



Sterling

Investment Projects Ltd

DESIGN | MANAGE | CONSTRUCT | FINANCE

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1292 ASHTON OLD ROAD

DESIGN AND ACCESS STATEMENT

Issue

Revision

Date

Comment

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1.0 Introduction

Summary of Proposed Development

The enclosed Design and Access Statement and planning application seeks approval for the development of a proposed mixed use building containing retail space on the ground floor and residential units on the upper floors.

Summary of Design

The proposal is for twenty five (25) high quality homes set on four storeys with a retail use space at ground floor. The design has been carefully thought through to fit within its surroundings, both immediate and local.

The proposal has a strong visual appearance along Ashton Old Road with a clear distinction between the ground floor retail space and the residential upper floor units. and highlights the community use whilst stepping the overall building form in response to the existing site constraints and neighbouring buildings.

Each proposed residential unit meets the requirements stipulated in the Manchester Residential Quality Guidance. Provision is made for both private and public amenity space in the form of cantilevered balconies and a communal internal courtyard.



2.0 Existing Site and Context

Site Location Context

The proposed site is situated at the corner of Ashton Old Road and Ogden Lane. Stanley Street is on the southern boundary of the site. To the east, an existing two-storey structure shares a boundary with the site.

The area comprises a mix of residential as well commercial developments located on either side of Ashton Old Road.

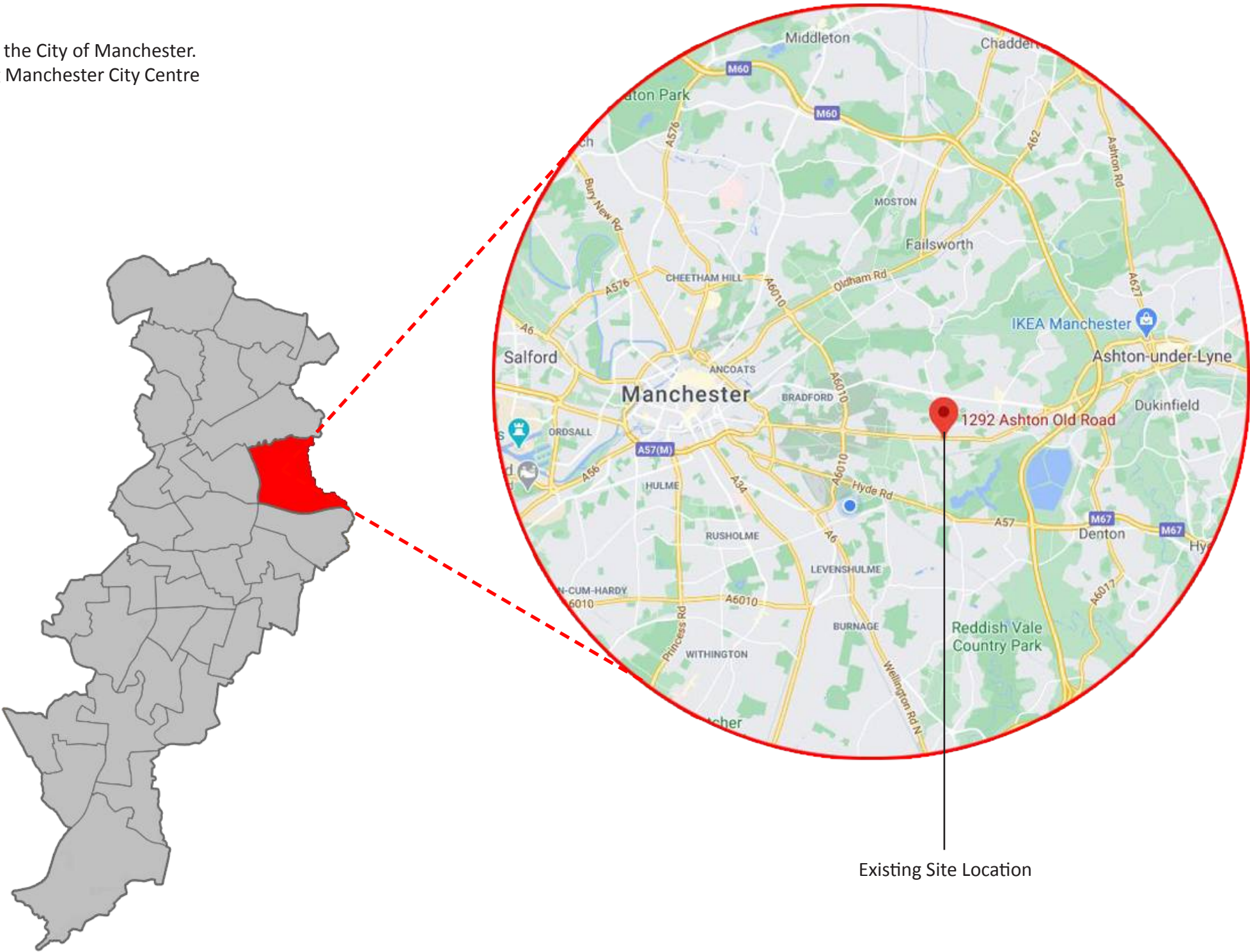
- KEY
- 1. Lime Square Shopping Precinct
 - 2. Lidl Openshaw
 - 3. The Apostle’s Continuation Church
 - 4. The Lord Raglan
 - 5. Manchester Settlement
 - 6. St. Clement’s Primary School



2.0 Existing Site and Context

Site Location in Manchester

The existing site is located within the Clayton and Openshaw ward in the City of Manchester. The site is located on Ashton Old Road, a major A road directly linking Manchester City Centre to Ashton-under-Lyne in the Tameside borough.



2.1 Existing Site Photos



- KEY
- 1. Lime Square Shopping Precinct
 - 2. Lime Square Signboard
 - 3. Lidl Openshaw
 - 4. Higher Openshaw Primary Care Centre
 - 5. Manchester Settlement



2.1 Existing Site Photos



- KEY
- 1. Rubble from demolished building
 - 2. D&J Meats Butcher
 - 3. Openshaw Market
 - 4. The Lord Raglan
 - 5. The Apostle's Continuation Church



2.1 Existing Site Photos



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2.2 Existing Site History

According to the historical maps and records, upon completion, the building on the site was home to Chesters Brewery pub in the early 20th Century. Ownership was transferred to Whitbread & Co. Ltd with the name changed to The Tower and subsequently to Screwy Hughes until it ceased to function as a pub in 2009.

The demolition of the former Halfway House pub building was undertaken in 2019 after a fire broke out in 2017 rendering the building dangerously unsafe to the public. The rubble from the demolition currently occupies the site.

To the South the pub was the Openshaw Market who's inception dates back to the early 1900s as an outdoor market.

Most of the developments south of the proposed site are terraced housing as shown from the maps.



