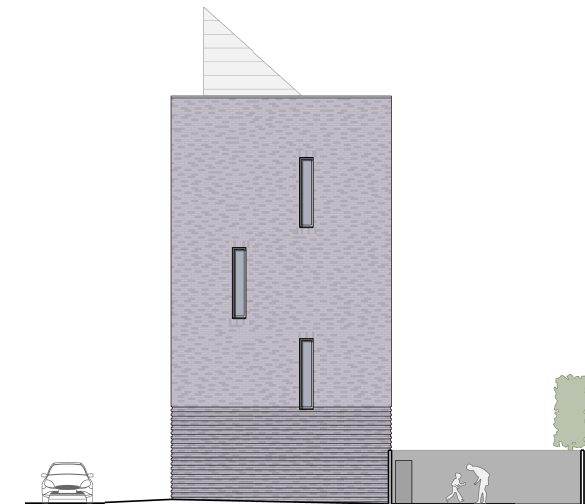




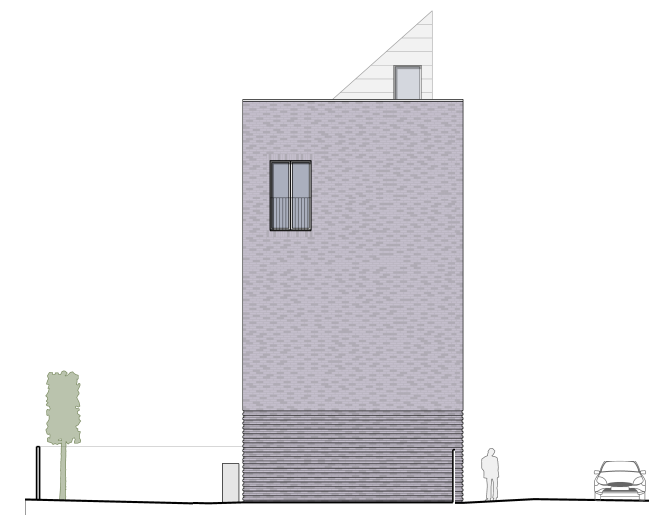
Virgil Street elevation, scale 1:250



South east elevation, scale 1:250



Rear elevation, scale 1:250



North west elevation, scale 1:250

FACADE DESIGN ANALYSIS

Scale

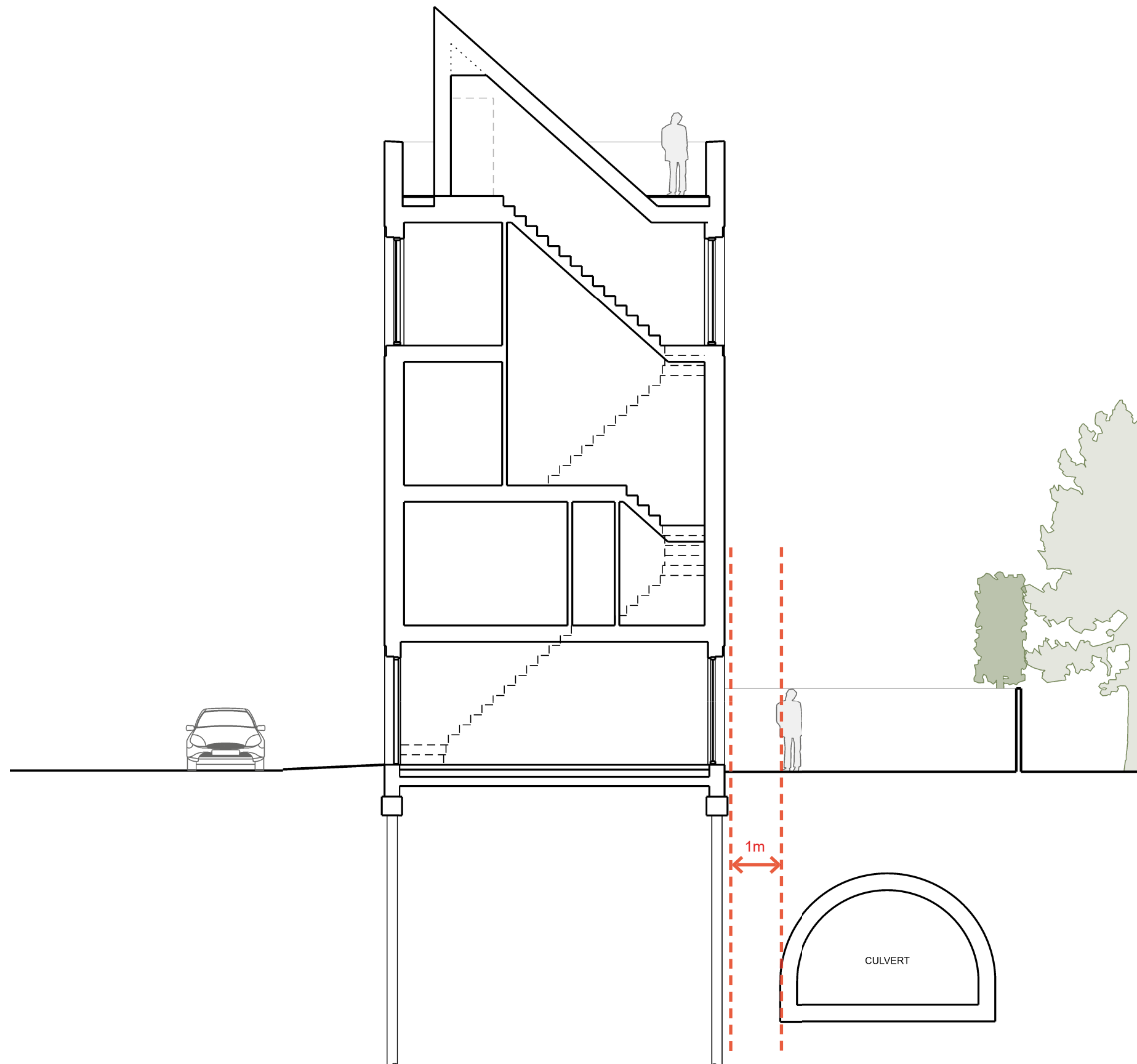
The site is surrounded by buildings of varying heights. To the north is the recently constructed Botanica privately rented apartment development, which extends from seven storeys adjacent to the northern site boundary to nineteen storeys by Chester Road. These apartments also step down to four storeys on Princess Street as they approach the two storey terraced streets to the east of Princess Street and the two and three storey Grade II listed Hulme Barracks at the southern end of Princess Street, the grounds of which back on to the rear boundary of the site.

