LAND AT BARNHILL STREET AND RABY STREET
MOSS SIDE

Design and Access Statement
(incl. Tall building assessment)

Date: July 2025
Revision: 09
Client: MSV/Caddick

MC
AU

msv
mosscare st vincent's

MANCHESTER CITY COUNCIL

Caddick.

MC AU

SFP

NEXUS PLANNING

dep LANDSCAPE ARCHITECTURE

1.0 INTRODUCTION
1.1 Mosscare St Vincent's
1.2 Project Introduction
1.3 Proposed scheme summary page

2.0 SITE ASSESSMENT
2.1 Site Context
2.2 Townscape Character
2.3 Planning context
2.4 Historical Context
2.5 Site views
2.6 Existing Building Heights
2.7 Site Analysis
2.8 Emerging design principles.

3.0 DESIGN CONCEPT DEVELOPMENT
3.1 Engagement and consultation
3.2 Health and Well-being concepts
3.3 Scale and Massing development
3.4 Multi-generational housing concepts
3.5 Precedents
3.6 Façade development design
3.7 Tripartite facade design.
3.8 Detailing concept for walls.

4.0 SCHEME DESIGN
4.1 Residential Amount and Mix.
4.2 Contextual elevations.
4.3 Layout orientation routes and access.
4.4 Street elevations
4.5 Materiality

5.0 TALL BUILDING ASSESSMENT
5.1 Townscape views
5.2 Photographic analysis

6.0 SITE SPECIFIC CONSIDERATIONS.
6.1 Amenity Space
6.2 Rooftop Terraces & Urban Growing
6.3 Relationship to the WISSC.
6.4 Relationship with the Heineken Brewery.
6.5 Local Culture and Heritage.

7.0 BLOCK DESIGN PROPOSALS
7.1 Block A Design
7.2 Block A Elevations and Bay Study
7.3 Block A Elevations Entrance Bay Study.
7.4 Block B
7.5 Block B
7.6 Blocks B,C,D&E Elevations & Bay Study.
7.7 Block C-Over 55's block
7.8 Block C-Over 55's block
7.9 Block C-Over 55's block
7.10 Blocks D&E
7.11 Blocks D&E
7.12 Blocks D&E
7.13 Block F Townhouses
7.14 Block F Townhouses
7.15 Block F Townhouses.

8.0 DESIGN STRATEGIES
8.1 Parking on the site.
8.2 Cycle Storage
8.3 Waste Management.
8.4 Landscape Boundary Treatment.
8.4 Landscape
8.5 Amenity space
8.6 Sunpath
8.7 Low carbon
8.8 Technical summary

9.0 APPENDICES

01

INTRODUCTION

This Design and Access Statement (DAS) has been prepared in support of the proposed development on land at Barnhill Street and Raby Street, Moss Side:

Erection of six residential blocks, following demolition of existing buildings and structures, to provide a total of 212 dwellings (Use Class C3) comprising: one 10-storey building accommodating 86 apartments; four buildings of 5 to 6 storeys (including attic storeys) accommodating a total of 119 apartments; and 7 three-storey town-houses; together with ancillary communal facilities, associated access, car and cycle parking, refuse storage, landscaping, amenity space, signage, and other associated works.

1.1. Mosscare St Vincent's

MSV Housing Group

MSV Housing Group (MSV) is a Registered Social Landlord working across the North of England.

MSV considers itself privileged to be a long-standing anchor organisation in Moss Side, working alongside the community, the City Council and other partners to deliver truly life-changing projects. MSV currently manage over 1,400 homes in the area and support countless community projects, including environmental initiatives and work with young people. Much of MSV's supporting contribution to the community is delivered from MSVs Positive Futures facility on Great Western Street, Moss Side and includes:

- Training
- Skills development
- Apprenticeships
- Volunteering
- Work experience
- Support to find employment
- Digital skills support

In 2023/24 MSV spent over £8 million in maintaining the quality of its existing homes, including many in Moss Side. Over the next five years MSV intend to continue this work and invest over £81 million in its existing homes, include those in Moss Side

This application and the commitment to deliver new homes are part of MSV's next steps in its on-going commitment to Moss Side.



1.2. PROJECT INTRODUCTION

The Project & Brief

This DAS has been prepared by MCAU on behalf of Mosscare St. Vincent Housing Ltd (MSV) to explain and assess the design and access considerations of the proposed development, which is the land west of Barnhill Road in Moss Side (the site).

The Development Stratergy calls for a high-quality housing development that will positively enhance the local environment while delivering the right mix and type of homes for the area. Our proposals include a higher-than-average proportion of three-, four-, and five-bedroom family houses to help address the significant housing waiting lists in Moss Side.

The site is readily deliverable, and the proposals for this new housing development will integrate with the broader urban context. For full policy alignment and planning rationale, please refer to the Planning Statement.

The proposed scheme shall be of an appropriate scale and designed to respond in a sensative way to the local context and ensures viability and fulfils the objectives of local and national planning policy and design guidance.

The Site

The scheme is located on a brownfield site that was previously occupied by a series of terraced buildings, a cinema, a nightclub (Reno), and various other uses. Today, only seven properties remain on Barnhill Street. The site is bounded to the north by Moss Lane East, to the west by Princess Road, to the south by Raby Street, and to the east by Barnhill Street. The 7 remaining houses are due to be demolished to enable this development to be delivered.

Purpose of this Document

This document will explain the design journey for the development in response to the site's relationship with its urban context and stakeholders.

The document demonstrates an understanding of what is appropriate and feasible for the site in its existing context and has regard to design aspirations and planning policy requirements and community needs. The document concludes that the development conforms with planning policy.

Document Structure

This document is structured to:

- Present the design team's understanding and assessment of the site's context.
- Demonstrate how the design concept and proposed scale of development have evolved in response to the site's location and context.
- Propose a design solution that is a coherent and sympathetic extension of the existing urban grain, with an architectural expression that delivers a quality development worthy of the site's location and the area's housing needs. This design approach has been informed through a series of stakeholder meetings (over the past two years) with the people of Moss Side and various local groups.



1.3. PROPOSED SCHEME SUMMARY

Design Proposal and Policy Alignment

In accordance with Places for Everyone and other planning policy and design guidance, this site will have the appropriate scale and massing for its location and will deliver a high-quality scheme for the people of Moss Side, providing a diverse mix of housing.

Design innovation in Manchester is encouraged, and this high-quality design will maximise the site's potential while focusing on quality living and well-designed amenity spaces that will create a distinctive and engaging visual character for the local community. The design will respect local heritage and respond to the human scale at key points, particularly within communal and private amenity areas.

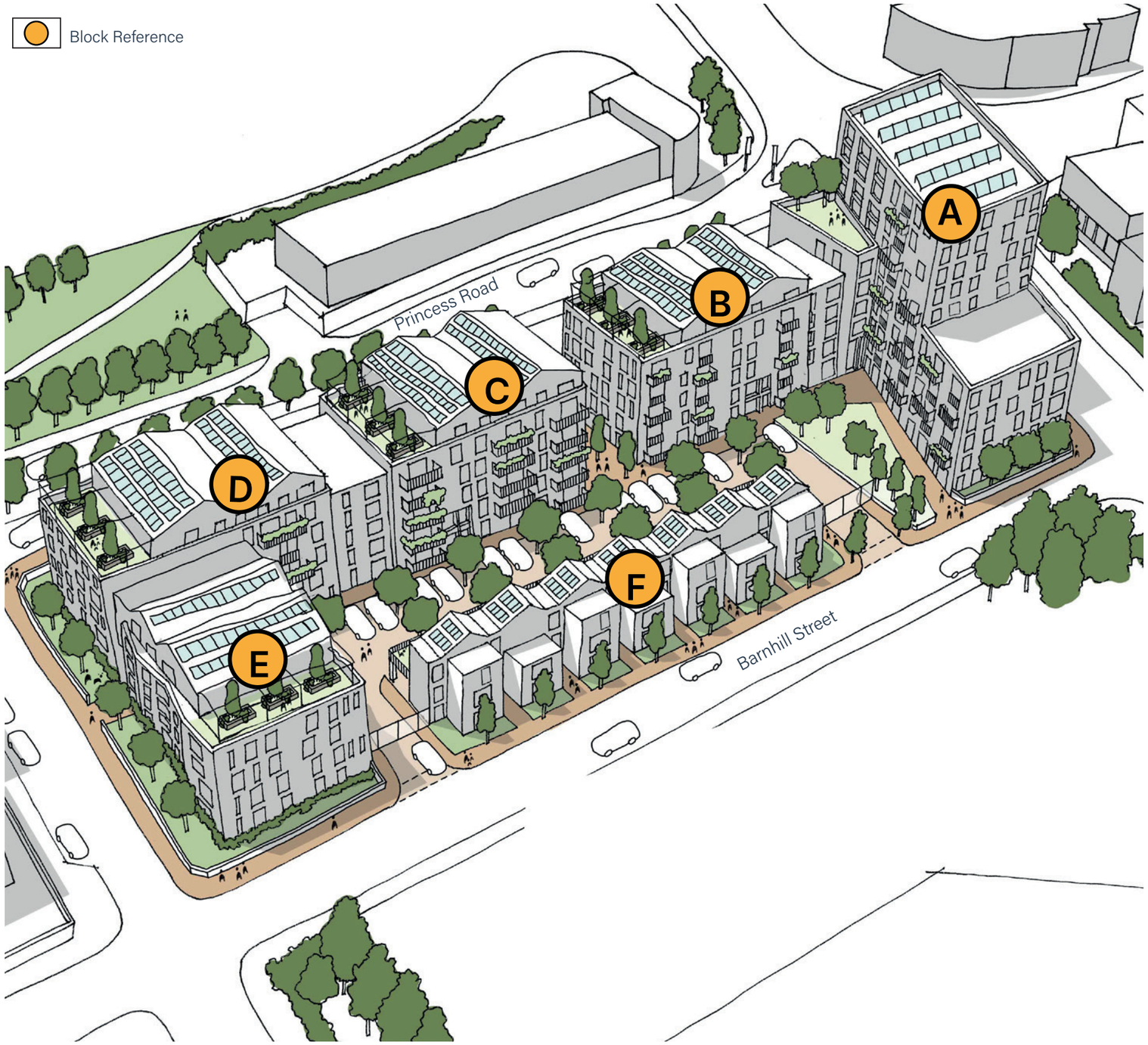
Places for Everyone supports this site's location due to its proximity to the city centre. Together, these elements will ensure the site becomes a new sustainable place in Manchester. This DAS will make reference to the site's cultural heritage and demonstrate how these aspects have been woven back into the scheme.

MSV has a strong local presence in Moss Side and a long history of working closely with the community. As trusted community builders, we design and deliver homes with real care and intention, ensuring the scheme meets the needs of local people and supports a strong, connected neighbourhood.

Proposed Development Summary

The proposed development comprises:

- **Capacity:** 212 homes
- **General needs:** 184 homes
- Block A- 86 units, Block B-35, Block C-30, Block D-31, Block E- 23 and Block F - 7homes
- **Over 55's accommodation:** 28 homes (mix of one- and two-bedroom apartment)
- **Max Scale:** 10 storey (Block A)
- **Min Scale:** 3 storey (townhouses at Barnhill St.
- **House types:** Mixture of 1, 2, 3, 4 & 5-bed houses and apartments.
- **M4(3):** 12 ground floor family homes and 12 Over 55's units= total 24.
- **M4(2):** 188 homes
- **Car parking:** 63 car parking spaces in total.
- **Cycle Storage:** 150%



02

SITE ASSESSMENT

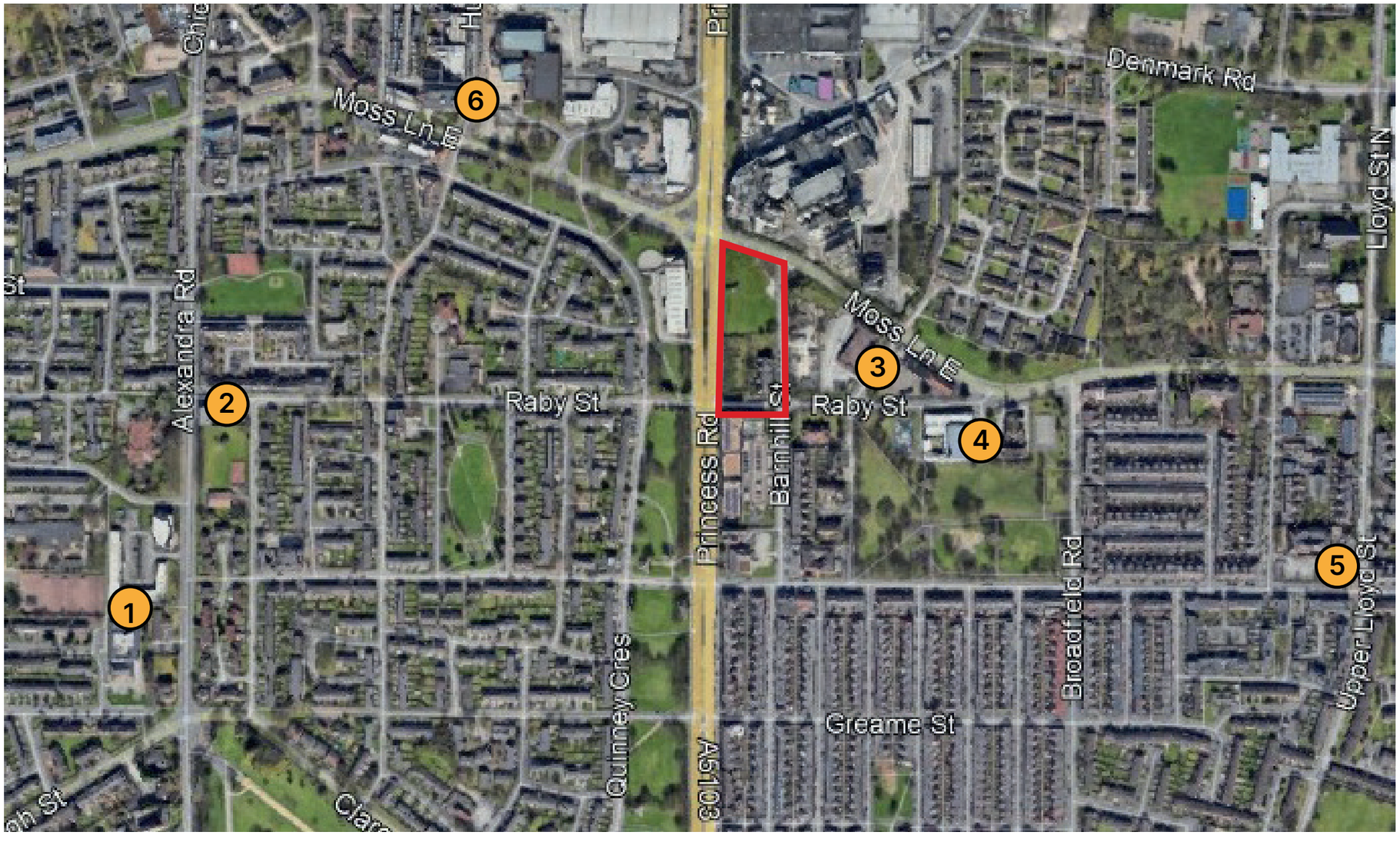
2.1. SITE CONTEXT

The site lies within Moss Side neighbourhood, close to Manchester city centre. It is bounded by two busy roads to the north (Moss Lane East) and west (Princess Road) , and quieter streets to the east and south. Barnhill Street runs along the eastern edge of the site. The West Indian Sports & Social Club (WISSC) sits to the east of the site, while the Heineken Brewery is located to the north - both are important factors in determining the design approach for this development.

To the south of the site, the surrounding street blocks comprise a mix of low-rise historic terraced buildings laid out in a fixed grid pattern. Directly south of the site is a four- to six-storey new social housing development called The Clockworks. To the South East is the Grade 2 listed Westwood House. To the north stands the ten- to eleven-storey equivalent Heineken Brewery building on the corner of Moss Lane East and further along the road towards the city centre is a supermarket and other retail uses.

Local Cultural Amenities Nearby

The map opposite illustrates the local cultural amenities in the area. Local cultural amenities and community institutions are located close to the site. While community facilities within the development have been scaled back, residents will have easy



1. Windrush Millennium Centre
2. Boiler House
3. West Indian Sports & Social Club
4. Moss Side Millennium Powerhouse
5. Greenheys Adult Learning Centre
6. Moss Side Leisure Centre and Hulme High Street Library.

Site Boundary

2.2. TOWNSCAPE CHARACTER













1. Westwood House, Raby Street
2. The Clockworks, Princess Road
3. APEX Storage, Princess Road
4. Heineken Factory, Princess Road
5. Terrace housing, Barnhill Street
6. West Indian Sports and Social Club, Westwood Street (WISSC)

Local Character

A photographic assessment of the local vernacular architecture is presented in the adjacent images. This study provides an opportunity to better understand the local character and ensures that the proposals for the site are responsive to the surrounding context.

This analysis has helped shape the design direction and define the main development principles, such as creating a scheme with appropriate height and scale, selecting suitable materials, and responding sensitively to existing building scales and block patterns in the area.

2.3. PLANNING CONTEXT

Development Plan Policy

The Manchester Local Plan guides development within Manchester and sets out the vision and spatial strategy for the future development of Manchester. Within this context the most relevant parts of the adopted Local Plan for Manchester comprise:

- Manchester Core Strategy and Proposals Map (2012);
- Saved Policies of the Manchester Unitary Development Plan (2005) ("the UDP"); and
- Places For Everyone (2024).

The plan sets out an ambition for the delivery of 50,000 additional affordable homes over the plan period of 2022 to 2039. The plan notes that a key challenge and priority in the City region is to ensure that new housing comes forward at a price that potential occupiers can afford. Maintaining a good supply of affordable housing is considered to be 'especially important' helping to reduce travel costs for those on lower incomes who need access to the 'Core Growth Area' (comprising the City Cente, Trafford Park, Salford Quay and the Etihad Campus) for employment and services.

It is noted that affordability has been worsening in recent years, and there are a significant number of households, as in Moss Side, who are unable to find suitable homes at an affordable cost. Consequently, increasing the delivery of affordable housing across Greater Manchester is considered is 'a very high priority'. Policy JP-H2: Affordability of New Housing, notes the need to maximise the delivery of additional affordable homes.

Moss Side is in the Inner Areas strategy area (Policy JP Strat5). The explanation to the policy notes the growth of population in these areas and that, in response, increasing housing provision would enable more people to access easily the opportunities in the City Centre and elsewhere by walking, cycling and public transport. Within Inner Areas new development is to be predominantly residential and be integrated with existing communities, enhancing the quality of places and their local character.

The contribution of brownfield land in delivering development is to be maximising, including facilitating higher density development in the most accessible locations.

Residential developments should provide an appropriate mix of dwelling types and sizes (Policy JP-H3). Increasing the average density of new housing developments in the most accessible locations is considered an important part of the strategy. Policy JP-H4 Density of New Development requires new housing development to be delivered at a density appropriate to the location, reflecting the relative accessibility of the site by walking, cycling and public transport and the need to achieve efficient use of land and high-quality design.

Other Material Considerations

In addition to the adopted development plan policy, there are a number of relevant material considerations including legalisation, policy and guidance.

The National Planning Policy Framework (NPPF), most recently updated in 2024, sets out the government's planning policies for England and guides how they should be implemented in both plan-making and decision-taking.

At the core of the NPPF is the principle of a presumption in favour of sustainable development, which serves as a guiding thread throughout the planning system (paragraph 11). NPPF places significant emphasis on making effective use of land in meeting the need for homes. Paragraph 125 states that planning decisions should, amongst other things:

- give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, proposals for which should be approved unless substantial harm would be caused, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land;
- promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively.

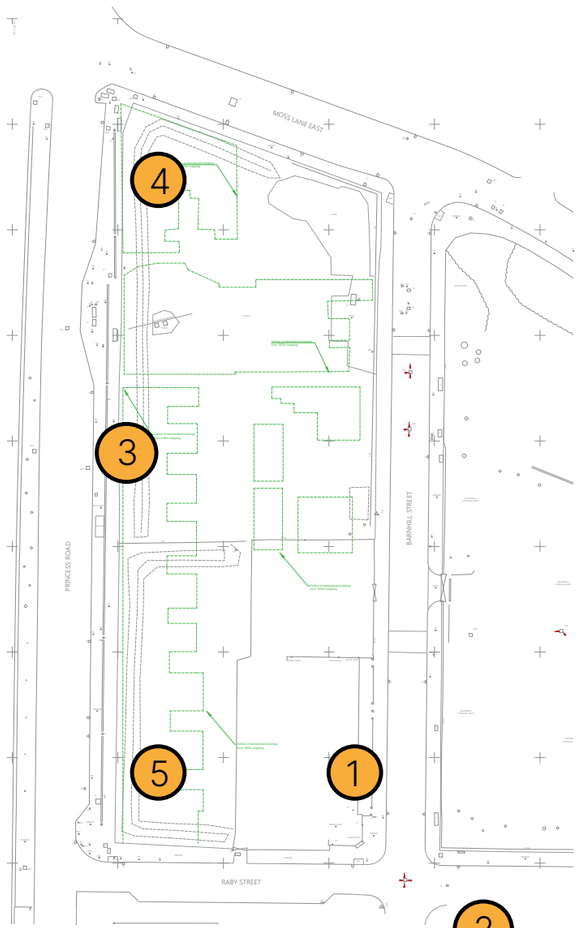
Paragraph 131 notes that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. The creation of high quality, beautiful and sustainable buildings and places is considered fundamental to what the planning and development process should achieve.

The design of the proposal has also had regard to a range of adopted guidance documents, including:

- National Design Guide (2019)
- Manchester Residential Quality Guidance (2017)
- Guide to Development in Manchester Supplementary Planning Document (2007) and Technical Guidance
- Design for Access 2
- Other key documents that are reflected in the final application scheme include:
- Manchester's Green and Blue Infrastructure Strategy (updated 2022)
- Historic England's Guidance Note 4 Tall Buildings (2022)



2.4. HISTORICAL CONTEXT



1905 Historical mapping



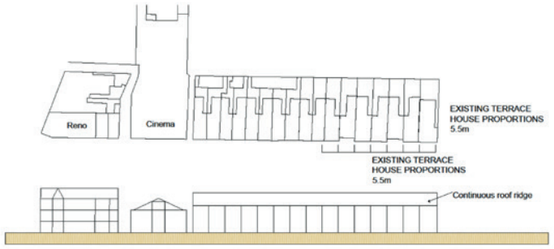
Existing Terraces houses along Barnhill Street 1



Existing Westwood Listed cottages. 2



Existing Terraces houses along Barnhill Street 1



Old street-scape demolished along Princess Road 5



Demolished Cinema and terraced houses. 3



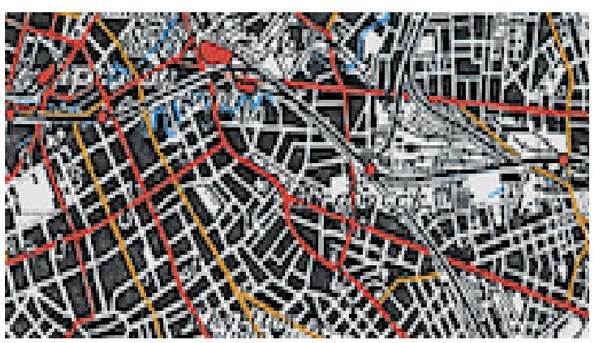
Demolished Reno building -Moss Lane East. 4



1905 Historical mapping



1924 Historical mapping



1947 Historical mapping

Historic Context & Evolution

The site has historically featured a landmark scale building (The Reno) , with a mix of housing and civic buildings. In the late 19th century, the area was densely built up with blocks of terraced houses that formed strong, defined edges to each street.

At one time, the site itself was densely populated with terraced houses facing all surrounding roads, creating active frontages and clear boundaries. The site also accommodated nightclubs (the Reno and Nile) and a cinema on the corner.

This street block footprint remained relatively constant until more recent times, when the cinema and Reno buildings were demolished in the early 1990s. All that now remains on the site are the existing terraced houses on Barnhill Street (seven in total), which are in poor condition. On the other side of the road, are Westwood Cottages which where Grade II listed in 1994 and recently refurbished.

Heritage

Further details related to local heritage are addressed in various sections of this document, including:

- Reno site: Local Culture and Heritage
- Block D/E: response to the listed Westwood Cottages
- Demolition of the existing Barnhill terraces to enable the scheme to be delivered.
- WISSC

2.5. SITE VIEWS





1.View across the site from Princess Road



3.View across the site from the Princess Road and Moss Lane East junction.



2.View towards the site from Princess Road

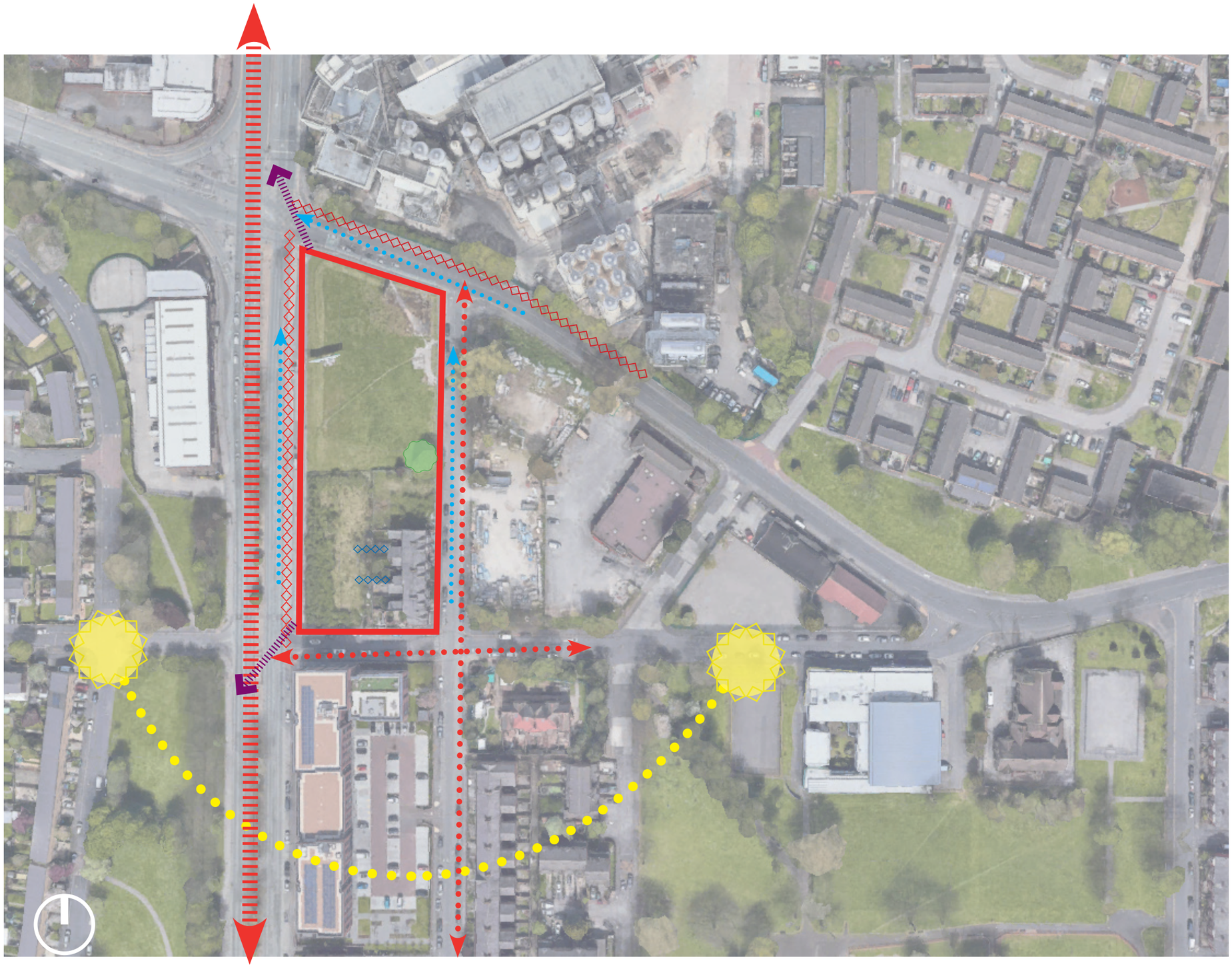


4.View from Raby street down Barnhill Street

2.6. EXISTING BUILDING HEIGHTS



2.7. SITE ANALYSIS



Opportunities and Constraints

Opportunities and constraints that have informed the design.

