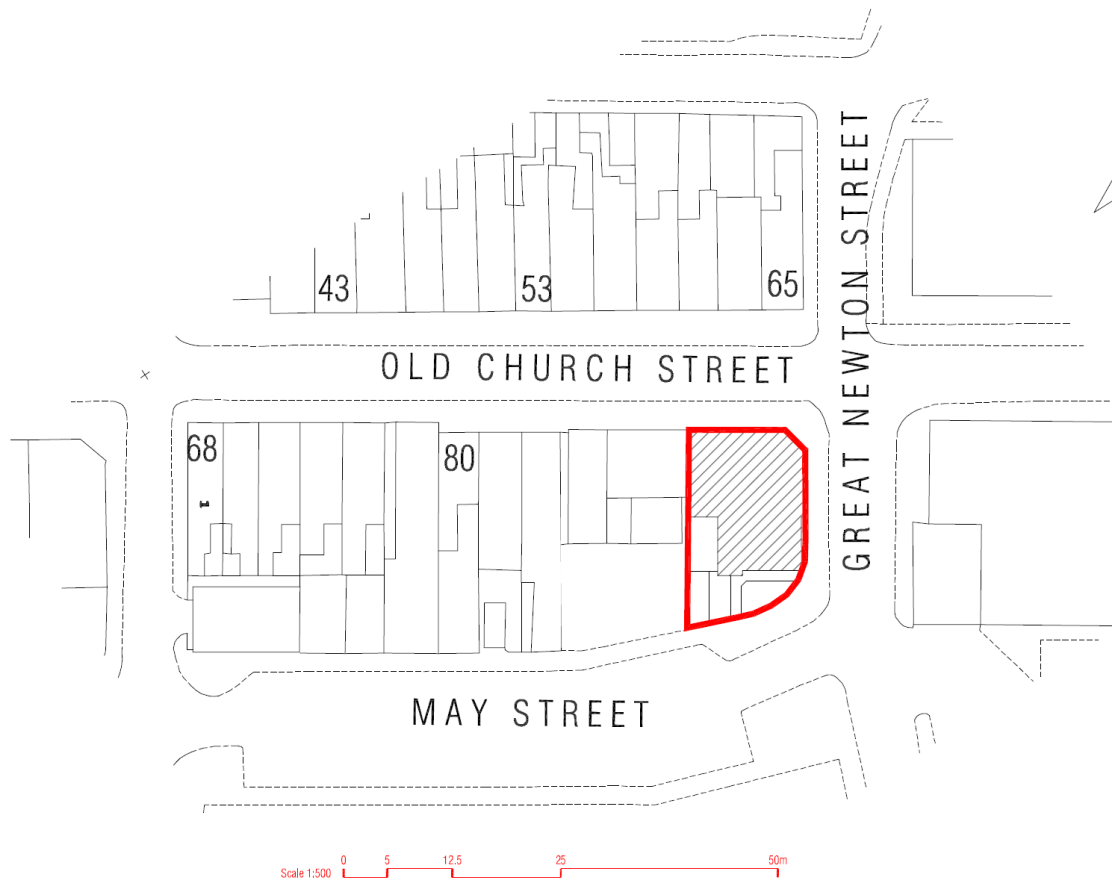


Design & Access Statement

for

Erection of a three storey building to form 3 no. retail units (Use Class E) and 4 no. self-contained flats (Use Class C3) on the upper floors with associated landscaping, car parking (1No.) and boundary treatments to the rear



1 - Previous Planning History

The application site has previously been granted a Planning Permission (094879/FO/2010/N1) for Erection of a two-storey building with additional floorspace within the roof space and incorporating a basement (for ancillary storage) to form 3 no. retail units (Use Class A1) and 3 no. duplex offices (Use Class B1) on the upper floors with associated landscaping, car parking and boundary treatments to the rear

2. Site Description and Location

- The vacant brownfield application site is at the junction of Old Church Street and Great Newton Street in the shopping area of Newton Heath to the East of Manchester City Centre.
- The site area is 278m² (0.07 acre) and has been a vacant land for a number of years
- Previously, the site hosted mixed use retail / domestic accommodation, which was demolished due to the buildings becoming unsafe.
- The current surface is crushed hardcore with a low level post and rail fence.
- The area is now a large expanse of 'brownfield', which provides an area of sustainable development opportunity consistent with NPFF and local planning guidance.
- The applicant is an experience developer, having completed multiple new build and retrofit/refurbishment projects within the Northwest and Greater Manchester region.



To the rear of the application site is a car parking area which is of high standard design and well illuminated to prevent anti-social behaviour.



A generous green area at the rear of the site provides nearby green amenity space for future occupants.



