# Downley Drive
## Apartments

Great Places Housing Association
Design and Access Statement
August 2023

## Version history

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Client: Great Places Housing Association

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|---|---|---|---|---|
| 1 | 01-08-23 | Planning | Patrick Boyd I Architect | First issue |
| 2 | 14-08-23 | Planning | Patrick Boyd I Architect | Updated visual and waste management strategy |
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1.0

# Introduction

# 1.0 Introduction

## 1.1 Key Information

Location: Downley Drive

Size of Scheme: 52 Apartments

Use: Residential

## 1.2 Purpose of this document

This Design and Access Statement (DAS) has been prepared by Buttress in conjunction with the professional team (listed to the right) to support a full planning application for the residential led development known as Downley Drive. The purpose of this document is to set out site analysis, design development and how it can be accessed by all prospective users.

It explains the design principles and concepts that have been applied to the proposal and demonstrates how the proposed development's context has influenced the design.

The statement explains the approach to access and how relevant Local Plan policies have been considered, any consultation undertaken in relation to design and how the outcome of these have informed the proposed development.

## 1.3 Client Team

Great Places are working in conjunction with Manchester City Council to deliver the Downley Drive housing scheme.

## 1.4 Design Team

The following design team have been appointed to develop the proposals within this report.

Buttress
Architect and Principal Designer

Deloitte.
Planning Consultant

STEPHEN MARTLEW LANDSCAPE ARCHITECTURE
Landscape Architect

watt Energy & Consulting Engineers
Mechanical, Electrical and Sustainability Consultants

Carley Daines and Partners Limited
Civil and Structural Engineers

Transport Consultant

SANDY BROWN
Acoustic Consultant

SFP
Cost Consultant

HILSON MORAN
Air Quality Consultant

counter context
Consultation and Engagement

2.0

# Project Background

# 2.0 Project Background

## 2.1 Introduction

The project sits alongside other developments which together comprise a coordinated phase of redevelopment of the Back of Ancoats and New Islington. The four projects are;

- Eliza Yard (Manchester Life Development)
- Mobility Hub (Manchester City Council)
- Ancoats Dispensary (Great Places)
- Downley Drive (Great Places)

The Proposed Development forms part of wider phase of development to take place in Ancoats and New Islington over the coming years. This will continue the area's transformation into a neighbourhood of choice which is now one of the most sought-after residential neighbourhoods in Manchester City Centre.

A central element to the neighbourhood's success has been a strong vision for regeneration, embedded within the Ancoats and New Islington Neighbourhood Development Framework originally prepared by Manchester City Council in 2012 and updated in 2016 and 2020. This is discussed in greater detail later in the Planning Statement prepared by Deloitte and submitted as part of this application. However, another key component is partnership, working to deliver maximum benefit at both a neighbourhood and city-wide scale. This joined-up approach has been a central element to the next, emerging phase of development which the Proposed Development is a part of.

Three companies have come together to deliver this next phase of development: Manchester Life Development Company, Great Places Housing Group, and Manchester City Council. Between them the following six sites will be delivered, delivering substantial public benefits in addition to creating over 400 new homes across the neighbourhood.

Eliza Yard – a residential development which will be delivered by Manchester Life.

Ancoats Mobility Hub – an innovative neighbourhood infrastructure that seeks to challenge the conventions of parking, street usage, mobility, and logistics in a city centre environment which will be delivered by Manchester Life Strategic Development Company Limited and operated by Manchester City Council and their selected management company.

Downley Drive – Affordable Housing development being delivered by Great Places.

Ancoats Dispensary – Affordable Housing development being delivered by Great Places that will facilitate the redevelopment of the Grade II Listed Ancoats Dispensary.

Plot C, Ancoats – residential development of an underutilised site fronting the Rochdale Canal which will be brought forward by Manchester Life.

Affordable Housing Site - a site that has been identified for the delivery of Affordable Housing by Manchester City Council.




Key

- Great Places | Ancoats Dispensary
- MLDC | Ancoats Hub
- Manchester City Council | Affordable Housing
- MLDC | Back of Ancoats Eliza Yard
- Great Places | Downley Drive
- MLDC | Previous Developments

## 2.2 Planning History

The proposed scheme is a design development of the approved apartment block in planning application number 130390/FO/2021. Due to the location of an unchartered United Utilities (UU) manhole, a redesign has been required to provide free access to it. Through discussions with UU, it was established that no oversailing or cantilevers would be accepted over the manhole and free space to the sky would be required. As such, approximately 87sqm of the previously proposed building's footprint has been removed to the south-west corner. Due to the loss of four 2B4P apartments on the upper floors, an additional floor providing a further 11 apartments is proposed. This results in a net increase of 7 apartments, totalling 52 overall. Great Places Housing Group have advised that the net increase is required to offset the cost incurred as a result of the uncharted manhole and maintain project viability.

The site will now be delivered in two phases. Phase 1 will see the delivery of 23 townhouses approved under application 130390/FO/2021. Phase 2 will see the delivery of the 52 apartments outlined in this application.



## 2.3 Project Brief

The proposals set out in this document creates a high-quality, family-orientated, residential-led neighbourhood with a distinctive sense of place.

A series of key themes underpin the design approach and seek to create;

- A place where people feel at home
- A place with unique and lasting appeal
- A sustainable place for future generations
- A place where people thrive
- A place with a choice of homes
- A place to enjoy and be proud of
- A place which fosters a sense of belonging

The scheme is designed to;

- Create a 'gateway' design that acts as a visual link between the NDF Poland Street zone, Ancoats and the diverse neighbourhood of Miles Platting.
- Create a sympathetic scheme that responds to its context
- Deliver a range of socially rented flats
- Satisfy Great Places environmental strategy (summarised in Client Objectives).



**52**
apartments



**52**
secure cycle storage spaces



## 2.4 Site Issues

**1. Parking**

There are ongoing issues around the site with car parking. The public are parking on nearby streets, predominantly Woodward Street, Woodward Place, Downley Drive and Kingham Drive during the day whilst visiting the City Centre. This impacts on the parking available for residents.

**2. Scale**

The site is in a transitional zone with high density development predominately to the south and west aspects and lower scale development to the east

**3. Levels**

The site has a change in level running from a high point adjacent to the canal and falling towards the existing two storey dwellings on Downley Drive and Kingham Drive.

**4. Trees and Landscape**

The site contains some significant trees that form a part of the landscape strip that bounds the canal. Retention of these, wholly or in part, will limit the development capacity of the sites.

**5. Antisocial behaviour**

Before the site was secured for Phase 1, it was a hotspot for antisocial behaviour and drug use. Unattended cars parked on surrounding streets mentioned in point 1 has proven opportunity for elevated levels of possession theft in the area. Consultation with Greater Manchester Police has indicated that positive development of this space should improve these existing issues.

## 2.5 Client Objectives

Great Places initial involvement:

The site is currently owned by Manchester Council, and the brief provided to Great Places as a condition of sale was to deliver a mid-density development to act as a conduit site between the low density homes of Miles Platting and the high density homes of New Islington Marina. Early discussions with planning indicated a desire for a low carbon scheme in line with MCC's policy ambitions. There is a strong desire from Great Places to support this requirement and use this development as a pilot for a number of sustainability measures and utilise the scheme as a flagship development for the organisation. This has been a key driver of the design

**Aspiring to deliver a highly sustainable Affordable residential development – key components to the energy strategy include:**

- The use of MVHR units in response to a high fabric first approach, utilising key Passivhaus equivalent standards
- The development will benefit from air source heat pumps (ASHPs) supplying hot water to flats.
- Photovoltaics will be provided used as part of an aspiration to deliver a low carbon scheme
- Predicted site wide reduction in CO2 over Part L 2013 of 61% with SAP 9 carbon factors
- The design incorporates sustainable elements such as rain gardens and the planting of trees in private landscaped areas.



Concept Massing

## 2.6 Planning Policy Content

### Development Plan

The Local Plan is a collection of statutory Development Plan Documents (DPDs) that together set out the vision and spatial strategy for the future development of Manchester. Within this context, the adopted Local Plan comprises:

- Manchester Core Strategy 2012 ("the Core Strategy");
- Manchester Proposals Map 2012;
- Guide to Development in Manchester Supplementary Planning Document (2007);
- Saved Policies of the Manchester Unitary Development Plan 2005 ("the UDP");
- Greater Manchester Joint Waste Development Plan Document 2012; and,
- Greater Manchester Joint Minerals Plan 2013.

The Core strategy was adopted in 2012 and is the key overarching DPD within the Local Plan. The Core has replaced significant elements of the Borough of the UDP as the document that sets out the long term strategic policies for Manchester's future development and forms the primary framework that planning applications will be assessed against. Despite being largely superseded by the Core Strategy, a number of policies from the UDP have been "saved" and remain part of the adopted Local Plan.

### Material Considerations

The following documents comprise further material considerations in the determination of the planning application:

- National Policy and Guidance; National Planning Policy Framework (NPPF) (2019), which is additionally informed by National Planning Practice Guidance (NPPG) Draft Sub-Regional Policy;
- Draft Greater Manchester Spatial Planning Framework (2019). Manchester City Council's Supplementary Planning Guidance (SPD):
- Guide to Development in Manchester SPD (2007) and Technical Guidance (2015).
- Our Manchester Strategy - Forward to 2025.
- Ancoats and New Islington NDF Manchester's Green and Blue Infrastructure Strategy.
- Eastlands Regeneration Framework. Manchester Residential Quality Guidance.
- Manchester Residential Quality Guidance
- Climate Change Emergency and Playing Our Full Part on Climate Change (2018).
- Manchester Climate Change Framework: 2020-2025 (2020).
- City Centre Transport Strategy to 2040 (2021).
- Design for Access 2 (2003).
- National Planning Policy and Guidance National Planning Policy Framework (2019)

National planning policy is contained within the National Planning Policy Framework ('NPPF'). The document sets out the Government's planning policies for England and how these are applied. It requires planning policies to meet objectively assessed needs, with sufficient flexibility to adapt to rapid change. A consultation on draft revisions to the National Planning draft revisions to the National Planning Policy Framework and a new draft National Model Design Code between 30th January 2021 and 27th March 2021.

At the heart of the NPPF is a presumption in favour of sustainable development; the golden thread running through plan-making and decision taking. The NPPF notes that there are three dimensions to sustainable development:

- **Economic** - The NPPF outlines the Government's commitment to building a strong, responsive and competitive economy. Significant weight should be placed on the need to support economic growth through the planning system by ensuring that suitable development is available at the right time and location and identify and co-ordinate development requirements.

- **Social** - the NPPF aims to support strong and healthy communities by creating a high quality built environment with accessible local services that reflect the community's needs and support its health, social and cultural well-being.

- **Environmental** - the NPPF outline how the planning system will protects and enhance our natural, built and historic environment. These dimensions are considered to be mutually dependant within the NPPF, in its entirety, defining what is understood by the term sustainable development.

Section 6 (Paragraphs 80-84) titled 'Building a strong, competitive economy'. It emphasises that planning decisions should help to create the conditions in which businesses can invest, expand and adapt, and significant weight should be placed on the need to support economic growth and productivity.

Section 8 (Paragraphs 91-95) titled 'Promoting healthy and safe communities'. It sets out a series of aims for planning policies and decisions to encourage healthy, inclusive and safe communities, including those which promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other - for example through mixed-use developments, strong Neighbourhood Centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages. Neighbourhoods that are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion - for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public area;

Enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.

Section 9 (Paragraphs 102 to 111) titled 'Promoting sustainable transport' states that transport related issues should be addressed early on in the design development process in order to ensure that:

- The potential impacts of development on transport networks can be addressed;
- Opportunities from existing and proposed transport infrastructure, and changing transport technology and usage, are realised;
- Opportunities to promote walking, cycling and public transport use are identified and pursued;
- The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account; and,
- Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.

Paragraph 103 goes on to note that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.

Within this context, Paragraph 110 states that applications for development should:

- Given priority first to pedestrian and cycle movements, and second to facilitating access to high quality public transport;
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- Create places that are safe, secure and attractive, which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and,
- Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Section 11 (Paragraphs 117 to 123) titled 'Making effective use of land' states that substantial weight should be given to the value of using suitable brownfield land. More specifically, Paragraph 121 emphasises the need for Local Planning Authorities to take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specific purpose in plans, where this would help meet identified development needs.

Section 12 (Paragraphs 124 to 132) titled 'Achieving well-designed places' sets out that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.

National Planning Practice Guidance

The National Planning Practice Guidance (NPPG) was introduced in March 2014 and sets out advice, information and best practice on a wide range of planning issues with the overall objective of becoming a single source for planning guidance which will be maintained as a live resource. The principle behind the NPPG fits in the wider objectives of the government's attempt to make the planning system simpler, clearer and easier for people to use.

The NPPG stresses the importance of good design and that planning should drive up standards across all forms of development. As a core planning principle, plan makers and decision takers should always seek to ensure high quality design through creating places, buildings or space that work well for everyone, looks good, lasts well and will adapt to the need of future generations.

The NPPG references pre-application discussions, Design and Access Statements and Design Reviews as some of the methods that can be used to achieve good design. The NPPG also sets out processes and expectations on pre-application discussions. The NPPG sets out that pre-application engagement offers significant potential to improve both the efficiency and effectiveness of the planning system and improve the quality of planning applications and their likelihood of success. This is achieved through providing:

- An understanding of the relevant planning policies;
- Working collaboratively and openly with interested parties at an early stage to identify, understand and seek to resolve issues associated with a Proposed Development;
- Discussion of possible mitigation methods against impacts of Proposed Development; and,
- Identifying the information required to accompany a formal planning application

The NPPF, as informed by the NPPG provides a component of the framework against which the planning assessment in Section 6 of this Statement has been undertaken, in terms of understanding whether the Proposed Development comprises sustainable development.

National Design Guide (2019)

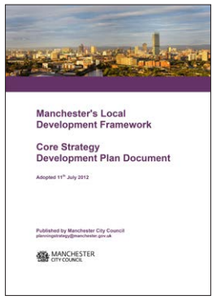
The National Design Guide was published by the Ministry of Housing, Communities and Local Government in 2019. This document forms part of the governments planning practice guidance and was created to outline key characteristics that make well-designed places.

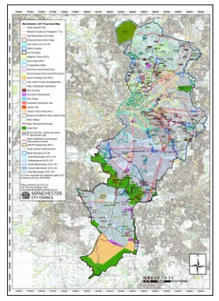
There are 10 characteristics of well-designed places within the National Design Guide and these are listed below:

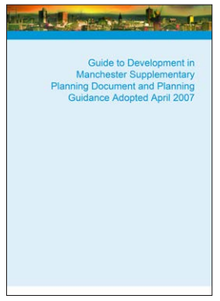
- Context – enhances the surroundings
- Identity – attractive and distinctive
- Built form – a coherent pattern of development
- Movement – accessible and easy to move around
- Nature – enhanced and optimised
- Public Spaces – safe, social and inclusive
- Uses – mixed and integrated
- Homes and buildings – functional, healthy and sustainable
- Resources – efficient and resilient
- Lifespan – made to last

Manchester Residential Quality Guide (2017)

The Manchester Residential Quality Guide was published in 2017. The Guide requires proposals for residential development to demonstrate the highest quality of design in accordance with its recommended approach. If a Proposed Development does not comply with the design principles the developer is required to provide robust justification, evidence and options analysis.

