BENDIX STREET

DESIGN & ACCESS STATEMENT



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1. INTRODUCTION

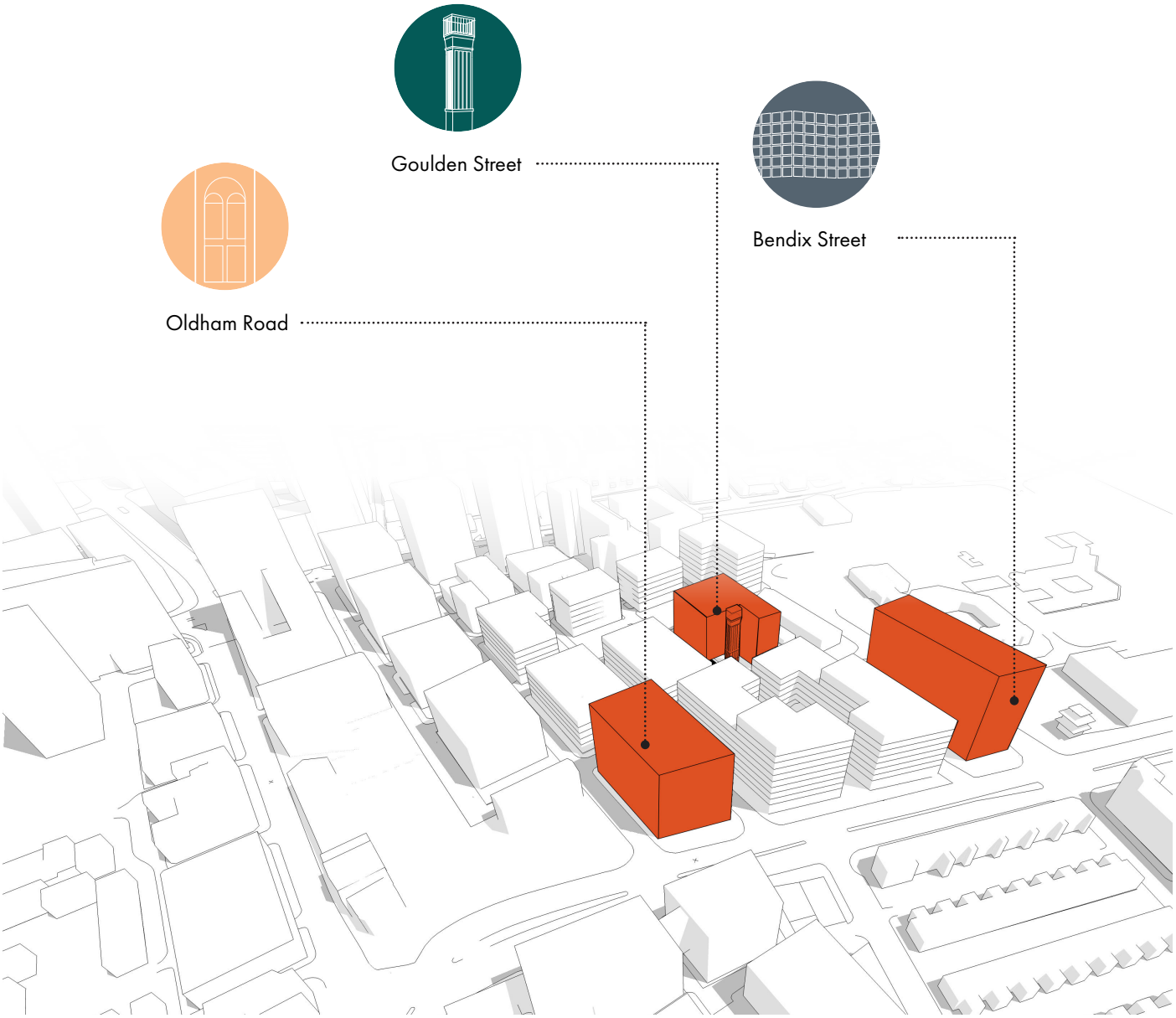
SUBMISSION INFORMATION

1.1 NEW CROSS SITES

The three sites being submitted within the New Cross framework consist of;
Bendix Street, Oldham Road and Goulden Street

All three sites are being developed by Mulbury City and have been developed in tangent, constantly influencing each other but resulting in separate identities.

This document relates to proposal for Bendix Street.



1.2 EXECUTIVE SUMMARY

Project Brief

Mulbury City's brief is to develop three New Cross sites for Private Rented Sector (PRS) residential and private sales, with a mix of unit types, ranging from one bed to three bed apartments. Ground floor uses are to include a reception and concierge services, as well as ancillary facilities for the residents, such as lounges and break-out spaces. Commercial spaces are also included, following the NDF framework, at ground floor on primary façades.

Site Context

The site analysis explored in this document identifies that although the site is mostly small unused buildings, it is important to create a strong perimeter block, marking the edge of the New Cross area. It sits on the perimeter of New Cross, on the key arteriole route, Oldham Road. New Cross is in a key location, on the edge of the Ancoats Conservation Area and boarding the Northern Quarter, meaning it is surrounded by a number of listed buildings and developing areas. It is on the boundary of what can be deemed the traditional city centre and what are the beginnings of a new district city neighbourhood. The datum levels which are created by the surrounding existing buildings have a clearly defined one or two storey street frontage and a higher mass created by the former mills and other larger buildings.

Planning History

The site has had no significant development or proposals. The adjacent site is currently under development, with approval for three different height buildings ranging from 6 - 10 stories. There have been no other relevant planning applications on the site although the surrounding area of New Cross is currently undergoing intense regeneration.

Design Concept

The analysis of the site and its surrounding context informed the design concept of the building. Early exploration of the design and overall massing of the building generated a range of options including different building forms, such as a linear block and a stepped facade. These options were reviewed from both a commercial point of view and also in close discussions with Manchester City Council in terms of urban design and planning policy. The result of this detailed process is the building illustrated within this document and the proposals.

1.3 TIM GROOM ARCHITECTS

Tim Groom Architects is a Manchester based practice with a proven track record of delivering projects across a range of sectors. We design buildings which are honest and refined using high quality, well detailed materials. Our belief is that honest and simple forms with fine detailing stand the test of time.

We understand what it takes to make a viable scheme and our aim is to ensure that every project is capable of moving past the feasibility stage and on to construction. We enjoy the intricacy and detail of the construction process and the whole team takes immense pride in seeing our schemes realised as completed structures being used by those for whom they were designed.

We recognise the huge responsibility we have as architects to produce designs which positively influence the lives of not only those who use our buildings, but also the communities which surround them and these considerations form an inherent part of our design process.







1.4 MULBURY CITY

Mulbury City specialise in the procurement and delivery of quality affordable housing, inspiring care schemes and open market residential projects, as well as the support services that are vital to creating vibrant and successful building projects.

Their experience and technical knowledge of designing and building high grade affordable homes and care projects is underpinned by their technical expertise and understanding of regenerating brownfield sites.

Mulbury City work collaboratively with partners who share their dedication to creating places that are great to live in as well as to look at. This means producing fresh and imaginative schemes that help to enhance residents lives and support sustainable communities. Integral to this relationship-based approach is a commitment to delivering schemes on time, every time.





2. THE NDF

NEW CROSS DEVELOPMENT FRAMEWORK

New Cross is strategically located at the north eastern edge of Manchester City Centre, just beyond the inner ring road. This area has increasingly become a focus for development activity and residential growth in recent years. To the south, east and west of New Cross are key regeneration priorities that include NOMA and the Ancoats and New Islington neighbourhoods. These are areas that have been subject to significant levels of public and private sector investment, and are acting as a positive catalyst for wider transformation throughout the north eastern fringes of the City Centre, as a key location for residential-led mixed-use development around the boundary of this northern part of the city centre.

2.1 THE NDF IN WIDER CONTEXT

The site is located in the New Cross area of Manchester City Centre, bounded by Oldham Road to the East, Thompson Street to the North, Bendix Street to the South and an adjacent site to the West.

- Mulbury City Sites
- New Cross Framework Boundary
- Ancoats Conservation Boundary
- New Cross Development Boundary
- Northern Quarter Boundary
- Projects under construction
- Approved or starting construction
- Projects holding a planning application
- Completed projects
- Projects in pre - application

UNDER CONSTRUCTION

1. Broadside
2. StayCity Aparthotel New Cross
3. Angel Gardens
4. Meadowside
5. Hampton by Hilton Sharp Street - Tim Groom Architects
6. The Press
7. Ancoats Garden, One Thompson Street
8. 32 Mason Street
9. Blossom Street - Tim Groom Architects
10. Cotton Square
11. Murray's Mills
12. New Little Mill
13. Brownfield Mill/AVRO
14. Oxygen Tower
15. Go Native, London Warehouse
16. Identity - Hilton House
17. SYNQ
18. Refern Building

PROJECTS HOLDING A PLANNING APPLICATION

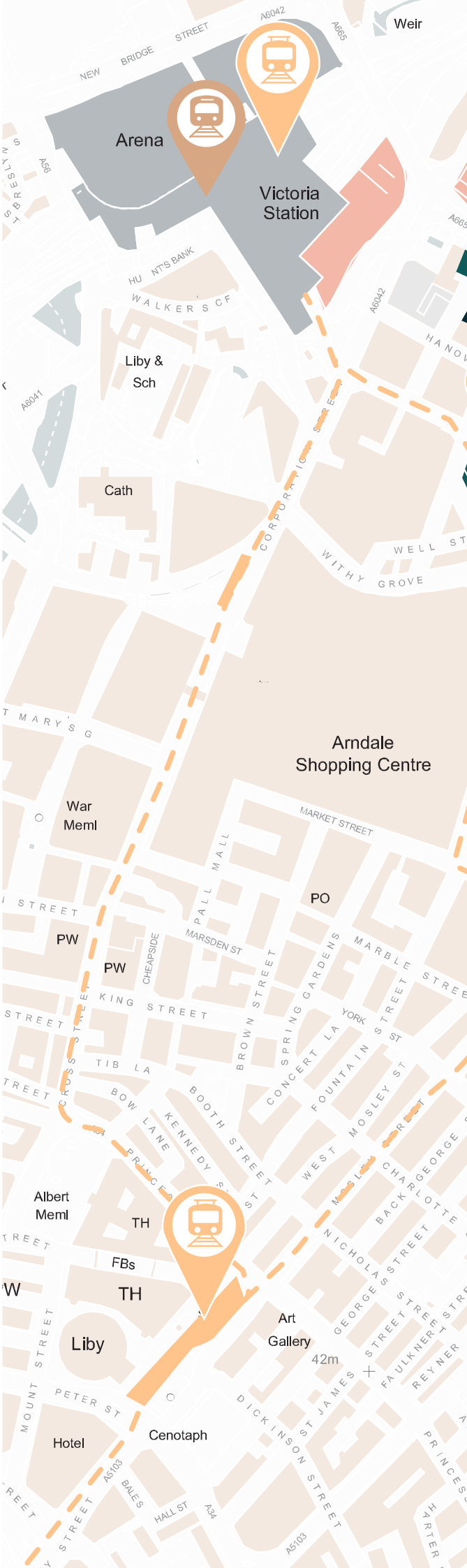
19. New Century Hall
20. 29 Shudehill
21. 20 - 36 High Street

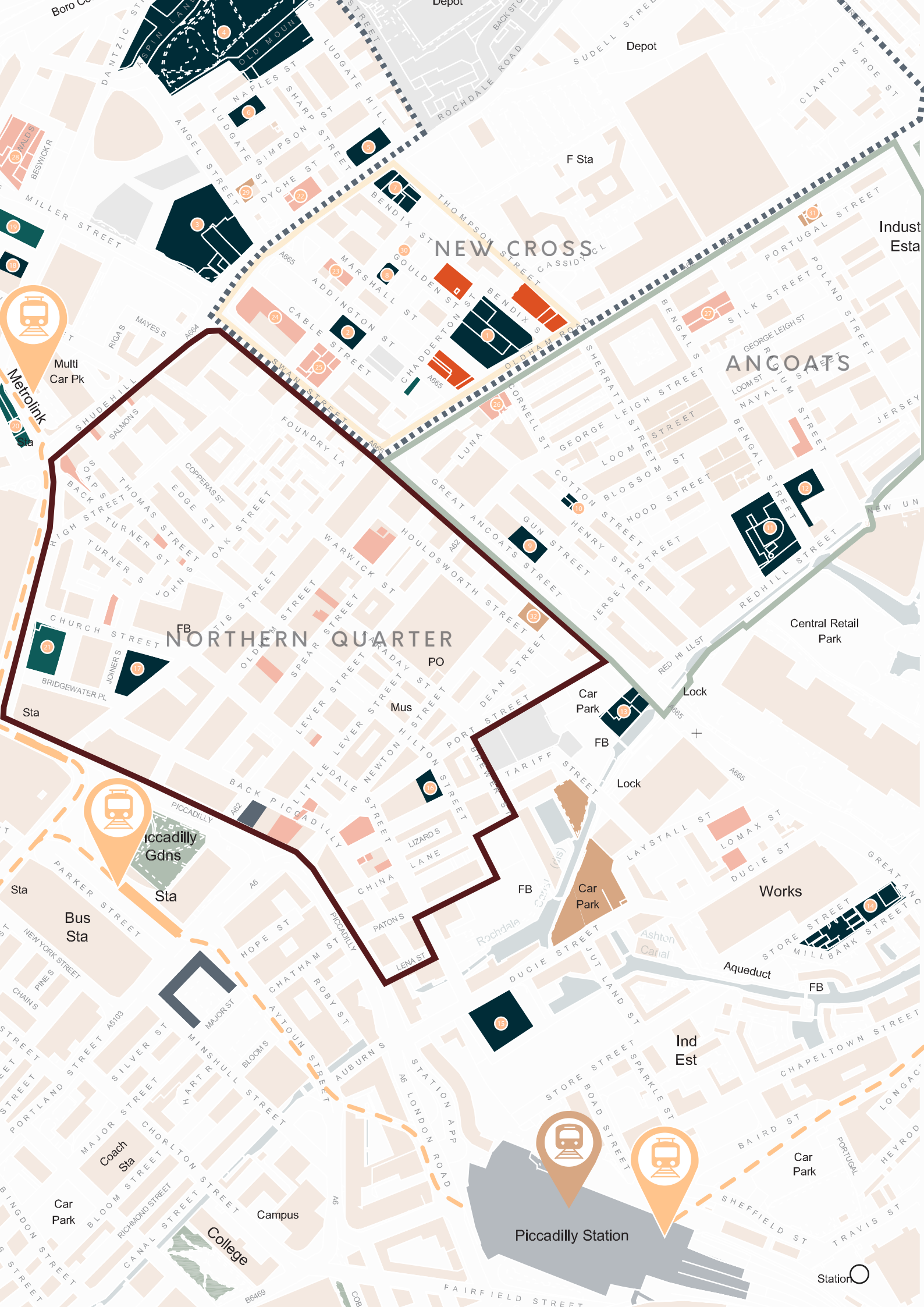
APPROVED OR STARTING CONSTRUCTION

22. 25 Rochdale Road
23. 39 Mason Street
24. Swan House
25. 40 Swan Street
26. 32 - 38 Oldham Road
27. M4nchester Two
28. 4 Angel Square

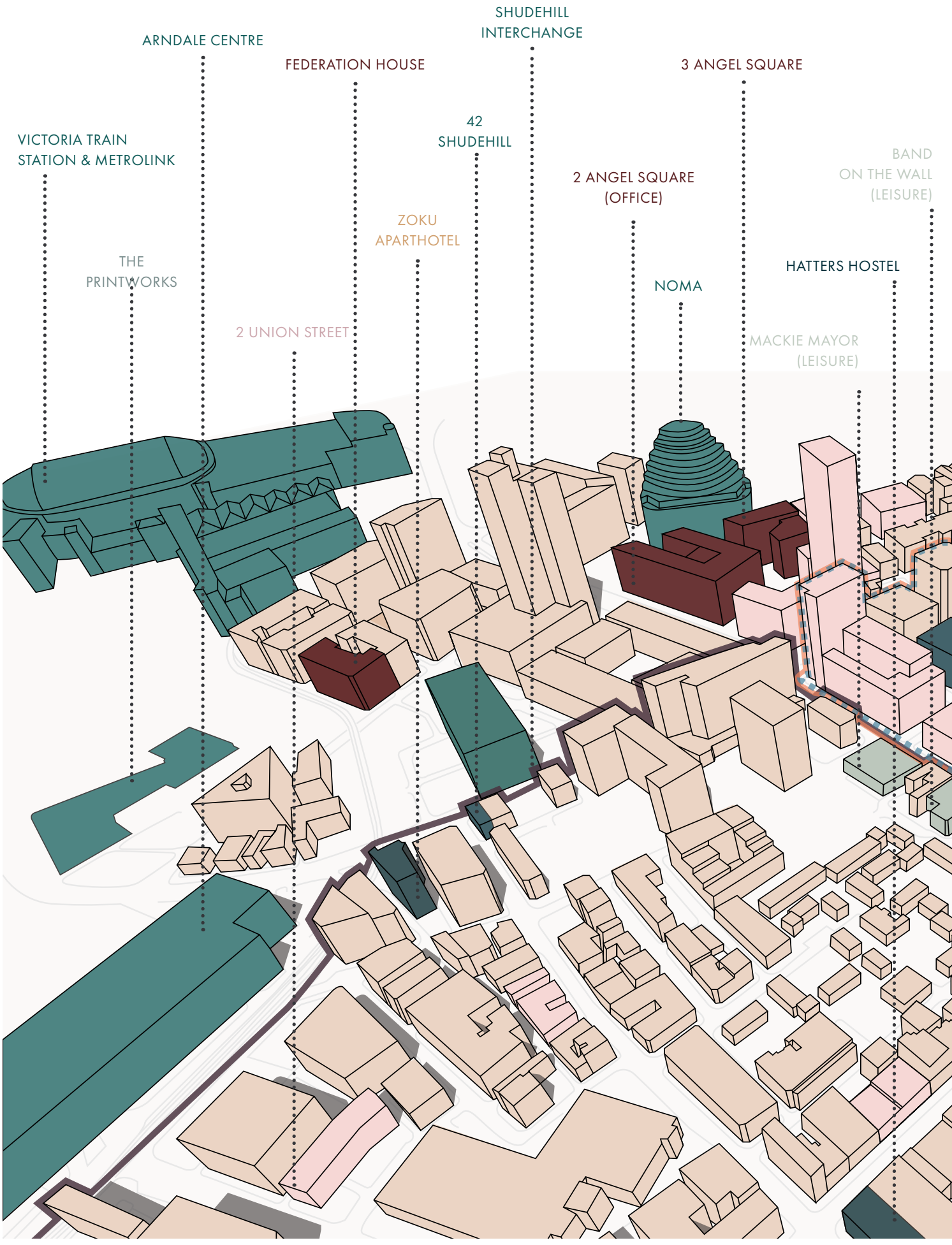
COMPLETED

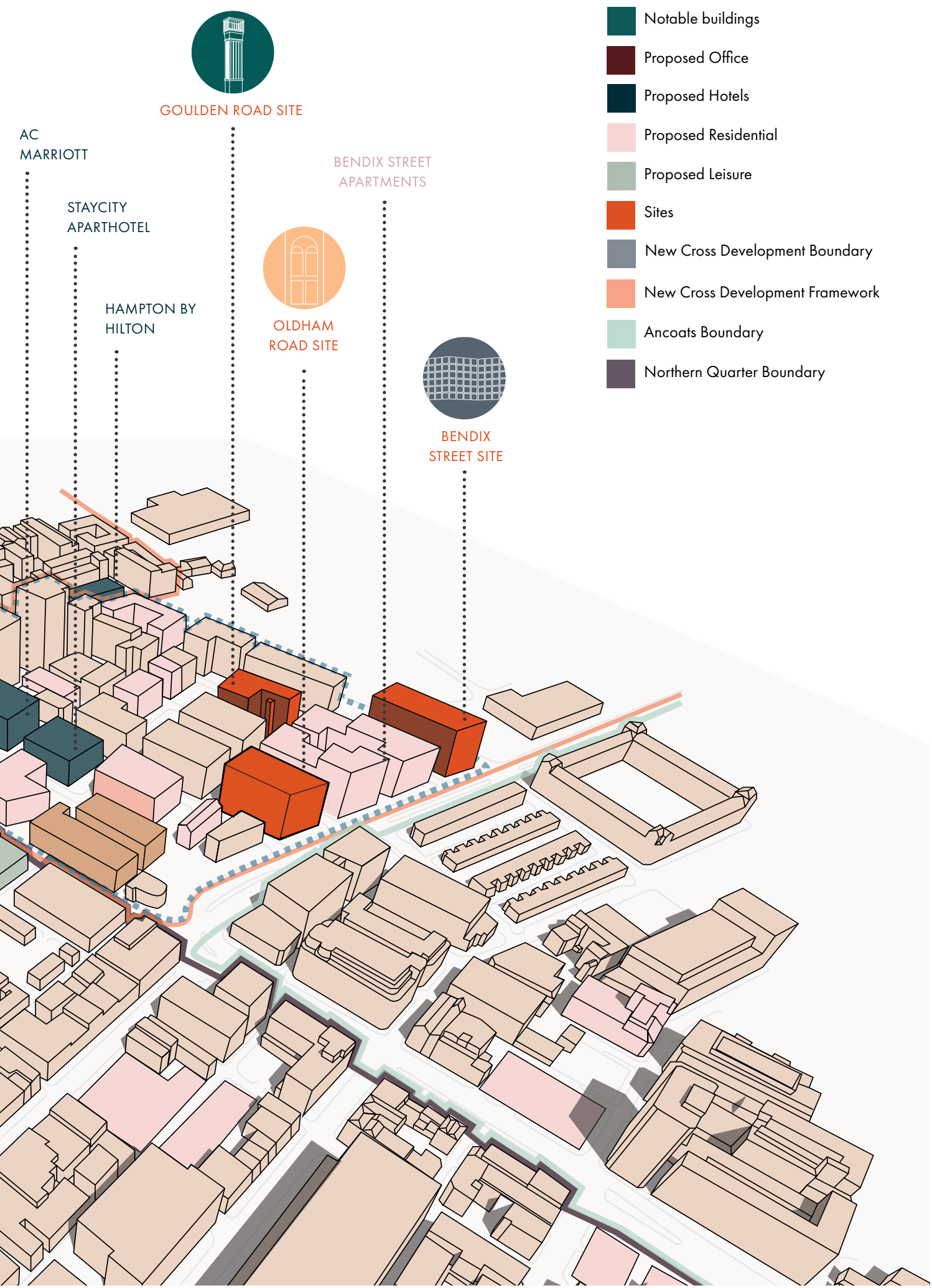
29. North Central
30. 34 Mason Street
31. Mount Pleasant House 162 - 164 Oldham Road
32. The Astley - Tim Groom Architects




NEW CROSS
ANCOATS
NORTHERN QUARTER
Piccadilly Station
Metrolink
Multi Car Pk
Sta
Bus Sta
Coach Sta
Car Park
Campus
College
Central Retail Park
Ind Est
Works
Aqueduct
Lock
FB
PO
Mus
Depot
F Sta
Station
Piccadilly Gdns
Great Ancoats Street
Redhill Street
Store Street
Ducie Street
Oldham Road
Ashton Canal
Rochdale Canal
Fairfield Street
Piccadilly
Portugal Street
Silk Street
Jersey Street
Henry Street
Hood Street
Cotton Street
Blossom St
George Leigh Street
Loom Street
Sherratt Street
Bengal Street
Naval Street
Cornell St
Gun Street
Luna
Foundry La
Swan Street
Oldham Street
Thomas Street
Back Turner St
High Street
Turner St
Church Street
Bridgewater Pl
Joiners
Shudehill
Salmons
Rigas
Mayes St
Miller Street
Beswick
Dantzic St
Aspin Lane
Old Mount
Naples St
Ludgate Hill
Sharp St
Simpson Street
Angel Street
Dyche St
Bendix St
Thompson Street
Cassidy
Marshall St
Addington St
Cable Street
Goulden St
Chadderton St
Rochdale Road
Sudell Street
Clarion St
Roe St
Back Piccadilly
Lever Street
Little Lever Street
Newton Street
Hilton Street
Port Street
Tariff Street
Dean Street
Faraday St
Houldsworth Street
Warwick St
Spear Street
Oldham Street
Tib Street
Oak Street
Copperas St
Edge St
Lizards Lane
China
Patons
Lena St
Hope St
Chatham St
Major St
Minshull Street
Aytoun Street
Auburn St
Station App
London Road
Store Road
Sparkle St
Sheffield St
Travis St
Baird St
Chapeltown Street
Millbank Street
Laystall St
Lomax St
Ducie St
Land St
Parker Street
New York Street
Pines
Chains
Silver St
Portland Street
Bloom Street
Richmond Street
Chorlton Street
Canal Street
Bingdon Street
Barker Street
Hartshull
Blooms
Major Street
Portugal
Heyrod
Longacre
A665
A664
A6
A62
A5103
B6469

2.2 EMERGING DEVELOPMENTS




GOULDEN ROAD SITE
AC MARRIOTT
STAYCITY APARTHOTEL
HAMPTON BY HILTON
BENDIX STREET APARTMENTS
OLDHAM ROAD SITE
BENDIX STREET SITE
Notable buildings
Proposed Office
Proposed Hotels
Proposed Residential
Proposed Leisure
Sites
New Cross Development Boundary
New Cross Development Framework
Ancoats Boundary
Northern Quarter Boundary

2.3 THE LOCAL AREA

The area of New Cross is currently undergoing major regeneration. With its close proximity to the ever popular Northern Quarter and the city centre it is ideal for both residential and commercial purposes.



