

Didsbury Point



Design & Access Statement
September 2022



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Client: Southway Housing Trust

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1.0

Executive Summary

1.0 Executive Summary

1.1 Key Information

Location	Didsbury Point, West Didsbury
Size of Scheme	76 Residential Apartments
Use	Residential (C3 Class use) with Commercial, Business and Service (Class E use)
Planning application REF	TBC
Agent	Euan Kellie Property Solutions
Client	Southway Housing Trust
Project team	Buttress Architects (Architect); Plinke (Landscape Architects) Civic (Civil & Structural Engineer, Highways Consultant) Clancys (MEP Engineer) Hann Tucker (Acoustic Engineer) OFR (Fire Engineer) Simon Fenton Partnership (Project Management & Quantity Surveyor) Ecospheric/ Enhabit (Sustainability)

1.2 Purpose of the Document

This document has been prepared in accordance with the requirements of Circular 01/06 and the CABE Guidance “Design and Access Statements – How to Read, Write and Use Them” .

It explains the design principles and concepts that have been applied to the amount, layout, scale and appearance of the proposal. It seeks to demonstrate how the proposal has been designed to take account of the relationship of the proposed development to its context. The statement also explains the proposed access arrangements.

The remainder of the Design and Access Statement is structured as follows:

Section 2 sets out the background to the project including the location and project brief.

Section 3 describes the context to the project including the site analysis and heritage appraisal.

Section 4 explains the design principles.

Section 5 explains the landscaping.

Section 6 explains the access and parking principles.

2.0

Project Background

2.0 Project Background

2.1 Introduction

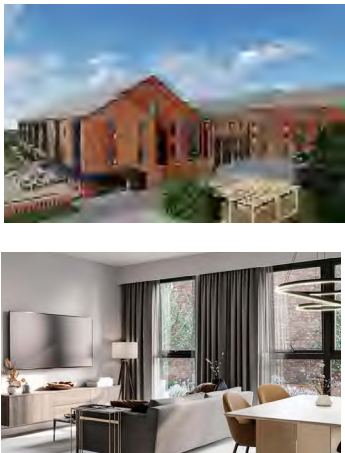
Southway Housing are a committed and forward-thinking not-for-profit local housing company and are passionate about providing excellent homes and outstanding customer care. They own and manage almost 6,000 homes. Most of these are in Burnage, Chorlton, Didsbury and Withington, but we also have properties in Tameside and East Cheshire. We provide services for tenants, residents, the environment and wider community of south Manchester and beyond.

Buttress is a leading design studio providing architecture, urban design, interiors and conservation design services. We’re thinkers as much as makers. Believe that architecture is as much about people as buildings, and that buildings should be shaped by their surroundings, their role and the people who’ll use them. A community of specialists, people are at the heart of our business. We work with a wide variety of clients from commercial businesses, to cultural organisations, to individuals; and add value by bringing expertise and understanding. Making seemingly complex issues understandable and enjoyable.

The Didsbury Point site is situated on the vacant site bounded by The Avenue and The Boulevard, West Didsbury. The proposals seek to bring this site into active use as affordable housing.

Our approach is to collaboratively develop a response to the brief that delivers 76 new dwellings through a mix of 1-bedroom and 2-bedroom apartments.

We have considered several design options that investigate an appropriate building form in terms of functionality, commercial delivery, community transformation and enhancement of place.



Southway Developments
in Greater Manchester



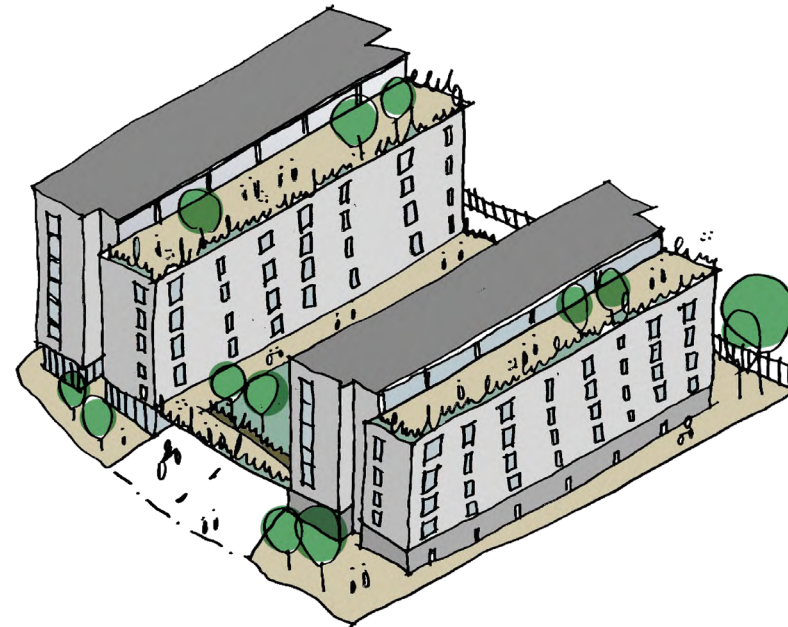
Buttress Developments
in Greater Manchester



2.2 Project Brief

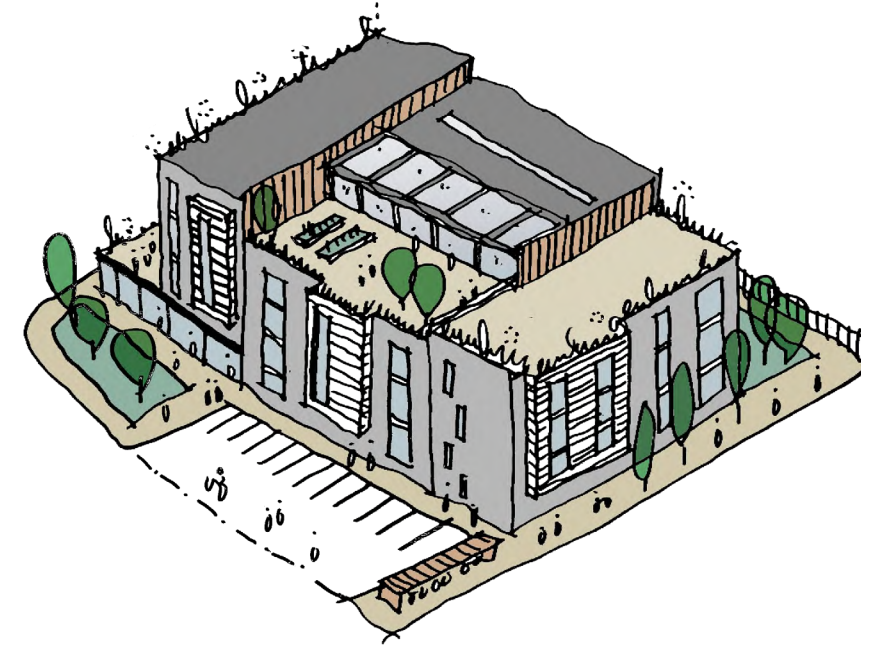
The outline brief for Didsbury Point is as follows:

- The project is to build on the work initially carried out in August 2019 (right) that examined the potential capacity for the site. The five schemes delivered between 52-90 new homes.
- The scheme requires a mix of 1 and 2 Bedroom apartments.
- The apartments are to be for shared ownership and affordable rent.
- Project viability requires a minimum of 76 apartments.
- A Ground Floor shell and core unit to provide Commercial, Business and Service use providing c1200sqm.
- 60 Parking Spaces are in required total. 35 for the residents 25 for the Ground Floor unit. Consideration will also need to be made for deliveries. NB Residents will also be encouraged to car share; access a local Car Club, join peer-to-peer lending schemes such as Hiyacar.
- A bike store will be required for the building's residents.
- There is a need to address opportunities for external amenity space.



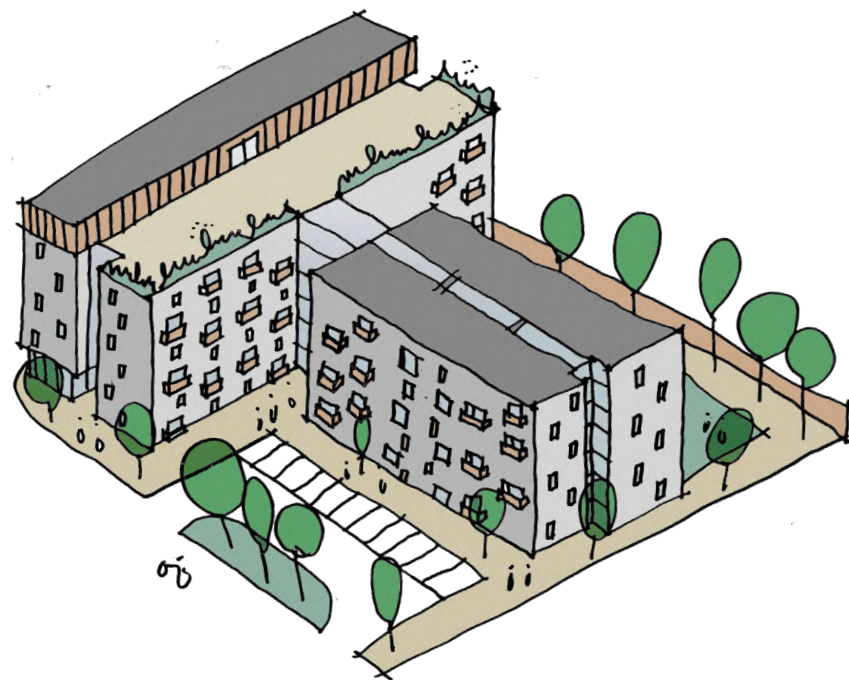
Option 1 | The Twins

Identical twin blocks connected by a communal garden space



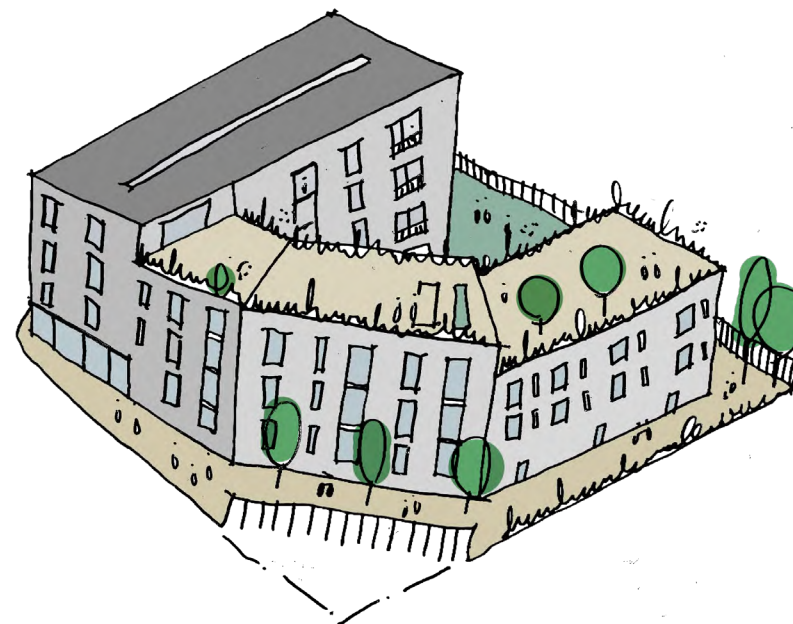
Option 2 | The Brick

A single block positioned centrally on site, offering external spaces either side



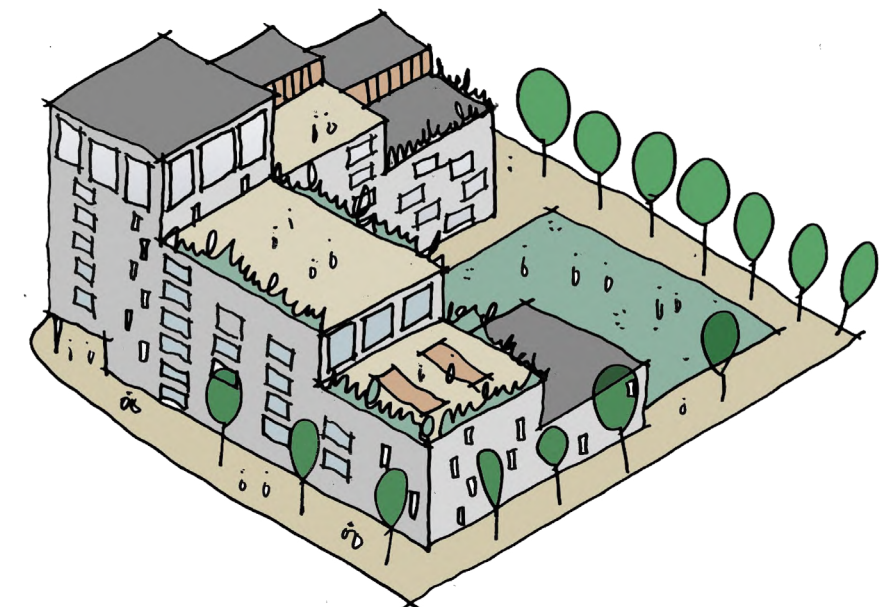
Option 3 | The Hammer

Two connected blocks positioned around a central compact core



Option 4 | The C

A series of liner blocks wrapping around the site, creating a private courtyard garden space



Option 5 | The Rubix Cube

Blocks stepping around the boundary edges of the site, creating vertical emphasis at the corner junction

2.3 Planning Policy

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”);

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 the 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.

-Manchester’s Green and Blue Infrastructure Strategy.

-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).

-Manchester’s Residential Quality Guidance

National Planning Policy and Guidance

National Planning Policy Framework (NPPF) (2019), which is additionally informed by National Planning Practice Guidance (NPPG)

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 Policy Framework and a new draft National Model Design Code between 30 January 2021 and 27 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 outlines how the planning system will protect and enhance our natural, built and historic environment.

These dimensions are considered to be mutually dependent within the NPPF, in its entirety, defining what is understood by the term sustainable development.

Paragraph 8 of the NPPF notes that one of the key dimensions to sustainable development is protecting and enhancing our historic environment.

Paragraph 11 further clarifies that for decision taking, this means approving development proposals that accord with an up-to-date development plan without delay; or where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, planning permission should be granted unless the application of policies in this Framework that protect areas of assets of particular importance provides a clear reason for refusing the development proposed; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

Section 5 (59 – 79) deals with delivering a sufficient supply of homes and recognises the importance that delivering housing, in particular for groups with specific housing requirements.

Paragraphs 62 – 64 recognise the importance of delivering affordable housing outlining the requirement for developers to provide affordable housing for major developments.

Section 8 (Paragraphs 91 to 95) is 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;
- 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 areas; and,

- 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.

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.

Paragraph 122 states that planning policies and decisions should support development that makes efficient use of land, taking into account:

- a. the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b. local market conditions and viability;
- c. the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- d. the desirability of maintaining an area’s prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e. the importance of securing well-designed, attractive and healthy places.

Paragraph 123 further states that where there is an existing or anticipate shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site.

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.

Providing a definition of public benefits, the NPPG states that public benefits may follow from many developments and could be anything that delivers economic, social or environmental objectives as described in the National Planning Policy Framework (paragraph 8). Public benefits should flow from the proposed development. They should be of a nature or scale to be of benefit to the public at large and not just be a private benefit. H

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

An assessment of how the Proposed Development responds to the characteristics has been presented within this Design and Access Statement.

3.0

Context

3.0 Context

3.1 Site Location

The site is located just off Princess Parkway, and is bounded by The Boulevard and an existing access road, 'The Avenue', which now forms the entrance to Didsbury High School.

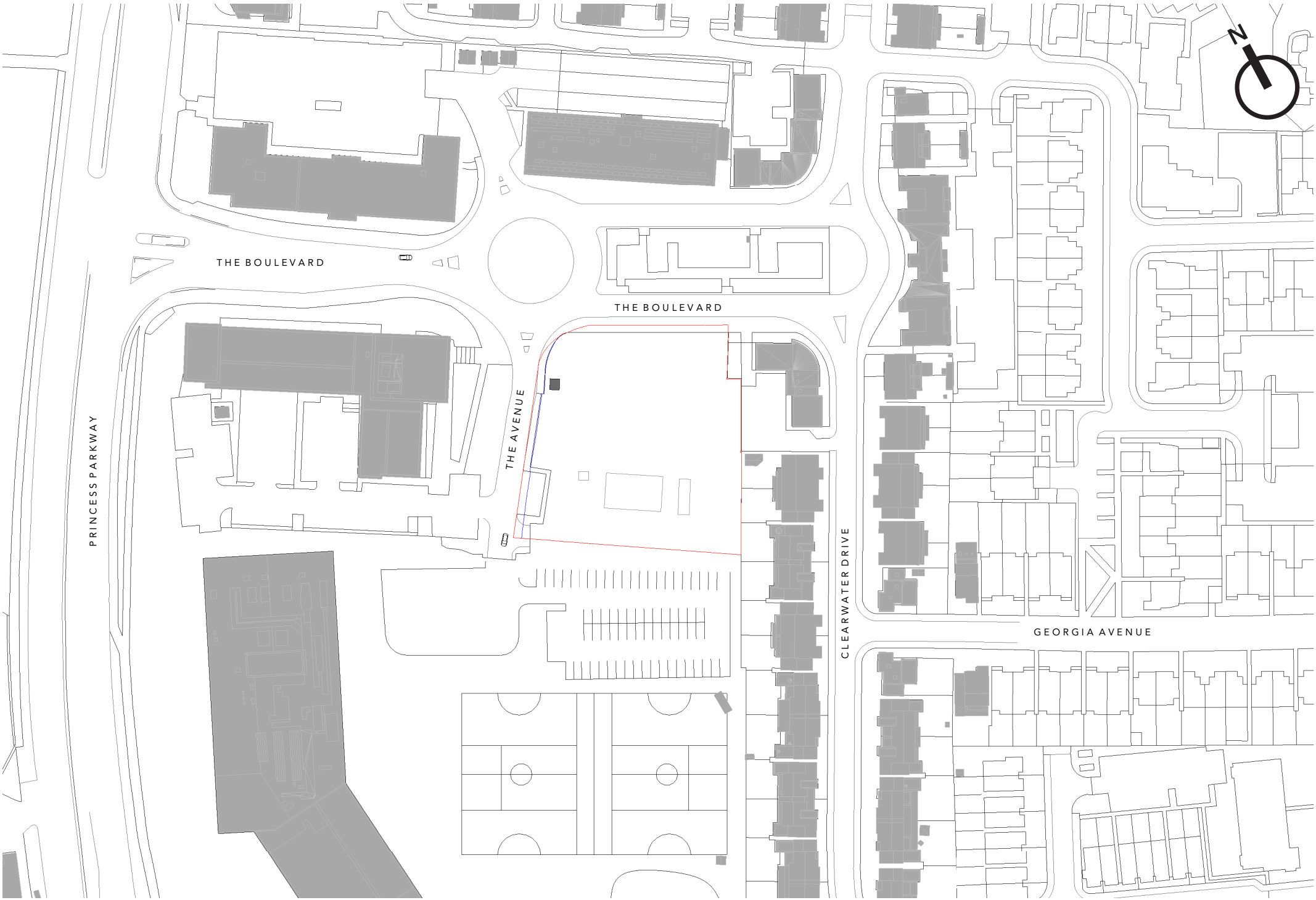
Key



Planning Application boundary



Southway Ownership boundary as per Title plan MAN271953 & Southway Hand drawing Title plan GM901565



3.2 Site Description

The site is currently open land with the exception of a small single storey block redundant services building.

Whilst the development site is relatively flat, there is a 0.5m level change along The Avenue and 1.8m along the Boulevard. This has required a careful analysis of proposed levels to ensure safe and easy access for all users.

Key

Planning Application boundary



3.3 Connections

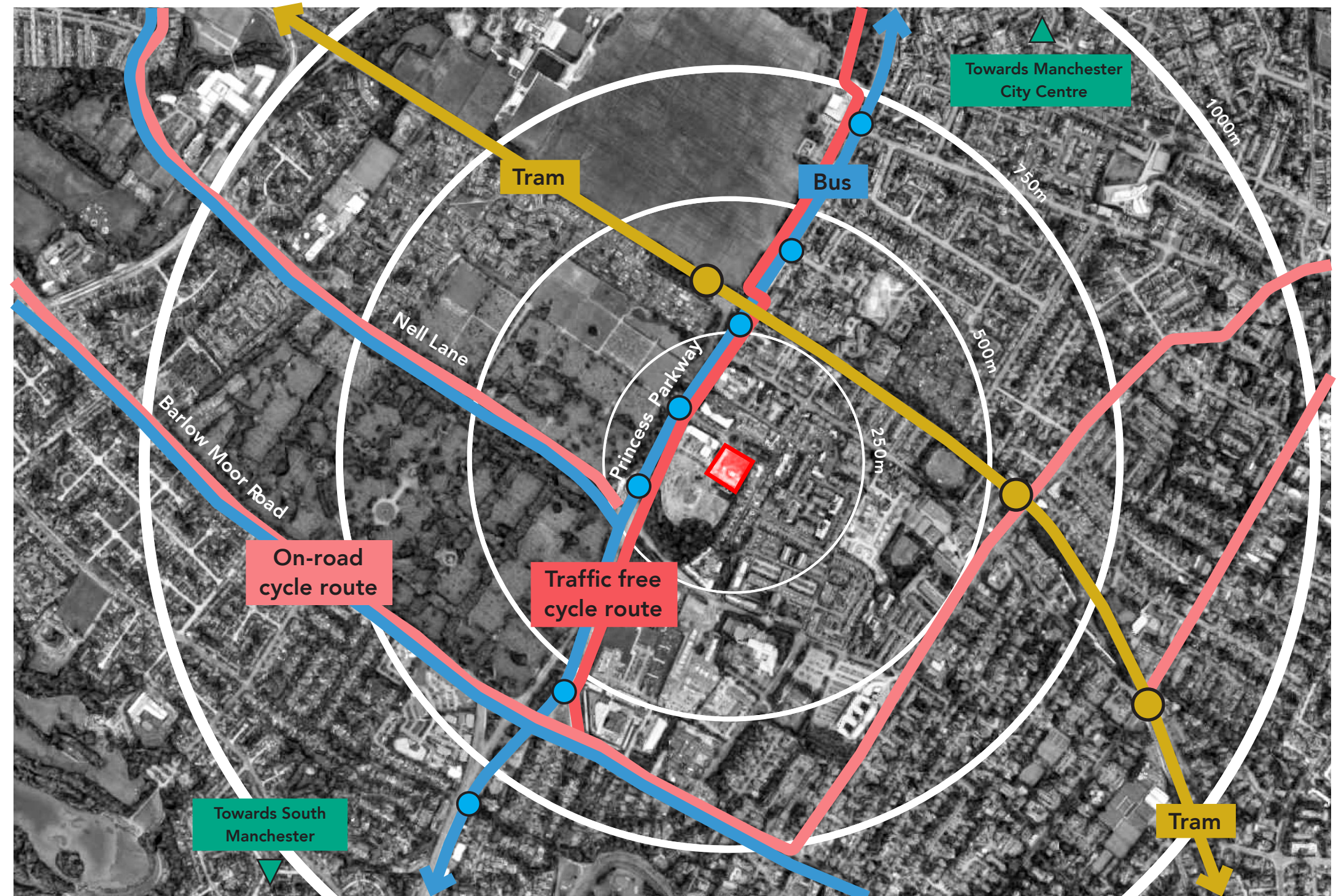
The site is located less than 750m from West Didsbury centre, which offers a variety of shops, bars and restaurants and Hospital. Several schools are located within the area including Didsbury High School which is adjacent to the site.

A range of bus services calling within close proximity of the Site that are less than a 100m walk from the Site.

The Withington Metrolink stop is within a 350m walk of the Site and is served by the East Didsbury-Rochdale town Centre and East Didsbury-Shaw and Crompton Services providing frequent routes in and out of the City Centre and to Victoria Train Station

The site has a well-connected road network allowing easy access to M60 and M56 the surrounding towns and countryside and other infrastructure in Manchester City Centre and Manchester Airport.

The local streets provide a walk-able and cycle-able network that can promote a sustainable lifestyle with the daily needs of life.

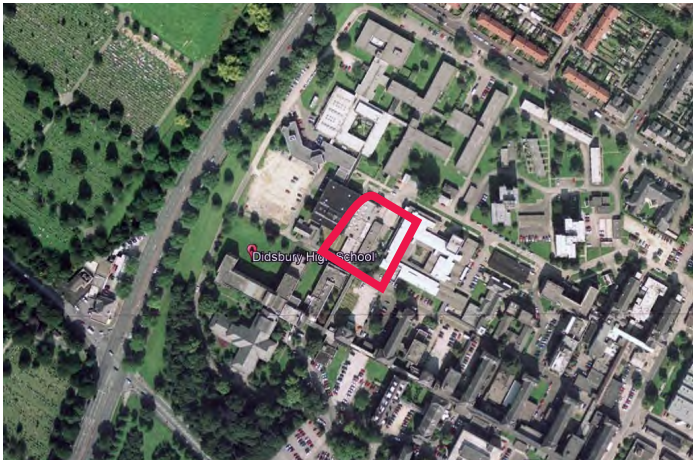


3.4 Site History

The site was formerly part of the old Withington Community Hospital before its closure in 2002, and was predominantly occupied by the Operating Theatre unit during its use.

The hospital site was subsequently cleared in 2003, making way for the various developments that have been completed over the last 18 years.

These include the adjacent commercial development 'One Didsbury' and mixed-use development 'The Point', opposite. Residential developments exist along Clearwater Drive, Cavendish Road etc and more recently the completion of the Didsbury High School (2019) on the rear of the land towards Nell Lane.



