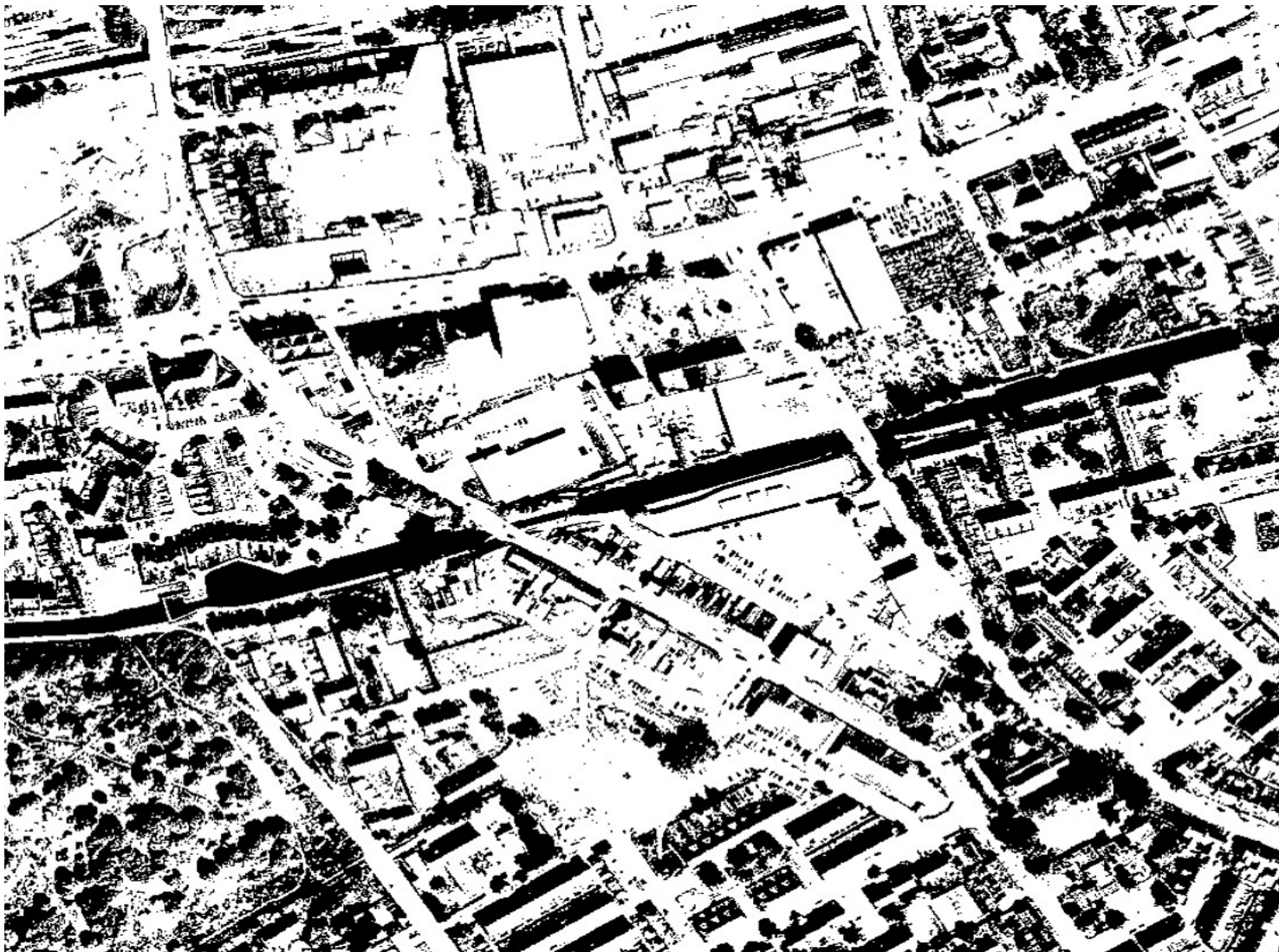




Newton Heath Manchester

Cottage Apartments

Design Statement
February 2022



Prepared by tp bennett

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Revision	Notes	Date	Author	Review
P1	Draft Planning Issue for Review	15.02.2022	JMG	AJL
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I.0 Introduction

I.0 Introduction

I.01 Purpose of this Design Statement

This Design statement accompanies an application for planning permission, submitted to Manchester City Council on behalf of One Manchester, for the development of 2 number cottage apartments on the the land bound by Oldham Road, Droylsden Road Holyoak Street and Dulverton Street.

This application serves to supercede a portion of an existing planning permission for the wider site (Application number: 125990/FO/2020) that was approved in January 2020. The approved wider application consists of 139 homes, formed by 100 apartments and 39 houses on land also owned by One Manchester. This application acts to substitute two number 2 bed 3 person house types (one semi-detached building) with two number 2 bed 3 person apartments housed within a two storey building.

This statement demonstrates our approach and design intention. As this proposed development will conform with much of the intent of the already approved application (Application number: 125990/FO/2020), reference to the Design and Access statement for that approval should be made for the wider context.

This statement will include:

- The client's brief.
- Our key design intentions.
- Appearance
- Refuse & Recycling
- Security & Inclusive Access
- Boundary Treatment
- Building services strategy
- Energy and Sustainability



I.0 Introduction

I.02 Design Brief

The document sets the Applicant's quality benchmark and project specific objectives for the development; this is summarised below. Many of the quality benchmarks are focused towards the construction of sustainable buildings at a cost that is commercially acceptable, within the market that the Applicant operates.

The project (as part of the wider scheme) aims to design affordable housing on a site on Oldham Road, Newton Heath.

Site Description

The development will be in keeping with the approval for the wider site. Consideration is to be given to ensure continuity in the permanent landscaping around the plot, ensuring the development is appropriate and fully embedded in the locale.

It is assumed servicing will be via private parking and via courtyards where possible, again to conform with the approval for the wider site.

Summary of Building Concept

The surrounding approved scheme proposes to demolish the existing building, currently owned by YES Group and redevelop the site bound by Oldham Road, Droylsden Road, Holyoak Street and Dulverton Street to accommodate 139 new dwellings, associated car parking and hard and soft landscaping, whilst creating a sense of place.

Following vehicle tracking analysis (see extract on the right hand side) the requirement to increase the

splay to the corner of Newton Street and Holyoak Street has been identified to facilitate access to the Silk Mill service yard.

The surrounding approval presents the dwellings as being split between 100 apartments and 39 houses. This proposal aims to substitute 2 units of the semi-detached house types (2 bed 3 people) with 2 number cottage apartments (again 2 bed 3 people), resulting in a split of 102 apartments and 37 houses.

