

This City residential development, Ancoats, Manchester

Land to the west of Rodney Street | Wates Construction | Design & Access Statement
RODSTA-BUT-ZZ-XX-RP-A-01100 | Rev - PL1 | PLANNING
Buttress



Version history

Project name: This City residential development, Ancoats, Manchester
Project number: 9139
Client: Wates Construction Ltd

Rev:	Date:	Status	Name	Description
P01	13.05.22	DRAFT	Abigail Patel Architect	PLANNING
P02	01.06.22	DRAFT	Abigail Patel Architect	PLANNING
P03	10.06.22	DRAFT	Abigail Patel Architect	PLANNING
PL1	13.06.22	FINAL	Abigail Patel Architect	PLANNING

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1.0

Executive Summary

1.0 Executive Summary

1.1 Development Context

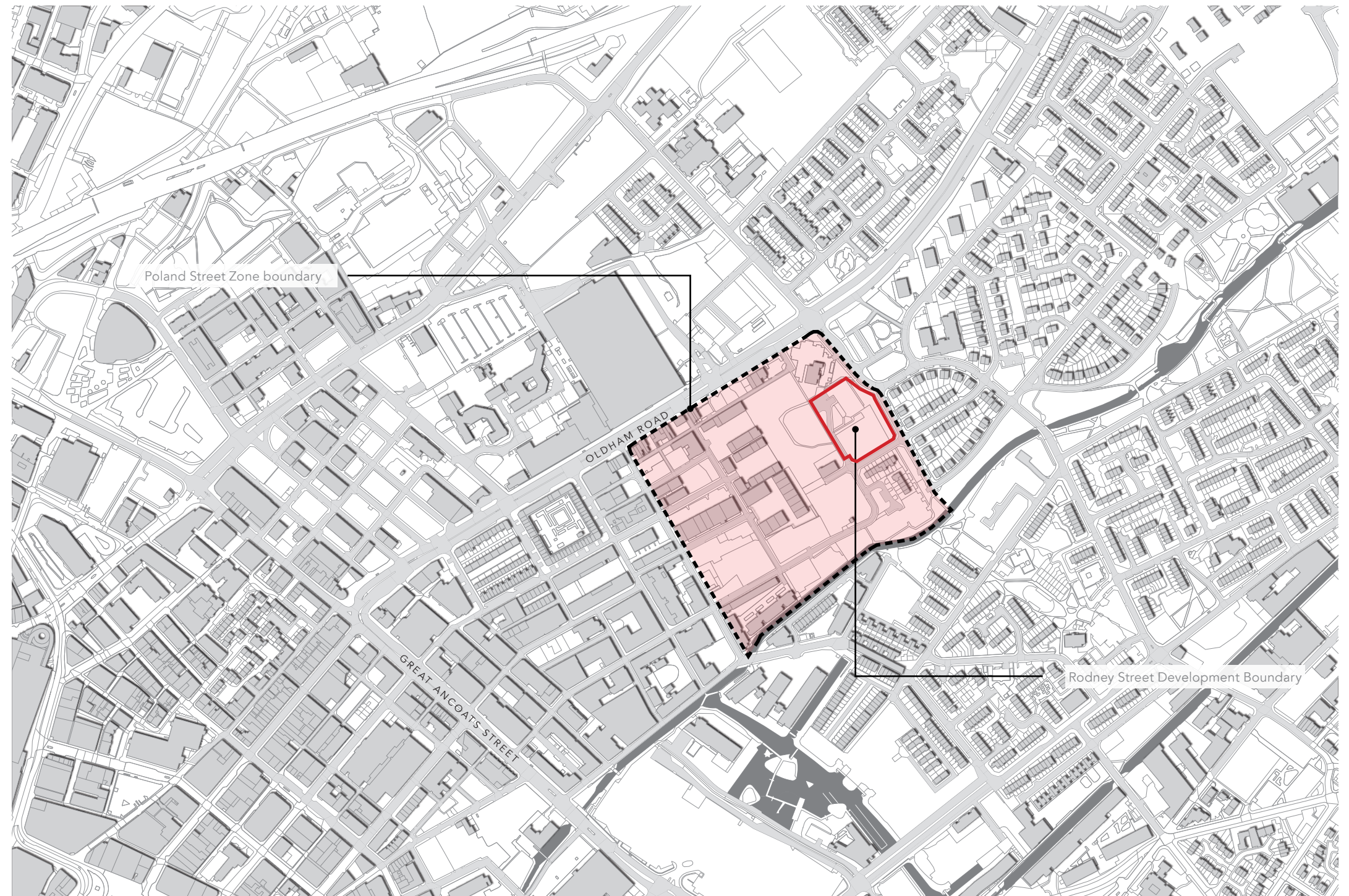
In October 2014 Manchester City Council (MCC) endorsed the production of the Ancoats and New Islington Neighbourhood Development Framework. This document set the development and urban design principles to guide the positive regeneration of the area to meet the needs of the community and the city. A subsequent update was endorsed in 2016 to incorporate principles for the second phase of major development in the neighbourhood, breaking it into 6 distinct zones across Ancoats and New Islington.

In July 2020, MCC endorsed a refreshed Neighbourhood Development Framework (NDF) focussed on the Poland Street Zone in Ancoats which was prepared to ensure future development preserved the character of the area whilst meeting future housing, sustainability and community needs.

In March 2022, the Council's Executive endorsed the Poland Street Zone Public Realm Strategy, an Addendum to the 2020 NDF. This Strategy seeks to build a narrative on how the design principles set out in the NDF can be realised through the detailed design of streets and spaces.

There is now an opportunity for a coordinated phase of development across four underused sites in the Poland Street Area of Ancoats and two sites in New Islington, to build upon the previous success and further the evolution of Ancoats into a sustainable neighbourhood that can attract aspirational young people and families

The proposals outlined in this document focus on a residential scheme known as Rodney Street that responds to the principles set out in the NDF. The development offers an exciting opportunity to see the Poland Street Zone begin its transformation into a distinctive new neighbourhood within Manchester.



Site Location Within Poland Street Zone

1.2 This City

This City is a new kind of housing company, owned and run by Manchester City Council. They are a new venture that will develop high quality, low carbon housing for all Mancunians. The new homes will be a mix of market housing and homes designated for Manchester Living Rent (to be rented at or below Local Housing Allowance levels). Market housing will subsidise the provision of the Manchester Living Rent properties.

The key ambitions of This city are as follows:

- This City is creating sustainable homes for everyone
- This City is more than bricks and mortar
- This City is building communities

Manchester City Council will wholly own This City. The first two schemes that will be developed will be fully Council funded but moving forward other partnership and financing options are to be explored, with a company structure established that will provide the flexibility for alternative delivery routes for future schemes.

The This City message will be clear; any profits made from market rented units will go towards the provision of new affordable homes. A key ethos that This City will abide by is having a social conscience and providing homes for all.

30% of the homes being offered will be designated for Manchester Living Rent, to be rented out at or below Local Housing Allowance (LHA) levels. This will ensure that residents of Manchester will have an opportunity to access a This City home for rent. Manchester Living Rent will be below the level of what is defined by the National Planning Policy Framework (NPPF) as Affordable Private Rent (80% of Market Rent).

It is not intended that there will be any specific age groups targeted as part of the lettings approach for the properties at the scheme.

The Rodney Street project, being the first of a number of projects to be delivered by MCC and This City, will act as a blueprint for future schemes.

1.3 The Design Brief

The Client Brief is to deliver high quality, sustainable homes that will be accessible to all residents of Manchester. The Rodney Street scheme must align with the vision for Ancoats & New Islington and will continue to develop in line with Manchester's housing needs and as a place for inclusive opportunity on the edge of the city centre, providing:

- A broader choice of homes and more affordable housing.
- Public realm improvements and prioritisation of streets for people over cars by supporting active travel, sustainable transport options and last mile delivery aggregation.

The below summarises the key elements within the brief:

- The indicative Schedule of Accommodation is for a 128 dwelling development to include both apartments and houses
- The scheme should be a maximum of eight storeys in height
- As a minimum, the scheme must deliver the standards set out within the Manchester Residential Quality Guidance.
- The scheme will provide rented homes which will be let at both Manchester Living Rent and Market rent.
- The scheme will improve and enhance existing open spaces as well as create new ones

1.4 Summary of Proposals

The proposals outlined in this document create a high quality, residential scheme, which seeks to:

- Create a simple yet elegant design across the development site which, responds appropriately to the existing context
- Create a sympathetic scheme that responds to the NDF
- Deliver a range of homes, which meet the needs of many residents within the area
- Provide ground floor amenity space for residents which helps to foster a sense of place and community
- Offer a wide area of public realm contribution to the immediate neighbourhood



118
Apartments



10
Townhouses



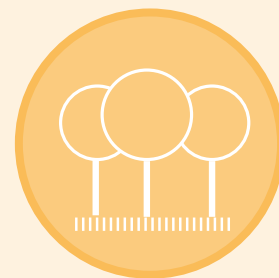
Secure Cycle
Storage



EV charging
provision



Residents
private amenity



Landscaped
public realm



2.0

Introduction

2.0 Introduction

2.1 Purpose of this document

This Design and Access Statement (DAS) has been prepared by Buttress in conjunction with the professional team (listed to the right) to support a full planning application for the residential development known as Rodney Street. The purpose of this document is to set out site analysis, the strategic requirements, design development and how it can be accessed by all prospective users.

It explains the design principles and concepts that have been applied to the proposal and demonstrates how the proposed development's context has influenced the design.

The statement explains the approach to access and how relevant Local Plan policies have been considered, any consultation undertaken in relation to design and how the outcome of these have informed the proposed development.

The site location is shown on plan ref. RODSTA-BUT-ZZ-00-DP-A-00002

2.2 This City

This City, owned and run by Manchester City Council, are a new venture who seek to deliver high quality, low carbon housing for all Mancunians. They have commissioned the design team (right) to design the first This City development, by working closely with local stakeholders to ensure a comprehensive and co-ordinated approach in accordance with the vision set out in the Neighbourhood Development Framework (NDF).



2.3 Design / Construction Team



3.0

Strategic Considerations

3.0 Strategic Considerations

3.1 Planning Policy Statement

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 1995 (“the UDP”);
- Greater Manchester Joint Waste Development Plan Document 2012; and,
- Greater Manchester Joint Minerals Plan 2013.

The Core Strategy was adopted in 2012 and is the key overarching DPD within the Local Plan. The Core Strategy has replaced significant elements 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) (2021), which is additionally informed by National Planning Practice Guidance (NPPG)

Draft Sub-Regional Policy:

- Places for Everyone, Publication Stage (August 2021)

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.
- Ancoats and New Islington NDF.
- 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).
- Manchester Residential Quality Guidance (2017)
- Design for Access 2 (2003).

National Planning Policy and Guidance

National Planning Policy Framework (2021)

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.

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.

Section 6 (Paragraphs 81 to 85) is titled ‘Building a strong, competitive economy’. It emphasises that planning decisions should help to create the conditions in which businesses can invest, expand and adapt, and significant weight should be placed on the need to support economic growth and productivity.

Section 8 (Paragraphs 92 to 103) 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 and cycle 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 104 to 113) 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 105 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.

Within this context, Paragraph 112 states that applications for development should:

- Give priority first to pedestrian and cycle movements, and second to facilitating access to high quality public transport;
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- Create places that are safe, secure and attractive, which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and,
- Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Section 11 (Paragraphs 119 to 125) titled ‘Making effective use of land’ states that substantial weight should be given to the value of using suitable brownfield land.

Section 12 (Paragraphs 126 to 136) titled ‘Achieving well-designed places’ sets out that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.

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 of this Statement has been undertaken, in terms of understanding whether the Proposed Development comprises sustainable development.

National Design Guide (2019)

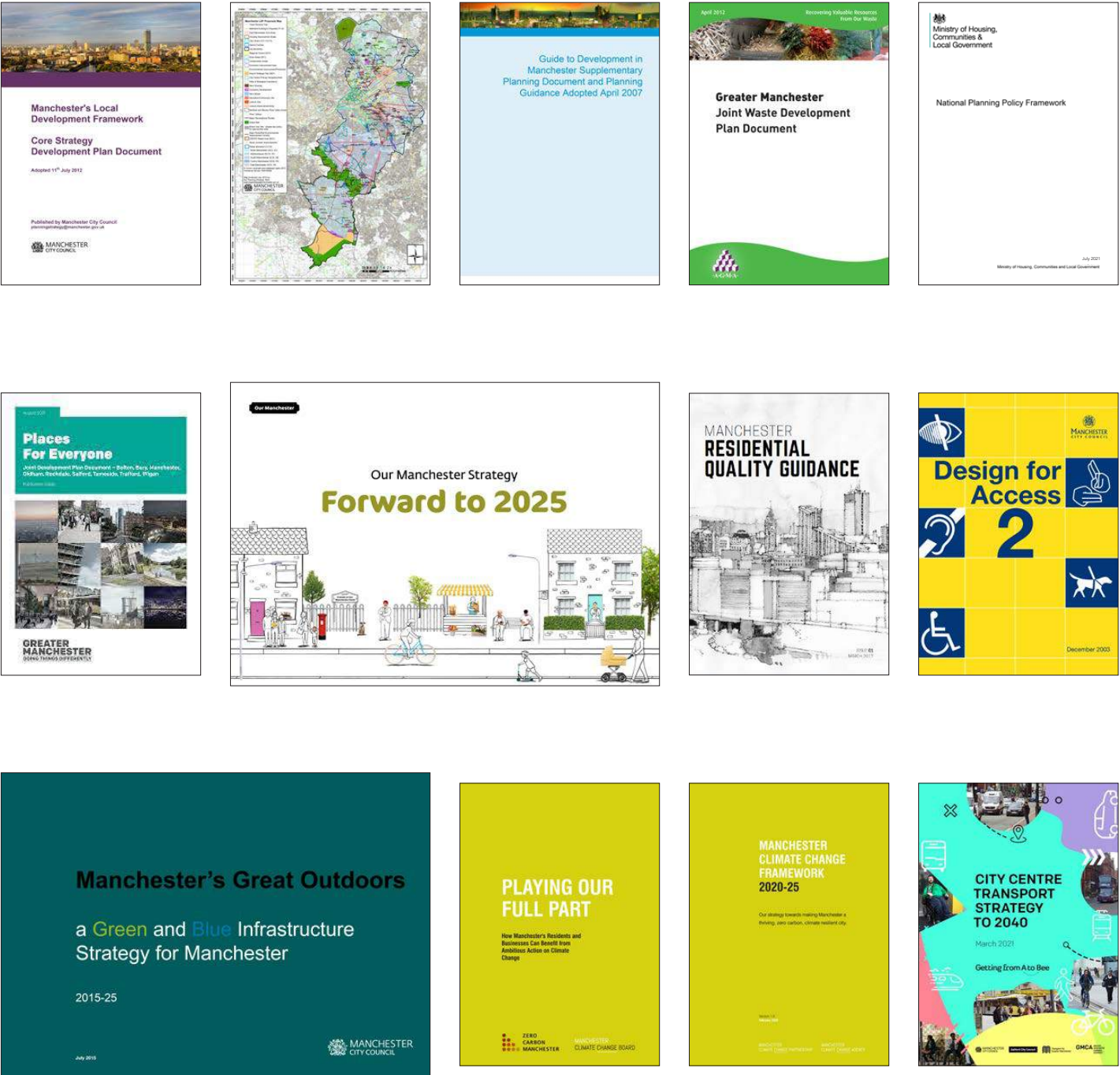
The National Design Guide was published by the Ministry of Housing, Communities and Local Government in 2021. This document forms part of the governments planning practice guidance and was created to outline key characteristics that make well-designed places.

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

Manchester Residential Quality Guide (2017)

The Manchester Residential Quality Guide was published in 2017. The Guide requires proposals for residential development to demonstrate the highest quality of design in accordance with its recommended approach. If a Proposed Development does not comply with the design principles the developer is required to provide robust justification, evidence and options analysis.



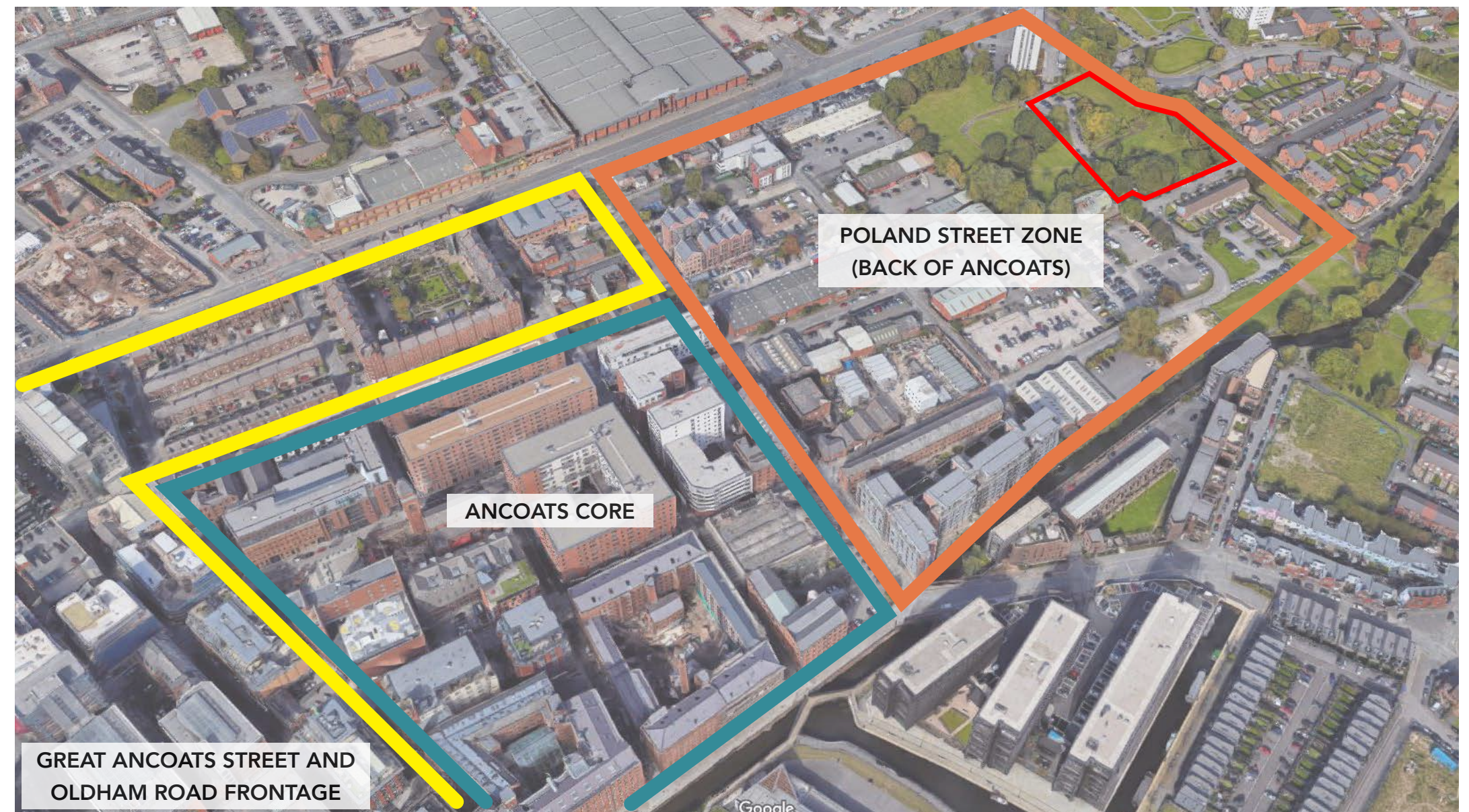
3.2 NDF Considerations

The illustrative framework contained within the updated Ancoats and New Islington Neighbourhood Development Framework identified six character areas based on contextual appraisals, site analysis and identified roles in delivering the NDF masterplan strategy and vision. These 6 character areas are:

1. Character Area 1 – Greater Ancoats Street and Oldham Road Frontage
2. Character Area 2 – The Ancoats Core
3. Character Area 3 – The Poland Street Zone (Back of Ancoats)
4. Character Area 4 – Great Ancoats Street Frontage (New Islington)
5. Character Area 5– New Islington Neighbourhood
6. Character Area 6 – Ashton Canal Corridor

The Masterplan has positioned The Poland Street Zone also known as the Back of Ancoats as a ‘working and living’ community with exemplar development showcasing the potential for live-work communities integrating a range of accessible homes and workspaces. Better connectivity to the East of the area is critical to its success as well as helping to realise a combined neighbourhood across Ancoats and New Islington. The following key points from the Masterplan Vision are highlighted:

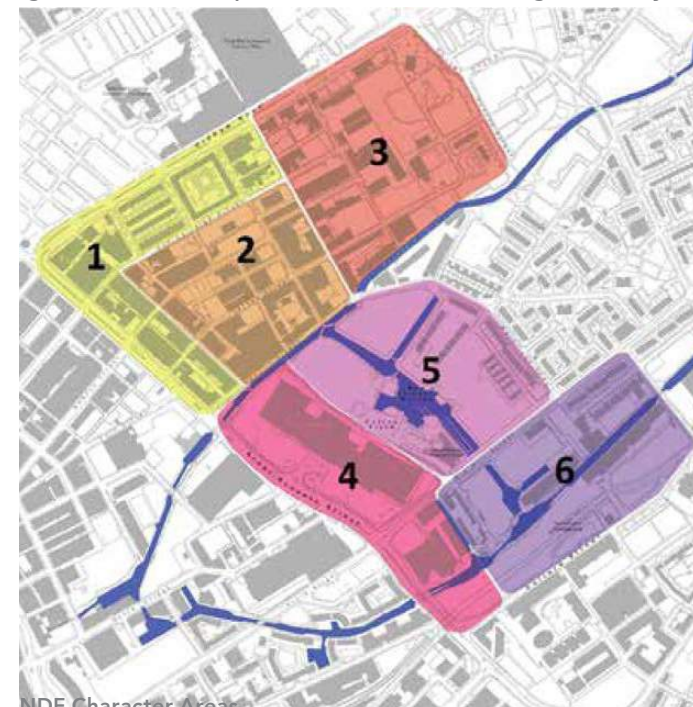
- A place where the city meets the suburbs
- Combined living and working spaces at the core - optimising residential and employment space
- Diverse & multi-generational - a broad mix including community infrastructure and range of housing formats.
- Urban & green - unreservedly urban but integrating meaningful and well-conceived open spaces
- Physical & social - an authentic evolution of Ancoats’ physical and social fabric



Site location shown in red, in the context of the Poland Street Zone Neighbourhood Development Framework area (orange boundary)



Illustrative spatial framework: potential urban grain and open space network



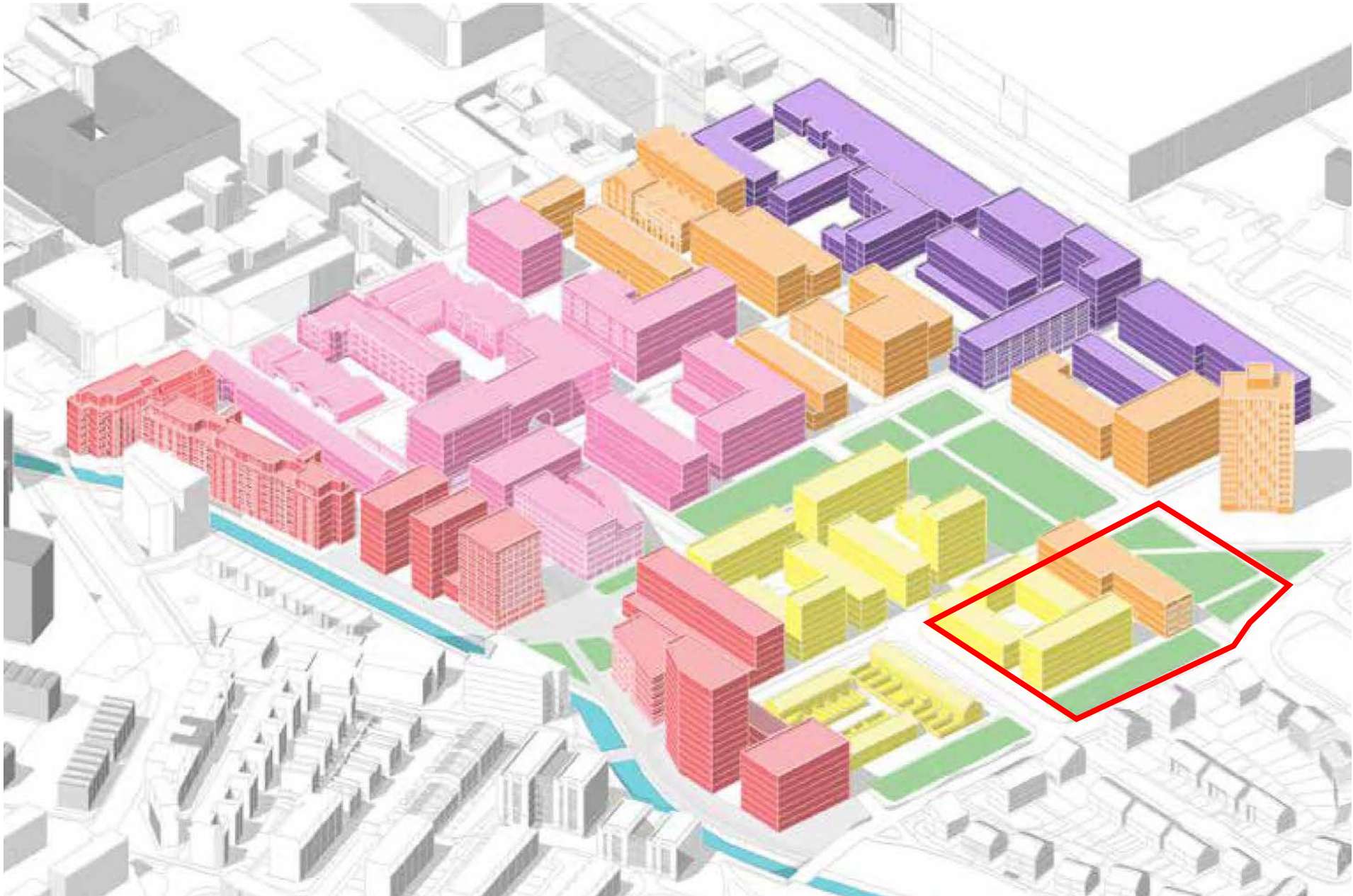
NDF Character Areas

3.3 Poland Street Zone Character Areas

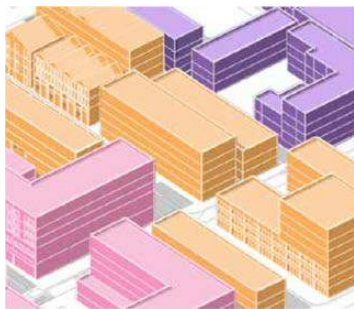
Any development will need to make a contribution to the vibrant new environment represented in the illustrative spatial framework. Planning policy supports a diverse mix of buildings and spaces, with particular development opportunities and design cues apparent in different parts of the area.

These different opportunities and cues reflect the varied nature, character and relationships to adjoining areas. As such, subtly different character areas could emerge based on design policy objectives. The composed coordination of character areas is illustrated by the indicative massing model. The character areas identified could be used to inform the design of development and land use mix.

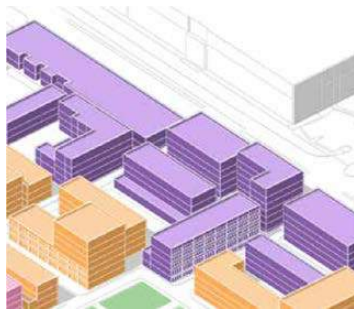
The proposed development site sits within the 'Neighbourhood Living' character area and development of up to 8 stories is supported.



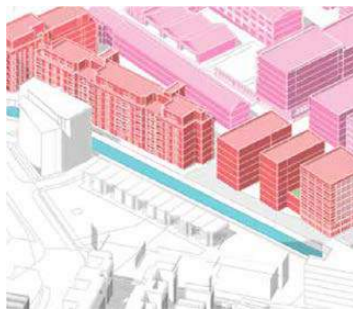
1. Working - Living



2. Living - Working



3. Oldham Road



4. Wharfside Living



5. Neighbourhood Living

Potential character areas: each colour overlay represents a potential different character area

3.4 Urban Design Principles

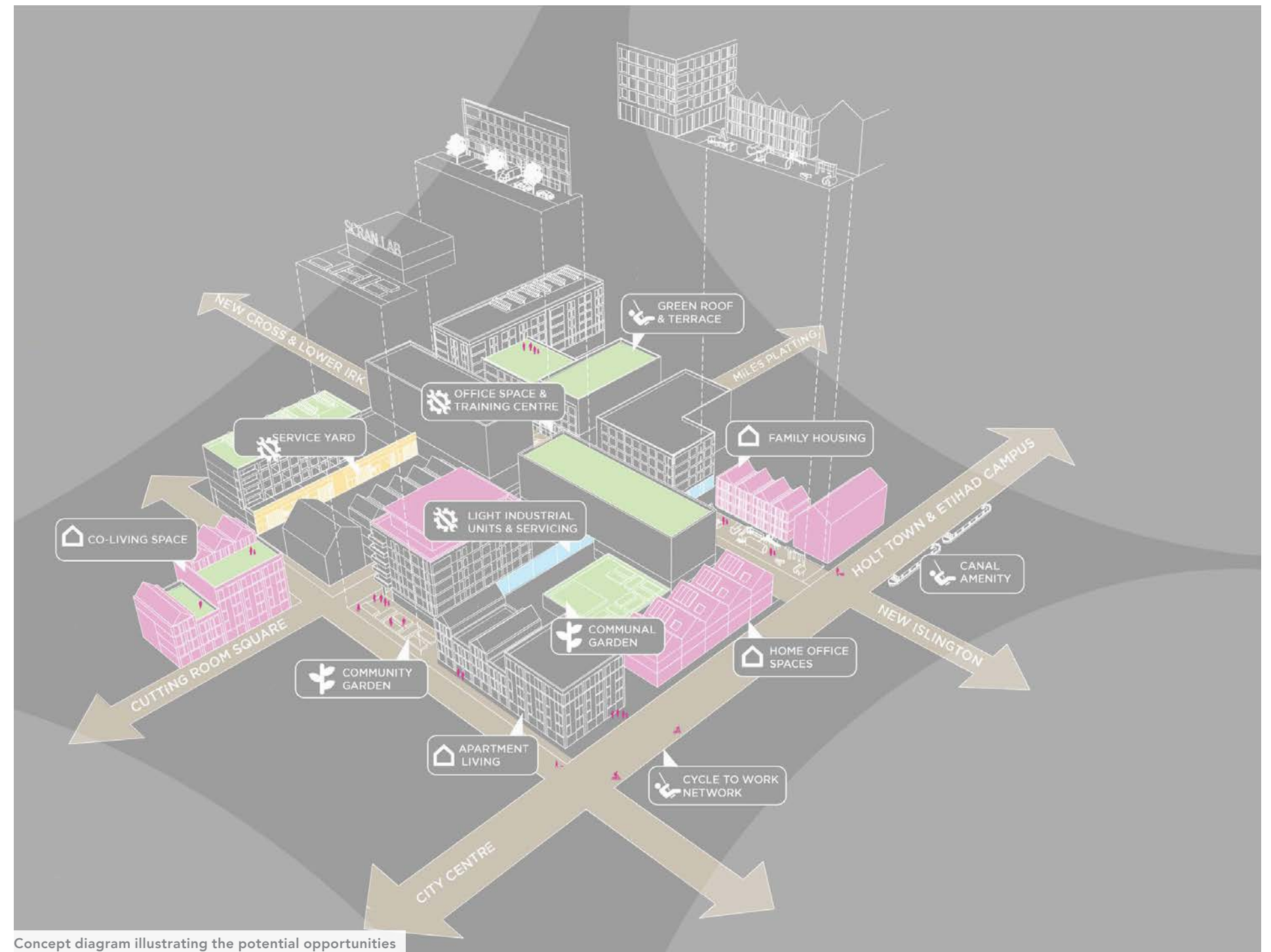
The NDF highlights key design and development principles which help deliver the environmental, social and economic uplift that developments, including Rodney Street, should aspire towards.

The aim is to see improved social, environmental and economic outcomes from well-designed developments in the local context and a sense of place.

The overarching principles apply an understanding of the place today, its historic development, and the influence of wider regeneration including Eastlands, Northern Gateway, and the wider Ancoats and New Islington NDF Area. The following key opportunities are outlined in the NDF:

- Apartment living
- Community gardens
- Encourage cycle travel
- Family housing
- Home office spaces
- Yard spaces
- Green Streets
- Green corridors and connection to Ancoats green
- Circulation across the area

In addition, in 2022, Manchester City Council brought forward the Ancoats Poland Street Zone Public Realm Strategy to respond to the NDF (as outlined on the following page).



Concept diagram illustrating the potential opportunities



3.5 Public Realm Strategy

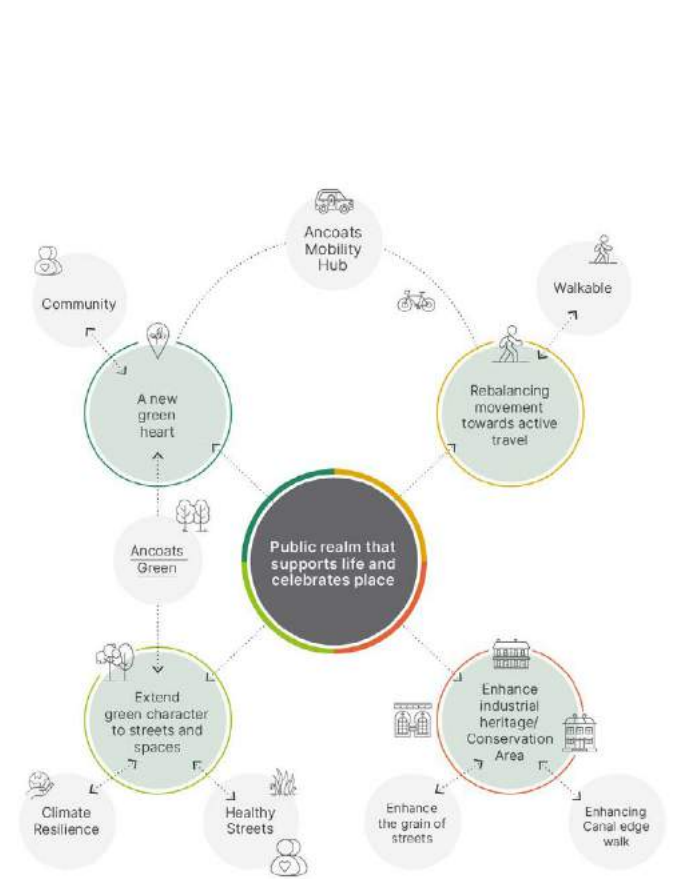
The Ancoats Poland Street Zone Public Realm Strategy has been developed as an addendum to the Poland Street Zone NDF. The public realm strategy seeks to develop the work undertaken as part of the NDF and provide spatial and detailed design principles to inform the development and integration of the public realm with the NDF area.

Public Realm Vision and Objectives

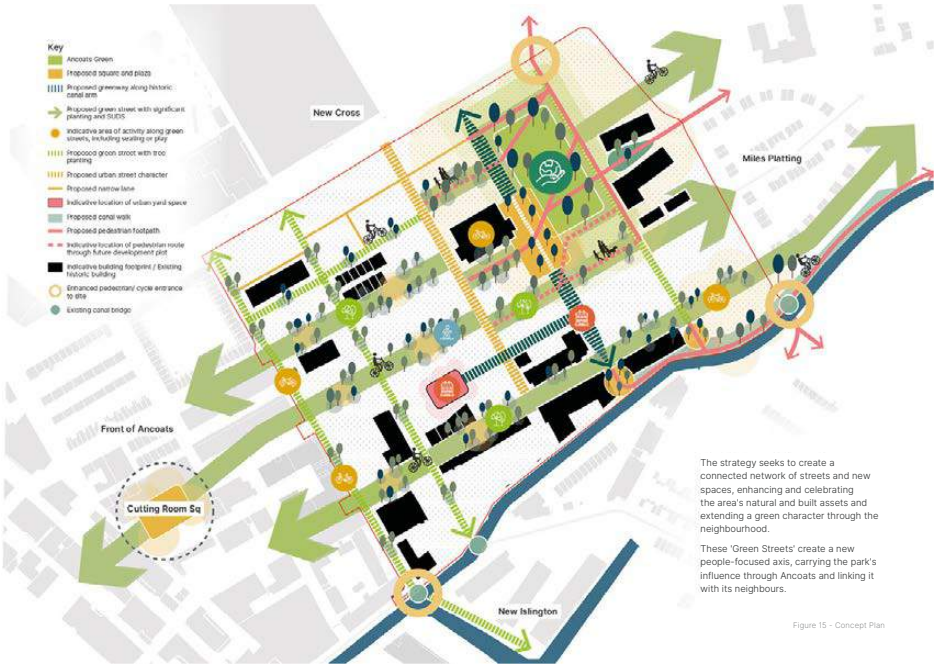
‘This vision will be achieved by rebalancing movement to promote active travel, and through the delivery of an enhanced green heart at Ancoats Green.

The green character will extend into the adjacent streets and spaces to create a liveable, healthy environment, which is climate resilient and supports the moves towards a Zero Carbon Manchester.

The public realm will be locally distinctive, utilising the existing industrial heritage of Ancoats to create a unique sense of place, enhancing the character of the Ancoats Conservation Area and facilitating the creation of a canal edge walk.’



Public Realm Vision and Objectives



Public Realm Strategy p.17



Public Realm Strategy p.28

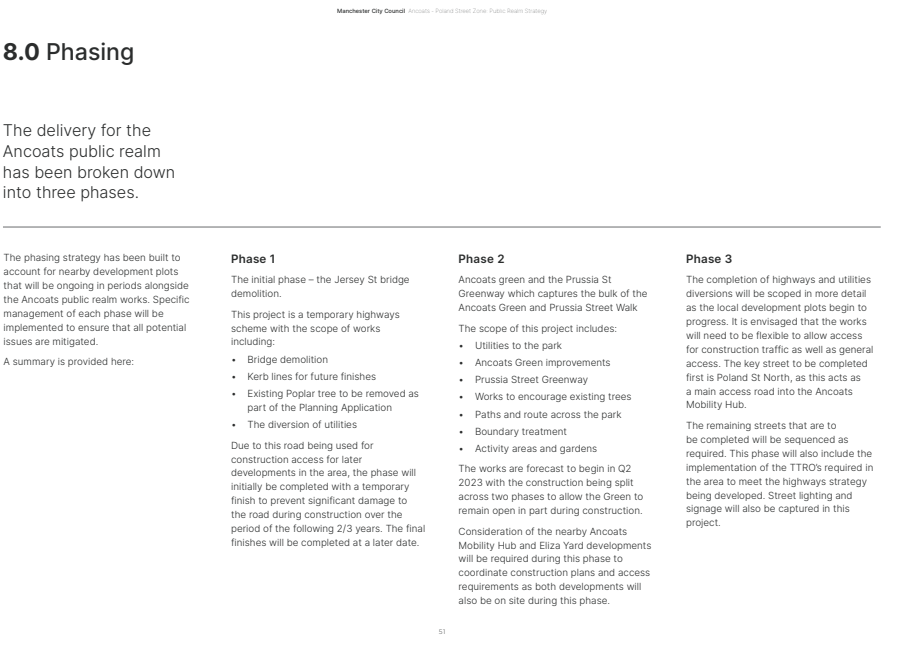
4.4 Vehicular Movement Access

Parking provision and vehicular circulation have been considered within Poland Street Zone in order to decrease the street space dedicated solely for cars and deter rat-running.

The approach will:

- Within the streets, a provision for some bays is proposed, principally to enable short-stay parking to existing and future residential buildings, whilst the Mobility Hub will address the majority of the latter. The strategy recognises the impact of on-street parking and careful management of this is a key consideration going forward.
- As part of the detailed design stages several streets will, with the exception of bicycles, become one-way to deter vehicular rat-running through the neighbourhood, thus decreasing the area of the street dedicated solely to cars.
- Deliver vehicle filter points to slow traffic down up to junctions by narrowing carriageways and creating a one car access. No entry with the exception of specific vehicles, for example servicing vehicles and cycles.
- With the exception of cycles, create one way sections of road using green infrastructure as a traffic calming measure.

Public Realm Strategy p.21



Public Realm Strategy p.51

8.0 Phasing

The delivery for the Ancoats public realm has been broken down into three phases.

- The phasing strategy has been built to account for nearby development plots that will be ongoing in periods alongside the Ancoats public realm works. Specific management of each phase will be implemented to ensure that all potential issues are mitigated.
- A summary is provided here:
- Phase 1**
The initial phase – the Jersey St bridge demolition.
This project is a temporary highways scheme with the scope of works including:
- Bridge demolition
 - Kerb lines for future finishes
 - Existing Poplar tree to be removed as part of the Planning Application
 - The diversion of utilities
- Due to this road being used for construction access for later developments in the area, the phase will initially be completed with a temporary finish to prevent significant damage to the road during construction over the period of the following 2/3 years. The final finishes will be completed at a later date.
- Phase 2**
Ancoats green and the Prussia St Greenway which captures the bulk of the Ancoats Green and Prussia Street Walk.
The scope of this project includes:
- Utilities to the park
 - Ancoats Green improvements
 - Prussia Street Greenway
 - Works to encourage existing trees
 - Paths and route across the park
 - Boundary treatment
 - Activity areas and gardens
- The works are forecast to begin in Q2 2023 with the construction being split across two phases to allow the Green to remain open in part during construction.
- Consideration of the nearby Ancoats Mobility Hub and Eliza Yard developments will be required during this phase to coordinate construction plans and access requirements as both developments will also be on site during this phase.
- Phase 3**
The completion of highways and utilities diversions will be scoped in more detail as the local development plots begin to progress. It is envisaged that the works will need to be flexible to allow access for construction traffic as well as general access. The key street to be completed first is Poland St North, as this acts as a main access road into the Ancoats Mobility Hub.
The remaining streets that are to be completed will be sequenced as required. This phase will also include the implementation of the TTRs required in the area to meet the highways strategy being developed. Street lighting and signage will also be captured in this project.

3.6 Consultation

The following meetings have been held with representatives from Manchester City Council’s Planning Authority and Greater Manchester Police where the following items were presented and discussed.

Key items discussed during the design process, which the proposed scheme addressed (as is detailed later in the document) include:

- Facade arrangements in particular proportion of windows and detailing around windows including; depth of reveals, slenderness of frames and discrete design of soffit detail
- Significance of the landscape, public realm and residents amenity space (including provision for informal play and implementation of SuDS)
- Position and design of the substation



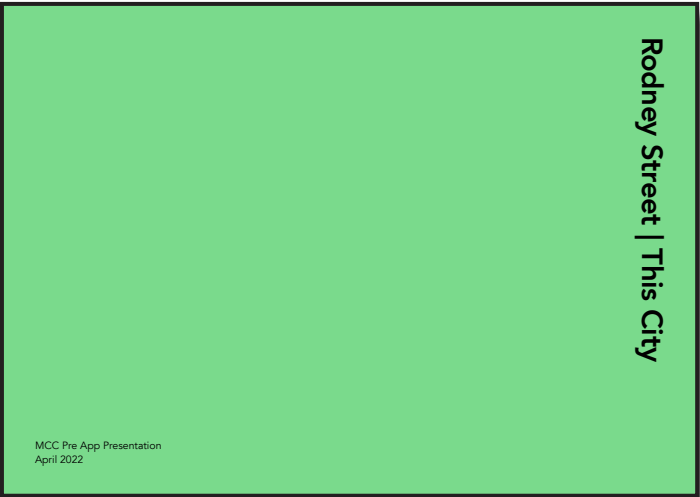
- 08 December 2021 - MCC Pre App
- Introduction to the project
 - Understanding evolution of NDF
 - Overview of the site
 - Initial design response
 - Initial landscaping proposals



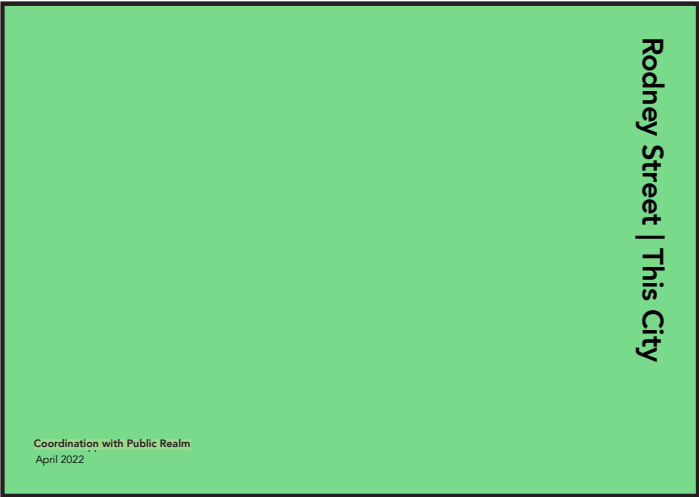
- 08 March 2022 - MCC Pre App
- Overview of public consultation response
 - Developed site layout
 - Plans of Proposals
 - Apartment Types
 - Emerging facade strategy
 - Initial thoughts on materiality



- 05 April 2022 - Meeting with GMP
- Access control arrangements across the development site
 - Robust materials in the public realm
 - Landscaping arrangements to deter anti-social behaviour
 - Roof Access



- 07 April 2022 - MCC Pre App
- Substation location
 - Revised window design
 - Required views for planning submission
 - Accessibility



- 27 April 2022 - Coordination with Public Realm
- Rodney Street Development Parameters
 - Interface with Ancoats Green
 - Shared palette of materials
 - Coordinated lighting strategy



- 09 May 2022 - MCC Pre App
- Updates to windows
 - Soffit vent detail to omit louvres above window heads
 - Substation location
 - Landscape masterplan
 - SuDS
 - Informal Play

3.7 Public Consultation and Engagement

The first stage of the Rodney Street Public Consultation ran for just under 4 weeks from 4th February to 27th February 2022. A summary of the Consultation response can be found below:

1137

56

54

visitors to the website during the consultation period

visitors to drop-in session held at Hallé St Peter’s on Monday 14th February

Responses recieved during the consultation period

Feedback received during the consultation period covered a number of key items, including:

- Housing Provision, Accessible and Affordable Housing
- Design
- Green Space
- Parking
- Amenities
- Environmental Considerations
- Crime and anti-social behaviour

Following the feedback, a number of items were reviewed as part of the design development ahead of the next stage consultation, including:

- Design - initial concerns related to potential ‘blank’ elevations overlooking Ancoats Green. These elevations include further windows/glazing to animate the facade and add ‘eyes on surveillance’ over the Park

- Safety - Potential opportunities for crime and anti-social behaviour have been reviewed and addressed with GMP as part of the design process
- Materiality - The proposals seek to retain the distinct character of Ancoats through the adoption of a red brick palette
- Accessibility - all proposed new homes will be built to Building Regulations M4(2) as a minimum

The second stage of the Rodney Street Public Consultation ran for just over 2 weeks from 20th May to 7th June 2022. A summary of the Consultation response can be found below:

44

3

13

visitors to the website during the consultation period

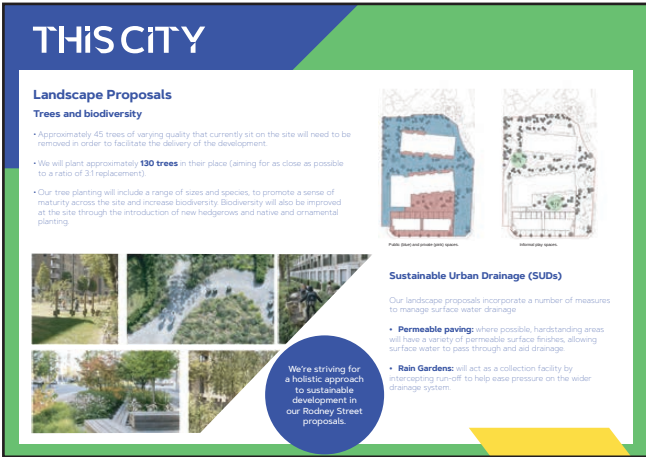
visitors to drop-in session held at Miles Platting Community Library 26th May

Responses recieved during the consultation period

Feedback received during the consultation period covered a number of key items, including:

- Parking
 - Design
 - Affordable Housing/Manchester Living Rent
 - Building Height
- Accessible Housing
 - Landscaping
 - Green Space
 - Noise and disruption
 - Trees
 - Traffic
 - Housing Type

Full details can be found within the Statement of Community Involvement produced by Avison Young/Counter Context and submitted as part of this application.



