



ARDWICK GREEN

DESIGN & ACCESS STATEMENT
NOVEMBER 22



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INTRODUCTION



This document has been prepared by CODA Architecture in support of a proposed redevelopment of a site on Ardwick Green North on the south-eastern fringe of Manchester City Centre. The scheme is a partnership between Step Places and One Manchester.

The site is currently vacant brownfield land in the ownership of Step Places, following the demolition of a two storey house and garden that was located in the north-west corner of the site. It sits in the most prominent position within the Ardwick NDF along Ardwick Green Park, a short distance from Mancunian Way, and also a short 10 minute walk from Piccadilly Station, a primary node in Manchester city centre. There is a clear opportunity to redevelop the site in a manner that is more in keeping with this up-and-coming location on the edge of the city centre.

The shared vision for the site is to create sustainable neighbourhoods on the fringe of the city centre that accommodate for working professionals and small families that want a balance between city centre living and traditional suburban developments.

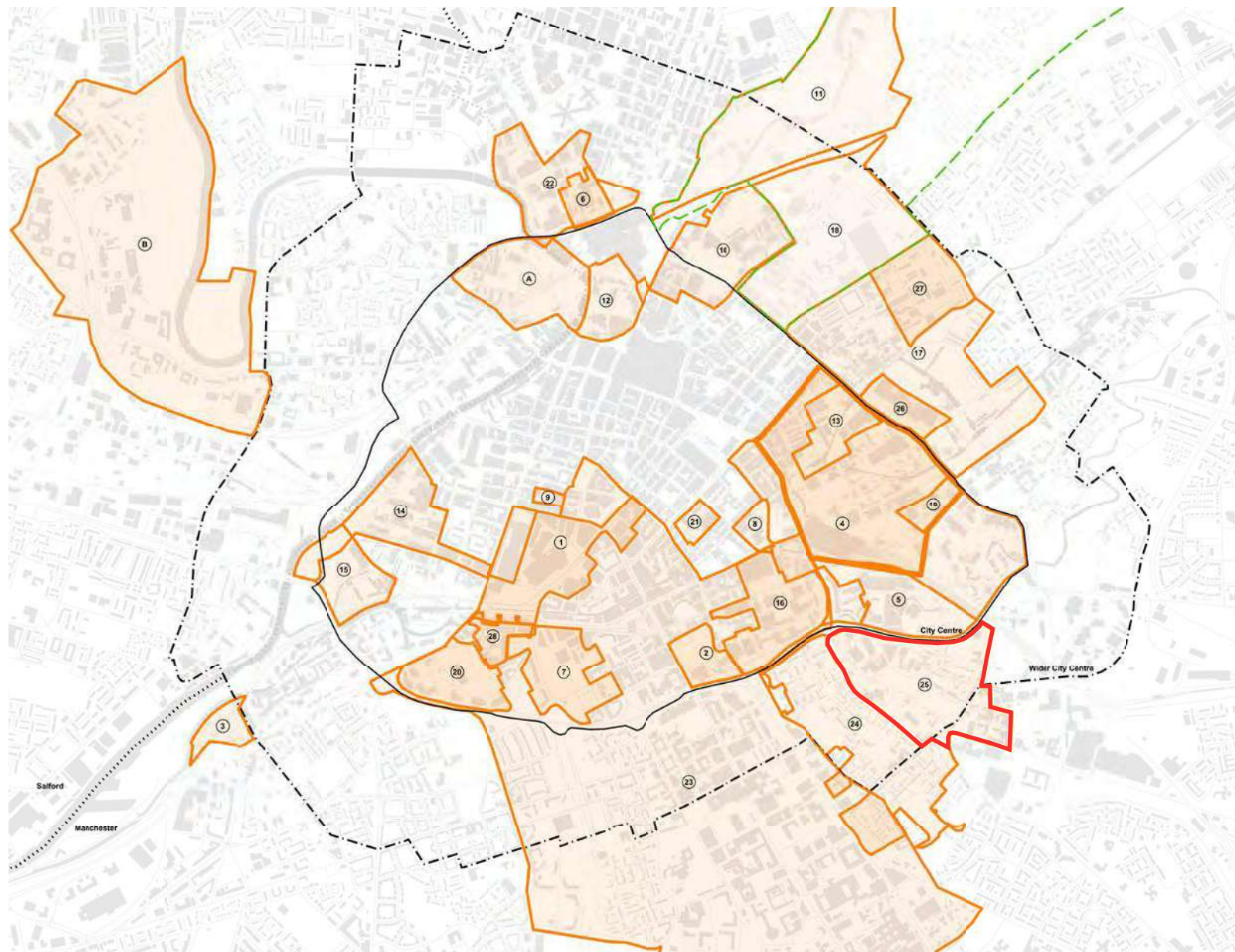
The proposed development comprises of 16no. townhouses, supported by 16no. car parking spaces complete with electric car charging points, and communal refuse facilities. The townhouses are configured in two equal linear blocks on site, reinventing the back-to-back house typology. Each townhouse benefits from private outdoor amenity space in the form of a first floor internal balcony and second floor roof terrace, while the dwellings facing the Ardwick Green North and Nivin Street also have defensible space to the front of the property at ground floor. All dwellings have a secure, internal cycle store to accommodate two bikes.

The purpose of this document is to set out the design principles, concept and strategy behind the proposals. It includes an initial analysis of the area, a characterisation appraisal of the context and an urban analysis study that identifies some key opportunities and constraints of redeveloping the site.

Pre-application advice was sought for this scheme on the site in 2022, and the design team had a productive meeting with Manchester City Council on 01 July 2022 to discuss the scheme. Considerable work has been undertaken since that meeting to respond to the issues raised and this is reflected in the developed design that forms this application.



SITE : LOCATION



Manchester City Council		Manchester City Council's area based regeneration guidance			
Development Framework	1 Civic Quarter - Manchester Central	9 Jackson's Row/Bootle Street	17 Ancoats & New Islington N'hood	25 Ardwick Green	
Strategic Regeneration Framework	2 Former BBC Site, Oxford Road	10 NOMA	18 New Cross Neighbourhood	26 Central Retail Park	
Ardwick Ward Boundary	3 Cornbrook Hub	11 Lower Irk Valley Neighbourhood	19 Portugal Street East	27 Poland Street	
	4 HS2 Manchester Piccadilly	12 Medieval Quarter Masterplan	20 Great Jackson Street	28 Knott Mill	
	5 Mayfield	13 Piccadilly Basin	21 Portland Street	Salford City Council	
	6 Former Boddington's Brewery Site	14 St Johns	22 Great Ducie Street	A Greengate Regeneration Strategy	
	7 First Street	15 Water Street	23 Oxford Road Corridor	B Crescent Development Framework	
	8 Aytoun Street	16 Corridor Manchester: Northern Campus	24 Brunswick		

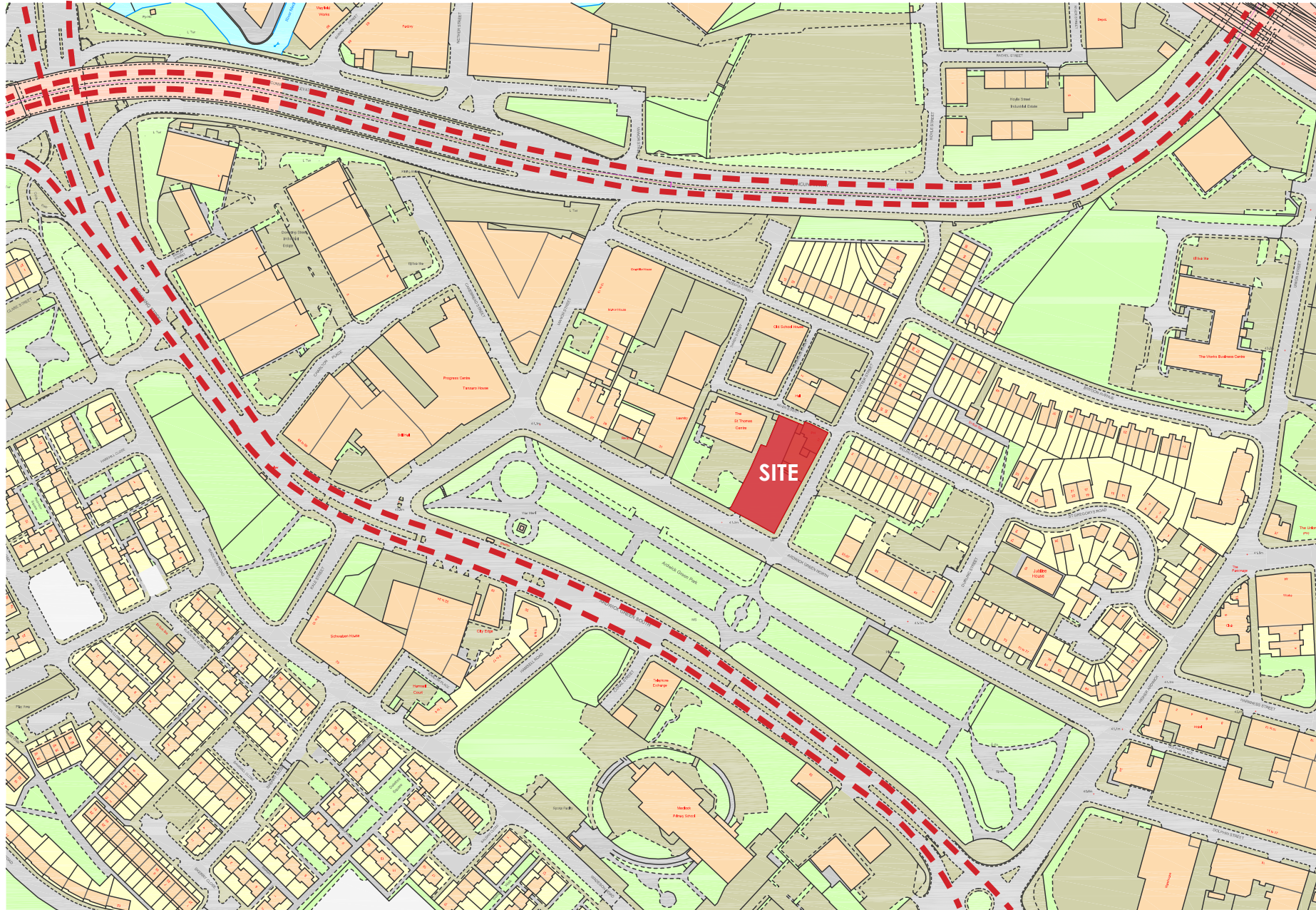


The site is located in the Ardwick Ward, to the south-east of Manchester City Centre. It sits on the junction of Ardwick Green North and Cotter Street, a prominent location facing the park.

The site is currently empty following the demolition of a two storey house and garden, which occupied around a quarter of the site, and the demolition of pub, which occupied the remainder. The site is bordered on three sides by roads, the fourth is bordered by the St. Thomas Centre (former Church) and its yard.

The surrounding area is of mixed-use including office space, schools, event spaces and light industrial however the dominant use is residential. There are a combination of houses, flats and apartments of varying ages and ownership types in the immediate environment. Medlock Primary School and the 02 Apollo Theatre sit directly across from the site along Ardwick Green South.

SITE ANALYSIS : ACCESS



The site is bordered on three sides by roads: Ardwick Green North along the southern boundary of the site; Cotter Street to the east; and Nivin Street to the north.

The site is close to a nodal point of the A57 Mancunian Way, the main circulatory route of the city centre. From this point it is easy to travel by car around Manchester Inner Ring Road and connect to the M67 and M602.

The city centre is a 15-20 minute walk to the North-West, while Piccadilly Station and the University of Manchester campus are equidistant from the site - both approximately a 10 minute walk.

Immediately across Ardwick Green Park there are bus stops along Ardwick Green South, which provide frequent public transport links into the city centre, as well as routes out of the city to Stockport, Longsight and Denton.

SITE ANALYSIS : OVERVIEW

The site sits beside the St Thomas Centre, a former church which is now an event, conference and support space managed by Greater Manchester Centre for Voluntary Organisation. To the northern edge of the site are several Victorian buildings including the Parish Rooms, which are also part of the St. Thomas Centre. To the southeast of the site the urban form is almost entirely residential, terraced housing, semi-detached houses and duplex flats.

The site is largely flat and is currently overgrown in the vacant spaces which are fenced off from the street, as all buildings on site have now been demolished. There are a few existing trees on the site. The land is within Flood Zone 1 and is therefore at minimal risk of flooding.



1. View of the South West corner of the site from Ardwick Green



2. View of the North West corner of the site



3. Parish Rooms to the North

SITE ANALYSIS : CONTEXT

The area is largely characterised and dominated by Ardwick Green, a long rectangular grassed park bordered entirely by trees. The park opens up views across the area and provides a sense of spaciousness, emphasised by the width of the A6 which runs along the south west of the green. The northern and eastern edges of the park are directly bordered by buildings, creating a defined urban edge. The proposed site is currently creating a noticeable gap in this edge.

The buildings to the north-west of the park consist largely of Victorian and Georgian structures and are of heritage value, notably the Grade II listed Former Church of St. Thomas (St. Thomas Centre). These buildings house a combination of uses; residential, office and light industrial. The buildings to the south-east are of a more contemporary style and are more recent having been built within the last 10-30 years and are primarily houses. Stylistically the architecture of this area is varied, however a common theme throughout is established by the consistent building materials, the primary being red brick.

Though the site itself is closely situated to the A57 and A6, the park and surrounding buildings act as a buffer providing a degree of protection from noise pollution. This lends the area a relatively calm atmosphere.



Georgian buildings along Ardwick Road North



Apartments along Ardwick Road North



St. Thomas Centre



View across Ardwick Green



The Apollo Theatre



St. Thomas Parish Rooms

CONTEXT : LOCAL REGENERATION

The Brunswick area of Manchester has seen large scale regeneration whilst the Ardwick Green area has suffered from under investment and lack of developer interventions, with schemes suffering such as Polygon Street.

The majority of proposals have focused on the Brunswick area, which has helped to create a stronger edge of town community, however, this has not permeated as yet into the Ardwick Green area.

The Ardwick Green NDF sets the framework which will allow our development to act as a catalyst scheme to kick start the regeneration of the Ardwick Green area.

The Ardwick Green NDF has been prepared by Manchester City Council to guide future development of Ardwick Green in order to steer the quality of new development and supporting public realm, highways and other community infrastructure that will seek to deliver a safe, accessible, vibrant, unique and sustainable neighbourhood.



Polygon St.



Brunswick Village



Brunswick Village



Brunswick Community Housing



New Brunswick Apartments

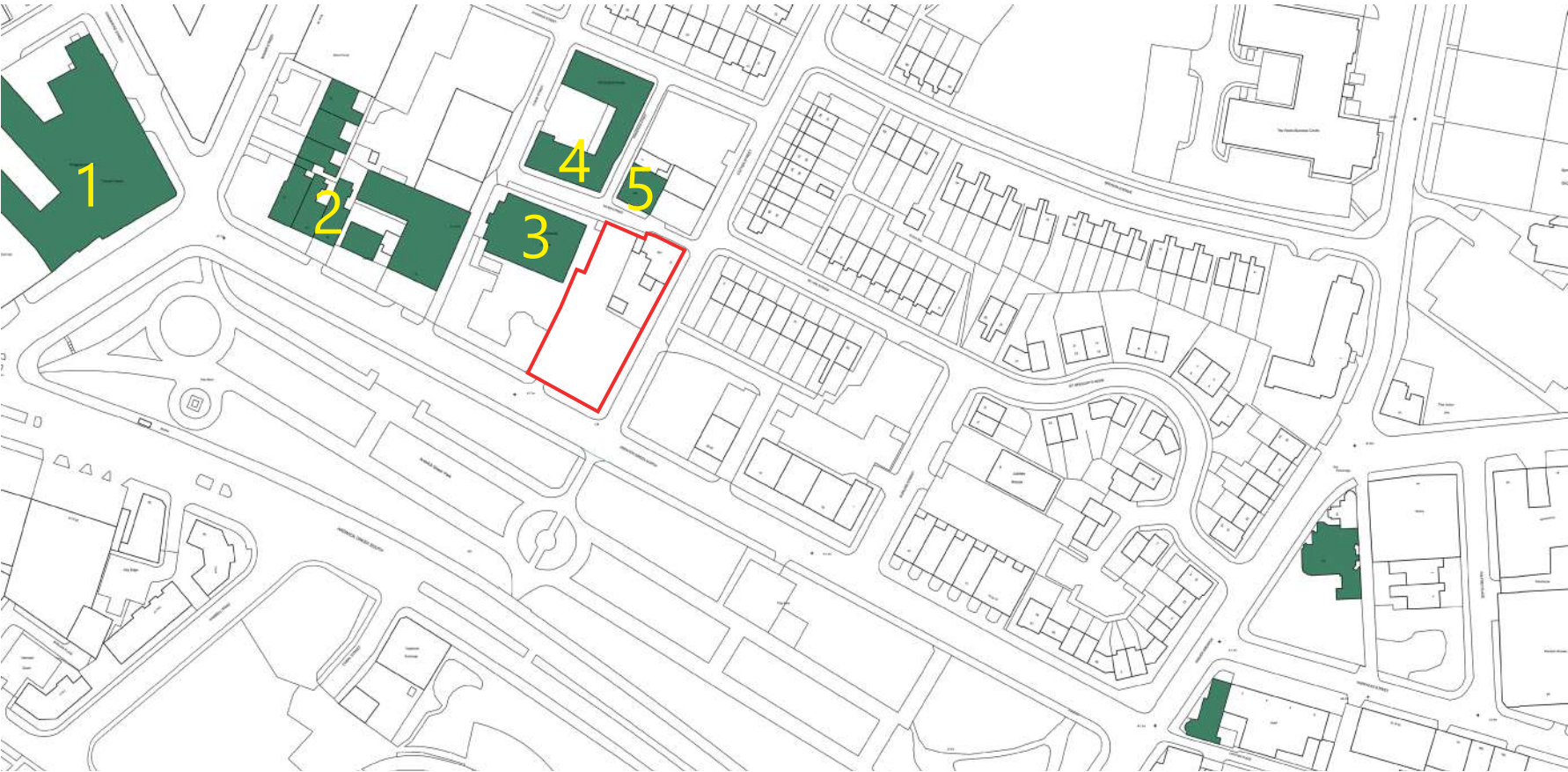


Housing Office

CONTEXT : HERITAGE ASSETS

Ardwick Green serves as the backdrop to a number of historic buildings that provide a valued link with the development and heritage of Ardwick as part of the city of Manchester. The Ardwick Green NDF heritage appraisal stipulates the retention of all listed structures, including the former Church of St Thomas adjacent to the site, and promotes enhancement and improvement where possible. Specifically, this 'is considered

key to harnessing the history of Ardwick and preserving the distinctive character of the area and ought to be prioritised in any development proposals'. The continued preservation and enhancement of these heritage assets, including the improvement of the setting of listed buildings fronting Ardwick Green, is a key objective of our vision.