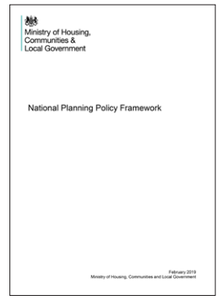






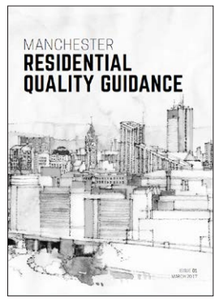

























3.0

# The Site

## 3.0 Site

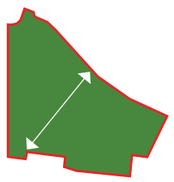
The site is bounded by the Rochdale Canal to the north-east, green space to the north-west, Kingham Drive to the south-east and houses to the south-west which are being delivered under planning application number 130390/FO/2021.

The site formally comprised of grassland with a limited number of trees. An unadopted path cut through the site from St Vincent Street to the north, to Downley Drive to the south. The site has since been cleared as part of the application mentioned above.



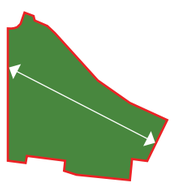
**0.29**

hectares site area



**45**

meters East to West



**73**

meters North to South



## 3.1 Site Photos

A selection of photos illustrating the qualities of the environment in and around the site prior to the commencement of phase 1 construction.




1



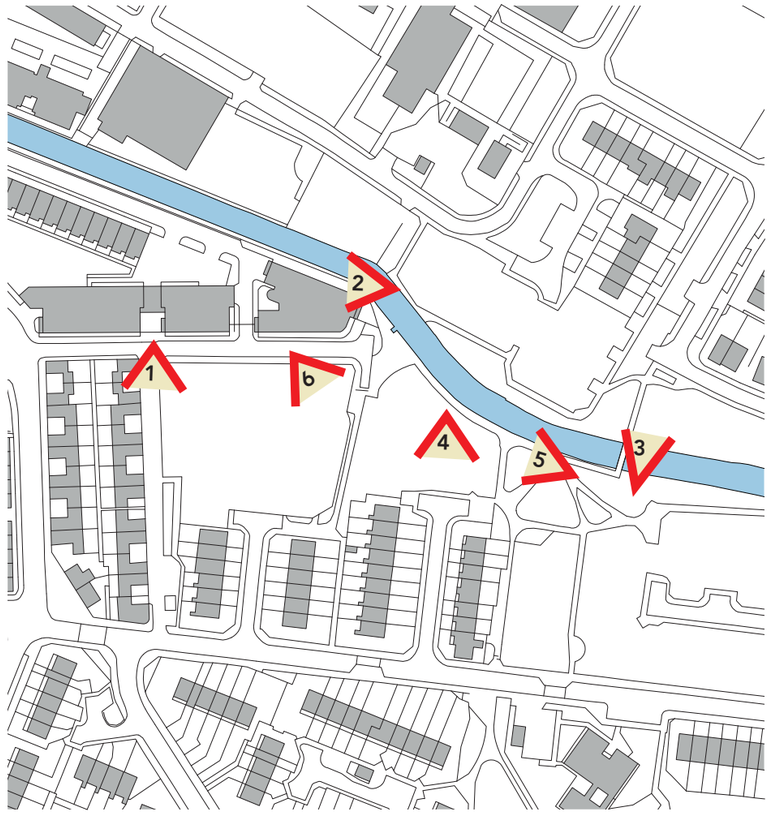
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3



4






5



6

## 3.2 Location

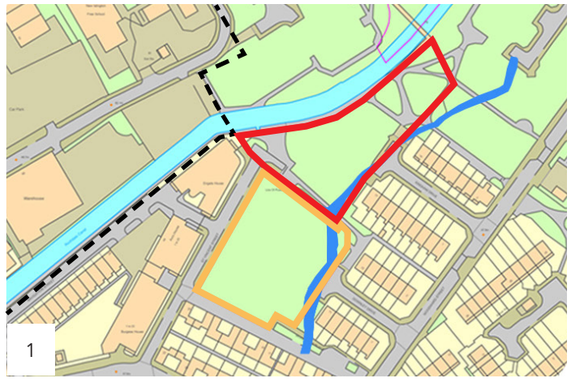
The site surroundings incorporate areas of regeneration developments including Back of Ancoats to the north west (across the Rochdale canal), the Miles Platting PFI to the north east and New Islington to the south which is centred around the marina.

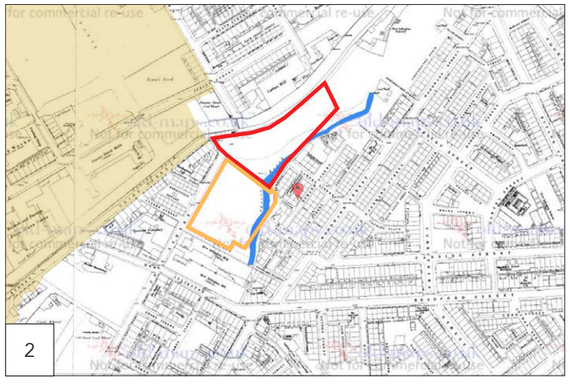


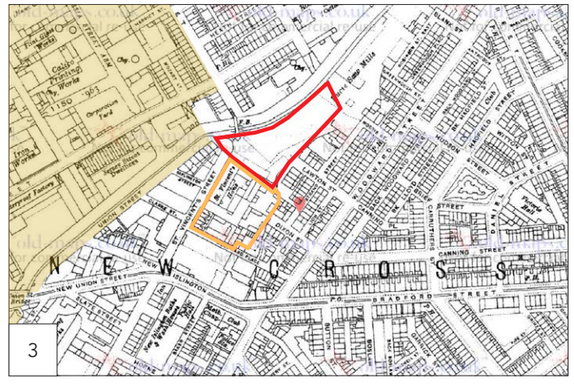


## 3.3 Historic Maps

For long periods the site was undeveloped, however, from around the 1960's a block of maisonettes was built and subsequently demolished around the 90's.

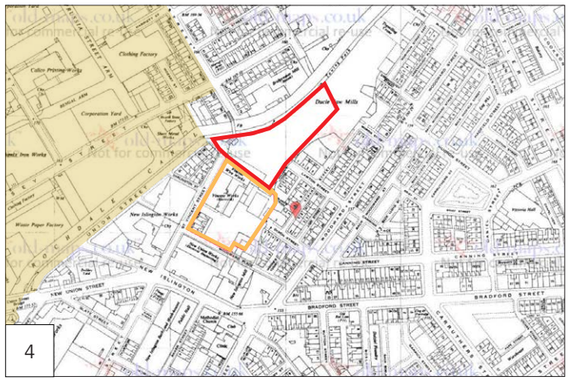

1

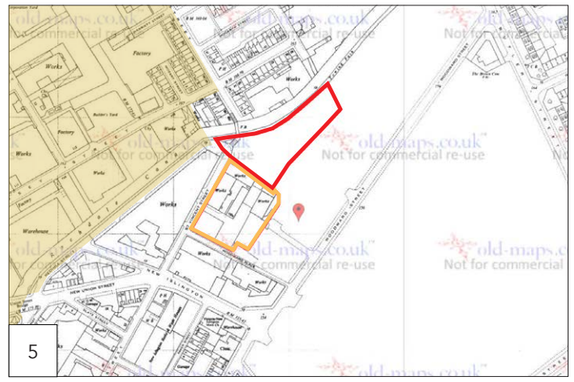

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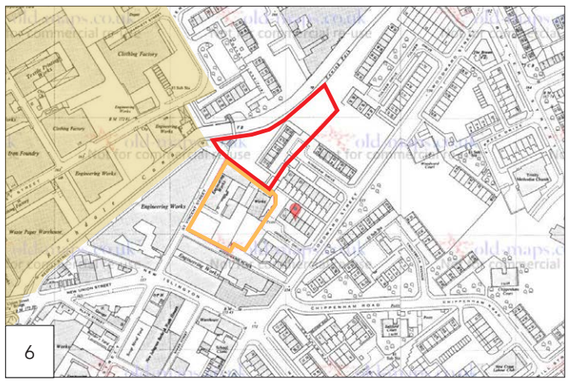


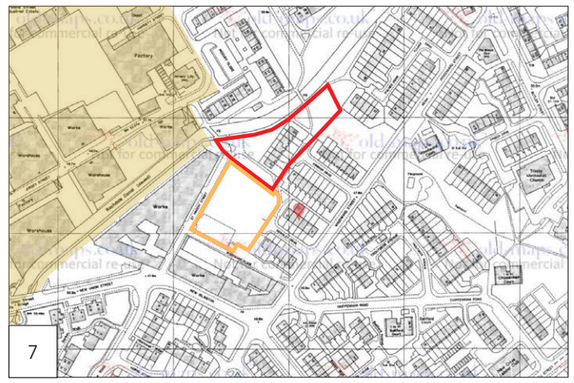
3

1. Shooters Brook estimated location on current site plan (based on 1851 map)
2. 1851 plan
3. 1922 plan
4. 1948 plan
5. 1963 plan
6. 1968 plan
7. 1988 plan


4


5


6


7

### Key

- Ancoats Conservation Area (ACA)
- ACA Boundary
- Phase 1 Site Boundary
- Phase 2 Site Boundary

## 3.4 Historic Images

The photos show the area in the 1960's. The stacked maisonettes on Kingham Drive have since been demolished. Similarly, the workshops on St. Vincent Street have been demolished and replaced with a new apartment development along Rochdale Canal.



Downley Drive from Woodward street 1967



St Vincent street 1962 (Now demolished)



Kingham Drive from Woodward st. 1967(Now demolished)



Kingham Drive from Woodward st. 1967(Now demolished)



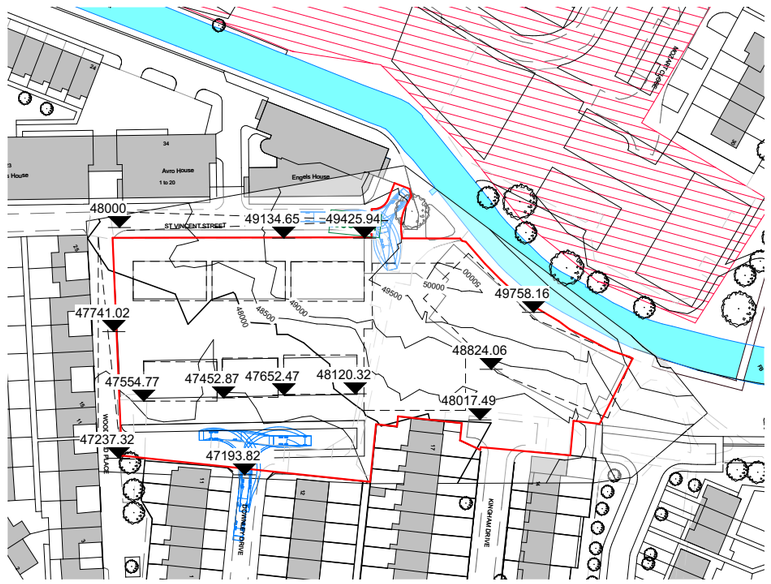
Downley Drive from Woodward street 1967

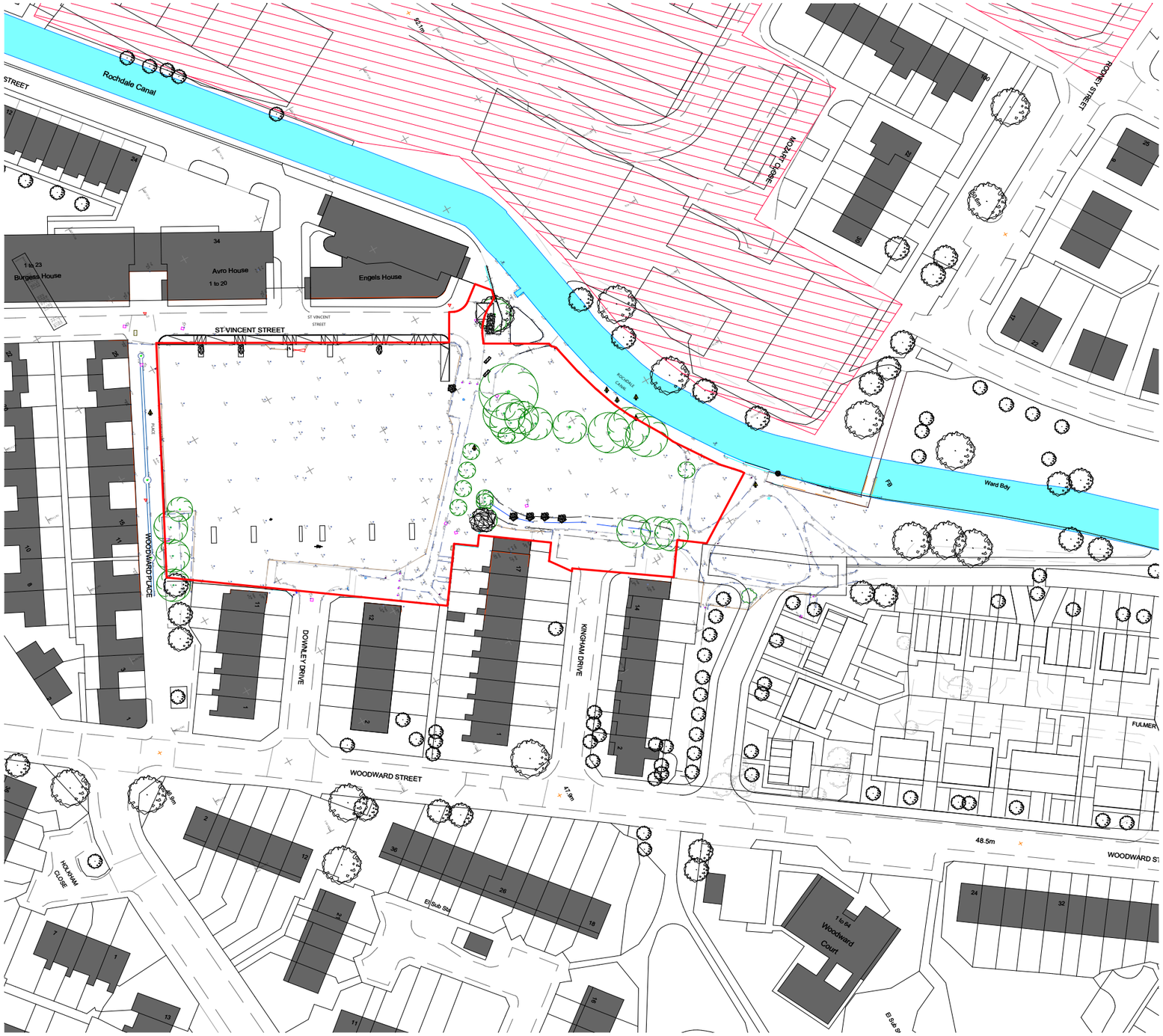


St Vincent street 1967 (Now demolished)