First stage consultation boards

Second stage consultation boards

3.8 Environmental Policies and Guidance

See Environmental Standards Statement for more detail.

Manchester Core Strategy

Adopted in July 2012, the Manchester Core Strategy is the key development plan document which is used to guide the assessment of planning applications. Key Policies include:

- CS Policy DM 1 - Development Management
- CS Policy EN 4 – Reducing CO2 Emissions
- CS Policy EN 6 - Target Framework for CO2 Reductions from Low or Zero Carbon Energy Supplies
- CS Policy EN 8 – Adaptation to Climate Change
- CS Policy EN 9 – Green Infrastructure
- CS Policy EN 14 – Flood Risk
- CS Policy EN 15 – Biodiversity and Geological Enhancement
- CS Policy T 1 – Sustainable Transport

Guide to Development in Manchester, Supplementary Planning Document 2007

The Development Guide in Manchester Supplementary Planning Documents (SPD) aims to guide the development of Manchester by setting out principles for those involved in construction and development within the city. The Manchester Core Strategy (above) states that all new residential developments should comply with the guidance in the SPD. This includes the following environmental standards relevant to this report: energy strategy, water consumption, drainage management, weather resilience, waste management, construction management, biodiversity, and waterways.

Manchester Residential Design Guidance

The Manchester Residential Quality Guide has been produced to manage the synthesis of new developments across the communities of Manchester. The guide outlines the considerations, qualities, and opportunities which will aid the delivery of residential developments of high quality, as part of sustainable neighbourhoods in the Manchester area.

Manchester’s Great Outdoors 2015-2025

The Green and Blue Infrastructure Strategy for Manchester looks to invest in the city’s green and blue infrastructure over a ten year period (which ends in 2025).

Manchester’s Climate Framework 2020 – 2025

After its declaration of a climate emergency in 2019, Manchester City Council adopted its climate framework in order to provide a comprehensive strategy to operate alongside the Draft Manchester Zero Carbon Framework 2020-38, which was produced in 2019. The framework will continuously develop as time progresses until its redundancy in 2025. These changes will incorporate progression in areas such as climate science and rate of progress.

Roadmap to Net Zero Carbon

The Manchester Roadmap to Net Zero Carbon sets out that new domestic buildings in Manchester should achieve an Energy Use Intensity of no more than 60 kWh/m2/year for operational energy use, not including renewable energy generation. This also sets out a strict space heating energy demand requirement of 15-20 kWh/m2/ year. Compliance with this is required to be achieved through PHPP modelling. This roadmap also sets out embodied carbon targets for upfront embodied carbon (covering RICS modules A1-A5) from 2023.

New developments should not use any combustion of fossil fuels on site.

National Planning Policy - NPPF

The National Planning Policy Framework (NPPF) was published on 27 March 2012 with updates in June 2019 and more recently, July 2021. This document sets the overarching policies for development in England and states that:

‘So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development.’ (NPPF, 2021). Paragraph 11 states, ‘... promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects’.

3.9 Security Requirements

A pre-application review of the scheme was held with Greater Manchester Police’s Design for Security team. The feedback and advice have been incorporated into the design prior to this application, a summary of which is included within section 10.7 of this Design & Access Statement.

A Crime Impact Statement (CIS) (contained separately) has been prepared alongside this planning application. The CIS identifies, predicts and evaluates the crime and disorder effects of the development proposals. The purpose of the CIS is to ensure that decision-makers consider crime, disorder and fear of crime. The CIS includes all the requirements for Secured By Design accreditation which focuses on crime prevention at the design, layout and construction stage of homes and commercial premises and promotes the use of security standards for a wide range of applications and products.

3.10 Transport Policy Overview

See Transport Statement for more detail.

Greater Manchester Local Transport Plan

The Greater Manchester Transport Strategy 2040, published in February 2017, sets out TfGM’s sustainable mobility plan for the future and forms Greater Manchester’s 4th Local Transport Plan (GMLTP4). Building on its own 2040 Vision, the Strategy provides detail on the priority interventions needed to deliver that Vision. The document highlights several key objectives relevant to the application site:

- Reducing the need to travel by car, and the distance travelled.
- Making the best use of existing infrastructure, particularly through increasing the density of development close to public transport nodes.
- Increasing the use of sustainable transport to reduce the negative impacts of car use. The design of new development needs to make it easier for people to use sustainable modes e.g. the availability of safe and direct walk/cycle routes, the provision of secure cycle parking or the availability of EV charging points.
- Establish cycling as a recognised and attractive component of the future integrated transport offer. ‘Aim to double and double again’ the proportion of trips made by bicycle by 2025, with the aspiration that 10% of all trips should be made by bike.

Manchester Core Strategy

Manchester’s Core Strategy was adopted in July 2012 is the key Development Plan Document in the Local Plan. It sets out the long-term strategic policies for Manchester’s future development and forms the framework that planning applications will be assessed against.

Transport forms one of the six spatial objectives within the document. The overriding objective for transport is to ‘Improve the physical connectivity of the City, through sustainable and accessible transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation’.

Ancoats and New Islington Neighbourhood Development Framework

MCC has recently refreshed the NDF (2020) with specific master planning focus on the area known as the Poland Street Zone. The purpose of the refresh was to ensure that it incorporated current thinking in terms of the redevelopment of the area and was properly aligned to the current market context relating to a number of key issues including zero carbon and affordable housing.

The specific objectives that are proposed for this area in the refresh of the NDF are:

- “the reinstatement of the grid pattern street layout to improve connectivity and movement through the area as well as creating legible routes that draw pedestrians into the area and through to the surrounding areas;
- the creation of a mixed living and working neighbourhood, delivering flexible commercial floorplates for office and modern light industrial uses that can co-exist with a residential development that offers a range of typologies and tenures including the provision of affordable housing; and
- the creation of high-quality amenity and green spaces integrated with surrounding uses and would draw people into and through the area.”

Manchester City Council – City Centre Transport Strategy (2021)

The City Centre Transport Strategy 2021 framework developed with TFGM, Salford City Council and GMCA outlines plans for future City Centre Transport. The strategy envisions a well-connected, zero-carbon centre at the heart of the North, offering residents, workers and visitors a great place to live, work and play, and getting the right balance between the different ways of travelling. The strategy is for travel in and around the centre from 2020-2040.

Three key ambitions of the City Centre Transport Strategy are:

- “Walking is the main mode of getting around the city centre;
- Parking in the city centre is smarter and integrated with other modes; and
- The centre benefits from better public transport connections”.

4.0

Understanding the Area

4.0 Understanding the Area

4.1 Wider Area Context

The regeneration journey in East Manchester has always been about making bold moves. The area is a leading example of how regeneration can spearhead economic and social change in a city, becoming a touchstone for regeneration across Europe and beyond. The Etihad Campus, New Islington and Ancoats Urban Village has sat at the forefront of this regeneration story for the past 30 years, balancing innovative architecture, sensitive heritage reuse, world leading public realm approaches and a leading public transport network. The development of the Poland Street Zone, also known as the Back of Ancoats, provides an incredible opportunity to make another bold move to deliver significant growth on several fronts which ultimately will transform the area into an internationally significant place within Manchester.

Key

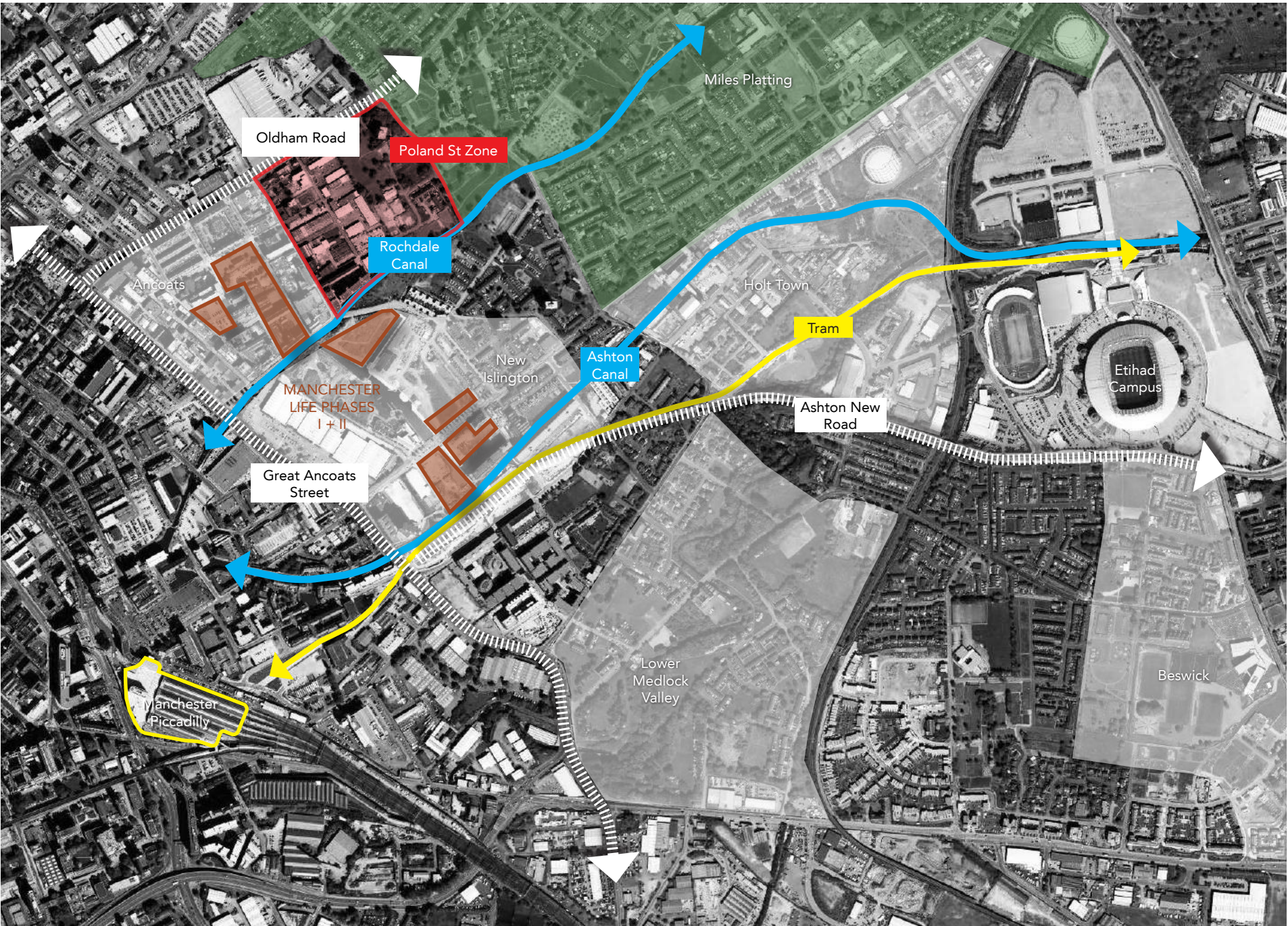
Poland Street Zone Boundary

Existing MLDC developments

Key vehicle routes

Tram line

Rochdale and Ashton Canal



Back of Ancoats in the context of wider neighbourhoods

4.2 Site Location

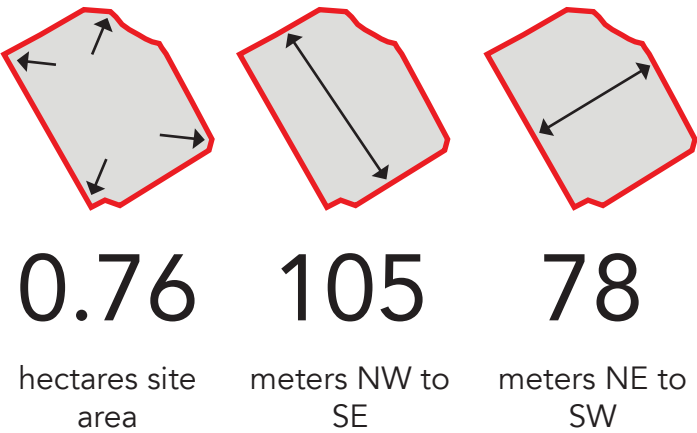
The site is located in the 'Back of Ancoats', as identified in the Poland Street Zone NDF (Neighbourhood Development Framework), an inner city area of Manchester close to the city centre situated between the Rochdale Canal and Oldham Road.



4.3 The Application Site

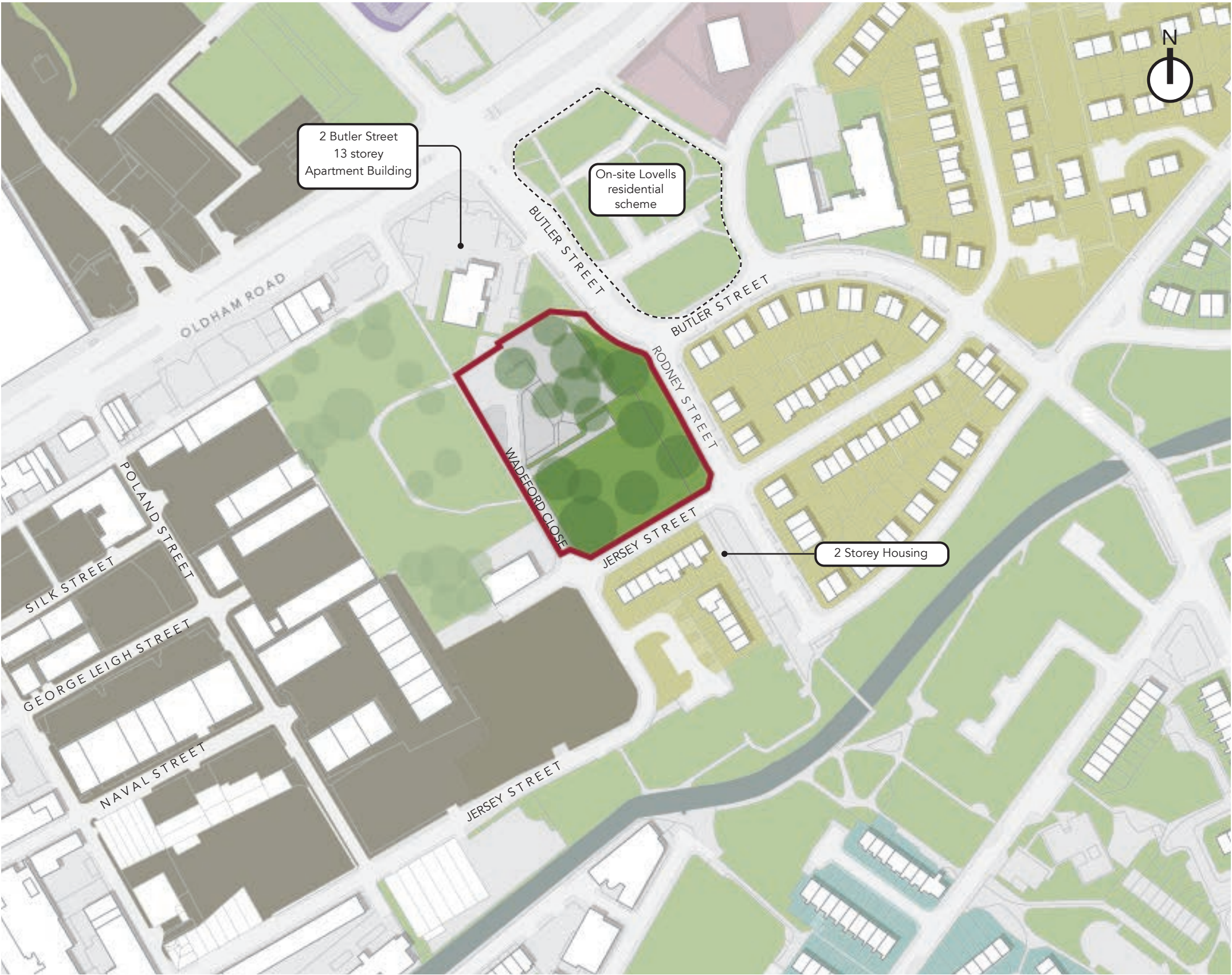
The Site is bounded by Wadeford Close to the West, Rodney Street to the East and Jersey Street to the South.

The Site is accessed off Wadeford Close, bordering Ancoats Green. The existing site is predominately flat with dense vegetation including several mature trees and a central grass clearing.



Key

- Underutilised Land
- 2-3 Storey Housing
- 16 Storey Apartment Blocks
- 2 Storey Semi-detached Housing



Site Location Plan

4.4 Historic Context

Canals were the arteries of Ancoats and were essential to the area’s industrial development: they fuelled the construction of closely packed mills and rows of terraced houses, which became the defining feature of the Ancoats townscape.

A census of 1788 listed Whitehead’s Garratt Mill on the River Medlock and industrial expansion towards Ancoats was marked by Piccadilly Mill in 1789. After recognising land value increase, Laurent’s plan of Manchester and Salford (1793) shows how the land was divided into a grid pattern as we see in Ancoats today. This was to provide units of land attractive in terms of price or rent to small builders for development, leading to the erection of houses and domestic workshops.

A report on housing conditions in 1904 recorded the majority clearance or conversion of back to back housing in Ancoats; However it also highlighted the lingering presence of slum properties, with large areas around Rodney street surviving until a clearance order in 1959.

William Street was later renamed as Flower Street, likely to reference a rapidly departing rural ideal (eg similar to Blossom or Primrose street), perhaps marking the site’s move from industrial to residential use.

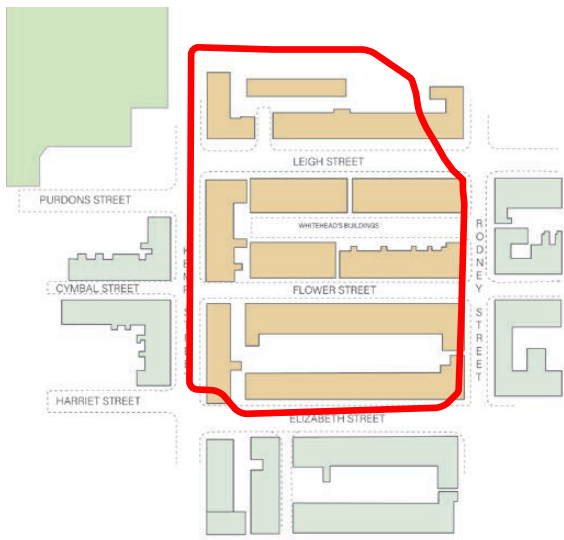
By the mid 20th century, as Ancoats was recognised for industrial heritage, the houses had been condemned and the yard structures were replaced with larger light industrial units, radically changing the scale and transforming the area’s character.

In June 1989, Manchester City Council designated a conservation area, bound by the Rochdale Canal, Great Ancoats Street, Oldham Road and Kemp Street. Kemp street was replaced with Wadeford Close in the 1960’s and marks the proposed site as sitting just outside the conservation area.



1890s

- Worker’s accommodation - labelled for Whitehead’s Mill in the centre of the site
- Densely built up plot to house as many units as possible.



1920s

- Minimal changes to massing since 1890 however street names have been altered and Purdons and Harriet Street added.



1950s

- Massing has reduced after demolition within the site and to the south of Elizabeth Street.
- All houses individually accessed from surrounding streets.



1960s

- Removal of Flower Street moves site entrance to Wadeford Close (previously Kemp Street)
- Centralised building within landscaped plot to the South
- Home for the elderly
- Terrace of properties to the north



Ancoats, Rodney Street, Facing West (1962) - Manchester Local Image Collection



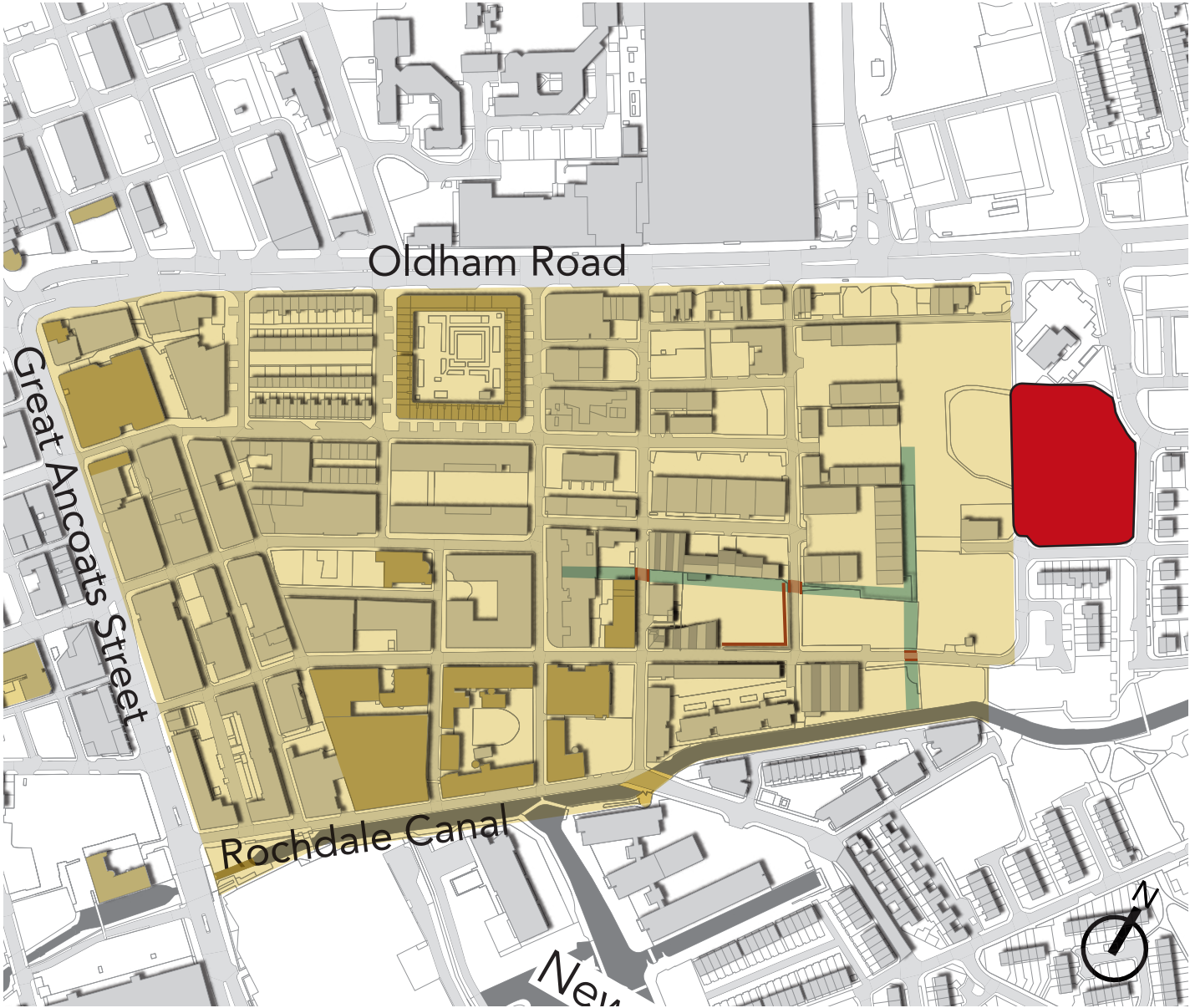
Ancoats, Wadford Close from Rodney Street (1967) - Manchester Local Image Collection



Ancoats, Mozart Close from Jersey Street (1967) - Manchester Local Image Collection



Ancoats, Kemp Street, Facing West (1962) - Manchester Local Image Collection



Ancoats Conservation Area

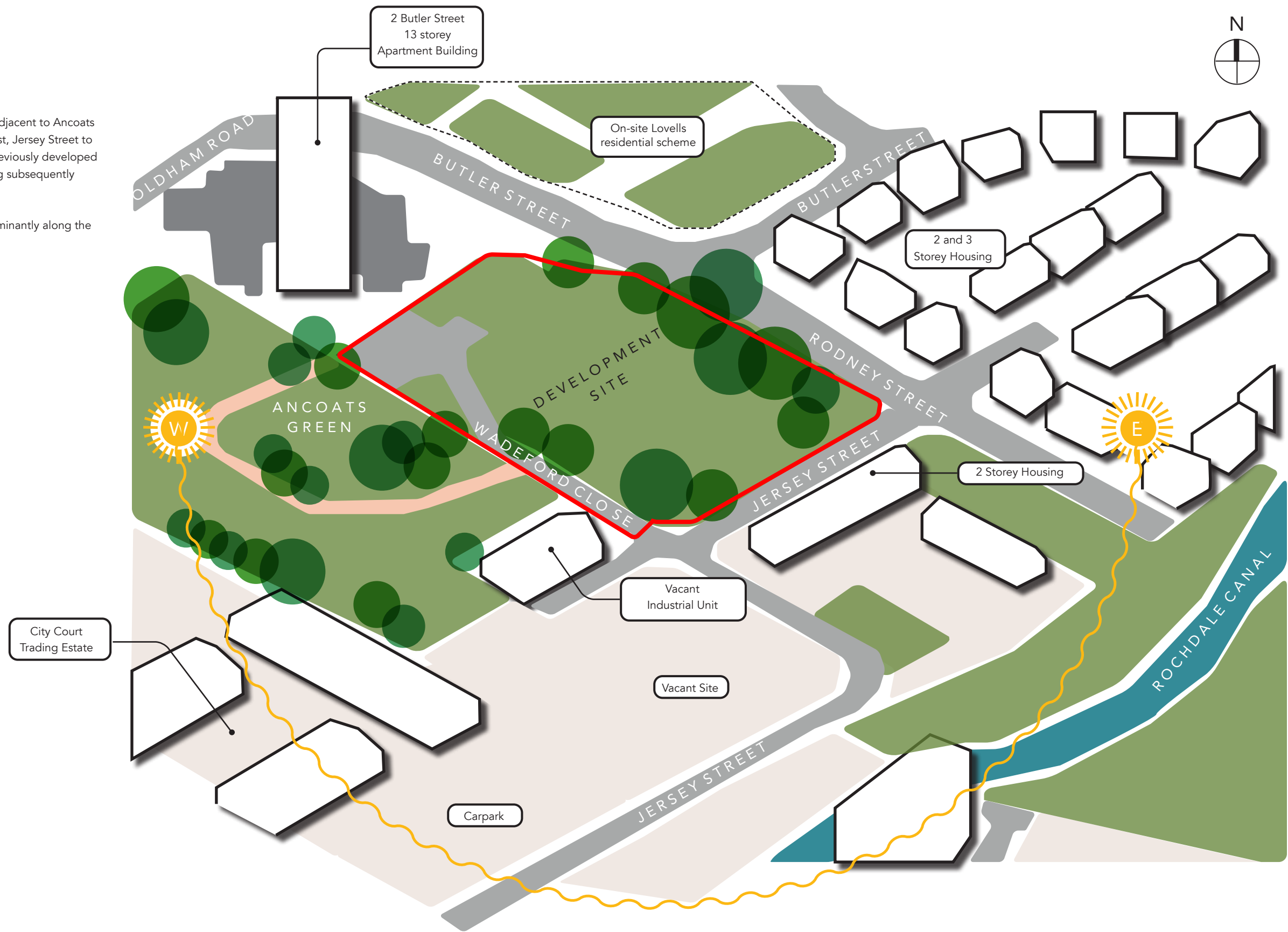
Key

- Listed Buildings / Structures
- Conservation Area
- Approximate Location of Historic Canal
- Rodney Street Site Location

4.5 Site Today

The site today is an open area of grass which sits adjacent to Ancoats Green and is bound by Wadeford Close to the West, Jersey Street to the South and Rodney Street to the East. Whilst previously developed the site is now vacant with previous buildings being subsequently demolished, most recently in the 2010s.

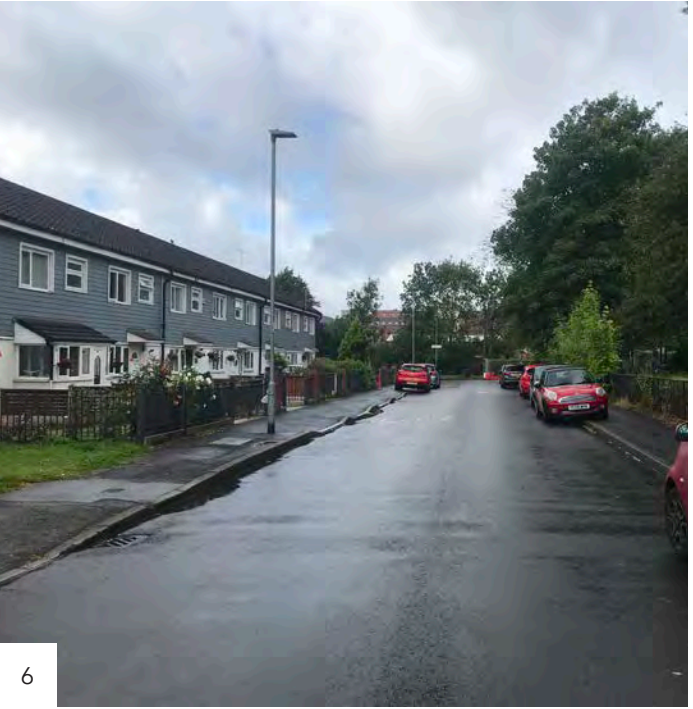
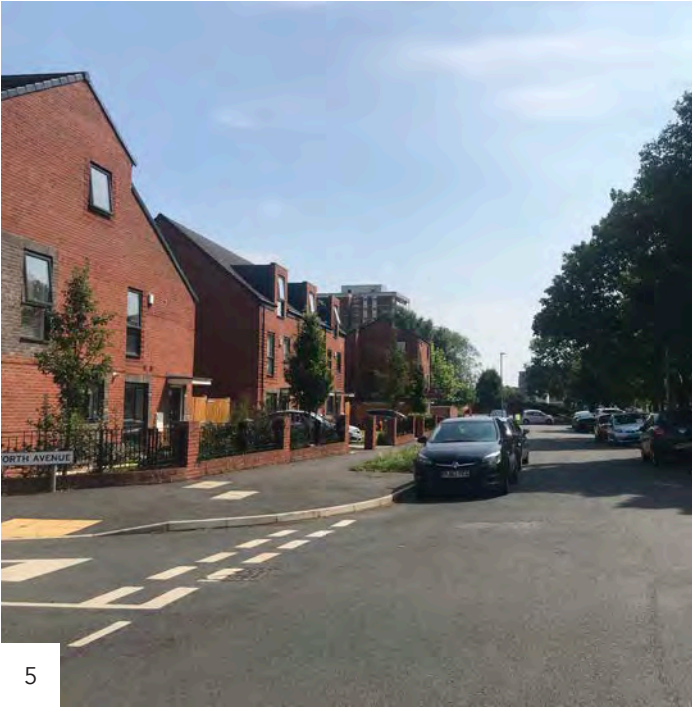
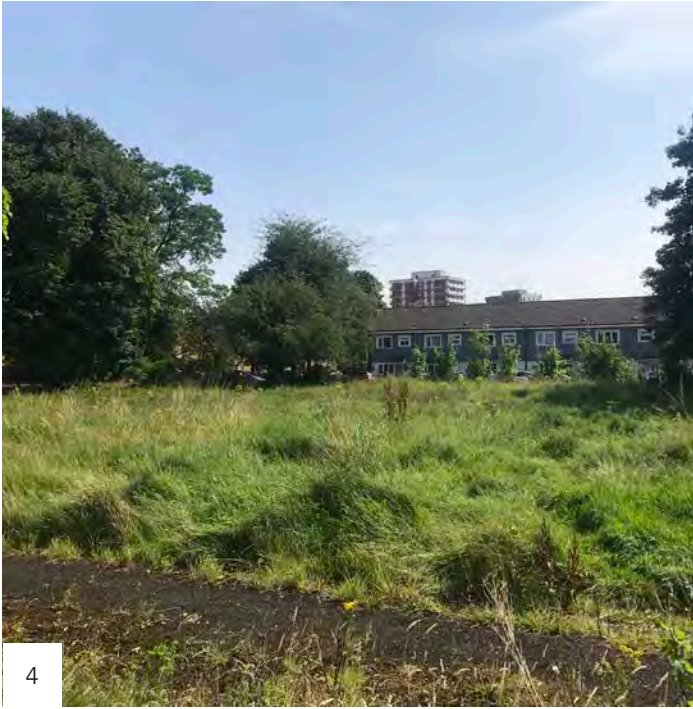
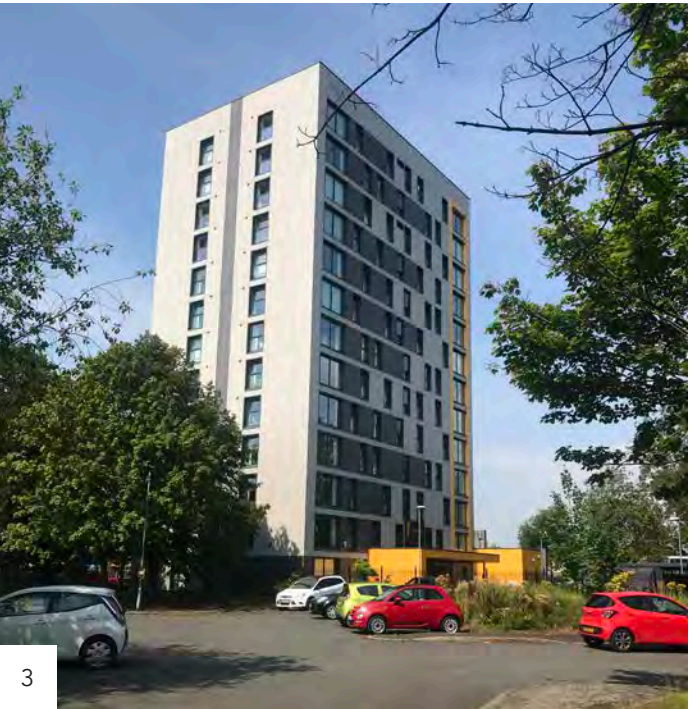
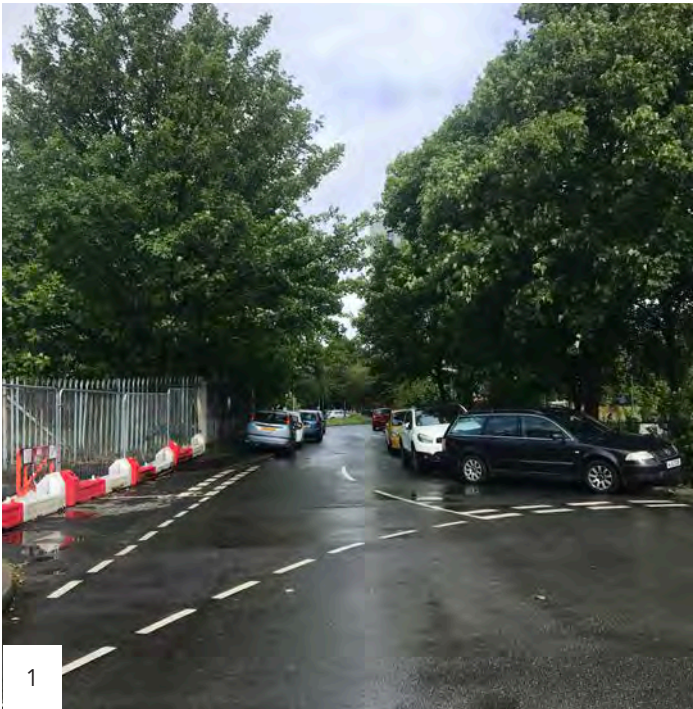
There are a number of mature trees on site, predominantly along the eastern boundary adjacent to Rodney Street.



4.6 Site Photos

Photographic studies of the site demonstrate how the site is currently vacant, and is largely grassed over with a number of trees predominantly to the site boundaries. The existing car park, accessed from Wadeford Close, appears to be regularly used for commuter parking.

- 1. View North along Wadeford Close
- 2. View East into site
- 3. View North towards Tribe tower
- 4. View South from inside the site boundary
- 5. View South along Rodney Street
- 6. View West along Jersey Street



4.7 Site Constraints

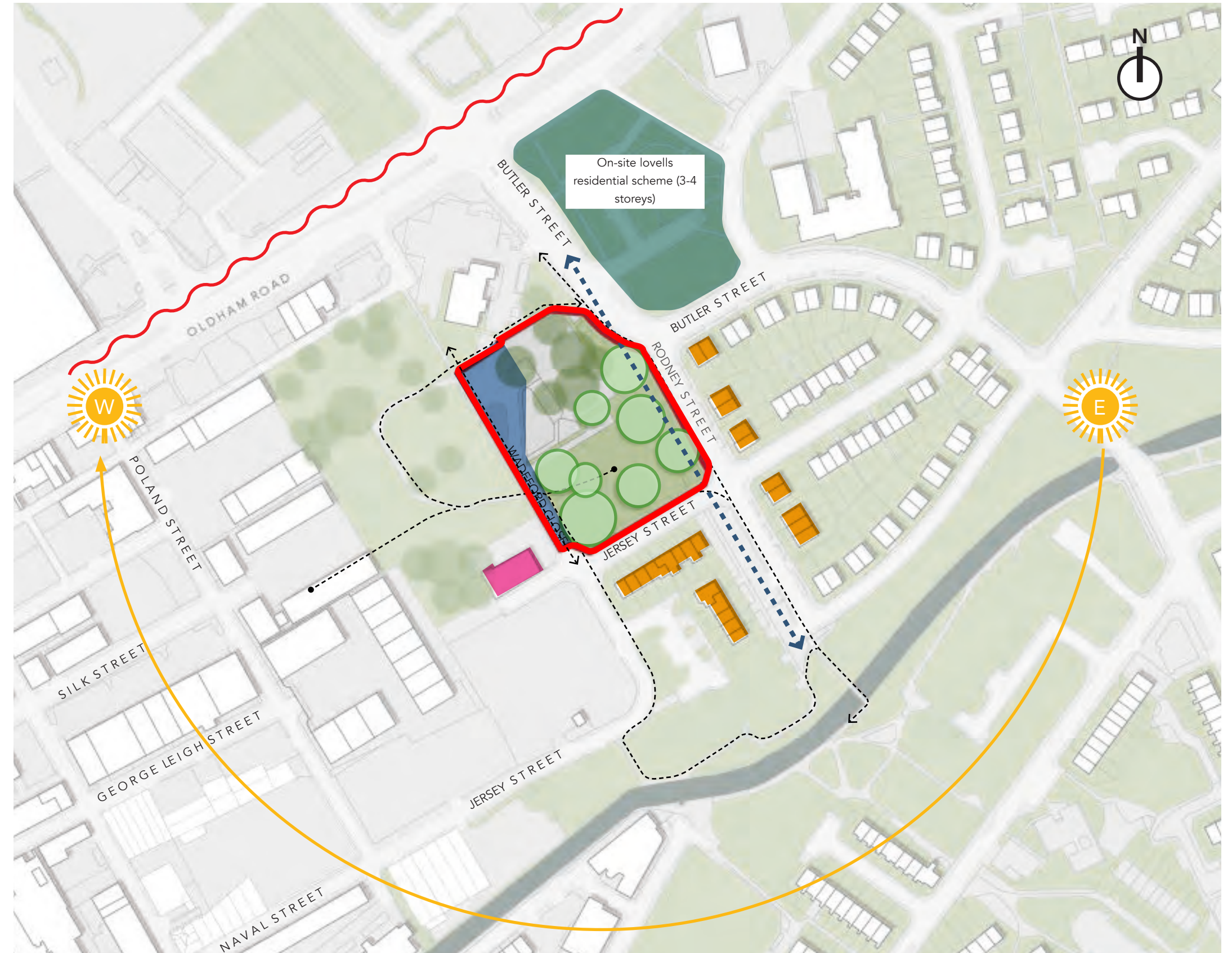
The location of the site within the Back of Ancoats Area is unique in its proximity to primary vehicle routes to the wider city and beyond, as well as its immediate relationship with Ancoats Green and its position adjacent to the Ancoats Conservation Area.

The main physical and technical constraints are:

- Restricted vehicle access/ no through route
- Potential for acoustic noise pollution from Oldham Road
- Location of trees along key site boundary
- The location of an existing LP Gas main located close to the eastern site boundary
- There is a grassed area in the centre of a number of large trees.
- There is close proximity of old and new 2 storey housing along Jersey and Rodney Street.
- Lack of quality environment. An existing car park is located to the north of the site (predominantly servicing commuter parking)
- Need to deliver improved pedestrian and cycle connectivity through and around the site in line with the Poland Street Zone Public Realm Strategy.
- No clear architectural typology in the immediate area.

Key

-  Site Boundary
-  Existing 2/3 storey housing
-  Low quality industrial units
-  Existing Pedestrian Routes
-  Route of LP Gas Main (3m easement either side)
-  Existing trees on site
-  Existing hardstanding currently used for commuter parking
-  Road noise pollution



4.8 Site Opportunities

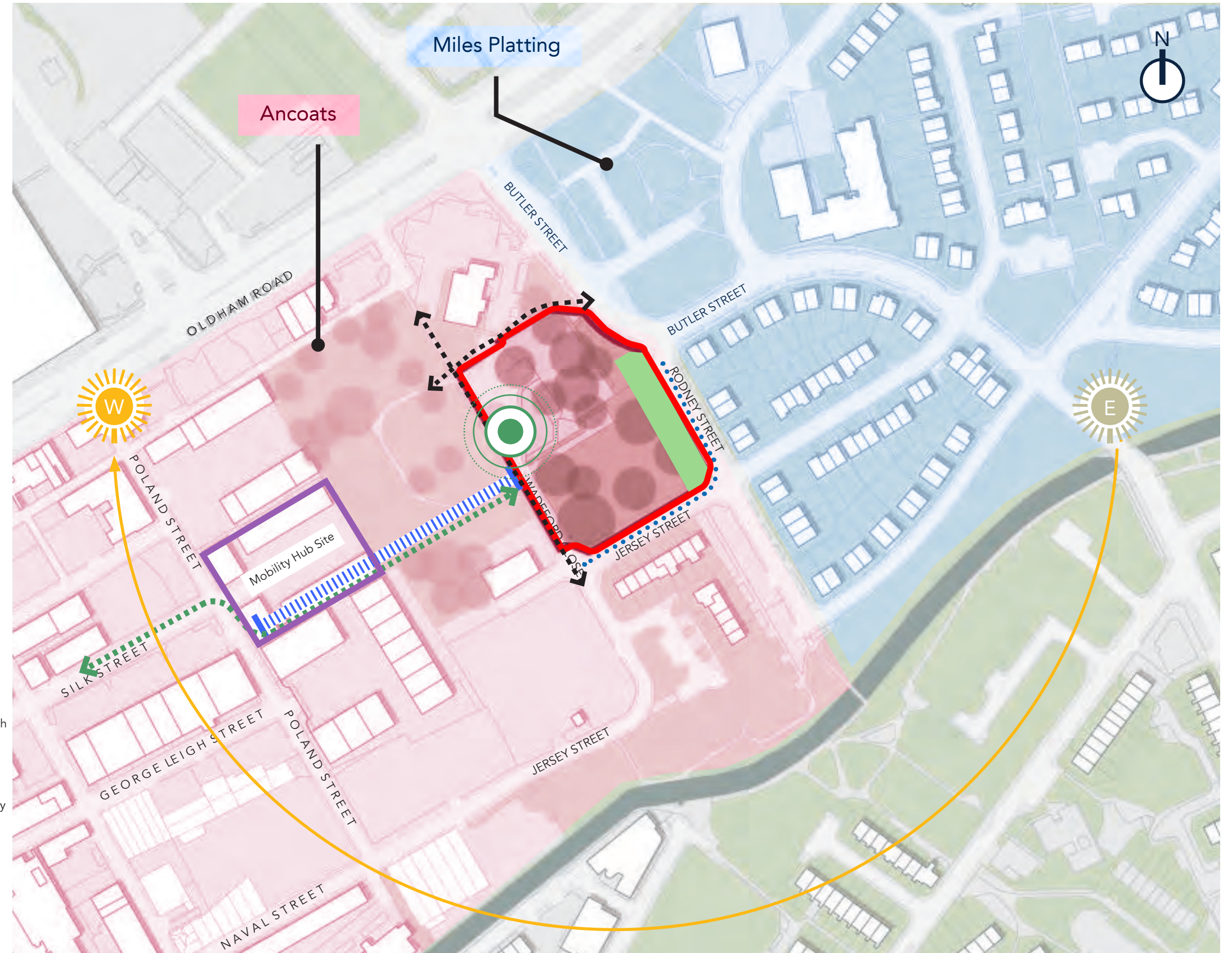
The location of the site within the Back of Ancoats area presents a key opportunity to create a unique architectural response. The proximity to Ancoats Green is a key interface, which will strongly inform how the building design responds to its surroundings. Likewise, the key frontage along Jersey Street and Rodney Street, offers the opportunity to create a new 'landmark' within the Back of Ancoats area.

