MD&J

105-111 Egerton Road, Manchester

Design and Access Statement

Stanton Properties



Introduction

This application will create 14 C3 self-contained flats with a net increase of two dwellings.

This statement is in support of the submitted application to convert 105-111 Egerton Road from 12 one bed self-contained apartments into 14 self-contained apartments, comprising 9 one bed flats and 5 two bed flats. A three-storey rear extension is proposed with minor elevation alterations. The statement should be read in conjunction with the submitted plans and planning statement. The statement will provide information to demonstrate that the proposal is an appropriate development of the site.

The application proposal seeks to improve an existing converted property very close to the district centres of Fallowfield and Withington. The scheme proposes to significantly enhance the existing accommodation that is in need of refurbishment and modernisation. The proposal will provide a significant enhancement to the quality and size of accommodation available, whilst also providing new residential accommodation through the redevelopment of existing ancillary accommodation and hard surface area. The location with good transport links will enhance a large and challenging existing property to provide good quality homes.

The new plans significantly improve the existing flats rearranging accommodation around a new better located circulation core with enhanced main entrance. Each flat has been re-designed to improve room proportions with good levels of natural light. Priority is given to large open living spaces with good window provision and modern kitchens. The scheme seeks to effectively and efficiently use the resources of the existing building to provide additional area and sensitively repair the building exterior and landscape.

The scheme will also provide better boundary treatment, improvements to access and car parking provision, new enclosed secure bike store facilities and the relocation of the bin store. These improvements are not only in the interests of the application property but also the wider area and neighbouring properties.

The hard-landscaped car park area will be reconfigured to incorporate soft landscaping and planting, helping to break up the expanse of hardstanding. Similarly, further enhancements will be provided to existing residential amenity to benefit access to green spaces.

The proposal will have dedicated cycle parking (15 spaces), and car parking (14 spaces including disabled and EV spaces) along with a new enclosed bin store. The existing amenity space at the front of the building will be retained and improved to provide a good level of amenity for future residents.

Satellite View



Description of The Existing Property

The building was originally converted from four houses into 12 self-contained flats, introducing new dormers, rear extensions and external alterations. The basement is largely retained in its original condition in the new proposals with an area allocated for secure cycle storage.

The building has a net area of approximately 518m2 and sits in an overall plot of 915m2 with gardens to the front and a parking area to the rear.

The building is constructed in traditional red-multi stock facing brickwork typical of the surrounding residential area, with white uPVC double-glazed windows, and a pitched and flat roofs finished in dark grey concrete roof tiles and single ply membrane.

The front boundary of the property has a traditional low brick wall and the rear boundary contains car park access and low brick walls. Original stone copings and gate posts will be retained and reused for the new development.

The dwelling is set back from the road with a lawn area to the front and a pathway to the main entrance. The rear space lacks soft landscaping and is in need of improvement to general amenity along with organised cycle and bin storage.

The building exterior needs improvement to make a positive contribution to the street scene. Refurbishment will increase the longevity of the building and enhance the thermal performance. The existing layouts are inefficient, with excessive circulation space, and a poorly positioned staircase. The current flats are in need of refurbished and upgraded to be suitable for modern living.

The site is bordered by residential properties to all side however the large front and rear spaces make the site suitable for further development.

The property is situated a short distance from Fallowfield and Withington district centres. It is characterized by large Victorian-Edwardian properties which have been converted into flats. Most of the immediate neighbouring buildings are very large extended and converted apartment buildings or new build apartment block.



Existing Front of the Property



The existing flats require refurbishment and upgrading to provide suitable modern accommodation. The proposal responds to the high demand for quality flats in the area by efficiently improving the existing property, addressing its poor layouts, inadequate thermal performance and need for general repair and modernisation.

Example Photographs





Location

The property is not within a conservation area and is not a listed building. There are also no listed buildings in close proximity to the site.

Parks

Residents of Egerton Road benefit from access to several nearby parks and green spaces. Platt Fields Park is within walking distance and offers open parkland, a boating lake, sports facilities and children's play area. The Fallowfield Loop walking and cycling route is also easily accessible, while Ladybarn Park and Whitworth Park provide further opportunities for recreation and outdoor leisure close to the property.

