

PRP

Jersey Wharf, Ancoats
Design & Access Statement
05.05.2022



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Contents

1: Executive Summery	04	4: Understanding the Area	24	6: Appearance	50	8.4 Commercial and Residential Delivery	99
1.1 Development Context	05	4.1 Wide Area Analysis	25	6.1 Local Historic Character	51	8.5 Inclusive Access	100
1.2 Design Brief	06	4.2 Site Location	26	6.2 Historic Building Analysis	52	8.6 Parking Strategy	104
1.3 Summary of the Proposals	07	4.3 Back of Ancoats Development	27	6.4 Facade Arrangement	53	8.7 Window Cleaning	106
2: Introduction	08	4.4 Local Amenities	28	6.3 Colours of Ancoats	54	8.8 Roof Access and Maintenance	107
2.1 Purpose of this document	09	4.5 The Application Site	29	6.5 Precedent Studies	56	9: Justification and Compliance	108
2.2 Client Team	09	4.6 Historic Context	30	6.6 Material Palette	57	9.1 Justification to NDF	109
2.3 Design Team	09	4.7 Site Today	32	6.7 Facade Order	58	9.2 NDSS Compliance	110
3: Strategic Considerations	10	4.8 Site Constraints	34	6.8 Facade Studies	60	9.3 Manchester Residential Quality Guidance	112
3.1 Planning Policy Statement	11	4.9 Site Opportunities	35	6.9 CGI Views	65	9.4 National Design Guide	114
3.2 NDF Considerations	13	5: Design Proposals	36	7: Landscape Proposals	68	10: Sustainability	116
3.3 Poland Street Zone	14	5.1 Key Design Themes	37	7.1 Introduction	69	10.1 Sustainability Statement	117
3.4 Development Parameters	15	5.2 Design Principles	38	7.2 Site Analysis	73	11: Amount and Use	118
3.5 Public Realm Strategy	16	5.3 Approach to Scale and Massing	40	7.3 Illustrative Masterplan	77	11.1 Summary of Accommodation	119
3.6 Consultation	18	5.4 Site Arrangement	42	7.4 Tree Replacement Strategy	84	11.2 Schedule of Accommodation	120
3.7 Public Consultation & Engagement	22	5.5 Ground Floor Plan	43	7.5 Softworks	89	11.2 Schedule of Accommodation	120
3.8 Renewable and Climate Change Policies & Targets	23	5.6 First to Sixth Floor Plan	44	7.6 Hardworks	91	11.3 Planning Drawing Register	122
3.9 Security Requirements	23	5.7 Seventh Floor Plan	45	8: Movement and Access	94	12: Appendices	124
3.10 Transport Policy Overview	23	5.8 Roof Plan	46	8.1 Pedestrian Movement and Access	95	12.1 Appendix A (Consultation Response)	125
		5.9 Building Arrangement Summary	47	8.2 Vehicle Access and Cycle Storage	96		
		5.10 Apartment Typologies	48	8.3 Waste Management	97		
		5.11 Apartment Adaptations	49				

1. Executive Summary

1.1 Development Context

In October 2014 Manchester City Council (MCC) endorsed the production of the Ancoats and New Islington Neighbourhood Development Framework. This document set the development and urban design principles to guide the positive regeneration of the area to meet the needs of the community and the city. A subsequent update was endorsed in 2016 to incorporate principles for the second phase of major development in the neighbourhood, breaking it into 6 distinct zones across Ancoats and New Islington.

In July 2020, MCC endorsed a refreshed NDF focussed on the Poland Street Zone in Ancoats which was prepared to ensure future development preserved the character of the area whilst meeting future housing, sustainability and community needs.

There is now an opportunity for a coordinated phase of development across four underused sites in the Poland Street Area of Ancoats and two sites in New Islington, to build upon the previous success and further the evolution of Ancoats into a sustainable neighbourhood that can attract aspirational young people and families

The proposals outlined in this document focus on a residential led scheme known as Jersey Wharf that responds to the principles set out in the NDF. The development offers an exciting opportunity to see the Poland Street Zone begin its transformation into a distinctive new neighbourhood within Manchester.

This scheme follows the recent approval of the Ancoats Mobility Hub which will deliver the parking provision for the Jersey Wharf Scheme.

In addition, in March 2021 MCC endorsed a public realm masterplan. The masterplan aims to create a fully coordinated and cohesive public realm in the area. This will help to transform the area into a destination for all to enjoy.

Key

— Ancoats & New Islington NDF Area

■ Poland Street Zone

■ Site



Site Location within Poland Street Zone

1.2 Design Brief

The design brief for the Jersey Wharf site requested the provision of designs that should include;

- 1, 2 and 3 bedroom apartments to provide a mixture of typologies catering for a wide variety of residential requirements
- The creation of ground floor activities through the provision of commercial workspace and retail space
- Designs that are in line with Manchester’s Residential Design Guide
- A scheme that responds to the principles set out within the NDF
- Disabled compliant parking spaces with EV charging facilities and a loading bay for residents use
- A scheme which responds to MCC’s public realm masterplan ambitions.



Derelict Site



Site viewed from Jersey Street



Jersey Wharf site

1.3 Summary of Proposals

The proposals set out in this document create a high-quality, residential led scheme with a distinctive sense of place. The scheme is designed to;

- Create a distinctive design that acts as a catalyst for the creation of a vibrant new neighbourhood
- Create a sympathetic scheme that responds to the NDF and its context
- Deliver a diverse range of homes that cater for the needs of families, young professionals, the elderly and empty-nester's
- Provide ground floor commercial units that creates active frontages, helping to create a sense of place and community



190
apartments



614
sq.m of
commercial space



1300
sq.m of
landscaped area



190
secure cycle
storage spaces



Proposed development viewed from Rochdale canal

2. Introduction

2.1 Purpose of this Document

This Design and Access Statement (DAS) has been prepared by PRP in conjunction with the professional team (listed to the right) to support a full planning application for the residential led development known as Jersey Wharf. The purpose of this document is to set out site analysis, the strategic requirements, design development and how it can be accessed by all prospective users.

It explains the design principles and concepts that have been applied to the proposal and demonstrates how the proposed development’s context has influenced the design.

The statement explains the approach to access and how relevant Local Plan policies have been considered, any consultation undertaken in relation to design and how the outcome of these have informed the proposed development.

The site location is shown on plan ref. JWA-PRP-A1-00-DR-A-002000

2.2 Client Team

The Manchester Life Development Company 3 Limited (MLDC 3) have commissioned a design team to deliver the regeneration of several sites within the Poland Street Zone. They have worked closely with local stakeholders to ensure a comprehensive and co-ordinated approach to these proposals in accordance with the vision set out in the Neighbourhood Development Framework (NDF).



Client
Manchester Life
Development Company 3
Limited

2.3 Design Team

The following design team have been appointed to develop the proposals within this report.



Planning Consultant
Deloitte



Architects
PRP



M & E Consultants
Buro Happold



Structural Engineers
Curtins



Landscape Architect
Planit-IE



Cost Consultant
Turner Townsend



Project Managers
Mace



Transport Consultant
Hydrock



Acoustic Consultant
Sandy Brown



Fire & Air Quality Engineer
Hoare Lee



Consultation Consultant
Counter Context

3. Strategic Consideration

3.1 Planning Policy Statement

Development Plan

The Local Plan is a collection of statutory Development Plan Documents (DPDs) that together set out the vision and spatial strategy for the future development of Manchester. Within this context, the adopted Local Plan comprises:

- Manchester Core Strategy 2012 (“the Core Strategy”);
- Manchester Proposals Map 2012;
- Guide to Development in Manchester Supplementary Planning Document (2007);
- Saved Policies of the Manchester Unitary Development Plan 2005 (“the UDP”);
- Greater Manchester Joint Waste Development Plan Document 2012; and,
- Greater Manchester Joint Minerals Plan 2013.

The Core Strategy was adopted in 2012 and is the key overarching DPD within the Local Plan. The Core has replaced significant elements of the Borough of the UDP as the document that sets out the long term strategic policies for the Manchester’s future development and forms the primary framework that planning applications will be assessed against.

Despite being largely superseded by the Core Strategy, a number of policies from the UDP have been “saved” and remain part of the adopted Local Plan.

Material Considerations

The following documents comprise further material considerations in the determination of the planning application:

National Policy and Guidance:

- National Planning Policy Framework (NPPF) (2019), which is additionally informed by National Planning Practice Guidance (NPPG)

Draft Sub-Regional Policy:

- Draft Greater Manchester Spatial Planning Framework (2019).

Manchester City Council’s Supplementary Planning Guidance (SPD):

- Guide to Development in Manchester SPD (2007) and Technical Guidance (2015).

- Our Manchester Strategy – Forward to 2025.
- Ancoats and New Islington NDF.
- Manchester’s Green and Blue Infrastructure Strategy.
- Climate Change Emergency and Playing Our Full Part on Climate Change (2018).
- Manchester Climate Change Framework: 2020-2025 (2020).
- City Centre Transport Strategy to 2040 (2021).
- Manchester Residential Quality Guidance (2017)
- Design for Access 2 (2003).

National Planning Policy and Guidance

National Planning Policy Framework (2019)

National planning policy is contained within the National Planning Policy Framework (“NPPF”). The document sets out the Government’s planning policies for England and how these are applied. It requires planning policies to meet objectively assessed needs, with sufficient flexibility to adapt to rapid change. A consultation on draft revisions to the National Planning Policy Framework and a new draft National Model Design Code between 30 January 2021 and 27 March 2021.

At the heart of the NPPF is a presumption in favour of sustainable development; the golden thread running through plan-making and decision taking. The NPPF notes that there are three dimensions to sustainable development:

- Economic – the NPPF outlines the Government’s commitment to building a strong, responsive and competitive economy. Significant weight should be placed on the need to support economic growth through the planning system by ensuring that suitable development is available at the right time and location and identify and coordinate development requirements.
- Social – the NPPF aims to support strong and healthy communities by creating a high-quality built environment with accessible local services that reflect the community’s needs and support its health, social and cultural well-being
- Environmental – the NPPF outlines how the planning system will protect and enhance our natural, built and historic environment.

These dimensions are considered to be mutually dependent within the NPPF, in its entirety, defining what is understood by the term sustainable development.

Section 6 (Paragraphs 80 to 84) is titled ‘Building a strong, competitive economy’. It emphasises that planning decisions should help to create the conditions in which businesses can invest, expand and adapt, and significant weight should be placed on the need to support economic growth and productivity.

Section 8 (Paragraphs 91 to 95) is titled ‘Promoting healthy and safe communities. It sets out a series of aims for planning policies and decisions to encourage healthy, inclusive and safe communities, including those which:

Promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong Neighbourhood Centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;

Are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas; and,

Enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.

Section 9 (Paragraphs 102 to 111) titled ‘Promoting sustainable transport’ states that transport related issues should be addressed early on in the design development process in order to ensure that:

- The potential impacts of development on transport networks can be addressed;
- Opportunities from existing and proposed transport infrastructure, and changing transport technology and usage, are realised;
- Opportunities to promote walking, cycling and public transport use are identified and pursued;
- The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account; and,

- Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.

Paragraph 103 goes on to note that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.

Within this context, Paragraph 110 states that applications for development should:

- Given priority first to pedestrian and cycle movements, and second to facilitating access to high quality public transport;
- Address the needs of people with disabilities and reduced mobility

in relation to all modes of transport;

- Create places that are safe, secure and attractive, which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and,
- Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Section 11 (Paragraphs 117 to 123) titled ‘Making effective use of land’ states that substantial weight should be given to the value of using suitable brownfield land. More specifically, Paragraph 121 emphasises the need for Local Planning Authorities to take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specific purpose in plans, where this would help meet identified development needs.

Section 12 (Paragraphs 124 to 132) titled ‘Achieving well-designed places’ sets out that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local

and commercial interests. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.

National Planning Practice Guidance

The National Planning Practice Guidance (NPPG) was introduced in March 2014 and sets out advice, information and best practice on a wide range of planning issues with the overall objective of becoming a single source for planning guidance which will be maintained as a live resource. The principle behind the NPPG fits in the wider objectives of the government’s attempt to make the planning system simpler, clearer and easier for people to use.

The NPPG stresses the importance of good design and that planning should drive up standards across all forms of development. As a core planning principle, plan makers and decision takers should always seek to ensure high quality design through creating places, buildings or space that work well for everyone, looks good, lasts well and will adapt to the need of future generations.

The NPPG references pre-application discussions, Design and Access Statements and Design Reviews as some of the methods that can be used to achieve good design. The NPPG also sets out processes and expectations on pre-application discussions. The NPPG sets out that pre-application engagement offers significant potential to improve both the efficiency and effectiveness of the planning system and improve the quality of planning applications and their likelihood of success. This is achieved through providing:

- An understanding of the relevant planning policies;
- Working collaboratively and openly with interested parties at an early stage to identify, understand and seek to resolve issues associated with a Proposed Development;
- Discussion of possible mitigation methods against impacts of Proposed Development; and,
- Identifying the information required to accompany a formal planning application

The NPPF, as informed by the NPPG provides a component of the framework against which the planning assessment in Section 6 of this Statement has been undertaken, in terms of understanding whether the Proposed Development comprises sustainable

development.

National Design Guide (2019)

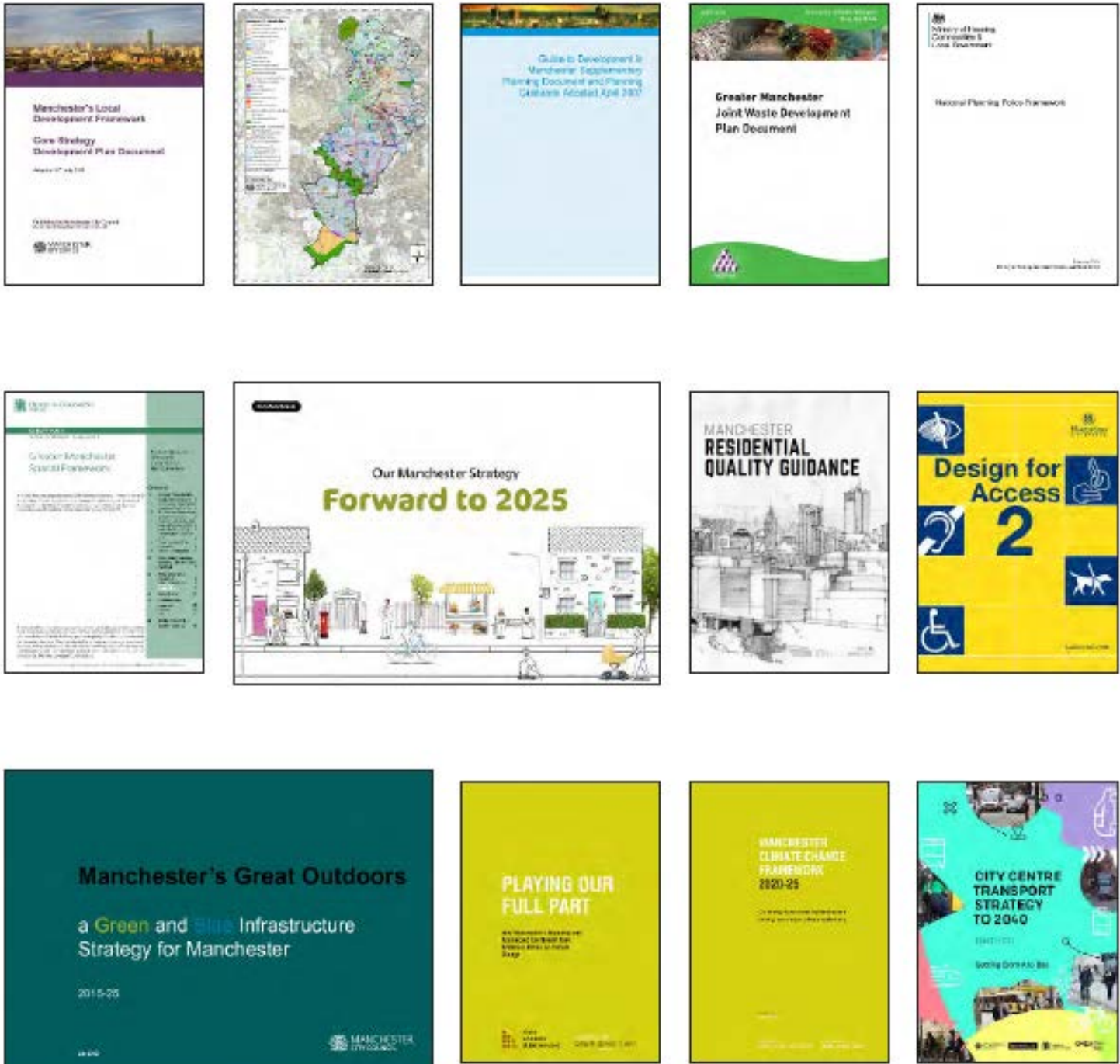
The National Design Guide was published by the Ministry of Housing, Communities and Local Government in 2019. This document forms part of the governments planning practice guidance and was created to outline key characteristics that make well-designed places.

There are 10 characteristics of well-designed places within the National Design Guide and these are listed below:

- Context – enhances the surroundings
- Identity – attractive and distinctive
- Built form – a coherent pattern of development
- Movement – accessible and easy to move around
- Nature – enhanced and optimised
- Public Spaces – safe, social and inclusive
- Uses – mixed and integrated
- Homes and buildings – functional, healthy and sustainable
- Resources - efficient and resilient
- Lifespan – made to last

Manchester Residential Quality Guide (2017)

The Manchester Residential Quality Guide was published in 2017. The Guide requires proposals for residential development to demonstrate the highest quality of design in accordance with its recommended approach. If a Proposed Development does not comply with the design principles the developed is required to make robust justification, evidence and options analysis.



3.2 NDF Considerations

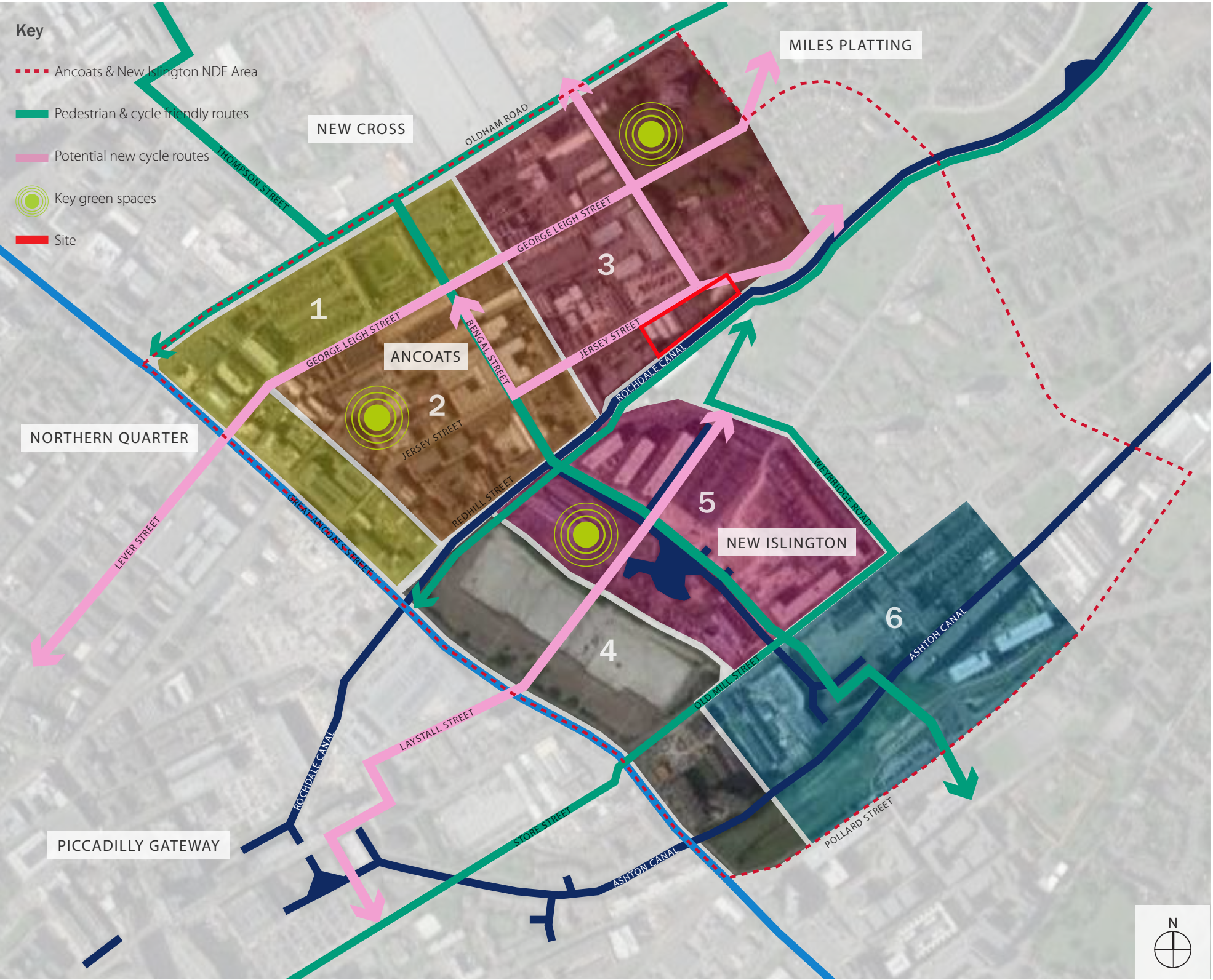
The illustrative framework contained within the updated Ancoats and New Islington Neighbourhood Development Framework identified six character areas based on contextual appraisals, site analysis and identified roles in delivering the NDF masterplan strategy and vision.

These 6 character areas are:

- 1. Character Area 1 – Greater Ancoats Street and Oldham Road Frontage
- 2. Character Area 2 – The Ancoats Core
- 3. Character Area 3 – The Poland Street Zone
- 4. Character Area 4 – Great Ancoats Street Frontage (New Islington)
- 5. Character Area 5– New Islington Neighbourhood
- 6. Character Area 6 – Ashton Canal Corridor

The Masterplan has positioned The Poland Street Zone as a ‘working and living’ community with exemplar development showcasing the potential for live-work communities integrating a range of accessible homes and workspaces. Better connectivity to the East of the area is critical to its success as well as helping to realise a combined neighbourhood across Ancoats and New Islington. The following key points from the Masterplan Vision are highlighted:

- A place where the city meets the suburbs
- Combined living and working spaces at the core - optimising residential and employment space
- Diverse & multi-generational - a broad mix including community infrastructure and range of housing formats.
- Urban & green - unreservedly urban but integrating meaningful and well-conceived open spaces
- Physical & social - an authentic evolution of Ancoats’ physical and social fabric



Ancoats and New Islington Neighbourhood Development Framework

3.3 Poland Street Zone

The Poland Street Zone remains caught in tension between this ‘new’ Ancoats and the stable, maturing inner suburbs of Miles Platting. This area currently performs an important local economic role, being home to various employers and supporting commercial activity; however, this is sporadic and low density.

The vision for the Poland Street Zone is to bring forward an authentic evolution of Ancoats; a form of urban development and mix of uses, rooted in the area’s past but driven by a sense of the future.

The Ancoats Conservation Area extends across the Poland Street Zone through to Wadeford Close, but there are no listed buildings within the area east of Beehive Mill. Planning policy sets out the importance of heritage and conservation.

The edges and interfaces of the Poland Street Zone are generally poor with a limited relationship to assets such as the canal or adjoining residential neighbourhoods.

Development in the area is currently of low density. It sees a transition between the larger, simpler massing at the Front of Ancoats, and the finer grain, low rise forms in Miles Platting.

Any development will need to make a contribution to the vibrant new environment represented in the illustrative spatial framework. Planning policy supports a diverse mix of buildings and spaces, with particular development opportunities and design cues apparent in different parts of the area.

These different opportunities and cues reflect the varied nature, character and relationships to adjoining areas. As such, subtly different character areas could emerge based on design policy objectives. The composed coordination of character areas is illustrated by the indicative massing model. The character areas identified could be used to inform the design of development and land use mix.

The proposed development site sits within a ‘working and living’ character area and supports a development up 8 stories.



Ancoats Conservation Area

3.4 Development Parameters

Development ought to respect past historic form and character, whilst also looking for opportunities for re-purposing, reinterpreting and contributing to a safe and attractive environment.

The aim of the Poland Street Zone is to create more sustainable places, communities and lifestyles that respond to the need to address climate change.

Connectivity out and through the area is key. This should be a welcoming place connecting through to surrounding areas and neighbourhoods, including Miles Platting and developments surrounding Cutting Room Square, as well as east-west to New Cross and New Islington.

A new grid and street hierarchy in the Poland Street Zone is an opportunity to place the needs of pedestrians and cyclists first, carefully managed through modal filters.

High levels of cycle parking ought to be provided across the area and green landscape interventions.

Key

- Poland Street Zone
- Site boundary
- Green pedestrian routes
- Primary street (20 mph & on street parking)
- Secondary street (shared surface & pedestrian priority)
- Resident / service access only
- Existing cycle friendly routes
- Potential new cycle routes
- Other development plots
- Modal filter
- Mobility Hub



Poland Street Zone

3.5 Public Realm Strategy

Jersey Wharf design proposals have been co-ordinated and delivered in line with the MCC Public Realm Strategy.

"The implementation of the illustrative masterplan and delivery of the public realm strategy will help unlock and coordinate development throughout the neighbourhood, creating opportunities for future development to contribute to a sustainable urban neighbourhood. Interventions will not only create a green, safe and active setting for new homes, but would provide wider social, health and economic benefits for existing communities".

The most considerable element of co-ordination related to the revised Jersey Street levels following the proposed removal of the the bridge. The design proposals now include level access across Jersey Street to improve north south connections from the Rochdale canal to the Mobility Hub at Ancoats Green.



Public Realm Illustrative Masterplan

4.2 Refined Street Typologies

A simple, consistent design language is proposed for streets through the area - focused on reducing vehicular traffic, encouraging active travel and integrating green infrastructure.

- Three street typologies are proposed across the neighbourhood, refining the hierarchy outlined in the NDF.
- Poland Street and the lanes will present a more urban character as a result of their narrow corridor width
- Green Streets run on an east-west axis, creating pedestrian and cycle movement corridors into Cutting Room Square and the City beyond.
- These will deliver substantial areas of soft landscape, tree planting and SuDs features, extending green through the streets whilst acting as traffic calming measures (p. 20 for details)



Figure 17 - Proposed Street Typologies Diagram

PAGE 19

Delivering the Principles

Rebalancing movement

New footpaths meander through pockets of green along the canal, up to Jersey Street where a new crossing point prioritises pedestrian movement.

Enhance industrial character

Materials and street furniture could complement and celebrate the presence of the historic Jersey Street Mills and Bridgewater Works.

A green heart

The new landscape walkway directly links surrounding public open spaces and neighbourhoods with Ancoats Green.

Extend green character

A new green link continues the Rochdale Canal linear park to the east through the neighbourhood, further enhancing the canal as a valuable habitat and amenity resource.

Active, healthy, walkable

Proposed children's play facilities, seating, new lighting and a new walkway encourages walking and cycling.

Community

A variety of spaces provide opportunity for dwell and community interaction.

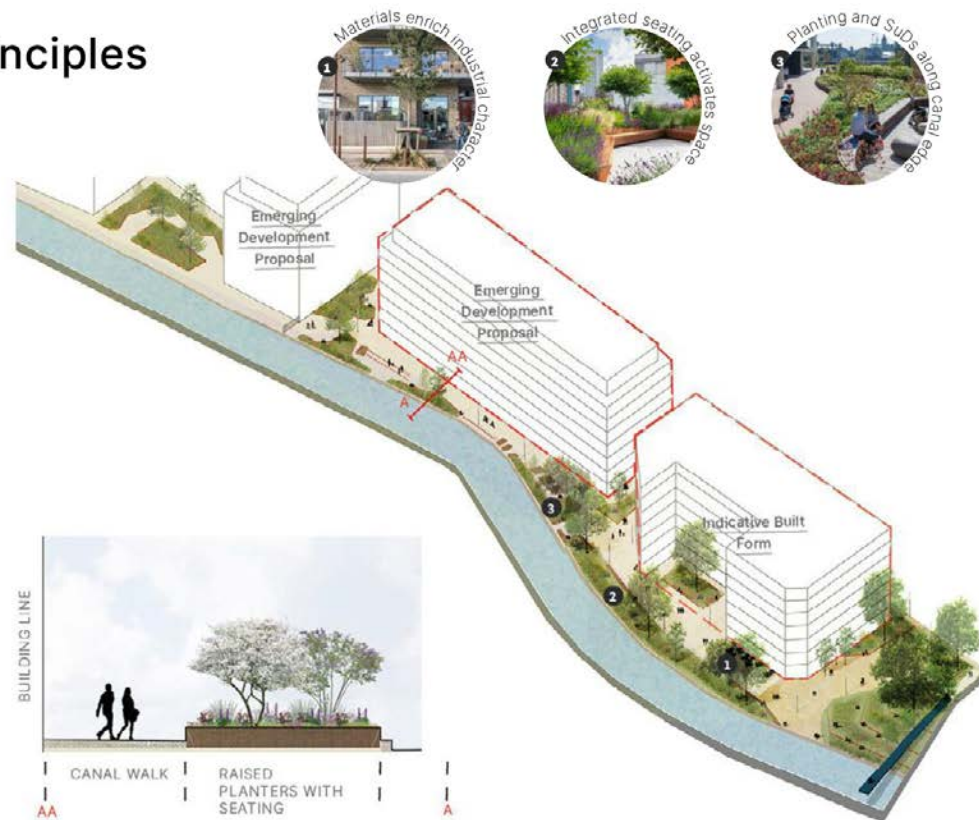


Figure 25 - Cross section example of Canal Treatment

Figure 26 - Illustrative Canalside Walk View

PAGE 25

4.6 Character Spaces - Rochdale Canal Walk



Figure 23 - Rochdale Canal Walk Location Plan

What are we trying to achieve?

An active and verdant canalside, creating opportunities for physical and visual interaction with the water. The space should provide opportunities for pedestrian movement, play and dwell, activating the canal and celebrating its significance.

Key requirements include:

- Significant areas of planting abutting the canal edge, integrating seating in key viewing locations.
- Pedestrian routes through new green pockets, linking Ancoats Green, along the proposed greenway and east along the canal to Victoria Mill Park.
- Children's play facilities to create activity adjacent to the bridge.



Figure 24 - Illustrative Rochdale canal Walk Layout

Spaces interface with canalside walk - green connections
Private areas interface with the canal to extend the perception of a green walk.

Prussia St Greenway provides connection
The proposed Greenway extends through to the canal, providing a new habitat corridor.

Opportunity for dwell and interaction
Raised planters provide opportunity for seating and creates continuous green edge.

Pocket space
A new public space could be established adjacent to the Rochdale Canal bridge, creating a sense of arrival. Seating terraces could be integrated into the landscape, with opportunity for public art that celebrates heritage.

PAGE 24



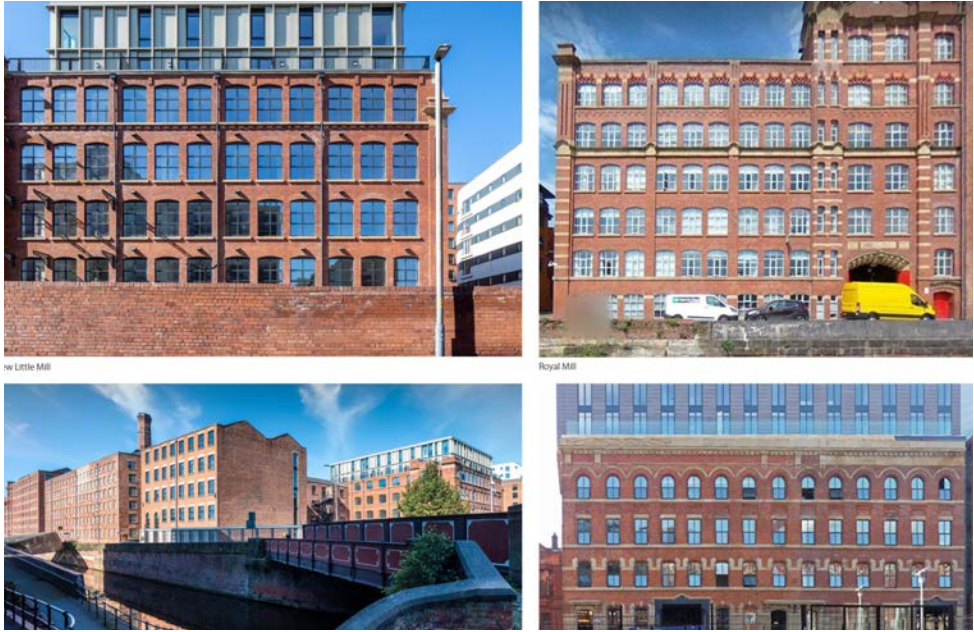
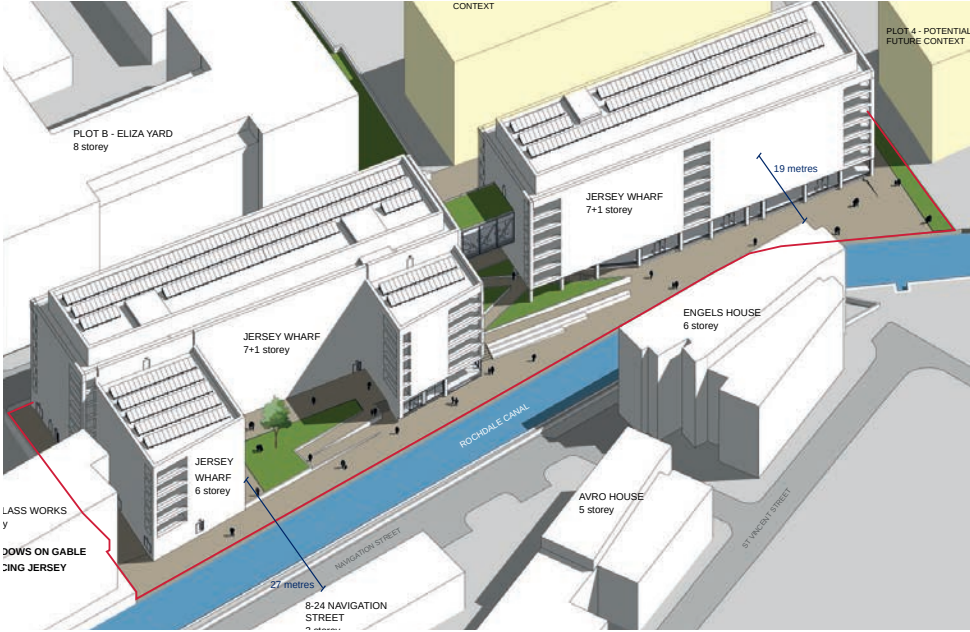
Figure 32 - Illustrative Ancoats Green View

3.6 Consultation

The following meetings have been held with representatives from Manchester City Council’s Planning Authority, Historic England and Greater Manchester Police where the following themes and ideas have been presented. The initial proposals were also presented to Sir Richard Lease throughout the design development process. These discussions have helped to influence and inform the design evolution of the development.

- Pre App Meeting 01
13th May 2021
- Pre App Meeting 02
15th July 2021
- Pre App Meeting 03
25th August 2021
- Historic England Meeting 01
14th September 2021
- Pre App Meeting 04
7th October 2021
- Arboriculturist Meeting
7th October 2021
- Pre App Meeting 05
20th October 2021
- Greater Manchester Police
20th October 2021
- Historic England Meeting 02
26th October 2021
- Pre App Meeting 06
6th April 2022

The following presents the discussions and outcomes of each.



Pre App Meeting 01 : 13th May 2021

Presentation to MCC addressing the following;

- Introduction to the project
- Understanding the NDF
- Overview of the site
- Site Strategy and Massing Strategy

MCC agreed and noted the following;

- Further investigation required with MCC Public Realm team to determine if a more successful access strategy could be developed for the Green Route crossing Jersey Street.
- Reconsider Link Bridge/Sky Garden
- Comfortable with Massing and Site Strategy

Pre App Meeting 02 : 15th July 2021

Presentation to MCC addressing the following;

- Site Strategy Development
- Revised Massing and agreement of Link Bridge removal
- Landscape Concept
- Tree Replacement Strategy
- Facade and Context Analysis
- Material Palette
- Facade Proposals

MCC agreed and noted the following;

- Support for the removal of the bridge link
- Facade Analysis and Proposals were impressive and promising
- Focus on the detail was necessary at later stages
- Develop a colour strategy for materials
- Further work required on Jersey Street ground floor elevations
- Further engagement with GMEU regarding existing trees

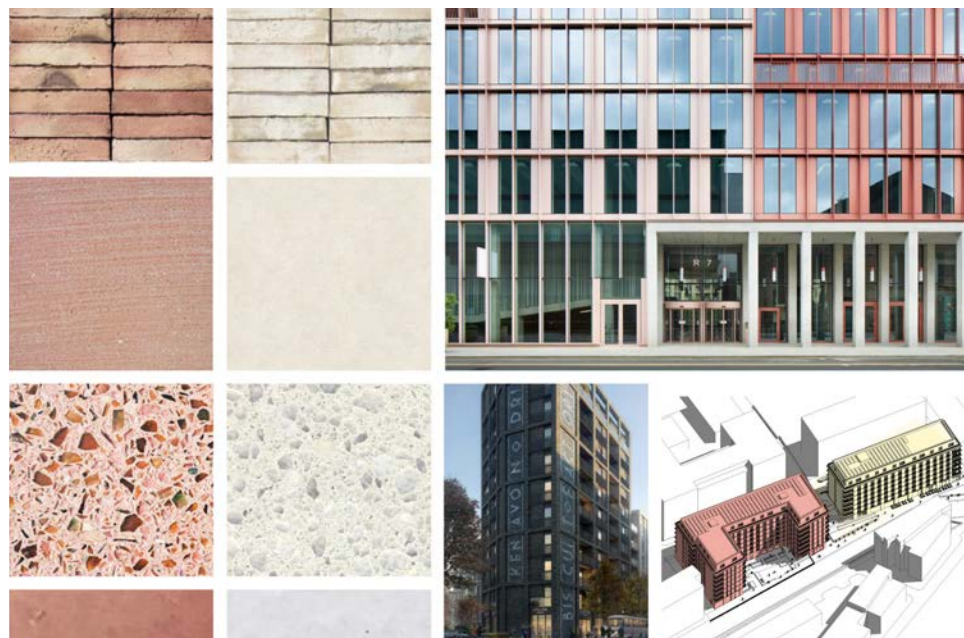


Presentation to MCC addressing the following;

Presentation to MCC addressing the following;

- MCC agreed and noted the following;

- Support for the proposed improvements to the public realm in terms of movement and accessibility
- Review Massing Options

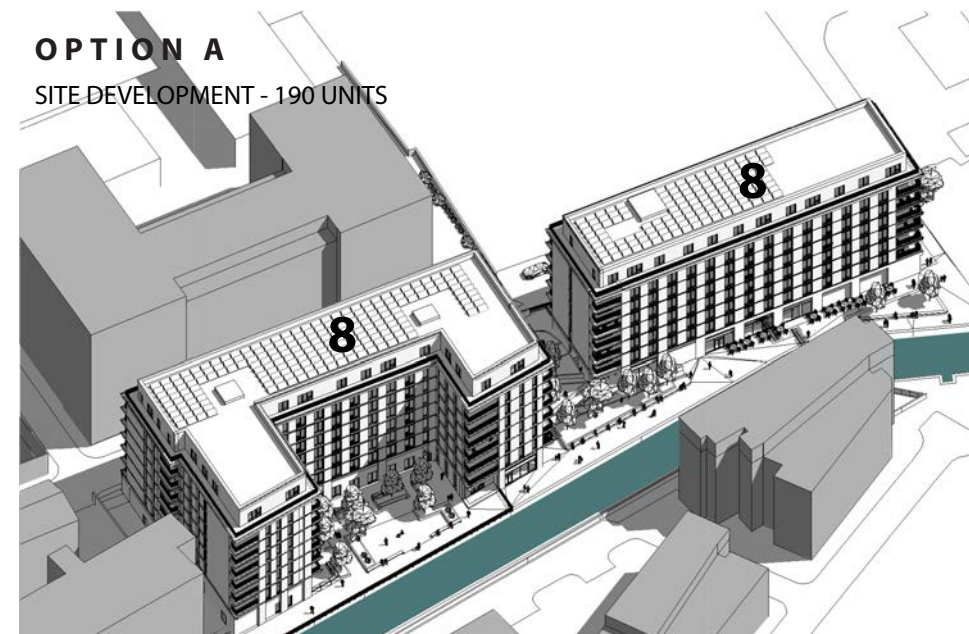


Presentation to HE including site analysis, strategy and design concept:

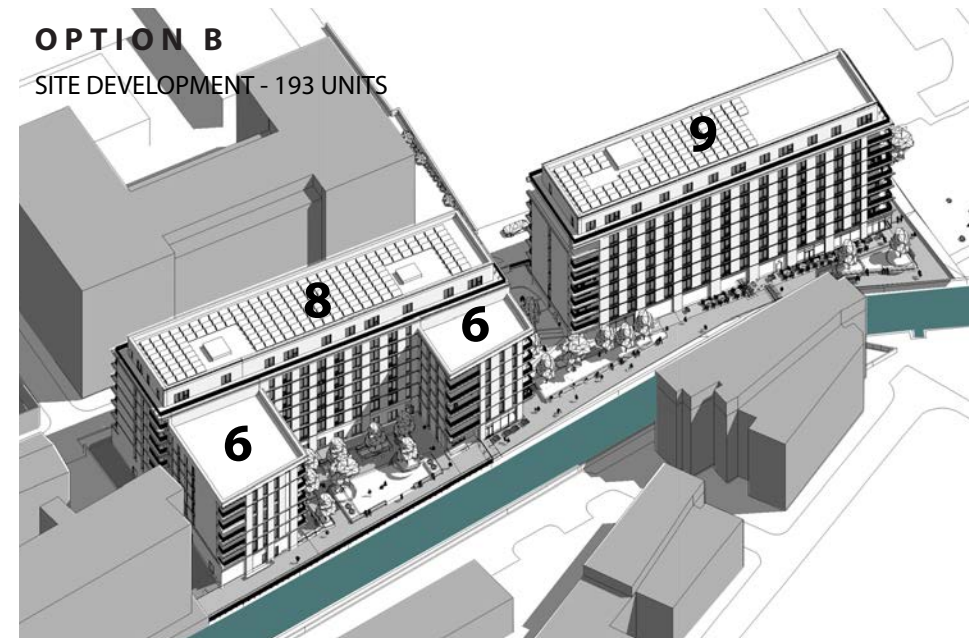
Presentation to HE including site analysis, strategy and design concept:

The following feedback was received by Historic England.

- Development of the site is not objectionable, and offers the potential to positively contribute to the conservation area if managed sensitively. The applicant has worked to understand the context of the new buildings, and a number of the elements of the proposed design draw positively on this.
- Further discussions on the height of the buildings would be beneficial given the uniformity of the eight storeys.
- Avoid the use of a buff brick.
- Strengthen the form of the building at the corner balconies.



SITE DEVELOPMENT - 193 UNITS



Following HE feedback a further presentation to MCC to review massing proposals.

Following HE feedback a further presentation to MCC to review massing proposals.

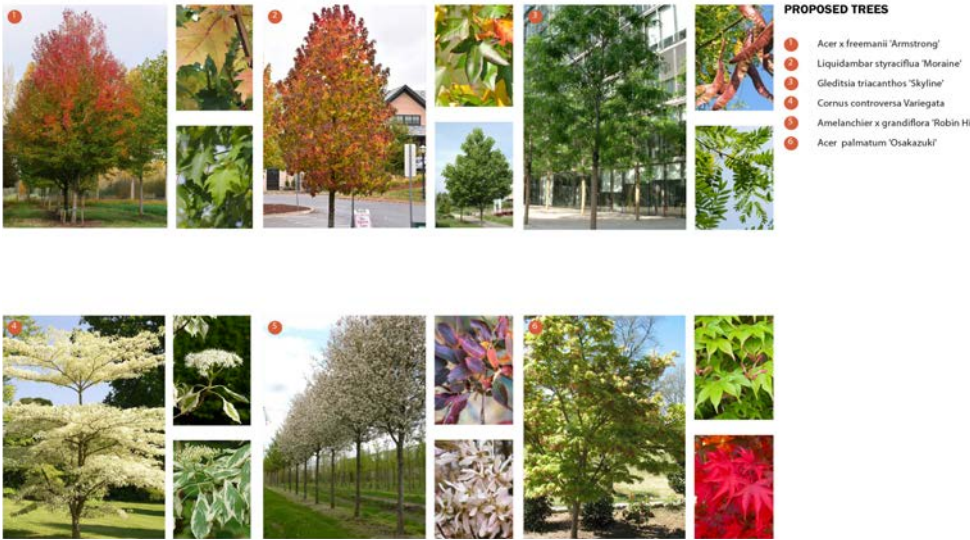
Four options were presented and assessed on the following criteria:

- NDF Guidance - 8 storey maximum
- Impact on surrounding buildings and open areas
- Daylight and Sunlight Assessment
- Facade Development

Option A Massing Principles;

- In line with NDF Guidance at 8 storeys
 - 2 blocks that bookend the linear green park
 - Form a strong edge to the Back of Ancoats and Rochdale canal
 - Achieves Daylight and Sunlight Assessments in line with BRE Guidance.
 - Variation in massing from the adjacent lower forms.
 - Create simple forms that are in-keeping with the traditional warehouse narrative
- MCC confirmed that they would support the development proceeding as Option A

TREE REPLACEMENT STRATEGY



TREE REPLACEMENT STRATEGY

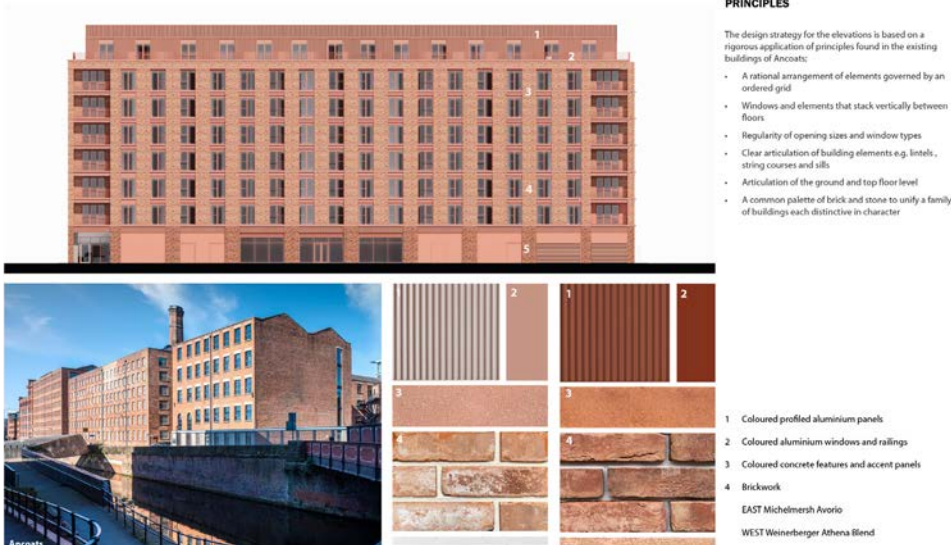


MCC Arboriculturist : 7th October 2021

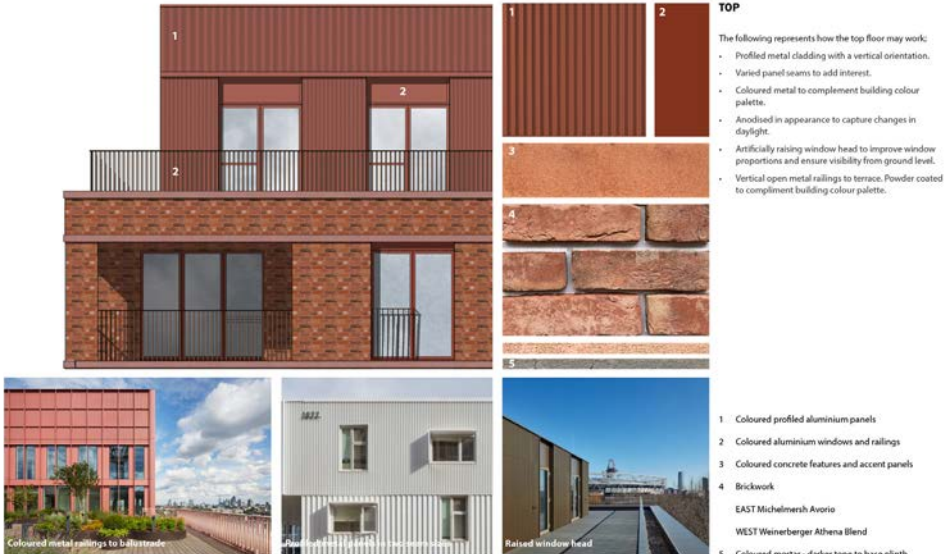
PRP and Planit-IE presented the following;

- Landscape Concept
- Tree Replacement Strategy.

