

DESIGN AND ACCESS STATEMENT



PROPOSED RESIDENTIAL DEVELOPMENT ON LAND TO THE REAR OF EARL STREET, PRESTWICH. M25 1GQ

Job No. 14,347

CLIENT: MR MEHDI YAZDANPANAH
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DESIGN AND ACCESS STATEMENT



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1.0 INTRODUCTION

1.1 FOREWORD

This statement has been prepared by Howard and Seddon Architects on behalf of Mr. Mehdi Yazdanpanah, to support a planning application for the proposed residential development of 17 No. new dwellings and associated external works on land to the rear of Earl Street, Prestwich. M25 1GQ.

The proposal includes the extension and re-development of the existing former nursery building on site to create four new dwellings and the construction of 13 No. new dwellings with associated external works. The proposals include the provision for car parking and private amenity space.

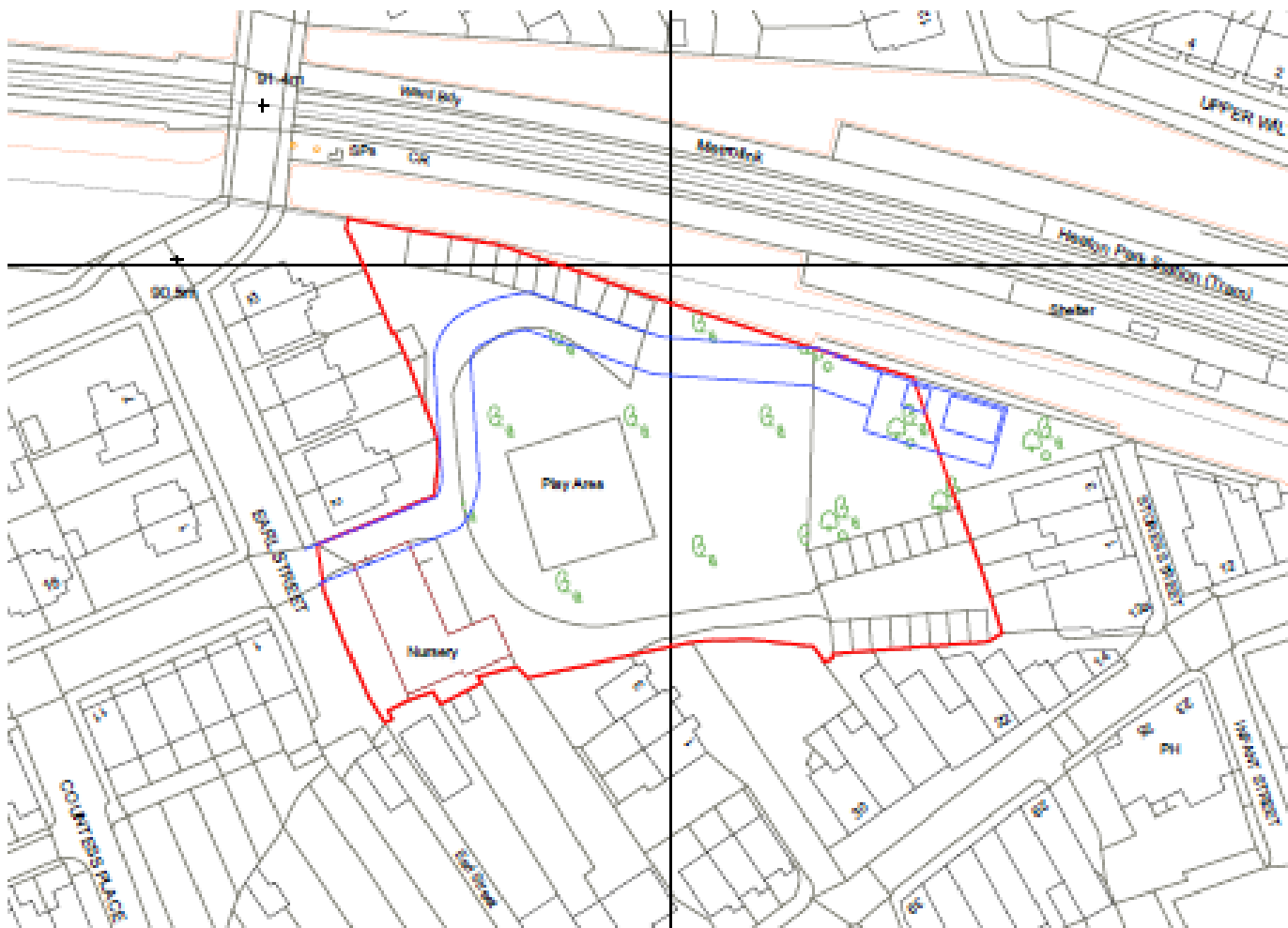
This Design and Access Statement is structured in accordance with the Town & Country Planning (Development Management Procedure) (England) Order 2015 and DCLG guidance on information requirement and validation. The document follows the structure of the CABI guidance “Design and Access Statements — How to write, read and use them” in an effort to demonstrate the design process and how the physical characteristics of the submitted scheme are a response to the physical and socioeconomic constraints and opportunities that the development site presents.