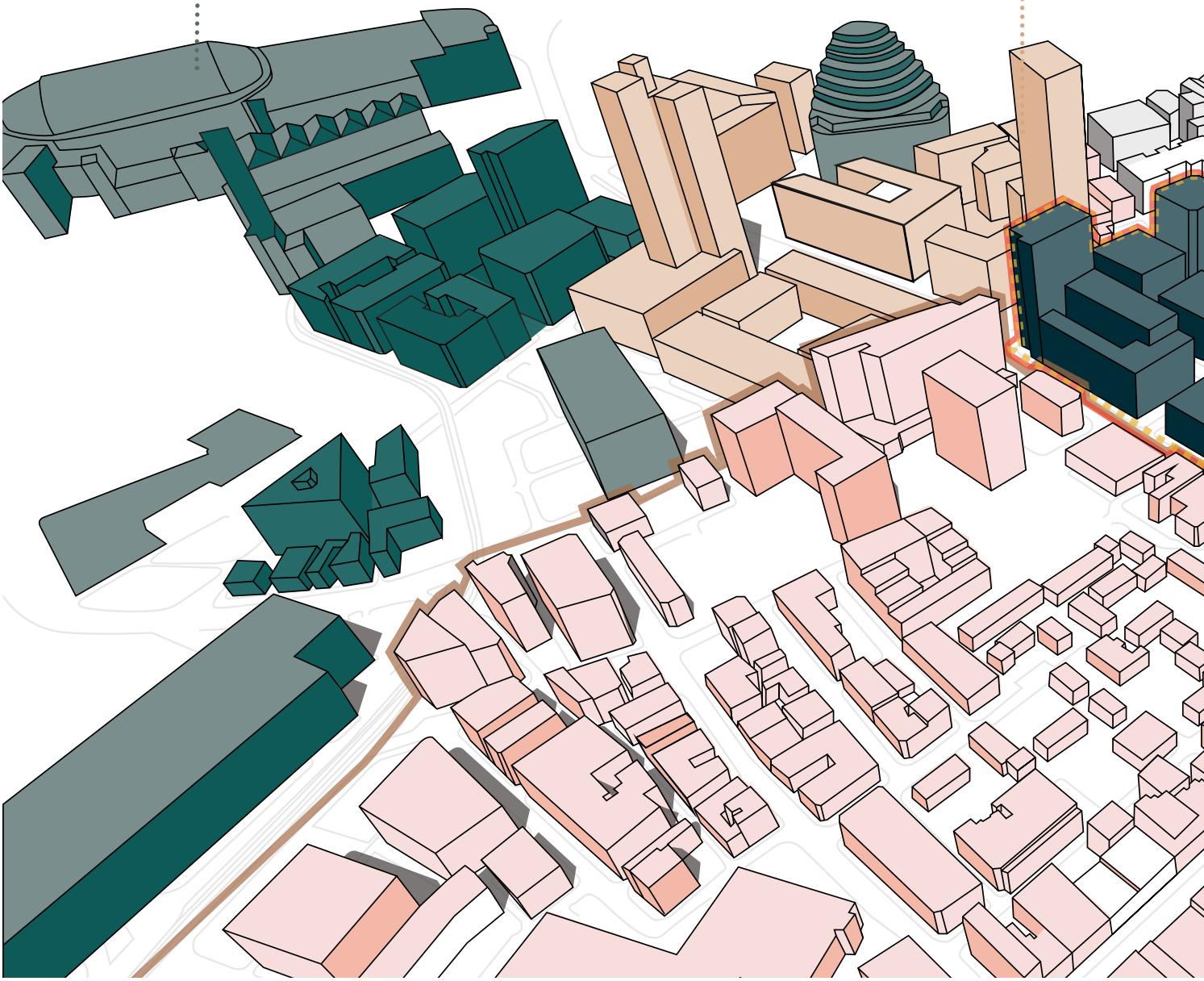






NOMA

CENTRAL RETAIL DISTRICT















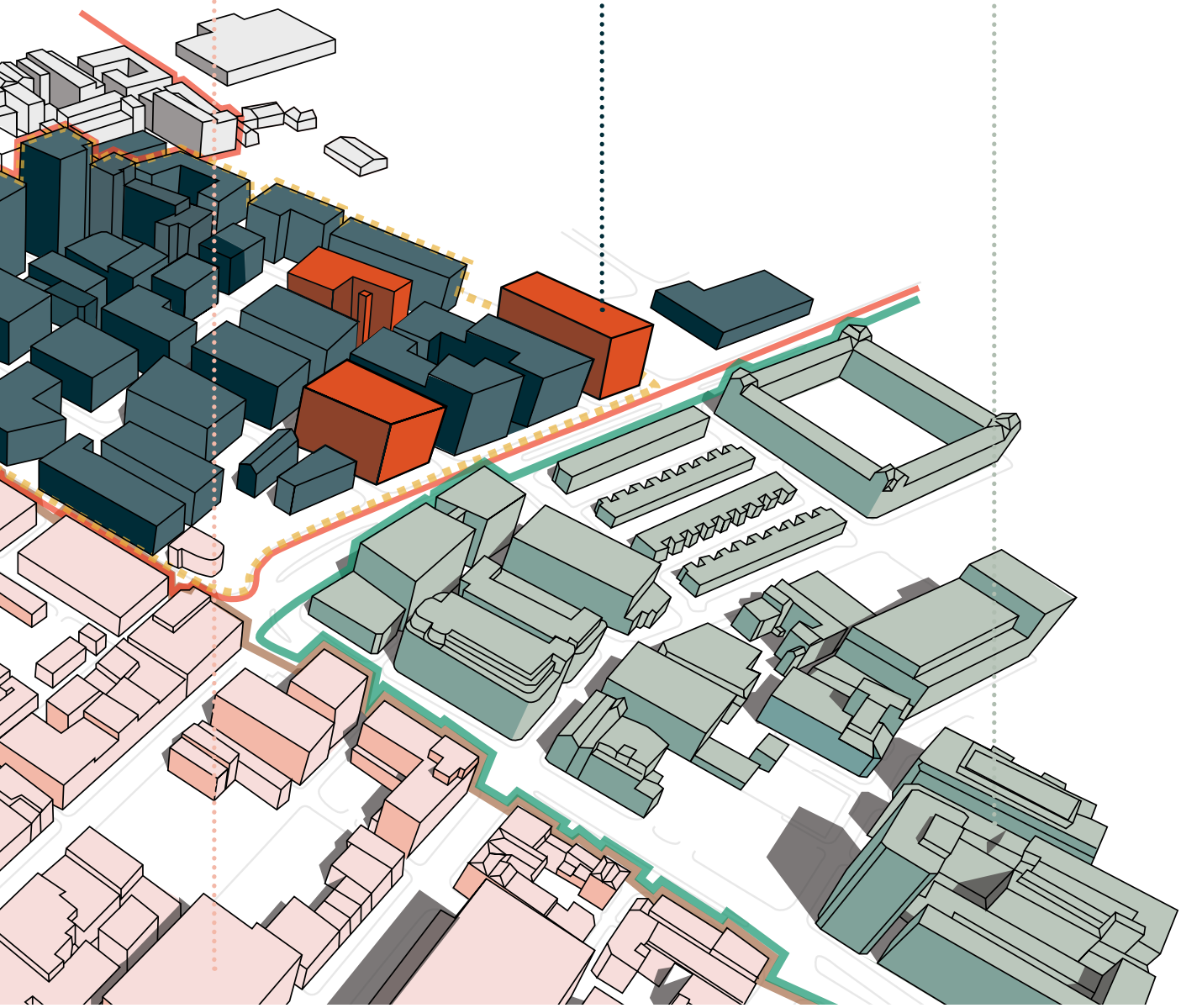




NORTHERN QUARTER

NEW CROSS

ANCOATS



2.4 LISTED BUILDINGS





29 SWAN STREET, C1865;

Red brick banding and sandstone dressings, slate roof hipped over the main range. Ruskian Gothic style. Vigorously asymmetrical, Steeply-pitched roofs, with tall side chimney to the left and a cut-down chimney at the junction of the ranges.



FORMER WHOLESALE MARKET HALL. DATED 1857 ON FRIEZE AT FRONT, AND "ALTERED 1867" ON NORTH SIDE.

Coursed sandstone rubble with ashlar dressings, slate and glass roof, internal iron frame. Rectangular plan. Classical style. The outer bays have large Venetian-form openings with round-headed archways which have similar voussoirs and monogrammed keystones.



GOULDEN STREET



TENEMENT BLOCK. FIRST MUNICIPAL HOUSING IN MANCHESTER. 1889, BY HENRY SPALDING AND A.W.CROSS,

Red brick with terracotta dressings, slate roofs. Square courtyard plan with balcony access inside courtyard. The Oldham Road facade is 5 storeys 18 main bays, symmetrical, a shaped gable over the 2-bay centre. A cornice over the ground floor and double string-courses between the upper floors giving a strong horizontal emphasis.



8 CABLE STREET, WAREHOUSE OR INDUSTRIAL BUILDING. MID TO LATER C19.

Brick with some stone dressings. Rectangular. Four storeys, gable to road, 3 x 10 windows. Central segmental-headed doorway and segmental-headed windows, all windows with stepped jambs in the form of simplified pilasters with moulded heads and feet; moulded brick band over top floor.



CROWN AND KETTLE PUBLIC HOUSE

Buff brick with stone dressings, hipped slate roof. Square plan on corner site. Two storeys, 5x5 bays; very tall transformed 2-light windows to ground floor with Gothic tracery and linked hood-moulds, a doorway in the lower part of that in the centre of the Oldham Street facade, Interior: unusual ceiling with very large Gothic pendants; small snug with mahogany panelling saved from airship R.101.



DAILY EXPRESS BUILDING, NEWSPAPER OFFICES AND PRINT WORKS. 1939, BY SIR OWEN WILLIAMS.

Steel frame with glazed curtain walling. Approximately rectangular plan parallel to street, with loading bay at rear. Functional style. Six storeys, the 2 top storeys each set back, 5 structural bays, with narrow 7-storey tower at left end; black glass in continuous bands and strips, with clear glazing between, all flush and the corners rounded. Early use of glazed curtain walling. Very similar to its counterpart in Fleet Street, London.



FORMER MIDLAND BANK, NOW OFFICE. C.1914, RENOVATED.

Portland stone. Irregular plan on corner site, with semi-circular south end to Oldham Road. Classical style. Two storeys; rusticated ground floor, Pilaster door-case with cornice on consoles surmounted by voluted keyblock; round-headed windows at ground floor with run-out voussoirs, square-headed windows at 1st floor with moulded architraves including ornamental balconies and cornices mounted on cartouches.



THE PRINCE OF ORANGE, OLDHAM STREET. PUBLIC HOUSE.

Stucco on brick. Narrow rectangular plan at right-angles to street. Three storeys and 2 windows; good inn front at ground floor including pilasters with scrolled capitals, carved floral panels, round-headed doorway to left, round-headed window to right and arched rectangular window in centre all with carved spandrels and radiating glazing bars in the fanlights; dentilled frieze and painted fascia with large ball finials to the end brackets.

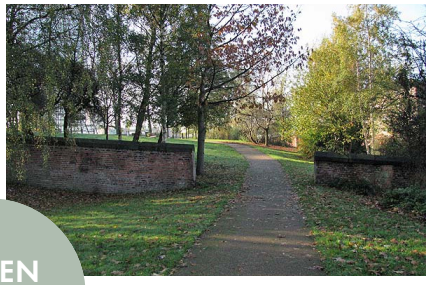
2.5 EXISTING PUBLIC REALM

Analysis of the surrounding area highlights a distinct lack of good quality public realm within the NDF. Although the location is prime with its close proximity to The Northern Quarter and City Centre, the immediate area lacks basic amenities such as a general supermarket or local shops.

- Commercial
- Residential
- Listed building
- Mixed use
- Unallocated spaces
- Both sites







GREEN SPACE





ENTERTAINMENT /EATERIES





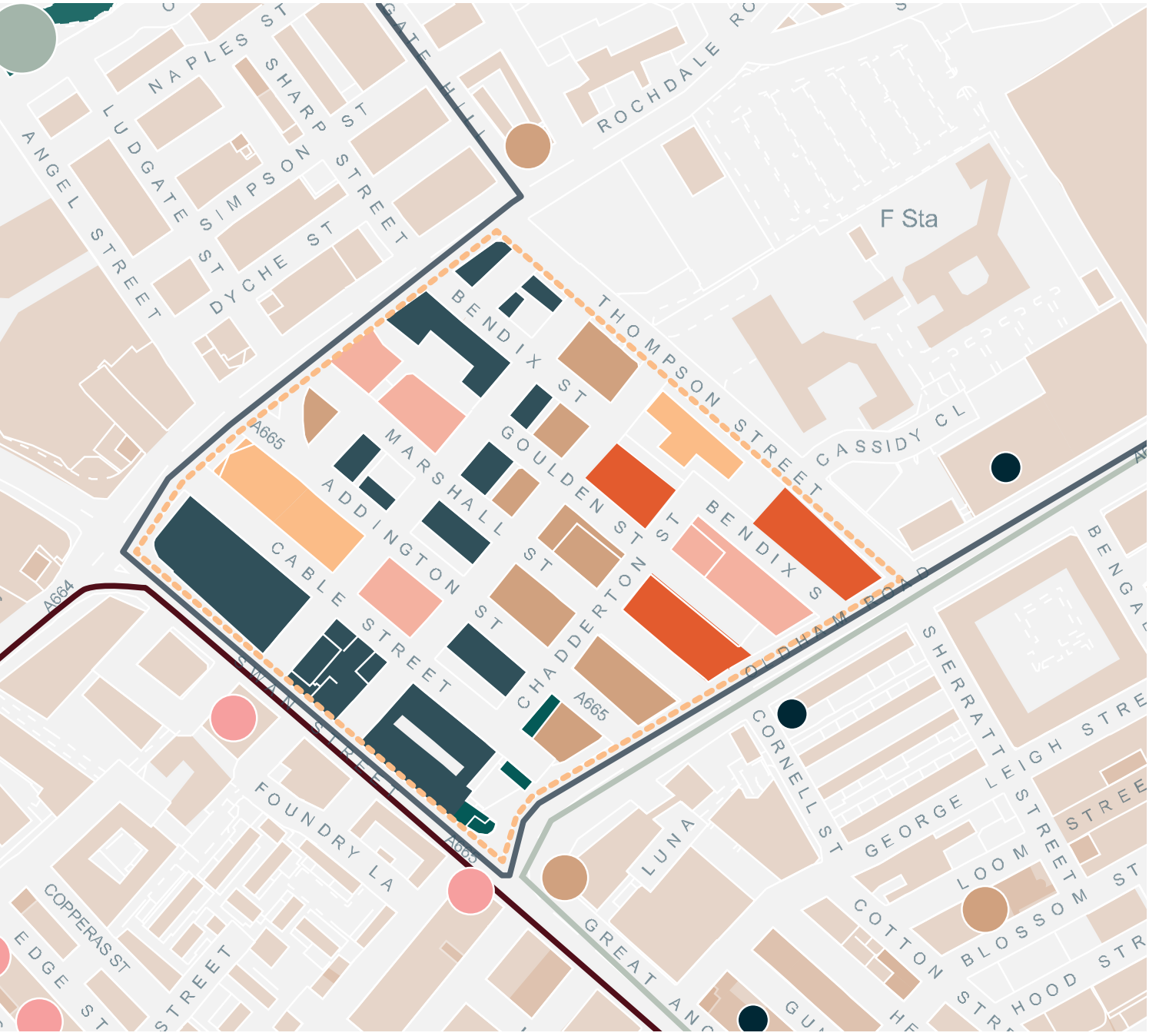


PUBS & BARS









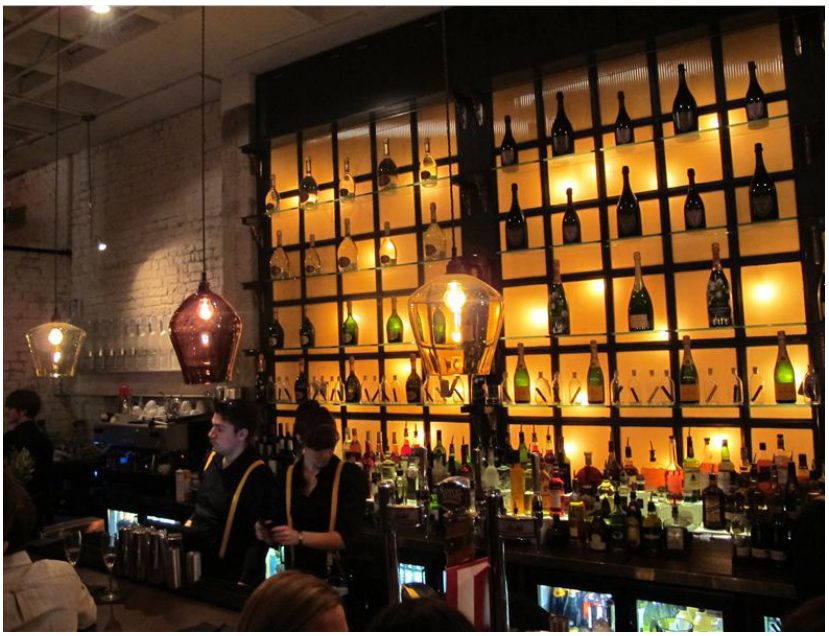
SHOPS & AMENITIES







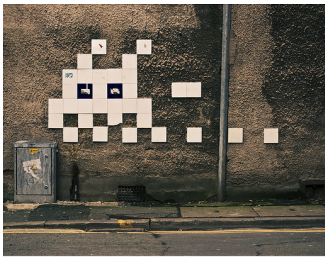
2.6 SURROUNDING AREA IDENTITY





VIBRANT SOCIAL LIFE

Contemporary venues and trendy bars in the Ancoats area and The Northern Quarter attract all types of people from over Manchester. This versatile atmosphere and lively scene lends itself to a vibrant community.



INDEPENDENT BUSINESS

One of the qualities the Northern Quarter prides itself on is its encouragement of independent business, slowly dispersing their presence over the city.







PUBLIC SPACES

Manchester benefits from many public spaces and a strong identity to which the communities of the city contribute.





2.7 INTERACTION & CHARACTER

The New Cross Development Framework outlines a number of existing character areas to which the different parts of the new developments should be linked. As seen below, the site sits within a prescribed residential only site, next to a residential/commercial led mixed use building. The site also sits within a 'neighbourhood' character area, which spreads across Oldham Road to the existing buildings.



CHARACTER ZONES

1 2 3 4 5 6

- Residential only
- Opportunity for future commercial
- Commercial only
- Existing - Sub Station
- Residential/Commercial led Mixed Use
- Residential with Commercial at Ground
- Hospitality

WHAT IS IT?

This area is characterised by large mixed - use developments of glazing and a generous public realm. The zone includes a variety of domestic scales, including the listed residential building across Oldham road.







MAIN ELEMENTS

- Domestic Scale
- Broken Volumes and Façades
- Variety of Materials and scale
- Commercial space at ground floor
- Decorative Detailing

2.8 MANCHESTER CITY COUNCIL ASPIRATIONS

KEY POLICIES TAKEN FROM THE NPPF, NDF AND FINAL CORE STRATEGY



NDF POLICY 3.36

The area provides no existing public amenity space and the quality of the urban realm is poor. The area needs public space and a heart as part of its place-making strategy, which should provide a community focus and high quality amenity space for residents, employees and visitors. The provision of additional public space within Zone A specifically should be considered.



POLICY EN 1

While there will be opportunities to create landmark buildings, developments should also contribute positively to the experience of all at street level. Wherever possible the opportunity should be realised to enhance existing and provide new areas of meaningful open space, and the maintenance and improvement of the City's permeability should be considered in all proposals.



POLICY 3.101

The heart of the site, where new public realm for Zone A is proposed to be located, is also considered to be the most appropriate location for the lower scale townhouse and duplex type residential accommodation, which will be of a human scale designed to effectively address the pedestrian routes, width of streets and public realm spaces.



NDF POLICY 3.35

New development should also be architecturally diverse in order to create a neighbourhood that is varied in character and which makes the most of the remaining assets with heritage and / or built environment value to contribute towards the creation of a neighbourhood with a high quality urban environment and a strong sense of place.



POLICY EN 3

New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.

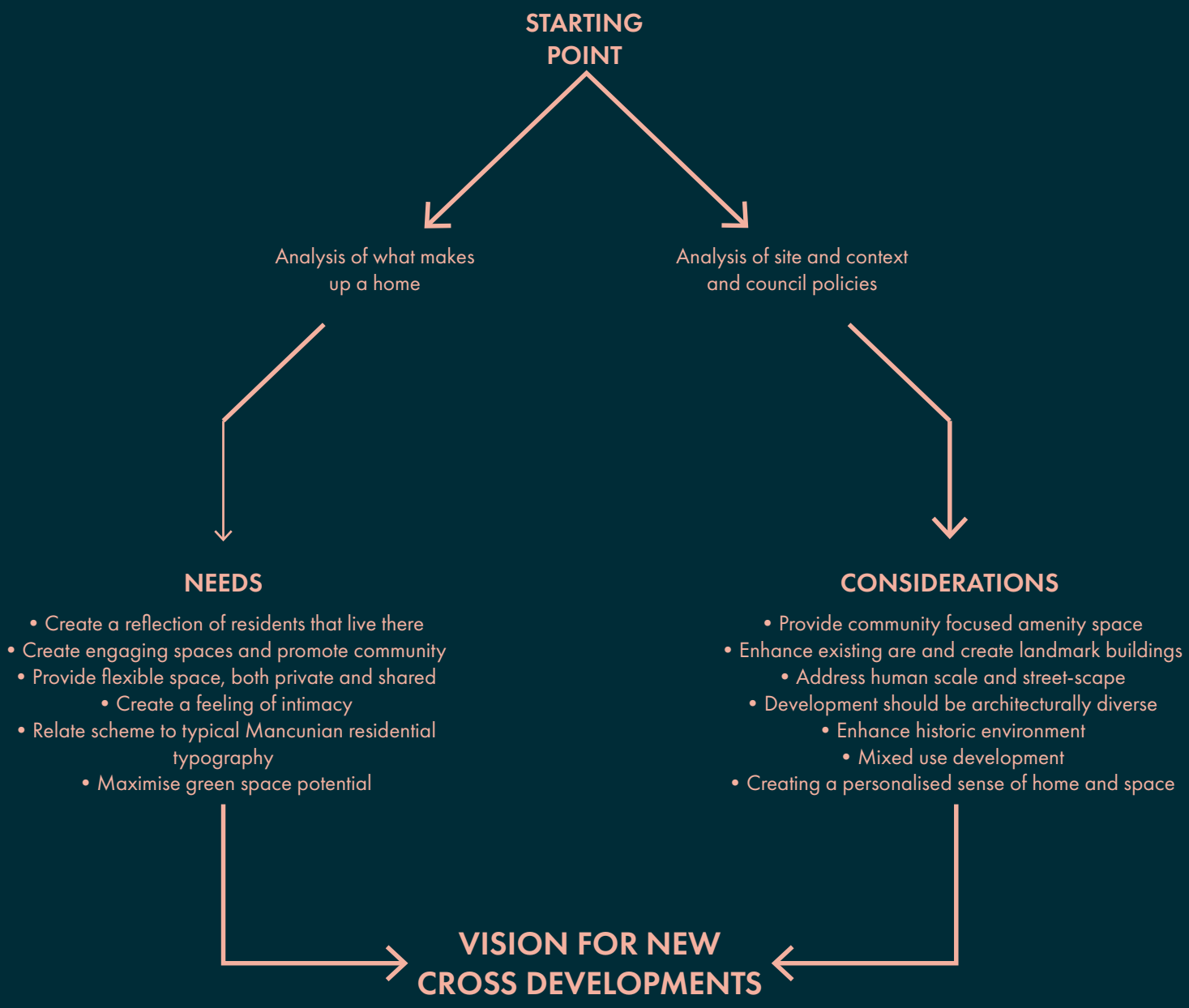


POLICY CC7

The City Centre presents the most viable opportunities for mixed-use development, and in general these will be promoted as a means of using land as efficiently as possible.

2.9 OUR VISION

Having considered the Council's key policies and analysed the site and its surroundings, the intention is to investigate the intimacy of the site and how the scheme can embody key policies whilst focussing on how to make the schemes as a whole a home for residents that goes beyond the physical aspects of a house and integrate 'idea' of place and home.



2.10 NDF GREEN AND BLUE STRATEGY

The city centre is a distinct area with different opportunities and challenges to providing Green Infrastructure than other areas of the city. It has a relatively low level of green and blue infrastructure provision, as would be expected in a densely developed area. Enhancing appropriate provision is particularly important for the city centre in helping to create an attractive location for residents, workers and visitors.

The diagram assesses the level of green infrastructure provision in relation to the constraints of a dense urban fabric and considers the application of new green infrastructure through the retrofitting of green roofs, enhancing canal corridors, urban street networks and creation of new GI through development.

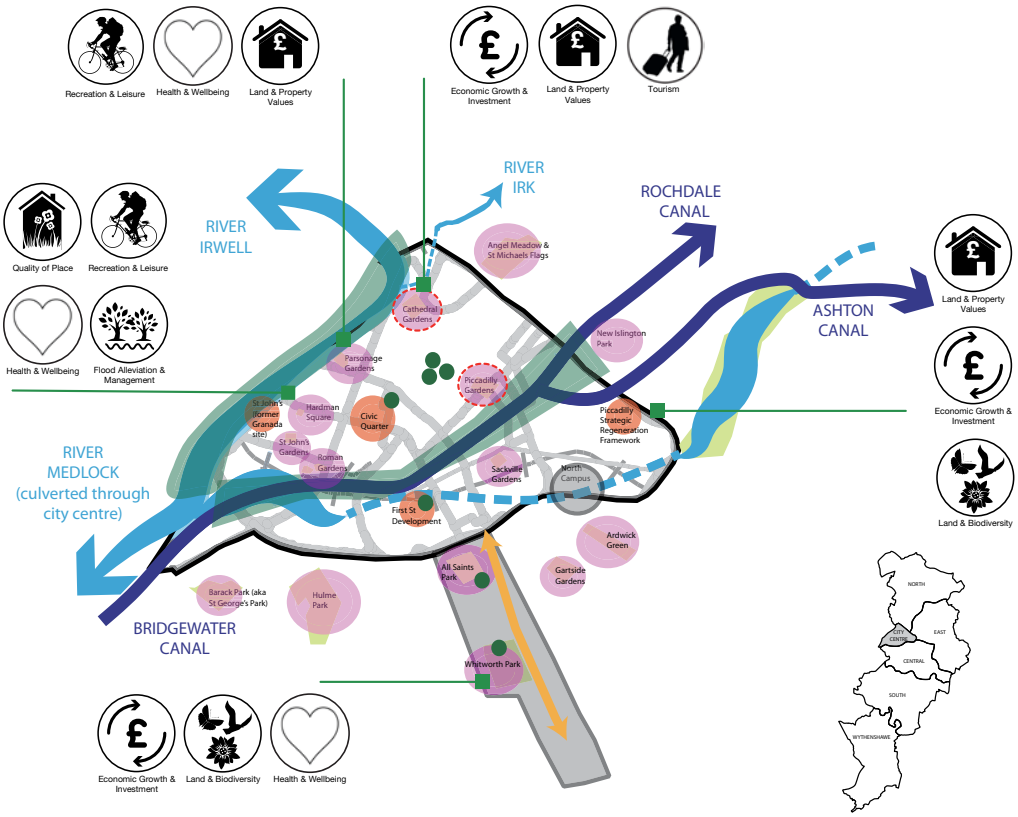
The New Cross NDF describes the massing applied to the area as a tilted bowl which decreases in height from the NOMA masterplan down towards the Northern Quarter.

Figure 10
City Centre

Manchester City Centre (including Oxford Road Corridor)

The city centre is a distinct area of the city, with different opportunities and challenges to providing GI than other areas of the city. It has a relatively low level of green and blue infrastructure provision, as would be expected in a densely developed area. Enhancing appropriate provision is particularly important for the city centre in helping to create an attractive location for residents, workers and visitors.

The diagram assesses the level of green infrastructure provision in relation to the constraints of a dense urban fabric and considers the application of new green infrastructure through the retrofitting of green roofs, enhancing canal corridors, urban street networks and creation of new GI through development.