To the south of the site is Princess Court, a 17 storey residential tower block that sits amongst lower rise two storey residential dwellings, including Holly Bank Close, a culdesac to the west of the site.

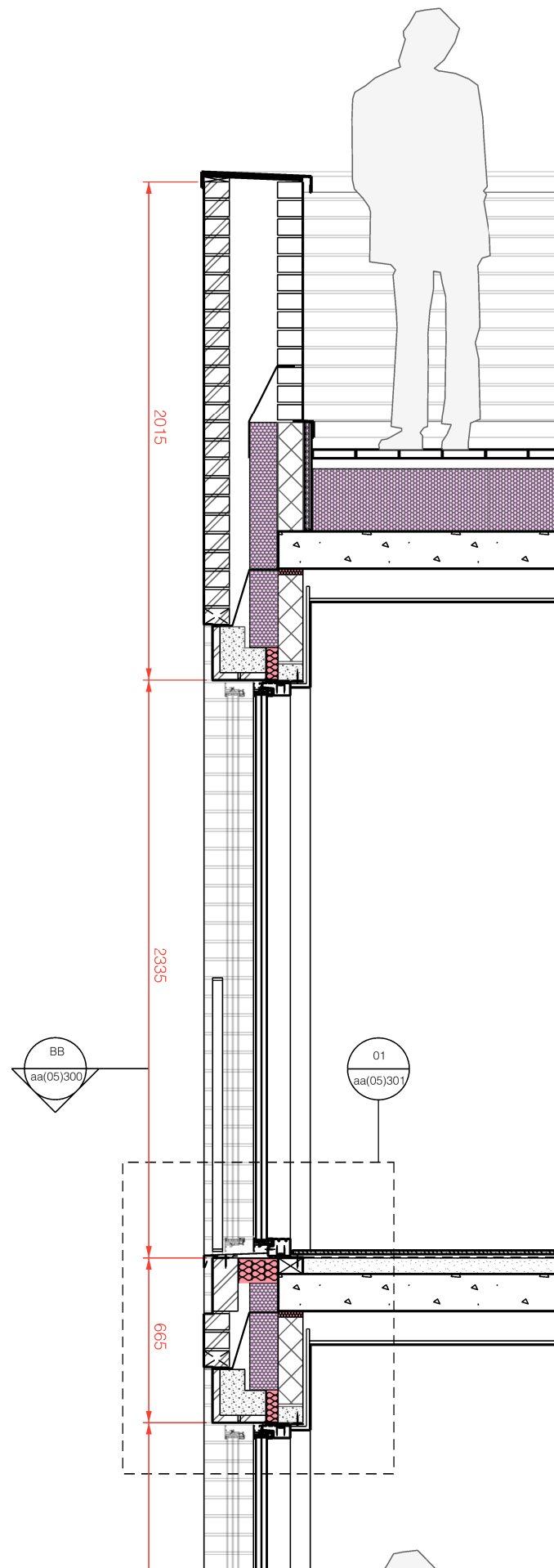
Palmer House, the existing building that currently occupies the site is a two storey flat roofed construction.