CONTEXT : ARDWICK MASTERPLAN (NDF)

The Neighbourhood Development Framework for Ardwick has been created to outline the future development of the district. The district centres around Ardwick Green, a park that sits to the south-west of Manchester City Centre. The NDF outlines specific character areas within Ardwick that each have individual qualities and needs, there are 7 character areas; Ardwick Green Park, Community/Cultural Hub, Ardwick Green North, Ardwick Green South, Knitting District, City Gateway and Union St. The Ardwick Green NDF was adopted by MCC Executive Committee on 17 March 2021.

Ardwick will see many future benefits from surrounding developments in Manchester such as the HS2 station which will be located at the nearby Piccadilly Station. The area is located close to the centre of Manchester and will therefore benefit from a development framework to outline how the district can be successfully enhanced by redevelopment.

The character area that the proposed site is located in is Ardwick Green North, an area identified as being the residential core of Ardwick. It contains a significant number of historic and listed buildings that require sensitive development in order to retain the character of the area. The NDF states that this area of Ardwick requires renewal of housing stock and the filling of vacant sites with new residential development.

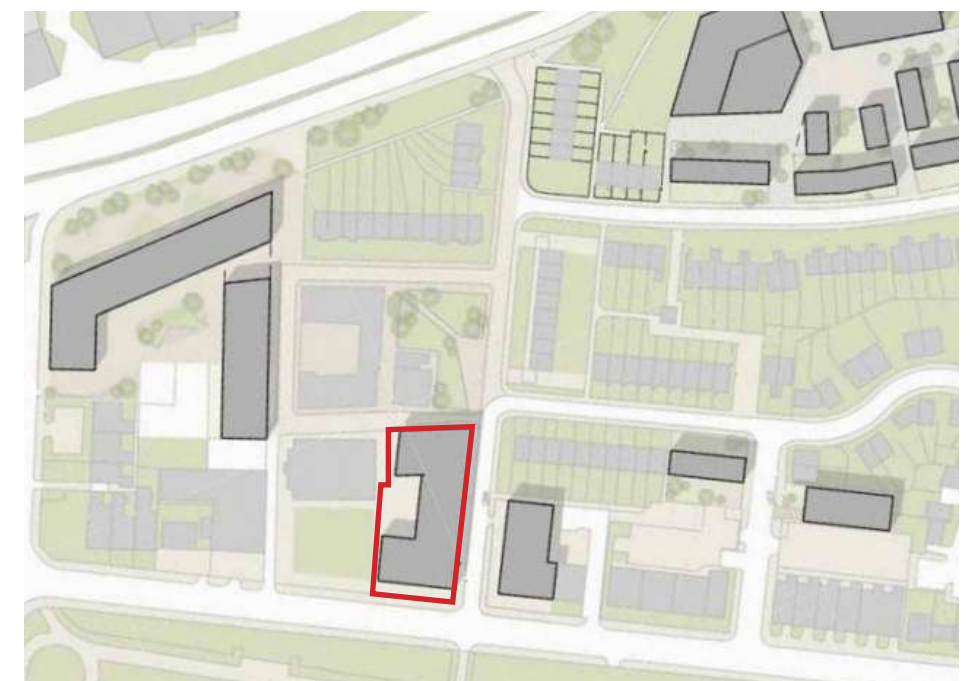
'Through establishing a priority of network of streets and movement, there are opportunities that could lead to increasing the quality and density of overall housing stock whilst offering the support to improve retained social housing stock.'



Masterplan overview



Character areas



Ardwick Green North

CONTEXT : PLANNING STRATEGY

The following page will outline in further detail some of the considerations in the Ardwick Green NDF and how the document has informed the current design for the site, resulting in a proposed scheme that fits in with the context and aligns with local policy.

The NDF sets out the following vision for Ardwick Green: 'The vision for the area is that Ardwick Green will be enhanced as a vibrant community-led neighbourhood, where the distinctiveness and history of the area is apparent and preserved, whilst it looks forward to a brighter, greener and cleaner future'. The objective of the NDF is to ensure that future schemes deliver development that responds to the localised needs of the community, whilst addressing city-wide objectives. The aspiration is to see improved social, environmental and economic outcomes from well-designed developments.

Below is a list of detailed objectives set out in the NDF, followed by a commentary on how the proposed scheme addresses these:

Restoring the Urban Grain:

The NDF identifies that broken frontages and vacant plots are in need of repair, and 'envision[s] that opportunities to restore the urban grain in Ardwick Green North are brought forward sensitively with the scale and density of the adjacent residential properties'.

The proposed scheme will redevelop a vacant brownfield site on a prominent location fronting Ardwick Green. The re-establishment of the built form along the edge of the park references the previously contiguous street frontage that was once clear and obvious in the design and establishment of the park as a focal point for the community, while also assisting with improving both the quality, safety and function of the park itself.

Parking and Public Realm:

The NDF seeks to reduce reliance on the car. It states: 'The area is envisaged as a low car use area in the future'. 'The relationship of Ardwick Green to the centre's core and accessibility of public transport makes this a highly sustainable location'.

The proposed scheme looks to restrict on-street car parking, which is a growing problem in the area, through a central courtyard on the site which accommodates 16 No. car parking spaces. This reflects the needs of the homeowner in the area, whilst recognising the scheme's close proximity to the city centre and extensive public transport links. The proposed landscaped frontages to the boundaries of the site will provide further greening to the area, improving the public realm and creating a sense of place around Ardwick Green.

Design Quality and Heritage:

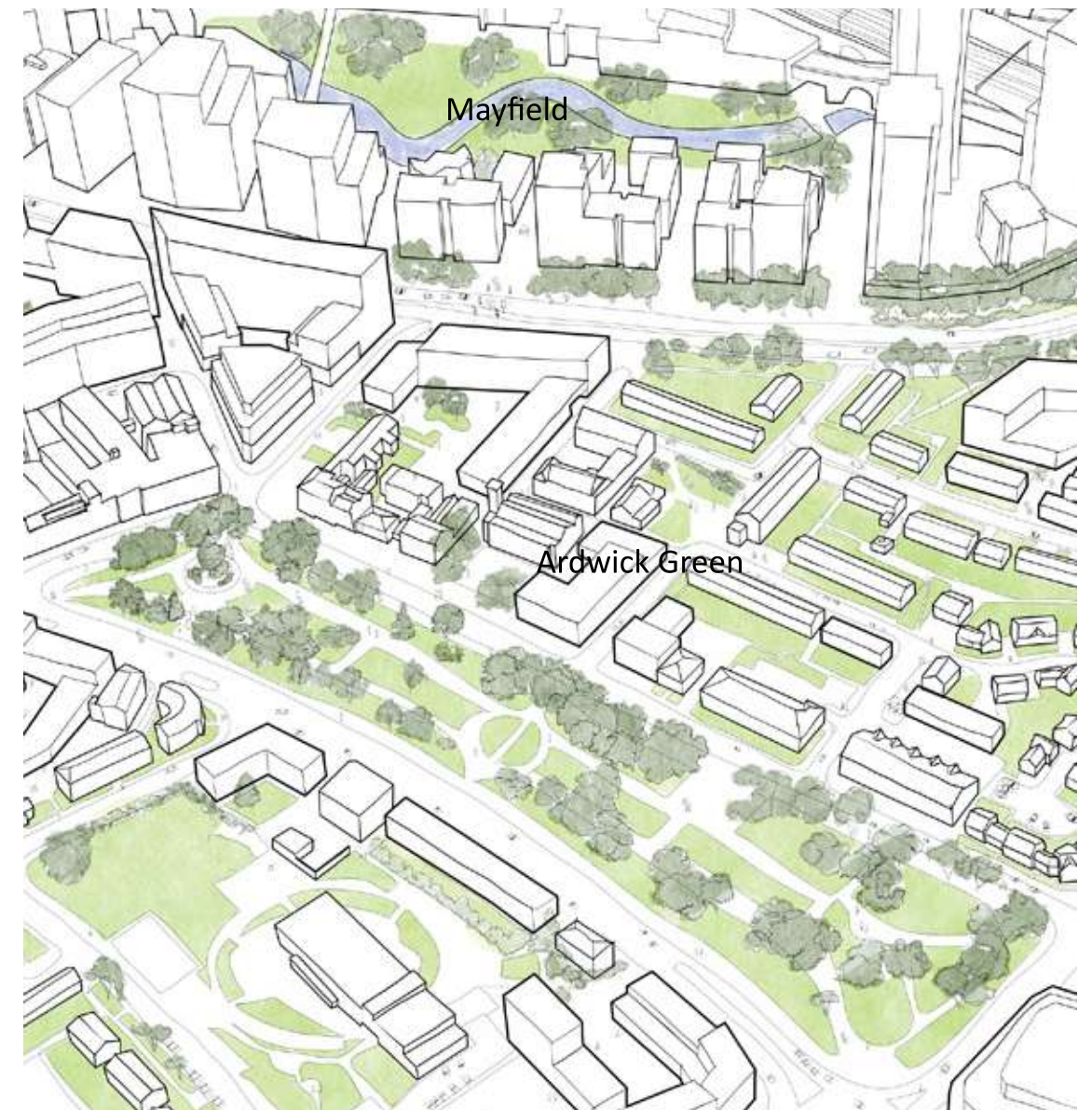
The NDF identifies the importance of retaining the heritage assets in the area and state that 'Positive adjacencies can be promoted between designated heritage assets and sites that have been vacant since the mid-20th century'. 'Opportunities for new, higher density development will also need to consider how potential development will create a backdrop to existing designated and non-designated heritage assets in both longer and shorter range viewpoint locations'.

The proposed scheme will respect and reference the materiality, design and form of the area's Georgian and Victorian architecture, while providing a contemporary take on the design. The scale of the proposed scheme will also respect the neighbouring heritage asset, the Former Church of St. Thomas, in being subservient to the existing building as well as a similar scale to the neighbouring residential dwellings and 31 Ardwick Green North, which is the next closest listed building and prominent on the streetscape. The scheme complements the historic character and uses of the area, reflecting, in particular, the surrounding residential properties. The massing of the scheme is also split into two blocks, with a central courtyard allowing permeability of views through to the former Church from Cotter Street, and reducing the impact of the development on the context.

Use:

The NDF identifies that 'opportunities for delivery of new social, affordable or market value housing could be brought forward sensitively in relation to the existing community'.

The proposed scheme will deliver open market housing with a policy-compliant affordable offer. The housing type and



scale proposed in this scheme also aligns with the dominant requirement in the area.

Sustainability:

The NDF looks to ensure that new developments consider their ability to contribute toward nationally and locally ascribed Net Zero Carbon Targets.

Step Places are committed to delivering low carbon housing, that exceeds the current Building Regulations requirements, through the inclusion of a number of sustainable technologies. Sustainability has been a key consideration of this project from inception and will continue to inform the design.

CONTEXT : GREEN & BLUE STRATEGY

The aim of this scheme is to create a sustainable development that fits seamlessly into the existing context and provides an enjoyable place to live. A contributing factor to this is the green and blue infrastructure and recreational facilities in the area.

Even though it is located on the edge of Manchester City Centre, Ardwick benefits from a strong network of green and blue spaces, ranging from pocket parks, gardens and street trees to larger urban parks and rivers. The adjacent diagram aims to illustrate the most significant infrastructure in the surrounding area.

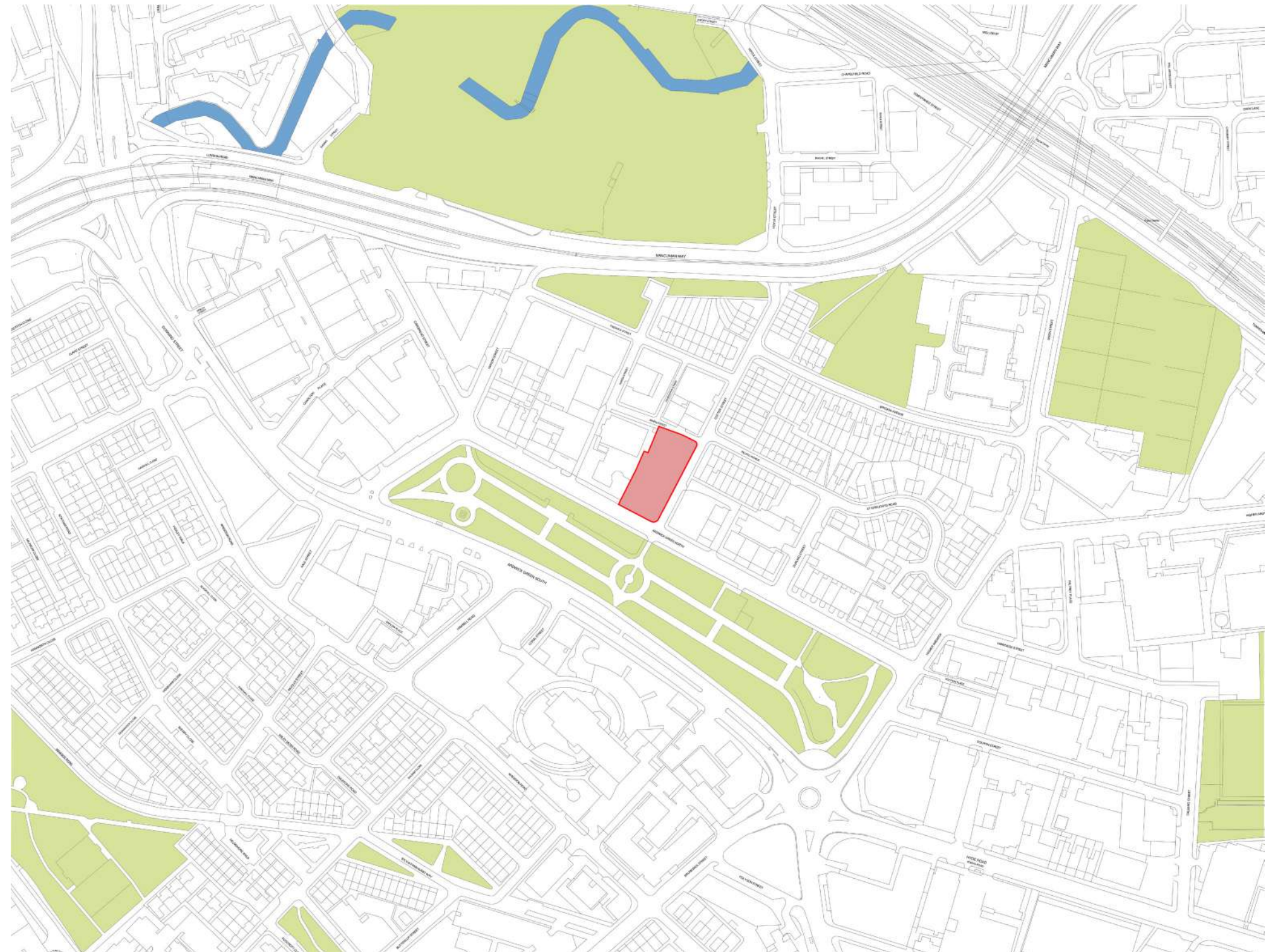
Of particular note are Ardwick Green Park, Mayfield Park and the River Medlock, and Pin Mill Brow.

