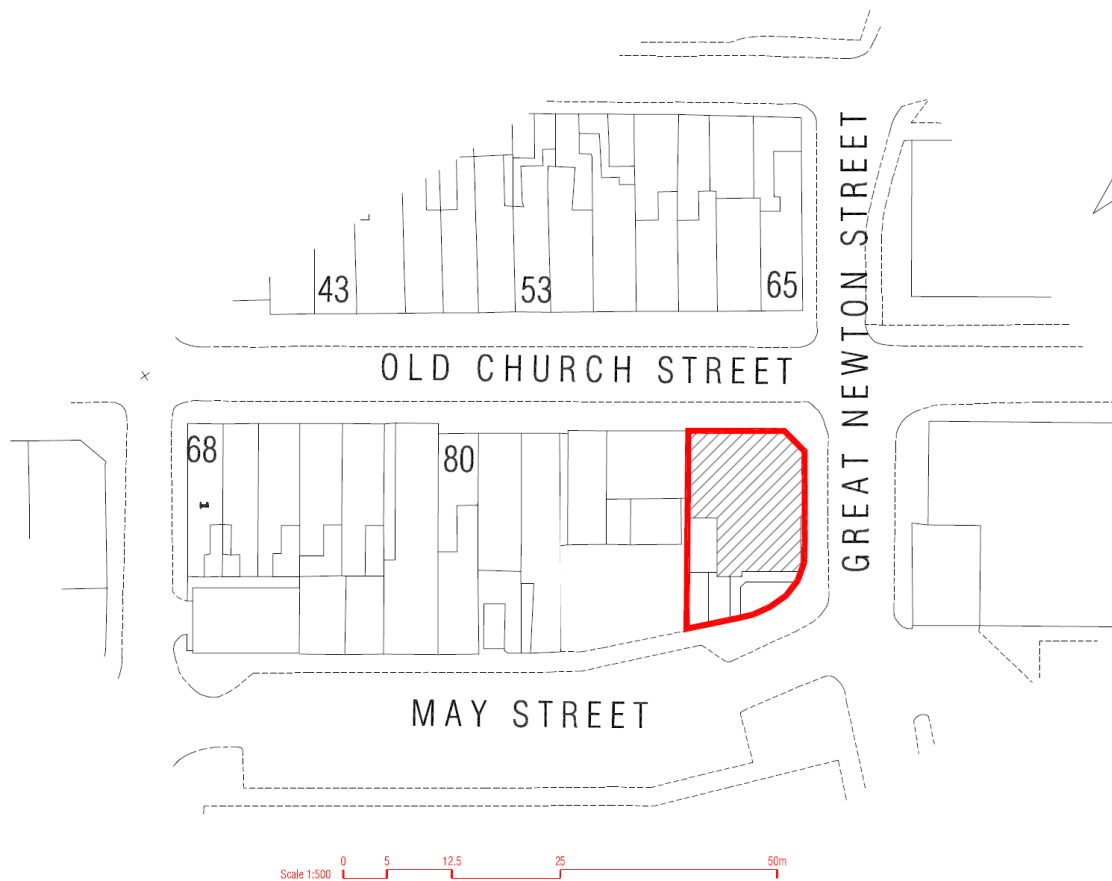


Design & Access Statement

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 E) and 3 no. duplex offices (Use Class E) on the upper floors with associated landscaping, car parking and boundary treatments to the rear | 92 - 96 Old Church Street Newton Heath Manchester M40 2JF (Resubmission of Planning Grant 094879/FO/2010/N1)



1 - Previous Planning History

The application site has previously been granted a Planning Permission (094879/FO/2010/N1) (Alternative Ref: PP-01285885) 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.

Current application is the resubmission of a previously approved application on this site, without any material changes.

Application No: 135805/FO/2022 was subsequently withdrawn without determination.

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 experienced 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.



