LOUISA STREET, MANCHESTER

Design + Access Statement REV C for Westchurch Homes 04.2023

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FOREWORD + TEAM INTRODUCTION

This Design and Access Statement serves to accompany the proposals at Louisa Street Openshaw for the 'Erection of 2 x 3 storey apartment block comprising 42 apartments and erection of 29 x one and three storey dwellinghouses (Class C3) with access from Louisa Street and associated works, following the demolition of all existing buildings/structures.'

The document will outline the early pre-application discussions and design considerations and highlight where emerging opportunities were both utilised and disregarded throughout the process, towards this full planning application.

The philosophy shared by the team working on this project is collaborative and design-led. From the beginning of this project a skilled team has been established and has worked together to bring forward the optimum solution for this site.

Across the design team there is a wealth of experience in planning, development, housing, heritage, transport and architecture. The site at Louisa Street presents an exciting opportunity to introduce new, high quality homes to the locality and revitalise a large derelict brownfield site.

Westchurch Homes
Developer

Westchurch Homes Ltd is an established North West housebuilder that has delivered a number of residential developments over recent years. These developments have consisted of both larger executive style homes and more recently of 100% affordable housing schemes delivered in partnership with Registered Providers.

VIEW Associates
Architects

VIEW are a bespoke Chartered Architect's practice, specialising in residential development and dedicated to client satisfaction. Our collaborative design approach and forward thinking is applied to projects of any size and creates unique and high quality design solutions.

We pride ourselves on unlocking site potential and producing schemes that work for both client and community.

Euan Kellie Property Solutions
Planning Consultants

We lead our clients through every step of the planning process. As a RICS-regulated firm we understand the wider property cycle and broader context within which our clients are making decisions. We give honest, realistic advice which is based upon our considerable experience on advising on a range of projects over more than 15 years.

Stephen Levrant Heritage Architecture
Heritage Consultants

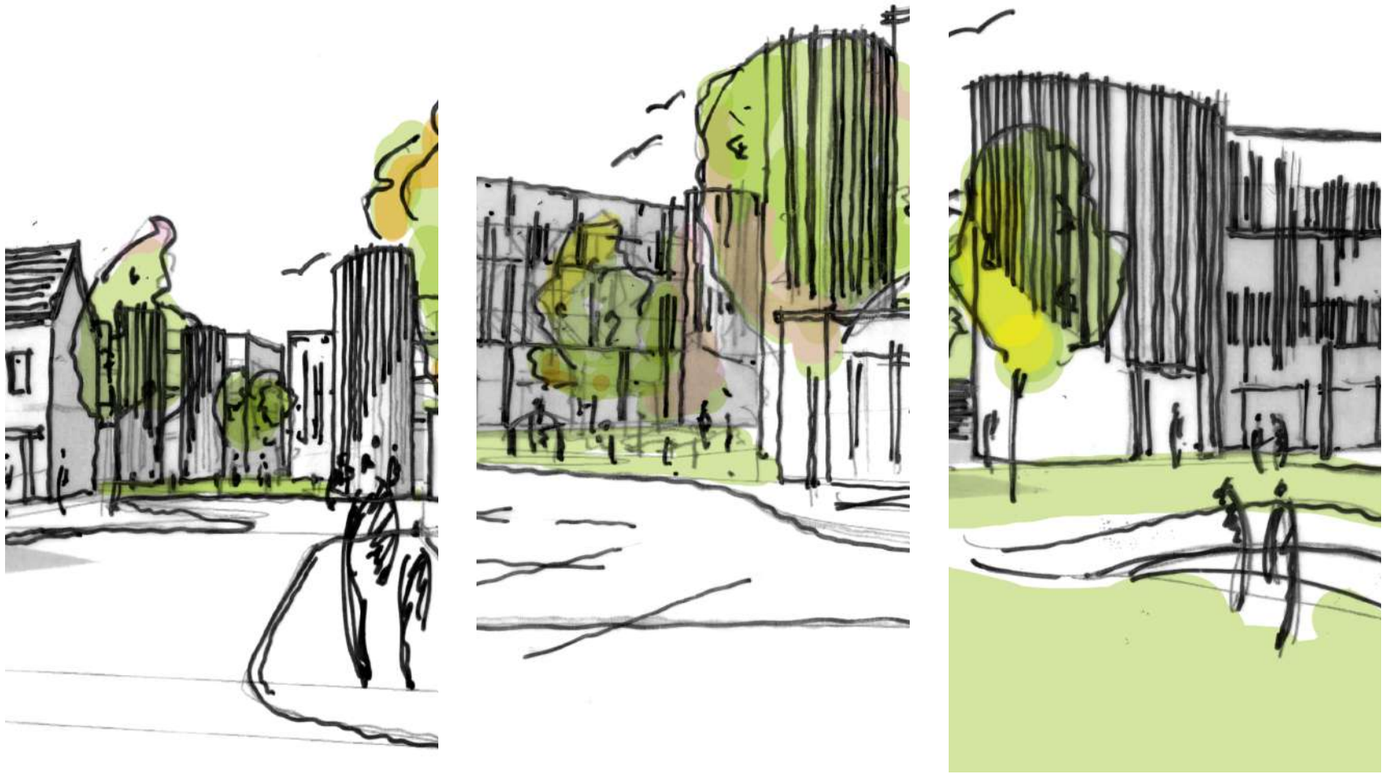
Stephen Levrant Heritage Architecture is the continuation of a specialist practice originally founded in 1948. At our three offices in London, Bristol and Manchester, we work in planning, urban design, and on practical projects in construction, within the historic environment. Our work is exclusively with historic buildings and within conservation areas. Our surveys, appraisals and inspections are renowned for an intricate and holistic approach using detailed knowledge and experience of historic methods of construction, decoration and furnishing.

SK Transport
Highways Consultants

Formed in 2007, SK is an established transport planning practice that works across all land uses for public and private sector clients. Our extensive portfolio means that we bring a huge level of experience to every development with a strong track record of assessing development impact of major schemes. Our team knows that movement and people are central to every project, and we help to create vibrant spaces and liveable places for people.

TBA
Landscape Architects

Trevor Bridge Associates (TBA) was formed in 1985 and became a Limited Company in 2001. The management team comprises of two Directors, both Chartered Members of the Landscape Institute, David Griffin and Jane Whiteley. As a relatively small company the staff at TBA work closely together, to provide excellent, reliable and personal service to their clients. Designs are creative and imaginative, but also practical and cost effective.



Initial concept sketches presented at pre-app stage.

SITE LOCATION + CONTEXT

The site is a large plot of land located to the west of Louisa Street and is predominantly vacant, with intermittent use of the existing gatehouse / workshop.

Immediately adjacent to the site there is a cash and carry to the North, and a public park to the South. The locality is predominantly residential, with commercial and retail units located along Ashton Old Road to the West.

As well as Louisa Street there is also Ferris Street, which runs towards the site alongside the cash and carry. There is no current access onto the site here and the road is predominantly used by residents of the adjacent terraces.

Key Roads:

Louisa Street - Stretching North from Ashton Old Road to Clayton Brook Rd, Louisa Street is predominantly fronted by terraced housing with semi detached properties to the North. There is industrial / commercial use at its extremities. The site is a rare empty space in the otherwise well populated road.

Ferris Street - A small access road which divides the rear of the existing properties on Louisa Street and the cash and carry. There is no through access.

CONTEXTUAL ANALYSIS

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01. Existing building on site fronting Louisa Street.

02.View North down Louisa Street.

03. Existing building on site adjacent to entrance.

04. View West on site at entrance.

05 + 06. View North on site and Existing building to Northern boundary.

07. View East on site towards entrance

08. Rear elevation of existing building fronting Louisa Street.

09. View South down Louisa Street.

10. View South down Ferris Street.

11. Existing Park / Recreational ground adjacent site

12. Public footway (“Yellow Brick Road” parallel to Western site boundary.

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CONTEXTUAL ANALYSIS

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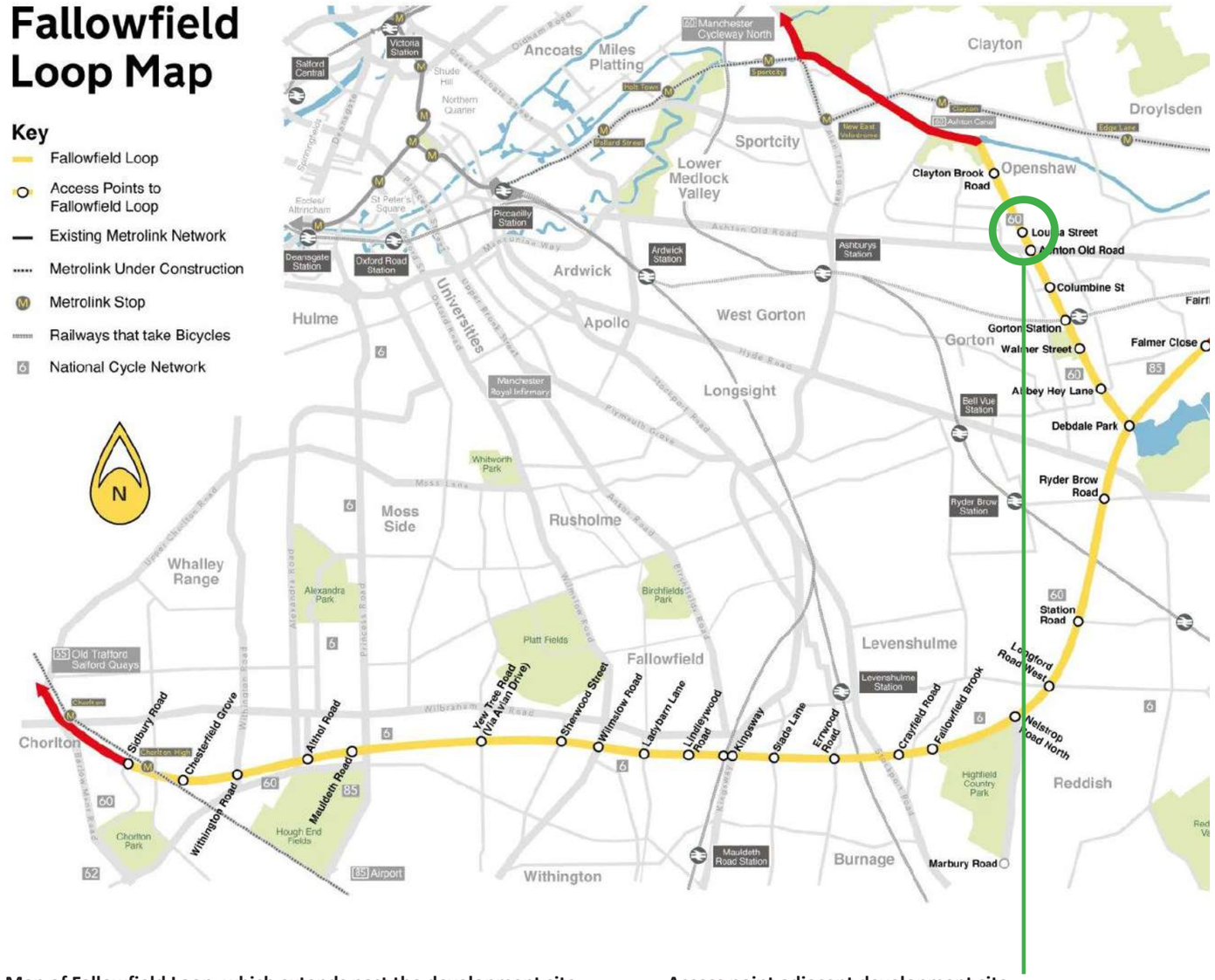
SITE LOCATION + CONTEXT

The site is a prime location for residential development and benefits from high connectivity and good quality local amenities.

In terms of sustainability, and as we look to reduce our reliance on the car, the site is well connected for cycling, approximately a 15 minute cycle to Manchester Piccadilly. The site is passed along its Western boundary by the Fallowfield Loop / Yellow Brick Road, which is a well used cycle route running between North and East Manchester. (See map to right).

Within walking distance from Ashton Old Road, there is a direct bus route into Manchester to the West and to Ashton-Under-Lyne to the East. There are also a number of large public parks near to the site, providing additional important amenity to the future residents of the scheme.



Map of Fallowfield Loop, which extends past the development site.