The Statement considers the site, its surroundings and summarises the planning policies, which are material to the proposal, together with other guidance and evidence, which have been taken into account. The analysis addresses all material considerations, which we consider to be relevant to the application.



Above is an image showing the approximate location of the application site, highlighted with a red outline.





Above is an image showing the location of the application site.



INTRODUCTION

1.2 APPLICATION

The proposed development involves the renovation and extension of the existing buildings on site, a former children's nursery. The existing building will be renovated and extended, including the creation of a basement to create four townhouses. The image on the top right shows the front elevation of the proposed conversion.

The remainder of the site will be developed to create 13 No. new three storey family dwellings with associated car parking and private amenity space. The proposed development will utilise the existing access into the site from Earl Street, and construct a new road within the site to connect the houses to Earl Street. The image on the bottom right shows the proposed town houses.

Car parking, bin storage and private amenity space for the residents is provided within the application site to comply with national and local planning policies.

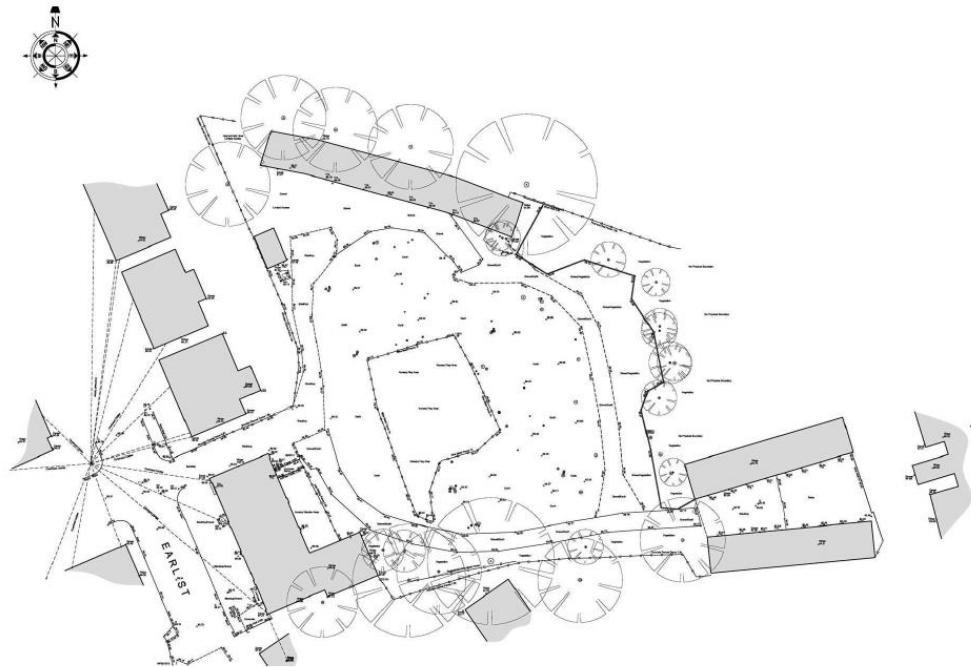
The proposed development has been carefully considered to present a long term and sustainable opportunity for the application site and its setting.



2.0 CONTEXT

2.1 SITE LOCATION & DESCRIPTION

The application site is situated to the east of Earl Street and is approximately 1.5 miles to the north east of Prestwich. The application site is predominantly covered by scrub vegetation with the former nursery play area located in the middle of the site, garage clusters to the north and eastern boundaries with a two storey brick built building, previously used as a children's nursery located along the southwest boundary of the site fronting Earl Street. The metro link line runs along the north and north eastern boundary of the site with residential dwellings adjacent to the western and southern boundaries of the application site.



