

Phase 2 and 3, Newton Heath, Manchester

Design & Access Statement

28th November 2023

T81700T003I7

Private & confidential
Not for general circulation



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Revision history

Revision	Date	Comment	By	Checked
P1	07/07/23	Initial issue	DJW	AJL
I1	28/07/23	Issued for Planning	DJW	AJL
I2	02/08/23	Issued following amendments to suit Planning Consultants comments. Suggested changes made to sections 1.06, 1.08, 1.09, 5.08, 5.17 and 6.01.	DJW	AJL
I3	08/08/23	Issued following Client updates & Energy Councils Comments. Section 1.05 pg9, Energy & Environmental Standards Assessment consultant listed changed from 'Urban Green' to Energy Counsel'. Apartment building roof finish and buildup strategy revised.	DJW	AJL
I4	29/08/23	TPM Landscape Architecture drawing shown on Page 71 updated from drawing 3538 102C to drawing 3538 102D to reflect the updated landscape proposal	DJW	AJL
I5	15/11/2023	Issued for client comment following inclusion of updated Public Consultation information, and following the receipt of Crime Impact Statement, with associated commentary added to pages 13, 94 & 95.	DJW	AJL
I6	16/11/2023	Updates for Planning. Revision clouds omitted for presentation clarity.	DJW	AJL
I7	28/11/2023	Updates for planning. Drawing links on pages 60 & 61 updated.	JMG	AJL

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1.0 Introduction

1.0 Introduction

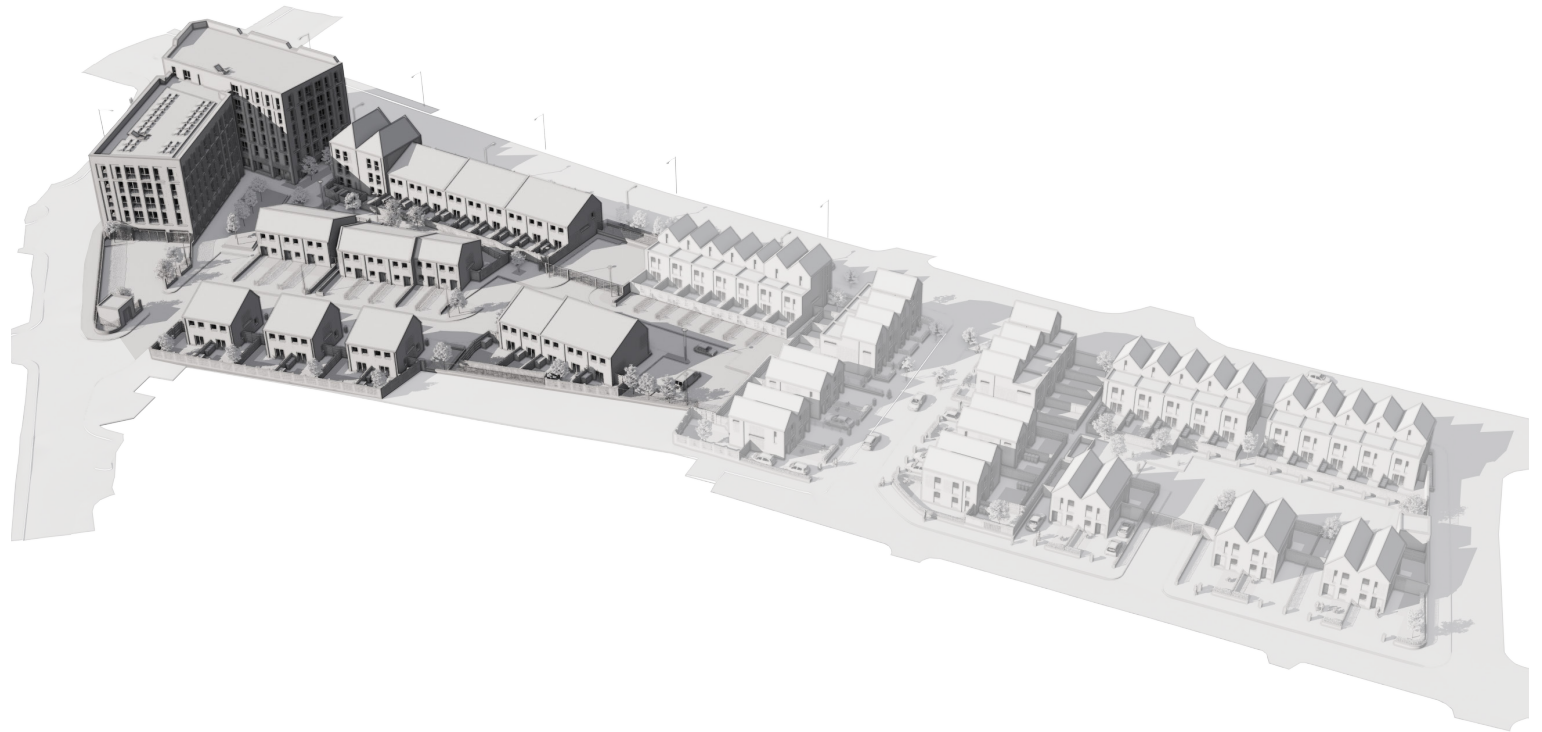
1.01 Purpose of the Document

This Design and Access statement accompanies an application for full planning permission, submitted to Manchester City Council on behalf of One Manchester, for the development of the land bound by Oldham Road, Droylsden Road Holyoak Street and Old Church Street, that is dissected by the former Dulverton Street.

The application is for Phase 2 and 3 of the proposal development of 148 homes, formed by 83 apartments and 65 houses. Phase 2 and 3 will contain 81 apartments and 28 houses.

This statement demonstrates our approach and design intention. This will include:

- The client and brief.
- Our response to site advantages and constraints.
- Our key design intentions.
- Proposed massing, use and amount.
- Appearance and materials.
- How the building will be inclusive and accessible to users.



1.0 Introduction

1.02 About One Manchester

One Manchester is a provider of housing and community services. Formed in April 2015 from an historic merger between two of Manchester's largest housing associations – City South and Eastlands Homes, they currently own and manage more than 12,000 homes in central, south and east Manchester.

As an experienced and trustworthy landlord, they provide good quality homes that are safe, secure, warm and affordable. However, One Manchester believes that their responsibilities go much further than providing homes. They regularly look at the issues which go beyond housing and especially those that are specific to each of their communities. They help people manage their money, find work, start-up businesses and stay healthy and well.



1.0 Introduction

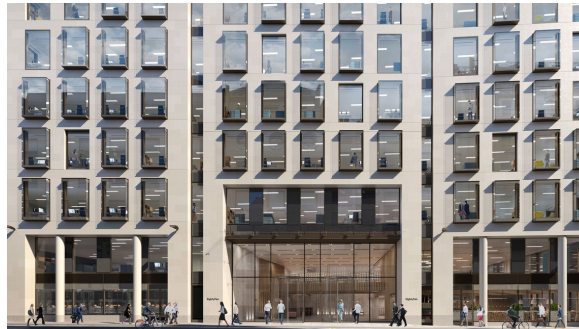
1.03 About tp bennett

Inquisitive, imaginative, individual, tp bennett has been at the forefront of architecture and design for almost 100 years, offering cross sector expertise from a world-class team tp bennett are an independent architectural, design and planning practice, owned and managed in the UK and with a strong international presence.

tp bennett's expertise spans every aspect of architectural design including planning, strategy and interiors, and they have enormous resilience to match their passion. They value diversity in every sense: in the workforce, company culture, client-base and projects – and in freedom of thought.

As an award-winning practice with global reach, tp bennett is committed to investing in its people, who are at the heart of everything we do. Our workforce is drawn from many countries with more than 20 nationalities represented and 25 languages spoken, in open-plan offices with an approachable management structure. We believe in an inclusive working environment.

The headquarters is in Southwark, London, in the heart of one of the world's great creative clusters, and they have two regional hubs in the north, one in the Ancoats district of Manchester and the second one in Leeds, recently opened in 2019.



1.0 Introduction

1.04 Design Brief

The document sets the Applicant's quality benchmark and project specific objectives for the development; this is summarised below. Many of the quality benchmarks are focused towards the construction of sustainable buildings at a cost that is commercially acceptable, within the market that the Applicant operates.

The project aims to deliver a well designed housing scheme for One Manchester on a well connected site along Oldham Road, Newton Heath.

Summary of Building Concept

The proposal will develop the now empty site of the former Rosedale Building as apartments along with the development of family homes on the adjacent site bound by Oldham road. This proposed development is for Phase 2 and 3 of the wider masterplan for the works, and is developed following the approval of previous planning application and phase 1 approval, 125990/FO/2020). The overall development will accommodate 148 new dwellings, with associated car parking and hard and soft landscaping, whilst creating a sense of place once all phases are complete.

The dwellings will be split between 83 apartments and 65 houses. Phase 2 and 3 will contain 81 apartments and 28 houses. The majority of the

apartments will be delivered as part of phase 3 on the former Rosedale site. The proposed building comprises, ground +4 and ground +5 storeys respectively.

There will be a double height undercroft space to the main entrance of the apartment block, that will provide a main entrance and focal point along Oldham Road.

The 2 storey houses that comprise Phase 2 of the development will be informed by design and materiality of the approved first phase in order to create a relationship in design language.

100% parking spaces will be provided for each house, with the majority of the houses across the development benefiting from in curtilage parking. Parking spaces are provided for 42% of the apartments.

Elevation Treatments

Across the development the buildings will use brick as the dominant facing material and be of a contemporary composition, with reference to the red brick and industrial heritage predominant across Manchester.

1.05 Project Team

Client – One Manchester

Architect – tp bennett

Landscape Proposals – TPM Landscape

Planning Policy Compliance Statement – Euan Kellie Property Solutions
(including Affordable Housing Statement and Statement of Consultation)

Heritage Assessment – Kathryn Sather & Associates

Archaeological Assessment – Archaeological Research Services

Crime Impact Statement – Greater Manchester Police

Ecological Appraisal – Urban Green

Energy & Environmental Standards Assessment – Energy Counsel

Flood Risk and Drainage Assessment – Curtins

Noise Assessment – Jameson Associates

Transport Statement and Travel Plan – Curtins

Land Contamination Assessment (Phase 1 and 2) – Curtins

Biodiversity Net Gain Strategy – Urban Green

Daylight & Sunlight Assessment – GIA

TV Reception Survey – Astbury

1.0 Introduction

1.06 Planning History

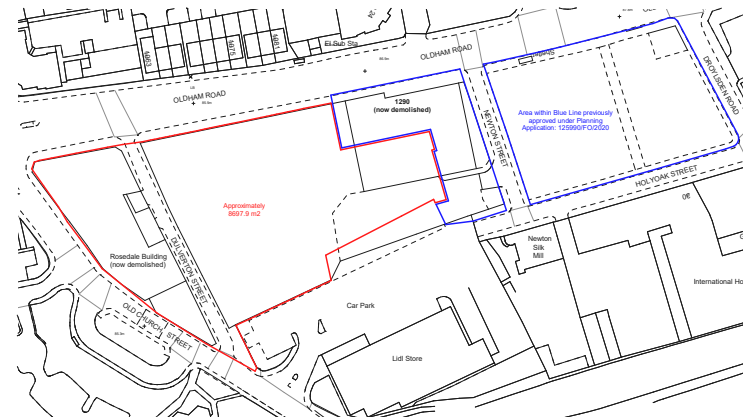
Prior to this proposal being developed by One Manchester for the site a previous application was made for the Change of use from vacant warehouse (Sui Generis) to gymnasium (Use Class D2) with associated elevational alterations (reference: 117787/FO/2017). This was approved on 26 January 2018.

A previous approval for much of the site, including the 'Phase 1' was approved on 25th November 2021, planning reference 125990/FO/2020. This application sets a precedent of residential development across the wider site, along with forming Phase 1 of the proposed development. Phase 2 & 3 (this application) then develop from the principles set the previous site approval Phase 1.

Consent was granted for 39 dwelling houses and 100 apartments in proposals put forward by One Manchester. This application was later amended to include 2 cottage apartment and a phased delivery strategy. Further amendments were made to incorporate specific design matters, relating to materials, window treatments and boundary treatments.

The relevant planning references are:

125990/FO/2020
132091/NMC/2021
CDN/22/0783
135383/JO/2022



Red Line Boundary



125990/FO/2020 Previously Approved Site Plan



125990/FO/2020 Previously Approved Site CGI's

1.0 Introduction

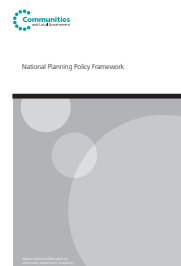
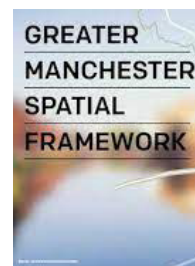
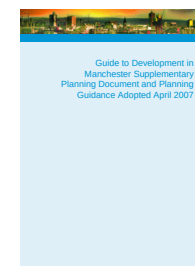
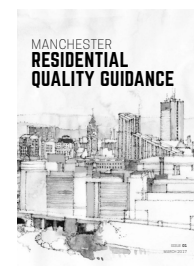
1.07 Planning Policy Summary

The Site is located within the administrative control of Manchester City Council ("MCC"). The relevant Development Plan therefore comprises: MCC Cores Strategy 2012-2027 ("CS") which was adopted on 11 July 2012' and The 'saved' policies of the Unitary Development Plan ("UDP").

The following documents and policy documents have been considered in developing the proposals:

1. National Planning Practice Guidance (2014).
2. National Planning Policy Framework (2012).
3. The Greater Manchester Spatial Framework
4. Manchester Core Strategy (July 2012).
5. Guide to Development in Manchester - Supplementary Plan
6. Manchester City Council Residential Quality Guidance (July 2016)
7. Manchester Housing Strategy (2022-2032)

These are considered in detail in the Planning Statement prepared by Euan Kellie Property Solutions



1.0 Introduction

1.08 Planning Context

Highlighted here are a selection of nearby recently approved developments, a brief summary of each is included below:

Newton Heath (ref: 125990/FO/2020)

Erection of a part 5, part 6 storey building to form 100 residential apartments together with ground floor commercial floorspace and erection of 39 two and three storey dwellinghouses along with associated access, landscaping, boundary treatment and car parking.

Dob Brook Close (ref: 126281/FO/2020)

Erection of 8 no. two storey dwellinghouses and erection of a three storey building to form 16no. apartments together with boundary treatments, landscaping and other associated works.

Silk Street (ref: 130586/VO/2021)

City Council Development for the erection of 21, 2 storey dwellinghouses (Use Class C3a) and erection of 3, 4 storey buildings to form 48 apartments (Use Class C3a) with associated car parking, landscaping and boundary treatment.

Jackson Brick Works (ref: 133700/FO/2022)

Application for development comprising 378 dwellings (134 apartments and 244 houses) and a new community building with ground floor commercial floorspace, community park and pocket park, and other associated works, with all matters to be considered; together with an outline application with all matters reserved except for means of access, for a new secondary school, and the erection of up to 338 dwellings, with associated car parking, highways, landscaping and new public realm creation, and other associated works.



Newton Heath
(ref: 125990/FO/2020)



Dob Brook Close
(ref: 126281/FO/2020)



Silk Street
(ref: 130586/VO/2021)



Jackson Brick Works
(ref: 133700/FO/2022)



1.0 Introduction

1.09 Public Consultations

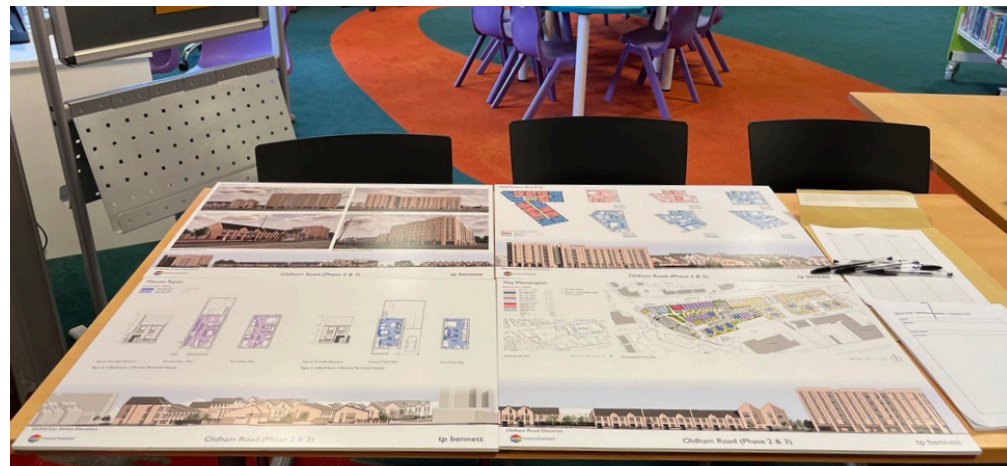
A series of three pre-application meetings were held with Planning, Regeneration and Highways officers from Manchester City Council throughout the development of the original scheme. The current Phase 2 and 3 site principles were discussed, with particular focus on the following key elements:

- Schedule of application documents;
- Proposed layout plans;
- Specific planning policies that would need to be addressed as part of the submission.
- Pre-application consultation that should be undertaken with other parties.

In addition, One Manchester has also liaised with the Newton Heath Ward Councillors on the emerging proposals. A letter drop was carried out in the area surrounding the site to advise local residents that the planning application was forthcoming, alongside a Public Consultation held in Newton Heath library on 11/10/23.



Appearance





2.0 Site Analysis

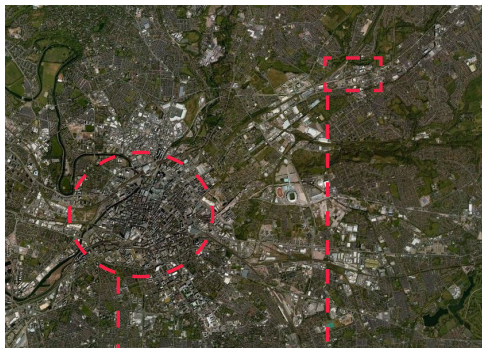
2.0 Introduction

2.01 Site Location

The site is located on the busy Oldham Road, a key route into Manchester City Centre, in the Newton Heath region. Historically part of Lancashire, Newton Heath was previously a rural area which saw rapid development and population increase during the Industrial Revolution, becoming populated with factories.

The site is bound by Oldham Road to the north, Droylsden Road to the east, Holyoak Street and the Lidl car park to the south and Old Church Street to the west side.

The immediate context consists of various large commercial units including Farmfoods and Lidl, as well as larger areas of residential terraces and semi-detached housing. The site is bisected twice by Newton Street, a minor road and the former Dulverton Street, which splits the site in three sections.



Manchester City Centre

Site Area



2.0 Introduction

2.02 Site Context & Character

Opposite the north west of the site there is a cluster of terrace houses, while to the north-east there are a variety of commercial buildings.

The location of the site offers an excellent opportunity for the distinctive development comprising of new affordable homes for the surrounding area. To the east of the site lies a large commercial unit, which belongs to

Farmfoods. To the south east of the site lie two commercial buildings and to the direct south west of the site are the Lidl supermarket and its associated parking.

Adjacent to the site, across Old Church St are a collection of amenity facilities for the local community including Newton Heath Health Centre and Newton Heath Library.



Newton Heath Health Centre



Lidl



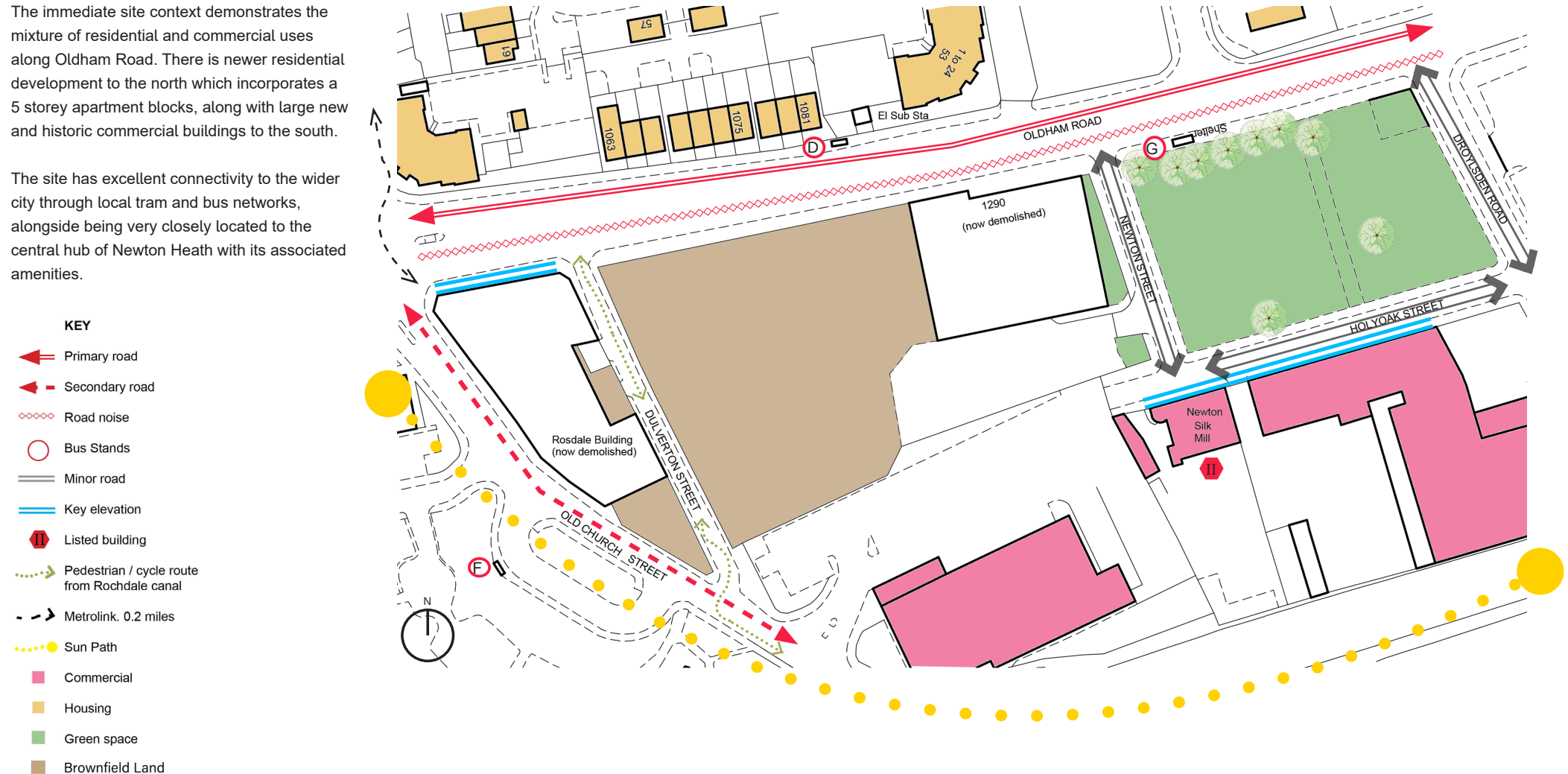
Farmfoods

2.0 Site Analysis

2.03 Site Analysis

The immediate site context demonstrates the mixture of residential and commercial uses along Oldham Road. There is newer residential development to the north which incorporates a 5 storey apartment blocks, along with large new and historic commercial buildings to the south.

The site has excellent connectivity to the wider city through local tram and bus networks, alongside being very closely located to the central hub of Newton Heath with its associated amenities.



2.0 Site Analysis

2.04 Green Space

Newton Heath benefits from large amounts of both public and private green spaces, with portions of larger open space. These are primarily located along and south of the canal. There are a range of informal green space, providing a range of habitats and biodiversity, alongside several formal parks include Gaskell Street Park and Brookdale which provide amenity to the local community.

A number of the residential areas and newer housing development also included smaller interspersed areas of green space.

The Rochdale Canal itself provides a continues ribbon of habitat linking into the wider blue and green artery running through the city.

- KEY
- Site Boundary
 - Green Space
 - Inaccessible Green Space
 - Rochdale Canal



2.0 Site Analysis

2.05 Land Use

There is significant zone of commercial development that runs along Oldham Road to the north of the canal. With a significant portion of this surrounds the site to the north, east and south.

The rest of the surrounding context is generally characterised by large swathes of residential use, particularly to the south of the site, where the density of residential development also increases. As mentioned in Section 1.08 there are also several sizeable sites of new residential development directly south of the proposal site.

As typical of a central hub along an arterial route the site has an immediate surrounding of mixed use and community facilities, including a health centre, library and school. These uses run south of site along Old Church Street.



2.0 Site Analysis

2.06 Urban Grain

Reviewing the figure ground plan adjacent you can begin to see a ribbon denser development that runs along Oldham Street, between the canal and railways line. This ribbon of development contains a variety of building scales, from large commercial units and apartment blocks to smaller and more densely packed individual residential houses.

South of the canal the historic early Victorian housing grain is still present whereas north of the canal a more sporadic grain of varying sizes, arrangements and character has developed over time with a series of redevelopment and infill sites.

The Site can be seen as a gap in the run of density that provides a block of development that sits between the trainline and canal. With the site currently providing no beneficial public use as open or green space, an analysis if this plan would suggest the proposal site is prime for an infill development of significant density to continue the residential character and grain of the surroundings.