Access point adjacent development site

CONTEXTUAL ANALYSIS

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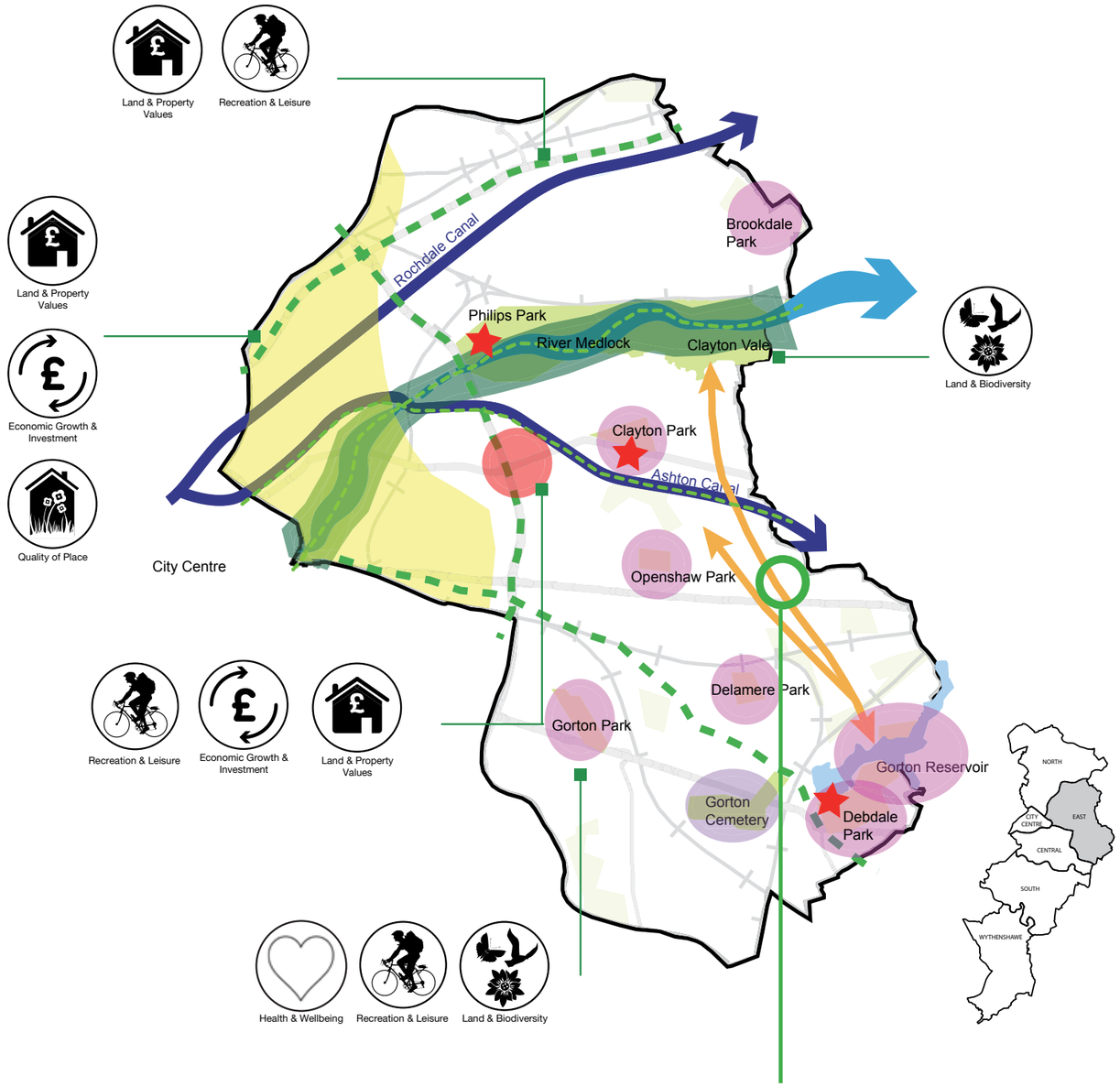
GREEN AND BLUE INFRASTRUCTURE

The development site is located in East Manchester, which has experienced significant regeneration in recent years. As well as the numerous and valuable green spaces in the locality such as Openshaw Park and Sandywell Millennium Green, the site benefits from access to the 'Blue corridors' of Aston Canal, Rochdale Canal and the River Medlock to the North. Although the site is not directly linked to these, its is expected that future residents will greatly benefit from the quality of the environment that they provide.

Manchester's Green and Blue strategy states that "East Manchester has the highest proportion of brownfield sites within the city", of which the development site is one. Although the site has not been used for temporary green space, it will now been rationalised by a development which promotes the use of existing and new green space, and the sustainable access to these via the Fallowfield Loop.

As part of the development, meaningful green amenity space has been provided, promoting health and wellbeing of the future residents and also bio-diversity on site.



Approx location of development site

CONTEXTUAL ANALYSIS

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SITE HISTORY + HERITAGE

The appraisal undertaken by Stephen Levrant Heritage Architecture has identified that the site was historically an Iron foundry, developed for Joseph Stubbs Ltd from the 1890's to the early 20th century.

There are existing buildings on site which formed part of the historic use, however have now come into disrepair and suffered from significant vandalism. The majority of which were dismantled by 2017 due to significant fire damage.

The existing buildings on site are not statutorily listed and are in a generally poor condition internally, with the principal range been stripped of internal fixtures and fittings. (Further details can be found in the submitted Heritage Appraisal attached to this application).

The proposals include the demolition of the existing buildings on site. As the primary fronting building to Louisa Street is a Non-Designated Heritage Asset, justification for demolition will be provided in this document and within other relevant supporting information.

Historic terrace along Louisa Street.

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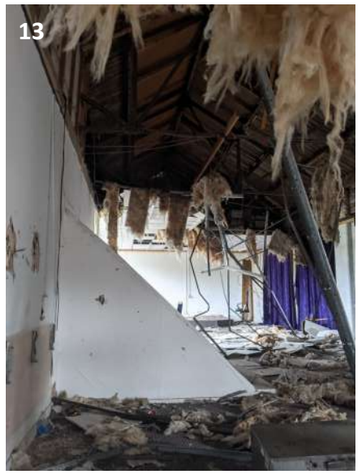

13+14. Internal photograph of existing building along Louisa Street.

15. Rear elevation of existing building along Louisa Street.

16. Internal photograph of existing workshop on site. (**A** Page 10)

17. Entrance to existing gatehouse / workshop. (**C** Page 10)

18. Internal photograph of existing gatehouse / workshop on site. (**C** Page 10)

SITE CONSTRAINTS

There are a number of physical constraints on the site which limit the design of the proposed development. The diagram to the right identifies these as a starting point for the design rationale of the scheme.

The site presents a number of differing boundary conditions, facing residential, commercial/ industrial a public cycle path and a park. As such the proposals will look to engage with these various conditions appropriately and understand the immediate and future issues that the design may have to overcome.

Any appropriate scheme on this site will present a design which balances these constraints and looks to provide betterment to the site in its approach.

KEY CONSIDERATIONS

1
- Existing cash and carry adjacent to site boundary.
- Potentially disruptive hours of operation, deliveries etc.
- Consideration of noise against boundary
- Ferris Street unattractive access to site.

2
- Existing frontage along Louisa Street highlights local vernacular.
- Considering impact of the proposals on existing neighbours.

3
- Maintenance of existing building line.

4
- Site predominantly flat.

5
- Existing dense shrub and tree boundary.
- See Arboricultural Survey.

6
- Existing public footpath along two site boundaries.
- Consideration of mitigation of anti-social behaviour.
- Consideration of boundary treatment.

A. Large single storey brick building on site. Partially inaccessible due to damage.

B. Large two storey building on site. Partially inaccessible due to damage.

C. Existing single storey car garage.

D. Existing single storey gatehouse.

SITE ANALYSIS

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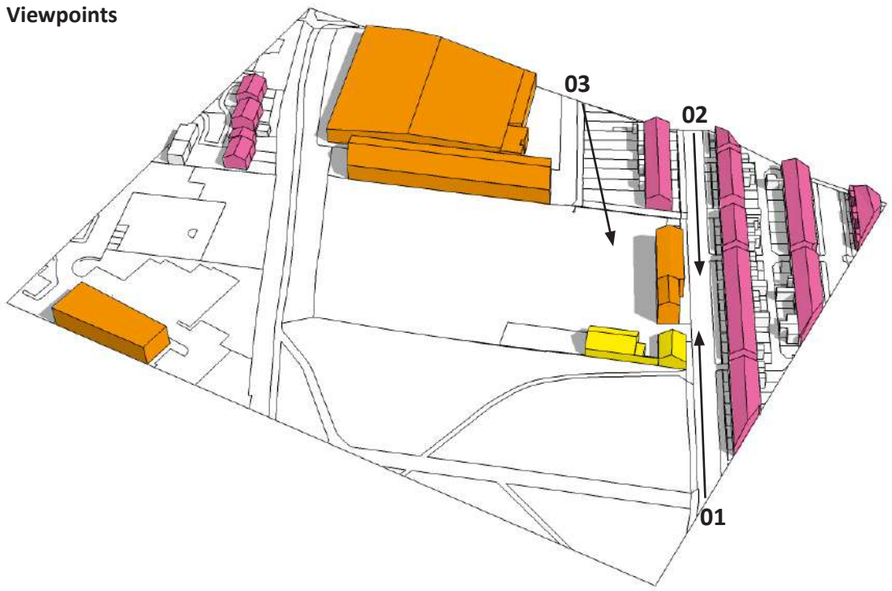
EXISTING MASSING

The diagrams below represent the main allocations of mass adjacent to the site. This is important to highlight when considering the appropriateness of the proposals.

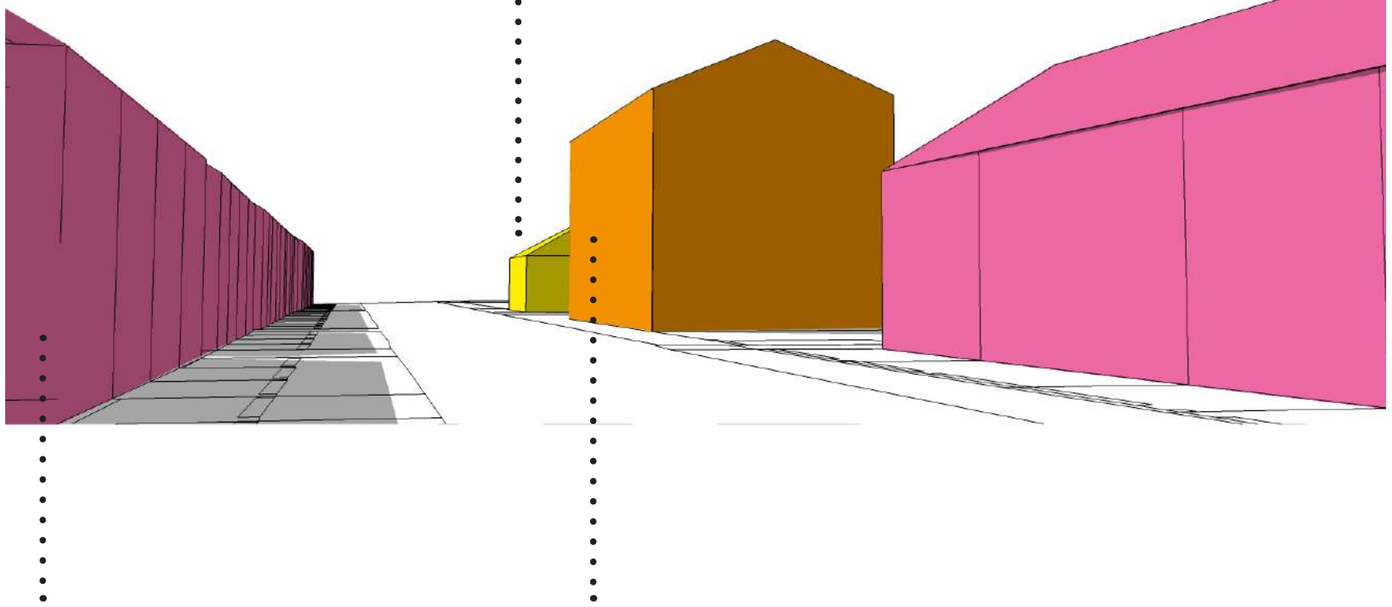
Its clear to see that there are 3 main contributors to the scale around the site:

- 2 storey terraced housing
- Larger scale industrial units
- Single storey industrial units.