JERSEY WHARF | FACADE DEVELOPMENT



JERSEY WHARF | FACADE EXPLORATION



Pre App Meeting 05 : 25th August 2021

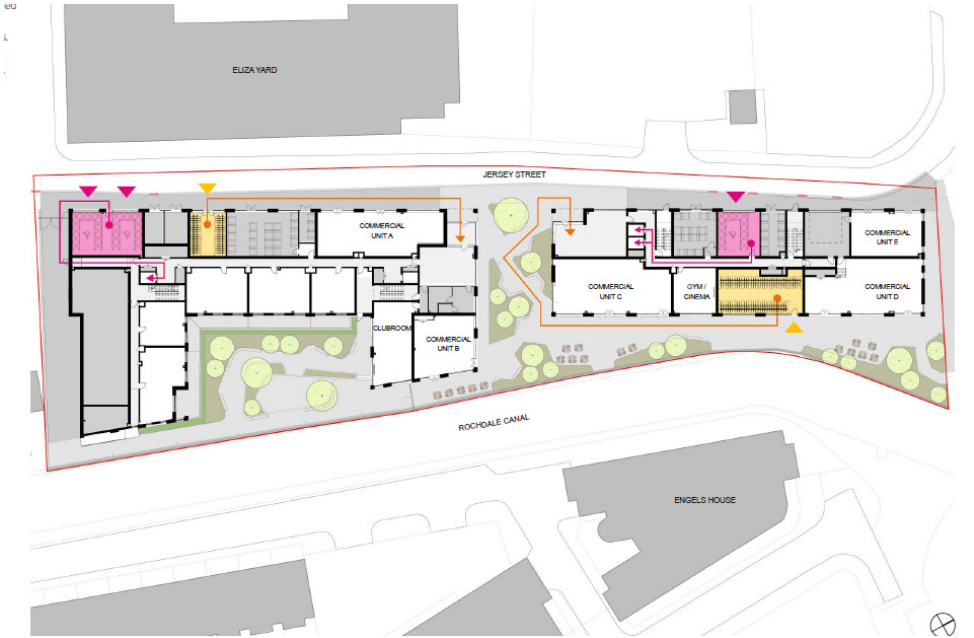
Presentation to MCC addressing the following;

- Facade Strategy
- Material Palette
- Detailed Facade Exploration
-

MCC agreed and noted the following;

- Ensure metal work is of high quality,
- Further comfort required on quality of cast concrete elements,
- Further information on the windows required to ensure a slim sight line,
- Ensure building signage is incorporated successfully within the facade.

Following the presentation MCC Planners met with PRP and viewed the proposed material palette. They advised that in principle that they were supportive of the quality and colours of materials proposed, however they would look to ensure that quality of materials and products was maintained throughout the project.



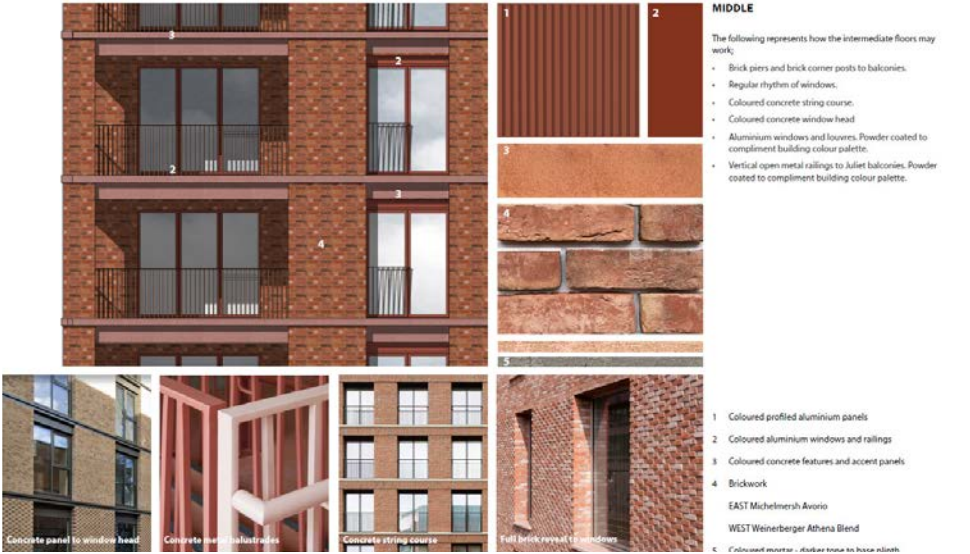
Greater Manchester Police : 20th October 2021

PRP and Planit-IE presented the following;

- Vision for area and NDF overview
- Design Proposals
- Appearance
- Building Strategies



JERSEY WHARF | FACADE EXPLORATION



Historic England 02 : 26th October 2021

Presentation to HE addressing the following;

- Massing
- Contextual Analysis
- Facade and Material Strategy
- Detailed Facade Exploration
-

HE noted the following;

- Concern remains on height of building,
- Support for proposed material palette,
- Strengthen corners with deeper columns,
- Symmetry of elevations.

Pre App Meeting 06 : 6th April 2022

Presentation to MCC addressing the following;

- Public Consultation
- Public Realm Co-ordination
- Design changes following Historic England feedback.d
-

MCC agreed and noted the following;

- Design Proposals were deemed acceptable,
- Queried if the window soffit could incorporate the MVHR vent.

Early Stage Consultation

- Overall, 57% of respondents said that they supported the intention to develop a high-quality residential scheme on this site.
- Many of those respondents commented that the scheme would deliver much-needed new homes in the area as demand is high.
- A smaller number of respondents did not share this view, explaining that they thought the area had seen significant recent growth and doesn't need more residents.

102 response to the consultation.

Public consultation ran for three weeks from 21 March 2022 to 10 April 2022- this consultation was an opportunity for members of the local community to provide their feedback to ensure local priorities and concerns were addressed as the plans developed.

- 869 visitors to the website during the consultation period.**
- 41 response to the consultation.**

Feedback was received on matters relating to design, parking, landscape and use.

- Refer to Appendix A for the design team's response to these comments.



The Jersey Wharf site is located within the Ancoats and New Islington area and is bounded by Jersey Street to the north, Rochdale Canal to the south, Flint Glass Wharf/Works to the west and grassland to the east.

The Jersey Wharf residential community will help to bring this area back into active use in accordance with the priorities set out in the Neighbourhood Development Framework (2020).



The proposals ensure that Jersey Wharf will have a range of high-quality open spaces which will support the wider vision for the Poland Street area as set out in the Ancoats Public Realm Strategy.

The buildings have been positioned on the north of the site along Jersey Street to both strengthen the built form and take advantage of the southern aspect and canal side views and access. In line with Manchester City Council's emerging Public Realm Strategy, the development will facilitate the creation of high quality public realm adjacent to the Rochdale Canal.

Spill out space is provided for the commercial units whilst allowing a generous route along the canal's edge connecting to the footpath. A private south facing residents' garden is proposed with a positive aspect towards the canal frontage.

3.8 Renewable and Climate Change Policies and Targets

In July 2020, Manchester City Council endorsed a refreshed Neighbourhood Development Framework which focused on the Poland Street Zone in Ancoats and was prepared to ensure future development preserved the character of the area whilst meeting future housing, sustainability and community needs.

The Environmental Standards and Energy Statement which has been prepared in support of the Application seeks to demonstrate how Manchester City Council's (MCC) sustainability policies within the Core Strategy (2012) and Manchester Guide to Development (2007) have informed the Proposed Development. This Statement should be read in conjunction with a separate Sustainability Statement, which aims to address how the Proposed Development is responding to the Zero Carbon and sustainability related policies including Manchester and Greater Manchester Combined Authority.

The impact of the pending Building Regulation Part L revision consultation took place in April 2021. The update to Part L is designed to provide more stringent requirements to meet the Future Homes Standard in 2025 and focuses on a combined approach of improving fabric thermal performance and mitigating the carbon emissions using fossil-fuel. Due to the decarbonisation of the grid, the new Part L will lead to heat electrification solutions in the UK.

3.9 Security Requirements

A pre-application review of the scheme was held with Greater Manchester Police's Design for Security team. The feedback and advice have been incorporated into the design prior to this application.

A Crime Impact Statement (CIS) (contained separately) has been prepared alongside this planning application. The CIS identifies, predicts and evaluates the crime and disorder effects of the development proposals. The purpose of the CIS is to ensure that design decision-makers consider crime, disorder and fear of crime. The CIS includes all the requirements for Secured By Design accreditation which focuses on crime prevention at the design, layout and construction stage of homes and commercial premises and promotes the use of security standards for a wide range of application and products.

3.10 Transport Overview

3.10.1 Planning Practice Guidance: Travel Plans, Transport Assessments and Statements in Decision Making

In March 2014, the Department for Communities and Local Government [DCLG] in conjunction with the Department for Transport [DfT], released advice on when transport assessments and transport statements are required and what they should contain, which is intended to assist stakeholders in determining whether an assessment may be required.

3.10.2 Manual for Streets [MfS]

Manual for Streets (March 2007 and Sept 2010) supersedes Places Streets & Movement and Design Bulletin 32. Manual for Streets should now be used where 85th percentile monitored traffic speeds are less than 37mph.

3.10.3 Guidelines for Providing Journeys on Foot

Various walking distances are quoted in the Chartered Institution of Highways and Transportation's (CIHT's) "Guidelines for Providing for Journeys on Foot".

3.10.4 Greater Manchester Local Transport Plan

The Greater Manchester Transport Strategy 2040, published in February 2017, sets out TfGM's sustainable mobility plan for the future and forms Greater Manchester's 4th Local Transport Plan (GMLTP4).

One of the priority interventions for the Manchester Regional Centre includes improvements to the Manchester and Salford Inner Relief Route Improvements at Great Ancoats Street. The scheme aims to unlock the potential regeneration and growth to the north and east of Great Ancoats Street (A665) by reducing severance and improving the public realm.

3.10.5 Manchester Core Strategy

Manchester's Core Strategy was adopted in July 2012 is the key Development Plan Document in the Local Development Framework (LDF). It sets out the long-term strategic policies for Manchester's future development and forms the framework that planning applications will be assessed against.

The key policies relevant to Transportation are as follows:

- Policy T1 - Sustainable Transport;
- Policy T2 - Accessible Areas of Opportunity and Need;

- Policy T3 - Strategic Integration

The overriding objective for transport is to 'Improve the physical connectivity of the City, through sustainable and accessible transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation'.

3.10.6 Ancoats and New Islington Neighbourhood Development Framework

The Neighbourhood Development Framework (NDF) was adopted in October 2014 and updated in 2016. The NDF has been prepared to guide future development in Ancoats and New Islington in a form that creates attractive and successful neighbourhoods where increasing numbers of people will choose to live.

The NDF has guided development across the neighbourhoods and Ancoats has been transformed from a depopulated, declining industrial zone into one of the UK's most desirable emerging neighbourhoods.

The document details some of the principles that are required to facilitate and accommodate the predicted increase in the Ancoats and New Islington areas.

3.10.7 Manchester Residential Quality Guidance

Manchester's Residential Quality Guidance outlines the considerations, qualities and opportunities that will help deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. The Manchester Residential Quality Guidance provides clear direction on what is required to deliver sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester.

The document highlights nine 'key ingredients' for developments in Manchester. The ingredients incorporate a number of key actions relating to walking, cycling and sustainable modes which have particular relevance to the application site. A list of these key actions is presented below:

- "Facilitate and encourage walking and cycling;
- Create clear, safe and obvious connections to the public transport network; and
- Provide secure cycle parking for residents and visitors, which is safe and convenient and within the envelope of the building."

3.10.8 Manchester City Council Draft City Centre Transport Strategy (2020)

The City Centre Transport Strategy 2020 framework developed with TFGM, Salford City Council and GMCA outlines plans for future City Centre Transport. The strategy envisions a well-connected, zero-carbon centre at the heart of the North, offering residents, workers and visitors a great place to live, work and play, and getting the right balance between the different ways of travelling. The strategy is for travel in and around the centre from 2020-2040.

Manchester City Council, Salford City Council and Transport for Greater Manchester (TfGM) have several committed transport interventions for the city centre, which will be delivered in the next five years and contribute to achieving the vision.

3.10.9 Manchester City Council Parking Standards

Consistent with Policy T2 of the Core Strategy, the proposed parking provision should be sufficient to satisfy demand, while simultaneously acting as a mechanism for demand management and encouraging sustainable travel behaviour.

4. Understanding the Area

4.1 Wider Area Analysis

The regeneration journey in East Manchester has always been about making bold moves. The area is a leading example of how regeneration can spearhead economic and social change in a city, becoming a touchstone for regeneration across Europe and beyond. The Etihad Campus, New Islington, Miles Platting and Ancoats has sat at the forefront of this regeneration story for the past 30 years, balancing innovative architecture, sensitive heritage reuse, world leading public realm approaches and a leading public transport network. The development of the Poland Street Zone provides an incredible opportunity to make another bold move to deliver significant growth on several fronts which ultimately will transform the area into an internationally significant place within Manchester.

Key

Poland Street Zone Boundary

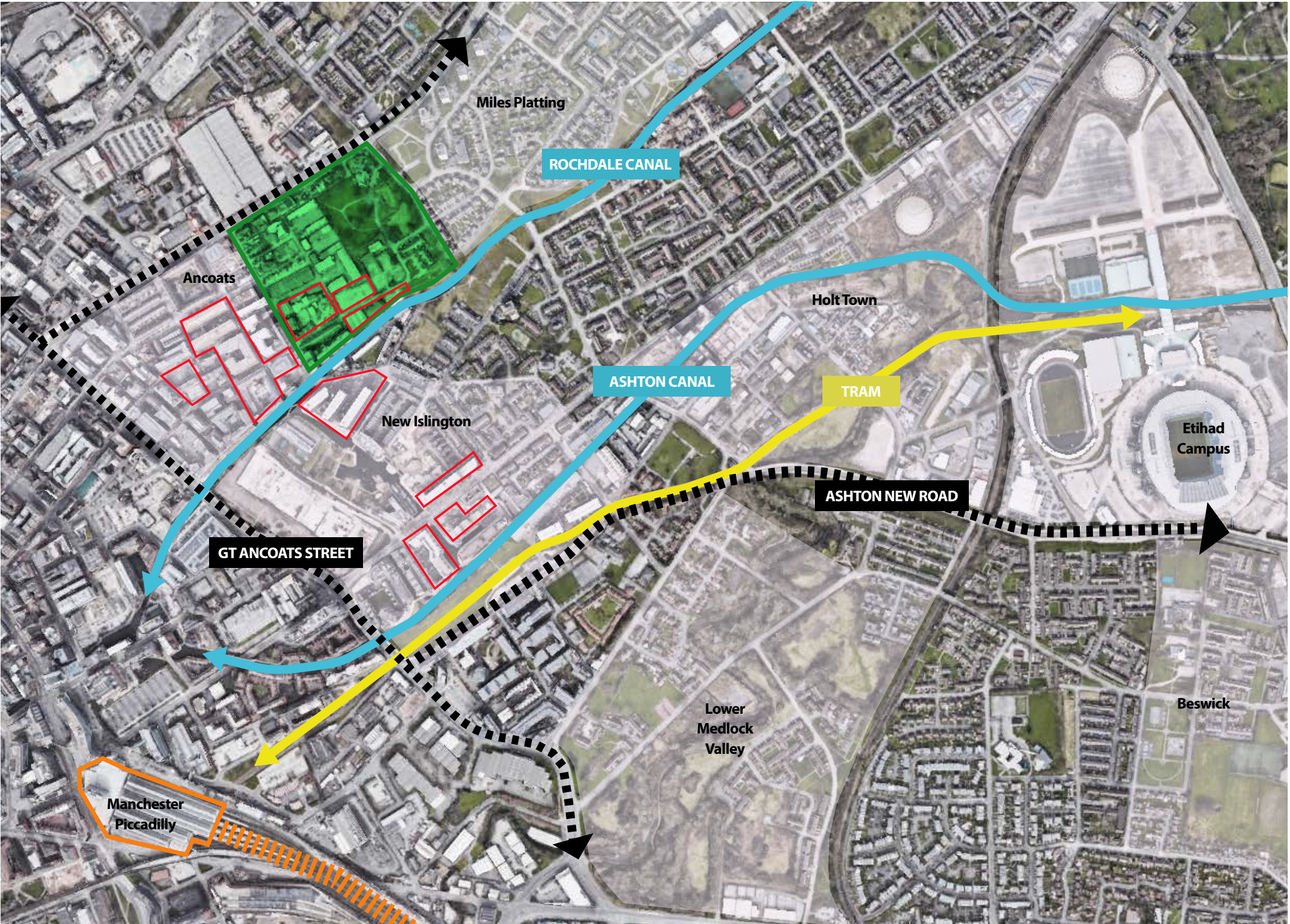
Manchester Life Development Current and Future

Key Vehicle Routes

Tram Line

Canals

Rail Line



Back of Ancoats in the context of the wider neighbourhoods

4.2 Site Location

The site is located in Ancoats, an inner city area of Manchester close to the city centre situated between the Rochdale Canal and Oldham Road and a close neighbour of New Islington and NOMA.

The application site is part of the wider response to the updated Ancoats and New Islington Neighbourhood Development Framework and one of the first sites to be brought forward as part of this redevelopment. The proposal will serve as a distinct marker, helping signpost visitors and residents alike to the wider city and beyond.



4.3 Poland Street Zone Development

Ancoats is now one of the most sought after neighbourhoods in Manchester, and even the UK, however, it has been a 30 year journey to success, with Manchester City Council and its numerous partners endorsing a consistent set of key objectives for regeneration and growth over the years. These objectives have been rooted in the drive to provide a mixed-use neighbourhood, whilst protecting and enhancing the unique historic and urban character of the area.

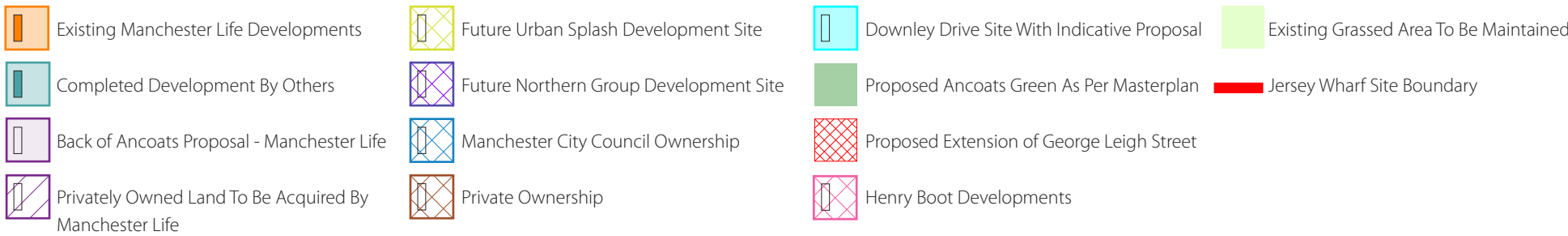
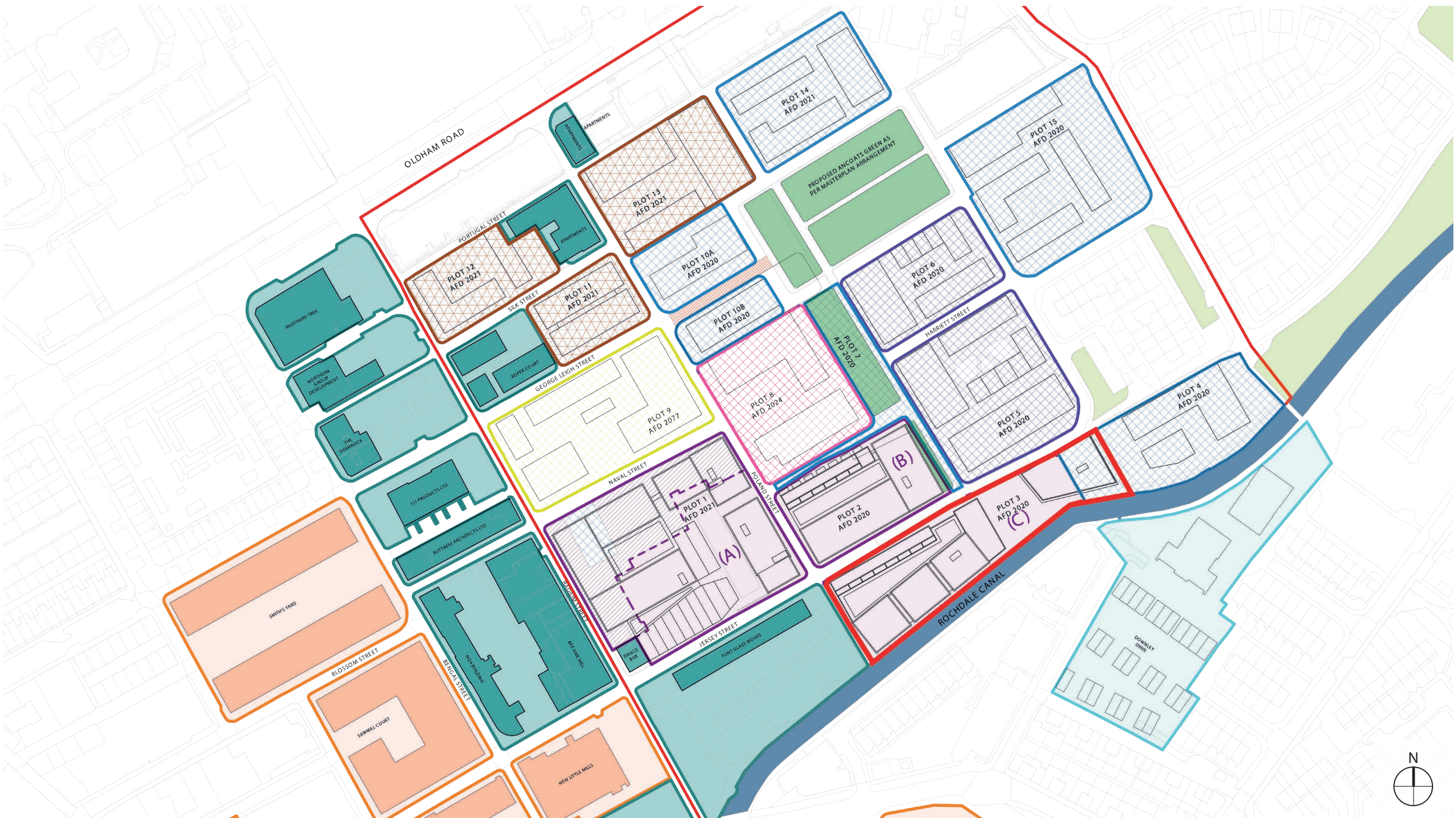
The majority of this new development has been centred around Cutting Room Square, and in New Islington, with the area beyond seeing very little new development. This land, Poland Street Zone, to the north of Radium Street is now one of the next key phases in this regeneration journey. It is a distinct and important area, acting as a transition zone between established family neighbourhoods to the east and City Centre living to the west, whilst also containing light industry, albeit at very low density.

The vision for the Poland Street Zone is to bring forward an authentic evolution of Ancoats; a form of urban development and mix of uses, rooted in the area's past but driven by a sense of the future.

Within the context of OP-EN's illustrative NDF as part of their work for the Poland Street Zone Illustrative Masterplan, the projects identified as part of Phase I of the regeneration of the area are;

- MCC's The Mobility Hub
- MCC's Affordable Housing
- MLDC's Eliza Yard
- MLDC's Jersey Wharf

At the heart of the scheme is Ancoats Green; a reconfigured park to create an improved 'heart-space' for the surrounding development.



Poland Street Zone Masterplan

4.4 Local Amenities

An overview of Ancoats illustrates the vibrant assortment of amenities and services accessible within walking distance of Jersey Wharf.

Key

Site

Poland Street Zone Proposal - Manchester Life

Future Urban Splash Development Site

Future Northern Group Development Site

Manchester City Council Ownership

Private Ownership

Public square

Residential

Commercial

Eating

Drinking

Culture

Education / Community

Parking



Local Use Analysis and Development

4.5 The Application Site

The Jersey Wharf site is located on land sandwiched between Jersey Street to the north and the Rochdale Canal to the south. Ancoats is a designated Conservation Area which contains a number of designated assets ranging from grade II to grade I. The site itself is substantially clear to the east with a single storey brick structure to the west which will be demolished in the proposed works.

The site is currently defined by the existing building line to the west, heras and palisade fencing to the north, canal edge to the south and existing high voltage cable easement to the east. The site currently has three existing vehicular access points which are gated from Jersey Street.

A historic infilled canal arm, Prussia Arm, dissects the site on a north south axis which crosses under the original stone bridge on Jersey Street. As such the level on Jersey Street rises by approximately 2 meters along its length in both directions.

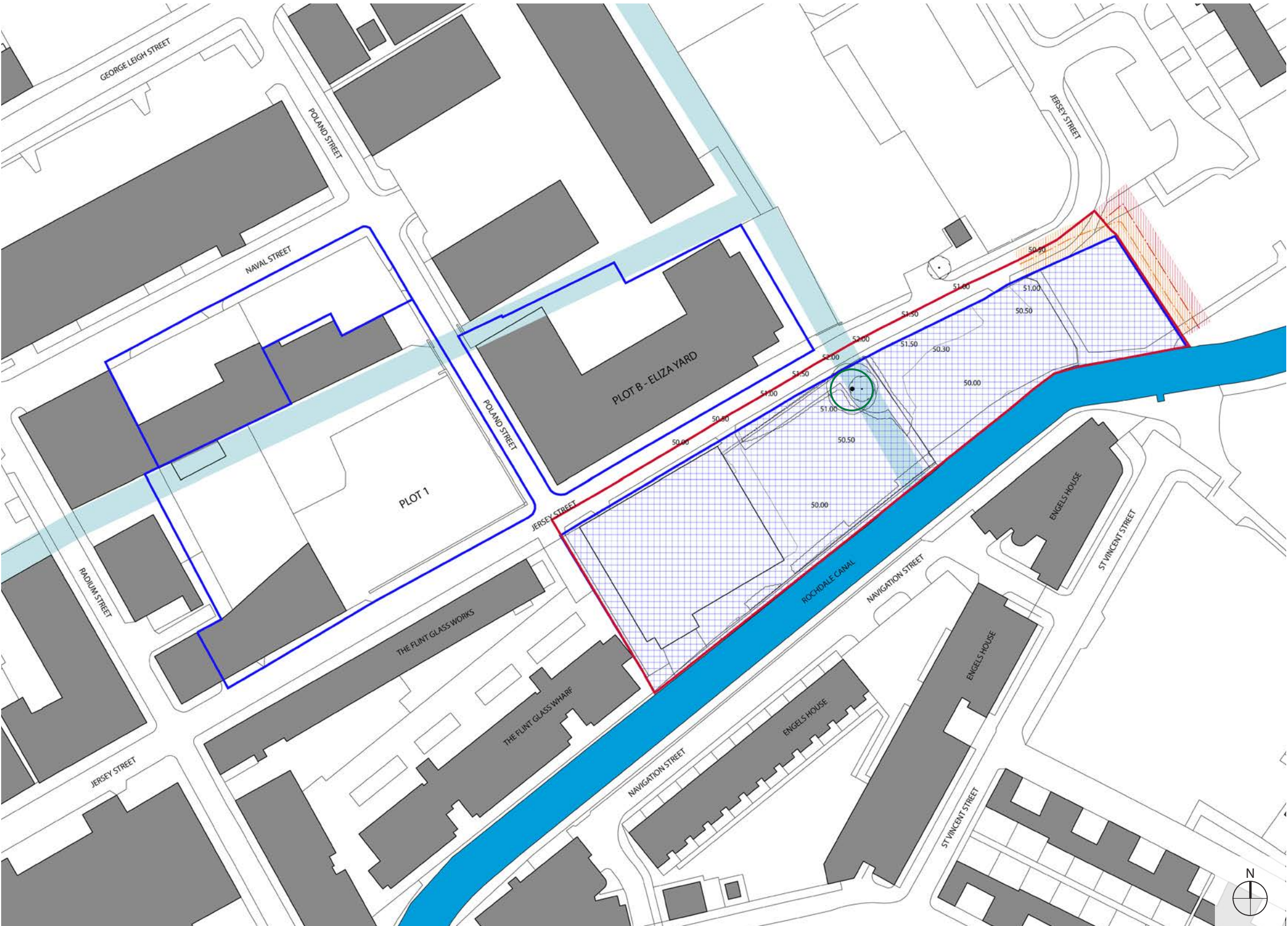
In April 2022, a planning application (ref. 133406/VO/2022) to remove the bridge arm was submitted. This proposes a grading of Jersey Street to 50.40m. On this basis, the Jersey Wharf proposals have been designed within these new constraints and includes the removal of the bridge, Poplar tree and exiting banking of land associated with the historic canal arm bridge.

Adjoining the site to the west is Flint Glass Works, a 3 storey converted warehouse and Flint Glass Wharf, an 7-storey residential block. To the east there is an area of grassed public open space with low rise housing and associated parking areas beyond. To the south of the site beyond the canal is new residential development with a mixture of houses and apartments at 6 storeys.

The east of the site boundary is defined by existing below ground sewers and HV cables and their respective easements.

Key

- Planning application red line - Jersey Wharf
- Land ownership - Other Manchester Life sites
- Historic approximate location of canal arm
- Drainage Easement
- HV Easement
- Trees



Application Site

4.6 Historic Context

Adshead's map of 1851 shows the site at this time containing the "Hugh Beavers Cotton Mills", with the 'Percival Yates and Vickers Glass Manufactory' on the adjacent site to the west. Between them was a large open yard.

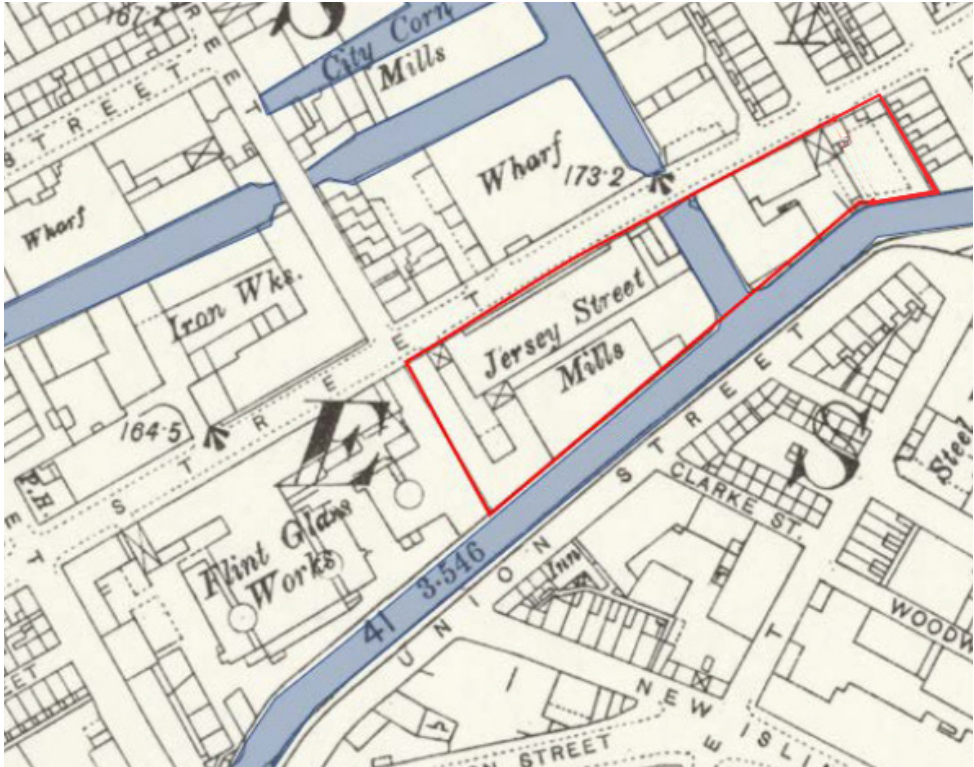
The Rochdale Canal can be seen to the south of the site with a branch canal to the north serving the Phoenix Iron Works: this runs from the main canal under the Jersey Street bridge to the east of the site, bisecting the existing site.

The OS surveyed between 1888-1891 shows the Jersey Street Mills at the western end of the site adjacent to the canal branch spur.

By the time of the 1915 OS revision, the Flint Glass Works had been wound up, the buildings demolished and a much smaller 'Waterproof Factory' building erected on its site. The Jersey Street Mills too have gone and been replaced by the Jersey Street Dwellings.



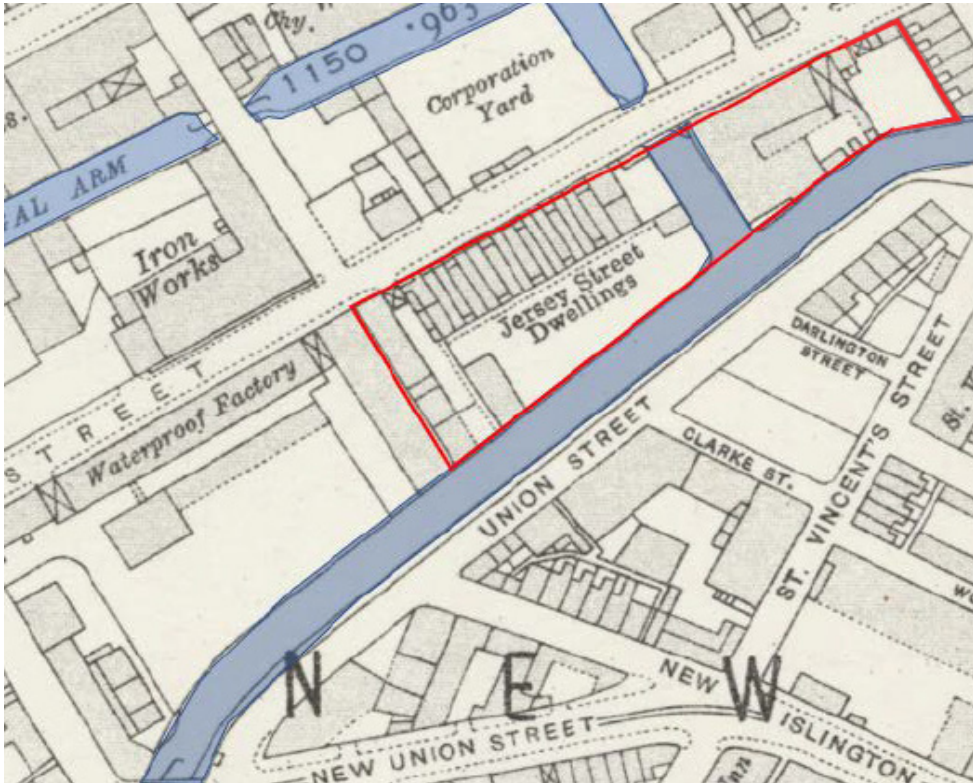
Adshead's Map 1851



OS Map 1888 to 1891



South Ancoats 1888 to 1891



OS Map 1915

The Jersey Street Dwellings were tenement buildings for the poorest workers. A photograph of the Dwellings dated 1893 implies that the Mills had already been gone for some time by the time of the 1915 survey. In the light of the First World War, German Street has been renamed 'Radium Street'. The canal spurs are named on the map as the 'Bengal Arm' and the 'Prussia Street Arm'.

In 1915 there are a number of unnamed structures in between these and the Dwellings. The eastern side of the site is identified as the 'Hearth Stone Manufactory'.

The branches of the Rochdale Canal began to be filled in during the post-war period and Ancoats became increasingly rundown as the heavy industry which had characterised it began to close down, not to be replaced.

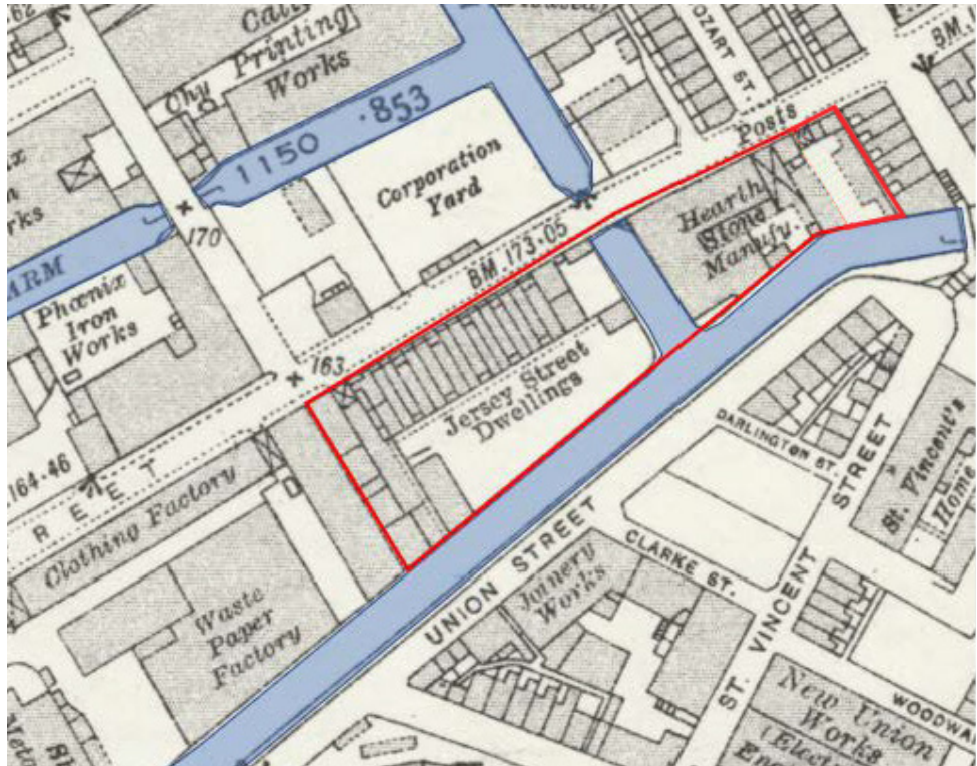
A photograph of 1972, shows the central part of the site looking north from the Rochdale Canal towards the Jersey Street canal bridge. The view looks directly along the former canal spur, which has been filled in. The remnants of the Hearth Stone Manufactory building still stand to the right and a boundary wall that would have once backed onto the canal spur can be seen to the left.

Although still standing in 1932, the Jersey Street Dwellings had been demolished during the post-war period and the site left empty. At the west end of the site, a light industrial unit was erected in the place of the earlier buildings which is the one structure remaining on the site today.

The evolution of the site itself reflects the ever-changing nature of Ancoats as it grew and adapted and declined through the nineteenth and twentieth centuries. Uses on the site have been both industrial and residential, with the Jersey Street Dwellings of particular relevance when considering the proposed future use of the site before reverting to an industrial use in the later 20th century.



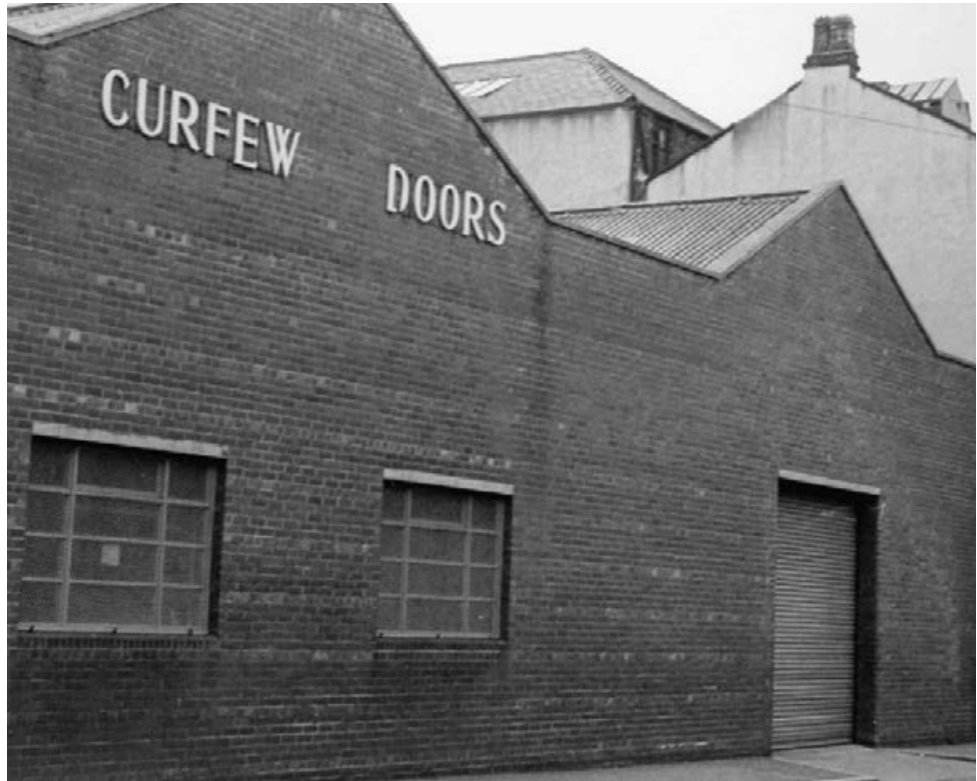
Jersey Street Dwellings 1893



OS Map 1931 to 1932



1972 Jersey Street bridge over formed canal arm which has now been filled in



1967 The building on the west of the site that is still standing

4.7 Site Today

Photographic studies of the site demonstrate how the site is currently used as a derelict wasteground with a single storey light industrial building to the west.

In March 2022, a planning application to remove the bridge arm was approved. This proposes a grading of Jersey Street to 50.40m, removal of the bridge and adjacent Poplar tree. These photos represent the current existing conditions.



Existing Aerial Photo



East and west view along Rochdale Canal



Black Poplar sited above the canal arm



Jersey Street looking west



Canal arm bridge wall looking north



Canal arm bridge wall looking south



Jersey Street towards Miles Platting



Jersey Street from Miles Platting



Rochdale Canal looking east

4.8 Site Constraints

The main physical and technical constraints are:

- A suggested maximum height of 8 storeys to reflect NDF.
- Below ground drain and HV easement to the east of the site
- 3m offset from canal edge to avoid surcharge on canal wall
- Retaining Wall to Flint Glass Works

Key

Site boundary

Road access

Road access (slow traffic)

Existing vehicular access

Pedestrian route

Canal edge

Change in level

Existing bridge

Retaining wall

Sun path

6m Drainage easement

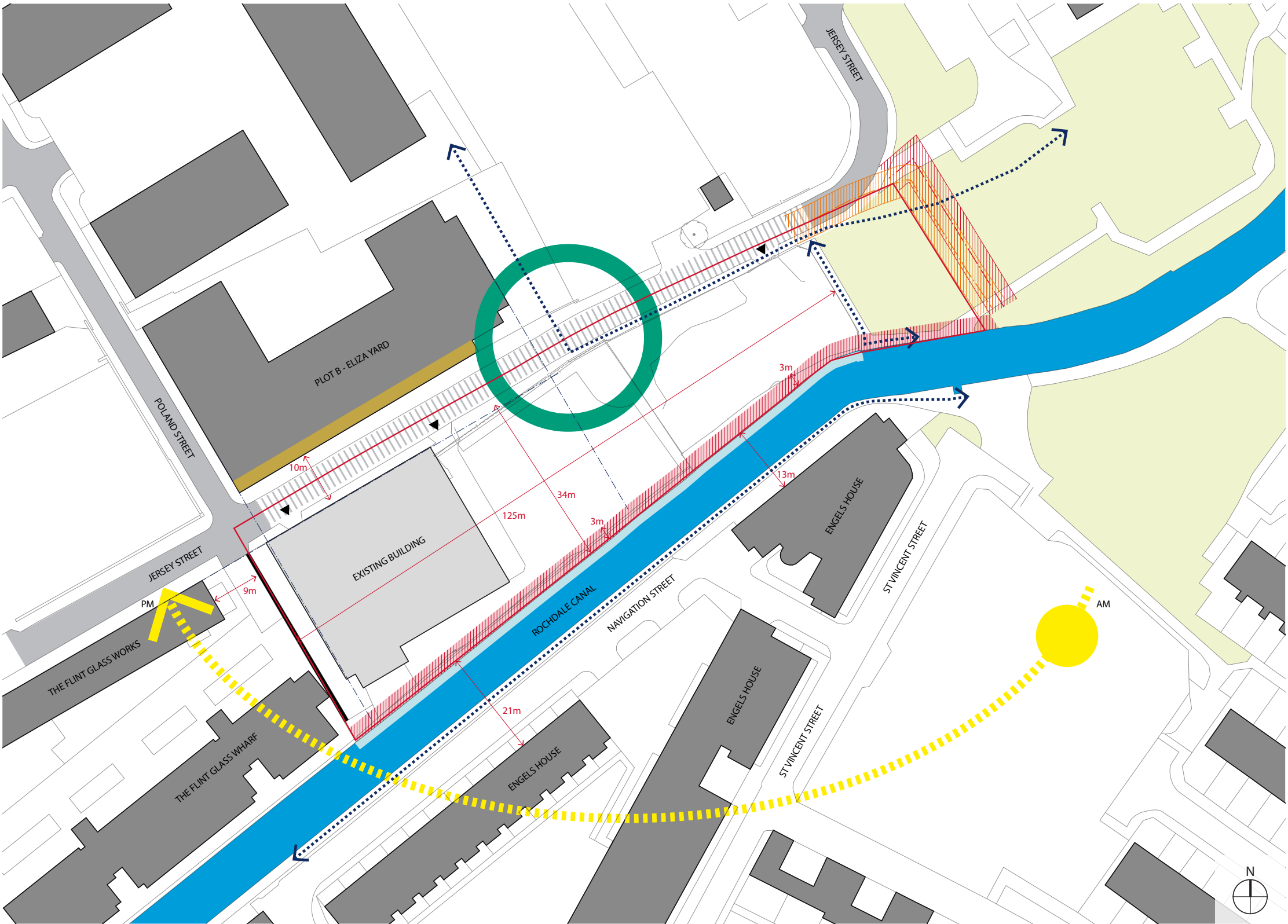
6m HV easement

3m Surcharge Free Zone

Modal filter

Existing green spaces

Commercial space



Site Constraints Plan

4.9 Site Opportunities

The site presents many exciting opportunities for development. Jersey Street is an important arterial link to Manchester city centre, presenting a key opportunity for strong architectural frontages and a dynamic streetscape. The adjacent canal offers amazing potential to create a unique place rich in character, interest and atmosphere.

- Massing that “respects past historic form and character”.
- Create private / public landscape zones with a mix of soft / hard landscape co-ordinated with the public realm masterplan.
- Building use mix providing opportunity for ‘live’, ‘work’, ‘play’.
- Commercial activity to activate Jersey street in conjunction with Eliza Yard, helping to form a “corridor into the city”.
- Provide employment opportunities within walking distance of home.
- ‘Play’ node at the centre of the development to encourage interaction, serve the local community and activate landscape.
- North-south public realm link established in masterplan is accommodated via landscape through the site to the canal.
- Generous accommodation for cycle parking in line with MCC RQG.