2000



2003



2005



2009

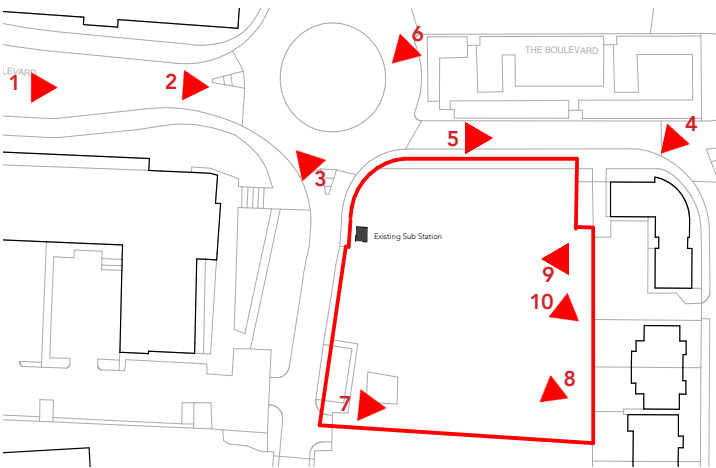


2018



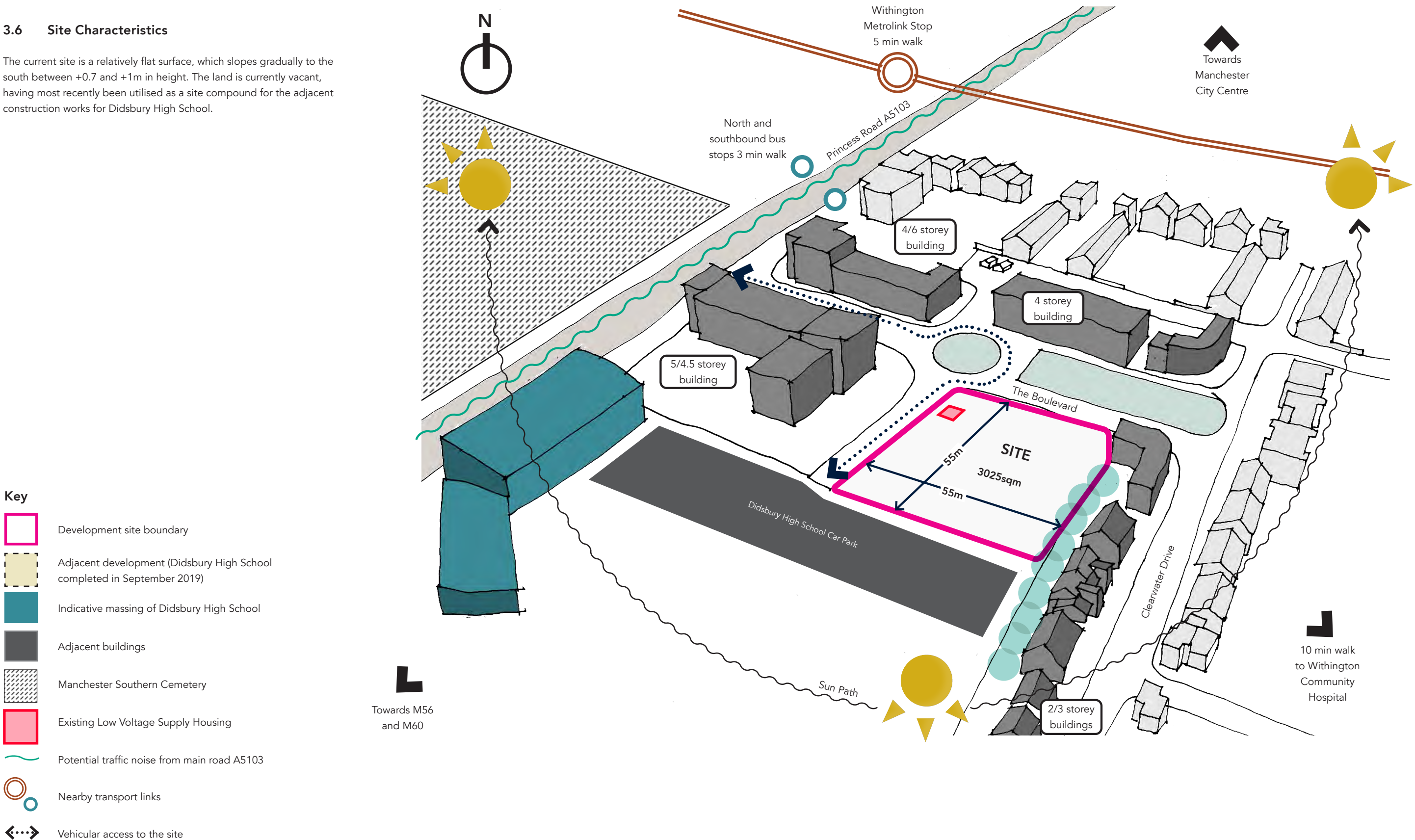
2019-present

3.5 Site Photography



3.6 Site Characteristics

The current site is a relatively flat surface, which slopes gradually to the south between +0.7 and +1m in height. The land is currently vacant, having most recently been utilised as a site compound for the adjacent construction works for Didsbury High School.



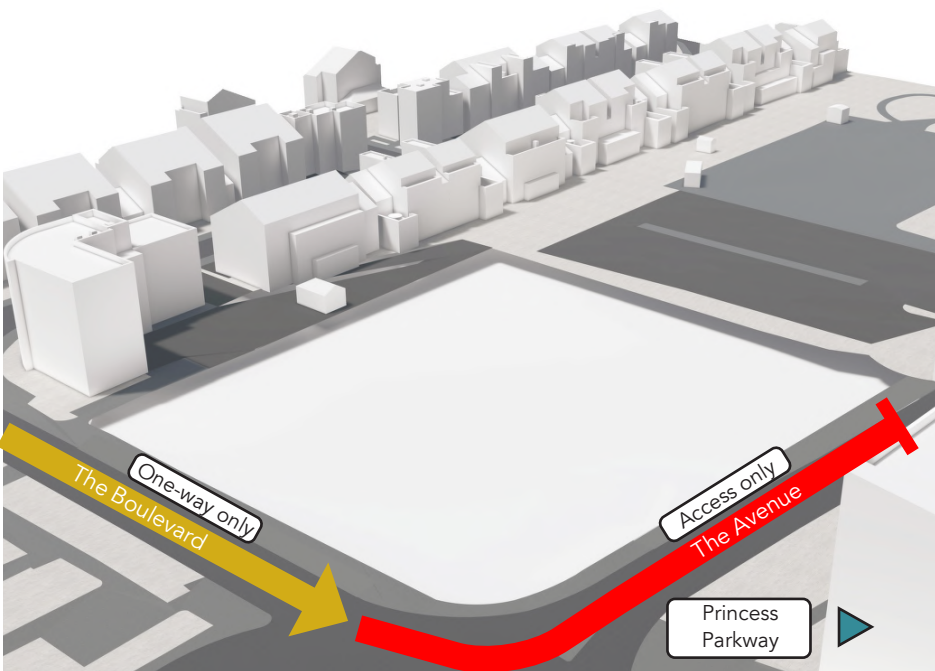
4.0

Design

4.0 Design Proposals

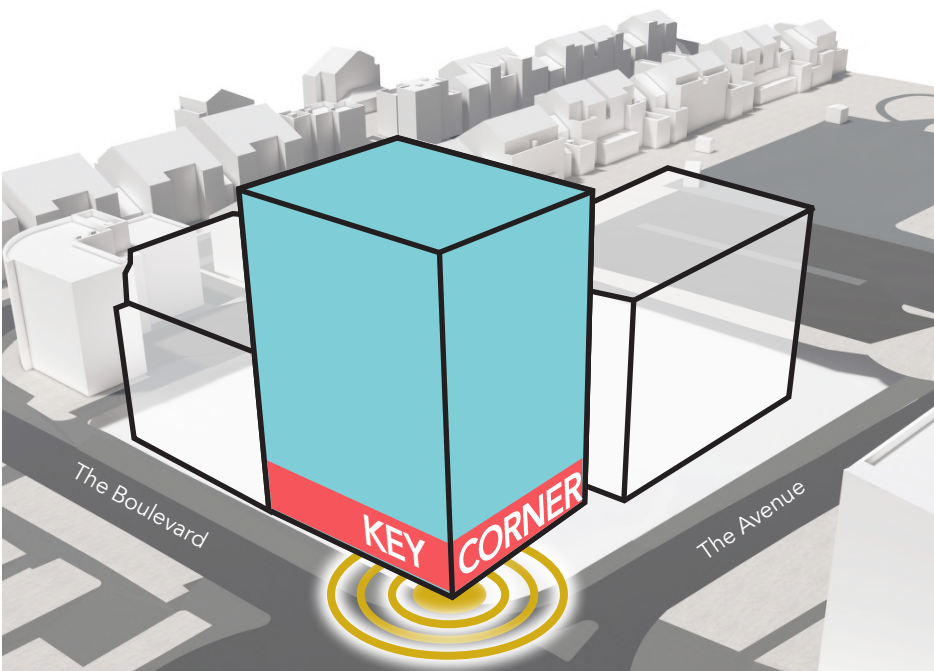
4.1 Design Objectives

The following diagrams explain the key design drivers for our emerging proposals.



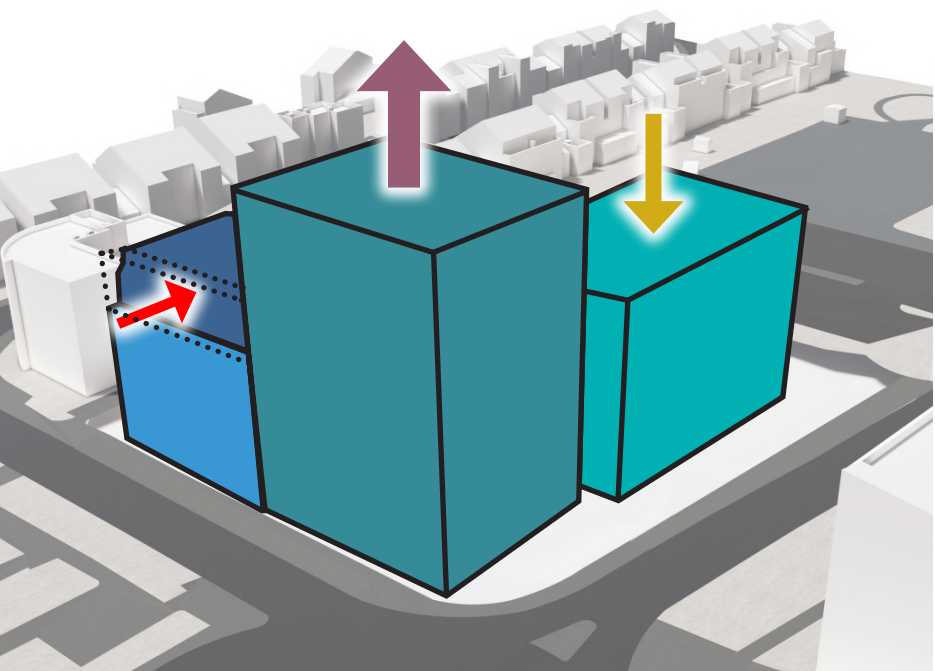
Movement and Connections

The Avenue serves as access road to Didsbury High School
Access along the Boulevard adjacent to the is one way only
Access to the site is off Princess Parkway



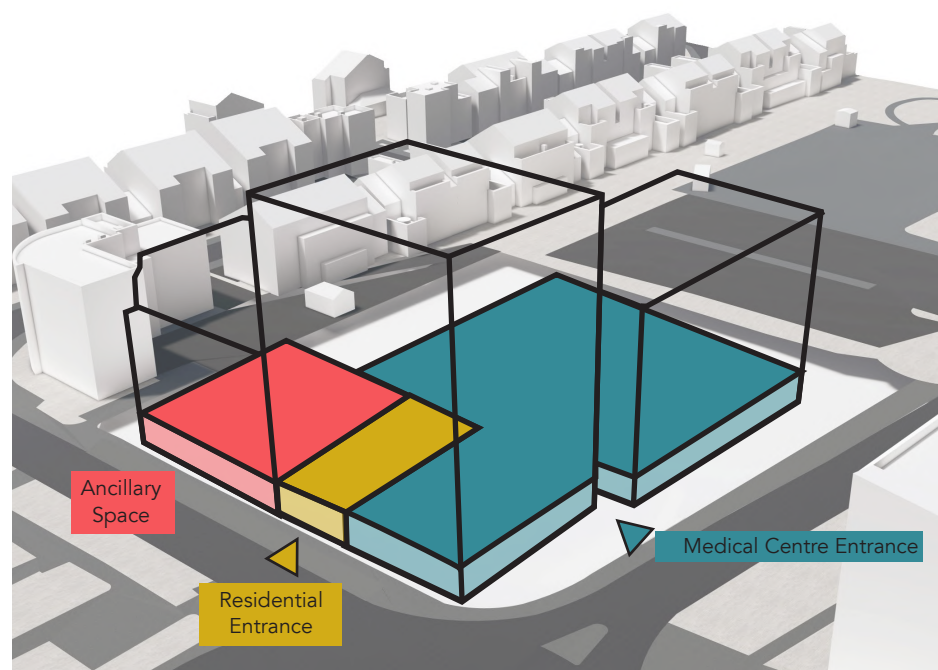
Corner Active Frontages

Emphasis on the tower on approach from Princess Parkway
Building turns the corner on The Boulevard and The Avenue to create active facades along both roads



Scale and Massing

Creating height on key corner
View from Princess Parkway is key
Adjacent blocks relating to nearby developments
Duplex apartments set back to break down mass



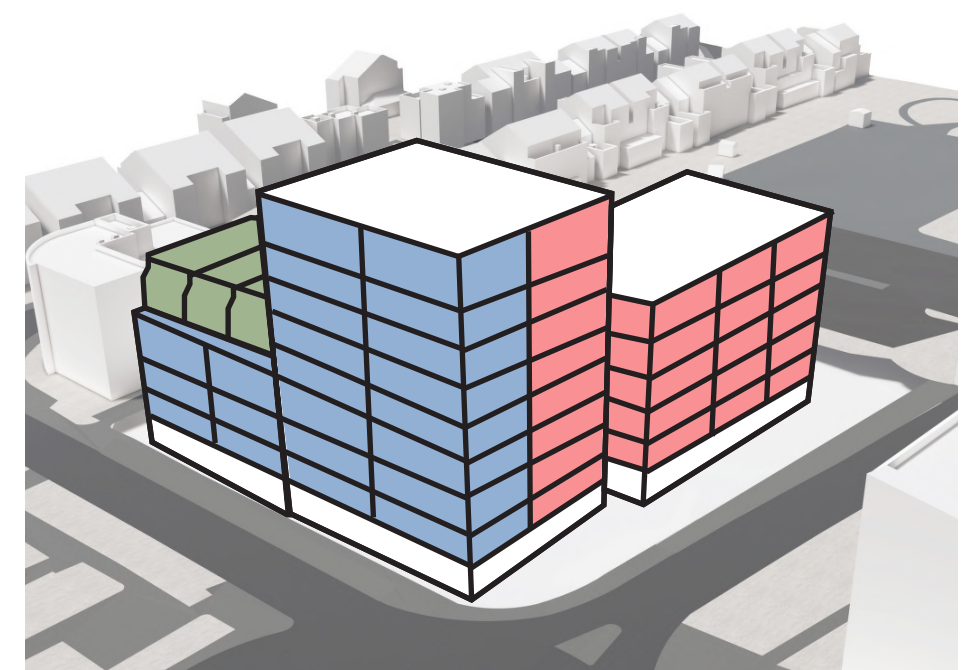
Active Ground Floor

Medical Centre
Residents Cycle Store
Residents Entrance



Parking and Landscaping Space

Rear Parking Courtyard
Parking along The Avenue
Emergency Vehicle / Servicing Lay By
Landscape buffer to adjacent houses



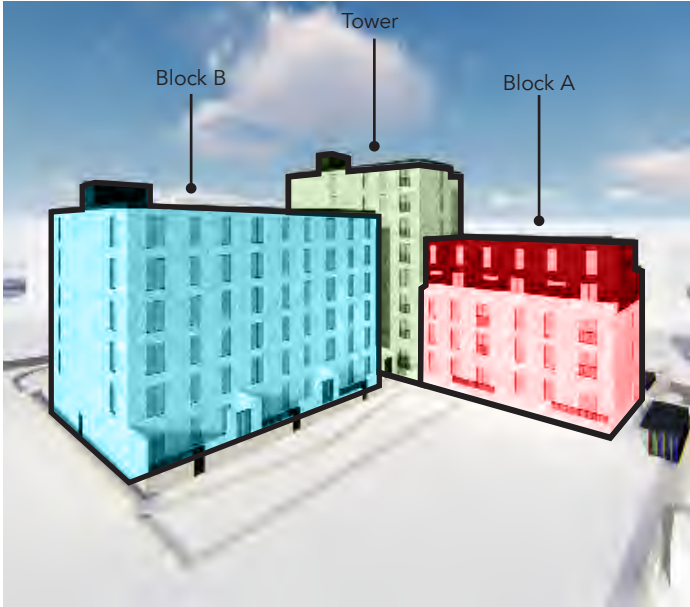
Unit Mix

9% 1B2P Apartment
34% 2B3P Apartment
49% 2B4P Apartment
8% 2B4P Duplex

4.2 Design Development

Initial Massing options were prepared to test the scheme within the context of the surrounding buildings. Streetscape analysis (section 3.5), and analysis of the surrounding building heights, solar path and overlooking distances (section 3.6), suggested that the building should be located on the North-West boundaries of the site. Raising the height of the building along the West boundary would have minimal impact on the taller commercial building’s opposite. It was important that the height emphasises the key corner junction. The North-East block steps down to reflect the lower adjacent apartment height and utilises Duplex apartments which are set back to break down the mass.

The resultant scheme delivers the necessary accommodation for the scheme to be viable and takes into account all of the opportunities and constraints of the site.



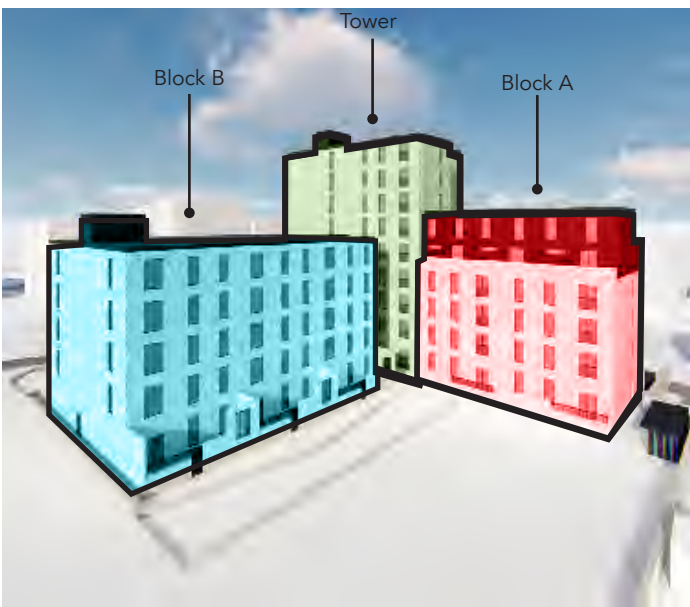
Option A

Pros

- More consistency between heights of blocks

Cons

- Not enough emphasis on the corner tower



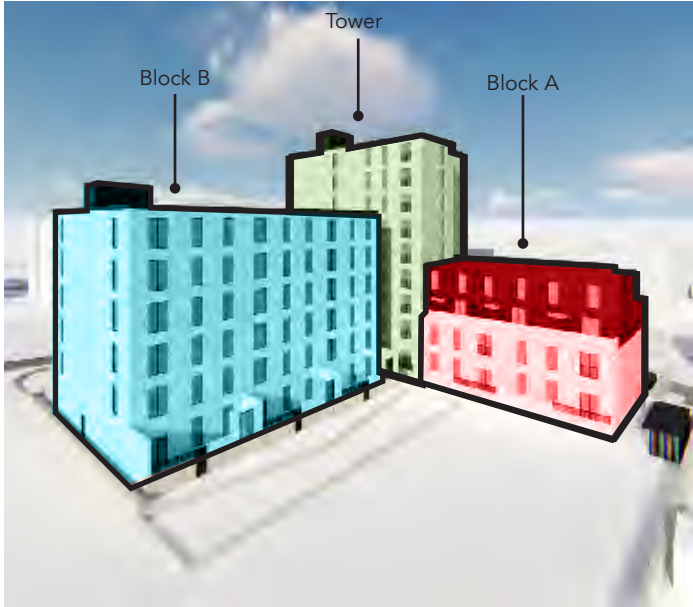
Option B

Pros

- Greater emphasis on the corner tower
- Units split more evenly across both blocks

Cons

- Less units within block B



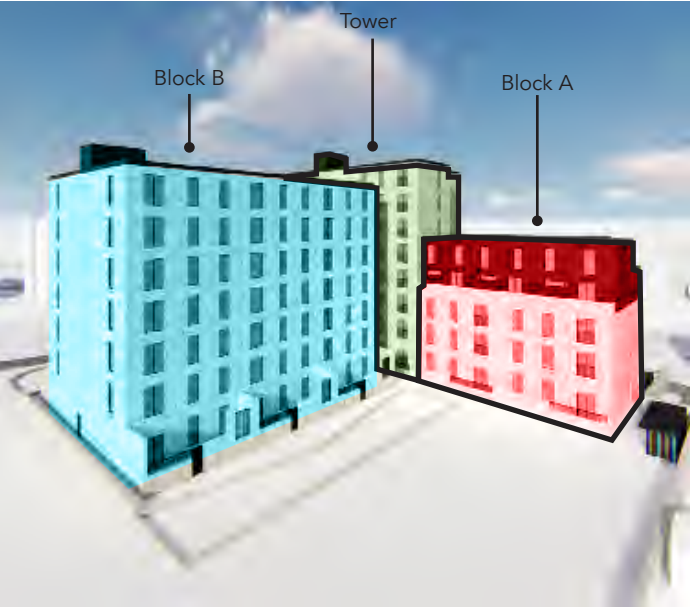
Option C

Pros

- Greater emphasis on the corner tower

Cons

- Scale of block A too small in comparison to the rest of development site



Option D

Pros

- Scale of block A relates to surrounding site context

Cons

- Block B now too tall (emphasising potential overlooking issues)

4.3 Consultation

Statutory and Non-Statutory Consultee Engagement Pre-application consultation has been focused upon providing an explanation of the Development, in which the detailed design of the proposals have responded to site conditions, surrounding area, relevant Frameworks and the Site's economic, planning and regeneration context.

This process has sought to address specific site considerations, questions and comments that have been raised during the consultation process, with following activity summarised as:

- Dialogue with senior planning officers at Manchester City Council, including 3 pre-application meetings, 09.12.19, 07.12.20, 08.12.21. The following topics were discussed and addressed.

Architecturally seen as a good solution for the site and an improvement on the last iteration. The quality of the scheme should be evidenced in the application. - Referenced in Section 4

Height – will need justification in urban design terms for this location especially in relation to nearby 3-storey housing. The building height was subsequently reduced from 8 to 7 stories.

Passivhaus – seen as a positive.

Parking levels were seen as a major issue. Perceived to be fly parking by office workers and possibly Metrolink users. Planners will need to understand allocation of parking across residents and health centre workers. A practical approach on electric car charging – want to see infrastructure in place to allow charging points. Include as much disabled parking as possible in the design- Civic have since been appointed as transport consultant and consulted closely with Highways. Parking provision has doubled from 30 to 60 spaces with the introduction of a managed deck access car park which will provide 25 spaces for the medical centre and 4 disabled parking spaces and allowance for new electric vehicle charges.

100% cycle parking for apartments plus allowance for health centre - This has now been incorporated.

The scale and mass of the proposed decked car park from a visual impact perspective and also an amenity impact perspective on neighbouring existing residents on Clearwater Drive would need to be robustly considered within the application submission. This should include consideration of noise impact and also light spillage from cars entering / leaving the car park. -The deck access car park has been

moved away from the boundary with Clearwater Drive in order to retain a line of trees to screen the development. Guardrails incorporate panels and lighting which has been carefully designed to avoid light spillage. EHO have been consulted and feedback incorporated.

It was suggested that the proposed Waste Management Strategy was shared with the EHO - This has been undertaken.

It was suggested that a meeting be arranged with Greater Manchester Ecology Unit (GMEU) prior to submission of the application to seek their views on the proposed landscaping / ecology mitigation strategy. - A meeting was held and comments from GMEU have been incorporated into the scheme.

- Greater Manchester Police (via the Design by Security team) has been consulted during a pre-application meeting, and their advice in terms of security has been addressed in the application proposals full details are given in Section 6.2.

- Various meetings with other technical statutory consultees, including Highways, United Utilities & GMEU.

- Ward Councillors were consulted 09.02.22 and 10.02.22.

- Residents were consulted either on-line or at a public event held at Didsbury High School 28.02.22



WELCOME

Welcome to Southway Housing Trust's (SWHT's) consultation event on plans for a 100% affordable housing scheme at Didsbury Point.

Today's event is part of the pre-application consultation process undertaken by SWHT and is an opportunity for members of the public to review the plans, meet and ask question of the project team and to provide feedback to the project team to consider before submitting the final planning application to Manchester City Council.

Once a planning application is submitted, there will also be a further opportunity to provide comments via the council's planning portal as part of the formal consultation undertaken by the council.

SOUTHWAY HOUSING TRUST

Southway Housing Trust (SWHT) is a committed and forward-thinking not-for-profit local housing organisation. SWHT own and manage almost 6,000 homes with most of these in Burnage, Chorlton, Didsbury and Withington.

