

Site:
City South
Apartments,
Manchester,
M15 4QD

Design and Access Statement



The site address is City South, City Road East, Southern Gateway, Manchester, M15 4QD

The removal of existing external facing materials and replacement with new external facing materials, including walls, cladding, windows, balconies and curtain walling



1. Introduction

Land Use and Community Facilities

The site of approx. 5096m² is located on City Road East in the Southern Gateway area of central Manchester. City South is a large development originally built by Belway Homes in 2000.

It comprises three blocks, A, B and C, containing in total 63 apartments. The building is up to seven storeys tall, with duplex apartments on the sixth and seventh floors. Parking for residents is provided in the basement.

Presently the building is managed by Zenith Management Company Limited.



Above is the Location Plan which has been provided with this planning application, indicating the Development Site, ownership, and the road network. The site boundary is shown in a red outline.

Background - Building Design

The building has four street frontages – River Street to the south, Shortcroft Street to the east, City Road East to the north, and Garwood Street on the west. Internally there is a courtyard with garden area. Apartments face onto both the streets and the courtyard.



View of the Entrance of City South taken from City Road East.



View of the courtyard of City South



View of the rear of City South taken from River Street.

The external facing materials comprise the following:

- Brick Type A – Red brick
- Brick Type B – Buff brick
- Fair faced blockwork – both as a facing material on the lower levels, and also for detailing such as string courses
- White cement render
- White aluminium cassette insulated cladding panels – high level only
- Grey aluminium frame windows
- Grey curtain walling

The building has a number of supporting features including metal brise soleil, metal horizontal balcony railings, timber balconies, and timber separating panels between shared balconies.

Transport, Access and Highway Issues

The site is well served by transport connections which allow for easy access to across Manchester and the North West. The site is served by a variety of bus, tram, train and pedestrian links.

Car - The site is situated next to the Mancunian Way (A57) with access to the M60 and M62 5.8 miles from the site.

Public Transport - The nearest bus stop is located on Medlock Street and is about a minutes walk from the site where there is a bus service every 15 minutes to Manchester Piccadilly Gardens.

The nearest tram stop is Deansgate Castlefield which is a 5 minutes walk away from City South. The trams provide access across Greater Manchester.

Deansgate train station is the nearest train station and situated 5 minutes walk from the site. Manchester Oxford Road is 8 minutes walk from City South. Both train stations provide services across the country.

Cycle Paths/Pedestrian Routes - There are several cycle routes around the surrounding areas of the site. There are a network of roads and pavements providing both pedestrian and bicycle access to the surrounding amenities.

Proposals

Following the release of *"Building a Safer Future: Independent Review of Building Regulations and Fire Safety"* by Dame Judith Hackitt in response to the Grenfell Tower Fire, recommendations has been made that apply to new and existing high-rise residential properties. Following this review, Approved Document B was initially updated in 2019 to address the external fire spread and combustibility of external walls.

"Regulation 7(2) applies to any building with a storey at least 18m above ground level (as measured in accordance with Diagram D6 in Appendix D) and which contains one or more dwellings; an institution; or a room for residential purposes (excluding any room in a hostel, hotel or a boarding house). It requires that all materials which become part of an external wall or specified attachment achieve class A2-s1, d0 or class A1, other than those exempted by regulation 7(3)."

The Ministry of Housing, Communities and Local Government sent letters to housing associations requesting that they complete a data collection exercise to identify external wall materials and insulation on all social high-rise residential buildings 18 meters and over of which they manage.

Zenith Management Co. undertook an initial and intrusive inspection with specialists to establish the materials used within the external wall build-up at City South and whether these materials present a significant risk to occupant safety.

Proposals

The current insulation, high level aluminium cassette cladding, timber balcony decking and timber separating panels to balconies throughout the building have been highlighted as combustible and unlikely to meet the criteria of BRE report BR 135 "Fire performance of external thermal insulation for walls of multistorey buildings."

