



SGI Studios
1 Kelso Place
Manchester M15 4LE
t: +44 (0)161 832 9842
e: mail@hodderandpartners.com
w: www.hodderandpartners.com

DANDARA
LIVING

1.0	Introduction	3
1.1	Statement	3
1.2	Project Team	4
1.3	Dandara Living	5
1.4	Hodder+Partners	6
1.5	Hodder + Partners Relevant Experience	7
1.6	Proposal	8
1.7	Planning History and Relevant Policy	9
1.8	Application Documents	10
1.9	Report Structure	11
2.0	The Site and Surrounding Context	12
2.1	Site Location	12
2.2	Historical Context	14
2.3	Environmental and Site Factors	16
2.4	Site Topography	17
2.5	Existing Building Heights	18
2.6	Existing Site Movement and Public Transport	19
3.0	Design Evolution	20
3.1	Character and Opportunities	20
3.2	Massing Development	21
3.3	Pre application consultation	22
4.0	Proposed Design	23
4.1	Use	23
4.2	Amount	23
4.3	Layout	24
4.4	Residential Standards	31
4.5	Height + Scale	32
4.6	Materiality	41
4.7	Illustrative Landscape Proposals	46
4.8	Key Views	55
4.9	Conclusions	58
5.0	Access	59
5.1	Movement to and through the site	59
5.2	Inclusive Access	59
5.3	Security	60
5.4	Access + Maintenance	60
5.5	Refuse Collection and Servicing	61
6.0	Schedules	62
7.0	Drawing Register	63

1.0 Introduction

1.1 Statement

This Design and Access Statement is prepared in support of the application for full planning permission, submitted to Manchester City Council (MCC) on behalf of Dandara Living for the development on part of the Tesco Car Park, Parrs Wood Lane, East Didsbury, Manchester M20 5NP.

This statement explains the design process which has been based upon the thorough analysis of the local context. This includes assessing and understanding the townscape and heritage context of the site and surroundings. The result is a design based upon coherent design principles which are contextually appropriate to the area.

The Build to Rent (BTR) sector has emerged in recent years as a key sub-sector of the UK residential market due to a series of short and long term economic, demographic and financial factors. Rising demand for professionally managed BTR accommodation that suits a more flexible lifestyle and employment need has led to the emergence of large scale owners aiming to offer a bespoke, professionally run, well managed product to this large and growing market. This application responds to the growing demand for BTR and proposes a well-designed development that will form a new residential destination on a previously developed (brownfield) site.

The application has been developed through close consultation with Manchester City Council through pre application meetings, public consultation (including a webinar and in-person exhibition event) and engagement with local Councillors. Feedback from all of these consultation exercises have helped to inform and improve the final submitted design.

The application is described as follows:

Erection of a 6 storey residential building (Use Class C3) comprising 75 new homes together with ground floor flexible amenity/community space, car parking, cycle parking as well as landscaping, highways and other associated works.

Site Address:

Tesco Car Park,
Parrs Wood Lane,
East Didsbury,
Manchester,
M20 5NP

Introduction

1.2	Project Team	
	Client	Dandara Ltd
	Architect	Hodder + Partners
	Structural Engineer	Dandara
	M&E Consulting Engineers	Dandara
	Landscape Architect	Layer
	Sustainability / Energy	Consolux
	Planning Consultant	Deloitte
	Transport Consultants	Curtins
	Air Quality	Redmore Environmental
	Flood Risk	Apex Consulting Engineers
	Ground Condition	CCG
	Daylight & Sunlight	Point 2
	Tree & Ecological Survey	E3P
	Acoustic Consultant	E3P
	Topographical Survey	Survey Operations
	Fire Consultant	Jensen Hughes
	Public Relations	Counter Context
	CGI	Skyline CG
	Archaeologist	L-P Archaeology
	Broadband and Telecoms Assessment	Pager Power
	CDM - PD	Project Four Safety Solutions



Sweet Street, Leeds



Chapel Wharf, Manchester



Arena Central, Birmingham

Introduction

1.3 Dandara Living

Dandara Living is one of the UK's leading designers, developers and operators of Build to Rent property, with a proven track record of creating and delivering landmark residential developments.

With a wealth of in-house experience that encompasses high-end residential, private rental residential, commercial, mixed-use developments, lettings and property management, our success is founded on technical expertise and an intuitive understanding of markets.

Our uncompromising commitment to quality and innovation has firmly established our reputation as a developer of versatility and vision.

Extensive experience in the design and delivery of large scale, complex developments;

- + 10 million sqft of developments completed
- + 10,000 residential units constructed
- + Over the last 15 years Dandara has built over 5800 apartments in the UK.
- + Between 1,500 and 3,000 units under management over the last 5 years

Dandara's Build to Rent platform is currently seeded by schemes in Leeds (744 units), Birmingham (324 units) and Manchester (994 units). The Build to Rent product looks to create quality community environments. We offer an all-inclusive service, including concierge, built in gyms and fitness studios, residents lounges, private dining and meeting spaces and places for family to stay.

Dandara is ideally positioned to become the leading, specialist provider of BTR accommodation in the UK.



Above; Corporation Street Bridge, Hodder and Partners

Introduction

1.4 Hodder+Partners

Hodder + Partners is the incorporated continuation of Hodder Associates, founded in 1983 by practice Principal Stephen Hodder. The practice offers Architectural services across all sectors, including interior design, masterplanning and urban design.

We have established a proven track record in creating high quality, innovative, sustainable design solutions across a range of sectors, and have a particular interest in residential, commercial and higher education buildings.

In 1992 Hodder + Partners received the Royal Fine Art Commission / Sunday Times 'Building of the Year' Award for Colne Swimming Pool in Lancashire. This resulted in the appointment to extend Arne Jacobsen's Grade I listed St Catherine's College, Oxford, a client relationship which has now extended for some 20 years, culminating with the £8.7m Phase II extension, which has now received 5 awards. In 1996, the practice received the inaugural Stirling Prize, for the Centenary Building, University of Salford. It has since won over 40 major national awards.

The practice has realised significant projects in the leisure, cultural, higher education, residential and commercial sectors, and is committed to producing thoughtful and sensitive solutions within commercial constraints.

We recognise that the high value of good design in the built environment places responsibility on us as architects to understand and engage with the client and end users who are at the core of and essential to the process.



Hotspur Press, Manchester



Cambridge Street, Manchester



Arena Central, Birmingham



Water Street, Manchester

Introduction

1.5 Hodder + Partners Relevant Experience

Hodder+Partners is an established architectural practice, with over 40 national awards, including the inaugural RIBA Stirling Prize for architecture.

We work nationally across all sectors.

We listen, collaborate, and deliver imaginative buildings and places for people, and sustainable outcomes for clients and contractors alike.

+ Hotspur Press

Value: Confidential

Date: 2018

Description: Part retention and part redevelopment of the five storey former Hotspur Press and deliver new 27 storey tower (plus ground) to provide 171 residential units and commercial floorspace.

+ Cambridge Street, Manchester

Value: £40m

Date: 2016

Awards: Shortlisted for RIBA North West Awards 2017

Description: The building contains 282 PRS apartments, with a reception and a commercial unit at street level. A split level car park is located on the ground floor and steps down internally to the existing site level.

+ Arena Central, Birmingham

Value: Confidential

Date: 2020

Description: Arena Central is a residential scheme providing 322 apartments over two blocks of 24 and 19 stories. It sits within the Arena Central master plan adjacent to Richard Seifert's recently grade II listed Alpha Tower

+ Water Street, Manchester

Value: Confidential

Date: 2017

Description: The scheme comprises of 301 apartment, 6 townhouses and 326sqm of commercial space fronting Regent Road.



Introduction

1.6 Proposal

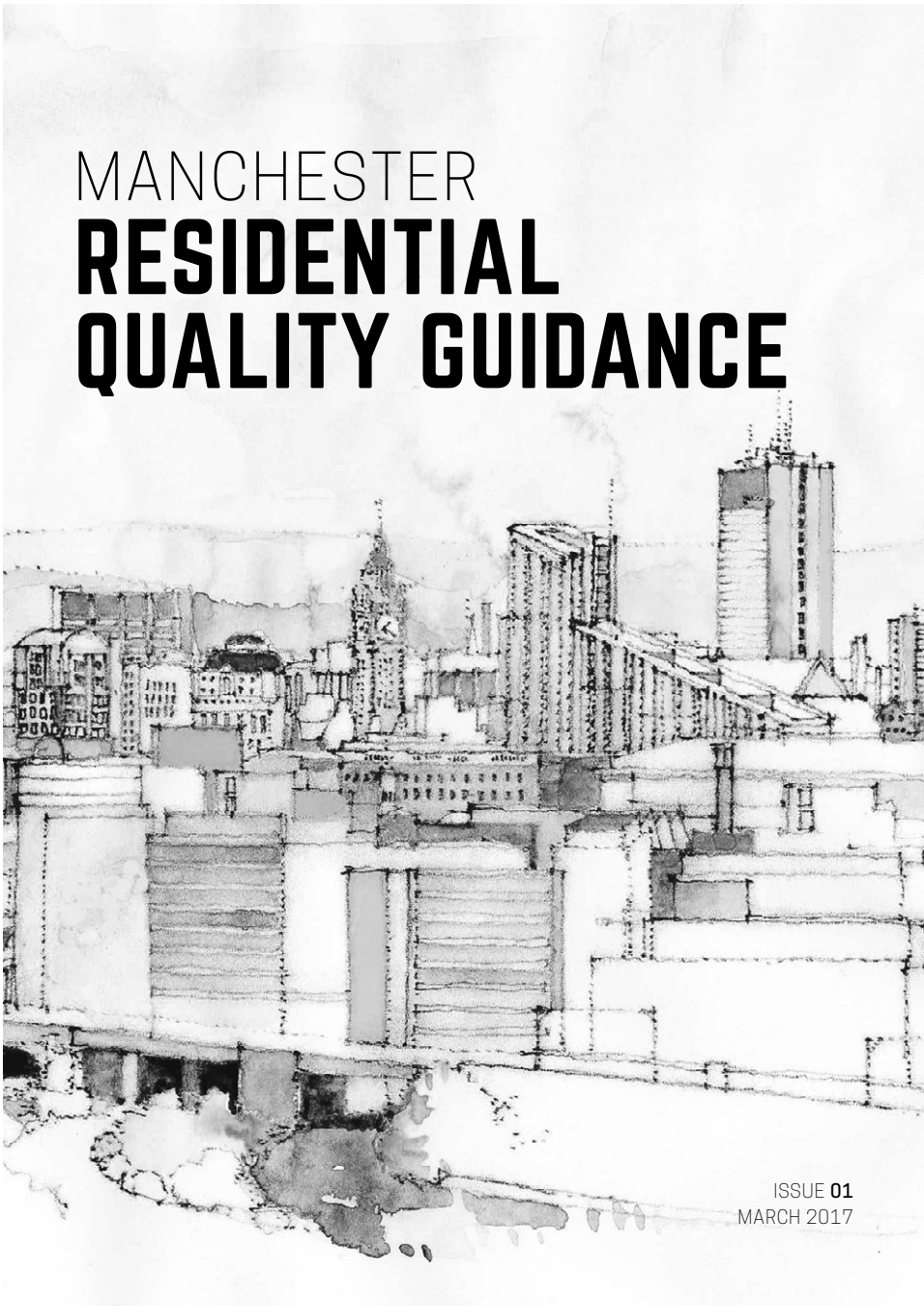
The proposals comprise 75 residential units (class C3) within one building, distributed as follows:

- + 5no. 1B1P units
- + 20no. 1B2P units
- + 40no. 2B3P units
- + 10no. 3B4P units

The development also incorporates ground floor flexible community and resident's amenity space including concierge, 75 secure cycle spaces, 24 indoor car parking spaces, 12 outdoor car parking spaces and associated landscaping and enhanced public realm.

The 114 sq.m. flexible amenity/community space provided at ground floor level creates an active frontage along the access road into the site.

Reference	Description of Proposals	Decision
118206/FO/2017	Erection of a two storey restaurant/hot food takeaway (Class A5/Class A3 use) with basement, car parking (including electric charging bays), landscaping including new pedestrian access and associated works	Withdrawn June 2018



Introduction

1.7 Planning History and Relevant Policy

A planning history search for the Site has been undertaken using MCC's Planning Public Access System. The majority of applications submitted relate to signage proposals to support the ongoing retail use of the Tesco store located within the wider site.

Most notably, the Site was the subject of an application for a fast-food restaurant in January 2018. The application was withdrawn in June 2018 before it was presented to Manchester City Council's Planning and Highways Committee. Further details of this application are set out in the adjacent table.

Planning Policy:

The Adopted Local Development Plan for the Site comprises the following documents:

- Manchester Core Strategy (2012): The Core Strategy was adopted on 12 July 2012. It sets the overall strategic direction for planning in Manchester over the plan period from 2012 to 2027. The policies of the Core Strategy establish where major development and other forms of investment should be located in order to be sustainable, meet local needs and take full advantage of opportunities. The Local Plan is currently being prepared following, which began in February 2020 by inviting views on the Issues and Options paper produced by Manchester City Council.
- Saved Policies of the Manchester Unitary Development Plan (2005): The Unitary Development Plan was adopted in July 1995. Coinciding with the adoption of the Core Strategy in 2012 significant proportions of the UDP have been replaced; however, a number of policies were saved on 11 July 2012 and remain extant.

Other Material Considerations:

National:

- National Planning Policy Framework (2021)
- Planning Practice Guidance
- National Design Guide (2019)

Regional:

- Draft Manchester Spatial Framework

Local:

- Guide to development in Manchester Supplementary Planning Document (2007) and Technical Guidance (2015)
- Providing for Housing Choice SPD and Guidance (2008)
- Manchester Residential Quality Guidance (2017)

Introduction

1.8 Application Documents

This Design and Access Statement should be read in conjunction with the following supporting documents submitted as part of this application:

- + Transport Statement prepared by Curtins
- + Travel Plan Framework prepared by Curtins
- + Site Waste Management Strategy prepared by Hodder + Partners with Curtins
- + TV Reception Survey prepared by Pager Power
- + Drainage Statement prepared by Apex
- + Arboricultural Impact prepared by E3P
- + Ecological Assessment prepared by E3P
- + Daylight, Sunlight and Overshadowing Desktop Appraisal prepared by Point2
- + Residential Management Strategy prepared by Dandara
- + Planning Statement prepared by Deloitte
- + Blue and Green Infrastructure Statement prepared by Deloitte
- + EIA Screening prepared by Deloitte
- + Planning application form and certificates prepared by Dandara
- + Accommodation Schedule prepared by Hodder + Partners
- + Red Line Boundary Plan (1:1250) prepared by Hodder + Partners
- + Existing Site Plan prepared by Hodder + Partners
- + Proposed plans, sections and elevations prepared by Hodder + Partners
- + Design and Access Statement prepared by Hodder + Partners
- + CGIs prepared by Skyline CG
- + Statement of Consultation prepared b Counter Context
- + Ventilation strategy prepared by Consolux
- + Affordable Housing Statement prepared by Deloitte
- + Noise Assessment prepared by E3P
- + Air Quality Assessment prepared by Redmore Environmental
- + Broadband Connectivity Assessment prepared by Pager Power
- + Crime Impact Statement prepared by GMP
- + Landscaping/Public Realm Strategy prepared by Layer
- + Environmental Standards Statement prepared by Consolux
- + Energy Statement prepared by Consolux
- + Ground Conditions Report prepared by CCG



Introduction

Report Structure

The remainder of this Statement is structured as follows:

- + Section 2: The Site and Surrounding Context
Provides an assessment of the application site characteristics and surrounding area, environmental factors and a study of the outline consented scheme.
- + Section 3: Design Evolution
Provides a description of the design evolution and iterative process, as well as incorporation of comments from the pre application consultation and public consultation.
- + Section 4: Proposed Design
Provides a description of the proposed development in relation to its design, including a description of the preferred solution in relation to use, amount, layout, scale, appearance, key views and landscaping.
- + Section 5: Access
Considers site access, including the policy context, vehicular access, and inclusive access.
- + Section 6: Schedules
Schedules of accommodation
- + Section 7: Drawing Register
Drawing register



2.0 The Site and Surrounding Context

2.1 Site Location

The site is located to the South of Tesco Superstore in East Didsbury and opposite Parrs Wood entertainment centre and a Travelodge.

The site is bounded by Kingsway to the East, Parrs Wood Lane to the South and Tesco car park to the North and West.

Site Description

The existing site is occupied by a small portion (2,445sq.m.) of Tesco car park.

To the north of the site, across a further stretch of car park, is Tesco Superstore. On the other side of Kingsway, is the East Didsbury Metrolink stop.

To the east, on the other side of Kingsway, is the Travelodge and Parrs Wood Entertainment centre.

To the south, on the other side of Parrs Wood Road, is a park that occupies the space between three highway junctions, and further residential blocks.

The railway sits to the west of the site, with East Didsbury Station located a short distance South.