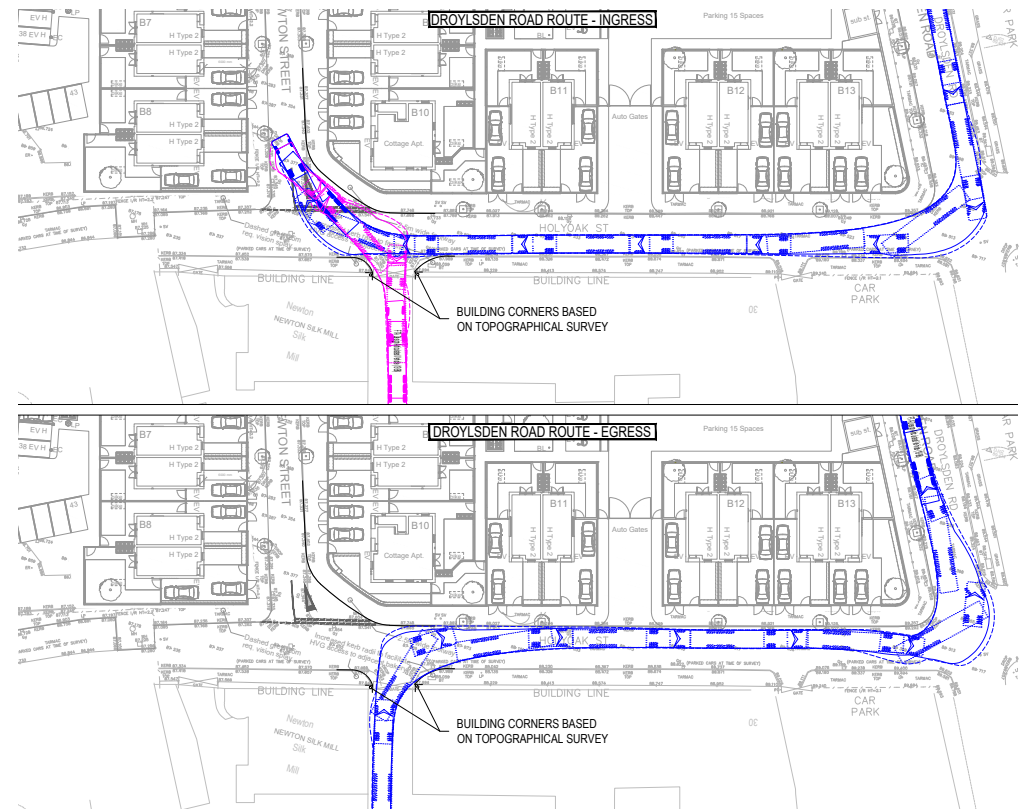
The cottage apartments are located on the corner of Newton Street and will be positioned at the end of a vista that frames a view towards the Grade II Listed Newton Silk Mill.

Elevational Treatment

As part of the wider development the building will continue to use brick as the dominant facing material and be of a contemporary composition.

Design Standards

This proposal responds to the key objectives set out in the Manchester City Council Housing Design Standards.



I.0 Introduction

I.04 Land Registry

The plan to the right hand side shows the extent of the applicants site boundaries.

I.03 Planning History

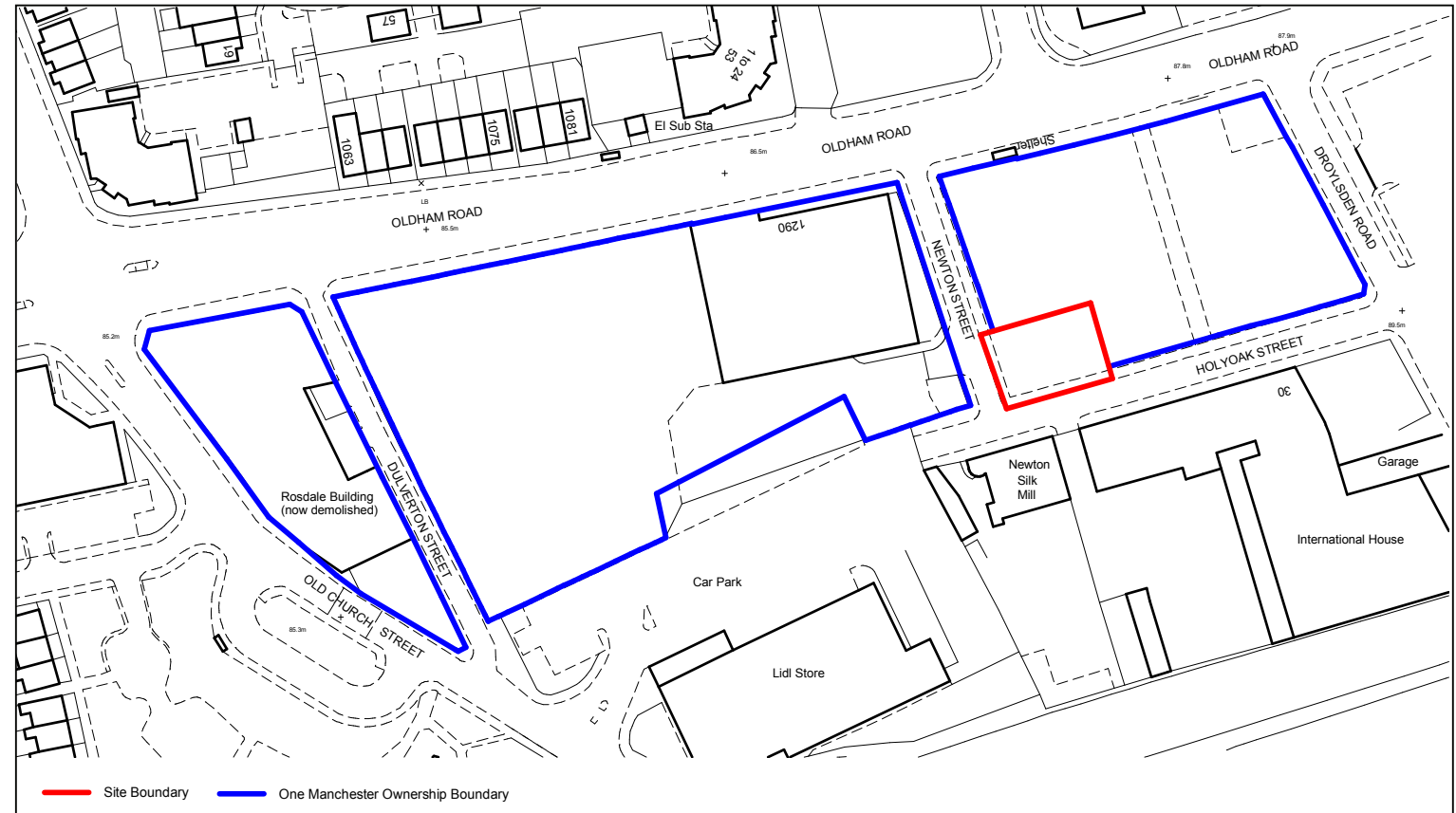
Prior to the approved application for the wider site there is only one other application of note, which was the application for the Change of use from vacant warehouse (Sui Generis) to gymnasium (Use Class D2) with associated elevational alterations (reference: 117787/FO/2017). This was approved on 26 January 2018.

I.05 Planning Policy Summary

The Site is located within the administrative control of Manchester City Council ("MCC"). The relevant Development Plan therefore comprises: MCC Cores Strategy 2012-2027 ("CS") which was adopted on 11 July 2012' and The 'saved' policies of the Unitary Development Plan ("UDP").

The following documents and policy documents have been considered in developing the proposals:

1. National Planning Practice Guidance (2014).



2. National Planning Policy Framework (2012).

3. The Greater Manchester Spatial Framework

4. Manchester Core Strategy (July 2012).

5. Guide to Development in Manchester - Supplementary Plan

6. Manchester City Council Residential Quality Guidance (July 2016)

7. Residential Growth Strategy

These are considered in detail in the Planning Statement prepared by Euan Kellie Property Solutions

2.0 Appearance

2.0 Appearance

2.01 Façade Concept

The façade design continues the theme of the overarching site seeking to respond appropriately to the surrounding and local architecture whilst providing a modern addition suitable for an apartments and housing mixed scheme.

