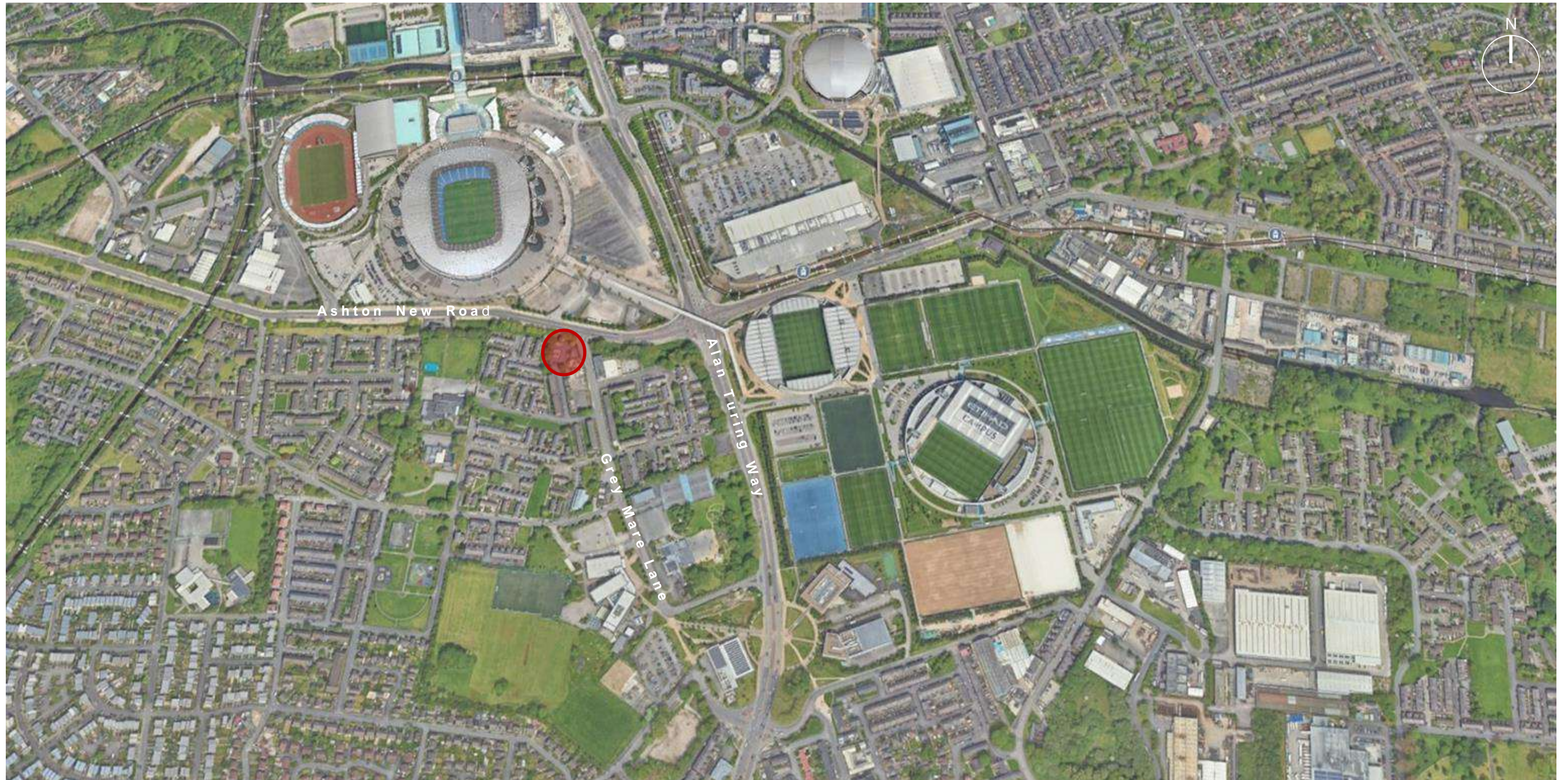




DESIGN AND ACCESS STATEMENT

Land at the corner of Ashton New Road and Grey Mare Lane.
Proposed residential development of 82 No. new Affordable Homes.

Job No 22.049 Document 1090
March 2025

Executive Summary / Introduction

This statement accompanies and supports the proposal for the development of the site located at the corner of Ashton New Road and Grey Mare Lane. The proposal comprises 82 new homes, in the form of an apartment block stepping from three to six storey. The proposed mix will be 57 no. 1 bed 2 person homes and 25 no. 2 bed 3 person homes

Overall, the total number of units proposed is 82, with all units available for social rent.

Project Team

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Site Location

The site is in Bradford which is located to the north of Beswick, south/ west of the Eastlands campus, and east of Holt Town/ Ancoats. Manchester city centre is approximately 20 mins walk to the west. The site is well connected to public transport with bus stops along Ashton New Road and the Velo Park tram stop approximately 5 min walk to the east, which links to the city centre and Ashton under Lyne. The development site is situated at the northern edge of the Grey Mare Lane Regeneration Masterplan.

St. Brigid's Primary, East Manchester Academy schools and East Manchester Leisure Centre are within 1km walk to the south of the site. Asda Eastlands is within 0.5 Km walk north-west of the site.

Key



Development site



Boundary to Grey Mare Lane
Regeneration Masterplan



Aerial view of existing site in context

Executive Summary / Introduction

Accompanying drawings/ reports:

• Z59199 Grey Mare Lane Manchester Noise Impact Assessment • Z59199 Grey Mare Lane Manchester Air Quality Report • Broad Band Connectivity Report • 16-908-R1 – Phase 1 Geoenvironmental Site Assessment • Daylight and Sunlight Amenity Impact Assessment Report • Topographical survey • Coal Mining Reports • Coal Permit • Coal Investigation • *Ground penetrating radar survey • Affordable Housing Statement • Community Involvement Statement • Biodiversity Net Gain Assessment • Preliminary Ecological Appraisal • Energy Statement Ref: Z59199 Rev. A • Blue and Green Infrastructure Statement • External Lighting Details • Planning Statement • Drainage Strategy • Highways access and car park design • Aboricultural Implications Assessment • Aboricultural Method Statement • Crime Impact Statement • Waste and recycling proforma • Transport Statement • Travel Plan	1000 Site Location Plan
	1001 Existing Topographical Plan
	1005 Proposed Site Plan
	1011 Ground Floor Plan
	1012 First Floor Plan
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	1060 3d View 1 (Grey Mare Lane/ Ashton New Road)
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	1050 Proposed Site Sections
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345-04 Detailed Planting Prps 1of 2-A1	
345-05 Detailed Planting Prps 2 of 2-A1	

1.0 ASSESMENT

1.1 Physical Context

The site sits at the northern edge of the Grey Mare Lane estate which was built in the 1960’s to replace high density Victorian terraced housing stock deemed no longer fit for purpose. Its immediate context is one of 2 storey houses, and 3 storey walk up maisonette flats built in the late 1960’s/ early 70’s and of little architectural merit. A good proportion of this stock has been/ is in the process of refurbishment or renewal as part of the Grey Mare Lane Regeneration Masterplan. Further south along Grey Mare Lane sits the Beswick Hub, a collection of contemporary education/ leisure buildings of a ‘civic’ scale and nature.

To the immediate north of the site, is the Etihad stadium and associate infrastructure - a collection of elements significant in scale and architectural presence. To the east of the site, beyond Alan Turing Way, the context is dominated by the significant structures of the Manchester City training facilities, Joie stadium and Eastlands Asda. Further East along Ashton New Road is a disparate, non-descript mixture of light industrial sheds, the only significant landmark building of quality being the 19th century St Cross church.

To the west of the site along Ashton New Road, the context is one of two storey houses which present rear fences to the road and consequently have little street presence. The southern edge of the road is dominated by an avenue of mature trees which forms a largely continuous green edge heading west up to the junction with Every Street. There are some isolated fragments remaining of the 19th century High street in the form of the buildings which now house the ‘Maine Road Chippy’ and the ‘City Restaurant’. Further east lies Holt Town which is characterised by a mixture of contemporary industrial ‘sheds’ and by several Nineteenth century warehouses of significant scale and presence. These buildings are typical of the era and of neighbouring Ancoats with simple massing, repetitive but elegantly proportioned fenestration patterns with elements of brick detailing at key junctions/ locations on the facade. Further east is the Ancoats Conservation Area.



Aerial view of site in context. Numbers indicate key existing buildings/ views illustrated on following pages

1.0 ASSESSMENT

1.1 Physical Context (cont.)

The immediate context / edge condition of the site is made up of the following:

The northern boundary is formed by an open grass verge containing several mature trees, which form part of the continuous green edge along Ashton New Road. The eastern boundary is formed by Grey Mare Lane, facing the site is Mary D’s bar, a much-altered building dating from the late 19th / early 20th century. To the immediate south is a vacant plot of land created by the clearance of the Crossroads pub. Further southeast (along Grey Mare Lane) and south (Newcombe Close) are 3 storey ‘walk up’ maisonettes built in the 1970s as apart of the Grey Mare Lane estate. Contemporary with these, and to the immediate west of the site are the 2 storey houses of Jenkyn Walk and Newcombe Close.



1. Grey Mare Lane looking north towards the Etihad Stadium.



2. Mary D's bar facing the site on the east side of Grey Mare Lane



3. 3 storey maisonette flats along Grey Mare Lane



4. 2 storey houses to the west edge of the site (Jenkyn Close)



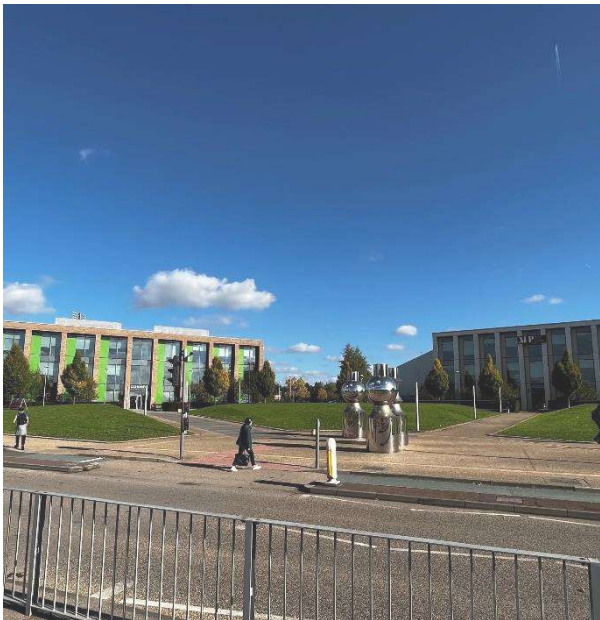
4. 2 storey houses on Newcombe Close



4. View looking north through the site towards Ashton New Road/ Stadium

1.0 ASSESSMENT

1.1 Physical Context (cont.)



5. Academy buildings facing the Beswick Hub



6. .St Cross church (Ashton New Road, east of the site)



7. Avenue of mature trees to the southern edge of Ashton New Road



7. The Maine Road Chippy



7. .The Maine Road Cafe



8. Building at the junction of Ashton New Road and Every Street

1.0 ASSESSMENT

1.1 Physical Context (cont.)



9. Brunswick Mill, Bradford Road, Holt Town



9. Brunswick Mill, Bradford Road, Holt Town



9. Brunswick Mill, Bradford Road, Holt Town- entrance detail



9. Brunswick Mill, Bradford Road, Holt Town- simple , repeated fenestration and brick detailing at key junctions/ locations



10. Ancoats Works, Pollard Street



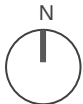
10. Brick detailing, Beswick street, Holt Town/ Ancoats

1.0 ASSESMENT

1.2 Historical Maps

The following illustrations show the proposed site in historical context from 1848 to the present day.

The 1848 map shows the site occupying the corner of a significant route running east from Holt Town to Bradford (the line now taken by Ashton New Road) and Bradford Lane (to become Grey Mare Lane) running north/ south. The site is occupied by a building/ plot named Bradford House. And surrounded by open land, which is serving the industry of the day- coal pits and a collieries to the north and east, and a Tannery to the south.



1848



1848

1.0 ASSESSMENT

1.2 Historical Maps

The 1891 and 1893 maps show the route to the north now named as Ashton New Road and the Bradford Lane has become Grey Mare Lane. Both roads have been defined and edged by continuous development. Built form generally is significantly denser with industry and terraced housing occupying a grid like street pattern. The site is occupied by the building named earlier as ‘Bradford House’ with terraced housing to the west and south, along Rhodes street and Grey Mare Lane, respectively.



1.0 ASSESSMENT

1.2 Historical Maps

The 1923 map shows the ‘Picture Theatre’ occupying the western boundary along Rhodes street. The built form of this era, occupying and surrounding the site remains largely consistent (1953, 1968 maps) until the late 1960’s when comprehensive clearance of Victorian fabric made way for the Grey Mare housing estate, largely as it appears today.



1923



1923

1.0 ASSESMENT

1.2 Historical Maps



1.0 ASSESSMENT

1.2 Historical Maps

The 1977-79 map shows the site occupied by the Crossroads Public House, car park and amenity space, with the houses of Jenkyn Walk to the west and the Bradford Labour Club (Now Mary D's) to the east. The Crossroads was demolished in 2019, and the site has remained undeveloped since then.