2.0 Site Analysis

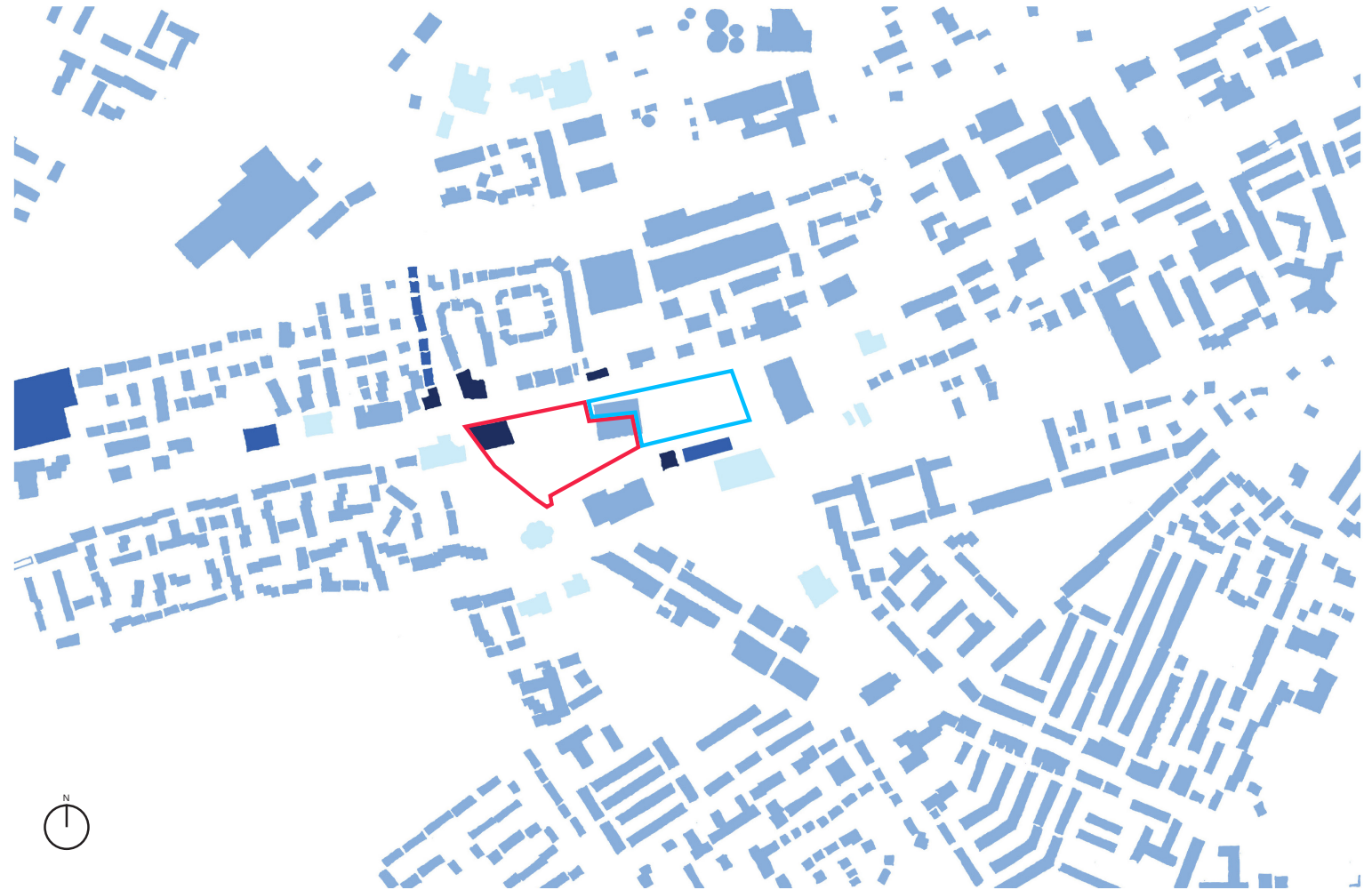
2.07 Building Heights

The majority of the area is 2 storey commercial units and residential houses, with points of height clustered around junctions or lining the primary routes.

Historic commercial buildings to the immediate south of the site increase in height to 4 storey with the former Rosedale Building previously providing a focal point on the key junction of Old Church Street and Oldham Road.

Recent residential development at the junction of Oldham Road and Dean Lane has increased the building height in the areas with 3 storeys houses and apartment blocks of ground + 4 storeys.

Note: Prior to demolition the Rosedale Building was 4 storeys.



2.0 Site Analysis

2.08 Transport & Accessibility

A key force that defines the character of the wider area and is driving its redevelopment is transport links and connectivity, both through public and private transport.

Oldham Road remains a key arterial route in and out of the city centre with frequent bus services and a number of bus stops surround the site.

The old railway line now carries the pink Metrolink which stops within 10 minutes walk of the site at 'Newton Heath and Moston.'

The Rochdale Canal whilst acting as a key amenity space now also provides a car free cycle route to the city centre.

- KEY**
-  Site boundary
 -  Rochdale Canal tow path walking / cycle route
 -  Primary vehicle route Oldham Road
 -  Secondary vehicle routes
 -  Bus Stops
 -  Newton Heath Metrolink stop
 -  Train lines



2.0 Site Analysis

2.09 Existing Site Photographs

The wider site is divided into three phases or plots, with this application pertaining to Phase 2 and 3.

Eastern Site

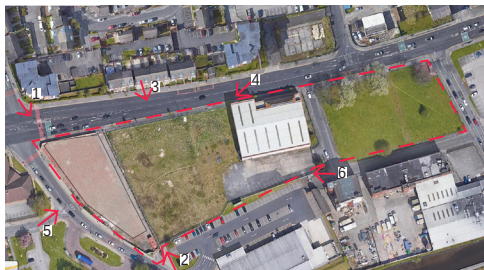
The Eastern Site does not fall under the extents of this application, and is covered by the previously approved application ref: 125990/FO/2020

Central Section of the Site

The Western Site is noted to have a consistent gradient. Much of the site is covered by grass, with a portion being concrete and hardcore, on the site of the now demolished unit and its associated parking(visible in photo 6). The western edge of this site is surrounded by a blue metal fence with a height of approximately 2m.

Western Site

Site of the former Dulverton Street and Rosedale Building, now vacant brownfield site with the once derelict Rosedale building now demolished. The site is currently bound by hoardings and security fencing.



1



4



2



5



3



6

2.0 Site Analysis

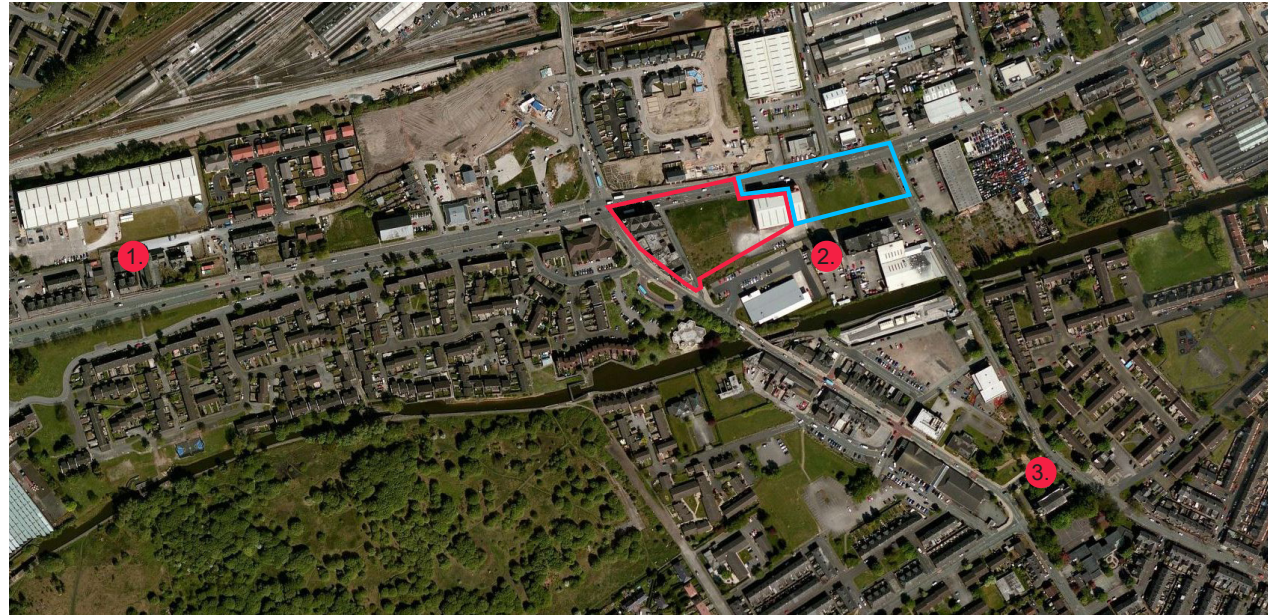
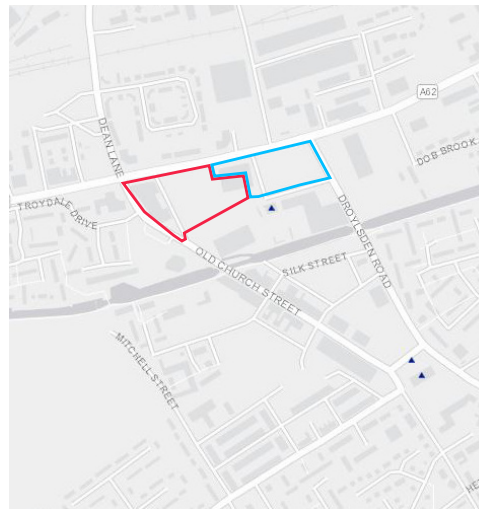
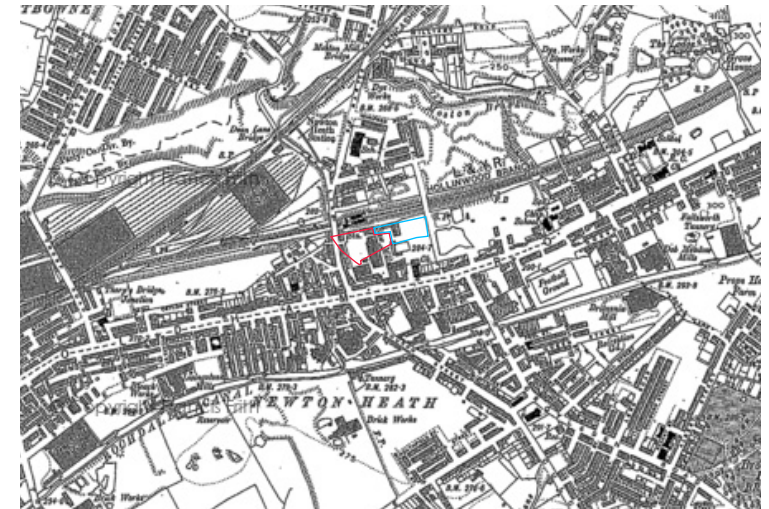
2.10 Site Heritage

Oldham Road appears to have developed rapidly during the industrial revolution with well-known engineering works Mather and Platt and aircraft maker Avro in the area.

As with surrounding areas much of the development has been in the linear strip between the Rochdale Canal, Oldham Road and the adjacent railway line, this has created a strong ribbon of development with Oldham Road at its heart.

The below aerial photo shows housing along road frontages with large industrial works in between the railway line and Oldham Road. The proposed site at 1290 Oldham Road appears to have been densely developed with extensive terrace housing.

- 1. Church of St Wilfred and St Ann
- 2. Newton Silk Mill
- 3. Church of All Saints



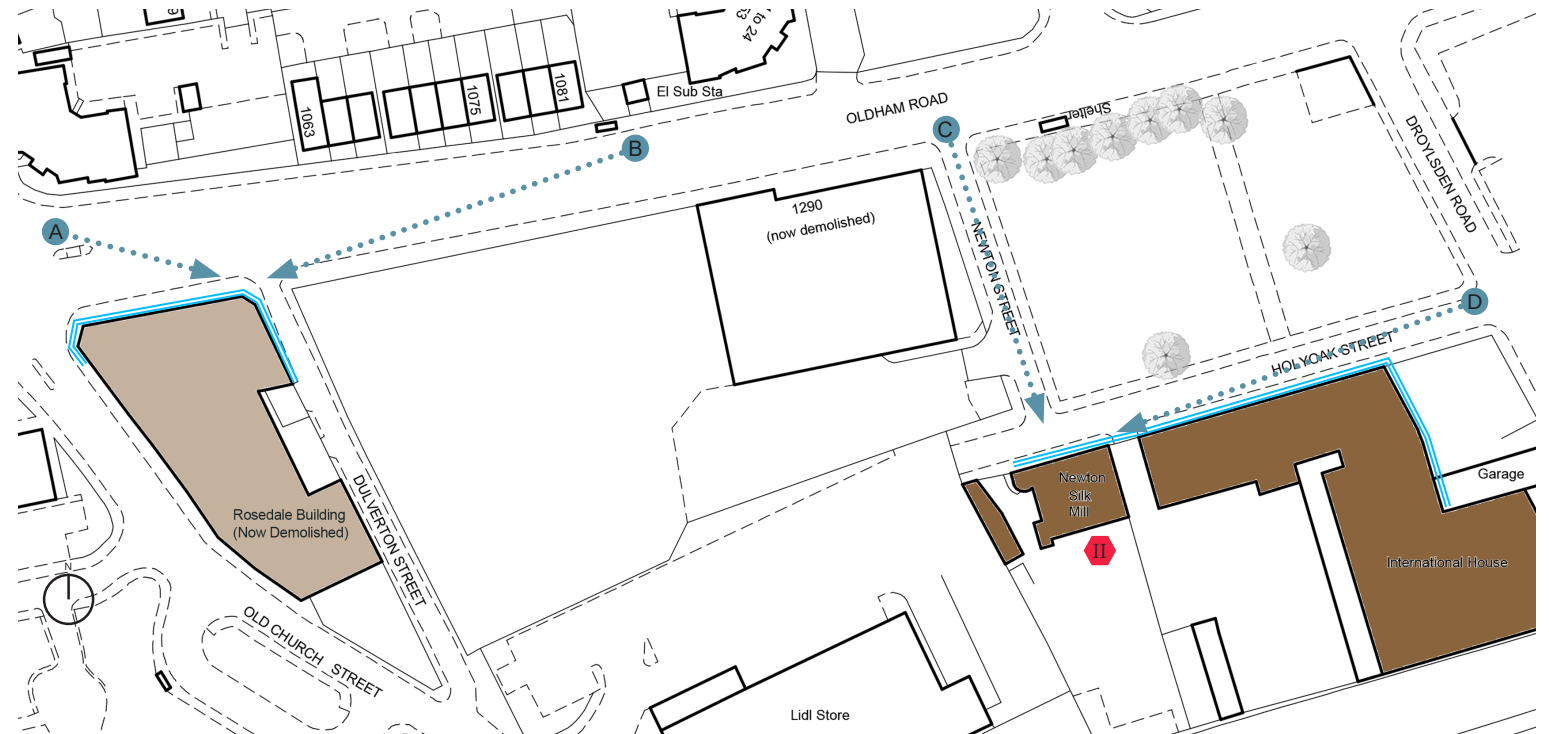
2.0 Site Analysis

2.11 Historic Context

Holyoak Street forming the southern edge to the site has a strong historic frontage made up of old mill buildings.

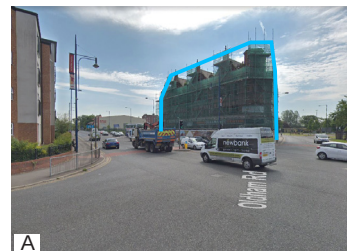
One of these buildings is the Newton Silk Mill which is Grade II Listed. Newton Street which bisects the site provides a key view of the listed building elevation from Oldham Road.

At the junction of Dean Lane, Old Church Street and Oldham Road was the former Rosedale House. This building whilst not listed formed a key historic part of the streetscape particularly given its prominence at the road junction.



KEY

-  Key elevation
-  Historic building
-  Listed building
-  Key views



A



B



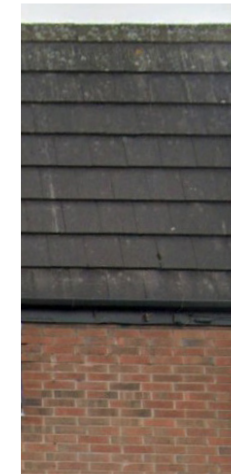
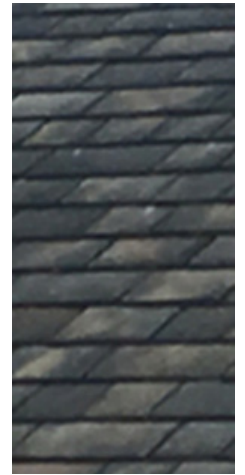
C



D

2.0 Site Analysis

2.12 Local Materiality Study



2.0 Site Analysis

2.13 Local Typology

19th Century Terraces

Across the Rochdale Canal to the south east of the site is a large area of 19th century terrace housing which forms a long linear street pattern.

These are characterised by solid red brick construction with low brick garden walls to the front and high walls to the back.

Gynals run down the back of the terraces between high garden walls adding to the linearity of the urban grain.

Pockets of land between terraces have developed as small hidden public green spaces whilst there are also larger areas of green space interspersed.



2.0 Site Analysis

Local Typology

Mid 20th Century Housing

A large development of mid century housing is located to the west of the site between Oldham Road and the Rochdale Canal.

The development is set back from the main road with a rows of terraces interspersed with road access, with no through route traffic is reduced around the houses.

The area is characterised by a more informal street pattern with small stretch of terraces interspersed with green space and parking, with greater permeability.



- KEY**
- Primary road
 - Road noise
 - Vehicle route
 - Parking
 - Key elevation
 - Pedestrian routes
 - Long views
 - Housing
 - Green space



2.0 Site Analysis

Local Typology

Late 20th Century Housing

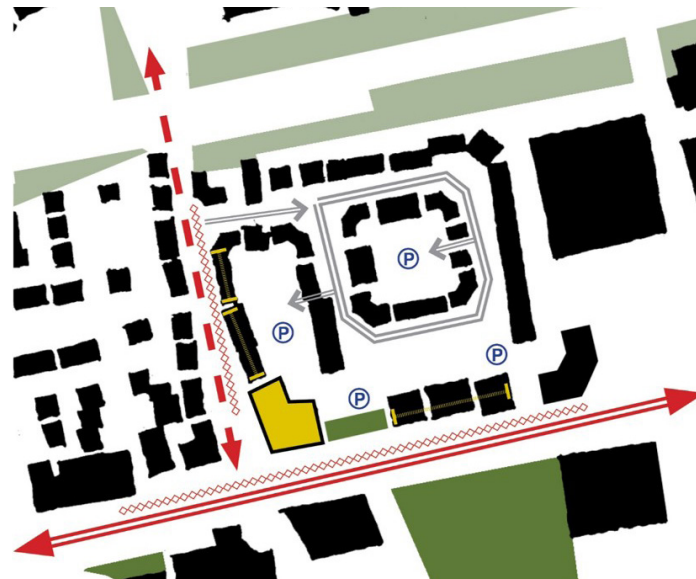
to the north of the site is an area of late 20th century housing, this is located between Oldham Road and the Metrolink line.

The development forms a cul-de-sac of houses with gated parking areas behind the houses.

Houses along Dean Lane are increased in height to 2 storeys above ground. At the junction a block of flats is integrated with heights of ground +3 storeys as the scheme responds to the urban context.



- KEY**
- Primary road
 - Road noise
 - Vehicle route
 - Parking
 - Key elevation
 - Pedestrian routes
 - Long views
 - Housing
 - Green space



2.0 Site Analysis

2.14 Previous Site Proposal

Rosedale Building

Planning permission 082859/FO/2007/N1 had its time period extended in 2011. The permission allows for a new build scheme designed by Hodder + Partners which involves retention the Rosedale Building façade and construction of 114 apartments. The schemes increases the height of the Oldham Street frontage to 5 storeys above ground with floor to floor heights of circa 3.3m.

A contemporary link block connects the new build infill of the Rosedale Building with a contemporary apartment tower at the south of the site, which reaches 9 storeys above ground with circa 2.8m floor to floor. The scheme which started but subsequently stalled on site is a significant development for the area both in terms of design but also in its physical massing.

Oldham Road Phase 1

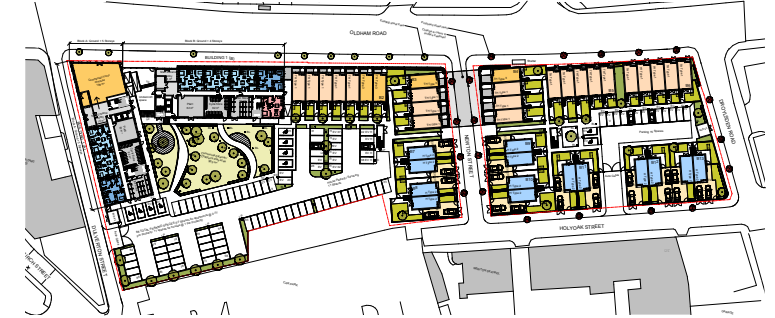
Under the initial planning application for the site (application:125990/FO/2020) the proposal included the approval of 39 new homes, (which are now being delivered as Phase 1) along with 100 Apartments and associated parking and landscaping.

The principles of this application have set out the base for the new Phase 2 and 3 proposal, with the apartment scheme, providing height and density now being moved to the Rosedale site.

Rosedale Building Previous Scheme



Oldham Road Phase 1



2.0 Site Analysis

2.15 Site constraints

One of the constraints for the site is its proximity to Oldham Road. Oldham Road is a major arterial road into and out of Manchester City Centre with heavy traffic. Any new development should sit back from the boundary line and use considered design moves to create a buffers to reduce the impact of noise and traffic for residents.

The surrounding building stock is made up of 70% red brick and grey slate roofs terraced housing, historically due to housing the rapid expansion of industrial working within the area. Opposite the site lie a cluster of brick semi-detached houses. Due to lack of variation within the area careful consideration has been taken to the design and material choice for the proposed development in order to compliment the surrounding buildings whilst creating a contemporary new approach to housing in the area.

2.16 Site opportunities

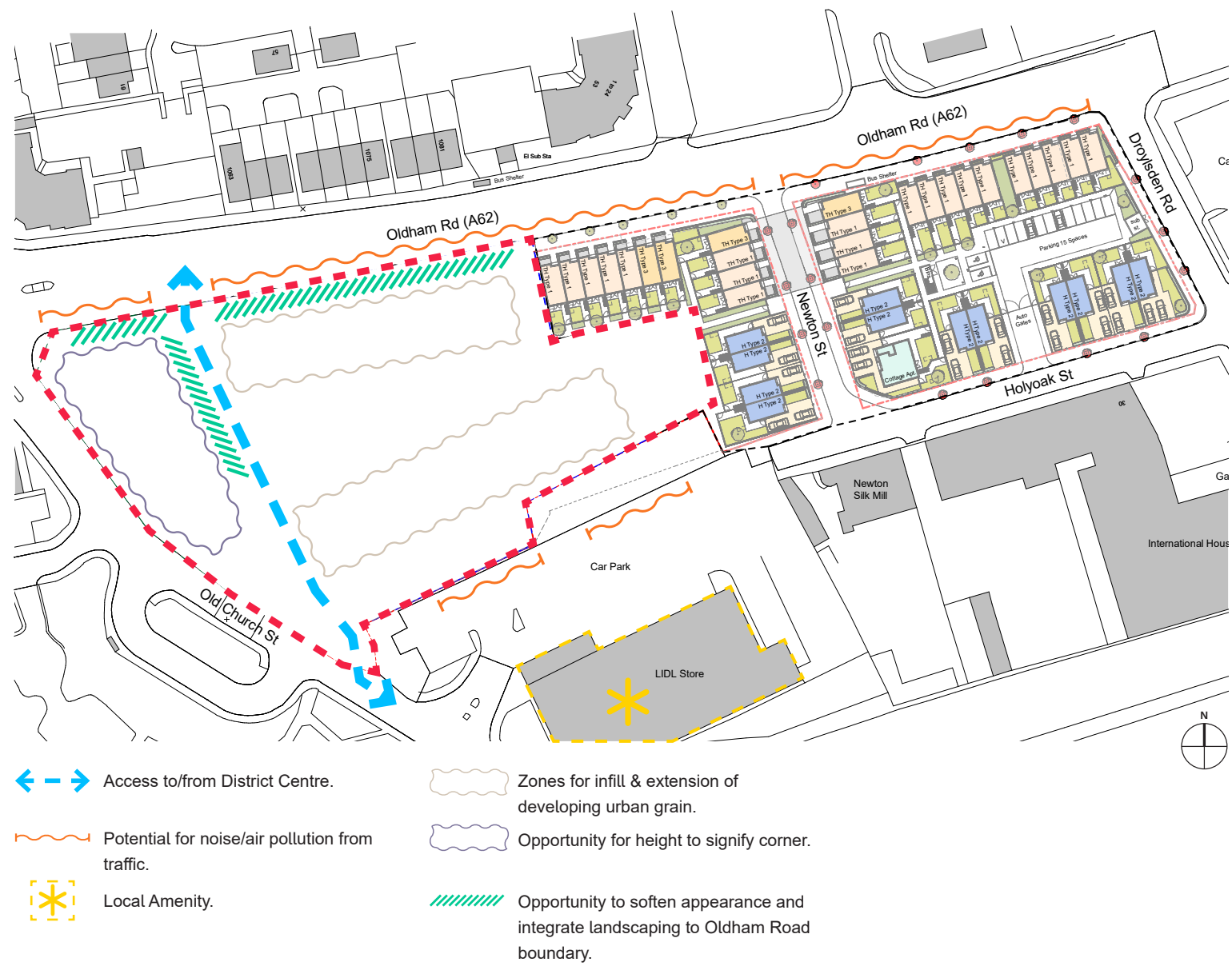
Following the demolition of the Rosedale building and the YES group building, the entirety of the proposal site is vacant of buildings or structures, and thus is a void in the urban fabric of the Newton Heath area. The new development will create much needed residential dwellings within this inner city neighbourhood.