Ardwick Green Park is immediately adjacent to the site and is a public urban park that covers approximately two hectares and has a number of features including a wildflower area, seasonal gardens and a playground for children.

Mayfield Park is a new 6.5 acre parkland approximately 250m north of the site. It contains different landscaped spaces, each with their own character and amenities, as well as a kids' play zone, all woven around the uncovered River Medlock.

A further short walk to the north-east is Pin Mill Brow, which is a rich and diverse stretch of woodland, that meanders for about a mile either side of the River Medlock towards the Etihad Stadium. The area is currently underutilised but has clear potential to become a popular riverside walk with an abundance of wildlife.

As shown, the site is ideally located close to a number of existing green and blue infrastructure that will ensure that residents will be able to live healthy, fulfilled lives, with access to parks and green spaces and safe green routes for walking, cycling and exercise throughout the city. This is in line with the vision outlined in Manchester's Great Outdoors Strategy, and the provision for two cycle spaces per dwelling and promotion of a car-free lifestyle supports this.



DESIGN DEVELOPMENT: OPPORTUNITIES & CONSTRAINTS



OPPORTUNITIES:

- Create a residential development to contribute to the economic, social and cultural life of the Ardwick Green area and central Manchester; in line with Local Authority Planning policies and strategies for this location and the wider area.
- Create a residential offer that is both affordable and accessible to families and professionals alike, who find city centre living either too costly or not relevant to their needs
- There is an existing residential community in this area, and the Ardwick Green NDF identifies that there are opportunities to increase the density of residential accommodation in the area.
- Enhance street frontages and create a sense of continuity through built form to improve the immediate urban environment and increase activity within this area.
- An appropriate and sensitive architectural approach will strengthen the positive historic character of the area and provides an opportunity to significantly improve the localised setting of heritage assets.
- Opportunity to complement and positively contribute to the distinctive architecture in the area, signified by the number of heritage assets in the surrounding context.
- The replacement of a vacant site with a high density development of far greater value and benefit to the local area.
- The site is located close to major transport routes and Piccadilly station, as well as major institutions including the University of Manchester.

CONSTRAINTS:

- The Ardwick Green Neighbourhood Development Framework identifies that on-street parking is currently an issue, even with the site's close proximity to the city centre and public transport networks. Therefore, any proposal on the site should seek to include parking within the curtilage, so to not make this situation any worse.
- Careful consideration will need to be given to the height and massing of the development, due to its proximity to the Former Church of St Thomas and other listed buildings in the setting of the site. Ideally, the development would be subservient to this heritage asset. Typically, the residential developments in the area are two/three storeys in height, which reflects this narrative.
- Careful consideration will need to be given to the architectural style of the development, to ensure that it is sensitive to the number of heritage assets in the area.

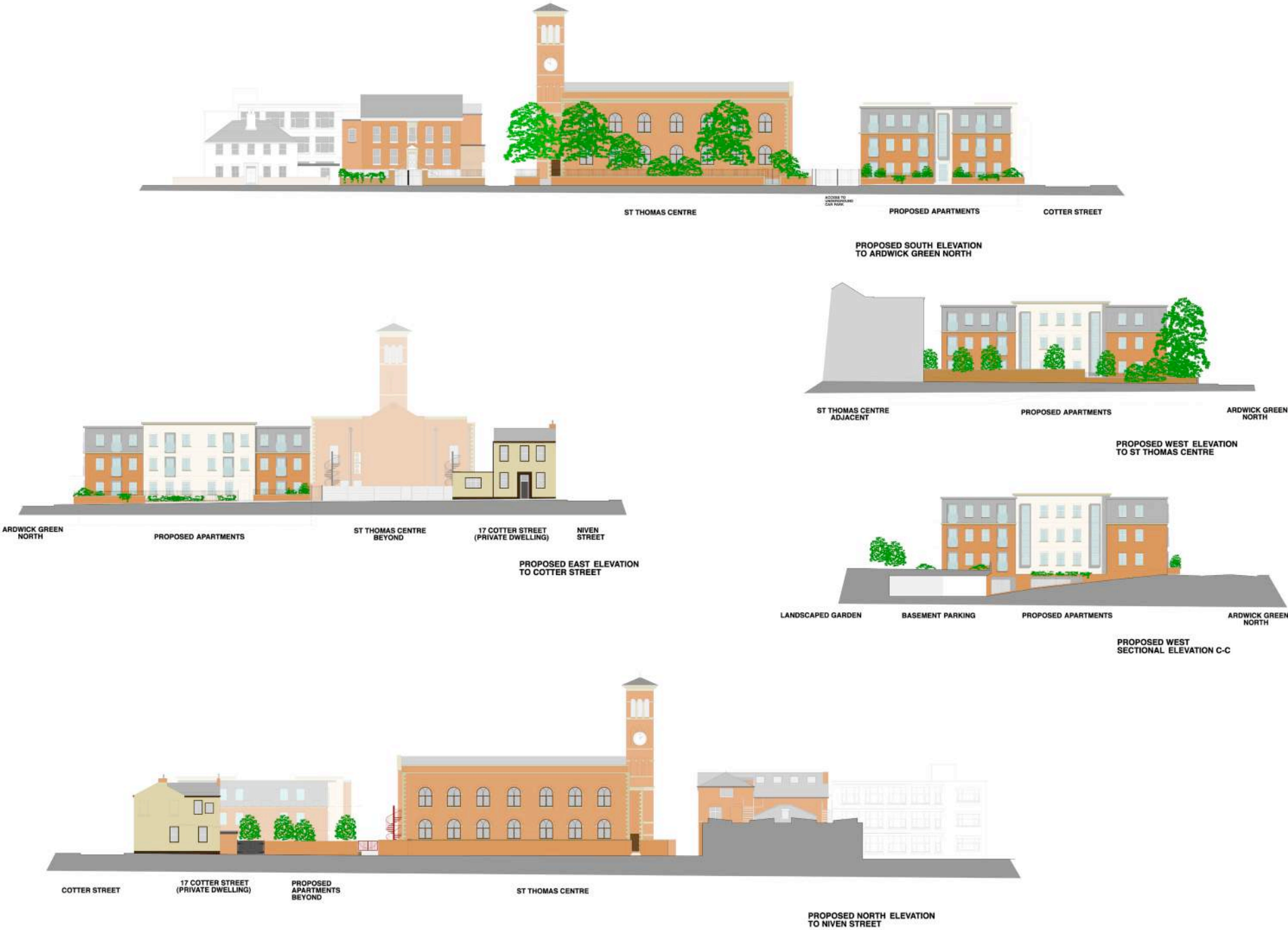
DESIGN DEVELOPMENT: PREVIOUS FULL PLANNING APPLICATION - 2012

Planning permission has previously been granted on part of the site in 2014 for the erection of a detached three storey building with basement to form 20 apartments with associated car & cycle parking and landscaped amenity areas following the demolition of the former Church Inn public house (application ref: 098937/FO/2012/N2).

This permission was not viable in terms of cost and viability, and our investigations have since shown that excavating next to the heritage asset and existing grave yard for the underground car park would be cost prohibitive and technically challenging to deliver.



Proposed site plan



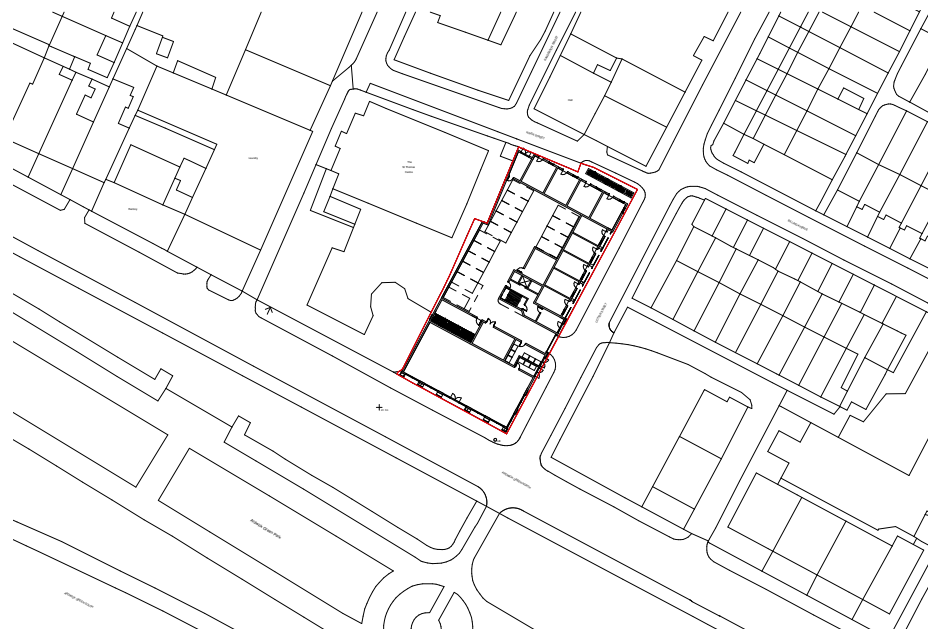
Proposed elevations in context

DESIGN DEVELOPMENT: PREVIOUS PRE-APPLICATION ENQUIRY - 2021

Pre-application advice was sought in 2021 (feedback provided January 2022) for a revised scheme on the site, comprising of: 30 apartments; four townhouses; five duplexes; one commercial unit and associated ancillary spaces. The development filled the extents of the site over four floors, with the top floor set back to reduce the massing.

The design-related feedback from Manchester City Council (MCC) was as follows:

- The massing, scale, height and relationship with the listed building is critical (St Thomas Centre (formerly the Church of St Thomas)). The previous scheme (2012 application) that was approved was subservient to the listed building.
- The previous design team and MCC went through a lengthy process as a part of the 2012 application to determine an appropriate massing for the site. The proposal that was approved in 2014 was a three-storey building with basement to form 20 dwellings.
- MCC expressed concerns with the scheme in terms of the 'sense of place' and were also concerned with the lack of key views through the site to the listed building.
- MCC were concerned with the limited parking provision on site, and stated that the area currently suffers from commuter car parking. MCC suggested reducing the density of the site and increasing the parking provision



Proposed site plan



Proposed 3D view

DESIGN DEVELOPMENT: PRE-APPLICATION ENQUIRY - JULY 2022

Pre-application advice was sought in July 22 for a scheme upon which this application is based. Like the current application, the scheme consisted of 16No. townhouses across two linear blocks, separated by an associated car parking courtyard and landscaping.

The design-related feedback from Manchester City Council (MCC) was as follows:

- Consideration has been given to preserving views of the Grade II listed Former Church of St Thomas by enabling the retention of a vista from Cotter Street between the two terraces of proposed dwellings, and that the layout of the scheme has been designed so that the dwellinghouses front onto adjacent highways to contribute positively to the local streetscenes, and contribute to natural surveillance of the adjacent streets.
- MCC appreciated that the massing of the scheme had been reduced to a three-storey building facing onto Ardwick Green North to take account of the height of the existing buildings on this frontage.
- MCC noted that the proposed accommodation would represent a transition from City Centre apartments to suburban developments.
- MCC expressed concerns with the limited private useable amenity space for the properties and believe that the design of the roof terrace will be fundamental in enabling suitable private usable amenity space of the future occupiers of the dwellings.
- In regard to elevational design, it was suggested that recessed window openings to create shadow lines to further add to the proposed detailing and modelling of the dwellings should be given consideration.
- The Highways officers noted the provision of 16 car parking spaces (one for each dwelling) and provision of an electric vehicle charging point for each property, and have advised that this would be acceptable in principle, subject to verification of parking bay sizes (2.4 x 4.8m) and required aisle width (6m) between and the charge units being a minimum of 7kW. They also viewed the provision for secure private cycle storage as satisfactory.
- The Highways officers also stated that whilst the communal bin store acceptable from a highways perspective, for collection purposes, the waste operative should not have to transport bins further than 10 metres, which would therefore require either a bin wagon to manoeuvre into the site from the Cotter Street vehicle entrance.



Proposed 3D view

DESIGN DEVELOPMENT: SCALE & MASSING

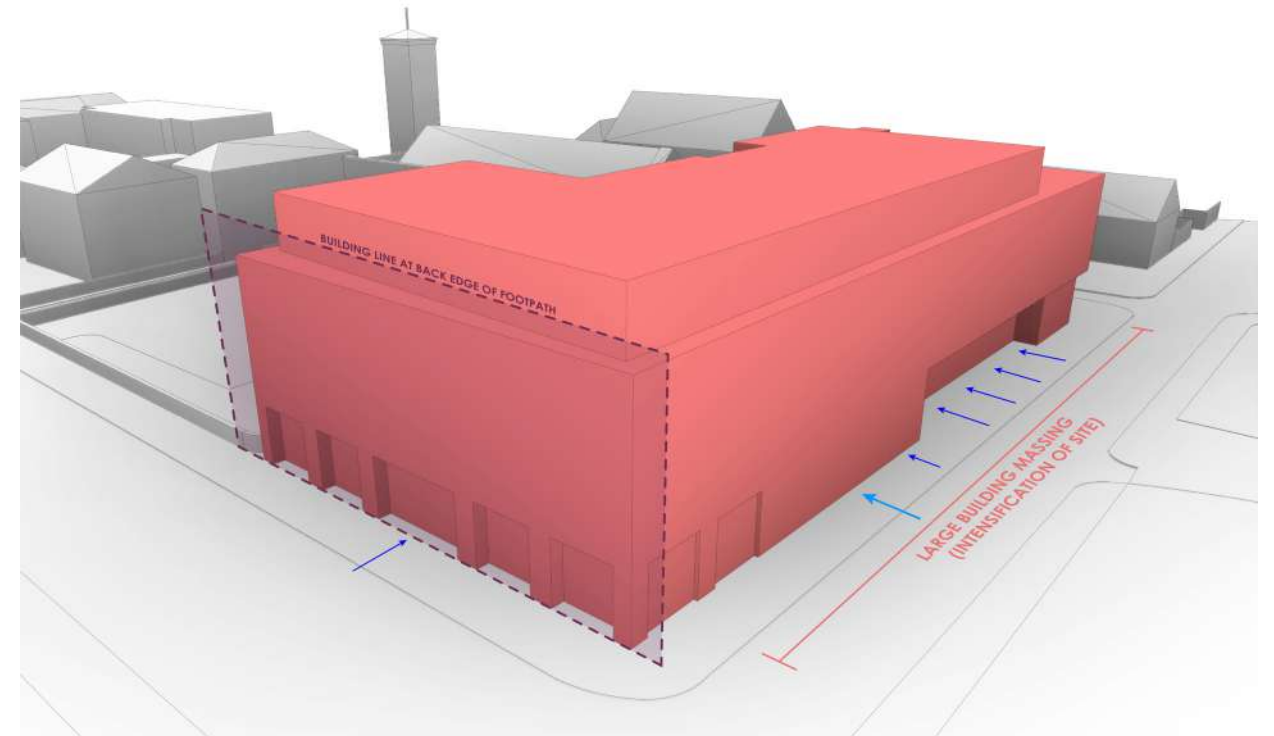
The following set of pages outlines the design and massing development that has been undertaken on the scheme, from the design submitted for pre-application advice in 2021 (1), through an intermediate design stage (2), to the scheme that was submitted for pre-application advice in July 2022 (3), which forms the basis of the current scheme.

[On the first set of massing diagrams, the dark blue arrows indicate pedestrian entrances to the site; the light blue arrow indicates vehicle access; the purple plane highlights the building line along Ardwick Green North; and the red markings along Cotter Street highlight the building mass.]

