



Paradise Mews Design & Access Statement

Corstorphine & Wright

20005 - 8003 - 04 | October 2021



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REVISION	DATE	NOTES
01	29.10.21	Issued for Planning
02	25.11.21	Updated Following Client Review
03	20.05.22	Updated Following Changes to South Elevation
04	25.07.22	Updated following Changes to Brickwork Colours

1.0 Introduction

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This document has been prepared by Corstorphine & Wright Architects to support the planning application for the redevelopment for the Paradise Wharf, Manchester, on behalf of Victor (M1) Ltd.

The site is approximately 375m² and sits in the Southeast corner of the Paradise Wharf development. Currently, the site is vacant, providing parking and turning area for the Stables offices.

The designs described in this document propose four, new build, townhouses. Each townhouse benefits from integrated garages, open plan living spaces, recessed balconies and rooftop terraces.

Our Manchester office is in Grade II Listed 'The Stables' office building, within Paradise Wharf, adjacent to the development site.



2.0 Site Appraisal

2.1 Overview

The proposed location presents a great opportunity in terms of its South-eastern access to Manchester Piccadilly and the remainder of Manchester City shopping centre.

The site sits approximately 4 mins walk from Manchester Piccadilly train station which is a key desirable factor for potential residential tenants.

A key factor that has been taken in consideration is the progressive development of Ancoats and New Islington, which will have various beneficial improvements and factors to the surrounding catchment areas, including improved pedestrian connections, retail and commercial opportunities as well improved infrastructure.



2.2 Immediate Context

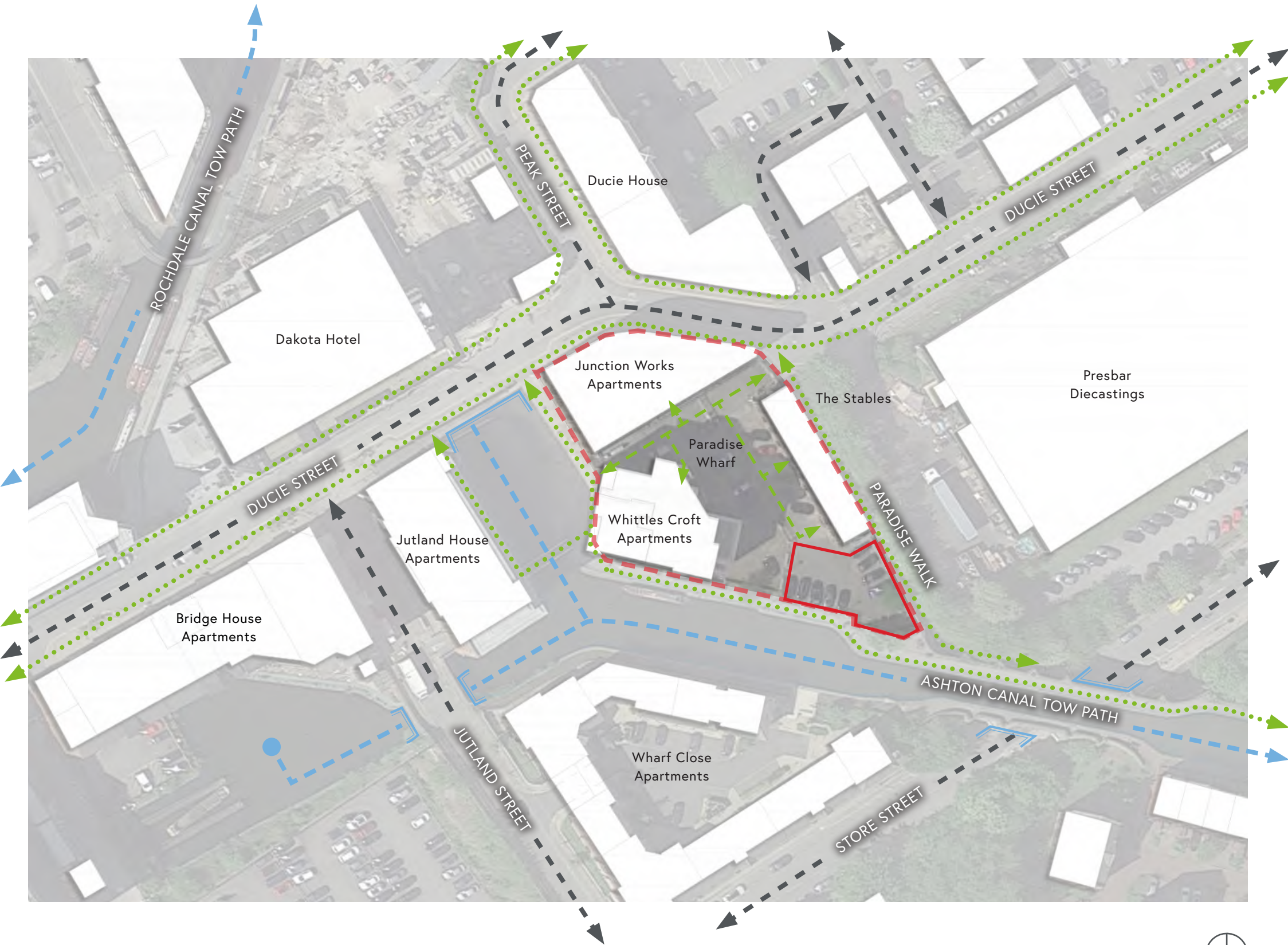
The Stables, Paradise Wharf

The site is flanked by Ashton Canal Tow Path to the South and Paradise Walk to the East.

The remainder of the site boundary borders Junction Works Apartments and a shared vehicle car park within the centre of Paradise Wharf's perimeter.

Presbar Diecasting factory, a commercial factory which recycles metal alloys in located to the east of Paradise Walk.

Moving further out from the site, The Dakota Hotel, Bridge House Apartments and Ducie House present examples of new developments within the immediate context.



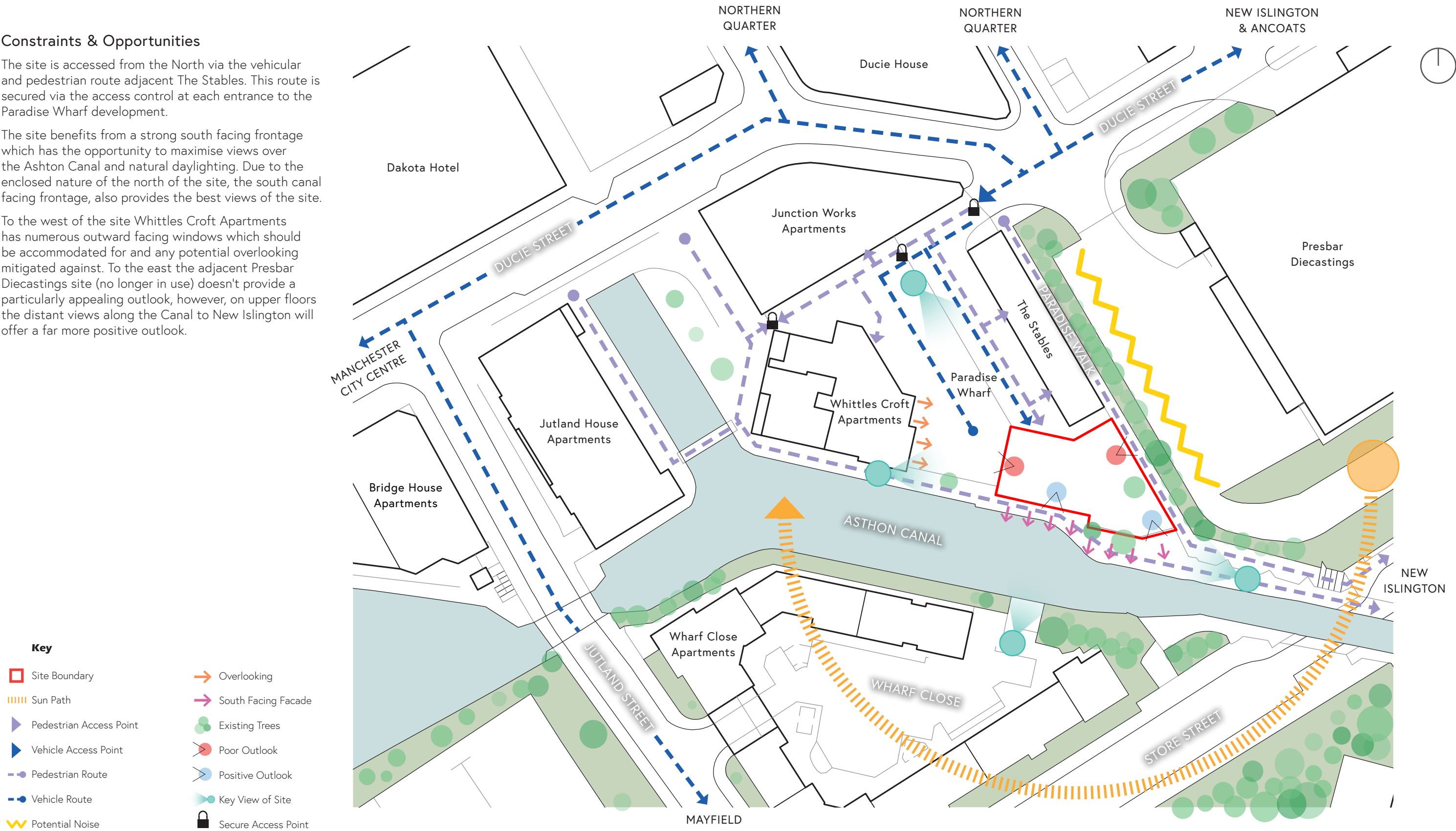
2.3 Constraints & Opportunities

Constraints & Opportunities

The site is accessed from the North via the vehicular and pedestrian route adjacent The Stables. This route is secured via the access control at each entrance to the Paradise Wharf development.