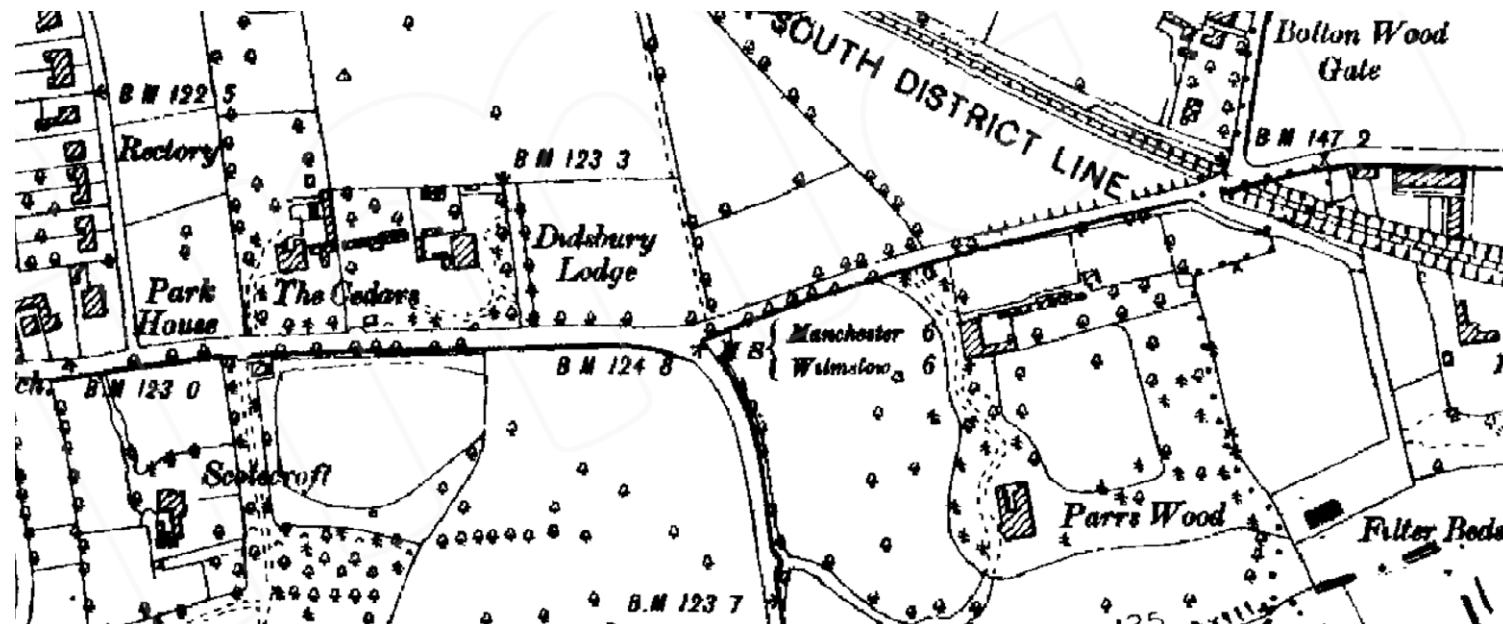
A clock tower, retained from a historic bus depot, is located adjacent to, but outside of, the site boundary to the east. This is currently used as Tesco signage.

The Site and Surrounding Context

Streetscapes

The adjacent views 1 - 8 show the streetscape around the site, moving from the green, along Kingsway to Parrs Wood Road and back up Kingsway towards Tesco, and then views from direct surroundings of the site.

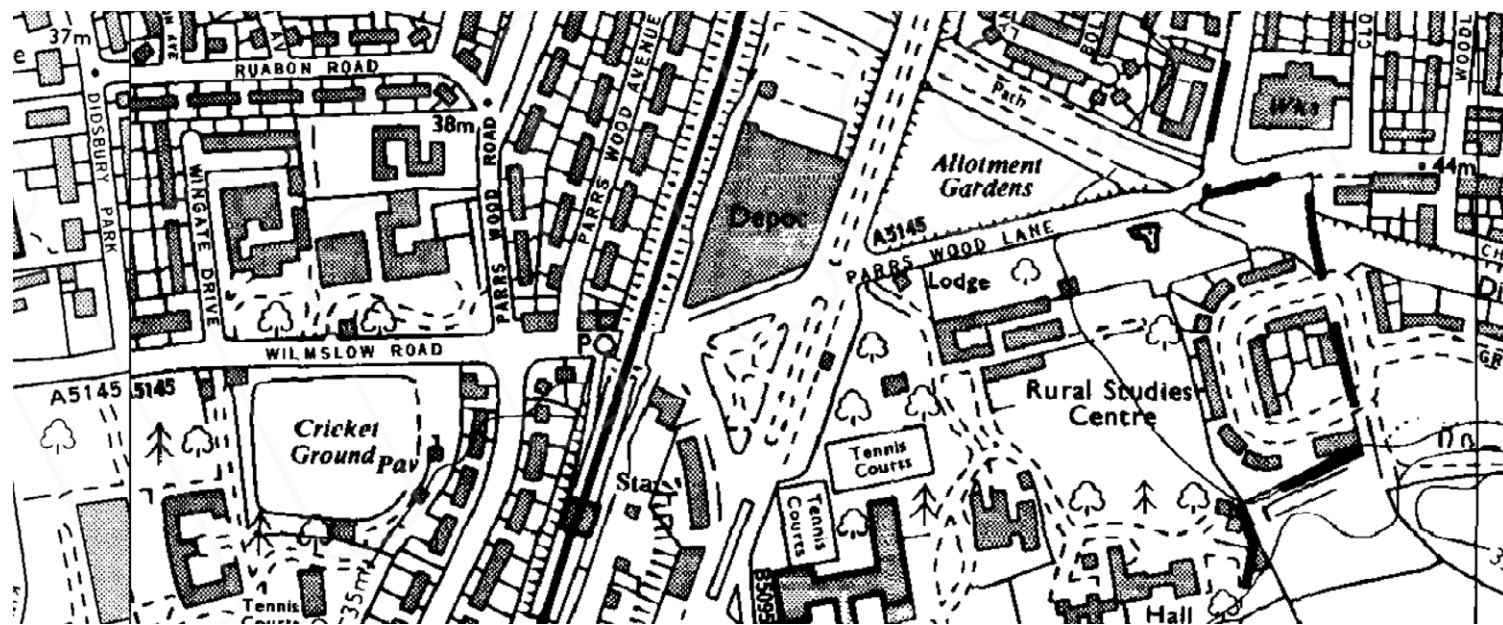




1880s Map of Parrs Wood



1920s Map of Parrs Wood



1980s Map of Parrs Wood

The Site and Surrounding Context

2.2 Historical Context

Parrs Wood has been the location of both the still present Metrolink and the Railway line since the early 1900s, but previous to the current Tesco superstore car park, the site housed the Parrs Wood Bus Depot, which opened in 1926.

The area slowly became more built up throughout the 1900s, including the addition of Parrs Wood Court in 1939, 5 storeys high with gallery access to the apartments. The apartments were an attractive offer to residents, with the range of public transport to Manchester City Centre all easily accessible.



Parrs Wood Bus Depot, 1959



Parrs Wood Court from Kingsway, 1940s

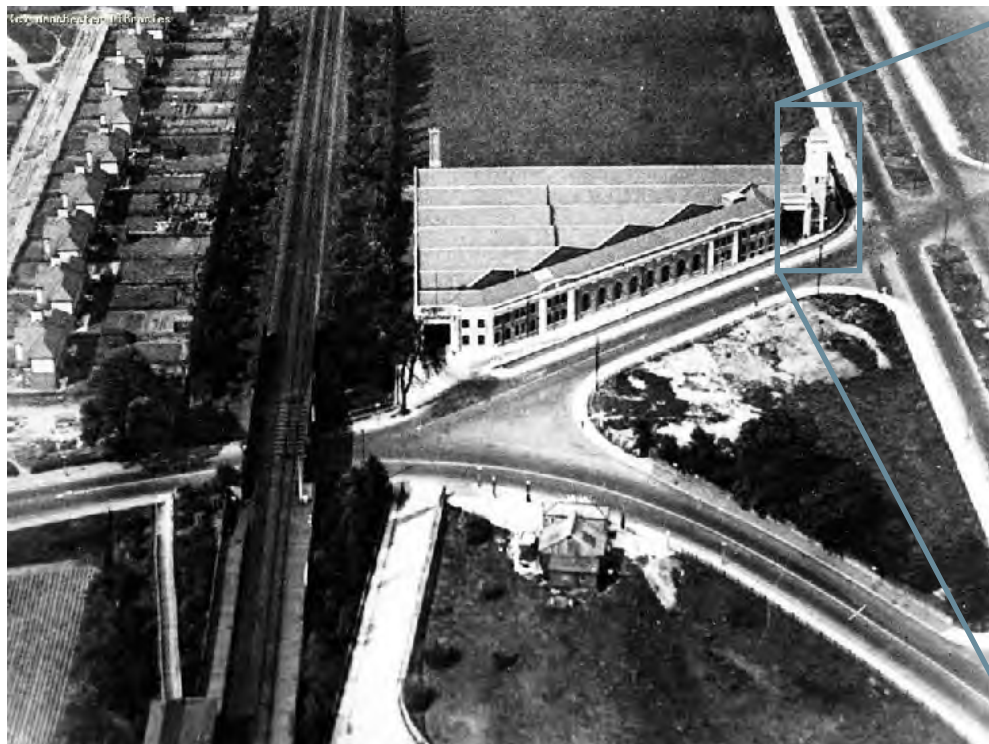
The Site and Surrounding Context

Historical Context

The depot was closed in 1971, yet the building and clock tower remained until the late 80s. The building was then demolished to make way for the new Tesco, opening in 1989. The clock tower was preserved and refurbished, to become a landmark for the area.

In the early 2000s, Parrs Wood Entertainment Centre and East Didsbury Travelodge opened, providing the area with modern entertainment space. This change in use also signifies a change in overall building scale, with residential scale to the west of the railway embankment and larger scale, commercial, development to the east

The park has remained a public green space between main roads since its formation in the 1920s.



Parrs Wood Bus Depot, 1927



Clock Tower, 2021



Parrs Wood Court from Railway Station, 1950s



Park from Railway track above Wilmslow Road, 1920s

The Site and Surrounding Context

2.3 Environmental and Site Factors

As existing

The site is bounded by roads on all sides apart from the North where Tesco's car park abuts the site boundary. The road to the West of the site boundary is the is the main access road into the Tesco car park and provides access to the site. Kingsway to the East and Parrs Wood Lane to the South are part of the surrounding highways network.

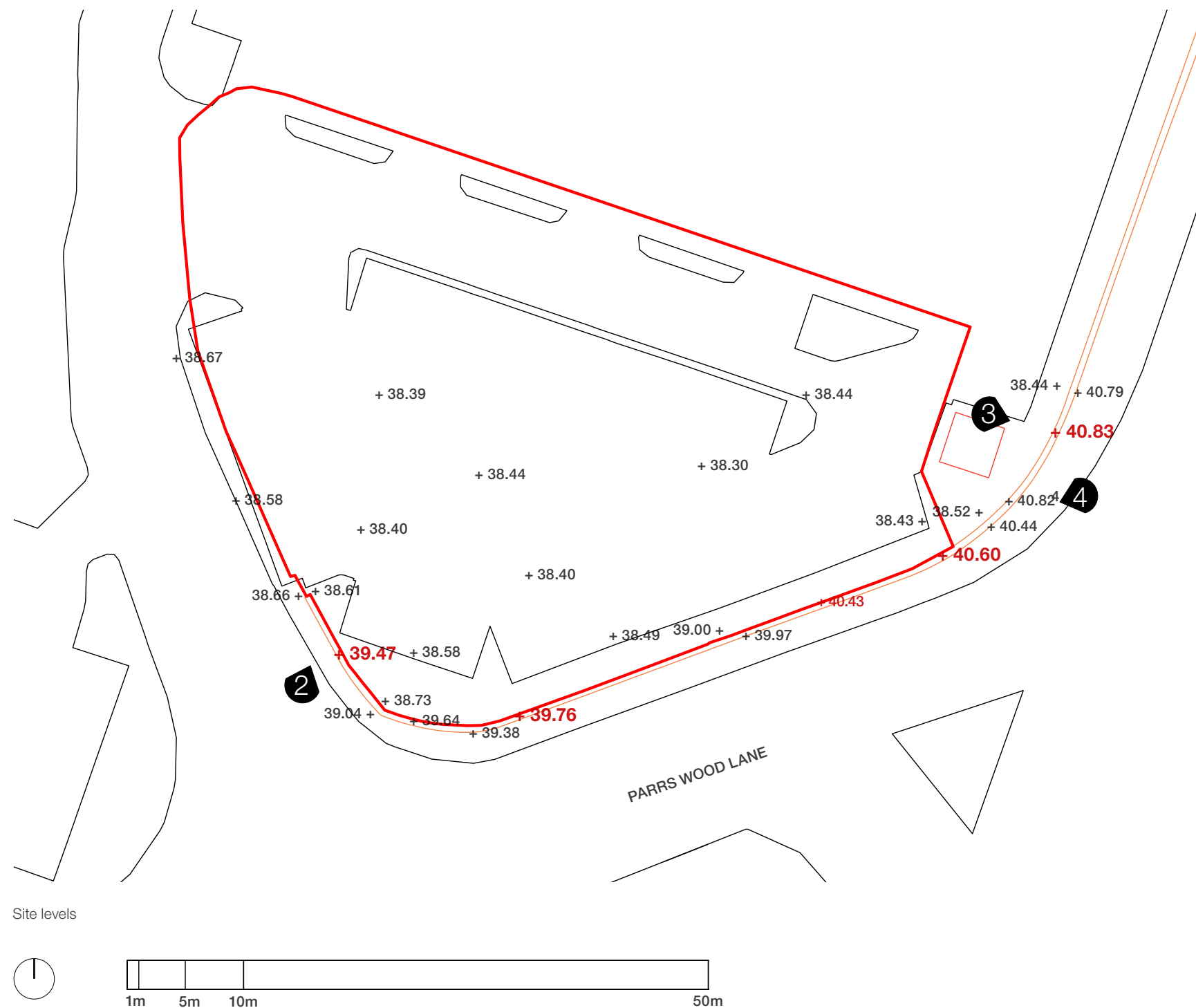
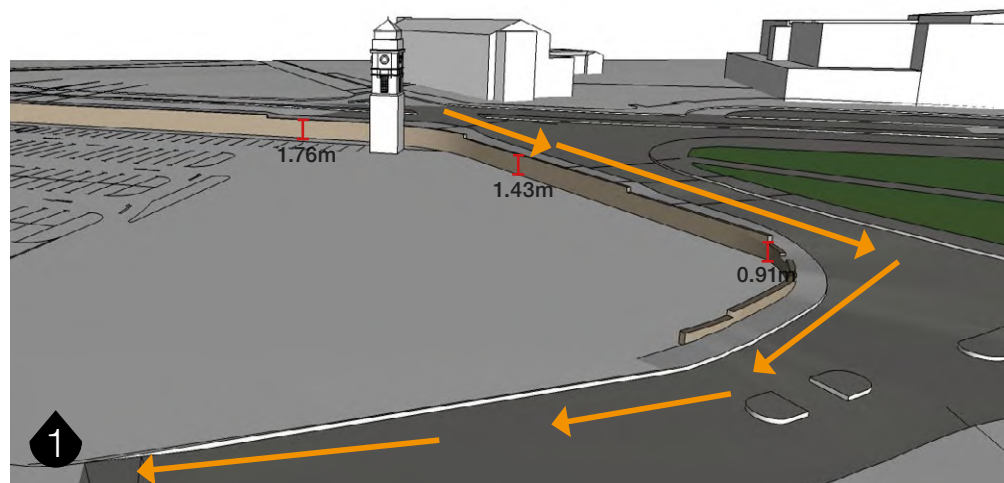
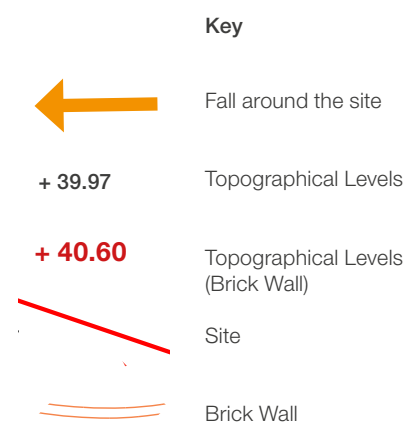
To the South of the site is Parrs Wood Entertainment centre, a Travelodge, and a series of residential blocks that dominate the area in scale at 5-6 storeys high. The Railway to the West sets a clear boundary between these higher storey elements and the lower density residential area of East Didsbury.

There is currently no pedestrian access across the site, with a retaining brick wall and fence separating the car park from Kingsway and Parrs Wood Lane.

Adjacent to the site to the South is a park between the main roads, which houses many large trees. There is also an existing tree just outside of the site boundary on Parrs Wood Lane.



- Key:
- Site Boundary
 - Vehicle Movement
 - Existing Tree on Site
 - Tesco Clock Tower
 - Park
 - Railway



The Site and Surrounding Context

2.4 Site Topography

There are no existing buildings on this site to be demolished, the clock tower sits outside the red line boundary and is proposed to be retained.

The existing site is flat. The brick wall surrounding the site retains a level change from the site edge to the road sides. This lowers from approx. 2.5m drop at the East bordering Kingsway, to no drop as the wall wraps around the South of the site bordering Parrs Wood Lane.

The Tesco car park entrance continues to slope down to meet the site which levels out at approximately +38.300





The Site and Surrounding Context

2.5 Existing Building Heights

The current site is part of the car parking for Tesco, located North of the site at 3 storeys.

To the South and East of the site are a number of buildings with more height, including the large Parrs Wood Entertainment Centre reaching approximately 6 residential storeys, and a number of residential blocks at 5/6 storeys.

