

DESIGN STATEMENT

145 ECCLES NEW ROAD

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Rev B



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1.0 INTRODUCTION

- 1.1 This design statement supports a Full planning application with Change of Use for the refurbishment of the former Waverley Hotel located at 145 Eccles New Road

2.0 EXISTING SITE AND CONTEXT

- 2.1 The site is located on the corner of the A57 Eccles New Road and Thurlow Street in Salford
- 2.2 The site is within 1 km of Salford Quays and Media City and about 1km from the centre of Manchester
- 2.3 Langworthy Road Metro station is about 350m to the west of the site with links to Salford Quays, Manchester and Eccles. The A57 is also a major bus route with stops immediately outside of the site
- 2.4 The area to the north of the site comprises largely of housing in the narrow zone between the A57 Eccles new road and the M602 motorway whilst the majority of buildings to the south side of Eccles new road are industrial and commercial



Site shown red in context of Salford and Manchester. The green line represents the route of the Metrolink past the site and the blue line represents major routes past the site – refer to section 6.0

- 2.5 To the immediate north of the site on the opposite side of the road is the St James Park development comprising of four storey apartments in a variety of landscaped blocks.
- 2.6 To the east of the site is Thurlow Street which is a short vehicular cul-de-sac. The road provides vehicular access to the Army Reserve Centre opposite which is a two storey brick building
- 2.7 The pedestrian path on Thurlow Street continues beyond the highway and links to Montford Street further south



Aerial view of site showing immediate context

- 2.8 To the immediate south of the site is an industrial development know as Lord Byron Square which comprises of a cluster of single storey industrial units
- 2.9 To the immediate west of the site there is a terrace of commercial shops including a convenience store, barbers and a series of takeaway food outlets
- 2.10 A narrow service road provides access to the rear of these units and forms the south boundary of the site.



St James Park developments to the immediate north of the site



Army reserve building on the opposite side of Thurlow Road



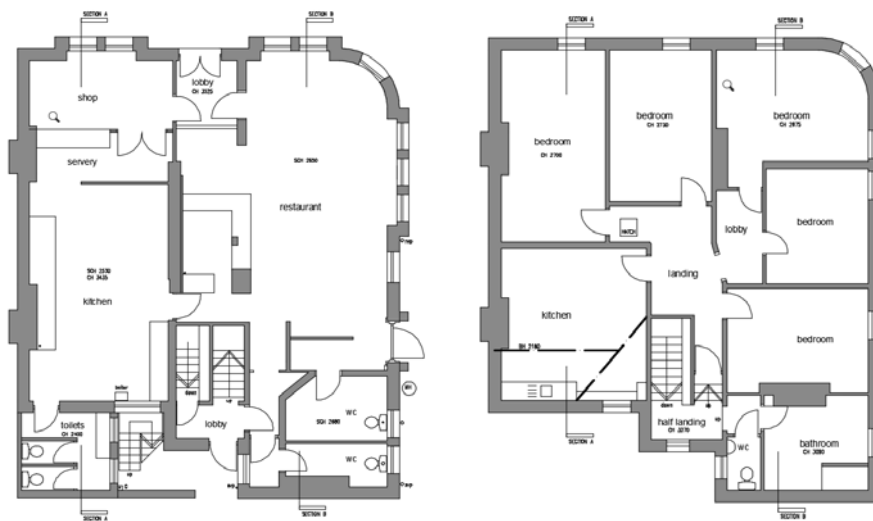
Retail shops to the immediate west of the site



Rear access road and commercial units to the south

3.0 EXISTING AND PROPOSED USE

- 3.1 The building was originally the Waverley Hotel with a main entrance on both Eccles New Road and Thurlow Street
- 3.2 It has since been significantly altered to adapt for different uses over the years.
- 3.3 The building is currently vacant but was last used as a Chinese restaurant with a small takeaway on the ground floor with residential accommodation over.
- 3.4 The residential accommodation appears to have been used as a large apartment on the first floor but as a series of workers rooms on parts of the first and second floor with the building being subdivided into individual bedrooms complete with some showers and shared bathrooms.