## 3.5 Topographical Survey and existing levels

The site falls from the boundary adjacent the Rochdale canal towards Downley Drive by approximately 3.0m



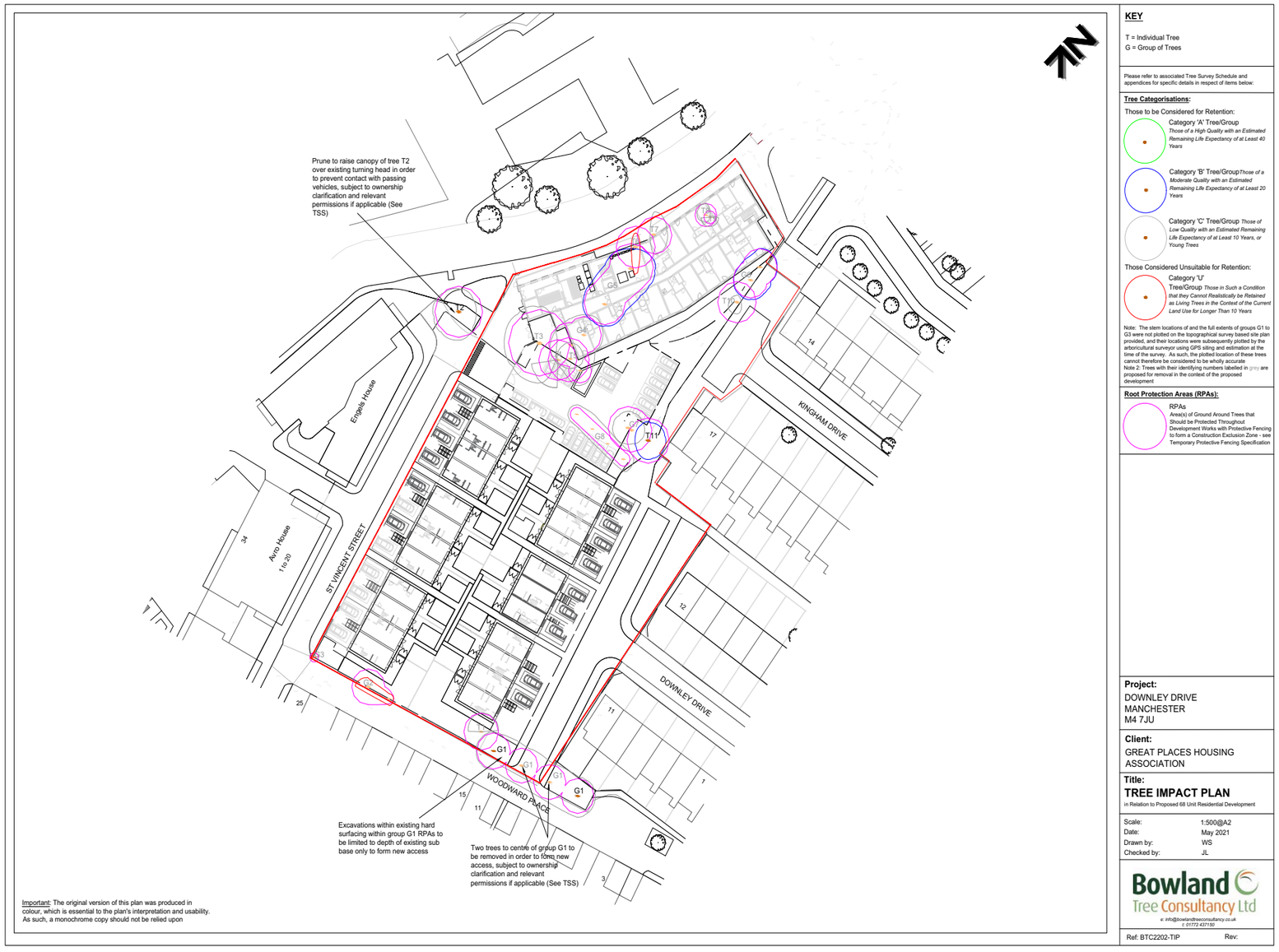



## 3.6 Existing Tree Survey

There area a limited number of existing trees on the site, the Arboricultural Impact Assessment prepared by Bowland concludes:

- Eleven individual trees and eight groups of trees were surveyed in respect of a proposed 68- unit residential development with associated landscaping, boundary treatment, car parking, and cycle parking.
- Two groups were categorised as moderate quality, ten trees and four groups were categorised as low quality, and one tree and two groups were categorised as unsuitable for long term retention regardless of the proposals.
- However, it should be noted that one of the trees from a low quality of groups that is projected to require removal is located within the neighbouring council owned highway verge to the site's south, and it will subsequently be essential to negotiate the removal and replacement of this trees with the applicable council department(s).
- In this respect it is understood that the LPA expect a replacement ratio of three-for-one for all high, moderate and low quality trees removed, thereby equating to the provision of 69 new trees for the projected losses necessary to construct the proposed development.
- As indicated on the Landscape Proposal Plan a total of 69 new trees, plus various shrubs and several lengths of hedging, are proposed as a component of the site's landscaping scheme.
- As such, the provision of the proposed new tree planting as part of the site's landscaping scheme is projected to adequately compensate for necessary tree losses at a three-for-one ratio.
- In turn, the delivery of the high quality landscaping scheme as aforementioned can be conditioned through the imposition of a suitably worded planning condition.
- In addition to the above it is also concluded that, in order to ensure successful existing tree preservation over the long-term, it is essential that the retained trees are protected in strict accordance with current Government guidance and the recommendations included herein.
- Accordingly, in order to ensure adequate protection of retained trees, these factors should be included in a suitably detailed Arboricultural Method Statement and Tree Protection Plan, the provision of which and adherence to can be conditioned to a planning permission.
- 8.10 Furthermore, it should also be noted that all site works must be carried out in strict
- Accordance with any advice and recommendations made by the project ecologist where
- Applicable and, in turn, in accordance with current government guidance relating to
- Biodiversity, wildlife and development.
- 8.11 An appraisal of the documentation provided to date identified that the proposed works will
- Require the removal of two moderate quality groups, nine low quality trees and part of one
- Low quality group and the full extent three low quality groups.

The design retains trees where possible but the overall constraints necessitate the removal of some of them to allow viable development.



4.0

# Site Context

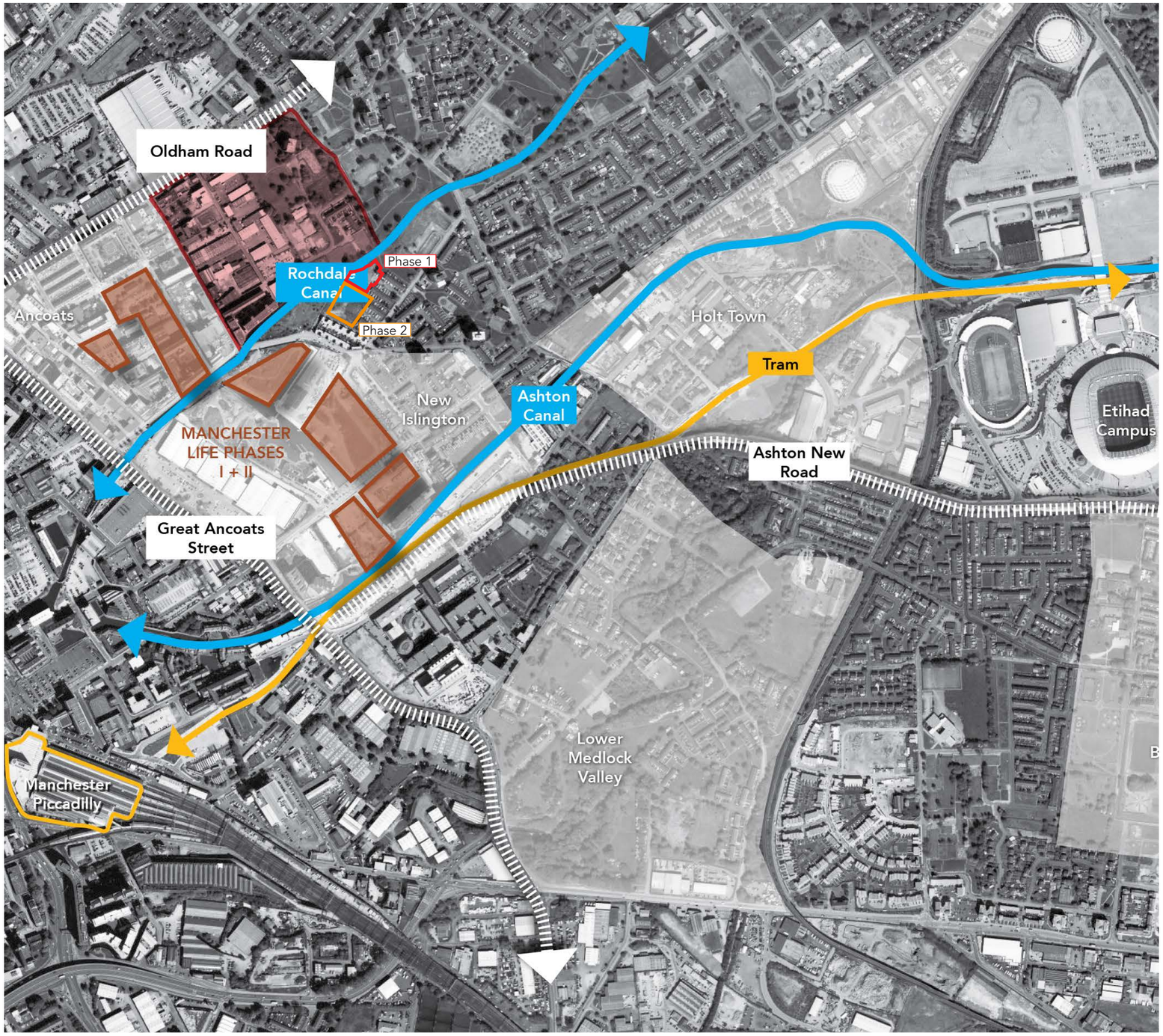
# 4.0 Site Context

## 4.1 Wider Area Analysis

The regeneration journey in East Manchester has always been about making bold moves. The area is a leading example of how regeneration can spearhead economic and social change in a city, becoming a touchstone for regeneration across Europe and beyond. The Etihad Campus, New Islington and Ancoats Urban Village has sat at the forefront of this regeneration story for the past 30 years, balancing innovative architecture, sensitive heritage reuse, world leading public realm approaches and a leading public transport network.

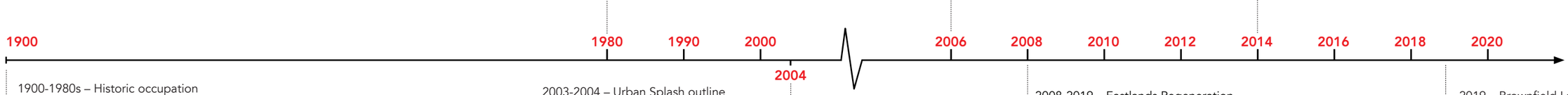
The Downley Drive site borders these areas of bold developments, with the phase 2 site boundary falling within the PFI area of Miles Platting.

This offers the opportunity to make another bold move to deliver significant growth on several fronts which ultimately will transform the area into an internationally significant place within Manchester.



## 4.2 Regeneration Context

The Downley Drive site has been seen as a regeneration opportunity over many years and constitutes brownfield land. Its regeneration history is charted below, noting the key milestones below:




1900-1980s – Historic occupation by the Vincent Works factory and Warehouse. Part of the Site which runs along the Rochdale Canal to the north was developed into a block of maisonettes but was subsequently demolished around the 1990s.

1990-2000s – Miles Platting
Identified by Manchester City Council as an area for investment in local housing stock. Similarly, the workshops on St. Vincent Street have been demolished and were replaced with the existing apartment development along the Rochdale Canal.

2003-2004 – Urban Splash outline planning permission
(ref: 067144/OO/NORTH1/03) Granted in 2003 for a major mixed-use development across New Islington. This included the southern section of the Downley Drive site.
Reserved Matters application granted in 2004 (ref: 070731/MO/2004/N2) which included modifications to Woodward Place (which forms the Site's southern boundary).

**2006-2007 – Miles Platting Neighbourhood**

Plan approved at Executive in July 2006 setting out aspirations to deliver a mixture of housing types and tenures that are of higher quality and sustainability (new-build and renewal).
Renaissance Consortium (RC) appointed as preferred partner to MCC to deliver the PFI for Miles Platting. MCC and RC sign contract to deliver Miles Platting PFI in 2007. An Outline application (ref: 079633/OO/2006/N1) was granted planning permission on the 5th September 2006. The northern portion of the Site falls within the PFI area and was proposed for development of a four storey building.

2008-2019 – Eastlands Regeneration
A New East Manchester – site formed part of the Eastlands Regeneration Framework and was identified in the 2018 Framework as part of a neighbourhood Improvement Area. Part of the Site which is adjacent to St Vincent Street to the north and Woodward Place to the south is also identified as a Family Residential Neighbourhood.
The current endorsed NDF (2019) envisions that opportunities for new affordable housing within various neighbourhoods across East Manchester including Miles Platting (MP) must be captured in order to provide opportunities for all residents.

2014-2016 – Ancoats and New Islington Neighbourhood Development Framework
First Neighbourhood Development Framework (NDF) endorsed by Manchester City Council (MCC) in 2014 and subsequently updated in 2016. The Site falls within the 2014 NDF Study Area. While there are no detailed development principles for the Site it has been identified as a future development opportunity.

2019 – Brownfield Land Register
The northern portion of the Site is included within the Manchester Brownfield Register (ref: Mile_Cap_001) which was published in 2019.

## 4.3 Ancoats & New Islington NDF 2016:

The Ancoats & New Islington Neighbourhood Development Framework Update 2016 (A&NI NDF (2016)) is an update of the previous NDF approved by Manchester City Council's Executive in October 2014 and reflects further detailed masterplanning for the area, changes in policy context and progress in delivering the original NDF proposals.

The NDF is not specific about development principles for the Downley Drive site but it is clearly identified as a 'future opportunity area' (see A&NI NDF (2016) figure 6.5: New Islington Structuring Framework). However, underpinning the NDF (2016) are core development principles which offer high level guidance of the development of the site. One of the key principles is the provision of a range and mix of residential accommodation of high quality to help move forward the emergence of a vibrant new neighbourhood of choice. The Downley Drive site is well suited to fulfilling this requirement.