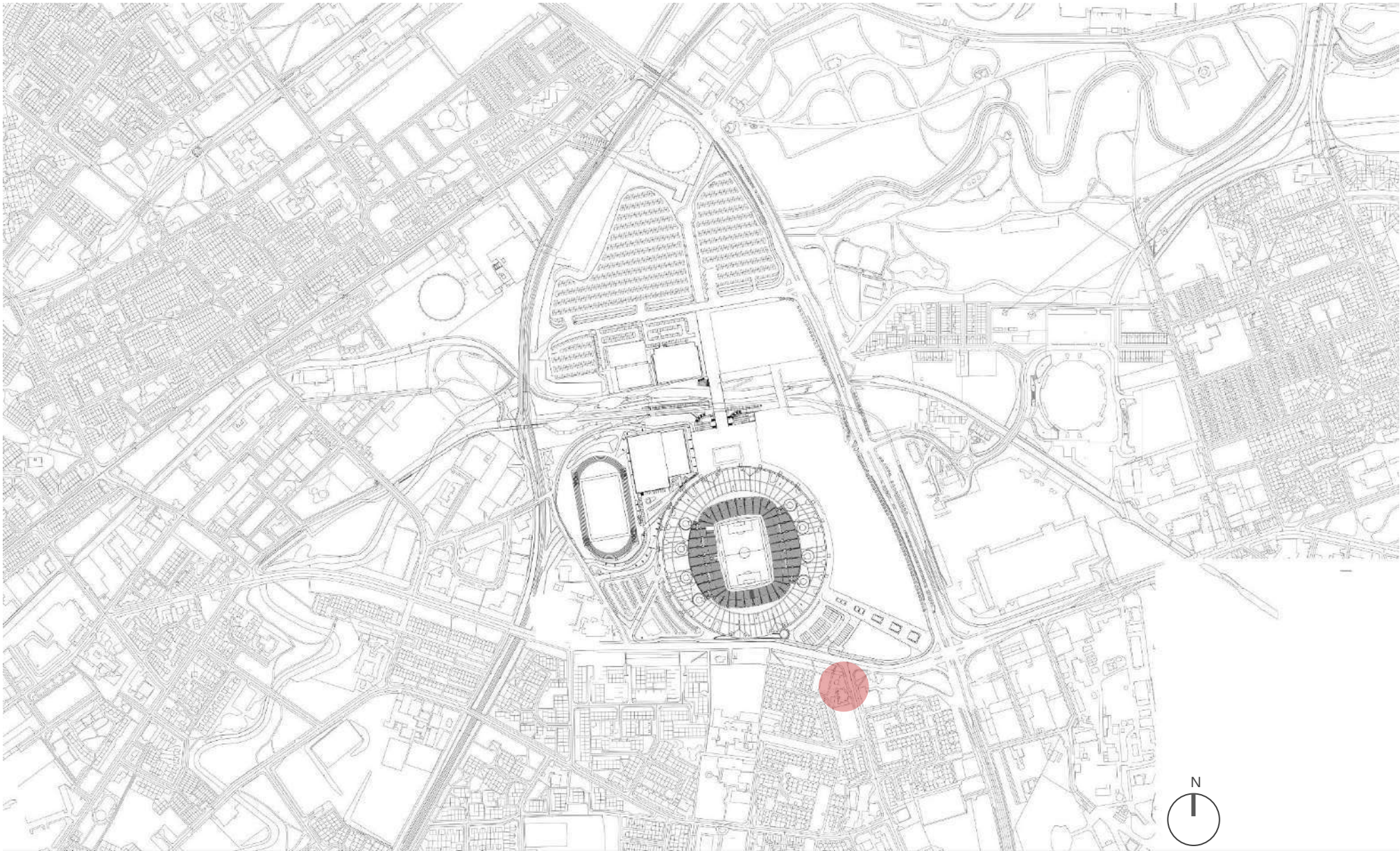
1.0 ASSESSMENT

1.2 Historical Maps

The map circa 2013 shows the site in context with the Eithiad stadium, originally built for the Commonwealth games of 2002.



The Crossroads public house, demolished 2019



Circa- 2013

1.0 ASSESSMENT

1.3 Historical Photographs



Junction of Grey Mare Lane with Ashton New Road viewed from Forge Lane (northeast of the site, 1962)



Junction of Grey Mare Lane with Ashton New Road (1962)



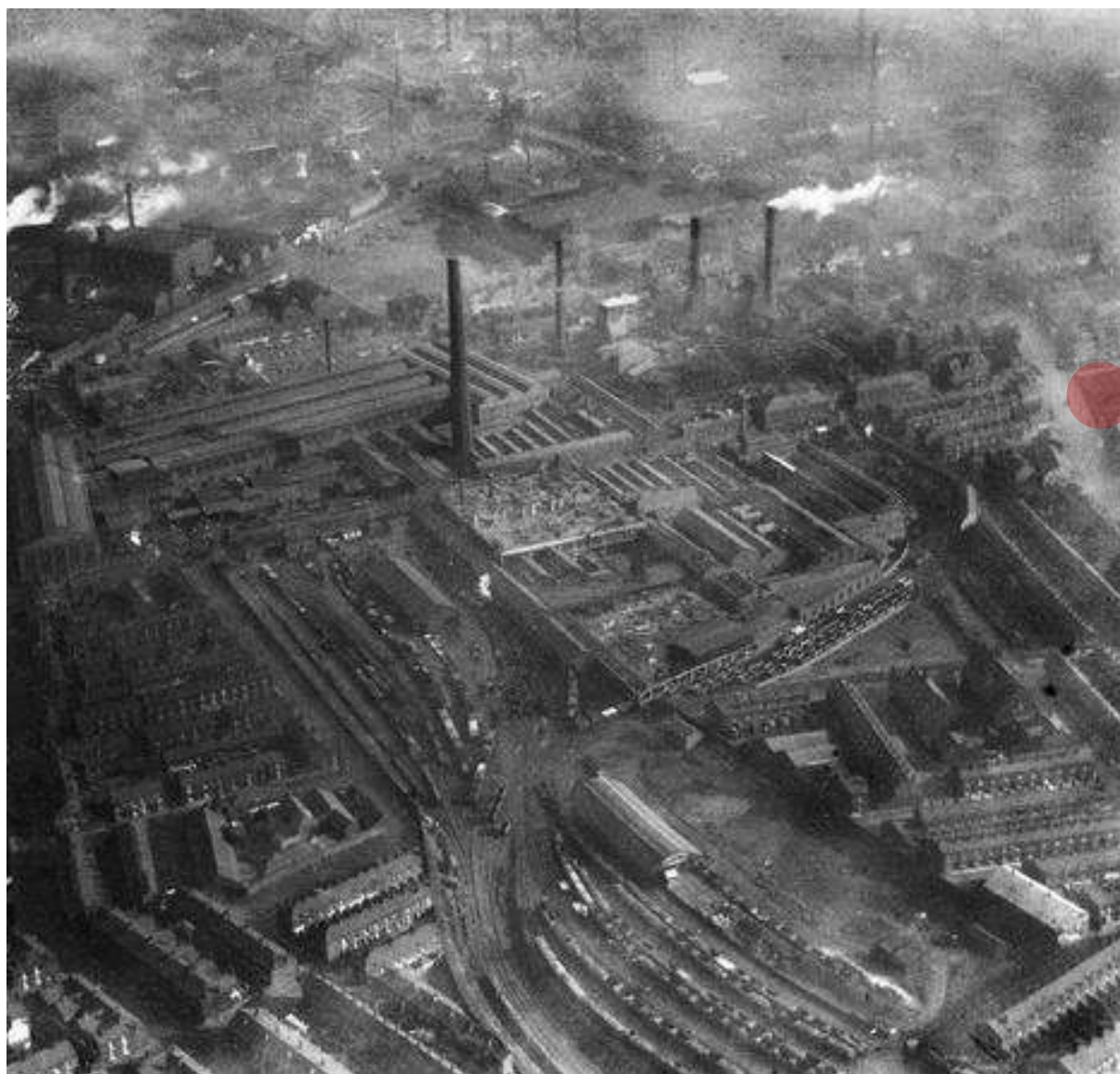
Grey Mare Lane, west side looking north towards Ashton New Road (1962)



Grey Mare Lane, east side (1962)

1.0 ASSESSMENT

1.3 Historical Photographs



Aerial view Circa 1923 showing the industrial context and in particular the Bradford Iron Works to the north of the site



Aerial view Circa 1970 showing the clearance of the terraced housing surrounding the site in preparation for the construction of the Grey Mare Lane estate

1.0 ASSESMENT

1.4 The Site in the context of the Grey Mare Lane
Regeneration Masterplan (GMLRMP 2024)

A masterplan has been prepared (2024) setting out a framework for the regeneration of the Grey Mare Lane estate. The following pages illustrate the strategic importance of the site and guidelines for its redevelopment set out by this document. The proposed development site sits at a key ‘Gateway’ location on the northern edge of the masterplan study area.

Key



Development site



Boundary to Grey Mare Lane
Regeneration Masterplan



Site location in the context of the masterplan (image courtesy of GMLRMP)

1.0 ASSESMENT

1.4 The Site in the context of the Grey Mare Lane
Regeneration Masterplan (cont.)

The Masterplan identifies key opportunities, constraints and challenges inherent with the development site as illustrated by the following diagrams.
(images courtesy of GML MRP)

Key Constraints.

‘Grey Mare Lane feels like a major highway with its width, lack of greenery and the limited number of front doors opening to the street.’

‘Parking is a key issue for the neighbourhood’

‘The edge of the estate has a strong ‘green’ character, whilst within the estate there is little usable green space for families’

‘There is a lack of connection to Grey Mare Lane and active street frontages.’

(text courtesy of GML MRP)



Key Constraints (image courtesy of GMLRMP)

Key Opportunities.

The northern junction with Ashton New Road is an open and exposed aspect and an opportunity to both landmark the community of Grey Mare Lane and its relationship to the stadium and its context’

‘The green buffer to the perimeter of the estate is both an asset and an issue with its connections to the wider setting. Introducing new permeability and visibility with some new built development could enhance this setting.’

‘Plots identified in orange could help to both densify the area and deliver valuable additional new affordable homes.’

(text courtesy of GML MRP)



Key Opportunities (image courtesy of GML MRP)

1.0 ASSESSMENT

1.4 The Site within the Grey Mare Lane Regeneration
Masterplan (cont.)

Key Challenges identified by the masterplan, relevant to the development site:

'2. Poor surface highways to all streets of Grey Mare Lane Estate present a poor public landscape and environment and greening and upgrading the streets will help to create a unified improved look and feel across the site.'

'3. Rethinking Grey Mare Lane into a re-established and redesigned primary street to create an improved and upgraded highway infrastructure including cycleways, SUDS, green pockets and narrower road.'

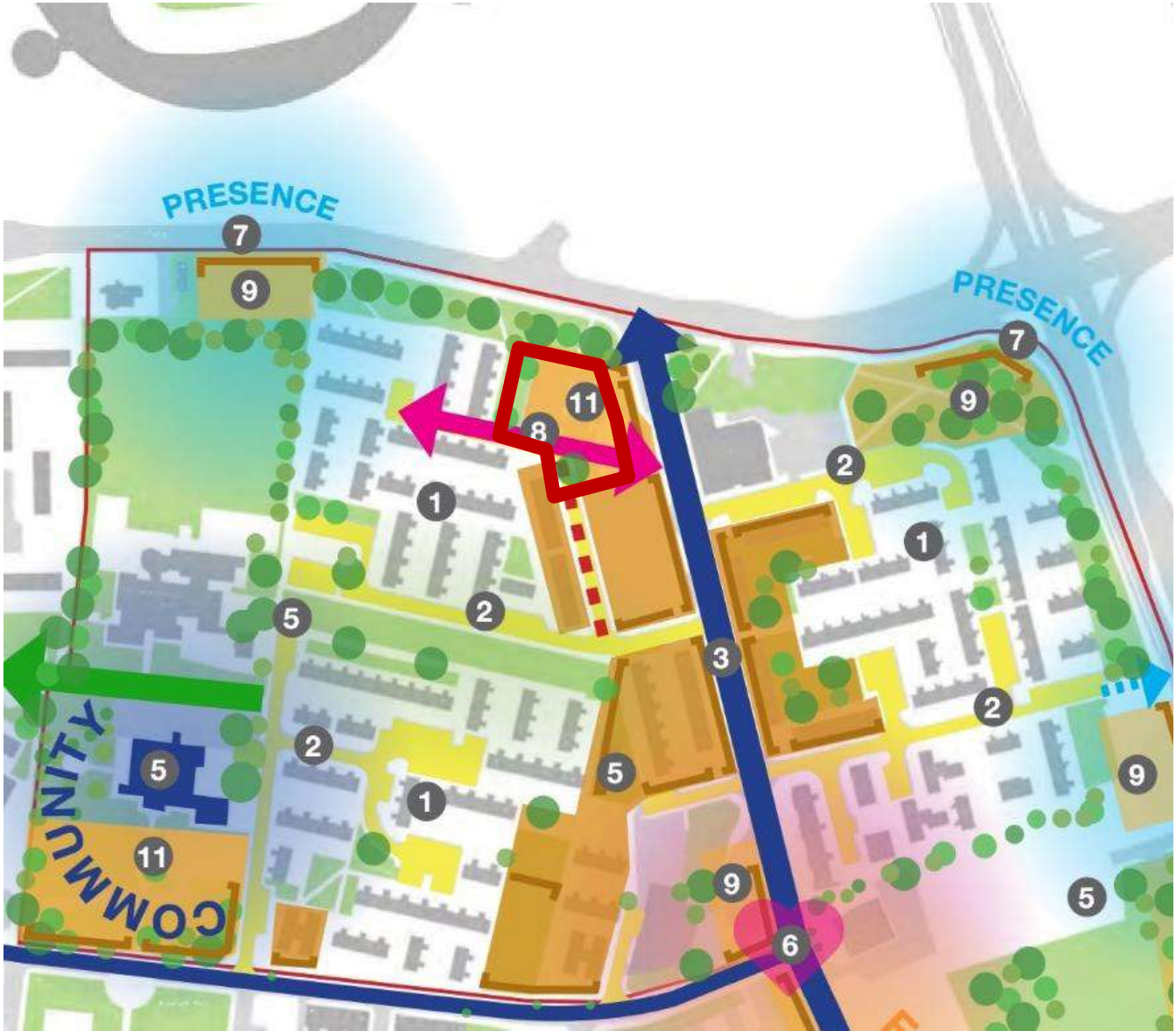
'4. The northern and southern ends of Grey Mare Lane feel disconnected, and finding ways to reconnect is important as well as including the schools to create a safer pedestrian friendly connection.'