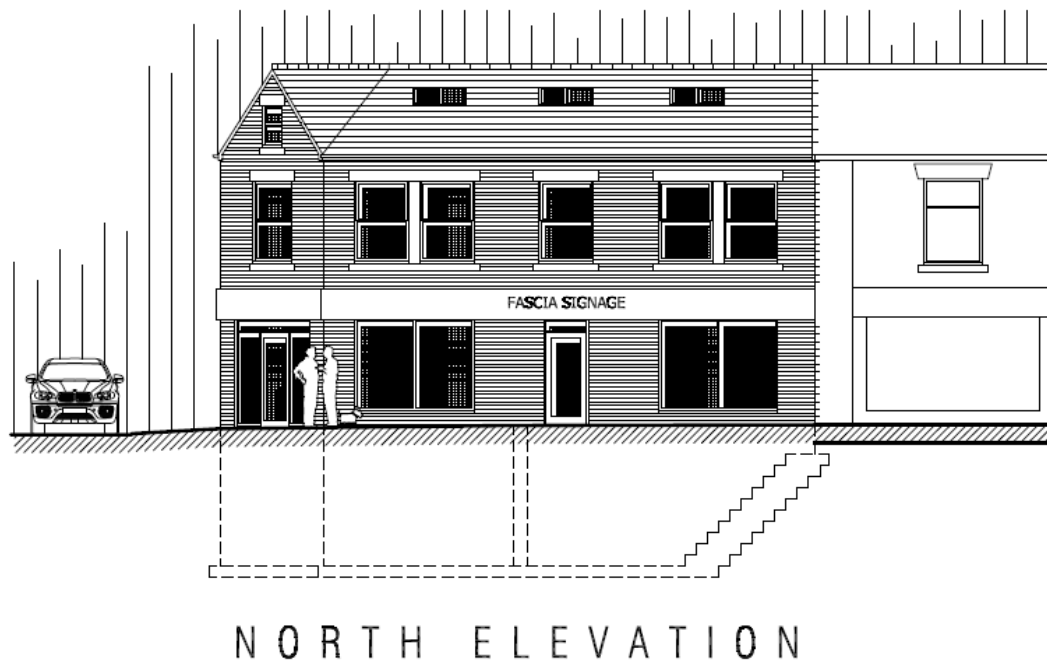
A generous green area at the rear of the site provides nearby green amenity space for future occupants.

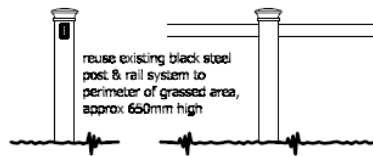


- The adjoining buildings on the row are terraced two-storey properties, with retail on the ground floor with mixed residential, ancillary space for the retail or office accommodation to the first floor, constructed approx 100 years ago in facing brick with blue slate roofs. The buildings opposite the site on Old Church Street are more recent, with render to the first floor. Most buildings in the area is 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 retail/office use. 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 office suits to the upper floors with off-road parking for 2 cars, refuse area and amenity space.
- The proposal is to maintain the surrounding environment and not to alter the existing street scene, by providing a traditional constructed building.
- The context of the proposed development is resubmission of previously approved application (Decision No. 094879/FO/2010/N), with no material changes made. This proposal will therefore assist in bringing this highly sustainable site into a retail and office use, beneficial to the local community.





SOUTH ELEVATION



Proposed North and South 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.
- The proposed development responds to the neighbouring 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.





Proposed East 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 revitalize the currently underutilized 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.
- The proposed building continues 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. The offices 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 office accommodation has been provided from the rear of the property, which is within a well lit area with no projections to the area to account for 'secure by design' guidelines. The area to the area of the property is now a large expanse of 'brownfield' where it has been highlighted as an area of development opportunity.