PROPOSED PUBLIC REALM STRATEGY

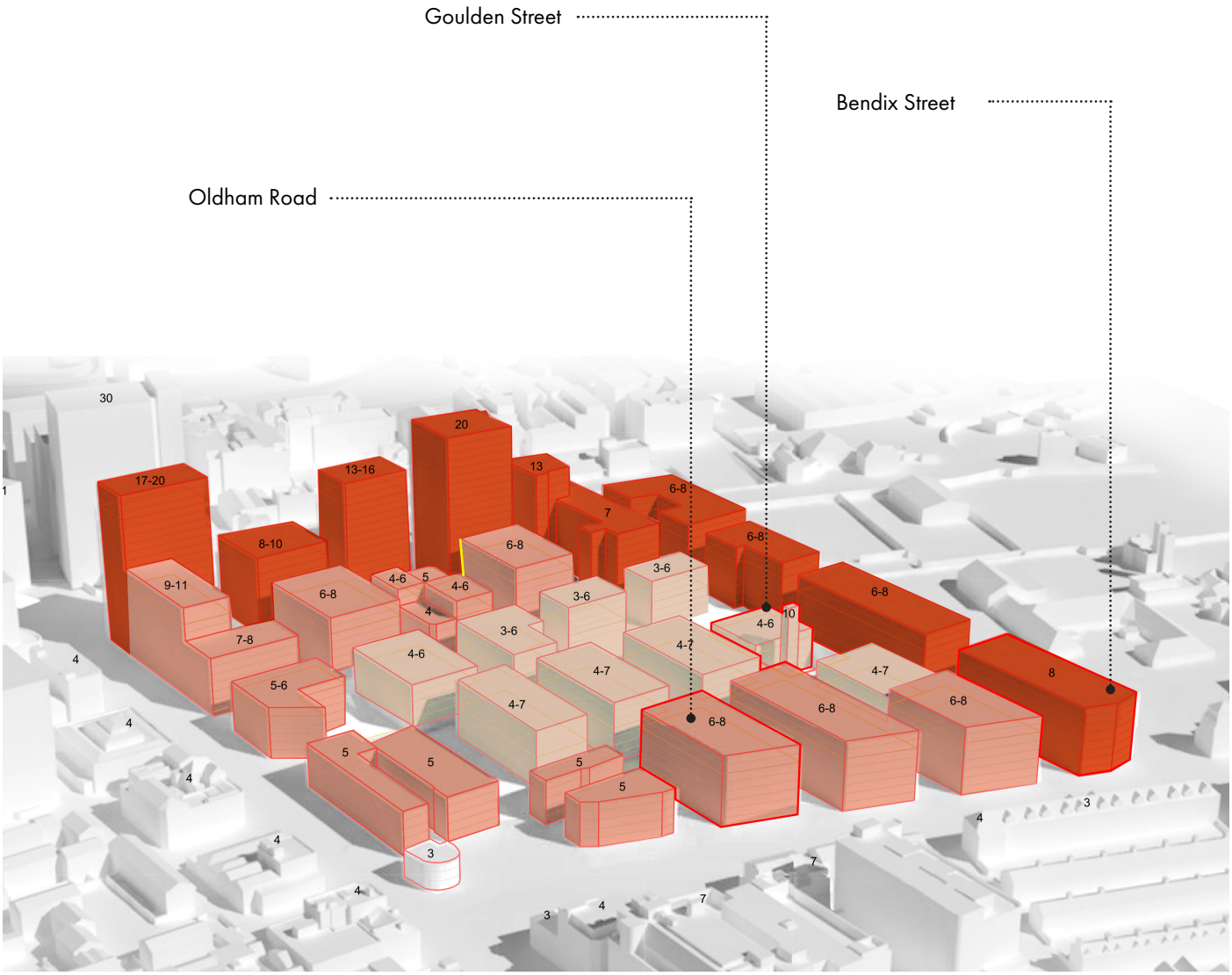


Mulbury Proposed Sites

All three sites sit within active boulevards in the New Cross Framework. This influences the typology of the building, with active frontages and main transport routes dictating the design and use at ground floor.

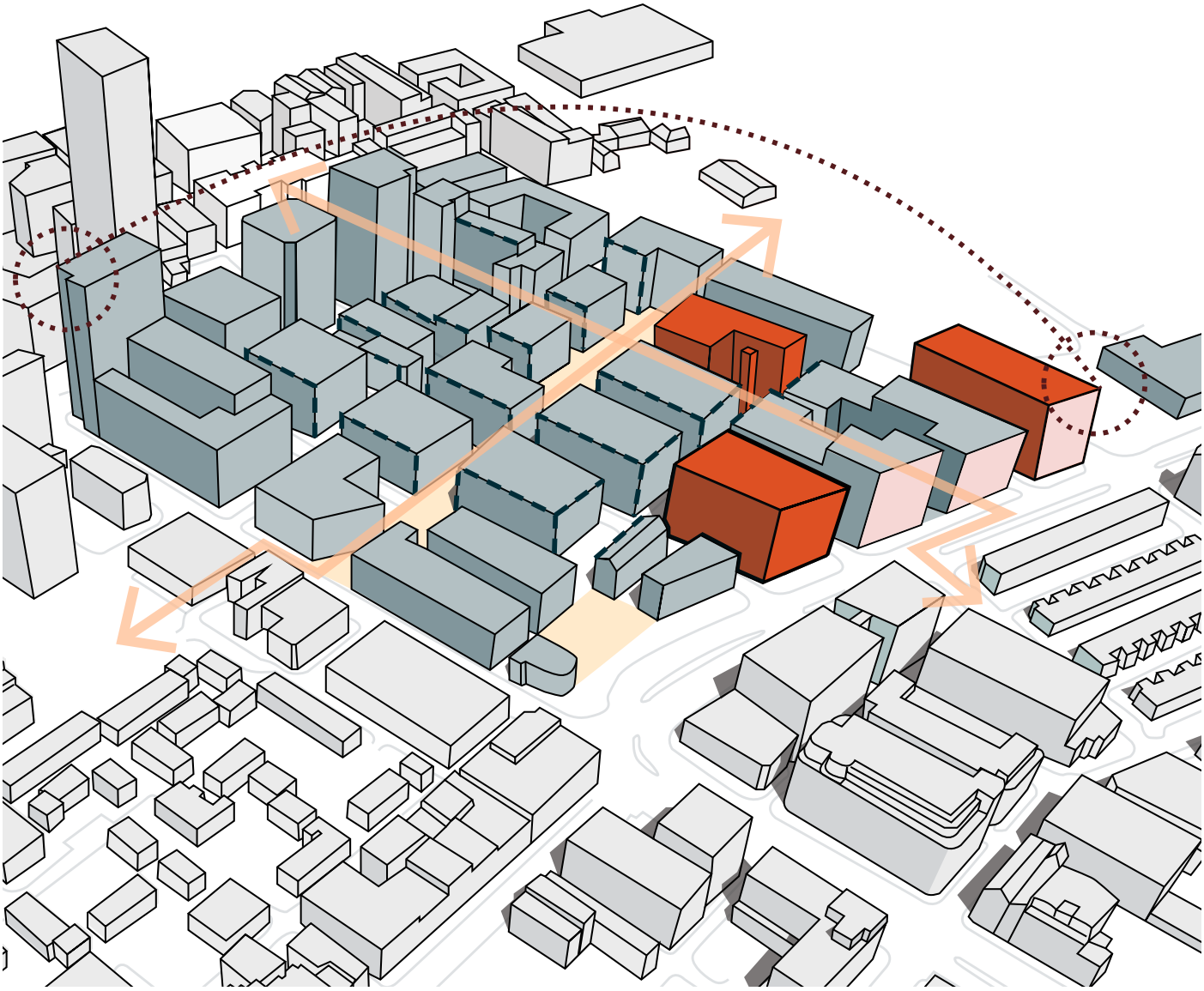
2.11 THE SITES WITHIN THE NEW CROSS NDF

The New Cross NDF clearly marks a shift to increase height of up to 20 storeys along Rochdale Road. The blocks adjacent to our site are proposed as being 4- 7 and 6 - 8 in height. It is critical that our sites respond to the New Cross NDF regarding the vertical boundaries of the areas.



Minimum and Maximum Diagram taken from the New Cross Neighbourhood Development Framework

2.12 SITE ANALYSIS



Buildings within the NDF

Mulbury sites

Retail frontages

Hard frontage

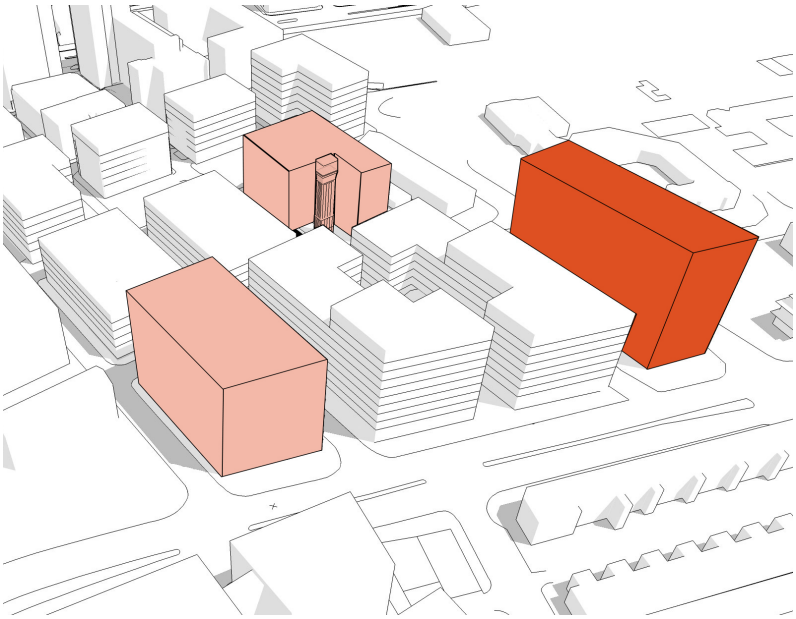
Proposed public space

Opportunity for height

Proposed pedestrian routes

3. THE SITE

3.1 BENDIX STREET






WING YIP
Chinese & Oriental
Groceries
金煌大酒樓
GLAMOROUS
CHINESE RESTAURANT
Tel: 0161 839 3312
NEXT RIGHT
WING YIP
OPEN TO
THE PUBLIC
Opening times
Monday to Saturday:
9.30am - 7.00pm
Sundays:
11.30am - 5.30pm
CENTRAL
LOCKSMITHS
0161-839-7977
KEYS
CUT
DA16 EKP

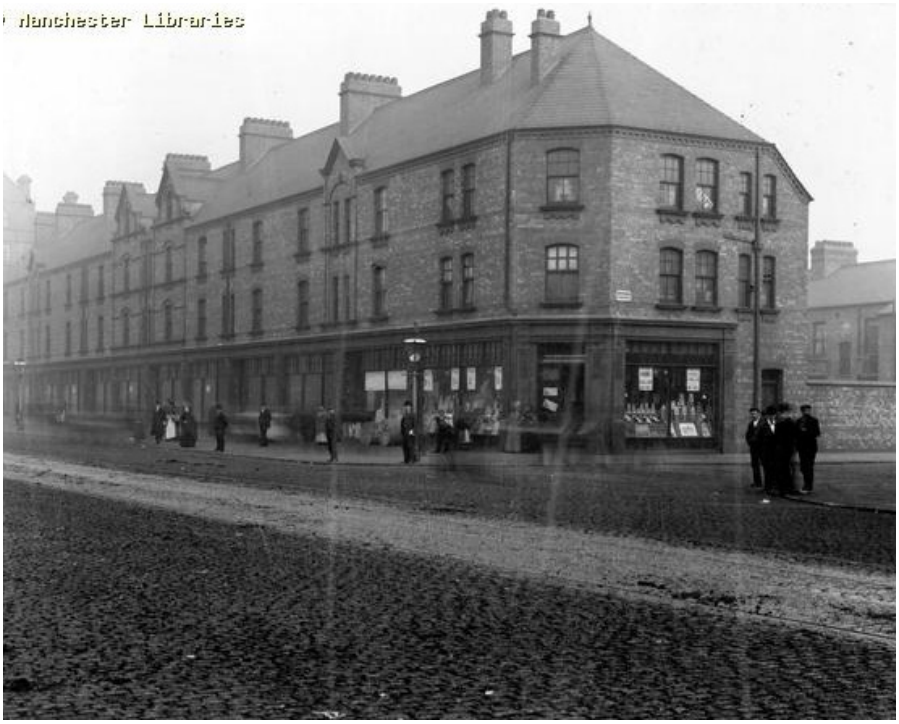




3.2 THE HISTORY OF BENDIX STREET

From 1820 the area surrounding Cross Key Street and the New Cross area developed rapidly. Markets moved to the east of Shudehill, bringing about many businesses, sellers and transport links. Several warehouses were built to store the produce in addition to a rail station close to Oldham Road. With industry growing exponentially so too did the surrounding population. The mills and industrial businesses took over what was once a middle class suburb and the now abandoned terraces set back from as far as Rochdale Road were taken over by the working class and trade workers. Small streets and courtyards began to form around the houses.

By the 1920's the population of the area surrounding Rochdale Road had grown to roughly 30,000. However, the thriving economic activity generated by nearby industrial factories and foundries began to diminish due to the decline of the cotton industry in the 1930s. Industry further declined and housing deteriorated further into slums amongst the derelict factories.











The area witnessed further decline and during the mass clearance of the area's terraced homes the residents were re-housed in the North and East of the city. The mills and other nearby factories fell into further disrepair.

The earlier decline of industries and slum clearance left the area rather lost and characterless, with a large amount of surface parking, derelict buildings and garages. As the surrounding areas started to be regenerated, this area remained undeveloped, but is now a priority area for regeneration.

3.3 SITE HISTORY

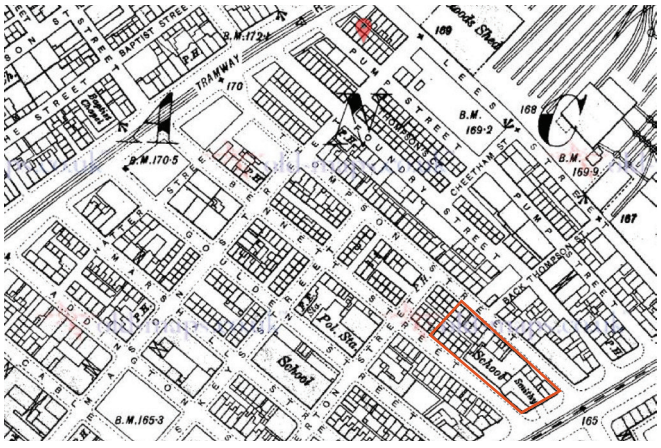


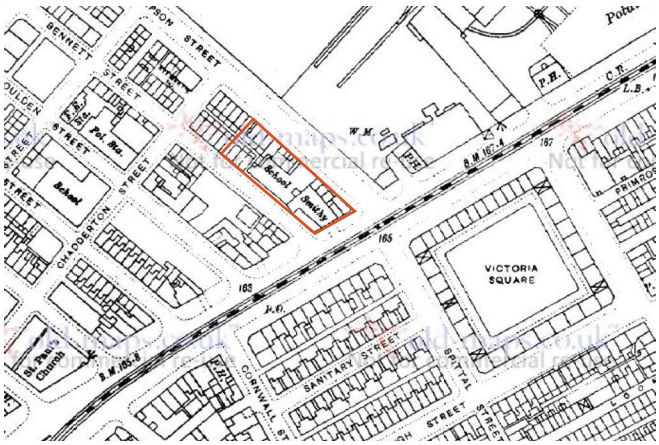
At this time the site was occupied by back-to-back houses along Thompson Street and Bennett Street (today known as Bendix Street), with a central court in between. It is mainly surrounded by residential terraced houses, although there is some commercial activity on the ground floors of the site towards Oldham Road. The street pattern changes beyond Thompson street, creating a dividing edge in the area. In the middle of the site lies Bennett Street Sunday School, which opened in 1801 and was at one point was the largest of the kind in Manchester.

1850

1908

Towards the end of the 19th century the council made an effort to improve the working-class housing in the area, beginning with the Victoria Square dwellings completed in 1894 diagonally opposite the site followed by the Sanitary Street development in 1897. These were the first steps in the efforts to clear the slum housing in the area. In 1872 the Goulden Street Police, Fire and Ambulance Station opened up close to the site.



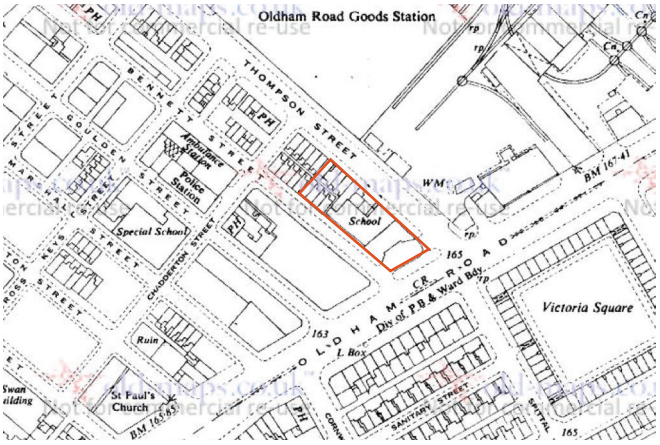


The terraced houses on the opposite side of Thompson Street were demolished to make way for the Oldham Road Goods Station. A brick wall lines the widened Thompson Street and created a very definite edge to the area. The back-to-back houses previously located on the site have been replaced by newer terraces.

1922

1951

Following the decline of the surrounding industries the area began to be cleared from the remaining working houses and left largely empty. The properties on the site area facing Oldham Road had at this point been demolished and replaced by the petrol station still present on site today. The Bennett Street Sunday School closed down in 1966, and the building was demolished in 1970.

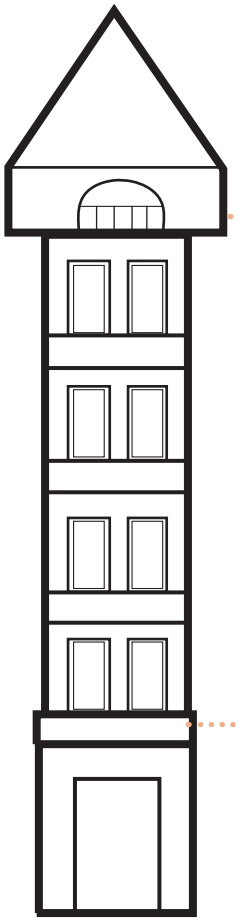


3.4 HISTORICAL CONTEXT

VICTORIAN DWELLINGS

The New Cross area is steeped in history being the first 'industrial suburb' of Manchester. The Victoria Square Dwellings, across from the project site, was the first municipal housing project to be built in the city. It provided sanitary and well planned accommodation. The building typology can been seen in three layers of hierarchy;





Crown

Celebrating corners of the perimeter block and allowing the chimneys to break the roofscape

Body

Location for the majority of the flats

Plynth

Street frontage for shops and level access



Use of terracotta mullions to mark the change in apartments



Colour Palette derived from existing site materials and textures suggests a muted but vast array of colours which could be used to define the material colour palette for the proposed scheme.



Red brick, decorative Sandstone Ashlar, glass, render, ornamental square cast iron pillars with wooden lintels.

TENEMENT DWELLINGS

After the success of the Victorian street dwellings, the council went on to construct a series of 'tenement' dwellings which consisted of two up - two down rooms with a sink and WC. The accommodation of these were basic in comparison to Victoria Dwellings but the purpose was to provide 'working' accommodation at a smaller scale. The tenements were built on a concept that;

'More in keeping with an Englishman's idea of home that he should have a cottage to himself, and not occupy a portion of block dwelling rooms'

The dwellings, at a smaller scale, generated context for the area creating spaces to socialise and providing tenants with a backyard.



Creating a community through density and proximity of dwellings

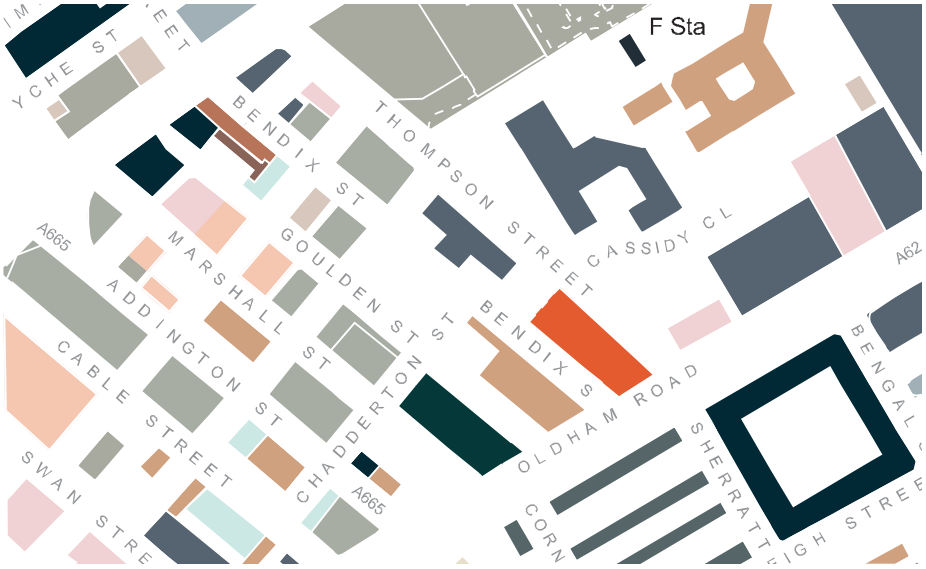
2 Storey Tenements



Large active Streetscape

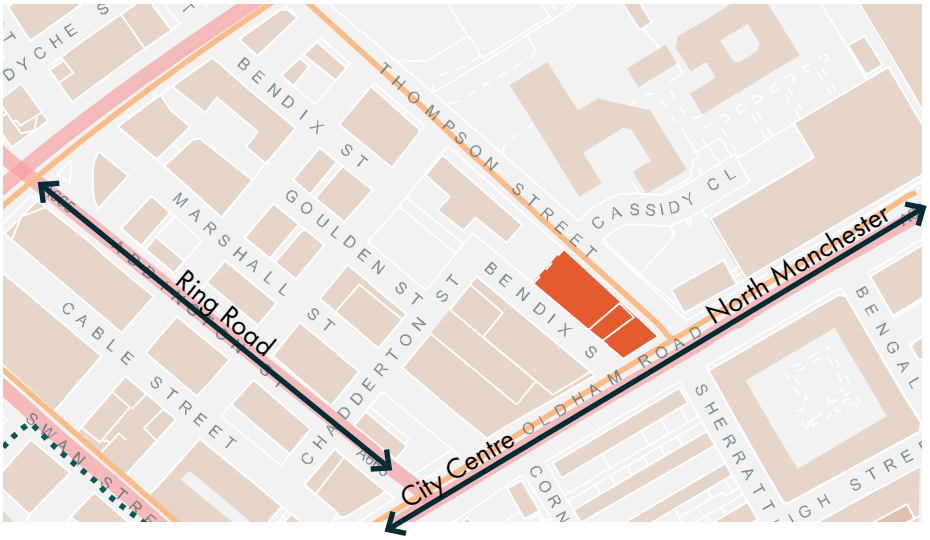
3.5 SITE SPECIFIC ANALYSIS

BUILDING HEIGHTS



- 1 Storey
- Derelict/Car Park
- Under Construction
- 2 Storey
- 3 Storey
- 4 Storey
- 5 Storey
- 6 Storey
- 7 Storey
- 8 Storey
- 9 Storey
- 10 Storey

TRANSPORT ROUTES

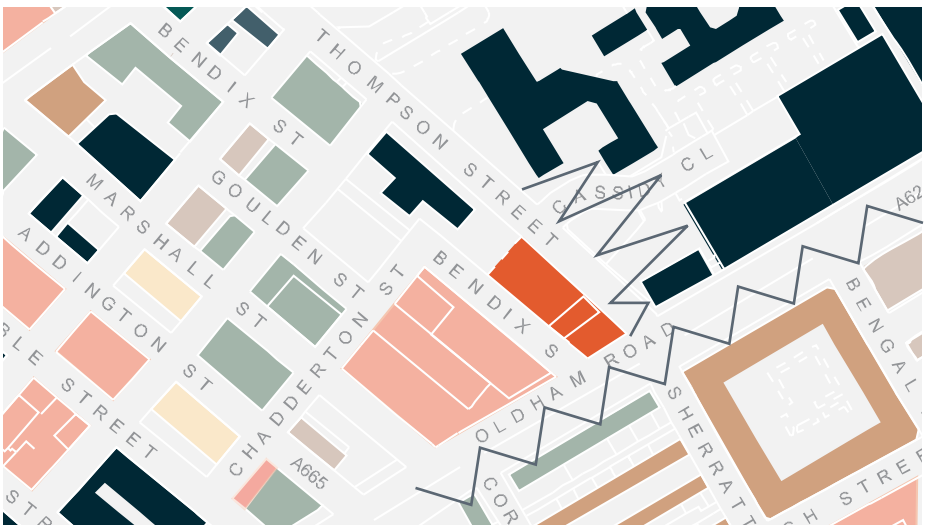


- Main vehicular route
- Public Transport Route
- Pedestrian Route

New Cross Grid

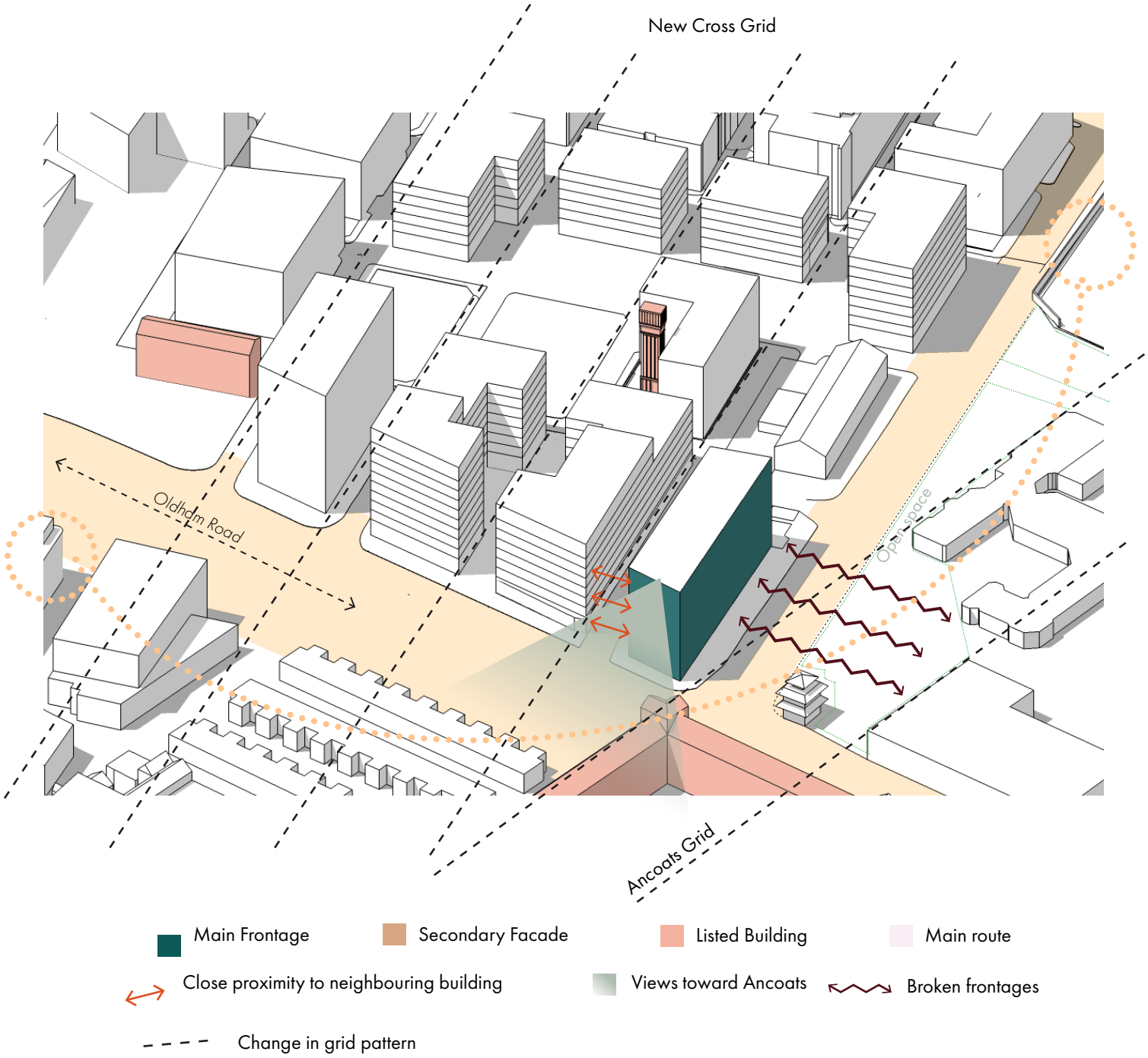
Ancoats Grid

URBAN ANALYSIS



- Broken Frontages
- Commercial
- Residential
- Industrial
- Mixed Use
- Church/Cultural Significance
- Under construction/approved or starting on site

3.6 OPPORTUNITIES AND CONSTRAINTS



OPPORTUNITIES

1. To create a strong 'corner' block in NDF framework.
3. With the lose urban grain and broken frontages, there is the opportunity to create a building that follows its own language.