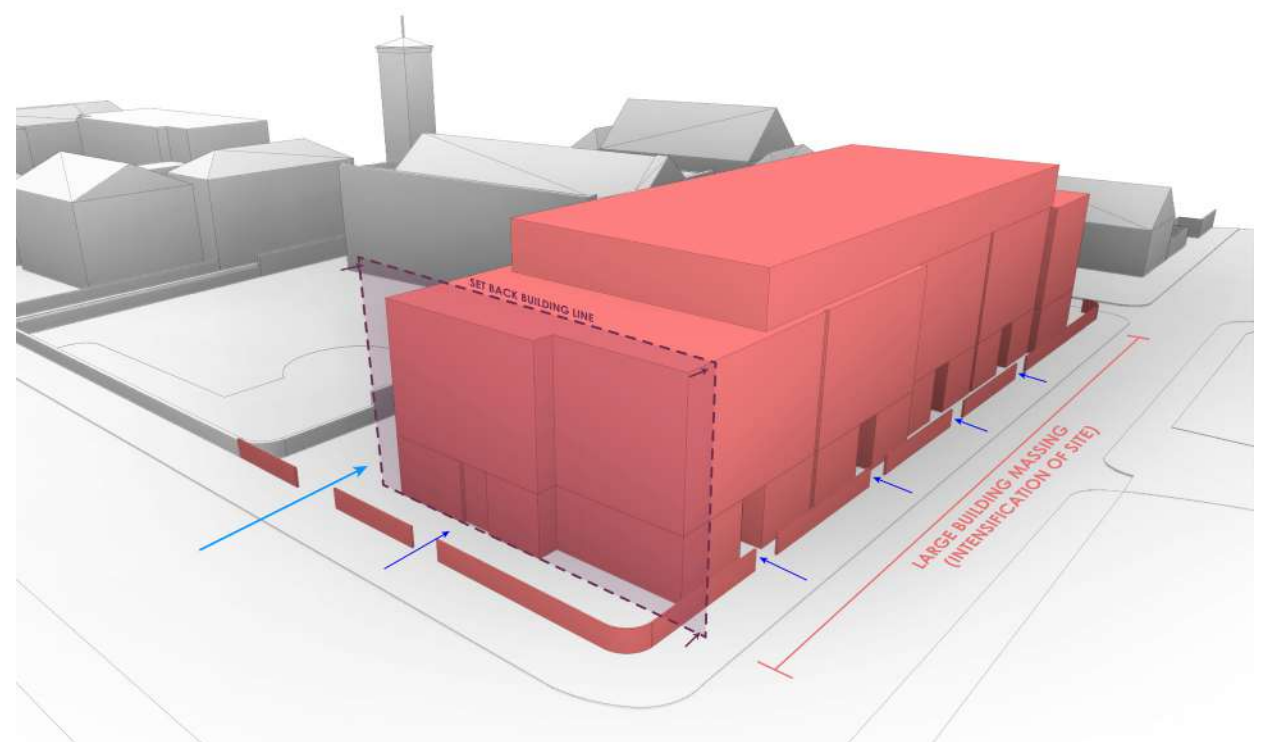
1. The massing of this first scheme fills the area of the site and extrudes upwards to four storeys in height, with the top floor recessed slightly. This results in a near-maximal intensification of the site. The building line is up to the back edge of footpath and does not respect the existing building line to Ardwick Green North. Due to the massing of this option, views of the St Thomas Centre are completely obscured from the South and East of the site.

2. For the second option, the building line has been set back from the back of footpath to respect the existing building line along Ardwick Green North. However, the building mass still largely fills the area of the site and again extrudes upwards to four storeys in height. The vehicle access to the site on the South West corner provides separation between the development and the south-eastern boundary of St Thomas Centre. This massing is more sensitive to the neighbouring heritage asset and allows for further views of the listed building from Ardwick Green North. The introduction of recessed pedestrian entrances on this option adds to the 'human-scale' of the development and makes it feel less imposing on the site.

1 - Pre-App 2021 Enquiry



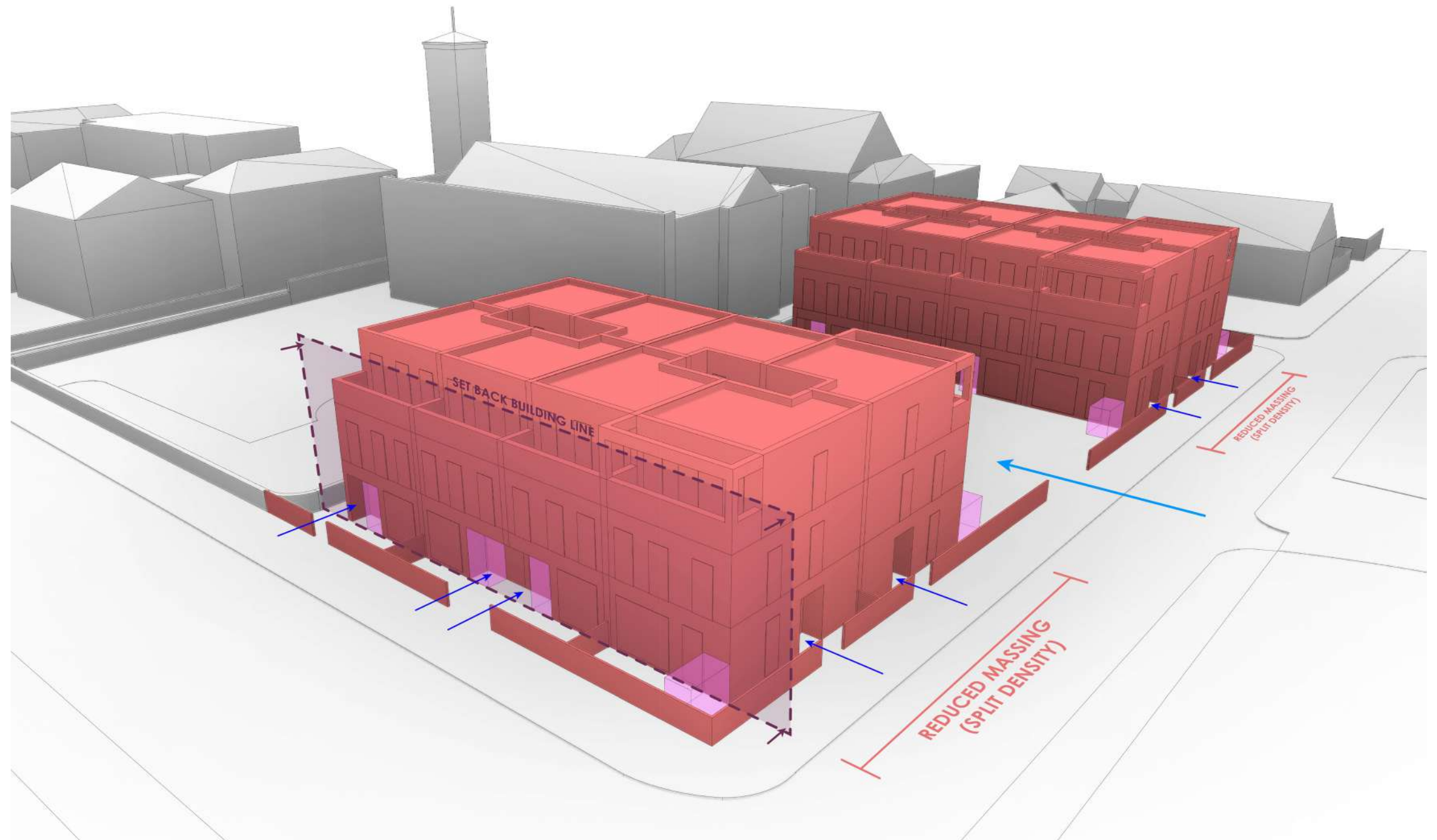
2 - Design Development



DESIGN DEVELOPMENT: SCALE & MASSING

3. The third option splits the massing on the site into two blocks. This results in a far more sensitive approach in terms of density, and the central courtyard between the blocks will provide parking and landscaping for the development. The set-back building line from Option 2 has been retained and the building height has been reduced from four storeys to three. The outcome is a massing that is a lot more respectful to St Thomas Centre, which allows views through the site to the heritage asset beyond. All dwellings have their own recessed entrance, accessed either from the public highway or the central courtyard. This adds to the 'human-scale' of the development and helps contribute to the 'sense of place'.

3 - Pre-App 2022 Enquiry

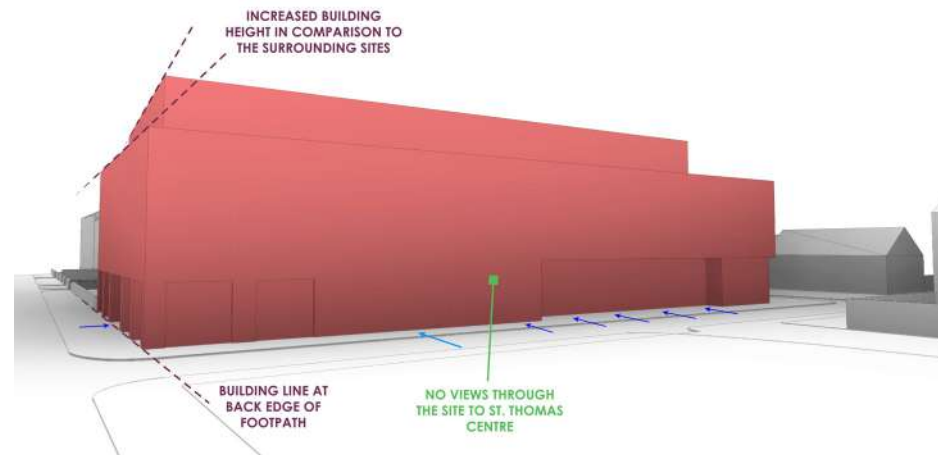


DESIGN DEVELOPMENT: SCALE & MASSING

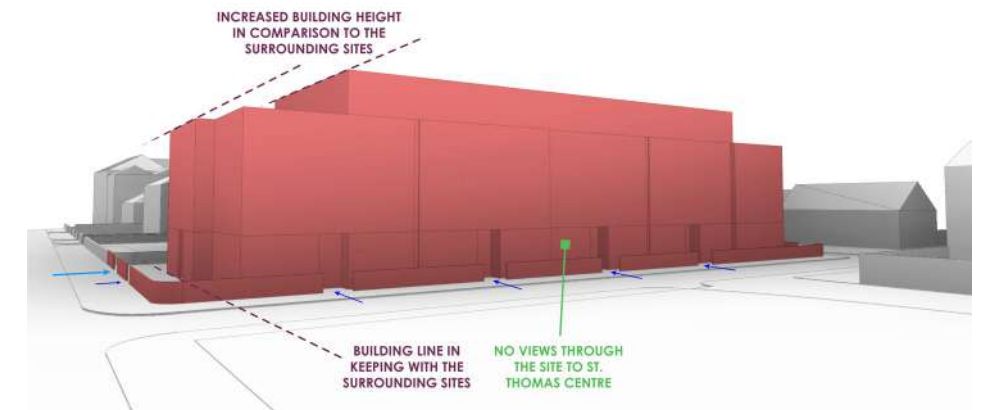
[In this set of diagrams, the dark blue arrows indicate pedestrian entrances to the site; the light blue arrow indicates vehicle access; the purple line highlights the building line and building heights along Ardwick Green North; and the green arrow highlights the view through the site from Cotter Street.]

It is clear from these diagrams that Option 3 is far more in keeping with the surrounding context, both in regards to the building line, which has been set back from the back edge of footpath, and to the building height. The proposed development is three storeys in height, which is in keeping with the surrounding residential and commercial properties in the area, as well as being subservient to the neighbouring St Thomas Centre.

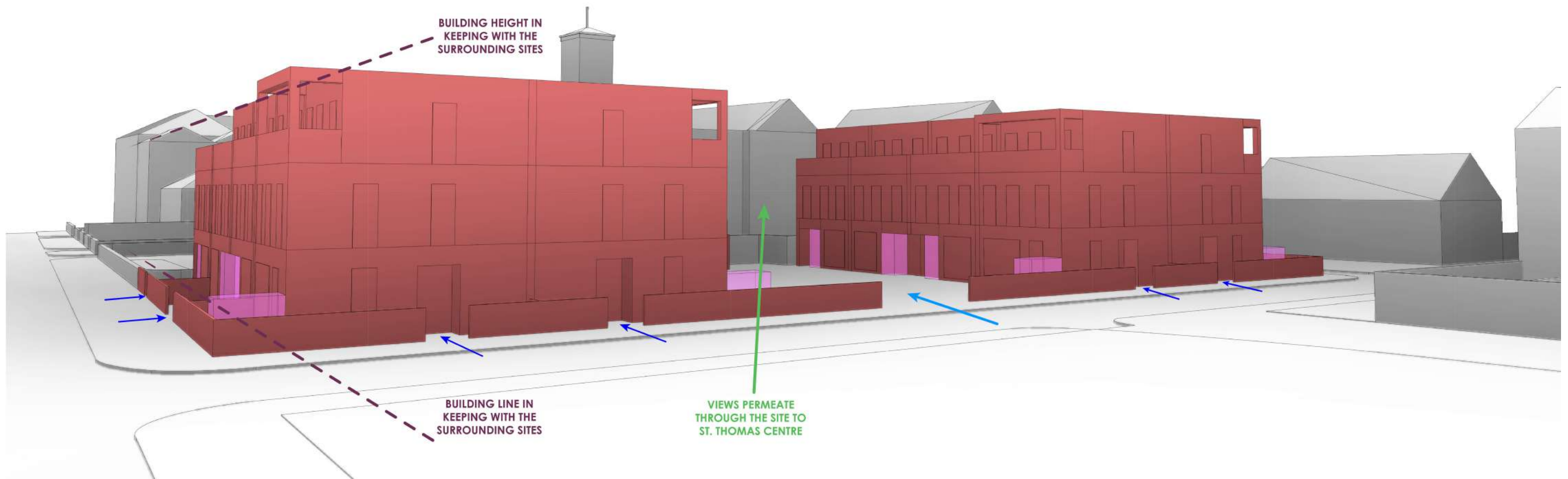
1 - Pre-App 2021 Enquiry



2 - Design Development



3 - Pre-App 2022 Enquiry



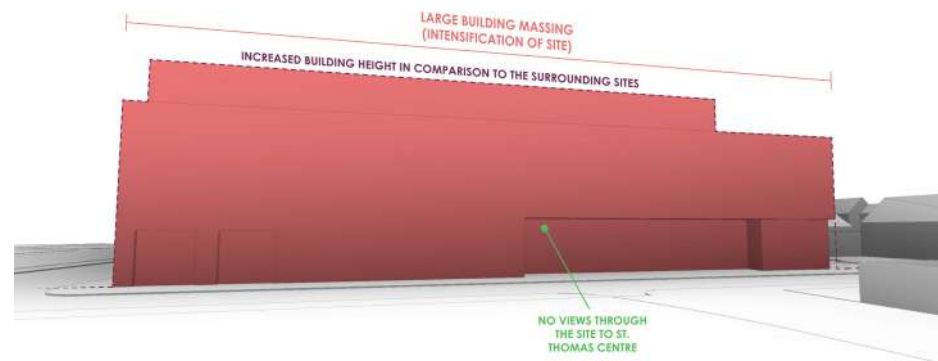
DESIGN DEVELOPMENT: SCALE & MASSING

[In this set of diagrams, the purple line highlights the building line and building height; the red highlight the building massing; and the green arrow indicates the view through the site from Cotter Street.]

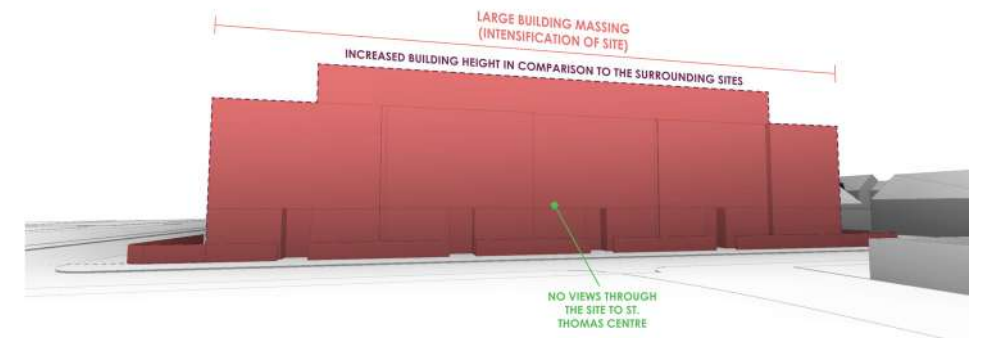
This series of diagrams highlights the impact that opening up the centre of the site has on the visual permeability of the development and the view through to St Thomas Centre from Cotter Street. The split massing makes the development far more welcoming and in context with the neighbouring sites.

The entrances along Cotter Street add to the activity and vibrancy along the street, and will help to contribute to the desired 'sense of place', as outlined in the Ardwick Green NDF.

