GOULDEN STREET

DESIGN & ACCESS STATEMENT



TIM GROOM ARCHITECTS

TIM GROOM ARCHITECTS
7 CONSTANCE STREET
KNOTT MILL
MANCHESTER
M15 4JQ

w: www.timgroomarchitects.com
e: info@timgroomarchitects.com
t: 0161 870 1152

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1. INTRODUCTION

NEW CROSS DEVELOPMENT FRAMEWORK

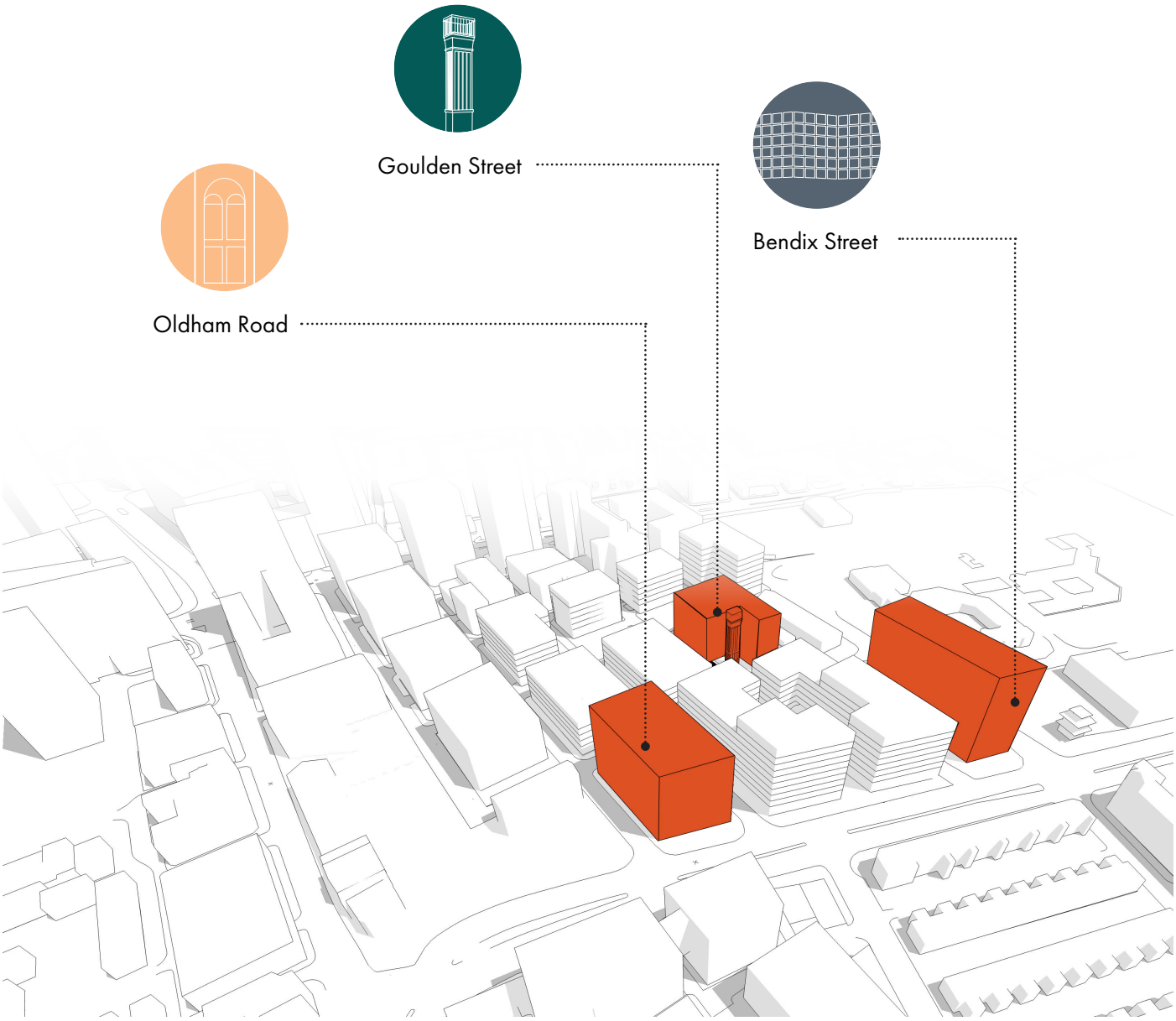
The need for the NDF (Neighbourhood Development Framework) is emphasised by New Cross' proximity to the Northern Quarter, Ancoats and the wider City Centre's employment, leisure, cultural offerings and transport connections. Combined with improving economic conditions, this has resulted in significantly increased levels of development interest in certain parts of the Study Area.

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 Goulden 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 derelict, it is important to retain a large amount of the listed wall to help retain historical context in the New Cross area. It sits in the centre of New Cross, within close proximity to a proposed central 'urban square'. New Cross is in a key location, on the edge of the Ancoats Conservation Area and bordering 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 was the subject of a planning application to operate as a temporary car park, which was approved in late 2018. 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 massing heights, as well exploring both traditional and modern building forms. 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 on the north eastern fringe of Manchester, on the edge of the Northern quarter. It is nestled between the 'NOMA' Development to the north, and the vastly developing Ancoats and New Islington to the south.

- 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

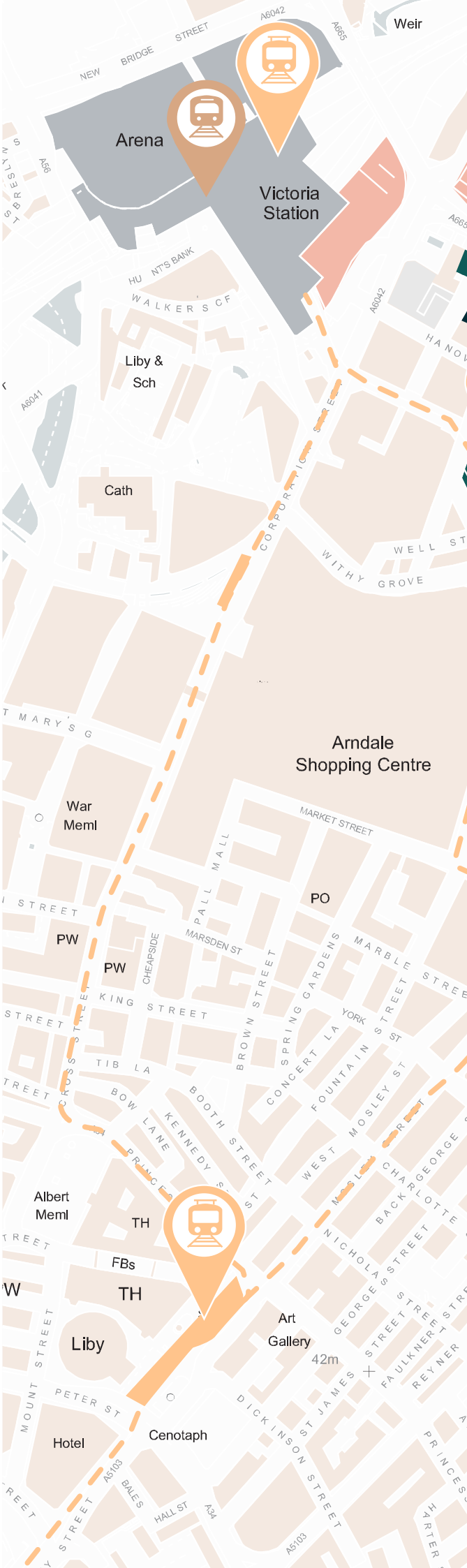
19. New Century Hall
20. 29 Shudehill
21. 20 - 36 High Street

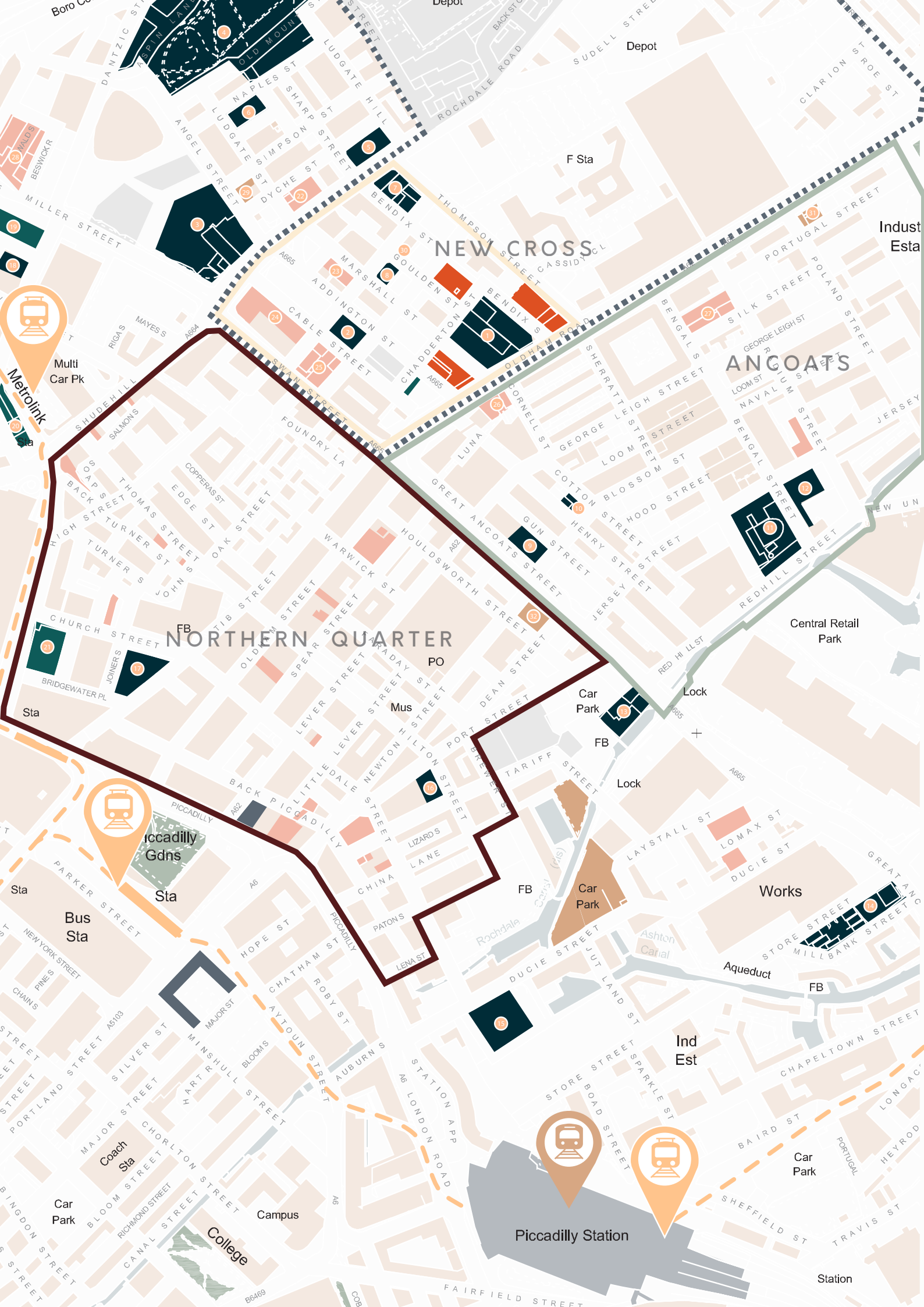
APPROVED OR STARTING CONSTRUCTION

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

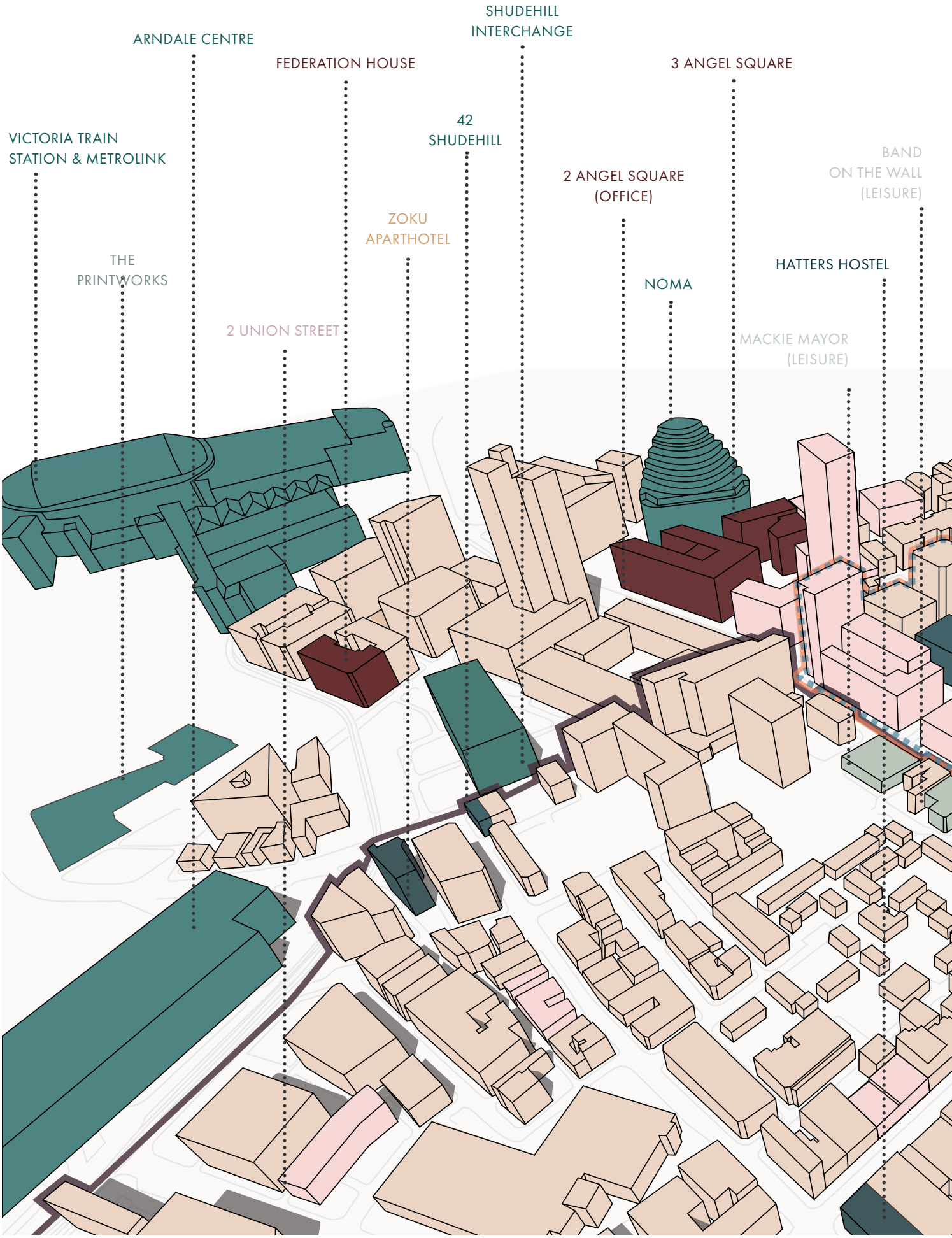
COMPLETED

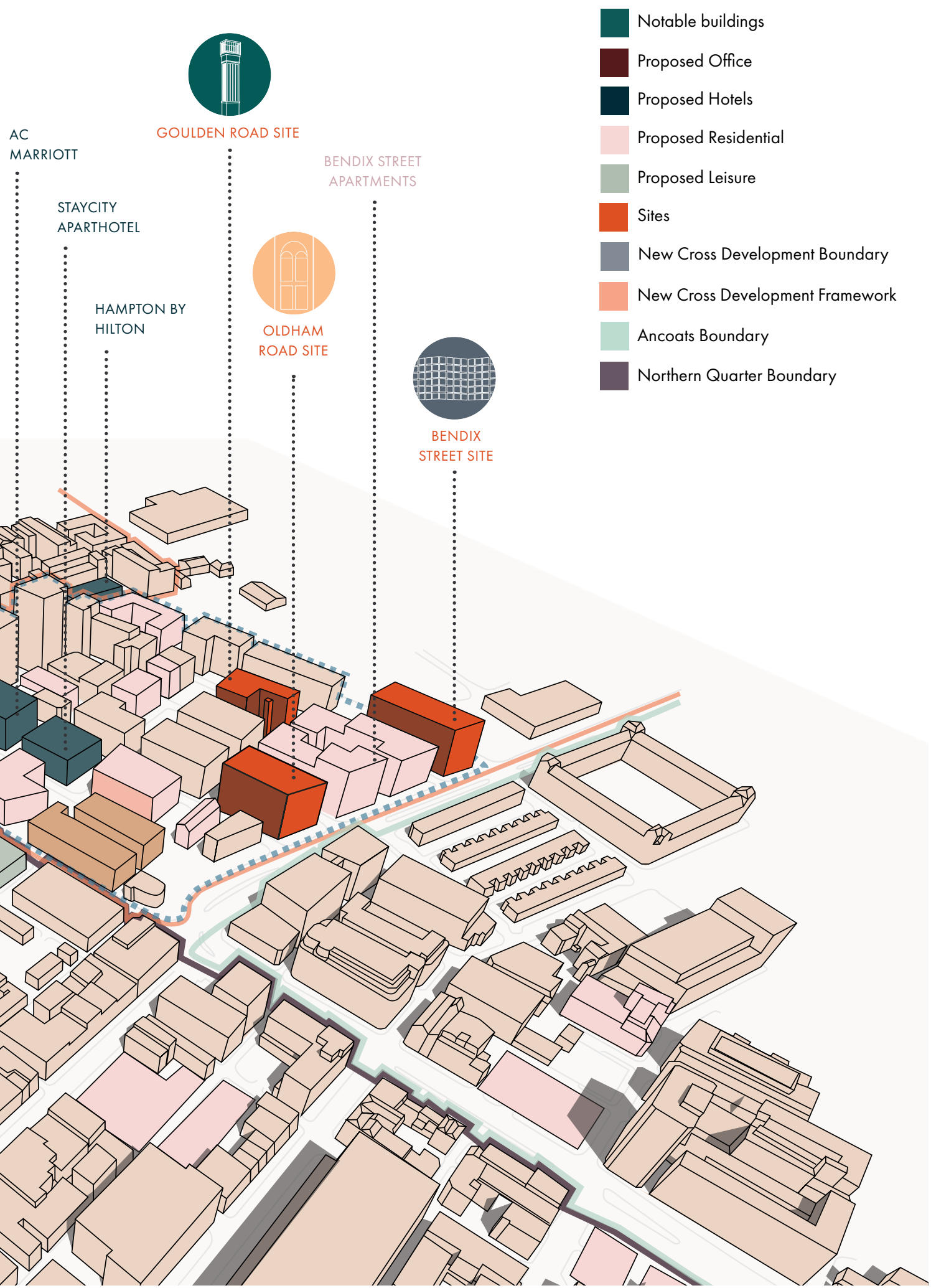
29. North Central
30. 34 Mason Street
31. Mount Pleasant House 162 - 164 Oldham Road
32. The Astley - Tim Groom Architects




NEW CROSS
ANCOATS
NORTHERN QUARTER
Depot
F Sta
Multi
Car Pk
Metrolink
Sta
PO
Mus
FB
Car
Park
Lock
Central Retail
Park
Piccadilly
Gdns
Bus
Sta
Coach
Sta
Campus
College
Piccadilly Station
Ind
Est
Works
Aqueduct
Station
MILLER STREET
ANGEL STREET
LUDGATE HILL
SHARP ST
SIMPSON STREET
DYCHE ST
BENDIX ST
THOMPSON STREET
GOULDEN ST
MARSHALL ST
ADDINGTON ST
CABLE STREET
CHADDERTON ST
OLDHAM ROAD
PORTUGAL STREET
SILK STREET
ROLAND STREET
GEORGE LEIGH ST
LOOM ST
NAVAL ST
SHERRATT STREET
GEORGE LEIGH STREET
LOOM STREET
COTTON ST
BLOSSOM ST
HOOD STREET
HENRY STREET
JERSEY STREET
REDHILL STREET
GREAT ANCOATS STREET
GUN STREET
CORNELL ST
LUNA
SHUDEHILL
FOUNDRY LA
SALMONS
MAYES S
RIGAS
SWAN STREET
THOMAS
BACK TURNER ST
HIGH
TURNER S
JOHN
SOAP
COPPERAS ST
EDGE ST
OAK STREET
TIB STREET
OLDHAM STREET
WARWICK ST
HOULDSWORTH STREET
CHURCH STREET
JOINERS
BRIDGEWATER PL
SPEAR STREET
ARADAY ST
LEVER STREET
DEAN STREET
PORT STREET
TARIFF STREET
LITTLEDALE
NEWTON
HILTON STREET
BACK PICCADILLY
PICCADILLY
LIZARDS
LANE
CHINA
PATONS
LENA ST
LAYSTALL ST
LOMAX ST
DUCIE ST
STORE STREET
MILLBANK STREET
GREAT ANC
DUCIE STREET
JUT
LAND ST
Rochdale
Canal
Ashton
Canal
CHAPELTOWN STREET
BAIRD ST
PORTUGAL
HEYROD
SHEFFIELD ST
TRAVIS ST
STORE ROAD STREET
SPARKLE ST
STATION APP
A6 LONDON ROAD
PARKER STREET
NEW YORK STREET
PINE S
CHAIN S
PORTLAND STREET
SILVER ST
A5103
MAJOR STREET
MINSHULL
HARTHILL STREET
BLOOMS
AYTOUN STREET
AUBURN S
CHATHAM ST
ROBY ST
HOPE ST
MAJOR ST
CHORLTON STREET
BLOOM STREET
RICHMOND STREET
CANAL STREET
BINGDON STREET
FAIRFIELD STREET
A665
A664
A62
A6
B6469
Boro Co
DANTZIC ST
ASPIN LANE
OLD MOUN
NAPLES ST
LUDGATE
BESWICK
WALDS
RACK STREET
SUDELL STREET
CLARION ST
ROE ST
ROCHDALE ROAD
Indust
Esta

2.2 EMERGING DEVELOPMENTS




AC MARRIOTT
GOULDEN ROAD SITE
BENDIX STREET APARTMENTS
STAYCITY APARTHOTEL
HAMPTON BY HILTON
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.

Although New Cross is undergoing major redevelopment it lacks the same character and popularity of the Northern Quarter reinforced by the lack of amenities within the immediate vicinity. The aspiration for this project is to address these issues by creating a scheme with character and providing residents and the surrounding community with excellent amenities and green space.



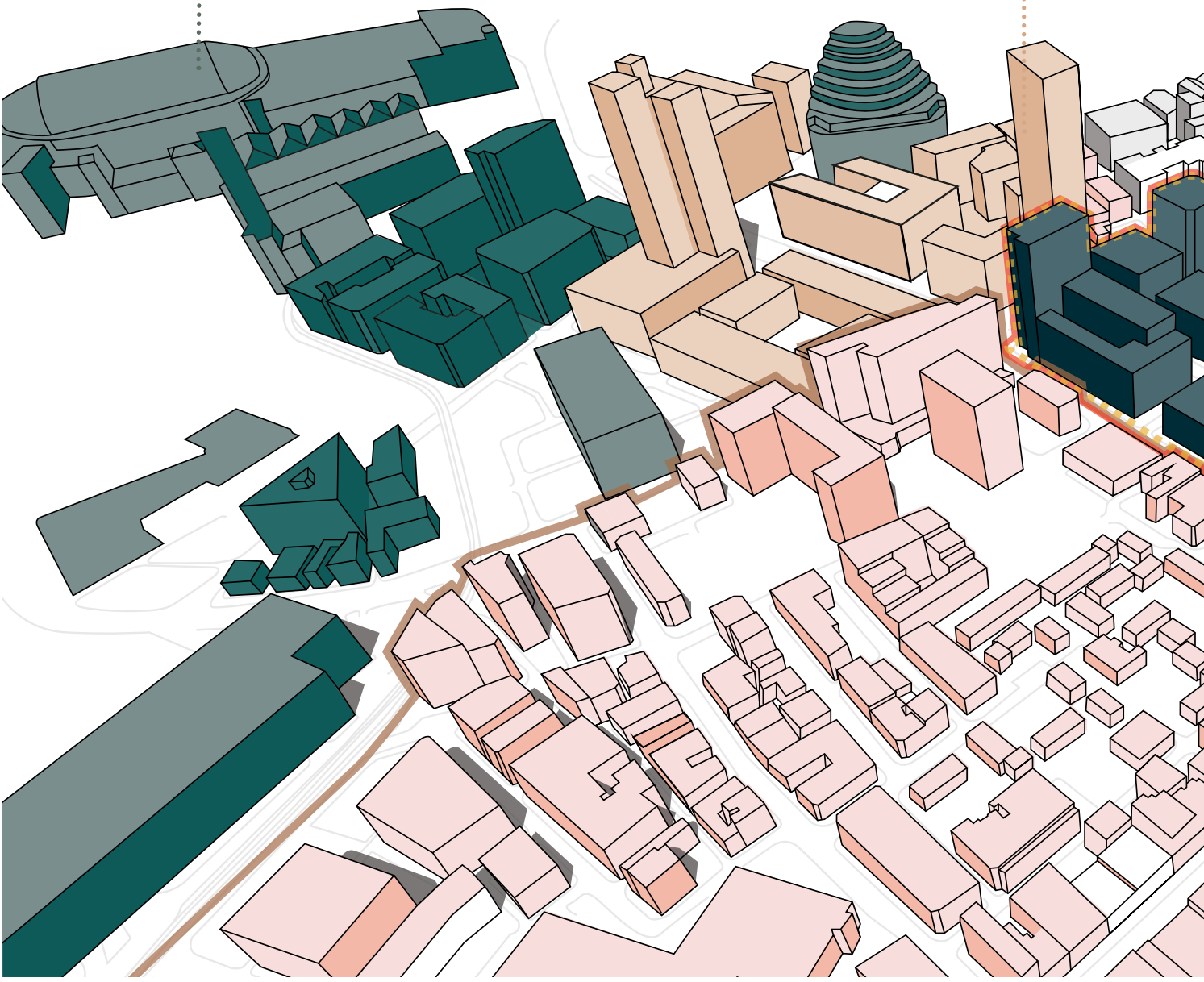




CENTRAL RETAIL DISTRICT



NOMA















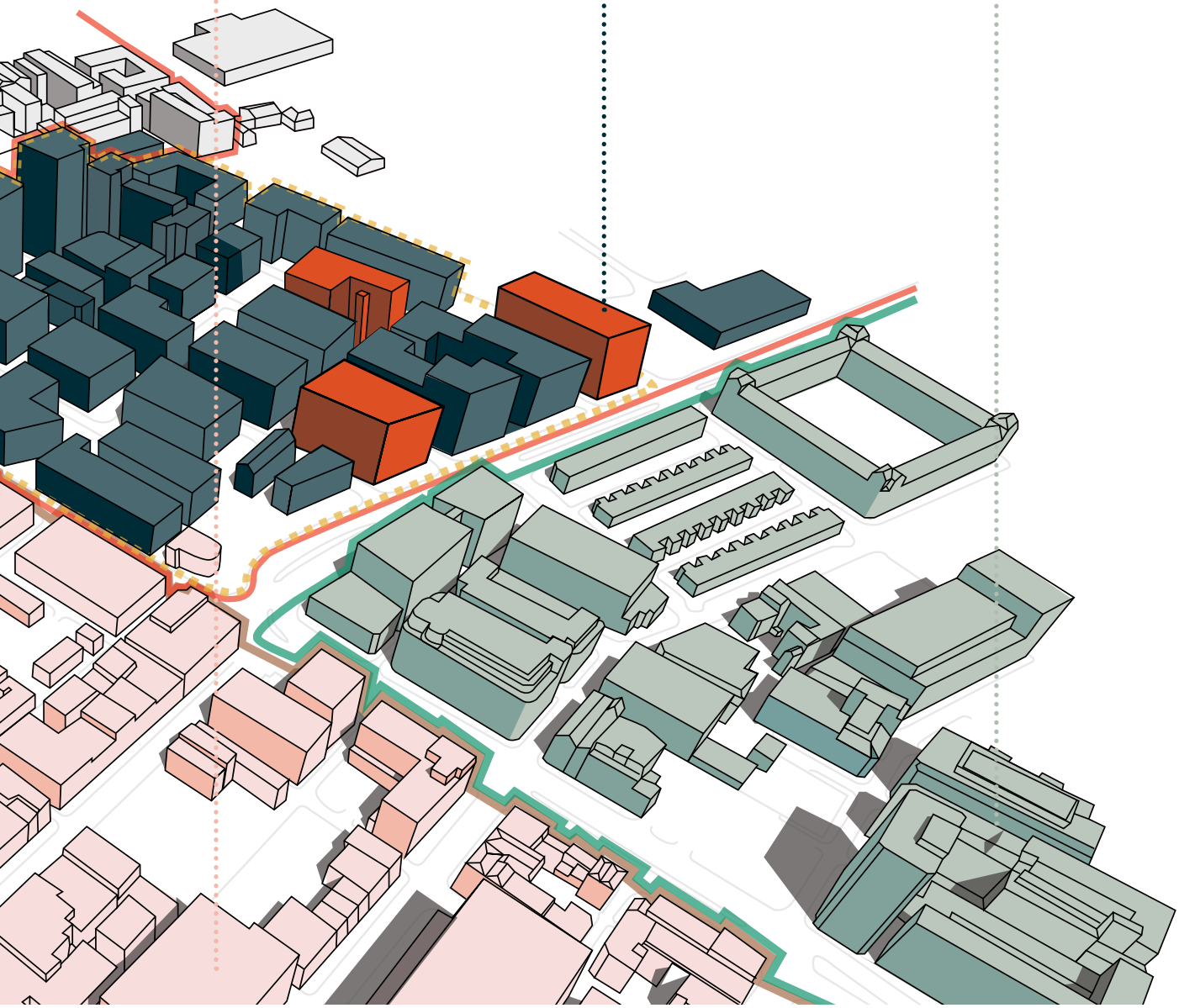
NORTHERN QUARTER



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.