The façades have been developed to create a domestic scale to integrate well into the surroundings. The coloured tones of red bricks reflect the material palette of the typical industrial buildings and terraced housing prevalent within the area of Newton Heath.

2.02 Profile Study

With the surrounding approved scheme massing and concept already considered, different profile tests enabled us to continue a façade proposal. Elements taken into consideration are:

- Blending of scales of detail and interest
- Transferable proportion across the scheme
- The townhouse typology carried through the site

The typology of the smaller semi-detached houses has been referenced to ensure conformity with the overall massing.

2.03 Façade Development

To preserve site wide continuity a strong variety of scale has been continued to help break up massing and maintain visual interest across the streetscape.

These masses are broken up again with carefully considered architectural features.

In its entirety the wider development seeks to create a contemporary reinterpretation of the historical context and surrounding area, specific to its key street frontages.

The idea was not to mimic historic elevations but to translate them into modern architectural language

that can relate to the Newton Heath streetscape and interpret the notion of terraced blocks and traditional mill typologies.

The overarching design has been developed taking all of these points into account and to create a contemporary architectural language.

The cottage apartments share a common language with the other buildings across the wider site so to unify the development whilst maintaining it's identity.

2.04 Façade Elements

Key aspects to the façade design are:

Articulation - 1 brick deep window reveals to animate the façade with shadow

Brick detailing - controlled areas of projecting and recessed bricks adding further articulation

Repetition - controlled placement of windows/openings

Proportion - openings appropriate to height and scale of bricks

Materiality - limited palette of materials

2.05 Warehouse Design Typology Analysis

All building façades across the wider site take design cues from the Liverpool Road Railway Station, located in Manchester, built in 1830, being the oldest surviving railway station and a Grade I listed building since 1973.

The Liverpool Road 1830 Warehouse forms a reference building typical of the typology. Key aspects of the design have been studied and interpreted in order to inform the proposed design response and create a 'Manchester language'.



Early concept sketch



Urban Moor Courts, Coffey Architects



Newton Street Elevation



References to the 1830 warehouse include:

- Vertical accent to window openings
- Expressed main entrance
- Window hierarchy
- Window hierarchy and expression



Conformity with wider scheme small scale profile study

2.0 Appearance

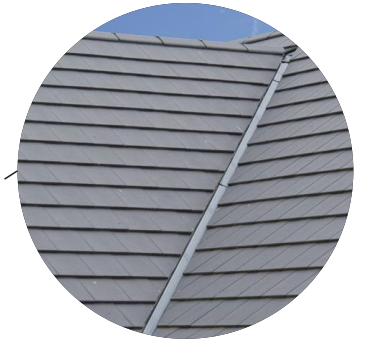
2.06 Proposed Materials and Detailing



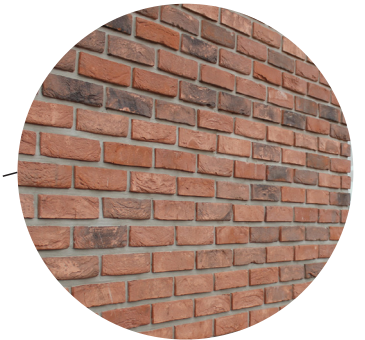
Aluminium effect UPVC windows



Contemporary composite timber doorsets



Contemporary concrete roof tiling



Facing brickwork blend



Contemporary railings

2.0 Appearance

2.07 Key Views



Newton Street Perspective

The cottage apartment massing, proportions and facade alignment conform with that of the 'Type 2' houses from the previous approved scheme in order to maintain the Newton Street vista.

3.0 Proposal

3.0 Proposal

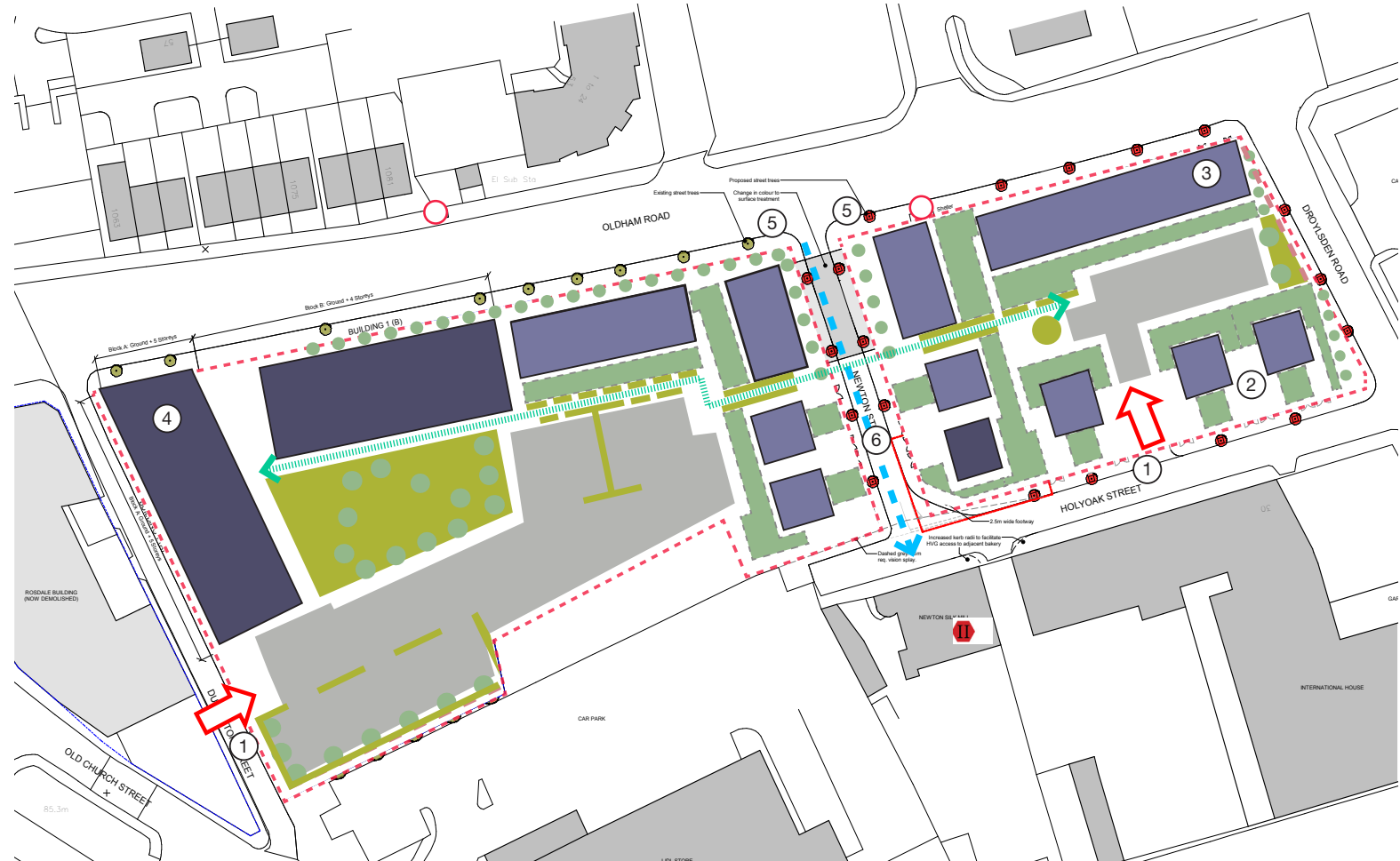
3.01 Site Strategy

For the sake of clarity the site strategy for the wider site has been shown.