'8. Connect Newcombe Close directly onto Grey Mare Lane and close-up the connection to Hopedale Close.'

'10. Increasing housing density whilst providing appropriate car parking provision is a challenge and key aspect of the masterplan.'

'11 A holistic approach to the masterplan that collectively combines the identified development plots.'

(text in italics courtesy of GML MRP)



Key Challenges (image courtesy of GML MRP)

1.0 ASSESMENT

1.4 The Site within the Grey Mare Lane Regeneration Masterplan (cont.)

The masterplan identifies key drivers and sets out broad guidance to the development of the site and its relationship to the wider/ strategic proposals- as illustrated by the following diagrams and text.

‘Response to existing buildings: This is a key gateway corner to the Grey Mare Lane Estate, and the Etihad Stadium opposite the site.

To the east is Tony’s Stadium Chippy and Mary D’s Beamish Bar. These are visually all part of one large two storey building. They are linked to the use of the stadium and provide an outward facing element of the estate connecting to match and event days.

To the south is a cleared development plot, and a run of walk-up flats on Newcombe Close that are potentially earmarked for demolition.

To the West are two blocks of family homes both sepawalk-upe site by mature trees. Both blocks present front doors towards the site.

Active frontages: The junction of Ashton New Road and Grey Mare Lane is a key arrival space, and commercial (small scale retail, cafe) or amenity space for residential would be preferred but this is subject to viability.

Land-use: Residential uses with amenity at ground, and a public facing use such as a cafe, library, community space fronting to the central hub space.

Scale: The immediate area is a mix of 2 / 3 storey family dwellings to the west, 2 storey commercial buildings to the east, no immediate buildings to the south, and the Etihad stadium to the north.

As a gateway site an increased scale to the corner would be favored but with a need to step down to suit the existing family dwelling context adjacent.

Access: Newcombe Close is proposed to be realigned to connect directly to Grey Mare Lane to simplify vehicle movement within the estate. Vehicle access should be provided from Newcombe close.

Pedestrian access should be provided from both any surface car parking, and Grey Mare Lane to provide active frontage to the street.

Trees: There are a number of existing trees to the perimeter of the site which should be retained wherever possible. Any removals should be re-provided in-line with MCC policy’

(text in italics courtesy of GML MRP)



Development guidance diagram (courtesy of GMLRMP)

1.0 ASSESSMENT

1.4 The Site within the Grey Mare Lane Regeneration Masterplan (GMLRMP) (cont.)

The masterplan identifies key drivers and sets out broad guidance to the development of the adjacent sites as illustrated by the following diagrams and text.

‘Response to existing buildings: Plots 03 to 09 are set within the main context of the estate, with a mixture of two storey houses and three storey walk up flats.

Grey Mare Lane and Albert Street are the primary routes through the estate, with Grey Mare Lane being of greater significance. Historically the central section of Grey Mare Lane has had 3 storey walk up flats fronting the street, and buildings of increased scale here would be favoured to help define the significance of the street.

Within the main body of the estate it would be expected that buildings are responsive to their immediate neighbours and respectful of existing residential amenity.

Active frontages: The existing estate suffers from a lack of clarity of clear active frontage lines, and where development is being proposed to be brought forwards this should help resolve and define clear frontages wherever possible. It is expected that active frontages will be achieved by both residential own front doors / ground floor residential use, and localised central amenity spaces for apartment uses.

Land-use: Residential uses with amenity at ground would be expected within this context. Scale: Grey Mare Lane frontage could allow for buildings up to four / five storeys stepping up towards the Etihad Stadium - subject to detail design. All other buildings would be expected to be two to three storeys to be in context with the surrounding residential homes.

Access: Two new access points are proposed to be formed with the extension of Newcombe and Raglan Close. This is to simplify traffic movements and reduce movement down residential streets wherever possible reinforcing the primary roads of Grey Mare Lane and Albert Street.

Apartments would be expected to have a smaller provision of parking allocated and provision for use of sustainable transport and car club access. Appropriate parking provision will need to be agreed with MCC officers through the planning process.’



Development guidance diagram for adjacent plots

1.0 ASSESSMENT

1.4 The Site within the Grey Mare Lane Regeneration Masterplan (cont.)

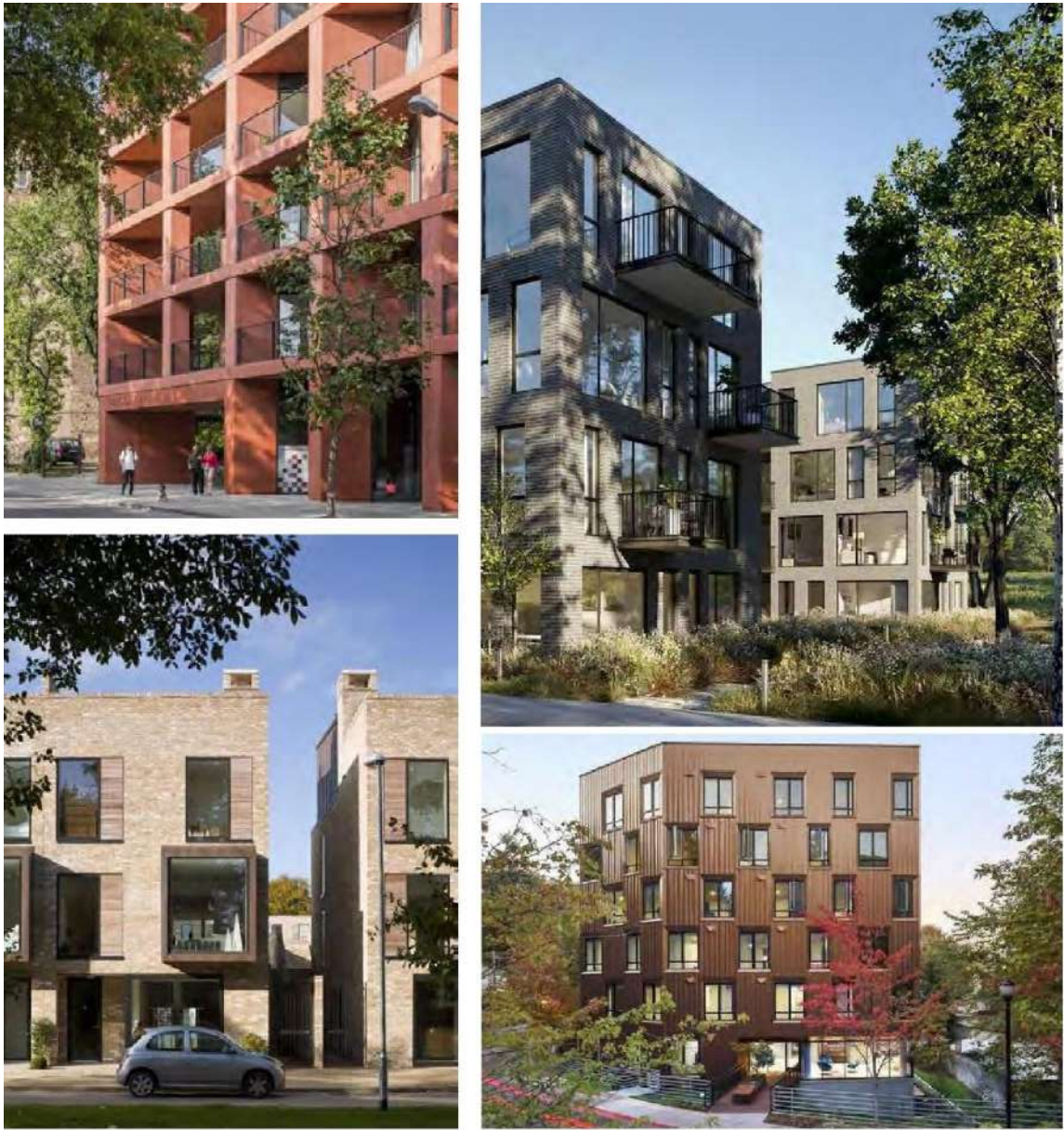
The masterplan identifies the need for the ‘Opening up of Grey Mare Lane’ and states that much of the current estate is hidden from view and lacking connection to the surrounding streets and places. As such it calls for a ‘new identity’ by:

‘Selective new build development to the outer edges of the estate, with a focus on Ashton New Road, and Alan Turing Way.

‘Promoting a new identity with high quality architecture of the highest materials’
(text in italics courtesy of GML MRP)



Diagram illustrating the need for greater visibility and presence of the estate. The development plot is clearly identified as a significant opportunity to contribute to this. (image courtesy of GML MRP)



Examples of contemporary architectural precedent offered by the masterplan document (image courtesy of GML MRP)

1.0 ASSESSMENT

1.5 Parameters

Site Area
The application site area is 0.2853 Hectares

Density
The total number of proposed homes is 76, therefore the *density is 266 Dwellings per Hectare*

Ownership
The site is currently owned by Manchester City Council however upon a favourable planning decision the ownership will transfer to Great Places Housing Group.

Levels:
The site is predominately flat, although there is a drop in level of approximately 1M from the back edge of pavement on Ashton new Road to the southern edge of the grass verge containing the existing trees.



Topographical survey drawing of existing site

1.0 ASSESSMENT

1.6 Summary of the key Opportunities and Constraints

Opportunities

- Creation of a Gateway building to the corner of Ashton New Road and Grey Mare Lane, responding to the aspirations of the GMLRP and the scale and presence of the Etihad stadium
- Opportunity to add density in the form of much needed new homes bringing people and activity to the area.
- Added passive surveillance to the streets
- An enhanced connection between Grey Mare Lane and Newcombe Close
- Contribute to the creation of a positive new identity for and of the estate.
- Respect and facilitate future development potential identified by the GMLRMP.

Constraints

- Existing trees have been retained where possible, in particular the established mature trees which contribute to the proposed landscape strategy.
- The need to respect the “aspect” and amenity of existing houses surrounding the site and the need to provide active frontages and passive surveillance wherever possible.
- Address the current lack of connection between Grey Mare Lane and Newcombe Close and the quantity of active street frontages.
- Address the potential issues associated with car parking and higher density housing.

1.7 Key Policy documents referred to:

The following key policies, documents and design guides have informed the proposals (for further detailed information please refer to the Planning Statement document which accompanies this application) :

- National Planning Policy Framework
- Places for Everyone Adopted March 2024
- The National Design Guide 2019
- Guide to Development in Manchester Supplementary Planning Document and Planning Guidance Adopted April 2007
- Providing for Housing Choice - Supplementary Planning Document and Planning Guidance Adopted 2nd September 2008
- Manchester Residential Quality Guide
- Manchester Core Strategy (2012)

1.8 Economic and Social Benefit

The provision of 70No new affordable homes will contribute significantly to the required housing supply, will supplement the economic and social activity of the local shops and amenities.

1.9 Assessment Summary

The proposal will provide a mix of 1 and 2 bedroom dwellings to suit local housing needs, and will be of an appropriate scale, massing and density relative to the adjacent existing houses.

2.0 CONSULTATION AND EVOLUTION OF PROPOSALS

2.1 Meeting with MCC 07.11.22

Initial sketch proposals were presented to planning officers (Jennifer Atkinson and Dave Roscoe). Proposals consist of an apartment block holding the corner of Ashton New Road and Grey Mare Lane, accessed on foot from the north and east, with car parking to the south. In massing Overall, a Overall, block sits next to the existing housing on Jenkyn Walk and a 5 storey block runs along Grey Mare Lane. Overall, a total of 51 no. new homes are proposed with 29no. Car parking spaces.