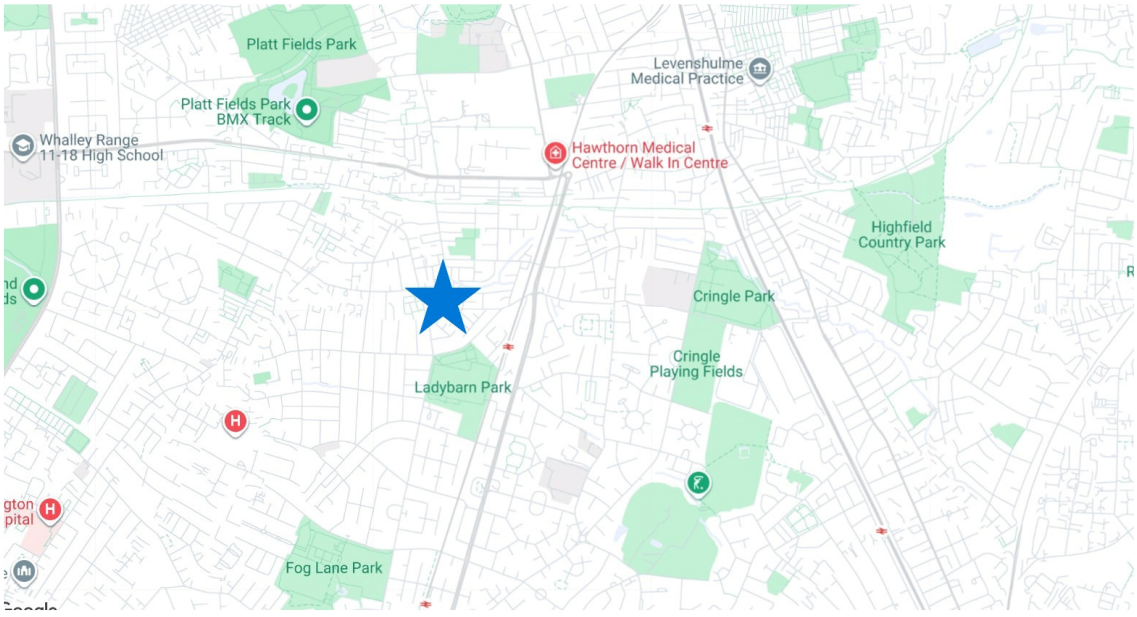
Transport

Egerton Road is within a short walk of Wilmslow Road where frequent bus services operate throughout the day and provide direct access to Manchester City Centre, the Universities, and the surrounding districts.

The nearest railway station is Mauldeth Road, approximately a 15-minute walk away, providing regular services to Manchester Piccadilly and Manchester Airport.

By public transport, Manchester City Centre can typically be reached in around 15-20minutes, whilst the University of Manchester and Manchester Metropolitan University are within easy walking and cycling distance.

By car, Manchester City Centre is approximately a 15-minute drive away, whilst the M60 motorway can be accessed within around 10 minutes, providing connections to the wider Greater Manchester region.



The Proposals

The proposal is to increase the total number of residential units from existing 12 one bed flats into 14 self-contained flats, comprising 9 one bed flats and 5 two bed flats. The development will have a total of 14 self-contained refurbished and modernised flats over 3 floors.

Nationally Described Space Standards (NDSS)

The proposed flats have been assessed against NDSS. The schedule provides 14 self-contained flats with a total of 19 bedspaces and a combined Net Internal Area of 675m2. The proposed 1-bedroom flats provide between 39m2 and 42m2, meeting NDSS minimum of 39m2 for a 1-bedroom, 1 person dwelling. The 2-bedroom flats provide between 61m2 and 68m2, meeting the NDSS minimum of 61m2 for a 2-bedroom, 3-person dwelling.

Area Schedule Proposed NET			
Name	Area	Beds	Comments
Flat 1	42 m²	1	Existing
Flat 2	61 m²	2	
Flat 3	62 m²	2	
Flat 4	68 m²	2	
Flat 5	40 m²	1	Existing
Flat 6	40 m²	1	
Flat 7	62 m²	2	
Flat 8	40 m²	1	
Flat 9	41 m²	1	
Flat 10	40 m²	1	
Flat 11	39 m²	1	
Flat 12	62 m²	2	
Flat 13	39 m²	1	
Flat 14	40 m²	1	
Grand total: 14	675 m²	19	

The scheme improves internal circulation by repositioning the existing stair which was convoluted and awkward to navigate. The new stair location allows additional windows to be used for flat accommodation and reduces corridor and circulation area.

