

Hathersage Road, Manchester

Design Statement

Access Statement

Environmental Standards Statement

Revision B

May 2023

condylofthouse
architects

INTRODUCTION

This document is on behalf of the applicant in support of a Full Planning Application for 28 existing refurbished and 7 new apartments. The document outlines the relevance for the proposed development located on the existing Hathersage Road, Manchester.

This document is to be read alongside of accompanying drawn, and supplementary information submitted in support of this application.

THE APPLICATION SITE

The site is located in Manchester, in North West England, within the constituency of Central Manchester. The site boundaries are formed by Hathersage Road and Upper Brook Street. The existing buildings on the site are three storey flats with a basement. The site itself sits between a Hospital, a University Hall of Residence and a Multi-Storey Car Park, There are several Grade II Listed Buildings close to the site including Victoria Baths which is on Hathersage Road.



Figure 01
OS Map of the application site. Red Line site boundary

SITE CONTEXT

The plot has two access roads; Upper Brook Street and Hathersage Road. Upper Brook Street forms part of the A34, linking to Manchester City Centre and the wider context. There is a reasonable amount of traffic with no on-street parking. Hathersage Road is a through road to the A6 leading to Derby and it also has limited on-street parking, reserved for the row of shops on the street. There is a multi-storey car park opposite, reserved for patients and visitors of the hospital, with access off North Road. Oxford Road is the nearest train station, 1.3 miles from site. Other nearby stations include Ardwick, Piccadilly and New Islington. The closest bus stop is directly outside the site on Upper Brook Street connecting the site to East Didsbury, Manchester City Centre and Salford Quays.



Figure 02
Aerial Photograph of the site.

EXISTING HIGHWAYS, TRANSPORT AND ACCESSIBILITY

The road networks around the site are well connected to the wider context. A34 Upper Brook Street is the main route to the A57(M) which connects the site to Manchester city centre, Liverpool and Sheffield. Hathersage Road is a permeable route which you can also access on foot or cycling. This road connects Whitworth Park, smaller amenities as well as the A6 and the B5117 in a wider context. There are several smaller, domestic roads networking around the site locally as well.

Please see supporting Transport Assessment and proposed Travel Plan.



Figure 03
Highways Diagram.

The site sits between Ardwick, Oxford Road and Levenshulme Train Stations, all of which are a 20-30 minute walk from site. There are also several bus stops along Hathersage Road and Upper Brook Street with connections to the city centre. There are many cycle trails around the site towards domestic roads such as East Grove and Eston Street.

The transport routes at this key junction go through the site from Oxford Road to Stockport Road and adjacent to the site adjacent to the site from Mancunian Way to Moseley Road.



Figure 04
Transport Link Diagram.

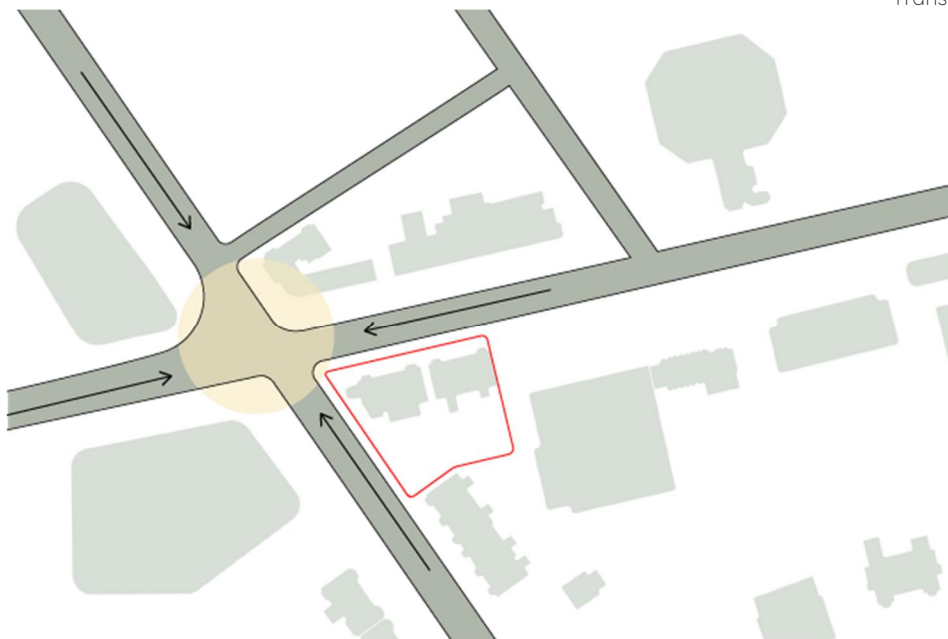


Figure 05
Key Junction Diagram.

The wider context benefits from a number of strategic road links, including the A518, A6 joining the M60 and M67. There are also plenty of primary and secondary schools within a 5-10 minute walking radius which means the site is well connected.



Figure 06
Connectivity Diagram.



Figures 07-08
Google street view of Upper Brook Street.



Figures 09-10
Google street view of Upper Brook Street.

