ATELIER.MB

DESIGN AND ACCESS REPORT

THE BAND STAND, GORTON

REVISION	PRELIMINARY
DATE ISSUED	OCTOBER 2024
PROJECT REF.	2023

ARCHITECTURE + HERITAGE

AMAZON HOUSE • BRAZIL STREET

MANCHESTER • M1 3PW

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1.0 INTRODUCTION

1.1 PROJECT SUMMARY

This Design and Access Statement accompanies a formal application for Planning consent to develop a new housing scheme with associated amenity space on the former Bandstand pub (now demolished) site, Gorton.

We propose to redevelop the now vacant and unused plot with modern spacious apartments which optimise views onto Lower Gorton reservoir and a block of townhouses which address Wall Way. These proposals draw inspiration from the architectural language of Gorton, whilst offering a clearly contemporary solution to meet modern housing standards and adhere to the Manchester Residential Quality Guidance.

This statement provides a description and analysis of the site, and its context. We will then outline the brief, design process and consultations undertaken before presenting the proposals.

This document has been prepared by Atelier MB Ltd for R S 786 Ltd and must be read in conjunction with the full supporting information package, including a Planning Report prepared by Peacock + Smith.



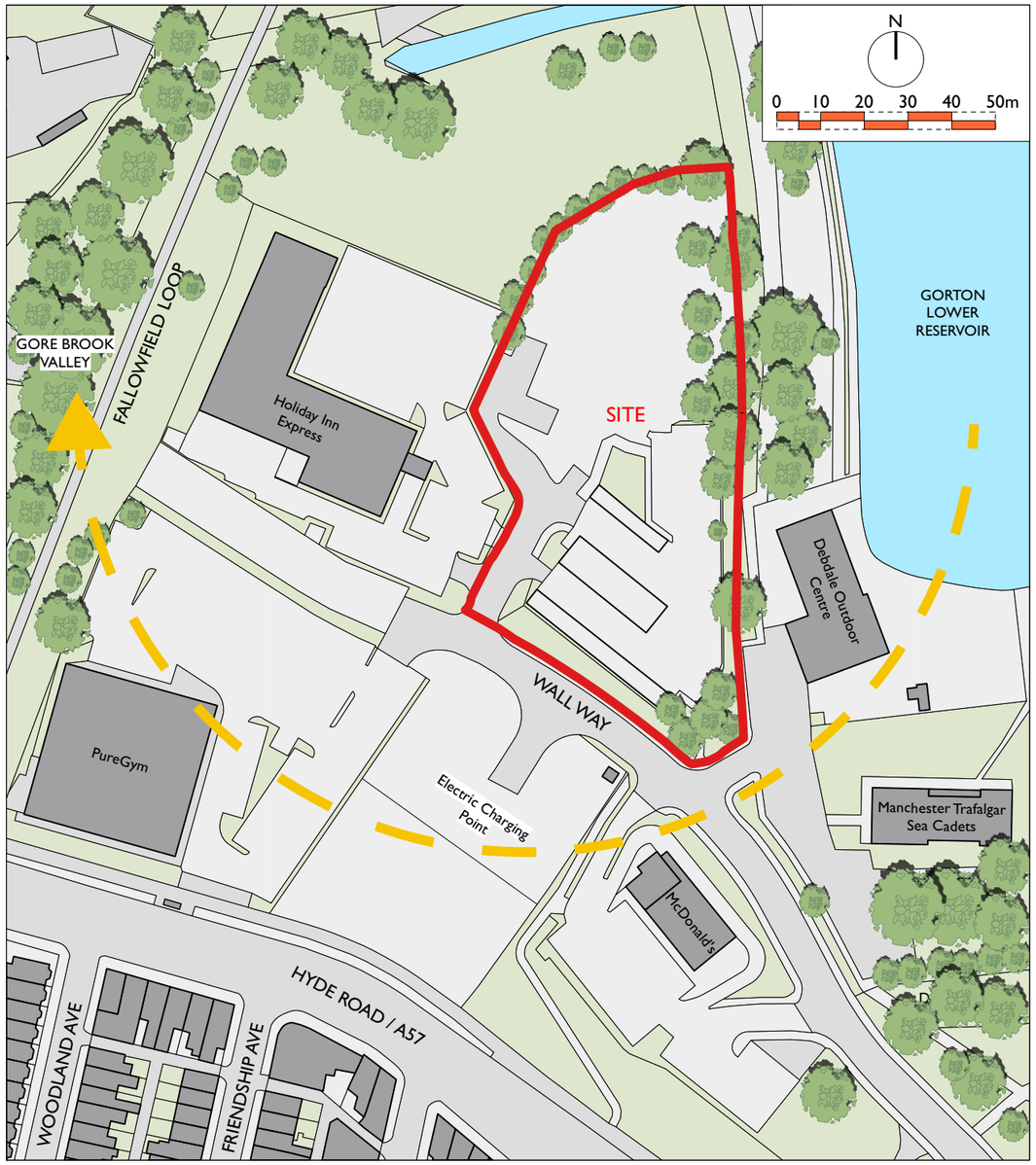
Aerial view of existing site with approximate site boundary.

1.2 THE SITE

The proposal relates to the land formerly occupied by the Band Stand pub site on 1077 Hyde Road, Gorton, M18 7LJ. The site is bordered by Wall Way to the South giving access to the site and various commercial, leisure and community uses associated with the neighbouring Debdale Park and reservoir. To the East the site is bounded by Lower Gorton Reservoir and a pedestrian/cycle route which sits on the former line of the Stockport Branch canal. To the West, is the site of Holiday Inn Express and its associated car park and the North is dense vegetation.

The site itself has no buildings and is currently overgrown with vegetation to the north. Hardscape to the south previously serving as the former pub's car park. It has been vacant for some years following the demolition of 'The Band Stand' pub in 2018 as a consequence of a fire.

The applicant, R S 786 Ltd, has previously sought planning permission for a banqueting suites on the site that was unsuccessful and is committed to repurposing this underused site which is in need of a new lease of life.



Existing Site Plan

Key

Site ownership boundary

Sun path

1.3 THE DESIGN TEAM

Alongside Atelier MB as the architect, and Peacock + Smith as planning consultant, the client has appointed an experienced team of consultants to assist in the project development, and to prepare supporting documentation which is included in this application:

Transport Consultant - Axis
Sustainability Consultant – Parker Wilson Consulting
Geo Environmental Consultant – LK Group
Tree Surveyor - Murray Tree Consultancy
Ecological Consultant – Tyrer Ecological Consultants
Crime Consultant - Design for Security (Greater Manchester Police)

1.4 THE BRIEF

The client's brief was to redevelop the disused former pub site into a new residential development that maximises the site's potential while adhering to planning policies and national guidelines.

ITEM	SUMMARY	ACTION
1.00	**Site**	
1.01	Address	1077 Hyde Road, Gorton, M18 7LJ
1.02	Site area (HA)	0.62HA (6255 m^2)
1.03	Planning Authority	Manchester City Council
1.04	Access	Good road access from Hyde Road.
1.05	Context	Leisure/Recreational/Commercial. Former Bandstand pub site located adjacent to Gorton Lower Reservoir and Debdale Park.
1.06	Rights of way	Holiday Inn Express Manchester East have a right of way to access their site via the site boundary of the former Bandstand pub site.
1.08	Topography	Gentle upward slope from Wall Way to northern end of site.
1.09	Flora/Forna	Trees bounding the site east along the reservoir pedestrian route. Overgrown vegetation north of the site where the former pub was located with trees bounding the site edge.
1.10	Drainage	Planning will sustainable drainage systems (SuDS).
1.11	CA/Green Belt	No – However, located close to Gore Brook Valley Conservation Area.
1.12	Previous planning applications	Banqueting Hall and Restaurant - Previous Planning Application Ref:115091/FO/2017. Submitted 26/01/2017. Refused:28/07/2017 (9 objections from local residents, all 3 ward members and the Friends of Debdale Park). Reasons for refusal: - Over-intensive use of site due to inadequate level of car parking. - Adverse impact upon the surrounding residential streets - potential unacceptable level of vehicular activity, on-street parking and highway/pedestrian safety issues, noise disturbance at unsocial hours. - Adverse impact upon the attractiveness and accessibility to Debdale Park and Gore Brook Valley due to above car parking issues.
1.13	Other notable planning applications	- Cycle Footpath and Lighting Works on Tannery Way – Planning Application Ref:129253/FO/2021. - Yellow Brick Road Cycleway works - Planning Application Ref:131555/VO/2021. - EV Charging Station – Planning Application Ref: 134546-FO-2022
2.00	**Existing Buildings**	No existing buildings – former Bandstand pub was demolished in 2018. Approx. 985m^2 with external children's play area and 86 car parking spaces.
2.01	Condition	N/A
2.02	Listing	N/A
2.03	Asbestos	N/A

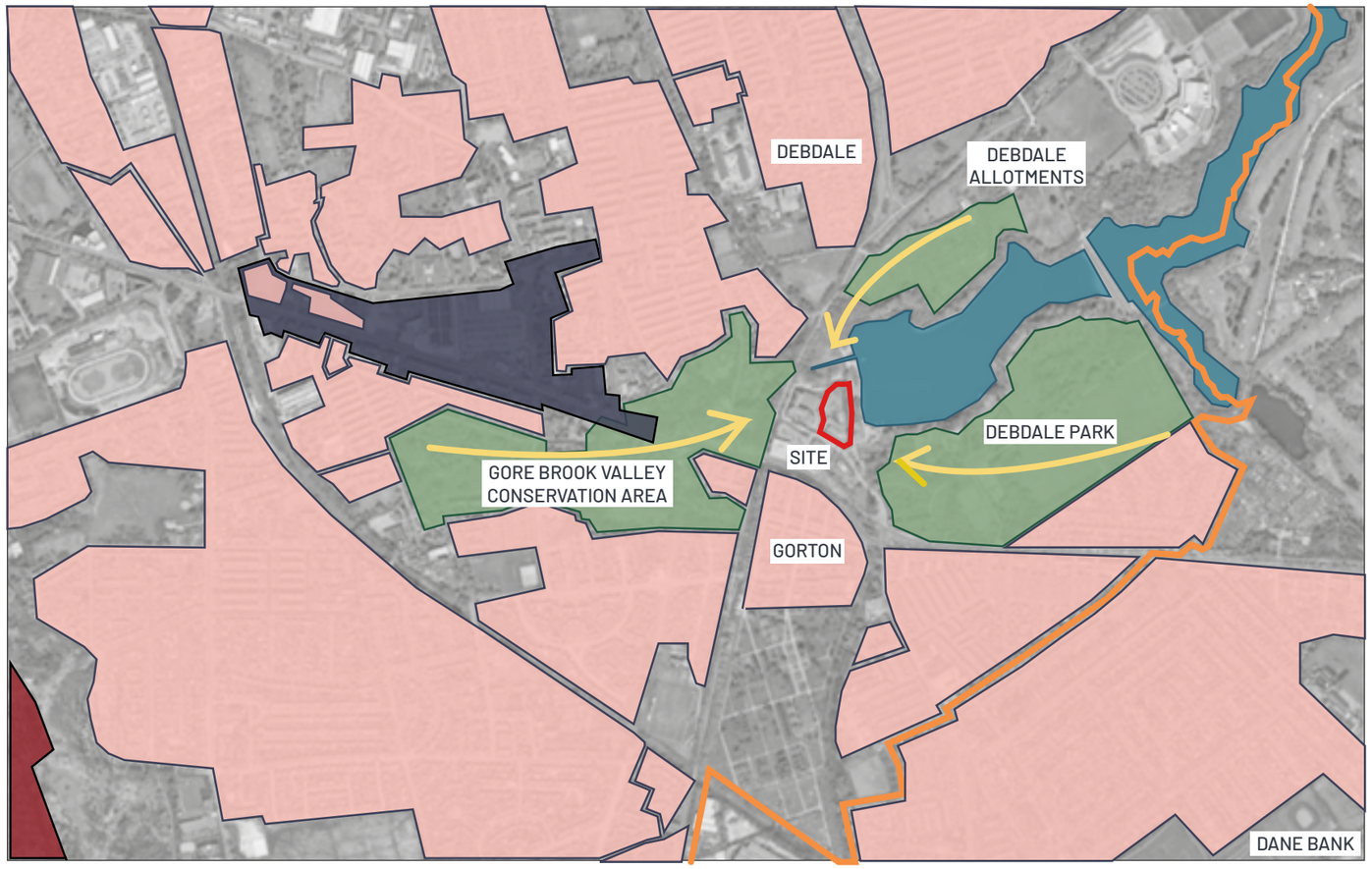
3.00	**Brief**	New housing scheme (mix of apartment block and family houses) on former Bandstand pub site. Respecting Policy G012 and Manchester City Council's (MCC) comments regarding the openness of the site, lower density development and boundary treatment.
3.01	Goals/objectives	Initial comments from Ian Jarvis (Planner at MCC): Note AtMB presented 2no. sketch options for MCC's review - Option A - SK(901) and Option B-SK(902). - Concerns about the schemes being dominated by car parking. MCC noted that if 1:1 parking is required, it suggests that too many flats are being proposed and the schemes would represent an overdevelopment of the site. - Option B (mix of apartment block and townhouses) is preferred by MCC as they would wish to see more family housing and less apartments. - Car parking for the family housing should be provided in-curtilage, with any apartments having an identifiable parking area, rather than rows of parking on-street, which we feel would have a negative visual impact. - Concerns whether Highway Services would support such an arrangement. - Refer to Saved Policy GO12 - This states that the Council *will permit proposals in line with the Gore Brook Valley Park Strategy to create an informal open space linking Sunny Brow Park and Debdale Park, and will refuse Planning Permission for proposals which conflict with that objective. Further improvements will include landscape works to Brookfield Churchyard and leisure uses on land adjacent to Gorton Reservoir.* - MCC noted whilst they are prepared to consider housing on this site, any proposed development needs to be respectful of this policy and the site's location. For a residential use to be considered on this site, MCC would be looking to see a much lower density development with significantly less hardstanding and more greenery/gardens/amenity space.
3.02	Priorities	Time, Quality, Risk, Budget

3.03	Accommodation	Apartment Block Requirements: - Mix of 1 and 2-bed apartments - Manchester City Council emerging space standards: 1 bed flat (2 people) – 50m^2 2 bed flats (3 people) - 61m^2 OR (4 people) – 70m^2 - Car parking with disabled spaces and possibly visitors parking. - EV Charging points. - Identifiable parking area. - Cycle provisions - Bin store (general waste, food, recycling, etc) - Communal area (post boxes, seating, etc) - Green/Outdoor space/Balconies - Plant Room/Service risers - Lifts/Main stair/Escape stair House Requirements: - 3-4 bed townhouses - Individual car parking - EV Charging point. - Front and rear gardens - Designed to minimise risk of anti-social behaviour – good-quality design and promoting sustainable communities. Meet the standards prescribed by Homes England along with Manchester City Council emerging space standards (combination of Nationally Described Space Standards and the London Housing Design Guide space standards.

2.0 SITE ANALYSIS

2.1 LOCATION AND CONNECTIVITY

The site context is characterised by large clusters of residential areas along with three avenues of green spaces (Gore Brook Valley Conservation Area, Debdale Park and Allotments) all leading towards the site. There are good connections to the site via public transport and from two major recreational routes for cyclists and pedestrians to access. Gorton Lower Reservoir is located adjacent to the site making it an attractive location for people to be. It is a 15-minute walk to Gorton District Centre and a short distance to many local schools making it a desirable place for families and individuals.



Existing Contextual Zoning Diagram

Key

- Gorton District Centre
- Gore Brook Valley Conservation Area / Debdale Park / Debdale Reservoir Allotments
- Gorton Reservoir
- Residential Area
- Central Manchester
- Site ownership boundary
- Manchester City Boundary

2.2 KEY STREET VIEWS



Photo Location Key.