CONSTRAINTS

1. Listed Victorian building facing the site
2. Two façades on busy main traffic roads in and out of Manchester.
3. Creating a building that follows the NDF plan but has an individual identity.

3.7 URBAN ANALYSIS

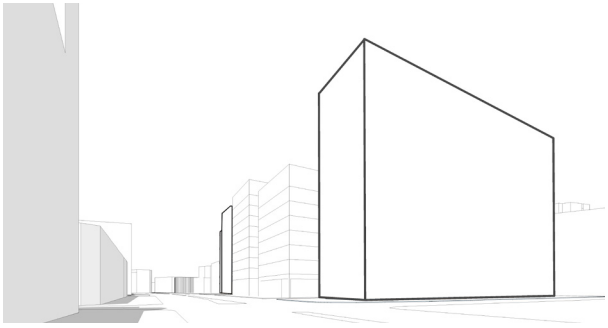
The following analysis looks at the impact of the Proposed NDF developments against the backdrop of the existing site conditions and the potential impact on the key views down Oldham Road.

KEY VIEW REFERENCE MAP



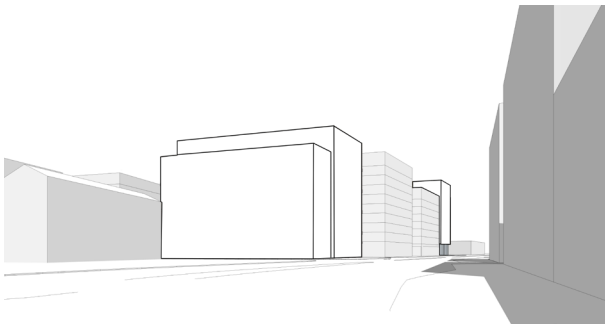
New Density | Perimeter block | Terraces | Site | Additional sites within Mulbury ownership

EXISTING VIEW



1. View from corner of Thompson and Oldham Road

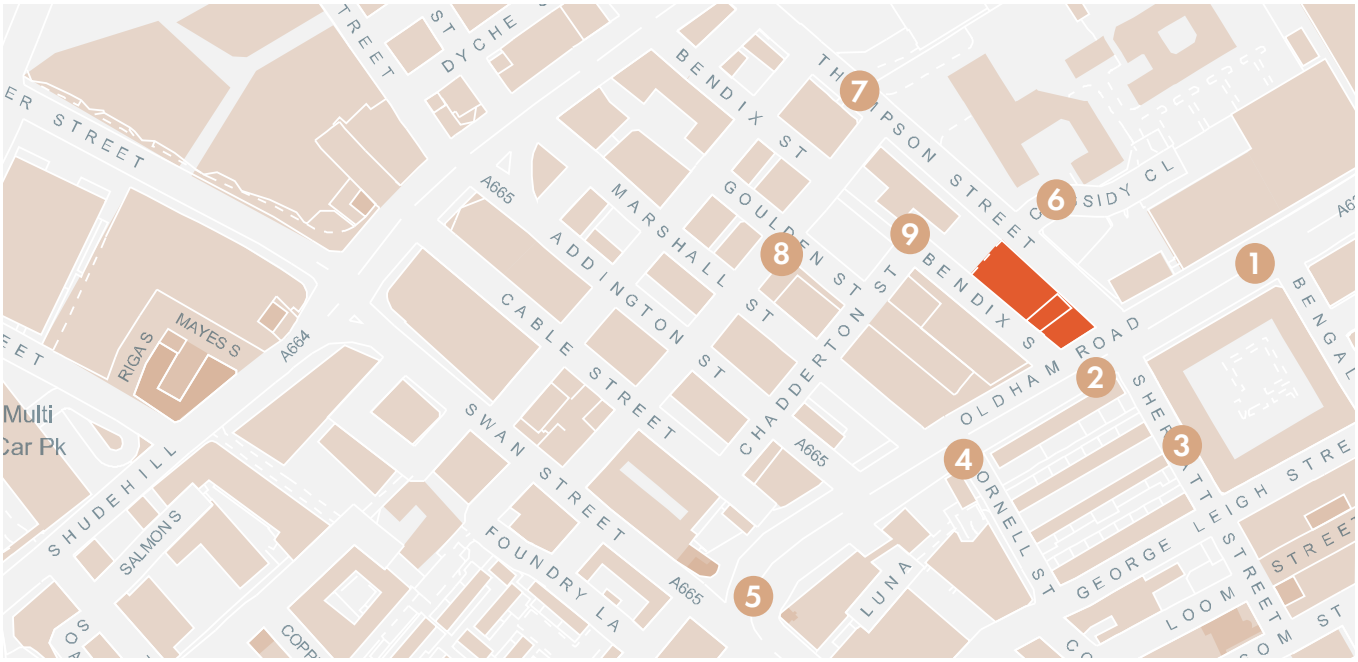
The view from the corner of Thomson and Bendix Street is a key view for the site, being the first impression of the New Cross Development as people commute into Manchester.



2. View from Oldham Road

The streetscape of Oldham Road is key to the success of the New Cross Development. Creating an interesting and contextual streetscape will help identify the modern development of the area.

3.8 KEY VIEWS





1. View east from Oldham Rd/Victoria square



2. View north east on Oldham Road



3. View north east on Sherratt Street/Anita Street



4. View north on Cornell Street



5. View from corner of Great Ancoats street and Oldham street Junction



6. View south on Cassidy Close



7. View south on Thompson Street



8. View west on Cross keys Street/Goulden Street



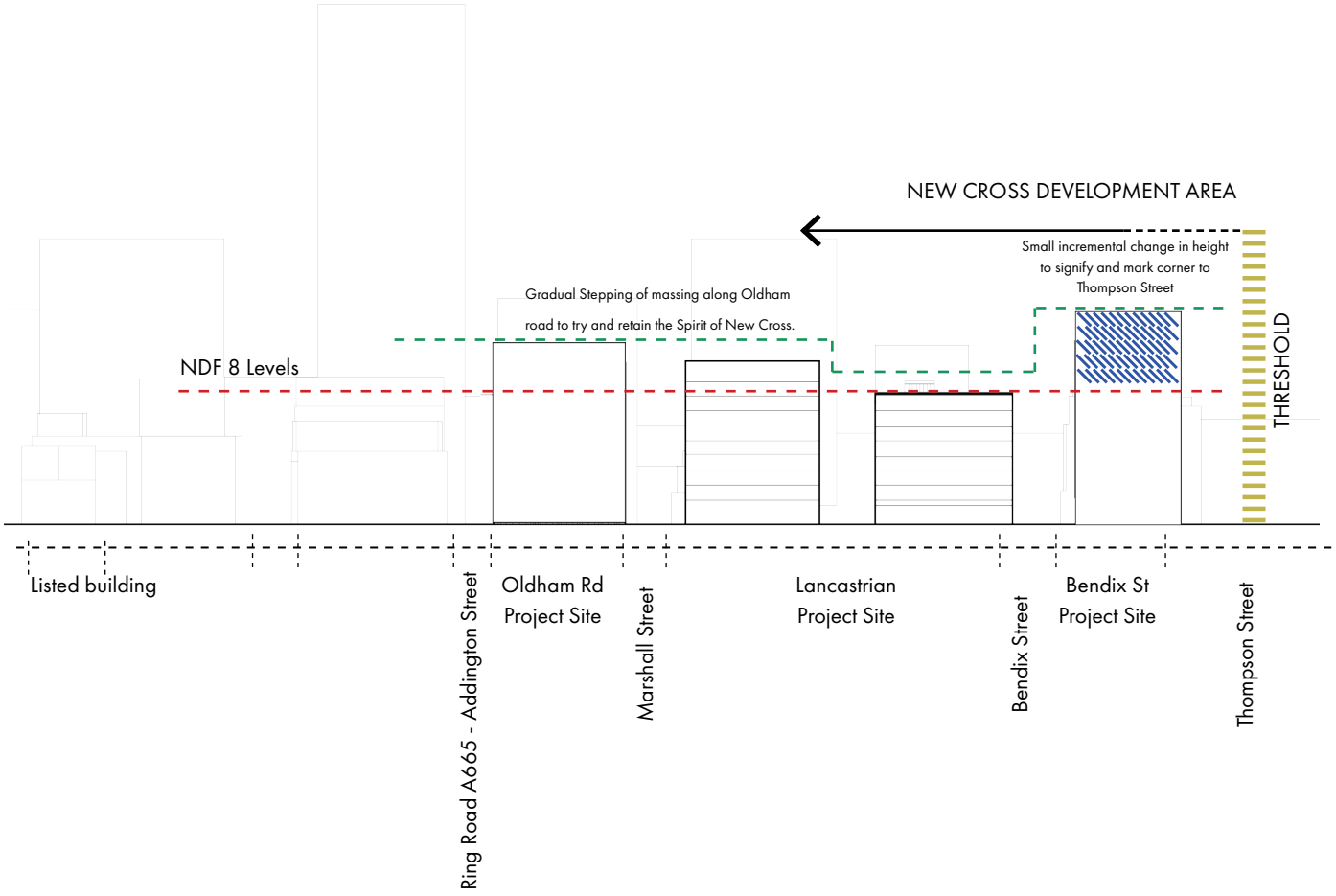
9. View west on Bendix Street

4. MASSING DEVELOPMENT

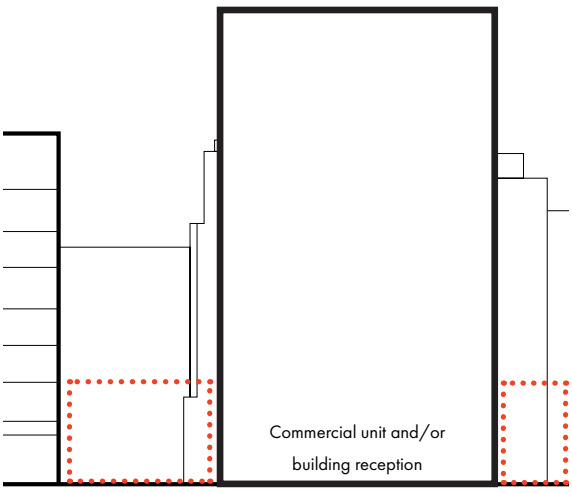
The following analysis takes a rigorous look at the possible permeations in massing, facade and articulation to generate a site specific solution responding to local context but linking the preferred option back to Manchester's wider aspirational values.

4.1 DESIGN ANALYSIS

OLDHAM ROAD STREETSCAPE



CONTEXTUAL RESPONSES



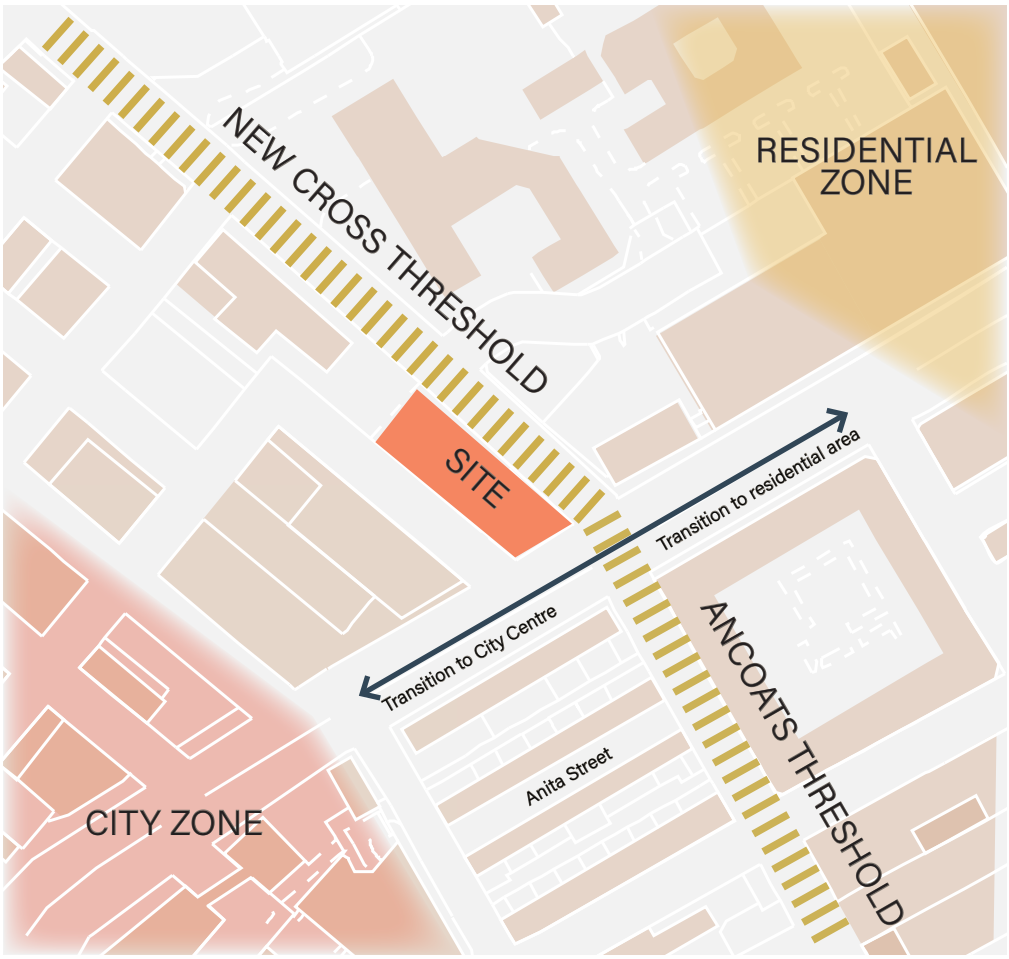
Addressing context and introducing a 'human scale' at the base of the project is important when responding to the NDF. Introducing active street frontages will help anchor the site into the corner of the wider Development.



Analysing the soft and hard edges of the site has helped inform the accommodation on the ground floor, helping us to frame the building at street level.

4.2 TRANSLATING THE DESIGN

Bendix Street straddles between buildings which have an industrial typology and a more traditional housing vernacular. Bendix Street can be described at the 'defining' edge and point of transition between the city centre density and the residential suburbia.



UNIFYING CHARACTERISTICS

Given the strong historic context surrounding the site, it will be important to translate this history into a contemporary design. Drawing on the principals used in the Victoria and Tenement dwelling on Anita Street, we will be able to anchor the Bendix Street project at the corner of the New Cross Development, making it a gateway project for the city.

'THE CITY'
CONTEMPORARY DESIGN



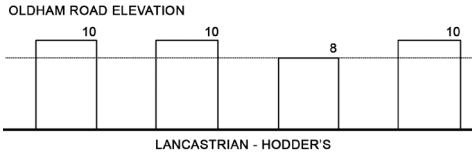
Vibrant, contemporary buildings proposed on Cable street which come to represent Manchester's Aspirational future for New Cross.

'SUBURBIA'
TRADITIONAL VERNACULAR



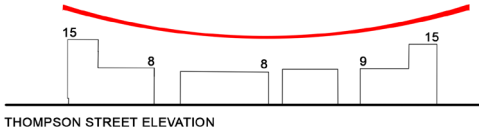
Traditional mews housing with pitched rooves and strong gable ends set a more domestic scale and tone a stones throw away from the site. Anita Street & George Leigh Street.

4.3 INITIAL CONCEPT DEVELOPMENT



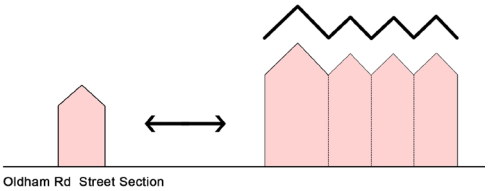
HEIGHT

The volume on the corner of Oldham Road and Thompson Street is increased to 12 storeys to strengthen the position as a gateway to the area and act as a strong corner stone to the New Cross developments along Oldham Road. By equalising the heights a more domestic scale & rhythm is established.



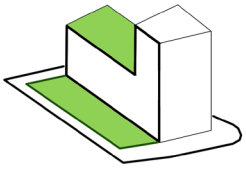
TILTED BOWL

To reinforce the tilted bowl and anchoring the site by mirroring the 15 storey developments recently submitted for planning by Beech developments. The General massing of eight storeys is in keeping with the NDF whilst a taller landmark/nodal point is proposed to establish the gateway along Oldham Rd.



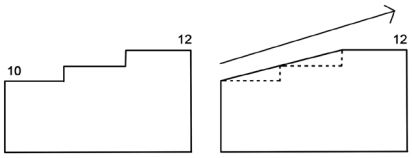
ARTICULATION

Massing, articulation and materiality to respond to immediate context so that the scheme is sensitive to its environment.



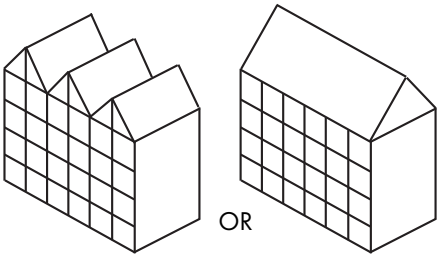
GREEN SPACE

Public and private amenity spaces to provide desirable offsets from adjacent properties whilst creating communal areas to be enjoyed by tenants and public alike.



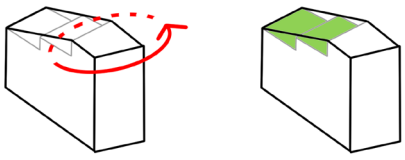
CASCADE

Additional height towards Oldham Road is offset by a subtle change in height levelling off towards the rear. Massing appears more dynamic and added visual interest when approaching New Cross.



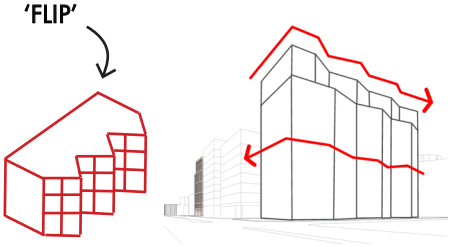
TYPOLOGIES

Typical extrapolation of the two opposing aesthetics suggests a perfectly plausible massing solution with a contemporary take on the pitched roof, yet it doesn't quite fulfil the brief for the building to act as a defining edge and signifier into the new cross developments and crossing the threshold into the city.



LANDMARK & PRIVATE AMENITY

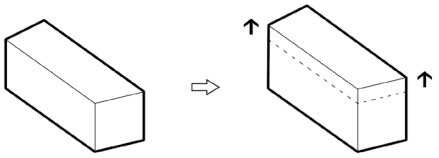
The subtle cascade creates a natural focal point towards Oldham Road. Private amenity spaces to be incorporated to make use of the change in levels in the roofscape.



RESPONDING TO URBAN GRAIN

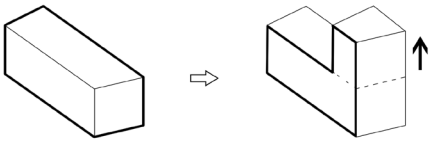
The existing New Cross and Ancoats grids create interesting intersecting geometries. With both grids meeting on the site, it is an idea to respond to this relationship, by creating a physical response to both on the facade of the building.

4.4 INITIAL MASSING DEVELOPMENT



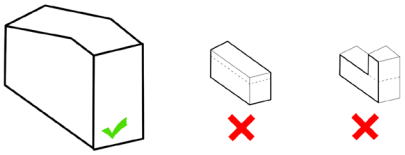
OPTION 1 - 'LINEAR MASSING FOOTPRINT'

To take the linear footprint identified and reinforce the street front.



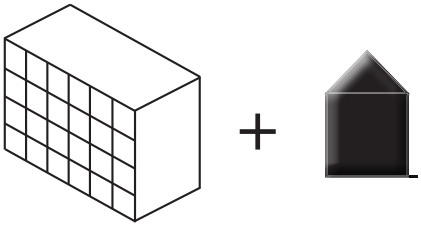
OPTION 2 - 'LANDMARK'

Potential to create a landmark building on the edge of the new cross developments. Massing split with a tall section fronting Oldham Road and the main body in keeping with the NDF heights.



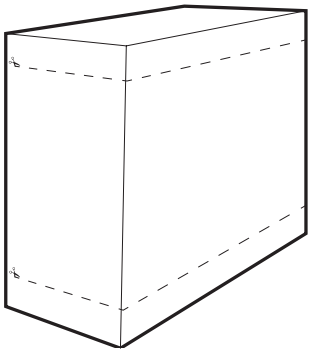
OPTION 3 - STEPPED MASSING

Option 3 is seen as a hybrid between options 1 and 2 respectively, creating a more subtle massing arrangement and iconic feature fronting to Oldham Road.

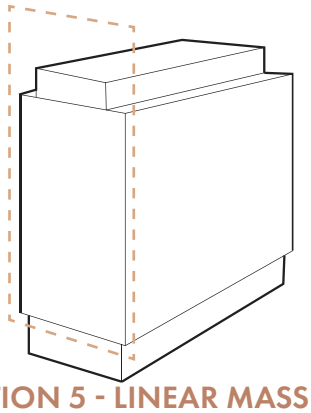


OPTION 4 - INTRODUCING DOMESTIC TYPOLOGIES

Option 4 explores the transition between the two building typologies explored in the analysis; Contemporary & Traditional Vernacular.

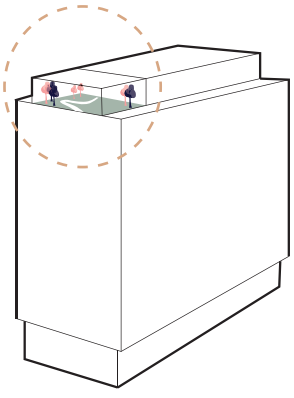


Extrude block to create solid massing.



OPTION 5 - LINEAR MASSING

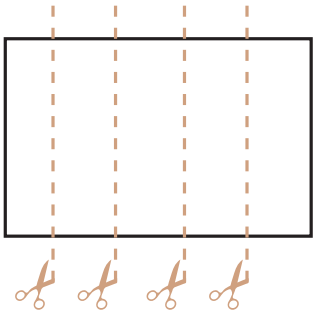
Step massing in at primary elevation. Anchors building into the site by creating plynth and creating relief at the crown

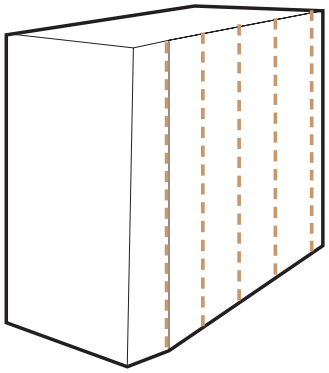


Upper plynth creates vantage point and terrace is provided at front.

4.5 ELEVATION EXPLORATION

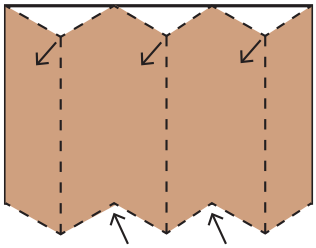
The preferred massing arrangement seeks to consolidate all previous massing options into a single coherent, unified scheme which addresses language, articulation, amenity spaces and the creation of a building landmark.

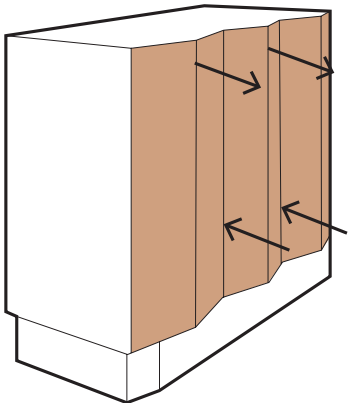




1.

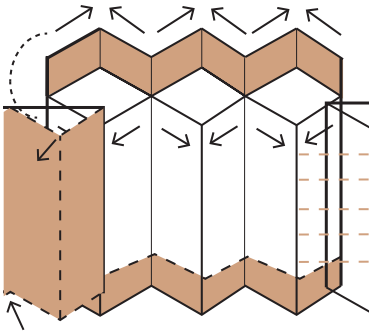
Emphasis on mass is reduced by introducing vertical breaks in the key elevations

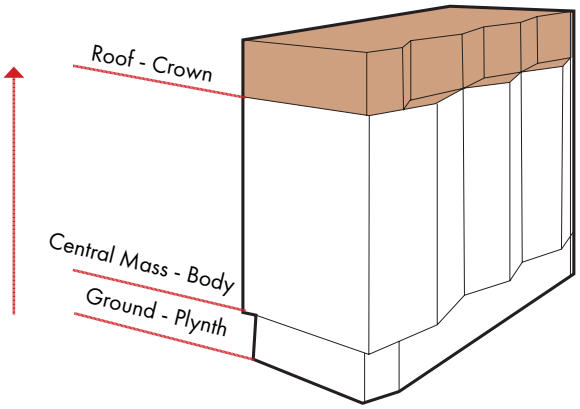




2.

Push and pull massing for visual interest by subverting the conventional and applying a the traditional pitched roof articulation along the facade.