Opportunities

- A sheltered, protected ground floor amenity space (within the site), can be created by the buildings massing along Princess Road.
- The site layout offers the opportunity to create an inner courtyard with landscaped spaces
- Active frontages can be introduced around the entire perimeter of the site.
- A scale and massing that reinforce the corner as a key arrival and departure point into and out of the city, while providing a more sensitive streetscape along Princess Road.

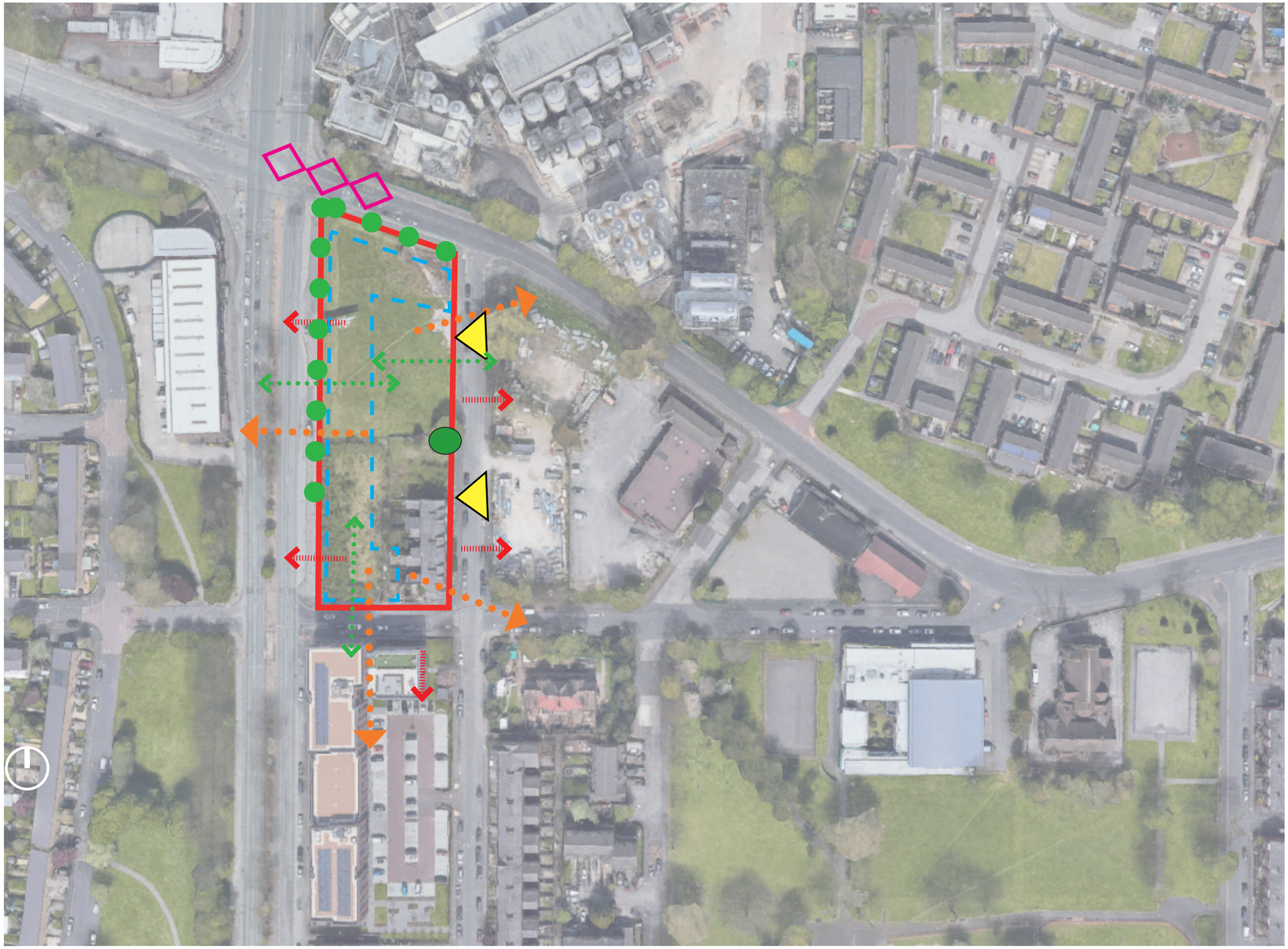
Constraints

- Hard edges facing the busy roads.
- The need for a robust buffer to protect the inner parts of the site.
- Streetscape edges along Princess Road that are exposed to a busy traffic route.

Key

- Site Boundary
- Primary Vehicular Route
- Local Vehicular Route
- Existing Pedestrian/Cycle Routes
- Existing Mature Trees
- Sun path
- Noise from adjacent roads/ junctions
- Poor views/ back of house
- Positive views out

2.8. EMERGING DESIGN PRINCIPLES



The site and contextual analysis have informed a series of design principles for the development, which are illustrated on the plan and include considerations such as use, scale, massing, and appearance. This process ensures that the proposals respond appropriately to the site's setting and surrounding context.

key design principles include:

- Utilise space efficiently (high density)
- Respect the existing and historic urban grain
- Scale and layout to respect the amenity of existing buildings and new residents
- Existing Site to be improved with biodiversity net
- gain (BNG) where possible.
- Key views around the site maximised
- Maximise outward-looking units to the site edges, including dual-aspect corner plots
- Permeable boundary treatments
- Improved mix of housing types and accessibility in the local area
- High-quality, contextual material palette
- HAPPI principles introduced for Block C (Over 55'ss' block)

03

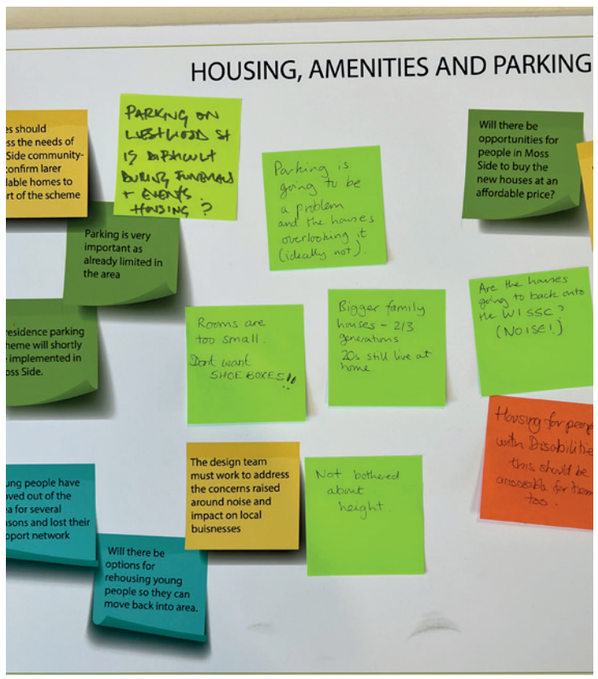
DESIGN CONCEPT DEVELOPMENT

3.1. ENGAGEMENT WITH STAKEHOLDERS

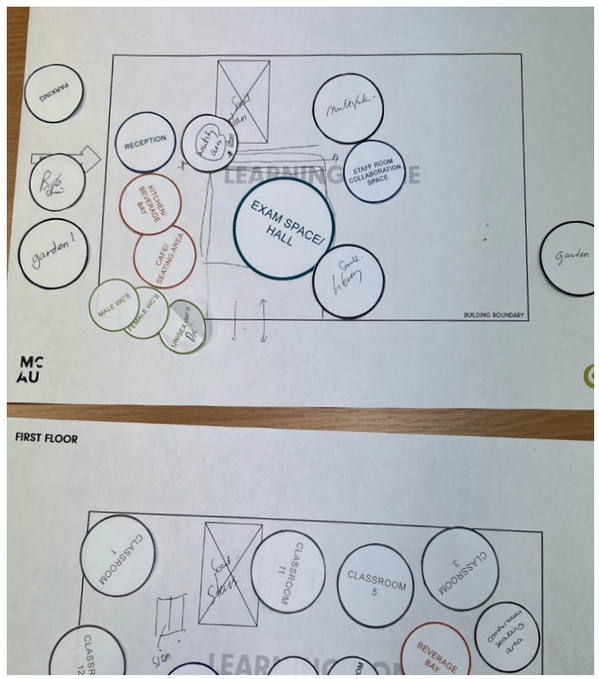












Commitment to Community Engagement

MSV is a key partner within the Moss Side community, managing over 1,100 properties and with a proven track record of delivering initiatives that improve local lives. Community is at the heart of MSV's designs, with residents actively involved in shaping them.

Engagement Overview

The Statement of Community Involvement submitted in support of this application provides a full summary of the extensive engagement and community involvement for the project over the period from March 2023 to June 2025.

Community involvement, engagement, and consultation through the Steering Group and wider community activities has formed a key part of our co-design approach for this project with MSV.

Undertaking public and stakeholder consultation is encouraged through national and local planning policy. Whilst no standard approaches or timescales, or indeed requirements are set for such consultation, MSV have positively responded to policy guidance and have undertaken an extensive engagement programme of consultation over an extended period which has more than met the requirements of guidance.

In particular this Statement of Community Involvement has also been prepared in in the context of Manchester City Council's adopted Statement of Community Involvement (2018), Appendix 1 of which sets out some best practice principles for developer-led early engagement.

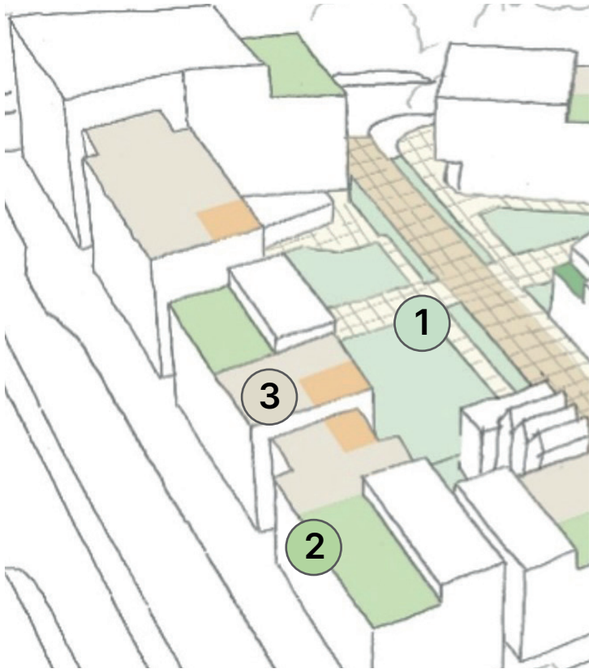
That document notes that the format of consultation will often be discussed with officers and tailored to enable effective engagement to take place. Suggested methods of engagement include letter and leaflets, public exhibitions, a website presence and use of social media - all consultation routes used by MSV as part of its engagement programme.

Design Evolution

The below table provides an overview of the design changes made as a result of the engagement activities.

Consultation 2023	November 2024	February 2025	Comments
Number of homes - 250 homes	220 homes	212 homes as one was lost to accommodate a secondary main entrance off Princess Road	Reduction of 38 homes
Height - 12 stories on one building across from the Heineken, reducing to 6 stories for all other buildings.	Height reduces to 10 stories on one building across from Heineken, and then drops down to 6, 5 and 3 stories on other buildings	Height reduces to 10 stories on one building across from Heineken, and then drops down to 6, 5 and 3 stories on other buildings	Height reduces to 10 storeys on one building across from Heineken, and then drops down to 6, 5 and 3 storeys on other buildings
Tenure - The scheme is 160 Manchester Living rent and 90 rent to buy	The tenure changed to: • 26 Over 55's social rent; 104 social rent; 90 rent to buy	Tenure is changed to: • 28 social rent supported Over 55's; 100 social rent; 85 Rent to buy	Final scheme tenure mix for site 1 is: • 84 Rent to buy; 28 social rent supported Over 55's; 128 total social rent (including 28 above)
Apartments and houses mix - Site 1 is all apartments, with the ground floor being 3 and 4 bedroom apartments.	Introduction of 7 traditional houses: • 2 × 5 bed • 5 × 4 bed	The row of 7 houses now includes more 5 beds • 4 × 5 beds • 3 × 4 beds	The row of town-houses with private drives and gardens are: • 4 × 5 beds • 3 × 4 beds
Ground floor of each apartment building - has 3 and 4 bedroom apartments	All ground floor 3 and 4 bedroom apartments now have their own front door	All ground floor 3 and 4 bedroom apartments now have their own front door and private garden space. All ground floor are M4(3) accessible for disabled people	All ground floor 3 and 4 bedroom apartments now have their own front door and private garden space. All ground floor are M4(3) accessible for disabled people
Number of 1 and 2 bedroom apartments is 226 out of 250	Number of 1 and 2 bedroom homes reduced from 226 to 189	The number of 1 and 2 bedroom apartments is now 182 out of 212	The number of 1 and 2 bedroom apartments is now 181 out of 212
Studio apartments – included within the 1 bedroom numbers	The design removed all studio apartments	No studio apartments within the scheme	No studio apartments within the scheme
Number of larger homes was 10% of 250 and included 3 and 4 bedroom apartments on ground floor	• Number of larger homes increased to 14% and all ground floor private entrance. • Now includes 7 traditional houses, including 2 × 5 beds)	• Despite the reduction in the total number of homes the number of larger homes has remained at 31 in total, a slight increase to 14.5% • Ground floor apartments still have private entrance and garden • Traditional houses have more 5 bedrooms	Despite the reduction in the total number of homes, the number of larger homes remains 31 in total a slight increase to 14.5%
Designated Over 55's scheme – not included within site 1	Introduced an Over 55'ss scheme of 26 × 1 bedroom apartments	The Over 55's's scheme is now 28 homes and is a mix of 1 and 2 bedroom apartments which helps with right sizing. In addition, 50% are M4(3) fully accessible.	Designated Over 55'ss scheme included with designs of 2 homes, a mix of 1 and 2 bedroom accessible apartments.
Local lettings Policy to prioritise local people	Local lettings Policy to prioritise local people	Local lettings Policy to prioritise local people	Local lettings Policy to prioritise local people
Celebrate Heritage - proposal for basement viewing point for old Reno nightclub. Murals on gables to celebrate culture and heritage and in communal areas of apartment blocks	Celebrate Heritage - proposal for basement viewing point for old Reno nightclub. Murals on gables to celebrate culture and heritage and in communal areas of apartment blocks	Removal of Reno basement viewing as proposal not supported by Steering group, ideas include art piece instead but engagement with local community to agree final heritage proposals.	Engage with community to confirm how best to celebrate the long heritage within the scheme, ideas include art piece and murals.
Parking to be provided at 30%, 100% cycle storage	Parking remained at 30% 100% cycle storage and access to bus stop on Princess Road	Parking remained at 30%, 150% cycle storage and access to bus stop on Princess Road	Parking remains at 30% with 150% cycle storage and access to bus stop on Princess Road
Open and inclusive scheme with open access ways to Princess Road	Open and inclusive scheme with open access ways to Princess Road	Open and inclusive scheme with open access ways to Princess Road	Open and inclusive scheme with open access ways to Princess Road
Landscaping - Private roof gardens for each block and additional landscaping and greenery	Private roof gardens for each block and additional landscaping and greenery	Private roof gardens for each block and additional landscaping and greenery	Private roof gardens for each block and additional landscaping and greenery
Low carbon principles	Low carbon principles	Low carbon principles	Low carbon principles
Employment, social value and investment - ideas for social value include play area at park, planting trees, alleygating	Employment, social value and investment - ideas for social value include play area at park, planting trees, alleygating	Employment, social value and investment - ideas for social value include play area at park, planting trees, alleygating	Engage with community on social value opportunities and priorities
Site 4 Greenheys Adult Education Centre designated for housing	Site 4 Greenheys Adult Education Centre removed from plans	Site 4 Greenheys Adult Education Centre removed from plans	Site 4 Greenheys Adult Education Centre removed from plans
Sites 2 and 3 either side of The WISSC designated for housing	Pause on sites 2 and 3 whilst we work with The WISSC and noise concerns	Pause on sites 2 and 3	

3.2. HEALTH AND WELL BEING CONCEPT



Initial ideas of how the scheme could evolve.



**Translation of the ideas into early massing model ideas.
5 areas below to explore.**

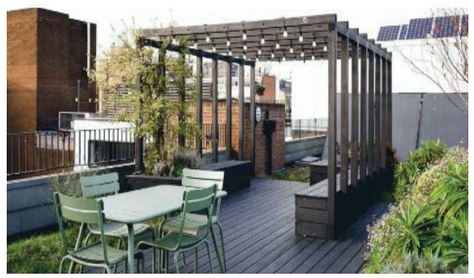
In accordance with Places for Everyone, the scheme aligns with core health values by promoting urban growing through sustainable and green development. The site concepts make the most of this key city location through the efficient use of brownfield land, maximising people's quality of life on an underused site. The introduction of new landscaped spaces at various levels creates a sense of place and a distinct site identity.

It is important to note that since initial briefing and design development over two and a half years ago, the scheme has remained true to its core values of providing a series of amenity spaces at different heights adding to a new sense of place and community.

Meeting places for residents, opportunities for health and well-being, urban gardens, and a series of private amenity spaces for families have all been carefully integrated into the proposed development.



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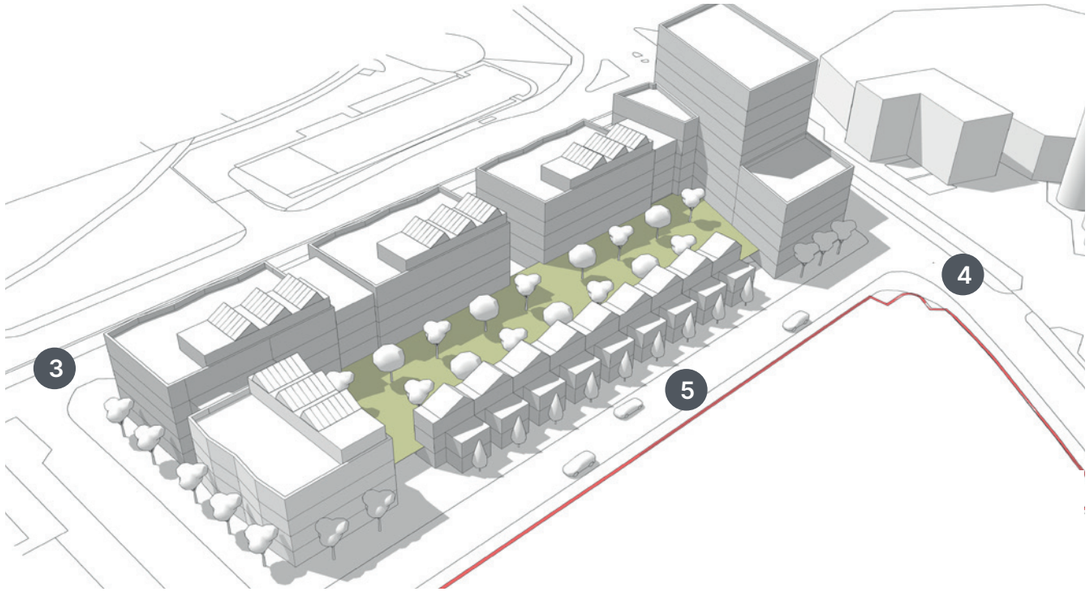
1. Active communal focal point.
2. Shared communal space roof terrace for residents
3. Shared active rooftop urban gardens for residents
4. Integrated tranquil semi private spaces
5. Private balcony spaces to individual homes

3.3. SCALE & MASSING DEVELOPMENT

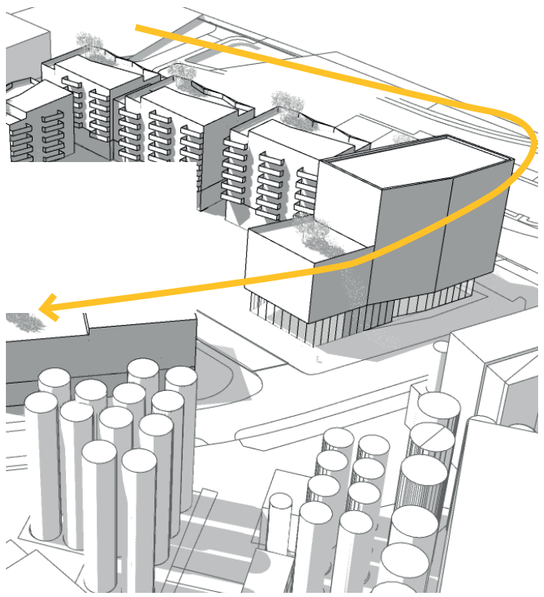
Scale & massing design evolution



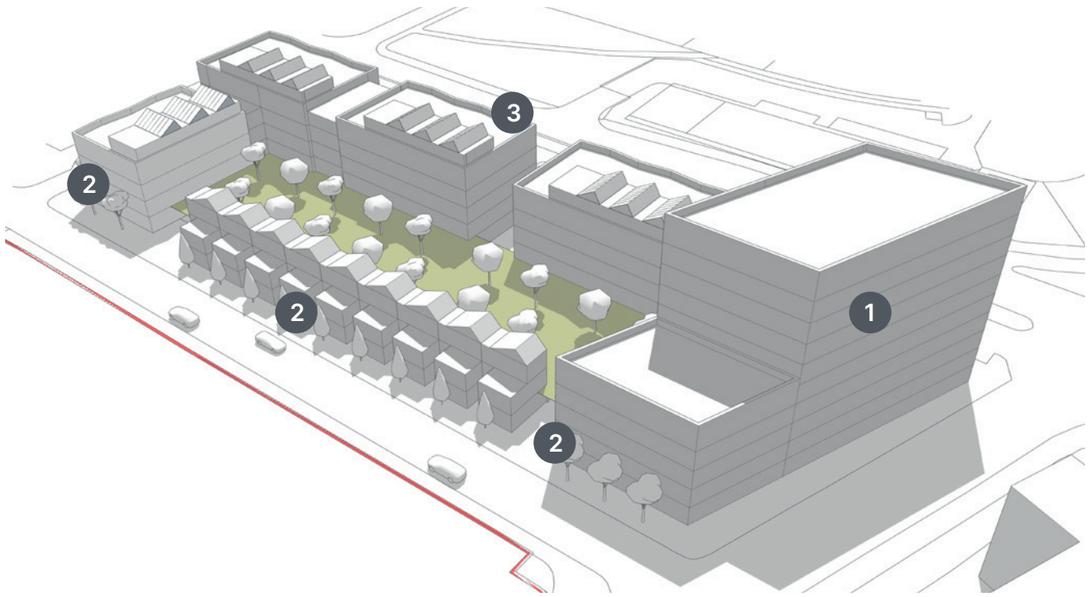
Raby Street overhead view (early model/ 2023)



Raby Street/ Barnhill Street (proposed massing)



Moss Lane east overhead view (early model/ 2023)



Barnhill Street (proposed

1. Scale steps up at Princess Rd/ Moss Lane East junction
2. Scale steps down to the West Indian Sports and Social Club and the Westwood House cottages.
3. Princess Road
4. Moss Lane East
5. Barnhill Street

Exploring Scale and Massing

The 3D images shown opposite illustrates how the building scale changes as you move around the edges of the site.

The harder urban grain along Princess Road creates the need for a strong line of building blocks to provide a more protected environment for the inner parts of the site facing Barnhill Street.

The scale and massing steps down from the larger scale along Princess Road to a more modest scale along Raby Street and Barnhill Street, as shown opposite.

The proposed development also responds to the heights of the surrounding context. It was important to establish a landmark presence at the Moss Lane East junction with Princess Road, as this forms a key gateway point into the city centre.

The evolution of the scale and massing demonstrates how the site becomes more enclosed and protected along Barnhill Street, helping to create active frontages with the street, while also introducing new interactive placemaking areas for the community use within the site for example two gardens for the residents.

Breaking down the overall scale of the blocks and using varied vertical façade treatments is an important design objective.

The proposal respects the contextual façade rhythm, with some subtle changes in the detail of window setting-out and block articulation.

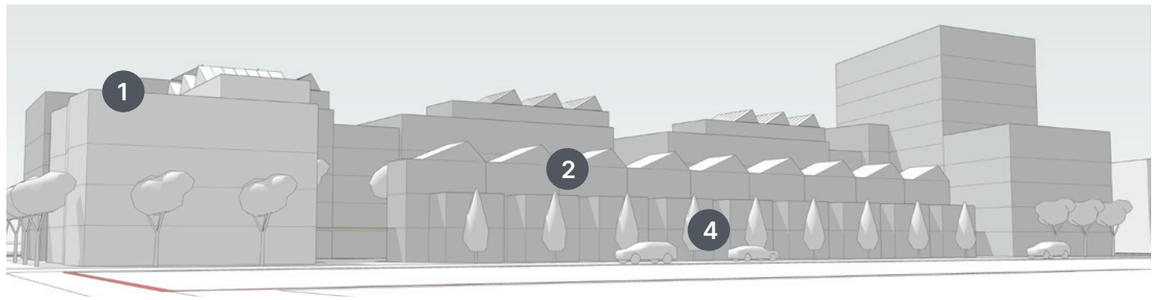
The proposed development will create a scale that forms a distinctive built form along one of the main arterial routes (Princess Road) into the city centre. The scale and massing will also complement other developments of similar scale and massing in the local area.

1. 4 storeys at the front and steps up to 5 storeys at the rear
2. Town-houses introduced at 3/2 storeys to give the street a more human or traditional scale
3. Scale responds to the 2 storey Westwood Cottages

Scale & massing design evolution



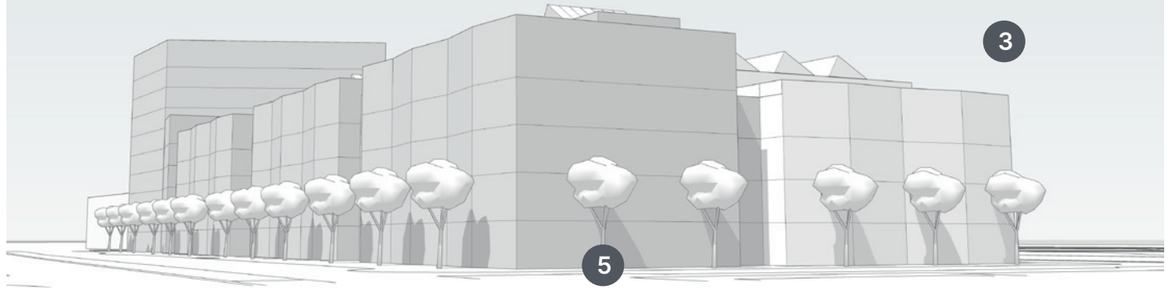
Early concepts showed 8/ 9 Storeys for Block A - considered too high (early concept/ 2023)



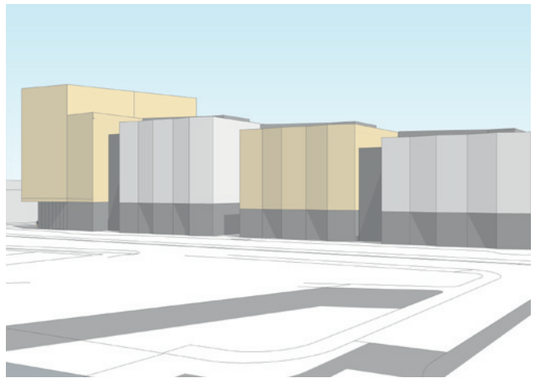
Barnhill Street view showing 4 storey apartments at the corners and 3 storey houses (proposed massing)



View of Block A form Princess Rd (early concept/ 2023)



Princess Road and Raby Street view showing reduced scale and massing (proposed massing)



Different colours introduced to each block to break down the scale (early concept/ 2023)



Proposed massing along Princess Road (proposed)

Massing Development

While the taller Block A has been reduced in scale from previous proposals, it will provide a strong presence on the corner of Princess Road and Moss Lane East, acting as a landmark and wayfinder.