Existing ground floor plan showing takeaway and restaurant and second floor plan showing subdivided bedrooms

- 3.5 The basement has been unused for anything other than storage for a number of years and is in a poor state of repair
- 3.6 Commercial enterprises within the building over the years have not fared particularly well and the client is seeking to convert the former hotel into residential apartments
- 3.7 The application seeks approval for eleven apartments that will be for rent at the more affordable end of the market. The accommodation will include one two bedroomed flat, six one bedroomed apartment and four studio apartments
- 3.8 The basement will remain as storage or other ancillary uses

PROPOSED LAYOUT

- 4.1 The proposed new layout has been designed with three apartments at ground floor level and four apartments on the upper floors
- 4.2 The new layout has been designed to utilise existing windows and doors and therefore has a negligible impact on the external elevation of the building – especially on the two main elevations facing the street.
- 4.3 The ground floor layout utilises the existing ornate front door for general access to all apartments except one and provides a secure entrance lobby which gives access to a communal lobby and stair.



Proposed layouts of ground and upper floors

- 4.4 The existing commercial kitchen and takeaway counter will be removed on the west side of the ground floor to provide one large apartment. (unit 1)
- 4.5 The existing female toilets that back on to the service road to the south of the building and is in poor condition will be removed and used for the covered bin store and secure cycle stand with access from the secure back yard
- 4.6 Unit 3 on the ground floor is a smaller studio flat and will be accessed via the former entrance on Thurlow Street. The boarded up doors and adapted clerestory windows will be removed and original features will be reinstated

- 4.7 The building is serviced, as now, by a single stair that will be accessed off the main entrance hall but also provide direct escape to the yard to the rear
- 4.8 On the upper floors the stair has been lobbied, as required by Building Regulations for fire strategy purposes. The new lobby provides access to four apartments per floor.
- 4.9 The first and second floor are of similar layouts, adjusted only to suit the different window arrangements of the existing building and to make use of the high roof space.
- 4.10 The roof space will provide mezzanine access to an attic bedroom in unit 9 and to a study space within the studio apartment of unit 11. New in-line velux style rooflights will be used to provide light and ventilation to the mezzanine spaces.

5.0 ELEVATIONS & MASSING

- 5.1 There are very few changes required to the main elevation by virtue of the layout and most proposed changes relate to maintenance work or the removal of previous additions
- 5.2 The existing galvanised kitchen flue to the rear of the building is to be removed from the building along with all of the commercial signage relating to the former takeaway and restaurant
- 5.3 An external metal escape stair from the first floor will also be removed as this is no longer required for the means of escape.
- 5.4 Various aerals and satellite dishes will also be removed



Existing galvanised flue, metal stair, canopy to door and aerals to be removed from rear elevation

- 5.5 The only changes to the elevation required by the layout will only affect parts of the building that have previously been adapted from the original.
- 5.6 For instance the former entrance doors on Thurlow Street have been removed and replaced with a more standard plywood door. These will be removed to provide direct street access to Apartment 3.

- 5.7 Similarly the former ground floor windows to the left side of the Thurlow Street entrance have previously been replaced to provide high level clerestorey windows to the restaurant toilets. The lower parts of the windows have been bricked up. The proposed elevations will reintroduce these windows to their original size.



Proposed elevation works to Thurlow Street elevation

- 5.8 The removal of the metal fire escape to the rear of the building also means that the former escape door, which actually provided access to some of the worker rooms, is no longer required. The door and a cantilevered timber canopy will be removed and replaced with a new full height window.
- 5.9 A new larger window will be inserted in lieu of the small clerestorey window within the rear yard providing light to the existing commercial kitchen. The new window will be unseen from any public vantage point
- 5.10 Finally the new mezzanine levels within the roof space will be provided with new in-line rooflights helping to exploit the headroom available within the existing attic. The arrangement of structural trusses associated with the curved corner of the building makes it difficult to utilise the entire attic space.
- 5.11 The other changes required to the elevations are based on maintenance requirements
- 5.12 In the first instance the existing roof is leaking in numerous places and causing excessive damage such as timber rot throughout parts of the building. The client intends to replace the roof coverings but will utilise existing slate where possible and will prioritise the two main elevations
- 5.13 Some of the leaks through the building and damage to the existing facades are a result of the existing gutters to the building. The gutter to the two main elevations is a stepped lead shelf supported on ornate brackets. The falls on the gutter are insufficient and the capacity of the gutters are limited. There is also only a single downpipe.
- 5.14 The client intends to replace the gutter with a larger capacity box gutter. The support brackets are to be retained and the gutter will be hidden by a new timber fascia that will offer better maintenance than the previous painted timber fascias and soffits.
- 5.15 A new rainwater downpipe is also proposed to assist in the discharge of water