Key

— Site boundary

↔ Ecological connectivity

■ Road access

▨ Road access (slow traffic)

---▶ Service access

★ Residential Entrances

↔ Pedestrian route

↔ Pedestrian and Cycle route

▨ Landscaped edge

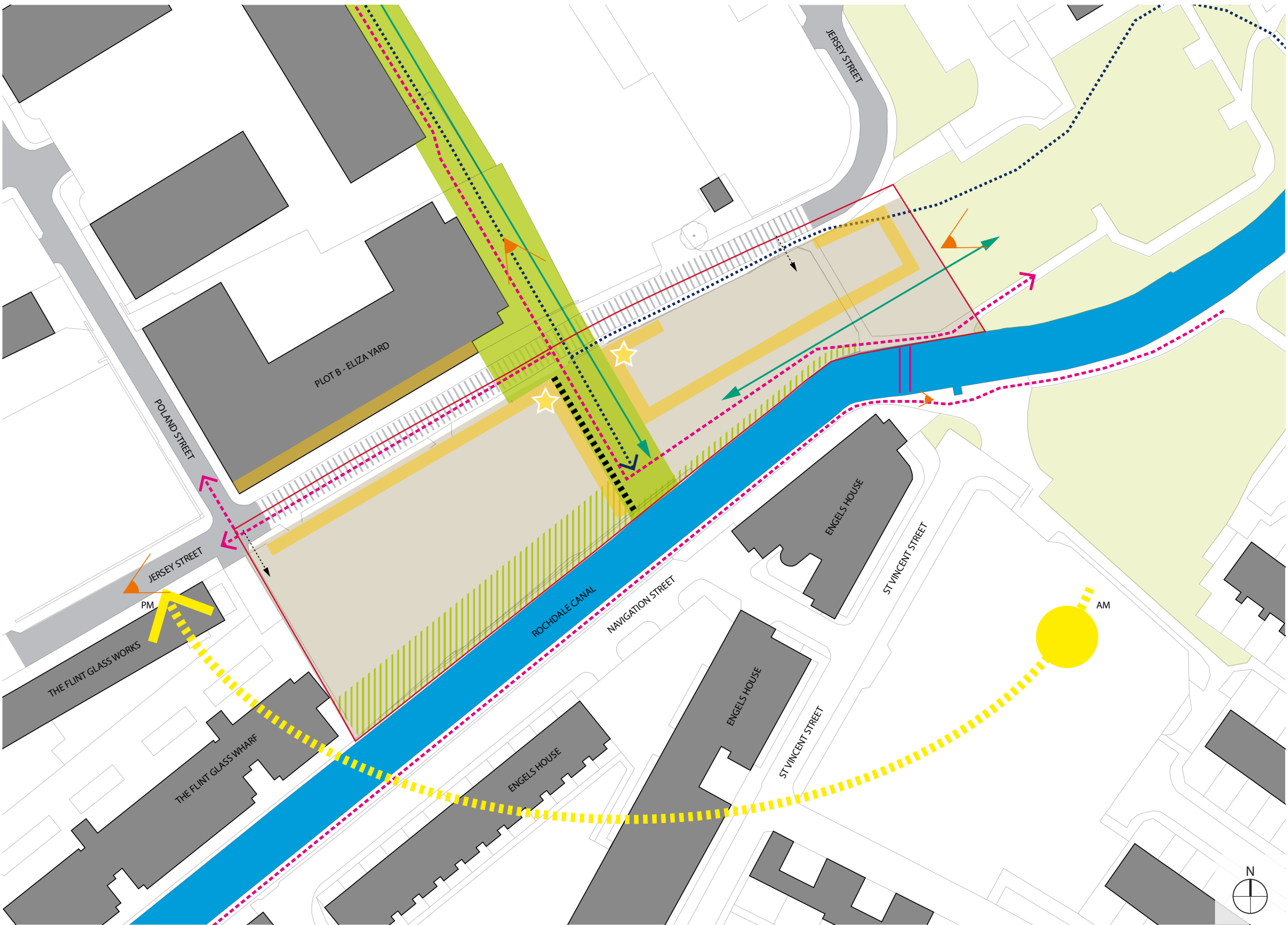
☀ Sun path

◀ Views

■ North-south public realm link

■ Public/Private divide

■ Commercial frontage



Site Opportunities Plan

5. Design Proposals

5.1 Key Design Themes

The key design themes illustrated on the right have informed the arrangement of the site and concepts. These strategies have been informed by the NDF and technical input from the design team, to establish detailed and developed proposals for the site.

These have been established and project precedents have been explored to reinforce the vision to create a high-quality, residential-led development with a distinctive sense of place with a mix of apartment typologies. The proposals intend to;

- Deliver a scheme that responds to its context and surrounding area respecting past historic form and character.
- Create distinct, characterful building that acts as a catalyst for the creation of a vibrant, inclusive and accessible neighbourhood where people can live, work and play.
- Raise the quality of life by encouraging people to live active, healthy lifestyles through careful design of buildings and spaces
- Create a sustainable community that fosters a sense of care and influence - the ability to make a difference, occupy and shape a place allowing residents to make responsible choices about their climate impact.
- Deliver a diverse range of homes that cater for the needs of families, young professionals, the elderly and empty-nesters.
- Create a welcoming place that will connect, both through the building and landscaping to current neighbourhoods and future green links.



New Islington Marina



Cutting Room Square



Anita Street



Redmill Street and the Rochdale Canal



Ancoats Green towards Miles Platting

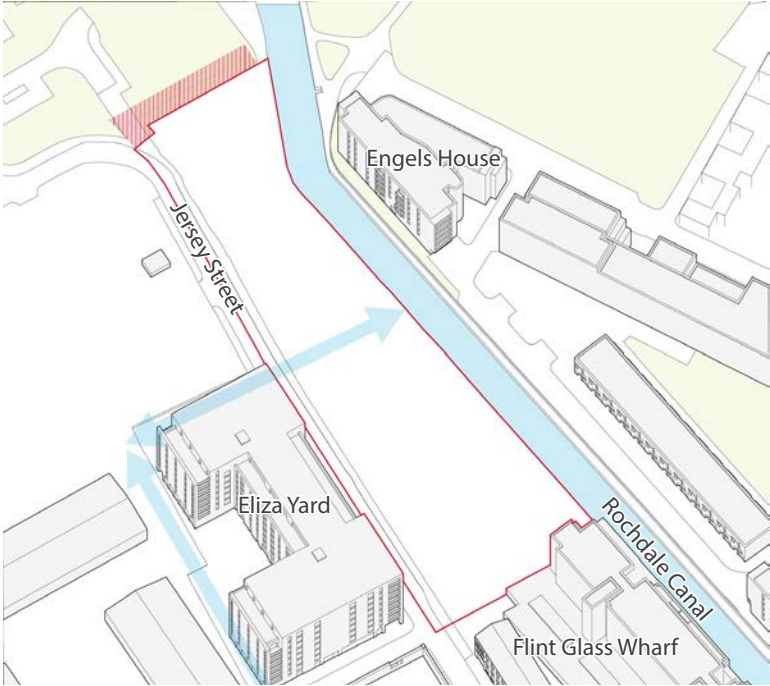


New Islington Marina

5.2 Design Principles

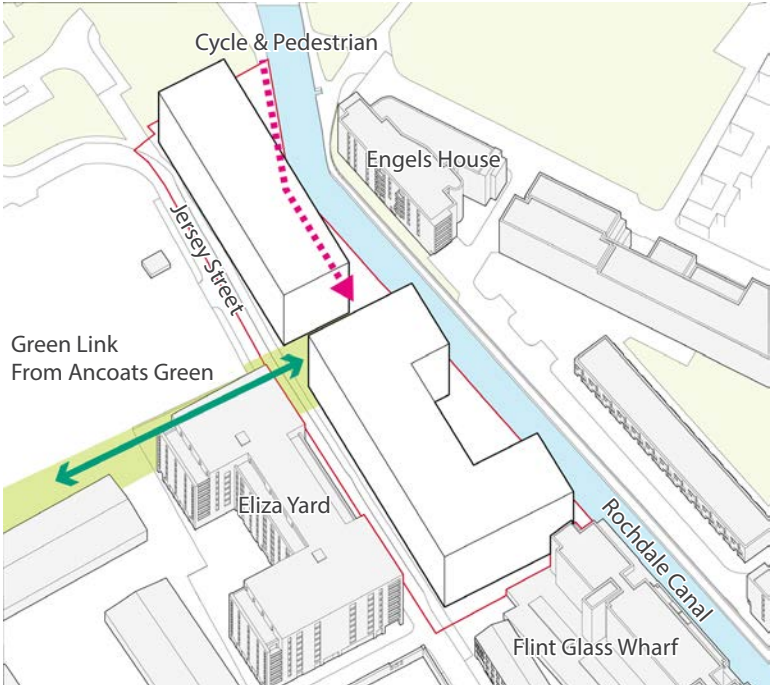
The following diagrams explain the approach to design development in relation to the massing requirements, setting, design features and articulation in tandem with the key design themes established in the NDF.

- Respect the physical characteristics of its buildings, materiality, setting and social history.
- Explore opportunities to re-purpose and reinterpret historic assets.
- Repair and reinvent the urban fabric and street grid.
- Reshape the density and mix of uses through contemporary, modern, flexible buildings.
- Create public space that provides a network to draw people to and through the area, providing a vital place for leisure and an attractive setting for new development.
- Use the relationship with the canal to enhance activity and offer a new south facing canal side amenity space.
- Develop the character areas to inform the design of development and land use mix.
- Establish a green link that trace the existing and former canal network.
- Build forms with similar massing characteristics to the historic listed mills in the Front of Ancoats. Simple, robust and bold.



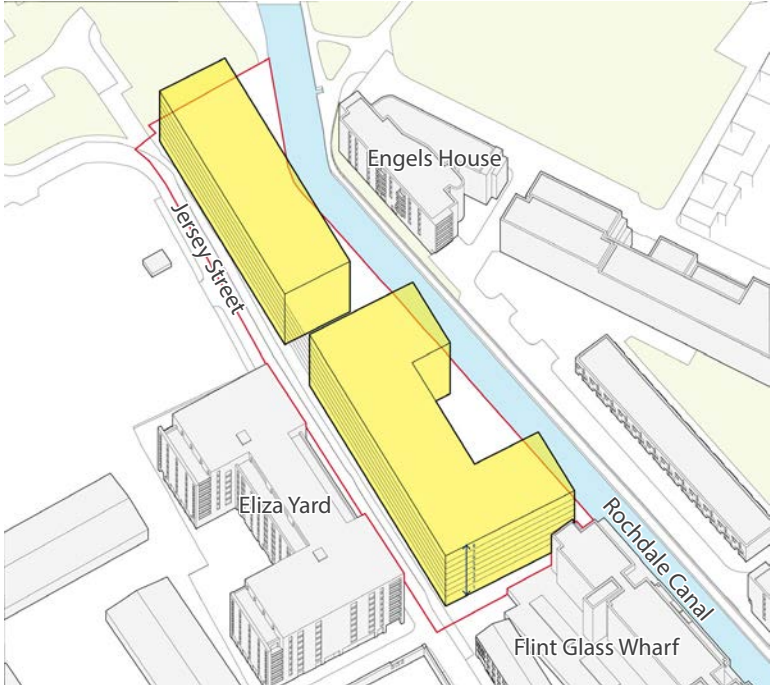
Existing Condition

- Single storey brick structure and derelict land
- 0.48 Hectares
- Historic canal arm dissecting the site
- Adjacent to the Rochdale canal



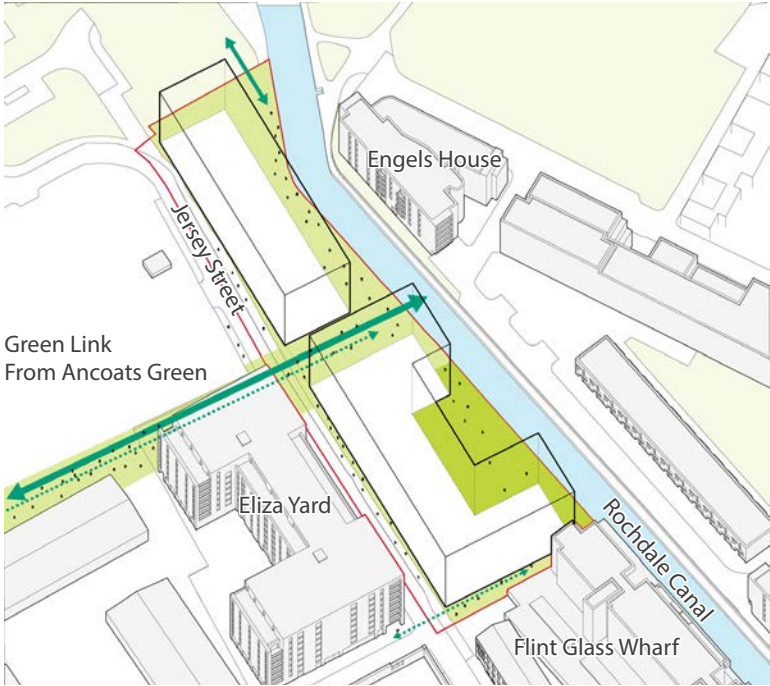
Space for Future Public Realm Connections

- Allowing space to connect Ancoats Green, the Mobility Hub and the existing canal foot and cycle path



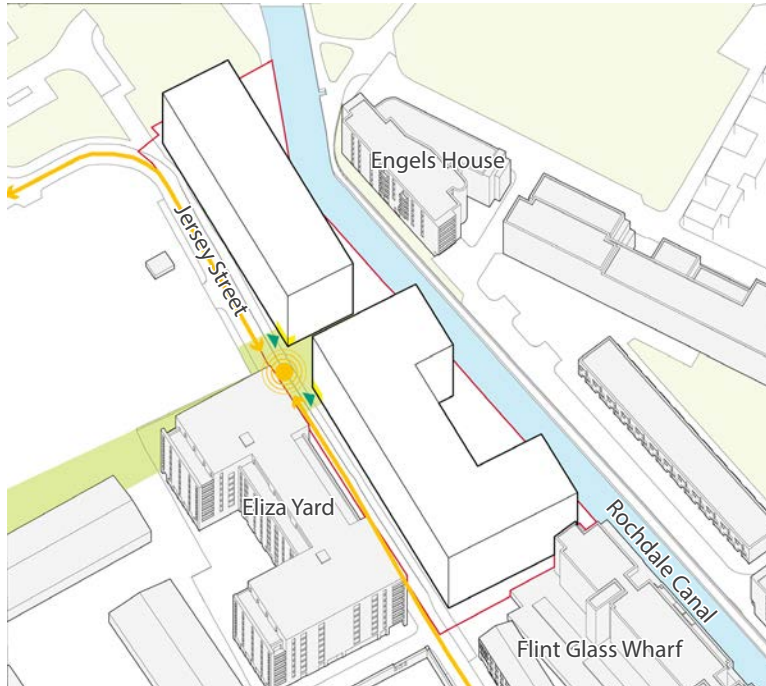
Massing Potential

- 8 storey height to reflect NDF
- Historically 'Jersey Dwellings' a 6 storey tenement block was built on the site
- Adopt massing characteristics of historic canal side mills
- Split the massing on the new proposed Green Route
- Massing aligns with Jersey Street and reflects the massing of Eliza Yard



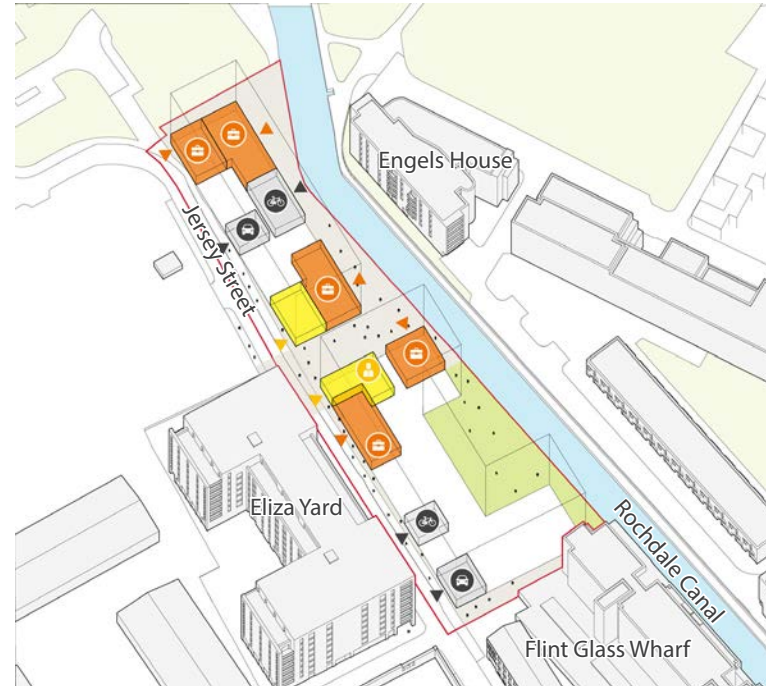
Landscape Strategy

- Extension of public realm link through the site onto the canal
- Extension of landscape along the canal
- Canal side public square animated with commercial units
- Private residential garden overlooking the canal



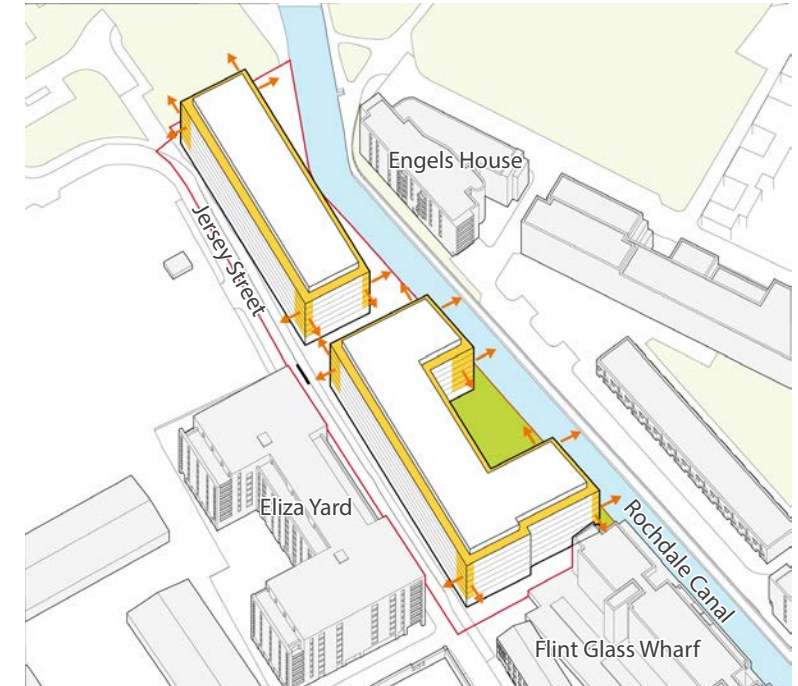
Key Junction

- Public Realm slowing traffic and prioritising pedestrian and cyclists crossing Jersey Street
- Residential entrances bookend the new Green Route



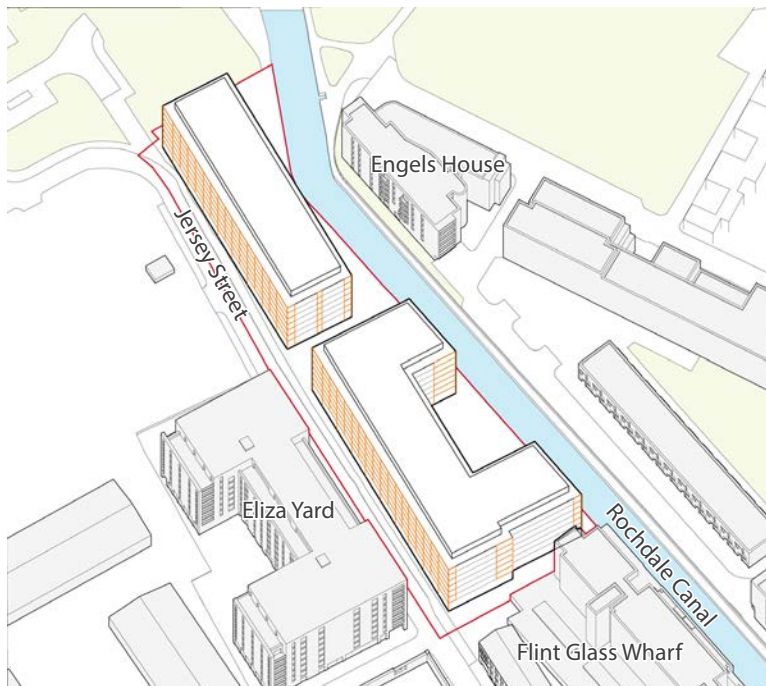
Active Street Frontage

- Public face to a large proportion of the ground floor
- Commercial units addressing Jersey Street and the Public Square
- Access to residents cycle stores and accessible parking



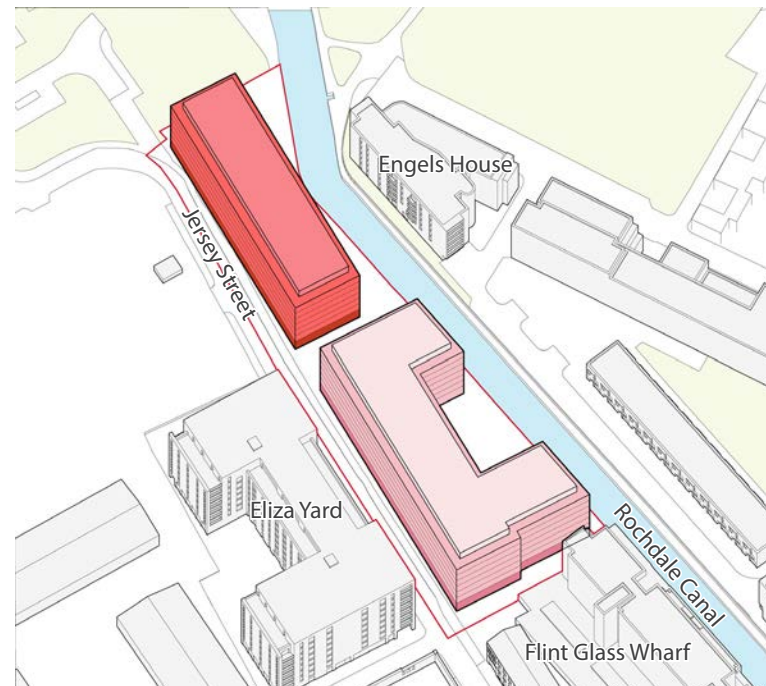
Residential Amenity Space

- Balconies to all corners
- Strong built form to corner balconies
- Private residents garden
- Roof terrace to penthouse apartments



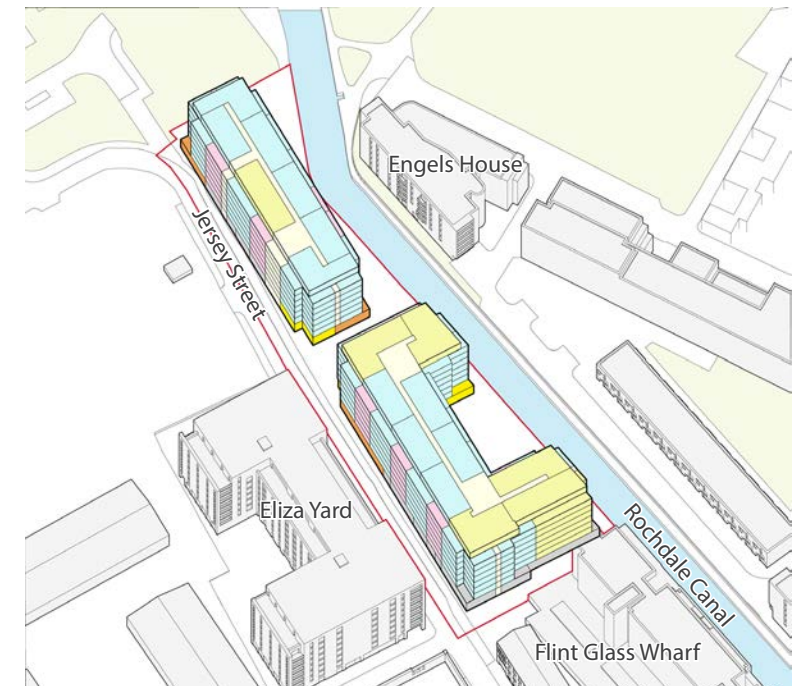
Facade Order

- A rational arrangement of elements governed by an ordered grid
- Windows that stack vertically between floors
- Regularity and standardisation of openings
- Articulation of the base, middle and top floor



Material Palette

- A common palette of materials in a complimentary tones
- Unique colour group to each block
- Colours that reference the Conservation Area



Mix of Homes

- A range of homes with a mix of 1, 2 and 3 Bedroom apartments
- Accessible apartments to NDSS area standards

1 Bedroom - 26%
2 Bedroom - 67%
3 Bedroom - 6%



Rochdale Canal Massing

- 8 storey massing to north edge of the canal
- Create a strong edge to the Conservation Area and the Poland Street Zone



Variation of Massing

- A variation of massing is achieved in adjacent blocks
- Jersey Wharf site steps up in massing from the neighbouring plots both in Ancoats and New Islington



New Key Junction

- A strong bookend to both the Green Route and the Poland Street Zone
- Aspect and frontage overlooking the east open space and down the canal
- Strengthening Jersey Street edge creates the opportunity for south facing open space on the canal side

5.3 Approach to Scale and Massing

The Building's Mass and Form and has been informed by;

- The current context of the area
- The spatial framework described in the Poland Street NDF which supports a consistency in scale and massing to the area
- A build form with similar massing characteristics to the historic listed mills around Cutting Room Square.
- Creating a balanced and mirrored gateway to the Green Route and creating a split on the site of the historic canal arm..
- Providing a 'book end' to Jersey Street without being overly overbearing to Miles Platting and the open space to the east of the development and Flint Glass Works.

- Establishing a variation in massing from the adjacent lower forms of Flint Glass Works, Plot A, Engels House, Navigation Street and Avro House.
- Mirroring Eliza Yard's form to create a positive streetscape along Jersey Street and the Green Route.
Exploiting the southern aspect of the site for shared public and private landscape use.
- The daylight and sunlight Assessment. The impact on adjacent buildings are considered acceptable given the context of the site, aspirations for regeneration in the area and the flexibility within the BRE guide.
- Creating a simple form that is in-keeping with the traditional warehouse narrative. enables the ordered facade to be consistent and simpler to the full perimeter of the development.

This solution helps repair and strengthen the urban fabric and street grid whilst delivering the design parameters and ambitions established in the Poland Street NDF.



Aerial view in current context



Proposal within future context

5.4 Site Arrangement

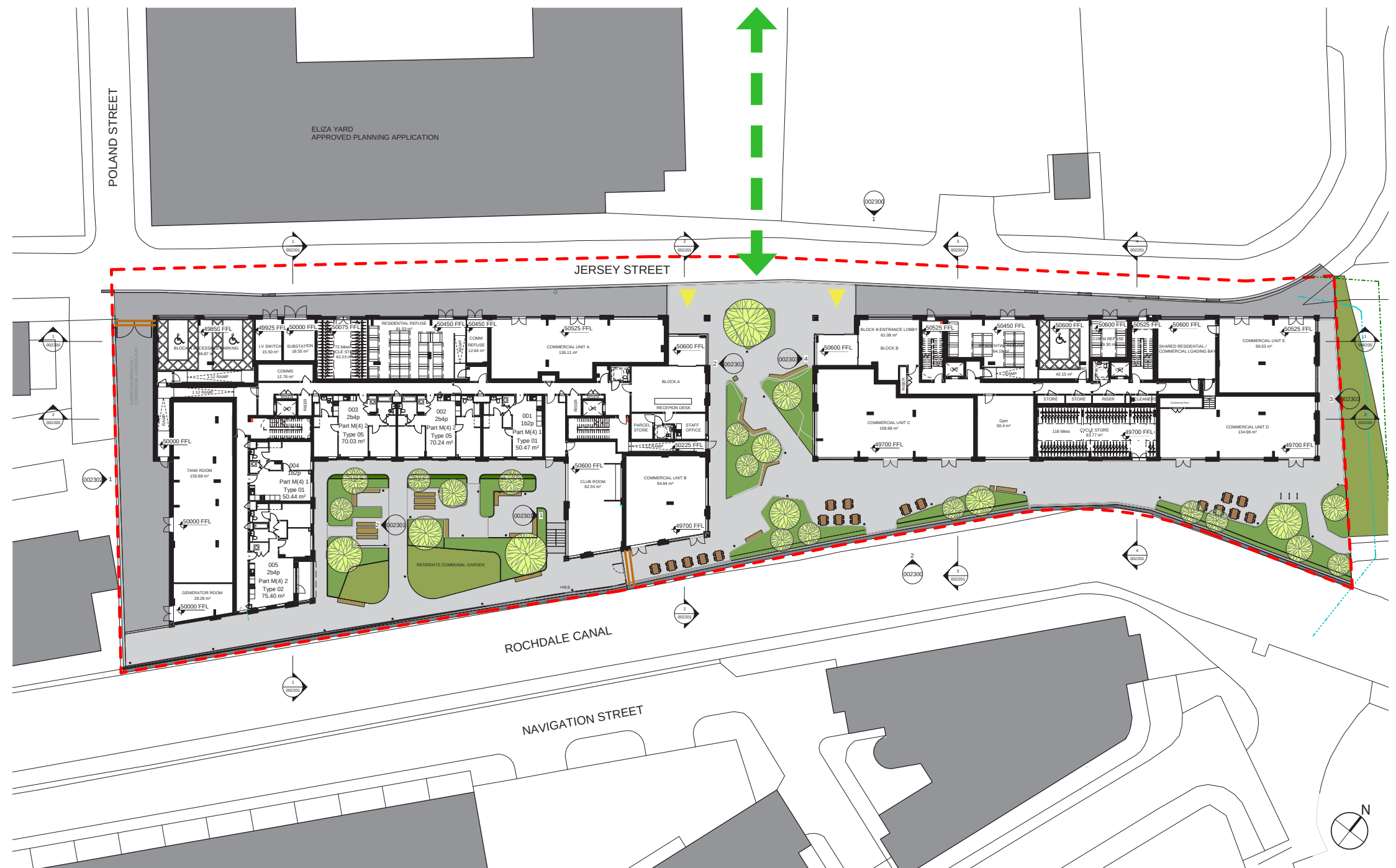
The site is simply arranged with 2 'blocks' forming a U shape and a linear shape. The building form has been developed to strengthen Jersey Street frontage whilst creating space for an area of private and public realm to the south of the site.

The new Public Realm crosses Jersey Street and dissects the site centrally on the footprint of the historic canal arm. The MCC Public Realm team are proposing traffic calming measures at this junction that will prioritise pedestrians and cyclists crossing Jersey Street to the canal and Mobility Hub. Materials and layout have been co-ordinated with our development proposals to ensure a cohesive design response.

The two block entrances, East and West, book end the new linear park and are accessed directly from Jersey Street. This will add grandeur, vibrancy and activity to this key junction

The existing public foot and cycle path that currently runs across the site will be redirected through the development to promote movement and activity within the public realm. The public realm landscape has been designed to be welcoming and accessible, populated with raised planters that create opportunities for seating and soft planting .

A secure resident's garden is sheltered within the U shaped block. The layout includes a mixture of a hard and soft landscaping and creates safe environment for families with edge protection to the canal side. Raised terraces have been provided for the ground floor apartments although access to the apartments is internal only.



Site Plan

-  Site boundary
  Residential Entrance
-  Public Realm
  Public/Private

5.5 Ground Floor Plan

The following drawings represent the layouts for the proposed building. A full breakdown of the accommodation is provided in the appendix.

Ground Floor Plan

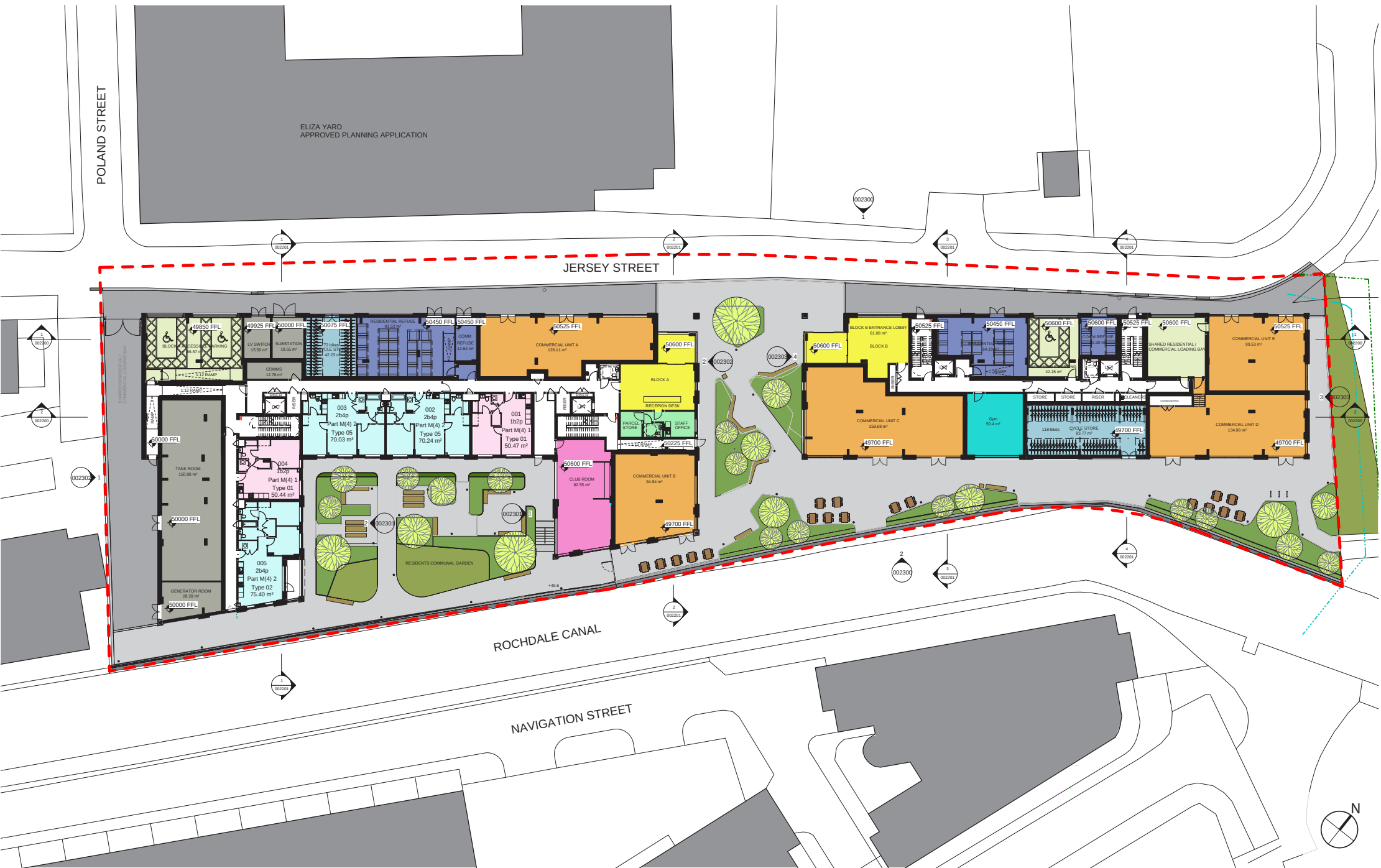
The ground floor plan provides extensive active frontage to Jersey Street and the future public realm area to the south. The commercial units have been maximised to allow future businesses to occupy and enhance the sense of community and place. Placed to optimise activity and visibility and be able to open out onto this public space.

The main residential entrances along with associated concierge and reception facilities are located centrally on Jersey Street bookending the linear park.

The West Block is a U-shaped plan arrangement which wraps around a residential courtyard and is accessed via a secured, gated route from Jersey Street. The club room and some ground floor apartments will overlook the garden providing natural passive surveillance and activity to the space.

The East Block is a linear block will all four sides public facing. A private residents' gym has been provided to the south which is flanked by a commercial unit and a cycle store.

Refuse and parking to both blocks will be accessed off Jersey Street.



Ground Floor Plan

- | | | | | | |
|-----------------------|------------------|--------------|---------------|---------------------|----------------|
| Site boundary | Commercial Units | Gym | Staff Rooms | Parking/Loading Bay | 1B2P Apartment |
| Residential Entrances | Club Room | Cycle Stores | Refuse Stores | Plant | 2B4P Apartment |

5.6 First to Sixth Floor Plan

The typical upper floor plan includes 29 apartments with a mix of one, two and three bed apartments over the two blocks. Juliet balconies are provided to the apartments, as well as an inset balcony to the 2 and 3-bed corner apartments.

Each block has two cores which provide 2 x 13P lift, staircases and riser cupboards. AOVs are located at corridor ends allowing for natural light and smoke ventilation.

All apartments are provided to meet or exceed the National Described Space Standards and democratic layouts are provided within apartments with all bedrooms provided and sized for twin/ double beds.



First to Sixth Floor Plan

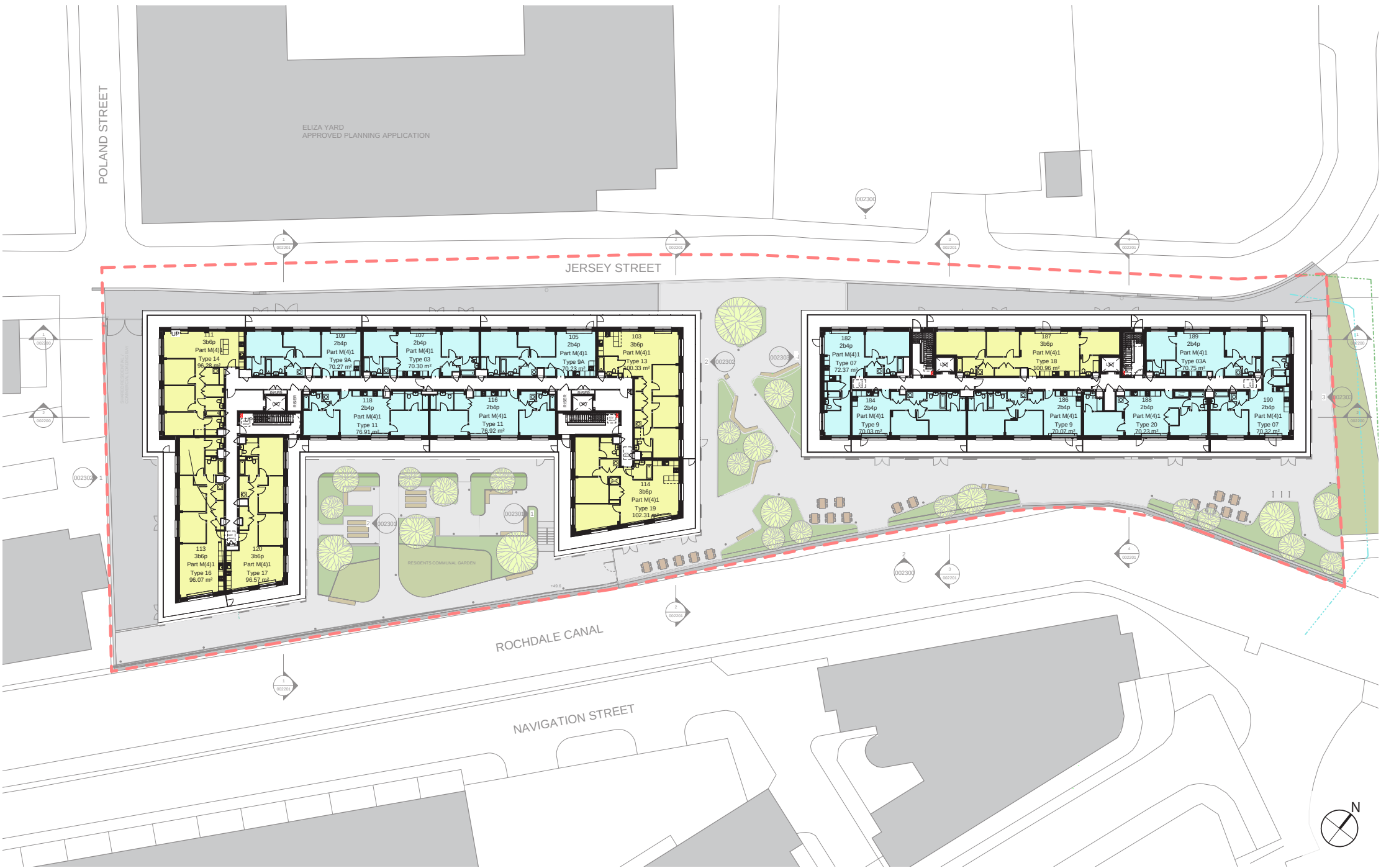
- Site boundary
- 2B4P Apartment
- 1B2P Apartment
- 3B6P Apartment

5.7 Seventh Floor Plan

On the seventh floor, the apartments are set back and all benefit from an external perimeter roof terrace. This will visually reduce the mass and provide further articulation to the building form. Only 2 Bed and 3 Bed apartments are proposed at this level with a total of 17 across the 2 blocks.

All apartments are provided to meet or exceed the National Described Space Standards and democratic layouts are provided within apartments with all bedrooms provided and sized for twin/ double beds.

Level access will not be provided to the terraces therefore reducing the standard of these apartments to Approved Document M Category 1



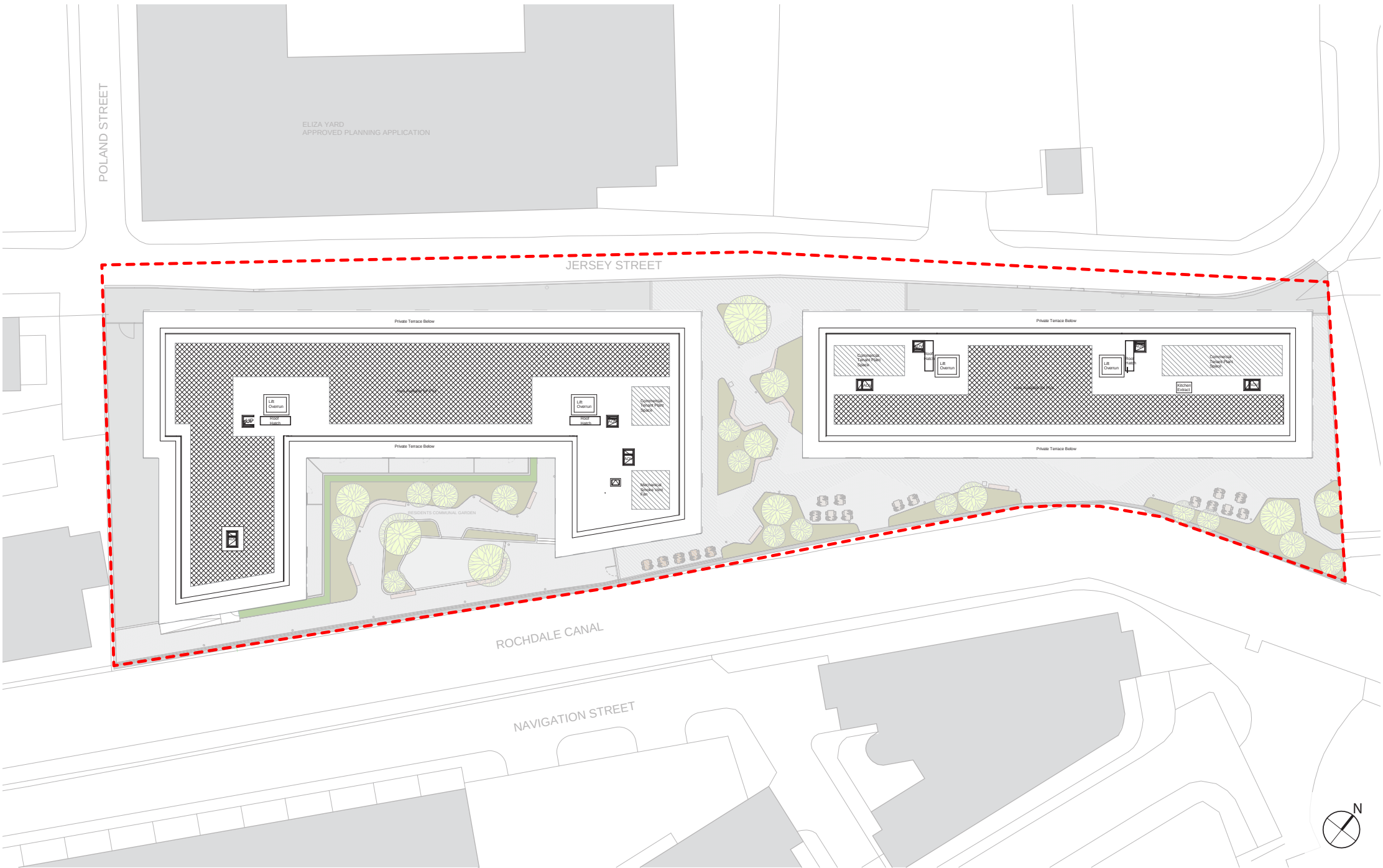
Seventh Floor Plan

- Site boundary
- 2B4P Apartment
- 1B2P Apartment
- 3B6P Apartment

5.8 Roof Plan

The roof is a flat roof with a perimeter raised parapet. The flat roof enables an array of PV panels to be sited here which contribute the buildings energy strategy. Commercial tenant plant space will also be placed on the roof on the east end of the liner block.

The roof will be accessed via roof hatches from the respective block cores.



Roof Plan

Site boundary

5.9 Building Arrangement Summary

The image illustrates a section, cut through the centre of the building to show the commercial units to Jersey Street and the residents courtyard at the canal side. It also illustrates the stacking of the floors from first to sixth floor and the seventh floor set back with external terraces to both Jersey Street and the canal.



Apartment Floor Plans

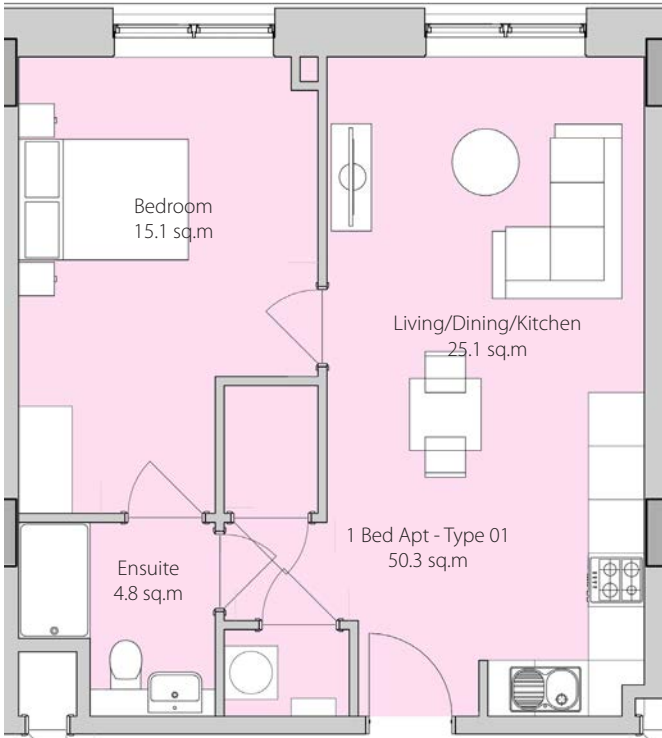
5.10 Apartment Typologies

A number of different apartments types have been developed to cater for a wide variety of occupants. The plans to the right illustrate the typical 1,2,3bed apartments.

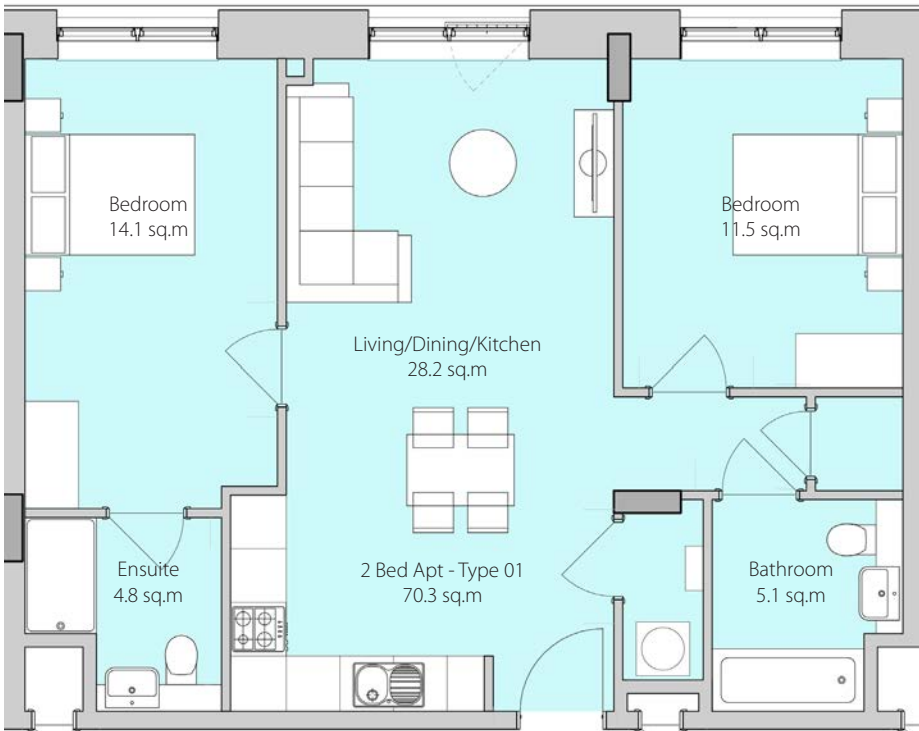
The apartments have been developed to allow sufficient space to accommodate dining room tables should residents wish to work from home. The provision of either inset balconies, Juliet balconies or terraces has also been provided to all apartments to create a connection between inside and outside, improving both the mental and physical well being of the occupier.