Viewpoints



01



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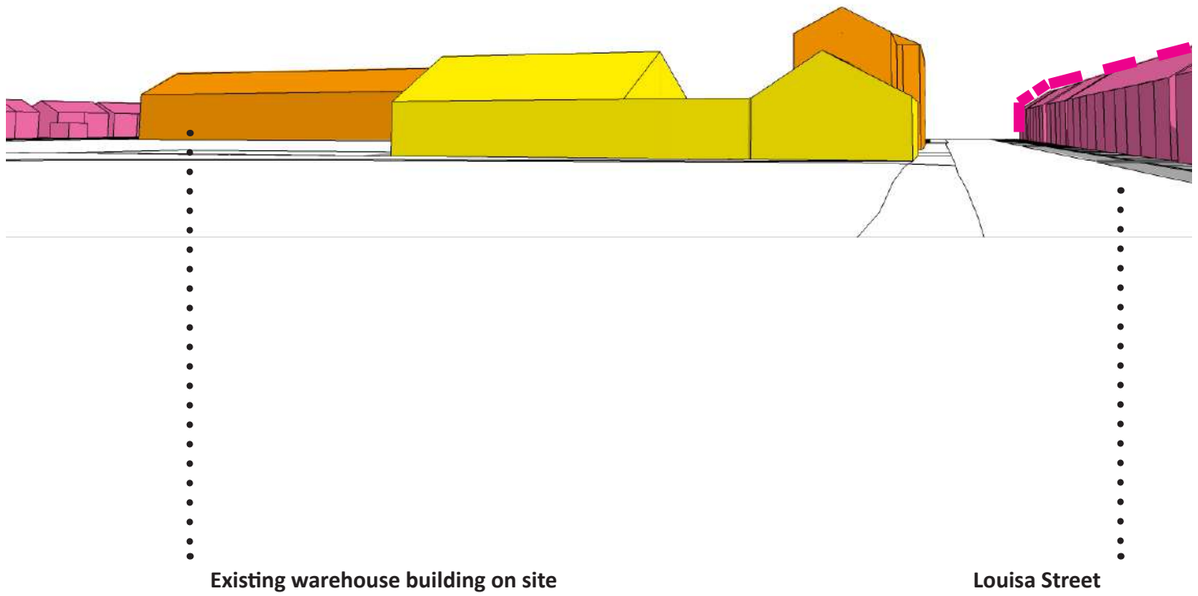
02



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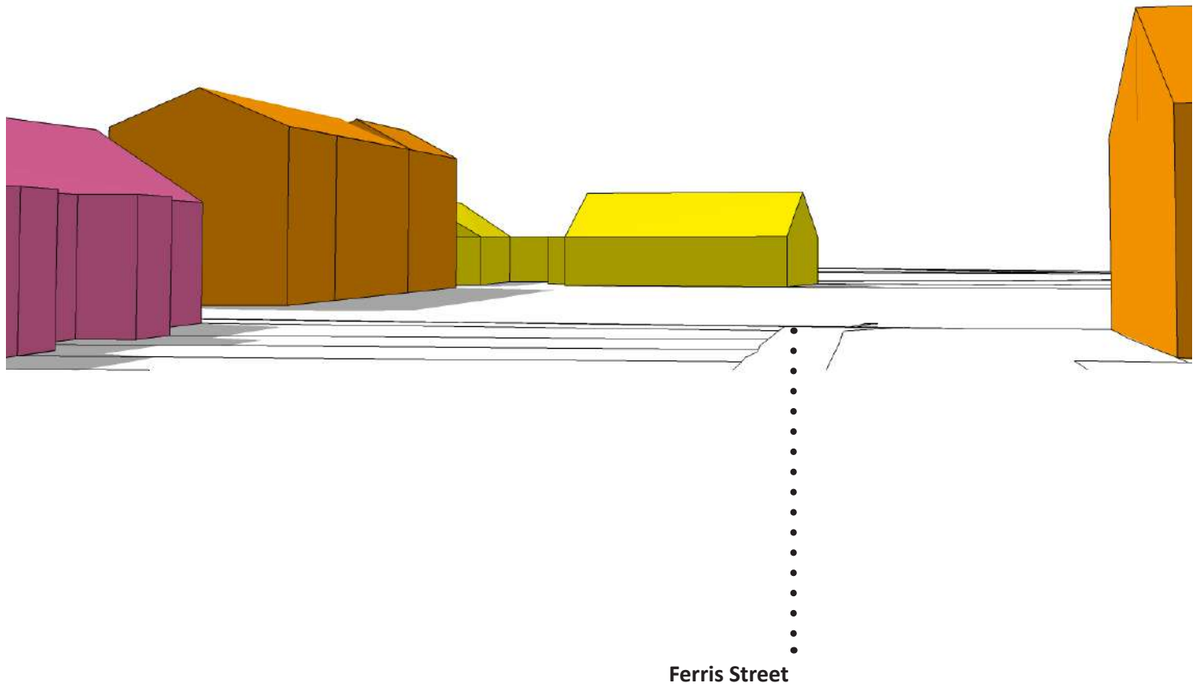

SITE ANALYSIS

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INITIAL DESIGN DRIVERS

The existing massing in the locality, as described on the previous page, allows us to understand how that allocation of scale might affect the proposals for the site.

It is possible to see the natural split between the smaller scale residential buildings to the East and the larger scale commercial buildings to the West. Allocating the main mass of the proposals according to these existing conditions will avoid a juxtaposition of scale against the boundaries and rather introduce a gentle gradient moving into the site. In this sense larger apartment blocks are located to the West with smaller scale houses to the East.

The analytical 3D diagrams to the right were used as tentative design drivers during pre-app conversations and have since been revised following advice from Manchester City Council, Highways Consultants and Secure by Design. There are however, still notable elements that have been retained as part of the proposals, such as the mass allocation to the front and rear of the site, the recognition of the existing urban grid, and the approach of place-making.

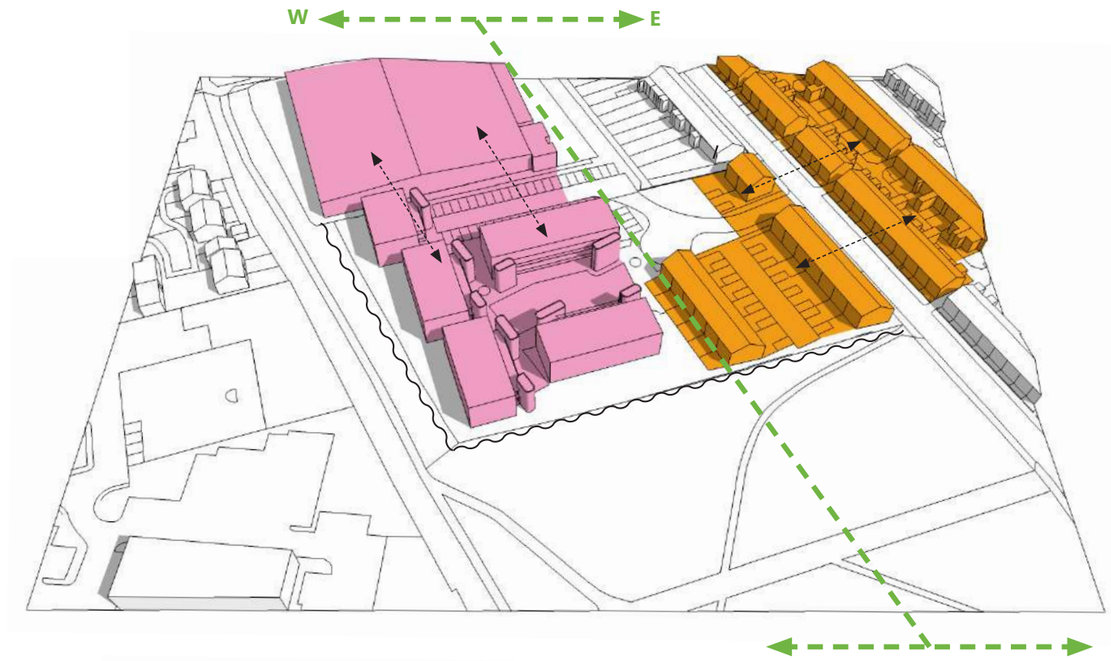
KEY CONSIDERATIONS

Mass Allocation

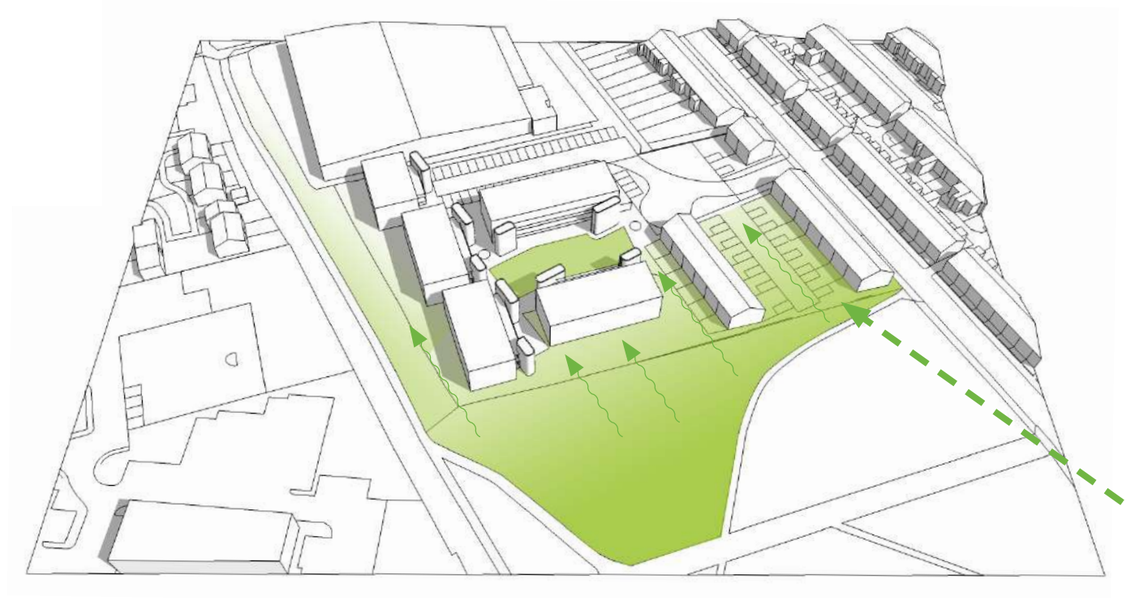
The existing cash and carry to the Northern site boundary and the adjacent terraces on Louisa street has driven the location of mass on the site. This creates familiarity of scale and massing on site and mitigates jarring juxtaposition at the boundaries.

Green Infiltration

The adjacent park land creates an opportunity to invite greenery on to the site and blend the proposals into context. This will perceivably 'open up' the site and mitigate a defensive wall against the boundaries.



Mass Allocation



Green Infiltration

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USE

The site is currently vacant, however some of the smaller buildings (C+D page 12) have been used as a private mechanics garage in previous years. The sites last use was Industrial (Class B), with its proposed use as Residential (Class C3).

AMOUNT

The amount of the proposed development is deemed appropriate for the size of the site (approx 9080 sqm). The proposals are for accommodation on site of 42 apartments and 29 dwelling houses. Alongside this accommodation, the design has incorporated approximately 840 sqm of amenity space as well as the required amount of parking provision, cycle provision and refuse storage for both apartments and houses.

The site is therefore efficient but open and is of a justified intervention based on similar existing developments in the area.

All accomodation is in compliance with the space standards as set out in the Manchester Residential Quality Guidance (MRQG) (See areas right),

Private amenity space is equally provided in accordance with (MRQG), and is largely in excess for the houses.

Accomodation Schedule						
Housetype	Bed	People	sqft	sqm	No.	Total sqft
1 Bed Apt.	1	2	550	51	21	11,550
1 Bed Apt. M4 (2)	1	2	557	52	7	3,899
2 Bed Apt.	2	3	668	62	14	9,100
Type B	2	3	753	70	2	1506
Type W	3	4	1002	93	11	11,022
Type M	4	5	1183	110	4	4,732
Type A	4	5	1212	113	12	14,544
Total					71	56,353

Apartment Parking	
Cars	27
Cycles	42

House Parking	
Cars	approx.140%
Cycles	2 / plot

Proposed accomodation schedule

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DESIGN DRIVERS

Following pre-application advice from Manchester City Council, the proposals were altered in a number of ways. The predominant difference is the balance between houses and apartments, as such, the scheme as presented has more family housing than previously illustrated. This has naturally lead to a reorganisation of the site and also the principles through which the design team have looked to achieve the scheme.

Respecting the existing urban grid.

Due to the heritage of the site and the neighbouring houses, the layout has been orientated to respect the existing orthogonal grid that can be seen in the form and sitings of the terraced housing to the East of the site. Whilst understanding that the proposals will be contemporary in comparison, it is important for the scheme to integrate the features of the locality to create recognisable and familiar spaces.

Creating meaningful amenity space throughout.

The scheme has been designed to provide as much usable amenity space as possible, for both residents for the houses and apartments. Each house will have its own private garden space and, each apartment will have its own private balcony space. In addition to this, the scheme provides a large amenity space that can be used by residents. It is important that all amenity space is meaningful and gives the resident opportunities to have their own flexible outdoor space.

Place-making

Whilst providing variation across the site, place-making has the intention of furthering the individuality of a users home by changing its environment and not just the architectural language or detailing. Within the layout the team has looked to this by create differing conditions and courtyards across the site. Whilst encouraging a sense of ownership for residents, this also makes the scheme more appealing to a wider demographic.

Respecting the existing urban grid.

Creating meaningful amenity space throughout.