Key opportunities:

- Development of the site as a 'transition' site between Ancoats and Miles Platting- mediating between the city centre scale and suburban living.
- Using varied massing along the boundaries to create diverse typologies from smaller scale street-scapes to warehouse scale apartment buildings.
- Potential to benefit from the proposed future cycle route through the Mobility Hub Site which will offer connections to the wider city and beyond.
- Opportunity to create an area of public realm on the site, linking to Ancoats Green and enhancing the immediate surroundings
- Potential to create a private residential space in the site, increasing security and quality of amenity space for the residents.
- Potential to provide an efficient and intensive form of development
- Site is located near the Mobility Hub so no on site parking for apartments is necessary (DDA parking will be provided on site)
- Opportunity to introduce green infrastructure within a hard and urban setting.
- Opportunity to provide active and human scale streets, which place the needs of pedestrians first.

Key

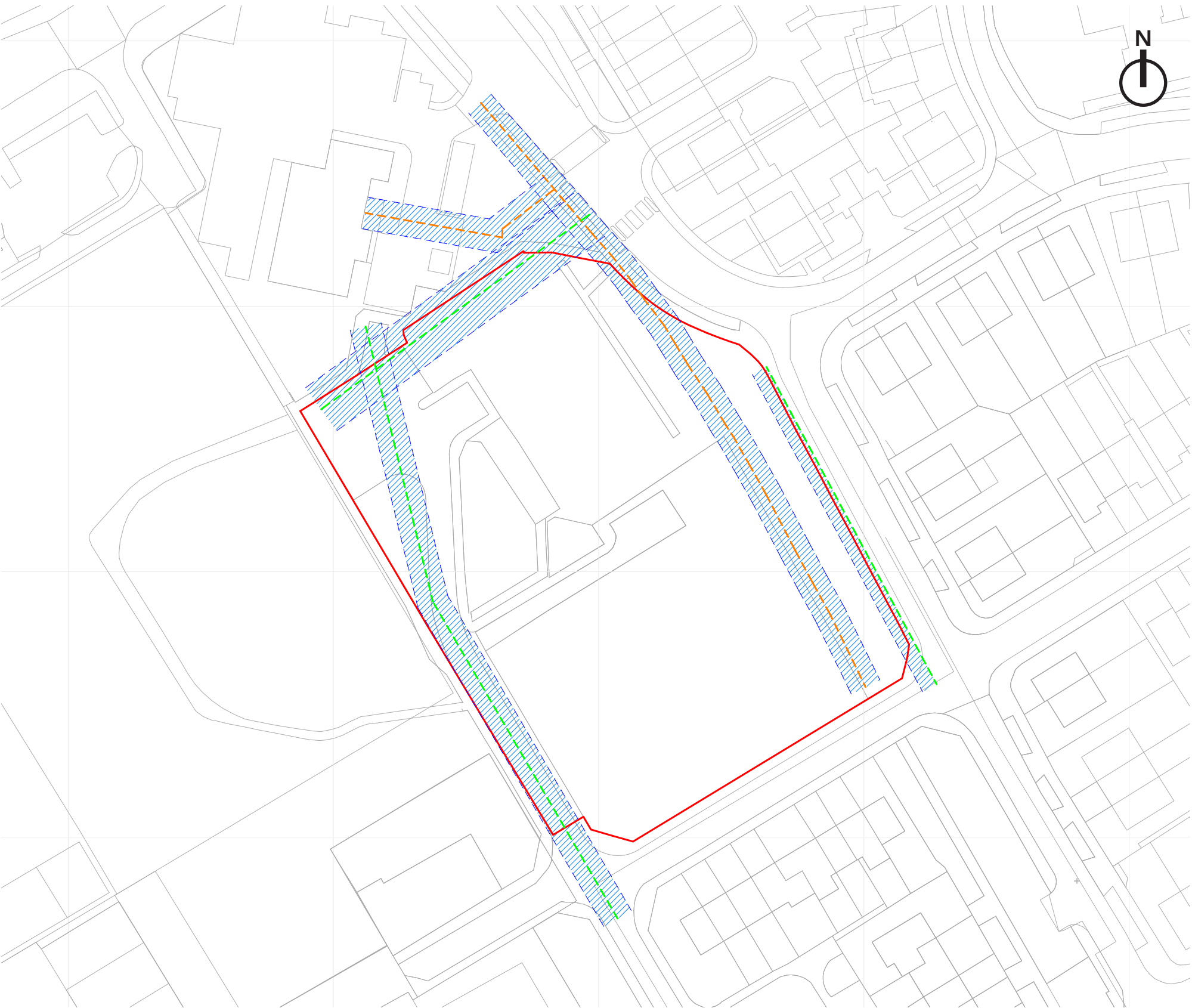
-  Site Boundary
-  Opportunity to connect into new pedestrian/cycle street through Mobility Hub site
-  Connection to new Sustrans Cycle Route
-  Key corner/ interface with Ancoats Green - potential opportunity for height
-  Potential Streetscape
-  Retention of existing routes around the development site
-  Opportunity to retain existing landscape buffer



4.9 Existing Site Constraints

The following plan indicates the location of key services which intersect the site and have had an impact of the development of the design proposals to date.

Assumed location of easements for underground utilities (as shown on Survey Operations GPR survey - 21G134/001)

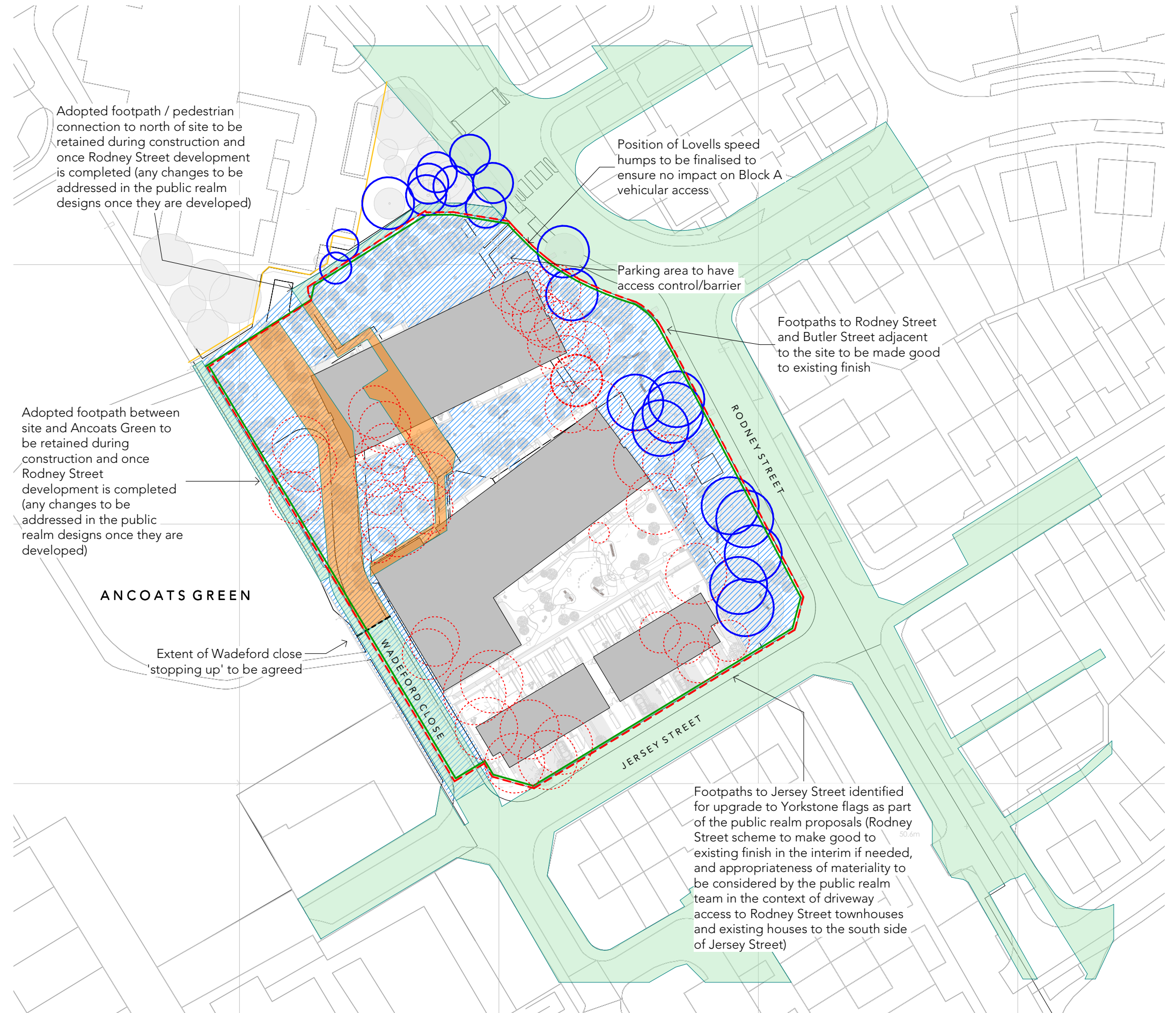
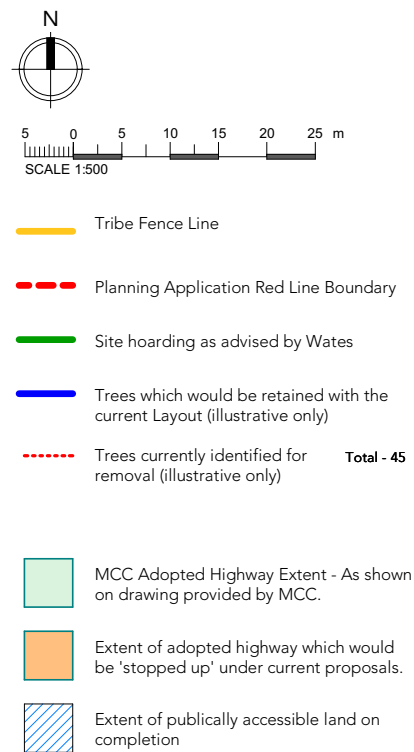


Key

- Existing LP Gas Mains
- Existing Sewer Mains
- Easement zones associated to mains

4.10 Development Parameters

The following plan outlines the various parameters and assumptions that have informed the development of the scheme proposals to date.



5.0

Design Proposals

5.0 Design Proposals

5.1 Key Themes

The key design themes outlined below have played a significant part in defining the proposals, which are being brought forward for the Rodney Street site. These strategies have been informed by the NDF for the Poland Street Zone, technical input from the wider design team as well as the aspirational brief created by This City.

The proposals intend to:

- Deliver high quality, sustainable homes for Manchester residents
- Provide a broader choice of homes and more affordable housing to suit a range of residents and their needs
- Deliver a scheme that responds to its context and surrounding area
- Design a scheme that will align with the vision for Ancoats and New Islington as a place for inclusive opportunity on the edge of the City Centre
- Create a distinct and welcoming development, which serves as a gateway to the neighbourhoods beyond



A place where people feel at home



A place to enjoy and be proud of



A place which fosters a sense of belonging



A place with a choice of homes

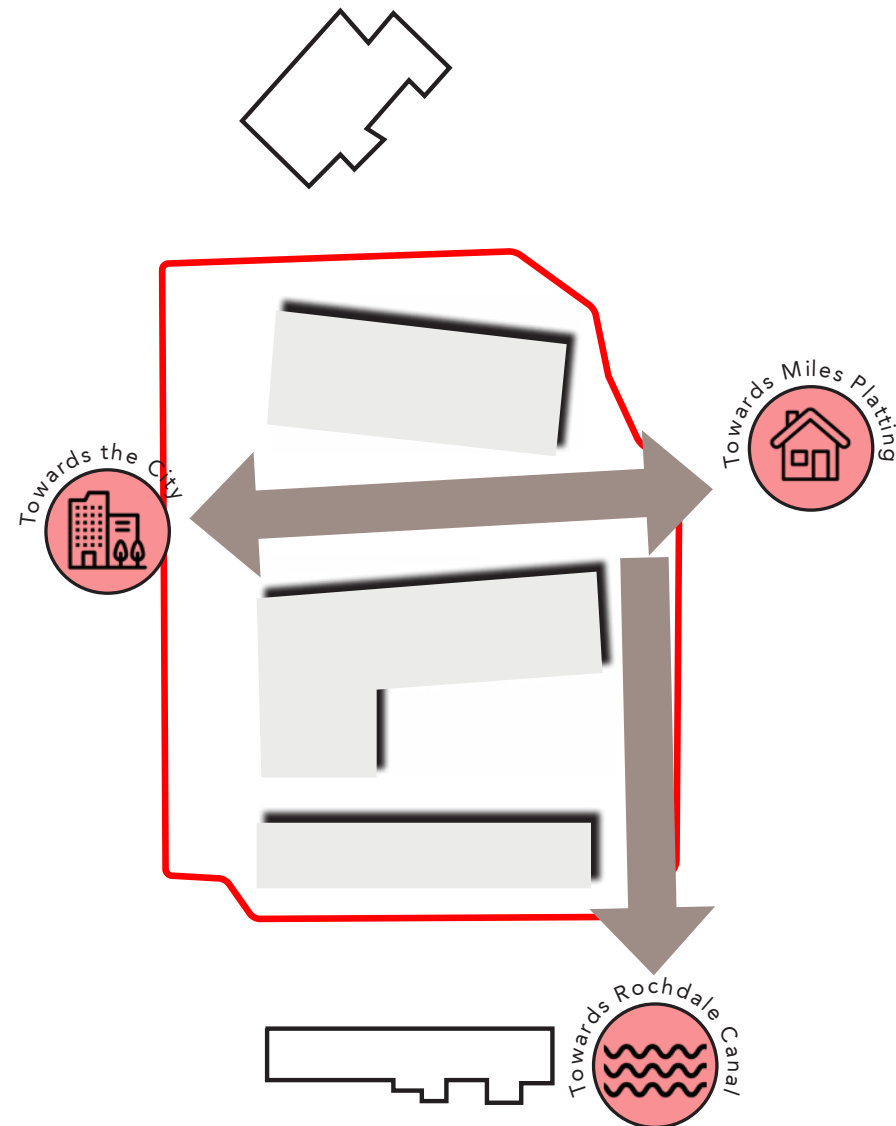


A place with unique and lasting appeal



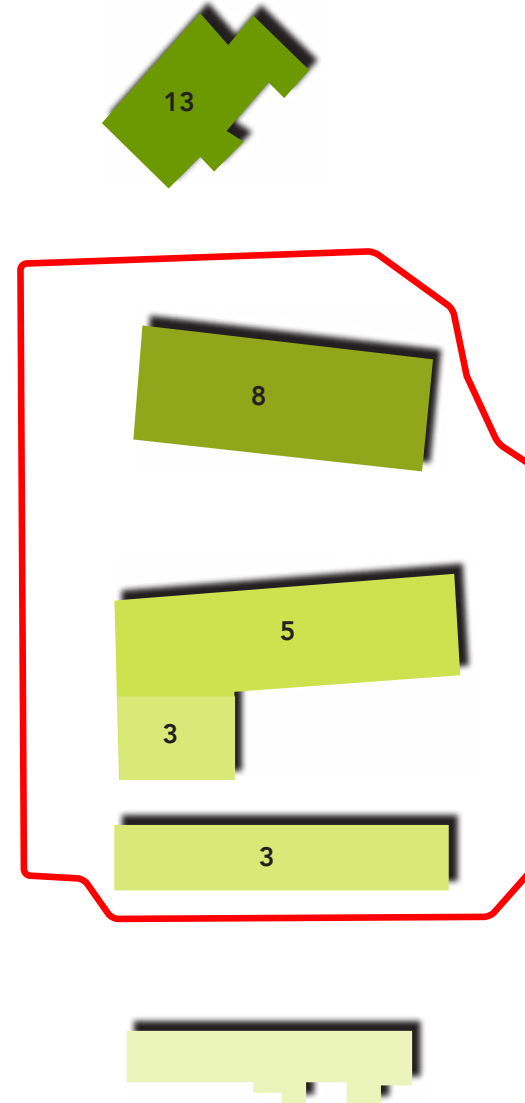
A sustainable place for future generations

5.2 Key Design Principles



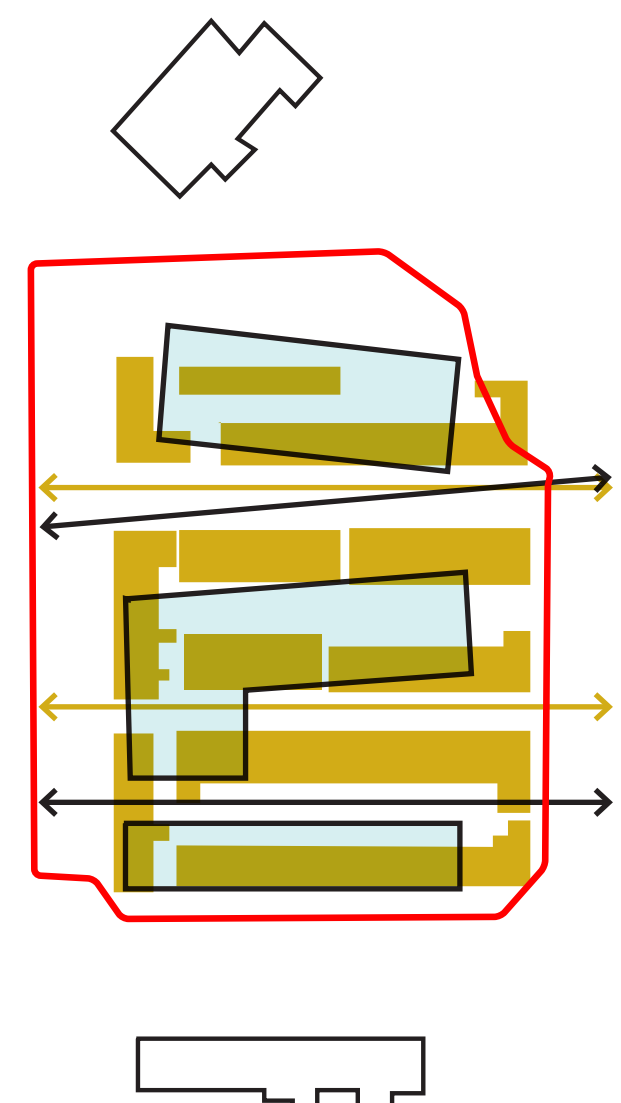
Creating Key Connections

A key design driver for this scheme is to create and reinforce links to the wider area, integrating the development with the existing context- this includes connecting the wider Miles Platting area with Ancoats and the city beyond and linking up with the nearby Rochdale Canal.



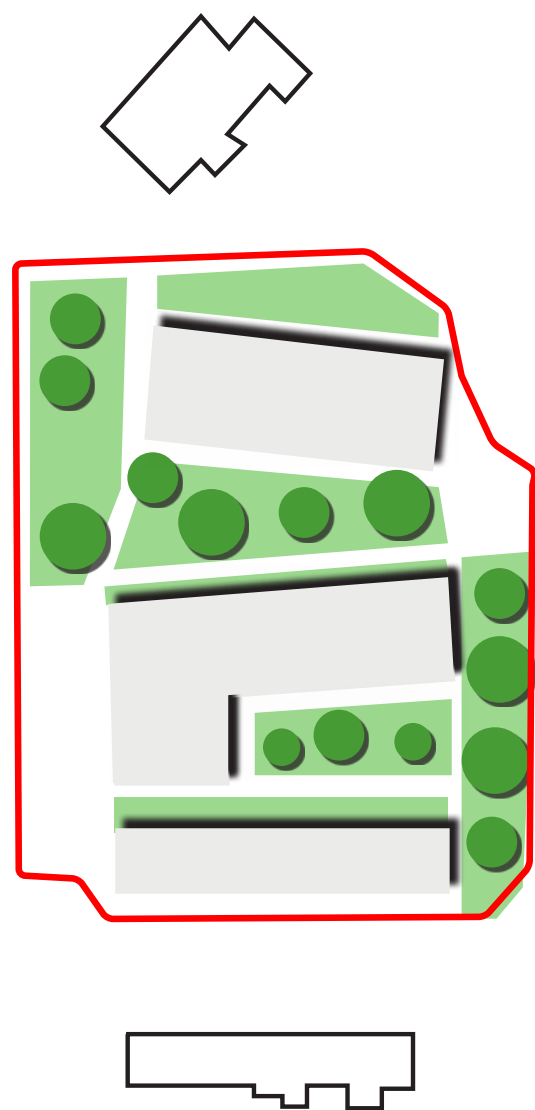
Responding to the existing context

The proposed massing mediates between the existing 2 storey houses along Jersey Street and the 13 storey tower on Oldham road, stepping up from 3, to 5, to 8 storeys to create a gradual transition which responds to the surrounding built form.



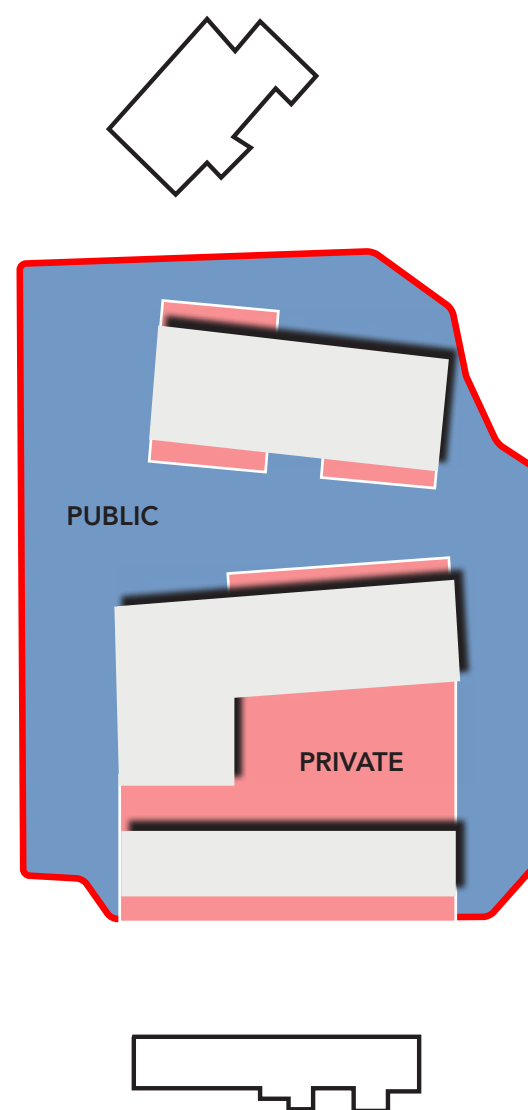
Reinterpretation of historical street patterns

It is important that the scheme feels appropriate to the area of Ancoats, not just in scale but also in the way that it sits within its rich historical context. The orientation of the proposed blocks looks to reinterpret the street pattern of the buildings that once sat on the site, maintaining the language of linear blocks whilst responding to the current context.



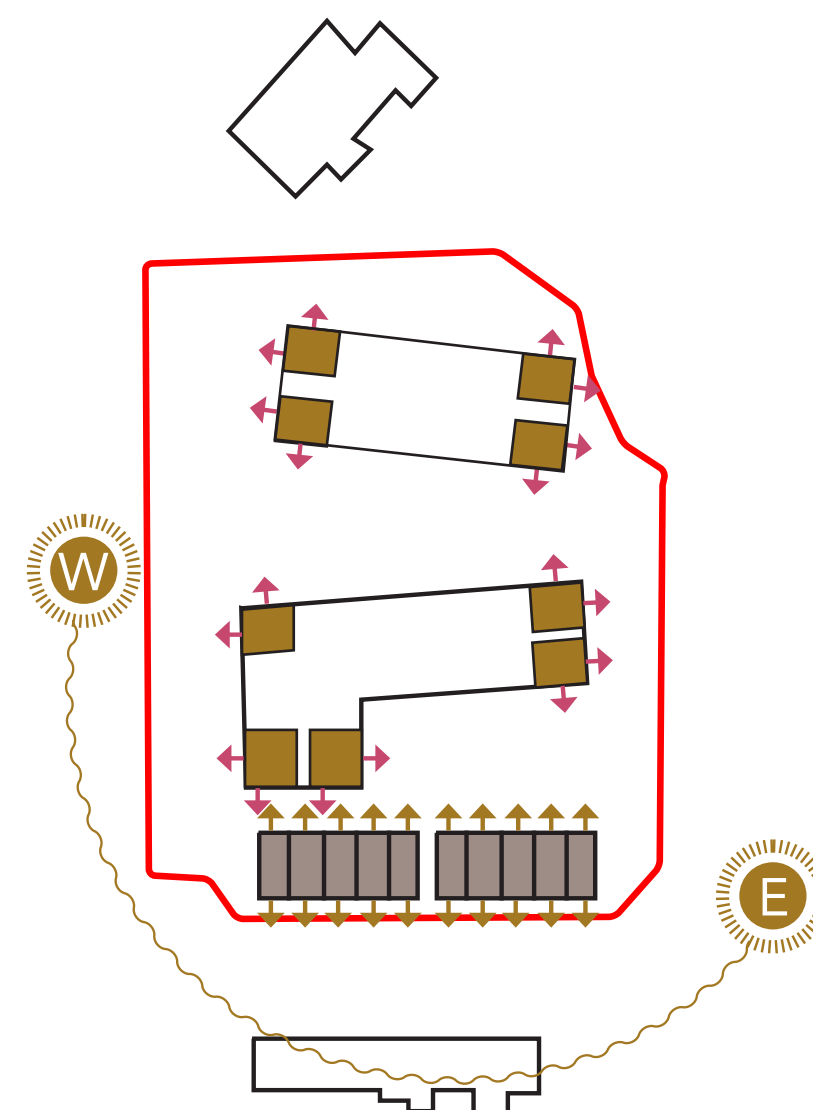
Creating a variety of green spaces

The provision of external amenity spaces for residents will be necessary not just from a design perspective but also for the wellbeing and comfort of residents. Creating a variety of green spaces on site ensures that there is a range of different spaces for residents private amenity as well as ensuring that public spaces are inviting and safe for those moving through the site.



Creating designated public/private spaces

A key aspect of the development will be ensuring that the scheme is outward looking, and does not turn its back on the surrounding area whilst also ensuring that there are sufficient spaces that are secure and private for residents living on the site.



Dual Aspect Living

Apartments will be designed within the residential blocks to optimise dual-aspect arrangements to provide greater opportunities for views out and direct access to external amenity.

5.3 Approach to Scale and Massing

The proposed massing seeks to respond to the existing surrounding context, primarily the neighbouring Tribe Tower and adjacent houses along Rodney Street and Jersey Street.

As illustrated in early development sketches (below) the massing seeks to grade up between Jersey Street and The Tribe, creating a series of cascading forms. In addition to spreading the overall density across the site in a way that reflects the immediate context, this also provides the opportunity to create a range of building types. Along Jersey Street, 3 storey townhouses seek to create a robust street frontage which reflects the existing 2 storey houses opposite.

Either side of the proposed public realm link through the site Block A and Block B offer a range of apartment units as well as residential amenity space. Block B steps up from 3 storeys, visually linking to the adjacent townhouses, to 5 storeys. Block A rises to a total of 8 storeys, responding to the aspirations of the NDF and offering a stepping stone to the neighbouring 13 storey Tribe Tower.



Site Overview



Early development sketches



Early development sketches



Development massing models



Development massing models

5.4 Design Evolution

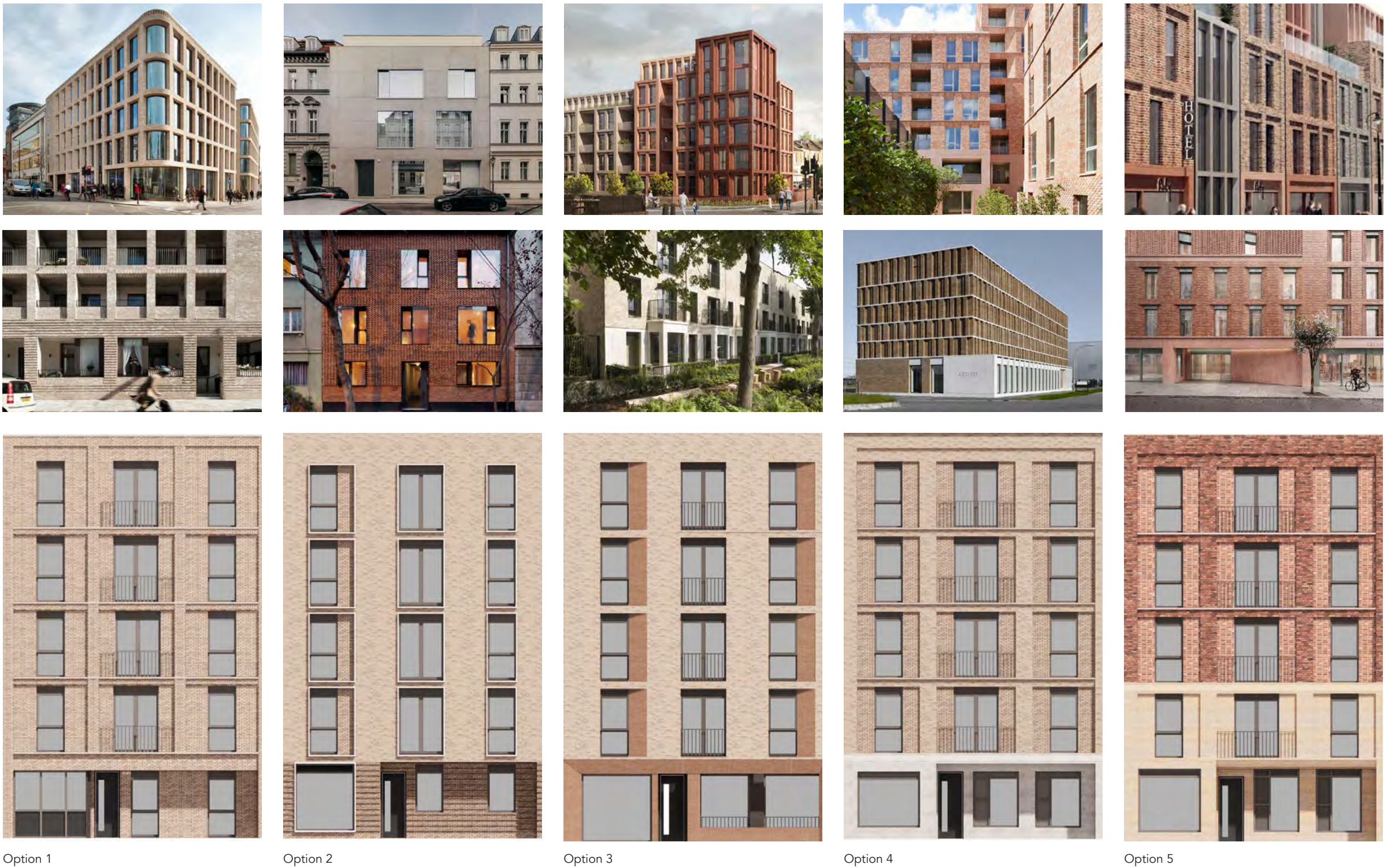
A number of options were explored in the early design stages of the project, which sought to achieve a thoughtful yet distinctive approach to the expression of the apartment blocks.

The images shown (right) illustrate the range of approaches reviewed, which looked at a number of proposals in terms of brick colour, roof form/material, window orientation and expression etc.

Options Appraisal

Each of the options were reviewed within the design team against a number of key criteria, including suitability of proposal within the local context, appropriateness of materials, buildability, sustainability and viability.

From the five options presented, a preferred option was chosen, taking the above criteria into consideration. Option 1 was determined as the preferred due to its simplicity in material palette and use of ground floor recesses and reveals to the windows across the facades to create interest whilst still using a brick finish, typical to the local context of Ancoats.

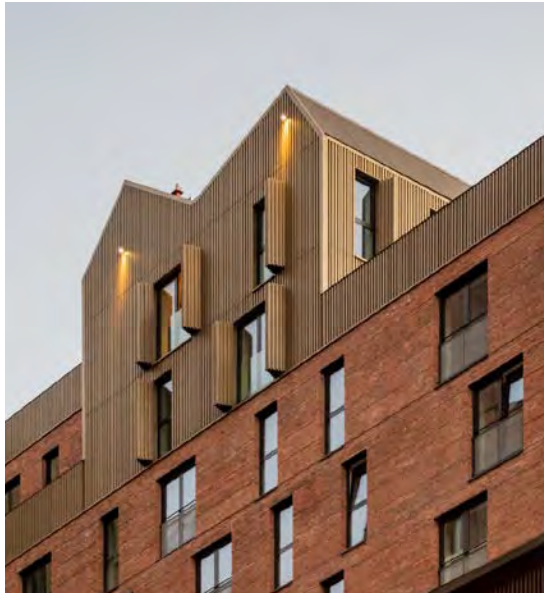


A similar approach was taken in the design exploration of the townhouses. The initial design options sought to respond to the local context and historical language of the pitched roofs, whilst offering a moment of detail or material variety.

Options Appraisal

Each of the options were reviewed within the design team against a number of key criteria, including suitability of proposal within the local context, appropriateness of materials, buildability, sustainability and viability.

From the five options presented, a preferred option was chosen, taking the above criteria into consideration. Option 4 was determined as the preferred as it adopted a single brick from a traditional red palette, which sought to integrate an element of detailing at the lower levels. This was deemed more suitable than that of option 3 which took a more contemporary approach to brickwork tone/colour.



Option 1



Option 2



Option 3



Option 4

5.5 Site Layout

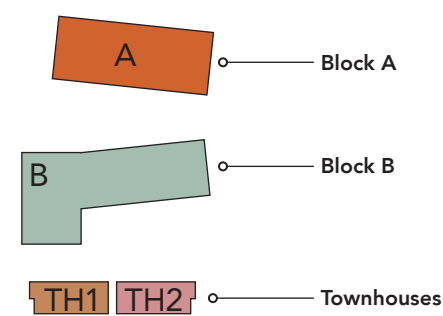
A key driver in determining the site arrangement for the proposals is the connection between Miles Platting and Ancoats Green, and the integration of the development into the surrounding neighbourhoods.

To create a strong physical connection across the site and encourage movement through this area, the two apartment blocks are arranged either side of a new green street, which links Butler Street with Ancoats Green.

Responding to the existing context, townhouses are proposed along Jersey Street to face the existing houses opposite and respect this scale of development.

Between Block B and the townhouses, a secure residents courtyard is proposed to offer a space for external amenity within the development site. Adjacent to this shared green space are a row of private gardens allocated to each of the townhouse dwellings. The remainder of the site is given over to public realm, to provide an enhanced, high quality area of green space for both the residents and the wider community to enjoy.

Block Plan



5.6 Block A - Layout Plans

The following drawings represent the layouts for Block A. A full breakdown of the accommodation is provided in section 12.0 of this document.

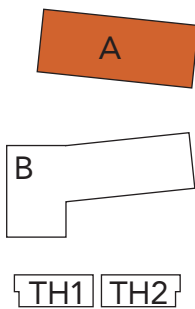
5.6.1 Ground Floor Plan

The following plan outlines the ground floor arrangement of Block A. This includes 6no apartments, each with their own private front door access and benefitting from a zone of defensible space between the apartment and the public realm.

Access for the rest of the residents within the Block is through the main entrance, which has access off the main pedestrian path running through the public realm. The entrance lobby leads residents to the lift and stairs to the upper levels.

Plant, refuse and cycle store provision are located to the north side of the building and have direct access from the dedicated parking area of Block A.

Block Plan



Key

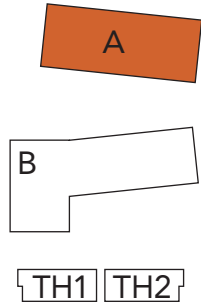
- Stairs & Lifts
- Entrance Lobby
- Cycle Store
- Refuse Store
- Plant
- 2B4P Ground Floor Apartment
- 2B3P Ground Floor Apartment



5.6.2 First Floor Plan

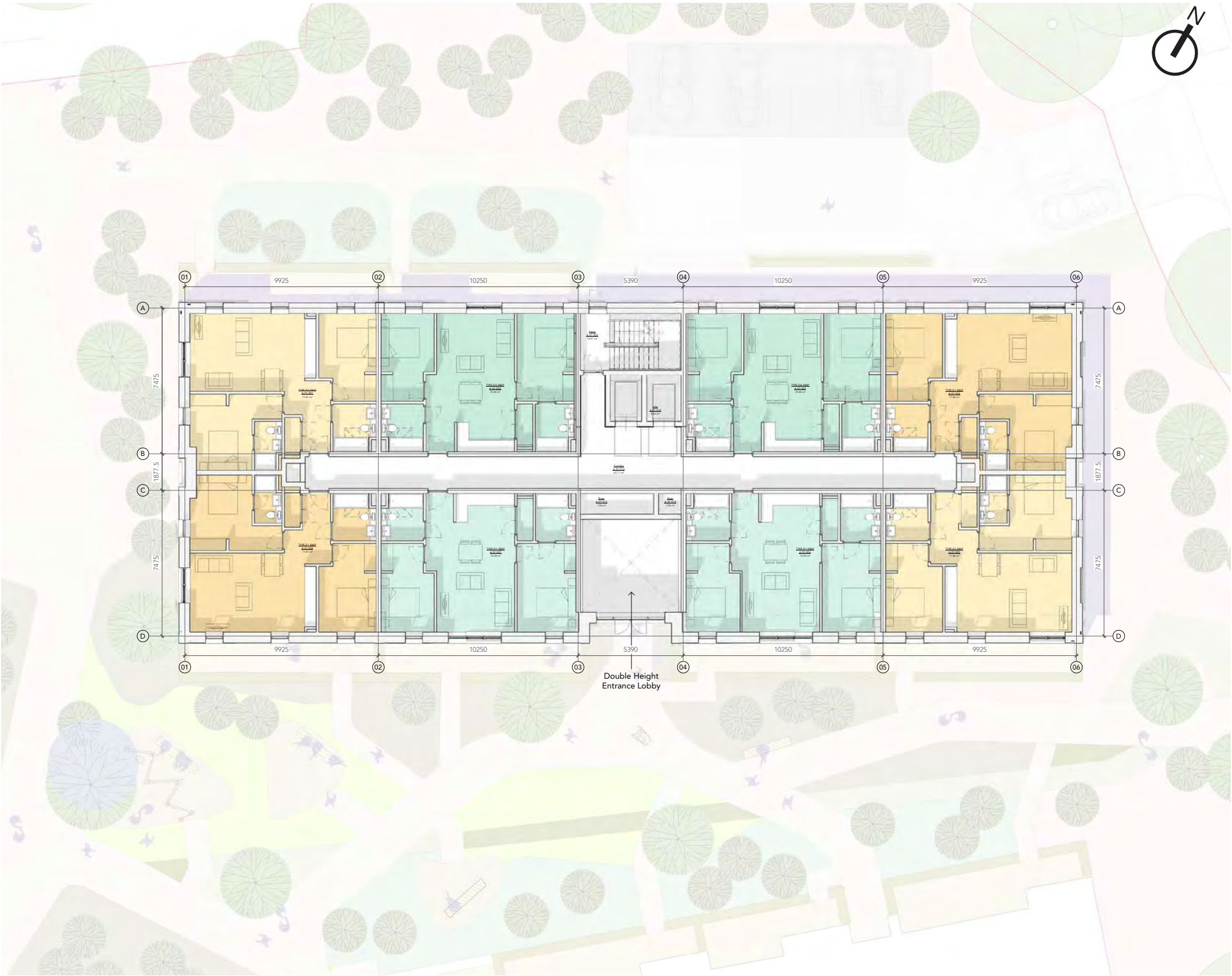
At first floor, the plan continues to reflect a compact and simple arrangement of apartments around the central core. Both corner and typical 2B4P apartments are located along the main corridor, with a double height space indicated over the entrance lobby.

Block Plan



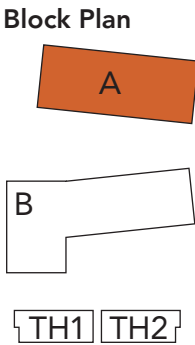
Key

- Stairs, Lifts, Corridors
- 2B4P Corner Apartment
- 2B4P Corner Apartment
- 2B4P Typical Apartment
- 2B4P Typical Apartment



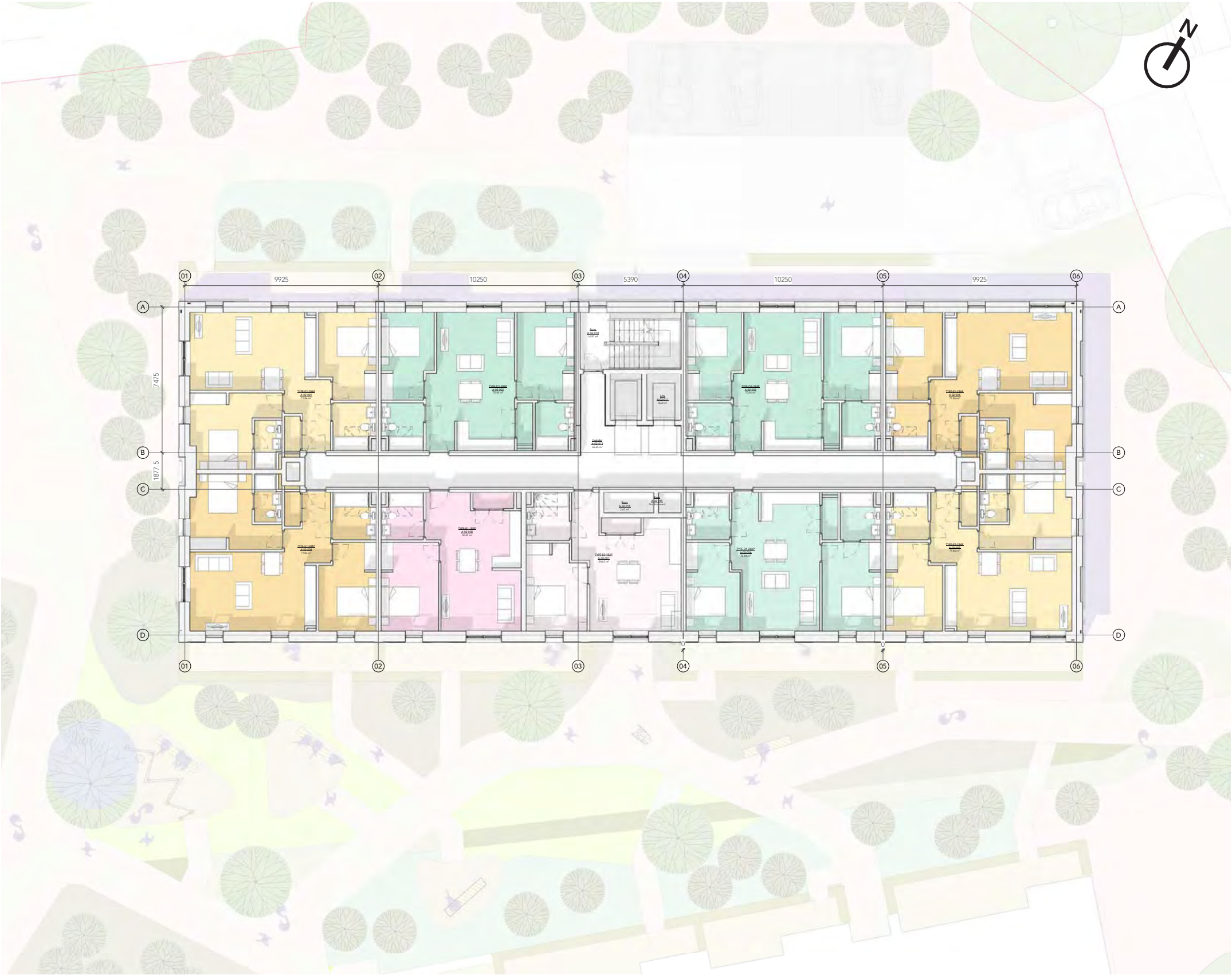
5.6.3 Second-Seventh Floor Plan

The remaining upper levels (second-seventh) are also, predominantly, an arrangement of typical and corner 2B4P apartments, with the introduction of 1B2P apartments to provide a mix of units for residents.



Key

- Stairs, Lifts, Corridors
- 1B2P Atypical Apartment
- 1B2P Typical Apartment
- 2B4P Corner Apartment
- 2B4P Corner Apartment
- 2B4P Typical Apartment
- 2B4P Typical Apartment



5.7 Block B - Layout Plans

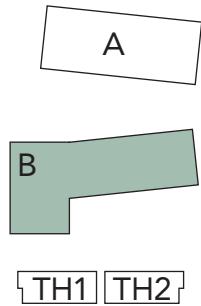
The following drawings represent the layouts for Block A. A full breakdown of the accommodation is provided in section 12.0 of this document

5.7.1 Ground Floor Plan

Similarly to Block A, the ground floor arrangement of Block B is predominantly dedicated to a number of ground floor apartments, both 2 bedroom and 1 bedroom.

Also in Block B is provision for residents amenity space, intended to serve the residents across the whole development site. These spaces are facilitated by the on-site management team, who have a dedicated reception desk and back of house area. The residents amenity includes a social meeting area, accessed off the main entrance lobby which provides the opportunity for meeting/ working in a space that offers views out over Ancoats Green. Amenity is also offered within the community hall at ground floor which seeks to offer a flexible space for residents to use for a series of purposes such as yoga, residents meeting area, cinema night, arts and crafts clubs etc. Plant, refuse and cycle stores are also situated at this level, as well as secure DDA parking provision.

Block Plan



Key

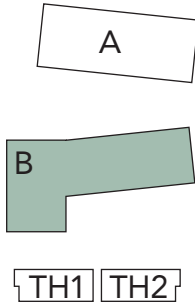
- | | |
|--------------------|-----------------------------|
| Stairs & Lifts | Cycle Store |
| Residents Entrance | Refuse Store |
| Concierge | Plant |
| Management Suite | 2B4P Ground Floor Apartment |
| Post Room | 2B3P Ground Floor Apartment |
| WC | 1B2P Ground Floor Apartment |
| Residents Amenity | |



5.7.2 First Floor Plan

Residents amenity space continues at first floor level, with a mezzanine area for quieter work/study located off the main corridor. The remainder of the floor is dedicated to a number of 2B4P and 1B2P apartment types.

Block Plan



Key

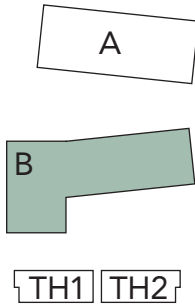
- Stairs & Lifts
- Residents Amenity
- 1B2P Typical Apartment
- 1B2P Typical Apartment
- 2B4P Typical Apartment
- 2B4P Typical Apartment
- 2B4P Corner Apartment
- 2B4P Corner Apartment



5.7.3 Second Floor Plan

At second floor level the plan is repeated from the first floor below with the introduction of two additional 2B4P types.

