OLDHAM ROAD

DESIGN AND ACCESS STATEMENT



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1. INTRODUCTION

SUBMISSION INFORMATION

1.1 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 there is an existing building on site, it is important to redevelop the site to create a modern and contextual building, marking the beginning of the New Cross area. It sits on the perimeter of the New Cross Framework, on the key arteriole route, Oldham Road. New Cross is in a key location, on the edge of the Ancoats Conservation Area and boarding the Northern Quarter, meaning it is surrounded by a number of listed buildings and developing areas. It is on the boundary of what can be deemed the traditional city centre and what are the beginnings of a new district city neighbourhood. The datum levels which are created by the surrounding existing buildings have a clearly defined one or two storey street frontage and a higher mass created by the former mills and other larger buildings.

Planning History

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

Design Concept

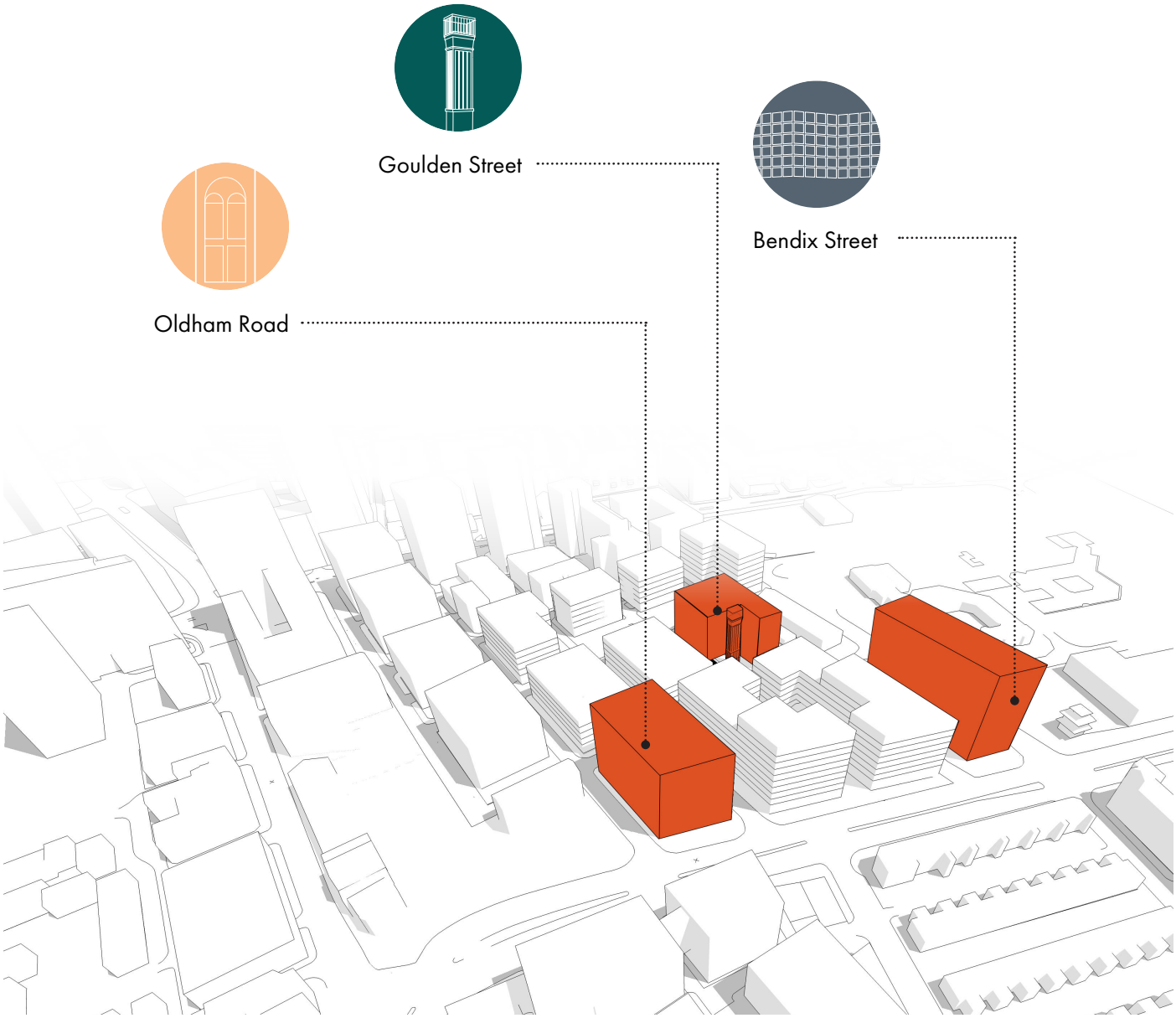
The analysis of the site and its surrounding context informed the design concept of the building. Early exploration of the design and overall massing of the building generated a range of different massing options such as linear, atrium and full perimeter blocks. These options were reviewed from both 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.

1.2 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 Oldham Road.



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

The site is located in the New Cross area of Manchester City Centre, bounded by Oldham Road to the East, Marshall Street to the North, the A665 to the South and Chadderton Street to the West. Being located on Oldham Road, a prominent vehicular route through New Cross and through to the City Centre means there is the opportunity to create a scheme which is visually exciting and activating to the developing street frontage.

The site is currently occupied by a small three storey, commercial unit facing the A665. A car park occupies the rest of the site bounded by Marshall Street and Chadderton Street.

2.1 THE NDF IN WIDER CONTEXT

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

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

UNDER CONSTRUCTION

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

PROJECTS HOLDING A PLANNING APPLICATION

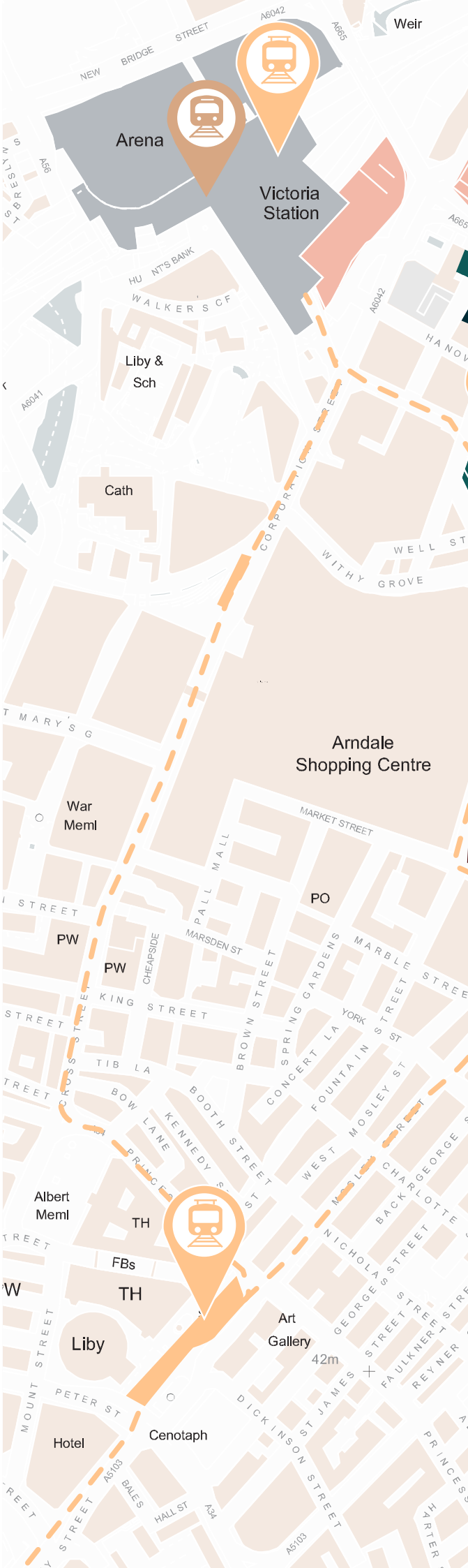
19. New Century Hall
20. 29 Shudehill
21. 20 - 36 High Street

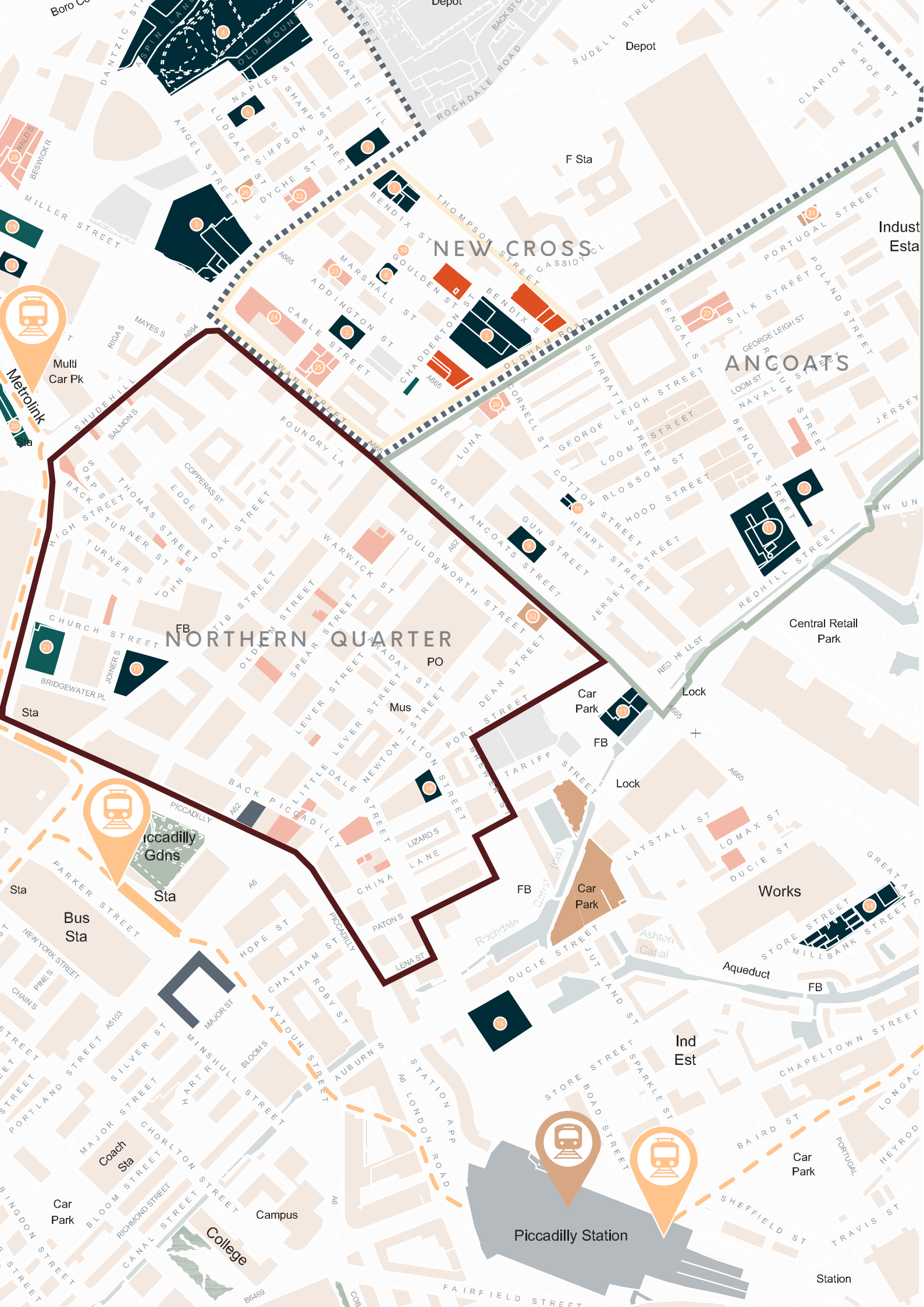
APPROVED OR STARTING CONSTRUCTION

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

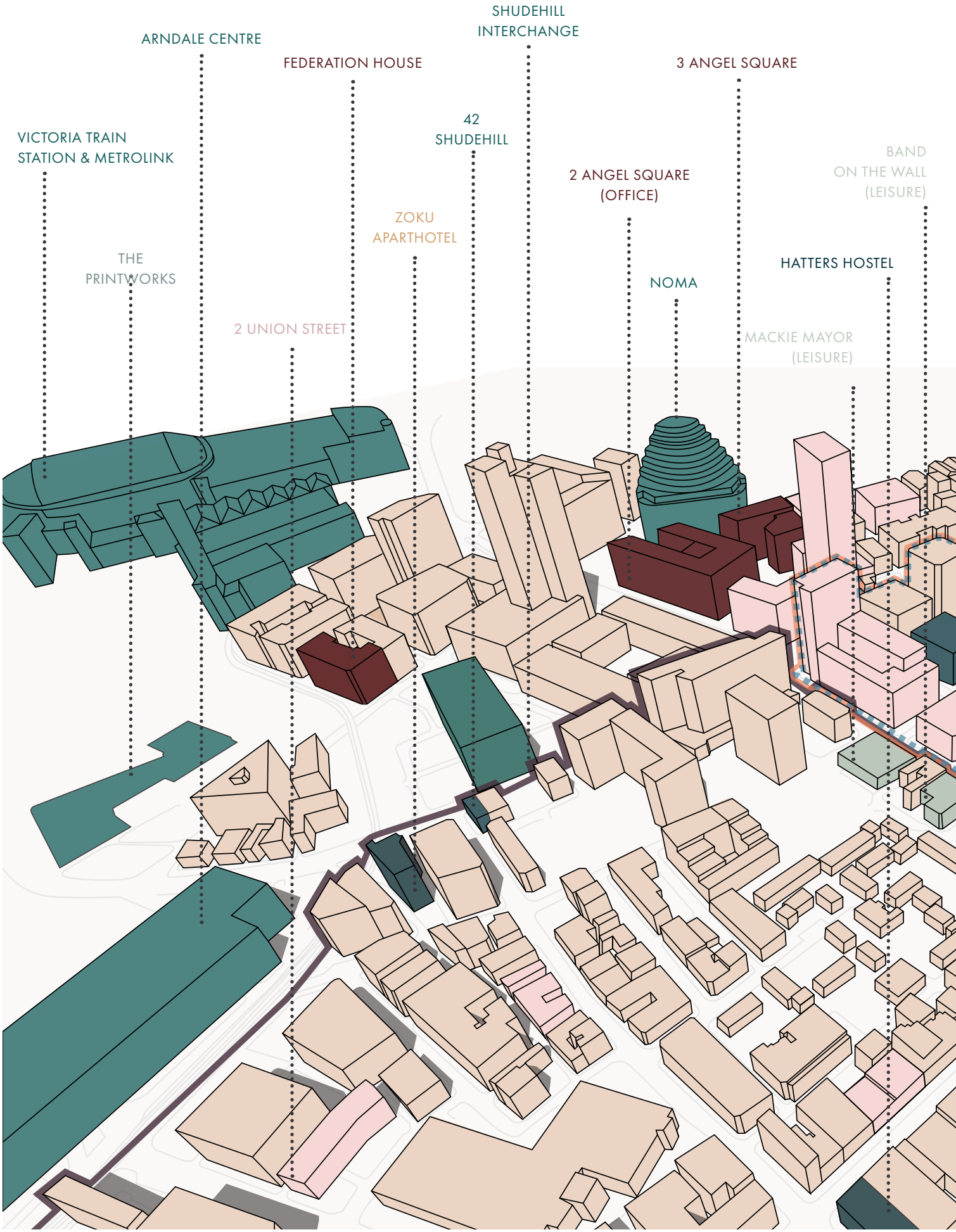
COMPLETED

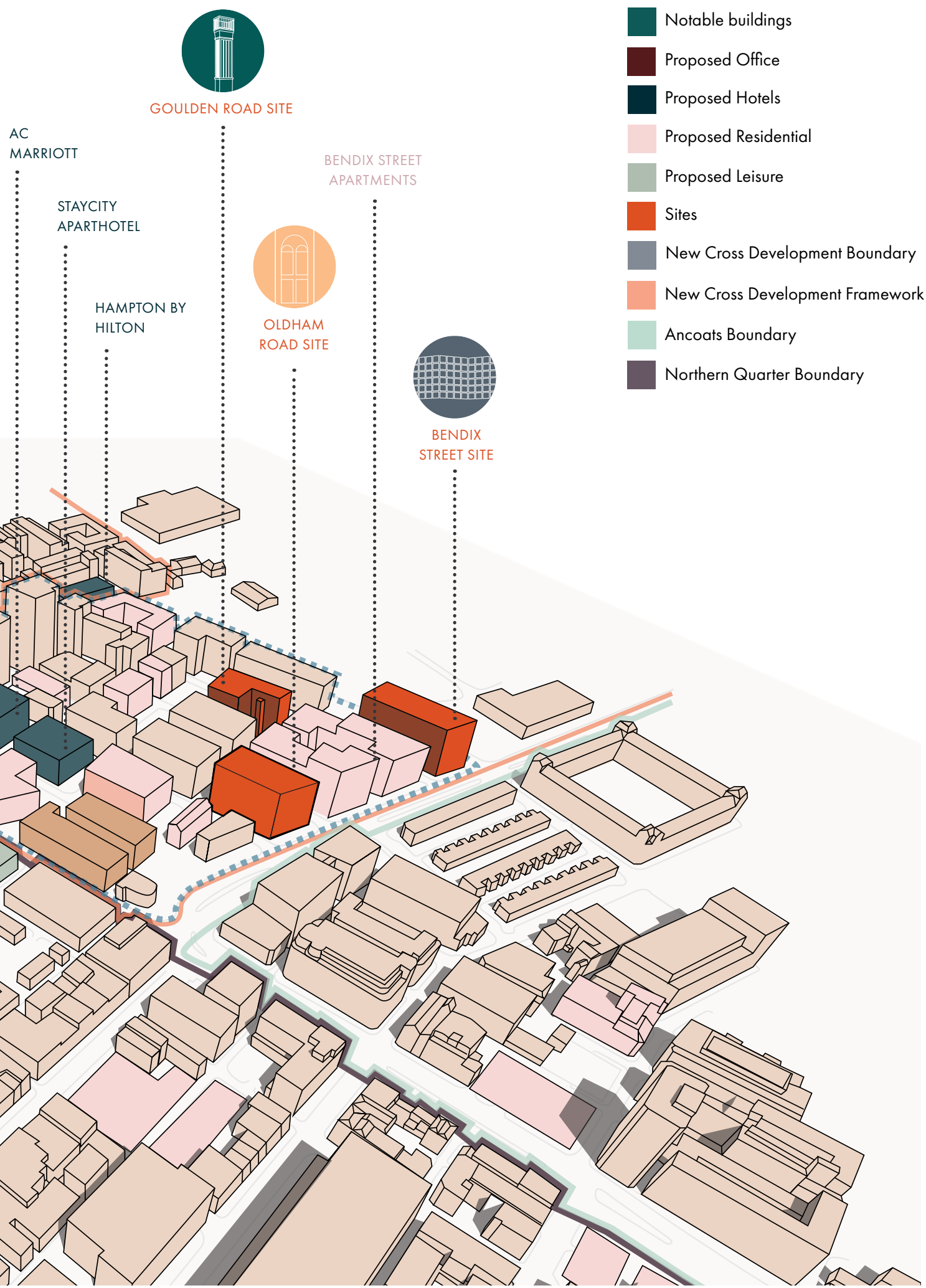
29. North Central
30. 34 Mason Street
31. Mount Pleasant House 162 - 164 Oldham Road
32. The Astley - Tim Groom Architects




