1111 CROSS KEYS STREET, MANCHESTER
DESIGN AND ACCESS STATEMENT

1111-TGA-XX-XX-RP-A-FI_10_10-00250

TIM GROOM ARCHITECTS

Revision	Date	Description
P01	07.05.24	Issued for Planning
P02	23.05.24	Issued for Planning - Visuals Updated

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01. INTRODUCTION

Executive Summary

This Design & Access Statement has been prepared by Tim Groom Architects on behalf of the applicant, Cert Property. It supports a planning application for a residential scheme on Cross Keys Street, Manchester.

The proposed scheme intends to create a contemporary residential block that focuses on:

- Providing a positive contribution to the New Cross Northern Gateway Neighbourhood;
- Developing a brownfield site into a residential building with a variety of new dwelling types;
- Constructing a robust building in all aspects of its material quality, durability and operations;
- Crafting an elegant yet reserved building, that is sensitive to its context and that contributes to the architectural character of the area.

The scheme has been designed in accordance with national, regional and local planning guidance as well as building regulations. This design statement explains the design development process and describes the final proposals for the site.

This document should be read in conjunction with the application drawings and other material submitted in support of the planning application.

The planning application seeks full planning permission for the following:

Erection of part 8-, part 9-storey residential building (Use Class C3) comprising 99no. Residential units with communal space, landscaping, infrastructure and other associated works.

Project Team

Client
CERT Property

Architect
Tim Groom Architects

Planning Consultant
Enabl

Heritage
SLHA

Quantity Surveyor
Enabl

Structural & Civil Engineer
Civic Engineers

M&E Engineer
NOVO Integration Ltd

Landscape Architect & TVIA
Layer Landscape Architects

Fire Engineer
Hydrock Consultants

Acoustic Consultant
Jameson Acoustics

Transport and Waste Consultant
SLR Consulting

TV & Broadband Assessment
GTech

Ecological Assessment
E3P

Archaeology
ARS

Air Quality, Climate Change, Noise & Vibration
Redmore Environmental

Daylight, Sunlight and Overshadowing
Proximity



WHAT WE DO AND
WHY IT'S THAT WAY

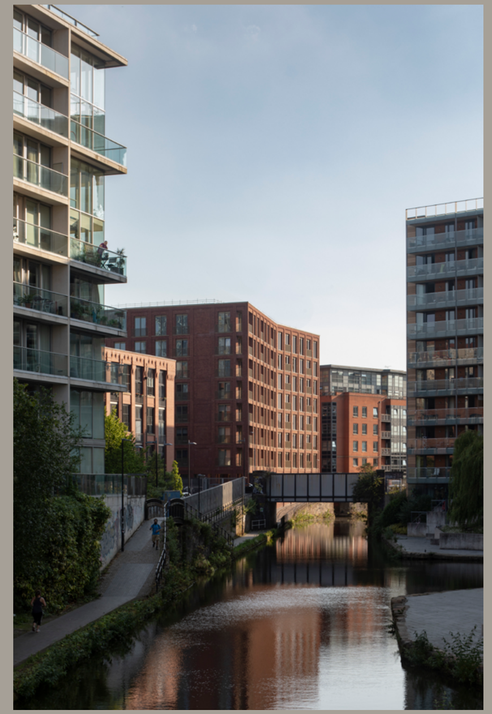
Tim Groom Architects

There are two words that in combination, define the way we work. The decisions we make and the buildings we create. Control. Liberated.

Control. There is great responsibility in architecture. We have to understand and represent the person that commissions the work, honour the intent, and provide for the people and the community that will use and walk past it. We also have to satisfy and reward ourselves. Control for us in design terms means precision and restraint, quality and authenticity – refined buildings without extravagant embellishment, rich in detail, material thought and precise execution.

Liberated. Creativity and innovation tend to be associated with wild expression and deviation from the norm but the confidence we have in our abilities, our skill and our design intent free us from the need to follow fashion, 'make a statement' or deviate from what we feel is right. Our creativity and innovation is knitted in, not layered on. We're proud of our work and it's important we remain so.

CONTROL.
LIBERATED.



Cert Property

CERT have operated in the development sector in Manchester City Centre since 2006 and have actively developed their own projects in the city since 2014. During this time, they have gained an intimate knowledge of the workings of the city and taken pride in playing a part in the city's transformation.

Manchester is truly home for CERT and their sense of civic pride is what drives them to continue to take on unique and challenging projects across the city. They're motivated to be a continued part of Manchester's regeneration success story but more importantly to create sustainable communities which contribute to the fabric of the city.



Peelers Yard, Manchester

Peelers Yard is a brand new apartment block, comprising 82 open plan one and two bedroom apartments, duplex penthouse apartments and townhouses, built on the site of an 1800s police station in Manchester's newest neighbourhood, New Cross.

Every detail has been considered at Peelers Yard to combine new-build elements within the retained historic structures of the site. Many of the properties are integrated within the existing boundary walls, which will help to create unique living spaces, with feature windows formed within the original openings.

82 apartments
Landscaped Courtyard Amenity

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Osborne Yard, Manchester

Osborne Yard, a new build development of 90 apartments is located on Oldham Road in Collyhurst, at the fringe of Manchester City Centre. It's an area which was historically densely populated, with residents working in the local mills and industrial works, terraced houses and a busy high street of Oldham Road, with pubs, clubs, shops and theatres defining the area. The area was heavily bombed in the Second World War and the subsequent industrial decline and exodus of workers from the area led to further decline.

As one of the first regeneration projects in the area, it's important that Osborne Yard sets a precedent in terms of scale and quality of design. The concept for the recessed block design was based on the historical terraced ribbon development along Oldham Road, careful brick detailing is a contemporary reference to traditional construction methods and adds an accessible, domestic scale to the overall building.

90 apartments
Residents lounge and co-working

Cert Property

CERT are restless in their mission; to seek opportunities that transform overlooked and unloved spaces into vibrant sustainable communities.

They take a long-term approach to everything they do, not only managing the development of their projects but retaining an interest by managing them too.

Every decision they take seeks to work towards making a positive impact, driven by a social conscience and civic pride, they strive to achieve net-zero carbon in our projects by 2040 – 10 years before government targets. They are doing this by utilising the latest technologies and best industry practices to; reduce waste, use sustainable materials, reduce energy consumption and ultimately facilitate communities that will stand the test of time.

Insignia, Old Trafford

Located in Ardwick, Manchester, an up-and-coming Insignia is the second project to be delivered by CERT in the Trafford Civic Quarter, the site was acquired with an existing permission for a new build residential development of 90 x 1, 2 and 3 bedroom apartments. It was delivered in line with the planning consent, with a change in the material palette to more closely respect the existing context.

Insignia has been successful partly due to the high quality of accommodation delivered, but also because of the highly sustainable location, less than 5 minutes walk from Old Trafford Metrolink.

90 apartments
The second of a three phase development in the Old Trafford Civic Quarter



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SONA, Manchester

Located in Ardwick, Manchester, an up-and-coming area primed for redevelopment, SONA occupies a prominent position opposite the former iconic art deco Apollo cinema.

An opportunity arose in 2021 to step in to save the SONA site due to the prior owners' contractors hitting financial difficulties. Following acquisition from a private consortium of investors on behalf of a private equity fund, we appointed a new contractor in October 2021, and following a lengthy process of due diligence the SONA development is back on track and currently being mobilised for an Autumn 2024 launch.

2000sqft Commercial Space
45 apartments
6000sqft amenity
Completion Q4 2024



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02. THE SITE

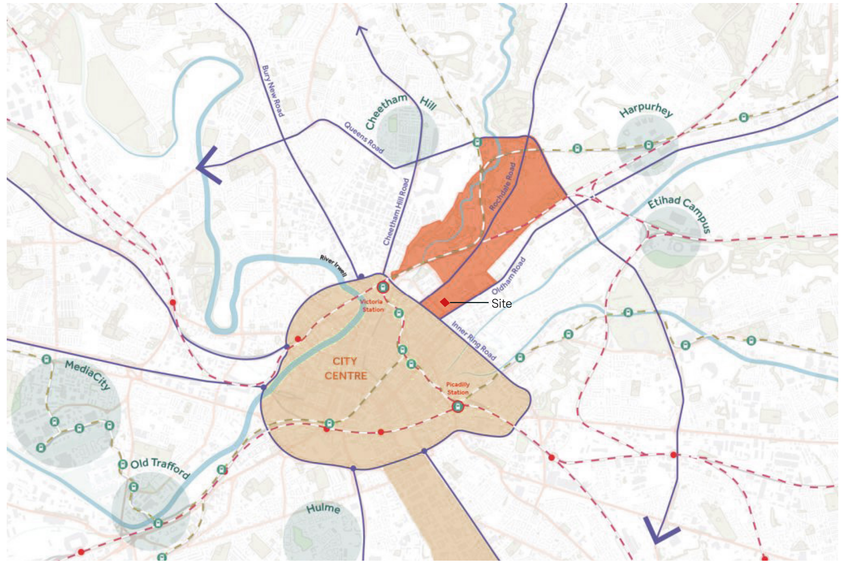
Site Introduction

The site is located in the New Cross area of central Manchester and is currently used as a car park and site cabins for a neighbouring development.



Site Location

Located just outside the inner ring road of Manchester city centre the site is within the Northern Gateway Strategic Regeneration Framework.



City Centre

Northern Gateway Development Area

Site Plan from Northern Gateway Manchester northerngatewaymanchester.co.uk (2024)

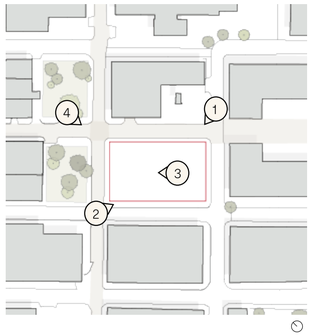
Site Location

The site sits at the heart of the New Cross Neighbourhood Development Framework. An area of Manchester that has undergone significant redevelopment over the past 6 years as a number of vacant sites have come forward and have been redeveloped as residential or hotel use.