The proposed four storey townhouse blocks sit comfortably between the taller apartment blocks to the north and south of the site and the two storey dwellings to the east and west.

The massing also allows the townhouse blocks to be constructed tight to the back of footpath without being overbearing.



Cross section through site, scale 1:100



Appearance

The new build townhouses are proposed to be faced in a blue / purple brick. The brickwork to the ground level storey will be recessed on alternate courses. The shadows in the recessed courses will give the lower storey a distinct texture that will help ground the building and subtly break up the facade, without resorting to the introduction of multiple contrasting materials. Maintaining a consistent material across the facades of all four townhouses will reflect the scale and extent of the variously coloured masonry blocks that make up the adjoining Botanica development.

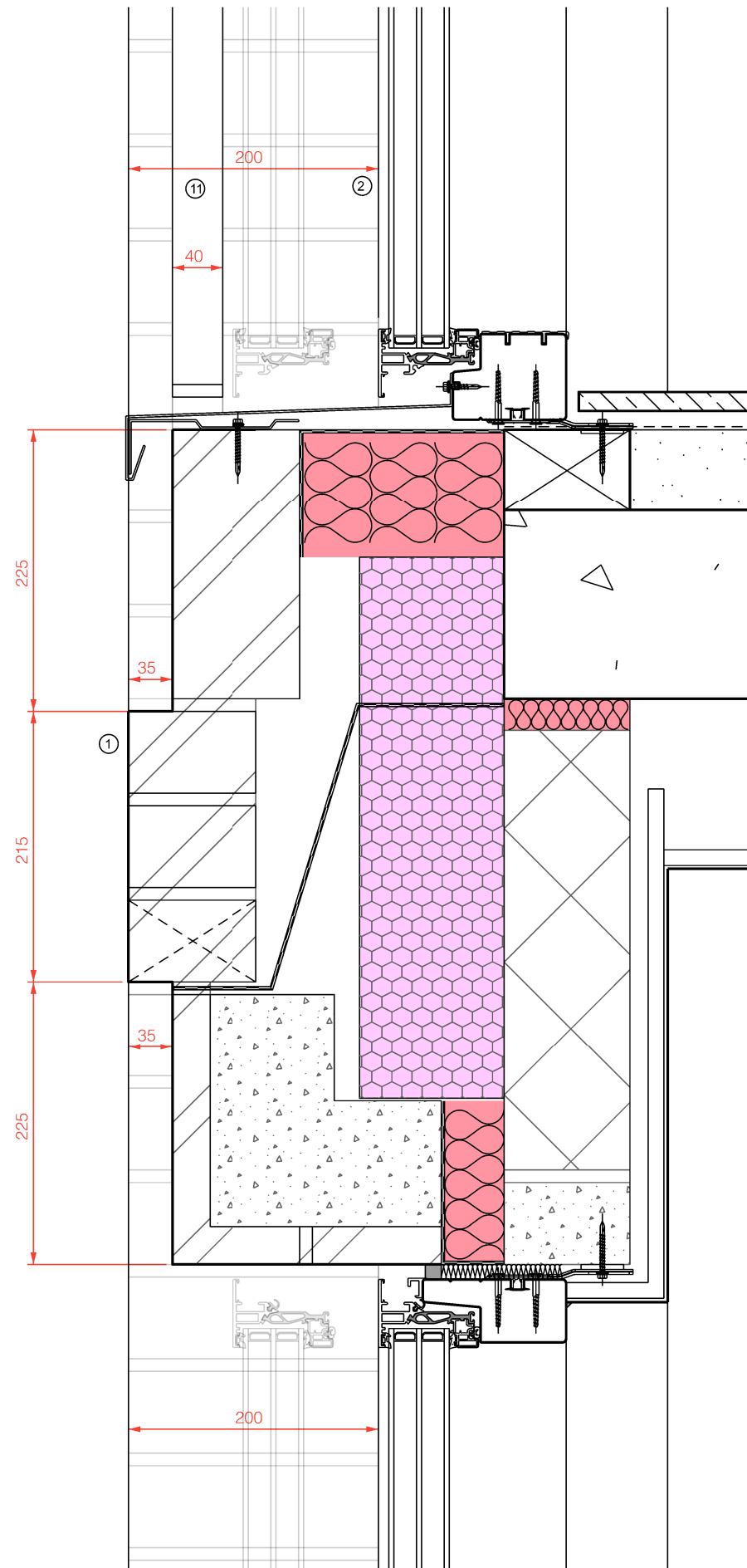
Fenestration

A consistent window opening measuring 2335mm high by 1360mm wide is proposed across the front and rear elevations. Whilst the module is repetitive, the position and number of window openings varies to suit the internal layouts and the corresponding rhythm of the openings adds subtle variation to the individual dwellings.