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

2.2 EMERGING DEVELOPMENTS




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

2.3 THE LOCAL AREA

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



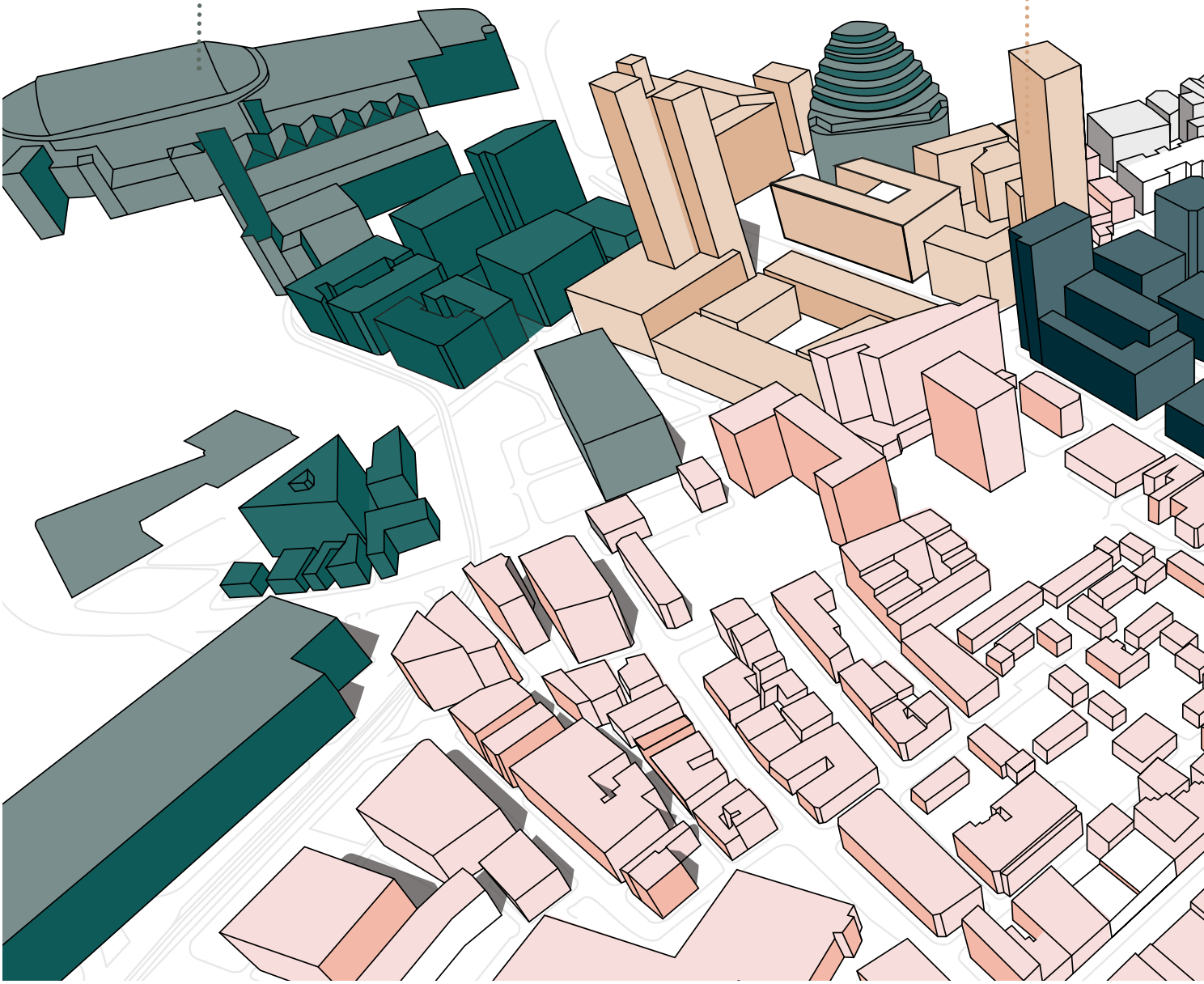




CENTRAL RETAIL DISTRICT



NOMA















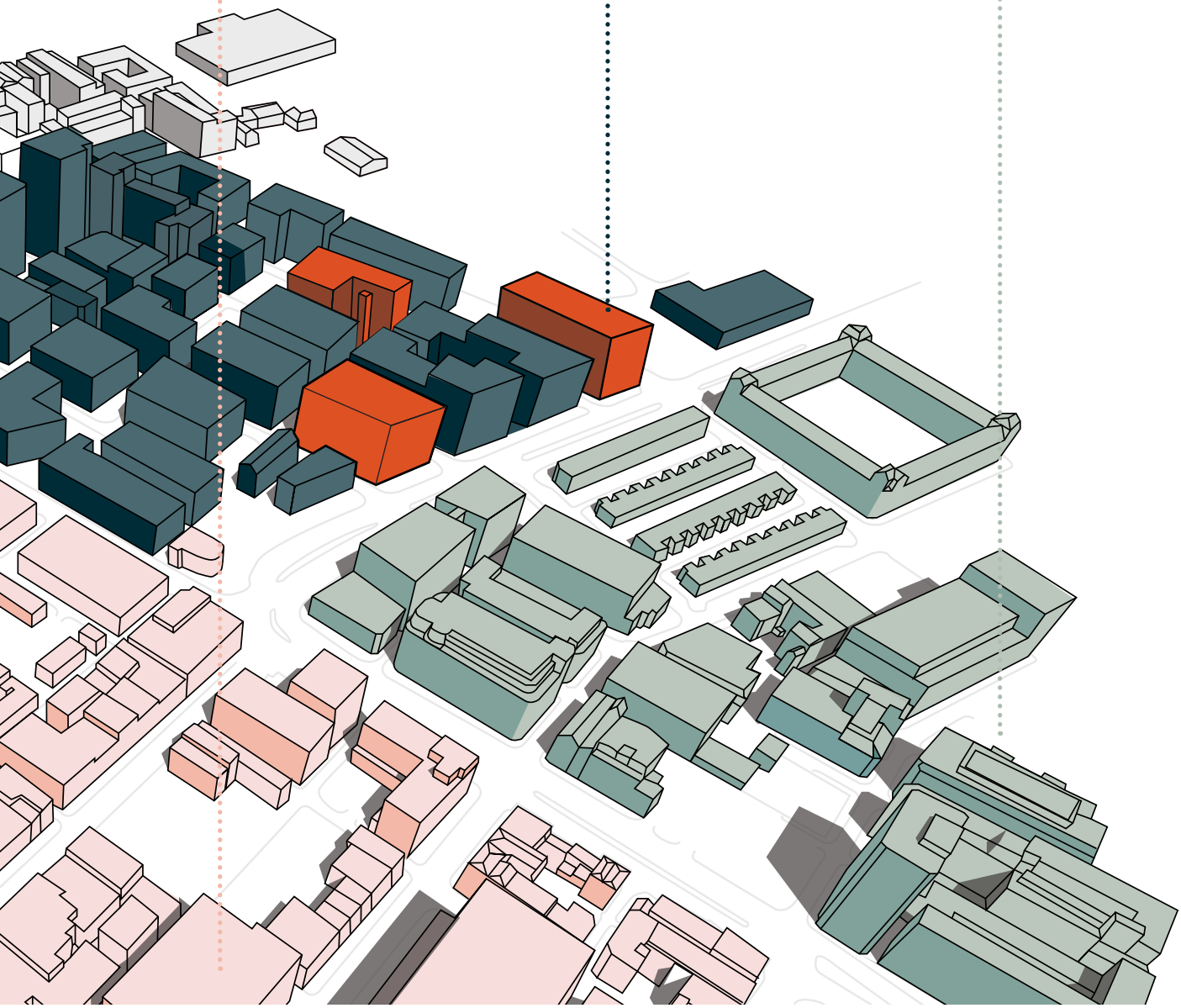
NORTHERN QUARTER



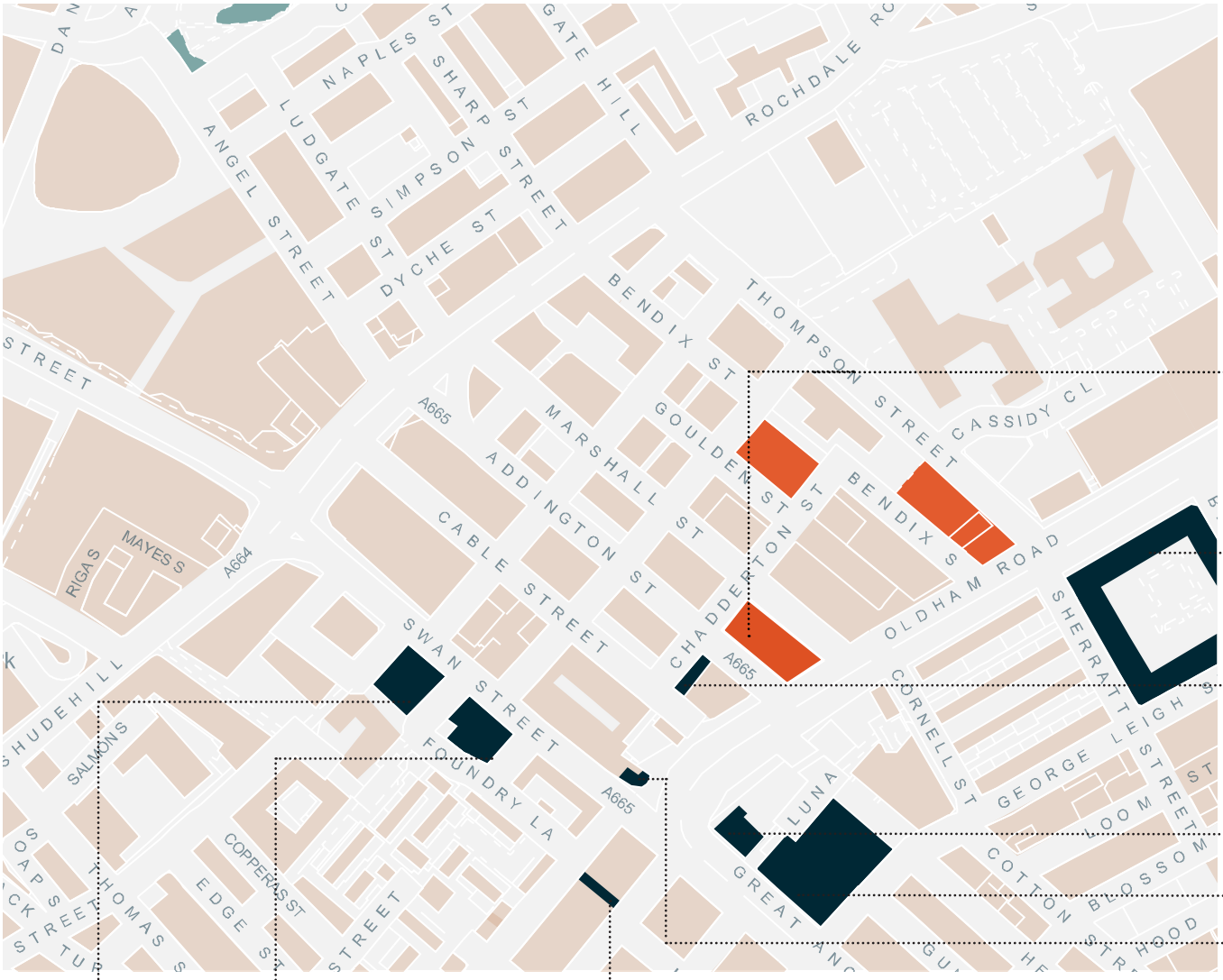
NEW CROSS



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.



OLDHAM ROAD



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 these with stepped jambs in the form of simplified pilasters with moulded heads and feet; moulded brick band over top floor.



CROWN AND KETTLE PUBLIC HOUSE

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



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

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



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

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



THE PRINCE OF ORANGE, OLDHAM STREET. PUBLIC HOUSE.

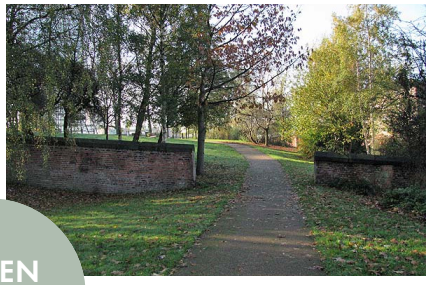
Stucco on brick. Narrow rectangular plan at right-angles to street. Three storeys and 2 windows; good inn front at ground floor including pilasters with scrolled capitals, carved floral panels, round-headed doorway to left, round-headed window to right and arched rectangular window in centre all with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

2.5 EXISTING PUBLIC REALM

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

- Commercial
- Residential
- Listed building
- Mixed use
- Unallocated spaces
- All three sites





GREEN SPACE







ENTERTAINMENT /EATERIES





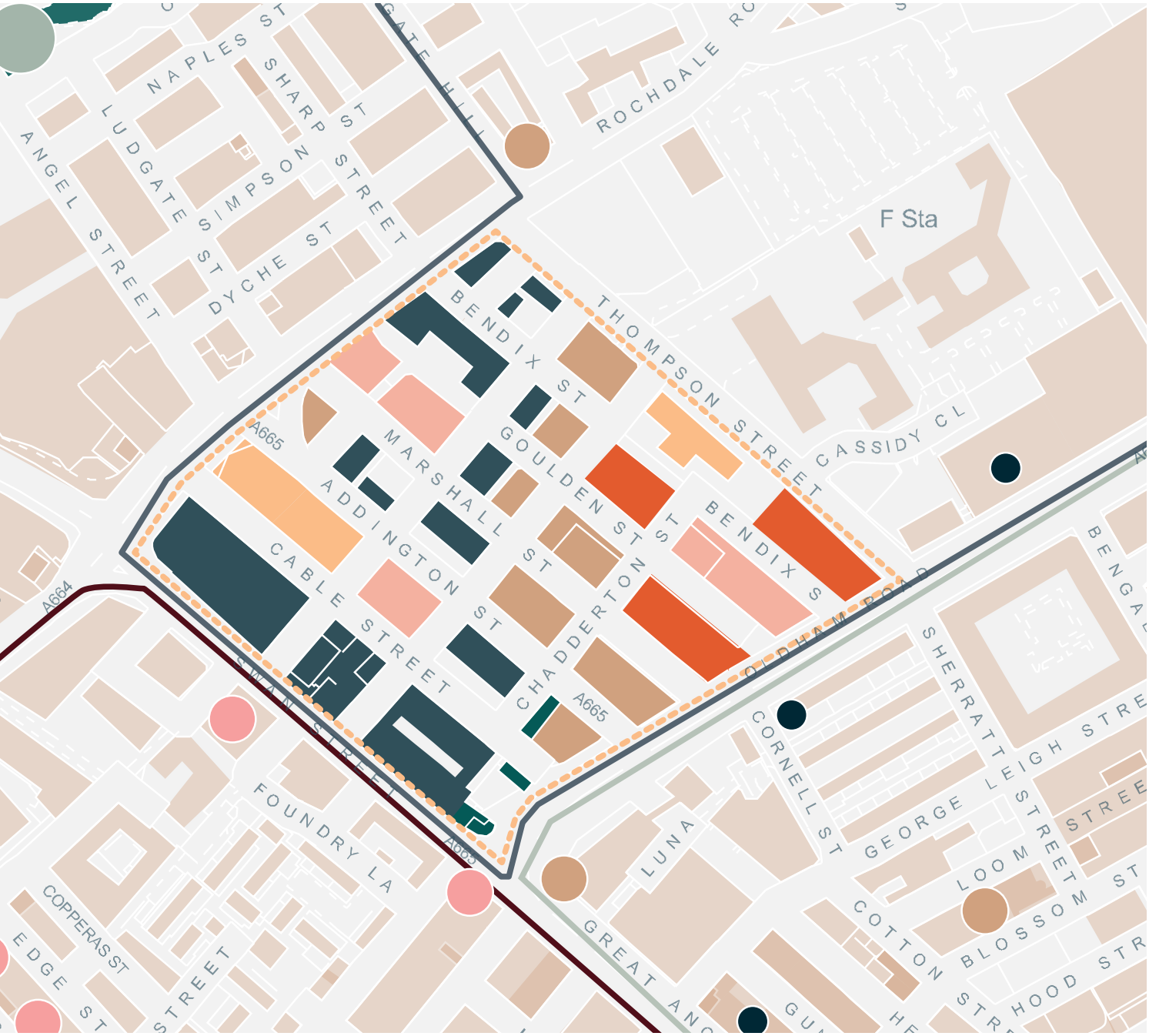


PUBS & BARS









SHOPS & AMENITIES







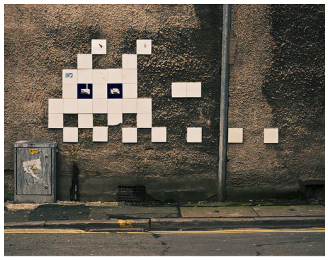
2.6 SURROUNDING AREA IDENTITY





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 masterplan outlines a number of existing character areas to which the different parts of the new developments should be linked. As seen to the right, 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 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.

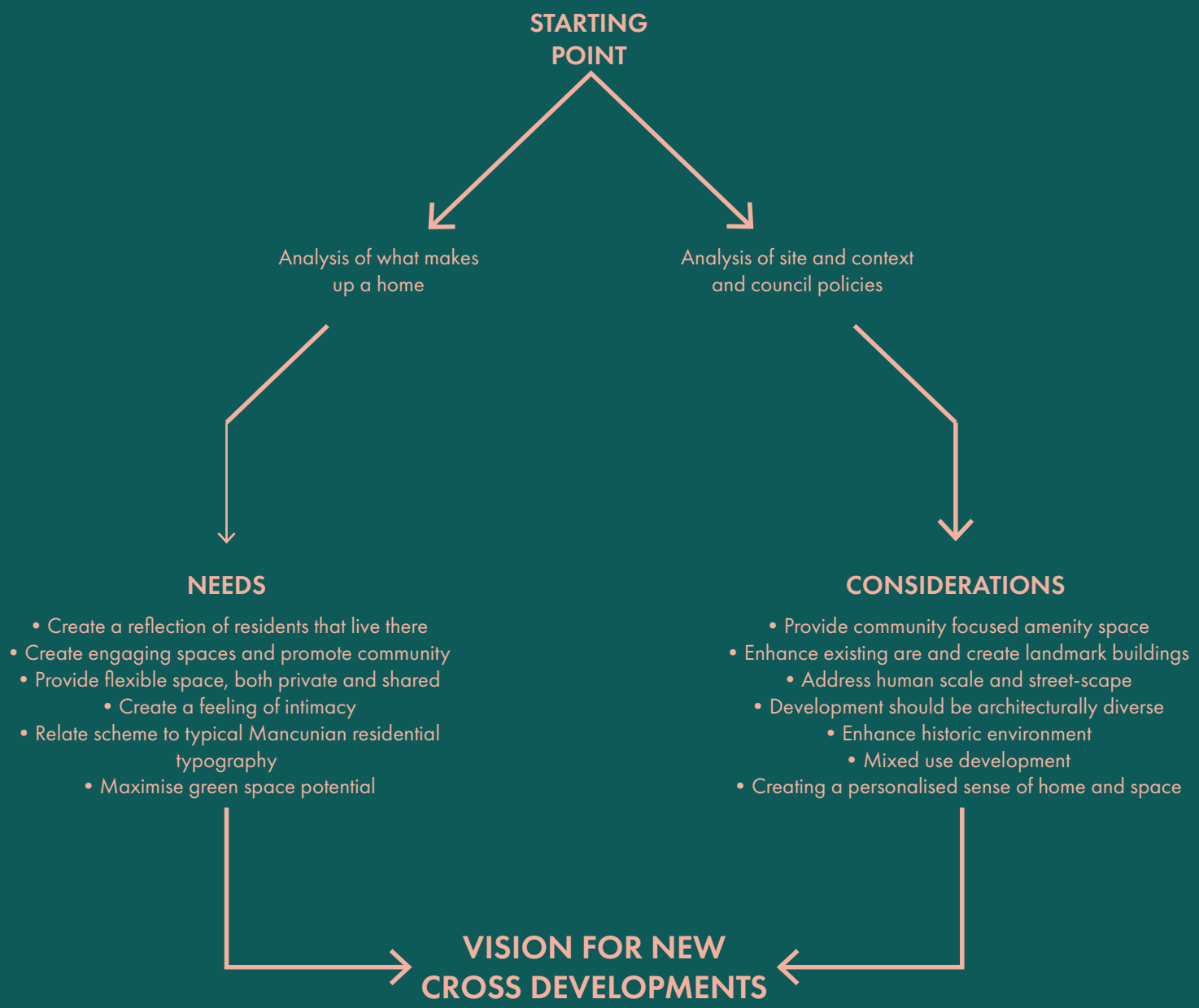


POLICY CC7

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.

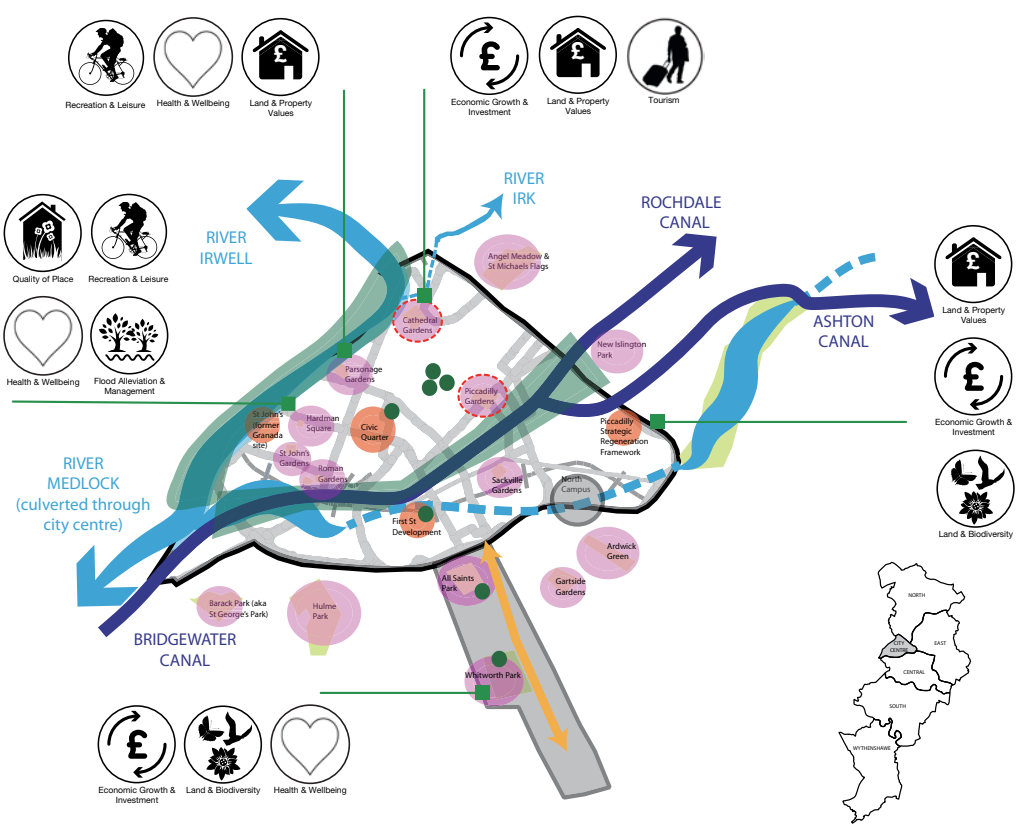
The New Cross NDF describes the massing applied to the area as a tilted bowl which decreases in height from the NOMA masterplan down towards the Northern Quarter.