Block A will activate this prominent corner with an active frontage and a main entrance at ground level. Adjacent to this, we have proposed a cycle hub to further create activity and support sustainable travel. The cycle hub includes glazing to promote activity and communicate the strong sustainability credentials of the proposals.

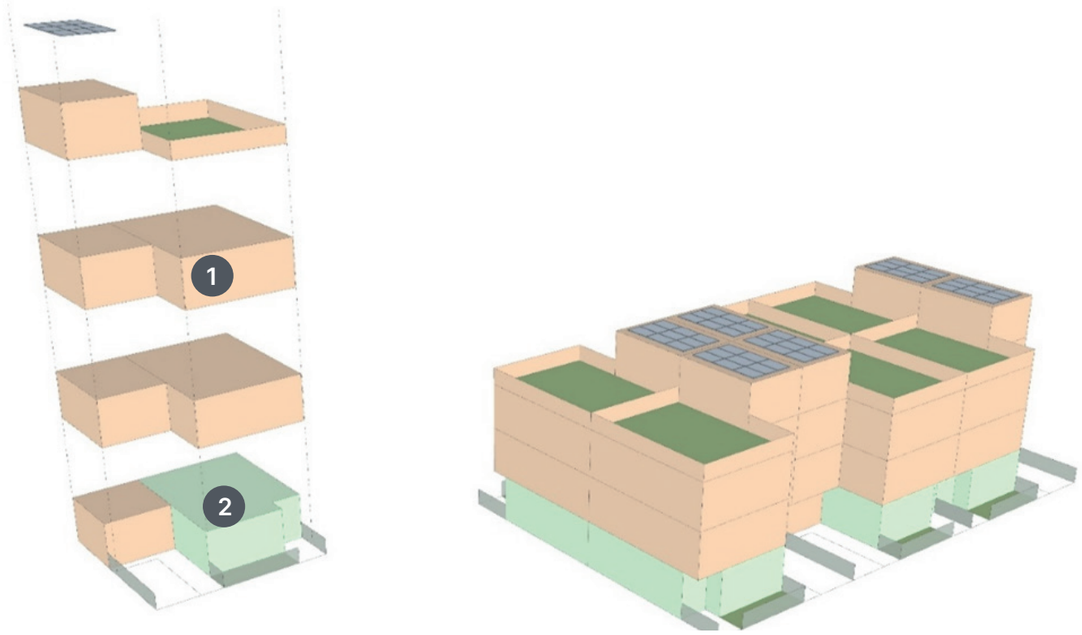
The middle left images shows an early massing model highlighting a clearly defined ground floor, providing additional presence at the Princess Road / Moss Lane East junction.

The second image (bottom left) shows an early investigation into the use of colour and texture to help break down the building scale on the site.

The bottom right image shows how the scale proposed along Princess Road will sit harmoniously in the street. A set-back at the sixth floor will further help soften the scale along Princess Road.

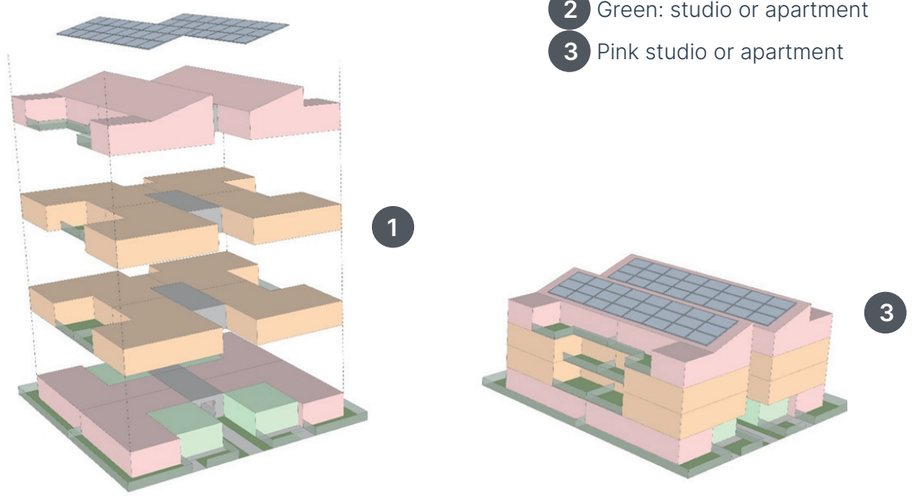
The horizontal movement along the site is broken up with separate blocks. Each block is given either a clear break or an articulated recessed element that is subservient to the main body of the blocks on either side. This helps to break down the overall scale of the buildings on the site.

3.4. MULTI GENERATIONAL HOUSING CONCEPTS



Vertical living-houses on 2nd or 3rd levels

1 Buff: Family living zone
2 Green: studio or apartment
3 Pink studio or apartment



Horizontal living- apartments on 1st floor level

Exploring Horizontal vs Vertical living

Initial massing of the multi-generational housing explored the potential for both horizontal and vertical living, based on feedback from the community engagement events, which suggested there was a need in the area for both options.

Points raised in the consultations with regards to horizontal living:

- This more traditional approach to family homes would cater to varying needs in the community.
- A preference for small private amenity spaces to the front of the houses and private roof terraces.
- One-bedroom apartments could be located at ground level with the possibility of integrating them with four-bedroom houses.
- Individual front doors off the street for all the family homes that are accessed off the street level.

Points raised in the consultations with regards to vertical living:

- Maximising the number of apartments could help reduce waiting lists
- Private amenity spaces would be better provided off the main living areas for families.
- One-bedroom apartments could be located at ground level with the possibility of integrating them with four-bedroom houses.
- Individual front doors off the street for all the family homes that are accessed off the street level.

Conclusion

The final conclusion of the overall proposed plan had a mix of the two types of living ie. larger family flats on the ground floor (12 number) that provided horizontal living and 7 number Townhouses along Barnhill Street that provided vertical living. Some of the ground floor flats could link up with an ajacent 1 bed or studio.

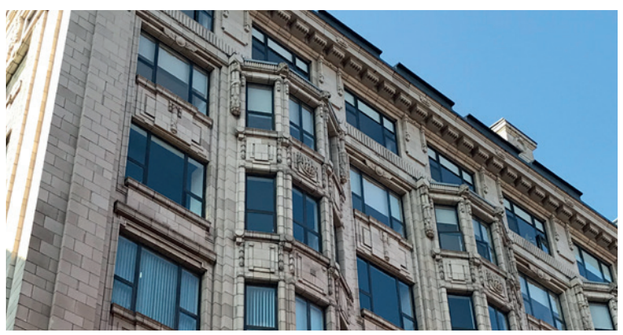


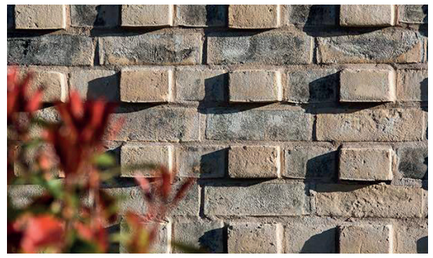
3.5. BUILDING PRECEDENTS

Historical vs Modern









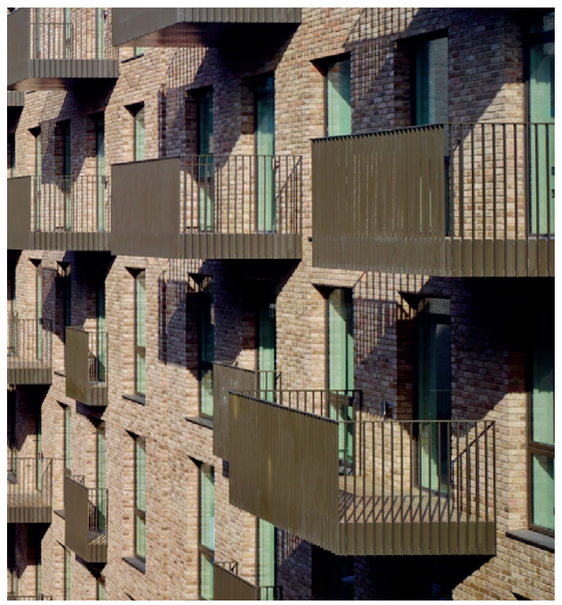












Manchester Building Context

The building materials and designs of Manchester's developments and historic fabric have also helped inspire and inform the design proposal and ensure it is in keeping with the local character of Manchester.

The areas or red brick and buff coloured buildings generally were used as reference points in the design.

The various architectural styles shown opposite and the historical context pages later in this DAS are important in the design process and we

Modern building precedents

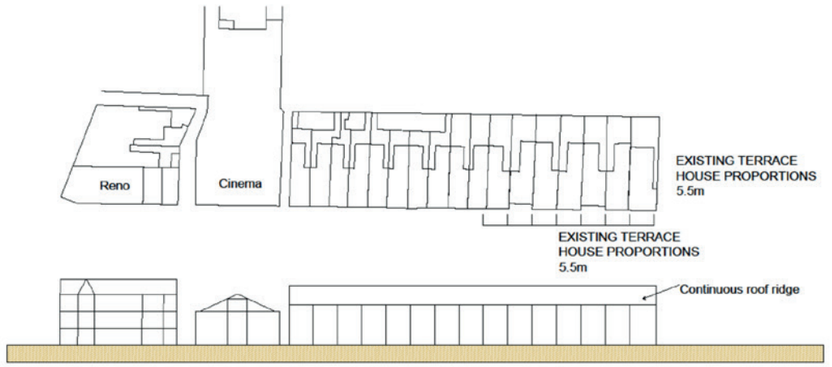
The various architectural styles shown opposite have helped us to develop and refine our ideas. We have explored and integrated the use of chamfers and how a building's elevation can catch the light differently throughout the day.

Balcony design was also studied, looking at how private amenity spaces can break up an elevation and add visual interest and character. This has been incorporated into the rear, more sheltered elevations of the proposed development.

Subtle brick detailing and variations in how a building's façade can fold or twist have further influenced the final design proposals.

3.6. FACADE DEVELOPMENT





Celebrating Moss Side Heritage Context

The top left image shows how Princess Road historically looked. At that time, the street consisted of terraced housing, a cinema, and the Reno. This demonstrates how the site has a history of being a meeting place with a strong landmark presence on the corner. As previously noted, our scheme will reference this landmark presence through the ten-storey feature corner apartment (Block A).

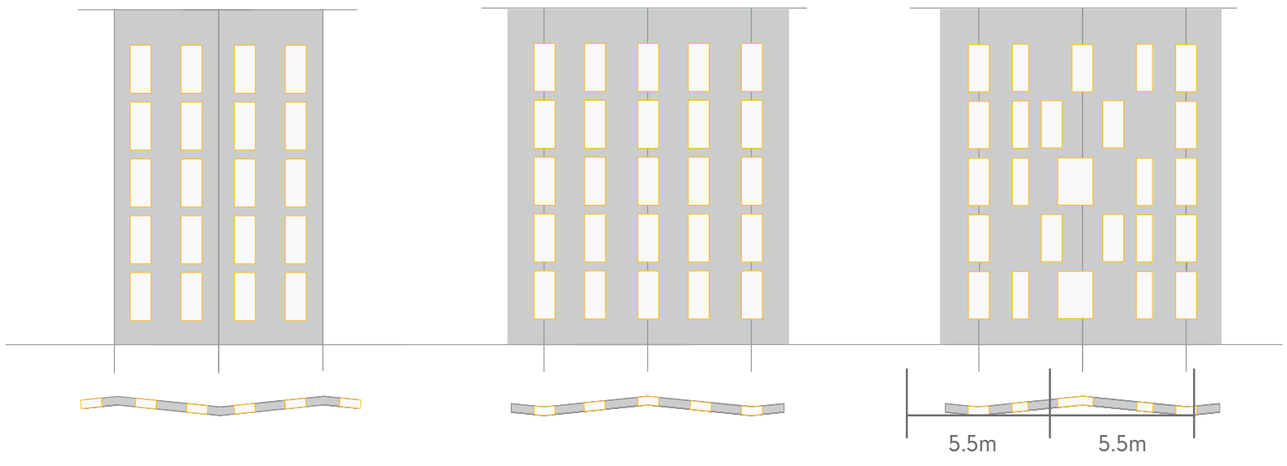
Opposite are a series of diagrams demonstrating how the rhythm of the former terraced houses has been referenced through the proposed architectural language. The old terraced houses featured an interesting, slightly irregular arrangement of windows, which provided a unique character that we have reintroduced onto the façades of the new buildings.

The chamfers of the old bay windows are also reflected in the chamfered forms of the new buildings façades.

Historical context



Proposed design interpretation



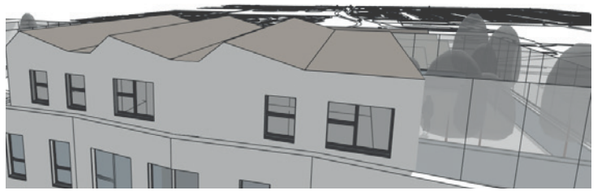
3.7. TRIPARTITE (3 PART) FACADE DESIGN

Attic

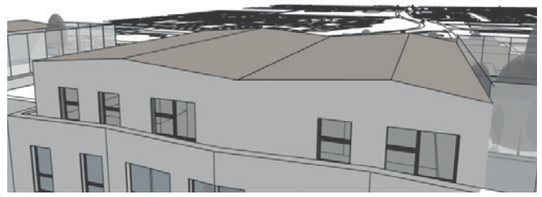
1st Option: Pre-app May 2025



2nd Option: following pre-app 2025



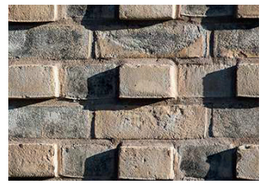
Proposed Option









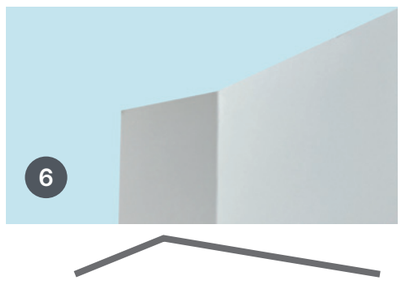


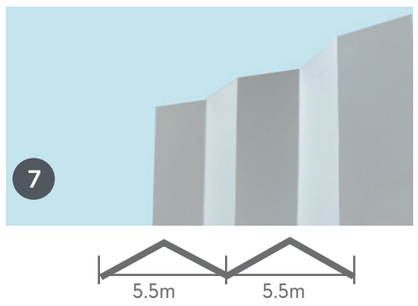
1 Superseded option with the recessed items, no detailing and separate fence from the building design

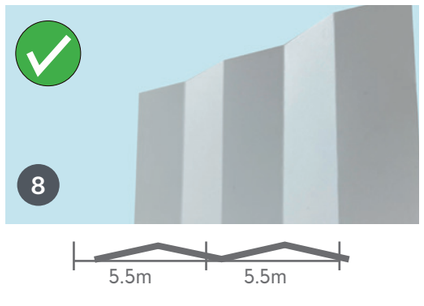
2 Proposed attic level connects the windows, brick detailing and proposed metal panels to the roof terrace area as shown as one overall composition

Middle

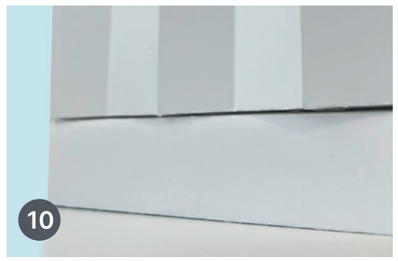














Base/ Ground

Attic Level

The design of the top attic floor level, including the northern rooflight skyline, has been reconsidered following comments made by the planning officers during the pre-app discussions with the City Council. In response, this element has been reduced in height and simplified in form, while maintaining consistency with the angles and design logic of the façade articulation.

The finish of the attic floor levels are designed to ensure a high-quality appearance by linking in the projecting brickwork in the zones next to each window. This horizontal building detail terminates at the top of each window head and this horizontal line continues with the proposed perforated metal framed panels which form the perimeter to each roof terrace areas.

The introduction of rooftop garden screening will further enhance the attic elevations. These screens have been integrated within the overall design of the blocks to ensure they read as part of the built form. No bedroom windows directly overlook these rooftop areas, safeguarding residents' privacy and amenity.

3 Proposed projecting Flemish brickwork

4 Perforated metal panels to the roof

5 Flat façade.

6 One chamfer in the façade breaks down the scale and creates an elegant massing form.

7 Stepping angled planes- Greater more aggressive angles shown.

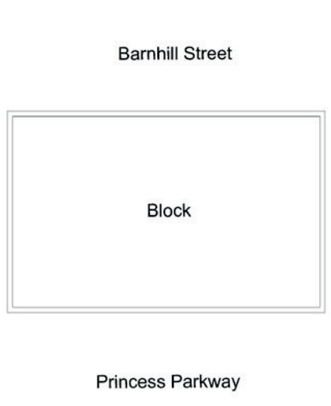
8 Stepping angled planes- A subtle approach with a smaller angle. This option was selected.

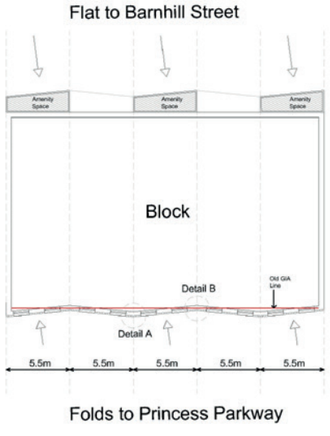
9 Base created with different language for the lower levels. Top set back from the lower level.

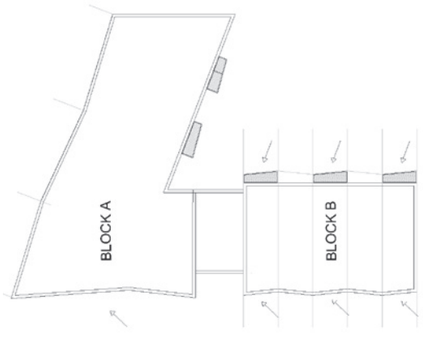
10 Base created with different language for the lower levels. Top levels proud from the lower levels.

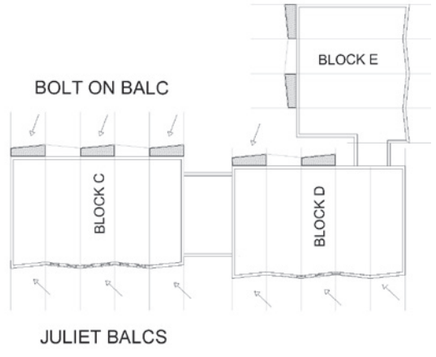
11 Alternate faces extend to ground, softening the distinction between the base and upper levels. Expressed ground floor base with the subtle use of the slight kinks back on the lower facade.

3.8. DETAILING CONCEPT FOR THE WALLS









Proposed Main Elevation Wall Chamfers

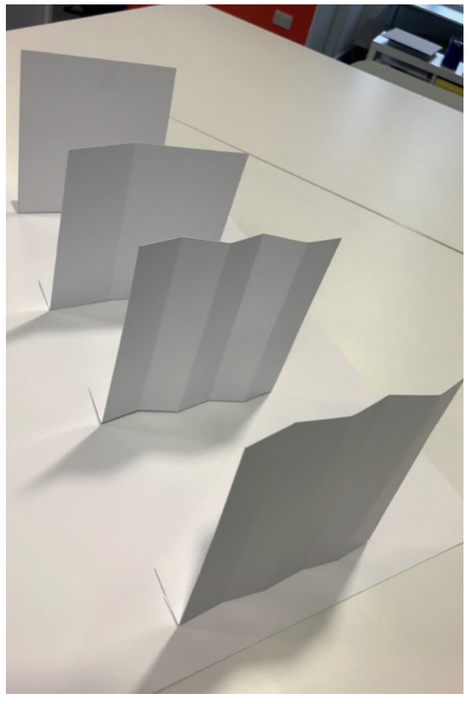
The proposed overall concept is for the elevations along Princess Road, Moss Lane East, and, in part, Raby Street to adopt the strong chamfered design approach illustrated opposite.

The rear walls of each block (facing the car park and Barnhill Street) follow a flatter form but pick up references from the chamfered front elements. This is achieved through projecting checkerboard balconies that echo the same angles, adding visual interest to these elevations.

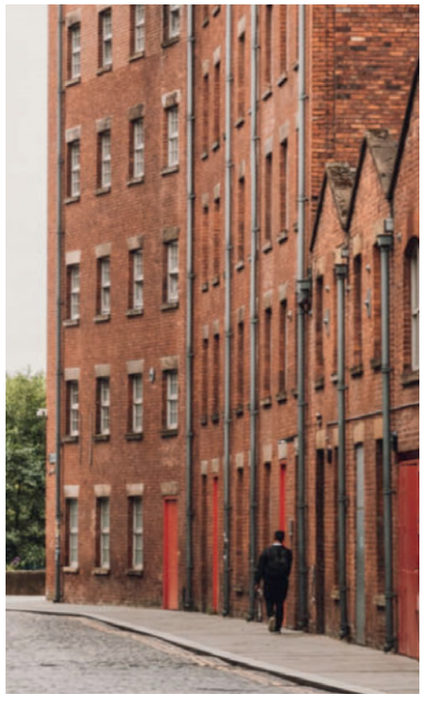
Block A incorporates a larger chamfer to reflect its landmark role, while the other blocks respond more directly to the scale of the former terraced houses that once occupied the site.

Each chamfered element will include a vertical movement joint along the building edge.

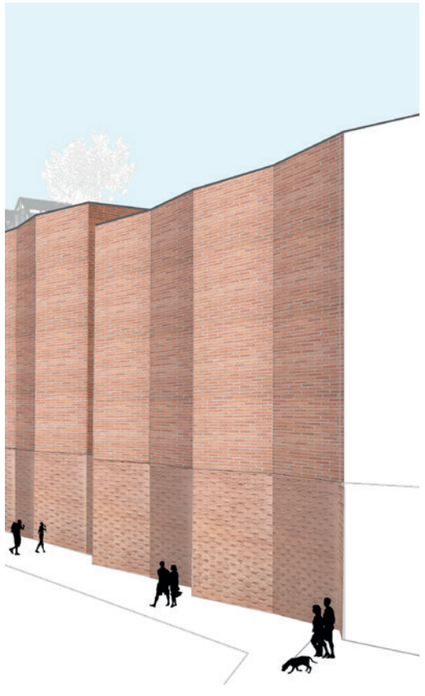
The way these angled façades catch light differently throughout the day will create visual interest when viewed from the street, while the chamfered bays will also improve outlook for residents by allowing views up and down the street.



Model card concept development.



Inspiration from the built form.



Exploring building chamfers.



Final chamfer designs to elevations.

04

SCHEME DESIGN

4.1. RESIDENTIAL AMOUNT AND MIX



Mix

The proposed development provides of 212 homes comprising:

- Blocks A,B,D,E and F: 184 homes
- Block C: 28 homes Over 55's homes

The 184 mix comprises: Blocks A,B,D,E &F

- 1B1P Studio (37-40sqm): 3 (1.6%)
- 1B2P Apartment (50sqm): 57 (31%)
- 2B3P Apartment (61sqm): 77 (41.8%)
- 2B4P Apartment (70sqm): 16 (8.7%)
- 3B4P to 3B6P Apartment (84-95sqm): 17 (9.2%)
- 4B5P to 4B7P Apartment (90sqm to121sm): 7 (3.8%)
- 4B6P House (112sqm): 3 (1.6%)
- 5P6P House (116sqm): 4 (2.2%)

The 28 mix (Block C) - Over 55's mix comprises:

- 1B2P Apartment (50sqm): 11 (5.2%)
- 1B2P/M4(3) Apartment (57sqm): 4 (1.9%)
- 2B3P Apartment (61sqm): 4 (1.9%)
- 2B4P Apartment (70sqm): 1 (0.5%)
- 2B3P/M4(3) Apartment (76sqm): 8 (3.8%)

M43 Adaptable Homes

Blocks A, B, D, E and F include twelve ground floor three- and four-bedroom homes which are M4(3) units. (2 of these are contained on the ground floor of block C)

Block C provides 14 M43 homes which are M43 units.

12 of these are for the Over 55's block on the upper floors and 2 are not part of the Over 55's homes.

* Two social rent units on the ground floor of block A.



Indicative cgi view from Barnhill Street with block F Houses on the left and block A on the right.



Indicative cgi view from Raby Street that shows the waves to the front elevations.

4.2. CONTEXTUAL ELEVATIONS

The scale of the proposed development reinforces the character and scale of the surrounding context. The scheme responds to the existing urban fabric with a strong contemporary design approach in both plan and elevation. The blocks sit comfortably within their setting and connect to the wider city via walking, bus, and cycling routes.

This site represents a valuable regeneration opportunity to create and reinforce street edges on all four sides, helping to stitch the site back into the city's context and enhance the local area.



Moss Lane East Contextual Elevation



Westwood Street Contextual Elevation A



Princess Road Contextual Elevation



Raby Street Contextual Elevation

4.3. LAYOUT ORIENTATION, ROUTES AND ACCESS



The apartments are arranged within blocks, with spaces between them providing areas for parking, access routes, and landscaping. Landscaped gardens will create informal amenity spaces for residents , encouraging social interaction.

Blocks A, B, C, and D each have an entrance facing Princess Road, with car parking areas and additional entrances located to the rear. Separate front door entrances have been incorporated for all ground floor family apartments.

At ground floor level, most bedrooms are positioned on the Princess Road frontage. This layout allows all family living spaces - such as lounges and kitchens -to be located at the rear of the apartments so they connect directly to safe, protected private amenity spaces. All bedrooms have mitigation measures, including MVHR systems and acoustic glazing, to address any potential noise impacts from the road. This design approach directly responds to stakeholder consultations, where parents and carers emphasised the importance of being able to see their children at all times within a secure environment.

The proposed townhouses are located to the rear of the site to help create a sense of street enclosure and activity along Barnhill Street.

Each apartment block is designed to follow a cluster typology, with communal areas organised around a central stair and lift core, and with a main entrance onto the street or car park.



Ginnel route through to the entrances off Raby Street.

4.4. STREET ELEVATIONS



Barnhill Street car park elevation

Elevation Design

The proposed brickwork ties all the blocks together to create a cohesive scheme. The blocks use a complementary mix of buff and red brickwork to achieve a balanced appearance across the site. Block A will be finished in buff brick, as its taller form is intended to appear lighter and more elegant in the streetscape.

New windows to each block overlook the surrounding streets, helping to create a safer environment through natural surveillance and active frontages.

The lower levels of each block are unified through the use of projecting brickwork details, which are applied in selected areas along the chamfered façades (zig-zags). This projecting Flemish bond brickwork ties all the buildings together at street level, creating a strong, high-quality base.



Princess Road elevation



Raby Street Elevation



Raby Street and Barnhill Street

The scale of the blocks reduces from five to six storeys down to four storeys along Raby Street, then steps down further to two and three storeys as it returns along Barnhill Street. The townhouses are positioned on this edge to help define the streetscape and to screen the car park behind.

The proposed streetscape boundary walls and landscaping continue the approach of grounding these new buildings within their existing street context.



Barnhill Street Elevation

4.5. MATERIALITY

1. Manchester red brick
2. Buff brick
3. Projecting brickwork used on the lower levels to all the blocks

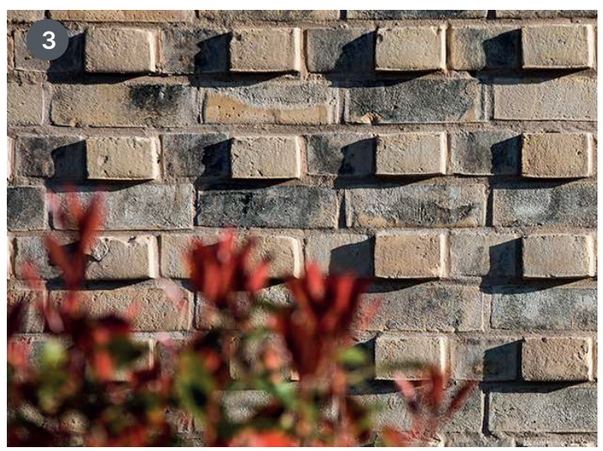












The building materials will be of high quality, informed by adjacent developments and the historic fabric of the area, to ensure a consistent design proposal in keeping with the local character. Material selection reflects the pattern of the immediate context, using robust facing bricks and carefully considered detailing. We are proposing a limited, cohesive palette of buff and red brick, with metal balconies, balustrades, and railings that will all match in colour and design. All window frames and soffits will be finished in the same bronze tone to maintain a unified and high-quality appearance.