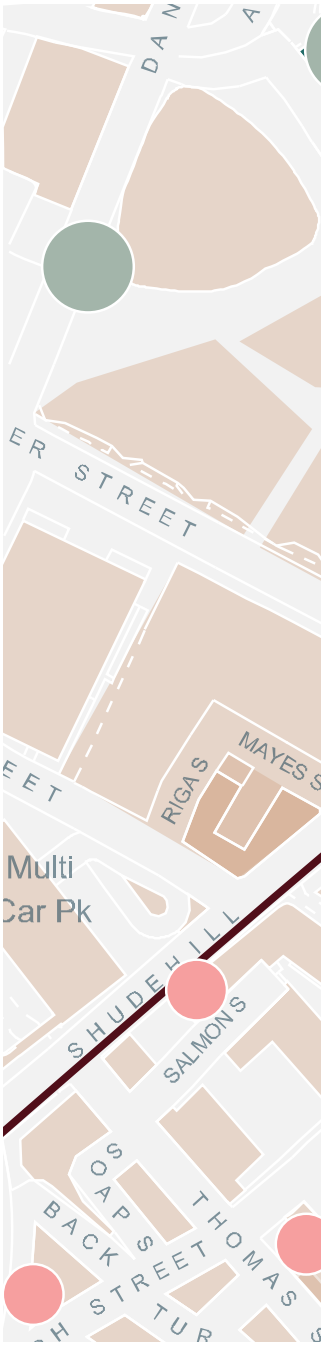
Stucco on brick. Narrow rectangular plan at right-angles to street. Three storeys and 2 windows; good inn front at ground floor including pilasters with scrolled capitals, carved floral panels, round-headed doorway to left, round-headed window to right and arched rectangular window in centre all with 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

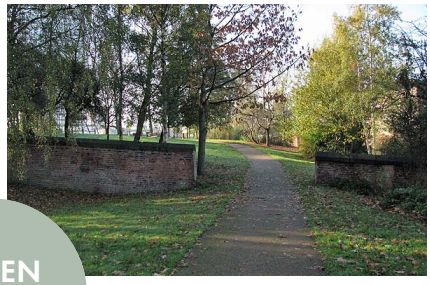
Analysis of the surrounding area highlights a distinct lack of good quality public realm within the NDF. Although the location is prime with its close proximity to The Northern Quarter and City Centre, the immediate area lacks basic amenities such as a general supermarket or local shops.

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 Garden' 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.

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







GREEN SPACE





ENTERTAINMENT / EATERIES





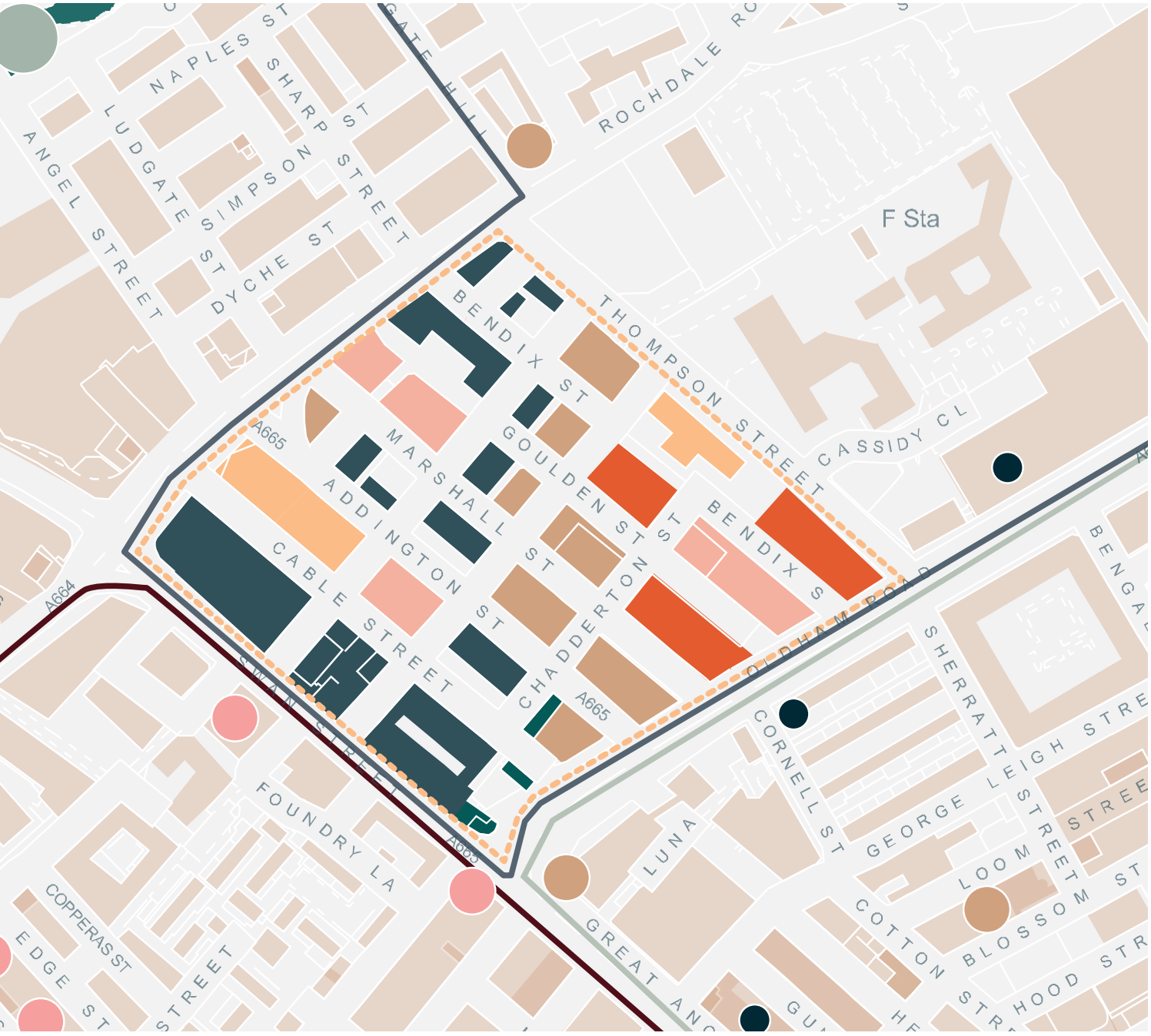


PUBS & BARS









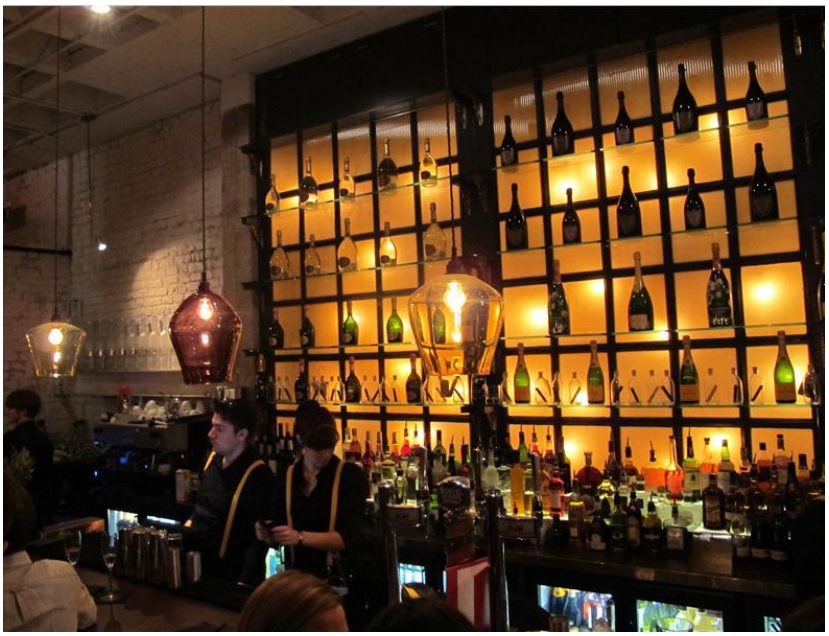
SHOPS & AMENITIES







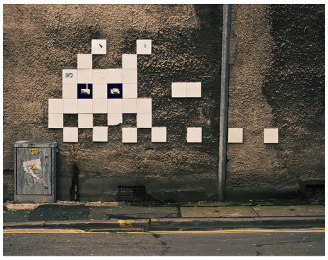
2.6 SURROUNDING AREA IDENTITY





VIBRANT SOCIAL LIFE

Contemporary venues and trendy bars in the Piccadilly 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.

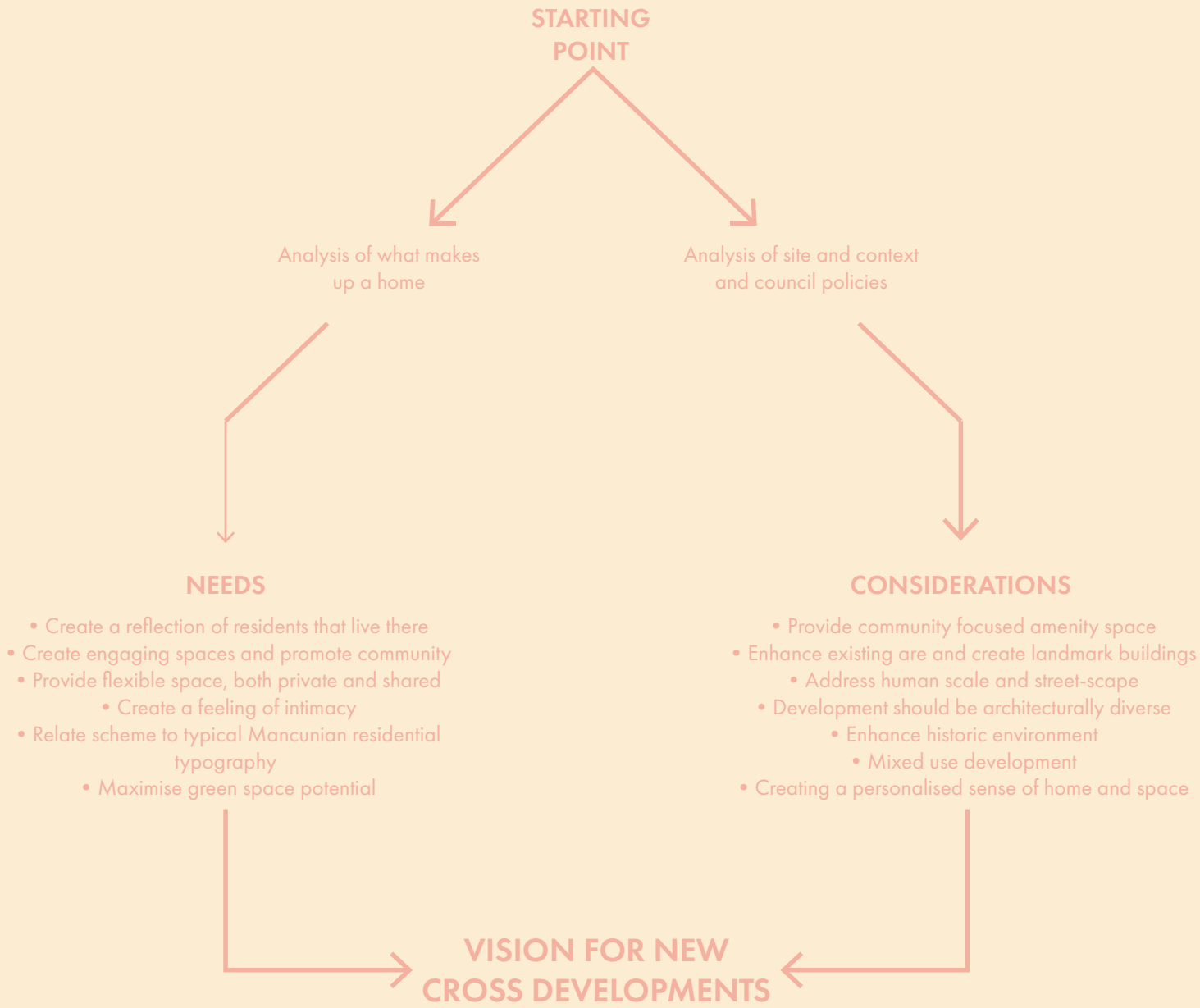


POLICY CC7

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.

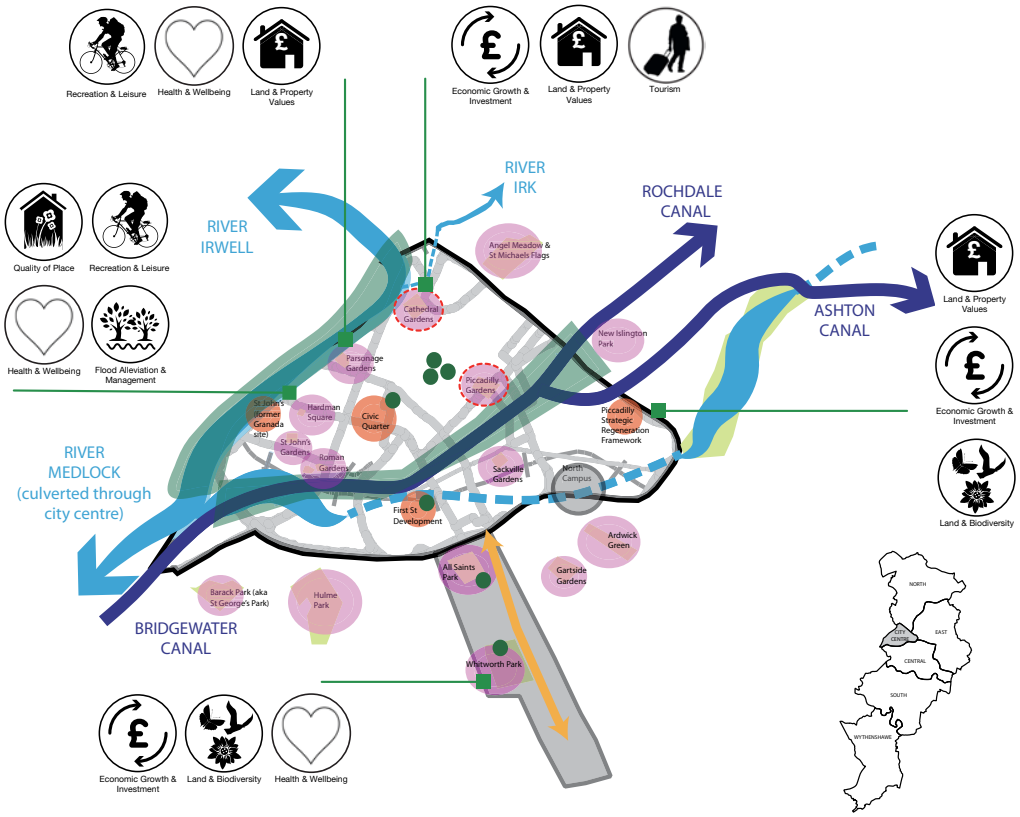
The New Cross NDF describes the massing applied to the area as a tilted bowl which decreases in height from the NOMA masterplan down towards the Northern Quarter.

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

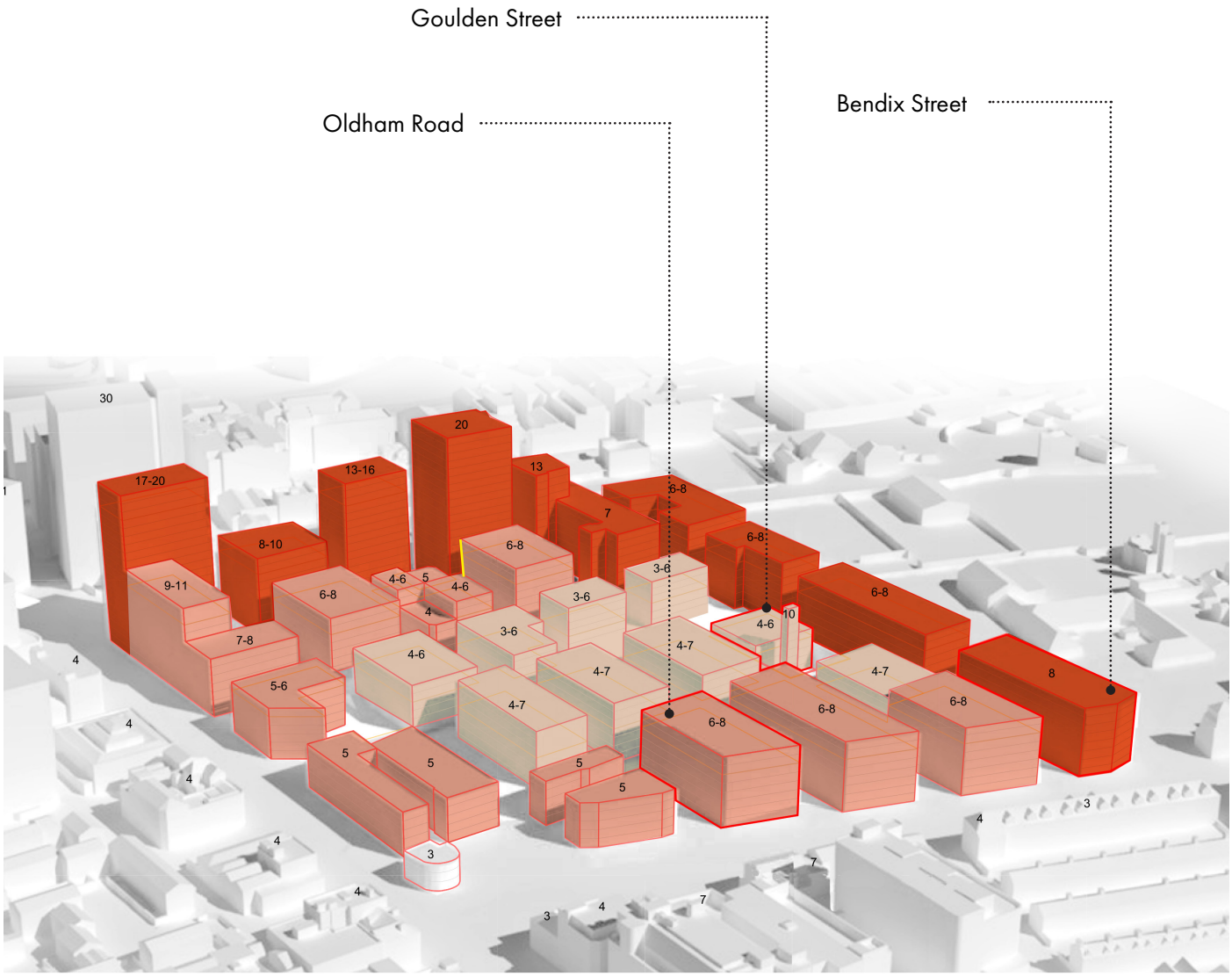


Mulbury Proposed Sites

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.

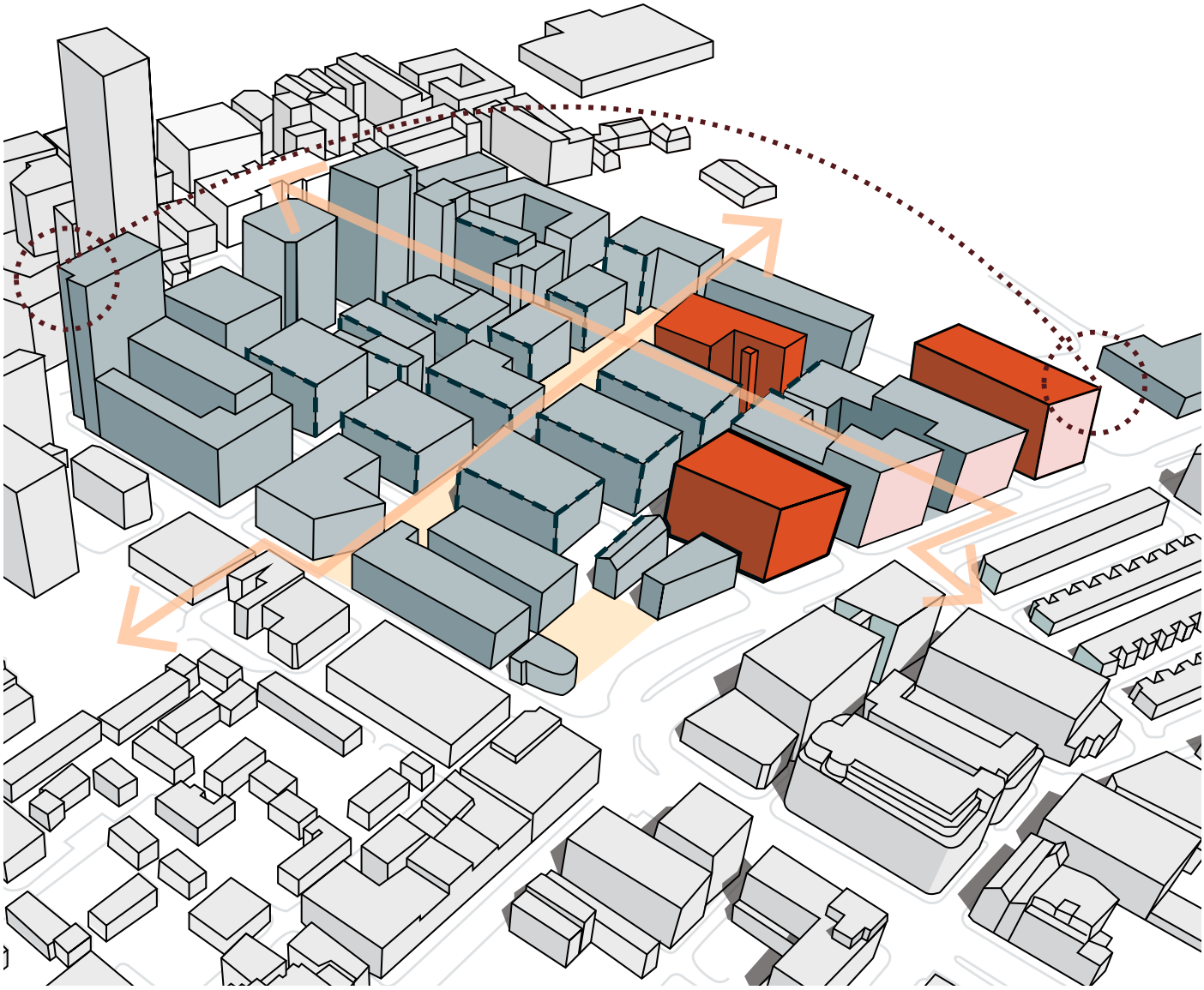
2.11 THE SITES WITHIN THE NEW CROSS NDF

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 sits contextually within the New Cross Development Framework regarding verticality, following the suggested heights as a guide.



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

2.12 SITE ANALYSIS



Buildings with in the NDF
Mulbury sites
Retail frontages
Hard frontage
Proposed public space
Opportunity for height
Proposed pedestrian routes

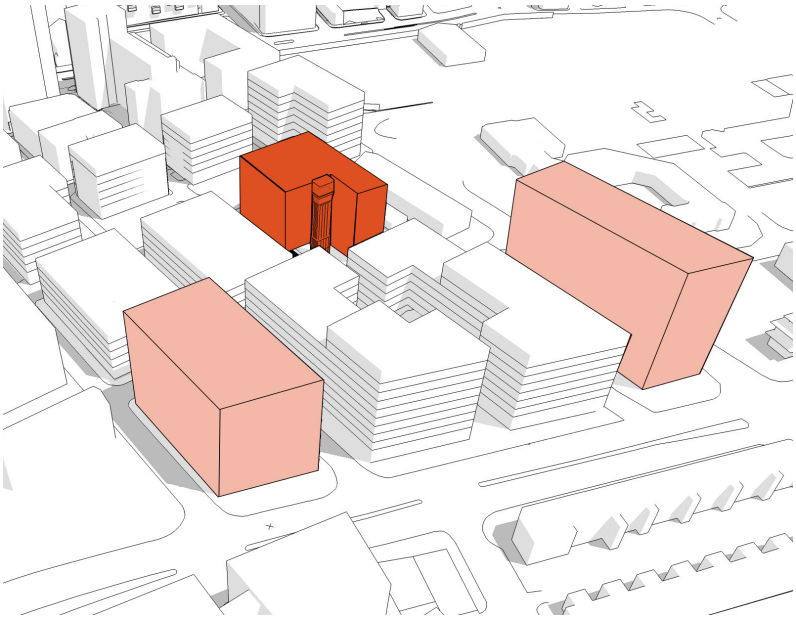
3. THE SITE

INTRODUCTION TO THE SITE

3.1 GOULDEN STREET

The Site is located on the north eastern fringe of Manchester, on the edge of the Northern quarter. It is nestled between the 'NOMA' Development to the north, and the vastly developing Ancoats and New Islington to the south.

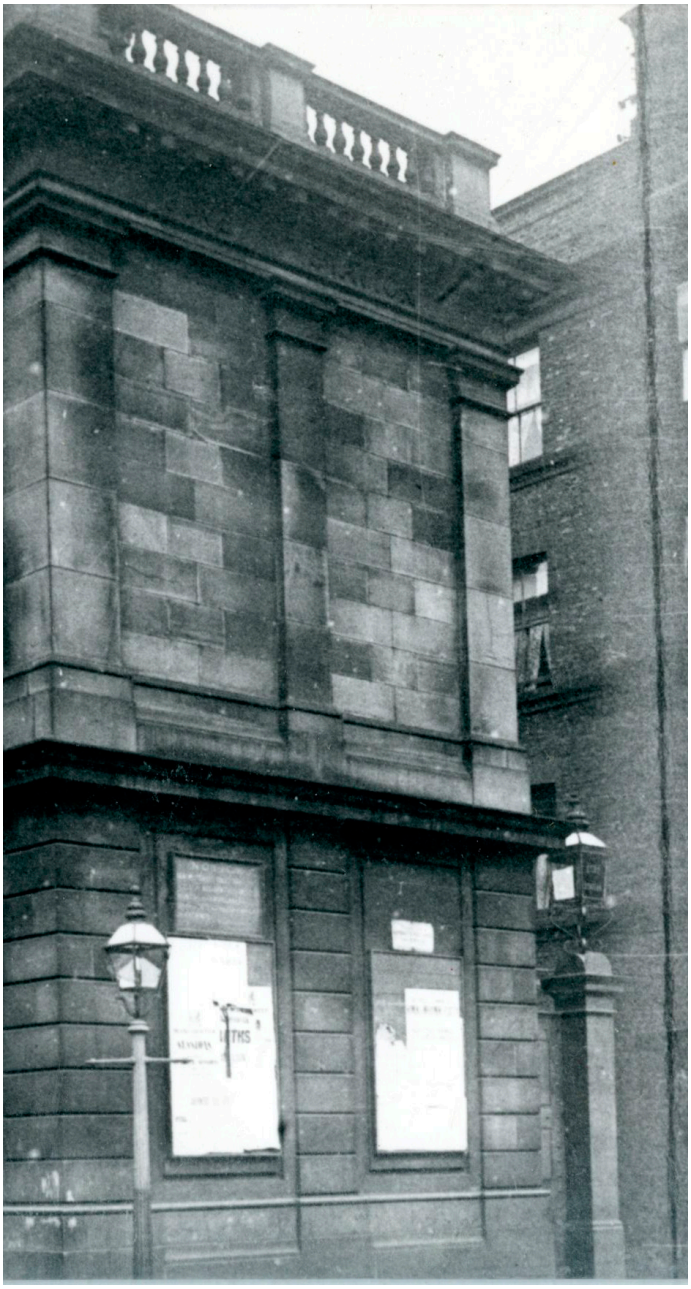
The Goulden Street site is within the 'New Cross' development area, and sits as an 'island' between Cross Keys Street, Goulden Street and Chadderton Street. The site itself is Grade II listed with two key elements including a perimeter wall which contains the site, and a chimney which sits within. The existing features of the site offer ample inspiration for the possibilities for the proposed, in terms of historical context and grain, materiality, composition and overall aesthetics.






BEWARE
DANGEROUS
BUILDING
CHILDREN
KEEP OUT!
BEWARE
DANGEROUS
BUILDING
CHILDREN
KEEP OUT!
NO PARKING
LOADING WAY





3.2 THE HISTORY OF GOULDEN 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.







As the population grew so did the need for gas and in 1824 a gas complex was built on Goulden Street bringing further employment but also squalor to the area.

By the 1920's the surrounding area of Rochdale Road had grown to roughly 30,000 in population. 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 site at Cross Key Street was originally built in 1872 as a police station with a small courtyard with a tall chimney. Mounted police were stationed at the site which also housed horses and stables.

Eventually the site was closed and the police relocated, leaving the site to fall into disrepair. A fire in 2002 badly damaged the remains of the building leaving only the chimney.



3.3 SITE HISTORY

The site is located on Goulden Street where there once sat a Police, Fire and Ambulance Station, which opened in March 1872. The building itself included a police station, offices, a parade room, stables and sheds, firemen's room and dwellings which was first listed in 1992.

Today a prominent chimney standing within the ruins of the old building is all that remains of the Grade II listed structure, after having suffered great damages during a fire in 2002.

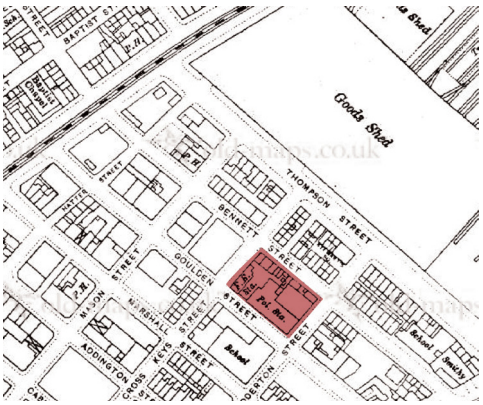


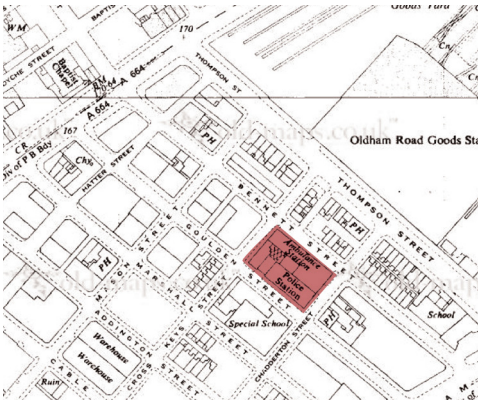
1850

Manchester grew rapidly during the first half of the century, due to trade and transport innovations. The streets set back from the area around Rochdale Road were originally an early middle class suburb of Manchester. However, by the early 19th century, mills and other industrial trades ruled the district, with small streets and courts between and around the industrial premises.