CONTEXT

An existing access road located to the west of the site adjacent to the former children's nursery connects the application site with Earl Street. The access road enters the site from Earl Street and then heads north before coming to a dead end. A gravel track heads east to an area of hard standing and garages.

The area around the application is predominantly residential. Prestwich is located less than 1.0m to the southwest of the application site, with Heaton Park a short walk to the east. Further afield, Manchester city centre is located less than 5.0miles south of the application site.



Above is an image showing the existing site plan (left) & the proposed site plan (right).



3.0 DESIGN CONSIDERATION

3.1 DESIGN OBJECTIVE

The design vision responds to current conditions and future housing needs, with the overall aim of providing a high quality environment for people to live. There are a number of key design objectives, which inform the schemes design:

- To retain & enhance views adjacent to the site.
- To deliver a high quality “place” which is sustainable, safe and attractive;
- To deliver a modern family dwellings in a sustainable location.
- To adopt inclusive design, by making the place accessible for all.
- To promote sustainability and reduce energy consumption.

3.2 USE

The proposed development will convert and extend the existing buildings fronting Earl Street to create four dwellings, making good use of an existing but now disused building. The application proposes to construct 13 No. new dwellings.

Car parking is provided within the development and private amenity space is provided for the residents to comply with national and local planning policies.



Above is an image showing the proposed front elevation of the new build dwellings

DESIGN CONSIDERATION

3.3 AMOUNT & SCALE

The proposed development comprises of the conversion and extension of the existing buildings to create four family dwellings and the construction of 13 No. new build dwellings to provide 17 No. dwellings in total.



TOWNHOUSE UNIT

4B/8P 140 SQMT	1
4B/6P 112 SQMT	2
4B/6P 108SQMT	3
2B/4P 82SQMT	4
	4

DWELLINGS UNIT

3 Storey 4B/6P 140 SQMT	13
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TOTAL UNITS **17**



DESIGN CONSIDERATION

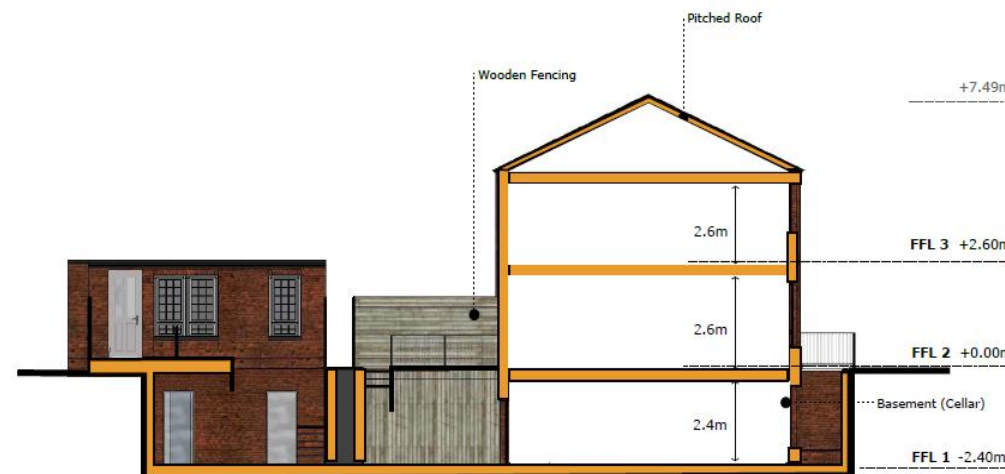
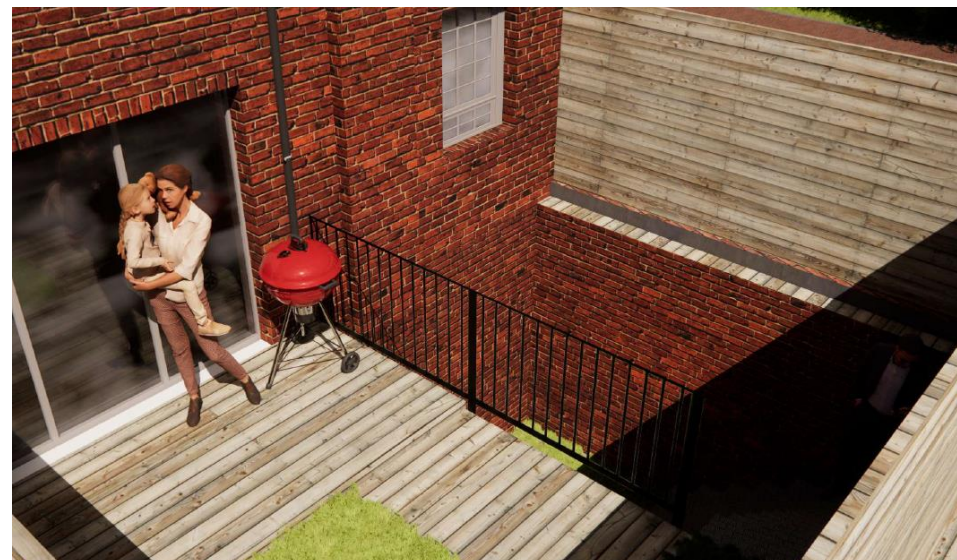
3.4 LAYOUT