Additionally, the NDF (2016) highlights a series of further development principles that underpin the use of the site for residential development and have guided the design ethos;

New development should contribute to the creation of a spatially integrated neighbourhood.

New development should not be considered in isolation but contribute to a coherent experience feeling a part of the whole.

New development should promote connectivity to the Rochdale Canal. They should be viewed as a character feature presenting opportunity to create a special setting for new buildings.

New development should contribute towards a walk-able, pedestrian and cycle-friendly environment.

New buildings should be designed to support active streets.

New proposals should be accompanied by appropriate parking proposals whilst promoting alternative sustainable forms of transport.

Developments should ensure the area is accessible to all and create a safe and secure environment using the principles of 'secured by design'.

Development should be sustainable maximising locational advantages and through building design.

The NDF (2016) references other MCC guidance and in particular issues of housing affordability in Manchester and the need to deliver a range of housing tenures to provide a sustainable pipeline of residential property within the reach of average household incomes.

Great Places proposal to deliver affordable housing at the Downley Drive site aligns with these core principles and desires.



## 4.4 Context appearance:

The existing two storey houses on Downley Drive and Kingham Drive are typical of row terrace houses built through the later 1960's and 1970's. The original rigour has been softened by personalisation of the projects over the years and front gardens, where softened by greenery and soft landscape, help define a sense of place and shape a lively neighbourhood.

The existing houses on Woodward place, have an architectural edge that is both admired and disliked, being highly decorated to pick up historic motifs and highly articulate gables. The public realm surrounding them, although designated as pedestrian friendly, feels quite sterile due to the lack of Ground floor amenities and outdoor spaces.

The apartment block on St. Vincent St. comprises a series of well proportioned buildings a simple material and colour palette on the earthy tones and provides on street soft landscaping mostly in the form of defensible space. Once again, the development is quite introspective with most of the communal outdoor spaces within a secured gated courtyard.

The area around the site contains buildings with a range of visual appearances. These are predominantly brick but with occasional elements of render and panel materials.

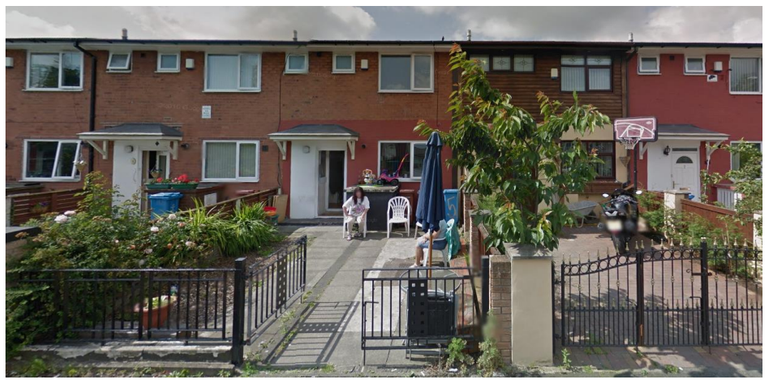
Later in this document the diagram in Section 5.4 shows the variety of brick colours evident.













## 4.5 Context Massing

As described on the diagram, both historic and new build developments along the Rochdale Canal are generally 7+ storeys with Engels House, part of The Point development, at the end of St Vincent Street reaching seven storeys. Similarly, the Miles Platting PFI area is not uniformly characterised by low-rise housing. Several high-rise apartments coexist with traditional residential development further to the east.




**Key**

- 7+ stories
- 5-6 stories
- 3-4 stories
- 1-2 stories

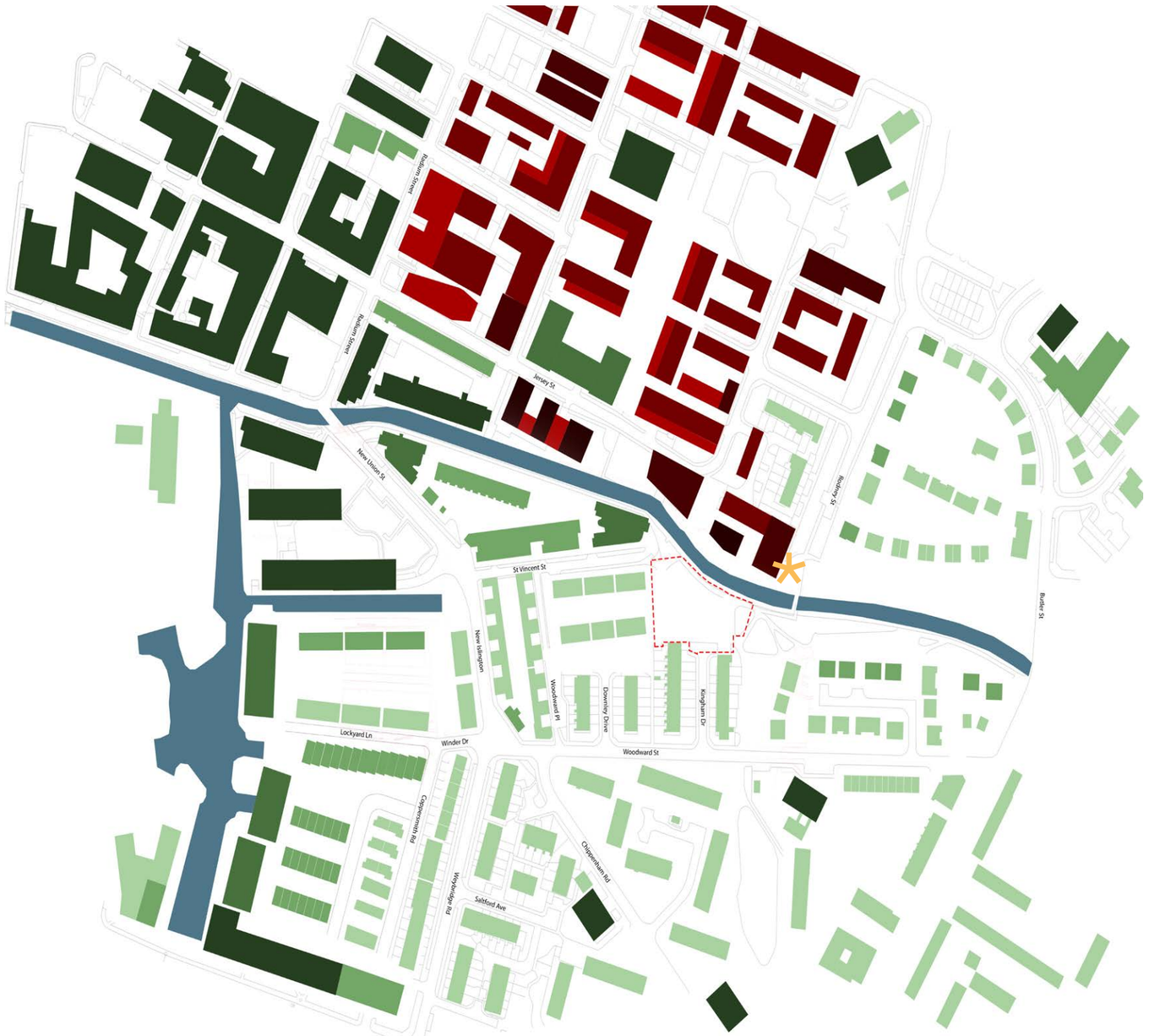
## 4.6 Changing Context - Proposed Massing

The area has seen much development over recent years and this is set to continue with numerous developments and plans coming forward.

The Lovell Homes PFI site plot 4 has approval for new housing which delivers taller homes at 3 storeys with pitched roofs to the canal alongside lower housing.

The Ancoats and New Islington NDF (2020) area directly across the Rochdale canal could reach up to 8 storeys with the higher development proposed at the canal edges.

*NB landscaping proposals supersede NDF on site North of canal, see planning application 136141/VO/2023.




**Key**

- 7+ stories
- 5-6 stories
- 3-4 stories
- 1-2 stories
- Proposed NDF Poland Street 7+ stories
- Proposed NDF Poland Street 5-6 stories
- Proposed NDF Poland Street 3-4 stories
- Proposed NDF Poland Street 1-2 stories

## 4.7 Constraints

The development area of the site is constrained by a number of factors, including:

- Underground gas main
- Underground sewers
- Underground services
- Need for 11.5m long Refuse vehicle turning head (in excess of the existing turning head provision).
- Existing site levels sloping up towards the Canal
- Canal and River trust existing access points and tow-paths.
- Trees are not covered by a TPO. However, the loss of the trees is mitigated by the provision of new trees.
- Unchartered manholes




### Key

- Rochdale Canal Land Ownership
- Existing Rochdale Canal Towpath routes to be retained
- Existing Towpath access points to be retained
- Gas easement (exact location TBC)
- Existing tres
- new adoption
- Conveyance restriction zone (TBC) in pink

UTILITIES:

- IP intermediate pressure gas main
- LP low pressure gas main
- BT cables
- Trunk Main - Pressurised main (From GPS Survey)
- Assumed easement 3m eather side of pipework centerline
- Distribution Main - Pressurised Main
- low voltage and unknown voltage across the site
- Buildings outline
- NDF Poland Street Zone
- Noise pollution
- Key frontage
- Public realm
- Opportunity for height to reflect NDF site
- Unchartered manhole

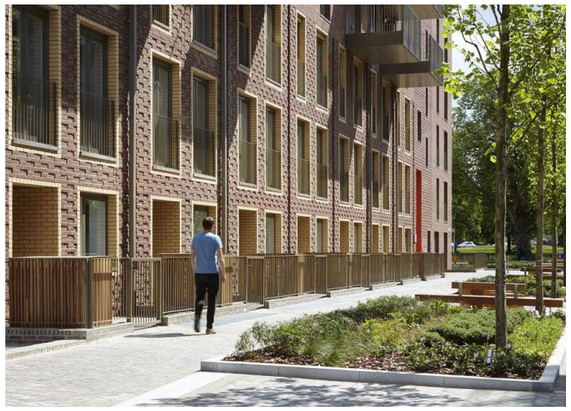
5.0

# Design Evolution

# 5.0 Design Evolution

## 5.1 Key Themes

A series of design themes have been established and project precedents have been explored to reinforce these ideas.



A place with unique and lasting appeal

Burridge Gardens | London



A sustainable place for future generations

Goldsmith Street | Norwich



A place where people thrive

Oakfield Campus, Nationwide | Swindon



A place where people feel at home

St Chad's | Tilbury, Essex



A place with a choice of homes

Abode | Cambridge



A place to enjoy and be proud of

Eddington Lot 1 | North West Cambridge



A place which fosters a sense of belonging

Timekeepers Square | Salford, Manchester

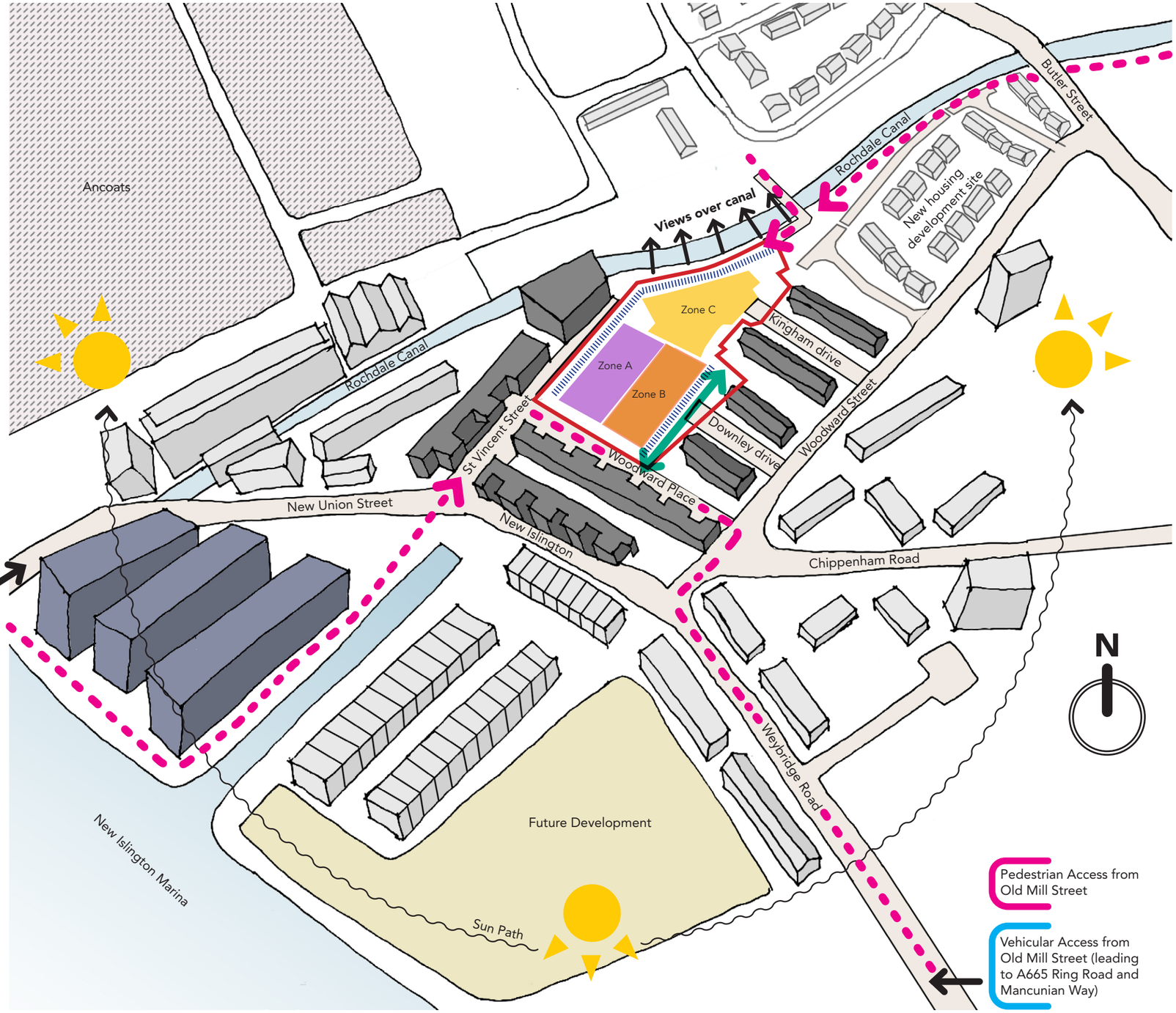
## 5.2 Design Principles

This diagram illustrates the initial thinking informed by design evolution and site constraints for both phase 1 and 2. Great Places propose a variety of affordable housing to meet different tenure needs in the area.

The site has been split into three areas:

Zones A and B are delivering 23 houses under planning application 130390/FO/2021.

Zone C is allocated for the apartment block outline in this document.




**Key**

- Development Site Boundary
- Ancoats area
- Green Space
- Canal/ Marina
- Future New Islington Development
- Buildings immediately adjacent to site
- Opportunities for new residential street (taking precedent from existing surrounding street pattern)
- Potential frontages to new development
- Pedestrian Access to site

## 5.3 Design Development

As previously stated, the proposed scheme is a design development of the approved apartment block in planning application number 130390/FO/2021.