Place-making

DESIGN DEVELOPMENT

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SUSTAINABILITY

The National Planning Policy Framework, defines sustainable development at a high level as "...meeting the needs of the present without compromising the ability of future generations to meet their own needs". In planning terms, the scheme should be considered using 3 main objectives, as below:

An economic objective

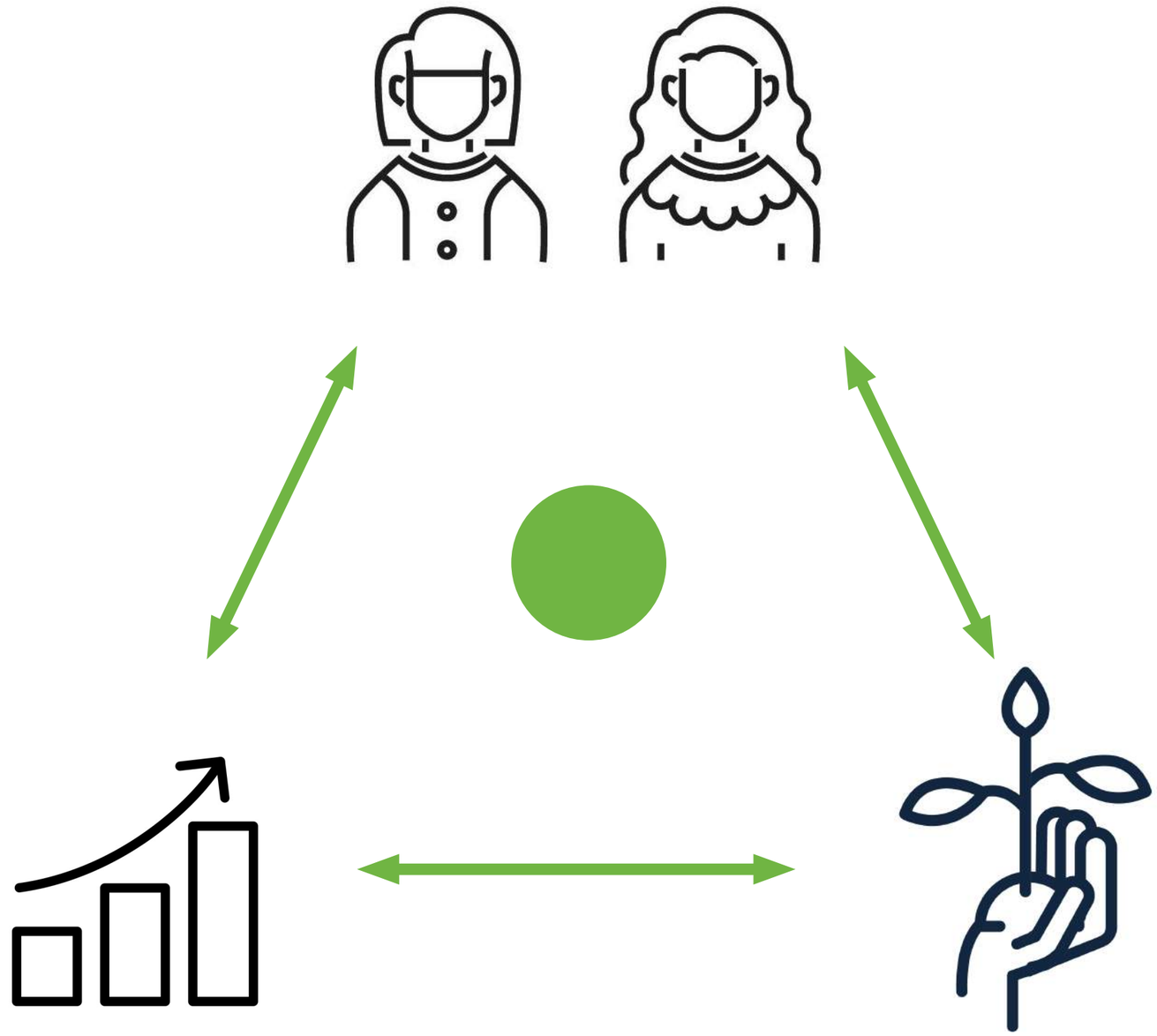
The development will play a part in the regeneration of one of East Manchester's brownfield sites (as detailed earlier in this document), which is important in boosting the local and wider economy. During construction the development will employ local contractors and provide opportunities for employment.
The future residents of the 71 units will, over time, make a significant contribution to the local economy by working and spending money in the locality and further into Greater Manchester.

A social objective

The proposed development will play an important role in making an addition to the local community. The scheme has been carefully designed as to integrate into the locality and open out rather than close off. The design ethos for the project has been to benefit the well-being and enjoyment of future residents, creating as much green-space as possible and promoting ownership.
The future residents of the scheme will make a contribution to the local community by utilising existing amenities and facilities. Due to the size of the scheme there may be new services and community activities or events that are set up by future residents.

An environmental objective

The proposals will be constructed using modern construction methods and in accordance with the latest building regulations, particularly in relation to conservation of fuel and power. Across the site there will be provision for electric vehicle charging points and using and storing bicycles will be intuitive and easily accessible.
The proposals will make a contribution to the biodiversity on site by the planting of new trees and shrubs alongside the extensive amount of green space across the site. (See landscape plan for further details).



PRECEDENTS _ ARCHITECTURE

A. Patterned balcony and screening treatment.

B. Brick detailing and full height windows.

C. Entrance canopy

D. Simple brickwork, window opening and roof material.

E Light grey brickwork and simplistic large openings.

F. Street presentation and individual frontages.

G. Window frame colour, large openings and simplistic cill detailing.

H. Variation in brickwork across the frontage.

I. Semi-private courtyard treatment and presentation.

PRECEDENTS _ LANDSCAPE

A. Large and well landscaped amenity area.

B. Car calmed street and ‘pedestrian first’ hierarchy.

C. Interspersed landscaping along road.

D. Green gap paving, introducing greenery into hard landscaping.

E. Change in material along pavement.

F. Adoptable materials used successfully.

G. Timber screening / boundary treatments.

LOCAL ARCHITECTURAL VERNACULAR

The architectural vernacular that can be seen in close proximity to the site is made up predominantly of terraced housing in large linear blocks (approx 40 metres long). The blocks mainly run form North to South however transition 90 degrees further East towards John Beeley Avenue.

Interspersed between the blocks are access alleyways which lead to the rear of the properties, allowing residents to access their back yards and bring refuse to kerb side etc. In design terms, these linear blocks set the urban grid surrounding Louisa Street and inform how the proposed scheme should respond to its context.

The elevational appearance of the terraced housing is as to be expected of properties of this nature. The common red brick façades are fenestrated vertically with tall slender windows and doors which feature fan lights above. The detailing of the houses is generally very simple, with intricacies reserved for the stone cills and heads, some of which have been painted over time. To the West side of Louisa Street (immediately adjacent the site), there is a row of properties that feature projecting, flat roofed bay windows at ground floor. These properties can be seen in the historic photograph on page 10.

Moving further north up Louisa Street above Sexa Street, it is possible to see a more contemporary housing type circa 1980's, which are split into smaller terraces and semi-detached plots. In plan, these properties are set out to go against the orthogonal grid that is seen East of the site.

The design team has taken into account the local vernacular when considering the appearance and location of the dwellings. The houses have been formed in linear terraced blocks and feature the sort of vertical language that can be seen on Louisa Street. The materials will be of a similar palette, and although may be used in a more contemporary manner, will compliment the vernacular of the locality.

Differing grid set out betwen existing terraced and 1980's housing.

CONSIDERING ALTERNATIVES
- Range Retention

Although the proposals are for the demolition of the existing building on site, the retention of the more significant range building along Louisa Street has been considered and is discounted.

- The existing range building is in poor repair and its fabric will take considerable works to bring it to minimum modern standards.

- The historic industrial use of the building means that the plan form does not easily convert into residential units, whether that be houses or apartments. For example, the narrow horizontal separation of windows along the primary elevation may not allow for the appropriate placement of party walls , which would lead to bricked up windows and therefore loss of the character of the building. In addition the floor to floor levels are more than would be required in a residential building. The combination of these factors will lead to a reduced number of residential units on the site, where converted units will have compromised accommodation.

- The front elevation of the building sits abutted against the back of pavement, and in a residential setting would leave no room for defensible space against any dwelling inside.

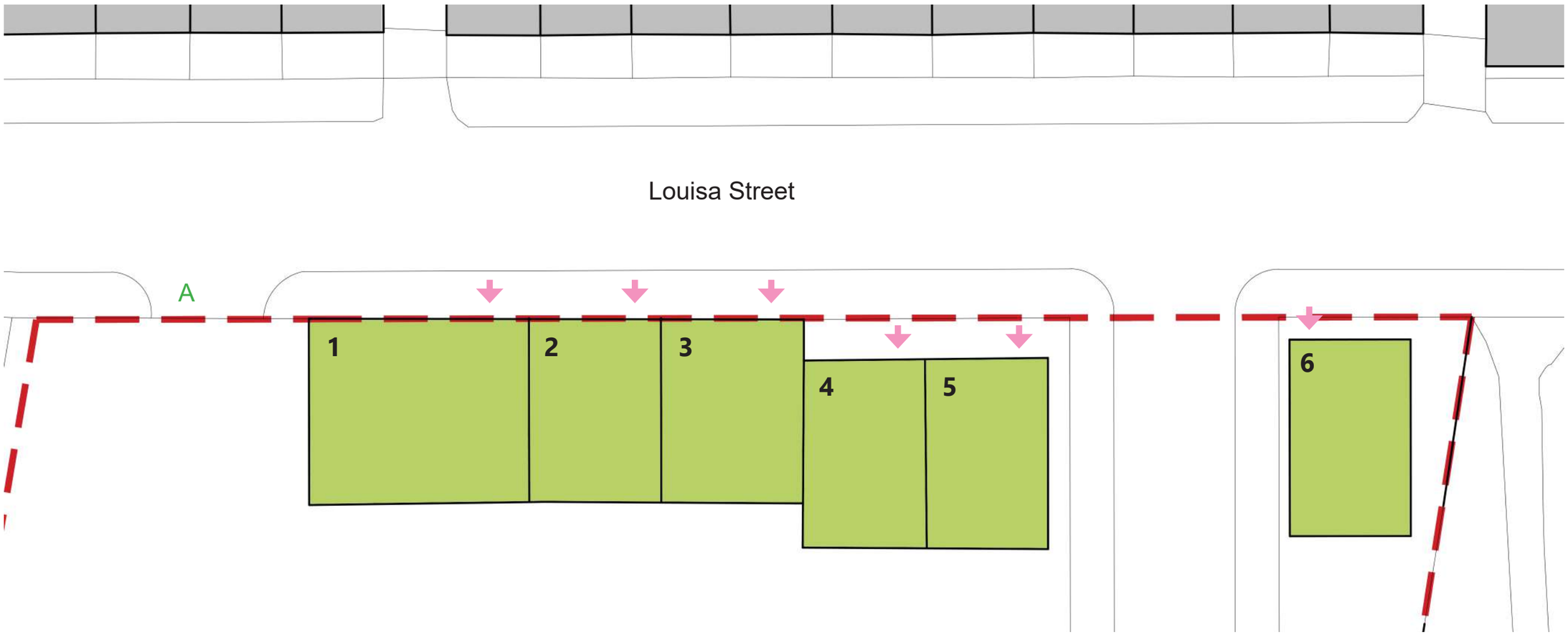
- It is evidently clear, form the survey photographs within this report and in others, that the building is in need of significant works in order to bring it to the standards that would be acceptable in today's modern living standards. In addition, due to the fabric of the building, it is likely not be possible to achieve the levels of energy efficiency that would be required of a new building by today's standards therefore producing an unsatisfactory level of accommodation for the end user

The number of challenges raised above will inevitably lead to a reduction in units across the site when compared to the proposed scheme for demolition. The optimum accommodation for the site has been calculated for Westchurch Homes based upon the demolition of the buildings and therefore any other option would not allow their brief to be met.

For these reasons, the conversion of the range building has been discounted within this planning submission.

(Note: No dimensional building drawings were available at the time that this study was undertaken).

RETENTION OPTION 1 - Houses



Option 1 has considered the conversion of the existing range building into houses (4 x 3 bedroom and 1 x 4 bedroom)

The access at location A on the adjacent sketch cannot be used for an adopted highway site entrance. Therefore, location B is suggested.

This will allow an additional 1 x 4 bedroom house on the frontage. This leads to a total reduction of 2 homes from the scheme.

Challenges -

- Sub-division of bays complicates floorplan and distribution of windows per unit.
- Increased costs to bring building to current energy efficiency standrads rather than build new.
- Option leads to a reduction in units which, is not acceptable to Westchurch Homes.
- Lack of defensible space for ground floor apartments.