Architectural Context

1. View west from the junction between Chadderton and Goulden Street
2. View east from Cross Keys Street
3. View north west from Site car park
4. View from car park on junction of Cross Keys and Goulden Street



1



2



3

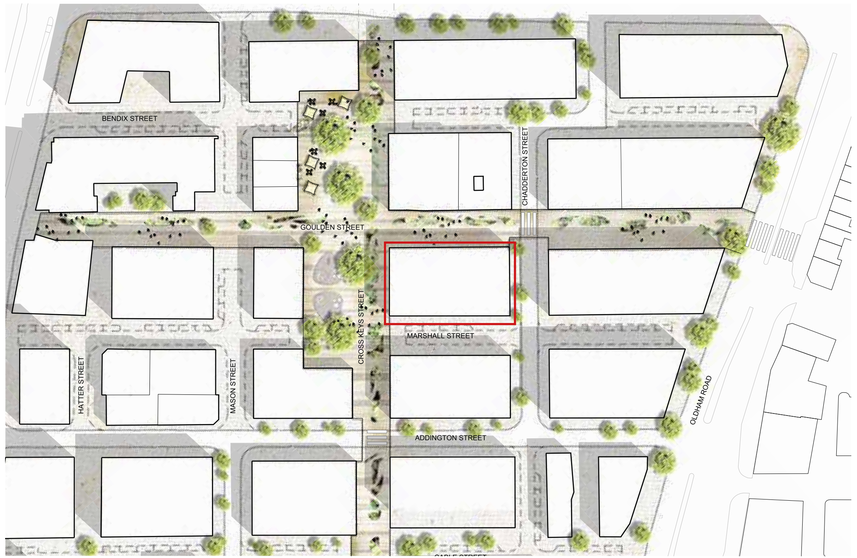


4



Planning Context
New Cross Neighbourhood Development Framework (NDF)

The site is central to Zone A of the New Cross NDF, an area that comprises the historic core of New Cross and sits between Swan Street, Thompson Street, Rochdale Road and Oldham Road. This zone retains its traditional urban grain and street pattern, with a mix of existing commercial and residential uses.



Masterplan as per NDF document Volume 01 (2015)

NDF Zone A - Analysis & Uses

The Public Realm strategy within the NDF identifies that the proposed site would be on the junction of two key pedestrian routes on Goulden Street and Cross Keys Street. The significance of the site is accentuated by two potential landscaped squares adjacent.

Townhouse units along the ground floor have been developed on sites immediately to the south west and south east and proposed on the Peelers Yard site to the north.

- Ground Floor Accommodation
- Shared Entrances
- Back of House
- Commercial
- Pedestrian Route

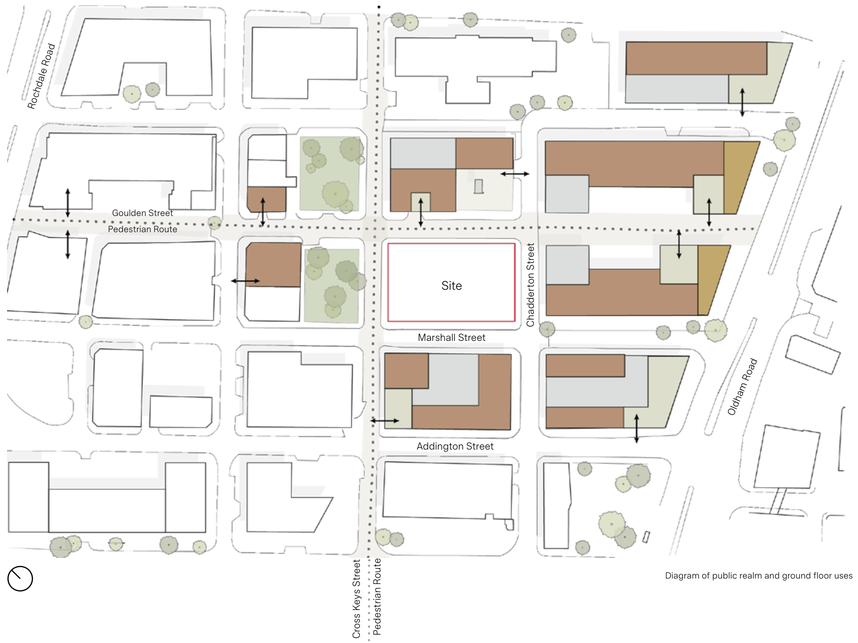
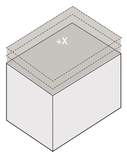


Diagram of public realm and ground floor uses

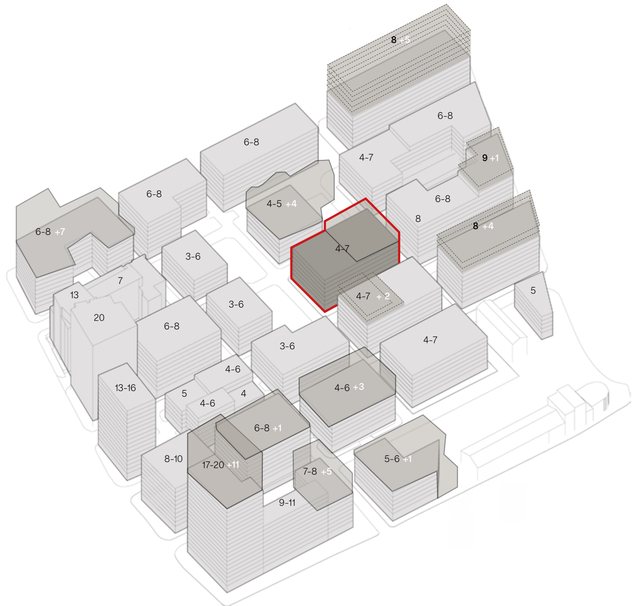
New Cross NDF - Building Heights

The heights of the buildings that have come forward as part of the New Cross area have differed from the minimum and maximum storey numbers suggested in the NDF. The general ambition however, of retaining the taller mass along to the perimeter of neighbourhood remains.

The lower storey heights are proposed to the centre of the NDF where the site is located. The immediate context to the Grade II listed structure on the Peelers Yard scheme will impact the height of building that is suitable on the site.



Recent developments have exceeded the heights set out by the New Cross NDF masterplan. Actual built heights of recently completed buildings are illustrated as per adjacent diagram.



Emerging Development Context
Recently Completed

The New Cross area is a rapidly developing neighbourhood with numerous schemes completed within the last 6 years. These developments are largely residential led with the inclusion of two hotels along Addington Street.



Site



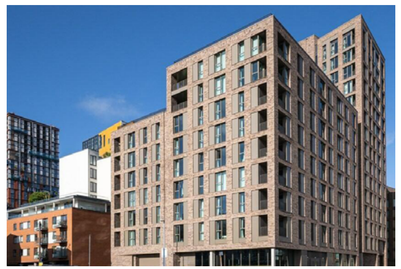
1. New Cross Central (6-9 Storeys) - Hawkins/Brown



2. Mason Street (9 Storeys) - Simpson Haugh



3. Oldham Road (10 - 12 Storeys) - Tim Groom Architects



4. Ancoats Gardens (15, 9 Storeys) - Beech D&B

Emerging Development Context
Under Construction / Planning Approved

Alongside completed projects there are a series of schemes currently under construction or with planning approval. These range in scale from 9 to 31 storeys and are predominantly residential developments.



1. Bendix Street (13 storeys), under construction - Tim Groom Architects



2. Goulden Street (9 storeys), under construction - Tim Groom Architects



Site Planning Approved Under Construction



3. Swan House (5-31 storeys), under construction - Simpson Haugh



4. Swan Street (9 storeys), planning approved - Hawkins/Brown

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Site History

The site was formerly the location of The Royal Lancastrian School as shown on the 1845 map onwards. The term Lancastrian doesn't refer to the county but to Joseph Lancaster, a Quaker and educator who devised a system of instruction called the Monitorial System.

The 1845 internal plan of the school indicates the seating arrangement, for a school that educated a large number of pupils. Until 2014 the school building and perimeter wall remained on the site.



Royal Lancastrian School pictured c.2008



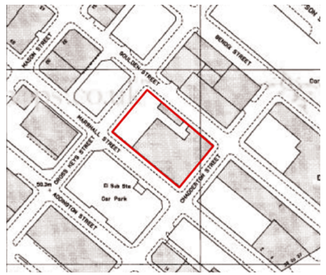
1845



1922



1951



1951

Listed Buildings

Zone A offers the potential to retain its heritage assets and buildings with character and the opportunity to make a positive contribution towards the redevelopment of New Cross. In addition to the vacant, Grade II Listed former Police and Ambulance Station, there are a number of other buildings that possess architectural value.



1. Former Midland Bank (Grade II)



2. 8 Cable St (Grade II)



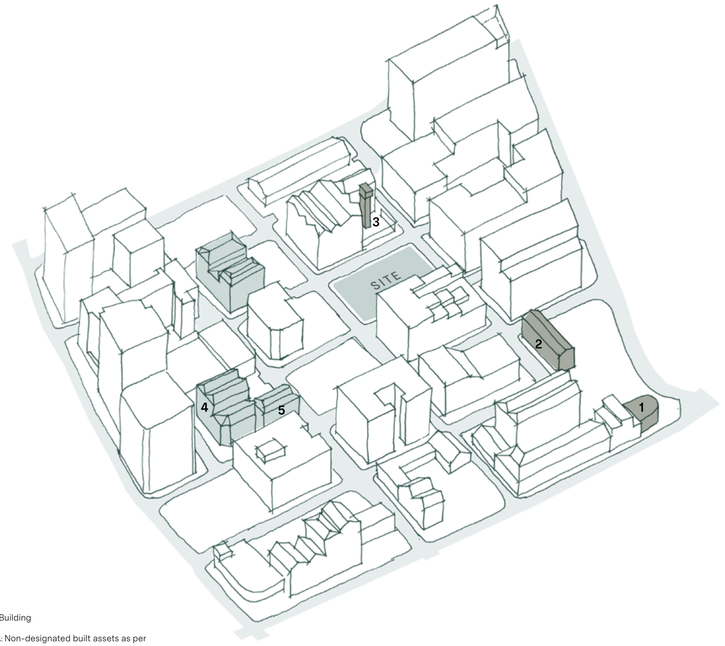
3. Police Station (Grade II)



4. 53 Marshall St



5. John Swift Building



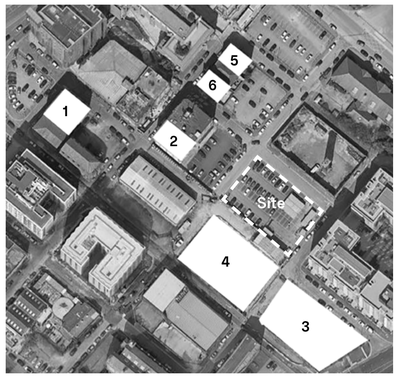
Listed Building

Zone A: Non-designated built assets as per New Cross NDF (2015

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Architectural Character Analysis
Roofscapes

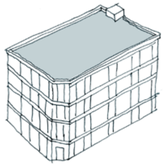
The Cross Keys area has a rich and diverse range of roof types. There are a wide variety of roof typologies ranging from historic heritage assets to new developments. There is no one style that represents the area but rather the area is characterised by the patchwork of contrasting forms. There are many examples of double pitch, hip, mansard and flat roofs.



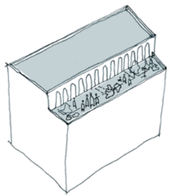
1. Double Pitch
Marshall Street



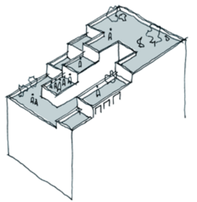
2. Flat (No Public Access)
Goulden Street



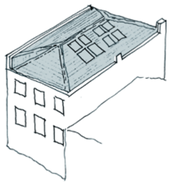
3. Communal Terrace
Oldham Road



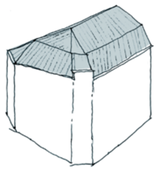
4. Stepped Private Balcony
New Cross Central



5. Hip
Bendix Street



6. Mansard
Mason Street



Architectural Character

Hidden within the neighbourhood's emerging context lies a series of existing warehouse buildings. With varying architectural merit, some of the details can provide inspiration for future development.