- 1 - Car park entrances are located on Holyoak Street and Dulverton Street taking traffic away from other routes.
- 2 - Semi detached houses occupy the quieter rear of the site.
- 3 - A line of town houses forms strong building frontage to Oldham Road.
- 4 - Apartment buildings increase in height towards the road junction stepping back to form a buffer zone to the boundary.
- 5 - Site permeability is increased by adding tree lined green routes between buildings.
- 6 - Newton Street becomes a shared surface with houses framing a view of the listed Silk Mill.

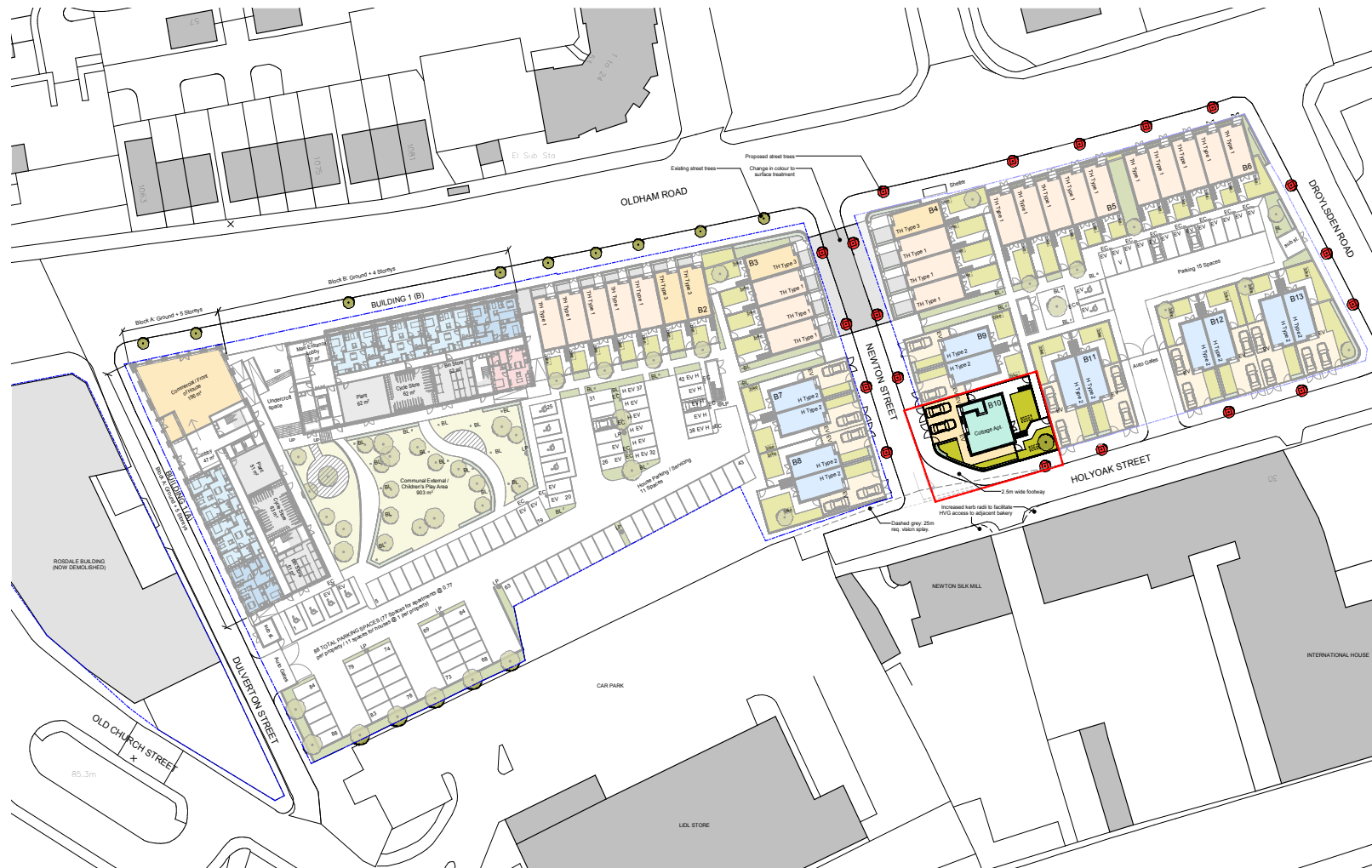
KEY

	Gardens		Parking
	Tree lines		Key view
	Open green space		Buffer zone
	Green connection through site		Listed building
	Apartments		Bus stops
	Houses		