1 - Pre-App 2021 Enquiry



2 - Design Development



3 - Pre-App 2022 Enquiry

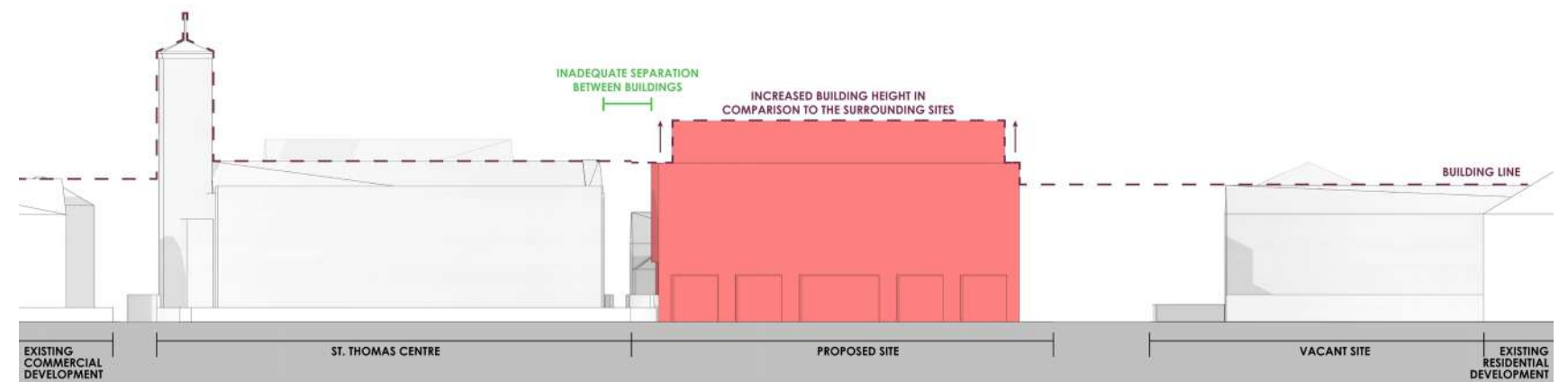


DESIGN DEVELOPMENT: SCALE & MASSING

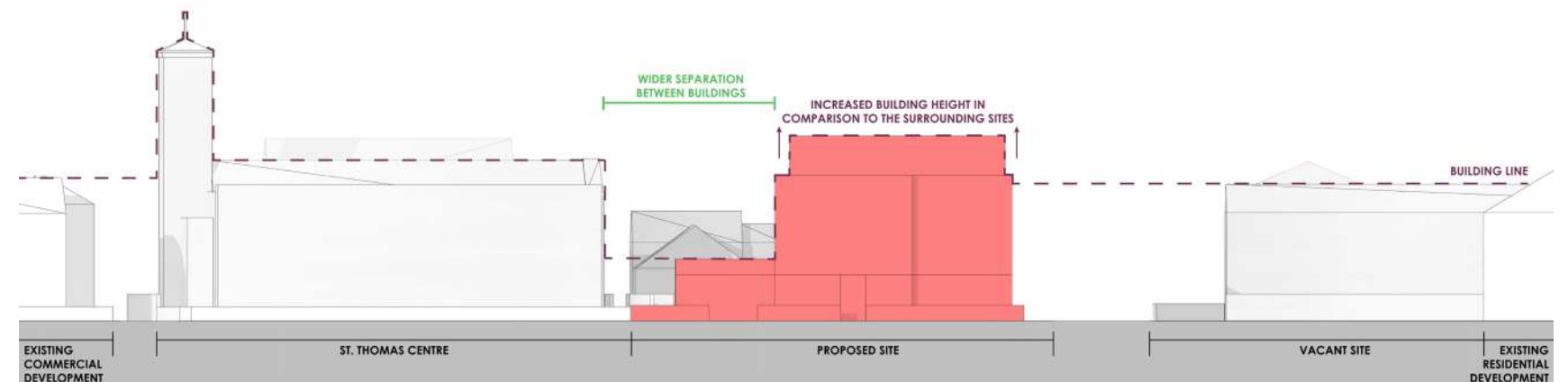
[In this set of diagrams, the purple line highlights the building height along Ardwick Green North; the green markings indicate the scheme's proximity to St. Thomas Centre.]

This series of diagrams highlights the improvement that has been made through design development in respect to the building height and visual impact of the scheme. One of the primary concerns raised by MCC as part of the previous pre-application feedback was that the mass, scale, height and relationship with the listed building was critical.

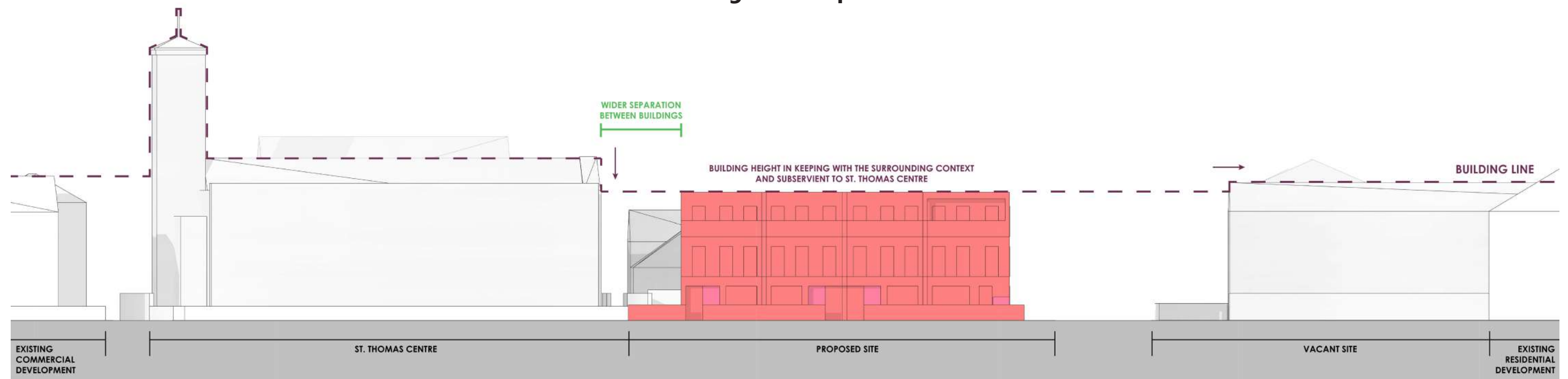
The proposed scheme is three storeys in height and is, therefore, in keeping with the surrounding residential properties to the East of the site. Critically, the massing is now also subservient to St Thomas Centre to the West of the site. The linear massing of the development is also a reflection of the terraced townhouses and apartment buildings to the East.



1 - Previous Pre-App Enquiry



2 - Design Development



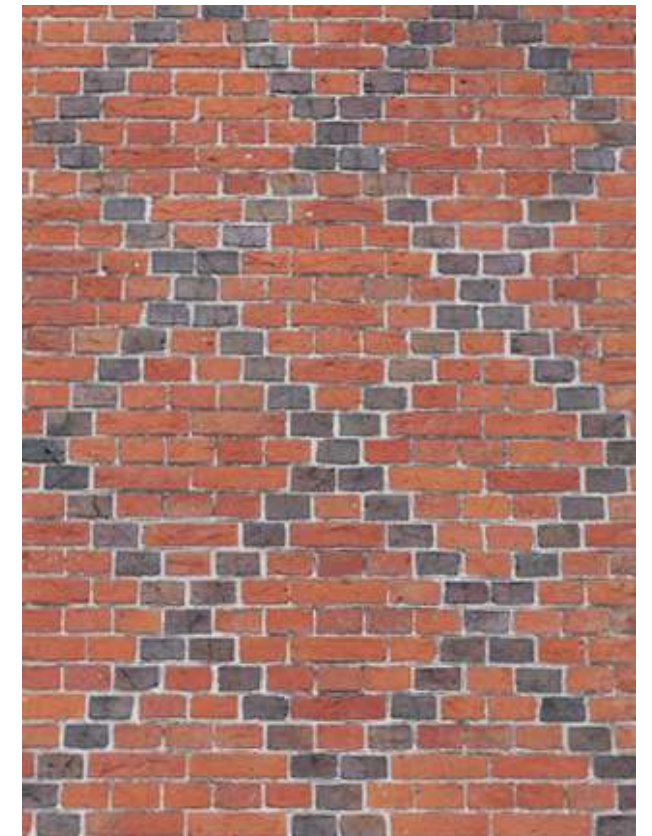
3 - Proposed Housing Scheme

DESIGN DEVELOPMENT: PRECEDENTS

The facade and materiality of the proposal will look to take into consideration the local architectural typologies and that of surrounding areas, such as Ancoats and Northern Quarter.

The proposal references the townhouses and terraced properties in the surrounding context, and the fenestration layout and proportions of the building have specifically taken inspiration from the traditional aspects of Georgian and Victorian architecture in the area.

The building will predominantly comprise of red brick, which is the dominant brick colour in the area and will allow the building to sit seamlessly into the existing context. The design will also feature a green glazed tile to provide accents to the scheme and make reference to the pub that was previously on the site. The proposed brick detailing also provides contemporary interpretation of the brick patterning commonly found on the traditional Victorian architecture in the area, while helping to provide further interest and break up the monolithic massing of the townhouses.



PROPOSAL : DEVELOPMENT SUMMARY

The scheme will provide an innovative housing design that offers attractive, low carbon homes aimed to encourage community prosperity and social interactions. The development will be the first housing project proposed in the Ardwick area in a number of years and the principles we are seeking to establish will be a catalyst for future homes in the neighbourhood.

The proposed development comprises of 16 townhouses across two blocks that are separated by a central courtyard parking area and landscaping. The dwelling layouts are a contemporary take on the traditional single aspect back-to-back housing typology, and each have their own private entrance that is accessed either from the public highway or the central courtyard. The units that front the public highways of Ardwick Green North and Nivin Street will provide activity and natural surveillance of the street and have defensible landscaped areas to provide a buffer to the dwellings.

All houses comply with Manchester's Emerging Space Standards for a three bed, five person, three storey dwelling, as outlined in the Manchester Residential Quality Guidance document.

16 car parking spaces are to be provided on the site (one per dwelling), which addresses MCC's concern about parking provisions in the area, whilst acknowledging the site's close proximity to the city centre and public transport networks.

Each of the dwellings has an internal bike store that accommodates two cycles, and there is a communal bin store within the central landscaped area on site.

Each of the dwellings has a second-floor roof terrace that is accessed from the master bedroom. There is also a smaller private enclosed terrace on the first floor in the central lightwell that is accessed from Bedroom 02.

Each unit benefits from a large open plan kitchen and living space on ground floor, with a WC and utility accessed from the kitchen area. First floor comprises of two bedrooms and the family bathroom. The master bedroom with en-suite is on the second floor, along with a flexible space that could be used as a walk-in wardrobe or study/home office to accommodate the developing needs of the today's homeowner.



PROPOSAL : TYPOLOGY & DEMOGRAPHIC

Based on the back-to-back housing concept, the aim of this scheme is to create a sensitively compact and blended community that is naturally sustainable through the efficient use of existing brownfield land. The proposed accommodation would represent a transition from city centre apartments to suburban developments and will allow small families to live close to the city centre.

The scheme concept is based on the lifestyle model of the young professional couple or starter family who want the convenience and amenities of living in or close to the city centre, the close-knit community bond of an apartment scheme, but also the independence of their own property with a private entrance and outdoor space to enjoy exactly to their liking.

These houses will create an opportunity for a lifestyle that isn't entirely reliant on the car. While each property is provided with a car parking space for longer journeys, the ideal location of the site encourages people to walk or take public transport to work and to their favourite restaurants, bars, and other leisure venues. The proposal seeks to create a sustainable scheme which prioritises the movement of people over vehicles and minimises the visible and physical presence of cars on the public highway.

The scheme has been designed with hard and soft landscaped areas suitable for urban living, and the boundary treatments have been considered to provide defensible and secure spaces, while still allowing for visual integration with neighbouring sites. Rather than being separate and isolated, this will allow the scheme to blend and integrate into the existing context and will contribute to a growing close-knit residential community.



PROPOSAL : TYPOLOGY & DEMOGRAPHIC



English Cities Fund, Townhouses, Timekeepers Square



Sky-House Co., Townhouses, Fox Valley



Sky-House Co., Back-to-Back Townhouses, Waverley 01

PROPOSAL : SUSTAINABILITY

We are committed to protecting and enhancing the environment and tackling climate change. We know that buildings contribute almost half of the UK's carbon emissions, and it is therefore important to ensure that we are looking to tackle the demand for housing in the area through a sustainable approach.

All dwellings on site exceed Manchester's Emerging Space Standards for a three bed, five-person, three storey dwelling, as outlined in the Manchester Residential Quality Guidance document. This provides sustainable internal space, which ensures longevity for the development and will prevent the need for redevelopment in decades to come.

Through the detailed specification of the building envelope, energy demand for space heating and cooling has been reduced, and the building fabric of all houses in the development will look to exceed the new Building Regulations Part L standards.

The development has been designed from concept stage to incorporate sustainable approaches. The window sizes are generous throughout, meaning the rooms benefit from good levels of natural light. This reduces the requirement for artificial lighting and connects the residents to the local setting outdoors and improving their wellbeing.

The development will benefit from a number of sustainable technologies that will help reduce the in-use carbon emissions. Notably, these include air source heat pumps, mechanical ventilation heat recovery systems and the provision for photovoltaic panels in order to offset the carbon consumption of the dwellings.

Furthermore, electric vehicle charging points will be installed to all dwellings to ensure they are future-proofed for electric car use. Each dwelling also has an internal cycle store for two bikes, which will promote sustainable modes of transport to and from the development.

The development will also be of timber frame construction, which is inherently more sustainable than other mainstream methods of construction as it benefits from a low embodied CO₂, as well as being organic, non-toxic and naturally renewable.

Low impact and locally sourced materials will be sourced wherever possible to reduce the environmental impact of building materials, while retaining traditional architectural aesthetics.



PROPOSAL : ACCESS & WASTE MANAGEMENT

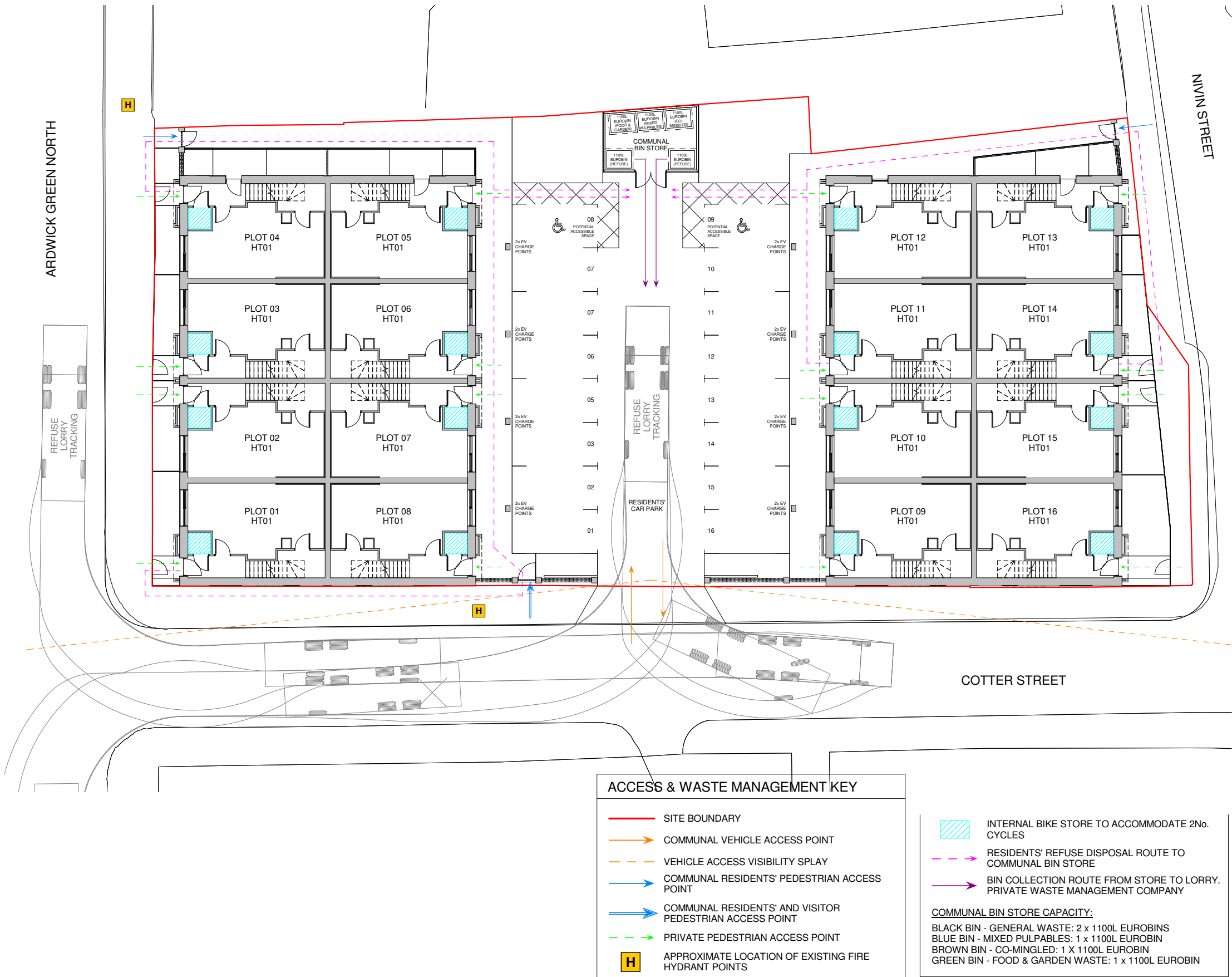
The primary access to the site is from Cotter Street and provides access directly into the central car park courtyard area. Here, there is a communal pedestrian entrance as well as the communal vehicle entrance.

