Assael

D&A

Former Boddingtons Brewery Site / Manchester

Design & Access Statement

14 August 2023 I A3564

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1.1 The purpose of this document

This document has been prepared by Assael Architecture for Latimer Developments Ltd in support of a full planning application for the redevelopment of the Former Boddingtons Brewery Site, Manchester.

The report explains the design principles and concepts on which the development proposal is based and how these are reflected in the individual aspects of the scheme, including detail on layout, form, massing and appearance. A summary on technical strategies from some of the wider professional team is also included in this report, and a separate landscape report has been prepared by Exterior Architecture.

This document should be read in conjunction with accompanying drawings and reports, including the Planning and Tall Building Statement by Deloitte which highlights all the key planning policy compliance.

1.2 The developer

About Latimer

Latimer is the development arm of Clarion Housing Group. What sets Latimer apart is a long-term commitment to the people who live in our homes. We are committed to making a difference by building sustainable and thriving communities.

The surplus from Latimer developments is reinvested into Clarion Housing Group to build more affordable homes, improve and maintain existing social homes and support communities.

We are leading the transition to net zero carbon homes by 2050, generating over £3 billion of social value along the way and investing in our residents with jobs, skills and training opportunities. We're putting sustainability front and centre to ensure everything we build, own, and do is making a difference for our people and our planet.

What sets Latimer apart?

- Our long-term commitment to the people who live in our homes
- Latimer communities are to be socially and environmentally sustainable
- We deliver consistent commitment to high quality and low carbon properties
- We don't have shareholders, so we don't face short-term demands to make profit at any cost
- We're driven by our commitment to quality, community and places that succeed
- We're a dependable partner

We aspire to build 4,000 quality homes per year to play our part in tackling the UK's housing challenge.

1.3 Executive summary

The development of the Former Boddingtons Brewery Site will provide a new thriving community on the fringe of the city centre. The development sits within both the Great Ducie Street Strategic Regional Framework (SRF) and the Former Boddingtons Brewery SRF which overlap, with aligning principles. The development comprises 505 apartments between two buildings to create a mixed use development of residential uses (Use Class C3) with commercial uses (Use Class E) provided at the ground floor level, together with a new courtyard pocket park, landscaping, cycle parking, accessible parking spaces, highways works, access arrangements, and other associated works.

The residential dwellings will be accommodated in two buildings, ranging from 12 to 29 storeys, on the east and west of the new public courtyard. Single storey ancillary accommodation encloses the northern and southern aspects of the courtyard with a main public pedestrian route running east to west.

Despite this design and access statement being part of a new planning application, the development proposals are based upon the consented scheme for the site submitted end of 2021 (Application number.: 132416/FO/2021). The changes to the design have been led by Clarion Housing Group's instruction to introduce a second stair to both buildings to future proof the development and improve the safety for residents.

With the above in mind, the principles and design strategies remain the same where possible and only differ where necessary to accommodate access to a secondary stair, design changes to accommodate the proposed additional units and compliance with building regulations that have been updated since the previous planning submission.

Site area

0.51 hectares

Dwelling mix

The overall mix is as follows:

137	1 bed 2 person homes (27.1%)
250	2 bed 3 person homes (49.5%)
99	2 bed 4 person homes (19.6%)
19	3 bed 5 person homes (3.8%)
60.0%	On-site affordable housing will be provided

Density

990.2 dwellings per hectare (dph)
2,776 habitable rooms per hectare (hrh)

Parking

5	Blue badge parking spaces
505	Secure residential cycle parking spaces
26	Visitor cycle parking spaces

1.4 The professional team

Client/Developer
Latimer Developments, part of Clarion Housing Group

Architect
Assael Architecture

Planning consultant
Deloitte

MEP
Wallace Whittle

Landscape architects
Exterior Architecture

Sustainability
Atkins

Daylight consultant & Wind consultant
GIA

Structural engineer
SGI Consulting

Transport
Curtins

Cost consultant
Arcadis

Townscape consultant
Stantec

Fire consultant
OFR Consultants

BIM coordinator
Latimer Developments, part of Clarion Housing Group

1.5 Assael Architecture

Assael Architecture is an award-winning practice providing a cohesive suite of architecture, interior design and landscape architecture services to a range of developers, investors and local authorities.

Working across a range of sectors including hospitality, commercial and masterplanning, and specialising in residentially-led mixed-use schemes, our thorough site analysis and responsive design approach ensures the creation of vibrant new communities that are of their place.

Our expertise is most often called upon to realise the full potential and value of complicated and constrained sites, often in sensitive locations. We have therefore amassed many years of experience in the design and implementation of successful new-build mixed-use developments on tight urban brownfield sites, often involving the refurbishment of listed or historic buildings.

We regularly win awards for our projects, treatment of staff and business success. We have won Housing Design Awards, New London Architecture Awards, and The Sunday Times' Architect of the Year Award three times. We won the AJ100 Employer of the Year in 2017, Building Magazine's Good Employer Award for the fourth time in 2018, the AJ's Business Pioneer of the Year Award in 2015, and have consistently been on The Sunday Times Best Small 100 Companies to Work For list. This recognition by our peers is important to us, and drives our continual improvement.



1.6 Assael relevant experience

Old Brewery Gardens

Location	Manchester / UK
Client	Prosperity Capital Partners
Date/status	2017 - 2018 (planning consented)
Site history	Former Boddingtons Brewery

This development forms part of the wider residential-led regeneration of the Former Boddingtons Brewery Site in Manchester city centre. The site will be transformed into 556 new homes for sale and rent, 40,000 sq ft of commercial and retail space, and a range of residents' amenities. It is located adjacent to the east of the application site.

The design responds to the industrial red-brick character of the site's locality, separates the public and private activities by utilising the 10 metre level change across the site, and contributes significantly to the public realm by improving access through the site to Manchester Arena and Victoria train station, and providing green spaces to bring a natural touch to the urban environment.





Old Brewery Gardens, Manchester

Great Northern Tower

Location	Manchester / UK
Client	Taylor Wimpey
Date/status	1999 - 2006 (complete)
Site history	Brownfield site

At only 17 metres wide and rising to 78 metres tall, the Great Northern Tower was one of the first contemporary additions to Manchester's rapidly changing skyline.

Nestled between Manchester's International Convention Centre and the Grade II listed Great Northern Warehouse, the Great Northern Tower, known as the 'slot site', maximised its tight, narrow site to deliver 257 new homes. The building provided a catalyst for future inner city residential development on similar brownfield sites, with the offering of flexible living and the lifestyle benefits of easy access to Manchester's transport network and local shops, offices, bars and restaurants. Ground floor retail and leisure uses face outwards to complete the Great Northern Square.





Great Northern Tower, Manchester

Century Buildings

Location	Manchester / UK
Client	Crest Nicholson
Date/status	1998 - 2002 (complete)
Site history	Grade II listed building

Restoring activity and vitality to St Mary's Parsonage, Century Buildings combined assertive modern interiors with the existing fabric of the Grade II listed National Building to create a characterful development in Central Manchester.

Contemporary glass and steel bridges were inserted across the old lightwells for circulation, thereby replacing conventional corridors to liberate the plan form whilst linking the listed building and its 1960s extension to create one single building without any major modifications to the fabric of the historic building. Both buildings were also extended vertically, with lightweight steel and glass structures at roof level to accommodate penthouses and duplex apartments.





Century Buildings, Manchester

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Sand Hills
H.M.P Manchester
River Irk
River Irwell
Site
New Cross and Angel Meadow
AO Arena
A6402
Manchester Victoria
Manchester Cathedral
Ancoats
Northern Quarter
Google

2.1 The site

This section reviews the existing character of the site and surrounding area as well as the constraints and opportunities. A comprehensive appreciation of the overall site is the starting point for a successful design.

2.1.1 Site location

The Former Boddingtons Brewery Site is located north of the AO Arena, the city centre and Victoria Railway Station. It is bounded by Great Ducie Street to the west; the Travelodge and car parking site to the north towards Francis Street; the consented scheme of Old Brewery Gardens (currently car parking) to the east towards Dutton Street; and the construction site of Manchester City College to the south towards New Bridge Street.

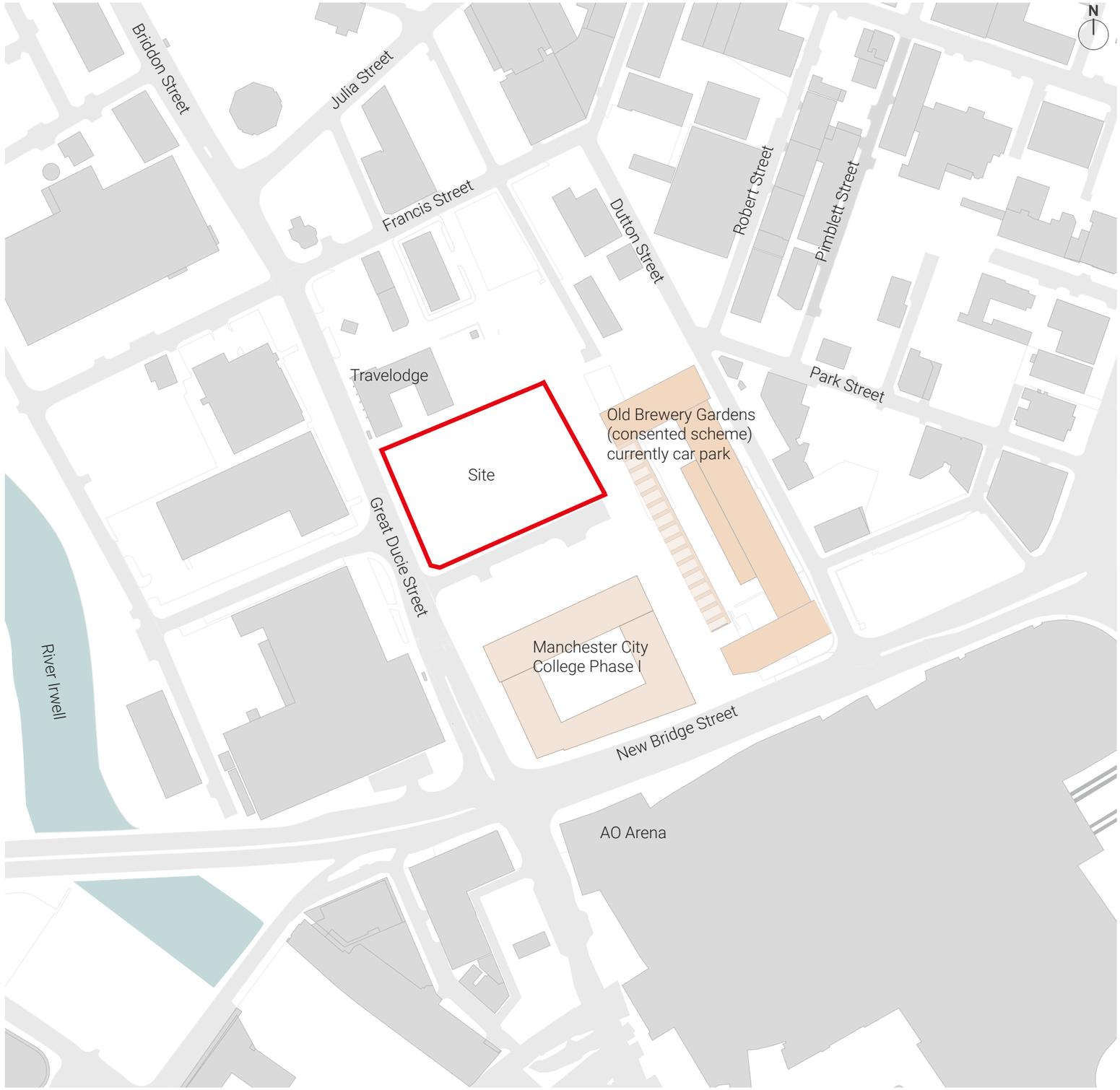
The site itself is currently underutilised and used as a surface car park of 192 spaces, enclosed largely by secure fencing with a gated entrance off Great Ducie Street and hoarding to the construction site along the southern boundary.



Former Boddingtons Brewery Site topography



Aerial view of the site



OS map of the site with the planning red line boundary

2.1.2 Existing site photography



View of site from Great Ducie Street facing north west



View of site from Great Ducie Street facing south east



View from site car park facing south west



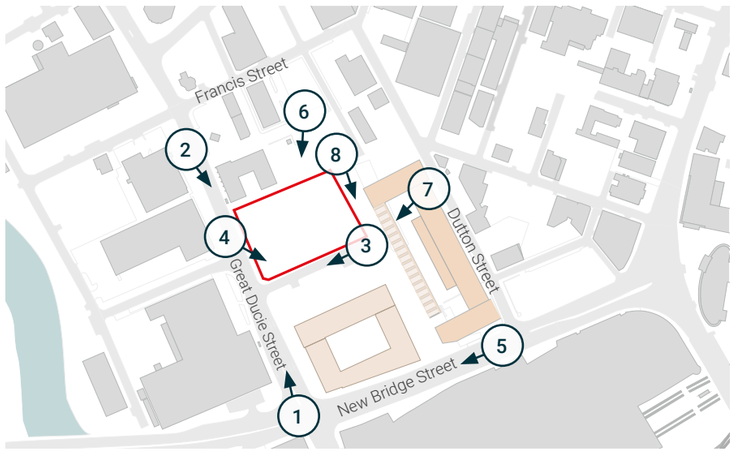
View of site car park facing south east



View of the AO Arena from the car park down Ring Road



View of site facing south from Julia Street



Key



Dutton Street car park facing south east



View of site car park facing south east

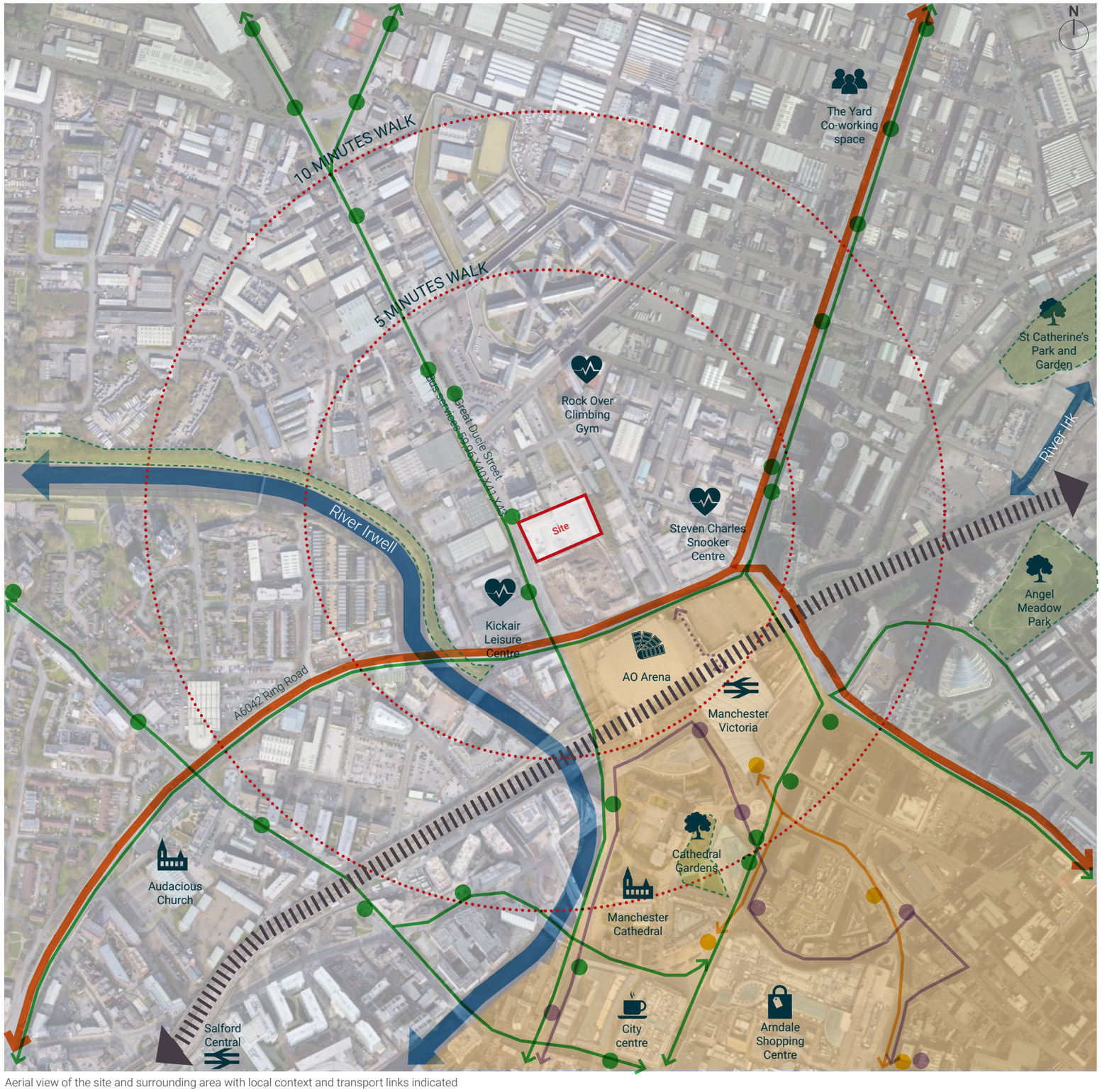
2.2 Transport & accessibility

The existing site is used as surface car parking, however its proximity to Manchester Victoria Station and city centre provides a strong argument for intensification as part of a mixed-use development. The adjacent diagram identifies the key strategic connections to nearby amenities, including primary vehicular routes, bus stops / routes and pedestrian routes.

The site benefits from good transport links, with Manchester Victoria Station a five-minute walk away. The site is also located in close proximity to the A56 and A6042 ring road, giving quick access to surrounding areas.

The area is particularly well catered for with amenities in close proximity to Manchester city centre, just south of the train station, which include a number of restaurants, cafés, and retail facilities. There are three leisure facilities within a five-minute walk of the site; a climbing gym, snooker centre and leisure centre with trampolining and indoor soccer facilities. The most significant green spaces nearby are Angel Meadow Park, a 15-minute walk from the site and the green space adjacent to the River Irwell.

In its current format, as a secured surface car park, the site does not contribute to the connectivity of the wider area. Pedestrian connections through the site are restricted even though the site has significant frontage along Great Ducie Street.



Key:

- Site boundary
- Manchester city centre
- River Irwell and Irk
- Railway line
- Primary bus route
- Primary vehicular route
- Pedestrian only route
- Primary tram route
- Primary metroshuttle route
- Bus stop
- Metrolink tram stop
- Metroshuttle stop

Aerial view of the site and surrounding area with local context and transport links indicated

2.3 Local context

2.3.1 Uses

A study of the uses of the surrounding context has been undertaken. This identifies characters of the surrounding areas, informing the design to create a high-quality coherent design that fits within its context.

The site is located in an area characterised by light industrial and leisure uses. However, the buildings immediately adjacent to the site comprise a hotel, college, office and consented residential Build to Rent scheme (Old Brewery Gardens).



River Irwell Path



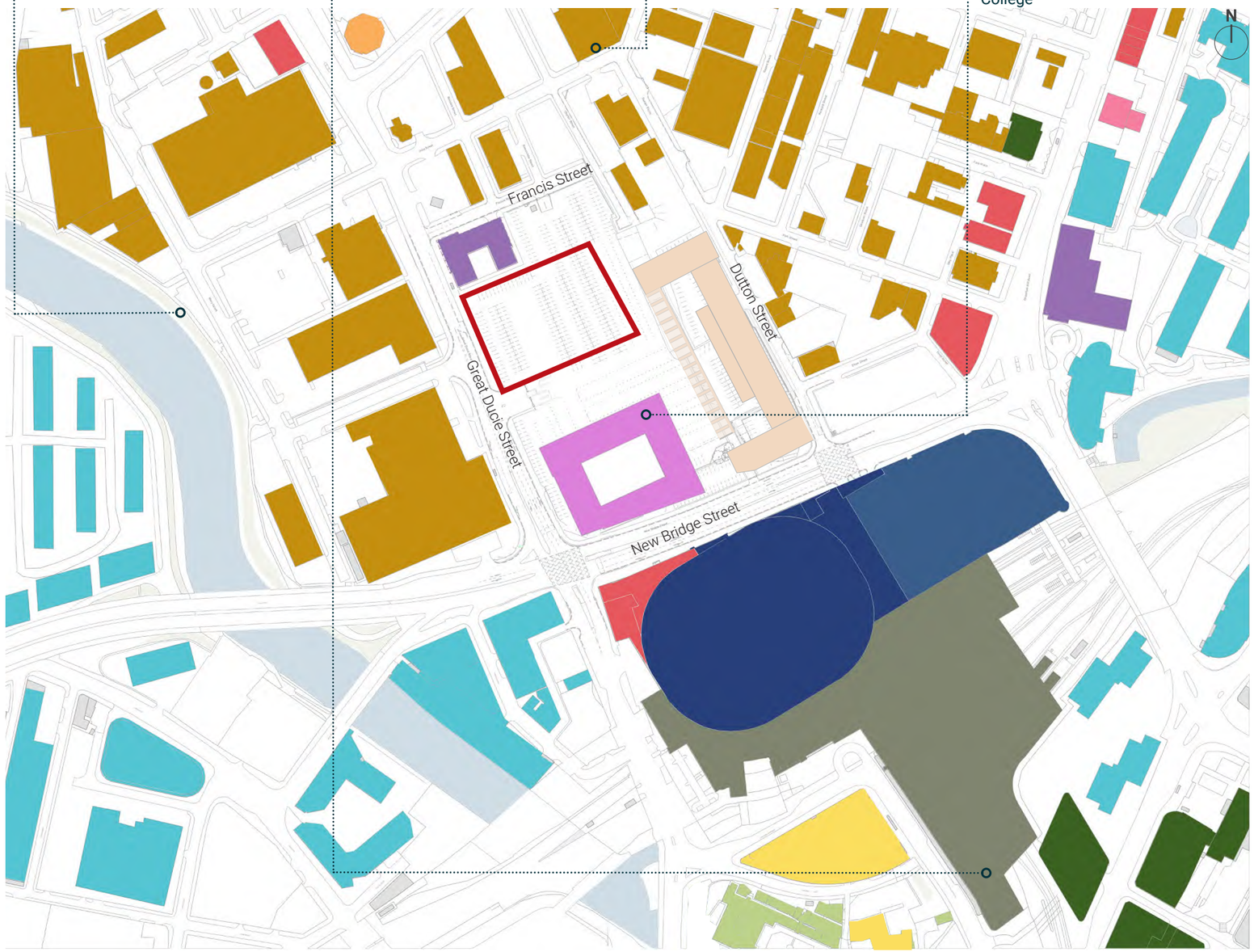
Manchester Victoria Station



Clarence Hatworks (Climbing Centre)



Media, Computing & Visual Arts College



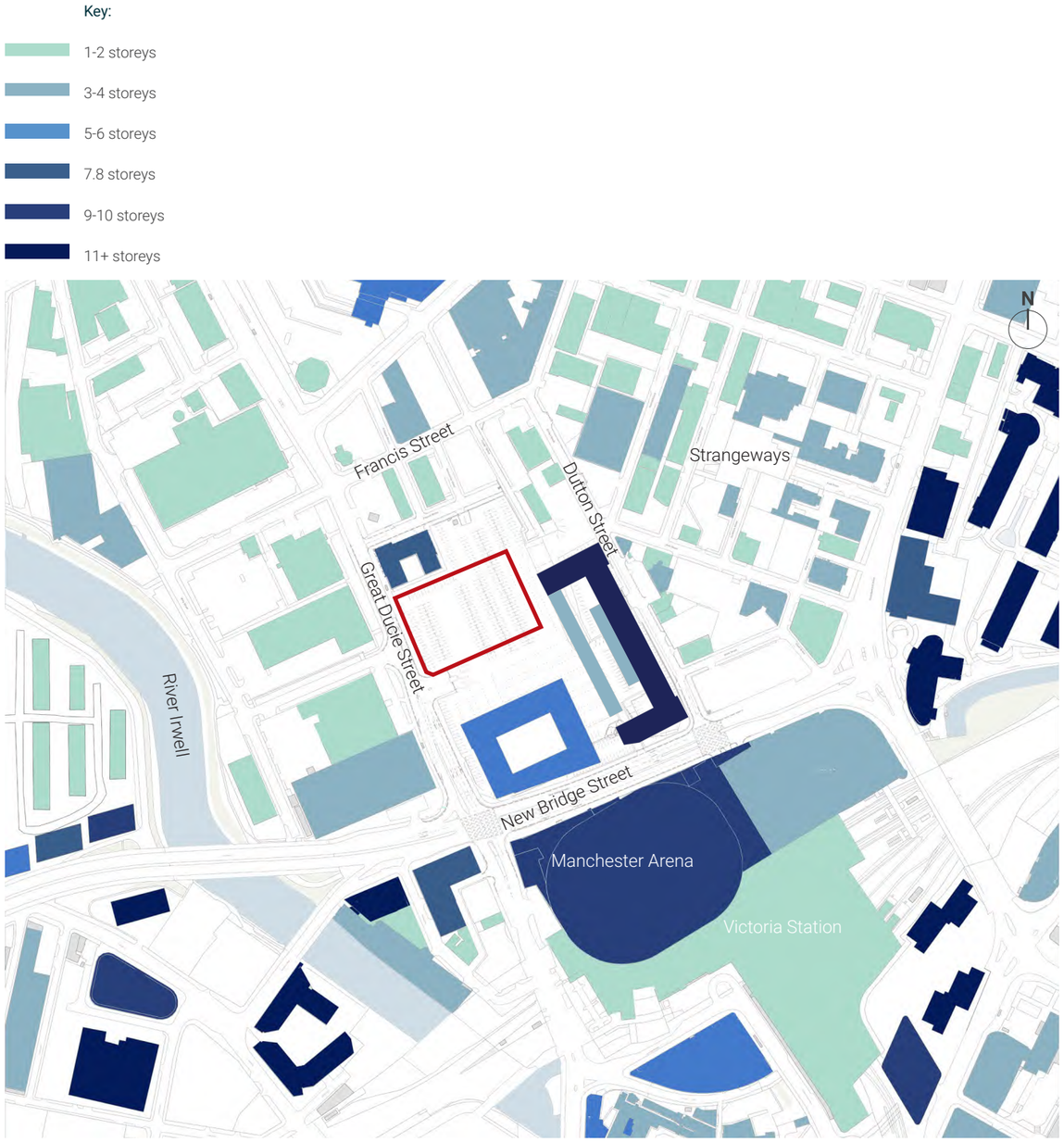
Key:

- Old Brewery Gardens (OBG)
- Residential
- Office
- Dance & Music school
- Petrol station
- Light industrial
- Library
- Retail
- College
- Hotel
- Prison
- Arena
- Transport hub
- Parking

Current ground floor uses

2.3.2 Building heights

The site is located in an area of change where historically buildings have been low-rise warehouses. As developments emerge responding to the Strategic Regeneration Frameworks (on which more detail is given in chapter 2.5), larger scale is being proposed achieving greater levels of housing and more effective use of brownfield sites. The new college to the south, currently under construction is five storeys, whilst Manchester Arena directly opposite is a seven storey building. The Travelodge to the north of the site is seven storeys high, whilst nearby approvals are substantially taller. Old Brewery Gardens consented scheme directly to the east of the application site ranges in height from one to 26 storeys with a cluster of buildings between 11 and 15 storeys.



Local context - height diagram

2.3.3 Urban grain

The site has the potential to provide a gateway from the city centre to the wider Chetham Hill area. The development of the site will encourage the expansion of the city centre further northwards and help to deliver investment to a part of the city which has traditionally been largely ignored by developers, potentially galvanising development in the wider area.

The figure-ground diagram below demonstrates the break down of the urban grain in and around the site, which presents the need for repair, introducing clearer permeability, routes and legibility. This can encourage increased pedestrian movement and activity, use of the riverfront, and a better connection to the centre below.



Local context - figure-ground diagram

2.4 Emerging context

This page summarises the surrounding schemes coming forward or recently completed in close proximity to the site. These developments, both consented and completed, have informed our design in understanding both the existing and emerging context within which the scheme sits.



Old Brewery Gardens - on site

- Assael Architecture
- Regeneration of the Former Boddingtons Brewery Site
- 556 homes for sale and rent
- 40,000 sq ft of commercial and retail space and shared amenities for residents



One Heritage Tower - achieved outline planning

- OMI Architects
- 545 x one, two and three-bedroom apartments
- 55 storeys
- Includes amenities such as gym and penthouse lounge



One Greengate - completed in 2016/17

- OMI Architects
- 497 apartments for private rent in two towers 31 storeys and 19 storeys high
- Mixture of one, two and three-bedroom properties



New Victoria - under construction

- Morgan and Sindall Group
- 450,000 sq ft of residential development
- 520 homes over two, 20 and 25 storey buildings
- Mixture of one, two and three-bedroom apartments



Medieval Quarter

- SimpsonHaugh Architects
- Rich in cultural and historical significance, home to Manchester Cathedral and Chetham's School of Music
- Features The Glade of Light Memorial Gardens (as pictured), paying tribute to the victims of the 2017 Manchester Arena attack



NOMA

- Arup (masterplan)
- Mixed-use redevelopment scheme, creating 4 million sq m of office, residential, leisure and hotel space
- 4 Angel Square (pictured, by SimpsonHaugh Architects), contributing to NOMA, is under construction, provides office, retail and flexible working space



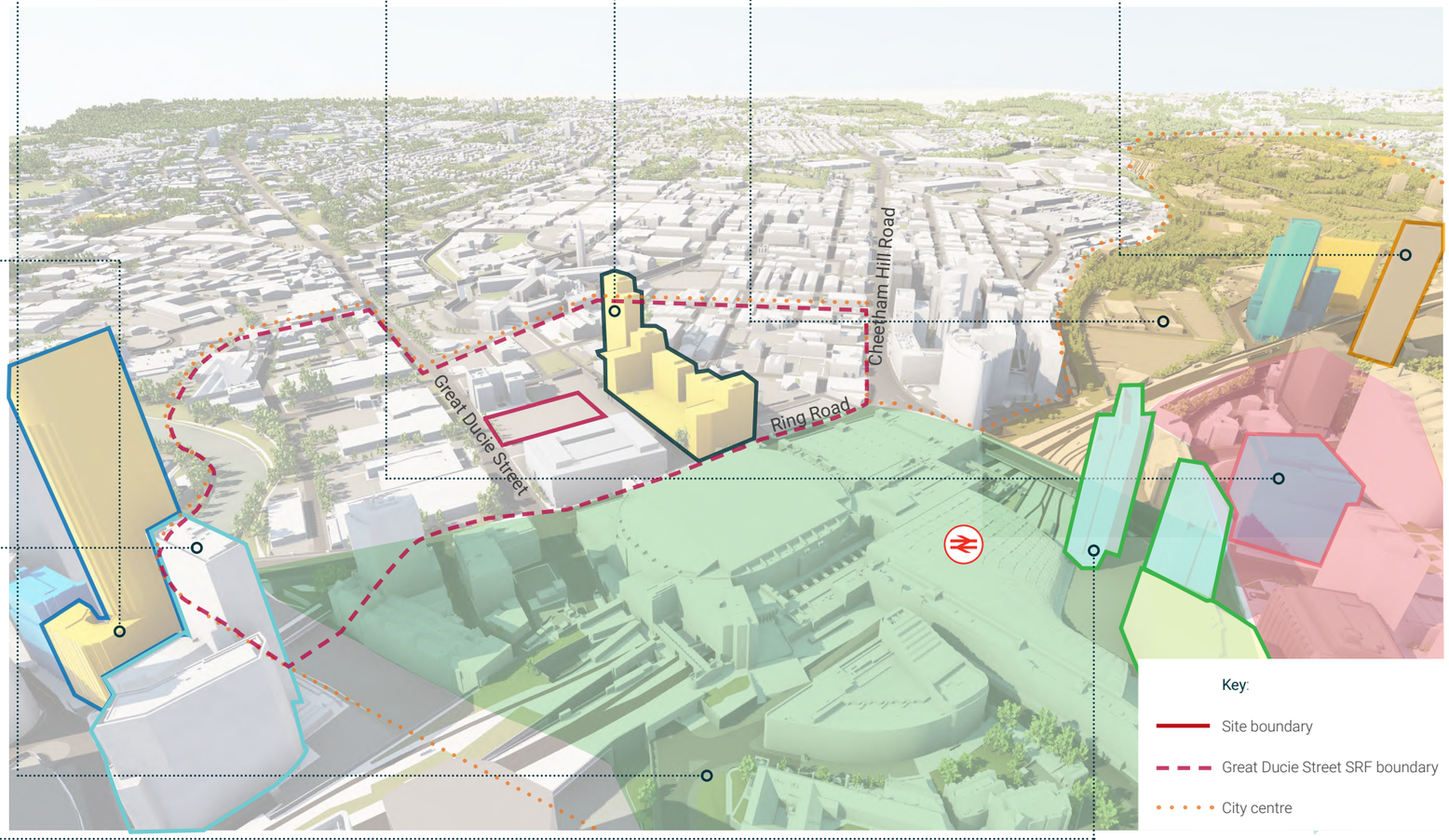
Northern Gateway

- AHR Architects: Gasworks New Town (as pictured)
- Redevelopment of former Rochdale Road Gas Works
- Nine buildings ranging form 8 to 34 storeys in height
- Mixture of townhouses and apartments



Meadowside

- 5Plus Architects
- 4 separate buildings including a 40 storey tower
- 757 homes
- Mixture of housing from large apartments to townhouses
- Includes public amenity at street level



2.5 Strategic Regeneration Framework context

2.5.1 North Manchester Strategic Regeneration Framework 2012

The site sits within the North Manchester Strategic Regeneration Framework (SRF) 2012, which sets out guiding principles for development in the area. The North Manchester Strategic Regeneration Framework (SRF) was originally endorsed by Manchester City Council in 2004 following extensive consultation with local communities.