Feedback received acknowledged the development opportunity and welcomed the proposed residential use for the site. Further detailed/ developed proposals were requested.



Proposed site plan



Initial massing sketch, looking south from the corner of Grey Mare Lane and Ashton New Road

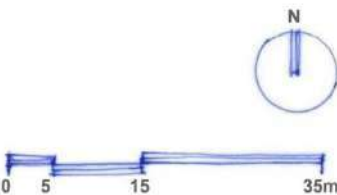
Schedule of Accommodation

35No /69% /1bed/2per/50m2

16No /31% /2bed/3per/61m2

51No. TOTAL

25No Car parking spaces (50%)



2.0 CONSULTATION AND EVOLUTION OF PROPOSALS

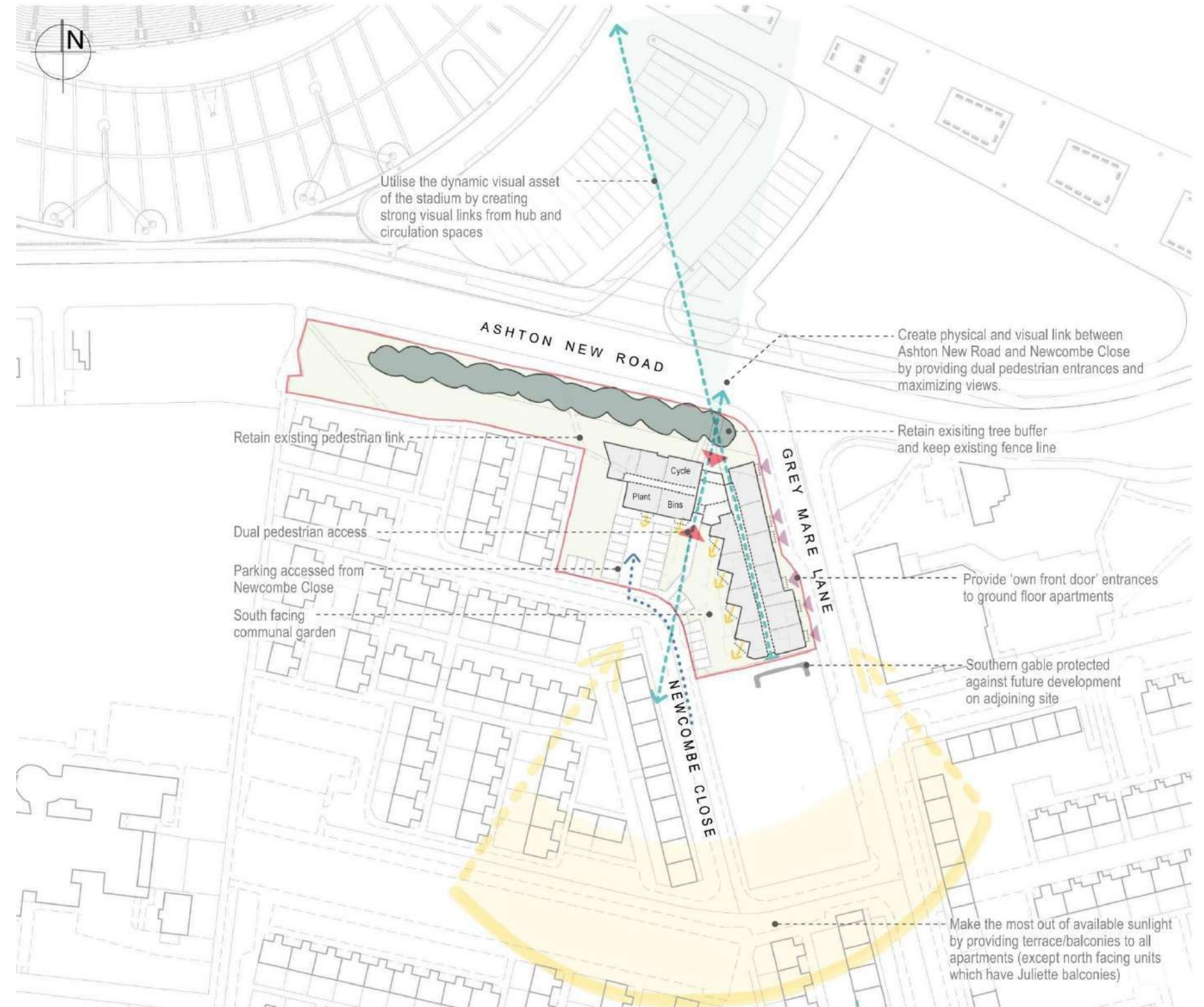
2.2 Meeting with MCC 13.10.23

Sketch proposals were presented to Planning case officer Jennifer Atkinson and are summarized as follows:

- The apartment block footprint holds the corner of Ashton New Road and Grey Mare Lane, creating a strong presence/ gateway element.
- A 3 storey block sits next to the existing housing of Jenkyn Walk and a 5 storey block runs along Grey Mare Lane, providing 66 no. new homes in total.
- Hub/ entrance creates a physical and visual link between Ashton New Road and Newcombe Close by providing dual pedestrian entrances and maximizing views to the north (the stadium) and south (communal garden)
- Car parking is accessed from Newcombe Close, providing 23 no. spaces
- Servicing and bin collection is provided from Newcombe Close
- A South facing communal garden/ amenity space is provided
- Trees are retained to Ashton New Road frontage
- .Block is configured to make the most out of available sunlight by providing terrace/balconies to all apartments (except north facing units which have Juliette balconies)
- 'Own front doors are provided to ground floor apartments to enhance street activity and passive surveillance
- Active frontages are provided to all aspects wherever possible, carefully respecting the amenity of adjacent properties.

Feedback received is summarised as follows:

- A building which holds the corner of Ashton New Road and Grey Mare Lane is welcomed. The scale of the building will need to be appropriate to this location and a 'mini' masterplan exercise is suggested to consider the adjacent plot potential and the context of the emerging masterplan being prepared for the estate. 5/ 6 storey was considered appropriate along Grey Mare Lane, but a step down in massing to the south should be investigated.
- The scale of the building will also be dictated to by the car parking strategy for the site and the wider area. Further work and consideration needs to be given to this in order to help inform the scale of development at this site and others.
- The layout also needs to consider if there is an opportunity to introduce some permeability Newcombe Close. There Grey Mare Lane is inward looking and this development, along with the One Manchester site, provides an opportunity to improve connectivity.
- The opportunity to highlight the main entrance from Ashton New Road is welcomed, but concern expressed about the deep recess to this element which feels disjointed from the rest of the elevations.
- The introduction of projecting balconies to Grey Mare Lane also adds to the clutter to the primary elevations of the building.



Proposed site plan with key design drivers identified

2.0 CONSULTATION AND EVOLUTION OF PROPOSALS

2.2 Meeting with MCC 13.10.23

Feedback received (cont.)

- Front doors should be provided along Grey Mare Lane to provide a sense of a frontage for the ground floor flats and activate the street scene.
- The upper floors need to consist of well crafted, deep reveals with the interest provided by the one-bedroom the masonry can be expressed.
- There should be a step in the building height rather than a step in the plane of the elevation.
- The number of one bedroom apartments is too high. This is also affecting the imbalance between apartment numbers and car parking. The number of one bedroom accommodation should be significantly reduced to improve the provision of larger property types in the development and improve the car parking ratio.
- There needs to be a range of accessible apartments including an appropriate number that meet M4(3).
- All apartments should meet the Manchester Space Standards in the Residential Quality Guide.



Proposed site plan

2.0 CONSULTATION AND EVOLUTION OF PROPOSALS

2.2 Meeting with MCC 13.10.23



Sketch massing view looking south



Sketch massing view looking north

2.0 CONSULTATION AND EVOLUTION OF PROPOSALS

2.3 Meeting with MCC 12.12.23

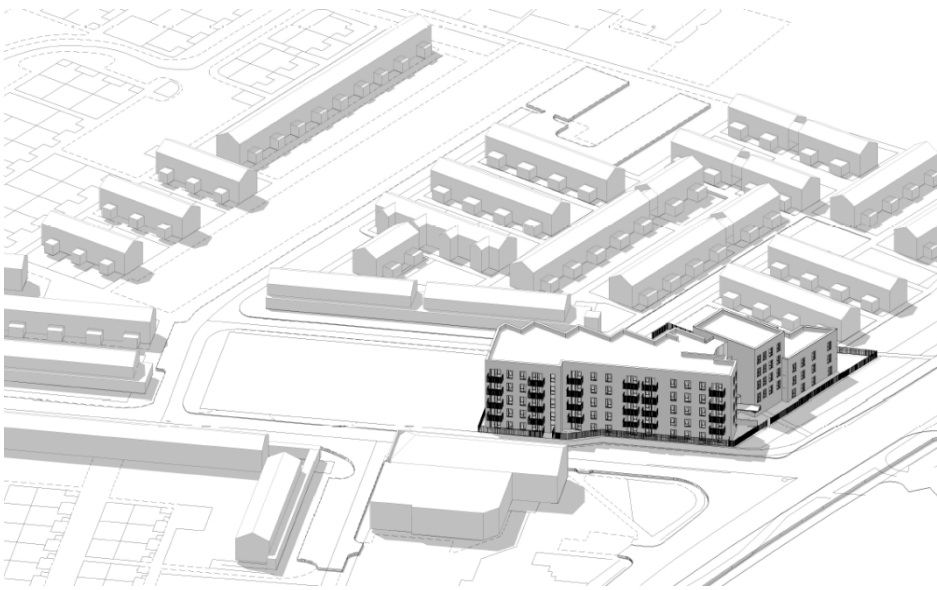
A meeting was arranged (as recommended by the planning case officer) to discuss the outline proposals in the context of the Grey Mare Lane Regeneration Masterplan. In attendance were representatives from Great Places Housing Group, Bowker Sadler architects, BDP architects (master planners) and Manchester City Council officers.

Discussion of aspects of the master plan, of particular relevance to the development plot are summarised as follows

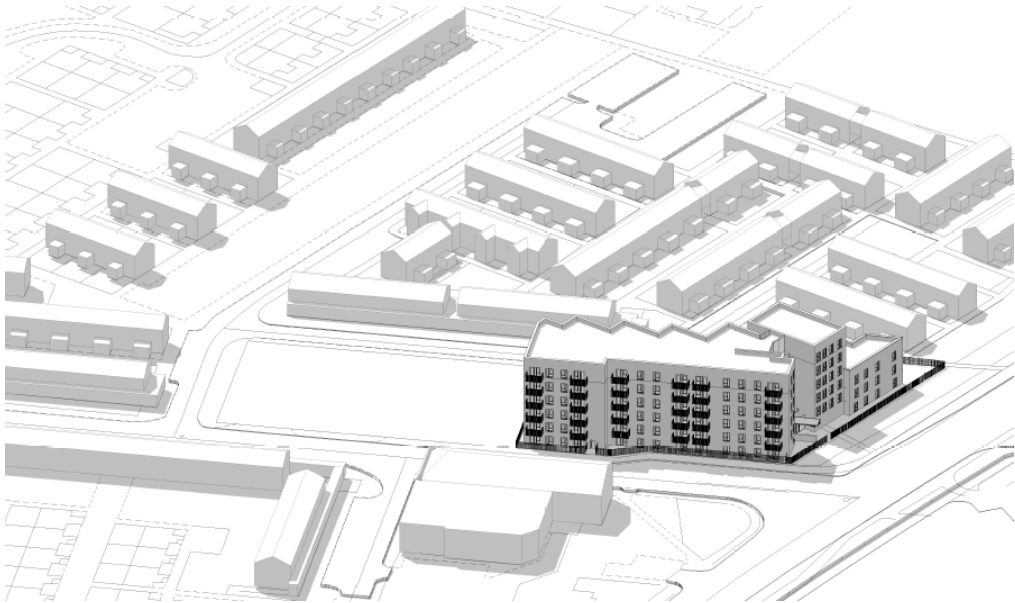
- Master plan (MP) currently looking to retain majority of existing housing stock – generally 'pepper potted' with owner occupiers.
- MP will look to 'repair' the inherent issues associated with the existing 'Radburn' layout wherever possible.
- MP strategy is to minimise parking provision as far as possible / practical. Ratio of 100% parking to family housing but with reduced ratios/ 'minimal' parking to apartments was seen as the preferred approach. It was agreed that technical evidence/ Transport consultant input is required to support this strategy.
- Permit parking currently in operation for existing residents 7 days a week- this needs to be factored into overall strategy for proposed development.