A summary of how the different apartment types either meet or exceed NDSS is set out below.

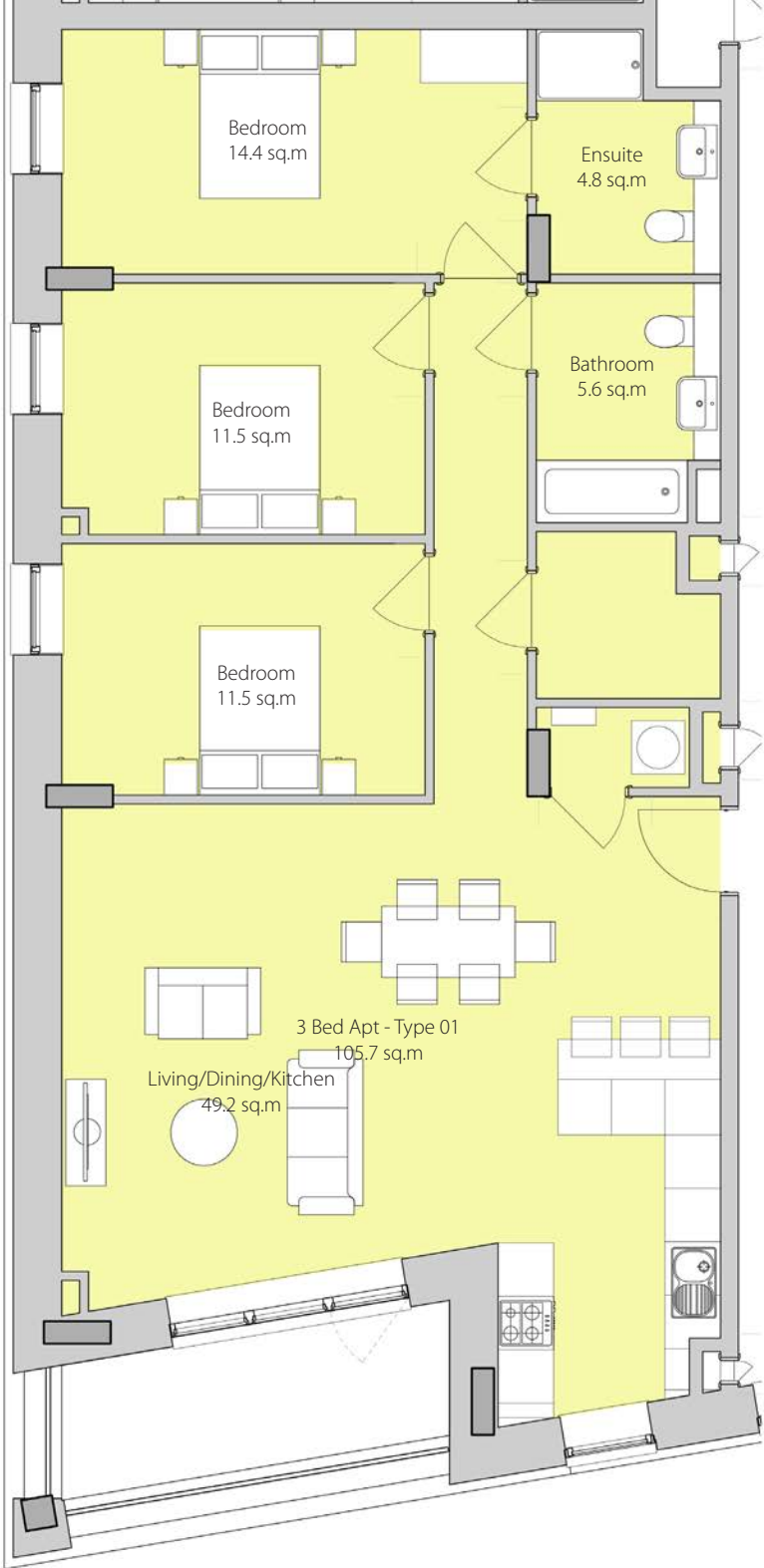
Type	NdSS	MLDC
	(sqm)	(sqm)
1B2P	50	50
2B3P WCH		70
2B4P	70	70-81
3B6P	95	96-105



1B2P Apartment Layout



2B4P Apartment Layout



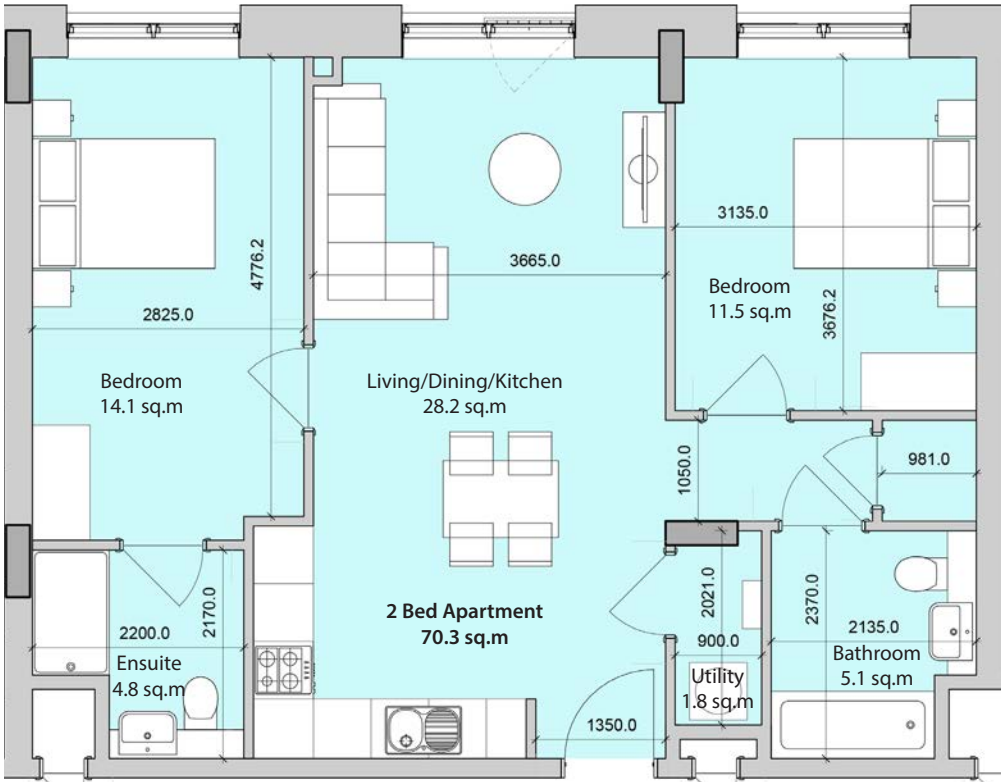
3B6P Apartment Layout

5.11 Apartment Adaptation

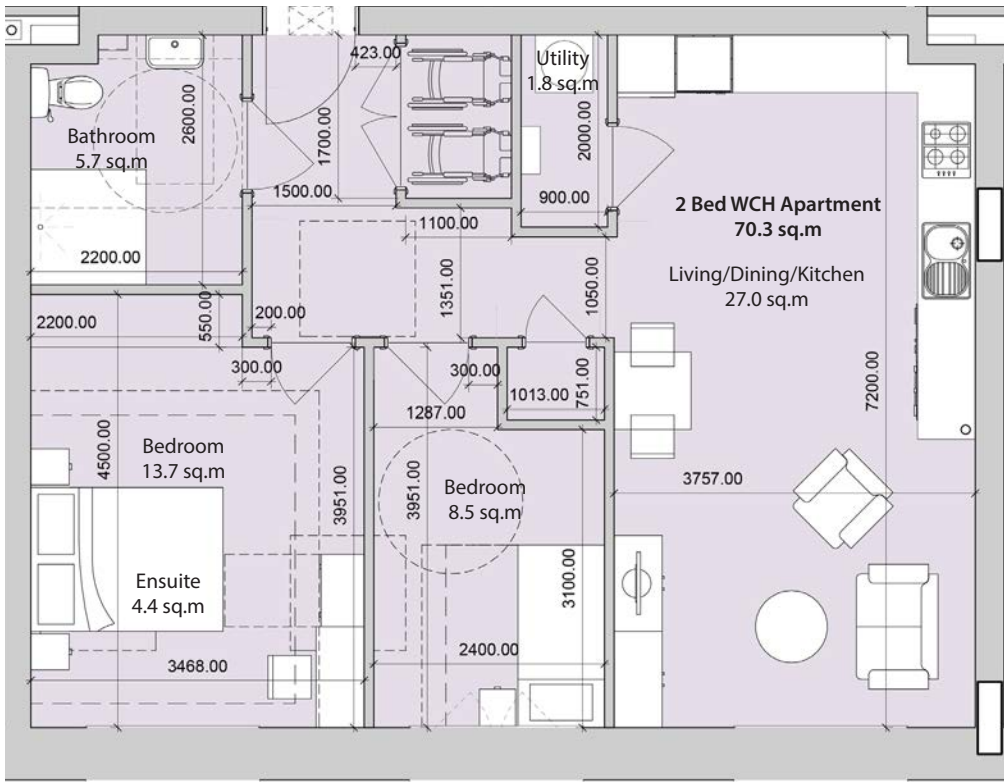
A typical two bedroom apartment has been used to test compliance against Approved Document M4 - Category 2.

In addition to complying with M4(2), the apartments, wherever possible, have been designed to adhere to additional requirements within Design for Access 2 (DFA2).

By meeting this criteria it is anticipated that it will be possible to deliver homes that allow adaptation to meet the changing needs of occupants over time, including those of some older and disabled people. A typical 70 sqm 2b4p apartment can be remodelled to a part 2b3p M4 (3) compliant wheelchair apartment as demonstrated in the following layouts.



2B4P - Typical Two Bedroom Apartment



2B3P - Two Bedroom WCH Apartment

6. Appearance

6.1 Local Historic Character

The story of Ancoats, Manchester, is the story of world's first industrial suburb with a unique place in the history both of global industrialisation and of urbanisation.

Ancoats' transformation from a semi-rural district into a pre-eminent industrial powerhouse could not have been achieved without the vision and drive of a small group of entrepreneurs who were able to understand and quickly apply the new technology of steam-power for commercial ends.

Chief amongst these visionaries were Adam and George Murray, James McConnel and John Kennedy. In 1797, McConnel and Kennedy built a large mill in Union Street, Ancoats. It was probably the first mill to house steam-powered spinning mules and with eight floors and 11 bays. These four men were part of the first wave of industrial entrepreneurs who were to transform Manchester.

The new mills introduced a new integrated workflow where raw textile material entered the mill and unbleached cloth left it. These new style mills required a particular configuration of buildings in order to operate and specialised mill architects also began to appear during 19th century.

The mills were built of red brick or sometimes local stone with form following function. The main body of the mill was narrow in order to take advantage of large windows on opposite façades with stair columns built in towers, external to the main floors. The number of bays (length of the mill building) was dictated by the number of spinning mule machines installed and a separate engine house and boiler house with a tall chimney to help carry away the noxious coal smoke were needed.

It is these mills and warehouses from which the inspiration has been drawn to inform the appearance and materiality of the proposed development.



English Heritage 'Ancoats Cradle of Industrialisation'

6.2 Historic Building Analysis

We have analysed the facade of existing historic buildings in the Ancoats area to understand the rationale, patterning and character to enable us to extract an architectural language that can be interpreted with a modern approach. We noted the following;

- A rational arrangement of elements governed by an ordered grid.
- Windows and elements that stack vertically between floors.
- Regularity of opening sizes and window types.
- Grand entrance to warehouse.
- Clear articulation of building elements e.g. lintels , string courses and sills.
- Articulation of the base / ground floor level.
- Horizontal parapet and eaves lines with areas of brick clad articulated roof modelling and setbacks.
- A common palette of brick and stone to unify a family of buildings each distinctive in character.



New Little Mill



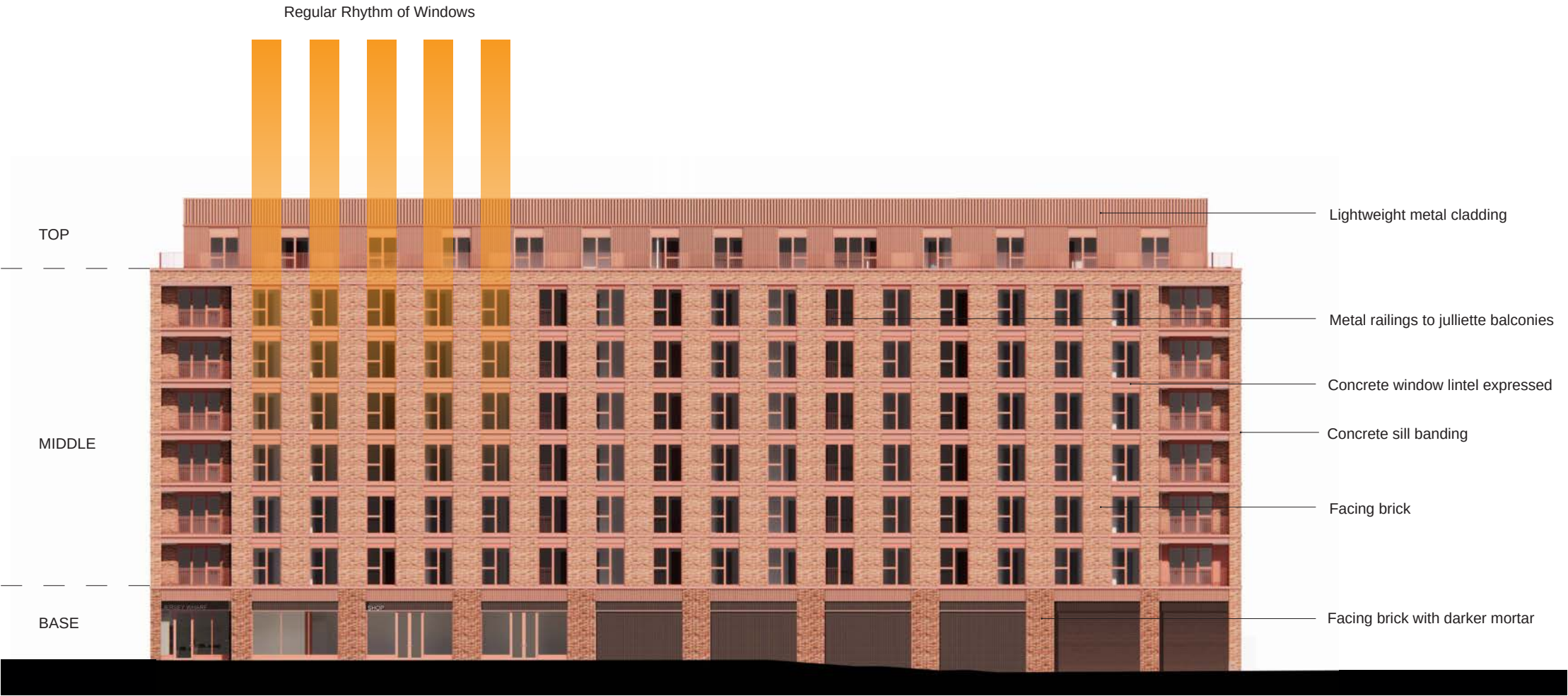
Royal Mill

6.3 Facade Arrangement

The design strategy for the elevations is based on a rigorous application of principles found in our analysis of existing historic buildings in the Ancoats area and includes;

- A rational arrangement of elements governed by an ordered grid
- Windows and elements that stack vertically between floors
- Regularity of opening sizes and window types
- Clear articulation of building elements e.g. lintels , string courses and sills
- Articulation of the base / ground floor level
- Horizontal parapet and eaves lines with areas of brick clad articulated roof modelling and setbacks
- A common palette of brick and stone to unify a family of buildings each distinctive in character

The proposed strategy will create a contemporary new addition to Ancoats with connected reference to the industrial heritage of the area.



6.4 Colours of Ancoats

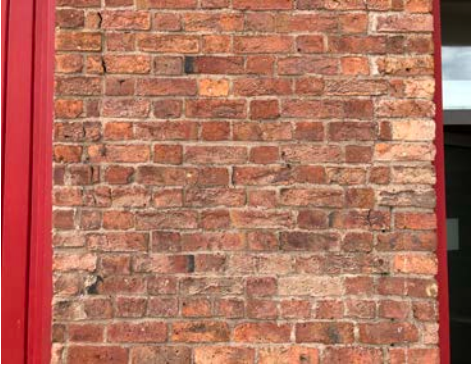
We have also studied and catalogued the surrounding context to understand the colours and types of brickwork that strengthens and defines the character of the area. The following images present our findings.



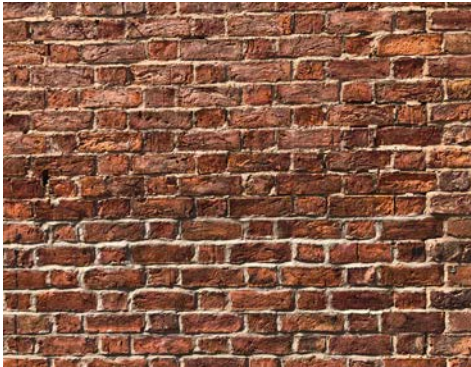
Cutting Room Square



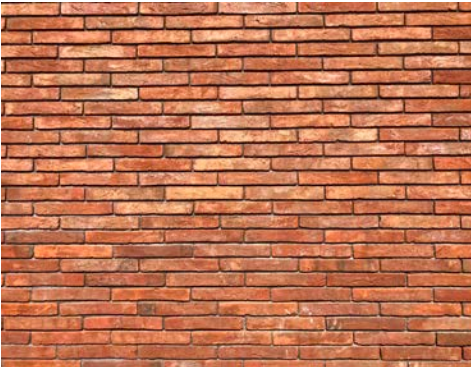
Paragon Mill



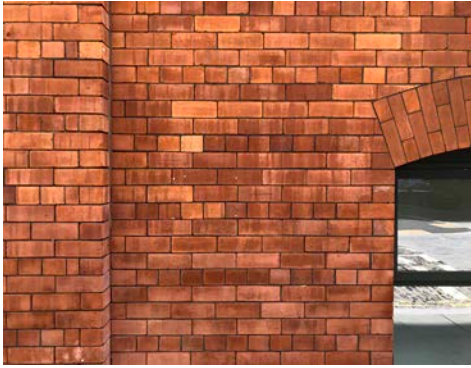
Beehive Mill



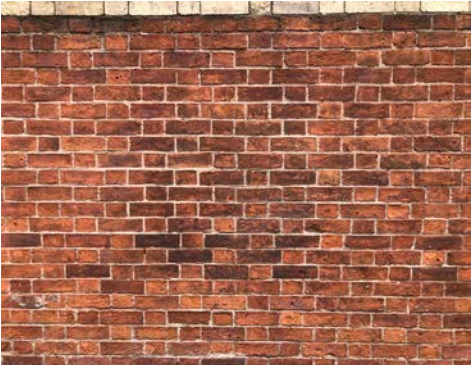
Former Church of St Peter



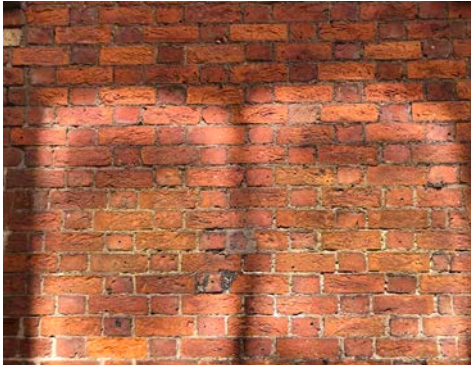
New Little Mill



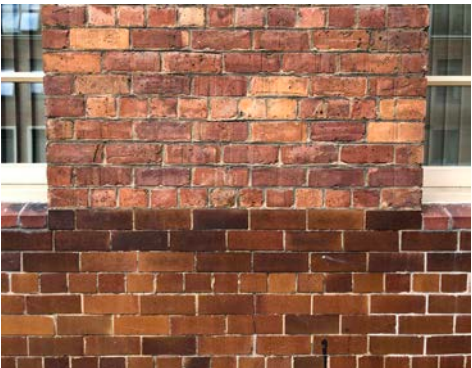
Former Church of St Peter



Murray's Mill



Victoria Square



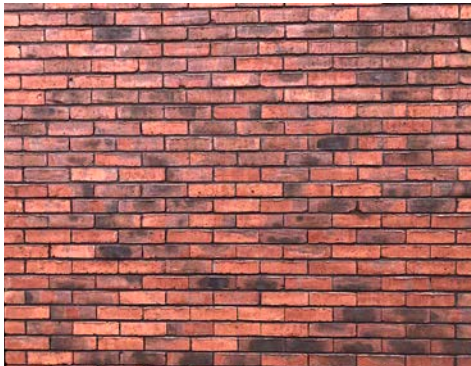
As can be seen over the coming pages, the proposed development has sought to balance the needs of a contemporary building in a highly desirable area of the city centre with consideration for the heritage context both in terms of the material palette used and the form and articulation of the building. Interpretation of Local Historic Character has been at the heart of this approach.



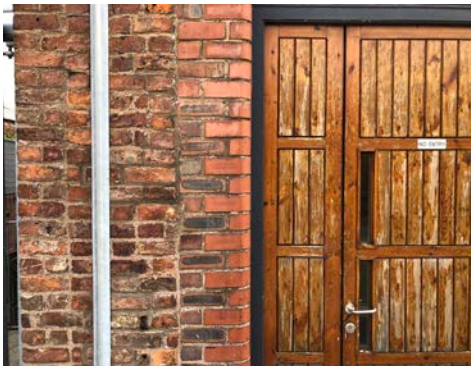
Roper Court



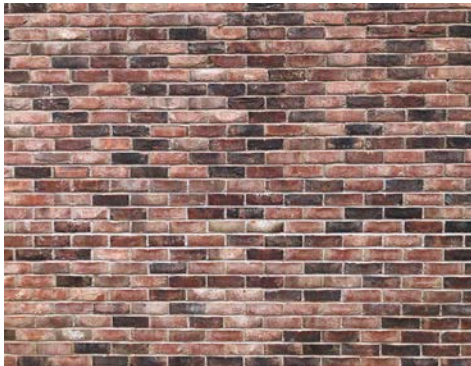
Blossom/Cotton Street



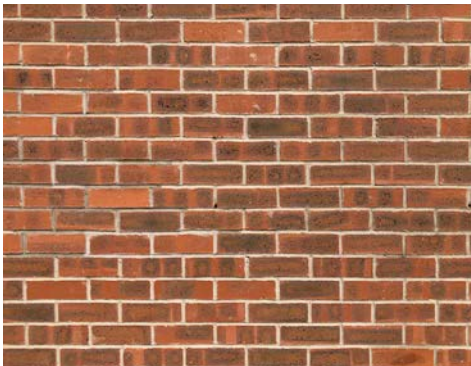
Flint Glass Works



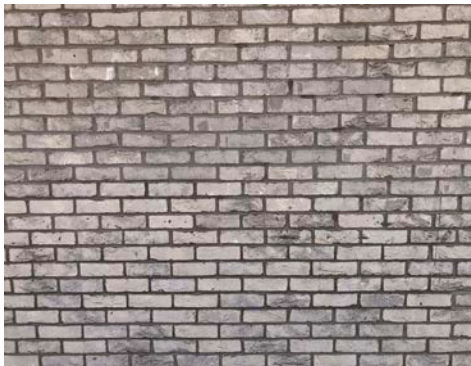
George Leigh Street



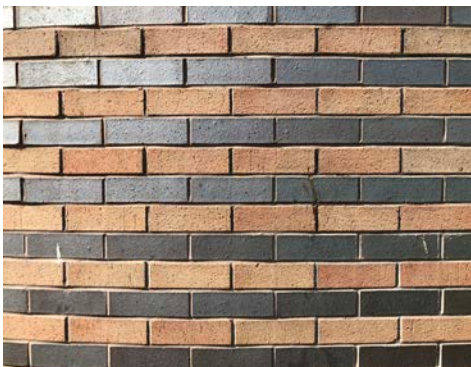
Flint Glass Wharf



Henry/Blossom Street



Engel House



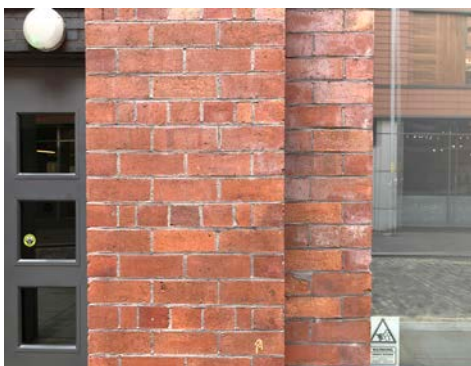
Henry Street



Radium/Jersey Street



Henry/Jersey Street



6.5 Precedent Studies

We have selected a series of precedent buildings and images that represent our approach with regards to the elevational strategy and use of colour and materials. Leading us to a modern interpretation of a historic building.

We wish to express each of the two blocks as a simple form and structure that will have same the application and principles of elevation treatment. They will only be unique by their colour palette.

2 colour groups will be used for the 2 blocks and within that a selection of materials that are toned to complement each other.

Colours will be selected that reflect the historic colours of the area.



LS Lowry Paintings of Ancoats



Kings Cross R7 Morris and Co Architects



Kings Cross R7 Morris and Co Architects



David Chipperfield Architects, New York



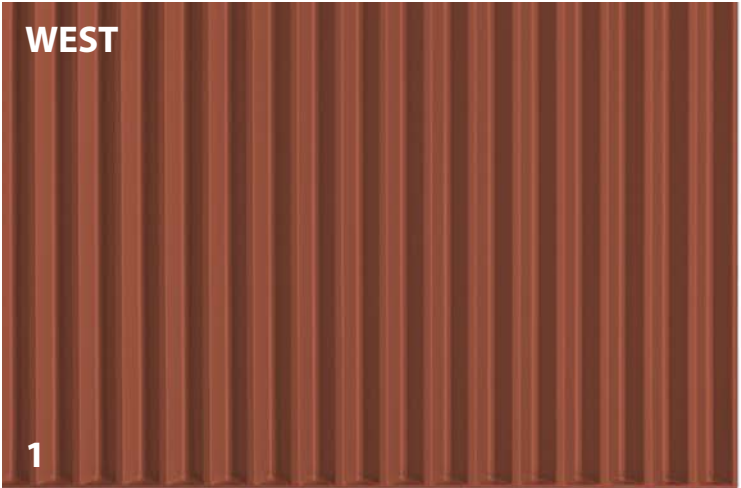
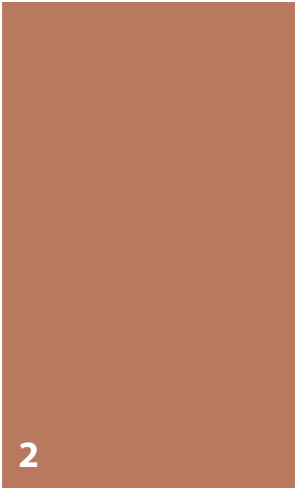
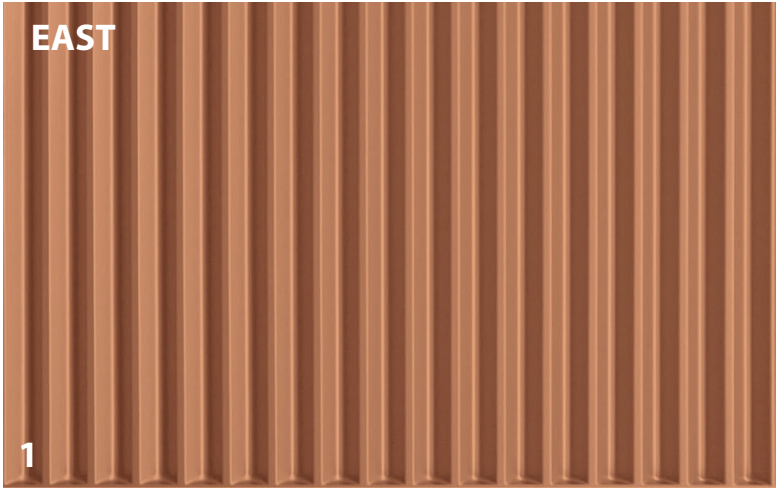
LAN Architects, Strasbourg, France



6.6 Material Palette

The following materials have been selected.

- 1. Coloured profiled aluminium panels
Light terracotta & dark terracotta
- 2. Coloured aluminium windows and railings
RAL to match aluminium panels
- 3. Coloured Wet Cast Concrete Sting Course and Window Head.
Toned to brickwork and acid etched face to expose aggregate
- 4. Brickwork
Light terracotta & dark terracotta
- 5. Coloured mortar
Lighter tone to upper floors and darker tone to base plinth



6.7 Facade Order

The following illustrations explain the articulation and order of the top floor, middle and base/ground floor - a principle established from the analysis of existing historic buildings in the Ancoats area. The architectural treatment of both buildings is identical, however, the materiality gives each building its own identity.

Block A follows a light terracotta colour scheme whereas, Block B follows a dark terracotta colour scheme. The brickwork, cladding and metalwork colour across both buildings compliment the colour of the brickwork.

Brickwork is used at the base of the buildings. Every other course is projected by 15mm to give a corduroy appearance. A dark mortar is also used to give the brickwork a darker appearance, helping to differentiate from the floors above.

The middle follows a regular, rational arrangement inspired by historic mills in the area. Windows with expressed lintels are stacked vertically and a concrete string course marks each floor. At the window opening, the projection of the concrete string course and setback of the window lintels and windows creates depth to the facade.

At the top, the building steps back to allow more light onto Jersey street and to provide the top floor apartments with their own private terraces. The cladding consists of a lightweight material - sinusoidal metal cladding - to contrast the heavy masonry that makes up the majority of the building fabric. The change of material helps break up the massing and provides a 'crown' for the building. There are two types of sinusoidal cladding: a narrow width wave length cladding and a wide width wave length cladding. The wide width cladding sits on top of the narrow width cladding. Window heads are increased in height with the use of a spandrel panel to give higher and more elegant proportions when viewed from afar.



Facade Materials

Masonry

- EW1 Light terracotta brick, stretcher bond, light coloured mortar.
- EW2 Light terracotta colour, stretcher bond, dark coloured mortar. Every other course projects by 15mm.
- EW5 Pigmented wet cast concrete string course. 2 brick courses high with 50mm projection. Colour of concrete to match EW1 brick.

- EW7 Pigmented wet cast concrete panel and sill. Colour of concrete to match EW1 brick.
- EW8 Pigmented wet cast concrete panel and sill. Colour of concrete to match EW1 brick.

Cladding

- CL1 Sinusoidal aluminium cladding, narrow width wave length. PPC paint finish - Light terracotta colour
- CL2 Sinusoidal aluminium cladding, wide width wave length. PPC paint finish - Light terracotta colour
- CL5 Aluminium cladding spandrel panel, PPC paint finish - Light terracotta colour
- CL7 Perforated sinusoidal aluminium cladding, narrow width wave length. PPC paint finish - Light terracotta colour

Windows and Doors

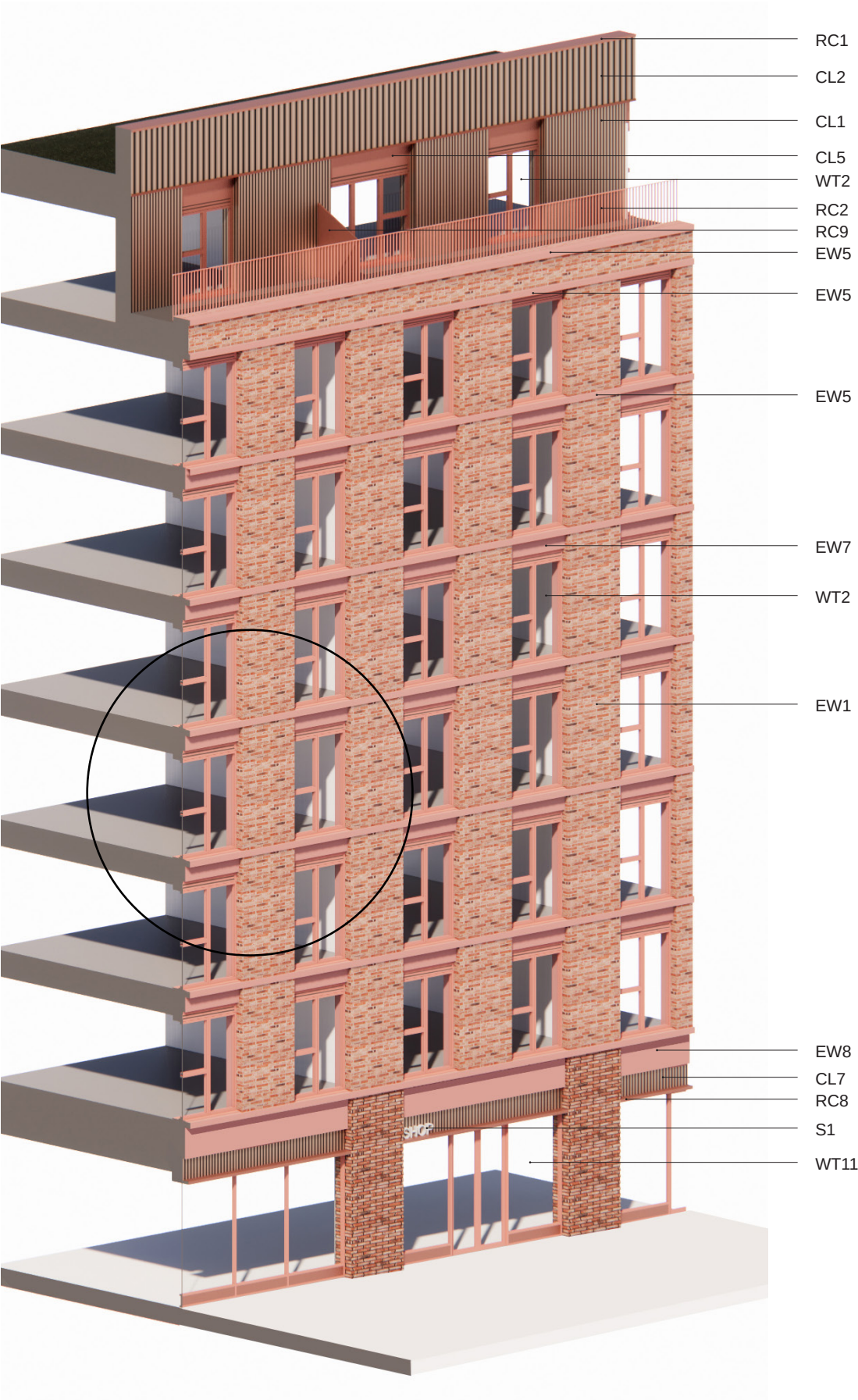
- WT2 Aluminium window. Sash 1 is fixed lower pain and top hung, outward opening upper pane. Sash 2 is fixed pane. Integrated MVHR louvres to head of window. Frame colour to match CL1. Window reveal is 185mm from external face of brickwork.
- WT11 Aluminium curtain walling. Frame colour to match CL1. Window reveal is 185mm from external face of brickwork.

Metalwork

- RC1 PPC aluminium coping / flashing. Colour to match surrounding aluminium cladding
- RC2 PPC metal railing ballustrade. PPC paint finish - Light terracotta colour
- RC6 PPC aluminium rainwater pipe. Light terracotta colour
- RC8 PPC canopy / flashing to support signage. Colour to match aluminium cladding
- RC9 Privacy screen

Signage

- S1 PPC aluminium shop sign. Colour TBC





6.8 Facade Studies
Commercial Store Front

Masonry

EW1 Light terracotta brick, stretcher bond, light coloured mortar.
EW2 Light terracotta colour, stretcher bond, dark coloured mortar.
Every other course projects by 15mm.

EW5 Pigmented wet cast concrete string course with acid etch finish to expose concrete aggregate. 2 brick courses high with 50mm projection. Colour of concrete to match EW1 brick.

EW7 Pigmented wet cast concrete panel and sill. Colour of concrete to match EW1 brick.

EW8 Pigmented wet cast concrete panel and sill. Colour of concrete to match EW1 brick. Fluted concrete form-work to face.

Cladding

CL7 Perforated sinusoidal aluminium cladding, narrow width wave length. PPC paint finish - Light terracotta colour

Windows and Doors

WT2 Aluminium window. Sash 1 is fixed lower pane and top hung, outward opening upper pane. Sash 2 is fixed pane. Integrated MVHR louvres to head of window. Frame colour to match CL1. Window reveal is 185mm from external face of brickwork.

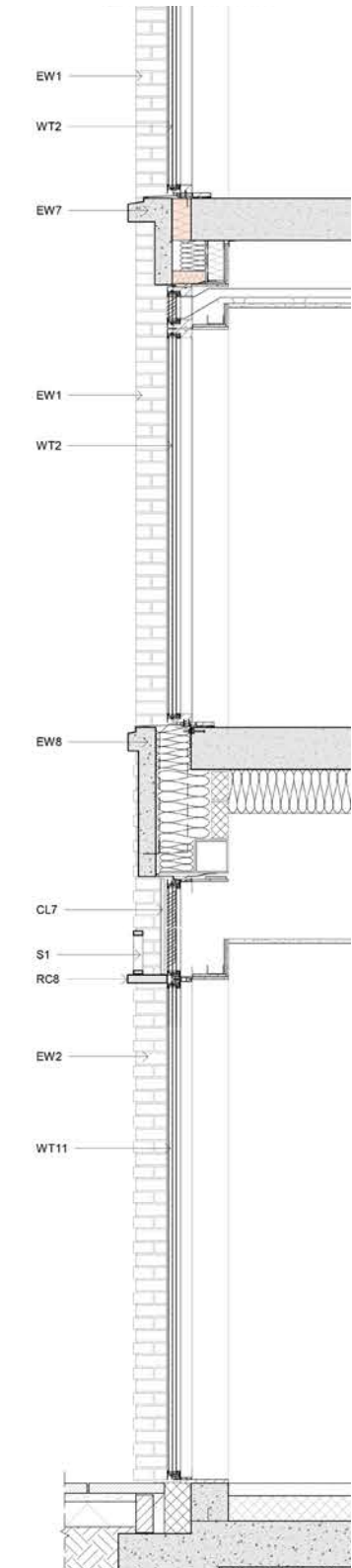
WT11 Aluminium curtain walling. Frame colour to match CL1. Window reveal is 185mm from external face of brickwork.

Metalwork

RC8 PPC canopy / flashing to support signage. Colour to match aluminium cladding

Signage

S1 PPC aluminium shop sign. Colour TBC



Detailed Section & Illustrative Elevation through Commercial Bay and Typical Residential Window



Main Entrance & Balconies

Masonry

EW1 Light terracotta brick, stretcher bond, light coloured mortar.

EW2 Light terracotta colour, stretcher bond, dark coloured mortar.
Every other course projects by 15mm.

EW5 Pigmented wet cast concrete string course 2 brick courses high with 50mm projection. Colour of concrete to match EW1 brick.

EW7 Pigmented wet cast concrete panel and sill. Colour of concrete to match EW1 brick.

EW8 Pigmented wet cast concrete panel and sill. Colour of concrete to match EW1 brick. Fluted concrete form-work to face.

Cladding

CL7 Perforated sinusoidal aluminium cladding, narrow width wave length. PPC paint finish - Light terracotta colour

Windows and Doors

WT2 Aluminium window. Sash 1 is fixed lower pane and top hung, outward opening upper pane. Sash 2 is fixed pane. Integrated MVHR louvres to head of window. Frame colour to match CL1. Window reveal is 185mm from external face of brickwork.

WT4 Aluminium window. Sash 1 is inward opening casement window. Sash 2 is fixed pane. Sash 3 is fixed lower pane and top hung, outward opening upper pane. Integrated MVHR louvres to head of window. Frame colour to match CL1. Window reveal is 185mm from external face of brickwork.

WT11 Aluminium curtain walling. Frame colour to match CL1. Window reveal is 185mm from external face of brickwork.

Metalwork

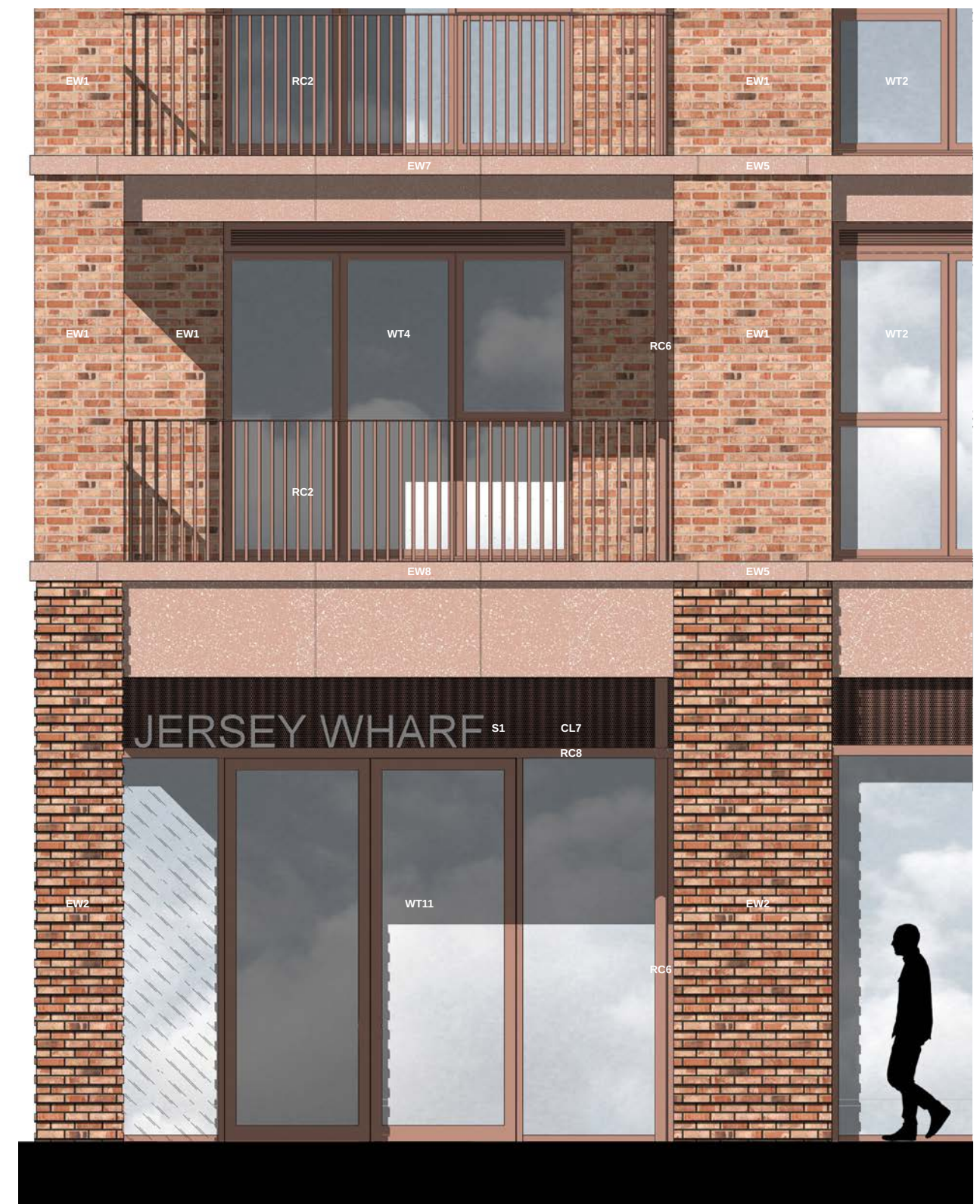
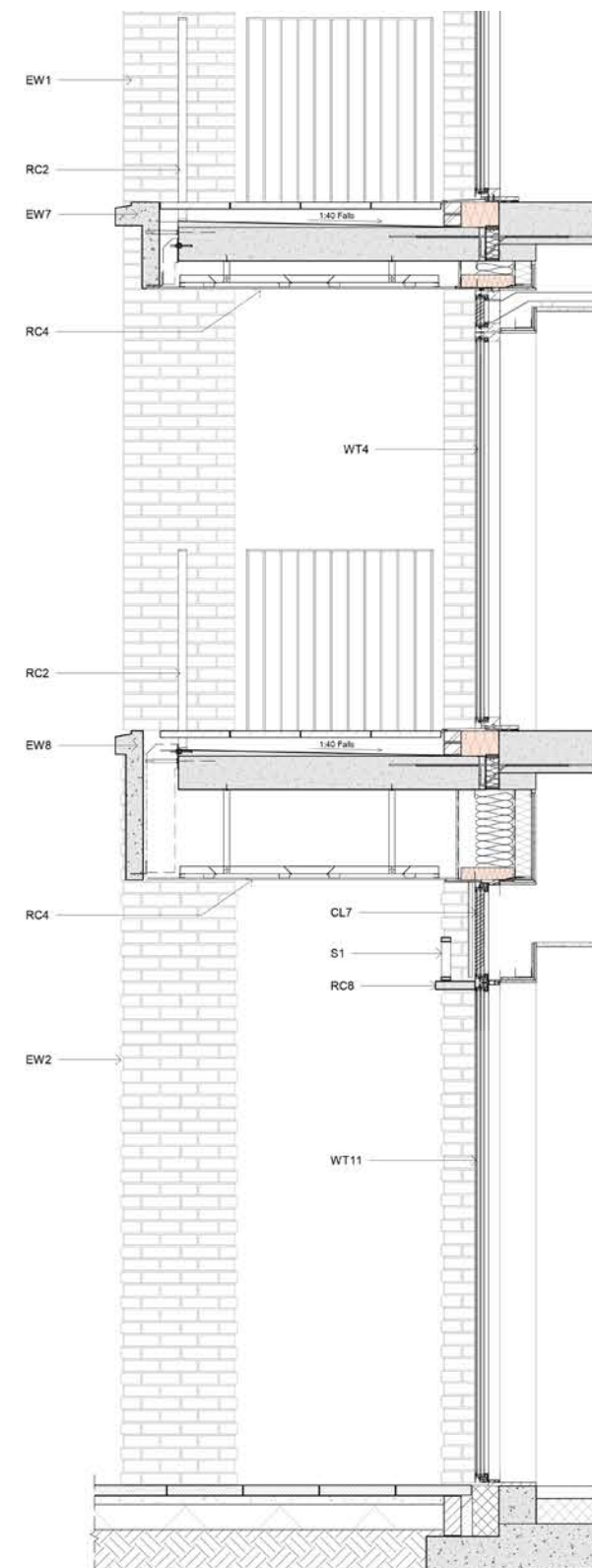
RC2 PPC metal railing ballustrade. PPC paint finish - Light terracotta colour

RC6 PPC aluminium rainwater pipe. Light terracotta colour

RC8 PPC canopy / flashing to support signage. Colour to match aluminium cladding

Signage

S1 PPC aluminium shop sign. Colour TBC



Detailed Section & Illustrative Elevation through Main Entrance and Balconies



Refuse & Cycle Store

Masonry

EW1 Light terracotta brick, stretcher bond, light coloured mortar.
EW2 Light terracotta colour, stretcher bond, dark coloured mortar. Every other course projects by 15mm.

EW5 Pigmented wet cast concrete string course 2 brick courses high with 50mm projection. Colour of concrete to match EW1 brick.

EW7 Pigmented wet cast concrete panel and sill. Colour of concrete to match EW1 brick.

EW8 Pigmented wet cast concrete panel and sill. Colour of concrete to match EW1 brick. Fluted concrete form-work to face.