Chamfered corners address the street junctions, whilst brickwork piers and intricate parapet details are common themes within the design of the facades.









Opportunities and Constraints

The site presents a number of opportunities to create an exciting new development to weave into the expanding urban fabric of New Cross. The proposal aims to:

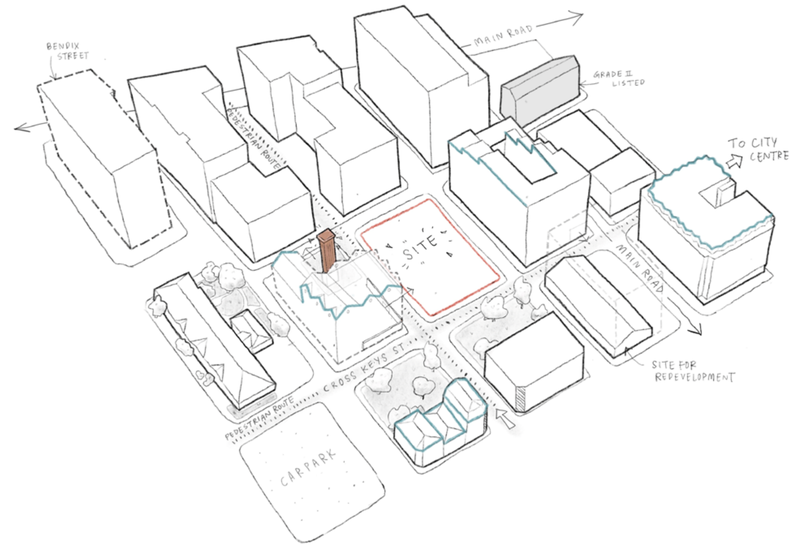
· Continue the development within the New Cross NDF with a building of appropriate use and scale;

· Create a connecting point at the junction of two pedestrian routes within the masterplan;

· Enhance the street scene through the use of place making, linking with existing heritage assets on Goulden Street;

· Provide positive public realm and landscaping to connect with potential future public landscaping along Cross Keys Street and to;

· Build on the existing and new contemporary roofscapes within the New Cross neighbourhood;



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03. DESIGN PROPOSAL

Scheme Overview

The proposed scheme intends to create a contemporary residential block that continues to enhance the identity of the developing New Cross area.

The scale of the scheme is designed to sensitively fit in with the existing and emerging developments. The arrangement of the ground floor and massing looks to address existing and future pedestrian routes whilst creating a pocket courtyard with landscaping that softens the edge between the building and the street.

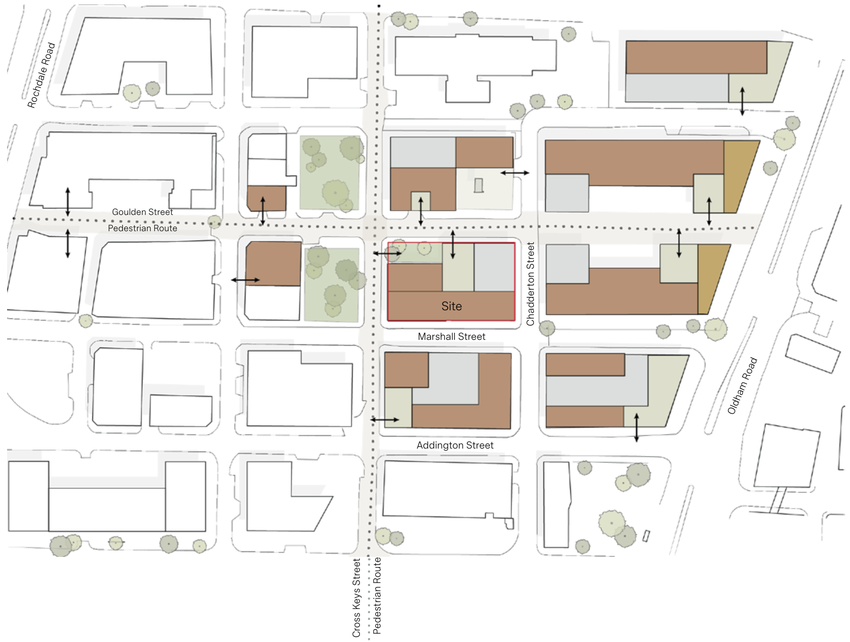
Massing with chamfered corners references existing warehouse typologies within the existing neighbourhood, whilst a contemporary form joins these two elements and enhances the varying roofscapes in the area. The proposed materiality looks to mirror this concept drawing on inspiration from existing typologies but used in a contemporary manner.



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Site Plan

The orientation of the proposal aims to connect to the wider circulation of the urban block. The main entrance and courtyard space line the pedestrian routes through New Cross, whilst duplex units continue the run of existing street facing residential units along Marshall Street.



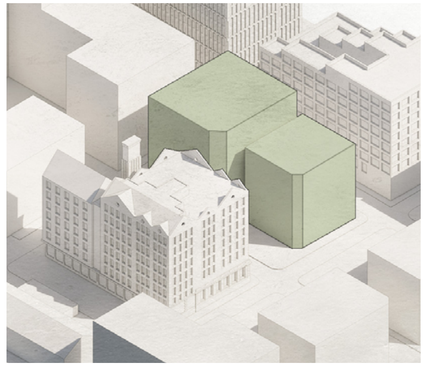
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Massing Strategy



1. L Form

The L form of the building provides a courtyard space that opens the building to Cross Keys Street and provides a clear entry point onto the site.



2. Two Stepped Blocks

Two distinct massing elements form the basis of the building. These tie into the strong warehouse forms of the surrounding area and step to vary the mass, connecting to the emerging context and responding to the proposed square within the NDF.



3. Joining Element

To join the two blocks, a connecting element slots in between the masses. This steps back from the facade and also adds a new contemporary roofscape to the New Cross neighbourhood.

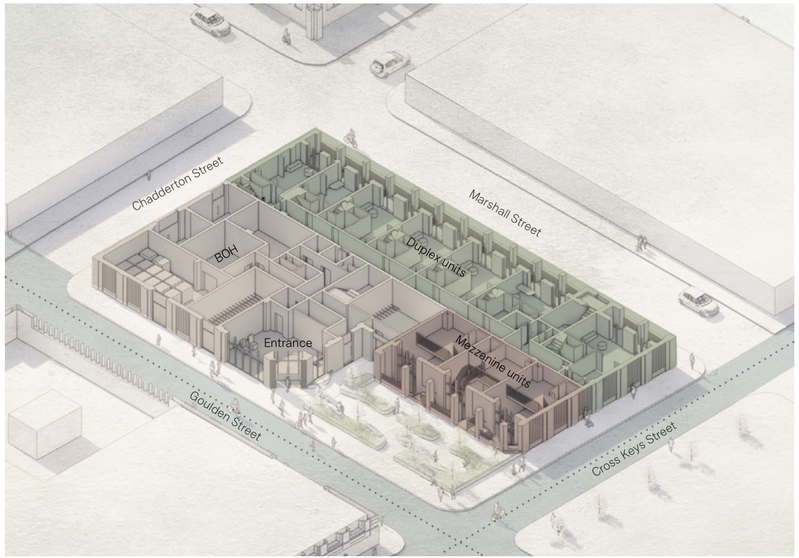


4. Articulated Facade

The articulated facade looks to tie in to the local vernacular whilst adding contemporary aspects. Chamfered corners mirror local warehouse typologies whilst new materials and forms add character to the developing area.

Ground Floor Plan

The ground floor is divided into three different levels. The entrance and back of house areas have direct access off of the street for circulation and servicing. Along Marshall Street a series of duplex units are raised and accessed through the central core via the stairs or a dual access lift. The mezzanine units are entered from the landscaped courtyard.

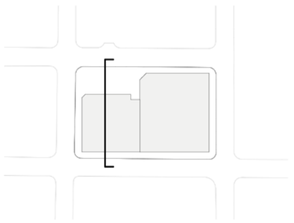


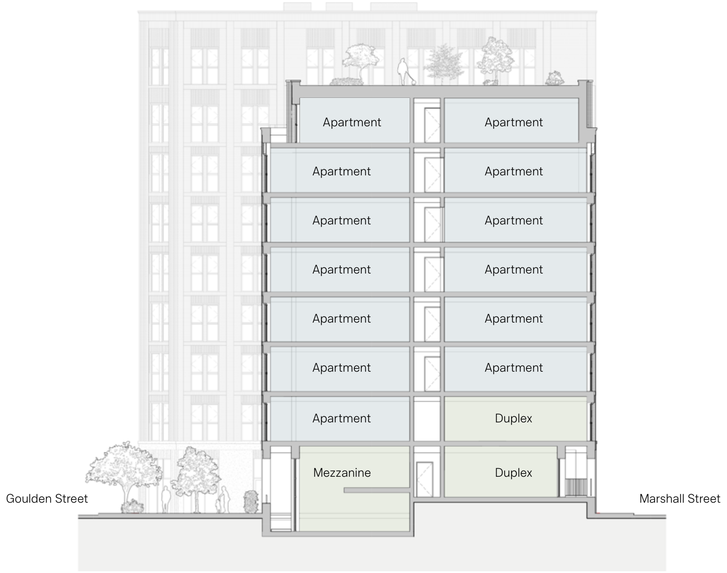
Ground floor axonometric

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Section

The adjacent section illustrates the approach taken to levels on the site. A raised floor level to Marshall Street provides duplexes with defensible space separated from the street, whilst a sunken area to the courtyard creates opportunity for introducing mezzanine units.



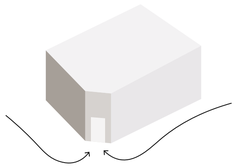


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Design Principles

1. Active Corners

As part of the local warehouse typology chamfered corners to the buildings provide interest to the form and address the street junctions with entrances.

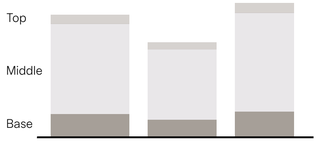




John Swift Building - adjacent to site

2. Facade Hierarchy

In order to help articulate the building's hierarchy a top middle and base can be defined within the massing. This is seen within the local context in both new and existing buildings.





Gainsford Road by Gort Scott

3. Facade Rhythm

Historic buildings within the New Cross area maintain a strong rhythm within the facade that is synonymous with the warehouse architecture of the early 20th century. A modern take on this idea can be brought into the design to maintain a connection with the new and old.

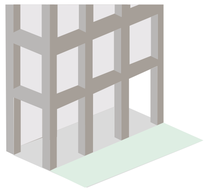




Cable Street - adjacent to site

4. Ground Floor Frontages

Ground floor frontages are tall and designed to protect the inhabitants from the road. Wider openings highlight entrance points into the building.