Discussion of initial site proposals in the context of the masterplan are summarised as follows:

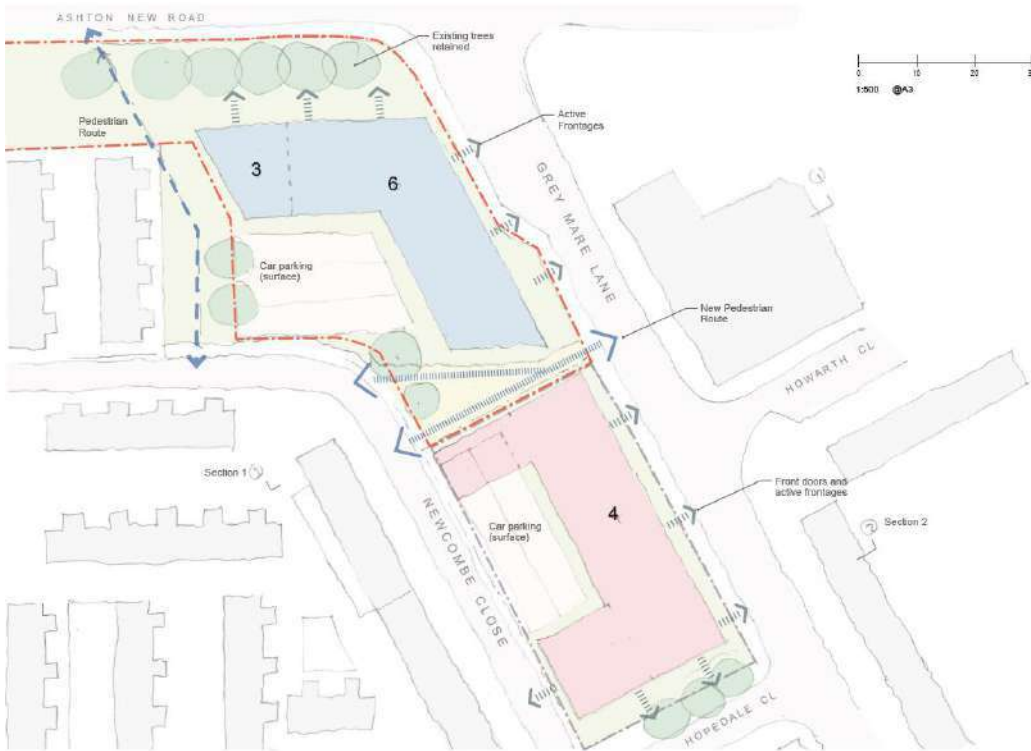
- MP preferred option is to continue Newcombe Close through eastwards to Grey Mare Lane. The consequent reduction in footprint size of Site 1 should be balanced by higher density, creating a 'landmark/ gateway corner' building.
- Stepping the storey heights from 3-7-5 (working clockwise NW to SE) was seen as appropriate.
- MP preference is to take a vehicular route through and either down grade Newcombe Close heading south or include existing housing within an extended development footprint for the One Manchester site.
- General agreement that we should 'future proof' site 1 and progress with proposals which accommodate the potential of a vehicular route. 'Striking a line' from the existing gables of the houses (west of the site) to Newcombe Close should establish a southern plot boundary for new build.



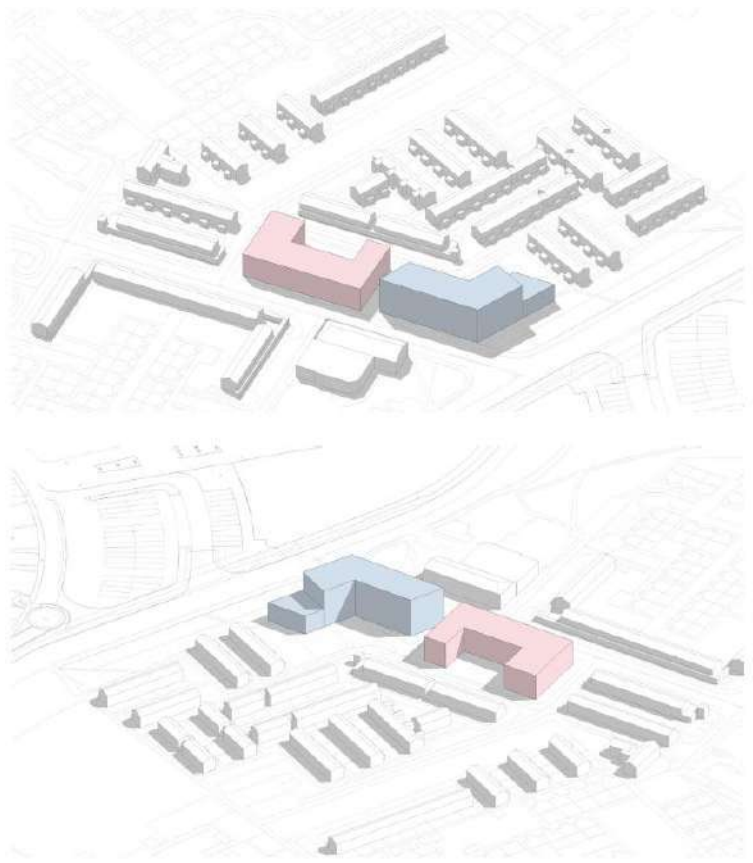
Sketch massing in context (5 storey option)



Sketch massing in context (6 storey option)



Sketch site plan and axonometric views looking at option to connect Newcombe Lane with Grey Mare Lane



2.0 CONSULTATION AND EVOLUTION OF PROPOSALS

2.4 Pre-Application consultation June 2024

A revised set of proposals, reflecting the comments and feedback received was issued to planning case officer Jennifer Atkinson 19.06.24. Key adjustments and proposals are summarised as follows:

- Masterplan (MP) calls for a building of presence at the corner of Grey Mare and Ashton New Road- current sketches indicate 6 storeys stepping down to 3 adjacent to the existing houses of Jenkyn Walk to the west. The element which runs parallel to Grey Mare Lane has been shortened to accommodate a pedestrian link through to Newcombe Close and as such; to maintain simple, consistent massing, this is shown as a continuous 6 storey block with the transition/ step down accommodated by the adjacent block on plot C (adjacent site to the south), which we feel would be appropriate at 4/5 storeys.
- Car parking- MP intent is to maintain family housing parking ratios at a100% whilst looking to reduce ratios for apartments. Given the call for a building of scale and density and the proximity to sustainable transport options- current proposals show a total of 69 apartments with 14 no.(20%) parking spaces within a secure car park accessed off Newcombe Close. engaging with Transport Consultants have been engaged to assist with developing a strategy to support the application.
- Pedestrian/ cycle route introduced between Newcombe Close and Grey Mare Lane in line with the emerging MP. The geometry of the interface between plot A and C allows for generous south facing hard/ soft landscape with the retention of the existing/ introduction of new trees, good visual links, and passive surveillance. Windows will be positioned so as to maintain privacy across the proposed new pedestrian/cycle link..
- The building line along Ashton New Road/ Grey Mare Lane is now continuous, resulting in a simpler massing outline.
- The central core area has been re-configured, and the main entrance is now clearly visible from Ashton New Road and will read as a natural welcome/ arrival point at the base of the ‘gap’ between the 6 storey elements.
- Balconies to the Grey Mare Lane and Ashton New Road frontages to provide valuable amenity space, but they are now recessed, simplifying the elevational plane but adding depth and modelling.
- Front doors have been added to ‘activate’ ground floor frontages.



2.0 CONSULTATION AND EVOLUTION OF PROPOSALS

2.4 Pre-Application consultation June 2024 (cont)

- Recessed balconies add to the sense of depth and ‘solidity’. To the uppermost levels, of the 6 storey elements, a change in material is suggested - standing seam metal for example, to contrast with the masonry and further articulate the eaves/ skyline. The top-most balconies would not be roofed over high-quality break up the eaves line and massing of the street frontages.
- Total number of apartments are shown at 69, with a mix of 16 no. 2b/3p and 53 no. 1b/2p. Although this is provisional, it is the preference of Great Places and reflects the feedback from consultation with Northwards Housing and Neighbourhoods teams regarding market demand of the area. Car parking has been provided at 20% in line with emerging MP strategy.
- All apartments will be M4(2) and Manchester Space Standards compliant. Ground floor apartments will also incorporate a wet room.

Feedback received can be summarised as follows:

- *Regarding the accommodation mix- any proposal that comes forward needs to be in line with the overarching strategy for the area and therefore number ratio of one bed to two beds needs to be justified.*
- *Dense development with low number of parking spaces will need to be further justified.*
- *Choice of precedent is appropriate- characterised by simple form but well detailed, consistent materiality, deep reveals and feature banding (such as soldier coursing) or curved brick work. It is considered the same approach should be taken here.*
- *Concern expressed at the attempt to bleed away the height and massing of the building by changing the materiality. The building would be much stronger in one material - a high-quality brick.*
- *The window reveals should be at least one brick deep with brick soffits.*
- *Window specification to ensure the frames and mullions don't dominate and look overly chunky.*
- *Curved feature of elevation will need to avoid cutting the brick? detail will need to be formed with a special brick.*
- *Requirement for a high-quality boundary treatment which would include a degree of solidity to it with low walls and railings.*

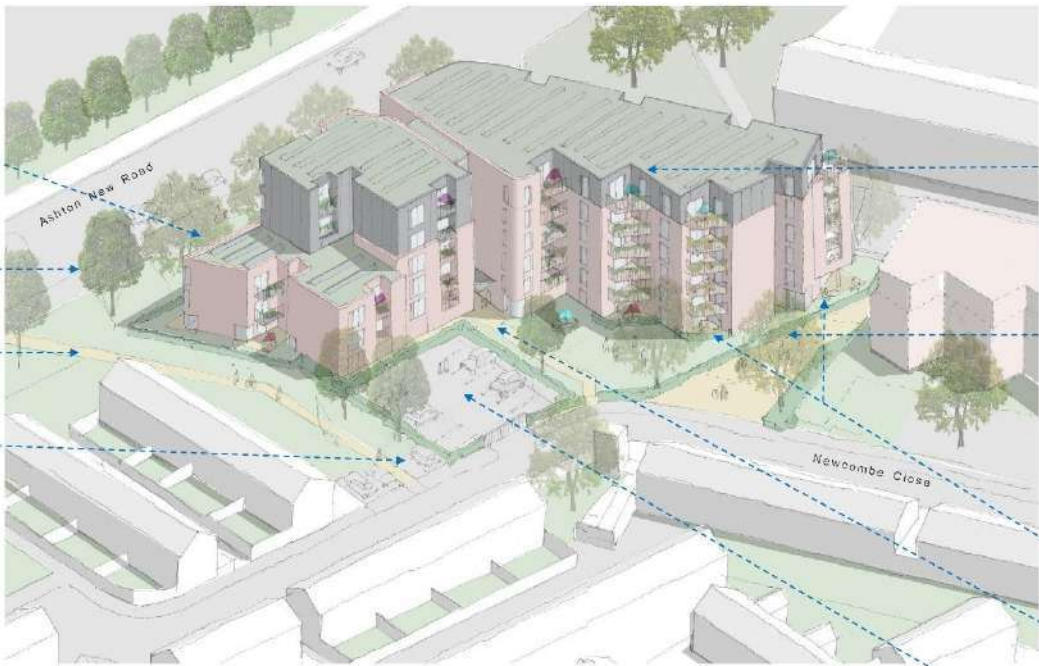
Place Making

Building mass relates in scale to existing homes to the East, by stepping up from 3 to 6 stories.

Existing mature trees retained

Existing pedestrian link retained and realigned to respect amenity of adjoining neighbours.

Parking retained for existing residents



Sketch axonometric looking north

Place Making

Steps in the eaves line breaks up massing on Grey Mare Lane

Strong street corner at Ashton New Road / Grey Mare Lane junction

Entrance from Ashton New Road provides an "extended" welcome with a large canopy, allowing views through to communal garden to the South.

