



FRANCIS ROAD WITHINGTON

A20-045 Design & Access Statement
November 2022 - Rev C

A20-045 Francis Road, Withington



Southgate & Sarabia
ARCHITECTS

INTRODUCTION

Southgate & Sarabia Architects have been commissioned by Southway Housing Trust, to help regenerate the site of a former industrial building in Withington, into a new residential apartment scheme supporting the demand for local homes.

Southway Housing Trust are a committed and forward-thinking not-for-profit local housing company and are passionate about providing excellent homes and outstanding customer care.

The proposed site on Francis road, is located in a well established residential neighbourhood. The street itself has evolved from industrial use at the turn of the 20th century, into a residential cul-de-sac.

The brief is to provide 24 one and two bedroom apartments over 3 floors.

The purpose of the document

This Design & Access Statement has been produced to support a full planning application for the above scheme. This document aims to provide background information on the design development process, explaining how the proposals relate to context, good design guidance and site constraints to enable and inform a planning decision.

Southway Housing Trust are a beneficiary of this report:

Southway Housing Trust
Southern Gate
729 Princess Road
Didsbury
Manchester
M20 2LT



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1.0 THE APPLICANT & DESIGN TEAM

Southway Housing Trust own and manage almost 6,000 homes. Most of these are in Burnage, Chorlton, Didsbury and Withington, but they also have properties in Tameside and East Cheshire. They provide services for tenants, residents, the environment, and wider community of south Manchester and beyond.

Southway's vision is of Thriving Communities. Over the next 10 years they expect their thriving communities to be characterised by:

- Lower levels of child poverty
- Lower levels of loneliness and isolation in all age groups
- Higher levels of employment and social connectedness,
- A supply of homes that is closer to meeting needs,
- And higher levels of satisfaction with our neighbourhoods as a place to live.

The way they do things is determined by their values: They are Caring, Committed and we will be Successful Together.

Southway Housing Trust has commissioned Southgate & Sarabia Architects (SASA) to carryout the design and development of the former industrial infill site at Francis Road, to provide 24 new build one and two bedroom apartments. To provide high quality affordable homes in desirable neighbourhoods where people are happy to live and have the opportunity to achieve their potential.

The brief was to provide an NDSS compliant design, which goes above and beyond in terms of sustainability, with better than new Building regulations for energy use, and all apartments being fully part M4 (2) compliant. They want to create homes and places which enhance the well-being of the people who occupy them, are kinder to the environment by design, and foster a strong sense of community and neighbourhood.

The design team members supporting Southway Housing Trust on this application are:

Southgate & Sarabia Architects Ltd. - Architects
Square Yard - Landscape Architects
Maddox - Planning Consultants
Hydrock - Fire Engineers
Hydrock - Structural & Civil Engineers, Geotechnical Consultants
Ridge Consulting - Environmental Consultant
SK Ltd. - Highways Engineer
Quality Engineering Design Ltd.- Mechanical & Electrical Engineer
RJD Associates - CDM Advisor and Principle Designer
E3P - Ecologist



1.1 OVERVIEW OF THE SCHEME

The brief proposes demolition of the existing industrial unit and construction of a new residential apartment building.

The new development will consist of 24, one and two bedroom apartments, designed to meet or exceed nationally described space standards. The proposals will adopt the recommendations for good design principles set out in national guidance including 'Building for Life 12' and the 'National Design Guide'.

The proposals will help strengthen the residential character of Francis Road while acknowledging its industrial heritage. Our aim is to enhance the sites contribution to its neighbourhood, better defining public and private spaces while improving pedestrian safety and accessibility.

Vehicular access from Cotton Road will be maintained for the users of Kingslea House. Resident vehicle access will be from Francis Road via an underpass, with parking and cycle storage to the rear of the site. This will enable removal of street mounted car parking on Francis Road, allowing better definition of the public footpath and reduction of pedestrian/vehicular crossover.

The site will be designed to have fully accessible routes to all entrances while the internal layout will support a variety of users with universal access to all floors.

The building is to be designed as double fronted, with a primary elevation and entrance on Francis Road, while an active North West elevation and entrance provides passive supervision and flexibility to the rear.

Electrical charging points will be provided to a portion of parking spaces while a covered bike store and flexible internal storage space will be integrated, encouraging the uptake of more active modes of transport.

A mix of private garden spaces, Juliet balconies and communal external spaces will be provided to promote interaction and sense of community.



2.0 SITE LOCATION

2.0.1 Site location

The site on Francis Road, Withington is approximately 4.5 miles South from Manchester City Centre. The location is primarily residential, with Christie Hospital a short walk to the North West.



2.1 ROAD NETWORK

2.1.1 Road network

The site sits centrally inbetween the A34 and the A5103, South East of Withington. The B5093 connects to Cotton Lane, which then connects to Francis Road, where the site sits. Cotton Lane spans off to Heycroft Road, which connects to the A34 via Southlea Road. The B5093 stems from the A5145.



2.2 SITE DESCRIPTION & CONTEXT

2.2.1 Site description & context

Francis Road, sits within a large residential area, with a mixture of 2 and 3 storey houses.

To the West of the site is Kingslea House, a two storey red brick commercial building (View 3), which is used by the NHS. On the opposite side of Francis Road are two storey brick semi-detached houses. As Francis Road meets Cotton Lane we can see more commercial properties. (View 2). To the rear of the site is a series of 2 storey terrace properties on Henwood Road (View 4), with various small extensions to the rear. The property abutting the North East of the site is a grand three storey residential building that helps identify Francis Road (View 1). There are also some local shops and food take-aways positioned around the crossroads of Kingslea Road and Francis Road. (View 5).

Around the area the houses have small gardens to the front, enclosed by privet hedges and brick walls, with a few trees. The roads and pavements are all tarmac with on street parking for the older properties. The newer properties have a drive to the side of the house to provide off street parking.



1 - Residential property next to site



2- Commercial building opposite site

2.3 SITE DESCRIPTION & CONTEXT



4 - Henwood Road, terrace properties to the rear of the site.



3 - Kingslea House



5 - There are some local shops and food take-aways positioned around the crossroads of Kingslea Road and Francis Road.

2.4 SITE ANALYSIS

2.4.1 Local Amenities

The proposed development is situated within a well established residential area.

The site is supported by main bus routes on Wilmslow Road and Pars Wood Road. Burnage train station is within 15mins walk.

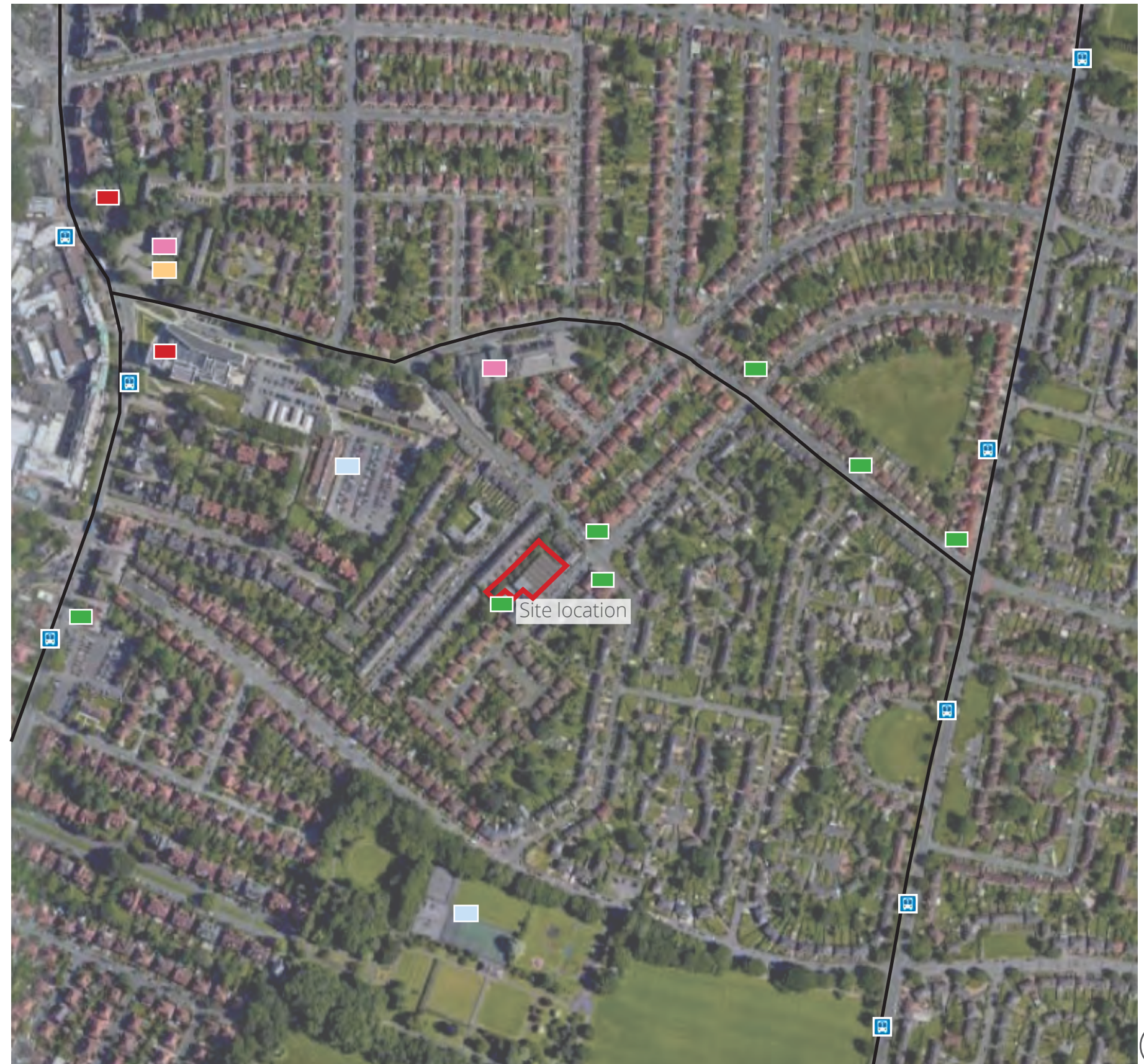
There are grocery shops, takeaways and health care facilities within short walking distance. Larger supermarkets, pubs and restaurants are available within 20mins walk.

There are several schools nearby, the closest being St. Cuthberts Primary School and further North East is Manchester Muslim Preparatory School.

South of the site, within walking distance, is Fog lane park, with a skate park, two basketball courts, four tennis courts, a football pitch and a play park with climbing frames.

Key:

- Health Care
- Commercial
- Site boundary
- Park / sports & leisure
- Religious building
- Education
- Main Roads
- Nearest bus stops



2.5 EXISTING SITE PLAN

2.5.1 Site address

Pellowe House
Francis Road
Withington
Manchester
M20 4XP

Site area = 1560m²

Existing building area :
MPC House (single storey) = 669m².
Pellowe House (2 storey) = 520m².
Total = 1189m²

On site footprint of existing building = **929m²**



2.6 EXISTING LOCATION PLAN



2.7 EXISTING URBAN GRAIN

2.7.1 Key characteristics

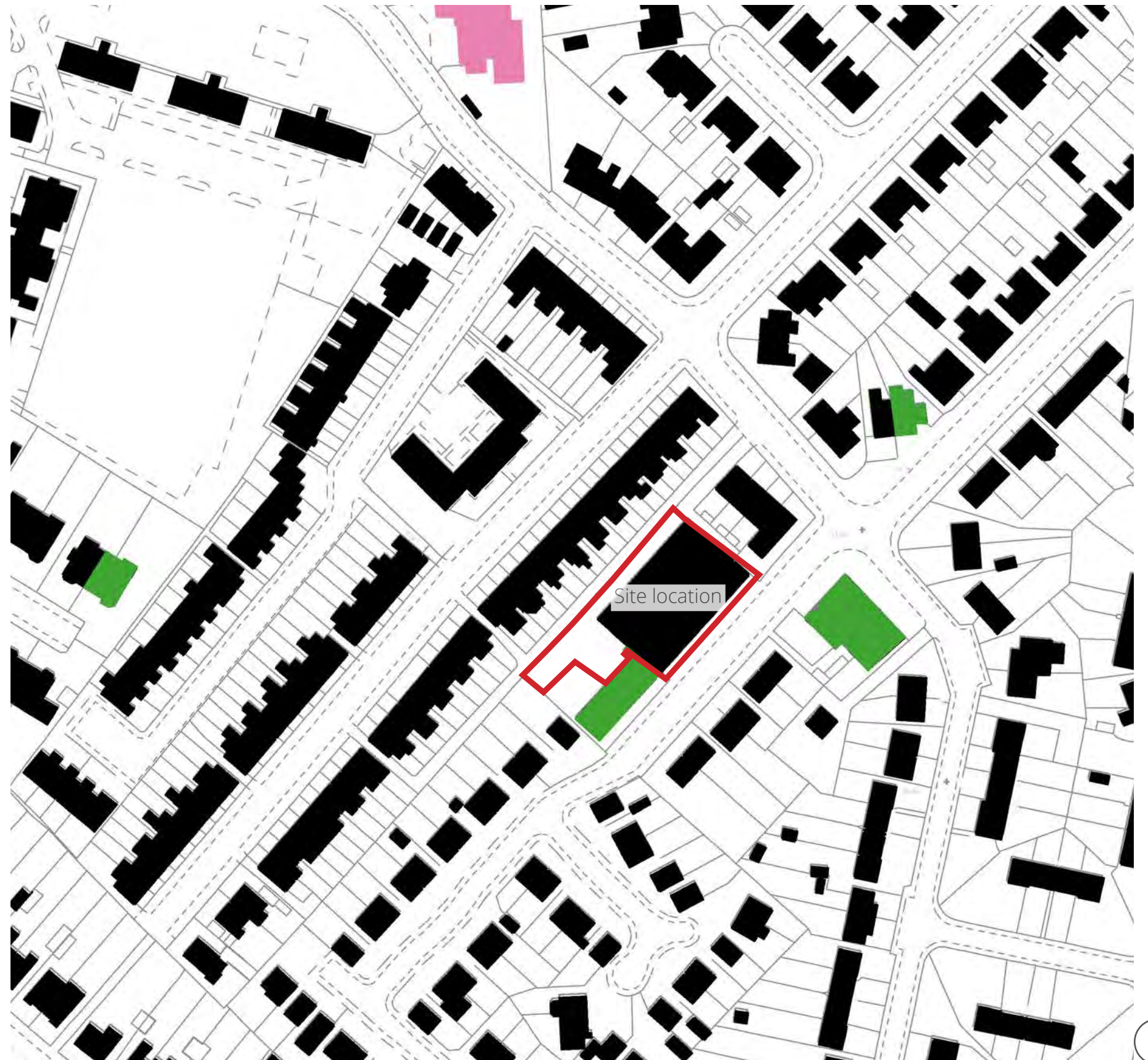
We can see from the urban grain map, that the area is dominated by residential properties. The existing commercial building on our site appears out of proportion with its immediate context.

2.7.2 Wider context

By highlighting local amenity buildings we can start to see how well serviced the site is. The wider context has rows of terrace houses to the North West and semi-detached and detached homes to the North, East and South of the site.

2.7.3 Public realm

Paving in the public realm is almost entirely asphalt with concrete kerb stones.



Building types:

- Residential
- Commercial
- Red line boundary
- Education

2.8 SCALE AND STREET ALIGNMENT - EXISTING SITE SECTIONS

2.8.1 Scale

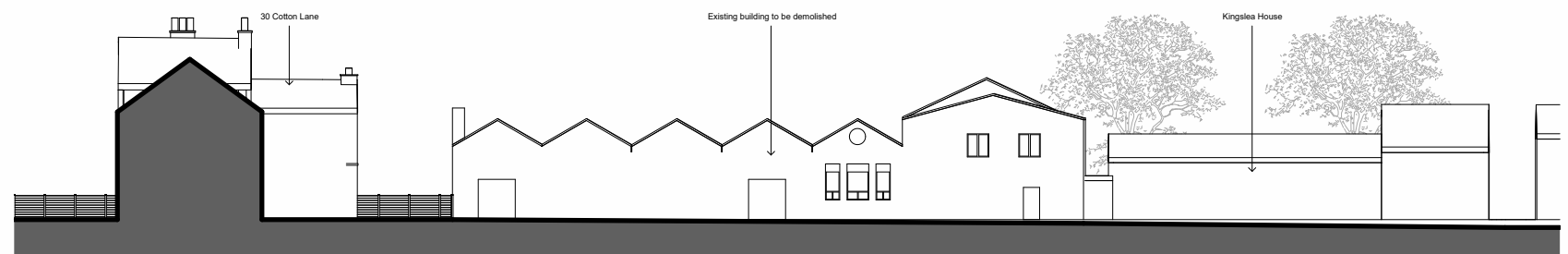
The surrounding buildings set the context and height for the new residential development. The large 3 storey house on the corner of Francis Road and Cotton Lane is an important marker for the street. To retain local character, proposals for the site should remain subservient to this building. Following this principle will allow a proposal of up to 3 storeys.

