

Downley Drive



Design and Access Statement
May 2021v4



Version history

Project name: Downley Drive

Project number: 8801

Client: Great Places Housing Association

Rev:	Date:	Status	Name	Description
0	26-04-2021	DRAFT	Olivia Marshall Architectural Assistant	D+A Statement
1	07-05-2021	FINAL	Mike Guy Senior Architect	Planning
2	10-05-2021	FINAL	Olivia Marshall Architectural Assistant	Amendments
3	10-05-21	FINAL	Olivia Marshall Architectural Assistant	Response to Deloitte's comments
4	21-05-21	FINAL	Mike Guy Senior Architect	3D visuals added

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1.0

Introduction

1.0 Introduction

1.1 Key Information

Location: Downley Drive
Size of Scheme: 23 Houses + 45 Apartments
Use: Residential

1.2 Purpose of this document

This Design and Access Statement (DAS) has been prepared by Buttress in conjunction with the professional team (listed to the right) to support a full planning application for the residential led development known as Downley Drive. The purpose of this document is to set out site analysis, 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.

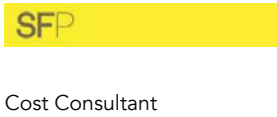
1.3 Client Team

Great Places are working in conjunction with Manchester City Council to deliver the Downley Drive housing scheme.



1.4 Design Team

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



2.0

Project Background

2.0 Project Background

2.1 Introduction

The project sits alongside other developments which together comprise a coordinated phase of redevelopment of the Back of Ancoats and New Islington. The four projects are;

- Eliza Yard (Manchester Life Development)
- Mobility Hub (Manchester City Council)
- Ancoats Dispensary (Great Places)
- Downley Drive (Great Places)

The Proposed Development forms part of wider phase of development to take place in Ancoats and New Islington over the coming years. This will continue the area’s transformation into a neighbourhood of choice which is now one of the most sought-after residential neighbourhoods in Manchester City Centre.

A central element to the neighbourhood’s success has been a strong vision for regeneration, embedded within the Ancoats and New Islington Neighbourhood Development Framework originally prepared by Manchester City Council in 2012 and updated in 2016 and 2020. This is discussed in greater detail later in the Planning Statement prepared by Deloitte and submitted as part of this application. However, another key component is partnership working to deliver maximum benefit at both a neighbourhood and city-wide scale. This joined-up approach has been a central element to the next, emerging phase of development which the Proposed Development is a part of.

Three companies have come together to

deliver this next phase of development: [HYPERLINK “http://mclife.co.uk/”](http://mclife.co.uk/) Manchester Life Development Company, [HYPERLINK “http://www.greatplaces.org.uk/”](http://www.greatplaces.org.uk/) Great Places Housing Group, and Manchester City Council. Between them the following six sites will be delivered, delivering substantial public benefits in addition to creating over 400 new homes across the neighbourhood.

Eliza Yard – a residential development which will be delivered by Manchester Life.

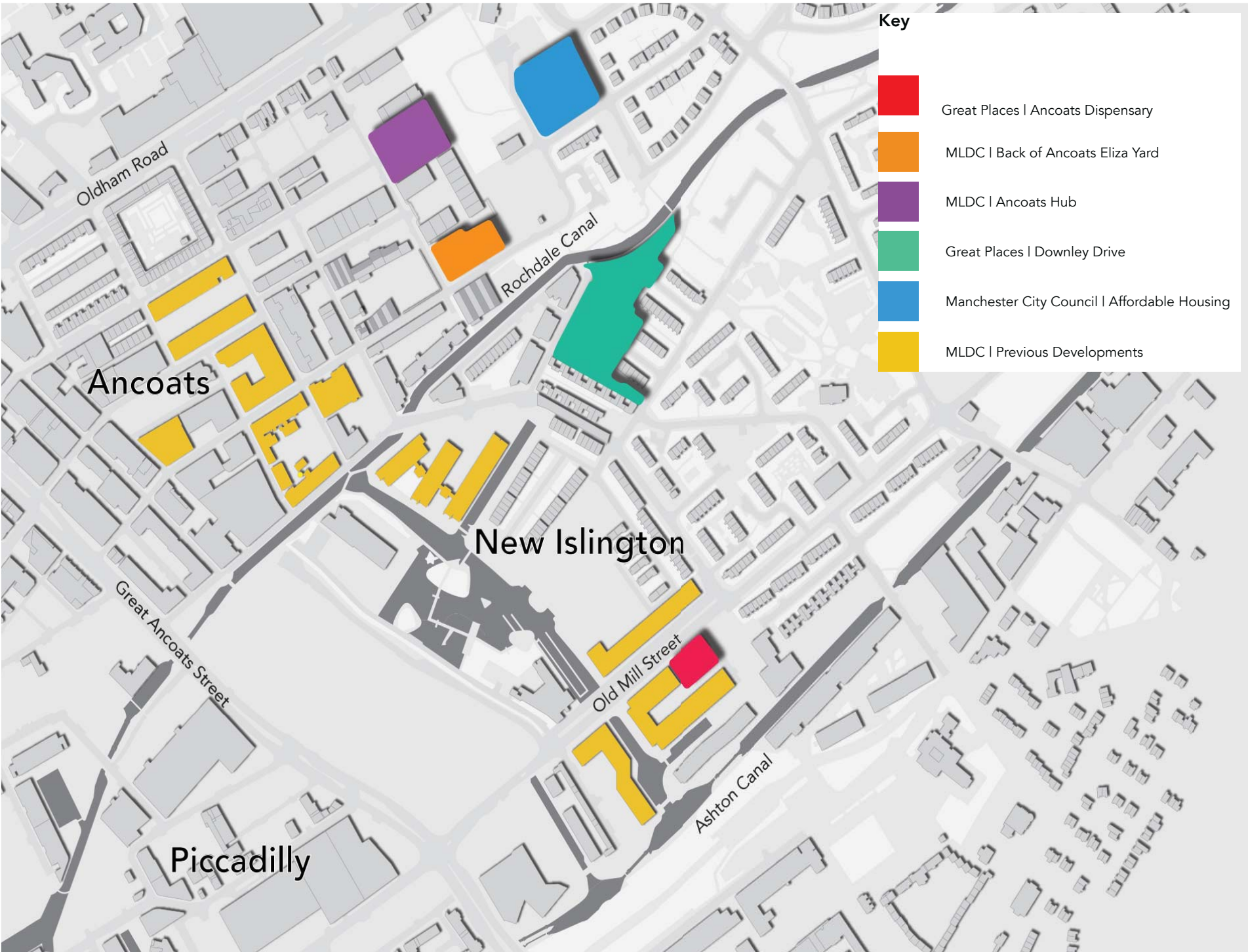
Ancoats Mobility Hub – innovative neighbourhood infrastructure that seeks to challenge the conventions of parking, street usage, mobility, and logistics in a city centre environment which will be delivered by Manchester Life Strategic Development Company Limited but will be operated by Manchester City Council and their selected management company.

Downley Drive – Affordable Housing development being delivered by Great Places.

Ancoats Dispensary – Affordable Housing development being delivered by Great Places that will facilitate the redevelopment of the Grade II Listed Ancoats Dispensary.

Plot C, Ancoats – residential development of an underutilised site fronting the Rochdale Canal which will be brought forward by Manchester Life.

Affordable Housing Site - a site that has been identified for the delivery of Affordable Housing by Manchester City Council.



2.2 Project Brief

The proposals set out in this document creates a high-quality, family-orientated, residential-led neighbourhood with a distinctive sense of place, a mix of housing options and a dynamic community heart.

A series of key design themes underpin the design approach and seek to create;

- A place where people feel at home
- A place with unique and lasting appeal
- A sustainable place for future generations
- A place where people thrive
- A place with a choice of homes
- A place to enjoy and be proud of
- A place which fosters a sense of belonging

The scheme is designed to;

- Create a 'gateway' design that acts as a visual link between the NDF Poland Street zone, Ancoats and the diverse neighbourhood of Miles Platting.
- Create a sympathetic scheme that responds to its context
- Deliver a diverse range of socially rented flats, affordable and shared ownership houses.
- Create private green area that are visible to and enhance the neighbourhood.
- Satisfy Great Places environmental strategy (summarised in Client Objectives).



45
apartments



23
houses



2,028
sqm of private
landscaped area



71
secure cycle
storage spaces



2.3 Existing Issues +

1. Parking

There are ongoing issues around the site with car parking. There is an issue with people parking on nearby streets, predominantly Woodward Street, Woodward Place, Downley Drive and Kingham Drive and leaving these during the day whilst visiting the City Centre. This impacts on the parking available for residents.

2. Scale

The site is in a transitional zone with high density development predominately to the south and west aspects and lower scale development to the east

3. Levels

The site has a change in level running from a high point adjacent to the canal and falling towards the existing two storey dwellings on Downley Drive and Kingham Drive.

4. Trees and Landscape

The site contains some significant trees that form a part of the landscape strip that bounds the canal. Retention of these, wholly or in part, will limit the development capacity of the sites.

5. Antisocial behaviour

The site is currently a hotspot for antisocial behaviour and drug use. Unattended cars parked on surrounding streets mentioned in point 1 has proven opportunity for elevated levels of possession theft in the area. Consultation with Greater Manchester Police has indicated that positive development of this space should improve these existing issues.

2.4 Client Objectives

Great Places initial involvement:

The site is currently owned by Manchester Council, and the brief provided to Great Places as a condition of sale was to deliver a mid-density development to act as a conduit site between the low density homes of Miles Platting and the high density homes of New Islington Marina. Early discussions with planning indicated a desire for a low carbon scheme in line with MCC’s policy ambitions. There is a strong desire from Great Places to support this requirement and use this development as a pilot for a number of sustainability measures and utilise the scheme as a flagship development for the organisation. This has been a key driver of the design

Aspiring to deliver a highly sustainable Affordable Housing residential development – key components to the energy strategy include:

- The development will benefit from MVHR units in response to a high fabric first approach to deliver the units utilising key Passivhaus equivalent standard
- The development will benefit from air source heat pumps (ASHPs) supplying hot water only to flats and both heating and water to houses.
- We’ll deliver PVs as part of an aspiration to deliver a low carbon scheme
- Predicted site wide reduction in CO2 over Part L 2013 of 61% with SAP 9 carbon factors
- The design incorporates sustainable elements such as rain gardens and the planting of trees in private landscaped areas.



Concept Massing

2.5 Planning Policy Content

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.
- Eastlands Regeneration Framework. Manchester Residential Quality Guidance.
- Manchester Residential Quality Guidance
- 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).

- 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 draft revisions to the National Planning Policy Framework and a new draft National Model Design Code between 30th January 2021 and 27th 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 co-ordinate 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 outline how the planning system will protect and enhance our natural, built and historic environment. These dimensions are considered to be mutually dependant within the NPPF, in its entirety, defining what is understood by the term sustainable development.

Section 6 (Paragraphs 80-84) 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 91-95) 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. Neighbourhoods that 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 area;

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)

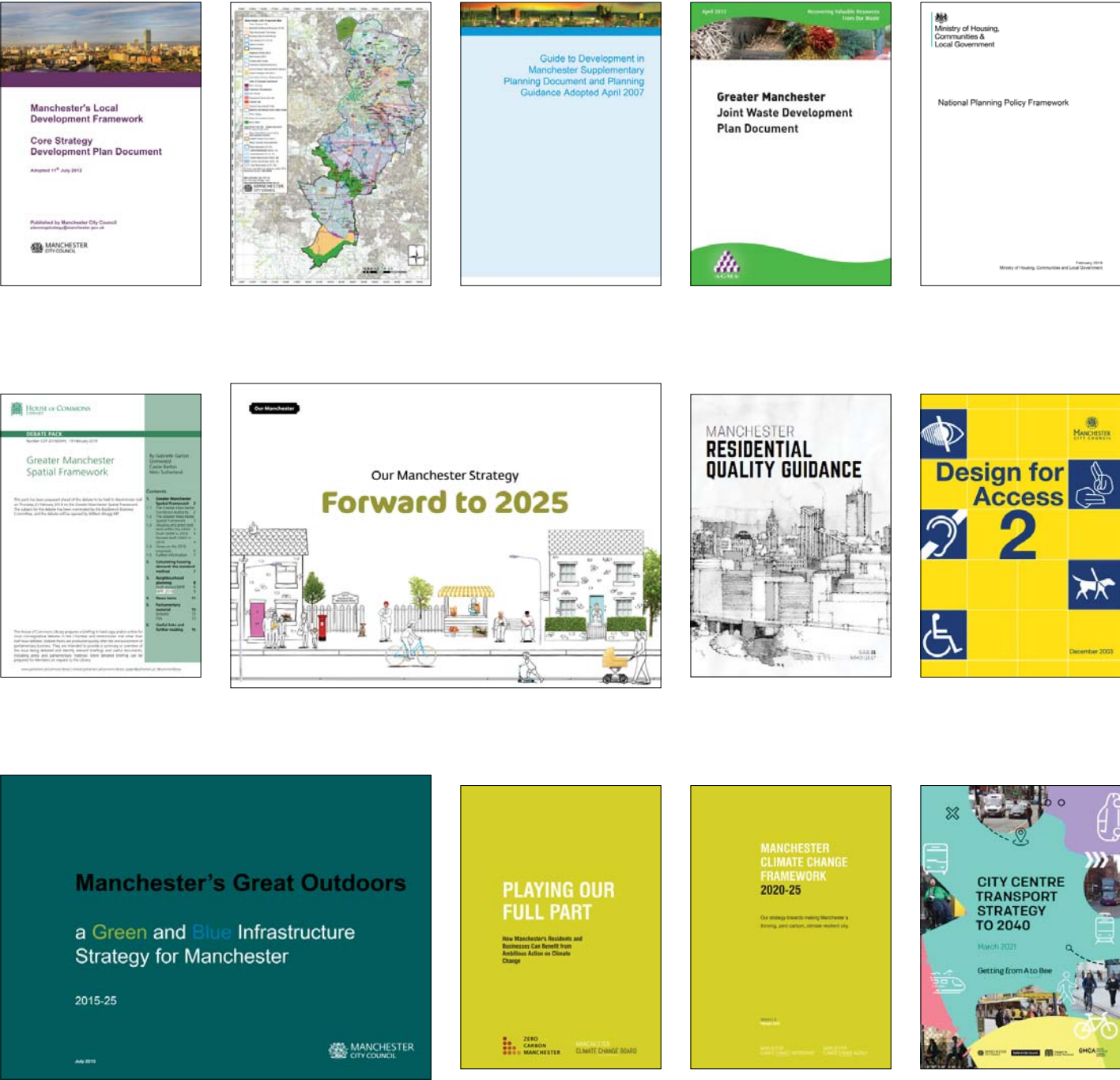
The National Design Guide was published by the Ministry of Housing, Communities and Local Government in 2019. This document forms part of the governments planning practice guidance and was created to outline key characteristics that make well-designed places.

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 developer is required to provide robust justification, evidence and options analysis.



3.0

The Site

3.0 Site

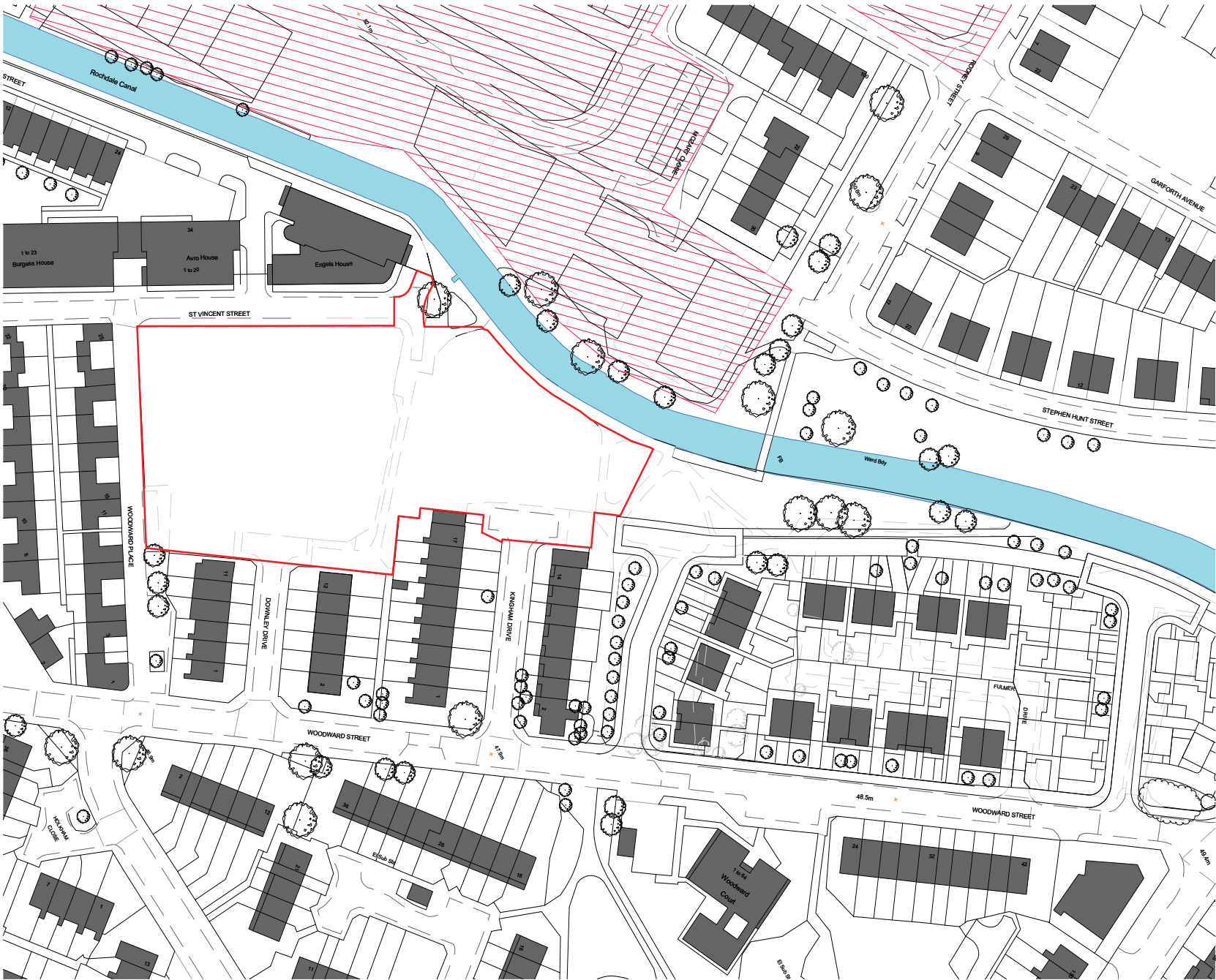
The site is made up of two distinct areas either side of a current footpath that runs between Downley Drive and St Vincents Street. The total area of the site is 0.68 Hectares.

The Site is bounded by St Vincent Street and the Rochdale Canal to the north, edges of existing dwellings on Woodward Place to the west, Downley Drive to the south and Kingham Drive to the east. The western portion of the Site is currently vacant and secured by fencing, comprising predominantly of overgrown shrub land with a limited amount of hard standing.

The eastern portion of the Site is comprised of grassland with a limited number of trees. An unadopted path cuts through the Site from St Vincent Street to the north to Downley Drive to the South.

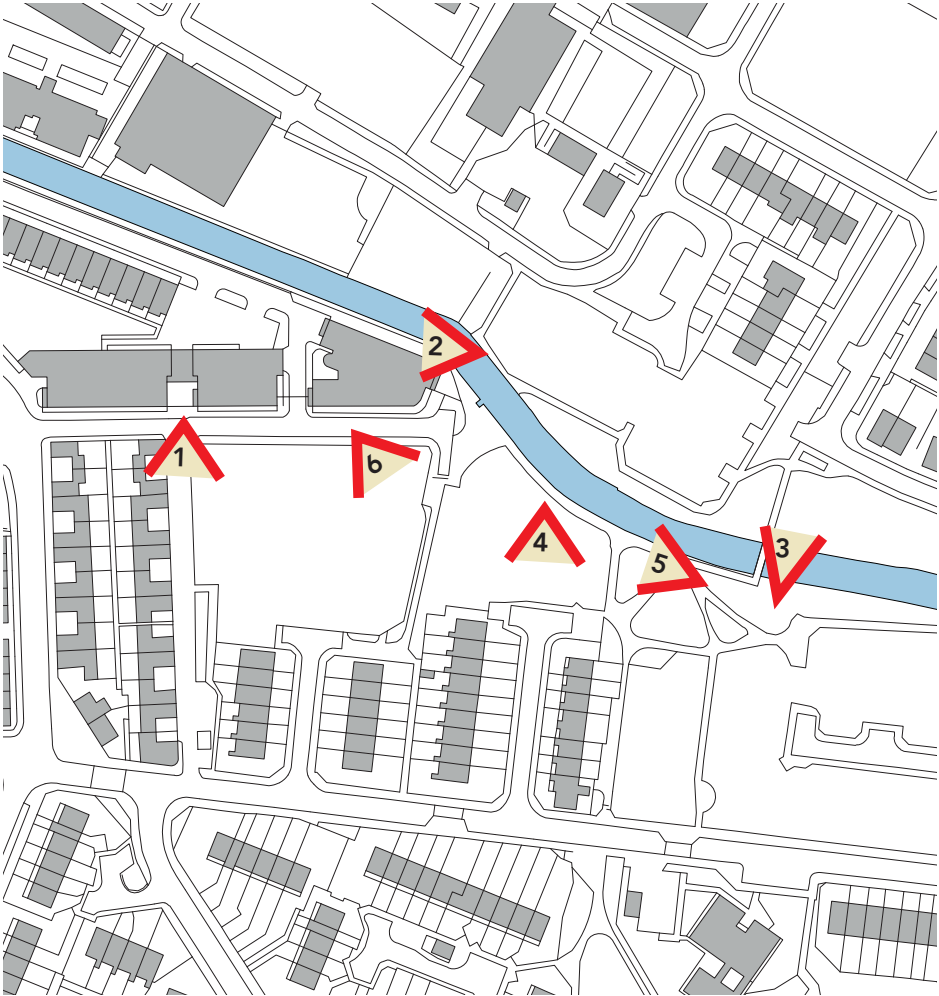


Site Location Plan



3.1 Site Today

A selection of photos show the qualities of the environment in and around the site.



3.2 Location

The site surroundings incorporate areas of regeneration developments including across the Rochdale canal Back of Ancoats to the north west, the Miles Platting PFI to the north east and to the south New Islington which is centred around the marina.

The site is bounded by St Vincent Street and the Rochdale Canal to the North, edges of existing dwellings on Woodward Place to the West, Downley Drive to the South and Kingham Drive to the East. The Western portion of the site is currently vacant and secured by fencing, comprising predominantly of overgrown shrub land with a limited amount of hard standing. The eastern portion of the site is comprised of grassland with a limited number of trees. An unadopted path cuts through the site from St Vincent Street to the North and Downley Drive to the South.