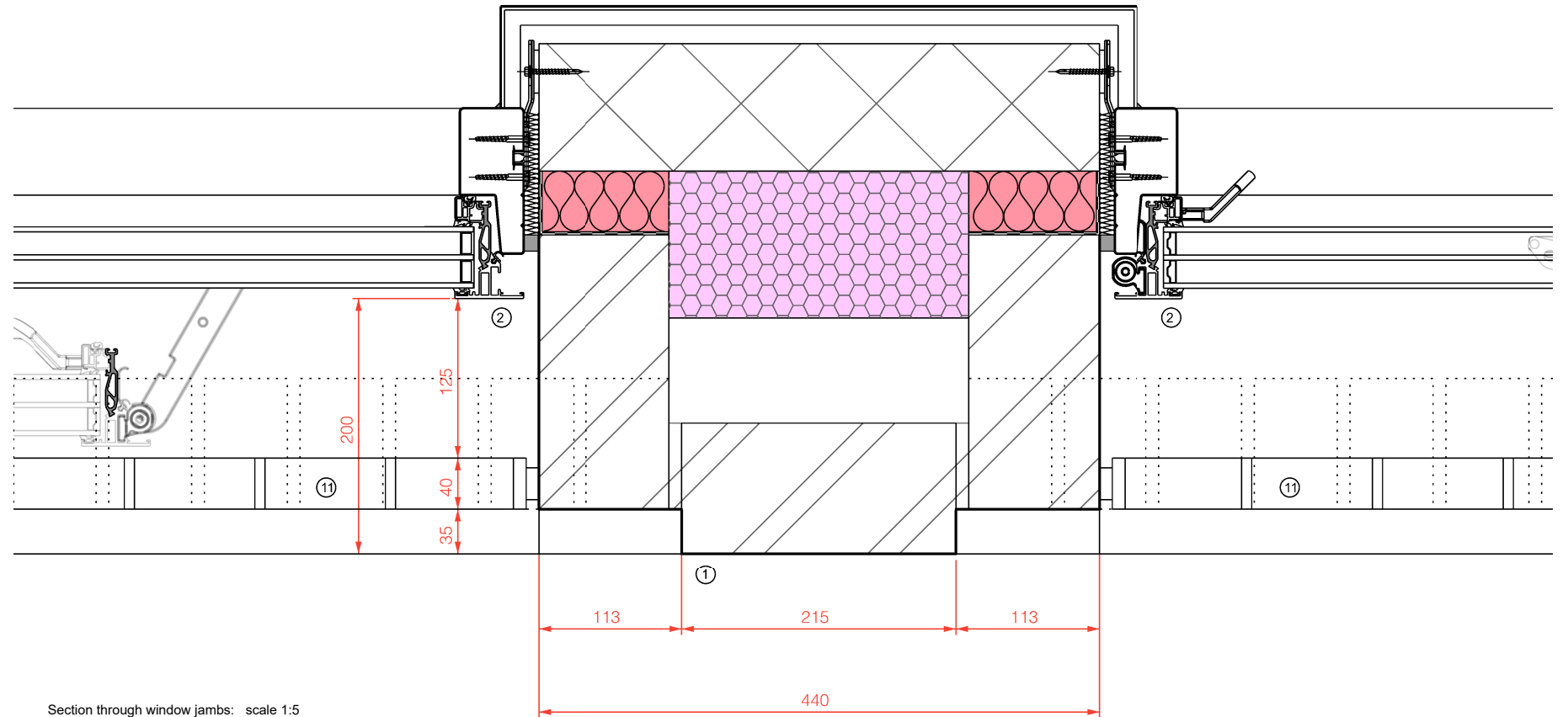
The floor to ceiling window openings are sub-divided into two casements with each casement either fixed or sliding, as required for ventilation purposes to the rooms they serve. Powder coated metal balustrades fixed within the masonry reveals provide fall protection to the sliding casements. The balustrades provide a further layer of variation to the rhythm of openings in the facade.

The window frames are set back from the outer face of the masonry in a 200mm deep reveal. Within the masonry reveals, the soldier courses to the window heads and sills and the brick return that forms the window jambs are set 35mm back from the outer face of the masonry. This modelling within the masonry reveals adds depth and further variation within the facades.