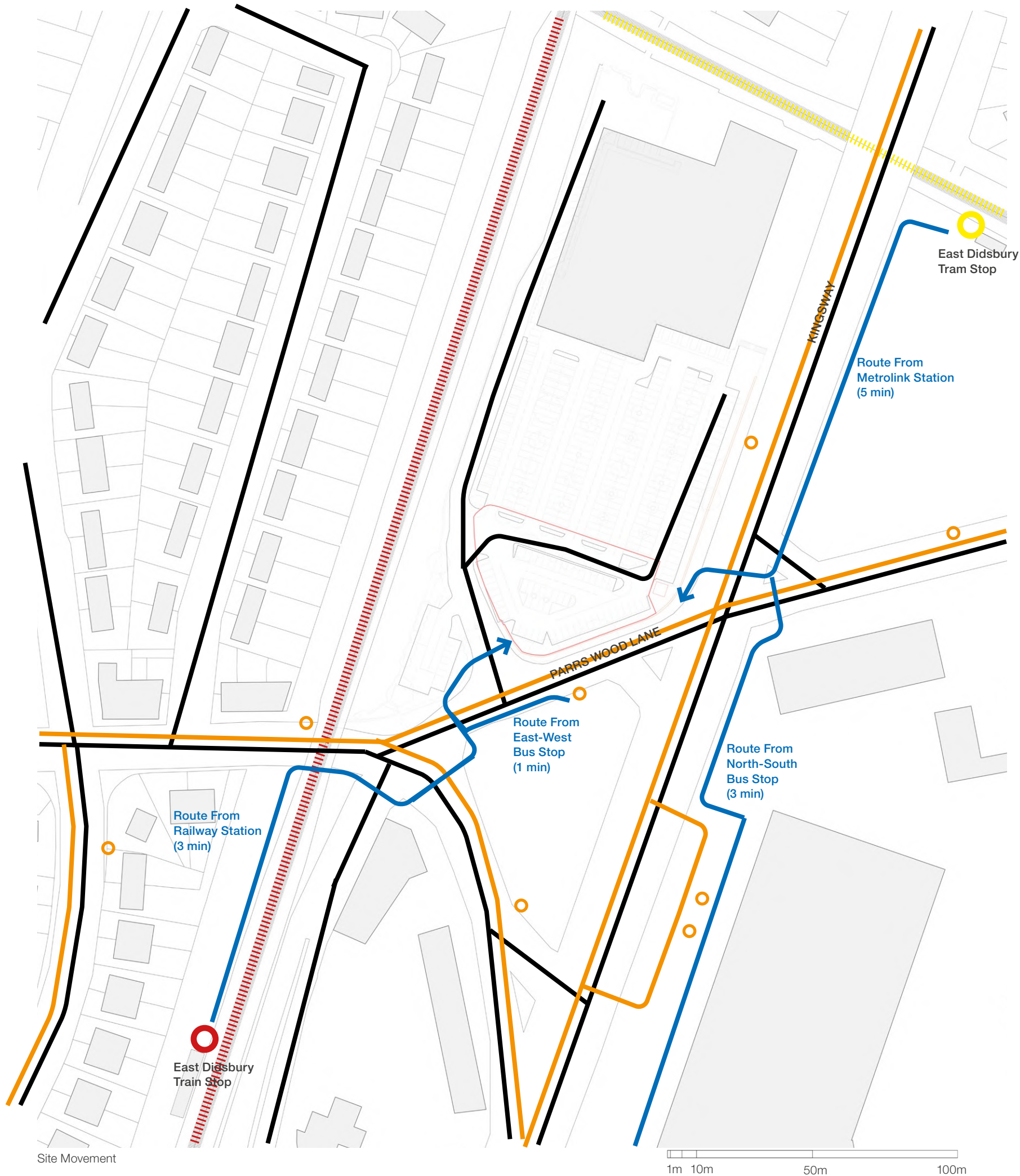
To the West, all buildings are separated by the railway embankment, and are predominantly residential and 2 storeys high.

The site to the East is a flat park and ride for the Metrolink.

Key

	1 storey
	2 storeys + Pitched Roof
	3 storeys
	4 storeys
	5 storeys
	6 storeys

1 storey relates to 1 residential storey, approx 3m



The Site and Surrounding Context

2.6 Existing Site Movement and Public Transport

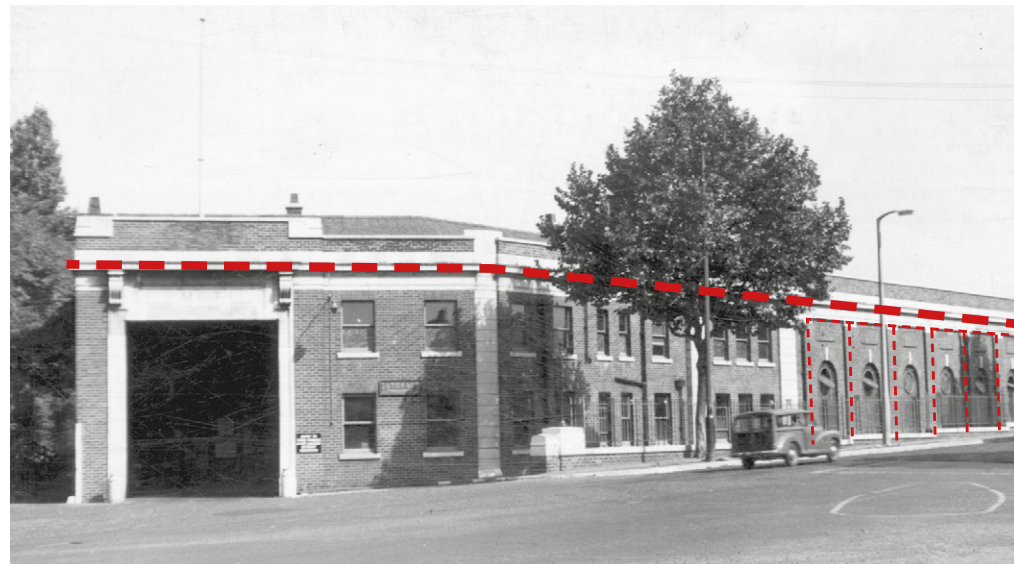
Pedestrian access to public transport is abundant around the site, including routes to the East Didsbury Railway Station to the West, East Didsbury Metrolink to the North East, and a primary bus route along Kingsway. The walking time to these transport stops are indicated on the diagram to the left.

It is anticipated that residents will make use of these sustainable transport links and avoid using the existing road network.

For more information see transport statement prepared by Curtins.

Key	
	Key Vehicular Movement
	Key Pedestrian Movement
	Railway
	Tram
	Bus Routes
	Bus Stop
	Tram Stop
	Train Stop

Below; images of Wilmslow Road Railway Bridge; 2019, 1905, 1931



Above; image of Parrs Wood Bus Depot, 1927



Above; images of Wilmslow Road Railway Bridge

3.0 Design Evolution

3.1 Character and Opportunities

The proposal seeks to create an architectural expression which draws from the history of the site whilst providing a contemporary elevational treatment to suit the emerging context to the east of the railway embankment.

This area has no defined architectural style, therefore we have drawn upon the industrial transportation history of the site with brick as the main material, as well as the modern context of lightweight cladding seen on Parrs Wood Entertainment Centre.

The site has a rich history of advancing public transport for the area, including the previous bus depot that was housed on the site, as well as the historic railway embankment adjacent to the site, where Didsbury railway station opened in 1880. In more recent years this has expanded further with the metrolink.

Directly adjacent to the site is the railway embankment, this marks a key dividing point in the character of area, separating the low rise residential area from the larger scale developments to the east. We have taken elements from this key feature to tie the expression and materiality of the building to the context.

The bridge crossing over Wilmslow Road, pictured adjacent, features a dark brick retaining wall along the embankment, grounding the bridge and the embankment, the bridge itself is then seen as a lightweight metal structure with elements of articulated detail as well as strong horizontals creating a cornice line to the upper portion.

This strategy has informed the proposals through the use of grey brick to the lower storeys to ground the structure and a lightweight metal top with subtle detail and a strong cornice line. The proportions of rectangular details on the bridge have also informed the design in breaking down the mass of the elevations both along the length as well as vertically.

This breaking up of the mass in to regular, repeating elements along the street, with a strong cornice, can also be seen in the facade of the historic bus depot.

Design Evolution

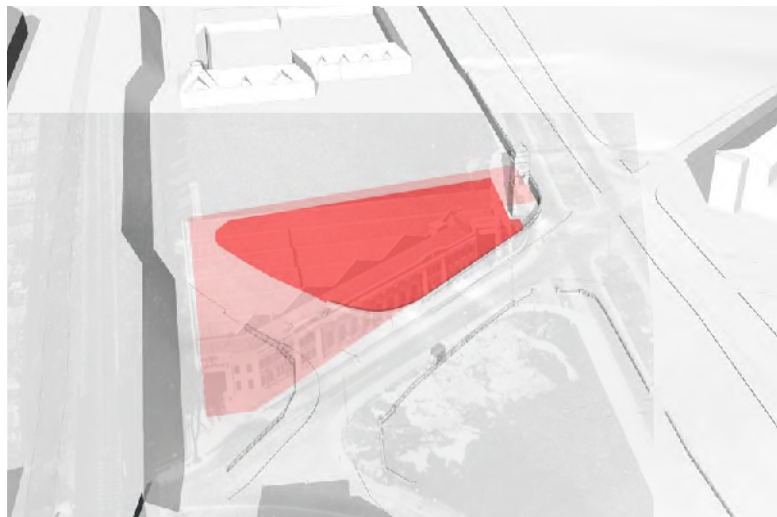
3.2 Massing Development

The adjacent diagrams detail the massing development for the proposed scheme, highlighting key design drivers such as historic urban grain, site constraints and contextual scale relationships.

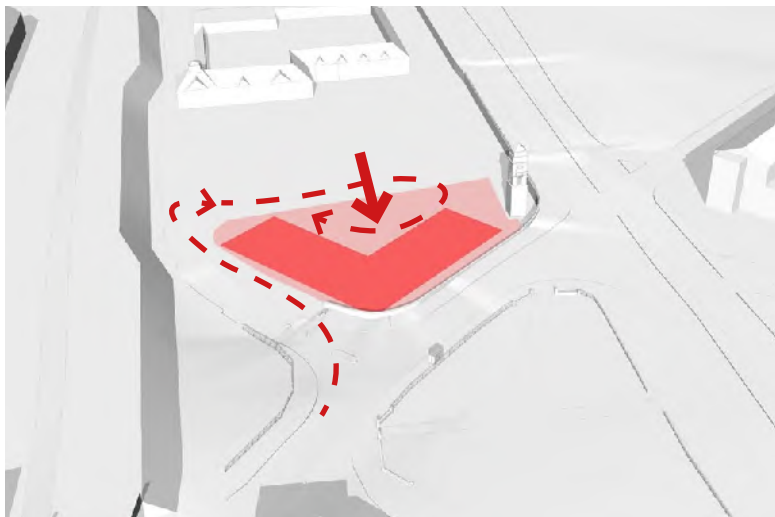
The building footprint highlights the corner of the highways, and reflects that of the historic urban grain of the Parrs Wood Bus Depot. The footprint is pushed away from Tesco Car Park to form an L shape, to allow for access and servicing within the site boundary.

Massing is influenced by the surrounding urban context, including the Citipeaks apartments which is also at 6 storeys. To break the massing along the streetscape, articulated slots and corner are introduced. The massing is further broken up by the 5th floor lightweight articulated boxes, reducing the apparent height of the building.

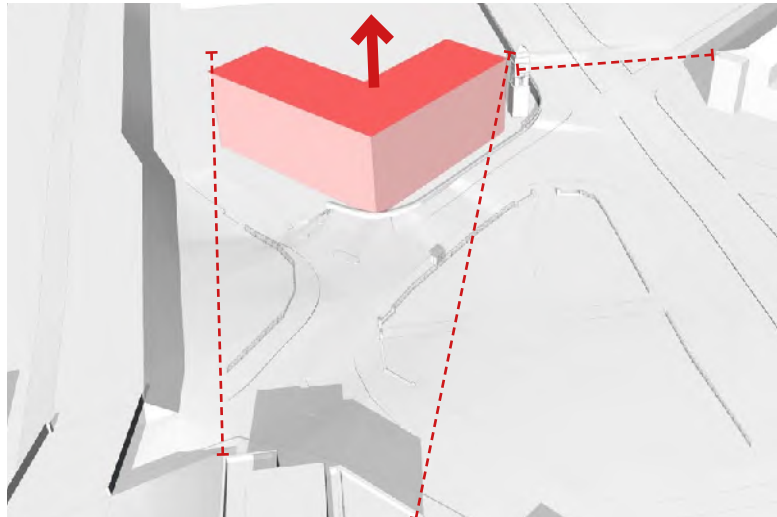
The site is then integrated into the directly adjacent landscape through garden walled terraces, planting of landscape buffers and introduction of new trees to soften the streetscape.



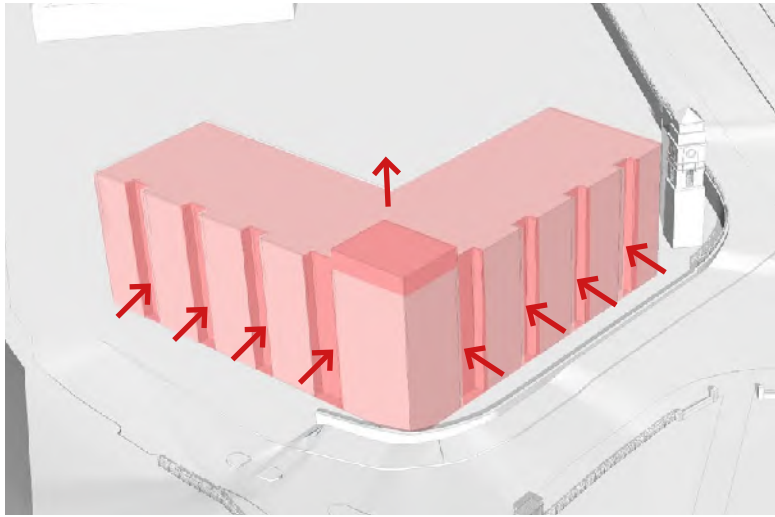
01 Site footprint layered on top of historic urban grain of Parrs Wood Bus Depot



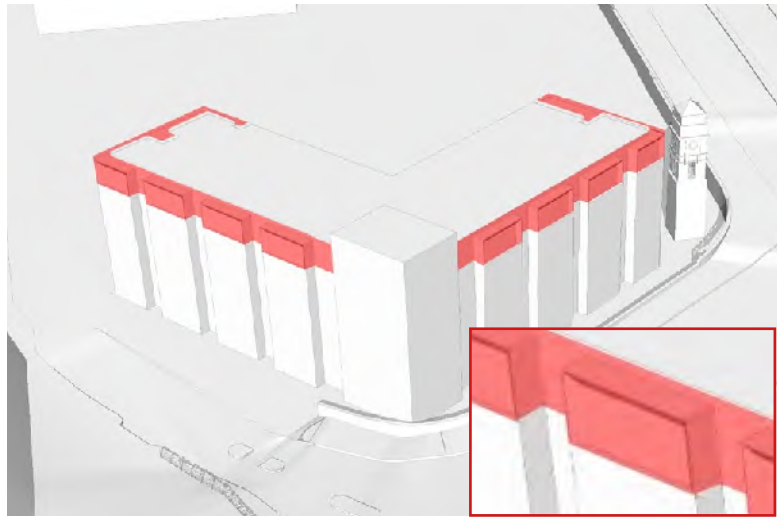
02 Building footprint pushed into site allowing servicing



03 Mass up to context, including Citipeak apartments



04 Breaking mass along Parrs Wood Lane and Tesco car park entrance



05 Breaking mass of top floor to reduce apparent height



06 Build up of landscape buffer with terraces and planting

Design Evolution



Extract of presentation banners for drop in session



3.3

Pre application consultation

An extensive process of community engagement and consultation was undertaken, all managed by Counter Context. These meetings and events helped to inform the design through community involvement and interaction. See statement of community involvement by Counter Context for more information and figures from each consultation event.

Councillor Engagement

Summary of meetings:

- + 1st September 2021 - Teams meeting with Councillor Andrew Simcock to introduce the scheme.
- + 9th September 2021 - In person meeting to visit the Dandara development at Chapel Wharf, Manchester. Attended by councillors Andrew Simcock, Linda Foley and James Wilson.
- + 8th November 2021 - Meeting on site with Councillor Andrew Simcock to discuss design development
- + 27th January 2022 - Meeting with Councillor Andrew Simcock and Councillor James Wilson to reflect on feedback received from the first phase of consultation.

Public Consultation Activities - Phase 1

Summary of activities:

- + 17th November 2021 - consultation postcard distributed to 960 addresses. Area of distribution agreed with Ward Councillors. Postcard included scheme details, website and contact details.
- + 17th November 2021 - Key local community organisations emailed with scheme details and context information.
- + 17th November 2021 - Press release and media coverage, including website.
- + 1st December 2021 - Consultation drop in session held at Didsbury Cricket Club



Photograph from drop in session

Public Consultation Activities - Phase 2

Summary of activities:

- + 14th February 2022 - consultation postcard distributed to 960 addresses. Area of distribution agreed with Ward Councillors. Postcard included scheme details, website and contact details.
- + 15th - 16th March 2022 -Email notifications sent to those who requested to be kept up to date.
- + 22nd March 2022- Website updated to reflect scheme changes
- + 22nd March 2022 - Consultation drop in session held at Didsbury Cricket Club



4.0 Proposed Design

4.1 Use

The scheme proposes the following uses:

Residential (Class C3)

4.2 Amount

The proposal is for a residential block with a total of 75 dwellings, consisting of 25 one bedroom (33.4%), 40 two bedroom (53.3%), and 10 three bedroom (13.4%).