The proposed variety of flat types will be suitable for a larger demographic than the block currently serves. Absorbing an existing redundant staircase and adding a new rear extension economically creates the space required to provide modern dwellings suitable for modern lifestyle.

The rear extension has been carefully designed to be below the existing ridge height and to sit comfortably with the existing buildings. Boundary treatments and landscaping will be enhanced and refurbished to respect the existing setting. The exterior of the property will be refurbished with original features retained, and external materials to match the existing vernacular.

The proposed extension has been designed as a subordinate addition responding to the scale and visual character of the existing building and neighbouring dwellings. The fenestration, including the size, position and arrangement of windows and doors, has been carefully considered to complement the existing elevations and surrounding development. The material palette for the extension has been selected to provide both continuity and a clear distinction between the existing and new elements. Brick will form the principal material, reflecting the existing building and surrounding

residential properties, while zinc cladding will provide a simple contemporary finish to selected elements. The combination is indented to complement the existing vernacular while providing a durable and visually appealing addition. Overall, the proposal represents a sympathetic improvement to the property, enhancing its appearance, functionality and longevity while respecting its established character.

Proposed Front with Landscape



Proposed Rear with Landscape and Parking



Residential Amenity

The proposed development has been designed to respect the residential amenity of neighbouring properties and the established character of Egerton Road. The existing relationship between the site and surrounding residential properties has been carefully considered as part of the proposal.

The development would retain an appropriate scale and massing relation to neighbouring dwellings. The arrangement of windows and accommodation has been carefully integrated with the existing building and surrounding development. As a result, the proposal does not introduce a possibility of overlooking and maintains the privacy of neighbouring properties.

The proposal would not result in an unacceptable loss of daylight and sunlight. External amenity areas and access arrangements would also be appropriately managed to minimise potential noise and disturbance.

Policy JP-H3 Places for Everyone Joint Development Plan
Accessibility & Part M4(2) principals

The development has been designed in accordance with the accessibility requirements of Part M4(2) and Policy JP-H3 Places for Everyone Joint Development Plan with compliant door opening, circulation spaces, and a redesigned staircase to improve accessibility. Fixtures and fittings, including electrical sockets will be located at accessible heights.

External Access and Flood Risk Constraints
The site sits within an identified flood risk area. The Environment Agency and local planning protocols mandate that the finished floor levels (FFL) of all habitable accommodation must be raised significantly above the predicted flood level.

- Providing a completely step-free external approach matching Part M4(2) clause 2.10 is currently unfeasible.
- The ramp lengths required to overcome the mandatory flood FFL would excessively alter the external appearance and remove valuable residential amenity space.
- External steps will be designed in accordance with approved document K and M to improve access to the building. This approach aligns with a sensible application of the building regulations given the sites physical constraints.

Internal Adaptability Measures
To counter the external access constraints, all other reasonable principles of Approved Document M4(2) will be retrofitted into the 14 modernised flats where structurally viable:

- Circulation and Doorways: Structural alterations will widen internal door clear openings to a minimum of 775mm to ease movement. Corridor widths will align with M4(2) turning circles.
- Services and Controls: All new switches, sockets, consumer units, and heating controls will be located within the accessible height zone of 450mm to 1200mm above floor level.
- Sanitary Facilities: Bathrooms will feature adaptable layouts, including walls structurally reinforced between 300mm and 1800mm from the floor to allow the future secure installation of grab rails or shower seats.

- Living Accommodation: Glazing parameters in principal living spaces will feature lowered window sills to optimize outlooks for seated occupants.

Energy, Thermal Performance, and Renewables

The development adopts a fabric-first approach, prioritising energy efficiency through enhanced insulation, improved airtightness, high-performance glazing and measure to minimise thermal bridging and heat loss.

It is designed as an all-electric development, with no gas proposed. High-efficiency electric panel heaters will provide space heating, while air source heat pump hot water systems (ASHPHW) will provide domestic hot water. Low-energy lighting and efficient building services will further reduce energy demand and operational carbon emissions.