- | | |
|---------------------------------------|--------------------------------------|
| ① Blue / purple brick | ⑦ Timber lattice bin store roof |
| ② Powder coated aluminium window | ⑧ Timber fencing |
| ③ Powder coated aluminium door | ⑨ Air source heat pump |
| ④ Powder coated aluminium garage door | ⑩ Hit and miss brickwork over window |
| ⑤ Powder coated aluminium cladding | ⑪ Powder coated steel balustrade |
| ⑥ Powder coated aluminium capping | ⑫ Alternate recessed brick courses |



Section through window head and sill: scale 1:5



Section through window jambs: scale 1:5

- | | |
|---------------------------------------|--------------------------------------|
| ① Blue / purple brick | ⑦ Timber lattice bin store roof |
| ② Powder coated aluminium window | ⑧ Timber fencing |
| ③ Powder coated aluminium door | ⑨ Air source heat pump |
| ④ Powder coated aluminium garage door | ⑩ Hit and miss brickwork over window |
| ⑤ Powder coated aluminium cladding | ⑪ Powder coated steel balustrade |
| ⑥ Powder coated aluminium capping | ⑫ Alternate recessed brick courses |



Botanica apartments: Virgil Street / Chester Road junction

Materials

The scheme proposes a restrained palette of materials that are consistent with those of the wider setting. The facades are primarily composed of two materials. Textured blue / purple brickwork is the dominant material with powder coated metal finishes providing a contrast to secondary components and cladding. The design intent for the townhouse form and materials is to act as a bookend to the southern end of the Botanica apartments. The colour of the brickwork is intended to complement the colours of surrounding masonry, whilst giving the proposed townhouses an identity of their own and a presence within the streetscape that will act as the desired stop end to the Botanica development.

In summary, the following materials are proposed to the following areas:

Masonry

- Blue / purple brick with recessed courses - ground level storey;
- Blue / purple brick with flush joints - upper storeys and window surrounds;
- Hit and miss blue / purple brick - openings to utility areas at rear.

Powder coated metal

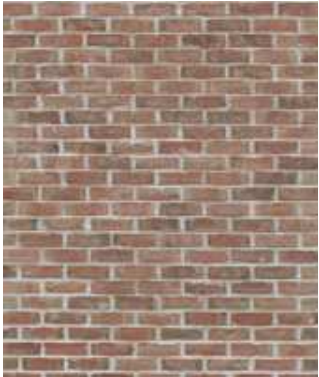
- Silver grey powder coated cladding - roof terrace stair enclosure;
- Silver grey powder coated window frames, external doors and garage door;
- Silver grey powder coated flashings and cappings;
- Silver grey powder coated balustrades.

Boundary treatments and landscape

- Perimeter railings, RAL 7021, Black Grey;
- Perimeter paladin fencing, RAL 7021, Black Grey;
- Perimeter hit and miss battened timber fencing;
- Asphalt;
- Concrete kerbs;
- Concrete paving.