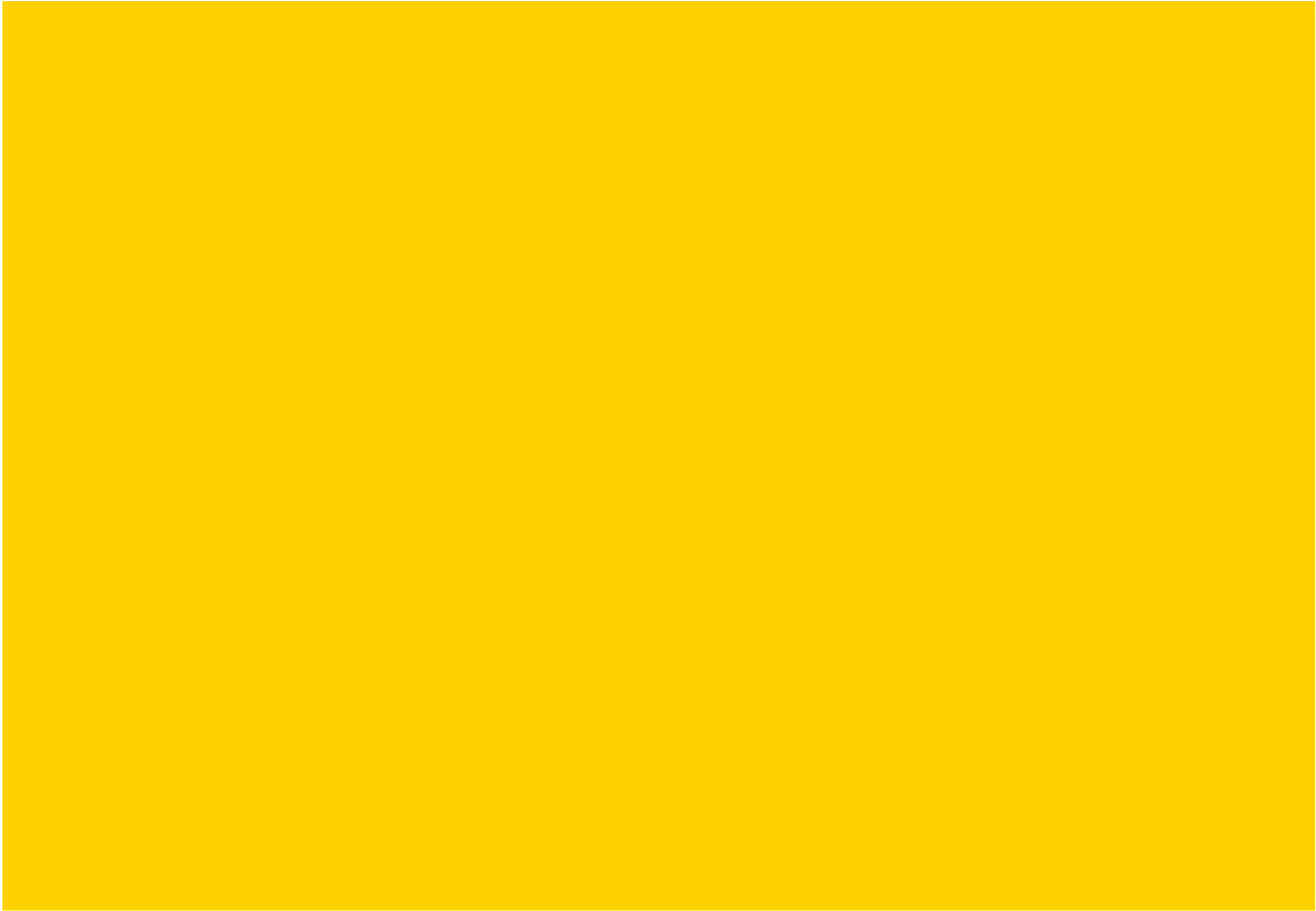
This unique opportunity to add to Manchester's existing urban fabric and the street scape of Oldham Road along with an opportunity to enhance the overall Newton Heath area. Tree planting along Droylsden Road and to the boundaries along Oldham Road and Dulverton Street will enrich the current deteriorating state of the existing site. Along with great opportunities for biodiversity and accessible open space gains.

All apartments can be accessed from the main entrances off the corner at Oldham Road and Old Church Street. With access also from the private rear and under-croft car park. An opening in the massing at the corner to Oldham Road and Old Church Street signals the entrance. Access through the buildings between Old Church Street and former Dulverton Street is provided by tenants. The proposed development will be 'L' shaped fronting Oldham Road and Old Church Street.

Please refer to diagram on Page 33.

2.0 Site Analysis





3.0 Design Development

3.0 Design Development

3.01 Emerging Concept

The Northern Gateway / Victoria North

The Northern Gateway is a key piece of recent planning strategy for the city. As the name suggests, this looks at the Northern Gateway into the city from the New Cross area on the edge of the centre out through the Lower Irk Valley and Collyhurst.

Whilst the Northern Gateway area does not reach out as far as Newton Heath the principals set out in the document can be taken as prompts for urban development in the city as a whole.

The key points that can be taken from the Northern Gateway position to inform development in Newton Heath are:

- Exploiting new green space
- Ensuring site permeability
- Varying scale of development though mixed tenure uses.



3.0 Design Development

3.02 Adopting a Manchester Cityscape

Ensuring that our proposal reflects its local context, the concept looks back at the sites industrial period history to create a place grounded in community, with a strong but contemporary local identity.

Mather and Platt which closed in the late 20th century was a world renowned engineering firm which began the process of moving it sites to Newton Heath in 1900 the company were known for various engineering works including the building of underground locomotives and centrifugal pumps.

In 1938 the site at Newton Heath also incorporated a heavy iron foundry adding to the industrial works in Newton Heath and continuing its important role as an employer in the area.

The site was famously captured in LS Lowry' 1943 painting 'Going to Work', the piece in Lowry' unique style clearly shows the Mather building, its role as an employer and the areas industrial nature.



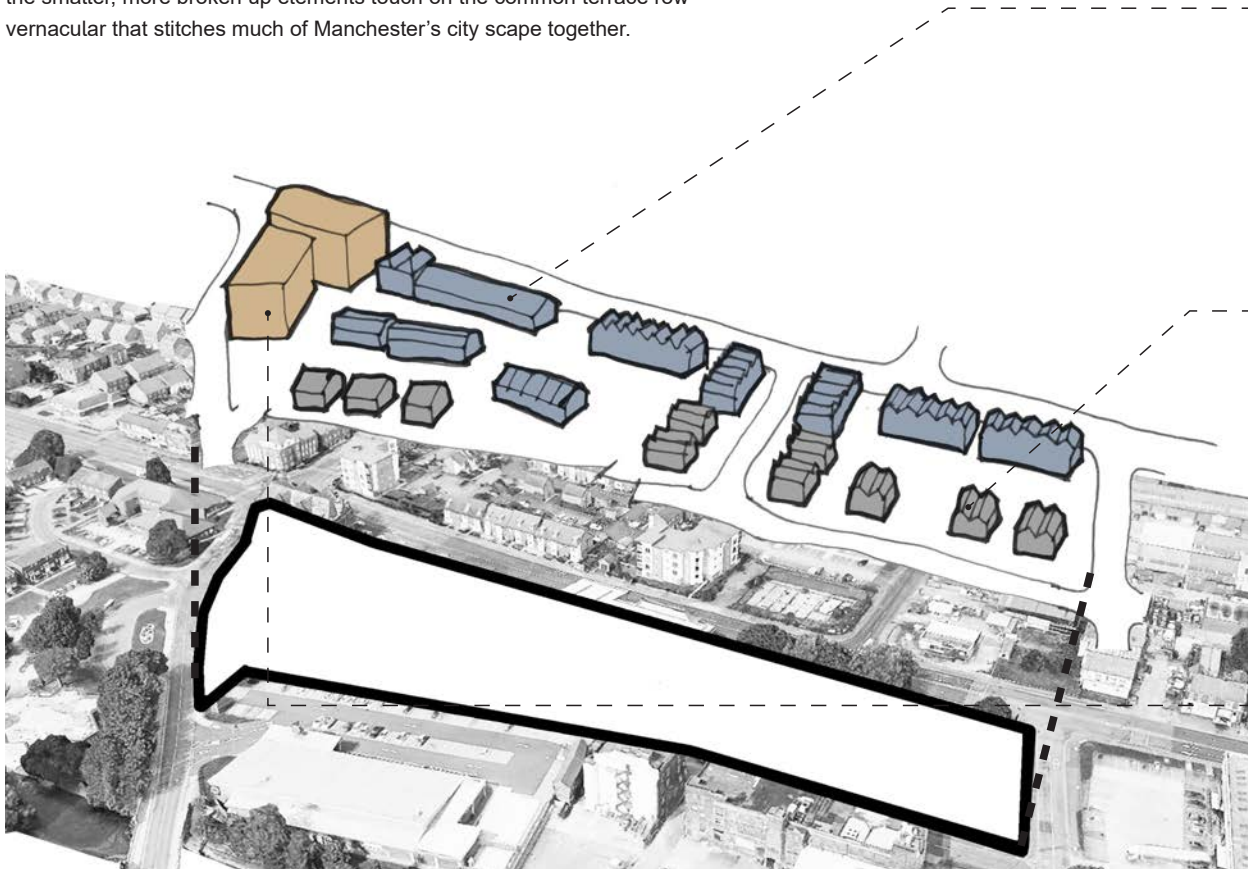
Going to Work, LS Lowry, 1943

3.0 Design Development

Adopting a Manchester Cityscape

The concept attempts to capture the local vernacular and historic architectural forms to appropriate the project into its context and give it a sense of familiarity for the community.

Larger scale buildings will echo the dominant mill forms so heavily associated with the area, medium scale massing hints to the factory architecture whilst the smaller, more broken up elements touch on the common terrace row vernacular that stitches much of Manchester's city scape together.



Terrace Typology - Daisy Bank Terraces, Newton Heath 1950s.



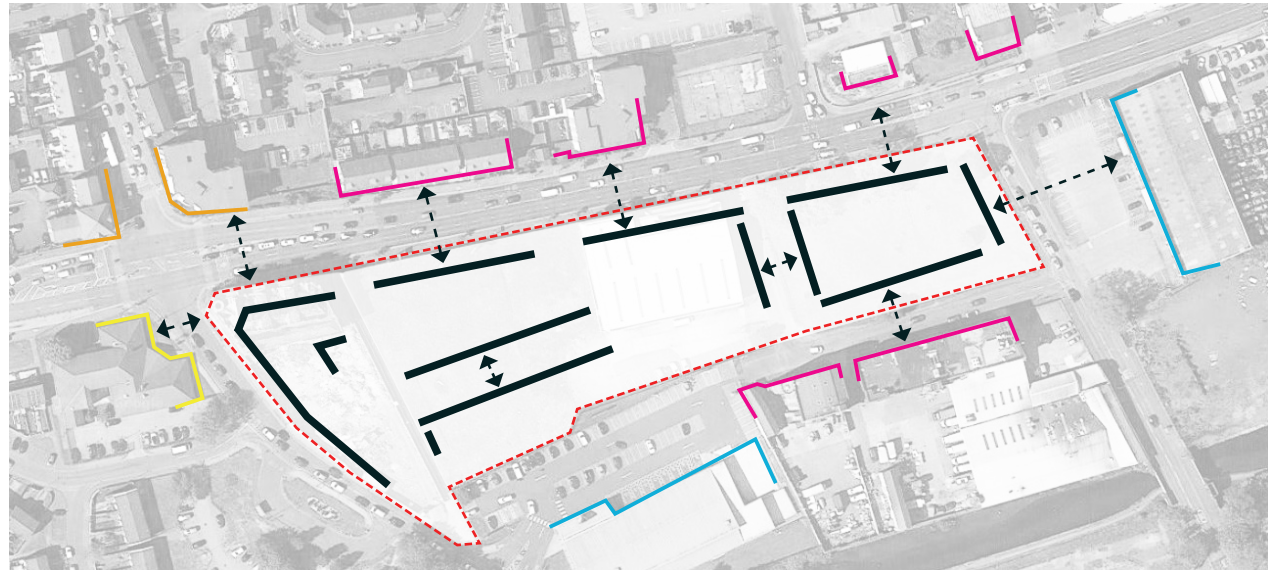
Avro Aeroplanes in front of factory, Newton Heath 1941.



3.0 Design Development

3.03 Responsive Frontages

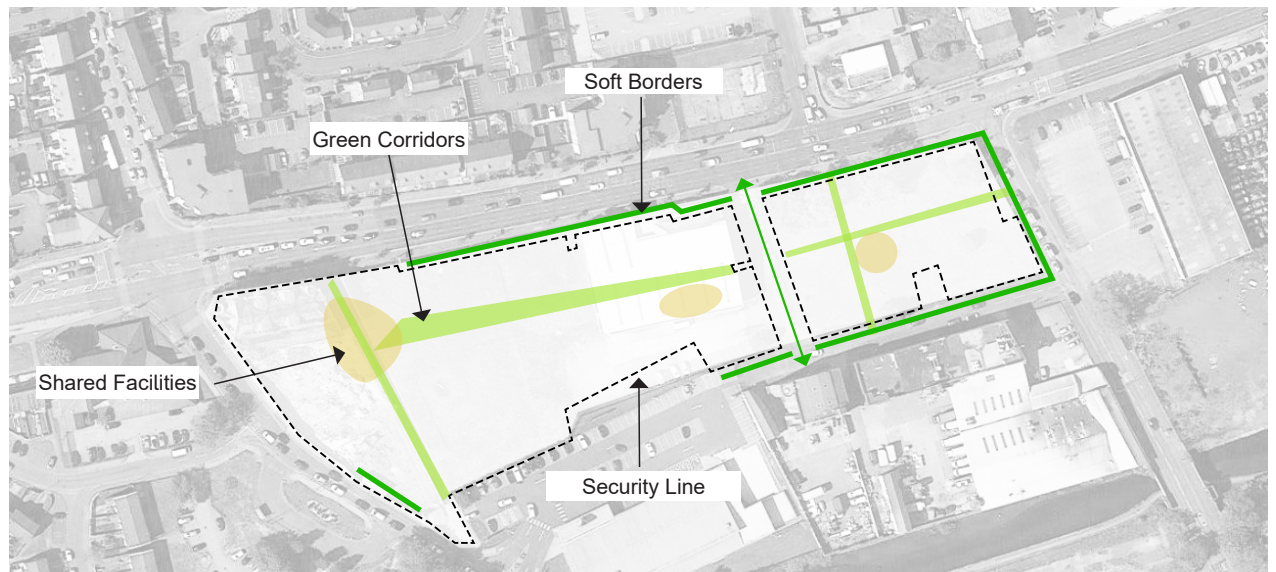
Each side of the site will attempt to respond separately to its opposite surroundings. Recognising the use, height and styles of buildings and open spaces enveloping the site helps the proposal to sensitively harmonize whilst substantially contributing to the areas development.



3.04 Balancing security & community atmosphere

Our concept is for a successful new development that is safe and secure whilst enhancing Newton Heath's community and lived experience.

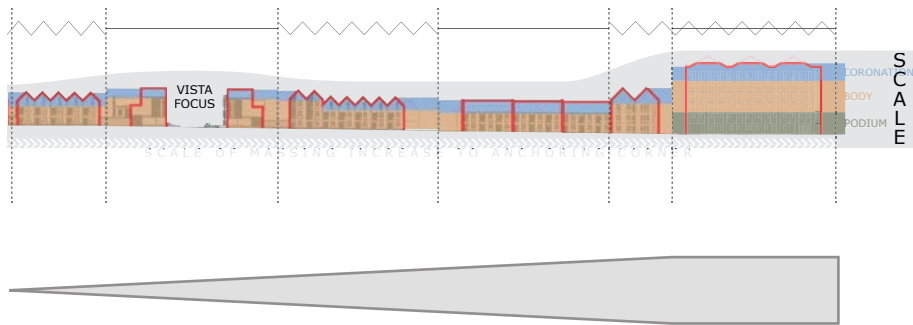
A secure boundary treatment to all dwellings is interspersed with greenery and amenity areas, a 'soft' border at ground level helps the scheme blend into its surroundings.



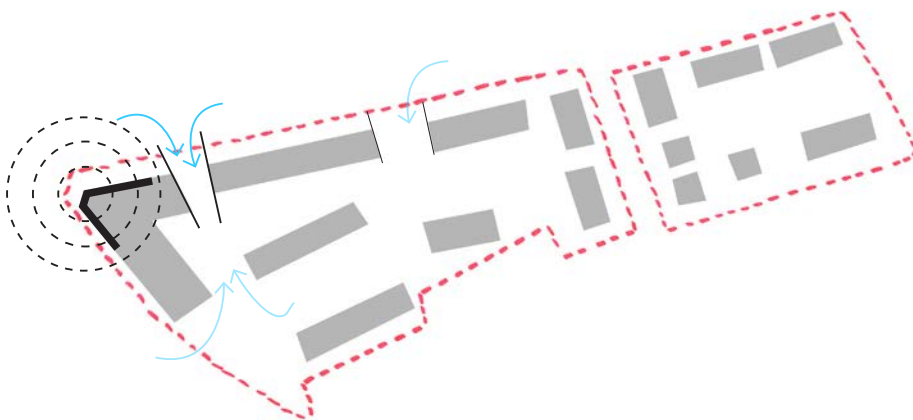
3.0 Design Development

3.05 Master planning Key Moves

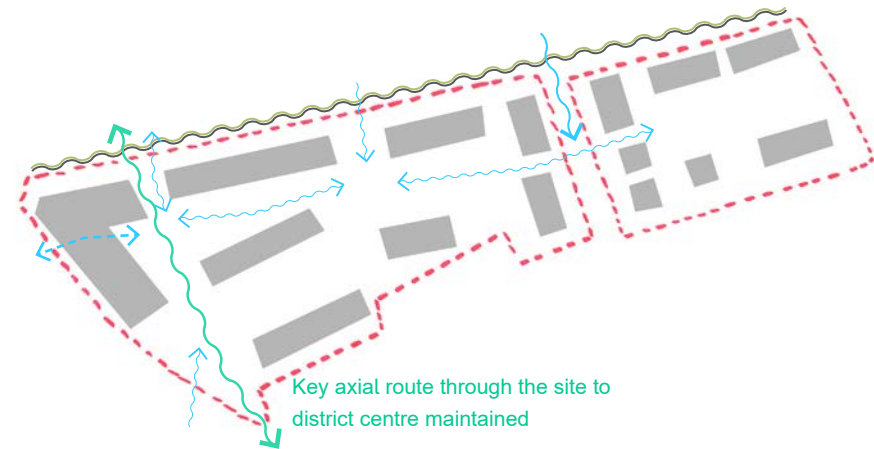
- ① Tiered massing showing an ascendancy towards the city centre and prominent corner plot



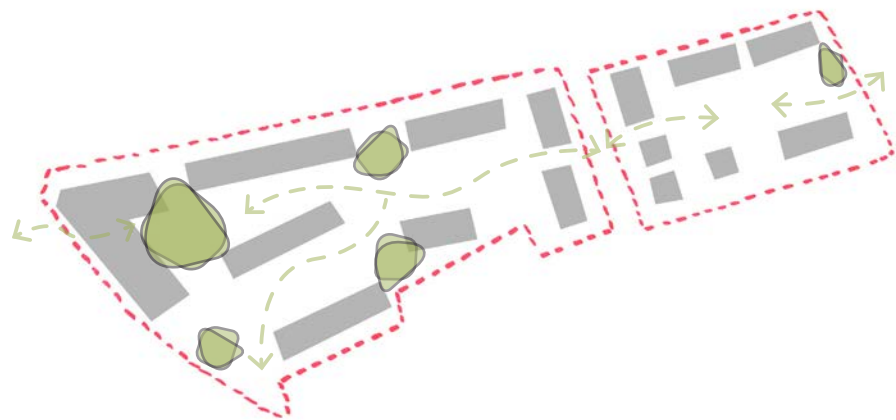
- ② Create anchor to prominent corner location announce the development, using this to create an entrance into the site.



- ③ Permeability and routes through the site.



- ④ Pocket Parks / Green spaces

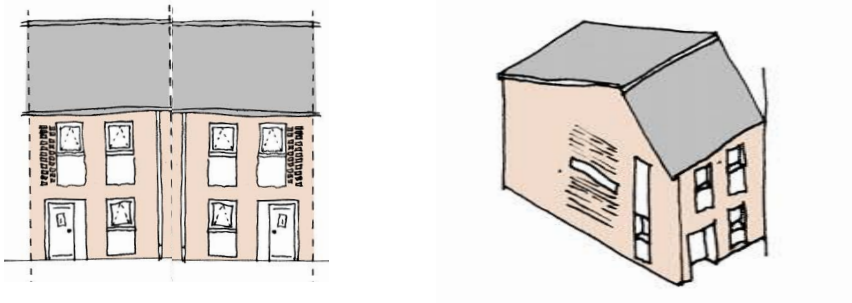


3.0 Design Development

3.06 Housing Development

Housing across the scheme uses the principles set out in phase 1, but develops these to create a Phase 2 with its own character, whilst still knitting into the wider masterplan. For this House Type 2 (2b3p) from phase 1 has been updated and a new house type, House Type 4 (3b4p) has been created.

Semi-detached Facade



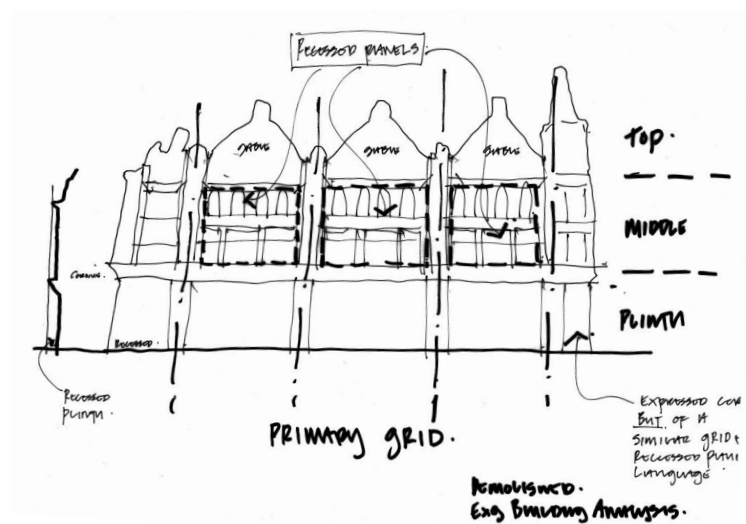
Terraces facade



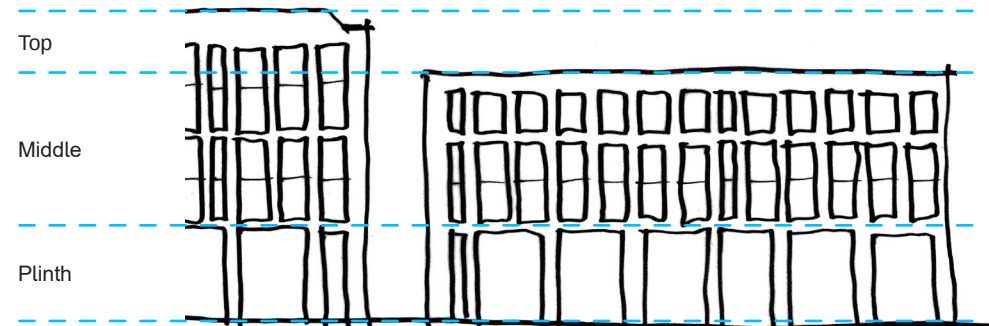
3.0 Design Development

3.07 Apartment Facade Development

The following development sketches illustrate how the emerging design proposals draw on the facade principles of the former Rosedale Building whilst providing a rhythm to the facade composition which compliments the interior arrangement.



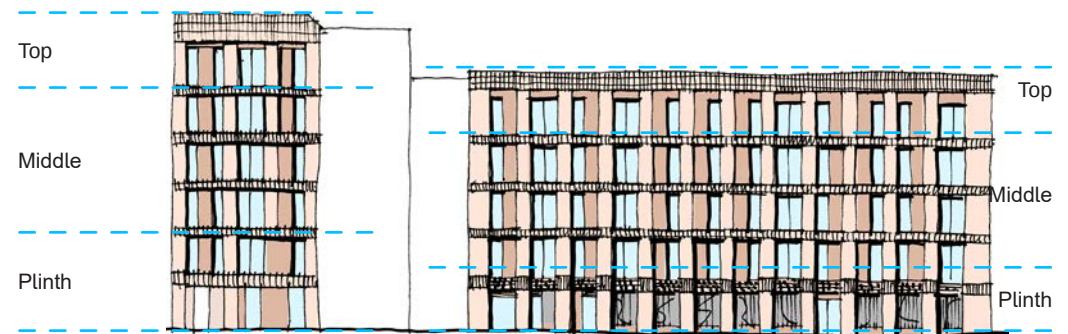
Former Rosedale Building Analysis Sketch



Old Church Street Elevation Study 01



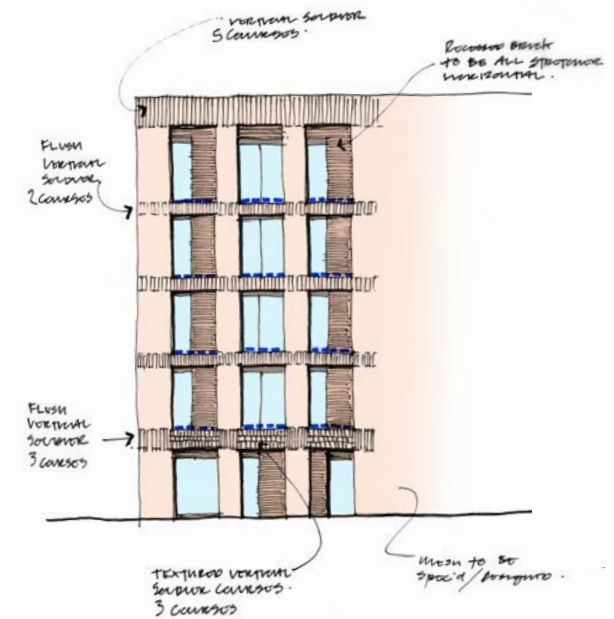
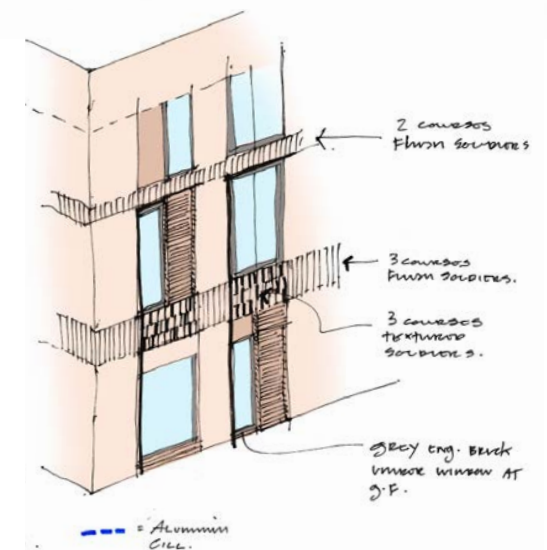
Old Church Street Elevation Study 02 - Each portion of the building is given equal importance



Old Church Street Elevation Study 03 - Each portion of the building is given equal importance

3.0 Design Development

Developing the facade principles and creating a primary order of base plinth, body and middle of the building and then coronation to top the facade.