Behind the outer leaf of the external cavity walls is Kingspan K15 PIR Insulation fixed directly to the SFS frame, which again is combustible and unlikely to meet the criteria of BR 135.

It has been advised that these combustible materials be removed and replaced with materials that achieve at least European Class A2-s1, d0 in accordance with the latest fire testing criteria.

Fire safety is not the only concern, however: the cavity wall insulation falls far below the contemporary requirements of Part L of the Building Regulations and its replacement is required to improve the thermal comfort of the residents as well as the building's energy efficiency.

In order to upgrade the insulation with minimal disruption to the residents, the most appropriate approach is to remove the outer leaf of the cavity walls. This provides an opportunity for the facing materials, which have been subject to extensive weathering over the building's 22 year lifespan, to be renewed.

The building is now surrounded by a number of contemporary high rise developments with a mix of façade treatments and colours. The design intent is to update the appearance of the building to complement these, and renew City South as a landmark place to live in the Southern Gateway area of the city centre.



Proposals



Elevations as Existing (City Road East)



Elevations as Proposed (City Road East)

Key Design Issues that have been addressed by this Layout

- Contemporary material choice to emphasise the development and also relate in to the existing buildings around the vicinity.
- Best endeavours and careful consideration has been given to minimising the impact on existing residents.

Appearance

The proposals address the following issues: -

- Materiality: due to the structure of the building, the materials are to be replaced on a like for like basis (i.e brick with brick, block with block, render with render). These materials are all durable and long-lasting with minimal maintenance. The use of different material colours will complement the surrounding area and update the appearance of the building
- Provide a focal point along all four streets.



Proposed CGI image of City South



Proposed CGI image of the courtyard of City South.



Proposed CGI image of City South taken from the street view (Garwood Street)

Sustainability Policy

The following potential sustainability opportunities have been considered:

(a) Solar Energy (PV Panels): The installation costs makes solar more expensive in terms of kilo watt/hours compared to coal fire plants. There is a tremendous energy used in making solar panels. The demand for power by residents does not coincide with the energy produced which is best midday, which does not benefit residents. Without the feed in tariff, which is considered a double subsidy by the government it does not benefit the residents as they cannot sell back electricity to the grid.

(b) Solar Hot Water: The maintenance implications and cost of installation has meant this is not a preferred method to provide energy efficiency. This has been abandoned by most registered providers.

Other technologies, such as air and ground source heat pumps, have been shown to not save the resident money and can actually increase energy bills.

Therefore: The preferred solution is to provide a fabric first approach through thermal elements and other parts of the building fabric against renewable technologies which are expensive and do not generate real benefits for the end users. This addresses low carbon and energy efficiency targets as well as fuel poverty by reducing energy consumption.

U-values (Part L, Volume 1: Dwellings)

• Walls (cavity insulation)	0.55 W/(m²K)
• Windows:	1.40 W/(m²K)
• Doors:	1.20 W/(m²K)
• Roof	0.16 W/(m²K)

Access Statement

Philosophy

The submitted scheme reflects the applicant's full commitment to an inclusive society in which nobody is disadvantaged and where physical barriers and exclusions are designed out. The philosophy of the design is to ensure that the need of people with impairments is considered as an integral part of the development process. Where potential residents are found to be unable to use the new building with dignity through any condition they may have, the client will give consideration to their needs and will aim to provide specially adapted accommodation to meet their needs.

Guidance

The scheme has been designed based on the following publications:-

- (i) BS 8300 : 2001 Design of buildings and their approaches to meet the needs of disabled people.
- (ii) Design and Quality Standards 2007
- (iii) Design for Access 2 Guidelines (DFA 2)
- (iv) Building Regulations Part M 2016 (2015 amendments)
- (v) Housing Quality Indicators (HQI) (referred to for guidance)
- (vi) Lifetime Homes Requirement (referred to for guidance)
- (vii) Equality Act 2010