Panoramic view of the site.


1. View looking East towards the site from Fallowfield Loop.


2. Street view looking North-east towards the site from Wall


3. Street view looking North towards the site from Wall Way.


4. Street view looking North towards the site from the


5. Street view looking North-west towards to site from Wall Way.


6. View looking North-west towards the site from the Debdale

2.3 IMMEDIATE SITE CONTEXT


View 1


View 2


View 3



Photo Location Key


View 4


View 5


View 6


View 7


View 8


View 9

2.4 BUILDING USES

The immediate context offers a mix of uses. This includes commercial establishments and leisure facilities, including a gym and amenities linked to Debdale Park and Gorton Reservoir. To the south along Hyde Road, there are areas of residential developments, predominantly comprising traditional rows of Gorton terraces, alongside more modern interventions like the apartment scheme on the former Pomona Hotel site. To the north of the site, across Gore Brook, newer housing developments are located along Tannery Way, enriching the area's evolving urban character.

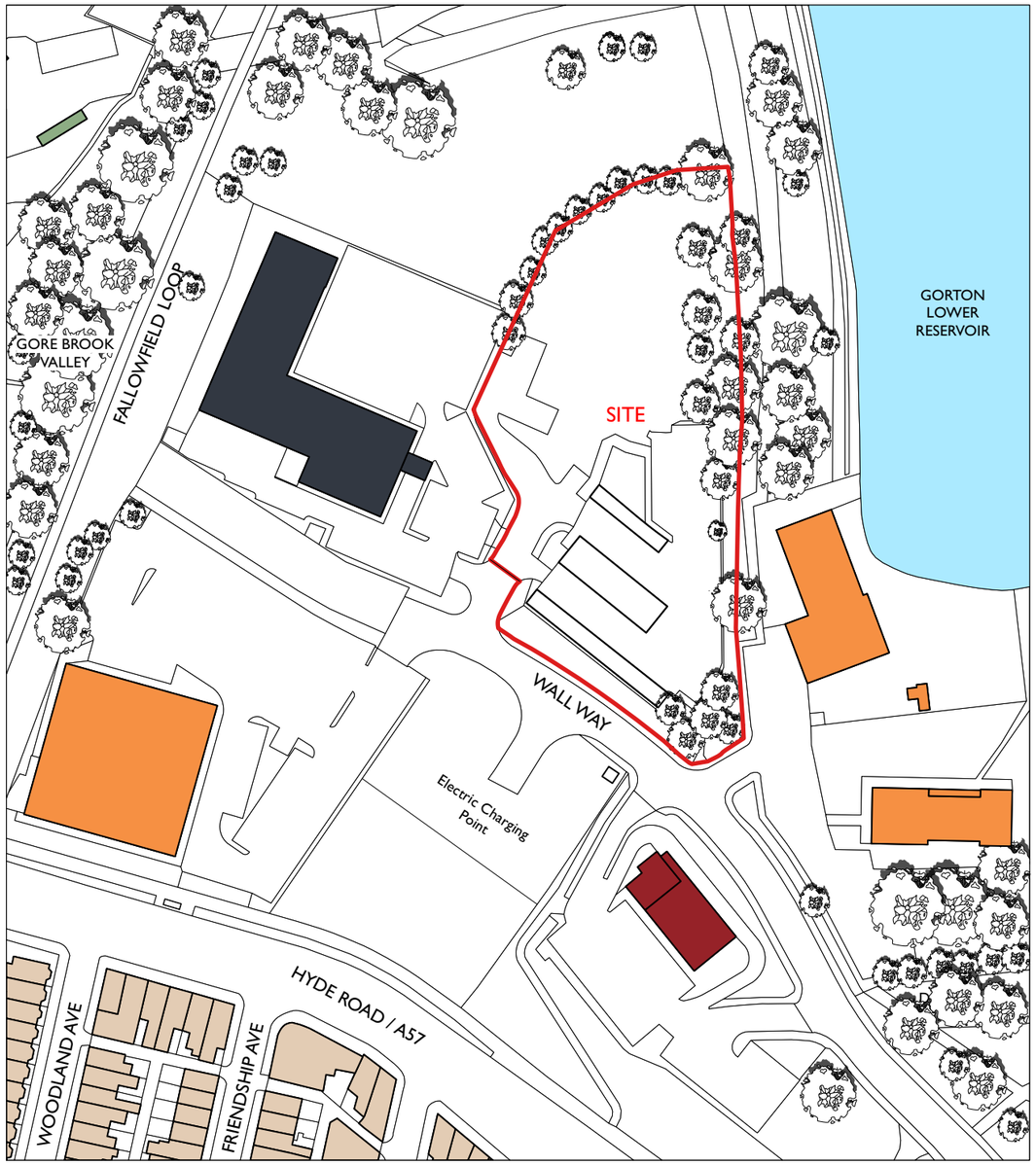

COMMERICAL


HOTEL

RESIDENTIAL


LEISURE


LIGHT INDUSTRY



Existing Building Uses Diagram

2.5 TRANSPORT ROUTES & NOISE



Pedestrian bridge over Hyde Road forming part of the Fallowfield Loop.



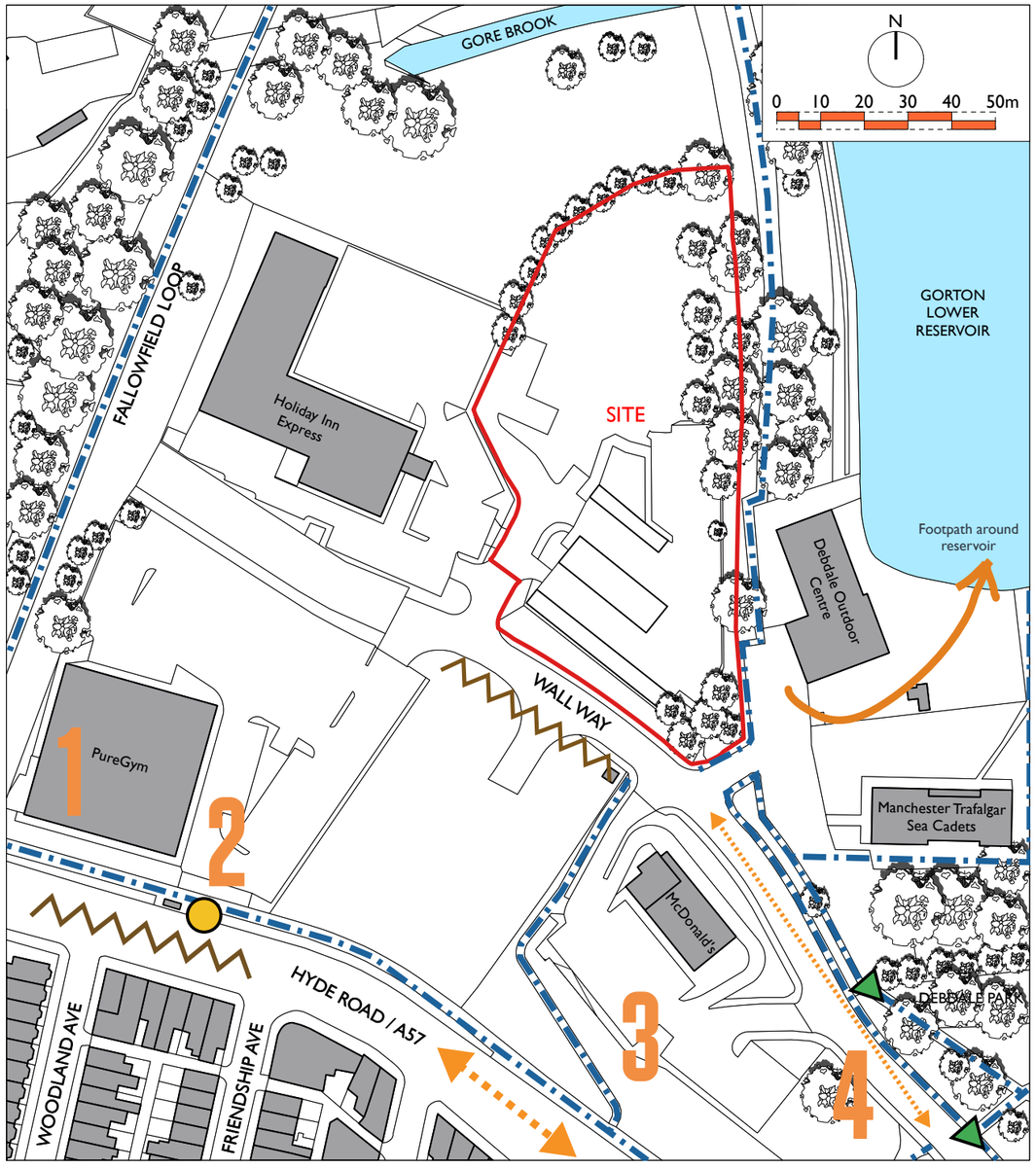
Bus stop along Hyde Road going towards Denton.



Pedestrian footpath from Hyde Road leading to the site.



Pedestrian footpath, part of the main recreational route, leading to the site.



Transport Routes and Noise Diagram

Key

Potential industrial noise

Potential traffic noise

Bus stop

Primary roads

Secondary roads

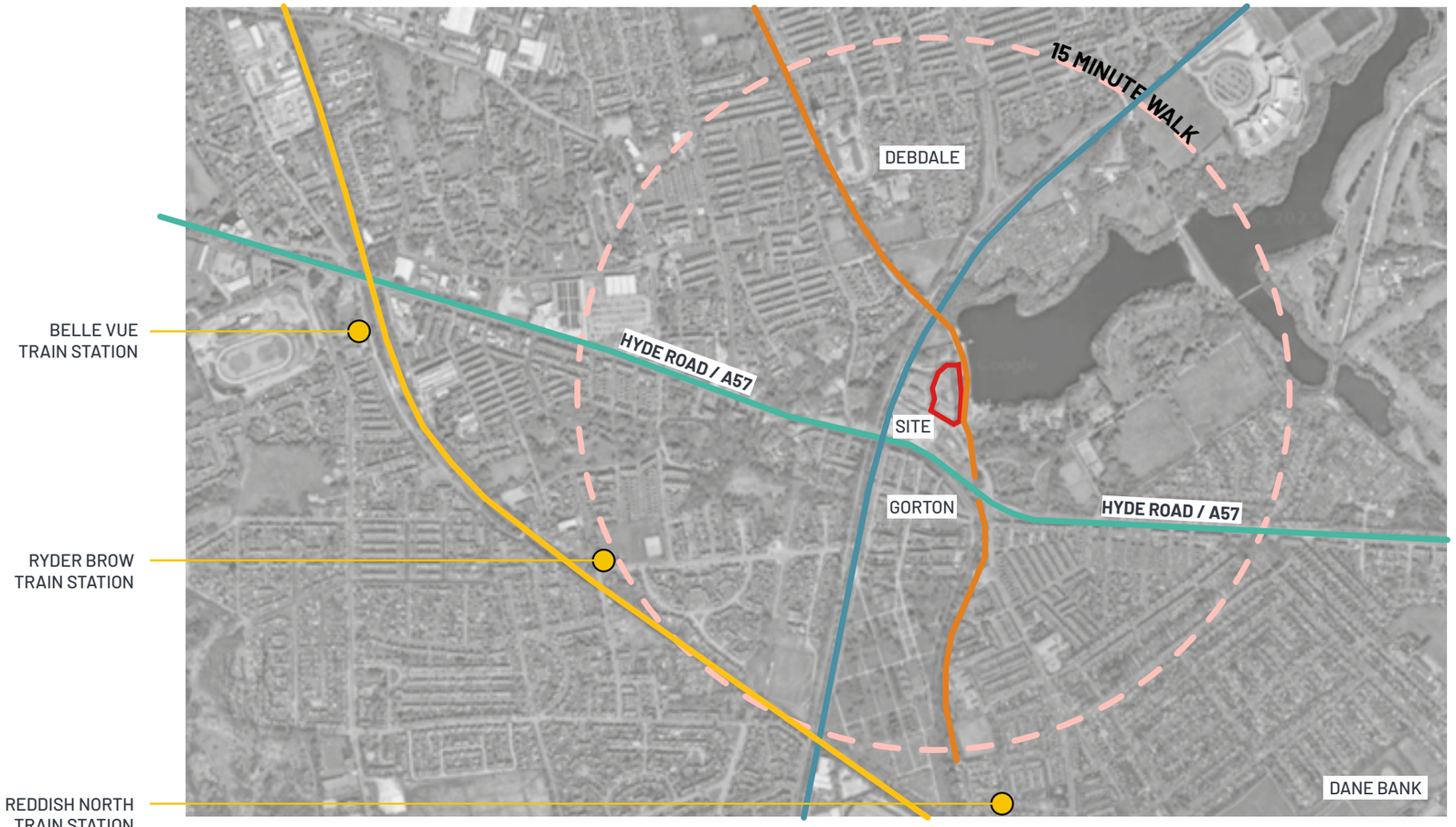
Main Pedestrian Routes

Debdale Park Entrance

Site ownership boundary

2.6 TRANSPORT LINKS

The site benefits from excellent connectivity through various transport links. Two major recreational routes, G013 and G014, run along either side of the site, providing convenient paths for pedestrians and cyclists. Hyde Road, a primary thoroughfare that connects to Way Wall, offers a direct route into Manchester City Centre, easily accessible by both bus and car. Additionally, Ryder Brow train station is just a 15-minute walk away, further enhancing the site's accessibility.



Existing Transport Links Diagram

Key

- Site ownership boundary
- Major Road
- Major Recreational Routes: Policy Number: G013
- 15 minute walk from site
- Major Recreational Routes: Policy Number: G014
- Major Rail

2.7 BUILDING HEIGHTS

The predominant typology in the area is 2-3 storey terraced houses as illustrated in figure A. The Holiday Inn Express hotel is the tallest building neighbouring the site. It is a modern red brick building with varying pitched roof levels and a maximum height of 3 stories. There is also a large two storey gym building and various single story commercial/leisure use buildings surrounding the site.



Terraced housing along Hyde Road.