The trust has owned a prominent site at Didsbury Point for some time. Originally acquired for the development and construction of a purpose-built headquarters building for the trust, a subsequent opportunity to secure and occupy an existing building created options for alternative use and the potential to develop the site for much needed affordable housing within the trust's core area.

AFFORDABLE HOMES

What is Shared Ownership?
Shared Ownership is a well-established government scheme offering affordable home ownership, where a purchaser takes out a mortgage on a share of a property and pays rent to a landlord on the remaining share. For example, someone might buy a 50% share in a property, and pay rent to the landlord on the remaining 50% at a rate of 2.75% (example interest rate).

What is Affordable Rent?
Affordable Rent is a defined tenure delivered by most Housing Associations, which is normally charged at 80% of Market Rent, this is an affordable product type which may be funded by Homes England.

It is Southway's policy to cap rents at the lower of Affordable Rent or Local Housing Allowance (LHA) in our Core Area. Service charges are included in affordable rents and not charged in addition, this means the rent charges at Didsbury Point will be charged at LHA rates, which is lower than 80% of market rents in this location.

Block A – LCHO (Low Cost Home Ownership) – 46 apartments
7 x 1b2p homes 7 x 2b3p 26 x 2b4p 6 x 2b4p duplex apartments.

Block B – Affordable Rent*
30 x 2b4p homes

*Rent Charge AR at 80% of market rent or the Local Housing Allowance (LHA) cap whichever is lower. AR rents are inclusive of Service Charge.

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4.4 Layout

4.4.1 Site

The site is located along The Boulevard, which is strongly defined within the immediate context due to the location of neighbouring buildings which emphasise the boundary of this road.

The proposal feeds into this existing pattern offering a defined edge to the development site and ensuring that the scheme has an immediate presence along the Boulevard

Although currently a vacant site, it's location adjacent to commercial, residential, education and mixed-use developments indicates that areas of public and private space need to be clearly defined. This is particularly relevant to the road along the western boundary which is the primary route for both vehicle and pedestrian access to Didsbury High School.

As such, there is a desire to ensure that sufficient space is allocated on site to allow for this flow of public access as well as offering dedicated, secure amenity space for residents.

Also critical to the proposed scheme is the allowance for links and connections, ensuring that there is space for movement around the site. The proposal involves the creation of two separate wings of accommodation, connected by a glazed link which allows sufficient access for residents as well as creating a necessary break in the built mass.

Another break occurs between the secondary block and the site boundary, allowing for access to the private amenity spaces and offering a buffer between the development and the adjacent site.

Further to Planning consultation the site plan has been amended with the following key changes:

- An increased car park provision by incorporating a decked (1 storey) car park
- Retention of existing tree line to eastern boundary
- Removal of the north-eastern stair core in close proximity to the nearby 2-storey housing
- Relocation of the bike store adjacent to the resident's entrance and provision for 76 bike spaces for residents (1:1 ratio)
- A clear, protected access route to the Didsbury High school car park



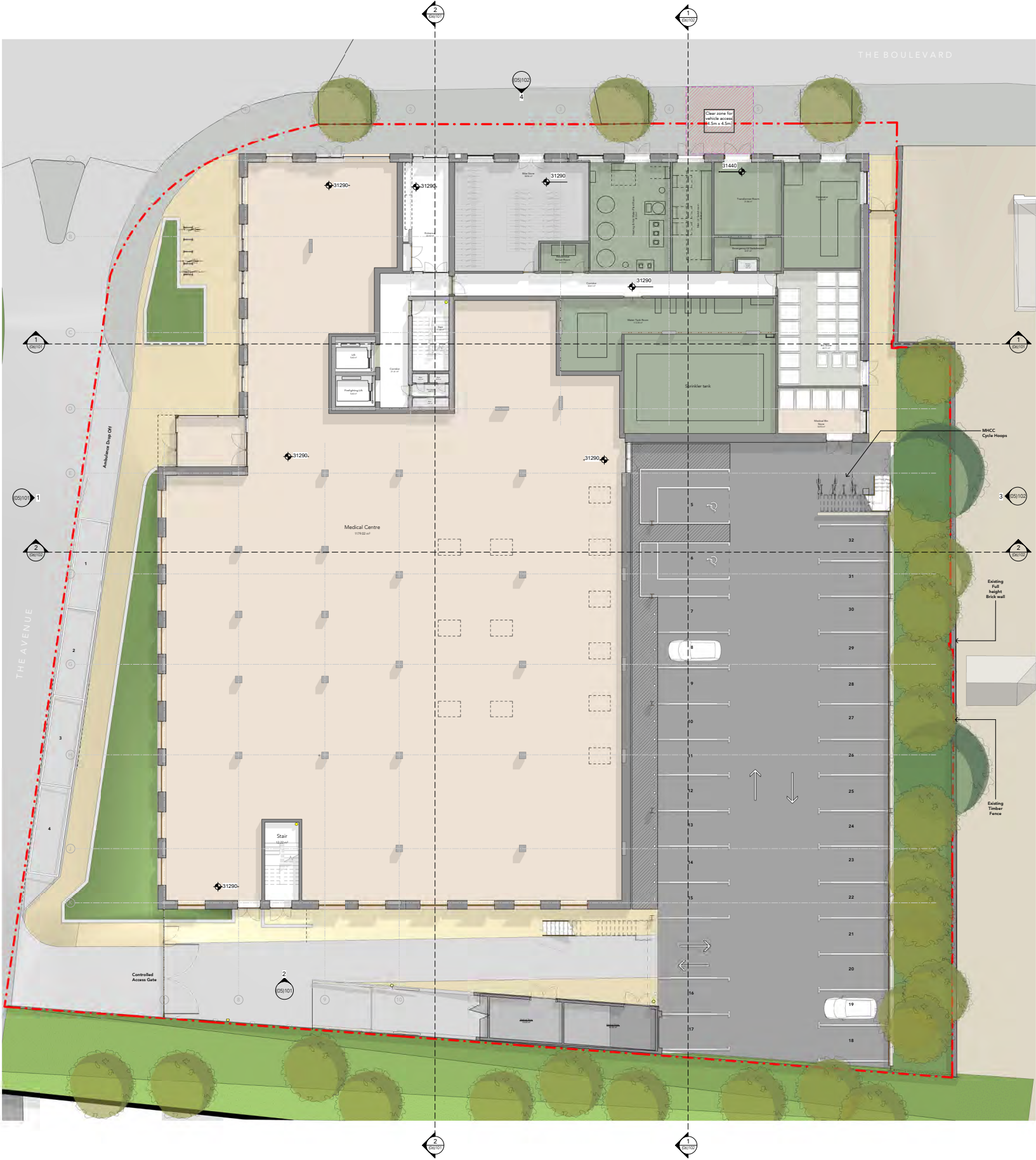
4.4.2 Ground Floor Plan

The scheme provides an active ground floor with an entrance for the medical centre located on The Avenue and the residential entrance on the Boulevard.

The medical centre will have specific accommodation which will be required within the ground floor. Typically, a function of this size would include:

- Dedicated Pharmacy
- Reception
- Clinical Consult rooms
- Treatment rooms
- Office
- Public Welfare
- Staff Welfare
- Medical Records
- Staff facilities & utilities
- Sheltered Bike store for Staff
- Public Bike store near the Entrance
- 25 Dedicated parking spaces
- Dedicated Ambulance drop off zone to front of building

- | | |
|---------------|-------------------|
| 1B2P A | Corridor |
| 2B3P A1 | Firefighting Lift |
| 2B3P A2 | Lift |
| 2B3P A3 | Lobby |
| 2B3P B | Riser |
| 2B4P A1 | Riser Access |
| 2B4P A2 | Smoke Shaft |
| 2B4P B | Stair |
| Cleaner Store | |



4.4.3 First Floor Plan

The first floor includes 14 units accessed via a central core and corridors. A secondary means of escape is located to the South.

Following consultation with planning officers, the first floor plan has had the following amendments:

- Increased car park provision by incorporating a decked (1 storey) car park which links to the podium terrace
- An increase in open space for the residents use as a dedicated roof terrace as well as private pocket terraces to some of the first floor apartments
- Removal of the north-eastern stair core in close proximity to the nearby 2-storey housing which has allowed for an opaque glazed window to provide natural daylight into the corridors
- Relocation of part of the Medical Centre to ground level only and additional 4 apartments added to southern block



- | | |
|---------------|-------------------|
| 1B2P A | Corridor |
| 2B3P A1 | Firefighting Lift |
| 2B3P A2 | Lift |
| 2B3P A3 | Lobby |
| 2B3P B | Riser |
| 2B4P A1 | Riser Access |
| 2B4P A2 | Smoke Shaft |
| 2B4P B | Stair |
| Cleaner Store | |

4.4.4 Second - Third Floor Plan

The first floor residential accommodation is replicated.



4.4.5 Fourth Floor Plan

The apartment layout is the generally the same as the lower floors except for the east wing where 6 duplex apartments are introduced.

The duplex apartments are stepped back from the building facade, to visually reduce the mass and provide further articulation to the building form. When viewed from street level, this gives the effect that the building aligns with the adjacent apartments. The step back creates a private terrace to each unit.

Following consultation with the planning officers, the fourth floor plan has been amended as follows:

- Removal of the north eastern stair core in close proximity to the nearby 2-storey housing which has allowed for the end duplex units to increase in size



- | | |
|---------------|-------------------|
| 1B2P A | Corridor |
| 2B3P A1 | Firefighting Lift |
| 2B3P A2 | Lift |
| 2B3P A3 | Lobby |
| 2B3P B | Riser |
| 2B4P A1 | Riser Access |
| 2B4P A2 | Smoke Shaft |
| 2B4P B | Stair |
| Cleaner Store | |

4.4.6 Fifth Floor Plan

Houses the upper floor of the duplexes.

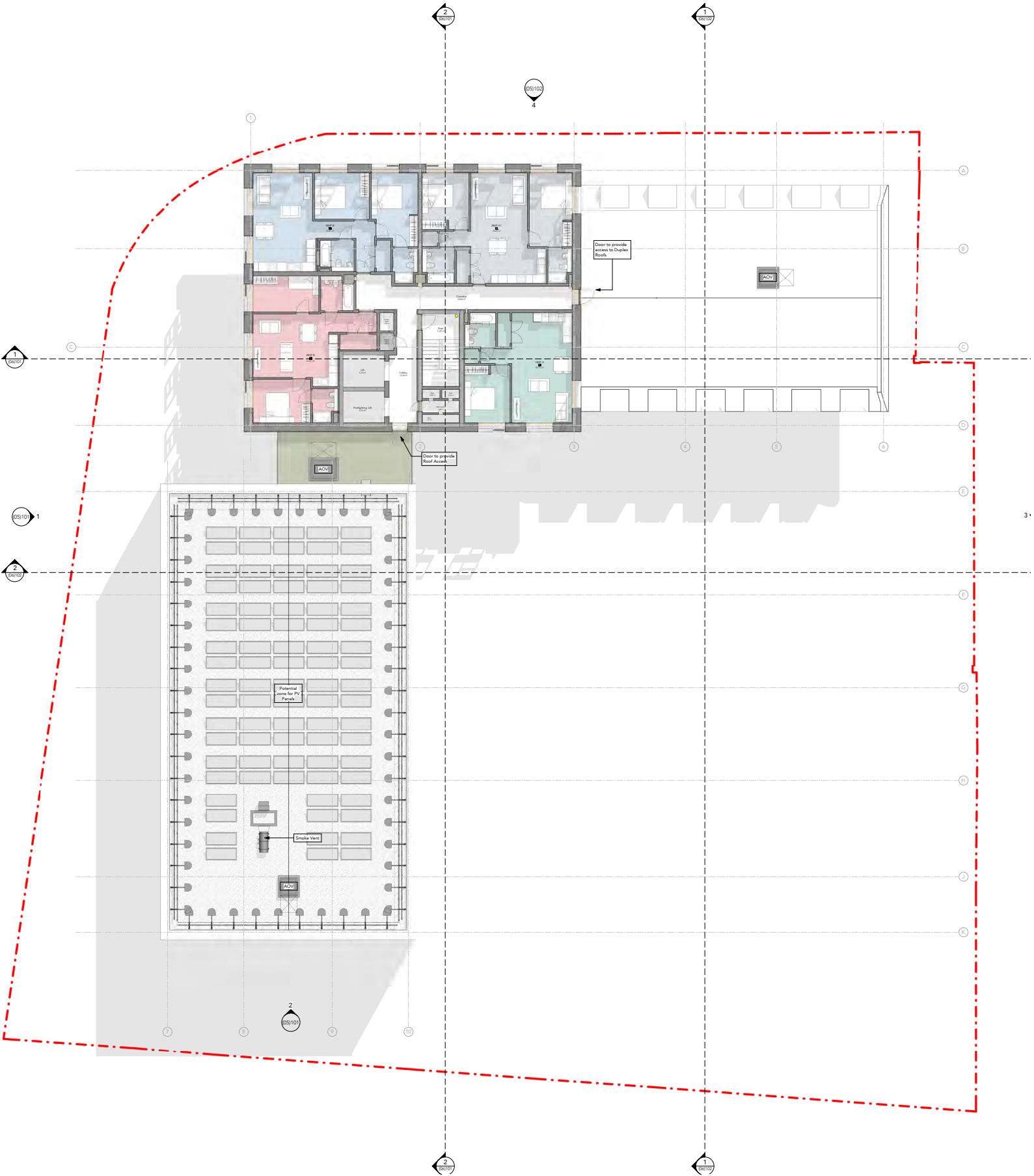
The layout of these units has been revised in Stage 3 as a result of the removal of the north eastern stair core.



- | | |
|---------------|-------------------|
| 1B2P A | Corridor |
| 2B3P A1 | Firefighting Lift |
| 2B3P A2 | Lift |
| 2B3P A3 | Lobby |
| 2B3P B | Riser |
| 2B4P A1 | Riser Access |
| 2B4P A2 | Smoke Shaft |
| 2B4P B | Stair |
| Cleaner Store | |

4.4.7 Sixth & Seventh Floor Plan

The corner section of the building comprising 4 units continues a further two levels. The roof of the south block will house PV panels.



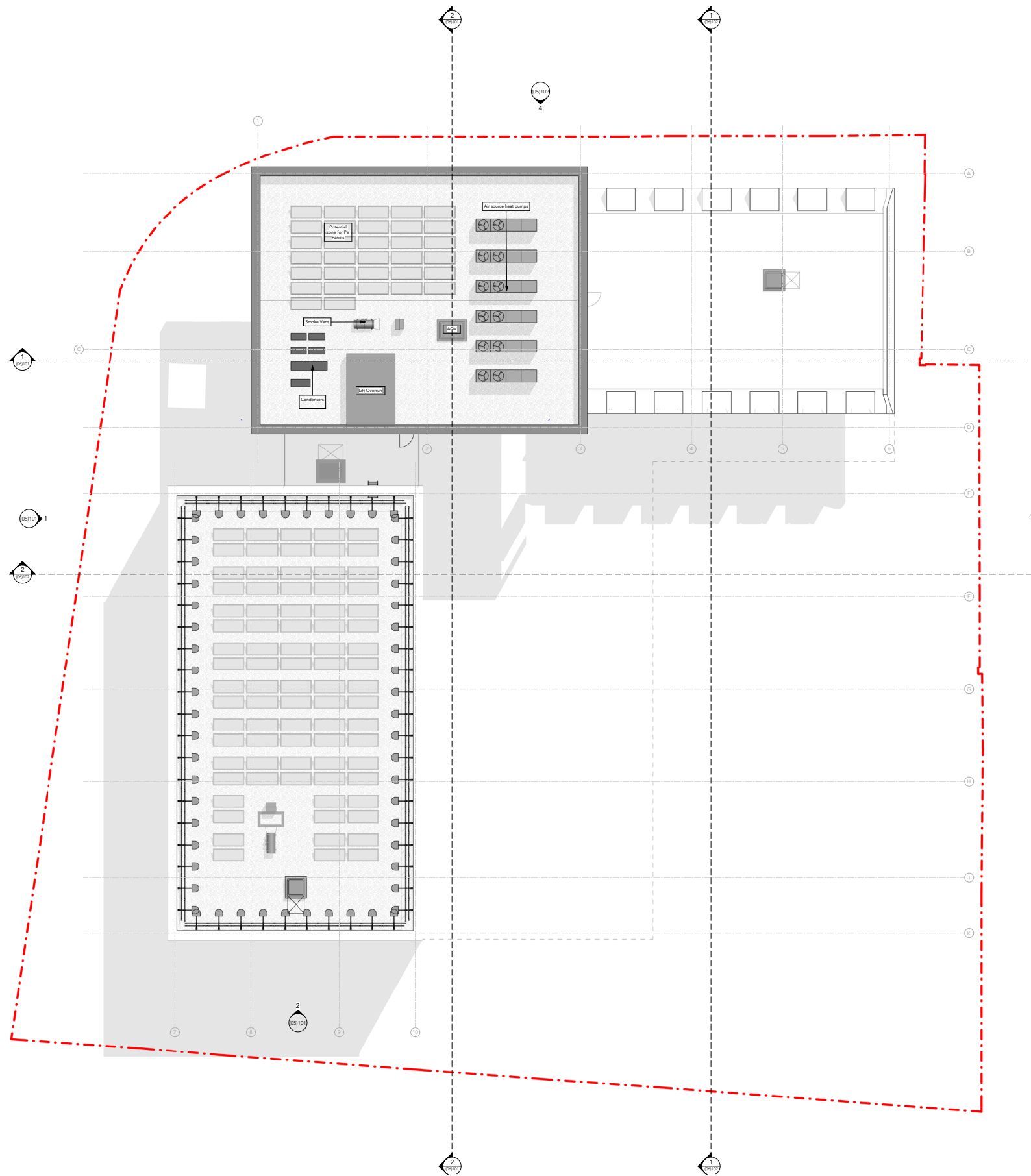
- | | |
|---------------|-------------------|
| 1B2P A | Corridor |
| 2B3P A1 | Firefighting Lift |
| 2B3P A2 | Lift |
| 2B3P A3 | Lobby |
| 2B3P B | Riser |
| 2B4P A1 | Riser Access |
| 2B4P A2 | Smoke Shaft |
| 2B4P B | Stair |
| Cleaner Store | |

4.4.8 Roof Plan

The top roof is accessed via a ladder and access hatch and contains more PV and air source heat pumps.

In Stage 3, the roof plan has been amended as follows:

- Removal of the eighth floor to help reduce the massing of the northern block and become more in keeping with the contextual massing.
- M&E Equipment, Air Source Heat Pumps and Photovoltaic Panels have been accommodated on the roof level in order to achieve the Passivhaus criteria and become a highly sustainable scheme.
- Careful plant selection has been considered in order to mitigate the need for louvred acoustic screens on the roof and minimise the impact to local residents.
- The roof parapet to the north block has been increased to remove the visibility of the air source heat pumps/ condensers at street level as well as providing barrier protection for any maintenance occurring at roof level.

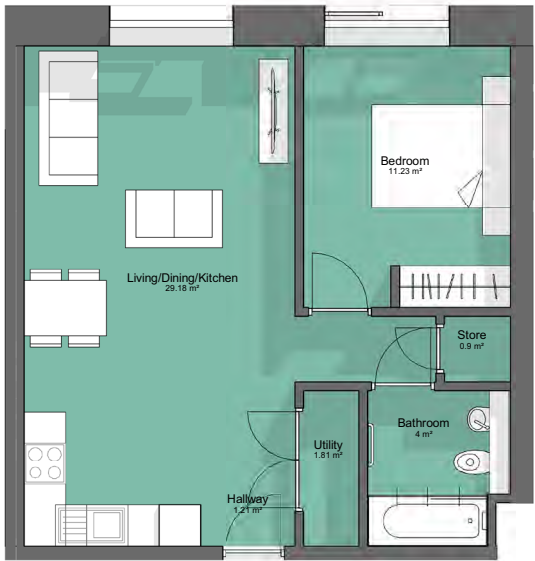


- | | |
|----------------|-------------------|
| 1B2P A | Cleaner Store |
| 2B3P A1 | Corridor |
| 2B3P A2 | Firefighting Lift |
| 2B3P A3 | Lift |
| 2B3P B | Lobby |
| 2B4P A1 | Riser |
| 2B4P B | Riser Access |
| 2B4P Duplex A1 | Smoke Shaft |
| 2B4P Duplex A2 | Stair |
| 2B4P Duplex B | |

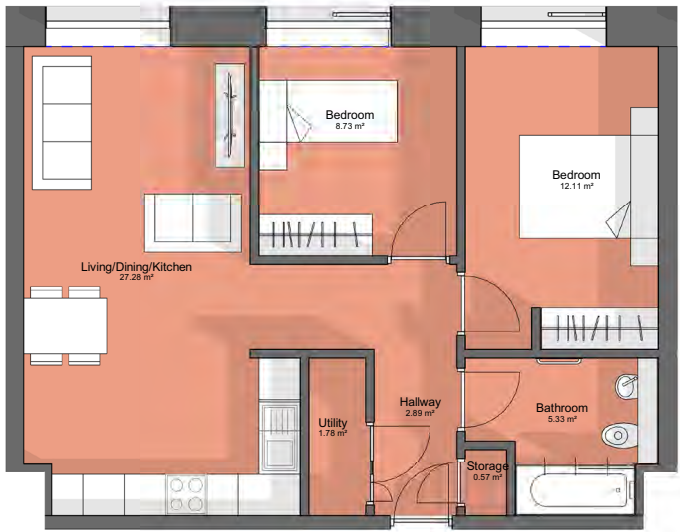
4.5 Apartment Types

The scheme delivers a mix of 1B2p, 2B3p and 2b4p apartments.

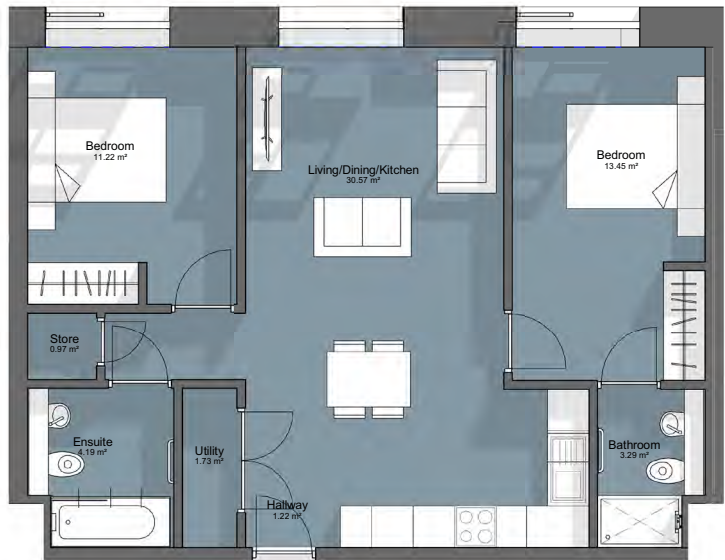
A large open plan kitchen, dining and living space is provided. Space for a washing machine is located within utility. All bedrooms are big enough for a double bed and work to national space standards.



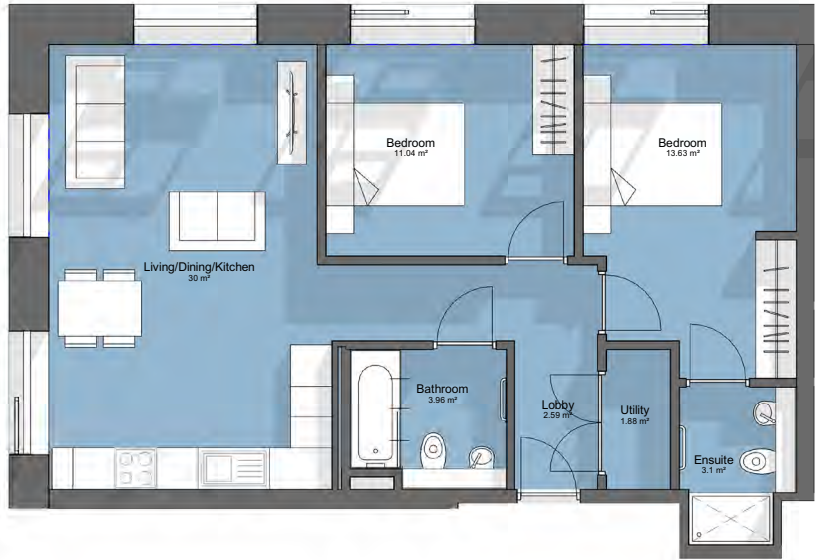
1B2P Type A



2B3P Type A1



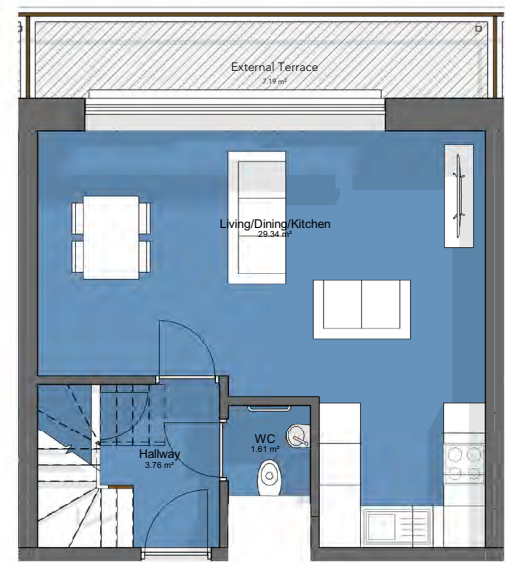
2B4P Type A1



2B4P Type B

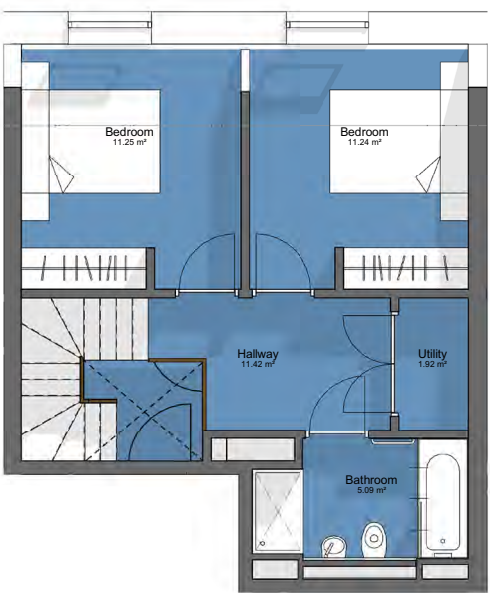
4.5.1 Duplex Types

Six duplexes are included in the scheme and accessed from the fourth floor. Over two floors, each duplex includes an open plan living, kitchen, dining spaces with an individual staircase providing access to a main bathroom and two double bedrooms. The areas and layouts of the duplex apartments vary slightly to allow for riser and smoke shaft locations.