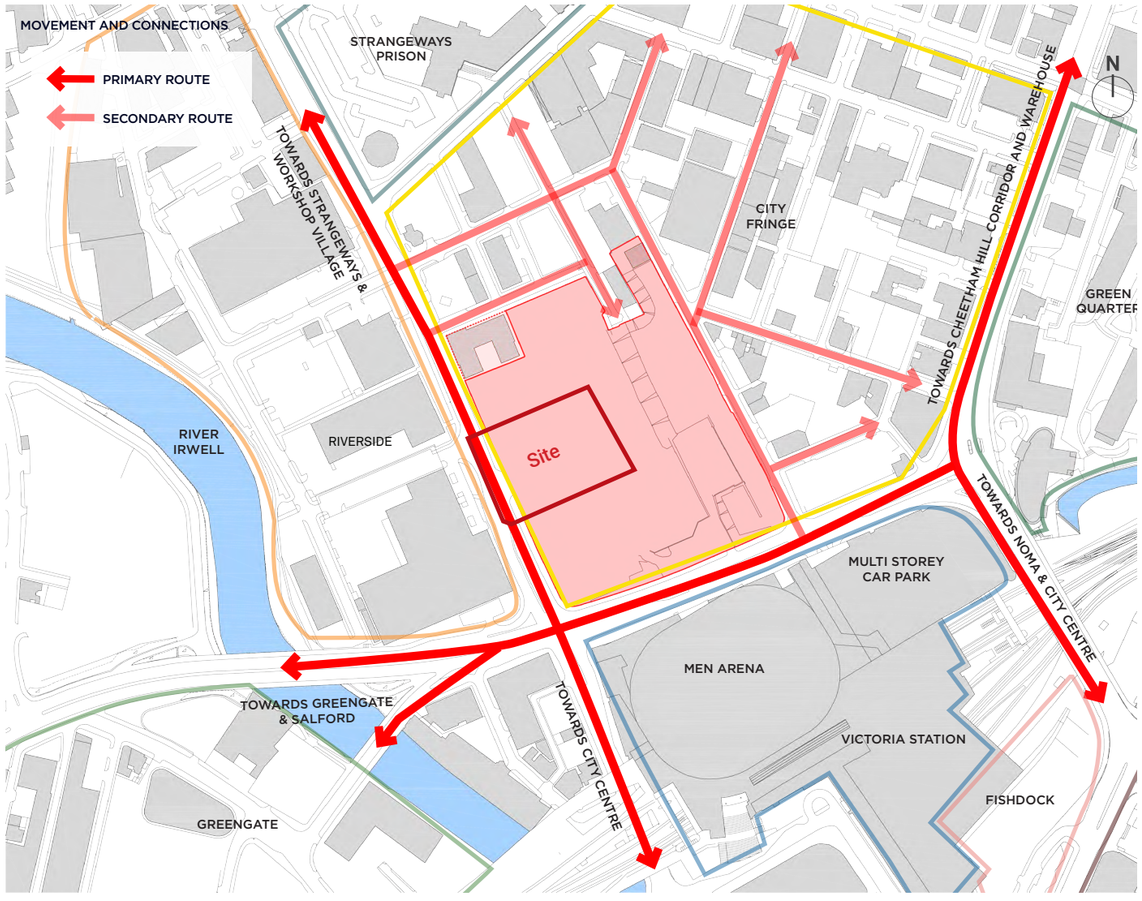
The Framework identifies that the role and future of North Manchester within the City and wider City Region is as a primarily residential area. Whilst a number of employment areas provide important job opportunities for local residents, the future success of North Manchester will be directly linked to the creation of sustainable urban neighbourhoods. In creating the conditions for private sector investment, the Framework outlines a strategy for restructuring and reinvigorating North Manchester's housing market, which focuses on four key areas: the people, the economy, the physical environment, and implementation. The North Manchester SRF is now superseded by the more recent SRFs, but it sets out the longstanding ambitions to regenerate the area and north Manchester as a whole.

2.5.2 Former Boddingtons Brewery Site Strategic Regeneration Framework 2015

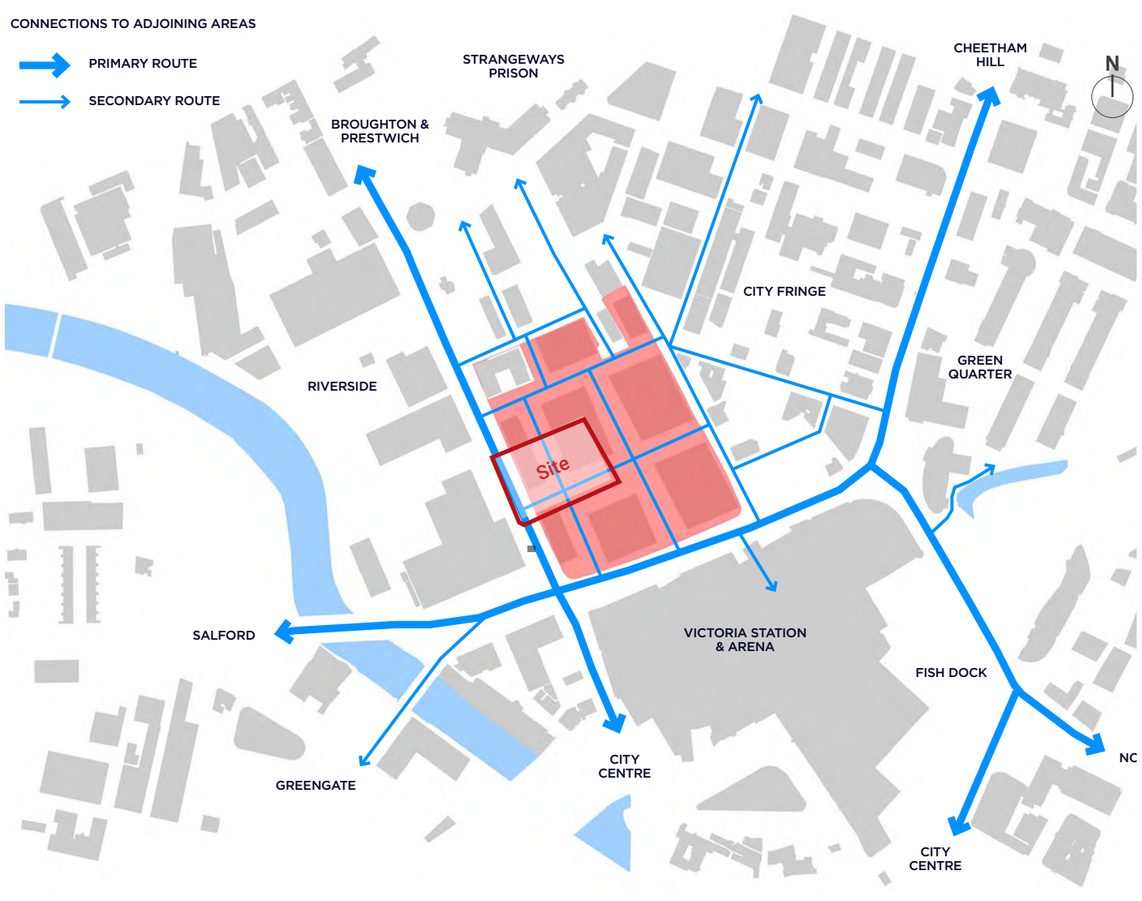
In 2007, a Strategic Regeneration Framework (SRF) was prepared by Manchester City Council to guide the future development of the Former Boddingtons Brewery Site as a basis for achieving a high-quality form of development that maximises the opportunity for this area to become an attractive and sustainable mixed-use neighbourhood. This document was updated and endorsed by Manchester City Council in 2015.

The core development principles within this SRF included the following points:

- Create a distinctive sense of place and neighbourhood
- Active frontage may be achieved through the position of residential front doors, which will provide enhanced animation to the street scene or some small-scale amenity around central public spaces
- New developments must be of a high quality in terms of buildings and public spaces
- There will be a particular focus on creating and enhancing walking routes along key pedestrian lines
- Principles that improve linkages between the site and other key regeneration sites will be encouraged. These key sites may include Greengate, the Corn Exchange, NOMA, the Green Quarter and the City Centre amongst others
- New areas of open space or public realm treatments will be included that can contribute to sense of place
- Protection of residential amenity will be a high priority and care should be taken to ensure that ground and lower floor uses are appropriate for a residential neighbourhood, avoiding the introduction of inappropriate late night uses



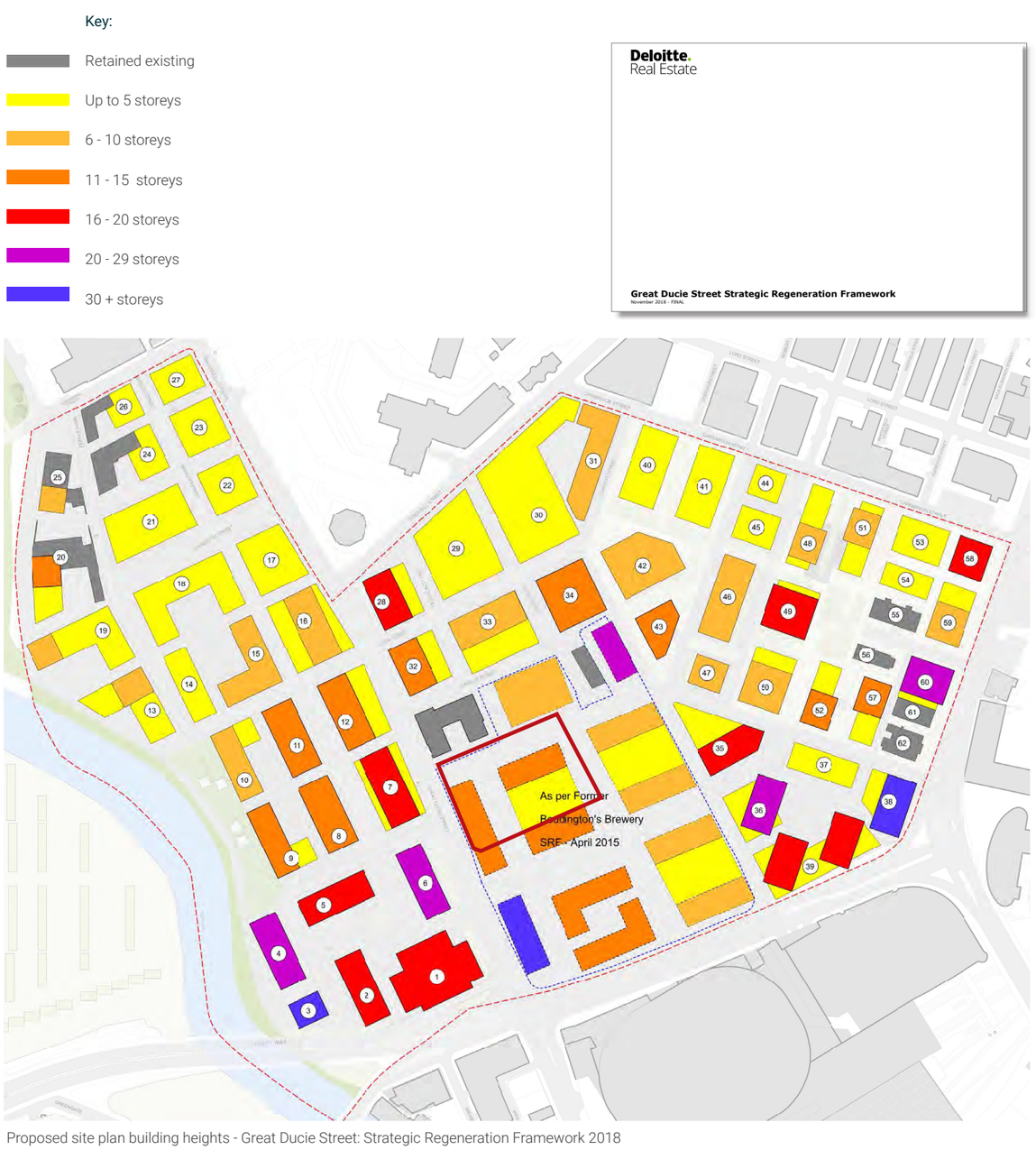
Movement and Connections diagram - Former Boddingtons Brewery Site, Manchester: Strategic Regeneration Framework 2015



Connections to Adjoining Areas diagram - Former Boddingtons Brewery Site, Manchester: Strategic Regeneration Framework 2015

2.5.3 Great Ducie Street Strategic Regeneration Framework 2018

The Great Ducie Street Strategic Regeneration Framework (SRF) was approved by the Council in 2018. The vision for this SRF was to create a mixed use neighbourhood with a strong sense of place and community adding that "new housing should contribute to the city centre's needs in terms of ensuring a balanced housing supply". It established that development within Cheetham Hill Gateway should be "predominately residential-led rather than commercial" adding that "commercial development at ground floor level may be considered acceptable" and demonstrated indicative heights of development within this area.

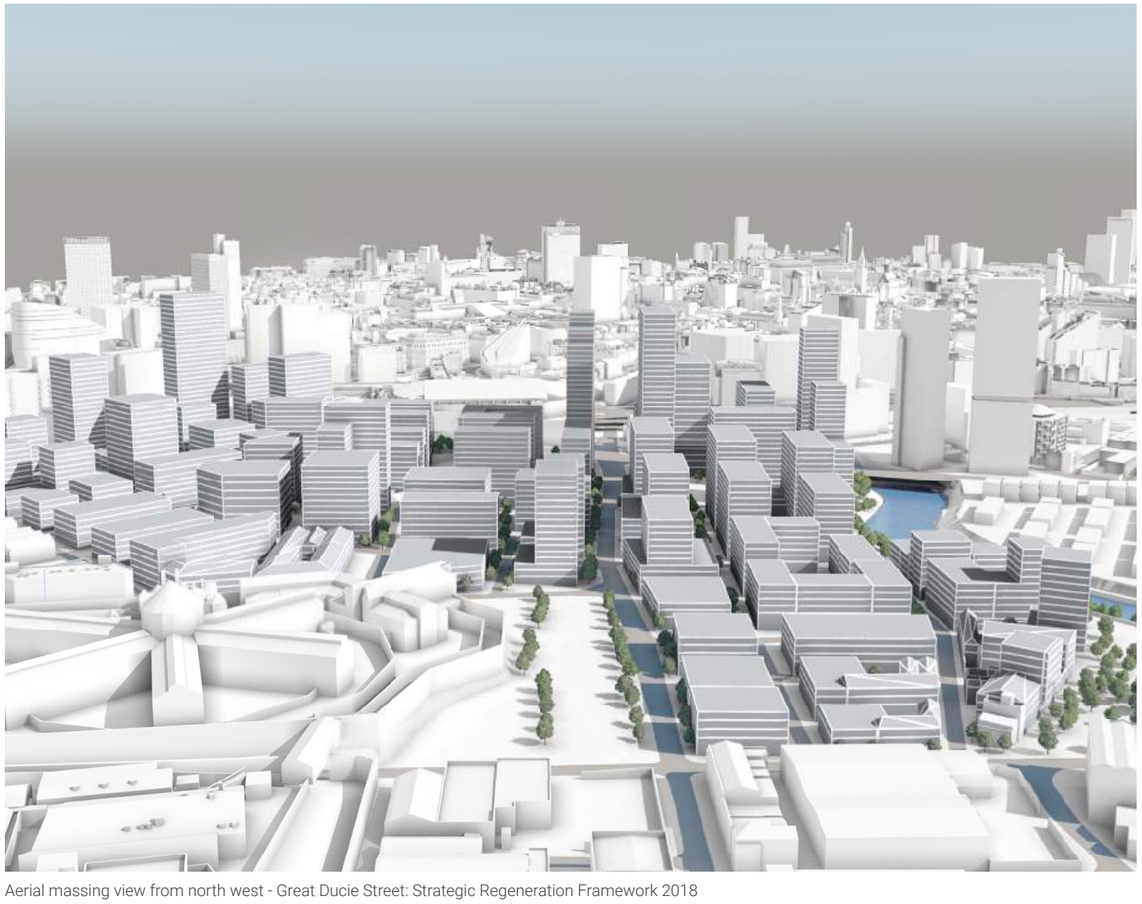


Proposed site plan building heights - Great Ducie Street: Strategic Regeneration Framework 2018

2.5.4 Former Boddingtons Brewery Site Strategic Regeneration Framework Addendum 2019

The addendum was endorsed by the Council's Executive in June 2019. It provides an update to the Former Boddingtons Brewery Site Regeneration Framework 2015, particularly in relation to the western part of the Former Boddingtons Brewery Site. This is due to a planning application of a residential development coming forward on the eastern part of the Former Boddingtons Brewery Site and the college taking ownership of the majority of the western part of the site in February 2019.

The addendum outlines the opportunity to promote educational use on the western part of the site and form a new city centre campus for The Manchester College. The framework supports the provision of high-quality residential, hotel or commercial and public realm alongside the campus should later phases not come forward.

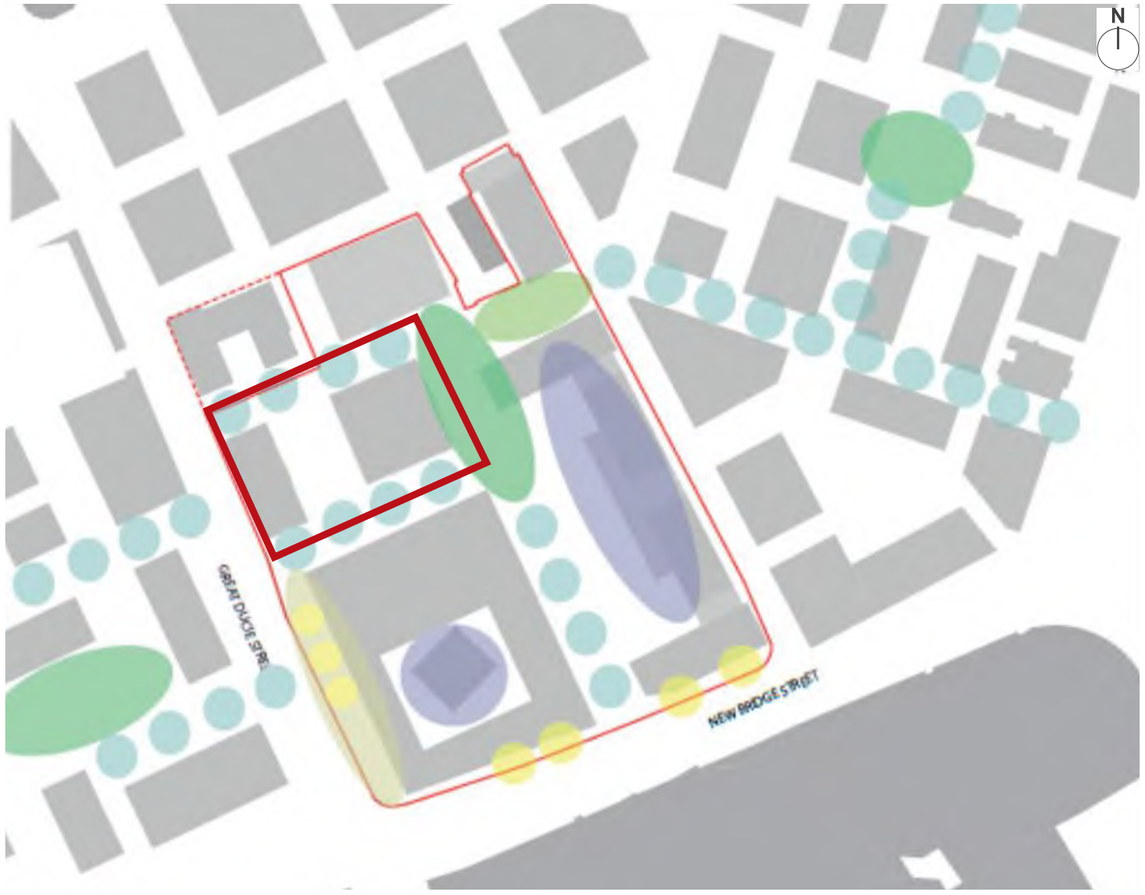


Aerial massing view from north west - Great Ducie Street: Strategic Regeneration Framework 2018

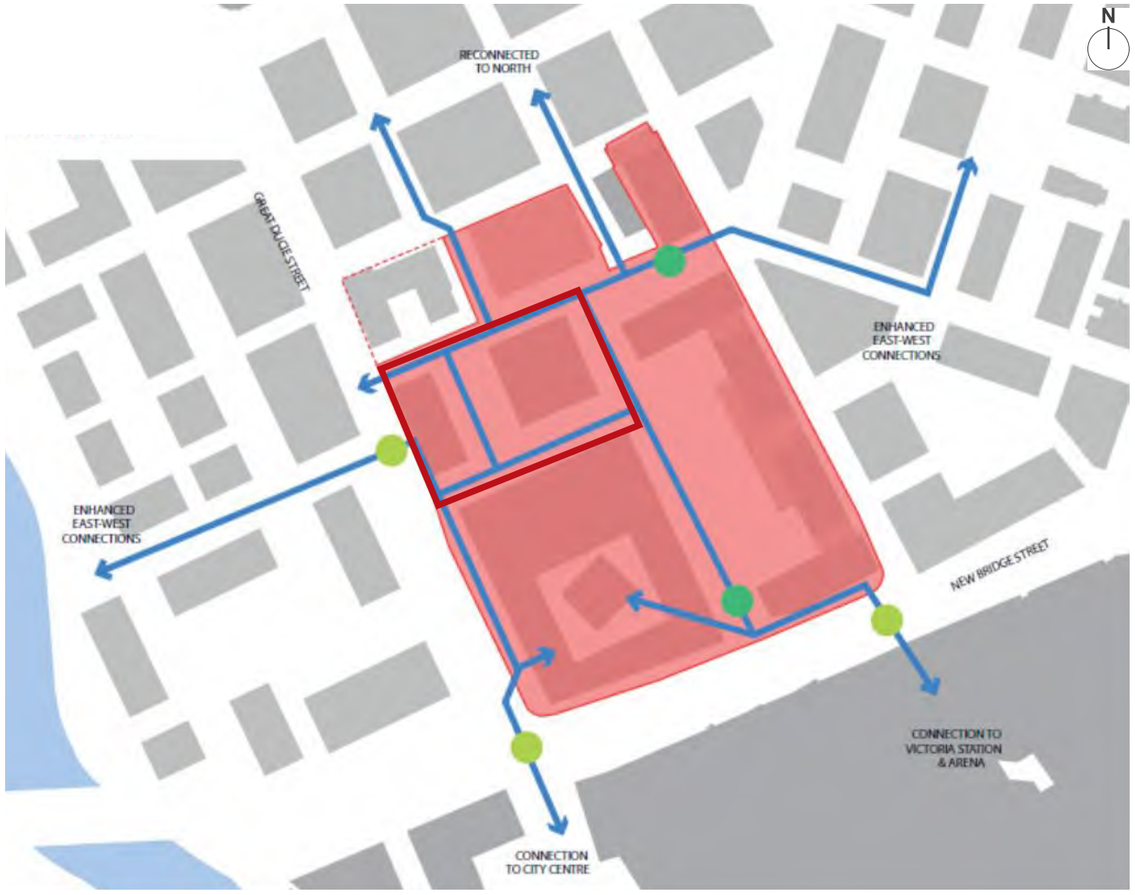
2.5.5 Urban design brief from the SRF

The following is a summary of the urban design principles from the Former Boddingtons Brewery Site Strategic Regeneration Framework (April 2015) and the Former Boddingtons Brewery Site SRF Addendum (February 2019), which forms the basis of the design brief:

- Residential provision will be predominantly apartment-led given the city centre fringe location. It is considered that a townhouse typology could also be incorporated at certain locations where this can sensibly respond to the form of the surrounding development plots as well as the character and density of surrounding neighbourhoods
- Protection of residential amenity will be a high priority and care should be taken to ensure that ground and lower floor uses are appropriate for a residential neighbourhood, avoiding the introduction of inappropriate late-night uses
- Commercial development will form an important part of the future of the site. A number of commercial typologies should be considered to allow for a full range of uses on the site, accommodating a range of businesses such as bespoke offices, flexible work space, workshops, incubator units, live/work units and standalone office units
- Small-scale retail units, financial and professional services, restaurants and cafés, hotel, health facilities, crèches, gyms and studios would be appropriate complementary uses
- The scale of building form should respond to the surrounding areas with regard to both height and massing, with the change in levels across the site being an important consideration
- The site location allows for tall buildings. It is a gateway site located on key routes into Manchester city centre and the presence of a well-designed tall building could make a positive impact on the quality of the skyline
- The junction of Dutton Street with Robert Street and Park Street could accommodate a taller building to mark the northern edge of the development and provide a focus for future regeneration of the underdeveloped areas of 'City Fringe' immediately to the east
- One of the key site constraints is the significant topographical change in levels across the site. Any proposed design approach should have consideration for how the scheme will allow ease of access across the site and in particular that access is achievable by all including those with disabilities
- New development should create an environment where the amenity of residents and the environment within the site with regard to privacy, micro climate, noise, refuse management, safety and vehicular movement, for example, are maximised



Aerial view of proposals from 2015 SRF



Typical floor plan of proposals from 2015 SRF with the planning application red line overlaid

2.6 Heritage context

This area of Manchester has a rich history, which is outlined below. This understanding of the site's evolution has played a role in the development of the final scheme within its detailing and approach.

2.6.1 History of the brewery

Strangeways Brewery was founded in 1778, just north of Manchester city centre. Henry Boddington, born in 1813, joined the brewery in 1832 as a travelling salesman and was made partner in 1848. Boddington took sole use of the brewery in 1877, and the business was valued at almost £150,000 by the time of his death in 1886.

On 22 December 1940, the brewery water tanks were hit by bombs during the Manchester Blitz, and the brewery had to be closed down for several months, with production moved temporarily to the nearby Hydes Brewery.

The last family chairman Ewart Boddington sold the company to Whitbread in 1989. Whitbread was taken over by InBev in 2000 who ended production at the brewery in 2004. The brewery was used as a venue for a series of club nights, known as The Warehouse Project, until 31 December 2006.

The landmark chimneys and the rest of the buildings were not listed and were demolished in 2007. The site is now used as a surface car park.

2.6.2 Site development

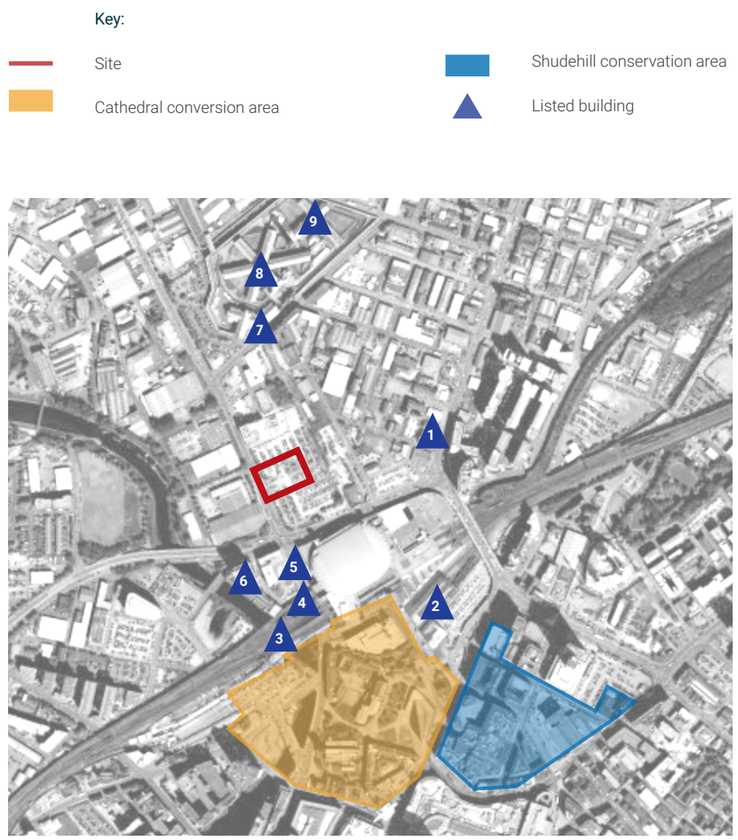
The following historic maps illustrate the Former Boddingtons Brewery Site's development.

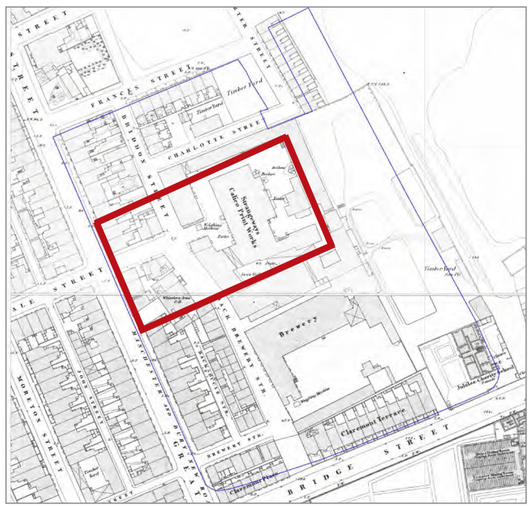
2.6.3 Conservation areas & listed buildings

The site does not lie within a conservation area. The closest is the Cathedral Conservation Area, 200m to the south, however, the height and massing of the AO Arena significantly obstruct views in this direction.

There are no listed buildings on the site, however, there are several within the immediate vicinity (within a 500m radius):

1. Former Synagogue - Grade II
2. Victoria Station including concourse to rear with restaurant and booking ticket hall - Grade II
3. Stephenson Bridge (Manchester) - Grade II
4. Middle Bridge - Grade II
5. North Bridge - Grade II
6. Manchester Parcel Post Office - Grade II
7. Gatehouse of Strangeways Gaol - Grade II
8. Main Prison Block of Strangeways Gaol - Grade II & The Tower of Strangeways Gaol - Grade II
9. Boys Prison Block of Strangeways Gaol - Grade II





1813

The site footprint contains a portion of what was once the Strangeways Calico Print Works. Development along Great Ducie Street lines the eastern boundary, defining the street edge, behind which the south portion of Briddon St. and north portion of Back Brewery St. ran parallel to Great Ducie Street. In the south-east portion of the site boundary sat the Whistlers Arms Public House.



1892

Later Victorian maps reveal how the surrounding area had expanded and developed throughout the 19th Century to the north and east of the site. Briddon St had become continuous and the connection to Bridge St to the south had been closed. The print works area had been reconfigured and the site boundary housed the "Strangeways Finishing Works" and "Albion Works".



1951

Post-war maps illustrate the destruction to the city fabric surrounding the site, with gaps appearing in the Victorian street pattern along Great Ducie Street, below the site boundary and along Dutton St. However, the site itself remained relatively unchanged, the plots to the north-east of the site have been amalgamated into a warehouse building.