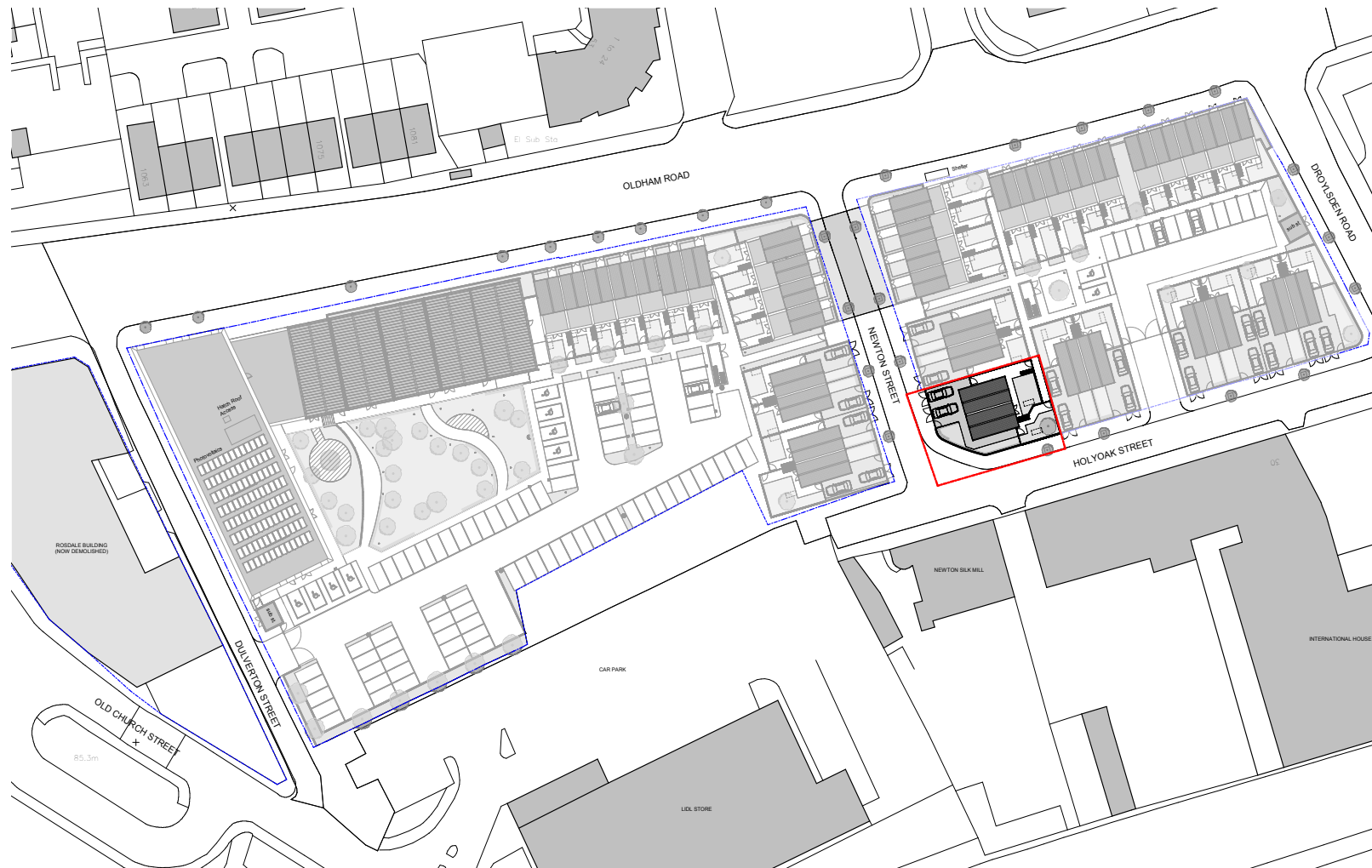
3.0 Proposal

3.02 Site Plan



3.0 Proposal

3.03 Roof Plan



3.0 Proposal

3.04 Cottage Apartments

Cottage Apartments

2 no. 2 bed 3 person single storey cottage apartments

Ground Floor: GIA 61.5m²

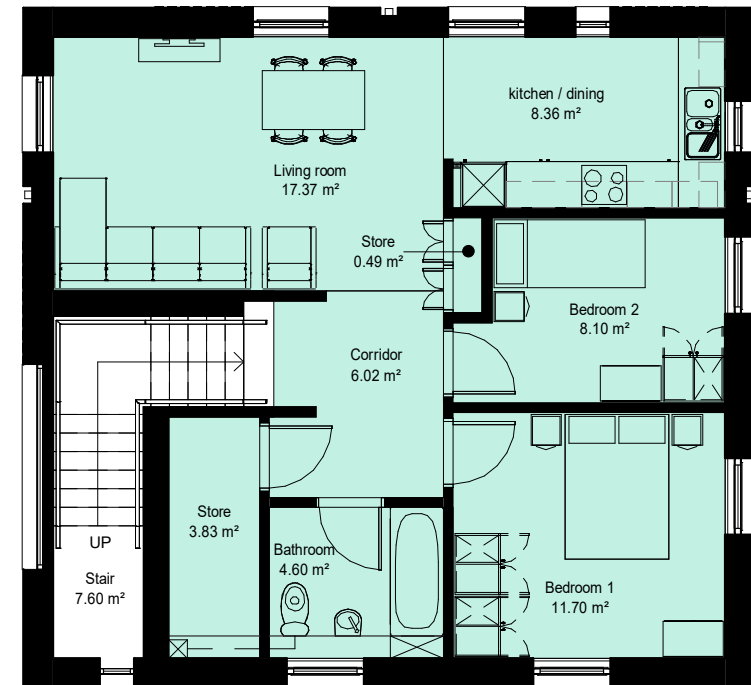
First Floor: GIA 63.5m²



1

Ground Floor Plan

1 : 100

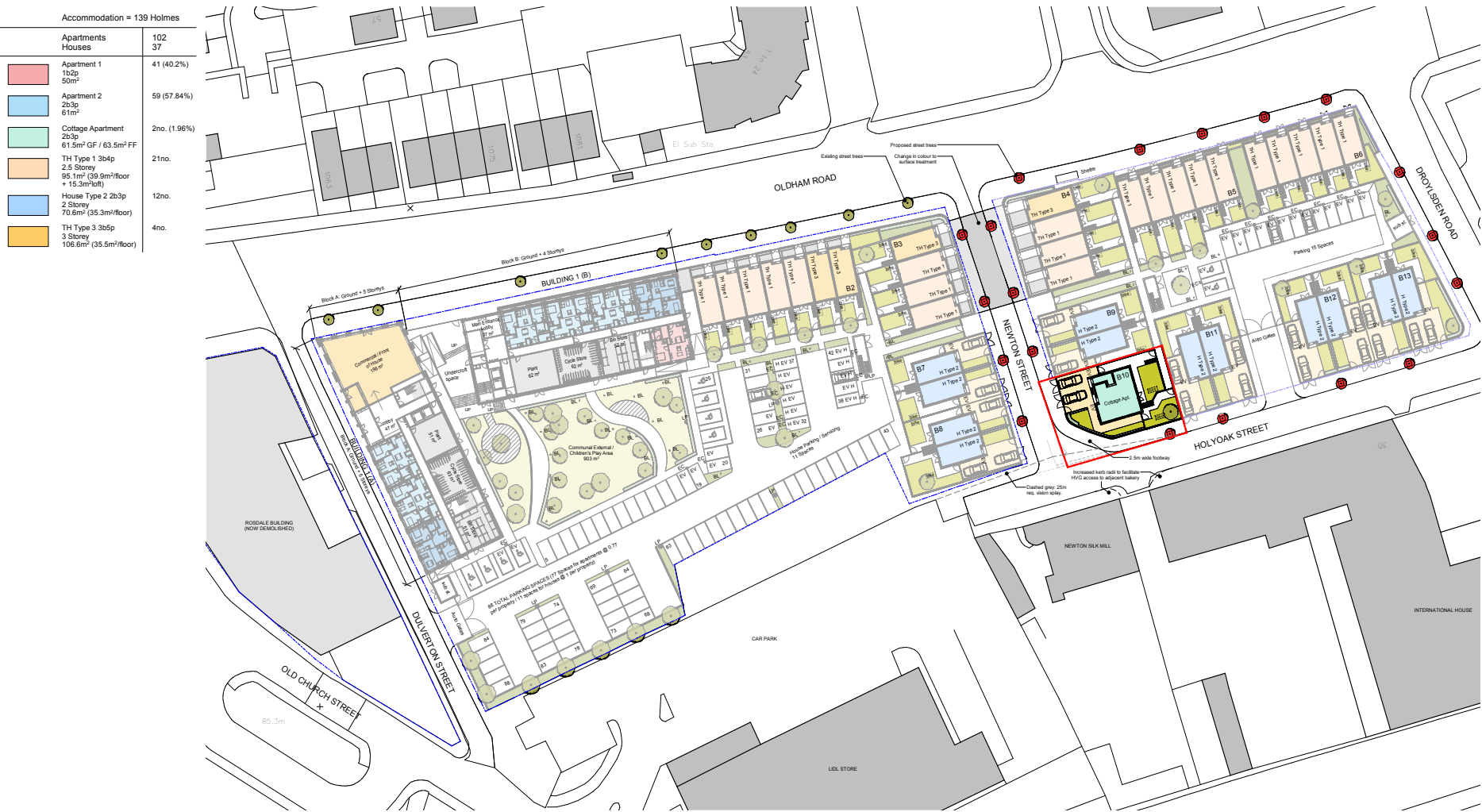


2

First Floor Plan

1 : 100

3.05 Area Schedule



3.0 Proposal

PROPOSED VISUALISATION E: VIEW DOWN HOLYOAK STREET



3.0 Proposal

PROPOSED VISUALISATION C: VIEW DOWN NEWTON STREET



3.0 Proposal

PROPOSED VISUALISATION D: VIEW DOWN HOLYOAK STREET



3.0 Proposal

3.06 Visuals

PROPOSED VISUALISATION A: VIEW DOWN OLDHAM ROAD



4.0 In Detail

4.0 In Detail

4.01 Access and Use

The purpose of this statement is to outline the overall approach towards inclusive design, within the proposed development, in accordance with relevant national planning policy, local planning policy and UK Building Regulations.