The proposed layout has largely been dictated by existing boundary constraints, therefore the design respects the existing surrounding buildings, the proposed layout and design would ensure the development would integrate into the layout of the adjacent buildings and the local community perfectly. Appropriate space and width will be given around all sides of each of the dwelling, so it complies with the existing high standards of light, privacy and space.

The proposed layout of the site has been designed to create an internal road connecting all of the houses to the existing access with Earl Street. The proposed dwellings have been staggered to ensure each dwelling respects privacy distances from nearby dwellings, provides car parking and amenity space for each dwelling and creates an interesting and varied site layout.

The proposed dwellings have been arranged to ensure that no adjacent properties will be overlooked. Distances to principal windows have been designed to comply with local planning policies and guidelines as illustrated in the image on the next page.

The proposed conversion and extension of the former nursery building incorporates plans to create a basement level to provide two bedrooms and a bathroom for each dwelling. Lightwells are proposed to provide natural light and ventilation to the bedrooms at basement level. The ground floor will provide the main living space with an open plan Kitchen, Dining area and Living space. The proposed Living spaces lead out onto a raised decking area with steps down to the basement level to provide amenity space, as shown on the image opposite. The existing building fronting Earl Street will provide two bedrooms and a Bathroom on the first floor.



Above is an image of the proposed section through the existing buildings and the top image is a CGI of the rear amenity space of the converted building





Above is an image of the proposed site plan highlighting proposed privacy distances

DESIGN CONSIDERATION

3.5 ACCESS COMPONENT

The proposed application will utilise the existing access point onto Earl Street. The existing access will be made wider and upgraded to meet typical residential standards and provide a 4.8m wide entrance road with a 2.0m wide pavement to the south side of the road by demolishing a section of the former nursery building. The proposed access to the site will be gated to provide security, the proposed gate will be telescopic and set back approximately 11.0m from Earl Street to ensure a high level of visibility in and out of the site.

The internal road network has been designed to ensure that service, refuse and emergency vehicles can easily access the site at all times. Easy and level access from the car park to the principal entrances will be via footpaths of suitable width and materials.

The proposed development will provide 34 No. car parking spaces. Each new dwelling has car parking spaces in front of the dwelling.

The proposed development has been designed to meet and in many respects surpass current access standards in Part M of the Building Regulations. In this respect, the requirements of the Disability Discrimination Act and the circulation have been fully satisfied. In addition, the design incorporates the following features:

- The entrance doors and halls of each apartment are to be wide and spacious to allow disabled access;
- All internal doors will be designed to incorporate a minimum clear opening width of 775mm to allow a wheelchair user to pass through easily;
- The stairs will be designed to ensure access for the ambulant disabled;