3.0 Design Development

3.08 Materiality and Detail



3.0 Design Development



Saw tooth roofs bookend terrace row



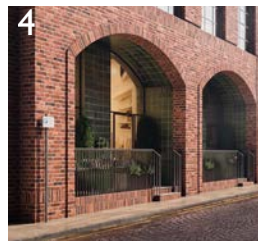
Unequal gable providing optimal potential photovoltaic



Twin gables to the end of the terrace row bridge the differing typology scales



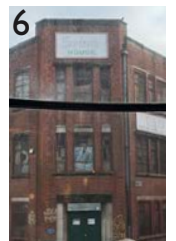
Lined inset reveals to plinth



Reference made to former Rosedale parapets and bay reveals



Typical bay detailing



3.0 Design Development

3.09 Public Realm Development

Development Visuals



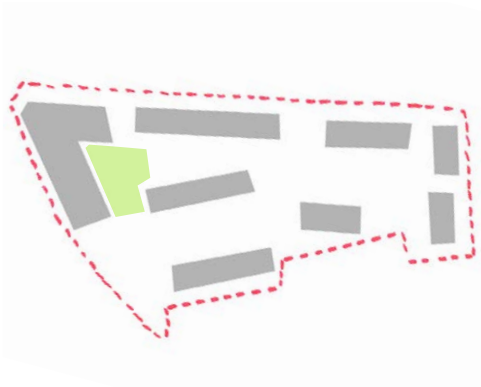
Precedent Images - Goldsmith Street



3.0 Design Development

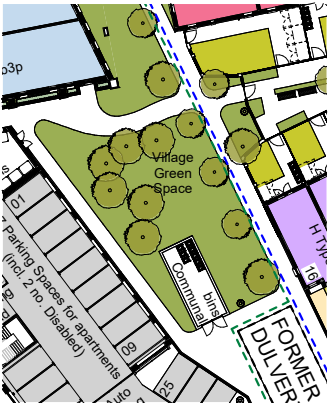
Public Realm Development

Village Green Development



Progressive Design Iterations

Village Green Concept

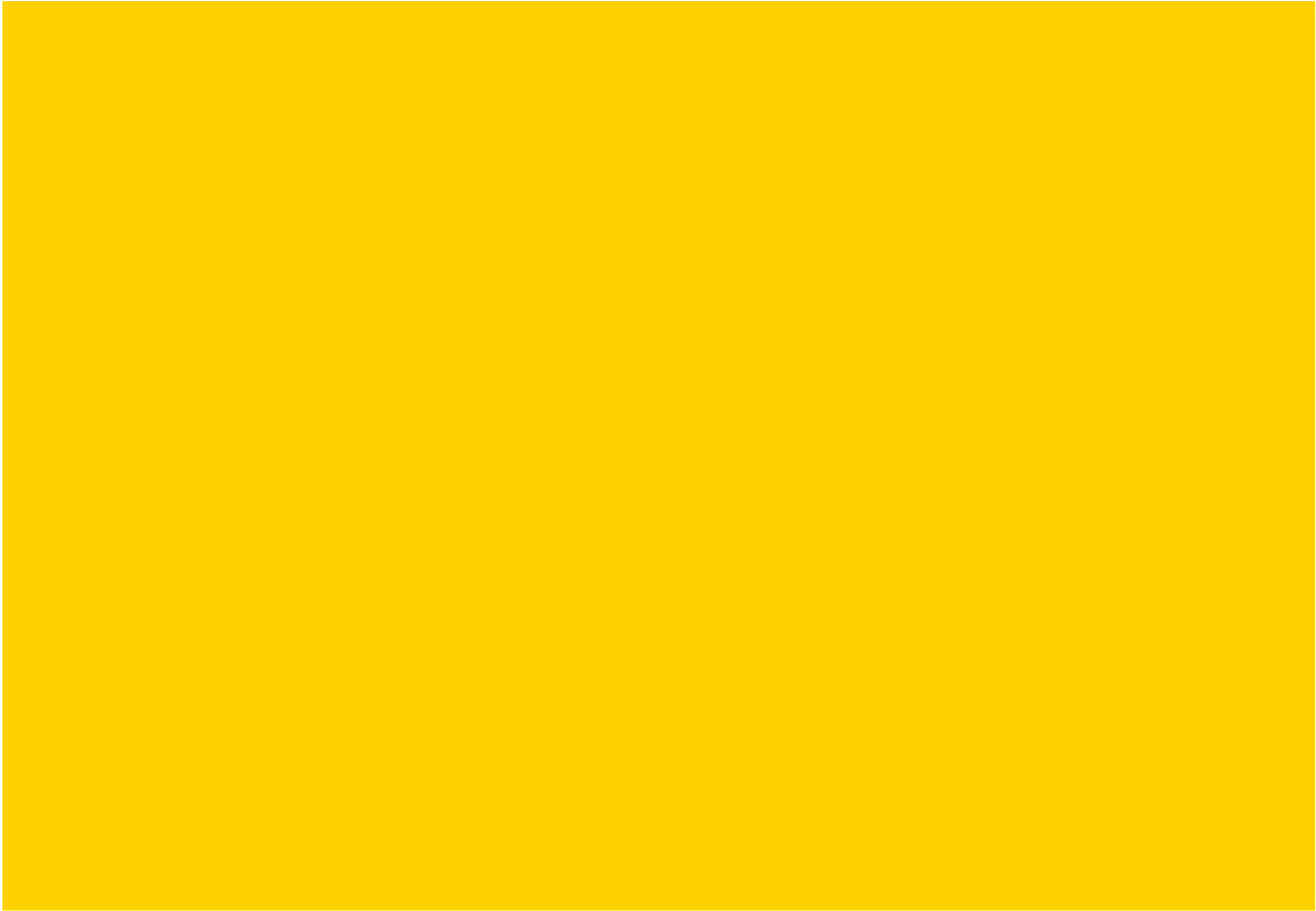


Central Node



Open Green Space





4.0 Design Proposals

4.0 Design Proposal

4.01 Site Strategy

- 1 - Site vehicular entrance off Old Church Street
- 2 - Semi detached houses occupy the quieter rear of the site.
- 3 - A line of townhouses forms strong building frontage to Oldham Road.
- 4 - Apartment buildings increase in height towards the road junction stepping back to form a buffer zone to the boundary.
- 5 - Site permeability is increased by adding tree lined green routes between buildings.



4.0 Design Proposal

4.02 Proposed Site Plan

The proposed site plan demonstrates how Phase 2 and 3 will integrate with the approved Phase 1 (faded out). The scheme is intended to read as an extension of the principles set up within Phase 1.

Density

Previously approved scheme : 120 d/ha
(ref. 125990/FO/2020)

Proposed Phase 2&3 : 125 d/ha

Where possible in-curtilage parking has been incorporated, with secured parking courtyards used to serve the dwellings fronting onto Oldham Road and where in-curtilage parking is unviable. All parking courtyards will be secure and access controlled.



Type 1 3b4p - 2.5 Storey 95.1m ² (35.5m ² /floor)	21 no.
Type 2 2b3p - 2 Storey 70 m ² (28m ² /floor)	22 no.
Type 3 3b4p - 3 Storey 106.6m ² (35.5m ² /floor)	04 no.
Type 4 3b4p - 2 Storey 87m ² (43.5m ² /floor)	18 no.
Corner Plot Apartment 2b3p 61.5m ² / 61.5m ² ft	02 no.
Corner Plot Apartment 1b2p 50m ²	06 no.
Phase 3 Apartment 1b2p 50m ²	41 no.
Phase 3 Apartment 2b3p 61m ²	34 no.
Houses	65 no.
Apartments	83 no.
Total	148 no.

PHASING BREAKDOWN

PHASE 3 - 75 HOMES			
HOUSES	00		
APARTMENTS	75		
1B 2P	41	54.6%	
2B 3P	34	45.4%	
TOTAL	75	100%	

PHASE 2 - 34 HOMES			
HOUSES	28		
APARTMENTS	06		
TYPE 1	-		
TYPE 2	10		
TYPE 3	-		
TYPE 4	18		
Apt. 1B 2P	06		
TOTAL	34		

PHASE 1 - 39 HOMES			
HOUSES	37		
APARTMENTS	02		
TYPE 1	21		
TYPE 2	12		
TYPE 3	04		
TYPE 4	-		
Apt. 2B 3P	02		
TOTAL	39		

PHASE BREAKDOWN			
HOUSES	65		
APARTMENTS	83		
PHASE 1	39		
PHASE 2	34		
PHASE 3	75		
TOTAL	148		

OVERALL SPLIT			
1B 2P	Apartment	47	31.7%
2B 3P	Apartment	36	24.3%
2B 3P	House	22	14.9%
3B 4P	House	39	26.4%
3B 5P	House	04	2.7%

PHASING KEY			
Phase 1	(shown faded out)		
Phase 2			
Phase 3			

4.0 Design Proposal

4.03 Roof Plan

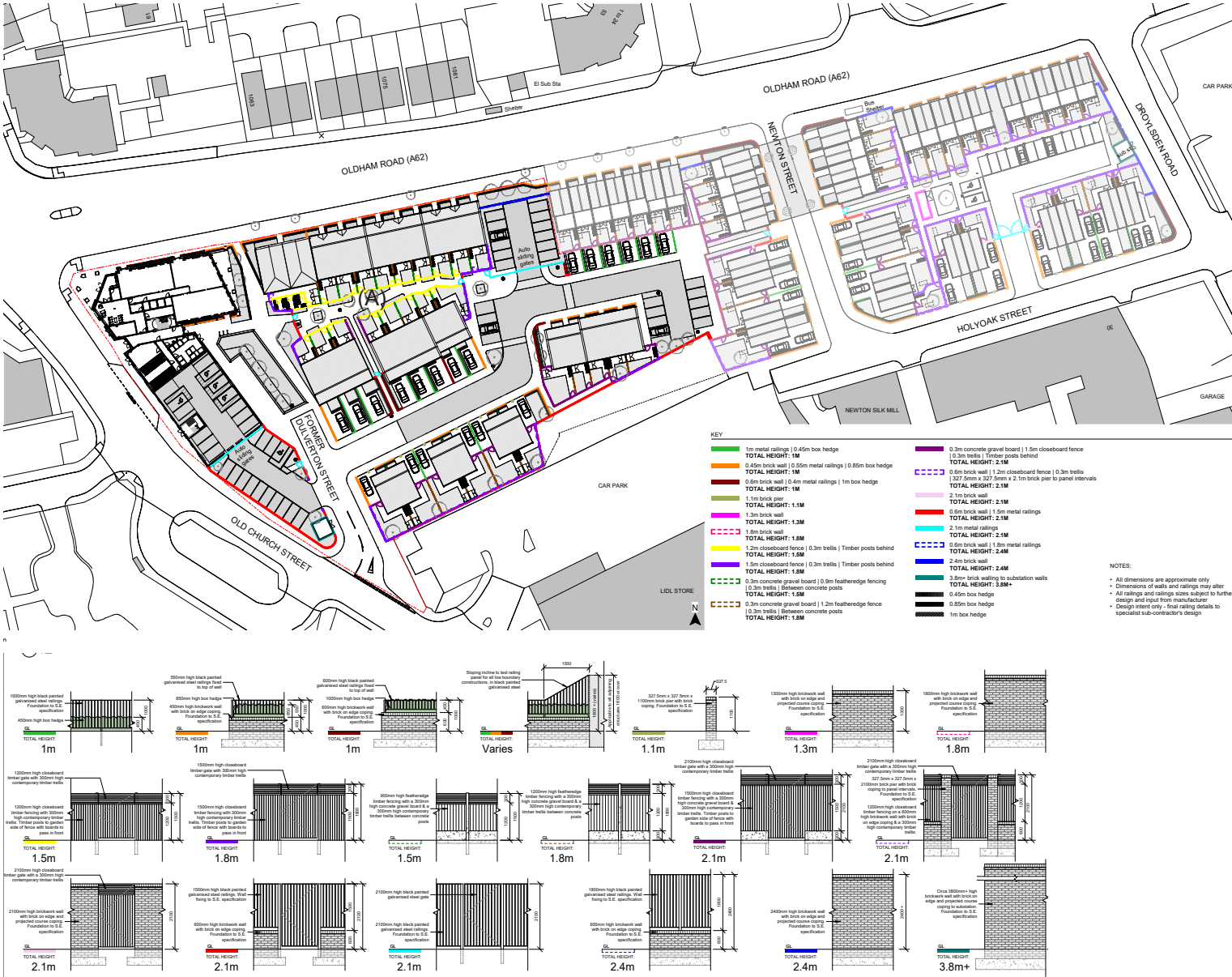
Roof forms follow a similar pattern to the massing and for set out in Phase 1 with predominantly pitched roofs, however in order to soften the impact of the saw toothed roofs as they run along Oldham Road to meet the flat roofed apartment building, front-back pitches have been adopted. These roof forms taking inspiration from some of the neighbouring developments, also allow the development to maximise the amount of south facing roof. This roof space then provides the best orientation, future proofing the proposal for the most efficient inclusion of PV's.



4.0 Design Proposal

4.04 Boundary Treatments

Boundary treatments are consistent with Phase 1 and in line with Secure by Design requirements. It is proposed to form a secure communal zone (A) between the two rows of terraces. Here, boundaries to the rear gardens are proposed at 1.5m height to promote the sense of a more open, yet secure space for residents.



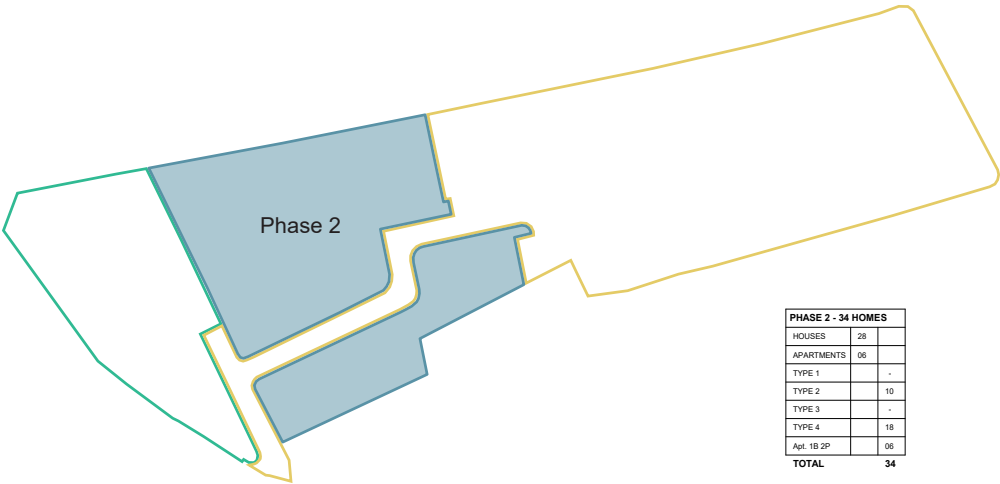
4.0 Design Proposal

4.05 Phase 2

Phase 2 comprises of 28 dwelling houses and 6 1b2p apartments. 100% parking is to be provided to this phase of development.

The contemporary design language continues from Phase 1 in terms of brick facing materials, pitched roofs and verticality to window openings and facade composition. Feature brickwork areas are formed from projecting stretcher bonds. Following consultation with One Manchester and a review of the durability and sustainability principles and thermal performance of the back-painted spandrels below the windows have been replaced with a zone of slightly recessed grey brick panels.

This develops the design showing a subtle shift in detail between phases of the development whilst keeping the overall principles consistent. The Phase 1 street facing gable ends have been translated into dormer gables, which are used to identify different dwellings and add variety to this principle Oldham Road elevation. This all allows Phase 2 to maintain a strong relationship with Phase 1, yet have its own identity.



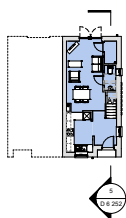
PHASE 2 - 34 HOMES		
HOUSES	28	
APARTMENTS	06	
TYPE 1	-	
TYPE 2	10	
TYPE 3	-	
TYPE 4	18	
Apt. 1B 2P	06	
TOTAL	34	

4.0 Design Proposal



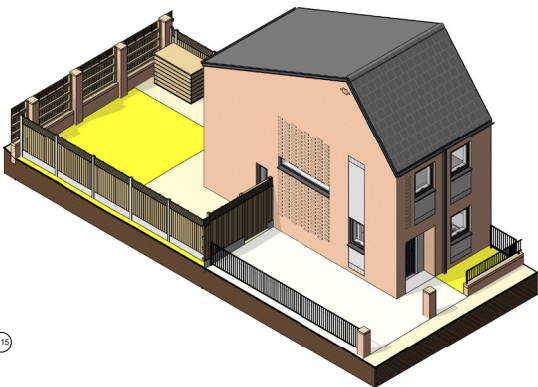
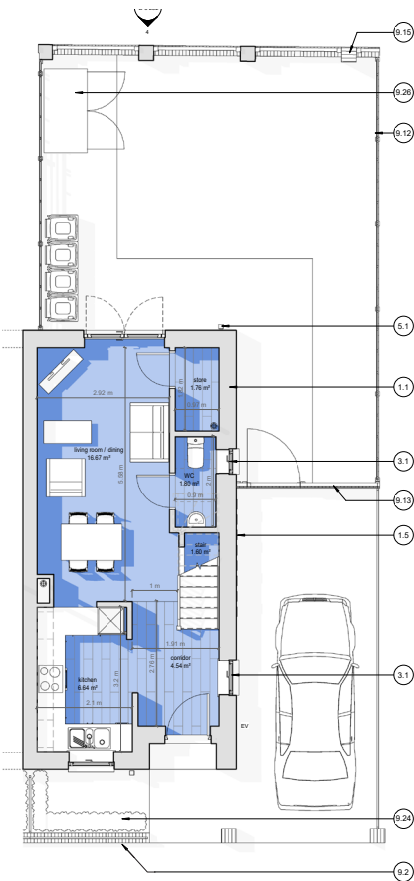
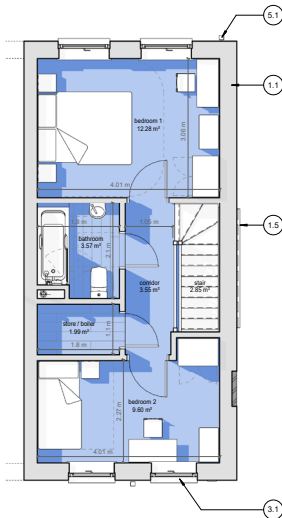
4.0 Design Proposal

4.06 House Type 2 - 2B3P



The 2b3p three storey houses are predominantly used as semi-detached pairs, with private side and rear gardens. They provide elements of lower density to the southern side of the site. The houses have open plan living to the ground floor. Bikes and bin stores are located within the rear gardens.

Level	Area
Ground	34 m2
First	36 m2
Total	70 m2



4.0 Design Proposal

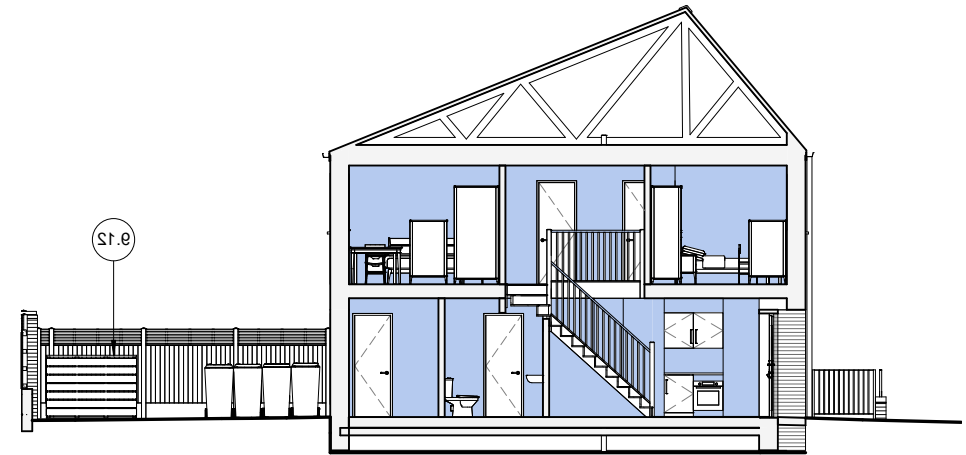
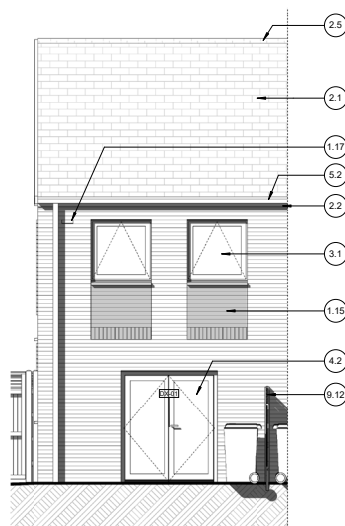
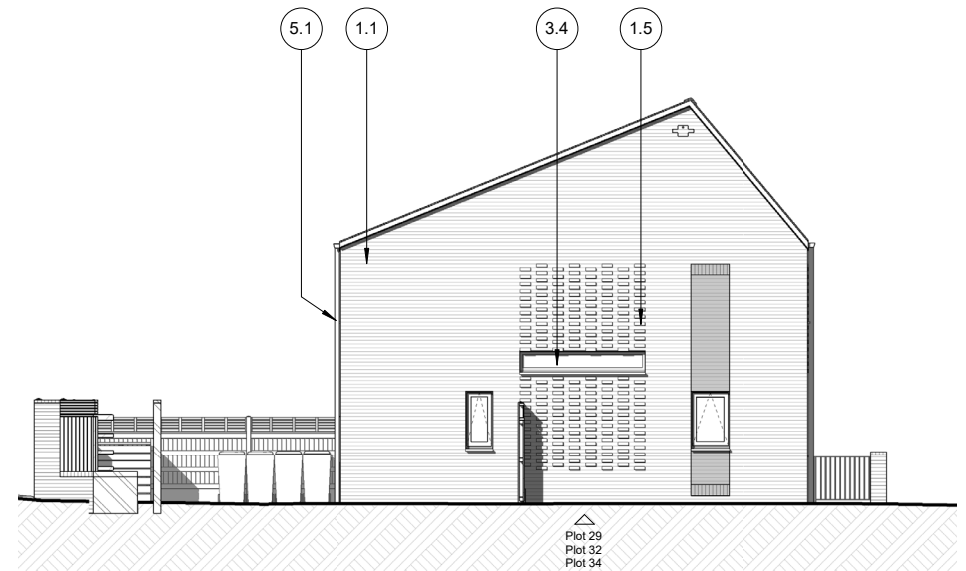
Planning Key:

No. Description

- 1.1 Red facing brickwork
- 1.2 Grey brick recess to front entrances
- 1.5 Projecting hit and miss half lap stretcher bond brick panel
- 1.15 Grey brick panel recessed by 5mm
- 1.17 Clay Bee brick. Colour: Red
- 1.18 Intergrated clay bird & bat boxes. Colour: Red
- 2.1 Contemporary concrete tiling to roofing. Colour: Dark grey
- 2.2 UPVC fascia. Colour: Dark grey
- 2.4 Dry concrete verge. Colour: Dark grey
- 2.5 Dry concrete Ridge. Colour: Dark grey
- 3.1 Aluminium effect UPVC windows. Colour: Dark grey
- 3.3 Restricted openable windows
- 3.4 Fixed pane window
- 4.1 Composite timber doorsets to front entrances. Colour: Dark grey
- 4.2 Aluminium effect UPVC double doors. Colour: Dark grey
- 5.1 UPVC rainwater pipe. Colour: Dark grey
- 5.2 UPVC gutter. Colour: Dark grey

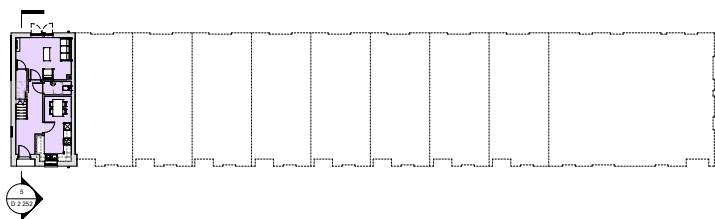
No. Description

- 9.2 0.55m metal railing on 0.45m brick wall. Total height: 1m . Colour: Dark grey
- 9.4 1.1m brick pier
- 9.12 0.3m trellis on 1.2m featheredge fence with 0.3m concrete gravel board between concrete posts. Total height: 1.8m
- 9.13 0.3m trellis on 1.5m closeboard fence with 0.3m concrete gravel board and timber posts to garden side. Total height: 2.1m
- 9.14 0.3m trellis on timber closeboard gate. Total height: 2.1m
- 9.15 0.3m trellis on 1.2m closeboard fence on 0.6m brick wall with 327.5mm x 327.5mm x 2.1m brick pier to panel intervals. Total height: 2.1m
- 9.17 1.5m metal railing on 0.6m brick wall. Total height: 2.1m. Colour: Dark grey
- 9.24 0.85m box hedge
- 9.26 1x1.8m Wooden Cycle / Garden Store



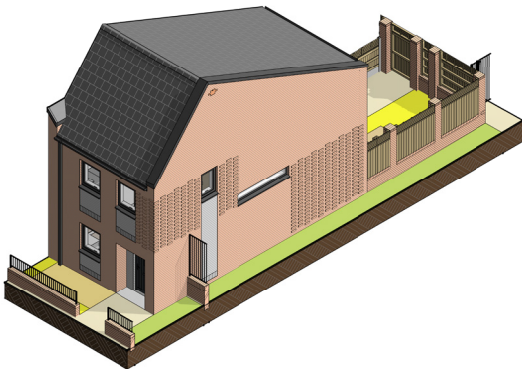
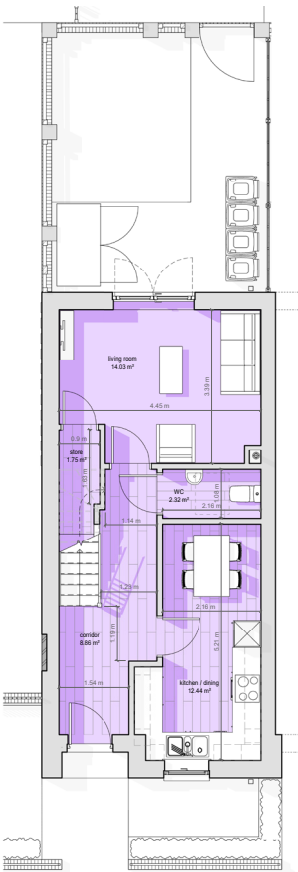
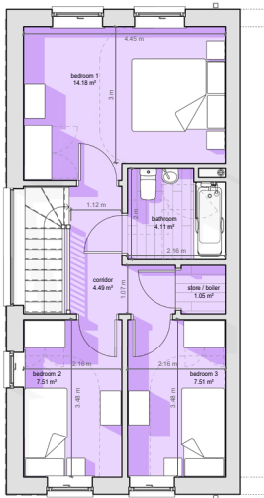
4.0 Design Proposal

4.07 House Type 4 - 3B4P



The 3b4p two storey houses are planned as terraced blocks, with cellular living at ground floor, Master bedroom is proposed to overlook the rear garden with two equally sized bedrooms to the front. Bikes and bin stores are located within the rear gardens.