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

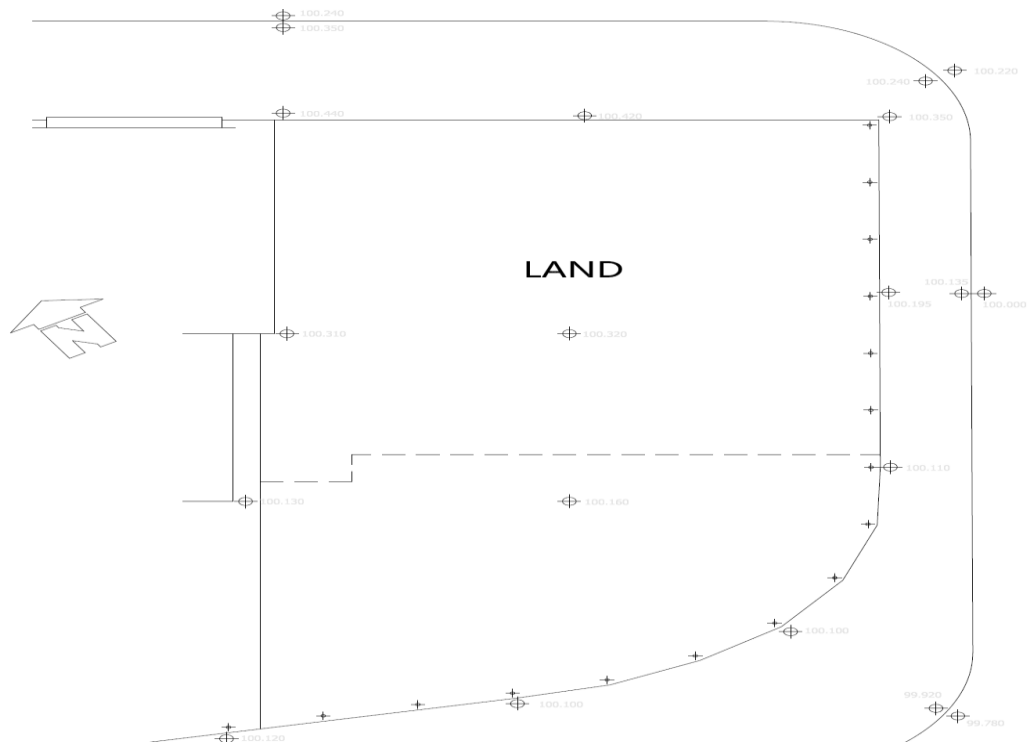


View looking west down Old Church Street