There are also communal pedestrian access points at the western edge of the site from both Ardwick Green North and Nivin Street. These entrances also serve to reduce the travel distances from the outward facing properties to the communal bin store.

All of the dwellings have their own private entrances, with the outward facing properties accessed from the public footpaths of Ardwick Green North, Cotter Street and Nivin Street. Each of the dwellings also has a secure internal bike store within the property, accessed immediately from the front entrance on ground floor, which provides storage for two cycles.

There is a communal bin store in the centre of the site, which has been sized to accommodate the necessary waste streams and bin sizes outlined in the MCC Service Standard guidance document. Further information on this is provided in the appended Waste Proforma.

It is intended that collections will be handled by a private waste management company who will reverse into the site from the Cotter Street entrance and make collections directly from the communal bin store.



PROPOSAL : EDGE CONDITIONS

A limited number of boundary treatments have been used to provide coherent street frontages; fit in with the surrounding context, and provide the necessary security dependent on location.

The design team had a productive meeting with the Design for Security department of Greater Manchester Police and their comments and recommendations have been incorporated into the final scheme.

Continuity is ensured through the use of select and considered boundary treatments, including:

- Low-level metal railings to Ardwick Green North and Nivin Street to reflect the neighbouring apartment buildings and offices to the east of the site, as well as the boundary treatment to Ardwick Green, which is immediately adjacent. This will provide the outward facing properties with defensible outdoor space, but will also ensure that the development does not feel too enclosed and isolated from the existing context.
- Brickwork walls with railing above to the communal pedestrian entrances along Ardwick Green North and Nivin Street, as well as between the two blocks on Cotter Street, which includes the primary pedestrian entrance and vehicle entrance to the site. A more robust boundary treatment has been selected in these locations to provide the necessary security to the communal areas of the site. However, the brickwork wall on Cotter Street is low enough to maintain inter-visibility between cars and pedestrians passing the site.
- The existing brickwork wall between the proposed site and St. Thomas Centre is to be retained and upgraded to ensure the relationship between the site and the heritage asset is maintained.



PROPOSAL : RESIDENT PRIVATE AND SHARED AMENITY SPACE

Each of the properties benefits from a second floor roof terrace that is accessed from the master bedroom, as well as a smaller private enclosed terrace on the first floor into the central lightwell that is accessed from Bedroom 02. Combined, these provide each dwelling with a minimum of approximately 10.5m² of private outdoor space.

Further to this, the outward facing townhouses also have an area of defensible outdoor space on ground floor to the front or side of the properties. While these vary in size due to the layout and boundaries of the site, these defensible spaces provide, on average, a further 11m² private outdoor space to each of these properties. These areas will be turfed with an area of flag paving to provide suitable access to the entrances.

The communal landscaped areas of the site are to contain native scrub planting and biodiverse lawn. There will also be four native trees planted around the bin store to the west of the site. Further landscaping details can be found in the appended Hard & Soft Landscaping Plan and the Biodiversity Metric Report.

The site also benefits from being ideally situated immediately adjacent to Ardwick Green Park. This public urban park covers approximately two hectares and has a number of features including a wildflower area, seasonal gardens and a playground for children. The convenience of this park will allow the residents to enjoy the wider open space that it provides and will promote interaction with the local community.

Approximately 250m to the north of the site is the recently opened Mayfield Park. This 6.5 acre parkland contains different landscaped spaces that each have their own character and amenities as well as a kids' play zone, all woven around the River Medlock.



PROPOSAL : MATERIALITY

The building façade is predominantly red brick, which reflects the dominant material of the surrounding context.

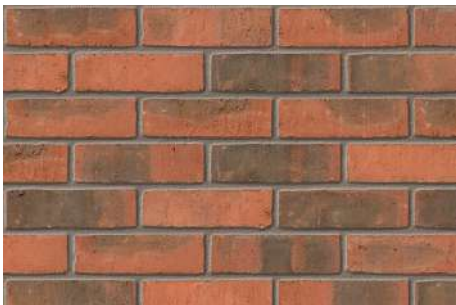
Each of the private entrances is defined by a green glazed tile canopy and surround that helps to break up the elevation and provide symmetry to the façade. This material is also utilised as an infill panel between the pairs of windows on first floor, as well as to the underside of the brick colonnade feature on the Cotter Street side of the scheme. The diminishing use of the glazed tile across the three storeys subtly references the diminishing proportions of the Victorian and Georgian architecture surrounding the site. Meanwhile, the colonnade feature to the Cotter Street end of the scheme offers further architectural interest to the primary corners of the site.

The green-grey colour of the window complements the distinctive elements of the green glazed tile.

The building also features a number of brick detailing patterns to the elevations. On ground floor, the recessed brick panels below the windows enhance the vertical proportions of the openings whilst still allowing for adequate privacy and security at street level. On first floor, the Flemish bond projecting brickwork pattern maintains the rhythm of the window openings, and at second floor is adds further interest to the recessed terraces. There is also horizontal soldier course banding at first and second floor to provide continuity across all elevations.



NORTH & SOUTH ELEVATION



BRICKWORK TBC



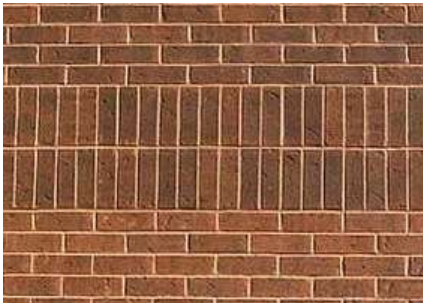
RAL 7009 - GREEN GREY



RECESSED BRICKWORK PANEL

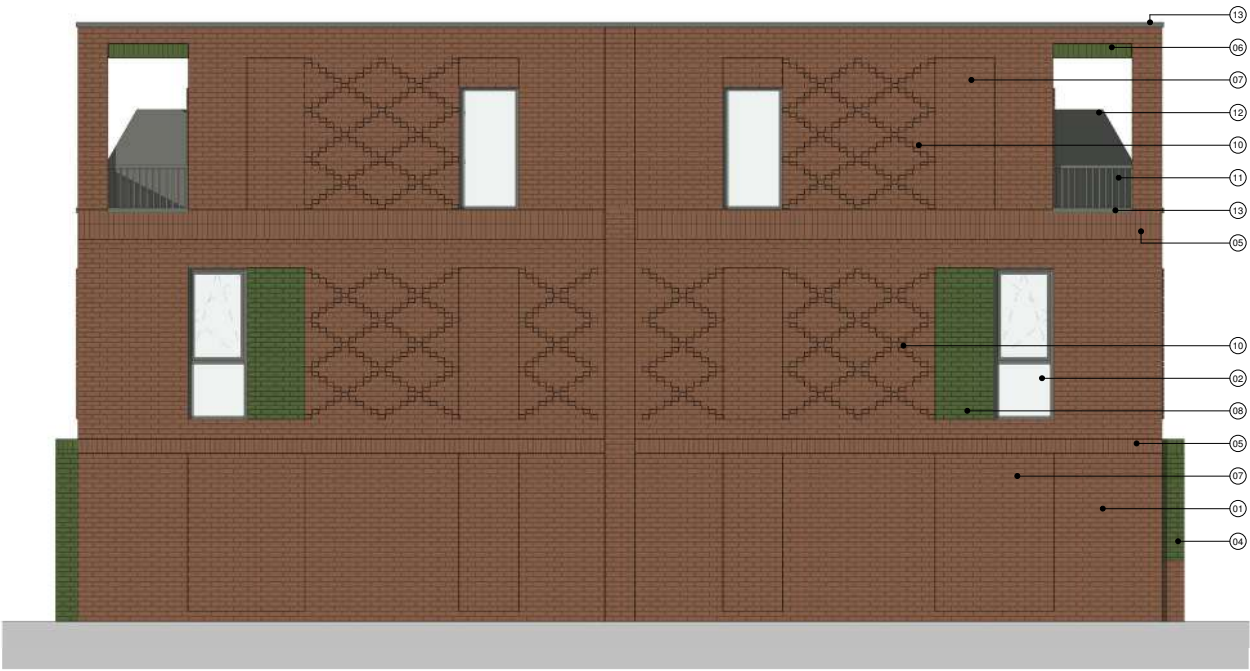


FLEMISH BOND PROJECTING HEADER

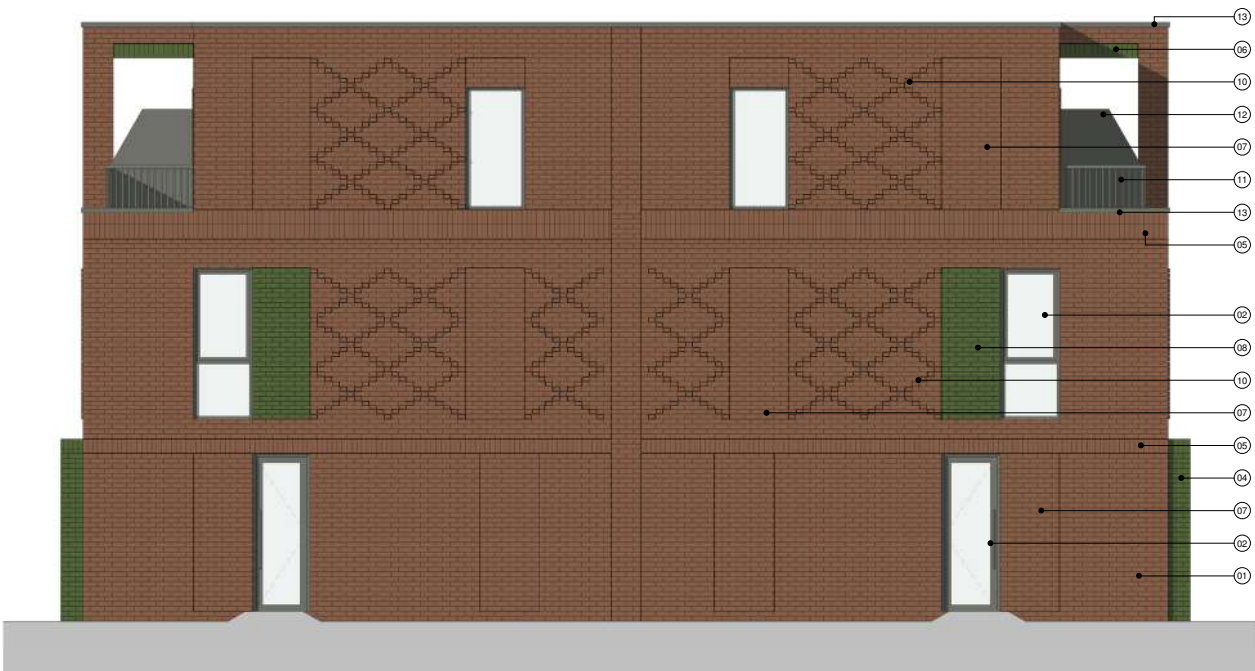


FLUSH SOLDIER COURSE DETAIL

PROPOSAL : MATERIALITY



EAST ELEVATION



WEST ELEVATION

Materials Legend:	
01	Red Masonry Facing Brickwork
02	Window / Glazed Door System. RAL 7009 Green Grey
03	Composite Entrance Door
04	Green Glazed Tile Entrance Canopy
05	Red Brick Soldier Course Detail
06	Green Glazed Tile Soldier Course Detail
07	Red Brick Recessed Brickwork Panel
08	Green Glazed Tile Recessed Brickwork Panel
09	Flemish Bond Projecting Brick Header Detail
10	Diaper Bond Projecting Brick Header Detail
11	Metal Railing to Match Window RAL Colour
12	Privacy Screen
13	Flashing to Match Window RAL Colour

Brick detailing is used on the east and west elevations to provide interest to these facades. Recessed brickwork panels on ground floor reflect the window openings above. There are no windows on ground floor to the Cotter Street elevation to ensure adequate security and privacy as the building extends to back of footpath in this area. On first floor, the panel of green glazed tile continues the rhythm of the glazed tile infill panels on the long elevations. The Flemish bond projecting brick detail is reinterpreted on these elevations to a diaper bond detail that covers large amounts of first and second floor. This provides a contemporary interpretation of the brick patterning commonly found on the traditional Victorian architecture.