Croydon by Mikhail Riches

5. Varying Roofscape

The area has a wide variety of roof types within existing buildings and emerging new developments. The development looks to build on this varying identity of the new and old architecture.





Peelers Yard by TGA

6. Protected Landscaped Realm

Entry to the ground floor residential units should be protected from the road by a buffered zone of greenery, providing security, whilst giving back to the public realm.



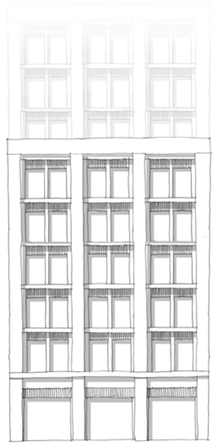


South Gardens by Maccreanor Lavington

Architectural Interpretation
Facade Articulation

Analysis of the local context shows a rhythm of windows and doors on the facade laid out in parallel to one another. Typically, in 2:1 or 1:1 rhythm with a strong grid.

Vertical elements are framed within brick piers, and lintels over windows are celebrated with stone and ornate detailing.



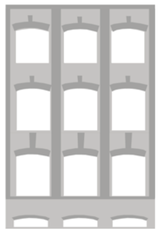
Cable Street





Mason Street





Marshall Street



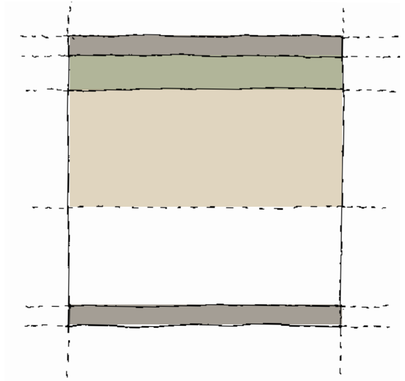


Street Elevation

Material & Depth

Facade Bay Principles

By drawing on the surrounding context in tandem with requirements for ventilation, fire proofing and overheating, a typical bay can be formed.

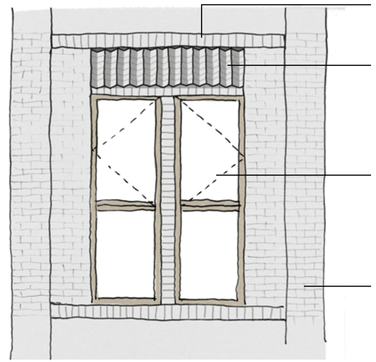


Structural Zone

Ceiling Void

Protection from Falling

Structural Zone



Masonry Header

Brick Sawtooth Detail

Operable Windows for purge vent

Brick Piers, tie in to local character

Facade Details



Top

Whilst maintaining similarities to the lower parts of the building, the top introduces a contemporary form adding a new roofscape to the New Cross neighbourhood.

Middle

The main volume of the building looks to tie in with the warehouse typology of the local area, with a strong facade grid and chamfered corners.

Base

The base aims to ground the building with a strong identity. The rhythm of the main body of the facade is brought down with piers opened up to create permeability.

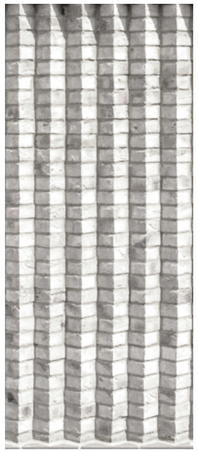
Material Palette

Light Brickwork





Bronze Accents



Brick Sawtooth





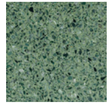
Precast Pigmented Concrete

Facade Details
Base



Precast Pigmented Concrete

To provide the strong identity to the base of the building, a precast pigmented concrete can ground the form creating interest and texture.



Bronze Accents

Bronze coloured accents to complement the precast pigmented green concrete of the base.



Precast Detailing

To create tactile interest at ground level, sawtooth detailing is integrated within the facade design. This draws inspiration from detailing on surrounding buildings whilst connecting to the window header details within the main facade.



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Facade Details
Middle



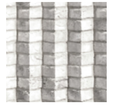
Brickwork

Tying into the local vernacular, brick is proposed for the main body of the building, with piers mirroring the typical elevations of many of the existing warehouses. A light grey is used to differentiate the new from the old.



Brick Detailing

Drawing inspiration from details within the surrounding typologies, a sawtooth brickwork detail is integrated within the window head, providing interest and depth to the facade.



Bronze Accents

Bronze coloured accents to window frames are consistant throughout the scheme, and tie in with the light brickwork.



Facade Details
Top



Brickwork

Tying into the local vernacular brick is proposed for the main body of the building, with piers mirroring the typical elevations of many of the existing warehouses. A light grey is used to differentiate the old from the new.



Brick Detailing

Utilising the brick from the main body with varied detailing, maintains a common language but accentuates a new chamfered form to the roofscape at this set back level.



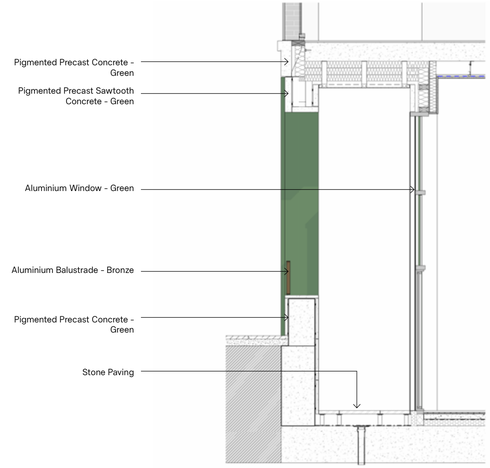
Bronze Accents

As per the middle, bronze coloured accents to window frames tie in with the light brickwork and ground floor detailing.

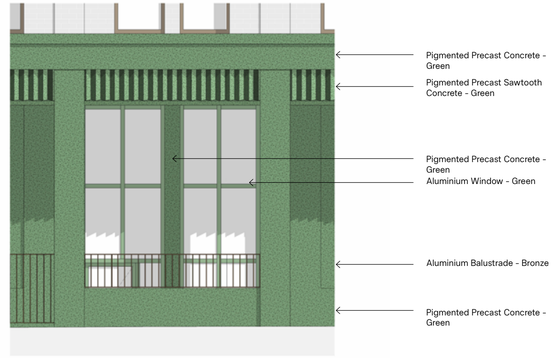


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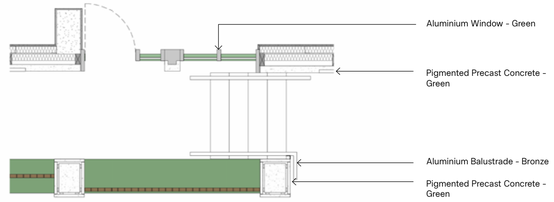
Facade Details
Base - Ground Floor Entrance



Section Detail

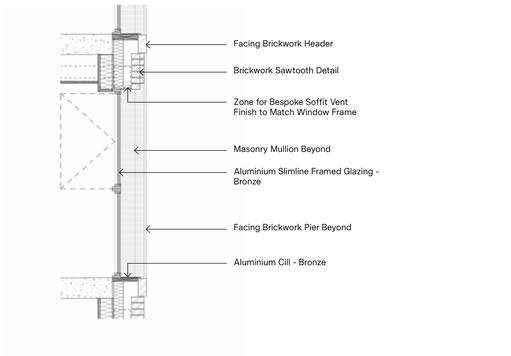


Elevation Detail

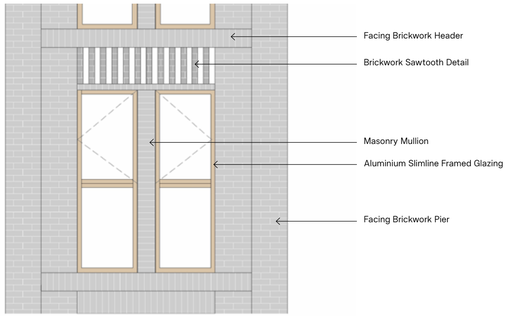


Plan Detail

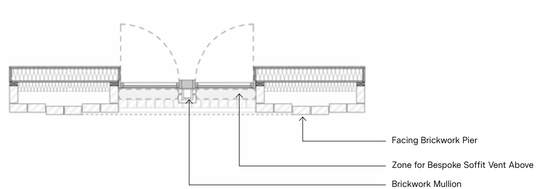
Facade Details
Middle - Typical Window Head Detail



Section Detail



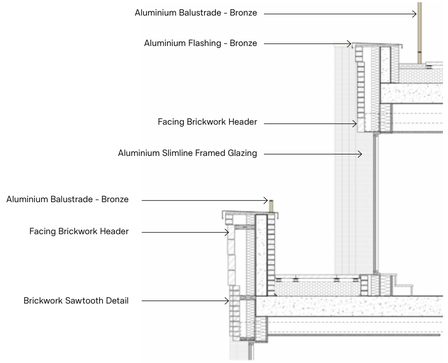
Elevation Detail



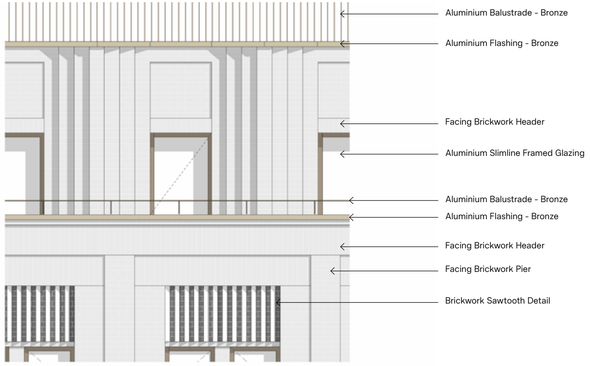
Reflected Plan Detail

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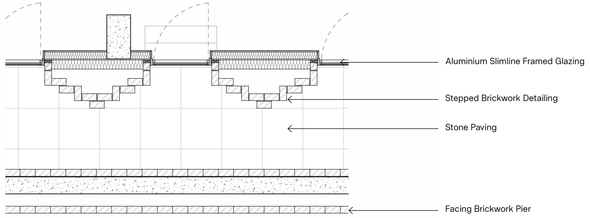
Facade Details
Top - 7th Floor Set Back Facade



Section Detail



Elevation Detail



Plan Detail

Architectural Imagery



View south from Goulden Street

Architectural Imagery



View west from Chadderton Street

Landscape and Public Realm
Ground Floor

"The semi-private courtyard area is a space where residents can gather, sit and spend time enjoying the planting, away from the busy streetscapes close by.