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

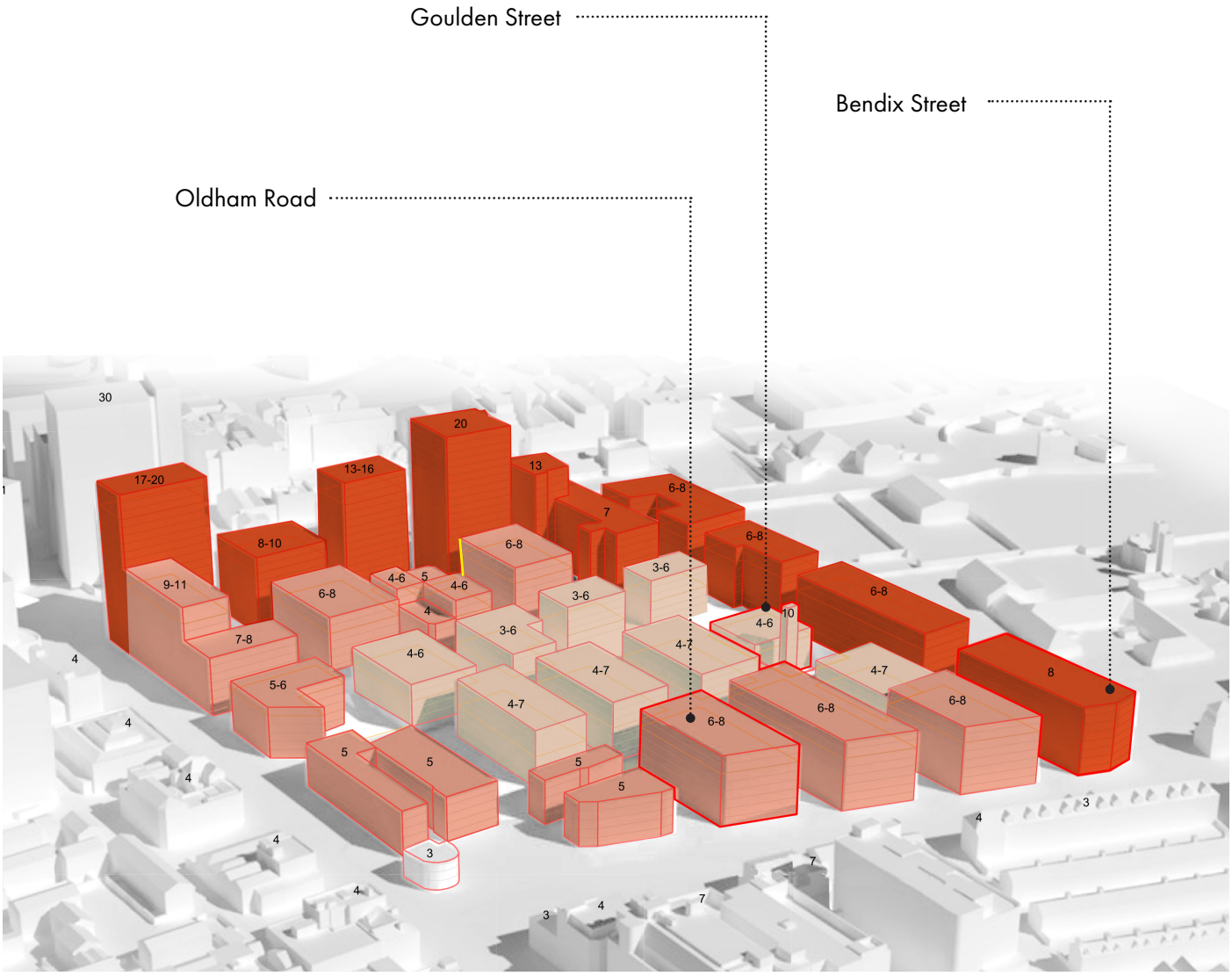


Mulbury Proposed Sites

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.

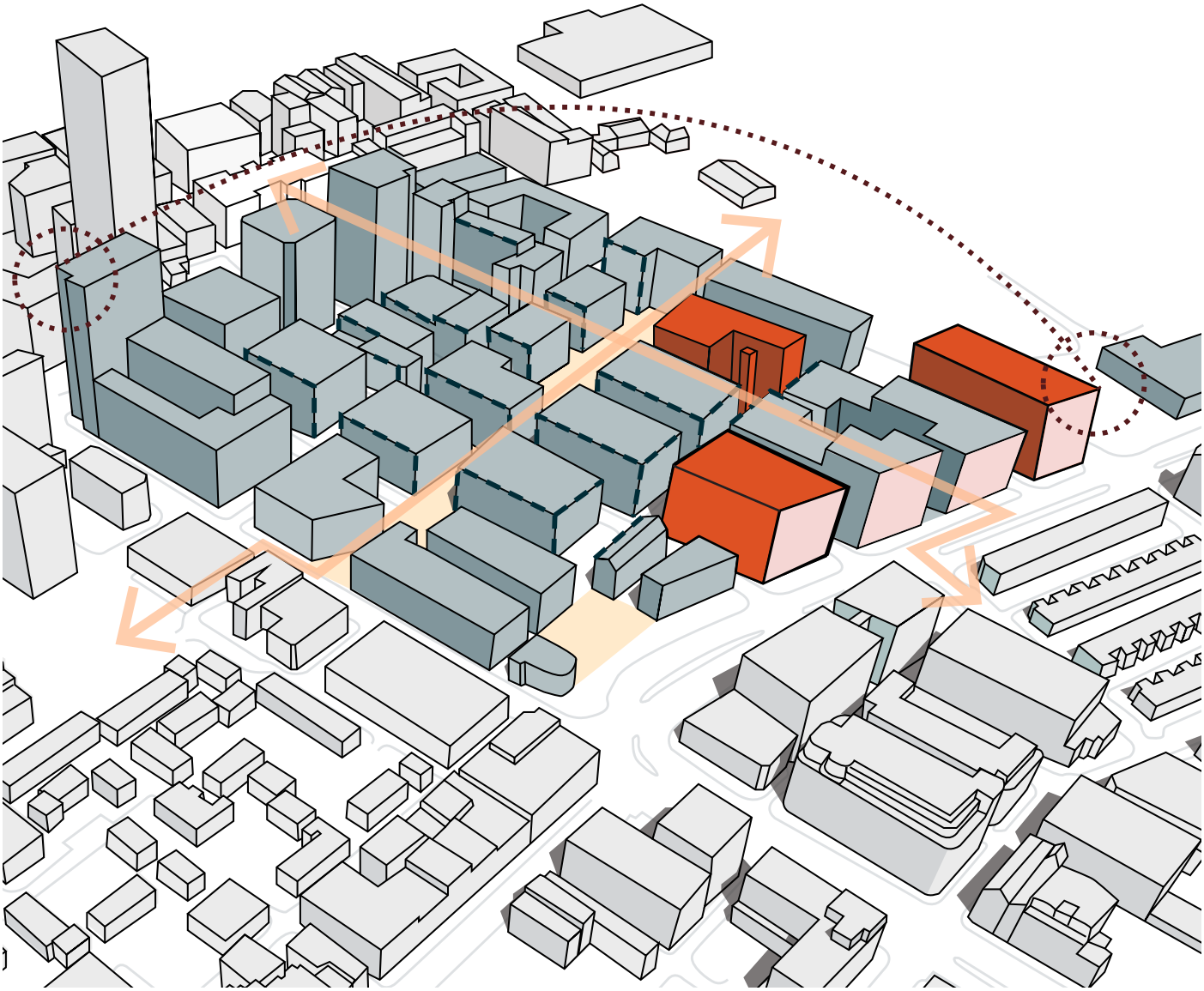
2.11 THE SITES WITHIN THE NEW CROSS NDF

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

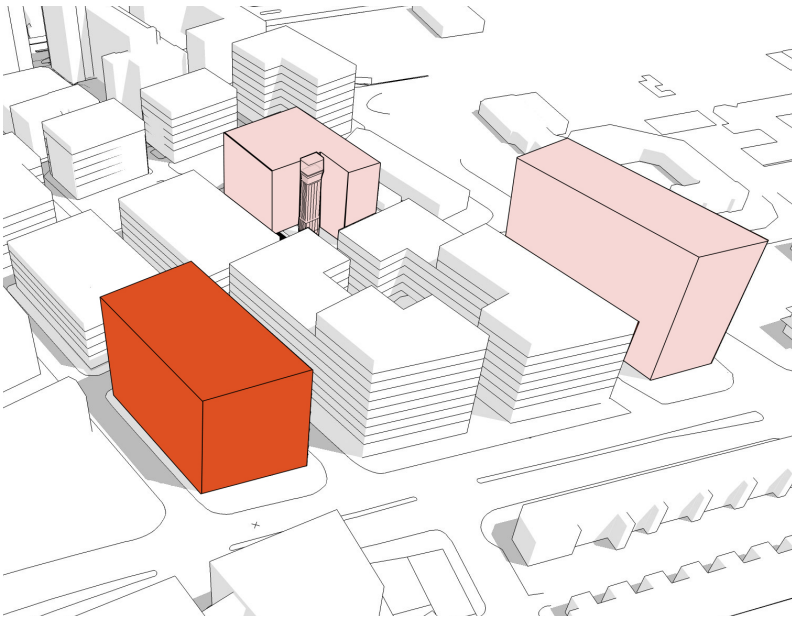
3. THE SITE

INTRODUCTION TO THE SITE

3.1 OLDHAM ROAD

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 site is currently occupied by a small three storey, commercial unit facing the A665. A car park occupies the rest of the site bounded by Marshall Street and Chadderton Street. The site is located in the New Cross area of Manchester City Centre, bounded by Oldham Road to the East, Marshall Street to the North, A665 to the South and Chadderton Street to the West. Being located on Oldham Road, a prominent vehicular route through New Cross and through to the City Centre means there is the opportunity to create a scheme which is visually exciting and activating to the developing street frontage.






THE KETTLE

3.2 THE HISTORY OF OLDHAM ROAD

At the beginning of the 19th Century, New Cross largely comprised of open ground; however, the area developed throughout the19th and early 20th century as a distinctive, tightly grained, mixed-use district, with a grid street pattern that has been preserved within portions of the NDF and serves as one of its key character assets. The North and West parts of the NDF saw larger land uses, including the Oldham Road rail station and Gas Works, which broke down the traditional urban grain of the City Centre and is reflected in the character and function of the wider area today.

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. During the 1930's and 1940's the area of New Cross, around the junction of Tib Street, Swan Street and Oldham Street was a popular and distinct district of Manchester. Several trams ran through the area on the way out of the city centre towards Oldham.



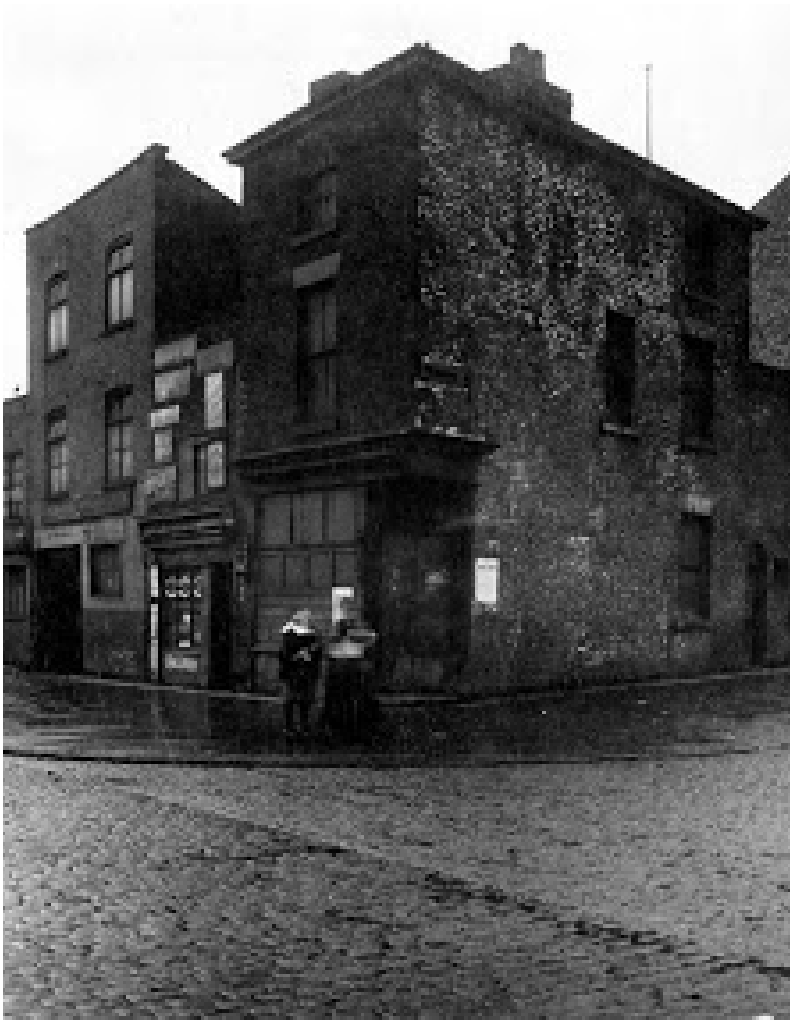




Oldham Road has always been a major transport route to and from Manchester. The Oldham Road Goods Station occupied a site north of Oldham Road and east of Lees Street for 132 years and for 5 years served as public transportation before being turned into a Goods terminus. Victoria Station was built to allow the public closer access to the city centre meaning that the area of New Cross became more focussed on trans-shipment and several warehouses were built for the storage of goods. Eventually the location of the station became a problem. The cost and inconvenience of trans-shipping goods destined for Smithfield Market challenged its viability and the station closed in 1968. The closure of the station was just another building falling into the economic downturn of the time, the area witnessed further decline and during the mass clearance of the area's terraced homes the residents were re-housed in the North and East of the city. The mills and other nearby factories fell into further disrepair.

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

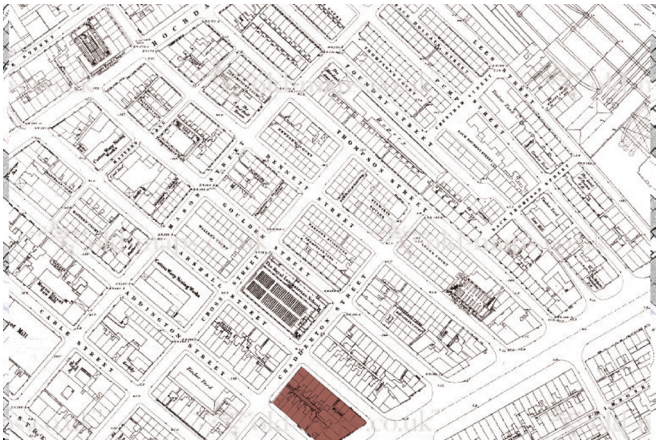





10444388
Museum / Science & Society
Guest on 7/14/2010


OLD
PACK HORSE
WILSONS

3.3 SITE HISTORY



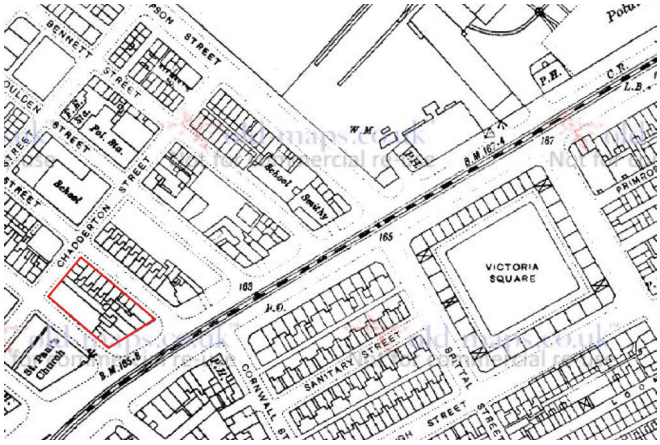
1850

Manchester grew rapidly during the first half of the century, due to trade and transport innovations. These 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.



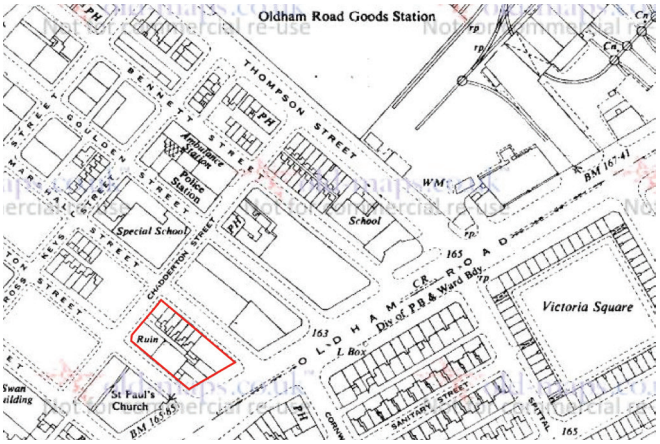


1950

Industrial trade continued to decline after the Second World War. Traffic declined, and the port closed in 1982. Manchester lost 150,000 jobs in manufacturing between 1961 and 1983. This meant the remaining factories were left abandoned and fell into disuse and disrepair.

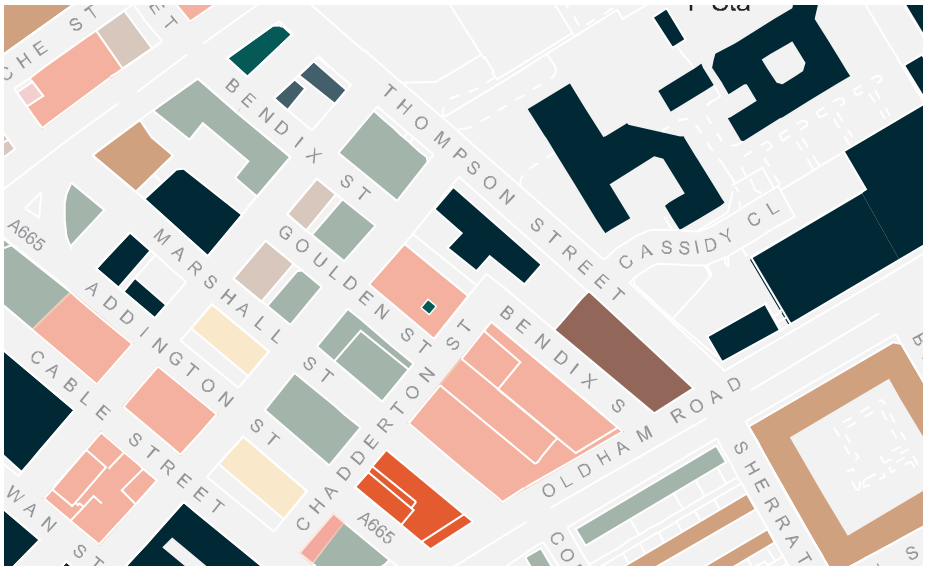
1970-90

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.



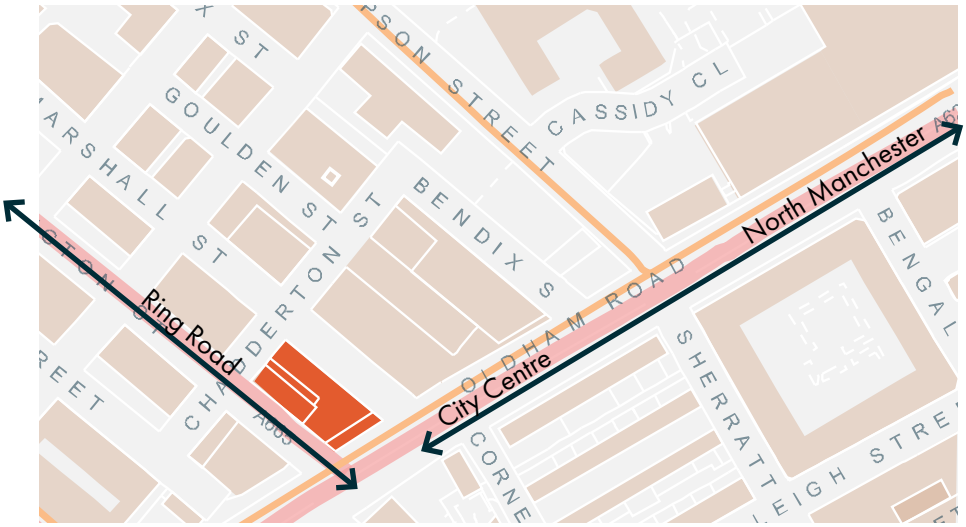
3.4 SITE SPECIFIC ANALYSIS

BUILDING HEIGHTS



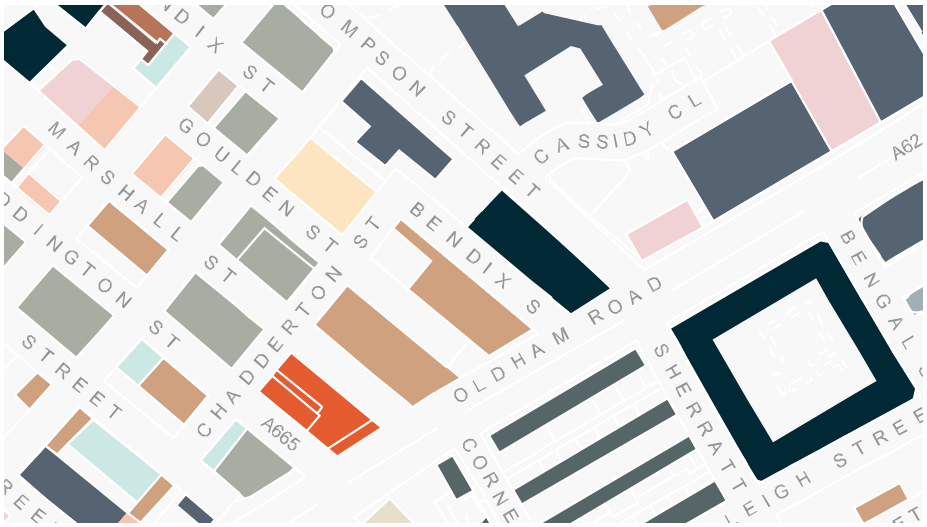
- 1 Storey
- Derelict/Car Park
- Under Construction
- 2 Storey
- 3 Storey
- 4 Storey
- 5 Storey
- 6 Storey
- 7 Storey
- 8 Storey
- 9 Storey
- 10 Storey

TRANSPORT ROUTES



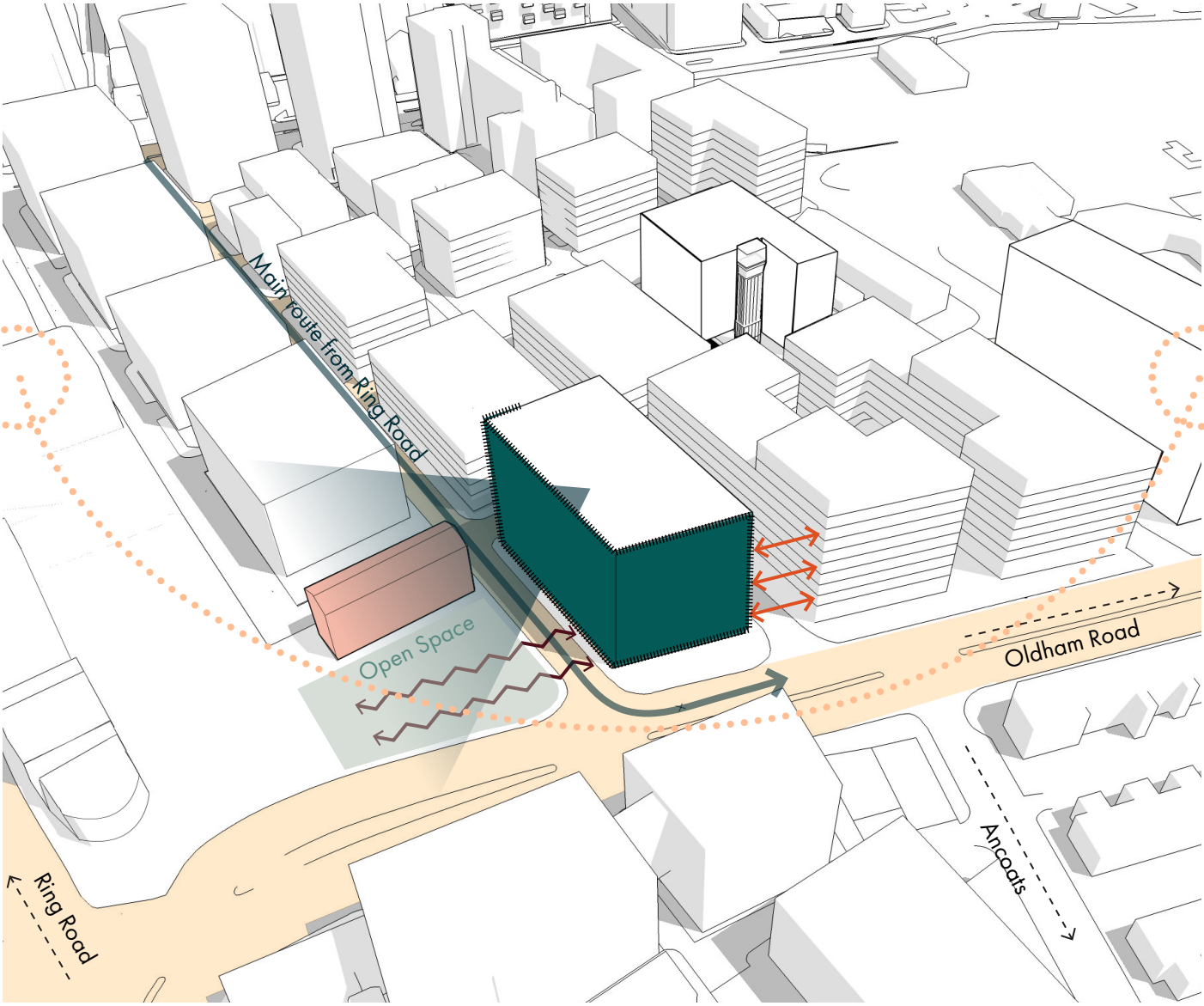
- Main vehicular route
- Public Transport Route
- Pedestrian Route

BUILDING USES



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

3.5 OPPORTUNITIES AND CONSTRAINTS



Main Frontage | Views toward city | Listed Building | Main route | Open space

Close proximity to neighbouring building | Sun Path | Broken frontages

OPPORTUNITIES

1. To create a strong 'corner' block in NDF framework. The adjacent listed building means that the site will have two main façades.
2. To develop a concept which relates back to the history of the surrounding area.
3. To introduce architecture which helps grow communities and give people a sense of place ad space.