1920

By this time 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.



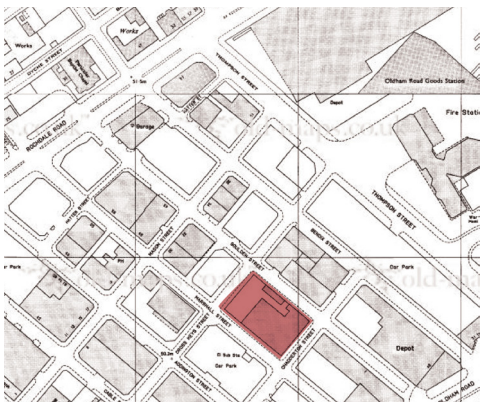


1950

Cotton processing and trading continued to fall in peacetime after the second world war. Traffic declined, and the port closed in 1982. Heavy Industry suffered a downturn from the 1960s and was greatly reduced under the economic policies followed by Margaret Thatcher's government after 1979. Manchester lost 150,000 jobs in manufacturing between 1961 and 1983.

1970-90

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.



3.4 SITE SPECIFIC ANALYSIS

BUILDING HEIGHTS



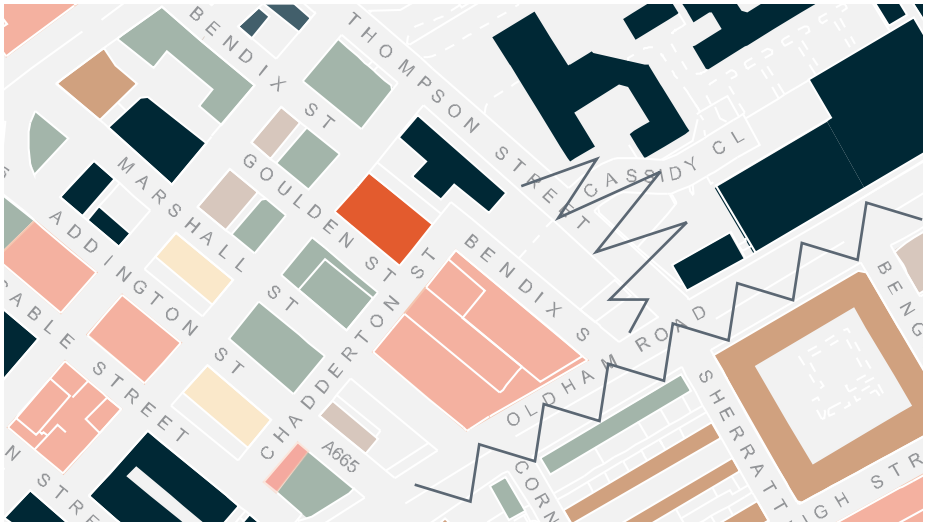
- 1 Storey
- Derelict/Car Park
- Under Construction
- 2 Storey
- 3 Storey
- 4 Storey
- 5 Storey
- 6 Storey
- 7 Storey
- 8 Storey
- 9 Storey
- 10 Storey

TRANSPORT ROUTES



- Main vehicular route
- Public Transport Route
- Pedestrian Route

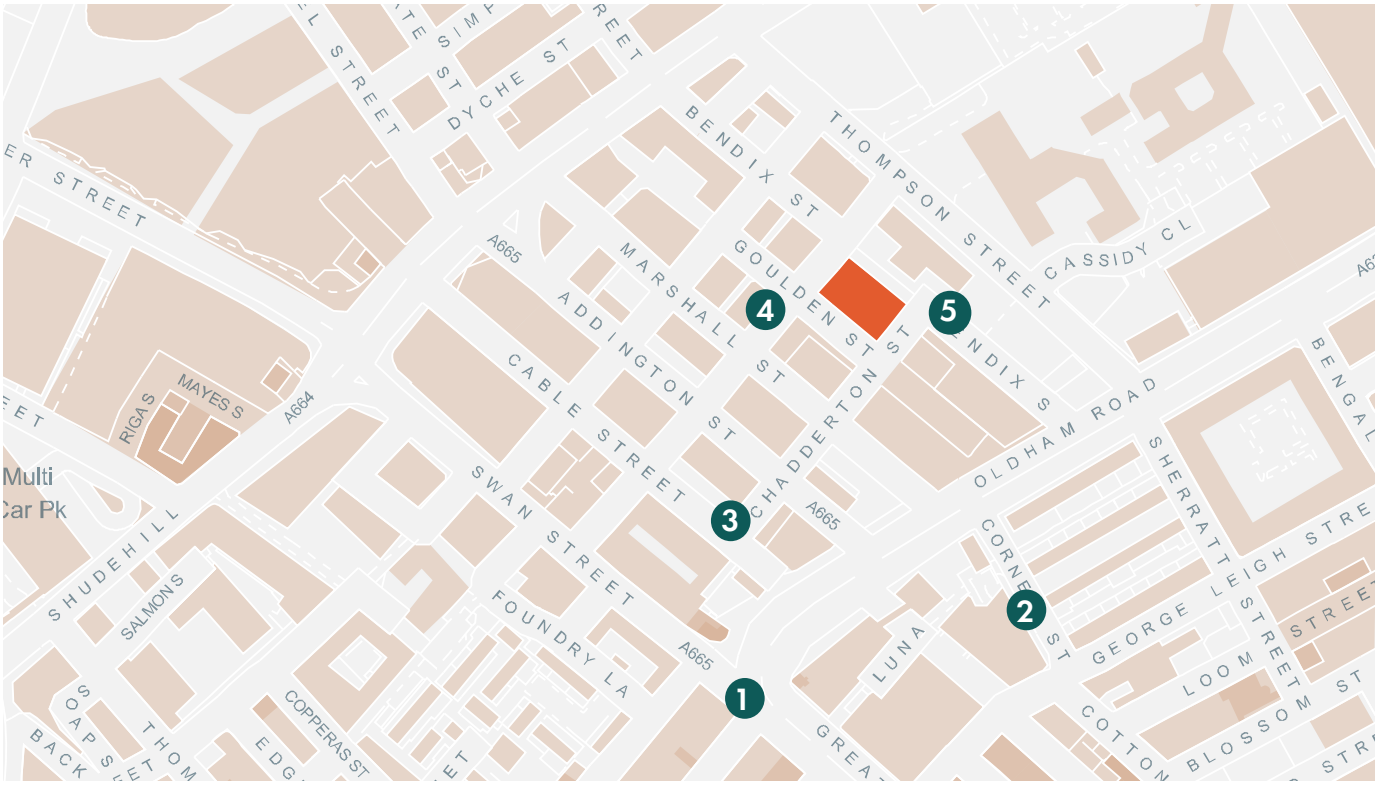
BUILDING USES



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

3.5 EXISTING KEY VIEWS - HERITAGE

THE FOLLOWING VIEWS HAVE BEEN SELECTED AS PART OF THE HERITAGE APPRAISAL AND POTENTIAL IMPACT ON THE GOULDEN STREET SITE AND CHIMNEY.





1. View from Great Ancoats St/Oldham Road junction



2. View from Cornell St/James Leigh St



3. View from Chadderton St/Cable St junction



4. View from Cross Keys Street/Goulden Street

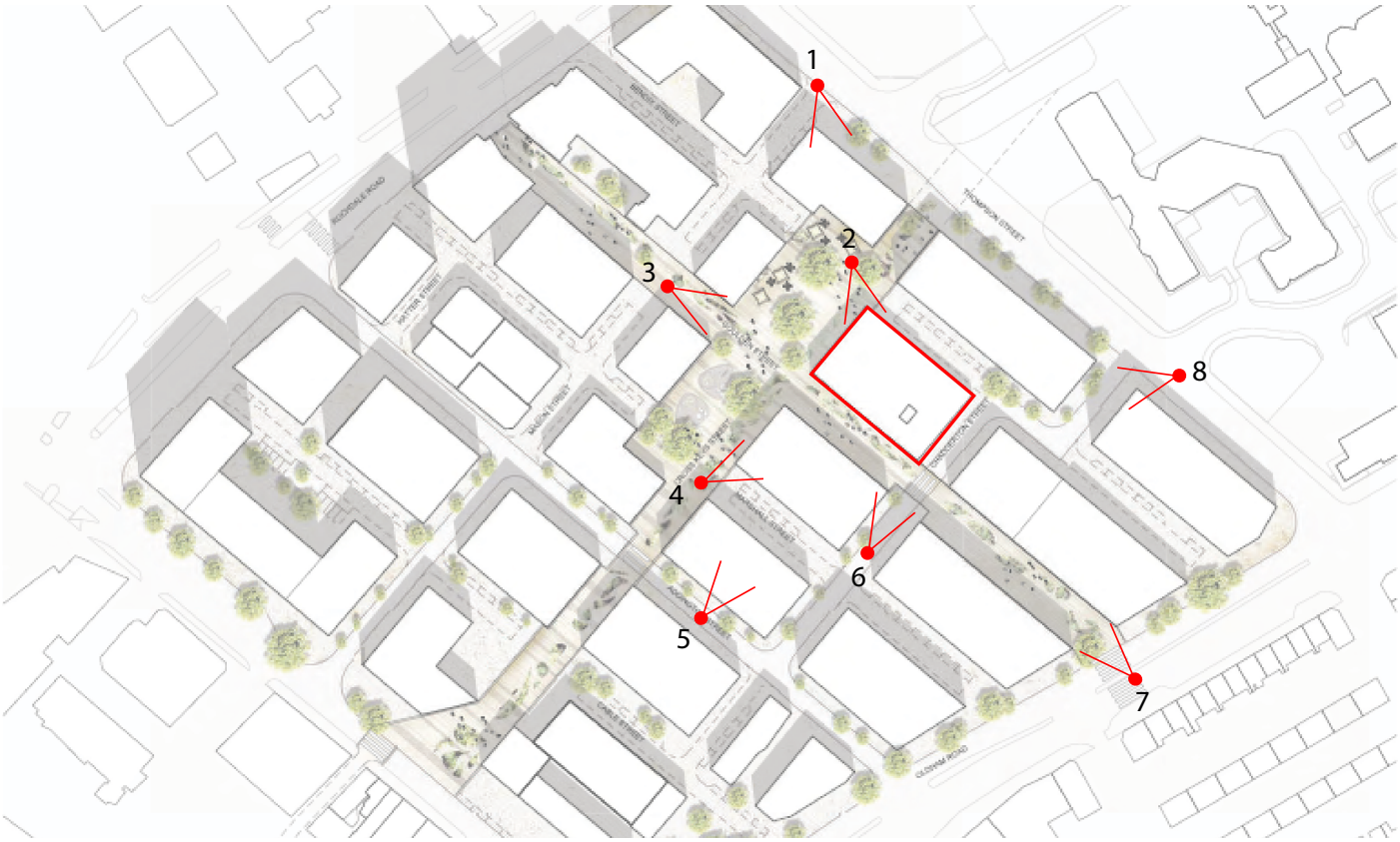


5. View from corner of Bendix and Chadderton St

3.6 KEY VIEWS - EXISTING VS NDF

The following analysis looks at the impact of the Proposed NDF developments against the backdrop of the existing site conditions and the potential implications on any key views key views towards the Chimney.

KEY VIEW REFERENCE MAP



EXISTING VIEW

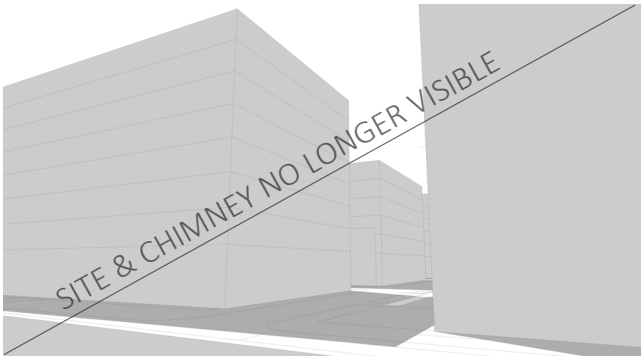


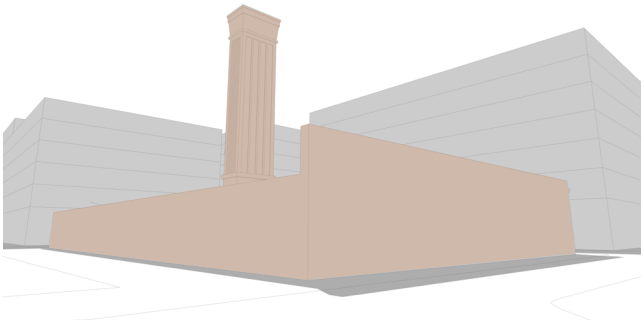
1. View from corner of Thompson and Mason St



2. View from corner of Cross Keys and Bendix St

NDF VIEW





EXISTING VIEW



3. View from corner of Mason and Goulden St



4. View from corner of Cross Keys and Marshall St



5. View from Addington St



6. View from Chadderton St

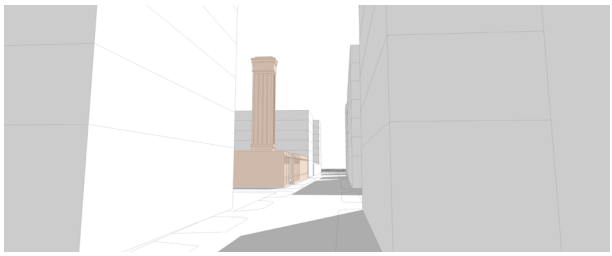


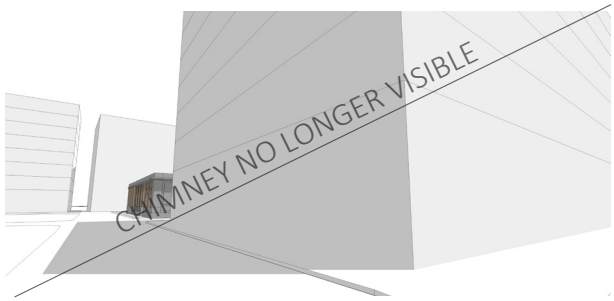
7. View from Oldham road down Goulden St



8. View from Thompson St

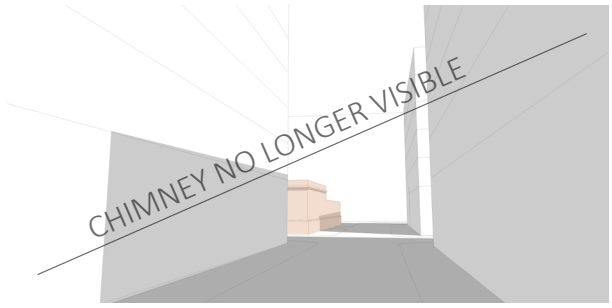
NDF VIEW



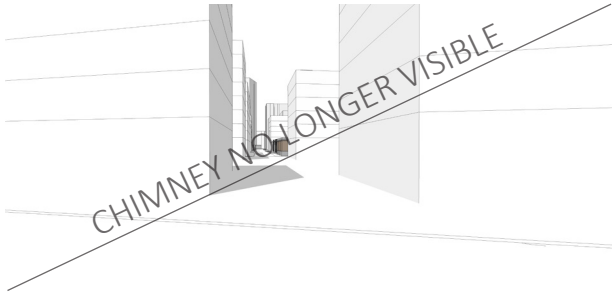


Partial view of site

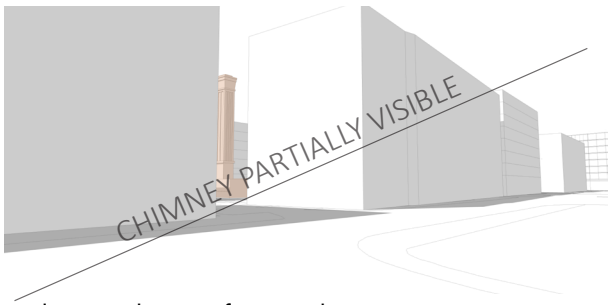




Partial view of site



Partial view of site



Only partial view of site & chimney

3.7 ELEMENTS / ASSETS

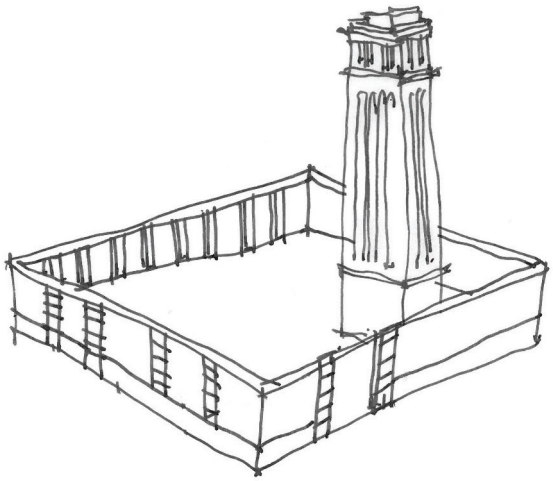
Former police and fire station.
Mid to later C19, altered and part reduced. (Listed Before the Fire).

'Representative of growth of administrative institutions of large city; strikingly defensive design, making an interesting comparison with the later Police and Fire Station in London Road (q.v.)'. Historic England

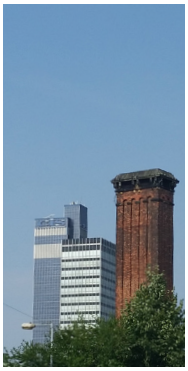
The majority of the outer wall is red brick with some sandstone ashlar, formerly hipped slate roofs, with a tall chimney stack within the centre, and fire engine garage on east side, all within a curtain wall. The curtain wall has a sandstone ashlar plinth, rusticated quoins to the angles, plain cornice and parapet carried round.

To the left is a short rebuilt section of the curtain wall containing a square-headed wagon doorway with square cast-iron pillars, and left of this is the ground floor facade of a formerly similar tall block. To the right of the main block the curtain wall is blind, and rising above it is a tall rectangular chimney with panelled sides and stone cornice with brackets. The east side is almost filled by a colonnade of 13 garage doorways with square panelled cast-iron columns and wooden lintels.

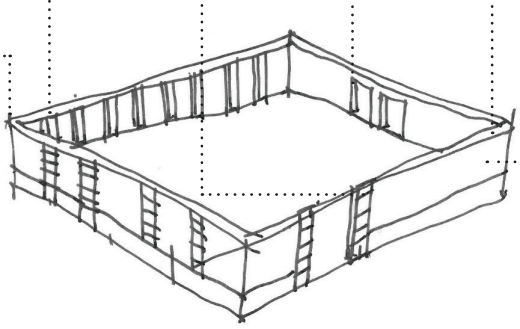














3.8 URBAN ANALYSIS 'LANDMARK'

The New Cross area is largely undeveloped with a large amounts of surface parking, derelict buildings and garages. As a result, the historic chimney tower remaining on site has become a prominent feature and something of a beacon/landmark in the area. However, with the area currently undergoing a major regeneration, this will completely change the character and density of the area. The NDF suggests a drastic increase in height both on the periphery of the area and those more centrally located. The chimney will lose its landmark status and vistas when all sites identified in the NDF are eventually built.



EXISTING CONDITION - THE CHIMNEY TOWER IS A LANDMARK IN THE AREA

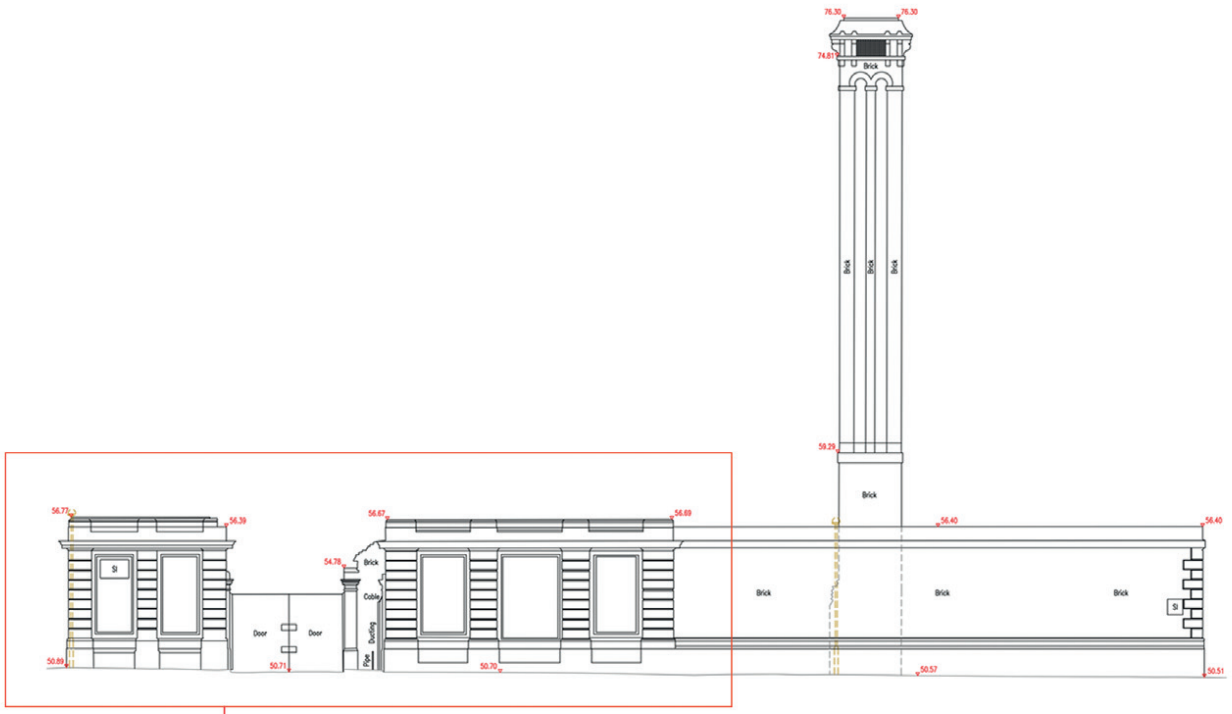


3.9 URBAN ANALYSIS - STUDY OF EXISTING ELEVATIONS & KEY FEATURES

Since the fire in 2002, what remains of the police & Fire Station is a dilapidated Perimeter wall and chimney. The Chimney itself acts as clear marker for the site and any future proposal should seek to place this at the heart of its design ethos. However, the perimeter wall stands in a state of disrepair with large sections either unstable or collapsed.

The following study seeks to identify key assets and architectural features whilst attempting to rank each elevation in order of priority on the basis of architectural merit, materiality and condition. The study is to be read in conjunction with Heritage Architects report.

GOULDEN STREET

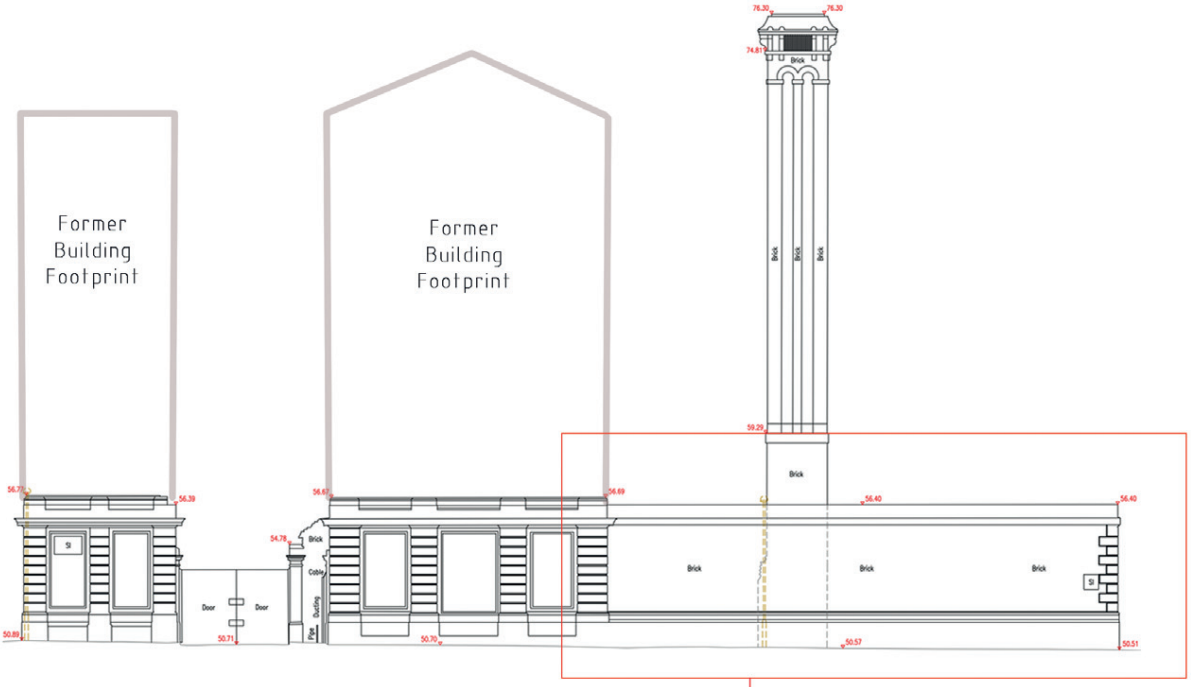




Curtain wall with sandstone ashlar plinth, rusticated quoins to the angles, plain cornice and parapet carried round.

This section of the site presents the strongest argument for facade retention with a forming plinth, however the detailing is simplistic in nature and not of outstanding architectural merit.

GOULDEN STREET

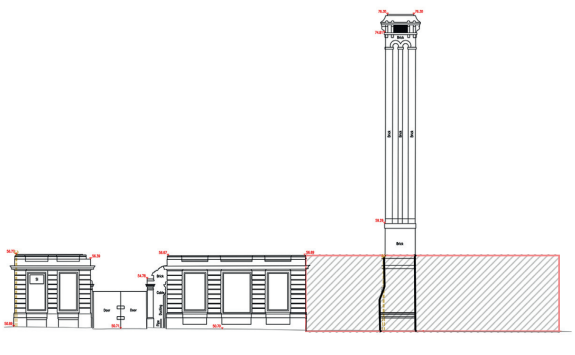


A 6 meter high defensive wall encases the courtyard with the chimney being the most significant asset remaining on site. With the Fire and police station destroyed the wall now acts a visual barrier from street level. Views to the chimney may be lost once all plots identified in the NDF are developed, therefore the option of opening up the site by omitting sections of the existing wall may need to be explored to try and celebrate the chimney and make it the focal point of the site instead of hiding it from plain view.

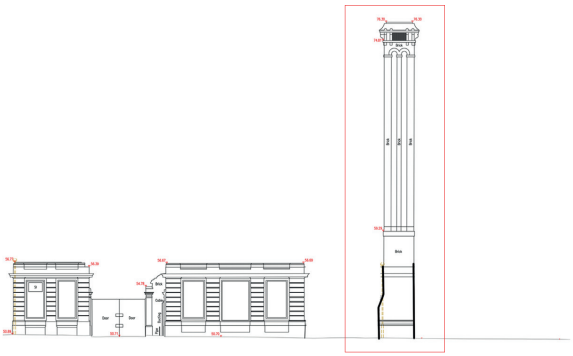
The characteristics of the wall beyond the sandstone ashlar forming the plinth to the destroyed buildings is simple yet imposing without much articulation.



Immediate view of chimney blocked from street level on Goulden street due to excessively high boundary wall.

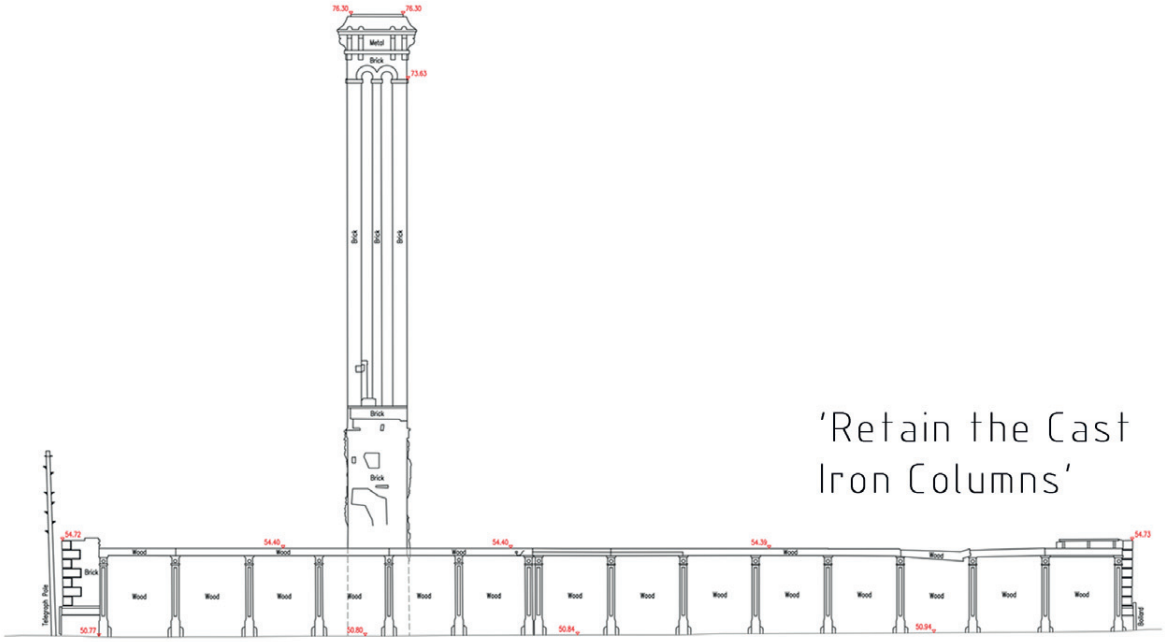


Omit wall to reveal chimney beyond.



Celebrate the chimney and incorporate it as part of the wider streetscape.