The proposed scheme provides a safe, legible, high quality environment, that will be accessible to all users, without undue effort, special treatment or separation. The overall approach to the design aspires to achieve the minimum access standards, set by key regulatory and best practice guidance documents, such as:

- Building Regulations Approved Document M (2015 ed.) M4(1) Category 1: Visitable dwellings;
- Building Regulations Approved Document K (2013 ed.);
- Equality Act and Amendment Bill 2015-16;
- BS9999:2008 Code of practice for fire safety in the design, management and use of buildings;
- Equality and Human Rights Commission - Codes of practice and technical guidance.

Access for Pedestrians

The ground floor entrances to both apartments are provided with level access.

The cottage apartments have main access from the front via Newton Street with parking spaces, the ground floor apartment also includes a back-gate entrance if required, as does the garden for the first floor apartment.

Access for Vehicles

Wider access to the site is generally via the main arterial road A62, Oldham Road passing East to West. Access towards in-curtilage parking for the cottage apartments is provided through Newton Street.

The scheme provides 2 number in-curtilage parking spaces, one for each apartment.

Both apartments are to have electric vehicle

charging points within range of their respective parking space.

Cycle space provision

Single in-curtilage cycle spaces are provided to the rear garden of each respective apartment.

Public Transport

The site is well situated for access to public transport; Newton Heath & Moston tram stop is located 5 minutes walk along Dean Lane from the prominent North West corner of the site. Directly facing the Oldham road elevations is the A62 bus route with stops immediately opposite. Both these routes connect into Manchester City Centre.

The scheme aims to meet or exceed standards defined within the UK Building Regulations.

4.02 Refuse & Recycling

Cottage Apartments

Refuse provision for the low-rise domestic houses is as follows (per house):

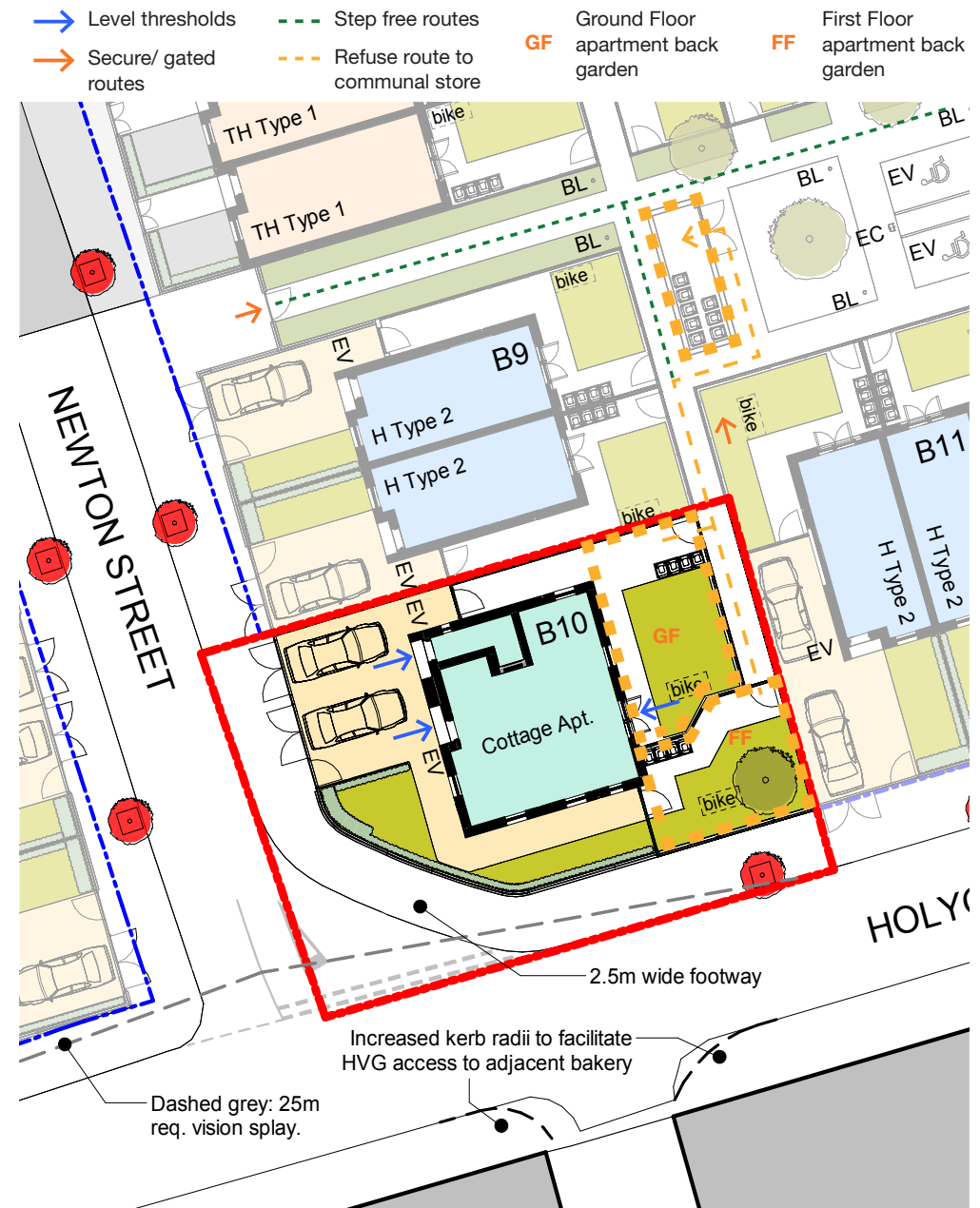
- General refuse: 1 x 240ltr wheeled bin
- Pulpable Recycling: 1 x 240ltr wheeled bin
- Mixed Recycling: 1 x 240ltr wheeled bin
- Garden Waste: 1 x 240ltr wheeled bin
- Food waste: 1 x 23ltr caddy

Secure storage of bins will be provided in rear gardens within each apartment's curtilage.

Bins will be transferred by residents to centrally located collection points from which bins can be taken to the refuse vehicle by operatives (on Newton Street) and returned to the collection point.

Construction Waste

A site waste management plan for the surrounding approved scheme will be developed by the principle contractor and agreed with Manchester City Council. The waste management for these cottage apartments will conform with the overall plan.