Due to the location of an unchartered United Utilities (UU) manhole, a redesign has been required to provide free access to it. This has resulted in section of the building being removed. Whilst it is proposed that the majority of the approved building will remain largely the same, a number of key design moves are required.

- With the alterations being made to the front elevation, consideration needs to be given to the articulation of the southern elevation.
- With the reduction in the overall building footprint, four 2B4P apartments are lost. In order to make the scheme viable, an additional floor providing a further 11 apartments is proposed. This results in a net gain of 7 apartments, totalling 52 overall.
- Materiality and form of the new floor will need to work harmoniously with the floors below.



## Design development (Continued)

A number of design options were explored and discussed with MCC. Various ways of articulating and forming the front elevation were discussed along with the materiality of the top floor.

Both brick and zinc additional floors were reviewed. It was agreed that the additional floor would continue the architectural language found below in terms of materiality and fenestration.













## 5.4 Materiality

The area around the site contain buildings with a range of visual appearances. These are predominantly brick but with occasional elements of render and panel materials. The diagram shows the variety of brick colours evident.

- Red brick hues prevailing in the Ancoats historic area
- Varied hues and tones within the Miles Platting area
- Site of transition/ link between the two zones
- Engels house already acting as a transition piece.

A variety of material palettes were explored as part of application 130390/FO/2021. The preferred option utilises a single common buff brick across both houses and apartment buildings. This identifies the whole development as a new coherent and integrated neighbourhood. The buff colour choice is promoted as a brick that can mediate between the Ancoats red brick and the more varied colours in the Miles Platting and New Islington areas.




**Key**

- Red Brick
- Buff Brick
- Light Brick
- Brown Brick
- Grey Brick
- Cladding
- Site Boundary







6.0

# The Proposed Development

# 6.0 The Proposed Development

## 6.1 Site Layout

The proposed site layout has been developed through numerous iterations which have responded to the emerging brief and site constraints.

The layout mix (including phase 1) provides houses and apartments which offer a range of tenures for the ongoing residential demand.

The layout orientates the housing parallel to St Vincent Street so that the roadways sit above the sewer easement zones, thereby maximising the un-constrained land to be built on.

Access into the apartment block is located off st. Vincent street for a better connectivity to the Canal.

The houses are arranged to front streets with a clear demarcation of public and private spaces. Each new house has a front door onto the street, an in curtilage parking space and secure private garden to the rear.

The apartment building bounds the Rochdale canal to the North of the site. It continues the principles established by Engles House and associated development to form a higher edge to the canal.



## 6.2 Apartment Layout

**Overview**

- 5 storey building with mix of 1bed and 2bed apartments for social rent.
- Resident access to main entrance from St. Vincent Street.
- Central common corridor with access to all levels via the main stair and lift.
- Associated facilities at ground floor - cycle store, refuse store, plant room.
- Building levels set to integrate with existing site levels and allows provision of apartments throughout the ground floor area.




**Key**

1 Bed 2 Person Flat

2 Bed 3 Person Flat

## 6.3 Layout - Ground Floor

- The ground floor provides fully accessible dwellings with wet rooms. Visit-able dwellings with bath and integrated shower are located on the upper floors.
- Separate entrances for 'back of house' services such as bicycle storage and bin store.
- A shared residents garden to the edge of the building, providing privacy to the apartments.
- The resident's entrance to the apartment building is marked by a recess within the building form, creating a sense of arrival and recognition of place.




### Key

- 1B2P Person Flat
- 2B3P Flat
- Post Room
- Bike Store
- Bin Store
- Plant Room

## 6.4 Layout - Typical Upper Floor

The plan illustrates the floor layout to the upper floors (1st-4th).

- Visit-able dwellings with bath and integrated shower to upper floors.
- A mixture of one and two bedroom apartments are served by two cores.
- The central corridor acts as the spine of the building and a glazed facade to the entrance of the building allows natural light to filter down the corridor.



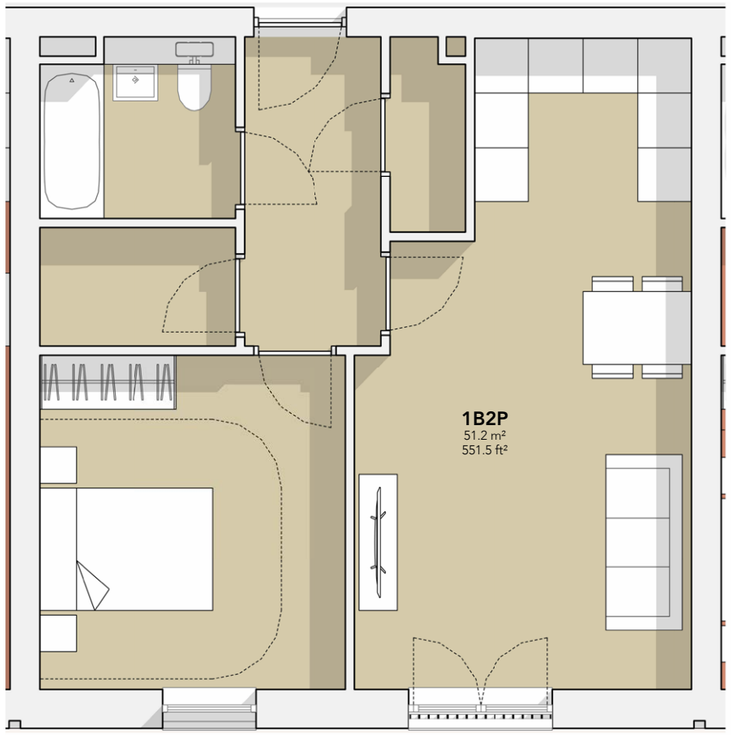

### Key

1B2P Person Flat

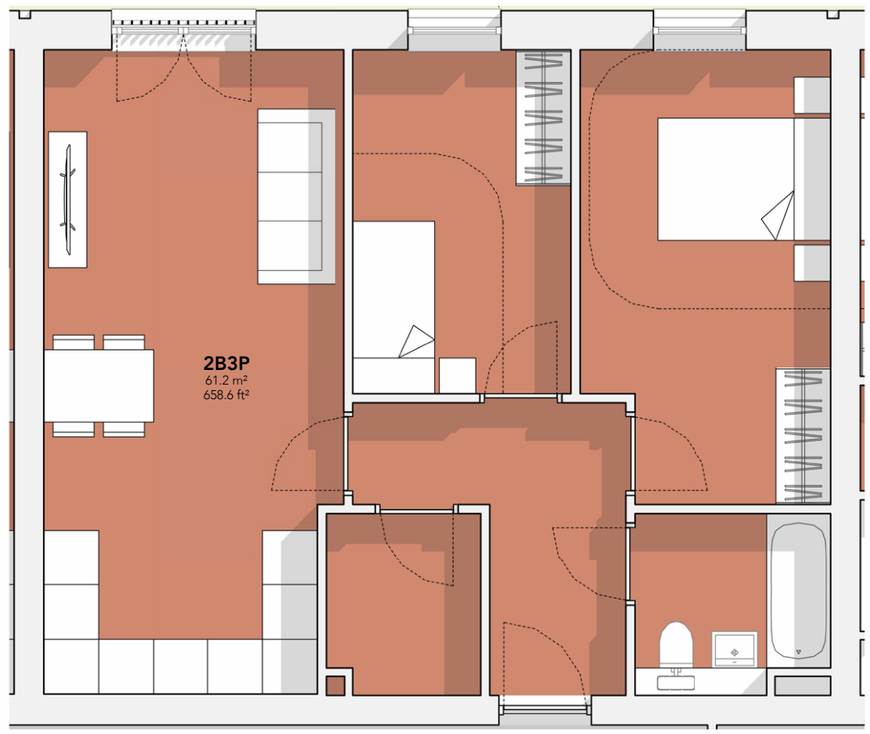
2B3P Flat

## 6.5 Layout - Apartments

Apartment accommodation layouts are designed in accordance with MCC residential space requirements.




Typical 1B2P apartment (50sqm minimum)
Note: Accessible apartments located on the ground floor.




Typical 2B3P apartment (61sqm minimum)

## 6.6 Use and Amount

The proposed development will solely deliver Affordable Housing given the ample provision of retail and leisure facilities within the wider Ancoats and New Islington neighbourhood and the City Centre as a whole.

- Tenure: Social rent
- House typology: apartments
- Occupancy: mix of 1B2P and 2B3P
- Other requirements: 100% parking provision is targeted for the 2BED properties only. Enlarged bike store required to compensate. No en-suite required to master bedroom.

| **Type** | Count | Level | Parking Provision | Tenure |
|---|---|---|---|---|
| 1B2P | 3 | Ground Floor | 21 space (40%)<br>of which 2 are accessible bays | Social Rent |
| 2B3P | 5 | | | |
| | | | | |
| 1B2P | 6 | First Floor | | |
| 2B3P | 5 | | | |
| | | | | |
| 1B2P | 6 | Second Floor | | |
| 2B3P | 5 | | | |
| | | | | |
| 1B2P | 6 | Third Floor | | |
| 2B3P | 5 | | | |
| | | | | |
| 1B2P | 6 | Fourth Floor | | |
| 2B3P | 5 | | | |
| | | | | |
| **Total 1B2P** | 27 | | | |
| **Total 2B3P** | 25 | | | |

| | NDSS Requirement (minimum gross internal floor area & storage | | | | | Downley Drive | |
|---|---|---|---|---|---|---|---|
| Type | Number of bedrooms (b) | Number of bed spaces (p=persons) | Number of storeys | Area (GIA) m² | Built-in storage m² | Area (GIA) m² | Built-in storage m² |
| **Apartment** | 1b | 2p | 1 | 50 | 1.5 | 50.98 | 1.7 |
| **Apartment** | 2b | 3p | 1 | 61 | 2.0 | 61.58 | 2.5 |
| **Houses** | 2b | 4p | 2 | 79 | 2.0 | 79.32 | 3.47 |
| **Houses** | 3b | 5p | 3 | 99 | 2.5 | 130.55 | 3.65 |

## 6.7 Massing & Scale

The diagrams represent the surrounding massing as currently established along with the massing which is proposed within the Ancoats & New Islington NDF plus that which is currently being developed.

*NB landscaping proposals supersede NDF on site North of canal, see planning application 136141/VO/2023.




**Key**

- 7+ stories
- 5-6 stories
- 3-4 stories
- 1-2 stories
- Proposed NDF Poland Street 7+ stories
- Proposed NDF Poland Street 5-6 stories
- Proposed NDF Poland Street 3-4 stories
- Proposed NDF Poland Street 1-2 stories

**Current**




**Proposed**

The mapping above shows the indicative massing to the north of the Rochdale Canal in Ancoats (ref; Ancoats and New Islington NDF – June 2020). It also shows the massing proposed as part of the Lovell site to the East of the site.

## Massing & Scale (Continued)

The earlier sections with the DAS have outlined the context and the existing massing and also illustrated where further proposals are likely to be brought forward. It is within the context that the Downley Drive proposals have been formed.

The clients brief was for a range of affordable housing typologies and tenures to include housing (phase 1) and apartments in response to the areas housing demands. The housing element is sited within the core site area to integrate into the existing housing and offer a natural extension of the existing terrace typology as the scale shifts away from the taller buildings edging the canal and beyond into Ancoats.

The placement of the apartments in a single five-storey building to the northern edge of the site forms the transition between the housing and the larger buildings fronting the canal, such as Engels House (at 7 storeys), the Lovell development along the canal front (at 5-7 storeys) and also high rise buildings within the PFI zone.

The indicative plans outlined in the Ancoats and New Islington NDF (2020) show development up to 8 storeys. The site arrangement follows the established party, with taller buildings along the canal edge.

At five storeys, the apartment building is sized to reduce its impact on existing residential properties on Kingham Drive and Downley Drive and the input from the sunlight/daylight consultant has confirmed that there will be no significant impact on sunlight or daylight provision. In addition, these pass the BRE's 'Time in the Sun' test. See the Daylight & Sunlight Impact assessment by Gray Scanlan Hill submitted as part of the application.

The houses are designed to fit their context, the apartment building is a transition between higher density/height in Ancoats and lower height in Miles Platting.

As can be seen in the section, the proposed apartment building sits lower than Engels house and the approved Jersey Wharf and Eliza Yard schemes.





Apartments - Rochdale Canal (Phase 2)

Houses - St. Vincent Street (Phase 1)

## Comparative Massing Elevation along Rochdale Canal & St. Vincent Street

## 6.8 Key Views

St.Vincent Street towards East



## 6.9 Key Views

Apartments along the canal towards East



## 6.10 Key Views

St.Vincent Street towards apartments entrance



## 6.11 Public Realm and Landscaping

COMMUNAL SPACE TO THE NEW APARTMENTS

ACCESS

All gradients are at 1:21 or shallower to facilitate comfortable level access along footpaths and from the car park to facilitate accessibility for wheelchair users.

A marked dropped crossing is provided from St Vincent Street across the vehicle access point to the car park with a pathway of Pre cast concrete setts guiding pedestrians to the main entrance to the apartments. The pre cast setts are 80mm thick to facilitate occasional vehicular access.(Matching the colour and texture of the larger slabs within the cartilage of the apartments).

CAR PARK

The car park is surfaced in macadam with pre cast paving to the perimeter of the building with 450x 600 mm textured slabs.

Surfacing is macadam with white line markings , there are 21 spaces with 2 accessible spaces.

Lighting columns and low-level lighting bollards are provided together with 4 electrical charging points for cars with two twin charging units.

There is a clearly readable separation from the car park and resident's green space and access to the main building entrance is clear on to the paved perimeter.

The car park is surrounded by low level planting which provides a screening and softening effect around the car park perimeter as well as the opportunity to create rain gardens to absorb excess runoff from the car park.

RESIDENTS' GARDEN

The overall objective is to create a space for residents to use in an unstructured way with the general layout being flexible and adaptable, offering opportunities for hands on resident involvement in the future.