Active Street Frontages

Private balconies, overlooking streets, on all floors

'Own front doors' at ground floor



Sketch view from Ashton New Road

2.0 CONSULTATION AND EVOLUTION OF PROPOSALS

2.5 Pre-Application meeting 07.10.24

A revised set of proposals, reflecting the comments and feedback received to date was issued to planning case officer Jennifer Atkinson 02.10.24. and discussed at a meeting 07.10.24. Proposals are summarised as follows and by accompanying illustrations:

- Accommodation mix is revised to reflect client (Great Places Housing Group) requirement for this location. A total of 70 new homes are proposed in a mix of 48no. 1 beds (69%) and 22no. 2 beds (31%)
- A secure car park accommodating 9 spaces is proposed. Although this ratio of parking spaces to number of homes equates to 13%, it is justified by the close proximity and convenience of sustainable transport options.
- A consistent materiality is proposed throughout, with the use two subtly contrasting brick types and brick detailing at key locations
- Window reveals are proposed at 1 brick deep.
- The curved feature to the corner of Grey Mare Lane and Ashton New Road has been revised to accommodate activity in the form of balconies in a vertically emphasized corner element.
- Building steps up from 3 to 6 storey to respect neighbouring 2 storey houses
- Prominent and welcoming pedestrian entrance from Ashton New Road
- ‘Own front doors’ at ground floor off Grey Mare Lane and Ashton New Road provide
- Private balconies overlooking the street on all floors provide valuable amenity space and offer activity, depth and articulation to the elevations
- Notched’ eaves line provides articulation to massing
- Building line/ height steps to relate to height of adjacent future development in accordance with masterplan principles
- Strong corner (6 storey) at junction creates presence and ‘Gateway’ identity.
- Enhanced public realm provides link physical and visual link between Newcombe Close and Grey Mare Lane

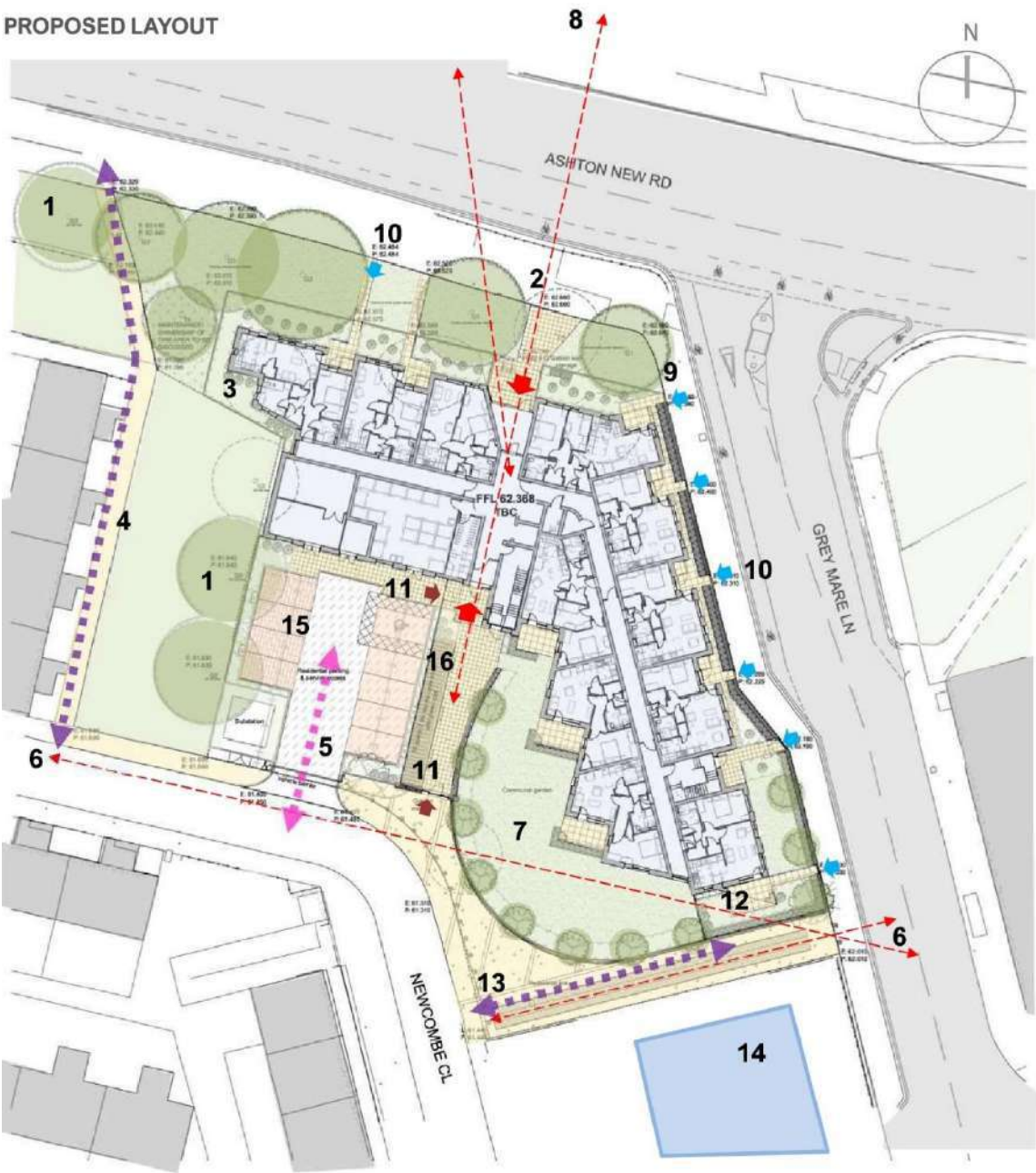
Proposed Site Layout

Place Making

Key

1. Existing trees retained where possible
2. New pedestrian access formed onto Ashton New Road - providing convenient link to public transport.
3. 3 storey block adjacent to existing 2 storey housing
4. Existing pedestrian route retained
5. Key fob access to car park
6. Views and pedestrian link between streets
7. South facing communal garden
8. Visual links to Etihad Stadium
9. Strong street corner at Ashton New Road / Grey Mare Lane junction
10. Active Street Frontages with gated access leading to front doors of ground floor apartments
11. Secure gated access to communal garden and bike store
12. South facing balconies overlooking Communal Garden and pedestrian link
13. Pedestrian link between Newcombe Close and Grey Mare Lane
14. Future Proofed- Proposed development respects location of the potential future residential development on the adjoining site located to the south
15. Secure parking for 9 no. cars
16. Secure bike storage for all residents

PROPOSED LAYOUT



Proposed site plan diagram

2.0 CONSULTATION AND EVOLUTION OF PROPOSALS

2.5 Pre-Application meeting 07.10.24 (cont)

Feedback from the meeting and from further drawings issued 08.10.24 is summarized as follows:

Details should emphasise a masonry building- use of metal work to separate floor slabs not considered to be appropriate.

Variety of brickwork detailing needs to be brought into a cohesive design response.

Concern expressed re. proportions of the elevations. The linking of fenestration across floor levels to express verticality questioned and a more horizontal emphasis considered appropriate for a building of this scale which would express a stronger grid structure.

Re. balconies. These need to form part of the facade design and not appear as projecting balconies which have been enclosed by projecting elements of the building. The base of the balconies need to form part of the facade i.e. part of the masonry grid - allowing the horizontal to be expressed. The top floor balcony also need to be completed in the same way to form a robust, masonry facade. The balustrades to the balconies needs to be more innovative rather than a standard system more decorative balustrades should be produced to elevate the scheme.

Louvres should be incorporated into the soffits of the windows. Any other requirement for ventilation into the brick work needs to be communicated.

Bay study required to communicate the depth of the window reveal, soffit detail and window frame sizes. Slimmest frame window as possible should be considered including those that have mouldings to them to visually reduce their size. All opening elements should be flush to the main frame.

Re. south elevation- this is considered to be overly complicated and requires simplification.

Re. accommodation mix- number of one beds considered high and an understanding of how this relates to wider housing strategy is required, particularly with limited parking proposed. Any increase of above 33% will need to be robustly justified.

Traffic and movement strategy required in order to seek Highways input. Parking permits for residents to be considered.

Boundary treatments to be further reviewed.

Key

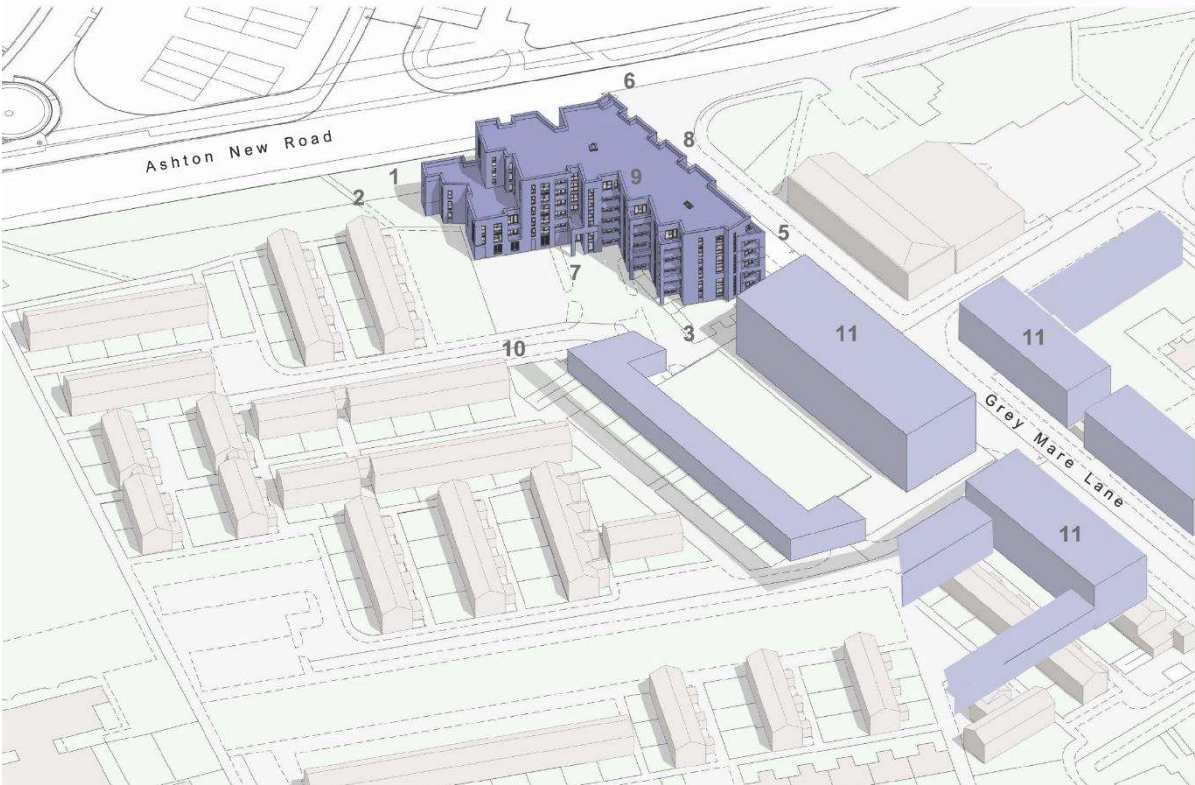
- 1. Proposed building relates in scale to existing homes by stepping up from 3 to 6 stories.
- 2. Existing pedestrian link retained
- 3. New pedestrian/ cycle link from Newcombe Close to Grey Mare Lane overlooked by residents
- 4. Indicative outline of future development
- 5. Building line/ height steps to acknowledge adjacent future development
- 6. Strong corner (6 storeys) at junction
- 7. Prominent/ welcoming entrance from Ashton New Road
- 8. 'Notched' eaves line to articulate massing
- 9. Articulated form generated by the need to respect amenity of the neighbours and by the opportunity to capture the southerly aspect



Sketch axonometric looking north

Key

- 1. Proposed building relates in scale to existing homes by stepping up from 3 to 6 stories.
- 2. Existing pedestrian link retained
- 3. New pedestrian/ cycle link from Newcombe Close to Grey Mare Lane overlooked by residents
- 4. Indicative outline of future development
- 5. Building line/ height steps to relate to height of adjacent future development in accordance with masterplan principles
- 6. Strong corner (6 storeys) at junction creates presence and 'Gateway' identity.
- 7. Prominent/ welcoming entrance from Newcombe Close
- 8. 'Notched' eaves line to articulate massing
- 9. Articulated form respects amenity of neighbours and captures southerly aspect
- 10. Future Proofed- Proposed development respects location of the potential future residential development on the adjoining sites and the re-routing of the link to Grey Mare Lane
- 11. Indicative outline of future development (GMLRMP)



Sketch axonometric looking north

2.0 CONSULTATION AND EVOLUTION OF PROPOSALS

2.5 Pre-Application meeting 07.10.24 (cont.)

Place Making- a contextual response

1.

Proposed building steps up from 3 to 6 storeys to respect neighbouring 2 storey houses
2.

Existing mature street trees retained with selective thinning/ removal to provide appropriate access/ visibility to elevation
3.

Prominent and welcoming pedestrian entrance from Ashton New Road
4.

'Own front doors' at ground floor off Grey Mare Lane and Ashton New Road provide activity and articulation to the street elevations. Brick 'framing' and screen detailing enhance this dialogue.
5.

Private balconies overlooking the street on all floors provide valuable amenity space and offer activity, depth and articulation to the elevations
6.

'Notched' eaves line provides articulation to massing
7.

Building line/ height steps to relate to height of adjacent future development in accordance with masterplan principles
8.

Consistent materiality with two subtly contrasting brick types and brick detailing at key locations
9.

Strong corner (6 storeys) at junction creates presence and 'Gateway' identity.



Sketch view from Ashton New Road

Place Making- a contextual response

1.

Proposed building steps up from 3 to 6 storeys to respect neighbouring 2 storey houses
2.

Existing mature street trees retained with selective thinning/ removal to provide appropriate access/ visibility to elevation
3.

Prominent and welcoming pedestrian entrance from Newcombe Close via communal garden .
4.

Private balconies overlooking the street and garden on all floors provide valuable amenity space and offer activity, depth and articulation to the elevations
5.

'Notched' eaves line provides articulation to massing
6.

Building line/ height steps to relate to height of adjacent future development in accordance with masterplan principles
7.

Enhanced public realm provides link physical and visual link between Newcombe Close and Grey Mare Lane
8.