2.8.2 Existing site section

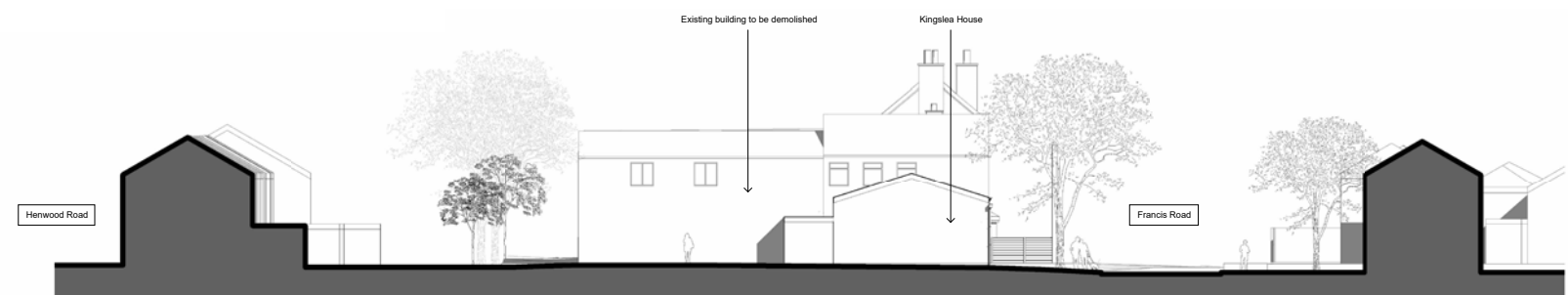
The existing building sits close to the rear of the properties on Henwood Road. If a taller building is proposed, further separation should be considered to avoid increasing overshadowing to existing rear gardens.



Existing South East Elevation (Francis Road)



Existing North West Elevation (Rear)



Existing Site Section through Francis Road and Henwood Road

2.9 HISTORICAL ANALYSIS OF THE EXISTING SITE

2.9.1 Historical analysis

1908

East of the site appears to be primarily agricultural land. To the West of the site, we can see the spread of residential development from Withington centre. Cotton Hill has been established while Henwood road appears to be known as Henry St. Francis road has not yet been formed.

1922

In 1922, Henry street was further developed. The terrace that fronts Cotton lane and turns the corner into Francis road has now been built. The original laundry building has now appeared on the site. Land to the East still seems to be predominantly agricultural.

1935

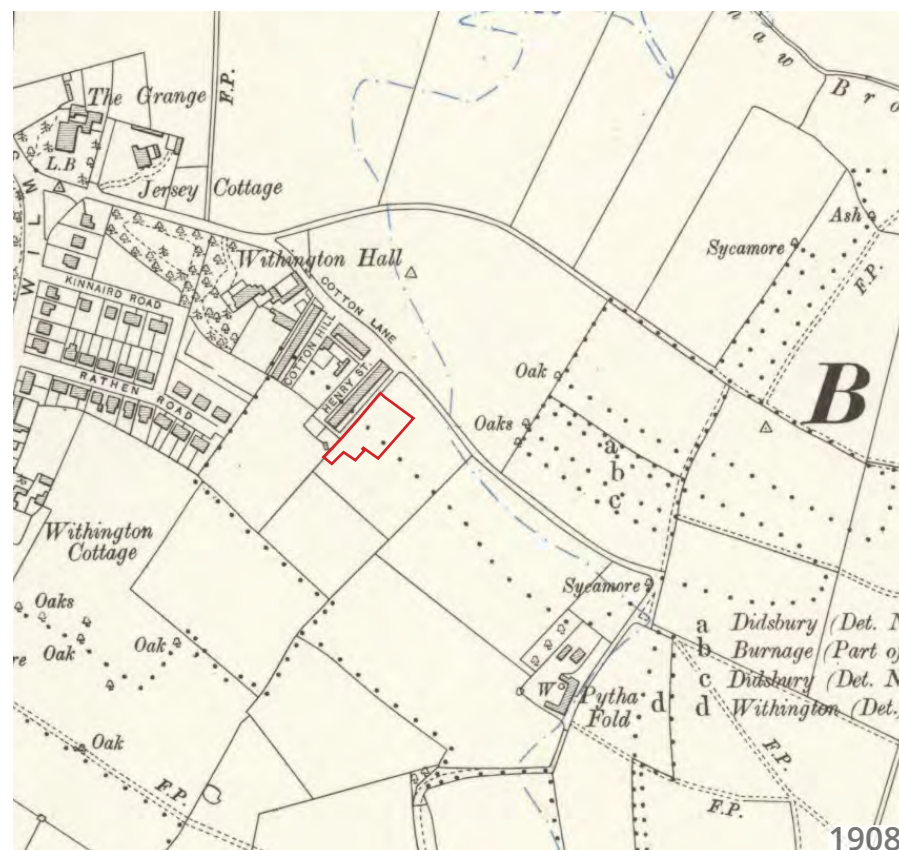
The next 13 years has seen significant residential development to the East of the site. The brick semi-detached properties to the south side of Francis road have been built. The increase in population has encouraged the development of a sports ground and pavilion to the South West of the site. Parkville road to the south appears to be part way through construction.

1970

By 1970 the sports ground had become a girl's high school. The laundry building appears to have expanded slightly, while Kingslea House can now be seen next door.

PRESENT

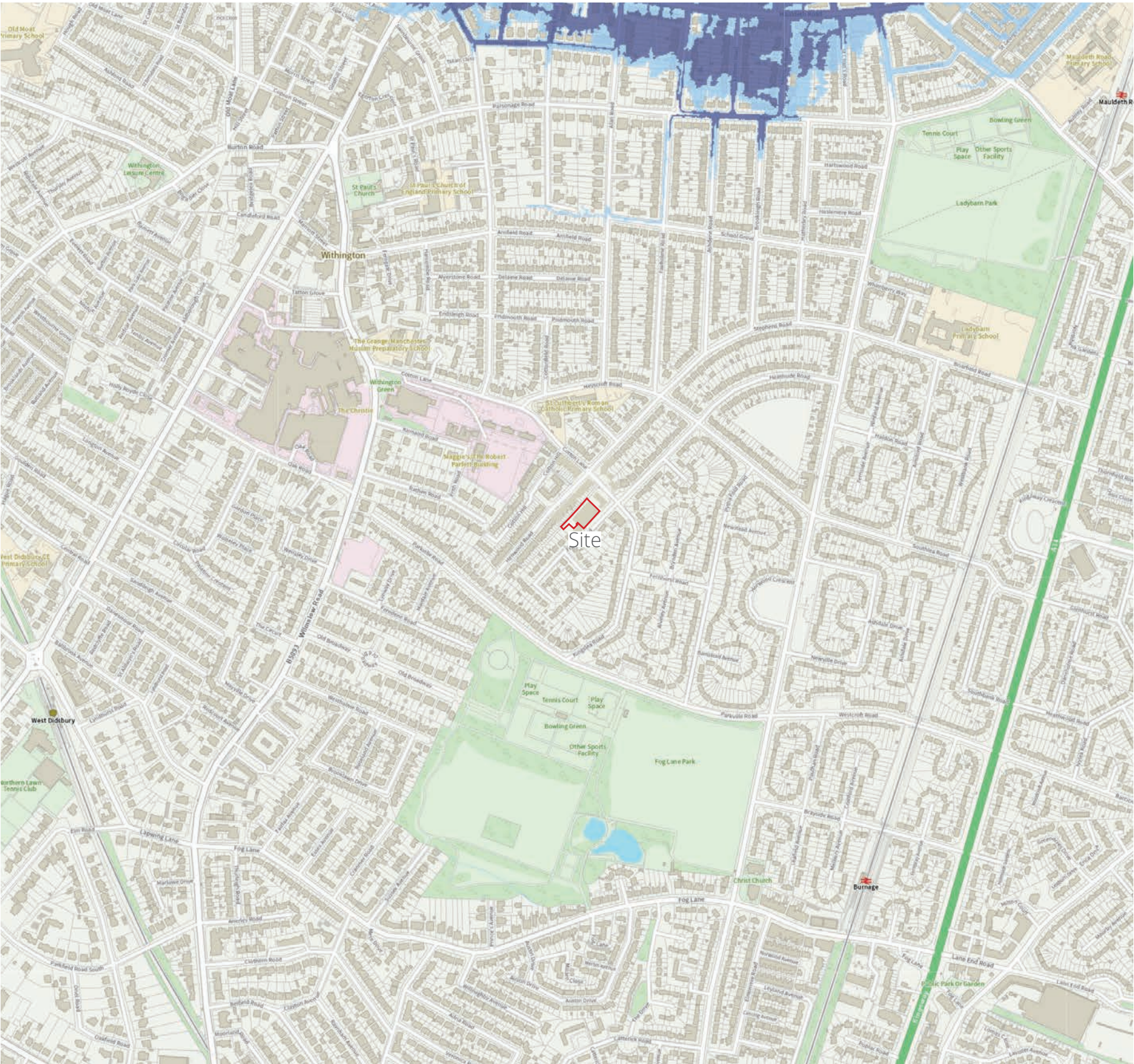
Today, Franis road has evolved into a residential cul-de-sac. The High school has been demolished to make way from more semi-detached housing.



2.10 FLOOD RISK

2.10.1 Flood risk

The site sits within flood zone 1 (lowest risk of flooding)

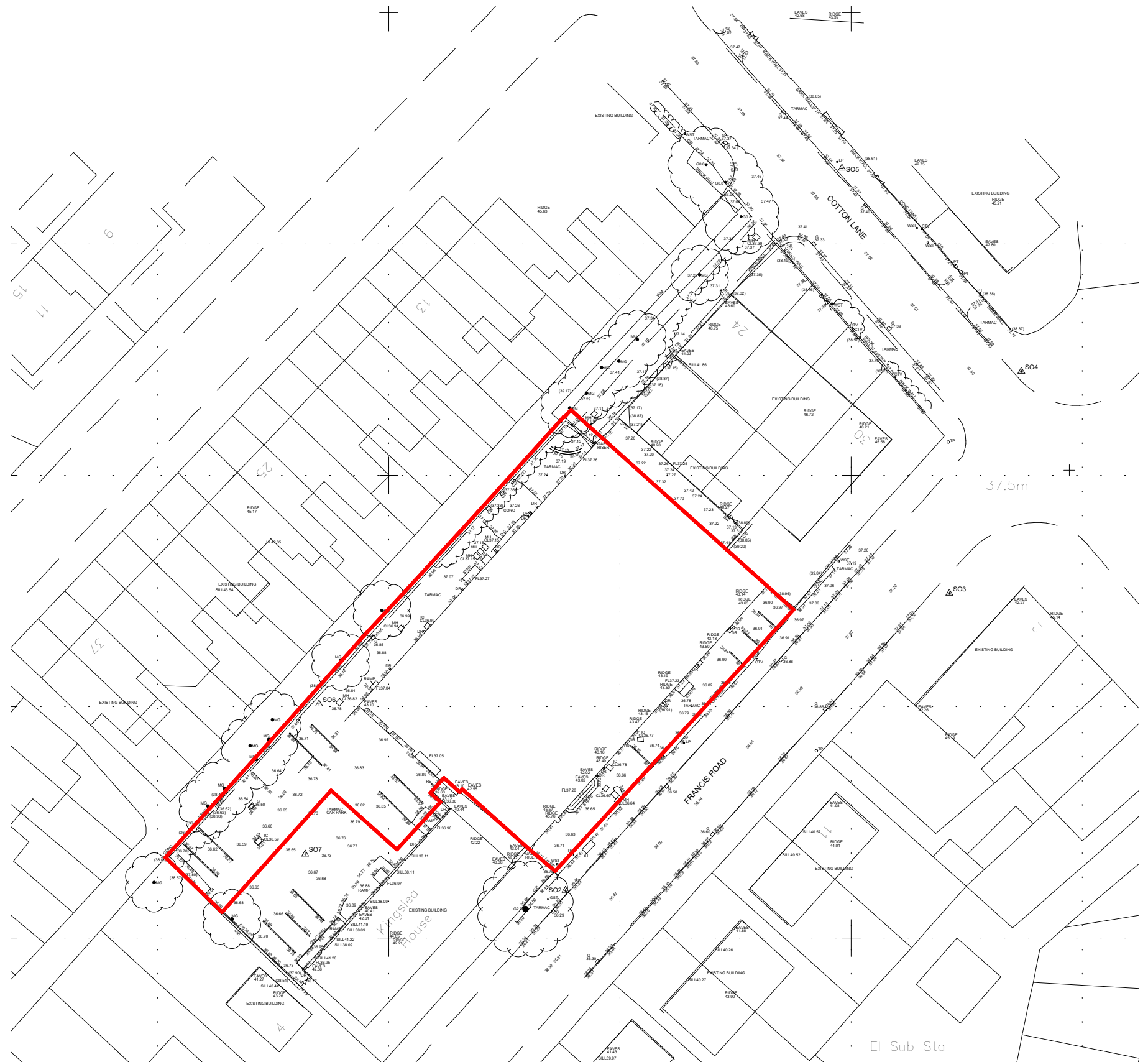


2.11 TOPOGRAPHICAL SURVEY OF THE SITE

2.11.1 Site Levels

The site is relatively flat, which gives a good base for the new development. Existing levels gradually fall from a high point of 37.39m at the North East site entrance to a low of 36.50m towards the South West end of the existing rear car park area.

The existing floor levels are approximately 37.15m. The existing street level of the footpaths on Francis Road appear to sit below the existing floor levels, providing gradual falls away from the building.



2.12 SITE OPPORTUNITIES & CONSTRAINTS

2.12.1 Opportunities

The development is located within a well established residential area with local amenities and transport links that would support residential development.

Existing street mounted parking along Francis Road could be removed to allow enhancement of the public realm and improve pedestrian safety.

South East/North West orientation allows a balance of useful morning daylight/heat gains while also having passive evening cooling in summer.

Large end terrace house on corner of Cotton Lane and Francis Road establishes a context height that supports 3 storey development.

2.12.2 Constraints

Existing vehicle access road to rear of the site off Cotton Lane.

Overlooking distances to adjacent properties on Francis Road and Henwood Road need to be carefully considered when positioning the building.

Abutment with Kingslea house defines part of the boundary.

Existing building forms part of the rear boundary to 30 Cotton Lane.

Key:

-  Site boundary
-  Noise from the road
-  Entry points
-  Existing trees



2.13 SITE ACCESS

2.13.1 Site access

The existing site is accessed by vehicles via a private single track road from Cotton Lane (1). The existing building has a primary pedestrian entrance on Francis Road. Street mounted parking is currently provided along the Francis Road boundary with vehicles crossing over the public footpath (2).



Key

□ Site boundary



2.14 SITE PHOTOGRAPHS



Cotton Lane, site entrance next to terrace housing.



Cotton Lane, view down the entrance.



Cotton Lane, taller end terrace building turns corner into Francis Road.



Cotton Lane, right hand side view of the site entrance.



Cotton Lane, view down the road towards Francis Road.



Cotton Lane, opposing property to the site entry point.

2.15 SITE PHOTOGRAPHS



The start of Francis Road, commercial building.



The start of Francis Road, commercial building, front facade.



Francis Road, Kingslea House next door to the site.



Francis Road, elevation view towards the South West end of the existing industrial building.



Francis Road, central elevation view of the existing industrial building.