1922



1935



1946



KEY
1. Halfway House from Ashton Old Road (1921)
2. Halfway House from Ogden Lane (1964)
3. Outdoor Openshaw Market (1908)
(Images courtesy of Manchester Libraries)

2.3 Existing Site Usage

Up until the former Halfway House pub building was ravaged by a fire in 2017 rendering it dangerously unsafe, the building was used as a gym and hardware shop under the current private ownership. This part of the site is currently boarded up.

The plot presently houses a single-storey flat-roofed structure and a two-storey dual pitch roofed structure. These provided a shelter for a butcher on Ogden Lane as well as the Openshaw Market on Stanley Street, whose inception dates back to the early 1900s as an outdoor market.

Also housed by the existing structure is D&J Meats, a local butcher who has been in operation on the premises since 1993. The existing structures are presently in a delapidated state and in dire need for refurbishment which would be appropriately addressed with the new proposed development.

The eastern boundary of the site is shared with a party wall of the adjacent building currently occupied by a betting shop, a pound shop and church.



- KEY
- 1 & 2. Halfway House in use as a hardware shop
 - 3. Halfway House after the fire incident
 - 4. Demolition of the building
 - 5. D & J Meats butcher
 - 6. Openshaw Market

3.0 Proposed Building Design and Massing

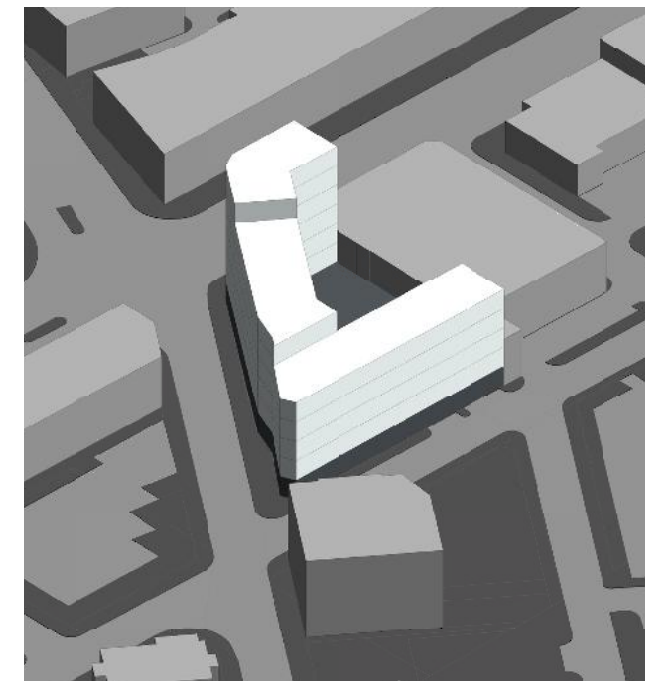
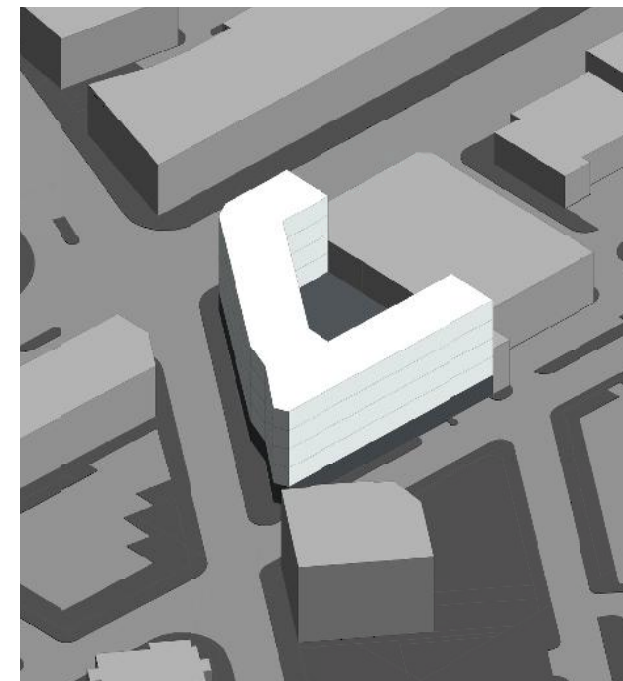
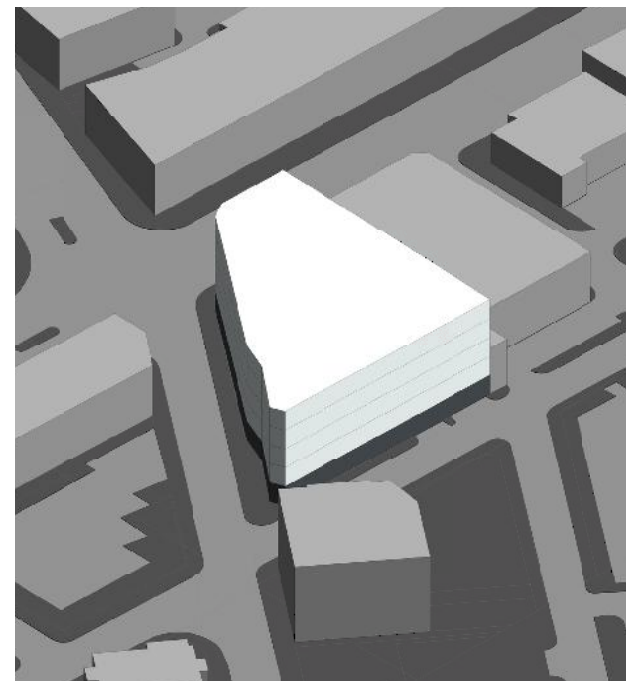
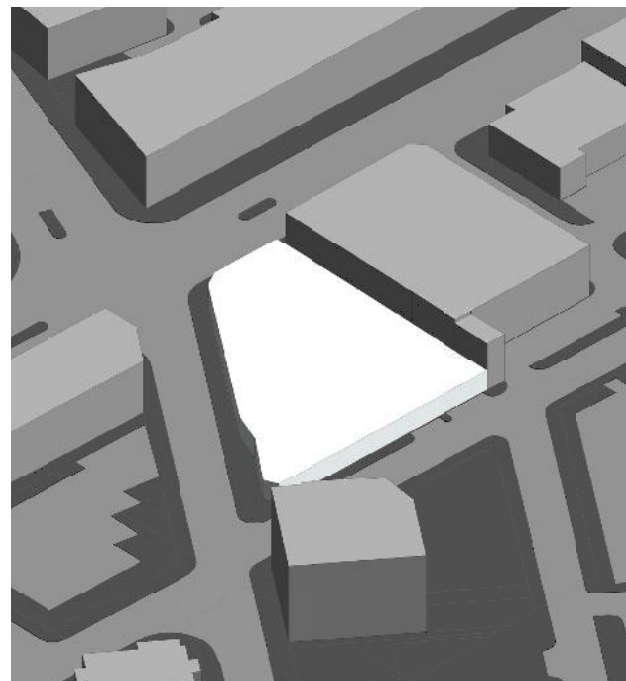
The proposal is a four-storey structure which maximises the use of the site thus taking a quadrilateral form. In order to create a distinction between the proposed public retail space and the proposed private residential space, an initial demarcation is created between the ground and upper floors. The ground floor height is determined by the need to meet the minimum height clearance of 4.65m for service vehicular access.