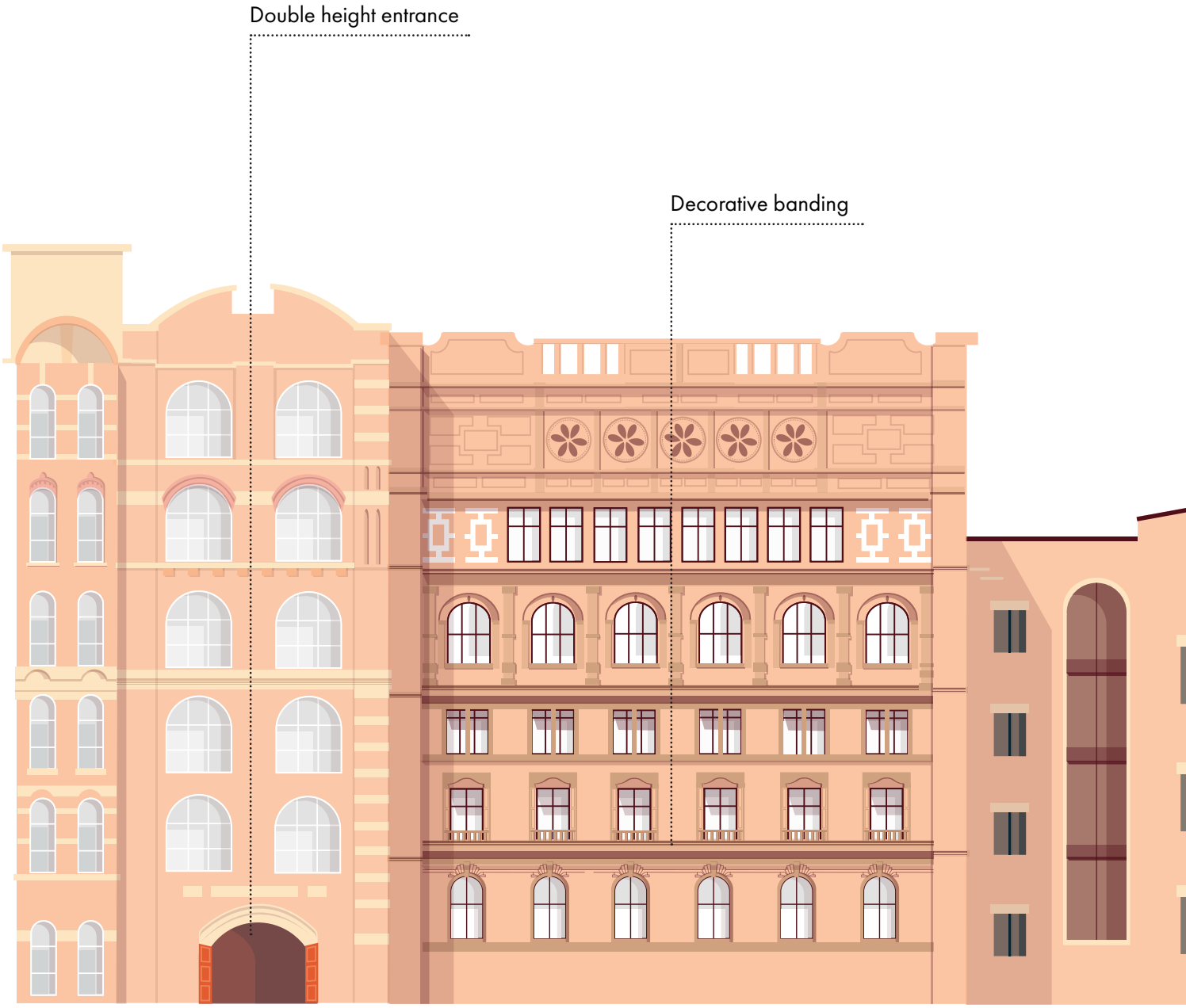
CONSTRAINTS

- The close proximity to the adjacent Lancastrian development and making sure we don't create narrow avenues.
- Two façades on busy main traffic roads in and out of Manchester.
- Planning an active frontage to as many street frontages as possible.

4. CONCEPT DEVELOPMENT

4.1 THE NOTION OF COTTONOPOLIS

Having considered the key constraints and ambitions of the site, the next step is to examine the relationship between the surrounding context and the project. It is important for us to design a building which is robust and contextual, but also drawing on the rich past of Manchester's fabric industry and how it helped shape the surrounding area.



Decorative ‘crown’

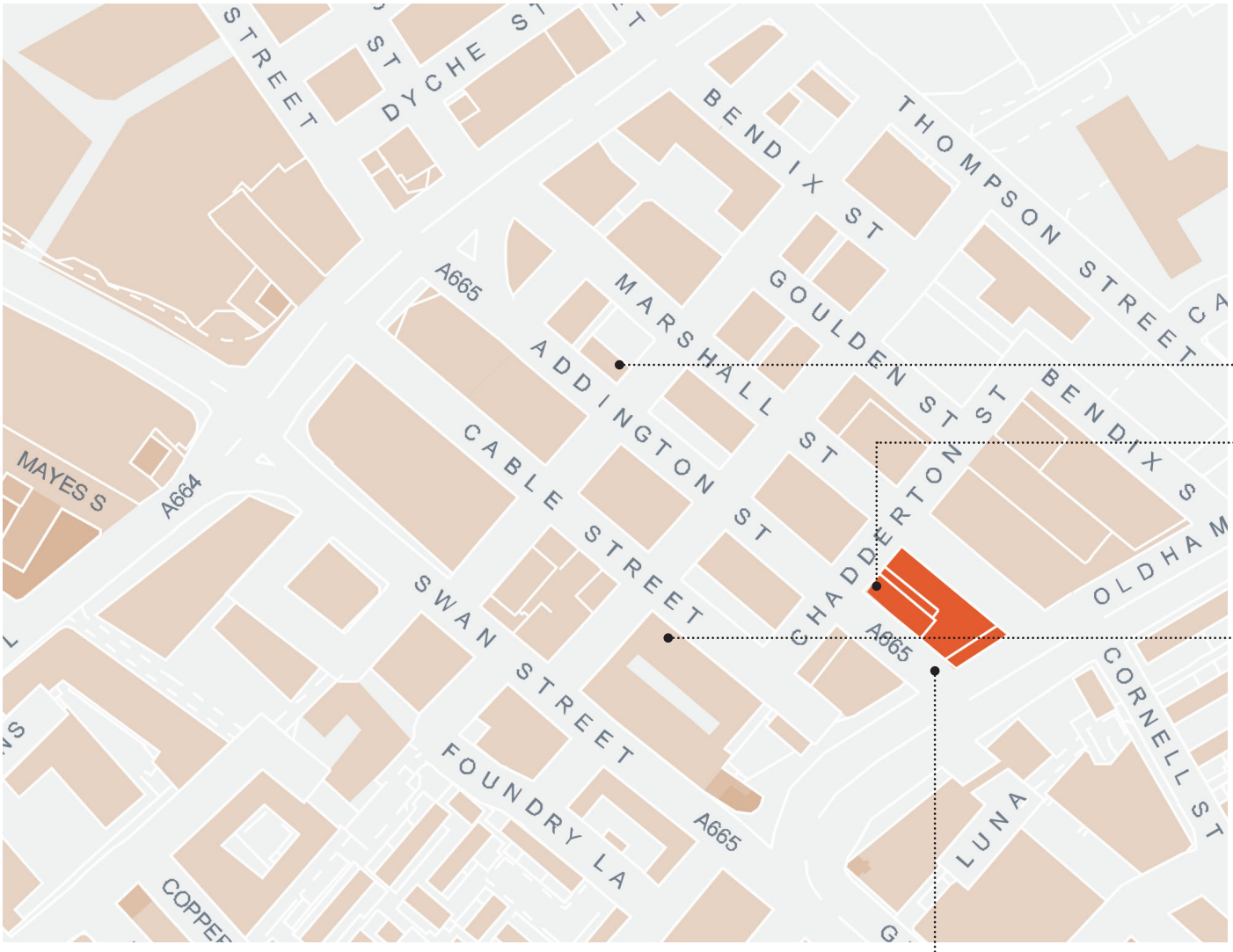
Arched windows



4.2 ELEVATION CONCEPT

SURROUNDING THE SITE, THERE ARE MANY EXAMPLES OF BRICK DETAILING AND INDUSTRIAL BUILDINGS. TAKING INSPIRATION FROM THE CONTEXT, WE INTEND TO CAPTURE THIS CHARACTER IN THE PROJECT.

DRAWING ON LOCAL CONTEXT

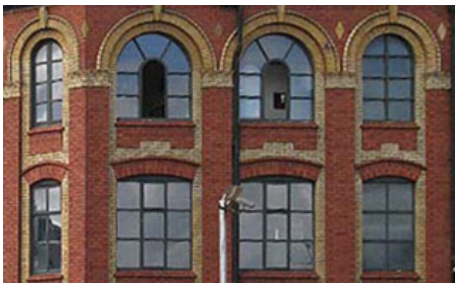


MATERIAL

MASON STREET

Robustness

Creating character through the use of powerful and quality materials.





Left: John Swift Building, Mason Street

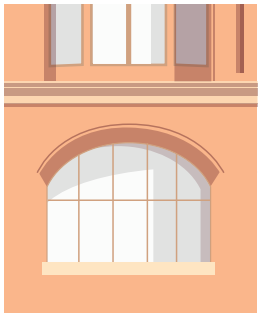
DESIGN

CHADDERTON STREET

Character in detail

One character commonly seen in Manchester warehouses is the intricate details above windows and doors. The attention to detail gives each warehouse an identity to its particular owner or industry. With our proposal, we want to introduce detail and connect the building back to its history.





CABLE STREET

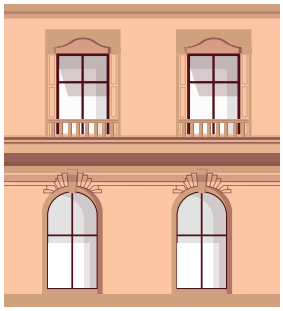
Creating hierarchy

By introducing a base, body and crown the elevation naturally is broken down into sections.

Depth

By using different materials and setbacks from the outer line fo the building, it creates interest on the facade.





Left: Swan Building

TYING INTO LOCAL CONTEXT

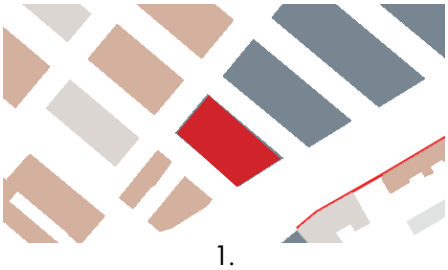
CIVIC FRONT

Site location suggests that the proposal will need to present a strong front on both Addington St and Oldham Rd. The idea is to create a sense of arrival on the major ring road and also the main traffic and public transport thoroughfare, Oldham Road. It is important for the building to have that character.

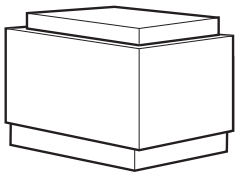


4.3 MASSING DEVELOPMENT

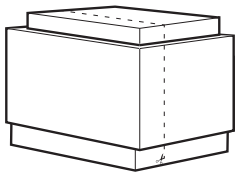
FULL PERIMETER BLOCK



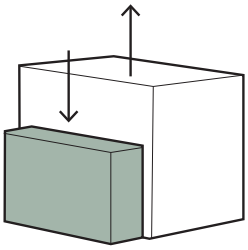
1.
Rectangular mass to fill site



2.
Break massing by stepping in at ground floor and top



3.
Create hierarchy in street elevation by dividing massing

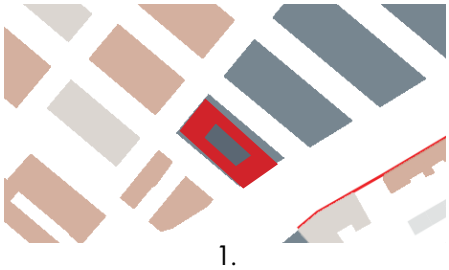


4.
Using scale to create interesting building form

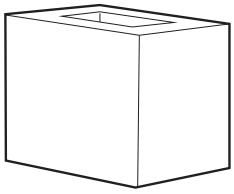
OPTION 1

- **Pros:** Grid perimeter block
- **Creates strong frontages, following the New Cross NDF**
- **Cons:** Building close to Addington St traffic, limited proximity on Marshall St

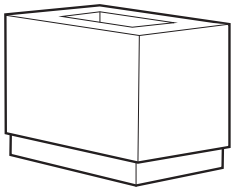
ATRIUM BLOCK



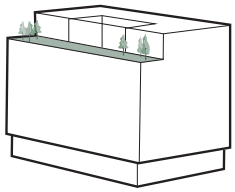
1.
Rectangular mass to fill site



2. Create central atrium



3.
Step in at ground to create lintel and street context

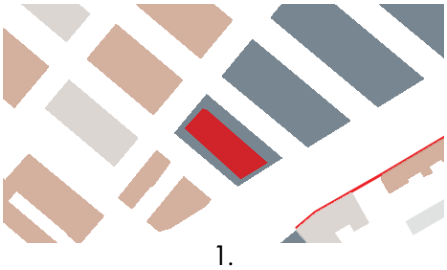


4.
Creating roofscape

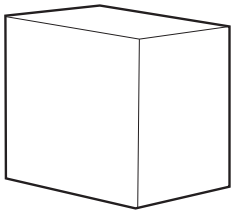
OPTION 2

- **Pros:** Atrium introduces sunlight into centre of plan
- Creates central social space
- **Cons:** Tall open space in centre of courtyard

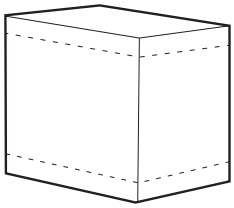
LINEAR BLOCK



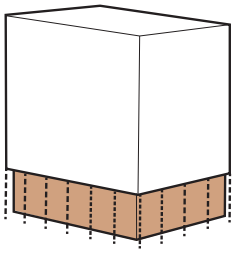
1.
Linear mass to fill central part of site



2. Linear block create a more proportional form



3.
Creating base and crown



4.
Step building to create ground active frontages and streetscape

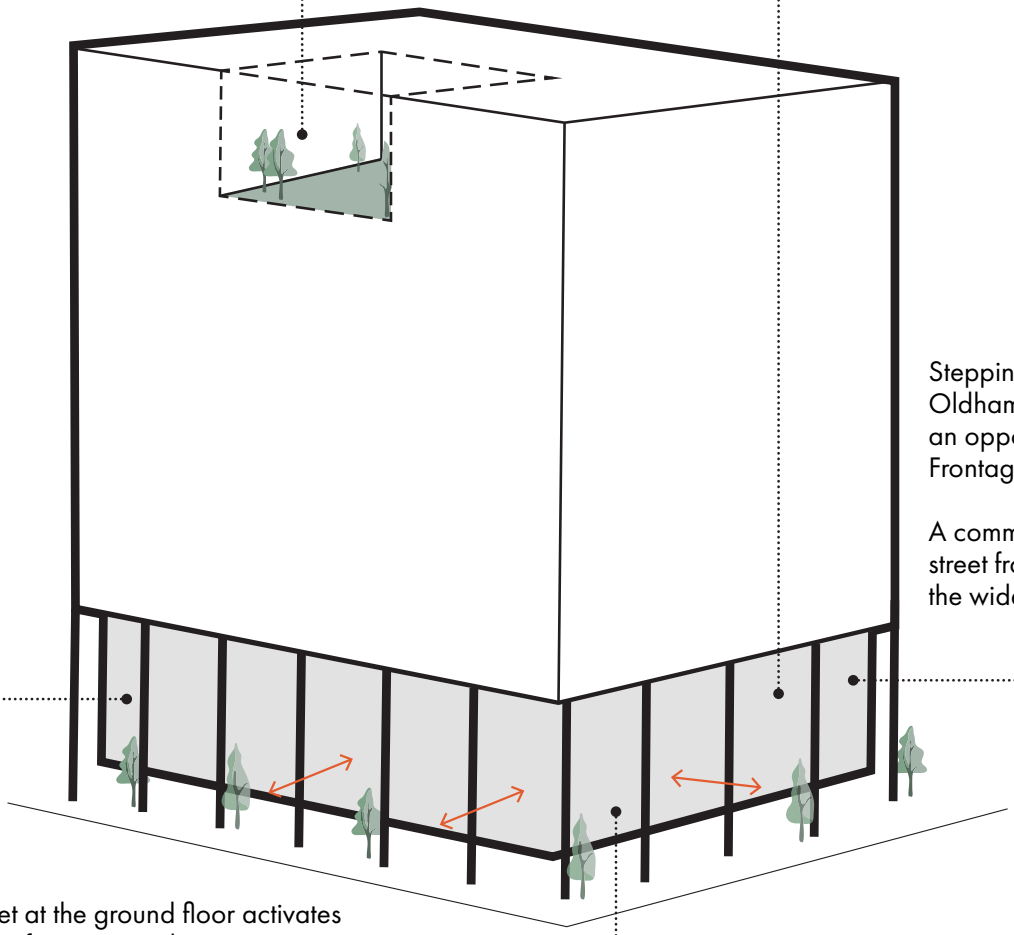
OPTION 3

- **Pros:** Building breathes on site
- Slender foundation; creating streetscape & neighbourhoods
- **Cons:** Large boulevards at ground floor creating open large open spaces

OPPORTUNITIES OF LINEAR BLOCK

Roof space gives residents an external space and a place to relax away from private residences. The terrace adds to the quality of the building and area by offering views towards Manchester.

A clearly defined 'base' creates a colonnade. Stepping the building inwards also gives a sense of 'human scale'



Stepping back the facade on Oldham Road gives the building an opportunity for an active Retail Frontage

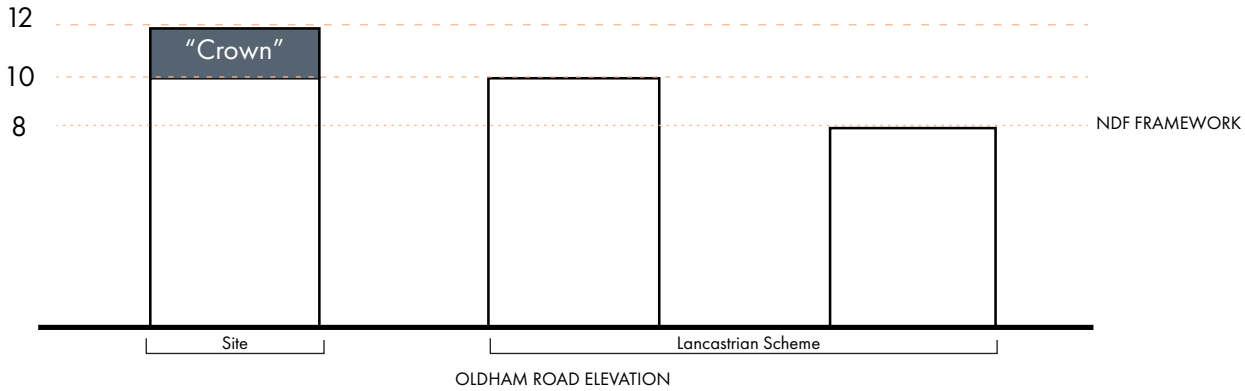
A commercial unit strengthens the street frontage and relationship to the wider context.