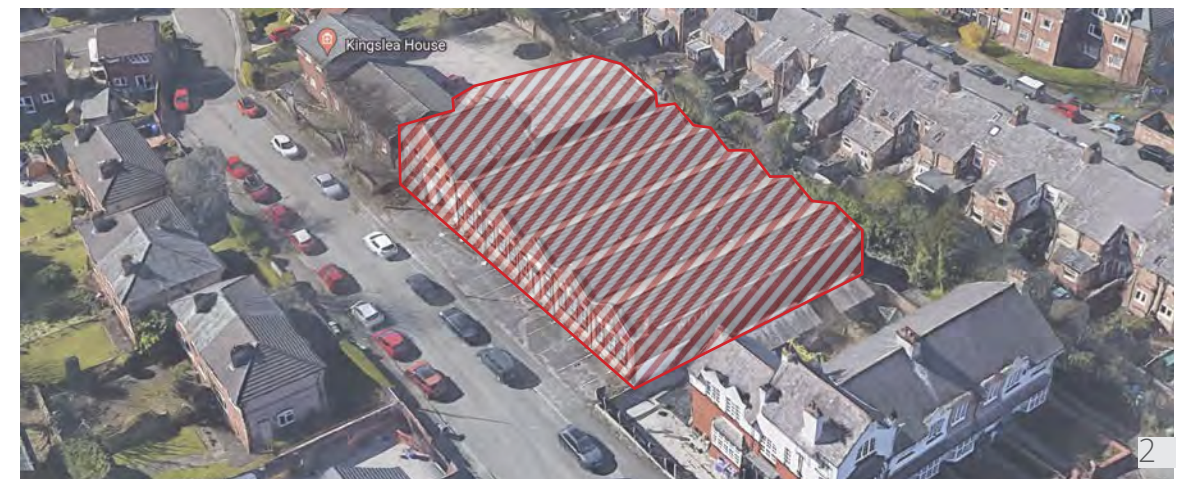
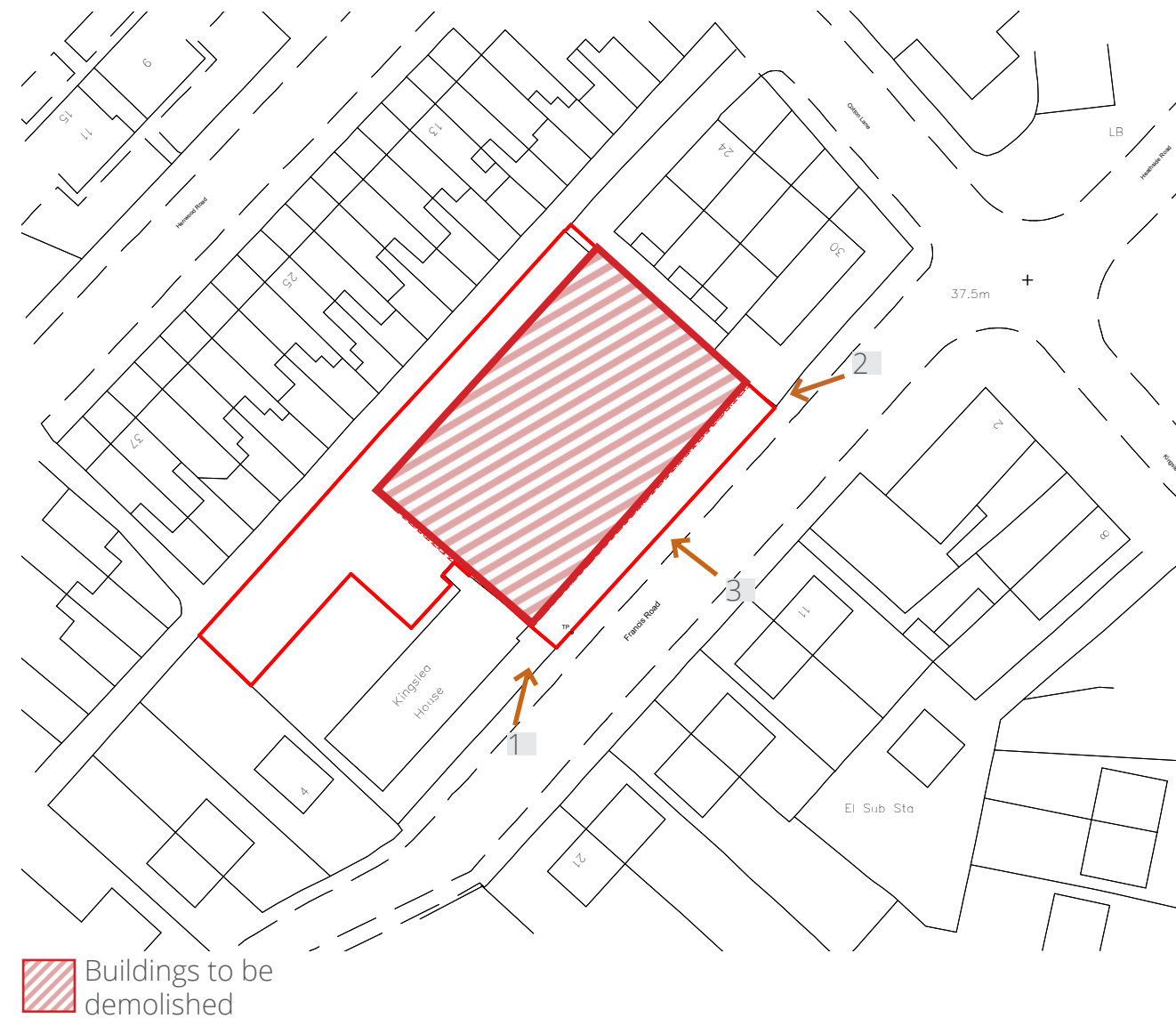


Francis Road, view towards the North East end of the existing industrial building and its abutment with 30 Cotton Lane.

2.16 DEMOLITION PLAN

2.16.1 Demolition

The existing industrial building will need to be demolished to provide a brownfield site for the new development. The site will be cleared by a demolition contractor and all existing materials on the site will be removed.



3.0 DESIGN APPROACH

3.0.1 Design approach

The proposed building design has been directly informed by its local context, the site history and its future role within the community. The design aims to regenerate the site by embracing the residential evolution of Francis Road while paying homage to its industrial roots.

While the proposed footprint is reduced in depth from the existing building, it still allows apartments to be arranged around a central access corridor, providing active façades to both primary elevations. This achieves an early design aspiration for a double fronted building that gave natural supervision and security to private parking areas at the rear.

The simple building form is articulated by steps in the facade to help aid orientation. Standardised, stacked apartment layouts help achieve a regulated and well proportioned facade with large openings and expressed head details, retaining some of the character and scale of the sites former industrial use.

3.0.2 Elevation Development

While the proposed building is 3 storeys high, the building height is restrained by use of a low profile roof. This keep the building subservient to 30 Cotton Lane, maintaining its presence landmark to identify the street.

The design proposes a simple, traditional construction building with red brick to each façade, highlighted using feature engineering red brick details above the windows and doors.

The design has evolved by exploring at different brick detail options and window articulation. The windows were developed to carefully balance natural daylight, ventilation and overheating. The repetition reflects the industrial nature of the building it replaces, utilising the feature brick details to give the elevations a timeless elegant appearance that will be easy to maintain



Option 1



Option 2



Option 3



Option 4



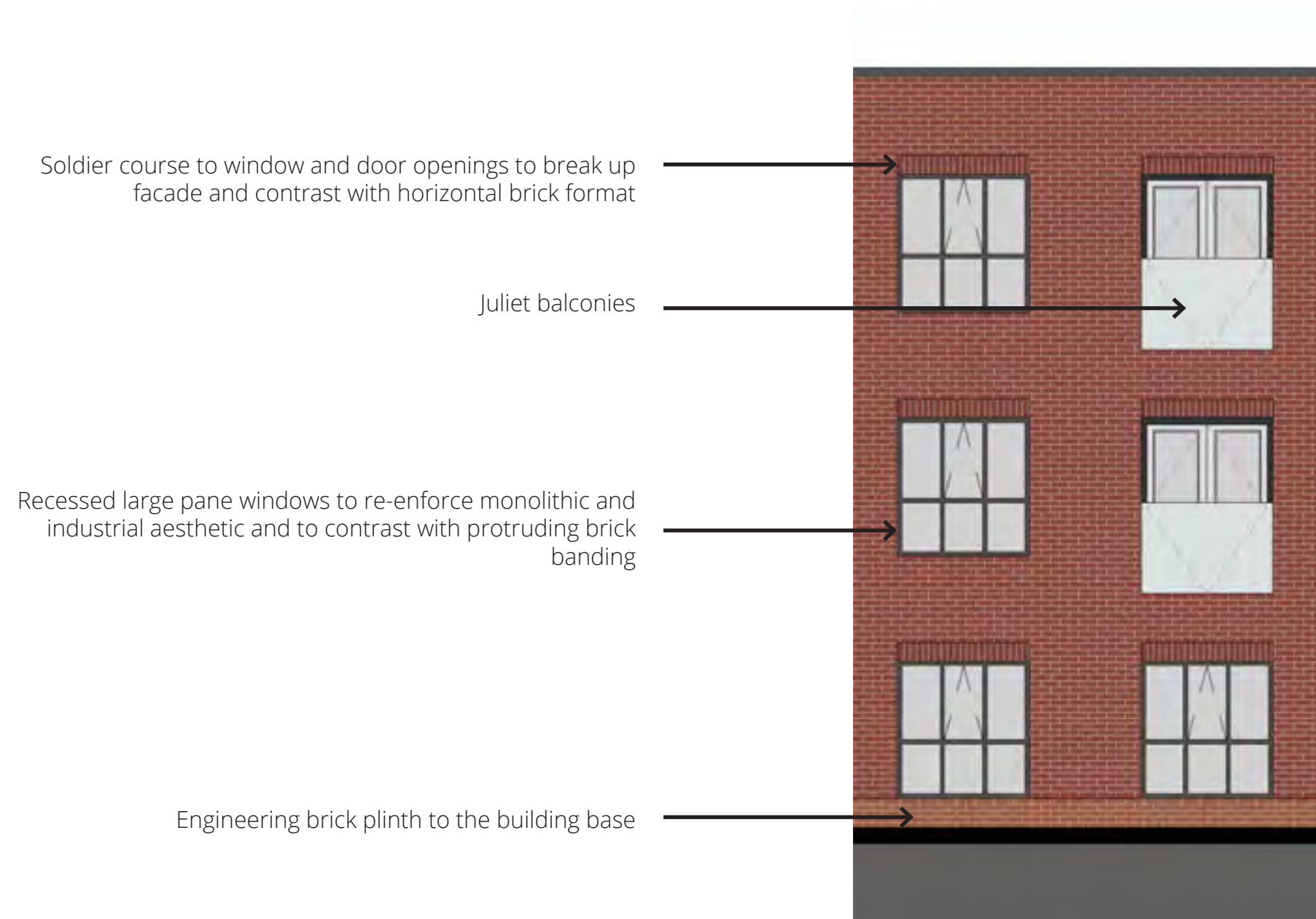
Option 5



Option 6

3.1 ELEVATIONAL TREATMENT

3.1.1 Typical bay elevation

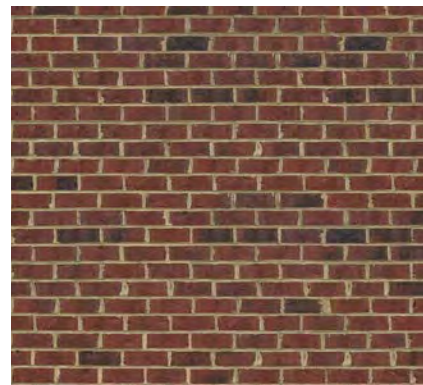


3.2 MATERIALITY

3.2.1 Materiality

The local materials are predominantly brick or brick and render, with various types of red, multi-reds and buff bricks. Many buildings have used complementary bricks to add details to the heads and cills of doors and windows, with corner features and chimney features.

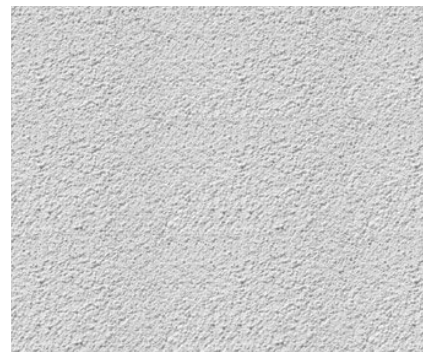
The new building will be built from traditional construction and will be a 3-storey red brick building with a flat roof. A feature engineering brick has been introduced for a soldier course above all windows and doors, with a dental course around the centre of each floor and a 3 course detail to the base of the building. Grey windows and doors will contrast with the red brick.



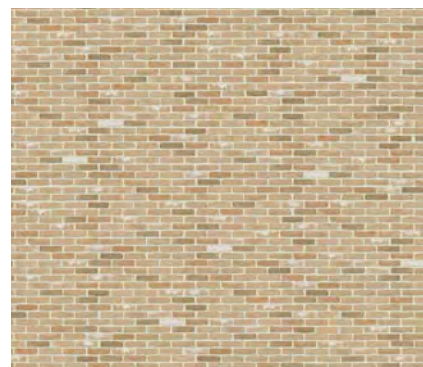
Red brick



Slate roof



Render



Multi-buff brick



Grey windows



Red brick with feature soldier course and feature render (Existing building on-site)



Feature brick details (Existing building on-site)



Image showing the variety of materials around the site

3.3 BRICK DETAILS & PRECEDENT IMAGES

3.3.1 Brick Detail & Precedent Text

The design has been inspired by simple brick details using repetitive window details, large format openings and brick feature banding and head details.



4.0 PROPOSED SITE PLAN

4.0.1 Proposed site plan

The building has been carefully positioned to maximise the potential of the external space to the rear while enhancing the street frontage on Francis Road.

Vehicular access to the rear of the site will be via an underpass from Francis Road.

Existing street mounted parking on Francis Road has been removed to allow landscaped buffer zones between the building and the public footpath. This improves definition of public/private spaces while improving pedestrian safety.

Secure private external spaces to ground floor apartments on the Francis Road elevation help provide privacy while ensuring ownership and maintenance of the public facing street frontage.

External seating and planters provide communal external space at the rear side of the building, positioned to take advantage of sunlight from early afternoon through to sunset.



- Key:**
- Red line boundary
 - Proposed Boundary Treatment

4.1 MOVEMENT & SITE ACCESS

4.1.1 Car parking

15 parking spaces have been provided to the rear of the development which are to be accessed from Francis Road via an underpass. 20% of these spaces (3 spaces) are to be electric vehicle (EV) standard. The parking in the rear car park will be for residents only.



Private lane accessed via Cotton Lane

4.1.2 Refuse

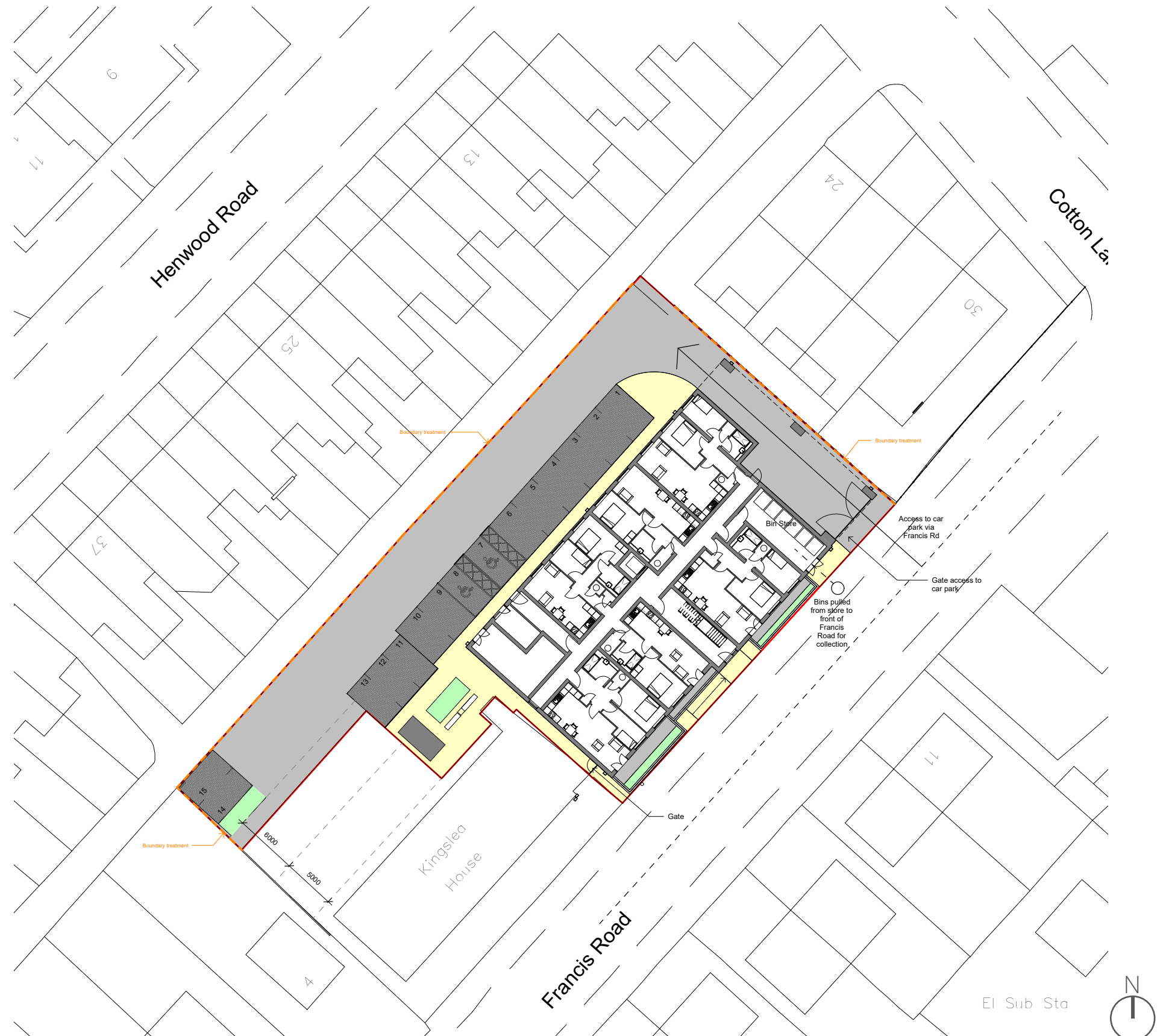
There is a communal bin store at the front of the property, which is for the use of each resident. Bins will be collected by the Local Authority.

4.1.3 Cycle storage

There is an internal cycle store at the rear of the property as well as an external store to ensure that a minimum of 12 cycle spaces are provided.