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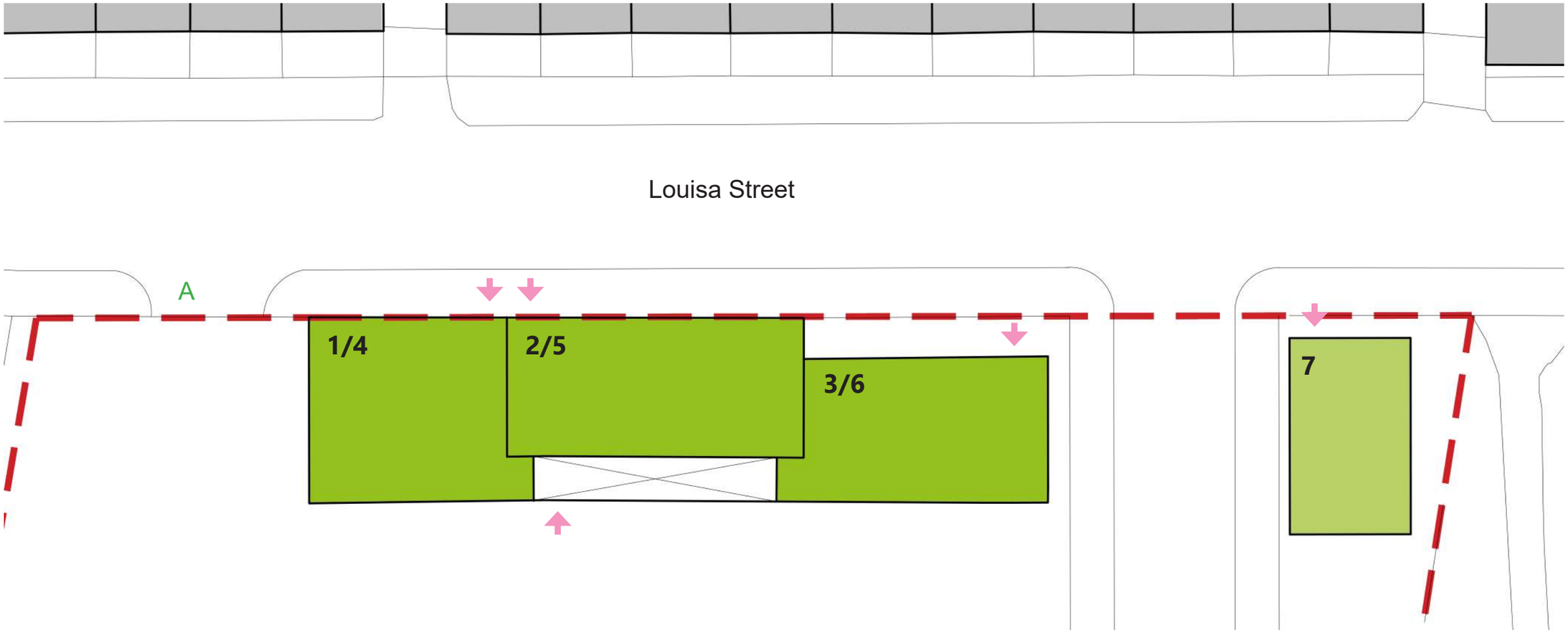
RETENTION OPTION 2 - Apartments



Option 2 has considered the conversion of the existing range building into apartments and a house (6 x 2 bedroom (4 person) apartments and 1 x 4 bedroom house) .

This would be a loss of 7 homes to the site, with the gain of 6 apartments.

Challenges -

- Sub-division may require windows to be bricked up, resulting in loss of character
- Lack of defensible space for ground floor apartments.
- Option leads to a reduction in units, which is not acceptable to Westchurch Homes.
- Increased costs to bring building to current energy efficiency standrads rather than build new.

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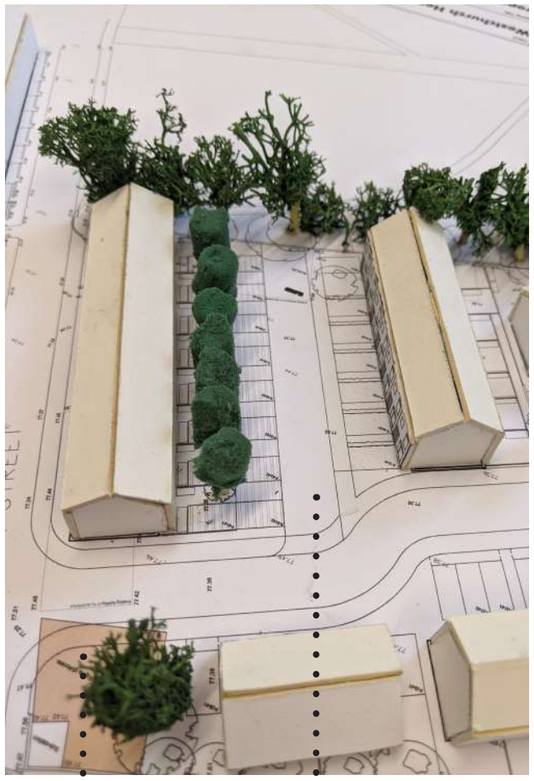
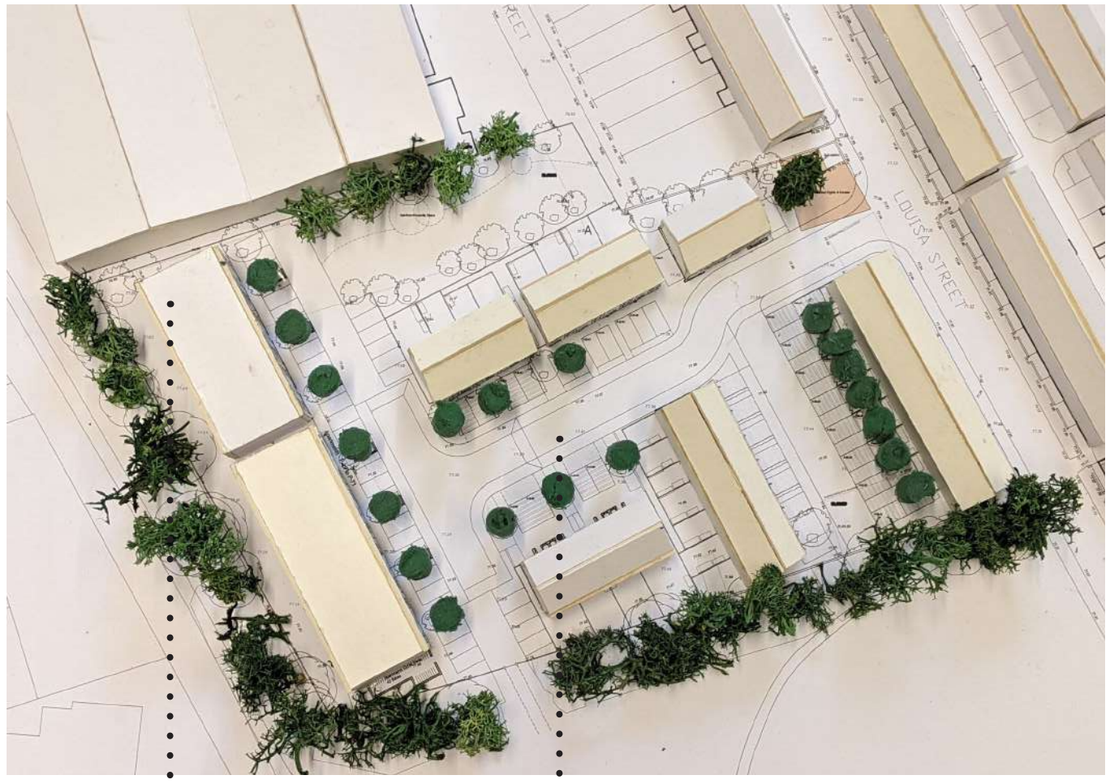
PHYSICAL SKETCH MODEL





Louisa Street

Proposed frontage to reflect existing houses along Louisa Street.

Existing Sub-station

Semi-private parking court / courtyard adjacent entrance.

Locating Apartment blocks along the Fallowfield Loop. Improved passive surveillance.

Placemaking by forming an open 'public' square.

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PHYSICAL SKETCH MODEL

Neighbouring Park

Existing dense tree boudary to be respected.

Site opens up into public square and creates a feeling of arrival and community.

Meaningful amenity space sits directly opposite apartments block, connected by material use and landscaping.

Design driver to increase bio-diversity on site by use of trees and shrubs.

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3D MODEL

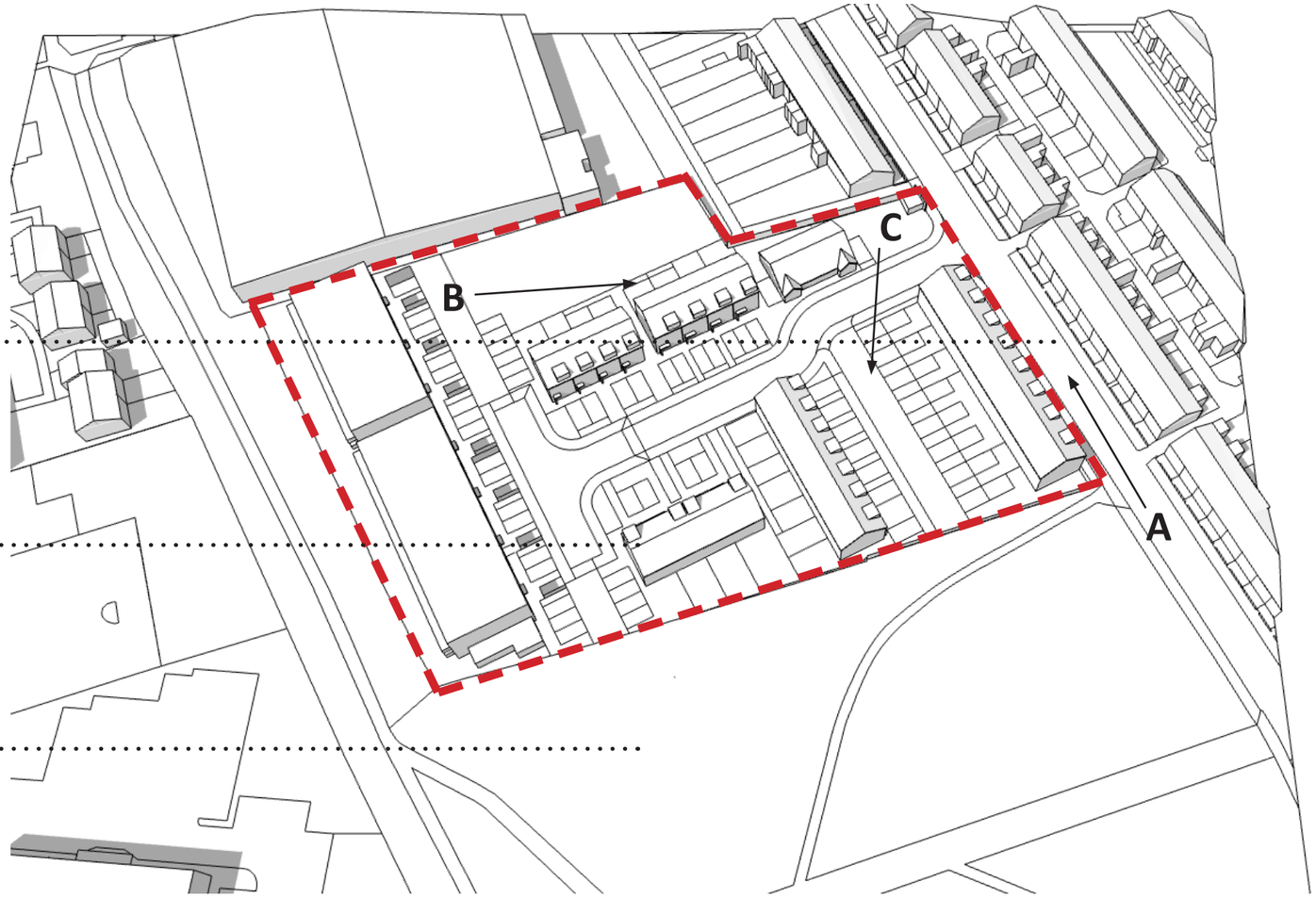
Throughout the deign of the proposals, 3D modelling has been used as tool to ensure the massing and orientation of the proposals is considered and reacts well to the surrounding context.

As previously discussed in the document, the adjacent image demonstrates how the scheme has been designed to reflect the existing grid pattern surrounding Louisa Street. As a result of this, it is possible to see from the modelling, how the proposals sit comfortably on the site and in context.

Houses along Louisa Street reflect a similar length and entrance sits opposite break in building line.

Houses set back to form an open square in the centre

Existing Park omitted as a possible link to the scheme due to potential future development.