- The adjoining buildings on the row are terraced two-storey properties, with retail on the ground floor with mixed residential, ancillary space for the retail or office accommodation to the first floor, constructed approx 100 years ago in facing brick with blue slate roofs. The buildings opposite the site on Old Church Street are more recent, with render to the first floor. Most buildings in the area use traditional construction of facing brick with simple pitched roofs.
- Application site is in proximity to local amenities including supermarkets (Asda, Iceland), full range of shops, banks, post office, schools, open space, GP surgery, dentists all located within a walking distance etc.
- The area is well served with public transport, bus services to the local towns, Oldham, Ashton under Lyne and Manchester. Newton Heath train station is within walking distance (0.3 mile) with services to Manchester.
- Given the proximity of the application site to other business and residential premises and amenities (e.g. offices, retail, health, gym and residential), it is considered a sustainable site for proposed mixed use development. The location is reasonably close to local shops, as well as to educational, medical and public transport services.
- The application site is a vacant brownfield land and has relatively flat topography with no trees and outgrown vegetation

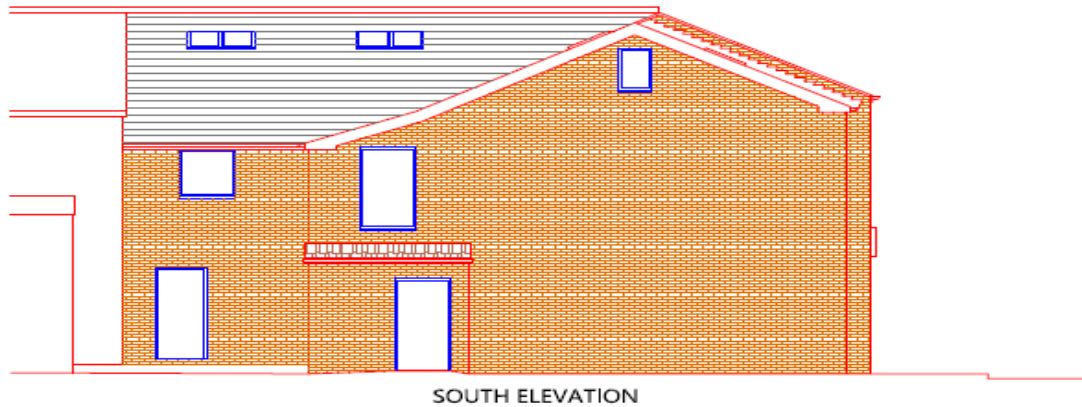
3. Site Layout & Scale

- The Application is for full Planning consent for 3no retail units to the ground floor to suit small traders with 4no. flats to the upper floors with 1no. off road parking refuse area and amenity space.
- The context of the proposed development is consistent with previously approved planning permission for this site (Decision No. 094879/FO/2010/N1) and is mixed use, with retail units on ground floor and flats on first and second floor. This proposal will therefore assist in bringing this highly sustainable site into a retail and residential use, beneficial to the local community.

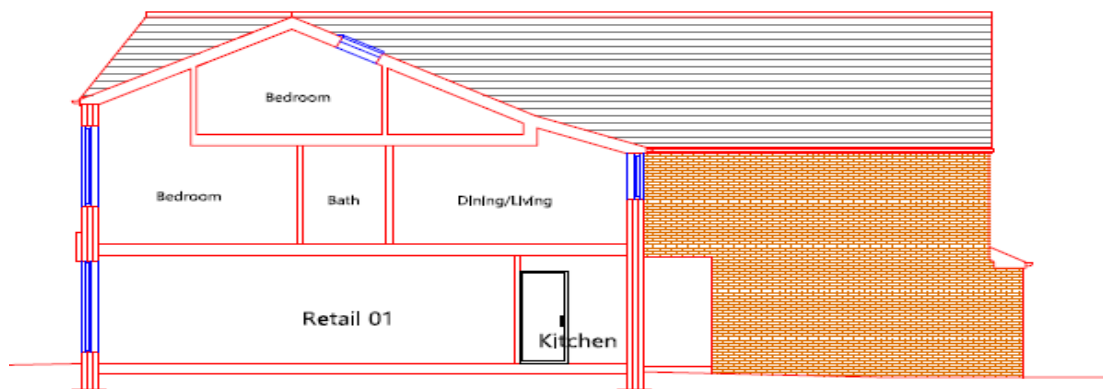


Proposed North and East Elevation

- The scale and massing of the proposed development has been influenced by the site's surrounding context. Immediately adjacent buildings to the application site predominantly range from 2-3 storeys in height, with a mix of pitched and flat roof structures.
- Proposed development responds to the neighboring properties, by using Red facing brick, consistent height, roof type and ground floor shops, which will ensure consistency with the prevalent context and materials at street level.



SOUTH ELEVATION



WEST ELEVATION / SECTION

Proposed South and West Elevations

- The proposed elevations are in keeping with the surrounding environment and does not alter the existing street scene, by providing a traditional constructed building.
- The proposed scheme attempts to be sensitive to its context and the proposed structure is consistent with surrounding buildings in terms of the scale, eaves and ridge heights and doesn't feel imposing onto the street scene. The development will revitalise the currently underutilised site (display of hoardings) to its full potential in keeping with its surroundings and will improve the overall aesthetics of the area by delivering a high quality mixed use scheme that will add value to the area.
- Proposed building continue the rigid uniformity of the building line along the terrace and would be similar in scale and massing to the existing properties. Scheme frontage will fall in line with the established building line. The scheme design will reflect the character of the surrounding buildings in terms of scale and materials. The proposed street frontage will be consistent with other retail units on the road.
- The area is well provided for in terms of access by all persons of the community with dropped kerbs, good public transport links and plenty of car parking areas.
- The new retail units will provide level access with easily accessible doorways directly from the footpath.