Cladding

CL7 Perforated sinusoidal aluminium cladding, narrow width wave length. PPC paint finish - Light terracotta colour

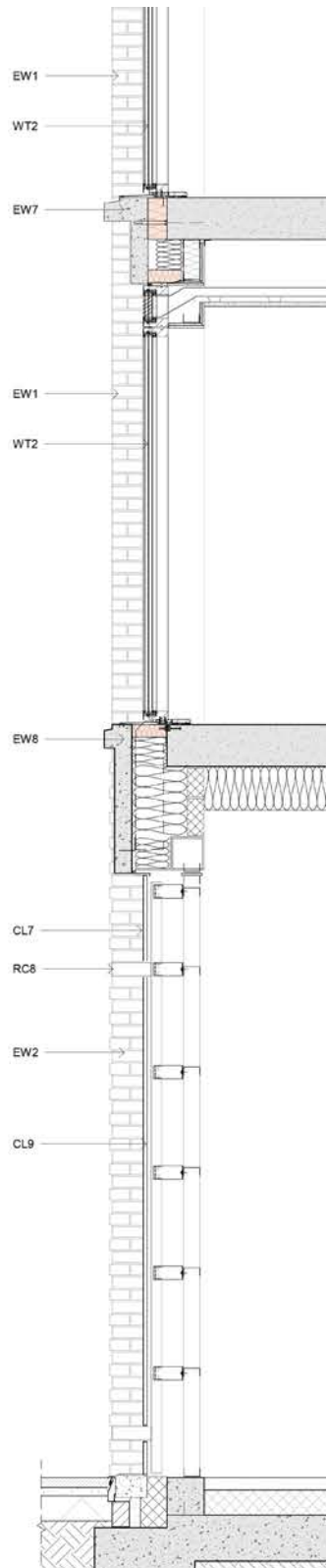
CL9 Patterned, perforated sinusoidal aluminium cladding, narrow width wave length. PPC paint finish - Light terracotta colour

Windows and Doors

WT2 Aluminium window. Sash 1 is fixed lower pain and top hung, outward opening upper pane. Sash 2 is fixed pane. Integrated MVHR louvres to head of window. Frame colour to match CL1. Window reveal is 185mm from external face of brickwork.

Metalwork

RC8 PPC canopy / flashing to support signage. Colour to match aluminium cladding



Detailed Section & Illustrative Elevation through Refuse Store and Typical Residential Window



Vehicle Entrance

Masonry

EW3 Dark terracotta brick, stretcher bond, red coloured mortar.

EW4 Dark terracotta brick, stretcher bond, dark coloured mortar.
Every other course projects by 15mm.

EW6 Pigmented wet cast concrete string course with acid etch finish to expose concrete aggregate. 2 brick courses high with 50mm projection. Colour of concrete to match EW3 brick.

EW9 Pigmented wet cast concrete panel and sill, acid etch finish to expose concrete aggregate. Colour of concrete to match EW3 brick.

EW10 Pigmented wet cast concrete panel and sill, acid etch finish to expose concrete aggregate. Colour of concrete to match EW3 brick. Fluted concrete form-work to face.

Cladding

CL8 Perforated sinusoidal aluminium cladding, narrow width wave length. PPC paint finish - Dark terracotta colour

Windows and Doors

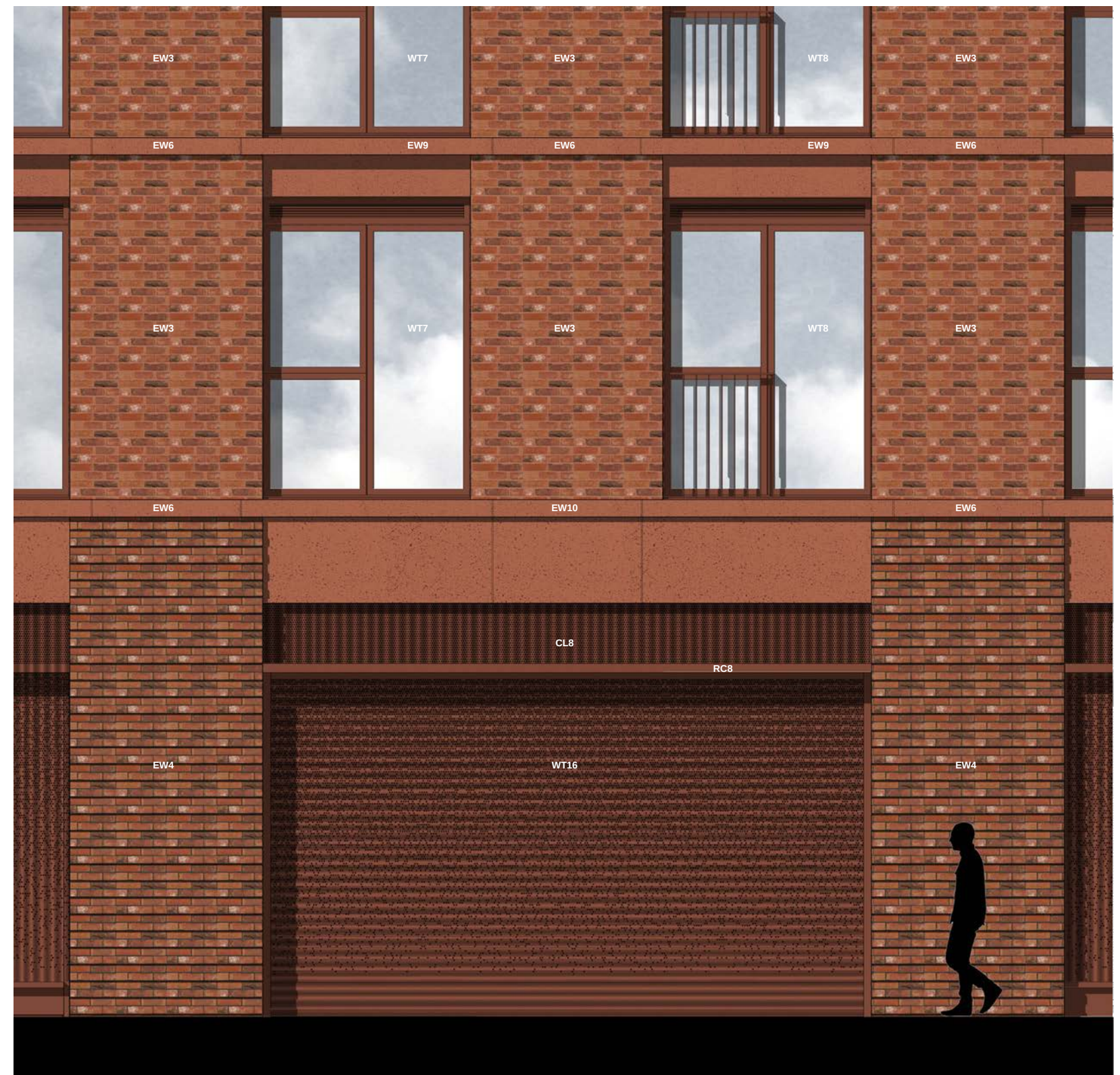
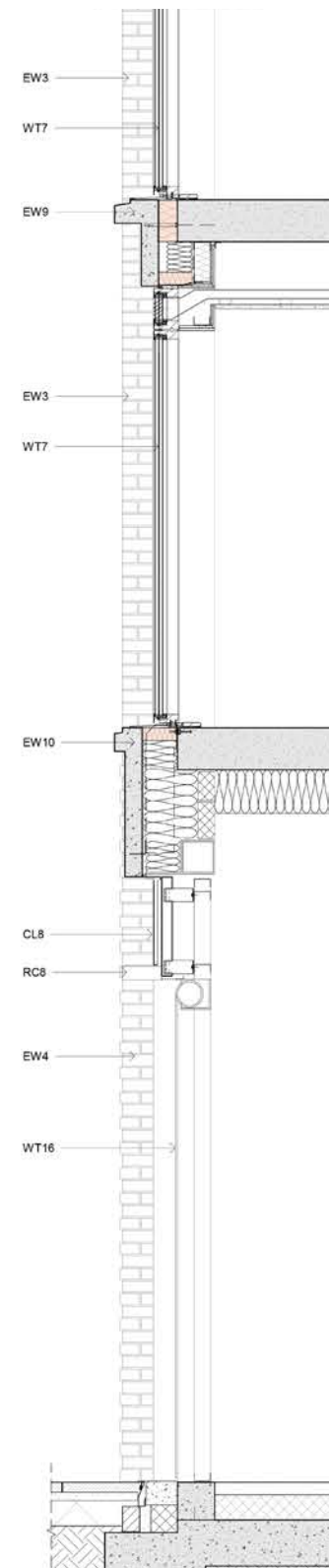
WT7 Aluminium window. Sash 1 is fixed lower pane and top hung, outward opening upper pane. Sash 2 is fixed pane. Integrated MVHR louvres to head of window. Frame colour to match CL3. Window reveal is 185mm from external face of brickwork.

WT8 Aluminium window with julliette balcony. Sash 1 is inward opening casement window with PPC railing balustrade. Sash 2 is fixed pane. Integrated MVHR louvres to head of window. Frame and railing colour to match CL3. Window reveal is 185mm from external face of brickwork.

WT16 Roller shutter door to vehicle garage. PPC to match windows frames.

Metalwork

RC8 PPC canopy / flashing to support signage. Colour to match aluminium cladding



Detailed Section & Illustrative Elevation through Vehicle Entrance and Typical Residential Window



Seventh Floor Terrace

Masonry

EW1 Light terracotta brick, stretcher bond, light coloured mortar.
EW2 Light terracotta colour, stretcher bond, dark coloured mortar.
Every other course projects by 15mm.

EW5 Pigmented wet cast concrete string course. 2 brick courses high with 50mm projection. Colour of concrete to match EW1 brick.

EW7 Pigmented wet cast concrete panel and sill. Colour of concrete to match EW1 brick.

EW8 Pigmented wet cast concrete panel and sill. Colour of concrete to match EW1 brick.

Cladding

CL1 Sinusoidal aluminium cladding, narrow width wave length. PPC paint finish - Light terracotta colour
CL2 Sinusoidal aluminium cladding, wide width wave length. PPC paint finish - Light terracotta colour
CL5 Aluminium cladding spandrel panel, PPC paint finish - Light terracotta colour

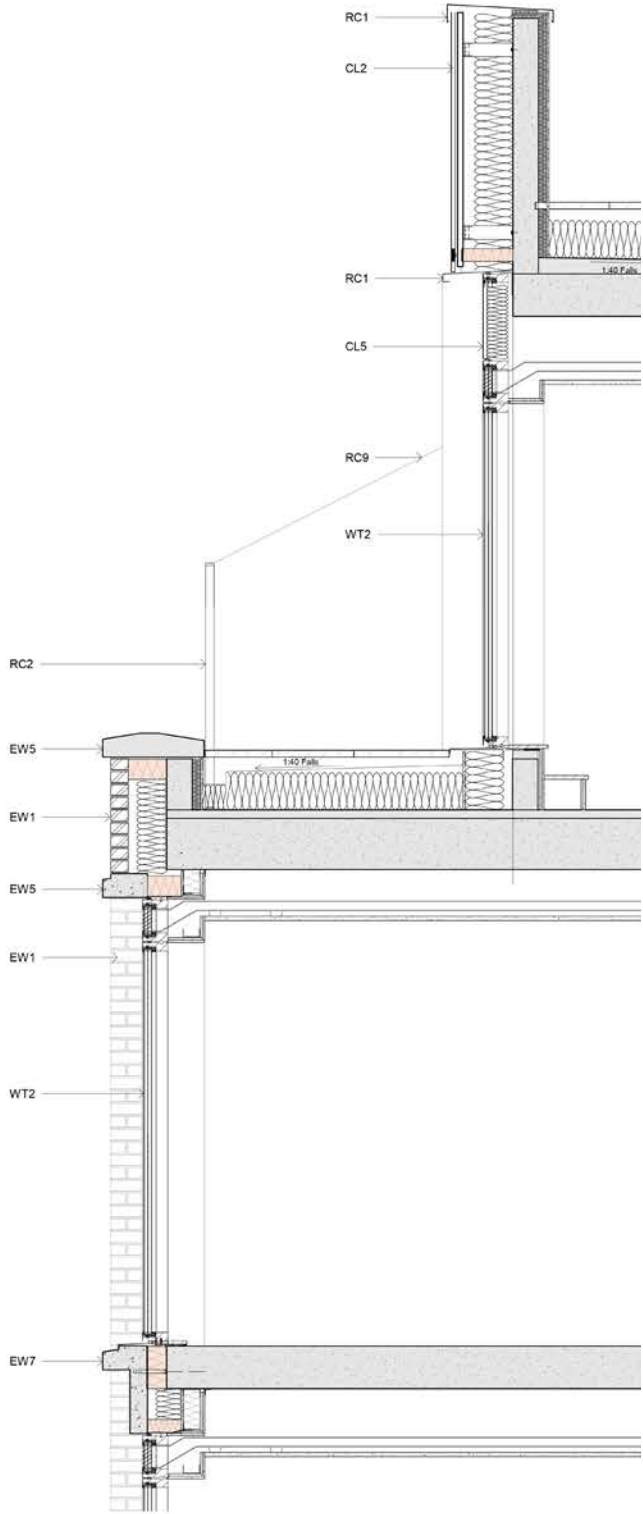
Windows and Doors

WT2 Aluminium window. Sash 1 is fixed lower pain and top hung, outward opening upper pane. Sash 2 is fixed pane. Integrated MVHR louvres to head of window. Frame colour to match CL1. Window reveal is 185mm from external face of brickwork.

WT4 Aluminium window. Sash 1 is inward opening casement window. Sash 2 is fixed pane. Sash 3 is fixed lower pain and top hung, outward opening upper pane. Integrated MVHR louvres to head of window. Frame colour to match CL1. Window reveal is 185mm from external face of brickwork.

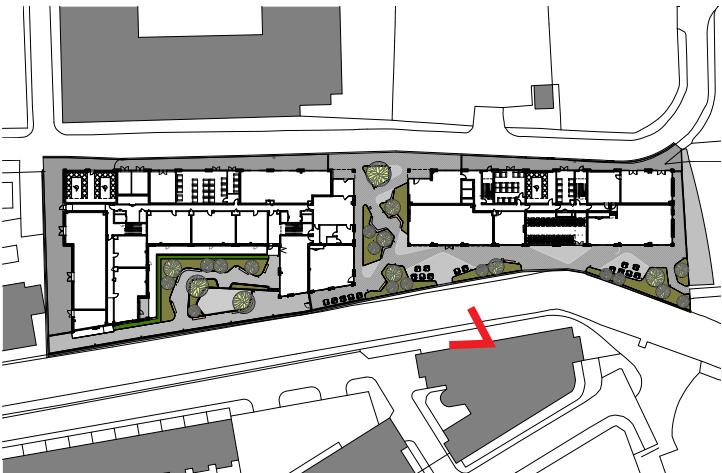
Metalwork

RC1 PPC aluminium coping / flashing. Colour to match surrounding aluminium cladding
RC9 Privacy screen

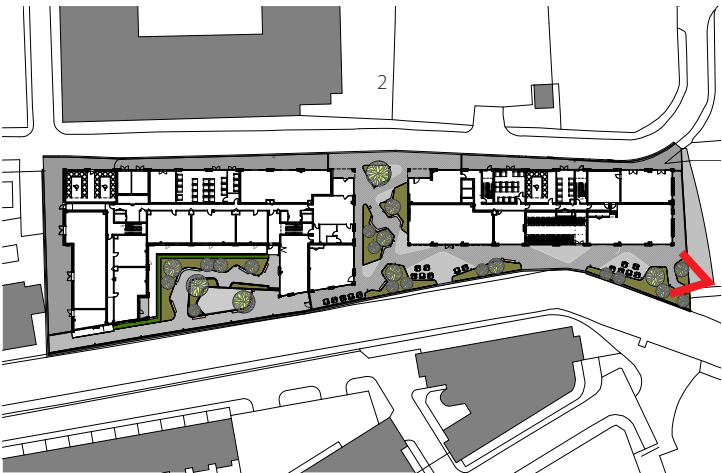


Detailed Section & Illustrative Elevation through Seventh Floor Terrace

6.9 CGI Views



View from Rochdale Canal



View from Miles Platting

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7. Landscape Proposals

7.1 Introduction

Project Brief

Planit- IE have been commissioned by Manchester Life Development Company 3 Limited to formulate a landscape masterplan for the Jersey Wharf development.

The development comprises of residential & commercial units with associated public realm and dedicated residential space.

The proposals aims to be part of a wider masterplan which will look to connect the wider Ancoats public realm.

The site is located in Ancoats, along Jersey Street, approximately 1.5km northeast of Manchester City Centre.

The site is bounded by the Rochdale Canal long the south, Flint Glass works & residential block to the west, open green space to the east; and Jersey Street to the north.



Existing Aerial Photograph

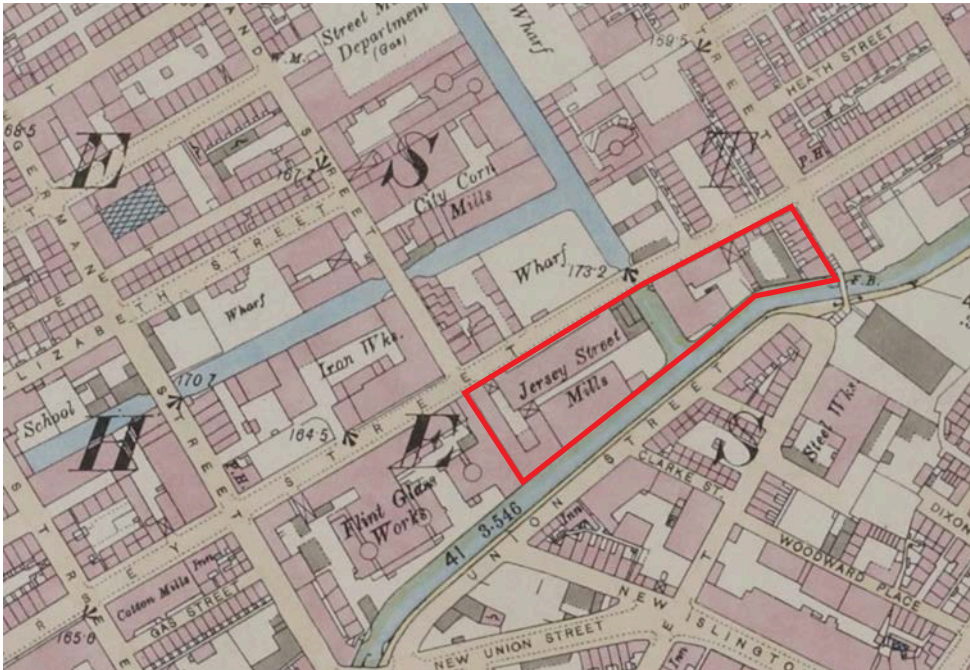
Historical Influence

Historically, Ancoats was known as the centre of the Industrial Revolution. It became a home for the first mills built in 1790 as a result of the emerging cotton trade.

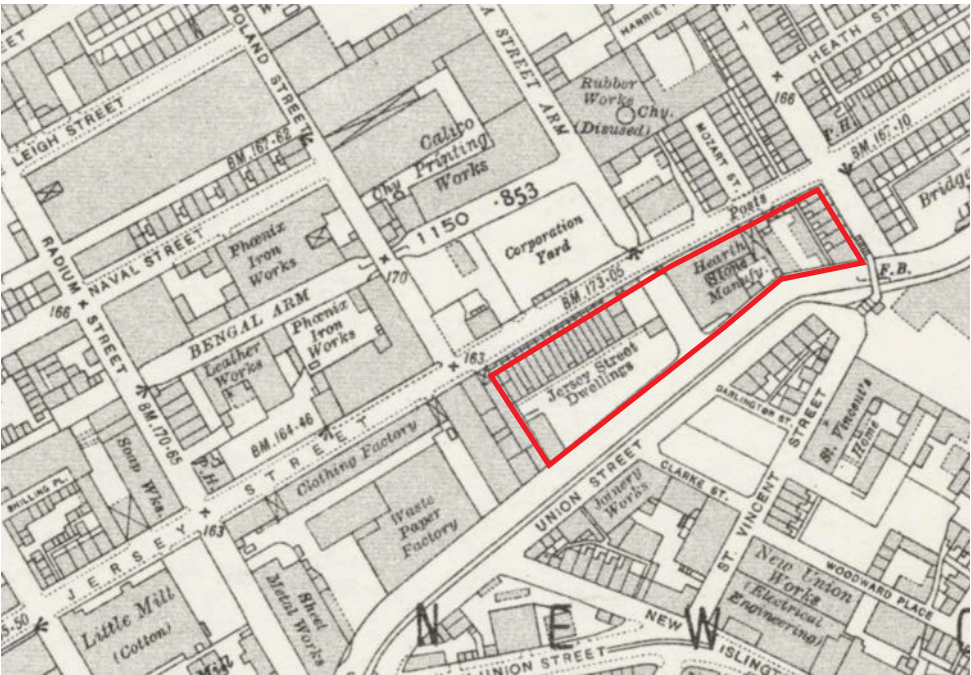
The area was branded 'the world's first industrial suburb' as a result of an increasing population who lived and worked in the area in 1815. The Ancoats area was well known for flint glass cotton production.

Canals such as Prussia, Bengal & Rochdale were the arteries of Ancoats. They were the essential prerequisite to the area's industrial development, without them the Ancoats townscape, would not be what it is today.

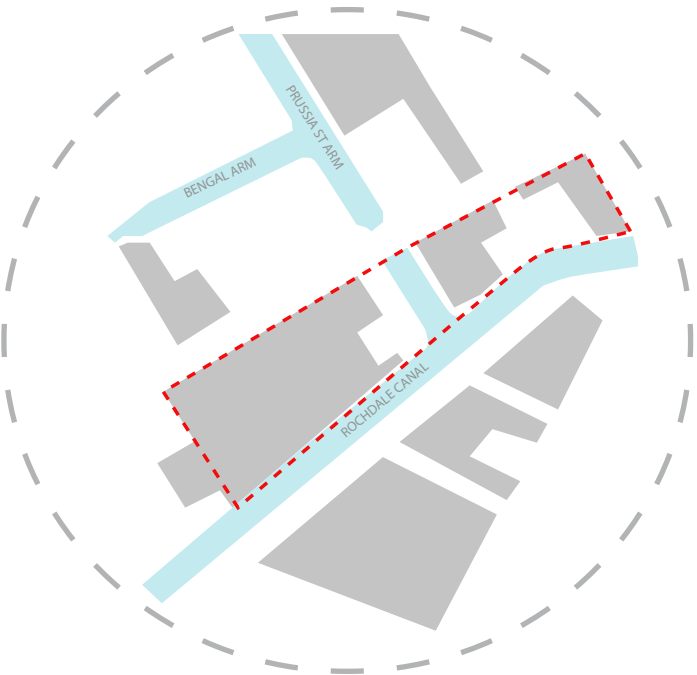
The landscape design aims to explore & celebrate the historic use of these canal and cotton by incorporating a modern interpretation of these assets in to Jersey Wharf.



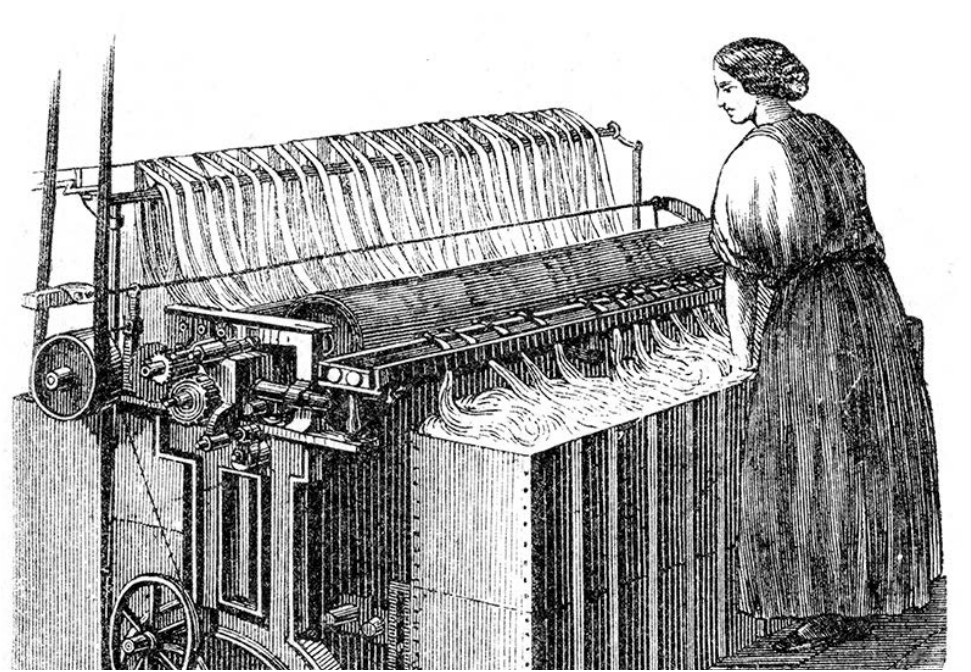
Ancoats, 1893 (Old Maps Online)



Ancoats, 1932 (Old Maps)



Ancoats, 1971 (Manchester Libraries)



Weaving Loom

Wider Ancoats Character

Walking through Ancoats, the historical and more recent elements which add to the sites unique identity are;

- Mill buildings
- Natural stone paving
- Timber and natural stone furniture
- Street trees



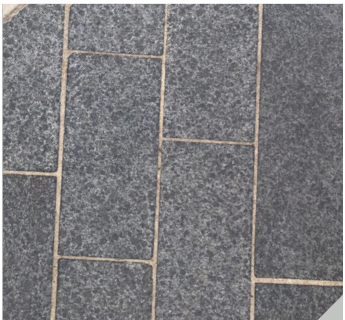
Blossom St



Jersey St



George Leigh St



Ancoats Green



Rochdale Canal Side



Cutting Room Square

Landscape Drivers

The Jersey Wharf mixed use development provides an opportunity to create high quality public realm which utilises the Rochdale Canal as a historical asset to form new & exciting spaces within Ancoats.

The residential courtyard space also offers a chance to introduce green infrastructure into the space enhancing the experience and visual aspect for the users.

The key objectives are;

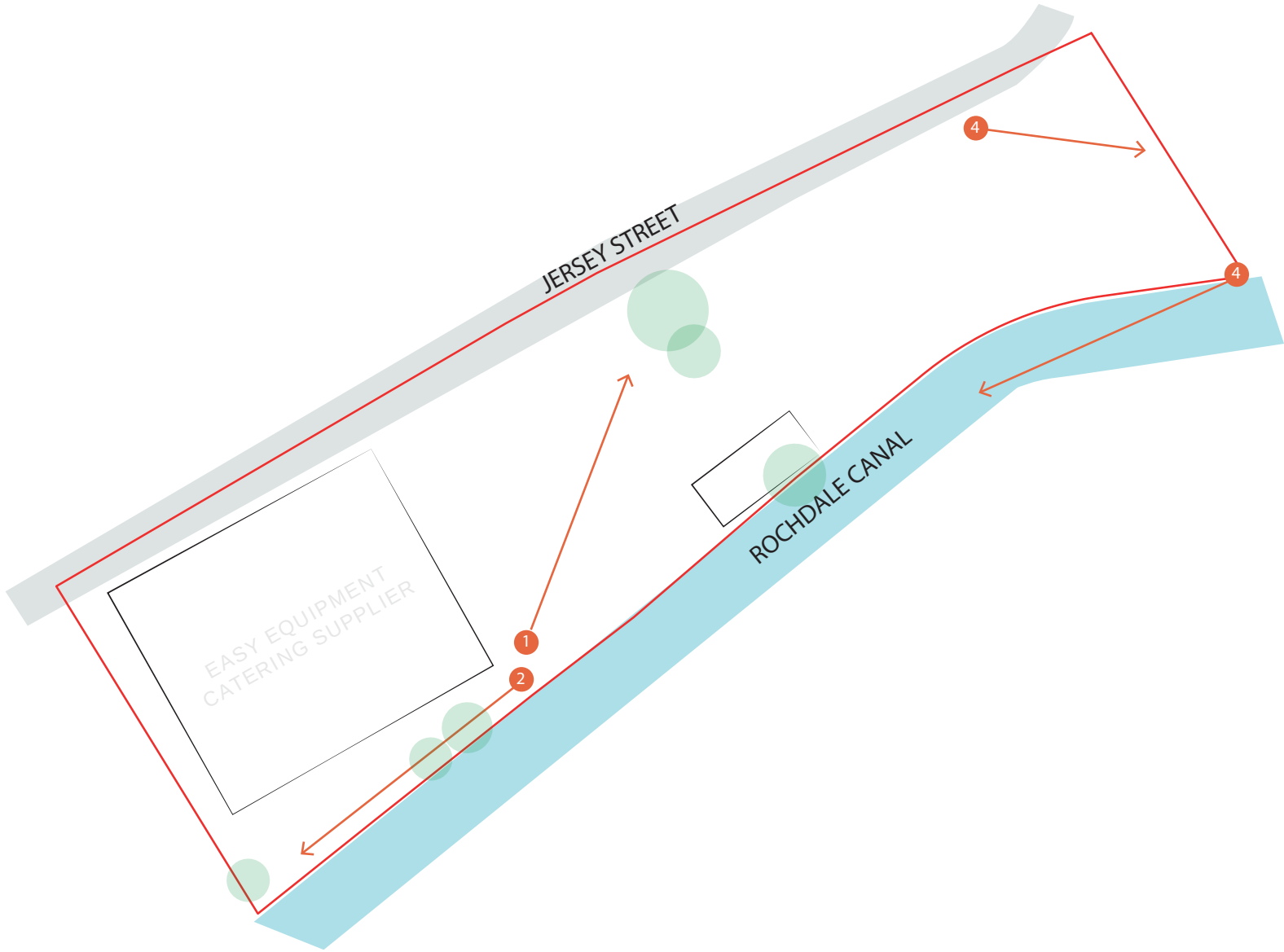
- Celebrating the historical elements of Ancoats which manifest within the design
- Creating a visual connection to the Rochdale Canal for users to create an exciting waterside development
- Creating a new public realm which contributes to the wider back of Ancoats improvement



7.2 Site Analysis

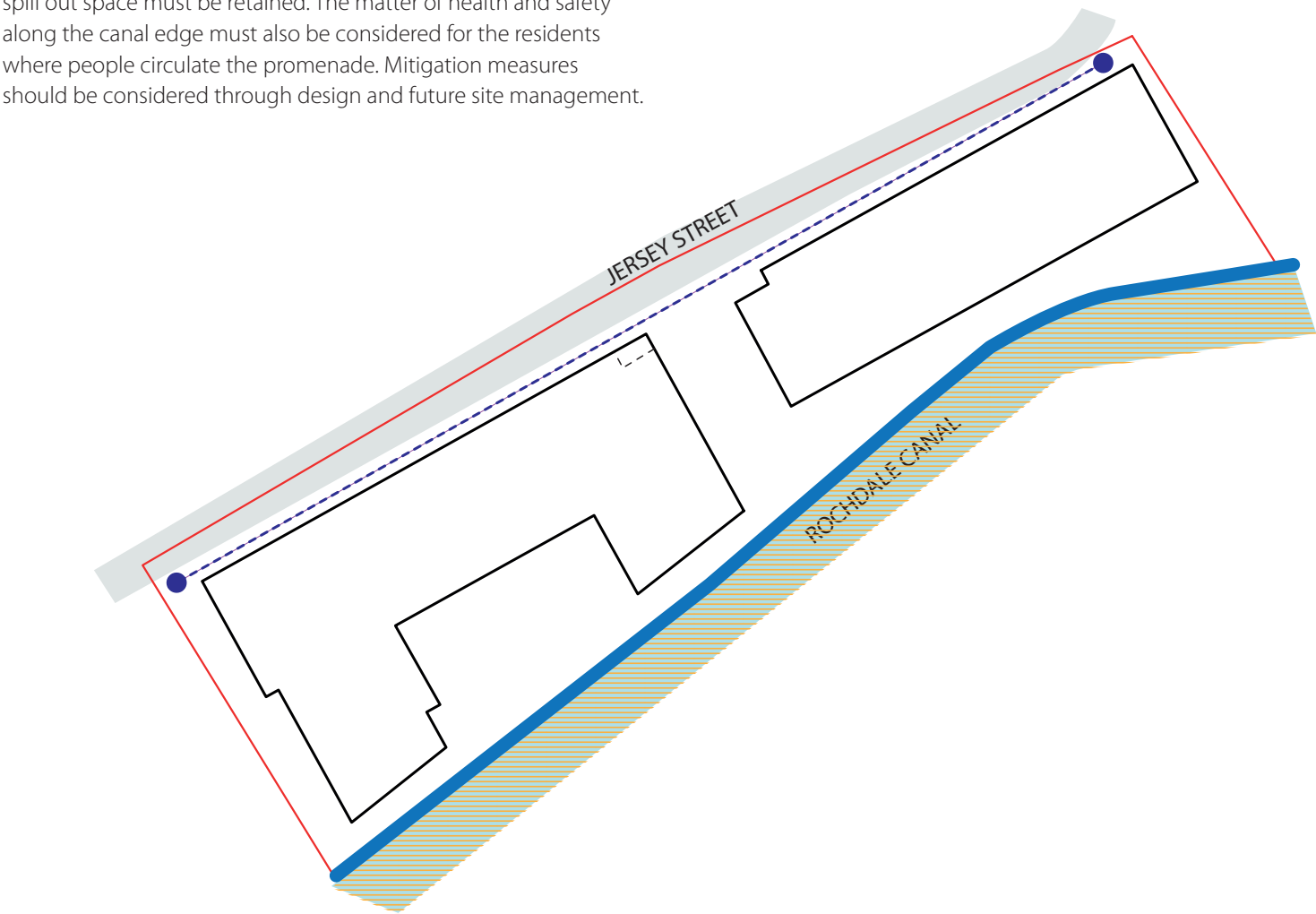
Existing Site Character

The existing site is occupied by a low rise warehouse and slopes from Jersey Street toward the Rochdale Canal. It's currently bounded by metal fencing and provides poor access to the canal edge.



Constraints

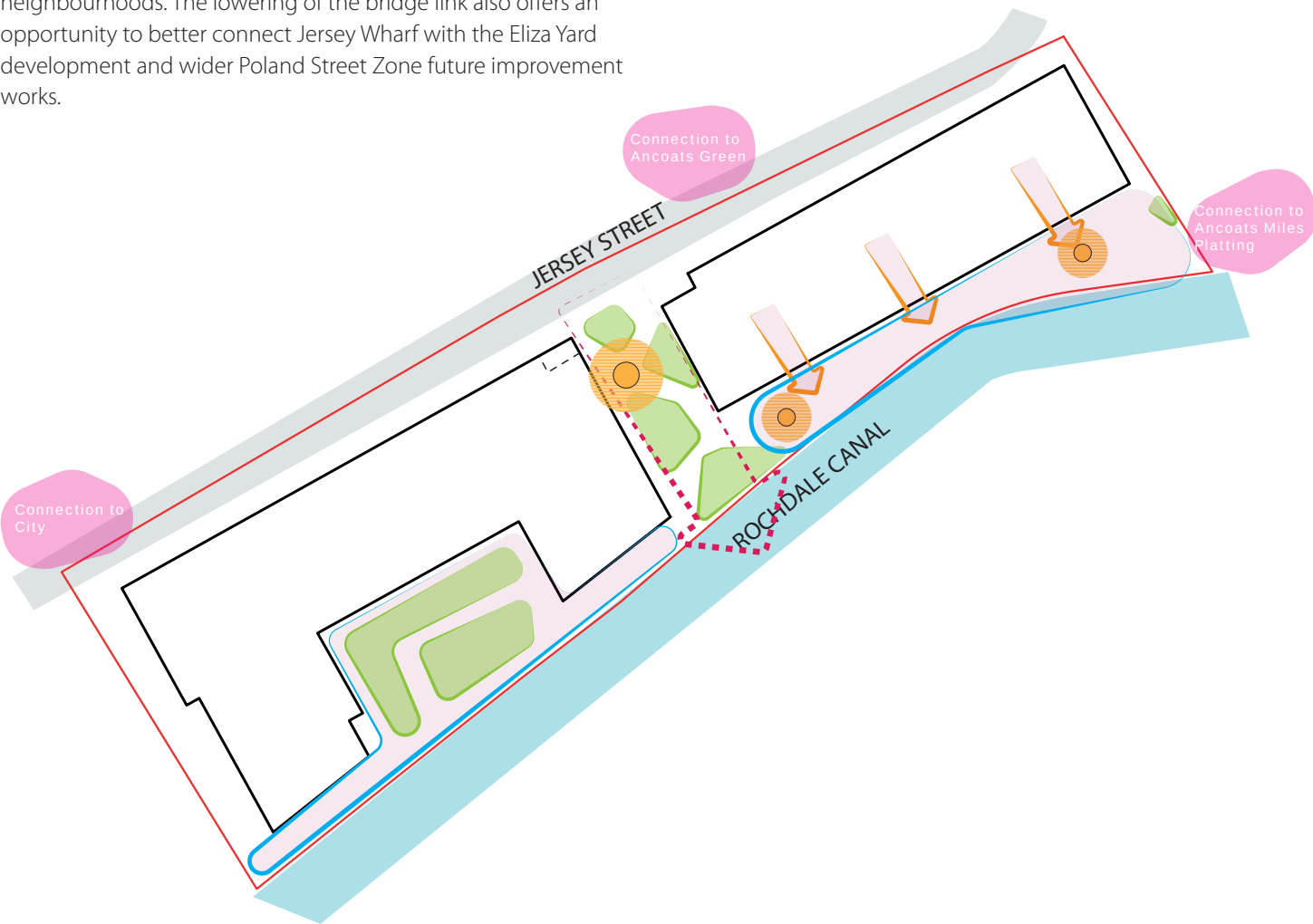
The existing utilities along Jersey street heavily restricts opportunity for street tree planting. The interface to the canal edge and limited space restricts the design as adequate circulation and spill out space must be retained. The matter of health and safety along the canal edge must also be considered for the residents where people circulate the promenade. Mitigation measures should be considered through design and future site management.



- Existing utilities
- Canal edge
- ▨ Interface to water

Opportunities

The sites unique location along the canal frontage offers an exciting opportunity to create a platform for activation along the promenade attracting visitors for the city centre and wider neighbourhoods. The lowering of the bridge link also offers an opportunity to better connect Jersey Wharf with the Eliza Yard development and wider Poland Street Zone future improvement works.

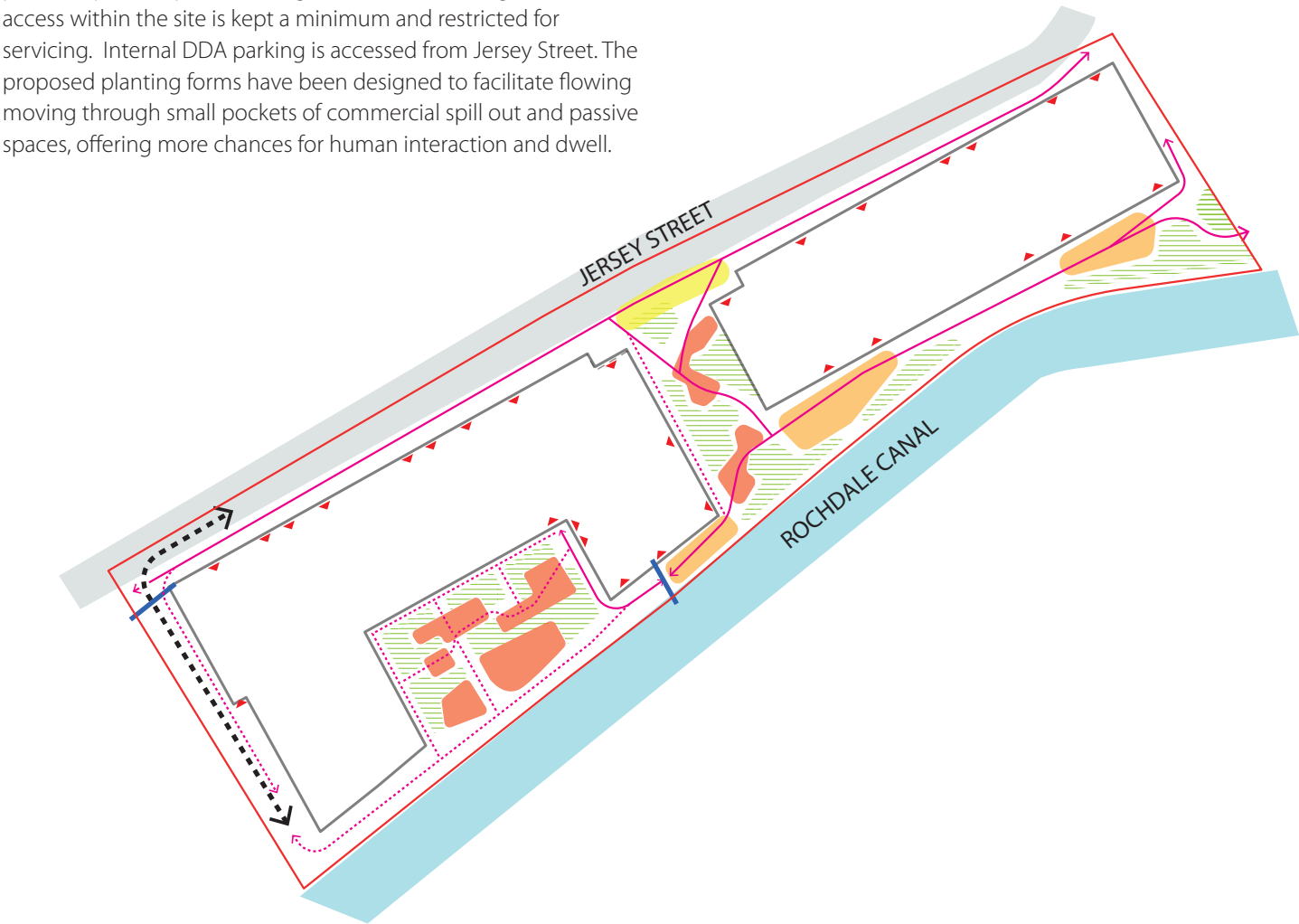


- ▨ Introducing green infrastructure
- Potential spill out space
- ▨ Emerging public and private spaces
- - - Green-link connecting to wider Ancoats
- Key meeting spaces



Movement

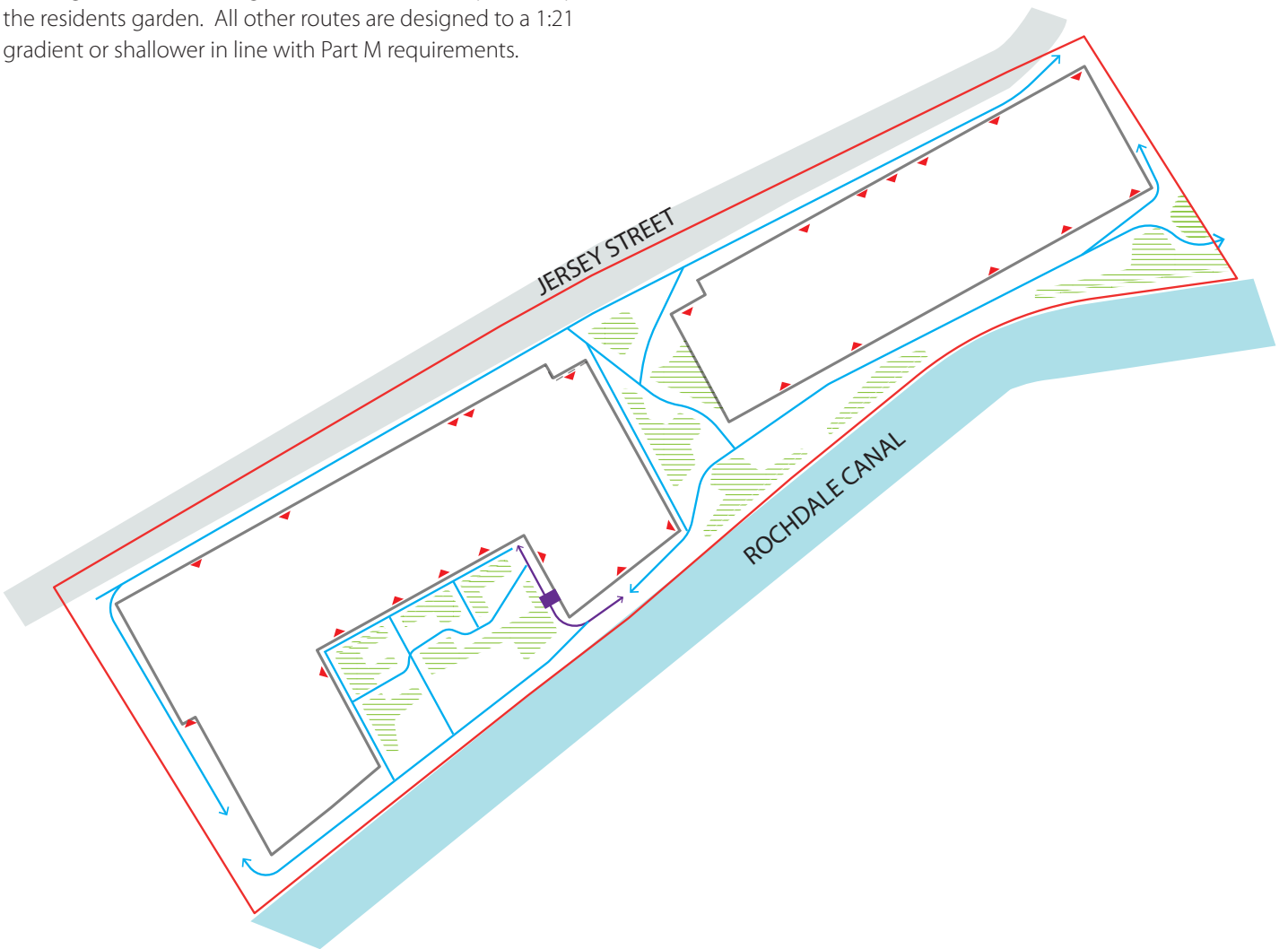
The current design prioritises pedestrian movement within the site to emphasise a sense of safety for the residents transitioning from public to private spaces. Through controlled access gates, vehicle access within the site is kept a minimum and restricted for servicing. Internal DDA parking is accessed from Jersey Street. The proposed planting forms have been designed to facilitate flowing moving through small pockets of commercial spill out and passive spaces, offering more chances for human interaction and dwell.



- Primary pedestrian route
- Secondary pedestrian route
- Vehicular route (service access)
- Controlled access gate
- Commercial spill out
- Threshold into site
- Passive space

Access

The current design ensures the majority of the site is accessible to all residents and visitors. Due to existing level constraints of the building FFL and canal edge a small section of steps are required in the residents garden. All other routes are designed to a 1:21 gradient or shallower in line with Part M requirements.



- DDA accessible route
- None DDA accessible route
- Step



Levels

The removal of the bridge over the former canal arm and lowering of a portion of Jersey Street significantly changes the nature of levels across the site. This reduces the requirement to step many of the units' finished floor levels along Jersey street. The change in levels also allows for new green spaces to be created with a DDA compliant route through the public realm down to the canal edge.