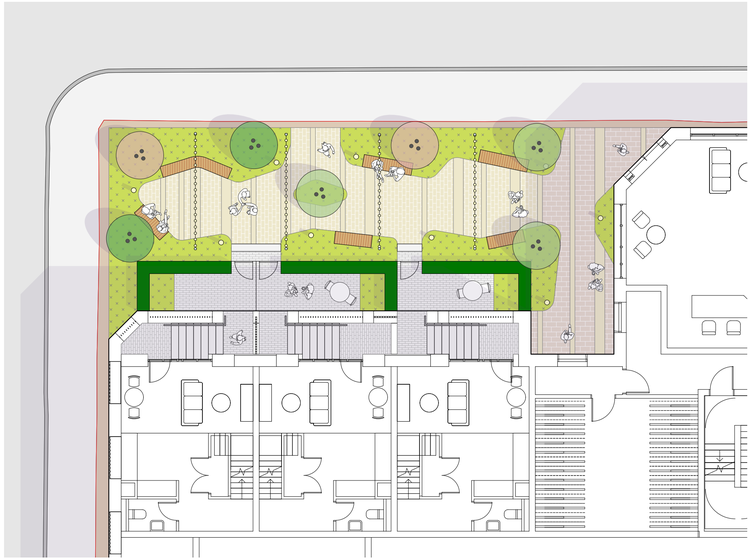
The space is accessed through two entrances from Goulden Street. One entrance is a more formal approach to the main building doorways and the other allows users to meander through the landscape as well as residents accessing the lower ground floor apartments.

Through the concept of Order and Joy, the low level planting playfully wraps itself around the courtyard - the paving arrangement and hedging provide formality.

Planting is used to create a threshold between the streetscape, the courtyard and the private gardens as well as greening and adding biodiversity to a city centre site. Carefully positioned multi-stem trees provide shelter as well as vertical structure and interest.

Seating spaces give plenty of opportunities for residents to sit and the lower ground floor residents benefit from their own private gardens. Different lighting elements help to animate the space during the evenings."

The above extract is from Layer's Landscape Design Document, please refer to original document for further information.



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Landscape and Public Realm
Terrace Level

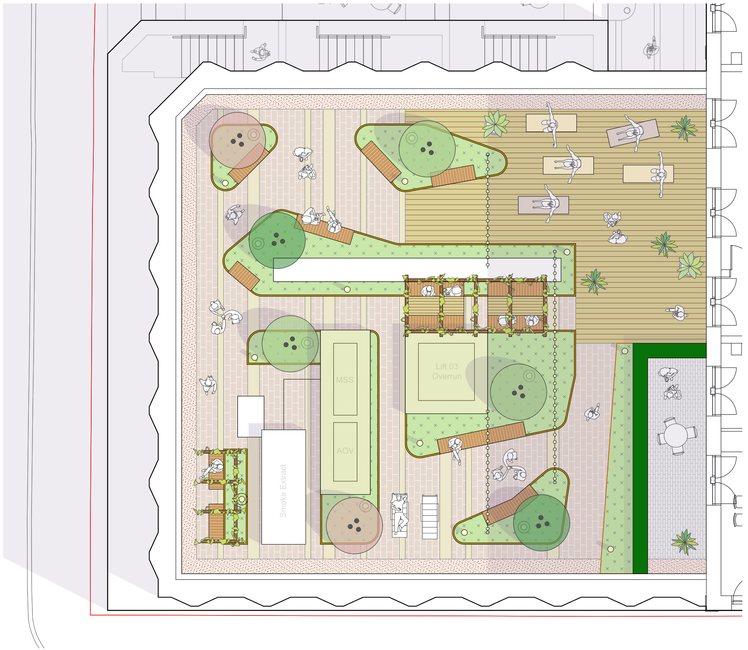
"The upper level roof terrace is a lush retreat for residents to dine, exercise and meet one another during all times of the day.

The terrace is accessed from communal amenity spaces indoors on Lvl 08 as we as private access from the two bed flat as indicated.

The raised planting beds take an organic form and arrangement across the space, creating inviting pockets for residents to spend time in. Seating on planters creates informal opportunities for residents to dwell and converse - the covered formal dining space lends itself to evening meals and working from home during summer months.

The multifunctional outdoor yoga deck gives residents the opportunity to exercise outdoors from the comfort of their own building, subtle changes in materiality help to define this."

The above extract is from Layer's Landscape Design Document, please refer to original document for further information.