The ground floor houses generous entrance and concierge areas alongside 114 sq.m. of flexible community space. The site topography allows for car parking, bin storage, cycle storage and plant spaces to be located on ground floor, but hidden from sight along Kingsway and Parrs Wood Lane. The first floor on the south of the site contains apartments with raised terraces providing pleasant garden wall frontage to the south. The design accommodates 36 parking spaces (48%) and secure cycle storage at a ratio of 1:1.

The total GIA for the site, including plant and bin stores but excluding car parking and external substation, is: 6,123sq.m.



Proposed Design

4.3 Layout

Site layout

The proposed site layout maximises residential footprint of the available site, responding to the roads with defined edges whilst providing green landscaped frontage to Parrs Wood Lane and private outdoor amenity spaces for residents, car parking, servicing and landscaped public realm.

The building orientation leads to two key entrances, firstly from the crossing over Tesco car park entrance at the south point of the building, which utilises a direct pedestrian route from train and bus stops, and secondly from the internal corner of the building, where residents may park, be dropped off, or move to and from Tesco.

The South entrance also acts as the community space entrance, leading to the ground floor flexible community room, creating an active frontage onto the corner of Parrs Wood Lane and Tesco car park entrance.

Private terraces line the edge of the south facing apartments on the first floor. These are raised to create privacy for residents, yet provide a garden wall character frontage to the street adjacent.

The clock tower is retained to the east of the site, with new landscaping provided to enhance the setting.

Landscaping is provided throughout the ground floor and terraces, with the introduction of trees, planting and native hedgerows enhancing the biodiversity on site.

Community
Plant/Bikes
1B1P
2B3P



Layout

Level 00

The topography of the site is used to conceal car parking, bin storage and plant space from view from the East and South of the site.

Active street frontage in the form of community space forms the West of the Ground Floor. Resident's terraces line the site to the South East, facing Parrs Wood Lane.

The main entrance to the residential spaces is from the core on the West, and secondary entrance from the core to the East.

A third entrance is available via the escape core to the north of the site, closest to Tesco car park.

Car parking access is from the Tesco car park to the North. There is also exterior access to the bike store, bin store, substation, and community spaces at this level.

Key:

- 1B1P
- 1B2P
- 2B3P
- 3B4P



Level 01 Plan
1:250 @ A3

Proposed Design

Layout

Level 01

Typical apartment floors start at this level, with a mix of 1, 2 and 3 bedroom apartments, all with private amenity space in the form of inset and juliet balconies to the south and projecting balconies to the north, as well as 4 garden terraces to the South East.

The typical floors are served by two cores, the main central core and a secondary escape core to the north.

Key:

- 1B1P
- 1B2P
- 2B3P
- 3B4P



Level 02 - 05 Plan
1:250 @ A3

Proposed Design

Layout

Typical Level

The building rises up with typical apartment floors of 1, 2 and 3 bedroom apartments, all maximising private amenity space in the form of projecting balconies to the north and juliet balconies to the south, taking into consideration the external conditions of adjacent highways.

Key:

- 1B1P
- 1B2P
- 2B3P
- 3B4P



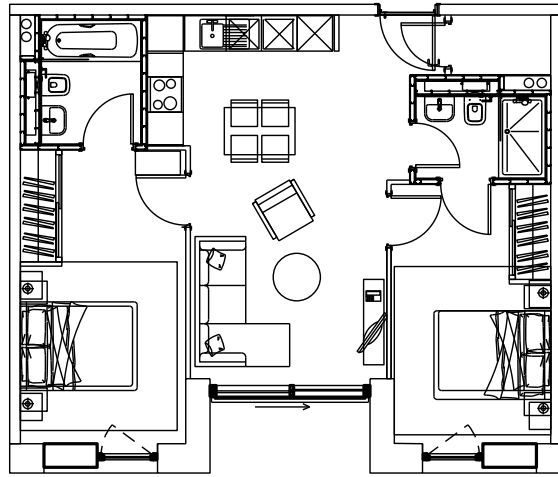
Level 05 Plan
1:250 @ A3

Proposed Design

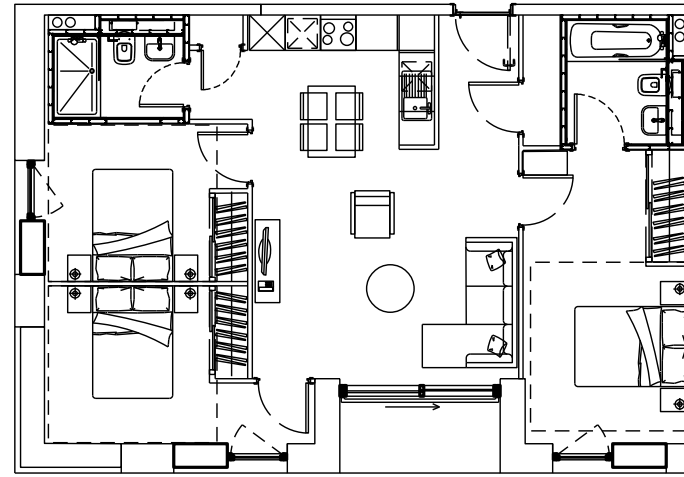
Layout

Level05

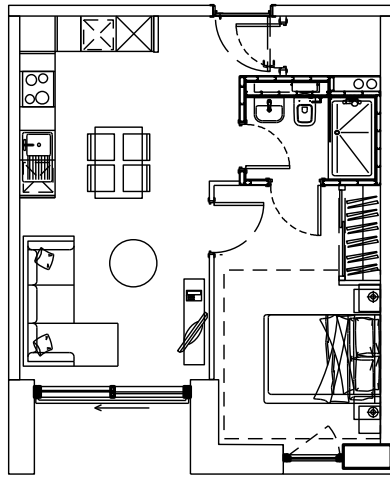
The final floor utilises the same 1, 2 and 3 bedroom apartments as the floors below but takes a different architectural expression. This takes the form of articulated metal boxes to break the mass of the elevations and build on the contextual analysis discussed earlier.



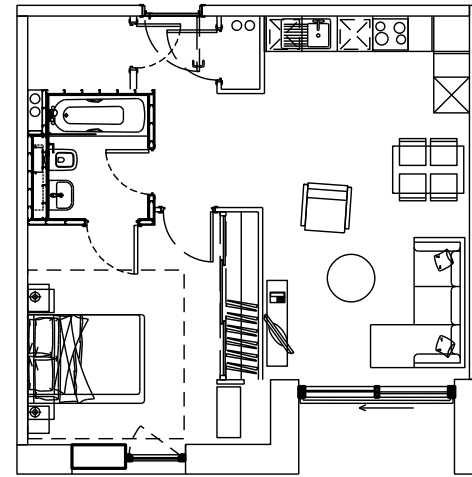
Typical 2 bed 3 person apartment. 62 sq.m.



Typical 3 bed 4 person apartment. 75 sq.m.



Typical 1 bed 1 person apartment. 40 sq.m.



Typical 1 bed 2 person apartment. 50 sq.m.

Proposed Design

Layout

Typical Apartment Layouts

The apartments are organized around the living spaces, with bedrooms to one or both sides. The kitchen is at the rear of the living space, with the living space nearest to the window. In the 2 bed apartments one bedroom has an ensuite, whilst the other tends to have a 'Jack & Jill' arrangement, where direct access is provided from both the living and bedroom spaces to the main bathroom.

The service cupboard is typically located by the entrance door. Although the apartments are an open plan arrangement so there is no entrance hallway, the apartments are laid out to provide an entrance zone to give better definition and a depth of threshold to the living spaces.

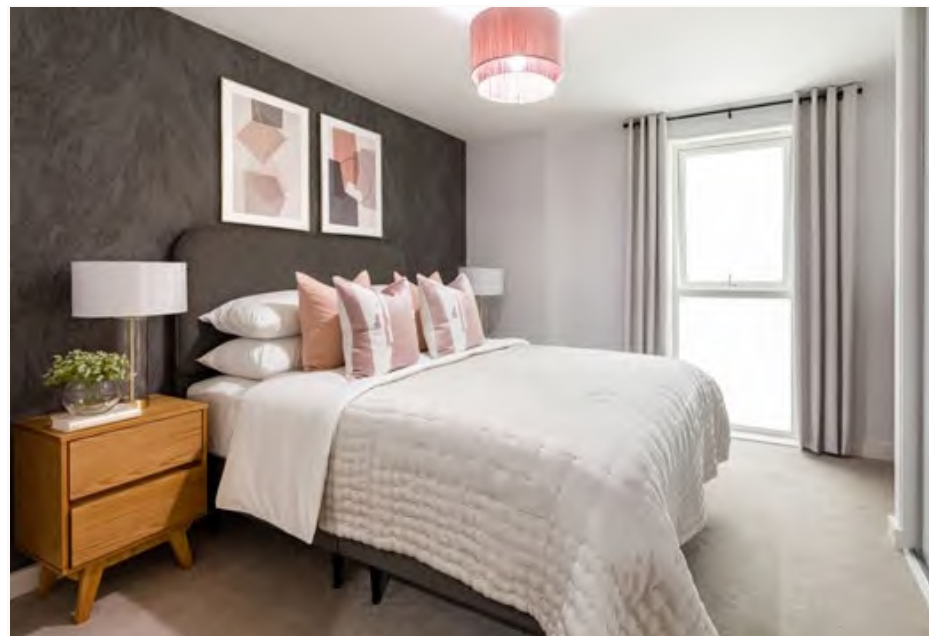
Key features includes:

- + Open plan living arrangement
- + Spacious double bedrooms with built in storage
- + High quality and spacious kitchen installation
- + Floor to ceiling glazing
- + Private balcony space
- + En suite accommodation
- + High quality fixtures and furniture

Apartment Sizes and Mixes

The apartment internal areas are set out as follows:

- + 5 no. Studio apartments of 40 sq.m.
- + 20 no. 1 bed, 2 person apartments of 50 sq.m.
- + 40 no. 2 bed, 3 person apartments of 62 sq.m.
- + 10 no. 3 bed, 4 person apartments of 75 sq.m.



Above; Dandara Living Interiors



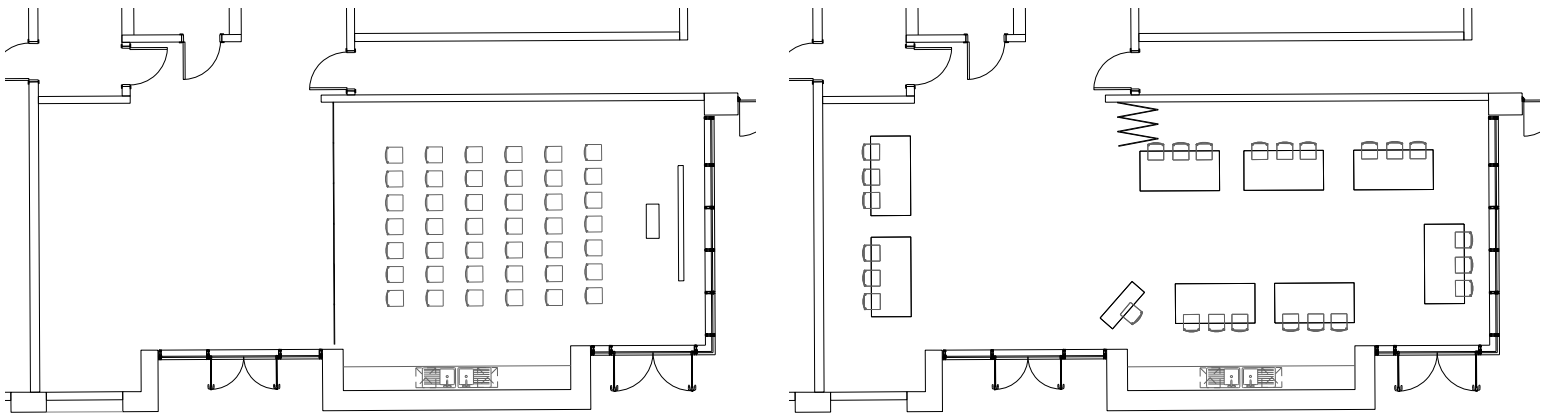
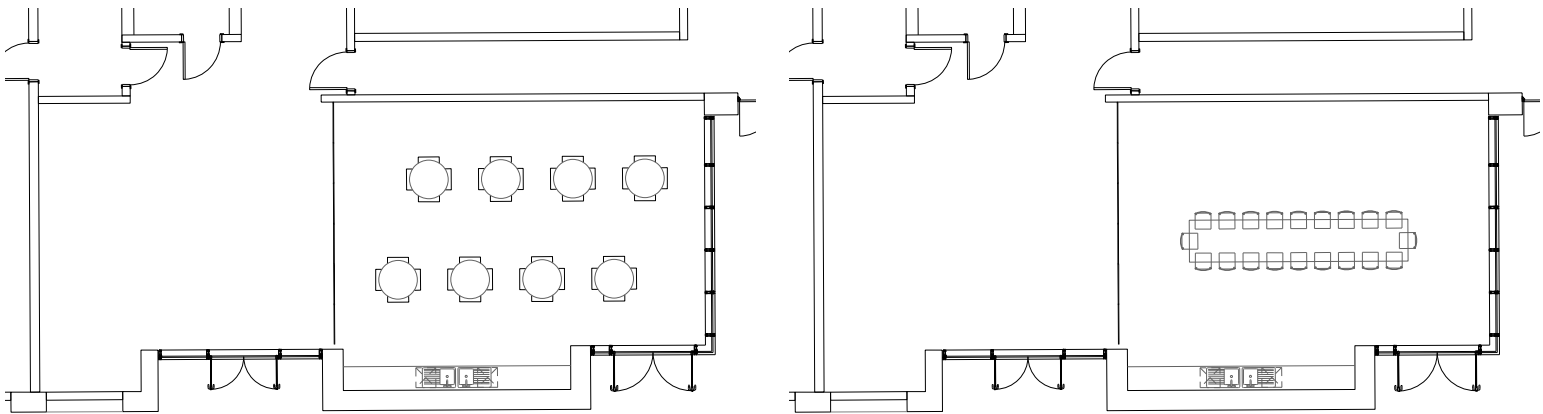
Proposed Design

Layout

Flexible Community Space

Based on initial discussions with the local community, we were presented with the importance of creating a place to meet and gather. Therefore, the proposal includes a dedicated community space that is flexible for changing needs.

The space will be available to residents, community members and local businesses on a flexible basis. The development will become a community hub, shaped by local residents.



Above; Flexible Community space possible uses;
Dinner, Meetings, Presentations, Markets



4.4 Residential Standards

Manchester Residential Quality Guidance – Space Standards

The Manchester Residential Quality Guidance (RQG) was endorsed by Manchester City Council in December 2016. This Guidance was produced to ensure that future development in the city delivers high quality, sustainable housing that meets the city's and communities' needs.

The accommodation proposed is in line with and in many instances surpasses the emerging space standards defined in the Residential Quality Guidance.

Manchester Residential Quality Guidance – Summary of Compliance



Make It Manchester

The design for Blackbird Yard, East Didsbury has been developed to explicitly respond to the scale and massing of the site and emerging context; the patterns of historic urban development of Manchester; and the adjacent rail infrastructure. By reinforcing the materiality and structures of the railway, the design responds to the distinctive character of the area.

The building is massed so there is a scaled massing in this part of East Didsbury, where a cluster of medium rise buildings, some dating back to the 1950s, have emerged. It has been architecturally articulated to provide a new elegant volume that can be robustly detailed in line with the best local architecture and the adjacent historic structure.

The proposed increase in density is appropriate for the area due to its high connectivity to the rest of the city via public transport. The design has emerged from an integration of the heritage of the area along with new technologies, responding creatively to the site, whilst future proofing the proposal.



Make it Bring People Together

By incorporating the new flexible community space, communal amenity space and adjacent terraces, the layout will facilitate residents in meeting, socialising and forming a new community within the building and with those residents living in the surrounding Didsbury area.

By including a mix of dwelling types the development will be capable of accommodating a wide variety of residents.



Make it Animate Streets and Spaces

The building has been laid out to provide active frontage to the ground floor via stepped terraces with garden wall scale separation, community space and a concierge-manned reception behind highly visible entrances. Along with the construction of the new quality landscaped area to the south, and the balconies allowing opportunity for observation, these will add life and interest to the surrounding public realm, creating a safer enhanced pedestrian environment around the building.



Make it Easy to Get Around

The site is located close to key public transport infrastructure, within 40m of a bus stop, and 250m of East Didsbury tram stop and 200m of East Didsbury train stop.

The site is within a short walk to Didsbury high street and also benefits from a number of on and off-road cycle routes. Modal choice is extensive with 100% provision of secure cycle spaces. Use of the private car is discouraged, with car parking provided at 48%, as detailed in the supporting Transport Assessment.



Make it Work With The Landscape

The building's organisation and massing addresses the landscape with a strong perimeter frontage and amenity spaces, along with introduction of street trees. The layout of the building creates a landscape buffer to Parrs Wood Lane, seeking to enhance the biodiversity of an existing Brownfield Site.