Block Plan



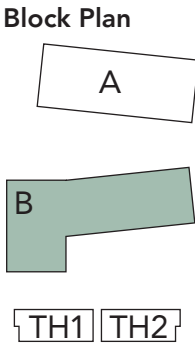
Key

- | | |
|---|---|
|  Stairs & Lifts |  2B4P Corner Apartment |
|  1B2P Typical Apartment |  2B4P Corner Apartment |
|  1B2P Typical Apartment |  2B4P Corner Apartment |
|  2B4P Typical Apartment | |
|  2B4P Typical Apartment | |
|  2B4P Atypical Apartment | |



5.7.4 Third-Fourth Floor Plan

5.7.5 The remaining two levels of Block B are repeated arrangements, occupying the main level of the building form. At Third Floor level, access is provided to a small roof area (for maintenance and access purposes only).



Key

	Stairs & Lifts		2B4P Corner Apartment
	1B2P Typical Apartment		2B4P Corner Apartment
	1B2P Typical Apartment		2B4P Corner Apartment
	2B4P Typical Apartment		
	2B4P Typical Apartment		
	2B4P Atypical Apartment		



5.8 Townhouses - Layout Plans

The following drawings represent the layouts for the townhouses proposed as part of the development. A full breakdown of the accommodation is provided in the appendix.

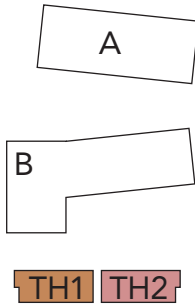
5.8.1 Ground Floor Plan

At Ground Floor, all townhouses have individual private access from the front of the properties along Jersey Street, with secure private gardens to the rear.

Access to the 4 bed housetypes is to the side of the property leading into a generous hallway, which includes a ground floor level WC to satisfy M4(2) requirements. A large living room is located to the front of the property, whilst an open plan kitchen-dining space to the rear looks over the private garden.

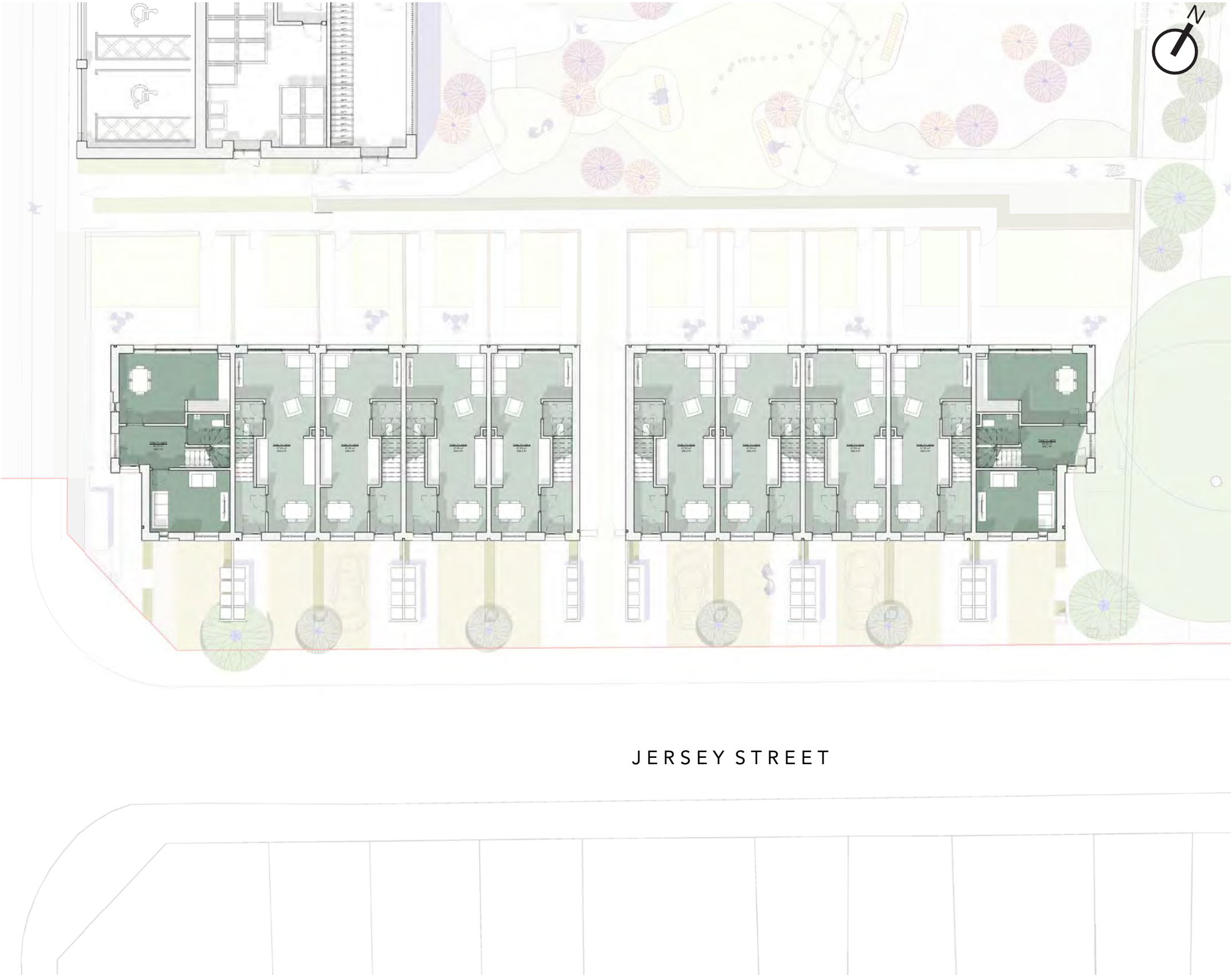
The 3 bed housetypes are accessed direct off their private driveways (providing a single parking space) leading into a generous entrance hallway. The main body of the ground floor is given over to an open-plan kitchen, dining and living space overlooking the rear garden. An M4(2) compliant WC is also provided at ground floor level.

Block Plan



Key

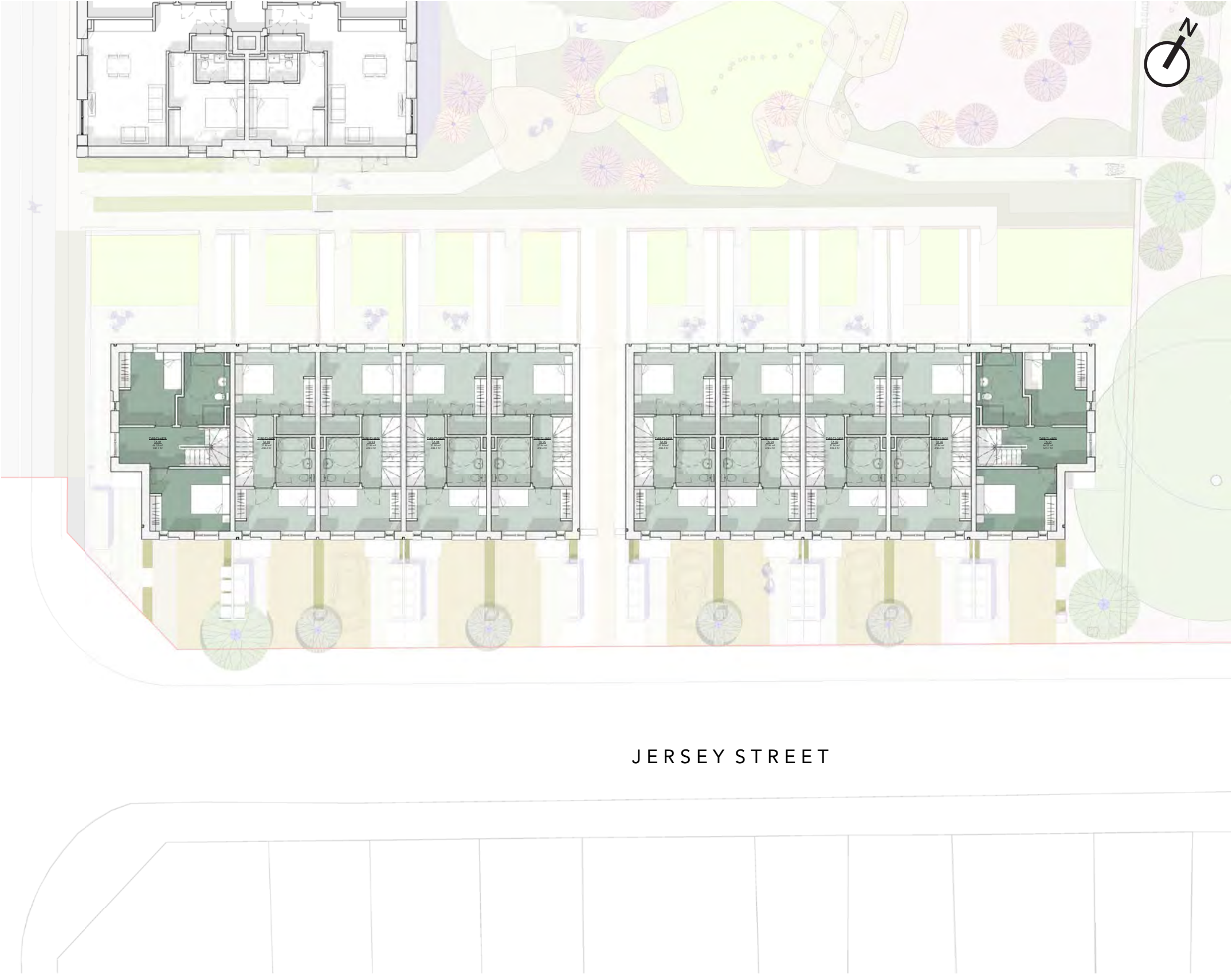
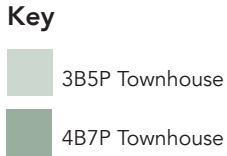
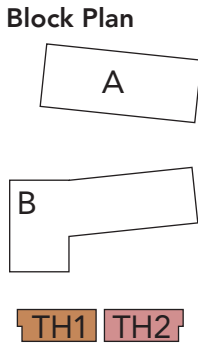
- 3B5P Townhouse
- 4B7P Townhouse



5.8.2 First Floor Plan

At first floor, the 4 bed properties lead to a large double bedroom at the front, with a single bedroom and family bathroom to the rear.

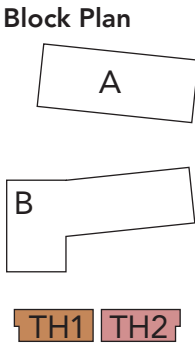
The 3 bed properties also provide both a double and single bedroom at first floor in addition to a family bathroom.



5.8.3 Second Floor Plan

At second floor, there are two additional double bedrooms offered in the 4 bedroom properties, with one ensuite arrangement. This floor level also offers access to a small terrace area for residents off the main hallway.

A double bedroom is located at the top of the 3 bed properties at second floor level, which projects into the dormer window along Jersey Street.



Key

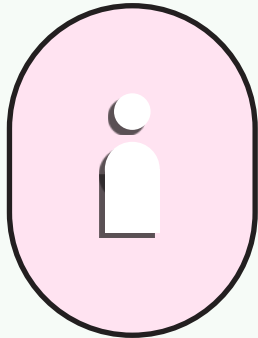
3B5P Townhouse

4B7P Townhouse



5.9 Apartment Types

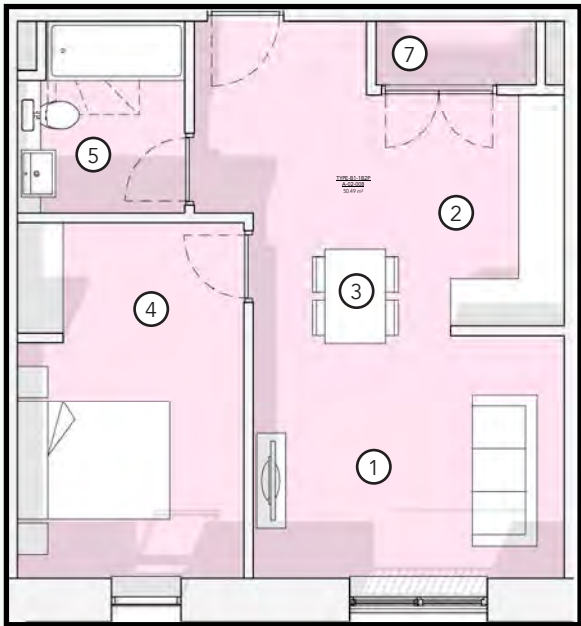
The following pages seek to demonstrate the range of apartment types offered across the scheme and the demographic/target resident that each type may be suitable for, in order to illustrate the variety of individuals that the scheme could cater for.



Young professional(s)

1B2P Typical apartment

Suitable for an individual living alone, potentially a young professional/ key worker, or a couple working in Manchester who wants the benefit of city centre living with access to green space.



50 sqm

1 Bed

1 Bath



Individual Living

1B2P Garden apartment

Suitable for an individual living alone, potentially an older person, who would like to benefit from independent living close to the city centre but would prefer more accessible, ground floor living with a direct relationship to outdoor space.



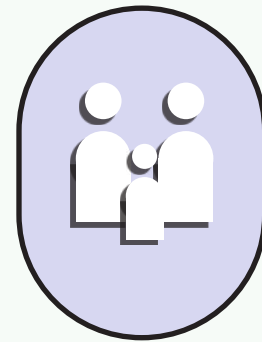
52 sqm

1 Bed

1 Bath

Key

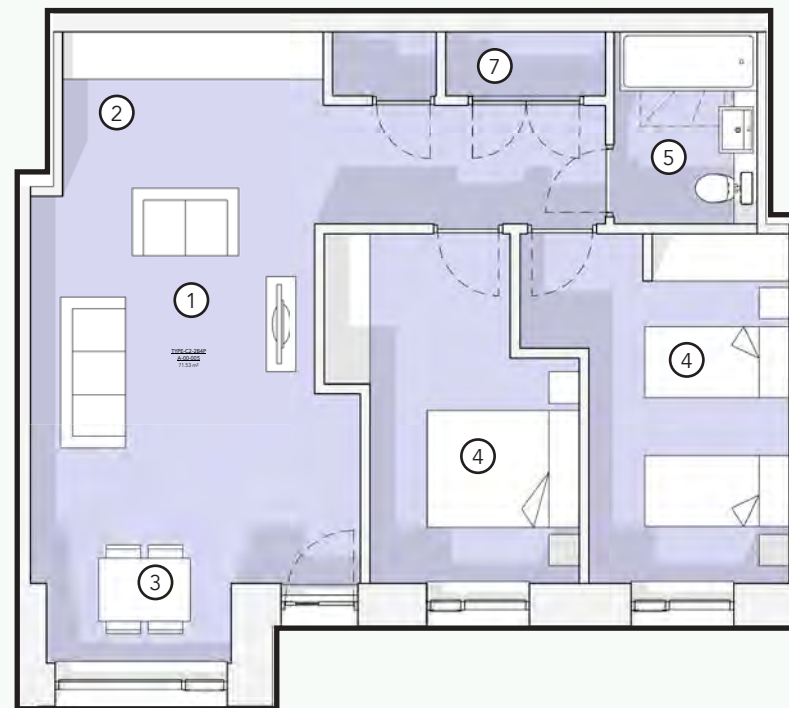
- ① Living
- ② Kitchen
- ③ Dining
- ④ Bedroom
- ⑤ Bathroom
- ⑥ Ensuite
- ⑦ Utility
- ⑧ Terrace
- ⑨ Hallway



Young family

2B4P Garden apartment

The garden apartments are ideal for young families and those who need more space within the shared living areas rather than the private bedrooms, with a single family bathroom serving the apartment. Located at ground floor, these apartments are suitable for those with young children (or elderly parents) as they have direct access to outdoor space.



72
sqm

2
Bed

1
Bath

Key

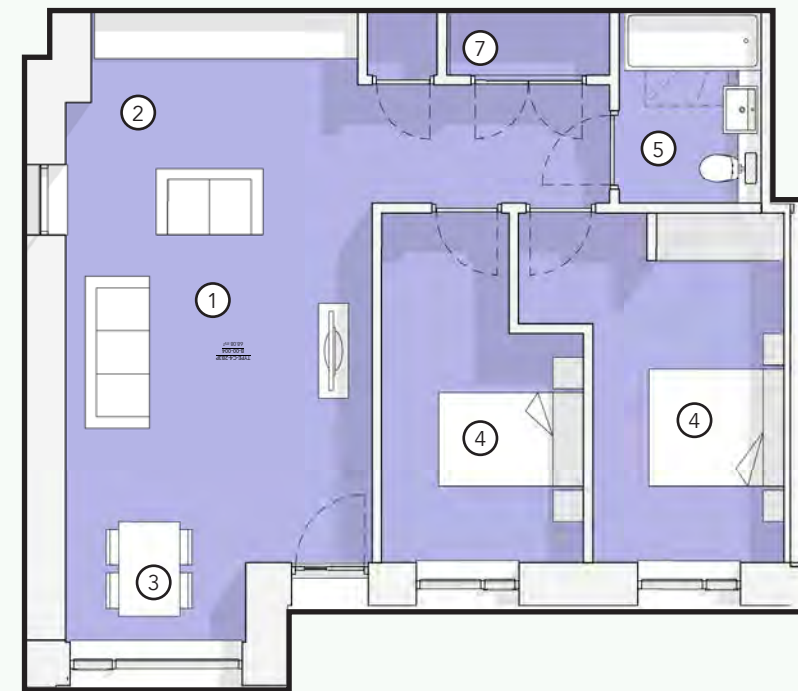
- ① Living
- ② Kitchen
- ③ Dining
- ④ Bedroom
- ⑤ Bathroom
- ⑥ Ensuite
- ⑦ Utility
- ⑧ Terrace
- ⑨ Hallway



Young family

2B3P Garden apartment

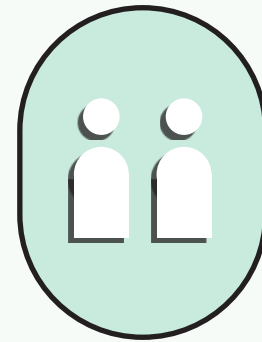
The garden apartments are ideal for young families and those who need more space within the shared living areas rather than the private bedrooms, with a single family bathroom serving the apartment. Located at ground floor, these apartments are suitable for those with young children (or elderly parents) as they have direct access to outdoor space.



68
sqm

2
Bed

1
Bath



Flat-sharers

2B4P Typical apartment

Ideal for flat-sharers i.e. two individuals/key workers working within Manchester who are looking to split living costs. The arrangement includes 2 double bedrooms with 2 bathrooms and an emphasis on private space for each individual with a shared living space between bedrooms.



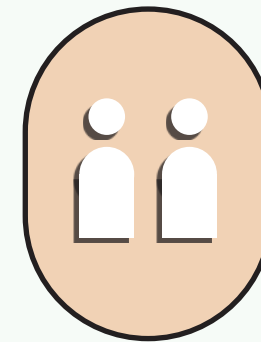
70
sqm

2
Bed

2
Bath

Key

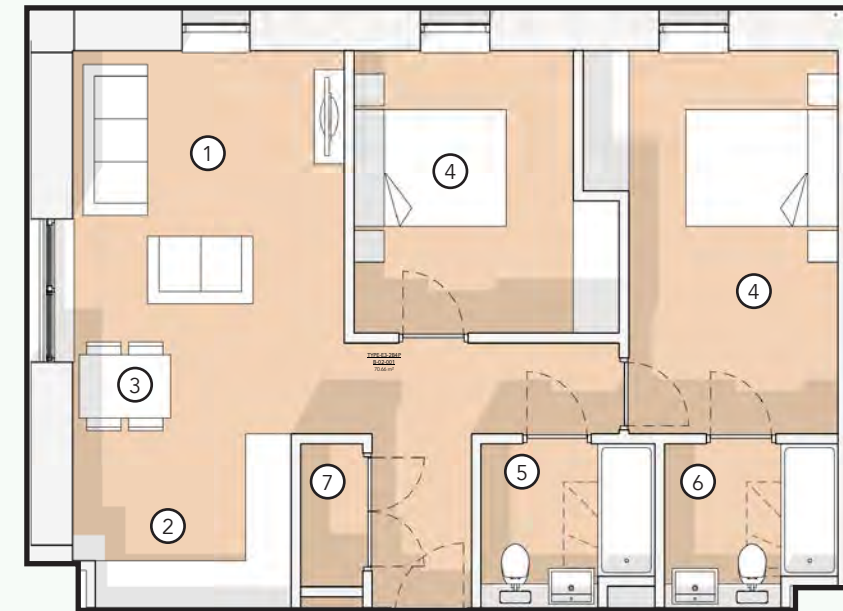
- ① Living
- ② Kitchen
- ③ Dining
- ④ Bedroom
- ⑤ Bathroom
- ⑥ Ensuite
- ⑦ Utility
- ⑧ Terrace
- ⑨ Hallway



Flat-sharers

2B4P Apartment

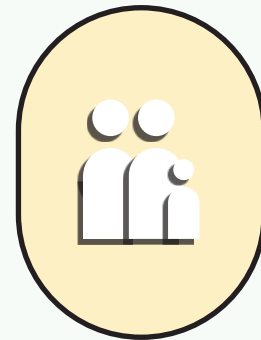
Ideal for flat-sharers i.e. two individuals/key workers working within Manchester who are looking to split living costs. The arrangement includes 2 double bedrooms with 2 bathrooms and an emphasis on private space for each individual with a shared dual aspect living space to the side of the apartment.



70
sqm

2
Bed

2
Bath



Couple/family

2B4P Corner apartment

This apartment could be suitable for a couple living together or even a young family, with emphasis on the shared spaces within the plan such as the kitchen, living, dining.



70
sqm

2
Bed

2
Bath

Key

- ① Living
- ② Kitchen
- ③ Dining
- ④ Bedroom
- ⑤ Bathroom
- ⑥ Ensuite
- ⑦ Utility
- ⑧ Terrace
- ⑨ Hallway



Couple/family

2B4P Atypical apartment

This apartment could be suitable for a couple living together or even a young family, with emphasis on the shared spaces within the plan such as the kitchen, living, dining.



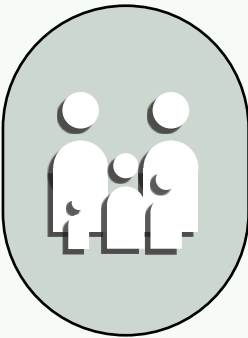
77
sqm

2
Bed

2
Bath

5.10 Townhouse Types

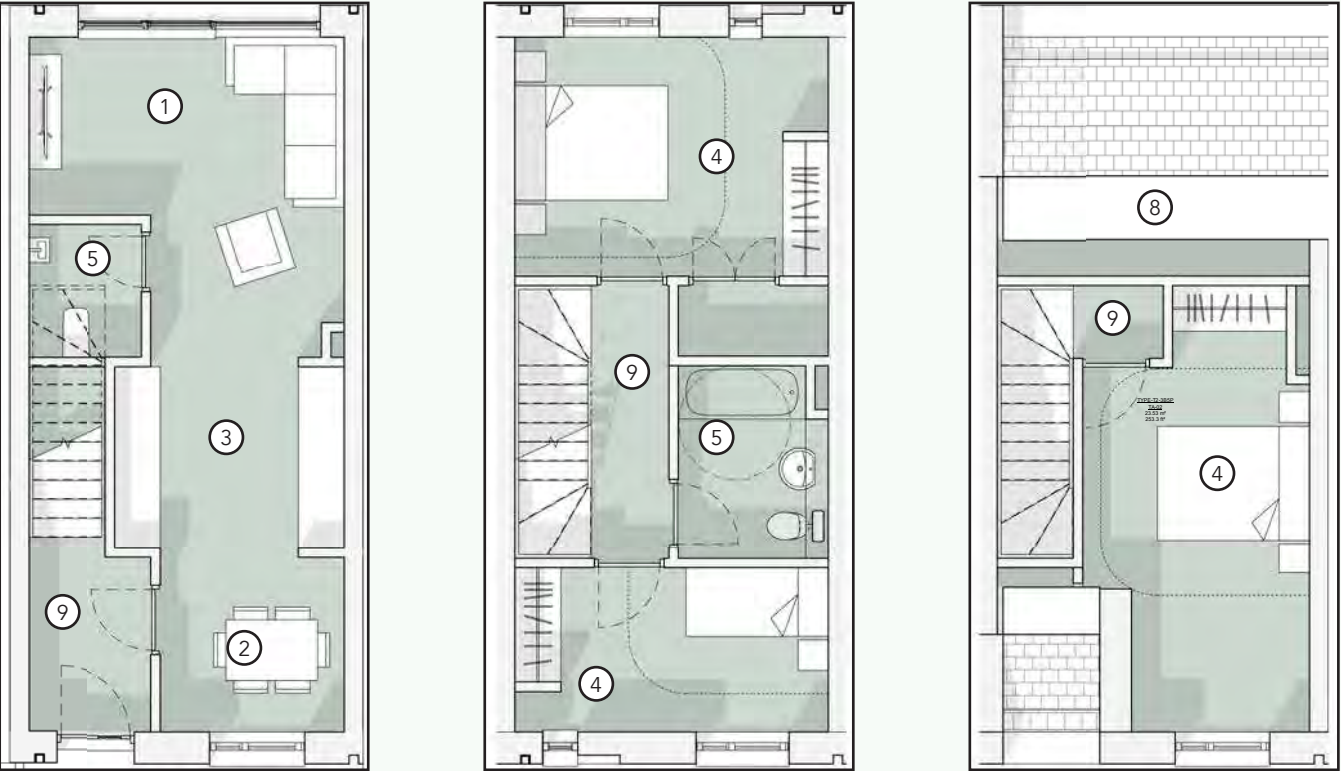
The following pages seek to demonstrate the different townhouse types offered on the site and the demographic/target resident that each type may be suitable for.



Family living

3B5P Townhouse

Townhouse suitable for family living, with in-curtilage parking and private garden. Accommodation is situated over 3 storeys, allowing for larger shared spaces at ground floor including an open plan living-kitchen-dining area with direct access to outdoor amenity.



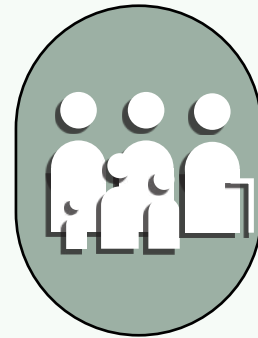
101
sqm

3
Bed

2
Bath

Key

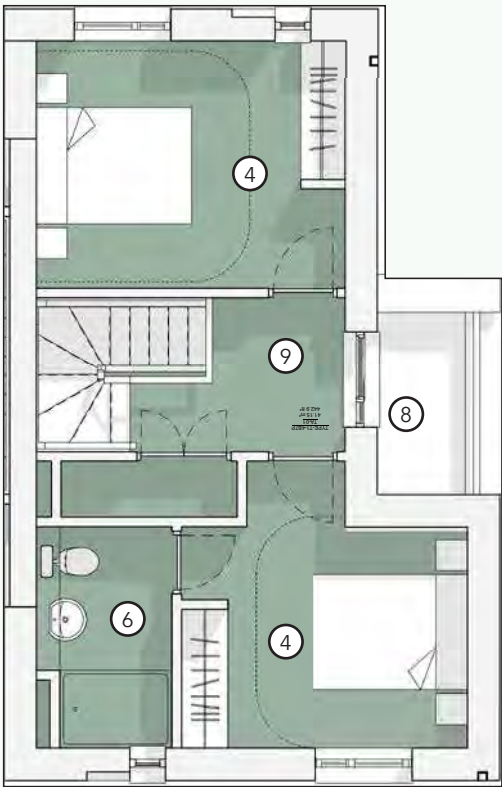
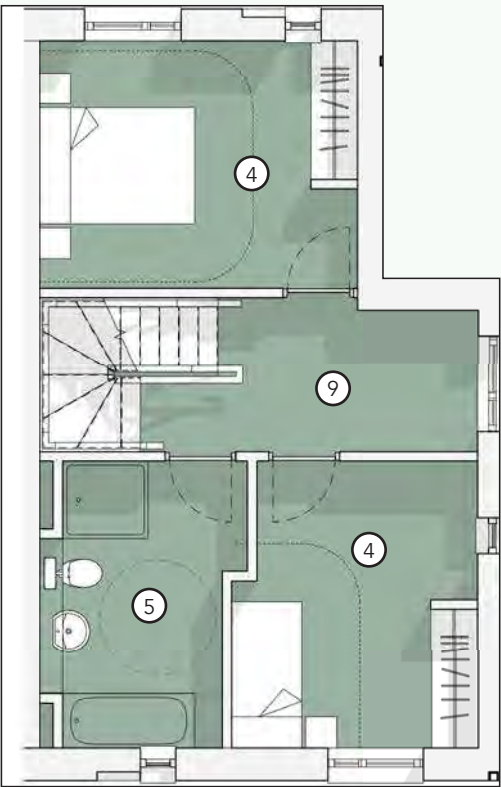
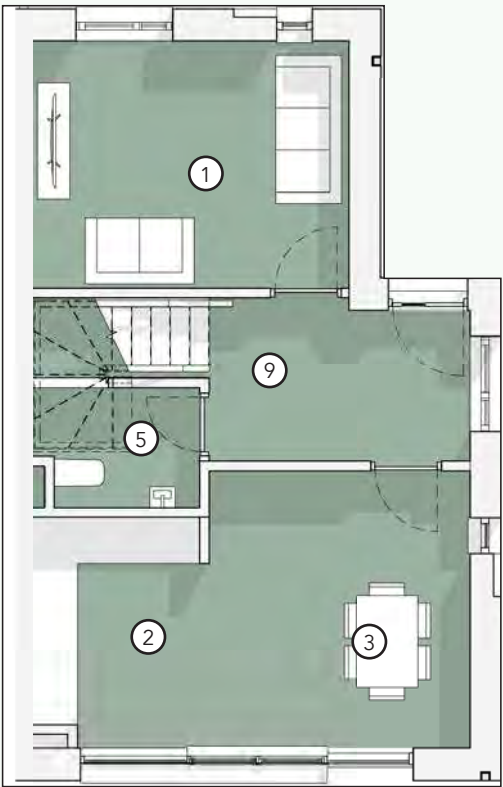
- ① Living
- ② Kitchen
- ③ Dining
- ④ Bedroom
- ⑤ Bathroom
- ⑥ Ensuite
- ⑦ Storage
- ⑧ Terrace
- ⑨ Hallway



Larger or extended family

4B7P Townhouse

Townhouse suitable for family living, with in-curtilage parking and private garden. Accommodation is situated over 3 storeys, allowing for larger shared spaces at ground floor including a snug and open plan living-kitchen-dining area with direct access to outdoor amenity.



121
sqm

4
Bed

3
Bath

Key

- ① Living
- ② Kitchen
- ③ Dining
- ④ Bedroom
- ⑤ Bathroom
- ⑥ Ensuite
- ⑦ Storage
- ⑧ Terrace
- ⑨ Hallway

6.0

Appearance

6.0 Appearance

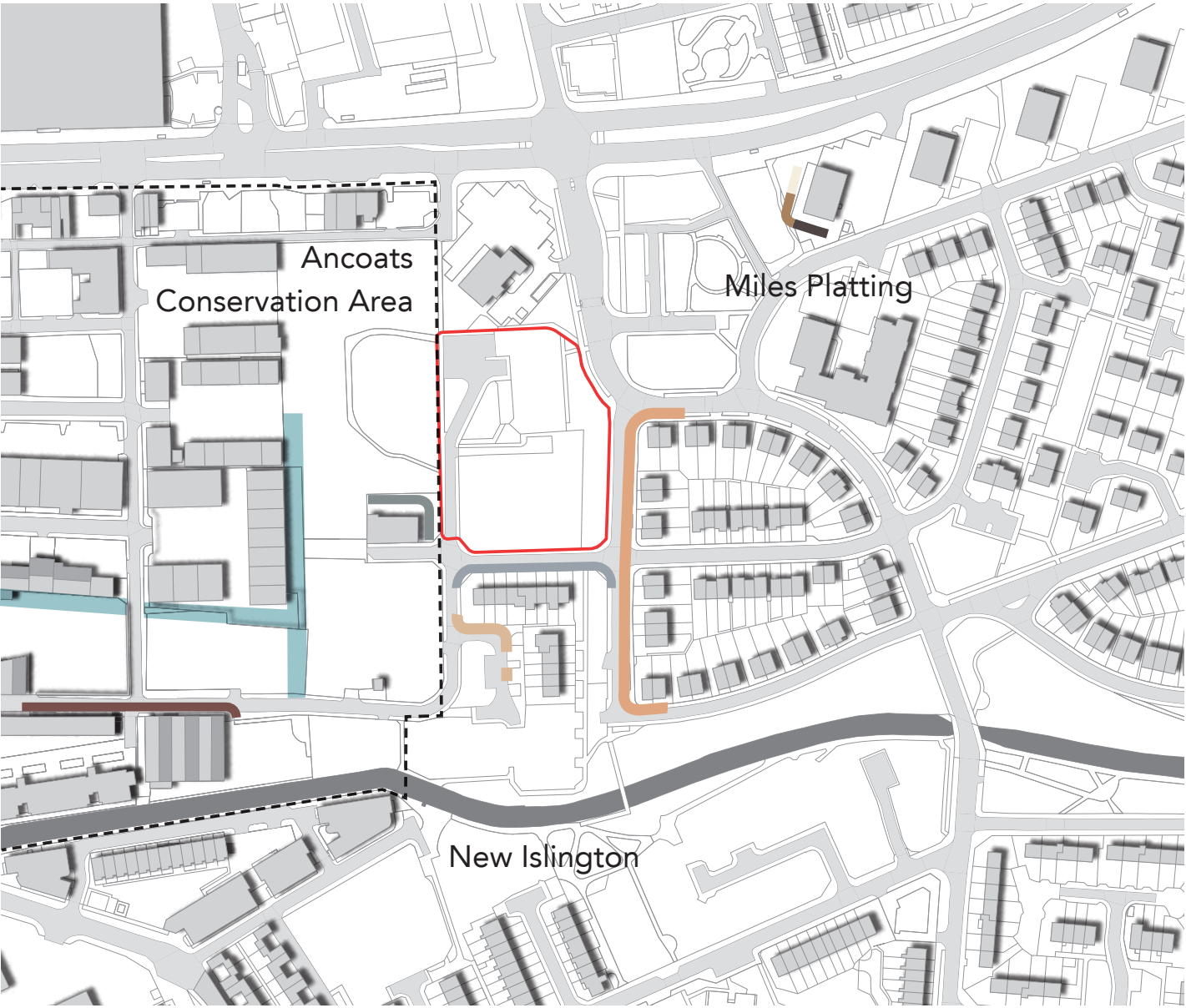
6.1 Interpretation of Local Character

The following brief study analyses the immediate context for themes in materiality, allowing us to get a sense of the local character. Using this as inspiration and contextual information helps to create a scheme that is appropriate and cohesive with its surroundings, continuing the historic residential nature of this area, for a new generation.



Key

- Ancoats Conservation Area
- Approximate Location of Historic Canal
- Rodney Street Site Location



6.2 Local Historic References

Investigation of historic photos around the site context is useful to begin understanding the significance of local character and key details, which are then brought forward in the proposals. For example, ornamentation around building entrances helped to create a positive, human scale street scape. A language of pitched roofs also helped to inform initial design proposals, which sought to reference both the historical context as well as existing language along Jersey Street.



Figure 1 Previous Old People’s Home on the site shown with a tower block in the background.
Figure 2 Rodney Street, facing East
Figure 3 Rodney Street, facing East
Figure 4 Ancoats, Rodney Street, facing East - 1962
Figure 5 Woodward’s Street, Rodney Street Mill - 1962
Figure 6 Oldham Road South Side, Rodney Street - 1961
Figure 7 Rodney Street - 1962

At a multi-level scale of building, Ancoats retains a number of historical references which incorporate simple yet elegant language in the design of the facades. The following images (right) share similar elements such as a regular order of windows, moments of horizontal and vertical expression and roof top parapets. The expression of the ground floor is also featured across a number of Ancoats references, using the language of a 'base' to create a strong presence at street level often using greater height at this entry scale.



Figure 8 Upper extension to an existing red brick building in Ancoats. The stepping reduces the vertical prominence of the modern addition and the positioning of the apertures and visible structure follows the same rhythm as the original building below while maintaining a visual difference.

Figure 9 This corner building in Ancoats displays brick ornamentation which articulates the internal levels on the external fabric. Variation at the upper level celebrates the roof with brick parapets and increased height compared to the floors below.

Figure 10 Heavy stone sills and tiered brick arches break up the vertical wall line.

Figure 11 An example of smaller massing next to larger massing. The corner of the smaller mass is recessed at ground level to create a softer street scape and interest at pavement level.

Figure 12 Brick ornament celebrates the roof parapet and the building's levels are articulated with lighter brickwork banding along the window heads and sills. Soldier courses puncture through this banding at each window placement.

Figure 13 Again the floor levels are articulated with horizontal banding and the roof level is extended with the use of brick pillars, separated by railings.

6.3 Site Wide Design Approach

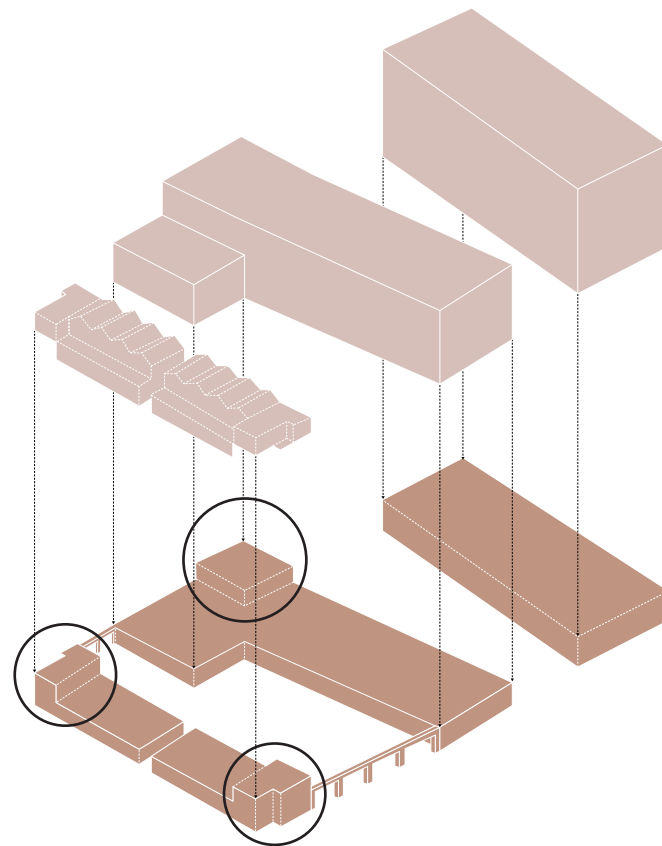
Whilst each of the blocks are individually expressed it is important that the scheme has a common language that ties the development together as the Rodney Street proposal.

Taking cues from local and historical references as explored in previous pages, the development is proposed to incorporate the language of a 'base' across each of the blocks. This creates a robust frontage at a pedestrian scale, with the remaining upper levels in a similar brick type and expressed simply- allowing the brick-deep recess of the windows to add depth to the facades.

This hierarchy is also expressed at prominent corners where the 'base' extends past ground floor.



Concept sketch



Material/facade concept of the 'base' which knits the development together

Similarly to local historic precedents (see Victoria Square, George Leigh Street- below) the internal levels of the building are expressed on the external facade. We aim to celebrate this in our proposal and translate this form of expression into modern architectural language using points of transition on the building facades.. These points of transition will include the entrance corner of Block B and the 'book ends' of the townhouses. Where the overall scale of the building increases, as shown in Block A, the architectural expression also increases and the 'base' treatment is taken to 1st floor.



Sketch view towards development from Ancoats Green



Sketch view within Block B residential courtyard



Sketch view looking towards Ancoats Green from new public route

6.4 Material Precedents

The following material precedents demonstrate some of the approaches we have taken to design across the proposals, notably the adoption of a red brickwork palette, differentiation of the lower levels and brick deep reveals across the facades.



← Differentiation of lower levels through subtle change in brickwork ————— Softer red brickwork tones ————— Brick deep reveals ————— →

6.5 Block A - Facade Arrangements

Both apartment blocks take a similar approach to their facade arrangements, which combine a simple approach to brickwork to achieve a distinct yet sensitive contribution to the local context.

As demonstrated on the south elevation, Block A is a simple mass form, which reaches 8 storeys in height. The form of the building is expressed as a single block, which uses brick deep window reveals and ground floor recesses to add interest across the facades, whilst providing the building with a strong 'base' at a human scale.

A variation in brickwork is used to highlight the 'base' of the block, whilst brickwork also rises above the roof level to provide a full height parapet and create a commensurate 'top' to the building.

At ground floor, apartments include their own front door, which is inset within a brick recess. This offers a more private point of access to these apartments as well as providing a point of difference at the street level scale where the buildings interact with the public realm.

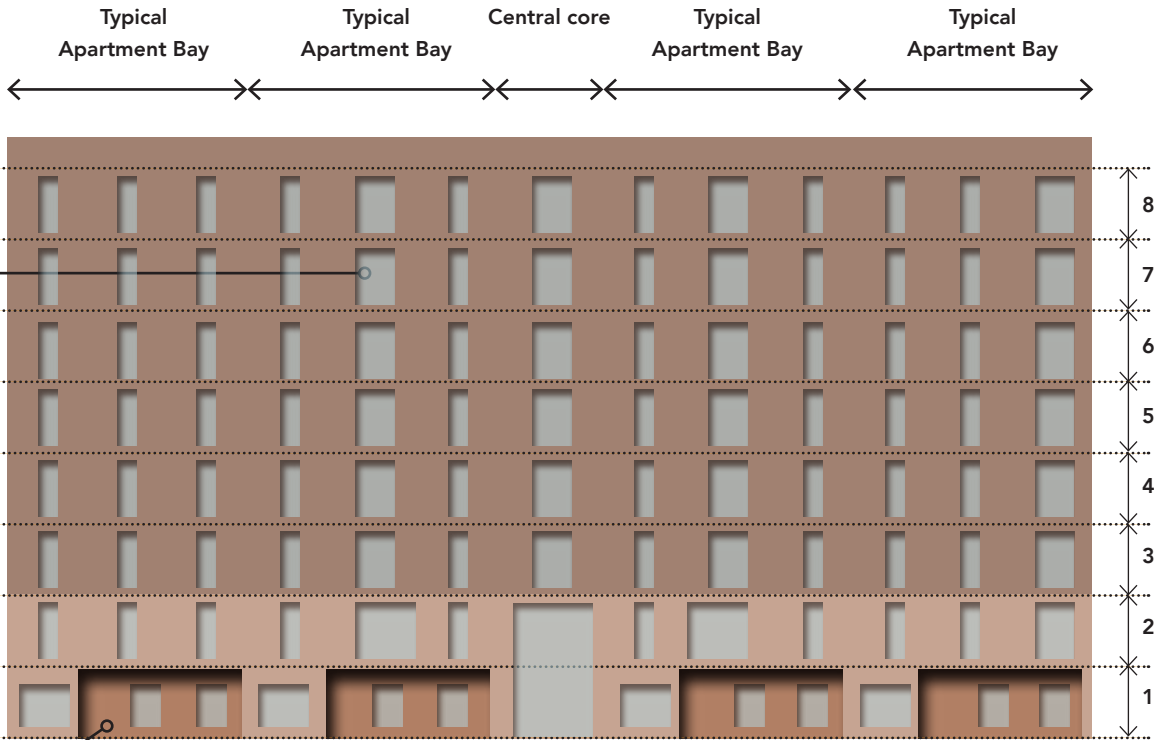


Brick deep window reveals add variation and depth across the facade

'Base' of Residential Block expressed using a change in brick tone

Ground Floor Apartments include recessed entrances set back from the principal elevation to vary the facade and add visual interest at the pedestrian scale

Local historical cues help to inform the facade i.e. using the elevation treatment to express the internal arrangement/building levels



Block A - Approach to facade arrangement



Block A - South Elevation

6.6 Block B - Facade Arrangements

Both apartment blocks take a similar approach to their facade arrangements, which combine a simple approach to brickwork to achieve a distinct yet sensitive contribution to the local context.

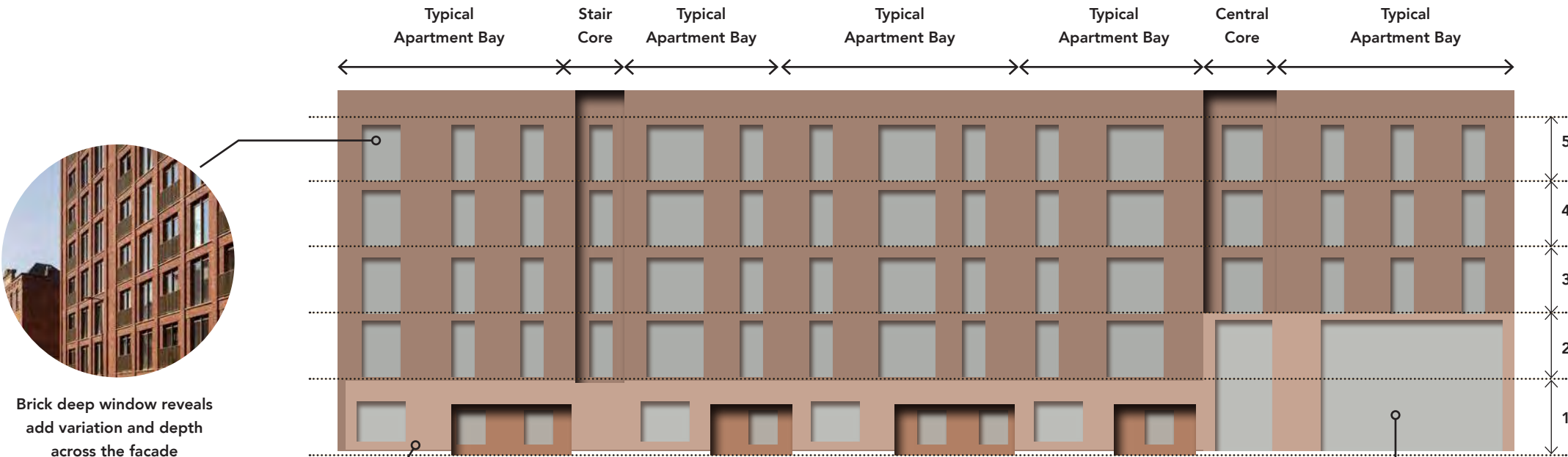
As demonstrated on the north elevation, Block B is again a simple mass, rising to a lower height of 5 storeys to the main block and 3 storeys to the rear leg. The form of the building is expressed as a single block, which along the north elevation can be seen subdivided into 3 portions - broken up by the main entrance and secondary stair cores.

Across all levels, brick deep window reveals and ground floor recesses add interest across the facades, whilst providing the building with a strong 'base' at a human scale.

A variation in brickwork is used to highlight the 'base' of the block, whilst brickwork also rises above the roof level to provide a full height parapet and create a commensurate 'top' to the building.