The site benefits from a strong south facing frontage which has the opportunity to maximise views over the Ashton Canal and natural daylighting. Due to the enclosed nature of the north of the site, the south canal facing frontage, also provides the best views of the site.

To the west of the site Whittles Croft Apartments has numerous outward facing windows which should be accommodated for and any potential overlooking mitigated against. To the east the adjacent Presbar Diecastings site (no longer in use) doesn't provide a particularly appealing outlook, however, on upper floors the distant views along the Canal to New Islington will offer a far more positive outlook.



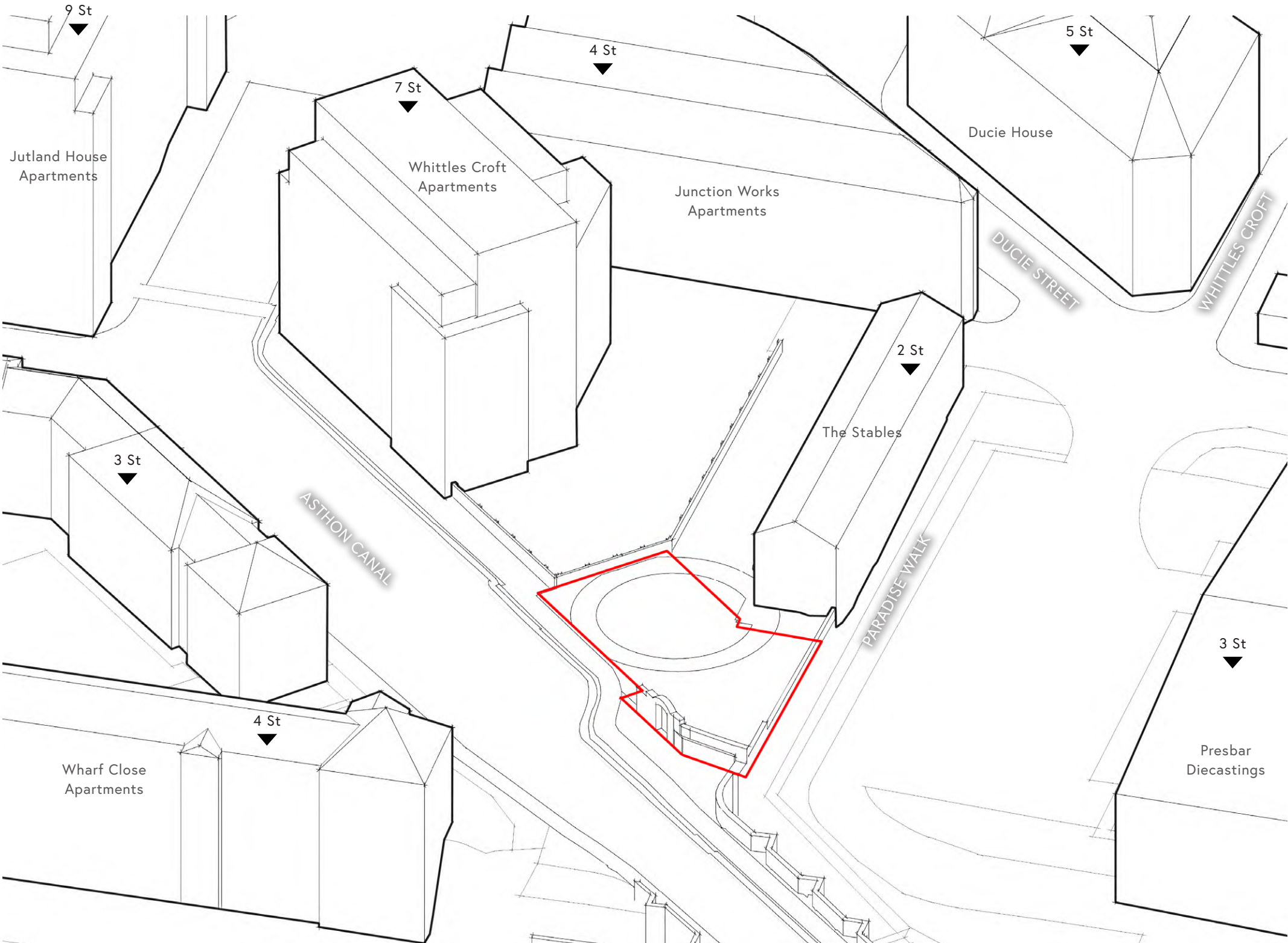
2.4 Existing Massing

The existing massing of the immediate context is dominated by the Whittles Croft and Jutland House apartment blocks to the east of the site. The more historic Junction Works and Stables to the North, sit more subservient to these newer developments.

- 11-12 Storey
- 9-10 Storey
- 7-8 Storey
- 5-6 Storey
- 3-4 Storey
- 1-2 Storey

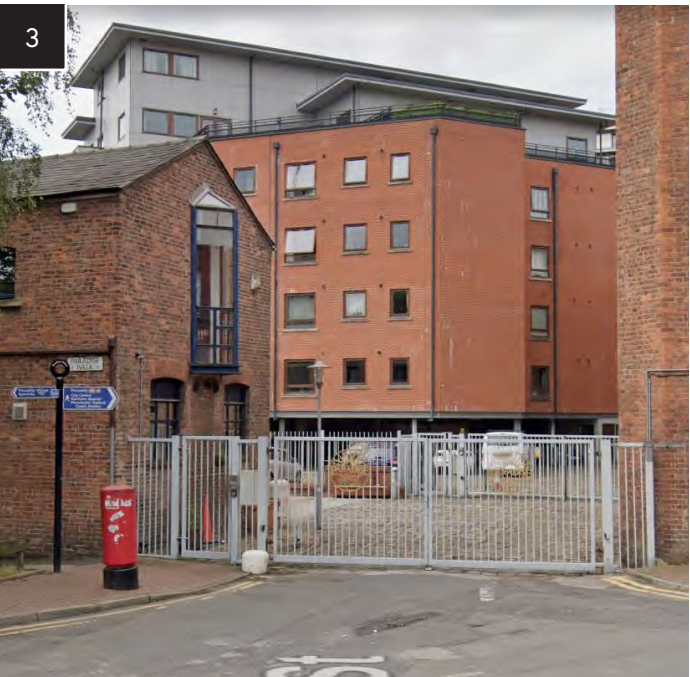
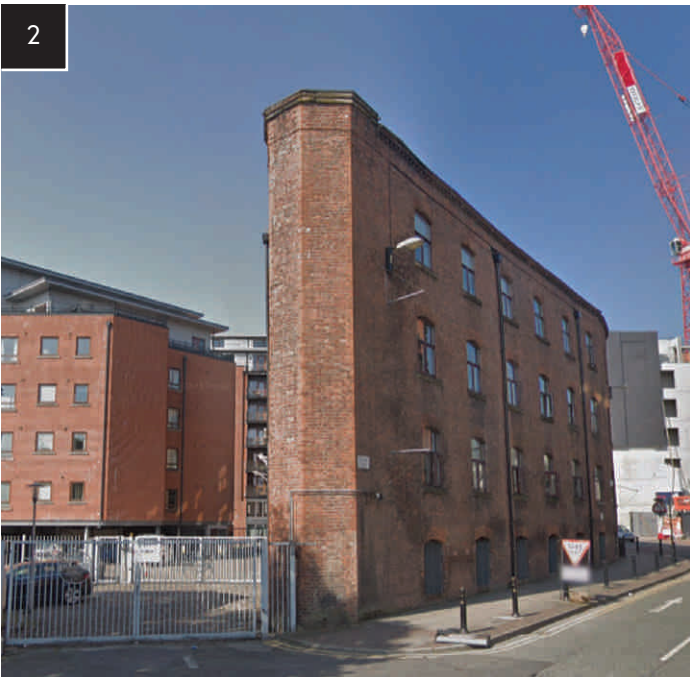


Key Plan



Existing Massing

2.5 Key Site Views



View towards South-east corner of Ducie House

View towards Eastern corner of Junction Works Apartments and vehicle entrance to Paradise Wharf