4. Site Design & Proposed Development

- Due to site location and environment, a traditional design is presented, to maintain the proportions in scale to other buildings in the 'street scene'
- The existing 'street scene' is uniform in the terrace down to the junction with Millwright Street with the middle building in the terrace having a raised parapet

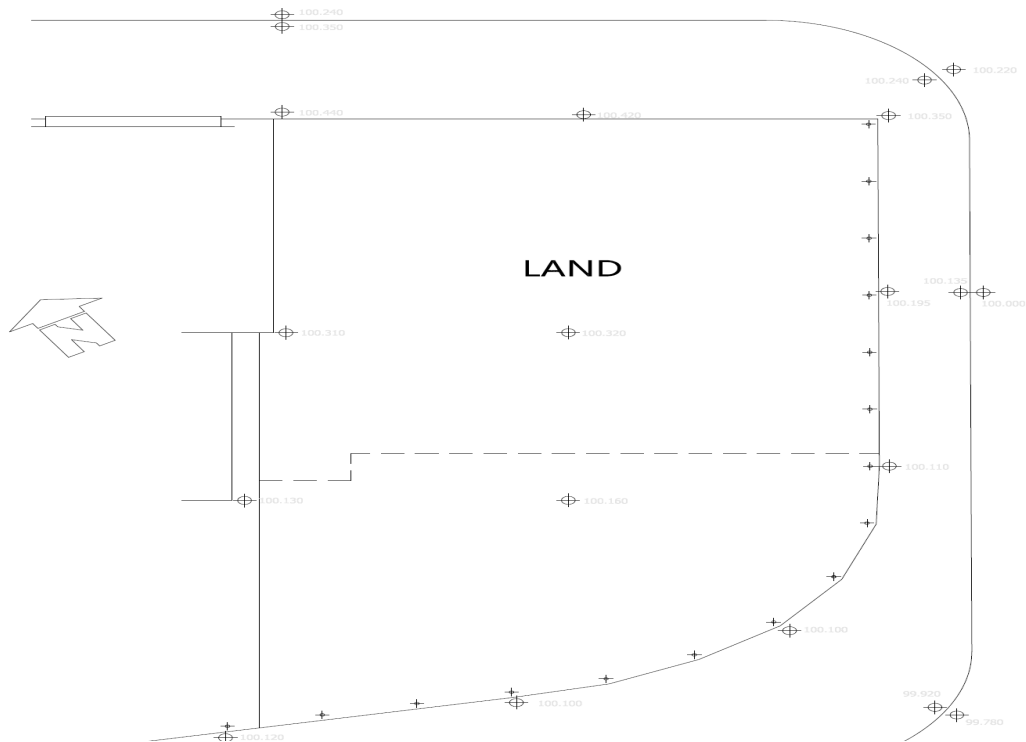


View looking west down Old Church Street

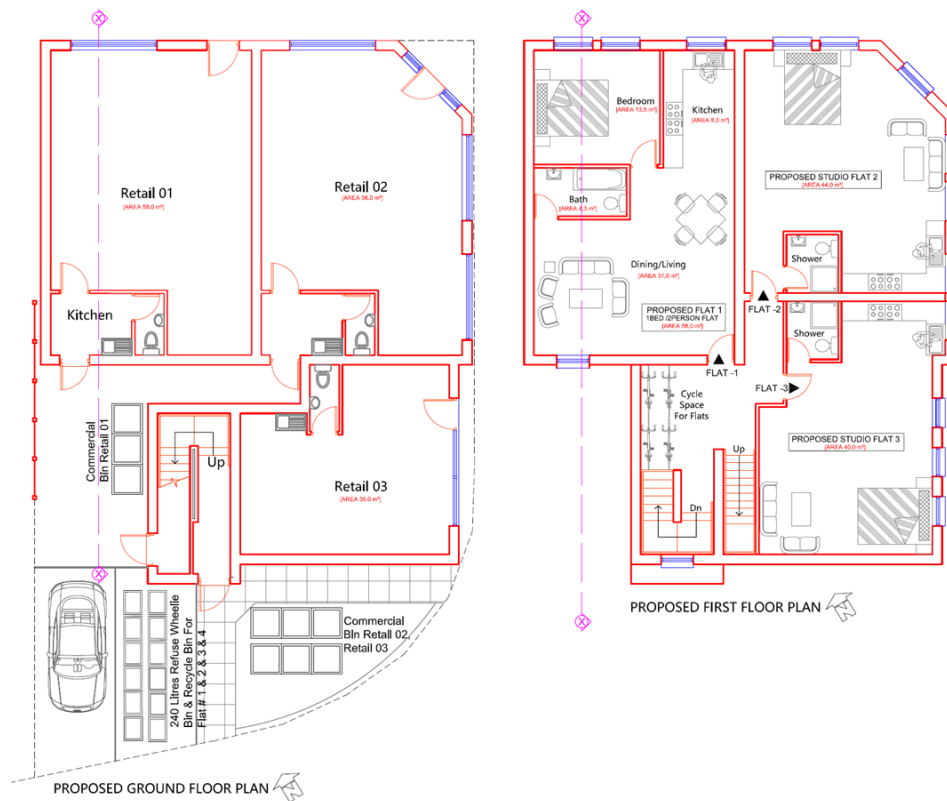


View of the site with Great Newton Street to the left looking towards the 'brownfield' site