Botanica - Brick 01



Botanica - Brick 02



Botanica - Brick 03



Proposed - Purple / Blue Brick



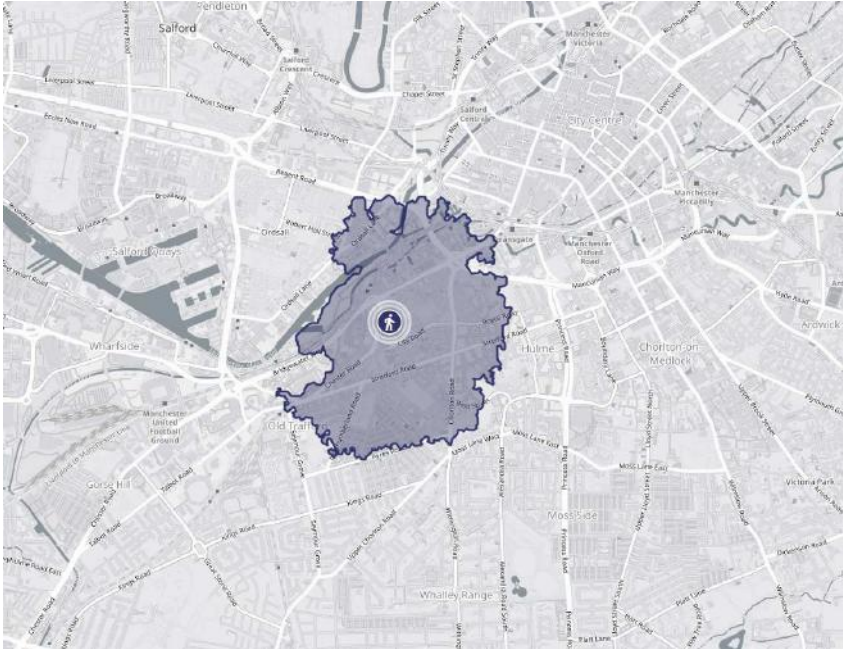
Palmer House - Brick

3D VISUALISATIONS

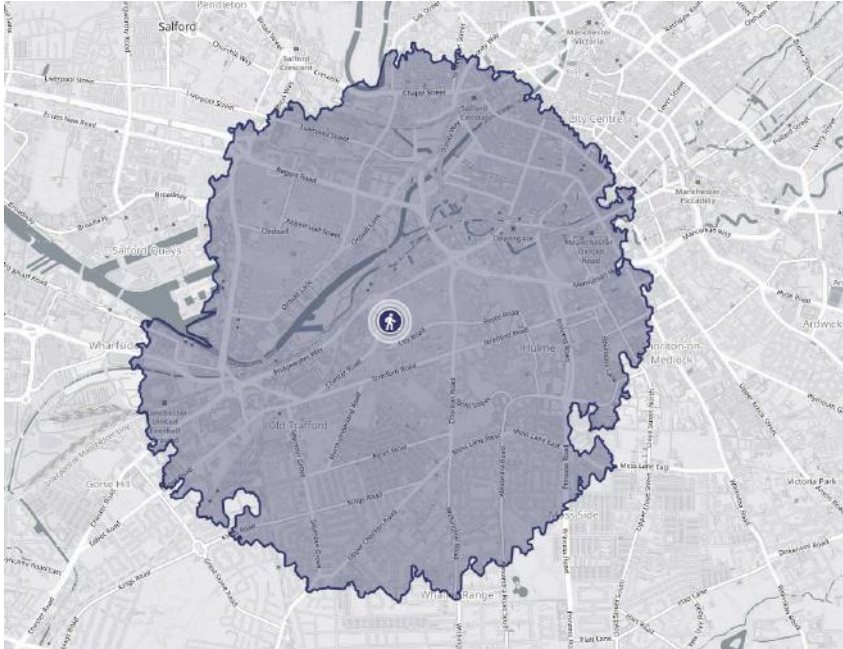




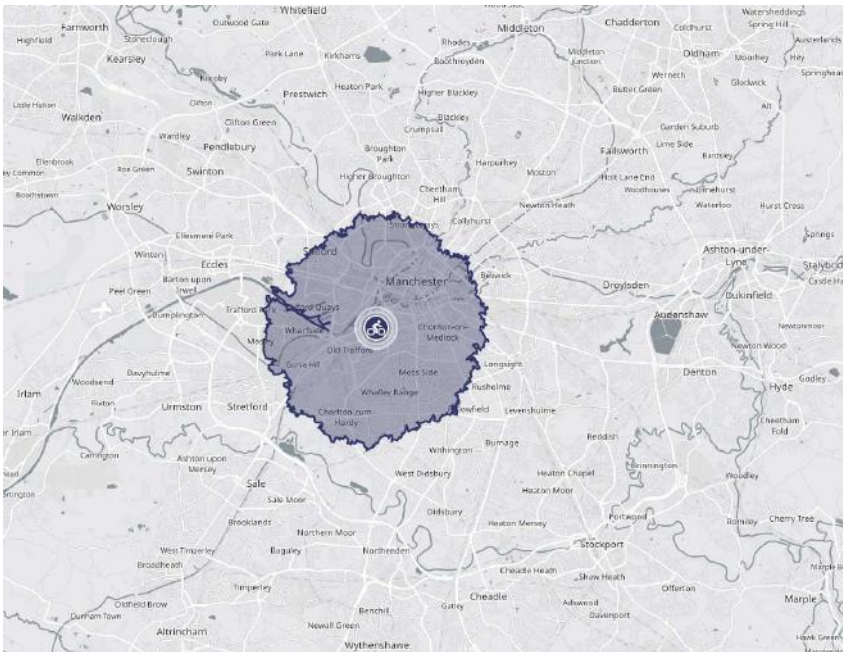
ACCESS



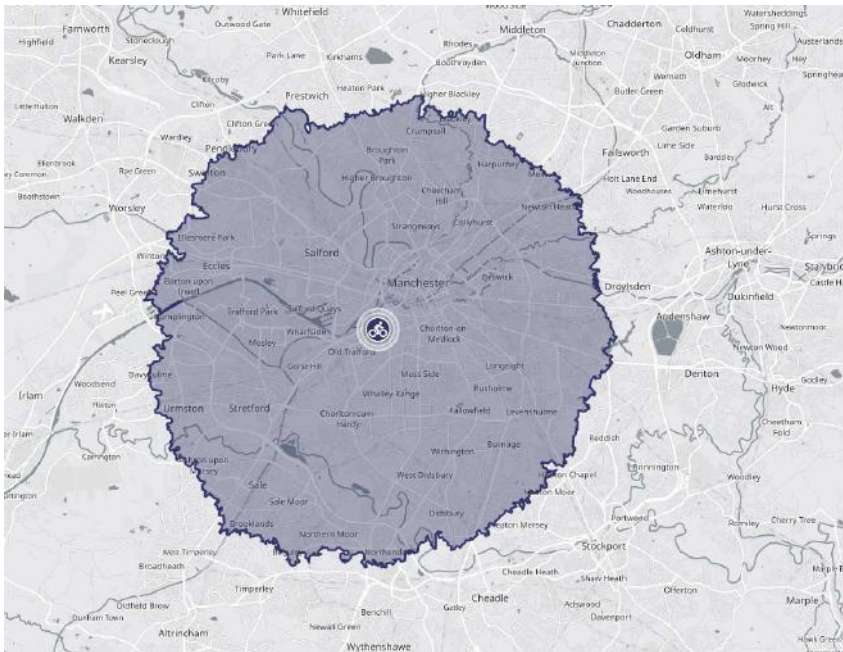
15 minute walking isochrone



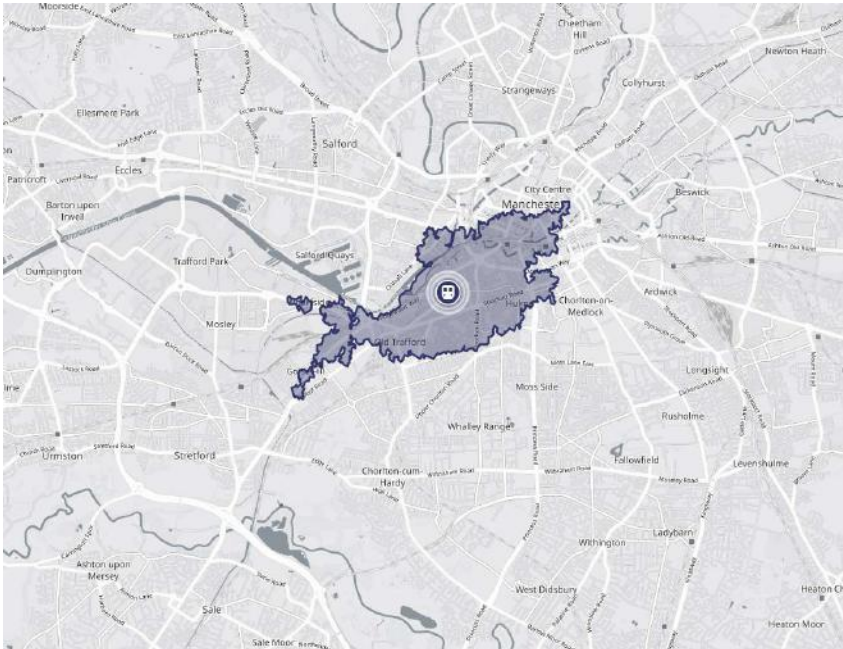
30 minute walking isochrone



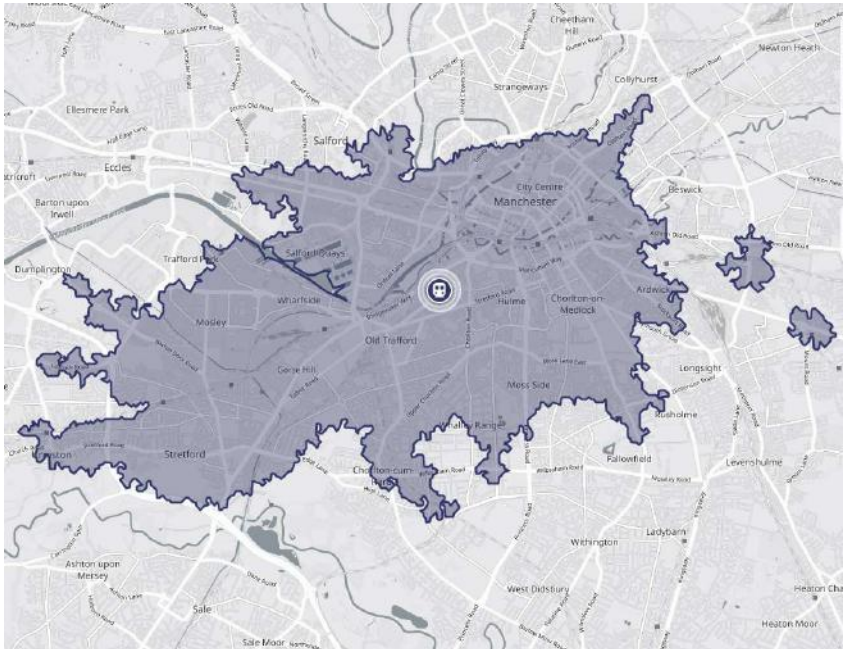
15 minute cycling isochrone



30 minute cycling isochrone



15 minute public transport isochrone



30 minute public transport isochrone

Movement to and through the site

The proposed site is located in the Trafford Inner Area and is close to the edge of the regional centre boundary, all as defined in Appendix 1 of the Trafford Core Strategy. Virgil Street is a no through road that originally linked Chester Road to City Road, but was stopped up outside the site when the surrounding residential area was redeveloped in the second half of the 20th century. Current vehicular access to Virgil Street is from Chester Road (A5014). There is currently no turning head at the end of the road to facilitate vehicles turning round in the dead end street.

