



Design and Access Statement

To accompany the full planning application for

Proposed Development at Land Between 121/131 Levenshulme Road, Gorton, Manchester M18 7NF



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Aerial view to show location with site outlined in red

Site Analysis

The Site and Local Area

The site is situated in the Ryder Brow area of Gorton, some 4km to the south east of Manchester city centre. It is a triangular plot, predominantly flat, and with an area of around 5000sqm. Access is taken from Levenshulme Road via a broad break in a row of shops fronting the highway.

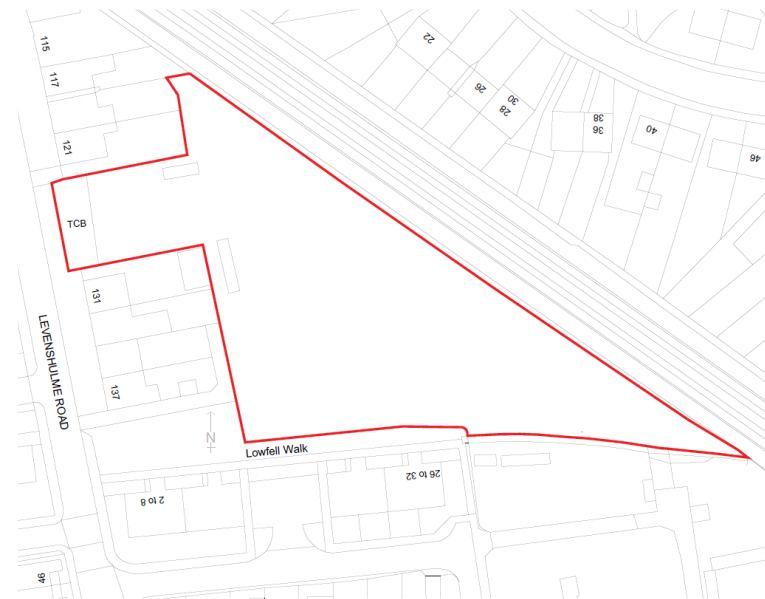
On its eastern side the site is bounded by the Manchester to New Mills railway line. This is a limited service line - hourly on Saturdays and weekdays with no service on Sundays. The presence of the line means that no structures can be built within 7m of the site boundary. This effectively reduces the developable area to around 4000sqm.

The southern boundary of the site is formed by Lowfell Walk to the west—a footpath which provides access to a short row of two storey apartments. This runs along the line of a culverted watercourse which emerges to the east, separating the development area from allotments to the south.

The western boundary is formed by the rear of the commercial units fronting Levenshulme Road. The shops in question are two storeys high with a mixture of service yards and ancillary buildings to the rear.

The site itself consists of vacant land which is occupied only by some small temporary structures and an intermittent range of small self seeded trees along the boundaries.

The wider area is largely residential, consisting of mostly two storey brick built council housing with pockets of private development, all dating from the mid to late 20th century. However Mellands Court, a larger scale two and three storey block of retirement housing stands opposite the site on the other side of Levenshulme Road.



Site Analysis

Historic Analysis

Historic maps indicate that the site was used for agricultural purposes up until the late 19th century. By the early 20th century the construction of a railway line cutting diagonally across Levenshulme Road resulted in a triangular area of land isolated to the rear of a number of buildings that had sprung up around the crossing. Large scale housing development took place in the surrounding area from the mid-20th century onwards, however the site's awkward shape and restricted access meant that it remained undeveloped up to the present day. The current surrounding architecture is not of particular note, and there are no historic buildings in the vicinity.

Development Constraints

The primary development constraint on the site is the adjacent railway with its associated 7m maintenance easement. This exacerbates problems that stem from the awkward shape of the site, as it effects the longest boundary. Additional restrictions exist in the form of privacy distances from the properties on Lowfell Walk, and the presence of a watercourse further along this boundary. The single point of access and its restricted width also reduce the layout options on the site.