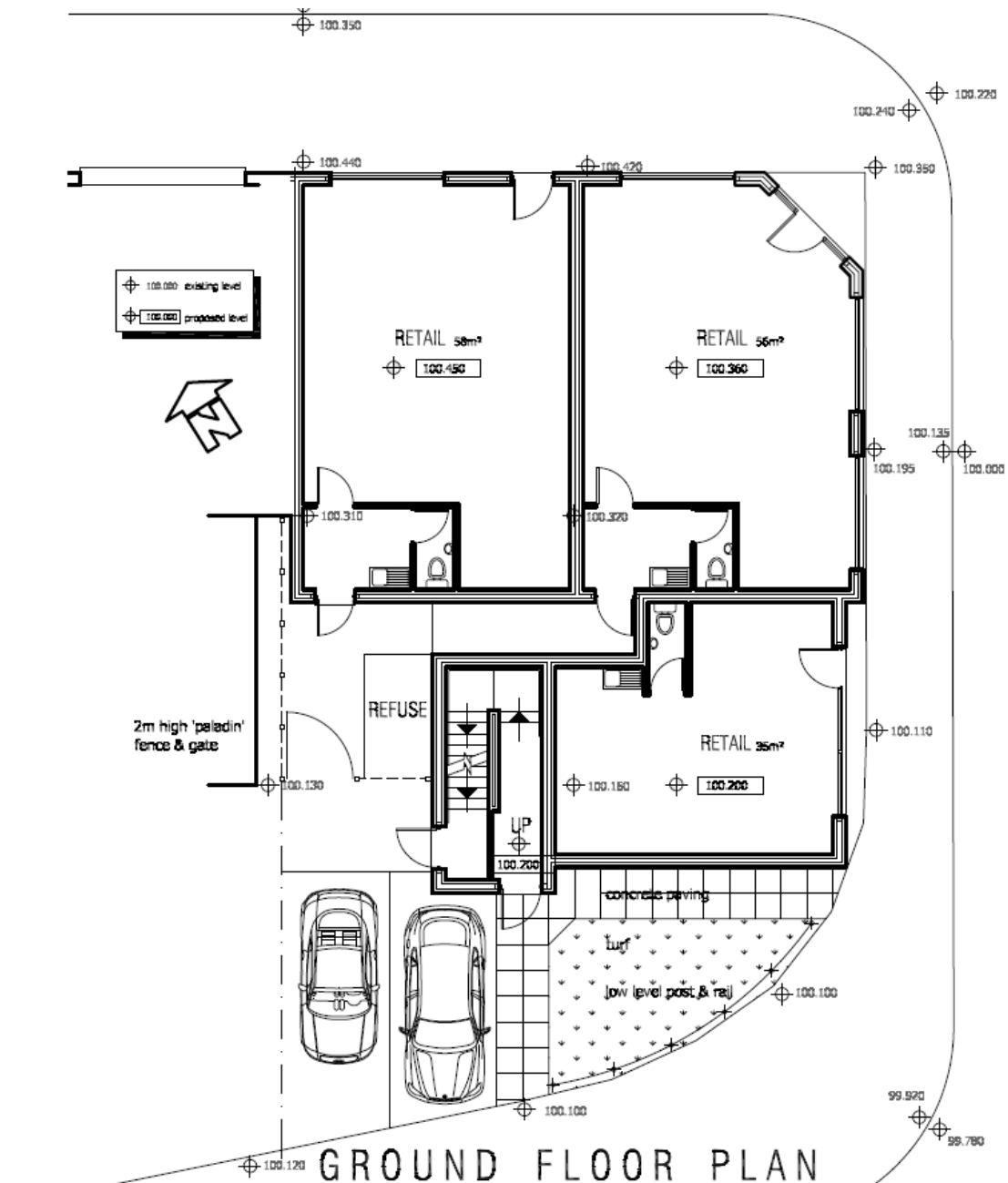


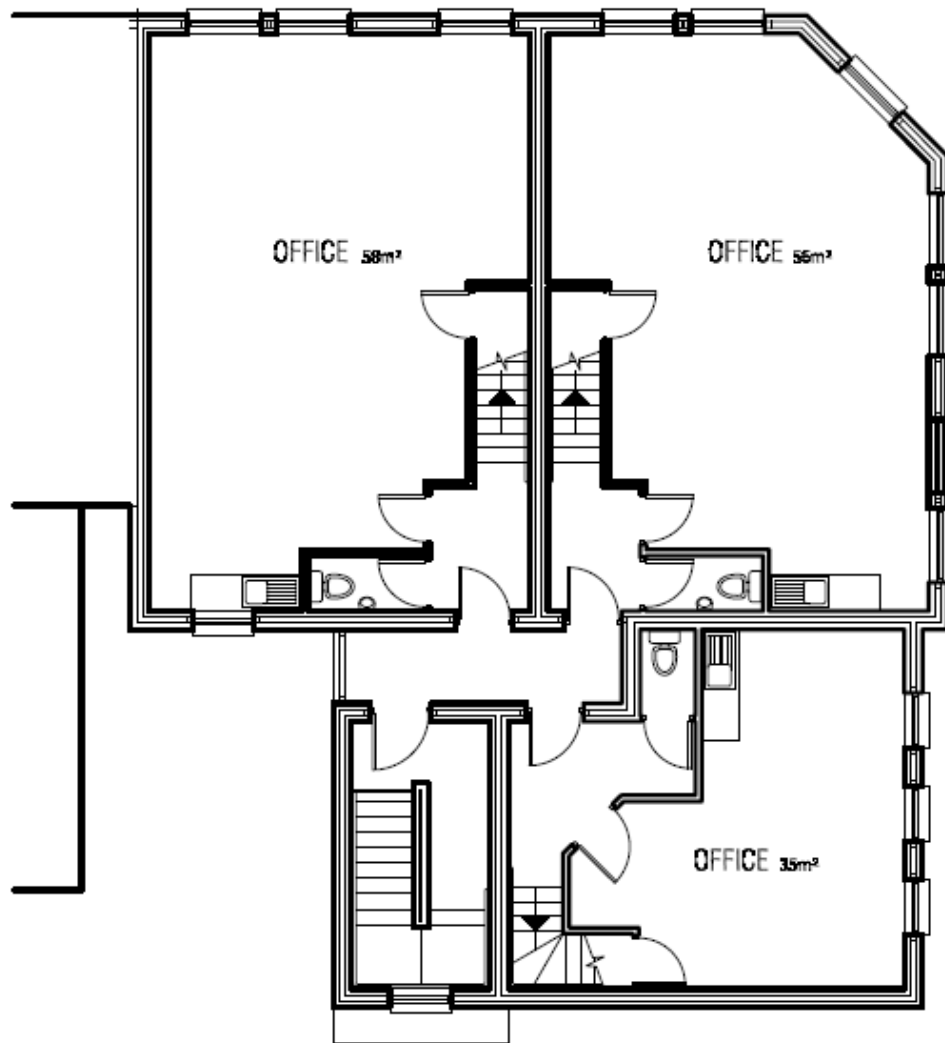
View of the site with Great Newton Street to the left looking towards the 'brownfield' site