- 5.16 To the rear elevations the roof has a small gutter and hopper that is being overwhelmed during heavy rain and causing overflowing that has caused localised damage around the valley gutter. The client intends to replace this gutter with a larger capacity metal gutter and to add a new gutter and downpipe to the small section of roof over the stair that currently, and historically, appears to have no gutter
- 5.17 The low level projecting bay windows have previously had their roofs replaced with timber and felt that is poorly detailed, sagging and is prone to leaks. These will be replaced with new slate roofs and the fascias will be tidied.



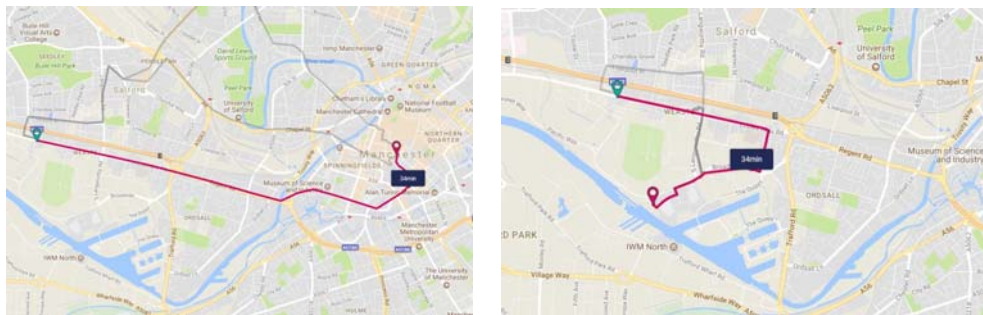
Proposed works to main elevation to Eccles new road

- 5.18 The existing pavement lights to Eccles New Road and Thurlow Street and the former cellar doors at the rear of the building have badly deteriorated leading to significant water ingress and mould within the basement
- 5.19 Where practical the client intends to replace the pavement lights with new or to properly remove them where it is not practical.
- 5.20 The existing brickwork has recently been cleaned and is in need of repointed throughout with a new clear sealant applied. These works will be carried out by a suitably qualified restoration company
- 5.21 The existing feature stonework will also be cleaned throughout to remove the previous layers of paint applied to them. Weeds growing around the stone door surrounds will be removed and the stone repaired and repointed by the specialist restoration company.
- 5.22 The building is not listed or within a conservation area. No heritage statement is considered to be necessary for the building particularly in light of the proposed changes to the remaining historic character

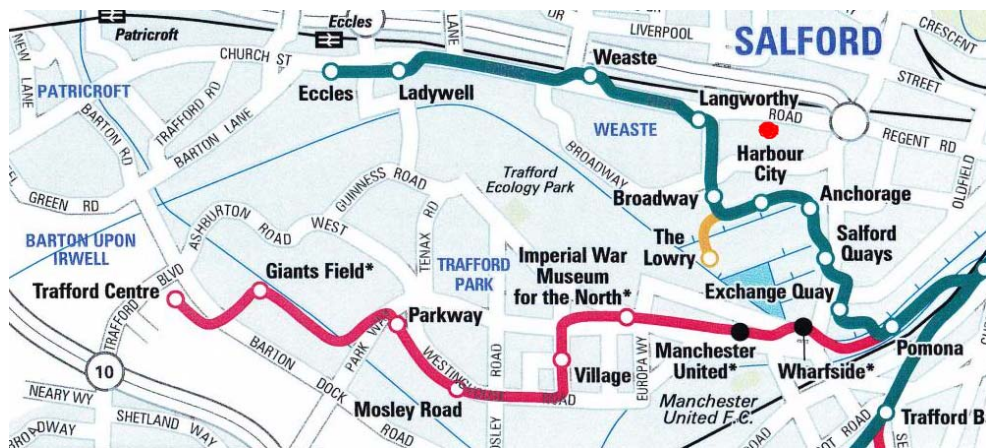
6.0 TRAVEL PLAN

- 6.1 The existing building has no dedicated parking though Thurlow Street is not yellow lined and is used for street parking along with the narrow service road to the rear