4.1.4 Pedestrian & Cycle access

The primary pedestrian entrance to the building is central to the Francis Road Elevation. A secondary entrance provides direct access from the rear car park. There is an external path from the front to rear of the building along the South West Elevation. This provides an alternative route for bringing cycles through to the rear. All routes are fully accessible.

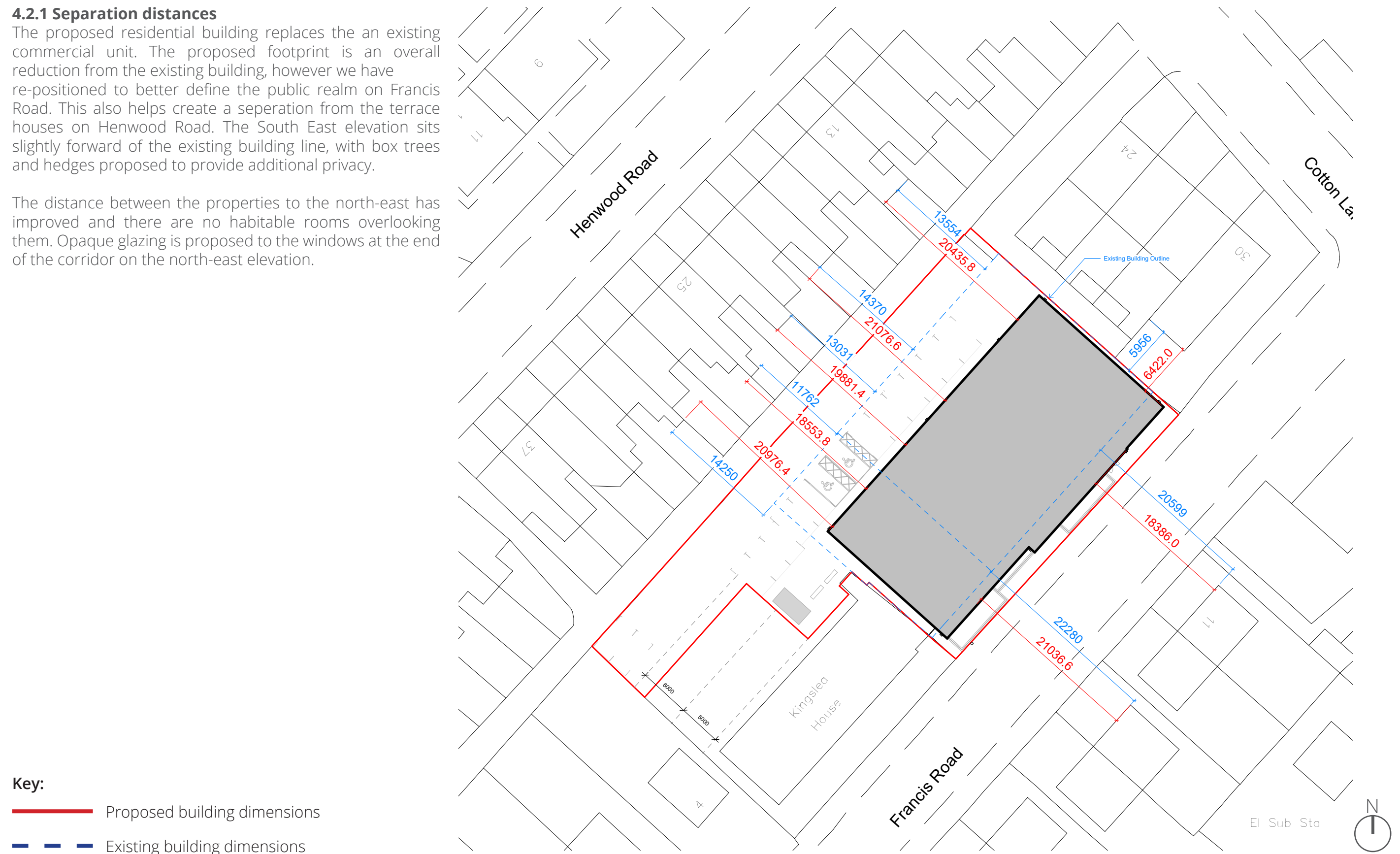


4.2 PROPOSED SITE PLAN - DISTANCES

4.2.1 Separation distances

The proposed residential building replaces the an existing commercial unit. The proposed footprint is an overall reduction from the existing building, however we have re-positioned to better define the public realm on Francis Road. This also helps create a separation from the terrace houses on Henwood Road. The South East elevation sits slightly forward of the existing building line, with box trees and hedges proposed to provide additional privacy.

The distance between the properties to the north-east has improved and there are no habitable rooms overlooking them. Opaque glazing is proposed to the windows at the end of the corridor on the north-east elevation.



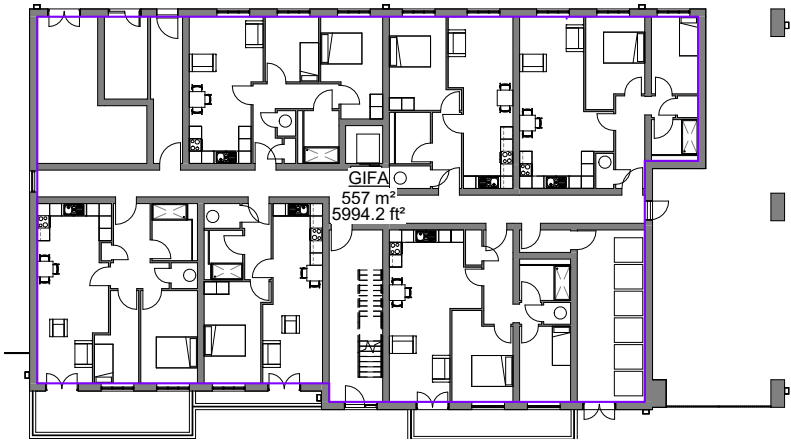
4.3 PROPOSED AREA SCHEDULE

Francis Road - Schedule A			
Level	Name	Department	Apartment / Room Area
Level 0 - Ground Floor	Bin St	Bin Store	27 m²
Level 0 - Ground Floor	Circulation	Circulation	24 m²
Level 0 - Ground Floor	Corridor	Circulation	42 m²
Level 0 - Ground Floor	Cycle St	Cycle Store	8 m²
Level 0 - Ground Floor	Plant Room	Plant Room	28 m²
Level 0 - Ground Floor	Room	Circulation	11 m²
Level 0 - Ground Floor	Unit-01	2B 3P	62 m²
Level 0 - Ground Floor	Unit-02	1B 2P	50 m²
Level 0 - Ground Floor	Unit-03	2B 3P	67 m²
Level 0 - Ground Floor	Unit-04	2B 3P	68 m²
Level 0 - Ground Floor	Unit-05	1B 2P	50 m²
Level 0 - Ground Floor	Unit-06	2B 3P	67 m²
Level 01 - First Floor	FF Corridor	Circulation	50 m²
Level 01 - First Floor	FF Stair Corridor	Circulation	22 m²
Level 01 - First Floor	Unit-07	1B 2P	50 m²
Level 01 - First Floor	Unit-08	2B 3P	62 m²
Level 01 - First Floor	Unit-09	1B 2P	50 m²
Level 01 - First Floor	Unit-10	1B 2P	51 m²
Level 01 - First Floor	Unit-11	1B 2P	51 m²
Level 01 - First Floor	Unit-12	1B 2P	50 m²
Level 01 - First Floor	Unit-13	1B 2P	51 m²
Level 01 - First Floor	Unit-14	1B 2P	50 m²
Level 01 - First Floor	Unit-15	1B 2P	50 m²
Level 01 - First Floor	Unit-16	2B 3P	62 m²
Level 02 - Second Floor	FF Corridor	Circulation	42 m²
Level 02 - Second Floor	FF Stair Corridor	Circulation	22 m²
Level 02 - Second Floor	Unit-17	1B 2P	50 m²
Level 02 - Second Floor	Unit-18	2B 3P	62 m²
Level 02 - Second Floor	Unit-19	1B 2P	50 m²
Level 02 - Second Floor	Unit-20	1B 2P	51 m²
Level 02 - Second Floor	Unit-21	1B 2P	51 m²
Level 02 - Second Floor	Unit-22	1B 2P	50 m²
Level 02 - Second Floor	Unit-23	1B 2P	50 m²
Level 02 - Second Floor	Unit-24	2B 3P	62 m²

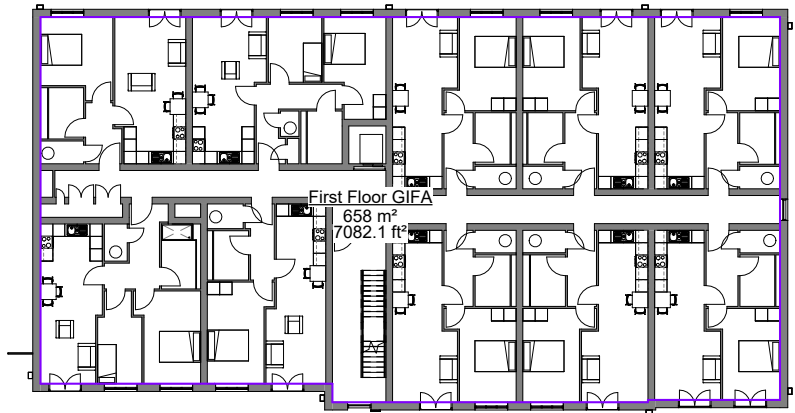
Area Schedule (GIFA) - Schedule B	
Level	GIFA
Level 0 - Ground Floor	557 m²
Level 01 - First Floor	658 m²
Level 02 - Second Floor	539 m²
Total GIFA: 3	1754 m²

'Schedule A' highlights the GIFA for the Units throughout the scheme, along with the areas for the supporting spaces.

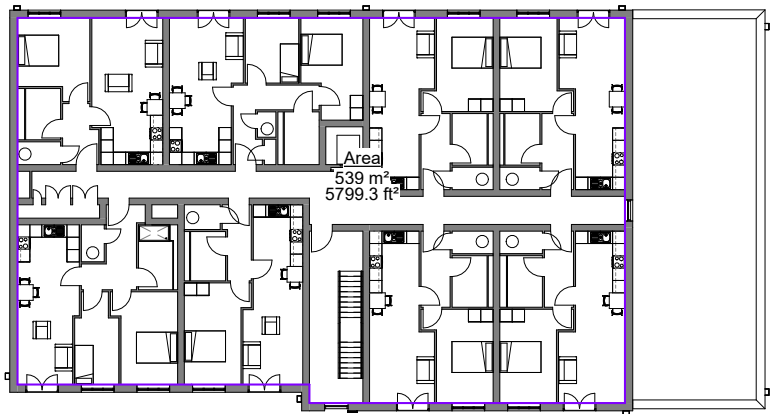
It does not include the walls/partitions that divide these spaces and therefore will not total the GIFA's as given in 'Schedule B'.