View The Stables and gated vehicle and pedestrian entrance

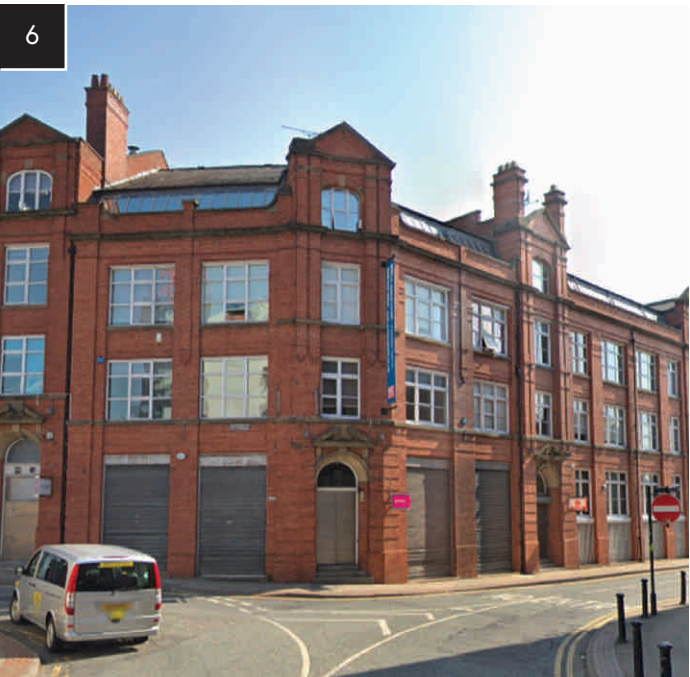
Surrounding Structures & VIEW TO the Stables

Using our key understanding of the surrounding site, we have been able to identify how the site has developed and identify future developments.

Current development within the area have seen the erection of the Dakota Hotel and a new residential apartment along Tariff Street.

The Presbar Diecasting factory has recently ceased trading and the owners are looking for short term tenants while they consider the redevelopment of the site. The removal of poor environmental conditions such as noise and pollution has already been beneficial to the area. Other developments such as the recently refurbished Ducie House and Oxygen Tower being erected on Store Street will ensure conditions in the immediate and surrounding areas will improve considerably.

The site appraisal of the surrounding buildings has been beneficial in identifying the brick context and our architectural response.



View northwards towards empty property (previous cafe)

Local pub: Jolly Angler

View North-east towards Ducie House

Key Site Views



Eastern view along footpath of Ashton Canal Tow Path



Eastern view of current public space along canal front



Eastern view of canal and scale of Oxygen Tower (Store Street)

Surrounding Structures & VIEWS TO The Stables

The current condition of the surrounding context and views to the proposed site identifies an uninspiring public path. The pathway brings footfall and activity in the form of commuters, local fishing & picnickers along the canal front. Redevelopment of the site offers the opportunity to improve the setting of this footpath.

The Ashton Canal Tow Path gives opportunity for views along this stretch of area and the introduction of a space and structure that reinstates the strong line of residential properties along the elevation of canal.

The current condition of Paradise Walk identifies a vandalised sloping pedestrian footpath.

Drawing on our experience of working from The Stables, we see this as a key access route in the area that should be improved.



Northern view overlooking the condition of Paradise Walk

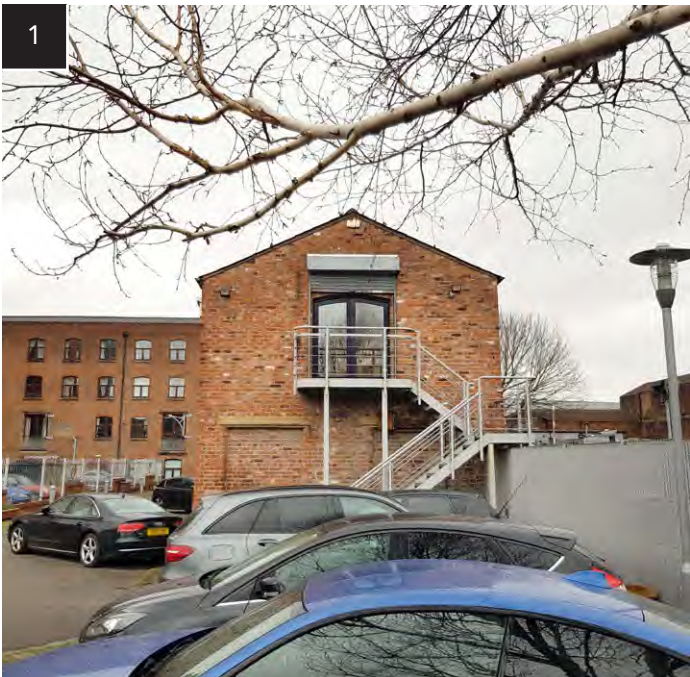


North-Western view along footpath of Ashton Canal Tow Path



North-Western view of the current condition of the boundary between the public space and Paradise Wharf

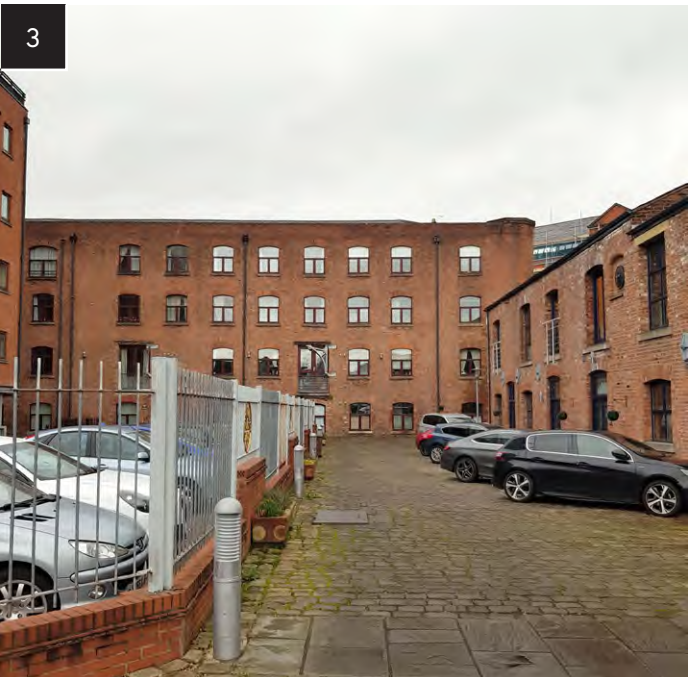
Key Site Views



View towards Southern elevation of The Stables



View towards the South-west corner of The Stables



View towards the shared car parking in the centre of Paradise Wharf

Views FROM Paradise Wharf

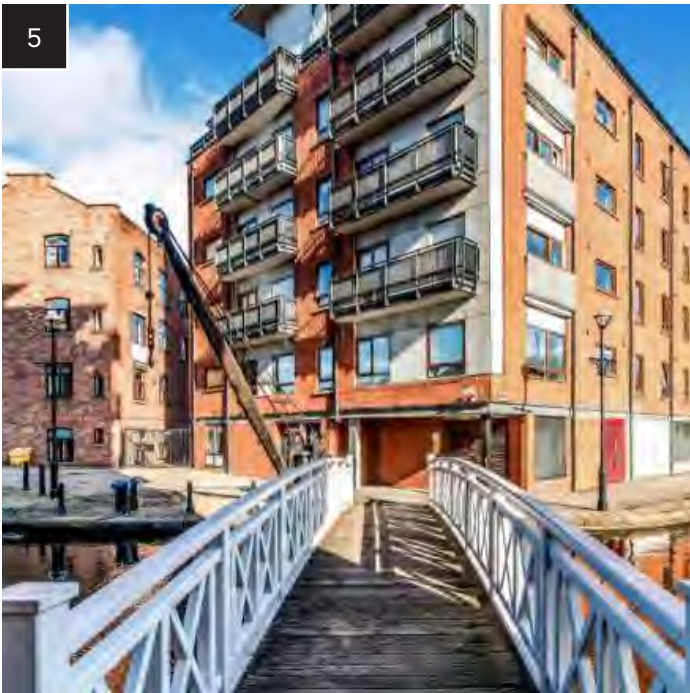
From our experience of working from the site daily, we understand the materiality and the surrounding refurbished warehouse structures will strongly inform the design process and proposal outcome.

The listed status of The Stables will be a key driver in ensuring that the proposal will consider the contextual sensitivity.