The development will benefit from its proximity to Parrs Wood green and Fletcher Moss park which offers residents a space for recreation and sports, along with the encouragement of healthy lifestyle choices such as cycle use and walking.



Make it Practical

The proposed dwellings are sized alongside the Nationally Described Space Standards with well-sized, well designed living, sleeping and storage spaces. The concierge entrance includes a managed parcel receiving area and storage as well as post boxes for all residents.

Waste storage has been designed in accordance with Manchester City Council guidance for a development, ensuring easy access and maintenance for all residents to encourage recycling and reduce waste diverted to landfill. Waste collection space is away from street fronts in the vehicle circulation space, and is directly accessed from the bin store.

Proposed Design



Make it Future Proof

The building has been designed to meet the requirements of the existing Building Regulations with an emphasis on reducing heat loss through the fabric of the building. This, combined with all-electric heating and appliances, ready for the decarbonisation of the grid, has driven low-carbon energy choices.

The development of this site drives low carbon lifestyle choice changes for residents with the promotion of sustainable transport use.



Make it a Home

The entrance lobby and associated facilities is a key component in generating a sense of arrival to the building. These spaces mediate the change from the wider public realm to the private dwellings.

Lifts, stairs and corridors are generously dimensioned up to the front doors of the apartments, as well as daylight provision to the corridors and secondary stair. The layout of the building minimises overlooking within the constraints of the site dimensions.

Within the development there is also a considerable amount of amenity space provision. From the private terraces on the first floor to the shared community space of the ground floor, spilling out into landscaped outdoor amenity.

Proposed Design

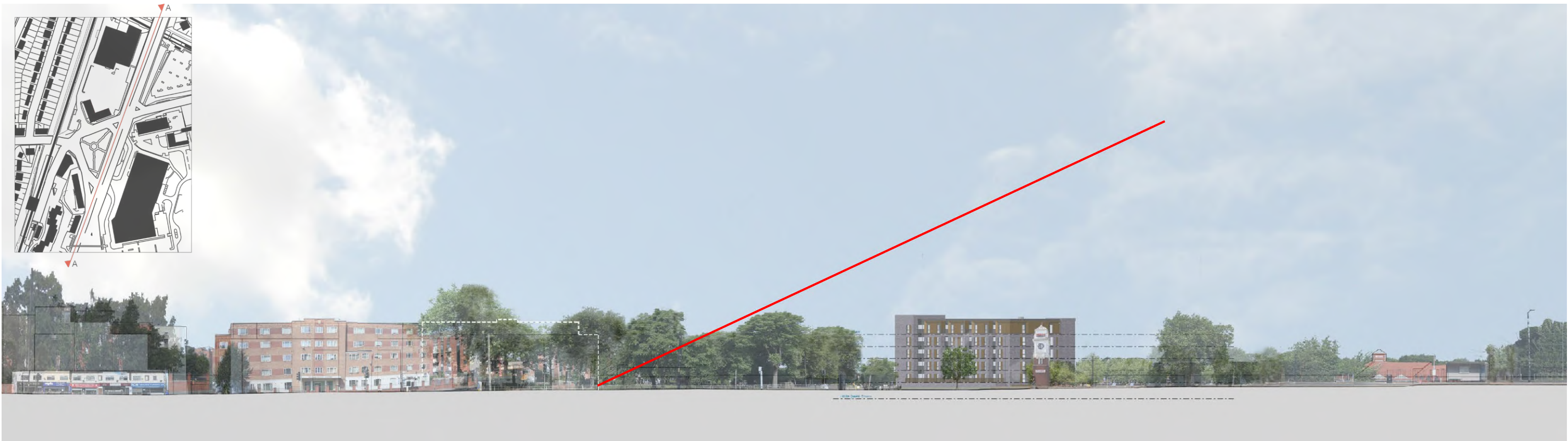
4.5 Height + Scale

The height, scale and massing of the proposals have been directly influenced by the surrounding context in Parrs Wood.

The relative 5 storey height (due to level change from Kingsway) of the proposed building sits at a similar height to Parrs Wood Court, Citipeak Apartments, Travelodge, and Parrs Wood Entertainment Centre.

The roofscape is articulated through bronze coloured metal boxes to the 5th floor facade, to reduce the height appearance. On the south west corner the brickwork is raised further above the central dwelling in a box form. This arrangement creates a focal point at the corner of Tesco car park entrance and creates a dramatic roofscape.

The height does not interrupt the 25° sky view line from 1m on Parrs Wood Avenue, or from the Citipeaks apartments, the two closest residences, therefore there is minimal overlooking and a negligible change to daylight.



Above; Elevation from Kingsway
Not to scale, for illustrative purposes

Proposed Design

Height + Scale



Above; Elevation from Tesco Car Park
Not to scale, for illustrative purposes

Proposed Design

Height + Scale

A number of elevational elements have been introduced to break the mass down further:

Articulated Boxes:

As the massing steps up, the top floor elevation has been treated differently to create a series of articulated boxes. This is achieved through a change of geometry and material from brick to bronze coloured metal and using the balcony positions as breaks in the facade between boxes. This has the visual effect of reducing the mass of the final storey.

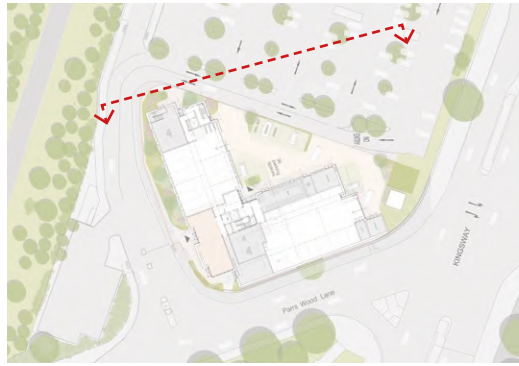
Articulation Slots:

Along all elevations the massing has been set in with articulated slots to break down the mass of the elevations. These slots are also utilised to create private juliet balconies to the south and west, and projecting balconies to the north and east.

The intention of these articulations is to break the massing into repeating smaller elements along the street, expanding on the contextual analysis discussed earlier in section 3.1



Above; Elevation diagrams showing breaking of mass
Not to scale

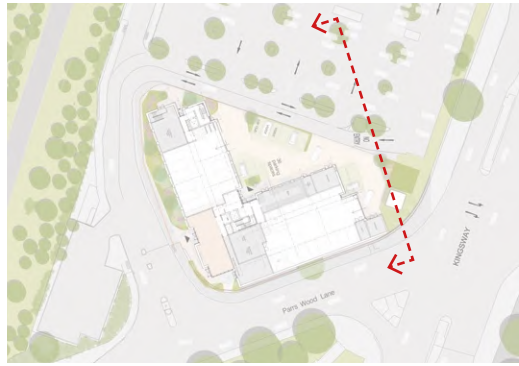


Proposed Design

Height + Scale

The following pages show the proposed elevations and sections.

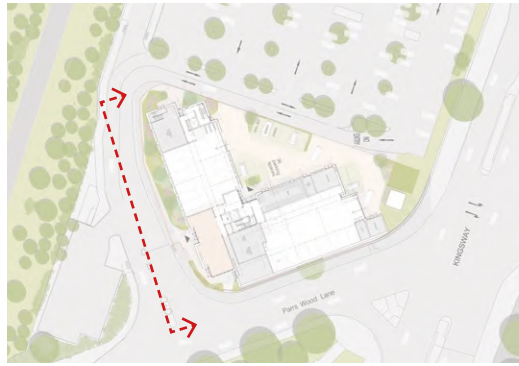




Proposed Design

Height + Scale

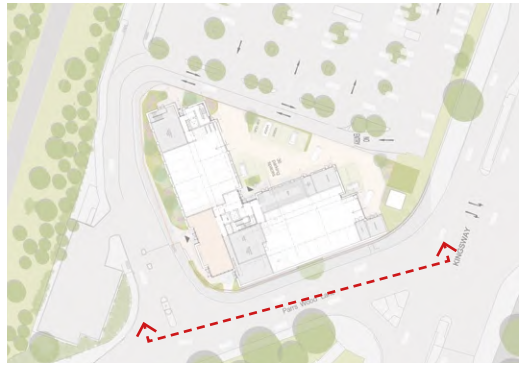




Proposed Design

Height + Scale

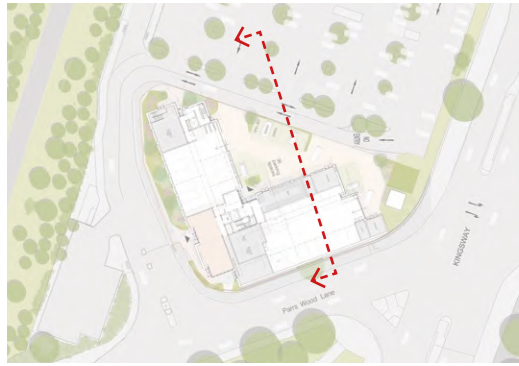




Proposed Design

Height + Scale

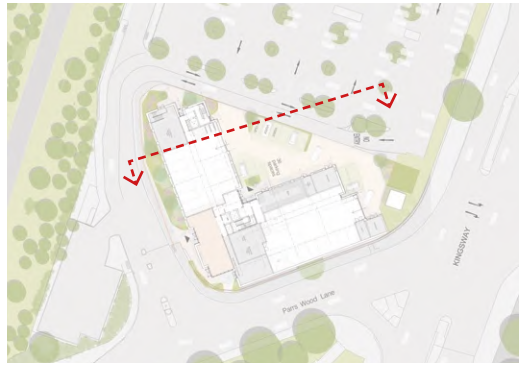




Proposed Design

Height + Scale





Proposed Design

Height + Scale





Above; CGI of fragment showing materiality

Proposed Design

4.6 Materiality

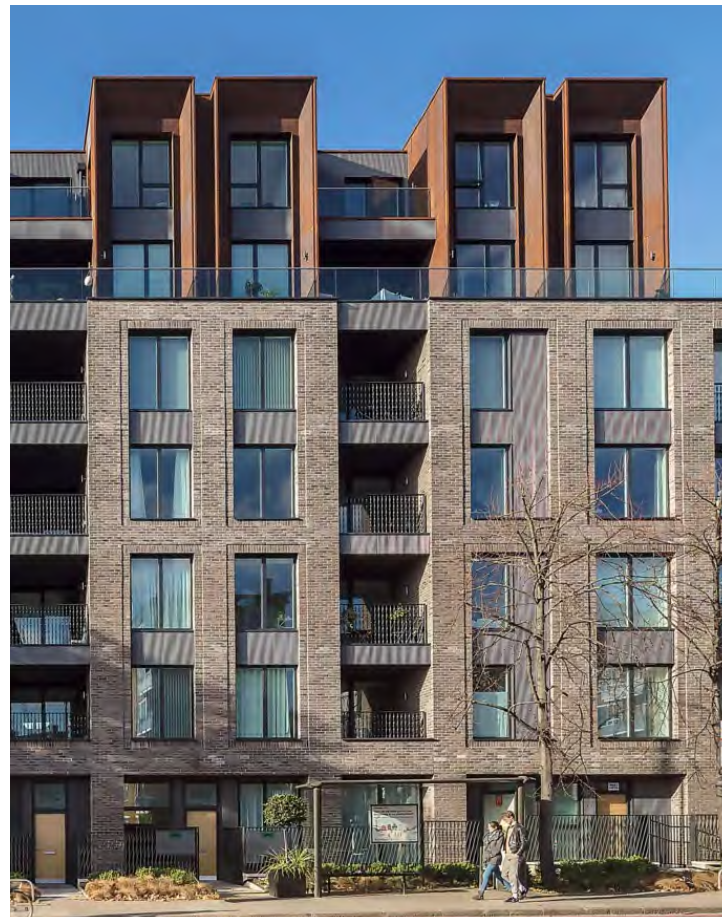
The facade treatment can be split in to three zones, the lower floor terraces and entrances, allowing the landscape and public realm to integrate with the building. The brick townhouse forms, punctuated by grey metal balconies, grey metal window reveals and bronze coloured metal panels. And the top providing a lighter and distinct roofscape articulated through bronze coloured boxes and recessed balconies.

The ambition for the materiality and detailed design is to create a high quality residential atmosphere with robust and reduced maintenance details.

Window frames are proposed to be grey with ppc grey metal reveals to match the brickwork This is then contrasted with bronze coloured cladding both to the window openings and the top floor, creating a layering and richness to the elevations.

To break down the mass of the building, the upper storey is articulated in bronze boxes, providing an easily identifiable and light roofscape.

The following pages show built material precedents followed by a series of facade fragments highlighting the detailing to specific areas of the elevations.

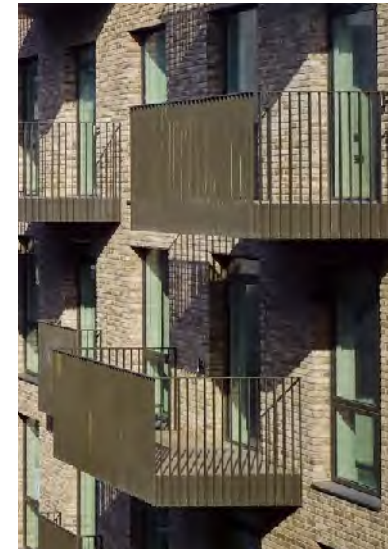


Proposed Design

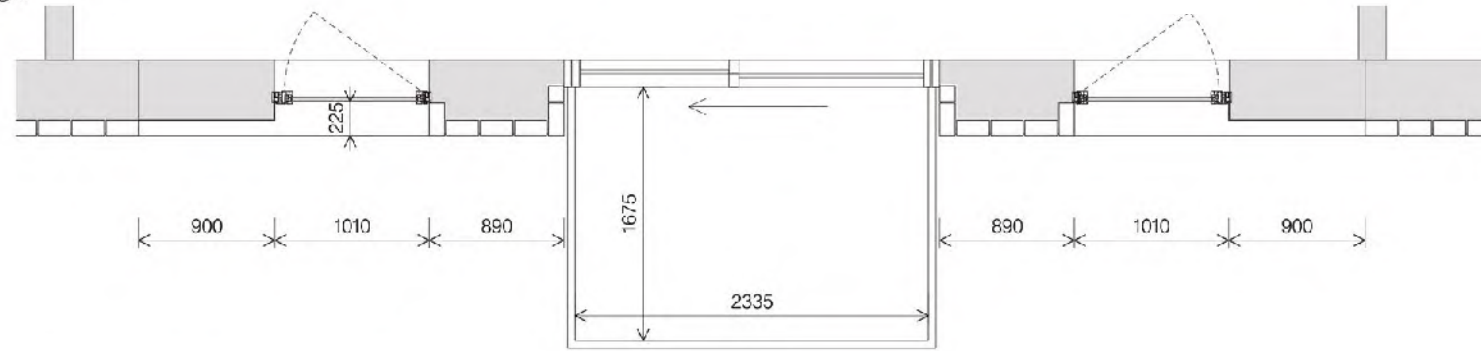
Materiality

Precedents

Adjacent images show a number of built precedents highlighting richness of brickwork, balcony treatments, articulated upper storey.