+49.600 Proposed Levels
Step

7.3 Illustrative Masterplan

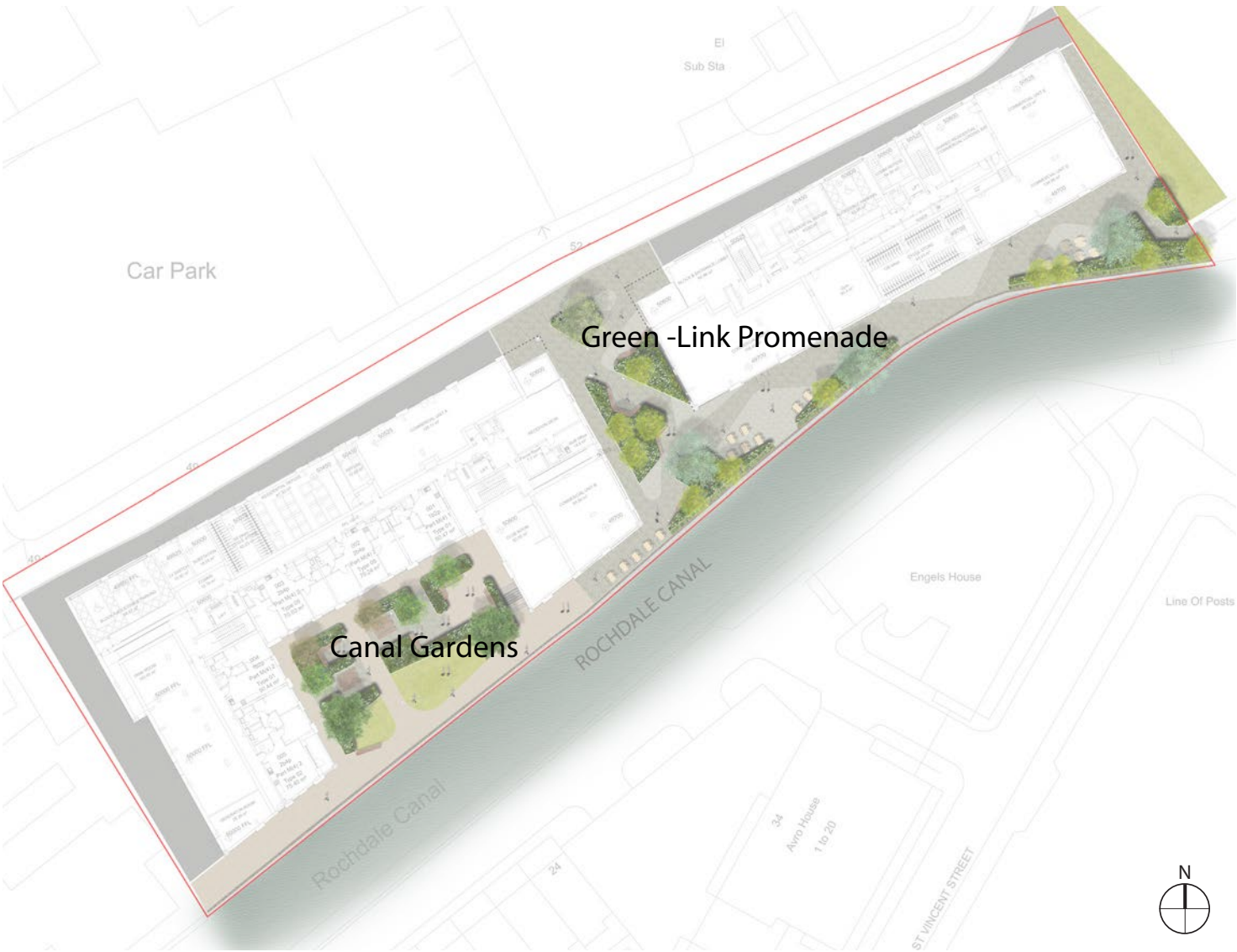
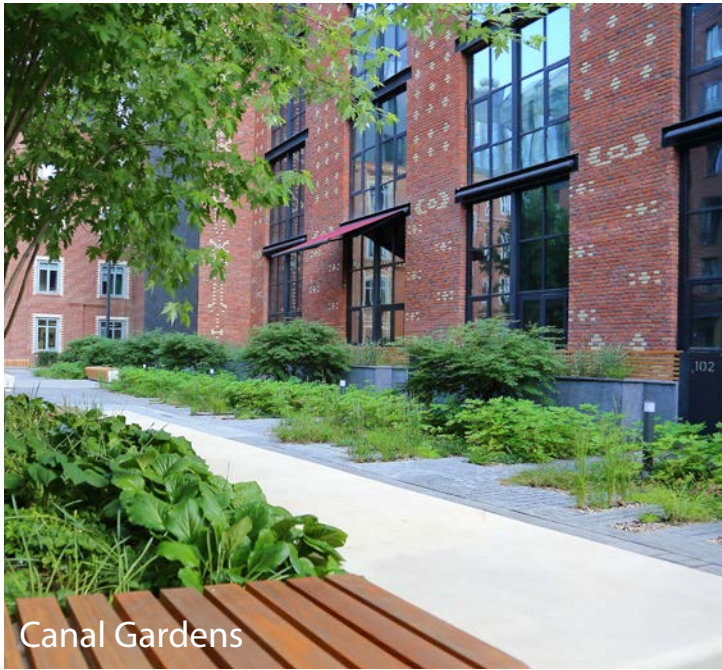
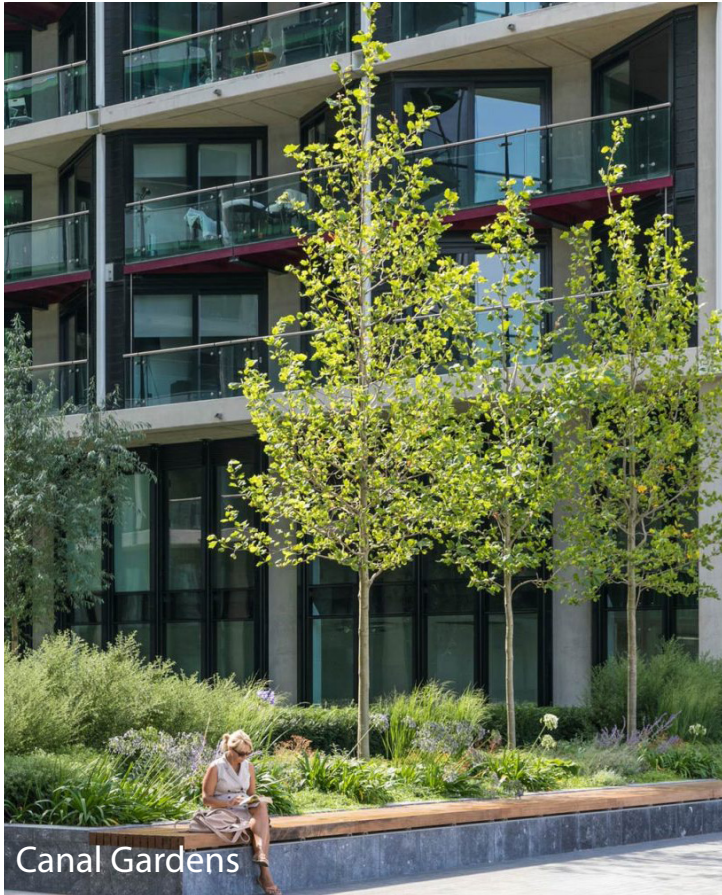
Illustrative Plan

The Illustrative masterplan brings together the different character areas, forming a cohesive and green landscape scheme. Access to the site is improved through a central gentle slope which leads to the canal from Jersey Street. Spill out space is provided for the commercial units whilst allowing a generous route along the canal's edge. A private south facing residents garden is proposed with a positive aspect towards the canal frontage.



- 1 Green link- threshold into public realm formed by raised planters and curved seating
- 2 Semi mature feature tree
- 3 Pedestrian walkway along Jersey Street
- 4 Proposed commercial spill out areas
- 5 Amenity Lawn area

Character Areas



Boundary Treatment

Due to the nature of the private Canal Garden controlled access is proposed from the public realm. A 2.2m solid fence with a perforated pattern is proposed with an access gate. This will cantilever over the coping stone to discourage trespassing.

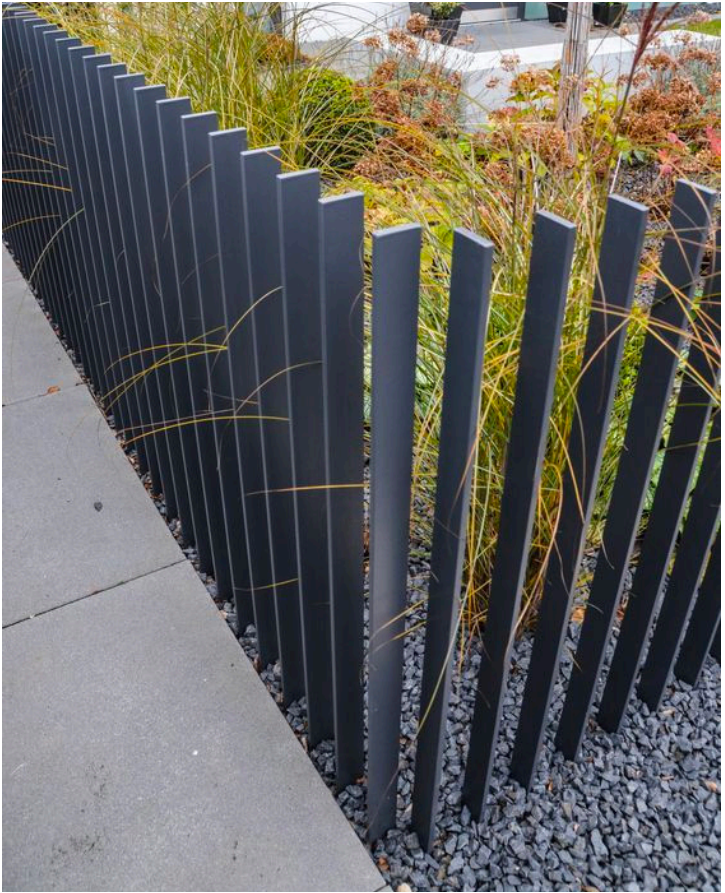
A 1.1m balustrade is proposed to run parallel behind the existing canal edge coping as an edge protection.

Due to the mixed use nature of the development & possibility of alcohol consumption along the Canal frontage the following measures are proposed to ensure water way safety within the public realm:

- Balustrade edge protection along the canal frontage in residents garden and at main pinch point.
- Provision of signage & safety equipment such as throw lines & water buoys. Risk assessments to be provided by management of the commercial units.



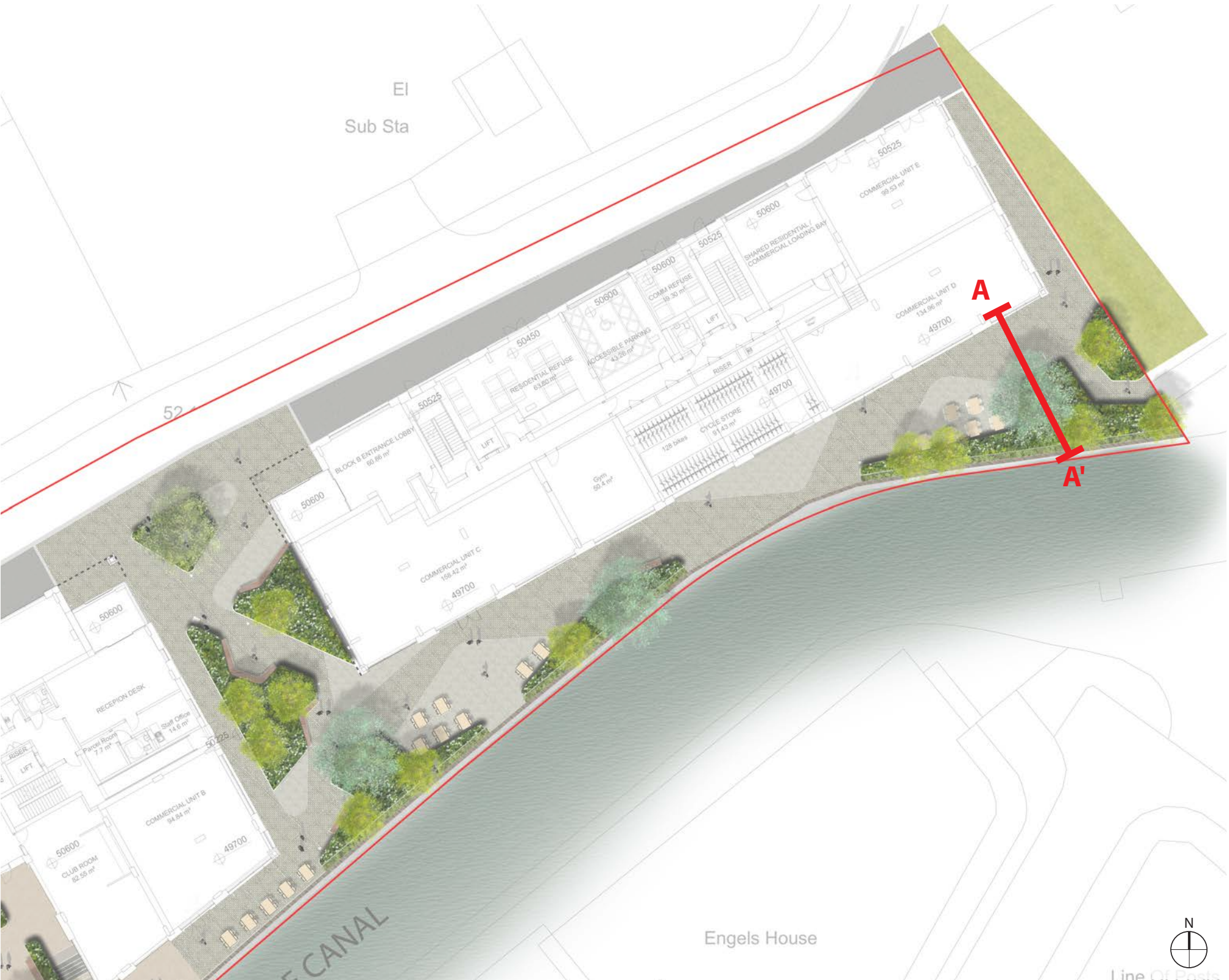
- 2.2m fence
- - 1.1m Balustrade fixed to retaining wall adjacent to canal edge
- Controlled access gate



Green Link Promenade

The western section of the Green-Link Promenade acts as the threshold into the site with a proposed semi-mature feature tree creating a structural interest along the Jersey street frontage.

Further into the green link forms a passive spaces for visitors to dwell, meet & socialise. The promenade utilises the Rochdale Canal to create an exciting and active frontage to commercial units and promenade. These spaces are underpinned by raised planters which create various pocket spaces and allow for a desire line for site users.



Green Link Promenade

The precedent images below illustrate the desired character for the treatment of the Green Link which will tie into the wider Ancoats public realm strategy.



- 1 Canal promenade
- 2 Raised planter
- 3 Existing canal edge coping
- 4 Rochdale Canal

Section A-A



Canal Gardens

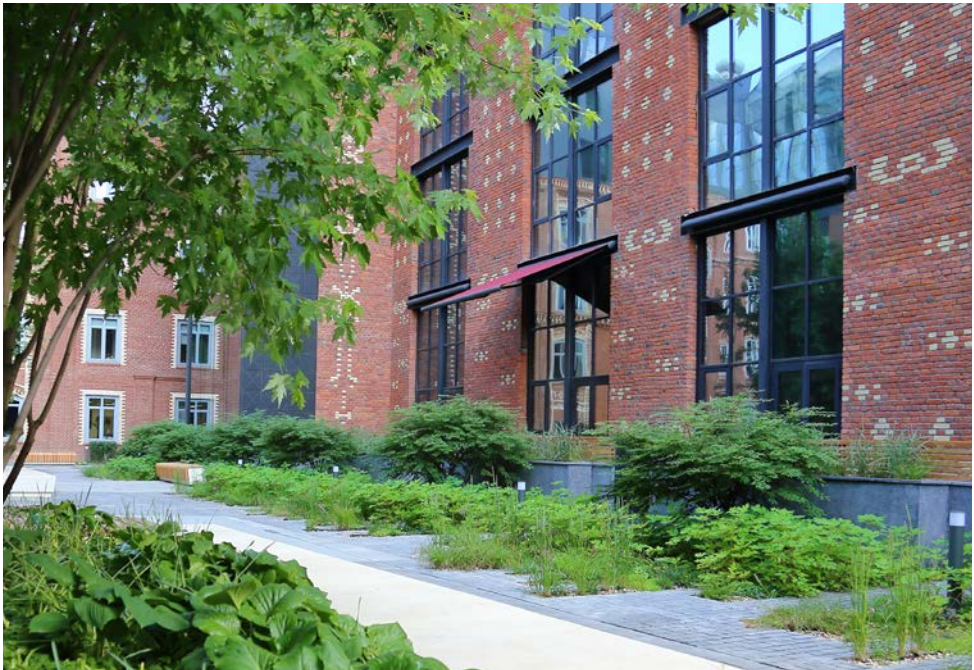
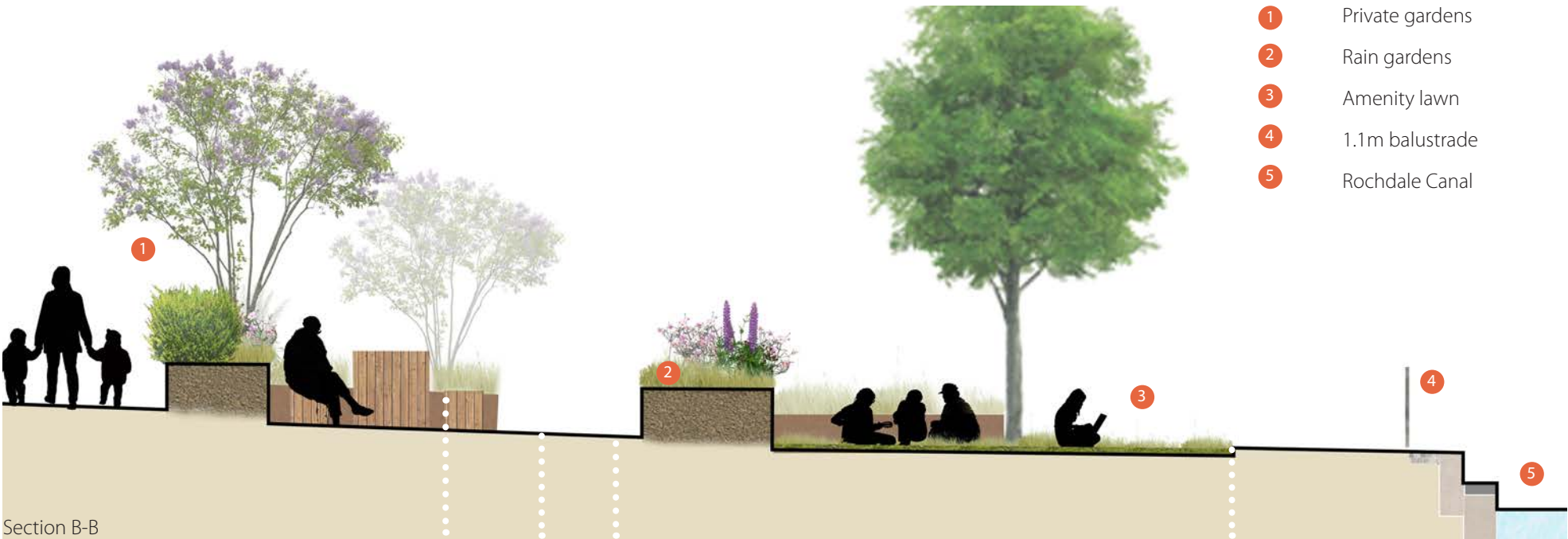
The Canal Garden offers the Jersey Wharf residents opportunity to a shared communal private courtyard space facing the canal. Residents can gather, play, socialise and dwell in a south facing space framed by structural planting and a proposed amenity lawn. The green infrastructure supporting SUDs functionality helps to further define the nature of these spaces whilst assisting with storm water management.

The precedent images adjacent illustrate the desired affect for the treatment of the Canal Garden.



Canal Gardens

The precedent images below illustrate the desired affect for the treatment of the Canal Garden.



7.4 Tree Replacement Strategy

Existing Trees

The Arboricultural tree constraints plan illustrates 3no. Individual trees (T1,T2 & T3) and 4no. groups.

T1 is a category B tree proposed for removal under a separate planning application, ref. 133406/VO/2022. T2 is a category U tree in poor condition due to being stunted by T1 and is recommended for removal by the Arboriculturalist. Although T3 is a category C in good condition, the tree is of low quality and value. Its growth in hardstanding would likely limits its potential future growth and amenity value.

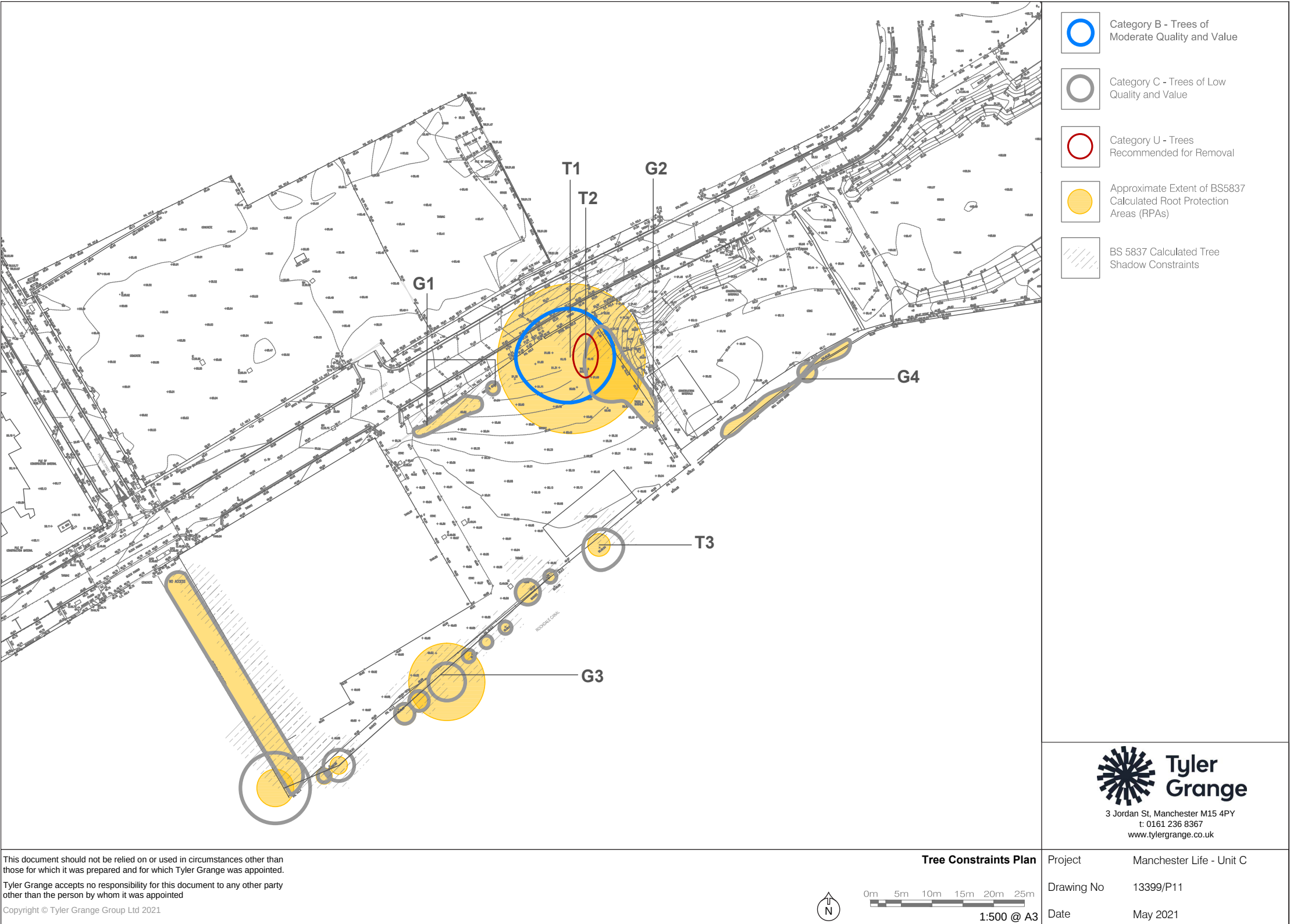
G1,G2,G3 & G4 are low quality self seeded small & young trees with limited value on site.



Site photo - Category B tree (T1)



Site photo - category C trees along canal front



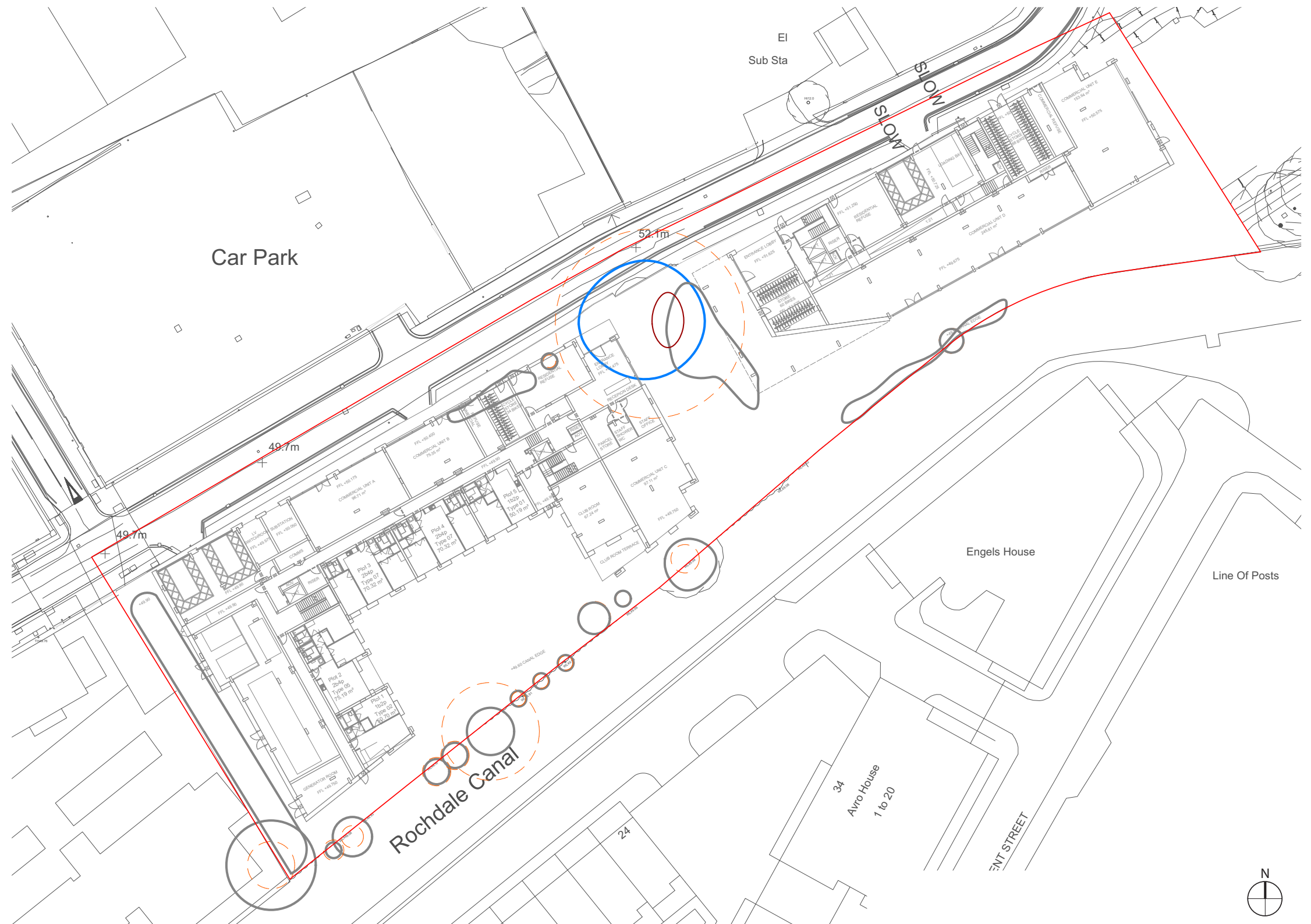
Tree Replacement Approach

The tree replacement strategy is guided by Manchester City Council's 3:1 ratio tree replacement guidance. Due to the low quality and limited value of self seeded small young tree groups (G1-4) which currently grow in hardstanding these groups will not be included in the calculation of the 3:1 replacement strategy.

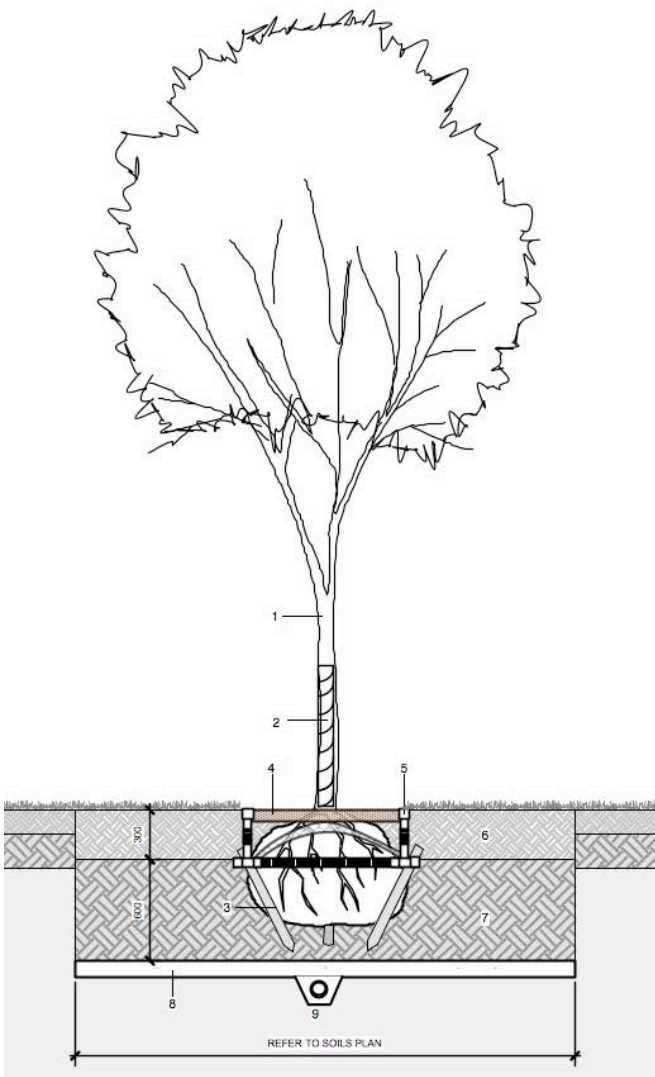
The proposed development overlaid with the Tree Survey shows the extents of the category B T1 (Black Poplar) tree's RPA. A significant portion of this and the crown of the tree falls within the proposed development footprint which restricts the possibility of retention. T2 & T3 are proposed for removal due to the limited potential future value.

Our understanding of the 3:1 ratio replacement strategy would require 9no. trees replace the loss of T1, T2 & T3.

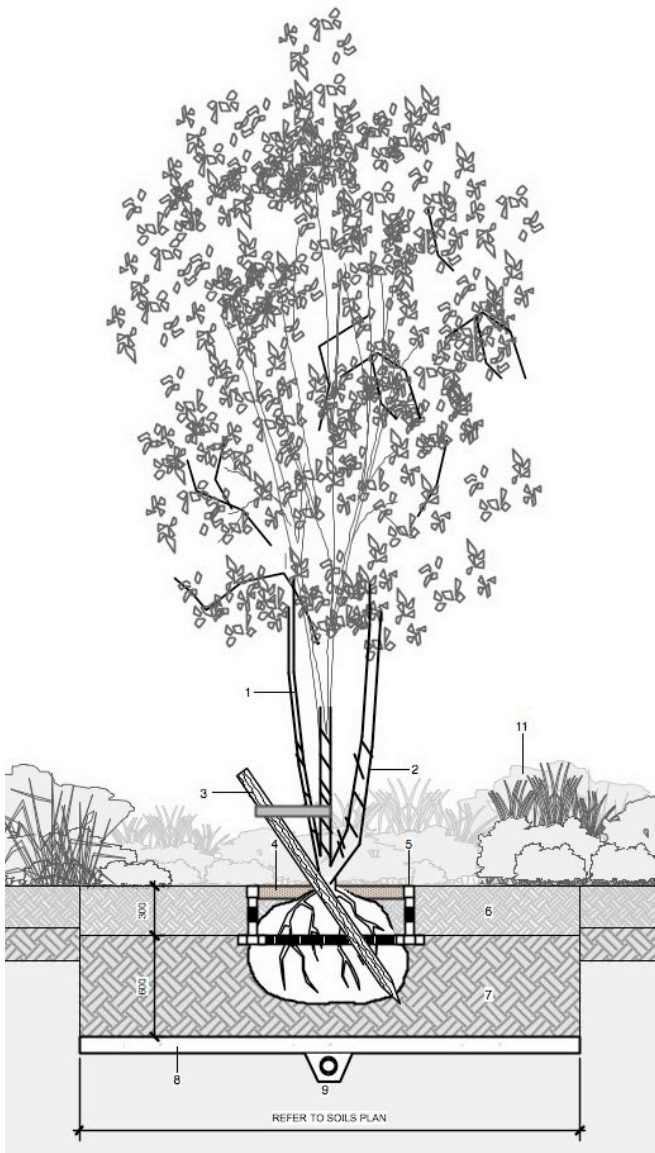
The landscape scheme proposes the introduction of 24 new trees.



Proposed Tree Schedule and Tree Detail



Semi-mature tree planting



Multi-stem Tree

- 1. Semi-mature tree planting.
 - 2. Hessian wrapping to trunk.
 - 3. Triple staked detail underground guying detail.
 - 4. 75mm Bark mulch layer 800mm diameter to each tree pit.
 - 5. Water and air pipe system.
 - 6. Imported topsoil to top 300mm depth of tree pit / trench.
 - 7. Imported subsoil to bottom 600mm depth of tree pit / trench.
 - 8. Drainage layer 100mm clean stone to base of tree pits.
 - 9. If necessary due to ground conditions (poor water percolation), tree pits to have active drainage connections to drainage system.
-
- 1. Multistem tree.
 - 2. Hessian wrapping to trunk.
 - 3. 100mm diameter turned timber stake 750mm above ground level secured at 45% angle into prevailing wind, securing tree with flexible tree ties. Minimum length 1800mm. Dyed black.
 - 4. 75mm Bark mulch layer 800mm diameter to each tree pit.
 - 5. Water and air pipe system.
 - 6. Imported topsoil to top 300mm depth of tree pit / trench.
 - 7. Imported subsoil to bottom 600mm depth of tree pit / trench.
 - 8. Drainage layer 100mm clean stone to base of tree pits.
 - 9. If necessary due to ground conditions (poor water percolation), tree pits to have active drainage connections to drainage system.

Proposed Trees

The proposed tree strategy introduces 24no. new high quality semi mature trees within the design planted in soft landscape with additional underground support systems to ensure growth, and amenity value to the users and wider Ancoats.

Tree planting on the scheme is driven by a number of objectives. The desire to create a green external spaces which is more relative to human scale, linking into future plans for the wider green network and improving the biodiversity on site.

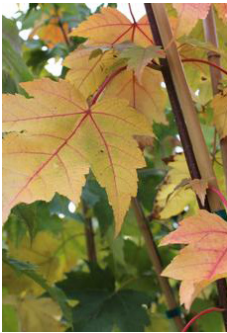


- 
- ## Proposed Trees
- 1 *Acer x freemanii* 'Armstrong'
 - 2 *Liquidambar styraciflua* 'Moraine'
 - 3 *Gleditsia triacanthos* 'Skyline'
 - 4 *Cornus controversa* 'Variegata'
 - 5 *Amelanchier x grandiflora* 'Robin Hill'
 - 6 *Acer palmatum* 'Osakazuki'

Proposed Trees



Acer x freemanii 'Armstrong'



Liquidambar styraciflua 'Moraine'



Gleditsia triacanthos 'Skyline'



Cornus controversa 'Variegata'



Amelanchier x grandiflora 'Robin Hill'



Acer palmatum 'Osakazuki'



7.5 Softworks

Proposed Planting

The aim of the planting to the courtyard and public realm is to create a high quality verdant spaces with seasonal interest and structure which will not only create tractive green space for people but wild life also.

This is a achieved through mix of planting arrangement varying in size and an emphasis on evergreen plants which provide year round interest and shelter for wildlife. The lush and shade tolerant style planting is influenced by future site conditions.



Asarum europaeum



Bergenia 'Abenglocken'



Geranium sanguineum 'Album'



Euphorbia amygdaloides robbiae



Liriope muscari



Astilbe 'Deutschland'

Key Low -medium Planting 10-50cm



Luzula nivea



Athyrium filix-femina



Hosta Frances Williams'



Matteuccia struthiopteris



Blechnum spicant



Hakonechloa macra

Key Medium-Heigh Planting 50-100cm



Mahonia eurybracteata ganpinensis Soft Caress'



Prunus lusitanica (Hedge)



Sarcococca confusa



Anemone x hybrida 'Honorine Jobert'



Skimmia x confusa 'Kew Green'



Skimmia japonica 'Rubella'

Key Heigh Planting minimum 100cm



Allium ursinum



Cyclamen coum



Galanthus nivalis



Ipheion uniflorum



Ornithagalum nutans



Anemone blanda 'White Splendour'

Bulb Planting

 Evergreen Planting

Proposed Rain Garden Planting

The Rain garden planting not adds to the diversity of planting which is used in the Canal Garden, it also filters and cleans storm water runoff slow the process of water absorption into the ground. The selection of plants used are typically tolerant to wet and dry soil, this creates a dynamic condition which is attractive for wildlife.



Lythrum salicaria



Luzula nivea



Lobelia cardinalis



Leucanthemum vulgare



Iris pseudacorus



Zantedeschia aethiopica 'Crowborough'



Crocsmia 'Lucifer'



Carex pendula



Sambucus nigra Black Lace



Hakonechloa macra *Cornus sanguinea* 'Midwinter Fire'



7.6 Hardworks

Surfaces

The proposed palette of surface materials has a consistent and high-quality character chosen as a durable and in character with Ancoats wider post industrial character. A combination of granite paving and setts proposed in the key character areas to distinguish and define spaces. The final materials proposed along Jersey Street are subject to the wider public realm study currently in progress.



Natural Stone Mix 1
Medium module paving to canal frontage
Type: Portuguese granite
Colour: 50% Santa Eulalia, 30% Amarelo Ariz & 20% Azul Platino (Flamed)
Size: 150-300(W)x100mm (L) x Depth tbc



Natural Stone Mix 2
Small module paving to canal frontage
Type: Portuguese granite
Colour: 50% Santa Eulalia, 30% Amarelo Ariz & 20% Azul Platino (Flamed)
Size: 100(W)x100mm (L) x Depth tbc



Resin Bound Gravel
To residential areas
Type: Natural aggregate, pedestrian and light vehicle use
Colour: Aztec Gold
Size: 6mm aggregate, medium texture
Supplier: Sureset or similar



Tarmacadam Surface
To Jersey Street pavements, refer to engineer's specification.

Note: subject to public realm development.



Natural Stone Granite Sett
To canal edge strip
Type: Portuguese granite
Colour: Azul Platino (Split)
Size: 90(W) x 90mm (L) x Depth tbc
Supplier: Hardscape or similar



Furniture

The proposed palette of furniture materials lends itself primarily to the historic character of Ancoats. The primary material used in the public & private realm will be timber topped furniture integrated with raised steel planters.





View from Rochdale Canal

8. Movement and Access

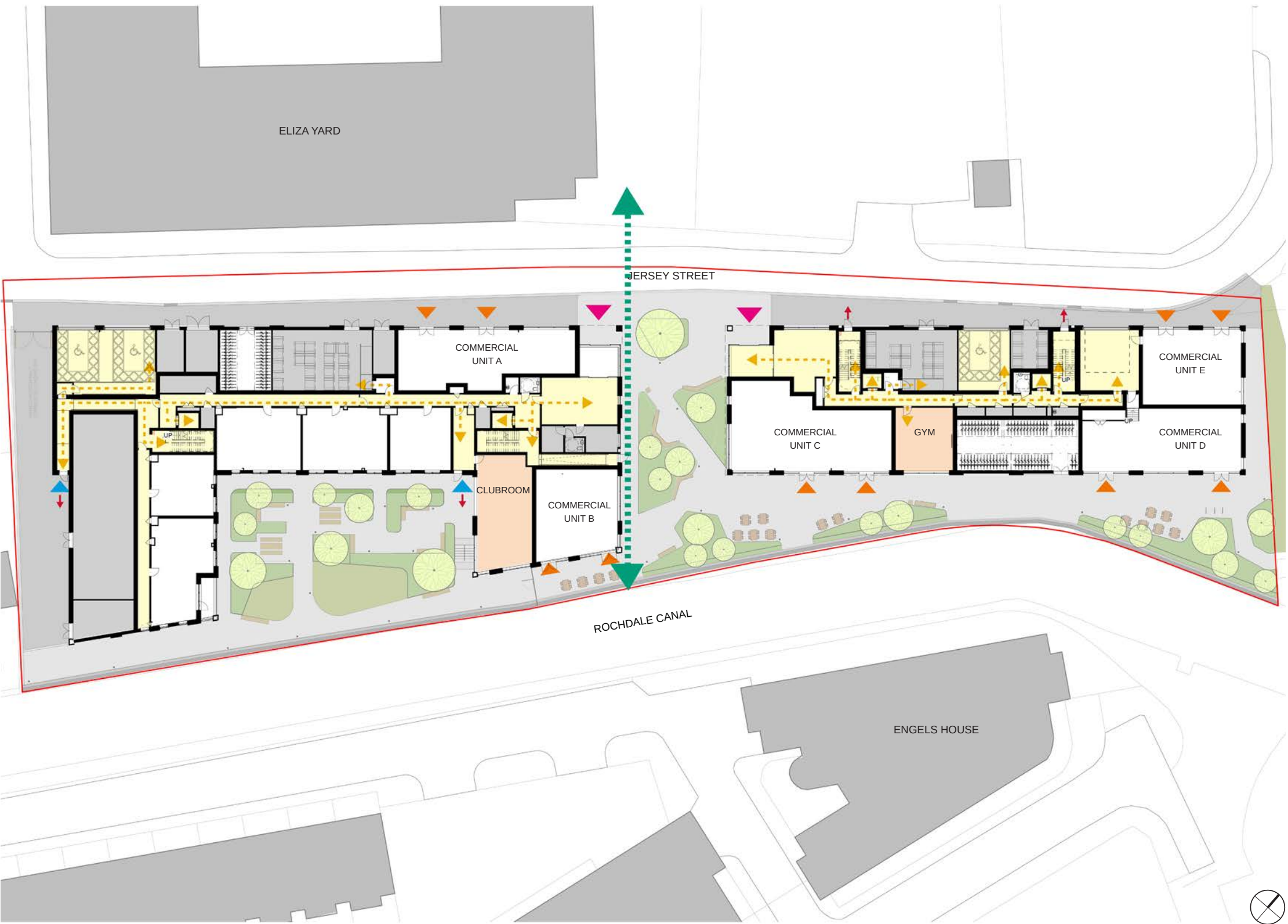
8.1 Pedestrian Movement and Access

Both blocks are accessed from Jersey Street, with the entrances bookending the new linear park. The main entrance lobby in the west block allows residents to pass through the building to the private courtyard and club room at the back. A concierge will be located within block A where they will have control of the parcel store and cctv for site. This space includes a draft lobby at the front for the thermal comfort of the interior and welfare facilities at the rear. In addition, the front lobby acts as a secure vestibule, accessed via a key fob.

The main entrance lobby to the east block will have secure fob access only. The lobby will contain informal seating for residents. Access to the gym is through the east lobby.

From both entrance lobbies residents have direct access to their respective building cores, both with a staircase and single lift to all floors.

- Key
- Site boundary
 - Residential primary entrance
 - Residential terrace access
 - Private apartment entrance
 - Residential access route
 - Commercial entrance
 - Green link connection
 - Exits



8.2 Vehicle Access and Cycle Storage

Two bike stores with double stacked bike racks have been provided to accommodate space for one bike per apartment. Both stores are directly accessed from the street/public realm preventing the need to push bikes through the entrance lobbies.

Three DDA parking spaces with EV charging points are included within the two blocks. All of these spaces are accessed off Jersey Street and controlled by a roller shutter.

Two loading spaces for vans are also provided within the development. The internal loading bay within the eastern block will have a height restriction of approx 2.5m due to building constraints, the western block has an external loading bay. Both of these access points will be secured with a roller shutter for former and a access control gate for the later.

Key

Site boundary

Parking entrance

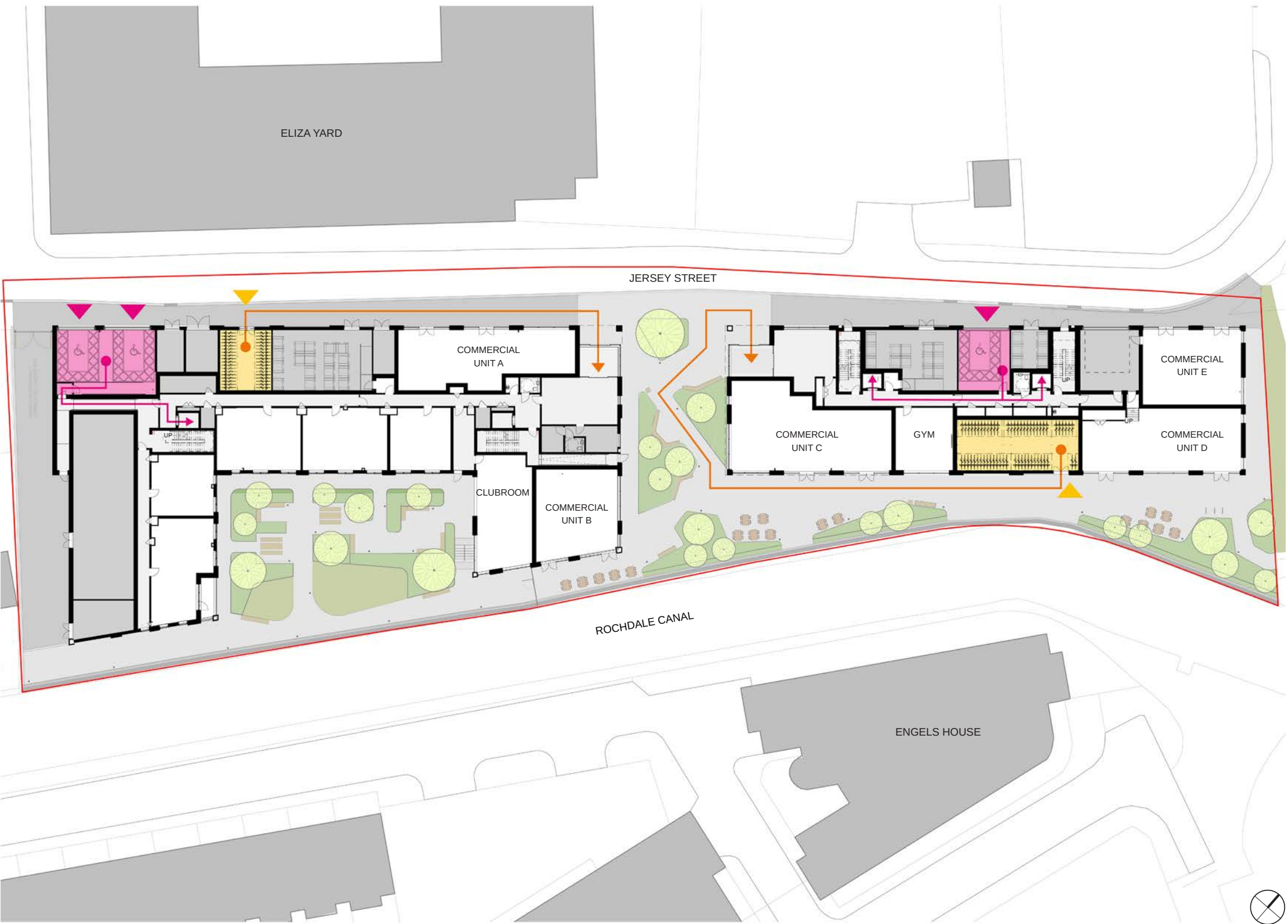
Cycle store entrance

Wheelchair access to lift

Access route to building entrance

Parking

Cycle store



8.3 Waste Management

All new developments must meet the requirements of Part H6 of the Building Regulations 2000 (solid waste storage) which states:

- Adequate means of storing solid waste shall be provided; and
- Adequate means of access should be provided for people in the building to the place of storage, and, from the place of storage to a collection point agreed by the waste collection authority.

The waste collection authority is Manchester City Council. MCC have produced guidance on the amount of waste storage required for both new residential and commercial developments. The document we have used to calculate the amount of residential refuse storage is the *Manchester Residential Quality Guidance Document*. We have used the *Manchester City Council Waste Storage and Collection Guidance for New Developments Document* to calculate the volume of refuse storage for the commercial units.

MCC also require a Waste Pro-Forma to be submitted with planning applications. A meeting to discuss the waster requirements for the project with MCC occurred on the 15th November 2021.

Residential Waste Forecast

The *Manchester Residential Quality Guidance Document* advises that for high density developments, each property is entitled to 110 litres of refuse capacity per week. This is split into 50% general waste, 25% pulpable (paper / card) recycling and 25% co-mingled recycling (plastic / metal / glass).

The calculation below assumes a weekly refuse collection.