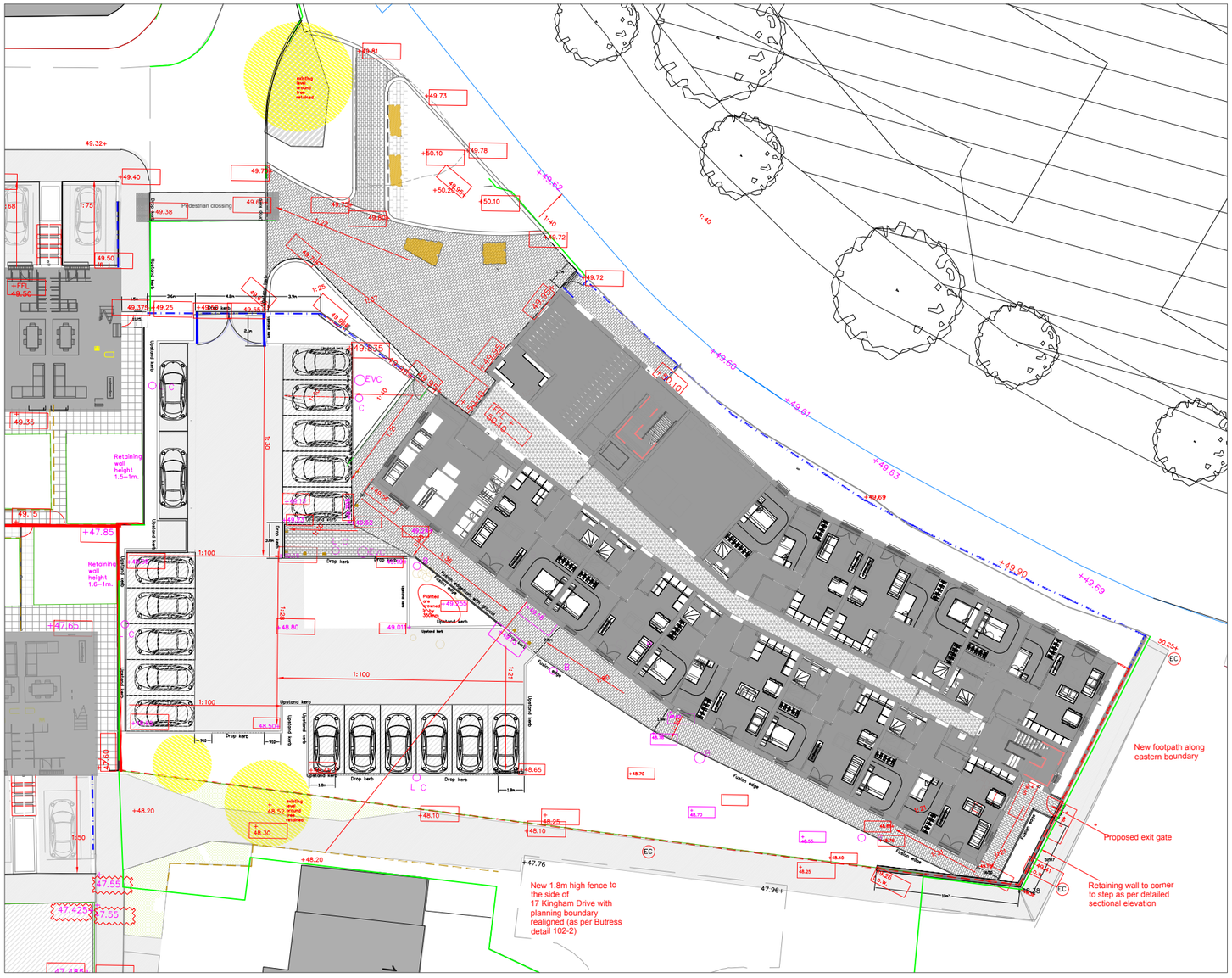
PLANTING ELEMENTS

The planting is intended to provide be low maintenance but also to enhance biodiversity incorporating flowering and native species and be adaptable to the site conditions.

- An open lawn area adjoins the main paved edge next to the building which incorporates low level lighting bollards.
- Low planting around the edge of the car park with areas of herbs for residents use , ground cover and perennial plants and grasses which could adapt to the moister conditions on the sloping site and potentially act as rain garden to absorb car park runoff.
- Higher screen planting along the southern boundary incorporating semi ornamental and native shrubs to add to the biodiversity of the area and cope with the moister conditions.(Species include Dogwood, Blackthorn, Viburnum, Hazel).
- Tree planting in the area includes multi stemmed Birch (Betula pubescens) and Alder (Alnus glutinosa "Laciniata" a slower growing variety ) again to boost biodiversity and give a semi natural feel to the edges of the site , seasonal interest and a degree of privacy for residents.
- Along the Rochdale Canal frontage, a more defensive approach to the planting is proposed behind the steel railings (Pyracantha and Gorse) up to 1m. high to maintain clear visibility.

BOUNDARY TREATMENTS

- Refer to drawings p/03 Boundary Treatments Key Plan p/104 Apartment Boundary Proposals. p/05 Landscape Sections
- The canal frontage and main pedestrian entrance are bounded by high quality but unfussy Steel railings with flat vertical pales.
- Type A Steel grating , 2.1 m. height anti-climb galvanised and powder coated. With a higher level of security.(To southern and eastern boundaries of the apartments with planting to the rear)
- Type B1 vertical paling railings (Galvanised and powder coated) with a flat bar frame 1.5 m overall height set over a pre cast plinth 100mm high.( Canal frontage and corners of Woodward place generally with low ground cover to the rear)
- Type B2 vertical paling railings (Galvanised and powder coated) on a brick plinth of 500mm minimum height.( Main entrance frontage
- Brick portal with steel screen and gate to match B1 type vertical railings
- 2.1 m high timber fence to the edge of the car park and Woodward Place.




**NEW BUILD APARTMENT**

**PAVING FINISHES-APARTMENT BLOCK**

Macadam to carriageway and accessible bays as per Engineers details.

Parking spaces 21 total. 2no accessible spaces generally 5x2.5m . 6m. reversing space. Thermoplastic line markings in white 100mm line thickness. Diagonal hatching on a 600mm diagonal grid to pedestrian zone around accessible bays.

Textured kerb edgings to parking bays 125x255 mm 125mm upstand 915mm length.Drop kerbs and transition kerbs at crossovers and alongside accessible parking bays with flush edging at parking bay edges to to drain to rain garden areas.Silver colour.

Kerbs to highways specification as per engineers details-generally half battered PCC kerbs with 125mm upstand drop kerbs and transition kerbs to match.

Textured Upstand kerbs 125x255x915mm

Textured Drop kerbs 125x150x915mm

Textured edge 75x 150x 900mm

Pre-cast paving. 300x200x60mm. Jura Grey textured finish, laid in stretcher bond.

Bollards at kerb edge in car park hardwood Square bollard 140mm square 1m. height flat top with 25mm reflective band. as per detail. Bollards at 1.3m centres set 500mm back from road edge. LIGHTING as per WECE details.

External lighting columns.

Lighting bollards 4no

High level lighting columns 4 m high in car park 5no

Electric car charging points in car park 4 total ( 2 no.paired units)

Proposed levels

Proposed paving falls

House FFL indicated on plan.

Retention

All footpaths to be no steeper than 1:21

**Highways levels and drainage to be verified by Carley Daines**

**CONSTRUCTION ISSUE**

REVISIONS
A top of wall level reviewed on South Eastern corner 17/01/23
B Frontage arrangement and levels modified to accomodate new apartment plan. 25/07/23

**Stephen Martlew Landscape Architecture**
Unit 2 8a Loom Street Manchester M4 6AN
TELEPHONE 0161 907 3226

| | | | |
|---|---|---|---|
| DRAWING TITLE | APARTMENT HARD SURFACES AND LEVELS PLAN | | |
| DRAWING No | 1907/C/05 | | |
| PROJECT | DOWNLEY DRIVE | | |
| CLIENT | Great Places /Buttress/Rowlinson | | |
| SCALE | 1:125 @ A 1 | REVISION | B |
| DATE | March 2022 | REVISED | |
| DRAWN | PG | CHECKED | SM |



Type A steel railings



Type B1 vertical paling railings

## 6.12 Façade Strategy

The design has evolved to maintain privacy and enhanced thermal performances of the envelope. Verticality is expressed through full height window recesses.

The apartment building uses the same buff brick used on the houses found in phase 1. The block will have a subtly defined 'base' by using a darker mortar colour at the ground floor. Windows are sized as an honest expression of the internal room function, with large living spaces having a full height glazed door with integrated juliet balcony. Bedroom spaces also have full height windows.

The recessed window arrangement is set out to provide a consistent punctuation of the façades, expressing the verticality which continues around all elevations.

The cranked plan form opens up an entrance space onto St Vincent street which is extensively glazed to allow generous natural light to penetrate into the internal spaces and provide natural surveillance to the entrance area. Additional full height windows are also positioned on the gable to St. Vincent Street.

The ground floor apartments facing the canal create an active frontage with views out over the canal and a planted area in front of the apartments. The boundary treatment and ground floor brick detailing extends to ancillary areas.




North Elevation - Poposed

1 : 200




South Elevation - Proposed

1 : 200




West Elevation - Proposed

1 : 200




East Elevation - Proposed

1 : 200

| Material Schedule | |
|---|---|
| 1 | Aluminium louvered door with anodized finish. Colour to match window frames (RAL 7016). |
| 2 | Flat profile carbon steel railings on top of a curb as specified by Landscape Architect. Powder coated to match windows. |
| 3 | Buff brick with light mortar. |
| 4 | Buff brick with dark mortar. |
| 5 | UPVC windows/doors (RAL 7016). |
| 6 | Soldier course banding. |
| 7 | Brick recess. |
| 8 | Vertical recessed brick pattern. |
| 9 | Curtain wall glazing with AOV louvered panel (RAL 7016). |
| 10 | Curtain wall glazing (RAL 7016). |

## Façade Strategy (continued)

- Glazing creates natural surveillance for the apartment building. The glazed link also provides illumination for the entrance, increasing security.
- Natural light reaches deep into central corridor link.
- Development signifies a ‘gateway’ project of the new Miles Platting area. Forming a connection between the old area of Ancoats and the modern area of Miles Platting.
- The glazed link reinforces the design of the two  residential wings marrying together. It is felt that the visual permeability of the link will enhance overlooking, natural surveillance and evening/ night presence of the entrance. The extent of glazing has been broken with vertical mullions.





## Façade Strategy (continued)

### BAY STUDY

The elevations illustrate key elements of the design which are incorporated into the apartment building façades.

- Concise pallet of materials
- Full height windows to all rooms
- Mortar colour variation to create extra layer of interest, vibrancy and a ‘base’ to the building
- Soldier course and brickwork recesses detailing




Bay 1 - Apartment

1 : 25

Bay 2 - Apartment

1 : 25

## 6.13 Sustainability

Early discussions with Manchester City Council indicated a desire for a low carbon scheme, and there is a strong desire from Great Places to support this requirement and use this development as a pilot for a number of sustainability measures and utilise the scheme as a flagship development for the organisation. This has been a key driver of the design

Aspiring to deliver a highly sustainable Affordable Housing residential development – key components to the energy strategy include:

- The use of MVHR units in response to a high fabric first approach, utilising key Passivhaus equivalent standards
- The development will benefit from air source heat pumps (ASHPs) supplying hot water to flats.
- Photovoltaics will be provided used as part of an aspiration to deliver a low carbon scheme
- Predicted site wide reduction in CO2 over Part L 2013 of 61% with SAP 9 carbon factors which is a significant betterment over MCC's adopted planning policy and emerging requirements as part of the Future Homes Standard
- Will seek to incorporate sustainable drainage element, subject to feasibility, and deliver an uplift in the number and quality of trees on site.

The Environmental Standard and Energy Statement prepared by Watts provides further details and is submitted as part of the planning application.

The ESES highlights that the dwellings of the Proposed Development can achieve against a range of energy efficiency targets set by Manchester City Council, as identified below:

- Highly efficient MVHR unit for mechanical ventilation and efficient LED lighting the design performance.
- The development adopts "fabric first" approach to developing an efficient, low carbon, comfortable and healthy homes, with heat loss due to building fabric.
- The development benefits from air source heat pumps (ASHPs) supplying hot water only to flats and both heating and water to houses.
- 100% efficient non-fossil fuel Electric Heating to apartments.
- Assumes targeting an Air Permeability rate of 1m3/(h.m2) which will improve the performance of the building in terms of heat loss.
- The Proposed Development proposes roof mounted PV arrays on the apartment building, further reducing the carbon emissions.
- Total on-Site energy will be provided by a 100% renewable energy electricity provider.

7.0

# Access

# 7.0 Access

## 7.1 Movement & Access

The apartment buildings main access for both pedestrians and vehicles is from the end of St. Vincent Street.

Pedestrians approach the front of the apartments at ground level to a recessed glazed facade. A secure internal lobby is provided inside of the front entrance which allows access to the post room, bin store, cycle store and primary core providing access to the upper floors. Residents continue to the main corridor which provides access to the ground floor apartments.

The apartment car park has gated access, preventing people from entering directly into the building which is also secured with fob access.

Entrance sequence for the apartment

1. Initial entry is through a secure fob entry portal (also fob entry to the car park)
2. The car park has shared access with the communal garden
3. Secondary entry into apartment lobby area is accessed via fob, ensuring security is achieved for residents




Secure Area

Secure/Restricted Access

Point of Entry/Exit for Residents

Shared secure access to rear gardens

Lobby/Buffer Zone

## 7.2 Vehicle Access & Cycle Storage

A dedicated Cycle store room is provided on the Ground Floor of the apartment block accessible both from the outside and the secure entrance lobby. A 1:1 ratio of apartment to cycle storage is proposed through the use of two-tier bike racks, giving a total of 52 cycle parking spaces.

The apartments will benefit from a communal car park with a total of 21 parking spaces, of which are two are DDA compliant.




Car Park

Cycle Store

## 7.3 Security

To achieve a safe and secure development, key factors have been considered as an integral part of the overall design concept:

- Natural surveillance/street ownership
- Community
- Quality of design and materials
- Coherent well lit public realm

Movement and surveillance across the site is vital in promoting activity and life within the development. Careful street design and lighting to the approach of the building and the avoidance of concealed areas will promote a thriving community that feels free to enjoy the public and private domain safely.

A Crime Impact Assessment has been completed to support the application. Secure by Design principles will be followed.




Secured by Design
SBD
Official Police Security Initiative

## 7.4 Waste Management

The communal bin store for the apartment block will be located on the Ground floor, accessed both from the entrance core through a fire sterile lobby and from the outside through a secure lockable door.

The bin room has been dimensioned to accommodate the standard number of bins for high rise domestic developments. On collection the building manager will be responsible to move the bins to the designated zone at the top of St. Vincent St for collection.

Whilst most residents will make use of the main bin store, some apartment fall outside of the 30m distance allowed. A secondary 'satellite' bin store is located to the north of site to serve this units. The building manager will be responsible for moving the bins to the collection zone and ensuring they do not overflow.

Refer to separate 'Waste Management Strategy Document' for further details.



## Waste Management (continued)

The apartment block communal bin store is located on the Ground Floor accessed both from the main entrance corridor through a fire sterile lobby and from the outside through a secure lockable door.

The bin store has been dimensioned to accommodate the standard number of bins for high rise domestic developments i.e. 0.43m² of space per apartment.

There are 52no. apartments and on this basis the bin store area will require a minimum area of 22.36m² plus space required to manoeuvre and access all the containers individually. The proposed bin store area is 46.4 m² providing more than the required amount.

The bin store will be mechanically ventilated.

Resident are required to deposit their waste and recyling in the correct containers in the bin store, accessed via lift or stair core.  On collection days the building manager will be responsible for moving the bins to the designated zone at the top of St Vincent Street prior to collection and returned immediately after and to ensure areas are kept clean.