Level	Area
Ground	43 m2
First	44m2
Total	87 m2



4.0 Design Proposal

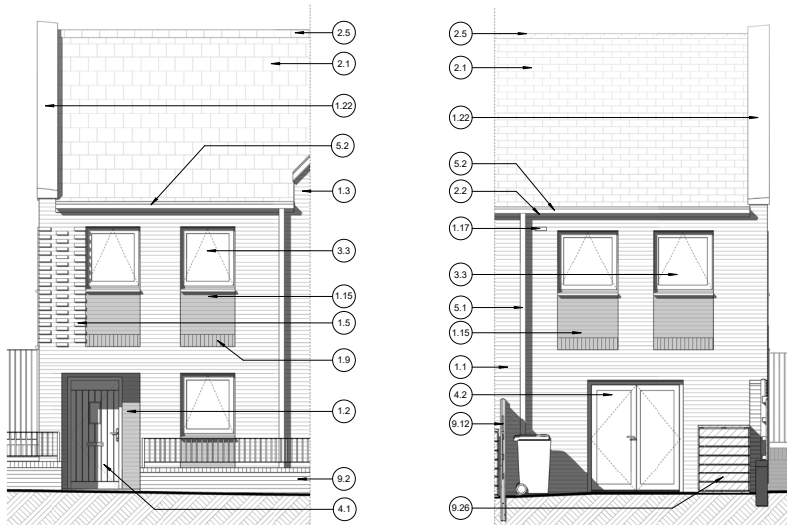
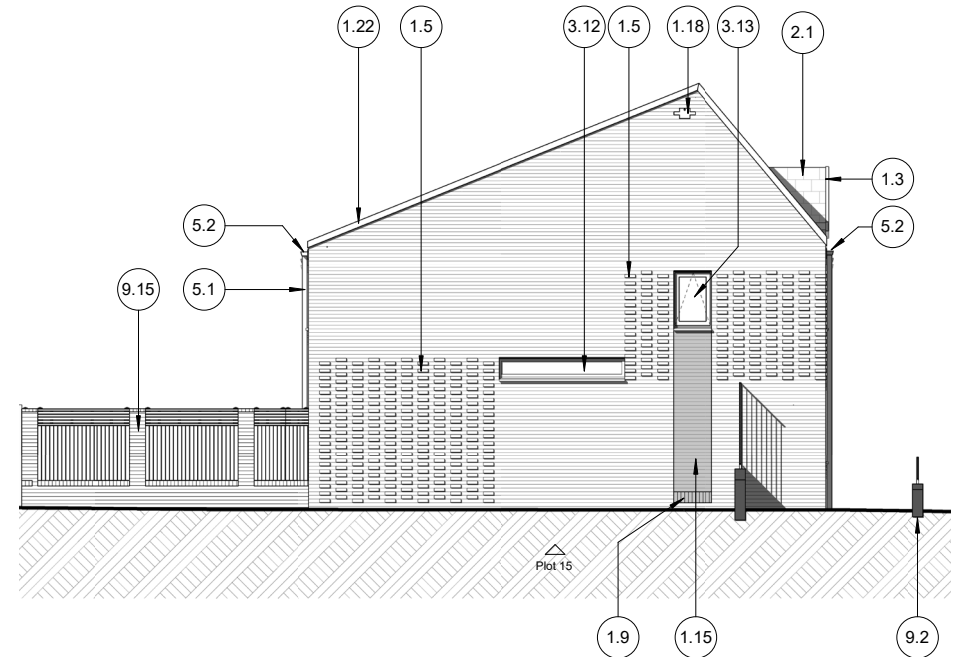
Planning Key:

No. Description

- 1.1 Red facing brickwork
- 1.2 Grey brick recess to front entrances
- 1.3 Brickwork dormer gable
- 1.5 Projecting hit and miss half lap stretcher bond brick panel
- 1.9 Upright row brickwork band in line with recessed panel
- 1.15 Grey brick panel recessed by 5mm
- 1.16 Aluminium parapet capping. Colour: Stone Grey
- 1.17 Clay Bee brick. Colour: Red
- 1.18 Intergrated clay bird & bat boxes. Colour: Red
- 1.22 Aluminium parapet capping. Colour: Dark grey
- 2.1 Contemporary concrete tiling to roofing. Colour: Dark grey
- 2.2 UPVC fascia. Colour: Dark grey
- 2.3 Aluminium fascia. Colour: Stone grey
- 2.5 Dry concrete Ridge. Colour: Dark grey
- 3.1 Aluminium effect UPVC windows. Colour: Dark grey
- 3.2 Aluminium effect UPVC windows. Colour: Stone grey
- 3.3 Restricted openable windows
- 3.12 Fixed pane window with obscured glazing
- 3.13 Restricted openable window with obscured glazing
- 4.1 Composite timber doorsets to front entrances. Colour: Dark grey

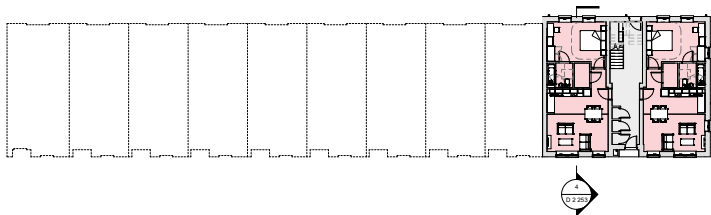
No. Description

- 4.2 Aluminium effect UPVC double doors. Colour: Dark grey
- 5.1 UPVC rainwater pipe. Colour: Dark grey
- 5.2 UPVC gutter. Colour: Dark grey
- 5.3 Aluminium rainwater pipe. Colour: Stone grey
- 5.4 Aluminium gutter. Colour: Stone grey
- 9.2 0.55m metal railing on 0.45m brick wall. Total height: 1m. Colour: Dark grey
- 9.7 0.3m trellis on 1.2m closeboard fence with timber posts to garden side. Total height: 1.5m
- 9.12 0.3m trellis on 1.2m featheredge fence with 0.3m concrete gravel board between concrete posts. Total height: 1.8m
- 9.14 0.3m trellis on timber closeboard gate. Total height: 2.1m
- 9.15 0.3m trellis on 1.2m closeboard fence on 0.6m brick wall with 327.5mm x 327.5mm x 2.1m brick pier to panel intervals. Total height: 2.1m
- 9.17 1.5m metal railing on 0.6m brick wall. Total height: 2.1m. Colour: Dark grey
- 9.20 1.8m metal railing on 0.6m brick wall. Total height: 2.4m. Colour: Dark grey
- 9.24 0.85m box hedge
- 9.26 1x1.8m Wooden Cycle / Garden Store



4.0 Design Proposal

4.08 Corner Apartments

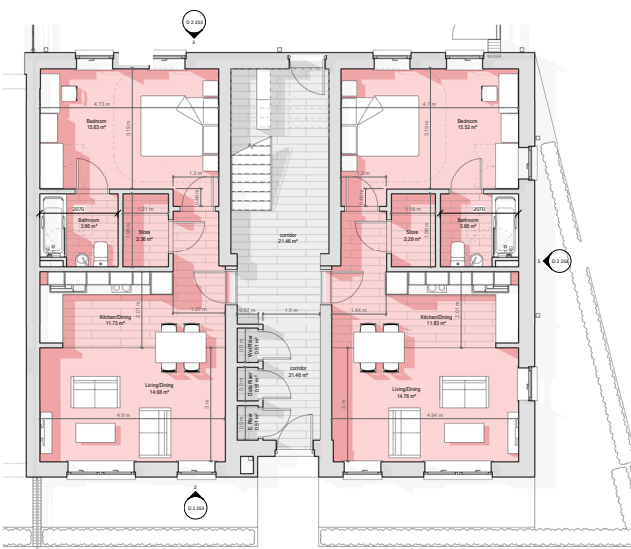


This 3 storey cottage apartment building bridges the gap and signalling the transition between Phase 2's two storey dwellings and the ground +5 storey apartment building in Phase 3.

Housing 6no. 1B2P apartments, the building has bold saw toothed gable ends facing Oldham Road as a reference back to the design language of Phase 1, in particular the 3 storey homes used to signify corners, carrying this language through the site.



Level	Area
Total	50 m2



Corner Apartment Typical Apartment Plan

4.0 Design Proposal

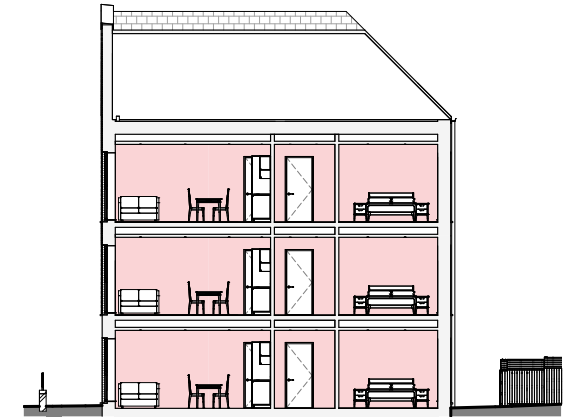
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- 1.17 Clay Bee brick. Colour: Red
- 1.18 Intergrated clay bird & bat boxes. Colour: Red
- 1.22 Aluminium parapet capping. Colour: Dark grey
- 2.1 Contemporary concrete tiling to roofing. Colour: Dark grey
- 2.2 UPVC fascia. Colour: Dark grey
- 2.3 Aluminium fascia. Colour: Stone grey
- 2.5 Dry concrete Ridge. Colour: Dark grey
- 3.1 Aluminium effect UPVC windows. Colour: Dark grey
- 3.2 Aluminium effect UPVC windows. Colour: Stone grey
- 3.3 Restricted openable windows
- 3.12 Fixed pane window with obscured glazing
- 3.13 Restricted openable window with obscured glazing
- 4.1 Composite timber doorsets to front entrances. Colour: Dark grey

No. Description

- 4.2 Aluminium effect UPVC double doors. Colour: Dark grey
- 5.1 UPVC rainwater pipe. Colour: Dark grey
- 5.2 UPVC gutter. Colour: Dark grey
- 5.3 Aluminium rainwater pipe. Colour: Stone grey
- 5.4 Aluminium gutter. Colour: Stone grey
- 9.2 0.55m metal railing on 0.45m brick wall. Total height: 1m . Col: Dark grey
- 9.7 0.3m trellis on 1.2m closeboard fence with timber posts to garc side. Total height: 1.5m
- 9.12 0.3m trellis on 1.2m featheredge fence with 0.3m concrete gra: board between concrete posts. Total height: 1.8m
- 9.14 0.3m trellis on timber closeboard gate. Total height: 2.1m
- 9.15 0.3m trellis on 1.2m closeboard fence on 0.6m brick wall with 327.5mm x 327.5mm x 2.1m brick pier to panel intervals. Total height: 2.1m
- 9.17 1.5m metal railing on 0.6m brick wall. Total height: 2.1m. Color: Dark grey
- 9.20 1.8m metal railing on 0.6m brick wall. Total height: 2.4m. Color: Dark grey
- 9.24 0.85m box hedge
- 9.26 1x1.8m Wooden Cycle / Garden Store



Corner Apartment Section



Corner Apartment North Elevation



Corner Apartment South Elevation



Corner Apartment East Elevation

4.0 Design Proposal

4.09 Phase 3

To the left of former Dulverton Street sits the apartment building that forms Phase 3 of the scheme. Offering 75 apartments split between 41 1b2p and 34 2b3p. The building comprises of two blocks, the first facing onto Oldham Road is ground floor +5 with the second block running along Old Church street and being ground floor +4. Parking will be split between 12 under-croft spaces at ground floor with 13 additional spaces are proposed externally to the rear of the building. The main entrance addresses the corner of Oldham Road and Old Church Street, with secondary access is provided from a side entrance connecting through the two blocks between Old Church Street and former Dulverton Street.

3 fully accessible apartments with their own independent on street entrances are proposed to the ground floor. The Building is designed to be sympathetic to the historic site context including the listed Newton Silk Mill, but interpreted as a modern 'Manchester building'



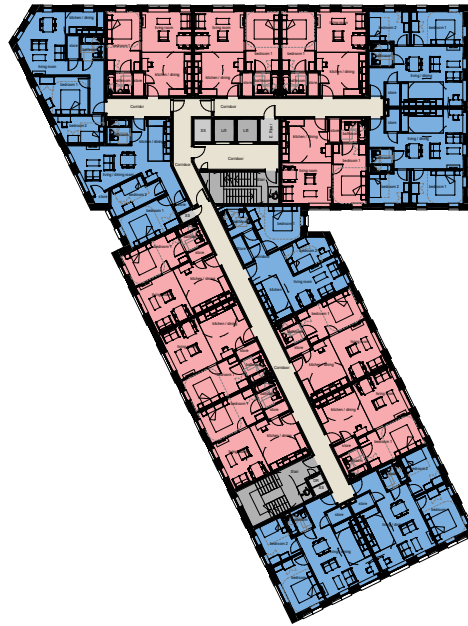
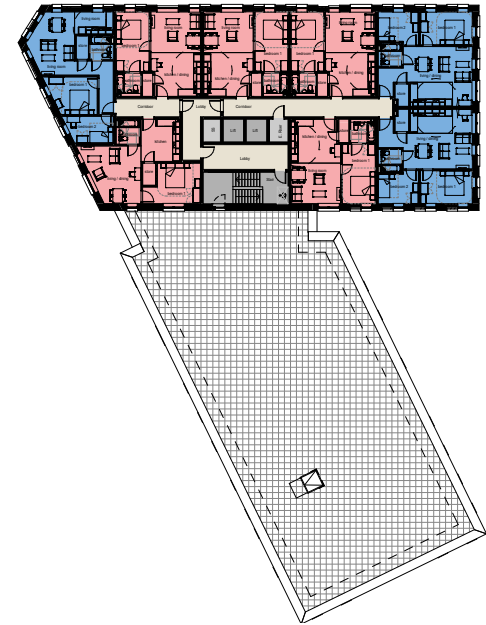
PHASE 3 - 75 HOMES			
HOUSES	00		
APARTMENTS	75		
1B 2P	41	54.6%	
2B 3P	34	45.4%	
TOTAL	75	100%	

4.0 Design Proposal



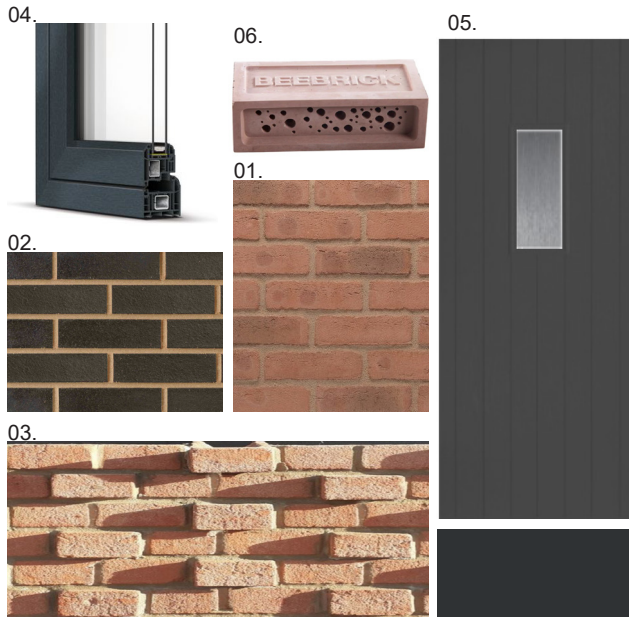
4.0 Design Proposal

4.10 Apartment GA Plans



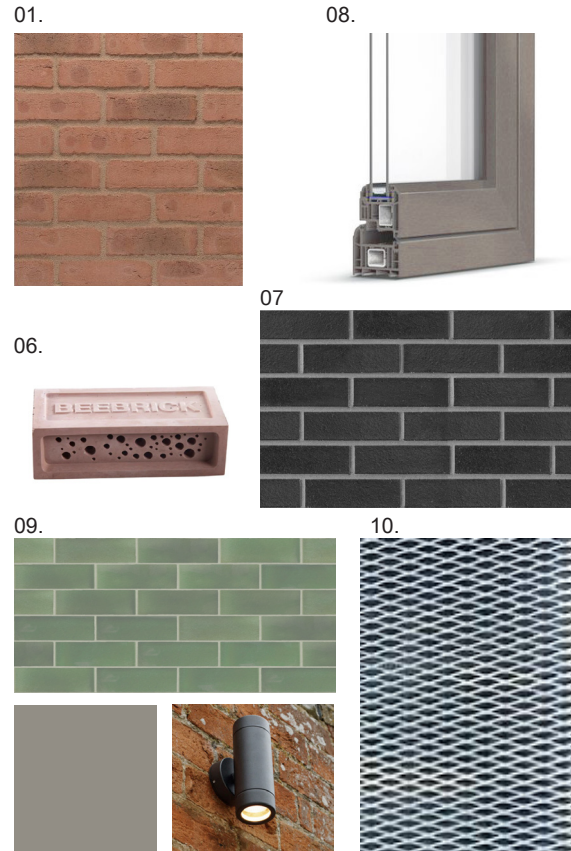
4.0 Design Proposal

4.11 Material Pallet



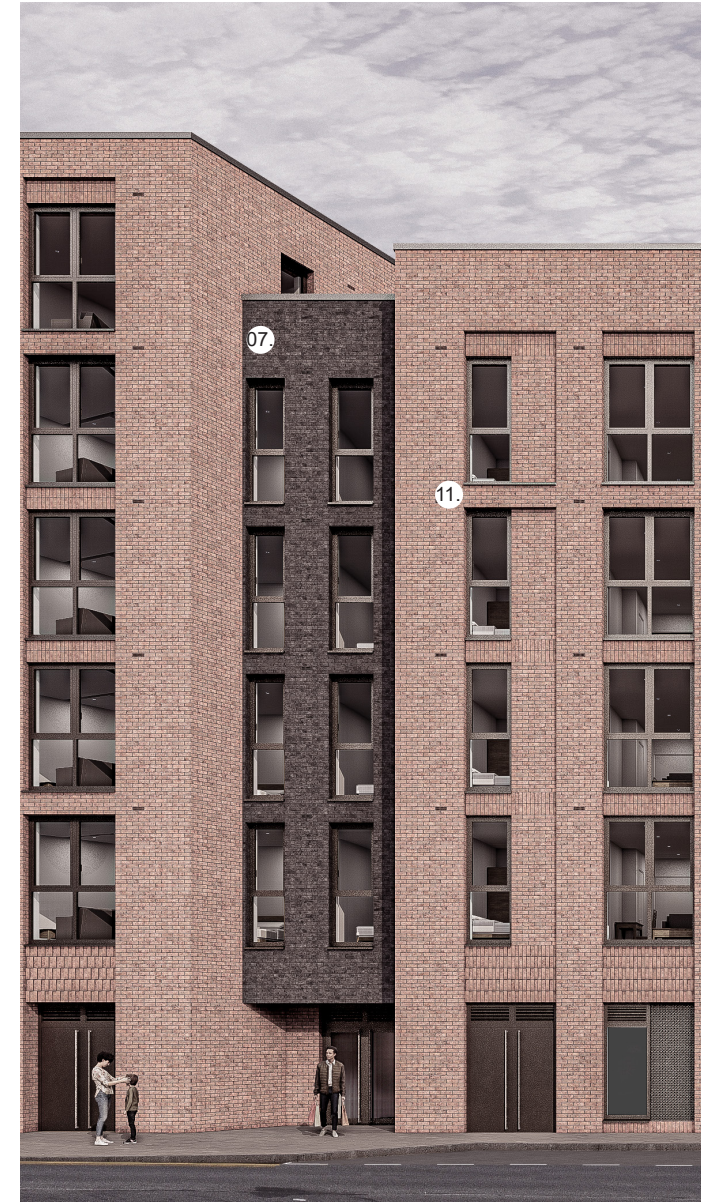
Phase 2

- 01. Red facing brick & natural mortar
- 02. Black smooth brick & natural mortar
- 03. Projecting facing brickwork
- 04. Dark grey UPVC flush casement windows
- 05. Dark grey GRP doors
- 06. Clay Bee brick, red



Phase 3

- 01. Red facing brick & natural mortar
- 07. Black smooth brick & dark grey mortar
- 08. Stone Grey Aluminium flush casement windows.
- 09. Glazed green brickwork
- 10. Grey Perforated mesh
- 11. Aluminium lintel cover flashing. To match window frames.

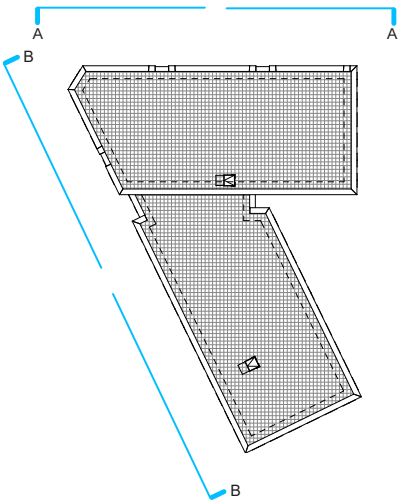


4.0 Design Proposal

4.12 Apartment Elevations



Oldham Road Elevation - A

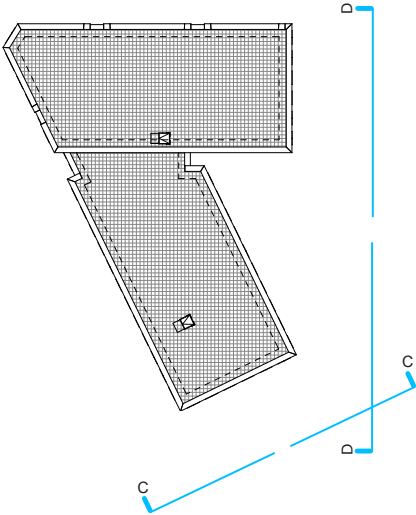


Old Church Street Elevation - B

4.0 Design Proposal



Site Entrance Elevation - C



Former Dulverton Street Elevation - D

4.0 Design Proposal

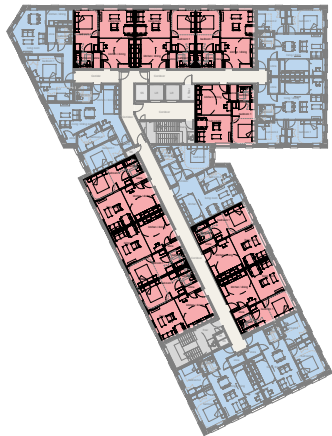
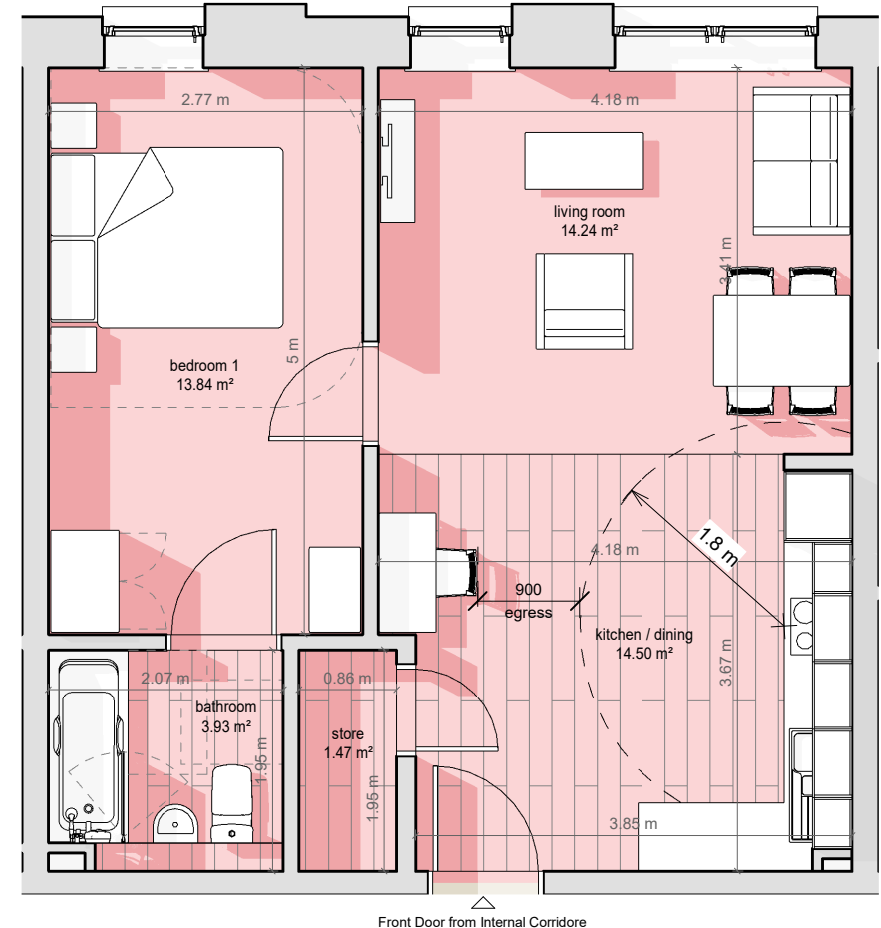
4.13 Typical Apartment - 1 Bed

Apartment 1 Bed

1 bed 2 person apartment

GIA 50m²

Number: 40



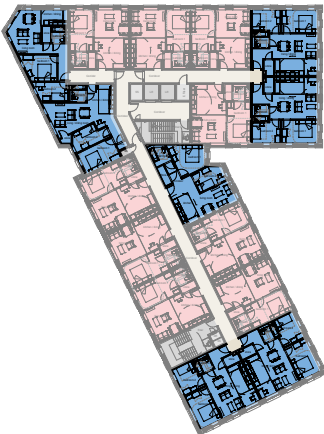
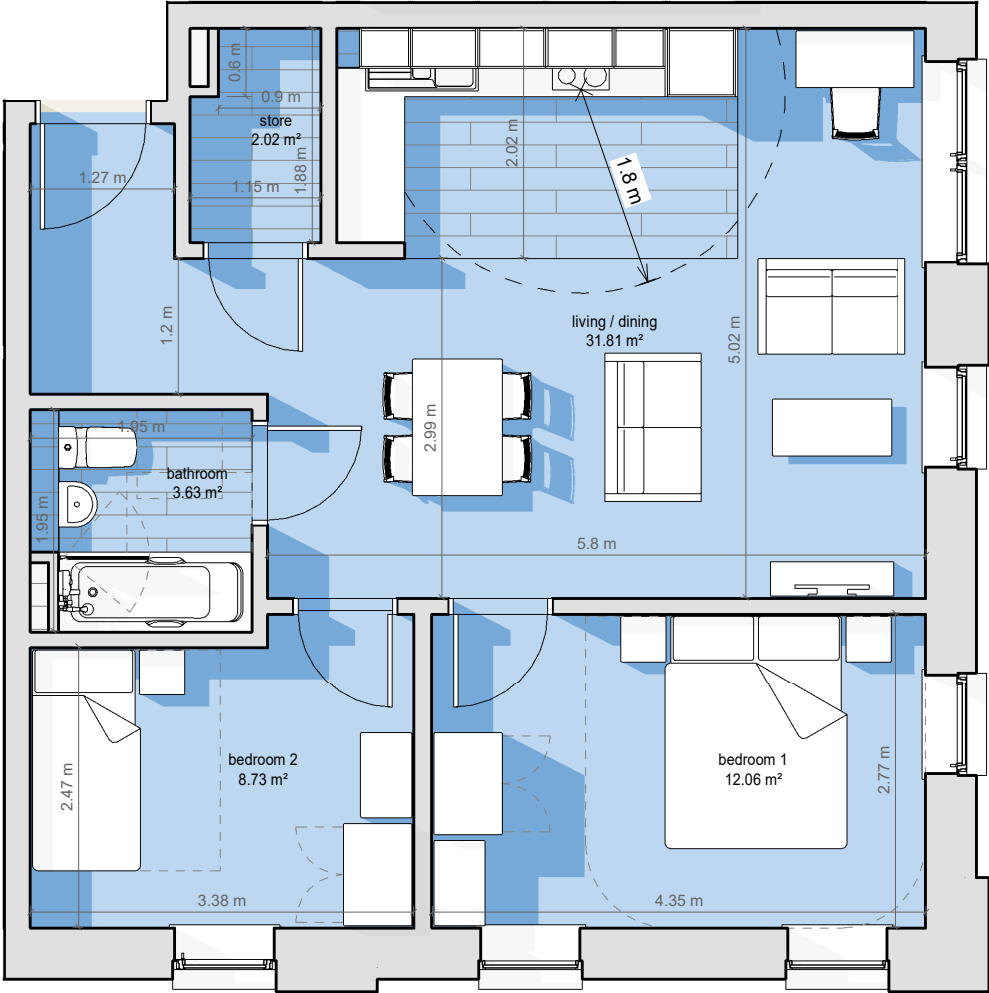
4.0 Design Proposal

4.14 Typical Apartment - 2 Bed

Apartment 2 Bed

2 bed 3 person apartment

GIA 61m² Number: 18



4.0 Design Proposal

4.15 Landscape Proposals

The landscape design proposals at Newton Heath have been designed to respond to the layout of the residential plots, and to provide a quality environment with both public amenity areas and private gardens. The public amenity area have been designed as a central courtyard space leading to a gated internal 'garden street' to provide space for the residents to meet and socialise in a landscape area with seating areas set amongst trees and shrubs and quality paving area. The central courtyard space has been designed to provide a lawn space for informal picnics, set on a stepped platform to protect the grass and to provide informal seating around the edge.