2B4P Duplex Type A1

Ground floor



2B4P Duplex Type A1

First floor

4.6 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 neighbourhoods 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.

4.6.1 Make It Manchester

The scheme has been designed with full consideration and appreciation to the existing context and character. The site sits between large scale predominantly commercial buildings to Princess Parkway and the smaller scale residential to Clearwater Drive. The scheme carefully addresses this difference in scale to create a strong sense of place, with a striking appearance and activation along The Boulevard and The Avenue.

A high-quality material palette is a fundamental part of the character and identity of the scheme. The proposed brickwork ties in with the surrounding buildings, integrating it into the neighbourhood. The use of powder coated aluminium links to that could be found in the area. A continuation of this high quality approach can be seen in the architectural detailing and facade approach. Fenestration details create a playful and ordered facade with the generous amounts of glazing allowing visual connections to the surrounding areas.

4.6.2 Make It Bring People Together

The development is sustainably connected with its local neighbourhood and is within an easy walking distance (400m) of a range of day-to-day destinations, including: local shops; schools; sports facilities; playgrounds; parks and spaces.

Residential development requires local amenities such as the ground floor community facilities, which can act as focal points for residents to come together and interact with one another.

Similarly, communal and semi-private spaces, such as front gardens, and the podium garden will provide the perfect opportunity to meet and interact with neighbours, facilitating safer and more cohesive places.

Within the building, the lobby and atrium provide generous shared access and communal space creating a strong sense of ownership and community.

4.6.3 Make It Animate Streets And Spaces

Didsbury Point is a very prominent and memorable building and will provide wayfinding to visitors to the area. Careful consideration has been given to providing a safe and active environment, with habitable rooms all elevations of the proposal to maximise natural surveillance.

The Public Realm will encourage adaptable and flexible use, encouraging people outside and helping to establish a sense of place. In the evening, lighting will have a significant part to play in ensuring that neighbourhoods, blocks and streets function well and feel safe.

4.6.4 Make It Easy To Get Around

The scheme has excellent links to local transport routes with bus, tram and links a short walk away. Cycling is encouraged with the provision of a secure cycle store for all residents. In line with the aspirations to provide an inclusive and diverse neighbourhood, care has been taken to ensure homes are accessible. All homes and 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 passenger lifts.

4.6.5 Make It Work With The Landscape

The introduction of new landscape and associated biodiversity will allow healthy ecosystems and wildlife habitats to develop. The landscape proposals have been designed to minimise maintenance to ensure sustained benefit

Private and public spaces have been clearly defined and will be easy to maintain. 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 relatively flat, the proposal has responded to the level changes across it to seamlessly fit into the current landscape.

4.6.6 Make It Practical

The proposals focus on providing practical and functional solutions to make resident's lives better.

The development is in a sustainably connected location with easy access to public transport. 25 car parking spaces have been allocated to the medical facility and 35 to the residential units. Sufficient spaces for loading and disabled visitors are also provided. Cycling and the use of public transport is encouraged.

The refuse strategy has been carefully considered and adheres to the Council's Waste Guidance.

4.6.7 Make It Future Proof

The development has been designed with a holistic low energy design concept involving a fabric first approach. The U-values, air permeability and ventilation targets all significantly exceed Part L standards, along with the consideration and application of low zero carbon renewable technologies. This ensures compliance above Part L. 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 an anodised / PPC finish due to its durability and ease of repair where there is an increased exposure to wear and tear.

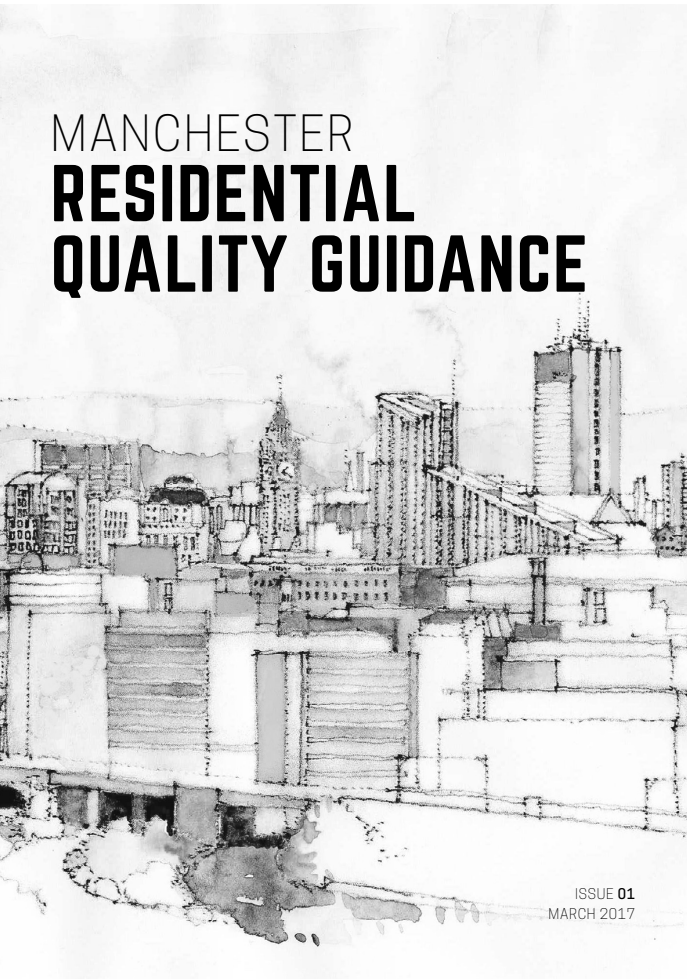
4.6.8 Make It A Home

In providing a mixture of 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.

4.6.9 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 buildable 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



4.7 NDSS Compliance

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

The standard requires that:

- 1. the dwelling provides at least the gross internal floor 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
Notes

- 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.
- 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.



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

Table 1

4.8 Use

Commercial, Business and Service (Class E use) to Ground Floor and Residential (C3 Class use) above. The accommodation will be for Affordable Rent (40%) and Shared Ownership (60%).

4.9 Amount

The scheme delivers:

- Commercial, Business and Service (Class E use)
- 76 Apartments

With an accommodation mix of

- 92% Apartments, 8% Duplex
- 91% 2 bed apartments
- 9% 1 bed apartments

A detailed accommodation schedule is included in the Appendix.

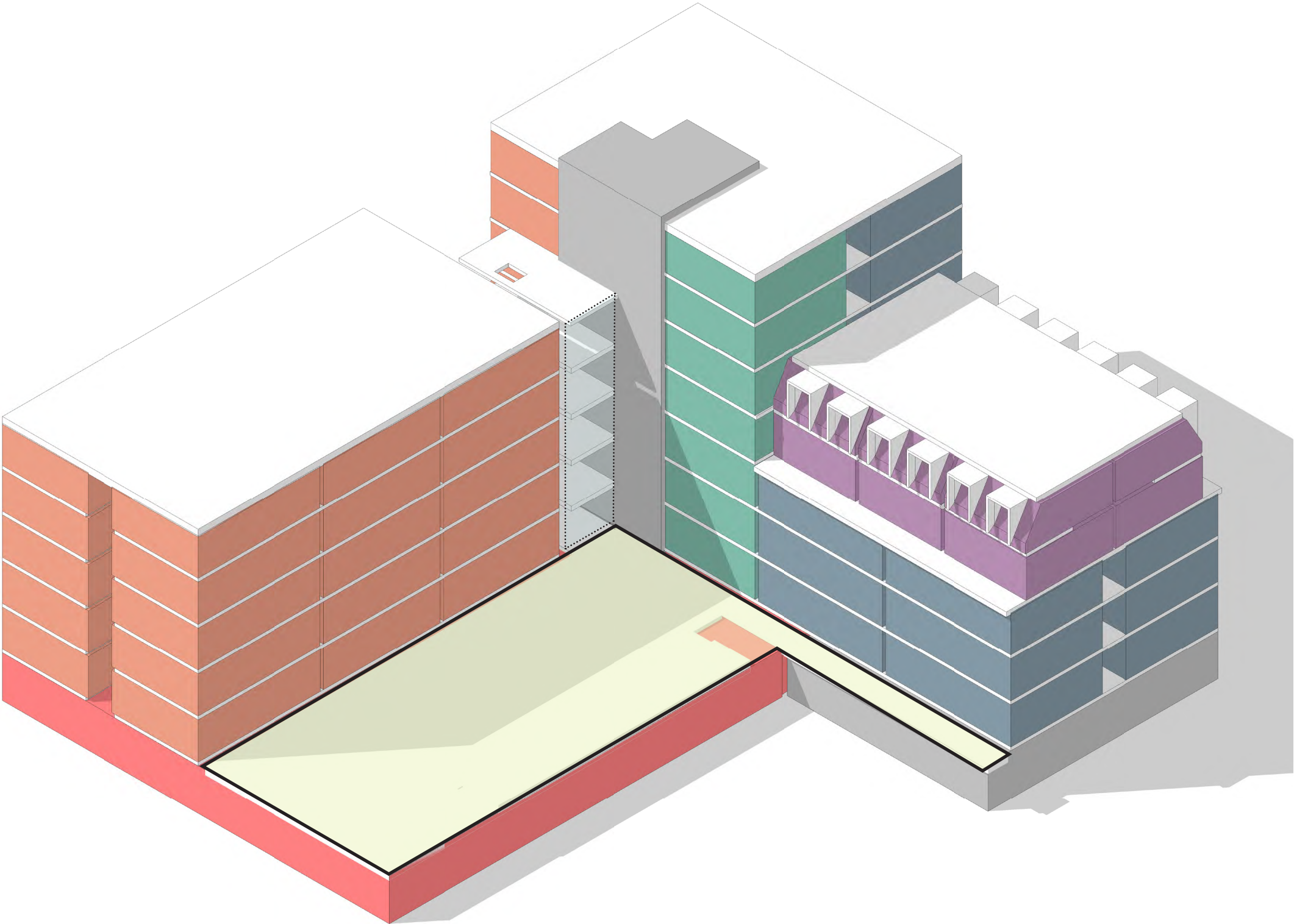


7	1B2P Apt
37	2B3P
26	2B4P Apt
6	2B4P Duplex

TOTAL: 76

Key

	1 Bed Apt
	2 Bed 3 Person Apt
	2 Bed 4 Person Apt
	2 Bed 4 Person Duplex
	Medical Centre



4.10 Massing & Scale

The proposal seeks to provide a building at an appropriate scale and varied height, in keeping with the existing streetscape and minimise the impact of overshadowing on the adjacent properties (please refer to the Daylight/ Sunlight report for more details).

The overall building mass has been broken down into two distinct ‘blocks’ with a linked Atrium.

The North Block has two levels. The North-West corner which is key to capturing the view from Princess Parkway is 8 stories. This is opposite 1 Didsbury Point which has a raised ground floor, four office storeys and an additional storey height of plant and roof above. The floor to floor height is much taller than that proposed in this scheme, as office and

other commercial are typically greater than residential. Thus meaning, the proposed scheme being less than its neighbouring building.

The North-East mass within the proposed scheme reaches six stories in height and divided between commercial at ground, apartments over three floors ad duplex apartments on the upper two levels. These duplex apartments are set back in what appears to be a mansard roof and each floor to floor height is lesser than apartments in adjacent buildings.

The South block is also six stories in height, that almost matches the lower section of 1 Didsbury Point, as well as the overall height of and Didsbury High School.

The following images demonstrate the massing of the proposed building against the adjacent new developments.



View East along Boulevard Chapel Street



Aerial view from Boulevard Drive



View from Didsbury High School Car park

4.10.1 Relationship with and impact upon neighbouring properties

The building mass has been developed to ensure the impact with adjacent properties is minimised.

The new apartments on the Avenue facing onto Clearwater Drive are 37m from the boundary and 48m from the first floor windows. Those to the rear of the Boulevard, perpendicular to the boundary are 10.5m from the boundary (at an angle of 45 degrees) and 26m from the first floor windows to the avoid overlooking.

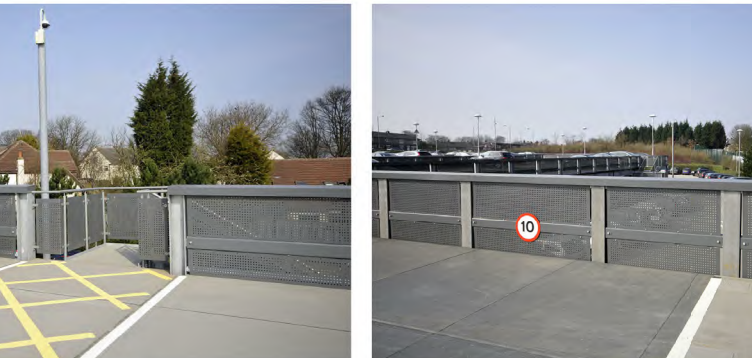
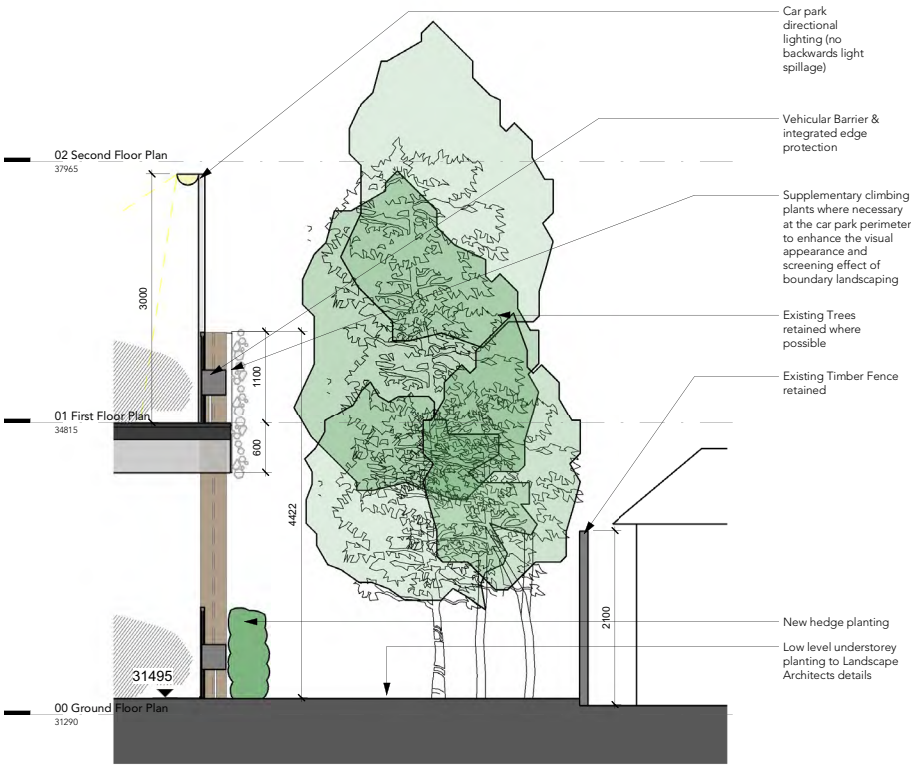
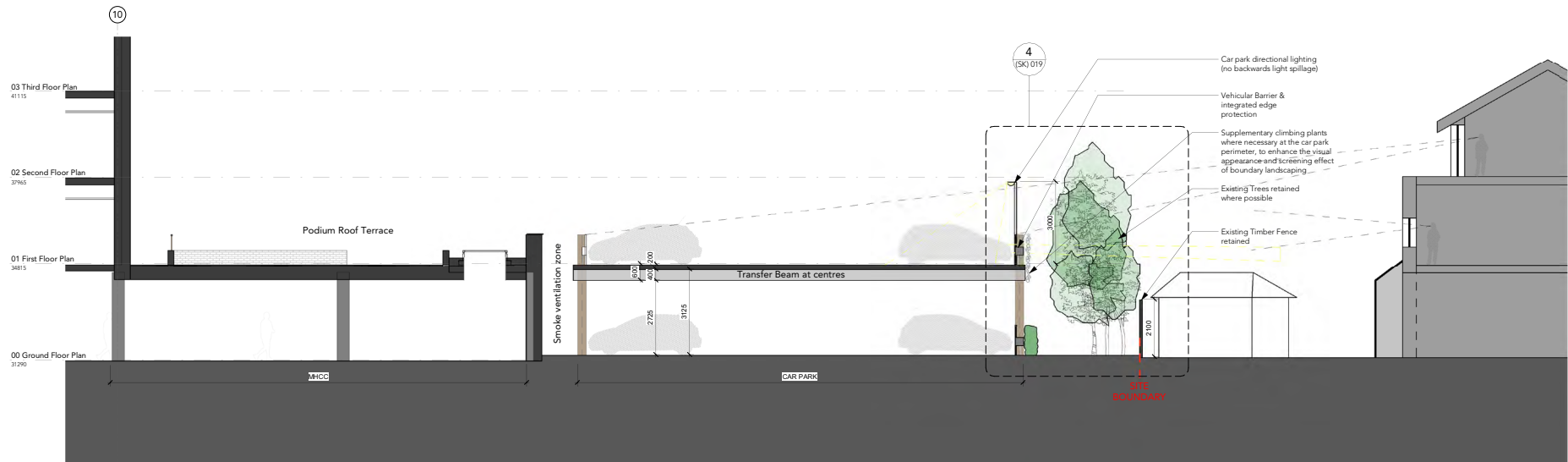
The window on the south-east elevation is sited in front of the apartment gable on Clearwater Drive, ensuring a 10m distance between the two gable windows. The corridor window will have obscured glazing to prevent overlooking.

The car park has also been set back from the boundary by 4m to ensure the existing brick wall and timber fence boundaries can be retained undisturbed. This ensure that the car park is a minimum of 13m from the first floor windows on Clearwater Drive.

Existing trees will be retained where possible. This will help to screen the development visually and acoustically.

The top level of the deck will incorporate a vehicle barrier with integrated perforated edge protection which will prevent glare from car head lights. Car park directional lighting with no backwards light spillage will be used.

Supplementary climbing plants will be located where necessary at the car park perimeter to enhance the visual appearance and screening effect of the boundary landscaping.



4.10.1 Relationship with and impact upon neighbouring properties

Acoustics

A rooftop amenity green space is proposed for the residents on the first floor. This provides a buffer between the apartments and the residents on Clearwater Drive. Calculations indicate that noise levels on the rooftop area should be below proposed criterion of 55 dB LAeq and therefore is in-line with the requirements of Manchester City Council

The car park to the back of the development is approximately 16m from the nearest properties facing Clearwater Drive and a noise impact assessment has been carried out to ensure that the impact to the neighbours is neglible from car ‘events’. (An event would comprise a car arriving onto site and manoeuvring/reversing into the parking space). It was determined that a significant number of car events (over 100 cars per hour) would be required in order to exceed the acoustic noise rating limits proposed and this would be considered highly unlikely given the 60 car parking spaces proposed.

A Noise Impact Assessment REF 28562/NIA1 has been completed to support the application.

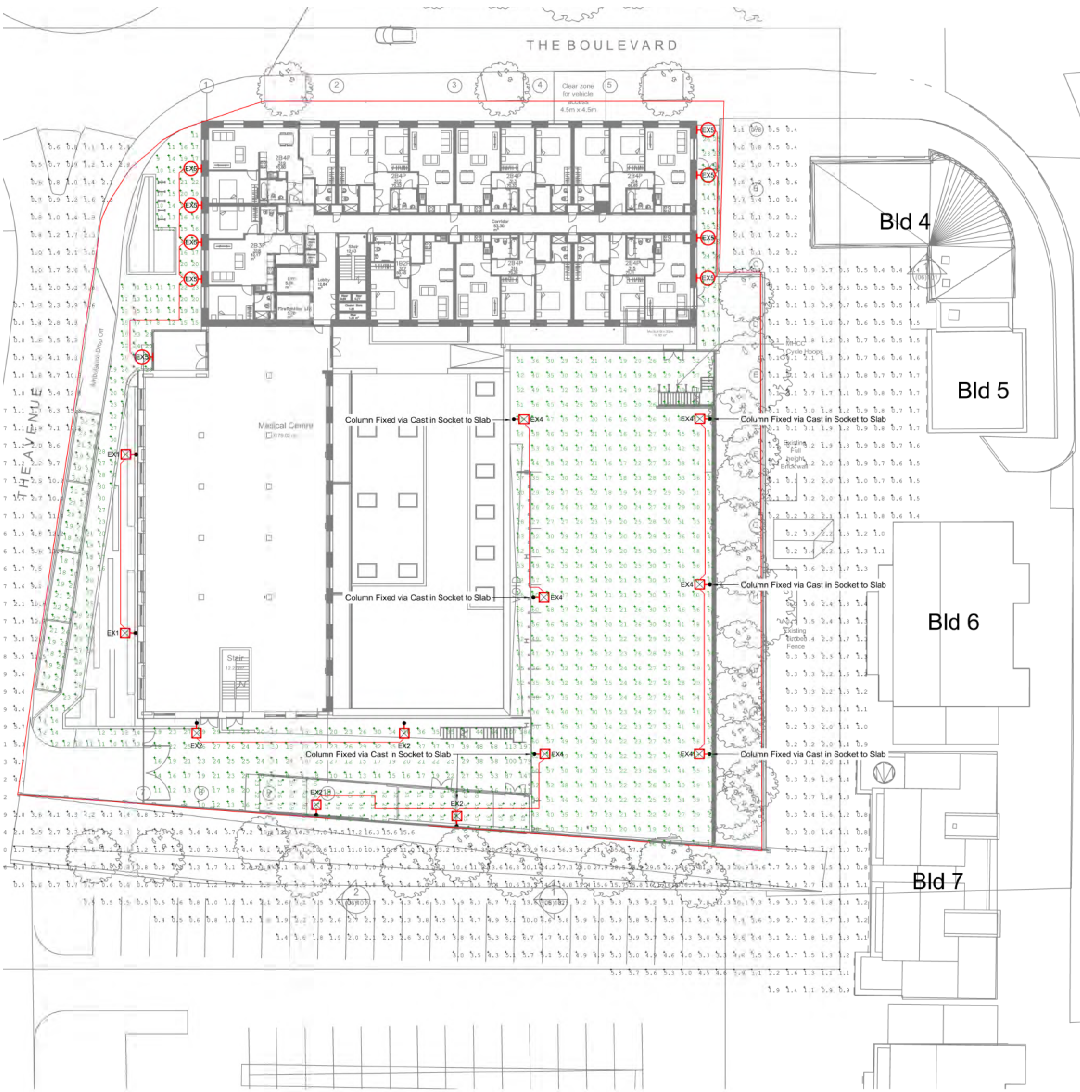
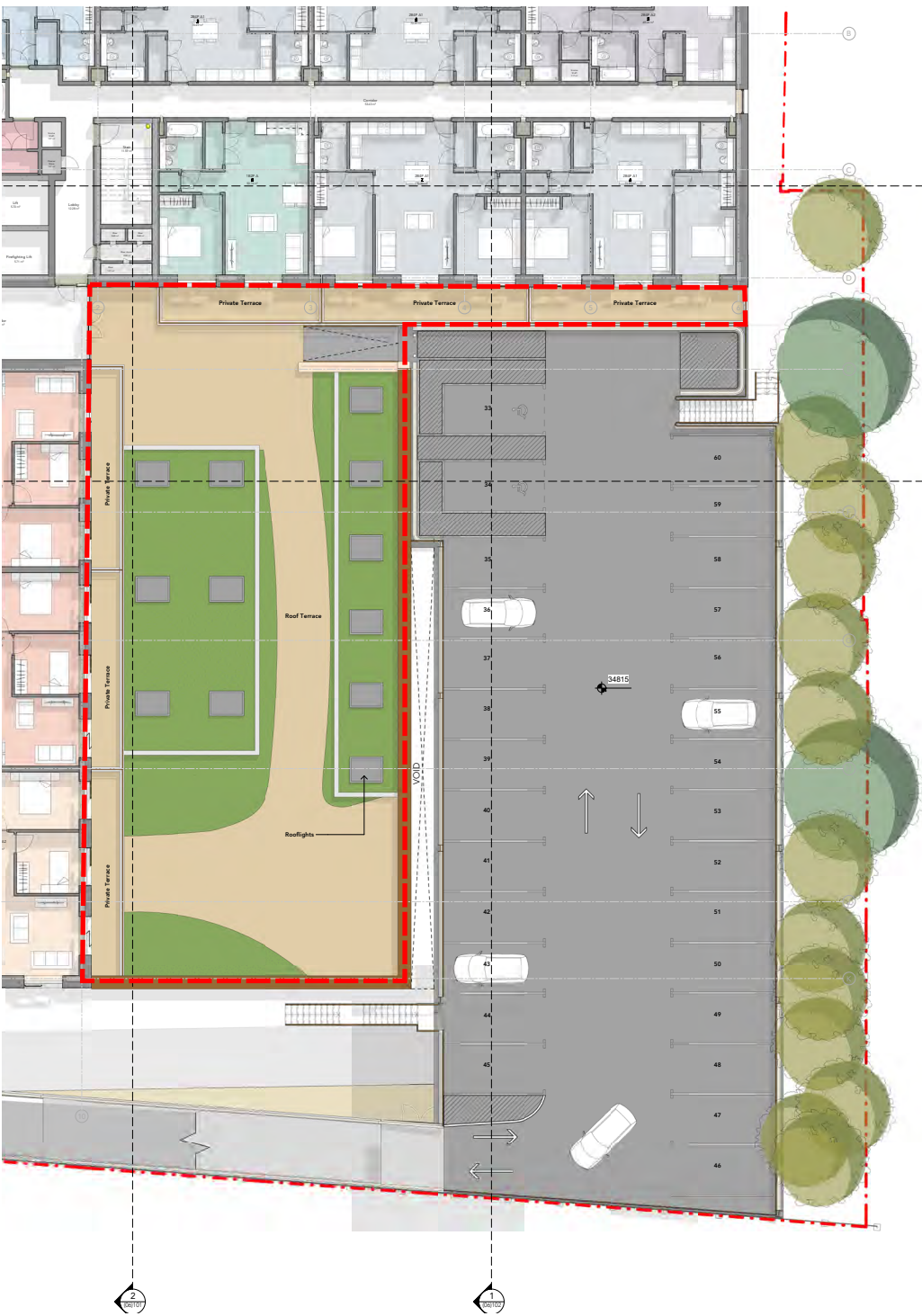
Light Pollution

A lighting assessment has also been carried out on the car park for the lighting over spill from any cars and fixed directional lighting within the car park to ensure that in winter when the visibility from the eastern tree line is reduce, the lighting levels at all times of day will be considered within acceptable levels.