The building perimeter is punctuated at the North West and South West corners with a curved form at the intersections of Ogden Lane with Ashton Old Road and Stanley Street respectively. The curved form on Ashton Old Road provides for a prominent corner feature to reflect the iconic frontage of the once expressed by the previous building.

Due to the bustling nature of Ashton Old Road, the retail space is positioned to the north of the site with service access to the south. Vehicular access to the residential car parking has also been located on the south elevation at a proposed basement level. 100% car parking has been proposed for the residential units.

The layout of the residential units is arrayed around the perimeter of the proposed building so as to provide an outlook on to the street. In contrast, the rear end of the apartments looks in to a courtyard accessed internally from the first level. This provides for a communal amenity space in addition to the cantilevered balconies for each apartment projected above the street level.

The boundary of the proposed site is shared with 1294-1296 Ashton Old Road, a two-storey masonry building housing a couple of retail shops and a Church.



3.1 Proposed Scheme in Context

Application Proposal

The proposal is for the demolition of an existing single storey structure formerly housing a market on Stanley Street and a butcher on the corner of Stanley Street and Ogden Lane. In the place of the current structure is a proposal for a five-storey building comprising 25 residential units and retail space covering the ground floor. The residential units would comprise 12 one-bedroom units, 12 two-bedroom units and 1 three-bedroom unit in various configurations.

Site access for the proposed residential units would be on Ogden Lane while the retail space is accessible from Ashton Old Road as well as Ogden Lane. A service access is proposed on Stanley Street for both the retail space residential units.

To cater for residential car parking, a secure basement level is proposed to accommodate 25 parking bays and 35 bicycles. Vehicular access is on Stanley Street while pedestrian access is via 2 staircases on Ogden Lane and Ashton Old Road.



Relevant Planning Policy

The current planning application has been considered against all relevant national, regional and local planning policies as well as any relevant guidance.

Planning History

Only one planning application has been previously submitted for the currently demolished building. Other planning applications have been for the adjacent building on the same block. All of which have been successful.

Application No.	Site	Status		Description
		Submitted	Approved	
121949/FO/2018	1296 Ashton Old Road	27.11.2018	22.01.2019	The retrospective application for the installation of an ATM to the right
121950/AO/2018	1296 Ashton Old Road	27.11.2018	22.01.2019	Illuminated fascia signage associated with the retrospective installation of an ATM to the right hand side of the
100442/AO/2012/N2	Lloyds TSB Bank Plc 1296 Ashton Old Road	12.09.2012	05.11.2012	Display of internally illuminated replacement fascia panels,
098283/FU/2012/N2	1294 -1296 Ashton Old Road	29.02.2012	25.04.2012	Retrospective Application for the retention of place of worship
081226/AO/2006/N2	1296 Ashton Old Road	03.11.2006	20.12.2006	Installation of internally illuminated 3 no. fascia signs and 2 no. internally illuminated projecting sign
044770/AO/NORT H2/93	The Halfway House PH junction of 1292, Ashton Old Road/Fairfield Road	09.12.1993	14.03.1994	Various illuminated and non-illuminated signs to Public House

3.1 Proposed Scheme in Context

Proposed Accommodation Schedule

The proposed development would deliver a total of 25 residential units. The units meet the minimum requirements stipulated in the Department for Communities and Local Government’s Technical housing standards (March 2015). The table below provides a breakdown of the proposed accommodation schedule.

Site and Surrounding Areas

The site is a four-sided plot with access from Ashton Old Road to the north, Ogden Lane to the west and Stanley Street to the south. The western perimeter of the plot is shared with a party wall belonging to the existing building.

The area is largely residential with a mix of terraced and semi-detached housing. The plot is situated on the boundary of Openshaw and Higher Openshaw and sits on the corner of the South East block at the cross-section where Ogden Lane and Fairfield Road meet Ashton Old Road.

The area is populated with different scales of retail developments along Ashton Old Road. Notably is the Lime Square shopping precinct which was developed in 2010 as part of the East Manchester Regeneration scheme.

Most of the residential housing is clad in the traditional red brick associated with the Manchester built scenery. The housing mostly comprises two-storey terraced houses. This however, hasn’t hindered the development of buildings employing the use of modern materials alongside non-traditional masonry construction.



Level	Room	No. of Beds	No. of People	Total GIFA (m²)	External Amenity (m²)
Basement	Car Parking			871.05	
	Bike Store			61.96	
Ground	Retail Space			447.96	
	Retail Space			105.20	
	Service & Set down Area			142.05	
1st	Apartment 1	2	4	72.76	
	Apartment 2	1	2	54.76	
	Apartment 3	1	2	60.85	
	Apartment 4	2	4	76.15	
	Apartment 5	1	2	53.07	
	Apartment 6	1	2	60.89	
	Maisonette (lower level)	2	4	57.56	
	Retail Back of House			151.19	
2nd	Apartment 7	2	4	72.43	4.88
	Apartment 8	2	4	73.80	4.19
	Apartment 9	1	2	51.69	
	Maisonette (upper level)			26.95	4.16
	Apartment 10	1	2	59.04	3.86
	Apartment 11	2	4	73.85	4.23
	Apartment 12	1	2	50.03	4.23
	Apartment 13	1	2	58.43	4.56
	Communal Courtyard				283.48
3rd	Apartment 14	2	4	72.43	4.18
	Apartment 15	2	3	64.80	12.52
	Apartment 16	2	4	79.20	12.71
	Apartment 17	1	2	59.04	3.86
	Apartment 18	2	4	73.85	4.23
	Apartment 19	1	2	50.03	4.23
	Apartment 20	1	2	58.43	4.56
4th	Apartment 21	1	2	50.04	8.73
	Apartment 22	2	3	64.77	12.68
	Penthouse 1 (lower level)	2	4	50.03	4.01
	Penthouse 2 (lower level)	3	5	58.43	4.56
5th	Penthouse 1 (upper level)			33.64	38.10
	Penthouse 2 (upper level)			35.58	34.60

3.1 Proposed Scheme in Context

The proposed unit mix is as follows:

	1b1p	1b2p	2b3p	2b4p	3b5p	Total
No. Market Rent	0	12	2	10	1	25
Market Rent (%)	0%	48%	8%	40%	4%	100%

The proposed mix shows that the proposal will offer a range of dwelling sizes and types while meeting the requirement to incorporate 2 bedroom units which makes up for just under half of the proposed units.