Articulated form generated by the need to respect amenity of the neighbours and by the opportunity to capture the southerly aspect



Sketch view from Newcombe Close

2.0 CONSULTATION AND EVOLUTION OF PROPOSALS

2.5 Pre-Application meeting 07.10.24 (cont.)



Sketch elevation to Ashton New Road



Sketch elevation to Grey Mare Lane

2.0 CONSULTATION AND EVOLUTION OF PROPOSALS

2.5 Pre-Application meeting 21.10.24

A revised set of proposals, reflecting the comments and feedback received was issued to planning case officer Jennifer Atkinson 18.10.24. and discussed at a meeting 21.10.24. Proposals are summarised as follows and by accompanying illustrations:

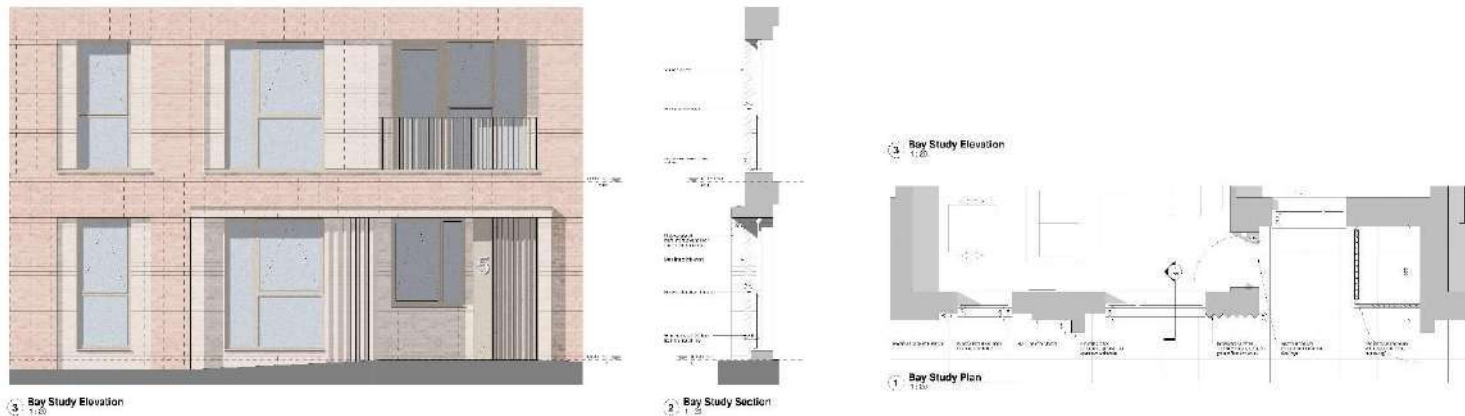
- All metal ‘spandrel’ panels have been removed and replaced by brick. Brickwork detailing generally has been rationalised.
- Proportion and ‘order’ have been simplified to offer a more balanced relationship between horizontal and vertical, allowing the robust masonry grid to be expressed with clarity.
- The intention is for the balconies to read as a recessed/ subservient element in relationship with the masonry grid.
- The intention is for a ‘bespoke’ handrail/ balustrade system which compliments the architectural language and offers further distinction/ character.
- Balconies are all recessed and now read as secondary elements to the grid.
- ‘Notches’ at the eaves line are retained (Grey Mare Lane) as it is felt this offers important rhythm and articulation to the massing and is consistent with the articulation of the elevation to Ashton New Road.
- Re. South elevation plan to be re- configured on this south side to incorporate recessed balconies consistent with the north and east facades, this will allow a consistent architectural language to all elevations, with appropriate adjustments according to aspect and apartment type.

Feedback from the meeting and from further drawings issued 24.10.24 is summarized as follows:

- *Revised approach was welcomed and ‘order’, proportion and balance between horizontal and vertical elements of the elevations to Grey Mare Lane and Ashton New Road considered appropriate.*
- *Further development/ ‘crafting’ to brickwork details and balustrades was requested to help define architectural character.*



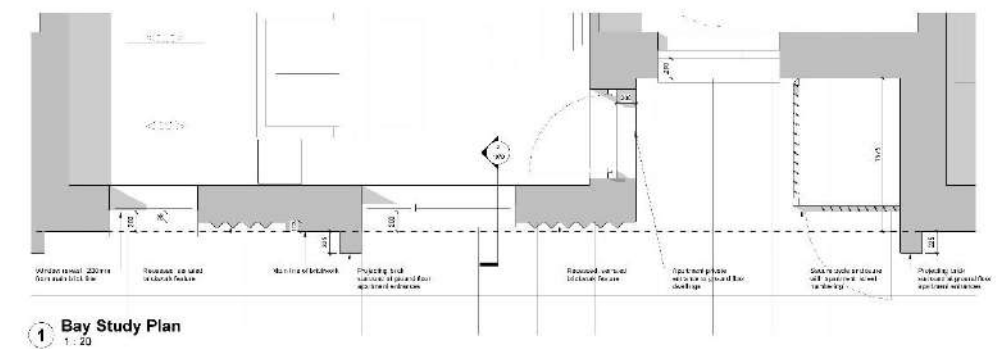
Sketch view from Ashton New Road



Sketch bay study

2.6 Further information issued October 2024

1. Set back 'bespoke' balustrade, vertical rhythm emphasised, pattern and detailing to offer appropriate balance of screening and daylight. Detail to reference craft/products of the historic Bradford Iron Works (established late 19th century to the north of the site).
2. Consistent brick detailing to the recessed bays to create texture and modelling
3. Ground floor homes differentiated by projecting brick surround.



BowkerSadler

2.0 CONSULTATION AND EVOLUTION OF PROPOSALS

2.7 Pre application Meeting 19.11.24

Further design development was presented to planning case officer on 19.11.24 and is summarised as follows:

- Strategy for brickwork detailing developed and applied to all elevations.
- Ventilation strategy developed whereby all intake and extract vents are concealed in the soffit of the recessed balconies, thus avoiding the requirement for louvres at window heads. The exception to this being the small number of apartments without recessed balconies where a discreet air brick will be used.
- A bespoke 'crafted' approach to the balustrading incorporates metal flats arranged at alternating angles to provide a balance between privacy and light penetration. This configuration also compliments the 'sawtooth' ribbed brick detailing

Feedback received was positive with some minor adjustments requested (summarised below) prior to making a full application.

1. *At front boundary to the back edge of pavement on Ashton New Road due to Root Protection Areas, no masonry wall is possible, and therefore a litter guard is required at the base of the fence*
2. *Kitchen windows to North elevation to have glazed blank (spandrel) panel below to appear as a tall window.*
3. *Plastic vents above the north entrance lobby would not be acceptable and the vents need to be discreet/screened. Design needs to developed to incorporate/ screen tis venting requirement*



Sketch view from Ashton New Road



Sketch view of typical recessed balcony



Sketch view from Newcombe Close

2.0 CONSULTATION AND EVOLUTION OF PROPOSALS

2.8 Pre application Meeting/ telecon. 17.12.24

In order to consolidate the project’s financial viability, a value engineering exercise was carried out and elements where potential savings/ efficiencies maximised were identified. This process led to the addition of 6 no. apartments (1 per floor) and the replacement of the recessed balconies with projecting ones to the south side of the building. This necessitated a re- configuring of the south/ west elevations. The comments from the previous pre- app meeting were also addressed;

- Vents to the apartments located to the immediate west of the Ashton New Road entrance have been screened by a series of projecting brick ribs, which run the full height of the ‘reveal’ above the entrance ‘portico’
- At the front boundary to the back edge of pavement on Ashton New Road a litter guard has been added to the base of the fence.
- Kitchen windows to North elevation to have glazed blank (spandrel) panel below to appear as a tall window.

A package of information incorporating thee above changes was issued to Jennifer Atkinson on 16.12.24 and followed up by a telephone conversation on 17.12.24, in which it was established that the proposals were acceptable.



Sketch elevation facing west



Sketch view from Newcombe Close

2.0 CONSULTATION AND EVOLUTION OF PROPOSALS

2.8 Pre application Meeting/ telecon. 17.12.24 (cont.)

Schedule of Accommodation		
House Type	Area	Count
1b2p	50 m²	2
1b2p	51 m²	41
1b2p	52 m²	6
1b2p	53 m²	5
		54 71%
2b3p	61 m²	7
2b3p	62 m²	3
2b3p	63 m²	3
2b3p	64 m²	6
2b3p	67 m²	3
		22 29%
		76

6 No. Accessible = 8% Total Car Parking



Proposed Site Plan

2.0 CONSULTATION AND EVOLUTION OF PROPOSALS

2.9 Pre application Meeting 31.01.25

To further consolidate the project’s financial viability, a series of changes became necessary as a result of a considered value engineering exercise. These amendments can be summarised as follows:

- Rationalization of the building footprint for cost efficiency resulted in keeping the primary elevations (Grey Mare Lane and Ashton New Road) largely unchanged other than shortening the later by 3m and lengthening the former by 2m.
- The Grey Mare Lane elevation, for reasons of structural efficiency became a consistent 6 storey, rather than stepping down to 5 storey at its southern end.
- 6 additional apartments took the total to 82, whilst retaining the 70% 1 bed/ 30% 2 bed mix
- By increasing the length of the Grey Mare Lane elevation, the width of the pedestrian link to the south of the site was amended to 3m.
- Removal of the projecting brick frame/ surround to the entrance portico.
- Removal of the projecting brick frame/surround to the ground floor apartments.
- Removal of the individual bike stores to the ground floor apartments and reprovision within the secure bike store located in the communal garden.
- Substitution of the serrated brick to the south and west facing elevations with recessed brick panel detailing.
- Removal of the entrance ‘portico on the south elevation, whilst retaining the serrated brick detailing to denote ‘entrance’

These changes were discussed with the planning case officer in a Teams meeting on the 31.01.25 and were deemed acceptable. The amendments now form the basis of the application proposals

Schedule of Accommodation		
House Type	Area	Count
1b2p	59 m²	27
1b2p	51 m²	24
1b2p	52 m²	6
		57 70%
2b3p	61 m²	13
2b3p	63 m²	2
2b3p	64 m²	6
2b3p	67 m²	4
		25 30%
		82

6 No. Accessible = 7% Total Car Parking



Proposed Site Plan



Proposed Elevations

2.0 CONSULTATION AND EVOLUTION OF PROPOSALS

2.2 Additional consultation events

Further to the meetings held as part of the pre- application process, addition stakeholder consultation has been undertaken and is listed as follows (details contained in Appedix1):

Masterplan Engagement

6th September 2023 – Initial meeting (BDP/MCC/GP)
12th December 2023 – Meeting with BDP (GP/BSA/MCC/BDP)

21st March 2024 – Masterplan resident engagement event at The Grange Community Resource Centre (MCC/GP/This City/One Manchester)

We have documented that 32 people attended the resident engagement event.

Purpose – Led by MCC for residents and stakeholders to find out about plans to improve the area and meet the team working on the masterplan.

Public Consultation

We have documented that 35 people attended the consultation.

15th July 2024 – Joint consultation event with MCC Masterplan at The Grange Community Resource Centre

Online – 12th June 2024 to 31st July 2024

Link: <https://ourvoice.greatplaces.org.uk/grey-mare-lane-consultation>

Other

Community Steering Group - Quarterly meetings from October 2023 held at The Grange Community Resource Centre (MCC/This City/GP/One Manchester/residents and stakeholders)

Purpose - The primary role of the steering group is to place the community at the heart of the development, using local knowledge to guide the development plan.

Northwards Housing – 13th September 2023 (GP Neighbourhoods and Development & Northwards)

Purpose – To discuss the potential client group for the development, bedroom mix and lettings approach.

Grey Mare Lane Project Team meetings – Monthly (MCC/This City/GP/One Manchester)

Purpose – Project Team meeting to provide individual site updates and obtain feedback.

Grey Mare Lane Consultation -
Site on the Corner of Ashton New Road and Grey Mare Lane



Artist's impression- aerial view from Newcombe Close

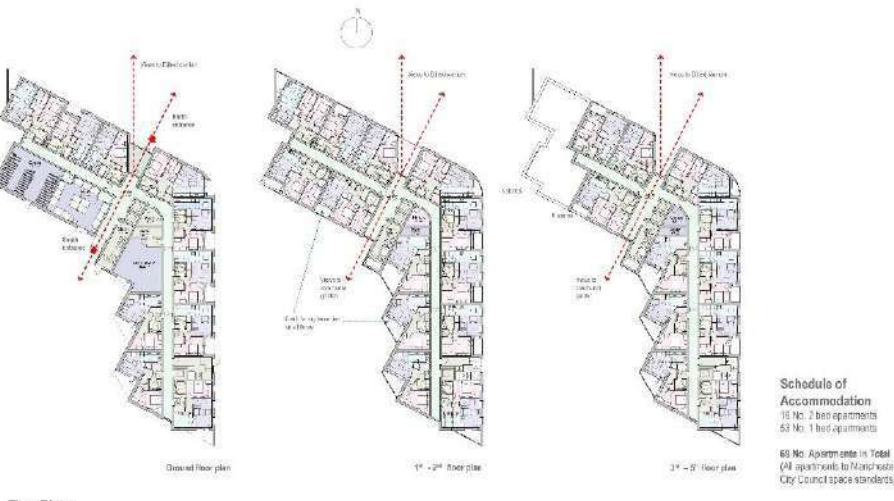


Artist's impression - looking south from Ashton New Road

Grey Mare Lane Consultation -
Site on the Corner of Ashton New Road and Grey Mare Lane



Site Plan



Floor Plans

3.0 EVALUATION

3.1 Accommodation Mix

It is proposed to construct 82no. New homes comprising of the following types:

57 no. 1bedroom, 2 person apartments – floor area 50 sqm (min.)