4.0 In Detail

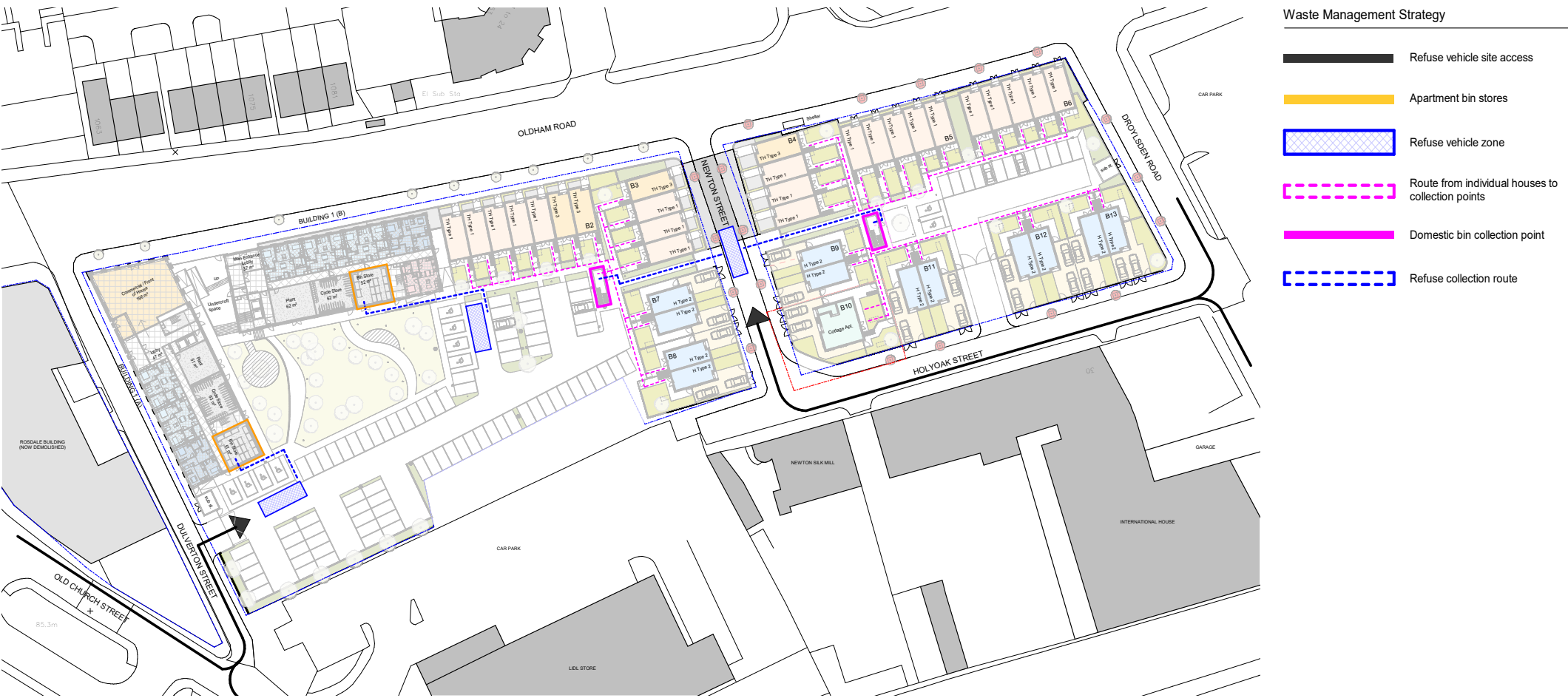
7.01 Access Statement



4.0 In Detail

4.03 Refuse & Recycling

For the sake of clarity the refuse and recycling strategy for the wider site has been shown.



4.0 In Detail

4.04 Security & Inclusive Access

Crime and security issues for the development will be assessed by Greater Manchester Police for compliance with Secured by Design through a Crime Impact Statement. Measures recommended by Secure by Design have been incorporated into the scheme.

The appointed approved inspector will continue to input, to ensure that the delivered scheme is compliant with all relevant UK Building Regulations.

The objectives for this project are to ensure that it is fully accessible to all in accordance with the Building Regulations Part M4(1) Category 1: Visitable dwellings and Equality Act 2010.

Access to site boundary

The wider site at Newton Heath is relatively flat but with a 4.5m slope from one side to the other, therefore it can accommodate level access throughout.

The landscape is designed to provide minimal sloped areas. Where a change in level exists, gentle gradients with compliant cross falls are employed. Changes in level around the site have been addressed by means of inclusive access to the entire public realm.

Circulation and access to primary entrances

All gradients towards entrances are level access or minimal falls. All external routes will be finished in non-slip hard-standing with textured material to thresholds. All signage to entrances will be highly visible and legible.

4.05 Building services strategy

Electrical services

A 230V metered supply will be provided to each cottage apartment by Electricity North West.

It is proposed to have electrical heating and electrical hot water via an insulated cylinder in each apartment.

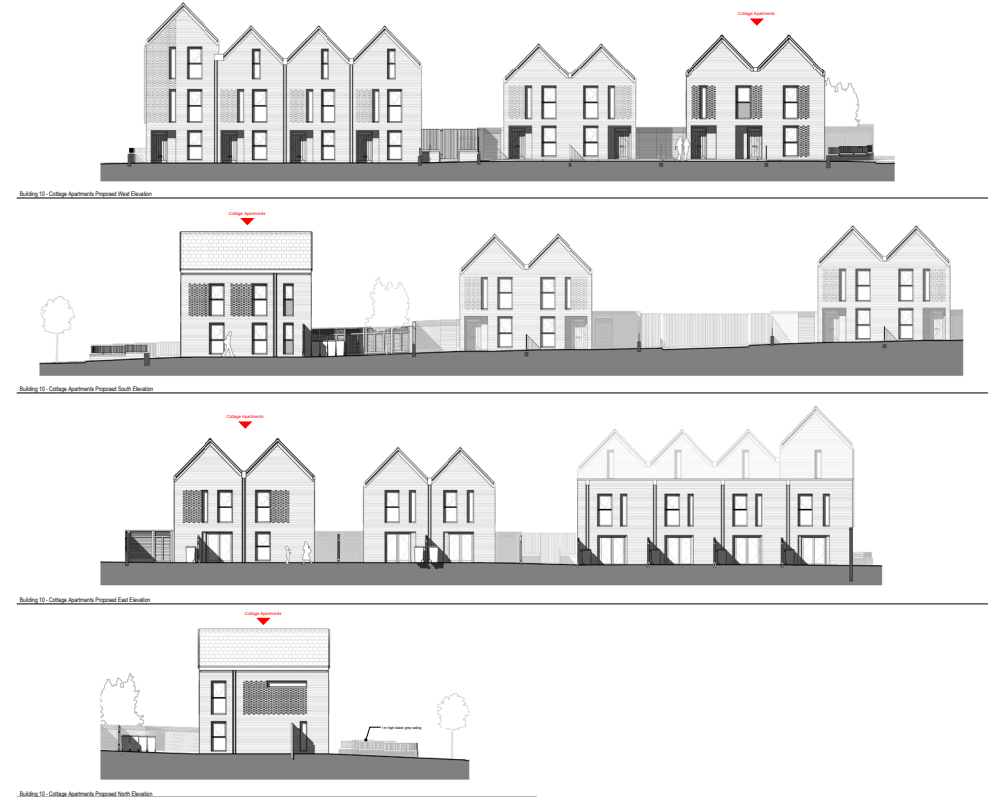
A mains fire alarm detector will be provided.

The complete electrical installation will be in accordance with the IEE Regulations BS 7671.

Mechanical services

A metered water supply will be provided to each cottage apartment by United Utilities.