- 6.2 As the building was largely multi occupancy residential accommodation before the change of use relates mostly to the ground floor which will now provide three residential apartments in lieu of the previous takeaway and restaurant which has no designated parking either
- 6.3 It is considered that the nature of the rented accommodation at the affordable end of the market, the excellent transport links and the fact that the site is within easy walking distance of both Salford Quays and Manchester City Centre help to alleviate the need for dedicated car parking
- 6.4 If parking were required, for whatever building use is developed, this would be better dealt with by providing a residential parking scheme on Thurlow Street but is unlikely to provide any more than two spaces. At least one of these may be unsuitable to Highways in terms of the proximity to the junction of Eccles New road
- 6.5 As noted previously the transport links around the site are excellent. Three bus routes operate down this part of the A57 providing links between Salford and Manchester and stops are located directly outside of the building.



Major bus routes along Eccles New Road to Manchester Centre and Salford Quays



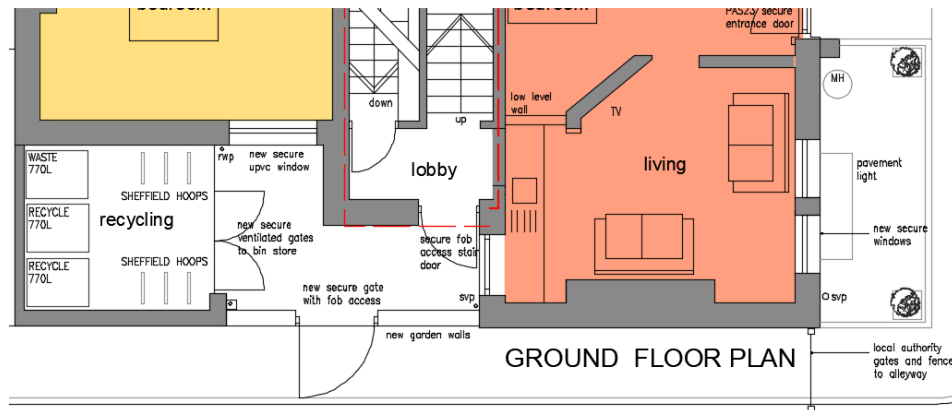
Langworthy Road is the nearest metrolink station

- 6.6 The nearest metrolink station, Langworthy Road, is only 400 metres away with routes to Salford Quays, Manchester City centre and beyond and outbound to Eccles.
- 6.7 The proposed development will provide secure cycle parking within the walled rear yard space. Sufficient space is available for eleven cycles on the basis of one per apartment. There may also be the opportunity to store cycles within the basement.

7.0 **SERVICING**

- 7.1 Previous servicing would have catered for regular deliveries to both the takeaway and restaurant and the removal of both domestic and commercial refuse

- 7.2 The proposed scheme will require only domestic dustbins to be collected.
- 7.3 It is anticipated that each apartment will empty their bins to the communal bin storage area within the rear yard where three Eurobins have been allowed for to cater for general waste, paper recycling and plastic/metal recycling.
- 7.4 Tenants will be responsible for wheeling the bins to Thurlow Street for collection on refuse collection day.