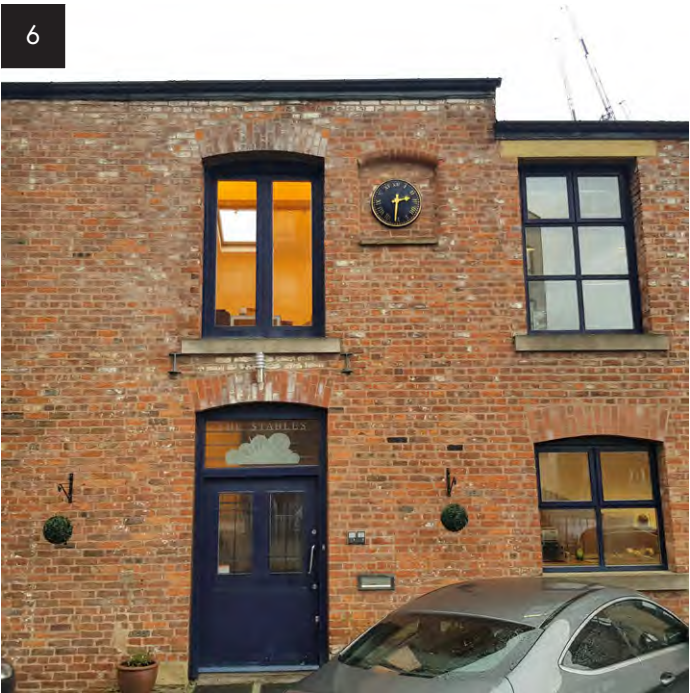
A key factor to consider will be the vehicle parking and the apportioning of this between existing residents, commercial offices and the consideration to potential new residents.



View from Ducie Street bridge towards Junction Works Apartments



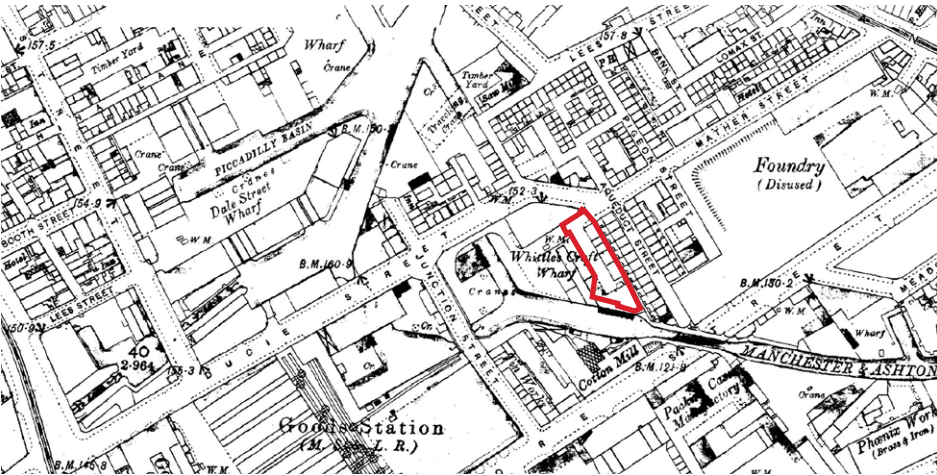
View from pedestrian bridge across the Ashton Canal Tow Path route, towards Whittles Croft Apartment



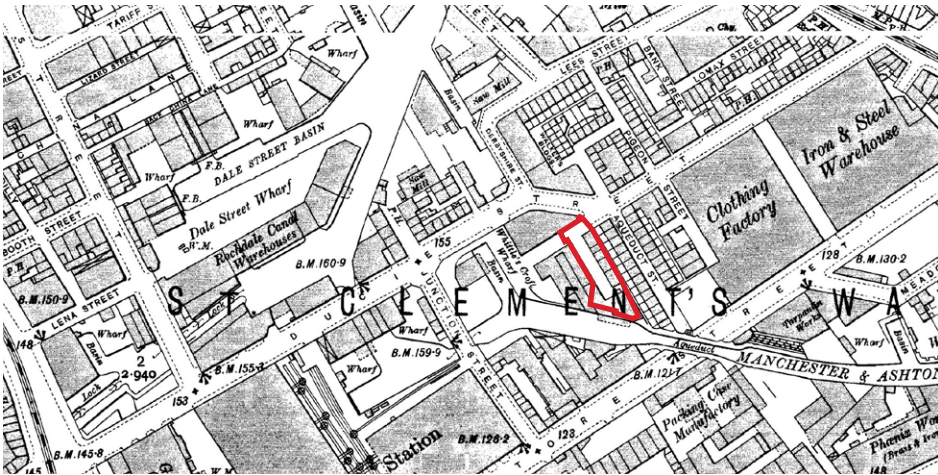
View main front entrance of The Stables

2.6 Historic Analysis

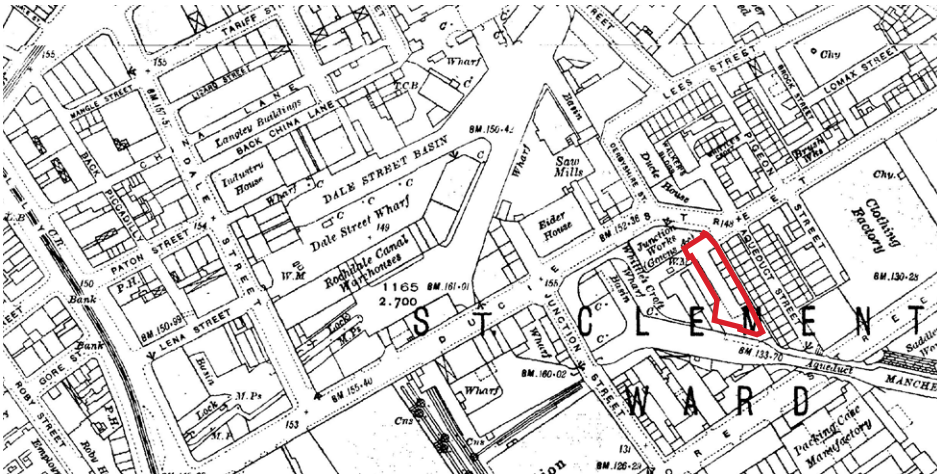
Manchester historic maps showing rapid growth during the industrial revolution



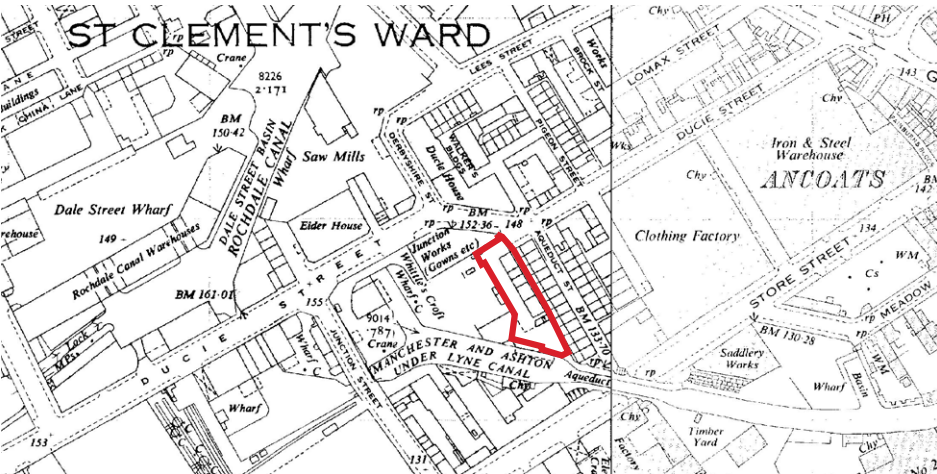
1893



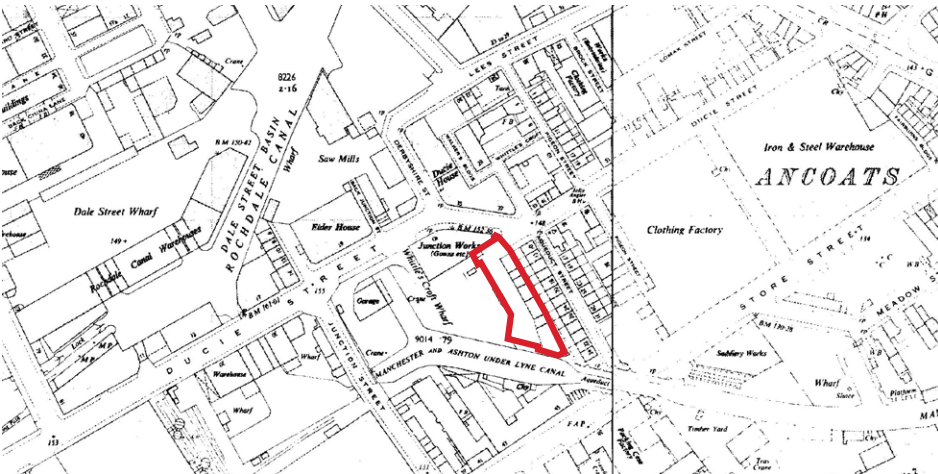
1908



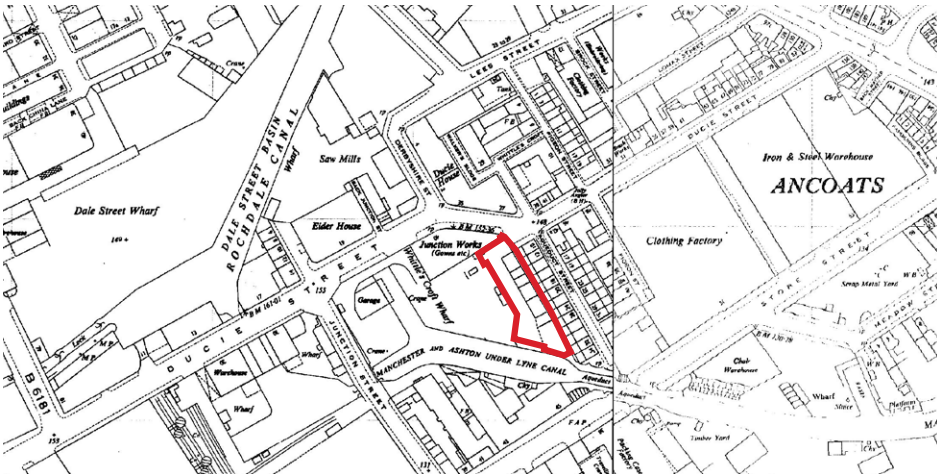
1922



1951



1955



1969

Historic Analysis

[Image 1] The 1960 image highlights the previous 5 storey structure where The Dakota now sits. It also shows how the surrounding structure and infrastructures have remained. This demonstrates the site preference to retain historical references.