REAR ALLEYWAY ELEVATION FORMERLY 'BENNETT STREET'



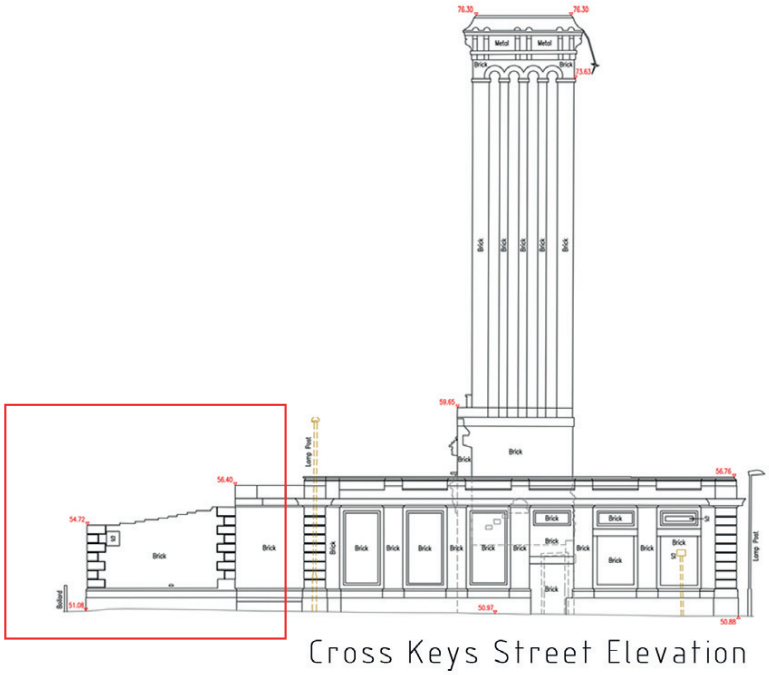
The general condition of the wall and garage doors can be described as being poor with rotting exposed timber lintels which once supported a brick/sandstone cornice but has since fallen in. The 16 cast iron columns appear to still be in good condition and have the potential to be re-appropriated as part of the new scheme.



CROSS KEYS STREET ELEVATION



Large sections of the wall have collapsed with unstable brickwork towards the western edge. There appears to be some repair work and infill of the windows where the police station once stood. Cross keys street alongside the sandstone ashlar plinth on Goulden Street represent the most viable Elevations for facade retention.

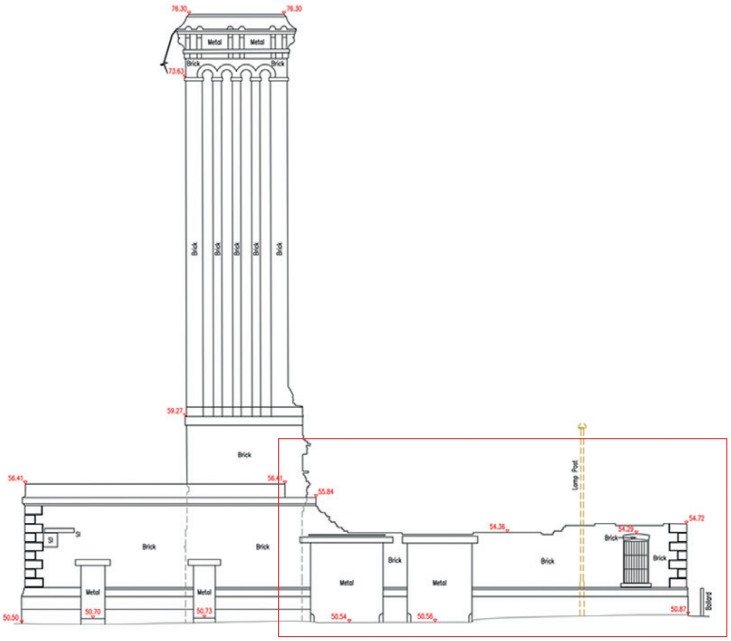


CHADDERTON STREET ELEVATION



The elevation to Chadderton Street is the poorest of all four elevations on site. Much of the wall is unstable and fallen through.

There is an opportunity to open up the views to the chimney by omitting the wall.



MATERIALITY ON SITE



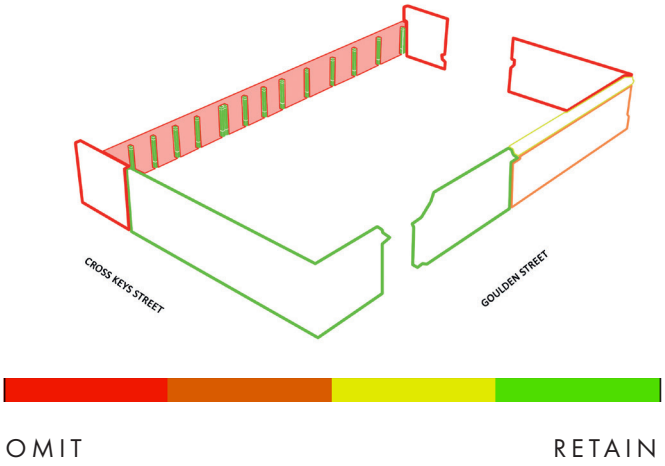
Red Brick, Decorative Sandstone Ashlar, ornamental square cast iron pillars with wooden lintels.

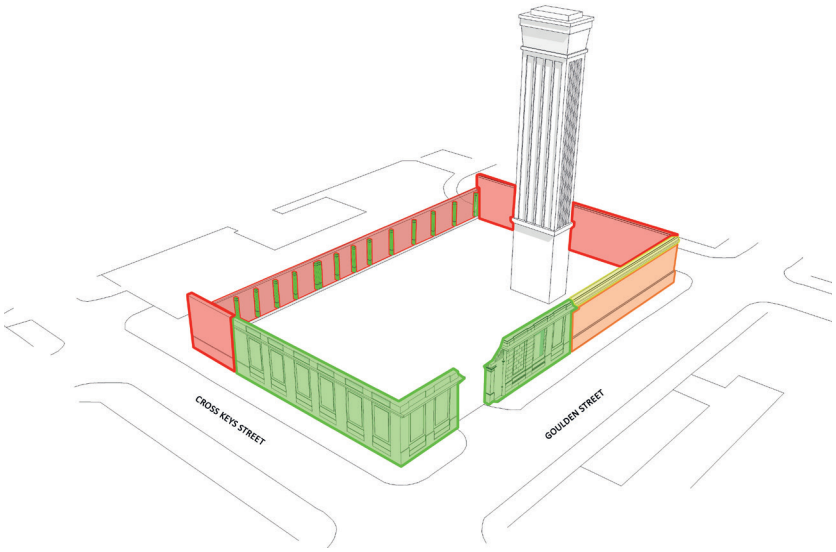


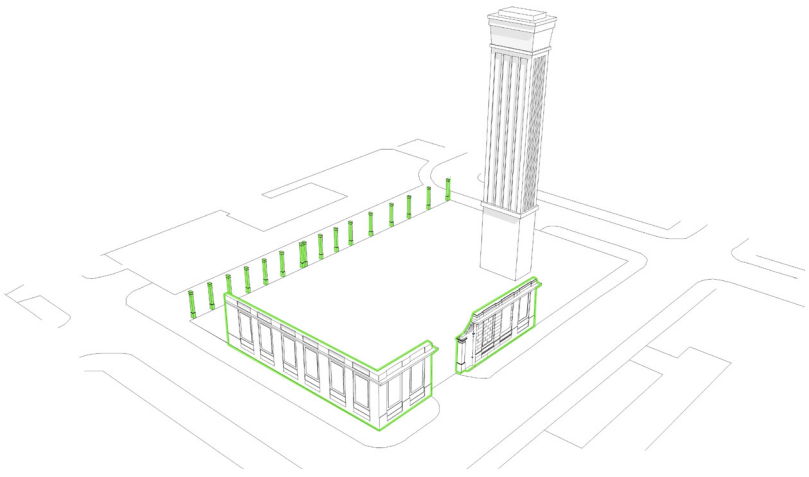
Colour Palette derived from Existing site materials and textures suggests a muted but vast array of colours which could be used to define the material colour palette for the proposed scheme.

3.10 RETAINING THE WALL

The following diagram is a summary of all key features and assets on each elevation and categorises them in degree of importance ranging from omitting an element to retaining it.







The above: Proposed Retention of existing facade elements to be incorporated within the new scheme. Elements include the main ashlar facade to Goulden Street, cast iron columns to Bendix and stand alone chimney.

3.11 OPPORTUNITIES AND CONSTRAINTS

OPPORTUNITIES

1. To reinvigorate the historic grain of the site and placing the chimney at the heart of the new proposal ensuring it remains a 'Beacon' for the New Cross area.
3. To develop a scheme which will come to anchor future New Cross Developments centred around the proposed new public square.
3. To provide a communal space/garden which revolves around the existing chimney.
4. To provide on-site amenities to the residence by way of a roof top garden.
5. Provision of a range of residential units which meet the national space standards and provide an enhanced offer to the market in terms of space, natural light and orientation.

CONSTRAINTS

1. Managing the various datums across the site and New cross to ensure the chimney remains the focal point of the proposal
2. To minimise the potential impact on the existing Grade II listed wall whilst ensuring the seamless transition to new fabric of the scheme.
3. Planning an active frontage to as many street frontages as possible to balance the defensible, imposing nature of the existing wall(s).

4. CONCEPT DEVELOPMENT

4.1 THE NOTION OF HOME AND DOMESTICITY

Having considered the key ambitions of the site, the next step is to examine the relationship between typical room types and uses and how these are reflected within our scheme.

Careful consideration has been given to how each room/typology serves the next and how we interact within the space.

Key elements of a typical house are broken down and analysed to be represented in the scheme and reviewed in terms of individual requirements throughout the site and with wider aspiration and council policies proposed.

HIGH RISE/CITY LIVING

- Ideally located for City centre and associated amenities
- Little to no outdoor space
- Less space required or needed
- Large windows, plenty of light
- Usually differ in design
- Less need for car/parking
- Open plan/ modern layout

TERRACED HOUSING

- Compact and close knit housing
- Active street frontage
- Decorative brickwork elements
- Small or no garden
- Traditional two up two down layout
- Often on outskirts of the city or suburbs
- Often identical in appearance



SEMI DETACHED

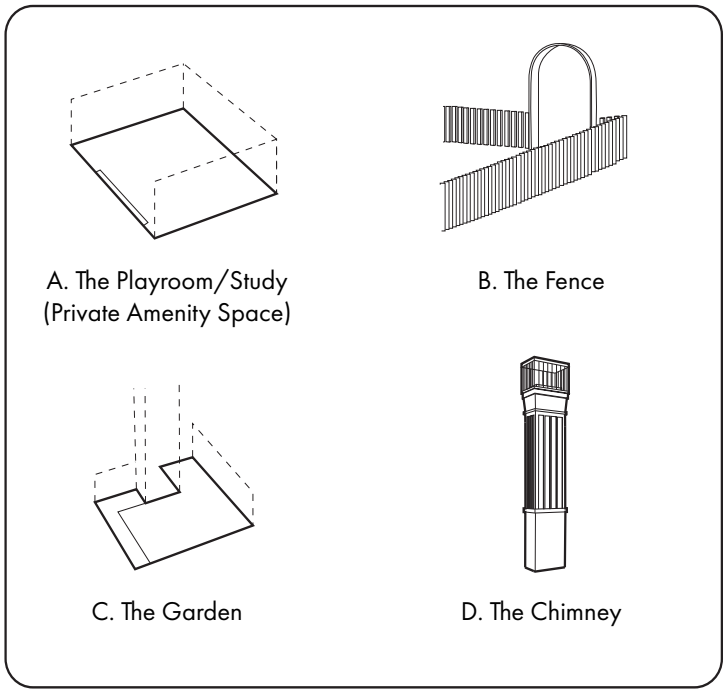
- Larger rooms and storage required
- Often front and back garden
- 2 + bedrooms in typical layout
- Active street frontage and community
- Decorative brickwork found to top elements of house
- Large windows, plenty of light
- Often identical in appearance
- Traditional layout

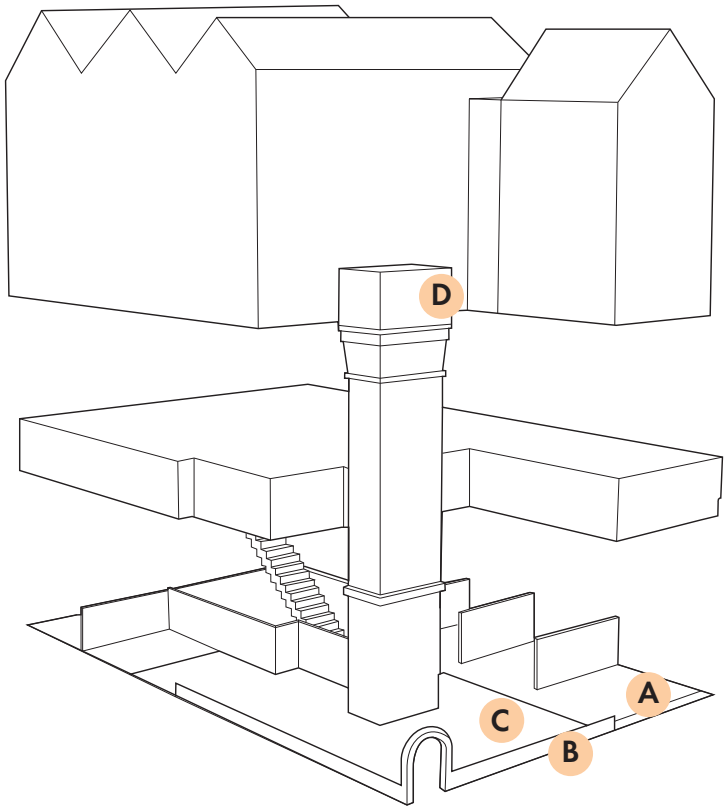
DETACHED

- Larger rooms and storage required
- Large front and back garden
- 3 + bedrooms in typical layout
- Decorative elements found throughout
- Large windows, plenty of light
- Sometimes follow same typography, others distinctively unique
- Traditional layout



4.2 DESIGN STRATEGY OVERVIEW





A. The Playroom/Study (Private Amenity Space) - Policy 3.36 of New Cross Development Framework

"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."

B. The Fence - Policy EN 1 of Final Core Strategy

"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."

C. The Garden - Policy 3.35 of New Cross Development Framework

"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."

D. The Chimney - Policy EN 3 of Final Core Strategy

"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....Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset."



A Meeting Place



Relaxed Social Spaces



Private Space



Permeable Boundary



Opportunities & Views



Nature



The Urban Living-room



Opportunity to Grow

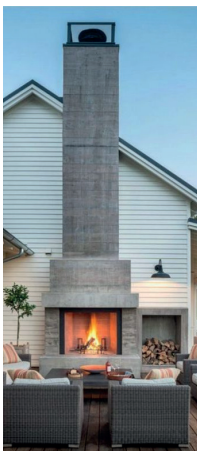


Contextual Additions





Modern Additions





Adding Modern Functions

4.3 ELEVATION CONCEPT - TOWNHOUSE TYPOLOGY

GIVING THE STREETSCAPE A 'HUMAN SCALE' AND AMBIENCE

The underlying characteristics of New Cross can be described as being narrow grid-like with a distinct street hierarchy. This suggests the site alludes itself to being more domestic, tactile and human in scale. Pedestrian only routes flank the site on three sides creating a unique interface where the proposed new development can genuinely engage with the public and street.

Whilst the emphasis for the scheme is about trying to create a sense of community and place for the residents, there is also the opportunity for the site to sit as part of a wider collection of buildings revolving around the proposed new public realm/civic square offering on the axis of Cross Keys St and Goulden Street respectively.

LEARNING FROM AMSTERDAM

Manchester has a proud tradition of terraced housing but not so much inner city living in the form of townhouses. Lessons can be gleamed from Amsterdam's unique streetscape which can be used to drive the architectural language for the new proposal.

DISTINCTIVENESS

A typical townhouse and street scene in Amsterdam presents a distinctive character alluding to a sense of personalisation and individuality. Each plot has its own style with unique signature elements to crown each facade.

Variations include subtle changes-in window articulation, brick colour and parapet detail. However general massing and composition is kept uniform.



8 Cable street - Local Precedent

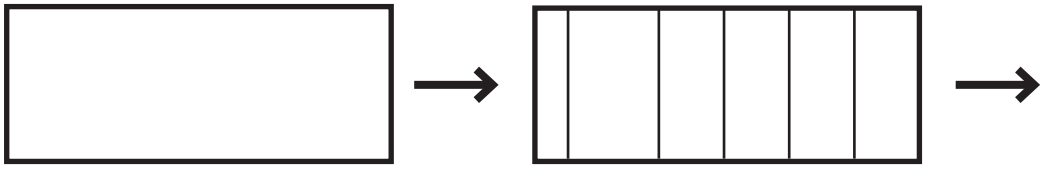
The three bay window, pitch roof and unique signifier can be found on the Grade II listed Cable street building reinforcing the possibility of incorporating a more classical facade arrangement but applying a more contemporary twist.

The site has the potential to merge Manchester's industrial heritage with the move towards inner city living.



DEMISE - CELEBRATING EACH PLOT

Fragment the facade to present the illusion of individual townhouses presenting a domestic scale and ambience to avoid creating a flat, inanimate facade. Each plot to be split into three bay windows with pitched/barrel rooves to act as a signifier for each 'townhouse'.

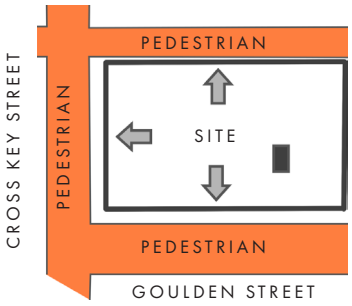


4 - 5 storey residential block with no articulation

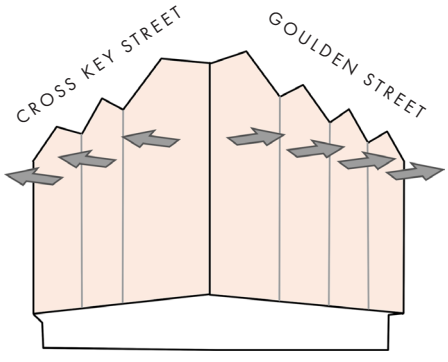
Split elevation to create 'Domestic human scale' townhouse footprints

CREATE A SUBTLE YET 'CIVIC FRONT'

Site conditions suggest the proposal may need to present a strong frontage on three sides to address the street and ensure the building does not have its back tuned at any point. The idea is to present a unified front with no discernible hierarchy between each elevation creating a bold civic presence yet subtle in character.



Pedestrian routes encircle the site as prescribed in the NDF, opportunity for civic front on each street elevation

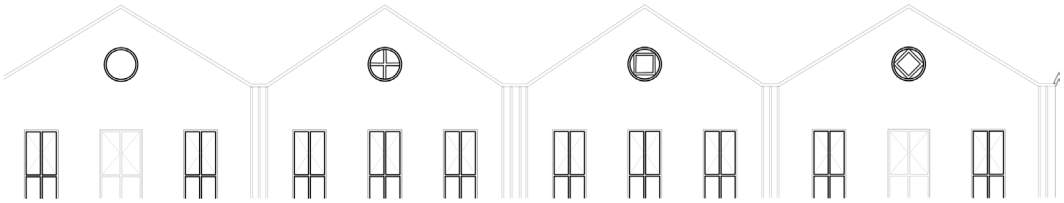


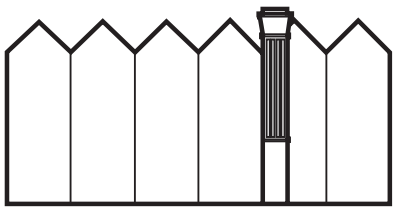




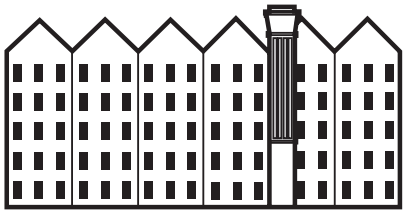

CHARACTER IN DETAIL AND COLOUR

Amsterdam's townhouses have a richness in quality and character due to the individual touches used to embellish the rooftops and parapets. An element of play can be introduced to the proposed elevations to give the Town house articulation a personalised touch.

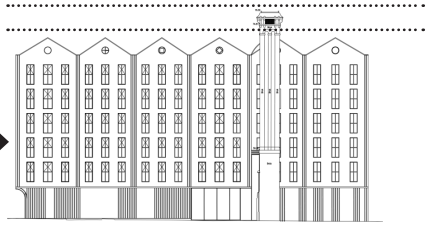




Signify elevation by incorporating pitched rooves to each plot demise



Introduce typical three bay window arrangement

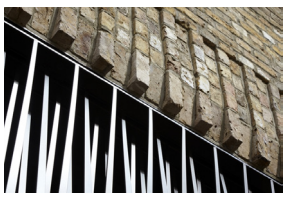
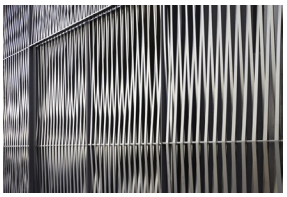


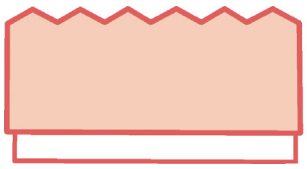
New proposal to be lower in height from chimney to ensure chimney takes precedence

MANCUNIAN INDUSTRIAL HERITAGE

Introduce a more industrial frontage on the ground floor to create a distinctive plinth as a nod to Manchester's Industrial heritage, with townhouses propped above.

'THE LOOM' Precedent showcasing industrial heritage - Duggan Morris

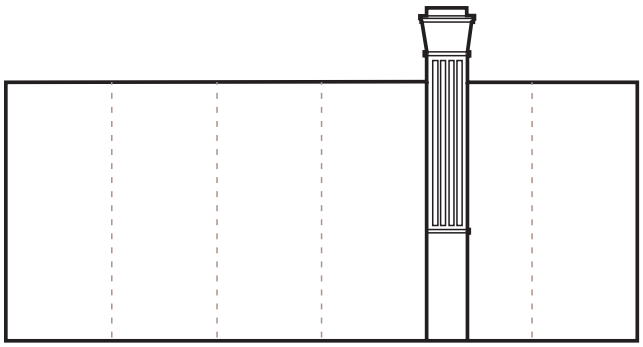






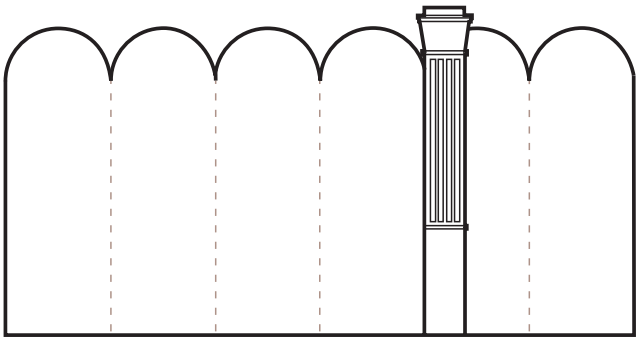
TOWNHOUSE/DOMESTIC

PLINTH/INDUSTRIAL/MANCUNIAN

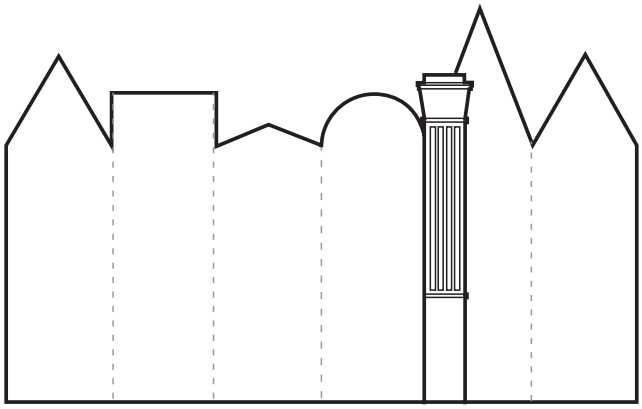
4.4 MASS STRATEGY OVERVIEW



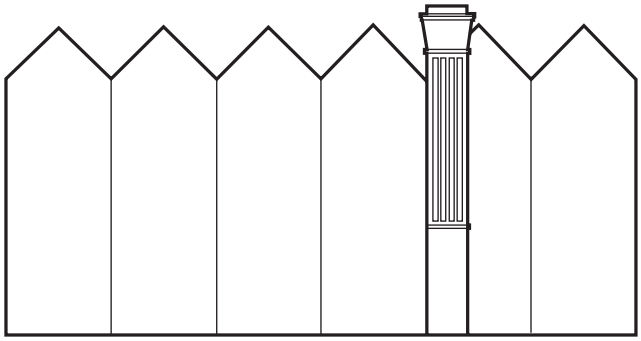
1.
Split elevation to break up massing.



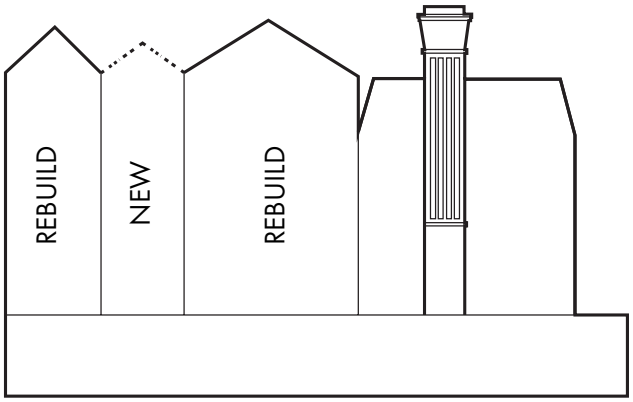
2.
Add excitement to rooftop.



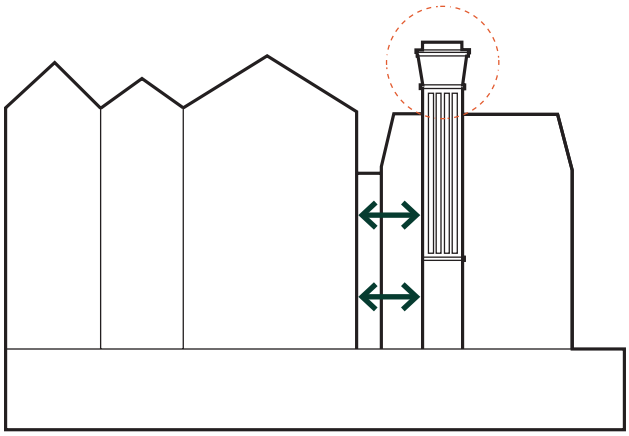
3.
Providing industrial context, roofscape responds to city skyline.



4.
Regular townhouse typology, offset from the chimney.

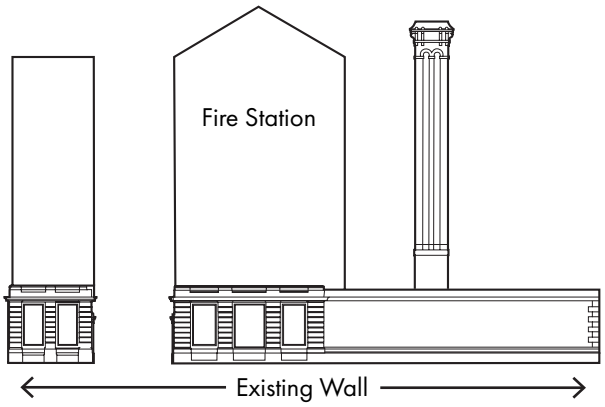


5.
Illusion of rebuilding original Police Station and Fire station footprint, adding to roofscape by filling in the central naval section to complete the scheme.

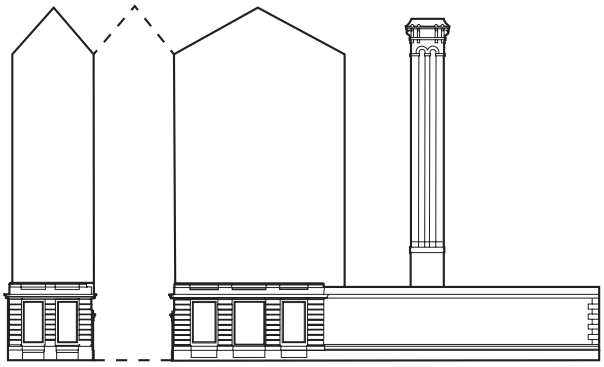


6.
Offset introduced between building footprint to create monument and celebrate the chimney.

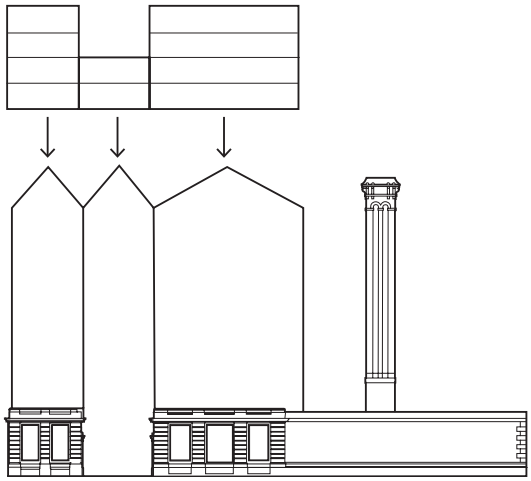
4.5 FACADE STUDY



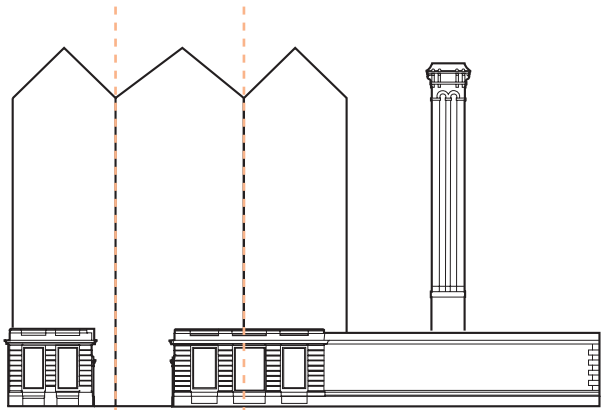
Option1: Restore the original footprint of the Fire and Police Station



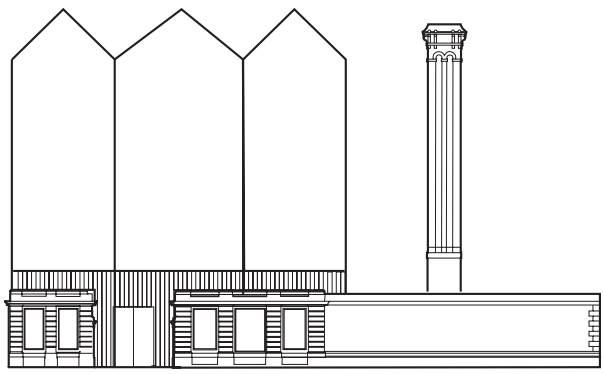
1a: Retain original footprint and existing wall, infill space with third block and create townhouse facade.