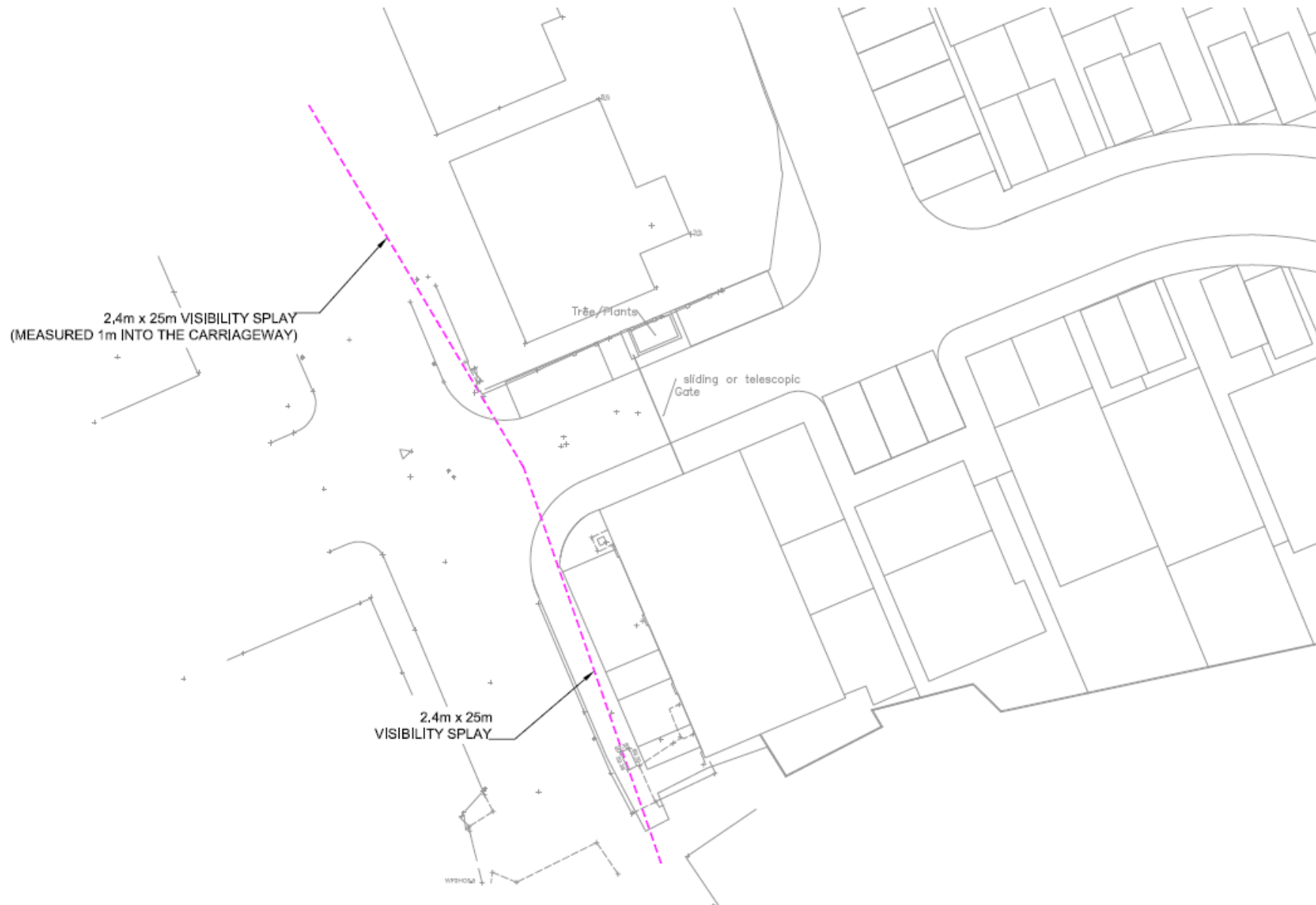
DESIGN CONSIDERATION

The application site is well accessed from the road. Major transport routes can be accessed quickly from Earl Street. The A56 is less than 1.0 mile to the south west of the application site and the M60 / M62 is located approximately 1.0 mile to the north of the application site providing good access to the national motorway network and surrounding towns, villages and local amenities.

The application site is well served by public transport, cycle and walking routes. Several bus stops are located within approximately 350.0m of the application site. The nearest bus stops are located to the south of the site on Whittaker Lane, providing services to Eccles and Prestwich Hospital. To the east of the site is a bus stop situated on the A56 providing bus routes north to Bury and south to Piccadilly Gardens in the centre of Manchester.

Heaton Park tram stop is approximately 350 yards to the east of the application site and provides regular trams to and from Bury, Manchester and the wider metro link network.

Bus and trams provide excellent public transport links to the national railway stations in and around Manchester city centre, from here trains can be caught to various national railway stations including, Liverpool, Birmingham, Leeds and London.



Above is an image showing the proposed new access into the site with a gate set back from Earl Street



DESIGN CONSIDERATION

3.6 APPEARANCE AND MATERIALS

The proposed development has been designed to provide modern contemporary dwellings with traditional architectural features and details to produce stylish houses constructed with traditional materials. As such, building materials have been carefully selected for this development taking into account established materials typically found around the application site. Proposed cladding materials have been chosen to enhance the aesthetics of the local area and provide the development with a modern/contemporary touch.