At ground floor, apartments include their own front door, which is inset within a brick recess. This offers a more private point of access to these apartments as well as providing a point of difference at street level scale where the buildings interact with the public realm.

Large areas of glazing articulate the residents amenity space to the north-west of Block B, which offer long views over Ancoats Green and the proposed pedestrian link through the site.



Brick deep window reveals add variation and depth across the facade



'Base' of Residential Block expressed using a change in brick tone



Ground Floor Apartments include recessed entrances set back from the principal elevation to vary the facade and add visual interest at the pedestrian scale

Block B - Approach to facade arrangement

Glazing to residents amenity space to brighten and animate interiors and provide views out



Block B - North Elevation

6.7 Townhouses - Facade Arrangements

Both Townhouse blocks are identical in their expression as mirrored blocks, which combine a simple approach to brickwork to tie into the wider development and immediate context.

As demonstrated on the south elevation, the blocks follow the same design rationale of being expressed as a single block. Visual interest is brought through the castellating facade which creates a robust frontage to Jersey Street.

The 4 bedroom dwellings offer a book end to the terrace blocks, articulating the corners of the development site whilst all windows incorporate brick deep reveals to add interest across the facades.



Brick deep window reveals add variation and depth across the facade



Townhouses Block A - Approach to facade arrangement



Townhouses Block A - South Elevation

6.8 Material Palette

The proposed material palette takes cues from the immediate neighbourhood of Ancoats, adopting a palette of red brickwork in complementary tones. Curtain walling, glazing and metalwork will be finished to suit the overall approach to brickwork. Entrance doors to townhouses and ground floor apartments will be finished in an ash wood veneer, creating a welcome entrance at this level.

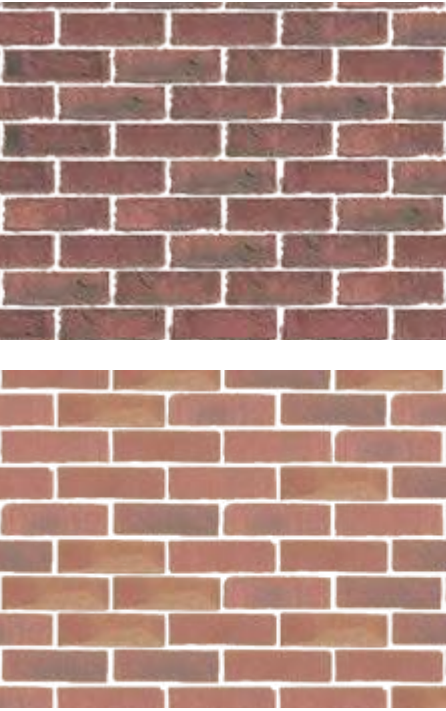
In line with Manchester's Residential Quality Guidance, the proposals adopt a limited palette of materials, promoting a sense of character and enhancing the sense of place across the development.

Material Precedents images

Curtain Walling to Ground Floor Entrances and Residents Amenity Spaces



Aluminium grey window frames and juliet balconies



Complementary red brickwork tones



Recesses to entrances of ground floor apartments, adding variety at pedestrian/ street level

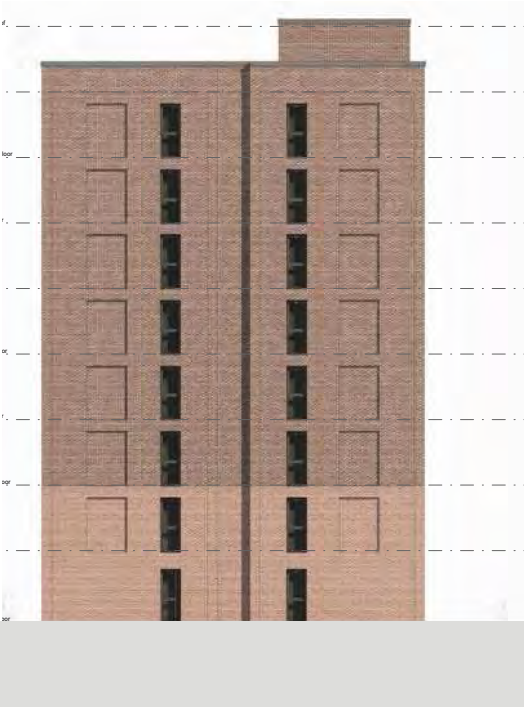


Brick deep window reveals

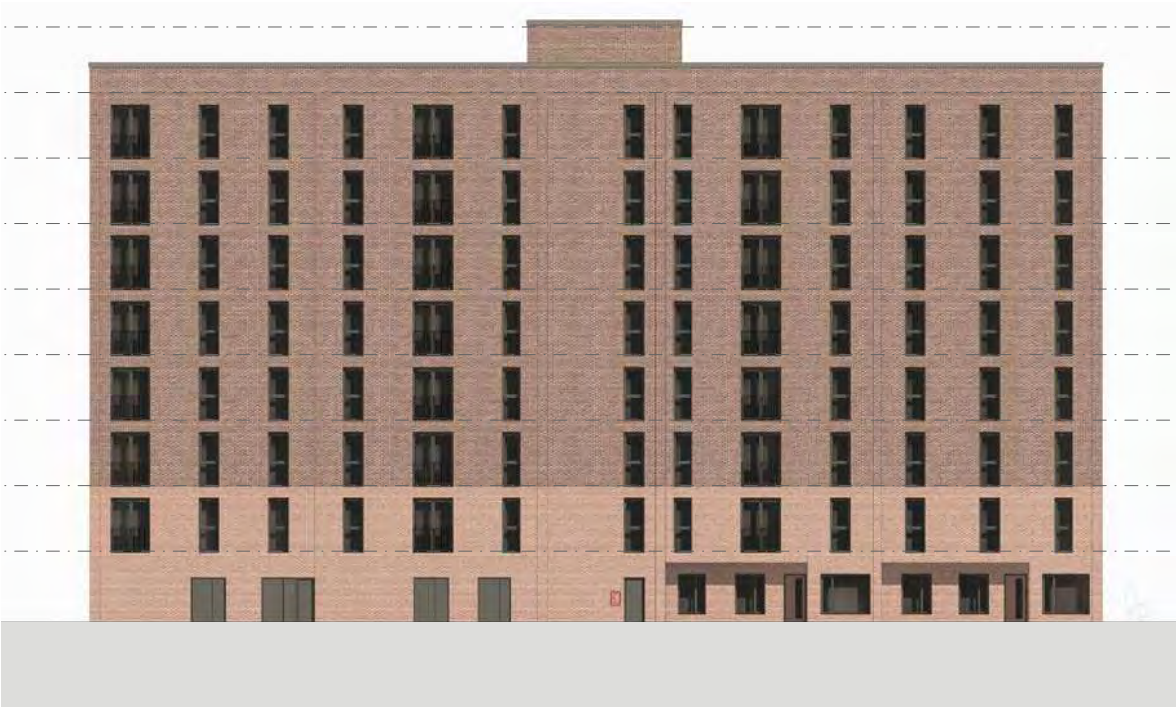
6.9 Block A - Elevations



Block A - South Elevation



Block A - East Elevation



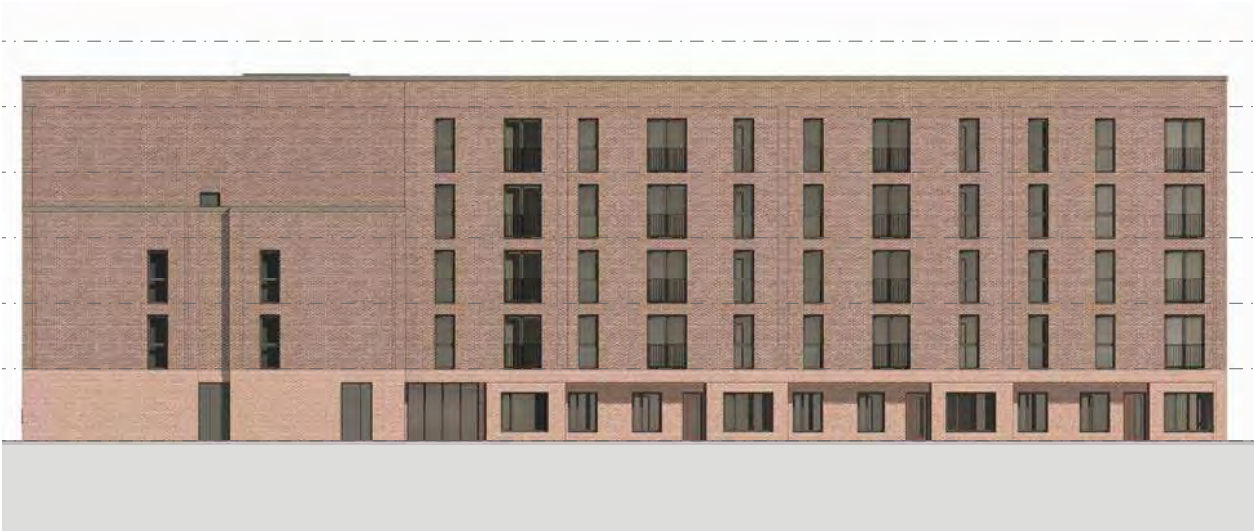
Block A - North Elevation



Block A - West Elevation



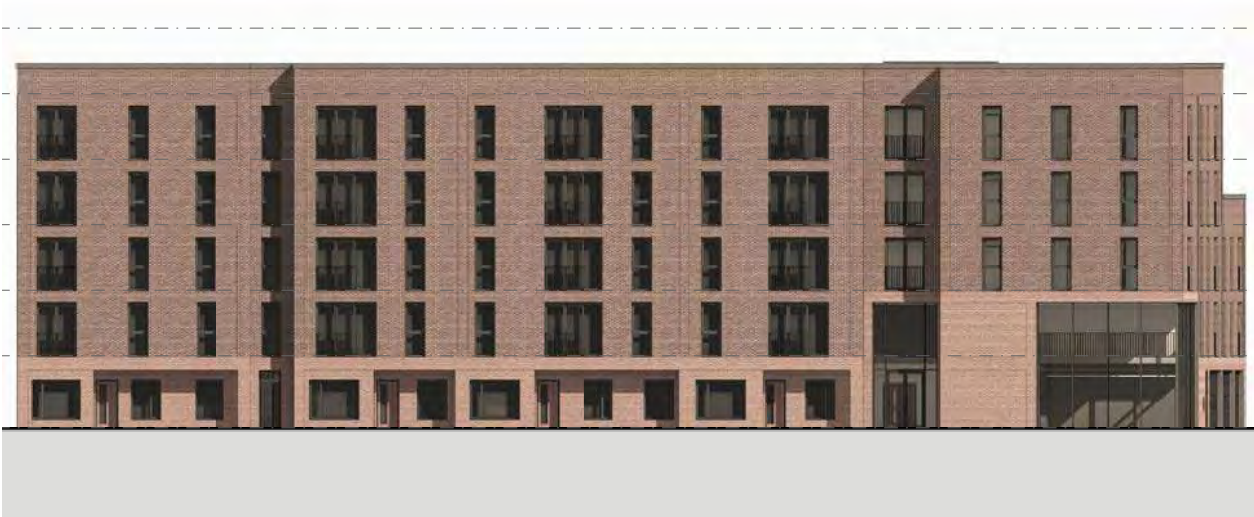
6.10 Block B - Elevations



Block B - South Elevation



Block B - East Elevation

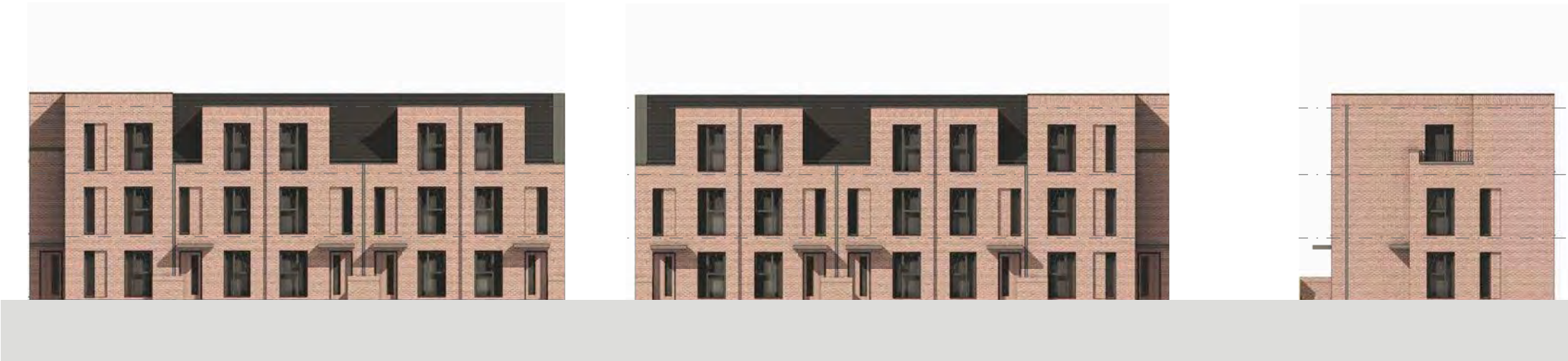


Block B - North Elevation



Block B - West Elevation

6.11 Townhouse - Elevations



Block A & Block B - South Elevation

Block A - West Elevation
Block B - East Elevation



Block A & Block B - North Elevation

Block A - East Elevation
Block B - West Elevation

6.12 Apartments - Typical Bay arrangement

The following drawing illustrates the arrangement of a typical window bay across the elevations of Block A and B and how glazing/detailing is expressed in these areas.

Responding to pre-application advice during the design process, the approach to glazing expression across these elevations has been reviewed to meet the required design aspirations.

This includes the following items which have been incorporated into the proposals;

- Brick deep window reveals
- Discrete soffit vent detail to conceal extract louvre
- Slim profile aluminium window frame
- Delicate balustrade to Juliet balcony (with discrete fixings to window frame)
- Full height parapet to apartments at 110mm



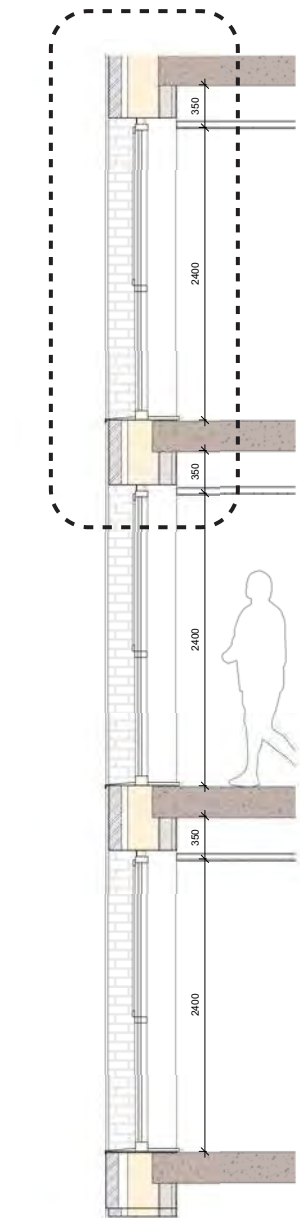
Typical Bay - 3D View



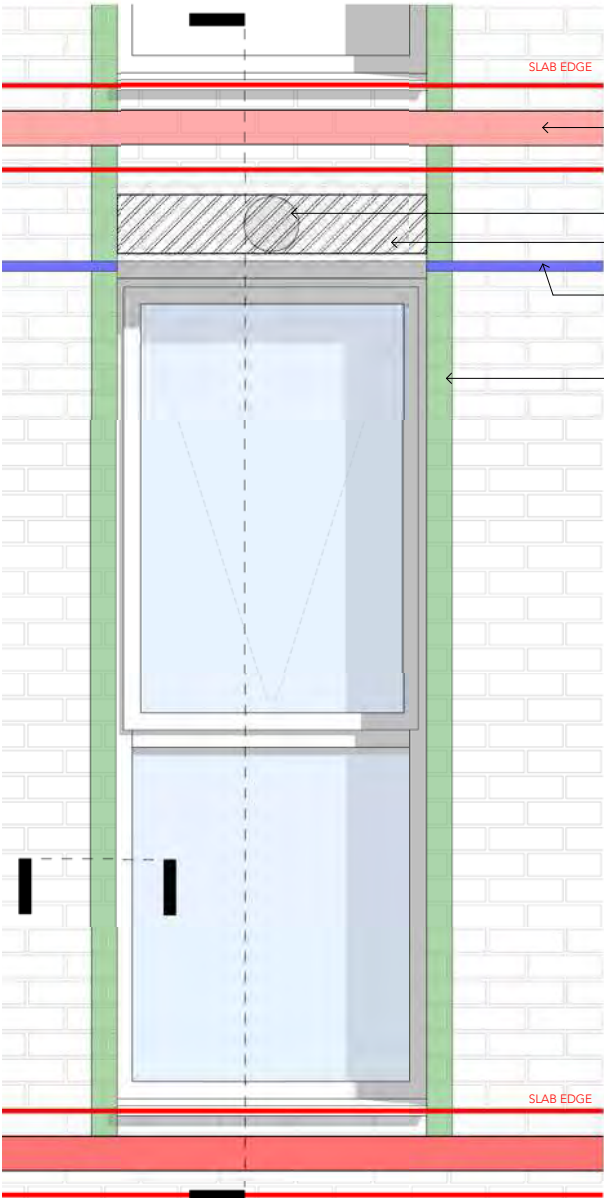
6.13 Typical Window Reveal Detailing

The following details demonstrate how the aspiration to vent Mechanical Ventilation with Heat Recovery (MVHR) units and individual air source heat pump units to apartments through the soffit has been achieved.

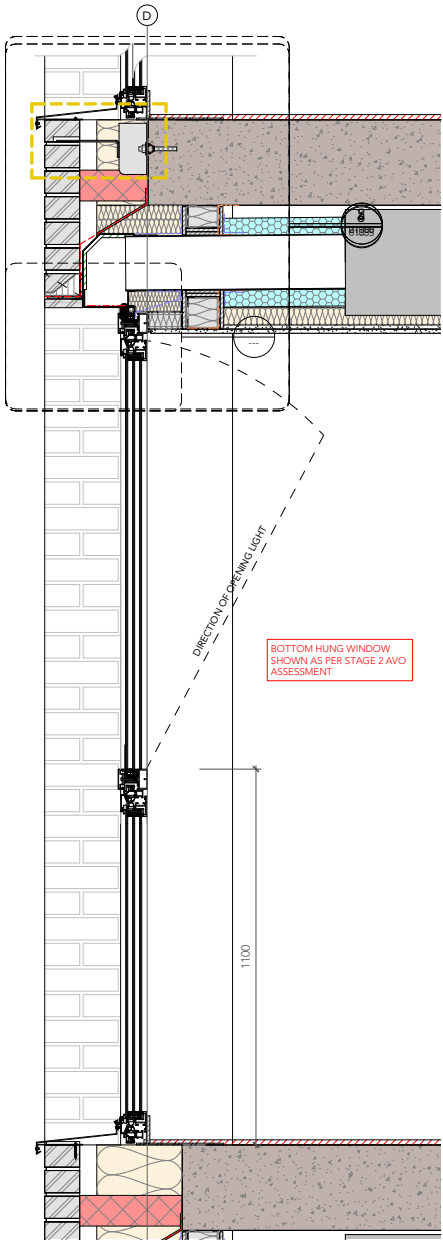
This design has been developed as a response to pre-application feedback which sought to omit louvres above the window head and provides both an innovative and discrete design solution.



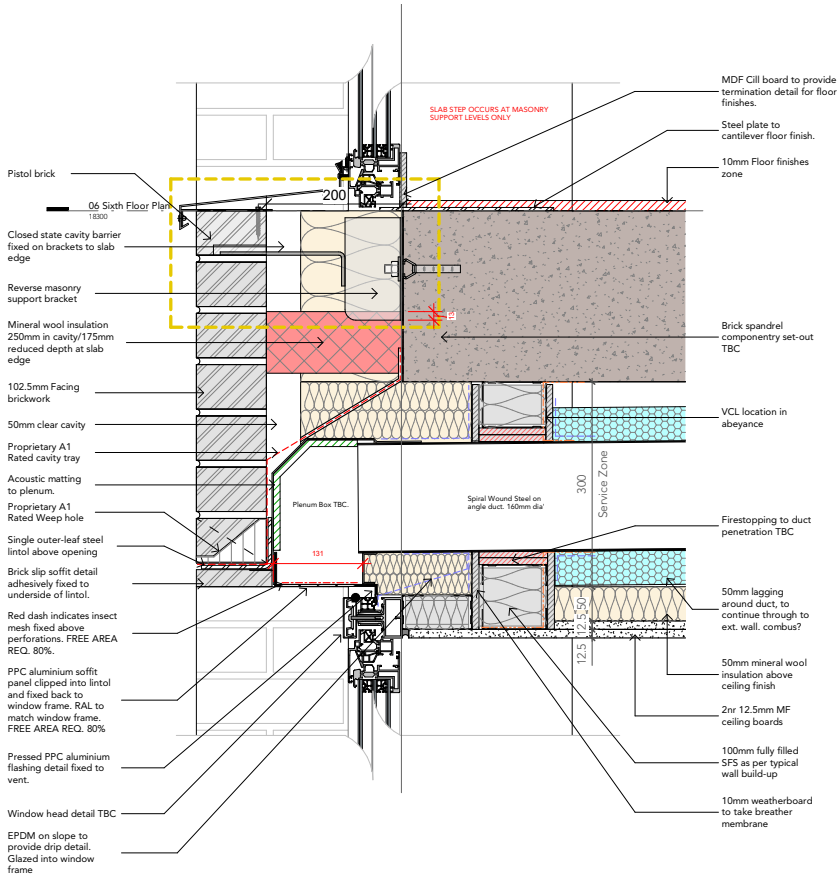
Section Reference 1:20



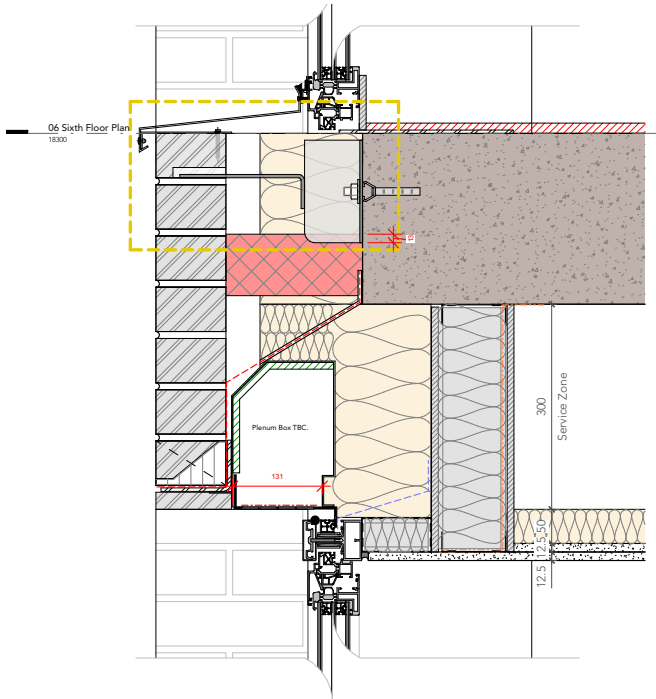
Typical Window Elevation 1:10



Typical Window Section 1:10



Typical Window head detail (vent) 1:5



Typical Window head detail (no vent) 1:5

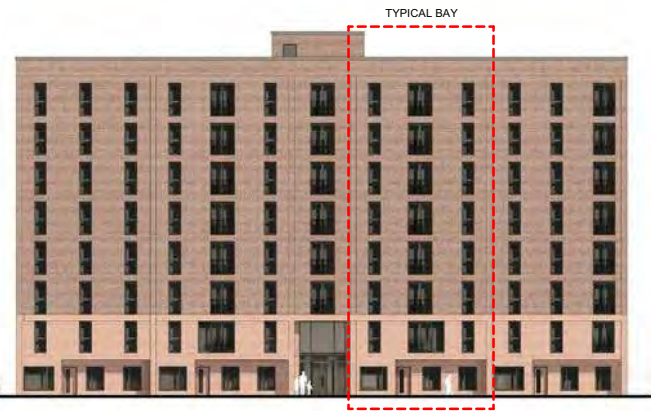
6.14 Block A - Facade Bay Studies

KEY

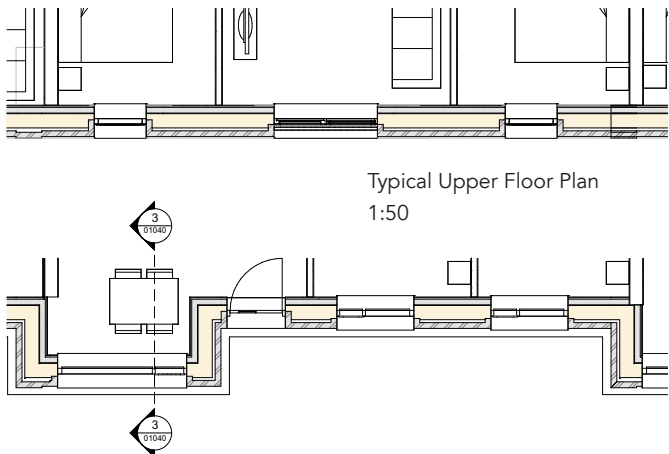
WI.01	Window Type 01 - Bedroom (Upper Floor)
WI.02	Window Type 02 - Bedroom (Ground Floor)
WI.03	Window Type 03 - Living Room (Ground Floor)
WI.04	Window Type 04 - Living Room (Upper Floor)
WI.05	Window Type 05 - Living Room (Upper Floor)
CW.01	Curtain Walling Type 1
EXD.01	External Door Type 1 - Single Leaf / VP
EXD.02	External Door Type 2 - Single Leaf
EXD.03	External Door Type 3 - Double Leaf
BT.01	Brick Type 01 - TBC
BT.02	Brick Type 02 - TBC
RT.01	Railing 01 - TBC



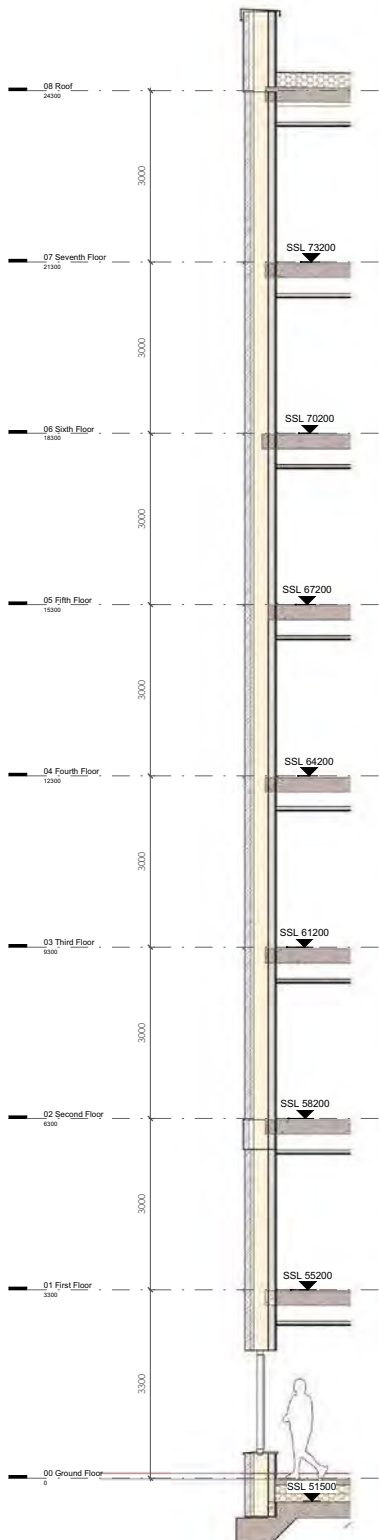
Block A Bay Study 1 Visual



Reference Elevation
1:200



Ground Floor Plan
1:50



Section
1:50



Bay Elevation
1:50

6.15 Block A - Facade Bay Studies

KEY

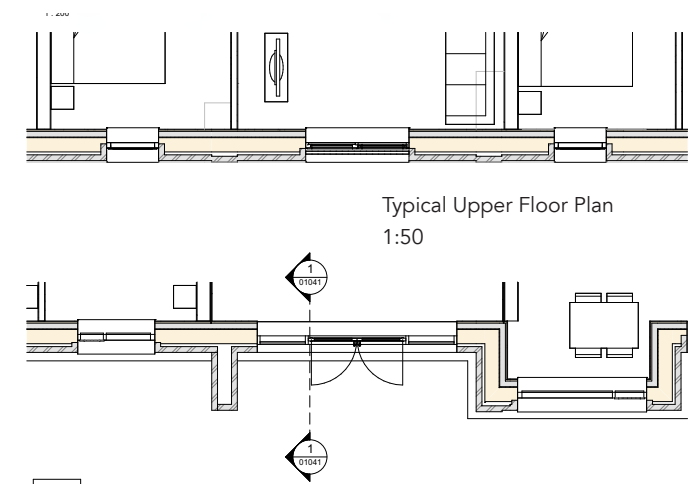
WI.01	Window Type 01 - Bedroom (Upper Floor)
WI.02	Window Type 02 - Bedroom (Ground Floor)
WI.03	Window Type 03 - Living Room (Ground Floor)
WI.04	Window Type 04 - Living Room (Upper Floor)
WI.05	Window Type 05 - Living Room (Upper Floor)
CW.01	Curtain Walling Type 1
EXD.01	External Door Type 1 - Single Leaf / VP
EXD.02	External Door Type 2 - Single Leaf
EXD.03	External Door Type 3 - Double Leaf
BT.01	Brick Type 01 - TBC
BT.02	Brick Type 02 - TBC
RT.01	Railing 01 - TBC



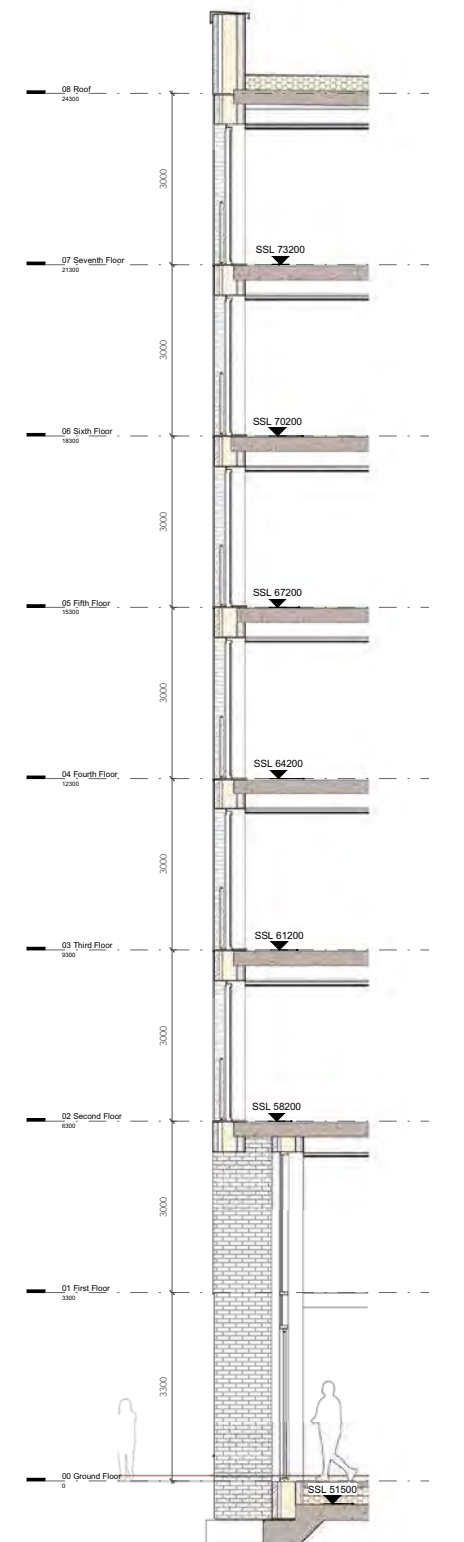
Block A Bay Study 2 Visual



Reference Elevation
1:200



Typical Upper Floor Plan
1:50
Ground Floor Plan
1:50



Section
1:50



Bay Elevation
1:50

6.16 Block B - Facade Bay Studies

KEY

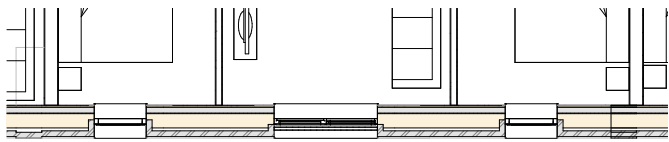
WI.01	Window Type 01 - Bedroom (Upper Floor)
WI.02	Window Type 02 - Bedroom (Ground Floor)
WI.03	Window Type 03 - Living Room (Ground Floor)
WI.04	Window Type 04 - Living Room (Upper Floor)
WI.05	Window Type 05 - Living Room (Upper Floor)
CW.01	Curtain Walling Type 1
EXD.01	External Door Type 1 - Single Leaf / VP
EXD.02	External Door Type 2 - Single Leaf
EXD.03	External Door Type 3 - Double Leaf
BT.01	Brick Type 01 - TBC
BT.02	Brick Type 02 - TBC
RT.01	Railing 01 - TBC



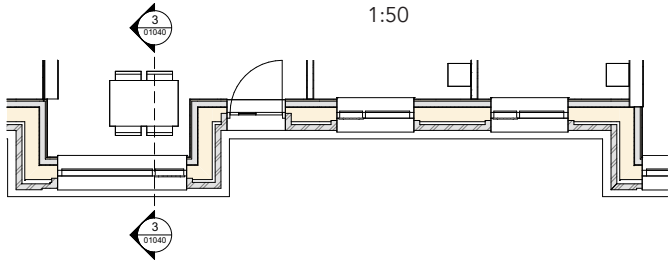
Block B Bay Study 1 Visual



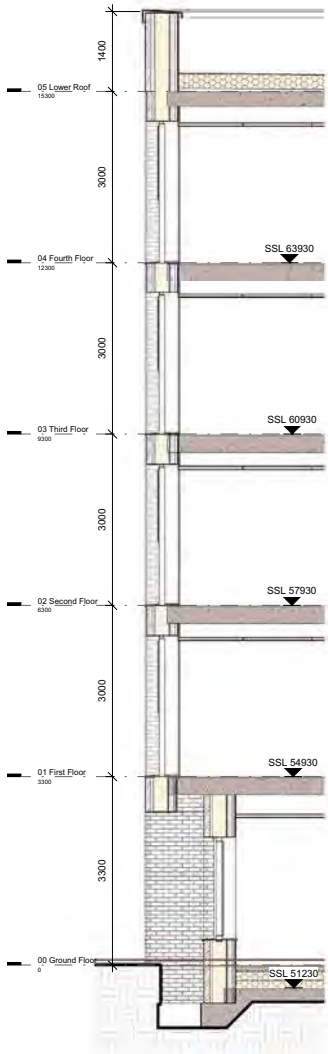
Reference Elevation
1:200



Typical Upper Floor Plan
1:50



Ground Floor Plan
1:50



Section
1:50



Bay Elevation
1:50

6.17 Block B - Facade Bay Studies

KEY

WI.01	Window Type 01 - Bedroom (Upper Floor)
WI.02	Window Type 02 - Bedroom (Ground Floor)
WI.03	Window Type 03 - Living Room (Ground Floor)
WI.04	Window Type 04 - Living Room (Upper Floor)
WI.05	Window Type 05 - Living Room (Upper Floor)
CW.01	Curtain Walling Type 1
EXD.01	External Door Type 1 - Single Leaf / VP
EXD.02	External Door Type 2 - Single Leaf
EXD.03	External Door Type 3 - Double Leaf
BT.01	Brick Type 01 - TBC
BT.02	Brick Type 02 - TBC
RT.01	Railing 01 - TBC



Block A Bay Study 2 Visual

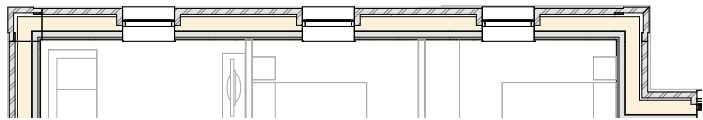


Section
1:50

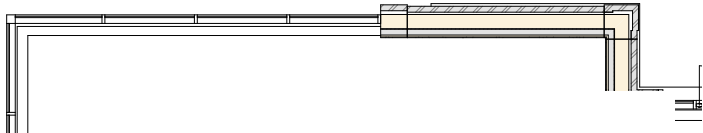
Bay Elevation
1:50



Reference Elevation
1:200



Typical Upper Floor Plan
1:50



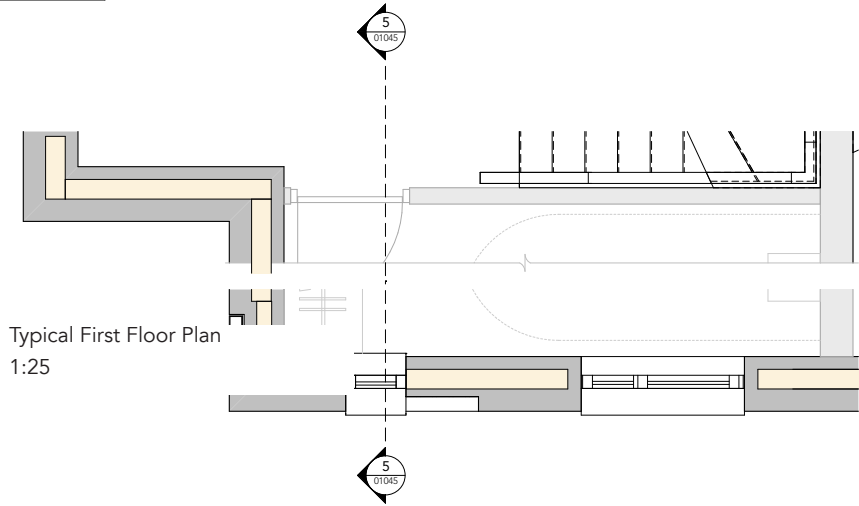
Ground Floor Plan
1:50



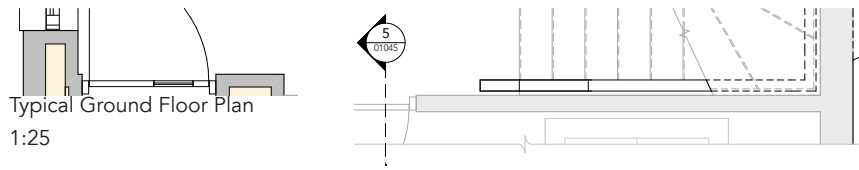
6.18 Townhouses - Facade Bay Studies

KEY

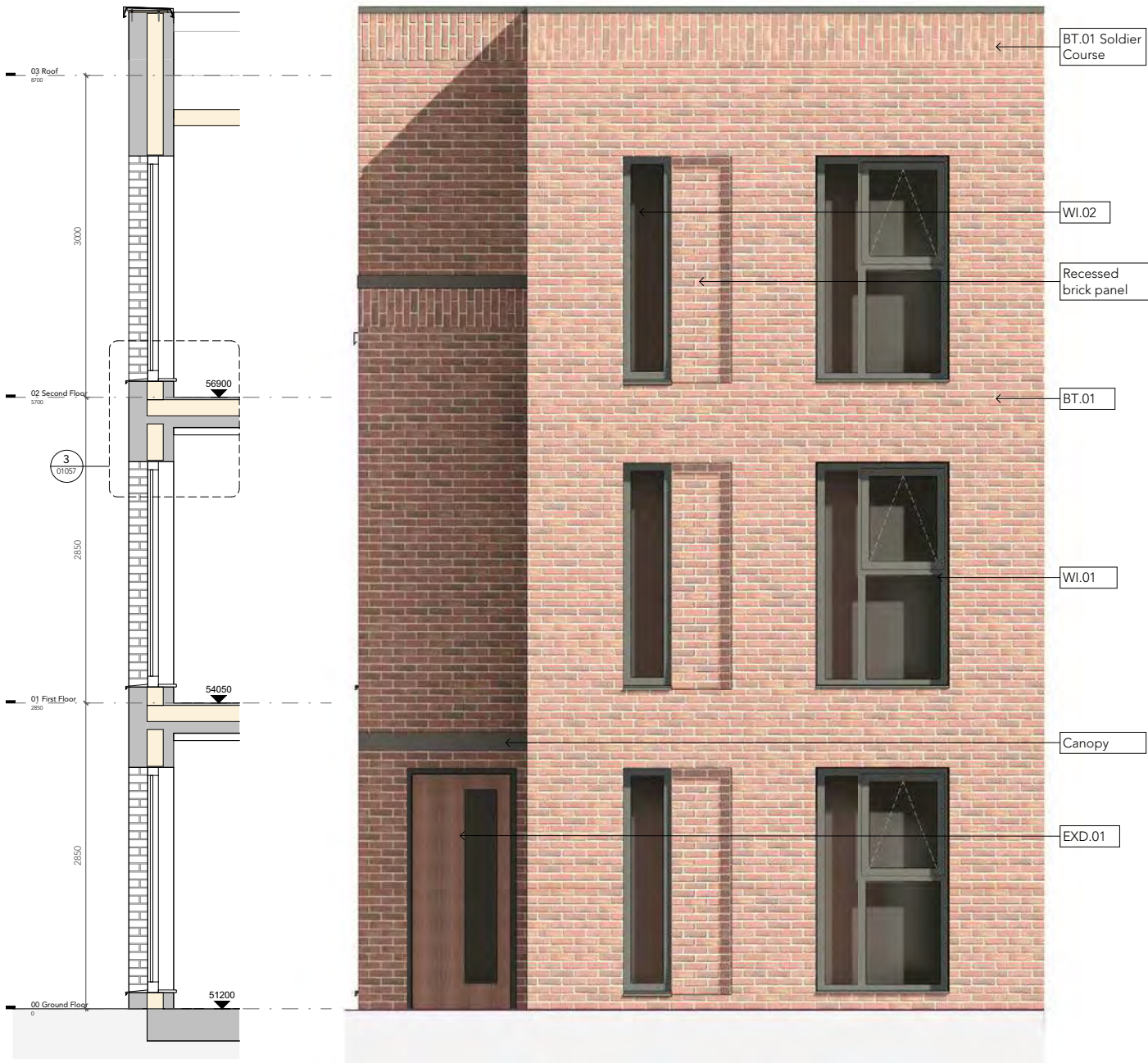
WT.01	Window Type 01 - Typical
WT.02	Window Type 01 - Typical
EXD.01	External Door Type 01 - Finish Wood Veneer (Ash)
BT.01	Brick Type 01 - TBC
RF.01	Roof Type 01 - Interlocking tiles



Typical First Floor Plan - Bay Study 2
1:25



Reference Elevation
1:200



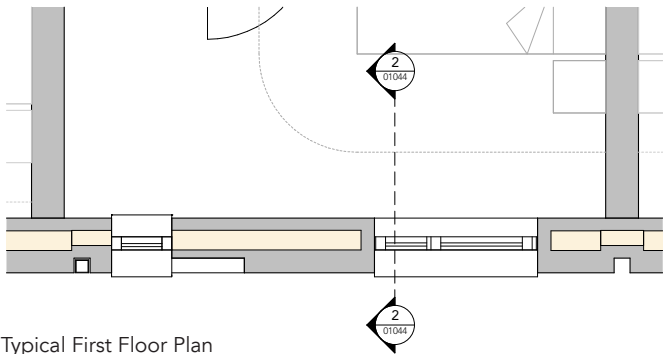
Section
1:25

Bay Elevation
1:25

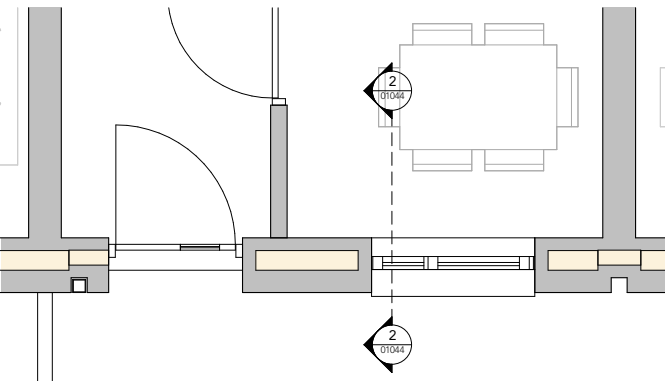
6.19 Townhouses - Facade Bay Studies

KEY

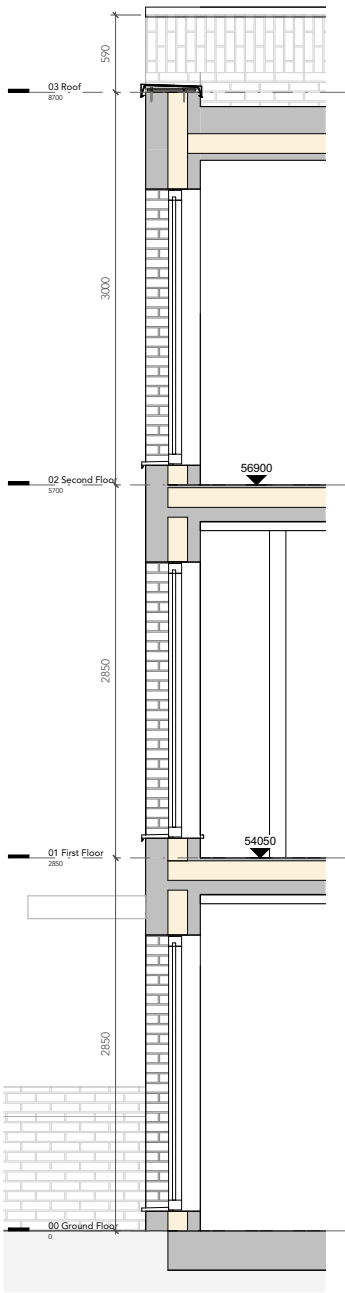
WT.01	Window Type 01 - Typical
WT.02	Window Type 01 - Typical
EXD.01	External Door Type 01 - Finish Wood Veneer (Ash)
BT.01	Brick Type 01 - TBC
RF.01	Roof Type 01 - Interlocking tiles



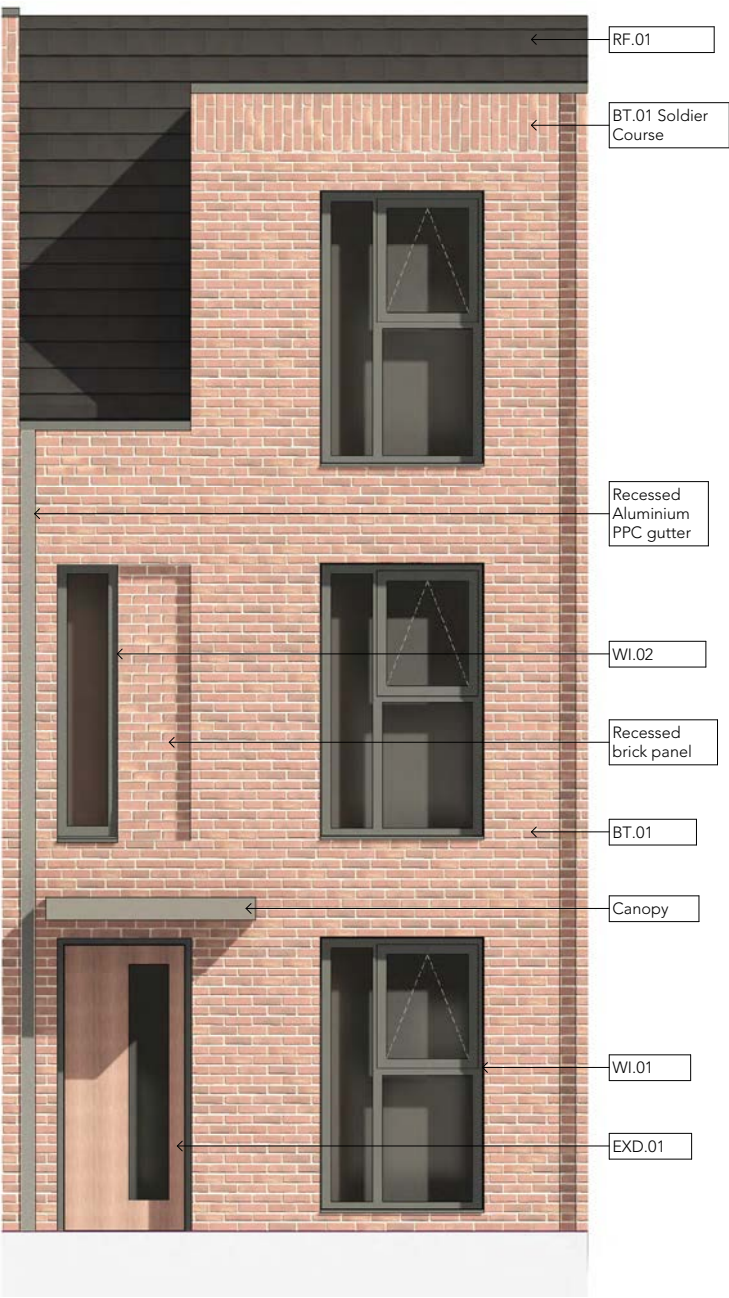
Typical First Floor Plan
1:25



Typical Ground Floor Plan
1:25



Section
1:25



Bay Elevation
1:25



Reference Elevation
1:200

7.0

Visual Impact

7.0 Visual Impact

The following images demonstrate the visibility of the scheme from longer views within the immediate area. This includes from the approach to Manchester along Oldham Road as well as from the approach from Miles Platting on Butler Street.