1992

By the end of the 20th Century. Briddon St. had been shortened, closing its northern connection to Francis St. and the Brewery had grown from its position to the south of the site boundary to encompass a significant portion of the site footprint.

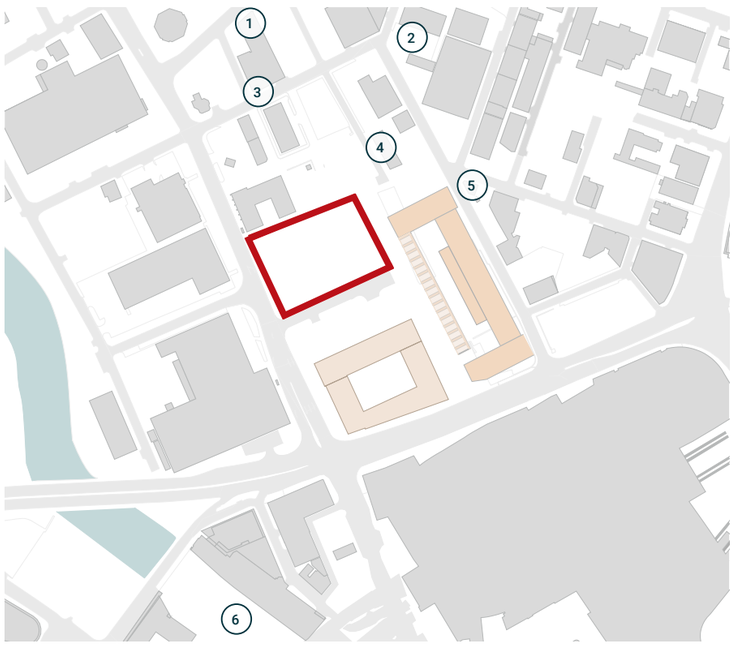
2.7 Local character context

The immediate context is characterised by a lack of distinct character, a mixture of urban grains, and a piecemeal collection of buildings. However, as part of our character analysis and site visits, clear themes and common details emerge; which help to shape the materiality and architectural approach of our proposals.

The sketches on this page capture some of the key features in the immediate surrounding area. These include red brick and stone materials, intricate detailing on industrial buildings, horizontal banding and how many buildings ground with a strong base.



Boddingtons Brewery c.1986



Key plan

1



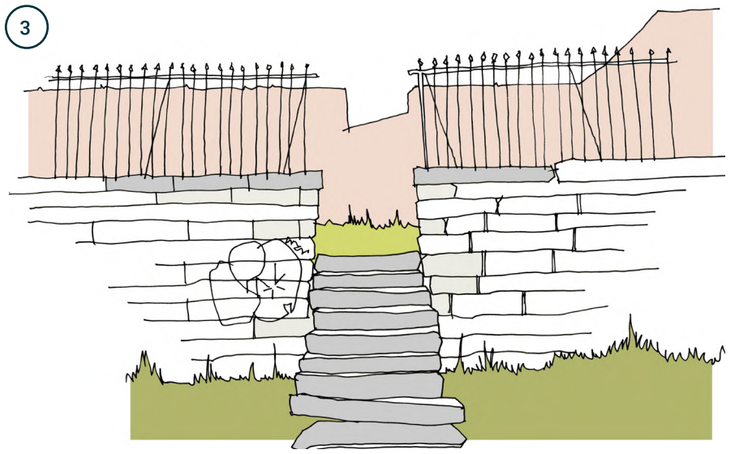
Numerous light industrial warehouses remain, these are mainly built using brick, steel and glass

2



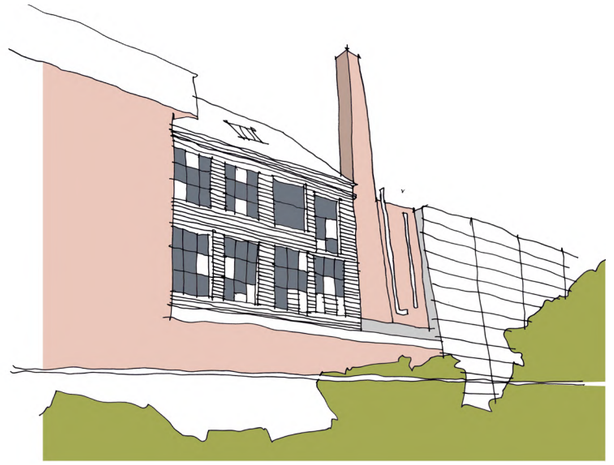
Looking down Dutton Street, Strangeways Prison can be seen beyond. Some buildings of character create important vistas contrasting with low industrial sheds also present

3



The streetscape is characterised by a number of unusual features accentuating the level changes

4



Key features of light industrial buildings are chimneys that can be found around the site. These are visible landmarks in the streetscape

5



Corners are often strengthened by buildings following the street geometry

6



Large brick buildings are present all around the site. The bricks used are mainly red/orange. These define the character of the area

2.8 Local material palette

There is a large variety of material finishes within the site's immediate context. Most buildings have red brick as the main material with a large number of the surrounding buildings exhibiting excellent detailing and articulation. Additional detailing in the form of stone window reveals and cills, horizontal banding, engineering brick corners, and a variety of decorative brick courses surrounding windows add further interest.

The bottom left image depicts a view looking into Manchester city centre, a kind of layering of architectural and urban history presented in the city skyline and built fabric.



1. Decorative architectural metalwork on Cathedral Approach



2. Simplified detailing with varying brick bays



View looking east across Medieval Quarter illustrating the layering of building characters in Manchester



3. Horizontal stone banding



4. Residential scale windows with stone cills



5. Solid plinths with piers and recessed panels



Key



6. Rational rhythm across the façade



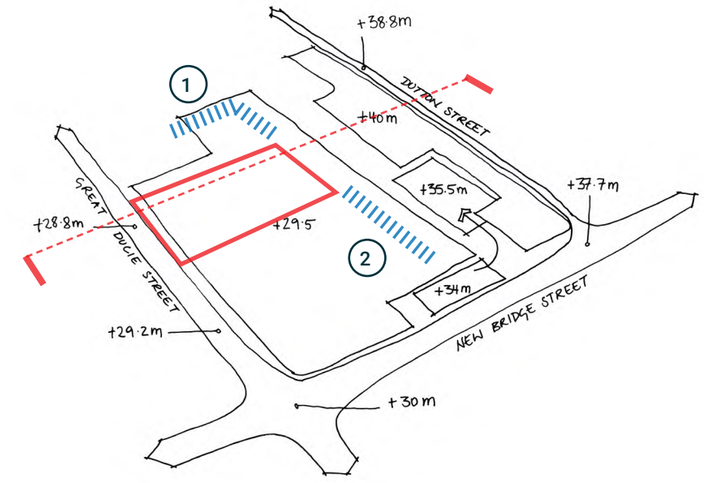
7. Use of material to wrap around and express ground floor entrance

2.9 Natural features

2.9.1 Topography

The main natural feature of the site is characterised by its topography. There is a distinct existing level difference of approximately 10m between Dutton Street to the east and the surface car park of our site and the subsequent boundary of Great Ducie Street.

The level change is currently addressed by a series of masonry retaining walls and angled embankments to the east where the consented Old Brewery Gardens scheme will be built. As part of the Old Brewery Gardens the level change is addressed by providing a landscape and stepped access route between the buildings, and the proposed public boulevard which the commercial spaces front onto and at the level of our site. The site then continues to slope a further metre along its length toward Great Ducie Street.

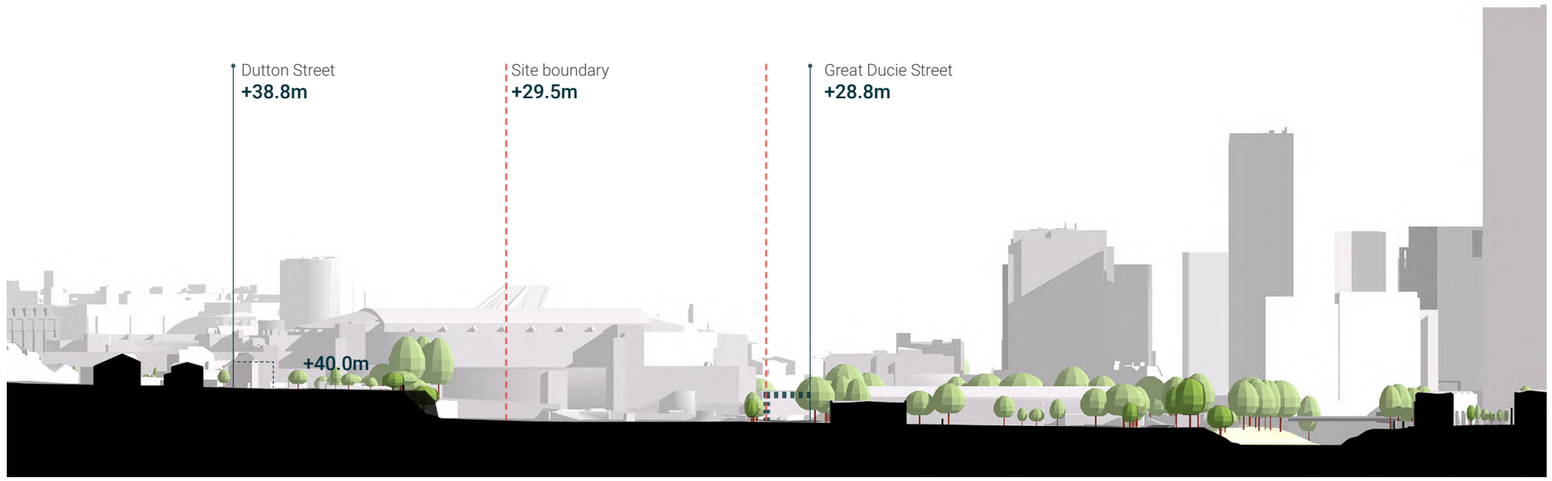


Sketch showing existing site levels (in metres AOD)

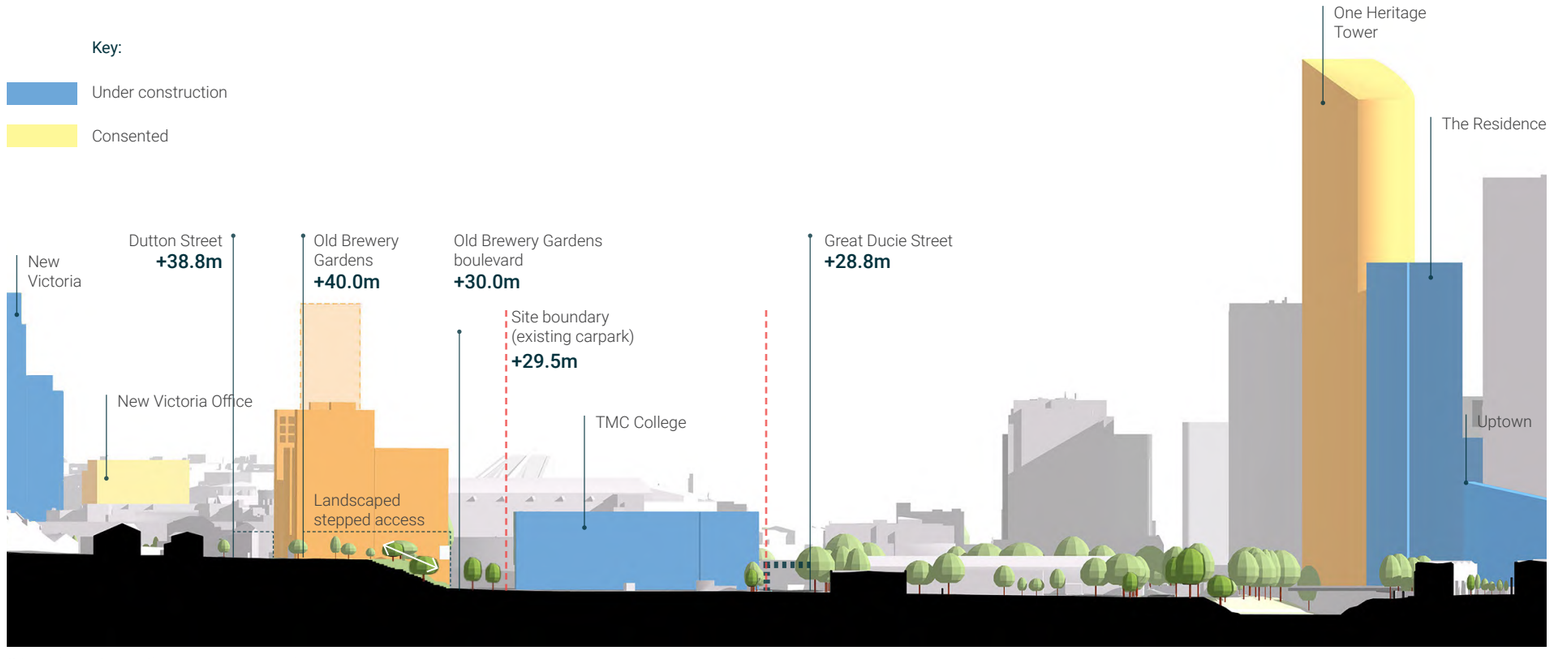




Photos from the Site showing retaining walls



Existing site wide section



Site wide section with emerging proposals

Introduction

Context

3.0 Design process

Design response

Access

Appendices

3.1 Introduction

The design response presented in chapter four of this document is based upon the consented scheme as submitted end of 2021 and the analysis and consultation process undertaken for that planning application with new project brief requirements being built upon those principles.

This chapter presents the opportunities and constraints that have been considered and addressed in the design. From this analysis and the consultation process, a design strategy has been adopted and a design response prepared.

3.2 Brief summary

3.2.1 The vision

The vision is to:

- Transform an edge of city centre location into a place of aspiration and quality
- Create a high-quality residential development that will contribute to the regeneration of the Great Ducie Street area. The intervention will come towards shaping a new thriving neighbourhood benefiting from the amenities and connections offered by the proximity of Manchester city centre
- Define a new identity for the Former Boddingtons Brewery Site and create a place which future residents will be happy to call home
- Deliver high sustainability levels, achieve biodiversity net gain and achieve compatibility with operational net zero carbon. To build a high number of homes much needed for the Manchester residents, and to tackle social inequality

3.2.2 Key project objectives

To achieve the project vision, the following project objectives have been set:

- Placemaking – research has shown that often the features that homeowners value most about their home are not necessarily associated with the merits of the building itself but rather the environment. High-quality public realm and access to open spaces and neighbourhood amenities need to considered as much as if not more than designing attractive buildings
- Create a mixed use, inclusive and tenure blind community in a new Manchester neighbourhood, providing high-quality new homes, offering a mix of unit sizes and typologies for different households.
- Deliver biodiversity gains through landscaped private and public amenity spaces for the new residents
- Promote active travel and encourage the use of public transport, walking and cycling
- Responding to the local context / heritage to deliver an attractive scheme with a strong identity
- Ensure that environmental sustainability is designed into the scheme so as to address climate change challenges
- Integrate with the vision for the SRFs
- Engage with the local community and stakeholders to incorporate their vision and address their needs
- Create a safe and secure environment with passive visual surveillance



Site within emerging context

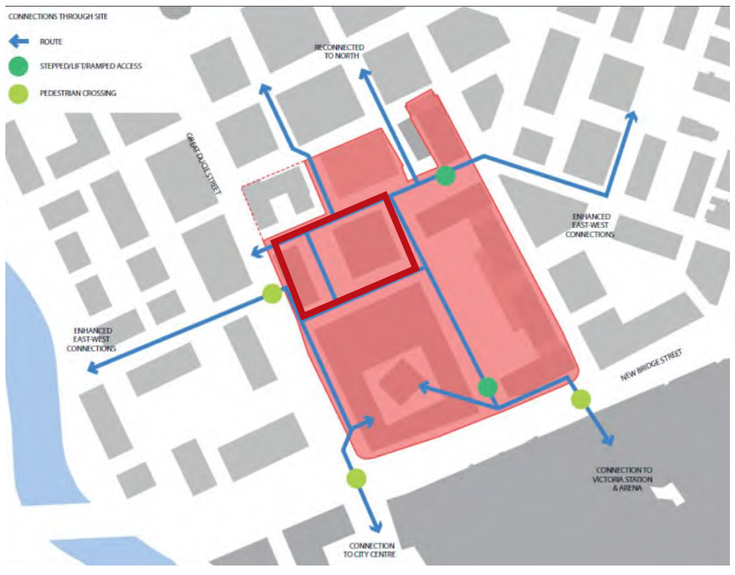
3.3 SRF masterplan analysis

The design process began by analysing the proposals within the Strategic Regeneration Framework, Former Boddingtons Brewery Site SRF Addendum, June 2019. This was a key process that heavily informed the design response.

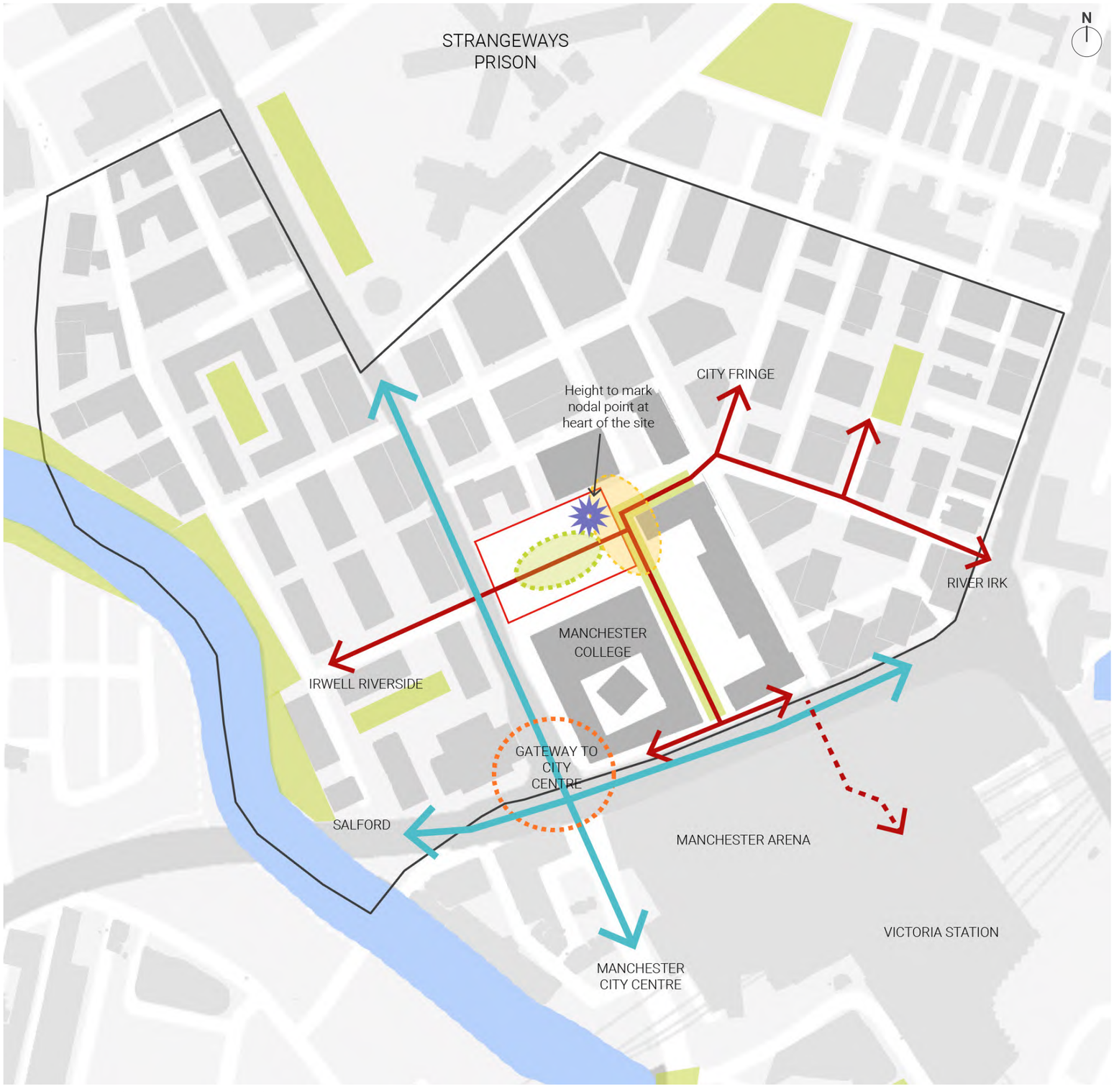
The connections within the SRF did not align with the true desire lines across the Former Boddingtons Brewery Site. This strategic realignment through the site focused a single primary pedestrian route which would connect to the wider context and also create an opportunity to add a new public pocket park within the SRF, as shown on the diagram.

Key:

- The site
- Great Ducie Street SRF
- Key pedestrian routes
- Secondary pedestrian links
- Key vehicle routes
- Public landmark/point of interest
- Public plaza
- High-quality public realm
- Proposed pocket park
- Gateway



Connections - Boddingtons Brewery Site SRF Addendum (June 2019)



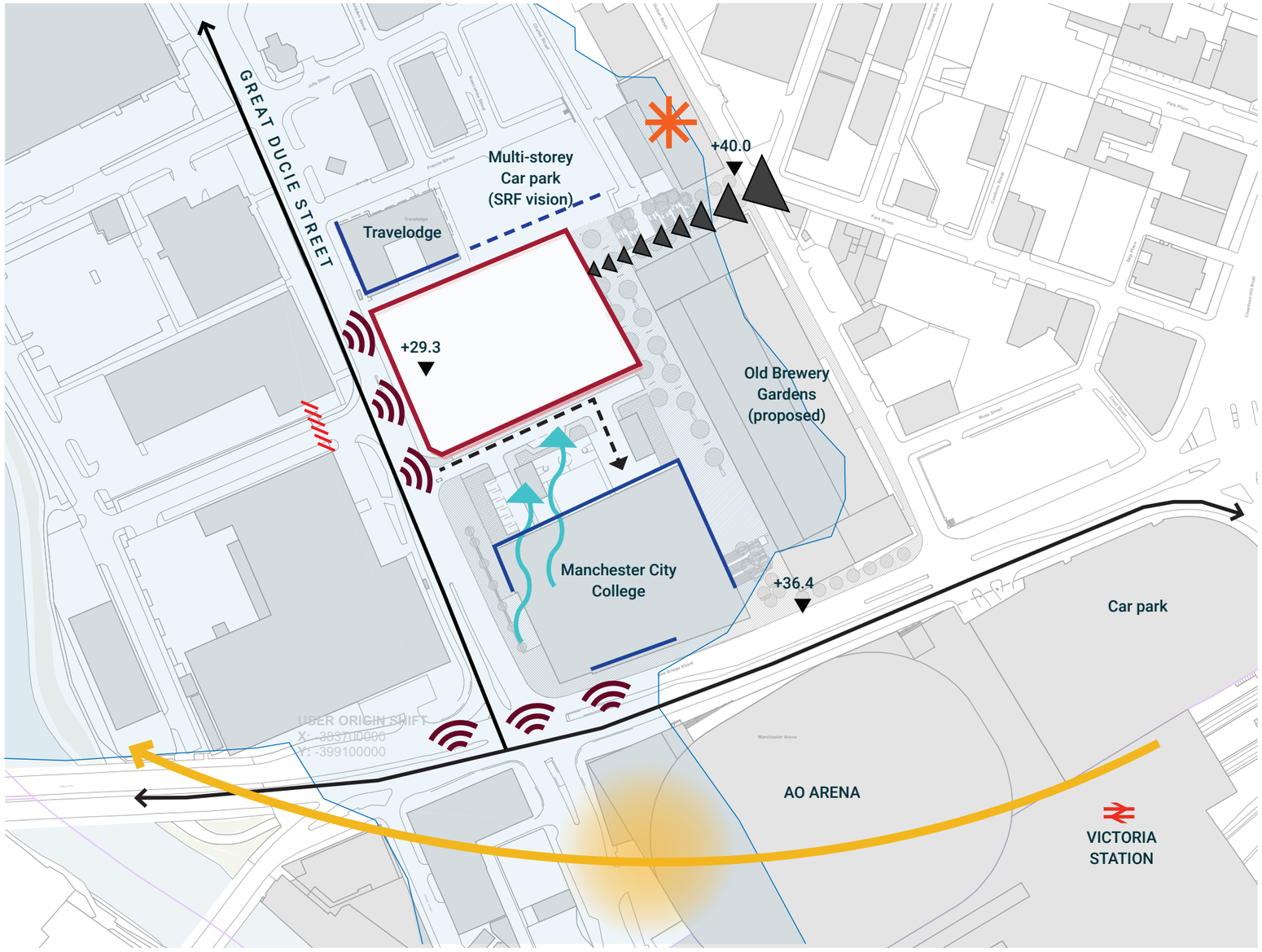
Proposed revised SRF diagram showing the desire lines

3.4 Design constraints summary

This diagram highlights the constraints presented by the site.

The site sits at an angle of c. 23 degrees from north, with a prevailing wind from the south direction. There is a significant level difference of 10m from Dutton Street to the eastern edge of the site, a stepped public connection is proposed in this location in the consented Old Brewery Gardens scheme. Great Ducie St. along the western edge of the site and connecting arterial routes towards the city centre to the south, contribute noise and pollution from traffic.

The Travelodge building sits along the northern boundary of the site and Manchester City College is under construction to the south. This diagram demonstrates the areas of these buildings without active frontage. The AO Arena and Victoria Station are located to the south of the college, towards Manchester city centre.



Key:

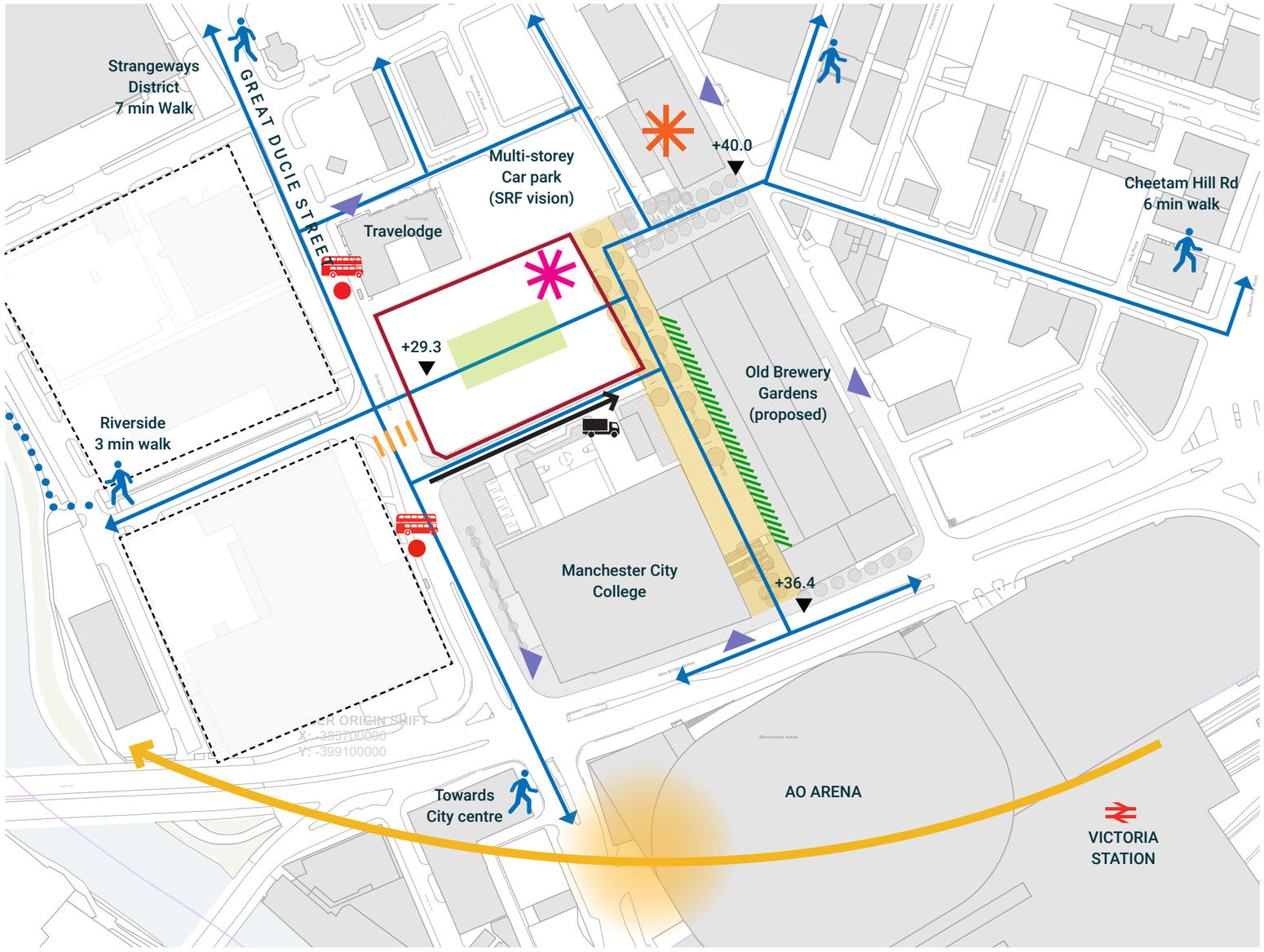
- Site boundary
- Sun path
- Flood zone 2
- Noise and air pollution from Great Ducie Street and arena
- Main road
- No active frontage
- College services access
- Significant level difference of 10m
- Tall element of Old Brewery Gardens
- No current accessibility
- Prevailing wind

3.5 Design opportunities summary

This diagram sets out the opportunities presented by the site.

The site is located a five minute walk from Victoria Station and bus stops are located along Great Ducie St providing opportunities for public transport use by residents and visitors. To the north, pedestrian connections lead to the Strangeways District, to the south, Manchester city centre, the Irwell Riverside is a three minute walk to the east of the site and Cheetham Hill Rd six minutes to the west. There is a strong opportunity to connect these pedestrian routes from east to west through the site.

The southern edge of the site is lined by a service road for Manchester City College with a vehicular right of access permitted with the opportunity to service the site from this route. High quality public realm is proposed within the Old Brewery Gardens consented scheme to the east of the site with active frontage lining this space and providing a strong opportunity for activation of the public realm in this location. The tall element of the Old Brewery Gardens scheme sits to the north of the site and the opportunity for height in this area has been identified in this diagram in relation to this emerging context.



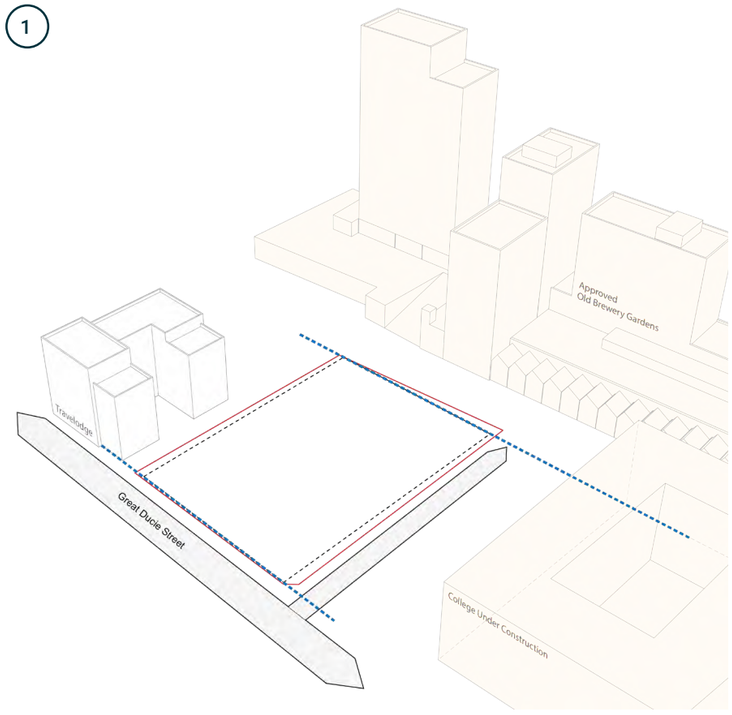
Key:

- Site boundary
- Sun path
- SRF masterplan desire lines
- Key entrances
- High-quality public realm
- Proposed pocket park
- Proposed pedestrian crossing (TBC)
- Vehicular right of access permitted
- Opportunity for height
- Tall element of Old Brewery Gardens
- Railway station
- Bus stop
- Riverside walk
- Active frontage
- Developing SRF masterplan

3.6 Design principles

The following diagrams illustrate the proposed approach, which is based on a clear set of design principles.