The route will be step free and will have a minimum width of 1.54m, ensuring adequate space for a bin to pass.

Collections will be every week for general/organic, paper/card and glass/plastic waste.




### Key

- Resident refuse route
- Domestic refuse collection point
- Building manager refuse route

## 7.5 Inclusive Access

Level access is covered under three headings: Public realm, building and homes. Design for Access 2 (DFA2) has been used as a key reference document for the design principle for all dwellings and Public realm.

### Public Realm

Route-ways

Access routes have a minimum unobstructed width of 2000mm, and 1800mm. The main access pathways and primary routes through the site and public realm are fully compliant with access pathways over 1800mm in width.

All routes and gradients are no steeper than 1:20 with the landscape being relative flat with level changes being taken up by planted areas.

Building Levels

All landscape/building levels have been designed to enable level thresholds to the building without the need for formalised ramps and steps.

Street Furniture Position

All street furniture is positioned a minimum of 450mm away from the front face of the highway kerb.

### Building

From both the front and car park entrances, along with the communal areas at ground floor, level access is provided. Every floor can be accessed via one the passenger lifts. Step free level access is also provided to each of the ancillary spaces.

### Homes

The 52 apartments have step free access via the passenger lifts; 8 of these apartments are ground floor and have been designed with accessible wet rooms. Upper floor apartments can be adapted, adapting standard bathrooms to wet rooms.



## 7.6 Approved Document M

The table on the right illustrates compliance against key dimension criteria in the Approved Documents.

As illustrated in the adjacent table, the example apartment complies with AD M4(2) and can be adapted over time to meet the changing needs of occupants.

| Description | M4(1) | M4(2) | Example Apartment (2B4P) |
|---|---|---|---|
| | | | |
| **Doors** | | | |
| Private external entrance clear width | 775mm | 850mm | 910mm |
| Internal door clear width | 750mm | 750mm | 810mm |
| Nib to leading edge of every door within the entrance storey | | 300mm | 300mm + |
| **Circulation** | | | |
| Hall (minimum excluding projections) | 900mm | 900mm | 1200mm |
| Living, kitchen and eating areas | | | |
| Clear space provided in front of and between all kitchen units and appliances. | | 1200mm | 1200mm + |
| **Bedrooms** | | | |
| Master | | | |
| Width | | 2750mm | 3460mm |
| Length | | 3000mm | 3075mm |
| Clearance to foot of the bed | | 750mm | 1125mm |
| Clearance to both sides of the bed | | 750mm | 750mm |
| Clear access route from the doorway to the window | | 750mm | 1125mm |
| Second | | | |
| Width | | 2750mm | 2840mm |
| Clearance to foot of the bed | | 750mm | 750mm |
| Clearance to one side of the bed | | 750mm | 880mm |
| Clear access route from the doorway to the window | | 750mm | 750mm |
| **Sanitary Facilities** | | | |
| Master | | | |
| Dimensions | | 1950mm x 2150mm | 1950mm x 2150mm |
| **WC in entry storey** | | | |
| Dimensions | 850mm x 1600mm | 1450mm x 1800mm | 1950mm x 2150mm |

8.0

# Appendix

# 8.0 Appendix

## 8.1 National Design Guide

This chapter identifies how the Proposed Development has utilised the ten characteristics within the Ministry of Housing, Communities & Local Government, National Design Guide (October 2019) during the design development.

The National Planning Policy Framework makes clear that creating high quality buildings and places is fundamental to what the planning and development process should achieve. Through utilising the National Design Guide, we have sought to produce a well-designed place, that is beautiful, enduring and successful.

| REF | NDG SECTION | RESPONSE |
|---|---|---|
| | **Context** | |
| C1 | Understand and relate well to the site, its local and wider context | The development will help the area to be regenerated in line with the ambitions of the Ancoats & New Islington NDF 2016 and 2020. The site is identified as an opportunity area and able to support the provision of a range and mix of residential accommodation of high quality to help move forward the emergence of a vibrant new neighbourhood of choice. The proposed development responds positively to the features of the site and its topography. The various easement zones around existing sewers have limited the extent of the site that can be built on and presented challenges during the design process, however the layout has utilised the available areas to form a coherent layout that connects into the existing street structure and sits comfortably with the existing dwelling houses. |
| C2 | Value heritage, local history and culture | The bulk of the existing site is a fenced in area left vacant since historic demolition and appears abandoned and unloved and subject to antisocial behaviour and fly tipping – it lacks a sense of place and its positive use will support area regeneration. Consideration has been given to ensure that the design proposals connect the site back into the wider neighbourhood and removing an area of blight. The site arrangement places the larger massing along the northern edge adjacent the Rochdale Canal which follows the parti established by historic and new development along the canal. Heights have been carefully considered so that the apartment building at four storeys forms a transition from the taller buildings (Engels House at 7 storeys and the future plans outlined in the Ancoats NDF for buildings up to 8 storeys) into the lower house dwellings in the heart of the site. |
| | **Identity** | |
| I1 | Respond to existing local character and identity | The proposed development has sought to balance the needs of contemporary living in a highly desirable area of the city center with consideration for the local context. The proposed development indicates a return to active use of the site, reflecting but not copying design elements from its context by the use of terrace row housing and a larger apartment building adjacent the canal boundary. Overall, the proposed development stands to make a positive contribution to the town scape will enhance the surrounding built assets. The Proposed Development looks to improve upon the immediate site context, creating a well-designed, sustainable place with a strong new identity to give users, occupiers and owners a sense of pride, helping to create and sustain new and existing communities and neighbourhood. |
| I2 | Well-designed, high quality and attractive places and buildings | Materials, construction details and landscape design have been selected with care for their context. They are suitable for their use as part of a high quality residential led proposal. |
| I3 | Create character and identity | The proposed development seeks to provide character and identity through the use of complimentary materials and detailing to create a strong and positive identity, within the evolving context. The immediate environs of the site has few positive qualities, as such a new and positive character will help to enhance its identity. |
| | **Built Form** | |
| B1 | Compact form of development | The overall quantum of accommodation contained within the development has been derived in response to location, orientation and the client's brief. As a result, the layout responds to the below ground constraints to deliver a variety of accommodation utilising the available site in an efficient arrangement to maximise development and offer sustainable use of the land. |
| B2 | Appropriate building types and forms | The individual building designs are of a scale and form to support the daily activities of life, working together in a urban composition that will engender a sense of community and mesh seamlessly into the existing residential neighbourhood. The apartment building provided the transition in scale necessary to relocate to buildings adjacent the Rochdale Canal and plans for Ancoats beyond. |
| B3 | Destinations | The development is focused on delivering affordable housing in a area well connected to the amenities and workplaces within Manchester City Center and will become a housing destination of choice for the residents that Great Places seek to accommodate. |

| REF | NDG SECTION | RESPONSE |
|---|---|---|
| | **Movement** | |
| M1 | A connected network of routes for all modes of transport | The Proposed Development is in a location that allows easy walkable and cycle-able connection into Manchester City Center and also to the bus, tram and train network that supports wider access. Cycle storage is provided across all dwelling types. The canal path network is easy accessed as is the planned infrastructure improvements around the Bee line routes. |
| M2 | Active travel | Active travel is encouraged through the integration of the streets into the local neighbourhood. |
| M3 | "Well-considered parking, servicing and utilities infrastructure for all users" | Each dwelling house is provided with in-curtilage parking. The apartment building, dues to the holily connected location provided 21 parking spaces (46% to apartments). Roadways and turning heads are designed to allow for servicing and waste collection. |
| | **Nature** | |
| N1 | Provide a network of high quality, green open spaces with a variety of landscapes and activities, including play | The new residential streets are designed to accommodate new trees and landscaping. The apartment building has a residents amenity garden and its placement will enhance the surveillance of the canal path route and supporting landscape. |
| N2 | Improve and enhance water management | |
| N3 | Support rich and varied biodiversity | The new landscape included within the development contains new tree planting and landscaping to enhance biodiversity appropriate to the urban development area. |
| | **Public Spaces** | |
| P1 | Create well-located, high quality and attractive public spaces | The new streets are connected into the local street network to offer permeable connectivity to the surrounding. The streets will be plated with new trees to enhance the environment. |
| P2 | Provide well-designed spaces that are safe | The new buildings are positioned to fill the entire site with a clear demarcation between private and public spaces. The houses have a clear front and back to offer safe environments. The buildings have windows and offer views to provide 'eyes on the street'. The apartment building provides improved active frontage to the canal and building entrances to ensure that different activities will occur through the day. Natural surveillance is provided from these spaces and are highly glazed. |
| P3 | Make sure public spaces support social interaction | The terrace row arrangement of the houses is hoped to encourage social interaction between neighbours. The amenity garden for the apartments will also offer a space for social interaction. |
| | **Uses** | |
| U1 | A mix of uses | The site offers a range of affordable housing - Shared Ownership Houses, Affordable Rent Houses and Social Rent Apartments |
| U2 | A mix of home tenures, types and sizes | The site will deliver a mix of affordable housing as noted above. This will be through a combination of 2 bed and 3 bed housing together with 1 and 2 bed apartments. |
| U3 | Socially inclusive | The various buildings are designed to a common palette of materials and quality detailing to contribute to a balanced neighbourhood, without any perceived barriers. |
| | **Homes and Buildings** | |
| H1 | Healthy, comfortable and safe internal and external environment | In line with Manchester Residential Quality Guidance all houses and apartments meet or exceed the Manchester's Emerging Space Standards. |
| H2 | Well-related to external amenity and public spaces | The new buildings connect into the immediate amenity of the canal infrastructure and nearby open spaces. Private amenity space is provided for all residents; rear gardens for the houses and a shared garden for the apartments. |
| H3 | Attention to detail: storage, waste, servicing and utilities | All waste generated in the apartment building will be stored out of view. The building is serviced by a clear waste management strategy to provide good access for all facilities and activities. A maintenance strategy has been developed to enable access to the façades that does not significantly impinge or close foot ways through the use of MEWPS and Abseil window cleaning. Houses have bin storage enclosures to the front of each property to ensure that these do not clutter the streets. |
| | **Resources** | |
| R1 | Follow the energy hierarchy | The Proposed development is accompanied by an Environmental Standards Statement produced by Watts. |
| R2 | Careful selection of materials and construction techniques | Selection of materials have been carefully chosen to be robust long lasting with minimal maintenance. |
| R3 | Maximise resilience | The buildings are designed to be energy efficient. A Energy and Sustainability report is provided separately. |
| | **Lifespan** | |
| L1 | Well-managed and maintained | The buildings are serviced by a clear waste management strategy to provide good access for all facilities and activities. A maintenance strategy has been developed to enable access to the façades that does not significantly impinge or close foot ways through the use of MEWPS and Abseil window cleaning. |
| L2 | Adaptable to changing needs and evolving technologies | Dwellings have been designed in line with Approved Document M4(2) and DFA (2) in order to facilitate access to and adaption for uses with limited mobility. Car parking has provision for electric vehicle charging bays. |
| L3 | A sense of ownership | Public and private spaces are well-designed and clearly define the boundaries for private, shared and public spaces in order to ensure occupants will use, value and take ownership of them. |

## 8.2 NDSS & MCC Compliance - Apartments

All apartments in the proposal have been designed to meet or exceed the requirements set out in the Nationally Described Space Standard (NDSS) and Manchester Residential Quality Guidance.

The standard requires that:

1. The dwelling provides at least the gross internal floor area and built-in storage area set out in Table 1

2. A dwelling with two or more bed spaces has at least one double (or twin) bedroom

3. In order to provide one bed space, a single bedroom has a floor area of at least 7.5m2 and is at least 2.15m wide

4. In order to provide two bed spaces, a double (or twin bedroom) has a floor area of at least 11.5m2

5. One double (or twin bedroom) is at least 2.75m wide and every other double (or twin) bedroom is at least 2.55m wide

6. Any area with a headroom of less than 1.5m is not counted within the Gross Internal Area unless used solely for storage (if the area under the stairs is to be used for storage, assume a general floor area of 1m2 within the Gross Internal Area)

7. Any other area that is used solely for storage and has a headroom of 900-1500mm (such as under eaves) is counted at 50% of its floor area, and any area lower than 900mm is not counted at all

8. A built-in wardrobe counts towards the Gross Internal Area and bedroom floor area requirements, but should not reduce the effective width of the room below the minimum widths set out above. The built-in area in excess of 0.72m2 in a double bedroom and 0.36m2 in a single bedroom counts towards the built-in storage requirement

9. The minimum floor to ceiling height is 2.3m for at least 75% of the Gross Internal Area

10. In order to provide 1 bedspace, a single bedroom has a floor area of at least 7.5m2 and is at least 2.15m wide

Notes

1. Built-in storage areas are included within the overall GIAs and include an allowance of 0.5m2 for fixed services or equipment such as a hot water cylinder, boiler or heat exchanger.

2. GIAs for one storey dwellings include enough space for one bathroom and one additional WC (or shower room) in dwellings with 5 or more bed spaces. GIAs for two and three storey dwellings include enough space for one bathroom and one additional WC (or shower room). Additional sanitary facilities may be included without increasing the GIA provided that all aspects of the space standard have been met.

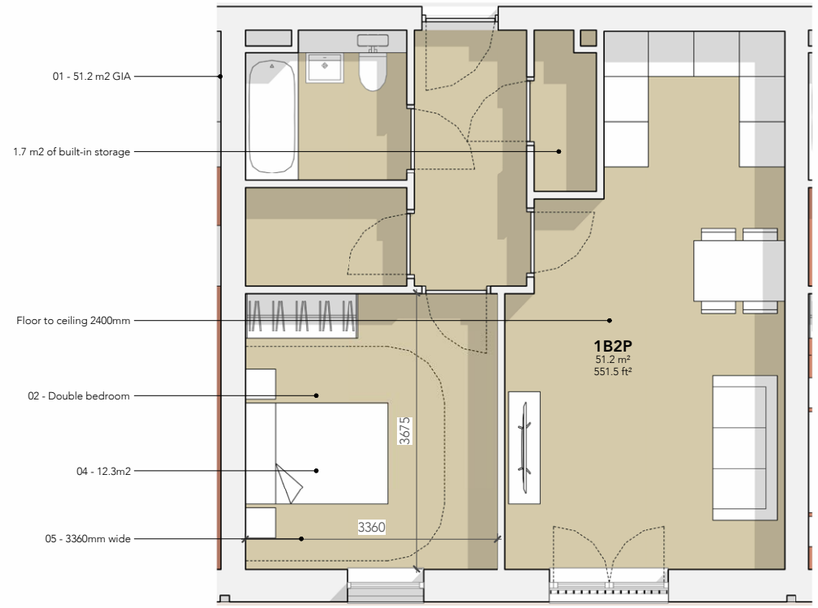
3. Where a 1b1p has a shower room instead of a bathroom, the floor area may be reduced from 39m2 to 37m2 as shown bracketed.