Total volume of storage required for weekly collection		
190 apartments x 110 litres storage capacity = 20,900 litres		
General Refuse	50%	10,450 litres
Pulpable Recycling	25%	5,225 litres
Co-mingled Recycling	25%	5,225 litres
Total no. of 1100 litre Eurobins required		
20,900 litres / 1100 litre bin = 19 bins		
General Refuse		10 bins
Pulpable Recycling		5 bins
Co-mingled Recycling		4 bins

The calculation below assumes a fortnightly refuse collection so the requirement has been doubled to 220 litres per apartment. All refuse will be stored in 1100 litre Eurobins.

Total volume of storage required for fortnightly collection		
190 apartments x 220 litres storage capacity = 41,800 litres		
General Refuse	50%	20,900 litres
Pulpable Recycling	25%	10,450 litres
Co-mingled Recycling	25%	10,450 litres
Total no. of 1100 litre Eurobins required		
41,800 litres / 1100 litre bin = 38 bins		
General Refuse		19 bins
Pulpable Recycling		10 bins
Co-mingled Recycling		9 bins

Commercial Waste Forecast

Manchester City Council Waste Storage and Collection Guidance for New Developments states that: 2.6 litres per metre squared of gross floor space of refuse is required for offices and 5 litres per metre squared for retail; and restaurants/fast food outlets require 1500 litres per 20no. dining spaces.

The use class for the commercial units is class E and this allows for units to be either office, retail or restaurant outlet. Unit D is the only unit designated as a restaurant. We have assumed all other units as retail for the purposes of the refuse calculation as this is the most onerous calculation.

Number of bins based on weekly collection

Total volume of storage required	
Commercial Unit A	126 sqm x 5 = 630 litres
Commercial Unit B	95 sqm x 5 = 475 litres
Commercial Unit C	158 sqm x 5 = 790 litres
Commercial Unit D (assume 80 covers)	= 6000 litres
Commercial Unit E	100 sqm x 5 = 500 litres
Total = 8395 litres	
Total number of 1100 litre Eurobins required	
8395 litres / 1100 litres = 8 bins	

Waste Storage

A refuse store has been provided within each block, located adjacent to the entrance core, allowing residents to travel downstairs and dispose of waste without leaving the building.

One commercial refuse store has also been provided in each building. This will be shared between the commercial units.

All refuse will be collected kerb side on Jersey Street.

The MCC document, *GD 04 Waste Storage and Collection Guidance for New Developments Version 6* states that the development needs to provide 0.43m2 of refuse space per apartment. Therefore the minimum space requirements for the refuse storage will be 82 sqm. Jersey Wharf provides a total of 145 sqm of refuse store, so exceeds this guideline. This area accommodates 38no. 1100L residential refuse bins in the scheme.

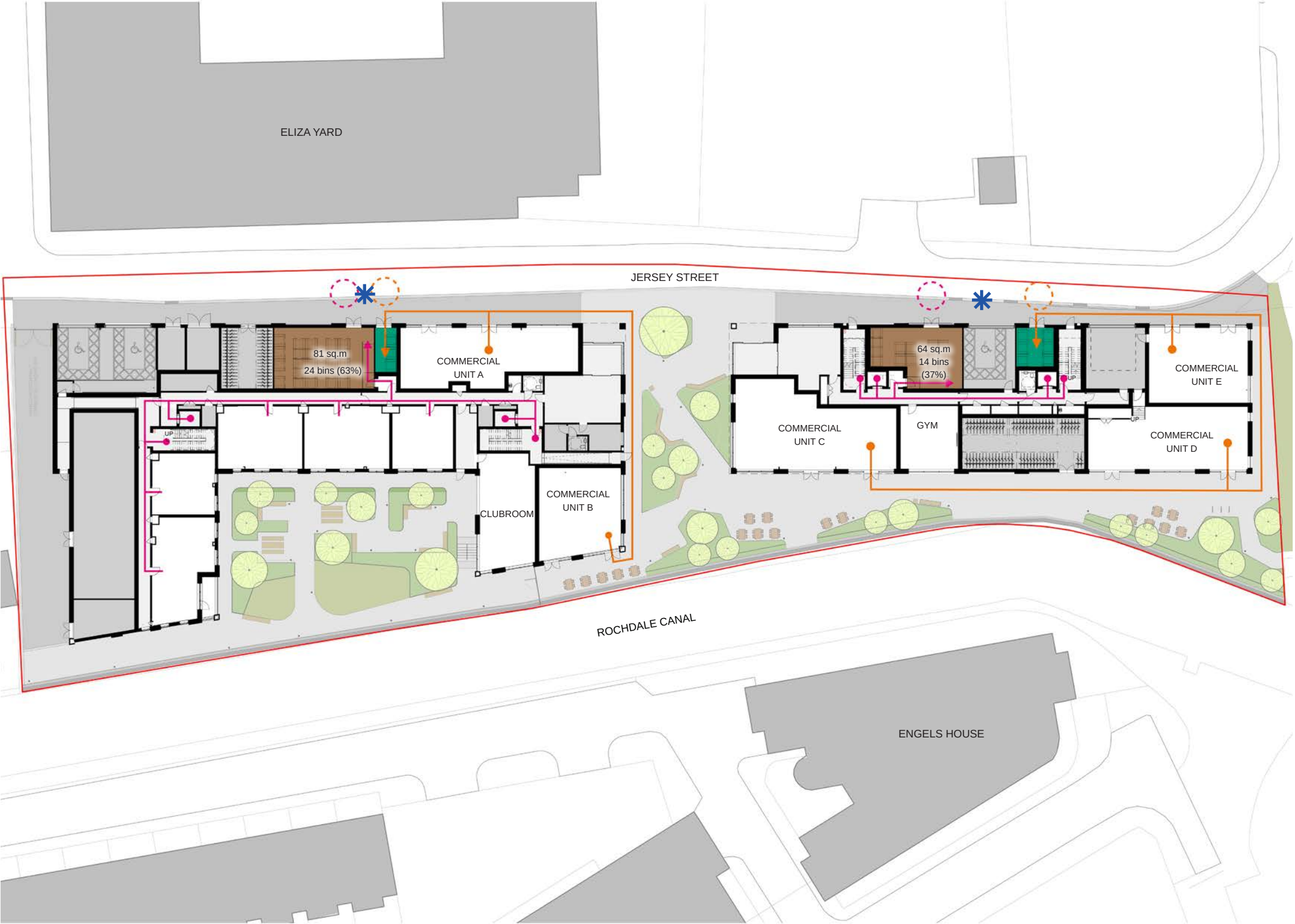
Block A has 117 units, which is 62 % of the total residential accommodation. Block B has 73 units, which is 38% of the total residential accommodation. The number of bins in each of the bin stores reflects the proportion of residential accommodation the bin store serves - 63% of the bins are in block A and 37% of the bins are in block B.

The diagram on the right shows the layout of the Eurobins in the refuse store with a minimum of 1.3 metre clearance for walking, which is defined in the MCC document *GD 04 Waste Storage and Collection Guidance for New Developments Version 6*.

Refuse stores will be ventilated to meet part H of building regulations.

Key

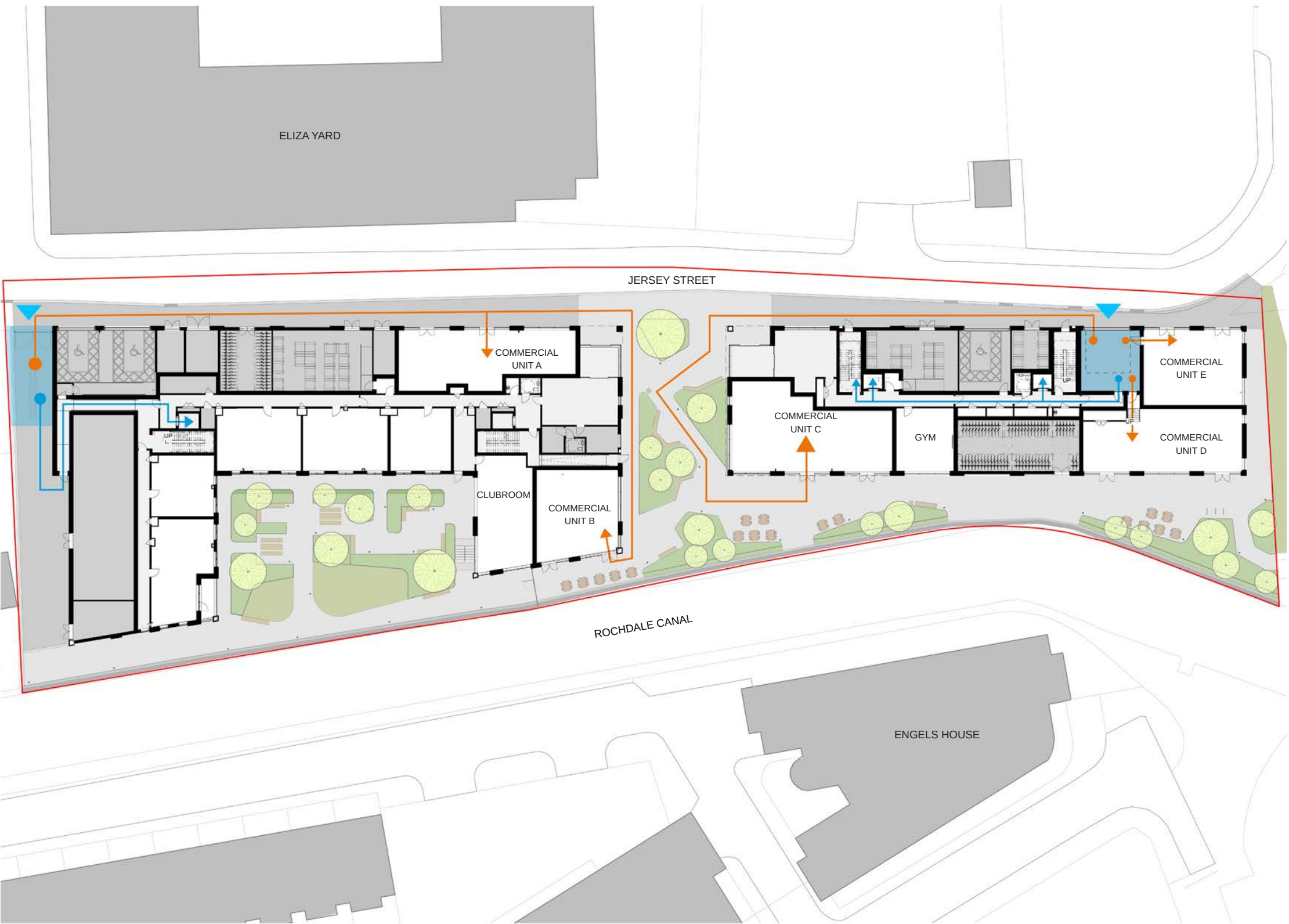
- Site boundary
- Residential refuse access route
- Commercial refuse access route
- Residential refuse collection point
- Commercial refuse collection point
- Residential refuse store
- Commercial refuse store
- Proposed location for bin lorry to park with drop kerb



8.4 Commercial and Residential Delivery

Two loading spaces are also provided within the development. The internal loading bay within the east block will have a height restriction of approx 2.5m due to building constraints, the west block has an external loading bay. These bays allow residents to load and unload furniture to both blocks. The internal bay also enables commercial deliveries to be made.

All of these spaces are accessed off Jersey Street and controlled by a roller shutter or a secure access gate.



- Key
- Site boundary
 - Residential delivery/loading route to lifts
 - Commercial delivery/loading access
 - Loading bay

8.5 Inclusive Access

Level access is covered under three headings: Public realm, building and apartments.

Public Realm

Design for Access 2 (DFA2) has been used as a key reference document in the formation of the public realm/landscape layout.

DFA2 states that access routes should have a minimum unobstructed width of 2000mm, and 1800mm. The main access pathways and primary routes through the yard and public realm are fully compliant with the DFA2 guidance document with access pathways over 1800mm in width. The secondary routes through the resident's garden are more incidental in nature and are provided as secondary routes and features in the landscape. They vary in width with some falling below the DFA2 standard but it is considered that they are more of an ornamental nature pathway than a primary access route.

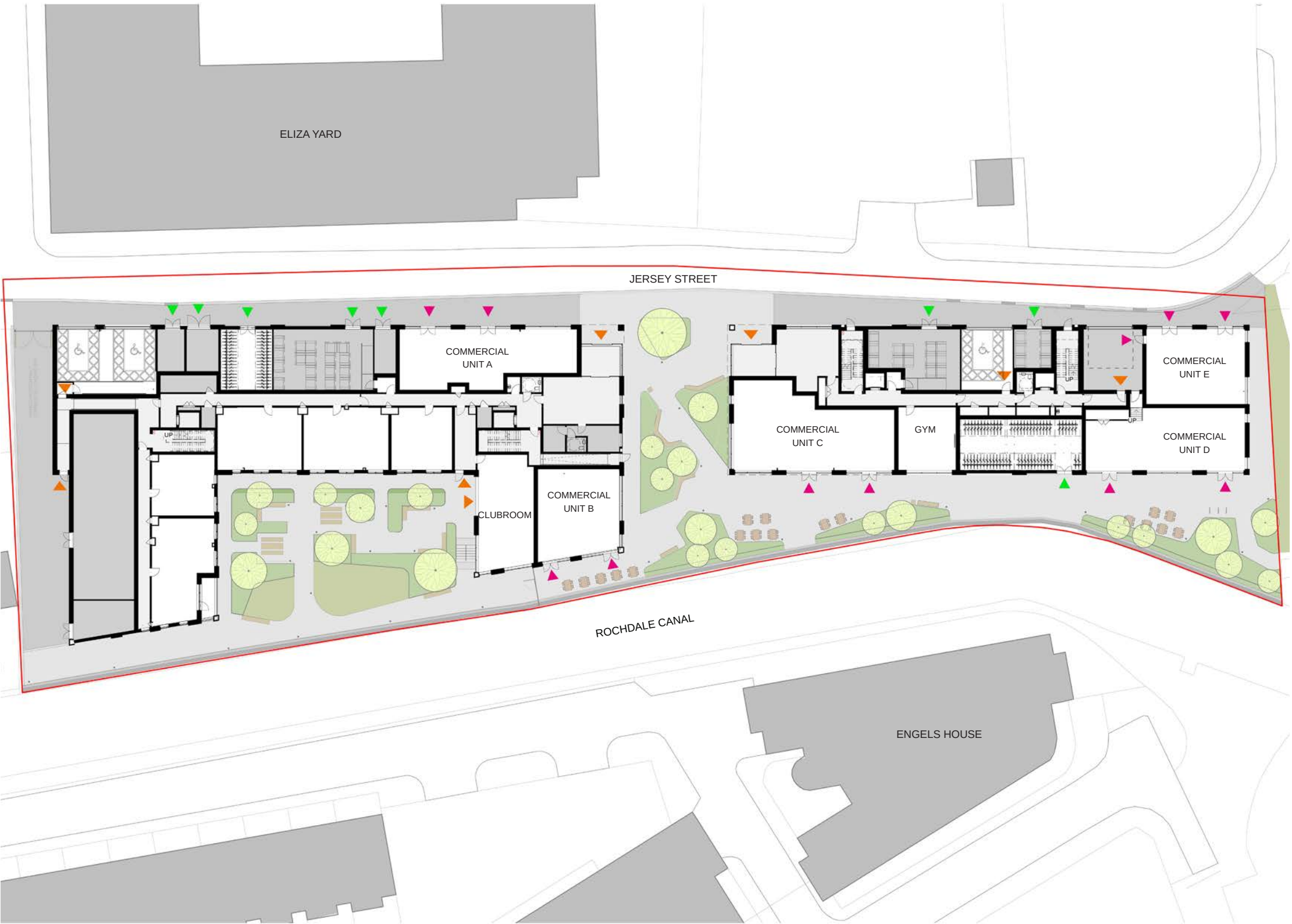
All routes and gradients are no steeper than 1:20 with the landscape being relative flat with subtle level changes.

Building Levels

All landscape/building levels have been designed to enable level thresholds to the buildings without the need for formalised ramps and steps in line with DFA2. From both the front, rear and car park entrances, along with the communal areas at ground floor, step-free access is provided. Every floor can be accessed via one of the passenger lifts in each of the cores. Step free access is also provided to each of the commercial units and ancillary spaces.

Key

- Site boundary
- ▶ Residential level access
- ▶ Commercial level access
- ▶ Ancillary level access



Access Routes

The diagrams on the right illustrates the residential circulation and corridor arrangements within the proposal. The arrangement of the proposal in terms of key dimensions is replicated across each residential level and both cores.

Circulation Corridors

All primary circulation corridors are a minimum 1350mm wide. This is in excess of the 1200mm minimum clear width required by Approved Document M.

However, DFA2 states that corridors and internal spaces should be a minimum of 1800mm wide.

Lift Lobbies

The residential lift lobby's exceed the requirements of DFA2 and Approved Document M which require a 1800mmx1800mm and 1500x1500mm turning circle respectively.



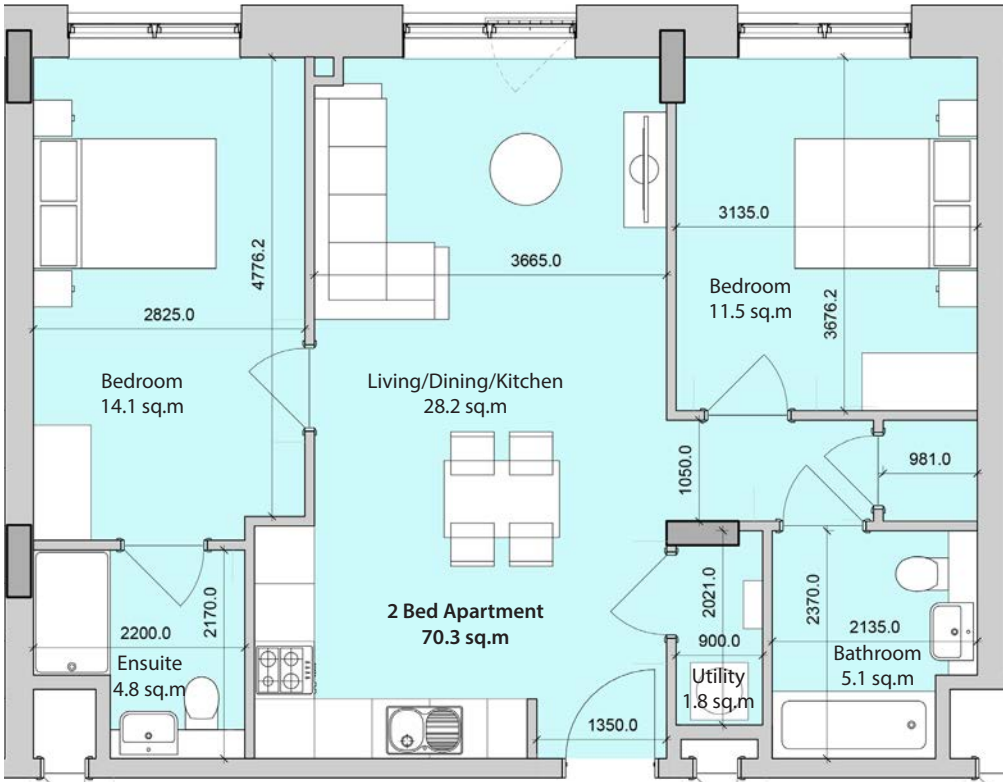
Typical Upper Floor Core Arrangement

Apartments

Of the 190 apartments being provided all of them are single storey and have step free access via the passenger lifts. In line with the requirements of AD M4(1) the entrance storey of each apartment will provide step free access to and use of habitable rooms and a WC. All apartments have been designed to meet both National Space Standards and AD M4(2), except those on the seventh floor which meets National Space Standards and AD M4(1).

Balconies or roof terraces have been provided to all corner and seventh floor apartments. Level access will not be provided to the terraces therefore reducing the standard of these apartments to AD M4(1). Juliette balconies have been provided to all remaining apartments and these are located off the living room.

Jersey Wharf – Part M(4) Category 2 Technical Requirements			
Clause	Requirements	Comments	Achieved?
2.20d	Private entrance door has a minimum clear opening width of 850mm.	Door are standardised at 872mm clear opening.	Yes
2.20f	Minimum of 300mm nib is provided to the leading edge of the door and the extra width by the nib is maintained for a minimum distance of 1200mm beyond it.		Yes
2.20g	The depth of the reveal on the leading side of the door (usually the inside) is maximum of 200mm.		Yes
2.22a	Minimum clear width of hall is 900mm.	Corridors are 1050mm	Yes
2.22b	Any localised obstruction does not occur opposite a doorway and is no longer than 2m in length; and the corridor is not reduced below a minimum 750mm width at any point.	Corridors are 1050mm.	Yes
2.22c	Every door has a min. clear opening as set out in table 2.1.	Corridors are 1050mm. Door are standardised at 826mm clear opening	Yes
2.22d	A minimum 300mm nib is provided to the leading edge of every door within the entrance storey.		Yes
2.24a	Within the entrance storey there is a living area.		Yes
2.24b	1200mm clear space in front and between all kitchen units and appliances.		Yes
2.25a	Every bedroom can provide a clear access route a minimum 750mm wide from the doorway to the window.		Yes
2.25b	At least one double bedroom can provide a clear access zone a minimum 750mm wide to both sides and foot of the bed.		Yes
2.25c	Every other double bedroom can provide a clear access zone a minimum 750mm wide to one side and foot of the bed.		Yes
2.27a	Every dwelling has a room within the entrance storey that provides a WC and basin.		Yes
2.27d	WC facilities door on the entrance storey opens outwards.		Yes
2.29a	Every dwelling has a bathroom that contains a WC, a basin and a bath, that is located on the same floor as the double bedroom (principal bedroom).		Yes
2.29b	WC, basin and bath meet the provisions of diagram 2.5.	Bathrooms are 2000x2200mm	Yes
2.29c	Provisions for a potential level access shower is made within the bathroom if not provided elsewhere within the dwelling.		Yes
Jersey Wharf – DFA 2 Technical Requirements			
Provisions	Requirements	Comments	Achieved?
21.1.10	For single family dwellings, the minimum clear width of halls and lobbies should be 1200mm on all rooms downstairs.		No
21.2.1	A suitable, safe location should be identified within each dwelling for parking and charging a power wheelchair or scooter.		No
21.2.3	At least one accessible bedroom of minimum dimensions 4000mm x 4000mm.		No
21.2.4	Where a development incorporates dwellings with three or more bedrooms, a proportion of these should have a second bedroom of minimum dimensions 3000mm x 3000mm.		N/A
21.2.5	Where possible, ensuite facilities should be provided, of minimum dimensions 2000mm x 2000mm, and should include a WC, a wash hand basin and a shower.		Yes
21.2.6	Where only one bathroom is provided it should have minimum dimensions of 2700mm x 2500mm.		N/A
21.2.9	Circulation space of minimum 1800mm x 1800mm should be available in kitchens after fitting-out.		Yes
21.2.11	Internal doors should have a minimum clear opening of 800mm.		Yes



2B4P - Typical Two Bedroom Apartment

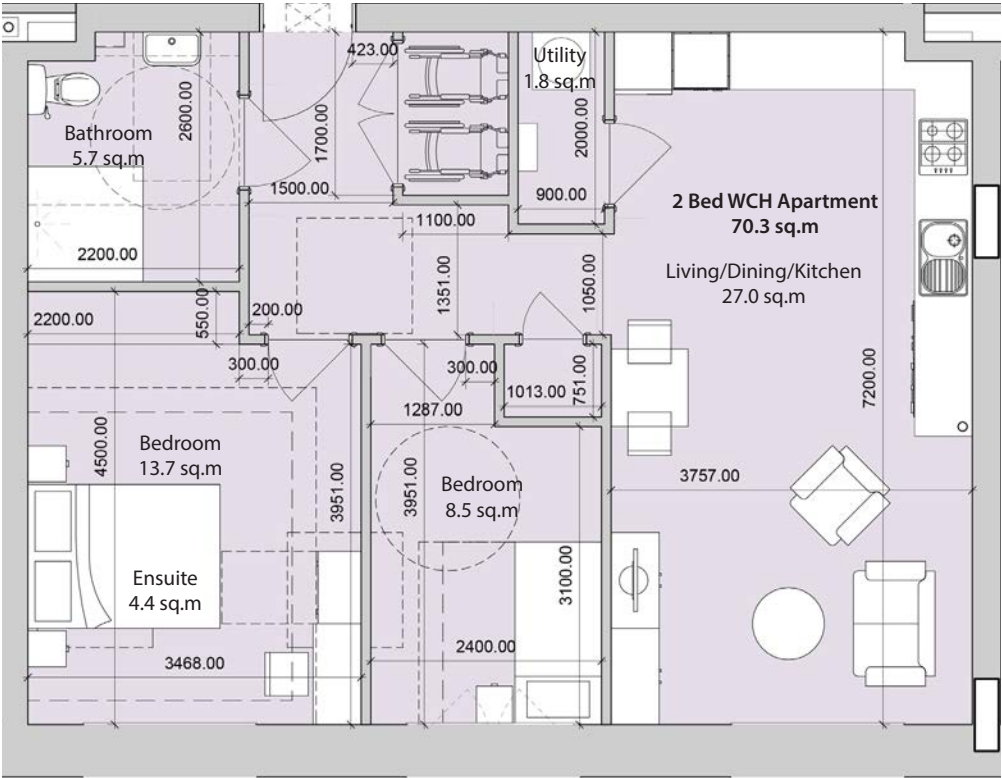
AD M4(3)

Across the development there is a mix of 1B2P, 2B4P and 3B6P apartments with several variants in each type to cater for a wide variety of occupants. Should apartments require adaptation to meet AD M(4)3, a 2B4P apartment will be remodelled to become a 2B3P apartment.

The majority of apartment layouts have been designed to conform to the optional requirements outlined in Approved Document M4(2) Category 2: ‘accessible and adaptable dwellings’ (AD M4 2). Where not possible to meet part M4(2), part M4(1) has been met.

By meeting this criteria it is anticipated that it will be possible to deliver homes that allow adaptation to meet the changing needs of occupants over time, including those of some older and disabled people.

Jersey Wharf – Part M(4) Category 3 Clause Technical Requirements			
Clause	Requirements	Comments	Achieved?
3.22d	There is a minimum 1500mm clear turning circle inside the entrance area, in front of the door when closed.		Yes
3.22e	A minimum 300mm nib is provided to the leading edge of the door and the extra width created by this nib is maintained for a minimum of 1800mm beyond it. A minimum 150mm nib is provided to the hinge side of the door (to allow the fitting of a cage to the inside face of the letter box).		Yes
3.22f	The principle private entrance door has a minimum clear opening width of 850mm, when measure in accordance with Diagram 3.2.		Yes
3.24a	The minimum clear width of every hallway, approach or landing is 1050mm.		Yes
3.24b	Where the approach to a doorway is not head-on, the minimum clear width of the hallway or approach is 1200mm.		Yes
3.24d	Every door has a minimum clear opening width of 850mm, irrespective of the direction of entry, when measure in accordance with Diagram 3.2.		Yes
3.24f	A minimum 300mm nib is provided to the leading edge of every door.		Yes
3.24g	A minimum 200mm nib is provided to the following edge of every door.		Yes
3.25a	A minimum 1100mm deep by 1700mm wide space is available on the entrance storey, preferably close to the principle private entrance for a person to store and charge up to two wheelchairs.		Yes
3.25b	The space is accessible from a space that has a minimum clear width of 1200mm.		Yes
3.26	To make adequate provision for storage of household items, general built-in storage space should comply with Table 3.1 (2 bedrooms = 2.0m²).		Yes
3.21b	The minimum combined internal floor area of living, dining and kitchen space meets the provisions of Table 3.2 (3 bedspaces = 27 m²).		Yes
3.32b	There is a minimum clear access zone 1500mm wide in front of, and between, all kitchen units and appliances.		Yes
3.35b	Every bedroom can provide a minimum 1200mm by 1200mm manoeuvring space inside the doorway, clear of the bed and door (when closed).		Yes
3.35d	A principle bedroom is located on the entrance storey has a minimum floor area of 13.5 m² and is a minimum of 3m wide clear of obstructions.		Yes
3.35e	The principle double bedroom can provide a minimum 1000mm wide clear access zone to both sides and foot of the bed and in front of all furniture.		Yes
3.35h	All single and twin bedroom can provide a minimum 1000mm wide clear zone to one side of each bed and in front of all furniture.		Yes
3.35i	Every single bedroom has a minimum floor area of 8.5m² and is at least 2.4m wide.		Yes
3.43a	The WC, basin, bath (where provided) and shower (and their associated clear zones), meet the provisions in Diagram 3.11. Example of compliant designs are shown in Diagram 3.16	Bathroom layout is based on Diagram 3.16	Yes



2B3P - Two Bedroom WCH Apartment

8.6 Parking Strategy

The total parking provision proposed for the Jersey Wharf development is as follows:

- 3 x disabled parking bays with 7kW charging points are located in the building, accessed directly off Jersey Street.
- 60 spaces allocated to Jersey Wharf with 25% EV Enabled Spaces are located within the Ancoats Mobility Hub.

All disabled parking bays have a dimension of 2.4m x 4.8m with a 1.2m safety zone to allow for wheelchair access. This meets the requirements of Manchester City Council's Design for Access 2 Guidance Document (2003).

The Ancoats Mobility Hub

Parking for Jersey Wharf will be provided within the Mobility Hub. As part of the Poland Street Zone Public Realm Strategy Manchester City Council is developing a neighbourhood transport and movement strategy. This strategy will incorporate a range of traffic regulation orders designed to encourage use of the Mobility Hub and discourage highways issues such as nuisance on street parking in the Ancoats area. It is anticipated that this strategy will be implemented prior to the opening of Jersey Wharf.

It is proposed 60 'Hub' spaces will be allocated to Jersey Wharf. This is based on other MLDC occupier profiles and anticipated demand for car parking spaces. There is a direct and accessible route between Jersey Wharf and The Ancoats Mobility Hub and residents will be encouraged to use the facilities implemented by The Hub, which include the following:

- Dedicated Car Club Facility;
- The use of 60 Car Parking Spaces;
- Bike and e-bike hire facilities from the proposed TfGM city wide cycle scheme.
- Deliveries Hub.

The Mobility Hub has been designed as a piece of neighborhood infrastructure which breaks the tenure link between the home and parking space whilst offering alternative sustainable travel opportunities.

The sustainable travel opportunities that The Hub presents will be promoted to residents of the development from the outset and will be marketed to direct and encourage residents to use The Hub's facilities.

The Hub received planning approval in 2021.



Ancoats Mobility Hub

Cycle

Consistent with recommendations from MCC, 190 cycle parking spaces are proposed at the site representing a 1:1 cycle space to apartment ratio. These are to be located in 2 secure and covered cycle storage areas. Block A cycle storage is accessed off Jersey Street and Block B cycle storage is accessed from the public realm adjacent to the canal.

The image to the right illustrates the area of influence that the Mobility Hub is understood will achieve. The following key characteristics of this area of influence have been considered:

- A 5-minute walk, also known as the “pedestrian shed” is considered to be the distance people are willing to walk before opting to drive.
- Based on the average walking speed a five-minute walk is represented by a radius measuring $\frac{1}{4}$ of a mile or about 400 meters.
- As a result, approximately 1,500 new homes proposed within the Poland Street Zone would not need to provide on-site car parking, leading to better public realm design, more active frontage, improved ground floor uses and less heritage harm.
- Aggregated deliveries can help reduce the clutter and numbers of delivery vehicles on the streets.

As a result the Mobility Hub will provide an alternate and secure option to on-street car parking helping reduce car movements. For pedestrians, the site is within a very sustainable location where a number of pedestrian facilities and links would enable good connections to existing and future local amenities within both a 400 and a 800m radius.

Positioned less than 100m away from the Mobility Hub, Jersey Wharf will have the benefit of immediate parking for residents and the ability to easily access car clubs, the cycle hub, e-bike hire and the parcel delivery centre.



Mobility Hub Map

8.7 Window Cleaning

The external windows will be cleaned by abseil from the seventh floor terrace from a mobile deadweight trolley. Access to the seventh floor will be gained from a stair core in each block. Gated divisions are proposed between private terraces to ensure full perimeter access is achieved. Balconies and ground floor residential windows will be cleaned directly.

Commercial glazing will be cleaned via a water fed extended pole, whilst stood on the public footpath at ground floor level.

There is no allowance for a MEWP on site and any future maintenance will be off scaffold. Windows will be replaced from the inside and manually transported via the lift.

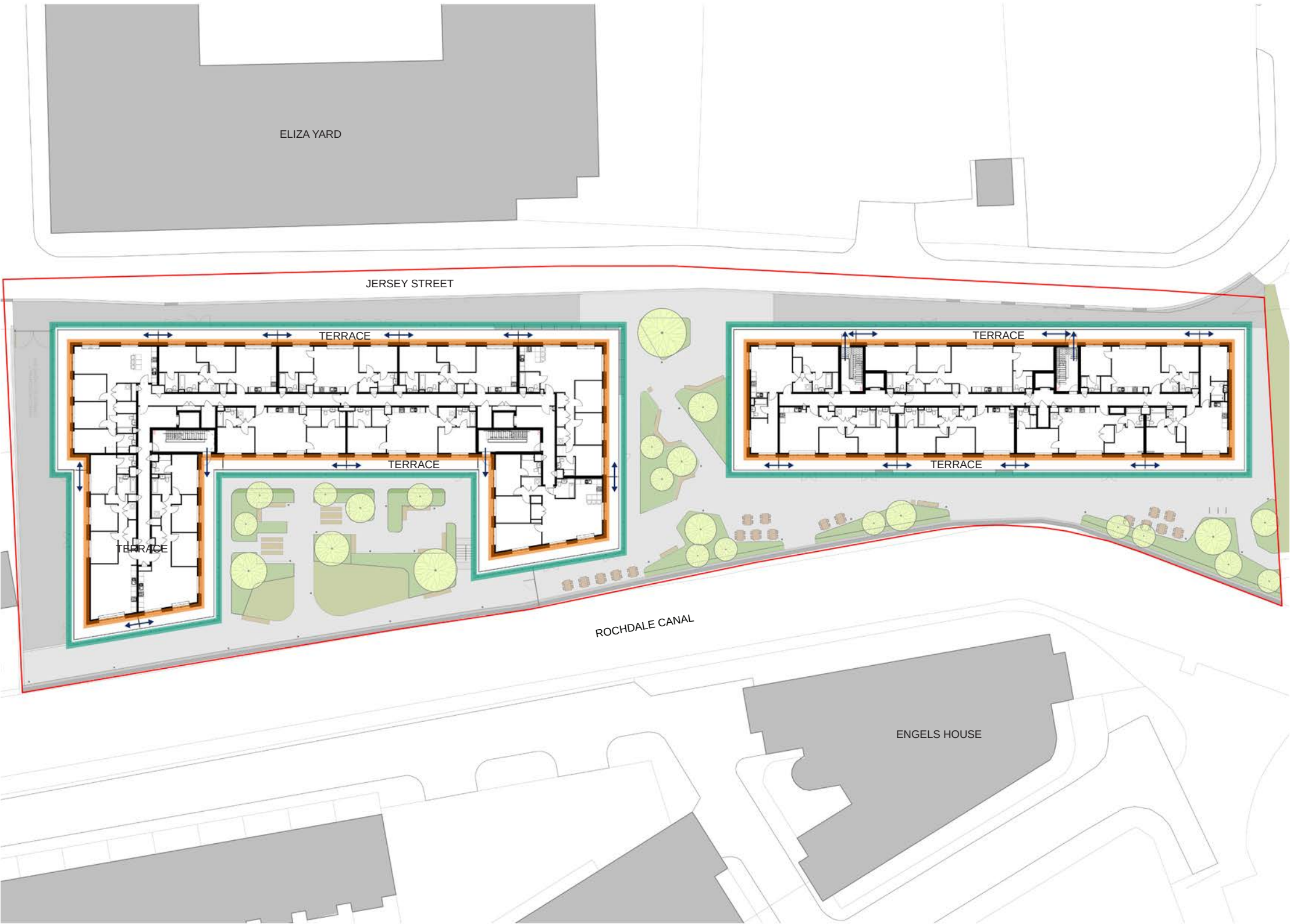
Key

Site boundary

Cleaning from seventh floor roof terrace

Abseiling from seventh floor terrace

Window cleaner access through stair core and privacy screen gates



8.8 Roof Access and Maintenance

At roof level there are PV panels, SVP outlets, AOV's, lift over runs and commercial tenant plant space. Each roof will be accessed via two hatches in each of the building cores on the seventh floor.

An uninterrupted, 1m wide strip ensures a safe route for maintenance crews to manoeuvre around the perimeter of the roof whilst the parapet extends 1100mm high as a protective barrier.

Key

Site boundary

1100mm parapet for edge protection

Roof access via roof hatch

AOV

Commercial tenant plant space

Available space for PVs

Lift overrun



9. Justification and Compliance

9.1 Response to NDF

When developing the design for Jersey Wharf, the principles set out within the NDF have played a key role in guiding the proposal. The Jersey Wharf proposals respond to these principles in the following ways:

Sense of Community • Providing places to go, opportunities to meet people and be part of a community • Creating an inclusive and accessible neighbourhood • Creating a vibrant high-density neighbourhood Connectivity • New development to be balanced and informed by surrounding neighbourhoods • Jersey Street has the potential to become a strong community spine • Create a welcoming place with connections to surrounding areas and key neighbourhood assets • Providing active and human scale streets Local movement and accessibility • Prioritisation of people friendly streets • Neighbourhood with active and productive outdoor space • Improving relationship to existing and new green spaces Parking • Where parking is accommodated it should offer the ability to charge electric vehicles • High level of cycle parking ought to be provided across the area	Form • New development in this context to reshape the density and mix of uses through contemporary, modern, flexible buildings • Development analysis suggests a maximum height of 8 storeys • Outward looking built forms and strengthening urban grain • Providing an efficient and intensive form of development Use • Opportunities for amenity and community infrastructure ought to be welcome where proposed to meet an identified need such as sport and leisure amenities i.e. bike hub Open Space • New spaces could range from larger open spaces through to high quality green streets Sustainability • Supporting the zero carbon agenda • Making every effort to minimise and manage the use of energy, water and materials at each stage of the development cycle
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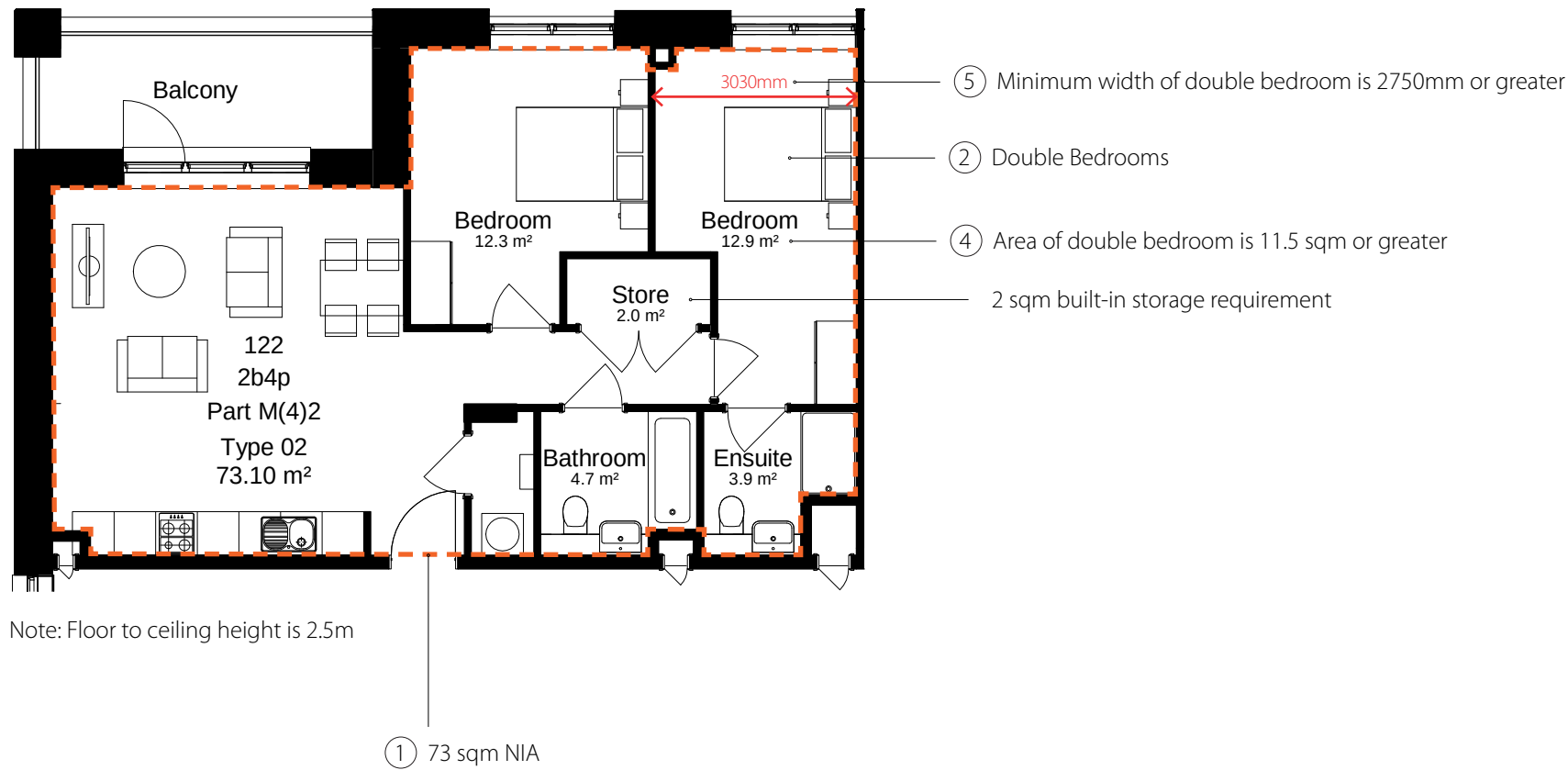
9.2 NDSS Compliance

All apartments in the proposal have been designed to meet or exceed the requirements set out in the Nationally Described Space Standard (NDSS).

The standard requires that:

1. The dwelling provides at least the gross internal floor area and built-in storage area set out in Table 1. 1B2P = 50sq.m, 2B4P = 70sq.m, 3B6P = 95sq.m.
2. A dwelling with two or more bedspaces has at least one double (or twin) bedroom.
3. In order to provide one bedspace, a single bedroom has a floor area of at least 7.5m2 and is at least 2.15m wide.
4. In order to provide two bedspaces, a double (or twin bedroom) has a floor area of at least 11.5m2.
5. One double (or twin bedroom) is at least 2.75m wide and every other double (or twin) bedroom is at least 2.55m wide.
6. Any area with a headroom of less than 1.5m is not counted within the Gross Internal Area unless used solely for storage (if the area under the stairs is to be used for storage, assume a general floor area of 1m2 within the Gross Internal Area).
7. Any other area that is used solely for storage and has a headroom of 900-1500mm (such as under eaves) is counted at 50% of its floor area, and any area lower than 900mm is not counted at all.
8. A built-in wardrobe counts towards the Gross Internal Area and bedroom floor area requirements, but should not reduce the effective width of the room below the minimum widths set out above. The built-in area in excess of 0.72m2 in a double bedroom and 0.36m2 in a single bedroom counts towards the built-in storage requirement.
9. The minimum floor to ceiling height is 2.3m for at least 75% of the Gross Internal Area.

Typical 2b4p Apartment Layout





9.3 Manchester Residential Quality Guidance

The Manchester Residential Quality Guidance was adopted by City Council Executive in December 2017. It outlines the considerations, qualities and opportunities that will help to deliver high quality residential developments. It sets out good design strategy on how new homes combine to create places, about how they relate with one another and contribute towards creating vibrant, healthy, sustainable, safe, resilient and attractive neighbourhoods, or adding to existing ones.

The document sets out nine components that, when combined will inform and help to create high quality residential developments. The following pages illustrate how the scheme responds to the guidance.

MAKE IT Manchester

The Jersey Wharf development has been designed with full consideration and appreciation to the existing context and character of Ancoats. Jersey Wharf has closely followed the aspirations set out in the NDF and Poland Street Zone, creating an integrated residential development within the city centre of Manchester.

With a focus on Ancoats heritage, the development creates a strong sense of place, with a considered and modest design sensitively placed on the site to maximise potential for both the residents and the public.

A high quality material palette is a fundamental part of the character and identity of the scheme. The proposed tones of red and warm terracotta harmoniously compliment the rich heritage of the conservation area, integrating it into the neighbourhood.

The facade development has been rigorously structured, inspired by the neighbouring historic warehouses. A simple, rational elevation has been created that forms an architectural language for the new buildings. A modern vernacular with historic references will successfully establish the sense of place that is intrinsic to Ancoats.

MAKE IT Bring People Together

The scheme has been designed for an inclusive and diverse community. The apartments have been developed to meet the needs of a wide range of people from older occupants or people with disabilities to young professionals and families.

Opportunities have been created on the development both privately and publicly to promote social interaction and activity. The more contact neighbours have, the greater the potential to form long term connections and boost the social health of the neighbourhood.

A resident's garden has been created within the west block that benefits from both a southern and canal aspect. Edge protection to the canal has been provided to ensure families can safely use the space. A resident's club room has also been sited adjacent to the garden with direct access off it. The remainder of the open space is given over to public realm which is animated with various commercial units offering opportunities to meet, interact and come together.

The two block entrance lobbies have been placed opposite one another book ending and forming a gateway to the new linear park. This Jersey Street crossing become a key junction within the neighbourhood improving chance interactions and meetings.

MAKE IT Animate Streets and Spaces

Improving the connections between the developments surrounding Cutting Room Square and Poland Street Zone is a key point in the Ancoats and New Islington NDF, with Jersey Street creating a direct route from Miles Platting to the city centre. The canal side public realm is also key to the development, creating a new destination within Ancoats that will connect cycleways and footpaths along the canal and towards the Mobility Hub and Ancoats Green.

Jersey Wharf will provide activity along these spaces with new commercial units sited to maximise potential and create a wealth of activity and opportunity for social interaction to support an active, attractive, and socially sustainable community. These spaces utilise generous glazed frontages to retain a connection to the local area and create a sense of place. Careful consideration has also been given to the blank facades to ensure they add interest and character.

Careful consideration has also been given to providing a safe and active environment, with habitable rooms on all elevations of the proposal to maximise natural surveillance.

The unique success of Jersey Wharf is the consideration of both the short and long term development of the area. The inclusion of the landscaped area to the west of the site will offer a private/managed landscaped area for residents.

In the east a landscaped area of public realm creates a new

opportunity for play and recreation. It is envisioned that this will become a key part of a new 'green corridor', connecting Ancoats Green to the Rochdale canal.

The landscaped areas offer a multitude of various uses for the residents and community, but also enhance the biodiversity of the local area. With both being an intrinsic part development, they are well overlooked and connected, providing a safe environment for the residents and community to enjoy.

MAKE IT Easy To Get Around

Situated close to the city centre, the scheme has excellent links to local transport routes with bus, tram and train links a short walk away. Cycling is encouraged with the provision of a secure cycle store for all residents, which will benefit the vision for the area outlined in the NDF.

The Ancoats Mobility Hub will also provide additional mobility choices for residents through the provision of a cycle hub. In line with the aspirations to provide an inclusive and diverse neighbourhood, care has been taken to ensure homes are accessible to everyone. All homes have level access to entrances designed to meet M4(2) and where possible, DFA2. This provides the adaptability and inclusivity some families require. All community spaces within the building can be access via level access at ground level and all residential. All community spaces within the building can be access via level access at ground level and all residential floors can be accessed using the circulation cores and passenger lifts.

MAKE IT Work With The Landscape

The Jersey Wharf mixed use development provides an opportunity to create high quality public realm which utilises the Rochdale canal as a historical asset to form new and exciting destination within Ancoats. We will have also integrated our proposals with the new Public Realm Masterplan.

The residential courtyard space also offers a chance to introduce green infrastructure into the space enhancing the experience and visual aspect for the users.

The key objectives are;

- Celebrating the historical elements of Ancoats which manifest within the design
- Creating a visual connection to the Rochdale canal for users to create an exciting waterside development

- Creating a new public realm which contributes to the wider Poland Street Zone improvement

The sites unique location along the canal frontage offers an exciting opportunity to create a platform for activation along the promenade attracting visitors for the city centre and wider neighbourhoods. An opportunity to better connect Jersey Wharf with the Eliza Yard development and wider Poland Street Zone future improvement works.

The current design prioritises pedestrian movement within the site to emphasise a sense of safety for the residents transitioning from public to private spaces. The proposed planting forms have been designed to facilitate flowing movement through small pockets of commercial spill out and passive spaces, offering more chances for human interaction and incidental meetings.