Proposed 3D massing - Aerial view

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A

Existing houses along Louisa Street

View North up Louisa Street

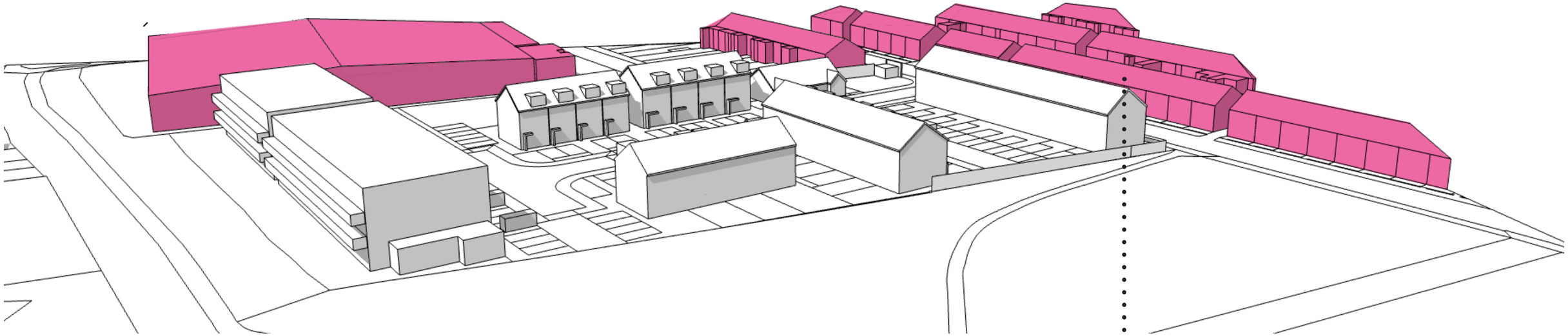
B

Rear of existing houses along Louisa Street

View from Apartment amenity space

C

View from sub-station to Plots 1 -8



'Tree top' view of proposed development - Illustrating the overall similar massing of the proposals to the surrounding existing buildings.

Existing buildings adjacent to the site

DESIGN DEVELOPMENT

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CONCEPT SKETCHES

Proposed view South-East from Plot 28.

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Proposed view North-West up Louisa Street

THE SCHEME

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Proposed view South-West from site entrance.

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THE SCHEME

SITE LAYOUT + STRATEGY

The site layout has been thoroughly worked through in order to address the several design drivers discussed earlier in this document, alongside the expected functional requirements for the site such as access, parking and refuse.

Respecting the existing urban grid

The grid has allowed for a simple access strategy onto the site with one primary adoptable highway that runs through the middle of the site. This road will directly service 50% of the houses and the majority of the apartments. There are 3 secondary courtyards which provide access to the remainder of the houses and the additional apartment parking. These courtyards are designed to be car calmed, semi-private spaces, which feature contrasting in materials and landscaping.

Place-making

By manipulating the location of the terraces against their axes (right), it has been possible to create open spaces across the site, within which there can be more provision made for landscaping and trees. It has been a key driver to utilise place-making across the site in order to introduce variation but also create a sense of ownership for residents, who will live in the differing areas of the development.

Creating meaningful amenity space throughout

As a result of the grid pattern and ambition to establish differing places across the site, the scheme has been able to implement meaningful and usable amenity space for the both the apartments and the houses. As a matter of course, each dwelling has been designed to have its own private amenity space, whether that be in the form of a balcony or garden. In addition, there is an approx. 840 sqm open amenity space to the North of the site, primarily for apartment residents, which is a significant offering considering the size of the site.

Notwithstanding the above, the overarching ethos for the layout of the scheme is to provide enjoyable space not only within the private demises of each resident, but also in the publicly accessed areas.

Highlighting opening of grid to create courtyards.

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Proposed Site Plan - NTS

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Parking

Houses - The parking provision for the houses meets the 100% policy requirement of Manchester City Council and , where it is deemed necessary in order to service the expectations of housing associations against the relevant product. As such in some of the 4 bed properties there is provision for 1 car parking space with an extra, flexible space that can be accommodated, should the resident require. This can be achieved by the use of soft/hard landscaping materials such as green gap paving. Whilst this can accomodate cars, it can also serve as landscaped space (See right and proposed landscaping plan). As such the provision for the houses is approximately 140%

Apartments - The apartments have been provided with 27 car parking spaces whoich are distributed evenly accross the frontage of the apartment blocks. Within this number there is also provsion for 7 accessible spaces as 7 of the apartments are designed to be M4(2) compliant.

In accordance with the latest Building Regulations, EV car charging units will be provided for each associated car parking space accross the site. The charging units will be located in a clear and user friendly location, within residents demises where possible.

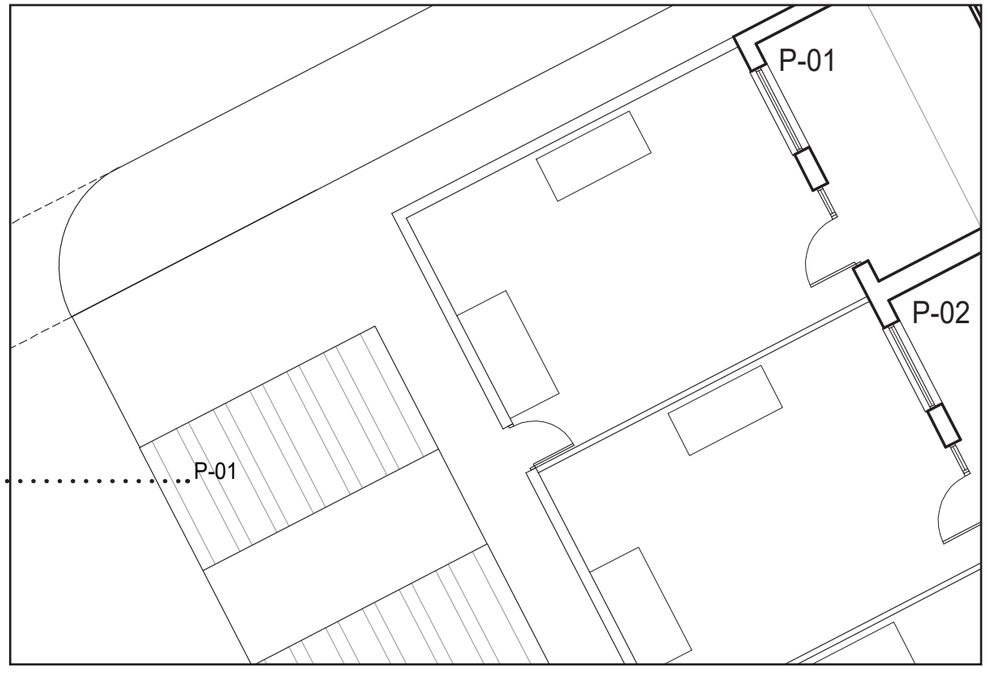
Cycles

The apartments have been provided with their own lockable and communal, brick cycle store . This will be accesssed on a key fob basis as advised by GM Design for Security.

Each house will be provided with space for secure cycle storage for 2 bikes within their private gardens.

Refuse Strategy

The refuse strategy for the development has been designed to be as simple and as familiar as possible. (See Page 33 overleaf).



Example green-gap paving

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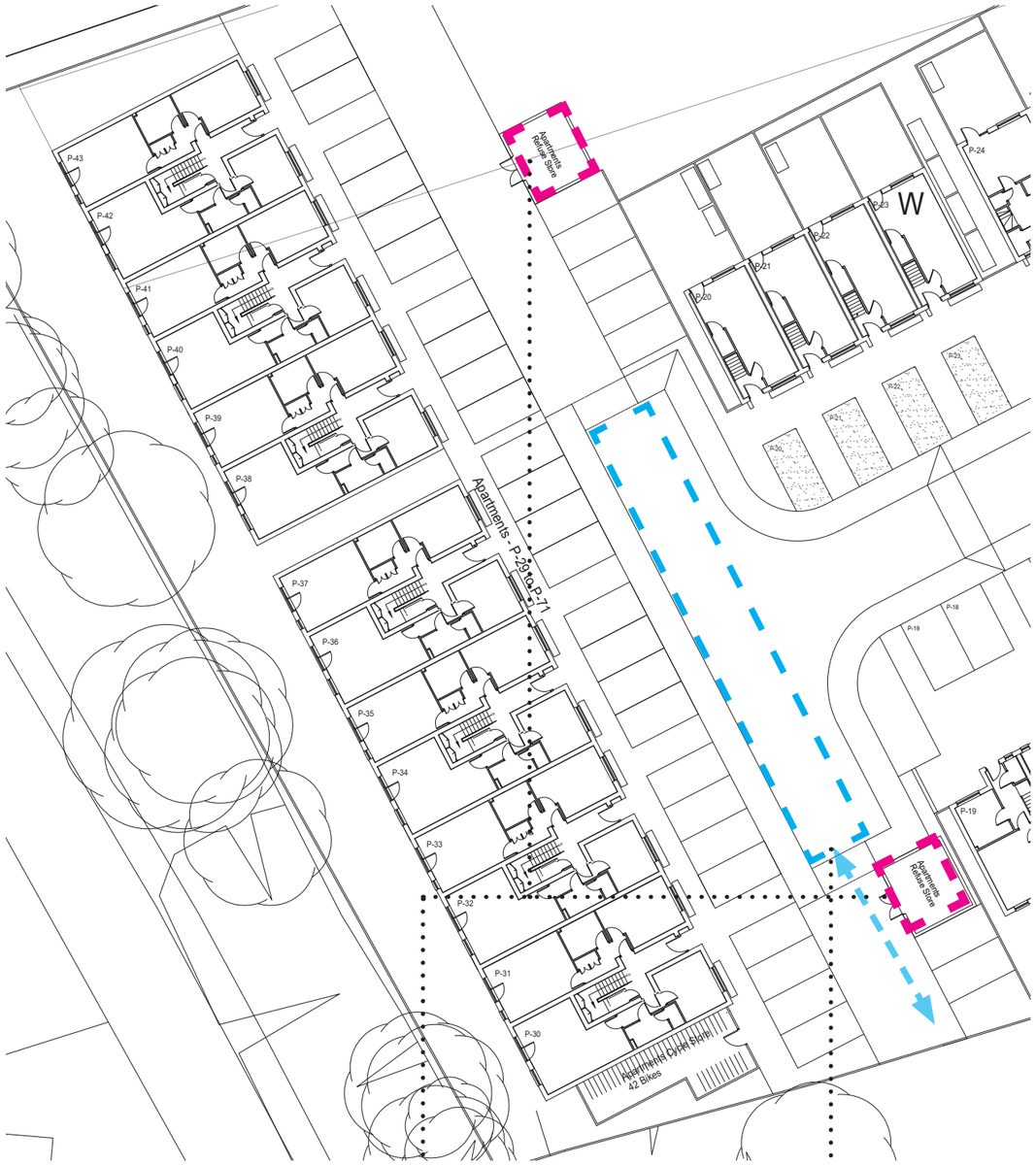
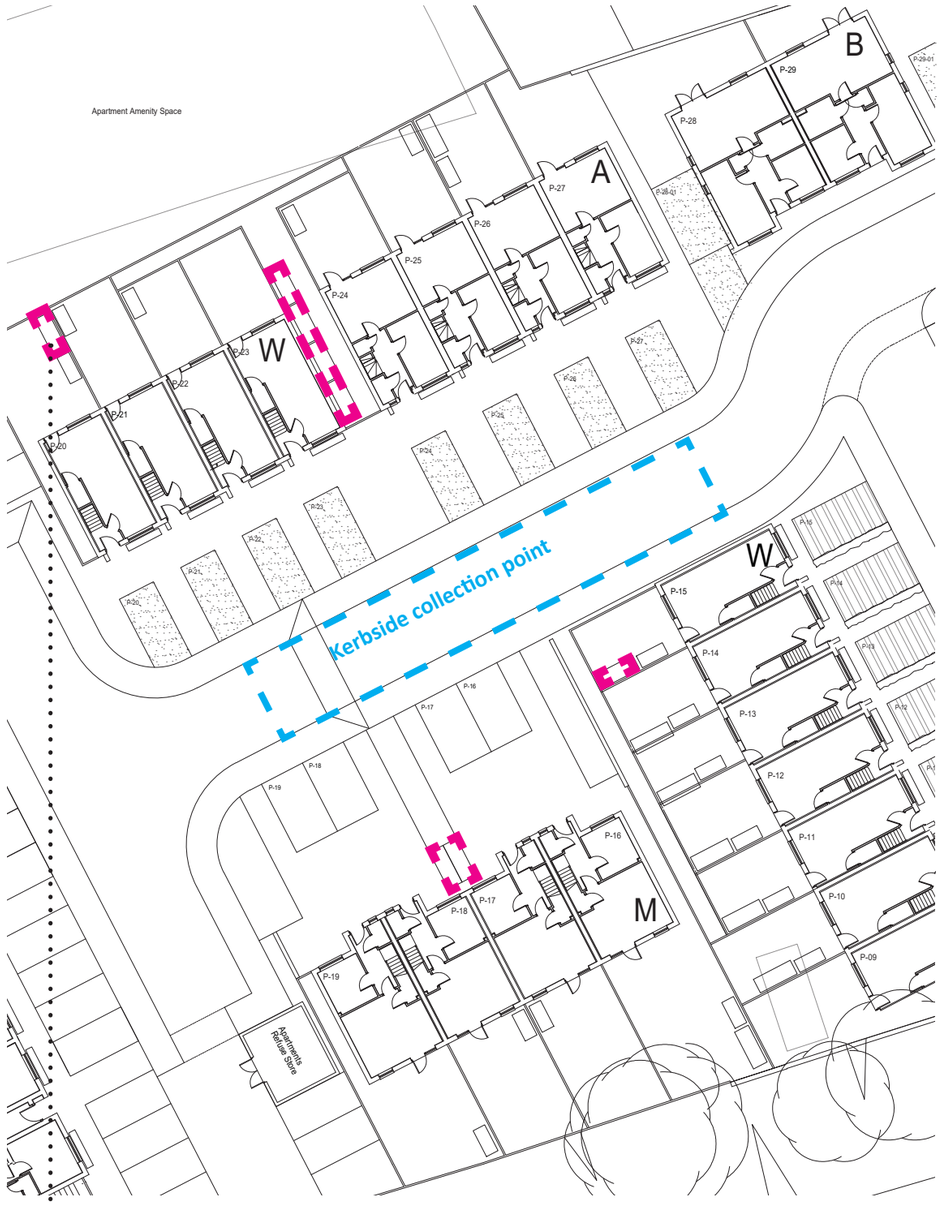


Communal bin stores for apartments. Total of 30 sqm of refuse storage space exceeding MCC guidance by 10 sqm. The refuse capacity was calculated based upon the MCC Waste Proforma, which is appended to this document.