LOCAL CONTEXT

The local area is made up of a mix of commercial, residential, student accommodation and health care buildings.

Hathersage Road is mainly residential and many of the newer buildings are student accommodation. There are several different health care buildings in the area including; Rehabilitation Unit, Fertility Centre, Plastic Surgery Centre as well as Central Manchester Hospital's Dialysis Unit.

There is a range of commercial amenities surrounding the site including; a laundrette, an off licence, a barber, and several different restaurant/take away facilities.

The multi-storey car park opposite the site is linked to the hospital which is further along Upper Brook Street.



Figure 11
Building Typologies Diagram.

SITE HISTORY

Until 1838, Chorlton-on-Medlock was a separate township to Manchester. It has always been a residential area, originally a desirable area for upper-middle class families, which is evident in some of the listed buildings around the site. Daisy Bank Road has four Grade II Listed Buildings three of which were domestic properties one of which belonged to Sylvia Pankhurst, the suffragette leader. These homes have created a rich vernacular around the site which we have taken inspiration from when designing. Victoria Baths is another Grade II Listed Building close to our site with notable architectural features.

Manchester Royal Infirmary was built on Upper Brook Street in 1752 and the healthcare facilities around the site have continued evolving and growing since, more recently including Manchester Children's Hospital and the multi storey car park overlooking our site. The latest proposal is adjacent to our site, it is a design for a Nuffield Wellbeing and Healthcare Centre. The historic urban development is shown in the maps below, they show the site previously adjacent to a farm and fields. The first and seemingly only development on the plot are the existing buildings, that start to appear on the maps from 1900.



Figures 12
Images from Historical Manchester Maps



Victoria Baths, Hathersage Road



CARE Fertility, Daisy Bank Road



Student Accommodation, Hathersage Road



Darbshire House, Upper Brook Street



Barlow Terrace, Richmond Grove



Nuffield Hospital Proposal, Hathersage Road

Figures 13-18
Google street view images of Hathersage Road dwellings and architectural style.



Tatton House, Hathersage Road



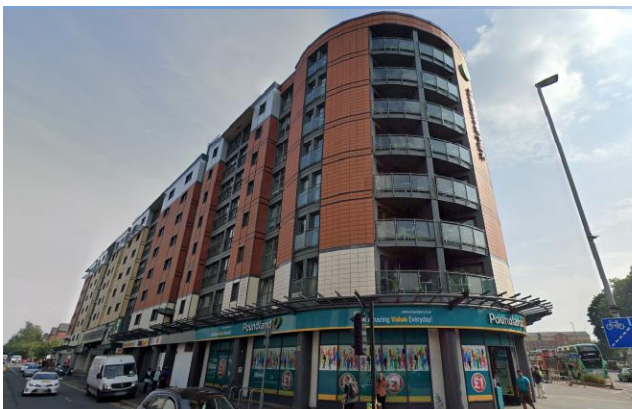
Octagon House, Hathersage Road



Victoria Point, Bay Road



Plymouth Grove Primary School,



Wilmslow Park, Oxford Road



Nick Everton House, Plymouth Grove

Figures 19-24
Google street view images of Hathersage Road dwellings and architectural style.

AERIAL IMAGES OF THE SITE



Figures 25-26
Aerial Photographs from Google Earth.

BUILDING HEIGHTS

The buildings within the local context differ in height, between 1 to 5 storeys. There are a mixture of uses, but predominantly residential with select commercial and care facilities. Therefore there is no predetermined urban pattern.

The proposal seeks to respond to the local context sensitively, by linking existing and upcoming proposed developments within the area.

The darker the colour, the higher the building.



Existing buildings 5 storeys or more.

1. 69 Hathersage Road
2. 61 Hathersage Road
3. 7 Bax Road
4. 8 Plymouth Grove
5. Oxford Road
6. 10 Plymouth Grove

Figures 27-28

Building Heights Diagram and Aerial Image from Google Earth.

URBAN GREEN SPACE

The site is close to a number of parks, the closest being Whitworth Park.

The greenspace around the site is quite sporadic and there doesn't seem to be a clear pattern. Incorporating more foliage onto the immediate site is necessary for the well-being of the residents and as a buffer between surrounding properties and the road.



1. Whitworth Park
2. Swinton Grove Park

Figures 29-30
Urban Green Space Diagram and Aerial Image from Google Earth.

SITE CONSTRAINTS

The diagram below illustrates a number of site constraints. The first being the impact of the noise pollution from both vehicular and pedestrian traffic along Hathersage Road and Upper Brook Street. Air quality due to this traffic is also being considered. Please see the Acoustic Report and Air Quality Report as submitted with the application. The current site has two small, poorly formed entrances off each road, this is something that should be improved in development. There are several listed buildings surrounding the site that should be respected in the design process. The adjacent site is a proposed development site for the extension of Nuffield Health, a building proposed for Hospital and Wellbeing Centre, subsequently there will be more traffic to accommodate around the site.



Figure 31
Site Constraints Diagram.