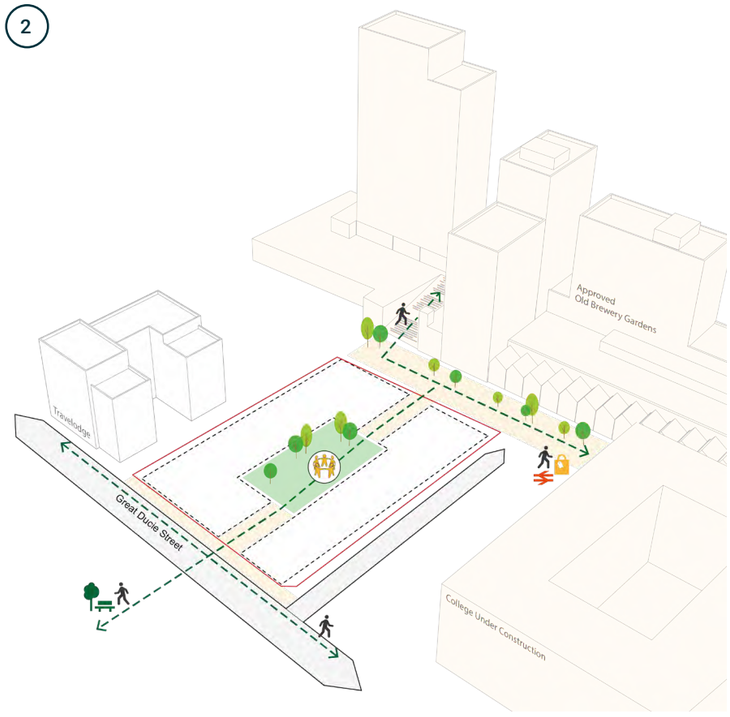
1



Define the boundary

Responding to the street pattern and defining the site

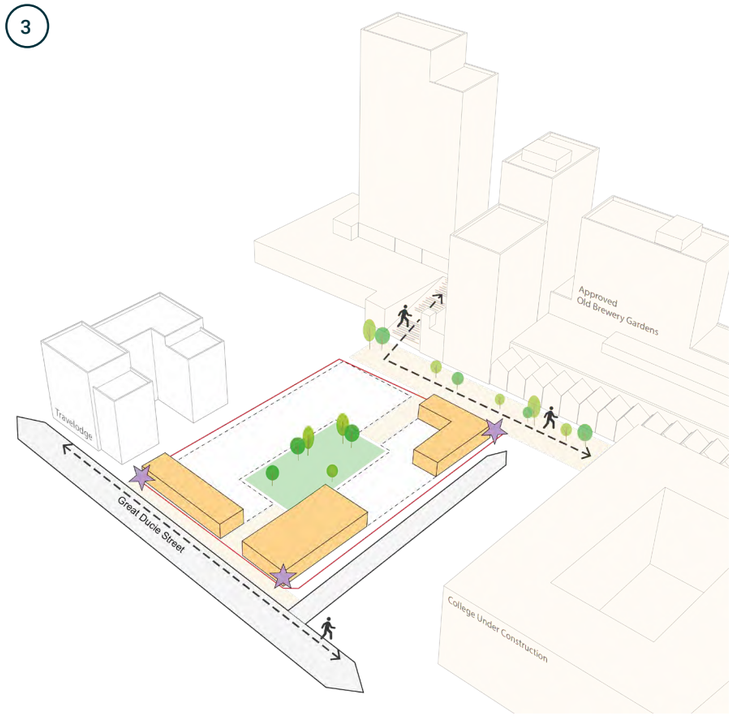
2



Provide public green space

Carving a central courtyard in the heart of the proposal

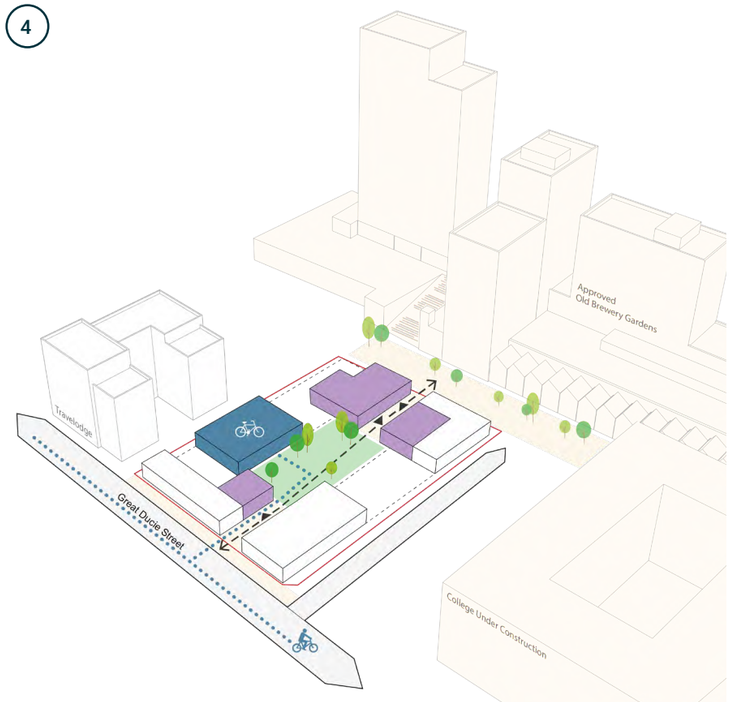
3



Active frontages

Identifying suitable locations for commercial spaces to animate the streetscape

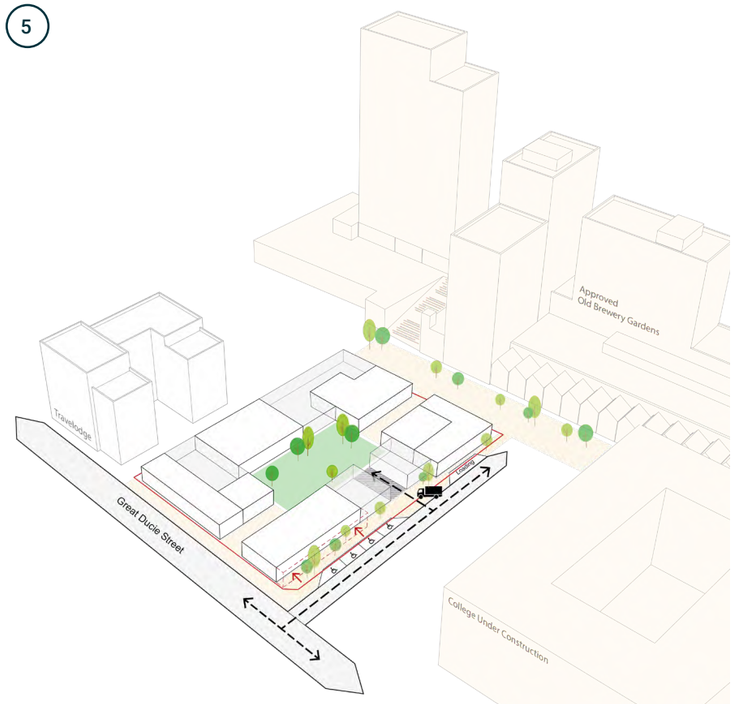
4



Active residential entrances

Considering the experience of residents from street to home

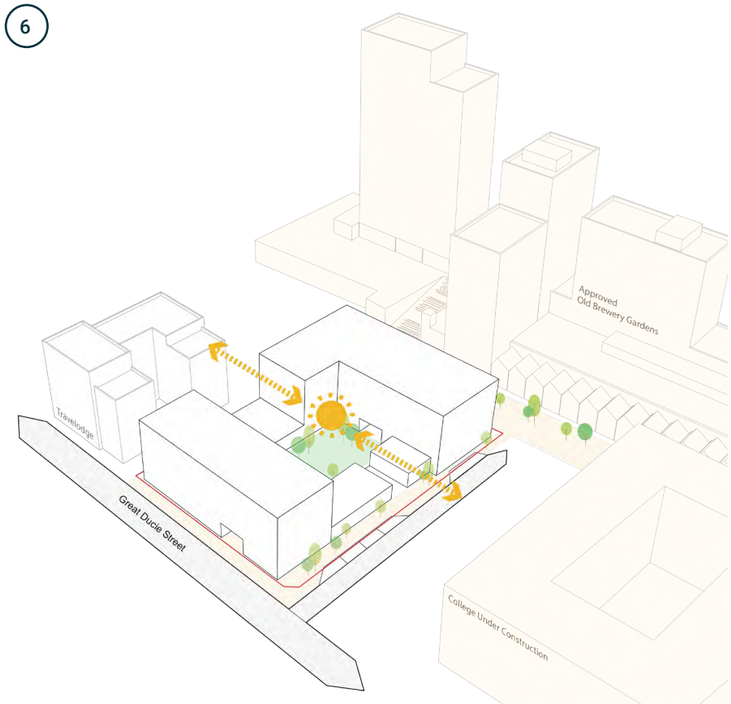
5



Vehicle and service strategy

Utilising the opportunity of the service route to the south

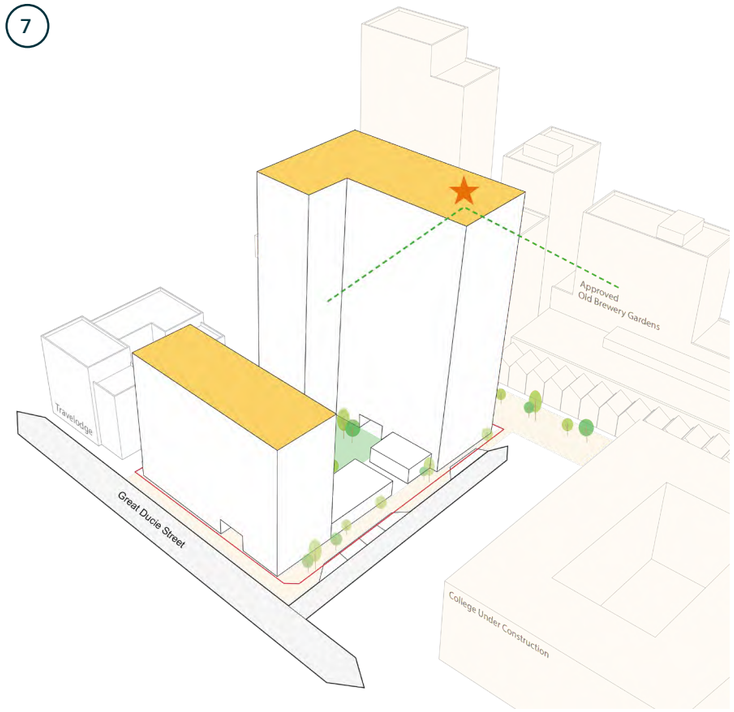
6



Maximise natural light

Positioning the buildings to benefit from the sun path and bring light to the courtyard

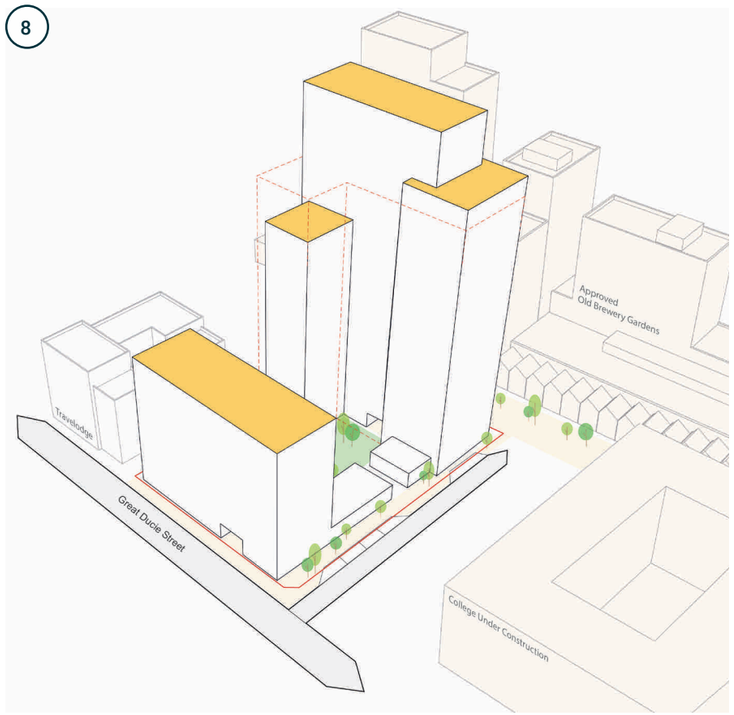
7



Building form and key view

Creating strong frontages and massing which utilises key views

8



Articulation

Creating massing volumes which are well proportioned

9



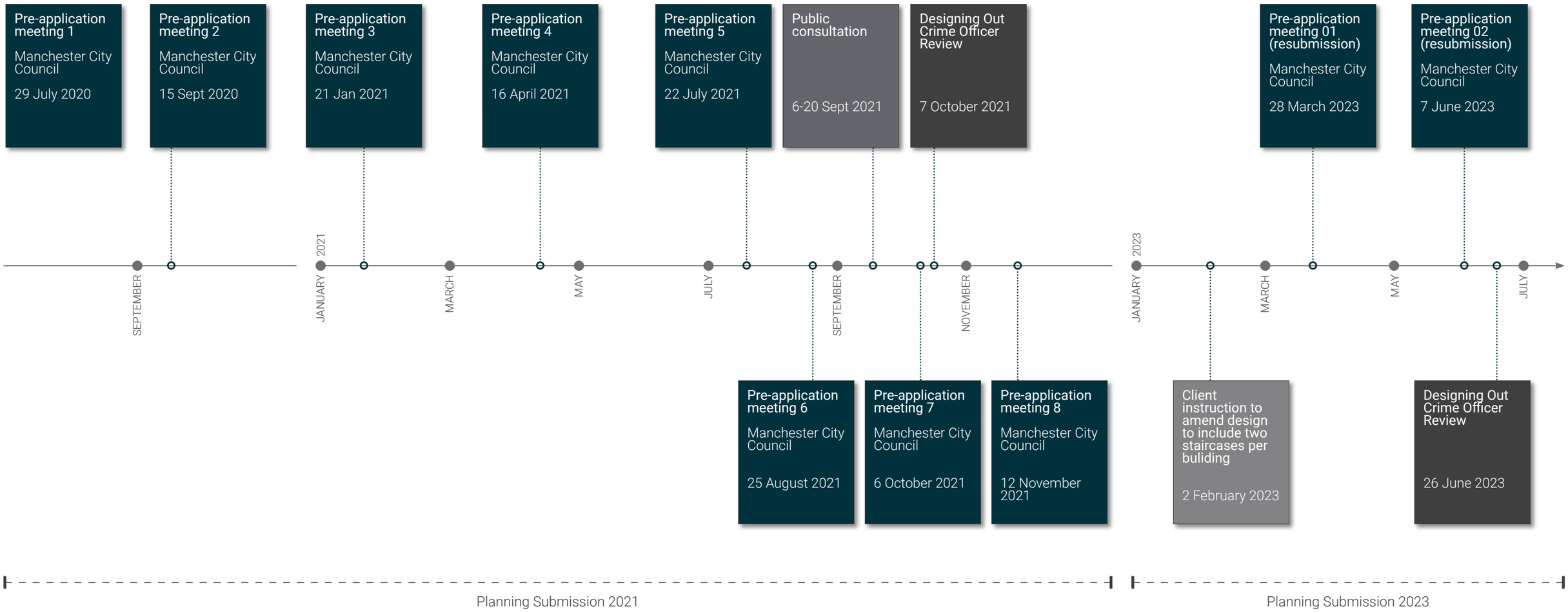
Sustainability

Harnessing opportunities for sedum roofs, PV panels and planting

3.7 Design development & consultation

This section seeks to highlight the key areas in which the consultation process has influenced the design as a whole. The timeline below lists out the different types of consultation that have taken place throughout the design process, both for the planning submission for the consented scheme in 2021 and this new planning submission.

The previous planning submission consultanion process can be found in the appendcies of this document for reference.



3.8 Pre-app 01 (resubmission)

Introduced redesign and announced Clarion Housing Group's instruction to include access to two staircases in tall buildings, to future proof and enhance the safety of developments as well as bringing the design in line with anticipated changes to building regulations in the near future.

To offset the lost NIA and reduced efficiencies across buildings due to access to second staircase, the proposal adds apartments and therefore massing to the consented scheme.

Noted that where possible consented strategies and design principles will remain the same.

Feedback

MCC support the development in principle as the area requires regeneration and the affordable homes:

"Whilst we understand the rationale and need for the change in height and massing of the development, we want to ensure that the taller block does not just become one large slab. To that end, we would invite the design team to consider whether all or the majority of the additional height is placed on the taller block to the rear in order that this appears as elegant and slender as possible. We are happy to review this further on a call, meeting or with details shared over email."

Suggest adding seven storeys to Building B1 taking it from 27 to 34 storeys, Building B2 to remain at 27 storeys

		Consented	Proposed	Difference
Number of homes		**461**	**501**	**40**
Mix	1B2P	146	137	-9
	2B3P	178	256	78
	2B4P	121	89	-32
	3B5P	16	19	3

		Consented	%	Proposed	%
Affordable provision	Social rent	136	29.5	132	26.4
	Shared ownership	140	30.4	144	28.7
	Total	276	59.9	276	55.1

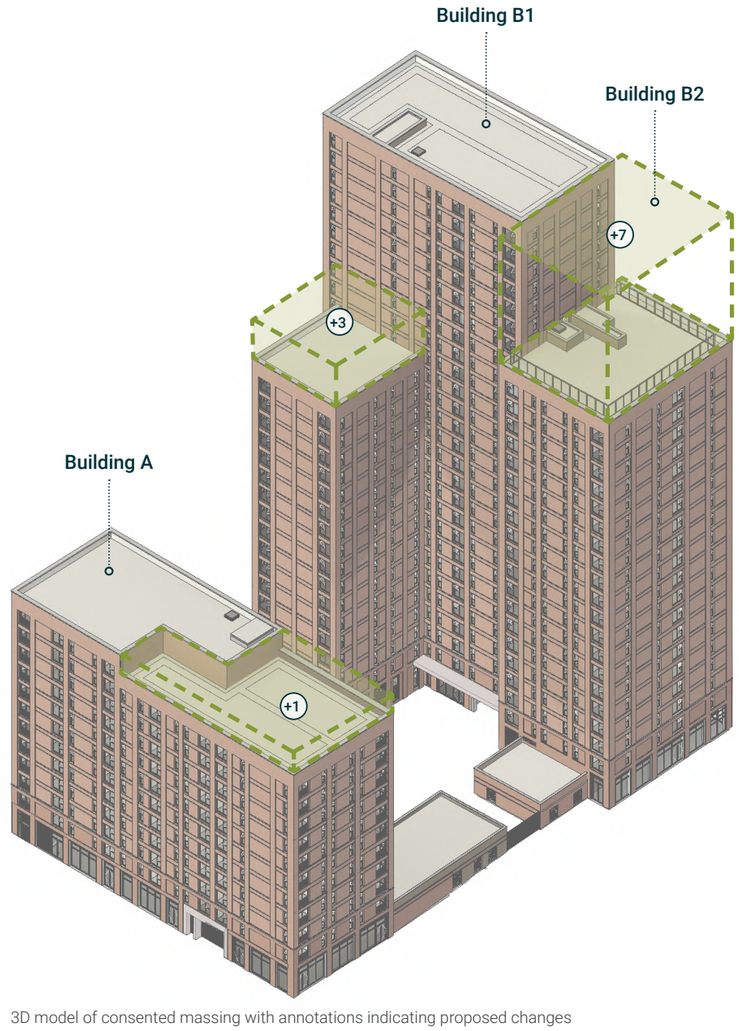
Resident external amenity	Matched with consented (Relocated to 27th floor)
Co-work space provision	Matched with consented (Unaffected area)
Public realm offer	Matched with consented (circa 42m wide by 25m high)
Cycle parking provision	Matched with consented (1:1 bicycle space per home)
Total car parking	Matched with consented (Parking for up to five spaces)



Consented AVR looking at West Elevation



Proposal AVR looking at West Elevation



3D model of consented massing with annotations indicating proposed changes

3.9 Pre-app 02 (resubmission)

Responded to MCC's comment regarding massing and articulation, providing an update on the ongoing balance between viability and architectural quality.

Presented updated proposal (Option 3B) that provides a four-storey step between the two interlocking forms of Building B1 and B2.

The step creates a cascading affect in the massing from the tallest element of B1 at 29 storeys down to B2 at 25 storeys, B1 nib at 20 storeys and finally A at 12 storeys fronting Great Ducie Street.

Feedback

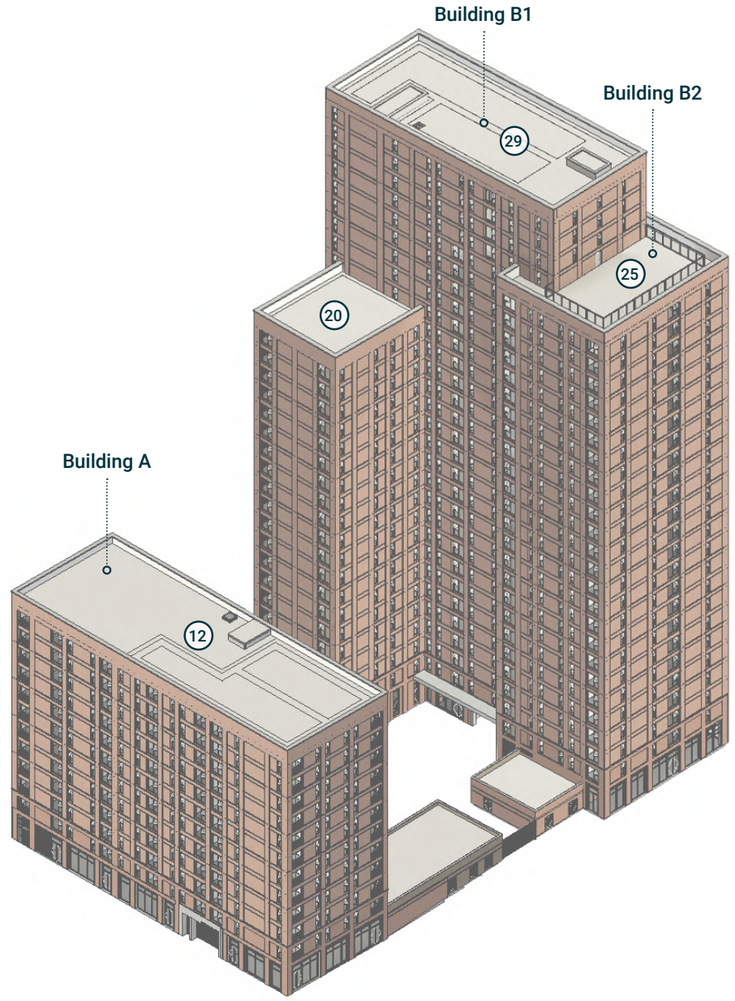
- MCC's response to articulation was largely positive
- Emphasis on importance of build quality of the facades, particularly through material specification and detailing



Consented AVR looking at West Elevation



Proposal AVR looking at West Elevation



3D model perspective of proposal, Option 3B

		Consented	Proposed	Difference
Number of homes		**461**	**505**	**44**
Mix	1B2P	146	137	-9
	2B3P	178	250	72
	2B4P	121	99	-22
	3B5P	16	19	3

		Consented	%	Proposed	%
Affordable provision	Social rent	136	29.5	132	26.1
	Shared ownership	140	30.4	144	28.5
	Total	276	59.9	276	54.6

Resident external amenity	225 sq m (consented 263 sq m) (Relocated to 26th floor)
Co-work space provision	Matched with consented (Unaffected area)
Public realm offer	Matched with consented (circa 42m wide by 25m high)
Cycle parking provision	Matched with consented (1:1 bicycle space per home)
Total car parking	Matched with consented (Parking for up to five spaces)

Introduction

Context

Design process

4.0 Design response

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Design response

4.1 Introduction

The following section details our design proposals, demonstrating the architectural approach to the Former Boddingtons Brewery Site scheme.

Our design is based upon the consented scheme, application number.: 132416/FO/2021., with updates to the layouts to include access to two stairs for both buildings. The design has been driven by the Former Boddingtons Brewery Site Strategic Regeneration Framework Addendum 2019, research and understanding of the site and its emerging context. It has evolved through consultation via pre-application meetings with Manchester City Council, whose feedback helped informed the design.

4.2 Scheme summary

The proposal is for a mixed-use scheme providing 505 new homes in the Cheetham Hill ward of Manchester. The apartments are arranged across two buildings around a central landscaped courtyard. The apartments are placed at first floor level and above, with ground floor providing three commercial spaces to define and activate the streetspace. The scheme has been designed to connect to the neighbouring consented residential scheme to the east, which, as part of the wider masterplan, proposes a pedestrianised public realm. With commercial space located along this route, the proposal seeks to optimise opportunities for outdoor seating and activation of this boulevard.

The courtyard is enclosed to the north and south by single storey buildings that accommodate residential cycle stores and auxiliary spaces. Framed portals at street-level in the façade mark the entrances to the courtyards on both the east and west sides, providing a direct and open route through the landscape to the connecting streets.



Key plan



Visualisation of Building B entrance

4.3 Use & amount

The scheme comprises residential apartments above ground floor commercial and ancillary spaces, positioned around a central landscaped courtyard.

Residential

Total new homes: 505

Mix

137	1 bed 2 person homes (27.1%)
250	2 bed 3 person homes (49.5%)
99	2 bed 4 person homes (19.6%)
19	3 bed 5 person homes (3.8%)

60.0% of the accommodation will be affordable across social rent and shared ownership tenures

Areas

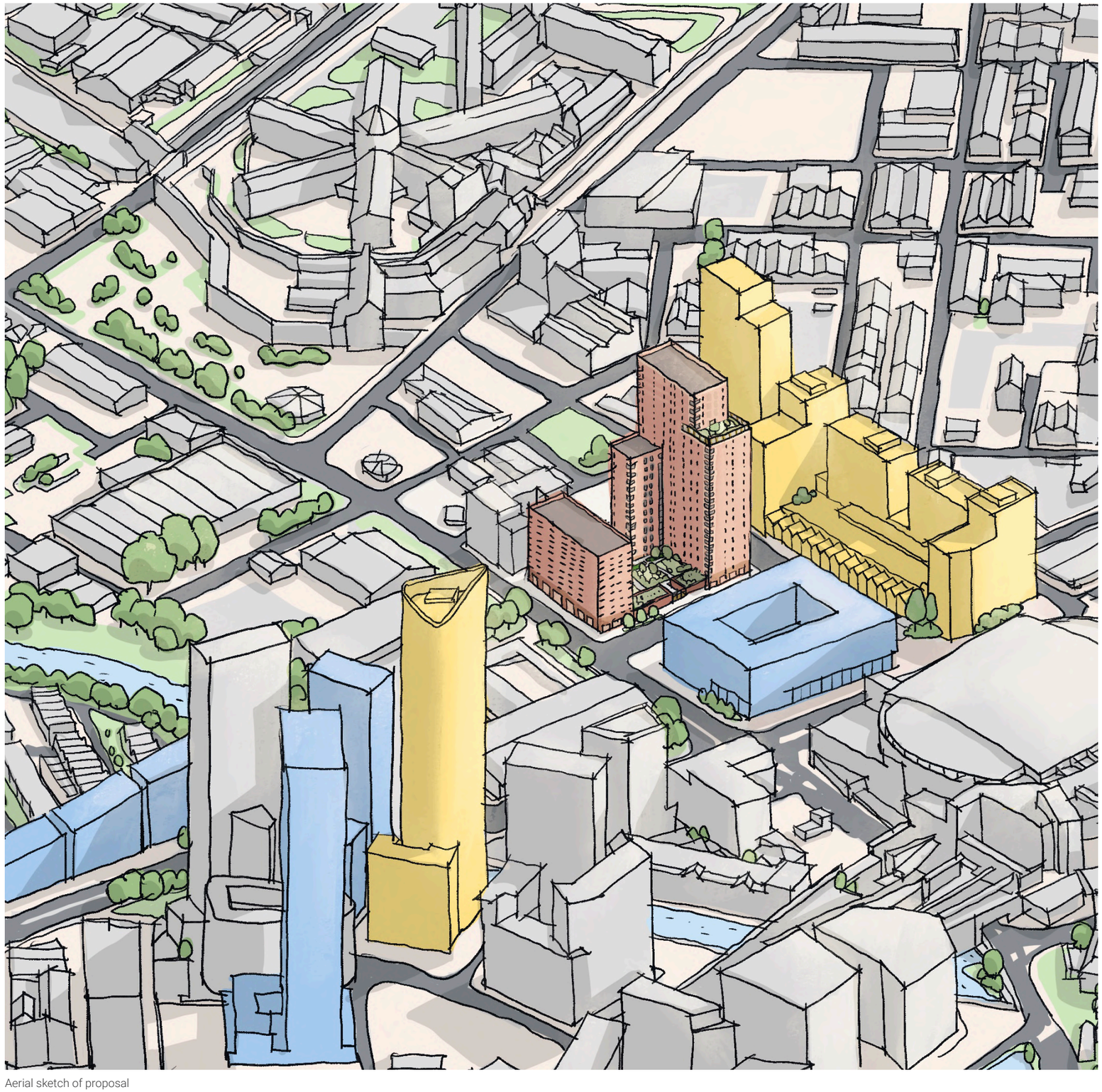
32,062 sq m (345,112 sq ft)	Residential NIA
41,624 sq m (448,037 sq ft)	Residential GIA
694 sq m (7,470 sq ft)	Commercial GIA
1,327 sq m (14,283 sq ft)	Ancillary GIA
43,644 sq m (469,780 sq ft)	Total GIA

Cycle & car parking

505 residential cycle parking spaces
14 residential visitor cycle parking spaces
12 commercial cycle parking spaces
5 car parking spaces (100% blue badge)

External amenity

897 sq m (9,655 sq ft)	Public courtyard space
225 sq m (2,838 sq ft)	Residential podium terrace space



Aerial sketch of proposal

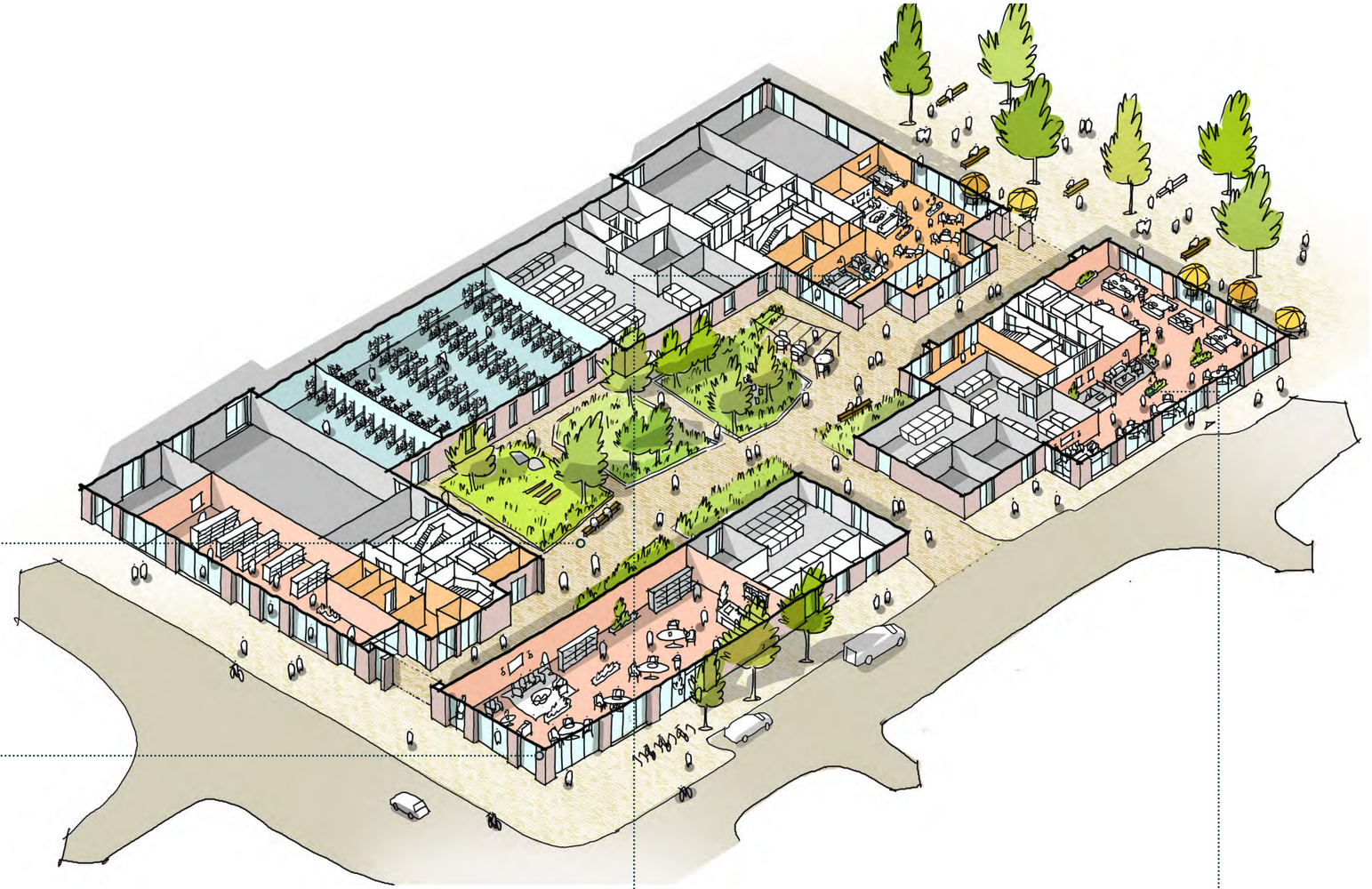
4.4 Ground floor uses

The Former Boddingtons Brewery Site project comprises two distinct building volumes enclosing a central landscaped courtyard space. At ground floor a clear pedestrianised route from Great Ducie Street connects this streetscape with the emerging public realm of the boulevard to the east with a delineated pathway through the courtyard.