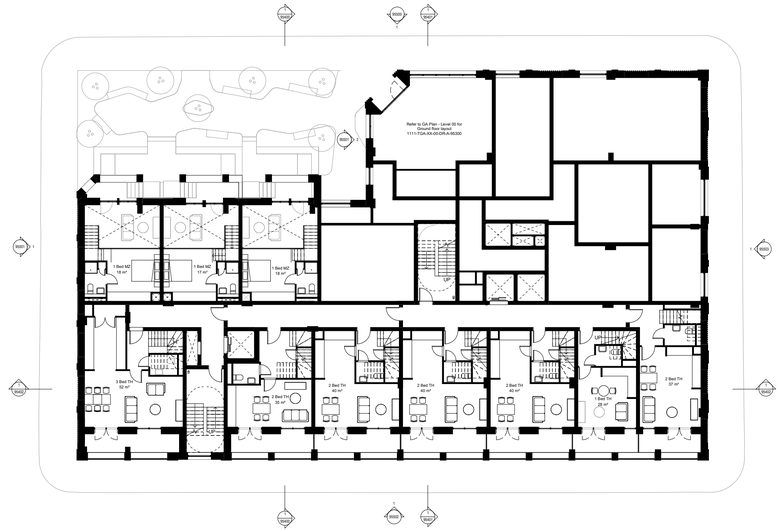
1111-TGA-XX-XX-RP-A-FI_10_10-0250 DESIGN AND ACCESS STATEMENT P02

04. DESIGN DRAWINGS

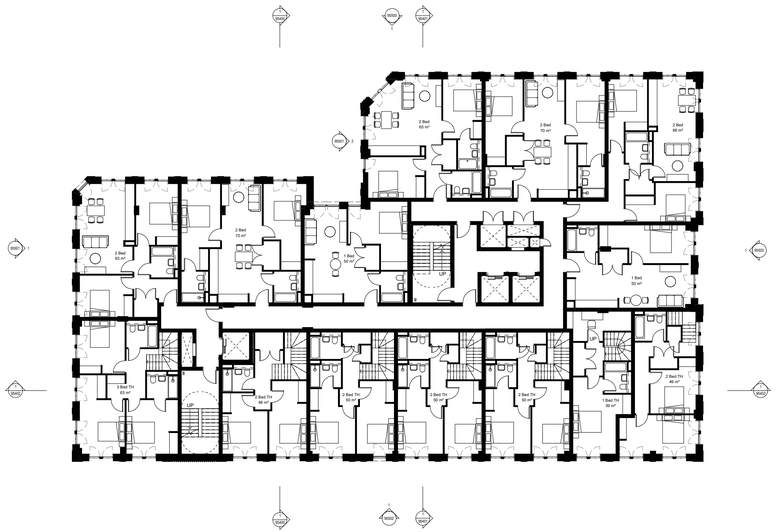
Ground Floor Plan



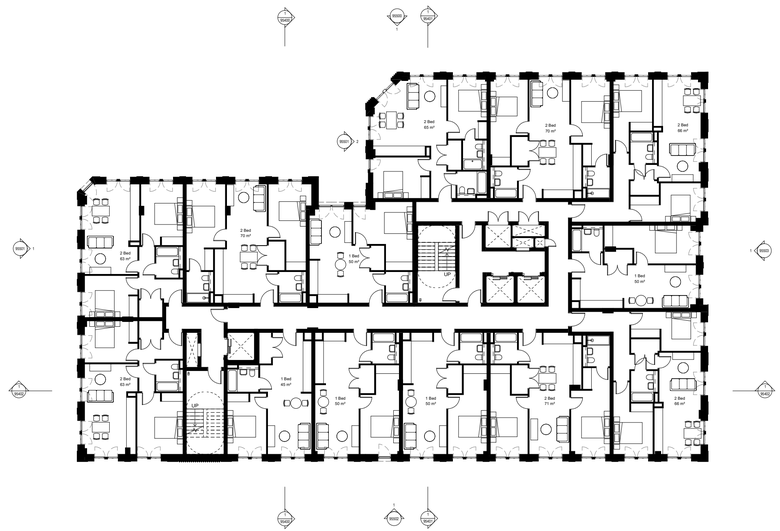
Upper Ground Floor Plan



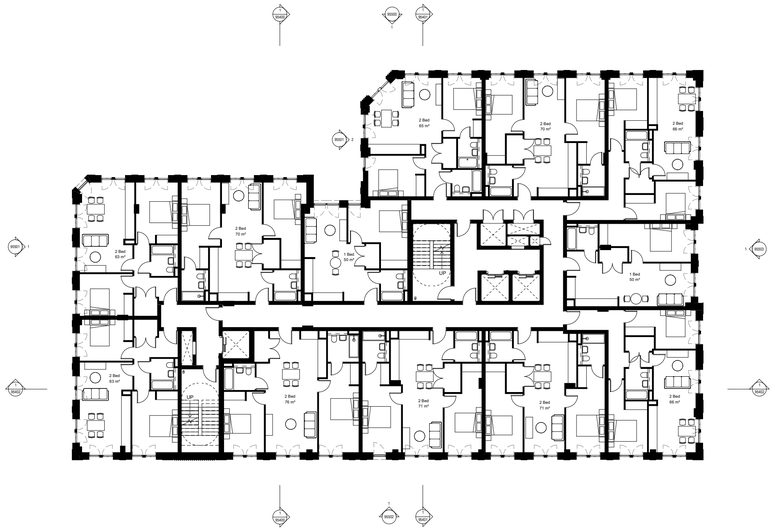
First Floor Plan



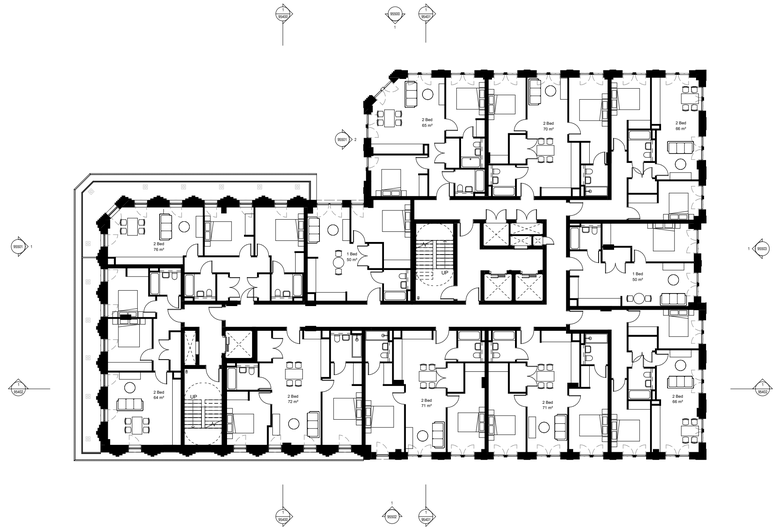
Second to Fifth Floor Plan



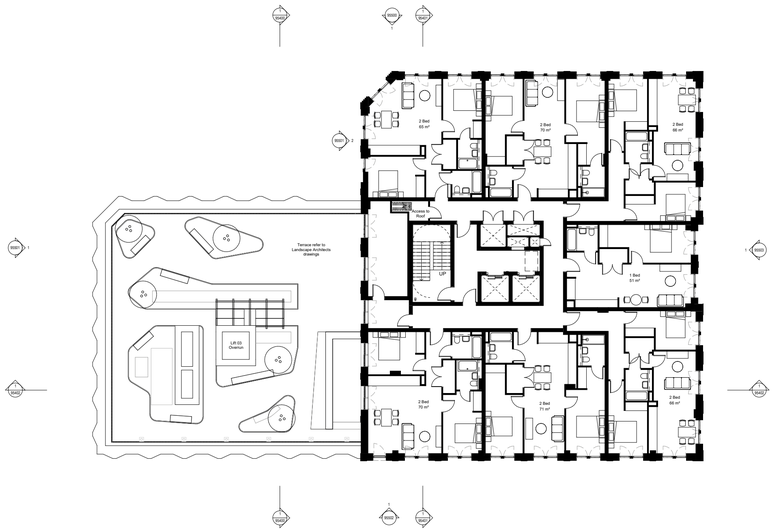
Sixth Floor Plan



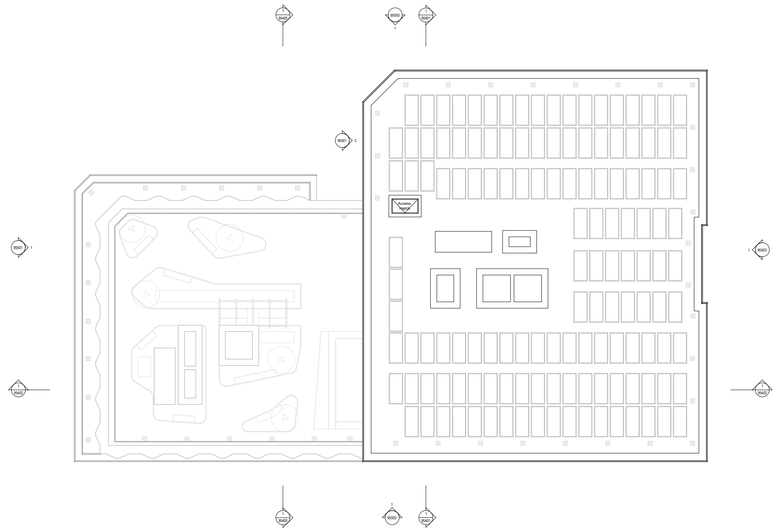
Seventh Floor Plan



Eighth Floor Plan



Roof Plan

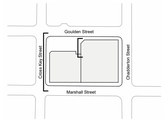


General Arrangement Elevations - Goulden Street





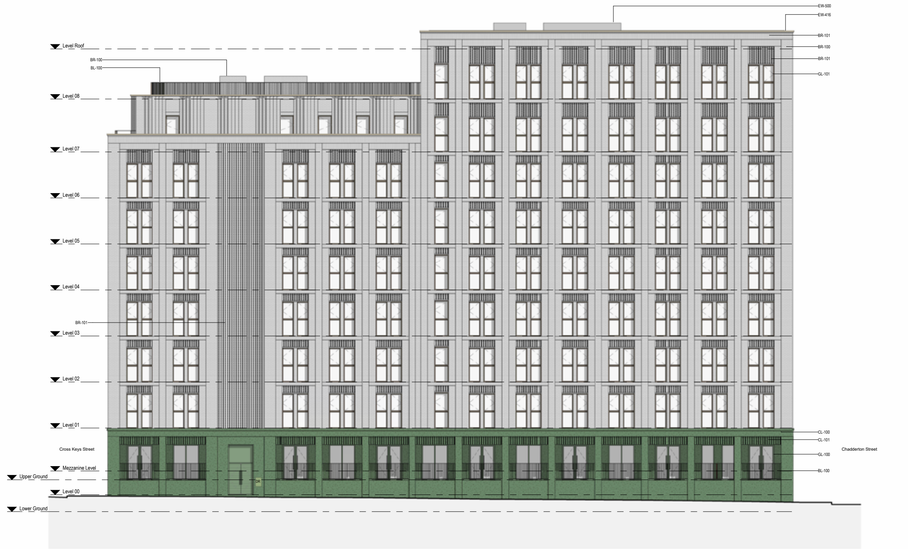
General Arrangement Elevations - Cross Keys Street



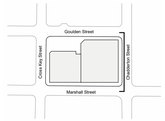


General Arrangement Elevations- Marshall Street





General Arrangement Elevations- Chadderton Street





Context Elevations - Goulden Street



Context Elevations - Cross Keys Street



Context Elevations - Marshall Street



Context Elevations - Chadderton Street



05. TECHNICAL CONSIDERATIONS

Sustainability Strategy

Energy Efficient Design

"The Energy Strategy for the proposed development at Cross Keys Street, Manchester has adopted a hierarchical approach of using passive and low energy design technologies to reduce the baseline energy demand and hence CO2 emissions followed by the feasibility of the application of low and zero carbon technologies as appropriate.

This is supported by the SAP Calculations to provide compliance in England with the Building Regulations Part L 2021, issued within this report. The analysis has shown that by incorporating passive and low energy design measures, there is a reduction of 52.06% over the developments annual CO2 baseline emissions, therefore complying and exceeding the requirements of the Manchester Core Strategy and Part L 2021 Building Regulations.

This is achieved by incorporation of the following elements:

· High performance glazing to reduce solar and transmission gains

· Improved thermal transmittance U-valued as depicted

· Mechanical Ventilation Heat Recovery systems with 96% heat recovery efficiency

· Electric panel heaters and electric immersion water heating with 100% delivery efficiency

· Low building air leakage rate (3.0 m3/h/m2 at a pressure differential of 50 Pa)

· Low energy lighting to achieve efficacies of 100+lm/w for each fitting type

· Low flow aerated showerheads and basin tap inserts to reduce water consumption

· Reducing mains/potable water via water efficient devices and equipment

· Total 81.6kWp of PV to supply renewable energy

A 'Fabric First' approach has been used in this strategy then, following the stages of the Energy Hierarchy, CHP and district heating has been assessed followed by a study of various low and zero carbon technologies.

A 52.06% overall reduction in CO2 emissions over Part L 2021 Building Regulations can be observed. As stated previously, the Manchester Core Strategy requires a 15% improvement over Part L 2010 Building Regulations. These regulations have been superseded by 2021 Building Regulations which already have a 37% betterment over 2010 Building Regulations. Therefore, by achieving a CO2 reduction greater than the required 15% improvement over 2010 building Regulations, Policy EN4 and EN6 requirements of the Manchester Core Strategy have been met."

The above extract is from Novo Energy & Environmental Standards Statement Rev A please refer to original document for further information.

Table 2 Proposed Building Fabric Specification

Building Fabric			
Element	**L1A: 2021 Limiting U-values (W/m².k)**	**L1A: 2021 Notional U-values (W/m².k)**	**Proposed U-values (W/m².k)**
Floors	0.18	0.13	0.12
External Walls	0.26	0.18	0.15
Party walls between dwelling	0.20	0.00	0.00
Roof	0.16	0.11	0.11
Windows	1.60	1.20	1.3 (G-Value 0.63)
Air permeability (m³/h.m² @ 50 pa)			
All dwellings	8.0	5.0	3.0

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Heating and Ventilation Strategy

Heating Demand

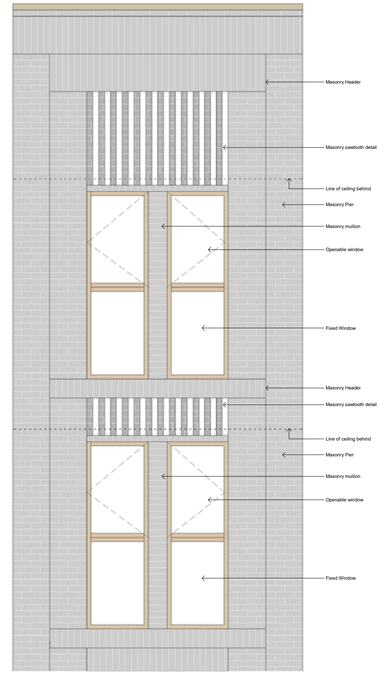
"The heating energy demand will be reduced by providing high performance insulation of the building envelope as well as a low Air Permeability Target in order to minimise heat losses. At the Be Lean stage, 100% efficient Electric Panel Heaters have also been observed for heating demand. DHW will be electric immersion cylinders which also have a 100% delivery efficiency. As this strategy effectively reduces the reliance on fossil fuels and contributes to the overall CO2 reduction of the development, it therefore addresses Policy EN6 of the Manchester Core Strategy whilst also adhering to paragraph 150 of the National Planning Policy Framework (NPPF).

Ventilation

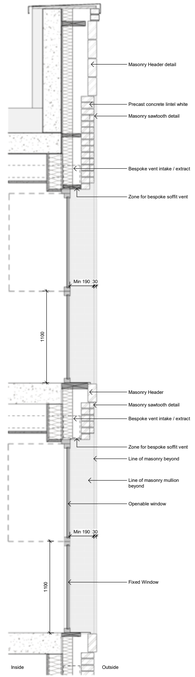
The entire site will utilise a Heat Recovery Mechanical Ventilation system (MVHR). This is to ensure acceptable indoor air quality levels can be maintained and satisfy conditions relating to pollutants.

Occupants will also have a natural ventilation option via the openable doors and windows. Extract fans will be included to all wet areas and in the kitchens."

The above extract is from Novo Energy & Environmental Standards Statement Rev A, please refer to original document for further information.



Elevation Detail - Typical Window



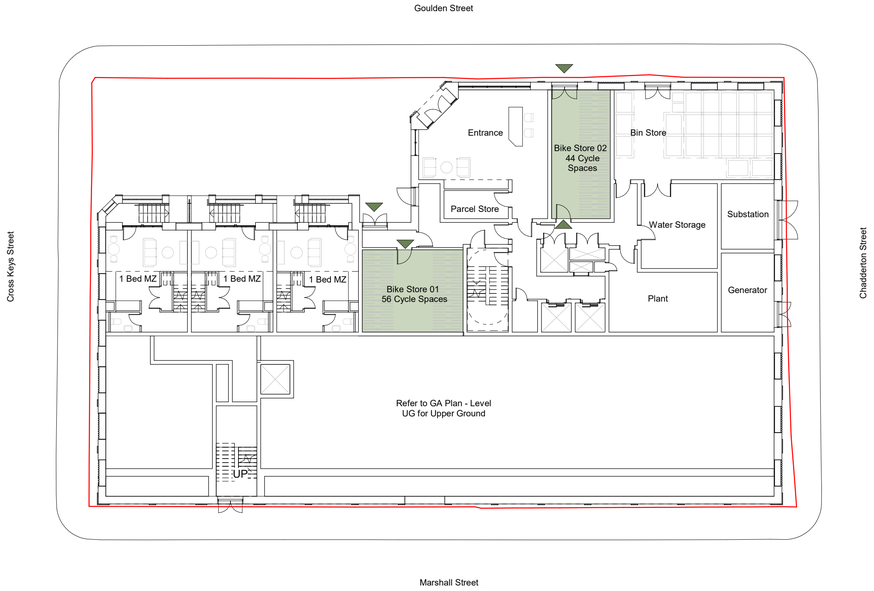
Section Detail - Typical Window

Bicycle Storage and Facilities

Cycle Store 01 56 Double Stacked Spaces
Cycle Store 02 44 Double Stacked Spaces
100 Total Spaces

This equates to a bicycle parking provision of 103% for the total amount of apartments. Doors into cycle stores will operate on an access control system, operated with residents' key card/fob.