SITE OPPORTUNITIES

The diagram below illustrates the collaborative factors of the previous studies. It demonstrates the key access roads around the site, which demonstrates the necessity for the site to reconnect with the surrounding context. There are many buildings in the site's immediate context that the new development can enrich. The site has access to Sunlight as the neighbouring buildings have a small urban grain. The sun path also means the site will not create shadows to adjacent buildings. The project should aim to respect the listed buildings in a contemporary way, complementing the Nuffield development as well.



Figure 32
Site Opportunities Diagram.

SITE LEVELS

The application site has no obvious incline and therefore should not cause any disturbance or issues with the levels/access to the properties or the site. Please see topographical survey submitted with this application.

TREES AND ECOLOGY

The site has limited vegetation and trees on site at present. It is not expected that there will be any presence of endangered or protected species. The rear of the site is hard landscaped with the front and sides having some soft landscaping. The proposal should aim to maintain and improve existing green space with the introduction of more soft landscaping to enhance and inform boundaries around the site.

FLOOD RISK AND DRAINAGE

The site is not in any flood risk zones according to the map below.

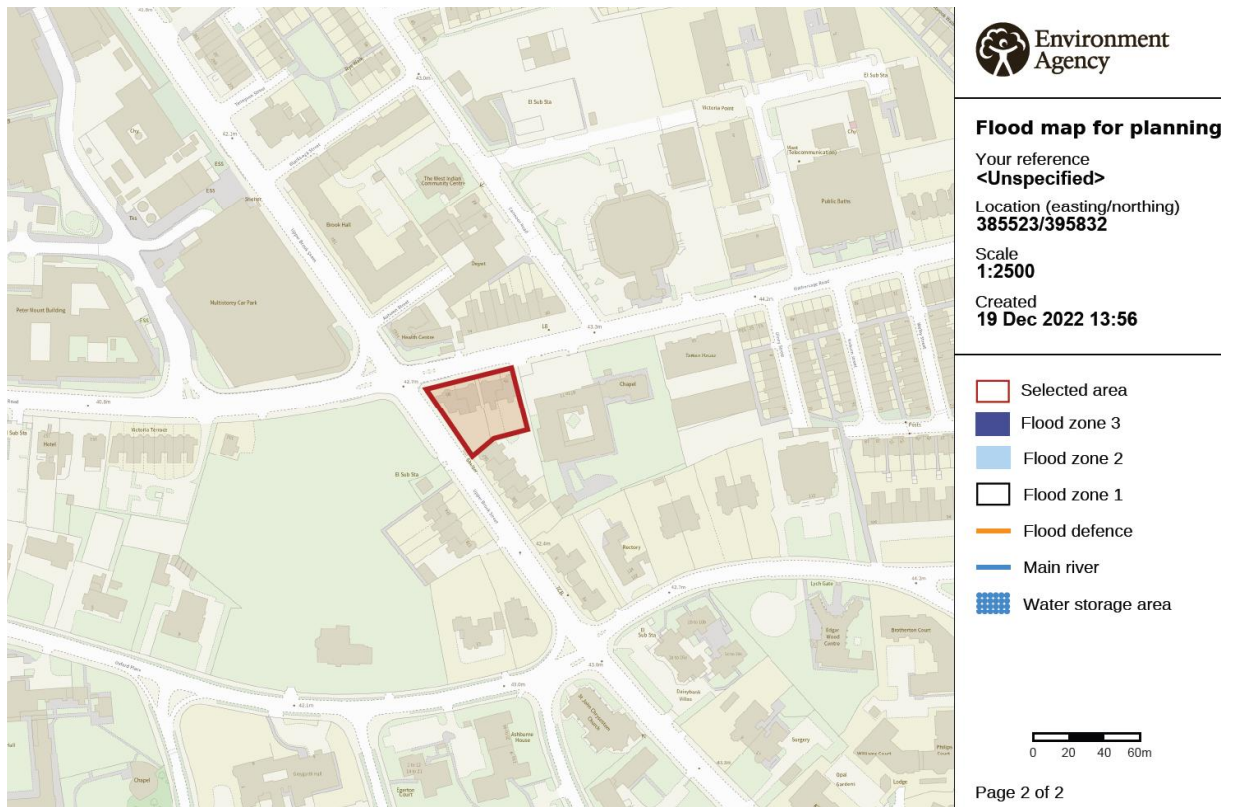


Figure 33
Flood risk Map of the site

PLANNING POLICY - DESIGN REQUIREMENTS

Please see Planning Statement submitted with application.

National Policy National Planning Policy Framework (NPPF) National Design Guide (January 2021)

The NPPF states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Planning policies and decisions should aim to ensure that developments will function well and add to the overall quality of the area over the lifetime of the development.

New development should be sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change. New developments should be visually attractive as a result of good architecture and appropriate and effective landscaping. Permission should be refused for developments of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans of supplementary planning documents.