LEVEL 5: LIVING SPACE FOR PENT-HOUSES

LEVEL 4: 4 APARTMENTS (INCLUDING 2 PENT-HOUSES)

LEVEL 3: 7 APARTMENTS

LEVEL 2: COMMUNAL COURTYARD, 8 APARTMENTS (INCLUDING MAISONETTE)

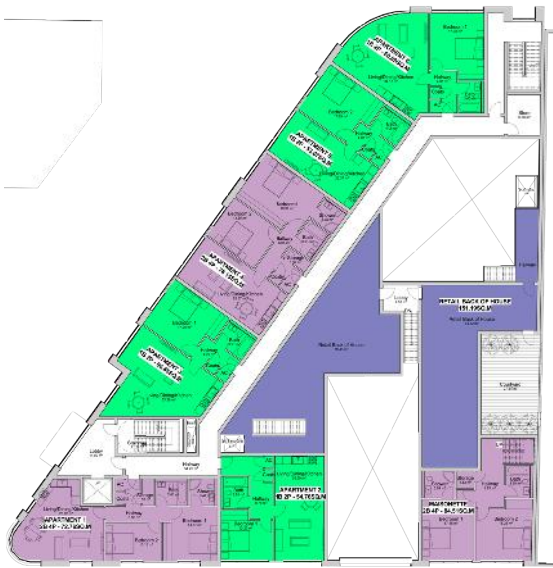
LEVEL 1: RETAIL BACK OF HOUSE, 6 APARTMENTS

LEVEL 0: RETAIL, SERVICES NO APARTMENTS

LEVEL -1: CAR PARKING, CYCLE STORAGE



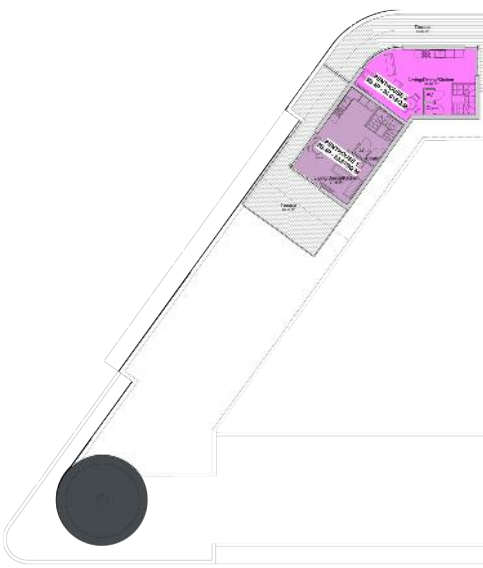
3.1 Proposed Scheme in Context



LEVEL 1: RETAIL | 6 APARTMENTS



LEVEL 3: 7 APARTMENTS



LEVEL 5: LIVING SPACE FOR PENT-HOUSES



LEVEL 0: RETAIL | NO APARTMENTS



LEVEL 2: 8 APARTMENTS (INCLUDING MAISONNETTE)



LEVEL 4: 4 APARTMENTS (INCLUDING 2 PENT-HOUSES)



- KEY
- 3 BED 5 PERSON UNIT
 - 2 BED 4 PERSON UNIT
 - 2 BED 3 PERSON UNIT
 - 1 BED 2 PERSON UNIT
 - RETAIL SPACE

3.2 Proposed Scheme in Detail



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4.0 Materials

Material Precedents

The proposal would have a contemporary architectural aesthetic with a simple modern vernacular.



4.1 Proposed Materials in Context

Proposed material for the cladding includes a brown brick for the upper residential floors

A grey zinc panel system is proposed for the pavilion-like structure at the Roof level and the recessed 3rd and 4th floor street facing walls. Door and window frames are also detailed with a similar grey finish

Inset balconies feature frameless glass balustrades

Curtain wall system is used for the circulation lobby above the main entrance to the residential units

Suspended glass canopy is used over the main entrance to the residential units

A buff coloured stone is proposed as a cladding over the Ground floor retail space



5.0 Waste Management and Servicing Plan

Waste Management

Two separate bin stores are proposed at ground floor with service access from Stanley Street. Access to the bin stores is separated for retail and residential access as shown in the floor plan.

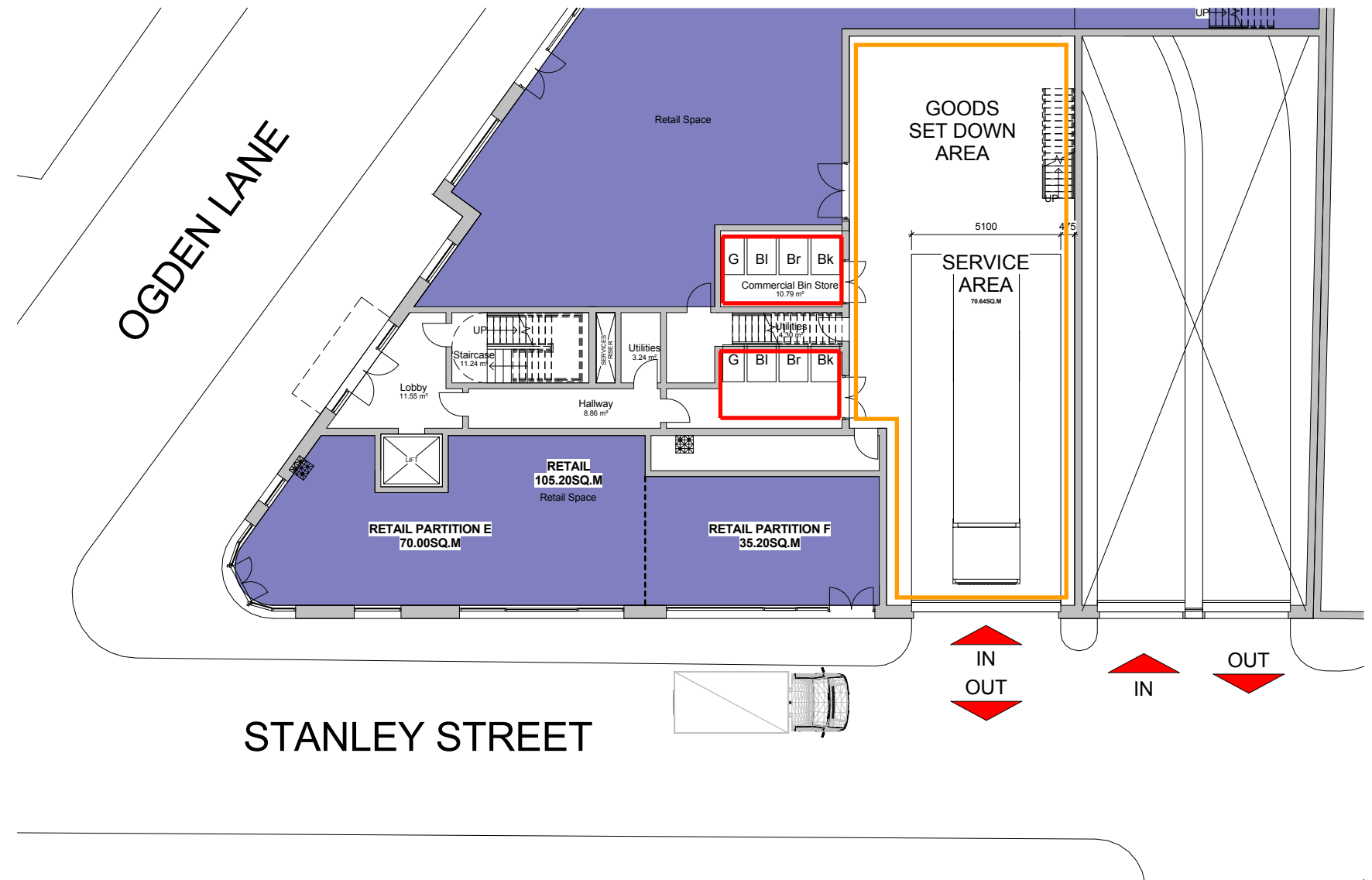
The proposed on site storage capacity for refuse and recycling is prescribed by and in accordance with Manchester City Council's requirements as outlined within the 'Domestic Waste and Recycling Service Standard' document.