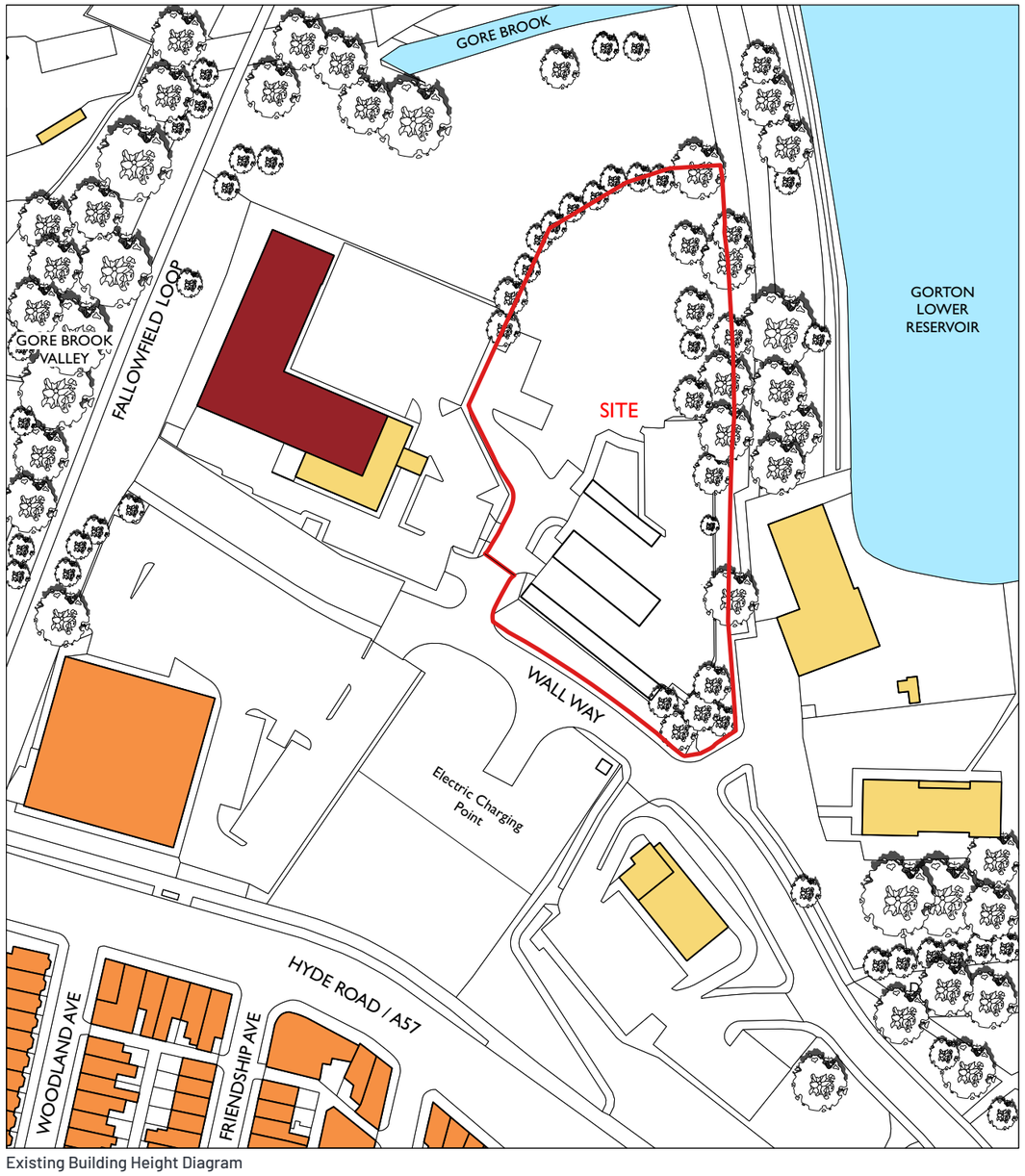
PureGym



Holiday Inn Express



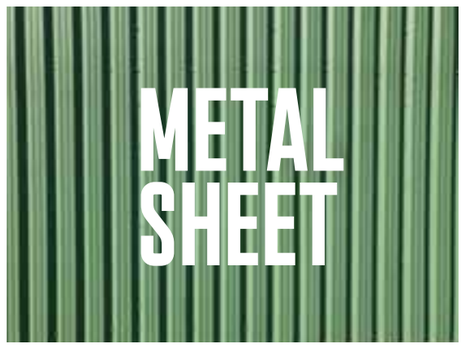
Manchester Trafalgar Sea Cadets



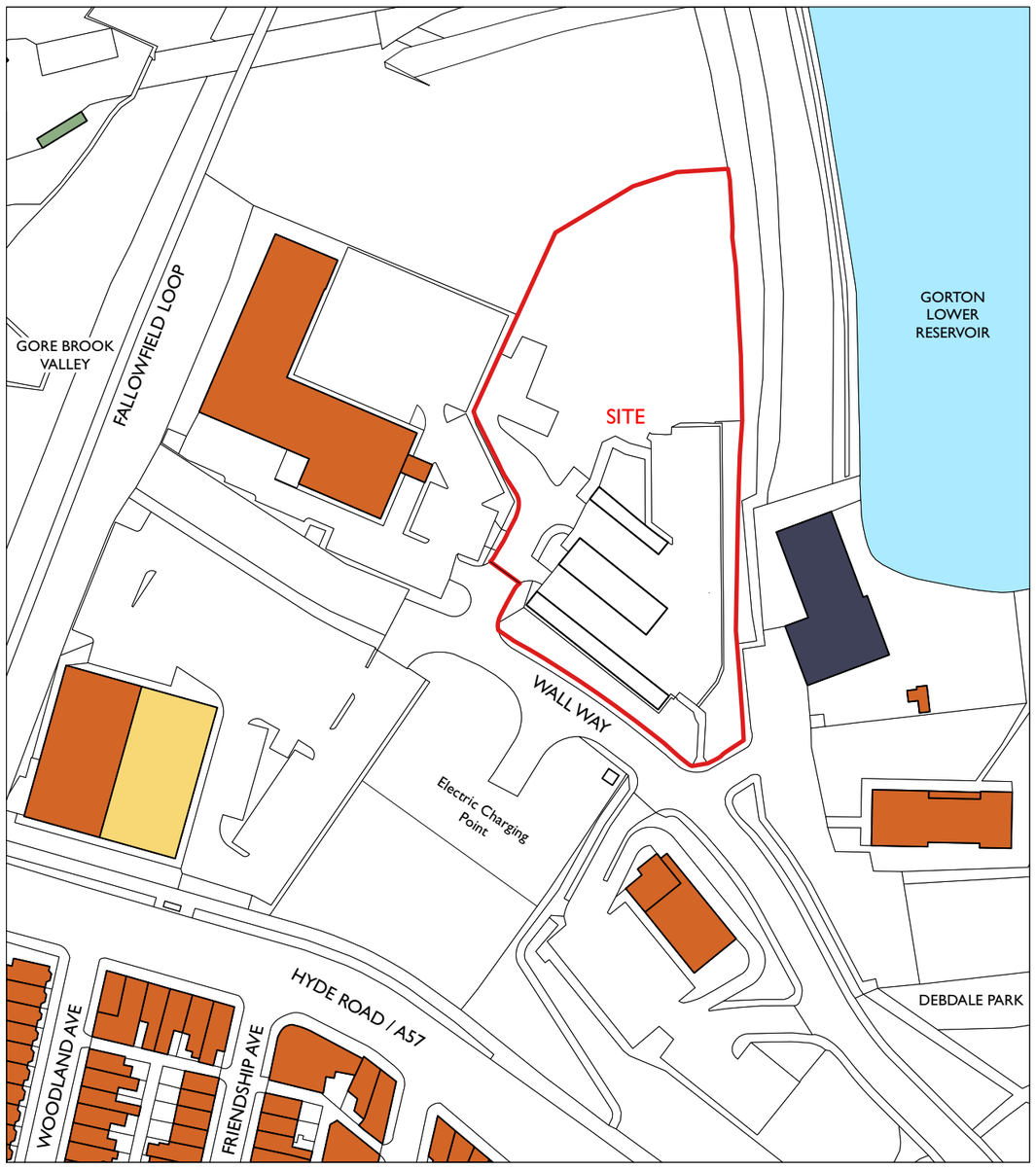
Existing Building Height Diagram

2.8 MATERIAL STUDY

The vast majority of buildings within Gorton, are built from red bricks. There is a mixture of traditional Victorian red brick buildings, often seen in the terraced housing typology, along with modern red brick buildings seen in newer schemes such as the housing estate along Tannery Way and apartments along Reddish Lane.







Existing Building Materiality Diagram

Key

- Brick
- Cladding
- Render
- Metal Industrial Sheet Cladding
- Site ownership boundary

2.9 GREEN SPACES

The site is surrounded by extensive green space, with Gore Brook to the north and Debdale Park to the east. The immediate surroundings are defined by woodland trees to the north and east, which contribute to a rich habitat, fostering wildlife and enhancing biodiversity in the area.

View of overgrown route surrounding Debdale Reservoir.

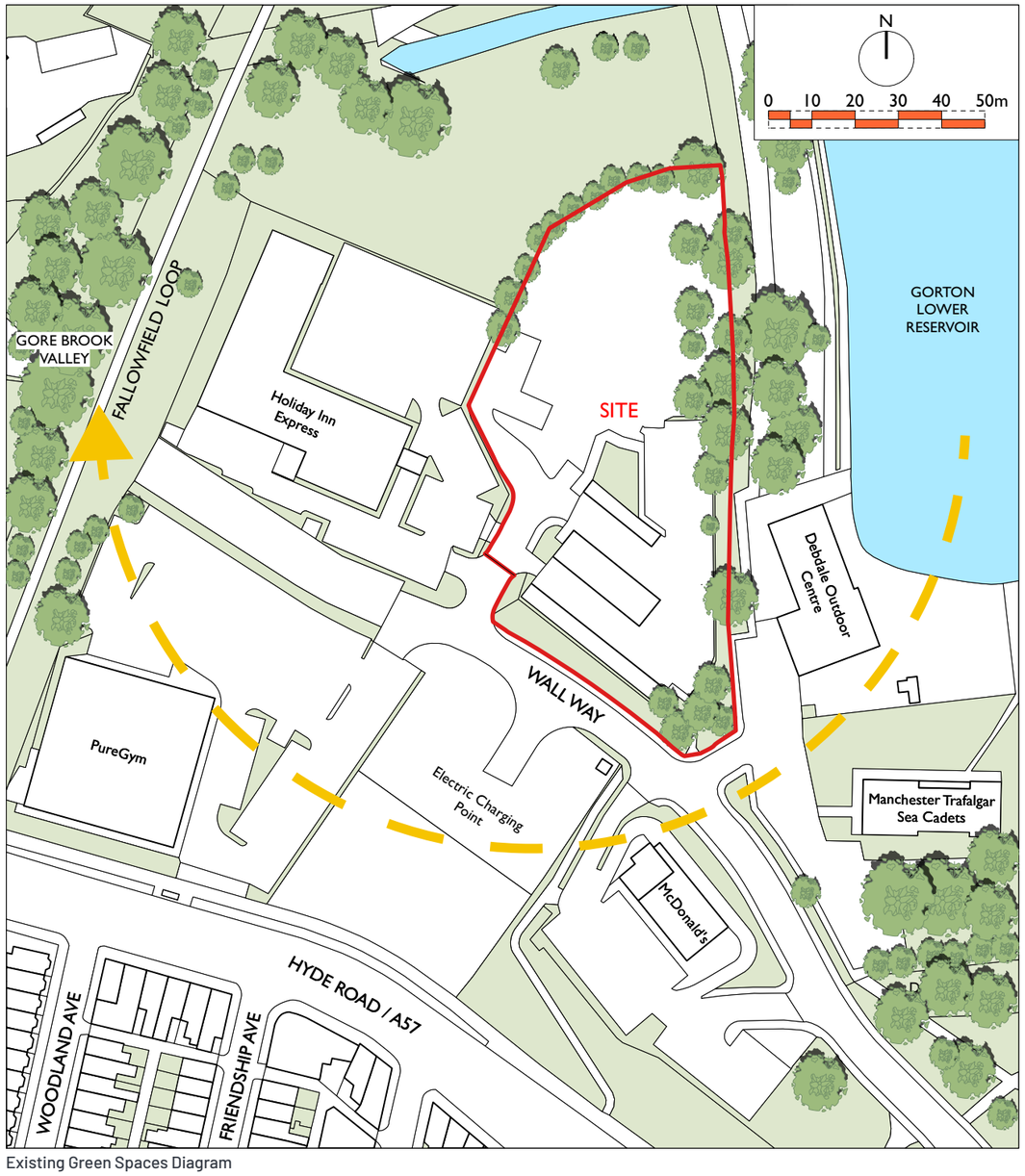
Aerial sketch of existing site.



View of greenery surrounding Debdale Lower Reservoir.



View of path along Debdale Park.



Existing Green Spaces Diagram

Key

Green areas

Site ownership boundary

Sun path

2.10 OPPORTUNITIES & CONSTRAINTS

STRENGTHS

- Close proximity to nature and green spaces (Debdale park and Gorton reservoir)
- Good transport connections to Manchester
- Established pedestrian and cycle links neighbouring the site
- Access to local commercial/ leisure facilities
- Peaceful location
- Self-contained boundary separate from other uses
- Generally flat site

S

WEAKNESSES

- Negative perception of Gorton
- Social issues
- Current planning designation of land for leisure

W

OPPORTUNITIES

- Utilisation of derelict, underused site
- Regeneration potential and investment.
- Housing needs identified by Manchester City Council.
- Encourage wider development and improvement of area.
- Improve appearance with beautiful architecture
- Establish area as a unique place.
- Act as catalyst for wider investment
- Integrate architecture with nature

A

THREATS

- Crime and social issues

T

3.0 PLANNING CONTEXT

3.1 PLANNING POLICY CONTEXT

This application is accompanied by a Planning Statement by Peacock and Smith. This outlines all relevant planning policies, and how the proposals respond to these appropriately.

The Development Plan for Manchester consists of:

- the Core Strategy, adopted 11 July 2012;
- saved policies from the Unitary Development Plan, adopted in 1995;
- Places for Everyone, adopted March 2024.

Material policy considerations include:

- Any emerging development plan;
- National Planning Policy Framework (2023), which is supported by the Planning Practice Guidance (PPG) (as updated);
- National Design Guide (October 2019, as updated);
- Any relevant Supplementary Planning Documents (SPDs).

3.1 UNITARY DEVELOPMENT PLAN

Planning policies saved from the UDP (unitary development plan) and relevant to the site:

1) G012 (Gore Brook Valley Park Strategy) - stated aim "to create an informal open space linking Sunny Brow Park and Debdale Park". This appears to have been resolved by the designation of the Gore Brook Valley Conservation Area on 22 December 1993 which does not include the application site. Therefore, this does not appear to be relevant to our site.

Notwithstanding the above, the policy aspirations seeks to increase permeability of the site. Currently, there is no permeability or desire lines across the site directly from an east-west direction and there are significant level differences. There is link in the north – south to the east of our site between the site and the Debdale Water Sports Centre.



Diagram showing Saved policies from the Unitary Development Plan (1995)

Key

- Site ownership boundary
- Major Recreational Routes: Policy Number: G013
- Major Recreational Routes: Policy Number: G014
- Gore Brook Valley Conservation Area (formed from Policy Number: G012 - Gore Brook Valley Park Strategy)

The existing band of trees and shrubbery alongside the site border with the reservoir are to be largely retained, and inbound of this the proposals actively retain open space alongside the reservoir, for amenity use. The buildings are instead pushed to the back of the site (where the former Bandstand Pub was located). Existing views of the reservoir from Fallowfield Loop are extremely limited due to the established vegetation noted above, and these proposals do not adversely affect them.

The proposal aims to further enhance the approved 'Yellow Brick Road Cycleway' and the connection to Debdale Park by offering a piece of land at the southern end of the site to enable the council to improve and create safe pedestrian access to the park and to the reservoir from Wall Way.

2) G013 (disused railway line to the West). Due to site topography and desire lines, our site does not prevent future connections between Fallowfield Loop and the reservoir.

3) G014 (footpath to the East).Our proposal improves connectivity and enhances pedestrian movement along the major recreational route by offering a public space south of the site.



Photo taken from the Fallowfield Loop, showing dense vegetation with no visible view of the reservoir beyond.



Photo taken from the Fallowfield Loop, showing dense vegetation with no visible view of the reservoir beyond.



Photo taken from the Fallowfield Loop, showing dense vegetation with no visible view of the reservoir beyond.