3.

'INVERSE' elevation profile for top two levels to create a sense of relief to the overall massing and added visual drama along Thompson Street. The 'crown' also responds to the hierarchy of the Victoria Dwellings adjacent to site.

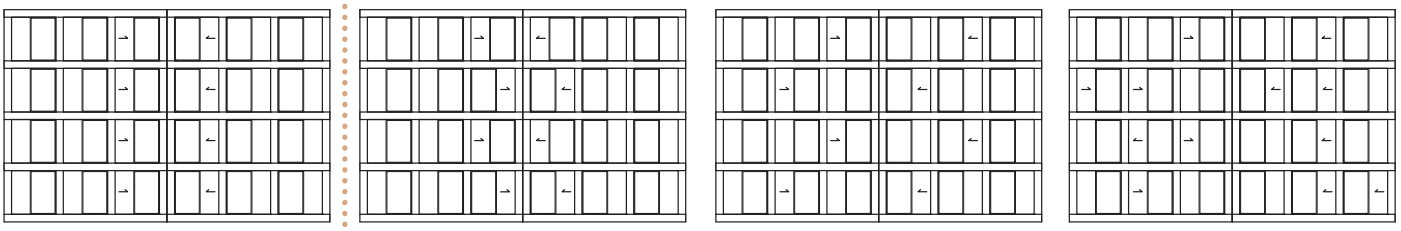
4.6 ELEVATION STUDY

LINEAR
Structured rhythm with single inset reveal

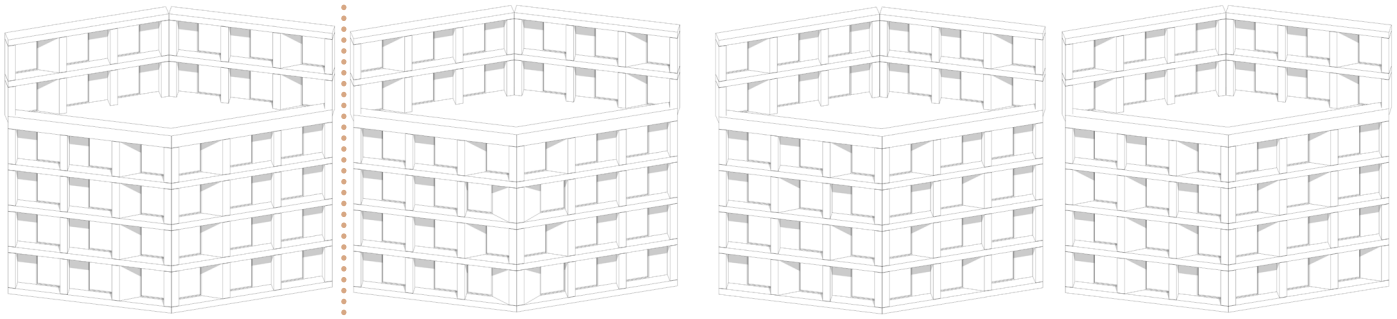
OFFSET
Linear rhythm with reveals offset

STAGGERED
Staggered window modules with linear reveals

RANDOM
Double inset reveals increase sense of randomness



ORDERED → RANDOM



MATERIAL STUDY 01 - GRC Pre-cast Panels + Metal Reveals



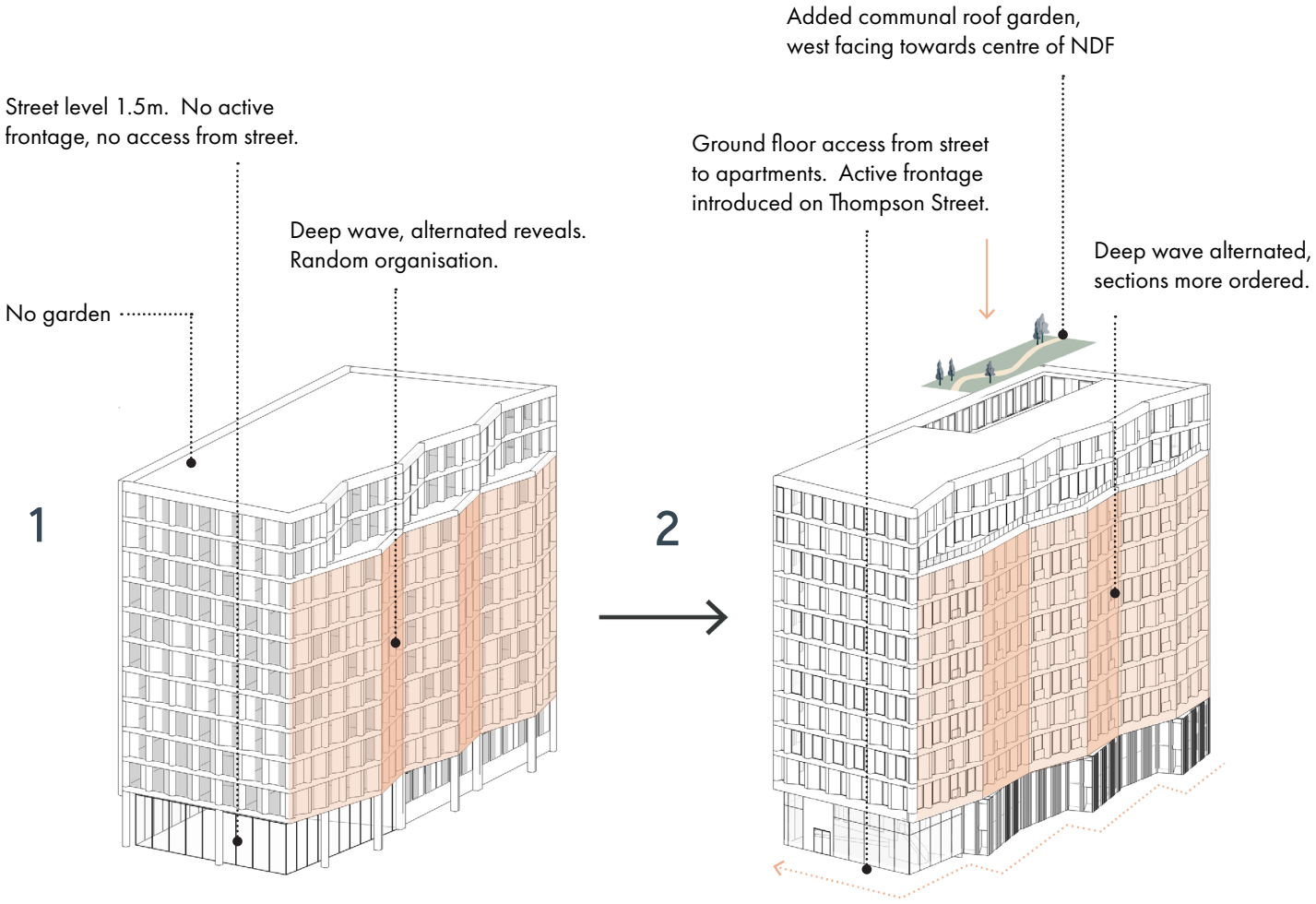
MATERIAL STUDY 02 - Brick



MATERIAL STUDY 03 - Brick + Aluminium Reveals



4.7 BUILDING DEVELOPMENT



The design evolution of Bendix street explored a number of key principles;

- Module arrangement and repetition
- Engagement at ground level
- Façade design and relationship with the surroundings urban context
- Residential amenity space

The Bendix site location is ear marked for a large and tall development. The development of the module was key in the whole design process and this then informed the internal space as one module equals a living space or bedroom. Therefore, the module had to suit both instances.

Arranging the module into bands has created a powerful repetitious language. The overall proportion of the length and height, whilst striking can also seem quite monolithic. Therefore, on the main Thompson Street façade, we have introduced a slight 'wave' to create an interest in comparison to the other elevations. We have experimented with large and small depths and after a lot of experimentation decided to go with a subtle depth to keep the modules regular.

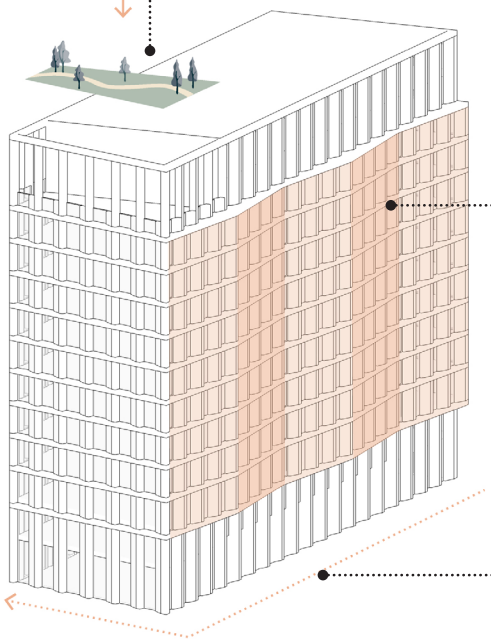
Ground floor engagement is a key driver for the design being on such a prominent and active road, as well as a corner focal point for the New Cross Development area. Introducing a higher floor to floor ratio at this level gives it a hierarchy in comparison to the rest of the building and means it is read as a primary floor.

Engagement from Manchester City Council has helped us inform he ground floor interaction and the resident's amenity space. Activity at ground floor feeds into the grand overall vision for the area, helping create communities and neighbourhoods for future residences.

Key massing and scale in comparison to the NDF and existing/proposed developments was also discussed in length and all decisions regarding height were made in agreement from MCC.

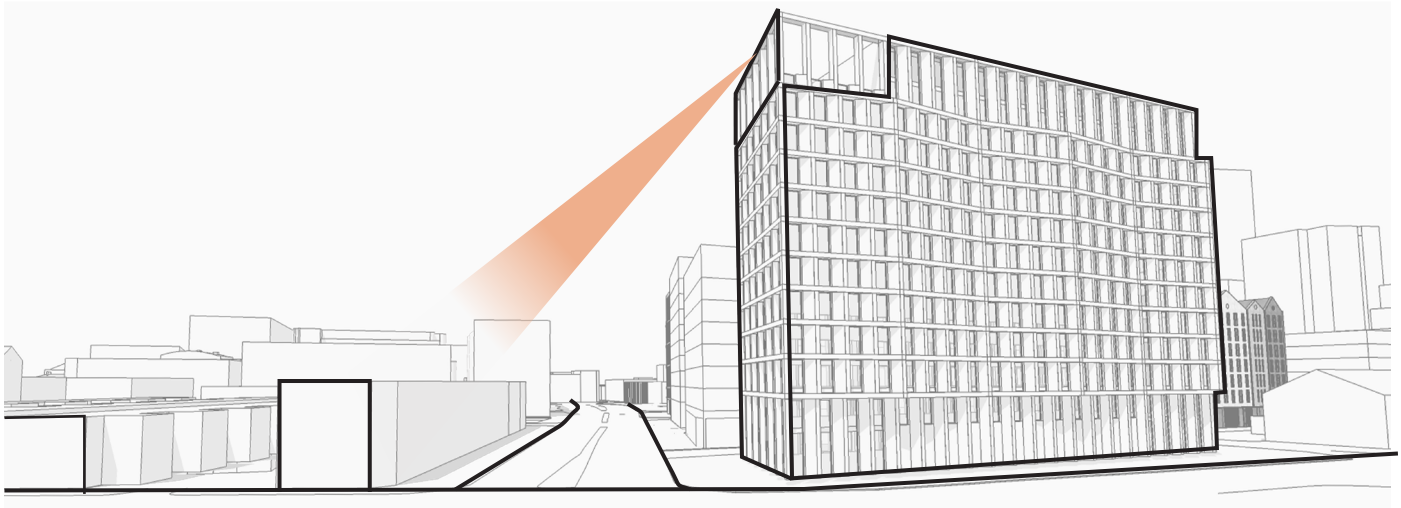
Roof garden relocated to be south facing. Double height space, looking towards the city. Does not block light to houses on Anita Street. *

3



Facade: Wave reveals reduced. Modules repeated in uniform language

Active frontage kept. Access internalised.



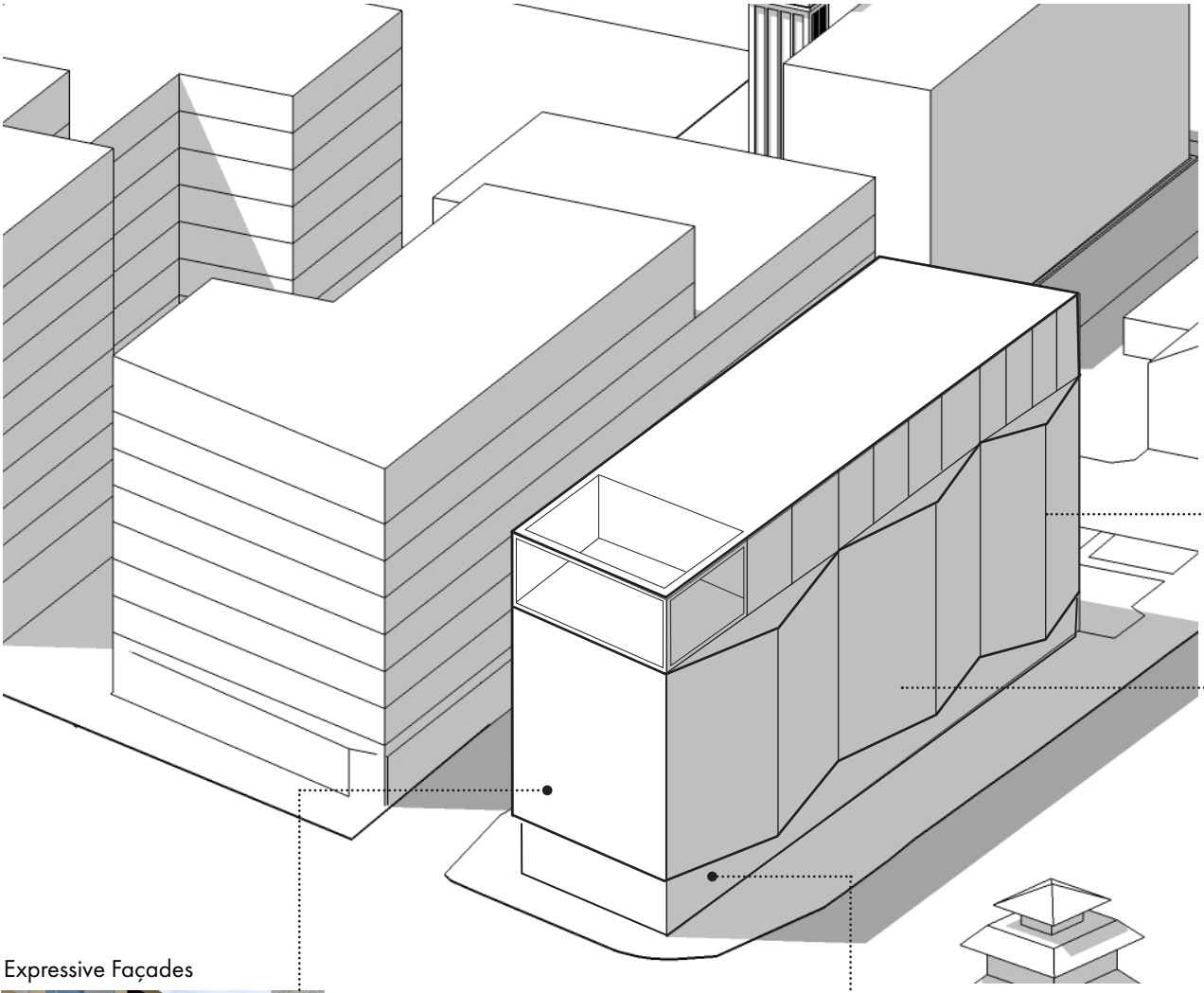
Anita Street Oldham Road Thompson Street

5. MATERIALITY & PRECEDENTS

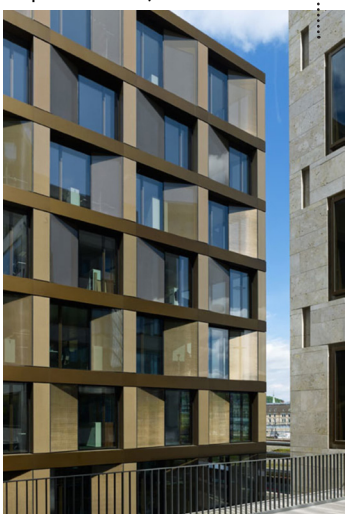
5.1 EXPLORING DESIGN & MATERIALS

New Cross was distinctively known as an area of production and printing in the 18th and 19th century. The progression of Manchester as a city has seen it move away from fabric and printing production and into other modern industries such as media and science.

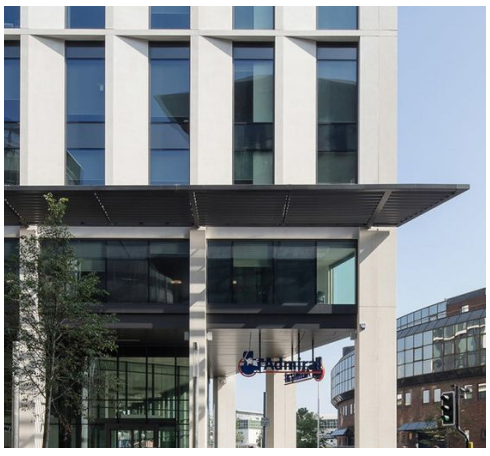
Drawing from this, it was an ambition to create a building which stands alone and becomes a distinctive landmark of the new age of the New Cross area as a residential community, whilst incorporating the structured and grid-like grain of the area.



Expressive Façades



Bloomberg HQ,
Norman Foster



Ground Floor Transitions



Novartis Laboratory,
David Chipperfield

Unified Material & Deep
Facade Reveals

The design expresses strong tectonic horizontal and vertical elements. The horizontal columns emphasise and create a powerful rhythm on the facade, adding both character and depth, drawing on a traditional method of post and beam structures.

One Pear Place,
Studio Kyson



The strong rhythm of the facade responds to the grid-like nature of the perimeter block, giving a higher ratio of glazing to facade than other a-typical developments. The design makes the building more transparent, helping it to appear more active on the street.



5.2 PRECEDENT MATERIAL STUDY

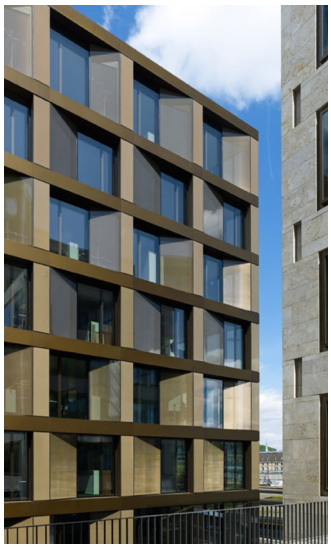
PRECEDENT ARTICULATED FACADE

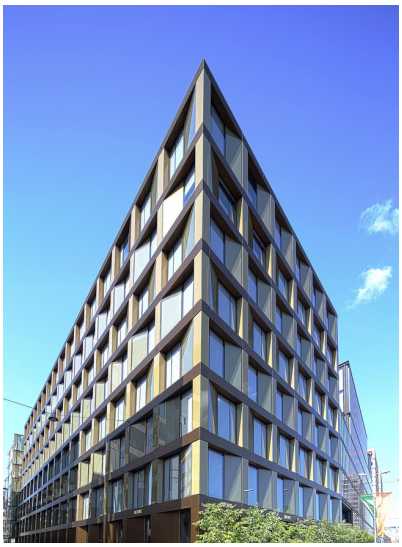
Dynamic facade and visual effect breaking up the mass of the building.



PRECEDENT ALTERNATING BAYS

Use of alternating bays and angled panels to create interest on a linear facade.



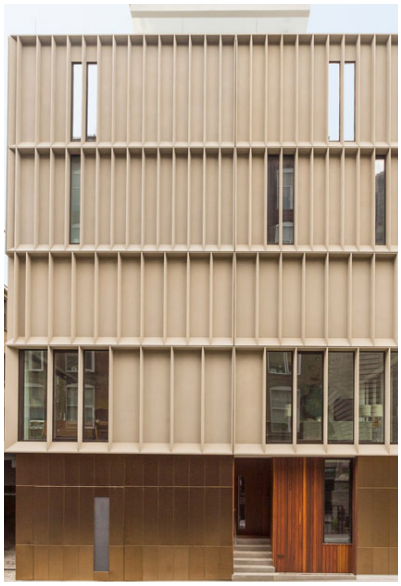


TERRACOTTA



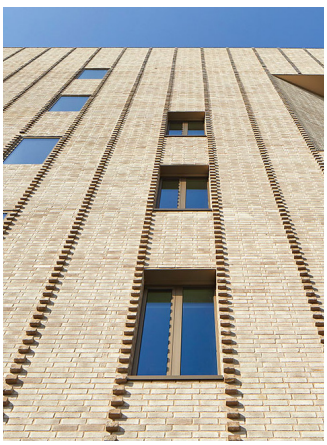
GRC





BRICK







CASE STUDY

Novartis Laboratory
David Chipperfield





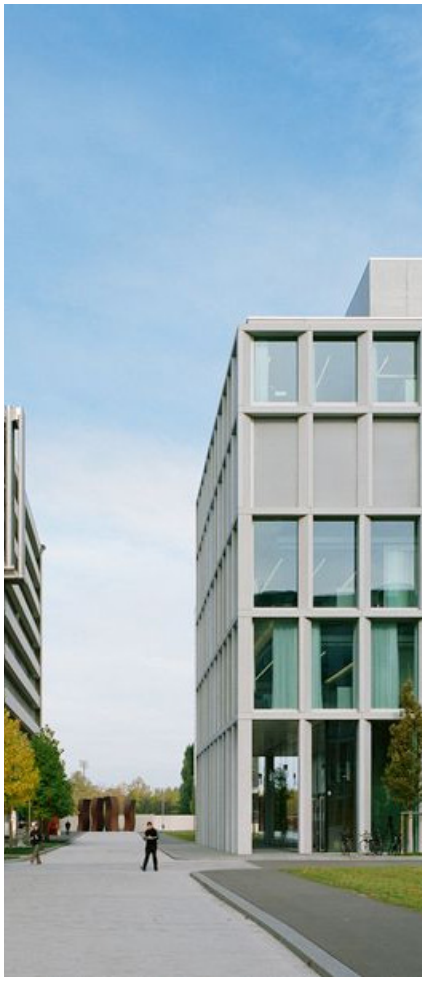


Building Details



Drawing inspiration from David Chipperfield's laboratory, the Bendix Street design will use a strong repetitious module and one primary material.

Articulating the structural columns and floor bands creates a strong rhythm and robustness to the building.





6. THE PROPOSAL



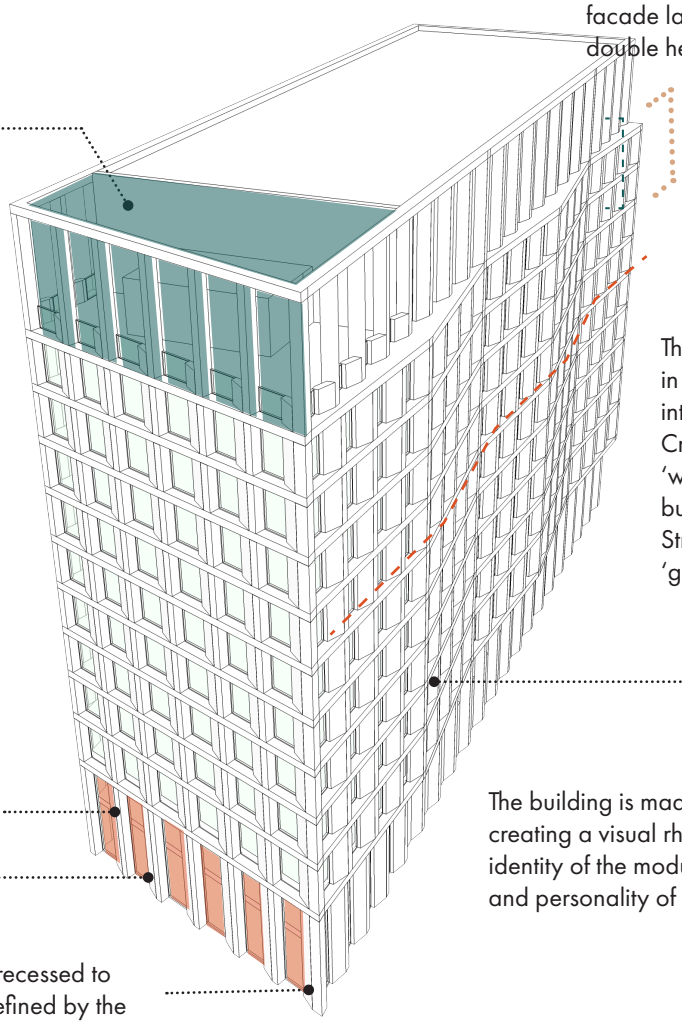


6.1 PROPOSED AXO

OVERVIEW AXO

The top floor is articulated as a 'crown' for the building, with the facade language reading as a double height

The columns are disconnected from the building envelope to mark the roof terrace area, whereas on all other façades, the columns are engaged to form part of the envelop



The facade changes orientation in response to the two intersecting urban grains; New Cross and Ancoats grid. The 'wave' also helps break the building line along Thompson Street, dissolving the strong 'grid-like' context of the area.

The main entrances are on the east and west façades, leading into a double height lobby. The commercial unit is accessed from the primary facade on Oldham Road, whereas the residential entrance is accessed from the secondary facade on Bendix Street which is quieter and more private.

The building is made up of a repeating module, creating a visual rhythm on the facade. The strong identity of the module becomes the characteristic and personality of the building.

On the ground floor, the façade is recessed to form a double height colonnade defined by the freestanding columns, providing a sheltered public area and access to the ground floor. The recess also defines a clear 'front' to the building. The softened building line creates a natural transition into the commercial space.