To meet the levels of storage required, each bin store needs; 1 no. Eurobin of 660 litres capacity for refuse waste and 3 no. Eurobin of 1100 litres capacity for recycling.

The recycling is classified as follows:

- Blue – paper and cardboard
- Brown – plastics, glass and cans
- Green – food and garden waste to be disposed in compostable bags

Collection days for refuse waste and recycling is from the kerbside and alternated fortnightly by means of standard 8-metre, triple axle, 26 tonne vehicles for both. It is not anticipated that the proposed Eurobin will require any change to the current collection arrangement for both domestic and commercial wastes.



5.1 Servicing

Servicing

Access to a service area is proposed from Stanley Street. An electric operated roller shutter is proposed at the entrance to secure the area.

The delivery access exceeds the 4.65mm minimum headroom clearance for service vehicles set out by the Health and Safety Executive.



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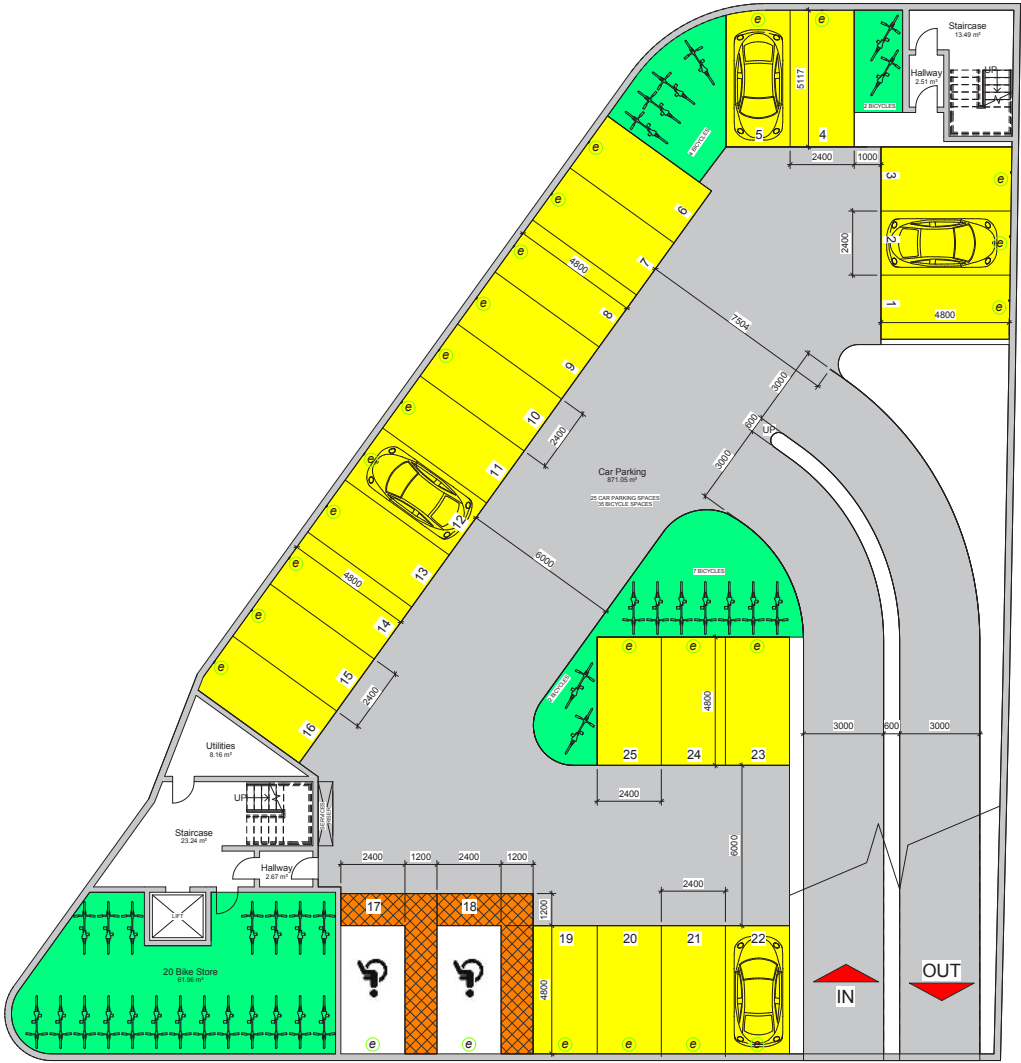
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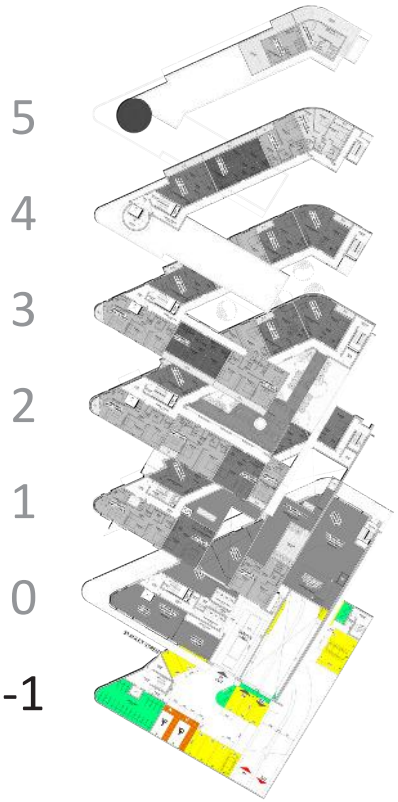
6.0 Cycle Storage

Provision is made for storage of 35 bicycles in the secure basement level. This is divided into a 20 bicycle store and 4 bicycle bays within the car parking area for the remaining 15 bicycles.