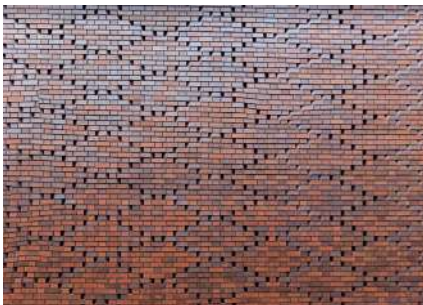
BRICKWORK TBC



RAL 7009 - GREEN GREY



CROSSHATCH RECESSED BRICKWORK DETAIL



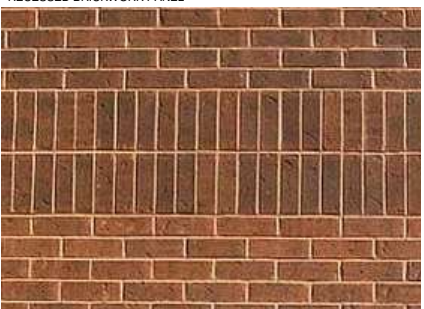
CROSSHATCH RECESSED BRICKWORK DETAIL



FLEMISH BOND PROJECTING HEADER

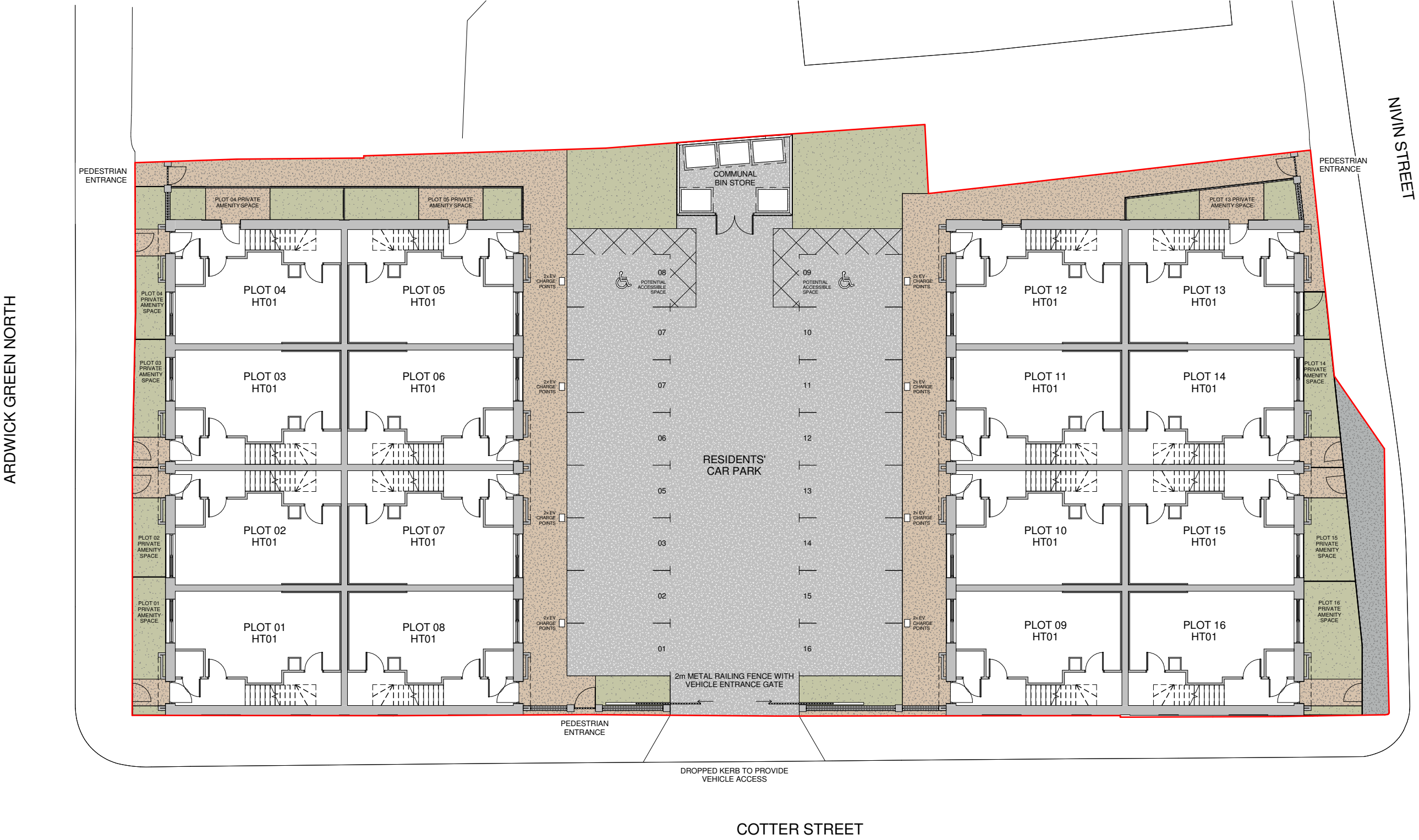


RECESSED BRICKWORK PANEL



FLUSH SOLDIER COURSE DETAIL

DESIGN : SITE LAYOUT



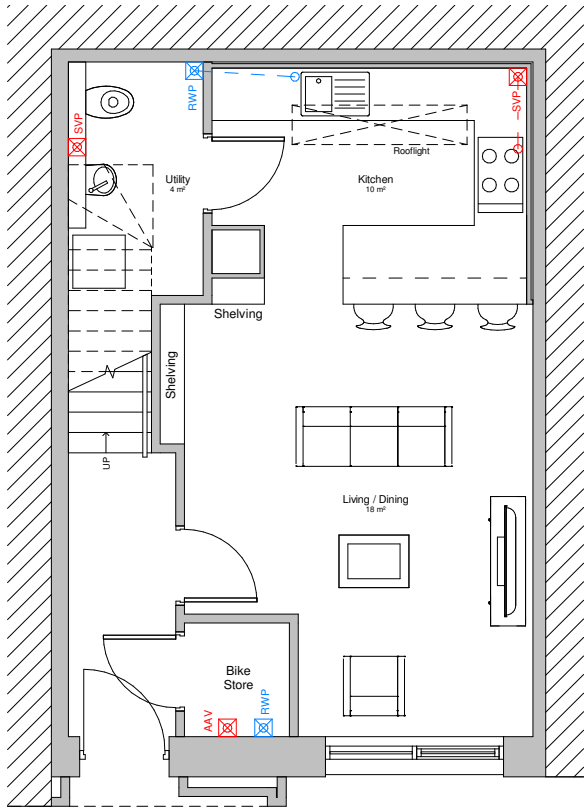
GROUND FLOOR PLAN

DESIGN : SITE LAYOUT

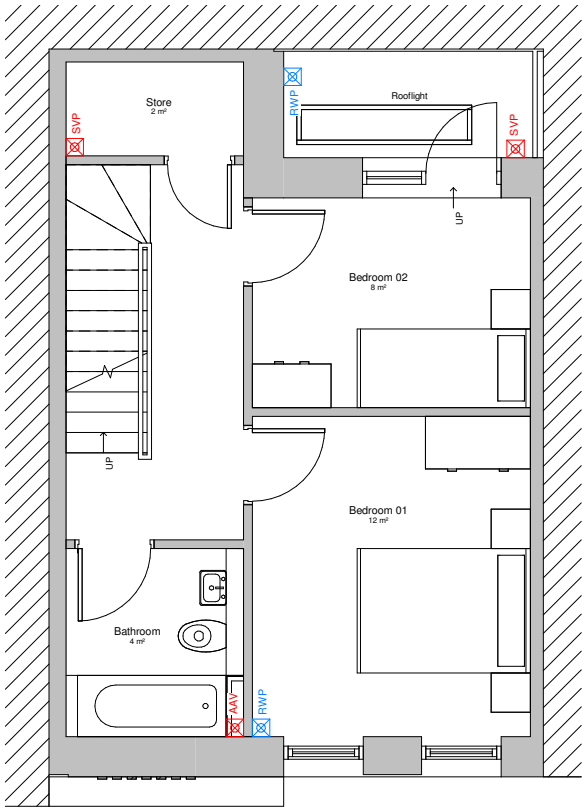


ROOF PLAN

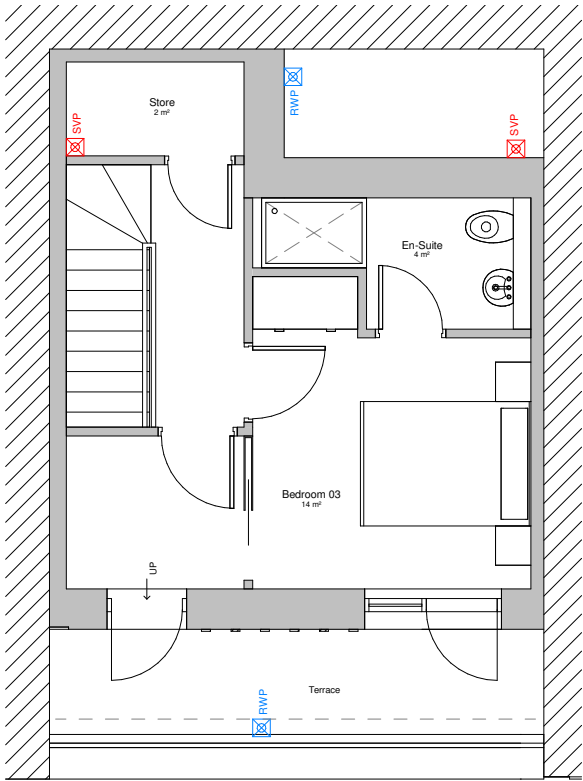
DESIGN : HOUSE TYPE PLANS



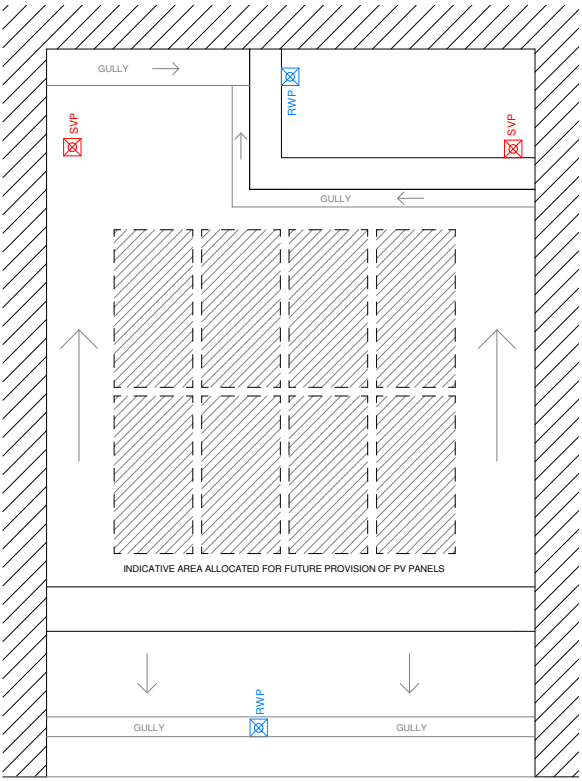
GROUND FLOOR PLAN



FIRST FLOOR PLAN

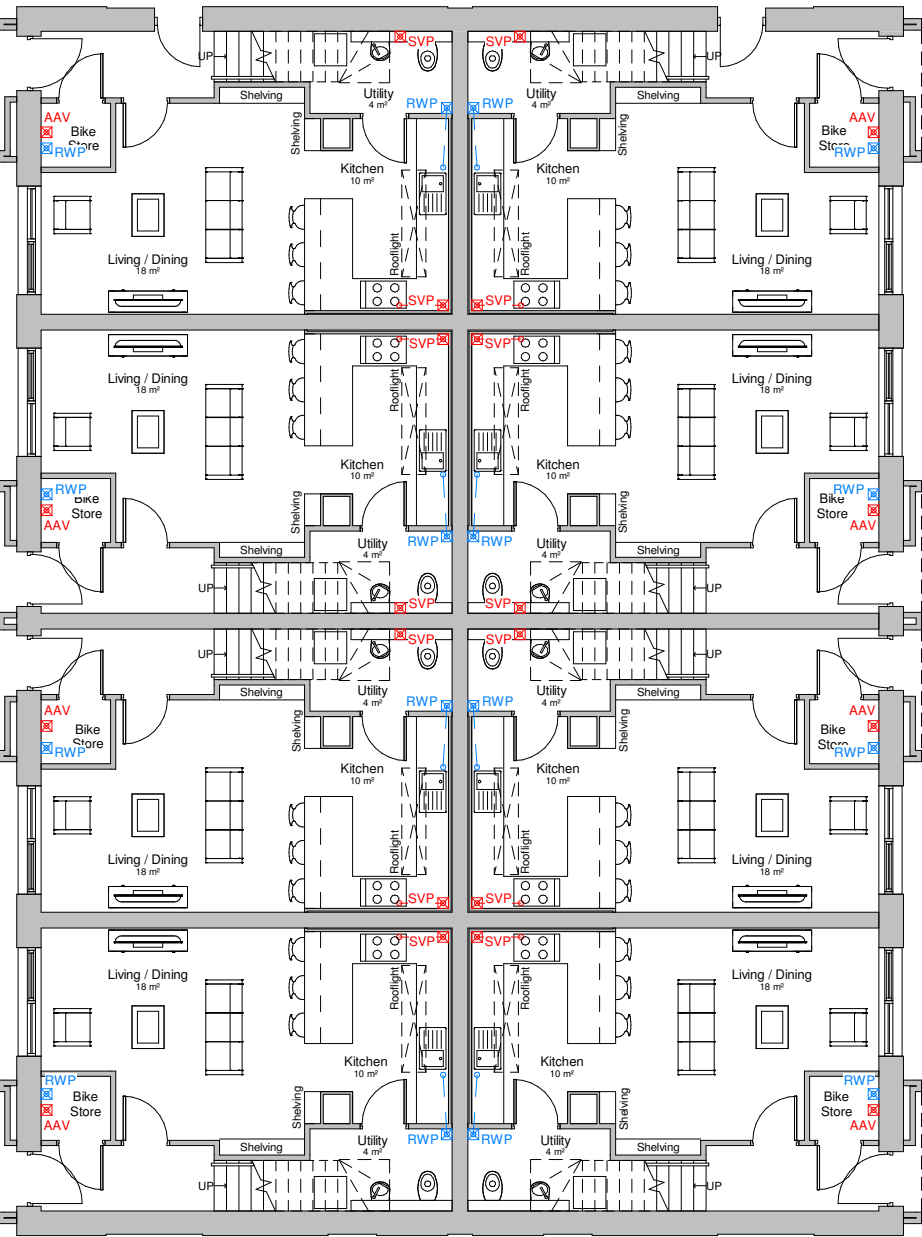


SECOND FLOOR PLAN

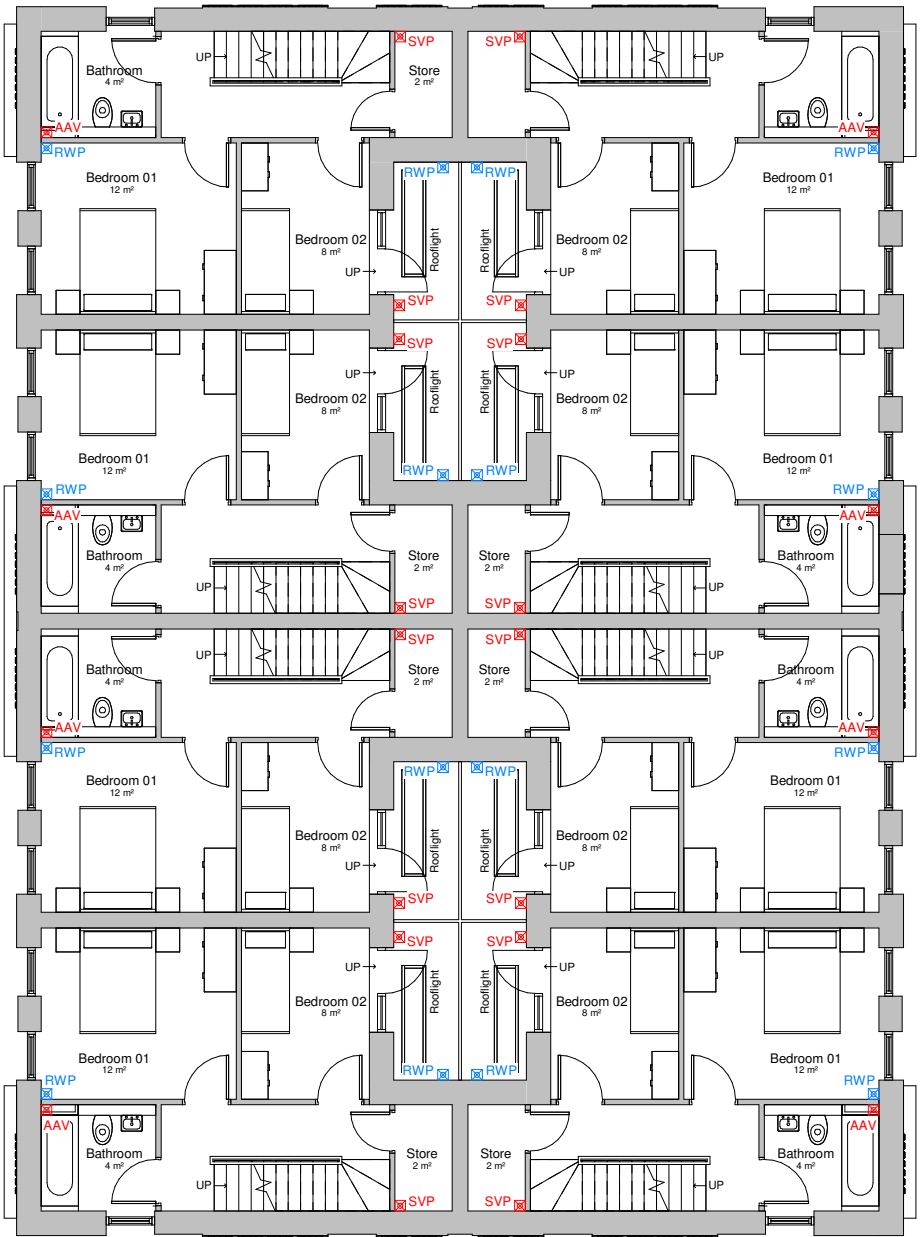


ROOF PLAN

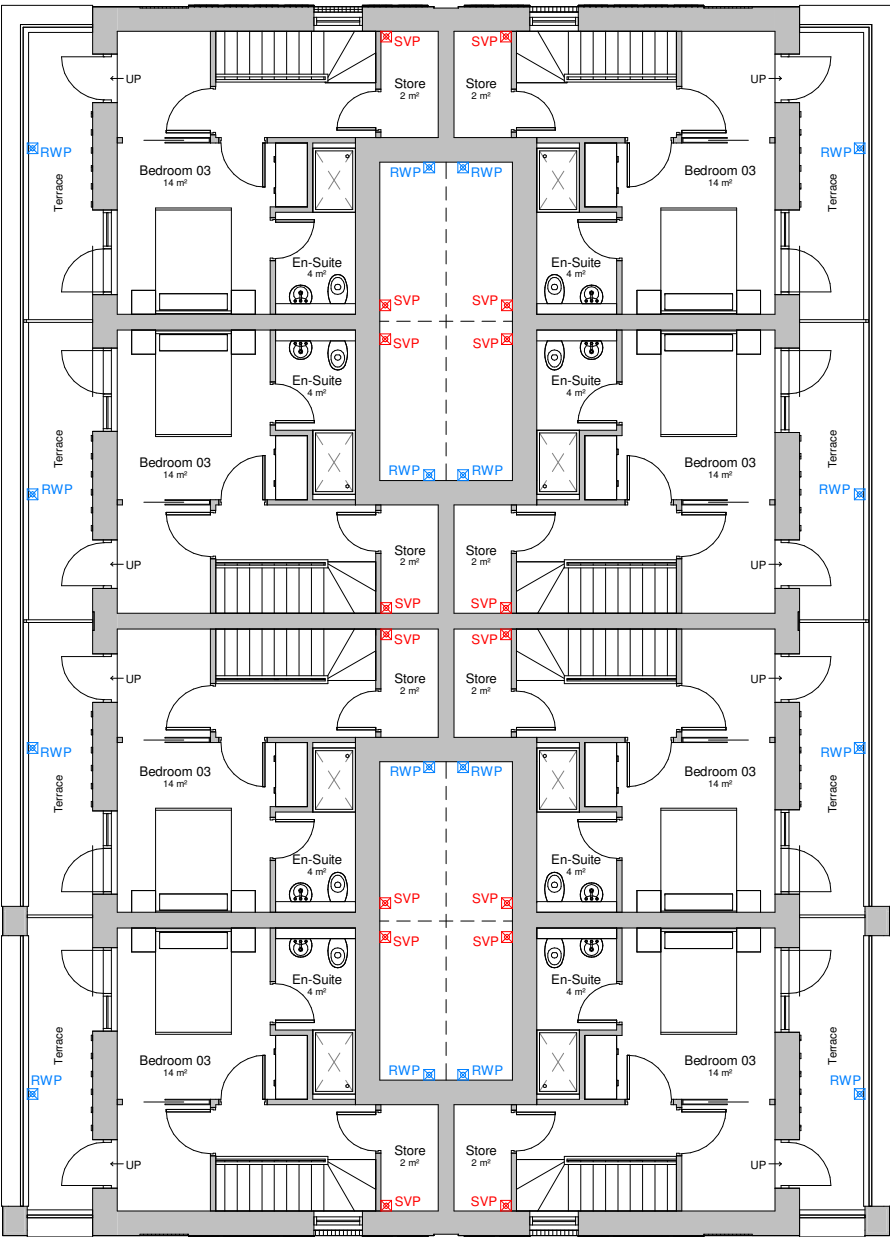
DESIGN : BLOCK PLANS



GROUND FLOOR PLAN



FIRST FLOOR PLAN

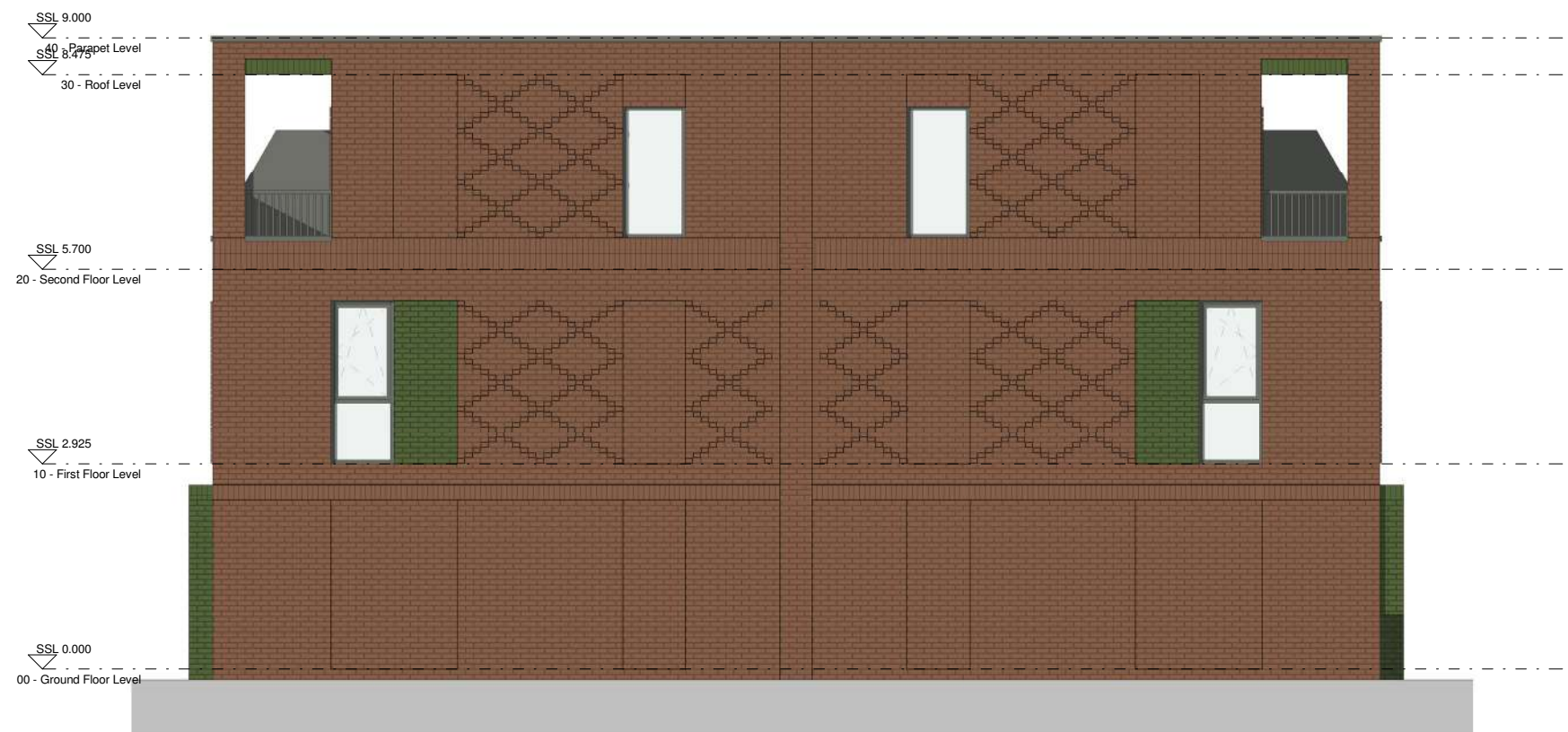


SECOND FLOOR PLAN

DESIGN : BLOCK ELEVATIONS

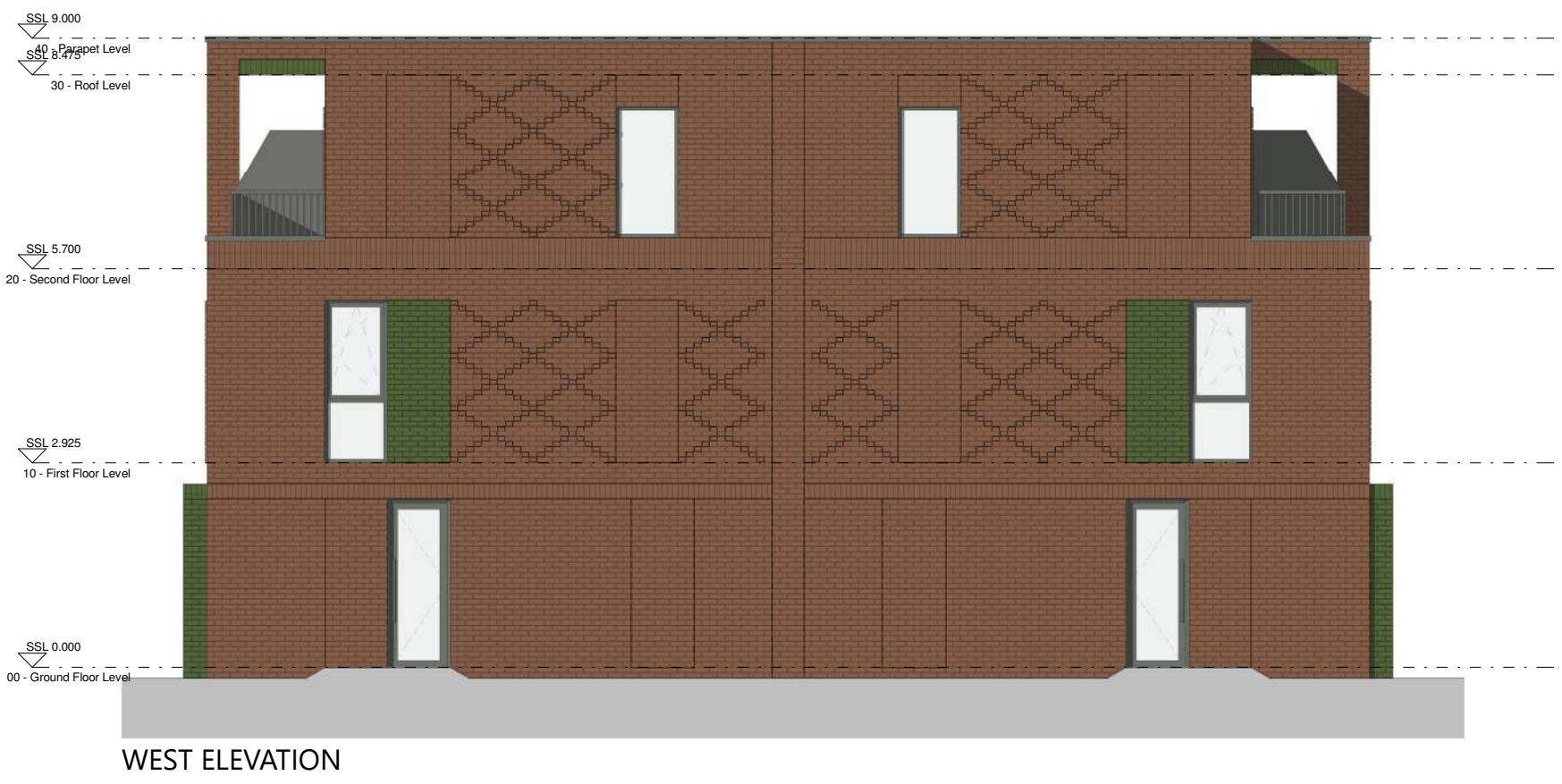


SOUTH ELEVATION



EAST ELEVATION

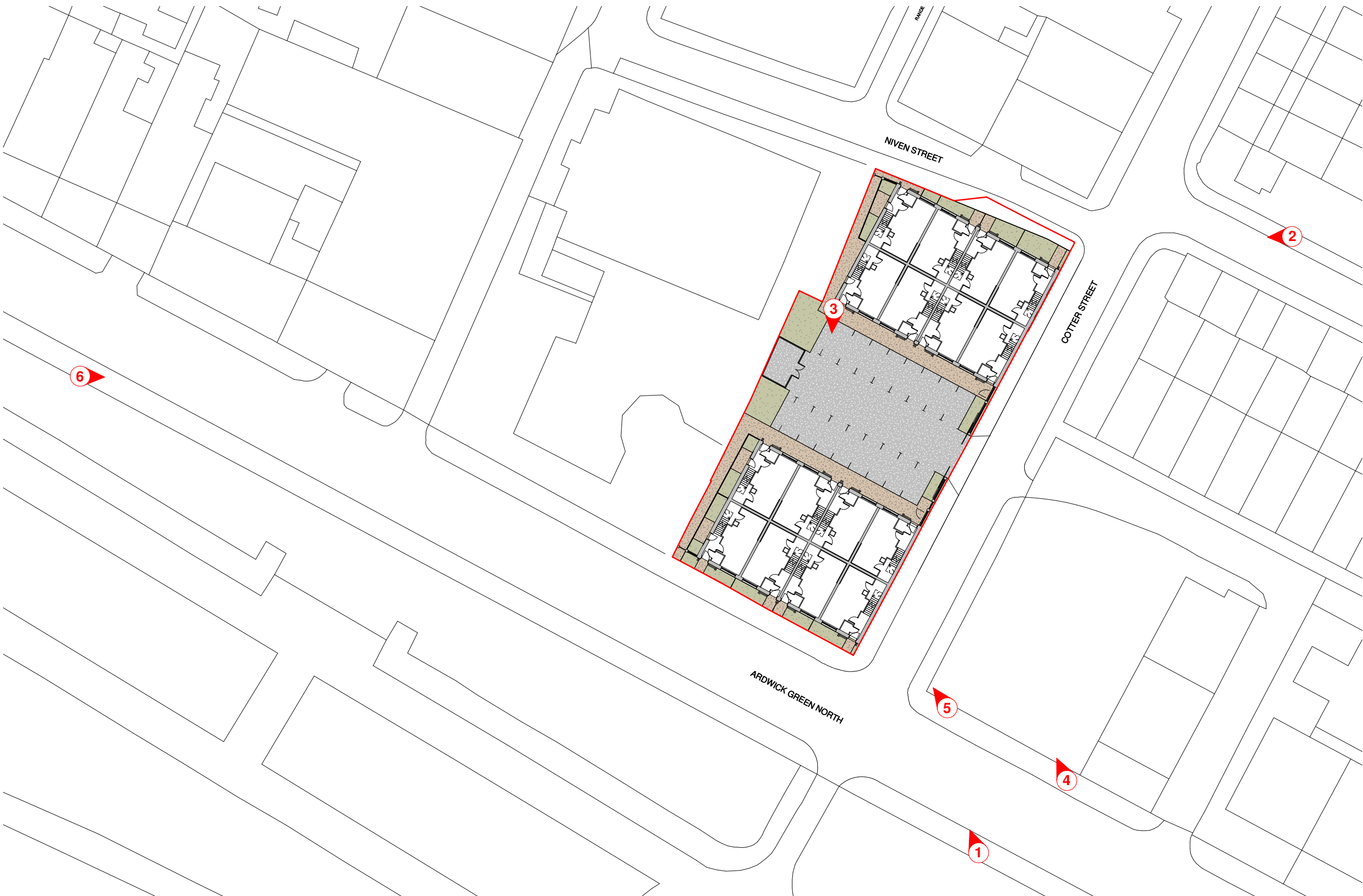
DESIGN : BLOCK ELEVATIONS



DESIGN : SCHEDULE OF AREAS

ARDWICK GREEN NORTH										Ref: 2565	29/11/2022
PLOT NUMBER	TYPE	INTERNAL AREA								COMBINED TERRACE AREA	
		GROUND FLOOR		FIRST FLOOR		SECOND FLOOR		GIA			
		m ²	ft ²	m ²	ft ²	m ²	ft ²	m ²	ft ²	m ²	ft ²
BLOCK 01											
PLOT 01	HT01(A)	41.0	441	35.8	385	26.8	288	103.6	1115	10.3	111
PLOT 02	HT01(B)	41.0	441	35.9	386	26.9	290	103.8	1117	10.4	112
PLOT 03	HT01(C)	41.0	441	35.9	386	26.9	290	103.8	1117	10.4	112
PLOT 04	HT01(D)	41.0	441	35.8	385	26.8	288	103.6	1115	10.3	111
PLOT 05	HT01(D)	41.0	441	35.8	385	26.8	288	103.6	1115	10.3	111
PLOT 06	HT01(C)	41.0	441	35.9	386	26.9	290	103.8	1117	10.4	112
PLOT 07	HT01(B)	41.0	441	35.9	386	26.9	290	103.8	1117	10.4	112
PLOT 08	HT01(A)	41.0	441	35.8	385	26.8	288	103.6	1115	10.3	111
BLOCK 02											
PLOT 09	HT01(A)	41.0	441	35.8	385	26.8	288	103.6	1115	10.3	111
PLOT 10	HT01(B)	41.0	441	35.9	386	26.9	290	103.8	1117	10.4	112
PLOT 11	HT01(C)	41.0	441	35.9	386	26.9	290	103.8	1117	10.4	112
PLOT 12	HT01(D)	41.0	441	35.8	385	26.8	288	103.6	1115	10.3	111
PLOT 13	HT01(D)	41.0	441	35.8	385	26.8	288	103.6	1115	10.3	111