Refer to SLR Transport Assessment for further information.



Security & Access Strategy

Main Entrance

The main entrance into the building is from a prominent location from the public highway. The communal entrance doors will be self-closing and secured with a multi-point electronic lock and capable of being operated via an electronic access control system. Access into the buildings will be controlled by a video entry phone system so that residents can vet visitors before allowing them access into the building.

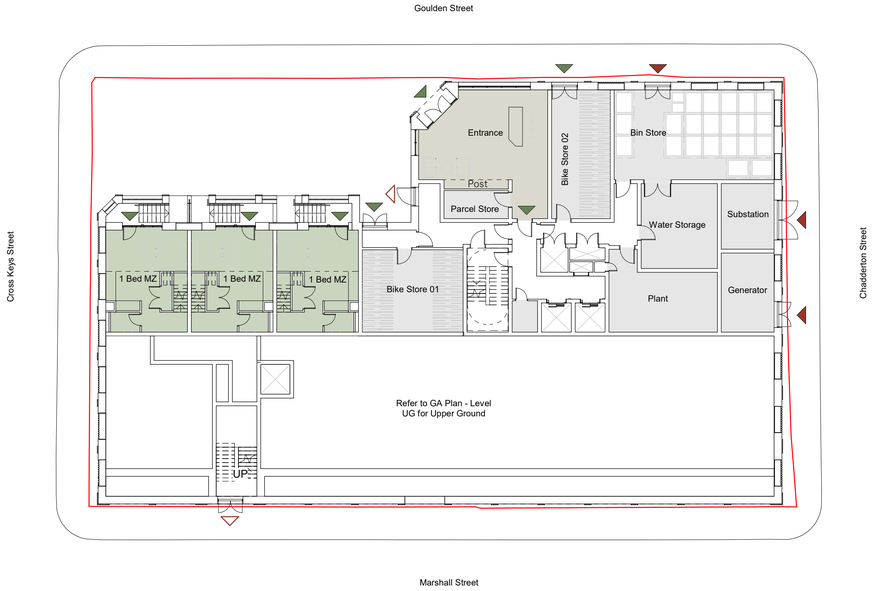
A second restricted access doorset lies between the main entrance and the circulation core reducing the potential for offenders to tailgate into the main residential areas. Postal workers will be granted access only to the entrance and parcel store.

Plant and Equipment

All of the large equipment is located at ground level within dedicated areas. Access control is to be employed to limit entry to authorised personnel only.

Mezzanine units

The sunken Mezzanine units will include a low boundary wall and railing with a gate to prevent loitering in these spaces which are sheltered by the building above. Entrances to these units will be illuminated with a dedicated dusk-til-dawn light.



Authorised Personnel Access Only

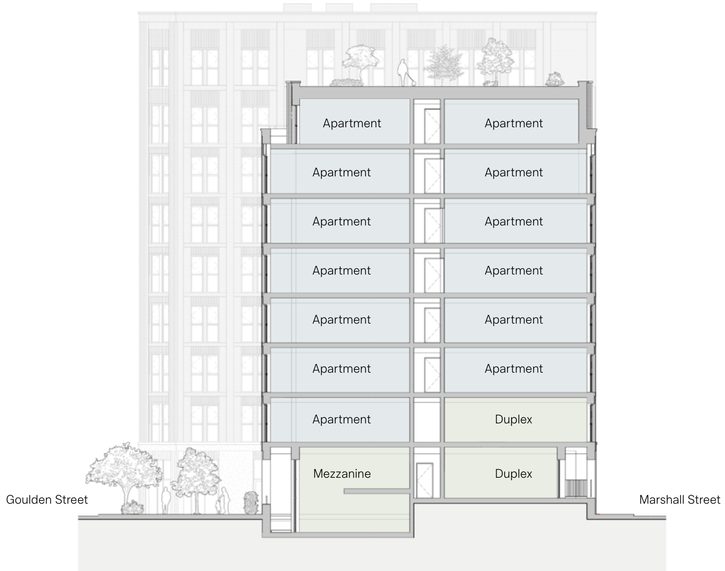
Residents Access Controlled

Fire Exit only

Upper Ground Units

The upper ground units will be raised a minimum 975mm from Marshall street level. An 1100mm railing will be in place at this level as protection from falling and to restrict any access onto the private balconies. The balconies to these units will be illuminated with a dedicated dusk-til-dawn light.

Refer to Crime Impact Statement for further information



Servicing Strategy

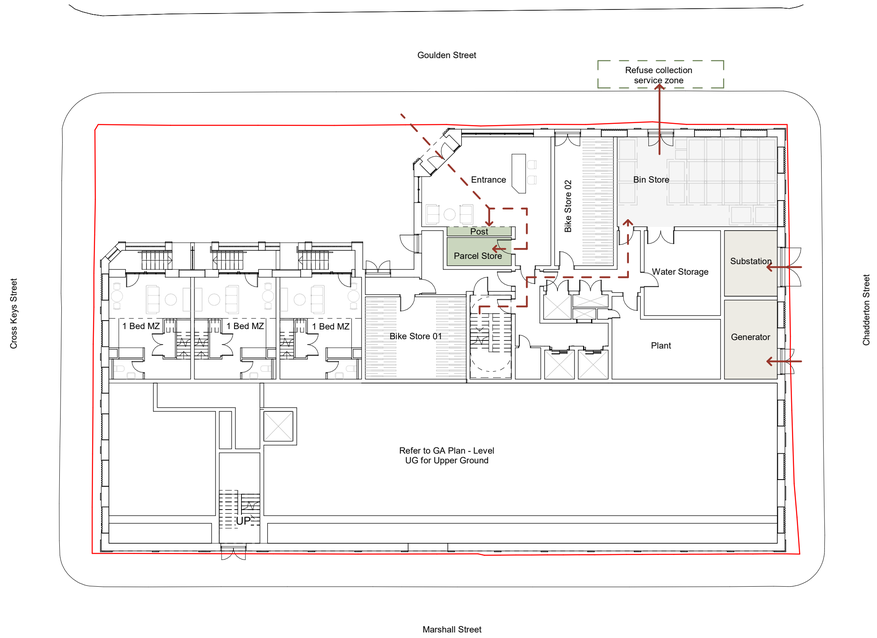
Refuse Collections

"It is expected that the area's existing refuse collection regime will serve the building. This will comprise a refuse vehicle temporarily stopping on Goulden Street, before using Chadderton Street to access Marshall Street and Cross Keys Street. The local road network is able to accommodate this vehicle, as is the existing situation.

Servicing

Servicing trips will generally arrive via the main reception accessed from Goulden Street. Servicing to the building will be managed appropriately as to avoid any conflicts with deliveries made by larger vehicles."

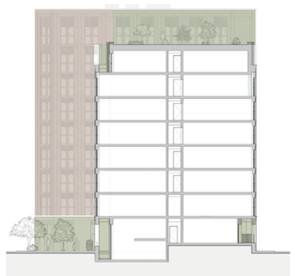
The above extract is from SLR Transport Assessment Rev 01 please refer to original document for further information.



Facade Cleaning Strategy

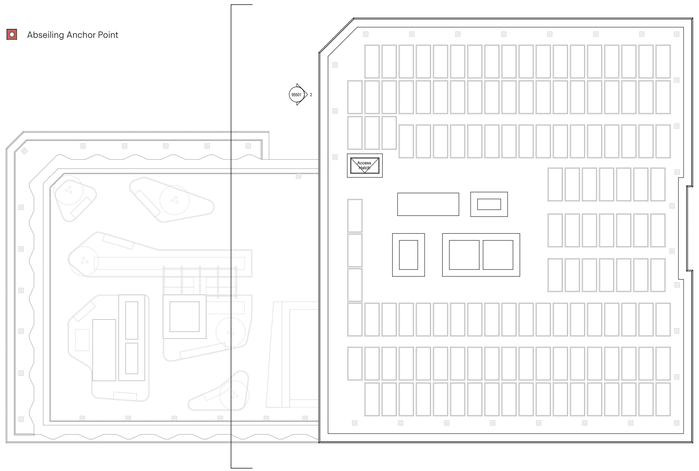
The strategy for facade cleaning is to be split between polewash and abseiling. Where there are recessed elements of the facade at ground floor, and the single storey facade at terrace levels, polewashing will be required. Agreement will have to be made with the tenants to clean these areas as part of the management strategy.

Abseiling anchor points will be provided at roof level, on the 8th level communal terrace and on the 7th level balconies for access to each facade.



Areas of the facade accessed via Abseil

Areas of the facade that will require polewashing



Fire Strategy

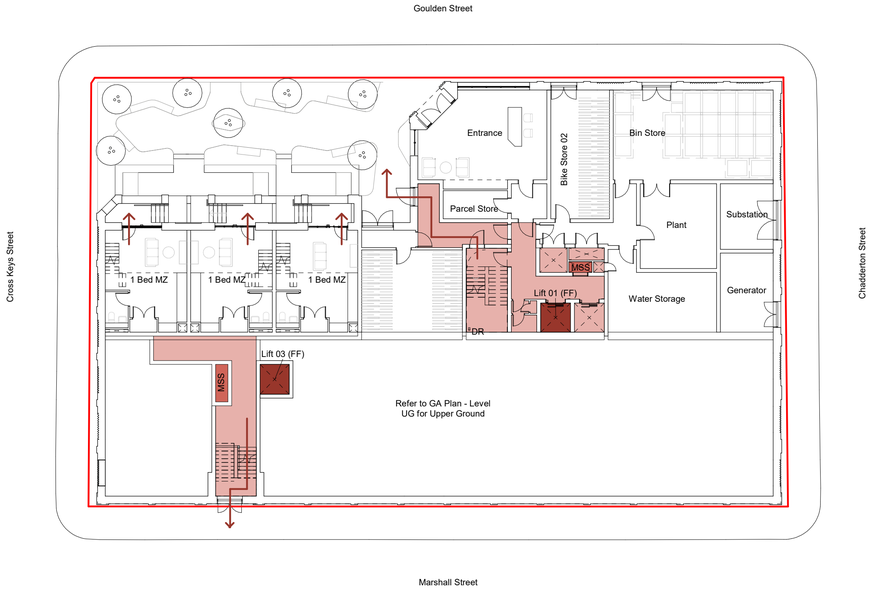
Evacuation Strategy

"The evacuation strategy for the residential units is based on a 'stay-put' evacuation strategy where only the occupants within the unit of fire origin are to be alerted/evacuated and all other occupants within the building are to remain in place, unless they are directly affected by smoke/fire."