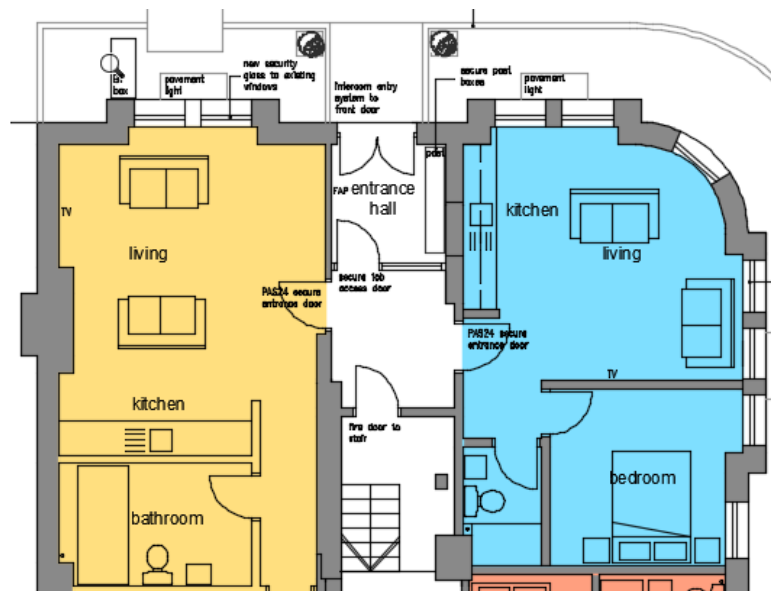
Plan of external yard showing recycling and cycle stands

8.0

SECURITY

- 8.1 As required by Salford City Council a Crime Impact Statement has been commissioned from Greater Manchester Police and forms part of the supporting documentation. It should be noted that unless specifically required by the planning authority we do not intend to register the scheme for Secure by Design accreditation but will take on board, wherever feasible, the recommended crime measures
- 8.2 Since submitting the drawings to the Police we have made several adjustments to the scheme to take on board their recommendations.
- 8.3 As noted earlier we have not proposed any car parking so are unable to address the concerns in this respect.
- 8.4 Whilst we appreciate the recommendations made regarding defensible space between the pavement and the face of the properties we would welcome some dialogue on how this is best achieved given the prominent setting of the building.
- 8.5 The recommendation for low walls and railings would be detrimental to the architectural context of the building and would create a very narrow defensible space that would be both difficult to clean and maintain and also to place ladders for window cleaning and ongoing maintenance of the building facade
- 8.6 Soft landscaping in this zone is hindered by the pavement lights in to the basement but also creates maintenance issues that could eventually be unsightly.
- 8.7 A better solution might be to demarcate the boundary with different paving or with a line of discrete bollards though both of these only offer a subtle visual deterrent and will not prevent unwanted access beyond the boundary
- 8.8 Unit 3 has its own front door on Thurlow Street but all other flats will be accessed via the main front door on Eccles New Road. This will be provided with secure multipoint locking and will be opened via a fob access system.

- 8.9 The building will also be provided with an intercom system at the front door to contact tenants directly so they can vet and allow access by visitors
- 8.10 Individual post boxes have been considered but can only really be housed within the front door such that any security box on the rear of the door would prevent it opening.
- 8.11 Consideration has been given to creating a second door so that a secure lobby is created but due to the position of the front doors to units 1 and 2 and the need to separate these from the fire stair, the secure lobby would be extremely small and leave no room for visitors to wait.



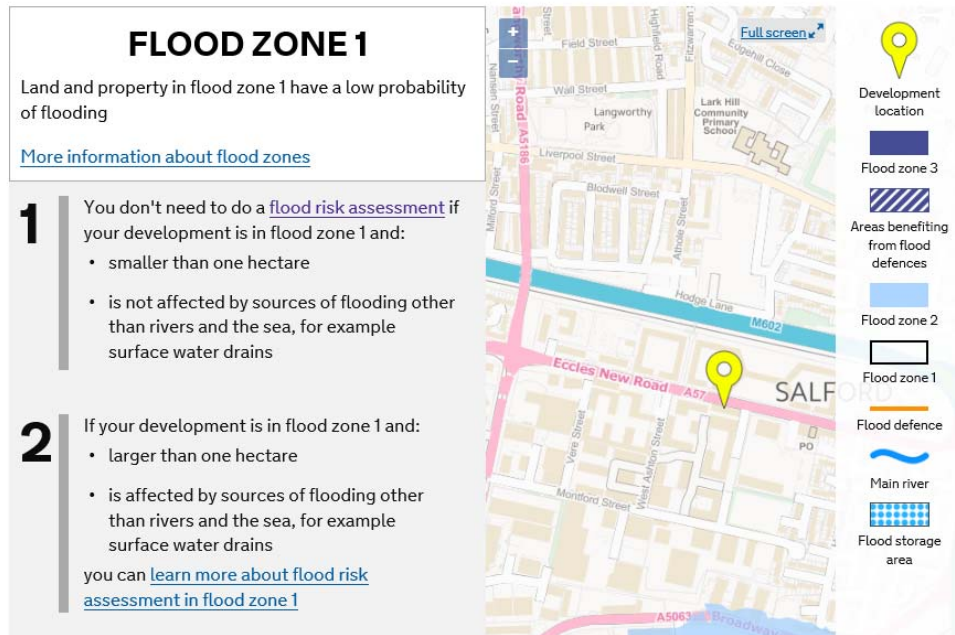
Scheme with a secure porch area for post. The postman would need access to the secure lobby