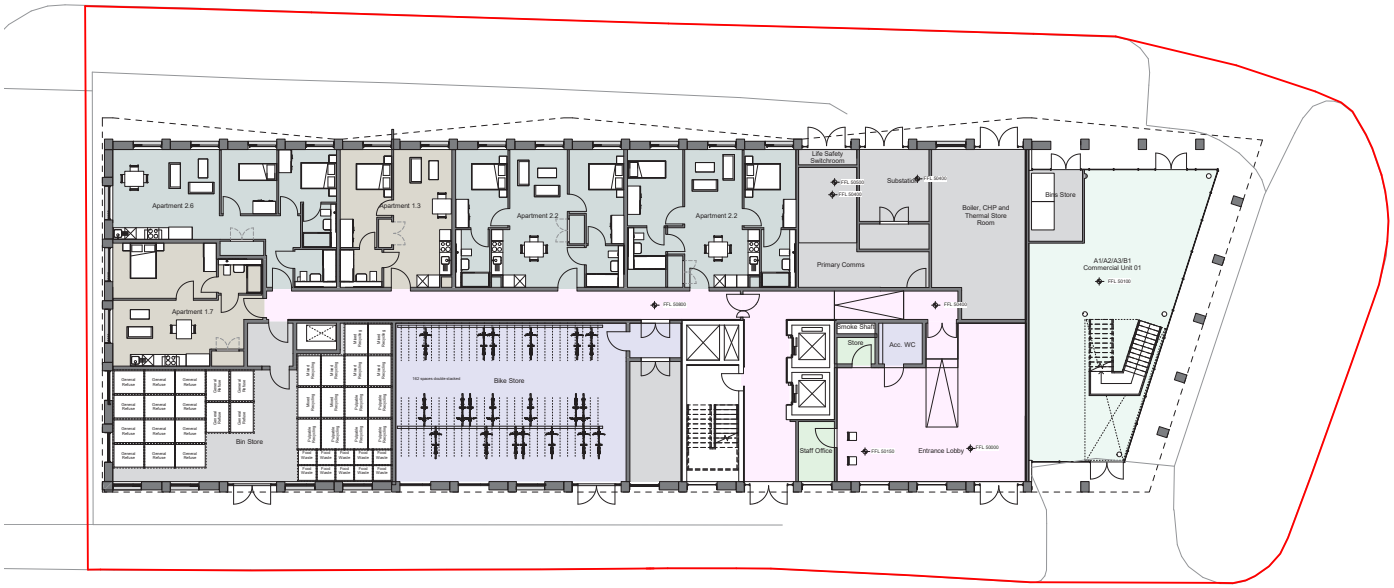
Materials: Buff coloured GRC with aluminium reveals to head and sills to match colour of GRC. Large glazed elements at ground floor.

NDF RESPONSE

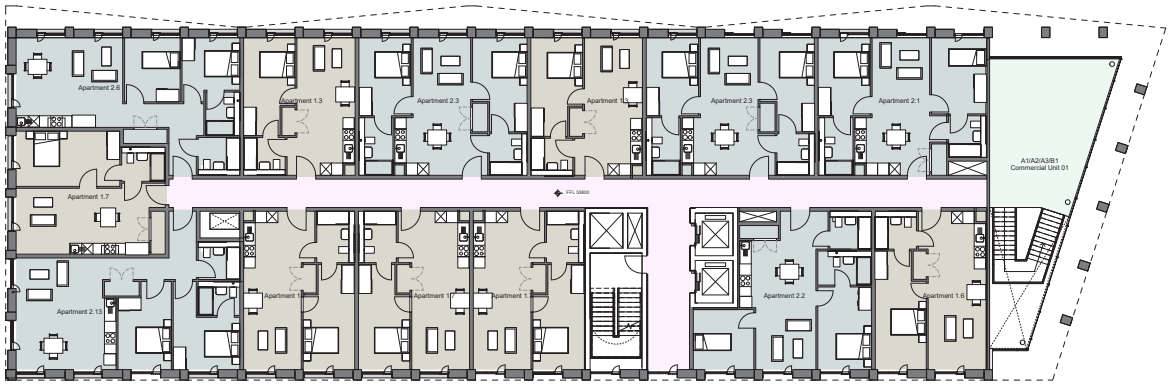
NDF suggested height is 8 storeys. After consultation with MCC is was agreed that the already in construction proposal of Lancastrian was varied from 8-10 stories and that the corner site could potentially have more height being the corner of the neighbourhood and also the gateway to a wider expanse of development to the north of New Cross. In order to create a varied height different along Oldham Road, it was agreed that the project could go up to 13 storeys.

6.2 PLANS

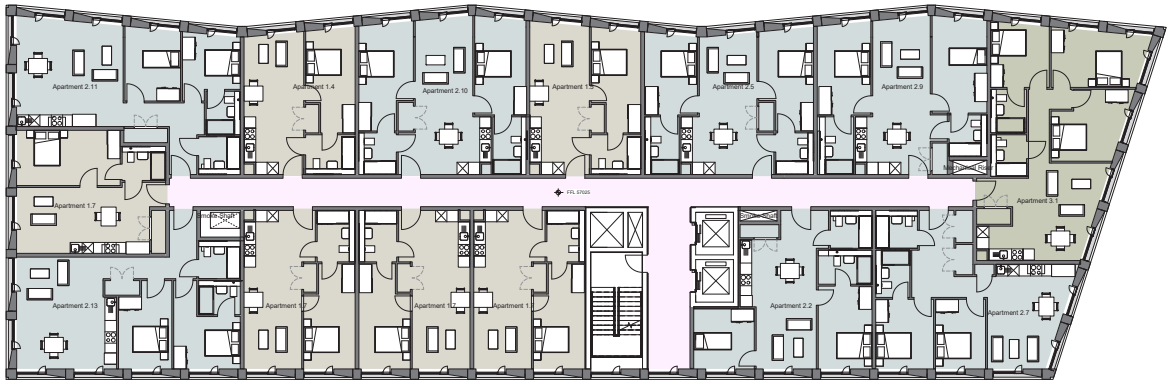
GROUND FLOOR



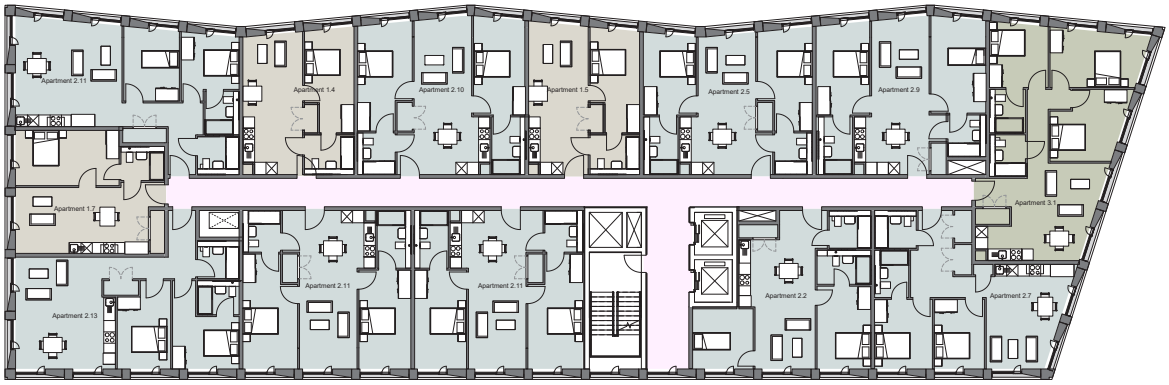
FIRST FLOOR



SECOND - SIXTH FLOOR

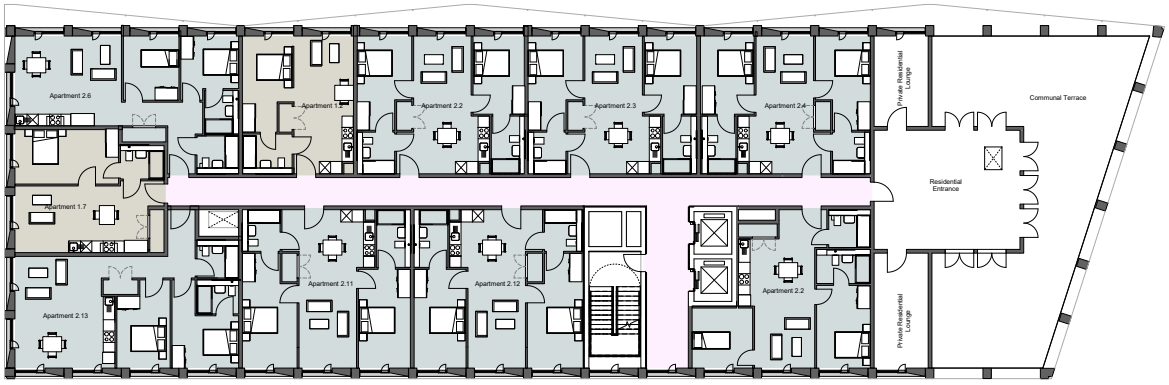


SEVENTH - TENTH FLOOR



- 1 Bed Apartment
- 2 Bed Apartment
- 3 Bed Apartment
- Residents Amenities
- Services
- Retail Unit
- Public & Circulation Space

ELEVENTH FLOOR



TWELFTH FLOOR



6.3 ACCOMMODATION SCHEDULE

Level	1 Bed Apartment						
	1.1 (Studio)	1.2 (Studio)	1.3 (Studio)	1.4	1.5	1.6	1.7
Approx. sqm per Unit	39	42.8	43	44.3	46	49	49.2
Ground			1				1
Level 01			2			1	4
Level 02				1	1		4
Level 03				1	1		4
Level 04				1	1		4
Level 05				1	1		4
Level 06				1	1		1
Level 07				1	1		1
Level 08				1	1		1
Level 09				1	1		1
Level 10				1	1		1
Level 11		1					1
Level 12	1	2	1				2
Totals Units	1	3	4	9	9	1	29
Mix (%)	34.8						

2 Bed Apartment													3 Bed
2.1	2.2	2.3	2.4	2.5	2.6	2.7	2.8	2.9	2.1	2.11	2.12	2.13	3.1
62.6	64.5	64.8	65.5	67	67.7	69.1	70	71.2	72.4	74.4	74.9	75.4	86.3
	2				1								
1	1	2			1							1	
	1			1		1		1	1	1		1	1
	1			1		1		1	1	1		1	1
	1			1		1		1	1	1		1	1
	1			1		1		1	1	1		1	1
	1			1			1	1	1	3		1	1
	1			1		1		1	1	3		1	1
	1			1		1		1	1	3		1	1
	1			1		1		1	1	3		1	1
	1			1		1		1	1	3		1	1
	2	1	1		1					1	1	1	
	1	1			1					1	1	1	
1	15	4	1	9	4	8	1	9	9	21	2	12	9
59.6													5.6

Apartments Per	NIA		GIA		Ratio
	m²	sqft	m²	sqft	%
5	289	3,110	847	9,121	34.1%
13	732	7,875	901	9,695	81.2%
14	867	9,337	1,039	11,181	83.5%
14	867	9,337	1,039	11,181	83.5%
14	867	9,337	1,039	11,181	83.5%
14	867	9,337	1,039	11,181	83.5%
13	870	9,359	1,039	11,181	83.7%
13	869	9,350	1,039	11,181	83.6%
13	869	9,350	1,039	11,181	83.6%
13	869	9,350	1,039	11,181	83.6%
13	869	9,350	1,039	11,181	83.6%
10	644	6,929	745	8,019	86.4%
12	688	7,402	848	9,130	81.1%
161	**10,165**	**109,420**	**12,690**	**136,596**	**80.1%**
100.00					

Building Gross Internal Area				
	NIA		GIA	
	m²	sqft	m²	sqft
Residential	10,165	109,420	12,690	136,596
Commercial Unit	147	1,582	160	1,722
Overall Total GIA			12,850	138,318

Building External Amenity Space				
	NIA		GIA	
	m²	sqft	m²	sqft
Roof Terrace	154	1,656	154	1,658
Roof Lounge	103	1,111	105	1,129
Overall Total GIA			259	2,787

1 Disabled bay

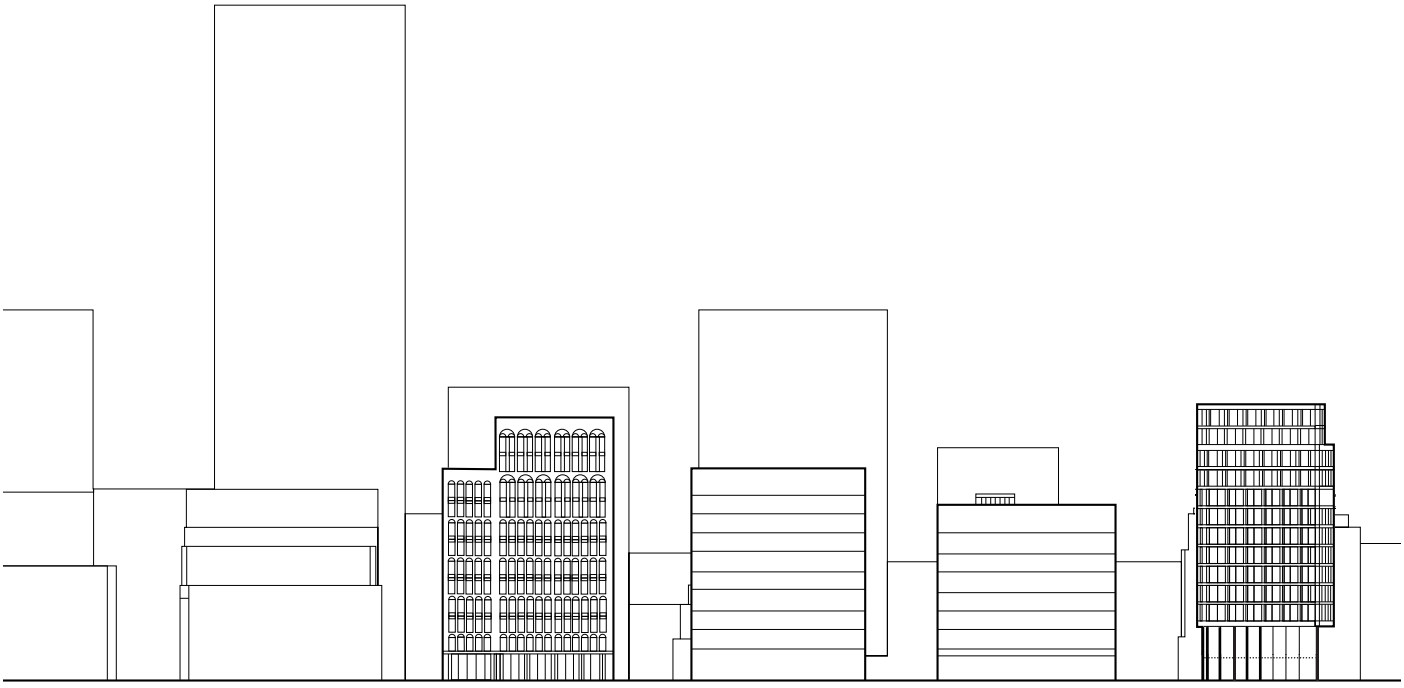
168 cycle parking greater than 1:1 Ratio

Note:

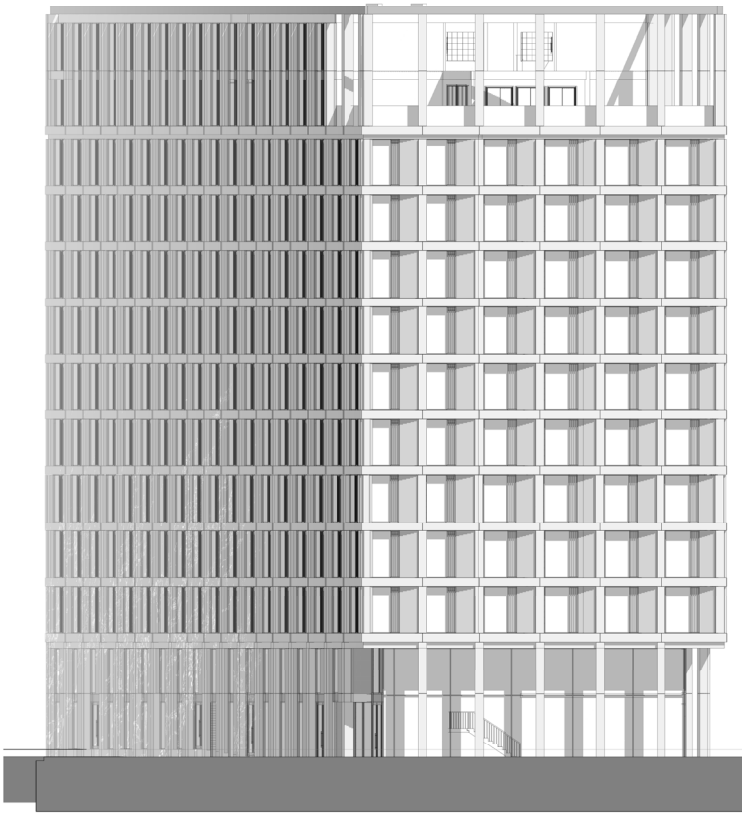
All areas are approximate. The scheme illustrated is indicative only, and has not been the subject of a detailed design or co-ordination exercise.

All areas are subject to M&E, Structural & other design team consultant information

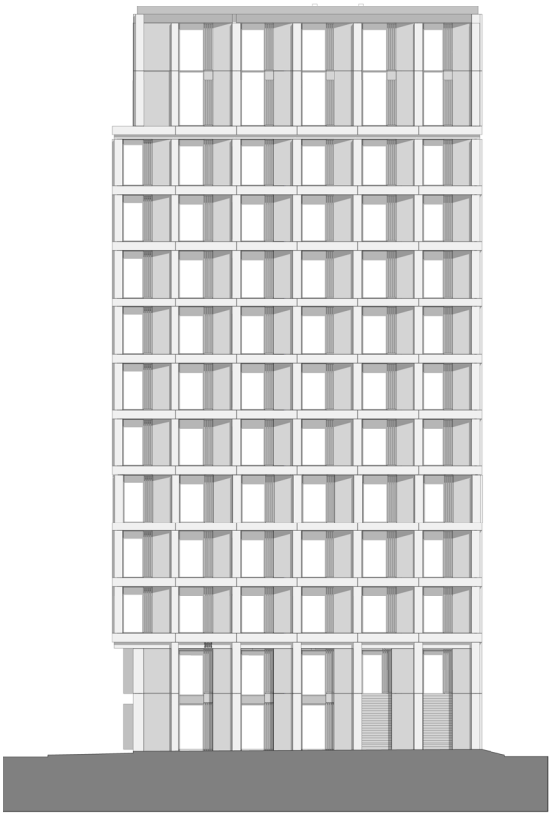
6.4 TYPICAL ELEVATION



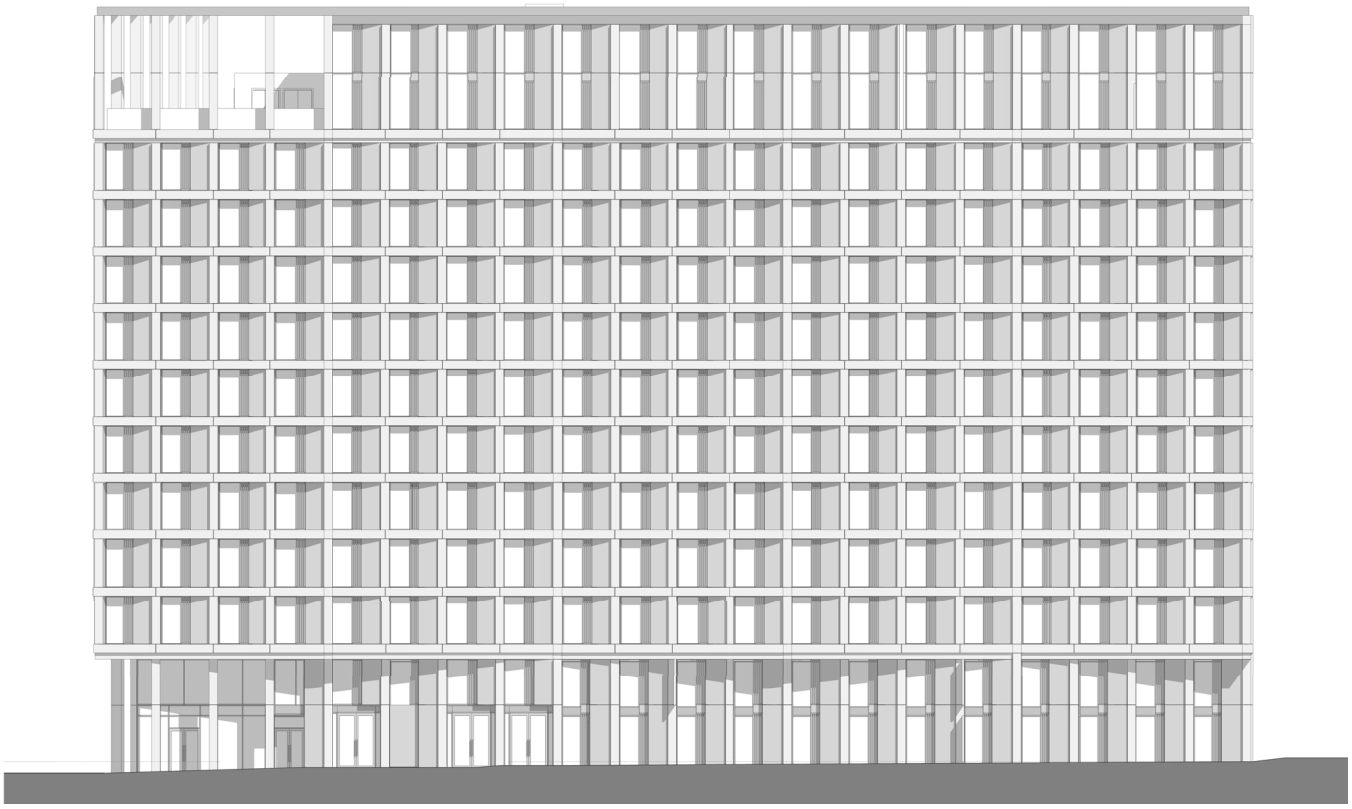
Oldham Road Street Elevation



Oldham Road Elevation



Cross Keys Elevation



Thomson Street Elevation



Bendix Street Elevation

6.5 HERITAGE VIEWS

The design for Bendix street was design and based on the principles of the 'base' middle' and 'head' hierarchy of the adjacent listed building of Victoria gardens. We have translated these ideas in the design of the new taller building, whilst hoping to still be engaging at the ground floor.

The light materiality for the design was chosen due to the height and also the surrounding materiality of the site. There is a lot of red brick present in the area and therefore we opted for a lighter element for the building.



1. Great Ancoats St/ Oldham St junction



2. Chadderton St/ Cable St



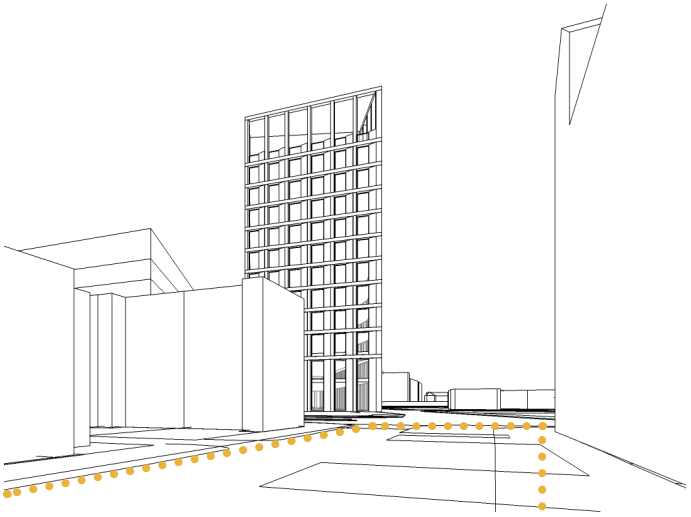
3. Oldham Rd/ Victoria Sq.



4. Cross Key St/ Goulden St



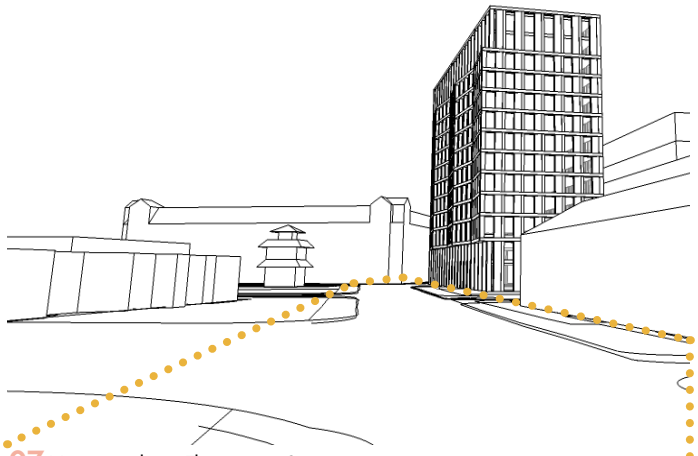
6.6 HERITAGE IMPACT





06 View north east on Sherratt Street/Anita Street

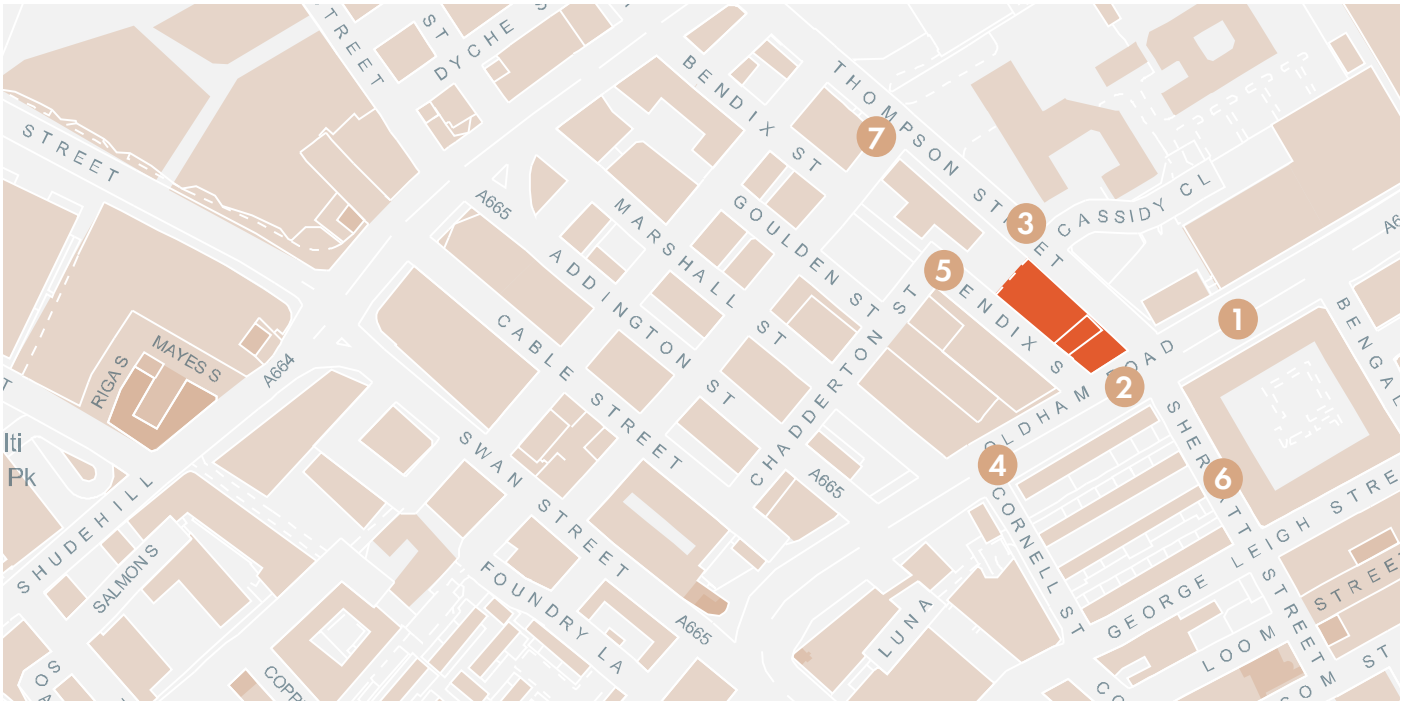
The view from the Victoria Dwellings and Tenement buildings