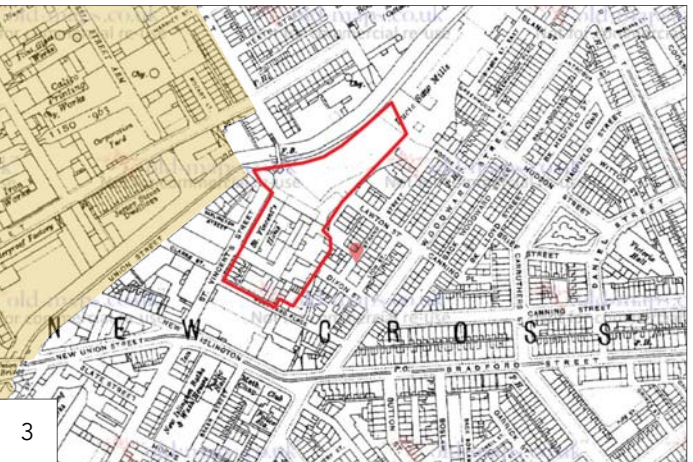
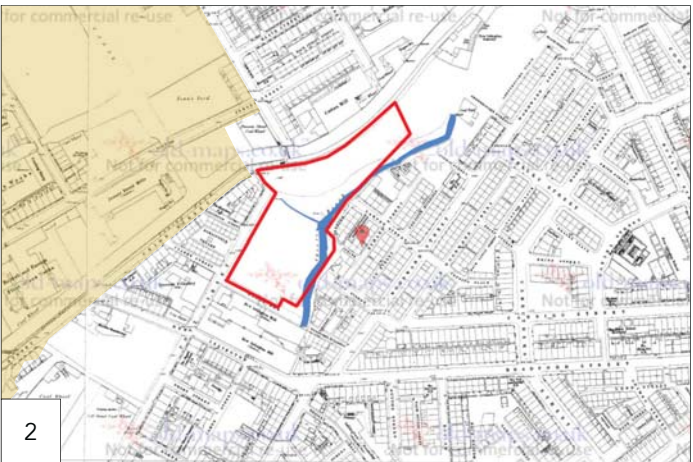
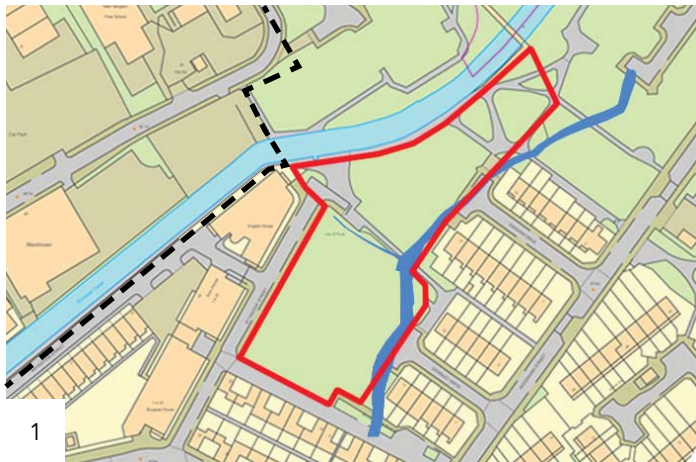


 Site Location Plan

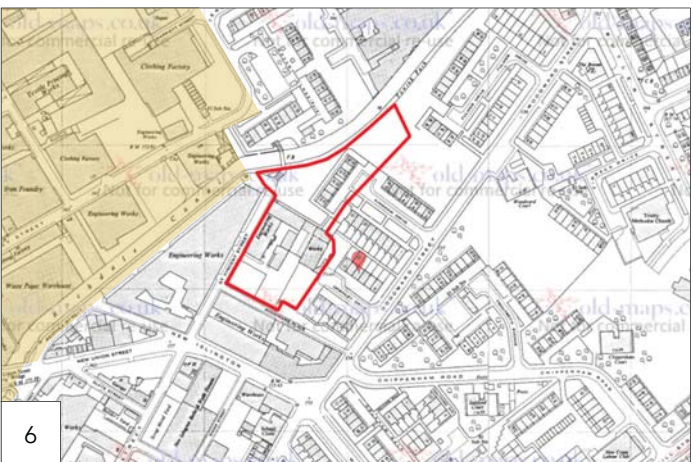
3.3 Historic Maps

The site, currently vacant, was once occupied by the Vincent works factory and warehouse up to the 80's .

From around the 60's a block of maisonettes was built in the north section of the site and subsequently demolished around the 90's.



- 1. Shooters Brook estimated location on current site plan (based on 1851 map)
- 2. 1851 plan
- 3. 1922 plan
- 4. 1948 plan
- 5. 1963 plan
- 6. 1968 plan
- 7. 1988 plan



Key

Ancoats Conservation Area (ACA)

ACA Boundary

3.4 Historic Images

The photos show the area in the 1960's. The stacked maisonettes on Kingham Drive have been demolished. Similarly, the workshops on St. Vincent Street have been demolished but replaced with new apartment development along Rochdale Canal.



Downley Drive from Woodward street 1967



St Vincent street 1962 (Now demolished)



Kingham Drive from Woodward st. 1967(Now demolished)



Kingham Drive from Woodward st. 1967(Now demolished)



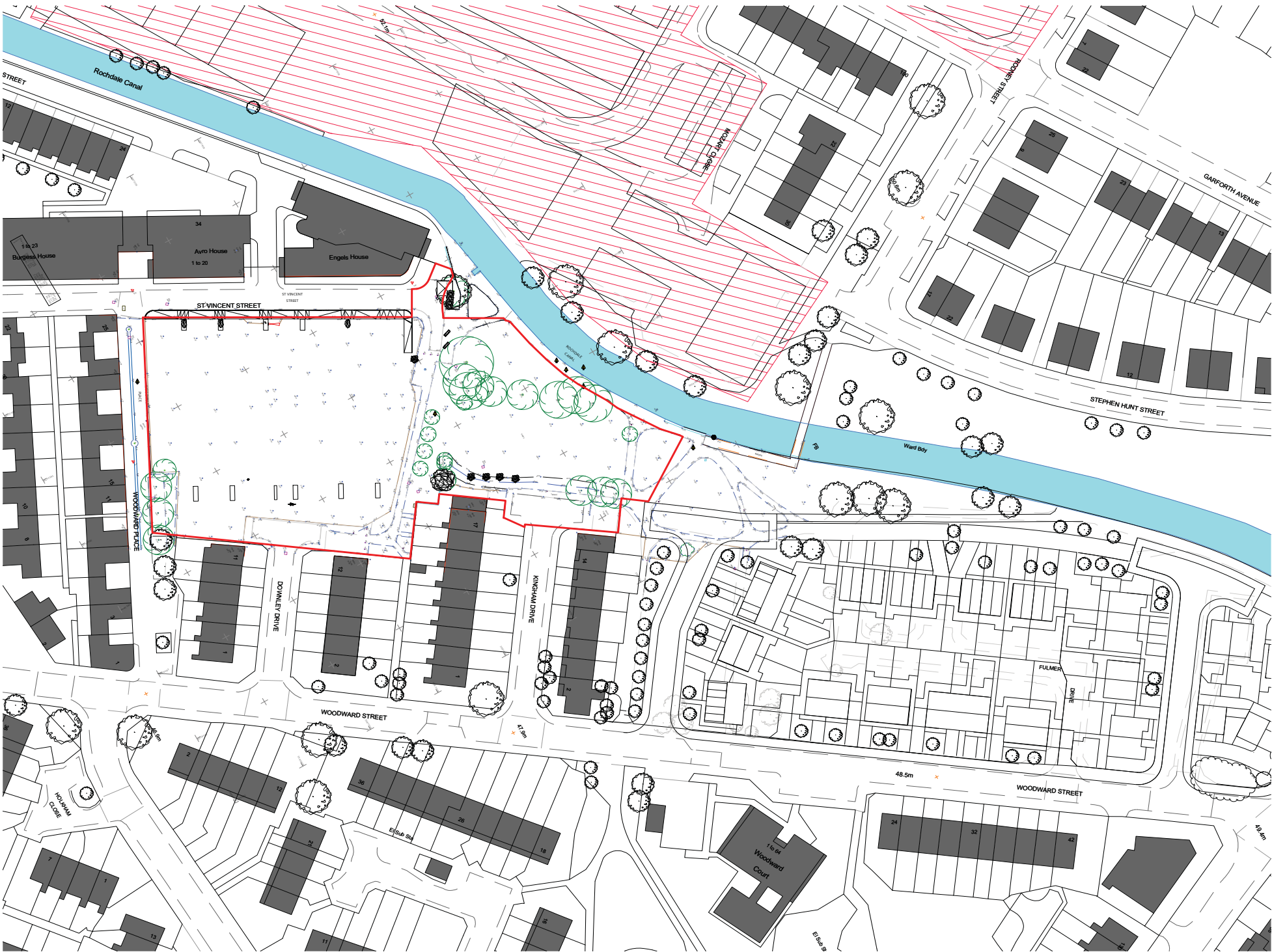
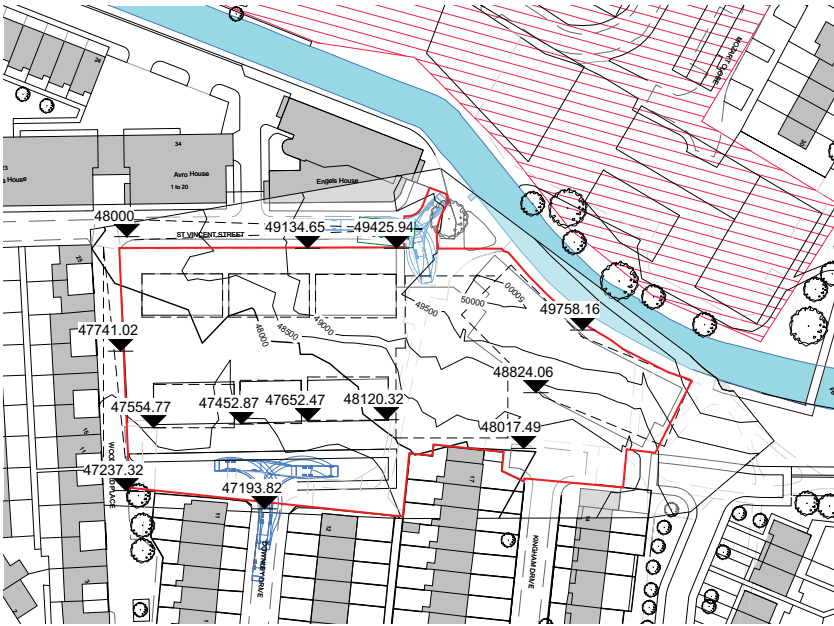
Downley Drive from Woodward street 1967



St Vincent street 1967 (Now demolished)

3.5 Topographical Survey and existing levels

The site falls from the boundary adjacent the Rochdale canal towards Downley Drive by approximately 3.0m



3.6 Existing Tree Survey

There area a limited number of existing trees on the site, the Arboricultural Impact Assessment prepared by Bowland concludes:

- Eleven individual trees and eight groups of trees were surveyed in respect of a proposed 68- unit residential development with associated landscaping, boundary treatment, car parking, and cycle parking.
- Two groups were categorised as moderate quality, ten trees and four groups were categorised as low quality, and one tree and two groups were categorised as unsuitable for long term retention regardless of the proposals.
- However, it should be noted that one of the trees from a low quality of groups that is projected to require removal is located within the neighbouring council owned highway verge to the site's south, and it will subsequently be essential to negotiate the removal and replacement of this trees with the applicable council department(s).
- In this respect it is understood that the LPA expect a replacement ratio of three-for-one for all high, moderate and low quality trees removed, thereby equating to the provision of 69 new trees for the projected losses necessary to construct the proposed development.
- As indicated on the Landscape Proposal Plan a total of 69 new trees, plus various shrubs and several lengths of hedging, are proposed as a component of the site's landscaping scheme.
- As such, the provision of the proposed new tree planting as part of the site's landscaping scheme is projected to adequately compensate for necessary tree losses at a three-for-one ratio.
- In turn, the delivery of the high quality landscaping scheme as aforementioned can be conditioned through the imposition of a suitably worded planning condition.
- In addition to the above it is also concluded that, in order to ensure successful existing tree preservation over the long-term, it is essential that the retained trees are protected in strict accordance with current

- Government guidance and the recommendations included herein.
- Accordingly, in order to ensure adequate protection of retained trees, these factors should be included in a suitably detailed Arboricultural Method Statement and Tree Protection Plan, the provision of which and adherence to can be conditioned to a planning permission.
 - 8.10 Furthermore, it should also be noted that all site works must be carried out in strict
 - Accordance with any advice and recommendations made by the project ecologist where
 - Applicable and, in turn, in accordance with current government guidance relating to
 - Biodiversity, wildlife and development.
 - 8.11 An appraisal of the documentation provided to date identified that the proposed works will
 - Require the removal of two moderate quality groups, nine low quality trees and part of one
 - Low quality group and the full extent three low quality groups.

The design retains trees where possible but the overall constraints necessitate the removal of some of them to allow viable development.



4.0

Site Context

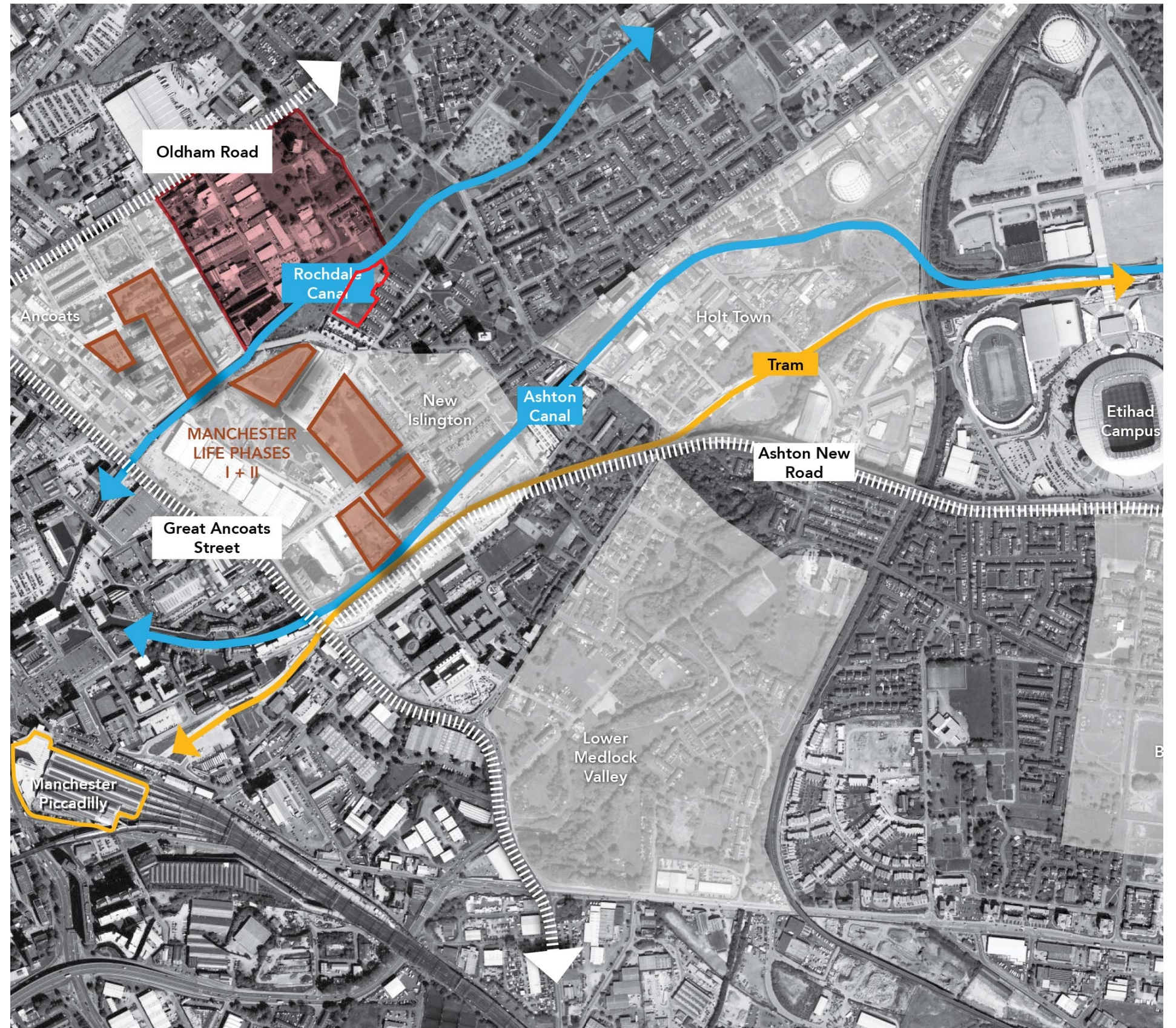
4.0 Site Context

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 and Ancoats Urban Village 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.

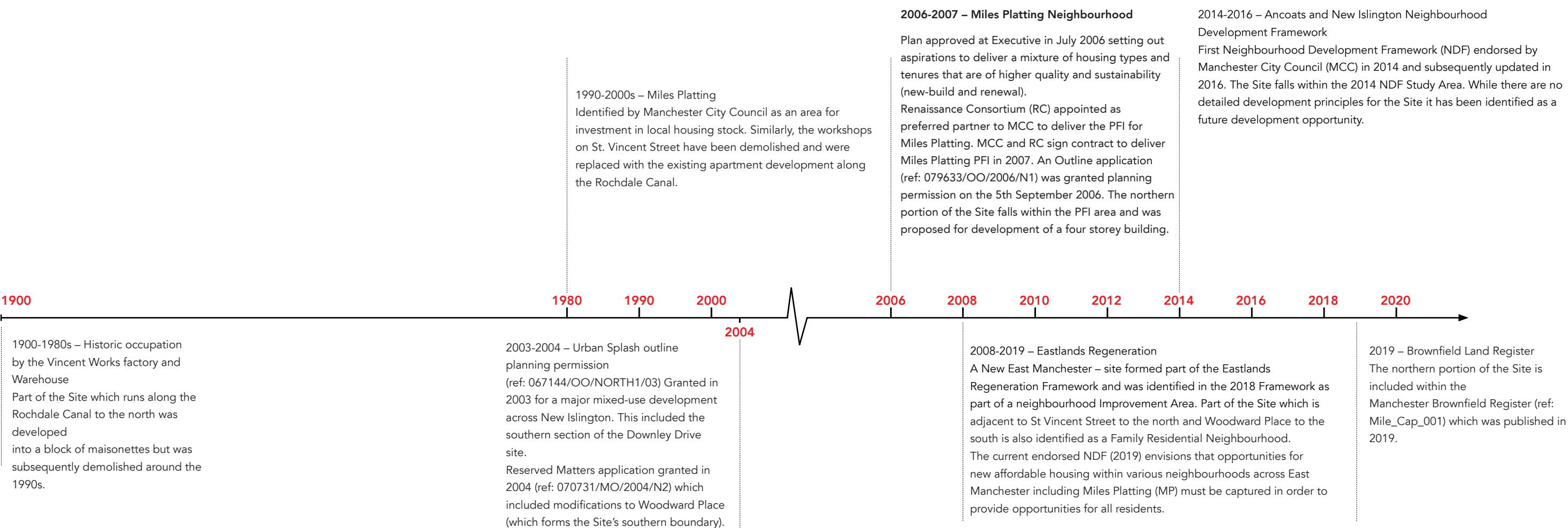
The Downley Drive site borders these areas of bold developments and the northern portion of the site falls within the PFI area of Miles Platting.

This offers the 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.



4.2 Regeneration Context

The Downley Drive site has been seen as a regeneration opportunity over many years and constitutes brownfield land. We would propose to form a narrative in our planning statement that charted its regeneration history, noting the key milestones below:



4.3 Ancoats & New Islington NDF 2016:

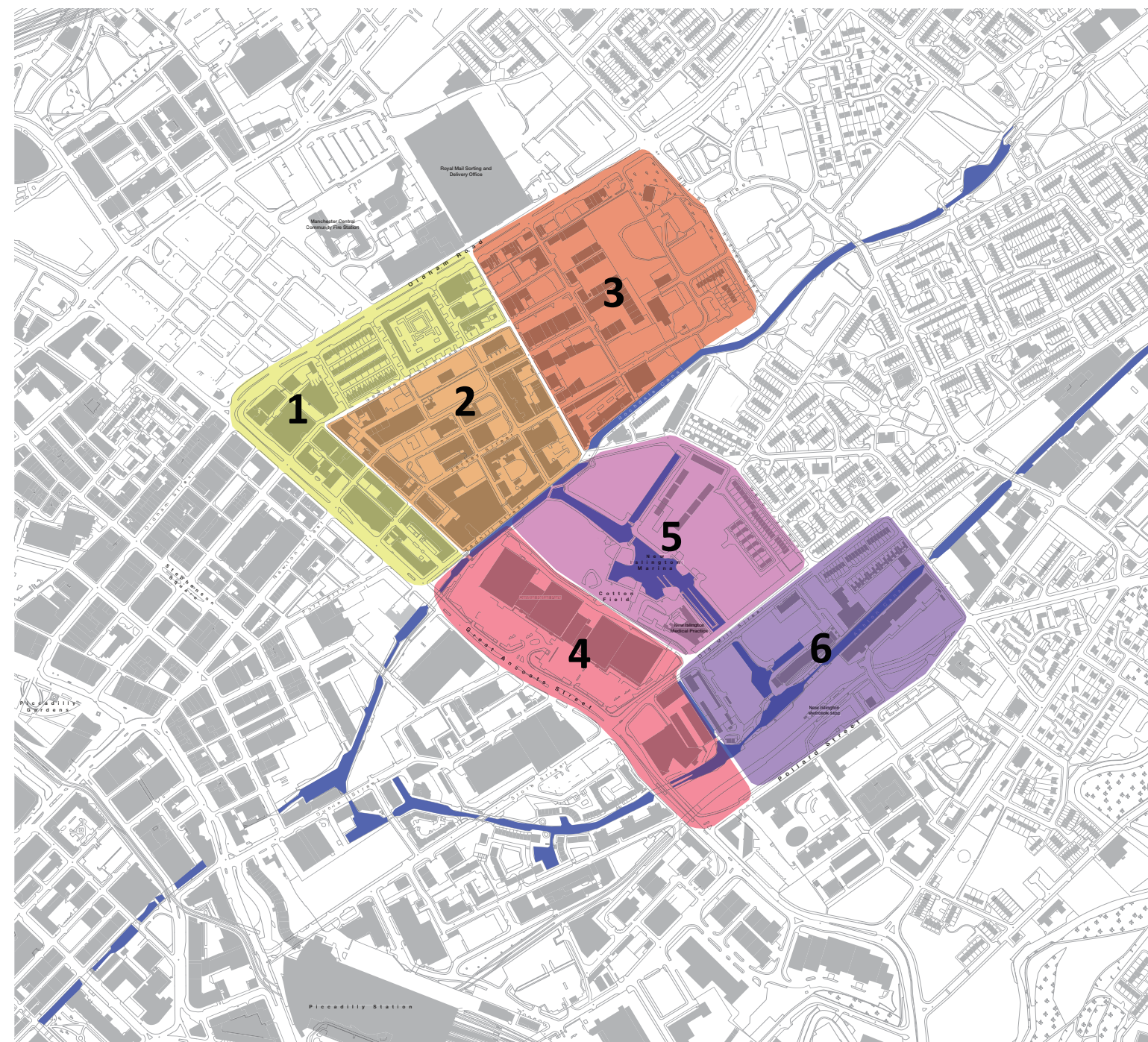
The Ancoats & New Islington Neighbourhood Development Framework Update 2016 (A&NI NDF (2016)) is an update of the previous NDF approved by Manchester City Council's Executive in October 2014 and reflects further detailed masterplanning for the area, changes in policy context and progress in delivering the original NDF proposals.

The NDF is not specific about development principles for the Downley Drive site but it is clearly identified as a 'future opportunity area' (see A&NI NDF (2016) figure 6.5: New Islington Structuring Framework). However, underpinning the NDF (2016) are core development principles which offer high level guidance of the development of the site. One of the key principles is the provision of a range and mix of residential accommodation of high quality to help move forward the emergence of a vibrant new neighbourhood of choice. The Downley Drive site is well suited to fulfilling this requirement.