Bin Lorry collection zone within turning heard. Bins collected, emptied and returned to centralised store.



For houses, bin stores are located conveniently at the front, side or to the rear of properties to enable easy presentation to kerbside on bin day.

Each house has provision for 4 x 240L wheelie bins as per MCC guidance.

THE SCHEME

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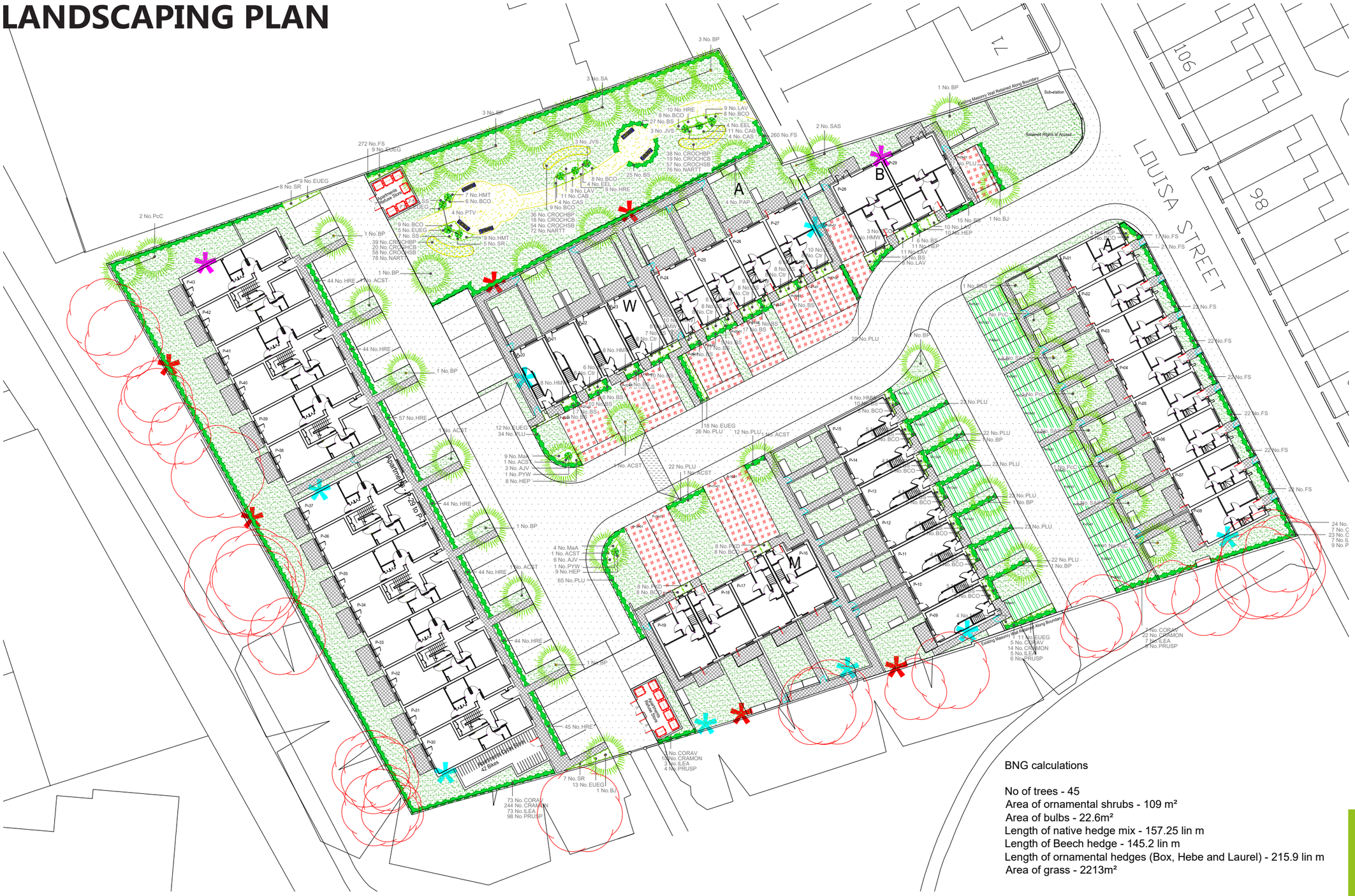
LANDSCAPING PLAN



BNG calculations

No of trees - 45
Area of ornamental shrubs - 109 m²
Area of bulbs - 22.6m²
Length of native hedge mix - 157.25 lin m
Length of Beech hedge - 145.2 lin m
Length of ornamental hedges (Box, Hebe and Laurel) - 215.9 lin m
Area of grass - 2213m²

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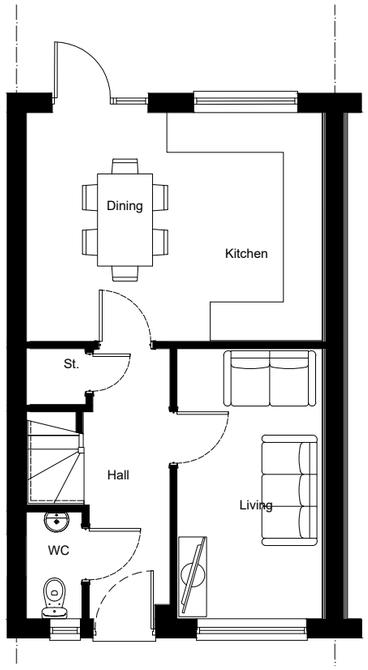
TYPICAL HOUSE PLANS



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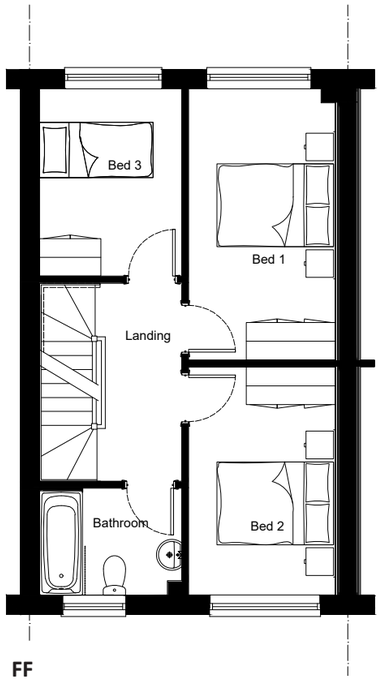

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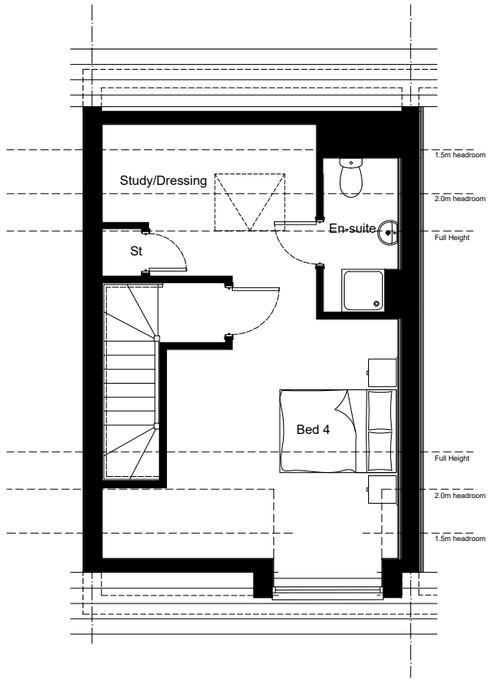
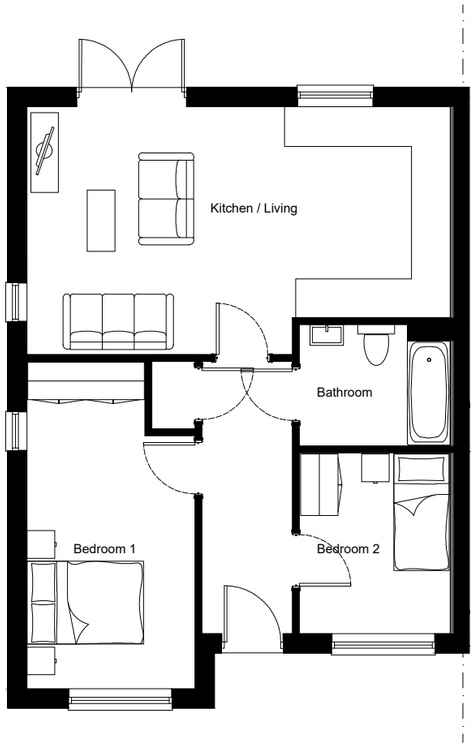


SF

House Type A (4 bedroom)



House Type B (Bungalow)

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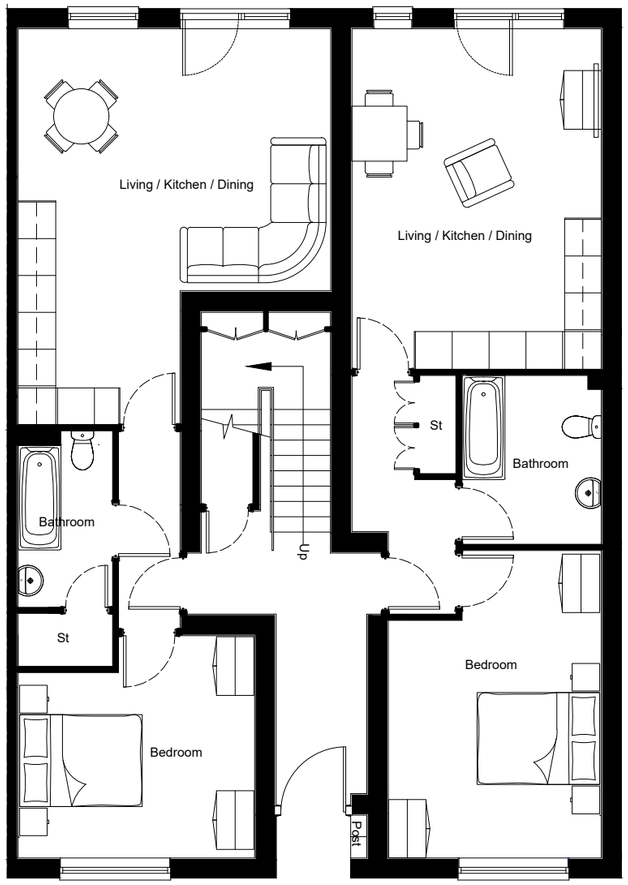
APARTMENT PLANS



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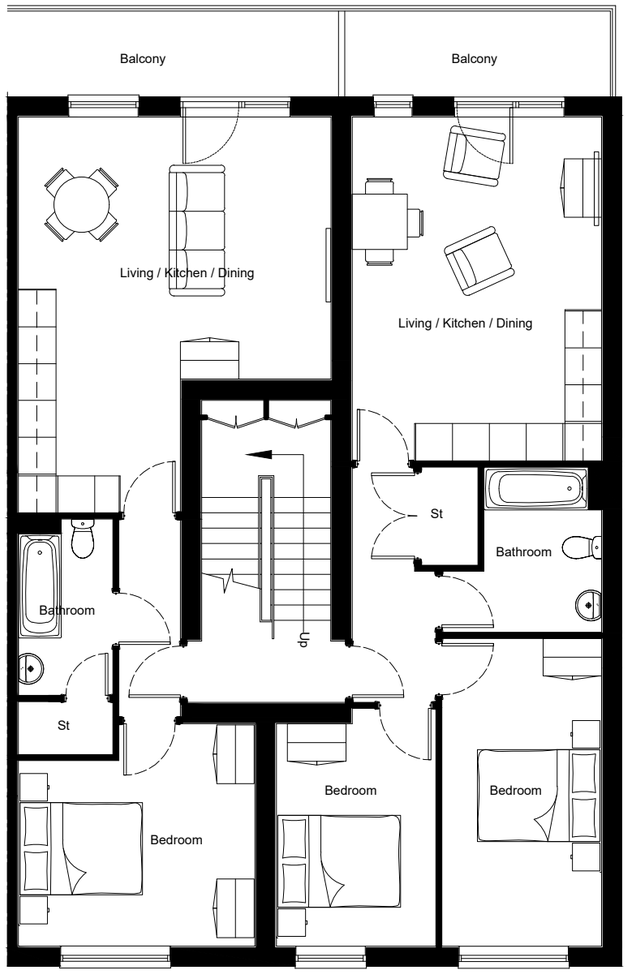