Consideration has been given to occupant wellbeing, with the ventilation strategy designed to minimise noise ingress while reducing the risk of overheating and maintaining good indoor environmental quality.

Water consumption will be limited to 110 litres per person per day by water-efficient sanitary fitting and appliances.

The proposals have been developed with regards to relevant national, regional and local policies, including the NPPF 2024, Building Regulations Part L (2022), Planning Practice Guidance on Climate Change and Energy, Places for Everyone Joint Development Plant, and relevant Greater Manchester and Manchester City Council climate policies.

The development follows the principles of the energy hierarchy and incorporates sustainable design measures appropriate to the refurbishment and extension of the existing building. The proposal is anticipated to achieve 36.9% reduction in regulated CO_2 emissions against the Part L Building Regulations baseline, demonstrating an improvement in the overall energy and environmental performance of the development.

Fabric-First Upgrades

- Internal insulation will be provided throughout to meet current building energy targets for an existing dwelling.
- Glazing: Existing double-glazed windows will be replaced with high-performance, argon-filled double or glazing, uPVC Trade Residence 7 Windows Manufacturer & Supplier, to meet current standards
- Roof and Floor Insulation: Additional insulation layers will be integrated within the roof space and ground floor voids during the modernisation works.

Renewable Technology Integration

- Carbon Reduction: This clean generation system will reduce building emission rates (BER), ensuring compliance with the evolving requirements of the building regulations and Policy JP-H3.
- Air source heat pump hot water systems (ASHPHW)

Impact of Proposal

Density

The proposals provide an additional 2 self-contained quality flats in an already converted building that currently houses 12 residential units. The existing net internal floor area of the property is 518m2 which is increased to 675m2 by introducing a rear extension and utilising the area from an existing rear stair. The rear extension is mostly built over existing single storey ancillary accommodation to preserve general circulation and site area.

The 675m2 is more than adequate to accommodate 14 comfortable flats in accordance with nationally described space standards. The building is on a sizable plot and is a good distance from its neighbours. The building has good access to front and back and is served by two roads meaning neighbours will not be adversely affected by the redevelopment.

Illustrative composite image



Economic Sustainability

The development is sited within walking distance of the district centres of Fallowfield and Withington. It is a vibrant area offering many restaurants, cafes, bars and shops. The proximity to Manchester city centre makes this location an attractive option for a wider demographic.
The proposed C3 flats will provide quality residential accommodation for a variety of residents and those seeking to remain within the local community. The development will contribute to meeting



to re-use properties are involved.

Proposed Front Elevation



Proposed Rear Elevation

General Layouts

Externally the development will retain the character of this late-Victorian suburban property with an addition of a rear extension mostly covering existing building footprint. The current main entrance steps will be upgraded to meet current standards however the general appearance will be maintained. Removal of the south stair is followed by the improvement of the central stair to accommodate access and circulation. Bathrooms have been positioned close to flat entrances to support accessible living arrangements.

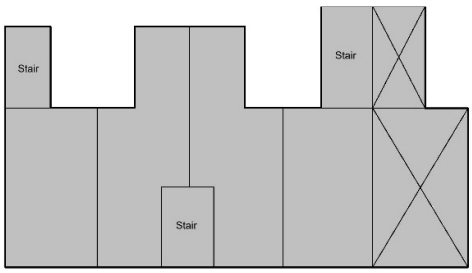
The internal layouts are fully redesigned to make efficient use of space and create modern dwellings suitable for a variety of tenants. Living kitchen and dining spaces will be large and provided with high-quality fixtures and fittings.

The Basement will not contain any habitable accommodation and will be partially used for secure bicycle storage.

Ground Floor, First Floor and Second Floor

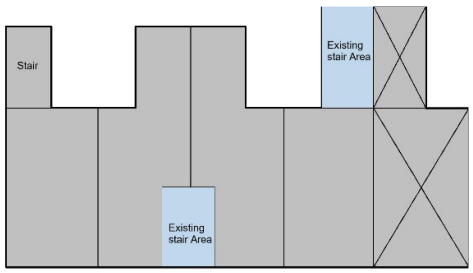
The first, second and third floors will be reconfigured in a similar manner to the ground floor with flat layouts arranged around a more efficiently located core. In addition to improving the internal layouts, a rear extension will bring additional floor space into use, providing greater flexibility to enhance the quality and functionality of the flats.

