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McGoff Group
85 Rochdale Road
Design & Access Statement

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Daylight / Sunlight Consultants

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1.0
Development Context

1.1 Introduction

Purpose of the Document
This document has been prepared on behalf of McGoff Group in support of a planning application for a the site at 85 Rochdale Road, Manchester.

The Brief
The client brief is to provide high quality 1,2.3 bed apartments as BtR development as part of the second phase of development to 87 Rochdale Road. The development is to meet the principles of the Victoria North Strategic Regeneration Framework and provide new high quality public space that connects seamlessly into adjoining developments. The development is to be sustainable and deliverable.

The Site Context
The Rochdale Road site sits at the heart of the Victoria North Strategic Regeneration Framework, to the north east of Manchester City Core. The regeneration of the area is a priority for Manchester City Council (MCC) over the next 15 years.

The surrounding area has already seen significant redevelopment, including the NOMA masterplan, creating a major employment area and the ongoing redevelopment of the areas surrounding Angel Meadows as a new residential neighbourhood. The Victoria North Gateway SRF builds on these developments and continues with built development along the Rochdale Road corridor towards Queen Park in the north.

Despite the area having a rich history it has lost much of it's built heritage; although the historic Marble Arch pub adjacent to the site and the flat iron building across Rochdale Road help to provide a link to the area's past.

The site comprises of an existing two storey building (85 Rochdale Road), a surface car park and a stopped up road. The site is bounded to the south by Rochdale Road, a main arterial route into Manchester's city centre, the Marble Arch pub to the west and the development called 87 Rochdale Road to the east and north.

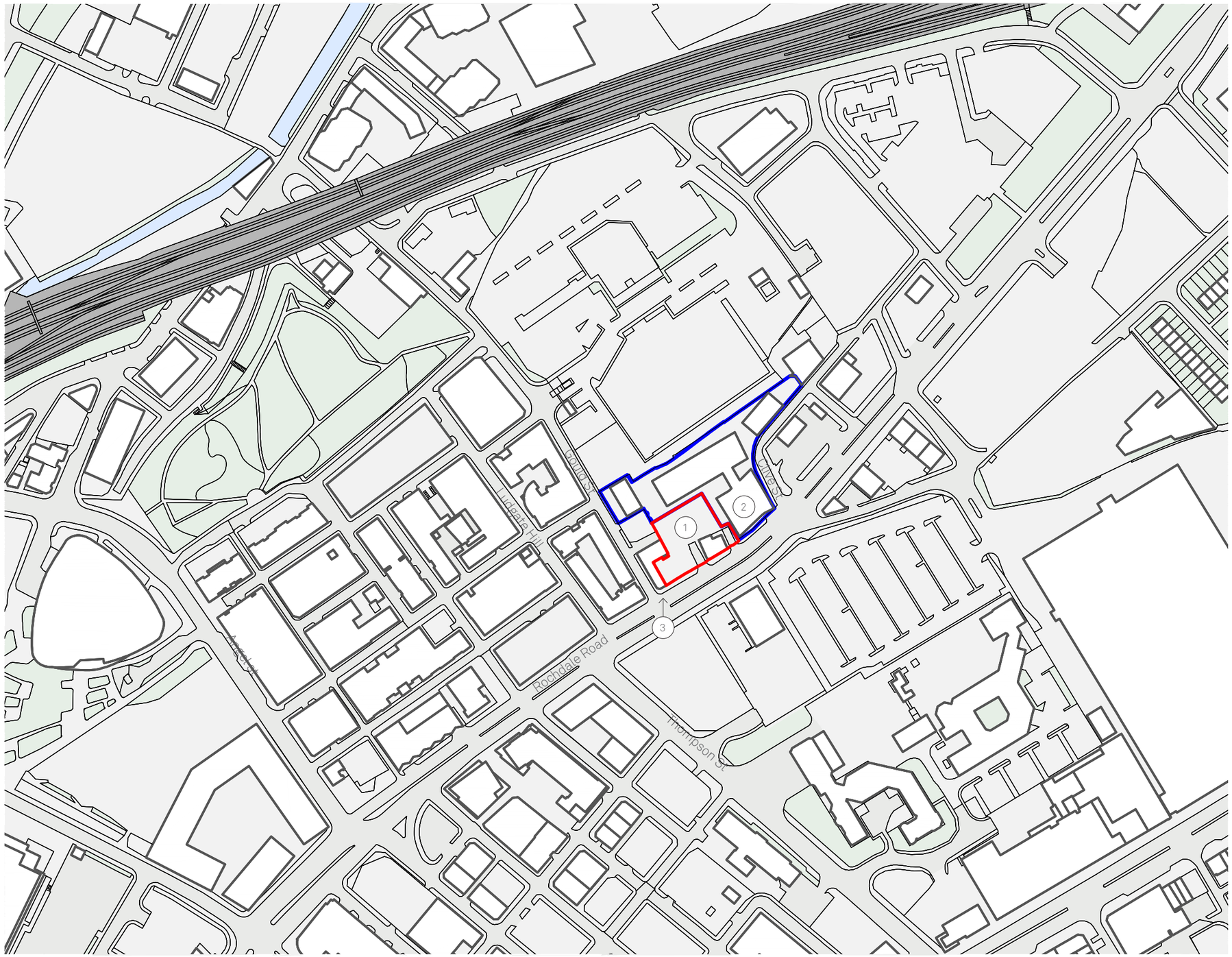
The 87 Rochdale Road development is on site and provides 237 homes. Jon Matthews Architects produced the designs for this development for Portwood Developments which is being delivered by McGoff Group.