- 8.12 Further consideration was given to replacing the existing front entrance doors with a wider single leaf and a fixed panel that would house individual letter boxes. This would mean losing the symmetry of the front door and replacing the original doors
- 8.13 On balance the preferred solution would be to maintain a single letter box for the 10 flats (Unit 3 having their own) and provide an open pigeon hole unit within the entrance lobby. This has been successfully adopted in other smaller residential new build schemes and would prevent the need for the postman to enter the building at all. We would be happy to enter in to further discussions with the police and planners on this aspect of the design
- 8.14 A second external door is located at the rear of the building giving access to the bins and providing the external egress route from the fire resisting stair. This door will be of solidcore construction with PAS24 certified multipoint locking and will also be on the fob access system as recommended
- 8.15 The external gate is currently a see through metal gate but will be replaced with a solid hardwood door/gate with the same fob access so that only tenants will have access to the rear yard
- 8.16 As recommended by the Crime Impact Statement the front doors to individual flats will be PAS24 certified solidcore doors with door viewers.
- 8.17 On submission of drawings to the Police the bins were located within the external yard but open to the elements. The existing single storey toilet block was to be demolished to make for a larger external space.

- 8.18 In accordance with the recommendations of the Crime Impact Statement we have now retained the structure of the toilet block so that it can provide a covered and secure bin storage area. The existing windows will be removed to provide for a ventilated gate and screen to the front of the bins (within the secure yard area).
- 8.19 This will mean that the existing concrete roof will provide some protection from items being thrown in to the bins from beyond the site that could cause a fire risk.
- 8.20 Bins will be wheeled to their collection point on collection days so that only tenants will have direct access to the bins.
- 8.21 The retention of the toilet block structure leaves very little room for a separate cycle storage area but we believe there is sufficient room to combine these within the bin store area and this has been adopted at several smaller residential developments. Sheffield hoops are provided through the cycles will be within a locked storage compound that is within the locked external yard.
- 8.22 The retention of the toilet block and its flat roof could provide access to the upper levels so, in accordance with the recommendations of the Crime Impact Report, the previous juliet balcony on the rear elevation has been removed and replaced with a fixed full height window
- 8.23 Some new external upvc windows are to be provided as part of the proposals and we confirm that these new windows will be to the recommendations of the Crime Impact Statement as PAS24 rated with one pane of glass rated as P1A under EN356 and the other of toughened glass. All new windows will be fitted with locking security handles
- 8.24 We are also proposing to replace the double glazed units of the existing upvc windows at ground floor level with security glass to improve the security of vulnerable ground floor units
- 8.25 Separating walls between units within the building are generally of masonry construction but any new partitions will be provided with security mesh as recommended by the Crime Impact Statement
- 8.26 CCTV will be provided to the front entrance door and rear yard
- 8.27 External emergency lighting will be provided to all external doors

9.0 **ECOLOGY**

- 9.1 The proposed site is not within a designated flood plain as can be seen from the attached extract from the Environment Agency website. No specific flood defence has been provided other than the repairs of the damaged pavement lights that are currently causing excessive water ingress to the basement.



- 9.2 There is no evidence within the existing building to support bat activity and the mainly urban and industrial corridor is unlikely to support foraging
- 9.3 There are no existing trees or soft landscaping on or adjacent to the site that would require any tree surveys or ecological desk top studies to support the planning application
- 9.4 No excavation is required to the site that would lead to any need for contamination surveys or other ground investigation work