Ground Floor - GIFA



First Floor - GIFA



Second Floor - GIFA

4.4 PROPOSED GROUND FLOOR PLAN

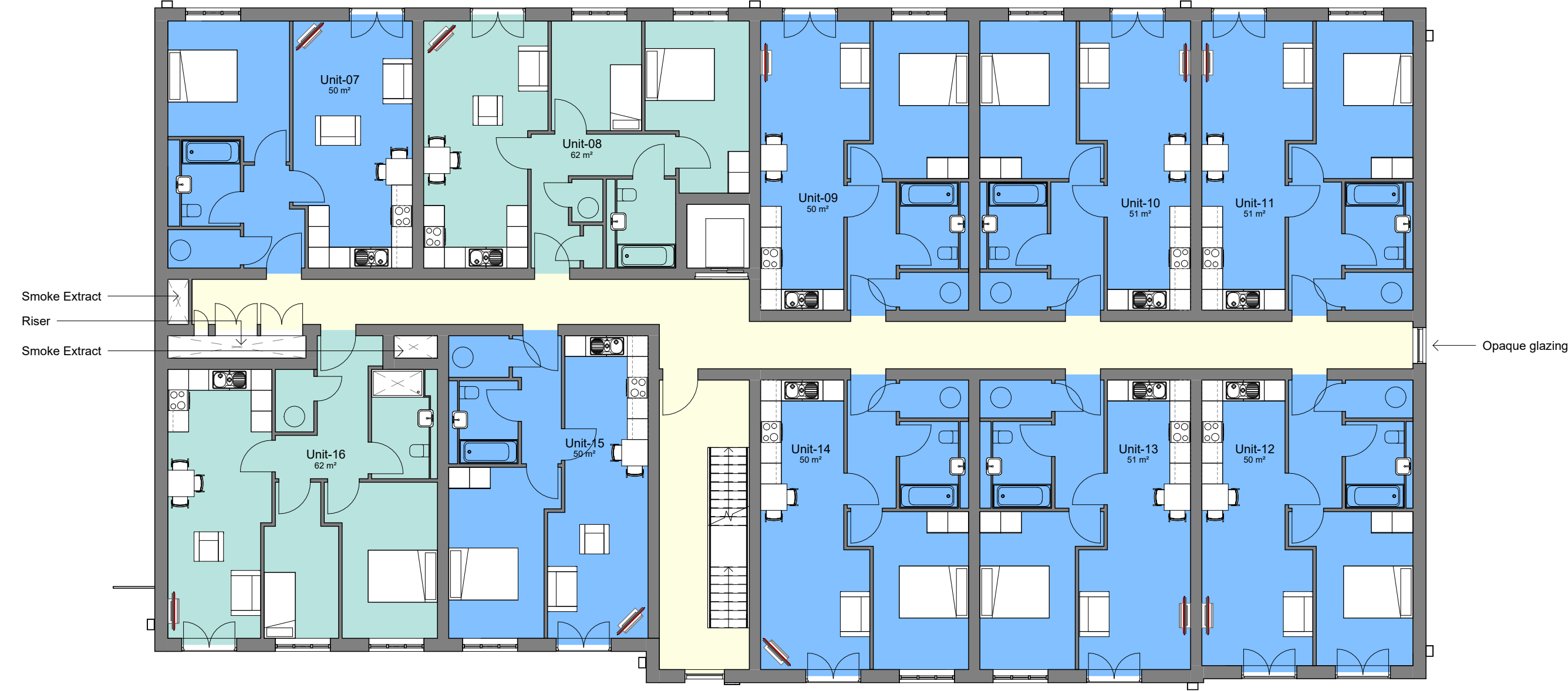


Legend

- 1B 2P
- 2B 3P
- Bin Store
- Circulation
- Cycle Store
- Plant Room



4.5 PROPOSED FIRST FLOOR PLAN

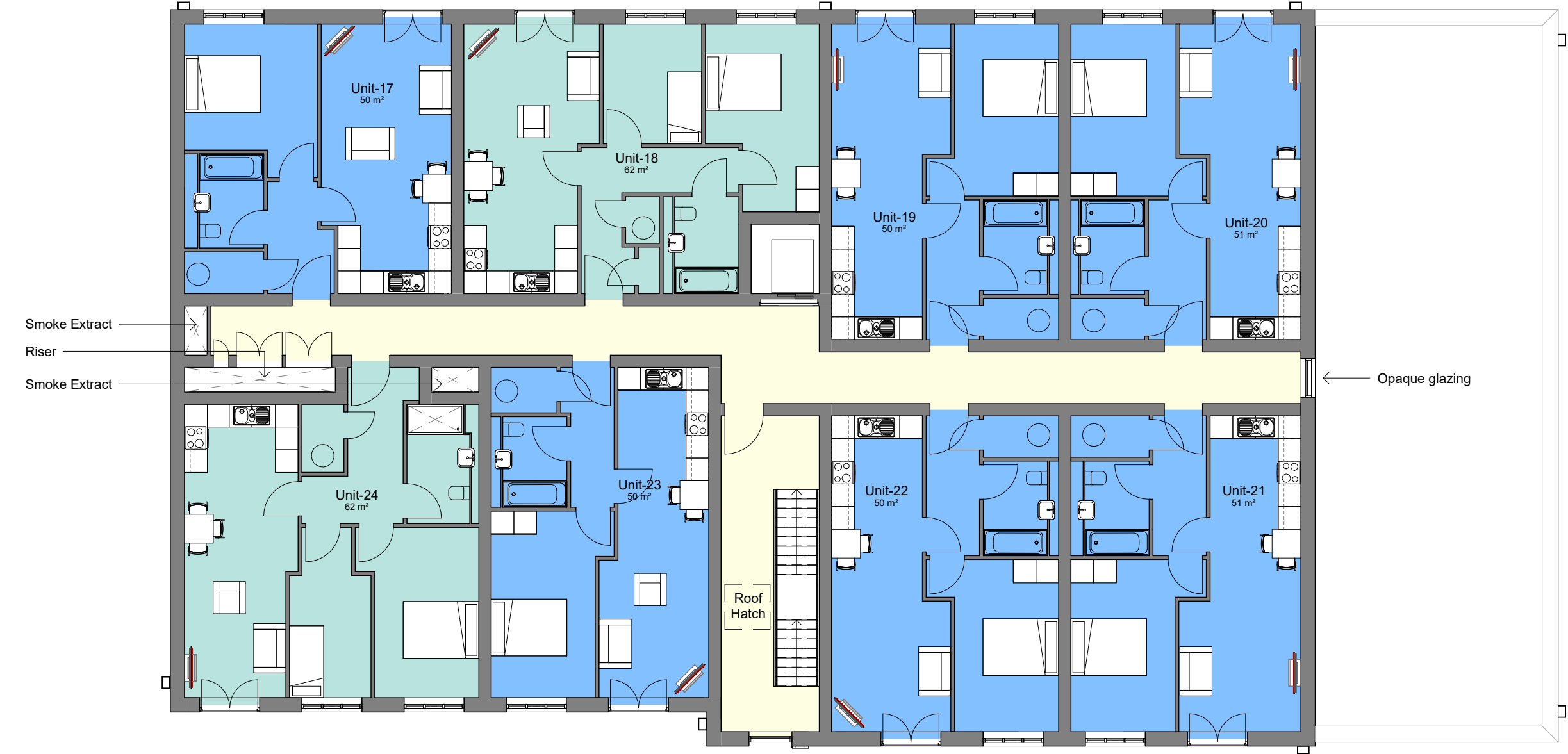


Legend

- 1B 2P
- 2B 3P
- Circulation



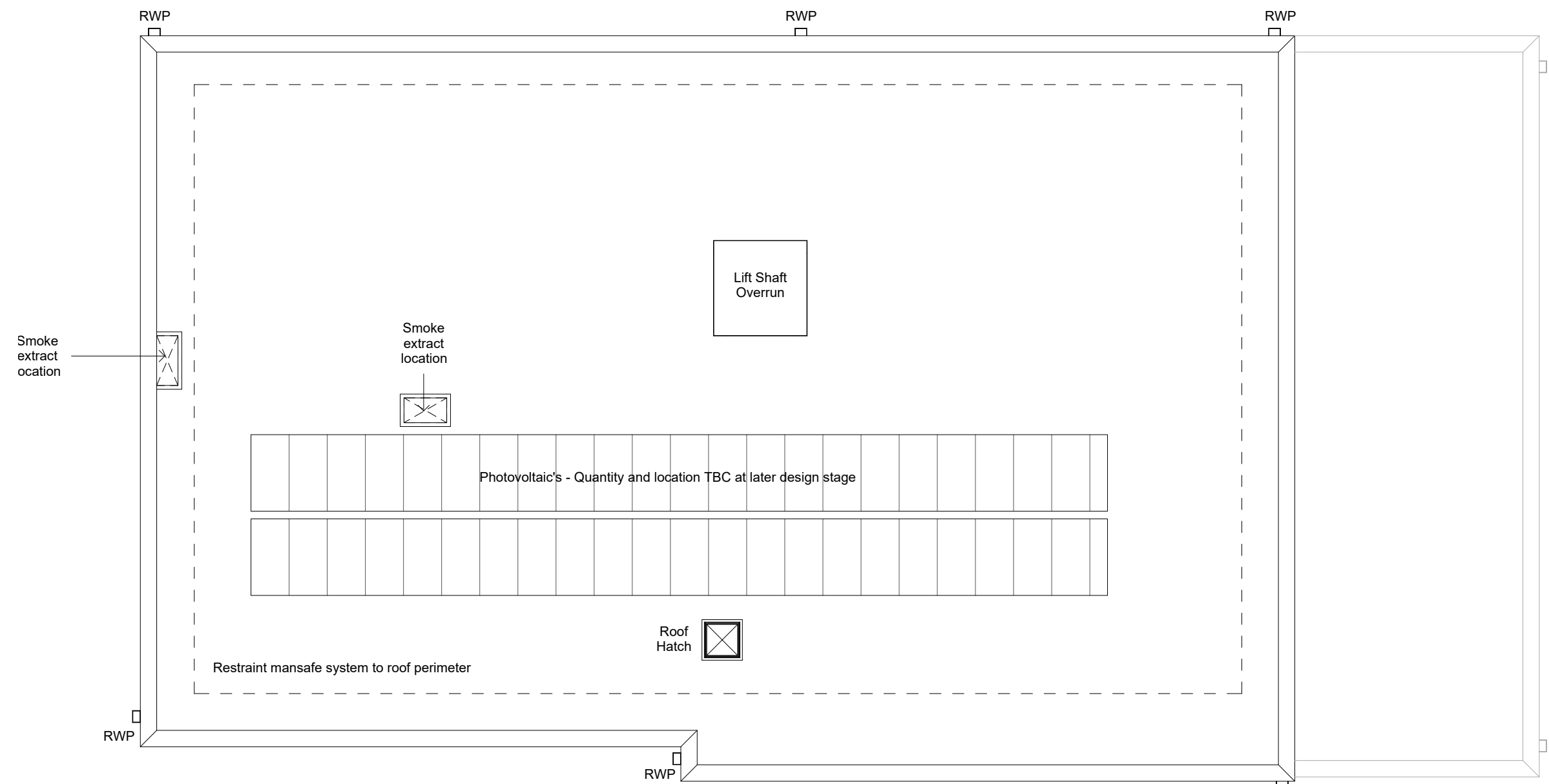
4.6 PROPOSED SECOND FLOOR PLAN



Legend

- 1B 2P
- 2B 3P
- Circulation

4.7 PROPOSED ROOF PLAN



4.8 PROPOSED NORTH WEST ELEVATION



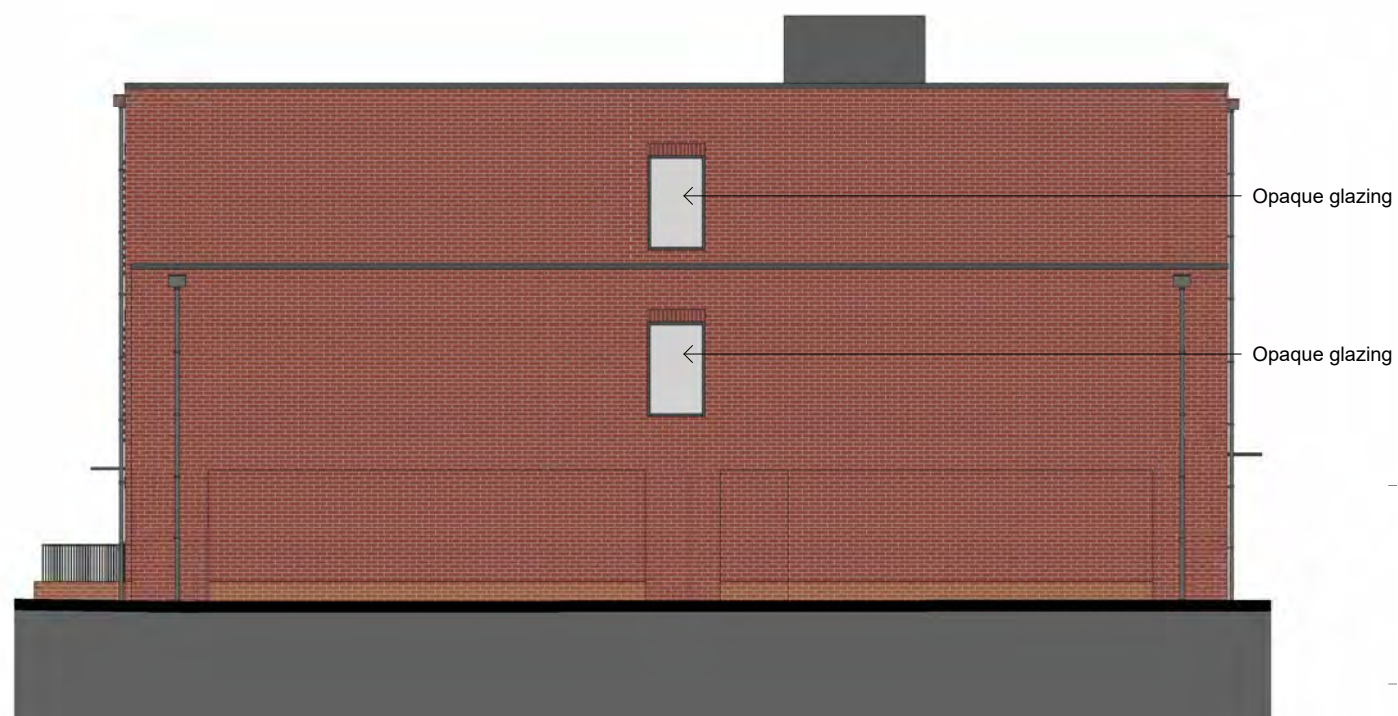
North Elevation (Rear Elevation)

4.9 PROPOSED SOUTH EAST ELEVATION

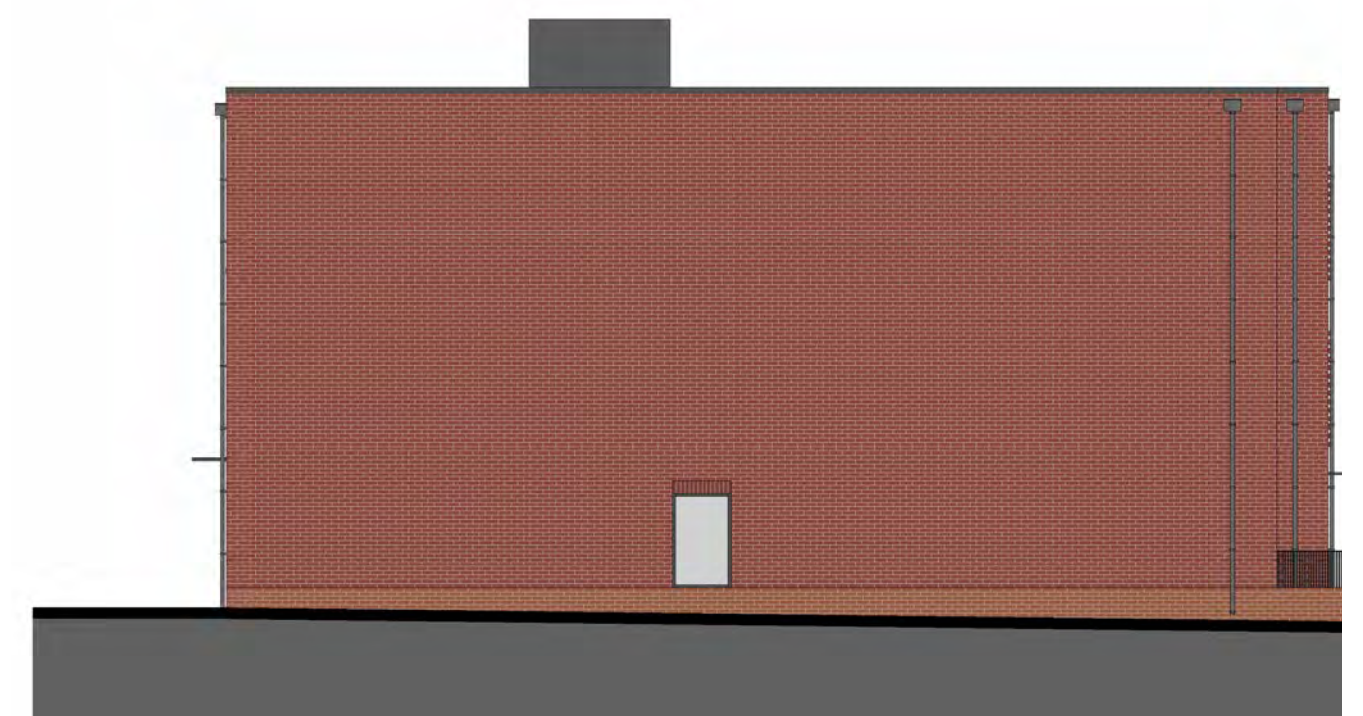


South East Elevation (Front Elevation)

4.10 PROPOSED NORTH EAST & SOUTH WEST ELEVATIONS



North East Elevation

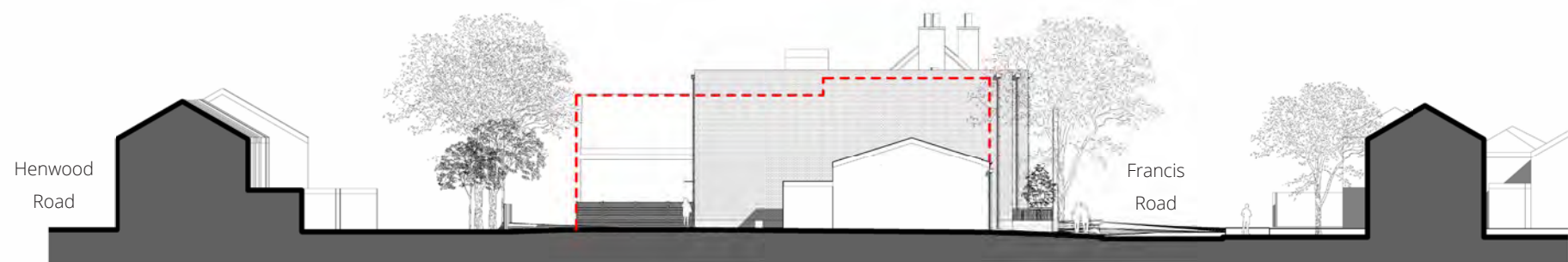


South West Elevation

4.11 PROPOSED SITE ELEVATIONS (EXISTING COMPARISON)



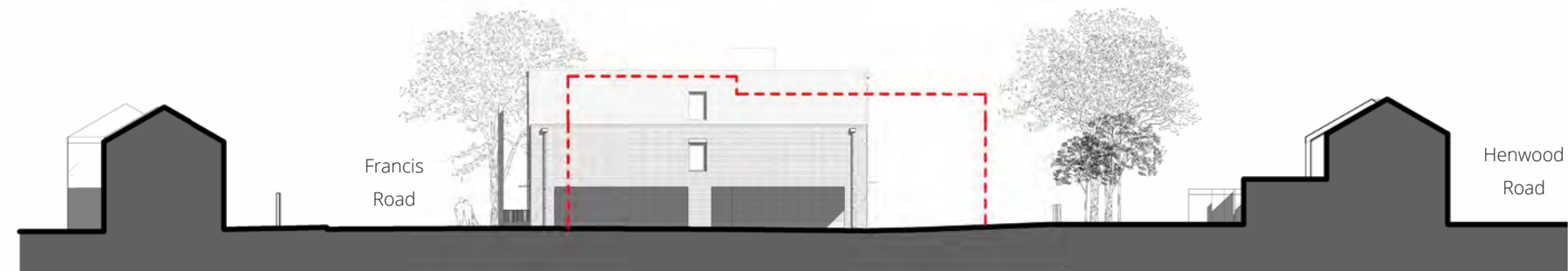
South East Elevation (Front Entrance)



South West Elevation



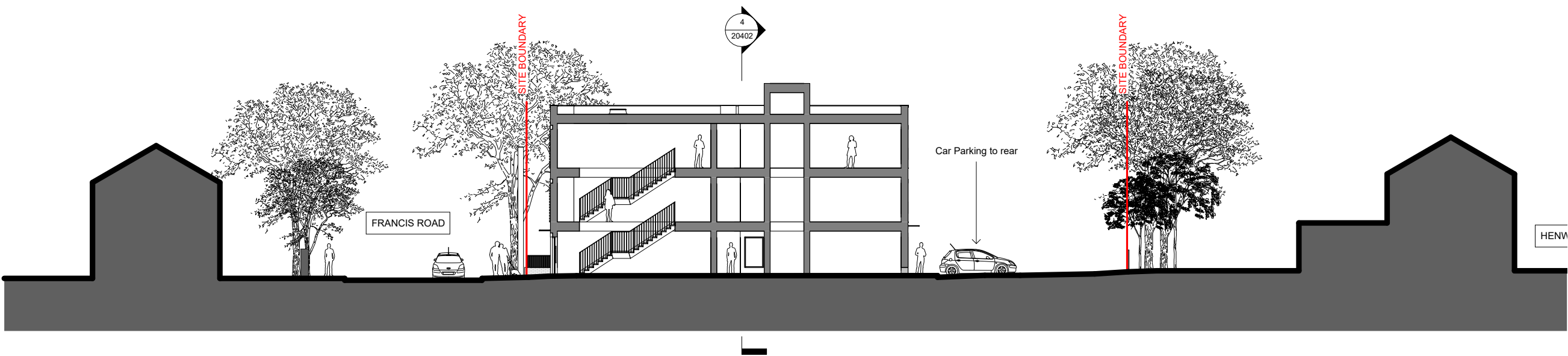
North West Elevation (Rear Entrance)