Typical Plan
1:25@A1



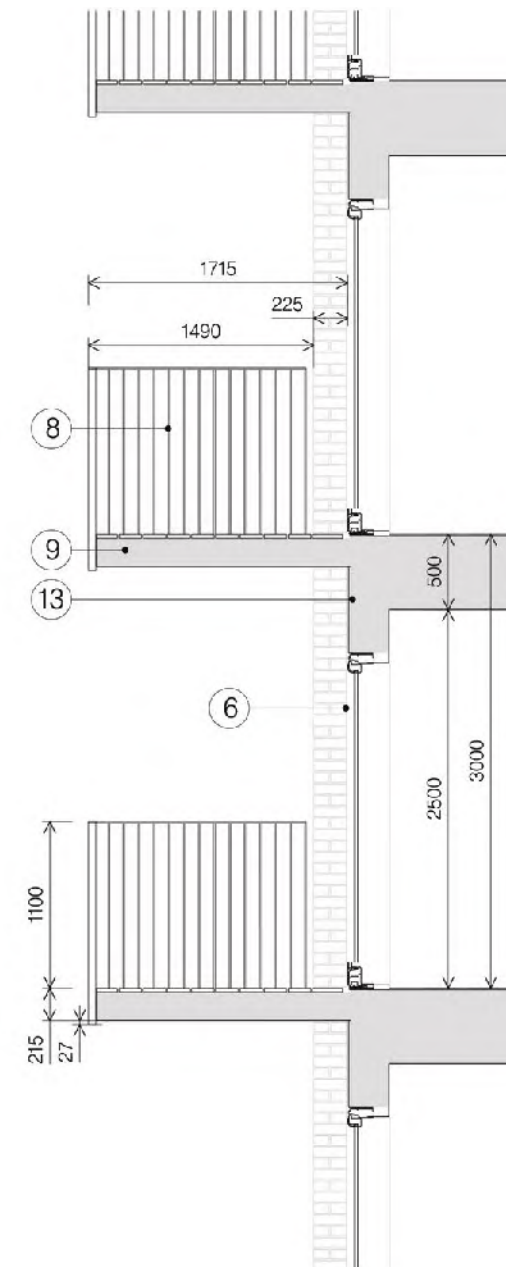
Typical Elevation
1:25@A1



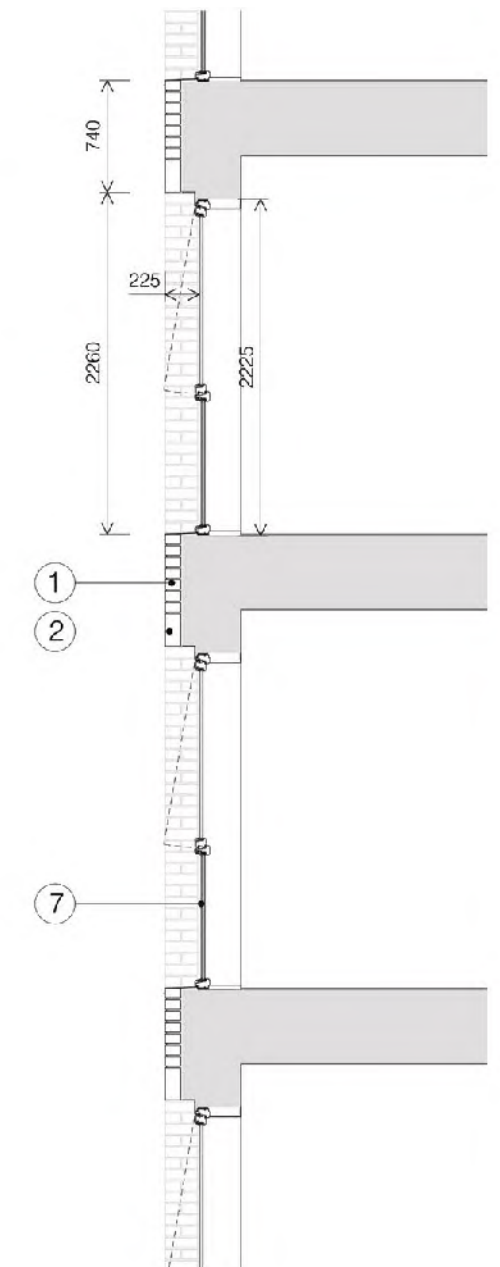
Proposed Design

Materiality

Typical Projecting Balcony Facade Fragment

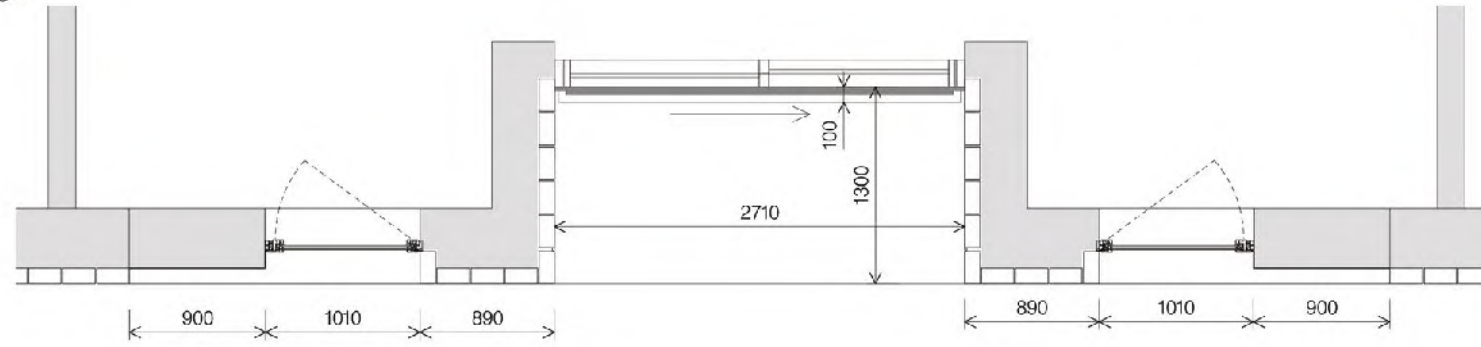


Typical Section
1:25@A1



Typical Section
1:25@A1

Typical Plan
1:25@A1



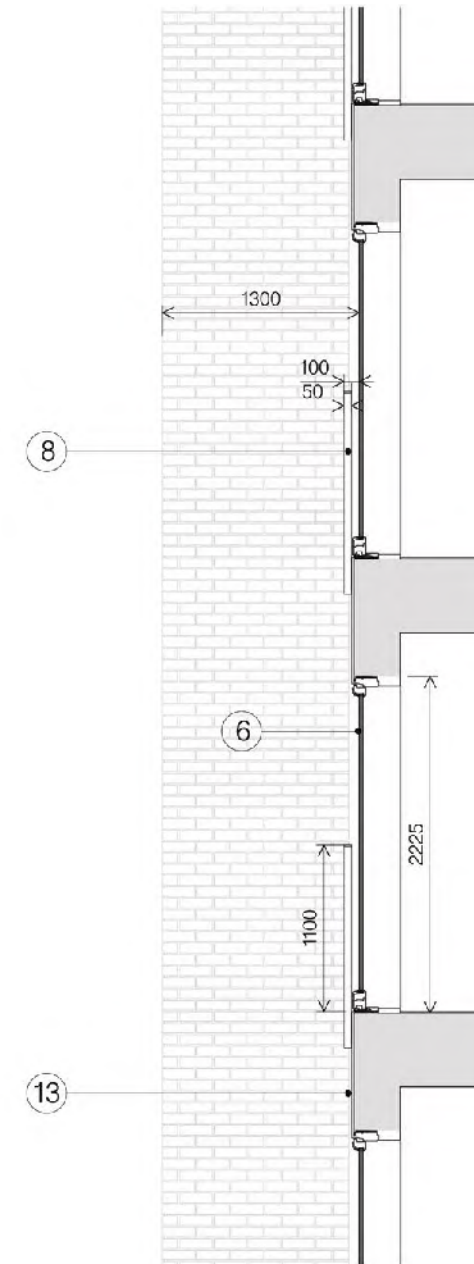
Typical Elevation
1:25@A1



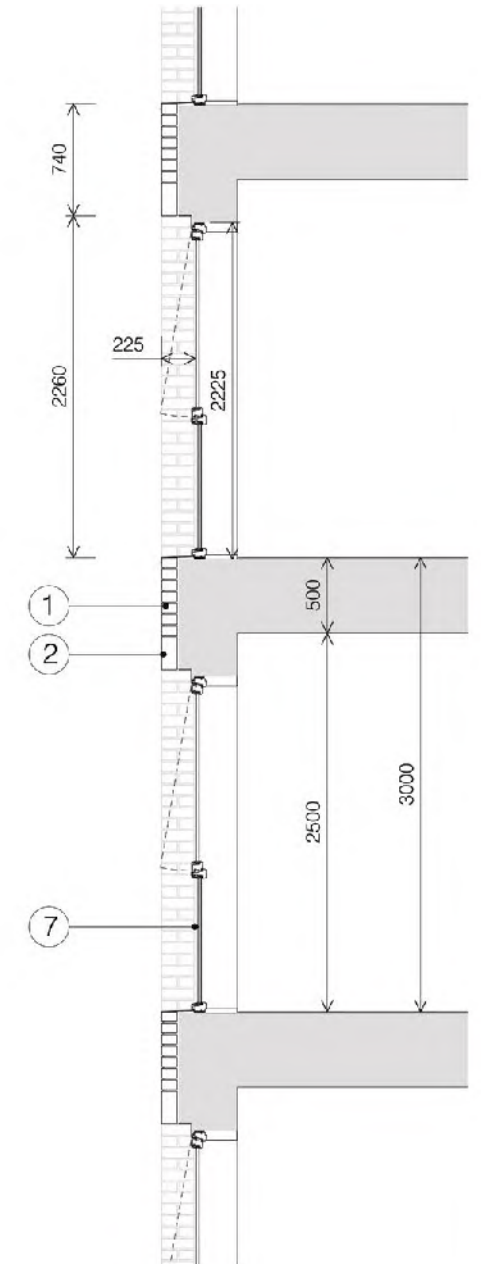
Proposed Design

Materiality

Typical Juliet Balcony Facade Fragment

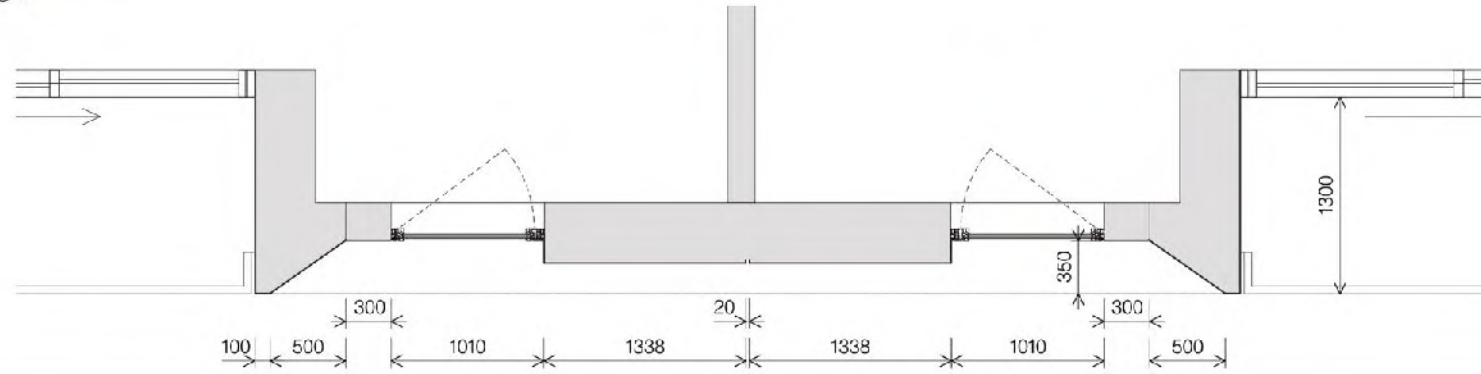


Typical Section
1:25@A1



Typical Section
1:25@A1

Typical Plan
1:25@A1

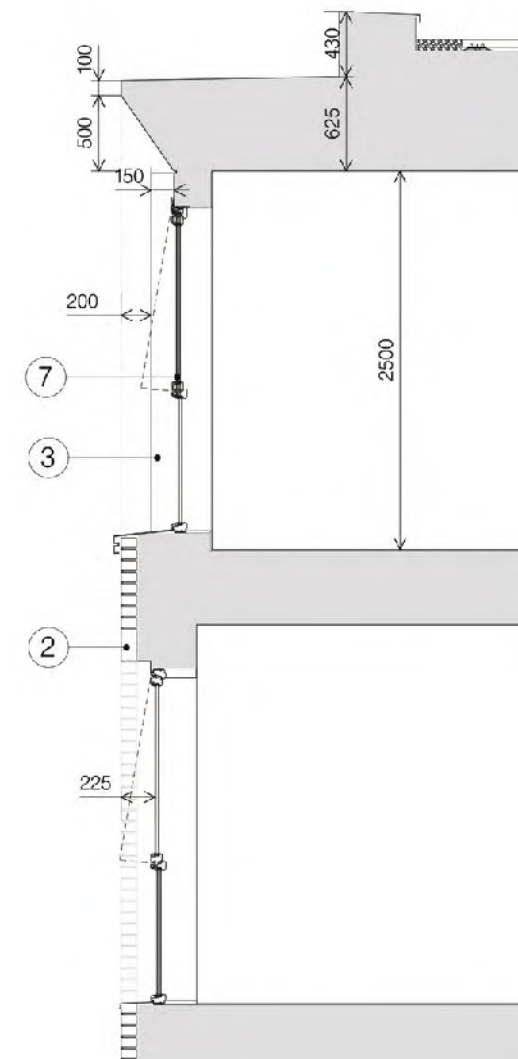


Typical Elevation
1:25@A1

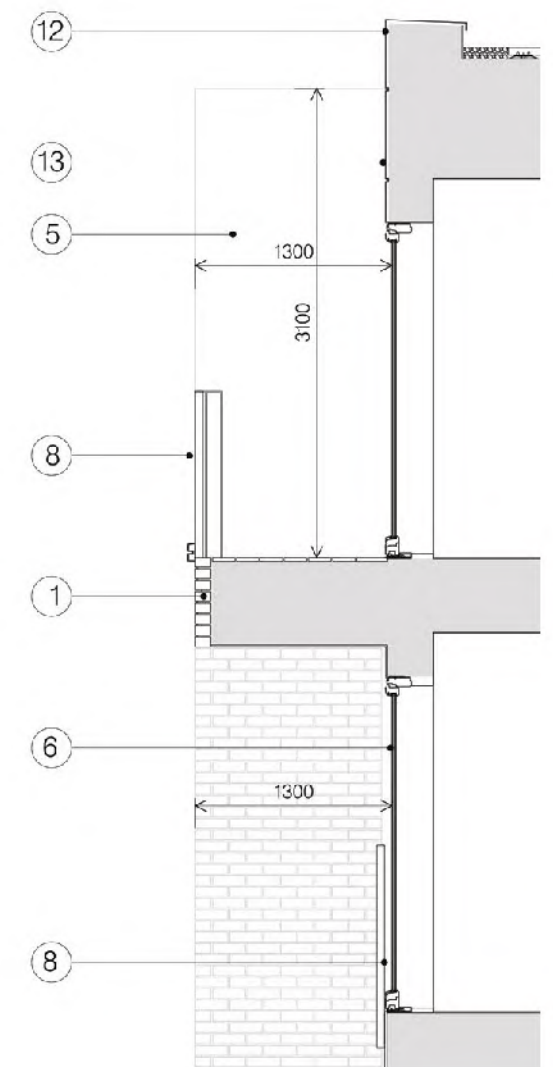


Proposed Design

Materiality
Typical 6th Floor



Typical Section
1:25@A1



Typical Section
1:25@A1



Proposed Design

4.7 Illustrative Landscape Proposals

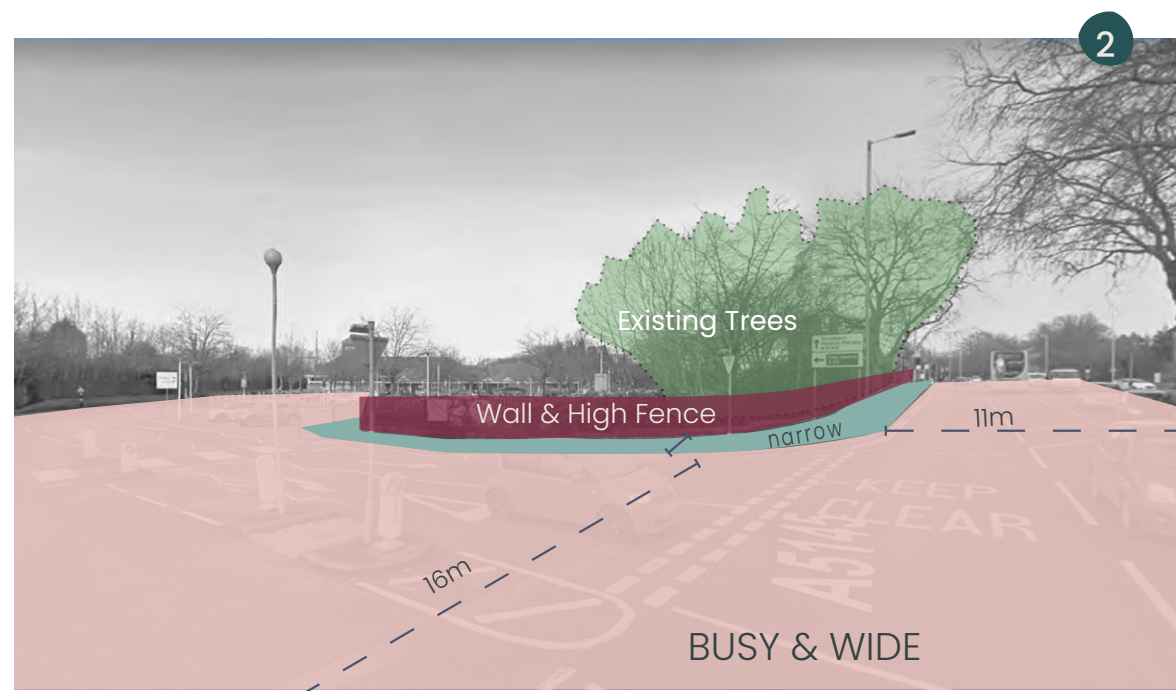
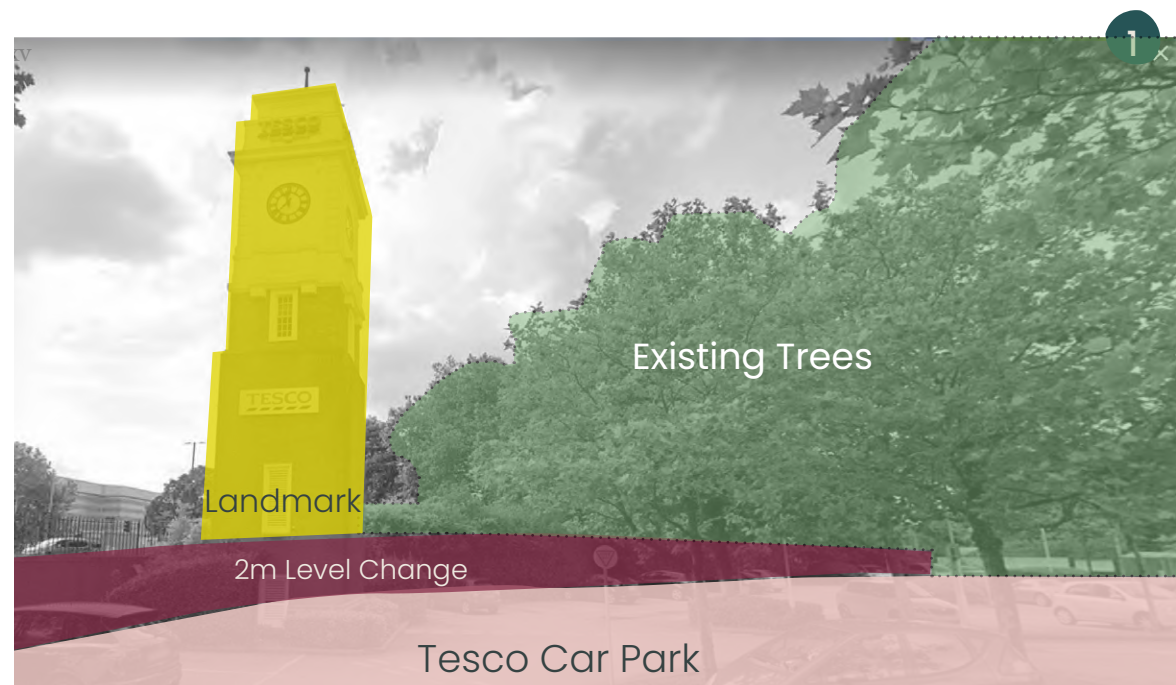
Introduction

The site is located at the end of an existing car park, servicing a Tesco supermarket.