Soft Landscape Proposals

Trees have been included throughout the layout to soften the built form and frame the amenity spaces, and to provide summer shade. The species have been chosen to respond to the proximity of dwellings and to provide year round interest. Shrubs have been located to soften the edges of the buildings and frame the amenity areas, and have been selected to provide year round interest, but also to be robust and easily maintained.

Hard Landscape Proposals

Quality paving products will be used for all amenity areas between the buildings, and the bin areas delineated by contrasting paving products. Rear gardens and front areas are typically modest in scale, and would not support grass, and have therefore been proposed as gravel to reduce maintenance requirements.



Example of amenity grass sitting area with stepped edging to protect the grass and provide informal seating.



Example of an internal open space which comprises a pocket park environment with both defensible space to the rear gardens of the houses and shared amenity space and seating for the residents.



Example of a central 'landscape street' space located between the residential units, with trees and seating set in a quality hard paved surface and delineation of public and private space.

4.0 Design Proposal

4.16 Landscape Plan

tpm landscape
chartered landscape architects
address: 4th Floor Studio 30 Little Lever St Manchester M1 1HR
tel: 0161 235 0600 fax 0601 email info@tpmlandscape.co.uk

- LEGEND**
SOFT LANDSCAPE
- Existing Trees to be Retained
 - Existing Trees Showing Poor Health
Replacement of trees to be discussed with local authority.
 - Proposed Urban Trees
Trees to be planted as 20-25cm, Extra Heavy Standard, 4.5-5.5m high with 2m clear stem. Trees to be secured with underground guying system.
 - Proposed Tree to Public Spaces in hard landscape, with underground soil support system and tree grill
Size: 4.5-5.5m
Girth: 20-25cm
Fixing: Underground rootball anchor system
 - Proposed Tree to Public Spaces in soft landscape
Size: 4.5-5.5m
Girth: 14-16cm
Fixing: Double-staked, rubber ties
 - Proposed Fruit Tree to Community Orchard
Size: 3.5-4.5m
Girth: 12-14cm
Fixing: Double-staked, rubber ties
 - Proposed Ornamental Planting
Shrubs and herbaceous planting in 3ltr pots with specimens. Planting beds to receive 75mm depth ornamental bark mulch.
 - Proposed Native Shrub Mix
To be planted as bare root stock, 60-80cm, at 2 g/m², and protected with spiral guards. To be planted in groups of 3-5 plants.
 - Proposed 1m Hedge Planting
Planted at 1m height, in 10L container stock at 4 per lin.m, double staggered
 - Proposed 0.45m Hedge Planting
Planted at 0.45m height, in 10L container stock at 4 per lin.m, double staggered
 - Proposed Grass
Quality fine turf to POS areas

- HARD LANDSCAPE AND FEATURES**
- Flag Paving to Communal Areas
Typical treatment - Concrete flag paving
Eg Marshalls Perfecta Natural 600x600 flags
 - Block Paving to Communal Areas
Typical treatment - Concrete Block paving
Eg Silver Grey Fusion by Tobermore
 - Block Paving to Private Driveways
Typical treatment - Concrete Block Paving
as specified by architects
 - Block Paving to delineate bin store area
Typical treatment - Concrete Block paving
Eg Pennant Grey Tegula by Marshalls
 - Concrete steps
400 width x 100mm high lower step; 100mm width upper step to grass terrace
 - Proposed Gravel
 - Proposed Timber Bench
Eg. Woodscape Type 2-2000 curved bench with backrest



- Levels**
- Existing Levels as indicated on topographical survey
 - Proposed levels as indicated on architect drawings
 - Proposed strategic external levels

4.0 Design Proposal

4.17 Schedule & Mix



4.0 Design Proposal

4.18 Housing Design Standards

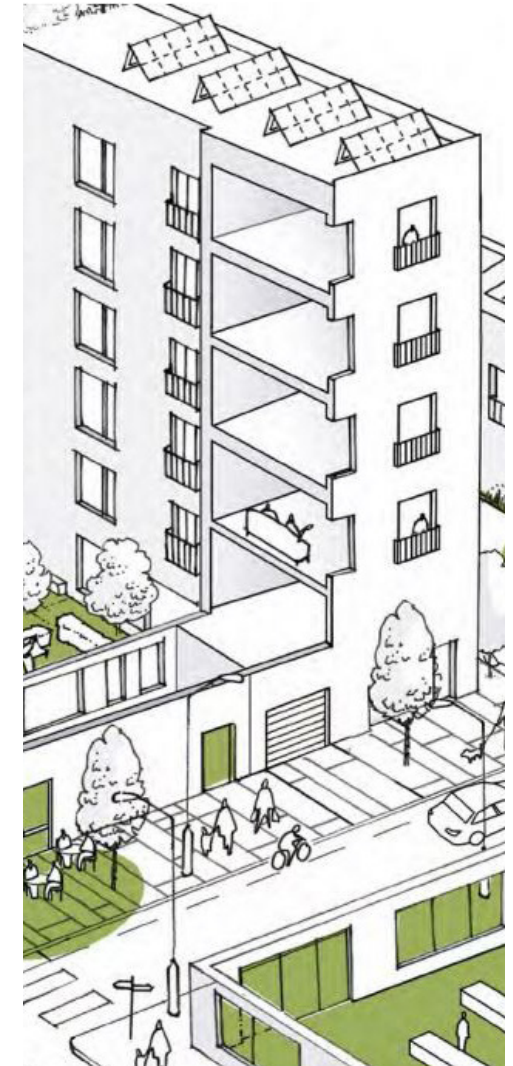
In March 2015, the City Council's Executive Committee adopted space standards for all new accommodation to ensure that a minimum standard of accommodation is designed within Manchester. Until the City Council creates its own space guidelines, Manchester have adopted London's Housing Design Guide to use for its space standards. The Manchester Residential Quality Guide is helping to deliver good quality housing within the City whilst responding to the challenges of the housing demand and creating a vibrant, healthy, sustainable, safe, resilient and attractive neighbourhoods.

All houses and apartments have been designed to meet or exceed the housing design standards.



The bullet points below set out key objectives and how the proposal responds:

- Appreciate scale understood by site and context. Considering the context, area and surrounding buildings to provide a high density, medium rise development, appropriate to its location.
- Consider high quality and robust materials and details which respond to site and context. Understanding the local materiality of Newton Heath to pick out patterns, tones and textures.
- Embrace and encourage new design approaches through adapting and responding to changing times particularly focusing on low carbon and sustainable initiatives.
- Studying the urban fabric we have been able to introduce a modern interpretation of the local character.
- Ensure connections to a destination. The development is within walking distance to local shops and good transport links, and existing pedestrian routes through the site have been maintained and strengthened.
- Residential developments should offer the opportunity to bring neighbours together. The scheme will provide amenity gardens at ground floor offer attractive communal green spaces of a variety of privacy levels, for the benefit of residents and the wider community.
- Enhance walkability and promote cycling. The sites location is excellent for walking to local facilities and transport links. The development will provide 100% secure cycle storage for residents to encourage cycling.
- Design for waste by integrating waste solutions within high density developments. The bin store is to be located centrally. Sufficient waste storage has been calculated and accommodated for.
- Incorporate sustainable design approaches into new residential developments. The scheme integrates renewable and low carbon technologies through efficient heat recovery ventilation, energy efficient LED lighting, improved lighting controls and low energy motors in pumps a fans.
- All new apartments should be places that people want to make their homes. This should incorporate adequate space and daylight including ample kitchen, bathroom and storage space along with living and bedroom. All apartments are provided with excellent natural light, and the opportunity for operable windows to allow human override for purgeable ventilation.



4.0 Design Proposal

4.19 View 01

Proposed View from Oldham Road

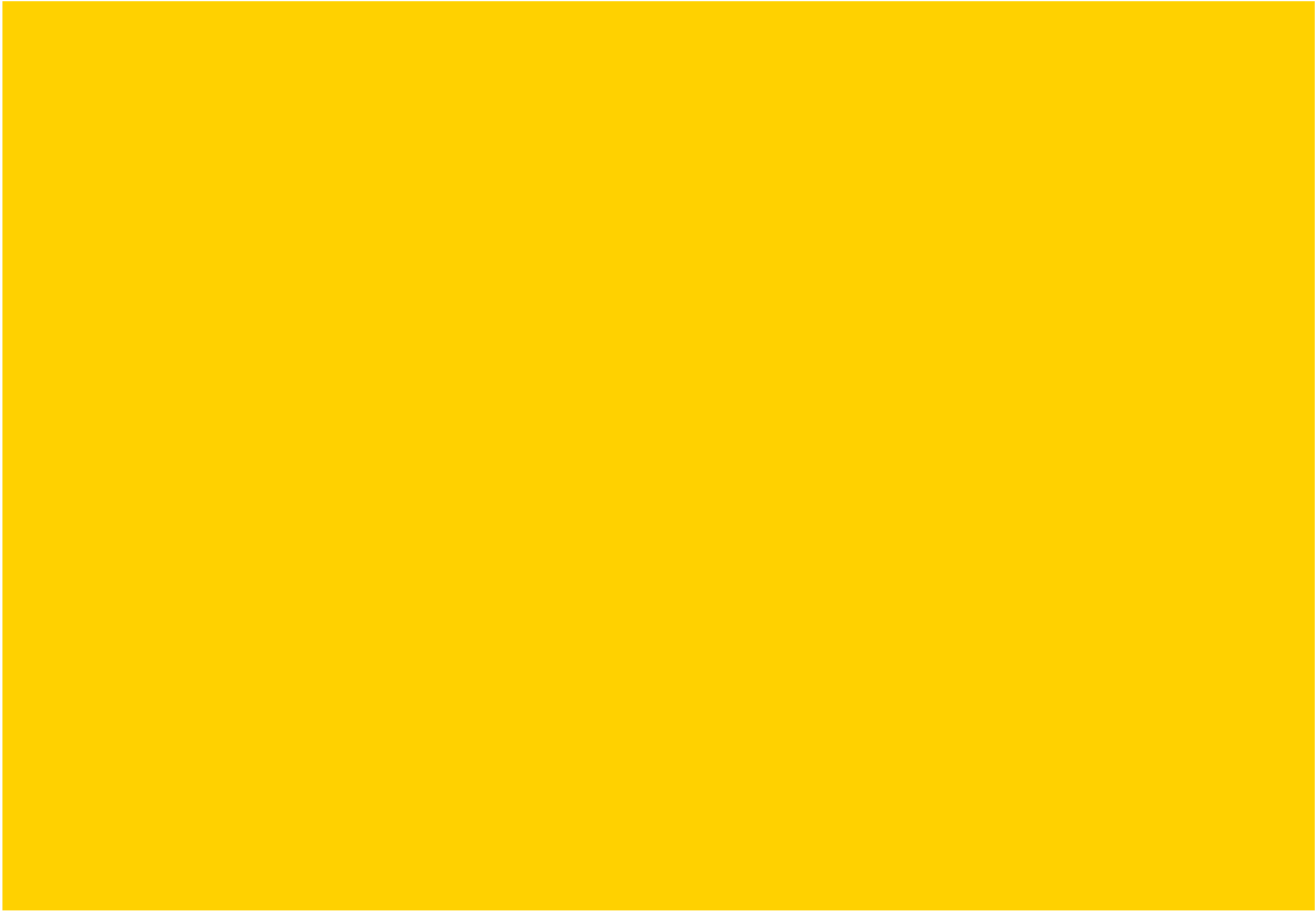


4.0 Design Proposal

4.20 View 02

Proposed View from Old Church Street





5.0 Sustainability

5.0 Sustainability

5.01 Executive Summary

The built environment generates 40% of annual global CO2 emissions; 27% of this is operational energy and 13% embodied carbon (construction, refurbishment and demolition). Whilst the UK Government continues to decarbonise the National Grid, we have a collective responsibility to reduce the demand on the grid in order to safeguard future supply and provided a more sustainable future for future generations.

In July 2019, MCC declared a Climate Emergency. The Applicant subsequently became a Commitment to Act Signatory, providing a commitment towards more sustainable development, with an aspiration to deliver a net zero carbon city by 2038.

The design brief for this development aspires to reduce operational energy to help alleviate the pressures of the cost of living/fuel crisis on the future occupants and to mitigate fuel poverty. The design also takes steps to reduce its embodied energy through responsible specifications.

The current sustainability aspirations proposed as part of this development are summarised below:

Environmental Performance Target

Policies EN4 to EN7 of the MCC Adopted Core Strategy require a minimum of 15% betterment on Part L 2010 requirements for operational energy. This development takes this further still, with an aspiration to provide a betterment over Approved Document L 2021.

Sustainable Communities

Development to be inclusive, in-discriminatory and to promote a sense of community.

First Principles

Site layout and fenestration designed to optimise passive solar gain and to provide the potential for overnight purge ventilation, refer to Ventilation section.

Sustainable Travel

- Provision of EVC bays to 100% of dwelling-houses, along with 19 EV spaces to the apartment building equating to 61% of apartment parking.
- Future proof electricity supply to accommodate future EVC bays.
- Secure cycle storage to all houses, 96% to apartments.

Preservation of Water

- Flood risk mitigation measures implemented.
- Rainwater collection for garden use (Water Butts to homes).
- Efficient Water Based appliances to align with BREEAM standards.
- Smart Meters to monitor, record and encourage behavioural change.

Fabric First

- All building elements (roof, walls, floors & windows) to exceed Part L, to achieve post occupancy operational carbon targets.
- High quality build and airtight construction to achieve 4m³/hr/m².
- Double Glazing to all homes.
- Efficient form factor design, minimising projecting 'warm' elements.

Embodied Carbon

- All materials to meet tp bennett responsible sourcing criteria.
- Low carbon material alternatives to be sourced where possible.
- High recycled content products to be specified where possible.
- Locally sourced materials and trade to be sourced where possible.
- Timber frame proposed for dwellinghouses.

Ventilation

- Dual aspect openable windows for purge ventilation to all houses.
- Natural ventilation and local extractor fans.
- High energy efficient specification to all Mechanical systems.
- A preliminary assessment has been undertaken to confirm compliance with Building Regulations Part O (Overheating), a CIBSE's TM59 assessment was undertaken by Energy Counsel for all dwellings.

On Site Renewables

- Air Source Heat Pumps (ASHPs) or Air Source Heat Cylinders (ASHCs) to be provided to all houses.

Biodiversity

- Integral Bat & Bee Boxes to be installed throughout the development.
- Retention of existing trees where possible.
- Planting of new trees where possible.
- Composter to be provided to all homes.

Fossil Fuels

- No gas is to be provided anywhere on the development.
- Construction Management Plan to review opportunities for clean energy construction.

Behavioural

- User guide/demonstration to be provided to all homes, to promote proper use of sustainable measures.
- Ongoing engagement post occupancy to encourage ongoing improvements.

As Demonstrated in the Energy Councils statement, the overall approach taken follows the **Be Lean, Be Clean, Be Green**, Philosophy.

5.0 Sustainability

5.02 Climate Emergency

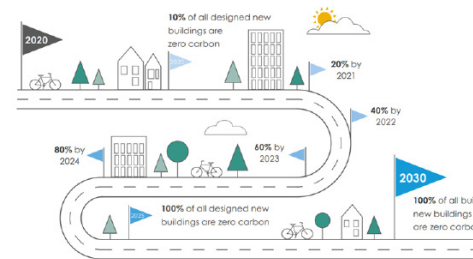
On 10th July 2019 Manchester City Council unanimously declared a Climate Emergency. This declaration bolstered a commitment to make Manchester a net zero-carbon city by 2038. To achieve this target, citywide emissions will need to reduce by 13% every year until 2038 and all new developments will need to be net zero carbon from 2028.

This section describes the significant steps which the proposals make towards a low carbon development, however the development does not currently target a zero carbon solution.

5.03 Emerging Policy Overview

The Draft Manchester Zero Carbon Framework 2020-2038 establishes MCC's zero carbon aspirations:

- The city with the cleanest air.
- A city with cycling at its heart.
- Economically and environmentally sustainable.
- Green industry powerhouse.
- World leader in urban sustainability.
- Carbon neutral city.
- Healthcare services used 16% less by residents after energy efficiency of their homes has been improved.
- 2025: up to 116,000 electric vehicles on the road, saving households £674 yearly in fuel and maintenance.



5.04 Built Environment

The Draft Manchester Zero Carbon Framework 2020-2038 also establishes emerging policy, which is specific to the built environment.

- New buildings to generate zero emissions when occupied.
- Have significantly less emissions embodied in their materials and the construction phase.
- Additional power to be sourced from local and National Grid renewable supplies.
- Well-connected walking and cycling routes, public transport and electric vehicle charging points.
- Materials and waste to come from a new circular economy, involving the reuse and recycling of materials already in circulation.
- Significantly increased use of sustainable and renewable materials.

The RIBA 2030 Climate Challenge provides quantifiable targets against which key metrics can be assessed; Operational Energy, Embodied Carbon and Portable Water Use. This development aspires to achieve the RIBA 2030 Climate Challenge 2025 targets.

RIBA Sustainable Outcome Metrics	Current Benchmarks	2020 Targets	2025 Targets	2030 Targets	Notes
Operational Energy kWh/m ² /y	146 kWh/m ² /y (Ofgem benchmark)	<105 kWh/m ² /y	<70 kWh/m ² /y	<10 kWh/m ² /y	UKGBC Net Zero Framework 1. Fabric: First 2. Efficient services and low-carbon heat 3. Maximum onsite renewables 4. Maximum offsetting using all schemes (CCZ)
Embodied Carbon kgCO ₂ e/m ²	1000 kgCO ₂ e/m ² (M4 benchmark)	<600 kgCO ₂ e/m ²	<400 kgCO ₂ e/m ²	<300 kgCO ₂ e/m ²	RICS Whole Life Carbon (A-C) 1. Whole Life Carbon Analysis 2. Using circular economy strategies 3. Minimum offsetting using all schemes (CCZ)
Portable Water Use Litres/person/day	125 L/p/day (Building Regulations England and Wales)	<110 L/p/day	<95 L/p/day	<75 L/p/day	CIBSE Guide G

5.0 Sustainability

5.05 Applicant Commitment

The applicant is listed as a Commitment to Act Signatory, thereby committing to stay within a science based carbon budget that is aligned with the Paris Agreement, which aspires to achieve a zero carbon city by 2038.

To achieve this, new developments should be:

- Committing to minimise waste and recycling materials, both on and off site.
- Achieving reduced carbon emissions throughout the contract.
- Using eco-friendly materials.
- Improving the energy efficiency of housing stock.
- Committing to specific environmental sustainability, carbon emission and waste management objectives and targets throughout the contract.
- Supporting tenants to reduce their energy consumption through 'behavioural change' workshops.
- Undertaking projects to enhance neighbourhood greenspace.
- Committing to deliver physical improvements to community buildings.

5.06 Sustainable Communities

Understanding the Community

The applicant frequently engages with the communities which will be involved, or affected by the developments which they undertake. One Manchester regularly hold workshops to engage the surrounding communities and to understand the challenges they face. The applicant helps people to manage their finances and seek employment, whilst encouraging start up ventures and promoting a healthy lifestyle.

Tenure

The proposed development provides a range of family sized homes, each with private lawned gardens, to encourage play, exercise and enjoyment of the outdoors.

Though the proposed development currently intends to deliver a tenure mix, all buildings are designed to be tenure blind. This will provide an inclusive development, whilst accommodating alternate future use, letting and sale options. Adaptability and re-use is at the core of sustainable development.

The apartment building has a maximum of 16 apartments on each floor (8 per core), therefore minimising the number of units served by a single core. This encourages social interaction, avoids anonymity and promotes a sense of community.

Inclusive Design

The proposed development provides a common point of access for all residents. A second

pedestrian entrance, is provided to the east of the site, also for common use. The proposed layout therefore does not discriminate on grounds of tenure, demographic or otherwise.

The apartment building has a single main entrance, as well as communal post boxes, bin store, cycle store and circulation stairs. Communal facilities are intended to encourage spontaneous social interaction, promote familiarity and encourage a sense of community.

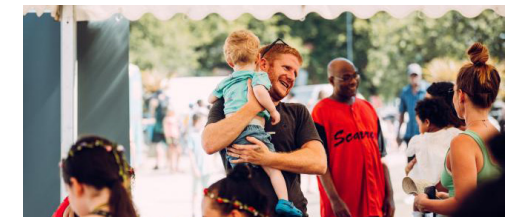
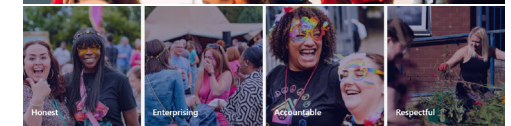
All dwellings are provided with level access and are designed to accommodate future adaptation, to provide suitable accommodation for the mobility impaired. Please refer to the Access Statement.

Social Value - The Manchester Plan

The applicant understands social value and actively promotes a sense of community. The applicant and design team will explore suitable methodology, to engage and benefit the wider community, in line with recommendations outlined in the Manchester Plan.

tp bennett Corporate Social Value

tp bennett are actively engaged in multiple corporate social responsibility initiatives. One of our recent initiatives include 'Change Please', a refurbishment of a London bus to provide mobile dental, hairdressing and sanitary facilities for homeless people in London. The northern team regularly support the We Love MCR Charity, most recently undertaking the Yorkshire 3 Peak.



OneManchester Initiatives



Recent tp bennett C.S.R Initiatives

5.0 Sustainability

5.07 Layout & Orientation

Solar Orientation

Emerging proposals were modelled at an early design stage to ensure that all dwellings will achieve good levels of sunlight. This ensures that all homes will benefit from passive solar gain, in order to reduce reliance on mechanical heating in cooler months.

All houses and many of the apartments are dual aspect, benefiting from natural light and passive solar gain whilst offering views across the development and beyond.

We have undertaken a preliminary assessment against Building Regulations Part O (Overheating) to ensure that the risk of overheating is considered and controlled. Glazing proportions vary on each elevation of the apartment building, responding to varying sunlight intensity throughout the day. This has been explored further in Energy Counsel's Energy & Sustainability Statement.

Solar control glazing will be provided where required, it is envisaged that Phase 2 houses will have a G-Value of 0.45 on the Southwest Northeast and Northwest elevations and 0.40 on the Southeast elevations. Phase 2 Apartments will have a G-Value of 0.35 to Southeast and Southwest elevations, and a G-Value of 0.45 to Northeast and Northwest elevations.

Natural Ventilation

Openable windows are provided on at least two opposite sides of every house to encourage cross ventilation. Placement of windows on opposite elevations allows the home to benefit from positive and negative pressures which draw air through the property, when required for purge ventilation.

All habitable rooms across the development, including those to apartments, are provided with openable windows for passive ventilation.

All houses in this application are orientated approximately north south, this will allow them to benefit from the positive pressure of the south west prevailing wind on the south elevation and negative pressure to the north, therefore providing optimal conditions for purge ventilation.



Sun Path & Prevailing Wind Analysis

5.0 Sustainability

5.08 Sustainable Travel

Electric Vehicle Charging

The development encourages a transition from petrol / diesel cars, to low carbon electric vehicle alternatives.

All semi-detached and terraced dwellings are provided with a dedicated Electric Vehicle Charging point (EVC). An EVC point is also provided to 19no. Parking bays for the apartment building (including 1 no. Accessible Bay), equating to 61% of the total number of apartment parking bays.

The provision of EVC bays is forward facing, providing quality electrical infrastructure in order to meet future demand and to reduce the need to dig up the road, and re-fit, in the foreseeable future.

Cycle Storage

A secure cycle store is provided at ground floor level of the apartment building. This can be accessed from the secure building entrances from either Old Church Street or former Dulverton Street with a secondary access also provided from communal resident parking areas.

The cycle store provides 70no. spaces comprising 35 no. double tier cycle racks, a bib tap and floor drain will also be provided for wash down.

A secure cycle store for 2no. bicycles will be provided in the rear garden of all houses. For the 6no. apartments within building 2, cycle provision is provided by two 3no. cycle enclosures.