Paragraph 8 of the NPPF states that:

Achieving sustainable development means that the planning system has three overarching objectives:

- *An economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places to support growth, innovation and improved productivity;*
- *A social objective – to support strong vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe build environment , with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and*
- *An environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping improve biodiversity, using natural resources prudently, minimising waste and pollution and mitigating and adapting to climate change, including moving to a low carbon economy.*

Local Policy Manchester City Council Housing strategy (2022-2032)

This strategy sets out our long-term vision to deliver the homes that people want and need. It is built around the following four vision principles.

- Increase affordable housing supply and build more new homes for all residents.
- Work to end homelessness and ensure housing is affordable and accessible to all.
- Address inequalities and create neighbourhoods where people want to live,
- Address the sustainability and zero-carbon challenges in new and existing housing.

The Local plan continues to set out key ambitions for the housing supply:

- Ensure at least 80% of all homes are built by 2032 are on brownfield sites close to public transport.
- Of the 10,000 new affordable homes by 2032, 3,000 will be built in the city centre.
- Develop a Retrofit Plan for Manchester across all tenures.

Manchester Residential Quality Guidance

This document further interrogates key principles of design around Manchester in accordance to NPPF and local planning policy.

- Residential design should consider beyond the block in order to understand how it should respond to and influence the wider neighbourhood.
- Residential design needs to contribute to creating or improving the immediate block and street network.
- At the finer scale, residential design must fully understand the implications of design choices to make a house a home.

PLANNING HISTORY

Over the years the site has had various planning applications submitted for residential development. The applications are as followed:

Ref. No: 078726/00/2006/N2
Ref. No: 084756/00/2007/N2
Ref. No: 086572/FO/2008/N2
Ref. No: 089599/00/2009/N2
Ref. No: 100924/00/2012/N2
Ref. No: 104036/00/2013/N2
Ref. No: 106619/FO/2014/N2
Ref. No: 108818/NMC/2015/N2
Ref. No: 112684/JO/2016
Ref. No: 124262/00/2019

Reviewing the above iterations has informed an appropriate proposal that respectfully responds to the context of the site and fulfils the needs of the local communities.

PLANNING - PRE-APPLICATION FEEDBACK

Pre-Application Meeting was held 15/12/2022.

Summary of Outcome:

- **Purpose of meeting:** Pre-application discussion to consider proposed scheme. Plans had been circulated previously, although at meeting 3D visualisations were provided.
- **Background:** None of the existing apartments meet NDSS standards. The development, therefore, needs to be significantly upgraded.
- **Principle of Development:** The proposed scheme seeks the retention of the façade and majority of the existing building, but complete removal of the back elevation, and the redevelopment to the rear to create a new form of development which would allow 35 units to be NDSS compliant size. Overall design concept and ethos was agreed to be acceptable. Namely the retention of the existing façade and the tidying up of the rear elevation with the gables and roof plan layout, along with the 2 storey side extension.
- **Housing Mix:** It was agreed that although Manchester City Council had an informal policy which sought c. 33% 1bed accommodation, as this was improving an existing situation, this would be acceptable.
- **Highways:** Cycle parking levels were acceptable. The use of the 2 existing entrances were acceptable. Concern was raised regarding parking levels. There was a discussion regarding the sustainable nature of the site and bus routes. Offers were made of off site provision either at Tatton House or at the multi-storey car park in close proximity. LPA accepted some of these points, although noted they would object to the application on highway grounds.
- **Conclusion:** Although the LPA supported the design approach; they would not support the application as to their minds it represents overdevelopment. This was due solely to the car parking mix as opposed to the building being considered to be over dominant etc. An application in the form proposed would not be likely to be supported by the LPA.
- **Reports Required:** Design and Access Statement, Planning Statement, Noise Assessment, Air Quality Assessment, Transport Statement and Travel Plan, Landscape Scheme, Daylight/Sunlight.

In attendance:

Steve McCoombe—Case Officer –Manchester CC Planning
 Jennifer Connor—Manchester CC Planning
 Rebecca Hesketh—Manchester CC Highways
 Laura Wareing—Manchester CC Highways
 Adrian Jackson—Condy Lofthouse Architects
 Steve Buckley—Peacock and Smith
 Carolyn Atwood-Parry—Peacock and Smith

This scheme seeks to provide much needed residential accommodation in a form that will enhance and encourage sustainable communities to form and grow.

The scheme comprises of:

- 10no. 1 bed studios
- 5no. 1 bed apartments
- 15no. 2 bed apartments
- 5no. 3 bed apartments

The proposal would provide economic, environmental and social benefits to the local area. There would also be some environmental benefits to biodiversity through the provision of new planting and landscaping.



Figure 34
Proposed Site Plan

HISTORIC DEVELOPMENT

The design development was formed from researching the site and it's history attempting to form a new residential layout that respected the existing built form.

The junction that our proposed project sits on has been firmly embedded into the history of the site. This is evident in the maps below ranging from 1884-1920. The link between Hathersage Road and Upper Brook Street, (formerly known as High Street and Anson Road until the 1960s) has been a core route through the site for over 100 years and our building should celebrate this.