Transport connections are excellent, with rail and metrolink services within easy walking distance. The site is surrounded by busy main roads, to the south is the Wilmslow Rd, to the east is Kingsway

The clock tower pictured below is all that remain of the Parrs Wood bus depot that was once situated on the site.





Proposed Design

Illustrative Landscape Proposals

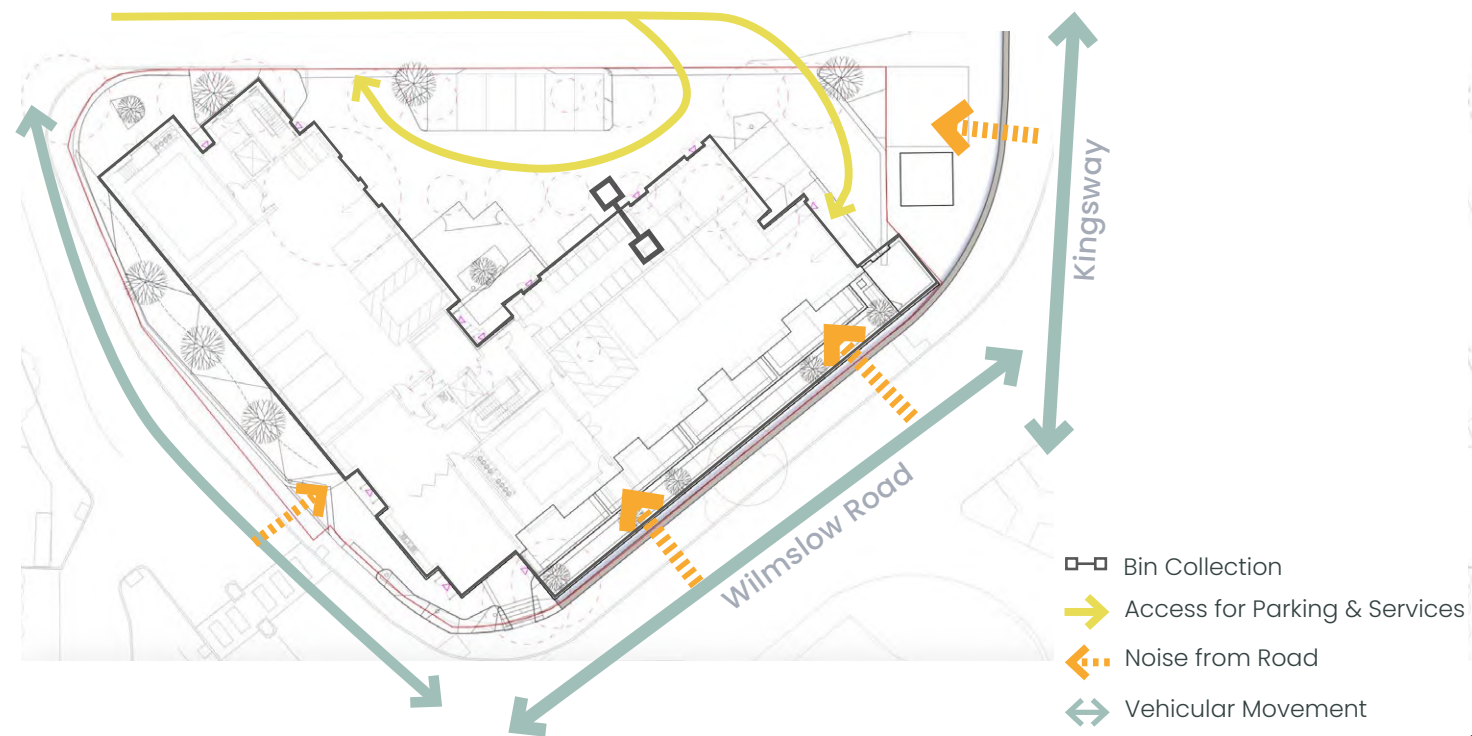
Key Impressions

The site photos show a vehicle dominated environment with pedestrians squeezed between railings, and a busy road. The significant level change poses a design challenge, but increasing permeability and space for pedestrians would be beneficial.

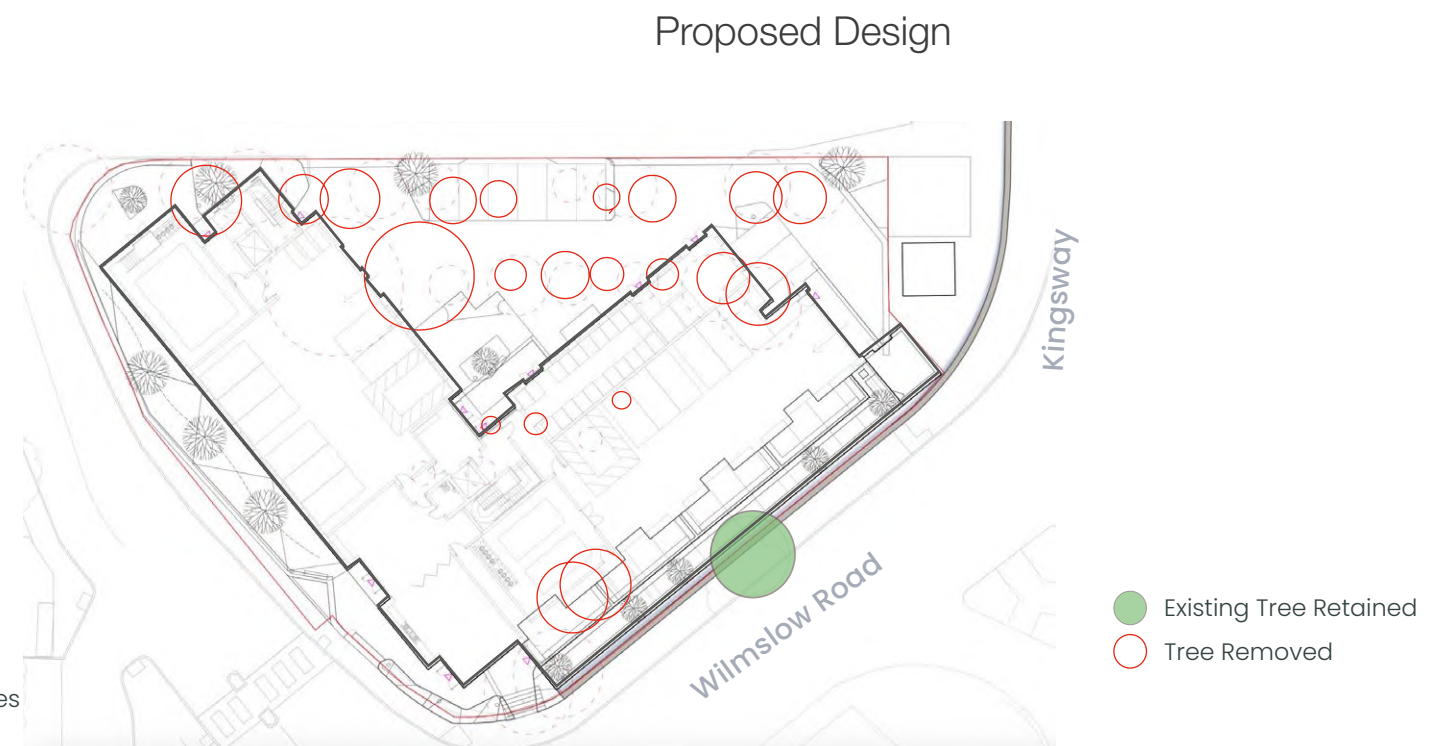
The vegetation which fills the gaps between the roads and car park have become a positive feature, softening the utilitarian environment and giving the street some character.

The old bus depot clock tower offers some architectural and historical interest into the scheme.





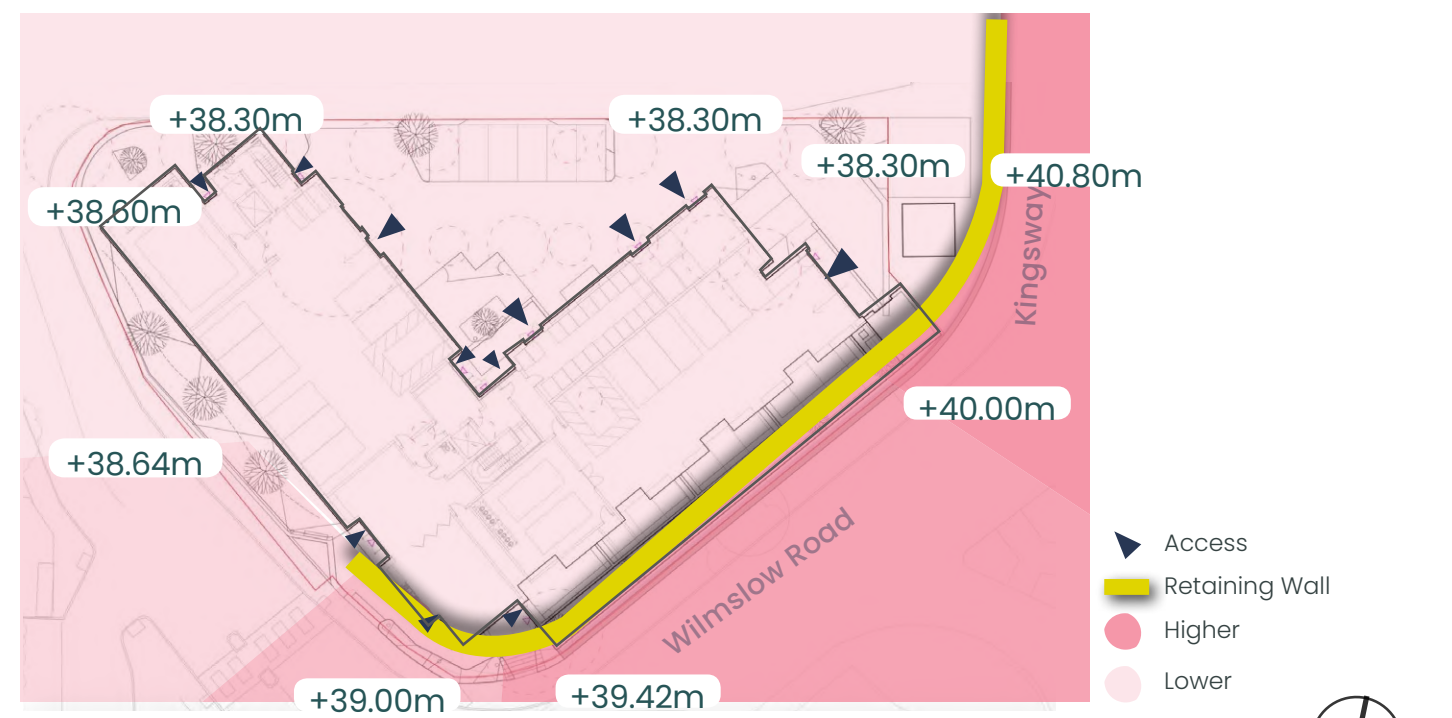
Vehicles & Noise



Existing Trees



Aspect



Levels & Access

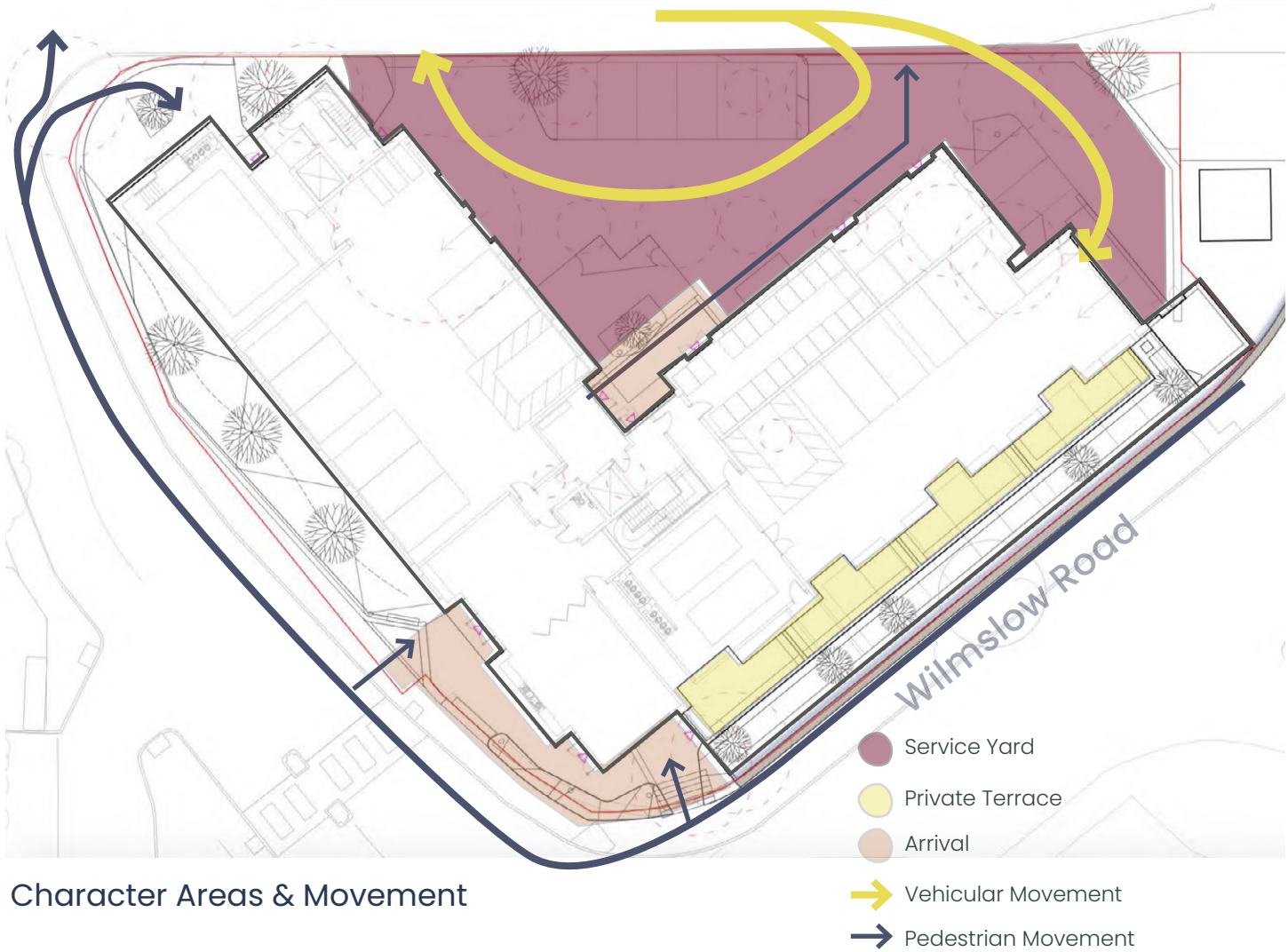


Proposed Design

Illustrative Landscape Proposals
Design Drivers



Green Infrastructure



Character Areas & Movement



Proposed Design

Illustrative Landscape Proposals
Concept Design Development



1. Initial Design with Central Courtyard

Initial considerations for the site included a first floor private courtyard and access provided through the existing retaining wall, which is outside the red line boundary. The units have a dual aspect, looking over the central courtyard and outwardly to the street.



2. L Shaped Design

As the scheme developed, more unit space was included to improve the viability of the development. The private terraces to the southern units have been provided with a buffer strip to give protection and screening from the busy street, and offer an important strip of biodiversity.



3. L Shaped Design Development

This iteration of the design introduces the sub station into the parking area, removal of stair cases through the retaining wall on Kingsway and the creation of ramped access to the north westerly corner.



Proposed Design

Illustrative Landscape Proposals
Concept Design



Green Gap Paving softens the edges of the car park and service area, and provides in increase in sustainable drainage.