- The construction of the row is facing brickwork with slate roof which the proposal follows including the lines of the eaves and roof line.
- The building will be constructed to the Building Regulations. The site will benefit from a new drainage



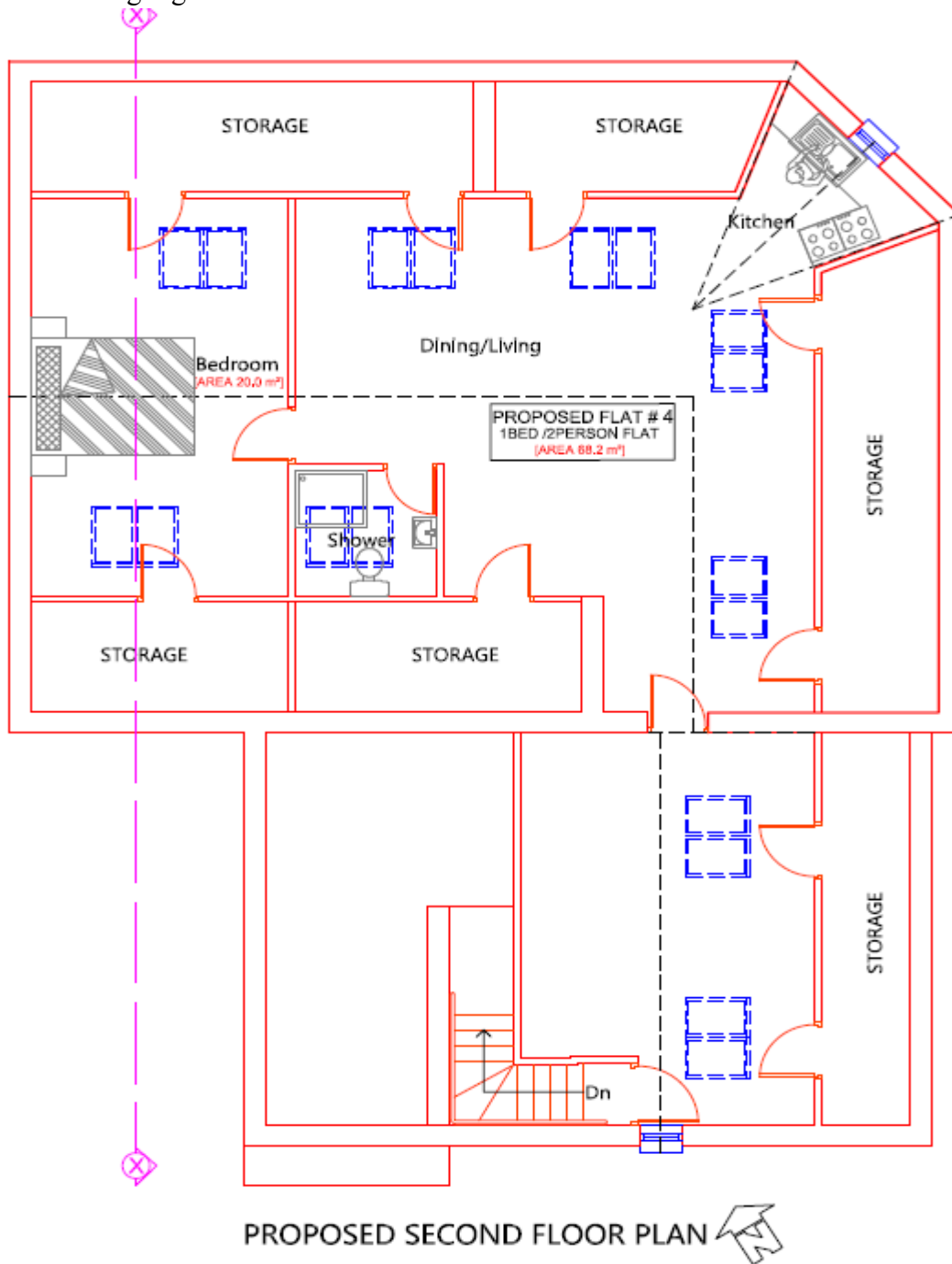
Application site is a vacant brownfield land



Proposed Ground and first floor plans

- The flats on the upper floor will be accessed through a door to the rear of the property direct from the nearest parking area. Access will be via ambulant compliant staircase, due to the size of the accommodation no lift has been provided.

- Access to the flats has been provided from the rear of the property which is within a well lit area with no projections to the area consistent with 'secure by design' guidelines.