Key

1. Site
2. 87 Rochdale Road development
3. Marble Arch Inn

85 Rochdale Road Application

87 Rochdale Road Development Boundary



Existing site plan, 1:2500@A3

1.2 Existing Site
Urban Context

These photos demonstrate the condition of the site today. Much of the site is covered with various pieces of hard standing and is being utilised as a surface car park. 85 Rochdale Road sits within the site and along Rochdale Road. This was the former Victoria Hotel, and it's last use was a shop with residential above. The building is now vacant.

The next page shows photos assessing the internal condition of 85 Rochdale Road which demonstrate the lack of original historic features remaining internally.



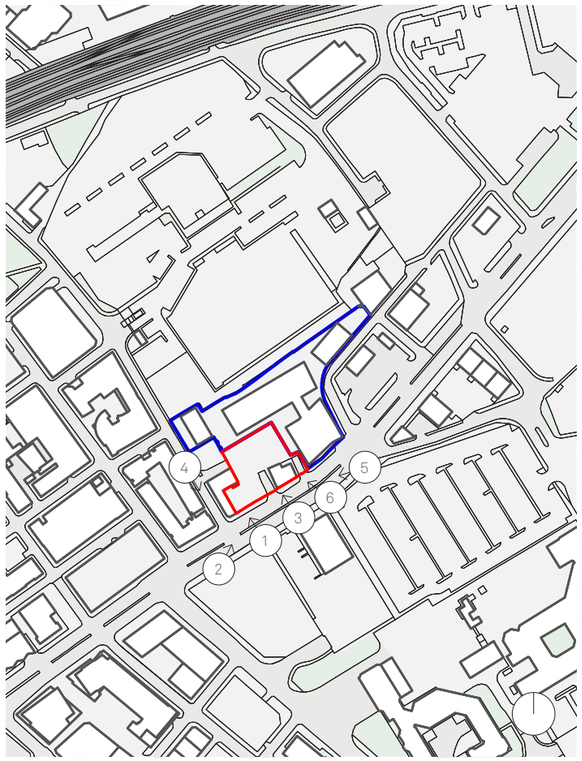
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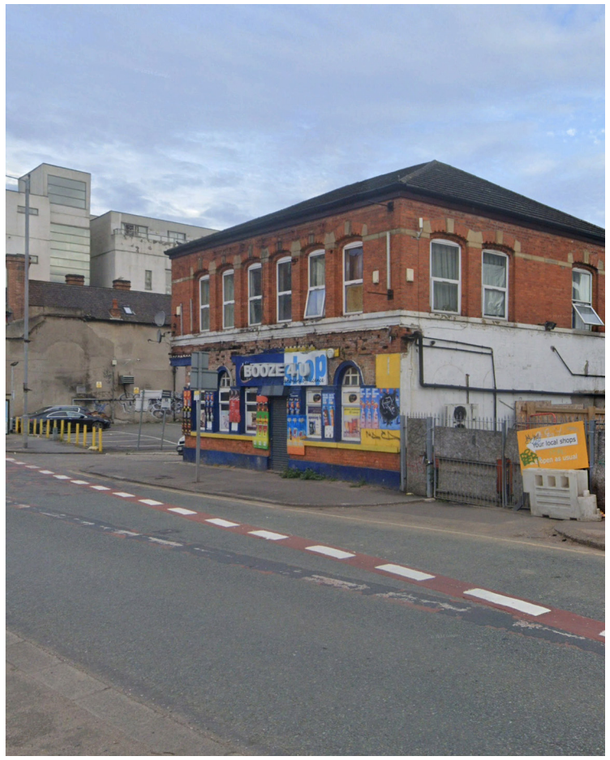


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1.2 Existing Site
Internal Condition



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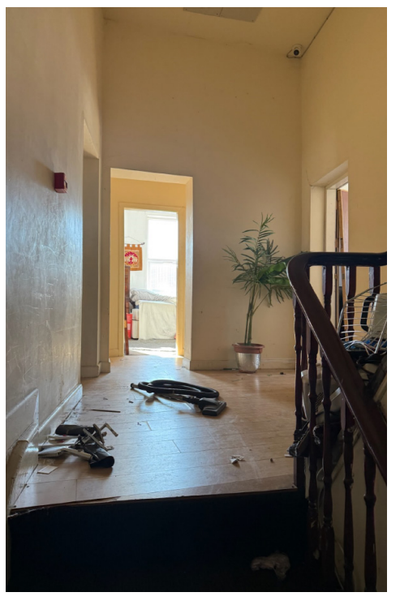
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9

Images

1. View of surface car park next to Marble Arch from Rochdale Road.
2. The view east along Rochdale Road.
3. View of existing building on site across Rochdale Road.
4. View from Gould Street looking towards Rochdale Road and the Marble Arch.
5. View of existing building on site from Rochdale Road looking towards Manchester City Centre.
6. View along east facade of existing building towards 87 Rochdale Road.
7. Interior of former Victoria Hotel at First floor looking towards Manchester City Centre.
8. Interior at Ground Floor showing suspended ceiling and modern panelling.
9. Interior view showing lack of original feature remaining inside the building.
10. Interior at First Floor, looking from top of stairs.
11. Interior at First Floor, looking at modern kitchen.
12. Interior view of corridor showing lack of original feature remaining.
13. Interior View of Basement.
14. Interior View of Basement.