Design Evolution Diagram



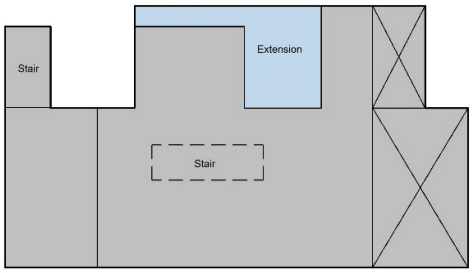
1. Existing building - Brief

- 14 flats to modernise and upgrade
- Served by 3 stairs
- Mix of small 1 beds and studios
- Excessive amount of circulation



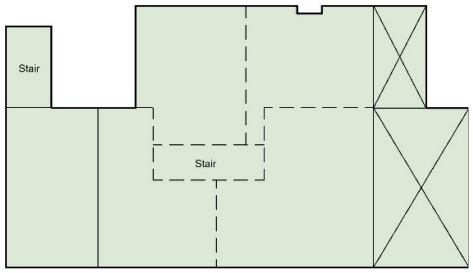
2. Design Evolution

- Create a variety of flat types
- Add stair area to footprint



3. Design Evolution

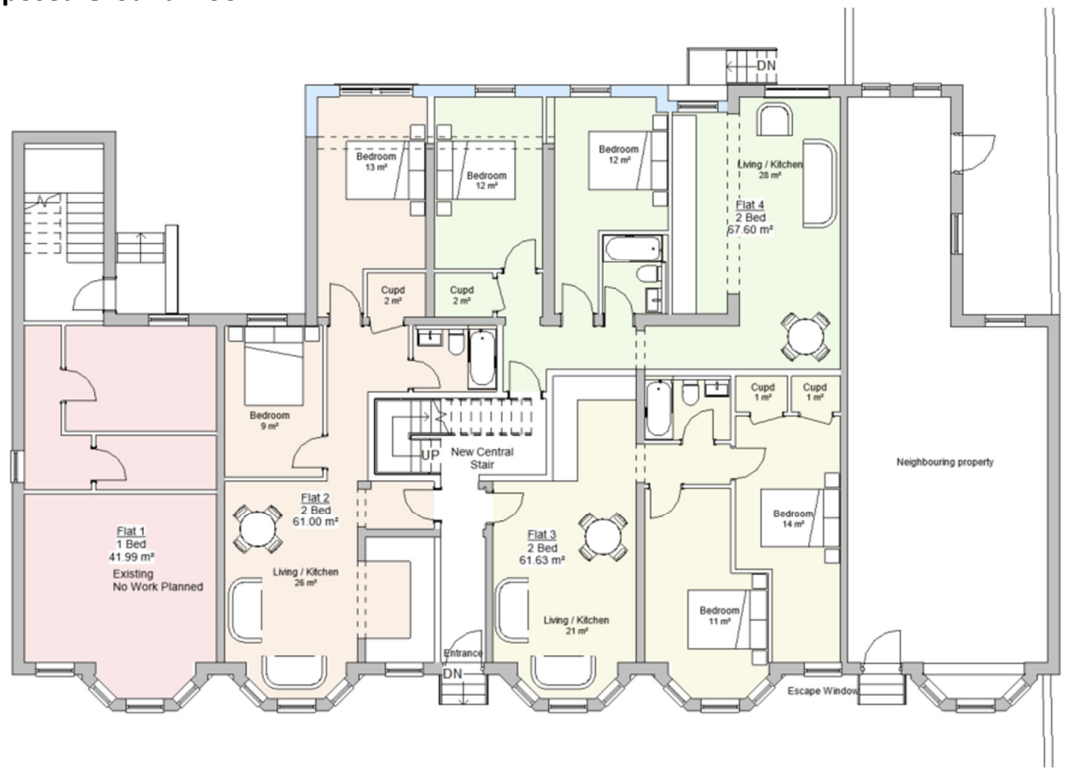
- Add rear extension
- Refine stair position