Indicative Electric Vehicle Charging Bay



Apartment Building Cycle Store & EVC Parking Bay

5.0 Sustainability

5.09 Flood Risk / Mitigation

In accordance with the requirements of the National Planning Policy Framework (NPPF) and the associated Planning Practice Guidance, a Flood Risk Statement (FRS) was prepared by Curtins. The report concluded that the proposed development is not at significant risk of flooding, therefore no further mitigation measures are recommended.

Sea/River Flooding

The site is located entirely within Flood Zone 1 therefore the site has a low probability (less than 0.1% annual probability) of flooding from river or sea. No mitigation measures are required to mitigate risk of flooding from river or sea.

Ground & Surface Water Flooding

The site is considered to have very low probability of flooding from ground or surface water flooding, therefore no further mitigation measures are recommended.

Sewers

There are both existing and proposed sewers running through the site therefore there is a low risk of overflow in an extreme weather event. The design takes steps to attenuate rainwater, please refer to 'Rainwater Attenuation'.

5.10 Rainwater Attenuation

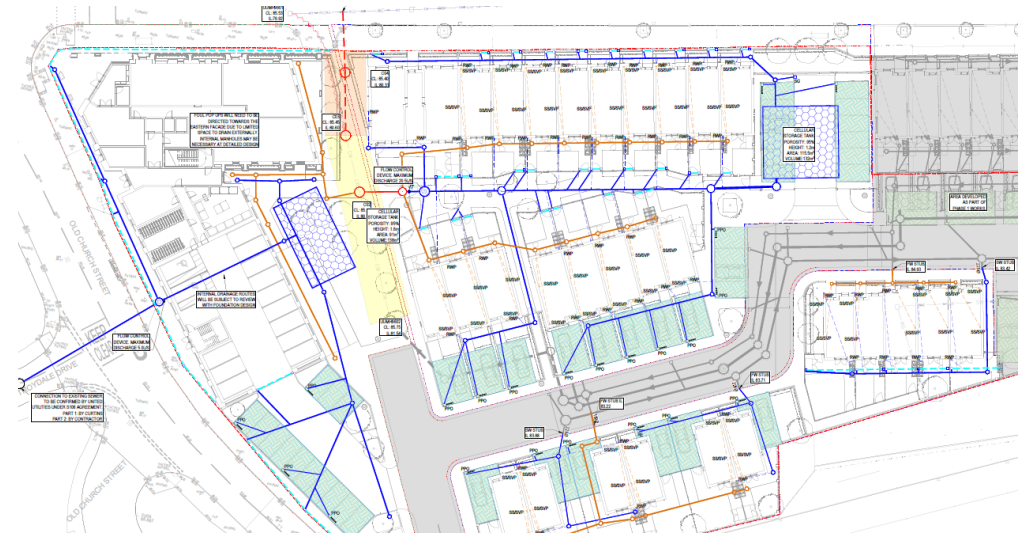
Preservation of Water

Water Butts will be provide to all houses, providing attenuation whilst limiting water demand. Efficient sanitary installations will be specified to reduce water use.

Additionally,

It is recommended that sustainable methods of attenuation are implemented where possible. The majority of attenuation is provided within attenuation tanks, one serving the Phase 2 area providing approximately 132m³ and one serving the Phase 3 area providing approximately 138m³. The tanks will act as additional storage required up to the 1 in 100-year event plus 45% climate change. There is also proposal to introduce permeable paving within the car parking areas, which follows the same principals as the Phase 1 wider development works.

The preliminary surface water model has been carried out to estimate the required volume for both options. The required attenuation has been shown on Curtins drawing (074031- CUR-00-XX-DR-92600).



Extract from Curtins Drawing 074031-CUR-00-XX-DR-92600

5.0 Sustainability

5.11 Biodiversity

The proposed design seeks to mitigate and limit any impact on local biodiversity (flora and fauna) and where possible, the design aspires to enhance biodiversity on the site. Only local native planting species will be utilised to encourage local biodiversity.

Habitat Boxes

Integral habitat boxes are proposed throughout the site, for bats and bees (see Key adjacent). These are intended to be integrated building components, not add on features which may become damaged or could be removed by future occupants.

Bees are essential for local ecology, acting as natural pollinators across a range of plant species. Their presence on this site will encourage annual flowering and reproduction of flora within the site, and the surrounding context.

Bats similarly play an essential role in maintaining balance in the local ecology.

Introduction of Trees

The design team have worked to introduce new in-carriage and street trees that will be planted as part of the development.

All proposed in curtilage trees are to be fruiting trees, to incentivise their protection, maintenance and longevity.



Integrated Bat, Bird & Bee Box Location Plan.

KEY

● Integrated Bee Box



Indicative Integrated Bee Box

● Integrated Bird / Bat Box



Indicative Integrated Bat Box

5.0 Sustainability

5.12 Building Fabric

Over 25% of a building's operational energy is used in the heating and cooling of the building. This can be significantly reduced by taking a 'fabric first' approach; this aspires to:

- Control solar shading / solar gain
- Optimise the thermal performance of building components, i.e. walls, windows, roofs etc.
- Minimise thermal bridging
- Provide an airtight envelope
- Provide appropriate, controlled ventilation

Thermal Performance

All building components (roof, wall, floor, party wall and windows) are designed to provide low thermal transmittance (low U-values), this will be supplemented by good airtightness to retain heat within the building.

Openable windows and extractor fans will be provided to remove excess heat in warmer months, providing both options for passive and mechanical ventilation.

High performing windows, external doors, walls, roof and floor will be designed and specified with minimised thermal bridging and excellent air tightness.

At RIBA Stage 3, the target U-values are as follows:

- External Walls: 0.18
- External Roof: 0.09
- Ground Floor: 0.11
- External Glazing: 1.3
- Airtight: $<4\text{m}^3/\text{hr}/\text{m}^2$.

5.13 Embodied Carbon

60-70% of a building's carbon is 'emitted' before the first user switches on the lights, it is therefore important to responsibly source and specify materials with an aim to reduce the embodied carbon of the proposal.

Building components that typically contain the highest embodied carbon are:

- Foundations
- Envelope
- Frame
- Upper Floors
- Stairs
- Internal walls and partitions
- Ceiling Finishes
- Floor finishes
- External hard landscaping
- Cut-and-fill

When specifying any of the above building components, the designer must consider:

- Embodied carbon
- Manufacturing
- Recycled content of products
- Reuse
- Local sourcing and shipment methods

5.14 Material Specifications

Site Works

The design team have developed the design to avoid unnecessary amendments to the site level, where amendments are required for compliance with ADM or ADK of building regulations, the design aims to regrade material from within the site as cut and fill.

Building Structure

To reduce the embodied carbon in this development, a timber frame is proposed to the houses and a light gauge cold rolled (Metframe) or similar is proposed above first floor level in the apartment building. Where possible, shallow foundations will be provided.

Responsible Sourcing

The design team will aspire to specify all other building components with responsibly sourcing criteria.

- All materials to meet responsible sourcing criteria where possible.
- Low carbon material alternatives to be sourced where possible
- High recycled content products to be specified where possible.
- Locally sourced materials and trade to be sourced where possible.
- Standardised components to be encouraged where possible



5.0 Sustainability

5.15 Mechanical Services

Apartments

A water supply will be provided to the Apartment Block by United Utilities. A water storage break tank and booster set will be provided to improve the pressure of mains water on the upper floors.

Water will be distributed in main pipe runs to each apartment via local water meters. Smart meters will be provided.

Hot and cold water pipework will be installed in each Apartment.

A system of soils and wastes will be installed to facilitate the sanitary facilities and domestic appliances

Apartments will be provided with electric panel heaters for space heating and heat pumps for hot water supply. Ventilation will be via opening windows.

Apartments will be provided with Mechanical Ventilation with Heat Recovery (MVHR).

Houses

A metered water supply will be provided to each House by United Utilities.

A system of soils and wastes will be installed to facilitate the sanitary facilities and domestic appliances

Houses will be provided with Air Source Heat Pumps (ASHPs) and associated panel heating system. Ventilation will be via opening windows and extractor fans to kitchens and bathrooms.

5.16 Electrical Services

Apartments

Electrical metered supply will be provided to the Apartment Block by Electricity North West at ground floor level. This will be distributed to a central meter room, located at ground floor level.

From each meter, a supply shall be taken to the Apartment consumer unit.

Apartments will be provided with electric panel heaters for space heating and heat pumps for hot water supply.

Ventilation will be via MVHR.

A Landlords addressable fire alarm system will be provided in the Landlord area with standalone mains for detectors in Apartments in accordance with BS 5839.

Lighting will be LED energy pattern.

Emergency lighting will be provided in the Landlord areas in accordance with BS 5266.

The complete electrical installation will be in accordance with the IEE Regulations BS 7671.

Houses

Electrical metered supply will be provided to each House Block by Electricity North West.

Houses will be provided with an external Air Source Heat Pump (ASHP) with associated space heating and domestic hot water via insulated cylinder in each unit. Ventilation will be via opening windows and local extractor fans to wet rooms and kitchens.

A mains fire alarm detector will be provided.

The complete electrical installation will be in accordance with the BS 7671:2018 IET wiring regulations.

Car Park Lighting

Car park lighting will be provided by column/soffit mounted LED lanterns, with design intent included within drawing T8170D0042.

The lighting will be subtle and sympathetic with the proposed scheme and surrounding areas to minimise light pollution.



Indicative Smart Water Meter



Indicative Smart Electric Meter

5.0 Sustainability

5.17 Renewables

An Energy & Sustainability Statement has been prepared by Energy Counsel to inform the design proposals. The approach to renewables is informed by the Compliance Statement.

The Compliance Statement considers the fabric performance of the development, which must pass Part L requirements, independent of any additional renewables proposed. Renewables are then introduced, to further reduce the energy demand, hence providing a more low-carbon solution.

The development will incorporate renewable energy technologies, in the form of Air Source Heat Pumps (ASHPs) and MVHR in order to reduce the operational energy of the development and the demand on the National Grid.

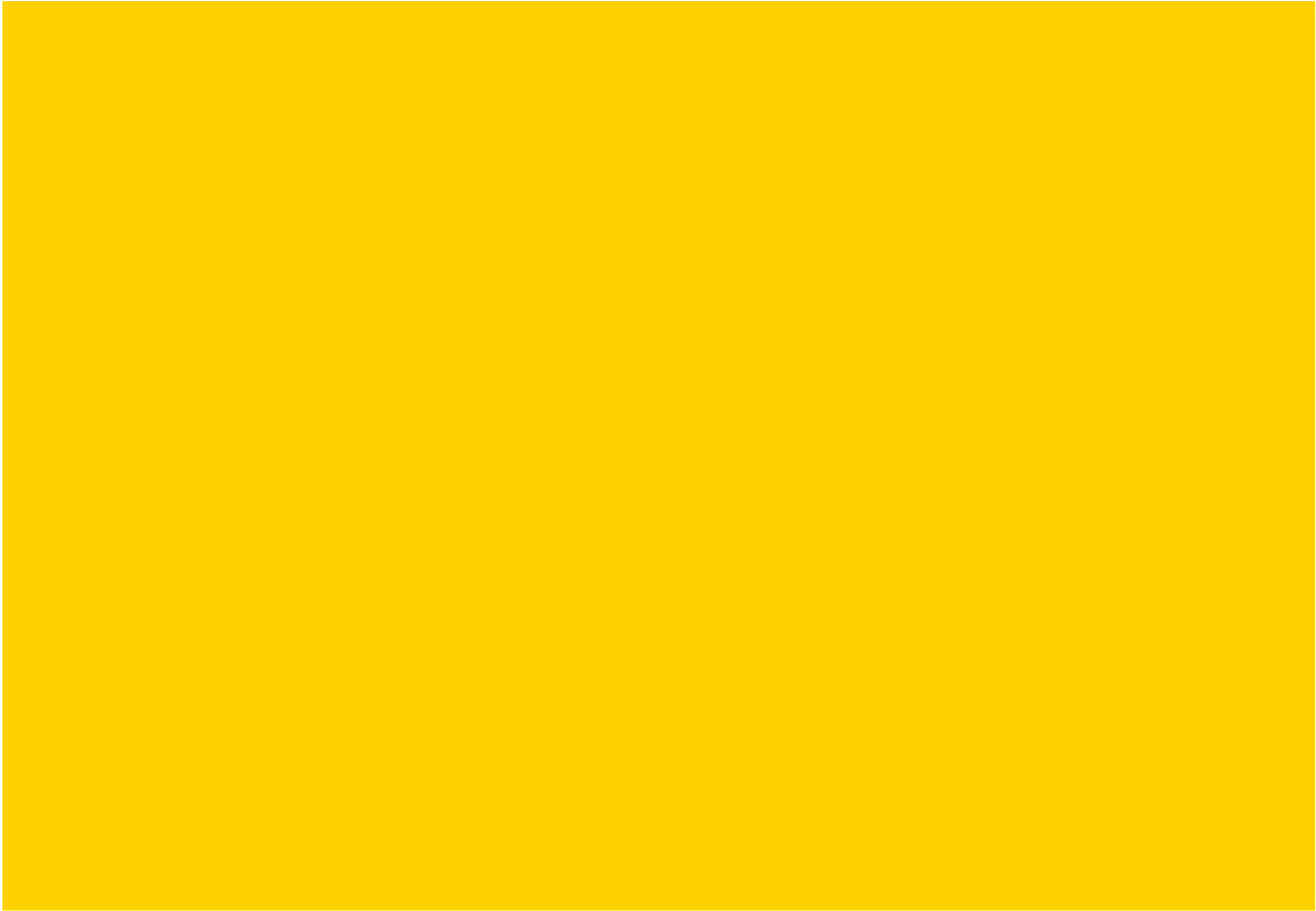
The ASHPs will provide a sustainable approach to both domestic hot water and space heating. ASHPs draw heat from the atmosphere which is then circulated throughout the home, via a wet pipe system, similar to traditional central heating. This eliminates the need for a gas boiler.

Cooking appliances will be electric, therefore no gas will be required or utilised on site.

The development will incorporate energy efficiency measures in its Building Services to reduce the carbon footprint of the site below the passive improvement stage, using energy efficient and highly controllable lighting and appliances.

Overall, the Carbon emissions for the proposed development demonstrates the potential for a total reduction in emissions from baseline set by Building Regulations Part L 2021, of 35% which achieves compliance with Manchester City Council Core Strategy, Policy EN6. The calculated EN6 compliant CO₂ reduction of over 35% lower than Building Regulations Part L 2021 is compared against Policy DM1 of the Manchester City Council Core Strategy document and the now revoked Code for Sustainable Homes in Section 3 and Appendix A. The strategy improves on the fundamental principles of the Building Regulations, and will make a significant contribution to reducing the annual CO₂ emissions of the development.





6.0 In Detail

6.0 In Detail

6.01 Access Statement

This statement outlines the approach towards inclusive design, within the proposed Phase 2 & 3 development, in accordance with relevant national, regional and local planning policy and the UK Building Regulations.

The proposed scheme provides a safe, legible, high quality environment, that will be accessible to all users, without undue effort, special treatment or separation, in accordance with key regulatory and best practice guidance documents, including but not limited to:

- Building Regulations Approved Document M (2015 ed. inc. 2016 amends.);
- Building Regulations Approved Document K (2013 ed.);
- Equality Act 2010;
- BS 8300-1:2018 Design of an accessible and inclusive built environment - External environment. Code of practice;
- BS 8300-2:2018 Design of an accessible and inclusive built environment. Buildings - code of practice;
- BS 9999:2017 Fire safety in the design, management and use of buildings - code of practice (Incorporating corrigendum No. 1)
- Equality and Human Rights Commission Equality Act codes of practice and technical guidance.
- Building Safety Act 2022

Access for Pedestrians

Access to, through and around the site has been considered to give priority to pedestrian movement. Pedestrians are drawn through the site by creating clear site entrances and legible walkways; typically announced by the presence of street trees. A min. 2m wide roadside pavement route is provided, allowing access throughout the site.

All building entrances are provided with level access as defined by UK Building Regulations. Access to the Phase 3 apartment building is announced by a recess in the massing on the junction of Oldham Road and Old Church Street. Access to the Phase 2 apartment building is announced by a change in facade treatment fronting Oldham Road. Internal circulation within both of the apartment buildings is provided with minimum 1500mm width corridors.

Oldham Road is to be activated via entrances to houses with gated gardens and windows providing passive policing. Homes are to be accessed from both front and back with parking provided to the rear for all homes fronting Oldham Road, and in curtilage for the rest of the site.

Semi-detached houses are accessed from the front, with gated rear gardens and parking located within the curtilage of each dwelling.

Manually operated pedestrian pass gates are provided adjacent to any automatic vehicle gates.

Access for Vehicles

Oldham Road (A62) is the main arterial route serving the site with connections to central Manchester to the west and Oldham to the east.

The reconfigured former Dulverton Street provides access to the phase 3 apartment building uncovered car park and undercroft parking as well as the access road which serves all other dwellings in phase 2. The entrance to former Dulverton Street from the junction with Old Church Street is to be amended to allow improved visibility and vehicular access.

The southern portion of former Dulverton Street will be adopted, with the remainder of the site being retained by the developer as private access road to the dwellings, with associated landscaping and pedestrian zoning.

Car Parking

Phase 2 & 3 will provide a total of 70 parking spaces allocated as follows:

- 25 for the phase 3 apartment building (30%)
- 6 for the phase 2 apartment building (100%)
- 28 spaces for phase 2 houses (100%), split as 14 in curtilage driveways and 14 as secure parking spaces.
- 11 spaces for phase 1 houses, split as 6 in curtilage driveways and 5 as secure parking spaces.(Reworked 100% parking for phase1)

Access to all secure parking areas will be via fob activated automatic gates. Fob activation will also be required for pedestrian access and egress.

Cycle space provision

A total of 134 secure cycle spaces are proposed across the development.

70no. Secure cycle spaces will be provided in Phase 3 comprising 35no. double tier cycle racks, plus the provision for short stay visitor hoops externally. Located close to the entrances to the building and provided with a bib tap and floor drain for easy wash down within the space.

62 no. Spaces will be provided via secure cycle stores in the rear garden of all houses and apartments within Phase 2 of the proposal.

Servicing

Access for servicing and deliveries to the apartment building is by the main site entrance off Oldham Road and through the second main entrance off Dulverton Street from the South. Controlled access points will provide temporary vehicle access and parking.

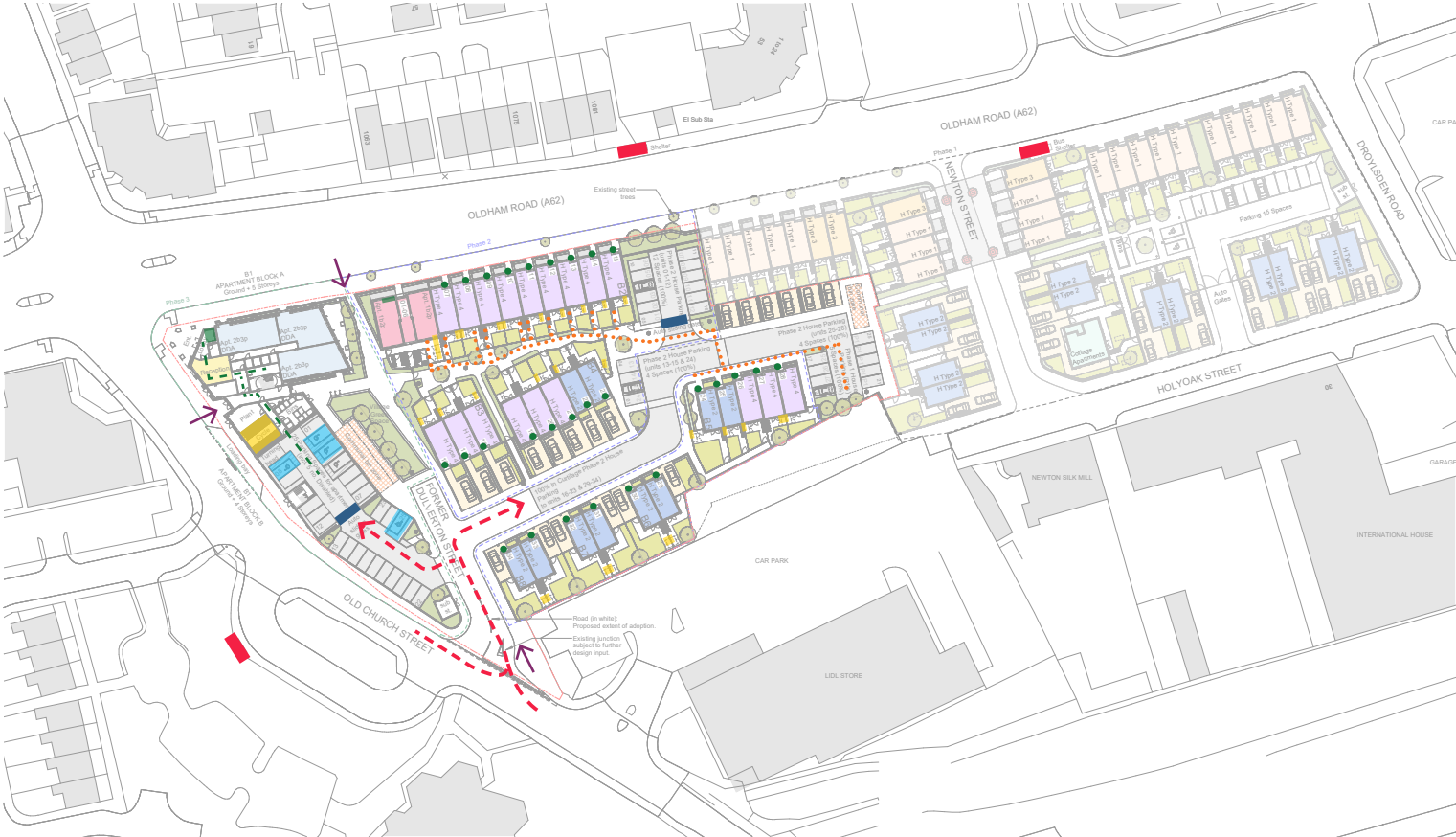
The position of the service entrances facilitates the arrival of goods (food, parcels, removals etc.) and services to the building (refuse collection, maintenance vehicles etc.), without disrupting the use and the visual amenity of the local area.

Public Transport

The site is well situated for access to public transport. Newton Heath & Moston tram stop is located 5 minutes walk along Dean Lane from the prominent North West corner of the site. Directly facing the Oldham road elevations is the A62 bus route which stops immediately opposite, with connections to central Manchester and beyond.

6.0 In Detail

- KEY
- Cycle Store
 - Apartment Building Post
 - Access to communal post boxes
 - Individual post boxes
 - Site Vehicular Access
 - Controlled vehicular access
 - Cycle & Pedestrian access
 - Access to houses from parking
 - Disabled parking
 - Bus stop



6.0 In Detail

6.02 Security & Inclusive Access

Crime prevention and Secure by Design principles throughout the development will be assessed by Greater Manchester Police for compliance through a Crime Impact Statement. Measures recommended by Secure by Design have been incorporated into the scheme including:

The doors connecting the stair/lift lobbies on each floor will include access controls to limit access.

The communal entrances will be well lit, fitted with security-certified doors and utilise electrically operated multi-point locking system, activated with a programmable fob. There will also be an audio-visual link to each apartment, so that residents can remotely allow genuine visitors access into the reception lobby.

Entry to the apartment building will always be via the street facing communal entrance located at the key crossroads along Oldham Road and Old Church Street. Means of escape doors will never be used to gain entry, and the design of escape doors will prevent access, i.e. doors will have no external handles, be self-closing and self-locking, include an alarm which emits an audible sound to alert residents that the door is not secure and include signage indicating that they are to be used in an emergency only.

The external entrance doors to the cycle stores will be security certified (LPS 1175 sr2 or PAS 24 rated, for example) and will be self-closing and lock upon closure. These doors will be fitted with an electronic lock operated by a programmable fob or swipe card. The door connecting the store

to the internal corridor of the building will be of a similar security rating and secure operation. Cycle stands will allow cyclists to secure both of the wheels and the frame. Access into and out of the cycle store and the refuse store should be controlled by a lock activated by a residents' swipe card or fob.

The arrangement of inner and outer doors to the cycle store will be repeated on the refuse store, i.e., security-rate.

The approved inspector (not yet appointed) will input, to ensure that the delivered scheme is compliant with all relevant UK Building Regulations.

The objectives for this project are to ensure that it is fully accessible to all in accordance with the Building Regulations Part M and Equality Act 2010.

Access to site boundary

The site at Newton Heath is relatively flat but with a 4.5m slope from one side to the other, therefore it can accommodate level access throughout.

The landscape is designed to provide minimal sloped areas. Where a change in level exists, gentle gradients with compliant cross falls are employed. Changes in level around the site have been addressed by means of inclusive access to the entire public realm.

Circulation and access to primary entrances

All primary access route entrances are typically 1.5m wide or more. All gradients towards these entrances are level access or minimal falls. All

external routes will be finished in non-slip hard-standing with textured material to thresholds. All signage to entrances will be highly visible and legible.

Entrance lobbies

The apartment entrances will be highly visible from Oldham Road and Dulverton Street. Terraced houses and Semi-detached house entrances are clearly expressed by reveals and short footpaths. The main entrance lobby is clearly expressed, addressing the corner at a primary crossroads along Oldham Road. With a significant setback at ground floor, providing a sheltered entrance at street level. There will be a small waiting area and informal reception to the apartment main entrances along with a post room that will contain post boxes for each apartment. All flooring surfaces used throughout will use a non-slip finish and be solid for ease of wheelchair and ambulant movement. Access to the lobbies will be via video entry system. All signage will be highly visible.

Communal stairs and lifts

All communal stairs and lifts have been designed to building regulations. This includes:

- 900mm min. between door stops
- Vision panels to be fitted to all communal doors
- All doors to be weight suitable for those with reduced mobility
- Good lighting to all communal areas, including all stair cores
- User friendly handrails to all stairs and landings
- High contrast signage for all lifts and stairs and communal areas

Width of internal routes

All primary circulation to corridors are a minimum of 1500mm wide in the apartment building.

Internal layout of living spaces

All spaces have been designed to accommodate a turning circle where necessary along with minimum spacing between all furniture layouts shown to ensure ease of movement throughout the dwellings. All bathrooms have been designed to be easily able to adapt to provide handrails when required. All plug sockets and door handles will be strategically placed to ensure ease of use.

The proposed accessible apartment are designed to be M4(3) layouts and will aspire to comply with BS8300. All remaining apartments have been designed to accommodate any wheelchair user as set out by Part M of the Building Regulations.

Design for Security

A Crime Impact Statement has been procured which offers overall support for the scheme and will be submitted as part of the planning application. Key comments and any concerns are responded to on the following page, pg 94.