For residents, cycle parking is securely located along the northern edge of the site, accessed from the courtyard and benefiting from passive surveillance from the apartments. Commercial spaces are located along Great Ducie Street and at the south-east and south-west corners, activating the public realm.



Courtyard precedent



Ground floor axonometric sketch



Commercial space precedent



Concierge, residents' lounge and co-working space precedent



Commercial space precedent

4.5 Ground floor amenity

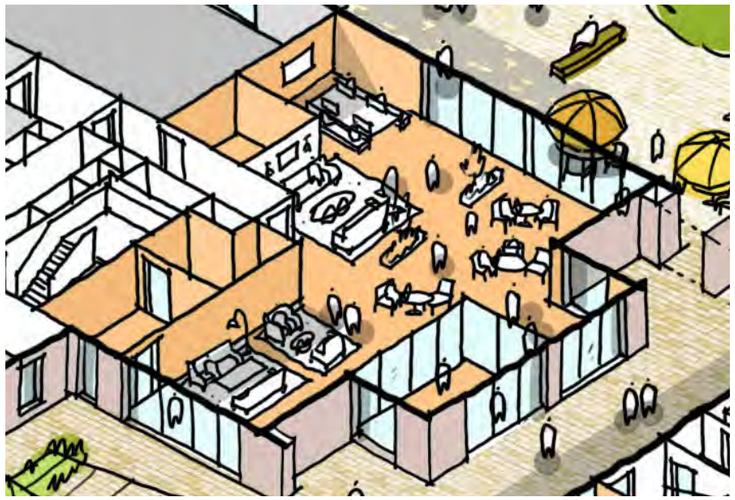
Residential amenity is provided with both internal and external spaces to enjoy, play, rest and share a sense of community outside of individual apartments.

4.5.1 Courtyard

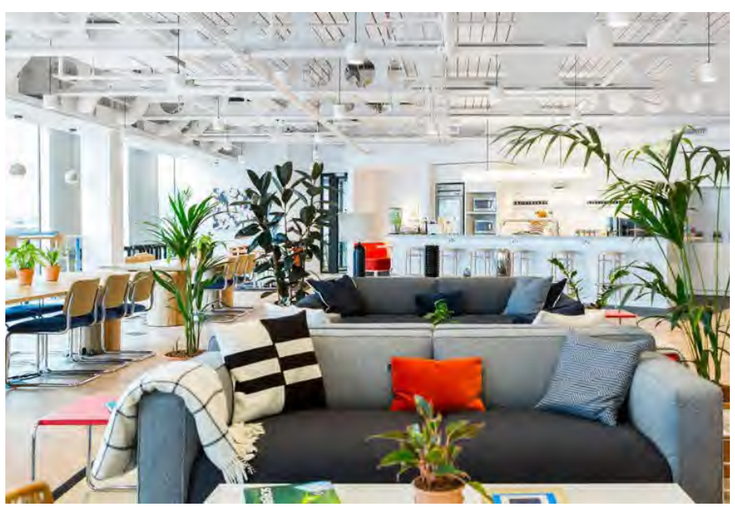
The central courtyard space has been designed to provide a pocket park within the city where residents and visitors to the area can walk or cycle through, or stop to sit and experience the micro-environment of greenery, trees and plants, increasing connectivity to nature within such close proximity to Manchester city centre.

4.5.2 Residents' lounge and co-working space

Along the eastern side of the courtyard, a flexible residents' lounge and co-working space opens out onto both the courtyard and the boulevard, providing opportunities for residents to have space to work, focus and meet outside of their apartments. The vibrant nature of this space aims to further enliven and activate the boulevard.



Concierge, residents' lounge and co-working space



Co-working space precedent



Central courtyard space

4.6 Floor plans

The floor plans reflect the careful and strategic positioning of both the building form and the spaces within. The scheme comprises two buildings; A and B, which are positioned to align with the streets along the eastern and western boundaries of the site. Great Ducie Street to the west is defined by the façade line of Building A, and the emerging public realm boulevard to the east is defined by Building B.

Building A is a rectilinear form and Building B consists of three distinct volumes, which present a u-shaped perimeter to the central courtyard space.

Ground floor

The ground floor has been carefully designed to enhance pedestrian experience for residents and visitors. Active frontage for commercial spaces with glazed shop fronts line Great Ducie Street and the base of both buildings to the south, with corner commercial units on the south-east and south-west of the scheme maximising the dual aspect opportunities of the site.

At ground floor, the two Buildings of A and B are joined along the northern edge of the site by single storey residential cycle stores and to the south by auxiliary spaces, located for close proximity to the service road for unobtrusive refuse and servicing.

Sheffield stand cycle racks, blue badge car parking spaces and a loading bay for delivery vehicles are located along the southern service road. Landscaping has been integrated to introduce trees along the pavement in this location to enhance the public realm environment. A gated area along the southern boundary provides space for commercial and refuse servicing and emergency vehicle access.

A pedestrian route is carved at ground floor within both Buildings A and B and residential entrances to each core (A, B1 and B2) are located within this sheltered area, with residential lobbies leading to the lift and stair cores for access to apartments.

Upper floors

All apartments are located at first floor and above, with access from the dedicated lobbies at ground floor via lifts or stairs to the residents' front doors. In Building A, the residential floor plan repeats all the way up from first floor to eleventh floor.

In Building B, the typical floor plan repeats from first to nineteenth floor. At the twentieth floor, the northern portion of the massing sets back and at the twenty-fifth floor, the southern core (B2) forms a terrace for residential amenity. The tallest element of the scheme continues up to the twenty eighth floor in the north-eastern corner of the site.

All apartments comply with the Gross Internal Areas (GIA) requirements as defined by the Nationally Described Space Standards (NDSS).

For allocation of tenure for each apartment, please refer to the accommodation schedule.

Secondary Stair Access

Both buildings have access to a secondary stair as described below:

Building A has a secondary stair located adjacent to the main core, separated by different lobbied communal areas each with separate smoke clearance systems.

Residents in Building B now have access to both B1 and B2 cores, connected by communal corridor on all floors and both cores running the entire height of the



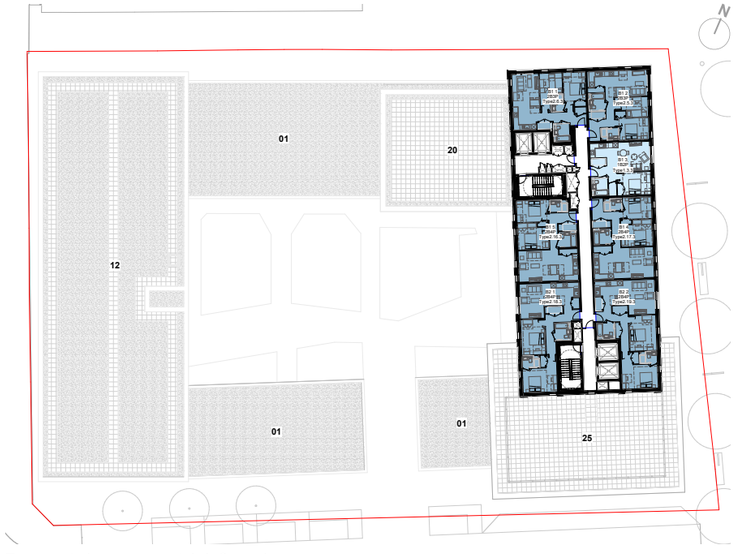
Ground floor plan



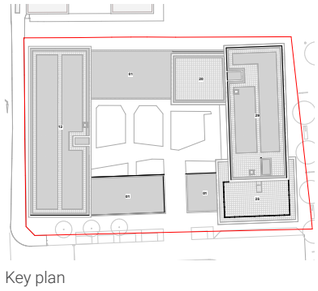
First to eleventh floor plan



Twelfth to nineteenth floor plan



Twenty-sixth to twenty-eighth floor plan



Key plan

4.7 Podium amenity

Residential amenity is further enhanced with a south-facing terraced rooftop space at level 25 within Building B. Accessed from cores B1 & B2, this space allows residents a peaceful outdoor environment with planting, seated areas and space for yoga or other activities. Open to the views on three sides, it allows residents to identify local landmarks within the Manchester skyline and to have space to meet their neighbours in a communal environment.

Careful analysis and design development has been undertaken to ensure the wind conditions are suitable for enjoyment of this space, with a glazed screen around the perimeter and a solid parapet to increase feeling of protection at this height.



Exterior Architecture - Roof terrace, illustrative plan

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EXTERIOR ARCHITECTURE

4.8 Layout & positioning

The massing and form of the proposed buildings on the Former Boddingtons Brewery Site is a result of responding to the surrounding context and maximising opportunities to capture optimum light and air to the apartments and central courtyard space whilst defining the adjoining streets.

4.8.1 Neighbouring relationships

1. **Addressing Great Ducie Street**
Creating well-defined street frontage along this arterial route with active, glazed shop fronts and legible main building entrance for pedestrians.

2. **Relationship to Manchester City College**
Setting a strong building line along the southern edge, with a new shared servicing road providing access to both Manchester College and the Former Brewery Site

3. **Activating the boulevard**
Responding to the neighbouring consented scheme of Old Brewery Gardens by setting the building a minimum of 18m from its building line and locating commercial and co-working spaces along the public realm boulevard to encourage opportunity for outdoor café seating and activation.

4. **Alignment along northern boundary**
The façade of the Travelodge has no windows to hotel rooms along this elevation. The building is set at a distance of 10m from the Travelodge helping to enclose and demarcate the space between these buildings.

4.8.2 Building response

A. The ground floor wraps around the site to define and enhance the streetscape

B. The buildings are proportioned and positioned within the site to allow optimum light to the central courtyard

C. Setback volume to offer views towards the city centre and maximum sunlight to the residential podium amenity space

D. Single storey volumes are subservient and set back from buildings A and B

E. The tallest element is placed in the northern part of the site, relating to the massing of the consented neighbouring scheme and allowing opportunity for a residents' terrace to be located in a south-facing position with panoramic views over the city centre.



3D model perspective of proposal

4.9 Scale & massing

The proposed massing has been determined by the local existing and emerging context, site constraints, topography, consultation and pre-application feedback, townscape, and technical analysis including daylight/sunlight/overshadowing. The scheme has been subject to numerous iterative studies to reach the proposed height and massing.

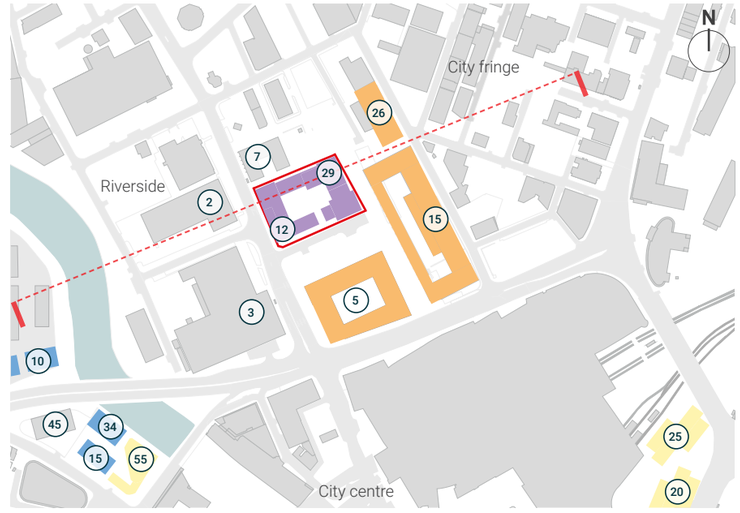
The existing height and massing can be characterised as fragmented and lacking in a distinct grain and height arrangement with large gaps in the street frontage, and building heights ranging from 2-7 storeys to the north and west to 26-55 storeys to the south and east. The proposed massing aims to respond to the emerging context height strategy and define and activate the Great Ducie Street frontage which is located in a prominent position of the City Fringe/Riverside.

The buildings have been orientated north south to face parallel to Great Ducie Street. This is to reflect the hierarchy of the street and its importance as a gateway to accessing the city centre but also helps to define an important junction in the grain of the surrounding area. The step in the built form assists in breaking up the mass and elevation fronting Great Ducie Street.

The north-south orientation of the buildings has also been applied to the eastern end of the site. This differs from the SRF scheme, which proposed east west orientated buildings to the eastern end. However, this re-orientation improves the quality of the homes by reducing the number of north-facing dwellings and maximising light into the communal residential gardens.

The scale of the proposed development steps up away from the existing industrial use of Great Ducie Street / Riverside area with the tallest elements setback from the street towards the eastern edge of the site/City Fringe area. The SRF scheme featured a consistent height of 11-15 storeys across the buildings, which the proposal primarily follows, particularly along Great Ducie Street and in the centre of the site.

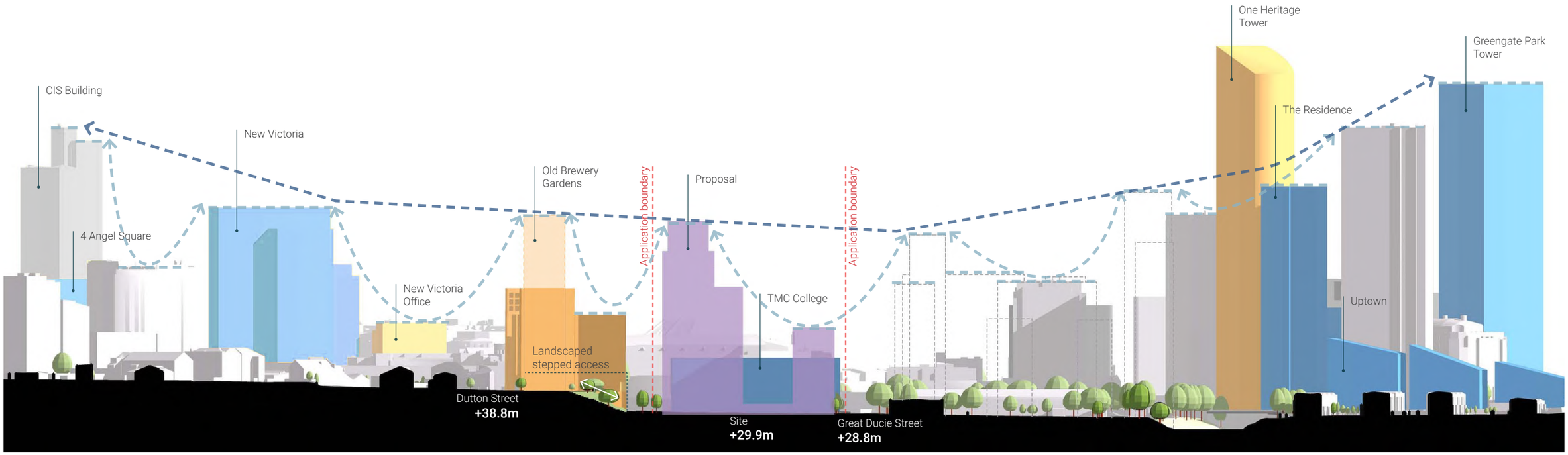
Additional height has been added where appropriate i.e. to the western end of the site in line with the Strategic Regeneration Framework proposal where the height on the proposed site is greater than that of the adjacent consented Old Brewery Gardens scheme at 15 storeys. Height has been added here to improve the legibility of the routes into the site linking the wider area. The additional height marks an important node at the top of the northern access steps, which features a public plaza with commercial uses on either side.



Key plan with storey heights

Key:

- Under construction
- Consented
- Old Brewery Gardens
- Proposed scheme
- Indicative masterplan
- (x) Building height in storeys



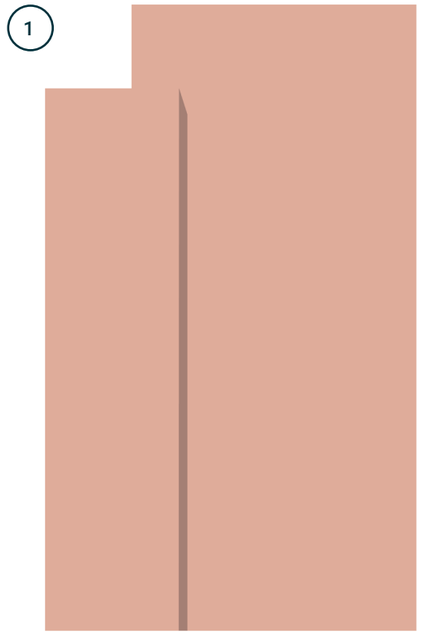
Proposed site wide section with emerging proposals

4.10 Elevational composition

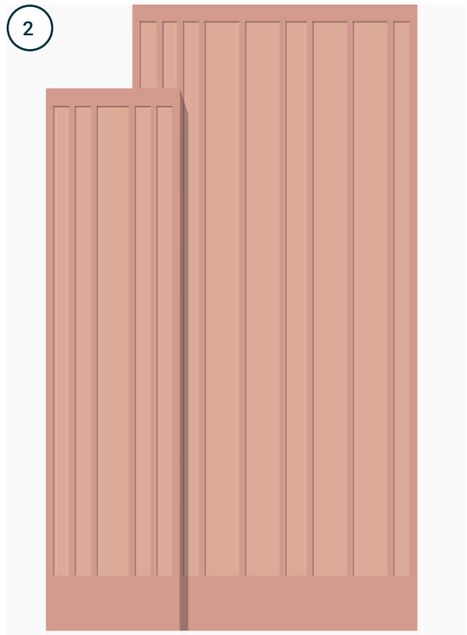
4.10.1 Façades-design

The architectural language of the façades has been designed to articulate an elegant expression of the upper floors above a solid and robust ground floor plinth. This plinth contains the commercial, co-working, storage and back-of-house spaces as well as framing a punched route into the landscaped courtyard.

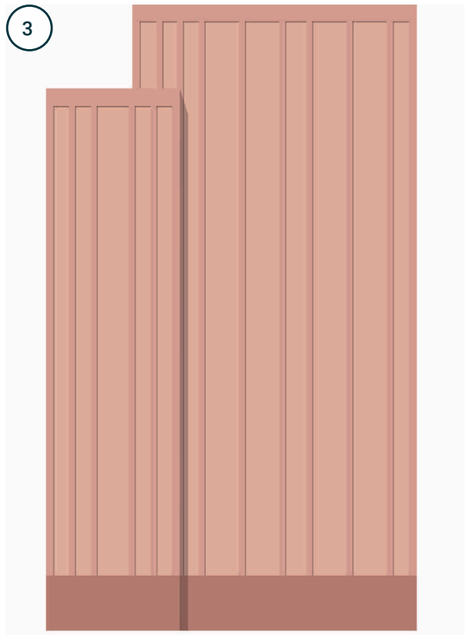
The following diagrams explain how this has been developed architecturally, from the simple massing forms to the full elevational composition. The diagrams are based on the east elevation of Building B as an example.



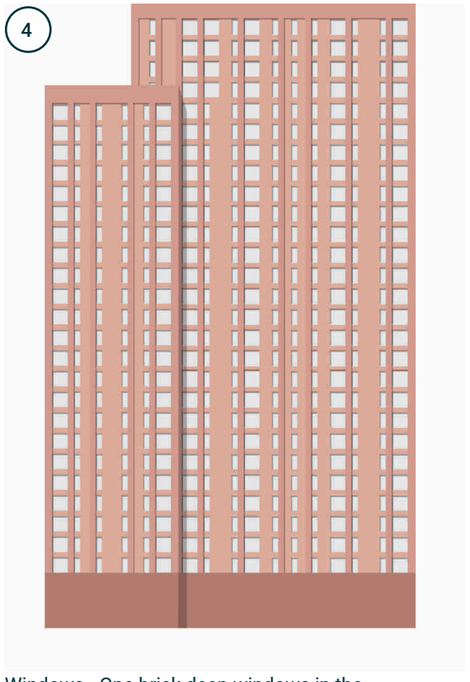
Massing - Simplified massing aids the definition and proportions of the building form



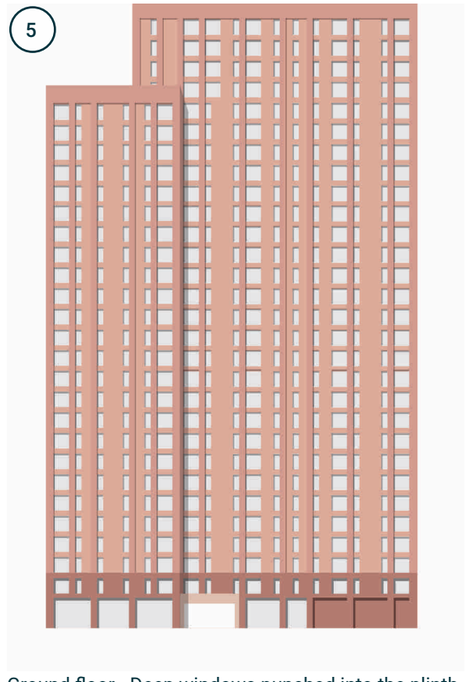
Piers - Strong vertical piers frame the massing and establish the ground floor datum



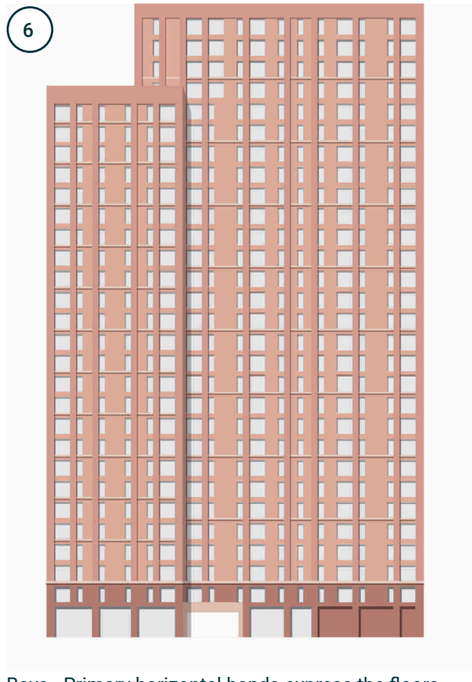
Plinth - Differentiating materials emphasizes this solid base and ground the piers



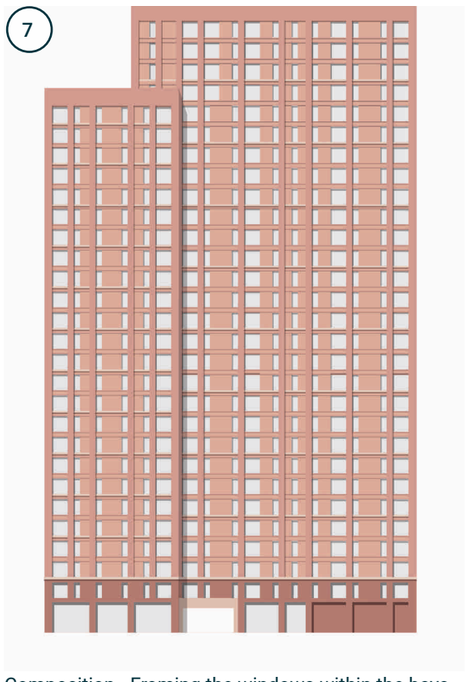
Windows - One brick deep windows in the setbacks between the piers



Ground floor - Deep windows punched into the plinth and wide public access to the courtyard



Bays - Primary horizontal bands express the floors within the bay



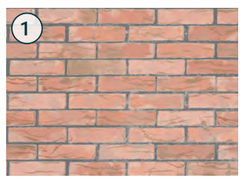
Composition - Framing the windows within the bays to create a more elegant composition

4.11 Appearance & materials

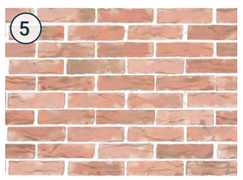
The materials palette for the Former Boddingtons Brewery Site has been selected to reflect the local vernacular and strong built heritage of brick buildings in Manchester. The same brick product will be applied throughout the scheme but with two different mortar colours; one at ground floor for the solid plinth and one for the upper floors to reflect the lighter design intention in this portion of the façades. Precast concrete has been adopted for the cills and banding elements to add articulation and refinement within the brickwork, complemented by architectural metalwork throughout the scheme.

1. Strong two storey plinth at ground floor achieved using red brick and dark mortar
2. Pale precast surrounds frame the commercial entrances and courtyard portal with deep reveals and shadow gaps
3. Single storey punched windows within dark mortar plinth represents a different character to upper floors
4. Solid pale precast banding differentiates the two materials
5. The same red brick but using a lighter mortar on the upper floors offers contrast to the ground floor plinth
6. Strong vertical brick piers
7. Composite aluminium windows
8. Horizontal pale precast cill banding expressed every two storeys to accentuate the setback double height bays
9. 25mm recessed single bricks above and below windows emphasise a subtle horizontal banding aesthetic
10. Aluminium railings and courtyard entrance gates
11. Integrated ventilation grille into the aluminium soffit
12. 1.5 brick deep reveal
13. Material tones selected in response to the local material palette

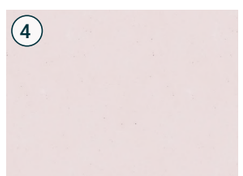



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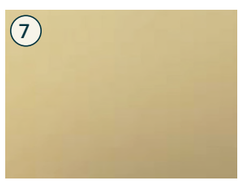
Red brick and dark mortar


5

Red brick and light mortar


4

Pale precast banding


7

Colour matched composite aluminium


BODDINGTONS

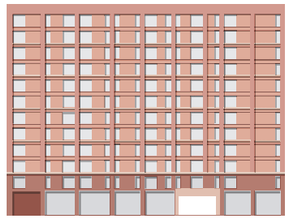
4.12 Scheme composition

For both Buildings A and B, the architectural approach to the façade design is consistent. This cohesive elevational treatment aims to present a strong sense of identity for the scheme as a whole and to ensure there is no visible distinction between the two buildings in material palette, composition or detailing.

The treatment of the façades at street level for both buildings remains consistent, with glazed shop fronts and commercial space entrances framed with precast surrounds and wide entrance portals indicating the open route through the courtyard. Metalwork is consistently detailed with balconette railings reflecting the architectural language of the gates at ground floor and all window frames, louvres and glazed doors are of the same colour.



Key plan


1. West elevation - Building A


2. South elevation - Buildings A and B

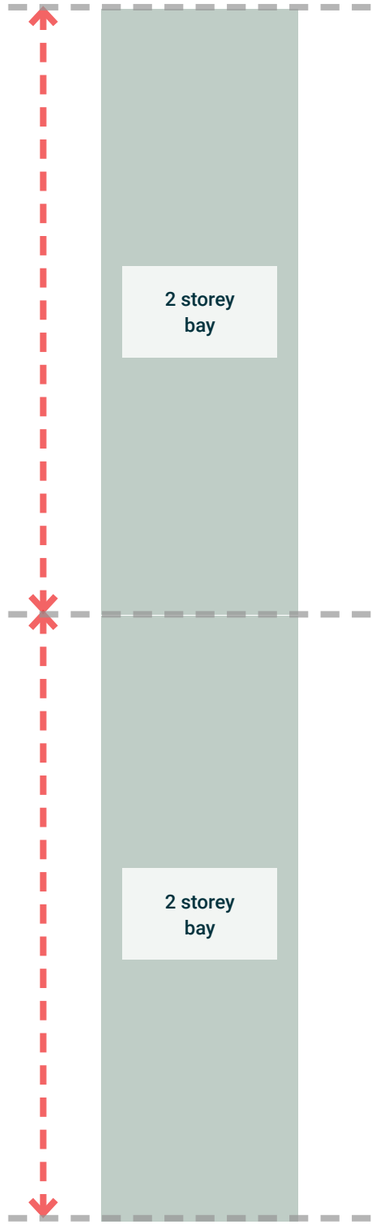

3. Visualisation of Great Ducie Street - corner of Building A

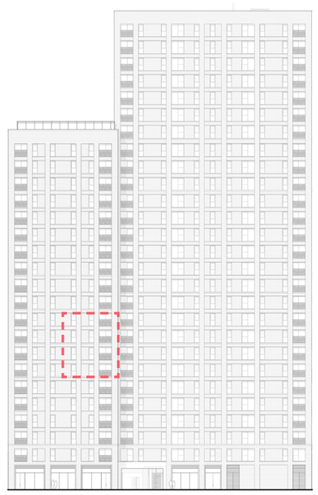
4.13 Architectural detailing

Bay studies

The elevations above the ground floor plinth are proportioned into two and three storey high bays to articulate the elevation. The bays group vertically aligned windows and balconettes together into a double height proportion between the brick piers. The precast cills add a horizontal element to the façade expressing the top and bottom of each bay.







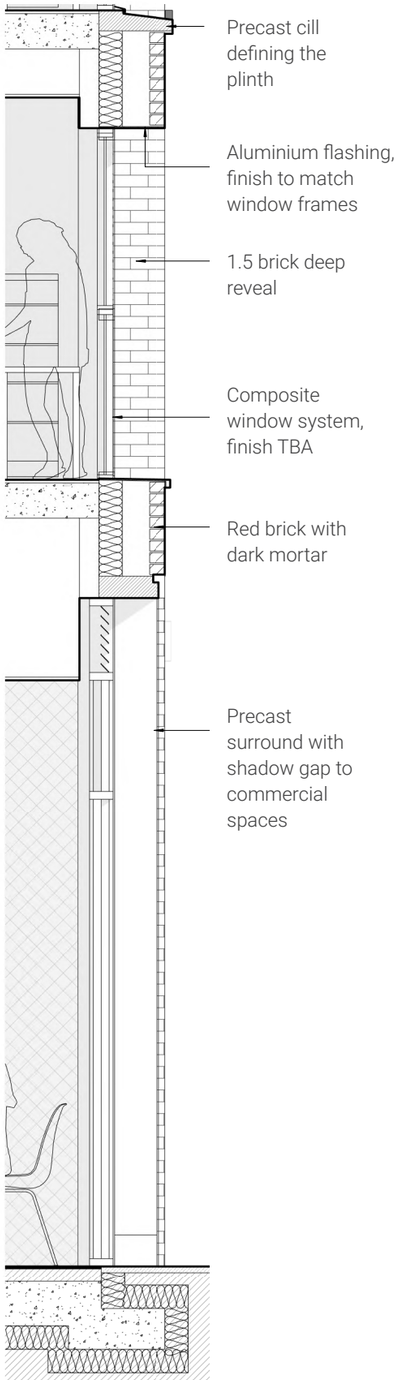
Elevation key

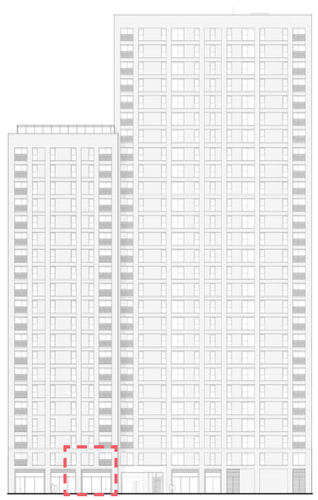
Design response

Base

The base of the buildings is red brick with a dark mortar to express the solidity of the plinth element. Shop fronts are surrounded in precast concrete to articulate these openings as punched carved elements within the solid wall. The first floor apartments are also within this plinth base, the datum of which is expressed by a solid precast horizontal cill.