Site Map Date: 1884



Site Map Date: 1900



Site Map Date: 1920

Figures 35-37
Images from Historical Manchester Maps

DESIGN

When designing the site, we have extensively researched and referenced various published documents to influence the design and layouts.

We feel that using high quality, yet traditional styled principles of design will assist the layout knitting back into its surroundings successfully.

LAYOUT

The proposed development layout seeks to positively respond to the existing footprint whilst seamlessly connecting the two buildings through a glazed link.

In response to the local context, maintaining the existing street façade ensures the historic appeal will be upheld. Improved planting and landscaping will enhance the character of the site making it more attractive. The development's rear extensions echo the context through a vernacular of brick and tiled pitched roof, similar to that of a Victorian terrace style.

Around the site landscaping creates distinct zones to enhance circulation and clearly determine public and semi-private spaces between residents.

SCALE

The proposed apartments are a combination of; one, two and three bedroom dwellings that fit comfortably within the existing form of the retained façade. The rear of the building has been extended in order to create additional residential apartments and space.

The apartments have all been designed to Nationally described space standards. (NDSS)

- 10no. 1 bed 1 person dwellings* - 37m²
- 5no. 1 bed 2 person dwellings - 50m²
- 15no. 2 bed 3 person dwellings - 61m²
- 5no. 3 bed 4 person dwellings - 74m²



Figure 38
Proposed Second Floor Plan

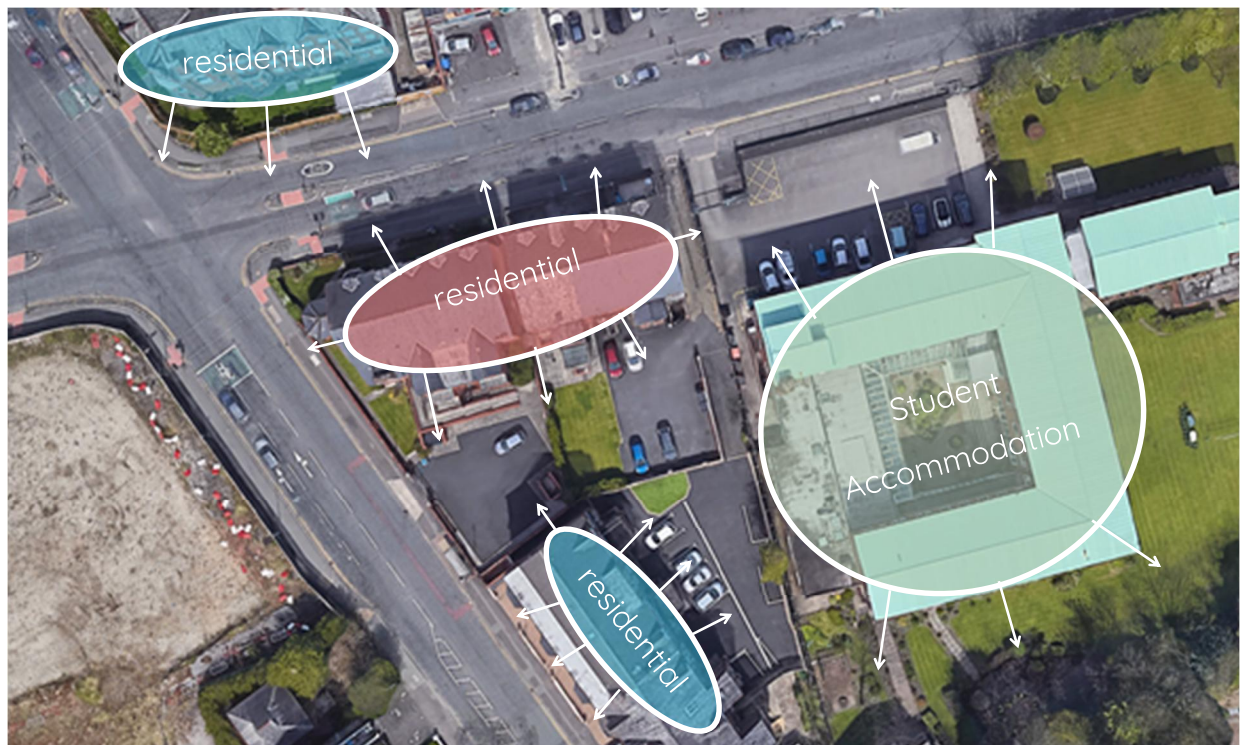


Figure 39
Sketch diagram of the proposed residential built form, the views and aspect over the site.



Figure 40
Sketch diagram of proposed primary and secondary networks links, including proposed second access point to inform a one-way vehicular route across the site.

DESIGN STANDARDS

When considering the design of the site and each of the new dwellings, we consulted the National Design Guide. This document offers advice and information regarding good design practices and encourages the best quality spaces, places and buildings.