An offset at the ground floor activates the street frontages with opportunities for front door access to ground floor apartments.

Stepping back on Addington Street allows the design to responds to the proposed NDF Residential Frontages guidance

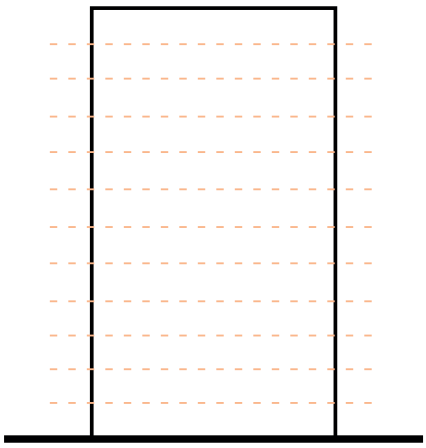
4.4 FACADE STUDY

NDF HEIGHTS

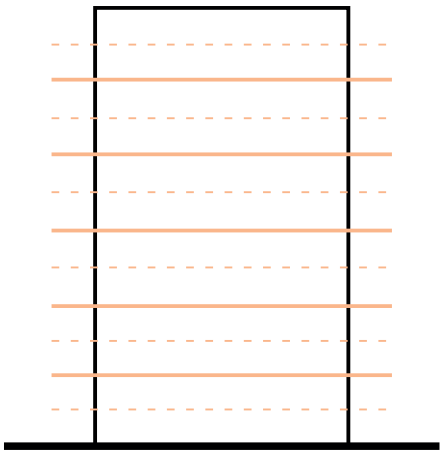


Oldham Road is a main arterial route in and out of Manchester and is therefore an important elevation in the New Cross Framework. It is important to introduce buildings with different heights to create an interesting and varied elevation.

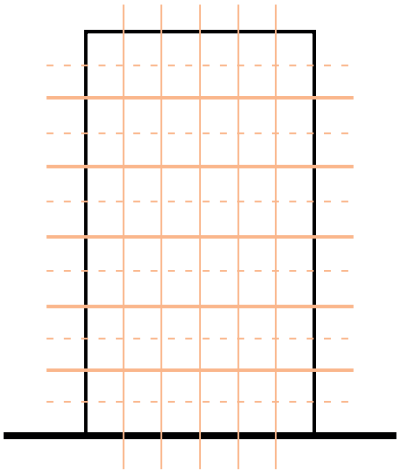
EXPLORING ELEVATION COMPOSITION



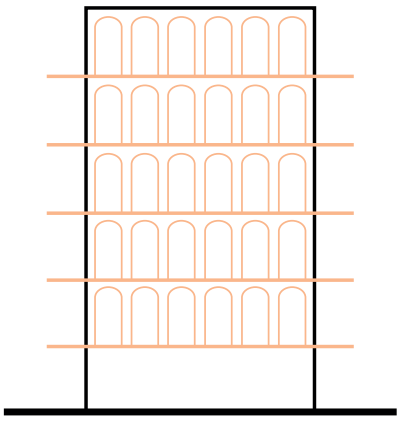
1.
Expressing floor bands



2.
Primary and secondary bands



3.
Adding vertical language



4.
Adding in arched windows to reflect context

LOCAL CONTEXT



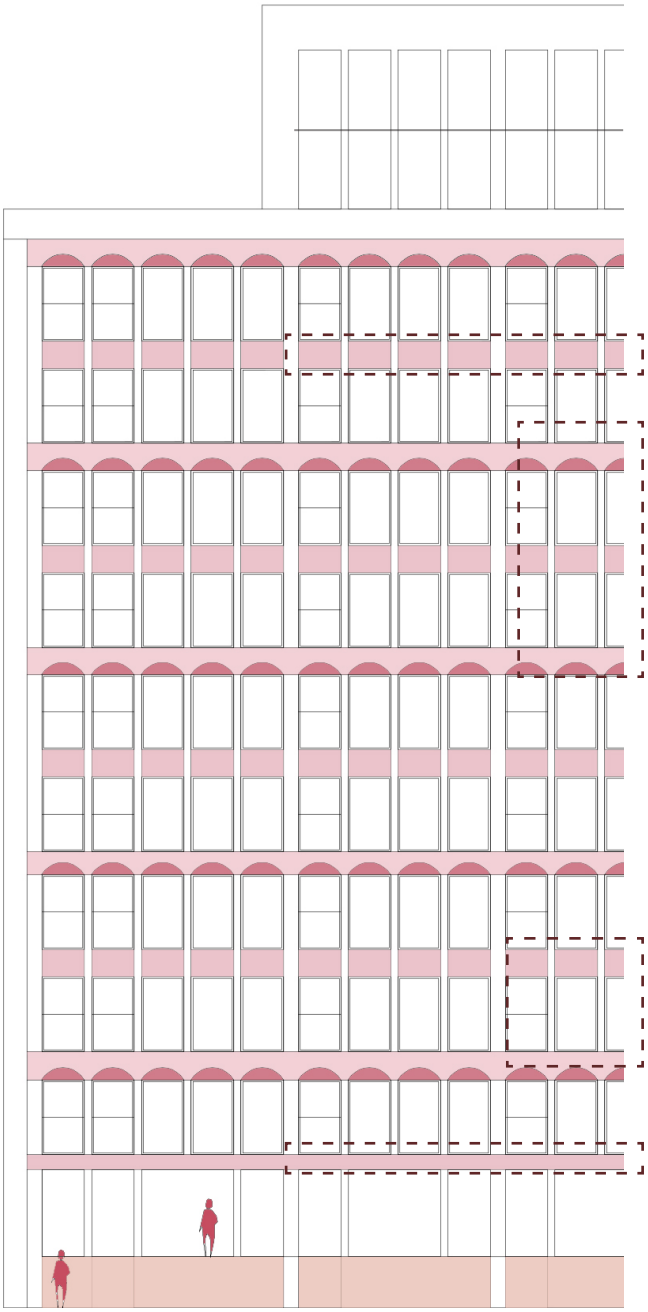
Taking influence from the warehouse arches in the surrounding context and Ancoats area

PRECEDENTS



Modern example of using the archway in a different material to create hierarchy on elevation

TESTING DIFFERENT ELEVATION IDEAS



Intermediate Floor Bands

Exploring expressing double floor heights

Floor Bands with Recessed Arches

Exploring expressing single floor heights

Single Floor Bands

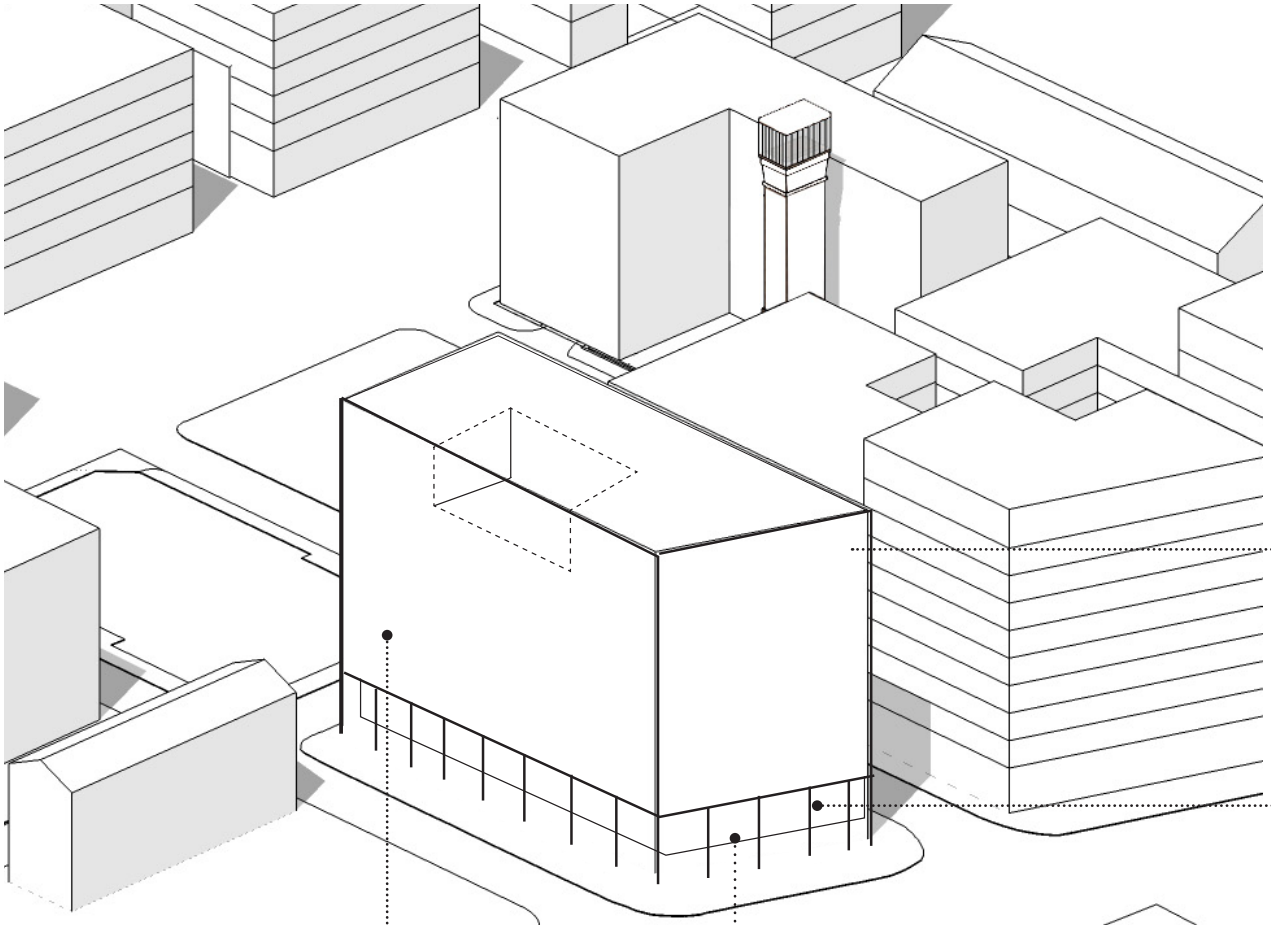
Exploring elevated residential entrances at Ground Floor

5. MATERIAL & PRECEDENTS

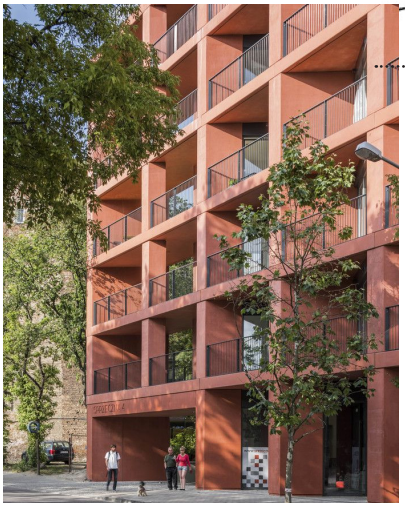
5.1 EXPLORING MATERIALS

The distinctive cotton warehouses of Manchester are imposing structures but a physical marker of the City's success as a cloth manufacturing powerhouse in the industrial revolution.

Drawing from this, it was an ambition to create a building which is a modern interpretation of the fabric warehouses. The location and history of the site all lend to a 'grid' design both in plan and elevation. Like the warehouses, we want the building to become part of the legacy of the area.



Grid Façades



Spazeczna 4,
BBGK Architekci



Frihavns Tarnet,
Praksis Arkitekter



Ground Floor Colonnade

Exploring brick columns



R8,
Duggan Morris

Communicating the structure as part of the facade leads to a highly expressive, strongly articulated building. In order to add depth and detail to the building, it is important to add a material to the columns and not leave them as exposed and raw. Using a brick material ties into the warehouse typologies of the area and also adds a scale of domesticity to the building.

The street facade draws inspiration from the surrounding character of the New Cross and Ancoats area. As early as 1790 the Ancoats area was filled with Textile Mills, making Manchester a fabric powerhouse. The building will be a folly, capturing the history of the area and industrial context which can still be seen today.

The tight grain of the columns borrows directly from the grid-like nature of the textile warehouses. Adding detail helps differentiate the different textile mills, adding to their history and character.

The opportunities of the tight grain allows various readings of the elevation. From oblique angles, the close spacing and relative depth of the brick columns dominate, obscuring views of the glazing behind. Whereas, when viewing the building from less obscure angles, the building will seem very light and open.

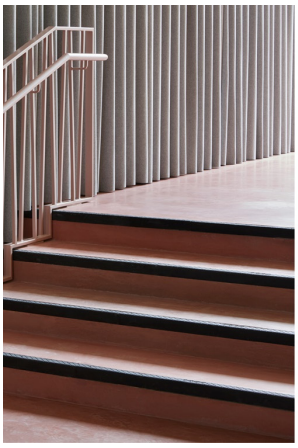


Loom,
Duggan Morris

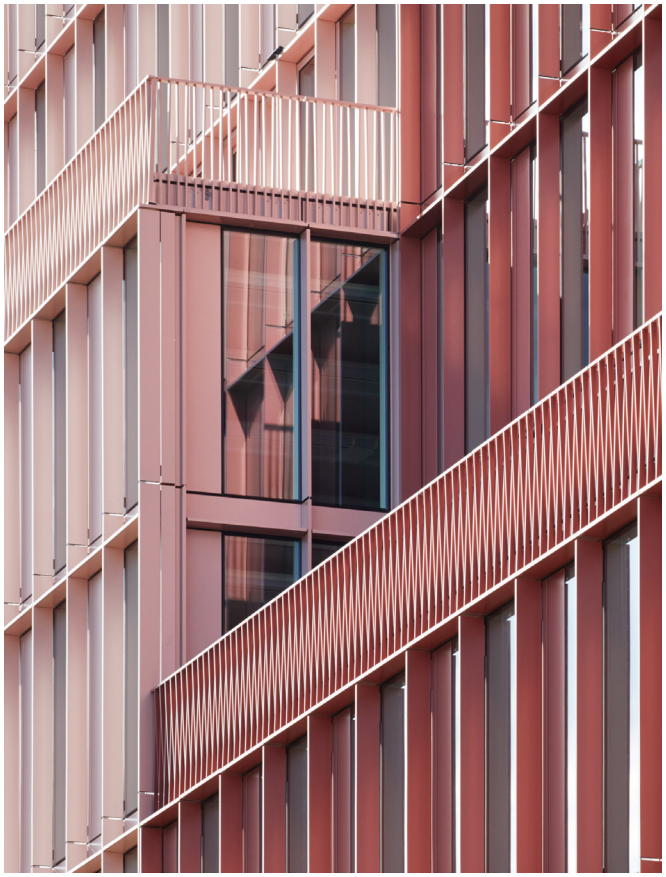
5.2 CASE STUDY: R7 DUGGAN MORRIS













The R7 Building by Morris & Company has formed a large basis of the precedent for the Oldham Road project. Drawing from the rigorous nature of the facade and using both structure and colour at the core of the concept, the project stands as a identifiable and iconic project in the Kings Cross masterplan.

Morris & co. also pay a large amount of attention to detailing and robust materials which we also want to incorporate into the design for Oldham Road.









6. THE PROPOSAL





6.1 DESIGN EVOLUTION

The design evolution of Oldham Road has adopted the idea of Cottonopolis and creating a modern 'mill' building on the site of an area which was once a bustling area of printing businesses. The key principles of the design development include;

- GRC bands and articulation of the arches
- Hierarchy of vertical brick columns
- Engagement at ground level
- Creating an internal courtyard
- Residents Roof Amenity Space

The Oldham Road site is nestled between listed buildings, vacant sites and a new development ranging from 6 – 10 storeys. Responding massing-wise to the height of Manchester's northern quarter to the south of the site and the New Cross area to the north generated the two-tired and stepped floor plans of the proposed development.

The site is long and deep and therefore introducing a courtyard into the proposal helped us create proportional and efficient floor plans, as well as making sure the perimeter of the building creates a strong relationship with the proposed NDF masterplan.

Stepping the massing of the design down towards the 'Manchester City Centre' side of the proposal helped us break down the larger massing originally proposed. We then introduced the hierarchy of the brick piers vertically and GRC bands horizontally to layer the façade and create depth through materiality. The horizontal breaks the verticality of the design.

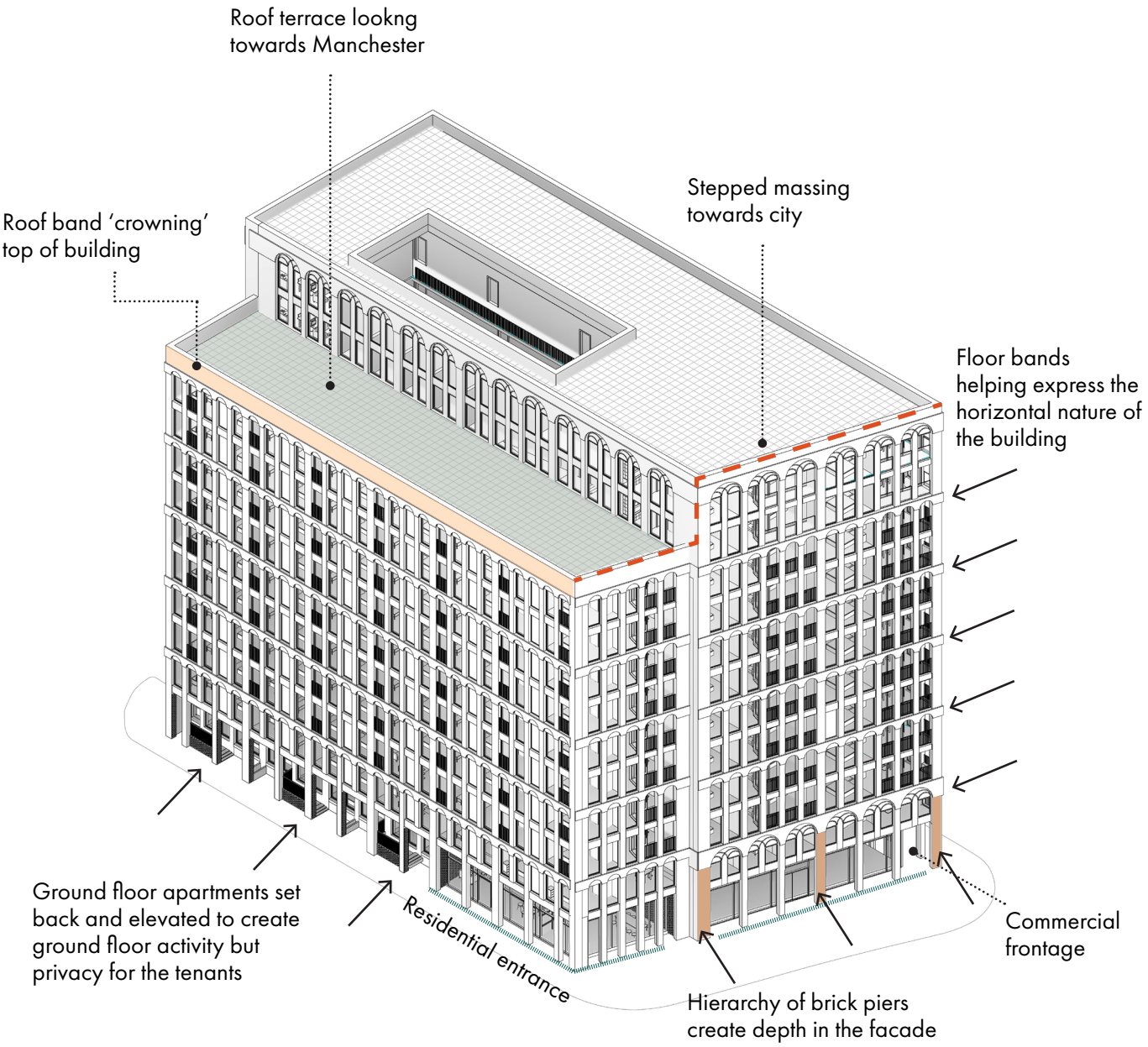
Engagement from Manchester City Council has helped us inform he ground floor interaction and the resident's amenity space. We4 have proposed the commercial unit to sit on the Oldham Road side of the development, responding to the major road and also allowing residential accommodation around the 'secondary' sites within the masterplan. Activity at ground floor feeds into the grand overall vision for the area, helping create communities and neighbourhoods for future residences.

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

NDF RESPONSE:

The suggested height of 6-8 storeys for the Oldham Road site was a part of the first proposal presented to Manchester City Council. In context with the proposed Lancastrian site and the listed warehouse at 5 storeys, it was suggested that we step the massing higher to create a varied roofscape along Oldham Road. Therefore, we pushed the massing to 9 and 11 which is 3 levels above the suggested NDF.