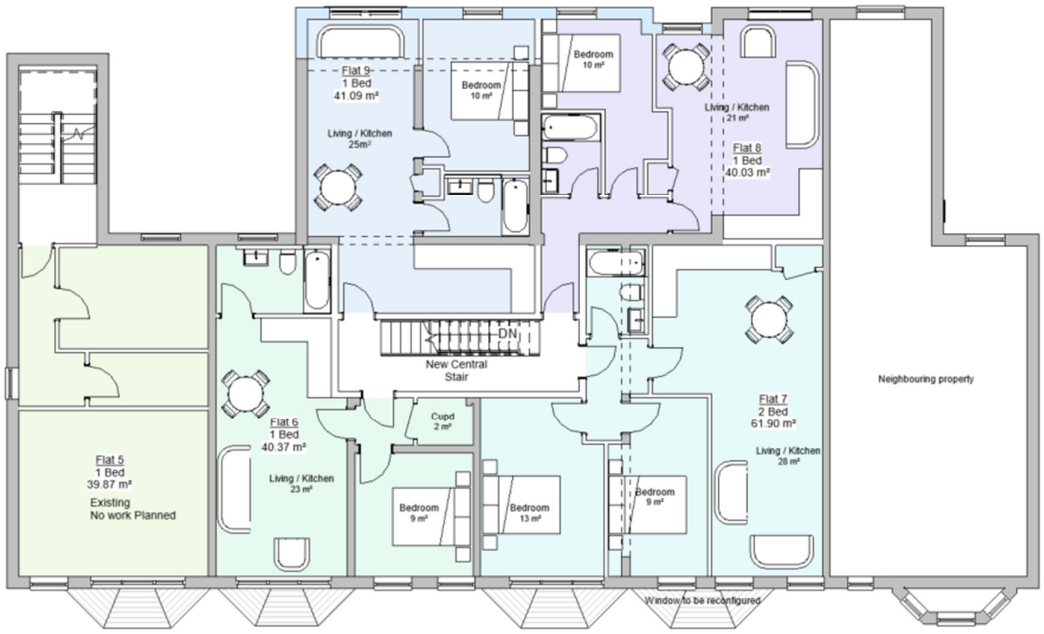
4. Design Evolution

- Refine flat proportions
- Create mixture of 1 bed / 2 beds
- Upgrade studios into 1 bed flats
- Develop external appearance
- Develop landscape and amenity