Photo from approved Yellow Brick Road Cycleway application

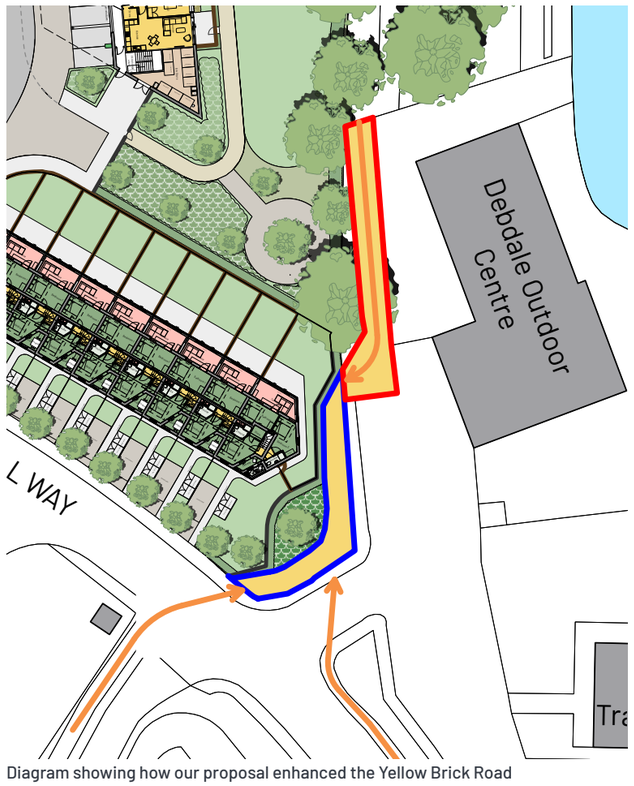


Diagram showing how our proposal enhanced the Yellow Brick Road

KEY

Approved Yellow Brick Road Cycleway

Proposed continuation of Yellow Brick Road proposal

3.3 NATIONAL SPACE STANDARDS

The proposals comply with the Technical housing standards – nationally described space standard 2015, which covers issues such as overall apartment area, bedroom sizes and storage space allocation.

In addition to this, the proposal has been designed to adhere to section M4(2) of the Building Regulations, Accessible and Adaptable Dwellings.

NUMBER OF BEDROOMS (b)	NUMBER OF BED SPACES (persons)	1 STOREY DWELLINGS	2 STOREY DWELLINGS	3 STOREY DWELLINGS	BUILT-IN STORAGE (m^2)
1b	1p	39 (37)			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	83		
3b	4p	74	87	90	2.5
	5p	86	96	102	
	6p	95	102	108	
4b	5p	90	100	106	3.0
	6p	99	107	113	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

Extract from the Technical housing standards - nationally described space standard
Table 1. Minimum gross internal floor areas and store (m^2)

3.4 PLANNING HISTORY

Key Summary:

The application site comprises vacant, previously developed land. The surrounding area has a mixture of uses, including outdoor sports and recreation and commercial uses (hotel, gym, fast food restaurant). The nearest residential accommodation is approximately 100m away. The nearest designated heritage asset is 110m away (Gore Brook Valley Conservation Area). The site is within Flood Zone 1 but is at risk of reservoir flooding. The site is accessible via public transport (train and bus). A number of planning applications have been granted previously at the site for a variety of development.
Conservation Area). The site is within Flood Zone 1 but is at risk of reservoir flooding. The site is accessible via public transport (train and bus). A number of planning applications have been granted previously at the site for a variety of development.

In order to fully understand the development context of the site in the preparation of this planning application, a full planning history search, using publicly available sources, has been undertaken. A review of Manchester's Public Access system has revealed a number of relevant planning applications at the site:

- 036109 -Erection of a hotel and associated facilities, 23 dwellings, business units (class B1) and open space with vehicular access from Hyde Road and from Tan Yard Brow. Refused 19 April 1990.

- 039868/OO/CENTL3/91 - Erection of 150 bedroom hotel, restaurant & bars, conference and leisure facilities, lockup retail units and erection of drive-in fast food restaurants. Approved 17 November 1994.

- 047823/MO/CENTL3/95 - RESERVED MATTERS Details of design, siting, external appearance, and landscaping for drive thru restaurant (approved under outline application 039868/OO/CENTL3/91). Approved 6 September 1995.

- 055097/FO/CENTL2/98 - Erection of a public house/ restaurant with playbarn, external play area and managers accommodation, and three storey 98 bed detached hotel with associated car parking & landscaping, with provision of footpaths. Approved 30 December 1998.

- 055097/FO/CENTL2/98 - Erection of a public house/ restaurant with playbarn, external play area and managers accommodation, and three storey 98 bed detached hotel with associated car parking & landscaping, with provision of footpaths. Approved 30 December 1998.

- 056819/AO/CENTL2/99 - Erection of 4.7 metre high gantry sign and various directional signs and various illuminated and non-illuminated brewery signage on building. Approved 6 July 1999.

- 082708/FO/2007/N2 - Erection of freestanding building within existing beer garden. Approved 14 June 2007.

- 085600/AO/2008/N2 - Installation of various illuminated and non-illuminated freestanding and fascia signs. Split decision 30 April 2008.

- 115091/FO/2017 - Change of use from public house/restaurant to banqueting hall and restaurant (Sui Generis) together with associated single storey extensions, elevational alterations, boundary treatment and landscaping following removal of outdoor play area, demolition of the pavilion and alteration to car parking layout. Refused 29 July 2017 and subsequent appeal dismissed.

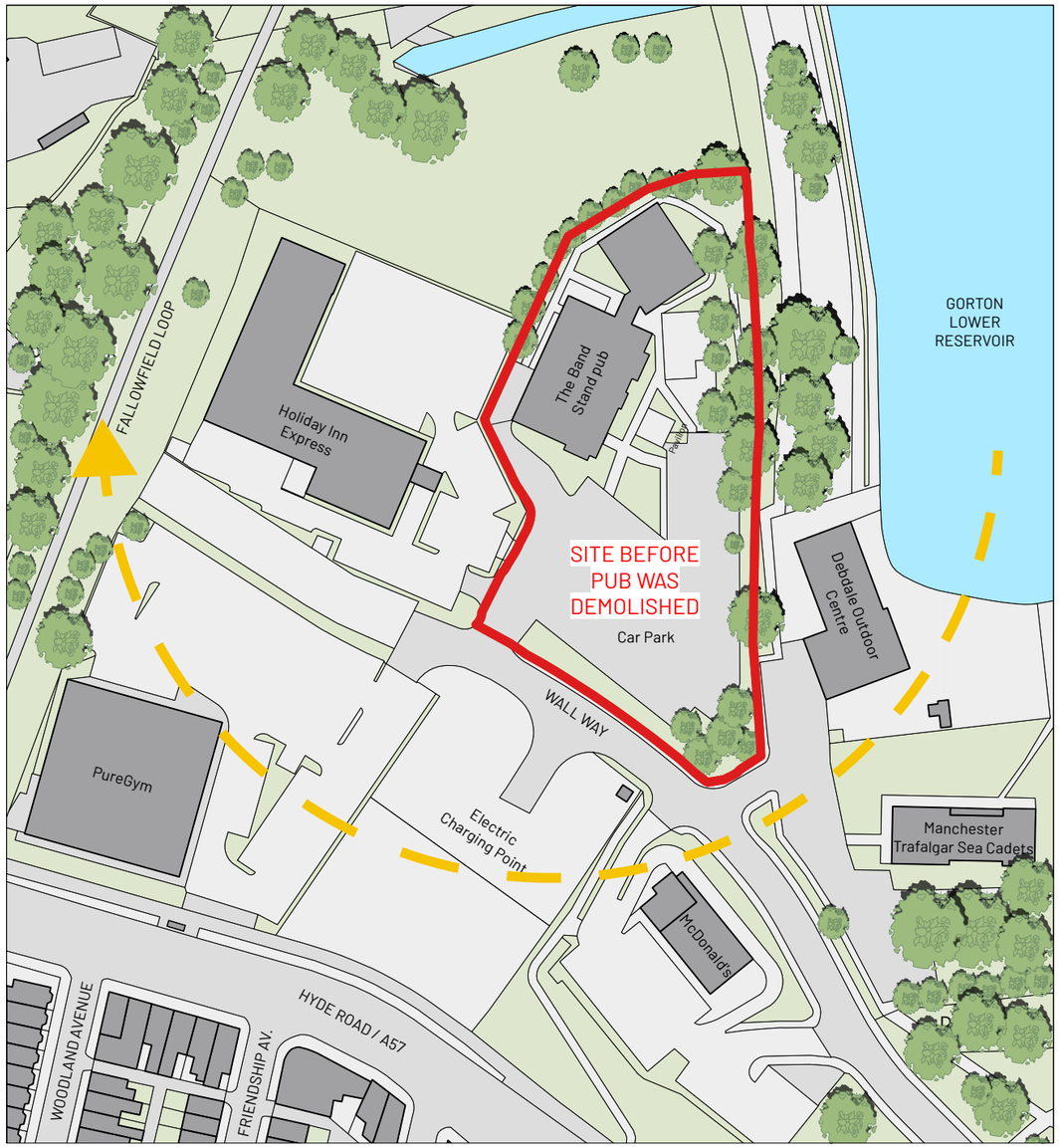
4.0 DESIGN PROCESS

4.1 PREVIOUS SITE LAYOUT

The design process started with an analysis of the massing, scale, and footprint of the former Band Stand pub, which previously occupied the site. The building featured was a mix of one and two-storey structures, with varying pitched and hipped roofs. Positioned at the northern end of the site, it included an external children's play area and a large car park with 86 spaces, covering nearly half the site. The pub was set back from the reservoir's edge, with outdoor amenity space separating it from the water, creating a sense of openness around the building.



Image of the former Band Stand pub



Previous Band Stand Pub Site Layout

Key

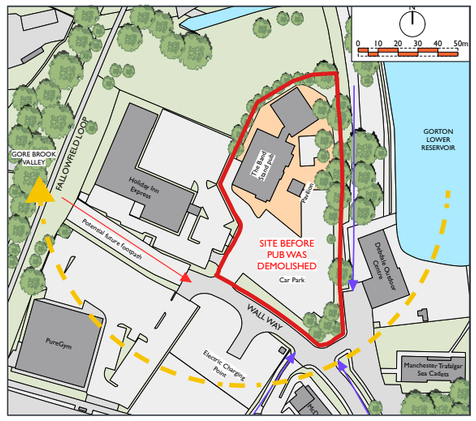
Green areas

Site ownership boundary

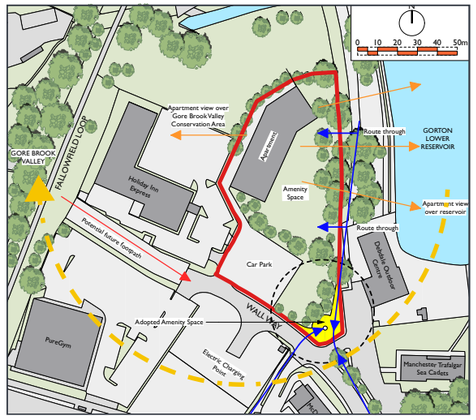
Sun path

4.2 FEASIBILITY STUDY

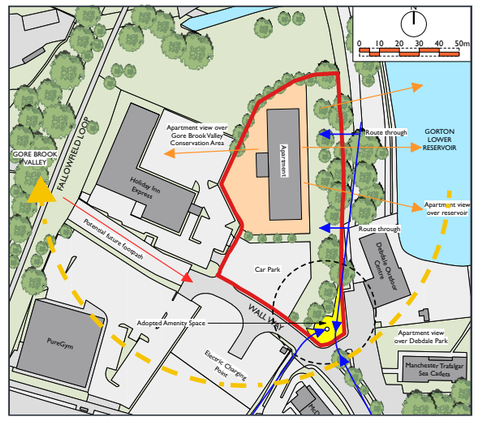
Several massing and layout configurations were explored, considering both family homes and apartment options. Different approaches to site utilisation and building positioning were tested, while adhering to the client's brief.



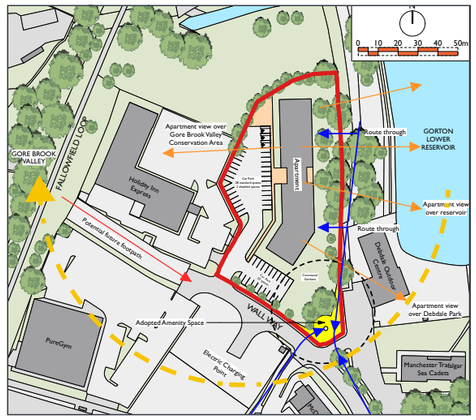
Former The Band Stand Pub Layout



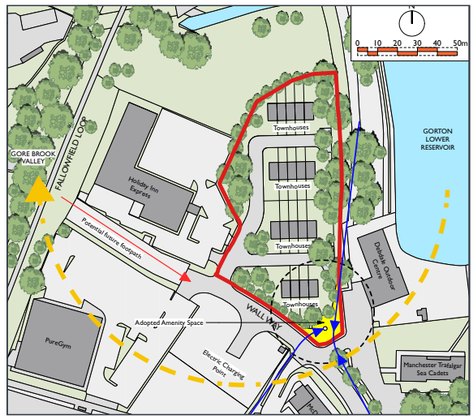
Proposed Layout - Option A



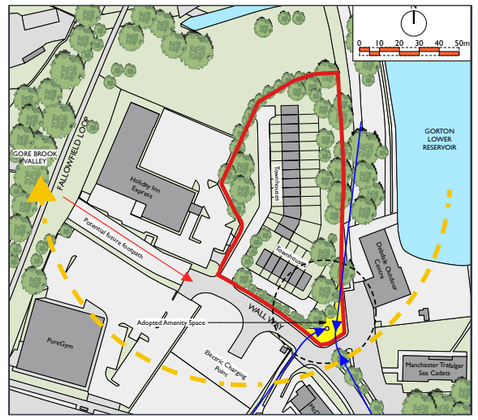
Proposed Layout - Option B



Proposed Layout - Option C



Proposed Layout - Option D

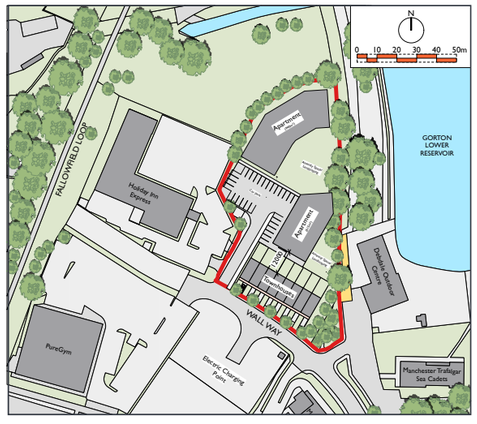


Proposed Layout - Option E

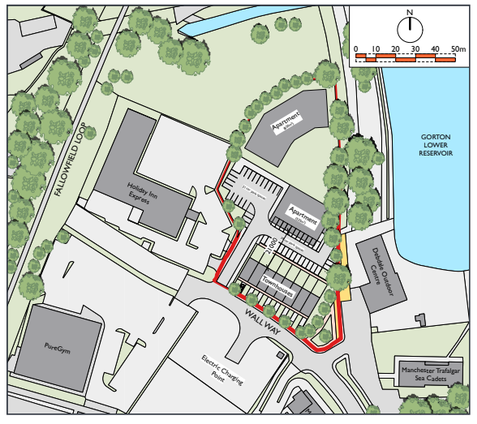
Key design principles involved

- setting the buildings back from the reservoir's edges
- maximising the water views
- maintaining the existing site access
- creating a green, open amenity space
- reducing the extensive hardscaping from the former car park
- situating larger buildings toward the northern end of the site
- establishing a street frontage along Wall Way with terraced houses that engage the street.