Site Sustainability

The site is situated in the heart of the Manchester conurbation and is thus in a highly sustainable location. There are all manner of amenities within easy pedestrian reach, and these are supplemented by the presence of a railway station and bus stops immediately adjacent to the site.



Aerial view of site facing north east



Aerial view of site facing south east

Site Analysis



Planning Considerations

In this instance national planning guidance is provided by the NPPF and associated documents, with local guidance being contained in the Manchester Residential Quality Guidance

Paragraph 11 of the NPPF states the presumption in favour of sustainable development and of making effective use of land in urban areas, which the current proposals deliver. Paragraphs 120c and 120d lend further support to the use of brownfield and under-utilised land for development purposes.

Similarly emphasis is placed in paragraph 7.8 of the Greater Manchester Places for Everyone document on '*directing new housing towards previously-developed sites within the existing urban area*'. Thus the general principles of the proposals can be seen to be compliant with policy .

The City's Residential Quality Guidance requires development proposals to comply with nine criteria, as listed below.

1. Make it Manchester—the proposals seek to complete a part of the city which remained undeveloped as the conurbation grew, due to the difficulties of building on a triangular site adjacent to a railway line. The design incorporates new housing at the entrance to remain in keeping with adjacent properties. A larger block is then located to the rear of the site, enclosing the space to form a

courtyard. The three storey block also works with the existing shops, station and Melland Court to create a denser node at the point where rail and highway networks intersect.

2. Make it Bring People Together—the development of this particular site will increase footfall around the existing shopping parade, thereby increasing the scope for interaction. The development will also introduce more mixed tenure apartments into an area of the city that is currently predominantly housing.

3. Make it Animate Streets and Spaces—as indicated above the new development will increase the viability of the existing neighbourhood. The form of the new buildings will also work with other buildings surrounding the site to define a new courtyard area which will provide residents with an opportunity to interact.

4. Make it Easy to Get Around—with its single point of access and clear demarcation of space the new proposals will be highly legible and easy to navigate. The presence of bus stops and a railway station on the door step ensure that access is also available to the wider city.

5. Make it Work with the Landscape—the site is currently semi-derelict and is not available for public use. The redevelopment works will introduce new garden and landscaped areas which will improve both the internal and surrounding aspects of the site.

Design

Planning Considerations

6. Make it Practical— dedicated spaces are included within the apartment block for cycle and bin storage. This means that these facilities will not attract anti-social behaviour or cause a nuisance to surrounding properties. Parking is provided at a level of around 66% for the apartments and 100% for the houses with turning facilities being provided on site to ensure service vehicles can enter and leave in a forward direction.

7. Make it Future Proof—the new dwellings will be insulated to very high standards and will feature modern space heating technologies that reduce reliance on fossil fuels and minimize energy costs for residents.

8. Make it a Home—all properties are designed to the space standards laid down in Appendix A of the Residential Design Guide.

9. Make it Happen—the proposed scheme is being brought forward by Jigsaw Housing Group and Watson Construction. Both organisations have a strong and long established track record of working in the city region to deliver high quality and sustainable homes which benefit from continued support and management throughout the life time of the scheme.

Beyond the guidance identified above there is no relevant planning history associated with the site that needs to be considered here.

Design Evolution

Initial design proposals for the site envisaged the provision of a single large apartment block containing up to 60 flats. However the detailed design process coupled with pre-app discussions with the Local Authority reduced the density and introduced a number of house alongside the flats. Thus the scheme being submitted for approval consists of 6no. two bed houses and 31no. one and two bed apartments.

Design

Use

The proposals set out in this planning application seek to create 6 two bed two storey houses, plus a three storey apartment block containing 11 two bed apartments and 20 one bed apartments.

The apartment building is subdivided into two separate blocks each served by it's own staircase. This is to allow the Housing Association to better manage the different tenures on the site.

All accommodation complies with the size standards laid down in Appendix A of the city's Residential Design Guide.