Additionally, the NDF (2016) highlights a series of further development principles that underpin the use of the site for residential development and have guided the design ethos;

- New development should contribute to the creation of a spatially integrated neighbourhood.
- New development should not be considered in isolation but contribute to a coherent experience feeling a part of the whole.
- New development should promote connectivity to the Rochdale Canal. They should be viewed as a character feature presenting opportunity to create a special setting for new buildings.
- New development should contribute towards a walk-able, pedestrian and cycle-friendly environment.
- New buildings should be designed to support active streets.
- New proposals should be accompanied by appropriate parking proposals whilst promoting alternative sustainable forms of transport.
- Developments should ensure the area is accessible to all and create a safe and secure environment using the principles of 'secured by design'.
- Development should be sustainable maximising locational advantages and through building design.
- The NDF (2016) references other MCC guidance and in particular issues of housing affordability in Manchester and the need to deliver a range of housing tenures to provide a sustainable pipeline of residential property within the reach of average household incomes.

Great Places proposal to deliver affordable housing at the Downley Drive site aligns with these core principles and desires.



1.

4.4 Context appearance:

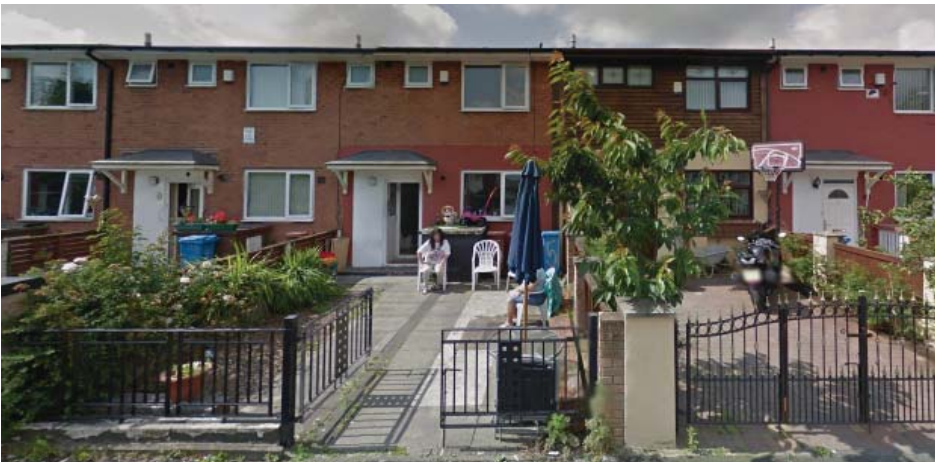
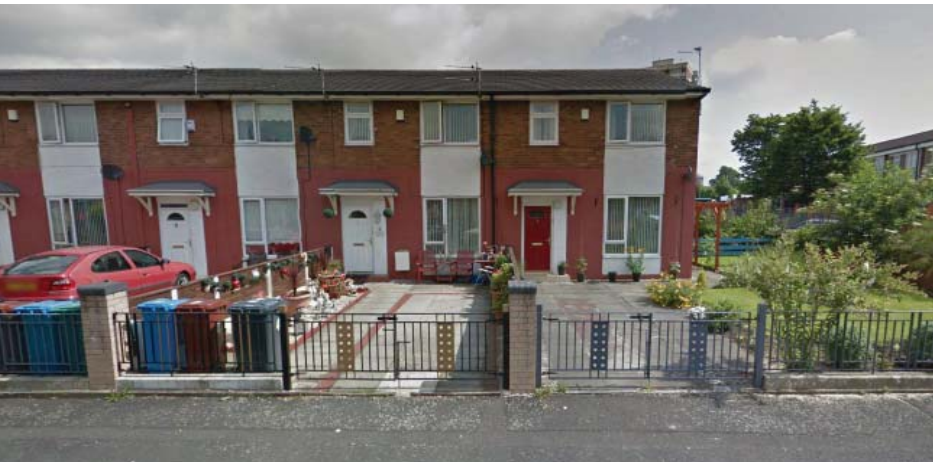
The existing two storey houses on Downley Drive and Kingham Drive are typical of row terrace houses built through the later 1960's and 1970's. The original rigour has been softened by personalisation of the projects over the years and front gardens, where softened by greenery and soft landscape, help define a sense of place and shape a lively neighbourhood.

The existing houses on Woodward place, have an architectural edge that is both admired and disliked, being highly decorated to pick up historic motifs and highly articulate gables. The public realm surrounding them, although designated as pedestrian friendly, feels quite sterile due to the lack of Ground floor amenities and outdoor spaces.

The apartment block on St. Vincent St. comprises a series of well proportioned buildings a simple material and colour palette on the earthy tones and provides on street soft landscaping mostly in the form of defensible space. Once again, the development is quite introspective with most of the communal outdoor spaces within a secured gated courtyard.

The area around the site contains buildings with a range of visual appearances. These are predominantly brick but with occasional elements of render and panel materials.

Later in this document the diagram in Section 5.4 shows the variety of brick colours evident.



4.5 Context Massing

As described on the diagram both historic and new build developments along the Rochdale Canal are generally 7+ storeys with Engels House, part of The Point development, at the end of St Vincent Street reaching seven storeys. Similarly, the Miles Platting PFI area is not uniformly characterised by low-rise housing. Several high-rise apartments coexist with traditional residential development further to the east.

Key

7+ stories

5-6 stories

3-4 stories

1-2 stories

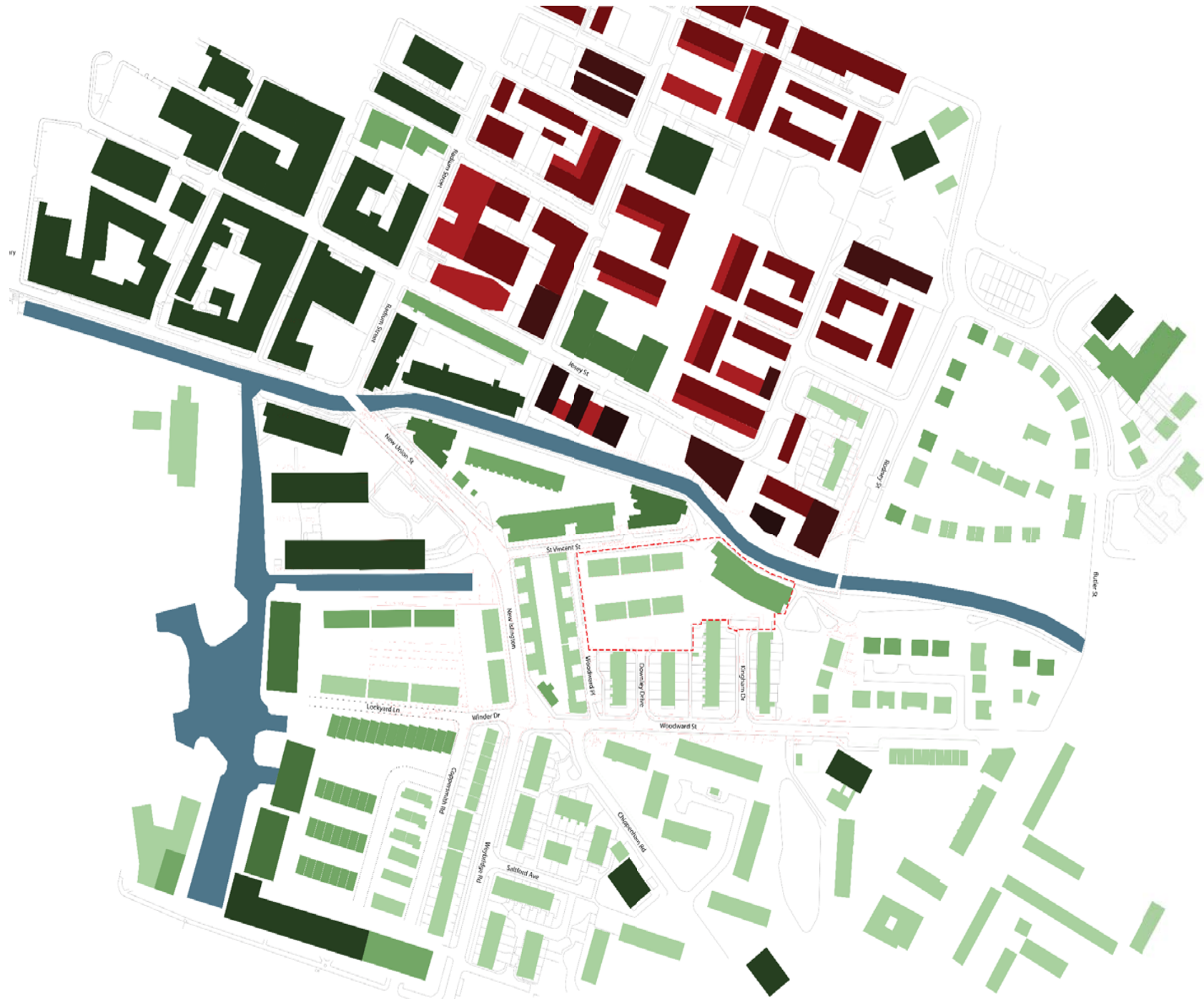


4.6 Changing Context - Proposed Massing

The area has seen much development over recent years and this is set to continue with numerous development proposals and plans coming forward.

The Lovell Homes PFI site plot 4 has approval for new housing which delivers taller homes at 3 storey plus pitched roof to the canal alongside lower housing.

The Ancoats and New Islington NDF (2020) area directly across the Rochdale canal could reach up to 8 storeys with the higher development proposed at the canal edges.



4.7 Constraints As Previously Identified

The development area of the site is constrained by a number of factors, including:-

- Underground gas main
- Underground sewers
- Underground services
- Need for 11.5m long Refuse vehicle turning head (in excess of the existing turning head provision).
- Existing site levels sloping up towards the Canal
- Canal and River trust existing access points and tow-paths.
- Trees are not covered by a TPO. However, the loss of the trees is mitigated by the provision of new trees.

Key

Rochdale Canal Land Ownership

Existing Rochdale Canal Towpath routes to be retained

Existing Towpath access points to be retained

Gas easement (exact location TBC)

Existing trees

new adoption

Conveyance restriction zone (TBC) in pink

UTILITIES:

IP intermediate pressure gas main

LP low pressure gas main

BT cables

Trunk Main - Pressurised main (From GPS Survey)

Assumed easement 3m either side of pipework centerline

Distribution Main - Pressurised Main

low voltage and unknown voltage across the site

Buildings outline

NDF Poland Street Zone

Noise pollution

Key frontage

Public realm

Opportunity for height to reflect NDF site



5.0

Design Evolution

5.0 Design Evolution

5.1 Key Themes

A series of design themes have also been established and project precedents have been explored to reinforce these ideas.



A place where people feel at home

St Chad's | Tilbury, Essex



A place with unique and lasting appeal

Burridge Gardens | London



A sustainable place for future generations

Goldsmith Street | Norwich



A place where people thrive

Oakfield Campus, Nationwide | Swindon



A place with a choice of homes

Abode | Cambridge



A place to enjoy and be proud of

Eddington Lot 1 | North West Cambridge



A place which fosters a sense of belonging

Timekeepers Square | Salford, Manchester

5.2 Design Principles

This diagram show the initial thinking informed by design evolution and site constraints. Great Places propose a variety of affordable housing to meet different tenure needs in the area.

The site has been split into three areas:

- A: Shared Ownership Houses
- B: Affordable Rent Houses
- C: Social Rent Apartments

Key

Development Site Boundary

Ancoats area

Green Space

Canal/ Marina

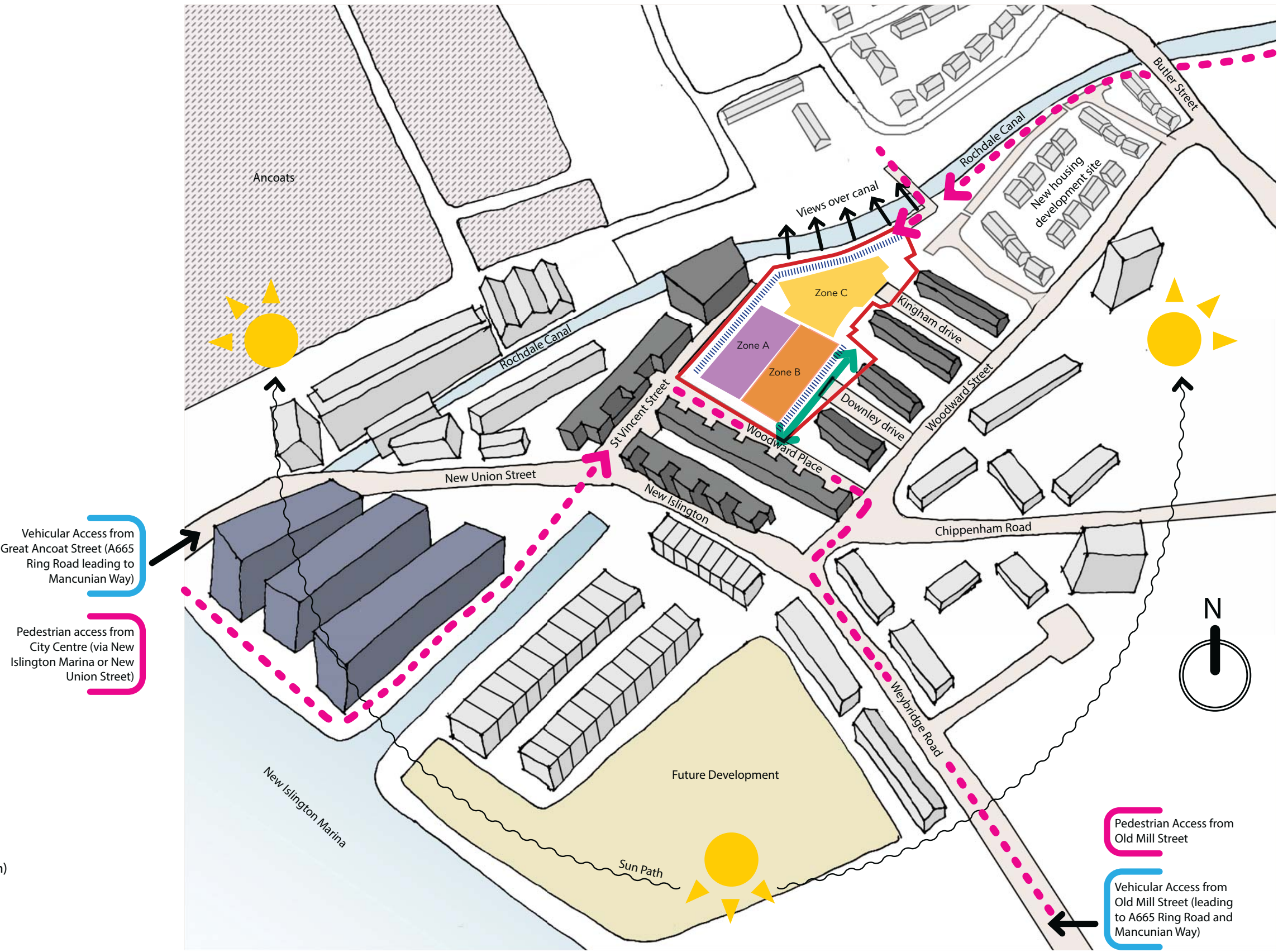
Future New Islington Development

Buildings immediately adjacent to site

Opportunities for new residential street (taking precedent from existing surrounding street pattern)

Potential frontages to new development

Pedestrian Access to site



5.3 Design Development

The design has evolved through a number of iterations which responded to the client brief and further investigation regarding existing sewers with restrictive easements.

Key

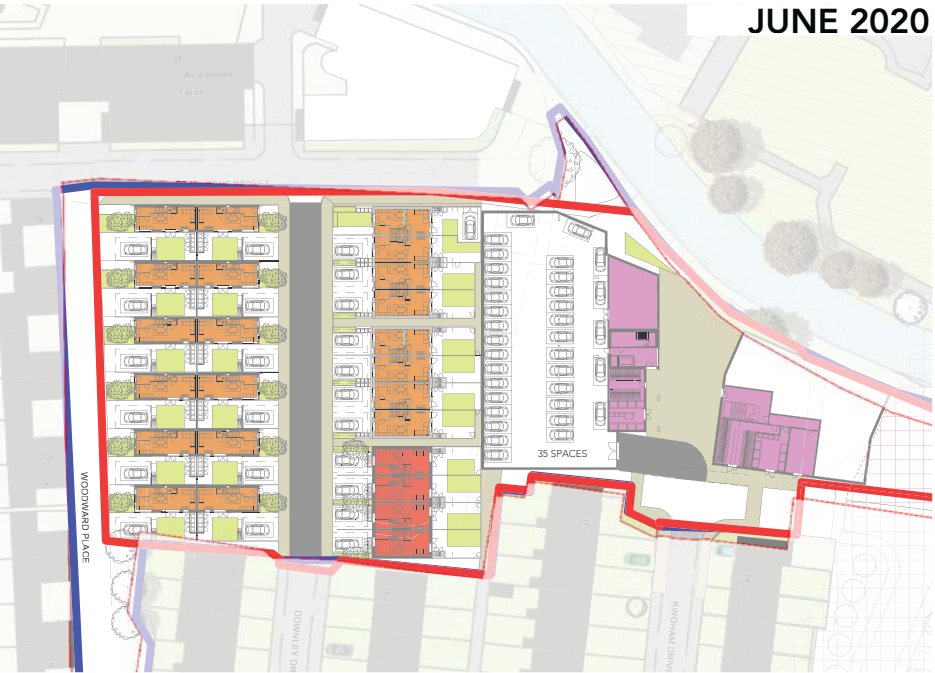
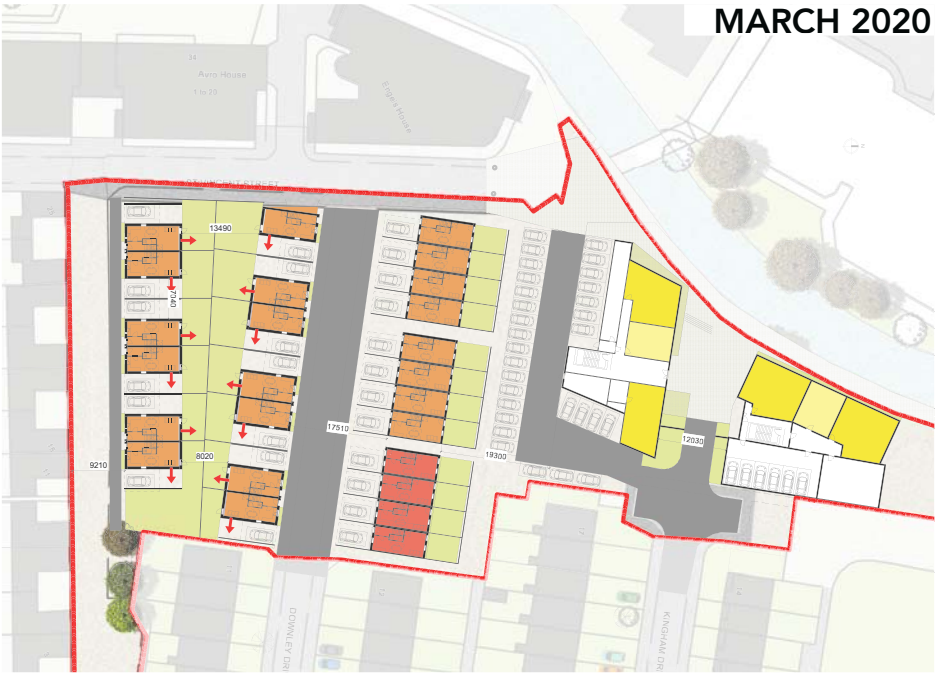
3 Bed/5 Affordable Rent

2 Bed/4 Affordable Rent

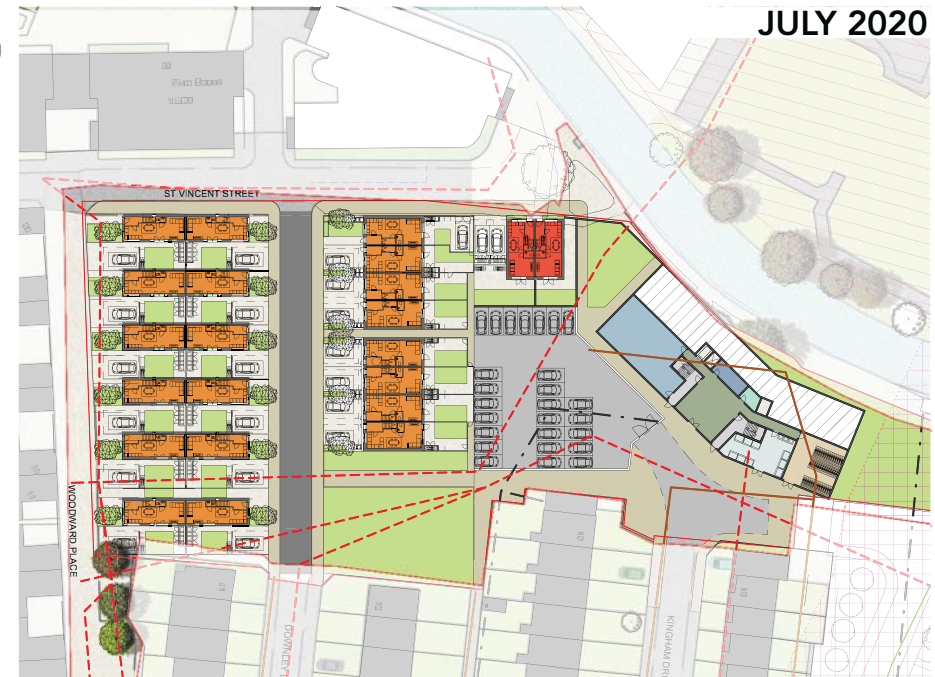
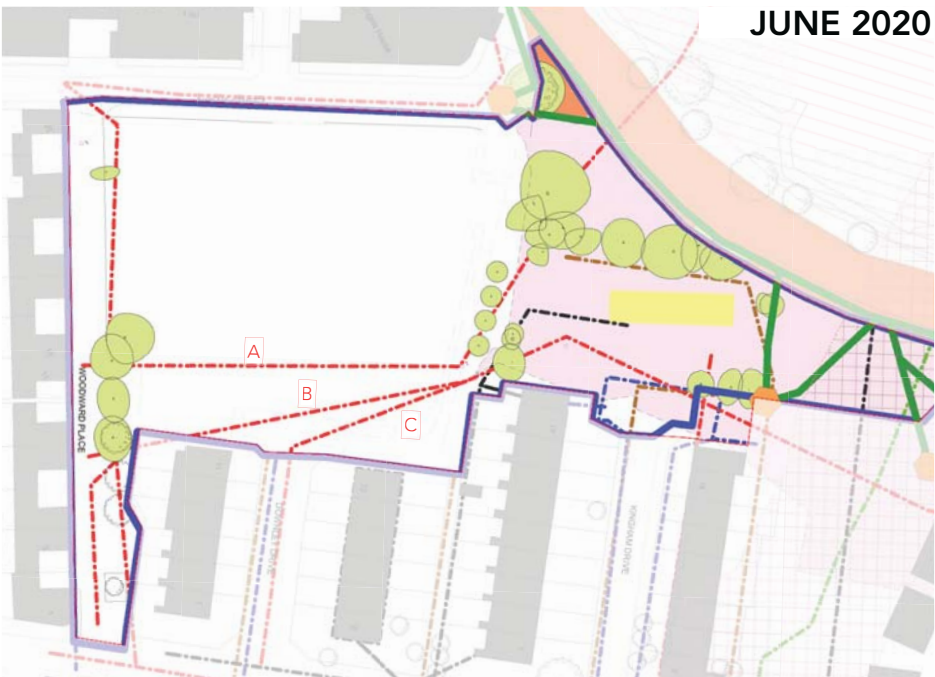
3 Bed/5 Shared Ownership