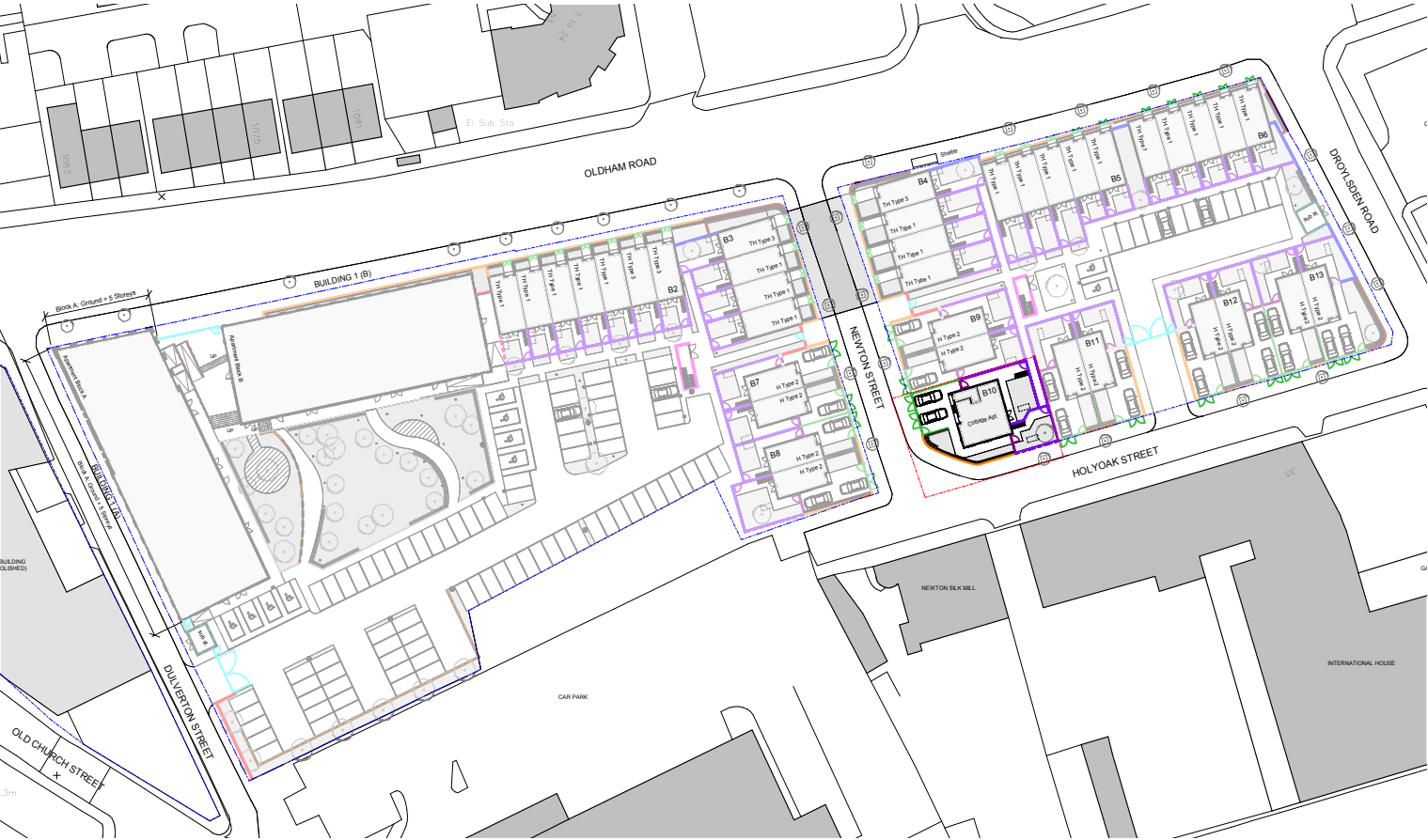
A system of soils and wastes will be installed to facilitate the sanitary facilities and domestic appliances.



4.0 In Detail

4.06 Boundary Treatment

For the sake of clarity the boundary treatment for the wider site has been shown.

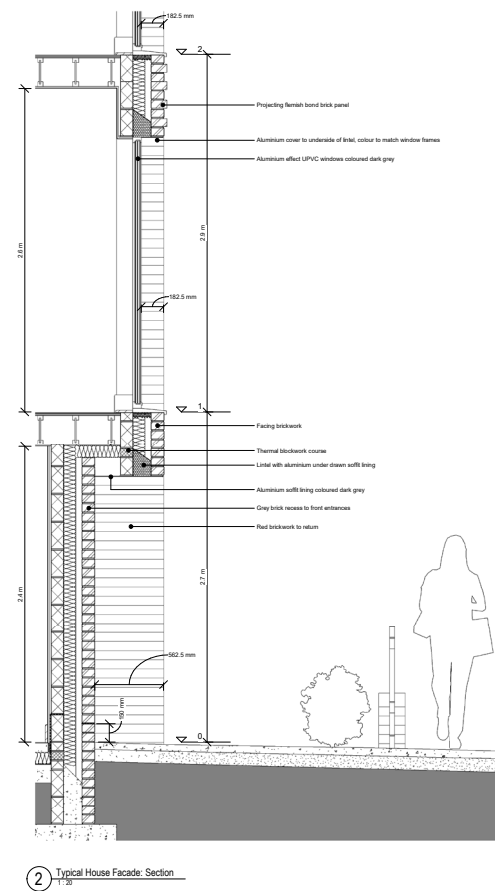
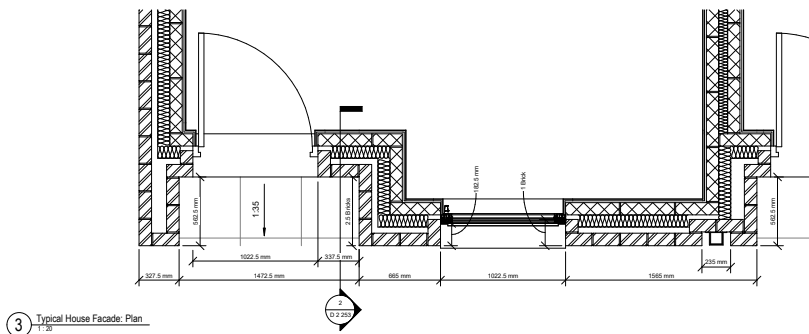


KEY	
Boundary Treatment	
	1.5m railings on 0.6m high dwarf wall. Total height: 2.1m.
	0.55m railings on 0.45m high dwarf wall. Total height: 1m.
	0.4m railings on 0.6m high dwarf wall. Total height: 1m.
	1.2m close boarded fence with 0.3m trellis on 0.6m high dwarf wall. Total height: 2.1m.
	1.5m close boarded fence with 0.3m trellis on top. Total height: 1.8m.
	0.3m concrete gravel board at the base of 1.5m close boarded fence with 0.3m trellis on top. Total height: 1.8m.
	2.1m railings.
	1m railings.
	1.3m brick wall.
	1.8m brick wall.
	2.1m brick wall.
	2.4m+ brick wall.
	0.6m brick wall with 1.8m railing on top. Total height: 2.4m
	0.45m retaining wall with 0.75m railing on top. Total height: 1.2m
	Sub station brick wall 3.8m high.

4.0 In Detail

4.07 Typical House Facade Detail

For the sake of continuity the the cottage apartments' facade details will conform with the parameters set out for the typical house types in the approved application for the surrounding scheme. See below for reference purposes.



5.0 Conclusion

5.0 Conclusion

5.01 Conclusion

The wider site, located to the north east of Manchester City Centre and adjacent to Newton Heath district centre, is well positioned for commuting and served by road, light rail and bus modes of transport. Taking account of the site's prominent and highly sustainable location along Oldham Road and proximity to district facilities, this brownfield site has potential to deliver a high quality landmark development, which provides one and two bedroom apartments and a mix of housing to a high standard and contemporary design.

The proposals within this design study conform with the details of the approved surrounding scheme. Only minor variations to the unit size and window and door opening locations have been made in comparison to those on the semi-detached building this replaces.

Careful design detailing and strategic composition of the façades will help reduce perceived volume and lend a more human scale to the development so that it doesn't overbear or dominate surrounding buildings. The adjacent Newton Silk Mill with its tall gables, sits comfortably in the streetscape and as such, well-composed buildings adjacent should only enhance the setting.

It is therefore proposed that this scheme positively contributes to the wider development of 2 - 6 storeys, now offering 100 number apartments, 37 number houses and 2 number cottage apartments set towards the road curtilage of the site to infill the urban grain with secure parking set within inner courtyards and in-curtilage, and is appropriate in terms of the site's context and location.

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