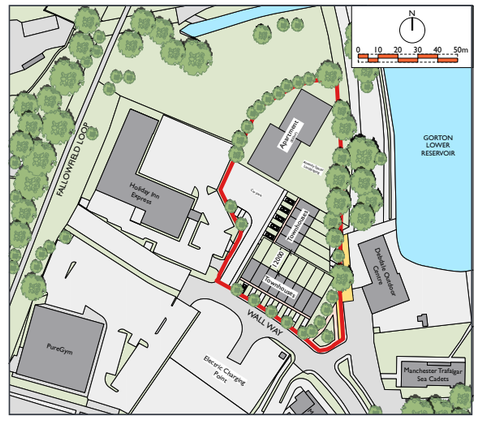
A key aspect of the design included dedicating part of the land to the council to improve the adjacent recreational route and enhance pedestrian and cyclist connectivity to the 'Yellow Brick Road' cycleway.



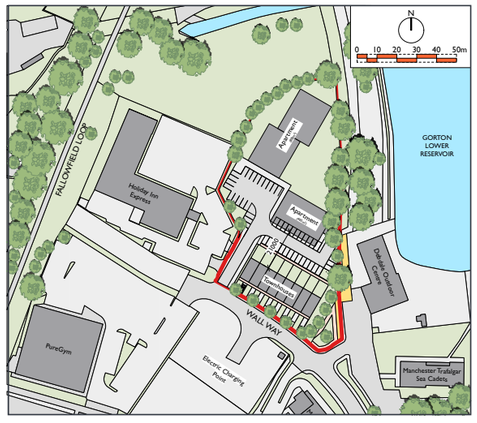
Proposed Layout - Option F
Option showing an apartment block in the footprint of the former pub, a second block maximising views towards the reservoir and a row of townhouses addressing the streetscape of Wall Way.



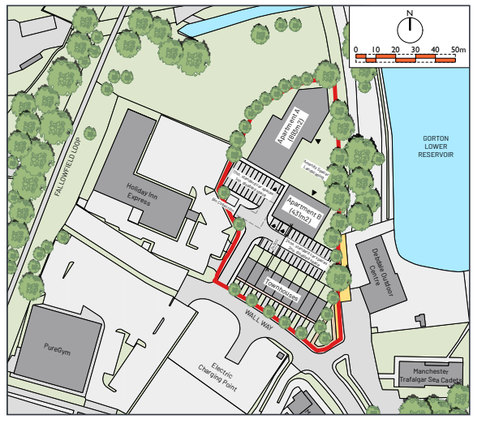
Proposed Layout - Option G
Option showing Apartment B reconfigured to satisfy overlooking distances and to create a secure complex with an open amenity space.



Proposed Layout - Option H
Option exploring the possibility of additional townhouses and a staggered rectangular apartment form split into two blocks. This option has less car parking provisions.



Proposed Layout - Option I
Option showing three apartment blocks of a similar size and language, forming a development of Option B.



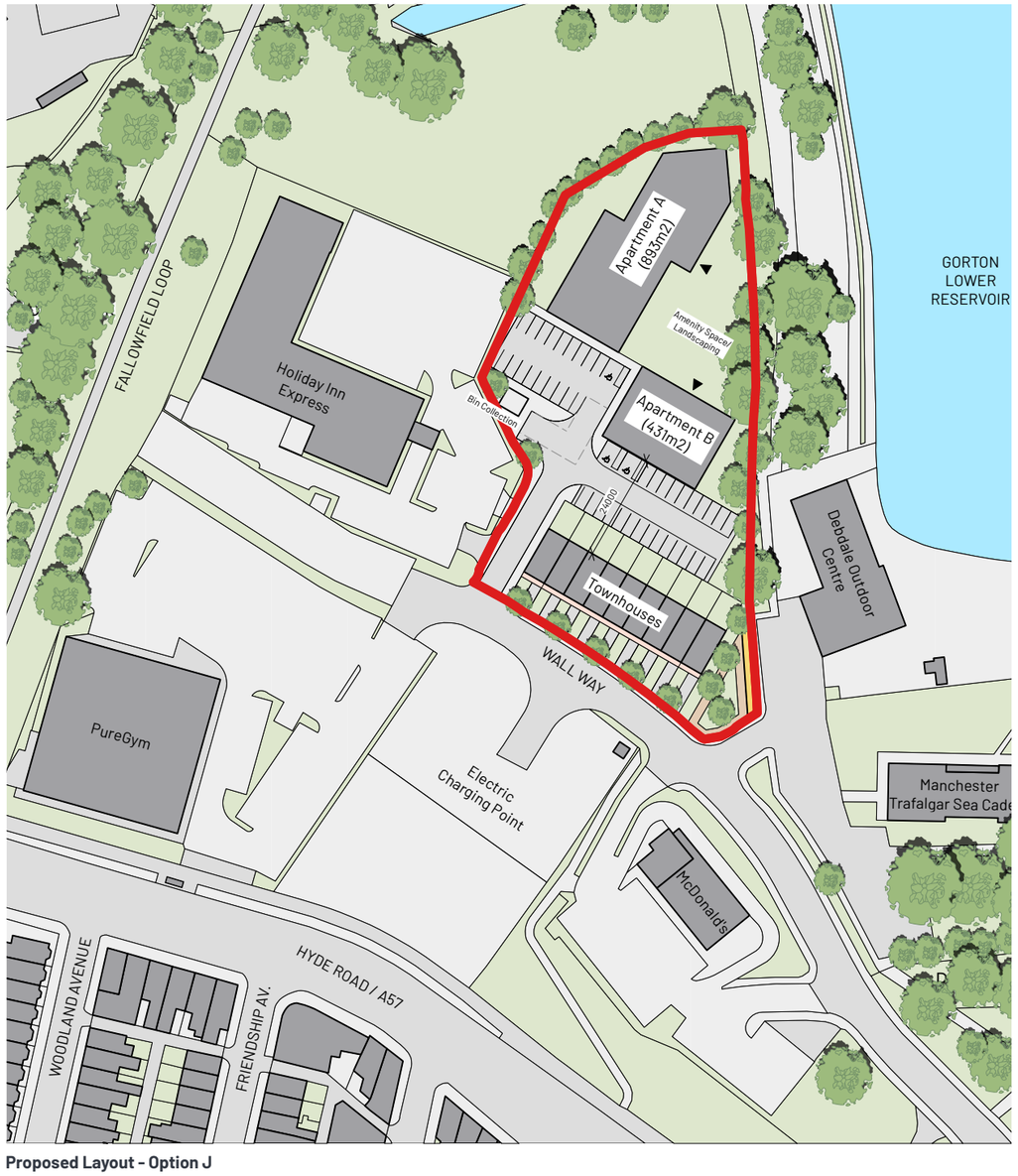
Proposed Layout - Option J
Current proposal showing the townhouses setback 24m from Apartment Block B in accordance with the planning requirements.

4.3 PRE-APP FEEDBACK

A pre-application meeting was held with MCC (Manchester City Council) Planner Ian Jarvis to discuss a more developed proposal (Option J), which included two apartment blocks arranged around a central green amenity space, along with a row of terraced houses fronting Wall Way. The massing and layout considered overlooking distances, as well as car parking provisions and the optimisation of views.

MCC expressed concerns that the submitted scheme appeared to be dominated by car parking and suggested that too many flats are being proposed, leading to an overdevelopment of the site. MCC emphasised a preference for more family housing and fewer apartments, with car parking for family homes provided in-curtilage, while apartments should have designated parking areas rather than on-street parking, which would have a negative visual impact and may not be supported by Highway Services.

MCC referred to Saved Policy GO12, which aims to create informal open spaces connecting Sunny Brow Park and Debdale Park as part of the Gore Brook Valley Park Strategy, and highlighted that any development must align with this policy. MMC noted that while housing on the site could be considered, the council would expect a lower-density development, with significantly less hardstanding and more green space, gardens, and amenity areas.

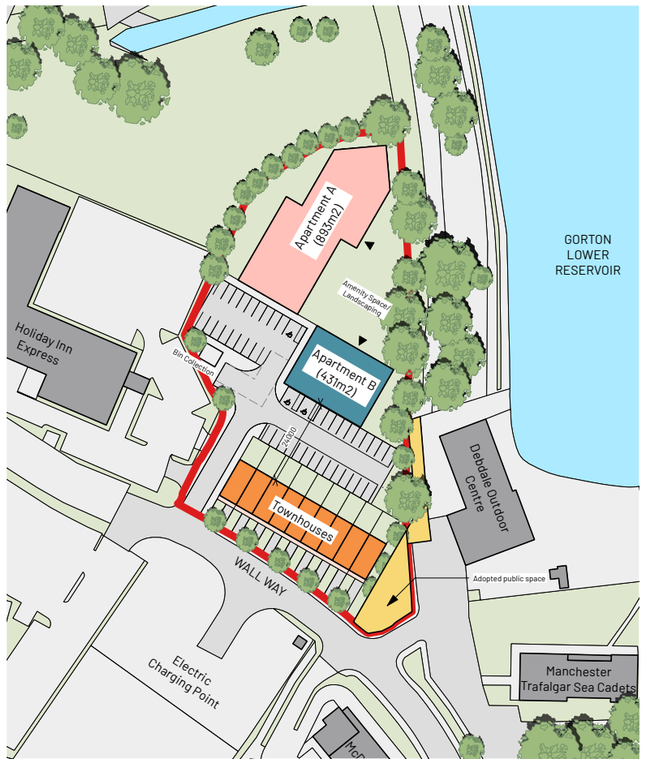


Proposed Layout - Option J
Option discussed during the pre-application meeting with Ian Jarvis

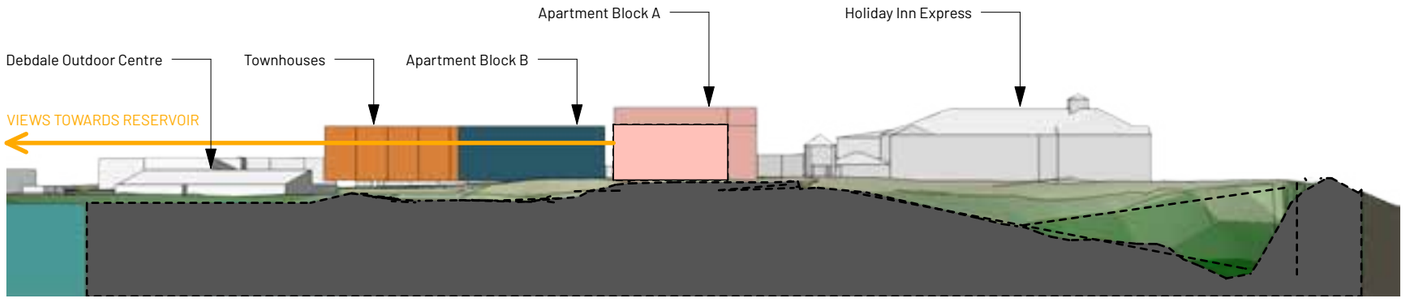
Key

Green areas

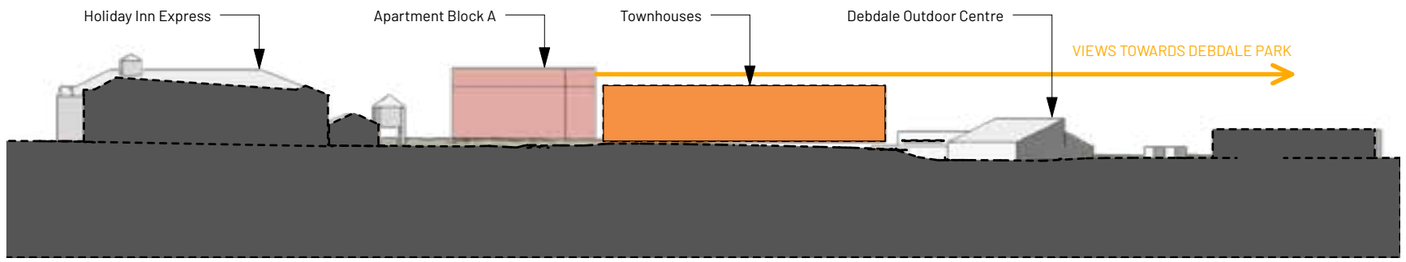
Site ownership boundary



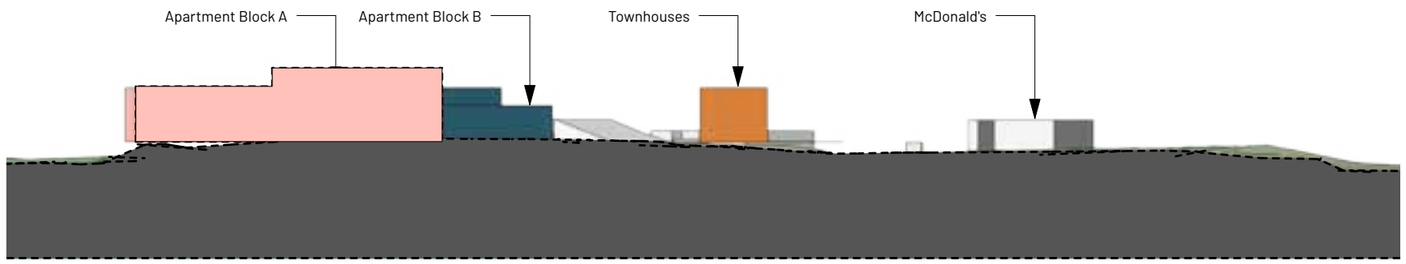
Proposed Layout - Option J
Option discussed during the pre-application meeting with Ian Jarvis



2 Section A-A
Scale: 1:1000



3 Section B-B
Scale: 1:1000



4 Section C-C
Scale: 1:1000

4.4 DESIGN DEVELOPMENT

In response to MCC's feedback, the design was revised and enhanced as follows:

1. Reduction of hardstanding/car parking areas: The hardstanding/car parking has been reduced from 2130 sqm in Option J to 1705 sqm in the revised Option M.

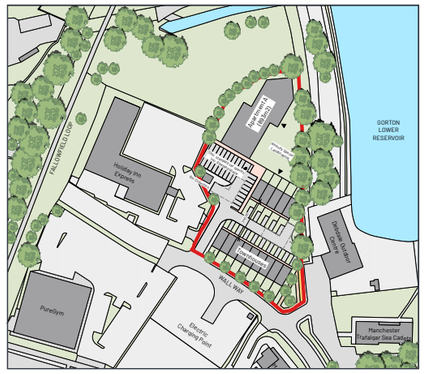
2. Mixed development of apartment block and townhouses: Following MCC's preference for a mix of housing types, the scheme now includes both apartments and townhouses.

3. In-curtilage parking for family housing: Each townhouse now has its own private driveway to provide in-curtilage parking.

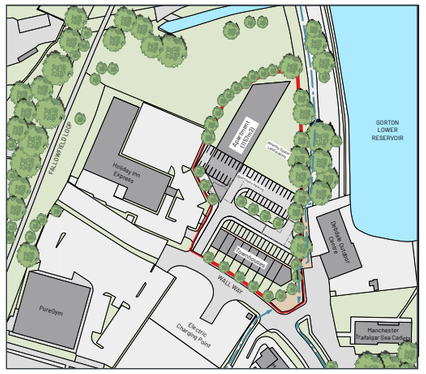
4.Separation of parking areas: On-street parking provisions have been removed, and the apartment block now has a distinct, dedicated parking area that is clearly separated from the townhouses.

5. Reference to Saved Policy G012: While this policy's goal to create informal open space linking Sunny Brow Park and Debdale Park has been addressed by the designation of the Gore Brook Valley Conservation Area, it does not affect the application site. Nevertheless, our proposal further supports the 'Yellow Brick Road Cycleway' by offering a section of land at the southern end of the site, allowing the council to improve pedestrian access to Debdale Park and the reservoir from Wall Way.

6. Lower density with more green spaces: The apartment block design has been simplified into a single building, reducing the total number of units by 4, creating more green areas and gardens. The entire eastern side of the block is now a green amenity space.



Proposed Layout - Option K
Option exploring the possibility of additional townhouses and a staggered rectangular apartment form split into two blocks. This option has less car parking provisions.