1b: Preferred option; demise relating to internal configuration, however restraints caused in aligning the building to the existing wall create awkward internal layout. Pitched roofs do not stack.

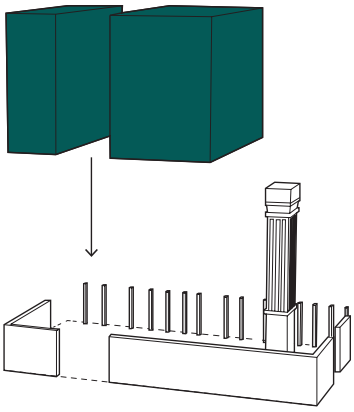


1c: Massing amended to create more suitable internal layout, townhouse typology applied to create domestic scale. Blocks out of alignment with existing wall.

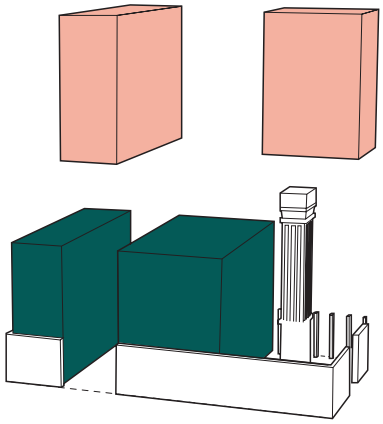


1d: Preferred Option; plynth added to address out of alignment with wall. Plynth adds interested and creates a 'line' amalgamating the old with the new.

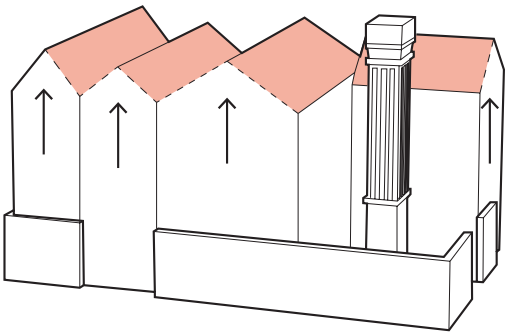
4.6 MASSING ANALYSIS - FRAMING THE DEVELOPMENT



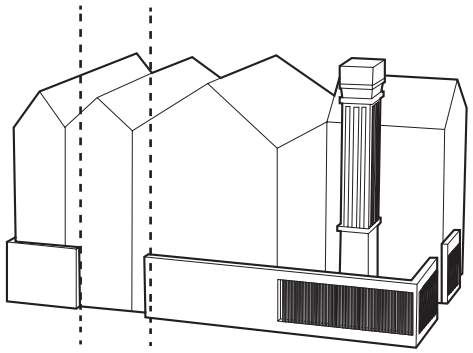
1.
Re-stablish the historic grain.



2.
Fill in historic grain and incorporate contemporary extension to bridge old and new.

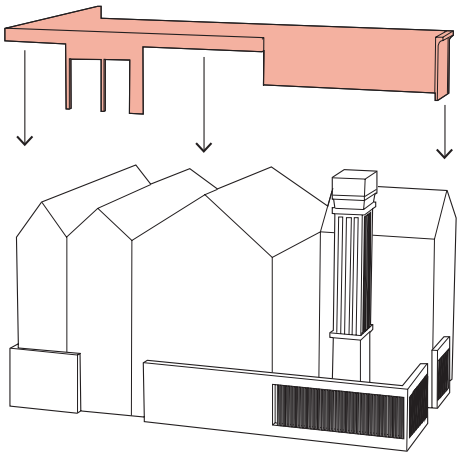


3.
Break mass to create a more domestic scale and create a distinct townhouse typology reflecting the characteristics of Manchester.



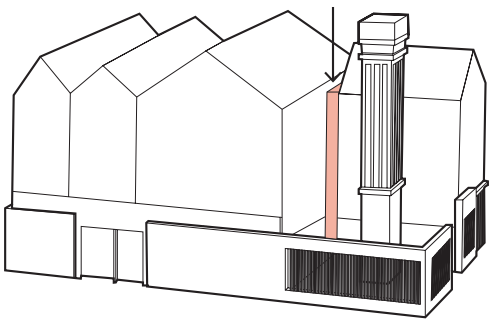
4.

Integrate existing facade into scheme as part of the industrial narrative, and relocate original footprint to avoid demise of original wall.



5.

Retain ashlar wall as is and open up the brick wall and columns to allow views into the plot to democratise the space as well as allowing views out in the shared New Cross developments.



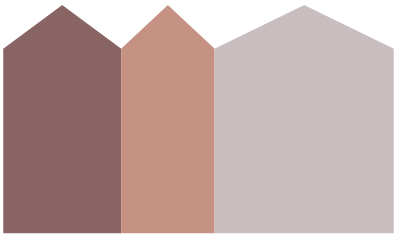
6.

Glass break/offset introduced to differentiate between the traditional and contemporary portions of the scheme whilst creating a link between the old and the new.

5. MATERIALITY & PRECEDENTS

5.1 MATERIALITY / PRECEDENTS

The scheme has been split into three distinct material types layering the scheme in both horizontal and vertical projections

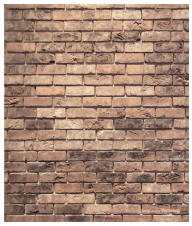


Transition in Brickwork

PRECEDENT - Ruby Hotel, Lodon Kyson Architects
Using subtle changes in brick colour to break up massing and present a more domestic frontage.



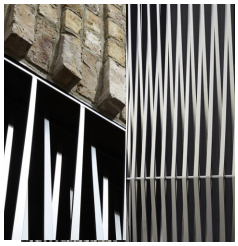






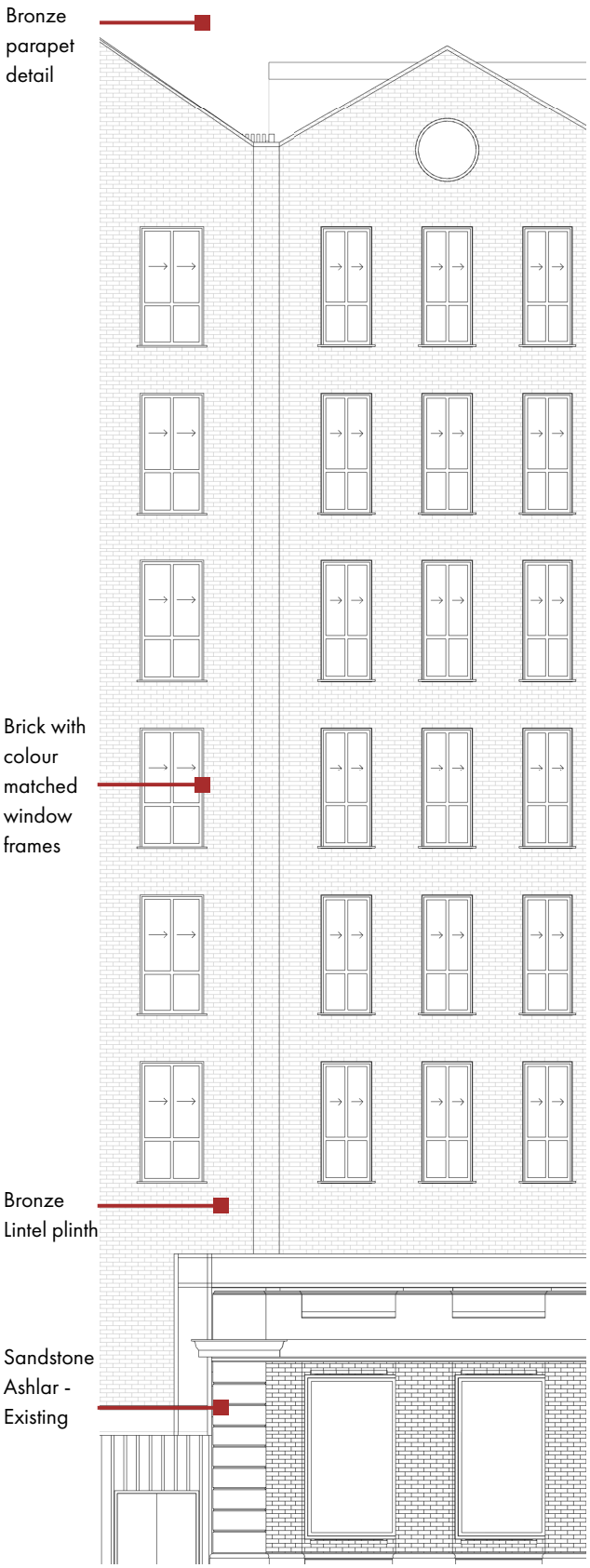
TOWNHOUSE ARTICULATION - Use of brick with subtle change and transition in colour from light grey to a more contextual red/brown brick to signify each town house elevation and create a visual contrast with colour matched traditional window frames to reinforce the proposed colour palette.

PRECEDENT - The LOOM by Duggan Morris showcasing industrial heritage



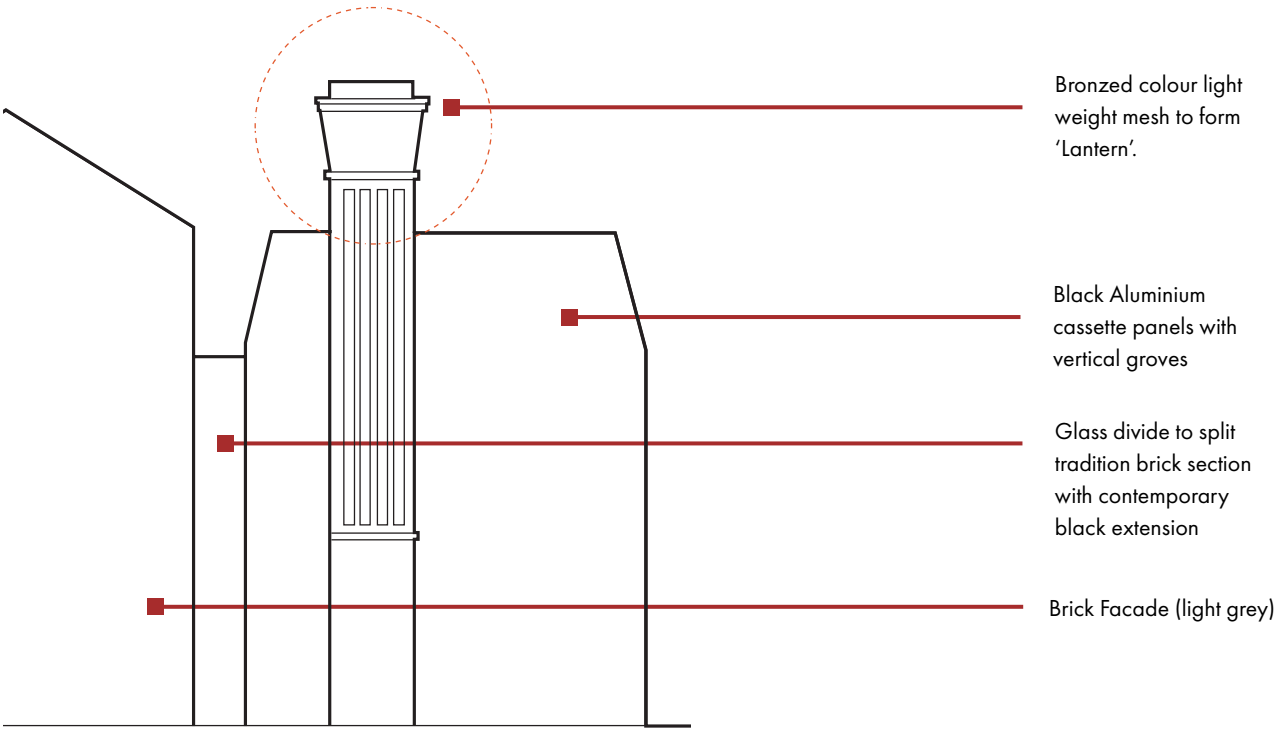


GROUND LEVEL - Introduce a more industrial frontage on the ground floor to create a distinctive plinth clad in Brass/ bronze metallic fins wrapping the existing ashlar walls as a nod to Manchester's Industrial heritage with townhouses frontages above.



Facade Example Study

CONTEMPORARY EXTENSION - A more contemporary extension clad in black metallic cassette panels or pre-caste concrete wraps the chimney to strike a balance between acknowledging the sites history but also projecting towards an aspirational future in response to the NDF framework and creating a sense of community.

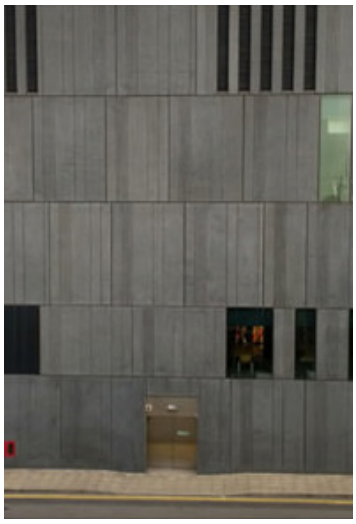


PRECEDENTS

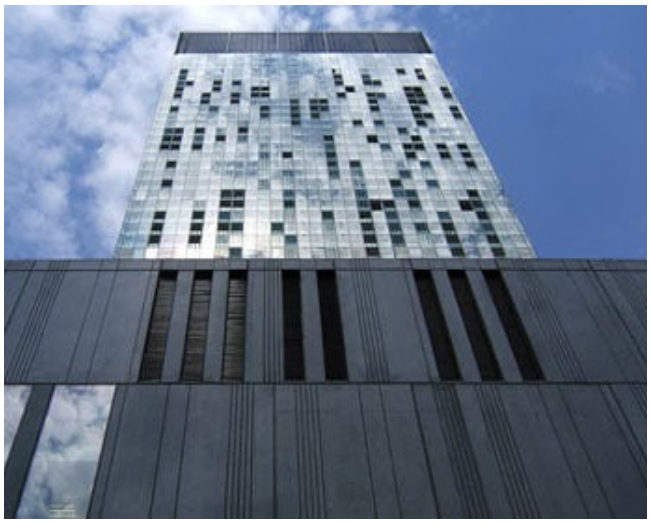




Metallic panels either in Zinc or Aluminium with vertical seams.



Pre-cast concrete with rustic charcoal coloured panels and grooves.

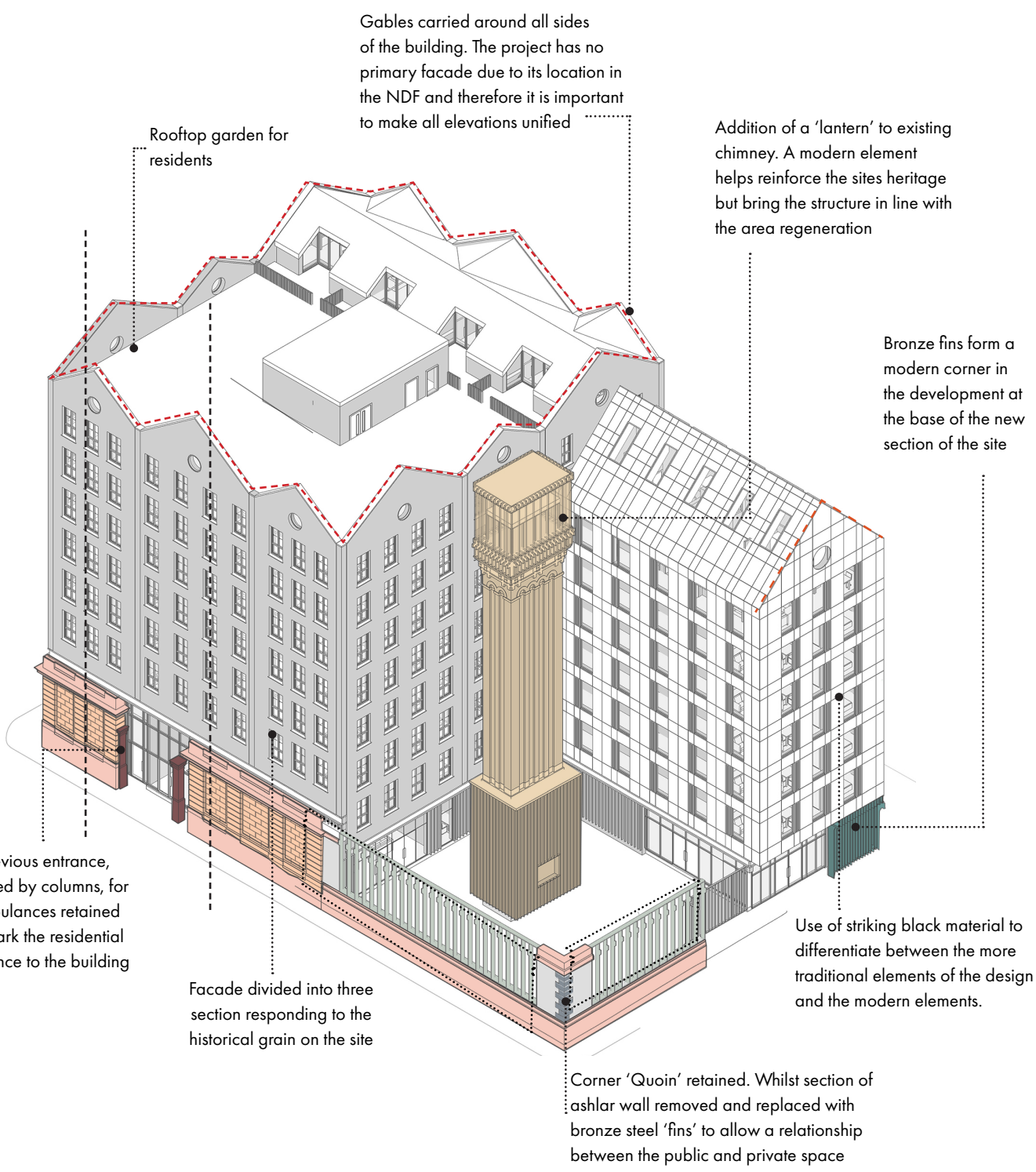


6. THE PROPOSAL





6.1 PROPOSED AXO

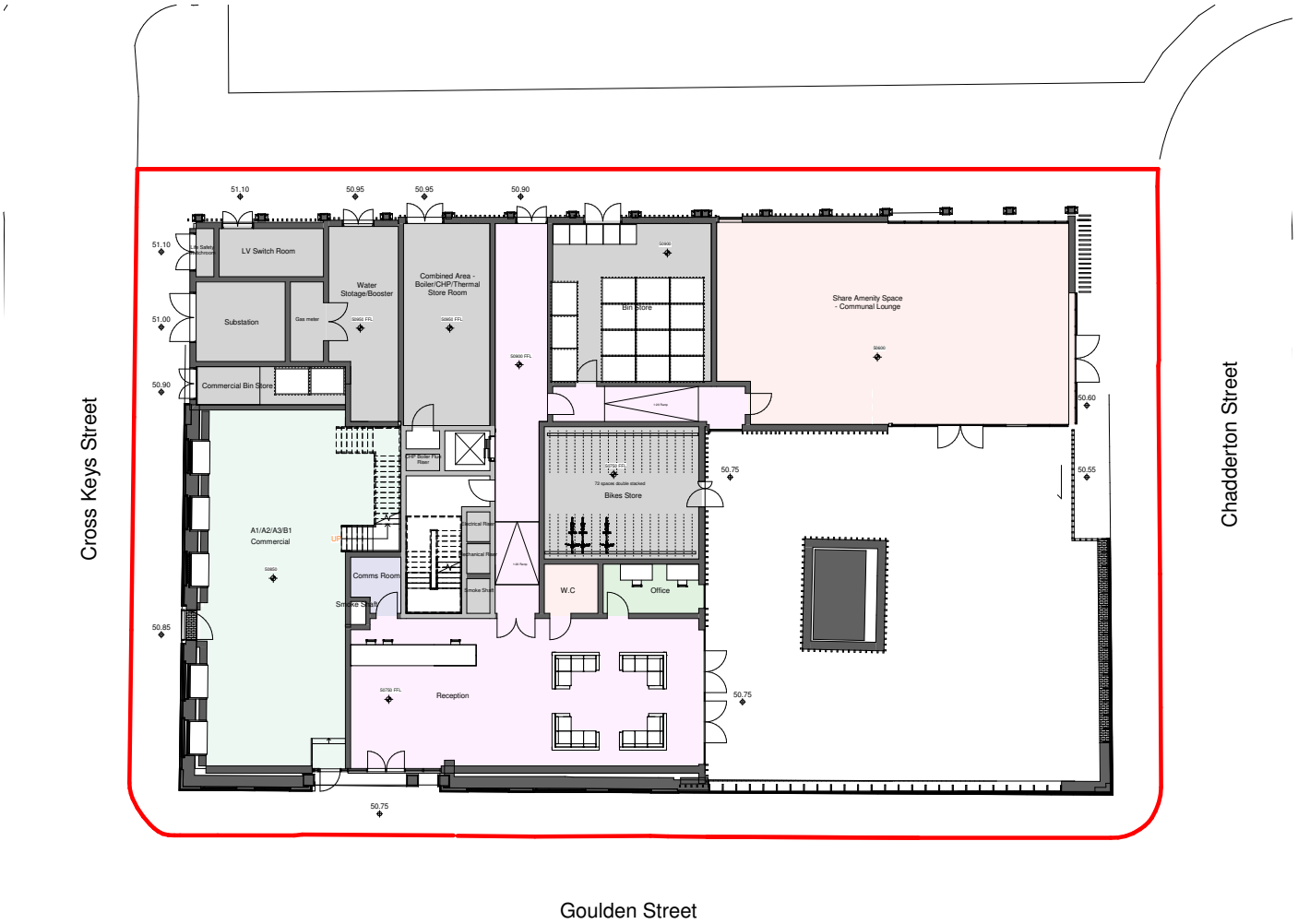


Materials: Primarily brick ranging from buff to dark brown. Black composite panels for the contemporary element with accents of bronze and glazing at the base

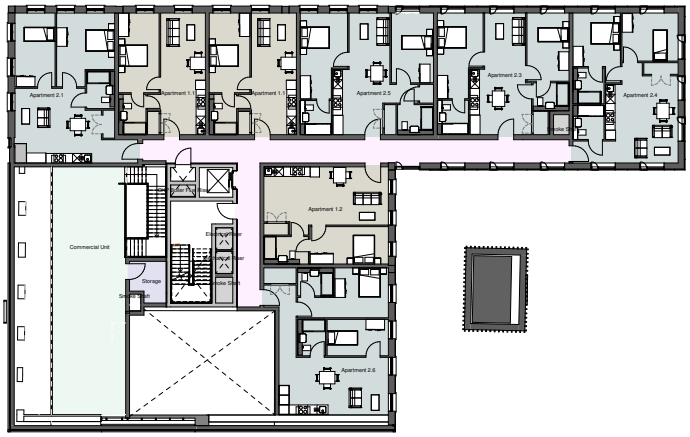
NDF RESPONSE:

The NDF suggest a height of 4-6 for the Goulden site. During the development process, we originally started at 6 but due to the 6 storeys at the rear of the Lancastrian development, the site relationships felt dis-proportional. Therefore, the site massing was staggered to 7 storeys at the proximity to the Lancastrian design and then 8 storeys responding to the suggested massing at the perimeter of the NDF framework.

6.2 PLANS



GROUND FLOOR



1ST LEVEL

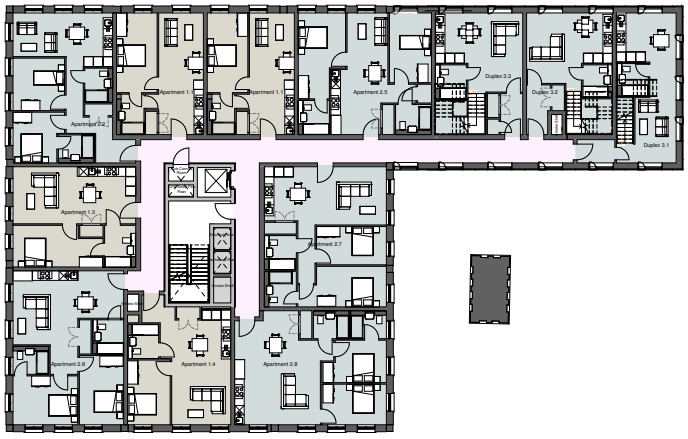


TYPICAL 2ND - 4TH LEVEL

SCALE BAR 1:100



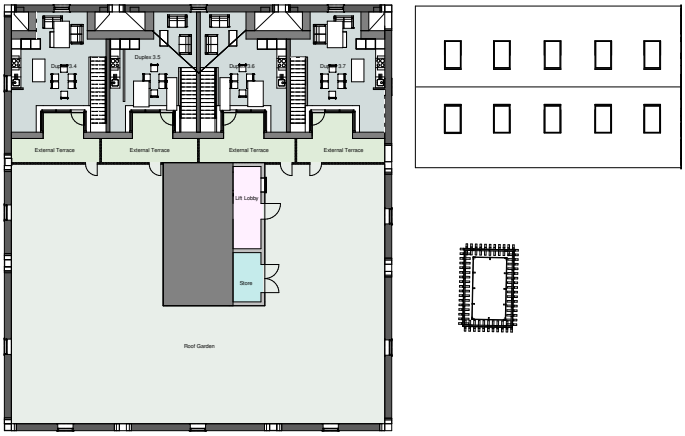
5TH LEVEL



6TH LEVEL



SEVENTH LEVEL



EIGHTH LEVEL

6.3 ACCOMMODATION SCHEDULE

Level	1 Bed Apartment				2 Bed Apartment							
	1.1	1.2	1.3	1.3	2.1	2.2	2.3	2.4	2.5	2.6	2.7	2.8
Approx. sqm per Unit	Studio	1B2P	1B2P	1B2P	2B3P	2B3P	2B3P	2B3P	2B3P	2B3P	2B4P	2B4P
	43.6	50.2	51	51.2	63.2	64.1	64.4	65.5	67.5	69.3	69.9	70.7
Ground												
Level 1	2	1			1		1	1	1	1		
Level 2	2		1	1		1	1	1	1		1	2
Level 3	2		1	1		1	1	1	1		1	2
Level 4	2		1	1		1	1	1	1		1	2
Level 5	2		1	1		1	1	1	1		1	2
Level 6	2		1	1		1			1		1	2
Level 7			1	1							1	2
Level 8 (roof terrace)												
Totals Units	12	1	6	6	1	5	5	5	6	1	6	12
Mix (%)	34.2				56.2							

Duplex						Apartments Per Level	NIA		GIA		Ratio
3.1	3.2	3.30	3.4	3.5	3.6						
1B2P	2B4P	2B4P	2B4P	2B4P	2B4P						
70.6	67.7	62.5	93.9	76.2	76.1		m²	sqft	m²	sqft	%
						0	0	0	669	7,201	0.0%
						8	467	5,030	599	6,448	78.0%
						11	662	7,128	819	8,816	80.9%
						11	662	7,128	819	8,816	80.9%
						11	662	7,128	819	8,816	80.9%
						11	662	7,128	819	8,816	80.9%
1	1	1				12	653	7,030	819	8,816	79.7%
			2	1	1	9	523	5,625	720	7,750	72.6%
						0	188	2,024	192	2,067	97.9%
1	1	1	2	1	1	73	**4,480**	**48,221**	**6,275**	**67,544**	**71.4%**
9.6						100.0					

Building Gross Internal Area			
	NIA		GIA
	m²	sqft	m²
Residential	4,480	48,221	6,275
Commercial Unit	205	2,207	205
Shared Amenity Space	167	1,798	168
Overall Total GIA			6,648

Building External Amenity Space			
	NIA		GIA
	m²	sqft	m²
Roof Terrace	347	3,735	347
Grd Floor Courtyard	366	3,940	366
External Amenity Space			713

Note:
GIA measured in accordance with RICS Code of Measuring Practice 6th Edition
This scheme and schedule have been prepared for preliminary feasibility purposes only.