Access to the bicycle storage is either through the ramp on Stanley Street or via the residential entrance staircase and lift on Ogden Lane.



- KEY
- CAR PARKING BAYS
 - ACCESSIBLE BAYS
 - CYCLE PARKING
 - ELECTRIC CHARGING POINT



7.0 Crime Management and Maintenance Plan

The proposals have been carefully developed to ensure the potential for crime or antisocial behaviour is minimised. The main building entrance is direct, visually open and is viewable from the residential floors above. Street lighting on the pavement ensures the areas on all sides of the building are well lit.

Both the residential and retail entrance doorways are to be illuminated at night and are proposed to be aluminium framed (conforming to BS4873:2009). Both are to be fully double glazed with toughened and laminated glass (conforming to BS EN 356:2000). The shop front glazing is also to comply with the same standard.

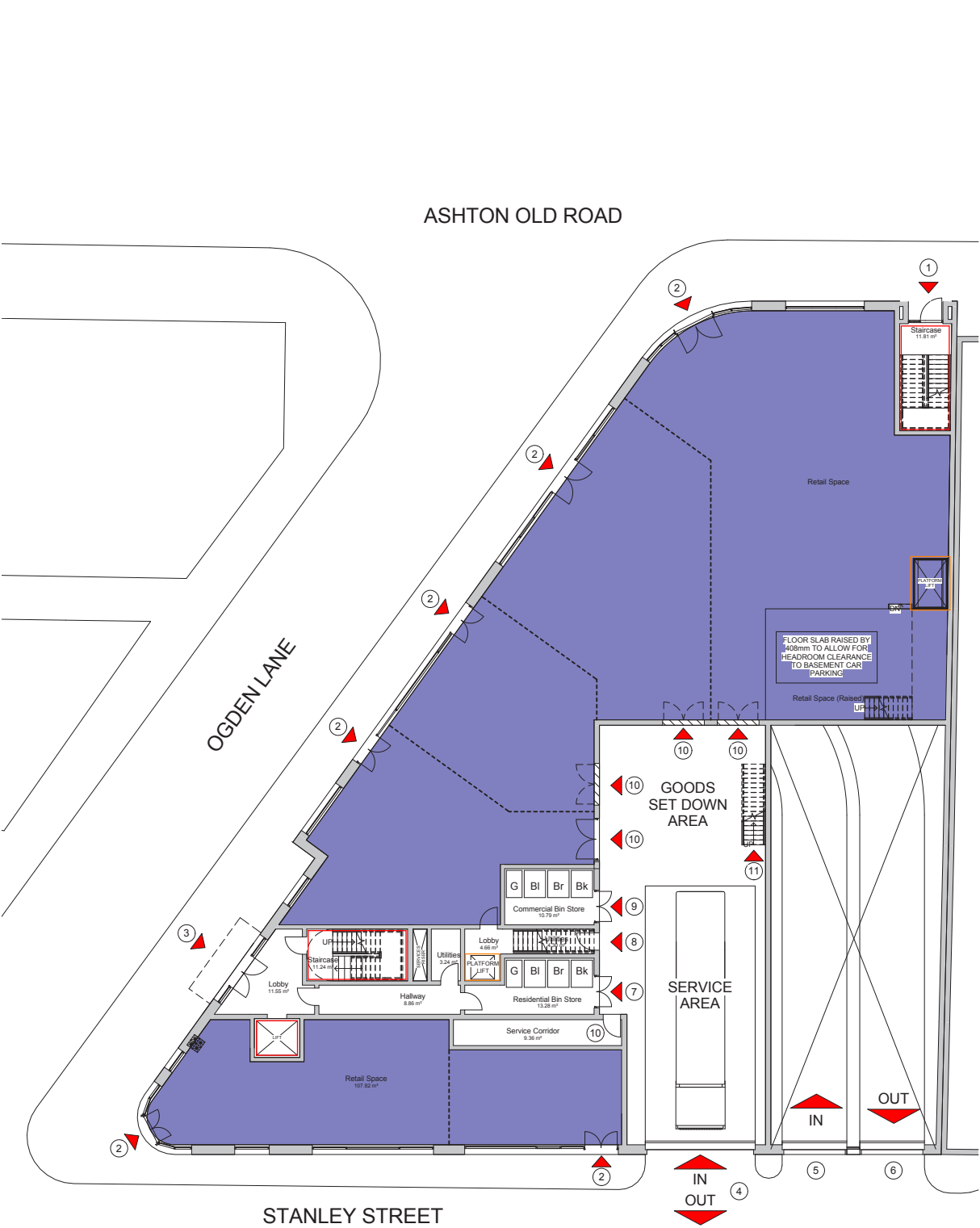
The residential door is to be operated by an access control system, with an electronic lock release and visitor door entry system providing colour images to each unit. Individual flat entrance doors (within the shared corridor) shall be operable from both side of an unlocked door without the need for a key. A locked door will be accessible from the inside without the use of a key. Entrance doors will be fire rated and have door closers fitted. An aluminium electric operated roller shutter system is proposed for the vehicular access to the service area and the basement car park.

Windows throughout will be aluminium framed (conforming to BS 4873:2004) and all windows to ground floor and adjacent to flat roofs will have laminated glass, in addition to the requirement for toughened glass where necessary. All opening windows shall have key lockable ironmongery. Installation of windows shall be certified by a suitably accredited body such as the British Standards Institute or similar.

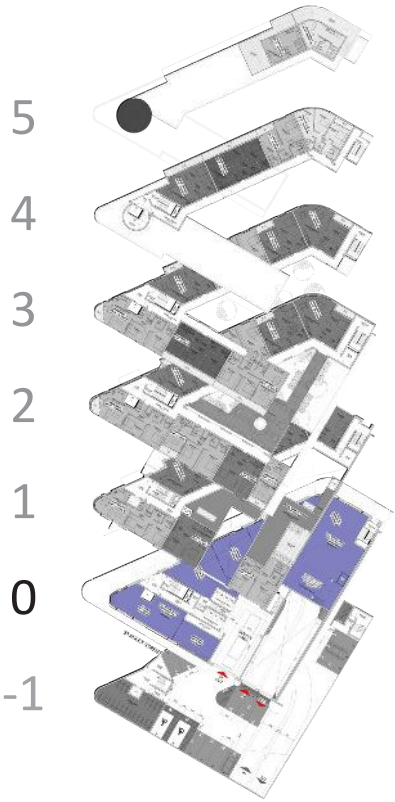
The proposed development as a whole shall seek to achieve Secured by Design. The proposals are to be considered by a Designing Out Crime Officer and a meeting to agree the measures and principles necessary to achieve SBC accreditation is to be set.