PLOT 14	HT01(C)	41.0	441	35.9	386	26.9	290	103.8	1117	10.4	112
PLOT 15	HT01(B)	41.0	441	35.9	386	26.9	290	103.8	1117	10.4	112
PLOT 16	HT01(A)	41.0	441	35.8	385	26.8	288	103.6	1115	10.3	111

DESIGN : KEY VIEWS



DESIGN : VIEW 01



VIEW FROM ARDWICK GREEN NORTH TO THE EAST OF THE SITE

DESIGN : VIEW 02



VIEW FROM BILLING AVENUE TO THE EAST OF THE SITE

DESIGN : VIEW 03



VIEW FROM THE CENTRAL COURTYARD WITHIN THE SCHEME

DESIGN : VIEW 04



VIEW LOOKING ACROSS THE ADJACENT EMPTY PLOT OF LAND ON COTTER STREET

DESIGN : VIEW 05



SECTIONAL PERSPECTIVE SHOWING THE RELATIONSHIP BETWEEN THE BACK-TO-BACK PROPERTIES

DESIGN : VIEW 06



VIEW FROM ARDWICK GREEN NORTH TO THE WEST OF THE SITE, SHOWING THE SCHEME IN CONTEXT

CONCLUSION

The proposals have been developed with the view of creating a quality scheme that complements and enhances the setting. The design looks to optimise the site, whilst achieving a scale and massing appropriate to the surrounding context, and is respectful to the neighbouring heritage assets. We believe that this scheme could be a catalyst for future development in an area that has suffered from under-investment in recent years.

In summary, this document shows that:

- The proposal has considered the site, setting and history in detail to develop a proposal which is appropriate to the setting and local area;
- Planning policy has been interrogated to ensure that the proposal aligns with the Ardwick Green NDF's vision for future developments;
- The client is committed to developing high quality schemes which will benefit the residents and community as a whole, and has set ambitious goals for sustainability that will exceed national legislation;
- A design led approach driven by an experienced design team has ensured a proposal that will stand the test of time;
- The regeneration of an unused brownfield site will positively impact the street scene;
- The scheme benefits from good public transport links and promotes sustainable modes of transport;
- The housing typology targets a growing demographic that is often uncatered for.

This document has been
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