[Image 2] illustrates the view across the aqueduct towards Piccadilly Village in which you can see the previous structures of The Stables, where the current proposal will sit.

[Image 3] shows how the vehicle entrance at the corner of the Junction Works building has remained the same since 1966.

[Image 4] The 1960 image of Paradise Wharf Basin highlights how the current images of Junction Works Apartment building (shown in appraisal of the present site) has retained most of its architectural features, including the Howard & Sons Ltd Sign and window fenestrations.

[Image 5] shows how the adjacent site has since been developed with the introduction of the Jutland House Apartments and Whittles Croft Apartments.



Historic Analysis

- [Image 6] – Ducie St with The Place in foreground on left (1966)
- [Image 7] – Store Street Aqueduct (1960)
- [Image 8] – Jutland St (1960)
- [Image 9] – Paradise Wharf across canal to Wharf Close (1960)
- [Image 10] – Wharf Close with aqueduct on left (1960)



2.7 Site Appraisal Conclusion

Three Big Ideas to inform the proposal:

-
- Sitting within the context of refurbished Warehouses and Red Brick structures.
 - Form and spaces informed by the canal side vernacular design language.
 - A strong architectural response and respect the History of the Site.
-



3.0 Scheme Design

3.1 Concept Site Layout

Through the site analysis we have been able to deduct a series of design concepts which will inform the underlying principles of the detailed design, as follows:

- Retain the historic section (including the arch), of the exiting southern boundary wall
- Maximise the site by infilling the southern section, whilst retaining sufficient space to allow for vehicular movement
- Pedestrian and vehicular access to the north
- Maximise views to the south
- Potential for secure access to the Canal Towpath
- Restrict views to the west to prevent overlooking



3.2 Proposed Site Plan

The proposed dwellings are positioned to the southern boundary of the site, directly adjacent the canal towpath. Access is provided from the northern facade via the existing vehicle route that runs adjacent the stables office carpark. A recess is provided between units 1 & 2 to enable vehicular turning and access the residents garages.

Each dwelling provides three double bedrooms, creating an occupancy potential of six people. Below is a breakdown of GIA for each individual unit:

Units 1	145m ² / 1561Ft ² (Excl Garage - 20m ²)
Units 2	142m ² / 1528Ft ² (Excl Garage - 21m ²)
Units 3	154m ² / 1658Ft ² (Excl Garage - 21m ²)
Units 4	219m ² / 2357Ft ² (Excl Garage - 19m ²)
Sub-total	660m ² / 7104Ft ² (Excl Garages)
Total	741m ² / 7976Ft ² (Inc Garages)

-  Pedestrian Entrance
-  Vehicle Entrance



3.3 Proposed Floor Plans

Level 00
Main access to the dwellings from the north. The areas comprise the main entrance, integrated garage & store and a flexible utility space which can double up as a Snug or Study.

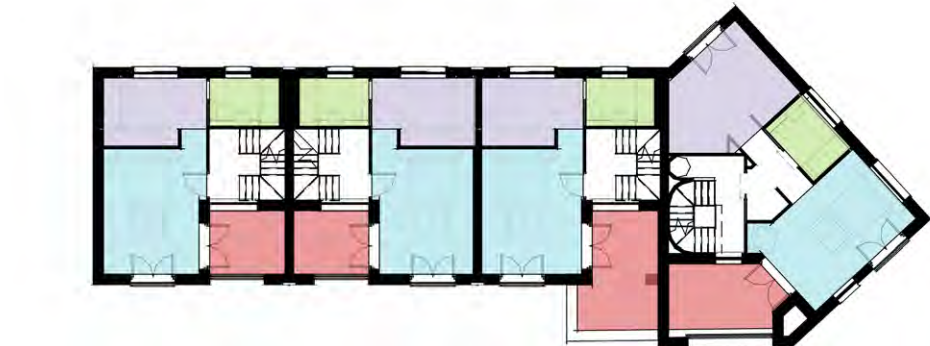
Level 01
Second and third Bedrooms with an en-suite and family bathroom.

Level 02
Master bedroom, dressing areas, en-suites and covered terraces.

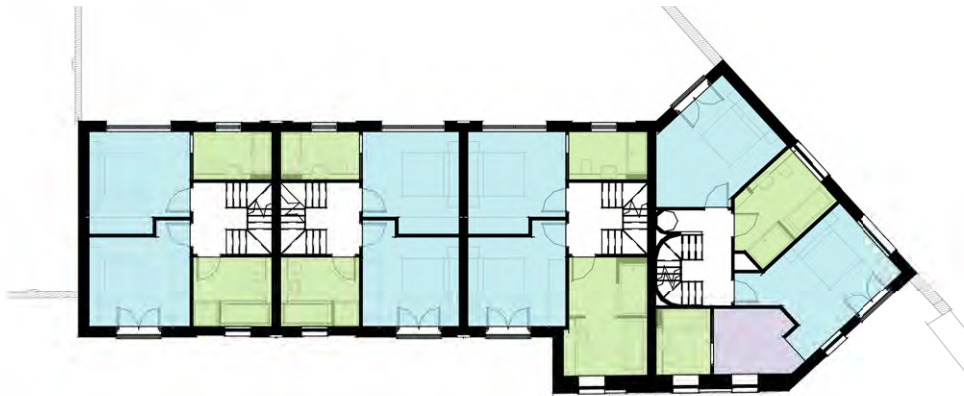
Level 03
Open plan kitchen, living and dining spaces, each with a separate WC.

Level 04
Access pop-up to rooftop terraces.

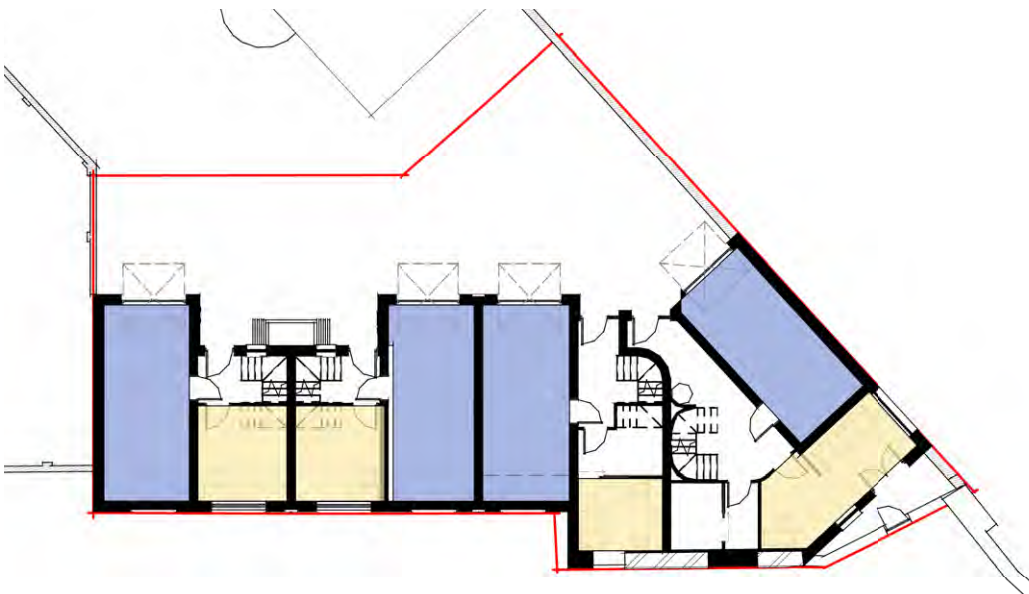
- Kitchen / Living / Dining
- Terrace
- Dressing Room
- Bathroom / Ensuite / WC
- Bedroom
- Study / Snug / Utility
- Garage