25 no. 2 bedroom, 3 person apartments – floor area 61 sqm (min.)

All the above floor areas are Gross internal areas and are to Manchester City Council Space Standards

Car Parking

Parking will be provided in the form of 6no. Accessible spaces with a further space reserved for maintenance/ service vehicles.

Cycle Storage

Secure & covered cycle storage for 82No/100% cycles is provided in a communal cycle store in the southern/rear courtyard. Further cycle hoops, for visitors, are located adjacent to the Ashton New Road entrance.



Ground Floor Plan



First Floor Plan

3.0 EVALUATION

3.1 Accommodation Mix (cont)



Second Floor Plan



Third Floor Plan



Fourth Floor Plan



Fifth Floor Plan

3.0 DESIGN, CHARACTER AND MATERIALS

3.1 Elevations

The design adopts a restrained contemporary approach, with a controlled, limited palette of materials, principally comprising of high-quality brick, metal framed window system and metal railings.

Taking cues from the neighbouring context- Holt Town and Ancoats for example, where the 19th Century building stock is characterised by; simple massing, repetitive but ordered fenestration patterns, and a consistent materiality of brick with decorative detailing in significant locations/ junctions. The proposals take these references and reinterpret them in a contemporary way, appropriate to aspect and typology.

The site sits at the important and prominent junction, responding to the immediate context requires a considered approach- to the north is a busy highway, beyond which is the considerable and dynamic presence of the stadium. To the east, south and west are 2/3 storey buildings of the Grey Mare Lane estate, which, although of no particular architectural merit, require respect in terms of scale and amenity.

The findings and recommendations of the masterplan are also carefully considered, particularly;

- The need for active frontages
- The call for a ‘Gateway’ corner building (appropriate scale, massing and character)
- The need to respect/ accommodate the potential for redevelopment of the adjacent site to the south.
- The potential to introduce a building with a new, contemporary identity and hence increase the ‘visibility’ of the estate.

All important design drivers together with a recognition of the wider city context and its heritage, the contemporary ‘tradition’ of quality residential developments and the need to follow the MCC guidance of ‘Make it Manchester’ (Section 2.1 of the Manchester Residential Quality Guidance).



Brunswick Mill, Bradford Road, Holt Town



Beswick street, Holt Town



Murray's Mill, Ancoats



Brunswick Mill, Bradford Road, Holt Town



Ancoats Works Pollard Street, Holt Town

3.0 DESIGN, CHARACTER AND MATERIALS

3.1 Elevations (cont.)

Given the prominence of the site, the approach is to create elevations which respond to and enhance their immediate context, acknowledge aspect and amenity, and work hard to provide active frontages to all sides. In this way, there is subtle variation and hierarchy but no apparent ‘front and ‘back’ with elevations to all sides treated with equal care and importance. This approach is summarised as follows:

Ashton New Road elevation

- The overall proportion and ‘order’ provides a balanced relationship between horizontal and vertical, allowing the masonry ‘grid’ to be expressed with clarity.
- The proposed building steps up from 3 to 6 storey to respect neighbouring 2 storey houses.
- The existing mature street trees are retained with selective thinning/ removal to provide appropriate access/ visibility to elevation
- A prominent and welcoming pedestrian entrance from Ashton New Road
- ‘Own front doors’ at ground floor provide activity and articulation to the street elevation. Brick ‘framing’ and screen detailing enhance this dialogue.
- Private balconies overlooking the street on all floors provide valuable amenity space and offer activity, depth and articulation to the elevations.
- ‘Notched’ eaves line provides articulation to massing
- Consistent materiality with high quality brick used throughout
- Strong corner (6 storey) at junction creates presence and ‘Gateway’ identity.

Grey Mare Lane elevation

- ‘Own front doors’ at ground floor provide activity and articulation to the street elevations. Brick ‘framing’ and screen detailing enhance this dialogue.
- Robust masonry grid to be expressed with clarity.
- Private balconies overlooking the street on all floors provide valuable amenity space and offer activity, depth and articulation to the elevations
- ‘Notched’ eaves line provides articulation to massing
- Strong corner (6 storeys) at junction creates presence and ‘Gateway’ identity.



3.0 DESIGN, CHARACTER AND MATERIALS

3.1 Elevations (cont.)

Newcombe Close (south elevation)

- Proposed building steps up from 3 to 6 storey to respect neighbouring 2 storey houses.
- Prominent and welcoming pedestrian entrance from Newcombe Close via communal garden .
- Private balconies overlooking the street and garden on all floors provide valuable amenity space and offer activity, depth and articulation to the elevations
- ‘Notched’ eaves line provides articulation to massing
- Enhanced public realm provides link physical and visual link between Newcombe Close and Grey Mare Lane
- Articulated form generated by the need to respect amenity of the neighbours and by the opportunity to capture the southerly aspect

Elevation to Jenkyn Walk (west elevation)

- A 3 storey ‘pavilion’ block sits adjacent to and respects scale and amenity of the existing 2 storey houses.
- A balance has been sought between the need to respect the neighbouring amenity, the need to provide active street frontage and the retention of existing mature trees. The apartments at this northwest corner provide activity with kitchen and bedroom windows and glazing to the end of the central circulation corridor. Where windows are not possible (to respect amenity) brickwork detailing has been added, which reflects the proportion of the fenestration pattern and provides rhythm and visual relief.



3.0 DESIGN, CHARACTER AND MATERIALS

3.2 Details

High quality brickwork is proposed throughout. Brickwork detailing is used to add depth, texture and rhythm, reinterpreting a common 19th century detail found throughout the city, this takes the form of a ‘sawtooth’ brick pattern, laid to create a strong vertical ribbed effect which balances the horizontal emphasis of the recessed bays and compliments the verticality of the fenestration. At the recessed entrance ‘portico’ off Ashton New Road, similar ‘sawtooth’ detailing is used. The nature of the brick bonding is generated by the splayed geometry of the entrance in plan. Here, the change in texture adds significance to the entrance, which together with overall scale and generous glazing , creates a welcoming and visually prominent space.

The balustrade is detailed to compliment the serrated brickwork texture and is composed from vertical metal flats arranged at alternate angles which offer a balance of visual privacy and light penetration to the balconies.



Contextual historic brick detailing



Bay study



Balcony and balustrade detail



Entrance off Ashton New Road

3.0 DESIGN, CHARACTER AND MATERIALS

3.2 Details (cont.)

The proposals will draw upon the scale, massing, materials and detailing of appropriate historic context but will look to reinterpret these themes in a contemporary architectural language, creating a strong identity to this important 'gateway' site. Illustrated are some precedent images which take this approach.



Apartments, Manchester – Tim Groom Architects



Apartments, London – Panter Hudspith Architects



Apartments, Manchester – CB3 Architects



Apartments, London – Karnovic and Carlton Architects



Apartments, London – Macreanor Lavington Architects



Apartments, London – Mae Architects

3.0 DESIGN, CHARACTER AND MATERIALS

3.3 Landscape

The overall landscape strategy is to positively integrate the development into the surrounding vernacular by providing clear definitions of public and private areas, create a pleasant attractive area for users and improve the bio-diversity through tree, hedge and shrub planting.

To the north and western boundaries, where existing tree roots require minimum intrusion, a 1.5m high metal fence defines the site threshold. To the eastern and western boundaries, metal railings above a low masonry wall forms the site edge at a height of 1.5m and 1.8m respectively.

The proposal includes the retention of the existing amenity grassland and majority of trees along Ashton New Road, retaining a valuable wildlife corridor and creation of new communal garden which will offer quality, amenity space for residents using a range of species to promote ecology and greater bio-diversity in the area.

The west elevation apartment patios will have native Hornbeam hedging providing a natural privacy screen for residents between public and private areas and habitats for local wildlife. The ornamental planting adjacent to these areas contributes to the creation of a comfortable urban environment for the residents.

The ornamental beds proposed in the communal garden, perimeter of the car park and ground floor apartments use a mix of evergreen and semi-evergreen species that provide year-round interest, essential food, shelter, and habitats for local wildlife that contribute to a healthier eco-system. These is a combination of shade and sun tolerant species that withstand the urban conditions where the development is located. Species include Berberis, Choisya, Hebe, Bergenia, Geranium, Liriope and Sedum.

Around the site perimeter a mix of native and non-native trees are proposed that frame the building and integrate it into the surrounding vernacular. Species include Betula, Carpinus and Quercus provide valuable habitat and food sources for birds, mammals, and insects. The ornamental cherry trees located in the communal garden with its abundant blossoms provide a significant food source for pollinators.



4.0 ACCESS, SERVICING AND REFUSE

Proposed access will be as follows:

External Accessibility

- Level access is provided at both north (Ashton New Road) and south (Newcombe Close) ground floor entrances.
 - Pedestrian access to the site is provided Newcombe Close and Ashton New Road. Pedestrian access to individual ground floor apartments is also provided off Ashton New Road and Grey Mare Lane.
 - The development will also deliver a 3m wide pedestrian and visual link between Newcombe Close and Grey Mare Lane identified in the masterplan. Footway will be reinstated on the Newcombe Close site frontage at a width of 2m.
 - Vehicle access to the site will be provided from Newcombe Close. Tactile paving and dropped kerbs will be provided at the site access.
 - Resident car parking will be provided 6no. Disabled spaces, with an additional space provided for maintenance vehicles. All of the parking will have access to an EV charger.
 - Cycle Storage - Secure & covered cycle storage for 82No/100% cycles is provided in a communal cycle store in the southern/rear courtyard. In addition, two stands are provided outside the Ashton New Road pedestrian access for visitors.
- The development will be supported by a Travel Plan
- Deliveries will be focused on Newcombe Close in line with the arrangements for other residents on the street.
- A bin store is located at ground floor, accommodating waste and recycling storage for residents in line with MCC policy- see Waste Management Proforma for further details, which forms part of this application.
- Refuse vehicles will reverse into the site access on collection day so that bins can be moved from the store as shown on diagram SK22440-006 ‘Swept Path Analysis Refuse Collection Vehicle’ in the Transport Statement.

Internal Accessibility

- Lift access is provided to all floors.
- All proposed apartments will comply with the requirements of M4(2) as set out in the Places for Everyone policy with the potential future adaptation of 3no. 2 bed apartments (5th floor level) into 3no. M4(3) 1 bedroom apartments. This would be subject to testing the current proposals and ability to make amendments to internal walls based on the proposed light gauge steel frame solution for the building. This adaptation would achieve a ratio of 4% M4(3) apartments overall, which is in line with the Councils emerging policy in meeting the demand of accessible accommodation

5.0 SECURED BY DESIGN

The development will endeavor to take on board the recommendations of Section 2 of the Secured by Design Standard (physical security). The proposed development is to be constructed in line with best practice including:

- PAS 24 compliant windows and doors.
- Robust boundary treatments with 1.8m high walls/fences to garden enclosures where appropriate.
- Clear definition of public and private realm.
- Passive surveillance of both public and private spaces maximized.
- External Lighting- Well positioned, good quality external lighting will be provided to create a safe environment after dark.
- Secure, communal, cycle storage (locked enclosure).

6.0 SUSTAINABILITY

Homes will be designed adopting a fabric first approach in line with the Energy Statement which forms part of this application.

An all-electric energy strategy is proposed with individual Air Source Heat Pumps for each apartment (vents concealed in soffit of balconies).

Photovoltaic panels may be required on the roof.

U-Values will be as a minimum in accordance with Energy Statement.

Kitchens will incorporate separate waste and recycling bins to aid collection.

Residents are encouraged to live a sustainable lifestyle with public transport and community facilities all within easy walking distance. Secure communal, cycle storage will be provided.

A sustainable drainage strategy accompanies the application

7.0 NATIONAL DESIGN GUIDE (2019) ‘Characteristics’

The proposal will take on board and be assessed under each of the criteria contained within the National Design Guide (2019), including Context, Identity, Built Form, Movement, Nature, Public Spaces, Uses, Homes and Buildings, Resources and Life Span

6.0 CONCLUSION

In summary, the proposed 3-6 Storey residential development seeks to provide the following:

82No. much needed new, affordable, 1 & 2bedroom homes

A mix of high quality private (balconies and terraces) and shared amenity space (south facing communal garden) for residents to enjoy.

A building that respects the scale, massing and design of neighbouring housing and makes a positive contribution to the existing neighbourhood.

A building that respects overlooking and amenity distances to the adjoining neighbours.

A gateway building, fronting an arterial road to/from Manchester City Centre, that makes a significant contribution to the emerging masterplan.

Secured by Design with passive surveillance, over communal and public realm, optimized.

This statement demonstrates that the redevelopment of the site looks to produce a contextual design, appropriate in scale, form and massing, which we respectfully request is supported.



View from the corner of Grey Mare Lane and Ashton New Road



Street elevation to Grey Mare Lane



Street elevation to Ashton New Road