1 Bed 2 Person Flat - Social Rent

2 Bed 3 Person Flat - Social Rent

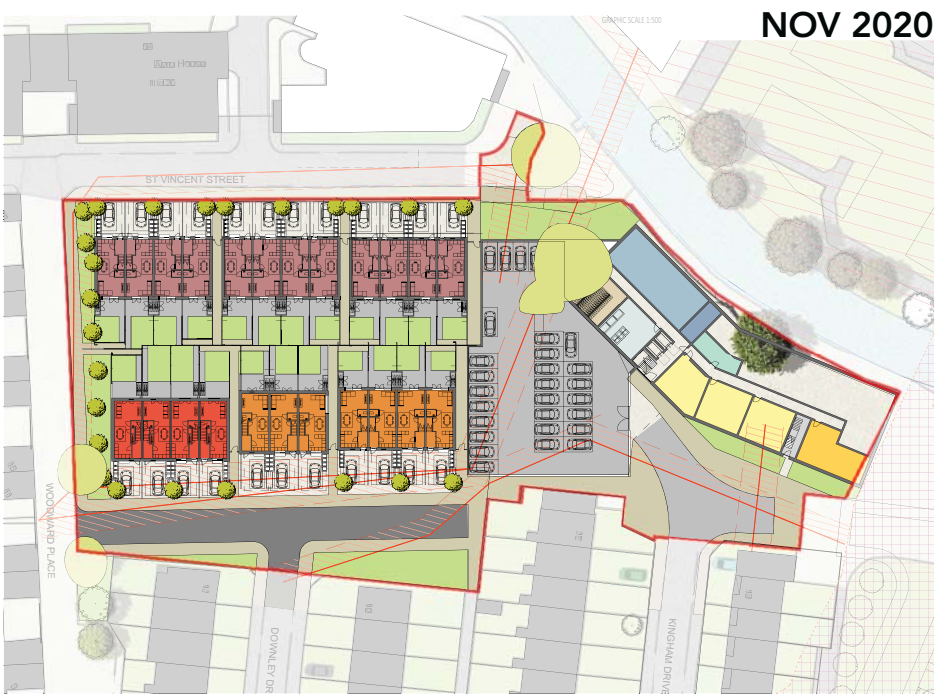
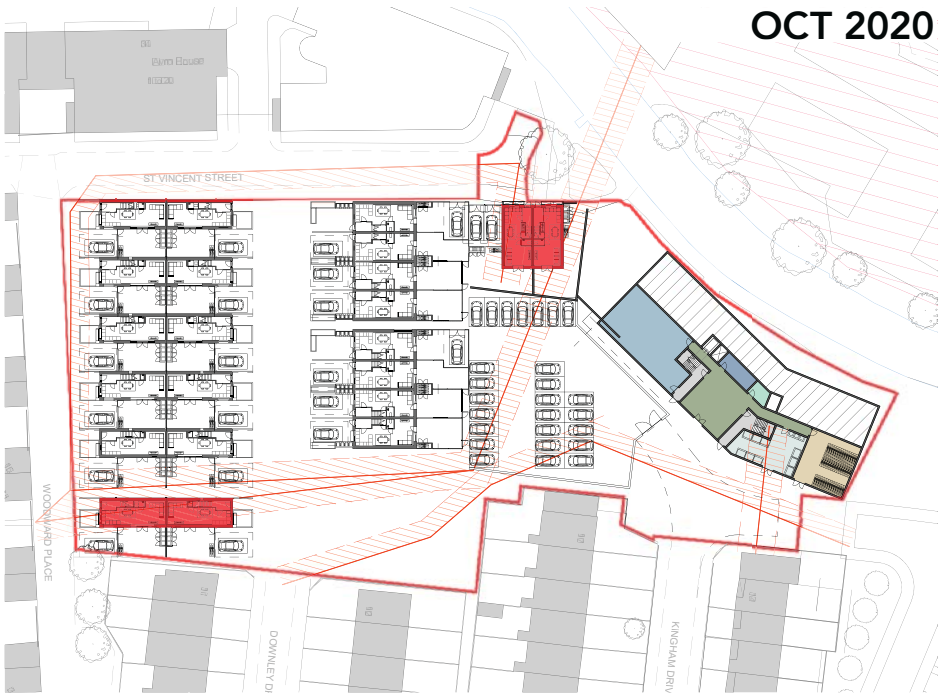


- The original chosen design was splitting the site in 3 distinct areas in line with the Client’s need of having 3 different tenures (Shared ownership houses, affordable rent houses and Social rent apartments)
- The traditional semi-detached configuration proposed for the shared ownership houses (Zone A) proved difficult in terms of providing satisfactory overlooking distances.
- Subsequent design development looked to resolve the overlooking distance issue (in zone A) of the previous design by re-interpreting the traditional semi-detached arrangement and replacing them with semi-detached side on units.



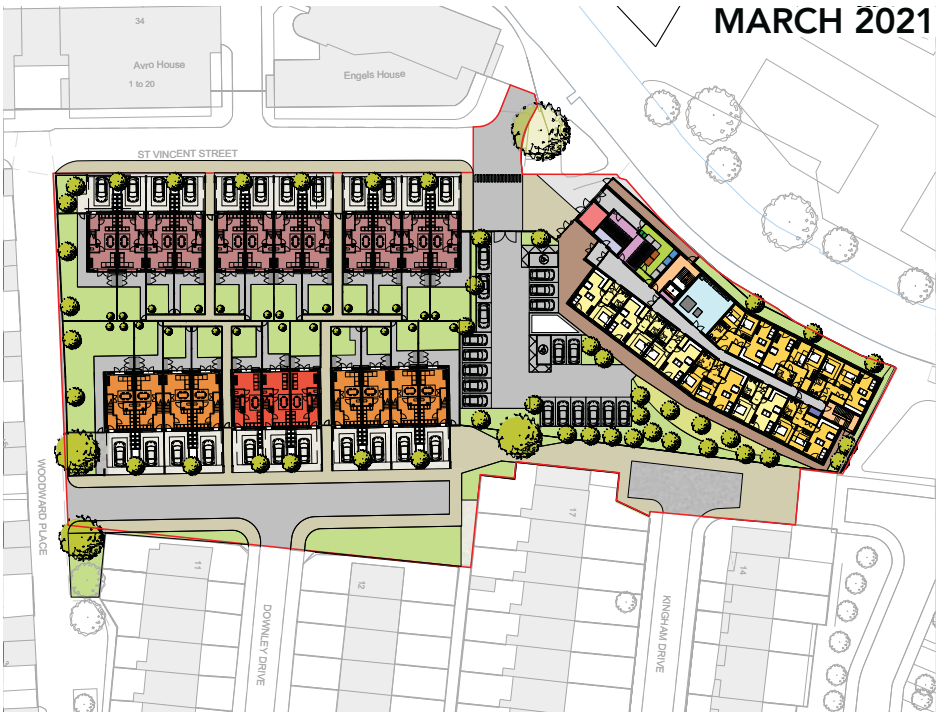
- The plan illustrates in red dotted line the finding of the underground utility searches, which impacted on the proposed layout.
- The design evolved subsequently to accommodate a clear easement of 3m either sides of the identified sewers.
- At this point 2no. 2BED houses were lost and the remaining 2 had to be relocated at the end of St. Vincent St.

Design Development (Continued)



- An underground survey was completed in October/November 2020 to accurately locate the position of the sewers. These are shown over-laid on the previous site layout and are different than previously envisaged and further constrain what was proposed. The four houses highlighted fall within the anticipated easement zone and would need to be omitted.
- This impacts on viability and leaves undevelopable and undefined areas of the site. These pockets of space could be utilised for parking or play areas and 'landscaped' but it is considered that this might be neglected or promote opportunities for anti-social behaviour.

- The new layouts reorientate the housing through circa 90 degrees from the previous design so that the roadways sit above the sewer easement zones thereby maximising the unconstrained land to be built on.
- This offers a better density of development and avoids those 'leftover' spaces that were appearing in the earlier layout when respecting the sewer easement zones.



- The layouts orientate the housing parallel to St Vincent Street so that the roadways sit above the sewer easement zones thereby maximising the unconstrained land to be built on.
- Access into the apartment block is located also off St. Vincent Street for a better connectivity to the Canal.

- The apartment building height has been adjusted to provide a consistent 4 storey building with flat roof. The turning head at the end of St. Vincents St has been extended together with the car park entrance gate being pushed further into the site to accommodate emergency and service vehicles manoeuvring space. An extension to the end property on Vincent Street has caused the boundary to recede at the footpath on the South of the site. This allows the footpath to be a pleasant route with good visibility and space for ample street lighting.

5.4 Materiality

The area around the site contains buildings with a range of visual appearances. These are predominantly brick but with occasional elements of render and panel materials. The diagram shows the variety of brick colours evident.

- Red brick hues prevailing in the Ancoats historic area
- Varied hues and tones within the Miles Platting area
- Site of transition/ link between the two zones
- Engels house already acting as transition piece.

Key

Red Brick

Buff Brick

Light Brick

Brown Brick

Grey Brick

Cladding

Site Boundary

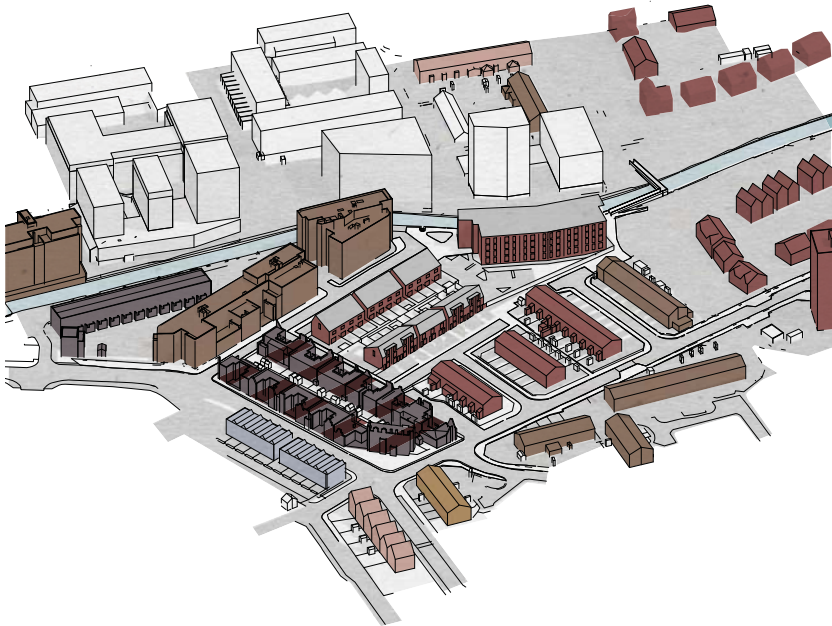


Materiality (Continued)

As part of the design process different types and combinations of brick were reviewed.

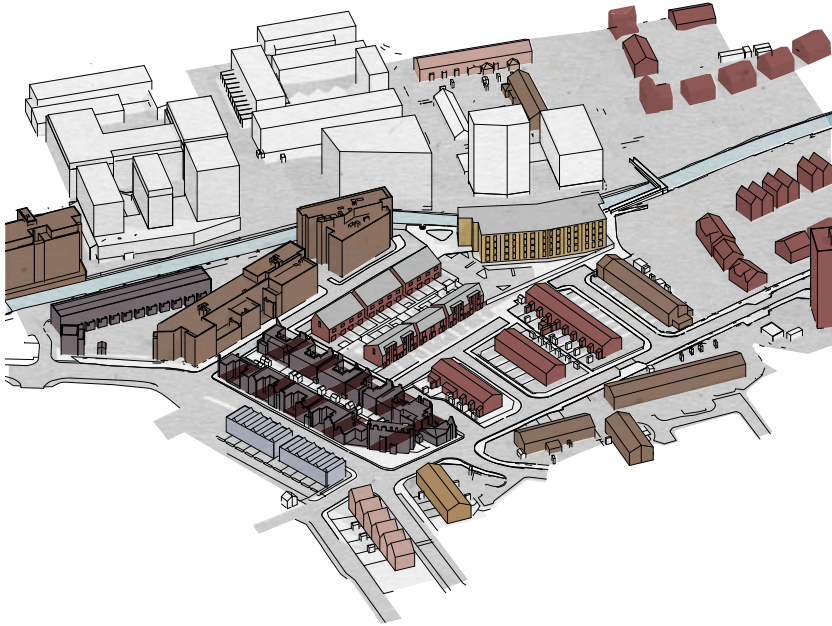
ALL RED OPTION

- Danger of mimicking the historic Ancoats area



RED HOUSES, BUFF APARTMENTS OPTION

- Lack of cohesion and diluted identity for the development
- Goes against the overall design concept of keeping a simple/ restricted material pallet



RED APARTMENTS, BUFF HOUSES OPTION

- Lack of cohesion and diluted identity for the development
- Goes against the overall design concept of keeping a simple/ restricted material pallet

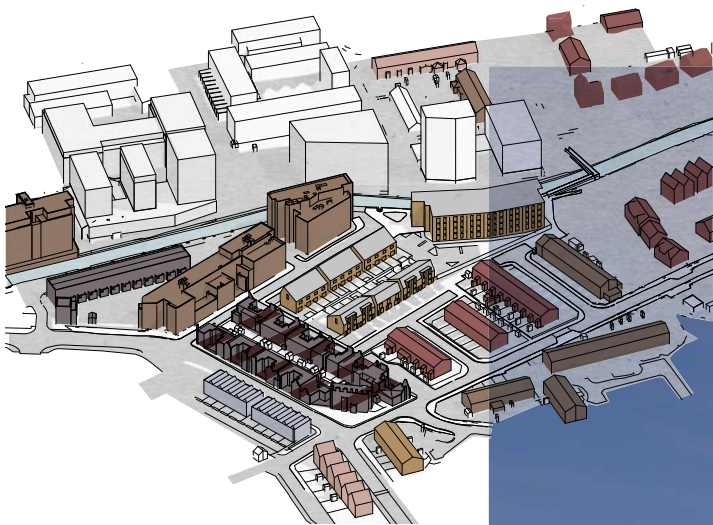
Key

	Red Brick
	Buff Brick
	Light Brick
	Brown Brick
	Grey Brick
	Cladding
	Site Boundary



Materiality (Continued)

ALL BUFF OPTION



The preferred option utilises a single common buff brick across both houses and apartment buildings. This identifies the whole development as a new coherent and integrated neighbourhood. The buff colour choice is promoted as a brick that can mediate between the Ancoats red brick and the more varied colours in the Miles Platting and New Islington areas.

Key

-  Red Brick
-  Buff Brick
-  Light Brick
-  Brown Brick
-  Grey Brick
-  Cladding



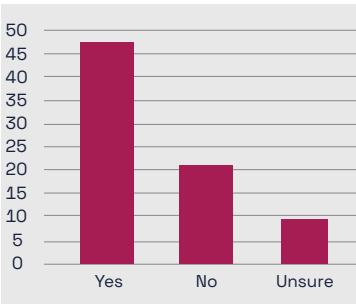
5.5 Consultation

First Public Consultation:

An initial consultation illustrating the early stage plans for developments across six sites in Ancoats and New Islington ran for five weeks from 8 December 2020 to 11 January 2021.

The consultation was publicised by sending informative postcards directly to 4613 addresses within Ancoats and New Islington and contacting local community groups, as well as promoting the consultation via traditional and social media. This consultation attracted 2,007 visitors to the website during the consultation period and 102 consultation responses were received;91% of which were local residents. A summary of the responses received relating specifically to Downley Drive and the Project Team’s responses are summarised in the following Table and Graph.

Do you support the intention to develop a high quality residential scheme?



77 of 96 respondents answered this question.

Yes	47 (61%)
No	21 (27%)
Unsure	17 (12%)

Second Public Consultation:

The second phase of the Ancoats and New Islington Consultation ended in April 2021, having been launched towards the end of March. This consultation attracted 2,129 visitors to the website during the consultation period and 177 consultation responses were received.

A summary of the responses received relating specifically to Downley Drive and the Project Team’s responses are summarised in the following bullet points and bar charts.

Design Comments:

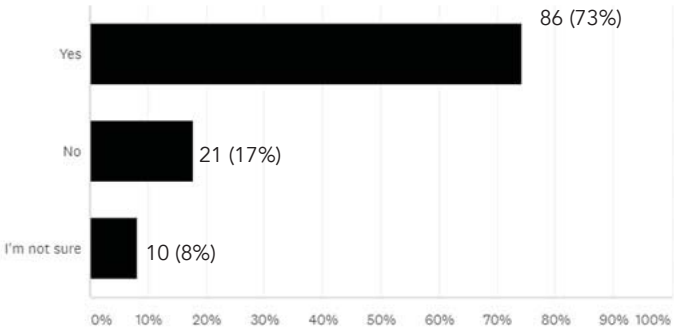
- Some comments that the houses look ‘too modern’ and should be made out of brick.
- Requests for more sustainability included in the design e.g. EV panels.
- General support for houses over apartment blocks.

Outside space

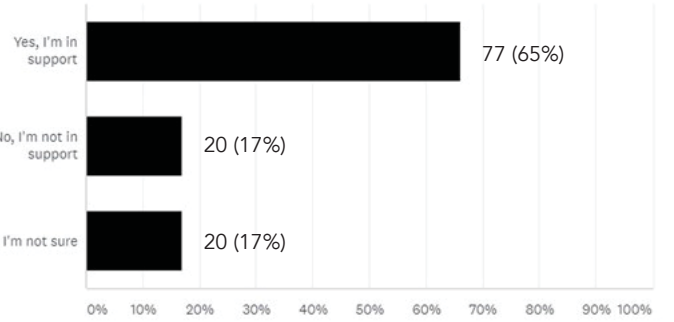
- A number of comments worried that the scheme is taking away green space from the area.
- Concern about cutting down trees to construct the scheme.
- Suggestions for the inclusion of a children’s play area.
- Concern that the car park will block public access to the canal.
- A number of comments concerned about the amount on-street parking on St. Vincent’s street.

Further details can be found within the Statement of Consultation prepared by Deloitte.

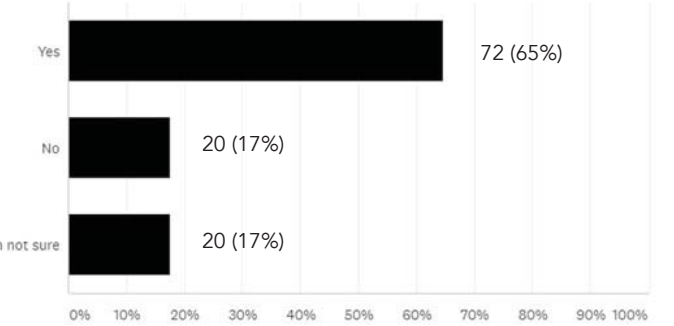
1. Do you support the principle of an affordable residential development on this site?



2. Do you support the variety of housing options proposed for Downley Drive?



3. Overall, do you think the proposals for Downley Drive will make a positive contribution to the area?



6.0

The Proposed Development

6.0 The Proposed Development

6.1 Site Layout

The proposed site layout has been developed through numerous iterations which have responded to the emerging brief and site constraints.

The layout mix provides houses and apartments which offer a range of tenures for the ongoing residential demand.

The layouts orientate the housing parallel to St Vincent Street so that the roadways sit above the sewer easement zones, thereby maximising the un-constrained land to be built on.

Access into the apartment block is located off st. Vincent street for a better connectivity to the Canal.

The houses are arranged to front streets with a clear demarcation of public and private spaces. Each new house has a front door onto the street, an in-curtilage parking space and secure private garden to the rear.

The apartment building bounds the Rochdale canal to the North of the site. It continues the principles established by Engles House and associated development to form a higher edge to the canal.

Key

- 3 Bed/5 Affordable Rent
- 2 Bed/4 Affordable Rent
- 3 Bed/5 Shared Ownership
- 1 Bed 2 Person Flat - Social Rent
- 2 Bed 3 Person Flat - Social Rent

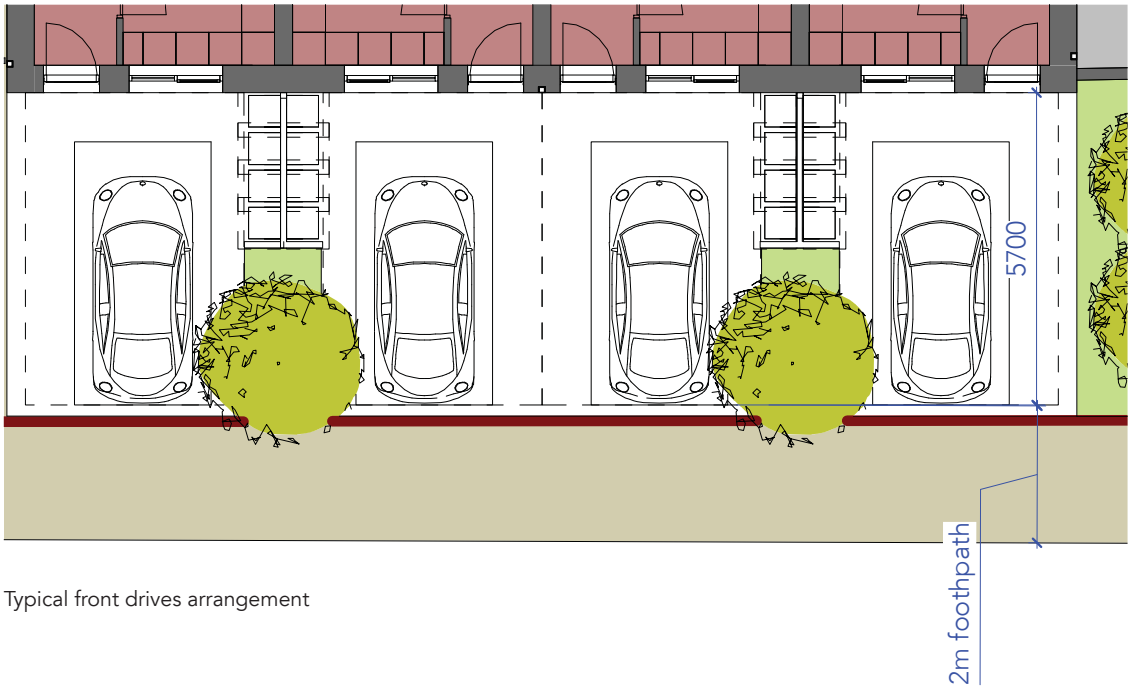


6.2 Layout - Houses

The front of each house accommodates a car parking space which will be provided with the infrastructure to allow for an electric charging point. The space will also contain a bin storage area for four resident waste bins. This will be enclosed in a timber enclosure to keep the bins secure and tidy.