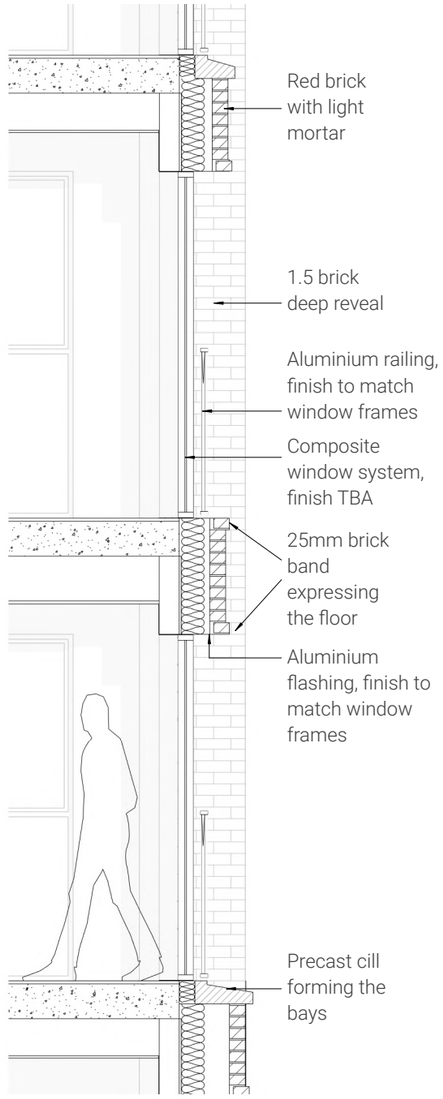


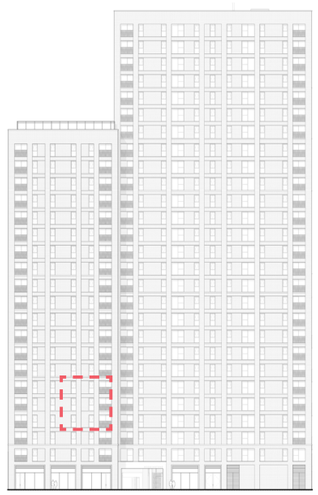
Elevation key

Middle

The middle bays of two or three storeys consist of the same red brick as the base but with a lighter mortar. Vertically aligned windows and balconettes to the apartments are defined in the bay by precast cills between the brick piers. Each floor is expressed by 25mm brick banding.







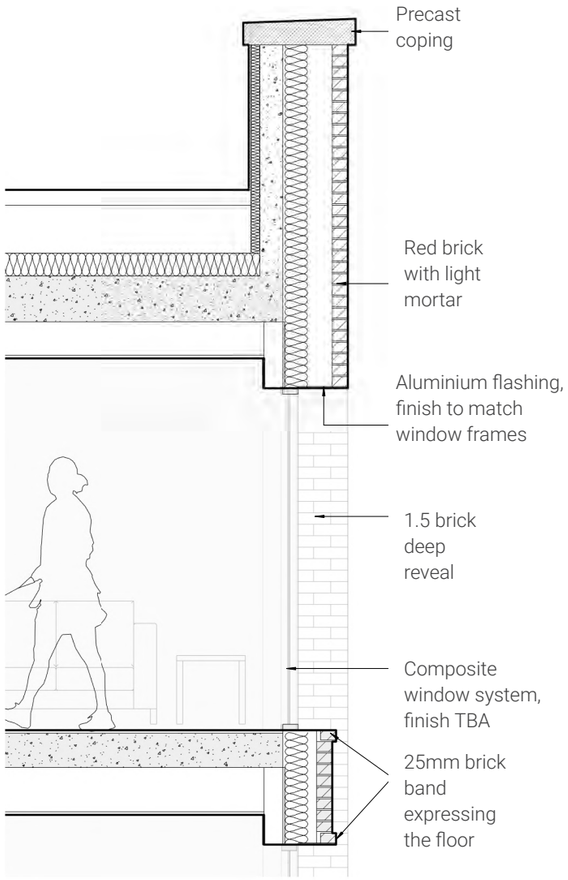
Elevation key

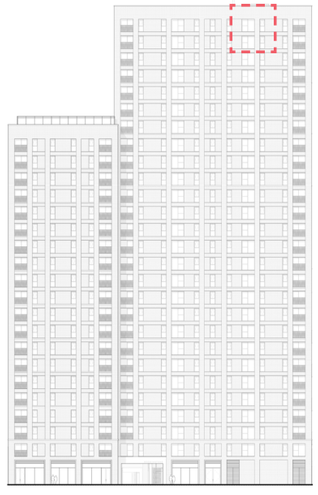
Design response

Top

Red brick with light mortar, bay structure and recessed brick banding continues up the building where the brick parapet frames the top. A precast concrete capping forms a horizontal detail around the top, of the same language used to delineate the base plinth and the cills throughout the façade.







Elevation key

4.14 Landscape & public realm

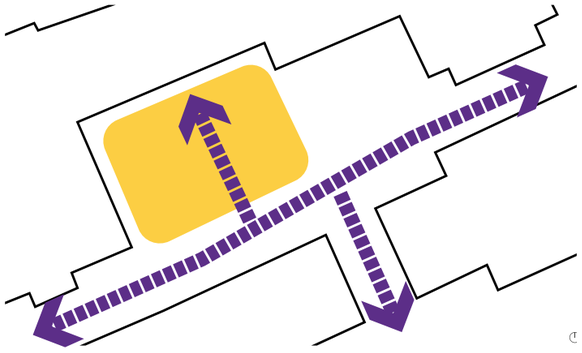
This page summaries the landscape concept for the proposals. Please refer to the separate report prepared by Exterior Architecture for further details.

The integration of the landscape as an extension of the public realm has been integral to the development of this design proposal from the outset.

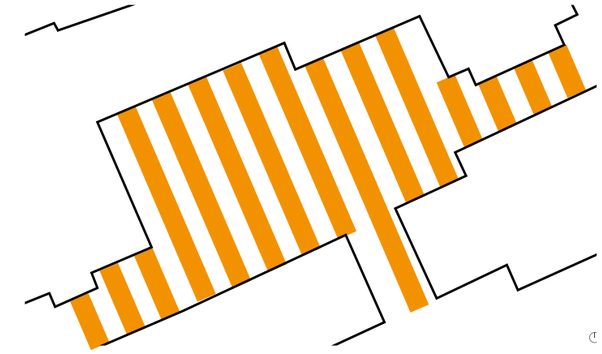
The key principles in the courtyard landscape design are to open and connect to the surrounding streets, to punctuate movement through the site with opportunity for engagement, and to carve out interesting landscape elements within these public spaces.

Journey through the landscape:

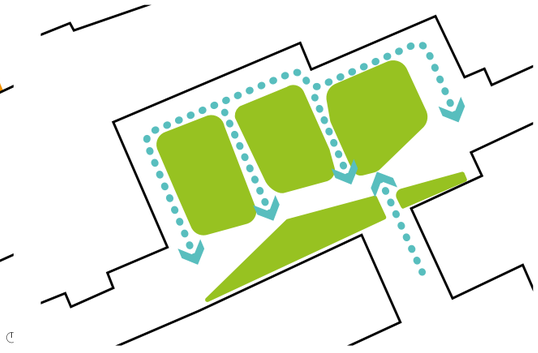
1. Arrival from Great Ducie Street within Building A; visitor cycle parking has been relocated to (6) underpass adjacent to building B entrance
2. A walk through the outdoor landscape between the trees and planting, with opportunities to sit on the benches lining the route
3. Grass areas with contoured landscaping to provide interest and a place to sit below the tree canopies. The stepping logs also provide opportunity for play along the way
4. Cycle stores for residents are securely located along the north of the courtyard
5. Co-working space for residents spills out into the north eastern corner of the courtyard with a pergola and seated area
6. Connection through the sheltered passageway of Building B to the public realm of the boulevard. Residential entrances for the co-working space and both cores of Building B are located in this area



Landscape diagram: opening gestures



Landscape diagram: punctuate



Landscape diagram: carving out landscape zones

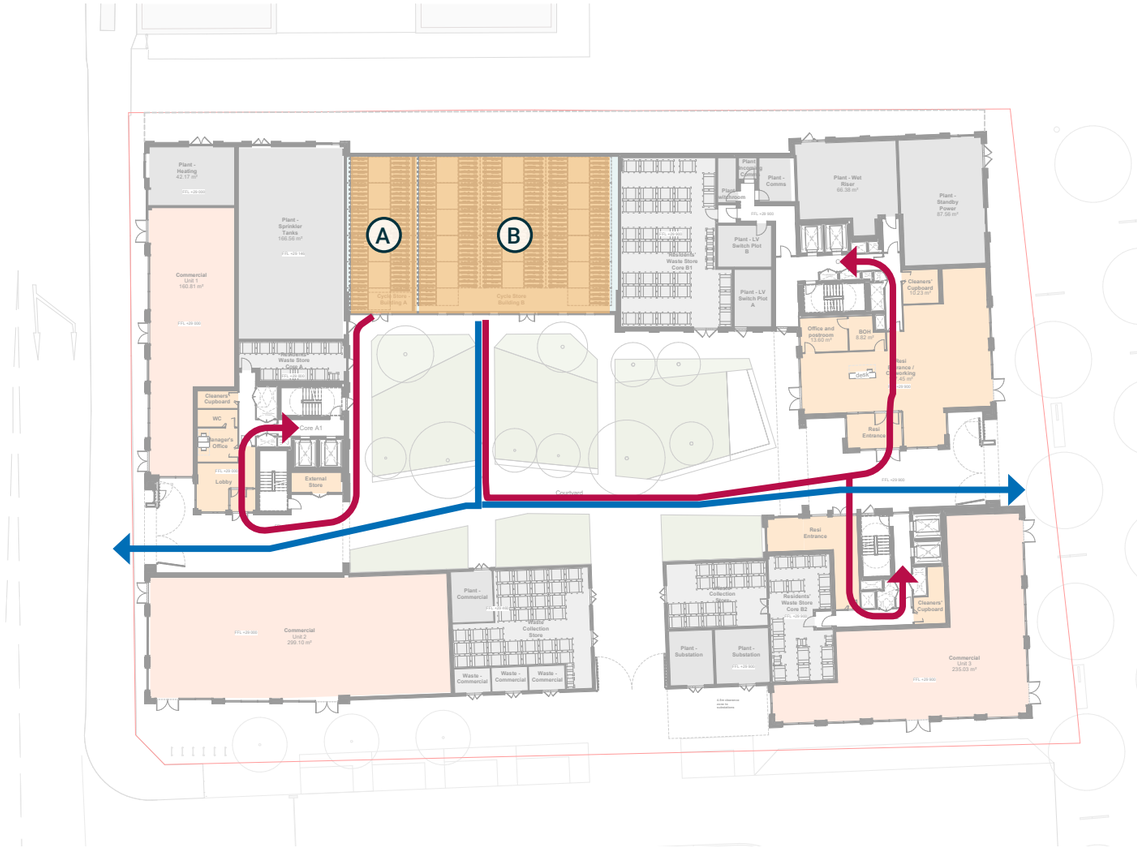


Courtyard landscape rendered plan

4.15 Strategies

4.15.1 Cycle strategy

Cycle stores dedicated for sole use by residents of both buildings are located along the northern side of the courtyard and accessed via this central space. Residents can then access their apartments via the residential lobbies, lifts and stair cores.

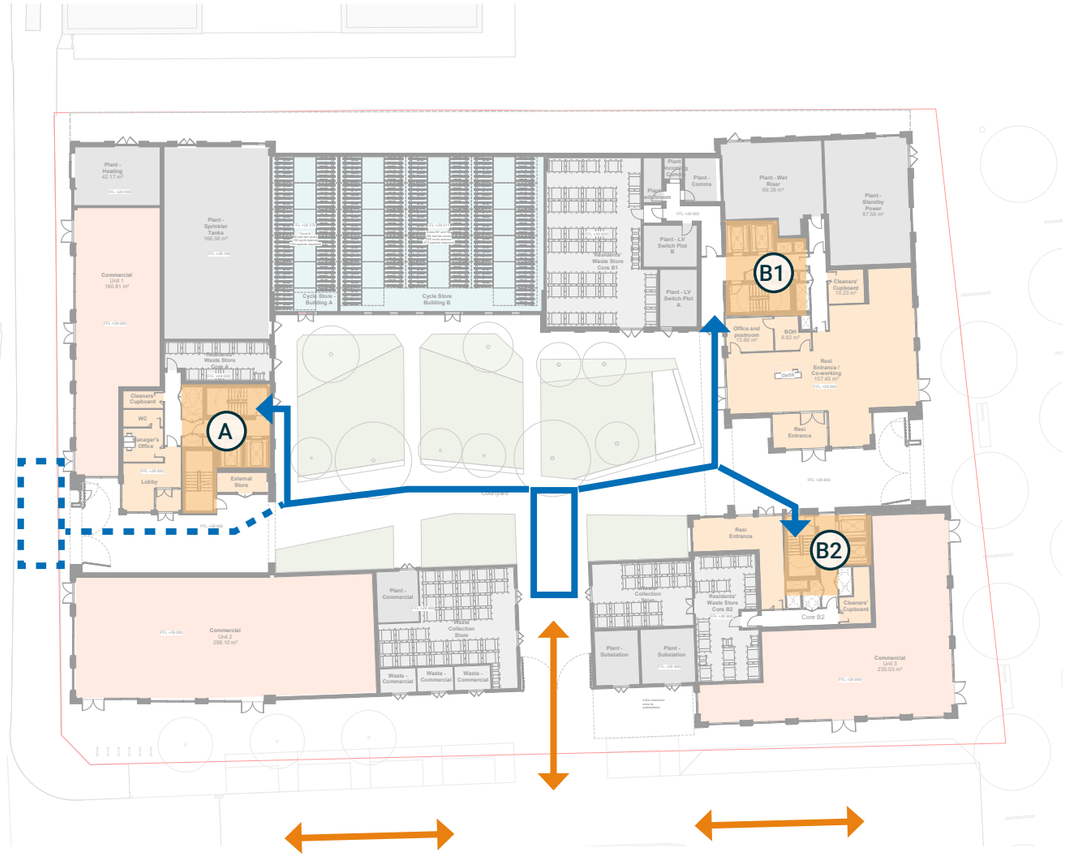


Key

- Residents' route from cycle stores to apartments
- Residents' route from cycle store to surrounding streets
- Cycle stores

4.15.2 Fire access strategy

Commercial units are serviced for deliveries via the southern access route with space between the single storey buildings to park and access each of the three commercial spaces. The fire tender vehicle can access the site from the same position, via Great Ducie Street, and reach each of the three building cores. Clearance has been incorporated for vehicles of this size to be able to turn within the service route and exit onto Great Ducie Street in a forward direction. An alternate provision for fire tender to stop along Great Ducie Street to serve Building A is available also.

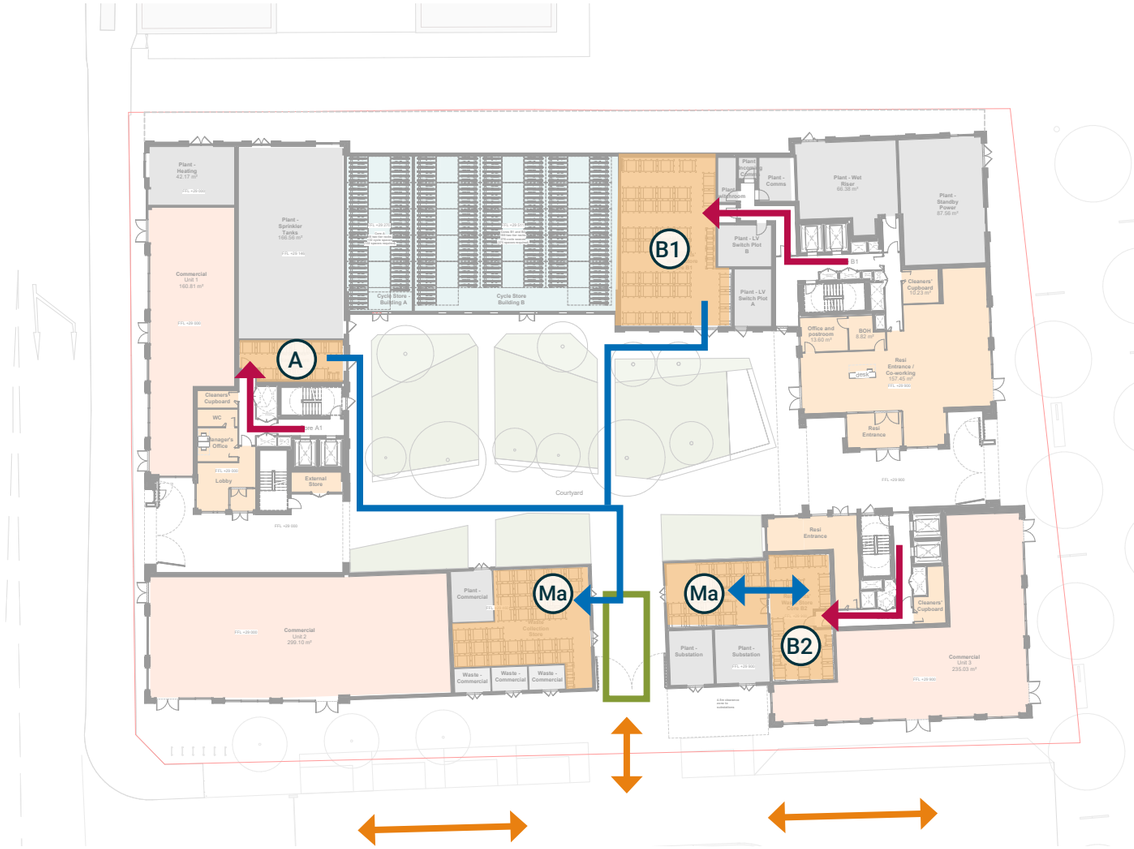


Key

- Fire tender vehicle and route to residential cores
- Access route of vehicles
- Residential cores

4.15.3 Residential refuse strategy

Residents access dedicated waste stores at the ground floor of each core. Full waste bins are moved by building management to the waste collection stores located in the single storey southern volumes for ease of collection by council refuse operatives. The operatives vehicle accesses and exits the site from the south in and out of Great Ducie Street.

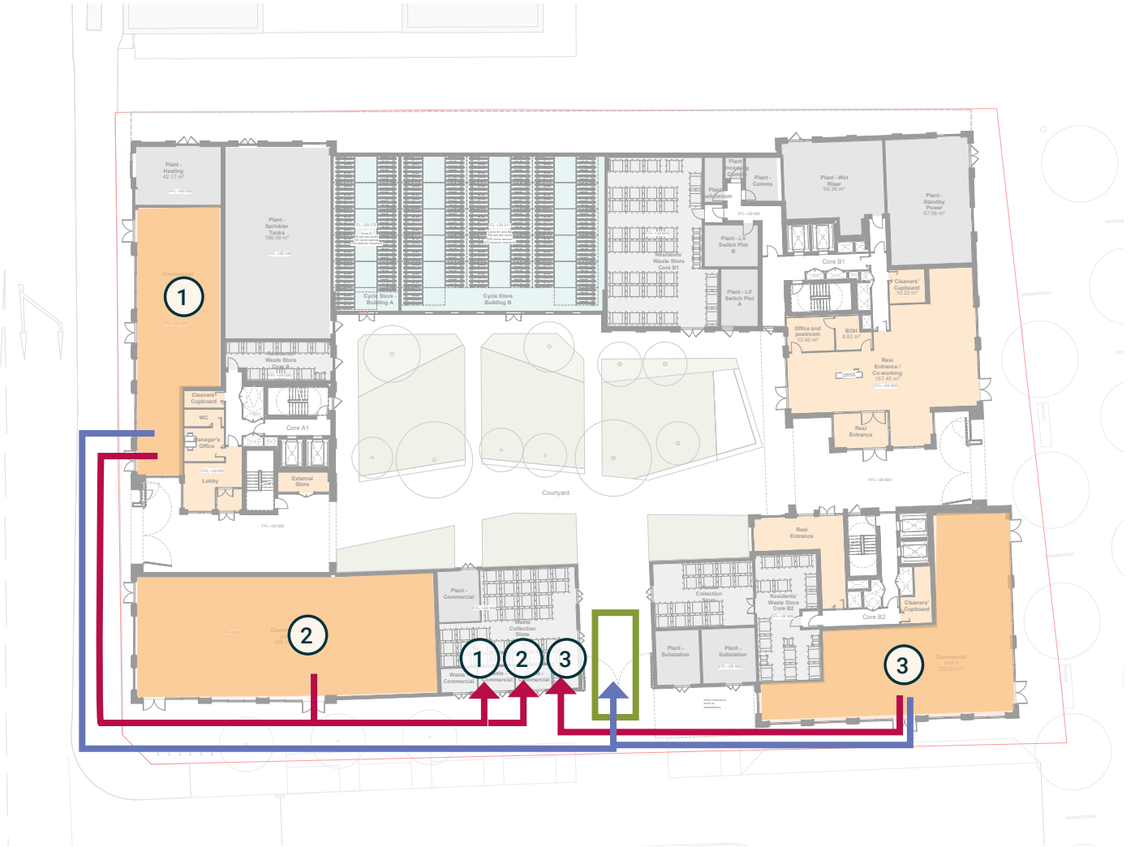


Key

- Residents' route to waste stores
- Building management route
- Refuse vehicle
- Access route of refuse vehicle

4.15.4 Commercial refuse & servicing strategy

The commercial spaces each have their own dedicated waste store located on the southern elevation, with close proximity to the refuse vehicle access point. Commercial units are serviced for deliveries via the southern access route with space between the single storey buildings to park and access each of the three commercial spaces. Clearance has been incorporated for vehicles of this size to be able to turn within the service route and exit onto Great Ducie Street in a forward direction.



Key

- Commercial tenants' route to waste stores
- Commercial servicing route of access
- Refuse and commercial vehicle parking
- Route of refuse collection
- Access route of refuse vehicle

4.16 Technical strategies

The following text gives an overview of technical strategies. Please refer to the supporting planning reports for the full technical strategies.

4.16.1 Landscape

Key landscape-related development objectives

- Place making – High-quality public realm and access to open, green spaces and neighbourhood amenities are considered as much as, if not more than, designing attractive buildings
- Enhanced pedestrian connectivity through the site is a key consideration here in the context of the SRF
- Re-green the site, providing a good mix of useable, well-managed private and public amenity spaces for new residents and the local community
- Respond to the local context/heritage to deliver an attractive scheme with a strong identity
- Maximise ground floor activation onto landscaped frontages creating social spaces to dwell and enjoy
- Environmental sustainability - Ensure that environmental sustainability is designed into the scheme, addressing urban challenges, such as climate change adaption and air quality
- Create a safe and secure environment with passive surveillance. Activation should consider daytime and night-time uses

The landscape proposals for the Former Boddingtons Brewery Site are conceived to provide residents and visitors alike with a green parklet to enjoy. At podium level, a terrace for residents only is proposed to enjoy both passive and active recreation. When the boulevard proposals come forward, the landscape proposals connect the development and situate these within the wider SRF context.

Materials have been carefully considered as part of the proposals and to resonate with each of the character areas and use. Materials reflect use requirements with robustness and longevity in mind. Brick style block paving is proposed within the courtyard to tie in with architectural materiality. The surface materials to the pedestrian elements surrounding the development acknowledge, and are proposed to tie in with, the College Road proposals. Materiality to the east of the development abutting to the future boulevard proposals are in the temporary period tarmac and as the boulevard comes forward to tie in with these.

The tree and planting strategy for the site is conceived to holistically tie the site together. Species chosen aim to contribute to wider green infrastructure network, biodiversity and storm water management whilst providing seasonal interest. Species have been chosen with aspect and site conditions in mind.

4.16.2 Transport

Proposed access

Vehicular access

The proposed development will utilise the site access infrastructure being delivered as part of The Manchester College scheme.

The Manchester College development will deliver a 6m wide access road that will provide a service function for the College and access to the car parking area, drop-off lay-by and service yard.

The access junction will provide 6m kerb radii, with dropped kerbs and tactile paving to assist pedestrian movement. In addition, the junction has been designed to accommodate unobstructed visibility splays of at least 2.4m x 43m in both directions along Great Ducie Street.

It is proposed to provide car parking for up to five vehicles, which will be designated for the mobility impaired. The car parking spaces will be located along the northern side of the access road. A turning facility will be provided at a mid-point along the access road which will allow vehicles to turn and exit the site onto Great Ducie Street in a forward gear.

The submitted access layout provided with the consented College application included a barrier on the parking area to the front of the site. Given the location of the site and the requirement to manage access to the parking area, the location of the barrier is understandable and unlikely to result in any adverse operational concerns i.e. vehicles queuing back onto Great Ducie Street.

It has been agreed that any barrier controls along the access will be connected to both the College management office and the concierge service within the proposed residential development. Both the concierge and the College will be able to control the barrier and permit access when required.

Pedestrian and cycle access

Pedestrian access to the proposed building is provided at various locations throughout the site. The primary pedestrian access route will be via Great Ducie Street, which will provide direct access to public realm areas along the perimeter of the site and lead to an internal courtyard area.

As part of the wider Boddingtons SRF proposals, a new traffic free boulevard will be created, which will continue north/south through the area and provide a pedestrian link through the core of the comprehensive redevelopment site.

The proposed commercial units at the ground floor will have independent accesses around the perimeter of the site, including Great Ducie Street, the new access road and the new traffic free boulevard, as well as being provided with visitors' cycle parking.

Cycle access is provided from the same pedestrian entry off Great Ducie Street, leading towards dedicated secure and covered cycle storage facilities within the site. Additional cycle parking facilities for up to 14 bicycles are provided close to the main entrance off Great Ducie Street.

Proposed parking

As noted, the application scheme is intended to be a traffic-free development in recognition of the highly sustainable edge of city centre location. The development will provide parking for five vehicles, dedicated for the mobility impaired and all delivered with appropriate infrastructure to permit EV parking.

Secure, covered cycle parking provision within the site will be provided for each residential unit representing a 100% cycle parking provision.

Car parking

The development will provide five parking spaces for the mobility impaired and each providing EV charging infrastructure.

The number of car parking spaces provided is cognisant of the parking requirements outlined in the Core Strategy on the basis that provision below the maximum standards can be supported by evidence detailing local circumstances that justify deviation from the standard / sustainable travel measures to support the reduction of car-based trips.

The site benefits from a city centre location and as such, it is considered the site is highly accessible by sustainable modes of transportation. On this basis, it is proposed that the development would not provide additional regular car parking spaces.

Proposed servicing arrangements

The proposed servicing and delivery vehicle access strategy has been developed with due consideration to the operations of the adjacent College development.

A single loading bay will be provided on the northern side of the site access road beyond the disabled car parking provision.

In addition, a dedicated loading / unloading area is provided centrally along the access road where access is provided to the internal courtyard area. This area is located in close proximity to the proposed development bin storage areas for ease of collection as well as being within appropriate distances of key access points for emergency services.

Given the scale of the commercial units proposed within the scheme, it is not anticipated that any delivery vehicles greater than a 10m rigid vehicle or a standard 11.2m refuse vehicle will require access to the site.

All service and delivery vehicles, as well as emergency service vehicles can access and exit the development in forward gear.

For more detailed information, please refer to the Transport Assessment report prepared by Curtins, which accompanies this application.

4.16.3 Wind

A wind microclimate assessment was performed using a digital computer model of the site and the surrounding area within a 400m radius. This digital model was analysed using Computational Fluid Dynamics (CFD) software, which creates a 'digital wind tunnel' to allow the baseline wind microclimate conditions to be quantified.

The following scenarios were tested:

- Existing site with existing surrounds
- Existing site with cumulative surrounds
- Proposed development with existing surrounds
- Proposed development with cumulative surrounds

The results of the CFD were combined with long-term wind climate statistics, corrected to apply at the site, and benchmarked against the Lawson Comfort Criteria.

Such criteria identifies the wind conditions and thresholds for a range of pedestrian activities such as sitting, standing, strolling and walking uncomfortably. In this way, the results of the testing were used to determine the comfort and safety of the wind microclimate in relation to the expected pedestrian activities at and surrounding the site.

Conditions were assessed for all thoroughfares, footpaths and proposed amenity spaces around the proposed development.

Testing was performed to ensure that all conditions around the proposed development were both not likely to be subject to nuisance winds, and also to ensure no significant risk was posed to pedestrian safety due to strong winds.

Mitigation was developed to ensure this, incorporating the following measures:

- Tree planting within the courtyard
- A canopy
- Screening at terrace level

For more detailed information, please refer to the ES chapter prepared by GIA which accompanies this application.

4.16.4 Structural design

The building structure is proposed to be constructed as a reinforced concrete frame. Floors are proposed to be flat slabs and these will be supported by reinforced concrete columns and walls. A variety of column sizes and profiles is proposed to suit the architectural layouts; in many instances blade columns are used to fit into walls with minimal projections.

Resistance to horizontal forces such as wind loads is provided by reinforced concrete shear walls. Typically these are located around lift shafts and staircases but in occasional instances supplementary shear walls are provided on party wall lines.

The architectural and structural layouts have been developed so as to allow columns to stack vertically through the various layouts without the need for transfer structures.

Column and wall loads are reasonably large as a result of the building heights and so piled foundations are proposed throughout. An enabling works contract is proposed to remediate any buried obstructions prior to the main building contract commencing.

4.16.5 Civil engineering

The onsite drainage will be collected in a separate Foul and Surface water sealed underground systems.

The foul and surface water drainage will be combined on the last drainage run prior to discharging into the United Utilities Combined Sewer in Great Ducie Street. The connection of the drainage onto the sewer will be the subject of a S106 application under the Water Industry Act. United Utilities have been consulted and an initial discharge rate has been agreed.

Surface water discharge rates have been agreed with United Utilities and opportunities for the installation of Sustainable Urban Drainage techniques are discussed and reviewed in the Flood Risk Assessment, which accompanies this application.

4.16.6 MEP

Existing Utilities

The record drawings show both HV and LV cables running across the proposed site. The HV and LV cables within the project demise appear to be running to and from an old (now demolished) sub-station, and other points on the existing car park site. Electricity Northwest (ENWL) have confirmed these cables are now redundant and marked as 'out of commission'. Following dead testing of the cabling the project contractor, in co-ordination with ENWL, will remove the cabling.

There are currently no gas mains located on the Site, and no gas diversions are anticipated to be required.

The record drawings indicate an existing 12" water main running along Great Ducie St to the East of the site (on plan). An existing 6" cast iron water main (supplying a fire hydrant and assumed private water supply) emanates into the site boundary. Further discussions with the utility supplier (United Utilities) will be required to establish whether the feed to the current hydrant is live, however the intent is for this connection to be isolated, disconnected and removed as part of the site clearance works.

Electric Connections

Wallace Whittle have produced an initial electrical load estimate for the development based on load estimates from similar projects as shown below; these load estimates will be continually refined as the project develops throughout RIBA Stages 3 & 4:

Building A estimated electrical load = 785 kVA
Building B estimated electrical load = 1022 kVA
Quantity of 1MVA Sub-stations = 2

At present the Block B substation exceeds the capacity of the proposed 1MVA transformer. As part of the RIBA design stages 3 and 4 loads will be assessed so that the overall load is split evenly across the two substations. This will result in a load of approximately 900kVA per transformer.

For the favoured heating option, it is anticipated that two new DNO/IDNO sub-stations will be required to meet the demand for the development. These sub-stations would be located at ground floor level with access from the street. An application for a formal quotation has been made to ENW and PowerOn for the load identified.

Telecoms Connections

Clarion require the provision of both BT Openreach and HyperOptic telecommunications provision to the apartments. These providers will install (or provide free issue for installation by others) cabling for their services from distribution cabinets external to the buildings, to each apartment via distribution equipment located in the comms intake room and within the comms risers.