The results confirmed that the lighting levels would not be any worse than the lighting levels already in place from the school car park & sports facilities adjacent to the proposed car park and are within the acceptable limits for a small town centres/ suburban locations.

Following feedback at the public consultation, we have also investigated the effect car headlamps may impose on the surrounding properties on Clearwater Drive when driving up the carpark access ramp, this point is recognisedand will be mitigated by screening.

A Light Pollution Study REF 7-8355 Light Pollution Report has been completed to support the application.



UPPER CARPARK & PERIMETER LIGHTING

4.11 Façade Strategy

Didsbury Point is characterised by buildings of differing mass, height, style and materials. No 1 Didsbury Point has a grand, corporate scale. It has a brick base, the upper floors are clad in terracotta and reconstituted stone and has a large areas of curtain walling. The building generally has a horizontal emphasis with the exception of the glazed atrium which forms the corner entrance. Didsbury High School is buff and grey brick with curtain walling to a horizontal emphasis. The residential apartment blocks are a combination of red brick, timber and calcium silicate cladding. The grey UPVC fenestration has a more vertical emphasis.

As a result the area does not have a cohesive identity. We were keen that our proposals unify the disparate materials and styles by adopting a very restrained palette of brick used in a grid pattern.

Initially four options were considered. Option 1 utilised three complimentary buff brick types. Option 2 a light brick with recessed red brick. Option 3 a light brick with recessed anodised aluminium panel and Option 4 a red brick with soldier course banding between storeys to give a ‘weaving’ effect with recessed brick infill to windows.

Option 3 was preferred by the client team- the light brick adopted across the whole site was considered to be most appropriate within the surrounding context, with the aluminium recessed panels/duplex apartments offering the opportunity to introduce a decorative element to the elevations without the need for recessed brickwork which would require expensive masonry support.

The following informed further development of the proposed facade system;

4.11.1 Facade Design Requirements

- Floor to Floor Heights - Ground to First 3800, Upper levels 3150.
- Window Specification - Double Glazed Aluminium frames
- Windows have to perform in a number of formats. Apartments will require windows that are full height and standard windows with sills.
- Windows need to provide optimum daylighting and avoid overheating.
- At ground floor there will be elements of curtain walling for commercial frontage and building entrance.
- There are louvred components and/or perforated metal screens/ panels for MVHR extracts and ventilation to plant rooms etc.
- The ground floor will require a facade with good impact resistance to The Boulevard and The Avenue in particular.

The balustrade detail proposed is a simple 1100mm high steel balustrade at roof level, located behind the building parapet. This approach to the edge protection allows for a reduced building parapet resulting in a reduced overall building height. The inset location of the balustrade reduces the visual impact when viewed from street level.

Furthermore, the proposed detail also reduces the thermal line of the building. On the tower a full 1100mm parapet has been used to screen renewables.

The design of the fenestration was then considered in detail. Three options were considered. All openings to upper floors are framed with aluminium flashings to minimise cold-bridging and utilised a decorative perforated aluminium panel (c 50% free area) for the MVHR vent.

Option A also uses a decorative perforated aluminium panel in front of the side window to increase the amount of solar shading. Option B a side window is replaced with glazed terracotta cladding with insulated panel behind. In Option C the side window is replaced with a laser printed insulated panel.

Option A was the preferred option however it was that agreed that the perforated panel to the MVHR should be substituted with louvre to facilitate waterproofing.



Option 1

- 3 complimentary buff brick types
- Recessed brick (as above) infill to windows
- Anodised aluminium cladding to duplex apartments
- Double and double order window types



Option 2

- Light Brick
- Recessed red brick infill to windows
- Anodised aluminium cladding to duplex apartments
- Double order window types (alternating pattern)



Option 3

- Light Brick
- Recessed anodised aluminium panel to windows
- Bronze/gold anodised aluminium cladding to duplex apartments



Option 4

- Red brick with soldier course banding between storeys to give ‘weaving’ effect
- Recessed brick infill to windows
- Anodised aluminium cladding to duplex apartments

4.11.2 Window Design Option A

In Option A a decorative perforated aluminium panel (c 50% free area) is used for the MVHR vent and in front of the side window to increase the amount of solar shading.

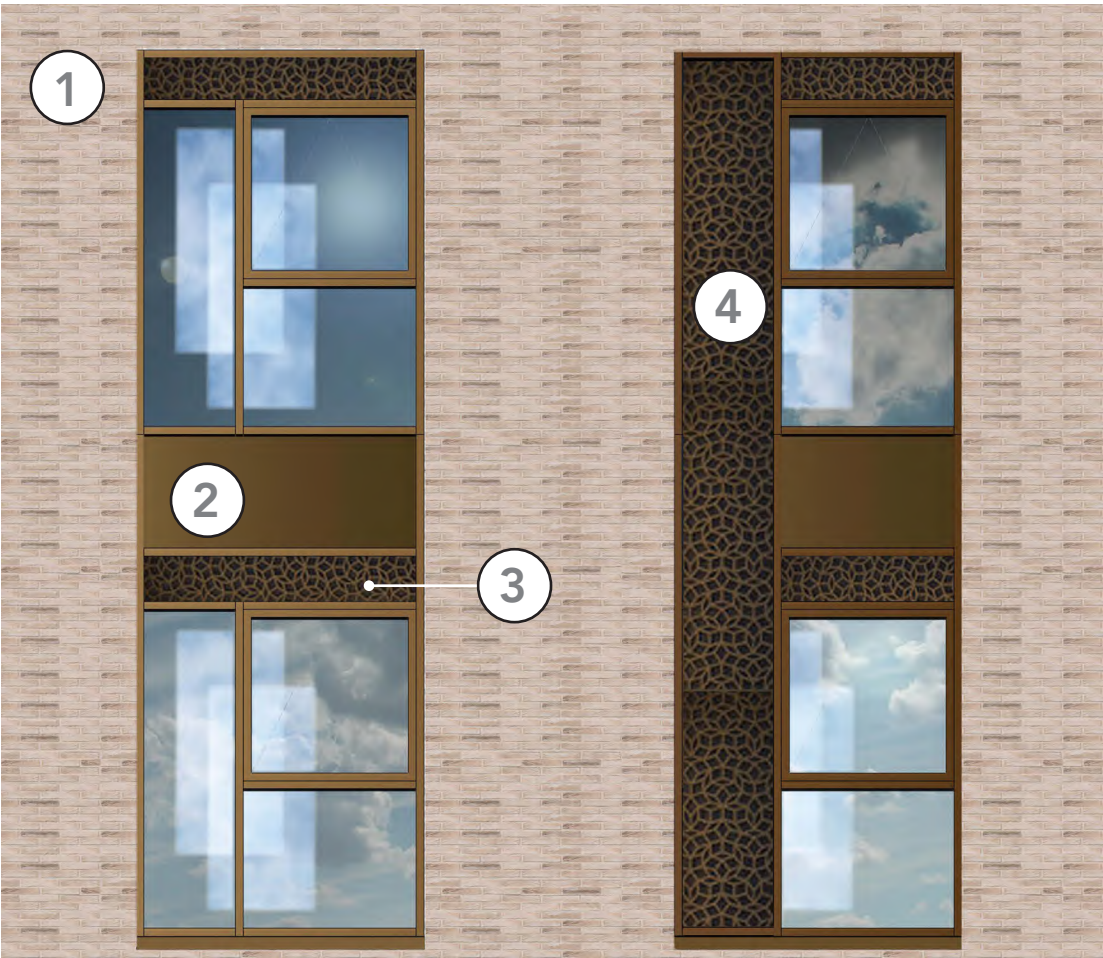
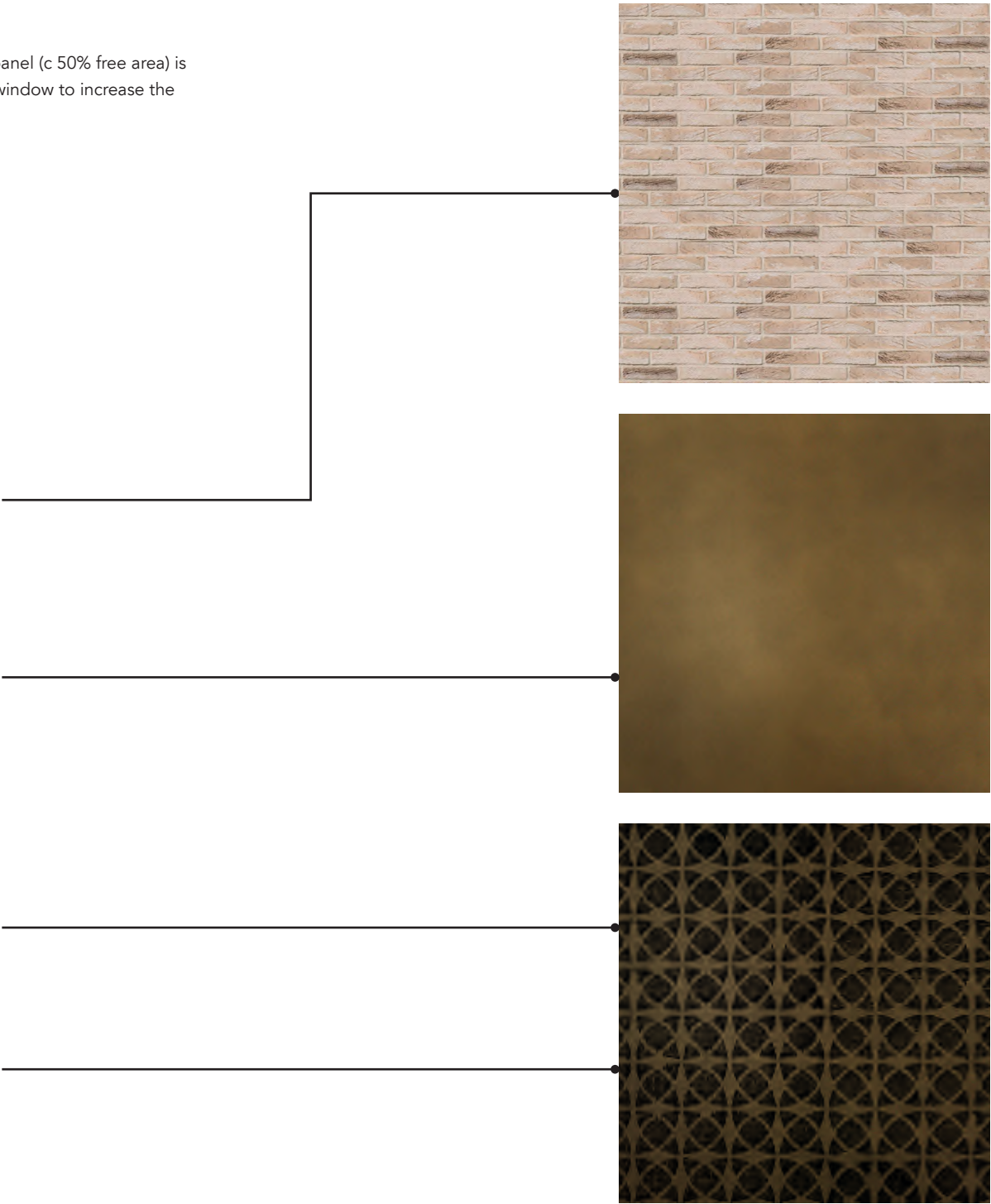
- 1

Brickwork/ Brick cladding
 - Buff Facing Bricks
- 2

Infill Panel
 - Bronze Anodised or PPC Aluminium Panel
 - Also to reveals and sill panels
- 3

Window head/ MVHR extract panel
 - Decorative Screen - Perforated Anodised or PPC Aluminium
- 4

Recessed Side Panel
 - Decorative Screen - Perforated Anodised or PPC Aluminium



4.11.3 Window Design Option B

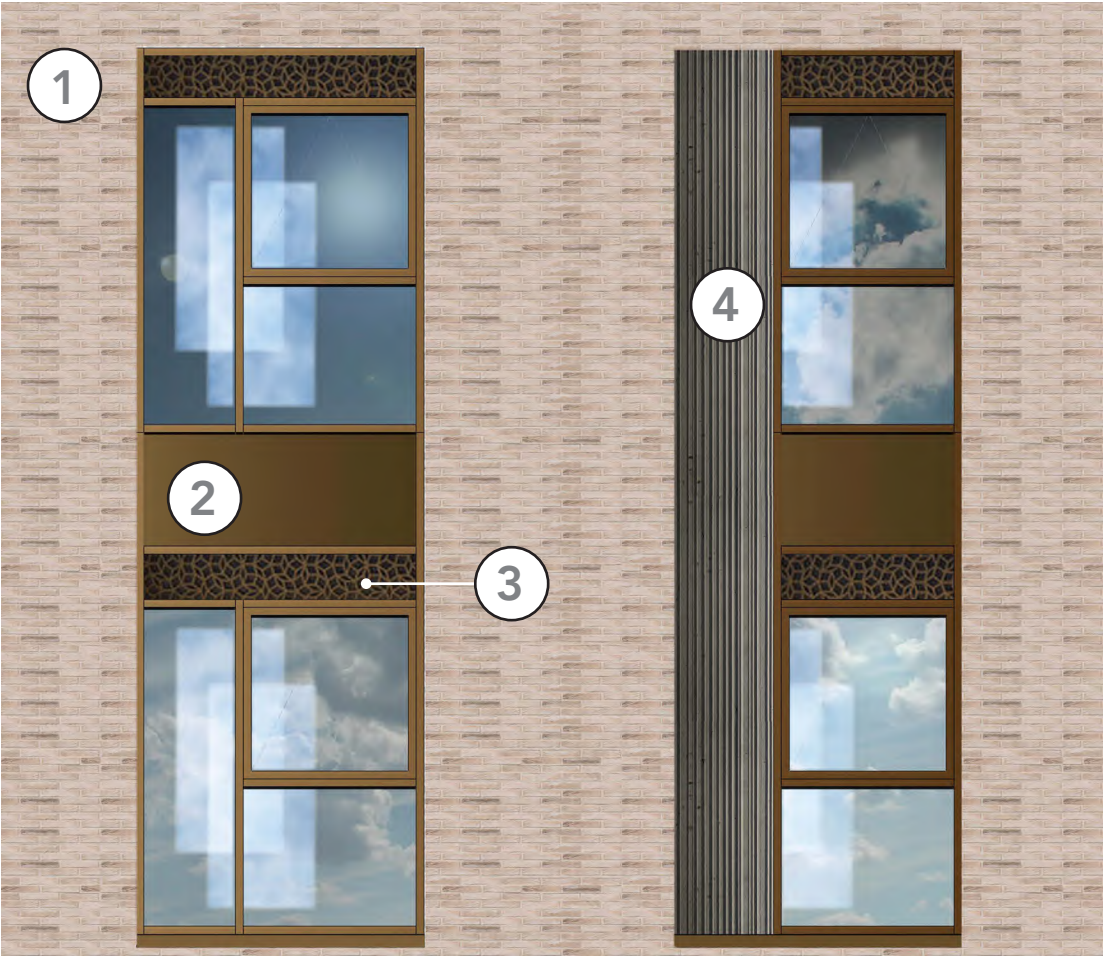
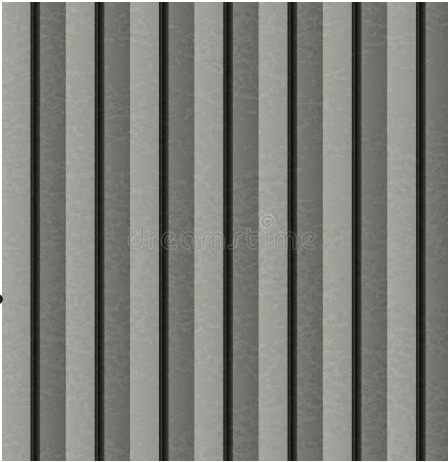
In Option B a decorative perforated aluminium panel (c 50% free area) is used for the MVHR vent and the side window is replaced with glazed terracotta cladding with insulated panel behind.

- 1 Brickwork/ Brick cladding
- Buff facing Bricks or Mechanically Fixed Brick Cladding

- 2 Infill Panel
- Bronze Anodised or PPC Aluminium Panel
 - Also to reveals and sill panels

- 3 Window head/ MVHR extract panel
- Decorative Screen - Perforated Anodised or PPC aluminium

- 4 Recessed Side Panel
- Textured Aluminium Panel



4.11.4 Window Design Option C

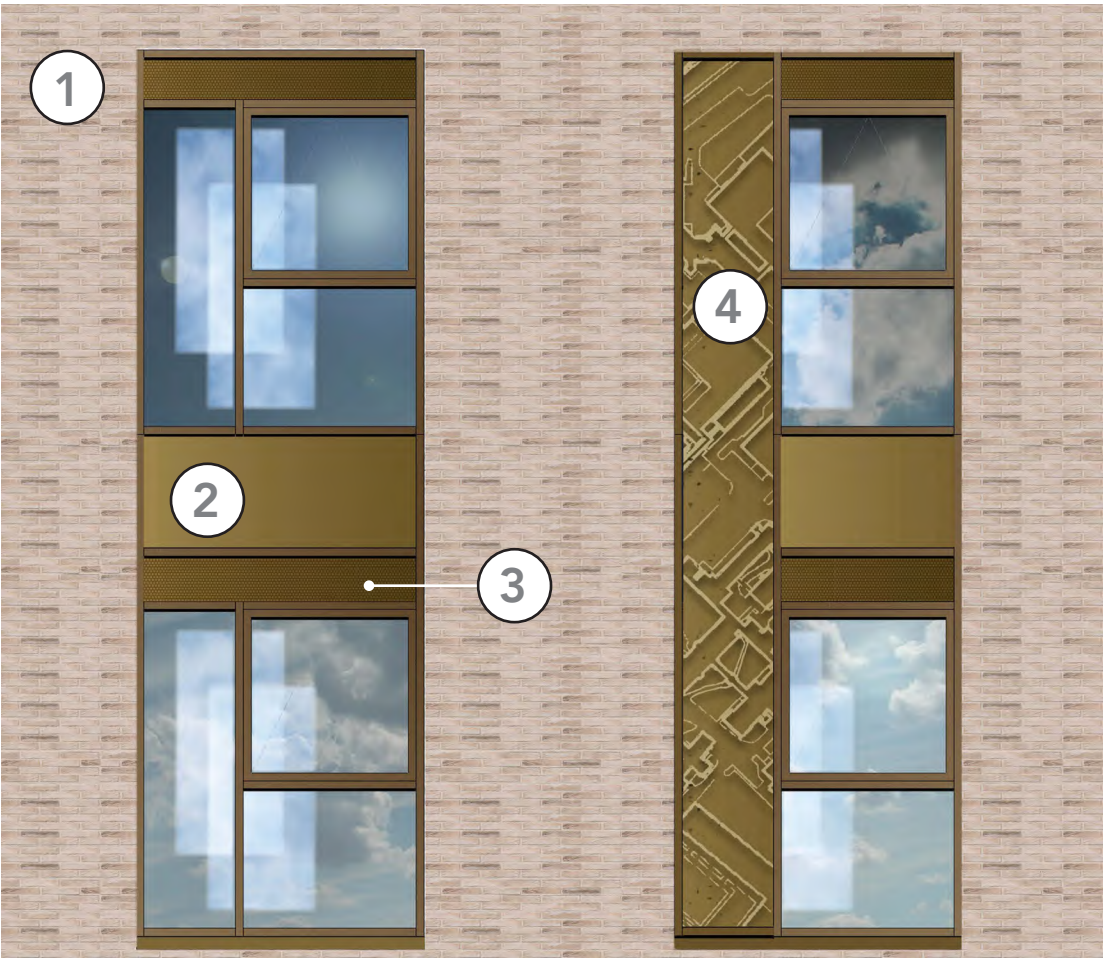
In Option C a decorative perforated aluminium panel (c 50% free area) is used for the MVHR vent. The side window is replaced with a laser printed insulated panel.

- 1 Brickwork/ Brick cladding
- Buff Facing Bricks or Mechanically Fixed Brick Cladding

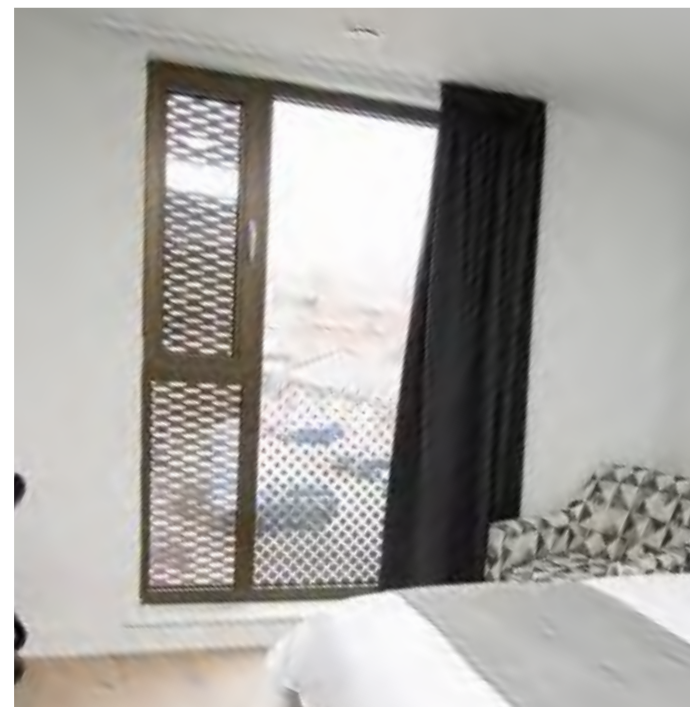
- 2 Infill Panel
- Gold Anodised or PPC Aluminium Panel
 - Also to reveals and sill panels

- 3 Window head/ MVHR extract panel
- Decorative Screen - Perforated Anodised or PPC Aluminium

- 4 Recessed Side Panel
- Engraved anodised or PPC Aluminium panel (eg local map)



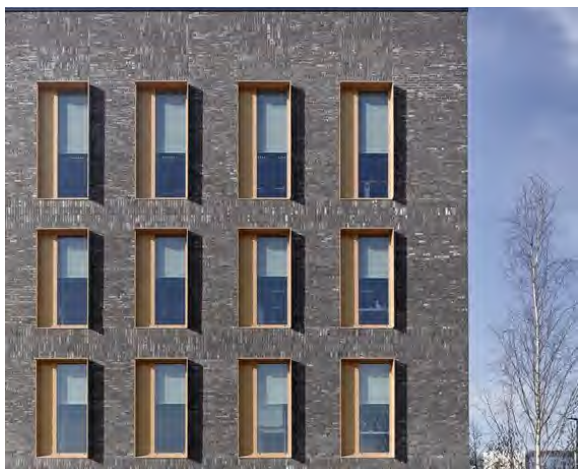
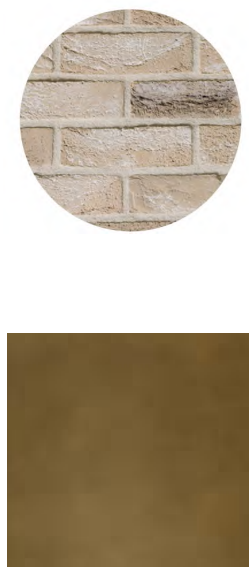
4.11.5 Precedent Images



4.12 Materiality

As previously noted the materiality in the area surrounding site consists of brickwork, timber, reconstituted stone, render and calcium silicate panels of various colours.

In order to unify the area we have chosen a very restrained palette of buff brickwork and bronze anodised or PPC aluminium.