Key

- 3 Bed/5 Affordable Rent
- 2 Bed/4 Affordable Rent
- 3 Bed/5 Shared Ownership
- 1 Bed 2 Person Flat - Social Rent
- 2 Bed 3 Person Flat - Social Rent



Typical front drives arrangement



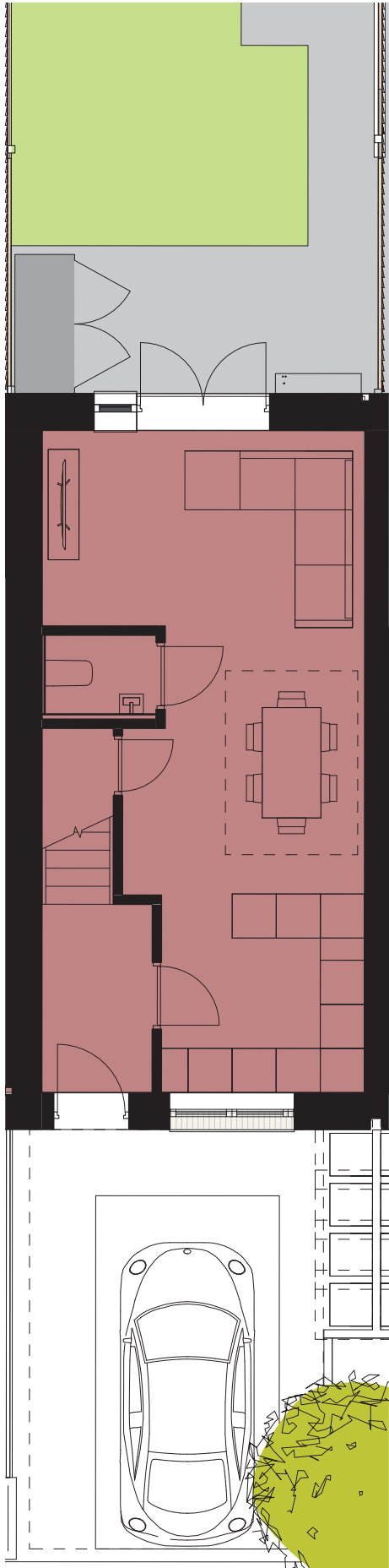
6.3 Layout - Houses

3 Bed Shared Ownership

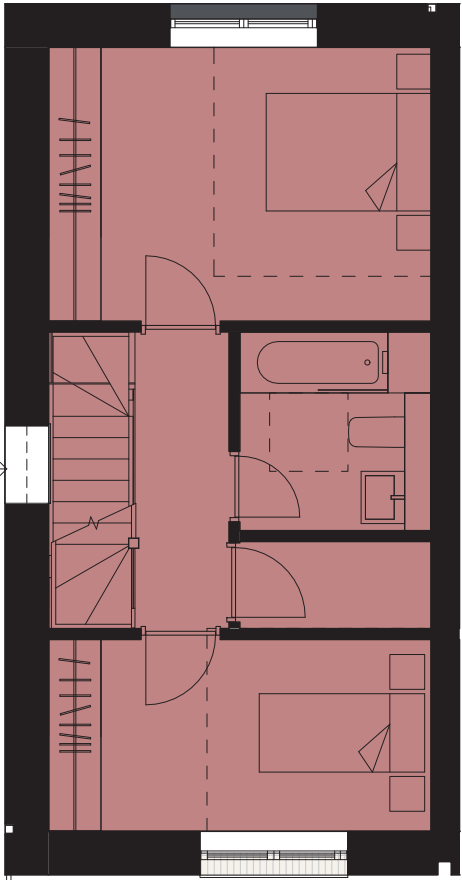
Overview

- Fully enclosed staircase and protected escape route avoid the need of sprinklers.
- External envelope thickness maximised to improve U value and envelope thermal performances.
- Total sqm achieved are in line with MCC standards.
- Generous open plan living space/kitchen connected to private rear garden.
- Generous amount of storage space on ground and first floor.
- En-suite in master bedroom
- French doors into rear garden

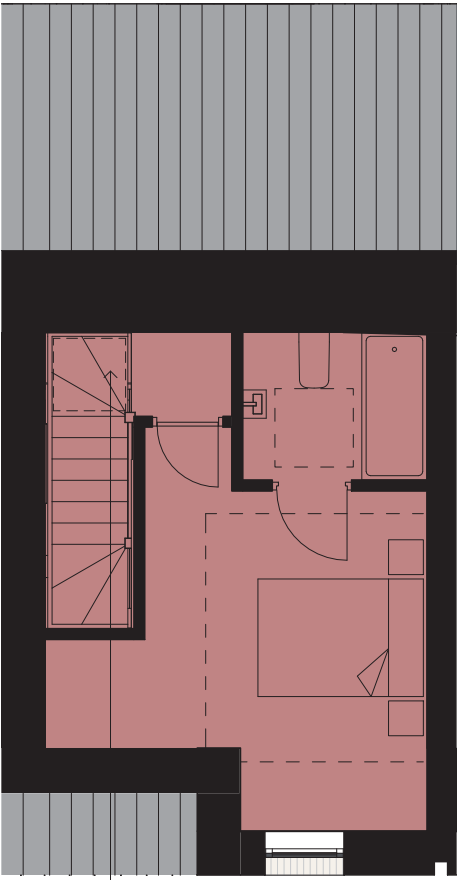
	GIA
Ground Floor	39.47sqm
First Floor	39.47 sqm
Second Floor	24.6 sqm
Total	103.55 sqm



Ground Floor



First Floor



Second Floor

gable windows to be openable and vertically staggered to avoid overlooking

rooflight in all internal 3BED properties

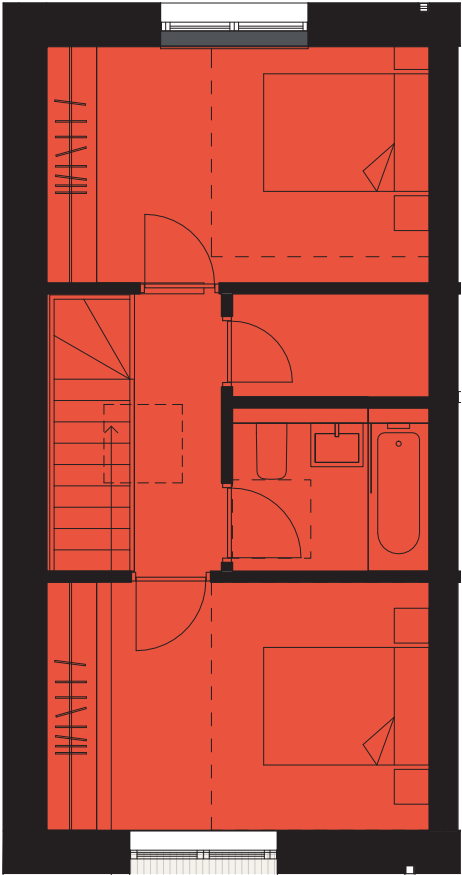
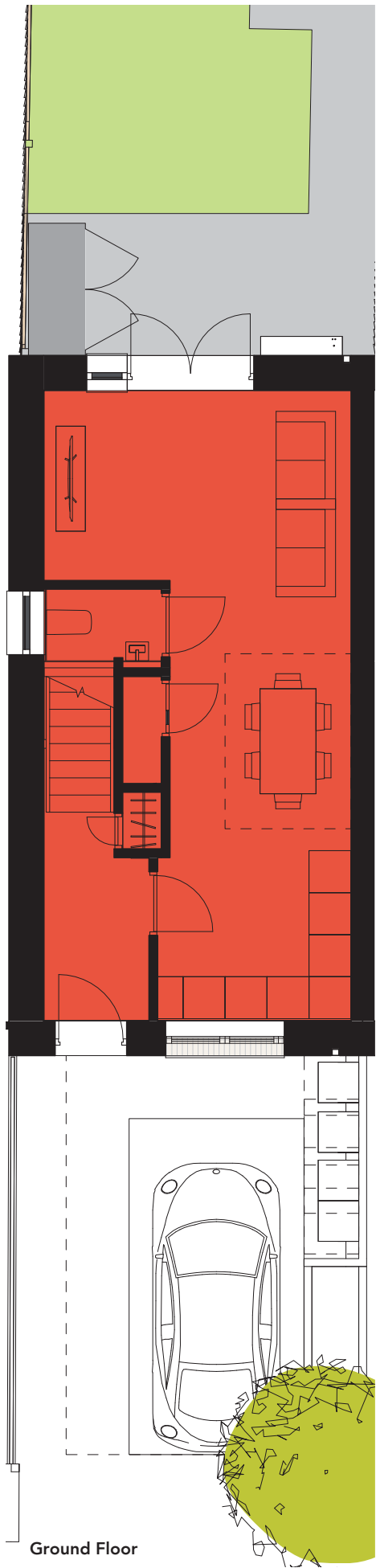
6.3.1 Layout - Houses

2 Bed Affordable Rent

Overview

- Fully enclosed staircase and protected escape route avoid the need of sprinklers.
- External envelope thickness maximised to improve U value and envelope thermal performances.
- Total sqm achieved are in line with MCC standards.
- Generous open plan living space/kitchen connected to private rear garden.
- Generous amount of storage space on ground and first floor with option to have washer-dryer in first floor utility room.
- French doors into rear garden.
- Ground floor cloak included.

	GIA
Ground Floor	39.47 sqm
First Floor	39.47 sqm
Total	78.95 sqm



rooflight in all 2BED properties

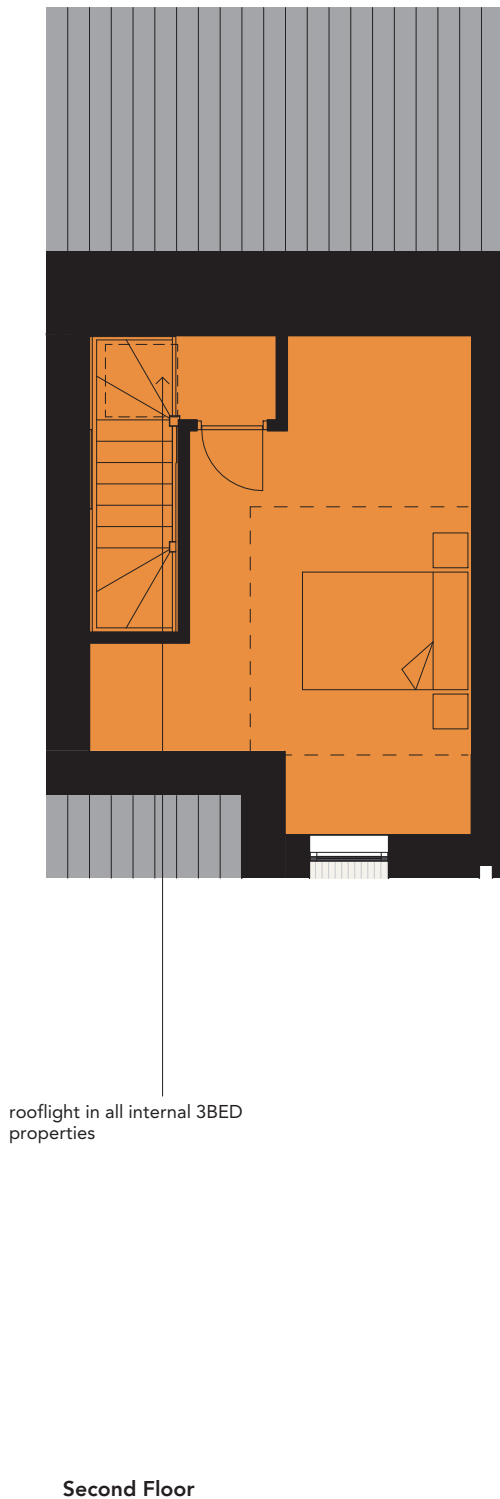
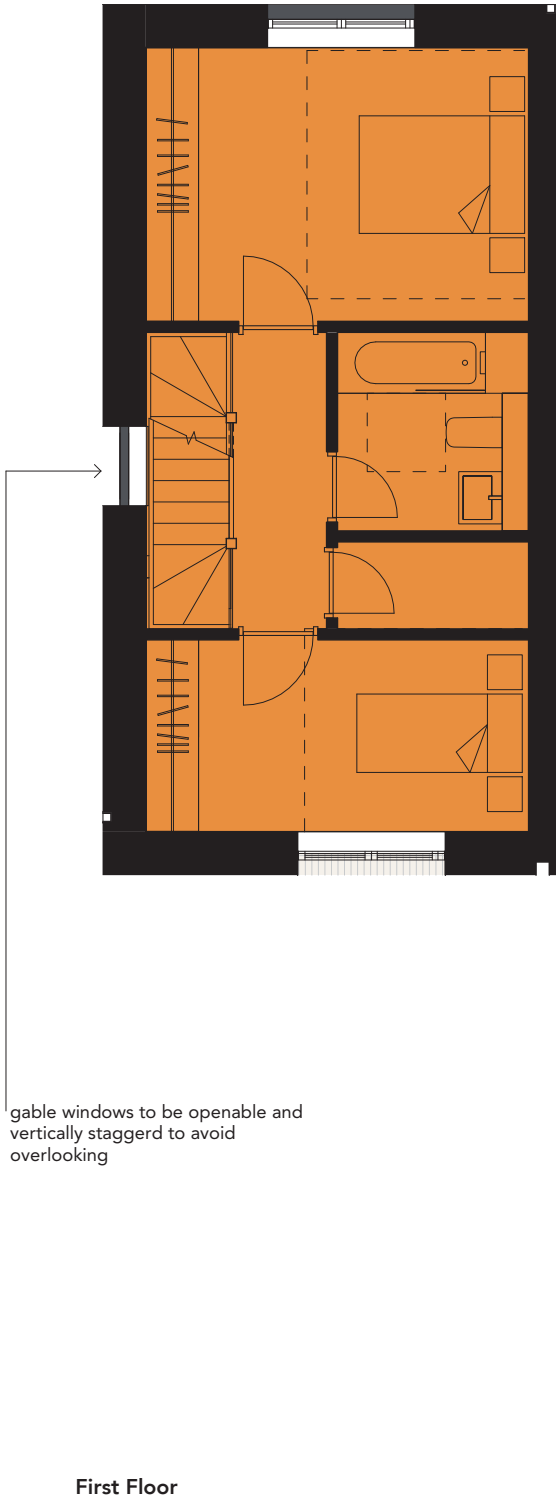
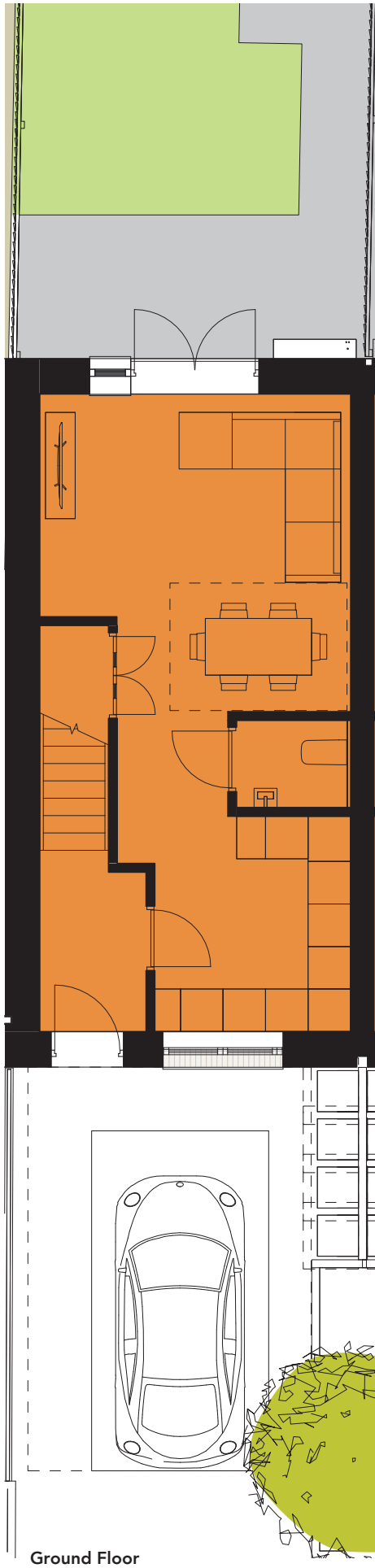
6.3.2 Layout - Houses

3 Bed Affordable Rent

Overview

- Fully enclosed staircase and protected escape route avoid the need of sprinklers.
- External envelope thickness maximised to improve U value and envelope thermal performances.
- Total sqm achieved are in line with MCC standards.
- French doors into rear garden

	GIA
Ground Floor	39.47sqm
First Floor	39.47 sqm
Second Floor	24.6 sqm
Total	103.55 sqm



6.3.3 Layout - Apartments

Overview

- 3 storey building with mix of 1bed, 2 person & 2bed, 3 person apartments for social rent.
- Resident access to main entrance from St. Vincent Street.
- Central common corridor with access to all levels via the main stair and lift.
- Associated facilities at ground floor - cycle store, refuse store, plant room.
- Building levels set to integrate with existing site levels and allows provision of apartments throughout the ground floor area.

Key

-  1 Bed 2 Person Flat
-  2 Bed 3 Person Flat



6.3.4 Layout - Apartments

Ground Floor Plan

- The ground floor is fully disabled accessible dwellings with wet rooms. Visit-able dwellings with bath and integrated shower are located on upper floors.
- Separate entrance for 'back of house' services such as bicycle storage and bin store.
- A shared residents garden to the edge of the building, providing privacy to the apartments.
- The transformer room is located at the front of the building due to access requirements. The resident's entrance to the apartment building is marked by the entrance portal which creates a sense of arrival and recognition of place.

Key

-  1 Bed 2 Person Flat
-  2 Bed 3 Person Flat
-  Transformer Room
-  Bike Store
-  Bin Store
-  Plant Room



6.3.5 Layout - Apartments

Typical Upper Floor

The plan illustrates the floor layout to upper first, second and third floors

- Visit-able dwellings with bath and integrated shower to upper floors.
- This plan is applicable to the first, second and third floors of the apartment building.
- A mixture of two and three bedroom apartments are served by two access cores.
- The central corridor acts as the spine of the building and a glazed facade to the entrance of the building allows natural light to filter down the corridor.

Key

- 1 Bed 2 Person Flat
- 2 Bed 3 Person Flat



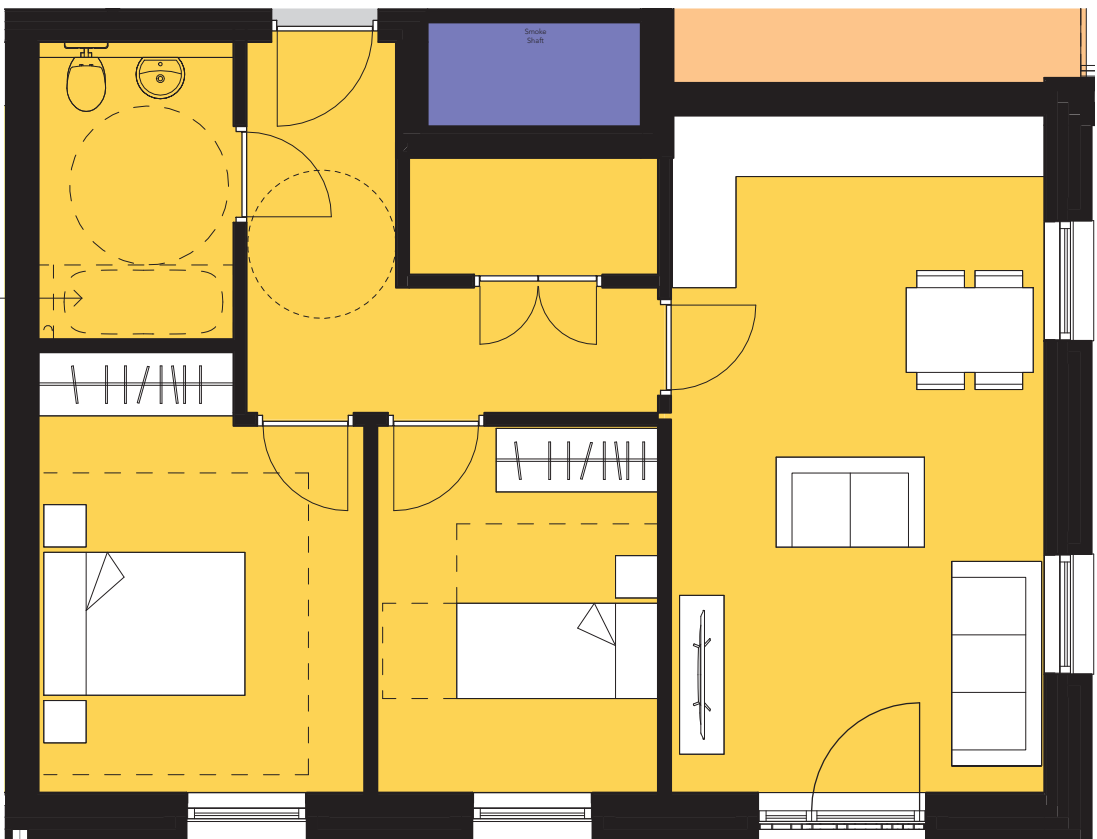
6.3.6 Layout - Apartments

Apartment accommodation layouts are designed in accordance with MCC residential space requirements.



Typical 1BED/2 apartment (50sqm)

Wheelchair accessible shower on the ground floor.
Bath with shower above for the first, second and third floors.



Typical 2BED/3 apartment (60sqm)

6.4 Use and Amount

The proposed development will solely deliver Affordable Housing given the ample provision of retail and leisure facilities within the wider Ancoats and New Islington neighbourhood and the City Centre as a whole.

Zone A

- Tenure: Shared ownership
- House typology: terraced houses
- Occupancy: 3BED/5person
- Other requirements: en-suite required to master bedroom

Zone B

- Tenure: Affordable rent
- House typology: terraced houses
- Occupancy: 3BED/5person + 2BED /4person
- Other requirements: no en-suite required to master bedroom

Zone C

- Tenure: Social rent
- House typology: apartments
- Occupancy: mix of 1/3 1BED and 2/3 2BED
- Other requirements: 100% parking provision is targeted for the 2BED properties only. Enlarged bike store required to compensate. No en-suite required to master bedroom.

Houses  23		OCCUPANCY	DWELLING NO.	PARKING PROVISION	TENURE				
	PLOT A	3BED/6People (3 Storey)	12	100% front driveway	Shared Ownership				
	PLOT B	3BED/6People (3 Storey) 2BED/4People (2 Storey)	8 3	100% front driveway 100% front driveway	Affordable Rent				
Apartments  45	PLOT C (APT) (4 Storey)	1BED (50sqm)	TOT 22	21 spaces (46%) of which 2 disabled bays	Social Rent				
		GF	4						
		FF	6						
		SF	6						
		TF	6						
		2BED/3 (61sqm)	TOT 23						
		GF	5						
		FF	6						
		SF	6						
		TF	6						
		Total new homes	GRAND TOTAL			1 BED - 22 (32%)			
						2 BED - 26 (38%)			
3 BED - 20 (30%)									

Type	NDSS Requirement (minimum gross internal floor area & storage)				
	Number of bedrooms (b)	Number of bed spaces (p=persons)	Number of storeys	Area (GIA) m²	Built-in storage m²
Apartment	1b	2p	1	50	1.5
Apartment	2b	3p	1	61	2.0
Houses	2b	4p	2	79	2.0
Houses	3b	5p	3	99	2.5

Downley Drive	
Area (GIA) m²	Built-in storage m²
50.98	1.7
61.58	2.5
79.32	3.47
130.55	3.65

6.5 Massing & Scale

The diagrams represent the surrounding massing as currently established and also the massing which is proposed within the A&NI NDF plus that which is currently being developed.



Key

- 7+ stories
- 5-6 stories
- 3-4 stories
- 1-2 stories

- Proposed NDF Poland Street 7+ stories
- Proposed NDF Poland Street 5-6 stories
- Proposed NDF Poland Street 3-4 stories
- Proposed NDF Poland Street 1-2 stories

Current



Proposed

The mapping above shows the indicative massing to the north of the Rochdale Canal in Ancoats (ref; Ancoats and New Islington NDF – June 2020). It also shows the massing proposed as part of the Lovell site to the East of the site.

Massing & Scale (Continued)

The earlier sections with the DAS have outlined the context and the existing massing and also illustrated where further proposals are likely to be brought forward. It is within the context that the Downley Drive proposals have been formed.