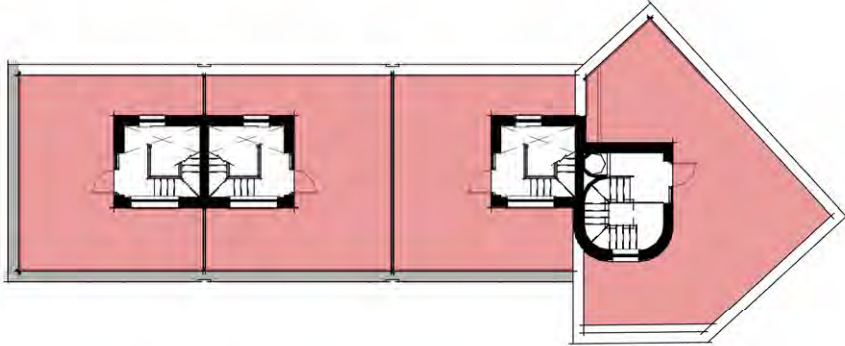
Level 02



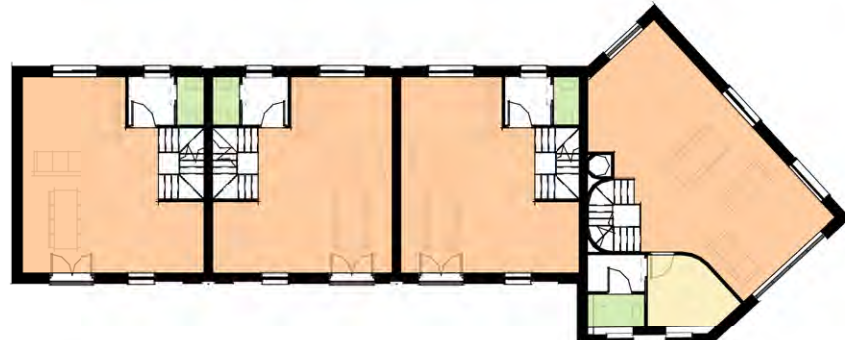
Level 01



Level 00



Level 04



Level 03



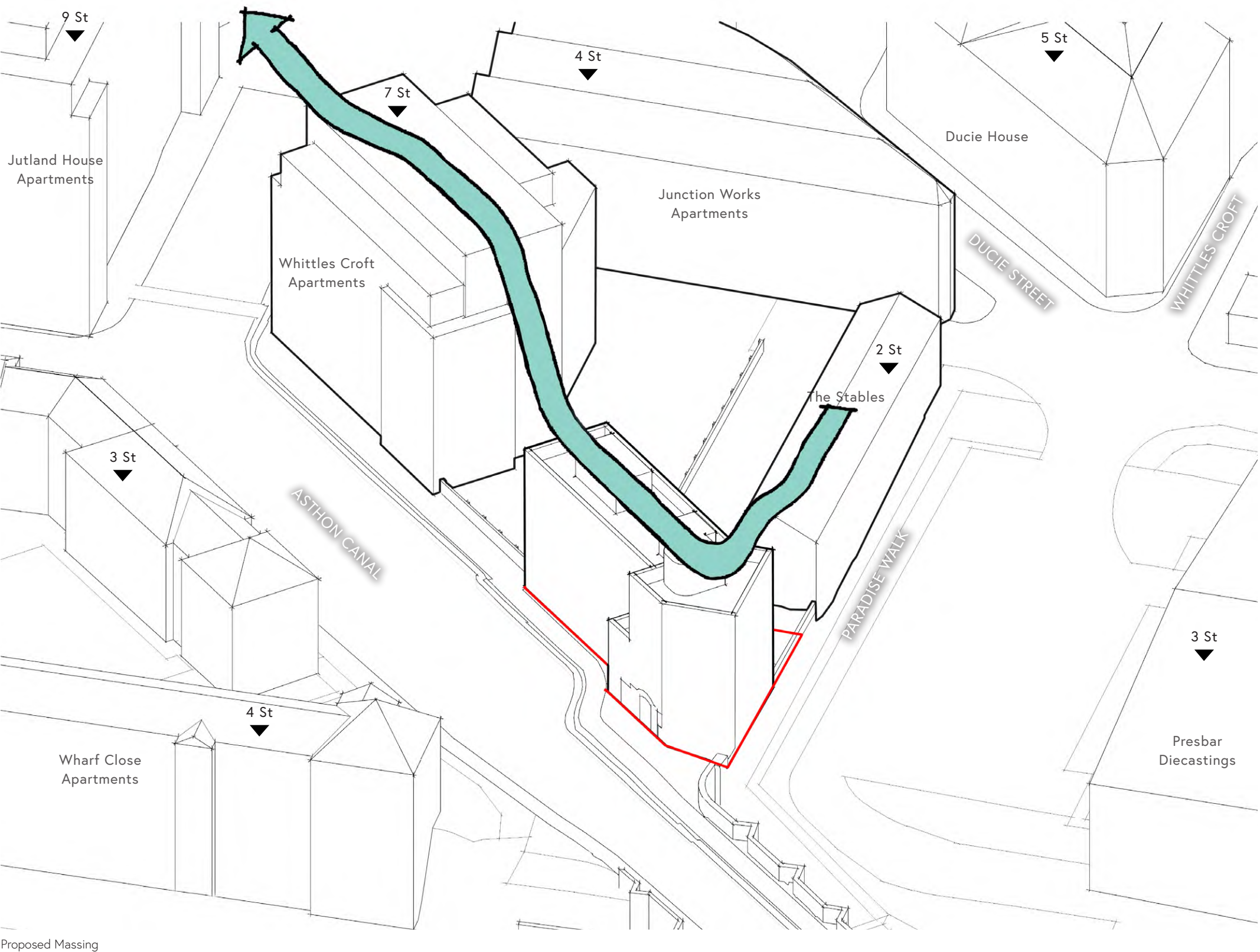
4.0 Massing & Elevation Strategy

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4.1 Proposed Massing

As highlighted in the massing analysis, there is a step in massing between the existing historic building and the newer apartment buildings.

It is proposed that the new building acts as a transition between the two masses so that there is a much more gradual increase in scales.



4.2 Elevation Strategy

The elevation strategy has been developed throughout the scheme and following pre-app discussions with the local authority.

1. In response to the historic context of Manchester, and in particular the more industrialised area to the east of the city centre a brickwork base plinth is proposed.

2. A black brick, top floor is proposed to contrast the red brick base. This resonates with the recently completed nearby Dakota Hotel, which utilises black brick to contrast the historic red brick buildings nearby.

3. The mass of the building is subdivided with vertical breaks to identify each individual dwelling

1. Strong Red Brick Plinth



Junction Works Apartments - Ducie Street, Manchester



Ducie Street Warehouse, Manchester

2. Contrasting Top Floor

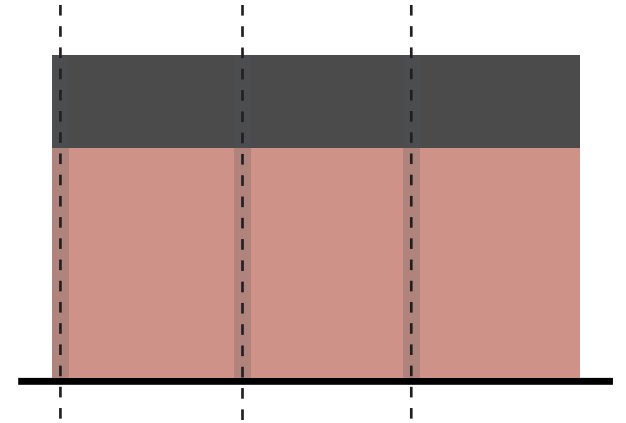


192 Shoreham Street - Sheffield



The Dakota Hotel - Ducie Street, Manchester

3. Unit Subdivision



Clay Street - Marylebone, London



Anita Street Terraces - Ancoats, Manchester

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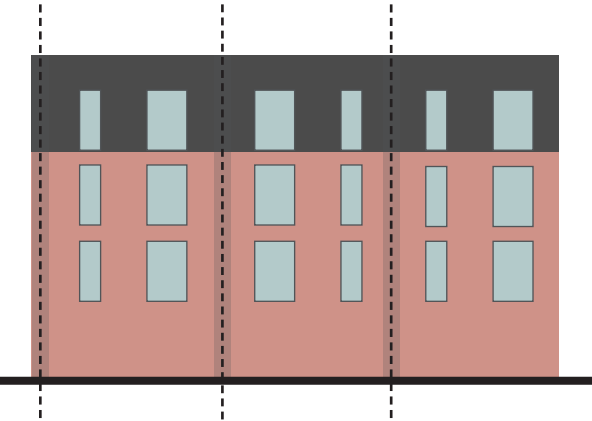
4.2 Elevation Strategy (Continued)

4. In keeping with the historic industrial context, a regular rhythm of fenestration is proposed.

5. Recessed entrances are proposed, to provide cover and also an area of defensible space. It is also an opportunity to introduce glazed brickwork as is prominent across multiple entrance areas within Manchester City Centre.