These views demonstrate that the scale, massing and design of the development are in-keeping with the local area, and that the development will also achieve the aim of being a gateway feature that integrates the Ancoats and Miles Platting areas.



1 - View from Oldham Road



2 - View from Butler Street

8.0

Landscape Proposals

8.0 Landscape & Public Realm

8.1 Introduction

8.1.1 Context



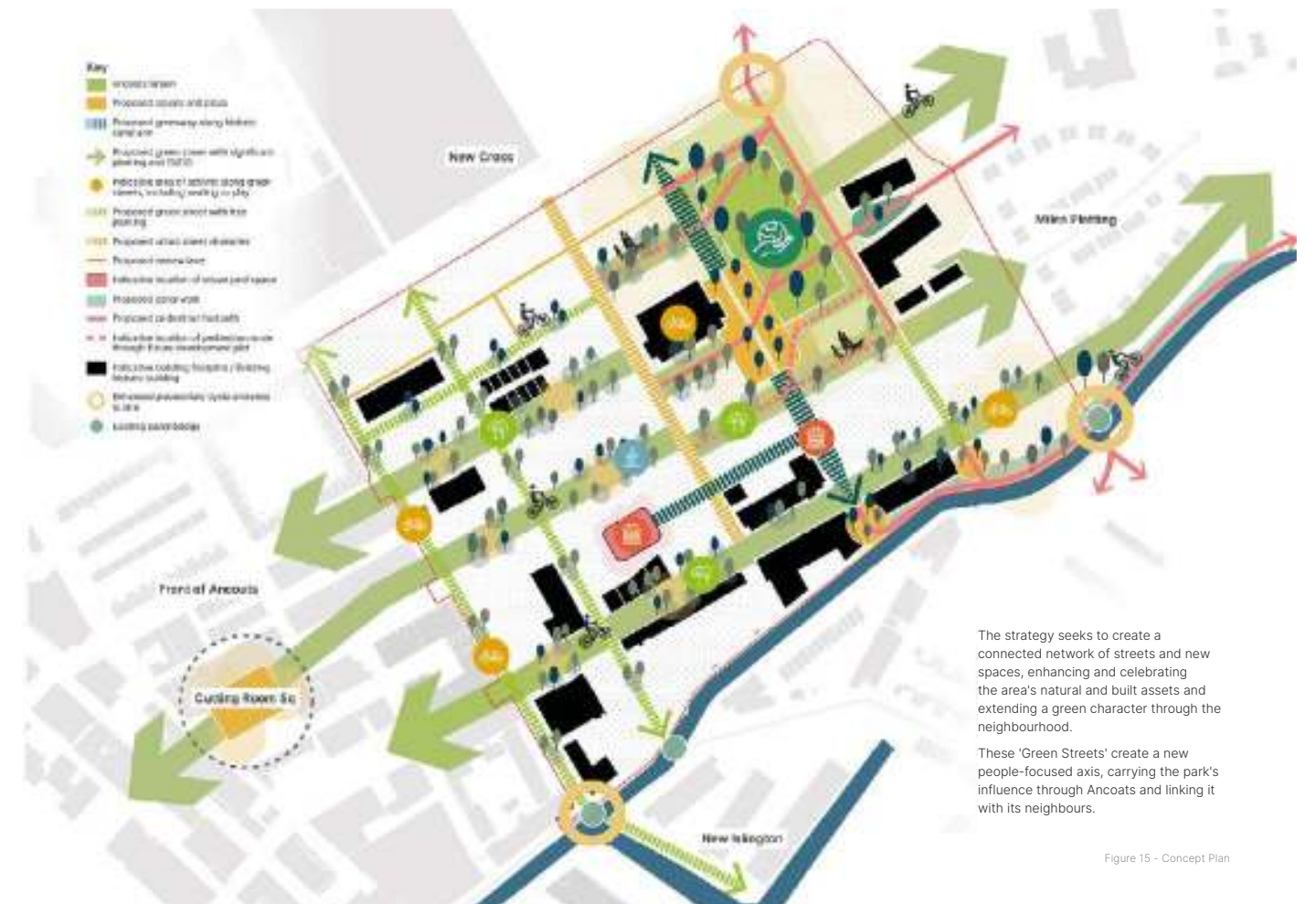
8.1.2 Existing Site Photographs

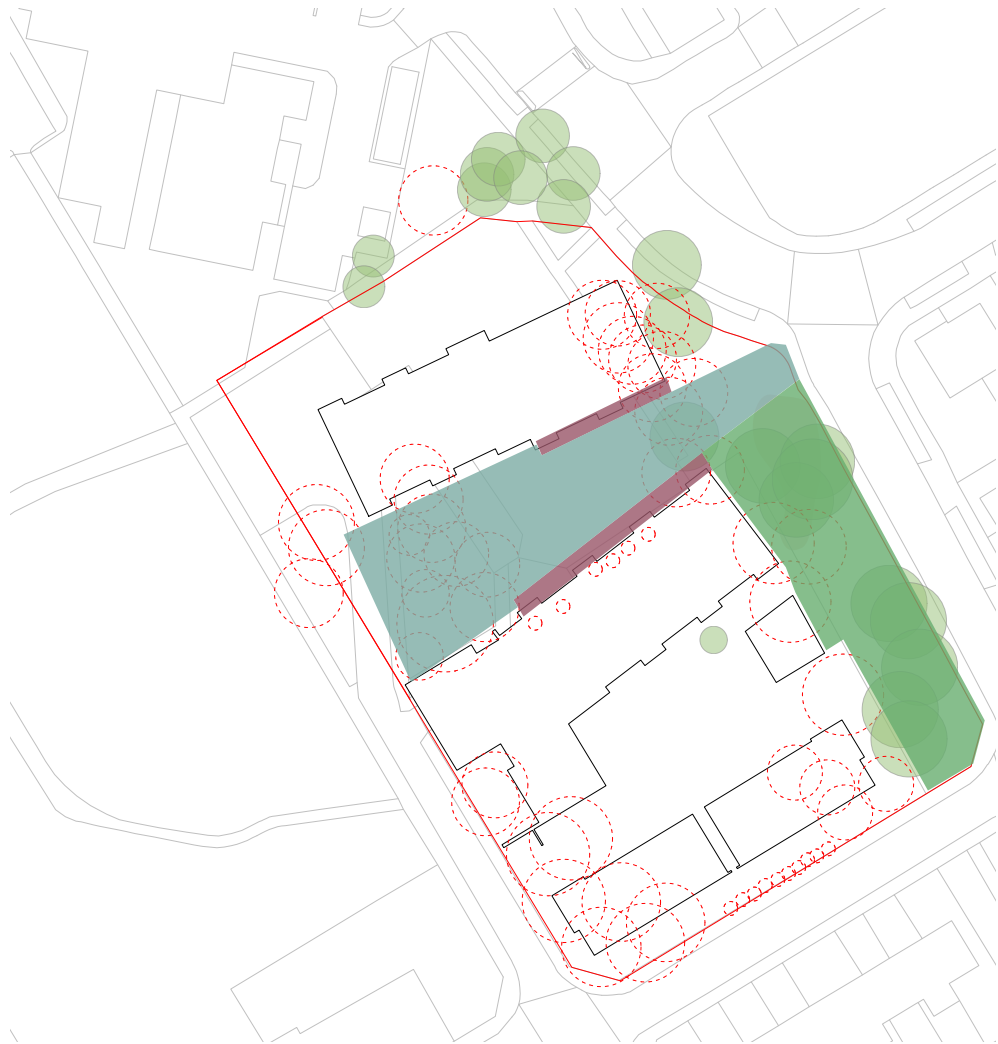


8.2.1 Emerging Neighbourhood

Public Realm Strategy
Neighbourhood Development Framework Addendum

MANCHESTER
CITY COUNCIL





- Green Street
- Private Amenity Courtyard
- Defensible Space
- Green Corridor
- Parking & Refuse access



8.3 Design Development

8.3.1 Landscape Masterplan

Key Character Areas

Green Street

Planting to defensible spaces and through the street provides a filter to the ground floor residencies, whilst providing opportunities for Rain Gardens and SUD's. This linear green space also provides an extension to Ancoats Green and will provide a gateway to Butler Street.

Through the organic layout a primary path leads the visitor through the space with smaller incidental (semi-private) routes leading to the buildings access and egress points.

Private Courtyard

Similar principles to the public space manifest in the courtyard - an organic layout with defensible planting to Ground Floor areas. Opportunities for seating and gathering are afforded to promote a community living.

Green Strip

Utilising the retained mature tree belt to the east, the proposals look to replace the existing patchy grassland with new ecological planting - increasing the site's biodiversity offer. An informal path is proposed to meander through the enhanced green space.

Additional planting across the site will consist of semi-mature trees and multi-stem trees to promote varying seasonal character along with planting species, with different forms and heights, to add visual diversity and interest.



8.3.2 Masterplan Illustration





1. Festuca rubra and Lavandula
2. Sorbus aucuparia
3. Ornamental Grass Planting
4. Rain Garden Planting
5. Sanguisorba officinalis
6. Rudbeckia and ornamental grasses
7. Quercus palustris



8.3.4 Trees; Proposed, Retained and Removed

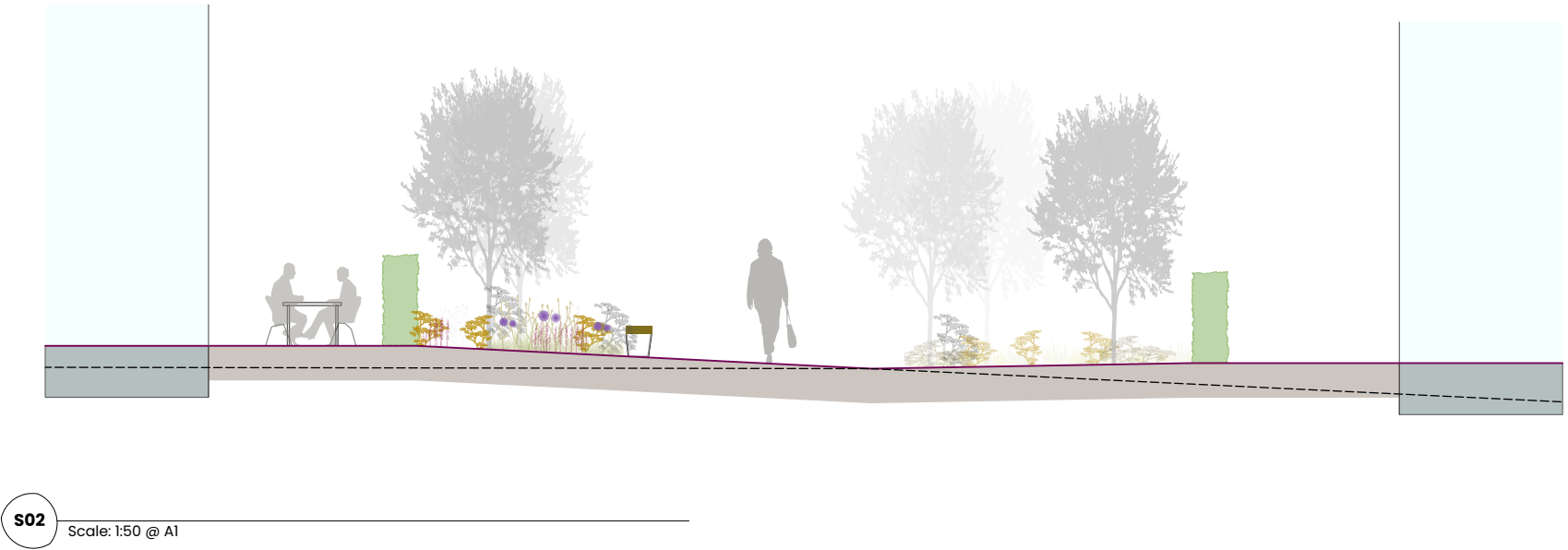
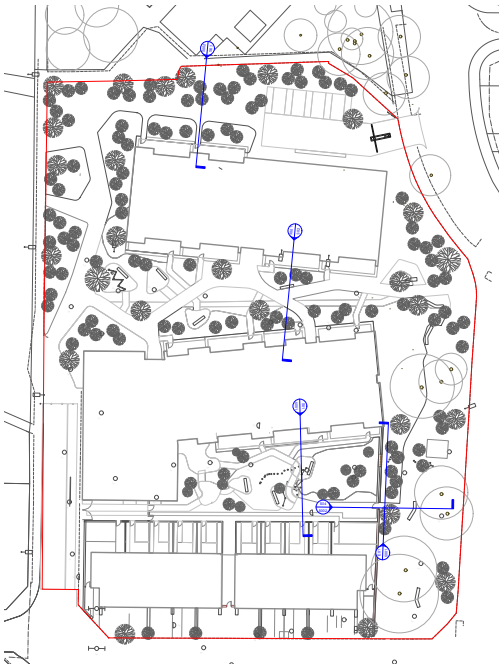
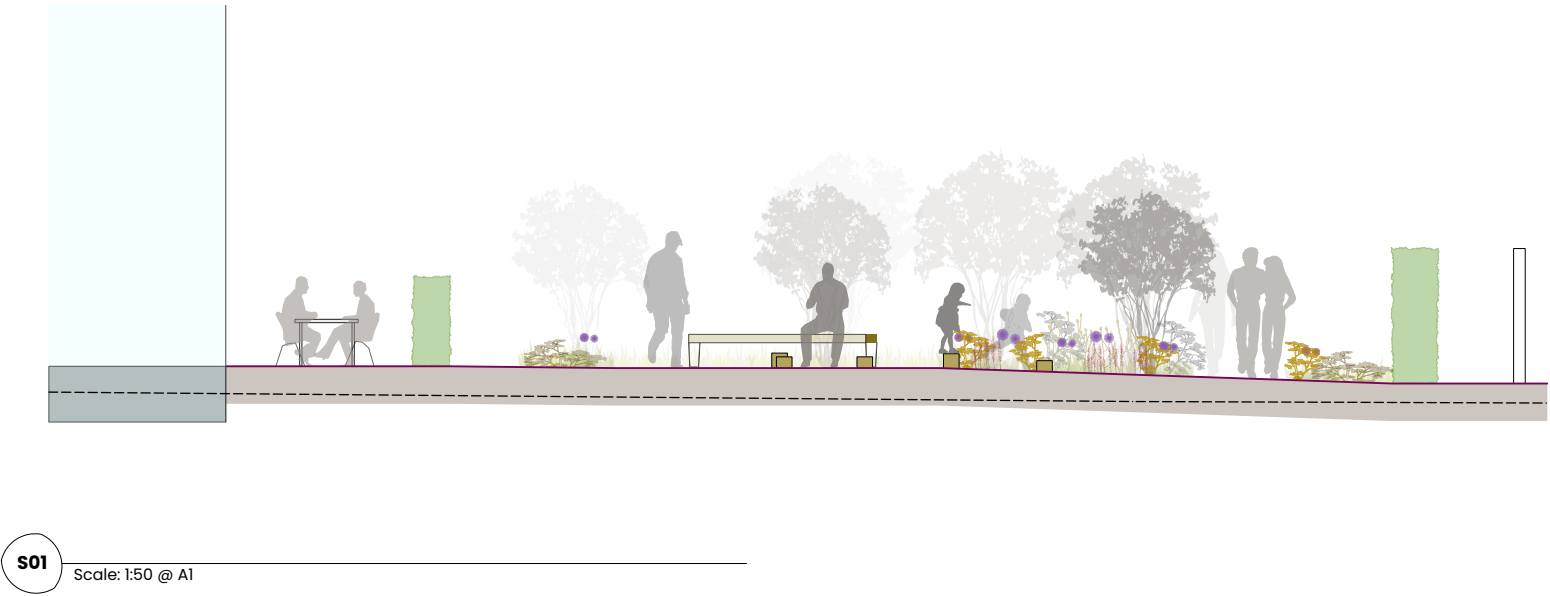
Strategy

Where possible the proposals seek to maximise the number of healthy trees retained across the site.

45No. trees of varying quality that currently sit on the site will need to be removed in order to facilitate the delivery of the development. However, 132No. trees will be planted in their place (aiming for as close as possible to a ratio of 3:1 replacement). 15no. multi-stem trees have been proposed in the private courtyard to add height and privacy.



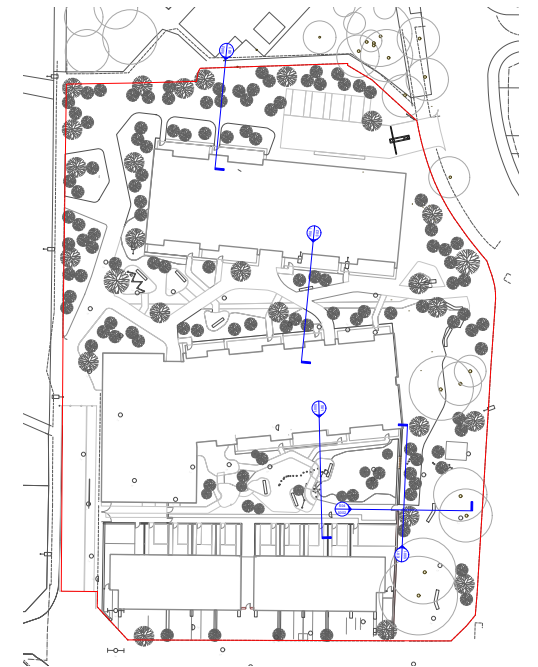
8.3.5 Illustrative Sections





S03

Scale: 1:50 @ A1



S04

Scale: 1:50 @ A1

0m 5m 10m



Shade tolerant woodland planting



Organic layout



Integrated seating areas



Informal natural play structures



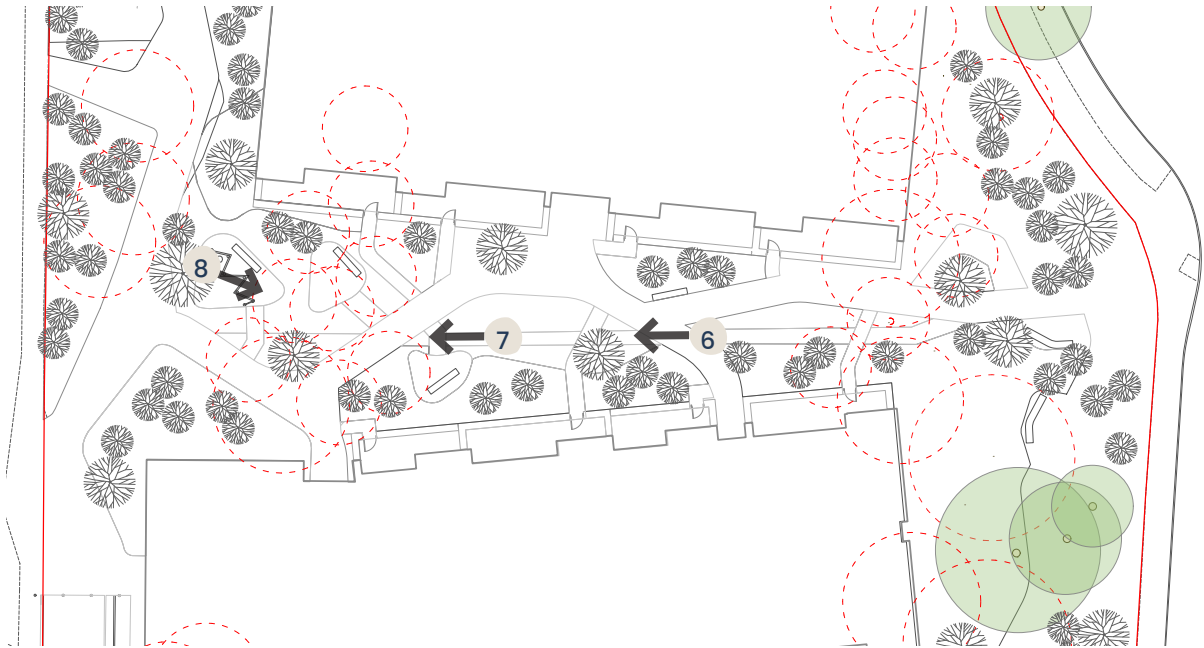
Clear view through the scheme



Clear-stem trees provide structure whilst also allowing for natural surveillance in the scheme.







8.4 Precedents

8.4.1 Organic Forms



8.4.2 Routes & SUDs



8.4.3 Play and Biodiversity



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9.0

Movement and Access

9.0 Movement and Access

9.1 Pedestrian Movement and Access

Pedestrian movement will be a priority across the site, with the design seeking to limit vehicle access to key areas in order to promote green spaces and pedestrian connectivity across to Ancoats Green.

The creation of a new key link across the site, connecting Butler Street and Ancoats Green will offer a meaningful connection between Miles Platting and the Ancoats area.

At ground floor, main entrances will provide all residents access to the upper levels of each apartment block, as well as access to residents amenity spaces within Block B.

Ground floor apartments will each have their own front door, accessed off a private terraced area, which provides a zone of defensible space between these dwellings and the public realm and/or residential courtyard.

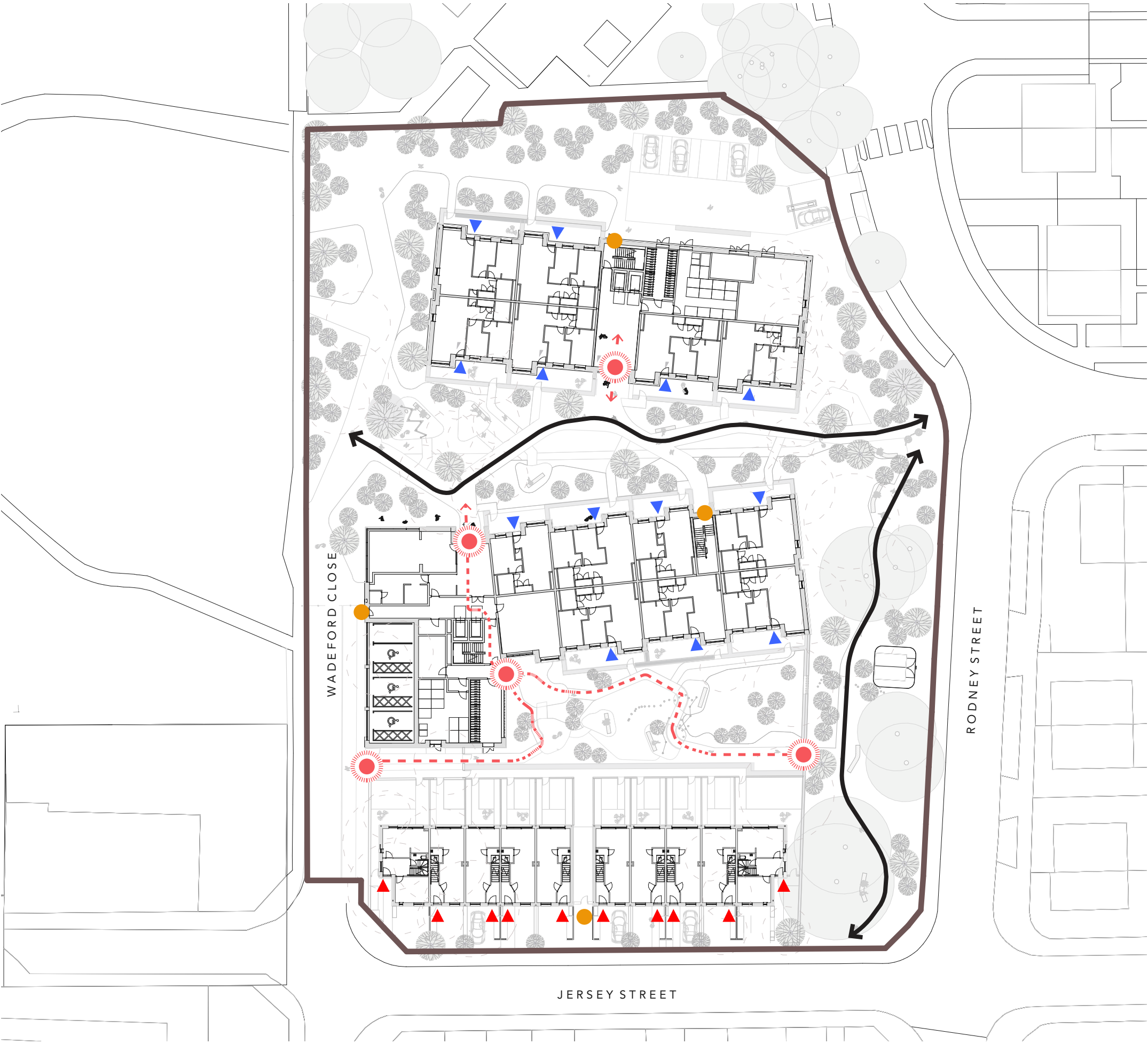
The external courtyard to Block B will be for residents only, accessed primarily from Wadeford Close and offering an area of private amenity.

All townhouses will have their own front door and private garden space.

For residents only access - a secure access fob system will be used.

Key

-  Apartments Block Primary Access
-  Apartment Block Secondary Access
-  Ground Floor Apartments Primary Access
-  Townhouses Primary Access
-  Public Pedestrian Route - Green Network Link



9.2 Vehicle Access and Cycle Storage

9.2.1 Vehicle Access

Access for vehicles to Block A will be through barrier access off Butler Street - this allow access to the 4 DDA spaces provided. Block B provides 3 DDA spaces for residents, which are located in the secure undercroft parking area.

Townhouses will all have direct vehicle access off Jersey Street.

More information on the proposed vehicle and access strategy can be found in the Transport Statement accompanying this application.

9.2.2 Cycle Storage

Both residential apartment blocks include a cycle store, located at Ground Floor which accommodates sufficient space for 1 bike per apartment in a double stacked arrangement.

In Block A, the cycle store can be accessed from the residents car park to the north, allowing residents to store their bike and then gain direct access to the entrance lobby and stairs/lifts to upper levels.

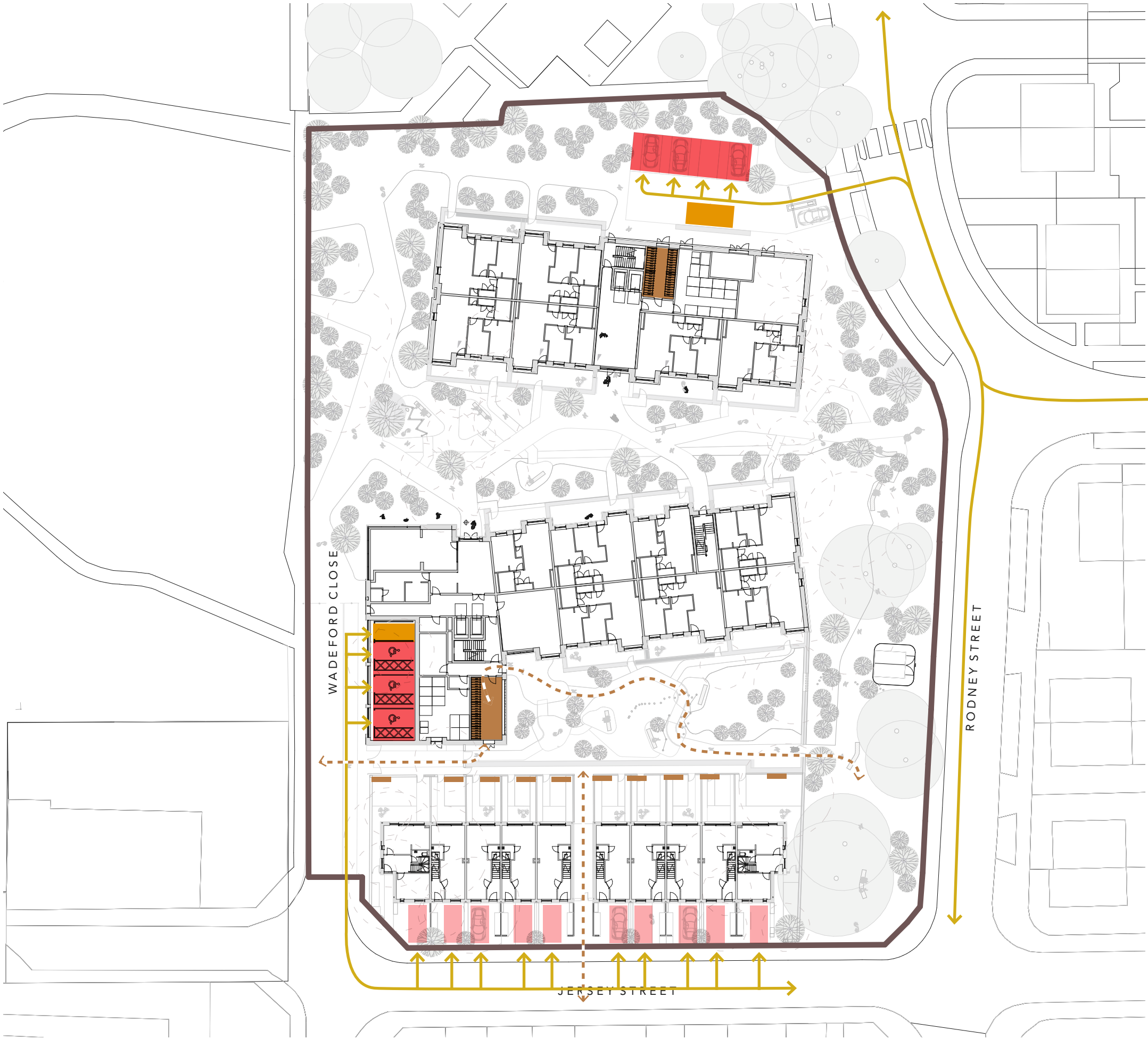
In Block B, the cycle store can be accessed from the secure residents courtyard which then provides access to the stairs and lift lobby.

The Townhouses will each have their own cycle store provision.

Key

- Cycle Store
- DDA Parking Spaces
- Standard Parking Spaces
- Loading Bay

- Cycle Access Routes
- Vehicular Access Routes



9.3 Refuse Strategy

9.3.1 Apartments

A small refuse store is provided to service each apartment block, located at ground floor- allowing residents at the upper levels to travel downstairs and dispose of waste without leaving the building. Residents of ground floor apartments are able to access the refuse store through the main entrance lobby.

Residents of the townhouses will each have their own dedicated refuse point in front of their property.

Based on the MCC document ‘GD 04 Waste Storage and Collection Guidance for New Developments Version 6’ the developer needs to provide 0.43 m2 of space per apartment.

Rodney Street will deliver 118 apartments across 2 residential blocks - 68 dwellings in Block A and 50 dwellings in Block B. On this basis, Block A needs to provide 29.24sqm of bin storage and Block B needs to provide 21.5sqm of bin storage as a minimum.

Residential Bin Stores planned within Block A and B:

Block A - Residential Bin Store	=	49.01sqm
Block B - Residential Bin Store	=	47.54sqm

As such, both residential bin stores provided for the apartment blocks on the development site exceed the requirements stipulated within ‘GD04 Waste Storage and Collection Guidance for New Developments Version 6’.

9.3.2 Townhouses

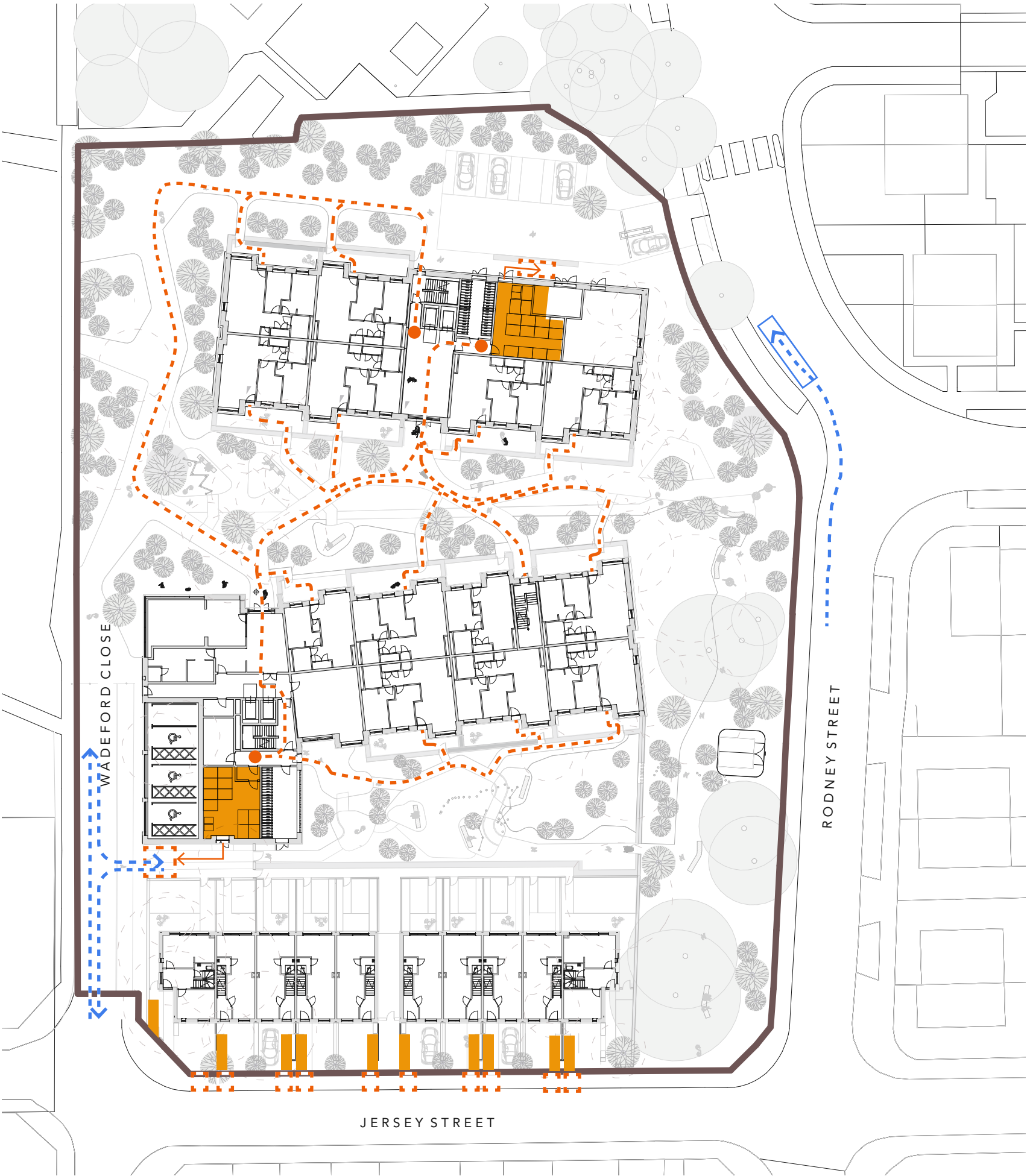
Based on the MCC document ‘GD 04 Waste Storage and Collection Guidance for New Developments Version 6’ each individual household must be able to contain a minimum area that would house 4 x 240 litre bins externally. (960 litre total per household)

Key

- Residential Refuse Store
- Residential Refuse Management Route
- Residential Refuse Collection Point
- Refuse Vehicle Route (vehicle swept path analysis can be found within the Transport Statement, produced by Hydrock, submitted as part of this application)



Indicative view of external refuse store to townhouses



9.4 Inclusive Design

9.4.1 Level Access

Level access is covered under three headings: Public realm, building and apartments/townhouses

Public Realm

Routeways

Approved document Part M - Category 2 Accessible and adaptable dwellings) (ADM) has been used as a key reference document in the formation of the design proposals.

ADM states that approach routes should be safe and convenient, adopt the shallowest gradient that can reasonably be achieved and be step-free, irrespective of the storey on which the dwelling is located. The main access routes, through the central green street, residential courtyard and off Jersey Street maintain gradients that are no steeper than 1:20, with the landscape being relatively flat across all key routes.

Building Levels

All landscaping/building levels have been designed to enable level thresholds to the buildings without the need for formalised ramps and steps in line with ADM.

Parking

Where parking is provided, it is located in close proximity to a building entrance door to offer safe and convenient access. All parking bays (DDA and standard) have a minimum clear access zone of 900mm to one side in accordance with ADM.

Building

Step-free access is provided throughout the apartment buildings, in line with ADM. Every floor can be accessed via one of the passenger lifts in each of the cores.

Of the 128 dwellings being provided, 118 are single storey and have step-free access via the passenger lifts. The remaining 10 dwellings are townhouses, which are 3 storeys, which all have step free access from the entrance. In line with ADM, the entrance storey will provide access to and use of habitable rooms and a WC/basin. Internal stairs will all be designed in accordance with ADM Part K.

Key

- ▲ Residential Level Access
- ▲ Ancillary Areas Level Access



9.4.2 Access Routes

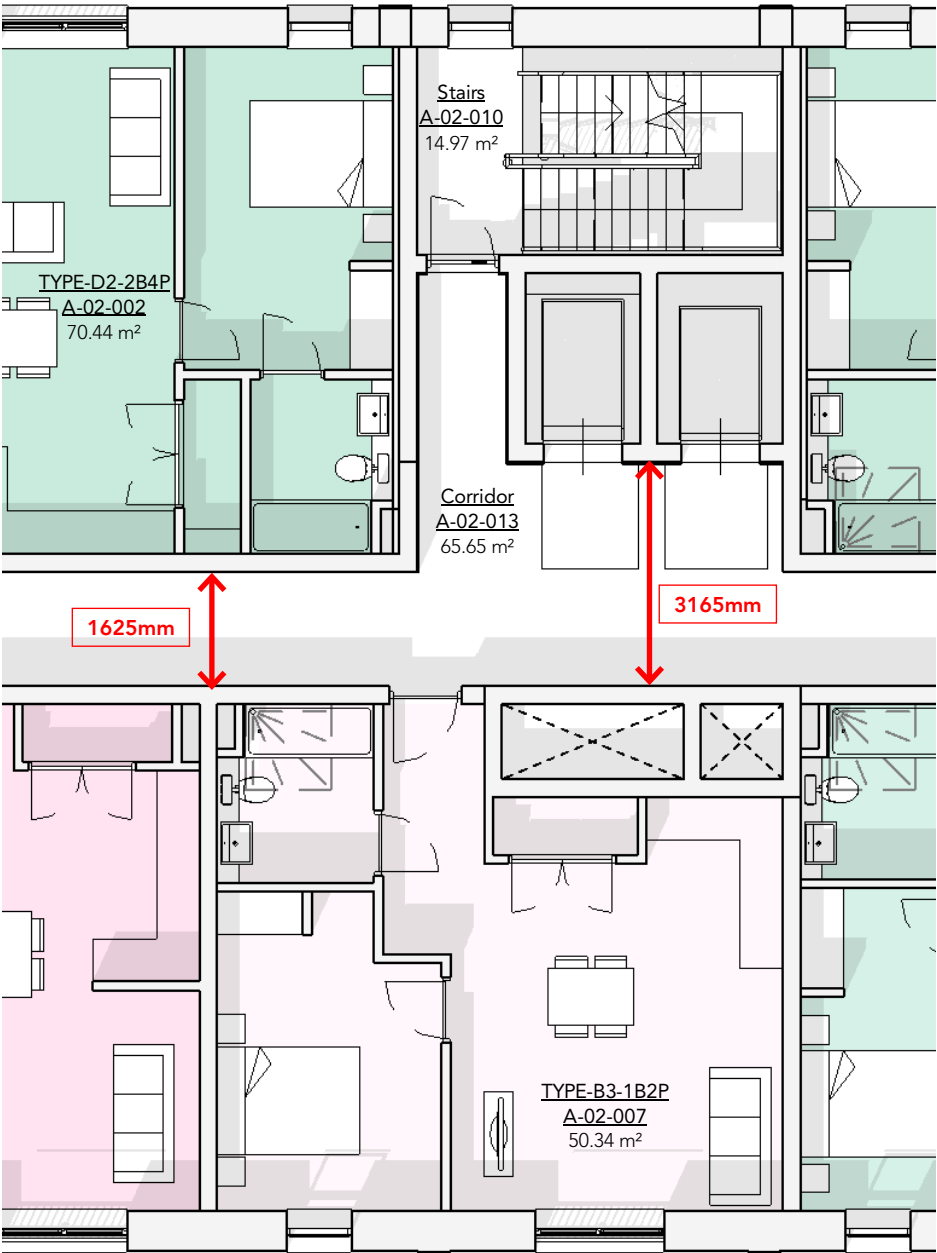
The following diagrams illustrate the circulation and corridor arrangements within residential blocks A and B within the proposal. The arrangement of the proposal in terms of key dimensions is replicated across each residential level

Circulation Corridors

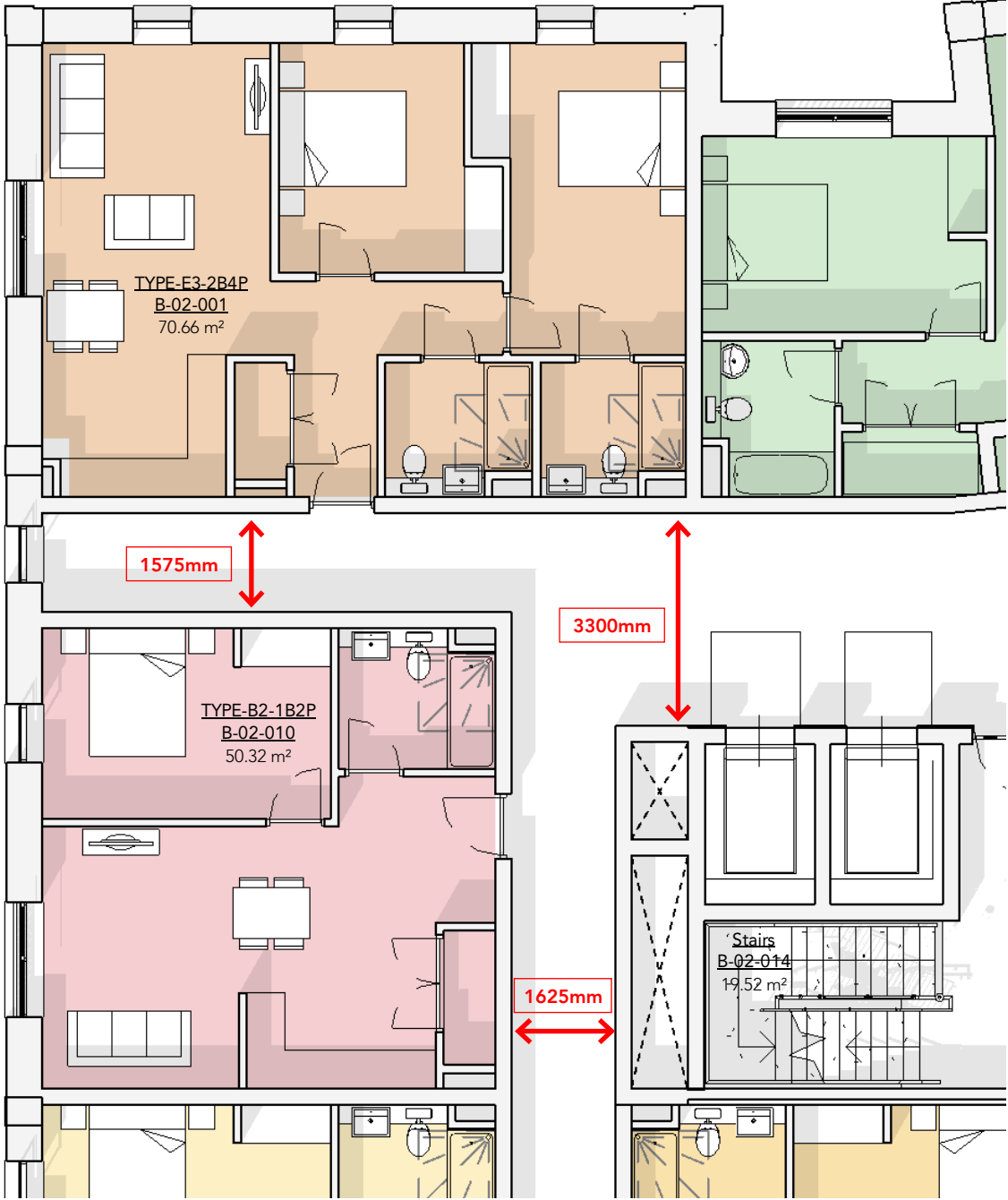
All primary circulation corridors are a minimum 1500mm wide. This is in excess of the 1200mm minimum clear width required by Approved Document M.