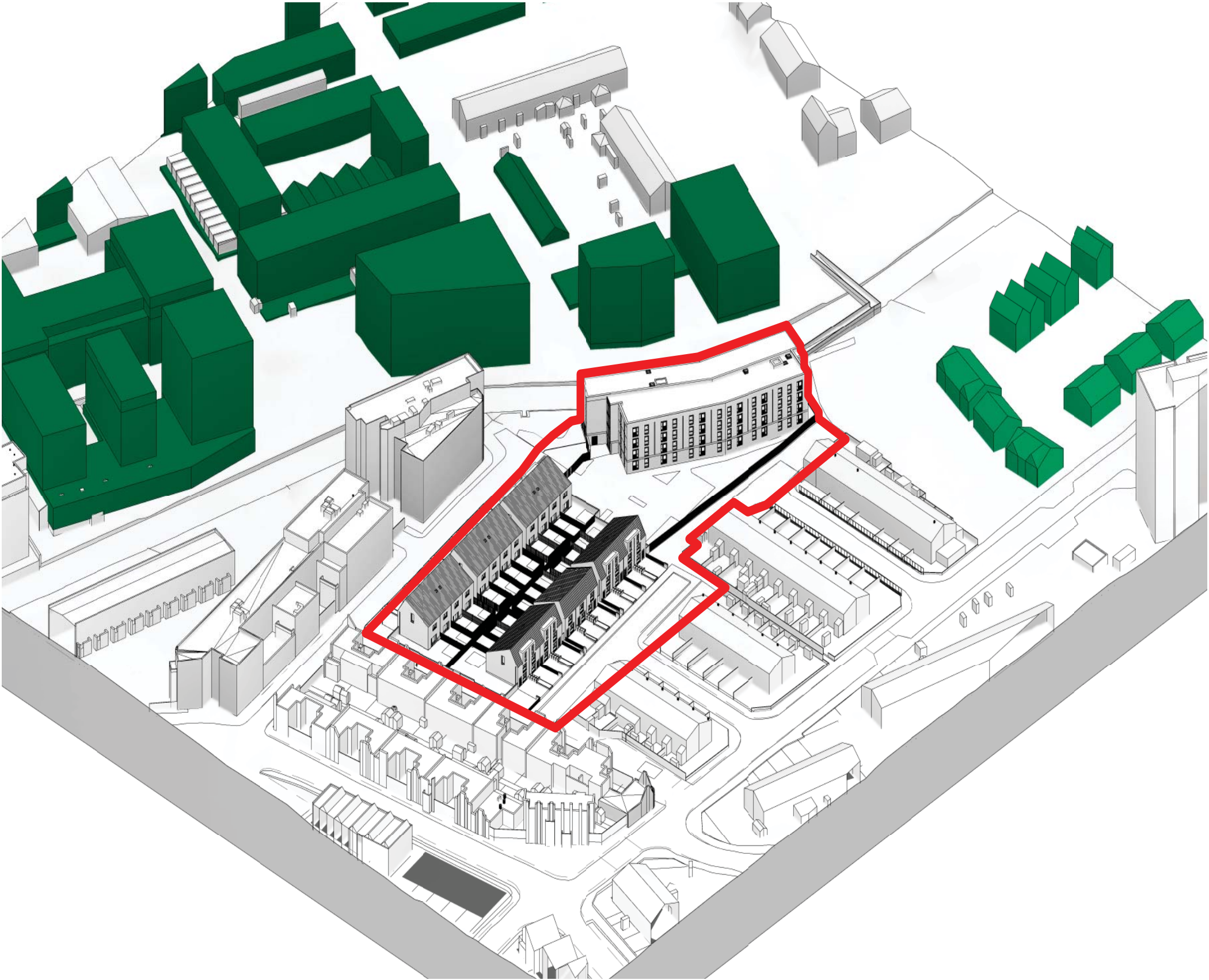
The clients brief was for a range of affordable housing typologies and tenures to include housing and apartments in response to the areas housing demands. The housing element is sited within the core site area to integrate into the existing housing and offer a natural extension of the existing terrace typology as the scale shifts away from the taller buildings edging the canal and beyond into Ancoats.

The placement of the apartments in a single four-storey building to the northern edge of the site forms the transition between the housing and the larger buildings fronting the canal, such as Engels House (at 7 storeys), the Lovell development along the canal front (at 5-7 storeys) and also high rise buildings within the PFI zone.

The indicative plans outlined in the Ancoats and New Islington NDF (2020) show development up to 8 storeys. The site arrangement follows the established party, with taller buildings along the canal edge.

At four storeys, the apartment building is sized to reduce its impact on existing residential properties on Kingham Drive and Downley Drive and the input from the sunlight/daylight consultant has confirmed that there will be no significant impact on sunlight or daylight provision. In addition, these pass the BRE's 'Time in the Sun' test. See the Daylight & Sunlight Impact assessment by Gray Scanlan Hill submitted as part of the application.

The houses are designed to fit their context, the apartment building is a transition between higher density/height in Ancoats and lower height in Miles Platting.



Key

- Site Boundary
- Ancoats and NI NDF Poland Street Zone Proposed Massing
- Lovell Proposed Massing - currently under construction

Massing & Scale (Continued)



Comparative Massing Elevation along Rochdale Canal & St. Vincent Street

6.6 Key Views

St.Vincent Street towards East



6.7 Key Views

Apartments along the canal towards East



6.8 Key Views

St.Vincent Street towards apartments entrance



6.9 Key Views

Downley Drive towards North



6.10 Public Realm and Landscaping

Treatment / demarcation of public and private space.

OVERALL LANDSCAPE DESIGN ETHOS FOR THE HOUSING AREA.

(Refer to drawings p/01 General Arrangement p/102 Driveway Detail)

FRONTAGES

The proposals aim to produce an attractive green frontage with a planted divider to create a positive impact on the street-scape and define individual private areas.

A brick planter of 300-500mm height provides a robust edge to the public footpath. At the end of each block of houses steel railings at 1.2m height give a robust sense of defensible space whilst enabling clear sightliness and surveillance.

Each front garden contains a planted divider with low/medium height shrubs with trees (Winter Flowering Cherry and Amelanchiar) providing blossom at different times of the year and Autumn colour . The trees specified are compact small to medium sized species which will not shade out houses and will not require excessive pruning in the future .

All rear areas are turfed or seeded with small standard fruit and blossom trees .

The fruit trees and blossom trees to front and rear gardens provide an uplift in biodiversity to the area.

The frontage bin stores and planted areas help to define and separate individual frontage plots.

PAVING AND BOUNDARIES GENERALLY

The aim is to use functional durable paving and fencing materials which will give longevity to the project and minimise maintenance. The emphasis is also on creating a secure private environment for residents and to provide a robust uncluttered frontage to the street-scape.

PAVING

Driveways are surfaced in macadam to match the road surfacing with concrete edgings to provide a functional low maintenance surface for parking and front access. The transition to the footpath is defined by a concrete pin-kerb edge .The concrete edgings also delineate individual properties and driveways.

New public footpaths are provided on St. Vincent Street and the new Downley Drive extension with a macadam surface and pre-cast kerb edgings to Manchester City Highways adoptable standards .

Paved paths to the rear of the houses and patio areas are in 600x900 x50mm concrete flags.

Access to front and rear of the houses is level with gradients not exceeding 1:21. To facilitate comfortable access for wheelchair users.

REAR GARDENS AND OTHER BOUNDARY WORKS

Each rear garden boundary is defined by sturdy 1.8m high timber panel fencing with concrete posts and base panels. Dividing fences have a trellis section to enable more light and neighbourly interaction.

At either end of the housing site alongside Woodward Place and the car park to the apartments a 2.1m high timber fence has been specified to create a more substantial and secure boundary.

Corner plots turning onto Woodward Place have a slightly deeper boundary and are defined by steel railings with low plating behind to facilitate visibility on the corner.

COMMUNAL SPACE TO THE NEW APARTMENTS (refer to drawings p/02 Apartments detail p/101 Entrance detail)

ACCESS

All gradients are at 1:21 or shallower to facilitate comfortable level access along footpaths and from the car park to facilitate accessibility for wheelchair users.

A marked dropped crossing is provided from St Vincent Street across the vehicle access point to the car park with a pathway of Pre cast concrete setts guiding pedestrians to the main entrance to the apartments. The pre cast setts are 80mm thick to facilitate occasional vehicular access.(Matching the colour and texture of the larger slabs within the cartilage of the apartments).

A more functional surface of macadam allows access to the cycle store and bin store from the turning area on St. Vincent Street. This area is more likely to be used by vehicles requiring access to the substation.(This area is outside Great Places ownership boundary)

CAR PARK

The car park is surfaced in macadam with pre cast paving to the perimeter of the building with 450x 600 mm textured slabs.

Surfacing is macadam with white line markings , there are 21 spaces with 2 accessible spaces.

Lighting columns and low-level lighting bollards are provided together with 4 electrical charging points for cars with two twin charging units.

There is a clearly readable separation from the car park and resident’s green space and access to the main building entrance is clear on =to the paved perimeter.

The car park is surrounded by low level planting which provides a screening and softening effect around the car park perimeter as well as the opportunity to create rain gardens to absorb excess runoff from the car park.

RESIDENTS’ GARDEN

The overall objective is to create a space for residents to use in an unstructured way with the general layout being flexible and adaptable, offering opportunities for hands on resident involvement in the future.

PLANTING ELEMENTS

The planting is intended to provide be low maintenance but also to enhance biodiversity incorporating flowering and native species and be adaptable to the site conditions.

- An open lawn area adjoins the main paved edge next to the building which incorporates low level lighting bollards.
- Low planting around the edge of the car park with areas of herbs for residents use , ground cover and perennial plants and grasses which could adapt to the moister conditions on the sloping site and potentially act as rain garden to absorb car park runoff.
- Higher screen planting along the southern boundary incorporating semi ornamental and native shrubs to add to the biodiversity of the area and cope with the moister conditions.(Species include Dogwood, Blackthorn, Viburnum, Hazel).
- Tree planting in the area includes multi stemmed Birch (Betula pubescens) and Alder (Alnus glutinosa “Laciniata” a slower growing variety) again to boost biodiversity and give a semi natural feel to the edges of the site , seasonal interest and a degree of privacy for residents.
- Along the Rochdale Canal frontage, a more defensive approach to the planting is proposed behind the steel railings (Pyracantha and Gorse) up to 1m. high to maintain clear visibility.

BOUNDARY TREATMENTS

- Refer to drawings p/03 Boundary Treatments Key Plan p/104 Apartment Boundary Proposals. p/05 Landscape Sections
- The canal frontage and main pedestrian entrance are bounded by high quality but unfussy Steel railings with flat vertical pales.
- Type A Steel grating , 2.1 m. height anti-climb galvanised and powder coated. With a higher level of security.(To southern and eastern boundaries of the apartments with planting to the rear)
- Type B1 vertical paling railings (Galvanised and powder coated) with a flat bar frame 1.5 m overall height set over a pre cast plinth 100mm high.(Canal frontage and corners of Woodward place generally with low ground cover to the rear)
- Type B2 vertical paling railings (Galvanised and powder coated) on a brick plinth of 500mm minimum height.(Main entrance frontage
- Brick portal with steel screen and gate to match B1 type vertical railings
- 2.1 m high timber fence to the edge of the car park and Woodward Place.



Type A steel railings



Type B1 vertical paling railings

Refer to Landscape drawings:

1907/p/01 Landscape General Arrangement Plan

1907/p/02 Landscape Apartments detail plan

1907/p/03 Boundary Treatments Key plan

1907/p/101 Entrance Detail

1907/p/102 Driveway detail

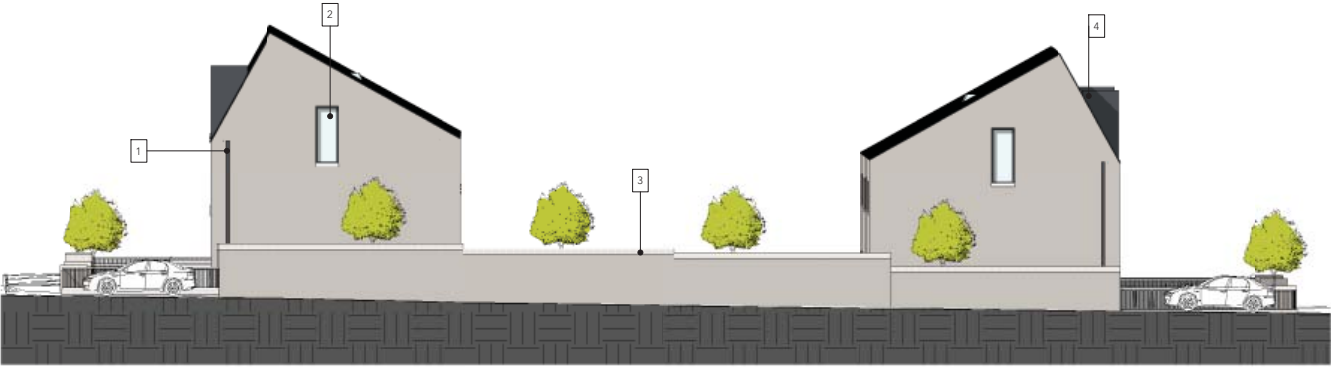
1907/p/103 Car park rain garden detail

1907/p/104 Apartment Boundary Proposals

6.11 Façade Strategy - Houses

The houses are defined as rows of street facing terraces, across two and three stories. Asymmetric roof forms define a contemporary form that efficiently encloses the three storey properties which have a reduced floor plate. The third storey is characterised as a room within the roof space with a dormer bay arrangement. The dormers are paired to offer a string street dynamic. Individual properties are demarcated with downpipe and vertical recess brick channels. Windows are fully glazed and recessed for a vertical emphasis, but opaque lower panels ensure privacy for residents.

The primary boundary walls are of a matching brick to provide a robust and integrated element, working together with the terrace arrangement.



Woodward PI north
1 : 200



St Vincent Street
1 : 200

Materials Key

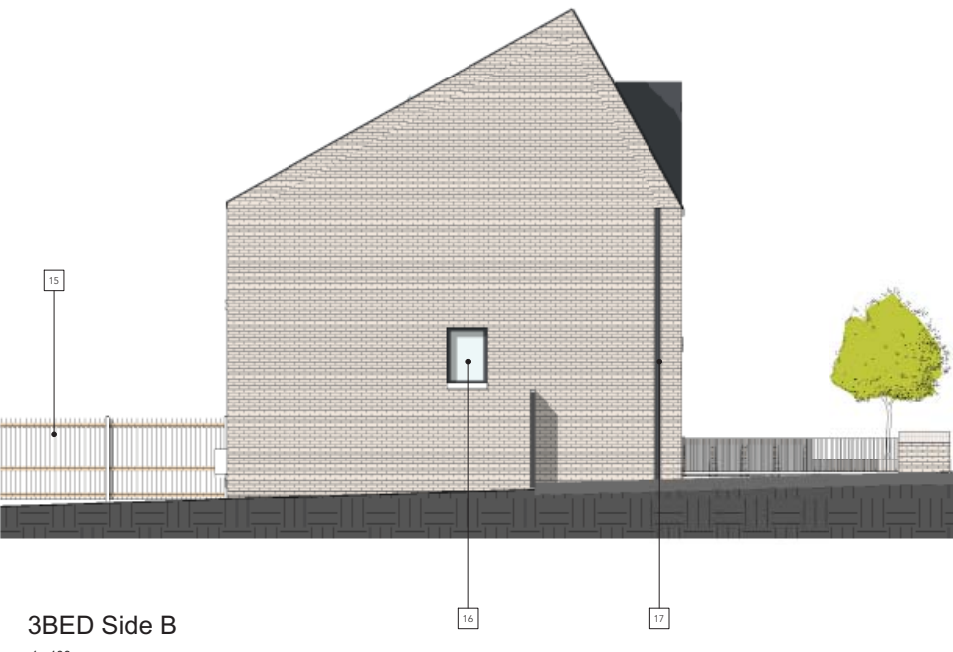
- 1 Recessed UPVC drainpipes. Colour to match window frames (RAL 7015)
- 2 House window type 3. UPVC - RAL 7015
- 3 Buff brick wall with dark mortar. Topped with buff single soldier course (stretcher bond) with light mortar
- 4 Standing seam dormer. Colour to match window frames - RAL 7015
- 5 Timber gate
- 6 GRP front door in slate grey to match window frames
- 7 Standing seam roof. Colour to match window frames - RAL 7015
- 8 House window type 1 - UPVC - RAL 7015
- 9 House window type 2 - UPVC - RAL 7015
- 10 Recessed UPVC drainpipes. Colour to match window frames (RAL 7015)
- 11 Recessed brick detail
- 12 Low buff brick wall with dark mortar (bin store). Topped with buff single soldier course (stretcher bond) with light mortar. Driveways detailed as specified by Landscape Architect.
- 13 Flat profile carbon steel railings on top of a curb as specified by Landscape Architect. Powder coated to match windows.



street elevation



Façade Strategy (Houses Continued)



- Materials Key
- 1 House window type 1 - UPVC - RAL 7015
 - 2 Recessed UPVC drainpipes. Colour to match window frames (RAL 7015)
 - 3 Recessed brick detail
 - 4 House window type 3 - UPVC - RAL 7015
 - 5 GRP front door in slate grey to match window frames
 - 6 Timber gate
 - 7 Low buff brick wall with dark mortar (bin store). Topped with buff single soldier course (stretcher bond) with light mortar. Driveways detailed as specified by Landscape Architect.
 - 8 Standing seam dormer. Colour to match window frames - RAL 7015
 - 9 House window type 3 - UPVC - RAL 7015
 - 10 Buff brick wall with dark mortar.
 - 11 Standing seam roof. Colour to match window frames - RAL 7015
 - 12 House window type 2A - UPVC - RAL 7015
 - 13 House door type 1 - UPVC - RAL 7015
 - 14 House window type 4 - UPVC - RAL 7015
 - 15 Timber fence
 - 16 House window type 5 - UPVC - RAL 7015
 - 17 Recessed UPVC drainpipes. Colour to match window frames (RAL 7015)

Façade Strategy (Houses
Continued)



Façade Strategy (Continued)

The two storey houses replicate the details of the 3 bed properties with the use of an asymmetric roof form and matching windows.



2BED Side B
1 : 100



2BED Front
1 : 100



2BED Rear
1 : 100

Materials Key

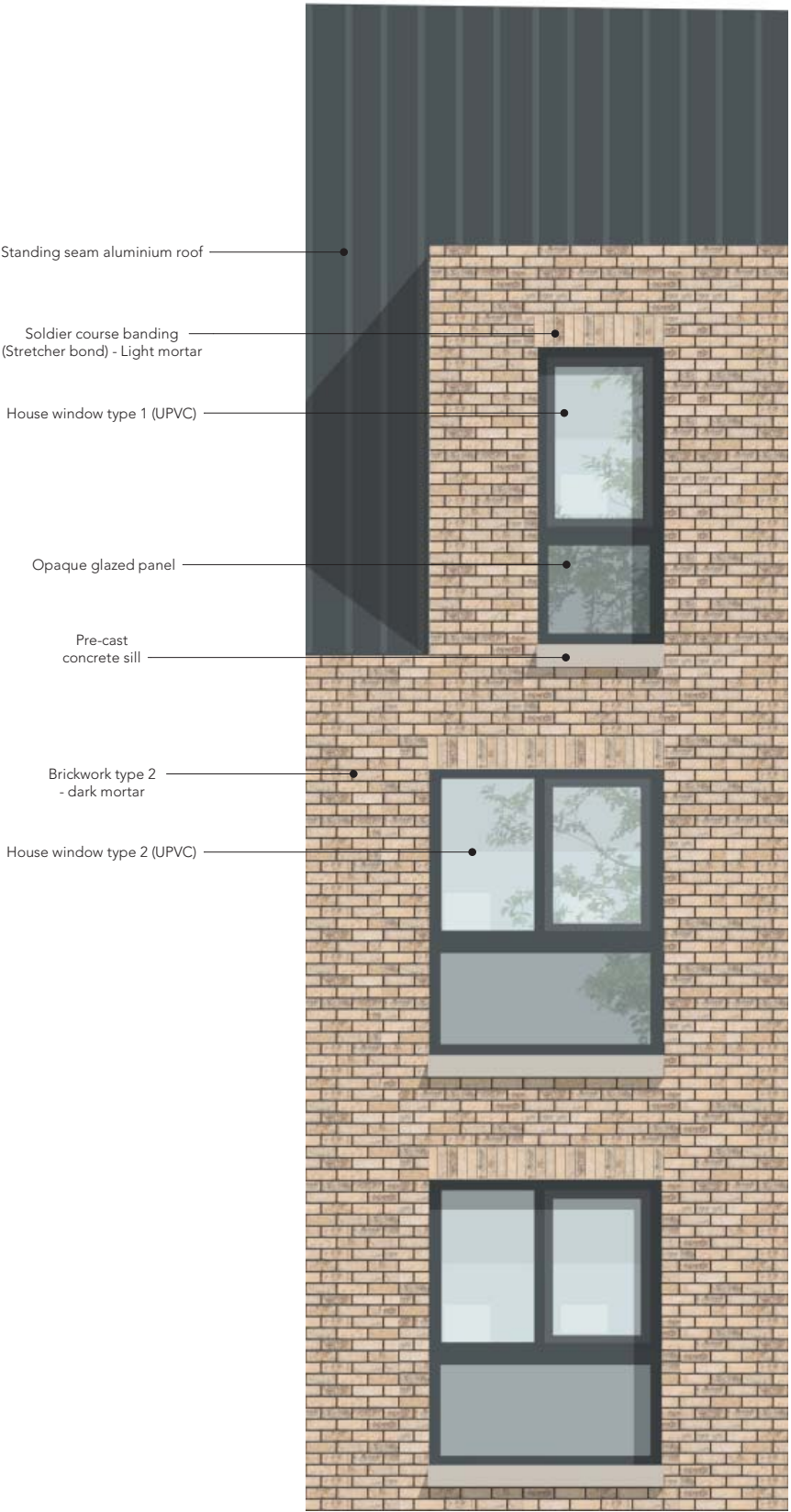
- | | |
|----|--|
| 1 | House window type 6 - UPVC - RAL 7015 |
| 2 | Recessed UPVC drainpipes. Colour to match window frames (RAL 7015) |
| 3 | House window type 2 - UPVC - RAL 7015 |
| 4 | GRP front door in slate grey to match window frames |
| 5 | Timber gate |
| 6 | Low buff brick wall with dark mortar (bin store). Topped with buff single soldier course (stretcher bond) with light mortar. Driveways detailed as specified by Landscape Architect. |
| 7 | House window type 2A - UPVC - RAL 7015 |
| 8 | Buff brick wall with dark mortar. |
| 9 | Standing seam roof. Colour to match window frames - RAL 7015 |
| 10 | House door type 4 - UPVC - RAL 7015 |
| 11 | House window type 2A - UPVC - RAL 7015 |
| 12 | Timber fence |

Façade Strategy (Houses Continued)

BAY STUDY

The elevation has been selected to illustrate key elements of the design which are incorporated into the house façades.

- Limited pallet of materials
- Full height windows to all rooms
- Mortar colours variation to create extra layer of interest and vibrancy
- Soldier course and brickwork recesses detailing



Bay 3 - Houses
Full height with opaque panels
1:50

6.12 Façade Strategy - Apartment Block

The design has evolved to maintain privacy and enhanced thermal performances of the envelope. Vertically is expressed through full height window recesses.

The apartment building uses the same buff brick used on the houses. The block will have a subtly defined 'base' by using a darker mortar colour at the ground floor. Windows are sized as an honest expression of the internal room function, with large living spaces having a full height window with integrated juliet balcony. Bedroom spaces also have full height windows which are internally reduced to half-height via the integration of opaque spandrels panels which allow privacy to the bedrooms and a degree of functionality to the internal arrangement.

The recessed window arrangement is set out to provides a consistent punctuation of the façades, expressing the verticality which continues around all elevations.

The cranked plan form opens up an entrance space onto St Vincent street which is extensively glazed to allow generous natural light to penetrate into the internal spaces and provide natural surveillance to the entrance area. Additional full height windows are also positioned on the gable to St. Vincent Street.

The ground floor apartments facing the canal create an active frontage with views out over the canal and a planted area in front of the apartments. The boundary treatment and ground floor brick detailing influence is also return around the building to the gable end closest to St. Vincent Street.