8.0 Access and Mobility

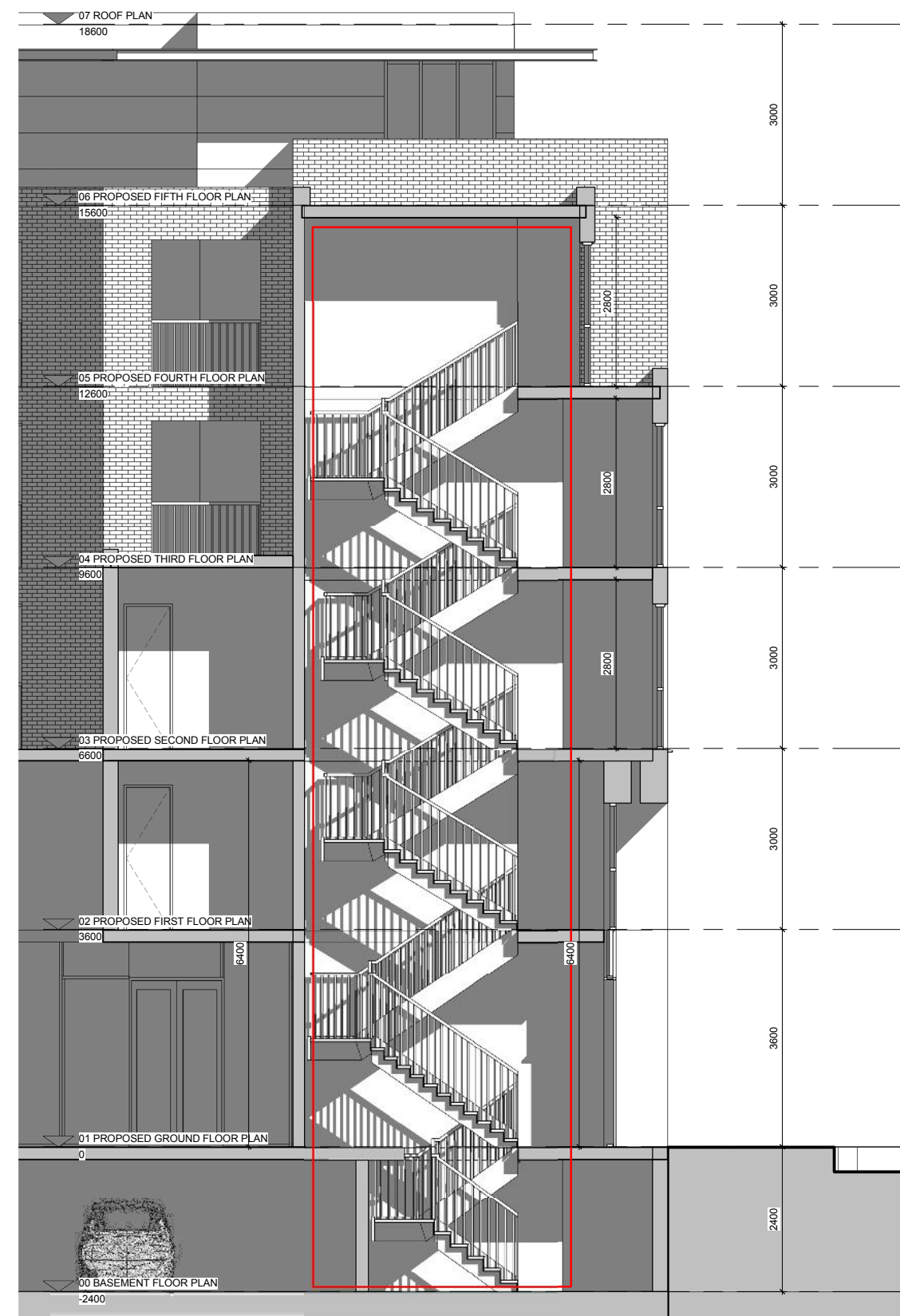


- 1 NORTH STAIRCASE FIRE ESCAPE
 - 2 ACCESS TO RETAIL SPACE
 - 3 MAIN ENTRANCE TO RESIDENTIAL UNITS
 - 4 DELIVERY VEHICLE SERVICE ACCESS
 - 5 VEHICLE ENTRANCE TO BASEMENT
 - 6 VEHICLE EXIT FROM BASEMENT
 - 7 ACCESS TO RESIDENTIAL BIN STORE
 - 8 ACCESS TO UTILITIES
 - 9 ACCESS TO COMMERCIAL BIN STORE
 - 10 SERVICE ACCESS TO RETAIL SPACE
 - 11 ACCESS TO RETAIL BACK OF HOUSE
- VERTICAL CIRCULATION
- PLATFORM LIFT ACCESS TO BACK OF HOUSE





SECTION SHOWING SOUTH STAIRCASE (RESIDENTIAL MAIN ENTRANCE)



SECTION SHOWING NORTH STAIRCASE

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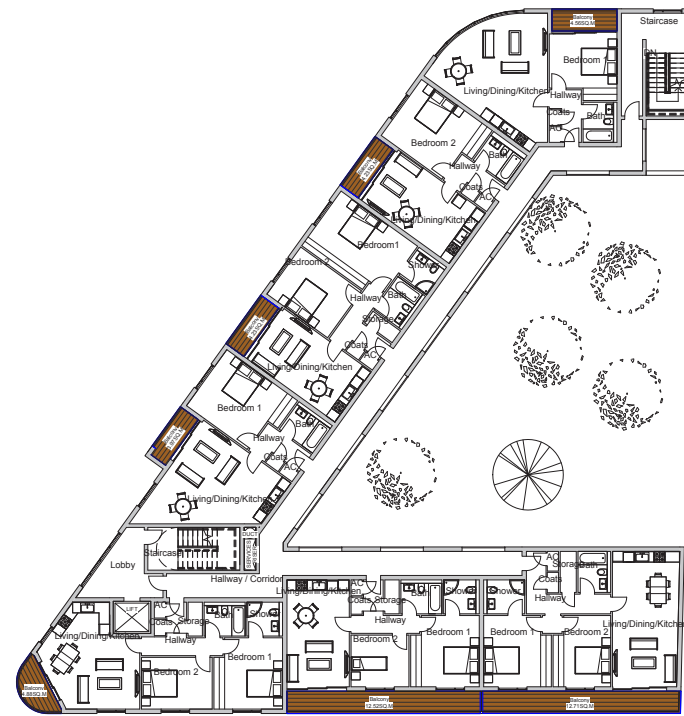
9.0 Landscape and Amenity

Each proposed residential unit has access to a private cantilevered 5 sq.m balcony located on the 3 street elevations.

As a means to encourage interaction among the residents of the development, the proposal makes provision for a 283 sq.m communal internal courtyard at the First Floor.