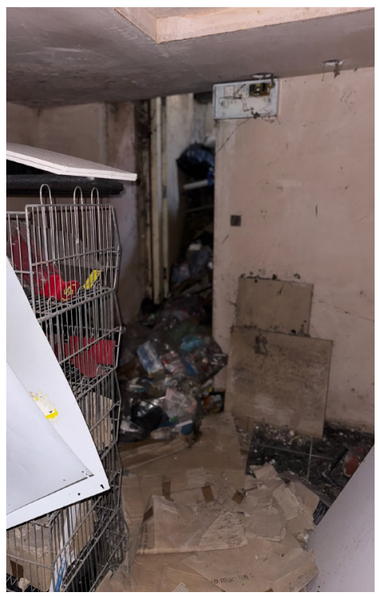
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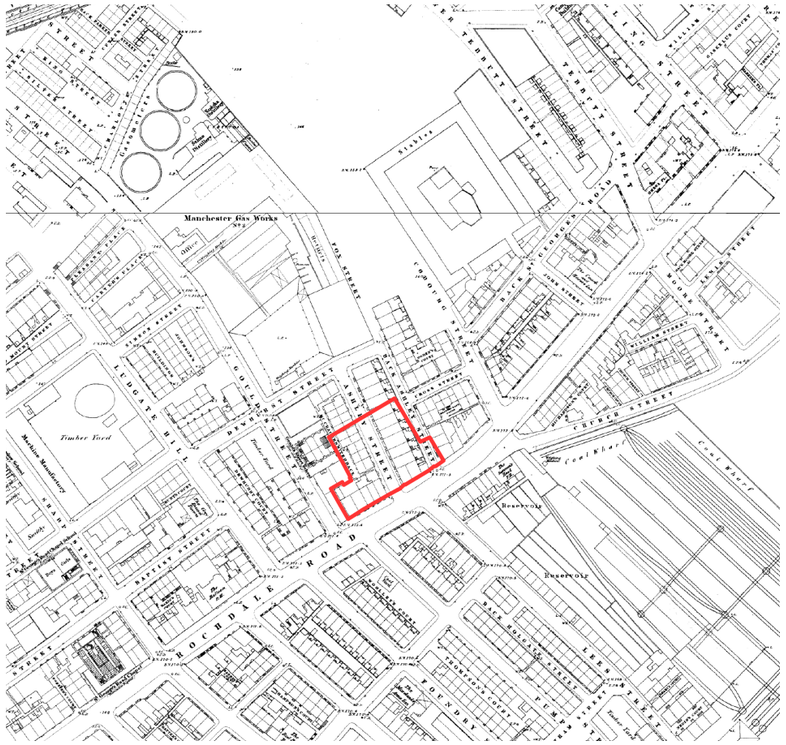


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1.3 Site History
Maps

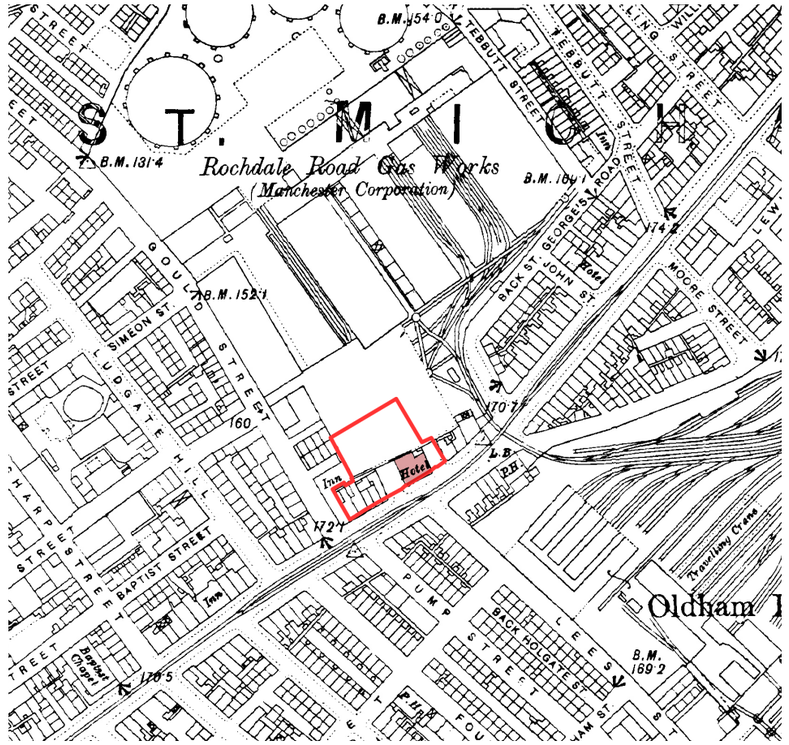
1860s

In the 1860's the site was surrounded by the rapidly expanding city. To the north the Gas Works has been established and the site is forming part of the notorious Angel Meadows slum. A school had been formed adjacent to the site which fronted Gould Street. The city continues to expand along Rochdale Road.