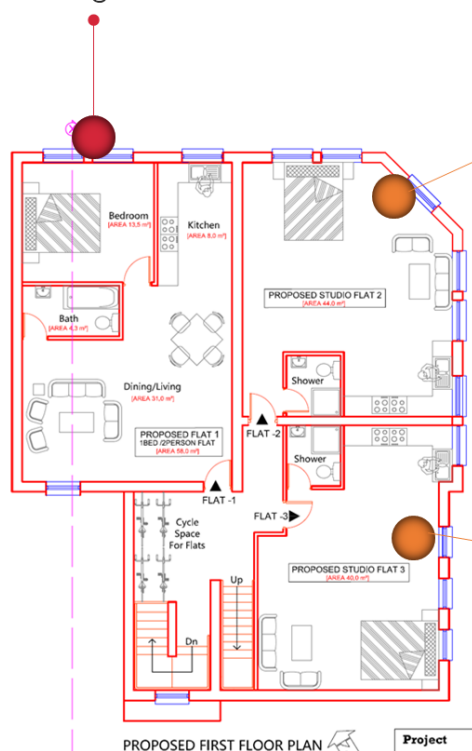
Proposed 2nd floor plan

OUTLOOK

All houses provide good spatial standards, as well as good outlook and natural light to all habitable rooms.

ROOM LAYOUT

All habitable rooms are provided with adequate levels of privacy and visual amenity (Policy R15 of the Urban Design SPD)



OPEN PLAN

Main requirements of modern day living are addressed via design

Flats - Key Design Considerations

5. Schedule of Accommodation & Areas

- We have designed the scheme exceeding the national space standards. All rooms are of generous proportions and provide quality living accommodation. The schedule of accommodation is as below (approximate):

Retail Unit 1 Area (Ground Floor)	58 m ² (17.4% of Total)
Retail Unit 2 Area (Ground Floor)	56 m ² (16.8% of Total)
Retail Unit 3 Area (Ground Floor)	35 m ² (10.53 % of Total)
Flat 1 (1B2P) (1st Floor)	31 m ² (9.33 % of Total)
Flat 2 (Studio) Area (1st Floor)	44 m ² (13.24% of Total)
Flat 3 (Studio) Area (1st Floor)	40 m ² (12.04% of Total)

Flat 4 (1B2P) Area (2nd Floor)	68.2 m ² (20.52% of Total)
Total	332.2 m ²

- Thus, the proposed development aims to provide a diversified mix of dwellings in the locality. It is expected that all flats will provide a positive contribution towards meeting the housing needs of those requiring lower cost, high quality and sustainable accommodation within a sustainable location. In summary, all flats meet National Space Standards and accords with the Manchester Residential Quality Guidance

6. Waste Management

- The bin provision required at this development has been influenced by GD 04 Waste Storage and Collection Guidance for New Developments Version: 2.00. The development involves approximately 108 sq. m. of retail space, for which the guidance is '5000 litres per 1000m² gross floor space. 50% of this capacity should be retained for recycling.' It also includes 2 no. residential flats. Rear yard provides dedicated storage space for bins for storage and recycling. We have calculated a total requirement as below:

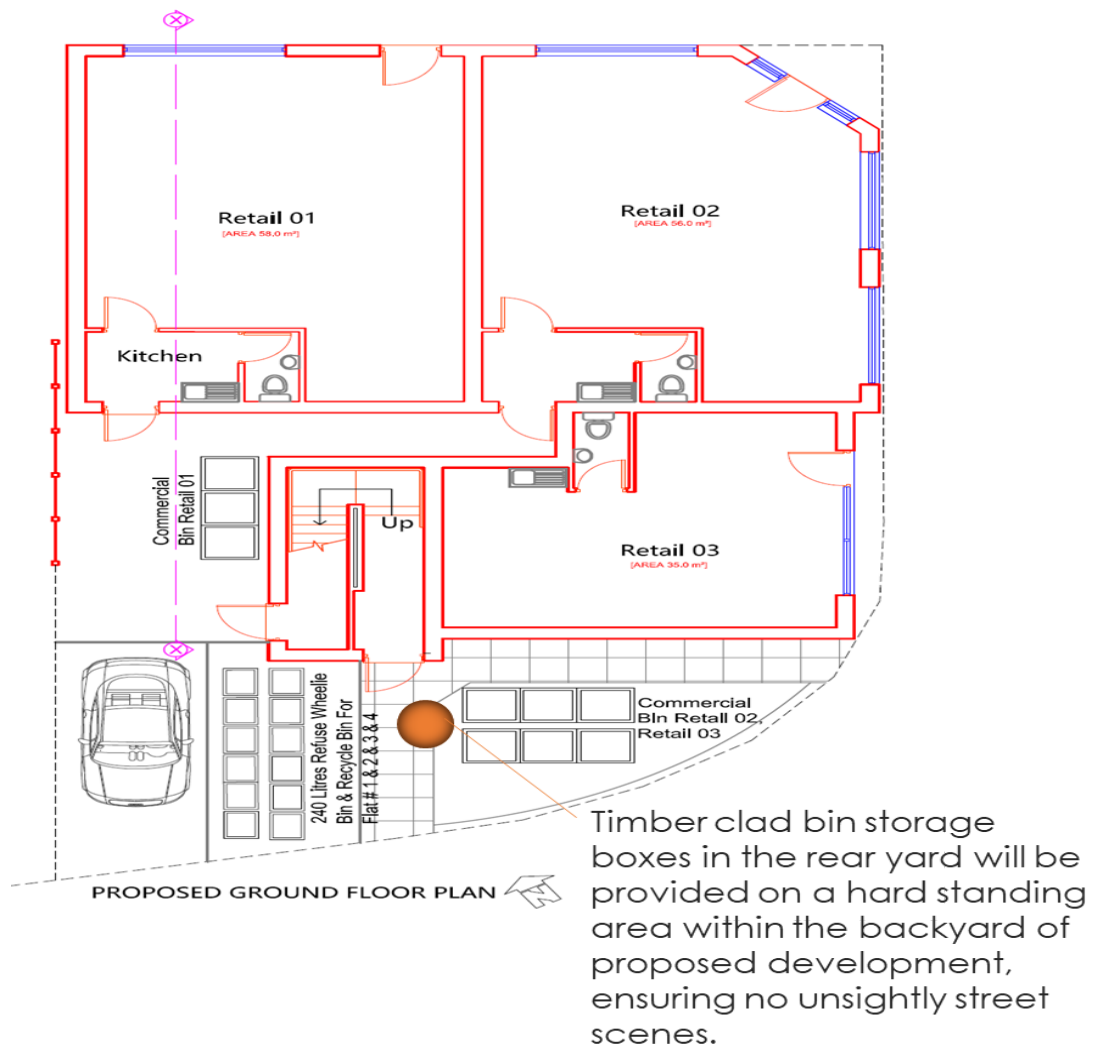
Bin provision for the 4No. Flats

Waste Type	Capacity Required	Number of Bins Required
General Refuse	240L	2 (Based on 2 flats sharing a bin with distributed capacity of 120L/Flat)
Pulpable Recycling	240L	2 (Based on 2 flat sharing bin with distributed capacity of 120L/Flat)
Mixed Recycling	240L	2 (Based on each flat sharing bin with distributed capacity of 120L/Flat)
Food Waste	23L	4 (23l outdoor food bin for each flat)

Bin provision for the 3No. Retail units:

Waste Type	Capacity Required	Number of Bins Required
General Refuse	240L	3 (Based on each retail

	RETAIL TOTAL = 0.045 x 5000 = 225 L /Unit	unit with a dedicated bin)
Pulpable Recycling	240L	3 (Based on each retail unit with a dedicated bin)
Mixed Recycling	240L	3 (Based on 3 retail units sharing a bin)
Food Waste	23L	3 (23l outdoor food bin for each unit)



Proposed bin storage areas

- The external storage containers will be stored to the rear of the building in a designated storage area. The flats will share external bins, which will be stored in a separate area to the bins for the retail units. These storage areas are accessible leading to rear car park. Designated storage areas for retail units

and residents will provide safe and convenient facilities for residents to recycle and dispose of their waste.

- A weekly collection will be serviced as at present and incorporated into the existing round. Occupants will ensure the bins are placed at the designated space at the rear of the building for collection at the appropriate time.
- Bin storage area will be made of a hard, impervious surface which can be washed down to remove any residue. There is still sufficient space within the rear yard area to store the required amount of refuse bins clear of the highway prior to their collection dates. This would prevent any visual amenity issues and potential obstruction of the pavements.

7. Secure by Design Considerations

- NPFF highlights the need to have a safe, accessible and a reduced fear of crime in new developments. Places that are well-designed, based on best practice guidance can assist in deterring crime and anti-social behaviour. Thus, issues of security has been central to design thinking in terms of layout of the development and all elements of design accord with requirements and recommendations of SBD to prevent crime and provide a secure living environment
- Proposed scheme balances requirements of security with the need for inclusivity and integration of the new development into the surrounding community
- Recently developed retail units and car parks to the rear of proposed development have a high safety rating, well lit by having good lighting throughout, clear signposting and a designated pathway for pedestrians, thereby increasing safety and reduce potential opportunistic crime opportunities.

8. Noise Considerations

- The proposed development is not of noise sensitive nature and would not cause an issue of disturbance by noise to the occupants of nearby existing buildings. Double-glazed windows will ensure an appropriate acoustic environment is achieved within flats and there would be no unacceptable impact upon future residents with regard to noise. Retail units will operate a 9am - 5pm schedule and is unlikely to result in an adverse impact on future occupants by way of noise.

9. Construction Impact Reduction Considerations

- The construction activities on site which, unless agreed otherwise as part of the approved Statement, shall be limited to between 8am-6pm Monday to Friday and 9am-2pm Saturday only (no working on Sundays or Bank