Front EI 1
1 : 200



Gable North EI 4
1 : 200



Canal EI 5
1 : 200

Canal EI 6
1 : 200



Courtyard EI 2
1 : 200

Courtyard EI 3
1 : 200

Materials Key

- | | |
|----|--|
| 1 | Aluminium door with anodized finish. Colour to match window frames (RAL 7015) |
| 2 | Flat profile carbon steel railings on top of a curb as specified by Landscape Architect. Powder coated to match windows. |
| 3 | Buff brick with light mortar |
| 4 | Apartment window type 2 - UPVC - RAL 7015 |
| 5 | Entrance portal - buff brick with dark mortar |
| 6 | 2 soldier course banding (stretcher bond) - dark mortar |
| 7 | Buff brick with dark mortar |
| 8 | Brick recess |
| 9 | Apartment window type 1 - UPVC - RAL 7015 |
| 10 | Apartment window tpe 3 - UPVC - RAL 7015 |
| 11 | Brick recess pattern - buff brick with dark mortar |

6.13 Façade Strategy (Apartments continued)

- Glazing creates natural surveillance for the apartment building. The glazed link also provides illumination for the entrance, increasing security.
- Natural light reaches deep into central corridor link
- Development signifies a 'gateway' project of the new Miles Platting area. Forming a connection between the old area of Ancoats and the modern area of Miles Platting
- The glazed link reinforces the design of the two residential wings marrying together. It is felt that the visual permeability of the link will enhance overlooking, natural surveillance and evening/ night presence of the entrance. Extent of glazing has been broken with vertical mullions



Façade Strategy (Continued)

BAY STUDY

The elevations have been selected to illustrate key elements of the design which are incorporated into the apartment building façades.

- Limited pallet of materials
- Full height windows to all rooms
- Mortar colours variation to create extra layer of interest and vibrancy
- Soldier course and brickwork recesses detailing



Bay 1 - Apartments
Bedroom Window - full height
with opaque panel
1:50

Bay 2 - Apartments
Living Area Window - full height
with juliet balcony
1:50

6.14 Sustainability

Early discussions with Manchester City Council indicated a desire for a low carbon scheme, and there is a strong desire from Great Places to support this requirement and use this development as a pilot for a number of sustainability measures and utilise the scheme as a flagship development for the organisation. This has been a key driver of the design

Aspiring to deliver a highly sustainable Affordable Housing residential development – key components to the energy strategy include:

The development will benefit from MVHR units in response to a high fabric first requirement to deliver the units to a Passivhaus equivalent standard

The development will benefit from air source heat pumps (ASHPs) supplying hot water only to flats and both heating and water to houses.

Deliver PVs as part of an aspiration to deliver a low carbon scheme

Predicted site wide reduction in CO2 over Part L 2013 of 61% with SAP 9 carbon factors which is a significant betterment over MCC’s adopted planning policy and emerging requirements as part of the Future Homes Standard

Will seek to incorporate sustainable drainage element, subject to feasibility, and deliver an uplift in the number and quality of trees on site.

The Environmental Standard and Energy Statement prepared by Watt provides further details and is submitted as part of the planning application.

The ESES highlights that the dwellings of the Proposed Development can achieve against a range of energy efficiency targets set by Manchester City Council, as identified below:

- Highly efficient MVHR unit for mechanical ventilation and efficient LED lighting the design performance.
- The development adopts “fabric first” approach to developing an efficient, low carbon, comfortable and healthy homes, with heat loss due to building fabric.
- The development benefits from air source heat pumps (ASHPs) supplying hot water only to flats and both heating and water to houses.
- 100% efficient non-fossil fuel Electric Heating to apartments.
- Assumes targeting an Air Permeability rate of 1 m3/(h.m2) which will improve the performance of the building in terms of heat loss.
- The Proposed Development proposes roof mounted PV arrays on the apartment building, further reducing the carbon emissions.
- Total on-Site energy will be provided by a 100% renewable energy electricity provider.

7.0

Access

7.0 Access

7.1 Movement & Access

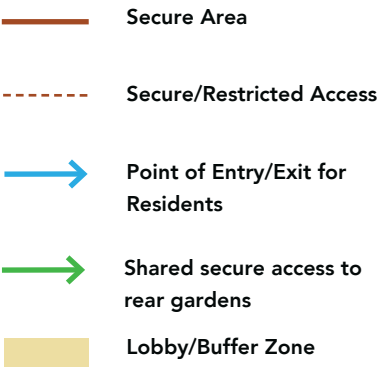
Houses
From the street each house is provided with a driveway for one car with adjacent footpath leading to the front door of the property. Access to the rear gardens is via a shared footpath between the houses with secure gates at the house frontage.

Apartments
The apartment building main access for both pedestrians and vehicles is from the end of St. Vincents Street.
Pedestrians approach the front of the apartments at ground level to a primary external 'feature' portal* through to the front entrance* of the apartments. A secondary lobby* is provided inside the front entrance which allows access to the post room*. Residents continue to the main corridor which provides access to the ground floor apartments and also to the main stair & lift core for upper floor access.
Note * these points have secure access control.

Following discussions with GMP, security concerns across the site have been addressed in an appropriate manner.

Tailgating is addressed with the use of 'buffer' areas between public and private space, preventing people from entering directly into the apartment building or rear gardens of the houses. The apartment car park has gated access, preventing people from entering directly into the building which is also secured with fob access.

- Entrance sequence for the apartment
1. Initial entry is through a secure fob entry portal (also fob entry to the car park)
 2. The car park has shared access with the communal garden
 3. Secondary entry into apartment lobby area is accessed via fob, ensuring security is achieved for residents



7.2 Vehicle Access & Cycle Storage

1. HOUSES

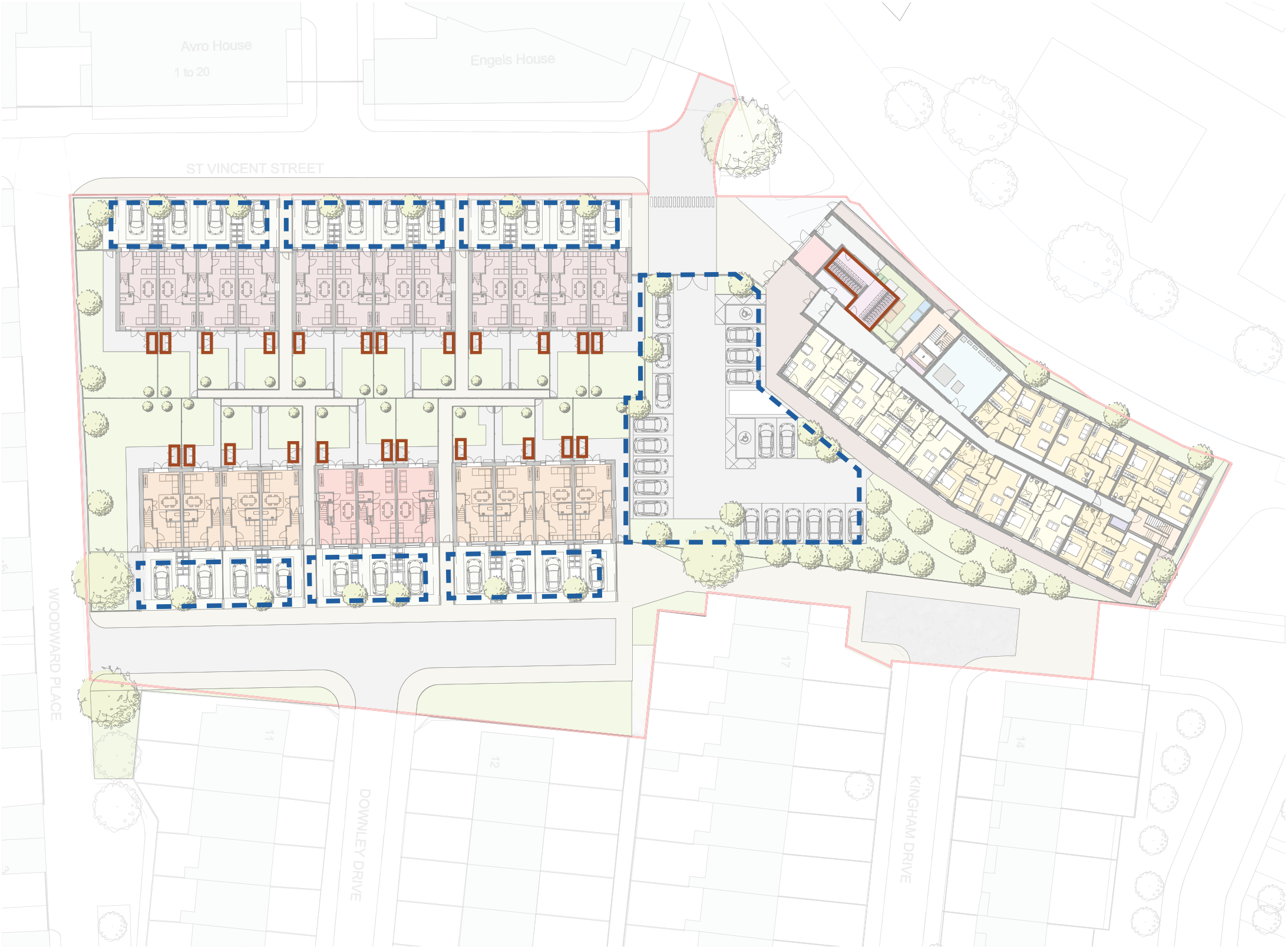
Each individual household will be provided with a free-standing timber cycle store to be located within each rear garden.

Each home will be provided with 1 parking space in the front drive. Infrastructure for electric charging points will be provided to each unit, allowing a future possible installation.

2. APARTMENTS

A dedicated Cycle store room is provided on the Ground Floor of the apartment block accessible both from the outside and the entrance core through a secure lobby. The use of double stuck racks will allow 100% provision whilst maximizing the residential net areas.

The apartments will benefit from a communal car park within which there are two DDA car spaces.



7.3 Security

To achieve a safe and secure development, key factors has been considered as an integral part of the overall design concept:

- Natural surveillance/street ownership
- Community
- Quality of design and materials
- Coherent well Lit public realm

Movement and surveillance across the site is vital in promoting activity and life within the development. Careful street design and lighting to the approach of the building and the avoidance of concealed areas will promote a thriving community that feels free to enjoy the public and private domain safely.

A Crime Impact Assessment has been completed to support the application. Secure by Design principles will be followed.



7.4 Waste Management

1. HOUSES

Each individual household will be provided with 4 x 240L bins in line with MCC requirements. The bins will be stored externally in the front driveway of each property within open brick screens. (Precedent below - Timekeepers square, Salford).

On collection day each household will be responsible to move the bins to kerb line for collection.

2. APARTMENTS

The communal bin store for the apartment block will be located on the Ground floor accessed both from the entrance core through a fire sterile lobby and from the outside through a secure lockable door.

The bin room has been dimensioned to accommodate the standard number of bins for high rise domestic developments. On collection day the building manager will be responsible to move the bins in the designated zone at the top of St. Vincent St for collection.

Refer to separate 'Waste Management Strategy Document' for further details.



7.4.1 HOUSES

Each individual household will be provided with 4 x 240L bins in line with MCC requirements.

1 x General Household Waste

1 x Glass/Metal/Plastic Recycling

1 x Card/Paper

1 x Green/Food Waste

The bins will be stored externally in the front driveway of each property within open brick screens.

On collection day each household will be responsible to move the bins to kerb line for collection.

Collections will be every two weeks for general waste, paper/card and glass/plastic.

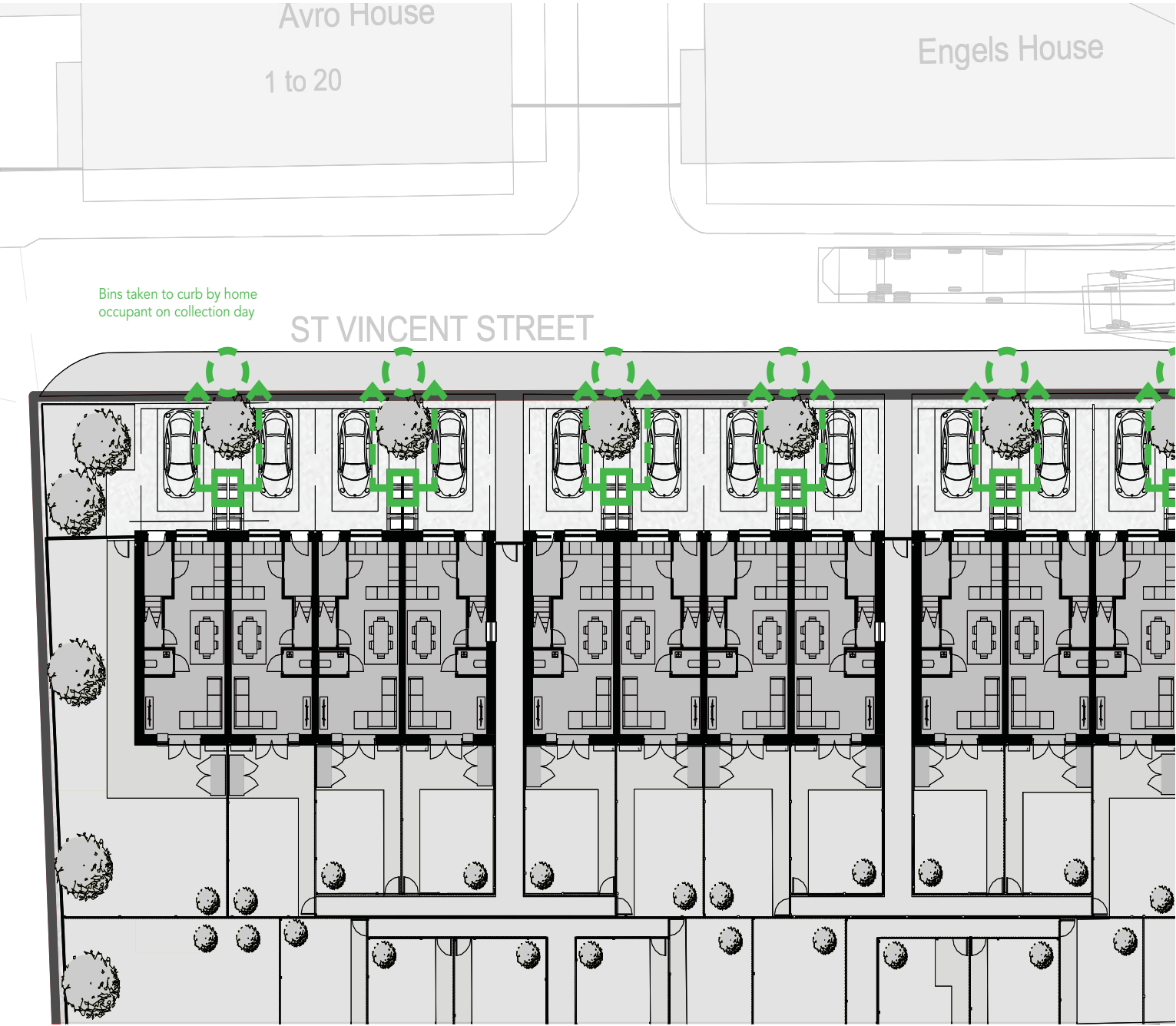
Organic waste will be collected every week.

(to be confirmed with MCC/collection company)

Key

 Domestic refuse route

 Domestic refuse collection point



7.4.2 APARTMENTS

The apartment block communal bin store is located on the Ground Floor accessed both from the main entrance corridor through a fire sterile lobby and from the outside through a secure lockable door.

The bin store has been dimensioned to accommodate the standard number of bins for high rise domestic developments i.e. 0.43m² of space per apartment.

There are 45no. apartments and on this basis the bin store area will require 19.35m² plus space required to manoeuvre and access all the containers individually. The actual bin store area is 20.86 m² plus space to manoeuvre.

The bin store will be mechanically ventilated.

Resident are required to deposit their waste and recycling in the correct containers in the bin store, accessed via lift or stair core. On collection days the building manager will be responsible to move the bins to the designated zone at the top of St.Vincent Street immediately prior to collection and returned immediately after and to ensure areas are kept clean.

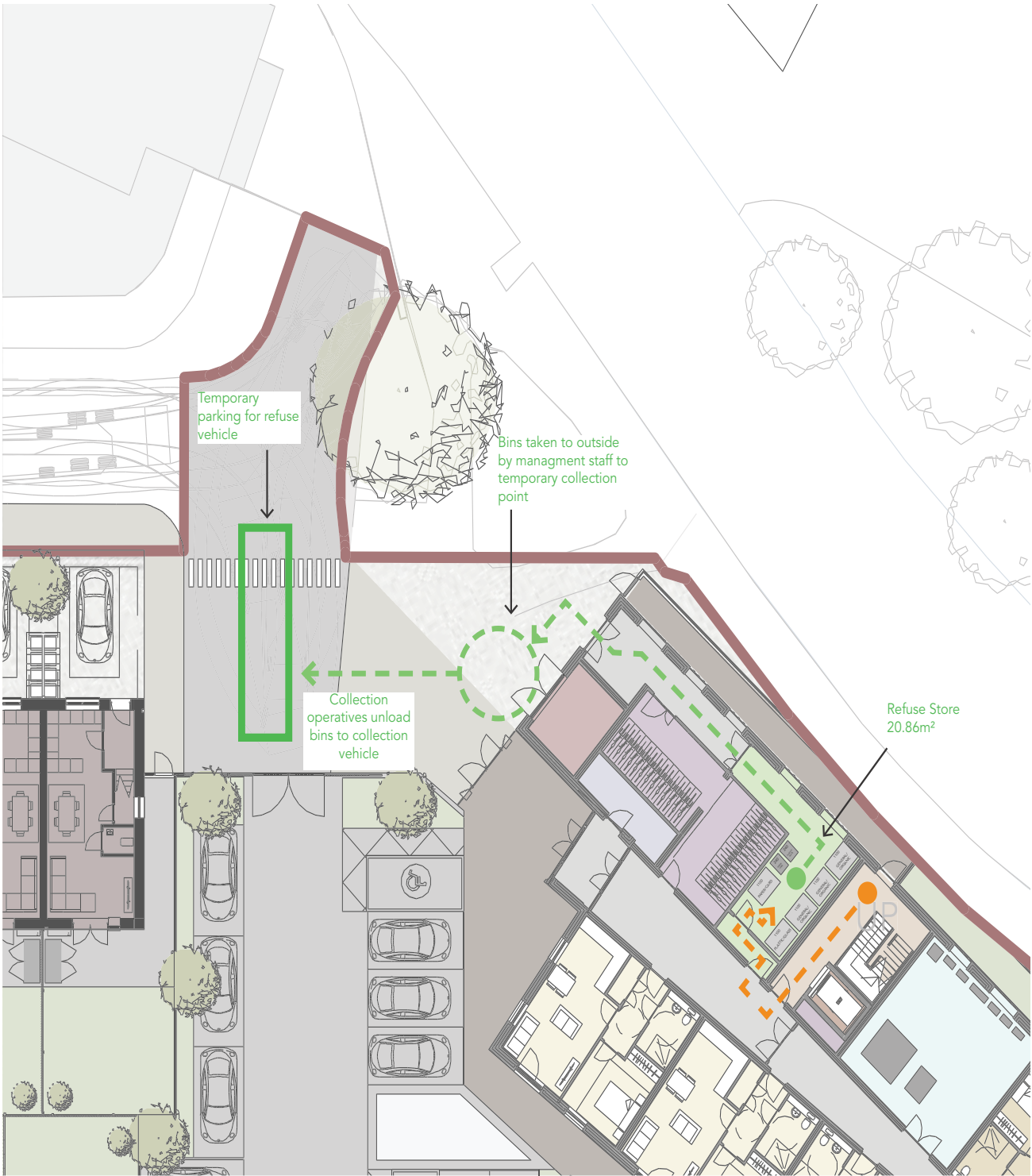
The route will be step free and will have a minimum width of 1.54m, ensuring adequate space for a bin to pass.

Collections will be every week for general/organic, paper/card and glass/plastic waste.

(to be confirmed with MCC/collection company)

Key

- ← Resident refuse route
- Domestic refuse collection point
- ← Building manager refuse route



7.5 Inclusive Access

Level access is covered under three headings: Public realm, building and homes. Design for Access 2 (DFA2) has been used as a key reference document for the design principle for all dwellings and Public realm.

Public Realm

Route-ways

Access routes have a minimum unobstructed width of 2000mm, and 1800mm. The main access pathways and primary routes through the site and public realm are fully compliant with access pathways over 1800mm in width. The rear access routes to the house gardens are around 1300mm in width, falling below the DFA2 standard but it is considered that they are private pathways for convenience to the residents rather than primary access routes.

All routes and gradients are no steeper than 1:20 with the landscape being relative flat with level changes being taken up by planted areas.

Building Levels

All landscape/building levels have been designed to enable level thresholds to the buildings without the need for formalised ramps and step.

Street Furniture Position

All street furniture is positioned a minimum of 450mm away from the front face of the highway kerb.

Building

From both the front and car park entrances, along with the communal areas at ground floor, level access is provided. Every floor can be accessed via one of the passenger lifts in each of the cores. Step free level access is also provided to each of the ancillary spaces.

Homes

Of the 68 homes being provided 45 of them are single storey apartments and have step free access via the passenger lifts; 9 of these apartments are ground floor and have been designed with accessible wet rooms. Upper floor apartments can be adapted where standard bathrooms can be altered to wet rooms.

The remaining 23 houses have level entry front doors and rear gardens. The stairs are designed in accordance with AD K and can be adapted with the use of stair lifts, alongside accessible bathrooms to fully enable disabled residents. Additionally, in line with the requirements of AD M4(1) the entrance storey of all 68 homes will provide step free access to and use of habitable rooms and a WC .



7.6 Approved Document M(continued)

The table on the right illustrates compliance against key dimension criteria in the Approved Documents.

As illustrated in the adjacent table, the example apartment complies with AD M4(2) and can be adapted over time to meet the changing needs of occupants.

Description	M4(1)	M4(2)	Example Apartment (2B4P)
Doors			
Private external entrance clear width	775mm	850mm	910mm
Internal door clear width	750mm	750mm	810mm
Nib to leading edge of every door within the entrance storey		300mm	300mm +
Circulation			
Hall (minimum excluding projections)	900mm	900mm	1200mm
Living, kitchen and eating areas			
Clear space provided in front of and between all kitchen units and appliances.		1200mm	1200mm +
Bedrooms			
Master			
Width		2750mm	3460mm
Length		3000mm	3075mm
Clearance to foot of the bed		750mm	1125mm
Clearance to both sides of the bed		750mm	750mm
Clear access route from the doorway to the window		750mm	1125mm
Second			
Width		2750mm	2840mm
Clearance to foot of the bed		750mm	750mm
Clearance to one side of the bed		750mm	880mm
Clear access route from the doorway to the window		750mm	750mm
Sanitary Facilities			
Master			
Dimensions		1950mm x 2150mm	1950mm x 2150mm
WC in entry storey			
Dimensions	850mm x 1600mm	1450mm x 1800mm	1950mm x 2150mm

8.0

Appendix

8.0 Appendix

8.1 National Design Guide

This chapter 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 beautiful, enduring and successful.