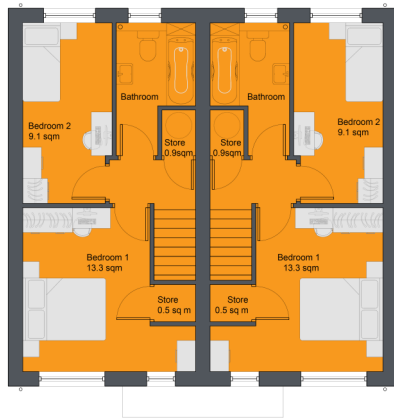
Layout

The layout of the site is strongly dictated by its shape and the presence of the railway line. In order to be developable at reasonable densities it is necessary to place the bulk of the built form along the eastern boundary. The apartment block itself has been angled as it approaches the southern boundary in order to better relate to the properties on Lowfell Walk, and to form a courtyard with those buildings and the existing shops on Levenshulme Road. Housing has been placed at the entrance of the site in order to provide a transition between lower and higher rise structures.



Proposed site plan

Design



PLOT 1
First Floor Plan - 35.0 sqm

PLOT 2



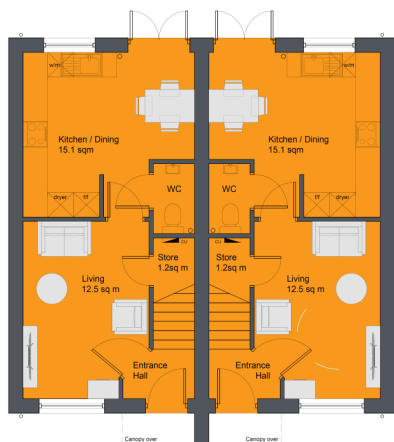
PLOT 3
First Floor Plan - 35.0 sqm

PLOT 4



First Floor Plan - 35.0 sqm

PLOT 6



PLOT 1
Ground Floor Plan - 35.0 sqm
2B 3P House Type
Total 70.0 sqm

PLOT 2



PLOT 3
Ground Floor Plan - 35.0 sqm
2B 3P House Type
Total 70.0 sqm

PLOT 4

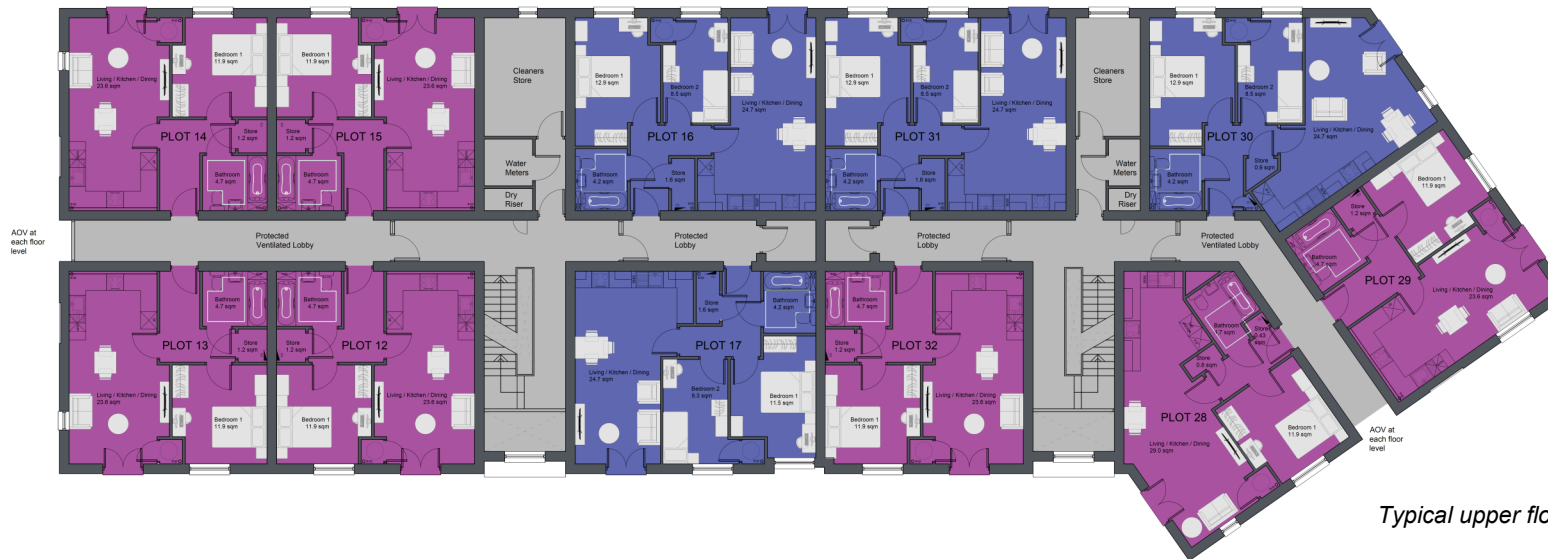


Ground Floor Plan - 35.0 sqm
2B 3P House Type
Total 70.0 sqm

PLOT 6

House Floor Plans

Design



Typical upper floor plan at apartment block



Ground floor plan at apartment block

Design

Appearance

The development will be of a contemporary design. Quality materials will be used throughout the development, which are long lasting and maintenance free, with concrete roof tiles, black upvc windows and black upvc soffits and fascias. The elevations will have brick soldier courses and black brickwork to highlight the main entrances. The apartment block will feature dual gable parapet upstands either side of a valley, full height openings to maximise daylight, and windows are to be set back with 150mm deep reveals.



Design

Appearance



Elevations for apartment block



Street scene elevation

Design

Sustainability

The new buildings will be constructed to the latest building regulation standards, which will include high levels of insulation to minimise domestic energy costs. The key sustainable features include:

- Good thermal efficiency of walls, floors and roofs within its construction
- Good sound insulation
- Double glazed windows and doors
- Recycling facilities
- Responsible sourcing of materials during the construction phase
- Design for Security providing a safe environment for people to live in