1 PROPOSED AMENITY (SECOND FLOOR)
1 : 150



2 PROPOSED AMENITY (THIRD FLOOR)
1 : 150

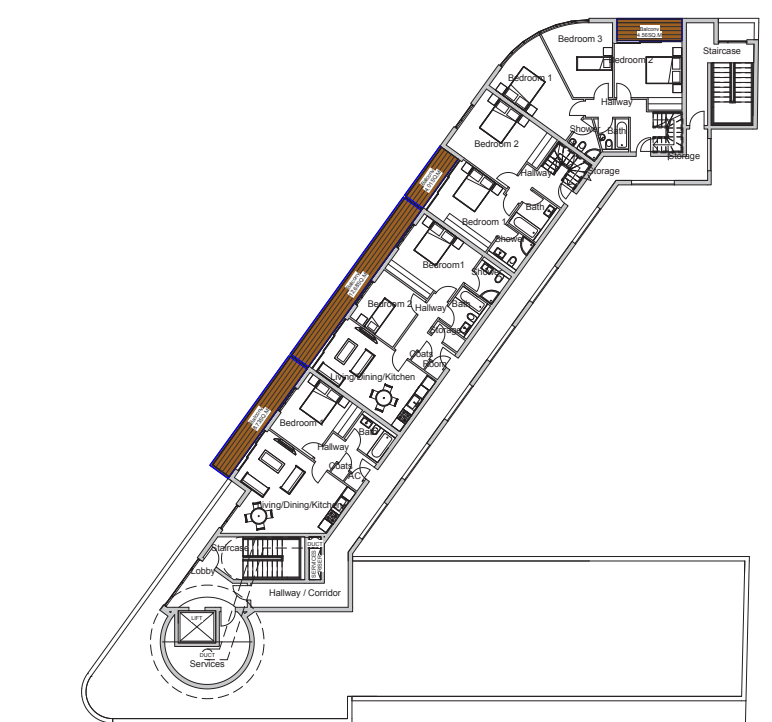
KEY

- PRIVATE BALCONY
- COMMUNAL COURTYARD

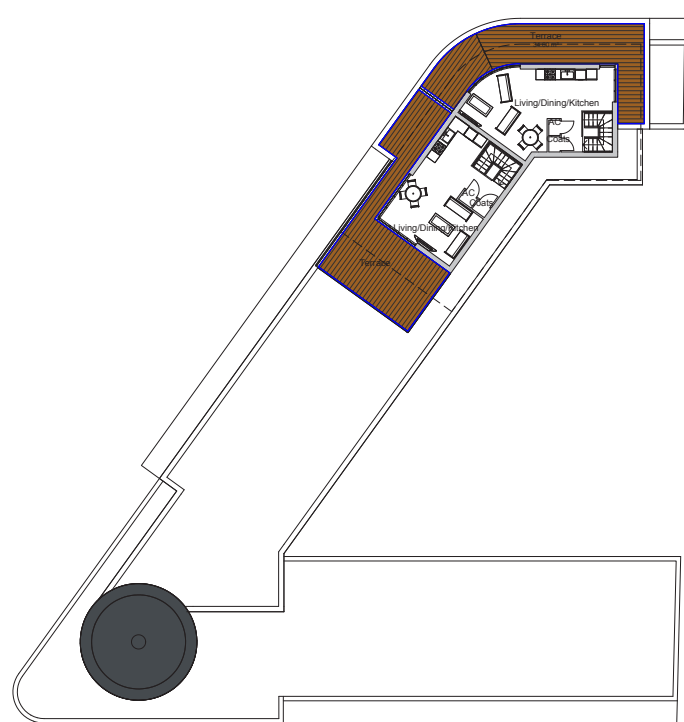


9.0 Landscape and Amenity

The 2 pent-house apartments benefit from a terraced amenity space on the fifth floor providing the residents with panoramic views.

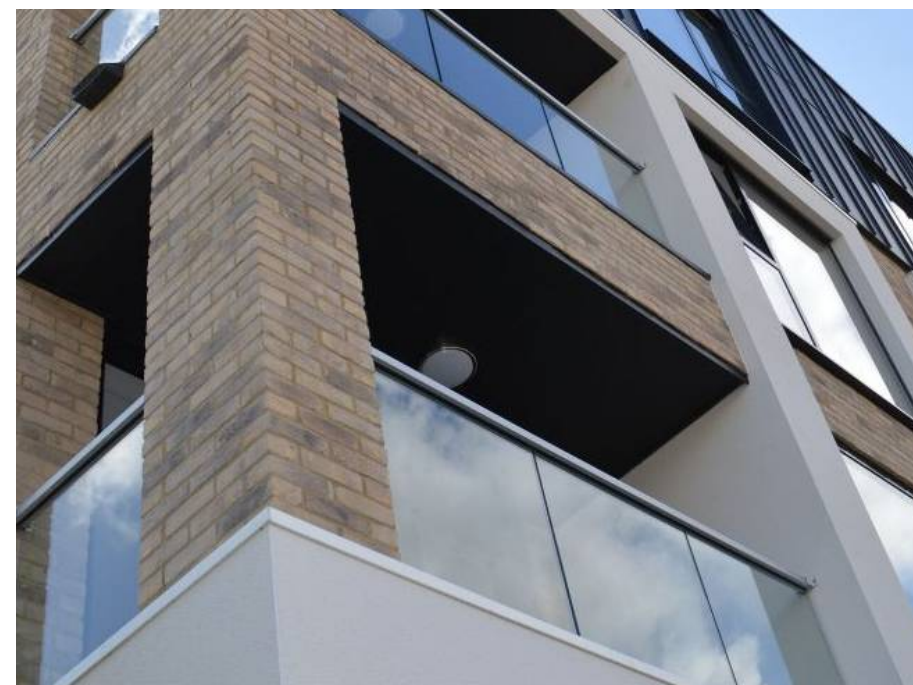
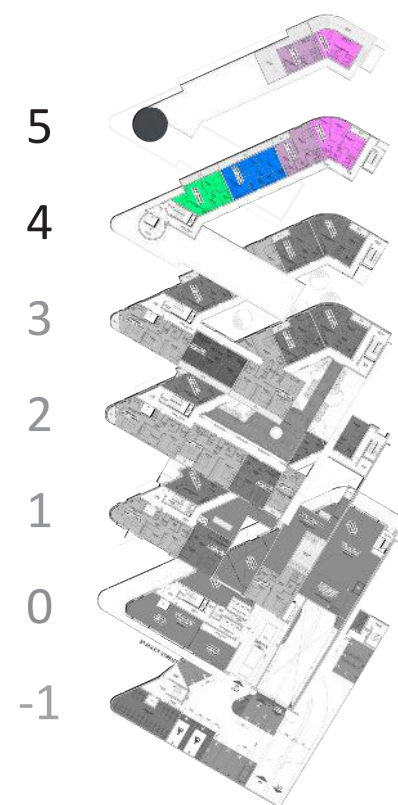


1 PROPOSED AMENITY (FOURTH FLOOR)
1 : 150



2 PROPOSED AMENITY (FIFTH FLOOR)
1 : 150

KEY
PRIVATE INSET BALCONY



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