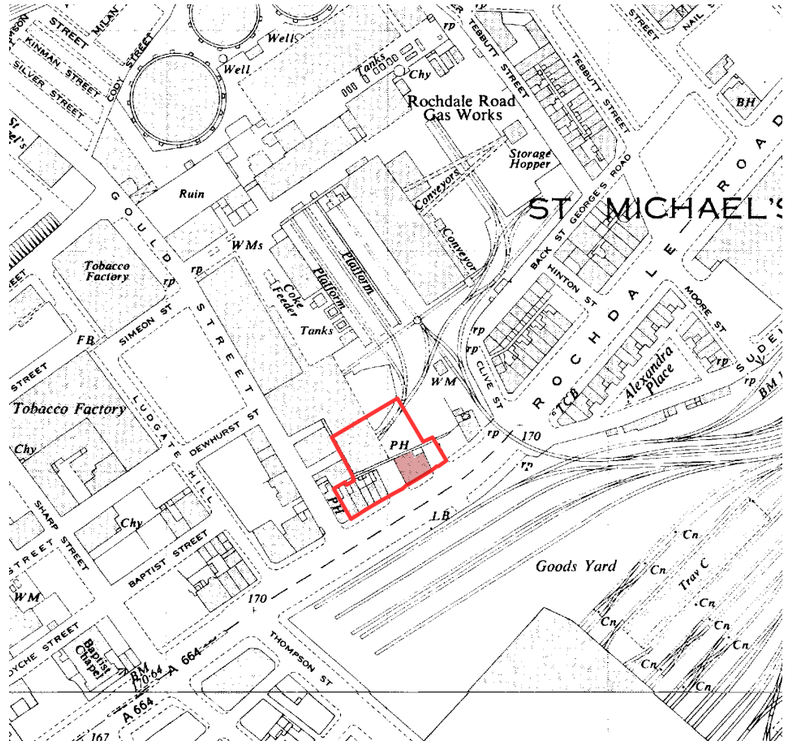
1890s

By the 1890s the site had been cleared of the residential buildings which had occupied the site earlier in the century making way for the future expansion of the Gas Works. The Wellington Inn (now Marble Arch) had been built along with the Victoria Hotel which currently sits on the site. A tram way ran along Rochdale Road, with a goods railway now crossing the road and entering the eastern part of the site to serve the gas works.



1950s

Post war the site is still part of the Gas Works, however large sections of the surrounding context are now vacant, either as a result of war time bombing, de-industrialisation or large scale slum clearance.



1.3 Site History
Photos

While today the site sits largely disused, historically it was part of an active street edge to Rochdale Road. Photographs form the late 1950's show 85 Rochdale Road (then Victoria Hotel) sitting alongside a row of terraces that connect to the Marble Arch. The hotel building itself has a degree of ornamentation that is typical of Victorian Inns of the time and sits taller than the adjacent houses.

Photographs document the gradual removal of building detail from the former Victoria Hotel in subsequent decades. The chimneys, cornicing and windows have all been removed. The neighbouring terraced houses were also demolished in the late 60's. By the late 2000's the building was in use as a B&B and changes to the original openings can be seen, altering the building's appearance. In the early 2010's the building changed use to a local shop.

The building has very little Architectural or Heritage value.


1.


2.


3.



4.


5.


6.