Lift Lobbies

The residential lift lobbies exceed the requirements of Approved Document M which requires a 1500x1500mm turning circle.



Block A - Typical Floor



Block B - Typical Floor

10.0 Accessibility

10.1 Part M Requirements

The Building Regulations : Approved Document Part M provides three categories of dwellings which relate to their accessibility. These are defined as the following -

- Category 1 - Visitable Dwellings
- Category 2 - Accessible and Adaptable Dwellings
- Category 3 - Wheelchair User Dwellings

The applicant has looked to provide all the units in line with Category 2 in order to provide quaiuty housing which meets the needs of a wide range of users.

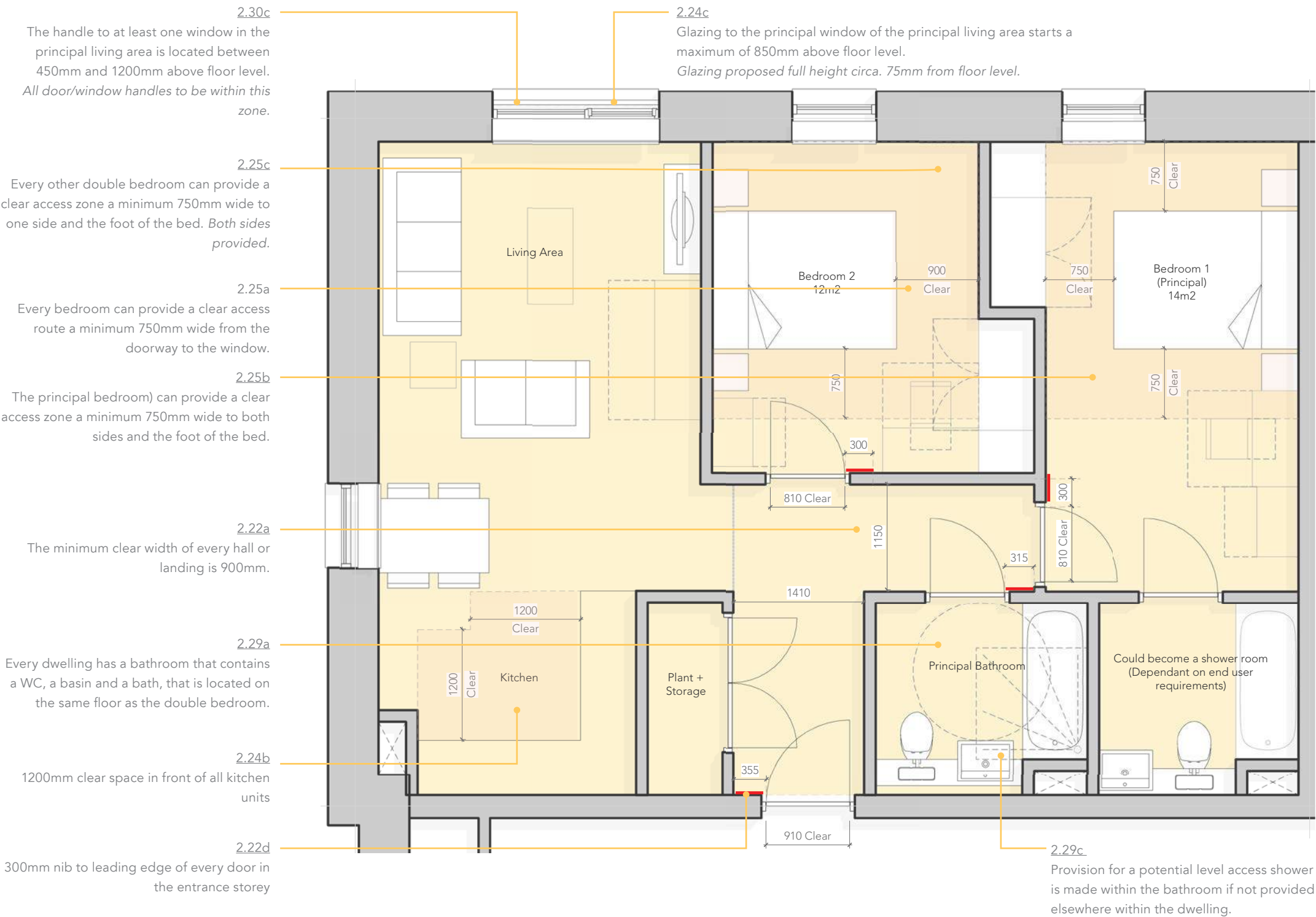
10.2 Current Apartment Layouts

M4(2) Layouts - Accessible and Adaptable Dwellings

All the apartment layouts in the current proposals have been designed to conform to the requirements outlined in Approved Document M4(2) Category 2: ‘accessible and adaptable dwellings’ (AD M4 2).

By meeting this criteria it is anticipated that it will be possible to deliver homes that allow adaptation to meet the changing needs of occupants over time, including those of some older and disabled people.

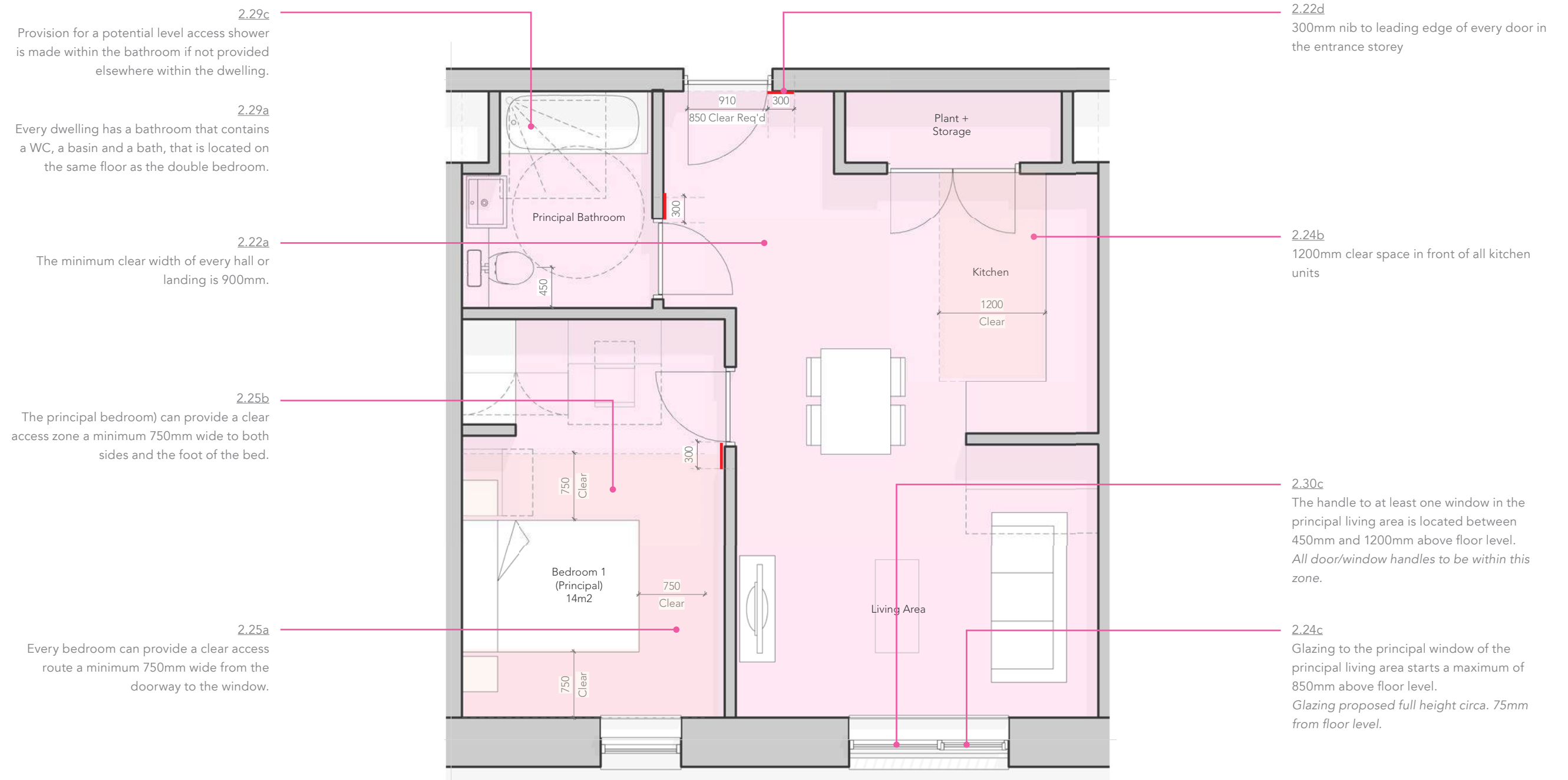
A typical 2B4P and 1B2P apartment has been used to test compliance against Approved Document M4 - Category 2 (In meeting the requirements of Category 2, it is assumed that the less onerous requirements of Category 1 are met and exceeded)



Category M4(2) 2 Bed Unit

Typical 2B4P Corner Unit Shown - 70m2 to comply with NDSS Space Standards

Part M Furniture shown in grey to demonstrate layout can accommodate the sizing shown in Appendix D



Category M4(2) 1 Bed Unit

Typical 1B2P Corner Unit Shown - 50m² to comply with NDSS Space Standards

Part M Furniture shown in grey to demonstrate layout can accommodate the sizing shown in Appendix D

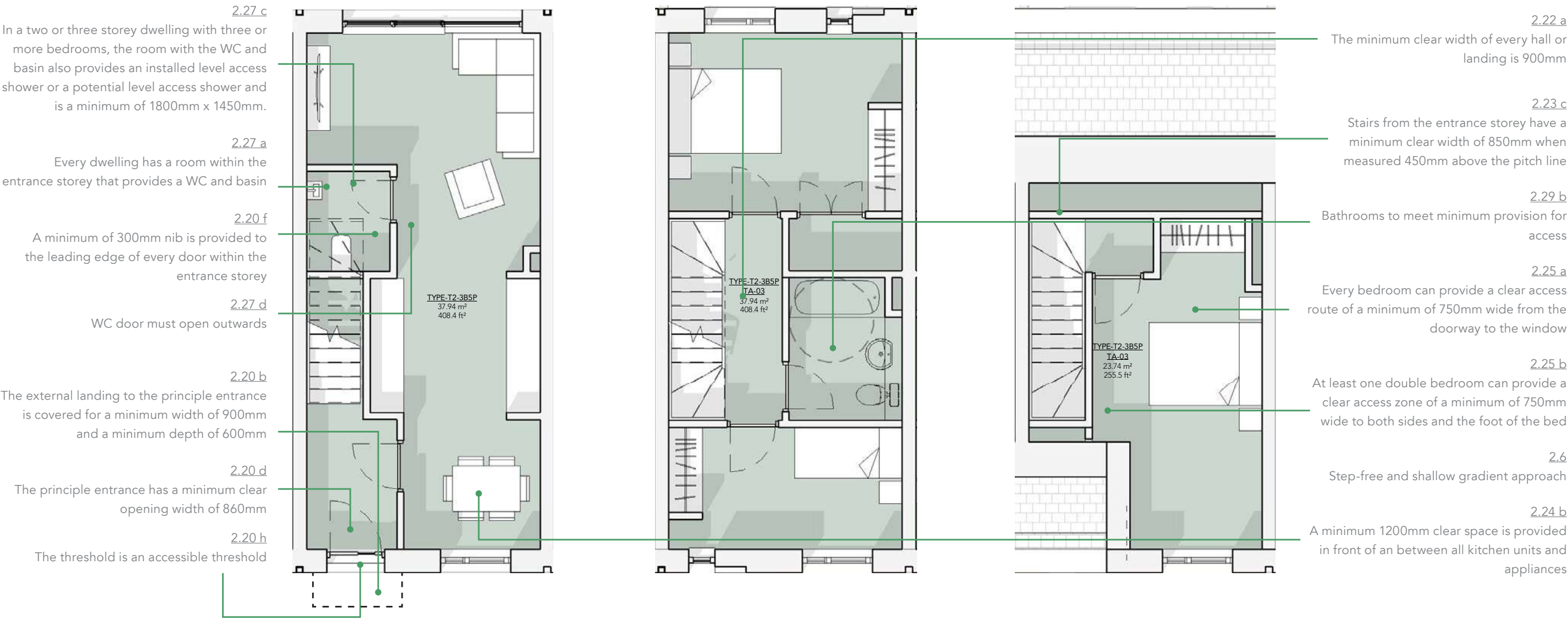
10.3 Current Townhouse Layouts

M4(2) Layouts - Accessible and Adaptable Dwellings

All the townhouse layouts in the current proposals have been designed to conform to the requirements outlined in Approved Document M4(2) Category 2: 'accessible and adaptable dwellings' (AD M4 2).

By meeting this criteria it is anticipated that it will be possible to deliver homes that allow adaptation to meet the changing needs of occupants over time, including those of some older and disabled people.

A typical 3B5P townhouse has been used to test compliance against Approved Document M4 - Category 2 (In meeting the requirements of Category 2, it is assumed that the less onerous requirements of Category 1 are met and exceeded)



Category M4(2) 3 Bed Unit
Typical 3B5P Housetype Shown - 99m2 to comply with NDSS Space Standards

10.3.1 Approved Document M

The table on the right illustrates compliance against key dimension criteria in the Approved Document.

As illustrated in the adjacent table and the plans on the previous pages, the apartments comply with AD M4(2) and can be adapted over time to meet the changing needs of occupants.

Description	M4(1)	M4(2)	Example Apartment (2B4P)
Doors			
Private external entrance clear width	775mm	850mm	1010mm
Internal door clear width	750mm	750mm	910mm
Nib to leading edge of every door within the entrance storey		300mm	300mm +
Circulation			
Hall (minimum excluding projections)	900mm	900mm	1415mm
Living, kitchen and eating areas			
Clear space provided in front of and between all kitchen units and appliances.		1200mm	1200mm +
Bedrooms			
Master			
Width		2750mm	3010mm
Length		3000mm	4525mm
Clearance to foot of the bed		750mm	750mm
Clearance to both sides of the bed		750mm	750mm
Clear access route from the doorway to the window		750mm	750mm
Second			
Width		2750mm	2750mm
Clearance to foot of the bed		750mm	750mm
Clearance to one side of the bed		750mm	750mm
Clear access route from the doorway to the window		750mm	750mm
Sanitary Facilities			
Master			
Dimensions		1950mm x 2150mm	2075mm x 2450mm
WC in entry storey			
Dimensions	850mm x 1600mm	1450mm x 1800mm	2075mm x 2450mm

10.4 Parking Strategy

10.4.1 Overview

The total parking provision proposed at the Rodney Street development is as follows:

- 7 x disabled parking bays (4 - Block A and 3 - Block B); and
- 10 x standard parking bays (allocated to each Townhouse)
- All 17 on-site spaces will have electric car charging points at 7kW charge; and
- 30 Spaces allocated to Rodney Street at the Ancoats Mobility Hub (25% spaces at the Mobility Hub will provide an EV charger, and this will rise to 100%).

All disabled parking bays have a dimension of 2.4m x 4.8m with a 1.2m safety zone to allow for wheelchair access. This meets the requirements of Manchester City Council's Design for Access 2 Guidance Document (2003).

10.4.2 The Ancoats Mobility Hub

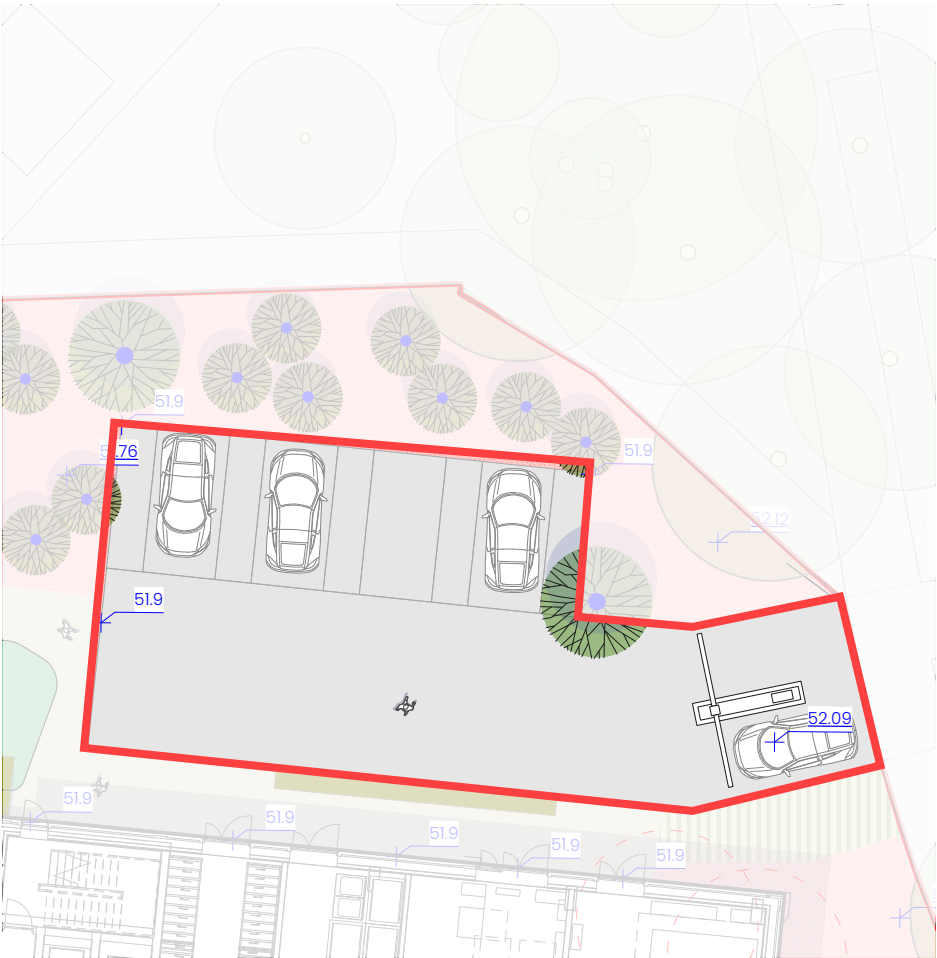
It is proposed 30 spaces will be available within the Mobility Hub for residents of Rodney Street. There is a clear link between the proposed development and The Ancoats Mobility Hub development and, in addition to use of the 30 spaces, residents of the proposed development will be encouraged to use the facilities implemented by The Hub, including the following:

- Dedicated Car Club Facility;
- Cycle parking facilities
- Bike and e-bike hire facilities from the proposed TfGM city wide cycle scheme.
- Deliveries Hub.

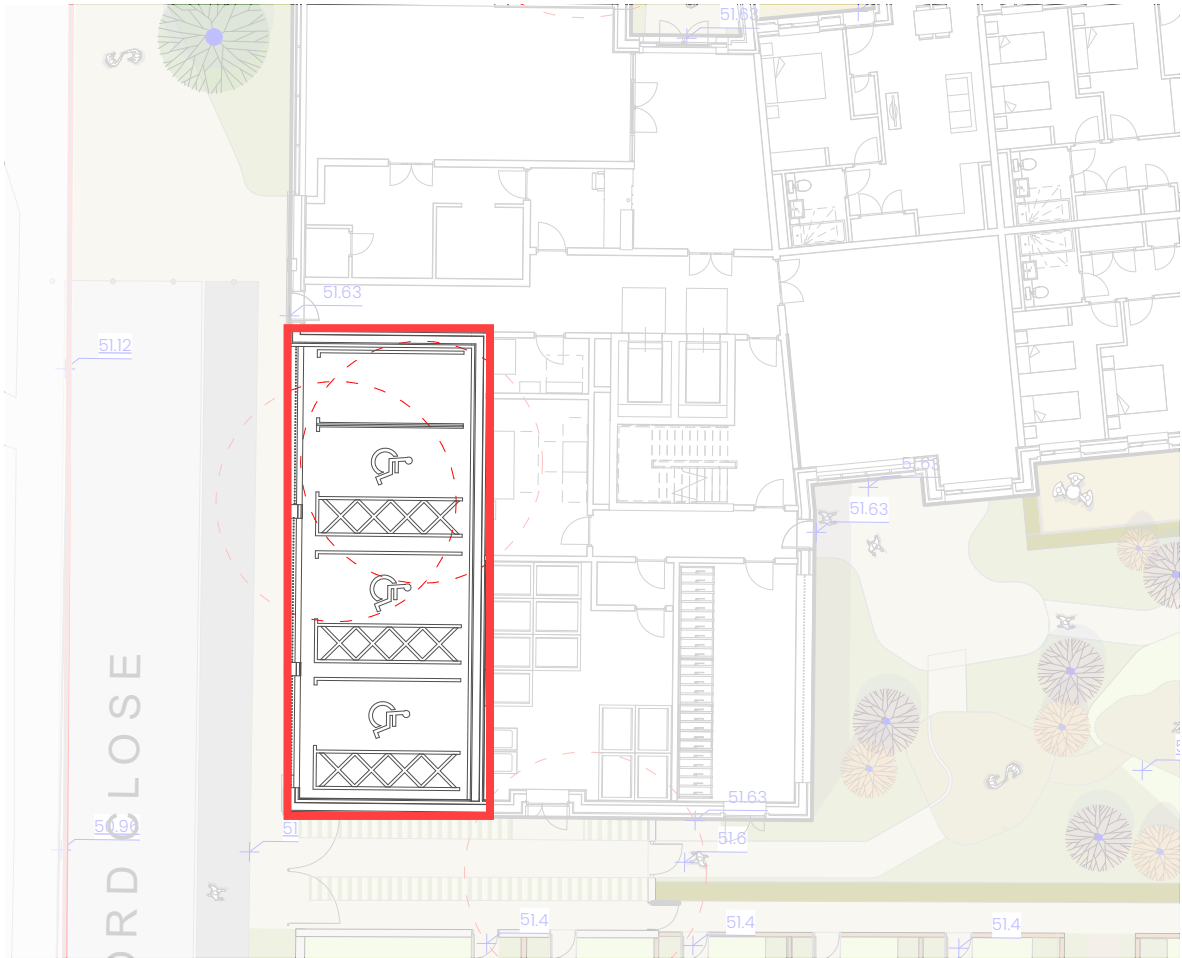
The sustainable travel opportunities that The Hub presents will be promoted to residents of the development from the outset and will be marketed to direct and encourage residents to use The Hub's facilities. The Hub is to be located off Poland Street and is a short walk from the Rodney Street site across Ancoats Green.

10.4.3 Cycles

Consistent with recommendations from MCC, 118 cycle parking spaces are proposed for the apartments at the site representing a 1:1 cycle space to apartment ratio. These are to be located in secure and covered cycle storage areas at the ground floor of Blocks A and B and accessed via the secured pedestrian entrances. The Townhouses will each be provided with their own in-curtilage provision for secure cycle storage.



Block A Parking Area



Block B Parking Area



Townhouses

10.4.4 Proximity to the Mobility Hub

The image to the right illustrates the anticipated area of influence of the Mobility Hub. The following key characteristics of this area of influence have been considered:

- A 5-minute walk, also known as the “pedestrian shed” is considered to be the distance people are willing to walk before opting to drive.
- Based on the average walking speed a five-minute walk is represented by a radius measuring $\frac{1}{4}$ of a mile or about 400 meters.
- As a result, approximately 1,500 new homes proposed within the Poland Street Zone would not need to provide on-site car parking, leading to better public realm design, more active frontage, improved ground floor uses and less heritage harm.
- Aggregated deliveries can help reduce the clutter and numbers of delivery vehicles on the streets.

As a result the Mobility Hub will provide an alternate and secure option to on-street car parking helping reduce car movements. For pedestrians, the site is within a very sustainable location where a number of pedestrian facilities and links would enable good connections to existing and future local amenities within both a 400 and a 800m radius.

Positioned less than 100m away from the Mobility Hub, Rodney Street will have the benefit of immediate parking for residents and the ability to easily access car clubs, the cycle hub, e-bike hire and the parcel delivery centre.



10.5 Roof Access, Maintenance and Window Cleaning

Block A

Access to the roof of Block A will be via the stair core, which extends up to this level of the building to provide the necessary means of reaching this floor for maintenace crews and window cleaners. The MEP plant provision at this level is minimal, with smoke fans located at either end of the roof above the mechanical smoke shafts serving the lower levels.

The proposed strategy for maintenance and window cleaning is via Mobile Elevated Working Platform (MEWP) access, which will provide a safe method of reaching each of the facades. At roof level a 1m wide access strip will provide a safe route to manoeuvre around the edge of the roof which will be further protected by a 1100mm high parapet. Glazing to the lower levels will be cleaned via a water fed extended pole, whilst stood on the footpath at ground floor level.

Block B

Access to the roof of Block B will be via the access hatch provided at the top of each stair core. The MEP plant provision at this level is minimum, with smoke fans located at either end of the roof above the mechanical smoke shafts serving the lower levels.

The proposed strategy for maintenance and window cleaning is via MEWP access, which will provide a safe method of reaching each of the facades. At roof level a 1m wide access strip will provide a safe route to manoeuvre around the edge of the roof which will be further protected by a 1100mm high parapet. Glazing to the lower levels will be cleaned via a water fed extended pole, whilst stood on the footpath at ground floor level.

Key

1100mm High Parapet

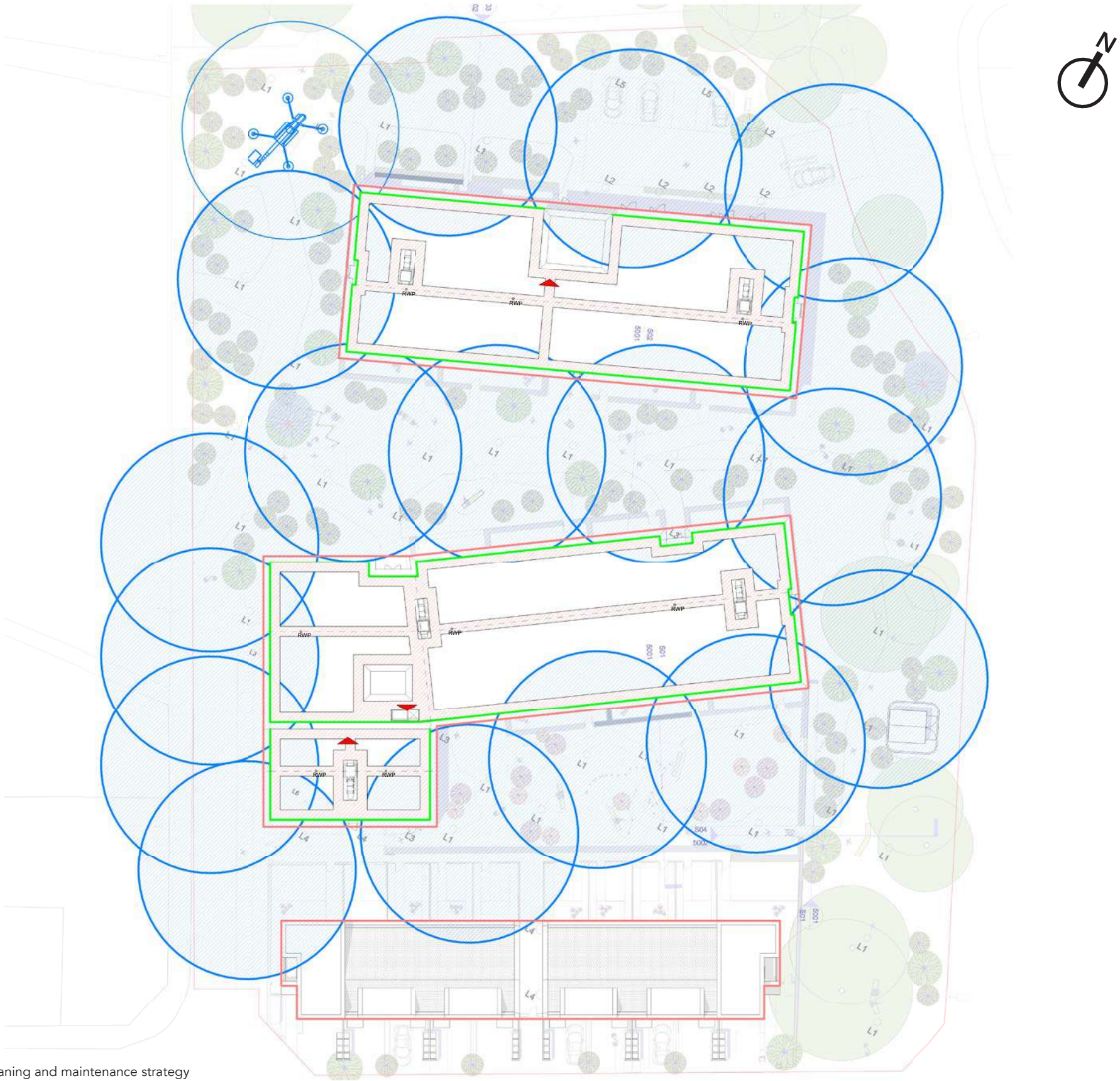
Mobile Elevated Working Platform (MEWP) Access Reach

Water-fed Pole Cleaning Access

Roof Access Point

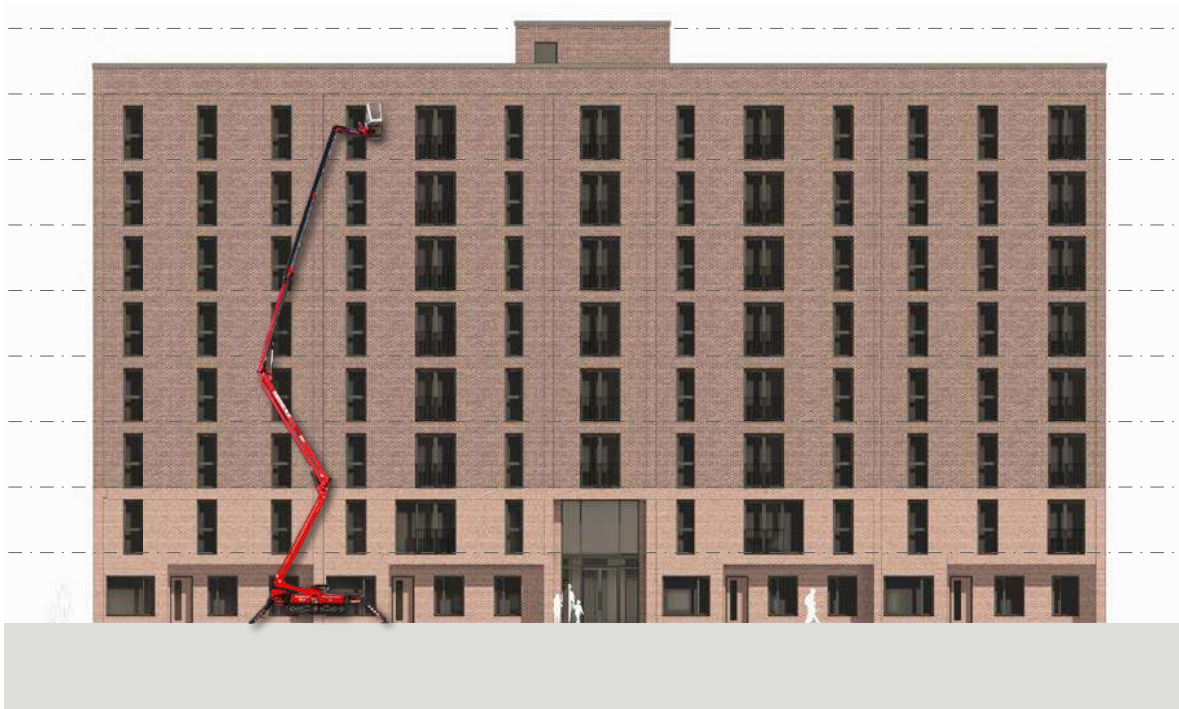
1m Wide access zone (for safe manoeuvring in this area)

Site Plan indicating access, cleaning and maintenance strategy

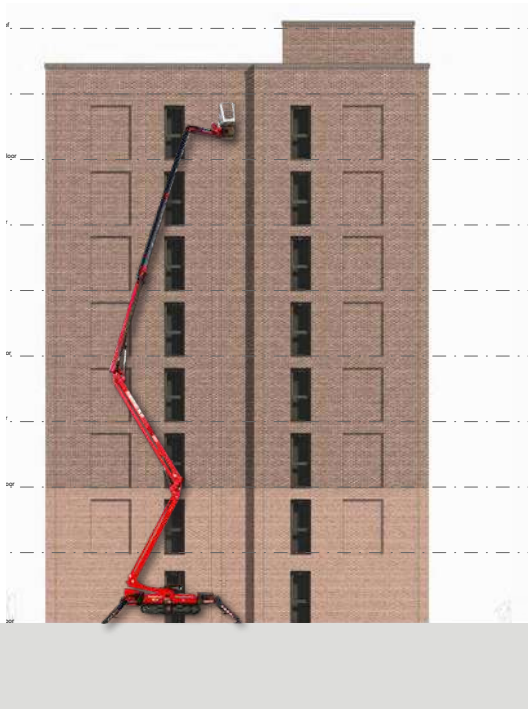


10.6 Facade Maintenance

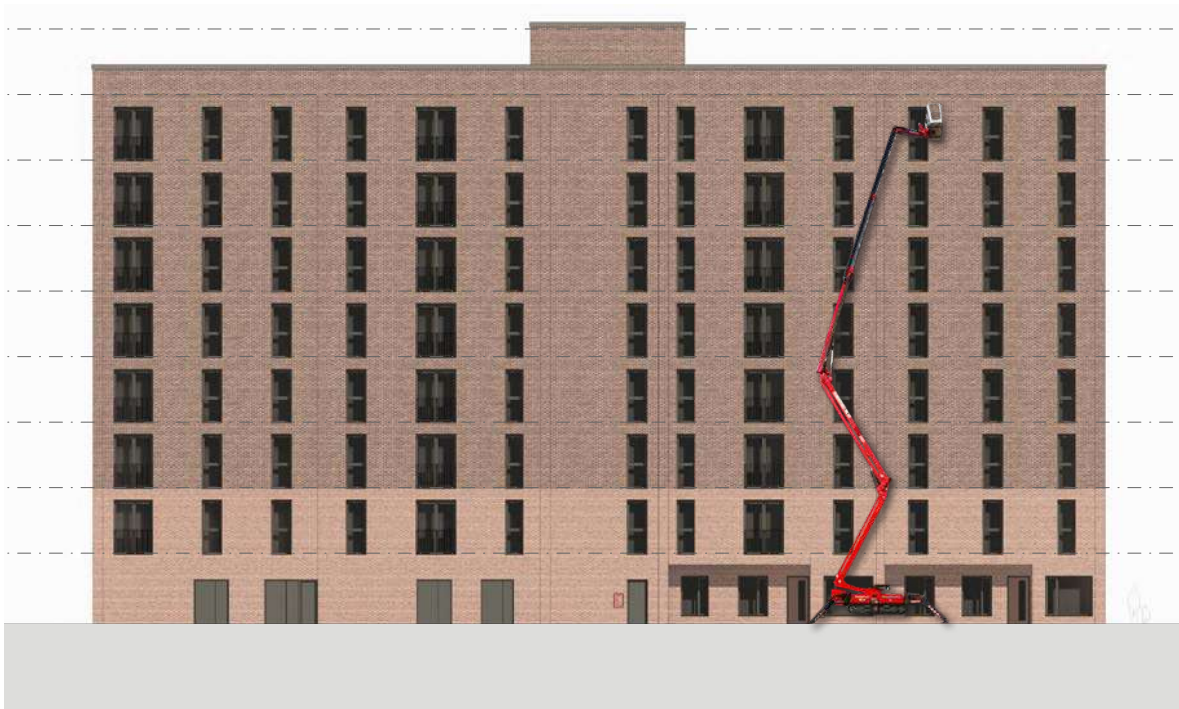
The proposed strategy for maintenance and window cleaning is via MEWP access, which will provide a safe method of reaching each of the facades.



Block A - South Elevation



Block A - East Elevation



Block A - North Elevation



Block A - West Elevation

10.7 Security

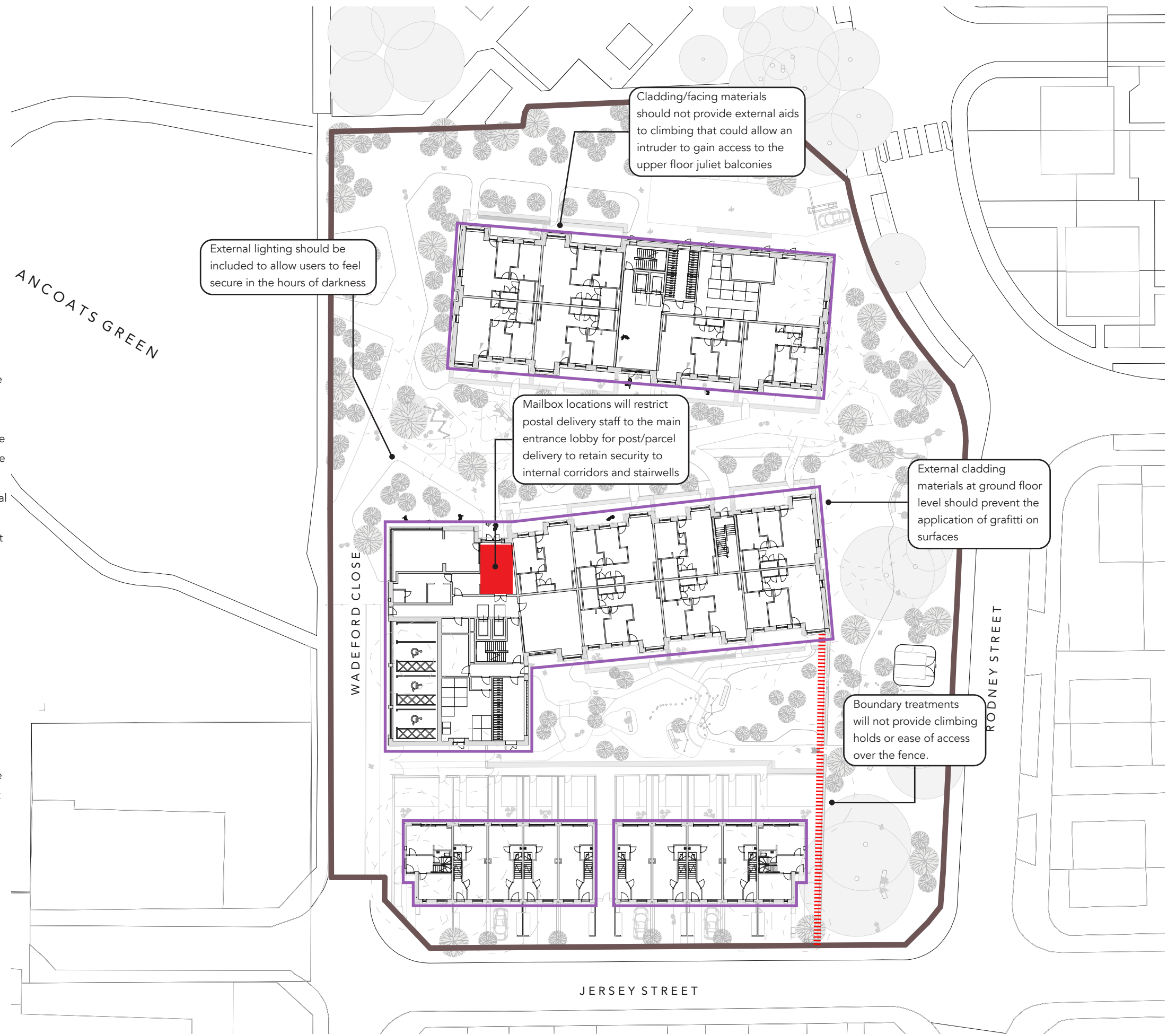
10.7.1 Response to GMP Feedback

The proposals have been reviewed with representatives from Greater Manchester Police in relation to security and the prevention of crime within the development proposal.

As noted within the Crime Impact Statement prepared by GMP, the following proposed features (of the development) would make a positive contribution to the prevention of crime and fear of crime:

- The proposals will generate additional legitimate activity into a neighbourhood which has been subject to criminal damage and other abuse. Redevelopment with housing and repopulation of the site should help to create a sense of ownership and responsibility and improve informal policing of the area.
- The apartments will have routinely occupied rooms overlooking the adjacent public area, which will help to increase natural surveillance of accessible areas around the block.
- The building provides ground floor activity in the form of residential entrances, cycle store and reception space and in-turn these uses offer good levels of activity and natural surveillance of the adjacent public realm.
- The foyer/entrance zone provides the opportunity for good levels of security at a central control point for the development.
- The internal layout of the buildings appears capable of being divided into identifiable zones, allowing separation of accessible and restricted areas.
- Secure cycle parking rooms for residents and staff are contained in dedicated rooms off the ground floor via the public garden courtyard and off Rodney Street.
- The small provision of car parking has been well laid out, avoiding potential hiding spaces for intruders.
- Security measures incorporated into the building design can ensure the buildings are reasonably secure, without visibly announcing that the design was concerned about crime.

Further details are provided within the Crime Impact Statement submitted as part of this application.



10.0

Justification and Compliance

11.0 Justification and Compliance

11.1 Response to NDF

When developing the design for Rodney Street, the principles set out within the NDF have played a key role in guiding the proposal.

Sense of Community

- Providing places to go, opportunities to meet people and be part of a community
- Providing a range of homes and mix of amenities that support different lifestyles

Connectivity

- New development to be balanced and informed by surrounding neighbourhoods
- New development could enhance the transitions and crossing between Ancoats Green and Miles Platting
- Create a welcoming place with connections to surrounding areas and key neighbourhood assets
- Providing active and human scale streets

Local movement and accessibility

- Prioritisation of people friendly streets
- Neighbourhood with active and productive outdoor space
- Improving relationship to existing and new green spaces

Parking

- Where parking is accommodated it should offer the ability to charge electric vehicles
- High level of cycle parking ought to be provided across the area

Form

- New development to reshape the density and mix of uses through contemporary, modern, flexible buildings
- Development analysis suggests a maximum height of 8 storeys
- Outward looking built forms and strengthening urban grain
- Providing an efficient and intensive form of development

Use

- Opportunities for amenity and community infrastructure ought to be welcome where proposed to meet an identified need

Open Space

- New spaces could range from larger open spaces through to high quality green streets

Sustainability

- Supporting the zero carbon agenda
- Making every effort to minimise and manage the use of energy, water and materials at each stage of the development cycle
- Encouraging active travel
- Encouraging people to live active, healthy lifestyles through careful design of buildings and spaces
- Green infrastructure could incorporate tree planting, sustainable drainage features and greening within a hard and urban setting.



Apartment + Townhouse Living

In response to the proposed character areas and massing, a maximum of 8 storeys is proposed (Block A 8 storeys, Block B 3-5 storeys, Townhouses 3 storeys)



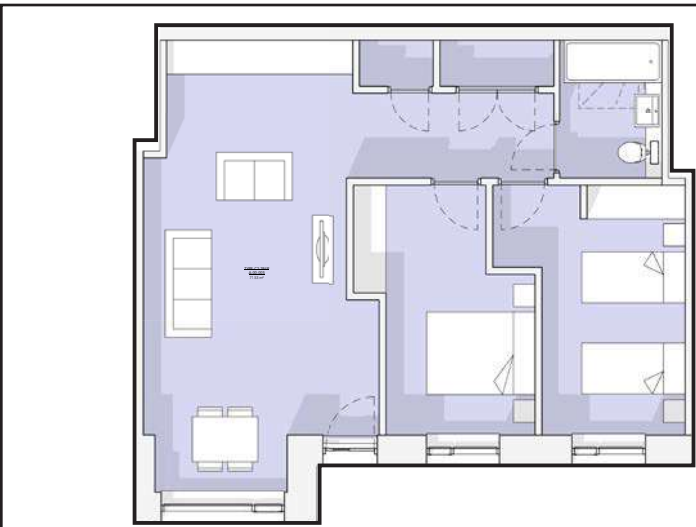
Home Office

Further to the opportunity highlighted in the NDF to create home offices, the need for them has been exacerbated by Covid19. This has been considered through the provision of residents amenity spaces providing both spaces to socialise and work, perfect for home working.



Community Garden / Yards

The site wide proposals incorporate a range of green spaces including a central green street between Blocks A and B, a private residential courtyard to Block B and private gardens to the Townhouses



Family Housing

In order to accommodate a wide range of potential occupants a diverse range of apartments will be on offer.

To cater for families, a range of types are on offer including 2B3P and 2B4P ground floor apartments, in addition to 3B5P and 4B7P townhouses.



Cycle Travel

A 'cycle network' is proposed as part of the wider public realm strategy around the site. In order to support its use, cycle parking is provided at a ratio of 1:1 for the apartments and townhouses.



Neighbourhood Integration

As outlined in the NDF, this area is distinct in its relationship between Ancoats and Miles Platting. The NDF denotes that proposals should incorporate conventional but attractive people-friendly spaces and work existing trees into the layout where possible, complemented by new green streets.