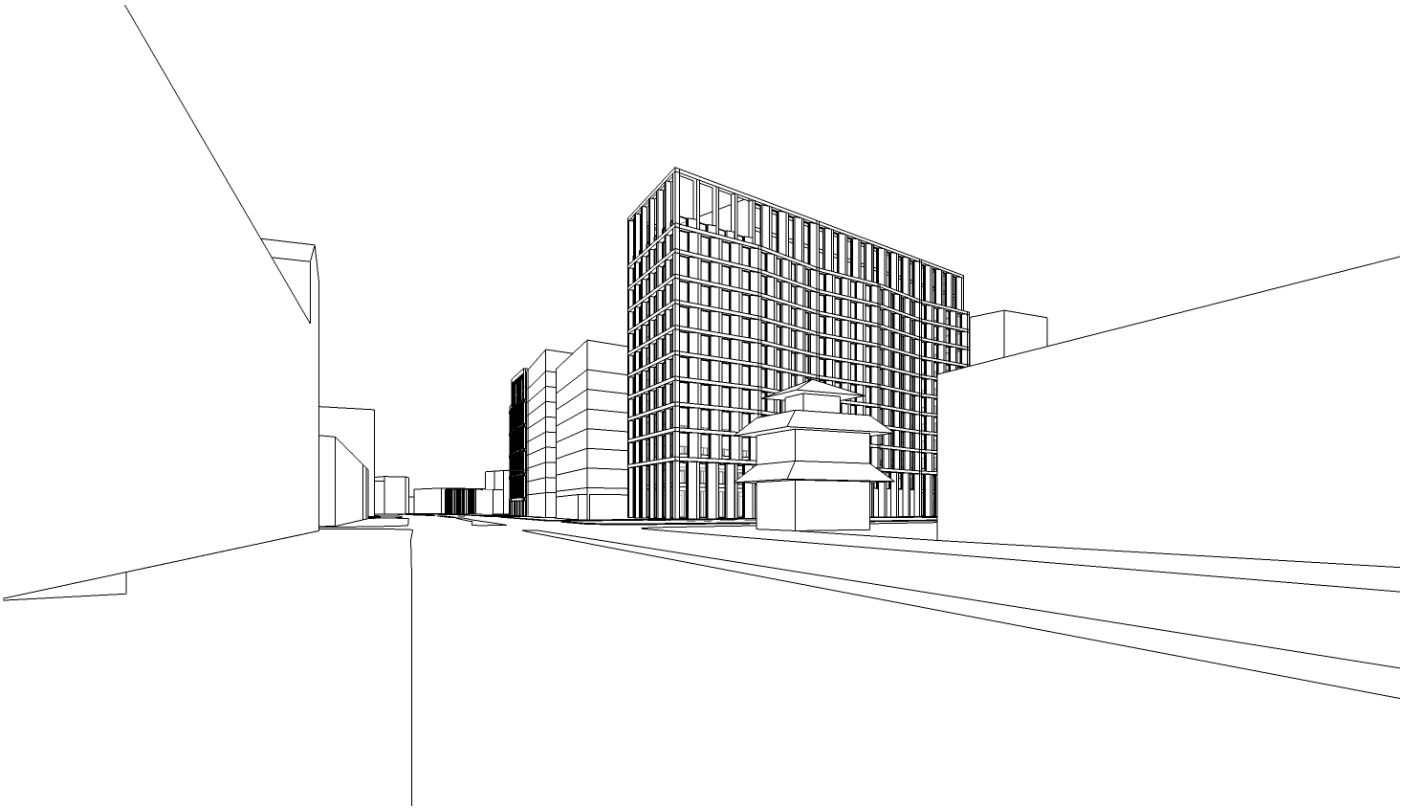




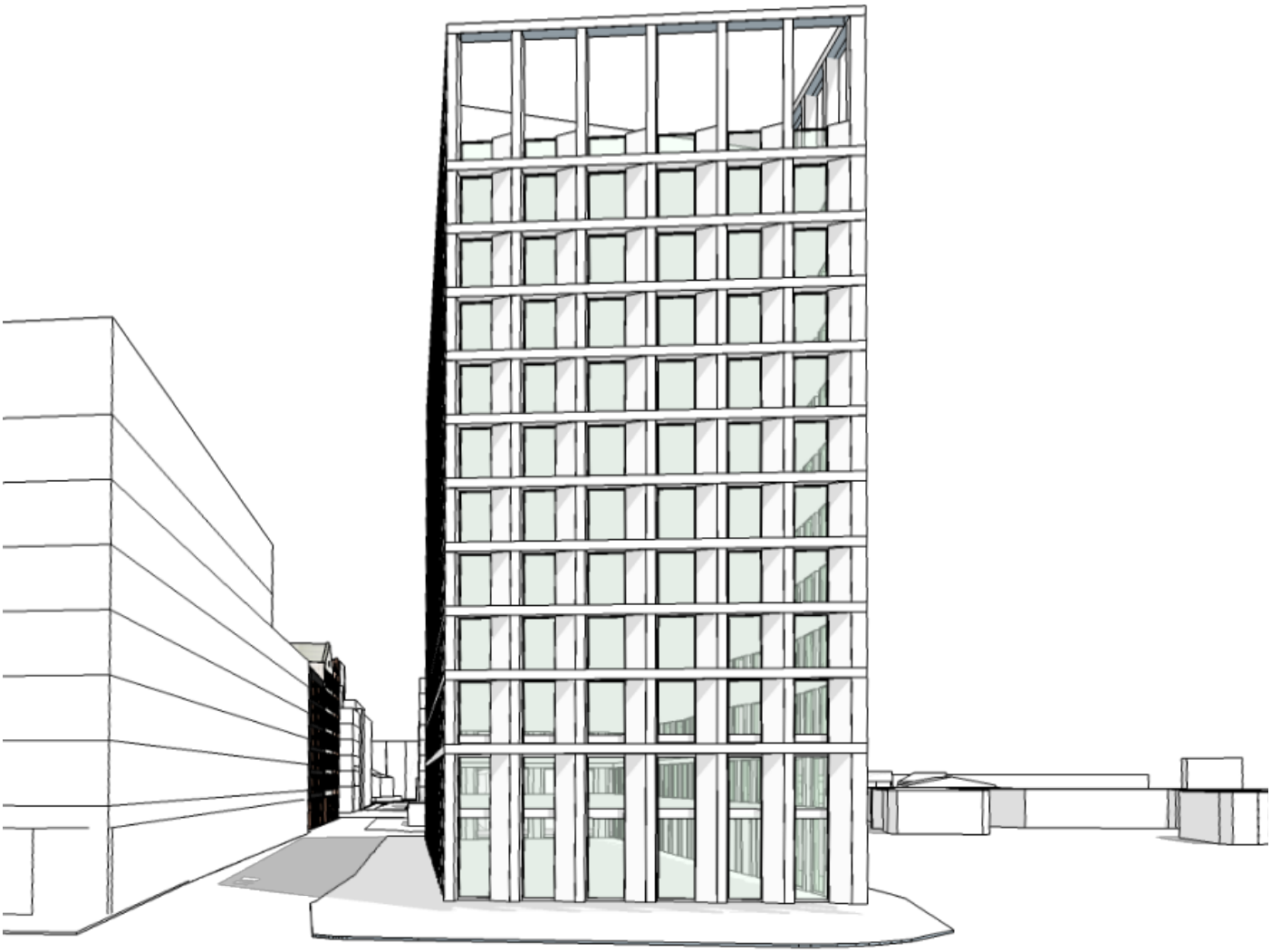
07 View south on Thompson Street

6.7 KEY VIEWS - PROPOSED

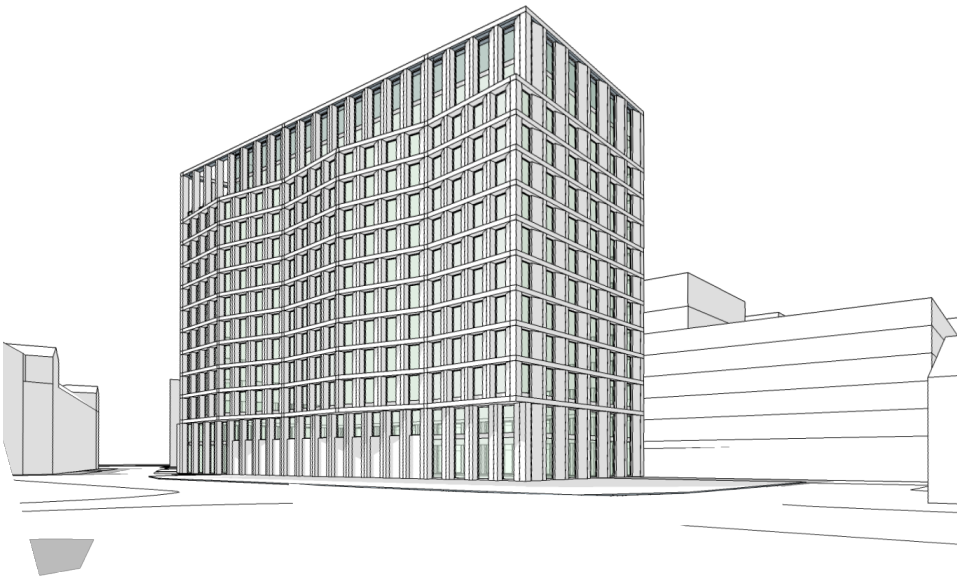




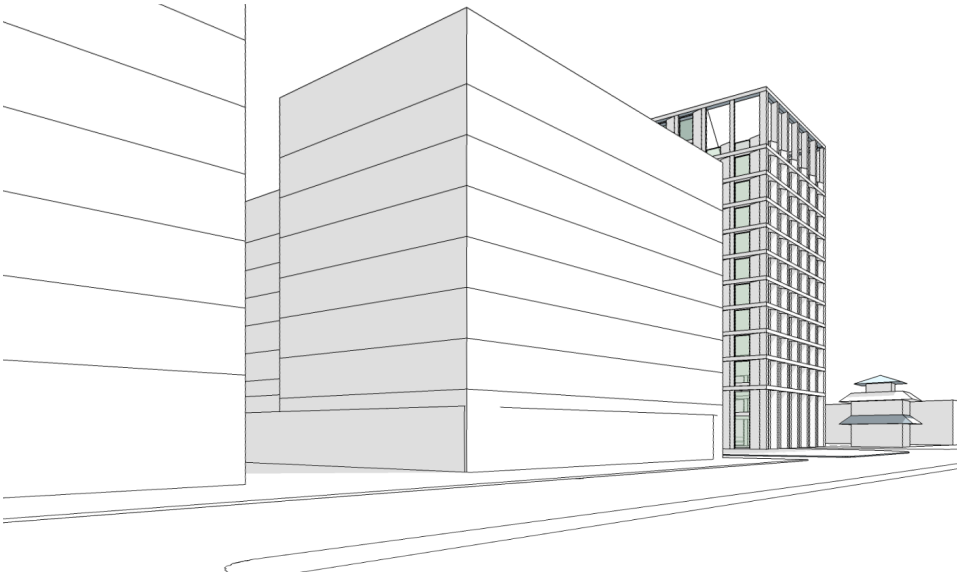
01 View east from Oldham Rd/Victoria square



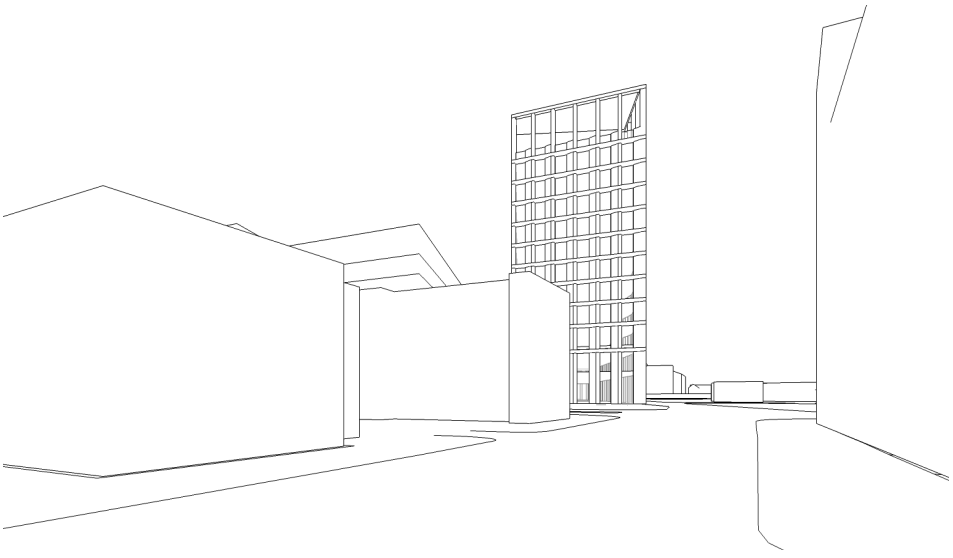
02 View north east on Oldham Road



03 View south on Cassidy Close



04 View north on Cornell Street



05 View west on Bendix Street









6.8 TYPICAL APARTMENTS

SPACE STANDARDS / MANCHESTER RESIDENTIAL QUALITY GUIDANCE

The apartments all adhere to the 'Technical housing standards - nationally prescribed space standards' for their applicable occupancy, both in terms of overall apartment floor area and for each individual room within the apartment. As such the required amount of furniture can be met. A detailed schedule of accommodation lists the full quantum of accommodation for which planning permission is sought in the following section.

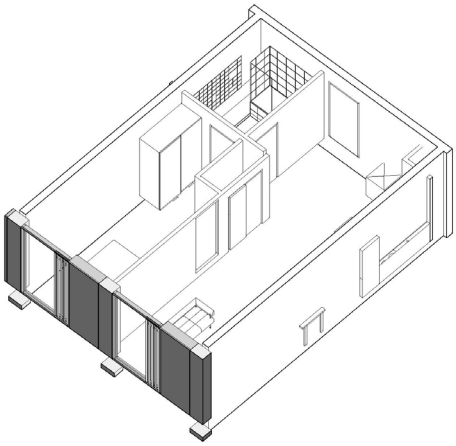
In addition to meeting the area requirements, the guidance notes also encourage provision of good quantities of natural light and enhanced floor to ceiling heights. The proposal provides all of these where possible. All apartments have floor to floor glazing to allow uninterrupted natural light in to all rooms. The floor to floor height on the majority of the building is 3000mm. All apartments have fully openable windows or adopt a rapid vent solution for fresh air ventilation.

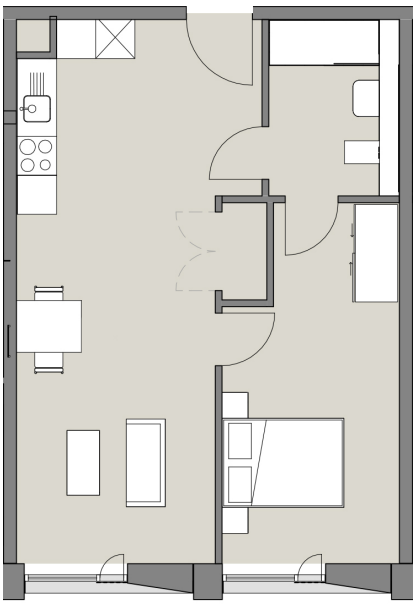
Consideration has been given to the layout and usability of the apartments. The apartments all have an open plan layout to maximise the habitable space and provide flexibility for the occupiers.

The Manchester Residential Quality Guidance has now been adopted and it aims to focus developments on producing high quality designs which contribute towards sustainable neighbourhoods creating distinct places where people want to live. The document provides clear direction for designers and developers and aims to raise the quality of life across Manchester.

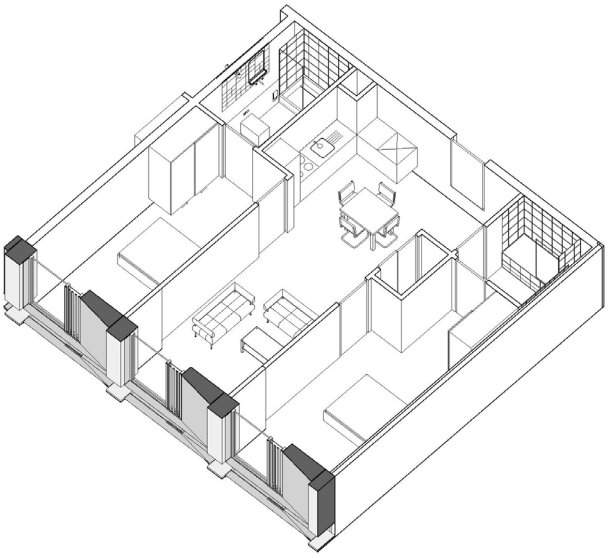
Much of the design described in this Design and Access statement has been tailored around many different design concepts that the document aspires to achieve. These can vary from the relationship with the historic environment of Ancoats/New Cross, to creating a sense of place, activating street frontages around the New Cross area and creating improved destinations for people to visit.

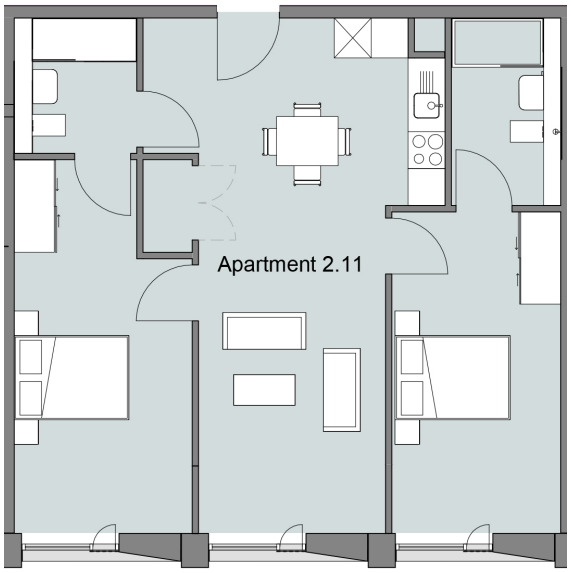
One Bedroom Two Person Apartment



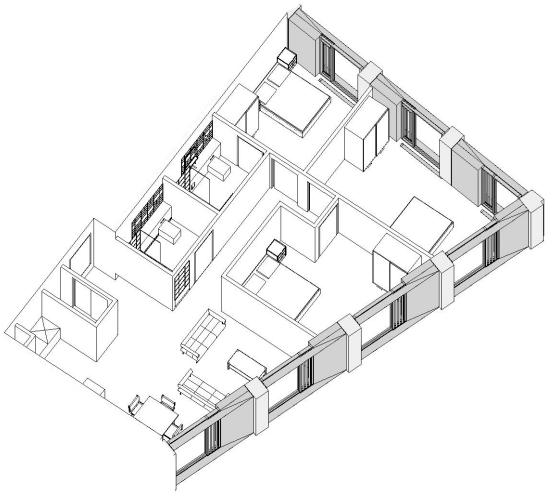


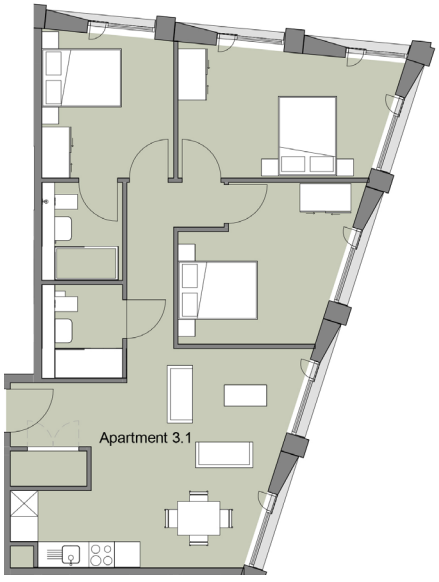
Two Bedroom Four Person Apartment





Three Bedroom Four Person Apartment





6.9 PLACES MATTER REVIEW

Tim Groom Architects met with the Places Matter review panel on 16th August 2018 to discuss the three New Cross sites. The schemes presented where still in the design development stage, as it was important for the practice to receive feedback during this process to incorporate into the submitted planning proposal.

Panel Feedback for Bendix Street:

The panel noted the very octagonal nature of the grid to this building and were therefore struggling to justify the irregular geometry of the main elevations, which appears to disadvantage half of the units in terms of daylight. By finishing on a step in, the building also appears weak.

In townscape terms, you were directed to the historical precedents around and to the approach taken by, for example, Gaudi's Casa Batllo and Casa Mila - Pedrera, Barcelona, which whilst appearing to have highly varied façades, are flat by nature. These all create a rhythm and functional driver without the need for such obvious splays. The dominant grid is very rectilinear and this, rather forced approach to the façade, does not fit comfortably here.

The panel considered that using a splay across the whole elevation would produce a heavy shadow. You might though consider a more angular approach to the top two storeys and you were asked to test an alternative step in and out that would work with the otherwise octagonal grid below. This would create a more playful double Height element in the form of a crown.

The individual apartment entrances at ground floor level are welcome, but the angular splay gives these too much focus on such a prominent street. Similarly, the commercial elements are welcome, as these will help make this principal street more active, but you were asked to wrap these around to Thompson Street. The Bendix Street elevation should be left more residential in nature and made the quieter side of the building.

In respect of the colour choices, the panel advised that there was no need to be reverential to surrounding buildings and that the chosen colours were supported because they gave the site the "flourish that you were wanting".

TGA Response to Panel Review:

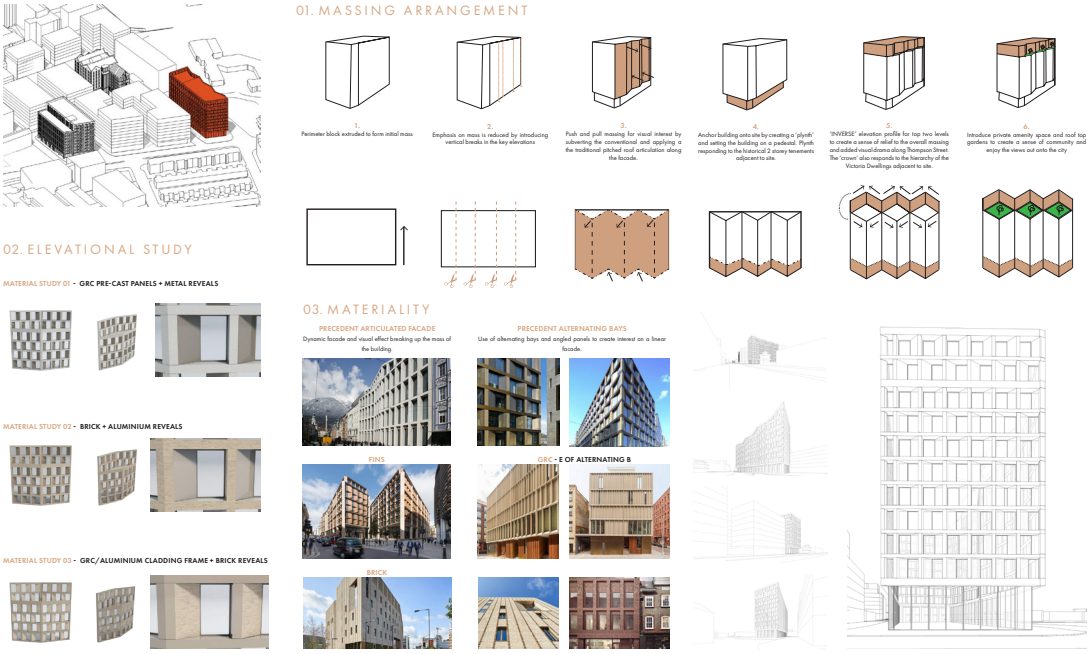
Following the panel review, the design was reassessed and all comments given were taken into consideration. The angles of the facade on Thompson Street were reduced to create a more subtle 'wave' and also reduce the over looking issues between apartments. The crown design was reconsidered, changing to a flat facade making a connection between the plynth and crown of the building. Other materials have also been considered, moving away from historical and reflective materials, to more robust and elegant elements.

In summary, the panel were supportive of each element of the presentation. These are strong schemes in the making and the distinct nature of the three elements should produce a successful and varied scheme.

6.10 PUBLIC CONSULTATION

NEW CROSS DEVELOPMENTS

| BENDIX STREET |



Deloitte. TIM GROOM ARCHITECTS

NEW CROSS DEVELOPMENTS

| BENDIX STREET |



Deloitte. TIM GROOM ARCHITECTS

NEW CROSS DEVELOPMENTS

OLDHAM ROAD | GOULDEN STREET | BENDIX STREET

01. SITE INTRODUCTION

WELCOME TO OUR CONSULTATION

Mulbury City and the project team are pleased to welcome you to our public exhibition to view the exciting redevelopment of the Sites at Bendix Street, Oldham Road and Goulden Street.

MULBURY CITY

Mulbury City is the niche Mulbury division that focuses on city centre and PRS schemes, working with private and institutional investors in the UK and overseas. The Mulbury City division includes experience in urban regeneration, mixed-use and luxury apartment schemes. The proposals represent Mulbury City's fourth residential development in Manchester City Centre. Their previous projects, Port Street, Blossom Street and Excelsior Mill are all under construction, with Port Street due to be completed this year.
Mulbury City's track record demonstrates their commitment to delivering high quality residential development in a city centre context. Mulbury City will continue this commitment with the three sites at New Cross, to deliver inspiring, high quality development that will facilitate the ongoing regeneration at the New Cross area.

THE EXHIBITION

The exhibition aims to explain and inform you about the proposed development and allow us to hear your views and comments.
You will have the chance to meet representatives from the project team who are here to answer any questions you may have.

- Developer: Mulbury City;
- Architect: Tim Groom Architects; and,
- Planning Consultant: Deloitte.

We would welcome any comments you may have on the proposal in its current form, either by filling in the questionnaires available today or you can contact us with any questions or concerns by e-mail: consultation@tbdevelopments.co.uk

WHAT IS THE PROPOSAL

The proposals seek to sensitively redevelop three sites within New Cross, enhancing their prominent position on Oldham Road and the existing historical features as far as possible, to create three new buildings for predominantly residential use with some ground floor commercial uses and associated public realm improvements.

WHEN WILL THE APPLICATION BE SUBMITTED?

A Planning application is expected to be submitted in mid September 2018.