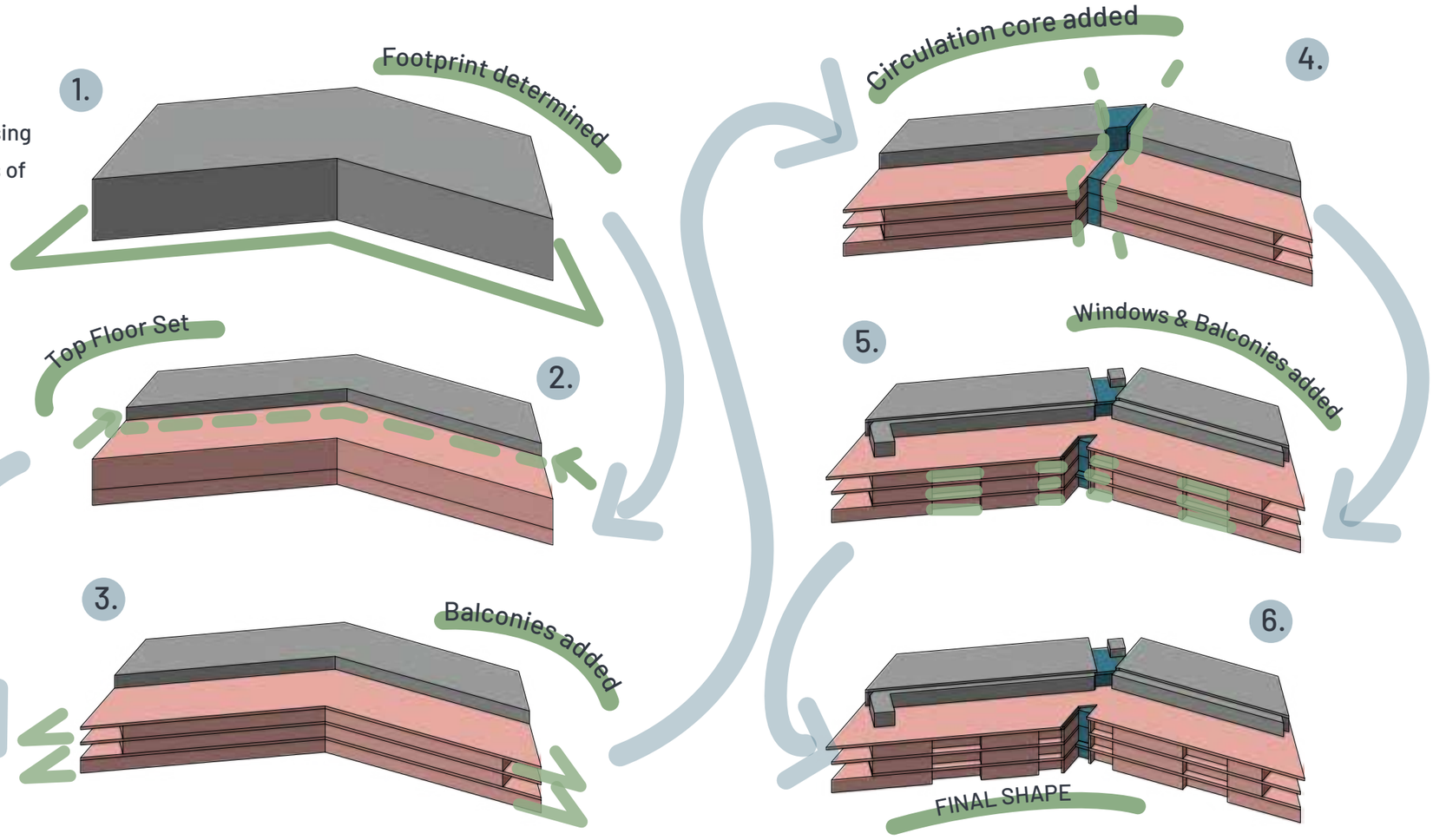
Proposed Layout - Option L
Option showing three apartment blocks of a similar size and language, forming a development of Option B.



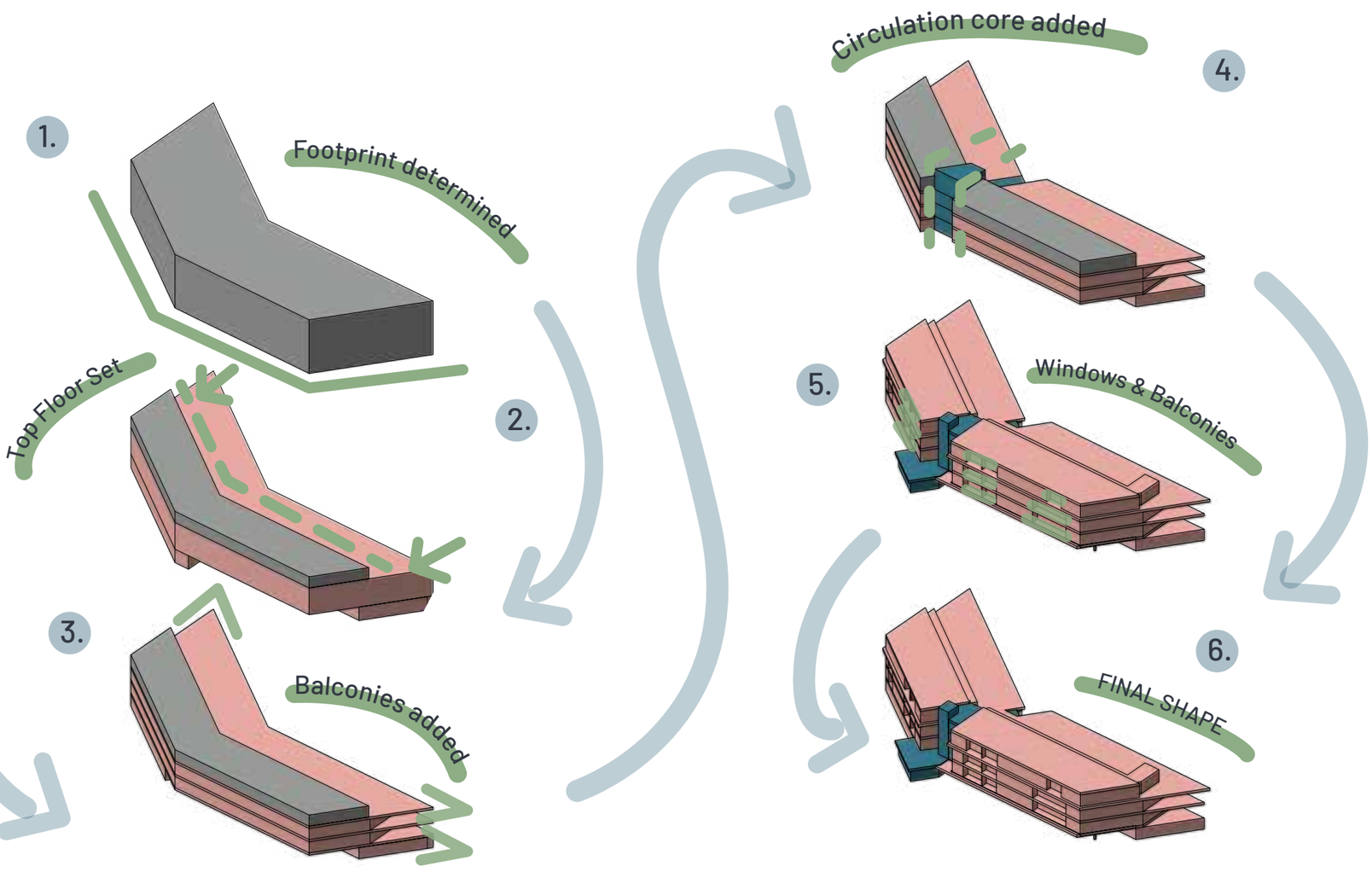
Proposed Layout - Option M
Current proposal showing the townhouses setback 24m from Apartment Block B in accordance with the planning requirements.

4.5 MASSING DIAGRAMS

These diagrams illustrate the development of massing option M, highlighting our thought process in terms of massing, scale, and design considerations

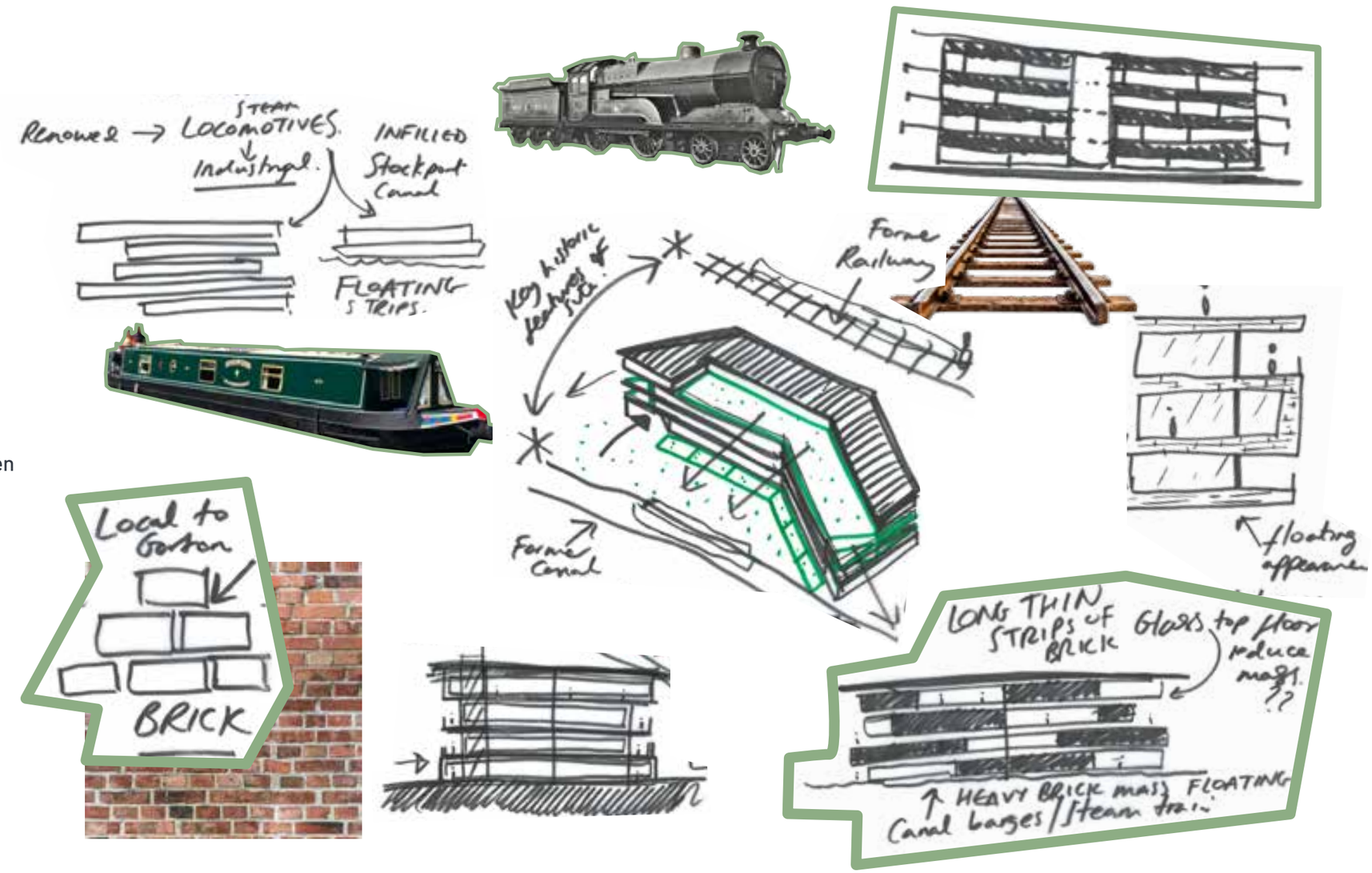


These diagrams illustrate the development of massing option M, highlighting our thought process in terms of massing, scale, and design considerations



4.5 CONCEPT IDEAS

The design concept was inspired by the site's historical context. The location once had a railway and canal running alongside it, with steam locomotives and canal barges being common features of the area's industrial past. These modes of transport, characterised by long, heavy masses floating along the rail tracks and water, influenced the architectural vision for the building. We sought to reflect this industrial heritage in the design. Given Gorton's strong association with brick and its industrial history, brick became the natural choice of material. The design focused on creating an industrial and solid aesthetic, while incorporating sleek lines reflecting the site's past.



4.6 APPEARANCE AND MATERIALITY



Concrete floor edge banding - Thirty Broadwick, London



Brick deep window reveals / recessed balconies - Excelsior, Manchester



Balustrade railing - Hulme Living Leaf Street housing, Manchester



Balustrade railing -Sandpit Place, London



Entrance Curtain walling - Botanica, Manchester





Contrasting brick - red brick vs light biege brick



Window reveals / Brick details - Northgate Point, Chester



Brick / Balustrade railing -Timekeepers Square, Salford

6.0 DESIGN STRATEGIES

6.1 SUSTAINABILITY

Atelier MB have developed a holistic in-house sustainability strategy. Designs are explored and assessed to ensure all design decisions are aligned with our core aims. Namely to reduce the negative impact of any development, whilst maximising the potential benefits both within the site and across the wider context and beyond.

We base our framework on the capacity for the proposal to:

- Reduce resources
- Reuse existing resources
- Recycle resources
- Generate resources.

These characteristics are coupled with informal measurement of the scheme against the ten One Planet Living Principals, https://www.bioregional.com/one-planet-living, which address the impact of the development in use.

The site is in an accessible location to encourage the use of public transport by residents. It is also well served by local amenities. The Framework Travel Plan prepared by Axis further details the existing transport links.

In conjunction with this, Parker Wilson have prepared an Energy Statement to confirm compliance with relevant planning policy, including Places for Everyone Joint Development Plan Policy HP-S2.

In compliance with this policy, photovoltaic panels equivalent to 20% of the ground floor area will be located at roof level of both the apartments and houses. This will save approximately 35% in carbon emissions.

6.2 M&E APPROACH

Along with high levels of envelope insulation, and low levels of uncontrolled air/heat loss,
the following mechanical and electrical strategy may be implemented in the detailed scheme design:

High efficiency gas condensing boilers to each apartment/house.
Communal air source heat pumps
Local air source heat pumps to each house (located at ground floor)
Local air source water heaters to each apartment/ house.
Mechanical ventilation with heat recovery
High efficiency lighting

The development will also be designed to connect into future district energy sources.

6.3 WASTE AND DELIVERIES

Apartments

A communal refuse and recycling store is located at ground floor of the apartment building – easily accessible to all residents. These bins will be then be taken out of the store by management on a weekly basis for collection.

Refuse collection and other servicing/deliveries are expected to enter the site from Wall Way, where a turning circle is provided (refer to Axis Transport Statement for further details).

Houses

Bin storage is provided to the front of each house, and these will be taken to the edge of the pavement by residents to suit weekly collections along Wall Way.

Please refer to the 2023-GD04_Waste_Storage_and_Collection_Guidance_for_New_Developments_v7_Sept_2023___Appendix_E_Proforma document for more details.



1 Proposed Waste Management Plan
Scale: 1:500

6.3 CAR PARKING, CYCLE STORAGE & ACCESS

Please refer to the Axis Transport Statement and Framework Travel Plan for further details.