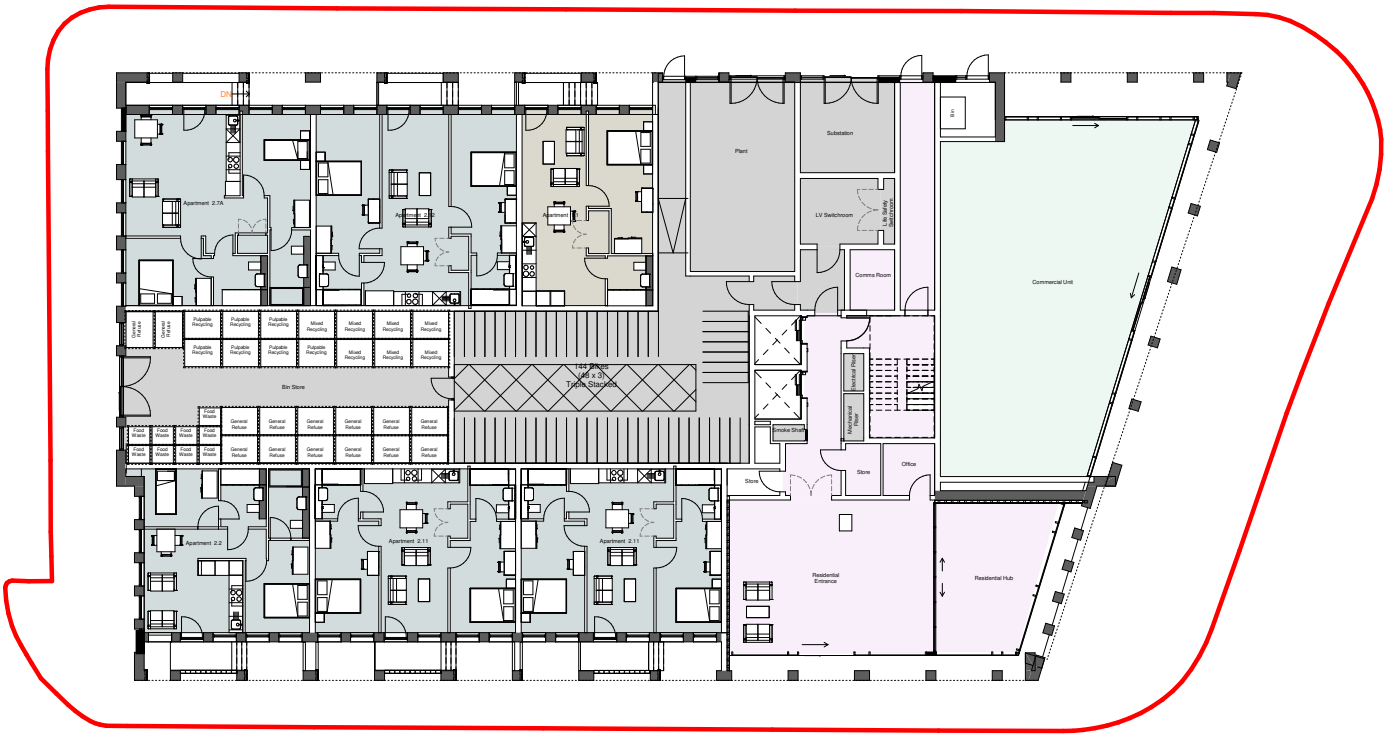
6.2 PROPOSED AXO



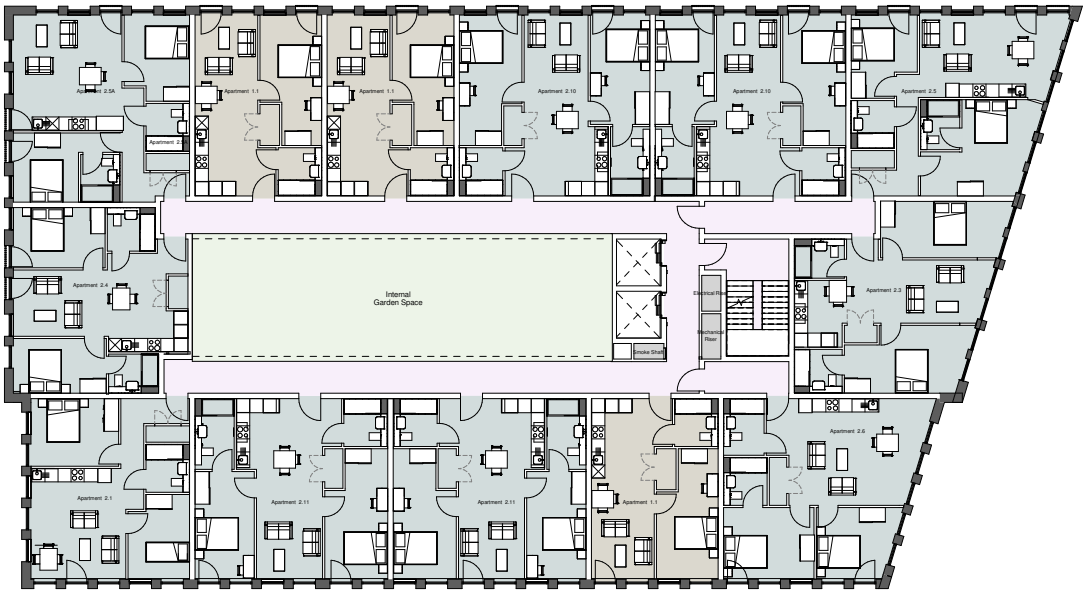
Materials: Primarily buff brick with a hint of red and pink. GRC pink bands accenting every other floor. Hints of detailed brick work and glazing at ground floor

6.3 PROPOSED

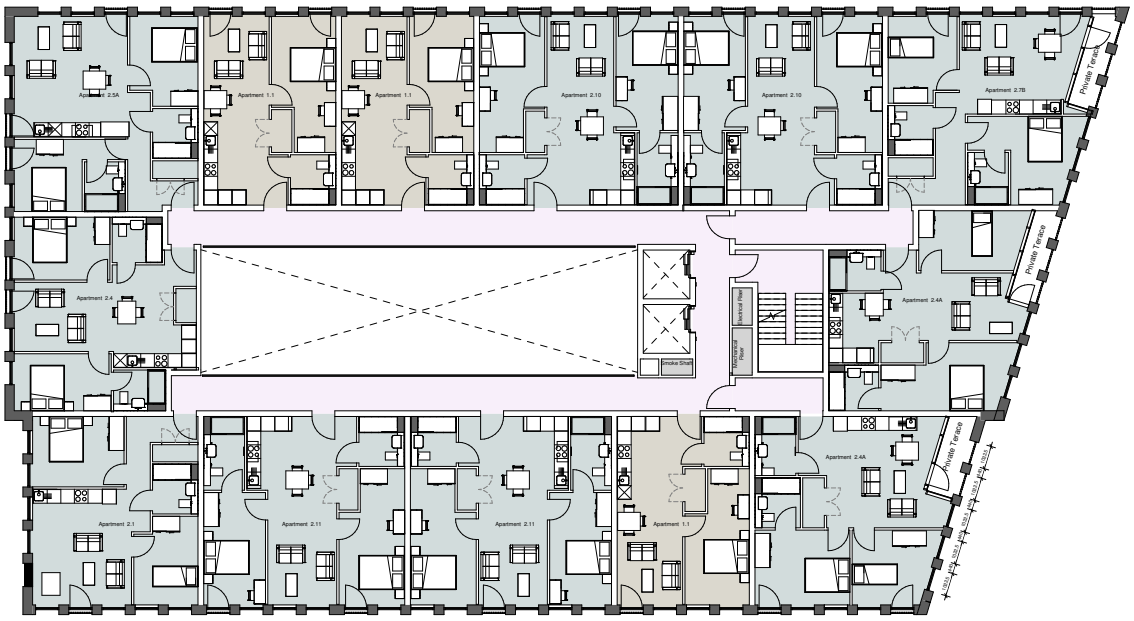
GROUND FLOOR



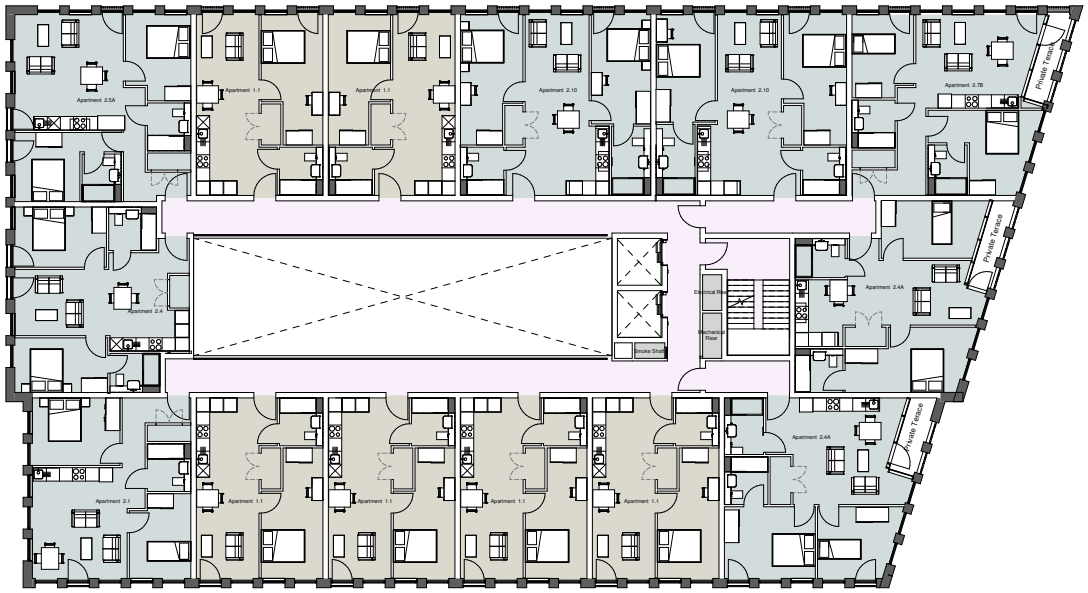
FIRST FLOOR



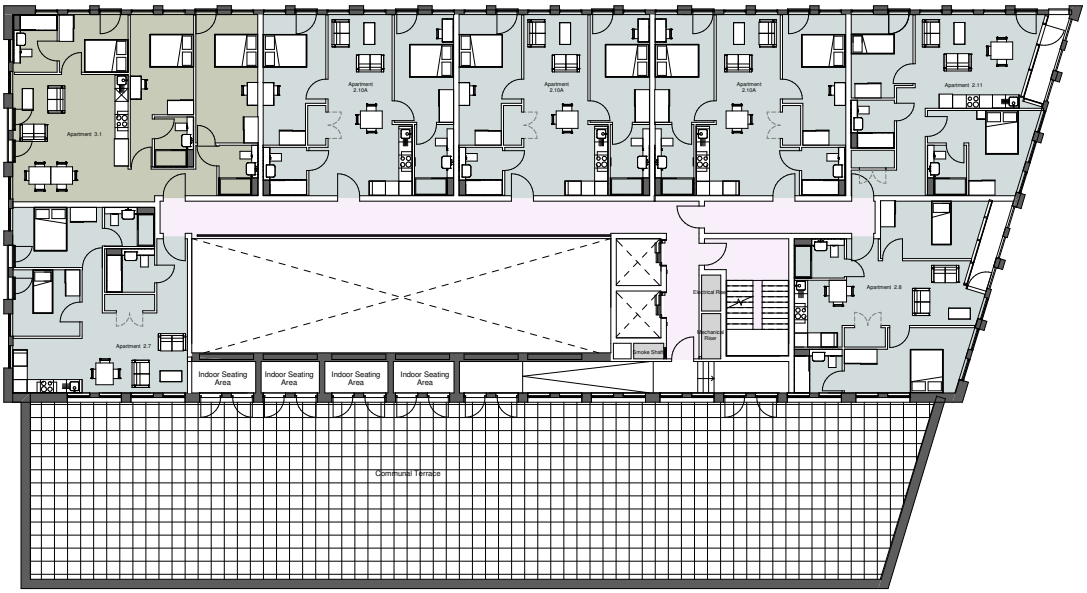
SECOND FLOOR



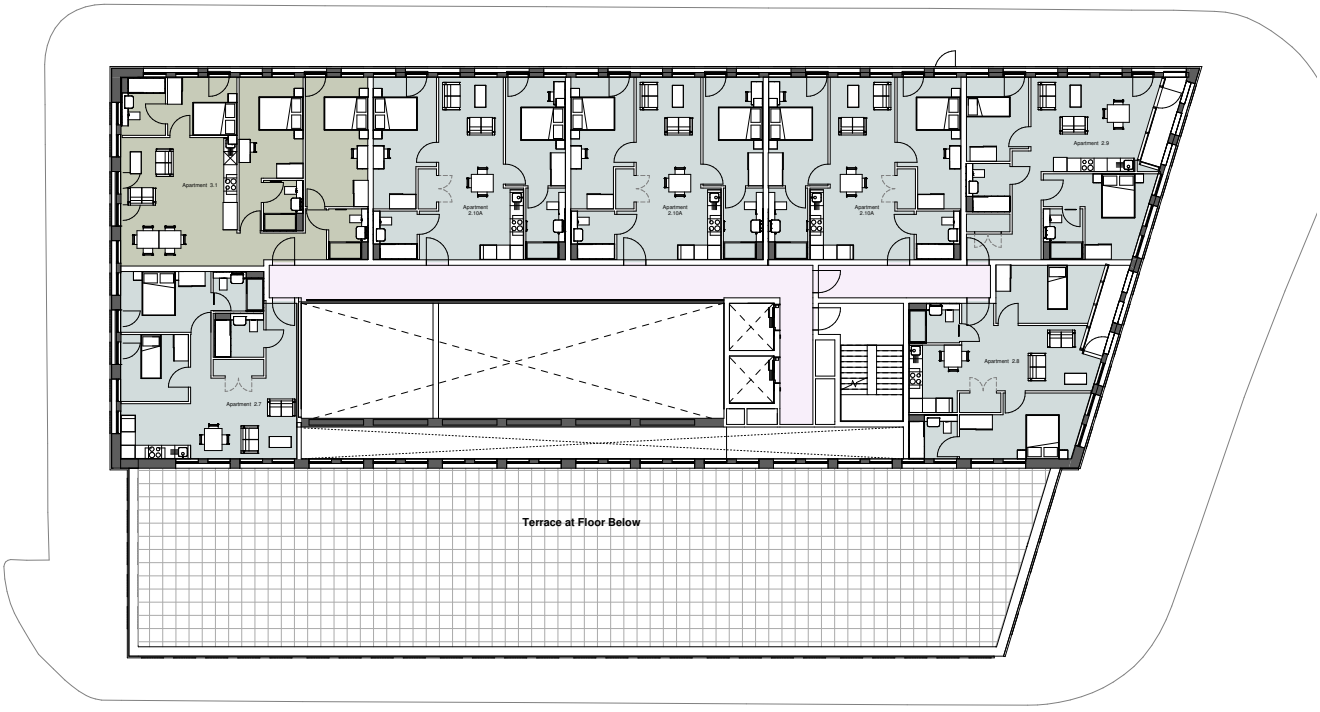
THIRD- NINTH FLOOR



TENTH FLOOR PLAN



ELEVENTH FLOOR PLAN



6.4 ACCOMMODATION SCHEDULE

Level	1 Bed Apartment	2 Bed Apartment										
	1.1	2.1	2.2	2.3	2.4	2.4A	2.5	2.5A	2.6	2.7	2.7A	2.7B
	1B2P	2B3P	2B3P	2B3P	2B3P	2B3P	2B3P	2B3P	2B3P	2B3P	2B3P	2B3P
Approx. sqm per Unit	48.4	60.6	61.6	63.4	65.7	65.9	66	66.3	67	68	68.6	68.9
Ground	1		1								1	
Level 1	3	1		1	1		1	1	1			
Level 2	3	1			1	2		1				1
Level 3	6	1			1	2		1				1
Level 4	6	1			1	2		1				1
Level 5	6	1			1	2		1				1
Level 6	6	1			1	2		1				1
Level 7	6	1			1	2		1				1
Level 8	6	1			1	2		1				1
Level 9	6	1			1	2		1				1
Level 10										1		
Level 11										1		
Totals Units	49	9	1	1	9	16	1	9	1	2	1	8
Mix (%)	34.0	64.6										

Ground Areas	
Bin Store	86.9
Basement Carpark / Cycle	77.9

Building Gross Internal Area				
	NIA		GIA	
	m²	sqft	m²	sqft
Commercial Unit 1	144	1,548	144	1,550
Roof Terrace	327	3,520	326	3,509
Residents Lounges	94	1,013	94	1,013
Residential	8,905	95,854	11,371	122,397
TOTAL GIA			11,935	128,470

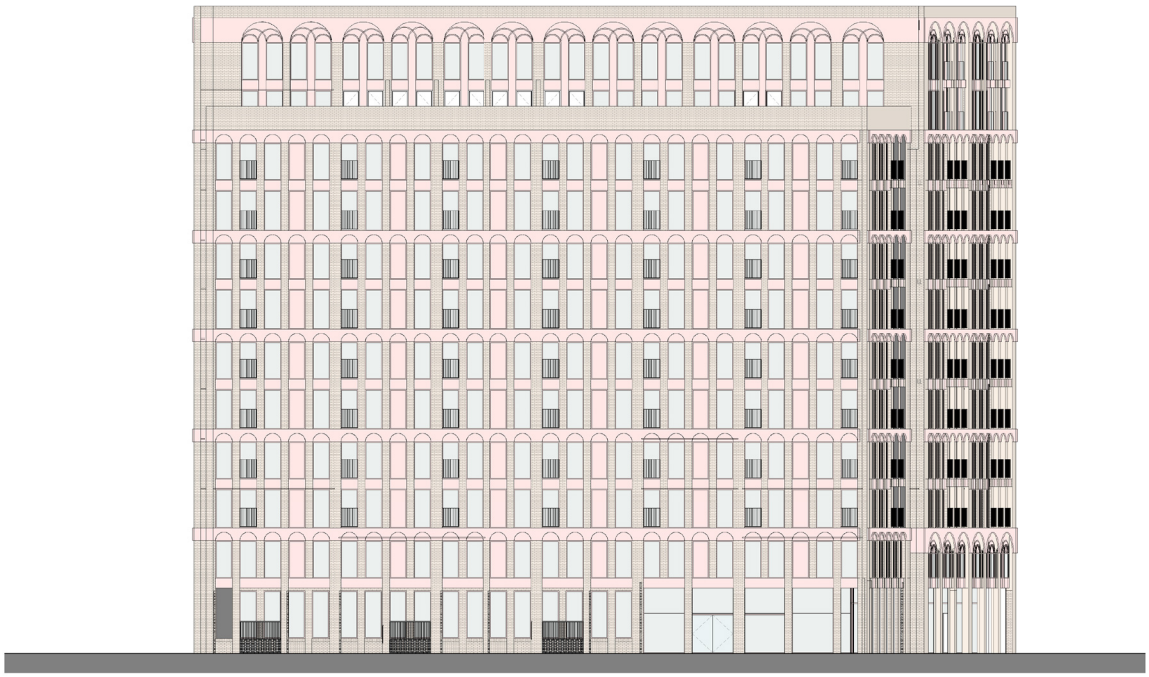
1:1 Ratio Cycle Parking

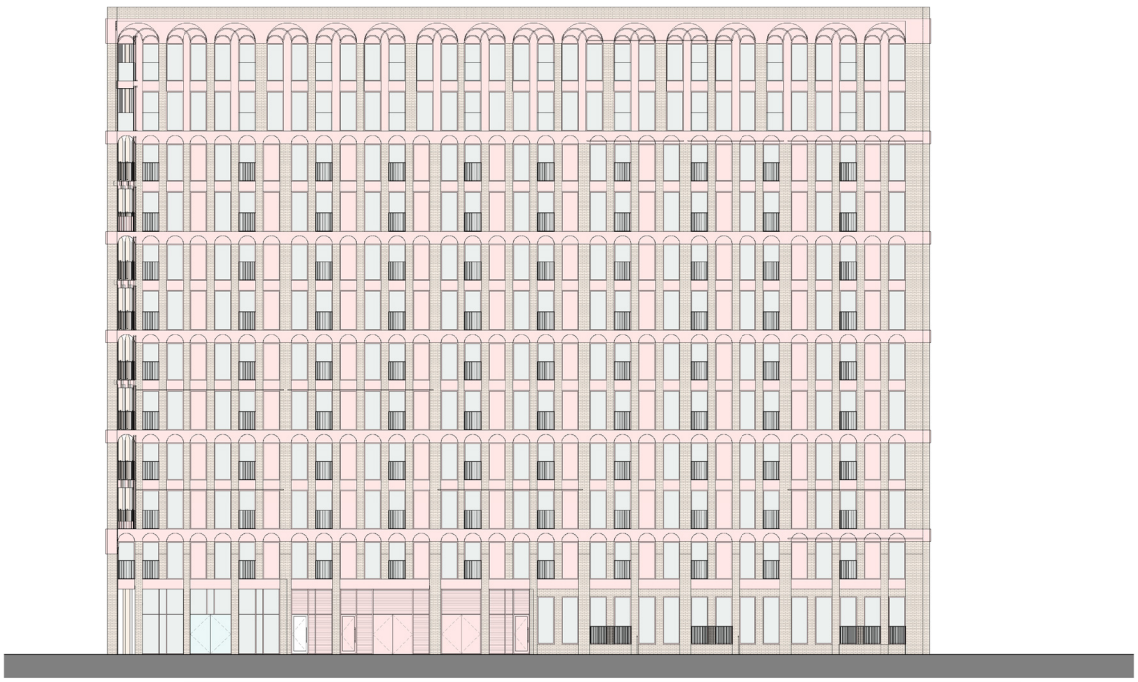
Note:
All areas are approximate. The scheme illustrated is indicative only, and has not been the subject of a detailed design or co-ordination exercise.
All areas are subject to M&E, Structural & other design team consultant information

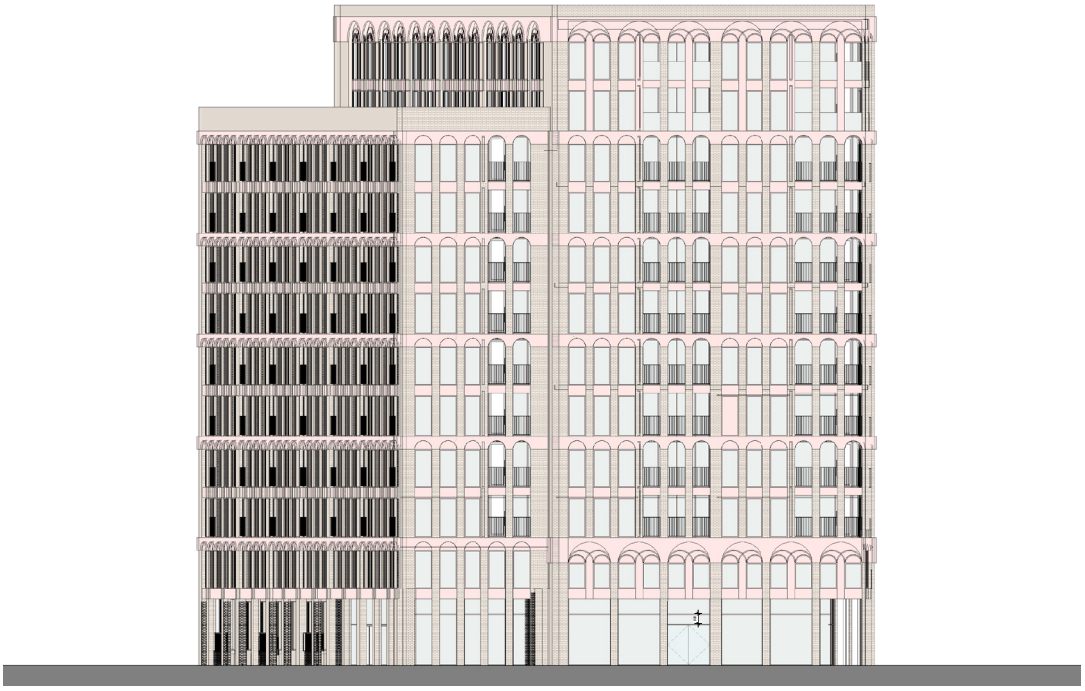
						3 Bed Apartment	Apartments Per Level	NIA		GIA		Ratio
2.8	2.9	2.1	2.10A	2.11	2.12	3.1						
2B4P	2B4P	2B4P	2B4P	2B4P	2B4P	3B6P						
70.00	71.80	72.50	72.90	73.20	74.30	93.1		m²	sqft	m²	sqft	%
				2	1		6	399	4,298	732	7,879	54.5%
		2		2			13	826	8,887	1,029	11,076	80.2%
		2		2			13	830	8,933	1,029	11,076	80.7%
		2					14	829	8,920	1,029	11,076	80.5%
			2				14	830	8,929	1,029	11,076	80.6%
			2				14	830	8,929	1,029	11,076	80.6%
			2				14	830	8,929	1,029	11,076	80.6%
			2				14	830	8,929	1,029	11,076	80.6%
			2				14	830	8,929	1,029	11,076	80.6%
			2				14	830	8,929	1,029	11,076	80.6%
1			3	1		1	7	523	5,630	689	7,416	75.9%
1	1		3			1	7	522	95,854	689	7,416	75.7%
2	1	6	18	7	1	2	144	**8,905**	**95,854**	**11,371**	**122,397**	**78.3%**
						1.4	100.0					