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
Shared Amenity Space / Communal lounge NIA/GIA excluded from Residential areas but included in overall Building Gross Internal Area

6.4 TYPICAL ELEVATION



Goulden Street Elevation



Chadderton Street Elevation



Cross Key Street Elevation

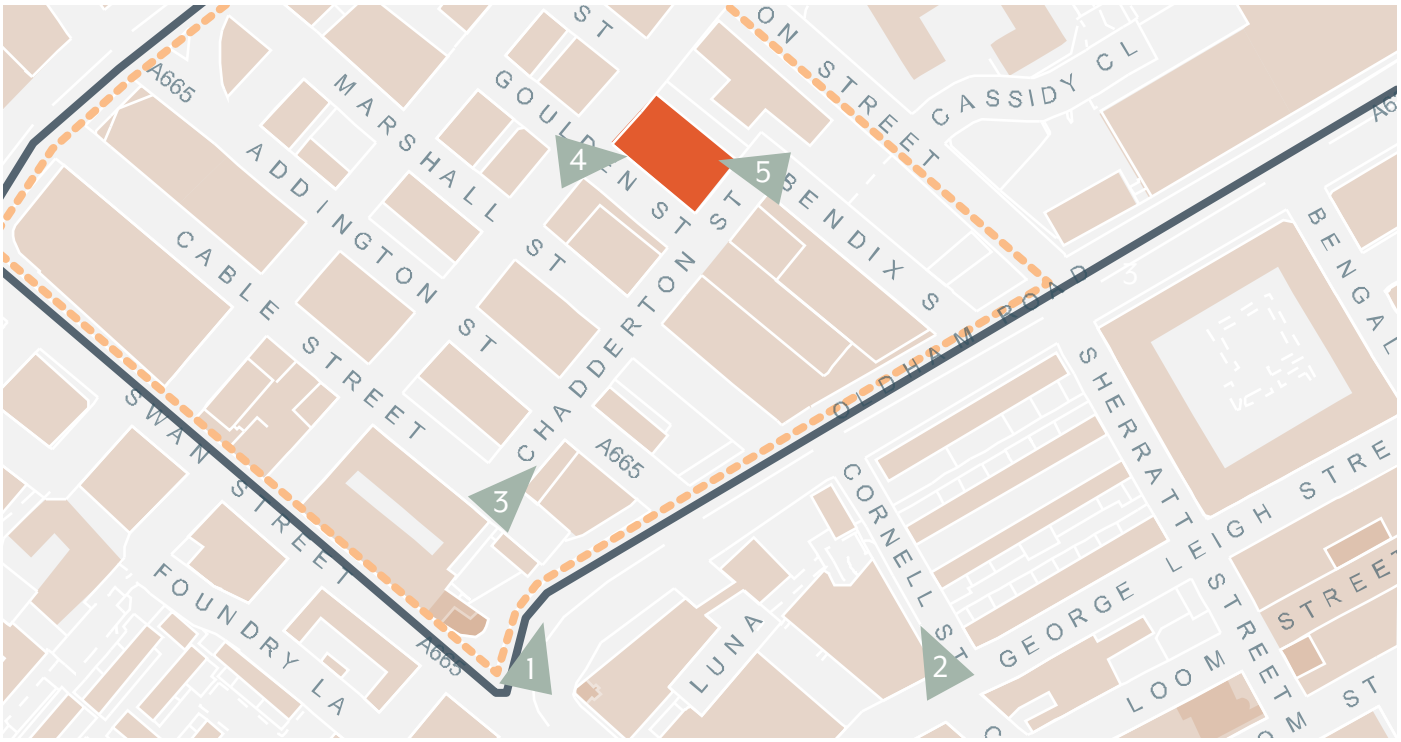


Bendix Street Elevation

6.5 HERITAGE VIEWS - PROPOSED

The following analysis looks at key views for the proposed scheme from a Heritage perspective as Identified by Heritage Architecture against the backdrop of what has been built or obtained planning.

The design was developed with the local heritage context in mind. Through the history of the site we knew we wanted to create a robust and contextual development. The size and height of the buildings don't exceed the height of the existing chimney with the extended 'lantern' element. We wanted to keep the development at a smaller size, allowing the heritage wall and elements to still have an important role in the development.



1. Great Ancoats St/ Oldham St junction



2. Cornell Street



2. Cornell Street (2)



3. Chadderton Street



4. Cross Key Street/Goulden Street



5. Corner of Bendix Street/Chadderton Street

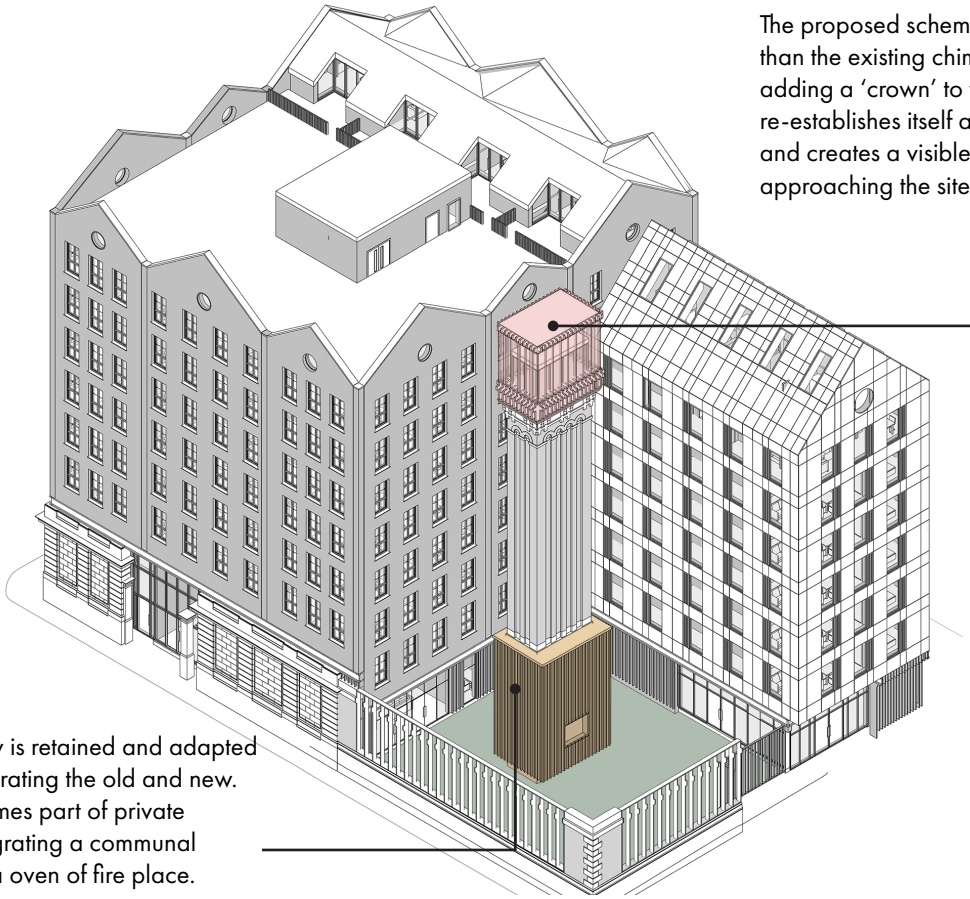


Proposed

6.6 DESIGN RESPONSE IN RELATION TO HERITAGE IMPACT

The following design solutions have been developed alongside the Heritage Consultants, responding to the acute challenges presented by the Grade II listed site and respecting the key historic features.

1. THE CHIMNEY



The proposed scheme is no higher than the existing chimney. By adding a 'crown' to the chimney, it re-establishes itself as a landmark and creates a visible marker when approaching the site.

Integrity of the chimney is retained and adapted to monopolise on integrating the old and new. Base of chimney becomes part of private amenity space by integrating a communal activity such as a pizza oven of fire place.

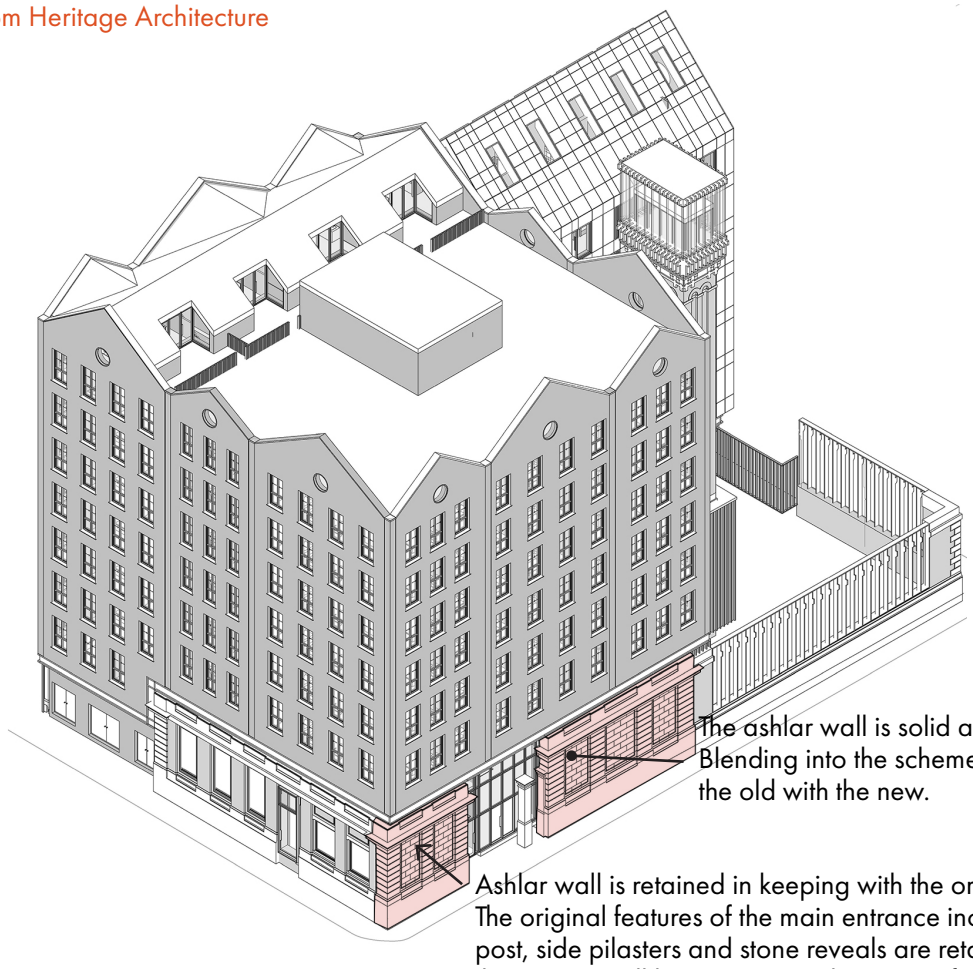




ASHLAR WALL

"The building was purposely designed to be "impenetrable", robust and forbidding in its windowless ground floor design; as such, any new openings need to be carefully considered, and principal high significance elevations, such as Goulden Street, should be avoided."

- Comments from Heritage Architecture

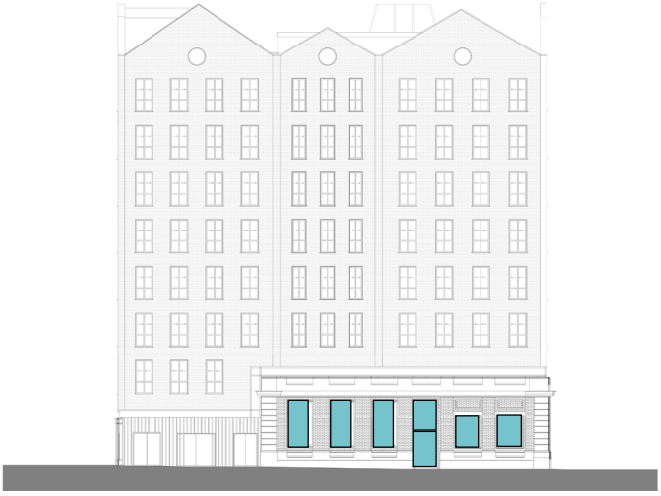


The ashlar wall is solid and impenetrable. Blending into the scheme, dichotomising the old with the new.

Ashlar wall is retained in keeping with the original foot print. The original features of the main entrance including the gate post, side pilasters and stone reveals are retained by offsetting the curtain wall line increasing the sense of arrival.



Facade to be restored to celebrate the ashlar walls with pilasters to be retained and gate omitted.



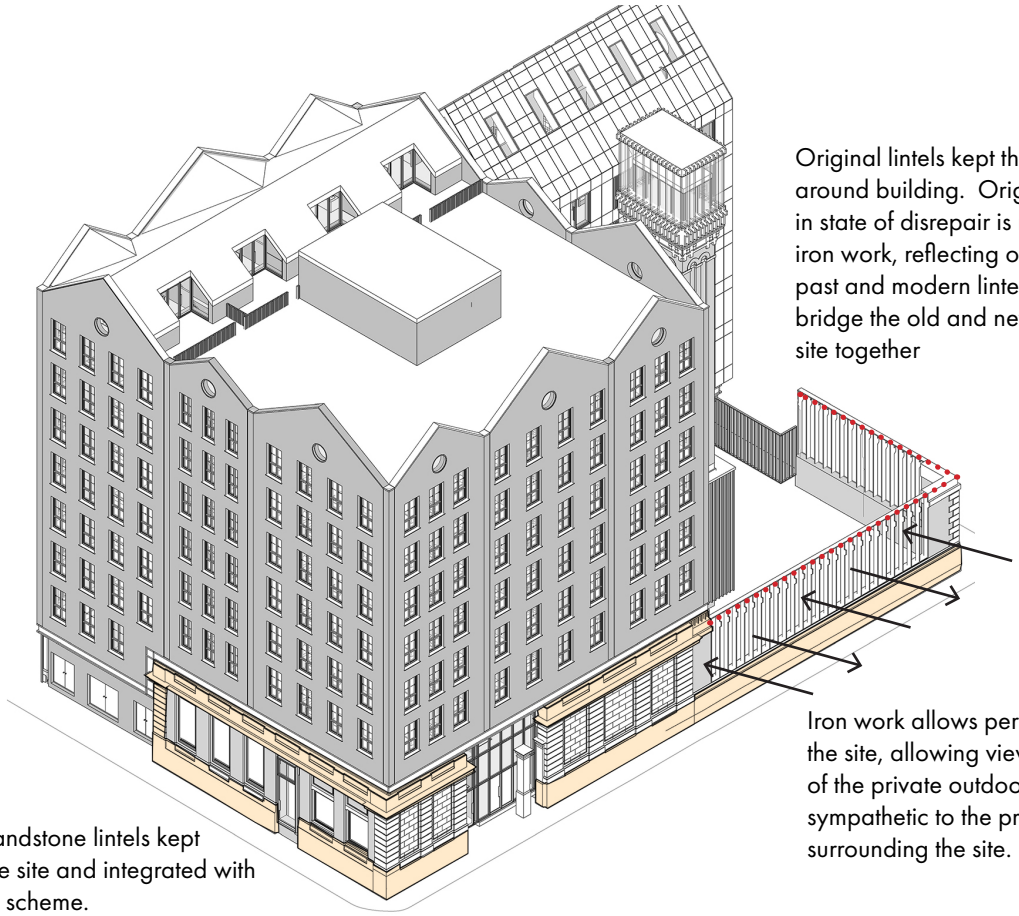
New windows proposed to Cross Keys Street elevation through brickwork with openings to mimic existing wall articulation to service commercial unit and create a visual connection to the proposed public realm.

COURTYARD WALL/PLINTHS

"The need for the retained columns to be anchored with a form of lintel running above each, and linking all across the elevation as can be seen today."

- Comments from Heritage Architecture

To enhance the characteristics of the chimney and promote a sense of permeability and connection with the internal courtyard, it has been proposed to alter the wall to Goulden Street where the full ashlar terminates wrapping at Chadderton Street and instead wrapping around the new proposal



Original lintels kept throughout and wrap around building. Original red brick wall in state of disrepair is replaced with new iron work, reflecting of New Cross' historic past and modern lintels continued to bridge the old and new elements of the site together

Iron work allows permeability into the site, allowing views in and out of the private outdoor space. More sympathetic to the proposed public realm surrounding the site.

All original sandstone lintels kept throughout the site and integrated with the proposed scheme.





COLUMNS AND LINTEL

"The Cross Keys Street elevation is of high significance, as it forms an unusually long continual row of matching cast iron pillars, originally denoting each ambulance entrance into the site. As such these columns should be retained in their original positions and not moved or relocated." The need for the retained columns to be anchored with a form of lintel running above each, and linking all across the elevation as can be seen today.

- Comments from Heritage Architecture

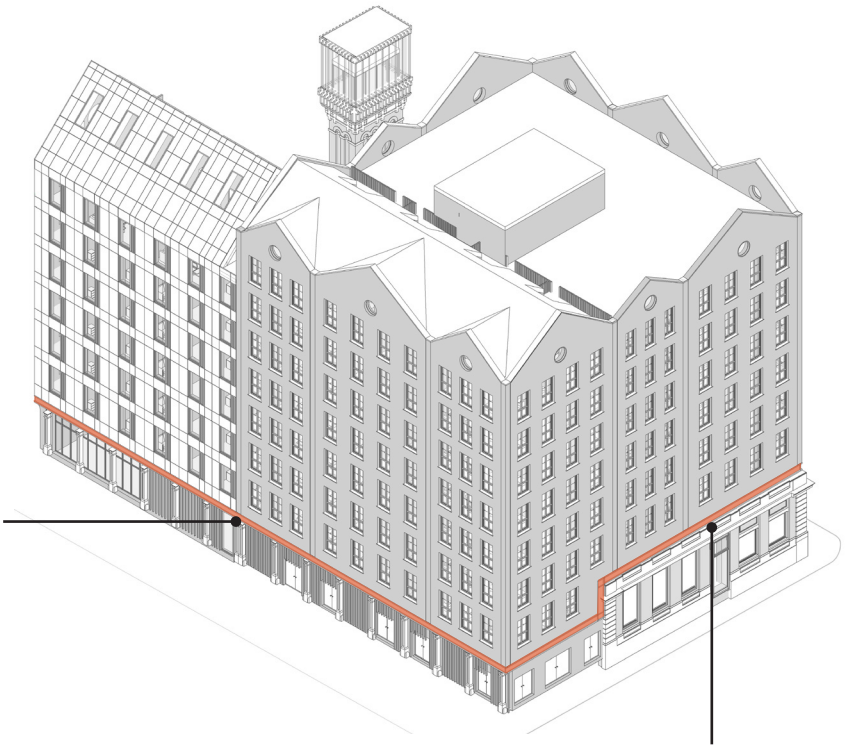
All columns are to be retained and kept to their original positions, however the lintel is in poor condition and is to be committed. The design will seek to reintroduce this lintel via the new elevation treatment to ensure the columns retain the feeling of being anchored.





NATURAL DATUM - The integration of a new lintel within the scheme presents the opportunity to establish a natural datum across the whole site linking the old with the new.

All columns are to be retained and kept to their original positions and to be integrated seamlessly within the fabric of the new wall with metal fins.

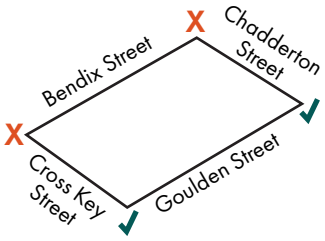


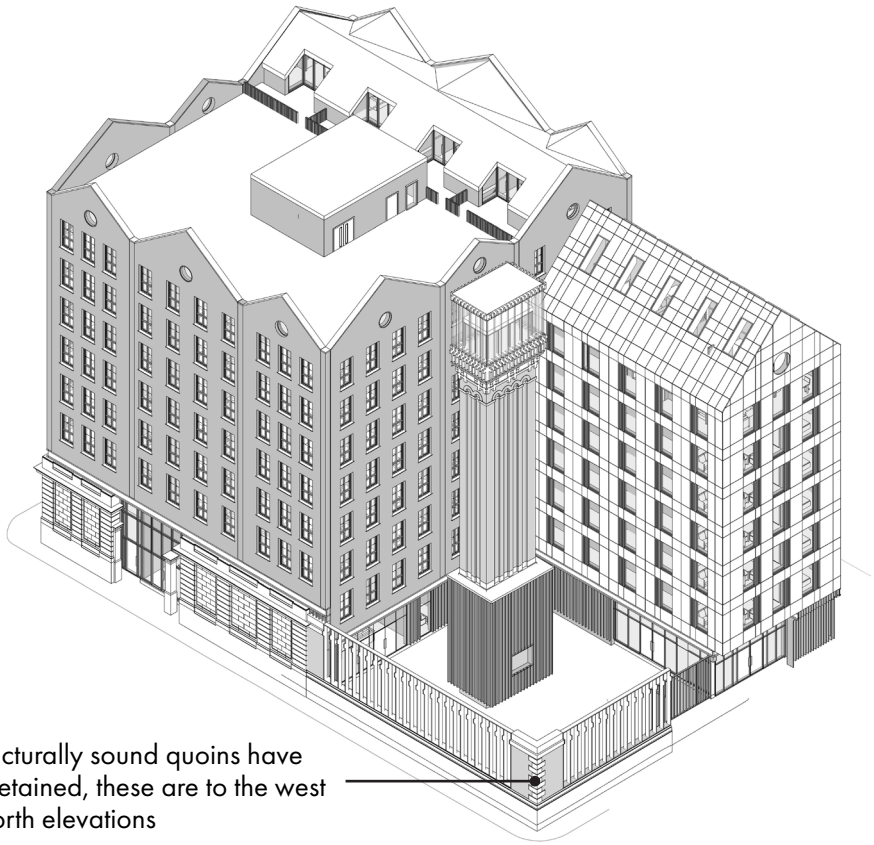
Aluminium lintel colour matched to metal fins to run around all four elevations to create a natural datum for design and transition in material.

QUOINS

"The stone quoins are an important element of the overall original 1870 Italianate design of the building, which was afforded very little decoration on these three elevations. We discussed that there is probably an opportunity to take down the quoins and rebuild them so as to improve their strength, and not use a traditional full-blown "façade retention" scheme in these areas."

- Comments from Heritage Architecture





All structurally sound quoins have been retained, these are to the west and north elevations





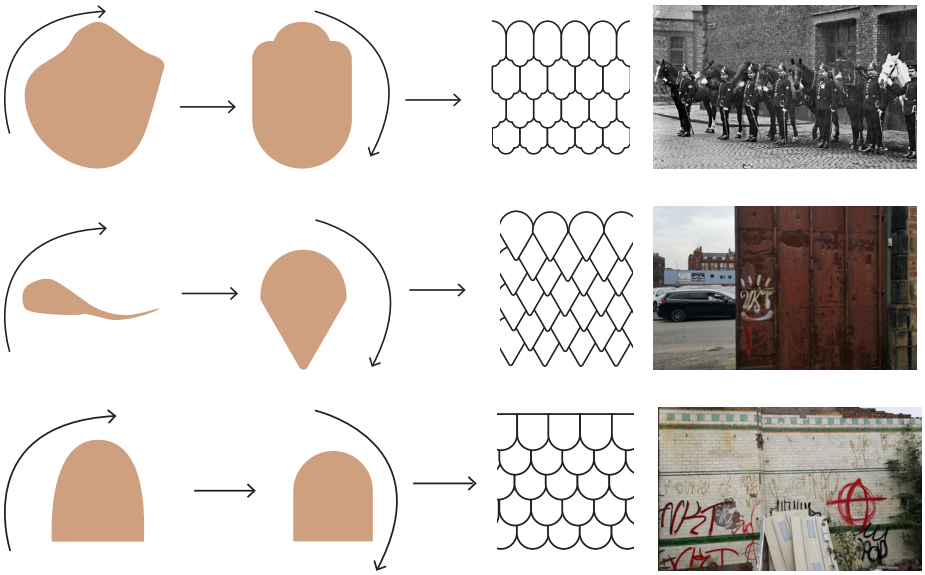
6.7 THE CHIMNEY AS A BEACON

REUSING EXISTING MATERIALS

Although much of the site is in disrepair and unsafe, there is an opportunity to salvage and create something new from the discarded materials.

As the site formally housed horses for the police this design takes simplified pattern design of a saddle, layered to create a patterned facade and created using previous decorative elements found with the site.





PATTERN MAKING

Using the horse shoe as a starting point, a pattern is created by splitting and rearranging the semi circle element of the horse shoe.





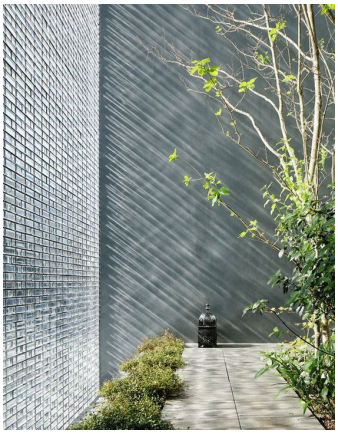


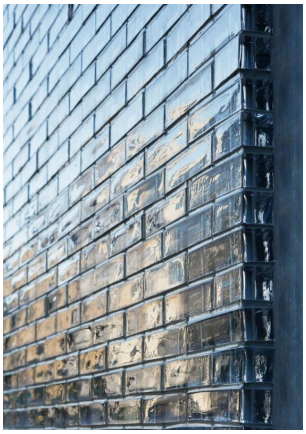
THE GREEN HOUSE

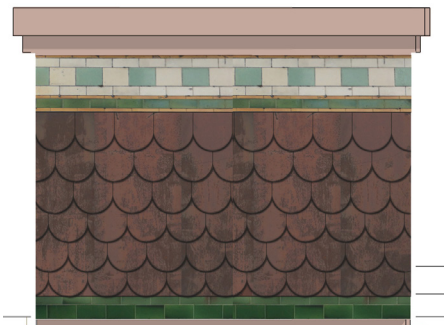
In keeping with the domesticity of the site, the traditional Green house is re-imagined into a contemporary installation a top the chimney In the same way the glass extension marries the old and new aspects of the building, glass bricks could be used to create a contemporary 'crown' to the retained chimney.

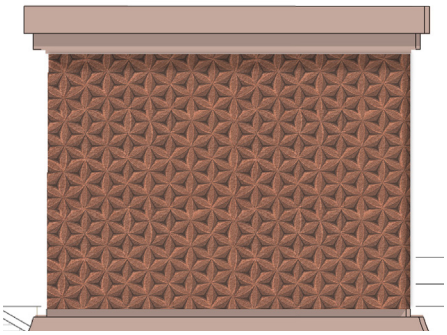




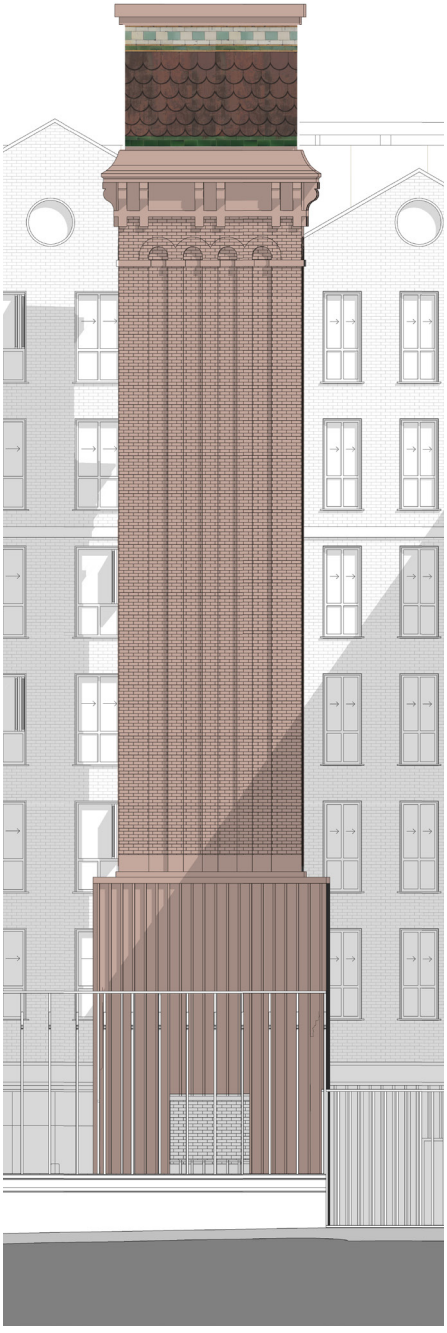


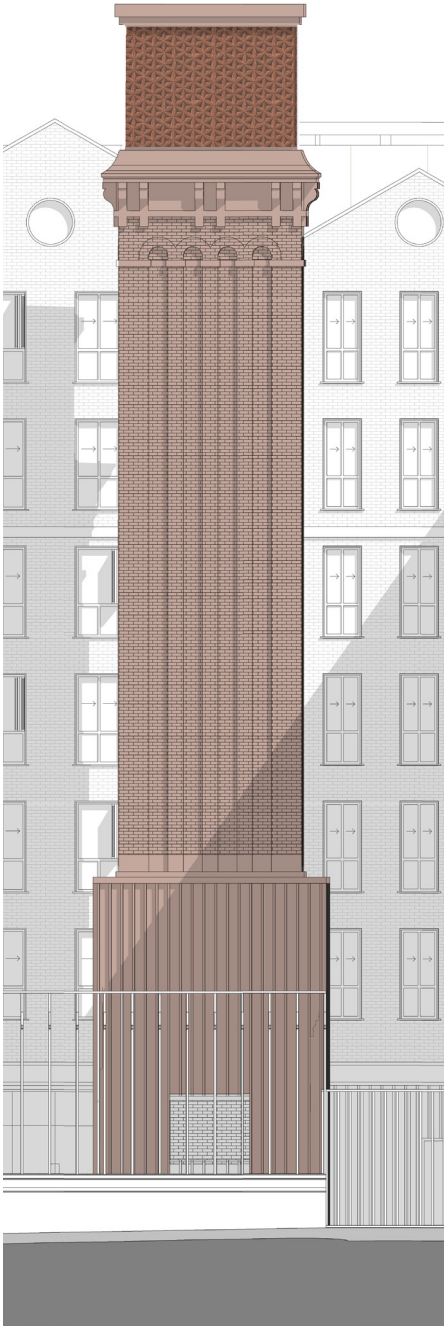


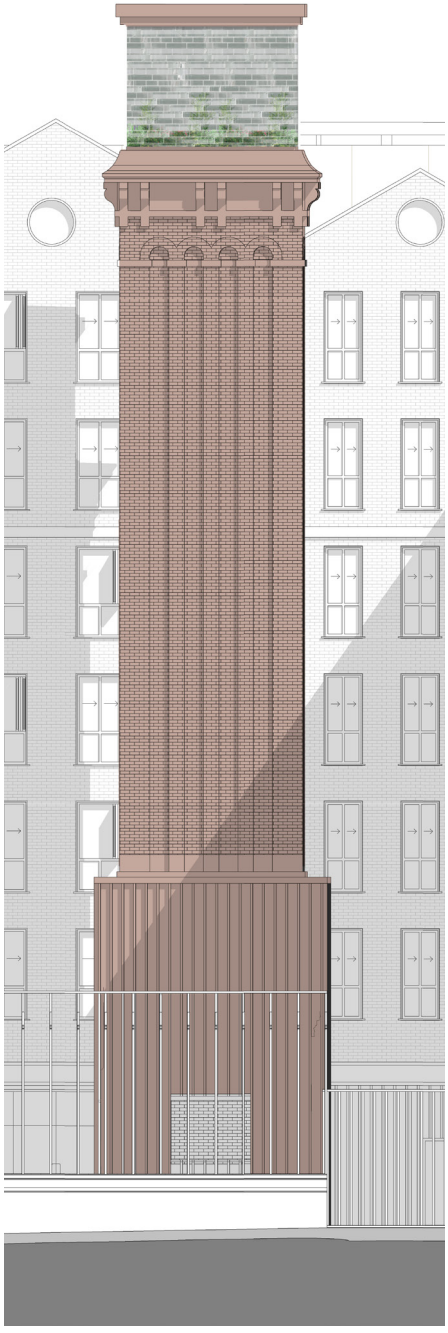












6.8 THE GARDEN

THERE IS A LACK OF GREEN SPACE WITHIN THE NDF, THEREFORE ANY OPPORTUNITY FOR GREEN SPACE SHOULD BE ENCOURAGED AND MAXIMISED.