Water Connections (excluding Drainage)

Water for the new development is proposed be provided from the local United Utilities (UU) network infrastructure on Great Ducie St. and has been confirmed that the existing UU infrastructure network has sufficient capacity (flow & pressure) to support the development without the need for network infrastructure upgrade works.

Gas Connections

A gas service connection is currently not proposed for the development based on the adoption of an all-electric heating strategy. Generally, primary mechanical, public health and electrical services plant will be in dedicated / independent plant spaces within the building footprint.

Typical Apartment Services

The central hub to the MEP services provision to apartments is the utility cupboard, which contains the ASHP domestic hot water cylinder, ventilation equipment, electrical meter, consumer unit, and telecoms and TV distribution equipment. Each apartment will be provided with residential sprinkler protection to BS 9251 (2021) and is based upon a hazard category 4 system.

Non-Residential Services

Each non-residential space is to be provided with:

- Metered electrical supply
- Metered mains cold water service
- Commercial sprinkler connection served from dedicated sprinkler plant designed and installed in compliance with BS EN 12845, and designated as Ordinary Hazard1
- Containment route to incoming comms room to allow telecoms provision
- Louvred section above glazing for connection of tenant systems

Ventilation Strategy

Ventilation to the new development will consist of:

- Mechanical Ventilation with Heat Recovery (MVHR) to apartments
- Smoke ventilation to stair & lift lobbies as well as communal corridors
- Mechanical Ventilation to bin stores, plant rooms as required

Energy Strategy

The Energy Strategy for the development has been developed to satisfy the requirements necessary to meet Manchester City Council's current planning conditions as well as CHCs sustainability and energy standards. The Energy

Hierarchy stages of Be Lean, Be Clean and Be Green have been applied to the develop to maximise the reduction in CO2 emissions of the proposed Scheme. For further details please refer to the Energy Statement, document number, DN0107-WW-ZZ-ZZ-RP-CS-00002.

4.16.7 Cleaning and Maintenance Strategy

Low maintenance materials have been chosen throughout the scheme to reduce the amount of cleaning required to façades. Access to roofs is via the internal communal corridor (with a level difference that can be facilitated via a temporary step) or via AOVs in the stair core for Building A level 12 and Building B level 29. Single storey roofs will be accessed via a ladder or MEWP from ground floor. Commercial windows will be cleaned from water-fed poles from ground.

Abseil access from the roof and terrace will be needed for façade maintenance and window cleaning.

Introduction

Context

Design process

Design response

5.0 Access

Appendices

5.1 Access principles

An inclusive environment does not attempt to meet every single need, but by considering people's diversity, inclusive environments can break down barriers and exclusion and will often achieve superior solutions that benefit everyone. Legislation and guidance has tended to result in 'special' provision being made for disabled people rather than their needs being integrated with all other users. The term 'inclusive design' relates as much to the design process as to the final product and just as equally to management, operation and information, bonding user experience with professional expertise.

This section consists of the Access Statement that relates to the proposals for the Former Boddingtons Brewery Site. It is an integral part of the Design and Access Statement and supports the planning drawings submitted for this planning application. The aim is to provide a clear description of how the users of the proposed development will access, and be guided through the buildings and the site, without discrimination or limitation.

It considers, but is not only limited to, the access and circulation needs of a wide range of people including parents with children, the elderly and the disabled.

An Access Statement will evolve throughout the design and construction period. This Access section deals with the design, up to planning, and the aspirations of the design for its development and final realisation through the construction process.

All dwellings are M4(2) Category 2: Accessible and adaptable dwellings.

5.2 Legislation, standards & guidance

Policies, legislation and guidance followed in the preparation of the Access Statement:

- Manchester City Council Design for Access 2
- Approved Documents K (2013) and M (2015) of the Building Regulations, hereafter referred to as ADK and ADM
- Manchester Residential Quality Guidance Issue 01, March 2017
- Technical Housing Standards – Nationally Described Space Standard, March 2015
- Equality Act 2010
- British Standard BS 8300-1:2018 and BS 8300-2:2018

5.3 Travel to site

The development is easily accessible by foot, cycle, public transport and car.

5.3.1 Pedestrian approach

The site can be accessed via Great Ducie Street to the west, New Bridge Street to the south, Dutton Street to the east and Charter Street to the north. Commercial and retail entrances are located at ground floor level and feature level thresholds.

Two of the residential entrances to buildings B1 and B2 are accessed via the new proposed pedestrian route off New Bridge Street, and Building A is accessed directly from Great Ducie Street. All three are located in prominent locations and easily accessible.

The main entrance to the concierge is located at the base of the tallest building (Building B) from which core B1 can be accessed internally and the other core B2 accessed externally across the courtyard.

The proposals include residents' secured bicycle stores at ground level between Buildings A and B.

The proposals also incorporate retail and commercial dwellings at the ground level, located along Great Ducie Street and the new proposed road to the south of the site. These commercial units enjoy excellent street presence and easy pedestrian access via level thresholds.

5.3.2 Public transport

The development is adjacent to Manchester Victoria train and tram station and is in close proximity of several bus stops, as shown in section 2.2.

5.3.3 Vehicle access

Five blue badge parking spaces are allocated at the south of the site opposite the college. Commercial, refuse and fire tender vehicles all have an off-street vehicle access bay for servicing and emergencies located to the south of the site between the parking bays.

5.4 Access philosophy

To be read in conjunction with the Planning and Tall Building Statement prepared by Deloitte.

5.4.1 Introduction

The entrances to all buildings and apartments have been designed and located in such a manner as to make them obvious and easily accessible from the public realm. The main residential lobbies have been designed to provide level access from the public realm, as required by ADM, with a clear, covered, open space in front of the doors. This accessible approach leads to a level entry threshold and to the internal lobby which will feature a slip-resistant finish.

All routes to the entrances, both along Great Ducie Street and from the proposed new avenue, will be well lit. A similar approach will be applied to the entrances of all non-residential uses. Entrances are designed to be obvious on the elevations to ensure they are easy to find. The reception aesthetic is separated from the main body of the buildings by the use of contrasting materials, making identification easier for the visually impaired.

5.4.2 Public realm

The public realm will be accessible to all as part of an inclusive design philosophy. With secure pedestrian access from two sides, users with disabilities are not segregated and are able to move through the public realm and access the buildings. They will use the same entrance, corridors and rooms as everyone else without detour.

5.4.3 Hard & soft landscaping

The hard and soft landscaping design is based on a strategy to ensure ease of long-term maintenance and management. Practical consideration will include the use of durable, non-slip hard landscape materials that benefit not only disabled users but also older people and children.

The route through the courtyard acts as a direct route between the proposed central avenue; this will be a key route through the site connecting it to the wider context. As such, the design features regular placement of seating and resting points along the route, the use of quality tactile and textured surfaces, contrasting colours, appropriate lighting and signage in order to aid navigation around the site. Visual clutter and obstructions will be minimised where possible.

5.4.4 Surface materials

The entire public realm will be accessible, with the pavement textures selected in order to balance the needs of wheelchair users (who require a low resistant surface) with the needs of crutch and stick users (who require more purchase during wet weather). The key principles for the palette of considered surface materials will include the following:

- A visual contrast in colour between the pedestrian and vehicular access
- Tactile paving defining pedestrian and vehicular areas
- Surfacing designed to aid way-finding

5.4.5 Width / gradient to foot ways

Footpaths will be of a suitable width as to allow users at all mobility levels to pass comfortably, including wheelchair uses and adults with children. Street furniture such as directional signs, lighting and seating will be located just off the perimeter of the access routes to minimise obstructions. All signage will be colour contrasted.

5.4.6 Cross-falls to footpaths

Cross-falls are important on footpaths to move standing water to the edges which stops ice from forming on cold days. The need for this surface drainage must be balanced with the difficulty a manual operated wheelchair has moving across a cross-fall. The design of the footpaths across the Site have minimal cross-fall to balance both needs.

Pedestrian routes will follow desire lines as much as possible; street furniture such as directional signs, lighting and seating will be located just off the perimeter of the access routes to minimise obstructions. All signage will be colour contrasted.

5.4.7 External street lighting & CCTV

A balanced level of lighting has been considered. This will be designed to avoid strong contrasting pools of light and silhouette. The lighting design supplied will be of a safe and comfortable illumination level, assisting access and improving security.

The spread of light will be even and the lamp type chosen will provide a light with good colour rendering properties. Timing controls will be introduced to allow the switching off of certain parts of the lighting at key times to save energy and discourage use at night close to residential areas. Principal entrances to the buildings will remain illuminated.

All open spaces such as the communal gardens and other accessible areas within the development will be illuminated at both high and low levels at the appropriate lux figure for their contextual setting.

5.5 Building environment

The buildings are set within a landscaped environment at street level.

There is a level change across the site of approximately 900mm from the Building B to the lowest point at Building A. This will be accommodated at street level, using ramps of very shallow gradients integrated into the landscape design. A level threshold is provided to the commercial units.

Level access is provided to all residential apartments and each building has its own entrance with level access from the street. Podium and roof level external amenity space is provided, which is only accessible by residents. Level access is provided to the podium from the northern core of Building B.

At the ground floor, bicycle store are accessible from across the landscaped courtyard.

5.6 Building & structures

5.6.1 Materials

The proposed materials have been specified (using Part M specifications) to contrast tonally with the ground finishes, enabling people with visual impairments to identify building boundaries.

5.6.2 Construction

The design follows a simple concept based on the clarity of the overall structure of the building. Slab levels have been set to ensure that the structure will not impose restraints upon individuals using and moving through the building, including ensuring obstructions are avoided in pedestrian/common areas and that level access can be provided throughout.

5.6.3 Internal floor surfaces

The floor finishes will contrast tonally with the walls and will be of a non-slip material. Finishes will be contrasting in the vertical and horizontal situations. Floor surfaces will not be overly resistant to wheelchair users, but will aid crutch users in gaining purchase. As well as this, floor finishes will be of a robust and durable nature.

5.6.4 Transition to internal

The entrances will be designed so as to be easily identifiable, and the frames will be of a strong tone or colour to visually separate them from the surroundings. Entrances will be appropriately lit. The main entrance doors are designed to comply with relevant legislation in terms of minimum width opening and closing and the thresholds will be level. Entrances will also be covered in accordance with building regulations M4(2).

5.6.5 Opening windows & projections on public routes

Obstructions at head height can be dangerous to the visually impaired. All opening windows and projections have been minimised within the design. Where they cannot be removed completely, vegetation has been provided at ground floor to notify people of the potential for window opening. Where possible, outward swinging doors are avoided and, where required due to fire escapes, they will be marked by blistering, vegetation or bollards.

5.6.6 Steps & ramps

All steps, stairs and ramps have been designed to comply with Approved Document Part M 2015 and BS 8300:2009. This includes tread, risers, handrails, lighting and nosings. Hand rails are provided to all steps where required to provide support and guidance. They will be colour-contrasted to make them easily visible, easy and comfortable to grip, they will have no sharp or protruding edges and will be located at the correct height (900mm) and will extend for 300mm.

5.6.7 Door design

All doors on the scheme, both manually operated or automated, are compliant with ADM and BS 8300:2009 according to different uses and users of the buildings, specifically in relation to vision panels, weight, colour, door ironmongery and use of materials.

5.6.8 Movement within buildings

This key subsection relates to the internal circulation within each building, considering specific needs of disabled people. The buildings are accessed via horizontal corridors. Vertical circulation is via lifts in the cores, and ambulant disabled stairs.

Provision of lifts:

All lifts, in all buildings, are designed to comply with ADM and BS 8300-2:2018, including size, internal materials, door opening width, floor landings and operating apparatus.

Stairs:

Stairs comply with ADM and BS 8300-2:2018 in terms of widths, treads, risers, hand rails, nosings, top and bottom surfaces, landings and finishes. They have also been designed for ambulant disabled users, including the fire escape stairs.

Corridor and lobby design:

All corridors within the buildings comply according with their specific uses and with ADM in terms of size, lighting, materials, signage, doors and colours etc. There are no changes in level to any corridors and the typical width is 1.5m. Vision panels in corridor doors will be designed to allow people both seated or standing to be seen.

Pull handles will only be fitted on the pull side of doors and fingerplates will be fitted on the push side. This assists all users, but especially people with learning difficulties and people with visual impairments. Handles will not extend down to floor level since this type of handle can become caught in the footplates or wheels of a wheelchair.

There is adequate space between lobby doors for a wheelchair user to clear one door before opening the next.

5.7 Means of escape

The means of escape from the flats will operate what is referred to as a "safe to stay, safe to leave" evacuation strategy, that is occupants other than those in the affected flat are not expected to evacuate and can remain safely within their flat. However, suitable provisions have been incorporated into the fire strategy design to allow any occupants who consider it necessary to escape, or are instructed to do so by the fire service. Measures provided include:

• Compartmentation and fire resisting construction.
• The inclusion of active fire safety systems such as sprinkler systems, smoke ventilation systems, and fire detection and alarm systems.
• The provision of two stairs in each building that serve every upper storey. This is primary to address the potential for fire-fighters preventing occupants being able to escape via one of the stairs due to their operations in the building, but also reduces the risks associated with relying on a single stair.
• Evacuation lifts. These are accessed from their own dedicated ventilated protected lobby and allow occupants with mobility impairments who may not be able to use a stair to escape to evacuate without reliance or assistance from others.

5.8 Signs & wayfinding

5.8.1 External signage

The signage strategy for the development will follow good practice guidelines. All signage will be contrasting and designed for those with learning difficulties or visual impairments.

5.8.2 Internal signage

All internal signs to communal areas will be clear, with contrasting symbols, and with braille translations to help the visually impaired. All signage will be located in obvious locations and will be well lit.

5.8.3 The use of differing tactile materials

A palette of tactile handrails/support rails showing directions of travel to the nearest fire exit have been considered through the design of each building.

5.8.4 The layout of the buildings

The clear layout of each building, generally arranged with a sequence of entrance/lobby/lift/stair core/corridors, allows a simple circulation throughout and between the floors. A readable structure and detailing provides an easy indication to distinguish residential from commercial uses within the site.

5.9 Part M4(2) compliance

The following section demonstrates compliance with the criteria set out by M4(2). Listed below are the criteria for compliance with Part M4(2) which is followed by supporting annotated drawings.

5.9.1 Approach routes

General

The approach route to both residential entrances are located off the undercroft cover created by the public route through the site. The building entrances are accessible with level access. Communal parts of the approach route to the dwellings have a minimum clear width of 1,200mm. All parts of the external approach routes will have a suitable ground surface.

External and internal ramps forming part of an approach route

All ramps comply with diagram 2.1, have a top and bottom landing of the minimum width required and have a clear width of at least 1,200mm.

5.8.5 Car parking and drop-off

Parking spaces

Parking spaces are all disabled parking bays, and have a minimum clear access zone of 1,200mm to one side. The access to the building entrances is step free.

Drop-off Point

A service bay / drop off is located to the south of the site near the blue badge parking spaces.

5.8.6 Communal entrance

Principal communal entrances

The principle communal entrance has a level landing of 1,500mm x 1,500mm directly outside and clear of any door swing. This will be covered to a minimum of 1,200mm width and 900mm depth. Lighting will use fully diffused luminaires that are activated automatically by a dusk to dawn timer or a motion detector. The entrance door (including double doors) has a minimum clear opening width of 850mm, and a 300mm nib is provided to the leading edge of the door, in accordance with diagram 2.2. Door entry controls will be mounted 900-1,000mm above finished ground level, and at least 300mm away from any projecting corner.

Other communal doors

All other communal doors have a minimum clear opening width of 850mm, and a 300mm nib will be provided to the leading edge of the door, in accordance with diagram 2.2. Door entry controls will be mounted 900-,1000mm above finished ground level, and at least 300mm away from any projecting corner.

5.8.7 Communal lifts and stairs

Residential lifts

Each building core has 2no. 13 person lifts with a car size of min. 1,100mm x 2,100mm. There will be at least one evacuation lift and one fire fighting lift per core.

Each lift has a clear landing of 1,500mm x 1,500mm directly in front of the lift door at every floor level, a door clear opening width of at least 800mm and meets BS EN 81-70:2018. Landing and car controls will be 900-1,200mm above the car floor and a minimum of 400mm from the inside of the front wall.

Communal stairs

All stairs meet the requirements of Approved Document Part K for a general access stair.

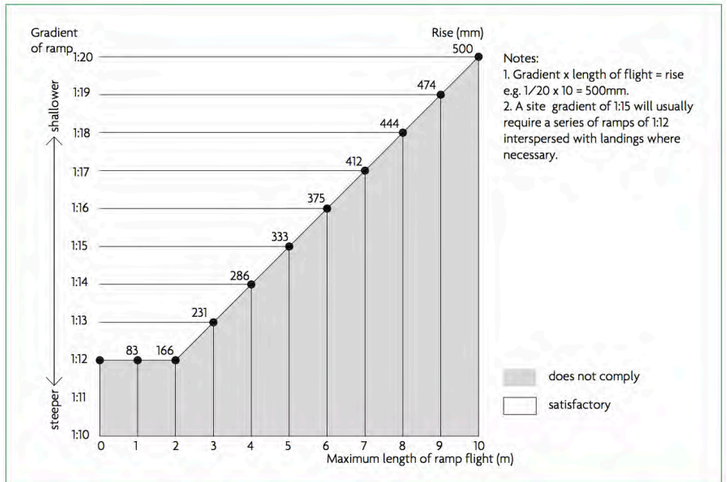


Diagram 2.1 Maximum length of ramp at a given gradient

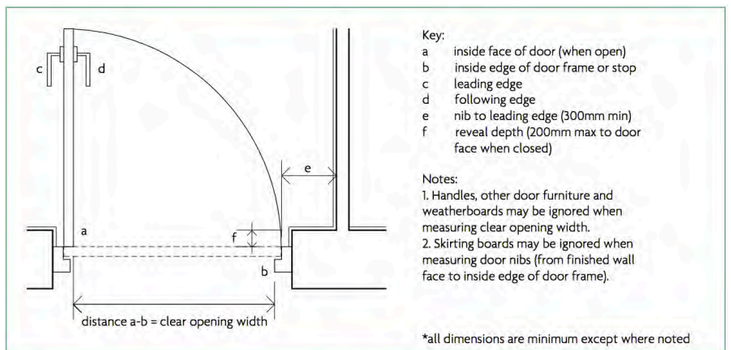


Diagram 2.2 Measurement of clear opening width and other features of external and internal doors

5.9.2 Private entrances

Principal private entrance and alternative entrance

The principle private entrance to each apartment will have a level landing of 1,200mm x 1,200mm directly outside. The entrance door (including double doors) has a minimum clear opening width of 850mm, and a 300mm nib is provided to the leading edge of the door, in accordance with diagram 2.2.

Other external doors

All other doors connected to the dwelling will have a minimum clear opening width of 850mm, and a 300mm nib is provided to the leading edge of the door, in accordance with diagram 2.2.

5.9.3 Circulation areas and doorways

Door and hall widths

The minimum clear width of every hall or landing is 900mm. Localised obstructions will not occur opposite or close to a doorway and the corridor will not be reduced below 750mm width at any point. The clear opening widths will conform to those set by Approved Document M and a 300mm nib will be provided to the leading edge of every door within the entrance storey.

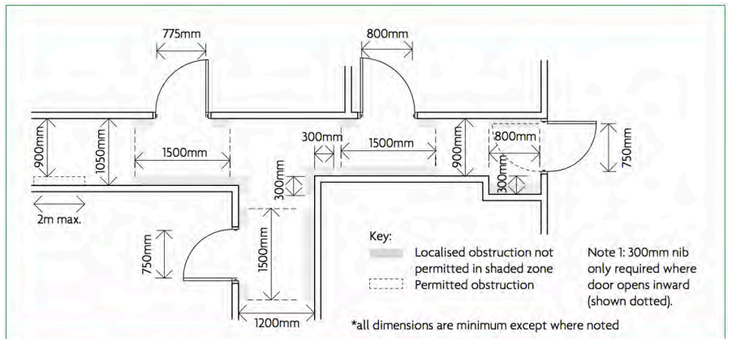


Diagram 2.3 Minimum door and hall widths and restrictions on localised obstructions

5.9.4 Habitable rooms

Living, kitchen and eating areas

All dwellings are located on one storey, therefore there will be step free access between a living area, a WC, and the principal private entrance. Within the kitchen, there is a minimum of 1,200mm clear space provided in front and between all kitchen units and appliances.

Bedrooms

Every bedroom has a clear access route, minimum of 750mm wide from the doorway to the window, and at least one double bedroom will provide a clear access zone - a minimum of 750mm wide to both sides and the foot of the bed. Other double bedrooms have a clear access zone a minimum of 750mm wide to one side and the foot of the bed. All single bedrooms will provide a clear access zone a minimum 750mm wide to one side of the bed.

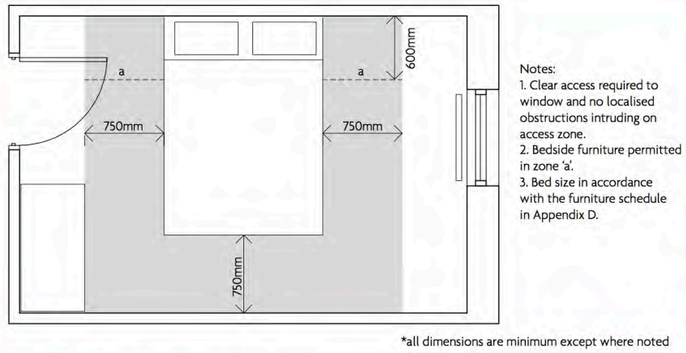


Diagram 2.4 Clear access zones to principal bedroom

5.9.5 Sanitary facilities

General provisions

All walls, ducts and boxing to the WC/Cloakroom, bathroom and shower rooms will be strong enough to support adaptations that could impose a load of up to 1.5N/m2.

WC facilities on the entrance storey

Every dwelling will have a room that provides a WC and basin.

The door to the WC will open outwards.

Bathrooms

Every dwelling has a bathroom that contains a WC, a basin and a bath, that is located on the same floor as the double bedroom described as the principle bedroom.

5.9.6 Services and controls

Consumer units will be mounted so that the switches are between 1,350mm and 1,450mm above floor level. Switches, sockets and controls will have their centre line between 450mm and 1,200mm above floor level and a minimum of 300mm from an inside corner.

The handle to at least one window in the principle living area is located between 450mm and 1,200mm, or a remote opening device will be fitted. Handles to other windows will be located between 450mm and 1,400mm above floor level, or a remote opening device will be fitted.

Boiler controller / thermostat will be mounted in an accessible location between 900mm - 1,200mm above finished floor level.

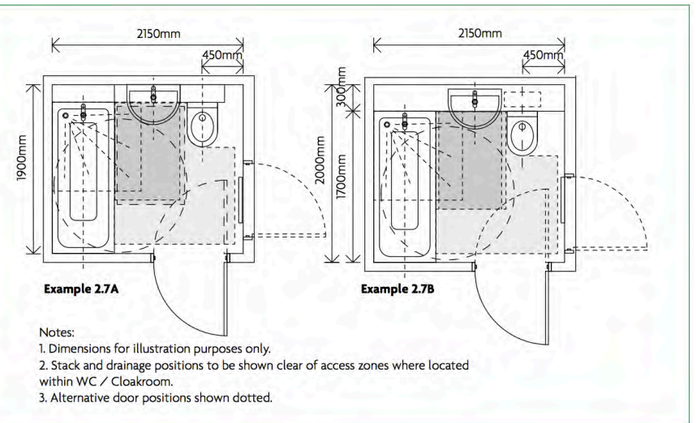


Diagram 2.7 Examples of Category 2 bathrooms

5.10 Accessible & adaptable dwellings

The following layouts demonstrate compliance with the criteria set out by M4(2) and parts of Design for Access 2.

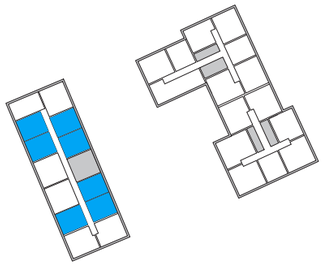
Typical Part M4(2) 1 bedroom 2 person apartment

(Affordable)
Total Area: 50.2 sq m (540 sq ft)

Key:

Design for Access 2 Criteria

M4(2) Criteria



Key plan

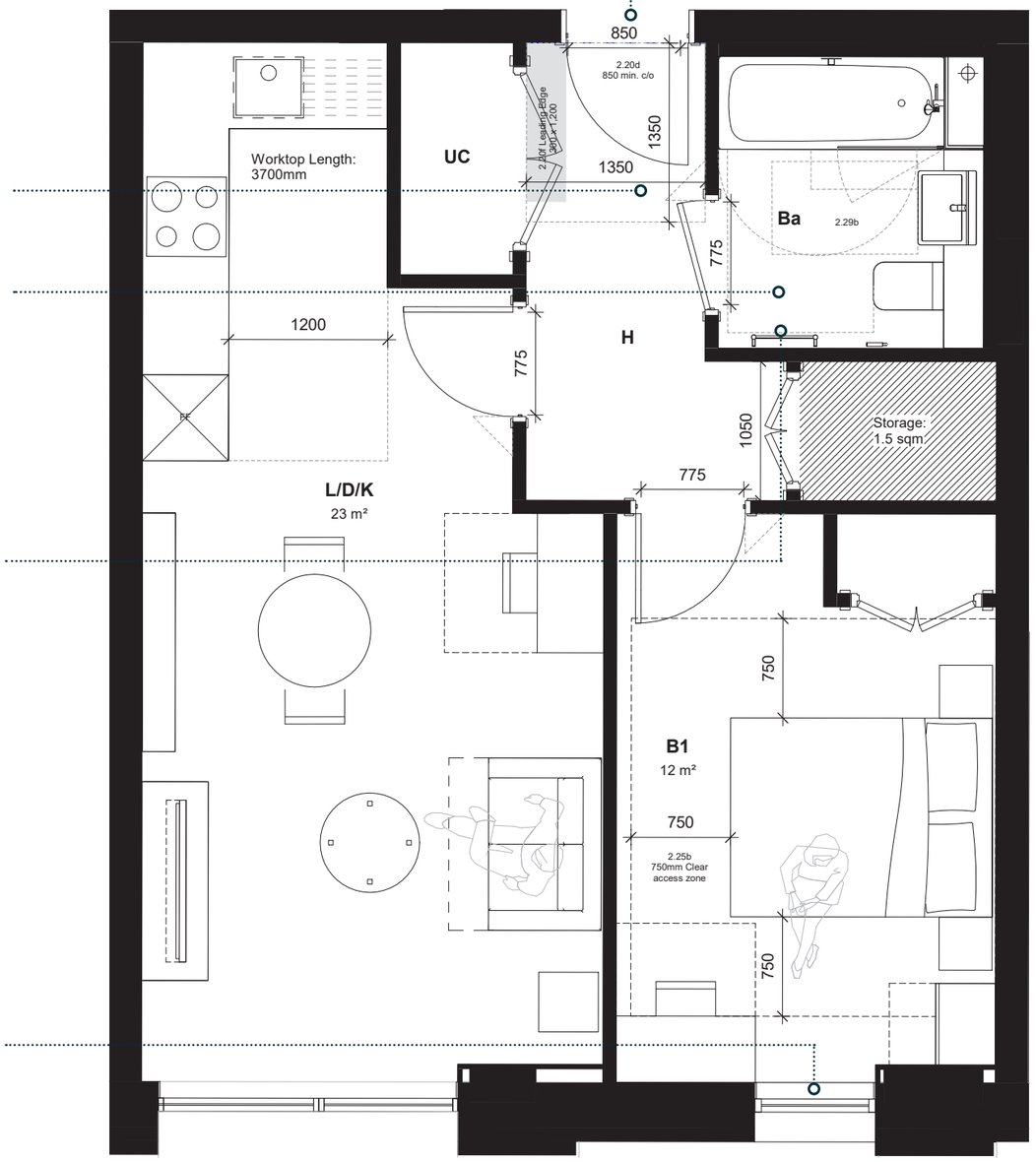
10.1.7: Thresholds should be flush.

19.1.3: Showers and bathrooms should be located on obstruction-free accessible routes

21.1.11: An accessible WC should be provided at entrance level within each dwelling. An accessible WC should have minimum dimensions of 1500mm x 2000mm and should include a wash-hand basin installed at maximum height of 740mm, and a close coupled cistern fitted with a large dimple-type flushing handle at a height of 800mm on the transfer side.

21.2.7: Walls in bathrooms, showers and toilets should be constructed to take adaptions such as grab rails.

21.2.12: Window sills should be no more than 900mm above floor level. Any glazing less than 900mm above floor level should be safety glass.



Access

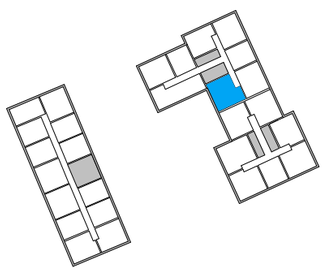
Typical Part M4(2) 2 bedroom 4 person apartment

(Shared Ownership)
Total Area: 76.5 sq m (823 sq ft)

Key:

Design for Access 2 Criteria

M4(2) Criteria



Key plan

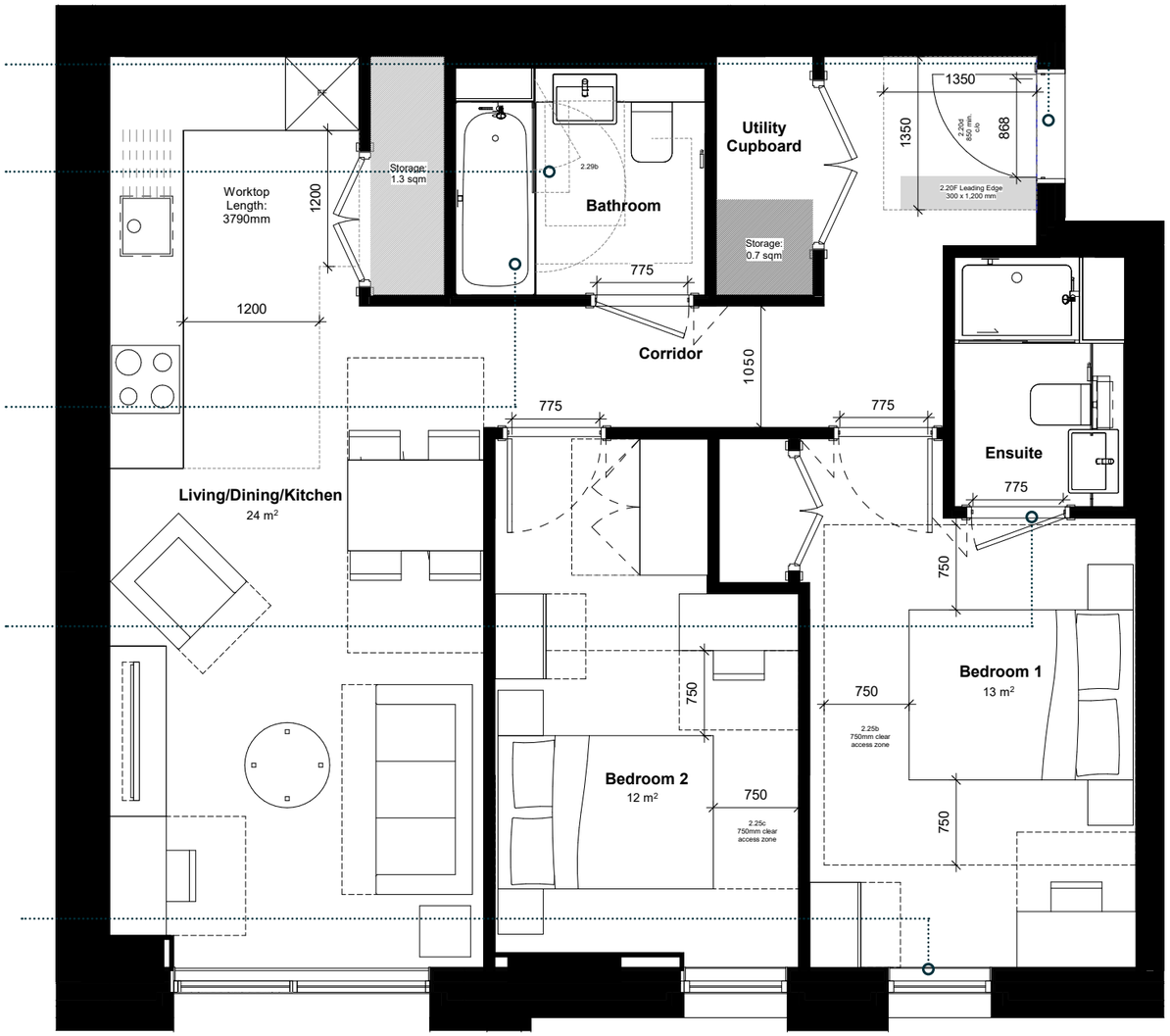
10.1.7: Thresholds should be flush.