REF	NDG SECTION	RESPONSE
Context		
C1	Understand and relate well to the site, its local and wider context	The development will help the area to be regenerated in line with the ambitions of the Ancoats & New Islington NDF 2016 and 2020. The site is identified as an opportunity area and able to support the provision of a range and mix of residential accommodation of high quality to help move forward the emergence of a vibrant new neighbourhood of choice. The proposed development responds positively to the features of the site and its topography. The various easement zones around existing sewers have limited the extent of the site that can be built on and presented challenges during the design process, however the layout has utilised the available areas to form a coherent layout that connects into the existing street structure and sits comfortably with the existing dwelling houses.
C2	Value heritage, local history and culture	The bulk of the existing site is a fenced in area left vacant since historic demolition and appears abandoned and unloved and subject to antisocial behaviour and fly tipping – it lacks a sense of place and its positive use will support area regeneration. Consideration has been given to ensure that the design proposals connect the site back into the wider neighbourhood and removing an area of blight. The site arrangement places the larger massing along the northern edge adjacent the Rochdale Canal which follows the parti established by historic and new development along the canal. Heights have been carefully considered so that the apartment building at four storeys forms a transition from the taller buildings (Engels House at 7 storeys and the future plans outlined in the Ancoats NDF for buildings up to 8 storeys) into the lower house dwellings in the heart of the site.
Identity		
I1	Respond to existing local character and identity	The proposed development has sought to balance the needs of contemporary living in a highly desirable area of the city center with consideration for the local context. The proposed development indicates a return to active use of the site, reflecting but not copying design elements from its context by the use of terrace row housing and a larger apartment building adjacent the canal boundary. Overall, the proposed development stands to make a positive contribution to the town scape will enhance the surrounding built 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 neighbourhood.

REF	NDG SECTION	RESPONSE
I2	Well-designed, high quality and attractive places and buildings	Materials, construction details and landscape design have been selected with care for their context. They are suitable for their use as part of a high quality residential led proposal.
I3	Create character and identity	The proposed development seeks to provide character and identity through the use of complimentary materials and detailing to create a strong and positive identity, within the evolving context. The immediate environs of the site has few positive qualities, as such a new and positive character will help to enhance its identity.
Built Form		
B1	Compact form of development	The overall quantum of accommodation contained within the development has been derived in response to location, orientation and the client's brief. As a result, the layout responds to the below ground constraints to deliver a variety of accommodation utilising the available site in an efficient arrangement to maximise development and offer sustainable use of the land.
B2	Appropriate building types and forms	The individual building designs are of a scale and form to support the daily activities of life, working together in a urban composition that will engender a sense of community and mesh seamlessly into the existing residential neighbourhood. The apartment building provided the transition in scale necessary to relocate to buildings adjacent the Rochdale Canal and plans for Ancoats beyond.
B3	Destinations	The development is focused on delivering affordable housing in a area well connected to the amenities and workplaces within Manchester City Center and will become a housing destination of choice for the residents that Great Places seek to accommodate.

REF	NDG SECTION	RESPONSE
Movement		
M1	A connected network of routes for all modes of transport	The Proposed Development is in a location that allows easy walkable and cycle-able connection into Manchester City Center and also to the bus, tram and train network that supports wider access. Cycle storage is provided across all dwelling types. The canal path network is easy accessed as is the planned infrastructure improvements around the Bee line routes.
M2	Active travel	Active travel is encouraged through the integration of the streets into the local neighbourhood.
M3	"Well-considered parking, servicing and utilities infrastructure for all users"	Each dwelling house is provided with in-curtilage parking. The apartment building, dues to the holily connected location provided 21 parking spaces (46% to apartments). Roadways and turning heads are designed to allow for servicing and waste collection.
Nature		
N1	Provide a network of high quality, green open spaces with a variety of landscapes and activities, including play	The new residential streets are designed to accommodate new trees and landscaping. The apartment building has a residents amenity garden and its placement will enhance the surveillance of the canal path route and supporting landscape.
N2	Improve and enhance water management	
N3	Support rich and varied biodiversity	The new landscape included within the development contains new tree planting and landscaping to enhance biodiversity appropriate to the urban development area.
Public Spaces		
P1	Create well-located, high quality and attractive public spaces	The new streets are connected into the local street network to offer permeable connectivity to the surrounding. The streets will be plated with new trees to enhance the environment.
P2	Provide well-designed spaces that are safe	The new buildings are positioned to fill the entire site with a clear demarcation between private and public spaces. The houses have a clear front and back to offer safe environments. The buildings have windows and offer views to provide ‘eyes on the street’. The apartment building provides improved active frontage to the canal and building entrances to ensure that different activities will occur through the day. Natural surveillance is provided from these spaces and are highly glazed.

REF	NDG SECTION	RESPONSE
P3	Make sure public spaces support social interaction	The terrace row arrangement of the houses is hoped to encourage social interaction between neighbours. The amenity garden for the apartments will also offer a space for social interaction.
Uses		
U1	A mix of uses	The site offers a range of affordable housing - Shared Ownership Houses, Affordable Rent Houses and Social Rent Apartments
U2	A mix of home tenures, types and sizes	The site will deliver a mix of affordable housing as noted above. This will be through a combination of 2 bed and 3 bed housing together with 1 and 2 bed apartments.
U3	Socially inclusive	The various buildings are designed to a common palette of materials and quality detailing to contribute 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 houses and apartments meet or exceed the Manchester’s Emerging Space Standards.
H2	Well-related to external amenity and public spaces	The new buildings connect into the immediate amenity of the canal infrastructure and nearby open spaces. Private amenity space is provided for all residents; rear gardens for the houses and a shared garden for the apartments.
H3	Attention to detail: storage, waste, servicing and utilities	All waste generated in the apartment 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 foot ways through the use of MEWPS and Abseil window cleaning. Houses have bin storage enclosures to the front of each property to ensure that these do not clutter the streets.
Resources		
R1	Follow the energy hierarchy	The Proposed development is accompanied by an Environmental Standards Statement produced by Watts.
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 buildings are designed to be energy efficient. A Energy and Sustainability report is provided separately.
Lifespan		
L1	Well-managed and maintained	The buildings are 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 foot ways through the use of MEWPS and Abseil window cleaning.

REF	NDG SECTION	RESPONSE
L2	Adaptable to changing needs and evolving technologies	Dwellings have been designed in line with Approved Document M4(2) and DFA (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.

8.2 NDSS & MCC Compliance - Apartments

All apartments and houses in the proposal have been designed to meet or exceed the requirements set out in the Nationally Described Space Standard (NDSS) and Manchester Residential Quality Guidance.

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
- 2. A dwelling with two or more bed spaces has at least one double (or twin) bedroom
- 3. In order to provide one bed space, 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 bed spaces, 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

Notes

- 1. Built-in storage areas are included within the overall GIAs and include an allowance of 0.5m2 for fixed services or equipment such as a hot water cylinder, boiler or heat exchanger.
- 2. GIAs for one storey dwellings include enough space for one bathroom and one

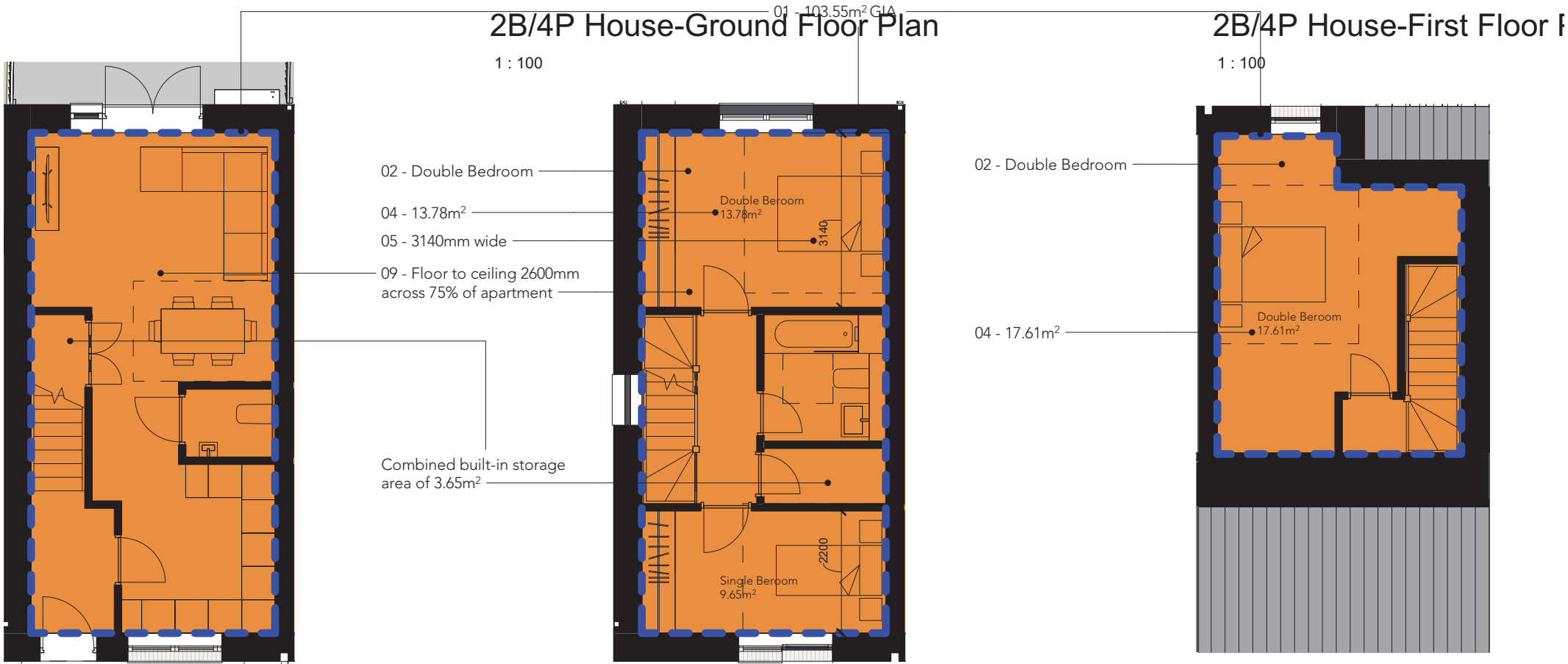
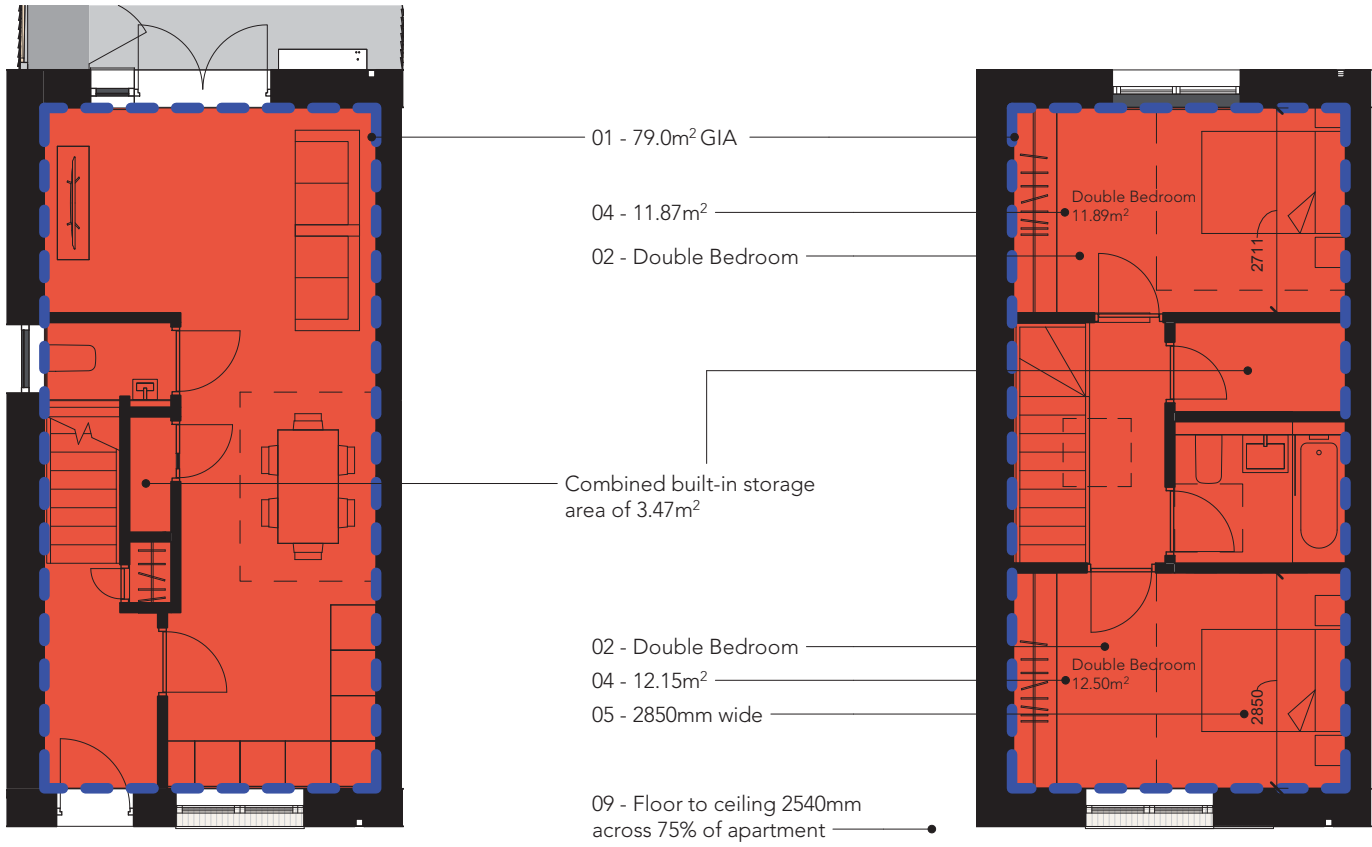
additional WC (or shower room) in dwellings with 5 or more bed spaces. GIAs for two and three storey dwellings include enough space for one bathroom and one additional WC (or shower room). Additional sanitary facilities may be included without increasing the GIA provided that all aspects of the space standard have been met.

3. Where a 1b1p has a shower room instead of a bathroom, the floor area may be reduced from 39m2 to 37m2 as shown bracketed.

4. Furnished layouts are not required to demonstrate compliance.

Number of bedrooms (b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39(37)^			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

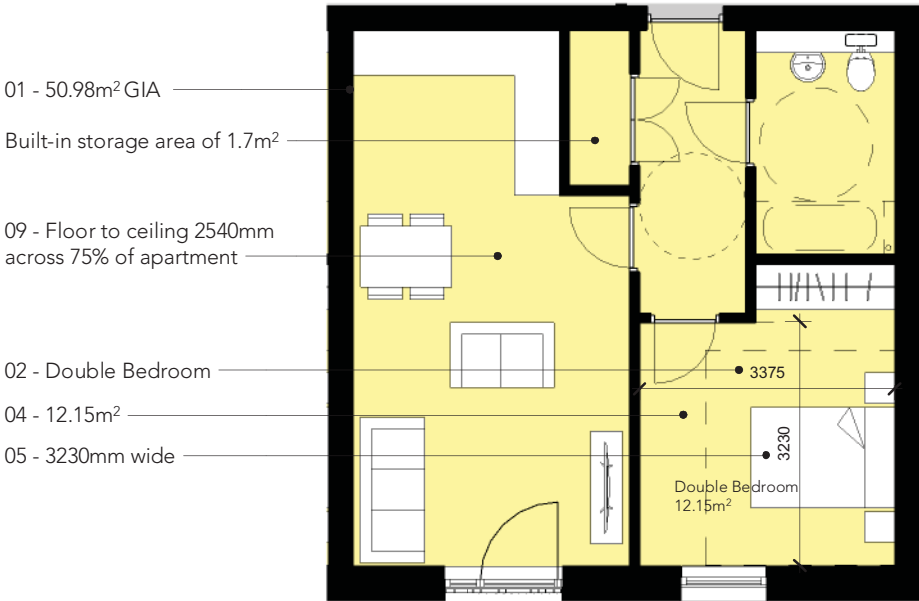
Table 1



3B/5P House-Ground Floor Plan
1 : 100

3B/5P House-First Floor Plan
1 : 100

3B/5P House-Second Floor Plan
1 : 100



1B/2P Apartment Plan
1 : 100



2B/3P Apartment Plan
1 : 100

8.4 Amount Apartments

Apartments NET			
Level	Number	Name	Area
00 Ground Floor Plan			
00 Ground Floor Plan	1	2 BED	63.82 m²
00 Ground Floor Plan	2	2 BED	61.44 m²
00 Ground Floor Plan	3	2 BED	63.2 m²
00 Ground Floor Plan	4	1 BED	50.64 m²
00 Ground Floor Plan	5	1 BED	50.97 m²
00 Ground Floor Plan	6	1 BED	50.97 m²
00 Ground Floor Plan	7	2 BED	63.24 m²
00 Ground Floor Plan	8	1 BED	50.96 m²
00 Ground Floor Plan	9	2 BED	62.06 m²
00 Ground Floor Plan: 9			517.3 m²
01 First Floor Plan			
01 First Floor Plan	10	2 BED	60.52 m²
01 First Floor Plan	11	1 BED	50.98 m²
01 First Floor Plan	12	1 BED	50.98 m²
01 First Floor Plan	13	2 BED	63.82 m²
01 First Floor Plan	14	1 BED	61.44 m²
01 First Floor Plan	15	2 BED	63.14 m²
01 First Floor Plan	16	1 BED	50.64 m²
01 First Floor Plan	17	1 BED	50.97 m²
01 First Floor Plan	18	1 BED	50.97 m²
01 First Floor Plan	19	2 BED	63.24 m²
01 First Floor Plan	20	1 BED	50.96 m²
01 First Floor Plan	21	2 BED	62.02 m²
01 First Floor Plan: 12			679.68 m²
02 Second Floor Plan			
02 Second Floor Plan	22	2 BED	60.35 m²
02 Second Floor Plan	23	1 BED	50.18 m²
02 Second Floor Plan	24	2 BED	61.62 m²
02 Second Floor Plan	25	1 BED	45.67 m²
02 Second Floor Plan	26	2 BED	67.35 m²
02 Second Floor Plan	27	2 BED	62.98 m²
02 Second Floor Plan	28	1 BED	51.45 m²
02 Second Floor Plan	29	1 BED	50.97 m²
02 Second Floor Plan	30	1 BED	52.07 m²
02 Second Floor Plan	31	2 BED	61.58 m²
02 Second Floor Plan	32	1 BED	50.72 m²
02 Second Floor Plan	33	2 BED	62.65 m²
02 Second Floor Plan: 12			677.57 m²
03 Third Floor Plan			
03 Third Floor Plan	34	2 BED	60.35 m²
03 Third Floor Plan	35	1 BED	50.18 m²
03 Third Floor Plan	36	2 BED	61.62 m²
03 Third Floor Plan	37	1 BED	45.67 m²
03 Third Floor Plan	38	2 BED	67.35 m²
03 Third Floor Plan	39	2 BED	62.98 m²
03 Third Floor Plan	40	1 BED	51.45 m²
03 Third Floor Plan	41	1 BED	50.97 m²
03 Third Floor Plan	42	1 BED	52.07 m²
03 Third Floor Plan	43	2 BED	61.58 m²
03 Third Floor Plan	44	1 BED	50.72 m²
03 Third Floor Plan	45	2 BED	62.47 m²
03 Third Floor Plan: 12			677.39 m²
Grand total: 45			2551.95 m²

Apartments GIA		
Level	Name	Area
00 Ground Floor Plan	0F GIA	876.54 m²
01 First Floor Plan	1F GIA	875.96 m²
02 Second Floor Plan	2F GIA	875.96 m²
03 Third Floor Plan	3F GIA	876.06 m²

8.5 Manchester Residential Quality Guidance

The Manchester Residential Quality Guidance was published in draft in August 2016 and adopted by City Council Executive in December 2017. It outlines the considerations, qualities and opportunities that will help to deliver high quality residential developments to form successful and sustainable neighbourhood across Manchester. The guidance aims to underpin the delivery of new housing which is fit for purpose in the long term, comfortable, safe, accessible, environmentally sustainable and spacious enough to accommodate the changing needs of occupants throughout their lifetime.

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.

8.5.1 Make It Manchester

The scheme has been designed with full consideration and appreciation to the existing context and character. The Downley Drive development responds to the need for social and affordable housing within the city center offering a mix of tenures.

A considered material palette is a fundamental part of the character and identity of the scheme. The proposed buff brickwork provides both a contrast and transition to the neighbouring red brick dwelling

A continuation of this considered approach can be seen in the architectural detailing and facade approach. Deep, full height window reveals and soldier course header brick details create a consistent rhythm to the apartment elevations and a appropriate scale of detail to the houses.

Make It Bring People Together

The development extends the existing infrastructure of St. Vincent Street and Downley Driven and maintains routes through the area linking to surrounding development.

Sustainable travel modes are encouraged, with cycle storage and provision for EV charging being incorporated into the proposal

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

8.5.2 Make It Animate Streets And Spaces

The enhancement of the connection between Front and Back Ancoats is a key point in the Ancoats and New Islington NDF, with Jersey Street creating a direct arterial route.

The Downley Drive site borders these areas of development and the northern portion of the site falls within the PFI area of Miles Platting.

This offers the opportunity to expand the high quality of development out from the city center delivering growth and positive transformation to the area.

The proposed landscaped areas offer residents and community an enhanced environment whilst encouraging the biodiversity of the local area.

8.5.3 Make It Easy To Get Around

Situated close to the city center, 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 storage for all residents, which will benefit the vision for the area outlined in the NDF.

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. Within the apartments 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 ah passenger lift.

8.5.4 Make It Work With The Landscape

Green infrastructure is important within the proposal. The houses have varying landscaping integrated into the from driveways enhancing the views along the new streets.

The apartment building is set back from the end of St. Vincents Street with hard landscaping and full height glazing defining the entrance.

A dedicated residents garden to the apartment building offers enhanced visual amenity to the surrounding area.

Sustainable urban drainage strategies within the context of the site constraints have also been considered in the design to have a positive impact within the wider landscape proposals. Whilst the site is nominally inclined with a reasonable gradient of circa 1.0m across the site, the proposal has responded to the level changes across it to seamlessly fit into the current landscape.

8.5.5 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 one car space provided to the front of the houses and an appropriate number of spaces to the apartment residents is provided with allocated disabled parking spaces and potential for EV charging.

The refuse strategy has carefully considered for the scheme, and bin stores have been designed to integrate with the architecture, adhering to the Council's Waste Guidance. Apartment residents can benefit from an internal managed bin store accessible from the ground floor, suitably located near the main buildings core.

8.5.6 Make It Future Proof

The development has been designed with a holistic low energy design concept involving a 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 as a constant throughout the scheme, not solely due to Manchester's historic link, but also because of it's 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 plan arrangement between the kitchen, dining and living spaces also allow flexibility to accommodate a range of lifestyles.

8.5.7 Make It A Home

In providing a mixture of houses and 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 ergonomically comfortably. 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 important to this goal, with large floor to ceiling windows with direct views of the surrounding area. Additionally, all apartments are provided with a Juliet balcony.

A mix dwellings are proposed, comprising of 23 houses and 45 apartments. The proportion of the size of the dwellings is as follows:

Houses

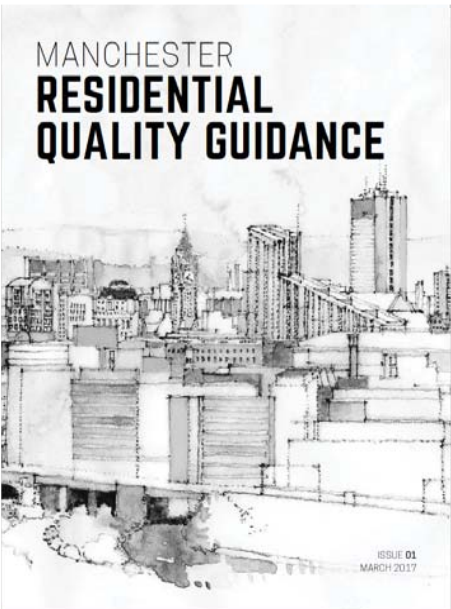
- 3no. 2-beds
- 20no. 3-beds

Apartments

- 22no. 1-beds
- 23no. 2-beds

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

Circulation within the proposal has generous corridor widths with access to two circulation cores.



8.5.8 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
- Pre-application meetings with representatives from Manchester City Council's Planning Authority.



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