The location is highly accessible in terms of its proximity to Manchester City Centre and The Quays with much of the city centre being within a 30 minute walk.

The site is well served by local cycling infrastructure with cycle paths running alongside Chester Road and Stretford Road that link to Manchester City centre, as well as to the off-road routes along the Bridgewater Canal and River Irwell that also connect to the city centre and the recreational routes alongside the local canal and river networks. The central location means that almost the entire area inside the M60 is less than a 30-40 minute cycle ride away making the proposed workspace accessible for cycling to work from across Greater Manchester. The cycle storage facilities that are proposed in the commercial premises and the garages that are sized to permit the storage of multiple bicycles for each household in addition to a car, will suit both residents and workers wishing to cycle to and from the site.

The site is also well connected with public transport links. Bus stops on Chester Road are a 3 minute walk from the site and Cornbrook Metrolink stop is 0.3 miles, a 6 minute walk away, meaning that all local amenities including schools, hospitals, supermarkets, shops and workplaces are within easy reach on foot, cycle or by public transport.

Inclusive access

Dwellings

The nature of the dwellings, which are designed around a staircase that serves four storeys, means they are not wheelchair accessible, however the dwellings are all designed in accordance with Building Regulation Part M4 (1) Category 1 for visible dwellings and many of the requirements of M4 (2) Category 2 are also met in terms of the spatial and functional arrangement of habitable rooms.

Workplace

The new entrance to the existing workplace will be in accordance with Building Regulation Part M1 with the WC facilities being in accordance with the requirements of Part M3.



Key

- Residential bin store
- Route to collection area
- Commercial bin store
- Route to collection area
- Commercial collection area

Diagram illustrating refuse collection proposals

Refuse collection

The residential bins will be kept within the paved area to the rear of each property. Each property has external, paved access from the rear of the property to the street to allow bins to be moved to the street on collection days. External space to the sides and rear of the proposed townhouses will allow for the provision of multiple bins for the collection of separate waste streams in accordance with Trafford's requirements for waste collection.

An external bin enclosure for the commercial premises is proposed at the north west end of the existing building. The bin store will be formed in timber with close boarded sides and a timber lattice roof to provide screening for the visual amenity of any properties which overlook the waste storage area. The proposed bin store is directly adjacent to the turning head which has been introduced to facilitate servicing and vehicle movements within the dead end street.

DRAWINGS

Planning Application Drawings

Drawing No.	Title	Scale	
al(05)001-P1	Existing Location Plan	1:1250	@A3
al(05)005-P1	Existing Site Plan	1:400	@A3
al(05)010-P1	Existing Building Ground Floor Plan	1:200	@A3
al(05)011-P1	Existing Building First Floor Plan	1:200	@A3
al(05)030-P1	Existing Building Virgil Street Elevation	1:250	@A3
al(05)031-P1	Existing Building Rear Elevation	1:250	@A3
al(05)032-P1	Existing Building Side Elevations	1:250	@A3
al(05)105-P1	Proposed Site Plan	1:400	@A3
al(05)110-P1	Proposed Building Ground Floor Plan	1:200	@A3
al(05)111-P1	Proposed Building First Floor Plan	1:200	@A3
al(05)120-P1	Proposed Townhouse Ground Floor Plan	1:100	@A3
al(05)121-P1	Proposed Townhouse Levels 1 Floor Plan	1:100	@A3
al(05)122-P1	Proposed Townhouse Levels 2 Floor Plan	1:100	@A3
al(05)123-P1	Proposed Townhouse Levels 3 Floor Plan	1:100	@A3
al(05)124-P1	Proposed Roof Plan	1:100	@A3
al(05)126-P1	Typical Townhouse Dimensioned Plans	1:100	@A3
al(05)130-P1	Proposed Virgil Street Elevation	1:250	@A3
al(05)131-P1	Proposed Rear Context Elevation	1:250	@A3
al(05)132-P1	Proposed Side Elevation to Existing Building	1:250	@A3
al(05)140-P1	Proposed Townhouse Virgil Street Elevation	1:100	@A3
al(05)141-P1	Proposed Townhouse Rear Elevation	1:100	@A3
al(05)142-P1	Proposed Townhouse Side Elevations	1:100	@A3
al(05)150-P1	Proposed Section	1:100	@A3
al(05)201-P1	3D Visualisation	n.t.s.	@A3
al(05)202-P1	3D Visualisation	n.t.s.	@A3
aa(05)300-P1	Window Detail	1:25	@A3
aa(05)301-P1	Window Head Detail	1:5	@A3
aa(05)302-P1	Window Jamb Detail	1:5	@A3