Following on from the analysis of shared amenity space 'The Garden' is an essential part of the scheme which links all aspects together. The lack of green space within the NDF makes the green space within the scheme more desirable. All routes through the garden and their relationship within the other spaces have been analysed, to maximise views to the garden, in addition to creating an eye-catching and community centric space





Views towards & from garden

Direction towards Reception/Entrance

1 Creating an entrance

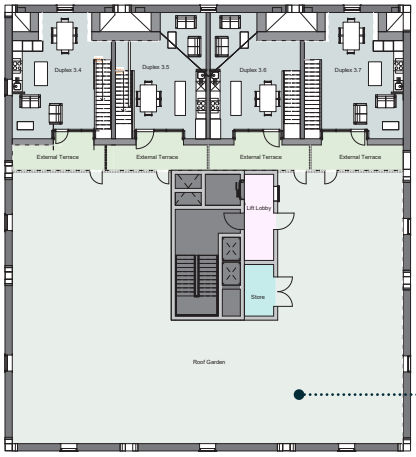
2 Large space for community driven area

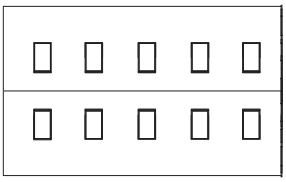
3 Breakout space that links resident's space

4 Opportunity to make chimney focal point

"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. "

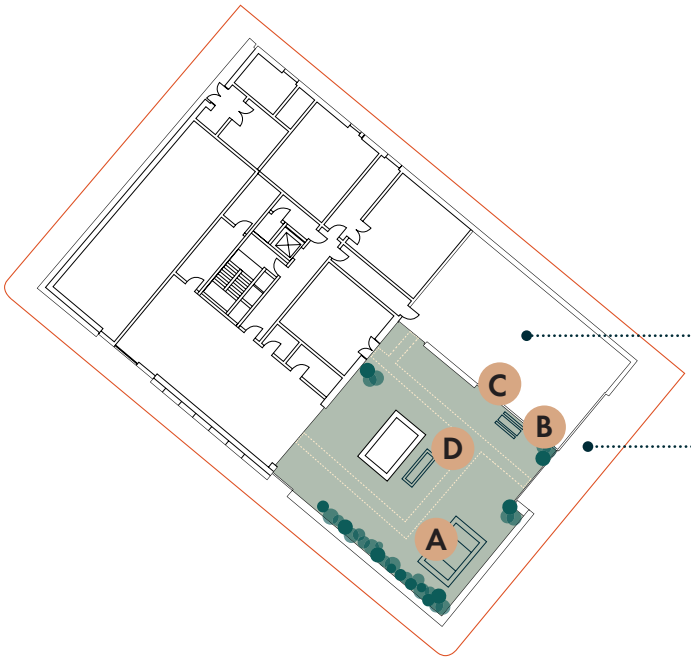
- Policy 3.35 of New Cross Development Framework















A Opportunity for allotment, resident's garden

B Covered outdoor area for dining/events

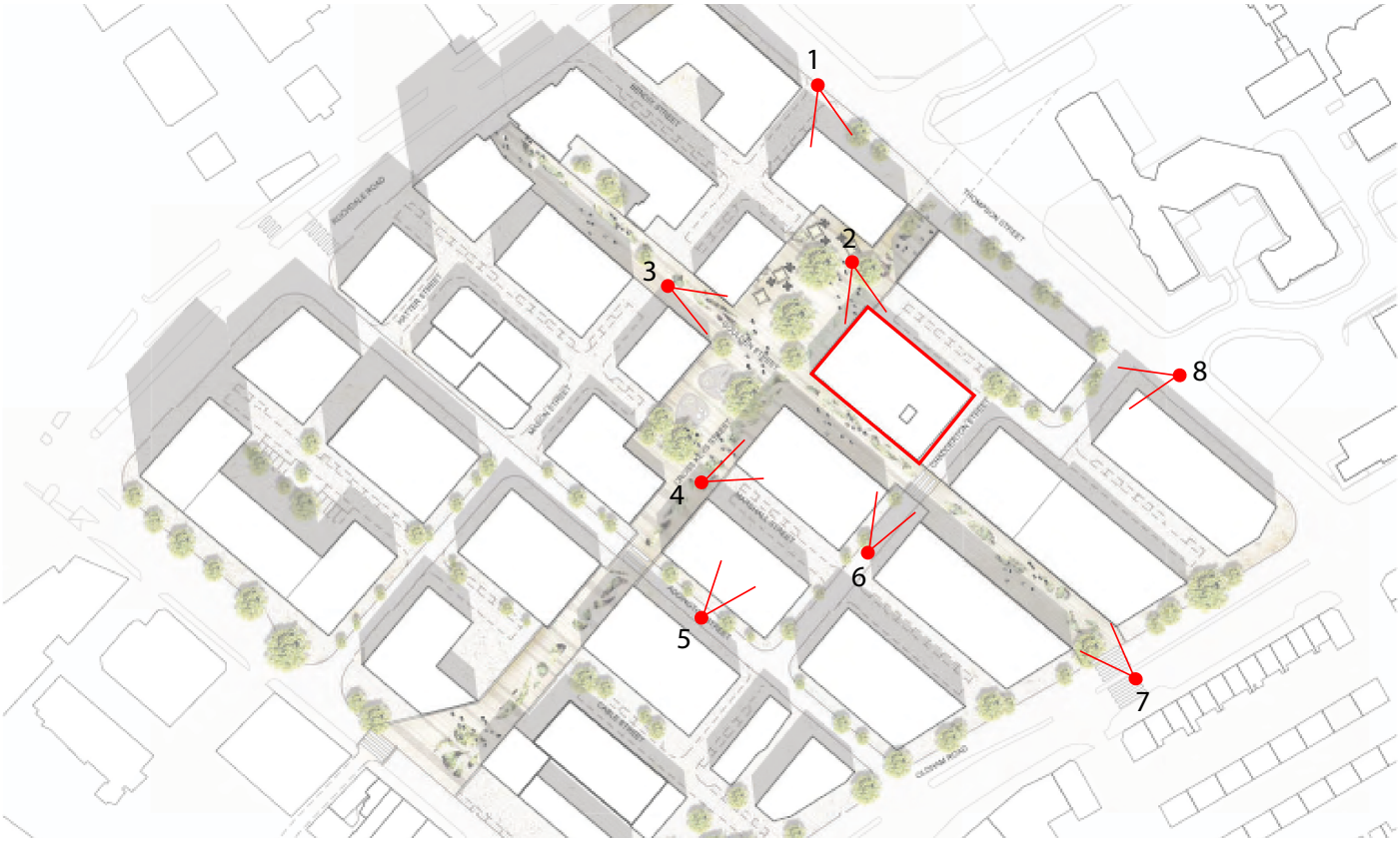
C Sliding/folding doors to breakout space

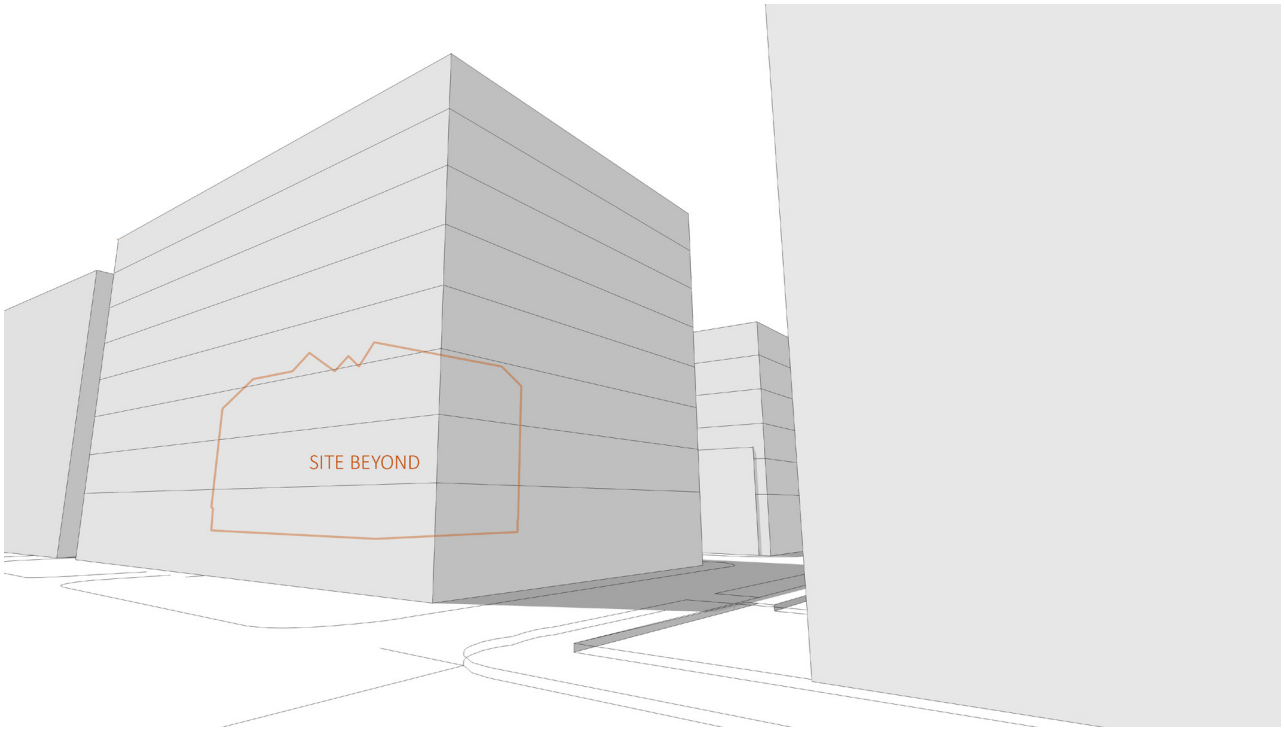
D Seating to create focal point around chimney

6.9 PROPOSED VIEWS AGAINST NDF FRAMEWORK

The following analysis looks at the impact of the Proposed scheme against the NDF framework once all plots have been developed.

KEY VIEW REFERENCE MAP

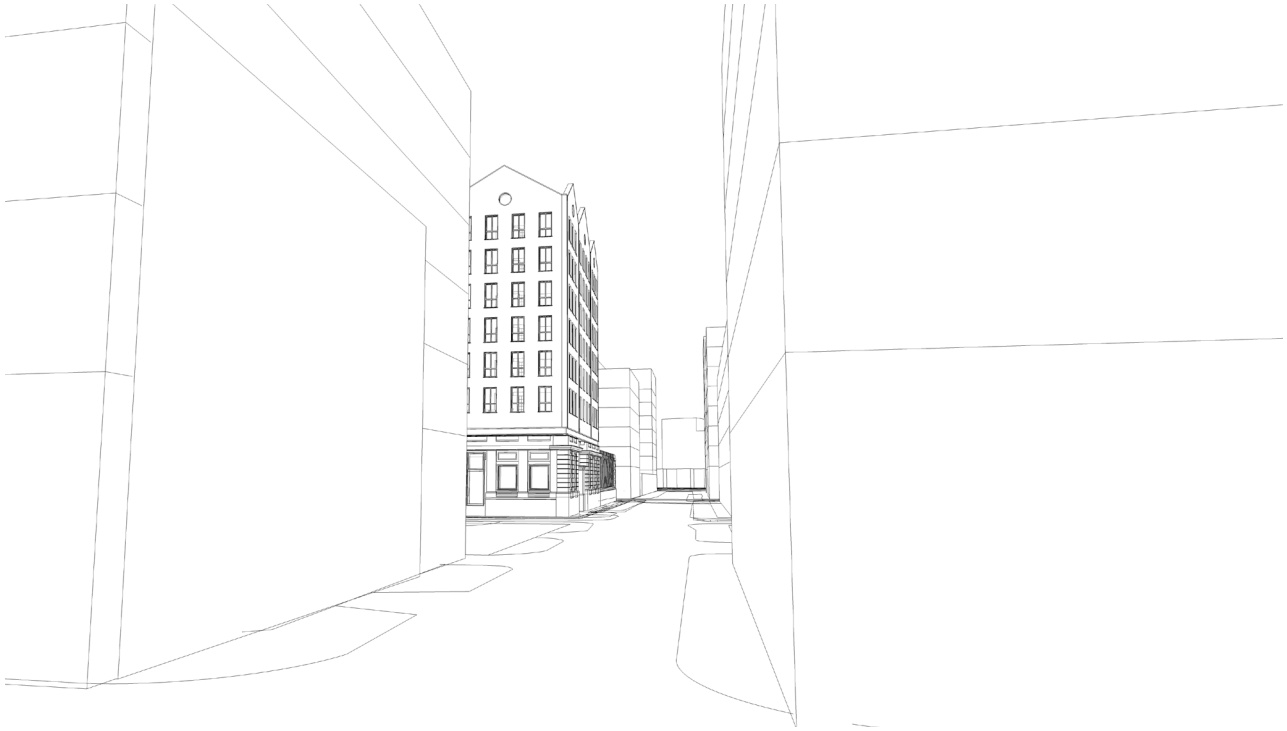




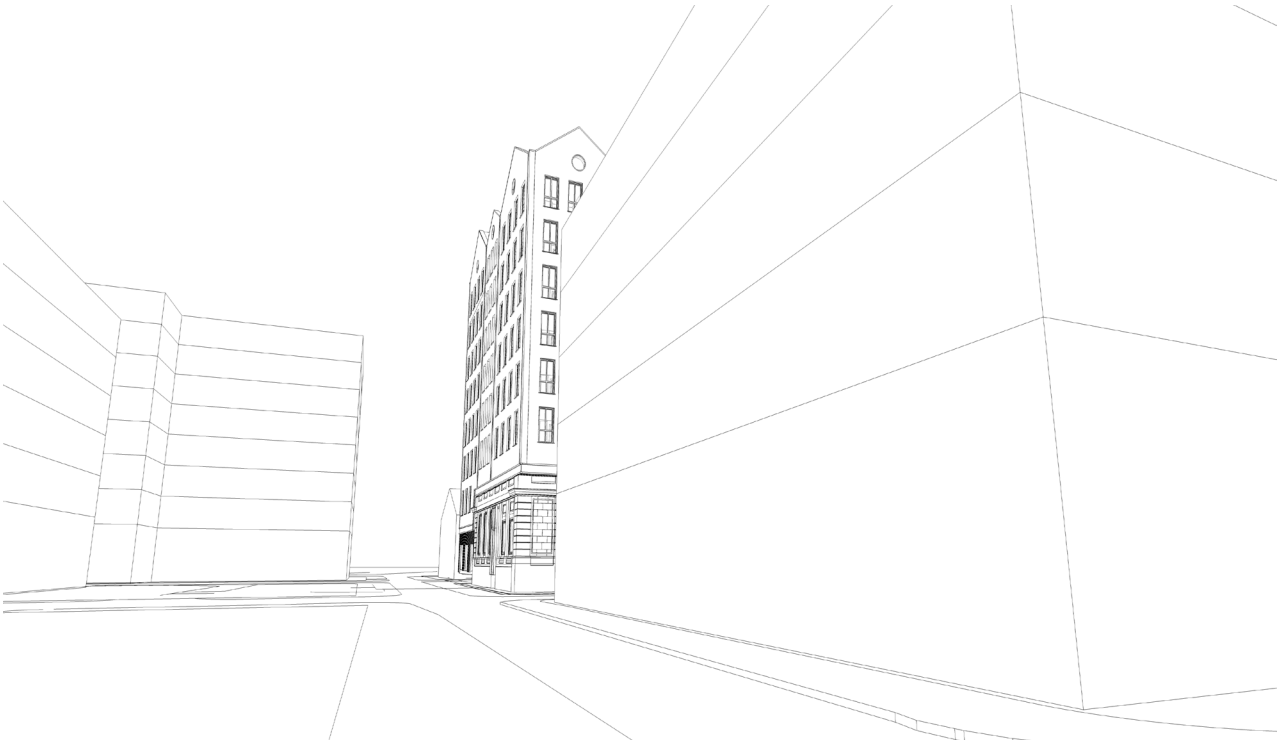
1. View from corner of Thompson and Mason St



2. View from corner of Cross Keys and Bendix St



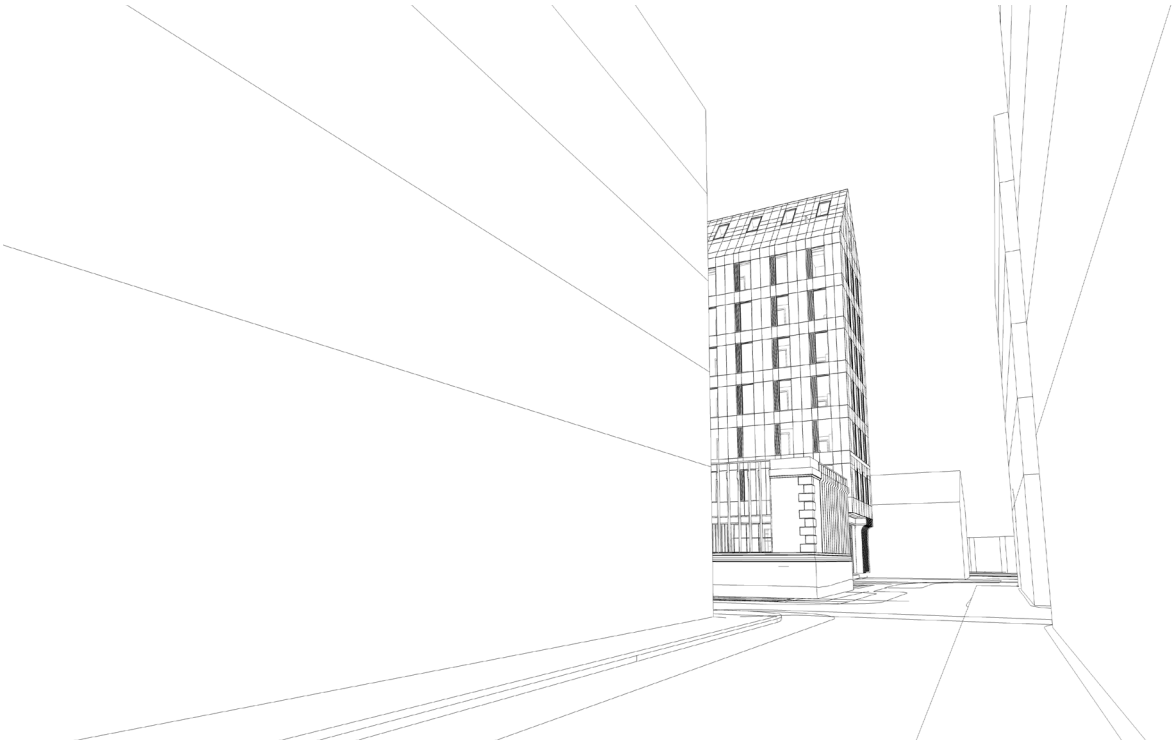
3. View from corner of Mason and Goulden St



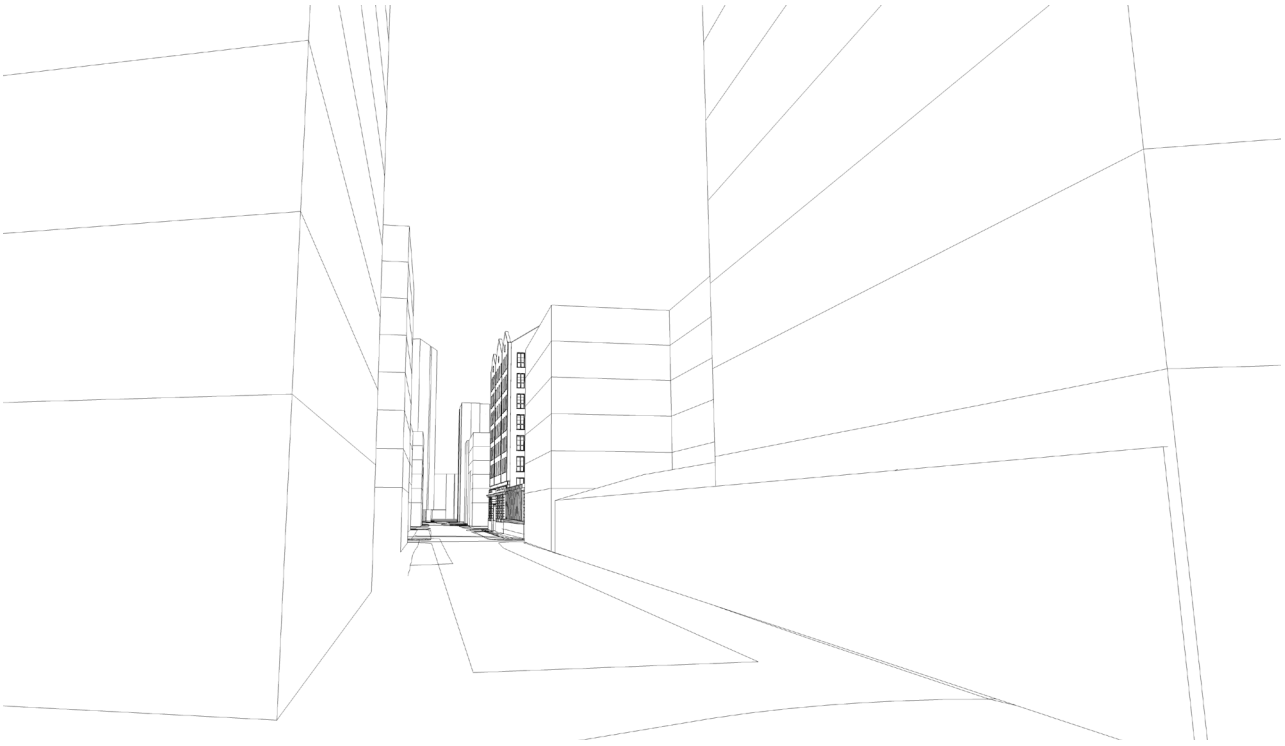
4. View from corner of Cross Keys and Marshall St



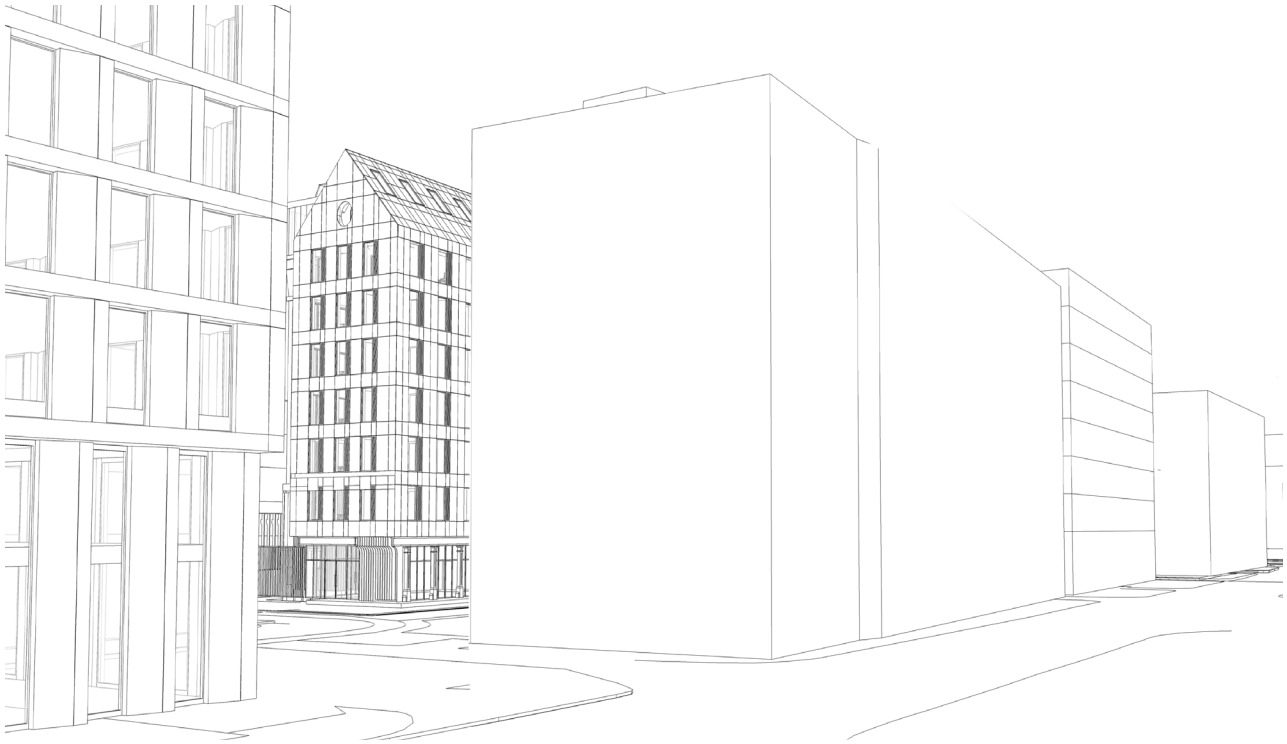
5. View from Addington St



6. View from Chadderton St



7. View from Oldham road down Goulden St



8. View from Thompson St



9. Chadderton Street Elevation









6.10 TYPICAL APARTMENTS

SPACE STANDARDS / MANCHESTER RESIDENTIAL QUALITY GUIDANCE

In order to match Manchester City Councils drive and vision for New Cross to provide quality housing for an increasing population and to add to the current housing stock, the development provides many apartments of different layouts and sizes. Planning permission is being sought for 73 apartments which are made up of 25 one bedroom apartments, 41 two bedroom apartments and 7 duplex apartments.

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.

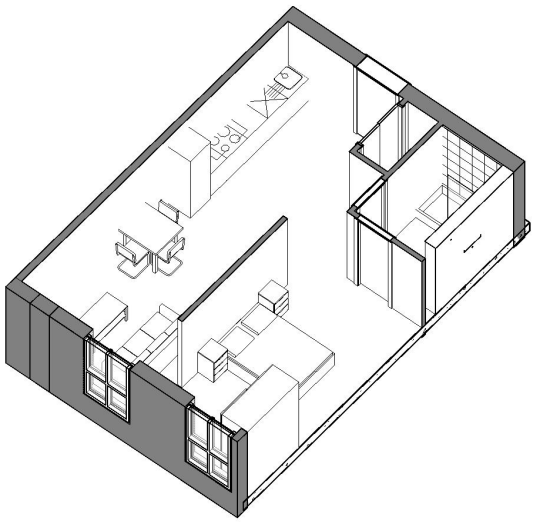
In addition to meeting the area requirements, the guidance notes also encourage provision of good quantities of natural light and enhanced floor to ceiling heights. The proposal provides all of these where possible. The floor to floor height on the majority of the building is 3000mm. All apartments have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

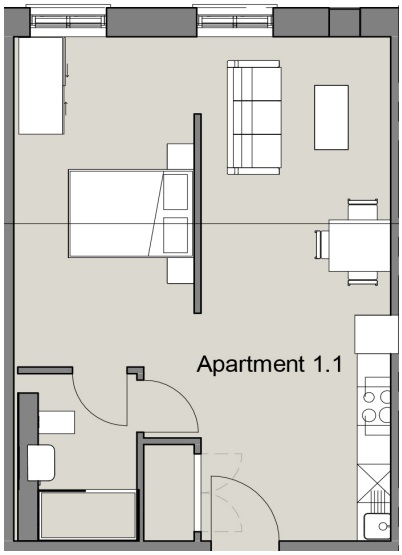
Consideration has been given to the layout and usability of the apartments. The apartments all have an open plan layout to maximise the habitable space and provide flexibility for the occupiers.

Whilst the Manchester Residential Quality Guidance is still currently a draft document, 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.