Sustainable urban drainage strategies within the context of the site constraints have also been considered and will have a positive impact within the wider landscape proposals, with SUDs planting to the gardens which helps to further define the nature of these spaces whilst assisting with storm water management.

MAKE IT Practical

The proposals focus on providing practical and functional solutions to make resident's lives better. Appropriate solutions to car parking are proposed with a small number of spaces being provided on site, along with designated spaces in the The Mobility Hub (see parking strategy).

However, alternatives such as cycling and the use of public transport is encouraged. The number of car parking spaces for the proposal has been carefully balanced to maintain a high quality external environment.

The refuse strategy has not been an afterthought of the scheme, and bin stores have been designed to integrate with the architecture, adhering to the Council's Waste Guidance. Resident's benefit from an internal managed bin store accessible from the ground floor, suitably located near each of the buildings cores.

MAKE IT Future Proof

The development has been designed with a holistic low energy design concept involving fabric first approach. The U-Values, design of air permeability and ventilation targets all aspire to exceed Part L standards, along with the consideration and application of low zero carbon renewable technologies. This ensures compliance above Part L and meet the requirements of Manchester's Core Strategy Policy EN6.

A robust palette of materials is proposed, with brick and concrete as a constant throughout the scheme, not solely due to Manchester's historic link, but also because of its resilience to weather and unpredictable climates. Metalwork is designed with a PPC finish due to its durability and ease of repair where there is an increased exposure to wear and tear.

By designing the scheme to meet M4(2) requirements, it ensures that dwellings can be adapted to accommodate future changes and demographic fluctuations. The open space arrangement between the kitchen and the dining and living spaces also allows flexibility to accommodate a range of lifestyles.

MAKE IT A Home

In providing a mixture of apartments, the applicant has sought to meet or exceed the Nationally Described Space Standards and Manchester's Space Standards to provide quality spaces. Rooms are suitably sized to allow users adequate space to move around with ease and organise furniture. To allow an organised and efficient home an appropriate amount storage has been provided, and in most cases exceeding the space standard stipulations. Maximising natural daylight has been an important goal, with large floor to ceiling windows with large floor to ceiling windows with direct views of the surrounding area. Additionally all apartments are provided with a terrace or a Juliette balcony.

A mix apartments and duplexes are proposed, comprising of 190 apartments. The proportion of the size of the dwellings is as follows:

- 56no. 1-beds (29%)
- 122no. 2-beds (64%)
- 12no. 3-beds (6%)

This mix has been informed through market demand, and should enable rather than restrict choices, allowing growth, development and contribution to the community.

MAKE IT Happen

The scheme has benefited from a dedicated and knowledgeable design team, consistent throughout the early design stages, to input key design principles that will be essential during the future construction phases.

Each facet of the design has been reviewed and discussed in order to achieve both a high level of quality assurance and a realistic construction approach. This has been achieved via the following: Regular and frequent design reviews discussing design

development and progression.

Early reviewing of detailing to ensure construction is achievable, rather than resort to a cost saving that will impact the appearance and durability of the scheme later on. This included engagement with specialist manufacturers and subcontractors to design a build-able and practical solution.

Public consultation to gather vital feedback from the community about their needs and requirements and Pre-application meetings with representatives from Manchester City Council's Planning Authority and Historic England.



9.4 National Design Guide

This section identifies how the proposed development has utilised the ten characteristics within the Ministry of Housing, Communities & Local Government, National Design Guide (October 2019) during the design development.

The National Planning Policy Framework makes clear that creating high quality buildings and places is fundamental to what the planning and development process should achieve. Through utilising the National Design Guide, we have sought to produce a well-designed place, that is considered, enduring and exciting.

Context

C1 Understand and relate well to the site, its local and wider context

This building will cause a significant shift in use from the existing context which consists of a disused site and a light industrial building. The proposed development will help the area to be regenerated in line with the ambitions of the NDF. The proposed development responds positively to the features of the site in that it backs onto the Rochdale canal, is located at the edge of Ancoats and is predominantly linear. These physical constraints were considered early in the design process along with the environmental constraints. The simple form has been articulated in the facade with a choice of materials that compliments and is derived directly from its local context. To deliver a scheme that positively enhances the area, consideration of how the scheme will sit in both the short and long term has been given. The 2014 and 2016 Neighbourhood Development Framework and subsequent Poland Street Zone study have consistently been referred to during design development to ensure the proposal will work with the long-term vision for the area.

C2 Value heritage, local history and culture

The existing site lacks a sense of place and consists of a disused site and a light industrial building. The NDF regeneration framework has identified an aspiration to redevelop the site. The scale of the scheme has been designed to be commensurate with NDF. The scheme is within the Ancoats Conservation Area and care has been taken to consider the impact of the development on a series of view points have been tested to assess the impact accordingly in both the immediate and wider context. A series of key views were studied to understand the impact on local heritage and its context as part of the Heritage Assessment. This highlighted that the implementation of a scheme on the site has the potential to

enhance the relationship between the more significant south-western area of the Ancoats Conservation Area and the Poland Street Zone by providing a new context in an area that is currently empty and devoid of recognisable character.

Identity

I1 Understand and relate well to the site, its local and wider context

Our understanding of the history and evolution of the area has been vital in shaping the proposal’s identity. The proposed development has sought to balance the needs of a contemporary building in a highly desirable area of the city centre with consideration for the heritage context. The proposed development indicates a return to active use of the site with a consideration given to the historic development of the site. Overall, the proposed development stands to make a positive contribution to the townscape of the Poland Street Zone and Ancoats Conservation Area and has no impact to the surrounding heritage assets. The Proposed Development looks to improve upon the immediate site context, creating a well-designed, sustainable place with a strong new identity to give users, occupiers and owners a sense of pride, helping to create and sustain new and existing communities and neighbourhoods.

I2 Well-designed, high quality and attractive places and buildings

Materials, construction details and planting have been selected with care for their heritage context. They are suitable for their use as part of a high quality residential led proposal.

I3 Create character and identity

The proposed building seeks to provide character and identity through the use of complimentary and historic narrative led materials and detailing. The character of the proposed development draws from the historic collection of industrial warehouses within Ancoats and it looks to create a strong and positive identity firmly rooted in its historic character.

Built Form

B1 Compact form of development

The overall quantum of accommodation contained within the development has been derived as a product of the composition and massing of the building in response to location, orientation and programme. As a result, the form of the building responds to the larger buildings of Ancoats by building to the back of footpath.

The careful use of the site allows for a new canal side residential garden and public realm ensuring that space is maintained to allow for a future connection to Ancoats Green from Jersey Street in line with the NDF.

B2 Appropriate building types and forms

The inclusion of a distinctly new residential building should be viewed as a positive contribution to this part of the city. It is in line with the provisions of the NDF and provides a mix of uses with commercial spaces at ground floor with residential above. It will act as a new marker at the junction of Jersey Street and the proposed Green Route and provide a positive contribution to the canalside. The impact of the buildings on local character and views has been tested as part of the application.

B3 Destinations

Along with the Ancoats Green / park at the centre of the wider development it is likely that the ground floor commercial uses will contribute to this canal side development becoming a destination.

Movement

M1 A connected network of routes for all modes of transport

The proposed development includes cycle storage and will take advantage of the Ancoats Mobility Hub. The building seeks to tie into the emerging pattern of routes. It envisages a wider public realm strategy coming forward by MCC. Building entrances and commercial spaces are accessed directly from Jersey Street and the new public realm. Future pedestrian priority pathways will be provided across the site separate from vehicular routes.

M2 Active travel

Vehicular access to two loading bays and three accessible parking spaces has been contained to the Jersey Street Elevation. Future movements between the Mobility Hub and Jersey St will be kept to cyclists and pedestrians ensuring the park is for people not vehicles.

M3 Well-considered parking, servicing and utilities infrastructure for all users

There are only three parking spaces provided for the whole development as the scheme relies on the use of the Ancoats Mobility Hub. This car parking has been positioned on Jersey Street. The significant reduction in parking provision frees up large areas of the ground floor for complimentary commercial uses to help maximise the active frontage to the street elevations.

Nature

N1 Provide a network of high quality, green open spaces with a variety of landscapes and activities, including play

A new residents garden has been provided canalside as well as a new area of canalside public realm. The landscaped areas have been designed with trees, planting, rain gardens and season foliage.

N2 Improve and enhance water management

To minimise the risk and impact of localised flooding on and off-site, watercourse pollution and other environmental damage, a site-specific Flood Risk Assessment and Drainage Strategy Report has been prepared.

N3 Support rich and varied biodiversity

The Proposed Development replaces a building and tarmac / concrete / wasteground. The new landscape included within the development contains new tree planting in addition to a greatly enhanced biodiversity in the development area.

Public Spaces

P1 Create well-located, high quality and attractive public spaces

The Jersey Wharf mixed use development provides an opportunity to create high quality public realm which utilises the Rochdale Canal as a historical asset to form new & exciting spaces within Ancoats. The proposed future Green Route to Ancoats Green will be designed to be accessible for all. The space is large enough to allow flexible use for both visitors. As a high quality public space the landscape design will be designed to ensure the space has a natural and informal feel that people feel comfortable in. The residential building contributes toward this with a new commercial unit at ground floor that opens out onto this new future space.

P2 Provide well-designed spaces that are safe

The buildings provide extensive active frontage to Jersey and the new public realm with a mix of commercial uses and building entrances to ensure that different activities will occur through the day. Natural surveillance is provided from these spaces and are highly glazed.

P3 Make sure public spaces support social interaction

The informal nature of the future public realm landscape space and the adjacent commercial uses it serves is hoped to encourage

social interaction. Areas for spill-out and seating in front of the units is encouraged throughout the development.

Uses

U1 A mix of uses

The majority of the volume of the building is residential above a ground floor of residents amenity spaces, ancillary spaces and commercial units.

U2 A mix of home tenures, types and sizes

There is a mix of 1, 2 and 3-Bedroom Apartments.

U3 Socially inclusive

The building is designed to contribute and compliment the existing and emerging neighbourhood of Ancoats. The development contributes to a balanced neighbourhood, without any perceived barriers.

Homes and Buildings

H1 Healthy, comfortable and safe internal and external environment

In line with Manchester Residential Quality Guidance all apartments meet or exceed the Manchester’s Emerging Space Standards.

H2 Well-related to external amenity and public spaces

The new building is positioned to fill the entire site except for a secure residents courtyard and a future public realm space. The building provides extensive active frontage to Jersey and the Rochdale canal with a mix of commercial uses and building entrances to ensure that different activities will occur through the day.

H3 Attention to detail: storage, waste, servicing and utilities

All waste generated in the building will be stored out of view. The building is serviced by a clear waste management strategy to provide good access for all facilities and activities. A maintenance strategy has been developed to enable access to the façades that does not significantly impinge or close footways through the use of scaffold and abseil window cleaning.

Resources

R1 Follow the energy hierarchy

The proposed development is accompanied by an Environmental Standards Statement produced by Buro Happold.

R2 Careful selection of materials and construction techniques

Selection of materials have been carefully chosen to be robust long lasting with minimal maintenance.

R3 Maximise resilience

The development is designed to be energy efficient, reducing mechanical services and providing significant PV array. An Energy and Sustainability report is provided separately.

Lifespan

L1 Well managed and maintained

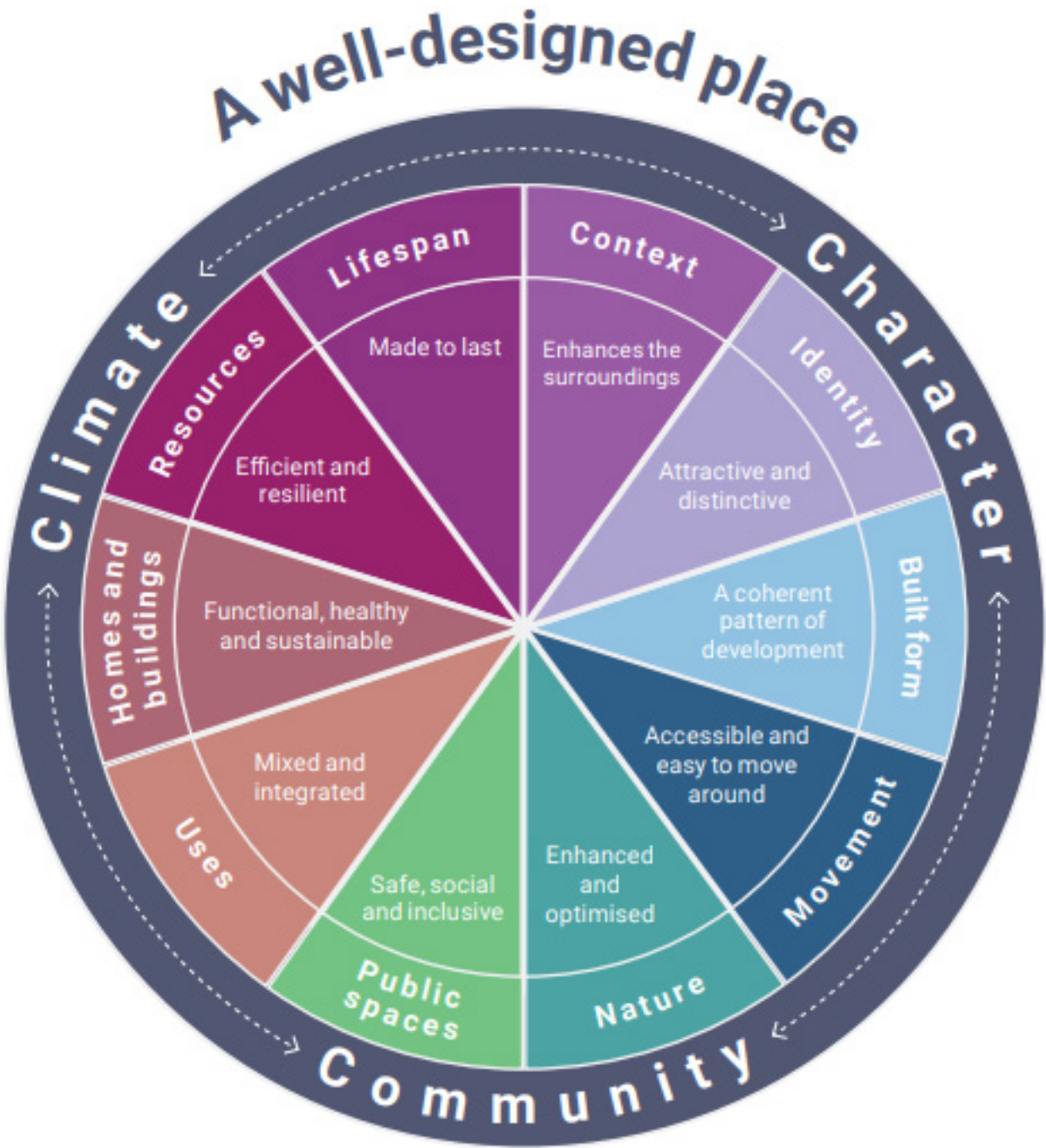
The development is serviced by a clear waste management strategy to provide good access for all facilities and activities. A maintenance strategy has been developed to enable access to the facades that does not significantly impinge or close footways through the use of scaffold and abseil window cleaning.

L2 Adaptable to changing needs and evolving technologies

Apartments have been designed in line with Approved Document M4(2) in order to facilitate access to and adaption for uses with limited mobility. Car parking has provision for electric vehicle charging bays.

L3 A sense of ownership

Public and private spaces are well designed and clearly define the boundaries for private, shared and public spaces in order to ensure occupants will use, value and take ownership of them.



10. Sustainability

10.1 Sustainability Statement

The proposed development is located on Jersey Street in Ancoats, adjacent to the Rochdale canal. The development will provide 190 residential units, 5 ground floor commercial floorspace, and ancillary amenity space within 2 x 8 storey buildings. In addition, there shall be cycle parking provision, hard and soft landscaping, access and servicing and other associated works.

The site is located within the Ancoats and New Islington area. The regeneration and development that has taken place so far has been guided by the Ancoats and New Islington Development Framework which was originally endorsed by Manchester City Council in October 2014. In July 2020, Manchester City Council endorsed a refreshed Neighbourhood Development Framework which focused on the Poland Street Zone in Ancoats and was prepared to ensure future development preserved the character of the area whilst meeting future housing, sustainability and community needs.

This application seeks to demonstrate how Manchester City Council’s (MCC) sustainability policies within the Core Strategy (2012) and Manchester Guide to Development (2007) have informed the proposed development, demonstrating how it is responding to the Zero Carbon and sustainability related policies including Manchester and Greater Manchester Combined Authority.

The impacts of the pending Building Regulation Part L revision released by the Ministry of Housing, Communities & Local Government in autumn 2019 as well as the newly published Part L 2021 in January 2022 have been assessed and the Proposed Development aims to go beyond the current legislative requirements and achieve as much carbon reduction as possible, with an approximately 23% improvement over above Part L1A 2013 standard for dwellings. The update to Part L, which will come to force in June 2022 is designed to provide a stepping-stone to more stringent requirements to meet the Future Homes Standard in 2025

and focuses on a combined approach of improving fabric thermal performance and mitigating the carbon emissions from using fossil-fuel. Due to the decarbonisation of national grid, the new Part L will lead to heat electrification solutions in the UK.

In summary, the development is actively targeting and achieving the following environmental standards in line with the planning policy and aiming to align with the carbon reductions of new building regulation.

- The Proposed Development can meet the EN6 planning requirement of 15% improvement on Part L 2010, which is approximately 9% over above Part L1 2013 for dwellings, and 6% over above Part L2 2013 for non-dwellings.
- The development adopts “fabric first” approach to developing an efficient, low carbon, comfortable and healthy homes, with heat loss due to building fabric and air leakage being reduced to a minimum.
- The development proposes a large amount of roof mounted PV arrays, further reducing the carbon emissions of the building.
- Based upon the SAP calculations carried out at this stage the dwellings of the development aim to achieve an overall 23% improvement over Part L 2013 based upon the carbon factors used within SAP 2012.

The Ministry of Housing, Communities & Local Government released in January 2022 an updated version of Building Regulation Part L, which is due to come into force in June 2022. The update to Part L is designed to provide a stepping-stone to more stringent requirements to meet the Future Homes Standard in 2025 and focuses on a combined approach of improving fabric thermal performance and mitigating the carbon emissions from using fossil-fuel. Due to the de-carbonisation of national grid, the new Part L will lead to heat electrification solutions in the UK.

Whilst the Proposed Development has been designed under the current version of Part L (2013), due to the de-carbonisation of the national grid the carbon factors in SAP10 have improved from 0.519kgCO2/kWh to 0.136kgCO2/kWh. This together with the “fabric first” approach and the use of roof PV arrays enables the development to align with the carbon reductions in the new Part L updates.

The Environmental Standards and Energy Statement has been prepared in support of the Application for Full Planning Permission and Demolition, within a conservation area, for Jersey Wharf.

This Statement seeks to demonstrate how Manchester City Council’s (MCC) environmental sustainability policies have informed the Proposed Development.

The Statement comprises the following sections:

- Planning Policy Review to set the context for the development and identify key present and potential future planning related environmental sustainability targets;
- Energy Statement to summarise how the development responds to the carbon reductions, and
- Environmental Standards Review to outline how the development will respond to the Environmental Standards set out in Chapter 4 of the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (Adopted April 2007), and relevant Core Policies (Adopted July 2012) which form part of the Manchester Local Plan.

It is recognised that sustainable development cuts across a number of issues and disciplines, reference should be made to the accompanying planning documents for further technical details. Of particular note are the following documents:

- Water Management and Weather Resilience (Curtins Engineers)
- Waste Management (PRP Architects)
- Construction Management (Manchester Life Development Company 3 Limited)
- Ecological Survey (Tyler Grange)
- Framework Travel Plan (Hydrock)

11. Amount and Use

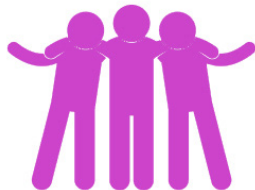
11.1 Summary of Accommodation

The following summary of areas explains the size, number and location of each property within the development. Every dwelling has been designed to either meet or exceed Manchester’s Space Standards.



Apartments

1B2P 50 (26%)
2B4P 128 (67%)
3B6P 12 (6%)



Communal Space

Club Room
Gym



Commercial Space

5 commercial units of
varying sizes at ground
floor
Commercial uses A1, A2
and B1



Landscape

Private residents garden
Canalside Public Realm



Parking

3 DDA compliant parking
spaces with EVC
2 loading bays
30% car parking
allowance will be
provided at the Ancoats
Mobility Hub



Cycle Storage

All apartments have
access to the secure cycle
store
1:1 cycle storage provision

11.2 Schedule of Accommodation

Accommodation Schedule (Summary)					
			NIA (m ²)	GIA (m ²)	
1B2P	50	26%	2523		
2B4P	128	67%	9171.8		
3B6P	12	6%	1218.4		
Total No. of apartments	190		12913.2		
			NIA (m ²)	GIA (m ²)	
Commercial area			613.7	721.9	
Total No. of apartments with balcony / terrace		84	44%		

Accommodation Schedule (NIA)					
Apartment No.	Floor Level	Unit	Unit Type	Area (m²)	Balcony / Terrace
GROUND FLOOR					
COMMERCIAL UNIT A	Level 0			126.1	
COMMERCIAL UNIT B	Level 0			94.8	
COMMERCIAL UNIT C	Level 0			158.4	
COMMERCIAL UNIT D	Level 0			134.9	
COMMERCIAL UNIT E	Level 0			99.5	
1	Level 0	1b2p	Type 01	50.4	
2	Level 0	2b4p	Type 05	70.3	
3	Level 0	2b4p	Type 05	70.0	
4	Level 0	1b2p	Type 01	50.4	
5	Level 0	2b4p	Type 02	75.4	☑
FIRST FLOOR					
6	Level 1	2b4p	Type 02	71.2	☑
7	Level 1	1b2p	Type 01	50.1	
8	Level 1	1b2p	Type 01	50.3	
9	Level 1	2b4p	Type 12	71.2	☑
10	Level 1	2b4p	Type 05	70.1	
11	Level 1	2b4p	Type 08	74.0	☑
12	Level 1	1b2p	Type 01	50.4	
13	Level 1	2b4p	Type 05	70.1	
14	Level 1	2b4p	Type 05	70.1	
15	Level 1	2b4p	Type 05	70.4	
16	Level 1	1b2p	Type 01	50.3	
17	Level 1	2b4p	Type 05	70.0	
18	Level 1	2b4p	Type 02	71.3	☑
19	Level 1	1b2p	Type 01	50.3	
20	Level 1	2b4p	Type 04	76.8	☑
21	Level 1	2b4p	Type 02	74.9	☑
22	Level 1	3b6p	Type 15	104.3	☑
115	Level 1	2b4p	Type 02	71.5	☑
117	Level 1	1b2p	Type 01	50.3	

119	Level 1	1b2p	Type 01	50.3	
121	Level 1	2b4p	Type 10	70.3	
122	Level 1	2b4p	Type 2A	75.7	☑
123	Level 1	2b4p	Type 06	70.3	
124	Level 1	2b4p	Type 10	70.7	
125	Level 1	2b4p	Type 02	71.3	☑
126	Level 1	2b4p	Type 10	70.2	
128	Level 1	1b2p	Type 01	51.7	
130	Level 1	2b4p	Type 02	71.2	☑
SECOND FLOOR					
23	Level 2	1b2p	Type 01	50.1	
24	Level 2	2b4p	Type 02	71.2	☑
25	Level 2	2b4p	Type 12	71.2	☑
26	Level 2	1b2p	Type 01	50.3	
27	Level 2	2b4p	Type 08	74.0	☑
28	Level 2	2b4p	Type 05	70.1	
29	Level 2	2b4p	Type 05	70.1	
30	Level 2	1b2p	Type 01	50.4	
31	Level 2	2b4p	Type 05	70.4	
32	Level 2	2b4p	Type 05	70.1	
33	Level 2	2b4p	Type 05	70.0	
34	Level 2	1b2p	Type 01	50.3	
35	Level 2	1b2p	Type 01	50.3	
36	Level 2	2b4p	Type 02	71.3	☑
37	Level 2	2b4p	Type 02	74.9	☑
38	Level 2	2b4p	Type 04	76.8	☑
40	Level 2	3b6p	Type 15	104.3	☑
127	Level 2	2b4p	Type 02	71.5	☑
129	Level 2	1b2p	Type 01	50.3	
131	Level 2	1b2p	Type 01	50.3	
132	Level 2	2b4p	Type 2A	75.7	☑
133	Level 2	2b4p	Type 10	70.3	
134	Level 2	2b4p	Type 10	70.7	
135	Level 2	2b4p	Type 06	70.3	
136	Level 2	2b4p	Type 10	70.2	
137	Level 2	2b4p	Type 02	71.3	☑
138	Level 2	1b2p	Type 01	51.7	
140	Level 2	2b4p	Type 02	71.2	☑
THIRD FLOOR					
39	Level 3	1b2p	Type 01	50.1	
41	Level 3	2b4p	Type 12	71.2	☑
42	Level 3	2b4p	Type 02	71.2	☑
43	Level 3	2b4p	Type 08	74.0	☑

44	Level 3	1b2p	Type 01	50.3	
45	Level 3	2b4p	Type 05	70.1	
46	Level 3	2b4p	Type 05	70.1	
47	Level 3	2b4p	Type 05	70.4	
48	Level 3	1b2p	Type 01	50.4	
49	Type 05	2b4p	Type 05	70.0	
50	Level 3	2b4p	Type 05	70.1	
51	Level 3	1b2p	Type 01	50.3	
52	Level 3	1b2p	Type 01	50.3	
53	Level 3	2b4p	Type 02	74.9	☑
54	Level 3	2b4p	Type 02	71.3	☑
56	Level 3	2b4p	Type 04	76.8	☑
58	Level 3	3b6p	Type 15	104.3	☑
139	Level 3	2b4p	Type 02	71.5	☑
141	Level 3	1b2p	Type 01	50.3	
142	Level 3	2b4p	Type 2A	75.7	☑
143	Level 3	1b2p	Type 01	50.3	
144	Level 3	2b4p	Type 10	70.7	
145	Level 3	2b4p	Type 10	70.3	
146	Level 3	2b4p	Type 10	70.2	
147	Level 3	2b4p	Type 06	70.3	
148	Level 3	1b2p	Type 01	51.7	
149	Level 3	2b4p	Type 02	71.3	☑
150	Level 3	2b4p	Type 02	71.2	☑
FOURTH FLOOR					
55	Level 4	1b2p	Type 01	50.1	
57	Level 4	2b4p	Type 12	71.2	☑
59	Level 4	2b4p	Type 08	74.0	☑
60	Level 4	2b4p	Type 02	71.2	☑
61	Level 4	2b4p	Type 05	70.1	
62	Level 4	1b2p	Type 01	50.3	
63	Level 4	2b4p	Type 05	70.4	
64	Level 4	2b4p	Type 05	70.1	
65	Level 4	2b4p	Type 05	70.0	
66	Level 4	1b2p	Type 01	50.4	
67	Level 4	1b2p	Type 01	50.3	
68	Level 4	2b4p	Type 05	70.1	
69	Level 4	2b4p	Type 02	74.9	☑
70	Level 4	1b2p	Type 01	50.3	
72	Level 4	2b4p	Type 02	71.3	☑
74	Level 4	2b4p	Type 04	76.8	☑
76	Level 4	3b6p	Type 15	104.3	☑
151	Level 4	2b4p	Type 02	71.5	☑
152	Level 4	2b4p	Type 2A	75.7	☑

153	Level 4	1b2p	Type 01	50.3	
154	Level 4	2b4p	Type 10	70.7	
155	Level 4	1b2p	Type 01	50.3	
156	Level 4	2b4p	Type 10	70.2	
157	Level 4	2b4p	Type 10	70.3	
158	Level 4	1b2p	Type 01	51.7	
159	Level 4	2b4p	Type 06	70.3	
160	Level 4	2b4p	Type 02	71.2	☑
161	Level 4	2b4p	Type 02	71.3	☑
FIFTH FLOOR					
71	Level 5	1b2p	Type 01	50.1	
73	Level 5	2b4p	Type 12	71.2	☑
75	Level 5	2b4p	Type 08	74.0	☑
77	Level 5	2b4p	Type 05	70.1	
78	Level 5	2b4p	Type 02	71.2	☑
79	Level 5	2b4p	Type 05	70.4	
80	Level 5	1b2p	Type 01	50.3	
81	Level 5	2b4p	Type 05	70.0	
82	Level 5	2b4p	Type 05	70.1	
83	Level 5	1b2p	Type 01	50.3	
84	Level 5	1b2p	Type 01	50.4	
85	Level 5	2b4p	Type 02	74.9	☑
86	Level 5	2b4p	Type 05	70.1	
88	Level 5	1b2p	Type 01	50.3	
90	Level 5	2b4p	Type 02	71.3	☑
92	Level 5	2b4p	Type 04	76.8	☑
94	Level 5	3b6p	Type 15	104.3	☑
162	Level 5	2b4p	Type 2A	75.7	☑
163	Level 5	2b4p	Type 02	71.5	☑
164	Level 5	2b4p	Type 10	70.7	
165	Level 5	1b2p	Type 01	50.3	
166	Level 5	2b4p	Type 10	70.2	
167	Level 5	1b2p	Type 01	50.3	
168	Level 5	1b2p	Type 01	51.7	
169	Level 5	2b4p	Type 10	70.3	
170	Level 5	2b4p	Type 02	71.2	☑
171	Level 5	2b4p	Type 06	70.3	
173	Level 5	2b4p	Type 02	71.3	☑
SIXTH FLOOR					
87	Level 6	1b2p	Type 01	50.1	
89	Level 6	2b4p	Type 12	71.2	☑
91	Level 6	2b4p	Type 8	74.0	☑
93	Level 6	2b4p	Type 05	70.1	

95	Level 6	2b4p	Type 05	70.4	
96	Level 6	2b4p	Type 02	71.2	☑
97	Level 6	2b4p	Type 05	70.0	
98	Level 6	1b2p	Type 01	50.3	
99	Level 6	1b2p	Type 01	50.3	
100	Level 6	2b4p	Type 05	70.1	
101	Level 6	2b4p	Type 02	74.9	☑
102	Level 6	1b2p	Type 01	50.4	
104	Level 6	2b4p	Type 05	70.1	
106	Level 6	1b2p	Type 01	50.3	
108	Level 6	2b4p	Type 02	71.3	☑
110	Level 6	2b4p	Type 04	76.8	☑
112	Level 6	3b6p	Type 15	104.3	☑
172	Level 6	2b4p	Type 2A	75.7	☑
174	Level 6	2b4p	Type 10	70.7	
175	Level 6	2b4p	Type 02	71.5	☑
176	Level 6	2b4p	Type 10	70.2	
177	Level 6	1b2p	Type 01	50.3	
178	Level 6	1b2p	Type 01	51.7	
179	Level 6	1b2p	Type 01	50.3	
180	Level 6	2b4p	Type 02	71.2	☑
181	Level 6	2b4p	Type 10	70.3	
183	Level 6	2b4p	Type 06	70.3	
185	Level 6	2b4p	Type 02	71.3	☑
SEVENTH FLOOR					
103	Level 7	3b6p	Type 13	100.3	☑
105	Level 7	2b4p	Type 9A	70.2	☑
107	Level 7	2b4p	Type 03	70.3	☑
109	Level 7	2b4p	Type 9A	70.3	☑
111	Level 7	3b6p	Type 14	96.3	☑
113	Level 7	3b6p	Type 16	96.1	☑
114	Level 7	3b6p	Type 19	102.3	☑
116	Level 7	2b4p	Type 11	76.9	☑
118	Level 7	2b4p	Type 11	76.9	☑
120	Level 7	3b6p	Type 17	96.6	☑
182	Level 7	2b4p	Type 07	72.4	☑
184	Level 7	2b4p	Type 9	70.0	☑
186	Level 7	2b4p	Type 9	70.1	☑
187	Level 7	3b6p	Type 18	101.0	☑
188	Level 7	2b4p	Type 20	70.2	☑
189	Level 7	2b4p	Type 03A	70.7	☑
190	Level 7	2b4p	Type 07	70.3	☑

TOTAL NIA	13526.9
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Accommodation Schedule (GIA)

Level	Area (m²)
Level 00	2475
Level 01	2392
Level 02	2392
Level 03	2392
Level 04	2392
Level 05	2392
Level 06	2392
Level 07	1795
TOTAL GIA	18623

TOTAL NIA	13527
TOTAL GIA	18623
Net to Gross Ratio	72.6%

11.3 Planning Drawing Register

Drawing Name	Scale	Sheet Size	Planning Drawing Number
Location Plan	1:1250	A1	JWA-PRP-A1-00-DR-A-002000
Existing Site Plan	1:200	A1	JWA-PRP-A1-00-DR-A-002001
Demolition Plan	1:200	A1	JWA-PRP-A1-00-DR-A-002002
Location Plan With Site Compound	1:1250	A1	JWA-PRP-A1-00-DR-A-002003
Proposed Ground Floor Plan	1:200	A1	JWA-PRP-A1-GR-DR-A-002100
Proposed First Floor Plan	1:200	A1	JWA-PRP-A1-01-DR-A-002101
Proposed Second Floor Plan	1:200	A1	JWA-PRP-A1-02-DR-A-002102
Proposed Third Floor Plan	1:200	A1	JWA-PRP-A1-03-DR-A-002103
Proposed Fourth Floor Plan	1:200	A1	JWA-PRP-A1-04-DR-A-002104
Proposed Fifth Floor Plan	1:200	A1	JWA-PRP-A1-05-DR-A-002105
Proposed Sixth Floor Plan	1:200	A1	JWA-PRP-A1-06-DR-A-002106
Proposed Seventh Floor Plan	1:200	A1	JWA-PRP-A1-07-DR-A-002107
Proposed Roof Plan	1:200	A1	JWA-PRP-A1-RF-DR-A-002108
Proposed Apartment Types	1:100	A1	JWA-PRP-A1-ZZ-DR-A-002150
Proposed Apartment Types	1:100	A1	JWA-PRP-A1-ZZ-DR-A-002151
Proposed Apartment Types	1:100	A1	JWA-PRP-A1-ZZ-DR-A-002152
Proposed Typical Long Sections	1:200	A1	JWA-PRP-A1-ZZ-DR-A-002200
Proposed Typical Cross Sections	1:200	A1	JWA-PRP-A1-ZZ-DR-A-002201
Proposed North and South Elevations	1:200	A1	JWA-PRP-A1-ZZ-DR-A-002300
Proposed Courtyard Elevations	1:200	A1	JWA-PRP-A1-ZZ-DR-A-002301
Proposed East and West Flank Elevations Block A	1:200	A1	JWA-PRP-A1-ZZ-DR-A-002302
Proposed East and West Flank Elevations Block B	1:200	A1	JWA-PRP-A1-ZZ-DR-A-002303
Proposed Jersey Street Elevation	1:500	A1	JWA-PRP-A1-ZZ-DR-A-002304
Detailed Section and Elevation through Commercial Bay and Typical Residential Window	1:20	A1	JWA-PRP-A1-ZZ-DR-A-002400
Detailed Section and Elevation through Main Entrance and Balcony	1:20	A1	JWA-PRP-A1-ZZ-DR-A-002401
Detailed Section and Elevation through Vehicle Entrance and Typical Residential Window	1:20	A1	JWA-PRP-A1-ZZ-DR-A-002402
Detailed Section and Elevation through Refuse Store and Typical Residential Window	1:20	A1	JWA-PRP-A1-ZZ-DR-A-002403
Detailed Section and Elevation through top floor set-back and terrace	1:20	A1	JWA-PRP-A1-ZZ-DR-A-002404
Site Wide Fire Strategy	1:250	A1	JWA-PRP-A1-00-DR-A-002500
Design and Access Statement			JWA-PRP-A1-ZZ-RP-A-002600

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12. Appendices

12.1 Appendix A (Consultation Response)

Consultation comments	Applicant Response
Design	
- A number of respondents expressed concern in relation to the proposed height of the buildings, suggesting eight storeys is too tall. A couple of respondents stated that the buildings should be a maximum of 7 storeys. - A few comments suggesting that the proposed building height is appropriate.	The height of the building has been designed to meet several key priorities and guidance provided in the Ancoats and New Islington NDF. This includes articulation of height and massing, creating strong edges, landmarks and corners as well as an active ground floor. The Poland Street Zone NDF suggests a maximum of 8 storeys for new development.
- Several respondents suggested that the development would block light coming into surrounding buildings. These comments came from postcodes on Navigation Street and New Union Street. - One respondent suggested removing the central section of the development in order to gain a few extra hours of sunlight.	A sunlight and daylight assessment has been prepared and submitted with the application. It concludes that that the surrounding properties will exhibit acceptable levels of daylight and sunlight for a city centre fringe location.
- A few respondents expressed support for the design of the building, particularly as it maintains the character and general aesthetic of other buildings in Ancoats. - The design fits with other new build apartment blocks in the surrounding area.	An extensive contextual assessment was undertaken to understand the historic setting of the site. The elevations, colours and massing have been designed with design cues from the neighbouring historic mill buildings and these have been interpreted with a modern architectural language.
- There is not enough diversity in the design to honour the strong heritage and cultural identity that Ancoats has. - One respondent suggested that both buildings should be red brick in order to better match the nearby mills.	The buildings have been designed to be in keeping and complementary to the historic setting, particularly noting the design of the existing mill buildings. The design references the precedents within the Conservation Area but has been interpreted with a modern architectural language. Research on brick colour was carried out across the Conservation Area and two terracotta bricks were selected that would complement the adjacent canal side mill buildings.
One suggestion to include an additional colour for the metalwork on the balconies to break up the mass of red brick.	The design development has considered in detail the historic context of the site and the wider Conservation Area. Through this we have found that the massing should not be broken up as this is not in keeping with the context of the area. To emphasise the massing and form we are proposing a colour for the metal work that complements the brickwork rather than contrasts.
A comment suggesting that all of the flats should have balconies.	The elevation design has referenced the historical mill buildings within the conservation area by developing a solid and imposing massing. The balconies have therefore been located at the corners of the building and a square brick column has been included to define the corner. All corner and penthouse apartments have balconies or terraces which equates to 82 units. There is also a private garden on the ground floor for the benefit of the residents.
One respondent suggested that the security of the apartments could be compromised by the large windows as shown in the design illustrations.	A Crime Impact Statement has been prepared by Greater Manchester Police’s Secure by Design Team and submitted with this application. The recommendations of the report have been considered within the building design. The building provides ground floor activity in the form of residential entrances and commercial units. These will offer good levels of activity and natural surveillance. The internal layout of the building has been designed to allow for separation of accessible and restricted areas. Entry to the cycle parking for residents will be strictly limited via an access-controlled system to ensure that only cyclists can gain access. Racks provided within the cycle store will allow bikes to be stored securely.
A comment expressing reservation over the encroachment of the development on the demolition site/green space.	It should be noted that the majority of the Jersey Wharf site is not open or green space and is instead brownfield land which is currently comprised of a low-rise warehouse with associated surface level car parking. There is some green space to the east of the site. The proposed development has been arranged to create new public realm which will contribute to the wider Poland Street Zone improvements as set out within the Poland Street Public Realm Strategy (2022). The Site’s unique location along the canal frontage offers an exciting opportunity to create a platform for activation along the canal attracting visitors from the wider neighbourhood.

Consultation comments	Applicant Response
Parking	
Several respondents criticised the lack of parking provision included in the proposals. In turn, there were suggestions that more on-site parking should be provided for the development.	Two secure cycle parking stores have been provided within each block, which will provide one secure bike space per apartment. Three disabled parking bays will be provided on site. Other residents will be encouraged to use the Ancoats Mobility Hub (granted planning permission in July 2021 Planning Application ref: 130627/FO/2021) and 60 car parking spaces will be provided at the Ancoats Mobility Hub for Jersey Wharf residents. Residents will also have access to the car sharing and car club facilities at the Mobility Hub, helping to reduce reliance on private vehicles.
- The Mobility Hub would not be an adequate solution to the lack of parking included in the proposals. - There is too much reliance on the Mobility Hub as other developments are also relying on it. - A comment expressing concern for the potential fee to park in the Mobility Hub.	A vision for future growth within Ancoats is set out in the Ancoats and New Islington NDF, with the most recent version focussing on the Poland Street Zone. The NDF envisages that up to 1,612 new homes could be delivered within this part of the Ancoats neighbourhood. The Hub is intended to primarily provide car parking for residents within the future developments in Ancoats' Poland Street Zone, with the 408 car parking spaces equating to a 25% provision when considered against the 1,612 new homes that could be delivered across the Poland Street Zone. This is considered an appropriate average to use as a benchmark and is based on a review of recent planning permissions. Currently developments within Ancoats tend to provide 30% car parking to meet demand from future residents. This provision is often provided on-site although there are examples where this provision is 'topped up' to achieve a 30% provision through the purchasing of leases in nearby multi-storey car parks. It is therefore considered appropriate for 60 car parking spaces for Jersey Wharf to be provided within the Ancoats Mobility Hub as this equates to a 31.5% car parking provision.
- A number of comments expressed concern that that the lack of parking provision would serve to push cars onto nearby streets, thereby exacerbating what is an already challenging situation for existing residents of the area. - A couple of respondents claimed that local residents have had issues with residents of Manchester Life developments blocking their drives. One of these respondents stated that this issue is exacerbated on match days and, inevitably, when the Co-Op Live arena opens.	As part of the Poland Street Zone Public Realm Strategy Manchester City Council is developing a neighbourhood transport and movement strategy. This strategy will incorporate a range of traffic regulation orders designed to encourage use of the Mobility Hub and discourage highways issues such as nuisance on street parking in the Ancoats area. It is anticipated that this strategy will be implemented prior to the opening of Jersey Wharf.
A comment claiming that there is a reluctance to pay for parking provided by Manchester Life due to a lack of security. This respondent made reference to Cotton Field Wharf.	All operational Manchester Life sites have secure car parking. All sites are currently sold out of parking provision and there is a waiting list. A barrier to restrict unauthorised car access to the Mobility Hub will be installed. Access to other areas will be limited in terms of employee only or membership access. CCTV will be installed at various points internally and externally across the Mobility Hub to record the activity taking place.
Landscape and public open space	
- Several respondents expressed a desire to see more green space included in the proposals. - One suggestion that the scheme could include just one building, with the rest dedicated to green space. - A larger communal garden should be provided as existing green spaces within the surrounding area are gradually being built on.	The Site currently largely comprises brownfield land. The landscape spaces proposed are a mix of private spaces for residents (a private south facing residents' garden) and public spaces (spill-out space for the commercial units and a generous path near the canal, connecting up to the wider green infrastructure in the area). The public spaces are orientated to provide a positive microclimate in all seasons and benches are proposed throughout the area, allowing visitors to rest and relax in a green canal side setting.
One respondent stated that 20 trees isn't sufficient.	The development will deliver 24 new high quality semi mature trees. This provides an overall net gain on site as well as a substantial uplift in quantity and quality of trees as a result of the Proposed Development. Tree species will be carefully considered to ensure that they will thrive in the local climate and environment, allowing for the future long-term health of the tree.
A suggestion to look to include green walls to help soften the design	Access is required to the perimeter of the ground floor and where possible we have prioritised windows to ensure passive surveillance and activity, therefore green walls are not possible on the ground floor. The public realm and private gardens have allowed for significant soft planting to soften the design. Additionally, our proposals have taken cues from the neighbouring historic warehouses and the façade has been developed with this strong architectural language.
A few comments were critical of the loss of green space to development in recent years across Ancoats.	Jersey Wharf has been designed to support the wider vision for the Poland Street Zone as set out in the recently endorsed Public Realm Strategy (endorsed on 16 March 2022). The wider public realm strategy sets out the aspiration for a network of green streets in Ancoats, as well as investment in Ancoats Green, to provide the green heart to the neighbourhood. In relation to children's play space in particular, Jersey Wharf is in close proximity to Ancoats Green and the provision and

Consultation comments	Applicant Response
A request to maximise the iteration with the open space to the northeast (toward the bridge) to encourage MCC to retain it as open space.	design of children’s play spaces within Ancoats Green are being considered currently by Manchester City Council, with additional engagement planned on this. As part of the public realm strategy, the wider area is being improved considerably for pedestrians and cyclists.
A couple of respondents expressed concern that the canal side public realm will attract anti-social behaviour.	The building will be staffed 24/7 with concierge available to raise any instances of out of hours anti-social behaviour with the relevant authority. The elevations have been designed to ensure passive surveillance is achieved to all public and private areas. Secured by Design will also be achieved for the site.
- A comment welcoming the proposed landscaping of the canal and the opening up of the waterside area. - A comment requesting that good access is provided to the other side of the canal.	The endorsed Poland Street Zone Public Realm Strategy (2022) supports the creation of a sustainable urban neighbourhood of 1,500 homes through the delivery of public realm. The strategy promotes active travel and utilising the existing industrial heritage of Ancoats to create a unique sense of place, enhancing the character of the Ancoats Conservation Area and facilitating the creation of a canal walk. As part of the public realm improvements promoted by the strategy, the Jersey Street bridge demolition application (planning application ref. 133406/VO/2022) is currently being determined. It proposes the removal of the bridge and proposes the re-grading of the existing surfaces to provide a level route to the Rochdale Canal as well as the surrounding development plots. This removes the need for steps and ramps within the public realm and improves the connections through the area by providing more direct routes. There is existing access on the other side of the canal and the public realm improvements will allow for a route along the canal side to the existing bridge.
A comment stressing the importance of providing high quality public realm.	The proposals put forward the use of natural stone in the areas of public realm to provide a long lasting and durable surface which will tie into the character of the surrounding area. This will be complemented with steel edged planters and sustainably sourced hardwood timber benches set within a green backdrop of new planting.
Commercial spaces	
- A couple of respondents expressed concern about the potential for noise and anti-social behaviour as a result of the commercial units. One of these respondents noted that it could cause disruption to small children and suggested establishing restrictions over the usage of these units. - A comment objecting to any commercial units being included in the development on the grounds that it will cause unnecessary noise and disruption. - A request for any commercial spaces to have shutters on the windows to prevent vandalism.	The Poland Street Zone NDF envisages a living and working neighbourhood, where commercial development ought to be encourage and supported where it delivers the opportunity for modern, flexible offices; modern light industrial uses; higher employment density; or, employment uses that provide a servicing function. Five commercial units are proposed, and the range of uses will be limited to food and beverage, retail and office space. These uses are consistent with the aspirations set out in the NDF, which encourages active ground floor uses and a mix of different commercial offerings. Manchester Life will manage the letting of the commercial units carefully with provision in the lease to combat anti-social behaviour. The operating hours of the commercial units will be subject to discussion and dependent on the end users therefore determination by MCC upon the granting of approval. In terms of impact on amenity, appropriate noise limits have been set within the Acoustic Report submitted as part of this application. Each commercial unit operator will be responsible for installing appropriate mitigation that responds to this requirement and approve these details with MCC, this will also include the incorporation of internal shutters if necessary. Additionally, Jersey Wharf will have a 24/7 concierge with full CCTV coverage and will be able to quickly notify the relevant authority of any anti-social behaviour.
Local amenities	
Several respondents suggested that additional local amenities are needed in order support the area’s growth and increase in population in recent years. Suggestions included a corner shop, supermarket, doctors, dentists, community centre, gym, and a play area.	The Proposed Development is located within a highly popular area that is well served by key services and amenities while being on the edge of the City Centre. The occupants of the commercial units have not been determined at this stage, however as five units are proposed at ground floor level there is the opportunity for a range of uses to be provided.
Tenure type	
A couple of comments questioning whether the area is in need of anymore flats.	A range of housing types are being brought forward within the Poland Street Zone. These will help to provide a mixture of housing options to residents. Considering the Site’s location, it is considered that apartments are more appropriate and would appeal to a wider range of potential residents.

Consultation comments	Applicant Response
- One respondent criticised the absence of affordable housing. - A suggestion to include additional affordable housing to avoid a ‘divide’ between Ancoats and Miles Platting.	The application relates to one of six developments that have been identified for the next phase of development in the Ancoats and New Islington neighbourhood. Collectively these developments will deliver over 500 new homes, including a large amount of affordable and accessible housing.
Other	
- Several comments expressing support for the project and the positive contribution it will make to Ancoats. - Supportive of regeneration in Ancoats, especially proposals which will provide more residential accommodation.	The Jersey Wharf team welcome supportive comments for the design proposals for the Site and the wider Poland Street Zone.