Travel Distances

"Within the common corridors, where escape is in a single direction only, travel distances are limited to 7.5m. Where there are alternative directions of escape available, travel distances may be up to 30m."

The above extracts are from Hydrock Fire Safety Strategy Rev 00 please refer to original document for further information.



Fire Fighting Lift

Mechanical smoke shaft

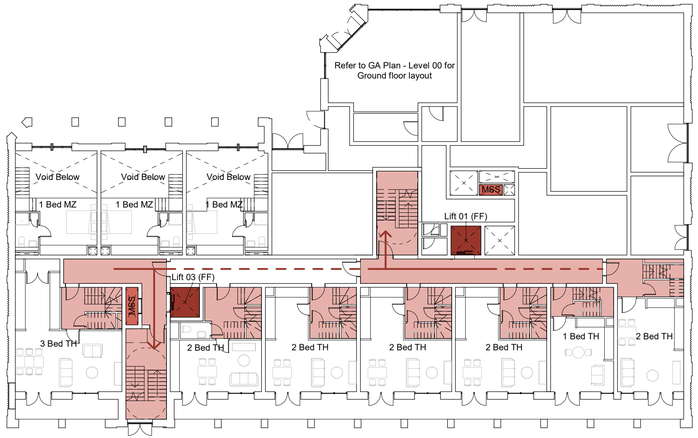
Fire protected lobby

Escape Route

Duplex / Townhouse Units

"The duplex apartments have been designed such that the internal stairs can be protected stairs, and therefore there are no inner rooms. Thus, it is not required that escape windows are provided."

The above extract is from Hydrock Fire Safety Strategy Rev 00 please refer to original document for further information.



Fire Fighting Lift

Mechanical smoke shaft

Fire protected lobby

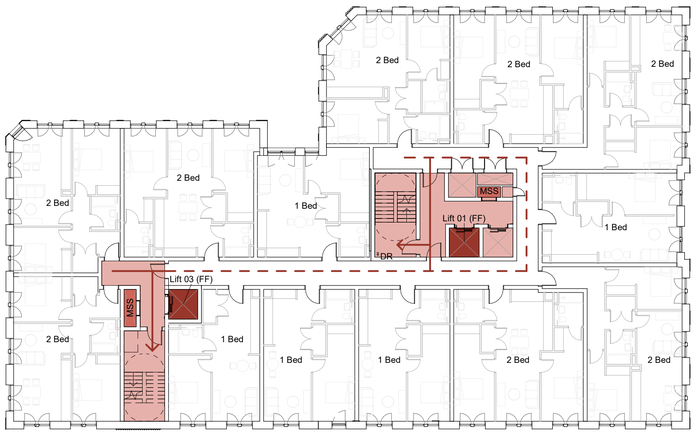
Escape Route

Fire Strategy

Fire Fighting Shafts

"Stair 1 and Stair 2 each serve as firefighting stairs in their respective firefighting shaft. Firefighting stairs are to be ventilated, proposed to be achieved via an automatic opening vent (AOV) located at the head of the stair."

The above extract is from Hydrock Fire Safety Strategy Rev 00 please refer to original document for further information.



Fire Fighting Lift

Mechanical smoke shaft

Fire protected lobby

Escape Route

Fire Strategy

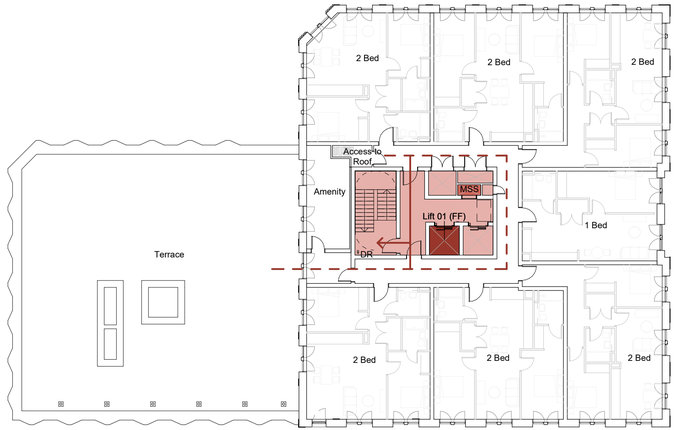
Travel Distances

"At the eighth floor, there is only a single stair serving this floor (Stair 1); however, it is considered reasonable to apply alternative-direction limit on the travel distance from the one-bed open-plan flat, on the basis that the stair lobby can be accessed from either the north or the south."

Terrace

"The terrace is accessed via a protected lobby. The terrace is to be limited to a maximum occupant capacity of 60 people."

The above extracts are from Hydrock Fire Safety Strategy Rev 00 please refer to original document for further information.



Fire Fighting Lift

Mechanical smoke shaft

Fire protected lobby

Escape Route

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Accommodation Schedule

Units are designed to meet Nationally Described Space Standards occupancy and technical requirements.

	1 Bed			2 Bed			3 Bed
	1B1P	1B 2P	1B 1P MZ / TH	2B 3P	2B 4P	2B 4P TH	3B 6P TH
Level							
Level 00			3				
Level UG			1			5	1
Level 01		2		3	2		
Level 02	1	4		5	3		
Level 03	1	4		5	3		
Level 04	1	4		5	3		
Level 05	1	4		5	3		
Level 06		2		5	5		
Level 07		2		6	3		
Level 08		1		4	2		
Total	**4**	**23**	**4**	**38**	**24**	**5**	**1**
		31			**67**		**1**
Mix		31%			68%		1%
Total Units				**99**			

06. ACCESS

Access Statement

Introduction

This Access Statement explains the access strategy for the development. This has been developed from first principles, with an inclusive approach to allow easy, safe and secure access to all areas of the landscape and building.

The proposals have been designed with reference to the guidance provided in the Approved Document M (Volume 1 and 2, 2015 and Approved Document K (2013) of the Building Regulations.

Further progression of design details will reference best practice in inclusive design from resources such as BS 8300:2018 Volumes 1 and 2.

Building Description

The development comprises of 99 residential units over 9 floors with associated services, facilities and amenity.

The site is currently predominantly a surface level car park with a temporary site cabin set up.

The design proposals have endeavoured to make the building as accessible as possible by:

- *Designing the primary entrance with level access from the pavement, allowing for a sheltered entry point.*
- *Providing accessible lifts to all common corridors above ground floor.*
- *Utilising a primary access stair through the main building core and a secondary escape stair.*
- *Allowing for level access with no requirement for ramps to the shared communal terrace.*

Approaches

The site is situated in close proximity to an extensive range of amenities, given its city centre location. This provides the opportunity for staff and visitors to undertake pedestrian journeys for a variety of purposes, and by association removes the need for travel by private car.

Public transport access

The site is located in a central location and well connected to local transport links;

Oldham Road Bus stop is a 2 minute walk away.

Shudehill interchange is a 6 minute walk away

Victoria Train Station is a 9 minute walk away.

Pedestrian approach

The site is located on the intersection of two future pedestrian routes within the New Cross Framework.

These routes provide access via pedestrian crossings into central Manchester and the adjacent neighbourhoods of Ancoats and The Northern Quarter.

Car Parking

The scheme is a car parking free development.

Please refer to SLR Transport Assessment for further information.

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Circulation

Within the building there is one main circulation core and one secondary escape core. The main circulation core is accessed through the main entrance lobby and contains two lifts and a single stair.

This core provides access to the majority of the units on site. The upper ground units can be accessed via the stair or via lift 01 which has two sided access.

Lift Design

All lifts are designed to meet Part M, being at least 1100mm x 1400mm, and there is circulation space in front of each set of doors on all floors exceeding the minimum 1500mm x 1500mm.

The detailed design of the lifts will fully meet the appropriate standards including car entrance door clearance (at least 800mm) and the location of controls inside and outside of the lift being at suitable heights and position from any corners.

An accessible emergency call point and handrail will be provided.

Stair Design

All stairs are designed to meet provisions of Part K. Stairs to the main cores will be a minimum of 1200mm wide (structural width) with no more than 12 rises to a single flight. All stair treads are 250mm long, all stair riser heights are 150-170mm and all tread overhangs are no more than 25mm. Visual contrast of colour to 55mm of the tread and riser edges will be provided.

Landings meet Part K as required. Suitable graspable handrails will be provided on both sides of the stairs. All handrails to stairs will meet Part K and will extend 300mm beyond the top and bottom steps and the handrails will continue around all the landings. They will turn down or inwards at their ends to avoid catching clothing.

Accessible Accommodation

94 apartments and duplex units are designed to M4(2) standards.

The 3 mezzanine units are designed to M4(1) standards, due to stepped access required to the front door from the courtyard level.

2 apartment units on level 07 are designed to M4(1) standards, due to stepped access required up to the private terrace.

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07. APPENDICES

Pre Application Advice

Prior to the submission of this application there was extensive engagement with Manchester City Council as the Local Planning Authority. This was achieved through two Pre Application Meetings.

Pre Application Meeting 01 - 03.08.23

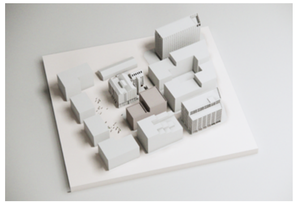
TGA presented site analysis along with initial proposals for scale and massing on the site. Feedback from MCC during the meeting is summarised below;

- *MCC had no objection to the building adopting a similar overall height to the FEC building adjacent, provided there are lower elements to the building.*
- *MCC were in agreement with the proposal to cut back the building along Cross Key Street to provide a generous open element that connected to the NDFs proposed public realm opposite.*
- *MCC welcomed further consideration to the massing of the building including whether the chamfered feature could be incorporated to the full height of the facade.*
- *MCC encouraged further consideration of the various roof configurations to reduce the massing of the building but also to bring a new contemporary form to New Cross neighbourhood.*

Pre Application Meeting 02 - 28.11.24

TGA presented developed massing proposals, based on feedback from Pre Application 01, alongside developed design principles for the facade. Feedback from MCC during the meeting is summarised below;

- *MCC noted the general scale and massing is sympathetic to context and welcomed the approach to stepped massing and roofscape.*
- *MCC suggested that the proportions could be improved if the lower massing element was raised so that the faceted section was single storey.*
- *MCC noted that the proposed green profiled panels above the window head were not preferable for ventilation, with a concern on quality and that the green stood out within the facade. Proposal that TGA should review alternatives such as a soffit vent.*
- *MCC supported the use of brick and pigmented concrete within the facade, they suggested however, that the ground floor detailing should avoid solid cladding panels.*



Pre Application 01 - Massing Proposal



Pre Application 02 - Sketch Visual

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