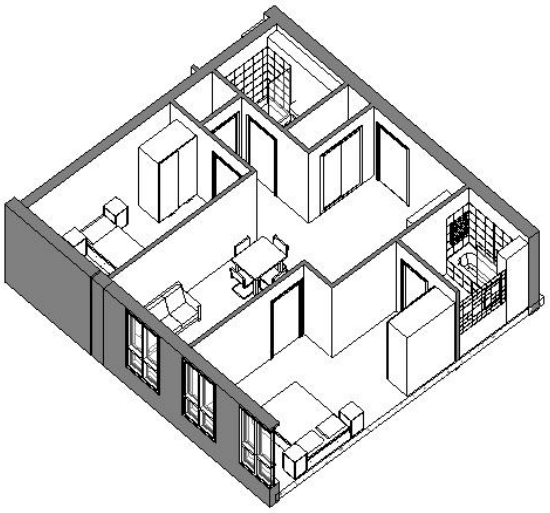
Much of the design described in this Design and Access Statement has been tailored around many different design concepts that the document aspires to achieve. These can vary from the relationship with the historic environment of Ancoats/New Cross, to creating a sense of place, activating street frontages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

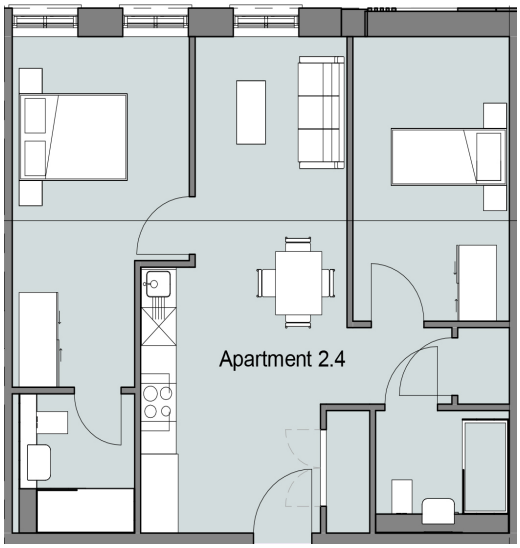
One Bedroom Apartment



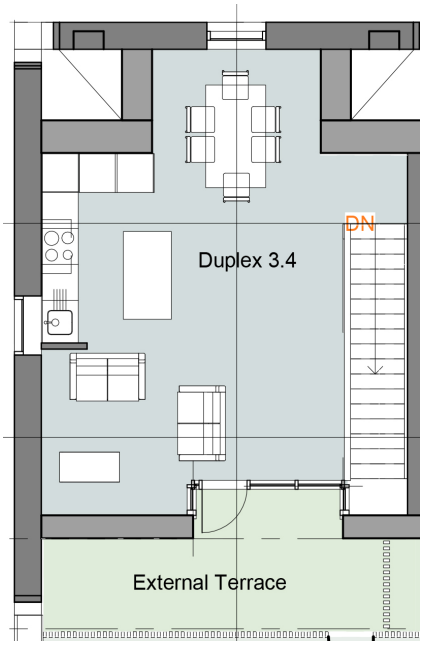


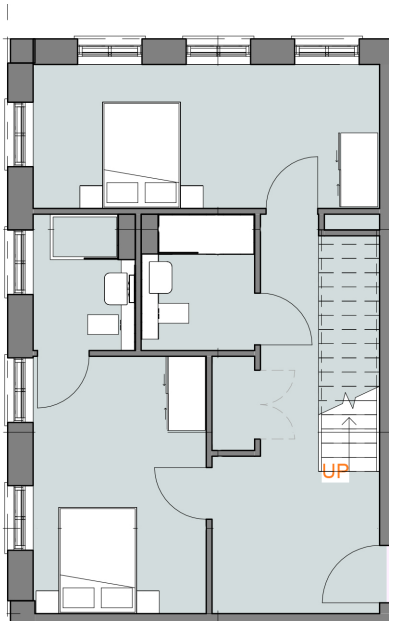
Two Bedroom Apartment

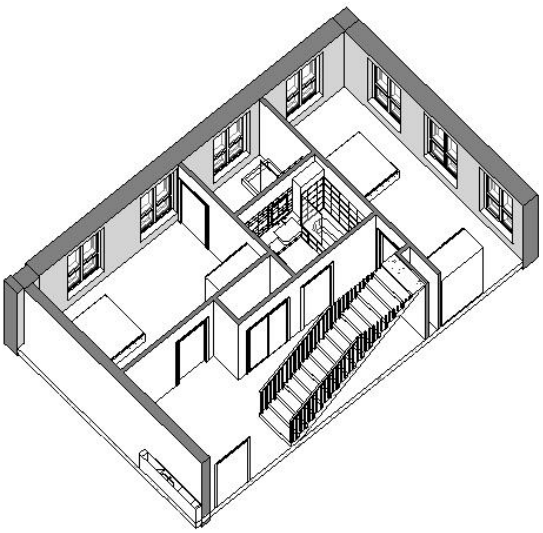


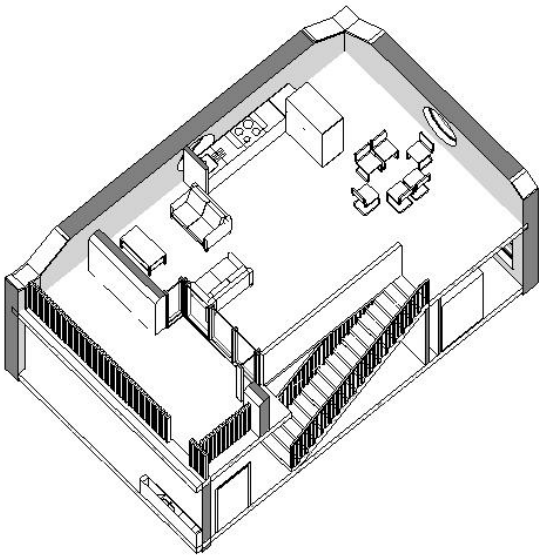


Duplex Apartment









7. SUPPLEMENTARY INFORMATION

7.1 PLACES MATTER REVIEW

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

Panel Feedback for Goulden Street:

The site consists of the remaining structures of the former police and fire station, including the chimney, ashlar main wall and rear wall with cast iron columns, all of which is understood to the Listed Grade II.

The proposal is for a series of pitched roof and gabled buildings extending to six storeys, which embrace the chimney in a new enclosed space. The main buildings are of brick, whilst the element to the rear alongside the walkway is intended to be clad and to retain the ground floor cast iron columns.
The panel noted the interesting challenge of incorporating the skeletal heritage legacy in the new proposals, within this area of major transformation. There are some really strong urban design elements to balance and you should test these against the conservation principle.

The solid brick wall approach could produce an interesting defensible space for residents, but a more permeable approach would allow more people to enjoy the chimney in its new form as an 'object in space'. There is concern about the treatment of the cast iron column elevation to the walkway, This functions as a blank elevation at present, but may not in future, with a 'dead' ground floor fronting this pedestrian passage through the area. The primacy of the front retail unit to Cross Keys Street could usefully stretch to wrap around the corner and on to the passageway side.

The ashlar wall is very tangible and will be a key feature of the new proposals, but there is a risk that the back will become a forgotten elevation and might result in that side being a miserable place to be. The integration of the cast iron columns offers a very interesting potential addition to this side of the building.

The sequencing on the ground floor doesn't feel correct at present and the communal kitchen/dining area feels awkward next to the entrance lobby. You should seek to reorder the functional spaces, perhaps by moving this to the end space overlooking the courtyard and you might also seek to animate the bike storage. The option to introduce a coffee shop might also be explored in this space with the opportunity of opening onto the courtyard.

The balance between how public or private to make the courtyard was debated. The enclosed space gives the chimney strength and you might seek a deliberately ambiguous approach, by using railings that allow people to see in but not enter at given times and by trying to pull people visually through the cast iron columns on the rear passageway by glazing a section between these.

Overall the panel felt that this is a nice piece of work, which has been well thought through. There is a tension though in this being residential, whilst echoing an industrial aesthetic. This is particularly apparent in the gabling, which is too much and a 'memory' of the industrial, when in fact this was previously a solid civic building.

There should be a clearer visual break between the older element and the newer element. Whilst the newer style element is a striking motif next to the chimney the side gables across the whole scheme seem to be labouring the point and superfluous, with the datum getting a little bit lost.

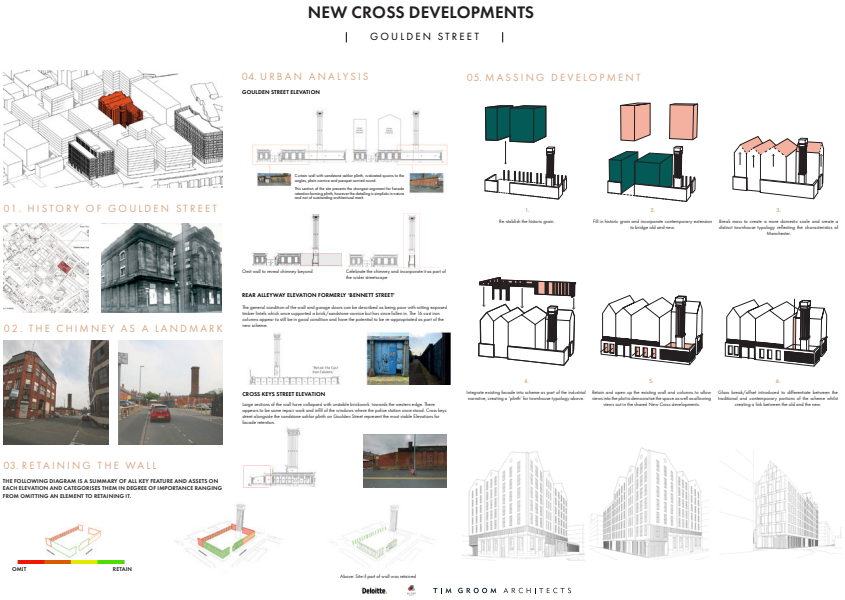
In respect to the secondary gables, you were asked to test these against both the primacy of the decorative elements of the Listed façade and in terms of their dominance in the elevations relative to the visual hierarchy. If they creating 'cool' internal spaces then they may be of greater importance. The rhythm of the main gables was felt to be good.

TGA Response to Panel Review:

Following the design panel review, we have re-looked at the sequencing at the ground floor level to create more active frontages around the perimeter of the building. We have also explored the functional use of the chimney courtyard and decided to punctuate the ashlar wall further and introduce railings to allow permeability between the two spaces. The idea of gables is still something we wish to incorporate into the design, with a strong sense of domesticity in the design principles and surrounding NDF context.

In summary, the panel were supportive of each element of the presentation and thanked you for the quality of the boards as presented. These are strong scheme in the making and the distinct nature of the three elements should produce a successful and varied scheme.

7.2 PUBLIC CONSULTATION





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. The other schemes are Angel Gardens, Angel Meadow and Everyman Hotel are all under construction, with Fort 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 of 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@deloitte.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 use and associated public realm improvements.

WHEN WILL THE APPLICATION BE SUBMITTED?

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

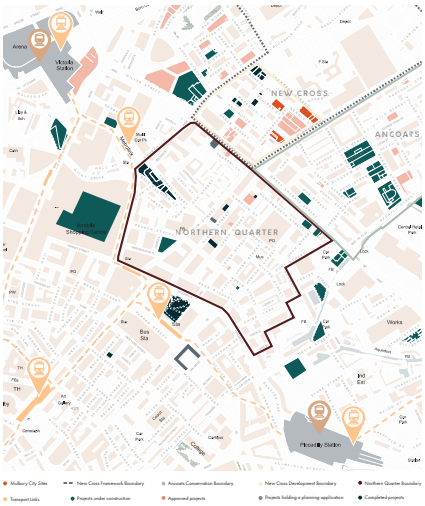
THE SITES

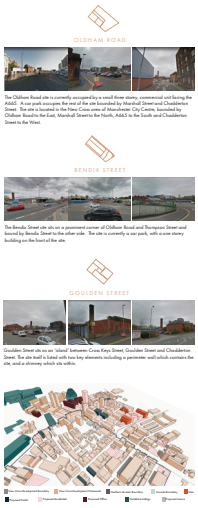
The proposals will develop three sites within the New Cross area of Manchester City Centre. Each of the sites is described as follows:

1. BENDIX STREET
The first site is bound by Thompson Street to the north west, 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 0.14 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 west, Marshall Street to the north west, Thompson Street to the north east 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 pedestrianised Bendix Street to the north east, Chadderton Street to the north west, 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 Turner 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.





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 the site is bounded by Oldham Road, an area undergoing wholesale regeneration, informed by the New Cross Neighbourhood Development Framework and the Public Realm Strategy, both endorsed by Manchester City Council. The NDF identifies the area as 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.

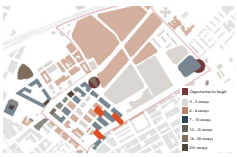
The proposals by us have been designed to respond to the vision of the NDF and the Public Realm Strategy to help deliver the wholesale regeneration of the area in a comprehensive and positive way.

MASSING STRATEGY

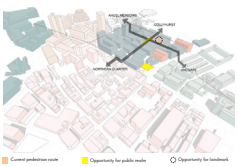


The New Cross NDF describes the massing applied to the area as a tilted bowl which decreases in height from the NOMA masterplan down towards the Northern Quarter.

NDF ZONE A, B & C: SCALE



PEDESTRIAN/PUBLIC REALM

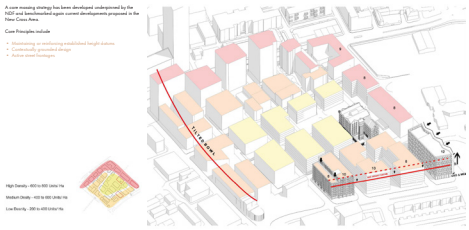


02. SITE WIDE MASSING STRATEGY - BENCHMARK AGAINST NDF

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 on enhancing 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 8 Cobble 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 already 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 build ings and their setting.



Deloitte. TIM GROOM ARCHITECTS

NEW CROSS DEVELOPMENTS

OLDHAM ROAD | GOULDEN STREET | BENDIX STREET

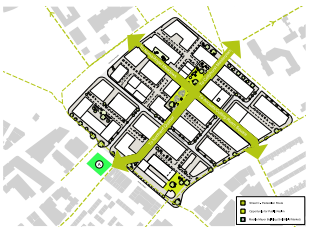
01. NEW CROSS DEVELOPMENT FRAMEWORK: PUBLIC REALM

Analysis of the surrounding area highlights a distinct lack of good quality public realm within the NoR. 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.





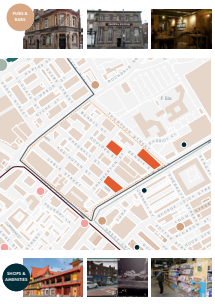


02. EXISTING PUBLIC REALM

Analysis of the surrounding area highlights a distinct lack of good quality public realm within the NoR. 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.

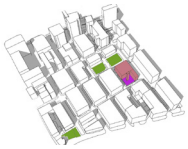
The other major factor affecting public realm in the New Cross area presently is its lack of green, open space. The following analysis highlights the need for high quality green space within the development itself and create a private 'The Gooden' area to ensure that residents can retreat into an open and pleasant space. It also highlights the need to ensure a balance is maintain between the amount of commercial offering and the amenity space to 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 NCC endorsed Public Realm Strategy.



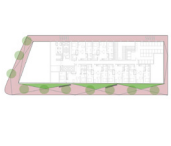
OVERALL STRATEGY



GOULDEN STREET



OLDHAM STREET



BENDIX STREET

7.3 PUBLIC CONSULTATION COMMENTS

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

FEEDBACK FROM PUBLIC CONSULTATION

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.

7.4 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 73 apartments including 25 one bedroom apartments, 41 two beds and 7 duplex 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 Chadderton 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 73 apartments within the proposed development this would require 7 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 73 apartments within the proposed development this would require 4 Euro-bins with a capacity of 1100 litres.

MIXED RECYCLING

As with pulp-able waste, the guide sets out the requirement for 55 litres per week for each dwelling. Based on the 73 apartments within the proposed development this would require 4 Euro-bins with a capacity of 1100 litres.
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. As this is collected in smaller 240 litre containers this would equate to 5 x bins.

BINS STORE AREA

For residential developments MMC require each apartment be allocated 0.43m2 floor area. Target fig. 0.43 x 73 = 31.39m2.

TOTAL PROVISION

The total provision for the residential development would therefore be 15 (1100 Litres) x Euro-bins and 5 (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 - GOULDEN STREET

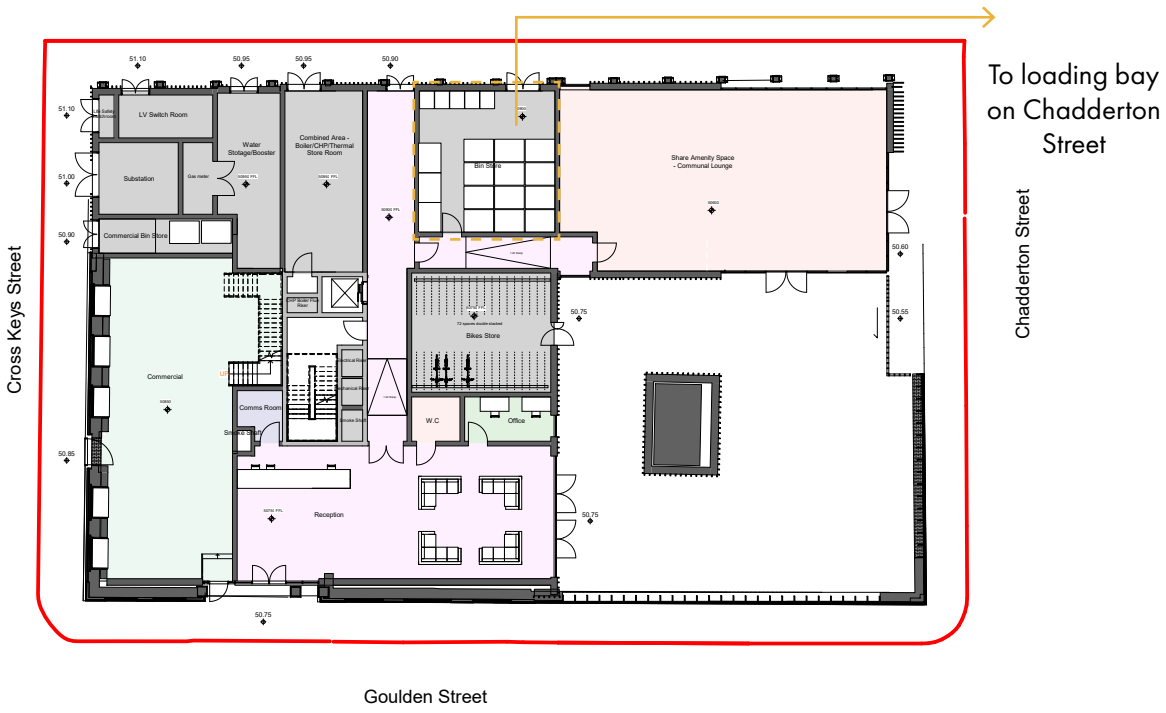
Per Dwelling	No. of Dwellings	Total
0.43 m2	73	31.39

Waste Types	Provision	Capacity	Waste in Litres	No. Bins
Genral Refuse	110 week per dwelling	1100 litres	8030	7
Pulpable Recycling	55 week per dwelling	1110 litres	4015	4
Mixed Recycling	55 week per dwelling	1110 litres	4015	4
Food Waste	15 week per dwelling	240 litres	1095	5

Total		19	
	Euro Bins	15	Floor Space Required: 1575mm x1190mm
	Wheeled Bin	5	Floor Space Required: 780mm x 940mm

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

7.5 REFUSE STORE PLAN



7.6 CRIME IMPACT STATEMENT

The Crime impact statement composed by GMP (refer to document 2018/0664/CIS/01 as part of planning submission) highlights the following as positive contribution to the prevention of crime and fear or crime;

- The proposed development will have active frontages to Goulden Street and Cross Keys Street which will help to enliven the street scene and help to provide useful natural surveillance of the area. The development will increase the activity and general surveillance of the public realm around the site.

- The reception desks overlook the main entrance into the building allowing staff to vet those entering the building.

- There are no recesses in the buildings footprint that could provide potential hiding places or loitering places where an offender could commit crime without fear or detection.

- The rear courtyard will be enclosed with access restricted to residents.

- The main entrance is well located on the South facing façade being clearly visible from the pedestrian street (Goulden Street).

- The commercial unit and the residential aspects of the building are self-contained.

- Secure bicycle parking will be provided for residents.

The following points have been identified for further consideration;

- The proposed bicycle store should be secured with a certified door set (i.e. BS PAS 24) with access restricted to genuine users.
- TGA to respond by specifying a certified door set.

- Access in to the apartment building should be controlled by a video entry phone system (with the picture viewable on the phone unit, rather than on a television set) so that residents can vet visitors before allowing them access in to the building.
- TGA to respond by advising the client regarding the entry system.

- The rear of the existing perimeter wall has been subject to extensive graffiti and so have other buildings/structures in the local area – this is likely die to the lack of natural surveillance during the day and at night, and that the public highway/ footways do not experience significant footfall. For this reason, any blank elevations of the building should be coated with anti-graffiti treatment to a height of 2400mm.
- TGA to respond by coating the exterior perimeter of the building with anti-graffiti to a height of 2400mm wherever possible.

- To deter loitering around the building it is recommended that all elevations are illuminated to a high standard.
- TGA and design team to respond by making sure all elevations are illuminated to a high standard.

- The ground floor commercial unit should be covered by a monitored alarm system.
- TGA and design team to respond by making sure a monitored alarm system is in place for commercial unit.

- All new external fittings (i.e. doors, windows, glazing & curtain walling) should be certified to a secured by design standard where possible/ If the listed status of the building prevents this, alternative security measures should be taken.
- TGA and design team to respond by making sure all external fittings are certified to secured by design standard.

7.7 ACCESS AND BUILDING STRATEGY

PEDESTRIAN ACCESS

The main residential entrance is to be located on Goulden in place of the existing gated entrance, with a large double height glazed frontage to ensure it is easily located by visitors. A secondary gated entrance is proposed off Chadderton which will form a natural link to courtyard space for the residents and will be closed at night for security purposes.

Upon entering the building the user would pass through a common reception area with post boxes and a shared concierge/lounge area which spills out into the courtyard. The lifts and primary stairs are each located off this reception giving access to all residential floors with an additional means of escape towards the rear off Bendix street. 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 SKTP 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 and grade II listing restricts the potential for on-site parking, a single disable bay has been allocated off Chadderton street. 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 bays (TBC)

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 & REFUSE

It is proposed that refuse collections and servicing would be carried out from Bendix street rear alleyway and collected from Chadderton Street. Swept path tracking has been carried out by SKTP to verify that refuse vehicles can manoeuvre safely along Chadderton 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.

CYCLE PROVISION

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. The cycle store 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.

1. Access to the commercial unit will be via level thresholds at street level.
2. Access to all residential entrances will be via level thresholds.
3. All lift lobbies are 1500mm wide.
4. All apartments including living areas, kitchens and main bedrooms are Part M compliant.
5. All apartments are capable of being fully compliant to DDA requirements and a dedicated number of apartments will be agreed at building regulation approval stage.
6. A dedicated disabled parking bay can be accessed off Chadderton Street.

7.8 SIGNAGE STRATEGY

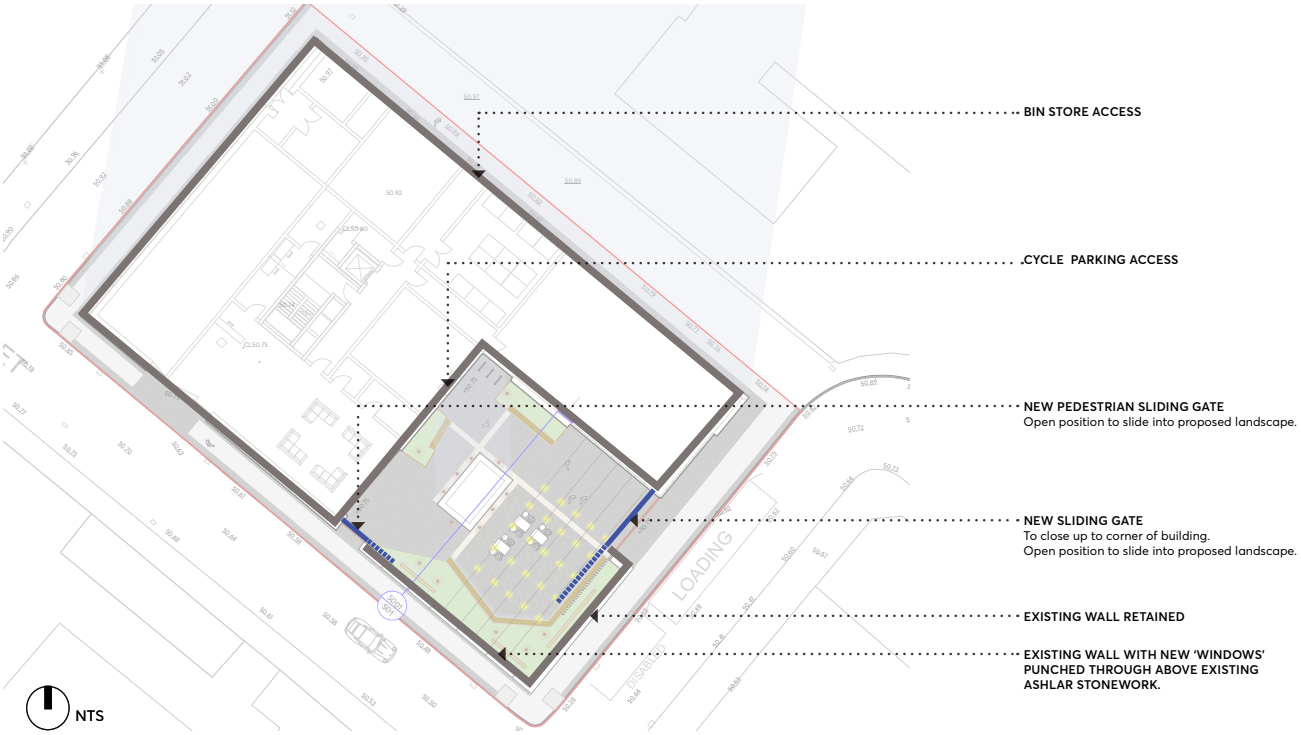




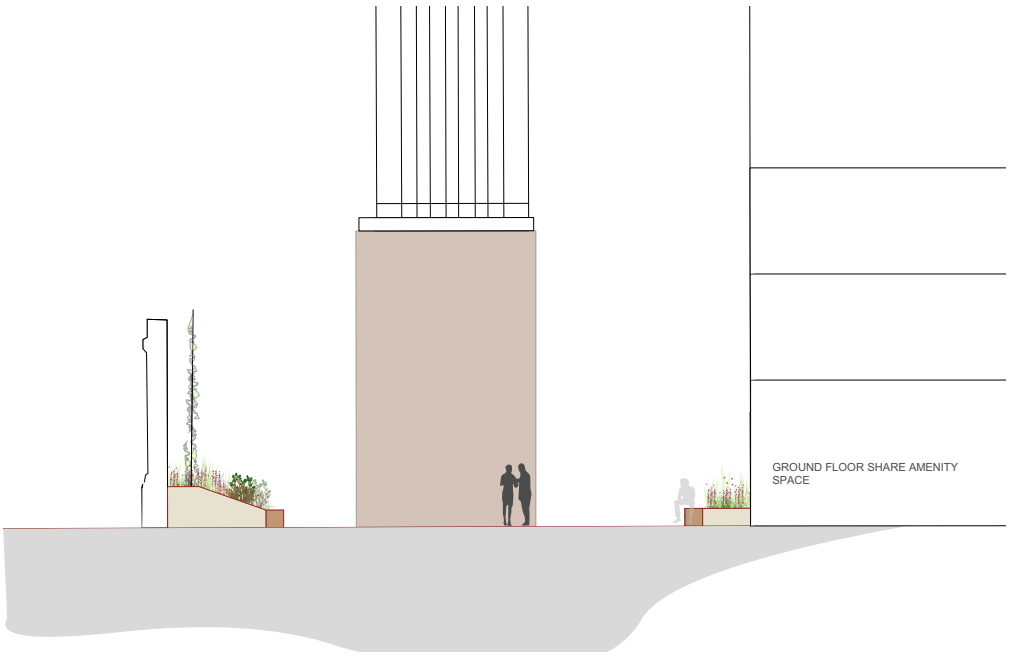


Suggested location for signage as required

7.9 LANDSCAPE STRATEGY











SCULPTURAL SEATING & PLANTERS
A feature seat will provide a perimeter edge to the planter and provide a green backdrop to the internal courtyard.

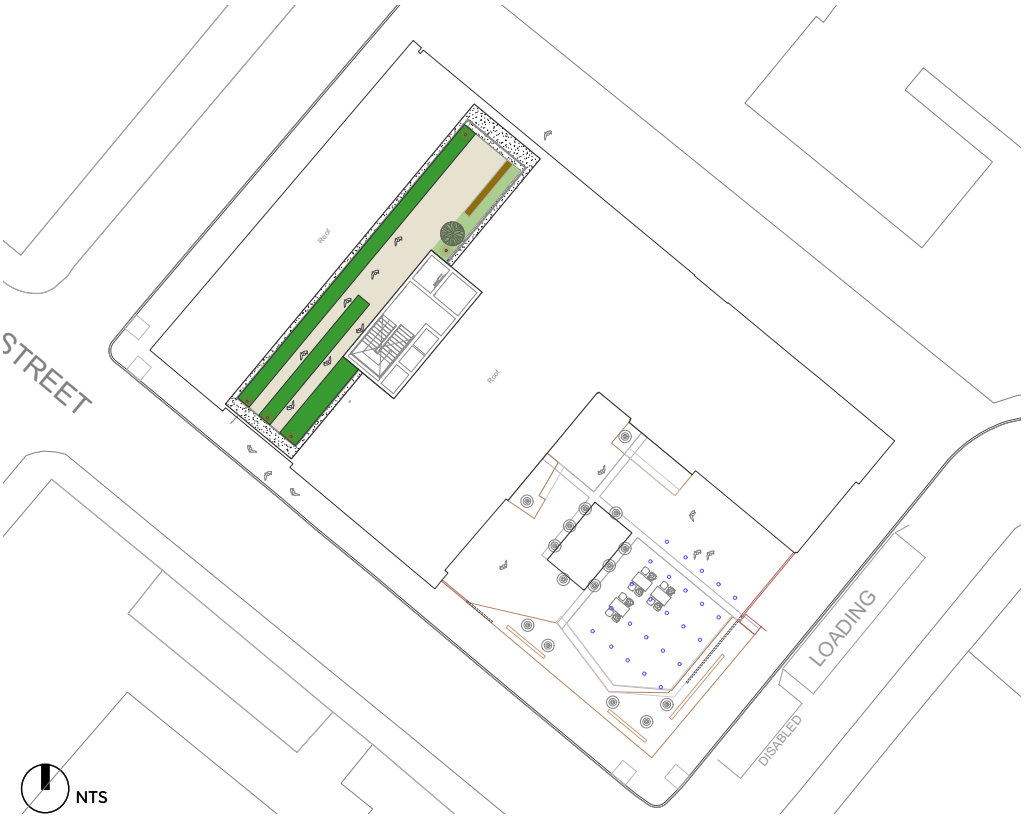






GREEN SCREENS
A feature seat will provide a perimeter edge to the planter and provide a green backdrop to the internal courtyard.

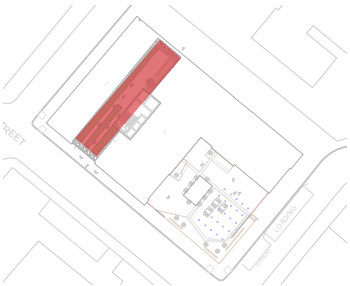




VEGETABLE GARDEN

ORNAMENTAL PERENNIAL AND GRASS PLANTING

PAVEMENT 01





VEGETABLE GARDEN
Contribute to improved social interactions and community cohesion.



7 Constance Street
Knott Mill
Manchester
M15 4JQ

T 0161 870 1152
E info@timgroomarchitects.com
W www.timgroomarchitects.com

TIM GROOM ARCHITECTS