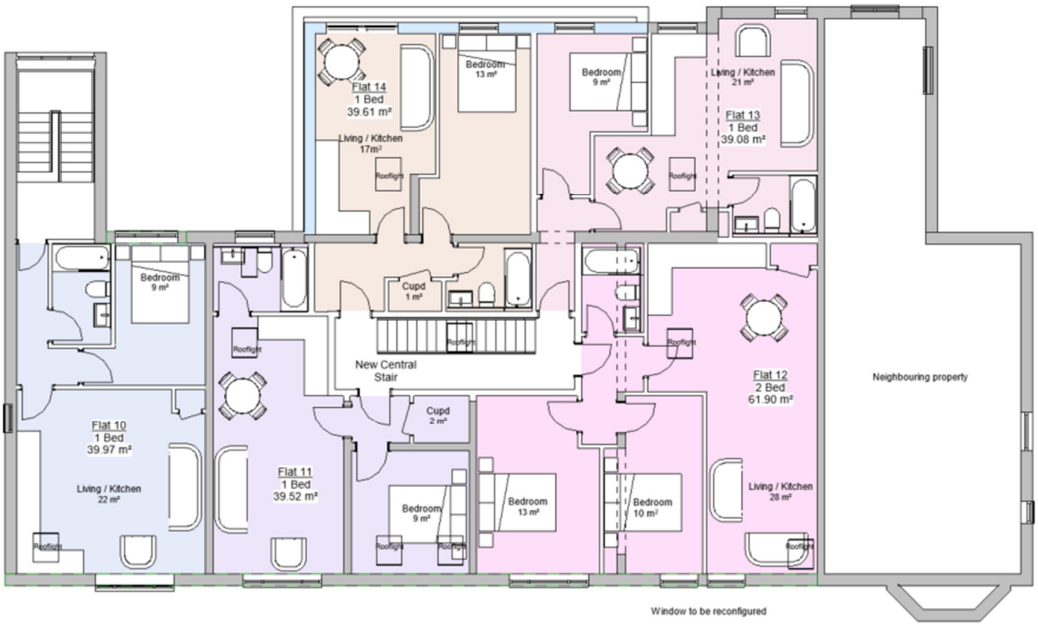
Proposed Ground Floor



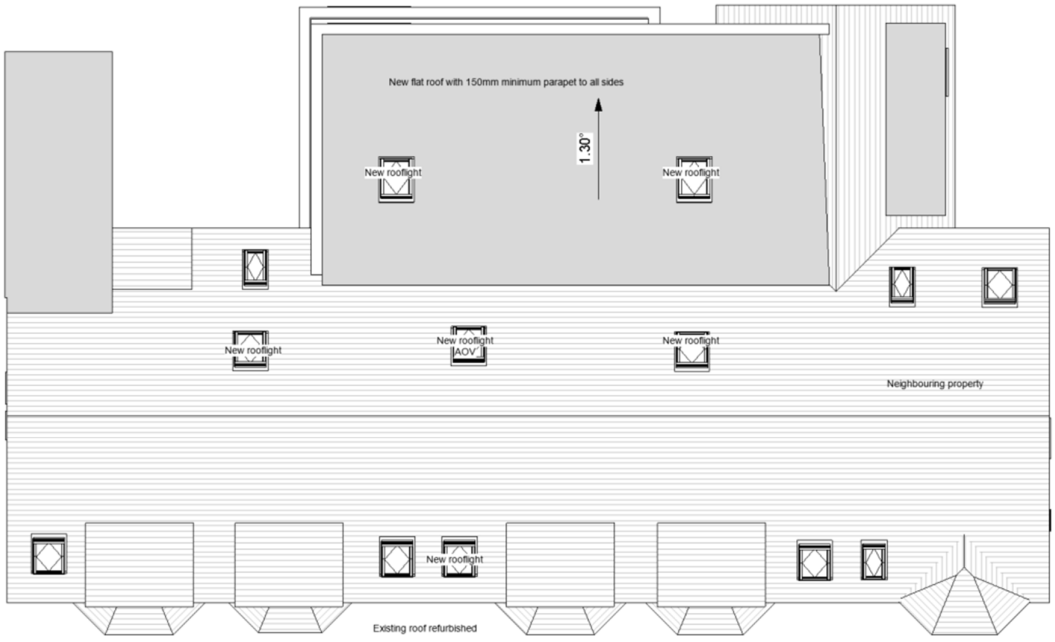
Proposed First Floor



Proposed Second Floor



Proposed Roof Plan



Landscape and Parking

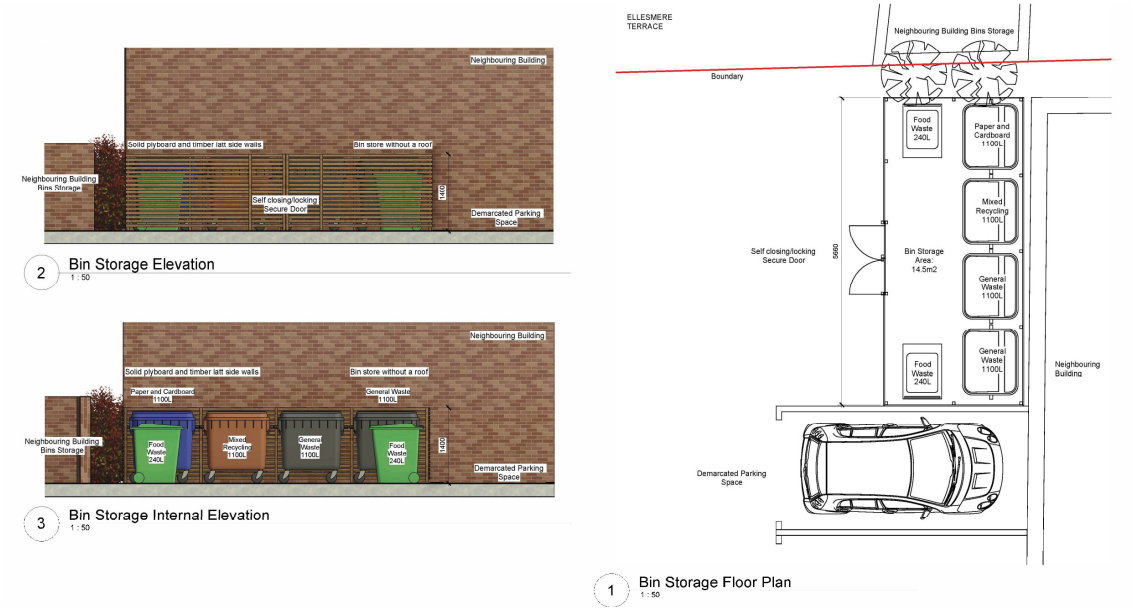
The proposal is to retain and enhance the soft border landscaping along the boundary.
The rear landscape will be improved by adding planting and additional amenity. Planting and hedging will be added to the front garden to enhance the existing amenity spec.