Please refer to the detailed façade bay drawings as part of submission later in this document.

Roof (town house)

- Fibre cement slate-effect tiles in a simple, plain grey colour will provide a subtle contrast to the masonry while complementing the window frames.
- **Colour:** Grey

Roof (apartments)

- Single ply membrane to flat roofs, with paving slabs to roof terraces. Pitched, sloping roofs to attic levels (final specification to be confirmed
- **Colour:** Grey

Masonry Facades

- Facing brick will be the predominant material, with brick detailing and recessed jamb windows adding depth and character. Each building will feature two complementary stock brick choices to articulate the street scene.
- **Colours:** Red brick (two types for Blocks B and C); Buff brick (two types for Blocks D and E); Blocks A and B will share one buff brick type.

Windows

- Windows will be recessed into the façades to provide light, interest, and animation to the solid building form. All windows will meet Secured by Design standards and include full 200mm brick reveals. Block A will have aluminium windows; all other blocks will use composite frames.
- **Colour:** Gold/bronze/beige tone.

Entrance Doors (Apartments)

- Glazed entrance doors will meet Secured by Design standards, with PPC aluminium frames to Block A and composite frames to all other blocks.

Copings

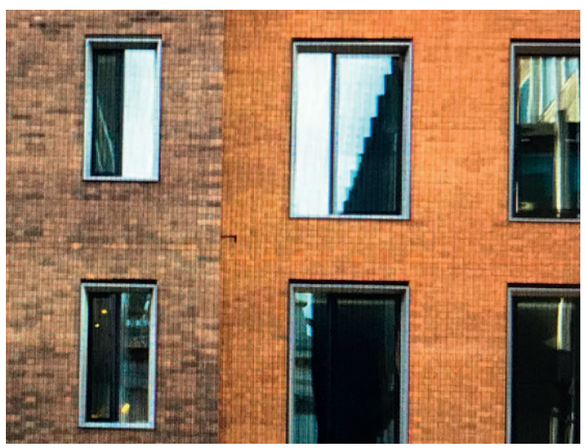
- Coping details will match the window frame colour for a consistent appearance.

Rainwater Goods

- Square-profile uPVC downpipes and hoppers for the houses; concealed systems for the apartments.
- **Colour:** To match window frame colour.

Front Boundary Wall, balconies & Gates

- Metal fin railings to balconies mounted on masonry boundary walls, with matching metal pedestrian and vehicular gates. These details will match the balcony designs in both style and colour.





Different tones and pattens of brick can be used as subtle interventions on the elevations to each block.





The above examples of red smooth brick vs the more multi stock brick which could form the middle of each block and the lower and attic elements.





The above examples of buff smooth brick vs the more multi stock brick which could form the middle of each block and the lower and attic elements.

Brick

The proposed use of various tones of red and buff brick as the main façade material is intended to create a subtle, well-considered approach across the blocks.

Block A will use a single buff brick to provide an elegant, lighter appearance when viewed from the street. Blocks B and C will each incorporate two different red bricks: one type at the base and attic levels, and another in the middle sections. This subtle contrast is designed to draw the eye towards the base and attic, gently breaking up the massing. Blocks D and E will follow the same approach, using two complementary tones of buff brick. The Block F townhouses will match the buff brick used on Block A, maintaining consistency through the use of a single brick type.

The careful relationship between the two red brick tones provides a subtle way to break down the scale and avoids the overly strong contrasts that, in our experience, often fail to sit comfortably within their context.

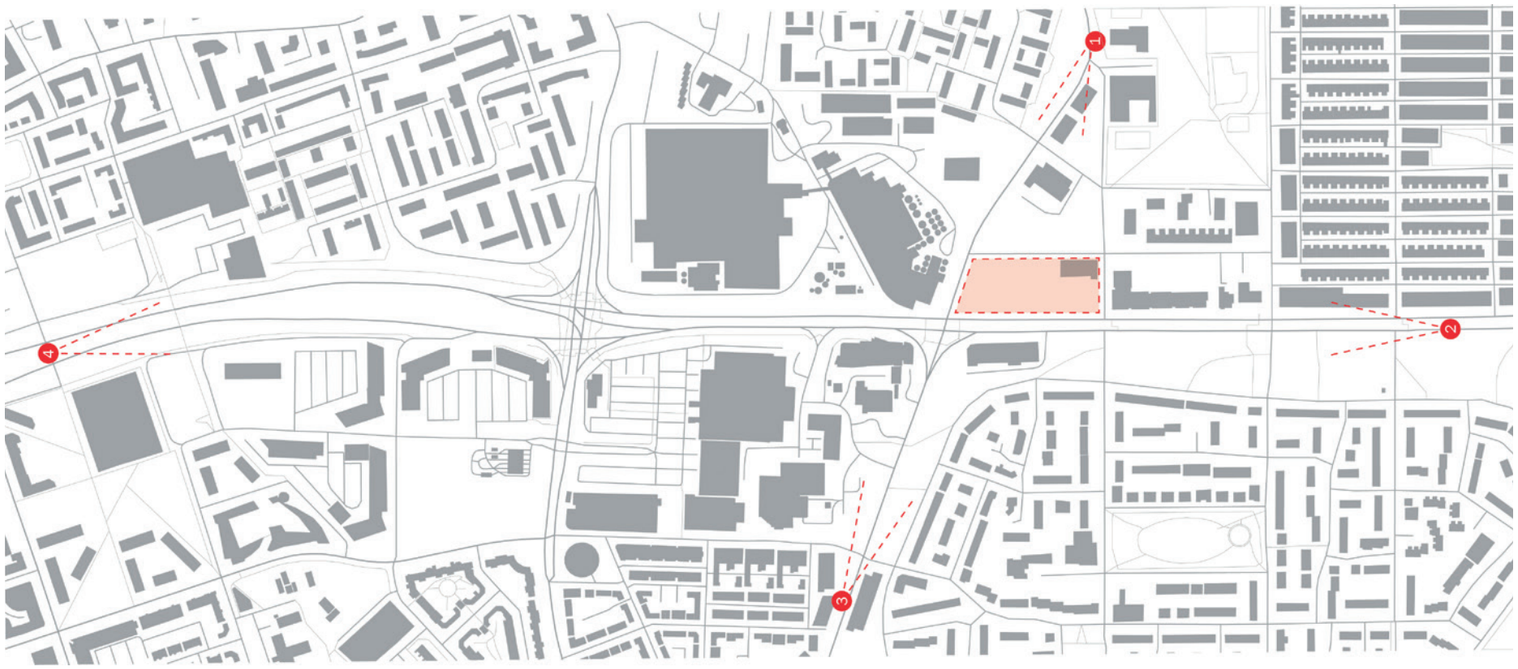
Projecting brickwork

Projecting brickwork will be used on the lower two levels of all the blocks to tie the design together and create a consistent architectural

05

TALL BUILDING ASSESSMENT

5.1. TOWNSCAPE VIEWS





Plan views across the City.

Long Distance Views of the Proposed Buildings

Block A, proposed at ten storeys, is the element that could be visible from a wider radius around the site. Accordingly, we have carefully identified four key views from selected locations where the building may just begin to be seen through the existing streetscape. From other points in the city, the block will not be visible due to surrounding buildings.

The views are:

- **View 1:** West bound view from Moss Lane East.
- **View 2:** North bound view along Princess Road
- **View 3:** East bound view from Moss Lane East.
- **View 4:** South bound view from Princess Road.

These views demonstrate that the proposed development has been designed sensitively and are not overly visible/imposing from the views identfied. The height and form do not feel out of scale for this specific location and should therefore be considered an appropriate response in both scale and massing terms.



The tower design reflects an elegant design approach to suit a tall building on this street corner.

5.2. PHOTOGRAPHIC ANALYSIS

View 1



Existing westbound view, Moss Lane East



Proposed westbound view, Moss Lane East

Proposed site

View 2



Existing northbound view, Princess Road



Proposed northbound view, Princess Road

Proposed site

View 3



Existing Eastbound View, Moss Lane East



Proposed Eastbound View, Moss Lane East

Proposed site

View 4



Existing Southbound View, Princess Road



Proposed Southbound View, Princess Road

Proposed site

The wider views shown on the previous page demonstrates that the proposed development will have limited visibility and will not result in an unacceptable impact on the wider townscape. Care has been taken to ensure that the building does not appear unduly prominent in long-range city views.

The views on this page illustrate a closer street-level study, demonstrating that the proposed development will not have an unacceptable impact on existing views in the immediate vicinity of the site.

However, as one moves closer to the site, the scheme will naturally become more visible, reflecting the existing context, particularly the six-storey Clockworks apartments nearby. The taller element - at ten storeys - will provide a distinctive landmark feature at this important junction of two primary roads, establishing a strong corner presence.

The proposals have been reviewed against the guidance set out in the Manchester Residential Quality Guidance and Historic England's guidance on tall buildings, to ensure they respond appropriately to local and strategic townscape considerations.



View along Barnhill Street with The Clockworks on the left



View along Moss Lane East



View along Princess Road with The Clockworks in the foreground.

06

SITE-SPECIFIC CONSIDERATIONS

6.1. AMENITY SPACE

1 Walled Garden
2 Gateway Garden
3 Private Gardens







Walled Garden

A secure, walled communal garden will provide safe, usable amenity space for residents.

Gateway Garden

A communal space and pedestrian gateway will connect the central courtyard to the bus stop on Princess Road. This will create a clear visual link to Princess Road and its facilities/ public transport connections. It will also break up the proposed building line, providing a well-landscaped visual break.

Private Amenity

All of the family homes at ground level will benefit from a secure, protected environment at the rear. The twelve 3 and 4 bedroom accessible family homes will have good sized private amenity space, except for two units in Block A where these spaces will be c.15 sqm due to site constraints. Secure private gardens are also provided at first floor level to the rear the townhouses along Barnhill St.

Balconies

Private balconies provide residents with usable outdoor space at a higher level. Each balcony has been carefully designed and positioned to maximise outlook and daylight, while helping to break up the building façades.

Roof Terraces

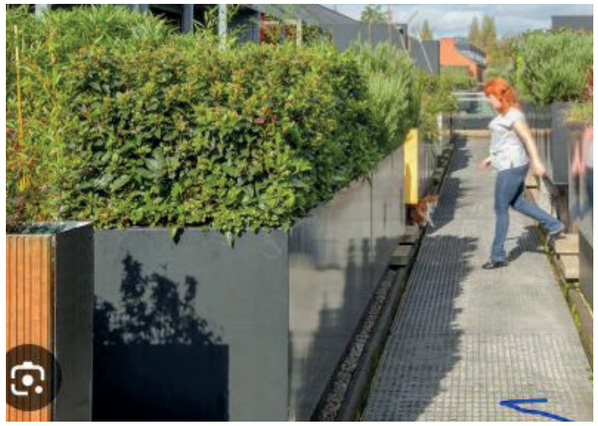
Shared roof terraces offer additional shared outdoor amenity space with views across the site and surrounding area. These terraces are careful designed to feel secure, attractive, and well integrated with the building's overall form

6.2. ROOFTOP TERRACES &URBAN GROWING

ROOF TERRACE OPERATIONAL, MANAGEMENT AND ACCESS PLAN TO THE MOSS SIDE MSV DEVELOPMENT.







ROOF TERRACES AND URBAN GROWING

Rooftop urban growing spaces will be provided to all of the apartment blocks A,B,C,D and E.

Higher level amenity space has been introduced to free up the ground floor for required car parking spaces, bin stores, and cycle storage. This has allowed us to create a stronger place and identity on this Moss Side site for the residents.

Overview.

An operational and access and management plan has been prepared to set out a framework for the operation and management of the roof terrace to ensure its use can exist harmoniously within the surrounding properties and to comply with all the relevant MSV requirements and legal standards such as building control and fire safety.

The main roof top areas are located on the top floor to blocks B, C,D and E. Block A's terrace is on the 6th floor. The communal amenity space for each block resident helps the scheme maximised the extent of the footprint available thus maximising the sites amenity spaces. There is direct access off the top floor residential corridor for each block resident. The general public or members from other blocks cannot gain direct access to the roof terraces without a block resident in attendance. All windows to habitable rooms are orientated away from the spaces on that level.

The main objective in providing these spaces is to improve the quality of life for the residents by providing a protected, quiet area of urban growing with plants, trees and seating. A place to create a community for each block. They could become a meeting place for residents in a safe environment. The roof terraces could be the heart of each block on the development. Bee gardens could materialise on some of the roofs, if the residents wish this to be.

Step free access to all these terrace areas is required, so that they are available for access to all block residents.

-All roof top gardens are enclosed on 3 sides with a 2.4m high perforated metal framed panel system. All planting will be elevated in raised planters.

Path widths have a min of 1200mm for wheel chairs. Access is via the lobby entrance door on the ground floor (controlled by the residents) Then access via the staircase or a lift to the roof terraces. Access to the top floor (via a fob access door) is out onto the external roof terrace area. All access will be to M42 building regulations compliance for blocks A,B,D and E and M43 for block C- Over 55's block.

Overlooking and Privacy

No bedroom windows directly overlook the roof terrace space at that level. There is no direct private access from an internal flat room onto the roof terrace.

Safety

2.260m to 2.460 m high approx. perimeter metal panelled fence with perforated holes (small to prevent climbing) around the roof terraces on 3 sides. Its securely enclosed with a framed structure with bronze perforated metal mesh panels running in front of the frame posts reflecting the overarching development aesthetic of the top of the attic level linked to the line of the windows adjacent.

Robust building specifications of all elements are porposed in this rooftop space to meet fire regulations. In line with BS9991 Evacuation lifts and staircases will be provided in the event of an emergency. Due to fire regulations then the space allows only 60 persons per roof terrace.
Trees and planters to be positioned away from the fence and building to not reduce the safety height protection in this area.

The roof terrace could be in use between the hours of 9 and 5 in line with standard office hours.

To avoid any disturbance to neighbouring properties, then all the properties windows are orientated away from the spaces, with the exception of one apartment with windows to levels 6 on block A. That one flat will have a solid garden wall between itself and the communal rooftop garden.

Management and neighbour liaison
The MSV management company, for the buildings, shall ensure that the responsibility to comply with any rules and house regulations are in line with the management plan and that this is communicated clearly to all the occupants of the blocks. Any noise complaint received by the key contacts will be dealt with by the management company and/or tenant.

6.3. RELATIONSHIP WITH THE WEST INDIAN SPORTS AND SOCIAL CLUB



Map of the site

Relationship with the WISSC

The proposals have been prepared with an awareness of the importance of the nearby WISSC to the community; its relationship to the application site; the characteristics of its use; and the importance attached to ensuring a positive and complementary relationship between the Club and the proposed new homes.

To assist in developing that understanding the client design team has had many discussions with members of the WISSC. In particular, and in the light of those discussions, a thorough noise assessment has been prepared and submitted in support of this application.

This understanding of the relationship between the WISSC and the site has fed through to the overall design approach for the scheme as well as detailed proposals to reflect the local noise environment. This noise environment of course also includes vehicular traffic and the operation of the Heineken Brewery. The proposals have sought to provide high-quality living spaces with high levels of amenity for new residents whilst at the same time acknowledging long-standing, existing and valued activities in the local area, and not least the WISSC.

Detailed acoustic and amenity management measures incorporated into the scheme include:

-high quality glazing systems including acoustic glazing and frames

-the use of mechanical ventilation systems

-external brick wall systems of suitably high acoustic performance.

6.4. RELATIONSHIP WITH THE HEINEKEN BREWERY



Relationship with the Heineken Brewery

Comprehensive consideration has been given to the relationship of the proposals to the on-going operational characteristics of the nearby Heineken Brewery.

Thorough noise and other assessments have informed the design of the scheme as well as a number of detailed design elements. These combine to ensure appropriate levels of amenity for new residents alongside the operation of the Brewery.

Design responses have included:

-high quality glazing systems including acoustic glazing and frames

-the use of mechanical ventilation systems

-external brick wall systems of suitably high acoustic performance

-the location of amenity space away from the Moss Lane east frontage

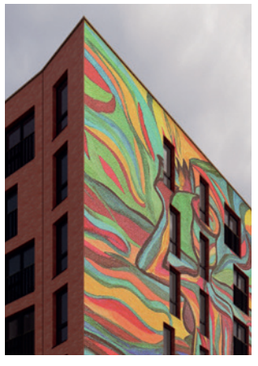
- entrances to properties from ‘within’ the site, rather than Moss Lane East

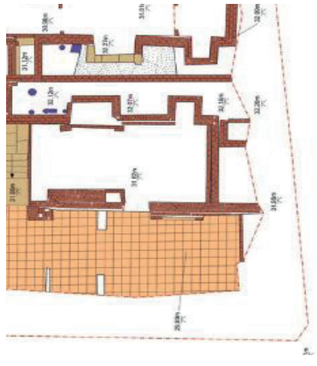
6.5. LOCAL CULTURE AND HERITAGE- A CELEBRATION OF MOSS SIDE











Local Heritage and Culture – Celebrating Moss Side

Cultural heritage and its celebration is a key part of successful places.

Moss Side and the application site have a rich cultural history, including of course formerly being home to the Reno Club.

MSV want this scheme to celebrate that rich and unique heritage and want to work with the local community in integrate public art into the scheme, both within buildings and landscaped areas.

MSV will look to work with local artists and the local community on a Public Art scheme for the project.

Ideas and opportunities at this stage include:

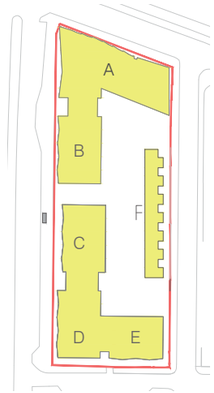
-Artworks in the Community Pocket Park.

-Murals on gables.

-A Reno 'themed' resident's lobby entrance to Block A.

07

BLOCK DESIGN PROPOSALS



7.1. BLOCK A: DESIGN



BLOCK A- VIEW FROM PRINCESS ROAD AND MOSS LANE EAST.

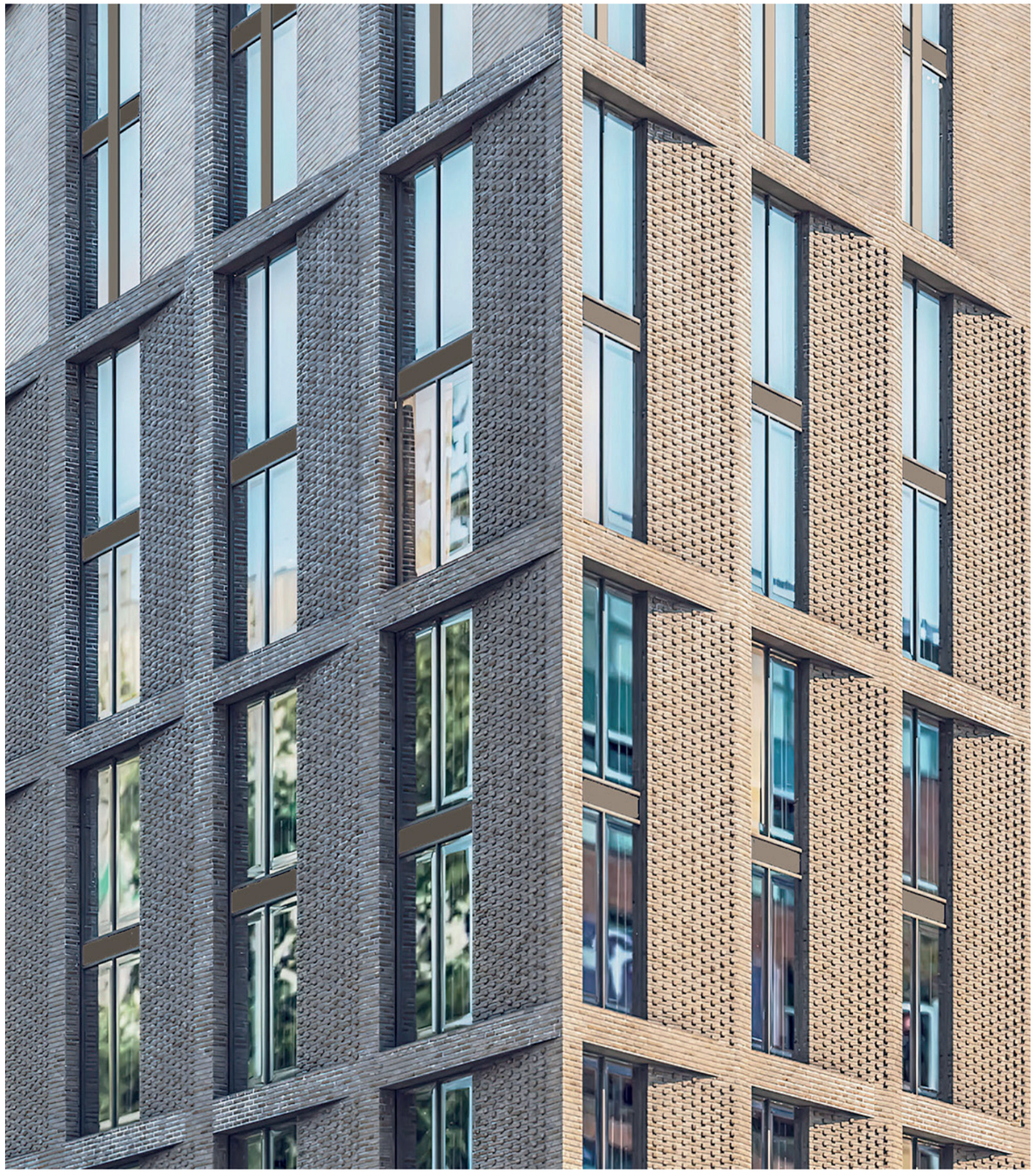
Create a landmark presence on the corner of this site, as this was historically a meeting place for the local people and sits on the same site as the Reno night-club. Our scheme provides key opportunities in the proposed gardens at ground floor for the community to meet.

The massing of the tower responds to the neighbouring brewery towers and allows for vertical living.

The ground floor is activated with the main block A entrance and a cycle hub.

The new location of the cycle store on this ground floor street level promotes sustainable travel within Manchester.

The proposed Princess Road Streetscape for Block A opposite will have new street trees planted in the public realm. These trees will be set inside our red line site boundary, so as not to impact any of the existing services in the pavement.



BLOCK A -DETAILED CLOSE UP VIEW OF THE FACADE SHOWING THE BRICK AND WINDOW DETAILS.



BLOCK A -VIEW FROM MOSS LANE EAST



VIEW OF BLOCK A (IN THE DISTANCE) FROM AN INTERNAL PART OF THE SITE.



MOSS LANE EAST ROAD ELEVATION



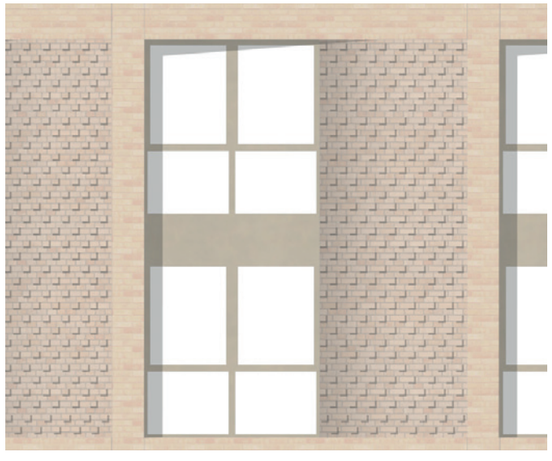
PRINCESS ROAD ELEVATION

7.2. BLOCK A: ELEVATIONS & BAY STUDY



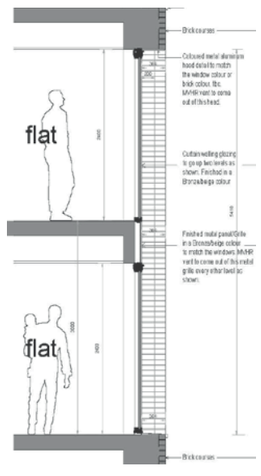


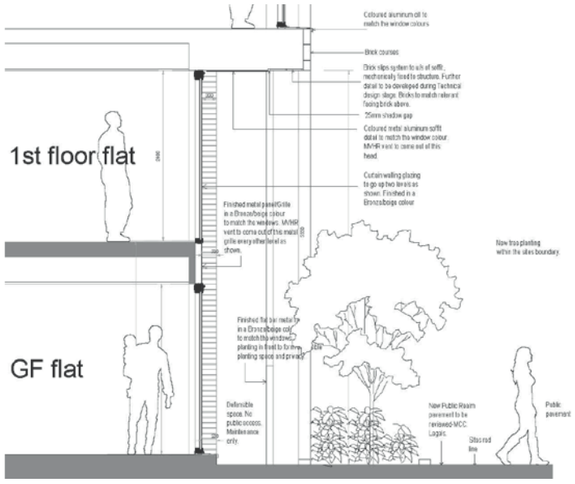
THE TOP 3 IMAGES ABOVE ARE AN EXAMPLE OF A SIMILAR TYPE OF SPLAYING WALL DETAIL THAT WE ARE PROPOSING WITH A METAL FLASHING CILL AND METAL WINDOW HEAD.



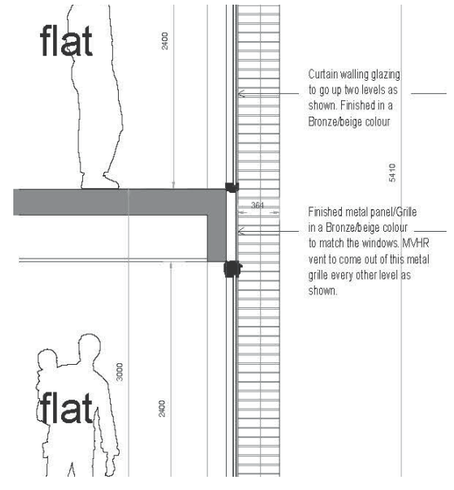


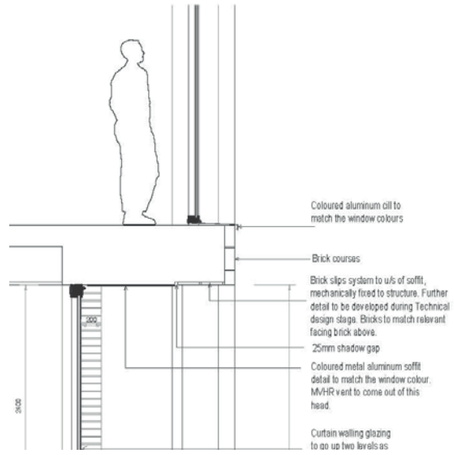
BASE, MIDDLE AND TOP OF THE BUILDING.





SECTION BASE, MIDDLE AND TOP OF THE BUILDING.

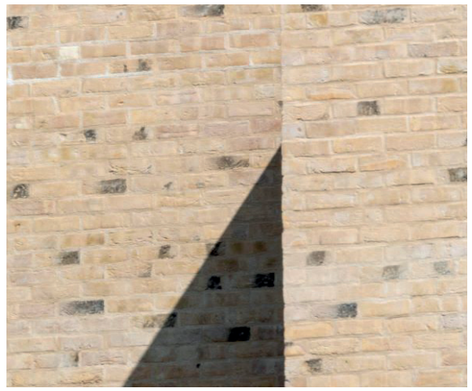




DETAILS BASE, MIDDLE AND TOP OF THE BUILDING.