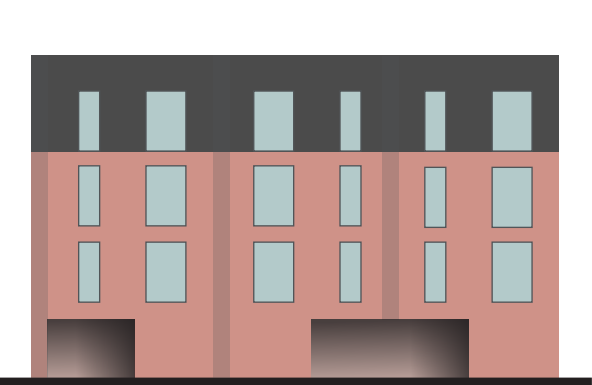
6. To provide access to the rooftop terrace a pop-up structure is proposed. This is set back from all elevations so will only be visible when viewed from distance. A glazed ceramic cladding is proposed to contrast the lower brickwork and also provide a tactile finish. Again the use of this material also resonates with its use across the city.

4. Regular Fenestration



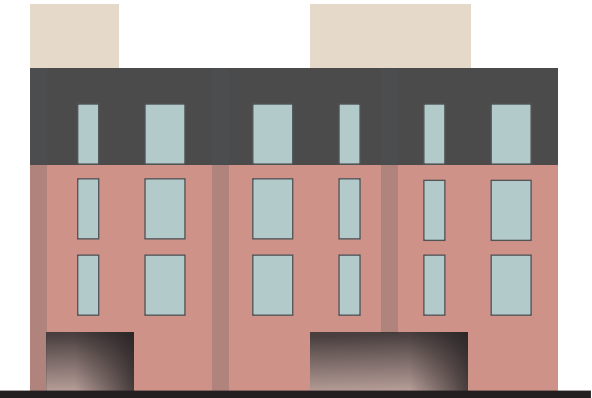
Oval Quarter - Lambeth, London

5. Glazed Brick, Recessed Entrances



Oporto Anselmo Apartments - Porto, Portugal

6. Roof Access Pop-Ups



Opal Mews - North West London



Old Sedgwick, Royal Mills - Ancoats, Manchester



Dujardin Mews, London



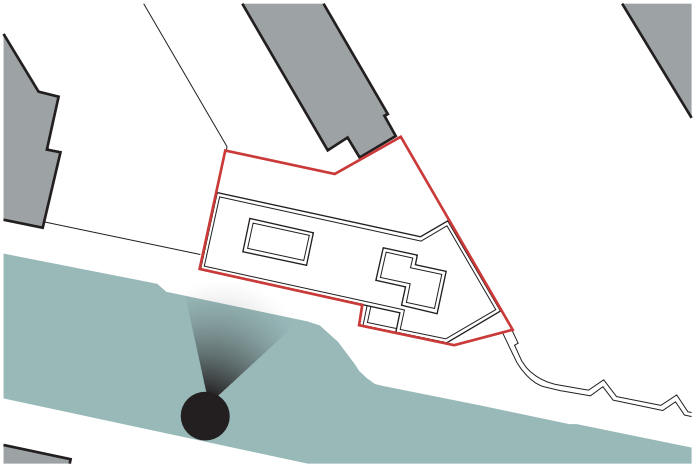
Terrace Pop-up precedent

4.3 South Elevation

The principles of the southern elevation are to maximise the southern aspect and canal view where possible. To achieve this, a series of juliette balconies and recessed terraces are proposed to each unit with a rooftop terrace proposed on the top floor.

At ground floor level, there is a concern over security adjacent the canal path, as such, only high level windows are proposed. Within the property, these windows are located within the utility / snug / study space and garage.

To achieve more interest on to the ground floor level, projecting brickwork is proposed within the recessed panels, with a projection of only 25mm as a security measure.



Key Plan

Strip Elevation



Corstorphine & Wright

Material Palette



Black Brickwork -
To match Dakota Hotel



Red Brickwork -
To match adjacent stables



Recessed brickwork panels-
To match main brickwork type

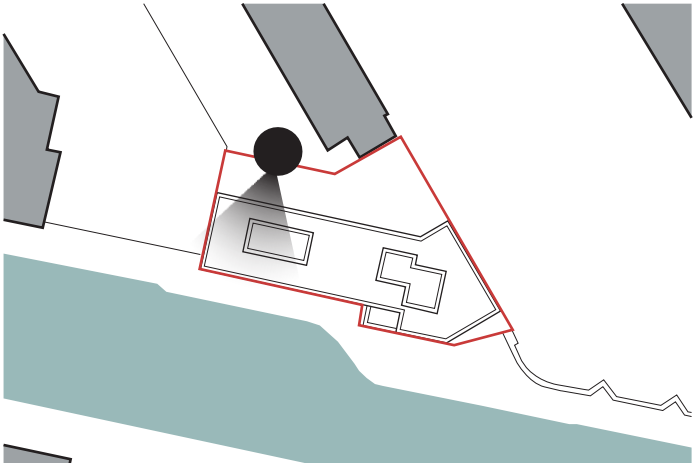


Powder coated, flat bar
steel balustrade

4.4 North Elevation

The dwelling entrances are signified via recessed entrances which are finished with glazed brickwork and provide a defensible space the front of each unit. The use of glazed brickwork is influenced by its prevalence across the city centre and is often used on the ground floor storey.

As with the southern elevation, recessed panels are utilised to provide a regular rhythm of openings, akin to the historic contextual buildings.