4. Furnished layouts are not required to demonstrate compliance.

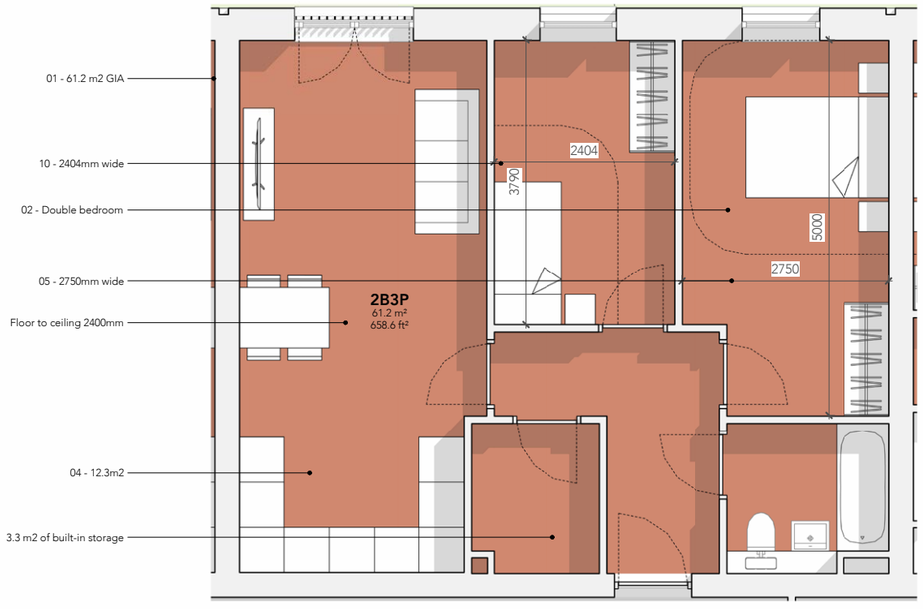
| Number of bedrooms (b) | Number of bed spaces (persons) | 1 storey dwellings | 2 storey dwellings | 3 storey dwellings | Built-in storage |
|---|---|---|---|---|---|
| 1b | 1p | 39(37)* | | | 1.0 |
| | 2p | 50 | 58 | | 1.5 |
| 2b | 3p | 61 | 70 | | 2.0 |
| | 4p | 70 | 79 | | |
| 3b | 4p | 74 | 84 | 90 | 2.5 |
| | 5p | 86 | 93 | 99 | |
| | 6p | 95 | 102 | 108 | |
| 4b | 5p | 90 | 97 | 103 | 3.0 |
| | 6p | 99 | 106 | 112 | |
| | 7p | 108 | 115 | 121 | |
| | 8p | 117 | 124 | 130 | |
| 5b | 6p | 103 | 110 | 116 | 3.5 |
| | 7p | 112 | 119 | 125 | |
| | 8p | 121 | 128 | 134 | |
| 6b | 7p | 116 | 123 | 129 | 4.0 |
| | 8p | 125 | 132 | 138 | |

Table 1

## 8.3 NDSS & MCC Compliance - Apartments




Typical 1B2P Apartment




Typical 2B3P Apartment

## 8.4 Apartments Schedule of Accommodation

| Area Schedule (GIA) | | | |
|---|---|---|---|
| **Apt No.** | **Area** | **Type** | **Level** |
| Apt.1 | 51.14 m² | 1B2P | 00 Ground Floor Plan |
| Apt.2 | 51.14 m² | 1B2P | 00 Ground Floor Plan |
| Apt.3 | 63.58 m² | 2B3P | 00 Ground Floor Plan |
| Apt.4 | 51.23 m² | 1B2P | 00 Ground Floor Plan |
| Apt.5 | 62.65 m² | 2B3P | 00 Ground Floor Plan |
| Apt.6 | 63.21 m² | 2B3P | 00 Ground Floor Plan |
| Apt.7 | 61.19 m² | 2B3P | 00 Ground Floor Plan |
| Apt.8 | 63.43 m² | 2B3P | 00 Ground Floor Plan |
| Apt.9 | 50.09 m² | 1B2P | 01 First Floor Plan |
| Apt.10 | 49.57 m² | 1B2P | 01 First Floor Plan |
| Apt.11 | 51.14 m² | 1B2P | 01 First Floor Plan |
| Apt.12 | 51.14 m² | 1B2P | 01 First Floor Plan |
| Apt.13 | 63.58 m² | 2B3P | 01 First Floor Plan |
| Apt.14 | 51.23 m² | 1B2P | 01 First Floor Plan |
| Apt.15 | 62.65 m² | 2B3P | 01 First Floor Plan |
| Apt.16 | 63.21 m² | 2B3P | 01 First Floor Plan |
| Apt.17 | 61.19 m² | 2B3P | 01 First Floor Plan |
| Apt.18 | 63.43 m² | 2B3P | 01 First Floor Plan |
| Apt.19 | 50.41 m² | 1B2P | 01 First Floor Plan |
| Apt.20 | 50.09 m² | 1B2P | 02 Second Floor Plan |
| Apt.21 | 49.57 m² | 1B2P | 02 Second Floor Plan |
| Apt.22 | 51.14 m² | 1B2P | 02 Second Floor Plan |
| Apt.23 | 51.14 m² | 1B2P | 02 Second Floor Plan |
| Apt.24 | 63.58 m² | 2B3P | 02 Second Floor Plan |
| Apt.25 | 51.23 m² | 1B2P | 02 Second Floor Plan |
| Apt.26 | 62.65 m² | 2B3P | 02 Second Floor Plan |
| Apt.27 | 63.21 m² | 2B3P | 02 Second Floor Plan |
| Apt.28 | 61.19 m² | 2B3P | 02 Second Floor Plan |
| Apt.29 | 63.43 m² | 2B3P | 02 Second Floor Plan |
| Apt.30 | 50.41 m² | 1B2P | 02 Second Floor Plan |
| Apt.31 | 50.09 m² | 1B2P | 03 Third Floor Plan |
| Apt.32 | 49.57 m² | 1B2P | 03 Third Floor Plan |
| Apt.33 | 51.14 m² | 1B2P | 03 Third Floor Plan |
| Apt.34 | 51.14 m² | 1B2P | 03 Third Floor Plan |
| Apt.35 | 63.58 m² | 2B3P | 03 Third Floor Plan |
| Apt.36 | 51.23 m² | 1B2P | 03 Third Floor Plan |
| Apt.37 | 62.65 m² | 2B3P | 03 Third Floor Plan |
| Apt.38 | 63.21 m² | 2B3P | 03 Third Floor Plan |
| Apt.39 | 61.19 m² | 2B3P | 03 Third Floor Plan |
| Apt.40 | 63.43 m² | 2B3P | 03 Third Floor Plan |
| Apt.41 | 50.41 m² | 1B2P | 03 Third Floor Plan |

| Area Schedule (GIA) | | | |
|---|---|---|---|
| **Apt No.** | **Area** | **Type** | **Level** |
| Apt.42 | 50.09 m² | 1B2P | 04 Fourth Floor Plan |
| Apt.43 | 49.57 m² | 1B2P | 04 Fourth Floor Plan |
| Apt.44 | 51.14 m² | 1B2P | 04 Fourth Floor Plan |
| Apt.45 | 51.14 m² | 1B2P | 04 Fourth Floor Plan |
| Apt.46 | 63.58 m² | 2B3P | 04 Fourth Floor Plan |
| Apt.47 | 51.23 m² | 1B2P | 04 Fourth Floor Plan |
| Apt.48 | 62.65 m² | 2B3P | 04 Fourth Floor Plan |
| Apt.49 | 63.21 m² | 2B3P | 04 Fourth Floor Plan |
| Apt.50 | 61.19 m² | 2B3P | 04 Fourth Floor Plan |
| Apt.51 | 63.43 m² | 2B3P | 04 Fourth Floor Plan |
| Apt.52 | 50.41 m² | 1B2P | 04 Fourth Floor Plan |

| Unit Count | |
|---|---|
| **Type** | **Count** |
| 1B2P | 27 |
| 2B3P | 25 |

Grand total: 52

## 8.5 Manchester Residential Quality Guidance

The Manchester Residential Quality Guidance was published in draft in August 2016 and adopted by City Council Executive in December 2017. It outlines the considerations, qualities and opportunities that will help to deliver high quality residential developments to form successful and sustainable neighbourhood across Manchester. The guidance aims to underpin the delivery of new housing which is fit for purpose in the long term, comfortable, safe, accessible, environmentally sustainable and spacious enough to accommodate the changing needs of occupants throughout their lifetime.

The document sets out nine components that, when combined will inform and help to create high quality residential developments. The following pages illustrate how the scheme responds to the guidance.

### 8.5.1 Make It Manchester

The scheme has been designed with full consideration and appreciation to the existing context and character. The Downley Drive development responds to the need for social and affordable housing withing the city center offering a mix of tenures.

A considered material palette is a fundamental part of the character and identity of the scheme. The proposed buff brickwork provides both a contrast and transition to the neighbouring red brick dwelling

A continuation of this considered approach can be seen in the architectural detailing and facade approach. Deep, full height window reveals and soldier course header brick details create a consistent rhythm to the apartment elevations and a appropriate scale of detail to the houses.

Make It Bring People Together

The development extends the existing infrastructure of St. Vincent Street and Downley Driven and maintains routes through the area linking to surrounding development.

Sustainable travel modes are encouraged, with cycle storage and provision for EV charging being incorporated into the proposal

The scheme has fundamentally been designed for an inclusive and diverse community. The apartments have been developed to meet the needs of a wide range of people form older occupants or people with disabilities to young professionals and families.

### 8.5.2 Make It Animate Streets And Spaces

The enhancement of the connection between Front and Back Ancoats is a key point in the Ancoats and New Islington NDF, with Jersey Street creating a direct arterial route.

The Downley Drive site borders these areas of development and the northern portion of the site falls within the PFI area of Miles Platting.

This offers the opportunity to expand the high quality of development out from the city center delivering growth and positive transformation to the area.

The proposed landscaped areas offer residents and community an enhanced environment whilst encouraging the biodiversity of the local area.

### 8.5.3 Make It Easy To Get Around

Situated close to the city center, the scheme has excellent links to local transport routes with bus, tram and train links a short walk away.

Cycling is encouraged with the provision of a secure cycle storage for all residents, which will benefit the vision for the area outlined in the NDF.

In line with the aspirations to provide an inclusive and diverse neighbourhood, care has been taken to ensure homes are accessible to everyone. All homes have level access to entrances designed to meet M4(2) and where possible, DFA2. This provides the adaptability and inclusivity some families require. Within the apartments all community spaces within the building can be access via level access at ground level and all residential floors can be accessed using the circulation cores and ah passenger lift.

### 8.5.4 Make It Work With The Landscape

Green infrastructure is important within the proposal. The houses have varying landscaping integrated into the from driveways enhancing the views along the new streets.

The apartment building is set back from the end of St. Vincents Street with hard landscaping and full height glazing defining the entrance.

A dedicated residents garden to the apartment building offers enhanced visual amenity to the surrounding area.

Sustainable urban drainage strategies within the context of the site constraints have also been considered in the design to have a positive impact within the wider landscape proposals. Whilst the site is nominally inclined with a reasonable gradient of circa 1.0m across the site, the proposal has responded to the level changes across it to seamlessly fit into the current landscape.

### 8.5.5 Make It Practical

The proposals focus on providing practical and functional solutions to make resident's lives better. Appropriate solutions to car parking are proposed with one car space provided to the front of the houses and an appropriate number of spaces to the apartment residents is provided with allocated disabled parking spaces and potential for EV charging.

The refuse strategy has carefully considered for the scheme, and bin stores have been designed to integrate with the architecture, adhering to the Council's Waste Guidance. Apartment residents can benefit from an internal managed bin store accessible from the ground floor, suitably located near the main buildings core.

### 8.5.6 Make It Future Proof

The development has been designed with a holistic low energy design concept involving a fabric first approach. The U-values, design of air permeability and ventilation targets all aspire to exceed Part L standards, along with the consideration and application of low zero carbon renewable technologies. This ensures compliance above Part L and meet the requirements of Manchester's Core Strategy Policy EN6. A robust palette of materials is proposed, with brick as a constant throughout the scheme, not solely due to Manchester's historic link, but also because of it's resilience to weather and unpredictable climates. Metalwork is designed with a PPC finish due to its durability and ease of repair where there is an increased exposure to wear and tear.

By designing the scheme to meet M4(2) requirements, it ensures that dwellings can be adapted to accommodate future changes and demographic fluctuations. The open plan arrangement between the kitchen, dining and living spaces also allow flexibility to accommodate a range of lifestyles.

### 8.5.7 Make It A Home

In providing a mixture of houses and apartments, the applicant has sought to meet or exceed the Nationally Described Space Standards and Manchester's Space Standards to provide quality spaces. Rooms are suitably sized to allow users adequate space to move around with ease and organise furniture ergonomically comfortably. To allow an organised and efficient home an appropriate amount storage has been provided, and in most cases exceeding the space standard stipulations. Maximising natural daylight has been important to this goal, with large floor to ceiling windows with direct views of the surrounding area. Additionally, all apartments are provided with a Juliet balcony.

A mix dwellings are proposed (including phase 1), comprising of 23 houses and 52 apartments. The proportion of the size of the dwellings is as follows:

Houses

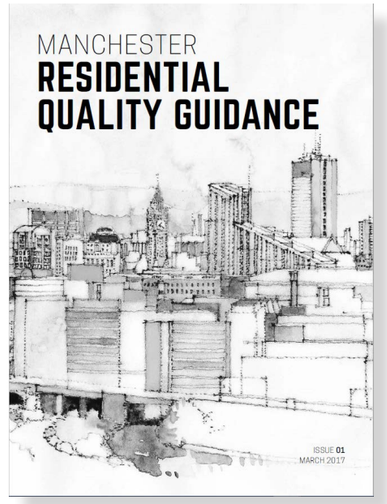
- 3no. 2-beds
- 20no. 3-beds

Apartments

- 27no. 1-beds
- 25no. 2-beds

This mix has been informed through market demand, and should enable rather than restrict choices, allowing growth, development and contribution to the community.

Circulation within the proposal has generous corridor widths with access to two circulation cores.



## 8.6 Make It Happen

The scheme has benefited from a dedicated and knowledgeable design team, consistent throughout the early design stages, to input key design principles that will be essential during the future construction phases.

Each facet of the design has been reviewed and discussed in order to achieve both a high level of quality assurance and a realistic construction approach. This has been achieved via the following:

- Regular and frequent design reviews discussing design development and progression.
- Early reviewing of detailing to ensure construction is achievable, rather than resort to a cost saving that will impact the appearance and durability of the scheme later on. This included engagement with specialist manufacturers and subcontractors to design a build-able and practical solution.
- Public consultation to gather vital feedback from the community about their needs and requirements
- Pre-application meetings with representatives from Manchester City Council's Planning Authority.



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