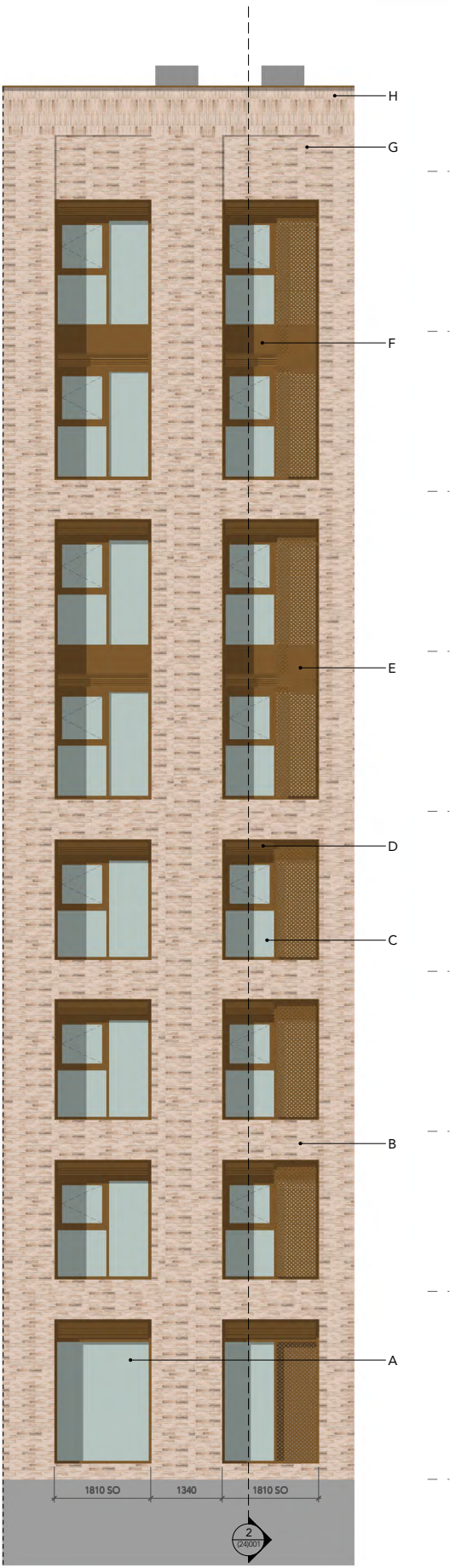


4.13 Detailed Studies

Option A (decorative perforated aluminium panel for the MVHR vent and in front of the side window) was our preferred solution and has been further refined as shown in the adjacent image.

Material Palette

- A Multi Buff Brick - Stacked Soldier Course
- B Multi Buff Brick - Stretcher bond
- C Recessed brickwork
- D Perforated screen for solar shading
- E Aluminium Spandrel Panel
- F Overhead Louvred Panel for MVHR
- G Inward Opening Casement Double Glazed Window
- H Fixed Double Glazed Window
- J Perforated screen in front of curtain wall panel



4.14 Sustainability

The aim is to create a sustainable building and community. The following measures have been adopted to do so. More detail is provided in the sustainability statement.

Consideration will be given to minimising the embodied carbon of new materials used within the scheme, including potentially the use of Ground Granulated Blast-furnace Slab (GGBS) cement replacement.

The contractors will seek to manage and reduce carbon emissions associated with the construction of the development wherever possible. For example, through monitoring and setting targets to minimise CO2 emissions from site energy and transport and the use of locally sourced materials wherever possible.



Health and happiness

- 1. Buildings made from healthy materials
- 2. Place making

Equity and local economy

- 1. Affordable Homes.
- 2. Energy efficient to reduce fuel poverty and provide health spaces.

Culture and community

- 1. Affordable Homes
- 2. Energy efficient to reduce fuel poverty and provide health spaces.
- 3. Design to space standards.

Land use and wildlife

- 1. Encourage biodiversity- (bird boxes)

Sustainable water

- 1. Suds systems
- 2. Rainwater management

Local and sustainable food

- 1. Proximity to Co-Op cafés, food hall , community set up facilities.

Sustainable transport

- 1. Cycling storage.
- 2. Location is sustainable with tram and bus routes within walking distance.
- 3. Challenge parking ratios.

Sustainable materials

- 1. Sustainably sourced materials (eg FSC timber)
- 2. Materials locally sourced where possible.
- 3. Understand embodied energy.
- 4. Consider construction methods in design.

Zero waste

- 1. Minimise construction waste.
- 2. Recycle materials in homes.

Zero carbon

- 1. Rooftop photovoltaic panels will be provided on level 6 to generate zero carbon electricity.
- 2. MVHR.
- 3. U-values and air leakage rates exceed Building Regulations Standards.

4.15 Green & Blue Strategy

The aim is to create a sustainable building and community. The following measures have been adopted to do so. More detail is provided in the sustainability statement.

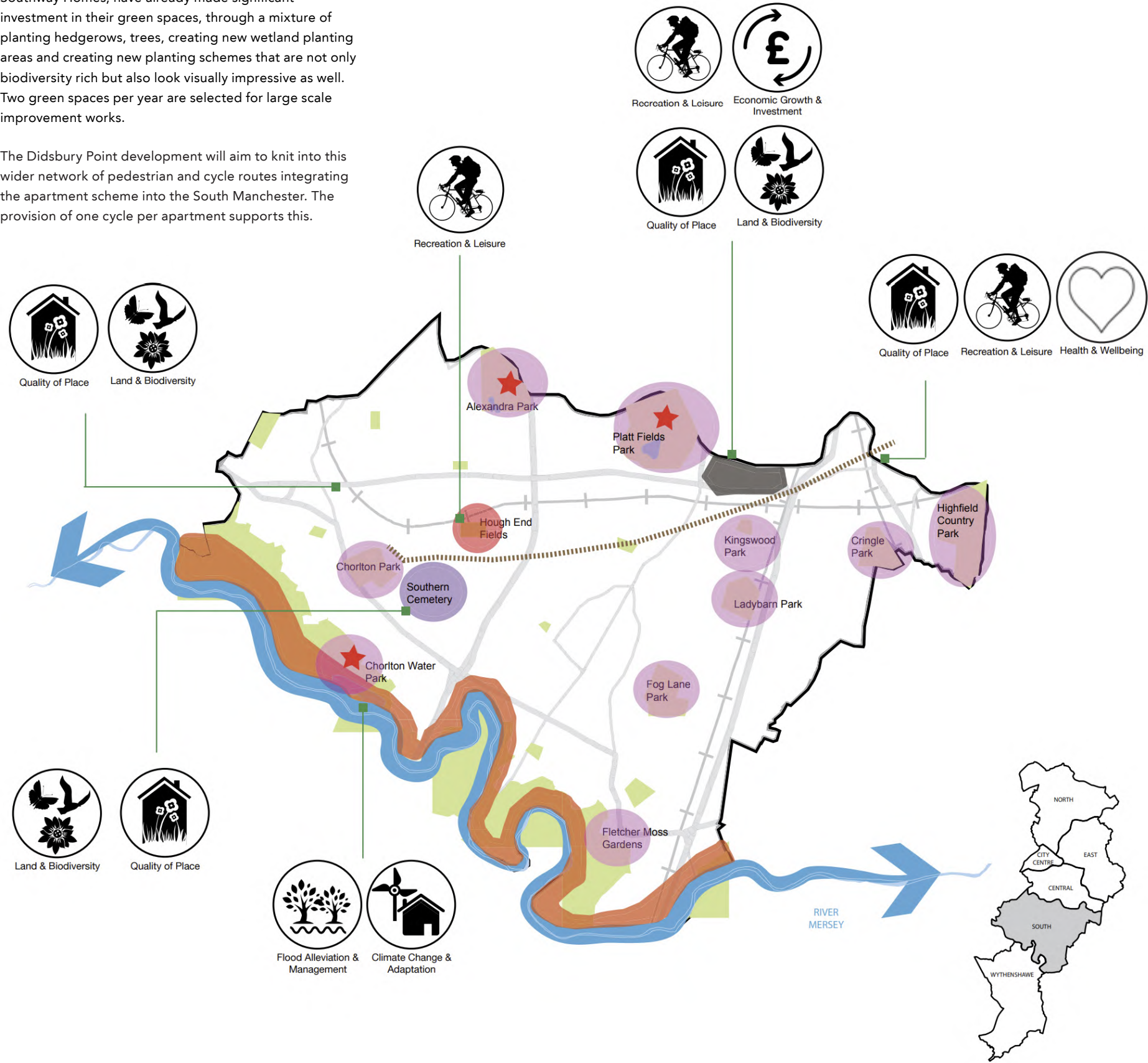
South Manchester is one of the most well-established and popular residential locations within the city. It is well connected with easy access to the city centre, the airport and the motorway network. The area contains the River Mersey, Manchester’s most well established river valley and has a higher than average proportion of green infrastructure, largely due to the extent of private gardens. Street trees are an important part of the landscape in south Manchester, helping to create attractive streets and high-quality neighbourhoods. The area is home to approximately one third of Manchester’s population.

The adjacent diagram assesses the level of green and blue infrastructure provision in the South Manchester and enhancing the existing provision through:

- Continuing to provide flood resilience, particularly in the Mersey Valley recreational opportunities and biodiversity enhancement
- Enhancing quality and accessibility to existing parks and green spaces including Alexandra Park, Platt Fields Park, Chorlton Water Park, Fog Lane Park, Ladybarn Park, Cringle Park and Chorlton Park. Green links connecting green spaces to establish walking and cycling routes.
- Redevelopment of University of Manchester Fallowfield Campus
- Fallowfield Loop, an off-road walking and cycling route, is a key opportunity for delivering health and environmental benefits. Enhance access and connection to green spaces along route.
- Exploration of partnerships such as the agreement between MCC and RSPB to manage the Mersey Valley
- Potential to enhance Platt Fields Park, Alexandra Park and Chorlton Water Park to increase their attraction for local residents and visitors from the wider area.
- Maximise green infrastructure functions at cemeteries, churchyards and burial grounds and manage for enhanced biodiversity value
- Hough End - maximise use as a location for outdoor sport, leisure and recreation.

Southway Homes, have already made significant investment in their green spaces, through a mixture of planting hedgerows, trees, creating new wetland planting areas and creating new planting schemes that are not only biodiversity rich but also look visually impressive as well. Two green spaces per year are selected for large scale improvement works.

The Didsbury Point development will aim to knit into this wider network of pedestrian and cycle routes integrating the apartment scheme into the South Manchester. The provision of one cycle per apartment supports this.



5.0

Landscape

5.0 Landscape

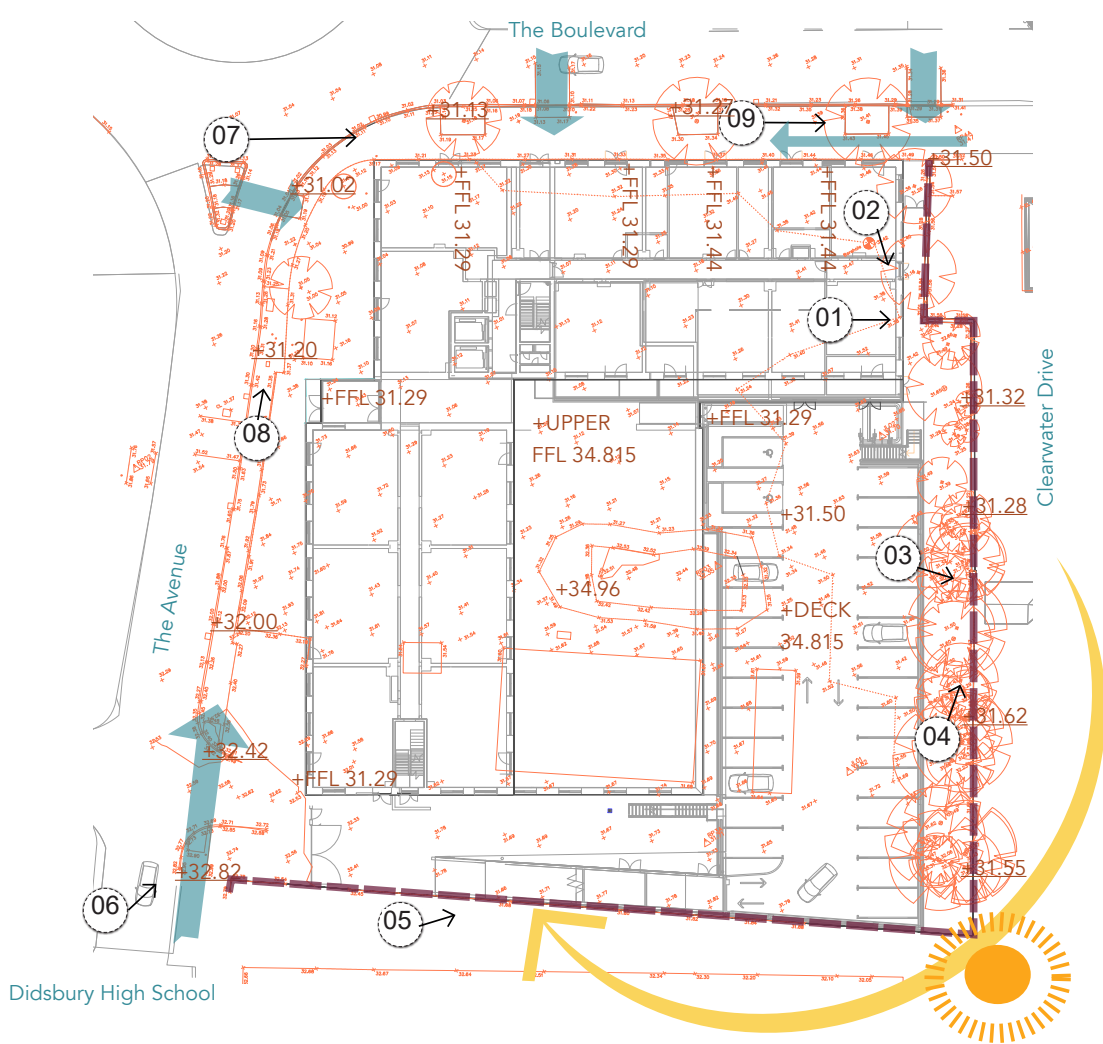
5.1 Site Analysis

This is a compact site within the wider area developed as Didsbury Point. The following diagrams highlight key landscape elements and an approach to landscape design for the proposed development.

Existing Landscape/Constraints

- Didsbury High School to the south of the site links to the pedestrian footway flanking the site along the avenue.
- Planted and self-set trees along the eastern boundary
- Existing public realm, trees and crossings to the Avenue and Boulevard
- Boundary fences and walls to the rear of residents to Clearwater Drive
- Existing levels at a high point to the SW corner and a low point to the NW corner of the site.

Site Analysis/Existing Landscape



Key

31.30+ Existing levels retained

31.50+ Proposed levels

+FFL 31.29 Proposed building floor level

Existing boundaries retained

Topographical survey data



Numerous self-set trees flanking boundaries.



Continuous tree line along the boundary provides wildlife and amenity value



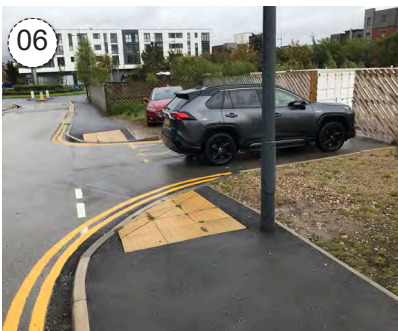
Numerous self-set trees flanking eastern boundary



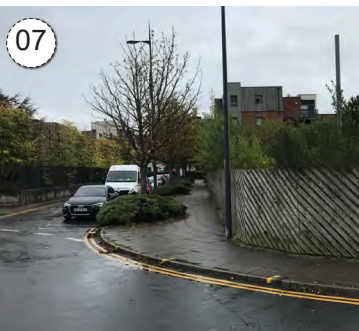
Trees close or onto the residential boundary line



Weldmesh fence /soft landscape embankment sloping towards the site



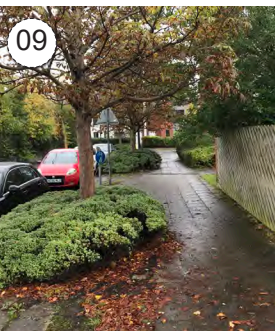
Highest point on the site-close to school entrance



Corner of site to the boulevard



Boundary to the Avenue



Boundary to the Boulevard and planted trees /shrubs

5.2 Landscape Approach

- The design approach comprises the following elements:
- Protection and enhancement of the existing tree belt to the east boundary
 - Enhancements to the decked car park edge to soften its appearance
 - A biodiverse attractive podium space at first floor level for quiet socialising by building users
 - Enhanced streetscape with buffer planting to the building frontage
 - Adopt key design principles:
 - To maximise biodiversity,
 - Add amenity and quality; and
 - To increase social value through the design of the landscape.

Landscape Approach



- Key**
- High quality podium space with seating, set within high biodiversity semi extensive planting and raised planters
 - Biodiverse planting set within a framework of grasses creating a formal landscape to the building frontage
 - Maximise retention of existing trees. Remove self set trees interfering with site boundary. Crown lift trees and diversify ground layer.
 - Enhance existing streetscape
 - Active Edge
 - Pedestrian access/movement
 - Parking layby



Key Principles

Biodiversity&Space for Nature



Vertical greening opportunities



Enhance existing trees and biodiversity



Podium biodiversity

Amenity/quality



Seasonal planting palette



Soften edges with planting



High quality streetscape



Formal planting separating private/public uses

Social Value



Quiet social settings



Quiet social settings



Low level screening

5.3 Landscape General Arrangement

The design of the landscape has been considered to maximise and ground the building within the site setting and respond positively to the existing public realm.

The design also considers the existing landscape to the eastern boundary as well as greening to the deck car park in order to mitigate impact on local amenity to the adjacent residences.

Open space and amenity for the site users is provided within a podium landscape designed to maximise biodiversity but provide opportunities for socialising and relaxing outdoors.

New street trees and planting to the site frontage will soften the appearance of the building and provide a buffer between passers-by and building users.

The existing public realm to the Boulevard will be retained and enhanced with new paving to the building frontage and by developing the levels design to ensure all entrances achieve level access.

- 

Parking lay-by-block / permeable block paved, 2m width
- 

Pedestrian footway-realigned to accommodate parking. Block paved, 2m width
- 

Sett paved crossover to vehicle access
- 

Block paving to building frontage. Cycle parking hoops /space for 10nr bikes
- 

Illuminated bollards to define threshold spaces to main entrance.
- 

Podium surface in composite deck or plank style paver
- 

Raised planters and seating
- 

Small scale pebble style seating on podium
- 

High quality flag paving to podium thresholds and public routes
- 

Tree planting to frontage and entrance-refer to planting plan
- 

Tree planting to frontage and entrance-refer to planting plan
- 

Ornamental/multi-stem tree planting-podium refer to planting plan
- 

Existing trees along the Boulevard to be retained
- 

Bands of planting, biodiverse ground cover and specimen shrubs to the building edge
- 

Hedge/planter to podium defining edge between private /public spaces
- 

Biodiverse ground level planting with long seasonal range to podium
- 

Vertical greening to car park extending from ground level to parapet height on the upper level to soften the appearance of the car park and improve biodiversity.
- 

Existing trees-retain where feasible and manage for long term habitat enhancement. Potentially subject to detailed MMP.



Figure 1 Extract of Site Plan Drwg 0604-PLI-ZZ-ZZ-DR-L-0120

1. Biodiverse podium with quiet social seating, raised planters and small trees
2. Eastern boundary edge-enhanced with greening to deck parking; as well as ground level native planting and habitat creation.
3. Corner soft landscape/potential rain garden
4. Biodiverse planting, grass swathes and trees to frontage
5. Existing boundaries retained, self set trees interfering with fences to be removed
6. New block paved threshold to the building tying in to the Boulevard.

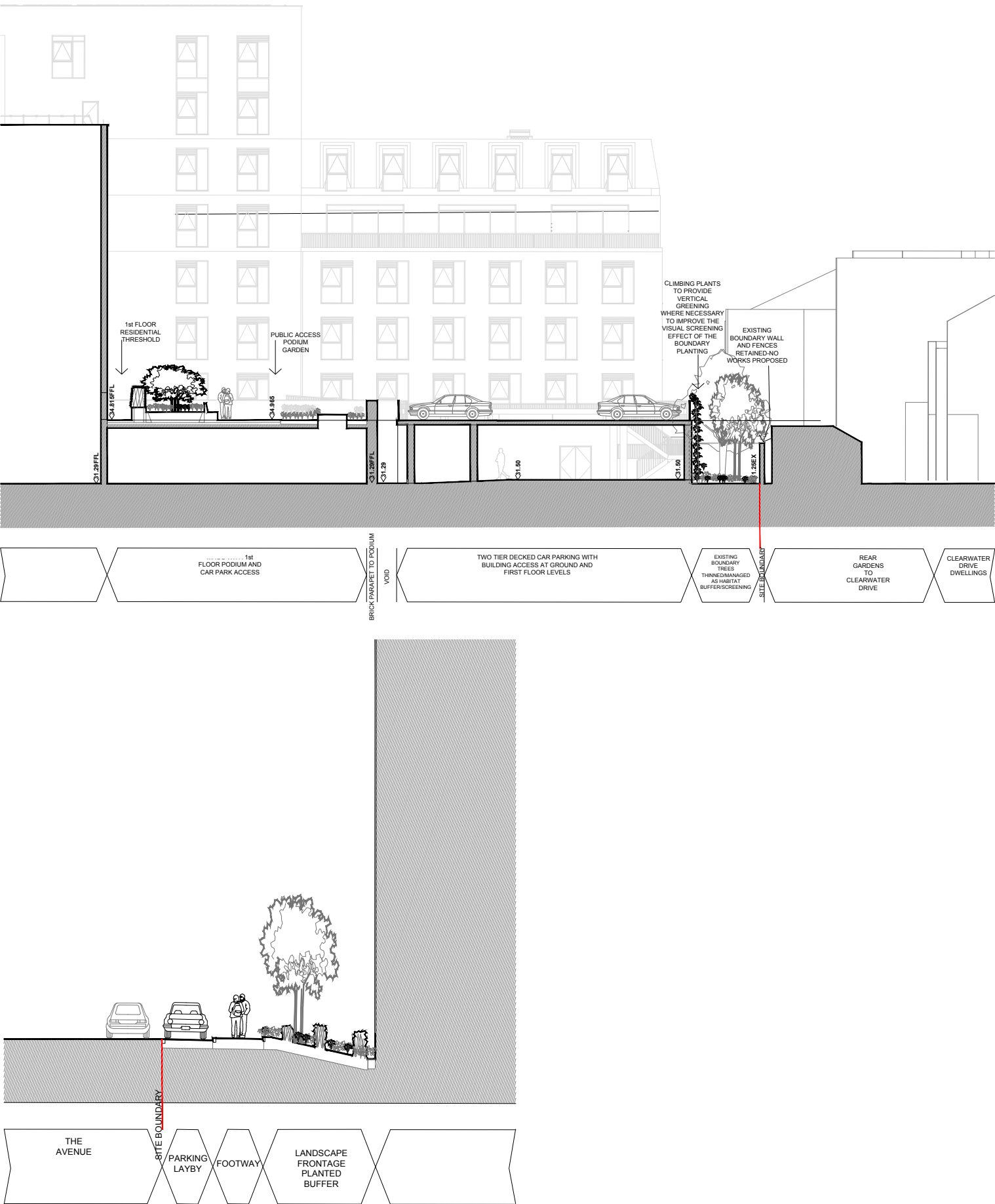
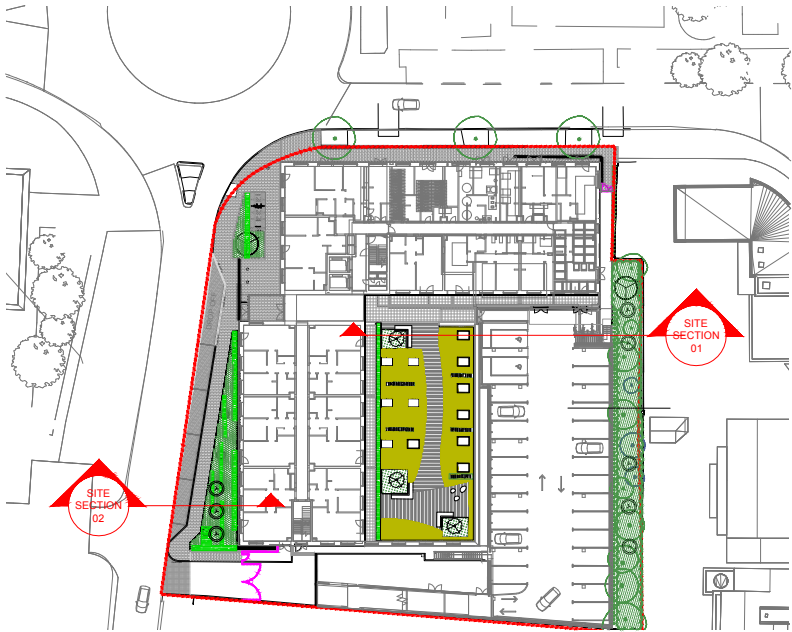
5.4 Landscape Sections

The sections 1 and 2 show how the proposed design relates to the existing and surrounding levels.

Section 1 shows the podium amenity space, decked parking and relationship to the eastern boundary.

Section 2 illustrates the relationship between the building frontage and existing levels along the avenue, and how a parking layby/footway has been integrated with a landscape buffer to the building edge.