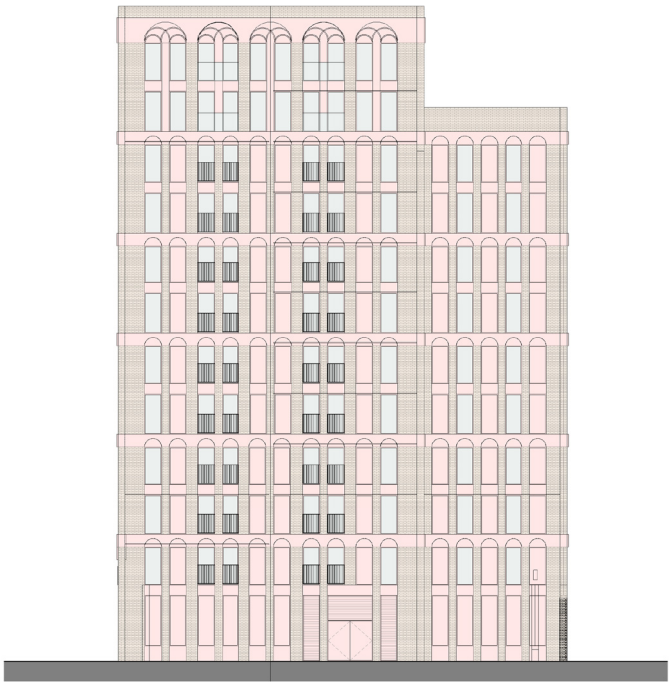
Please note: The ground floor GIA includes the Entrance Residents Lounge/ Reception with NIA of 110sqm

6.5 ELEVATION









6.6 PUBLIC REALM CONSIDERATION

It is our ambition to contribute towards making neighbourhoods within the area. In early 1910, town-houses and tenements were developed in the Ancoats area, with the idea of giving the workers a home and a place to have their own front door. Sense of ownership and a 'streetscape' is something we want to re-introduce to the area. Having active frontages helps build character and in turn, helps people stay local to their homes and create communities.

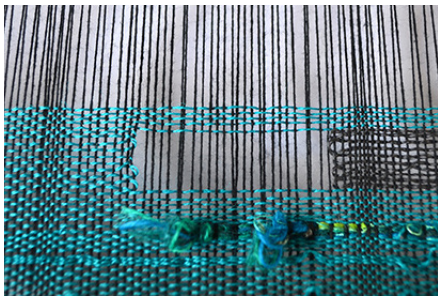




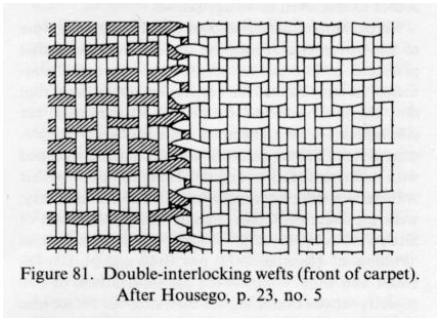
Two storey local tenements



Proposed Streetscape





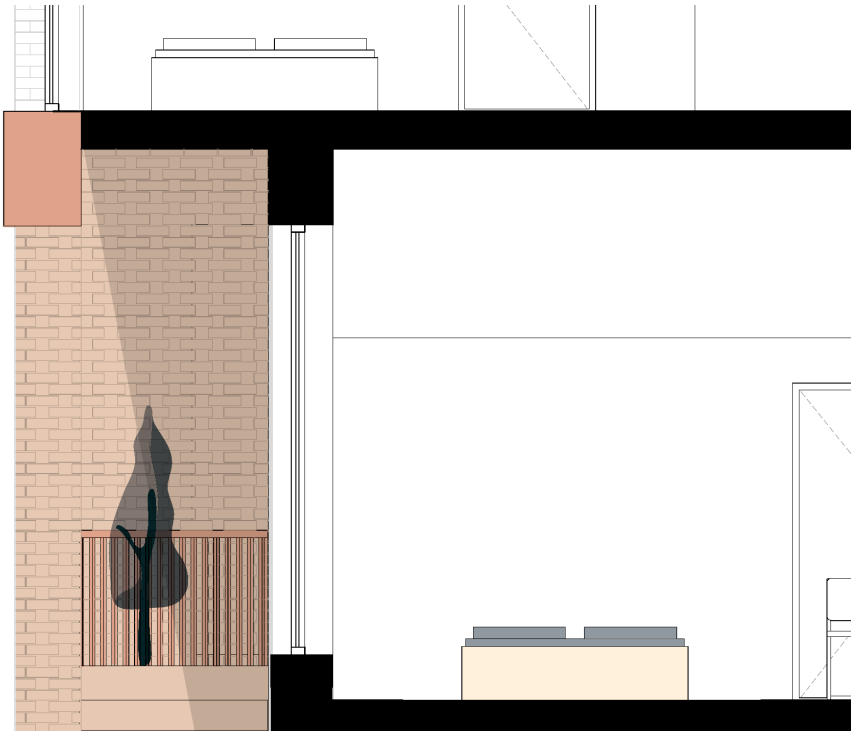


Loom/Textile Pattern



Detailed Elevation showing the introduction of brick detailing

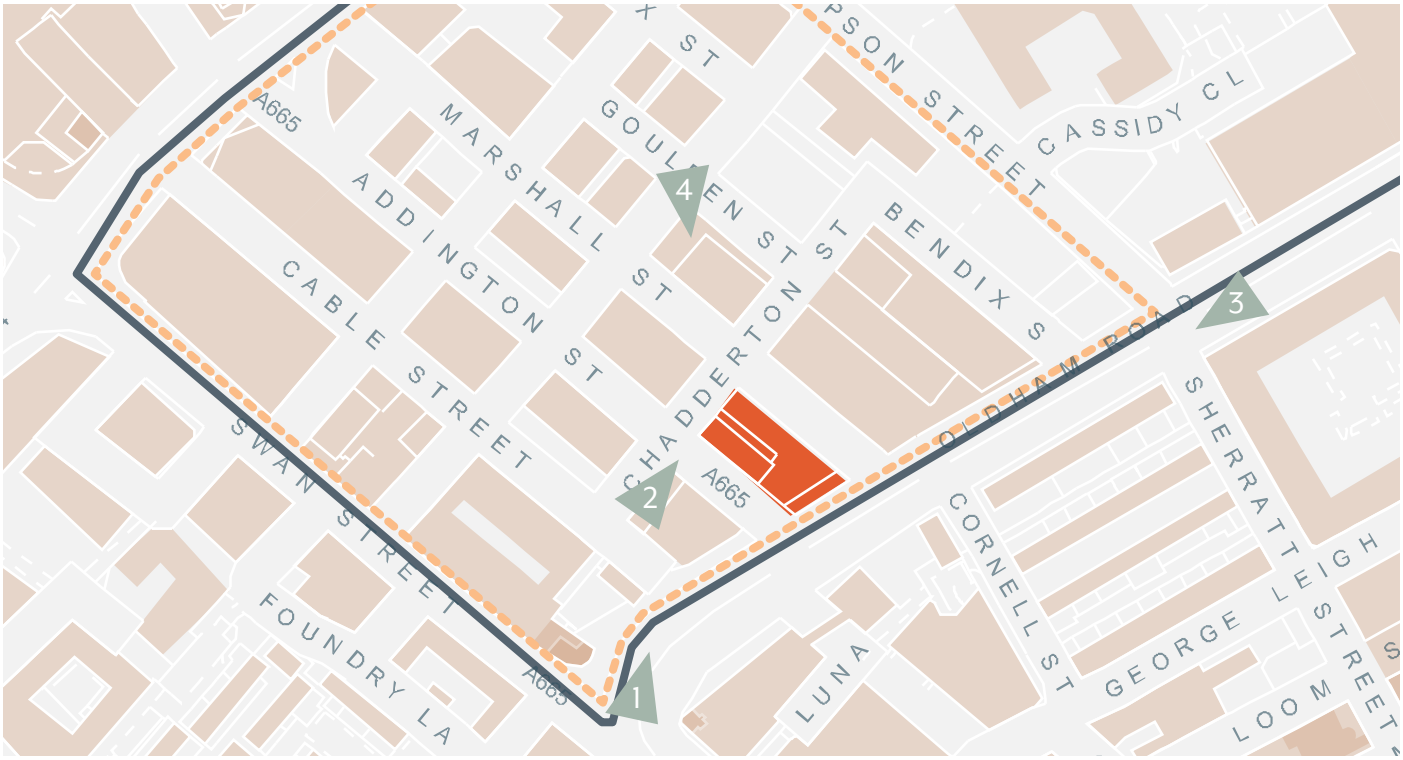




Creating a boundary between Public and Private Space at Ground Floor

6.7 HERITAGE KEY VIEWS -PROPOSED

Oldham road was developed to mimic principals of the previous industrial mills in the Ancoats area. We didn't want to create a pastiche development but wanted to translate that important Manchester history into a new and contemporary building in the heart of a new neighbourhood. The arched windows and red tinted brick will play on the idea of heritage.



1. Great Ancoats St/ Oldham St junction



Proposed

2. Chadderton St/ Cable St



Proposed

3. Oldham Rd/ Victoria Sq.



Proposed

4. Cross Key St/ Goulden St



Proposed

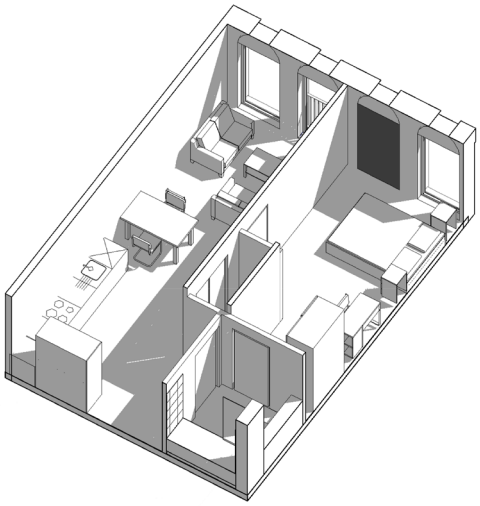


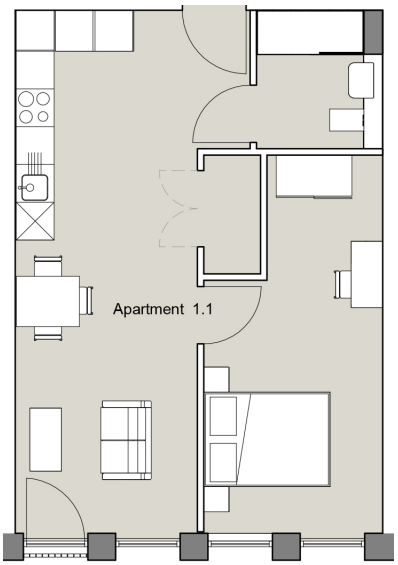




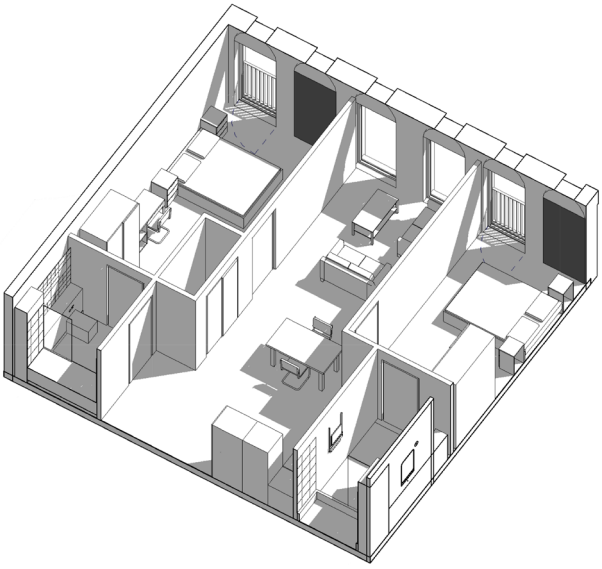
6.8 TYPICAL APARTMENTS

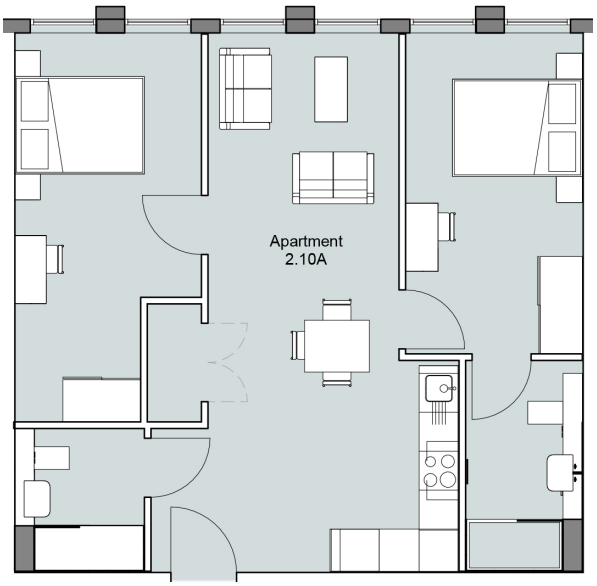
One Bedroom Apartment



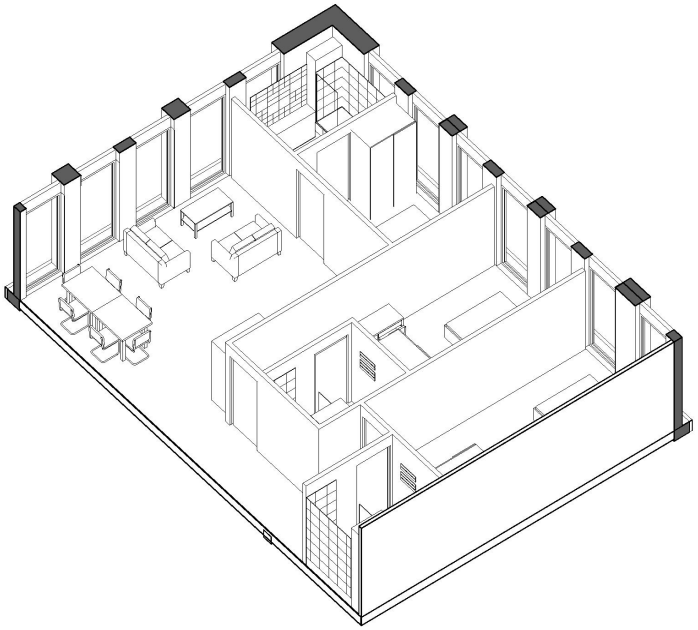


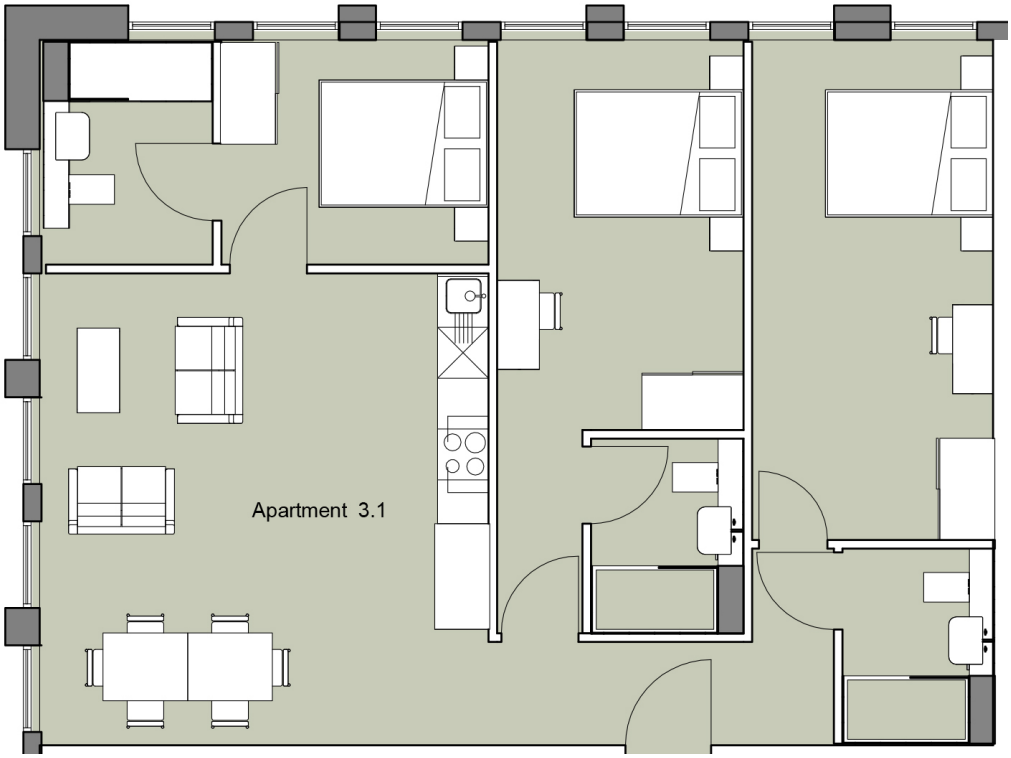
Two Bedroom Apartment





Three Bedroom Apartment





6.9 PLACES MATTER REVIEW

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



"Essentially, this means that as ***presented the composition is the wrong away around and you were advised that you should seek to 'mirror' the Lancastrian scheme massing in your scheme.*** *If you 'flip' the step arrangement around then the panel felt you could also increase the height of both elements of the building. Again though, the view analysis is missing to justify* ***the 'correct' height.****"*

TGA Response:

Essentially, this means that as ***presented the composition is the wrong away around and you were advised that you should seek to 'mirror' the Lancastrian scheme massing in your scheme.***

We feel that stepping the architecture towards the The Lancastrian scheme is a lot more sympathetic and creates a stronger roofscape along Oldham Road. The design responds to the 'city' aspect of the site, creating a view which looks back towards Manchester and creates a platform for the residents.

Panel Feedback for Oldham Road:

The panel considered this to be a nice tonal composition. In conversation you confirmed that the mass and height of this element had been designed in response to the adjacent Hodder scheme, which is currently on site, rather than in line with the SRF 'bowl'. The panel had no issues with the height, but suggested that you provide a long view from the main junction of Oldham Road / Great Ancoats street to test this further. (Provided on previous page)

The panel considered the corner to be the key place, whilst noting the importance of the Listed buildings across the street. You are "pushing the envelope" here, but that approach suits your need to make the scheme work. However, stepping the scheme down overrides the urban design-massing element whereas this would logically demand that you increase the height on the corner and the junction.

Essentially, this means that as presented the composition is the wrong away around and you were advised that you should seek to 'mirror' the Hodder scheme massing in your scheme. If you 'flip' the step arrangement around then the panel felt you could also increase the height of both elements of the building. Again though, the view analysis is missing to justify the 'correct' height.

The panel also advised that the effect of the current arrangement is to create a verdant linear block, which doesn't merit the step down. The proportions are important and would also benefit from turning the arrangement around. Putting the higher element on the corner and along Addington Street was not felt to have a significant impact on the sunlight penetration in to the central atrium. You were also asked to "give the building a top floor" presence.

TGA Response to Panel Review:

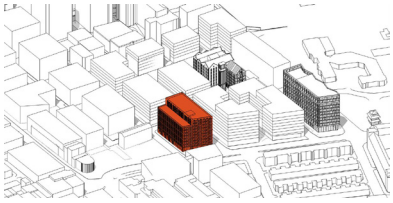
Following the design review panel, the massing of the scheme was taken into consideration. The orientation of the smaller and larger building was reconsidered and we felt going with a linear block gave a unified feeling across the façades and also opened up the public space on both Addington and Marshall Street. Creating active frontages is a strong part of this scheme and reducing the massing reaffirms that concept. The ground floor design and language was reconsidered, retaining the 'linear' language of the base of the building detaching it from the arched language of the top of the building.