21.1.11: An accessible WC should be provided at entrance level within each dwelling. An accessible WC should have minimum dimensions of 1500mm x 2000mm and should include a wash-hand basin installed at maximum height of 740mm, and a close coupled cistern fitted with a large dimple-type flushing handle at a height of 800mm on the transfer side.

21.2.7: Walls in bathrooms, showers and toilets should be constructed to take adaptions such as grab rails.

19.1.3: Showers and bathrooms should be located on obstruction-free accessible routes

21.2.12: Window sills should be no more than 900mm above floor level. Any glazing less than 900mm above floor level should be safety glass.



Introduction

Context

Design process

Design response

Access

6.0 Appendices

6.1 Pre-application meeting no.1

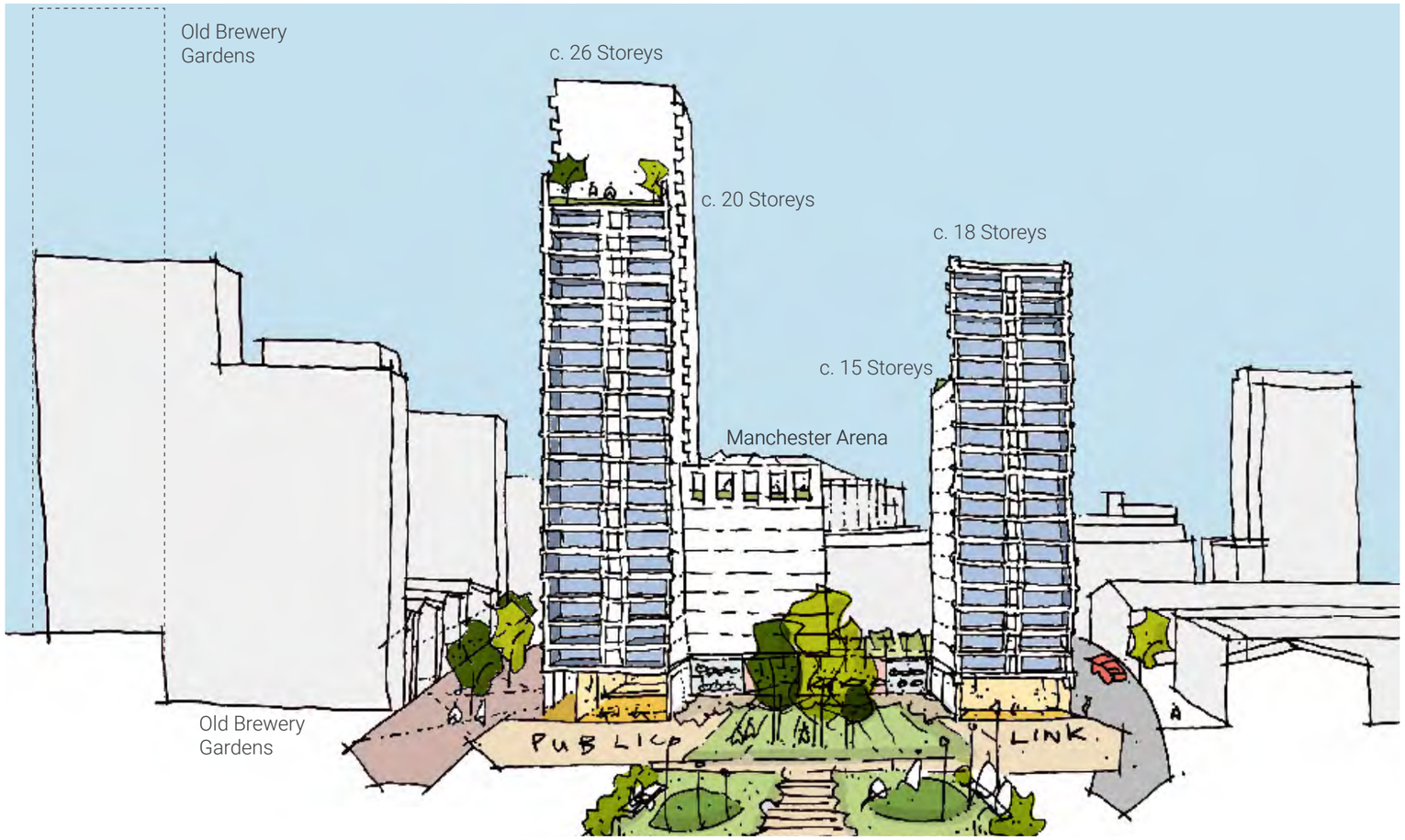
The first pre-application meeting focused on the SRF and how the site can adapt the original SRF connections, massing, heights and density.

Key benefits of development

- Proposal seeks to support the Former Boddingtons Brewery Site masterplan linking the proposed boulevard to Great Ducie Street to the west
- Provide a new public pocket park for residents and the wider neighbourhood
- Active uses at ground floor to animate the courtyard, boulevard and Great Ducie Street
- A high-quality housing offer including both private and communal external amenities
- Aspiration to provide affordable housing on site, subject to funding agreements
- Active travel will be promoted

Feedback

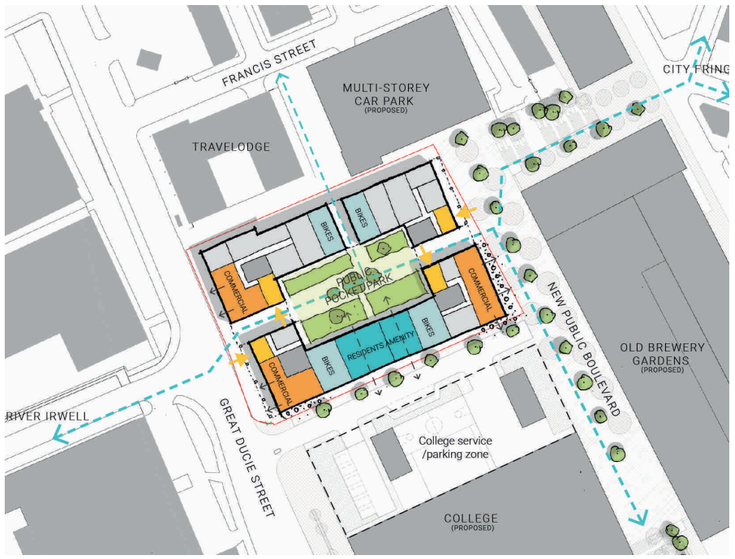
- Principles of changing SRF strategy agreed with new connection route through the site
- Heights and massing to be considered and reviewed at the next pre-app meeting
- Principle of residential use agreed



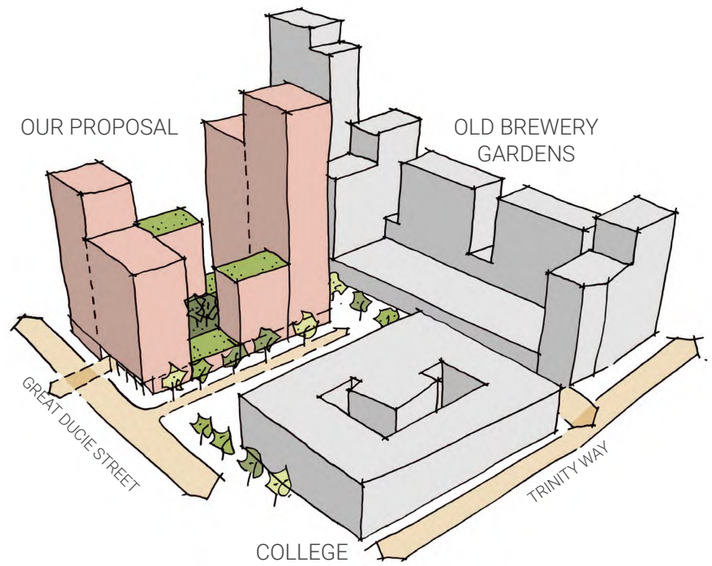
Concept sketch



Connections diagram



Ground floor plan diagram



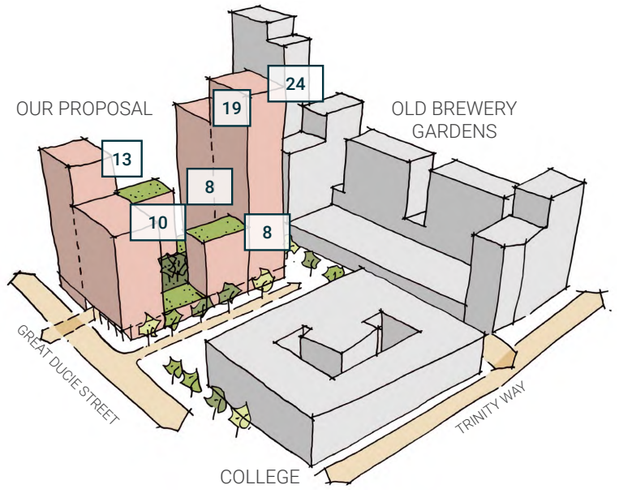
Concept massing

6.2 Pre-application meetings no.2 - 4

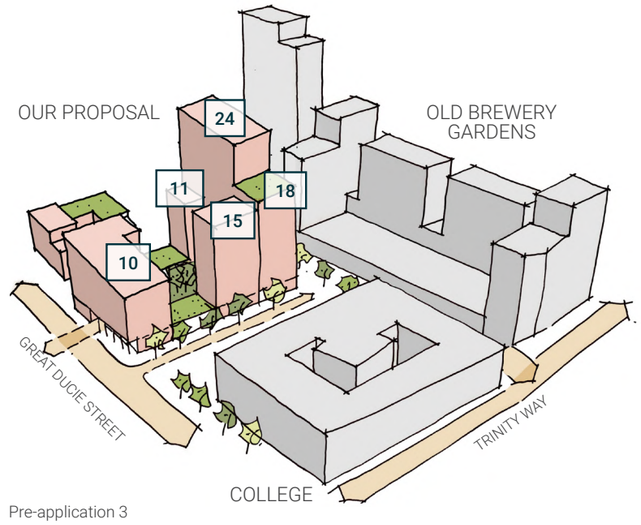
Following the principles discussed and agreed in pre-application 1; pre-application meetings 2, 3 & 4 were predominantly focusing on the massing and height, and where it should be located to achieve a viable and deliverable scheme around the public courtyard space. These extracts show the variety of massing options that were reviewed.

Feedback

- Massing principles agreed but further consideration should be given to Building B to consider a more simplified form



Pre-application 2



Pre-application 3



Concept sketch - entrances



Concept sketch - courtyard



Pre-application 4

6.3 Pre-application meeting no. 5

Following pre-application meeting 4, the massing strategy was reviewed whilst maintaining key principles established through the pre-application process.

The two sketches adjacent and bullet points below were presented during the meeting to show the key principles explored:

Building A - Simplified building massing and footprint

Building B - Rationalised the 'nib' elements into clear and legible building forms

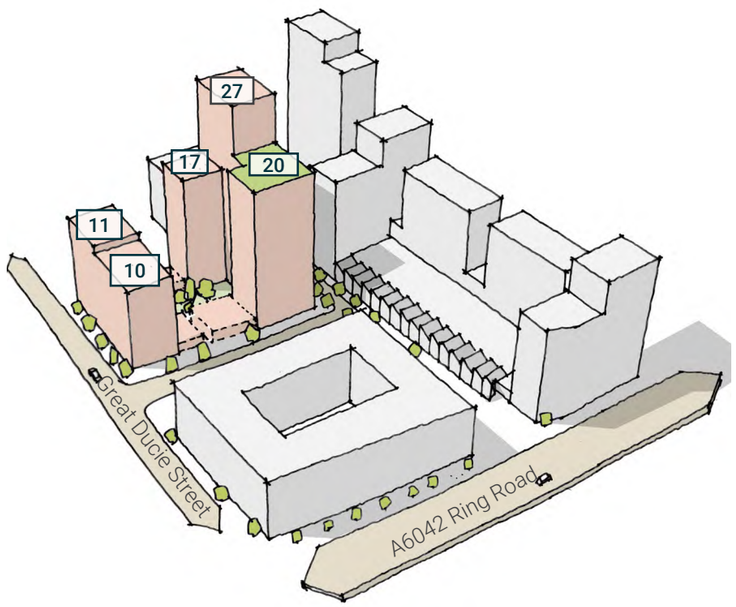
Building forms - Clear hierarchy of massing and varying heights create opportunities for a communal amenity terrace

Boulevard alignment - Building B has been aligned with the college and the approved Old Brewery Gardens scheme to give a clear response to the emerging context, creating a well-defined street scene

- Direct view through the site towards the River Irwell
- Active frontages on all four corners of the site, facing the pedestrian boulevard and Great Ducie Street
- Sharing College Service Strategy
- Managed bin system collected from college service route
- Shared cycle and pedestrian access through the pocket park
- South pedestrian access
- Commercial extending through the pedestrian route to enhance security and provide visibility towards pocket park

Feedback

- No concerns regarding the massing principles and strategy
- Next pre-application to focus on ground floor uses



Massing principles

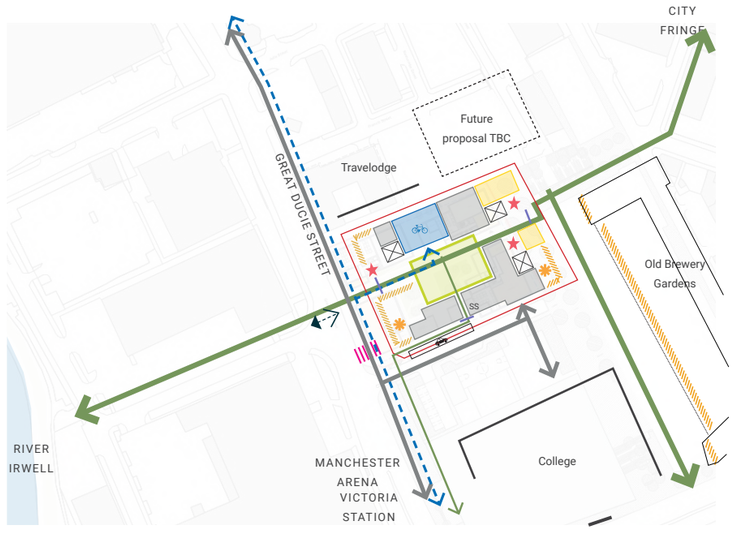


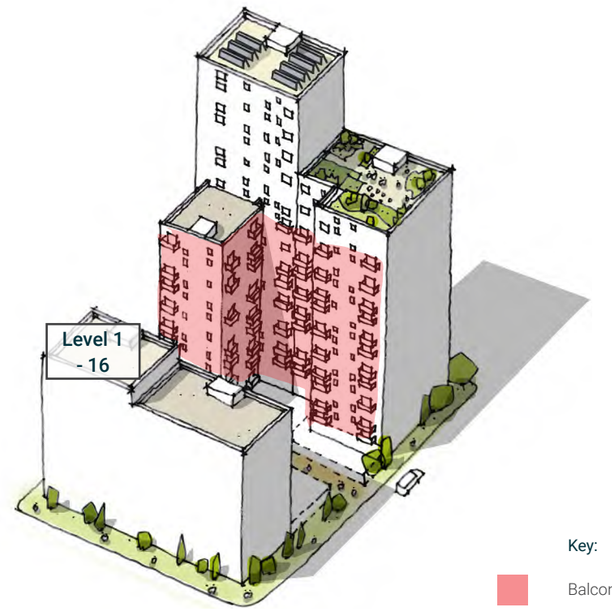
Site plan principles

Key:

Penetration of sunlight into pocket park

Pedestrian route through the site





New proposal axo

Key:

Balcony locations

6.4 Pre-application meeting no. 6

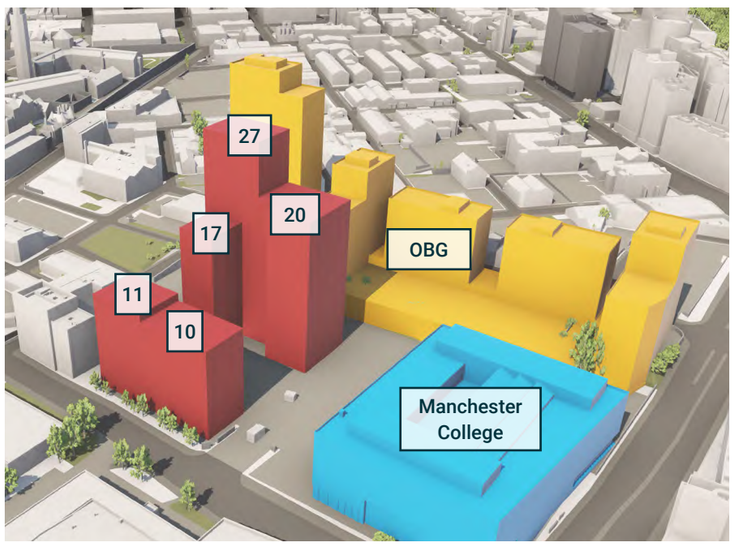
Following the feedback from the previous pre-application the massing principles were retained and ground floor façade principles were developed.

The following principles were discussed:

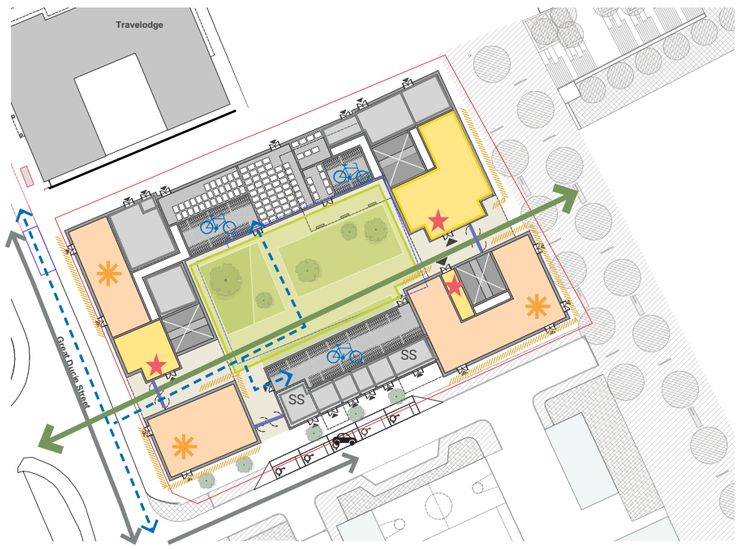
- Direct view through the site towards the River Irwell
- Active frontages on all four corners of the site, facing the pedestrian boulevard and Great Ducie Street
- Sharing College service strategy
- Managed bin system collected from College service route
- Pedestrian access through the pocket park
- South pedestrian access
- Commercial extending through the pedestrian route to enhance security and provide visibility towards pocket park
- Rigorous rationalised façade common in the industrial area

Feedback

- Ground floor needs to have a good commercial/rental strategy to maintain occupancy and prevent empty, boarded up commercial units
- Elevational strategy going in the right direction but requires more detail for the next pre-application meeting



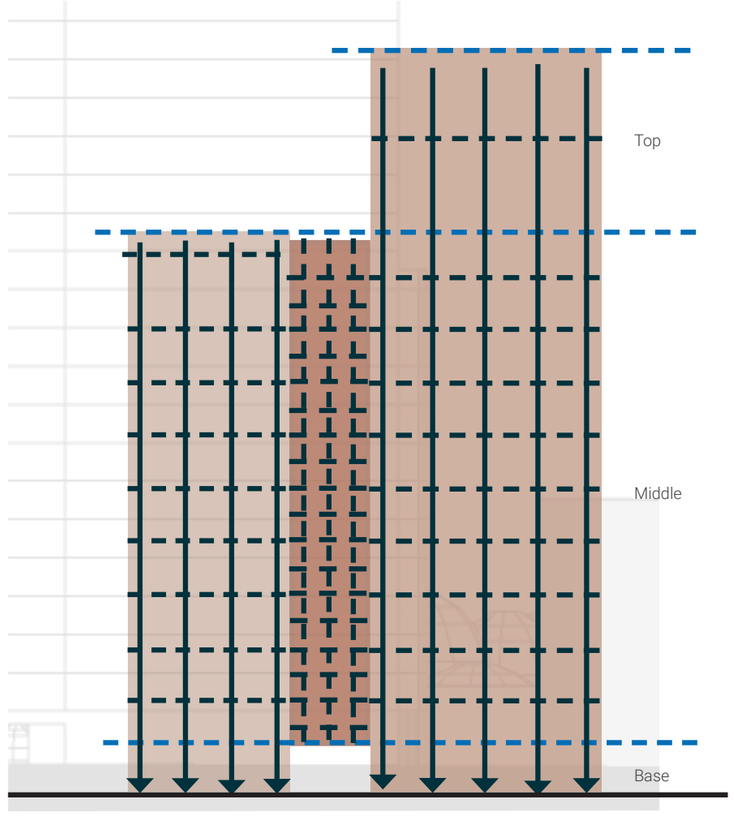
Massing diagram



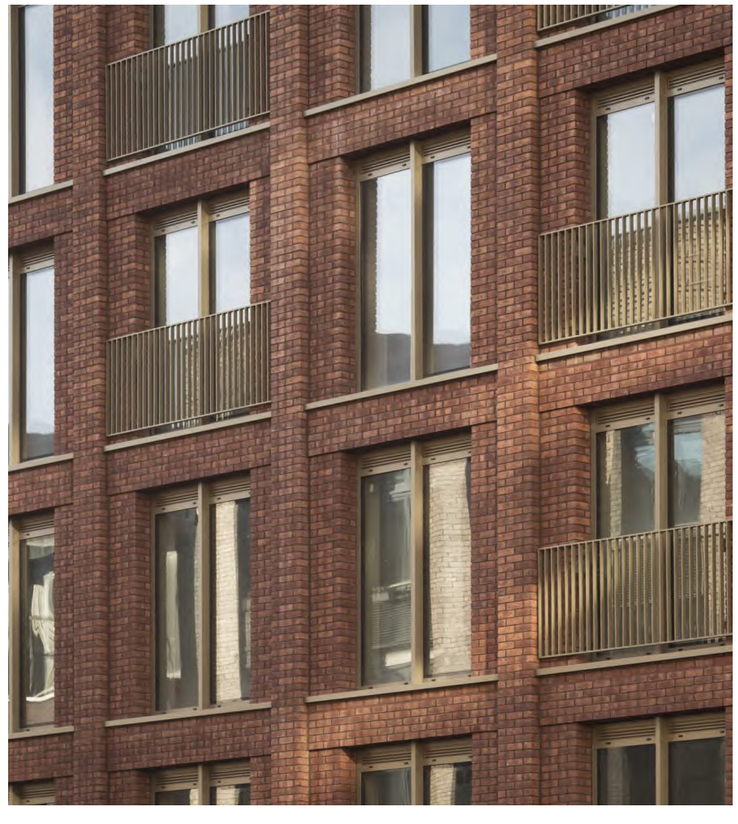
Ground floor diagram

Key:

- Site boundary
- Pedestrian route
- Vehicular route
- Active frontages
- Key commercial unit
- Residential entrances
- Pocket park
- Security gates
- Cycle route
- Cycle parking
- Plant
- SS Substation
- Accessible car parking
- Blank façade
- Concierge / co-working space



East elevation - View from the Boulevard



Façade precedent image

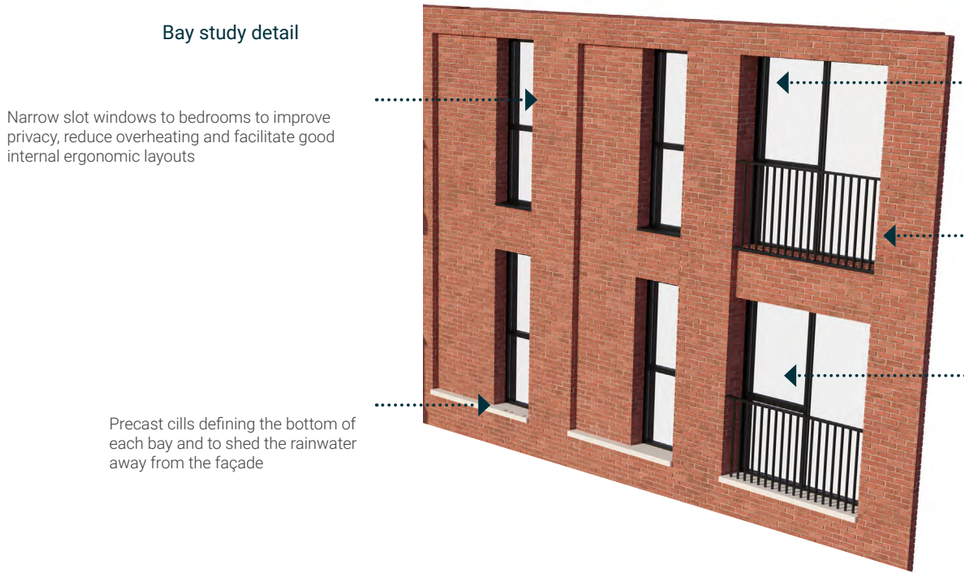
6.5 Pre-application meeting no. 7

At this meeting the team presented the façade treatment and materials palette showing how the 27 storey elevation is being broken down.

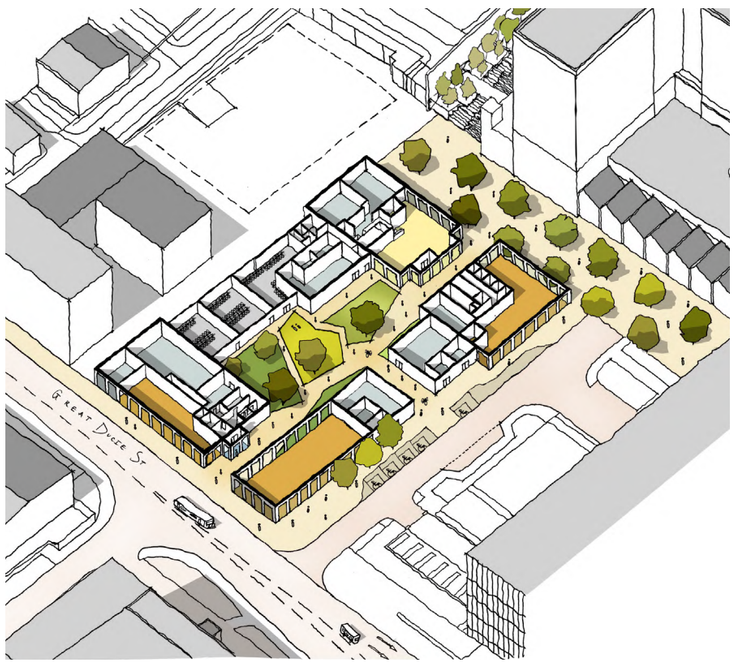
Feedback

- Ground floor looks ‘squat’ even though it is double height. Ground floor should be further distinguished from the rest of the façade
- Massive expanse of brickwork to be used in the elevation, requires it to be exquisitely detailed, using high-quality materials. Further detailed information with regard to the detailing of the elevations is required
- Reduced levels of daylight beneath projecting boundaries and questioned whether it was sensible to incur such quality of space to residents

Bay study detail



Bay study



Ground floor axo



Visualisation of Building B entrance

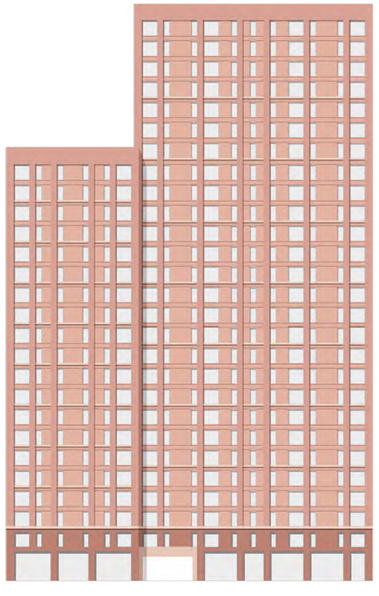
6.6 Pre-application meeting no. 8

Presented a more detailed level of information to show the exquisite detailing within the façade which includes:

- Simplified the massing to aid the definition and scale of the ground floor
- Strong piers grounded on deep plinth giving depth to the façade
- Differentiate material between plinth and upper floors
- One-brick-deep windows in the setbacks between the piers
- Punched deep windows into the plinth and wide public access to the courtyard
- Primary horizontal bands defining bays and breaking down the scale
- Subservient horizontal bands expressing the floors within the bay
- Overall composition creates a more elegant expression on the upper floors with a more robust ground floor presence

Feedback

- Review the use of anodised aluminium instead of PPC



Elevation diagram



Bay study of base



Visualisation of Building B entrance

6.7 Response to comments

Comment (pre-application meeting 7)

Ground floor looks ‘squat’ even though it is double height. Ground floor should be further distinguished from the rest of the façade.



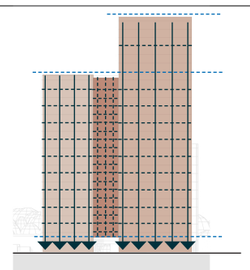
Response

Ground floor and first floor act like a plinth to the rest of the building with a darker mortar used and punched windows into deeper reveals capped off with a continuous precast band and second floor



Comment (pre-application meeting 7)

Massive expanse of brickwork to be used in the elevation, requires it to be exquisitely detailed, using high-quality materials. Further detailed information with regard to the detailing of the elevations is required.



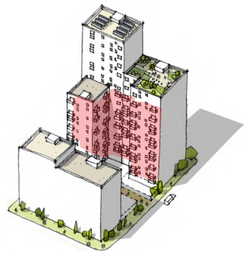
Response

Precast surrounds with shadow gap added to the ground floor openings and entrances to the courtyard to define the large openings and transparency of the commercial units. Additional brick detailing added to the floor plates to break up the flat brick bays as well as decorative railings



Comment (pre-application meeting 7)

Reduced levels of daylight beneath projecting balconies and questioned whether it was sensible to incur such quality of space to residents



Response

To improve the residents’ quality of light within the dwellings, all balconies have been removed



Comment (pre-application meeting 8)

Why is metalwork PPC and not anodised aluminium?



Response

The building finishes have been selected following a comprehensive review of the proposed design and building maintenance strategy. A polyester powder coated (PPC) finish has been chosen for the metalwork, doors and windows throughout the development. The nature of the public space accommodated in the internal courtyard implies regular upgrades to the metalwork finishes such as the three double gates, lighting and furniture. A PPC finish will mitigate onerous maintenance costs impacting on the residents’ service charges in the affordable accommodation. At the same time building elements with an updated anodised finish would have a varying shade different from the one of the original elements as the exact colour shade cannot be replicated accurately. The high quality building finishes will be prioritised throughout the building lifespan, the final colour and technical specification will be carefully selected to enhance the building features and complement the materials palette.



6.8 Public consultation

An online public consultation was carried out between 6th – 20th September. The consultation took place online due to the COVID-19 pandemic and was considered to maximise reach to those interested in the development proposals.

The consultation was carried out on the 'Clarion Consults' website which included a presentation, a set of FAQs, the option to register for a webinar, and also the opportunity to provide comments.

The webinars were offered post-work on Wednesday 15th September and also on the morning of Saturday 18th September. Only one person signed up for each webinar, and therefore the decision was made to answer the persons comments directly.

The webpage received over 1,000 unique visitors.

There is ongoing communication with Manchester College and Realty.

Briefing letters were sent to Cheetham, Deansgate, Piccadilly, Broughton and Blackfriars and Trinity ward councillors, alongside the opportunity for a meeting. Only Councillor Jeavons responded and asked to be kept informed of the proposals. For further information please refer to the Statement of Community Involvement prepared by Deloitte.



Online advert for the webinar

Assael

Assael Architecture
123 Upper Richmond Road
London SW15 2TL

+44 (0)207 736 7744
info@assael.co.uk
www.assael.co.uk

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Status	Revision	Date issued	Prepared by	Checked by
P1	Draft Planning Submission	30/06/2023	JB	AS
P2	Planning Submission	28/07/2023	JB	AS
P3	Planning Submission	14/08/2023	JB	AS

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