Refer to drwg 0604-PLI-ZZ-ZZ-DR-L-0140

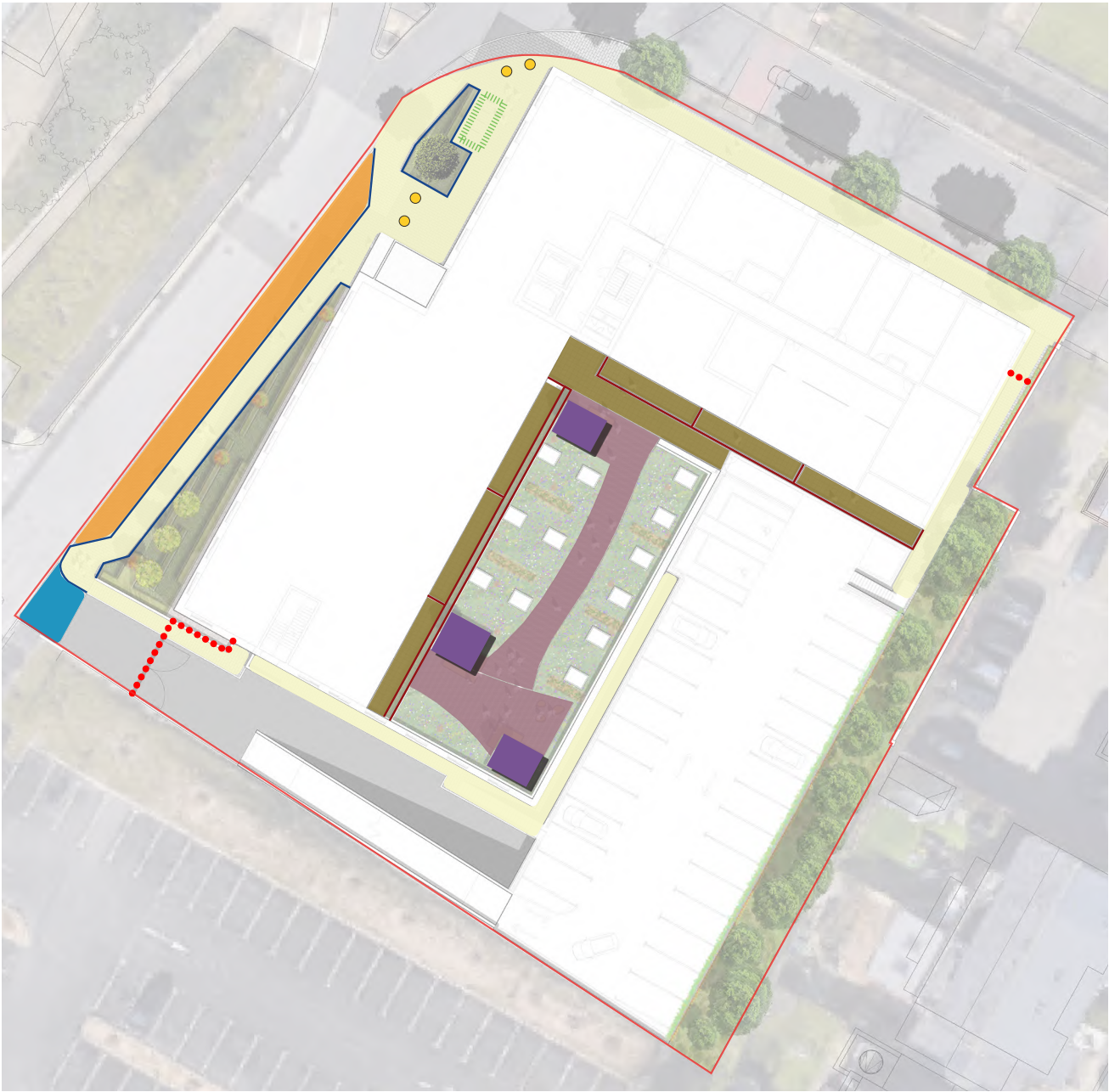


5.5 Hardworks materiality

A simple, robust and high quality selection of materials is proposed for the site. The materials palette has been selected to integrate with the existing materials surrounding the site and complement the historic setting.

The selection of the hard materials is based around the key design drivers:

- Ensuring that hard material selection and arrangement meets the needs of all users.
- Use of blister paving at pedestrian crossings.
- Material selection must also consider durability and longevity criteria ensuring that each material is fit for purpose, easily sourced, has manageable maintenance regimes, meets all applicable B.S and E.N safety/quality standards and considers sustainability credentials.
- Finish: Quality and long lasting materials will be selected. The design proposes to use a blend of grey /neutral tones, complimentary to the architecture and surrounding paving materials.
- Durability: The materials will be robust to withstand the levels of use expected within the development - including both pedestrian and vehicular traffic and service vehicles. Maintenance will also be a key consideration in product selection.
- Specified materials will consider environmental impacts of each product and will consider full life cycle assessments.
- Generally boundary fences will be retained in their current condition as they do not interfere with the proposals. New secure fencing is proposed in the locations indicated.



Furniture/Features



Hard Landscape/boundaries



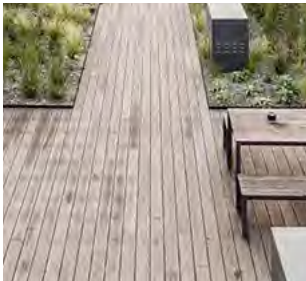
Block paved vehicle parking layby



Sett paved crossover



Exposed aggregate kerb upstands to planting areas



Composite timber decking or plank style paving.



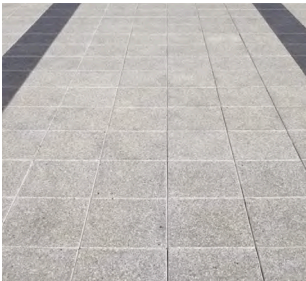
Raised metal edge planters with seating



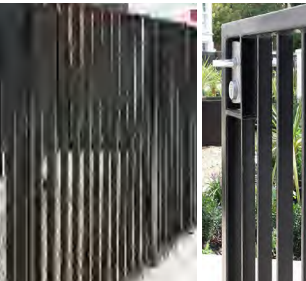
Brick planter/brick walls defining private thresholds



High quality exposed aggregate concrete block paving



High quality natural aggregate smooth ground paving flags



Galvanised/powder coated railings, 2.1m high

5.6 Softworks Strategy

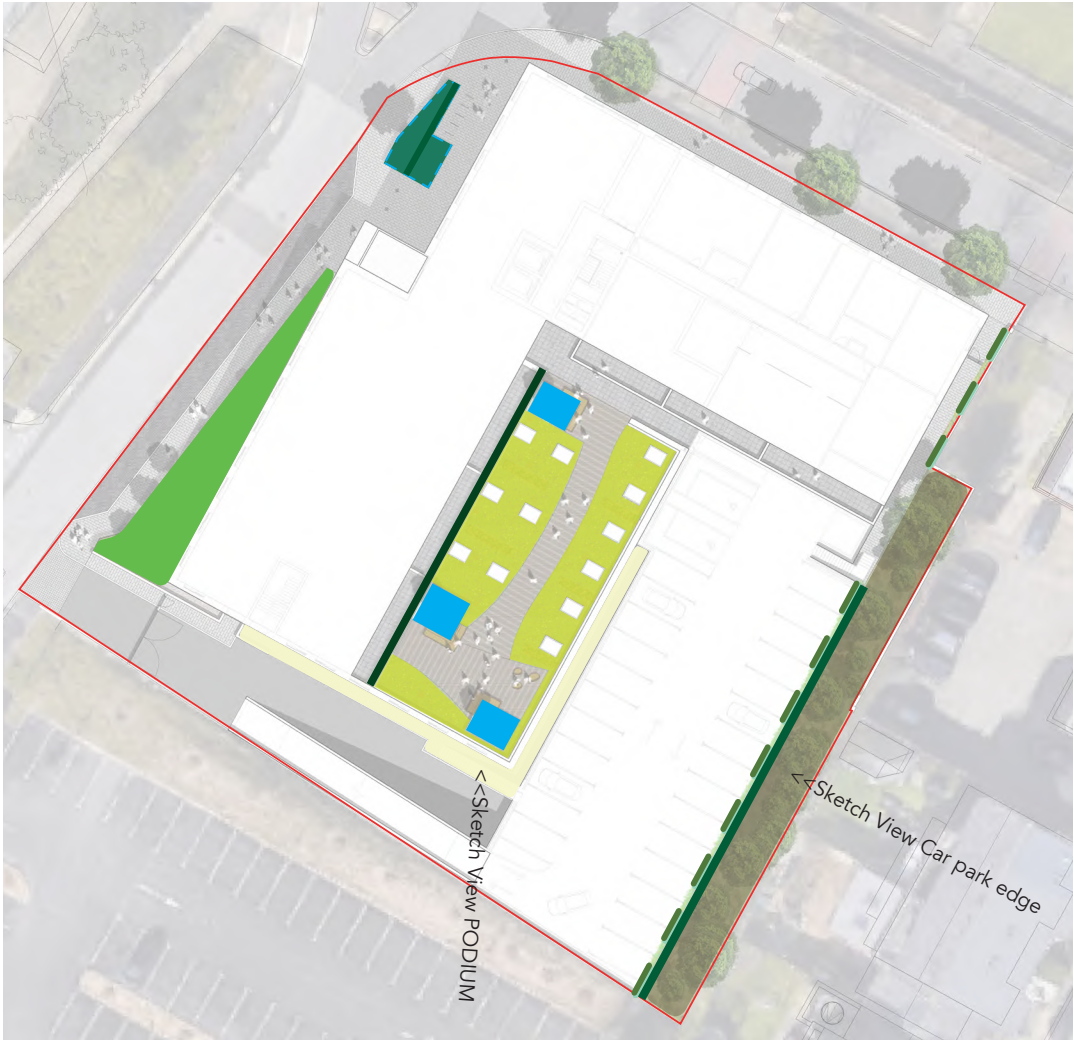
The proposed species of trees and plants have been chosen to be appropriate to the site location and character of the area in which they are planted. Trees have been included where possible to avoid underground services.

Low maintenance planting helps improve sustainability of the landscape with plants that are hardy and resilient to changes in the climate.

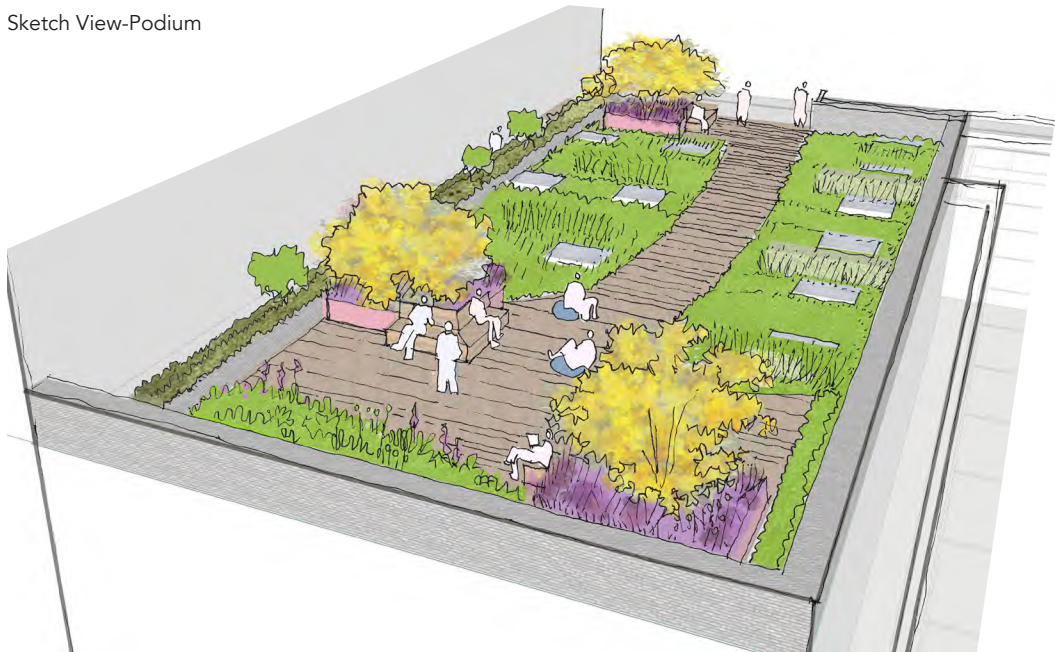
Multi-stem trees provide enclosure at a lower level and create structure within the planting. One or two feature trees will be used to hold the space and create a sense of scale.

The eastern boundary edge will be enhanced with berry bearing native species as well as diversification of the ground flora.

The biodiverse podium planting will feature a mix of drought tolerant herbaceous and bulb planting in a bespoke mix providing a low cost high impact seasonally varied display valued by people and pollinator insects.



Sketch View-Podium



Biodiverse podium planting



Raised planter-multi stem trees/mixed herbaceous planting



Habitat enhancement to existing trees



Climbing plants/wire support to car park edge/existing boundary wall



Swathes of grasses and low level planting to frontage

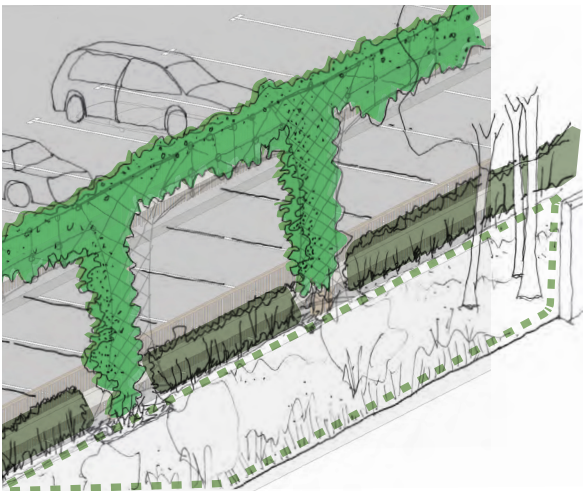


Rain garden/infiltration basin planting



Native hedge planting

Sketch View-Car Park Edge



Climbing plants/wire mesh infill
Native hedge planting
Existing managed tree belt with specimen native berry species and ground level

6.0

Scheme Visuals

6.0 Scheme Visuals

Looking towards the key corner of the site





7.0

Access & Maintenance



7.0 Design Strategies

7.1 Pedestrian and Vehicle Access

The primary residential entrance is from The Boulevard. The main entrance to the Medical Facility will be on The Avenue. A secondary means of access is provided to the Medical Facility from the car park. A secondary means of escape is located on the South. The rear of the building will be gated and accessed by key fob or via intercom.

A dedicated ambulance drop off zone and 4 spaces will be provided on The Avenue. The zone will be identified within the surfaces proposed and a flush kerb to the edge.

Access to the car park deck to the eastern part of the site is from the Avenue. A Traffic light system will be utilised on the car park ramp. 4 DDA spaces (two on each level) will be provided with level / ramped access.

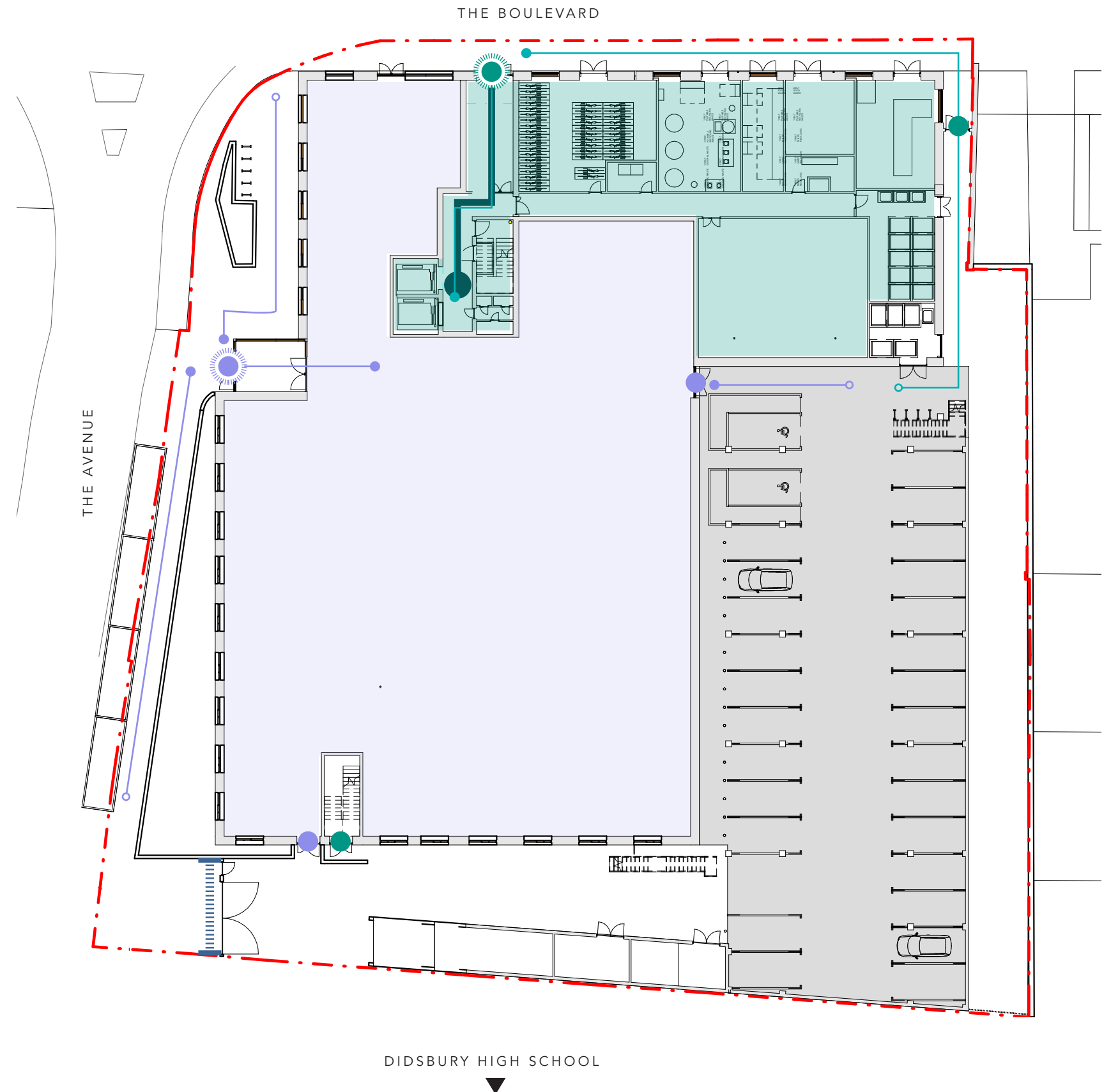
A bike store includes spaces for one bike per apartment, double stacked. The door off the Boulevard allows residents to walk their bike directly into the store preventing the need to push bikes through the entrance lobby.

Public bike racks are provided for the Medical centre in front of the main entrance. Racks for staff are located beside the car park.

Residents will also be encouraged to car share; access a local Car Club, join peer-to-peer lending schemes such as Hiyacar.

Key

-  Primary Residents Access
-  Secondary Residents Access
-  Public Access - Medical Centre
-  Escape Access - Medical Centre
-  Vehicle Access - Residents & Medical Centre



7.2 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 meeting was held with Greater Manchester Police, 10/01/2022. The following items were raised:

- *How the car park will be managed in particular the split between residents and the Medical Centre employees/ residents.*
- A car park management strategy will be developed by Southway.
- *Fob access will be required to the vehicular/ pedestrian gate for the entrance to the car park to remain secure.*
- Incorporated into the design.
- *Additional fob access was recommended to bike store entrance/ exit doors, plant corridor and bin store.*
- Incorporated into the design.

-It was agreed that partition walls between flats and corridors did not need to include reinforcement (such as expanded metal mesh) as they will be tiled, have kitchen units backing on to them or have pattress adjacent to the doors.

A Crime Impact Assessment REF2021/0599/CIS/01 has been completed to support the application. Secured by Design principles will be followed.



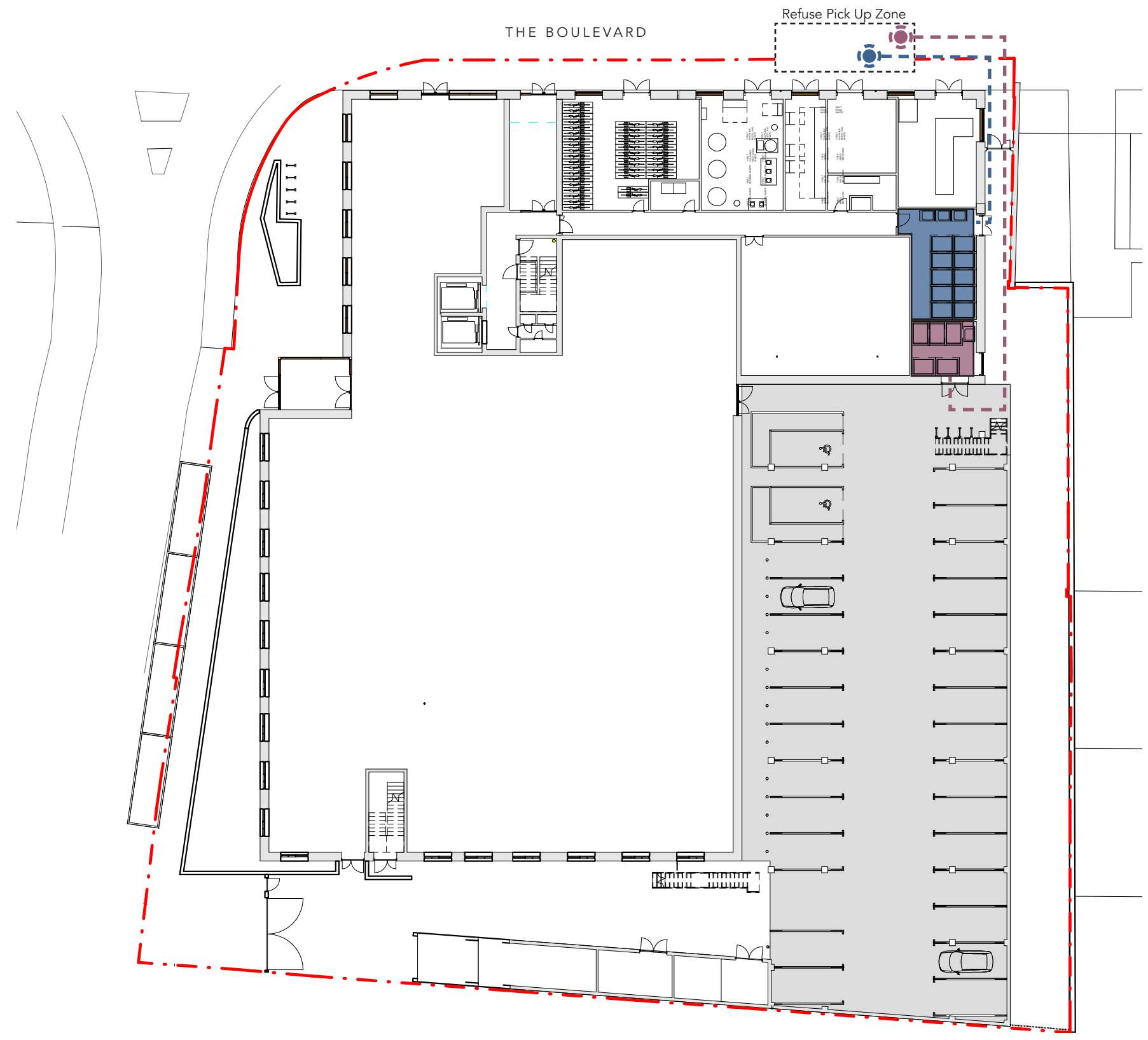
7.3 Waste management

A refuse store for residential bins is located in the east of the building on the ground floor and can be access internally (for residents) & externally (for management).

A separate refuse store for the Medical Centre bins is included, employees will be required to access externally via the secondary entrance.

Management will need to transfer the bins to the collection point on collection day. Refuse will be collected from the pick up zone on The Boulevard via the side gate with refuse located towards the back of the building.

Short stay bays will need to be reallocated for the refuse vehicle and to provide 24hr access to the substation.



Key

-  Residential Refuse Store
-  Medical Centre Refuse Store
-  Residential Refuse route
-  Medical Centre Refuse route
-  Residential Refuse collection point
-  Medical Centre Refuse collection point

7.4 **Cleaning and Maintenance**

A detailed cleaning and maintenance access strategy will be developed at RIBA Stage 3 in liaison with the CDM Principal Designer and it shall be subject to consultation with Southway and their operations team. We understand that Didsbury will be cleaned, maintained, and accessed adopting the following strategies explained in this report which cover the different areas of the building, i.e. low and high, internal, and external. Maintenance and cleaning is to be undertaken by trained staff only to approved methods.

The Façade

It is intended that lower sections of the façade can be cleaned and maintained from ground floor external levels.

The upper sections of the façade can be cleaned as follows:

North Block Tower by abseiling from the roof. This is a safe method for working at height but shall require specialist equipment to be installed in the roof permanently or otherwise.

North Block Duplexes and South Block by using a long pole from the ground floor.

Maintenance will be via a MEWP.

The Roof

The level 6 roof will give direct access to enable cleaning and maintenance of PV's and other equipment. The level 8 roof will be accessed from the core via an access hatch.

8.0

Conclusion

8.0 Conclusion

The proposals:

- Accord with planning guidance as detailed in the Planning Statement
- Provide much needed affordable housing
- Provide physical and visual variety in terms massing and tonal variation and architectural expression, whilst respecting the scale and height of its neighbours.
- Consolidate the urban environment and strengthen the street pattern and adjacent public spaces.
- Provide active street frontages at ground level to physically and visually reactivate the street scene in this locality and to energise a positive sense of place which will engender dynamic pedestrian use of the streets and provide amenities for the local community.
- Promote a greater sense of security through natural passive surveillance and overlooking to provide a safer atmosphere for the public and a sense of neighbourhood for the residents.