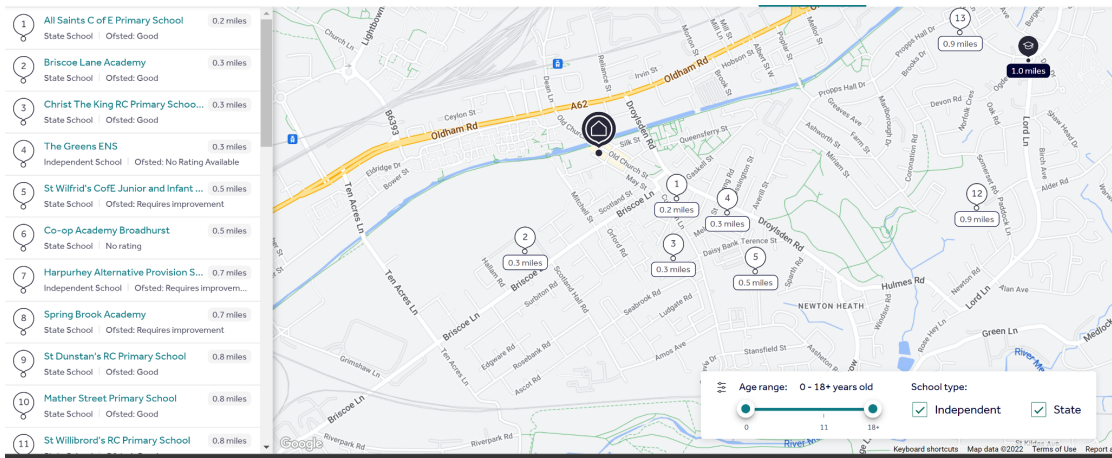
Holidays). Quieter activities which are carried out inside buildings such as electrical works, plumbing and plastering may take place outside of agreed working times so long as they do not result in significant disturbance to neighbouring properties. Measures will be taken to prevent the deposition of dirt on the public highway and control emission of dust and dirt during construction.

- Prior to commencement of work, community engagement strategy will ensure adjacent neighbors are kept updated on the construction process, key milestones, and how they can report to the site manager any instances of unneighborly behavior from construction operatives.

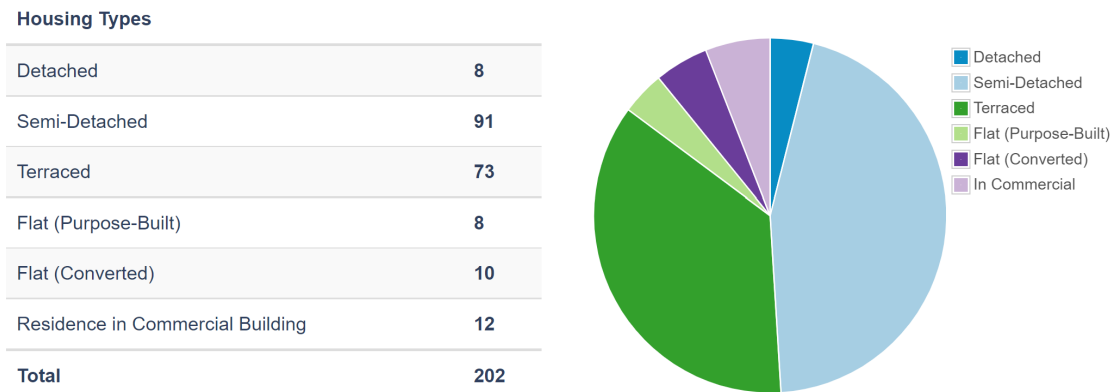
10. Amenity considerations of future Building Occupants

- The application site is located in a sustainable location, in terms of accessibility to public transport (buses, trains, cycling), employment services and infrastructure, surrounded by natural parks and cycle lanes. Green spaces are located within a short walking distance.
- Amenity of future occupants have been considered in the design stage with: a) all habitable rooms within the proposed flats provided with full windows to provide adequate light and outlook; b) Generous rear yard providing occupants with additional private space for services; c) Adequate level of privacy for all living rooms ; d) All rooms are serviced with acceptable levels of light, outlook and privacy and meet suggested space standards. f) Cycle storage space for flat occupants served with appropriate cycle lock; e) All living rooms have a large window wall feature, looking into a dynamic junction and green field to the rear; f) All the bedrooms have adequate circulation route space for wardrobes/cupboards and other incidental furniture. Thus, the building will provide sufficient space, outlook and natural light to provide adequate amenity for the future occupants.
- Emergency services will attend the property from the main entrance or rear flat entrance - the Low scale of the building alongside many windows provide alternative emergency ingress/egress routes.

11. Amenity Proximity Analysis.



Various schools are located within a walkable distance



This area contains a mixture of housing types, as detailed below. No single type of dwelling accounts for more than 50% of the dwellings.

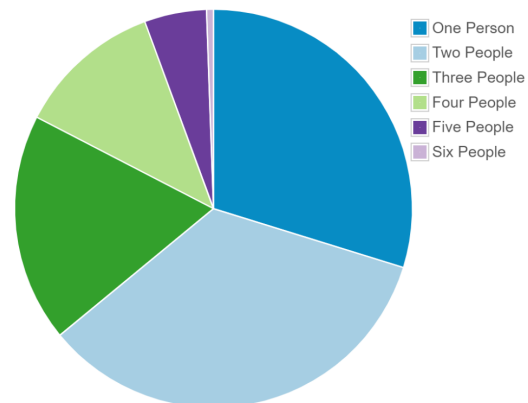
Housing Occupancy

[↑ Back to Top](#) [Embed This](#)

This data lists the total number of residents normally resident within each household. The figures do not record under- or over-occupancy.