7.3. | BLOCK A: ELEVATIONS & ENTRANCE BAY STUDY







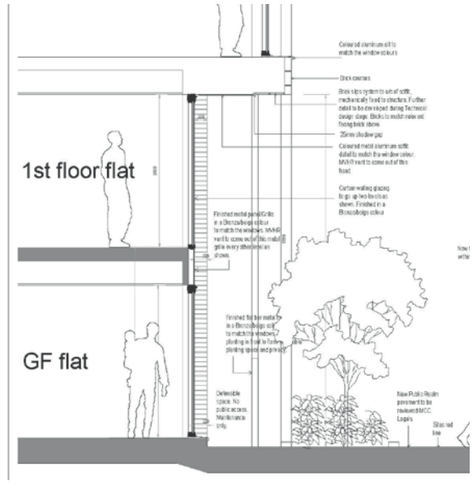
Stretcher brickwork on the upper levels of block A and feature Flemish 10mm protecting brickwork on the splayed fins.

All windows to have 200mm brick reveals min increasing in depth on the deeper fins to the jambs.

All windows to have coloured metal aluminium cills and coloured metal aluminium head details.

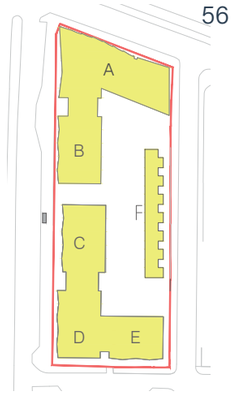
Window frame colours are a light bronze/beige finish from a standard range. Colour as shown opposite.





The entrance to block A is shown opposite. The double height entrance zone, helps emphasize the arrival point.

The recess provided shelter to the people arriving and leaving. The u/s of the exposed soffit will be insulated and finished in a metal soffit finish to match the colour and feel of all the window frames and balconies on the site.



7.4. BLOCK B- DESIGN



VIEW OF BLOCK B FROM THE CAR PARK OFF BARNHILL STREET SHOWING THE CHECKER BOARD BALCONY DESIGN, DUAL ASPECT APARTMENTS AND LANDSCAPED GARDEN SPACE CREATED BETWEEN BLOCKS B AND C.

7.5. BLOCK B



PRINCESS ELEVATION.

Tripartite Sub-division

Top

Middle

Base

Princess Road Elevation

- Lower level allocated for larger family living.
- The top levels have communal gardens with urban growing on a roof terrace. Each block has their own amenity facility at this roof level.
- The brick building's have private garden spaces in front.
- Common theme in the design, tying all the blocks together with brick and the feature panels of feature brickwork at the ground floor.
- Chamfers create interest on the elevations.
- Trees are planted along this edge.



BARNHILL STREET ELEVATION.

Tripartite Sub-division

Top

Middle

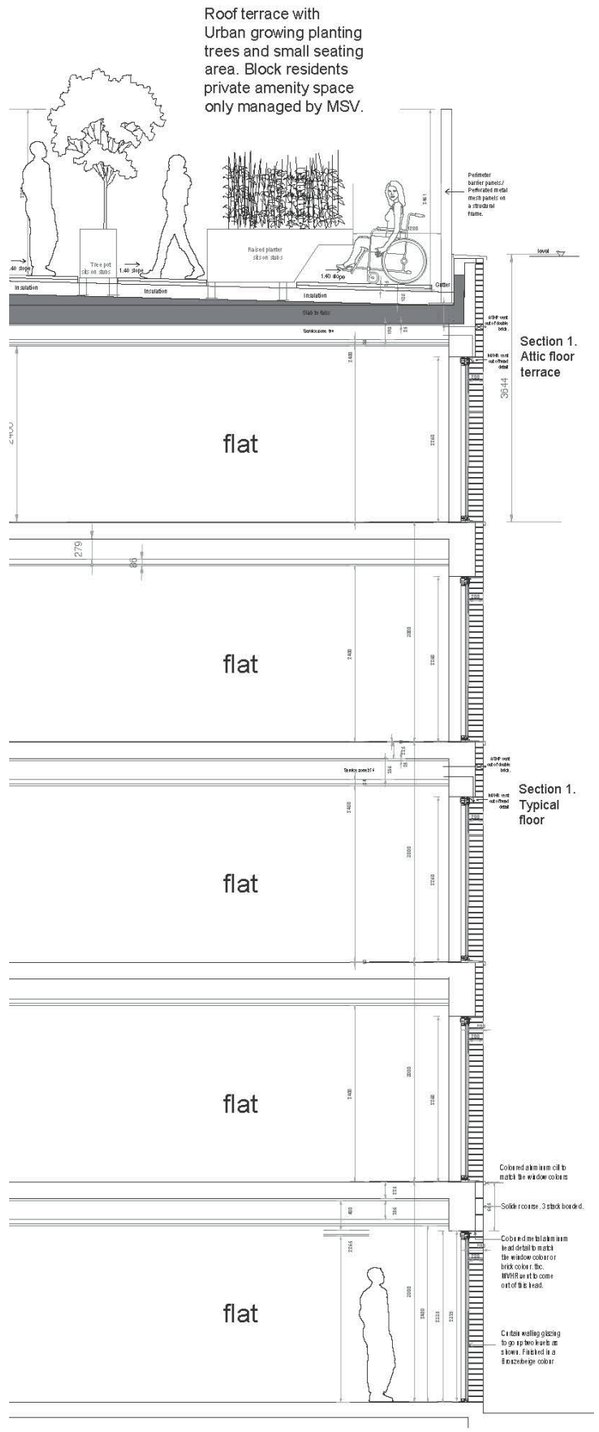
Base

Barnhill Street car park Elevation

- Street-scape demonstrating private amenity spaces to the rear for the family units on the ground floor. These private amenity spaces are half covered half open.
- Contemporary approach to the design.
- Checker board balcony approach. This provides private amenity space for some of the residents and the other flats facing this east side have Juliet balconies, so the residents can look out.
- The top attic level is set back away from the front edge and is a slightly different brick to the main body.
- Landscape is introduced on the ground floor where we can.

7.6. BLOCKS B,C,D & E ELEVATION AND BAY STUDY DESIGN









Stretcher brickwork on the upper levels of blocks B,C,D,E and F)

The above example of red smooth brick shows the top portion forming the middle of each block and the lower and attic elements being this multi-stock approach.

All windows to have 200mm brick reveals to the jambs.

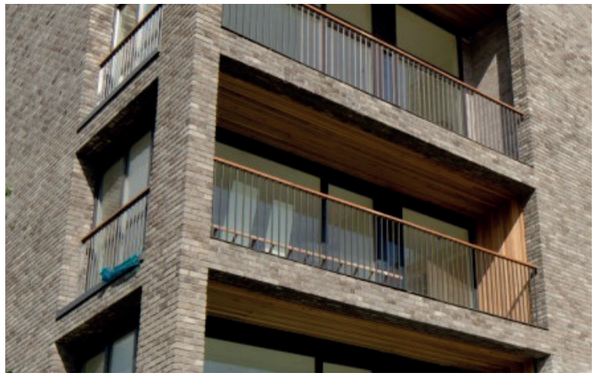
All windows to have coloured metal aluminium cills and coloured metal aluminium head details.

All windows set back a minimum of 200mm.

Window frame colours are a light bronze/beige finish from a standard range. Colour as shown opposite.

7.7. BLOCK C-Over 55's BLOCK DESIGN

Barnhill Street car park Elevation Block C-HAPPI and Sustainable principles included.







Block C will contribute to MSVs strategies and will be a dedicated block for over 55's. The proposals have been prepared with particualr reference to the HAPPI design principles.(++)

The 10 HAPPI Design Principles and how they have been considered in this design proposal are set out below:

01. Generous internal space standards – All the apartments are generously sized and internal layouts have been designed on an open plan arrangement to further enhance the spacious feel awarded to each apartment. The development proposal is to provide a mix of M43 and M42 units and will also be a mix of 1 and 2 bed units on the upper floors. There are two large family units on the ground floor but these will be separate to the Over 55'ss block.

02. Balconies and outdoor space, avoiding internal corridors and single aspects flats – All apartments are provided with either a balcony on the rear units or Juliet on the front units. They are accessed from the main living area within the apartment layout. There is also provided a dedicated private garden area for residents use on the top roof terrace. This area will be designed and landscaped to provide an attractive and inviting visual and physical amenity for all the residents, and is integral to the design of the building when viewed form the canal tow path. Out of 28 flats , then 9 of them are single aspect.

The central location of the main stair and lift core is aimed to minimise the length of the adjoining corridors serving the apartments, which all then converge onto this central point of axis within the floor layouts. The massing of the building allows each apartment to be provide with dual aspect living on the corners. We have also introduced a long slit corridor that connects the internal corridor with the natural daylight outside, thus creating a better environment when arriving on each floor.

03. Plenty of natural light in the home and in circulation spaces – All apartments have floor to ceiling glazing/ screens/doors designed into the layouts which is above the minimum standards, to enhance the minimum day light factor requirements within each of the apartments. The previously mentioned enhanced dual apartments which have a double aspect, also have additional windows to be designed into the internal layouts to increase even more the amount of natural light within the unit.

Glazed screens to the lobby area on each level, will enhance the light factor into those circulation areas. In addition, all staircases have glazing at their ends providing additional light in and views out, giving views and a visual connections down into the ground floor level and to the surrounding area beyond the site itself.

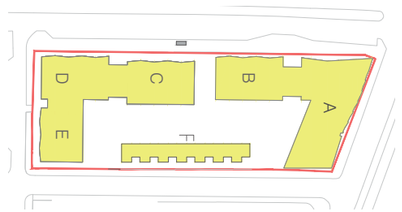
04. Adaptability and 'care aware' design which is ready for emerging telecare and teleheathcare technologies – all apartments are designed to meet MCC emerging minimum Space Standards, and as such are capable of meeting Building Regulations Part M4(3) Wheelchair user dwellings to 46 per cent of the blocks units. The brief from MCC via MVS was 40 per cent targets to meet.
Circulation and areas have been designed to allow for future wheelchair charging points to be accommodated if required. Apartments are designed to ensure the possible use of a future mobile hoist between main bedroom and bath room in the M43 apartments.

Incorporating the full height floor to ceiling glazing within each of the apartments will also bring benefits for unrestricted views out of the apartment for wheelchair bound residents.

05. Circulation spaces that encourage interaction and avoid an 'institutional feel' – As previously mentioned there are very generous circulation and lobby waiting areas provided on each floor within these design proposals. The positioning of this centralised circulation core is located to encourage interaction in an area where the corridors converge. Throughout the building there are spaces that will allow subtle resting areas and which are linked to views down into the ground floor area, or at the entry points to corridors. This is to create areas for meeting and to offer visual interest and visual links to activity and other residents within the building.
06. Shared facilities and community 'hubs' where these are lacking in the neighbourhood –
We have highlighted before in the D&A the richness in existing Cultural amenity spaces in the local area of Moss Side that we do not want to compete with. This is a purely residential scheme with the introduction of community interaction of the roof terraces for each blocks residents.

The entrances at the front of the buildings have been provided to enhance links to the existing Cultural network, giving direct secure access onto the junction and footpaths connecting them with the district centre facilities.

++Housing our Ageing Population Panel for Innovation (HAPPI)

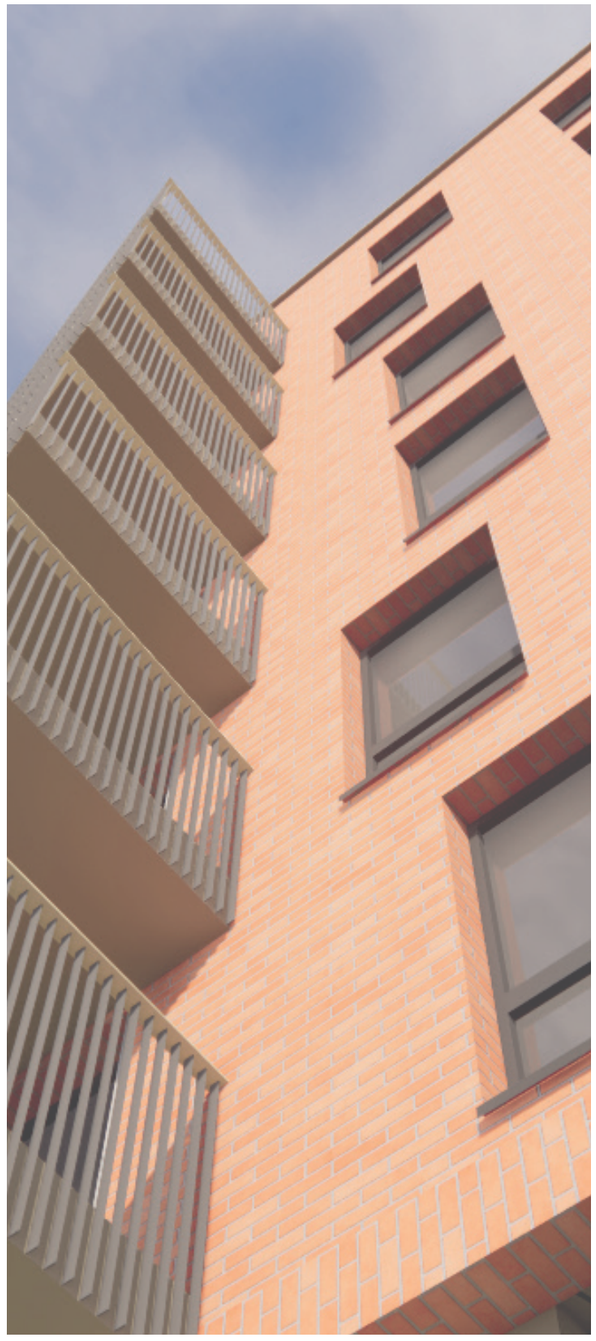


7.8. BLOCK C-Over 55's BLOCK









07. Plants, trees, and natural environment – The massing of the buildings have been considered in order to respond to the natural and physical factors of the site.

The proposed routes through the site create new garden links for the benefit of the residents. Responding to the sun's path throughout the day, the gardens are orientated to provide a mix of character areas, defined by hard and soft landscaping, tree planting, and features that will subtly change as the sun takes its course. The aim of the resident's garden areas is to not only encourage areas for resident community events to take place and physical interaction, but also to offer peaceful areas for reflections and quiet sitting.

A landscape architect designed tree planting and shrub planting proposal which will also include box hedging to help form natural and aesthetically pleasing security and containment of the dedicated outdoor seating areas of each of the apartments located at ground floor.

All existing trees will be removed and replaced by new ones within a designed manner, to enhance the green boundaries and buffer zones surrounding the site and link with existing tree planting patterns beyond the site adjoining the highway. Refer to Arboricultural Report, Ecology and DEP Landscape proposals.

08. High levels of energy efficiency, with good ventilation to avoid overheating and sustainable design – The heating system is still to be detailed and developed, with the aspiration of the Council to provide a wholly energy efficient building with a fully renewable heating strategy (Solar PVs / ASHP / MVHR / Green roofs on the bin or cycle stores). The building envelope will be developed with a fabric first approach where reasonably practical, ensuring maximum thermal efficiency.

The orientation and location of the buildings has been considered to maximise natural sunlight, to ensure that the majority of all the apartments get some direct sunlight at some point during the day. Covered balconies in some places, provide natural shading to the main living spaces to avoid overheating in summer.

09. Extra storage for belongings and bicycles – Within the apartments there are dedicated stores provided for enhanced storage of personal belongings. There will also be dedicated and safe bicycle storage facilities provided in each flat with a hook on a wall or in the M43 units the internal flat halls are increased in size to allow for 2 wheelchair storage postions. So a bike could fit in that space if no wheel chairs.

10. Shared external areas such as 'home zones' that give priority to pedestrians – Clear and safe pedestrian routes and footpaths fully illuminated are provided from all car parking areas, with direct and unrestricted and level access to all entrances into the building. Secure and dedicated pedestrian access through gates in open railings into the resident's garden areas will also be provided.

All building servicing arrangements relating to the position of the plant room and the external bin store area, have been considered to avoid any conflict with any resident's pedestrian movements and conflict with footpaths and circulation into and through the building. A managed refuse strategy will be defined and implemented by the operator .

7.9. BLOCK C-Over 55's BLOCK



PRINCESS ROAD ELEVATION.



BARNHILL STREET ELEVATION.

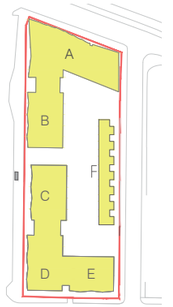


Link garden space between Blocks B and C from the Princess Road

7.10. BLOCKS D & E DESIGN



Block D/E Raby Street indicative cgi elevation





Existing Raby Street Terraces

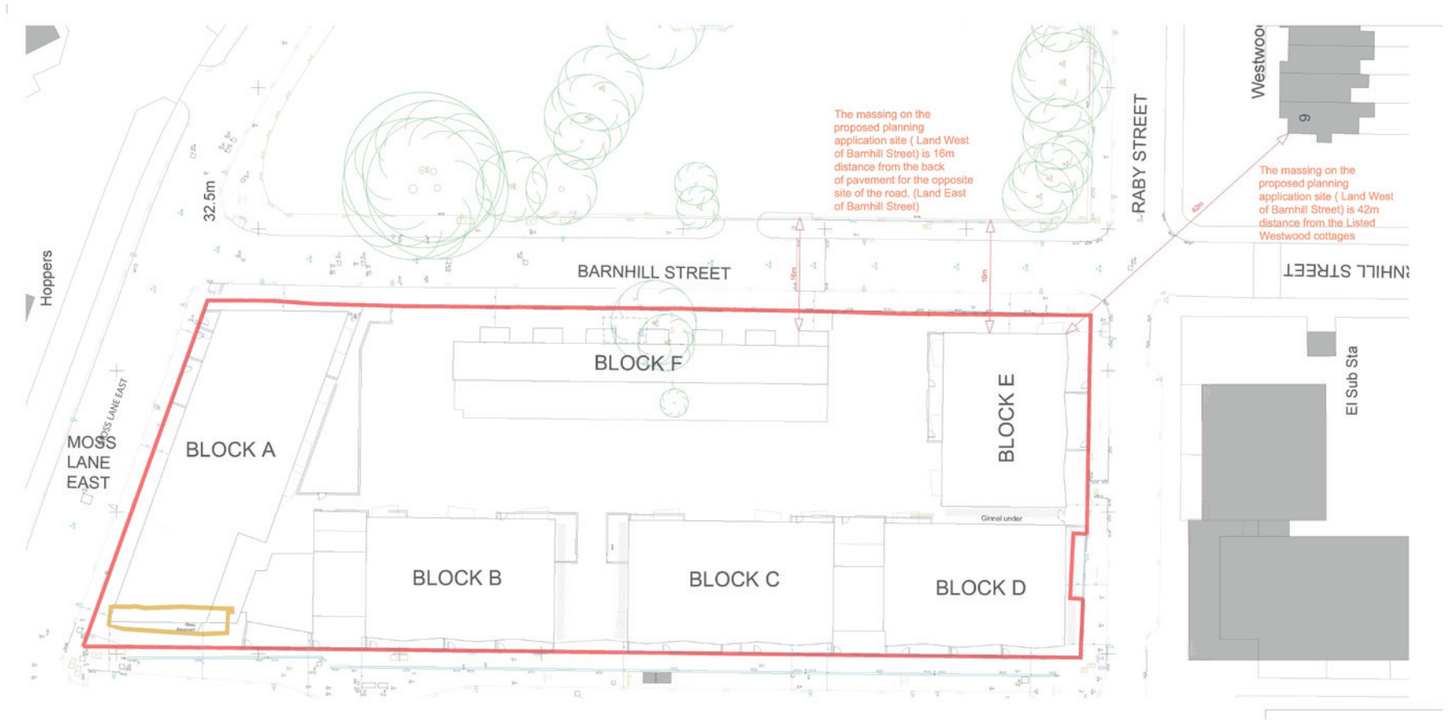
- To facilitate this development delivering significant new extra homes for the public benefit, then the existing properties on Barnhill street will be removed.
-
- The property on Barnhill and Raby Street will be key to delivering the scheme as a whole.The loss of the existing family homes (to be demolished) by MSV have been considered. The benefits of the overall scheme is in meeting the overall housing demand of the area and the demolition means we can build extra energy efficient homes on the site. These homes will have good sized safe private garden amenity spaces on the first floor, so the existing residents can decant to better quality living.

- The same architectural language is continued around the corner from Princess Road onto Raby Street creating cohesion between the blocks.
- The proposed scale reduces onto Raby Street to respond to the Westwood cottages opposite.
- We have introduced a gap between the blocks to allow circulation, permeability and views into the site. This draws people into the site.

7.11. BLOCKS D & E



Block D/E Raby Street & Barnhill Street Elevation



Site plan to show how we are respecting the existing Listed Cottages.





Responding to the Heritage Listed Westwood Cottages on Raby Street.

- The Clockworks development to the right steps down to 4 storeys on the corner next to the Listed cottages. We are proposing to do the same on the Raby and Barnhill Street elevations where the development faces the Cottages. We have also stepped back the massing of the building from the back edge of pavement to afford the existing buildings more space.

- The six striking Grade II-listed terraced houses are on Raby Street were built in 1876 as alms houses by industrialist John Robinson in memory of his sister, Edith Marianne Robinson. They stand as individual dwellings in one block, and are built in Flemish Gothic style.
-
- They have recently been refurbished with local heritage officials to ensure every detail celebrated the original charm. Intricate brick detailing, mosaic floor tiles, and the Gothic arched entrance doors have been lovingly reinstated.

7.12. BLOCKS D & E



Block D Princess Road Elevation



Block D/E Raby Street Elevation. The gap between blocks D And E is an open Ginnel with secure gates. It forms as strong animated street between the buildings.



Block D-E Barnhill Street sectional elevation

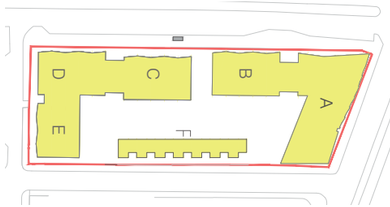


Previously proposed scheme, Summer 2023:



Windows and dual aspect homes now replace the blank walls

7.13. BLOCK F TOWNHOUSES





A view along Barnhill Street showing how the scheme has responded to the scale of the existing Street, the scale of the higher buildings are hidden behind these homes.

Townhouses

The 7 new proposed Townhouses along Barnhill Street help improve the streetscape along this road and help Animate the street.

We have created some visual interest with the use of the projecting building bays to each of the Townhouses. This screens the open car park located in the middle of the site from the Street.

The proposed undercroft carpark to the rear (underside the first floor amenity spaces for the families of the houses) is for use by the wider development including the flats. There will be no connection between the new Townhouses internal spaces and the carparking undercroft below. We have now terminated each end of this under-croft car park with full brick walls, as this helps separate the car park from the homes above and shields them from the street.

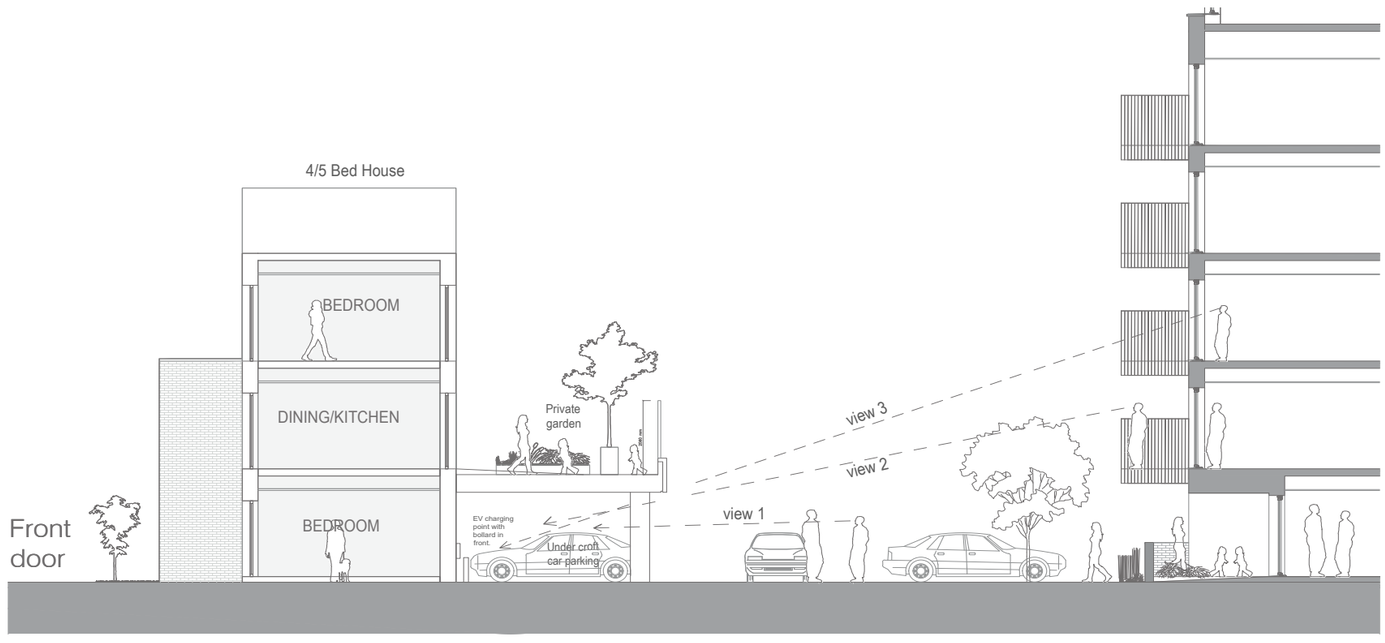
The Townhouses rear elevation design has been enhanced as shown opposite with the introduction of a carefully designed middle wall section with solider courses, that forms the transition from the car park under the garden spaces on top.



Family town-houses to the right and apartment blocks to the left with a landscaped carpark area in the middle.



Barnhill Street Elevation of the 7 number Town-houses. Each Townhouse has its own front foor



Site section and rear elevation

Visual connections to and from the first floor garden spaces is through the metal railings (fin design) to the higher portion of that garden edge boundary that forms the perimeter around the gardens. This high-level screening of the first-floor terraces has a very important visual impact on the whole development, so that this connection visually off the ground floor car park and first floor gardens is carefully considered with our proposals. The detailing of this edge is to match and tie in with the rest of the developments low level walls with metal railing fins on top. They will be the same colour and details as the sites other metal work.

The section shown opposite is a site section showing the visual sight lines into the covered space. The views into the under-croft car-parking demonstrate that the under-croft parking areas are not so concealed and separate from the rest of the scheme.