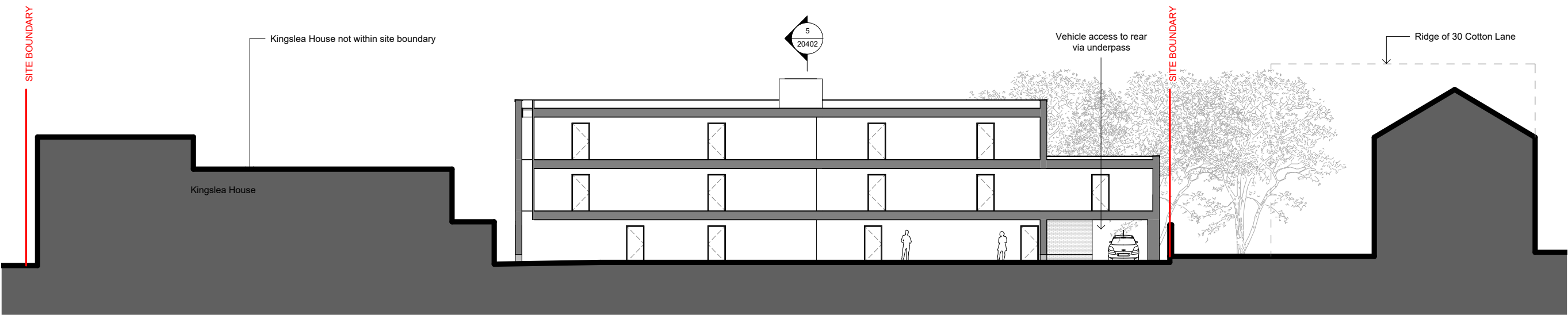
North East Elevation

0m 3m 6m 9m 12m 15m
VISUAL SCALE 1:150 @ A1

4.12 PROPOSED SITE SECTIONS



Site Section A:A



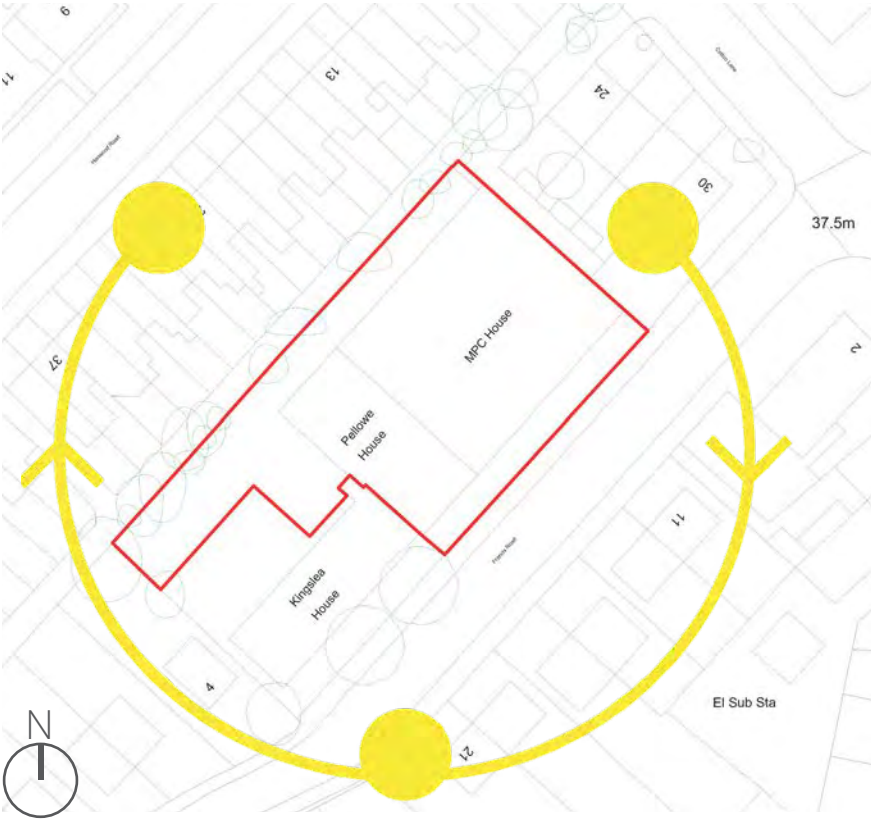
Site Section B:B



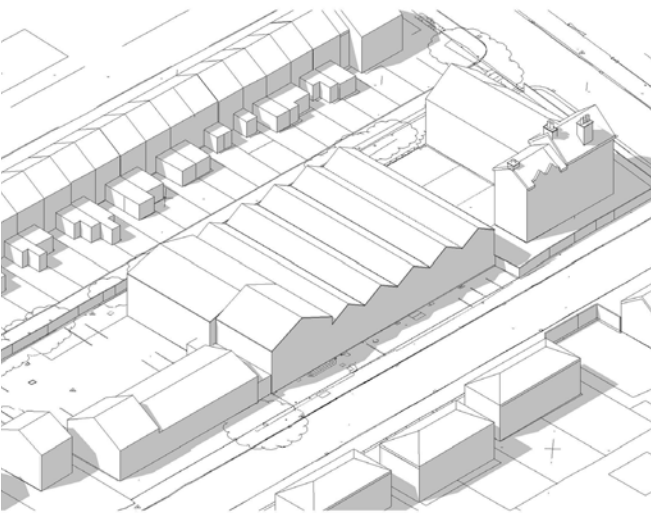
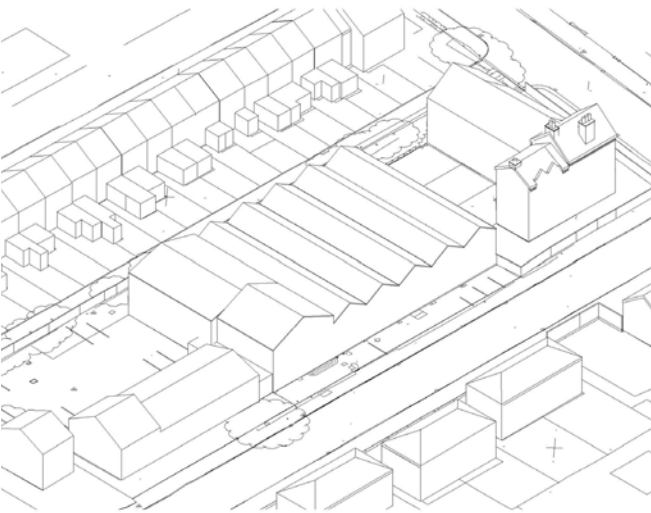
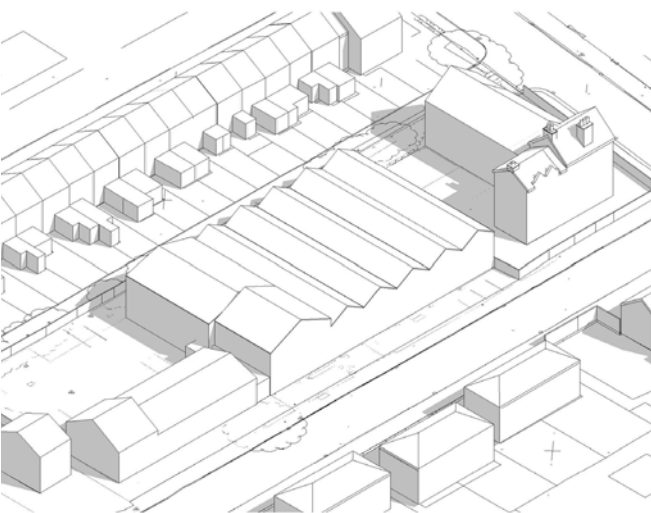
5.0 SUN PATHS

5.0.1 Sun Path - Existing Summer Solstice

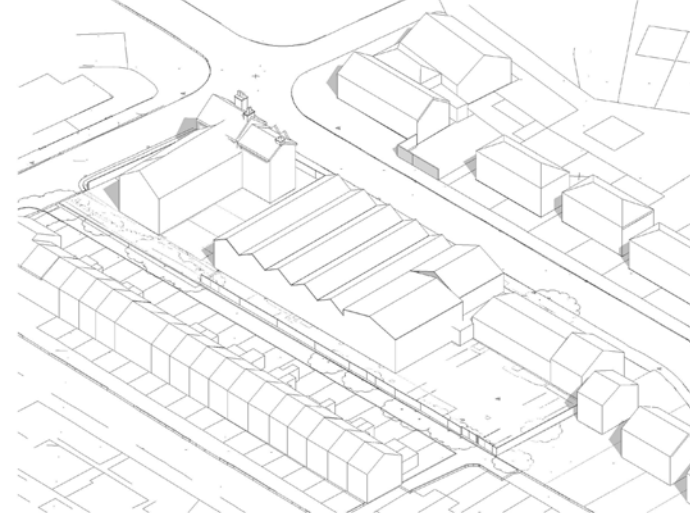
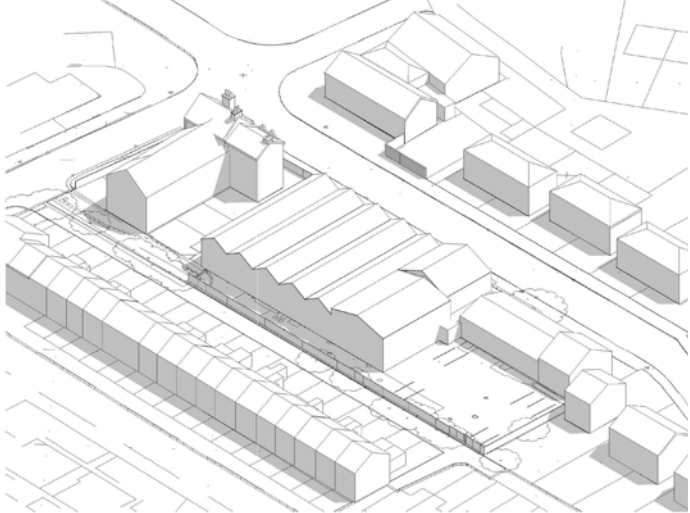
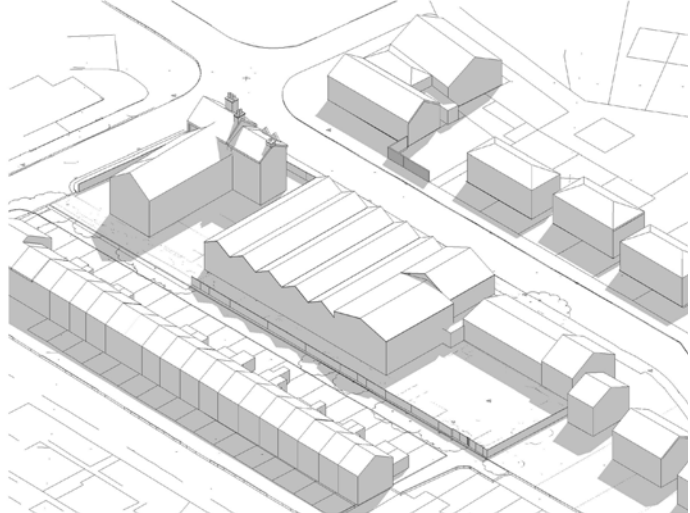
The following images show the site shading for different times of the day for summer.



South East Elevation



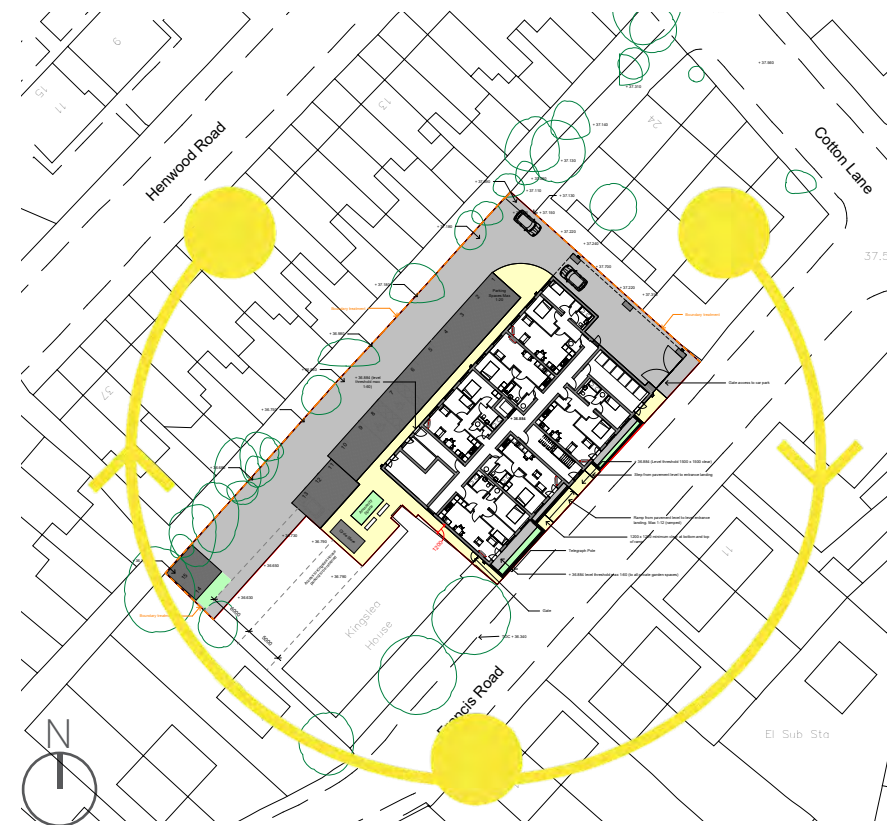
North West Elevation



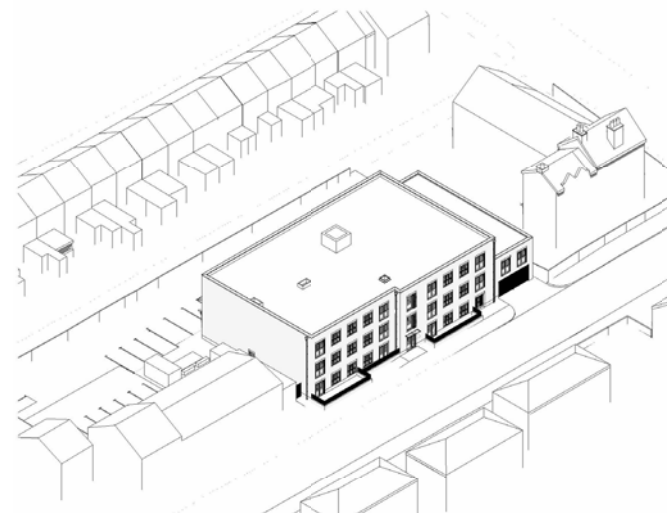
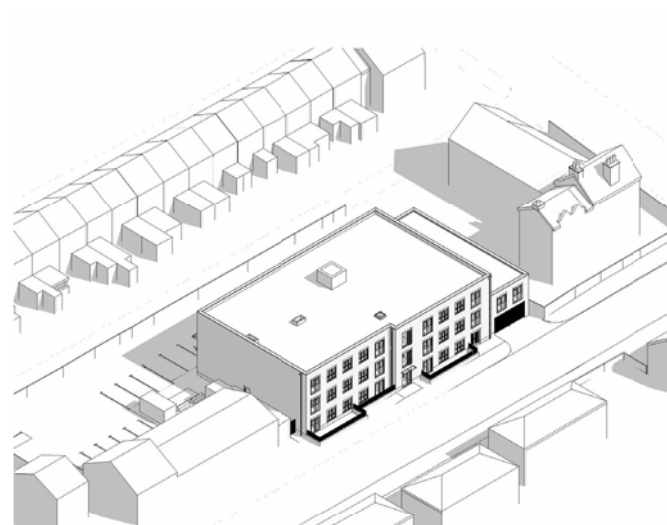
5.1 SUN PATHS

5.1.1 Sun Path - Proposed Summer Solstice

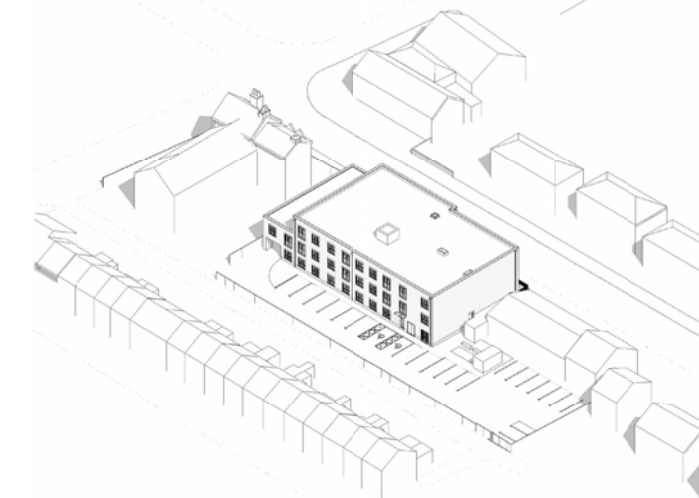
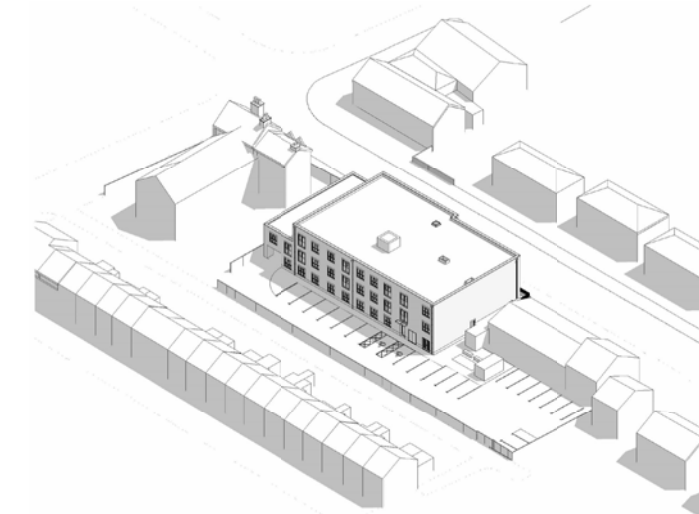
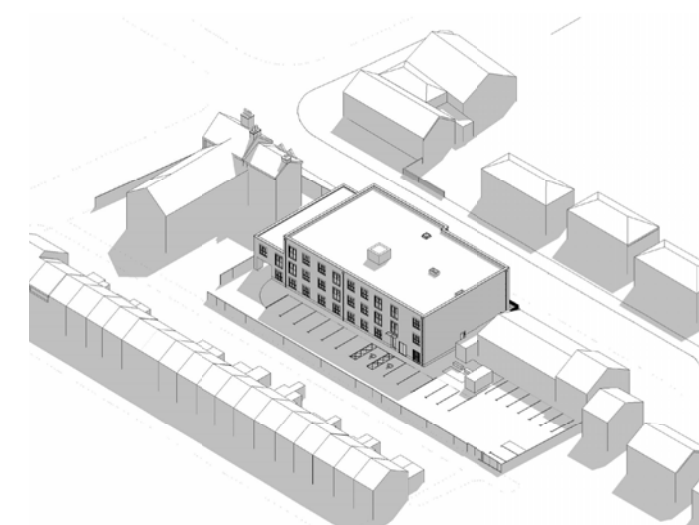
The following images show the site shading for different times of the day for summer.