- The construction of the row is facing brickwork with slate roof which the proposal follows including the lines of the eaves and roofline.
- The building will be constructed to the Building Regulations. The site will benefit from a new drainage with a new connection to public sewer, new land drains will be installed.



Application site is a vacant brownfield land

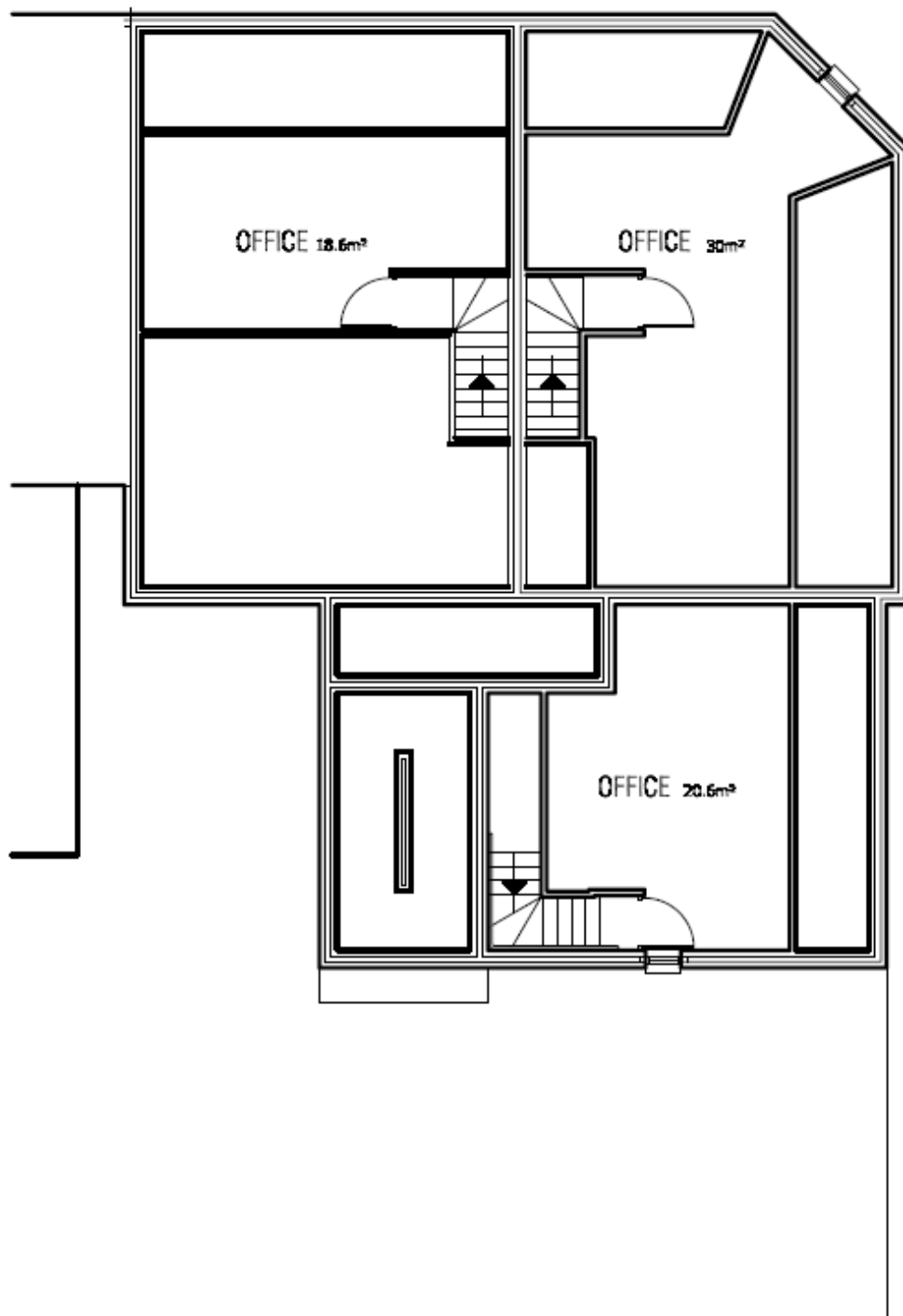




FIRST FLOOR PLAN

Proposed Ground and first floor plans

- The offices 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 offices 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.



SECOND FLOOR PLAN

Proposed 2nd floor plan

- All offices provide good spatial standards as well as good outlook and natural light to main office space.

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.' Rear yard provides dedicated storage space for bins for storage and recycling. We have calculated a total requirement as below:

Bin provision for the **3No. Retail units**:

Waste Type	Capacity Required	Number of Bins Required
General Refuse	240L RETAIL TOTAL = 0.045 x 5000 = 225 L /Unit	3 (Based on each retail 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)

Bin provision for the **Office Floors**

Waste Type	Capacity Required	Number of Bins Required
General Refuse	240L	2 (Based on each office floor sharing a bin)
Pulpable Recycling	240L	2 (Based on each office floor sharing a bin)
Mixed Recycling	240L	2 (Based on each office floor sharing a bin)
Food Waste	23L	2 (Based on each office floor sharing a bin)

- The external storage containers will be stored to the rear of the building in a designated storage area. Each office floor 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 the rear car park. Designated storage areas for retail units and office users will provide safe and convenient facilities for users 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
- The 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 the 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 offices 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, a community engagement strategy will ensure adjacent neighbours are kept updated on the construction process, key milestones, and how they can report to the site manager any instances of unneighbourly behaviour 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 office rooms 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 natural light for all rooms
- Emergency services will attend the property from the main entrance or rear office entrance - the Low scale of the building alongside many windows provide alternative emergency ingress/egress routes.

11. 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
NPPF, HOU1, HOU2 Unitary	Policy	● Compliance with principles of sustainable development. ● Supporting local business needs ● 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 maximize the opportunity for 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 ● 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.
Unitary Development Plan DES1 - Respecting Context	● Respect for the positive character of the area ● Provision of high-end office and retail space 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

13. Conclusions

The final proposed scheme aims to achieve the following outcomes:

- Create a well-proportioned retail/office use development on this site, creating quality commercial and residential units.
- Improve the street scene of Church 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 offices 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.