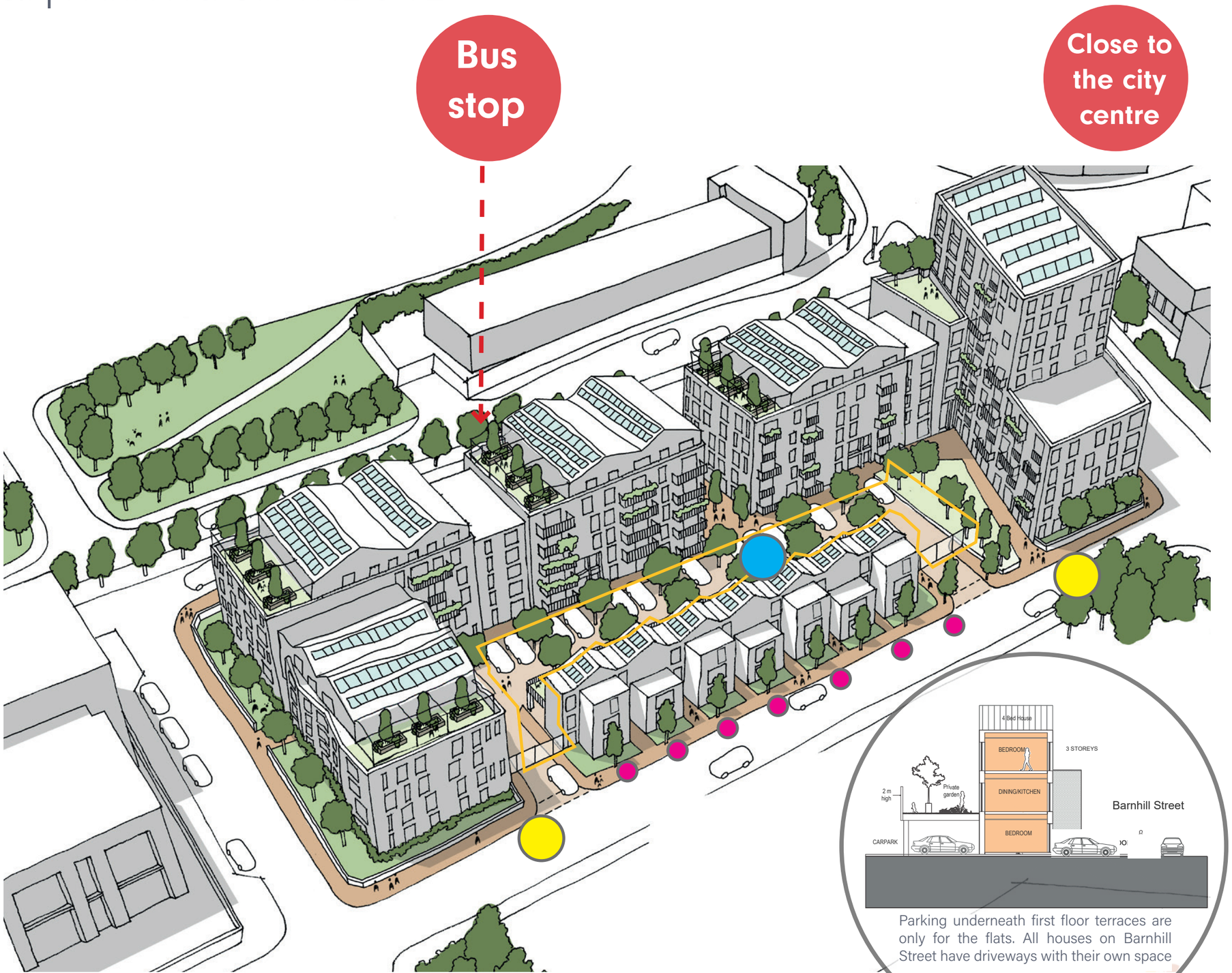


View from the Moss Lane East and Princess Road junction.

08

DESIGN STRATEGIES

8.1 | PARKING ON THE SITE



Parking underneath first floor terraces are only for the flats. All houses on Barnhill Street have driveways with their own space

Access & Parking

The site is close to the city centre and right next to a Bus stop. These are important sustainable factors to consider for this scheme. We are also promoting cycling on this site with the proposed cycle storage numbers.

Entry into the site by car is via the Secure fob access vehicle gates to the site from Barnhill Street.

From the ground floor car parking areas, secure level access is provided to all the main front entrance doors to each block, including the principal private entrances for houses from their driveways.

Parking numbers

63 Car parking spaces are provided on the proposed site in total. Out of this 63 number 7 will be in the private driveways, infront of the houses that front onto Barnhill Street.

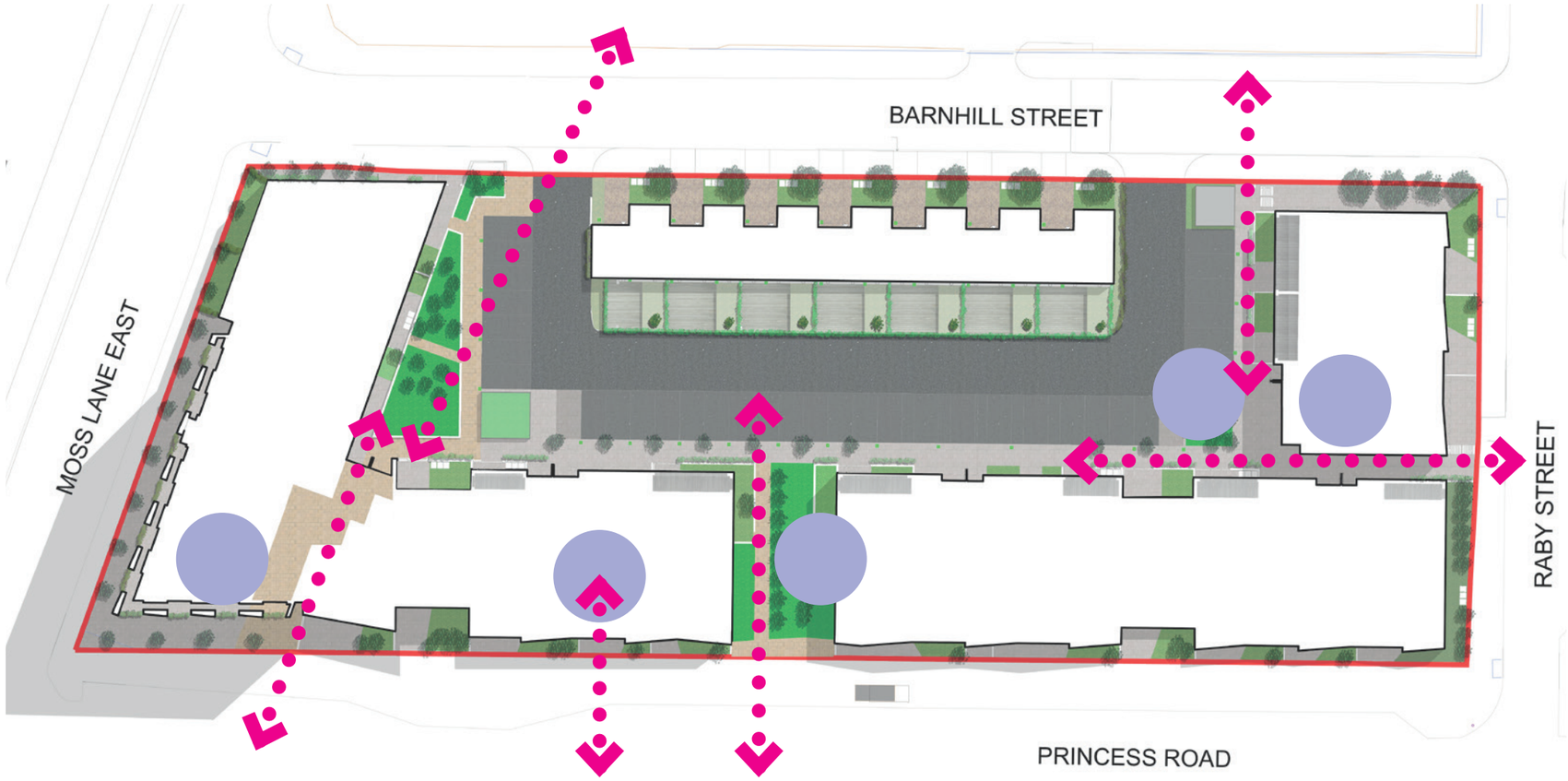
These proposed off street house car parking spaces have drop kerbs added to the existing pavement along Barnhill Street. The main site car park area will be the car parking spaces for the apartment blocks A,B,C,D and E. All apartment spaces will be managed by MSV as part of their site management.

Total car parking spaces will give 30 per cent for the 212 units. 4 of these spaces are M43 Disabled spaces. (6.5%) These are located next to block C,the Over 55's block.

EV charging points will be 20 per cent for the scheme with the infrastructure in place for 100 percent.

- 7 spaces for the houses.
- Car parking for the apartment blocks.
- Visitors to park on the street outside the site as temporary stopping

8.2 | CYCLE STORAGE



Secure Cycle parking to each block

Route to access cycle parking

Follow the Sustainable Travel Plan.

Close to the city centre

Cycle hooks on walls in flats

150% dedicated cycle storage - secure external provision.

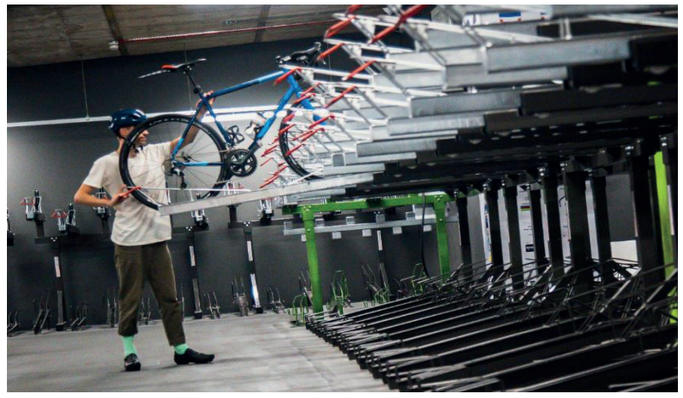
Secure cycle storage on a sustainable site next to the city centre.

Each block has secure cycle storage. Blocks A, B, D and E have 50 % Secure cycle storage on the ground floor, then 100 % cycle storage in each flat by the means of a hook in the hall for the bike to be vertically loaded onto the hook as shown in the image below. This gives 150% cycle storage for those blocks.

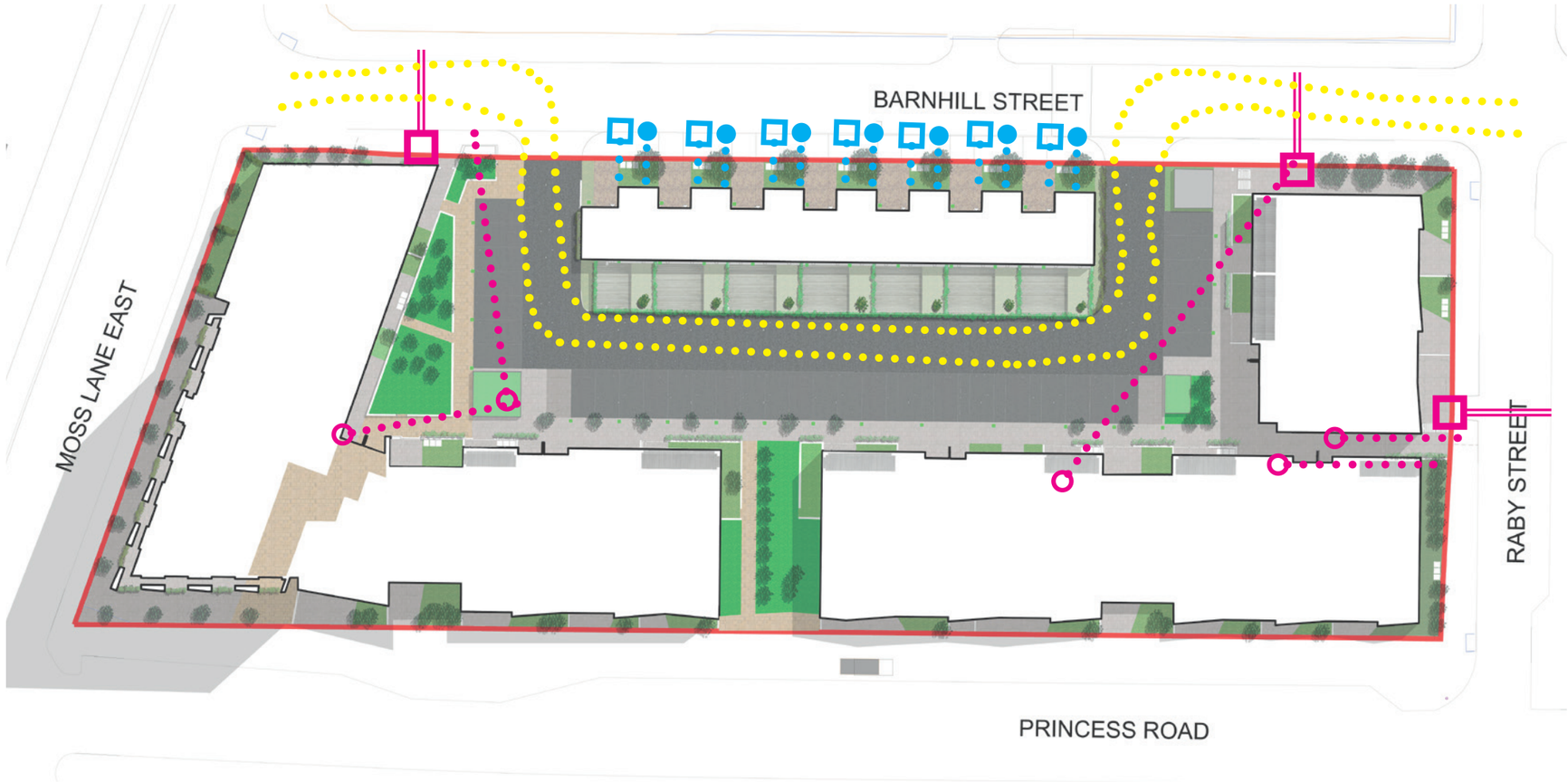
Block C-Over 55's block has 100 per cent cycle storage in the hall of each flat by the means of a hook on the wall as shown below.

Each ground floor secure storage area will also have space for one scooter with a charging point in the cycle or mobile scooter store that is in a 60 min fire rated enclosure.





8.3 | WASTE MANAGEMENT



Block Name	Min. Area (sqm)	Area Provided (sqm)	No. of Bins.
A	36	47	17 Euro
B	15	20	9 Euro
C	13	24	9 Euro
D	13.5	20	9 Euro
E	10	24	4 Euro
F	Wheelie bins as per MCC standards		

Table demonstrating waste strategy provision

KEY

- Collection Point-Flats
- Bin Store / drag route-flats
- Collection Point-Block F Houses
- Bin Store / drag route- Block F Houses
- Approx. Bin Lorry Tracking (Refer to transport statement for further details)

Waste Management Refuse Strategy

The proposed refuse strategy has been designed in line with the MCC Refuse Proforma.

Apartments: Internal Bin store to each block at ground floor containing refuse and recycling bins. Block A has a refuse chute on each floor as the travel distance exceeds 30m from the flat door. Blocks B,C,D and E have a bin store on the ground floor and residents travel in the lift from each floor and deposit their waste directly into the store. The travel distances for each one are within the 30m rule.

Collection

The current scheme is flexible for either A or B. To be confirmed by MCC Highways/ MCC Bin collection company which one they want.

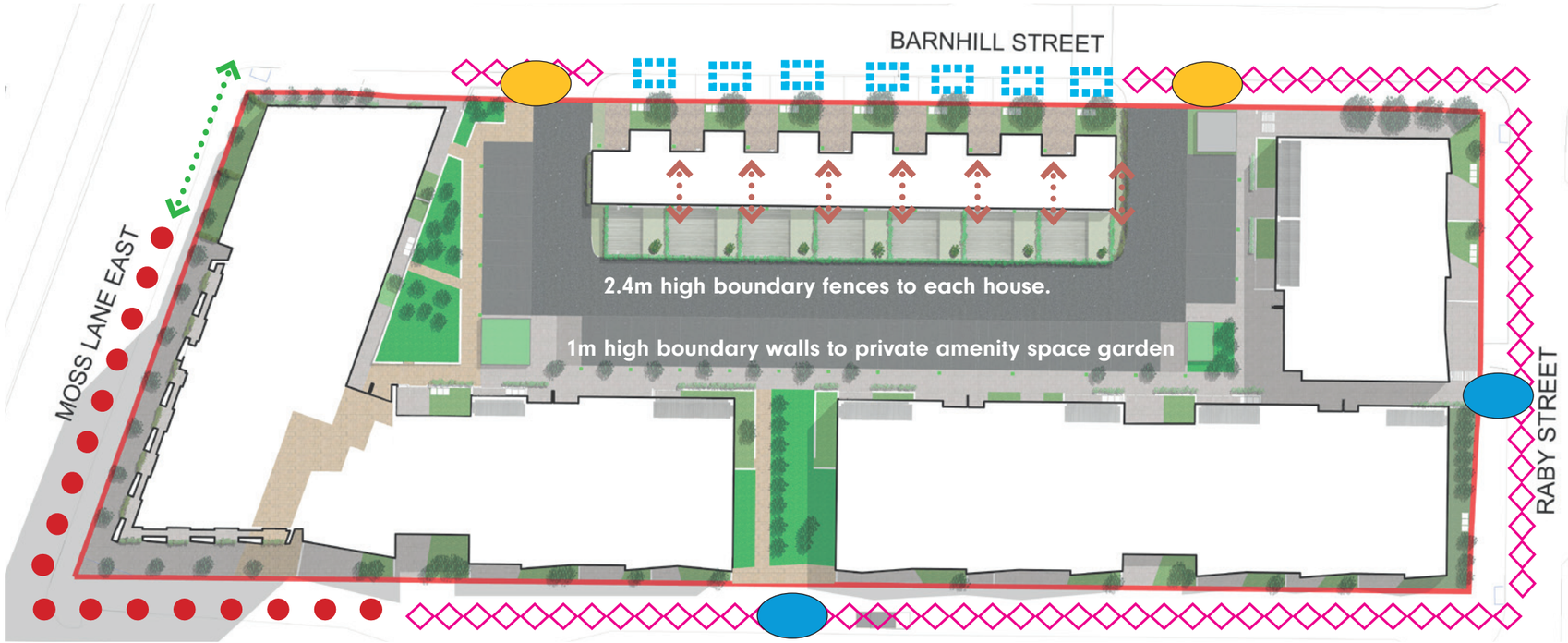
Option A.
Management company to wheel bins out on collection days from each bin store and return following collection. Refuse vehicle to pull up on the street for collection, so does not need to enter the site as the bins are stored in an accessible place in three different areas around the site boundary.

Option B.
Management company to wheel bins out on collection day and return following collection. Refuse vehicle to gain entry into the secure site car park (one way direction only) for collection. The site has vehicle access gates that are secure and will need access codes. We have tracked the internal carpark to make sure this strategy works.

Ground floor family units to each block, to store bins directly outside their flats in fire proof enclosures. These will also be collected/ managed. (see above)

Block F Houses: Each house is provided with the required number of Wheelie Bins which are to be moved by the resident to and from kerbside for collection. Hard-standing is provided within the gardens and private amenity spaces to store the bins.

8.4 | LANDSCAPE BOUNDARY TREATMENTS



Secured by Design meeting- 26th June 2025 to establish and open gated community. We confirm that this scheme meets the CIS report issued.

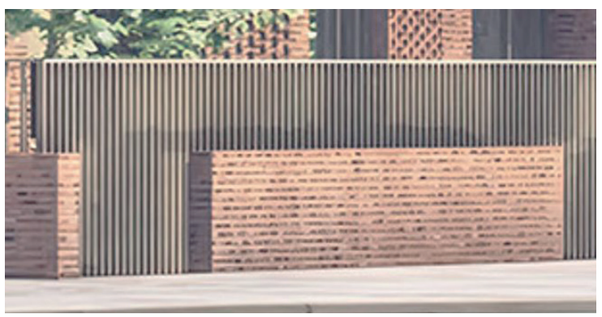
A Secured by Design meeting was held between Caddick, MSV,DEP and MCAU on the 26th June to run through the scheme and chat through the current concept of this site being a permeable open site (non-gated) during the daytime hours to create a welcoming community and open to the community.

Pedestrian Access.
The view is that all the pedestrian access gates will be left open in the daytime. Infrastructure will be in place already for fully lockable (fob access for residents) if the site needs to be locked down at any point, including night time if it transpires this needs to happen.

CCTV coverage.
The site will have monitored CCTV coverage throughout

Postman access
4 out of the 5 blocks will have controlled access lobbies to keep the post room entrance lobby side. the exception is block E, this will need access control on the lift and stair-core.

Vehicle Access Gates.
These two access gates will remain lockable with fob entry and exit for security reasons.



Boundary number 1- Front boundary walls to Princess Parkway and Raby Street front gardens that front the main road to the blocks of flats. 1500mm high in totalwith a 900mm high wall with metal fin railings on top (600mm) to match in with the balconies above.



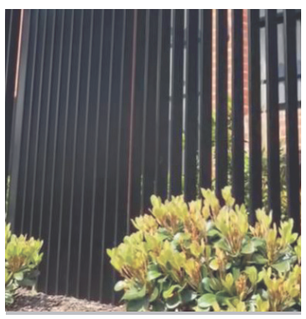
Boundary number 2- Front boundary walls to Princess Road and Moss Lane East block A 1500mm high railings with course high level planting in-front to prevent access to the colonnade zone behind. Railings to match in with the balconies above.



Boundary number 3- Front boundary walls the end of Block A - Moss Lane East. 1500mm high course high level planting in front to prevent access to this area. Forms a natural buffer zone. No private amenity in-front of this area.



Boundary number 4 1m high total wall and railings. 400mm high wall with 600mm railings to match balcony.



Boundary number 5.
Yellow-1500mm high metal railings to match balcony fins in design and colour.
Blue 2m high. (as above)

8.4 | LANDSCAPE

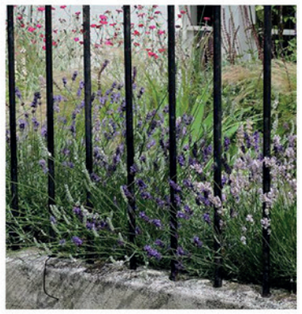
PRINCESS ROAD/ MOSS LANE EAST

PRECEDENT IMAGES

Brick walls and railings would be provided along Princess Road frontage to create a defensible secure buffer between public and private ownership.

The small front gardens created would provide an opportunity for soft landscape with shrubs and hedges used to provide a green buffer to the road.

Trees in linear planting beds would be planted along the street frontage where possible to help breakup the built form and lead pedestrians into the development. Defensible planting within the beds helps protect the building and provide seasonal interest.







BARNHILL STREET

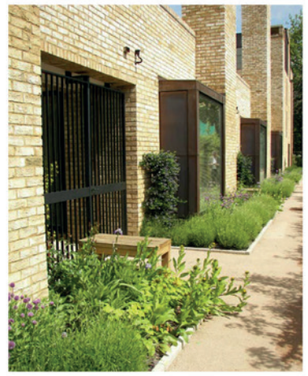
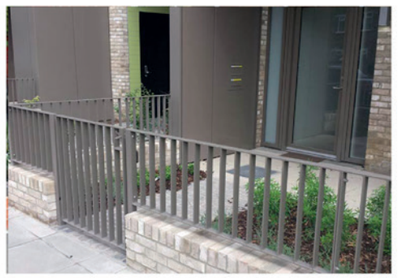
PRECEDENT IMAGES

Townhouses on Barnhill Street with low wall and railings and planting behind provide views down the street and soften the hard landscape around.

Line of trees along the apartment frontages provide shade and canopy, reducing urban heat island effect

Ornamental planting will be used along the apartment frontages to provide defensible spaces outside windows. Hedges against railings provide a visual barrier between private plots.




COMMUNITY POCKET PARK - NATURE AND BIODIVERSITY

PRECEDENT IMAGES

Wildflower turf with habitat posts in the pocket park provide habitat for pollinators and a provide a learning opportunity about nature amongst residents.

Benches and picnic table would be used to encourage social interaction and areas for parents to sit close to the natural play park.

Rain garden within the Community Pocket park helps mitigate flooding and provides seasonal interest and colour within the space. Ornamental planting helps create an immersive experience, as well as screens and protects private spaces behind the park.







COMMUNITY POCKET PARK - INFORMAL NATURAL PLAY

PRECEDENT IMAGES

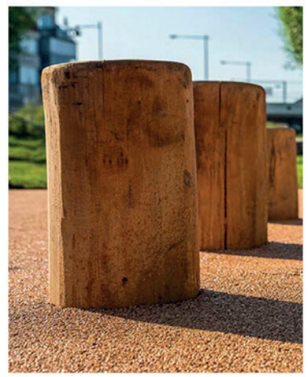
This area would provide opportunities for immersive natural and imaginative play within an urban environment.

Equipment and structures would be informal and multi-use to encourage children to climb and scramble.

Spaces and seating areas would be created to encourage social interaction between the children.

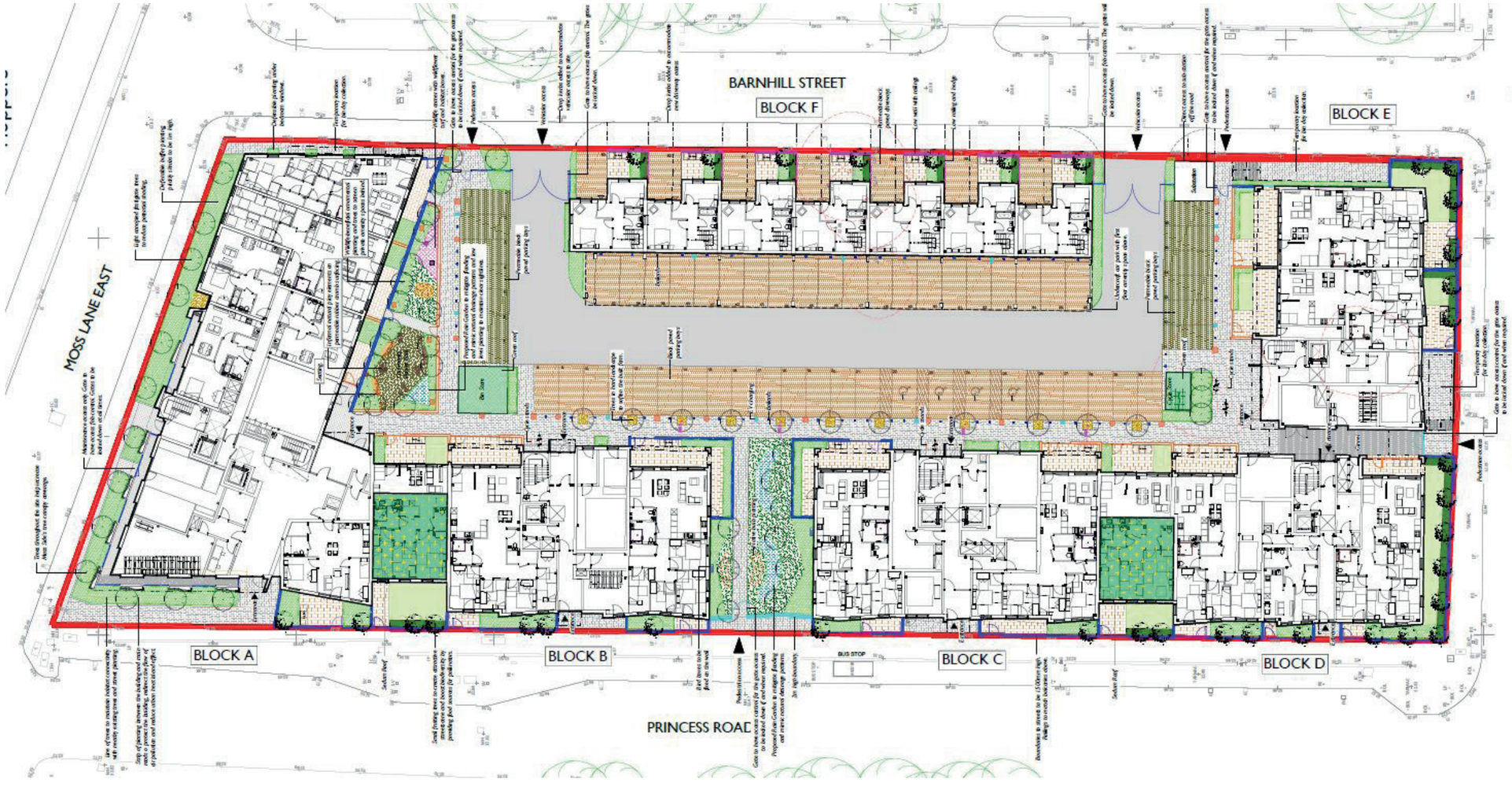
The use of robust grasses, shrubs and trees will provide opportunities for interaction with the natural world and enhance local nature connections.







8.4 | LANDSCAPE



SOFT LANDSCAPE

Existing Trees and Vegetation to be Removed
All trees and hedges to be removed outside of bird nesting season. Please refer to Arboricultural Impact Assessment by Urban Green for further information.

Public Realm Trees
Trees to comprise medium sized fastigiate species planted as 20-25cm girth Semi-Matures, 450-550cm height with 2m clear stem.

Trees in Hard Landscape
Trees to comprise medium sized species planted as 20-25cm girth Semi-Matures, 450-550cm height with 2m clear stem. Planted in an urban tree pit with a permeable hard surface.

Small Fruiting Blossom Trees
Trees to comprise small-growing species planted as 14-16cm girth Extra Heavy Standards, 350-400cm height with 2m clear stem.