South East Elevation



North West Elevation



Summer Solstice
9am

Summer Solstice
12pm

Summer Solstice
3pm

Summer Solstice
9am

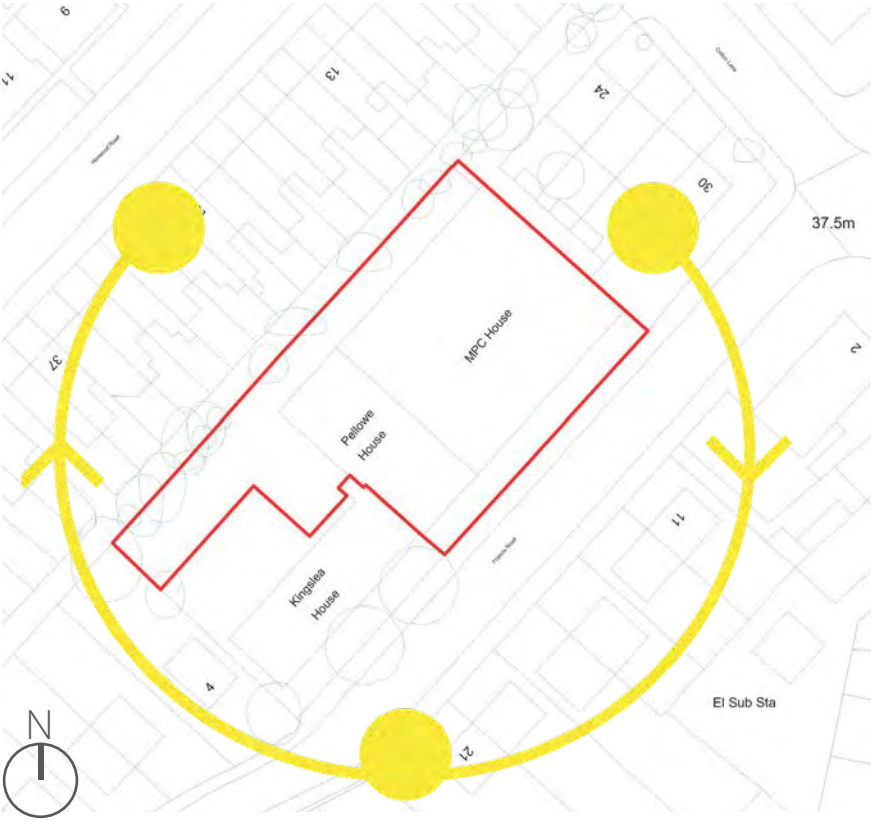
Summer Solstice
12pm

Summer Solstice
3pm

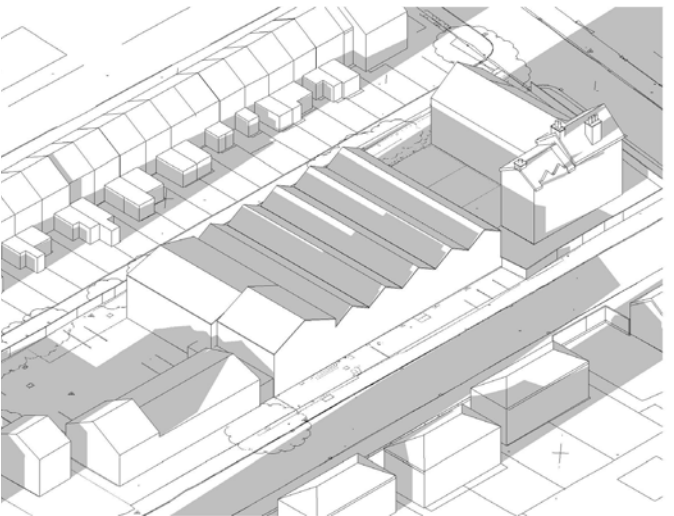
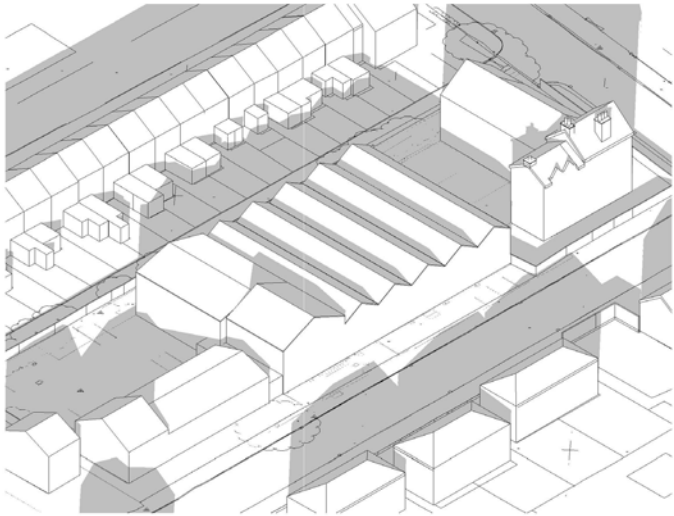
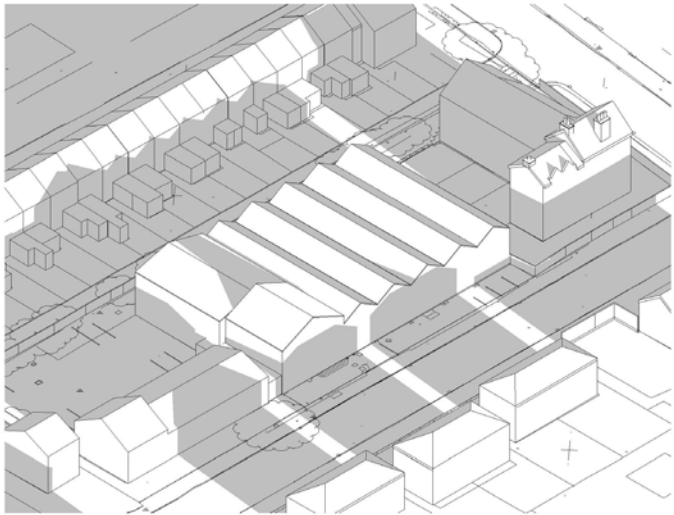
5.2 SUN PATHS

5.2.1 Sun Path - Existing Winter Solstice

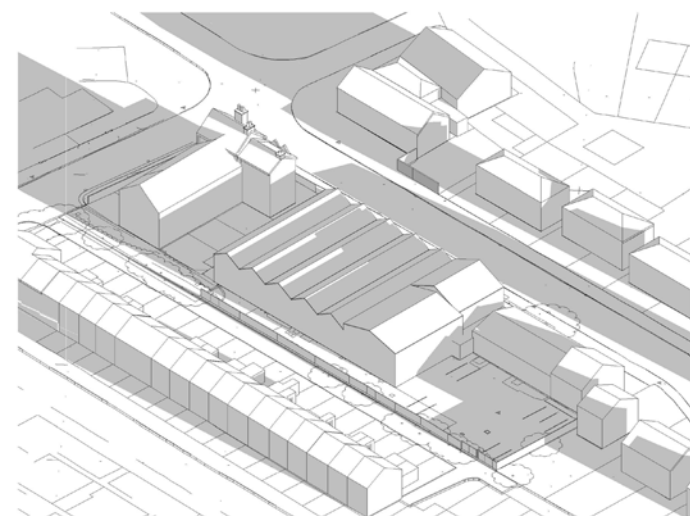
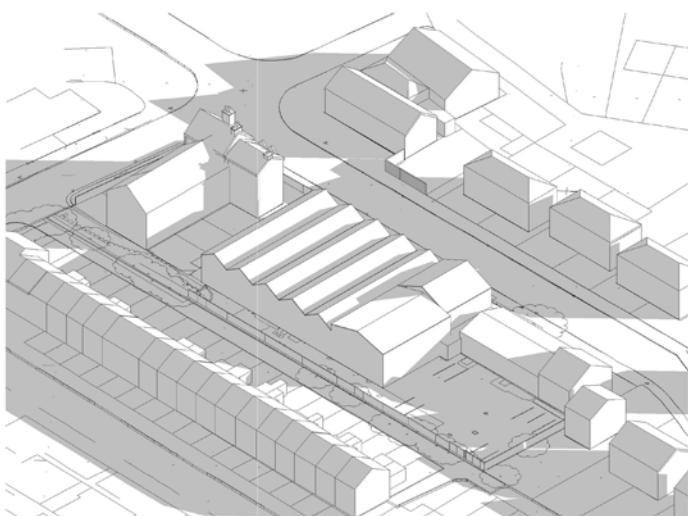
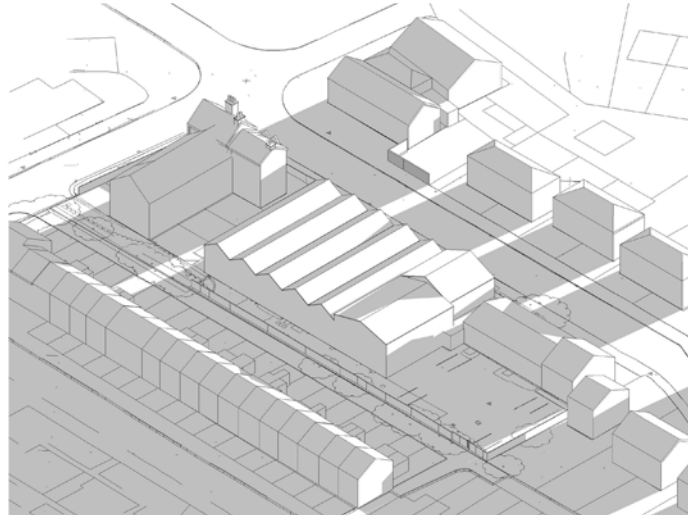
The following images show the site shading for different times of the day for winter.



South East Elevation



North West Elevation



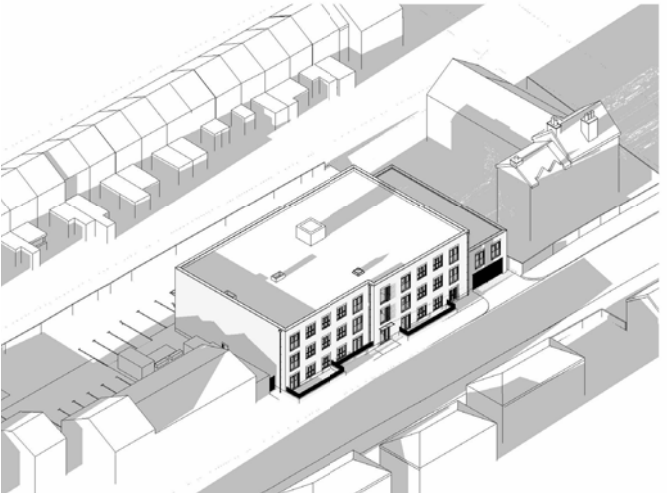
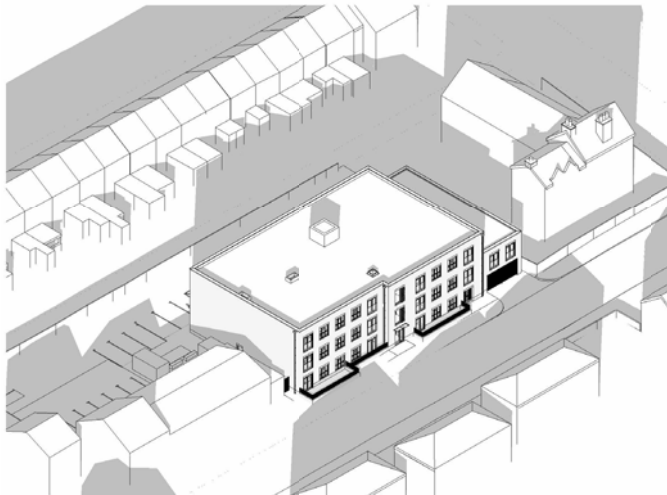
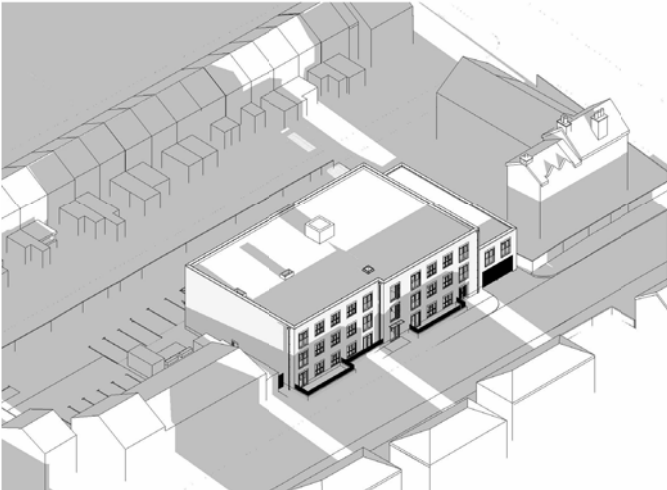
5.3 SUN PATHS

5.3.1 Sun Path - Proposed Winter Solstice

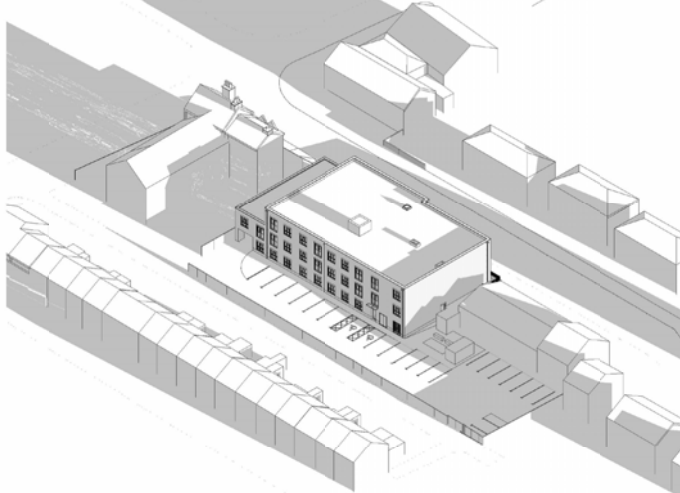
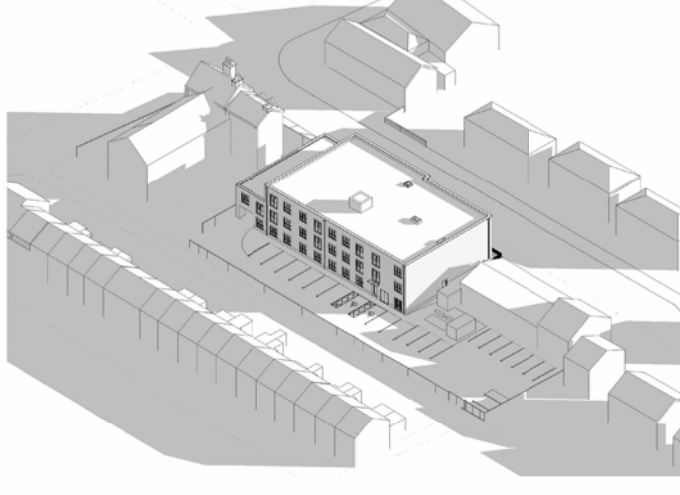
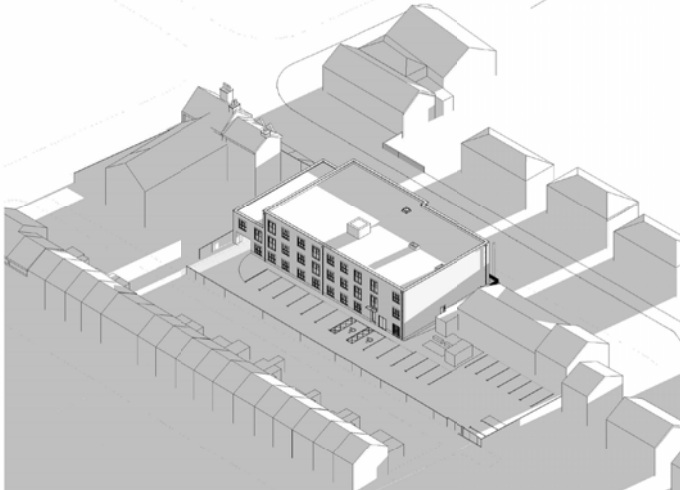
The following images show the site shading for different times of the day for winter.