6.0 In Detail



6.0 In Detail

6.03 Secured By Design

Key points raised within section 3 of the Crime Impact Statement are addressed in the adjacent commentary. For further information please refer to the Crime Impact Statement
ref: 2023/0294/CIS/01



External environment

3.3.1 I offer only cautious support to the inclusion of the footpath connecting Oldham Road to Dulverton Street. Such pathways if poorly designed can generate fear amongst users and leave a development vulnerable to criminal and anti-social behaviour. I would prefer it to be gated and available to residents only. If retained, the path should be relocated to the west with modest landscaping on either side to deflect users of the pathway away from the gable end of plot 16.

This connection was left open in order to maintain an important existing connection to the district centre for the wider community. Final setting out of landscape and hard surfacing can be made to accommodate the recommendation noted above.

3.3.2 I cannot identify a purpose for the communal bin store located within the village green. It should be removed or relocated to a more private location closer to the properties it might serve.

The 'bin store' is not a structure but simply hard standing where bins will be left on collection day then returned to the main store within the apartment building by the duty manager.

3.3.3 The range of boundary fences and gates used to secure the pathway between the Oldham Road facing properties and those to the south of these is confusing and inconsistent. 1800mm high railings and gates would be most suitable. The gates should be self-closing and self-locking and be fitted with a security-rated lock.

Fences to the rear of the properties are designed to 1.5m to provide a more open aspect to the 'play street' between the properties. Access to this secure gated area is bound by railings and secure lockable gates 2.1m high

Houses

Security of the houses

3.3.4 Security-certified external doors, window frames and glazing should be installed at each property. An intruder alarm is advised.

Points will be incorporated in to the final specification

Rear garden access pathways

3.3.5 The shared-use, rear-access pathway allowing access to the rear of plots 25, 26 and 27 should be secured at, or very close to, the street end of the pathway with an 1800mm high, steel-rail, gate. As with garden gates across the development, the locking mechanism should be capable of being operated from either side of the gate so that, for example, cyclists can enter or leave the garden easily. Ideally, the gates should be self-closing and self-locking.

Fences to the rear of the properties are designed to 1.5m to provide a more open aspect to the 'play street' between the properties. Access to this secure gated area is bound by railings and secure lockable gates 2.1m high

Car park to plots 01-12

3.3.6 The pedestrian entrance gate to the car park serving plots 01-12 should be self-closing and self-locking and fitted with a security-rated locking mechanism.

This will be incorporated into the specification.

Bin stores in the public realm

3.3.7 I do not support their presence in the public realm. Provision should be made in-curtilage wherever feasible.

The bin stores are hard standing areas for use on collection day only. They are not enclosures or structures.

Apartments

Security of the apartments

3.3.8 At ground floor level, all external doors and all windows should be security-rated.

3.3.9 All ground floor, external doors should be self-closing and self-locking.

3.3.10 The communal entrance doors should be fitted with security-certified doors. The doors should be fitted with an electronic lock that is operated with a programmable fob. In addition, so that residents can identify visitors, the main entrance doors should be fitted with a clear glass pane or a door viewer.

3.3.11 An audio-visual unit should be installed at the main entrance doors, with a link to each apartment, so that residents can vet callers prior to allowing entry to bona fide visitors only.

3.3.12 All apartment entrance doors should be security-rated.

3.3.13 Residents and visitors on foot should use the main entrance to enter and leave.

Items will be incorporated into the specification.

Mail delivery

3.3.14 A through-the-wall post system, with mail dropping into secure boxes at the communal entrance door, or secure boxes mounted on the wall next to the entrance door is preferred. Mailboxes mounted on the wall of the ground floor lobby will be acceptable if Royal Mail staff are issued with a fob or card to operate the main entrance door. A parcel store or parcel lockers should be installed in the lobby of Building 1. Stores will be sited as recommended.

6.0 In Detail

Intruder alarm and CCTV

3.3.15 The developer should consider installing an intruder alarm to each apartment, particularly those on the ground floor of each building.

3.3.16 The developer should also consider installing a modest CCTV system within Building 1, with cameras capable of monitoring the communal entrance doors, entrance lobbies, the cycle store, and the car park. Images should be recorded and securely stored and retained for 30 days for review and for use as evidence in any prosecutions arising.

Alarms will be installed. Consideration will be given to installing a CCTV system

Cycle storage in Building 1

3.3.17 To reduce the risk of theft and instil confidence in residents in the use of the cycle store in Building 1, it should include the following:

- the entrance door from the car park should be security-rated
- an FD-30 rated door should secure the entrance from the circulation corridor
- both doors should be fitted with an electronic lock with a holding force of around 4500Newton and be self-closing and self-locking
- Sheffield stands that are be securely anchored to the floor should be fitted to allow cyclists to secure the frame and wheels of their bikes.

Points will be incorporated into the specification.

Building 1 car park (non-secured)

3.3.18 in order to emphasise ownership and suggest that a threshold has been crossed into a space that is more private, where one's actions may be under greater scrutiny, the application of a higher quality surfacing of the car park is recommended. Rather than a standard tarmac, a higher specification will emphasise 'territorially', promote 'ownership' of the space amongst residents, which to the overall supervision and can deter intruders.

A different surface treatment will be considered within the specification of the car park areas.



6.0 In Detail

6.04 Refuse & Recycling

Apartments

A refuse store is located at ground floor level in the phase 3 apartment building. The store is accessed via a common internal corridor. Collection access is via external louvred doors with coded locks. It is proposed to have a floor gully and tap for wash down and drainage is provided in each store. Ventilation is provided via louvred panels within the external doors.

Bin store will measure approximately 39sqm, which exceeds the requirement for 75 apartments (0.43sqm per apartment - 32.2sqm).

Manchester City Council guidance requires 110l per apartment of general waste and 55l per apartment of recyclable waste. With 75 apartments this equals a total of 12 bins: $75 \times (110 + 55) = 12,375\text{l} / 1100\text{l bins} = 12 \text{ bins}$

Houses

Refuse provision for the low-rise domestic houses is as follows (per house):

- General refuse: 1 x 240ltr wheeled bin
- Pulpable Recycling: 1 x 240ltr wheeled bin
- Mixed Recycling: 1 x 240ltr wheeled bin
- Garden Waste: 1 x 240ltr wheeled bin
- Food waste: 1 x 23ltr caddy

Bins will be stored in rear gardens within the curtilage of each house.

Bins will be transferred by residents to centrally located collection points from which bins can be taken to the refuse vehicle by operatives (on Newton Street & Dulverton Street) and returned to the collection point.

Construction Waste

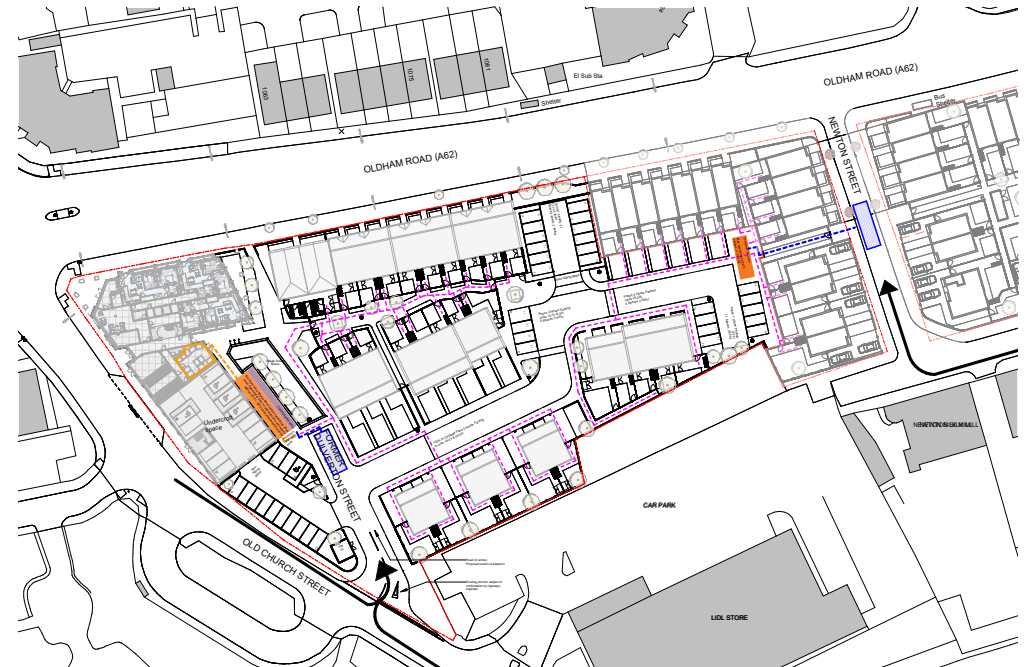
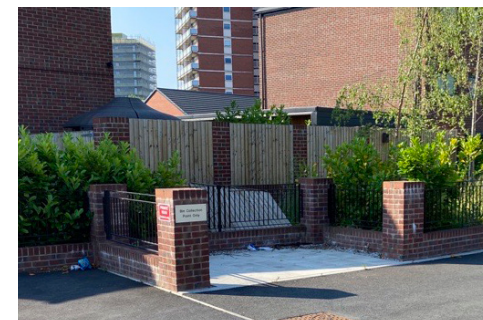
A site waste management plan will be developed by the principle contractor and agreed with Manchester City Council. Waste generated during the construction phase is to be cleared on a daily basis to a main holding skip. Each floor plate to the apartment building will have a designated waste area that will see bins located within it that can be emptied at the end of each shift. During high waste activities, such as dry lining, this waste removal may need to occur several times a day via the hoists and as such general operatives will be employed to ensure this will occur. Hazardous waste will be stored and disposed of separately; however, main waste will enter a common skip where the principle contractor's supplier will sort at their transfer station before issuing recycling percentages and data.

To reduce the volume of waste sent to landfill, waste from site will be segregated at the waste transfer station into the following categories:

- CAT A: Hazardous waste
- CAT B: Metal
- CAT C: Timber
- CAT D: Plasterboard
- CAT E: General Waste

All carriers of waste will hold a valid transfer license and provide certification to the principal contractor for all elements of the process.

Refuse Strategy Plan



Indicative look and feel for refuse collection zone.

KEY

- Refuse vehicle site access
- Apartment bin store
- Bin collection zone
- Refuse vehicle zone
- Route from individual homes to collection point
- Refuse collection route

6.0 In Detail

6.05 Fire & Means of Escape

All fire precautions have been considered in design development from an early stage. The development has been designed in accordance,

All Apartments will have AWFSS in accordance with BS 9251:2021, Category 1

Fire detection and alarm system will be designed in accordance with BS 5839-6:2019+A1. All alarms will be visual as well as audible to accommodate all. The fire alarm to the apartment building will be tested on a regular basis of which the main fire alarm interface panel will be located in Oldham Road reception and visible from outside.

Fire escape exits are located at the central core, provided 2 separate escape stairs, both of which will be designated fire fighting stairs. All designated DDA apartments have dual entrances and are located on Ground Floor which will assist in facilitating evacuation of any higher risk tenants within these apartments.

Houses all have front and back door access, with the provision for escape windows to first floor where necessary.

A fire report will be submitted alongside this application, produced by Black Cat Building Consultancy, and further information can be found within this report.

KEY

- Stair wells
- Fire service route
- Dry riser inlet
- Fire escape route



6.0 In Detail

6.06 Cleaning & Maintenance

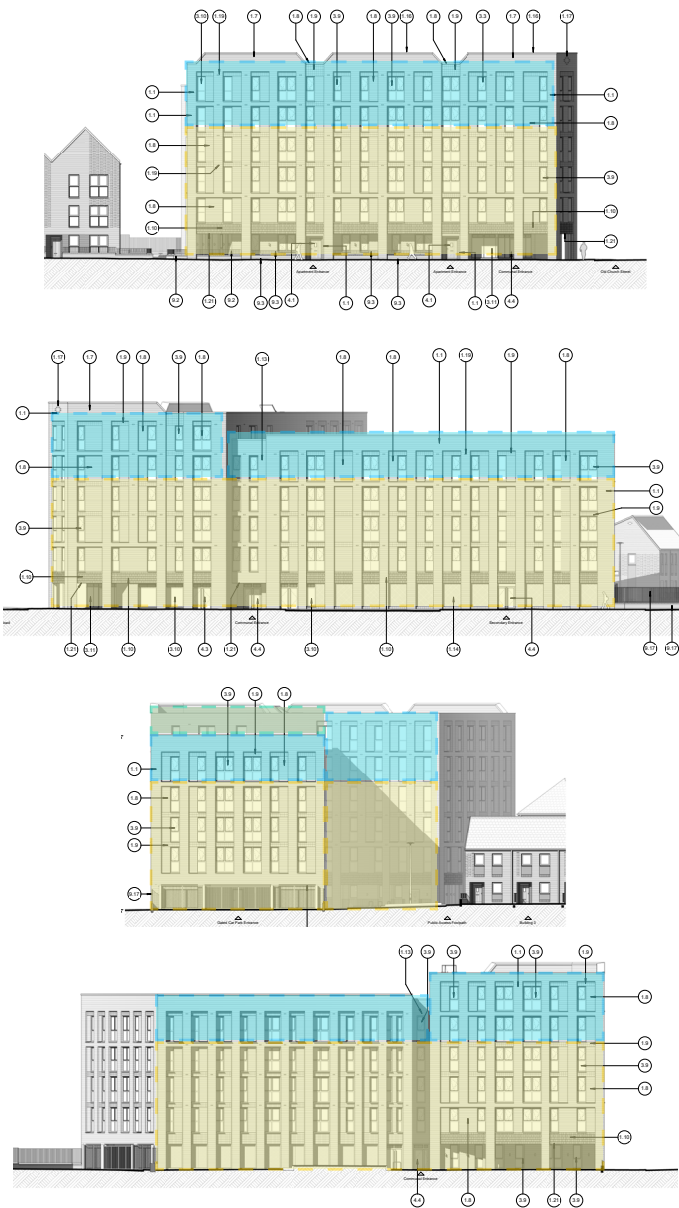
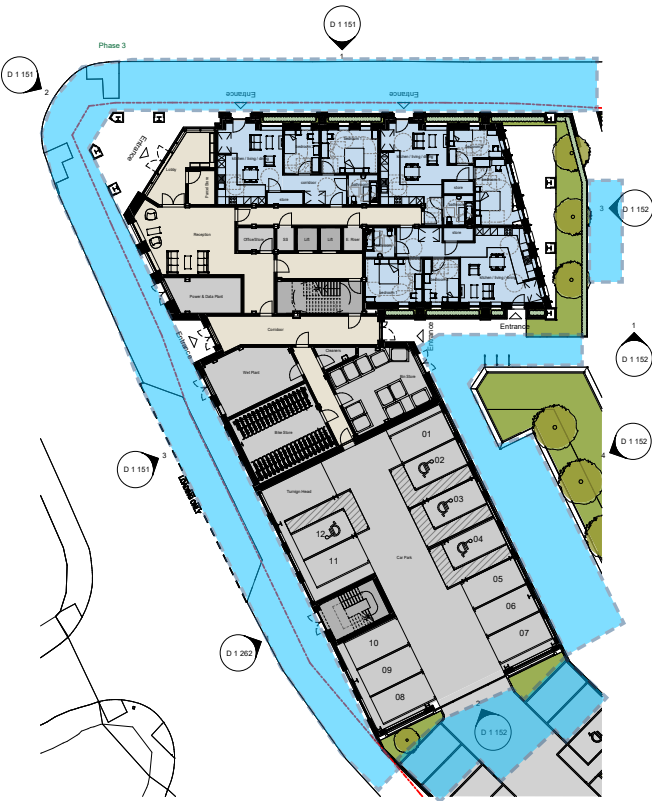
The cleaning and maintenance strategy for the apartment building will entail periodic access for routine cleaning and light maintenance, to be performed by trained and competent professionals, in a safe and efficient manner.

It is proposed that the building will be cleaned three times per annum, with a once yearly deep-clean. Due to the height of the building, a hybrid system is proposed, combining reach and wash, water-fed pole system and (Mobile Elevated Work Platforms) MEWP cleaning.

Ground and first, floor levels will be cleaned using a reach and wash, water-fed pole system. Access around the perimeter of the building is provided at ground floor level. Limited vehicular activity within controlled areas of the site, allows this approach to be conducted in a safe and controlled manner. All upper levels will be cleaned and maintained through MEWP access. Wide paved areas, around the perimeter of the building, have been considered to provide safe access to all areas of the façade.

Glazing facade replacement where necessary would also be achieved via MEWP access.

Roof level access is provided by roof hatch to Block A (G+5) and access to Block B (G+4) is via an access door from Block A.



Elevation Key

- Reach and Wash Pole System from Ground Floor Level 00-04
- Reach and Wash Pole System from MEWP Level 04-05
- Reach and Wash Pole System from Adjacent rooftop.

Plan Key

- Proposed potential external MEWP set down zones. Extent and suitability TBC with Principal Designer.

6.0 In Detail

6.07 Structural Strategy

Apartments

The proposed apartment or Phase 3 of the proposed development on Oldham Road is to be a 5 & 6 storey residential building.

Various structural options are currently being considered for the superstructure. The floor plates are generally to be reinforced concrete, either in-situ or precast. These will be supported either by a hot rolled steel frame, cold rolled cassette walls or integrated into a concrete frame solution.

Some structural solutions would require a transfer structure at level 01 enable the structure to co-ordinate with the proposed car parking arrangement.

The stability of the building will be provided by the floor plates acting as horizontal diaphragms transferring the horizontal loads to racking walls, braced bays or shear walls which act as vertical cantilevers transferring the loads directly to the foundations.

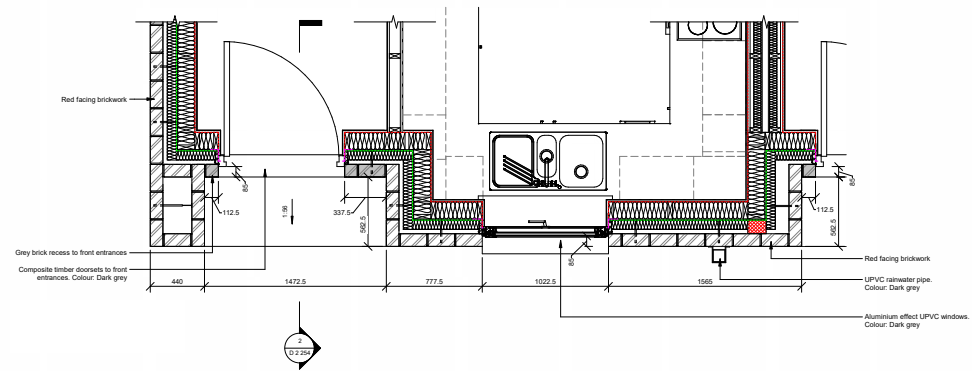
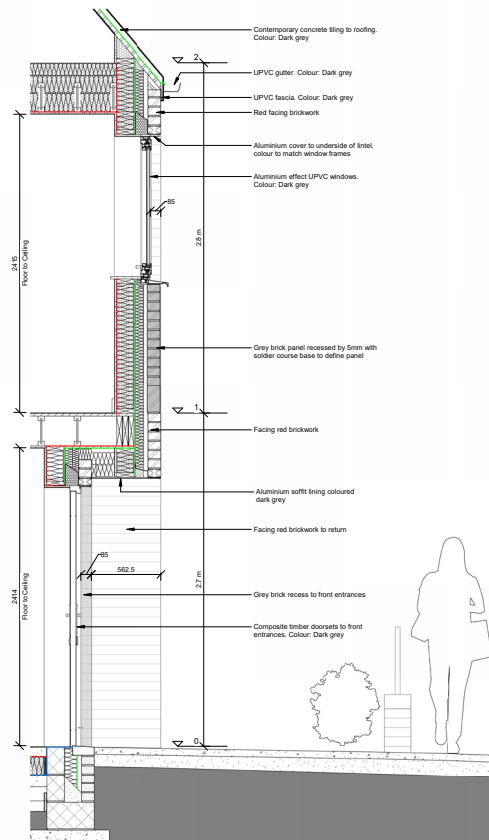
The foundations are expected to be supported on piles and due to the depth of made ground the ground floor slab is likely to be suspended.

Houses

The proposed dwelling houses that make up the majority of Phase 2, will be 2 storey terraced and semi-detached houses. These houses will be timber framed with facing brickwork.

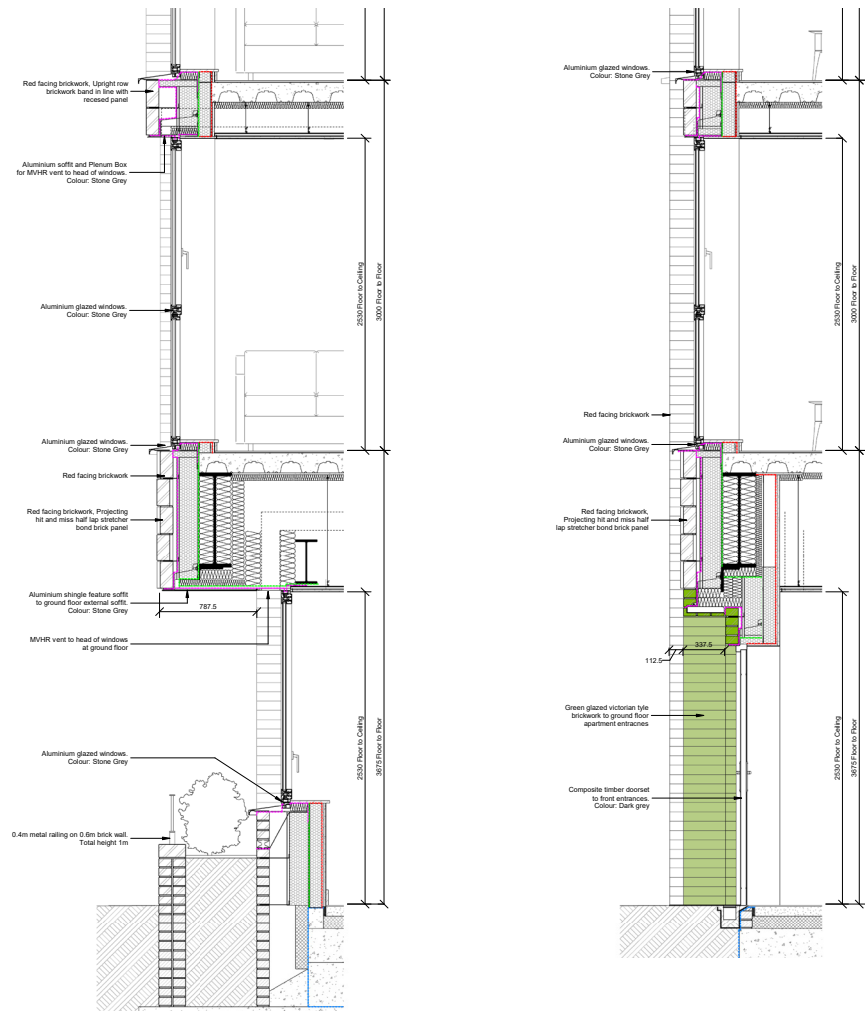


6.08 Typical House Facade Detail



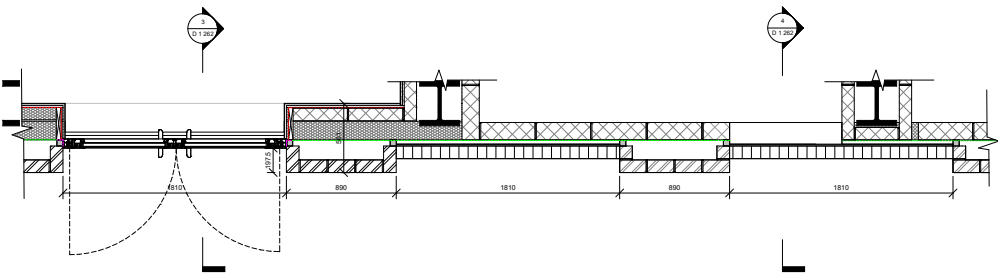
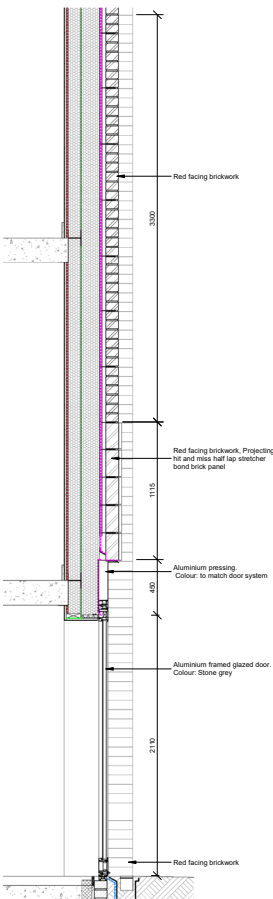
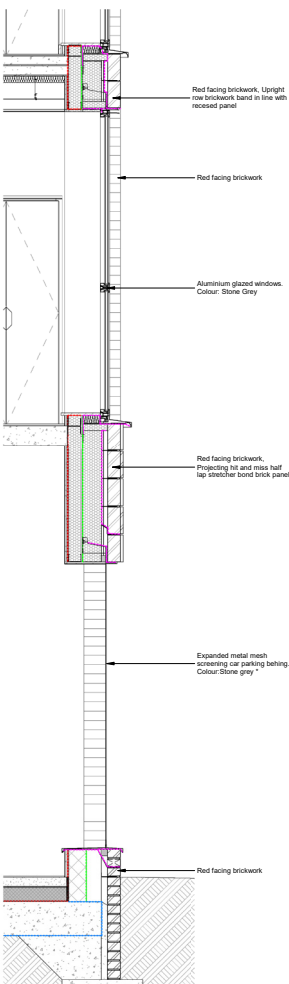
6.0 In Detail

6.09 Typical Apartment Facade Detail Block A



6.0 In Detail

6.10 Typical Apartment Facade Detail Block B





7.0 Conclusion

7.0 Conclusion

7.01 Conclusion

This Design and Access statement has described the exciting vision for Phases 2 and Phase 3 of development along Oldham Road, Newton Heath. The proposal takes currently unused brownfield site and re-imagines it as a range of new homes, providing 28, 2 and 3 bedroom houses and 81, 1 and 2 bed apartment.

The design proposal takes the principles of the previously approved scheme, knitting these new phases of development into Phase 1, allowing One Manchester to provide a range of new homes.

Providing a sustainable place for people to call home, both through the sites connections to local tram and bus networks, but also through a fabric first approach championing performance.

This application is made following a range of positive engagement with Manchester City Council.





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