Ornamental Hedge
Proposed evergreen hedge to be planted along the private amenity space boundaries as 3L pots at 3 per lin.m.

Proposed Ornamental Planting
Shrubs and herbaceous plants to be planted as 3-5L pots at 3-5 per sq.m to soften the built form and provide seasonal interest.

Proposed Rain Gardens
Proposed rain gardens as part of the Drainage Strategy by SGI. Herbaceous plants to be planted as 1L pots at 5-7 per sq.m.

Proposed Wildflower Turf
Areas within communal amenity spaces to be laid as Wildflower turf.

Proposed Bulb Planting
Areas within communal amenity spaces to be planted with native bulbs. To include natural single species swathes of Daffodils and Crocus to provide an early food source for wildlife and for visual amenity.

Proposed Grass
Areas within communal amenity spaces to be laid as Species Rich Lawn turf.

Amenity lawn
Areas within private gardens to be laid as turf.

Green Roof/ Sedum Roof
Proposed green roof to cycle stores and bin stores and a sedum roof to sections of the apartment roof as indicated. Buildup and drainage for these roofs subject to engineers design.

SURFACE TREATMENTS

Linear Paving Units
Grey textured linear paving units for the pedestrian areas.

Paving Units
Buff-coloured textured paving units for private patio areas.

Block Paving
Parking bays to be surfaced in block paving.

Block Paving
Parking bays to be surfaced in permeable block paving. Please refer to Drainage Strategy by SGI.

Vehicular tarmac
Road within the courtyard to be surfaced in tarmac.

Play Surfacing
Areas within the walled garden to be surfaced in rubber crumb play surfacing.

Deterrent paving
Areas at the back of the colonnades to be surfaced in deterrent paving inline with secure by design.

BOUNDARY TREATMENTS

1000mm high boundary
Boundary to townhouses. 400mm high wall with 600mm high railings, or 1000mm high railings. To be vertical bar railings, brick to match building.

1100mm high boundary
To internal boundaries. Either 1100mm high wall or railings. To be vertica bar railings, brick to match building.

1500mm high boundary
To street boundaries. 900mm high wall with 600mm high railings, or 1500mm high railings. Vertical bar railings to match balconies above, brick to match building.

2000mm high boundary
To entrances into the site courtyard. 900mm high wall with 1100mm high railings, or 2000mm high railings. Vertical bar railings to match balconies above, brick to match building.

Bollards
Proposed powder-coated steel bollards.

FEATURES/ FURNITURE

Picnic Table with Benches
Table and seats within Community Pocket Park to be surface fixed. To be metal with MOSO Bamboo X-treme slats with flame spread index Class A following ASTM E84.

Bench
Benches within Community Pocket Park to be surface fixed or integrated into planter. To be metal with MOSO Bamboo X-treme slats with flame spread index Class A following ASTM E84.

Informal Natural Play Elements
Community Pocket Park to have informal play elements like stepping logs or stones. To be supplied by Playdale or similar approved, subject to detailed design.

Habitat Features
Wildlife corners within Community Pocket Park to have habitat features. For example insect and solitary bee houses or log piles.

Bird Box
Bird boxes to be fixed to building wall, specification and positions to be advised by the ecologist.

Indicative Location for Light Bollards
Please refer to the Lighting Strategy done by others. Final locations tbc.

Indicative Location for Lightposts
Please refer to the Lighting Strategy done by others. Final locations tbc.

Cycle Stands
Proposed short stay cycle parking.

N

8.4 | LANDSCAPE

ROOF TERRACES

PRECEDENT IMAGES

Metal planters with integrated benches and fixed picnic table provide opportunities for social interaction. South-facing integrated loungers provide a relaxing atmosphere for the residents to use and enjoy.

The use of raised beds with cantilevered ends will encourage community growing activities and ensure these are accessible for all and provide opportunities to grow herbs, fruits and vegetables.

Hand in hand with urban growing would be opportunities for wildlife, encouraging bees and insects for pollination, for example bee friendly plants and insect/bird boxes.





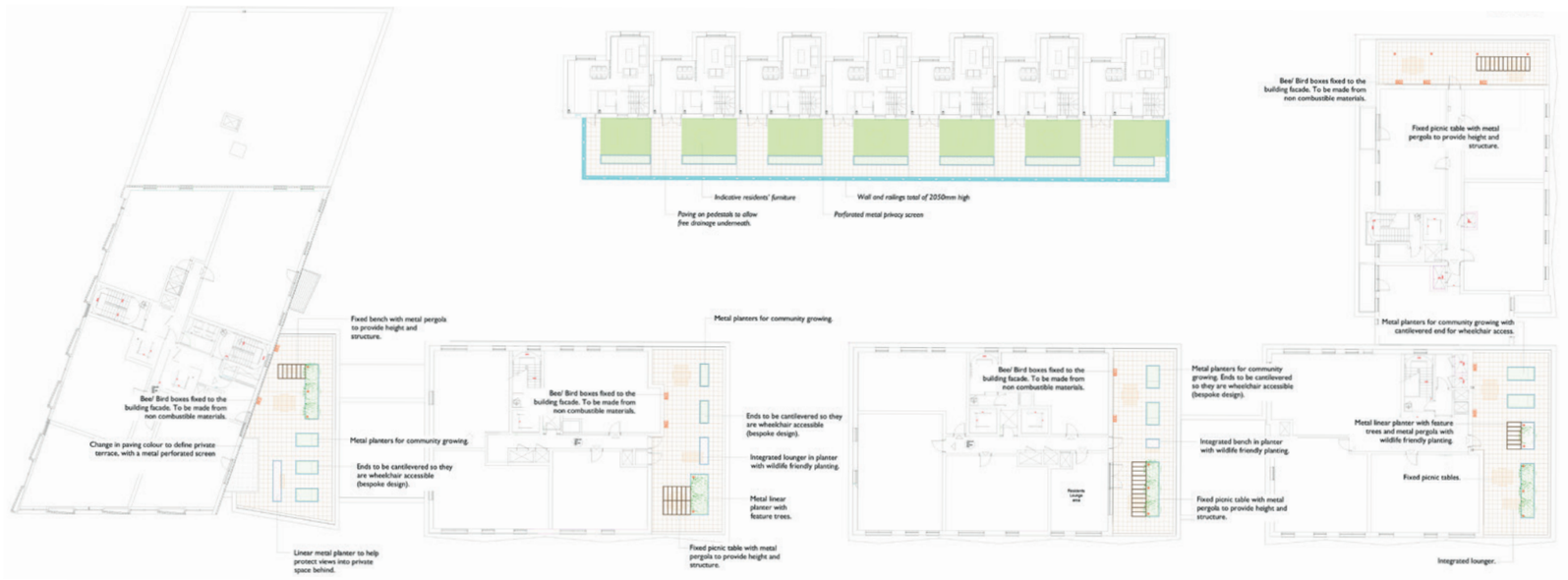


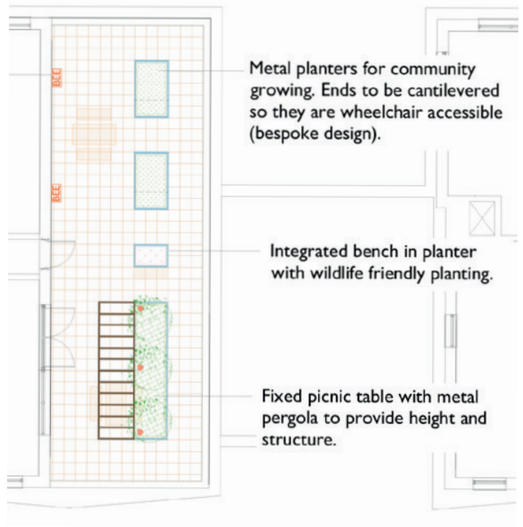




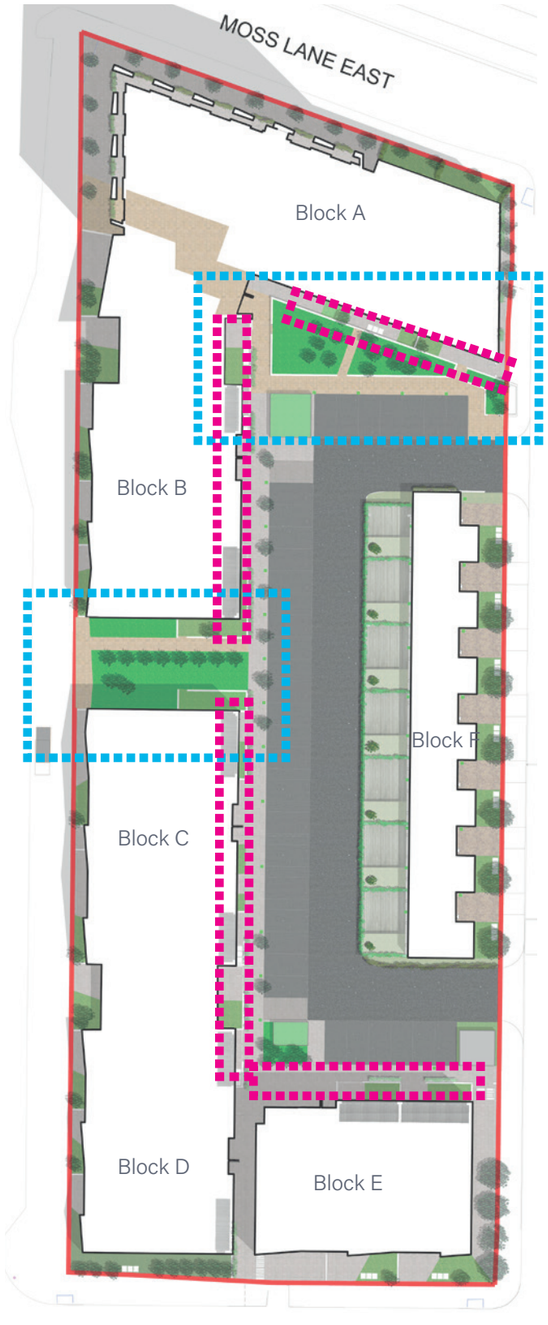




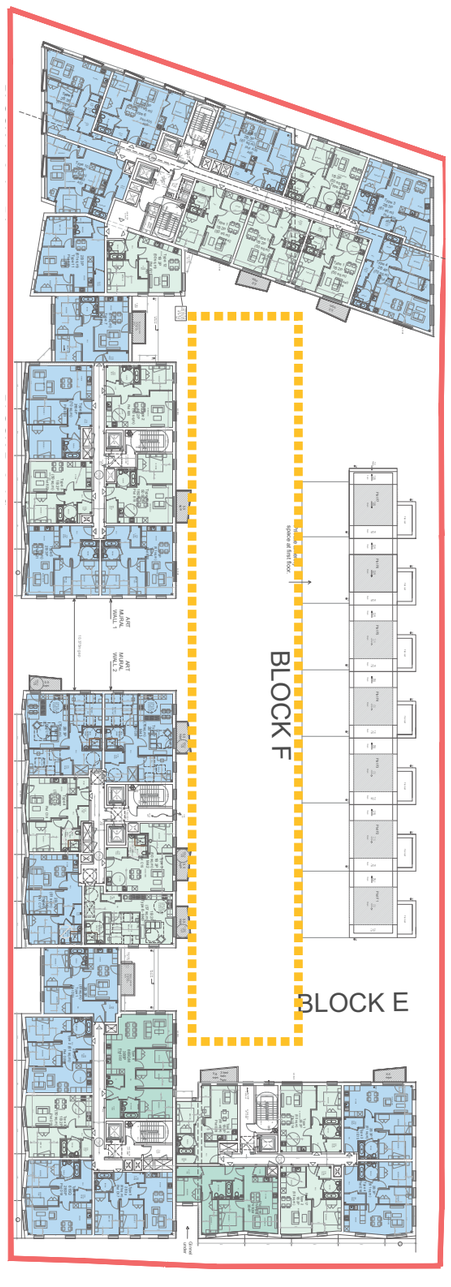




8.5 | AMENITY SPACE



Ground floor plan



Typical floor plan



Top floor roof terrace amenity areas

Proposed Communal, Semi-Private Amenity Spaces

Private Amenity Space and ground floor communal amenity space.

Ground floor communal amenity space provided. Managed by MSV.

The two green communal garden amenity spaces on the ground floor are 113 sqm and 150 sqm.

Each ground floor flat unit (including the family units) have private amenity spaces. For the family units this is generally totalling 30 sqm per unit with one or two exceptions.

Typical upper floors

Private balconies to 50 per cent of the flats that face the car-park elevations for blocks A,B,D and E.

Block C is to meet HAPPI Principles so all the rear units to have balconies.

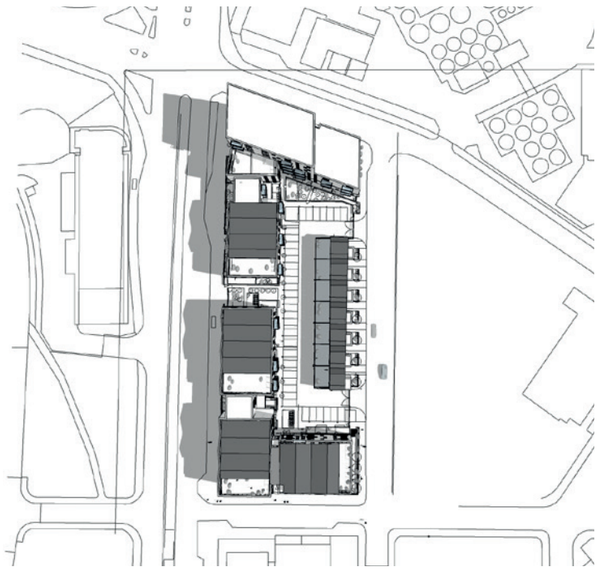
Most other flats to have Juliet balconies with the exception of the two main elevations to Block A that have none.

Attic level to Blocks and first floor gardens to Houses.

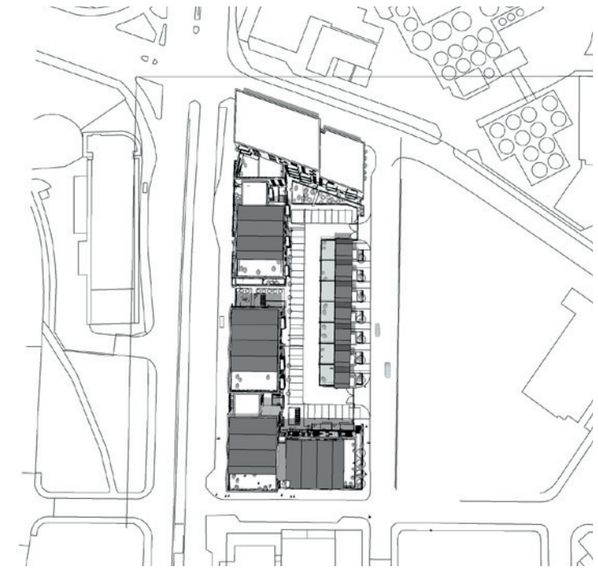
The residents of blocks A, B, C and E can access a communal roof top garden for residents only.
The areas of all the roof top gardens are A=100sqm, B=93sqm C=84 sqm, D=93sqm and E = 53 sqm.

The 7 Houses each have a private garden amenity space of 38 sqm with the exception of the last one that has 30 sqm.

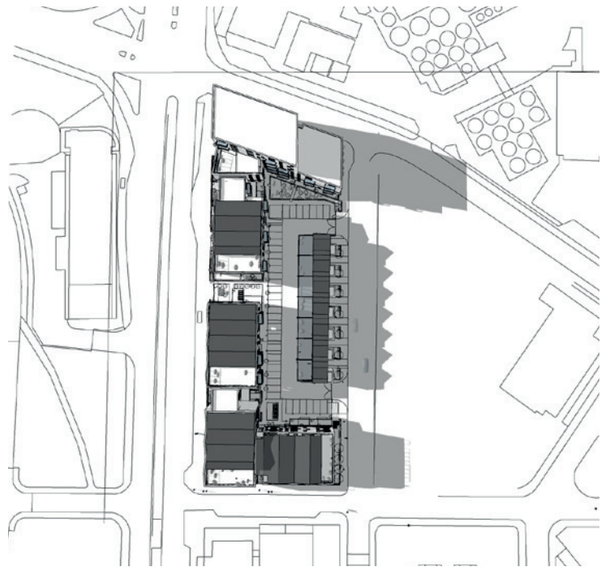
8.6 | SUN PATHS



SUMMER 9AM



SUMMER 12PM

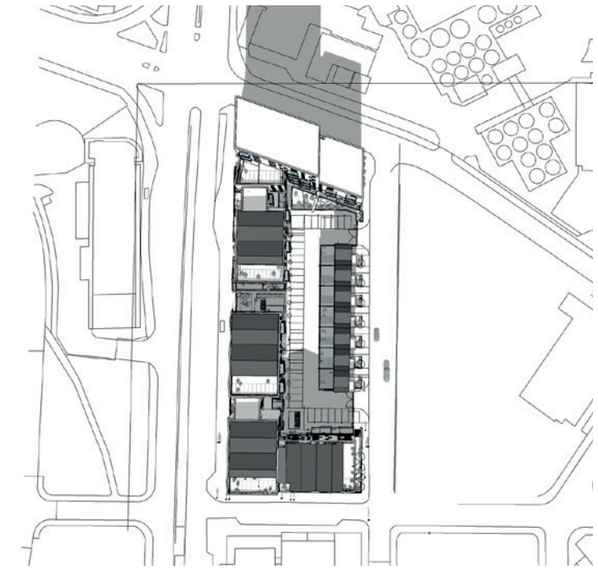


SUMMER 5PM

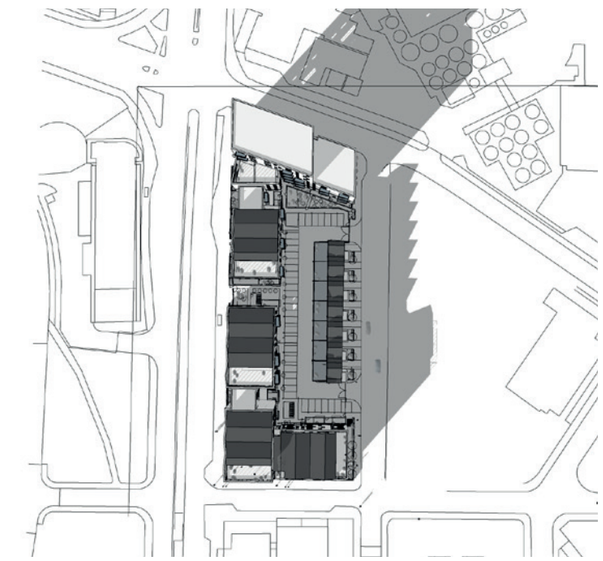
Summer



WINTER 9AM



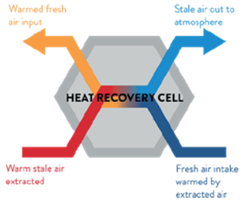
WINTER 12PM



WINTER 5PM

Winter

8.7 | LOW CARBON PRINCIPLES SCHEME



MVHR Ventilation Systems to the flats.



Exploring the potential to have solar panels.

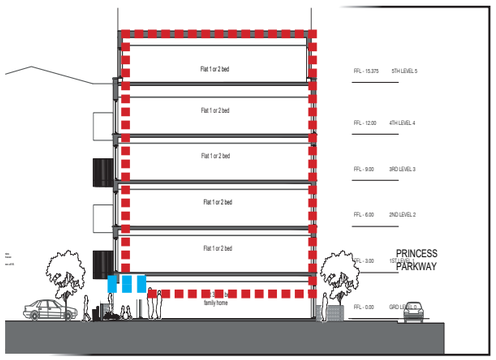


Green roofs to the cycle and bin stores to improve BNG.

212+

We're proposing over 212 energy efficient and low running cost homes, with a fabric first approach with improved insulation and glazing..

Very low running costs and energy bills.as a low carbon scheme. Aiming to meet Future homes standards.



The project has been designed to be a low carbon development that will benefit occupiers by reducing energy bills and will also reduce the impact on the environment.

The scheme has been designed to meet targets set out in Greater Manchester's 'Places for Everyone' Strategy that supports the target to achieve net zero carbon emissions by 2038.

The project will adopt a 'fabric first' approach that will involve enhancing building fabric such as glazing and insulation in order to firstly minimise the amount of energy required to heat or cool the building.

An energy strategy (please refer to the separate report by TWC) has been formulated to determine how any energy requirements can be achieved with clean energy sources. An EPC Rating of B is the current target.

The scheme will meet Future Homes Standards as part of the funding requirements.

Each home will achieve the required purge ventilation and part O overheating requirements with Mechanical MVHR ventilation.

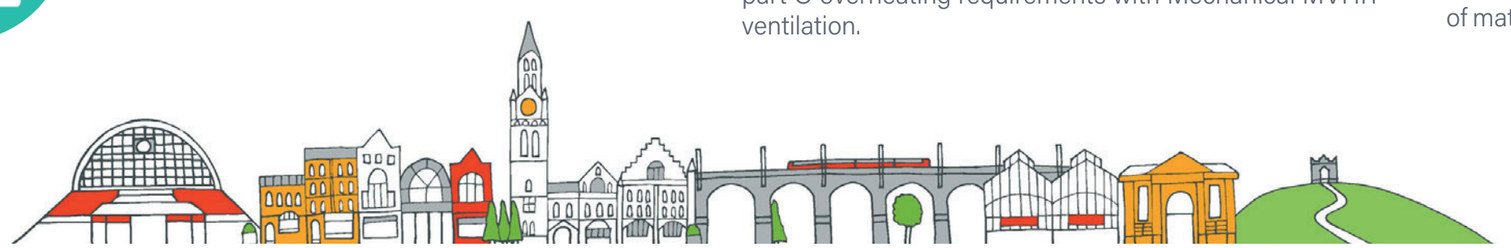
The materials on the building are referenced in the materials section. The main bodies of the buildings are out of brick. Earlier designs where metal but these where omitted from the scheme to improve embodied energy performances. Our earlier facade and bay study s in earlier sections show the materials and proportions used in the overall design.

Care has been given in the design to think about the thermal bridging lines around the flats. The flats are of a simple stacking nature with repetitive floor plans to each block.

On the ground floor units that are larger family homes we have a recessed balcony to protect the residents in part. This thermal line will then return to the underside of the soffit area above to maintain airtightness and thermal barriers.

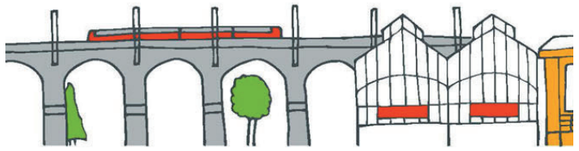
The current proposals will utilise off site Timber frame construction for the house types and concrete construction for the apartment blocks. We recognise that 'All' new residential development is expected to incorporate sustainable design and construction technology to reduce carbon emissions through a combination of fabric energy efficiency, carbon compliance and allowable solutions in line with Local and Government policy. To ideally implement this, the following measures are to be considered as part of our design process, and evolving of building specification:

+ Reduce water consumption, through the use of low water volume fittings
+ High levels of insulation and energy conservation, adequate provision for separation and storage of waste for recycling have been considered and will be instigated by the building management and operational team.
+ Use of materials from sustainable sources within the new development, is being considered as the final specification of materials is being prepared and agreed with the planners.



8.8 | TECHNICAL SUMMARY







Access

Access, both vehicular and pedestrian has been designed in-line with local planning policy and current Building Regulations.

Vehicular access is proposed from Barnhill Street only.

Parking spaces both dedicated to the houses and communal to the apartments are provided within the site including disabled bays.

Level access in accordance with AD-M is provided to the principal (front) entrance and communal entrance doors to all units. Internal circulation and layouts have been designed to meet AD-M and MCC Emerging Space Standards, with lift access within each apartment block to the upper floors.

Bike storage is to be assumed within the homes for houses and within a secure communal bike store for the apartments at 50 per cent and cycle hooks to each apartment in the Hall to give 100 per cent. Vehicle tracking for refuse and service vehicles to be line with current standards.

Fire

Fire safety is of paramount importance, the scheme has been reviewed by a Fire Engineer OFR to ensure that we comply with the required standards (We are not proposing the use of any cladding to the façades).

Sustainability

The proposed design aims to provide an environmentally friendly development which is energy efficient and has a reduced impact on the environment. As such the properties proposed will incorporate the following measures shown in this D&A to meet Future homes standards.

Energy Efficiency

The dwellings will be designed to have high thermal efficiency values, Air source Heat Pumps and Solar PVs to ensure that energy consumption is minimized and that the energy used is retained within the property. The Client is aware of the Future Homes Standard and is aware that this is the standard being met by all.

Water Management

The properties will be fitted with water meters to ensure that water usage charges relate to the quantity of water used and not an estimated value. Taps, baths and toilets will be installed that use reduced amounts of water, through the use of restrictors, to conserve water consumption and save money (compliant with Approved Document Part G (2015) of the Building Regulations).

Ventilation

All dwellings are provided with MVHR ventilation systems. Large windows for natural daylight and appropriate window openings provide natural ventilation (all compliant with Approved Document Part F of the Building Regulations).

Acoustics

The properties shall be constructed in accordance with all clauses of the Approved Documents including AD-E. Any plant equipment is normally internal, Glazing spec and the MVHR systems mitigate outside noise levels

Health & Well-Being

The properties have been designed to meet Manchester City Councils Guidance for new residential development. The development provides private amenity space through private rear gardens for houses and shared communal gardens / private balconies for the apartments in part.

Materials

Properties will be constructed where possible using materials that have a reduced impact on the environment during their manufacture to lessen the impact the development of the site has on the environment.

Refuse & Recycling

Provisions will be made to ensure that the properties have the capacity to store non-recyclable and recyclable household waste to limit disposal of waste to land fill sites. Wheelie bins will be provided in-line with local planning policy. Communal bin stores will be provided for the apartment blocks and managed separately.

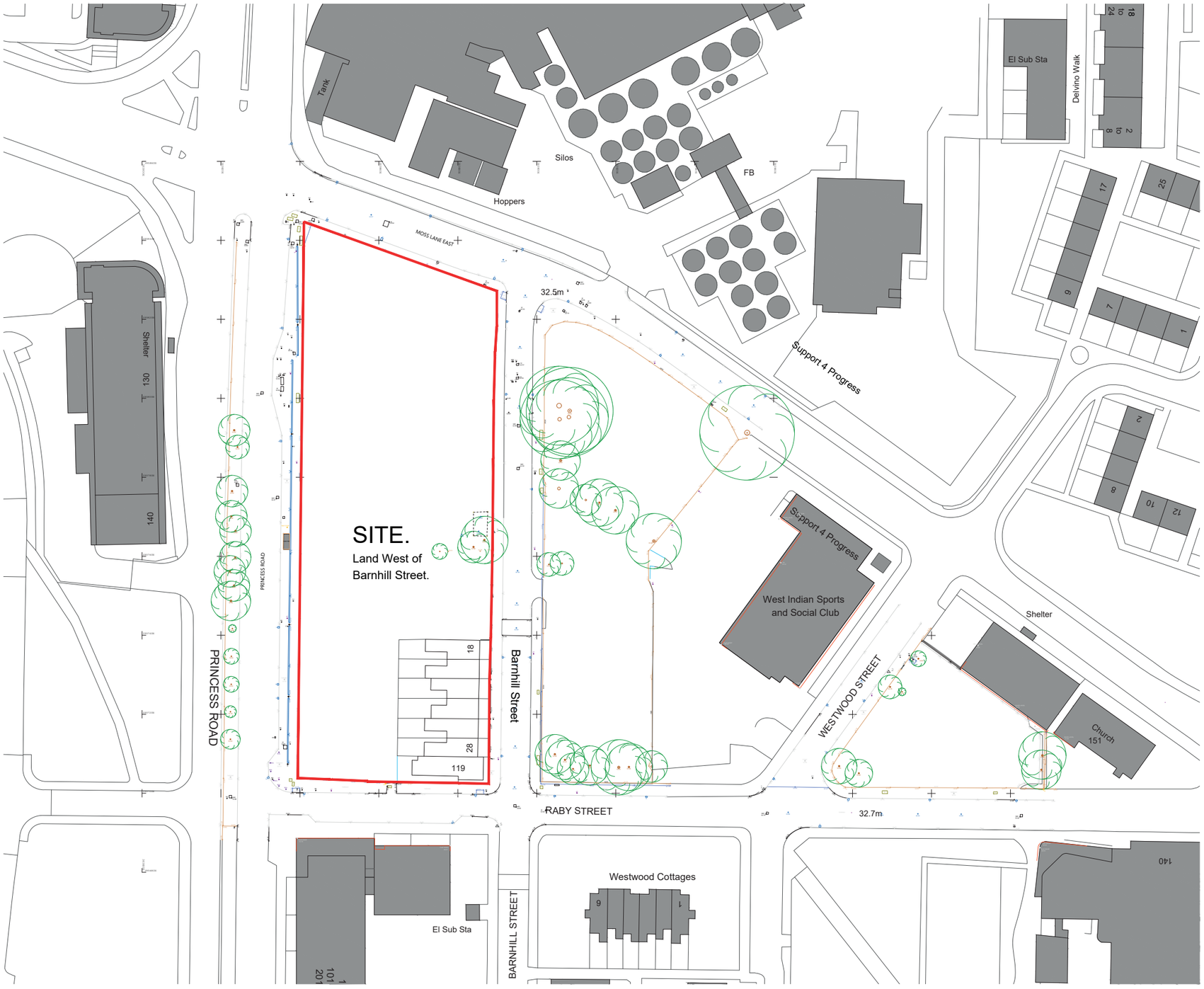
Security

All aspects of the scheme will be designed to meet SBD standards and Part Q of the current Building Regs.