- Good links with local transport network
- Low energy lighting throughout
- Internal air source heat pump as standard.
- Electric vehicle charging points

Security

A Crime Impact Statement (CIS) has been commissioned for this development and has been submitted in support of the application.

We have consulted with Design for Security and have designed the scheme to address the main security issues in the area by adopting the principles of Secured By Design New Homes 2014.

The layout of the site and buildings maximises passive surveillance and monitoring of all routes and eliminates locations where individuals can hide. Unwanted visitors will be in full view of the apartments. All windows and doors will comply with Secured By Design standards.

Design

Accessibility

Pedestrian and vehicular access to the new development is from Levenshulme Road. The topography is relatively flat therefore 1 in 20 approach can be provided throughout the scheme. Each house is provided with one 6m x 3m parking space in accordance with Council guidelines. The 31 apartments benefit from 22 parking spaces of which 2no. are accessible. Three visitor spaces are also provided.

Internally, properties will comply with Part M1 of the building regulations ensuring that provision is provided for disabled visitors.

Maintenance access is also provided to the railway line at the rear.

Recycling

The apartment block includes internal communal bin storage facilities which are located adjacent to the main staircases. Each store has the capacity to accommodate a minimum of 7no. 1100 litre bins, and these will serve a minimum of 14 flats. A turning head is provided immediately outside the block to facilitate collection. The new houses will have bin storage space provided in secure rear gardens.

Vehicular Access

A new vehicular access into the development will be provided from Levenshulme Road, with footways on both sides. The new road is to be adopted up but not including the parking courtyard for the apartments. Visibility splays will be provided in accordance with Highways requirements.

The access road has been designed to accommodate refuse vehicles and emergency vehicles. Refer to Transport Statement for further details including a swept path analysis of the site access and internal road layout.