Housing Occupancy

One Person	53
Two People	61
Three People	33
Four People	21
Five People	9
Six People	1
Seven People	0
8+ People	0
Total	178



This data lists the total number of residents normally resident within each household. The figures do not record under- or over-occupancy

Name	Approximate Distance*	Ofsted Rating
All Saints C of E Primary School	340 yards	★★★★☆
Christ The King RC Primary School Manchester	470 yards	★★★★☆
Briscoe Lane Academy	520 yards	★★★★☆
St Wilfrid's CofE Junior and Infant School	780 yards	★★★☆☆
Co-op Academy Broadhurst	860 yards	★★★★☆
St Dunstan's RC Primary School	0.8 miles	★★★★☆
Mather Street Primary School	0.8 miles	★★★★☆
St Willibrord's RC Primary School	0.8 miles	★★★★☆
Propps Hall Junior Infant and Nursery School	0.9 miles	★★★★★
South Failsworth Community Primary School	0.9 miles	★★★★★

Nearest Primary Schools

Name	Approximate Distance*	Ofsted Rating
St Matthew's RC High School	1.2 miles	★★★☆☆
Manchester Communication Academy	1.4 miles	★★★★☆
Co-op Academy Failsworth	1.5 miles	★★★★☆
Droylsden Academy	1.6 miles	★★★★☆
Co-op Academy Belle Vue	1.7 miles	★★★★☆
The East Manchester Academy	1.7 miles	★★★☆☆
Co-op Academy North Manchester	1.8 miles	★★★★☆
Laurus Ryecroft	2 miles	★★★★☆
Eden Girls' Leadership Academy , Manchester	2 miles	★★★★☆
Eden Boys' Leadership Academy, Manchester	2.1 miles	★★★★☆

Nearest Secondary Schools

Name	Approximate Distance*
Droylsden Road Surgery Branch	< 50 yards
Newton Heath Medical Centre	310 yards
Droylsden Road Family Practice	430 yards
St George's Medical Centre	0.7 miles
Simpson Medical Practice	1.1 miles
Drs Hanif & Bannuru	1.2 miles
Eastlands Medical Centre	1.2 miles
The Mazhari And Khan Practice	1.2 miles
Medlock Medical Practice	1.2 miles
Quayside Medical Practice	1.2 miles

Nearest GP Surgeries

Name	Approximate Distance*
Droylsden Road Dental Practice	430 yards
Moston Dental Practice	0.8 miles
Pearl Smile Oldham	0.9 miles
Church Lane Dental Practice	1 mile
D Vallance & Associates	1 mile
Harvey Showman - Showman's the Dentist	1 mile
Tasmia Khan & Associates	1.1 miles
Moston Dental Surgery	1.2 miles
Charlestown Dental Practice	1.5 miles
New Moston Dental Centre	1.6 miles

Nearest Dentists

12. Mapping to National Policies

Following table maps how proposed development satisfies requirements of various Policy frameworks.

Relevant Framework	Policy	How Proposed Development meet the criteria
NPFF, HOU1, HOU2 Unitary	Policy Policy	• Compliance with principles of sustainable development. • Providing a balanced mix of dwellings within a sustainable area

Development Plan H1 - Provision of New Housing Development	● Supporting local business needs ● Contribution towards providing good quality housing to support the stabilization and expansion of the city's population ● Creating opportunities for development ● Using a physically well related site to its full potential. ● Providing a genuine choice of transport mode with scope to reduce congestion and emissions ● Walking distance to Bus stops and National rail maximise the opportunity for residents and employees to utilise existing sustainable transport infrastructure ● The proposed development Site is very conveniently located for leisure facilities and employment due to its location and proximity to Manchester City Centre. It is also highly accessible for pedestrians and cyclists as well. ● Effective use of land in meeting the need for homes and other uses ● Creation of high-quality buildings and places of living and business ● Innovative designs which promote high levels of sustainability (e.g. Wall windows to maximize solar gains) creation of a safe, inclusive and accessible development ● With the majority on the housing register requiring one or two-bed accommodation, there is a strong need and demand of such accommodation within sustainable locations. ● Aim to achieve high quality architectural style through better design, structure, good quality materials, visual order, proportions and detailing, helping achieve high quality urban environment. ● Manchester's housing policies aim to improve the choice and quality of housing for everyone and halt the decline of the City's population. The proposed scheme provides a high-quality residential environment and an adequate level of amenity.
Unitary Development Plan DES1 - Respecting Context	● Respect for the positive character of the area ● Provision of high-end accommodation and design contributing positively to local identity and distinctiveness

Unitary Development Plan DES7 - Amenity of Users and Neighbours	● Provision of adequate space and daylight to all units ● Consideration of privacy and impact on neighbouring commercial properties
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13. Conclusions

The final proposed scheme aims to achieve the following outcomes:

- Create a well-proportioned mix use development on this site, creating quality commercial and residential units; .
- Create quality living accommodation in line with government requirements and targets.
- Improve the street scene of Station Road by way of creating an attractive new build development.
- Helping create a better community by way of introducing further individuals/families and businesses to the area.
- The proposal will result in the beneficial reuse of a vacant land to serve local needs; it is well located, with regard to amenities and facilities, and modes of public transport, and the proposed flats benefit from good well thought design and location;
- The proposed development is not subject to risk of flooding, contamination or adverse noise impact.

We trust that this statement and enclosures are sufficient to provide information about the proposed development. However, should you require any further information or a site visit to discuss any concerns, please do not hesitate to contact us.