Note: All items subject to detail design.

09 APPENDICES

EXISTING SITE PLAN

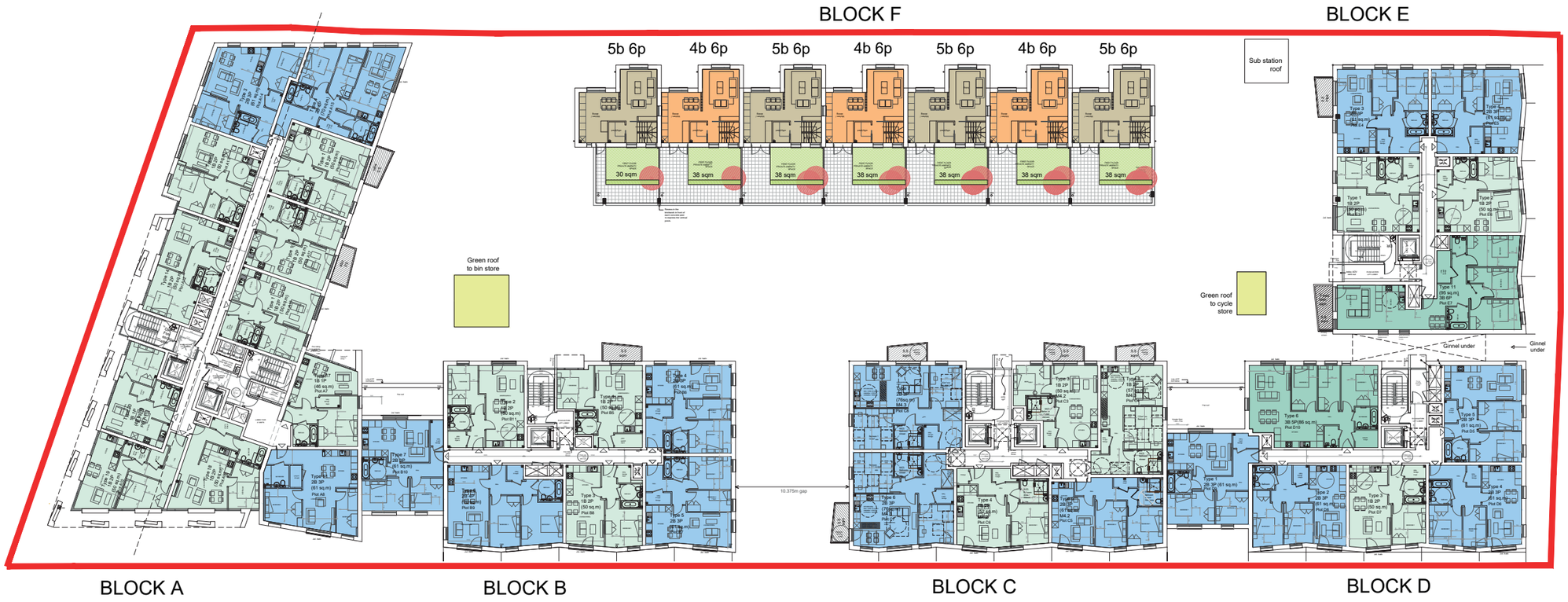


Blocks D & E

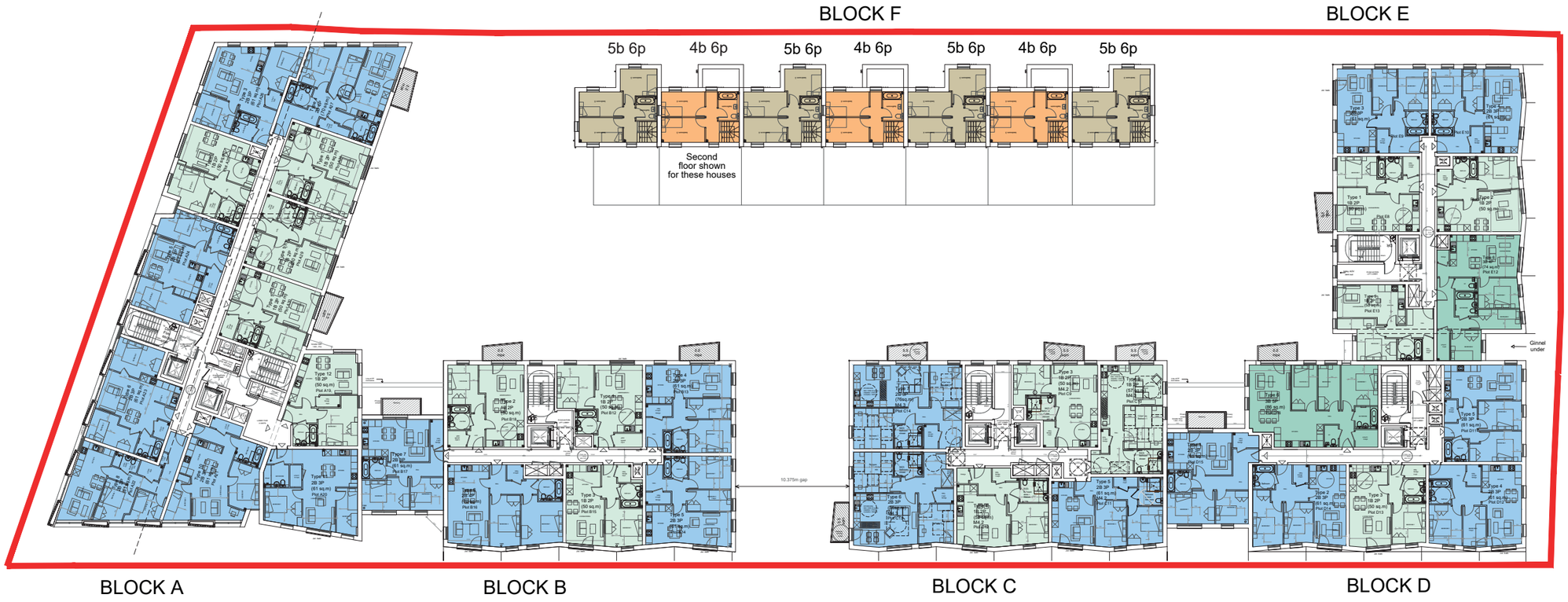
GROUND FLOOR PLAN



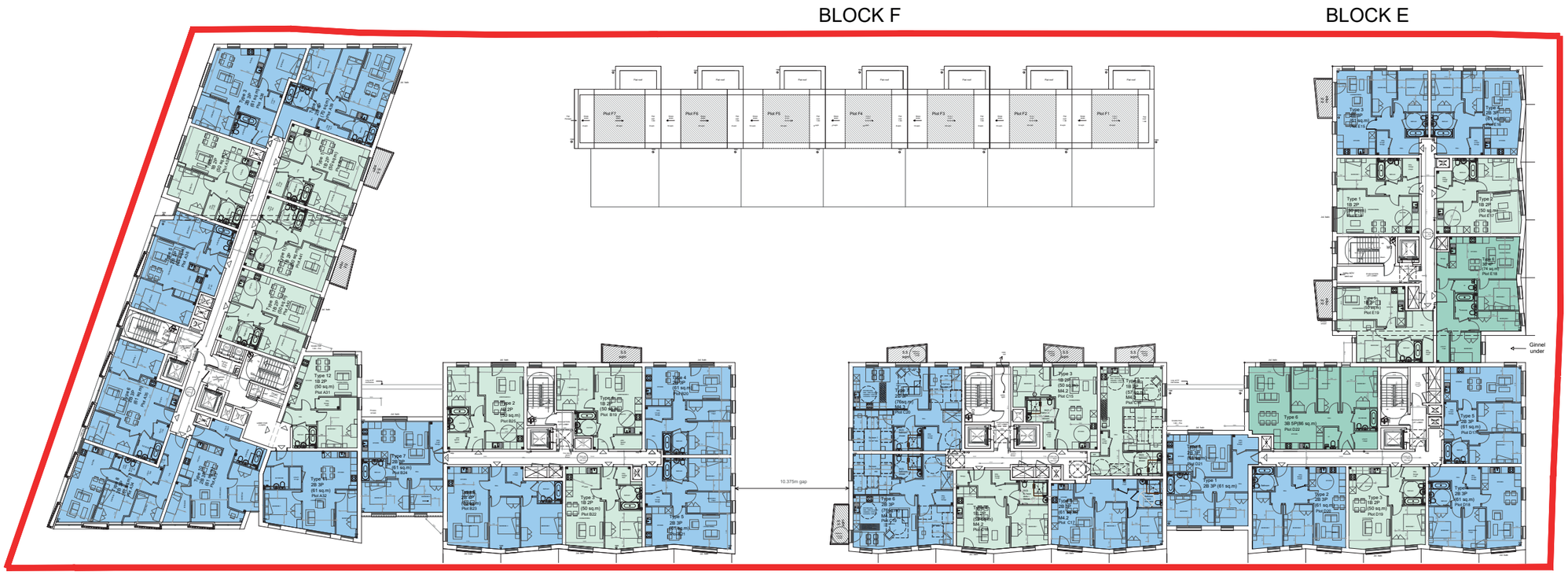
FIRST FLOOR PLAN



2nd & 4th FLOOR PLAN



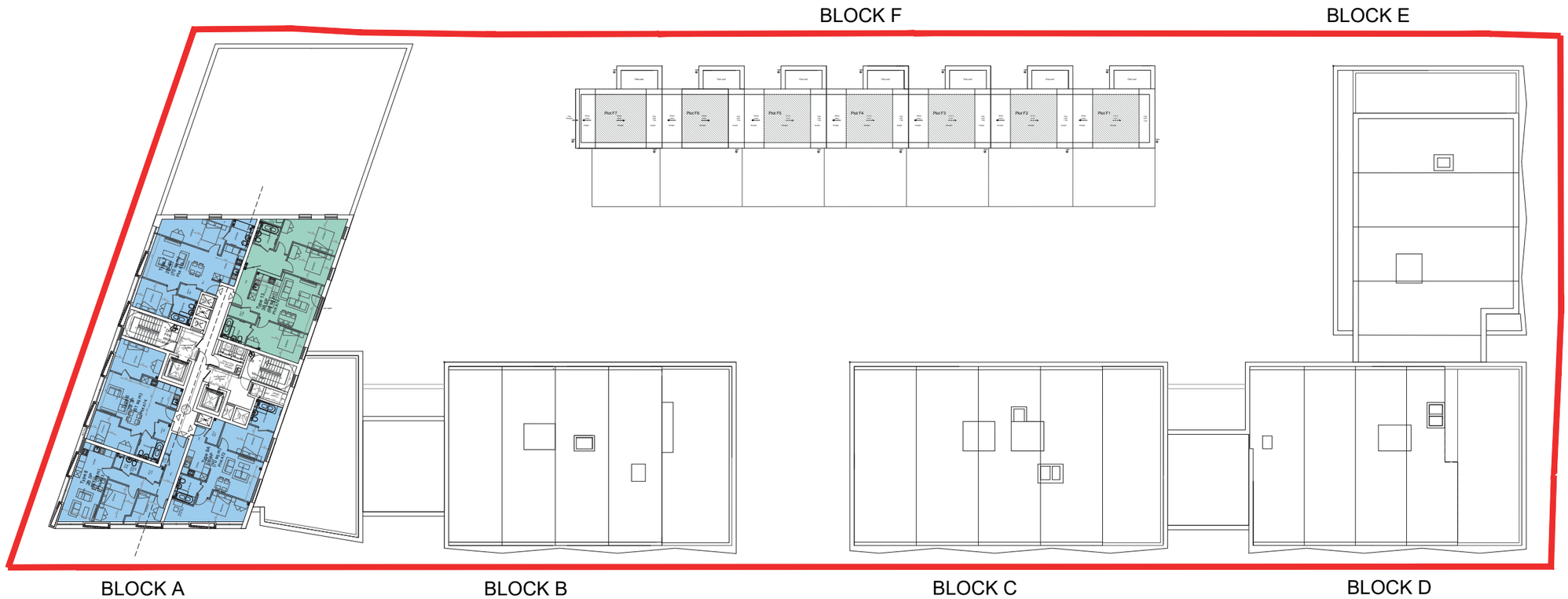
3RD AND 5TH FLOOR PLAN



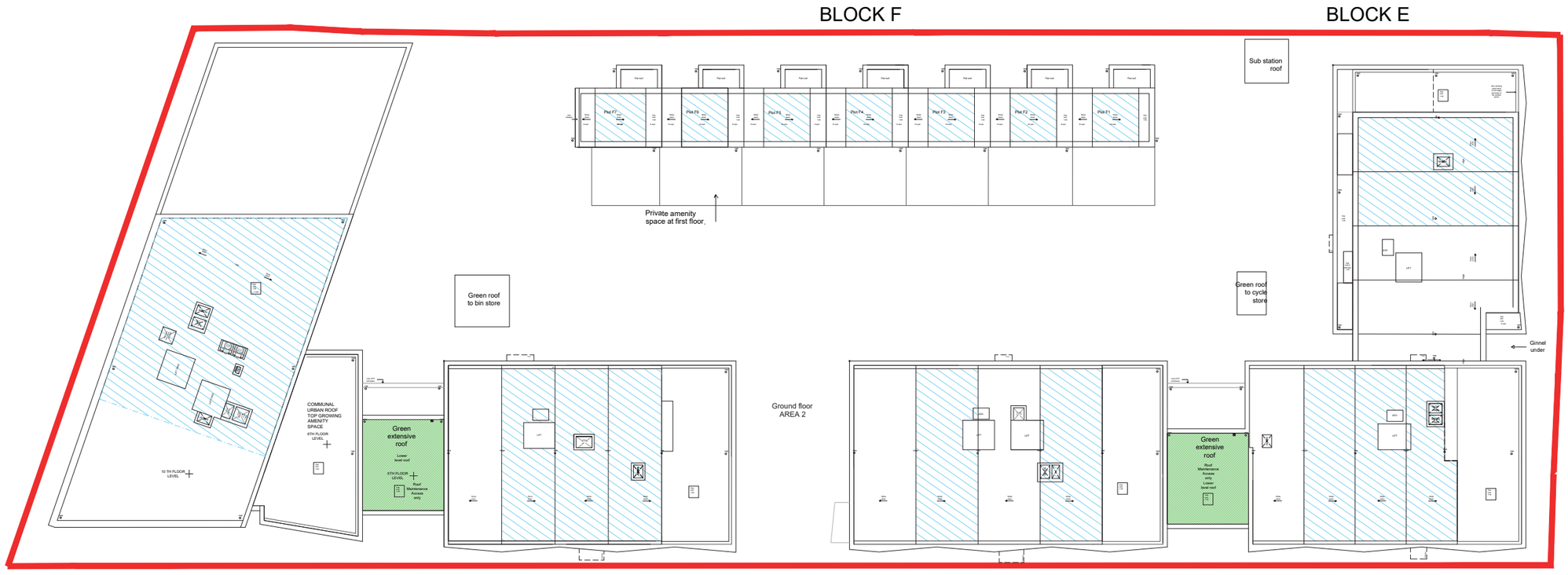
5th FLOOR PLAN



7TH, 8TH AND 9TH FLOOR PLANS

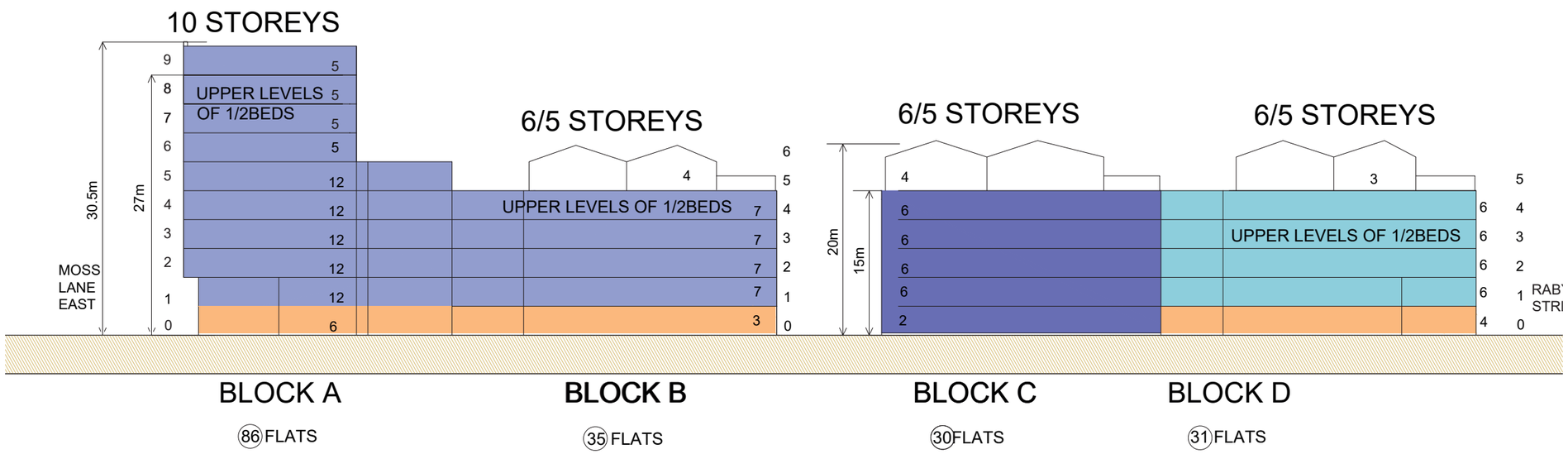


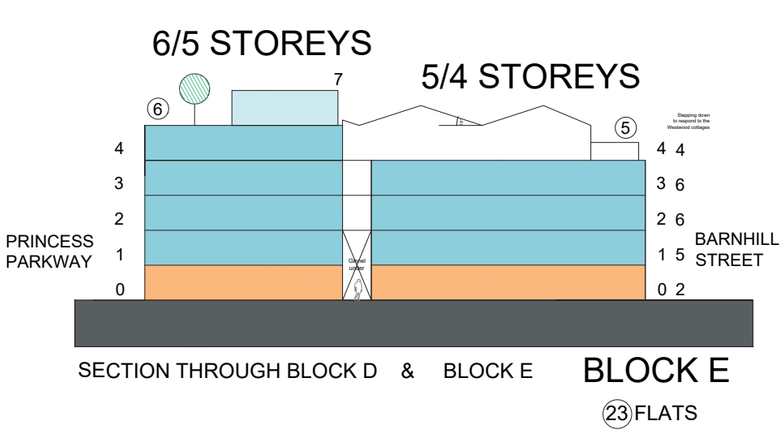
ROOF PLAN

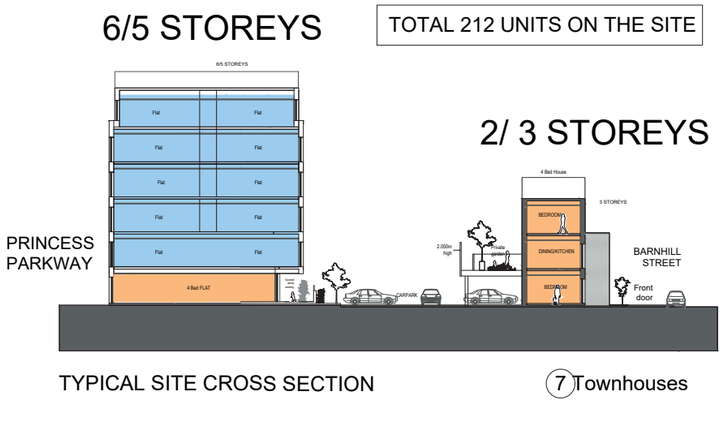


Potential future zone for PVs on the roof to meet the energy requirements

MASSING ELEVATIONS







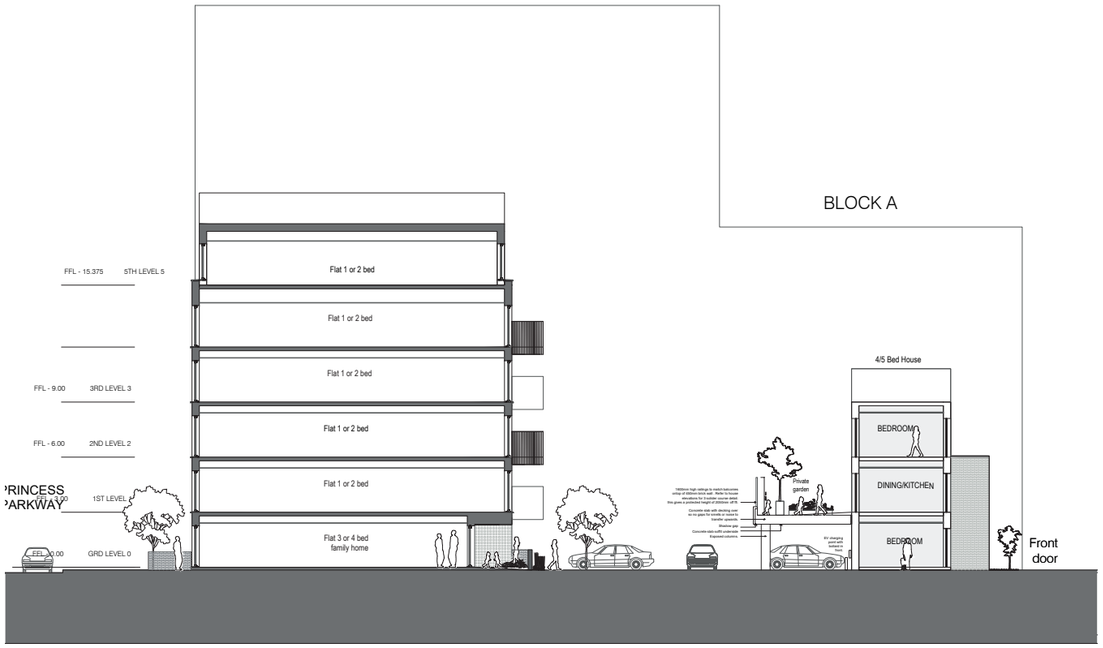
ELEVATIONS



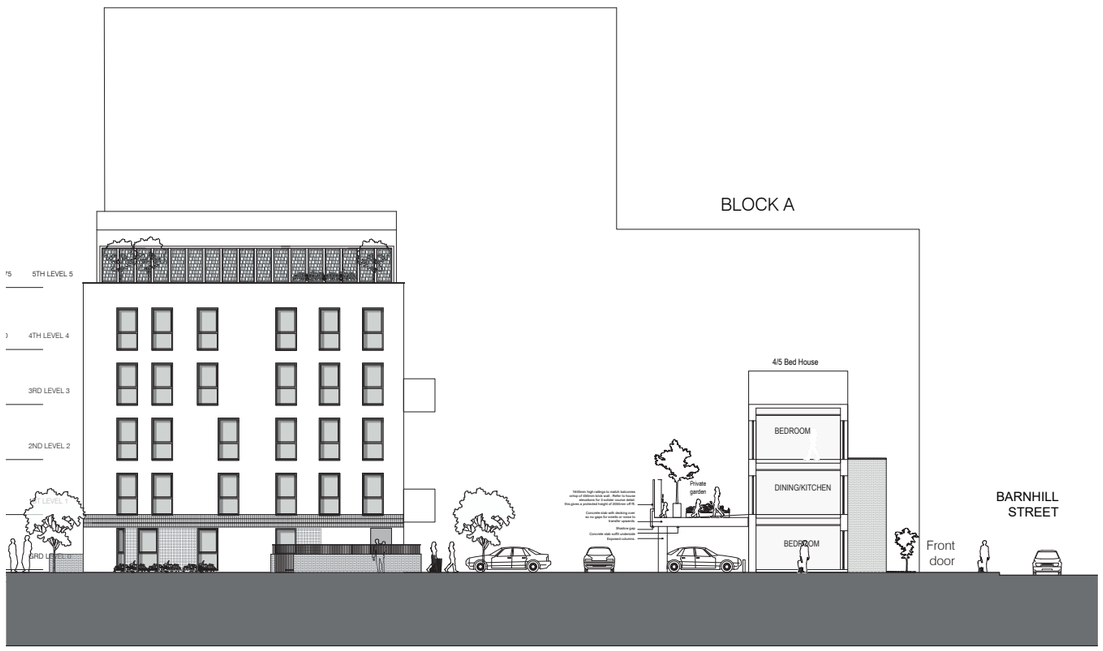
BLOCK A - SOUTH ELEVATION



BLOCK A - EAST BARNHILL ELEVATION



BLOCK C AND TOWNHOUSE SITE SECTION.



BLOCK B ELEVATION AND TOWNHOUSE SITE SECTION.

ELEVATIONS



BLOCK C ELEVATION AND TOWNHOUSE SITE SECTION.



BLOCK E AND TOWNHOUSE BARNHILL STREET EAST ELEVATION



BLOCK D AND BLOCK E RABY STREET SOUTH ELEVATION

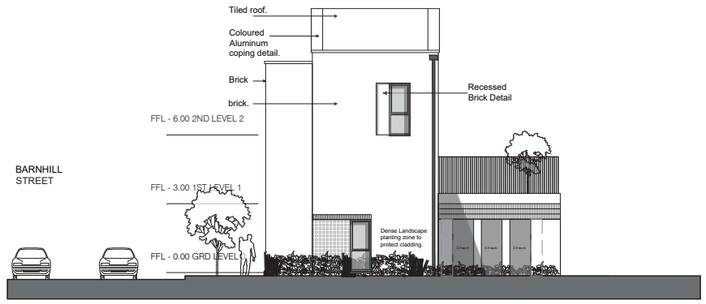


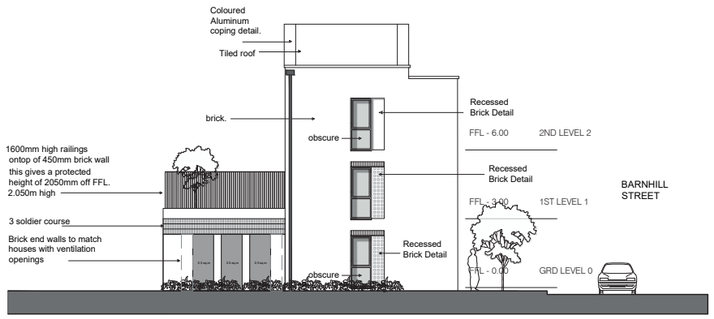
BLOCK E NORTH CAR PARK ELEVATION

ELEVATIONS



Townhouses East Elevation 1:100





Townhouses North Elevation 1:100



Townhouses South Elevation 1:100

Townhouses West Sectional Elevation 1:100





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