Apartments

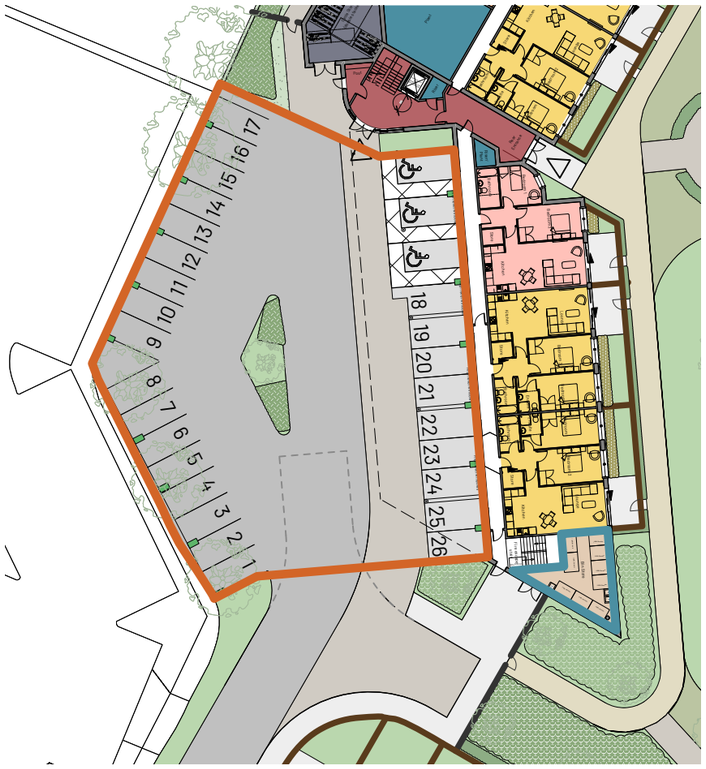
Pedestrian, vehicle, and cyclist access is via the main site entrance off Wall Way.
29 no. car parking spaces (70% provision). 1 EVC point per parking space.

Houses

Access to houses is via private driveways directly off Wall Way. Each house has. 1 no. car parking space within curtilage, with cycle storage possible internally.

Cycle Storage

41 no. cycle parking spaces have been provided (1 per apartment), in a separate ground floor secure store.



1 Proposed Apartment Car Parking
Scale: 1:500



2 Proposed Townhouse Car Parking
Scale: 1:500

6.4 SECURITY

We have given due consideration to the following security issues presenting in a new residential scheme:

Surveillance

Natural surveillance of external spaces – including the amenity space, and the EV charging spaces.
Internal bin and cycle storage

Access

Boundary treatments clearly demarcate the private/ public and semi-private spaces

Large well-lit entrances with sufficient glazing ensure visibility of visitors. Pathways to these entrances are overlooked by the apartments above and at ground floor. Similarly, the car park is overlooked by habitable rooms.

A secure lobby next to the main entrance is provided in which post boxes can be located, with controlled access for the postal service only.

Fob control with self-closing doors to both communal entrances, and bin/cycle stores within the basement.
Audio intercom to all apartments

All entrance doors will be security rated, and adjacent partitions/walls will be upgraded with reinforcement.
CCTV will be installed as recommended by the GMP

Railings and gates are strategically located to prevent unauthorised access to the rear of the site.

Defensible space is provided to all ground floor apartments via private gardens with clear boundaries.

All entrances to each apartment are via the communal access route.
Even the lowest balconies are approx. 3m above the ground level.

GMP have been instructed to prepare a CIS and we await their report.

7.0 PLANNING STATEMENT

7.1 PLANNING STATEMENT

Please refer to a separate document by Peacock and Smith. Extract below:

It is considered that the principle of development fully complies with national and local planning policy. It would deliver a series of material planning benefits which should be given weight in considering the planning balance. A series of technical reports have been submitted in support of the application which collectively outline that there is no reason why planning permission should be refused. Accordingly, it is requested that planning permission be granted as soon as reasonably practicable.

This application will therefore make an important contribution in delivery of new apartment units and townhouses in a very sustainable location, which is a significant benefit of the scheme, and carries significant weight.

8.0 ACCESS STATEMENT

8.1 ACCESS STATEMENT AND EQUALITY

In accordance with the Manchester City Council Design for Access 2 requirements, this scheme has been designed to comply with Approved Document Part M(2).

Level access is provided to all apartments, with circulation spaces enhanced to meet the standards noted above.

Equalities Statement:

The proposal has been designed with equality in mind, does not discriminate to any particular group of persons and is accessible to all.

9.0 DESIGN PROPOSALS

9.1 OVERVIEW & ACCOMMODATION

The proposal offers the following:

- Revitalising a vacant site that requires rejuvenation.

- Enhancing Gorton through the development of a new residential community that is appropriately scaled and designed to fit the local context. The design will be modern, yet thoughtfully reference Gorton's heritage and existing housing stock.

- Sufficient provision of cycling provisions promoting sustainable modes of transports, and car parking facilities to ensure convenience and accessibility.

- A development with minimised energy needs, utilising robust materiality that will naturally weather over time and remain an attractive asset to the locality.

- The construction of 41no. 1 and 2 bedroom apartments and 9no. townhouses, designed to comply with the Manchester Residential Quality Guidance.

- Generous shared and private amenity space offering a variety of habitats for plants and wildlife to encourage biodiversity.

- Offering a section of land to the council to support the extension of the Yellow Brick Road cycle route, improving connectivity between Wall Way and the reservoir and facilitating pedestrian and cycle movement.

Apartment Summary	
Apartment Type	Total
2 Bedroom Flat	28
1 Bedroom Flat	13
TOTAL	**41**

Townhouse Summary	
Townhouse Type	Total
5 Bedroom Dwellin	1
3 Bedroom Dwellin	8
TOTAL	**9**

Development Summary	
Development Type	Total
Apartments	41
Townhouses	9
TOTAL	**50**

Apartment Schedule - Ground Floor		
Apartment Ref.	Apartment Type	Gross Area (sqm)
A01	1 Bedroom Flat	55.6
A02	2 Bedroom Flat	80.8
A03	2 Bedroom Flat	80.3
A04	2 Bedroom Flat	80.3
A05	2 Bedroom Flat	80.3
A06	2 Bedroom Flat	72
A07	2 Bedroom Flat	80.3
A08	2 Bedroom Flat	80.3

Apartment Schedule - 1st Floor		
Apartment Ref.	Apartment Type	Gross Area (sqm)
A101	1 Bedroom Flat	50
A102	2 Bedroom Flat	70.7
A103	2 Bedroom Flat	70.7
A104	1 Bedroom Flat	50.7
A105	1 Bedroom Flat	50.7
A106	1 Bedroom Flat	50.7
A107	2 Bedroom Flat	74.8
A108	2 Bedroom Flat	80.3
A109	2 Bedroom Flat	75.6
A110	2 Bedroom Flat	75.6
A111	2 Bedroom Flat	67.3
A112	2 Bedroom Flat	75.6
A113	2 Bedroom Flat	90.4

Apartment Schedule - 2nd Floor		
Apartment Ref.	Apartment Type	Gross Area (sqm)
A201	1 Bedroom Flat	50
A202	2 Bedroom Flat	70.7
A203	2 Bedroom Flat	70.7
A204	1 Bedroom Flat	50.7
A205	1 Bedroom Flat	50.7
A206	1 Bedroom Flat	50.7
A207	2 Bedroom Flat	74.8
A208	2 Bedroom Flat	80.3
A209	2 Bedroom Flat	75.6
A210	2 Bedroom Flat	75.6
A211	2 Bedroom Flat	67.3
A212	2 Bedroom Flat	75.6
A213	2 Bedroom Flat	90.4

Apartment Schedule - 3rd Floor		
Apartment Ref.	Apartment Type	Gross Area (sqm)
A301	1 Bedroom Flat	51.2
A302	2 Bedroom Flat	70.7
A303	2 Bedroom Flat	70.7
A304	1 Bedroom Flat	50.7
A305	1 Bedroom Flat	50.7
A306	1 Bedroom Flat	50.7
A307	2 Bedroom Flat	74.8

Townhouse Schedule		
Townhouse Ref.	Townhouse Type	Gross Area (sqm)
T01	3 Bedroom Dwelling	108.18
T02	3 Bedroom Dwelling	108.18
T03	3 Bedroom Dwelling	108.18
T04	3 Bedroom Dwelling	108.18
T05	3 Bedroom Dwelling	108.18
T06	3 Bedroom Dwelling	108.18
T07	3 Bedroom Dwelling	108.18
T08	3 Bedroom Dwelling	108.18
T09	5 Bedroom Dwelling	146.46

9.2 SITE LAYOUT AND LANDSCAPING

The site layout has been developed as a result of pre-application feedback, a comprehensive understanding of the site context, and relevant planning policies.

The larger apartment block is positioned at the northern end of the site, set back from the street and deeper within the plan. It is also separated from the reservoir's edge and woodlands to the east by a green amenity space running along the eastern edge. The design of the building, with its open-arm configuration, optimises views of the reservoir.

Access to the apartments is provided through the existing site entrance, leading to car parking, a cycle store, and the main entrance to the west, allowing the large amenity space to remain undisturbed. The building is organised around a central core with apartment wings on either side. Ground-floor units are mostly single-aspect, facing the amenity space with private garden spaces. This orientation also provides natural surveillance over the amenity space. On the 1st and 2nd floors, apartments on either side of the central corridor offer views of the Gore Brook Conservation Area to the west and Gorton Lower Reservoir to the east. The third floor has a half depth floorplate, with direct access into each apartment from the roof itself, and allowing full views over to the reservoir.

The main entrance to the apartment block is highlighted with distinct materials and a curved form, making it visible and easily identifiable from the site entrance. A secondary residents only entrance is located centrally to the building plan, and offers direct access to the amenity area.

The townhouses along Wall Way front the street, featuring deep driveways lined with trees and generously sized rear gardens. The layout incorporates several roof terraces on different levels, optimising views and private outdoor space. Small 2nd floor balconies are also provided to Way Wall. Small end terrace windows ensure all areas of the site are naturally surveilled.

During site analysis, the southeast corner was identified as a weak point for pedestrian and cycle movement. As a strategic solution, this piece of land has been offered to the council to support the continuation of the approved Yellow Brick Road proposal, improving connectivity. This is landscaped with dense shrubbery to form a distinct barrier between the public route and the private garden behind.



1 Proposed Site Plan - Ground Floor
Scale: 1:500



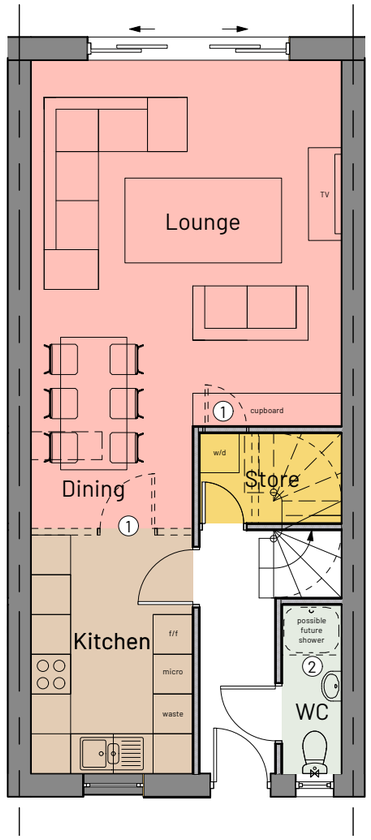
1 Proposed Site Plan - Roof Plan
Scale: 1:500



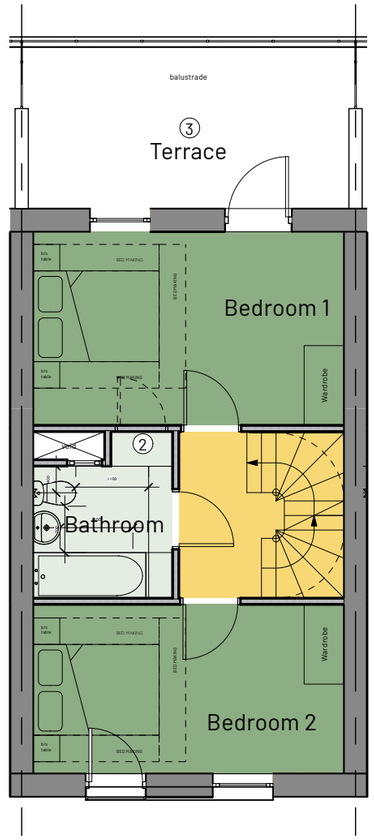
1 Ground Floor Context (Townhouse Block)
Scale: 1:200

9.3 PLANS

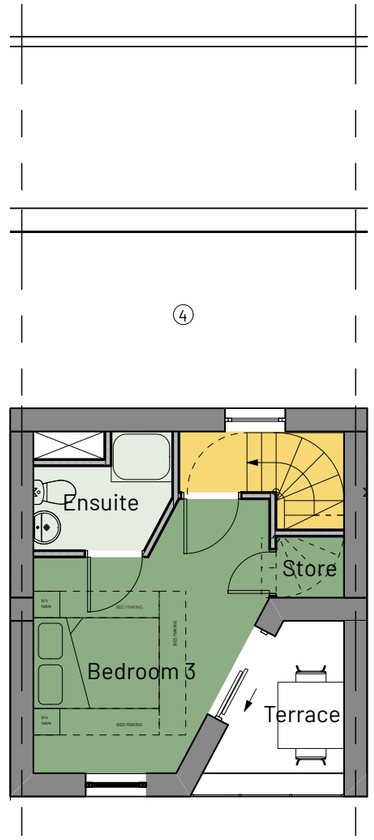
Typical Townhouse



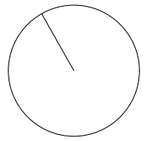
1 Ground Floor Plan (Typical Townhouse)
Scale: 1:100



2 First Floor Plan (Typical Townhouse)
Scale: 1:100



3 Second Floor Plan (Typical Townhouse)
Scale: 1:100



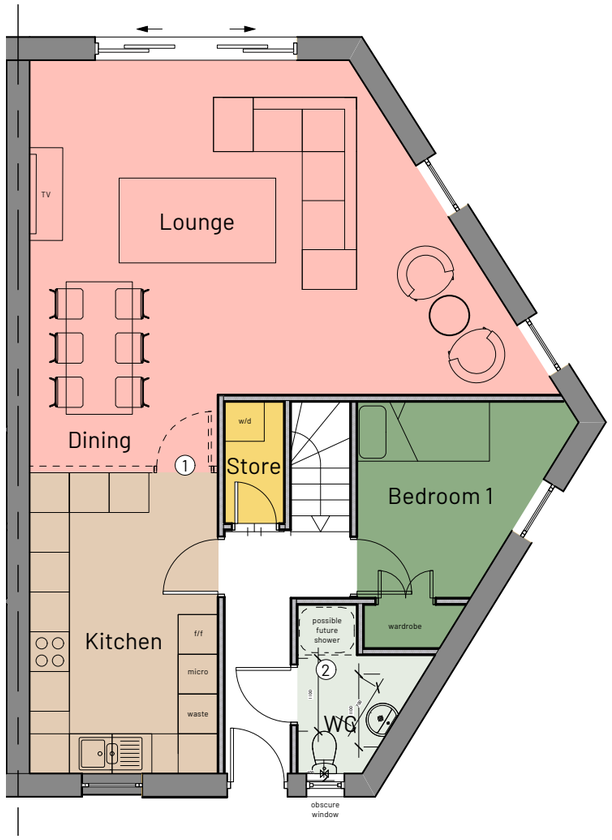
NOTES

1. Optional variations shown dotted
2. Optional shower
3. Skylight above
4. Future potential to extend to add 4th bedroom