The National Design Guide offers a modern approach to design and proposes that:

‘Places affect us all – they are where we live, work and spend our leisure time. Well-designed places influence the quality of our experience as we spend time in them and move around them. We enjoy them, as occupants or users but also as passers-by and visitors. They can lift our spirits by making us feel at home, giving us a buzz of excitement or creating a sense of delight. They have been shown to affect our health and well-being, our feelings of safety, security, inclusion and belonging, and our sense of community cohesion.’

This statement is one that many designers, space planners and architects work towards and understand; in that how a building is designed and constructed can allow users and onlookers to experience emotions.

The identity or character of the scheme was a high priority, as over the years, many planning applications and proposals have been put forward for the site/area, but none have really achieved in creating a new community and sense of place.

The identity and character often stems from the way that buildings, streets and spaces, landscape and infrastructure are designed to integrate with each other and how people can experience them, as the statement above notes.

How well people interact and link to a place is entirely dependent on how distinctive and memorable it is. A place with a strong identity, and one which makes residents feel proud about where they live, can allow residents to take care of their environment, which in turn, forms a cohesive community and neighbourhood.



Figure 41
National Design Guide's diagram on 'The ten characteristics of well-designed places'

HIGH QUALITY DESIGN

The below diagrams demonstrate the design considerations in accordance to the Manchester Residential Quality Guidance, underlining some of the key ideas that pushed the design of this proposal.



Figure 42
Diagram highlighting positive design considerations.

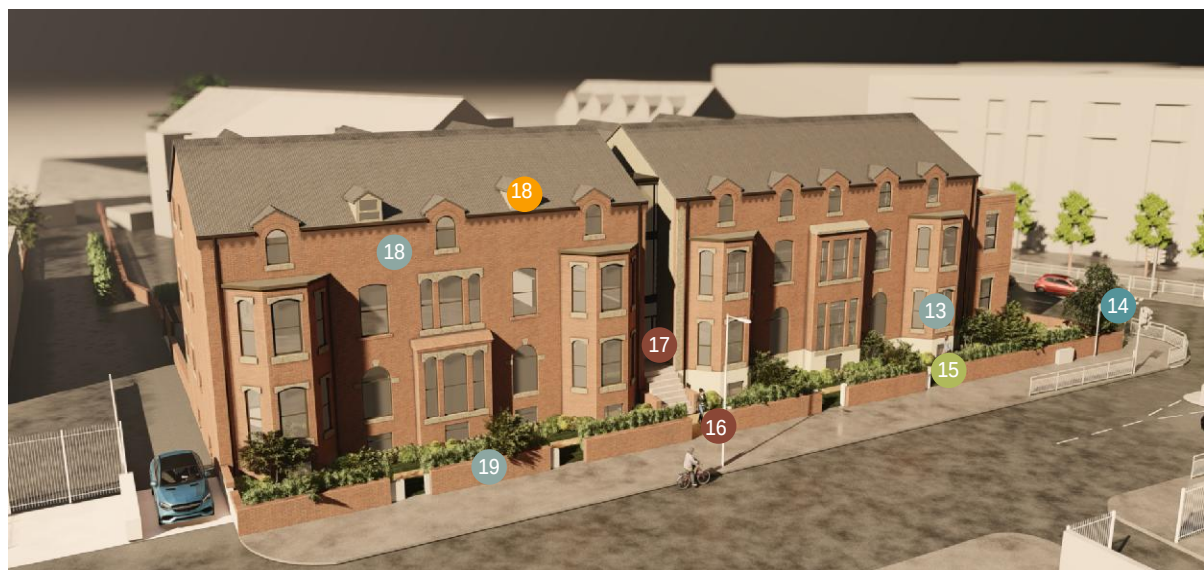


Figure 43
Diagrams highlighting positive design considerations.

Active Frontages 14, 16, 15, 17, 19
Active Streets 1, 2, 5, 7, 16, 19, 14
Bin Storage/Recycling 6
Biodiversity 1, 2, 5, 7, 14, 15
Character 3, 4
Communal Spaces 2, 5, 11, 8

Cycling Parking 10
Daylight 4, 8, 13, 18
Green Roofs 7
Landscape 1, 2, 5, 7, 14, 15
Materials/Details 3, 17, 18
Neighbours 7, 16

Natural Surveillance 13
Public Transport 12
Retrofit 18
Space 8, 13, 18
Street Trees 1, 14
Threshold 9, 15

HIGH QUALITY DESIGN

The proposal adopts several apartment layouts, which have been scrutinised through the design stage, to provide well considered dwellings which benefit from well-proportioned habitable rooms, suitable levels of storage provision, functional kitchens and a significant level of natural daylighting to all habitable rooms.

The proposed floor plan informs a sensible reaction to the requirements of the existing site in line with NDSS standards. Apartments all have access to aspect natural light and ventilation; overlooking streetscapes or shared amenity spaces. The ground floor plan in particular informs active rooms to the front and rear of the building to ensure well lit and positive external realms.

The corridors and communal spaces create a core circulation for the building which is easy to navigate and maximises natural daylight. The building's front entrance dictate a clear hierarchy in relation to the street as it is stepped and central to the design.