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

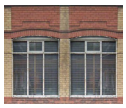
6.10 PUBLIC CONSULTATION

NEW CROSS DEVELOPMENTS

| OLDHAM ROAD |



01. URBAN ANALYSIS



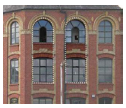
CHADDERTON STREET

Original arched brick detailing present on Oldham road site



JOHN SWIFT BUILDING, MASON STREET

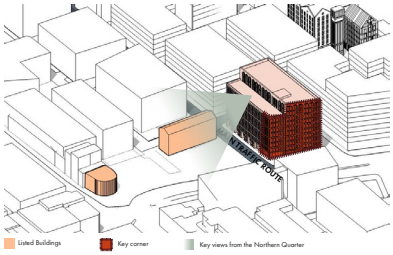
Material change defining window tops / floor bands



SWAN BUILDING, CABLE STREET

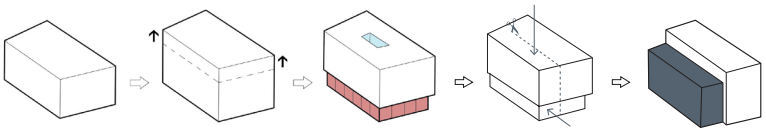
Ornate stone arches define upper most windows

02. SITE ANALYSIS

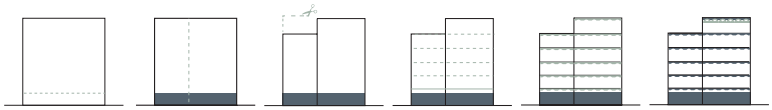


03. DEFINING OLDHAM ROAD

The proposed massing and height for the site has been propped up to ten storeys but is still in keeping with the heights proposed along Oldham Road.



04. ELEVATIONAL DEVELOPMENT



1. Ground floor level raised
2. Material change at ground floor
3. Building split and stepped down to break up massing
4. Floor bands revealed
5. Material change to floor bands
6. Arched window respond to site context



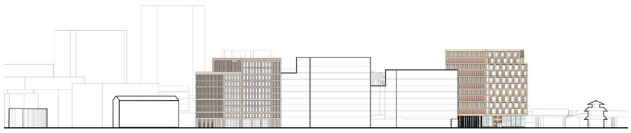




A665 RING ROAD ELEVATION



OLDHAM ROAD ELEVATION



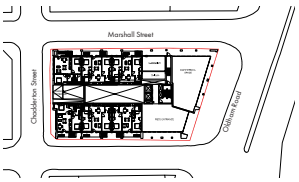
Deloitte. TIM GROOM ARCHITECTS

NEW CROSS DEVELOPMENTS

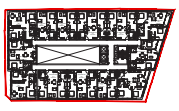
| OLDHAM ROAD |



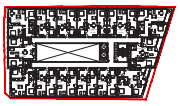
GROUND FLOOR PLAN



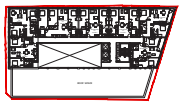
FIRST FLOOR PLAN



SECOND - SEVENTH FLOOR PLAN



EIGHTH - NINTH FLOOR PLAN



Deloitte. TIM GROOM ARCHITECTS

NEW CROSS DEVELOPMENTS

OLDHAM ROAD | GOULDEN STREET | BENDIX STREET

01. SITE INTRODUCTION

WELCOME TO OUR CONSULTATION

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

MULBURY CITY

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

WHEN WILL THE APPLICATION BE SUBMITTED?

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

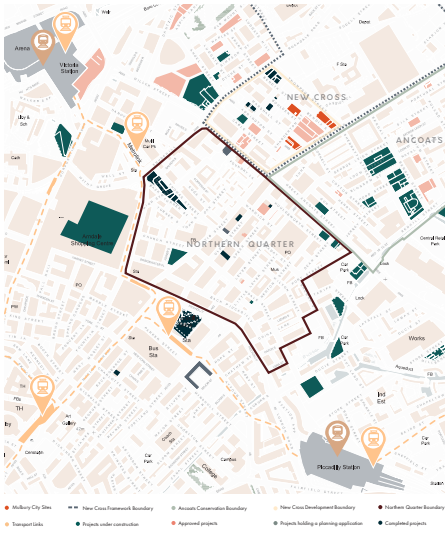
THE SITES

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

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

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

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




OLDHAM ROAD

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


BENDIX STREET

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


GOULDEN STREET

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



NEW CROSS DEVELOPMENTS

OLDHAM ROAD | GOULDEN STREET | BENDIX STREET

01. REGENERATION CONTEXT

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

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

The NDF designates all three sites as 'Gateway Locations'. The area currently has a high concentration of gap sites and presents a disjointed, inconsistent frontage.

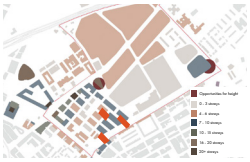
The proposals have been designed to respond to the vision of the NDF and the Public Realm Strategy to help deliver the wholesale regeneration of the area in a comprehensive and positive way.

MASSING STRATEGY

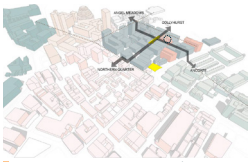


The New Cross NDF describes the massing applied to the area as a tiered bowl which decreases in height from the NOMA masterplan down towards the Northern Quarter.

NDF ZONE A, B & C: SCALE



PEDESTRIAN/PUBLIC REALM

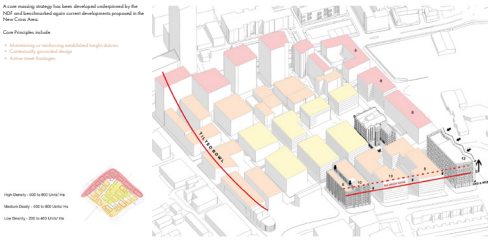


02. SITE WIDE MASSING STRATEGY - BENCHMARK AGAINST NDF

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

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



03. HISTORIC CONTEXT

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

There are a number of other listed buildings and structures within the vicinity of the site, with the Grade II listed Victoria Square on Oldham Road and 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 clearly within a highly significant historical location. The proposals on all three sites have therefore been sensitively designed to preserve and enhance the significance of the buildings and their setting.



NEW CROSS DEVELOPMENTS

OLDHAM ROAD | GOULDEN STREET | BENDIX STREET

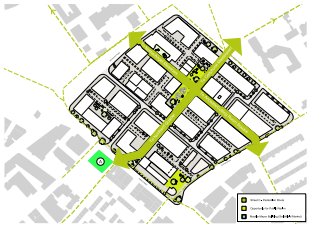
01. NEW CROSS DEVELOPMENT FRAMEWORK: PUBLIC REALM

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

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







02. EXISTING PUBLIC REALM

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

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



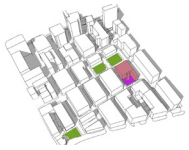






03. PUBLIC REALM IMPROVEMENTS

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


OVERALL STRATEGY


GOULDEN STREET


OLDHAM STREET


BENDIX STREET

6.11 PUBLIC CONSULTATION 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

7. SUPPLEMENTARY INFORMATION

7.1 WASTE STRATEGY

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

The proposed development comprises 144 apartments including 49 one bedroom, 93 two bedrooms and 2 three bedroom apartments. Each apartment will include built-in storage areas, with an allowance of 0.5m2 for fixed services.

Separate containers for each category of waste will also be provided. The building will house a recycling and refuse area in a dedicated bin store at ground floor which is accessible from the circulation core. 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.

The loading bay will be located on Marshall/Addington Street which runs alongside the site. The refuse area is located on the Marshall Street side of the building. 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 access ramp 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 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 144 apartments within the proposed development would require 14 Euro-bins with a capacity of 1100 litres.

PULP-ABLE RECYCLING

The guide sets out the requirement for 55 litres per week per dwelling. Based on the 144 apartments proposed development would require 7 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 144 apartments proposed development would require 7 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 per dwelling. This is collected in smaller 240 litre containers which equates to 9 x wheeled bins.

TOTAL PROVISION

The total provision for the residential development would therefore be 29 (1100 Litres) x Euro-bins and 9 (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.

7.2 WASTE MANAGEMENT STRATEGY

Waste Management Strategy : Oldham Road

High Rise Domestic Developments

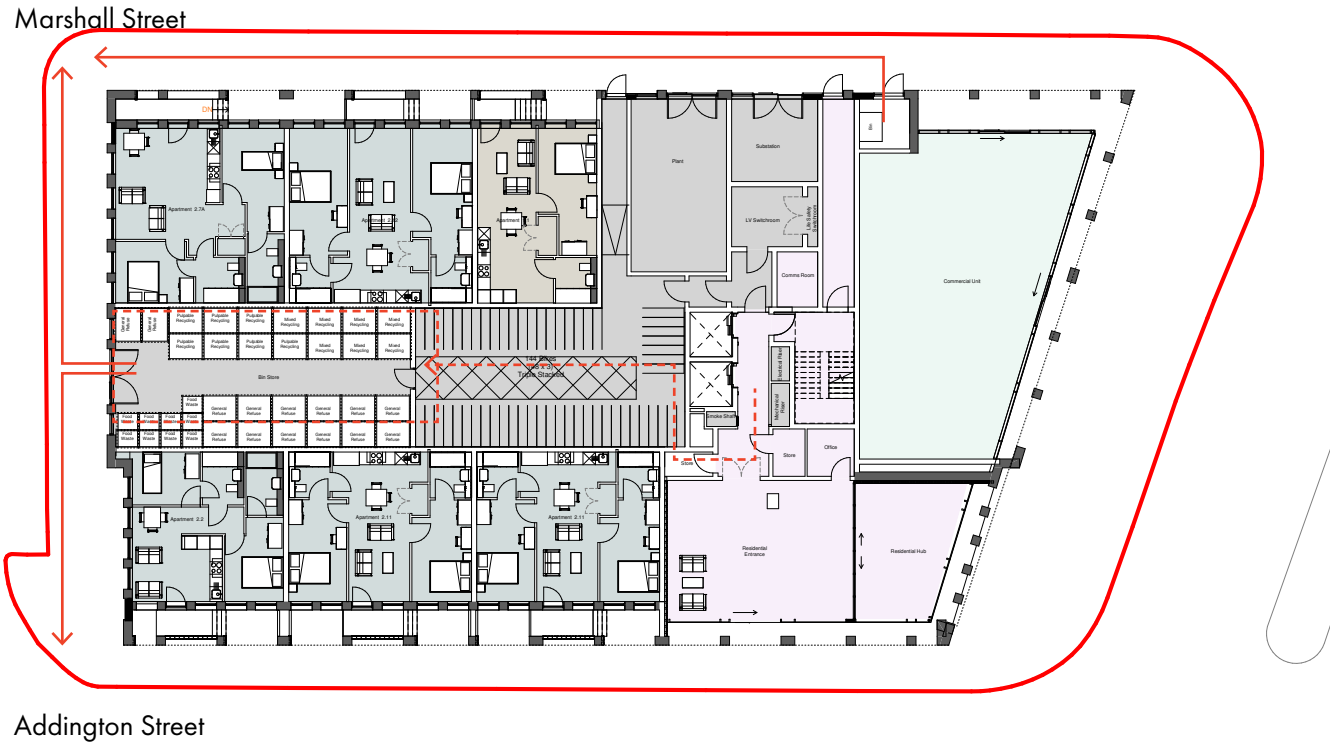
Per Dwelling	No. of Dwellings	Total
0.43 m2	144	61.92

Waste Types	Provision	Capacity	Waste in Litres	No. Bins
Genral Refuse	110 week per dwelling	1100 litres	15840	14
Pulpable Recycling	55 week per dwelling	1110 litres	7920	7
Mixed Recycling	55 week per dwelling	1110 litres	7920	7
Food Waste	15 week per dwelling	240 litres	2160	9

Total			38
	Euro Bins	29	Floor Space Required: 1575mm x1190mm
	Wheeled Bin	9	Floor Space Required: 780mm x 940mm

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

7.3 REFUSE STORE PLAN



7.4 CRIME IMPACT STATEMENT

The design team met with Greater Manchester Police in August 2018 to discuss the prosed scheme. For full report please refer to CIS 16-0374 Oldham Road.

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

- The redevelopment of this site as apartments will bring additional activity and vitality to the area. The retail element of the proposals will attract people to the site during the day when it might otherwise be quiet in the local area.
- The proposed development, and particularly the ground floor apartments will provide active frontages to Addington Street and Bendix Street which will help to enliven the street scene and help to provide useful natural surveillance of the area. The commercial unit at ground floor will provide an active frontage to Oldham Road.
- The reception desks overlook the main entrance into the building allowing staff to vet those entering the building.
- The main entrance is well located on the prominent corner of the development on the junction of Oldham Road and Addington Street and will be clearly visible from the pedestrian street and the public highways.
- The commercial unit and the residential aspects of the building are self-contained.

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

7.5 ACCESS AND BUILDING STRATEGY

PEDESTRIAN ACCESS

The main residential entrances are located on the primary elevations, Addington Street and Oldham Road. The residential entrance is double height and easily accessible and identifiable on the Addington elevation. The commercial entrance is on Oldham Road.

Upon entering the building the user would pass through a common reception area with post boxes and a shared concierge. The lifts and primary stairs are each located off this reception giving access to all residential floors.

The site location, on the edge of the city centre, means an array of amenities and destinations are within walking reach of the proposed development. The Transport Statement prepared by SKTP 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 height restrictions of the NDF restricts the potential for on-site parking and also creating active frontages. There is 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.

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

SERVICING AND REFUSE

It is proposed that refuse collections and servicing would be carried out from Addington/Marshall Street. Swept path tracking has been carried out by SKTP to verify that refuse vehicles can manoeuvre safely along Addington/ Marshall 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 are within a five minute walk from the site giving access to destinations across Greater Manchester. Piccadilly and Victoria train stations are within a 5-15 minutes walk giving access further afield.

CYCLIST PROVISIONS

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

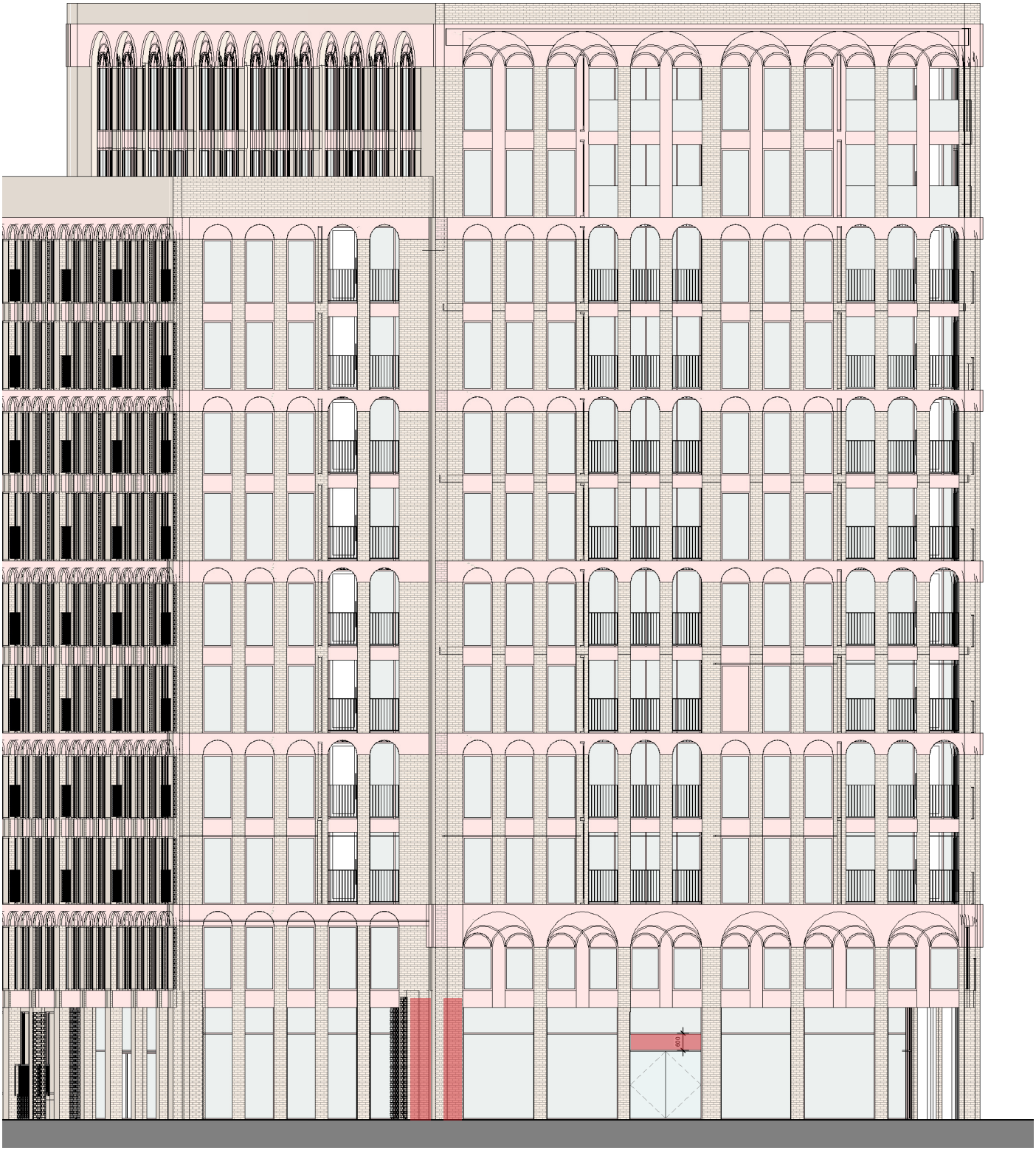
INCLUSIVE ACCESS

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

- Access to all commercial units will be via level thresholds at street levels
- Access to all residential entrances will be via level thresholds
- All lift lobbies are 1550mm wide, all circulation corridors are a minimum of 1400mm wide.
- All apartments are Equality Act 2010 to living areas, kitchens and main bedrooms.
- All apartments are capable of being fully compliant to Equality Act 2010 requirements and a dedicated number of apartments will be agreed at building regulation approval stage.
- A dedicated disabled parking bay can be accessed on Marshall Street.

7.6 SIGNAGE STRATEGY

The below elevation indicates where the signage for the residential and commercial unit where it will be.



Suggested area for Signage

7.7 LANDSCAPING STRATEGY



GROUND FLOOR GA



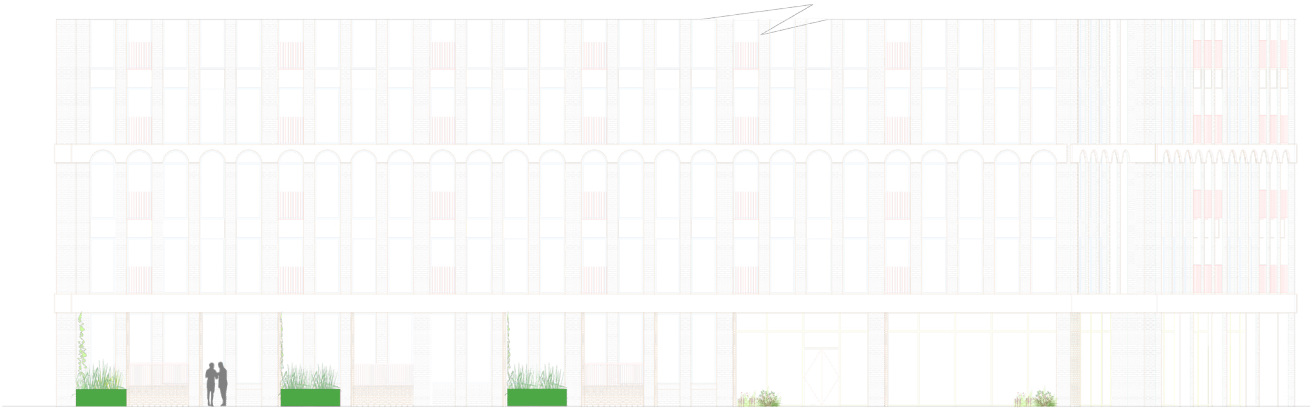
FIRST FLOOR GA



TERRACE GA

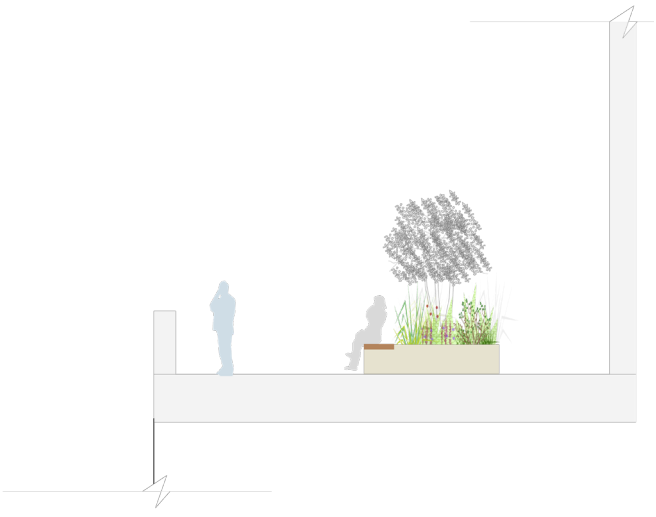


ILLUSTRATIVE SECTION

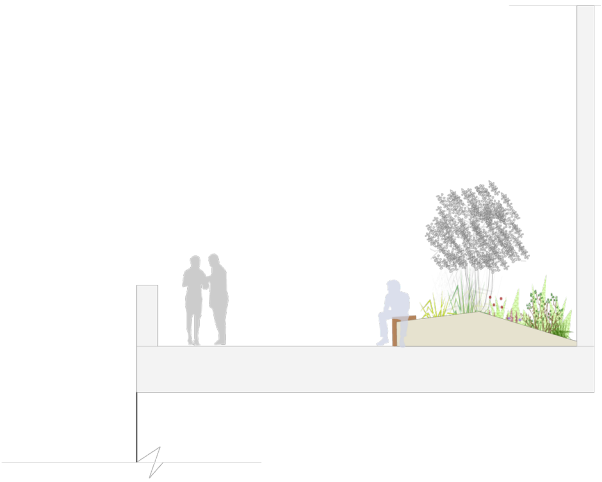


E01
SCALE 1:100 @ A1

ILLUSTRATIVE SECTION



S04
SCALE 1:150 @ A1



S03
SCALE 1:150 @ A1

ILLUSTRATIVE SECTIONS

7.8 SUMMARY

The proposed development seeks to create a high quality residential development which responds to the Ancoats Conservation Area, the Great Ancoats Street corridor and the wider city.

The design has been developed through the exploration of a range of options including various approaches to scale and massing. These options have all been tested through 3d modelling and drawings such as the contextual elevations to review the form and design. The selected design option has then been progressed with the experience of the design team into the proposals contained within this planning application. The completed building would act as a benchmark for design and quality within this important area of Manchester City Centre.

Consultation has also been important to the development of the design to ensure its integrity within the wider city centre strategic context. As such, extensive discussions have taken place with Manchester City Council as well as the Places Matter Design Panel and Historic England.

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