Hence, the key materials proposed are as follows:

- Red multi facing bricks
- White window frames
- Slate roof tiles
- Roof lights
- Black metal railings to balconies
- Light grey composite cladding to the front entrances and dormers

The existing building fronting Earl Street is to be retained as existing, with any new materials required to match the existing materials, with new doors and windows installed to suit the development and to meet the required U Values. The existing building to the rear will have a new flat roof to replace the existing hipped roof.



DESIGN CONSIDERATION

3.7 SUSTAINABILITY:

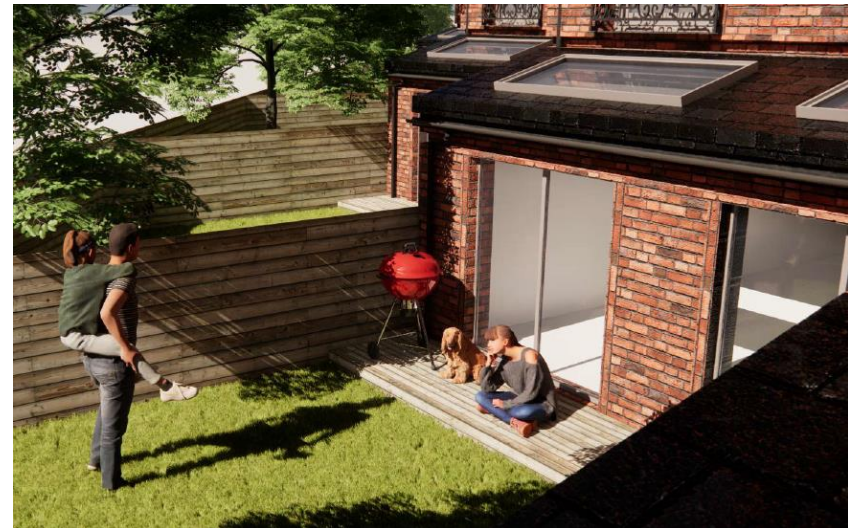
In terms of the developments environmental sustainability, the application site is located in a sustainable location with good public transport links and is close to accessible footpaths and cycle routes.

A 'fabric first' approach will be undertaken throughout this project, looking to improve the thermal envelope of the building and to ensure the development achieves a 10% improvement over Part L of the current Building Regulations.

The proposed dwellings will have appropriate passive control measures to limit the effect of solar gains on indoor temperatures in summer. The proposed light fittings will be low energy efficient fittings. The construction of the proposed dwellings will aim to reduce energy consumption and maximise energy efficiency. The construction process will where possible source local materials and suppliers to reduce transport emissions both to and from the site.

To increase the energy efficiency of the development the following elements are proposed:

- High performance glazing to reduce solar and transmission gains
- Improved thermal transmittance U-valued
- Natural ventilation
- Efficient heating and hot water systems
- 100% Low energy lighting throughout the dwellings
- Low flow aerated showerheads and basin tap inserts to reduce domestic water consumption
- Reducing surface water discharge
- Reducing mains / potable water via water efficient devices and equipment



4.0 CONCLUSION

This statement has been prepared by Howard and Seddon Architects on behalf of Mr. Mehdi Yazdanpanah, to support a planning application for the proposed residential development of 17 No. new dwellings and associated external works on land to the rear of Earl Street, Prestwich. M25 1GQ.

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Car parking, bin storage and private amenity space for the residents is provided within the application site to comply with national and local planning policies.

The proposed development has been carefully considered to present a long term and sustainable opportunity for the application site and its setting.

The layout and accompanying information demonstrates that the proposed development can be accommodated within the site, in accordance with local and national planning policy achieving a high standard of design.

The proposed development will be constructed to modern standards providing good levels of insulation to reduce the amount of heat loss. The proposal has been designed to make the best use of the natural light available to aid heating and cooling of the proposals through insulated glazing and to provide natural light within the dwellings.

CONCLUSION

There would be no adverse consequences for the residential amenities of neighbouring dwellings, from either overshadowing or loss of privacy.

The proposed development is 'high quality', is architecturally charismatic, aesthetically pleasing and has been designed to meet the requirements of modern living as well as being sympathetic with the immediate area.

The application site is located in a sustainable location with very good public transport links close to the site.

It is considered that the proposed development will provide a bespoke residential development, making good use of a disused site in an established residential area, which will contribute towards the council's housing supply target. The development has been designed to respond to the scale and massing of the site context and the design of adjacent buildings to produce a well-designed residential development.

Overall, the proposal is shown to comply with local and national planning policy guidance and will provide a high quality residential development in a sustainable location; therefore, we believe that this development presents an overwhelming case to grant planning permission.