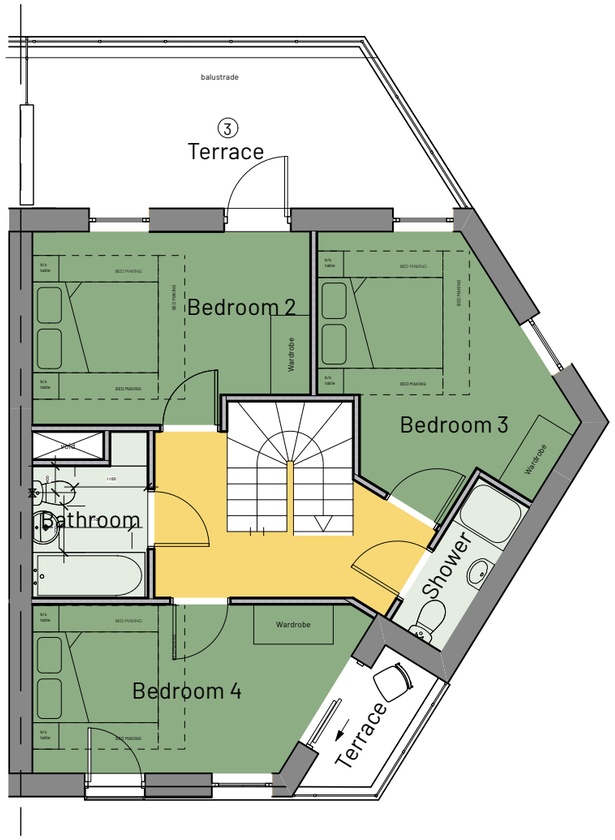
NB current GIA 105sqm. 108sqm reqd for MCC space standards

NOTES
1. Optional variations shown dotted
2. Optional shower
3. Skylight above

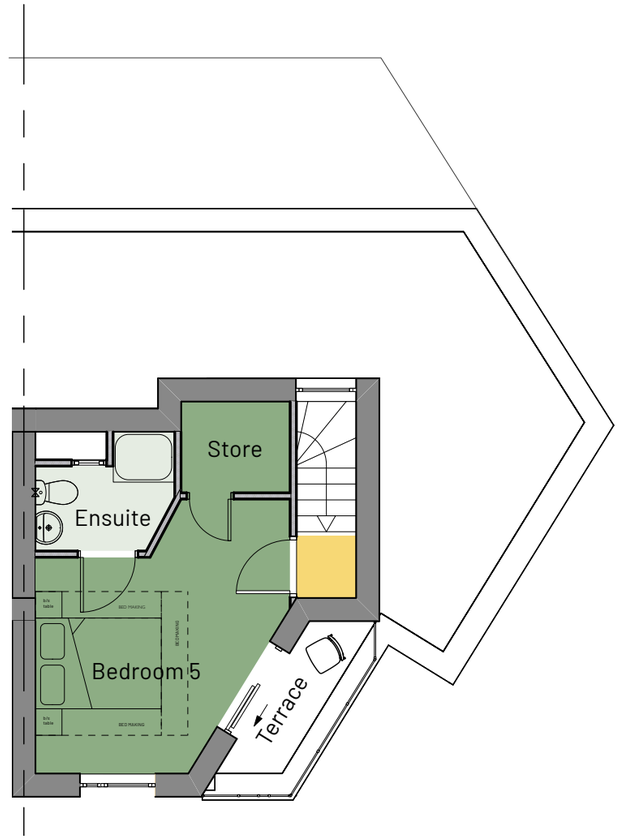
End Townhouse



1 Ground Floor Plan (End Townhouse)
Scale: 1:100



2 First Floor Plan (End Townhouse)
Scale: 1:100



3 Second Floor Plan (End Townhouse)
Scale: 1:100



1 Proposed Ground Floor Plan - Context (Apartments)

Scale: 1:200

0 2 4 6 8 10m

1:200 @A3



KEY

- 1 bed flat (2p) - 50m² +
- 2 bed flat (3p) - 61m² +
- 2 bed flat (4p) - 70m² +
- 3 bed flat (5p) - 86m² +
- Entrance
- Stair/Lift
- Plant / Meters / Store / Services
- Roof Terrace

1 First Floor Plan (Apartments)

Scale: 1:200

0 2 4 6 8 10m

1:200 @A3



KEY

- 1 bed flat (2p) - 50m² +
- 2 bed flat (3p) - 61m² +
- 2 bed flat (4p) - 70m² +
- 3 bed flat (5p) - 86m² +
- Entrance
- Stair/Lift
- Plant / Meters / Store / Services
- Roof Terrace

1 Second Floor Plan (Apartments)

Scale: 1:200

0 2 4 6 8 10m

1:200 @A3



KEY

- 1 bed flat (2p) - 50m² +
- 2 bed flat (3p) - 61m² +
- 2 bed flat (4p) - 70m² +
- 3 bed flat (5p) - 86m² +
- Entrance
- Stair/Lift
- Plant / Meters / Store / Services
- Roof Terrace

1 Third Floor Plan (Apartments)
Scale: 1:200

0 2 4 6 8 10m
1:200 @A3

9.4 ELEVATIONS



2 Front Elevation A-A
Scale: 1:200



3 Rear Elevation B-B
Scale: 1:200

0 2 4 6 8 10m
1:200 @A3

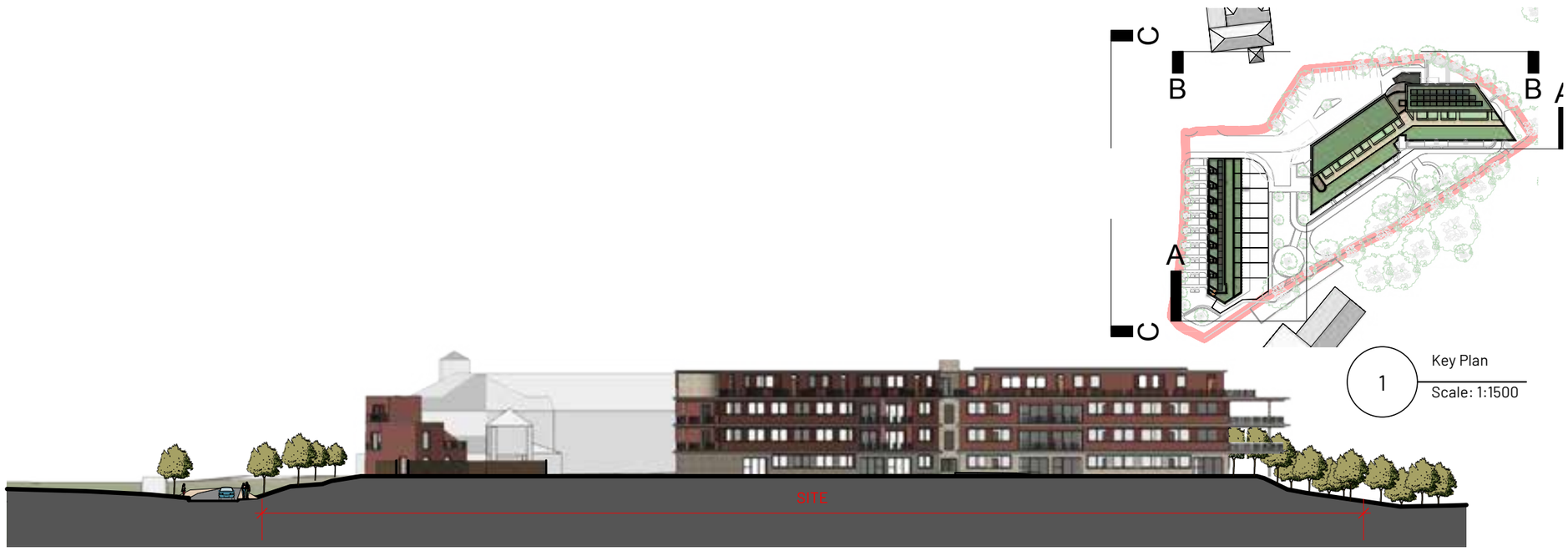


2 Proposed Front Elevation A-A (Apartment)
Scale: 1:200



3 Proposed Rear Elevation D-D (Apartment)
Scale: 1:200

0 2 4 6 8 10m
1:200 @A3

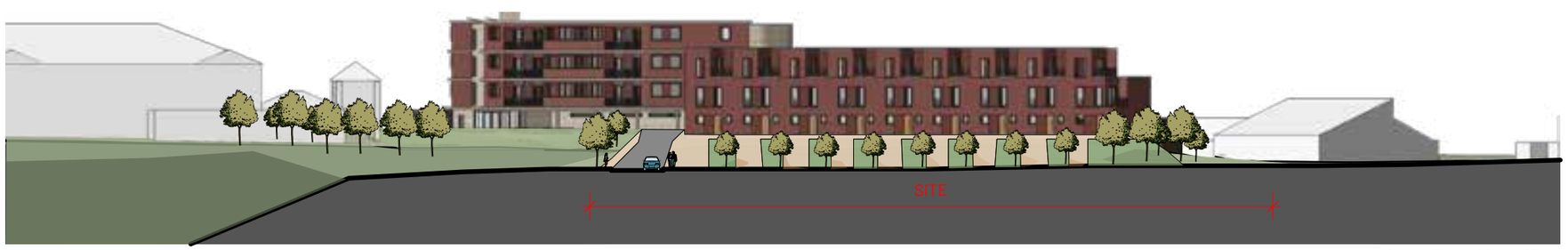


1 Key Plan
Scale: 1:1500

2 Proposed Site Elevation A-A
Scale: 1:500



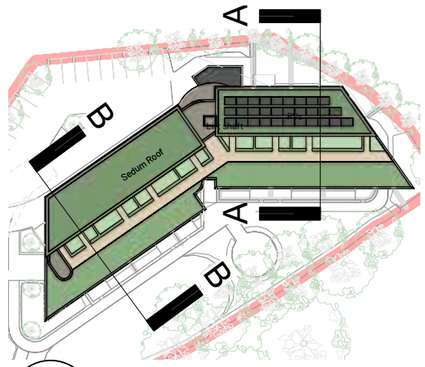
3 Proposed Site Elevation B-B
Scale: 1:500



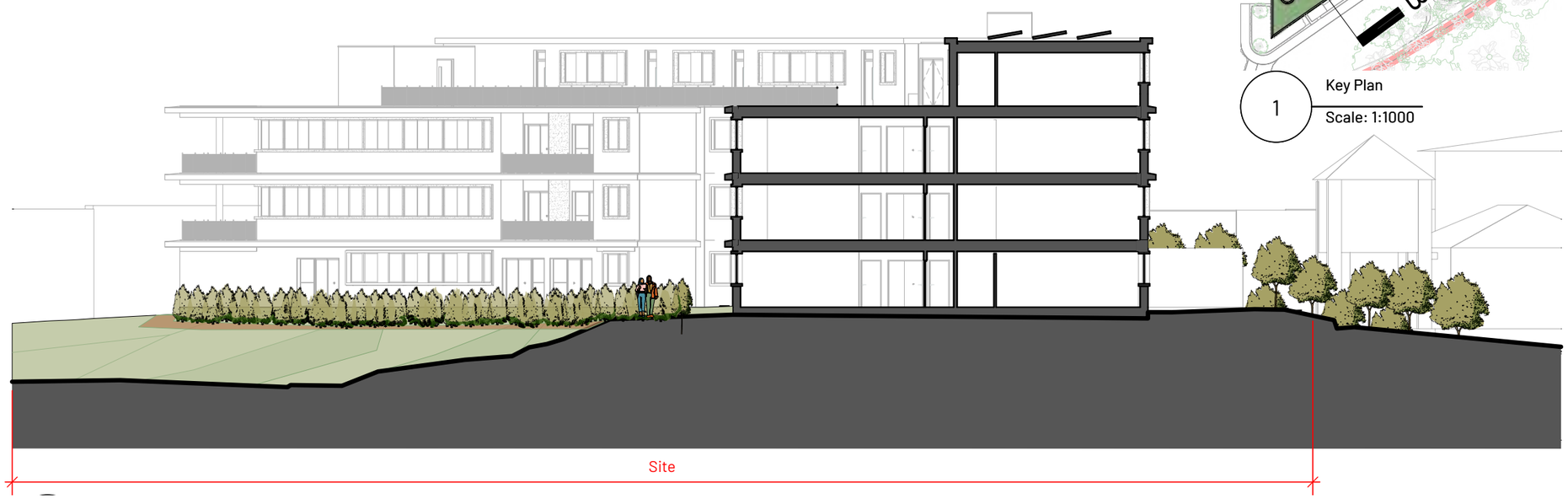
4 Proposed Site Elevation C-C (Wall Way)
Scale: 1:500

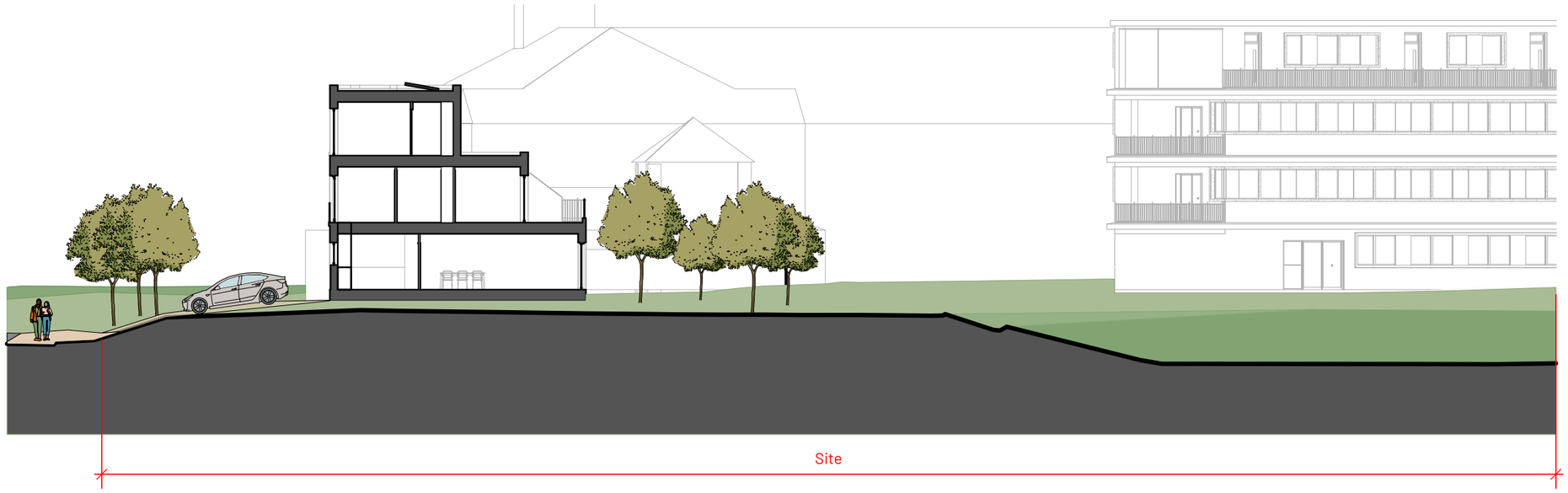
0 5 10 15 20 25m
1:500 @A3

9.5 SECTIONS



1 Key Plan
Scale: 1:1000





9.6 VISUALS





Street view of apartment block.



Aerial view of proposal within its context.



Street view from Wall Way of row of townhouses.

10.0 CONCLUSION

10.1 CONCLUSION

These proposals offer 41 no. new apartments, and 9 no. houses to contribute to the local housing demand, and redevelop a current vacant plot of land which is an eyesore and public nuisance to the locality.

This scheme offers a significant improvement to the street scene and the wider area.

We have utilised a team of skilled consultants to ensure that all aspects of the development are optimised to suit to the location and local planning policy.

The context has been analysed and referenced in our proposals. The the scale and massing is appropriate to the area, and does not conflict with any planning policy. Please refer to the Peacock and Smith planning consultant report.

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