Ground floor sub station with green roof, maxamizing opportunities for increasing biodiversity

Green buffer strip with tree, shrub, and hedge planting; provides screening for the units and

Planting to the western elevation softens the street scene and improves biodiversity on the site

Existing mature street tree retained

37 new trees planted of various species, creating a more resilient and



Proposed Design

Illustrative Landscape Proposals
Street Scene



Seats amongst planting



Softening of Parking & Sustainable Surfacing



Sustainable Drainage



Sustainable Drainage Edge Detail



Timber Bench



Planting Following Steps

Proposed Design

Illustrative Landscape Proposals
Planting Approach



Planting Softening Edges



Seasonal Interest to Private Terraces



Layers of Colour – Year Round Interest



Green Gap Paving



Private Terrace Planting Beds

Proposed Design

Illustrative Landscape Proposals
Example Shade Tolerant Planting Mix



Liriope



Carex



Hostas



Pachysandra



Dryopteris



Polystichum



Cyclamen



Luzula



Proposed Design

Key Views





Proposed Design

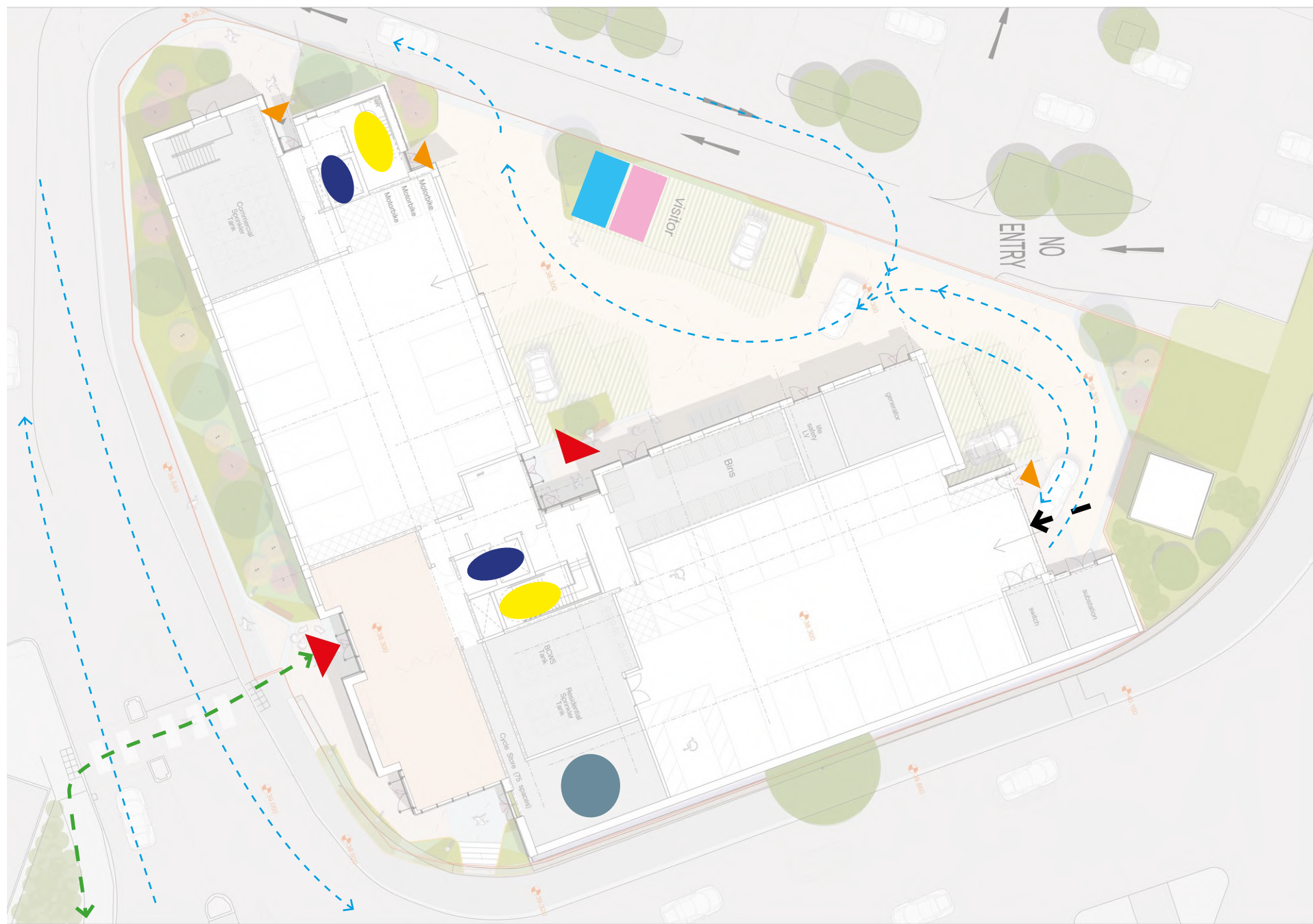
4.9 Conclusions

The proposed design is a carefully considered and coordinated, contextually led response, seeking to provide high quality, much needed rental accommodation as well as landscaped amenity and flexible community space.

The overall massing seeks to follow the context precedent set in developments east of the railway embankment, whilst respecting the low rise residential developments to the west.

The clean lines and rigorous geometry of the building together with a restrained palette of high quality materials create an appropriate development which will act as a catalyst for creating a strong residential atmosphere.

A mix of private amenity and increased public realm are tied together through a strong landscaping design to create a sense of place and enhance the biodiversity of a previously developed brownfield site.



Key:

← - - - - - → Vehicle and servicing access

▲ Main residential entrance

▲ Secondary residential entrance / escape

← - - - - - → Pedestrian routes

● Staircases

● Cycle Store

- - - - - Car park entrance

● Lift Core

■ Visitor Parking

■ Car Club Space

See transport statement for more information

5.0 Access

5.1 Movement to and through the site

The site is well served by public transport for use by residents, with the close proximity of East Didsbury rail stop, East Didsbury tram stop, and multiple bus routes operating along Kingsway and Parrs Wood Lane. All of the above are easily accessible on foot from the site, as indicated in section 2.6.

Vehicular access and servicing will be focused along the north access to the site from Tesco car park for parking, waste removal / furniture drop off etc. The main car park entrance is located to the East of the building, off the main vehicular access, with secure roller shutter and resident / management only access. This ground floor car park provides 24 indoor car parking spaces along with plant and refuse storage with direct exterior access. Additionally, within the landscape, 12 outdoor car parking spaces are provided, including one car club space and one visitor space, resulting in an overall 36 spaces. 20% of the parking spaces will be fully fitted with EV charging facilities, the remainder of the spaces will have the infrastructure fitted for easy connection in the future.

Both market housing and affordable housing standards outline the requirement for 1 secure cycle storage space for each dwelling. This ratio is provided for with the provision of 75 secure cycle space. The cycle store is located on the ground floor with direct access off the main core, and direct outdoor access at the south of the building. Additional visitor cycle storage is provided within the landscape.

5.2 Inclusive Access

The proposals will create an inclusive environment by ensuring the following:

+ Disabled users will use the same entrances as other users of the building.

+ Level access to the main communal entrances and provision of fully accessible lifts will mean that all apartments will be universally accessible without the need for supervision or assistance.

+ External access to the ground floor apartments is stepped to provide a raised, defensible space for each dwelling. The external steps are designed to Part M of the building regulations, whilst level access can be gained by using the main communal entrance and communal corridor.

+ All apartments have been designed to meet AD M(2)

+ Communal corridor widths are all 1350mm to allow for passing, whilst the cores and junctions provide extended spaces for stopping, passing and turning.

+ Evacuation lifts have been provided to enable easy and safe escape for all users in the event of a fire.

Access

5.3 Security

The safety and security of the users of the proposed development is critical to the success of the scheme, and has been given careful consideration during the design development process. Consultation has been undertaken with GMP, with the following recommendations incorporated:

- + Open public spaces with active frontages which activate natural surveillance.
- + Building entrances located on active public spaces and routes, with clear visual access between inside and outside at all entrances.
- + Strategic inclusion of overlooking of other uses, whilst maintaining privacy to dwellings.
- + Proposal for well lit entrances and public spaces.
- + Secure boundaries between community use and resident's amenity and the public realm integrated in to the landscape.

5.4 Access + Maintenance

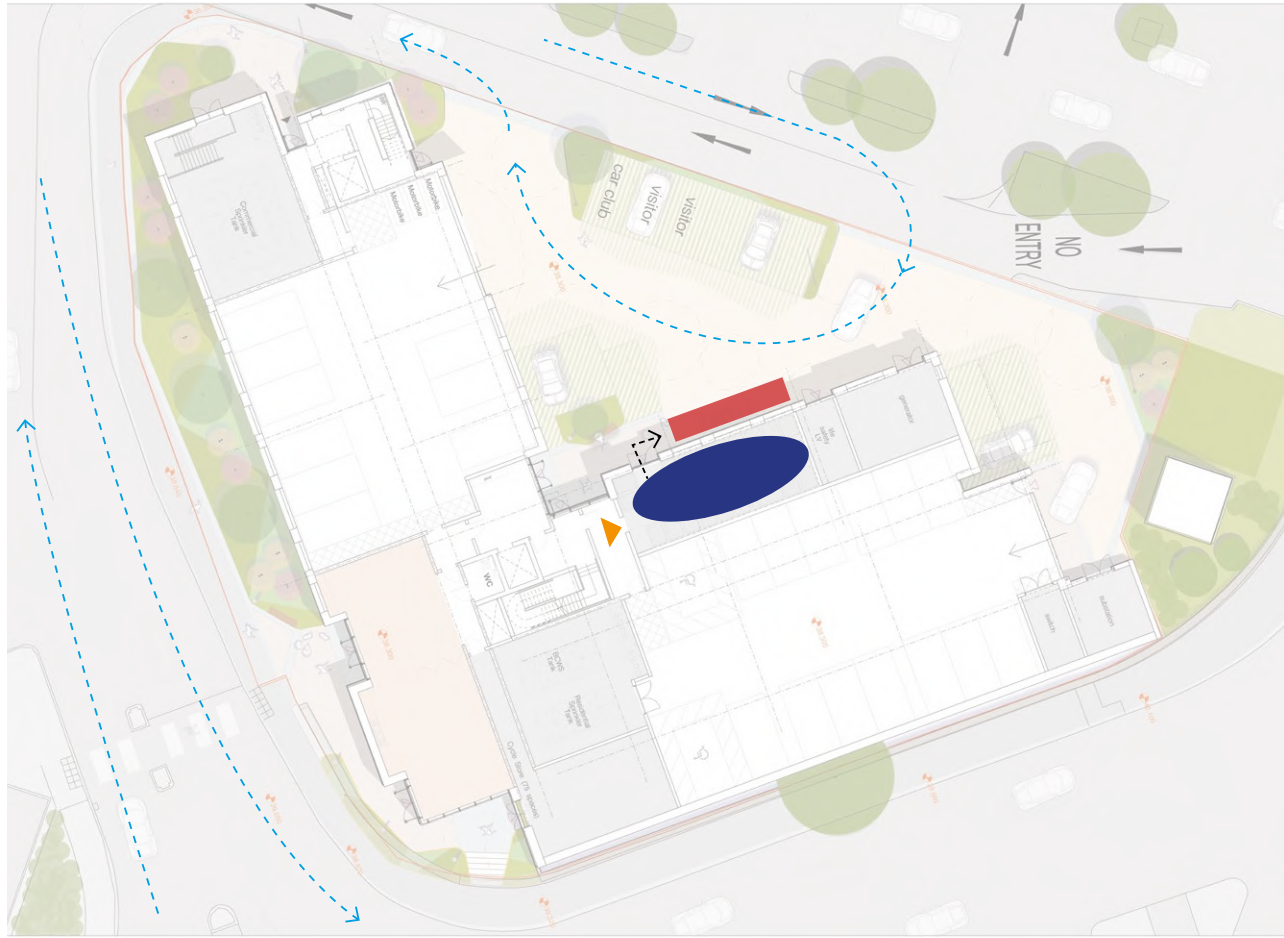
All window cleaning is to be done via long reach pole and moveable platform where necessary. Hardstanding for access will be integrated in to the landscape plan, including a maintenance strip to the southern boundary along the landscape buffer. Access to this will be via a hatch in the car park.

Windows will be internally glazed to allow for internal replacement with circulation via the main lifts.

The glazed balcony sliding doors can be accessed and cleaned safely from within the balcony.

Roof access will be required for maintenance of smoke vents and photovoltaic panels. This will be via an access hatch in the main core. Once on the roof a mansafe fall restraint system will be installed to give access to all areas. Suitable maintenance paths will be provided around the PV panels.

Cladding areas are predominantly to the upper storeys and roof edges meaning that any requirement for maintenance access would be via MEWP or tower scaffold. The metal cladding is low maintenance and lightweight meaning reduced access requirements and ease of handling. Other areas of metal cladding can be access either via the ground level or individual balconies.



- Key:**
- Vehicle and servicing access
 - Refuse Store
 - Core Access to Refuse Store
 - Collection Point
- See transport statement for more information

5.5 Refuse Collection and Servicing

General waste and recyclables from the apartments shall be manually taken by residents to the refuse and re-cycle bins located on the ground floor.

Waste and re-cycle bin containers will be rotated by the on-site team from the Residents Zone within the refuse store and held in the furthest side of the refuse store, where they will be taken periodically to the refuse collection area on collection day. The frequency and timings of collections will be agreed with the local authority.

All bins will be clearly marked for ease of identification for recycling purposes. The on-site team will present the bins at the due time and return the bins to the stores once emptied.

Refuse container amounts are based on and exceed the MCC waste proforma, with 61 sq.m. of space provided meaning 0.81sq.m. per apartment or 21 1100l bins.

Residents waste

All residents will be responsible for disposing of their refuse in the Residents Zone of the refuse store. They will bring their refuse from their apartments and dispose of it in the bin units provided. Here they will be able to segregate their waste placing items into designated recycle bins and non-recyclable general waste into the refuse bin containers.

Bin Rotations

The on-site team will regularly rotate the bin containers taking and replacing full units from the Residential Zone with empty bin units. Bin rotations will be made as required, which may be several times per day, to ensure that there are appropriate bin containers available for residents' use.

Refuse Collections

On bin collection days the on-site team will move the bin containers (general waste bins and/or recycle bin units) from the refuse store to the agreed refuse collection point. Here the bins will be lined up in an orderly manner ready and presented for collection by the local authority. During collection an on-site team member will work with the collection team until all the bin container units have been emptied. The empty bin units will then be returned to the bin store holding areas. Any spillages will be tidied and cleaned up immediately.

Access

Bin container maintenance and refuse area cleaning

As part of the maintenance regime, all bin containers will be regularly inspected and periodically washed down and disinfected. The refuse store will be kept clean and tidy at all times.

There will also be provision of a sink for residents to clean their hands after disposing of waste which avoids an extra journey back to their flat.

Refuse From Residents Amenity Spaces and Community Space

The on-site team will take waste from the amenity and community space and place it in the appropriate containers in the refuse store which will ensure that residential waste is not contaminated.

0629 Parrs Wood, East Didsbury accommodation schedule 03/05/2022					Note: Area measures are in accordance with the RICS' Code of Measuring Practice 6th Edition. All areas and tallies are subject to standard construction tolerances and design development.
	1B1P	1B2P	2B3P	3B4P	
					units per floor
0	0	0	0	0	0
1	1	4	8	2	15
2	1	4	8	2	15
3	1	4	8	2	15
4	1	4	8	2	15
5	1	4	8	2	15
mix	7%	27%	53%	13%	
sub total	5	20	40	10	75
block total				75	

NIA includes columns and servicing risers in flat.		m²	ft²	
	Total NIA	4531	48775	
	Total GIA	6123	65903	
	NIA/GIA	74%		

total units	Total	%
1B1P	5	6.7%
1B2P	20	26.7%
2B3P	40	53.3%
3B4P	10	13.3%
Total	75	100%
aspect	Total	%
DA	20	27%
SA	55	73%
NIA	m²	ft²
Units	4417	47545
Amenity/Community	114	1231
Back of House	m²	ft²
Plant Space	204	2190
Car Parking	705	7585
Bin Stores	62	665
Cycle Stores	57	611
External Substation	20	218
Total	1027	11052
Car Parking		
Total	36.0	
Total %	48.0%	
6 external parking spaces. 25 internal parking spaces		
Note: Overall GIA excludes ground floor car parking and external substation but includes bin stores, cycle stores and plant rooms. See above for areas of each		

7.0 Drawing Register

Title	Rev	Number	Scale
Hodder + Partners Architectural Drawings			
Site Location Plan	P1	L(-)900	1:1250@A3
Site Plan Proposed	P1	L(-)901	1:500@A3
Ground Level Plan	P1	L(-)000	1:125@A1
Level 01 Plan	P1	L(-)001	1:125@A1
Typical Floor Plan	P1	L(-)002	1:125@A1
Level 05 Plan	P1	L(-)005	1:125@A1
Roof Level Plan	P1	L(-)00R	1:125@A1
Long Site Elevation AA	P1	L(-)200	1:500@A1
Long Site Elevation BB	P1	L(-)201	1:500@A1
South Elevation	P1	L(-)210	1:100@A1
North Elevation	P1	L(-)211	1:100@A1
East Elevation	P1	L(-)212	1:100@A1
West Elevation	P1	L(-)213	1:100@A1
North Section	P1	L(-)300	1:100@A1
East Section	P1	L(-)301	1:100@A1
Facade Fragment			
Typical Projecting Balcony	P1	L(-)250	1:25@A1
Facade Fragment			
Typical Recessed Balcony	P1	L(-)251	1:25@A1
Facade Fragment_Typical 6th Floor	P1	L(-)252	1:25@A1
Accommodation Schedule	-	included within this document	