Shared amenity space is dispersed around the site to create pockets of green space and moments of socialisation. Bin storage and parking is located to the rear of the site, away from entrances and green circulation. It is placed within a store that is covered by a green roof so as not to impose on neighbouring developments either. Sufficient recessed cycle storage is accessible at basement level via the footpath.

MATERIALS

The proposed development incorporates elements of the local properties, whilst forming its own sense of place and modern living environment. Manchester has a strong sense of identity which is evident in the existing architecture around the city, it also embraces progress. This proposal aims to amplify the existing Victorian façade. The continued use of brick for the extension of the building as well as the pitched roofing and echoed fenestration will stitch in the existing fabric of the site with its increasing contemporary vernacular.

Houses and buildings in the area draw from a similar palette of materials and styles, consisting of:

- Red Brick Facades
- Featured Gables
- Dormer Windows



Figure 44
3D visual of the rear extensions in context

AMENITY

As we are maintaining the current façade, the apartment blocks continue to face onto the existing highway. This will ensure we retain the outward looking scheme. Designing the scheme like this will propose secure by design principals of surveillance and aspect.

The proposed scheme is considered to be a sufficient distance away from the existing neighbouring properties to not cause dominance or overlooking. The proposed green spaces and green roof to the rear of the property will create a more enjoyable neighbouring space to existing residents in the area.

The Manchester Residential Quality Guidance promotes more sustainable transport around the city in an effort to reduce city-wide CO2 emissions. Although the scheme offers appropriate drop off parking spaces, the focus is on utilising the limited amenity space for more environmentally friendly purposes including; cycle storage and green communal spaces within the shared realm.

The sensible reduction of litter and waste has also been taken into consideration by the provision of appropriate communal bin storage. The shared space will encourage a collective responsibility for amenity spaces both within the public and semi-public areas around the site.



Figure 45
3D visual of Hathersage Road.

BIODIVERSITY AND LANDSCAPING

As the site currently contains limited flora or fauna, the introduction of various native plant species will significantly improve the quality of green spaces available, to both the residents of the scheme and the area more widely. New trees are proposed to be planted in the front and rear gardens to increase the diversity of the wildlife, and a well considered landscaping scheme will improve biodiversity and promote a safe and attractive place to live.

A new green roof is proposed to the large bin store to the rear of the building which will contribute to the local strategy to reduce 41% of CO2 emissions by 2025. Green roofs can improve the biodiversity net gain by encouraging bird, butterfly and insect habitats within the otherwise bare city environment. The range of herbs, sedums, grasses and plants also form a buffer to any consequent noise and smells from the bin store meaning that there will minimum negative impact on surrounding neighbours. It is a low maintenance solution to a functional store.

The introduction of soft landscaping will also consider the relationship with the wider neighbourhood as a positive threshold will improve the overall public realm that extends to the pavement. The trees will simultaneously create an enjoyable space for pedestrians as well as acting as a noise buffer between street and dwelling.

MOVEMENT AND CONNECTIVITY

A key principle for the scheme is to improve the access, and this is achieved through Part M compliance throughout. Pedestrian safety has been of paramount importance when designing routes across the development linking into the existing network. A second vehicular access is proposed to the North East to engage a more considered, one-way route through the site. This will create a more fluid circulation which will also benefit the overall safety of pedestrian around the site.

The existing paths are proposed to be altered to incorporate a new main entrance to the rear which will ensure central access for all residents. All dwellings will have access to drop-off parking and sustainable methods of transport. The parking spaces are 2.4m x 4.8m minimum. Cycle use is promoted with the provision of cycle storage space for each dwelling at basement level.

The scheme is located in a highly accessible location and deemed acceptable by the transport consultants. Please refer to the transport statement submitted for further information.



Figure 46
3D visual of the Hathersage Road and Upper Brook Street Junction.

NATURAL LIGHT

The glass link between the two buildings considers light quality in order to create positive internal circulation spaces. The fenestration has been carefully designed in rear elevation to create a balance and rhythm that mimics the style of the retained façade in a contemporary manner. Our proposal responds to the existing glazing in plan and elevation to maximise natural light, ventilation and views equally to all of the apartments. We believe that the shared amenity space and circulation within the building are as important as the private moments and our proposal ensures that all of the spaces elevate the wellbeing of the residents. Natural light, ventilation and views are given priority within policy, guidance and good design practice as it has been proven to offer people health benefits.

PUBLIC SPACES

Shared amenity space has been carefully considered around the proposal within the existing parameters. Carefully considered pedestrian routes are well overlooked across the site and are improved by the lighting of the ground floor apartments that inform well lit and safe moments across the site. Introducing shared spaces into our design promotes a sense of ownership within the residential community that will ensure longevity in design.

The footpath has been extended around the building's footprint and clearly determined by various landscaping finishes. Another entrance has been added to the North East of the site to make it more appealing through accessibility.

Public spaces within the building are equally important to the well being of the residents; ensuring the spaces are appropriately proportioned so that corridors, staircases and lifts are enjoyable places to inhabit. This is also affected by private space provided, as intelligent storage and furniture layouts can ensure there is no overspill within public realms that create clutter or potential hazards.



