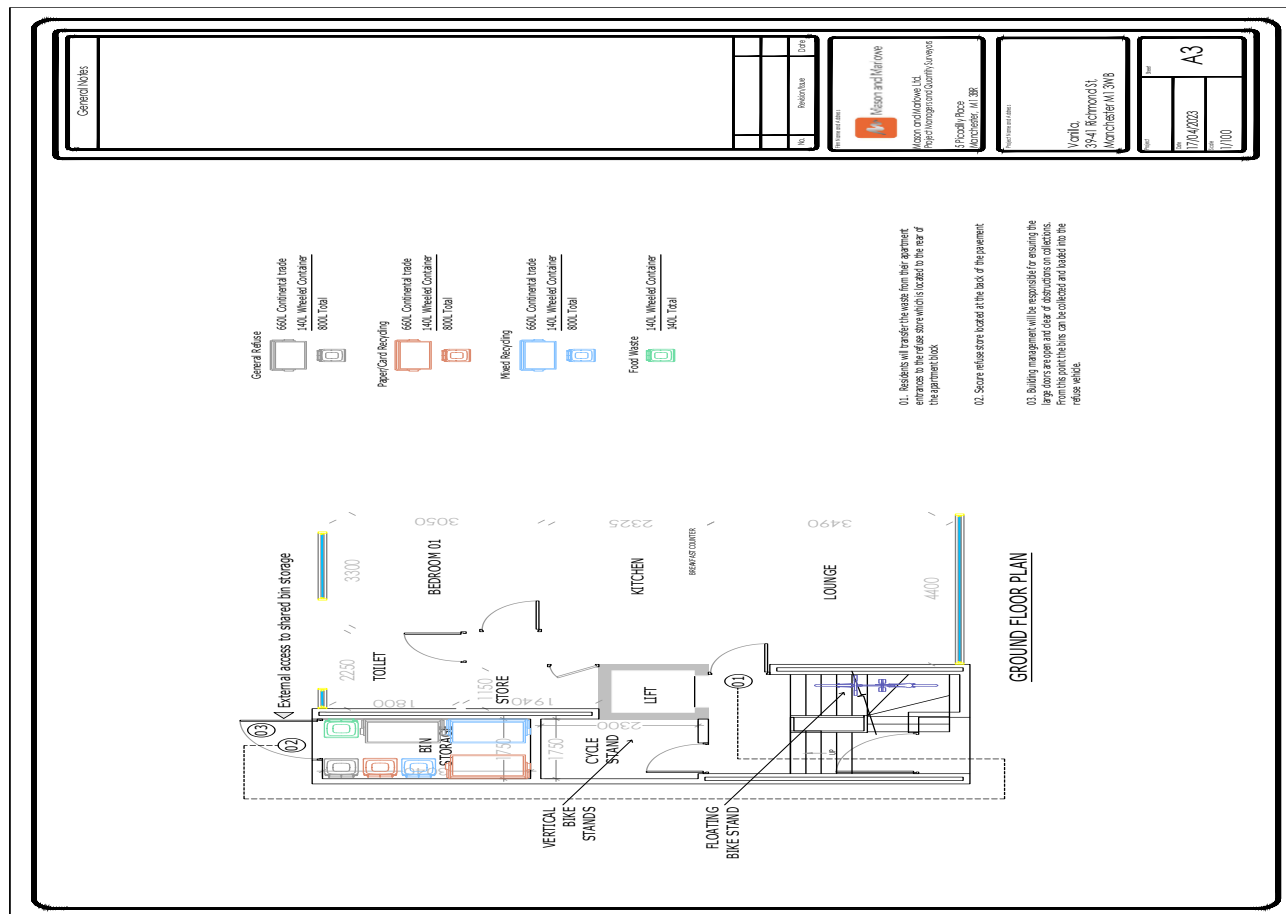
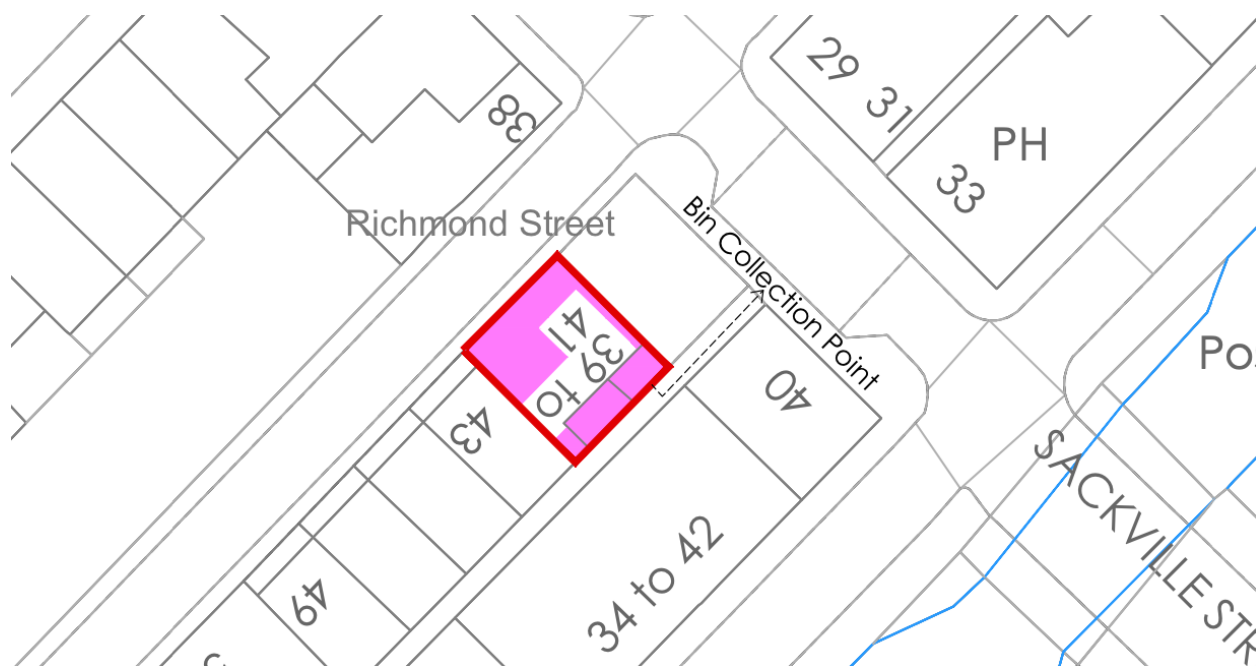


Fig. 6: Bin arrangement and collection



6 Access

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

6.1 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.

6.2 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.

6.3 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).

6.4 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.

7 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.

8 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

9 Energy and Sustainability Statement

9.1 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.

10 Sustainable Development

10.1 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.

10.2 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.

10.3 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

11 Conclusion

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 that will prevent the development being overbearing on the street scene and neighbours. The internal arrangement and vertical ordering of spaces maximises occupier comfort and makes the most of the available views. We believe this proposed high quality development of moderate density would be a positive addition to the local area and community.