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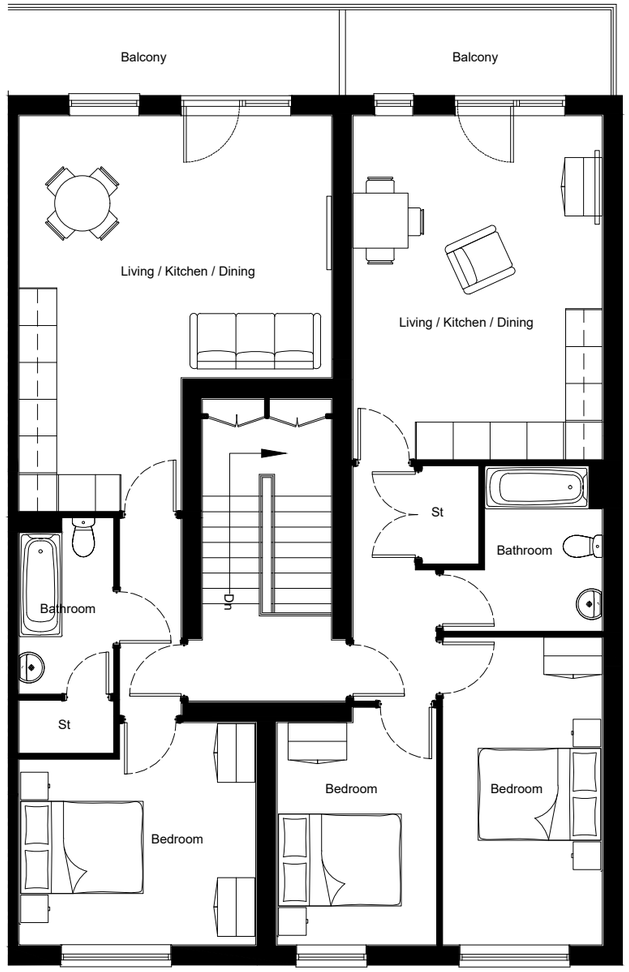

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MATERIALS

The materials proposed for the scheme have been well selected and are intended to compliment that of the local building stock. They are considered to be appropriate and of high quality, selected as such to provide the proposed buildings with longevity.

The mixture of brick colours across the site will create subtle variation across the scheme and support the sense of place that the design aims to achieve. The proposed combination will be a dark red-multi, light red-multi and a cream / beige brick. Soldier coursed brick detailing will use a contrasting but complementary brick colour to the elevation. (See proposed street- scenes).

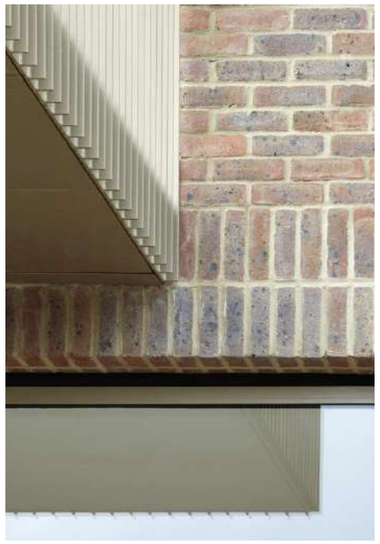
Red brick has been proposed along Louisa Street, which will complement the existing red-brick terraces opposite and adjacent. Moving West through the site, the brick palette becomes lighter as the central square opens out towards the apartment buildings.

Windows will typically be in anthracite / dark grey uPVC, a materials which is common and well used in new build contemporary housing schemes.

Roofing materials will be roof tiles where there are pitched roofs and a single-ply membrane is proposed for the flat roofed apartments.

There are areas of dark grey aluminium cladding across the site, used to create elevational interest on the front elevation of the apartments.

All of the dwellings will feature a canopy above the entrance, the canopies will be a black grey fibre cement cladding, which will provide texture to the elevation and also a uniform surface, which isn't always achieved with metal cladding panels.



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TYPICAL ELEVATIONAL STUDY

The elevational treatment and detailing across the proposals has been designed with simplicity and quality in mind. The proposed detailing is not extravagant or complicated but is very effective when utilised carefully and with the correct materials.

The primary focus of the elevations was to create a sense of verticality, echoing the bay windows of the Victorian terraces of the locality. The contrasting soldier coursed detailing does this effectively. It equally allows each property to be clearly identified in the terrace, creating interest and avoiding an un-broken wall of brickwork. An additional signpost to each dwelling is the entrance canopy, which project from the building to provide shelter upon entry.

Across the scheme, illustrated in this elevational study, the design team has looked to create a cohesive architectural language for the elevations. Each house type has been designed to have distinct but subtle differences, creating variation across the site.

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Cladding to match roof tiles

uPVC RWG's

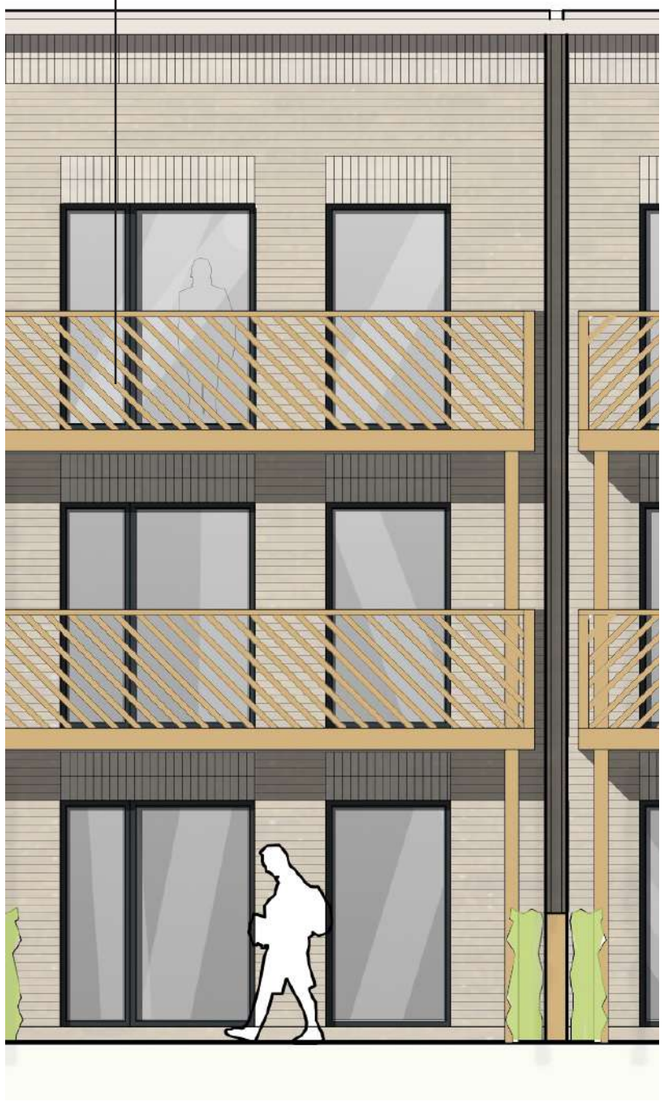
Soldier coursed brick detailing.
In contrasting beige / cream brick.

Header coursed window cills

Aluminium cladding - Anthracite

PPC steel planter - Orange

PPC steel balustrade - Yellow grey



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KEY ELEVATIONS

Proposed street-scene A

House Type A - (Plots 01 - 08)

Proposed street-scene B

House Type W - (Plots 20 - 23)

House Type A - (Plots 24 - 27)

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Proposed street-scene C

Proposed street-scene D

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Apartments - (Plots 30 - 72)

Proposed street-scene E

Proposed street-scene F

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GUIDANCE

The design of the proposed scheme has not ben undertaken in isolation, and has been deisgned according to the guidance from, highways, heritage and landscape, Manchester Residential Quality Guidance, and GMP Design fo Security.

Manchester Residential Quality Guidance (MRQG)

The MRQG document is extensive and written to encompass a variety of differing schemes across Manchester. As well as achieving the Manchester Space standards across the scheme, the design team have been guided by the 9 principles set out in the MRQG. In particular the scheme addresses the requirement to **'Make it Manchester'**

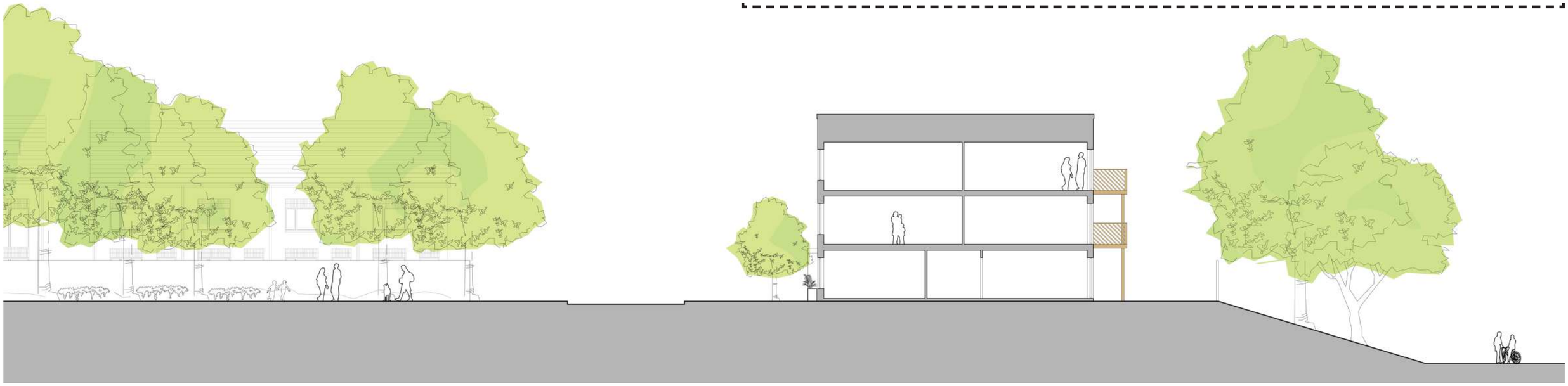
CONSIDERED EXISTING CONTEXT AND CHARACTER

DISTINCTIVE AND ROOTED IN A SENSE OF PLACE

WELL CONSIDERED, USING A HIGH-QUALITY MATERIAL PALETTE

SAFEGUARDING FUTURE QUALITY WITH CONSIDERED DETAILING

APPROPRIATE SCALE



GMP Design For Security

The design team has had positive conversations with and collaborated with GMP Design for Security of which there is a Crime Impact Statement Attached.

As well as many noted positive aspects of the proposals, there were a number of suggestions made in the consultation and document which have been addressed where possible. A number of which are listed below:

External elevations generally - Suggestions were made that elevations should not provide aid in climbing and access to upper floor windows. Brick detailing and material choice has been carefully considered in this aspect to reduce this vulnerability.

Communal Facility Maintenance - Upon completion the scheme will have a management strategy in place to avoid loss of environmental quality and vandalism.

Mailbox Location - To avoid the requirement of postal workers / delivery workers having to gain access to the communal space of the apartment buildings, post boxes are located in a secure box externally.

ACCESS

Both pedestrian and vehicular access to the site is from Louisa Street, and has been confirmed acceptable by SK Transport. (See transport statement by SK Transport for further highways information).

Houses - Each house will be provided with level access and is designed to be in accordance with Approved Document M - 'Access to and Use of Buildings' and will have at least 1 allocated car parking space.

Apartments - There are 14 apartments across the ground floor, are provided with level access. The remainder of the apartments are accessed by stair.

CONCLUSION

The proposals outlined in this statement have shown evidence of a collaborative approach throughout the development of design. The design team has worked positively with Manchester City Council at a number of Pre-App meetings, and conversations have lead to positive changes in the scheme design in both instances.

The site itself is challenging and unique in nature, where each corner is of equal importance. The team has endeavoured to address and pre-empt, where appropriate, neighbour and local authority concerns, resulting in a tried, tested and bespoke design solution.

In terms of accommodation the scheme is providing 100% affordable housing, 100% car parking and 100% cycle storage, which is an exciting prospect for an unused and run-down brownfield site.

In form the buildings are familiar but feature to contemporary detailing and utilise well tested, quality materials in their construction.

This scheme is a significant opportunity to provide the locality with much needed affordable housing in the form of a high quality, well designed scheme that will stand the test of time. As such the proposals should be considered for approval.

LOUISA STREET, MANCHESTER

Design + Access Statement REV C for Westchurch Homes 04.2023

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