South East Elevation



North West Elevation



6.0 VISUALS - FRONT ELEVATION - VIEW A



6.1 FRONT ELEVATION - VIEW B



6.2 FRONT ELEVATION - VIEW C



6.3 REAR VIEW



7.0 LANDSCAPE DESIGN

7.0.1 Landscape Strategy.

Existing street mounted parking on Francis Road is to be removed and replaced with a landscaped area that provides a privacy buffer to ground floor apartments while helping define public/private space. Hedge planters and small trees help soften the boundary and enhance the public realm.

High quality block paving identifies pedestrian pathways with routes to all entrances being fully accessible.

External seating areas within the more private rear, provide south facing communal space for residents.

Plant and tree species have been chosen that are low maintenance and show good colour all year round. It is intended to maximise retention of existing trees and bushes that line the South West and North West site boundary.

7.1 HARD LANDSCAPING MATERIAL STRATEGY



Paving/Feature Bands
Feature bands/kerbs:
Saxon Kerb/Channel
Charcoal

Marshall's or similar approved



Sett Paving
Tegula
Slate

Marshall's or similar approved



Gravels
Loose Gravel
Cotswold Buff 8-10mm

CED or similar approved



Raised Steel Planter
IOTA or similar approved
Powder coated 'Dark Grey'

Benches
IOTA or similar approved
Powder coated 'Dark Grey'

7.2 SOFT LANDSCAPING MATERIAL STRATEGY



Defensible Hedge Planting

Prunus laurocerasus 'Otto Luyken'

This compact form of the Cherry Laurel will provide a tight hedge to the rear of the front boundary walls and some greening to the patio spaces.



Frontage Trees

Carpinus betulus 'Franz Fontaine'.

This fatigiate tree form is perfect for tight spaces and will provide screening and softening to the frontage.



Feature Tree

Cercidiphllum japonicum

This tree provides excellent winter colour and seasonal interest.

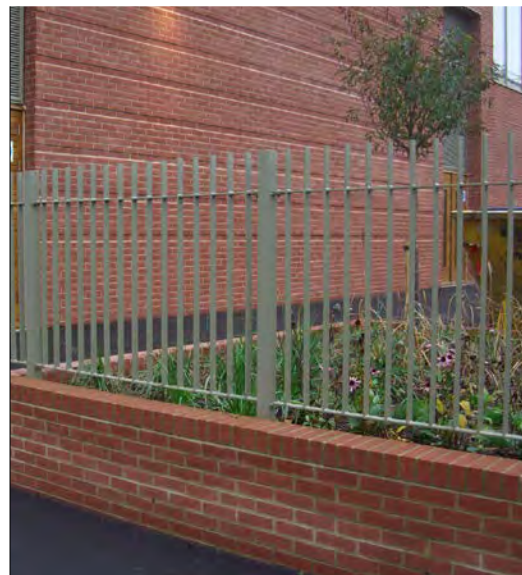
7.3 BOUNDARY STRATEGY



Close boarded fence to secure boundary

2.1m High

Jacksons fencing or similar approved



Brick wall with railings to front boundaries

600mm high wall top of railing
1500mm

Brick to match proposed building to
architects details

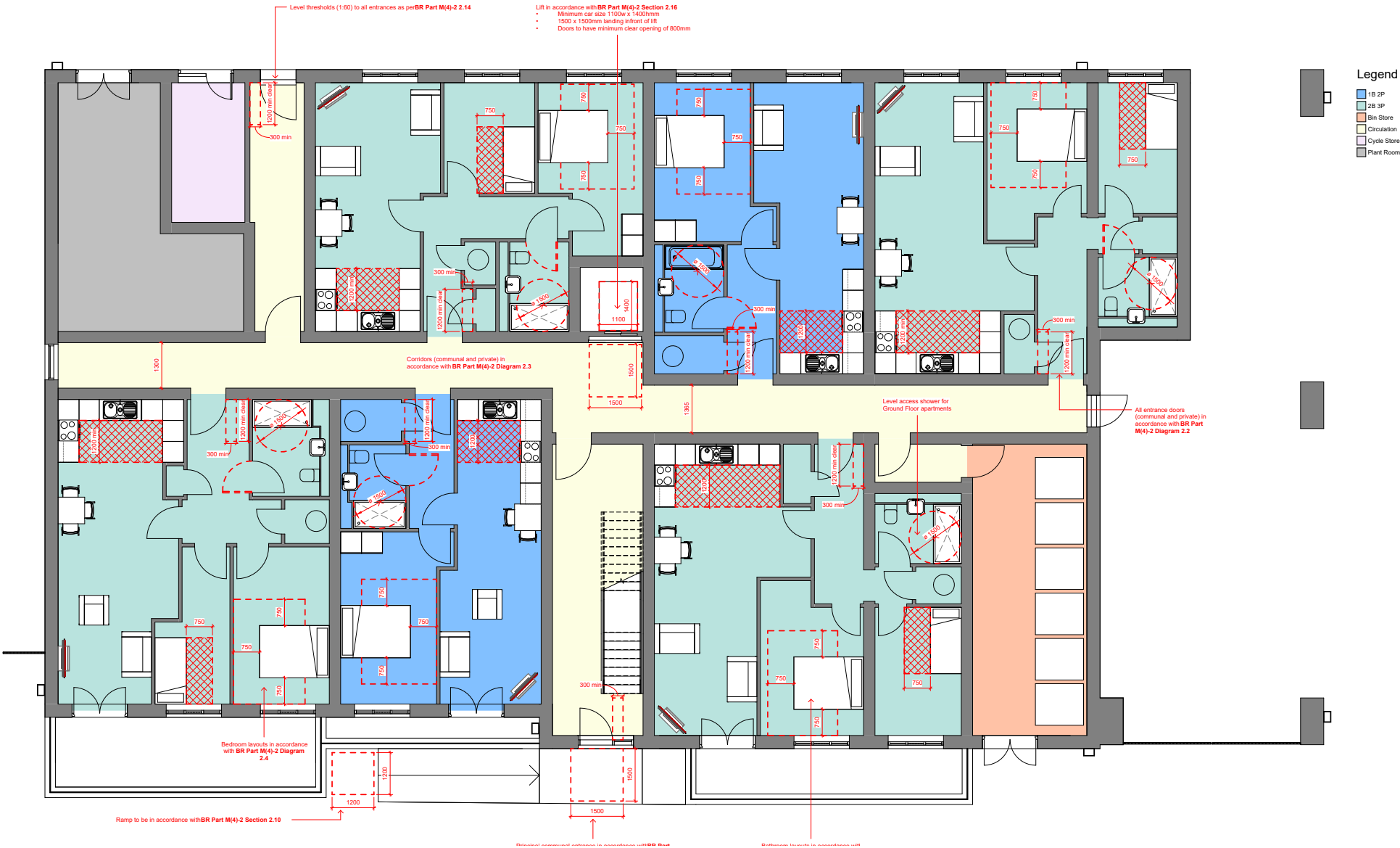
8.0 ACCESSIBILITY

8.0 Accessibility

The following plans highlight the schemes compliance with Building Regulations Part M4 Category 2.

Ground floor plan displaying compliance with Building Regulations Part M(4) 2

- Part M(4)-3 has not been used as design criteria for this development.

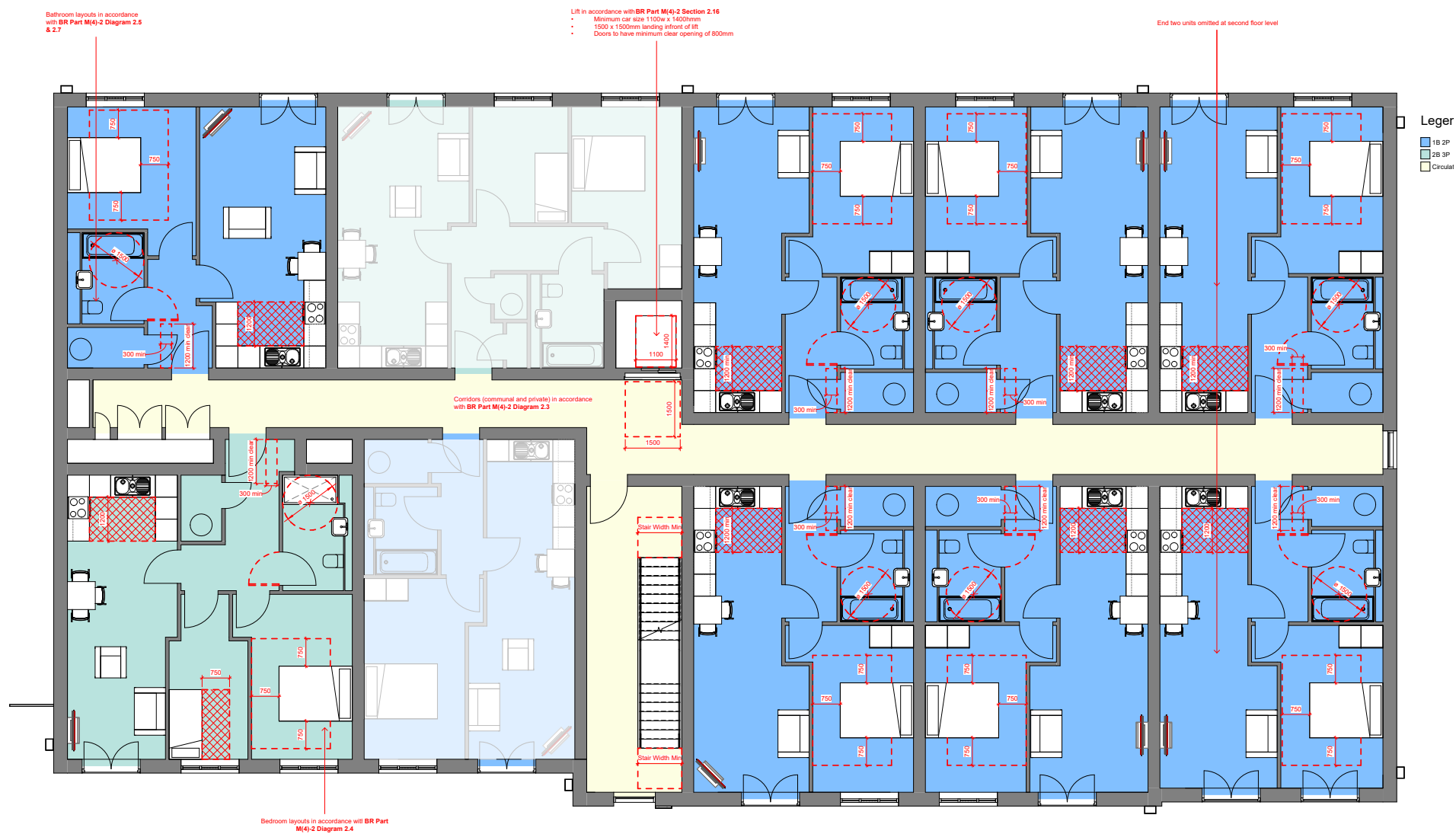


Ground Floor - Accessibility

8.1 ACCESSIBILITY

First/Second floor plan displaying compliance with Building Regulations Part M(4) 2

- Part M(4)-3 has not been used as design criteria for this development.



First & Second Floor - Accessibility

9.0 ACCESS & MAINTENANCE

9.0.1 Roof Access

Roof access will be required to check drainage outlets, inspect the roof membrane and maintain roof mounted PV. A low level roof with minimal parapet is proposed to reduce the building height and remain considerate to the context. A restraint mansafe system will be in place to manage the risk of falling while accessing the roof for maintenance. The roof will be accessed via a hatch from the main stair well.

9.0.2 Facade Cleaning

Windows will be cleaned from the ground floor perimeter via an extension pole.

9.0.3 Plant Room Access

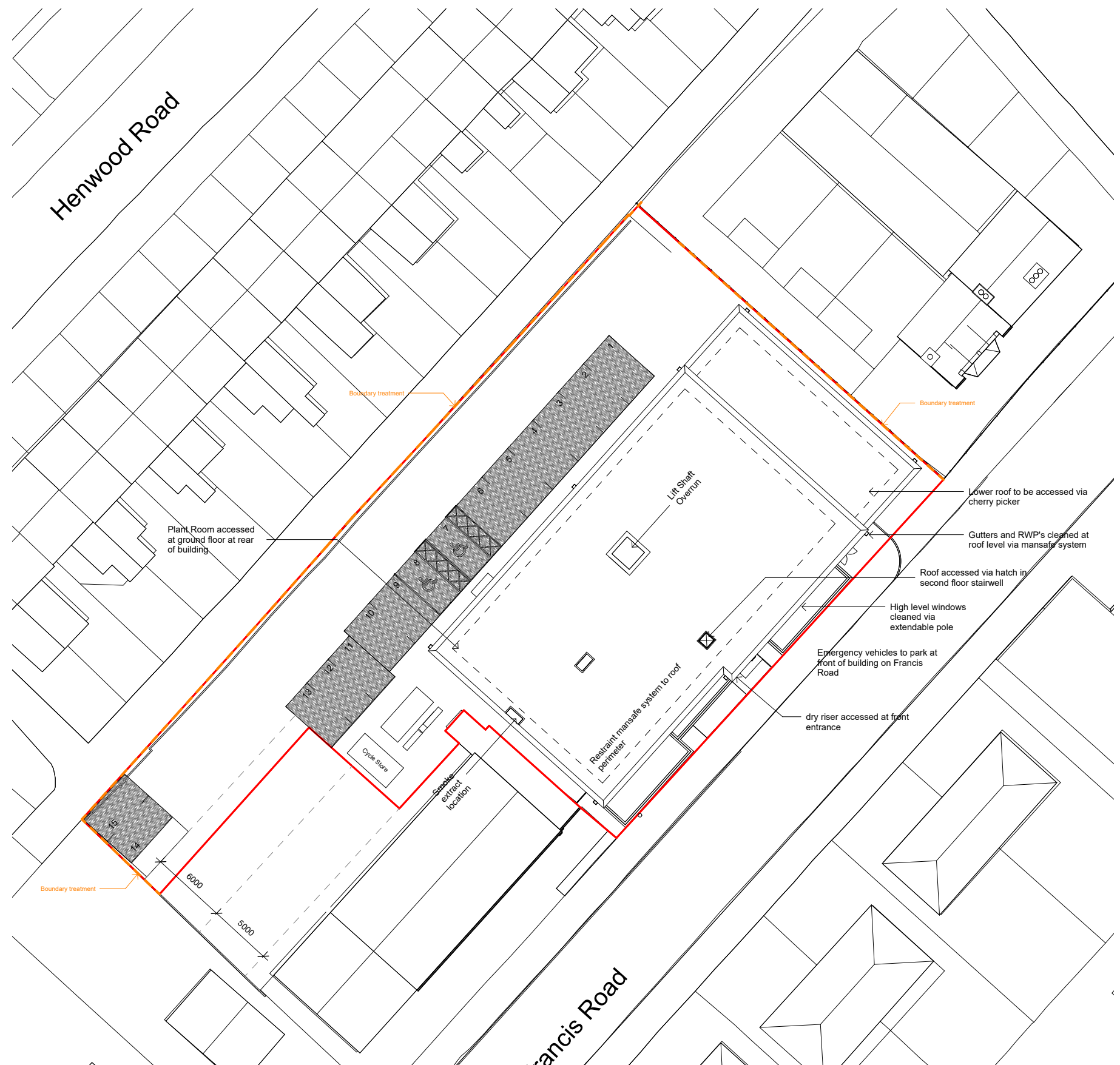
The plant room is located at ground floor to the rear of the building. Access is from the rear car park to avoid disruption on the street.

9.0.4 Emergency Access

The building is directly accessible from Francis Road for emergency vehicle access.



Windows to be cleaned by extendable pole.



10.0 CRIME IMPACT ASSESSMENT

10.0.1 GMP Crime Impact Assessment

After liaising with 'Greater Manchester Police Design for Security', a number of design changes were made in response to recommendations within the Crime Impact Assessment.

Refuse Storage has been moved into a secure location within the building rather than a external compound.

Secure access gates have been added to the path along the North East elevation.

Most other recommendations will be covered in the detailed design of access control and security specification

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