11.2 NDSS Compliance

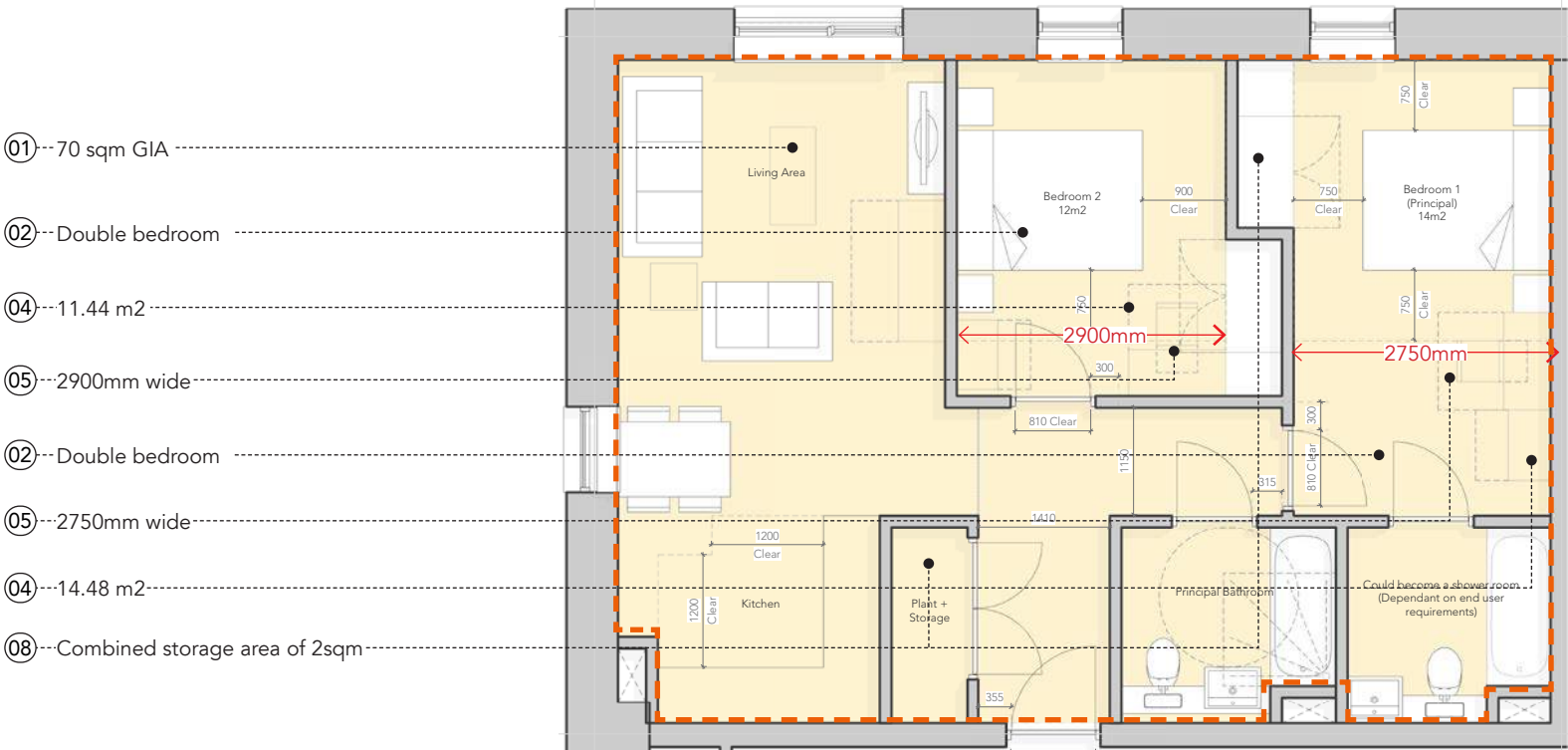
All apartments in the proposal have been designed to meet or exceed the requirements set out in the Nationally Described Space Standard (NDSS).

The standard requires that:

- 1. the dwelling provides at least the gross internal floor area and built-in storage 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 bedspace, 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 bedspaces, 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 bedspaces. 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.
- Where a 1b1p has a shower room instead of a bathroom, the floor area may be reduced from 39m2 to 37m2 as shown bracketed.
- Furnished layouts are not required to demonstrate compliance



Typical apartment NDSS compliance

Number of bedrooms (b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39(37)*			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

Table 1

11.3 Manchester Residential Quality Guidance

The Manchester Residential Quality Guidance was published in draft in August 2016 and adopted by the 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 illustrates how the scheme responds to the guidance.

11.3.1 Make It Manchester

The scheme has been designed, since inception, to embody the spirit of Manchester, more specifically the immediate neighbourhood of Ancoats. The development seeks to be full of character and offer a bold, robust contribution to the richly historic context of Rodney Street. The proposals aim to reference the historic nature of the immediate area, offering a design which appropriately interprets the materials and detailing found within the surrounding neighbourhood of Ancoats, reinforcing the significance of a sense of place. This is further emphasised through the adoption of a simple material palette - utilising complimentary brickwork in a considered way across the development -to both enhance character and increase legibility.

The proposals are designed to an appropriate density and do not exceed 8 storyes in line with the NDF, to ensure that the site, situated in a sustainable location, meets the ever growing needs for housing close to the city centre.

11.3.2 Make It Bring People Together

A key driver for the development has been to provide housing which meets the needs of a range of different people. The variety of apartment/housetypes across the development offers a mix of accommodation, ensuring that the scheme is designed for a number of different types of occupiers. This ensures that the Rodney Street site will become a thriving community, representing the diverse population of Manchester.

The significant open public realm, combined with private residential courtyard space within the development, ensures that the proposals offer opportunities to meet, socialise and interact with neighbours from within the site as well as the wider area. Residential amenity space located in Block B will offer residents the opportunity to socialise, work, exercise, craft (etc) with their friends, family and neighbours right on their doorstep, enhancing the sense of community.

11.3.3 Make It Animate Streets And Spaces

The design and expression of the central green street, which intersects through the Rodney Street development and connects Miles Platting to the neighbouring Ancoats Green, has been carefully considered and developed as part of these planning proposals. Ground floor apartments with their own entrance doors, main entrances incorporating double height curtain walling to ensure bright and open lobby spaces and thoughtfully designed public realm landscaping are some of the key features which contribute to offering an interesting and animated connection through the site. Along Jersey Street, the form of the townhouses offers a robust street frontage which faces the existing homes opposite and offers ‘eyes on the street’ surveillance.

Juliet balconies to all apartments will enhance the quality of living space for residents and offer the chance for natural passive surveillance and observation over the public realm.

11.3.4 Make It Easy To Get Around

The location of Rodney Street is within a well connected and sustainable area of Manchester, close to the city centre and its well established public transport network.

Key connections through the site, linking to Miles Platting on the east and Ancoats Green to the west offer opportunities for residents to prioritise walking as a mode of transport to connect to the wider neighbourhood area. The proposals also incorporate space for cycle storage across the development to ensure the residents can make the most of the locality and its proximity to wider cycle networks too.

11.3.5 Make It Work With The Landscape

The proposals have been designed to put landscaping at the heart of the development. The siting and orientation of the blocks allows for optimum integration of green space within the site, which is enhanced further by the limited parking provided. In line with Manchester's current guidelines, as close as possible to 3:1 tree replacement strategy is proposed on the site, offering 132 new trees. Biodiversity improvements have been considered as part of the careful designing of the landscape proposals by incorporating new hedgerows, ornamental planting and wildflower mix.

Rodney Street is also located within close proximity to the Rochdale Canal, offering residents even further opportunity to live close to nature and the city's waterways. Sustainable urban drainage has also be considered and incorporated into the current deisgn proposals for the site, supporting the city's resilience strategy through managing rainwater across the development.

11.3.6 Make It Practical

To support Manchester's zero carbon ambition by 2038, the design proposals actively seek to reduce embodied carbon and focus on sustainable development through water and energy efficiency, pollution control, carbon reduction, well designed drainage and consideration of resident wellbeing.

A key part of this strategy is reducing the use of cars in and around the site, a proposal which is supported by the Mobility Hub (see parking strategy and transport statement). The designs offer DDA spaces in line with the council's requirements, in addition to 1:1 parking for the townhouses - by limiting the parking on site in this way, more space can be given over to external green space.

The refuse strategy has been a considered as part of the design in order to facilitate the smooth-running of the development for all residents. The proposed apartment blocks provide internal refuse stores for both general waste and recycling, with the townhouses provided with their own refuse provision in-curtilage.

Residents across both apartment blocks and townhouses are also provided with appropriate cycle storage provision.

11.3.7 Make It Future Proof

The scheme has been designed to consider future adaptability and flexibility, offering a range of apartment and house types all to M4(2) standards, allowing the spaces to meet changing needs of residents and exceeding the M4(1) provision.

11.3.8 Make It A Home

The proposals have been designed across the site to meet the requirements of M4(2) standards, therefore providing clear thresholds at entrances for all residents.

Daylight and sunlight has been carefully considered and tested throughout the design development process to ensure that the proposals meet the necessary requirements, therefore enhancing residents wellbeing. All units will also meet, if not exceed the space standards as set out in the NDSS to ensure that all homes are designed appropriately to offer the required room sizes needed.

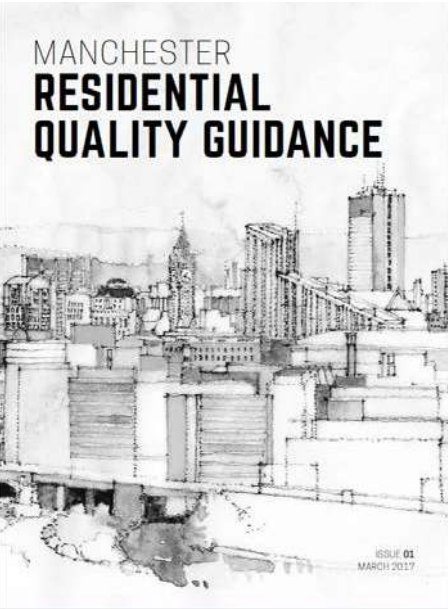
Storage has also been designed within the individual dwelling types to meet the requirements as set out within the NDSS.

The changing landscape of working from home over the last few years has also been considered in the proposals, with the residents amenity spaces located in Block B offering the opportunity for social or working areas (across ground/first floor). This approach acknowledges the needs of residents to work in more flexible ways.

11.3.9 Make It Happen

The scheme has benefitted from a dedicated and knowledgable design team throughout all stages of the project, who have helped to inform the design and key details across the development.

The designs have been tested, reviewed and developed accordingly to respond to feedback from the team, public consultations and the local planning authority. This has ensured the proposals are robust and well-considered across all facets of the scheme.



11.0

Sustainability

12.0 Sustainability

12.1 Sustainability Summary

(See full details within Environmental Standards Statement, prepared by Method Consulting, submitted as part of this application).

The proposed development seeks to repurpose the disused space between Rodney Street and Wadeford Close, creating a high standard of new dwellings with communal amenity space and landscaped public space. Two new apartment blocks are proposed, with two smaller blocks of townhouses at the south of the site.

This statement seeks to address the following Manchester City Council policies in relation to climate change and addressing the climate emergency. The following policies are addressed:

- Manchester Core Strategy (July 2012)
 - Core Strategy Policy DM1: Development Management
 - Core Strategy Policy EN4: Reducing CO2 Emissions by Enabling Low and Zero Carbon Development
 - Core Strategy Policy EN6: Target Framework for CO2 Reductions from Low or Zero Carbon Energy Supplies
 - Core Strategy Policy EN8: Adaptation to Climate Change
 - Core Strategy Policy EN9: Green Infrastructure
 - Core Strategy Policy EN14: Flood Risk
 - Core Strategy Policy EN15: Biodiversity and Geological Conservation
 - Core Strategy Policy T1: Sustainable Transport
- Guide to Development in Manchester SPD (2007)
- Manchester: A Certain Future (2013)
- Manchester Climate Change Board – The Zero Carbon Framework 2020-2038
- Climate Change and Low Emissions Implementation Plan 2016-2020
- Manchester Climate Change Framework – 2020-25
- Manchester Residential Quality Guidance 2017

This statement demonstrates how the Rodney Street development will incorporate sustainable design measures in line with the Energy Hierarchy, and how further measures will be implemented in order to address adaptation to potential future climates.

A specific requirement for the development is to achieve a 15% reduction in carbon emissions over Part L 2010 of the Building Regulations. Due to the consequential improvements required in Part L 2013 (the current Building Regulations), this equates to a 9% improvement against Part L 2013.

The proposed development and sustainability measures are targeting a carbon emissions reduction of 17.5% over Part L 2013, which is a significant improvement over the policy standards. This is set to be achieved through a high standard of building fabric, electric space heating, and hot water supplied by cylinder-integrated heat pumps.

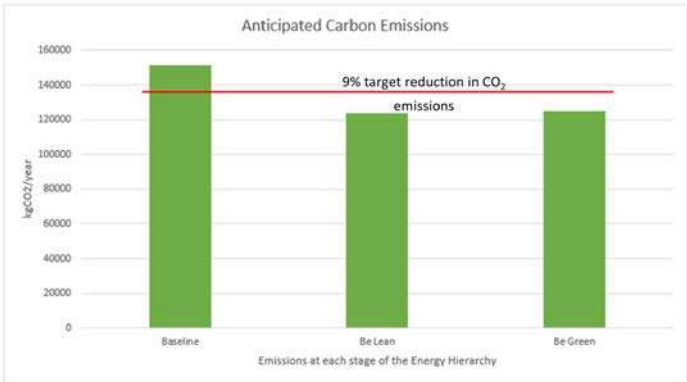


Figure 1: Carbon Emissions at each stage of the Energy Hierarchy

In addition to this, the development is targeting certification under the Association for Environment Conscious Buildings (AECB) standards, which requires significant improvements over the policy requirements listed in the Core Strategy. This also exceeds the Manchester Roadmap to Net Zero Carbon, which sets an Energy Use Intensity (i.e. how much energy is consumed by the development per square meter of floor space) target of <60 kWh/m2/year, as the AECB standard requires a 33% improvement beyond this to <40 kWh/m2/year. Compliance with this standard is being assessed as an ongoing exercise.

Flood Risk

The proposed development site is located within Flood Zone 1. This indicates that the development is at low risk of flooding from rivers or the sea as shown on the Government Flood Map for Planning.

Green and Blue Infrastructure

By incorporating Sustainable Drainage Systems, flood risk can be managed and mitigated, and a full design of the proposed drainage strategy is being provided by others as part of the planning application submission. Alongside drainage attenuation, techniques being considered for use in the development include permeable paving and rain gardens.

Careful consideration has been given to opportunities to preserve existing trees in order to minimise negative impacts resulting from the development. The tree belt along the eastern side of the site will largely be retained and will benefit from additional planting and a new footpath through the landscape. 45 trees of varying quality that currently sit on the site will need to be removed in order to facilitate the delivery of the development. 132 trees will be planted in their place (aiming for as close as possible to a ratio of 3:1 replacement).

A preliminary ecological survey has been produced, and the site is considered to be of limited ecological value. A bat roost assessment has demonstrated that all trees to be removed have a low or negligible potential for roosting bats. A biodiversity net gain calculation has shown that the scheme will not result in a loss of biodiversity units.

Internal Water Efficiency

All new dwellings are required to achieve an internal water consumption of no more than 110 litres/person/day. Proposed fittings will therefore have low flow rates and low flush volumes where possible.

Waste Management

The Proposed Development will aim to minimise the waste produced from the site during the construction phase through the implementation of a Site Waste Management Plan.

All dwellings will be provided with sufficient waste storage areas, with space available for general waste and recycling. Food waste collection is also anticipated to be provided.

Materials

The development will aim to use materials with a low life cycle impact, and responsibly sourced materials will be preferred, both for the main building elements and the internal finishes. Preference will be given to local manufacturers who can meet these requirements where possible.

Material Life Cycle Carbon analysis is being undertaken for the development as part of the wider sustainability aspirations for the scheme, looking to consider embodied carbon associated with the construction of the development.

Pollution Control

Careful consideration of noise impacts has informed the designs, with the aim being to maintain a comfortable internal noise level for occupants of the new properties, and to limit noise breakout from the development.

Air quality will be managed through avoidance of combustion fuels on-site, with careful consideration of air pollution during the construction stages.

Light Pollution will be minimised where possible through the careful specification and positioning of external lighting around the proposed development.

Health and Wellbeing

A full daylight and sunlight analysis has been carried out for the proposed development, and this has identified that there will be a good standard of daylighting to occupied spaces. Energy-efficient Mechanical Ventilation with Heat Recovery (MVHR) units will help maintain a continuous source of fresh air to help maintain good internal air quality, reducing the potential for dwellings to feel stale.

Thermal comfort modelling has also been undertaken, in order to demonstrate that no spaces will overheat during the design climate scenario.

Sustainable Transport

The site is located in proximity to the city core and good access to public transport creates a highly sustainable location. Secure cycle storage spaces will also be provided to encourage sustainable travel locally..

Renewable and Low Carbon Technologies Options Appraisal

A review of possible renewable and low carbon technologies has been carried out to identify the suitability of select renewable technologies as part of this scheme. The findings are detailed in this report.



Flood Risk



Green and Blue Infrastructure



Internal Water Efficiency



Waste Management



Materials



Pollution Control



Health and Wellbeing



Sustainable Transport



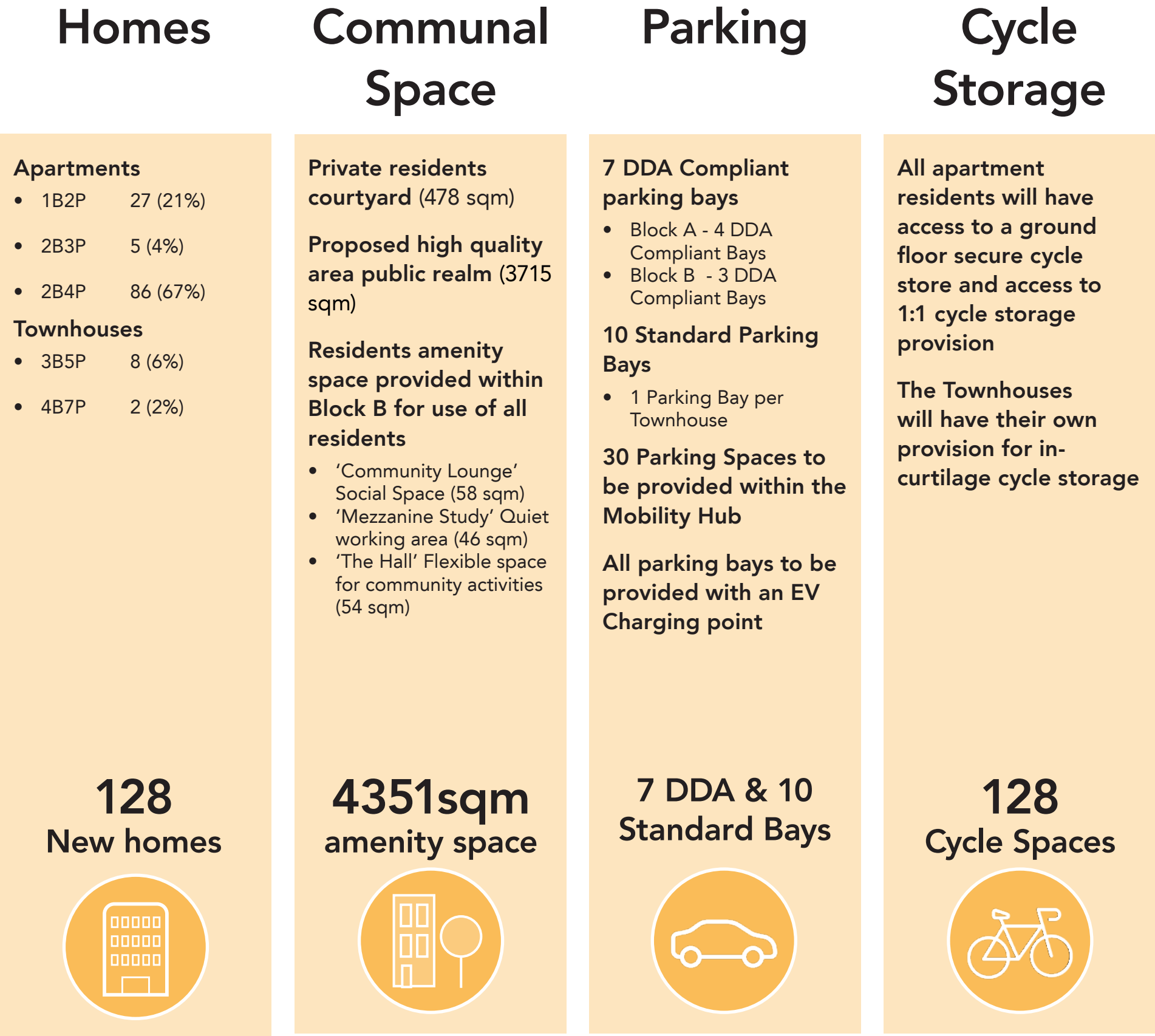
Renewable and Low Carbon Technologies

12.0

Amount and Use

13.0 Amount and Use

13.1 Summary Schedule of Accommodation



13.2 Schedules of Accommodation

Residential Block A

Apartment Area Schedule

Level	Name	Unit Type	Area
00 Ground Floor	A-00-002	TYPE-C4-2B3P	68.2 m²
00 Ground Floor	A-00-003	TYPE-C1-2B4P	71.11 m²
00 Ground Floor	A-00-004	TYPE-C3-2B3P	68.19 m²
00 Ground Floor	A-00-005	TYPE-C2-2B4P	71.53 m²
00 Ground Floor	A-00-006	TYPE-C2-2B4P	71.39 m²
00 Ground Floor	A-00-007	TYPE-C3-2B3P	67.81 m²
00 Ground Floor			418.23 m²
01 First Floor	A-01-001	TYPE-E2-2B4P	71.71 m²
01 First Floor	A-01-002	TYPE-D2-2B4P	70.44 m²
01 First Floor	A-01-003	TYPE-D2-2B4P	70.44 m²
01 First Floor	A-01-004	TYPE-E1-2B4P	71.7 m²
01 First Floor	A-01-005	TYPE-E2-2B4P	71.7 m²
01 First Floor	A-01-006	TYPE-D1-2B4P	70.44 m²
01 First Floor	A-01-007	TYPE-D1-2B4P	70.44 m²
01 First Floor	A-01-008	TYPE-E1-2B4P	71.71 m²
01 First Floor			568.57 m²
02 Second Floor	A-02-001	TYPE-E2-2B4P	71.7 m²
02 Second Floor	A-02-002	TYPE-D2-2B4P	70.44 m²
02 Second Floor	A-02-003	TYPE-D2-2B4P	70.44 m²
02 Second Floor	A-02-004	TYPE-E1-2B4P	71.7 m²
02 Second Floor	A-02-005	TYPE-E2-2B4P	71.7 m²
02 Second Floor	A-02-006	TYPE-D1-2B4P	70.44 m²
02 Second Floor	A-02-007	TYPE-B3-1B2P	50.34 m²
02 Second Floor	A-02-008	TYPE-B1-1B2P	50.49 m²
02 Second Floor	A-02-009	TYPE-E1-2B4P	71.7 m²
02 Second Floor			598.96 m²
03 Third Floor	A-03-001	TYPE-E2-2B4P	71.7 m²
03 Third Floor	A-03-002	TYPE-D2-2B4P	70.44 m²
03 Third Floor	A-03-003	TYPE-D2-2B4P	70.44 m²
03 Third Floor	A-03-004	TYPE-E1-2B4P	71.7 m²
03 Third Floor	A-03-005	TYPE-E2-2B4P	71.7 m²
03 Third Floor	A-03-006	TYPE-D1-2B4P	70.44 m²
03 Third Floor	A-03-007	TYPE-B3-1B2P	50.17 m²
03 Third Floor	A-03-008	TYPE-B1-1B2P	50.49 m²
03 Third Floor	A-03-009	TYPE-E1-2B4P	71.7 m²
03 Third Floor			598.79 m²
04 Fourth Floor	A-04-001	TYPE-E2-2B4P	71.7 m²
04 Fourth Floor	A-04-002	TYPE-D2-2B4P	70.44 m²
04 Fourth Floor	A-04-003	TYPE-D2-2B4P	70.44 m²
04 Fourth Floor	A-04-004	TYPE-E1-2B4P	71.7 m²
04 Fourth Floor	A-04-005	TYPE-E2-2B4P	71.7 m²
04 Fourth Floor	A-04-006	TYPE-D1-2B4P	70.44 m²
04 Fourth Floor	A-04-007	TYPE-B3-1B2P	50.17 m²
04 Fourth Floor	A-04-008	TYPE-B1-1B2P	50.49 m²
04 Fourth Floor	A-04-009	TYPE-E1-2B4P	71.7 m²
04 Fourth Floor			598.79 m²

Level	Name	Unit Type	Area
05 Fifth Floor	A-05-001	TYPE-E2-2B4P	71.7 m²
05 Fifth Floor	A-05-002	TYPE-D2-2B4P	70.44 m²
05 Fifth Floor	A-05-003	TYPE-D2-2B4P	70.44 m²
05 Fifth Floor	A-05-004	TYPE-E1-2B4P	71.7 m²
05 Fifth Floor	A-05-005	TYPE-E2-2B4P	71.7 m²
05 Fifth Floor	A-05-006	TYPE-D1-2B4P	70.44 m²
05 Fifth Floor	A-05-007	TYPE-B3-1B2P	50.17 m²
05 Fifth Floor	A-05-008	TYPE-B1-1B2P	50.49 m²
05 Fifth Floor	A-05-009	TYPE-E1-2B4P	71.7 m²
05 Fifth Floor			598.79 m²
06 Sixth Floor	A-06-001	TYPE-E2-2B4P	71.7 m²
06 Sixth Floor	A-06-002	TYPE-D2-2B4P	70.44 m²
06 Sixth Floor	A-06-003	TYPE-D2-2B4P	70.44 m²
06 Sixth Floor	A-06-004	TYPE-E1-2B4P	71.7 m²
06 Sixth Floor	A-06-005	TYPE-E2-2B4P	71.7 m²
06 Sixth Floor	A-06-006	TYPE-D1-2B4P	70.44 m²
06 Sixth Floor	A-06-007	TYPE-B3-1B2P	50.17 m²
06 Sixth Floor	A-06-008	TYPE-B1-1B2P	50.49 m²
06 Sixth Floor	A-06-009	TYPE-E1-2B4P	71.7 m²
06 Sixth Floor			598.79 m²
07 Seventh Floor	A-07-001	TYPE-E2-2B4P	71.7 m²
07 Seventh Floor	A-07-002	TYPE-D2-2B4P	70.44 m²
07 Seventh Floor	A-07-003	TYPE-D2-2B4P	70.44 m²
07 Seventh Floor	A-07-004	TYPE-E1-2B4P	71.7 m²
07 Seventh Floor	A-07-005	TYPE-E2-2B4P	71.7 m²
07 Seventh Floor	A-07-006	TYPE-D1-2B4P	70.44 m²
07 Seventh Floor	A-07-007	TYPE-B3-1B2P	50.17 m²
07 Seventh Floor	A-07-008	TYPE-B1-1B2P	50.49 m²
07 Seventh Floor	A-07-009	TYPE-E1-2B4P	71.7 m²
07 Seventh Floor			598.79 m²

Unit Totals

Name	No.	Area
TYPE-B1-1B2P	6	302.95 m²
TYPE-B3-1B2P	6	301.19 m²
TYPE-C1-2B4P	1	71.11 m²
TYPE-C2-2B4P	2	142.92 m²
TYPE-C3-2B3P	2	136 m²
TYPE-C4-2B3P	1	68.2 m²
TYPE-D1-2B4P	8	563.5 m²
TYPE-D2-2B4P	14	986.13 m²
TYPE-E1-2B4P	14	1003.85 m²
TYPE-E2-2B4P	14	1003.85 m²
Total -	68	4579.68 m²

GIA Totals

Block	Level	Number	Area
Block A	00 Ground Floor	A-00-000	687.44 m²
Block A	01 First Floor	A-00-001	736.07 m²
Block A	02 Second Floor	A-00-002	740.99 m²
Block A	03 Third Floor	A-00-003	740.99 m²
Block A	04 Fourth Floor	A-00-004	740.99 m²
Block A	05 Fifth Floor	A-00-005	740.99 m²
Block A	06 Sixth Floor	A-00-006	740.99 m²
Block A	07 Seventh Floor	A-00-007	740.99 m²
Block A	08 Roof	A-00-008	32.52 m²
Total -			5902 m²

GEA Totals

Block	Level	Number	Area
Block A	00 Ground Floor	A-00-000	761.26 m²
Block A	01 First Floor	A-00-001	802.36 m²
Block A	02 Second Floor	A-00-002	806.6 m²
Block A	03 Third Floor	A-00-003	806.6 m²
Block A	04 Fourth Floor	A-00-004	806.6 m²
Block A	05 Fifth Floor	A-00-005	806.6 m²
Block A	06 Sixth Floor	A-00-006	806.6 m²
Block A	07 Seventh Floor	A-00-007	806.6 m²
Block A	08 Roof	A-00-008	46.28 m²
Total -			6449.48 m²

NIA Totals

Level	Area
00 Ground Floor	418.23 m²
01 First Floor	568.57 m²
02 Second Floor	598.96 m²
03 Third Floor	598.79 m²
04 Fourth Floor	598.79 m²
05 Fifth Floor	598.79 m²
06 Sixth Floor	598.79 m²
07 Seventh Floor	598.79 m²
Total -	4579.68 m²

Residential Block B

Apartment Area Schedule			
Level	Name	Unit Type	Area
00 Ground Floor	B-00-001	TYPE-A1-1B2P	51.7 m²
00 Ground Floor	B-00-002	TYPE-C2-2B4P	71.16 m²
00 Ground Floor	B-00-003	TYPE-A1-1B2P	51.25 m²
00 Ground Floor	B-00-004	TYPE-C4-2B3P	68.08 m²
00 Ground Floor	B-00-005	TYPE-C3-2B3P	68.09 m²
00 Ground Floor	B-00-006	TYPE-C1-2B4P	70.93 m²
00 Ground Floor	B-00-007	TYPE-C1-2B4P	70.95 m²
00 Ground Floor			452.17 m²
01 First Floor	B-01-001	TYPE-B1-1B2P	50.32 m²
01 First Floor	B-01-002	TYPE-D1-2B4P	70.44 m²
01 First Floor	B-01-003	TYPE-B1-1B2P	50.46 m²
01 First Floor	B-01-004	TYPE-E1-2B4P	71.63 m²
01 First Floor	B-01-005	TYPE-E2-2B4P	71.71 m²
01 First Floor	B-01-006	TYPE-D2-2B4P	70.44 m²
01 First Floor	B-01-007	TYPE-D2-2B4P	70.44 m²
01 First Floor	B-01-008	TYPE-B2-1B2P	50.49 m²
01 First Floor	B-01-009	TYPE-B2-1B2P	50.49 m²
01 First Floor	B-01-010	TYPE-E2-2B4P	71.66 m²
01 First Floor	B-01-011	TYPE-E1-2B4P	71.68 m²
01 First Floor			699.75 m²
02 Second Floor	B-02-001	TYPE-E3-2B4P	70.66 m²
02 Second Floor	B-02-002	TYPE-F1-2B4P	77.93 m²
02 Second Floor	B-02-003	TYPE-D2-2B4P	70.32 m²
02 Second Floor	B-02-004	TYPE-B1-1B2P	50.57 m²
02 Second Floor	B-02-005	TYPE-E1-2B4P	71.71 m²
02 Second Floor	B-02-006	TYPE-E2-2B4P	71.71 m²
02 Second Floor	B-02-007	TYPE-D1-2B4P	70.44 m²
02 Second Floor	B-02-008	TYPE-D1-2B4P	70.44 m²
02 Second Floor	B-02-009	TYPE-B2-1B2P	50.49 m²
02 Second Floor	B-02-010	TYPE-B2-1B2P	50.32 m²
02 Second Floor	B-02-011	TYPE-E2-2B4P	71.68 m²
02 Second Floor	B-02-012	TYPE-E1-2B4P	71.68 m²
02 Second Floor			797.97 m²

Level	Name	Unit Type	Area
03 Third Floor	B-03-013	TYPE-D1-2B4P	70.44 m²
03 Third Floor	B-03-015	TYPE-B1-1B2P	50.6 m²
03 Third Floor	B-03-016	TYPE-E1-2B4P	71.71 m²
03 Third Floor	B-03-017	TYPE-E2-2B4P	71.72 m²
03 Third Floor	B-03-018	TYPE-D2-2B4P	70.44 m²
03 Third Floor	B-03-019	TYPE-D2-2B4P	70.44 m²
03 Third Floor	B-03-020	TYPE-B2-1B2P	50.45 m²
03 Third Floor	B-03-021	TYPE-E3-2B4P	70.91 m²
03 Third Floor	B-03-022	TYPE-B2-1B2P	50.5 m²
03 Third Floor	B-03-025	TYPE-F1-2B4P	77.93 m²
03 Third Floor			655.15 m²
04 Fourth Floor	B-04-001	TYPE-E3-2B4P	70.94 m²
04 Fourth Floor	B-04-002	TYPE-F1-2B4P	78.44 m²
04 Fourth Floor	B-04-003	TYPE-D1-2B4P	70.44 m²
04 Fourth Floor	B-04-004	TYPE-B1-1B2P	50.6 m²
04 Fourth Floor	B-04-005	TYPE-E1-2B4P	72 m²
04 Fourth Floor	B-04-006	TYPE-E2-2B4P	72 m²
04 Fourth Floor	B-04-007	TYPE-D2-2B4P	70.44 m²
04 Fourth Floor	B-04-008	TYPE-D2-2B4P	70.44 m²
04 Fourth Floor	B-04-009	TYPE-B2-1B2P	50.45 m²
04 Fourth Floor	B-04-010	TYPE-B2-1B2P	50.47 m²
04 Fourth Floor			656.21 m²
Totals			3261.24 m²

Unit Totals		
Name	No.	Area
TYPE-A1-1B2P	2	102.94 m²
TYPE-B1-1B2P	5	252.56 m²
TYPE-B2-1B2P	8	403.68 m²
TYPE-C1-2B4P	2	141.89 m²
TYPE-C2-2B4P	1	71.16 m²
TYPE-C3-2B3P	1	68.09 m²
TYPE-C4-2B3P	1	68.08 m²
TYPE-D1-2B4P	5	352.18 m²
TYPE-D2-2B4P	7	492.95 m²
TYPE-E1-2B4P	6	430.41 m²
TYPE-E2-2B4P	6	430.48 m²
TYPE-E3-2B4P	3	212.52 m²
TYPE-F1-2B4P	3	234.3 m²
50	50	3261.24 m²

GIA Totals			
Block	Level	Number	Area
Block B	01 First Floor	B-00-001	956.54 m²
Block B	02 Second Floor	B-00-002	1024.02 m²
Block B	03 Third Floor	B-00-003	863.56 m²
Block B	04 Fourth Floor	B-00-004	863.56 m²
Roof	05 Lower Roof	B-05-001	9.41 m²
Total -			4694.69 m²

GEA Totals			
Block	Level	Number	Area
Block B	00 Ground Floor	B-00-000	1060.81 m²
Block B	01 First Floor	B-00-001	1107.88 m²
Block B	02 Second Floor	B-00-002	1110.17 m²
Block B	03 Third Floor	B-00-003	939.81 m²
Block B	04 Fourth Floor	B-00-004	939.92 m²
Total -			5158.59 m²

NIA Totals	
Level	Area
02 Second Floor	797.97 m²
03 Third Floor	655.15 m²
04 Fourth Floor	656.21 m²
Total -	3261.24 m²

Townhouse Block A

Area Schedule

Level	Name	Unit Type	Area
00 Ground Floor	TA-01	TYPE-T1-4B7P	46.52 m²
00 Ground Floor	TA-02	TYPE-T2-3B5P	37.94 m²
00 Ground Floor	TA-03	TYPE-T2-3B5P	37.94 m²
00 Ground Floor	TA-04	TYPE-T2-3B5P	37.94 m²
00 Ground Floor	TA-05	TYPE-T2-3B5P	37.94 m²
01 First Floor	TA-01	TYPE-T1-4B7P	46.52 m²
01 First Floor	TA-02	TYPE-T2-3B5P	37.94 m²
01 First Floor	TA-03	TYPE-T2-3B5P	37.94 m²
01 First Floor	TA-04	TYPE-T2-3B5P	37.94 m²
01 First Floor	TA-05	TYPE-T2-3B5P	37.94 m²
02 Second Floor	TA-01	TYPE-T1-4B7P	41.15 m²
02 Second Floor	TA-02	TYPE-T2-3B5P	23.53 m²
02 Second Floor	TA-03	TYPE-T2-3B5P	23.74 m²
02 Second Floor	TA-04	TYPE-T2-3B5P	23.74 m²
02 Second Floor	TA-05	TYPE-T2-3B5P	22.85 m²
Total -			531.53 m²

GIA Totals

Level	Area
00 Ground Floor	207.44 m²
01 First Floor	207.44 m²
02 Second Floor	141.39 m²
Total -	556.26 m²

GEA Totals

Level	Area
00 Ground Floor	235.22 m²
01 First Floor	235.22 m²
02 Second Floor	235.22 m²
Total -	705.65 m²

NIA Totals

Level	Area
01 First Floor	198.27 m²
02 Second Floor	134.99 m²
Total -	531.53 m²

Townhouse Block B

Area Schedule

Level	Name	Unit Type	Area
00 Ground Floor Plan	TB-06	TYPE-T2-3B5P	37.94 m²
00 Ground Floor Plan	TB-07	TYPE-T2-3B5P	37.94 m²
00 Ground Floor Plan	TB-08	TYPE-T2-3B5P	37.94 m²
00 Ground Floor Plan	TB-09	TYPE-T2-3B5P	37.94 m²
00 Ground Floor Plan	TB-10	TYPE-T1-4B7P	46.52 m²
01 First Floor Plan	TA-08	TYPE-T2-3B5P	37.94 m²
01 First Floor Plan	TB-06	TYPE-T2-3B5P	37.94 m²
01 First Floor Plan	TB-07	TYPE-T2-3B5P	37.94 m²
01 First Floor Plan	TB-09	TYPE-T2-3B5P	37.94 m²
01 First Floor Plan	TB-10	TYPE-T1-4B7P	46.52 m²
02 Second Floor Plan	TB-06	TYPE-T2-3B5P	23.53 m²
02 Second Floor Plan	TB-07	TYPE-T2-3B5P	23.53 m²
02 Second Floor Plan	TB-08	TYPE-T2-3B5P	23.53 m²
02 Second Floor Plan	TB-09	TYPE-T2-3B5P	23.53 m²
02 Second Floor Plan	TB-10	TYPE-T1-4B7P	41.15 m²
Total -			531.81 m²

GIA Totals

Level	Area
00 Ground Floor Plan	207.44 m²
01 First Floor Plan	207.44 m²
02 Second Floor Plan	141.39 m²
Total -	556.26 m²

GEA Totals

Level	Area
00 Ground Floor Plan	235.22 m²
01 First Floor Plan	235.22 m²
02 Second Floor Plan	235.22 m²
Total -	705.65 m²

NIA Totals

Level	Area
01 First Floor Plan	198.27 m²
02 Second Floor Plan	135.27 m²
Total -	531.81 m²

13.3 Planning Drawing Register

Sheet Name	Drawing Number	Revision	Revision Date	Drawing Status	Scale	Size	Drawing Type
Existing Plans - Site							
Site Location Plan	RODSTA-BUT-ZZ-00-DP-A-00001	PL1	10.06.22	PLANNING	1:1250	A3	PLAN
Site Location Plan	RODSTA-BUT-ZZ-00-DP-A-00002	PL1	10.06.22	PLANNING	1:1250	A3	PLAN
Existing Site Plan & Block Plan	RODSTA-BUT-ZZ-00-DP-A-01000	PL1	10.06.22	PLANNING	1:500	A2	PLAN
Proposed Plans - Site							
Proposed Site Plan & Block Plan	RODSTA-BUT-ZZ-00-DP-A-01001	PL1	10.06.22	PLANNING	1:500	A2	PLAN
PLANNING							
Proposed Plans - Residential Block A							
Ground Floor Plan	RODSTA-BUT-A-00-DP-A-01005	PL1	10.06.22	PLANNING	1:100	A1	PLAN
First Floor Plan	RODSTA-BUT-A-01-DP-A-01006	PL1	10.06.22	PLANNING	1:100	A1	PLAN
Second - Seventh Floor Plan	RODSTA-BUT-A-02-DP-A-01007	PL1	10.06.22	PLANNING	1:100	A1	PLAN
Roof Plan	RODSTA-BUT-A-R7-DP-A-01013	PL1	10.06.22	PLANNING	1:100	A1	PLAN
Proposed Plans - Residential Block B							
Ground Floor Plan	RODSTA-BUT-B-00-DP-A-01014	PL1	10.06.22	PLANNING	1:100	A1	PLAN
First Floor Plan	RODSTA-BUT-B-01-DP-A-01015	PL1	10.06.22	PLANNING	1:100	A1	PLAN
Second Floor Plan	RODSTA-BUT-B-02-DP-A-01016	PL1	10.06.22	PLANNING	1:100	A1	PLAN
Third Floor Plan	RODSTA-BUT-B-03-DP-A-01017	PL1	10.06.22	PLANNING	1:100	A1	PLAN
Fourth Floor Plan	RODSTA-BUT-B-04-DP-A-01018	PL1	10.06.22	PLANNING	1:100	A1	PLAN
Roof Plan	RODSTA-BUT-B-R5-DP-A-01019	PL1	10.06.22	PLANNING	1:100	A1	PLAN
Proposed Plans - Townhouses							
Ground Floor Plan	RODSTA-BUT-T-00-DP-A-01022	PL1	10.06.22	PLANNING	1:100	A1	PLAN
First Floor Plan	RODSTA-BUT-T-01-DP-A-01023	PL1	10.06.22	PLANNING	1:100	A1	PLAN
Second Floor Plan	RODSTA-BUT-T-02-DP-A-01024	PL1	10.06.22	PLANNING	1:100	A1	PLAN
Roof Plan	RODSTA-BUT-T-R2-DP-A-01025	PL1	10.06.22	PLANNING	1:100	A1	PLAN
Elevations - Residential Block A							
North Elevation	RODSTA-BUT-A-XX-DE-A-01030	PL1	10.06.22	PLANNING	1:100	A1	ELEVATION
East and West Elevation	RODSTA-BUT-A-XX-DE-A-01031	PL1	10.06.22	PLANNING	1:100	A1	ELEVATION
South Elevation	RODSTA-BUT-A-XX-DE-A-01032	PL1	10.06.22	PLANNING	1:100	A1	ELEVATION
Elevations - Residential Block B							
North and East Elevation	RODSTA-BUT-B-XX-DE-A-01033	PL1	10.06.22	PLANNING	1:100	A1	ELEVATION
South and West Elevation	RODSTA-BUT-B-XX-DE-A-01034	PL1	10.06.22	PLANNING	1:100	A1	ELEVATION
Elevations - Townhouses							
Townhouse A - Block Elevations	RODSTA-BUT-TA-XX-DE-A-01035	PL1	10.06.22	PLANNING	1:100	A2	ELEVATION
Townhouse B - Block Elevations	RODSTA-BUT-TB-XX-DE-A-01036	PL1	10.06.22	PLANNING	1:100	A2	ELEVATION
Bay Elevations, Plan and Sections							
Block A - Bay Study 1	RODSTA-BUT-A-XX-DZ-A-01040	PL1	10.06.22	PLANNING	1:50	A1	PLAN/SECTION
Block B - Bay Study 2	RODSTA-BUT-A-XX-DZ-A-01041	PL1	10.06.22	PLANNING	1:50	A1	PLAN/SECTION

Sheet Name	Drawing Number	Revision	Revision Date	Drawing Status	Scale	Size	Drawing Type
Bay Elevation, Plan and Section							
Block B - Bay Study 1	RODSTA-BUT-B-XX-DZ-A-01042	PL1	10.06.22	PLANNING	1:50	A1	PLAN/SECTION
Block B - Bay Study 2	RODSTA-BUT-B-XX-DZ-A-01043	PL1	10.06.22	PLANNING	1:50	A1	PLAN/SECTION
Townhouses - Bay Study 1	RODSTA-BUT-T-XX-DZ-A-01044	PL1	10.06.22	PLANNING	1:20	A1	PLAN/SECTION
Townhouses - Bay Study 2	RODSTA-BUT-T-XX-DZ-A-01045	PL1	10.06.22	PLANNING	1:20	A1	PLAN/SECTION
Building Sections							
Block A - Sections AA, BB, CC	RODSTA-BUT-A-XX-DS-A-01050	PL1	10.06.22	PLANNING	1:100	A1	SECTION
Block B - Sections AA, BB, CC	RODSTA-BUT-B-XX-DS-A-01051	PL1	10.06.22	PLANNING	1:100	A1	SECTION
Townhouses - Sections AA, BB, CC	RODSTA-BUT-T-XX-DS-A-01052	PL1	10.06.22	PLANNING	1:100	A1	SECTION
Coordinating through Wall, Window and Ventilation Details							
Residential Blocks A & B	RODSTA-BUT-ZZ-XX-DD-A-01055	PL1	10.06.22	PLANNING	1:5/1:10	A1	DETAIL
Townhouses	RODSTA-BUT-T-XX-DD-A-01057	PL1	10.06.22	PLANNING	1:5	A1	DETAIL
Unit Types							
Apartment Types	RODSTA-BUT-A-XX-DP-A-01060	PL1	10.06.22	PLANNING	1:50	A1	PLAN
Apartment Types	RODSTA-BUT-B-XX-DP-A-01061	PL1	10.06.22	PLANNING	1:50	A1	PLAN
Townhouse Unit Types	RODSTA-BUT-T-XX-DP-A-01062	PL1	10.06.22	PLANNING	1:50	A1	PLAN
Site Sections and Elevations							
Existing Site Sections - Sheet 1	RODSTA-BUT-ZZ-ZZ-DS-A-01068	PL1	10.06.22	PLANNING	1:200	A1	SECTION
Proposed Site Sections - Sheet 1	RODSTA-BUT-ZZ-ZZ-DS-A-01069	PL1	10.06.22	PLANNING	1:200	A1	SECTION
Existing Site Sections - Sheet 2	RODSTA-BUT-ZZ-ZZ-DS-A-01070	PL1	10.06.22	PLANNING	1:200	A1	SECTION
Proposed Site Sections - Sheet 2	RODSTA-BUT-ZZ-ZZ-DS-A-01071	PL1	10.06.22	PLANNING	1:200	A1	SECTION
Existing Street Elevations	RODSTA-BUT-ZZ-ZZ-DE-A-01072	PL1	10.06.22	PLANNING	1:200	A1	ELEVATION
Proposed Street Elevations	RODSTA-BUT-ZZ-ZZ-DE-A-01073	PL1	10.06.22	PLANNING	1:200	A1	ELEVATION
Substation							
Substation Details	RODSTA-BUT-ZZ-ZZ-DZ-A-01075	PL1	10.06.22	PLANNING	1:200/1:100	A2	PLAN/ELEVATION
Visuals							
01 - Ancoats Green	RODSTA-BUT-XX-XX-VS-A-01080	PL1	10.06.22	PLANNING	nts	A2	VISUAL
02 - Green Street	RODSTA-BUT-XX-XX-VS-A-01081	PL1	10.06.22	PLANNING	nts	A2	VISUAL
03 - Jersey Street	RODSTA-BUT-XX-XX-VS-A-01082	PL1	10.06.22	PLANNING	nts	A2	VISUAL
Schedules of Accommodation							
Residential Block A	RODSTA-BUT-A-ZZ-SA-A-01090	PL1	10.06.22	PLANNING	nts	A2	SCHEDULE
Residential Block B	RODSTA-BUT-B-ZZ-SA-A-01091	PL1	10.06.22	PLANNING	nts	A2	SCHEDULE
Townhouses Block A	RODSTA-BUT-TA-ZZ-SA-A-01092	PL1	10.06.22	PLANNING	nts	A3	SCHEDULE
Townhouses Block B	RODSTA-BUT-TB-ZZ-SA-A-01092	PL1	10.06.22	PLANNING	nts	A3	SCHEDULE
Site Strategy							
Cleaning, Access and Maintenance	RODSTA-BUT-ZZ-XX-DP-A-01110	PL1	10.06.22	PLANNING	1:200	A1	PLAN

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