Figure 47
3D visual of the Hathersage Road.

ENERGY EFFICIENCY

The apartments will be designed to have high standards of energy efficiency by limiting the heat loss across the building envelope, to minimise the overall energy demand in line with the requirements of the Building Regulations Approved Document Part L.

Passive design is proposed, improvement of the existing building fabric will reduce the energy consumption of the building. Internal linings, replacement cavity walls, all new windows and doors to achieve a better thermal efficiency. These new windows will also allow for an improved natural ventilation strategy. All existing heating systems are proposed to be replaced with modern more efficient systems. The existing lighting is proposed to be stripped out and replaced with a high efficiency LED lighting scheme.

RENEWABLE ENERGY

We have evaluated several renewable technologies to determine their potential applicability to the proposed development. Due to the conversion and retention nature of this project, this is limited.

- Wind power is not suitable for built up urban environments such as this site.
- Biomass communal boiler is not viable due to deliveries on site, fuel availability and air quality.
- Solar hot water and PV panels are feasible to be mounted on the existing roof and or proposed extension roofs – subject to specialist assessment for efficiency and future maintenance access.
- A ground source heat pump is feasible if we are required to pile the footings to the proposed extensions to the rear – subject to specialist assessment for suitability.
- Air source heat pumps are a viable option for consideration, subject to sizing and positioning on site in an optimal position, whilst not disturbing the residential amenity spaces.

ENVIRONMENTAL DESIGN

The units will be designed to meet the requirements of the current Building Regulations, specifically the requirements for Approved Document Part L – Conservation of Fuel and Power, and Part F – Ventilation, ensuring good levels of heat retention and ventilation are achieved.

The proposed development would see upgrades to the existing fabric through repairs to the existing façade, new double-glazed windows and the introduction of thermal linings where possible. The extension to the rear is proposed in cavity wall construction with modern insulation in the required sized cavity. Existing and proposed roof to be well insulated to modern Building Regulations standards. As the scheme develops, the team will aim to source materials and products with a proven sustainability record.

WATER MANAGEMENT & WEATHER RESILIENCE

The site is situated in an area of low probability of annual flooding as detailed on the environment agency flood map. The existing site drainage will be assessed for condition, and the design for the extension's drainage will avoid, reduce and delay the discharge of rainfall to public sewers and watercourses. This will protect the watercourses and reduce the risk of local flooding, pollution and other environmental damage. Water efficient devices and sanitaryware will be proposed to try and reduce unnecessary water usage.

WASTE MANAGEMENT

The development will make adequate provision for the internal and external storage of non-recyclable and recyclable household waste, using the proposed external bin and recycling store in the car park near the vehicular entrance gate. This designated area will be completed for the use of the residents on occupation, and has been carefully considered in terms of capacity and allowances for access and collections.

CONSTRUCTION MANAGEMENT

A Construction Waste Management Plan could be prepared by the main contractor, to ensure that all aspects of waste production, deliveries, noise, dust pollution etc are all accounted for and reasonably mitigated. These usually cover all procedures on site and methodologies for a safe, environmentally conscious and efficient construction period. The applicant would agree to a planning condition requesting a CWMP as required.

BIODIVERSITY

Should the situation arise where something of ecological value be identified during the application or the works, the applicant would agree to appointing a suitably qualified Ecologist to assess the site. The existing building is fully occupied at present with no reported Bat activity. To mitigate against the unlikely event that bats are discovered during site works, a toolbox talk for onsite contractors is recommended.

WATERWAYS

The application is not within proximity of any existing City waterways.

INTERNAL AND EXTERNAL ACCESS

The proposals seek to comply with Approved Document M1 2020 (Access to and use of building) and be considerate of the ethos of the Equality Act 2010.

There are a number of doctor's surgeries within the local area. The site is situated within walking distance of public transport links with good access to other transport networks.

Car parking is provided for within designated car parking bays and is designed to be as close to the principal entrance as practical. Car parking spaces have been designed as 2.4m x 4.8m. External gradients will have crossfalls no greater than 1 in 40.

Where possible, private footpaths have been designed to be a minimum width of 2m. At no point will private footpaths be less than 900mm wide.

All switches and sockets within the proposed dwellings to be in accordance with diagram 1.5 of the Approved Document M.

All internal doors within the dwellings will be of a suitable width, (min. 910mm structural opening making it possible to achieve 775mm clear opening).

A wider door to the principal entrance has been proposed to enable easier turning for a wheelchair. Additionally on the ground level there are no internal level changes, to facilitate movement of wheelchairs.

The stepped approach to the front entrance is as existing. This design proposes the addition of an external platform lift to the rear for ground floor level access, as demonstrated in the proposed visual below.



Figure 48
3D visual of Upper Brook Street junction.

condylofthouse architects

Unit 17, Connect Business Village,
24 Derby Road, Liverpool, L5 9PR

0151 207 4371

 www.condylofthouse.co.uk

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