Key Plan

Strip Elevation



Corstorphine & Wright

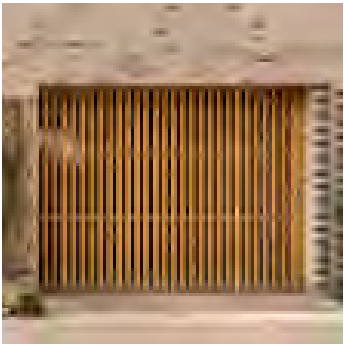
Material Palette



Glazed ceramic cladding to top floor pop-ups - colour and spec TBC



Frameless, Glazed balustrade



Timber Garage Doors - Finish and spec - TBC

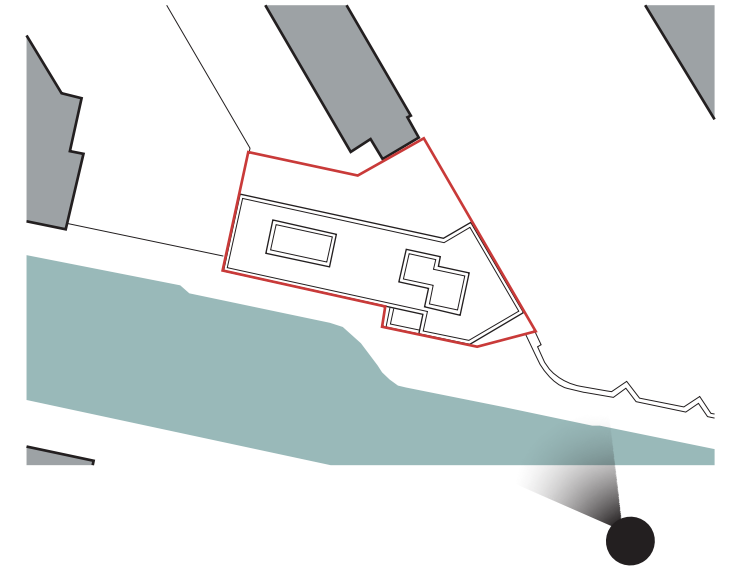


Glazed brickwork to entrances

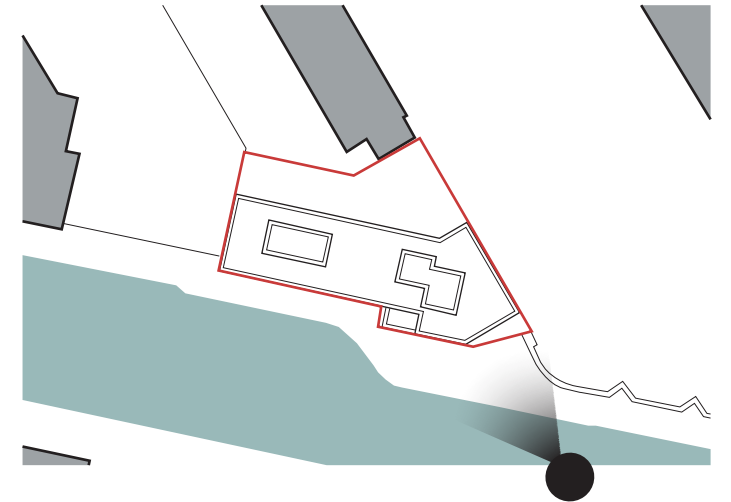
5.0 Massing Views

5.1 Perspective View 1

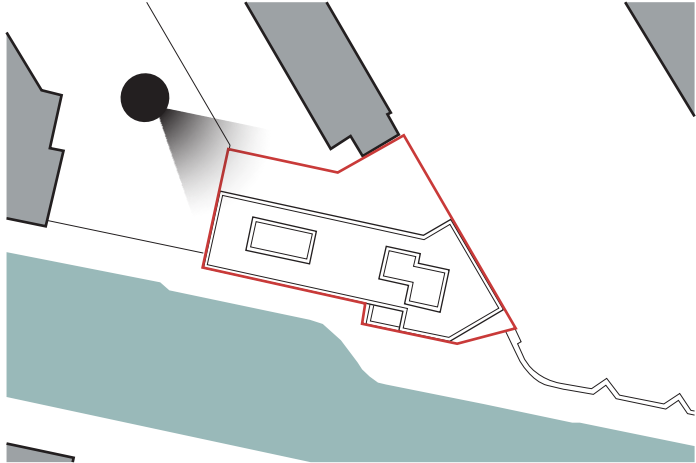
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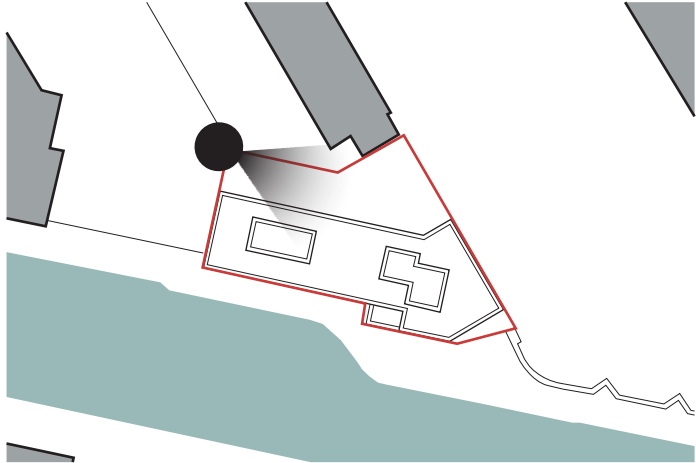
5.2 Perspective View 2



5.3 Perspective View 3



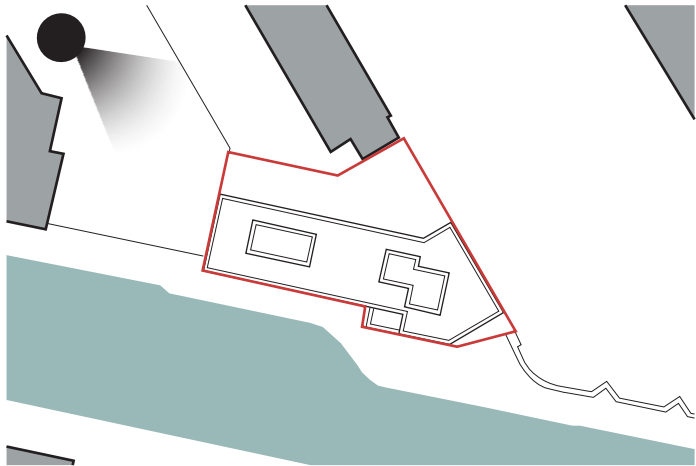
5.4 Perspective View 4



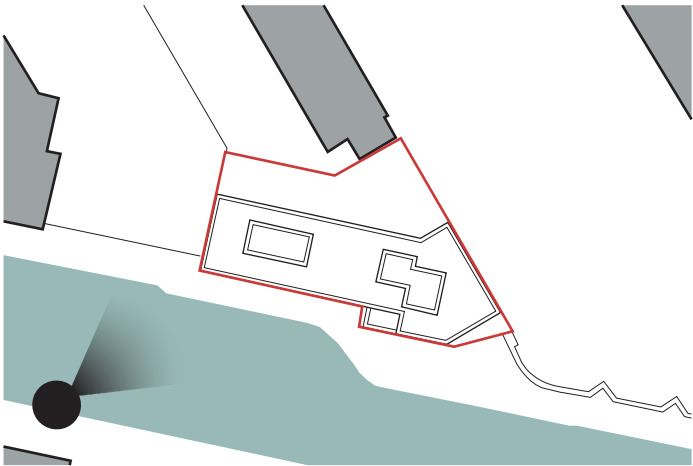
5.5 Aerial View 1



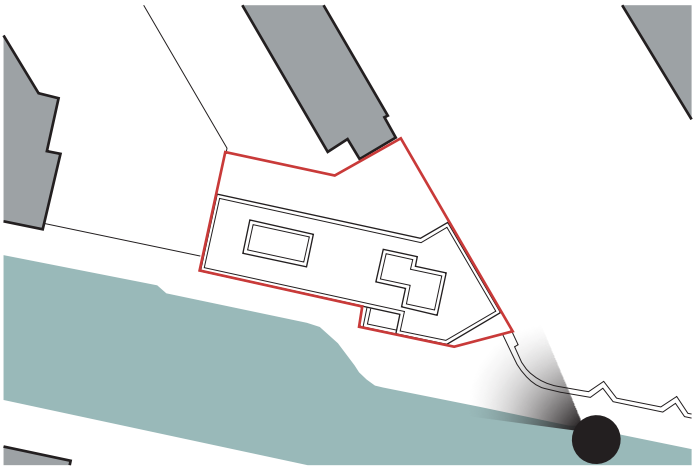
Corstorphine & Wright



5.6 Aerial View 2



5.7 Aerial View 3



5.8 Internal View 1



5.9 Internal View 2



6.0 Design for Access 2

6.1 Checklist

Ref.	Category	Compliance	Comments
Section 21.1 Visitor Access			
1.1	Car Parking	N	The internal dimensions of the garages are minimum 3x6m
1.2	Pedestrian Crossings, Dropped Kerbs and Tactile Surfaces	N	The external landscaped areas are to be cobbles to retain the historic character
1.3	Footways, Pathways and Access Routes	Y	Shared surface approach with clear access
1.4	Street Furniture	Y	No removal of street furniture or an proposed
1.5	Seating	Y	No requirement for seating within public realm
1.6	Ramps	Y	Level access to each unit is proposed - There is no requirement for ramps
1.7	Footbridges	Y	Level access to each unit is proposed - There is no requirement for footbridges
1.8	External Steps	Y	Level access to each unit is proposed - There is no requirement for external steps
1.9	Handrails	Y	Level access to each unit is proposed - There is no requirement for Handrails
2	Car Parking	N	The internal dimensions of the garages are minimum 3x6m
3	Level Access	Y	Access to the dwellings is part of a shared surface and as such width is not restricted
4	Doors, Lobbies & Corridors	N/A	Refers to flats or Sheltered Accommodation
5	Wheelchair charging	N/A	Refers to flats or Sheltered Accommodation
6	Lift Access	N	Lifts are not proposed to the dwellings
7	External Door	Y	External doors will achieve a minimum 850mm clear opening
8	External Space	Y	All dwellings have access to external space
9	Vertical Access	Y	Stair access is provided to every level
10	Corridor Width	N	Corridor widths are a minimum 1050mm
11	Accessible WC	N	Accessible WC's aren't provided at entrance level as there is no accommodation at this level and it is felt that these would be rarely used.
12	Door & Window Furniture	Y	This can be accommodated within the detailed design stage
13	Switches	N	Light switches will be positioned at 900mm above FFL and switches 450mm above FFL.

6.1 Checklist (Continued)

Ref.	Category	Compliance	Comments
Section 21.2 - Provision for adaption			
1	Wheelchair charging	Y	No place has been identified but there is scope to accommodate this within the design if required
2	Vertical Circulation	N	Stair lifts could be accommodated, however, there is not scop for a through the floor lift
3	Bedrooms	N	Bedrooms have been set-up to comply with part M4(2) to ensure there is a minimum 750mm circulation around all bed spaces
4	Second & Third Bedrooms	Y	These all exceed 3x3m
5	En-suites	N	En-suites are usually designed to 2.5x1.7m
6	Bathrooms	Y	More than one bathrooms are provided
7	Bathroom Walls	Y	Pattressing will be proposed to bathroom walls where not structural
8	Track hoists	Y	This can be accommodated within the detailed design stage
9	Kitchen Circulation	N	1.8m circulation is provided in all but one kitchen which has a 1.5m circulation, suitable for turning a wheelchair
10	Stepped Levels	Y	There are no stepped levels at each floor
11	Door Widths	Y	910mm Wide internal doorsets are proposed
12	Window Cills	N	Some windows are high level for security reasons
13	Stair Widths		
14	Stair Risers	N	Subject to detailed design and client choice
15	Stair overhang	Y	Assume this excludes the nosing of the tread
16	Handrails	Y	Hanrails to be provided
17	Sprinklers	Y	Sprinklers to be considered

Corstorphine & Wright

Contact us to discuss your project

 www.corstorphine-wright.com

 contact@cw-architects.co.uk

 [corstorphine-wright](https://www.linkedin.com/company/corstorphine-wright)

 [@cwrightarch](https://twitter.com/cwrightarch)

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