9.0

Appendix

9.0 Appendix

9.1 Accommodation Schedule

	Apartment Type				Medical Centre
Level	2B4P Apartment	2B3P Apartment	2B4P Duplex	1B2P	Area
00 Ground Floor	Residential Floors from 01 upwards				1225 sqm
01 First Floor	6	7	-	1	
02 Second Floor	6	7	-	1	
03 Third Floor	6	7	-	1	
04 Fourth Floor	2	7	6	1	
05 Fifth Floor	2	7		1	
06 Sixth Floor	2	1	-	1	
07 Seventh Floor	2	1	-	1	
08 Roof					
Level	2B4P Apartment	2B3P Apartment	2B4P Duplex	1B2P	1225 sqm
	26	37	6	7	
Total	76 Apartments				1225 sqm
Parking	35 Spaces (46%)				25 Spaces

Apartment Area Schedule

Level	Unit Type	Area
01 First Floor Plan	2B3P - Type B	61.81 m²
01 First Floor Plan	2B4P - Type B	70.39 m²
01 First Floor Plan	2B4P - Type A1	70.49 m²
01 First Floor Plan	2B4P - Type A1	70.49 m²
01 First Floor Plan	2B4P - Type A2	69.24 m²
01 First Floor Plan	2B4P - Type A1	71.19 m²
01 First Floor Plan	2B4P - Type A1	70.5 m²
01 First Floor Plan	1B2P - Type A	50.74 m²
01 First Floor Plan	2B3P - Type A1	61.79 m²
01 First Floor Plan	2B3P - Type A1	61.79 m²
01 First Floor Plan	2B3P - Type A2	62.69 m²
01 First Floor Plan	2B3P - Type A3	60.93 m²
01 First Floor Plan	2B3P - Type A1	61.79 m²
01 First Floor Plan	2B3P - Type A1	61.79 m²
02 Second Floor Plan	2B3P - Type B	61.81 m²
02 Second Floor Plan	2B4P - Type B	70.39 m²
02 Second Floor Plan	2B4P - Type A1	70.49 m²
02 Second Floor Plan	2B4P - Type A1	70.49 m²
02 Second Floor Plan	2B4P - Type A2	69.24 m²
02 Second Floor Plan	2B4P - Type A1	71.19 m²
02 Second Floor Plan	2B4P - Type A1	70.5 m²
02 Second Floor Plan	1B2P - Type A	50.74 m²
02 Second Floor Plan	2B3P - Type A1	61.79 m²
02 Second Floor Plan	2B3P - Type A1	61.79 m²
02 Second Floor Plan	2B3P - Type A2	62.69 m²
02 Second Floor Plan	2B3P - Type A3	60.93 m²
02 Second Floor Plan	2B3P - Type A1	61.79 m²
02 Second Floor Plan	2B3P - Type A1	61.79 m²
03 Third Floor Plan	2B3P - Type B	61.81 m²
03 Third Floor Plan	2B4P - Type B	70.39 m²
03 Third Floor Plan	2B4P - Type A1	70.49 m²
03 Third Floor Plan	2B4P - Type A1	70.49 m²
03 Third Floor Plan	2B4P - Type A2	69.24 m²
03 Third Floor Plan	2B4P - Type A1	71.19 m²
03 Third Floor Plan	2B4P - Type A1	70.5 m²
03 Third Floor Plan	1B2P - Type A	50.74 m²
03 Third Floor Plan	2B3P - Type A1	61.79 m²
03 Third Floor Plan	2B3P - Type A1	61.79 m²
03 Third Floor Plan	2B3P - Type A2	62.69 m²
03 Third Floor Plan	2B3P - Type A3	60.93 m²
03 Third Floor Plan	2B3P - Type A1	61.79 m²
03 Third Floor Plan	2B3P - Type A1	61.79 m²
04 Fourth Floor Plan	2B3P - Type B	61.81 m²
04 Fourth Floor Plan	2B4P - Type B	70.39 m²

04 Fourth Floor Plan	2B4P - Type A1	70.49 m²
04 Fourth Floor Plan	2B4P Duplex - Type A1	38.43 m²
04 Fourth Floor Plan	2B4P Duplex - Type A2	35.69 m²
04 Fourth Floor Plan	2B4P Duplex - Type B	40.96 m²
04 Fourth Floor Plan	2B4P Duplex - Type B	40.96 m²
04 Fourth Floor Plan	2B4P Duplex - Type A1	38.43 m²
04 Fourth Floor Plan	2B4P Duplex - Type A1	38.43 m²
04 Fourth Floor Plan	1B2P - Type A	50.73 m²
04 Fourth Floor Plan	2B3P - Type A1	61.79 m²
04 Fourth Floor Plan	2B3P - Type A1	61.79 m²
04 Fourth Floor Plan	2B3P - Type A2	62.69 m²
04 Fourth Floor Plan	2B3P - Type A3	60.93 m²
04 Fourth Floor Plan	2B3P - Type A1	61.79 m²
04 Fourth Floor Plan	2B3P - Type A1	61.79 m²

05 Fifth Floor Plan	2B4P Duplex - Type A1	42.68 m²
05 Fifth Floor Plan	2B4P Duplex - Type A2	41.61 m²
05 Fifth Floor Plan	2B4P Duplex - Type B	43.44 m²
05 Fifth Floor Plan	2B4P Duplex - Type B	43.45 m²
05 Fifth Floor Plan	2B4P Duplex - Type A1	42.69 m²
05 Fifth Floor Plan	2B4P Duplex - Type A1	42.68 m²
05 Fifth Floor Plan	2B3P - Type B	61.81 m²
05 Fifth Floor Plan	2B4P - Type B	70.39 m²
05 Fifth Floor Plan	2B4P - Type A1	70.49 m²
05 Fifth Floor Plan	1B2P - Type A	50.73 m²
05 Fifth Floor Plan	2B3P - Type A1	61.79 m²
05 Fifth Floor Plan	2B3P - Type A1	61.79 m²
05 Fifth Floor Plan	2B3P - Type A2	62.69 m²
05 Fifth Floor Plan	2B3P - Type A3	60.93 m²
05 Fifth Floor Plan	2B3P - Type A1	61.79 m²
05 Fifth Floor Plan	2B3P - Type A1	61.79 m²

06 Sixth Floor Plan	2B3P - Type B	61.81 m²
06 Sixth Floor Plan	2B4P - Type B	70.39 m²
06 Sixth Floor Plan	2B4P - Type A1	70.49 m²
06 Sixth Floor Plan	1B2P - Type A	50.73 m²

07 Seventh Floor Plan	2B3P - Type B	61.81 m²
07 Seventh Floor Plan	2B4P - Type B	70.39 m²
07 Seventh Floor Plan	2B4P - Type A1	70.49 m²
07 Seventh Floor Plan	1B2P - Type A	50.73 m²

Total:	76	4961.65 m²
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Ground Floor Area Schedule (NET)

Level	Use	Area
00 Ground Floor Plan	Medical Centre	1179.02 m²
00 Ground Floor Plan	Medical Store	16.53 m²
00 Ground Floor Plan	Medical Store	13.05 m²
00 Ground Floor Plan	Entrance Lobby	22.63 m²
00 Ground Floor Plan	Bike Store	58.94 m²
00 Ground Floor Plan	Residential Server Room	6.11 m²
00 Ground Floor Plan	Plant Room	39.33 m²
00 Ground Floor Plan	LV Switch	19.44 m²
00 Ground Floor Plan	Transformer Room	21.86 m²
00 Ground Floor Plan	Emergency LV Switch	8.97 m²
00 Ground Floor Plan	Generator	36.54 m²
00 Ground Floor Plan	Sprinkler Tank Room	113.78 m²
00 Ground Floor Plan	Refuse	42.71 m²
00 Ground Floor Plan	Medical Refuse	16.93 m²

Total	1595.84 m²
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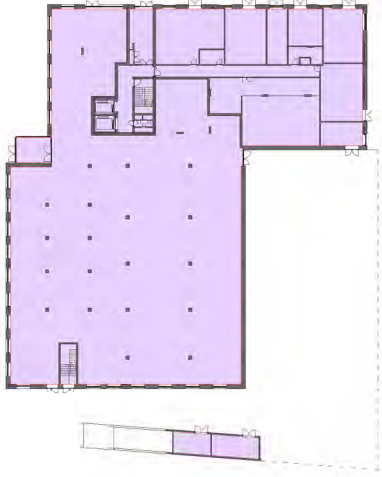
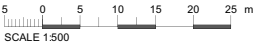
Gross Internal Area

Level	Area
00 Ground Floor Plan	1739.54 m²
01 First Floor Plan	1157.21 m²
02 Second Floor Plan	1157.21 m²
03 Third Floor Plan	1157.21 m²
04 Fourth Floor Plan	1106.87 m²
05 Fifth Floor Plan	1088.64 m²
06 Sixth Floor Plan	342.22 m²
07 Seventh Floor Plan	342.22 m²

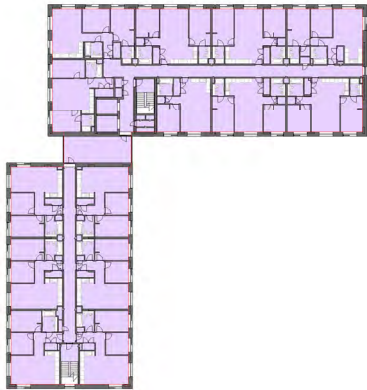
Total	8091.12 m²
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Note:
Do Not Scale from this drawing.
Dimensions are to be checked on site.
If in doubt please ask.



00 Ground Floor Plan
1 : 500



03 Third Floor Plan
1 : 500



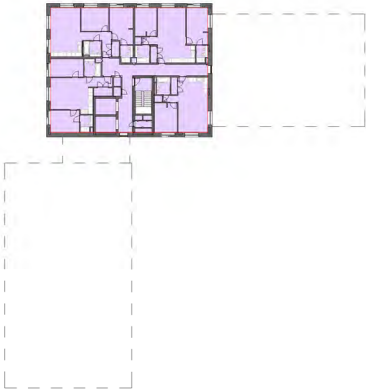
06 Sixth Floor Plan
1 : 500



01 First Floor Plan
1 : 500



04 Fourth Floor Plan
1 : 500



07 Seventh Floor Plan
1 : 500



02 Second Floor Plan
1 : 500



05 Fifth Floor Plan
1 : 500

P1 27/01/22 JL Stage 3 Issue

Rev Date Intls Details

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Project Title Didsbury Point
Client Southway Housing
Location West Didsbury, Manchester

Drawing ref GIA Area Plans

Date 27/01/2022 20:56:43 Scale 1 : 500
Checker AH Orig Paper Size A1

Job No: 8845 Status Preliminary

Project: Origin: Zone: Level: Type: Disc: Number: Rev:

8845-BA-Z1-XX-SH-A- (09)002- P1

9.2 Waste Management Pro-Forma

Didsbury Point Waste Management



Version history

Project name: Eliza Yard
Project number: 9033
Client: Manchester Life

Rev:	Date:	Status	Name	Description
01	16-02-22	Issued	Waste Management Strategy Report	First Issue

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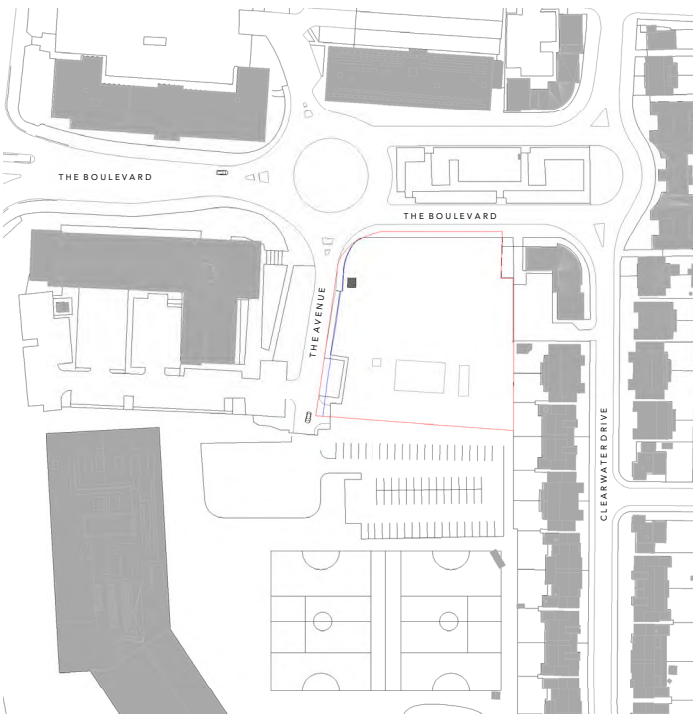
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1.0 Introduction

This Waste Strategy report is prepared by Buttress on behalf of Southway Housing Association in support of the planning application for a residential-led development at West Didsbury which was formerly part of the old Withington Community Hospital.

The site is currently vacant, having most recently been utilised as a site compound for the adjacent construction works for Didsbury High School.



2.0 Development Proposals

2.1 Summary

In summary, the proposals include the following elements for which full planning permission is sought:

Erection of a 8-storey & 6-storey residential buildings incorporating ground floor commercial units (Use Class E, previously known and stated in this report as D1). The building has separate private car and cycle parking. The scheme incorporates a dedicated roof terrace to all residents as well as private pocket terraces to some of the first floor apartments.



2.2 Residential Accommodation

A Schedule of accommodation is provided in the Design and Access Statement and is summarised as follows:

- 7 x 1B2P Apartments
- 37 x 2B3P Apartments
- 32 x 2B4P Apartments
- 76 Total Apartments

2.3 Ancillary Commercial Uses

There is 1208sqm commercial unit (medical centre) for the Building contained at the ground floor level.

The commercial use has been considered as 'Medical or health centres for the purpose of this assessment.

3.0 Scope of the Report

This strategy establishes the means of recycling the material generated and sets out the following:

- Forecast waste generation & recycling rates;
- Proposed waste management strategy;
- Proposed waste storage facilities; and
- Forecast the refuse collection frequency.

This report sets out the policy context for waste management, forecast the waste generated, the number of bins required, the collection frequency, the management and oversight of the waste collection strategy.

4.0 Policy Context

The development falls within the City of Manchester and MCC have published guidance on the design and management of buildings to produce waste management strategies that maximise the amount of waste that is recycled. Manchester City Council requests that a Waste Pro Forma is completed to support development applications and this is presented later in this document.

To achieve high recycling rates, it states that all refuse should be separated at source and stored off the highway in purpose built refuse stores minimising the distance to collection thus reducing the opportunity for spillage. In accordance with Section 34 of the Environmental Protection Act 1990, the manager of the development has a legal ‘Duty of Care’ to ensure that waste is securely stored and disposed of legally. The most convenient way to achieve this is by using a registered waste carrier.

The Waste (England and Wales) (amendment) Regulations 2012 has introduced changes and updates that affect both waste producers and waste management companies alike. These include the need to separate waste-paper, metal, plastic and glass in different waste streams. Another change will be the obligatory use of SIC codes in all documentation relating to waste management services and a compulsory commitment from waste producers to adhere to the waste hierarchy as described and published by DEFRA under regulation 15(1) of the Waste (England and Wales) Regulations 2011.

To demonstrate compliance with regulations, a Waste Transfer Note is required when that waste is collected by the waste carrier. This may be provided electronically. Many carriers are also able to provide environmental reports to inform on the waste management performance. There will be food waste generated from the residential uses and also potentially from a commercial units such as a café in the ancillary uses on site. Food Waste needs to be covered by the Animal By Products (Enforcement) (England) Regulations 2011. The volumes of waste will be greater than 20kg and therefore need to be stored in a labelled container and collected by a licensed carrier and records kept.

Interventions are needed in all stages of the process to minimise waste going to landfill. The minimisation of waste and recycling interventions by occupiers and the management company can help meet MCC’s and the government’s aspirations.

All new developments must meet the requirements of Part H6 of the Building Regulations 2000 (solid waste storage) which states:

- Adequate means of storing solid waste shall be provided; and
- Adequate means of access should be provided for people in the building to the place of storage, and, from the place of storage to a collection point agreed by the waste collection authority.

5.0 Waste Forecasts

The waste forecasts for Residential Waste is based on a rule of thumb calculation (Manchester Residential Quality Guidance) of 110 litres per apartment per week as shown:

Number of Dwellings x 110

=

Weekly waste in litres

Applying this to the development mix provides the following waste forecast:

76 x 110

=

8,360 litres per week

or

=

16,720 litres per fortnight

The MCC GD04 Waste Storage & Collection Guidance for New Developments stipulates a minimum provision for the storage and collection of refuse, and for recycling facilities in domestic and commerical properties. Developers need to provide a minimum of 0.43sqm of space for each apartment.

GD04 minimum 32.68sqm (76 x 0.43)

=

The development provides 42.71sqm

We have also reviewed current advice from DEFRA (Statistics on waste managed by local authorities in England in 2019/20) who advise that seperately collected food waste accounts for less than 3% of the volume of total residential waste. Organic food waste will be stored in three 240l bins and each apartment will be provided with a 21litre caddy for food waste.

The waste forecast and recycling proportions for the Residential are set out in the table (right).

A separate refuse store has been provided for the Medical centre as per GD04 & BS5906:2005. In order to forecast for waste requirements for the medical centre (formely class D1), we have consulted Manchester Health & Care Commissioning (MHCC) who have advised that based on the 1,200sqm area, 5 x 1100l Eurobins would be sufficient.

Based on the above consultation, a dedicated Medical Refuse store 16.93sqm in area has been provided with 5 x 1100l Eurobins which can be distributed between General/ Paper/ Plastic/ Medical Waste as required by the Medical Tenant.

The Medical Centre have contracts with private refuse companies to dispose of the various types of waste on a fortnightly basis.

It should be noted that the General Refuse Waste Stream can be further subject to recycling post collection depending on the collector’s waste recovery strategy.

RESIDENTIAL APARTMENTS (FORTNIGHTLY COLLECTIONS)			
1 Bed	7		
2 Bed	69		
Total Number of Units	76		
<u>Forecast</u>			
Fortnightly Waste Forecast @220 litres per Apartment	16,720	litres per week	
GD04 Residential Bin Storage Requirement per apartment (+manoeuvring space)	0.43	sqm/apartment	
Minimum Total Residential Bin Storage	32.68	sqm	
<u>Waste storage based on:</u>			
General non-recyclable refuse	47%	7,858	litres
Organic Food Waste	3%	502	litres
Paper / Card	25%	4,180	litres
Plastic/Metal/Glass	25%	4,180	litres
Total	100%	16,720	litres
<u>1100 litre Eurobins</u>			
General non-recyclable refuse	8	bins	
Paper / Card	4	bins	
Plastic/Metal/Glass	4	bins	
<u>240 litre Wheely Bins</u>			
Organic Food Waste	3	bins	
TOTAL	19	bins	

6.0 Waste Management

Waste collection will be supervised by the on-site building management team and involves bins being brought out immediately prior to collection and returned immediately after and to ensure areas are kept clean.

The building contains one large refuse at ground floor (north east) accessed via a secured corridor and allowing residents to travel downstairs and dispose of waste without leaving the building. On bin collection day, building management and retail staff will move full bins to a collection point on The Boulevard.

Site management company to manage and shuffle full/emptied bins based on on-site requirements.

The waste from the medical centre will be collected by a licensed waste carrier in accordance with government legislation requiring the appropriate documentation to ensure that waste is disposed of in a hygienic and environmentally sustainable way. The refuse containers will be wheeled a short distance from the refuse store to the collection vehicle.

The route will be step free and will have a minimum width of 1.5m, ensuring adequate space for a bin to pass.

Key

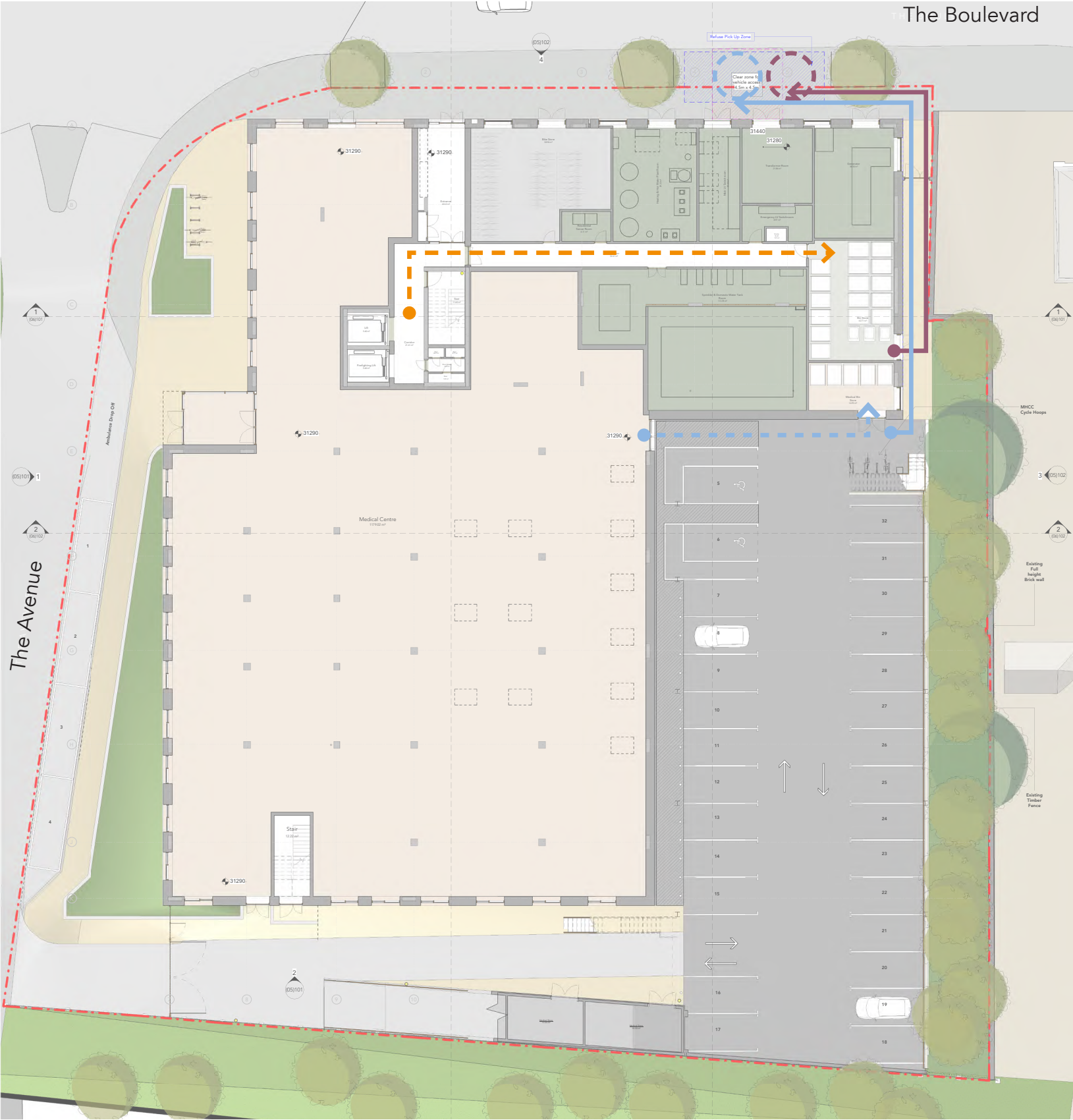
 Residents route

 Residential refuse management route

 Medical refuse route

 Residential refuse collection point

 Commercial refuse collection point



Appendix E Proforma for Planning Applications



Planning Application – Waste Management Strategy

Planning Application Number:
Date Submitted:

Estimated volumes/ m² required by the development

Low Rise Domestic

Waste Types	Capacity Required (litres)	Number of bins required per household	Confirm what is to be provided
General refuse	140 / 240	1 x wheeled bin	NOT APPLICABLE
Pulpable Recycling	140 / 240	1 x wheeled bin	NOT APPLICABLE
Mixed Recycling	140 / 240	1 x wheeled bin	NOT APPLICABLE
Garden Waste	140 / 240	1 x wheeled bin	NOT APPLICABLE
Food Waste	23	1 x 23 litre caddy	NOT APPLICABLE

High Rise Apartment Developments

	Yes/No - how much space has been provided?
0.43m ² has been provided per apartment for the container space. Space to manoeuvre and access containers individually has also been provided so that each container can be accessed and removed for collection individually.	Yes Residential General, Recyclable & Organic Refuse: 42.71sqm Medical Centre General, Recyclable & Organic Refuse: 16.93sqm

Commercial Developments

Please state number of bins you propose, showing calculations where appropriate.

General Waste -	Please refer to calculations in Section 5.0 of Waste Management Strategy Report
Pulpable Recycling -	
Mixed Recycling -	
Food Waste -	
Industrial Waste -	

Has / will a contract be obtained with a licenced waste carrier?	Yes
--	-----

Mixed Use Developments

Are the stores for residential and commercial separate from each other?	Yes
---	-----

Internal Stores (Residential and Commercial)

Please provide details of internal stores / segregation of waste and recycling.

Please refer to calculations in Section 6.0 of Waste Management Strategy Report

Storage Areas for Waste Containers (Residential and Commercial)

Please provide details of container stores, attaching plans if appropriate.

Please refer to calculations in Section 6.0 of Waste Management Strategy Report

Ensure all bins in the store are accessible	Yes
Ensure recycling facilities are as easy to access as general refuse	Yes

Please confirm details of waste store ventilation and hygiene / cleaning proposals

Ventilation -	The bin store will be mechanically ventilated using a dedicated smoke extract system and make up air shall be provided via louvres at high level.
Hygiene -	The refuse store floor and walls will be constructed with robust materials that are easily kept clean. Overall waste management would be undertaken by the on-site staff management team who would monitor the cleanliness on a regular basis and would ensure that all areas of the site are kept clean as required.

Please provide details of who will be responsible for placing the bins at the collection point and returning them to the store / property promptly e.g. resident / management company

The on-site staff overseen by the General Manager would ensure that the bins are presented on the service road ready for collection and will return the bins to the bin store immediately after collection has taken place. this would be under the direction of the General Manager
--

Please ensure that you have attached:

Detailed plans of waste stores	Yes
Location plans showing stores	Yes
Location plans showing the proposed collection point and the route the collection vehicle will take	Yes

Please ensure that you have completed this form in accordance with our GD04 Waste Storage and Collection Guidance for New Developments

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Architects | Masterplanners | Heritage Consultants