The existing car park will accommodate 14 spaces along with new electric car charging points as Ohme ePod EV charger or similar approved to 2x parking spaces and a disabled parking bay. Routes from the car park to the dwelling will be as barrier-free as possible. The proposal also includes a bin store and a new cycle store in undercroft.

The parking surface will be formed from a porous Cemez Viaflow Tarmac over a compacted perforated gravel hardcore. The existing vehicle and pedestrian access will be retained as existing.

A dedicated 14.5m2 enclosed bin store will be provided, accommodating 4 x 1100L bins (2 general waste, 1 paper and cardboard, and 1 mixed recycling) and 2 x 240L food waste bins. The bin store will be enclosed by solid plywood and timber slatted side walls, with a secure, self-closing and locking door.





Environment

The development will significantly reduce the current level of energy consumption and waste of the existing building. The proposal will vastly improve the energy efficiency of the existing flats adding insulation to the roof, floors and introducing efficient new windows.

The new flats will be built to current building regulations which include 30 years of improvements of the base standards since the apartments were originally built. Air source heat pump cylinders will be installed in each apartment. The bathrooms will feature water efficient showers and toilets. A rated appliances will be fitted into the kitchens along with energy saving lighting including motion sensors to external and internal communal areas to further reduce energy use.

The refurbishment represents a sustainable approach to improving the existing building, retaining and upgrading the structure rather than full replacement. Thermal performance will be enhanced though fabric improvements and renewable energy measures, such as air source heat pumps will be incorporated where appropriate.

The new apartments will be built to have sound separation to meet current regulations and will be tested and certified on completion of the project.

Access and Security

All flats are accessed via the main front entrance of the building with the exception of 3x flats on the left part of the property, which benefits from a separate rear entrance. Each flat has its own front door accessed from the hall and landings on each floor.

The front door and ground floor windows will be fitted with Secure by Design standard locks. The parking area and front door path will be well lit with motion sensor lighting. CCTY will be provided to circulation spaces an entrances.

The existing building has a raised ground floor level, primarily due to flood risk considerations. As a

result, access to the building is currently achieved via a series of steps. Given the significant level difference between the surrounding ground level and the entrance thresholds, it would be challenging to provide a complaint ramped access without extensive alterations to the site layout and building fabric. The development will maximise accessibility where practicable, including the provision of accessible parking spaces, convenient access routes, and adaptable flats in accordance with the principles of Part M4(2).

Inside the doorways, hallway and stairs are wide, and the kitchen and bathroom layouts are simple, making them accessible for ambulant disabled users. Access to cycle storage will be facilitated by a wheeling channel where level changes occur.

Illustrative render of flat 3 Living Space



Conclusion

The proposals will have a positive impact both on the property and the local area. The increase of high-quality homes is very much in keeping with planning objectives to not only create sustainable and thriving communities. All proposed flats meet the Nationally Described Space Standards and offer improved layouts, natural light and circulation and adaptability.

The proposed development will refurbish and restore the exterior of the existing Victorian property. The boundaries will be enhanced with a greater variety of smaller shrubs appropriate for the setting. The landscaping will be a significant improvement to the existing garden and will improve the street scene.

The development makes efficient use of an existing building in a highly sustainable location, close to public transport, local services and employments opportunities. Improved cycle and car parking, electric vehicle charging, secure refuse storage and accessibility measures will support the needs of future residents.
The parking area to rear will serve the full property along with new a cycle store.

Fabric-first improvement, high-performance glazing, efficient all-electric building services and air-source heat pump hot-water systems will significantly improve the building's environmental performance. The development will breathe new life into the site whilst also providing high-quality residential accommodation in accordance with the policies of Places for Everyone Join Development Plan.