THE SITES

The proposals will develop three sites within the New Cross area of Manchester City Centre. Each of the sites is described as follows:

1. BENDIX STREET

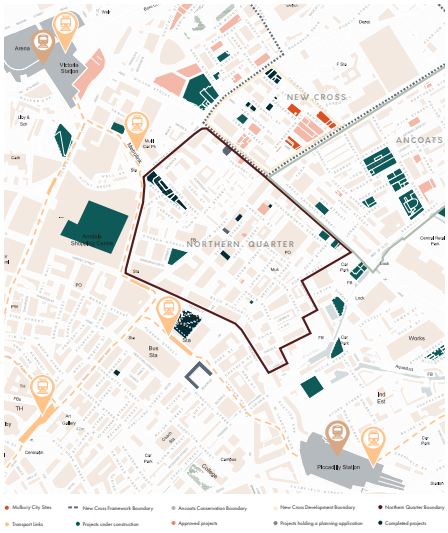
The first site is bound by Thompson Street to the north east, Oldham Road to the south, Bendix Street to the south west and a building occupied by Turning Point to the north west. The Site comprises circa 0.16 ha of developed land, currently used as a locksmith business.
The New Cross NDF identifies this site as suitable for landmark development as it is a key gateway site to the city when viewed along Oldham Road.

2. OLDHAM ROAD

The second site is bound by Oldham Road to the south east, Marshall Street to the north east, Chadderton Street north west, and Addington Street to the south west. The site is 0.13 ha and currently has some partially occupied buildings and a small car park.
Between this Site and the Bendix Street site are two plots which are currently under construction for two buildings of up to 10 storeys for residential use. Development on Mulbury's Oldham Road sites will therefore take this emerging context into account in their design.

3. GOULDEN STREET

The final site is bound by the pedestrianized Bendix Street to the north west, Chadderton Street to the north east, Goulden Street to the south west, and Cross Keys Street to the north west.
The site is not located within a conservation area. It does however, hold the Grade II listed 'Former Police and Ambulance Station', including the boundary walls and tall chimney structure. These structures provide particular opportunity for the design team to create an exciting innovative development that protects the meaning and interest of the existing structures.



OLDHAM ROAD



The Oldham Road site is currently occupied by a small three storey, commercial unit facing the A665. A car park occupies the rest of the site bounded by Marshall Street and Chadderton Street. The site is located in the New Cross area of Manchester City Centre, bounded by Oldham Road to the East, Marshall Street to the North, A665 to the South and Chadderton Street to the West.

BENDIX STREET



The Bendix Street site sits on a prominent corner of Oldham Road and Thompson Street and bound by Bendix Street to the other side. The site is currently a car park, with a one storey building on the front of the site.

GOULDEN STREET



Goulden Street sits as an 'island' between Cross Keys Street, Goulden Street and Chadderton Street. The site itself is listed with two key elements including a perimeter wall which contains the site, and a chimney which sits within.



Deloitte. TIM GROOM ARCHITECTS

NEW CROSS DEVELOPMENTS

OLDHAM ROAD | GOULDEN STREET | BENDIX STREET

01. REGENERATION CONTEXT

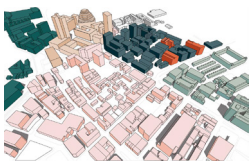
Being located within Manchester City Centre the site is easily accessible to all the facilities that the City Centre has to offer.

Located within the New Cross area of the City Centre the site is within an area undergoing wholescale regeneration, informed by the New Cross Neighbourhood Development Framework and the Public Realm Strategy, both endorsed by Manchester City Council. The NDF has a vision to create a predominantly residential neighbourhood supported by a mixture of ancillary office and commercial units at ground floor.

The NDF designates all three sites as being within 'Zone A'. Zone A currently has a high prevalence of gap sites and presents a disjointed, inconsistent frontage.

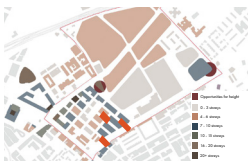
The proposals have been designed to respond to the vision of the NDF and the Public Realm Strategy to help deliver the wholescale regeneration of the area in a comprehensive and positive way.

MASSING STRATEGY

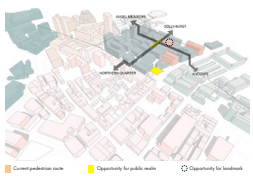


The New Cross NDF describes the massing applied to the area as a tilted bowl which decreases in height from the NOMA masterplan down towards the Northern Quarter.

NDF ZONE A, B & C: SCALE



PEDESTRIAN/PUBLIC REALM

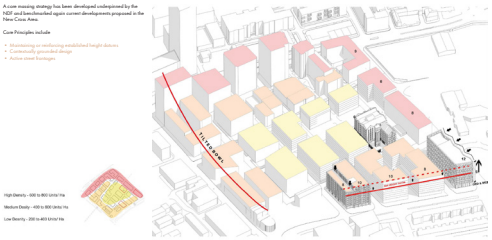


02. SITE WIDE MASSING STRATEGY - BENCHMARK AGAINST NDF

A core massing strategy has been developed underpinned by the NDF and benchmarked again current developments proposed in the New Cross Area.

Core Principles include

- Maximising or reinforcing established height datums
- Contextually grounded design
- Active street frontages

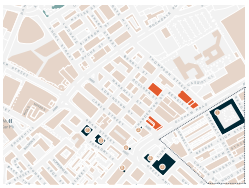


03. HISTORIC CONTEXT

The historic context of the three sites has been integral the design development, and particularly on the Goulden Street Site, which is currently occupied by the Grade II listed structures of a former Police and Fire station, including a chimney and perimeter walls.

There are a number of other listed buildings and structures within the vicinity of the site, with the Grade II listed Victoria Square on Oldham Road and 6 Cable Street being closest. Additionally, the boundary of the Ancoats Conservation Area runs along Oldham Road, to the immediate south of the Bendix Street and Oldham Road sites.

As well as the buildings on the site being Grade II Listed, the site is clearly within a highly significant historical location. The proposals on all three sites have therefore been sensitively designed to preserve and enhance the significance of the buildings and their setting.





Deloitte. TIM GROOM ARCHITECTS

NEW CROSS DEVELOPMENTS

OLDHAM ROAD | GOULDEN STREET | BENDIX STREET

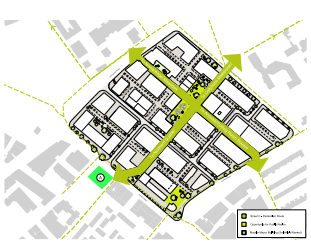
01. NEW CROSS DEVELOPMENT FRAMEWORK: PUBLIC REALM

Analysis of the surrounding area highlights a distinct lack of good quality public realm within the Hall. Although its location is prime with is close proximity to Northern Quarter and town, the immediate area lacks basic amenities such as a general supermarket or local shops.

The other major factor affecting public realm in the New Cross area presently is its lack of green, open space. This analysis links to our need to maximise 'The Gooden' area of our scheme to ensure that residents can relax in open and pleasant space. It also highlights the need to ensure that commercial space and mixed amenity space within the scheme is thoroughly explored to ensure convenience to residents.







02. EXISTING PUBLIC REALM

Analysis of the surrounding area highlights a distinct lack of good quality public realm within the Hall. The immediate area lacks basic amenities such as a park, general supermarket or local shops which could seem to serve the emerging community in New Cross.

The other major factor affecting public realm in the New Cross area presently is its lack of green, open space. The following analysis highlights the need for high quality green space within the development itself and create a private 'The Gooden' area to ensure that residents can relax in open and pleasant space. It also highlights the need to ensure a balance is maintain between the amount of commercial offering to private amenity space promote a sense of community whilst engaging with the wider New Cross developments.

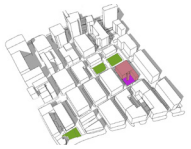






03. PUBLIC REALM IMPROVEMENTS

Each of the sites will be complemented by public realm improvements within and around the sites. These have been developed in the context of the MCC endorsed Public Realm Strategy.



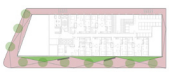
OVERALL STRATEGY



GOULDEN STREET



OLDHAM STREET



BENDIX STREET

6.11 PUBLIC CONSULTATION FEEDBACK

The response at the public exhibition was generally positive, with attendees welcoming the replacement of the underused and vacant sites to deliver much needed regeneration of the Sites and create greater activity and vitality to surrounding streets.

The verbal comments related to:

- The opportunity to redevelop the Site;
- The high-quality design; and
- Sensitive heritage redevelopment
-

The table below summarises the questions and responses that were received at the public exhibition. These have been reviewed and a response is provided in the table.

ISSUES RAISED	RESPONSE AND CONSIDERATION OF ISSUE
Requested confirmation on how the new residents be provided for in respect of doctors and dentists.	The provision of doctor and dentist facilities is not under the control of the developer, and therefore cannot be confirmed at this stage.
Requested confirmation on whether there would be any litter / dog waste bins provided	The proposed areas of public realm do not currently include bin provision. However, the wider public realm improvements by MCC may include litter bin provision.
Requested confirmation on the expected use of the commercial units and suggested a convenience store would be useful.	The final use of the proposed commercial units in each unit has not yet been decided. The proposed uses would allow for a retail store.
Requested confirmation on whether affordable housing will be provided.	The provision of affordable housing on site will be determined via the viability assessment.
Requested details of the proposed areas of open space, including those in the Neighbourhood Development Framework (NDF).	These application proposals are only in relation to the three sites identified. The public realm proposed in the NDF will be delivered separately by MCC. There is only one area of open space within the proposed development, being around the chimney on the Goulden Street site. This will be an amenity area for resident access only. The proposed landscaping for this area can be found in the Landscaping Strategy prepared by Layer.

Public Consultation: Councillor Wheeler and Douglas Feedback

- Cllr Douglas – positive comments on the heritage aspects, happy to see that a developer is going the extra mile to include these in the proposals.
- Requested confirmation that the proposals meet MCC space standards and ratio of 1/2/3 beds
- Cllr Douglas – liked the materials and appearance of all three – tie in together but are distinct
- Liked the façade response to grid patterns through Ancoats / New Cross (Bendix St)
- Cllr Douglas - Overall very happy and would like to support, subject to a review of the Heritage Statement and viability
- Cllr Wheeler – commented that viability and affordable housing considerations are extremely important
- Cllr Wheeler – requested confirmation on whether MCC owned any part of the site

Public Consultation: Public Feedback

- Doctors / dentists in area are full – how will this be considered in the proposals?
- Existing problems of litter and animal waste – requested clarification on what provision there would be in the schemes
- Queries around use of ground floor units, suggested a convenience store would be useful.
- Queries about provision of amenity space, roof gardens and tenure
- Positive comments in relation to the inclusion of the heritage aspects
- Overall positive about all three developments – bringing people into the area and improving safety & appearance of the New Cross Area
- Comments on Goulden Street particularly – "very impressive"
- Positive comments about the massing of sites and fit in with area

7. SUPPLEMENTARY INFORMATION

7.1 WASTE STRATEGY

Manchester City Council have developed the Waste Storage and Collection Guidance for New Developments document in order to set out the required provisions which are to be met. The development proposals within this application have been considered against this guide to develop a compliant waste strategy. The provisions for storage and collection of waste from the residential elements of the development have been considered separately within this statement.

The proposed development comprises 161 apartments including 56 one bedroom apartments, 105 two beds and 9 three bedroom apartments. Storage within each apartment would include separate containers or caddies for each category of waste.

The building will house a recycling and refuse area in a dedicated bin store in the basement, which is accessible from the circulation cores. Refuse chutes were considered however it was felt these do not actively encourage segregation of recyclables. Additionally there is a tendency for them to become blocked and cause a fire hazard. It is hoped that the requirement for residents to take their waste to the ground floor to place refuse in the bins, combined with the provision of separate containers within the apartments will actively encourage waste segregation. The building management will be able to monitor waste segregation and act accordingly. They will also be responsible for rotation of bins within the refuse store to ensure access to empty bins.

The loading bay will be located on Bendix Street which runs alongside the site and the refuse from the proposed building will be taken out from the access door on Bendix Street and wheeled along to the designated loading area. In accordance with MCC requirements all appropriate containers will be presented at the designated location on collection day by the management company for easy collection. Smooth, level access will be provided between the bin store and the public highway with drop kerbs provided adjacent to the loading bay. Doorways from the refuse store onto the public highway will have a minimum clear width of 1.3m. Appropriate access will be provided within the bin store for people with disabilities.

The MCC guidance document sets out the required provision of bins within the central refuse store for each waste stream including; general waste, paper, recyclable and organic waste. The development has been reviewed against these criteria and is summarised as follows;

REFUSE WASTE (NON-RECYCLABLE)

The guide sets out the required provision of 110 litres per week for each dwelling in high rise developments. Based on the 161 apartments, the proposed development requires 16 Euro-bins with a capacity of 1100 litres.

PULP-ABLE RECYCLING

The guide sets out the requirement for 55 litres per week for each dwelling. Based on the 161 apartments the development would require 8 Euro-bins.

MIXED RECYCLING

As with pulp-able waste, the guide sets out the requirement for 55 litres per week for each dwelling. Based on the 161 apartments the development would require 8 Euro-bins. The bin store doors will be opened to allow for the building management team to move the bins to the road edge on bin collection day.

ORGANIC WASTE

The requirement for organic waste within the guide is 15 litres per week for each dwelling giving a total of 855 litres per week. As this is collected in smaller 240 litre containers this would equate to 10 refuse bins.

TOTAL PROVISION

The total provision for the residential development would therefore be 32 (1100 Litres) x Euro-bins and 10 (240 Litres) x Wheeled Bins.

CONSTRUCTION WASTE

In line with the 'Site Waste Management Plan Regulations 2008' a site waste management plan (SWMP) will be developed by the principal contractor and agreed with Manchester City Council. Waste generated during the construction phase is to be cleared on a daily basis to a main holding skip. Each floor plate will have a designated waste area that will see bins located within it that can be emptied at the end of each shift. During high waste activities, such as dry lining, this waste removal may need to occur several times a day via the hoists and as such general operatives will be employed to ensure this will occur. Hazardous waste will be stored and disposed of separately; however, main waste will enter a common skip where the principal contractor's supplier will sort at their transfer station before issuing recycling percentages and data.

Waste Proforma and Calculations Across Page

7.2 WASTE PROFORMA - BENDIX STREET

Per Dwelling	No. of Dwellings	Total
0.43 m2	161	69.23

Waste Types	Provision	Capacity	Waste in Litres	No. Bins
Genral Refuse	110 week per dwelling	1100 litres	17710	16
Pulpable Recycling	55 week per dwelling	1110 litres	8855	8
Mixed Recycling	55 week per dwelling	1110 litres	8855	8
Food Waste	15 week per dwelling	240 litres	2415	10

Total			42
	Euro Bins	32	Floor Space Required: 1575mm x1190mm
	Wheeled Bin	10	Floor Space Required: 780mm x 940mm

**All information based on GD_04 guidenace from Manchester City Council



7.3 CRIME IMPACT STATEMENT

GMP COMMENTS

The design team met with Greater Manchester Police in August 2018 to discuss the proposed scheme. For full report please refer to CIS 18-0665 Bendix Street.

The design was well received by the panel with he following positives highlighted;

- The redevelopment of this site as apartments will bring additional activity and vitality to the area. The retail element of the proposals will attract people to the site during the day when it might otherwise be quiet in the local area.
- The main communal entrance to the apartments will be taken from the prominent junction of Bendix Street and Oldham Road, enabling surveillance by passing foot and vehicular traffic.
- The proposed development will help to enliven the street scene on Bendix Street and Oldham Road, helping to provide useful natural surveillance of the area. The commercial unit at ground floor will provide an active frontage on Oldham Road.
- The reception desks overlook the main entrance into the building allowing staff to vet those entering the building.
- There are no recesses in the building footprint that could provide potential hiding places or loitering places where an offender could commit crime without fear of detection.
- The commercial unit and residential aspects of the building are self contained.
- Secure bicycle parking will be provided for residents.

All recommendations made by GMP have been responded and incorporated into the TGA produced design.

7.4 ACCESS AND BUILDING STRATEGY

PEDESTRIAN ACCESS

The main residential entrances are located on the principle streets surrounding the development and would be easily located by visitors. The residential entrance is accessed off Bendix Street, which is a quieter residential street, with a prominent double height entrance. The commercial unit is accessed from Oldham Road, again with a visible sign and double height glazed entrance space.

Upon entering each building the user would pass through a common reception area with post boxes and a shared concierge. The lifts and primary stairs are each located off this reception giving access to all residential floors. The refuse and bike store is also located close to the cores to allow for easy access.

The location of the site on the edge of the city centre means a wide range of amenities and destinations are within easy walking reach of the proposed development. The Transport Statement prepared by SKT and accompanying this application explores this in more detail and identifies that the majority of the city centre as far as Deansgate lies within an acceptable 25minute or 2km walking radius of the site.

It is considered that given the context of the city centre and its amenities, it is acceptable for many journeys to be carried out on foot without the need for car journeys and this is supported by MCC guidance.

VEHICULAR ACCESS

The limited footprint of the development site restricts the potential for meaningful on-site parking. It is envisaged that this car park would be access control limited to people with allocated spaces. There are a wide range of both on-street and multi-storey car parks within easy reach of the site to supplement the available on-site parking. The SKTP report also proposes funding for an additional parking bay on Blossom Street for disabled visitors.

A full detailed analysis of trip generation, traffic flows on the surrounding network and available parking has been carried out by SKTP and is included in their Transport Statement included in this application.

SERVICING AND REFUSE

It is proposed that refuse collections and servicing would be carried out from Bendix Street which aligns with the principles of the adjacent developments. Swept path tracking has been carried out by SKTP to verify that refuse vehicles can manoeuvre safely along Bendix Street.

PUBLIC TRANSPORT

As the development site is located on the inner ring road and on the edge of the city centre there are a wide range of opportunities for public transport within easy reach. Numerous bus routes and two tram stops are within a five minute walk from the site giving access to destinations across Greater Manchester. Piccadilly train station and the proposed HS2 station are also within a few minutes walk giving access further afield.

CYCLIST PROVISIONS

Alongside walking it is considered that there is a high potential for trips by bicycle forming a key mode of transport to and from the development. Cycle parking is provided at a ratio of one space per apartment split between the two buildings. The cycle stores would be secure with access by fob or similar with allocated spaces to manage usage. Provisions for wash down of cycles and other amenities will be provided where possible.

INCLUSIVE ACCESS

The design and layout of the building has been developed with an inclusive approach to allow easy and safe and secure access throughout the building.

Access to all commercial units will be via level thresholds at street levels

Access to all residential entrances will be via level thresholds All lift lobbies are 1550mm wide, all circulation corridors are a minimum of 1400mm wide.

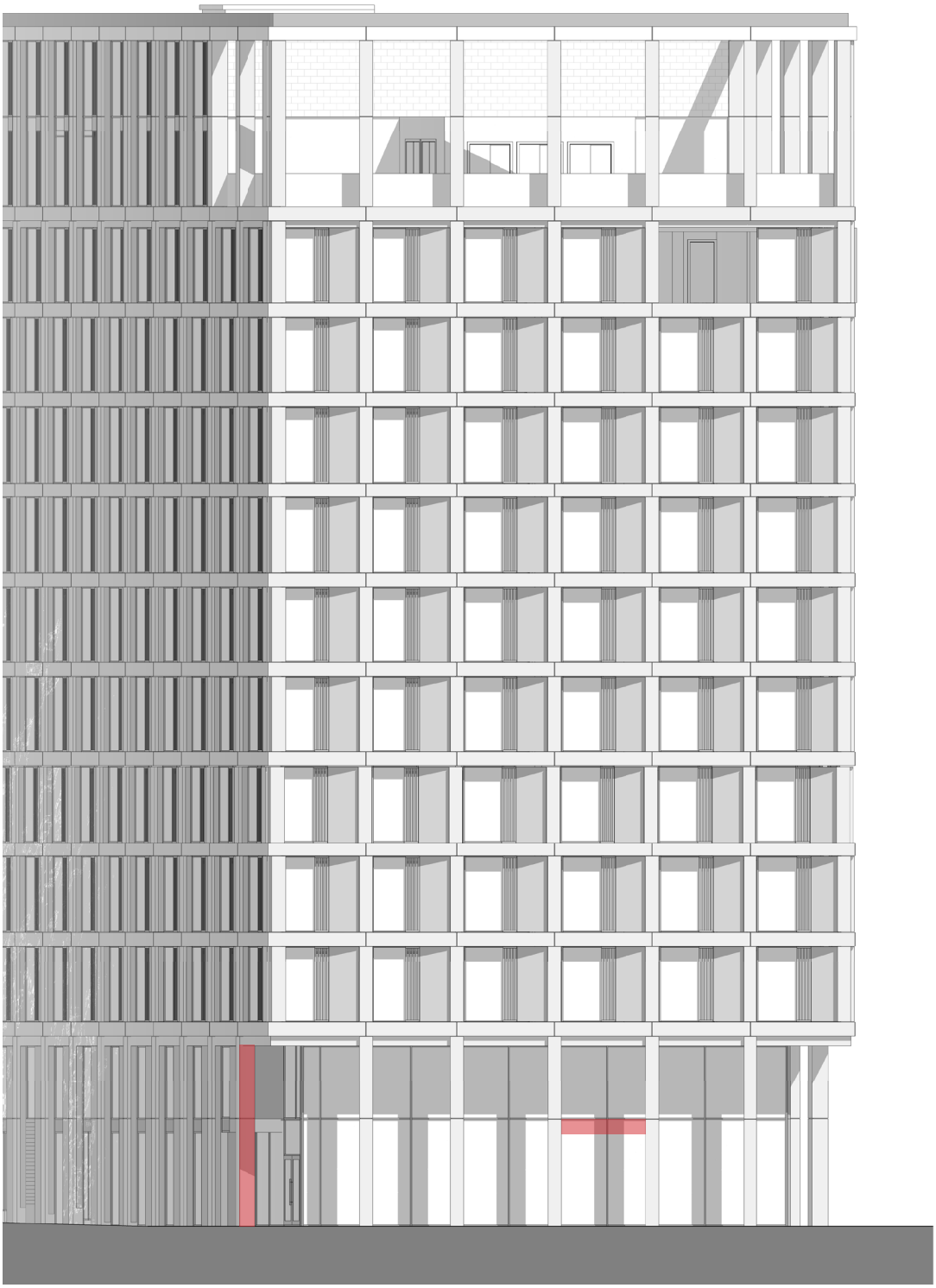
All apartments are Equality Act 2010 accessible to living areas, kitchens and main bedrooms.

All apartments are capable of being fully compliant to Equality Act 2010 requirements and a dedicated number of apartments will be agreed at building regulation approval stage.

A dedicated disabled parking bay can be accessed off Bendix Street into secure parking.

7.5 SIGNAGE STRATEGY

The below elevation indicates where the signage for the residential and commercial unit will be. The signage will be at the main elevation, Oldham Road to be visible and draw people into the front of the building.



Suggested area for Signage

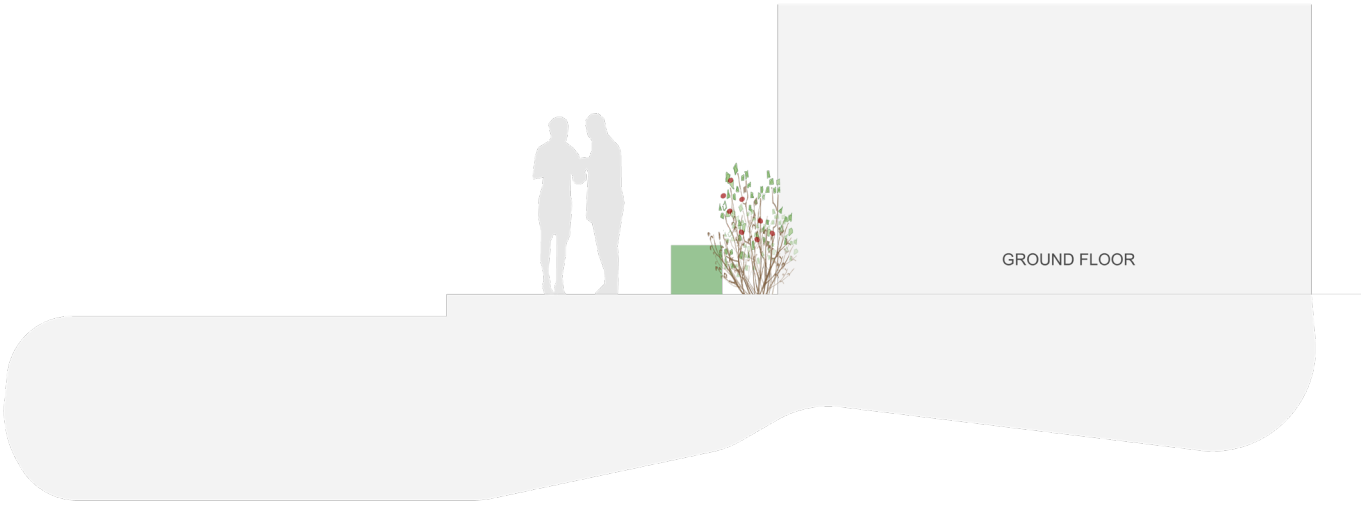
7.6 LANDSCAPING STRATEGY



GROUND FLOOR GA

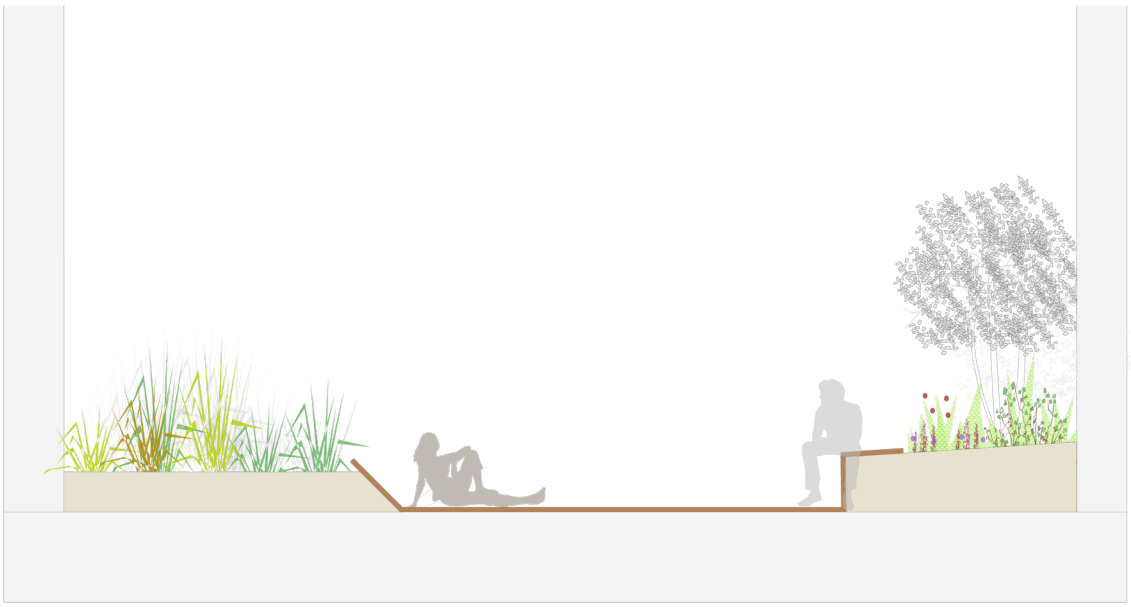


ROOF TERRACE GA



S01
SCALE 1:25@ A1

SECTION



S02
SCALE 1:25@ A1

SECTION

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