Images

1. Photo taken in 1958 from Rochdale Road looking at the east facade of Victoria Hotel. Original window openings are visible along with chimney stacks and detailing along roof edge.
2. A 1958 photo of the Wellington Hotel (now known as Marble Arch) that depicts an adjacent row of terraces. Although all buildings sit at two stories the Wellington Hotel and Victoria Hotel appear to be taller, bookending the terraces.
3. A photo of the Victoria Hotel taken in 1958 where original building features such as original windows are still present. Detailing to the roof and facade can also be seen.
4. Photo of the corner of the Victoria Hotel taken in 1959 depicting the building's signage. Detailing of the building can be clearly seen along with original openings and window design.
5. A 1971 photo of the Victoria Inn (formerly Victoria Hotel) depicting updated facade and stripped roof detailing. The photo appears to depict a now vacant site between the structure and the Marble Arch where terrace houses sat in the earlier decades.
6. Photo of the Manchester Lodge (Formerly Victoria Hotel) dated 2008 showing an updated facade to Rochdale Road and alterations to building openings, including enclosed windows and alterations to the appearance of entrances.
7. A photo from 2011 of a now closed Manchester Lodge showing visible weathering of the facade and no chimney stacks. Chimney Stacks also appear to have been removed.
8. A 2015 photo of the site depicting 85 Rochdale Road having been converted into a local shop.



7.



8.

1.4 Site Analysis

Environmental

The site fronts the busy Rochdale Road: a main atrial route into the city from the north east.

The Rochdale Road elevation will benefit from the sun morning to afternoon, but during the winter months both the Skyline and Angel Gardens towers will shade the site.

Key

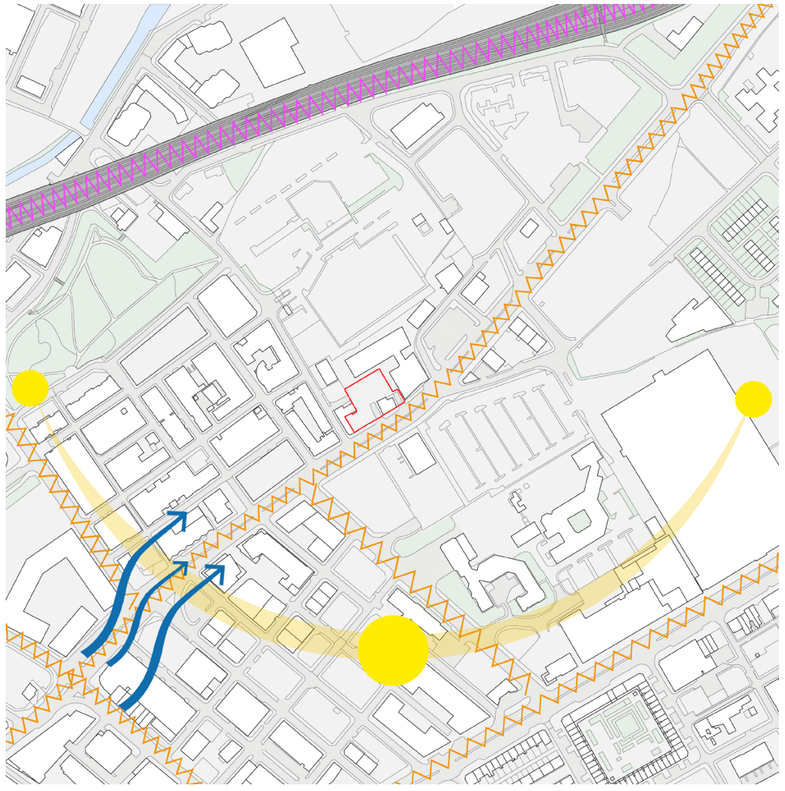
Site Boundary

Noise Source

Prevailing Wind

Railway Noise Source

Sun Path



Vehicular Movement

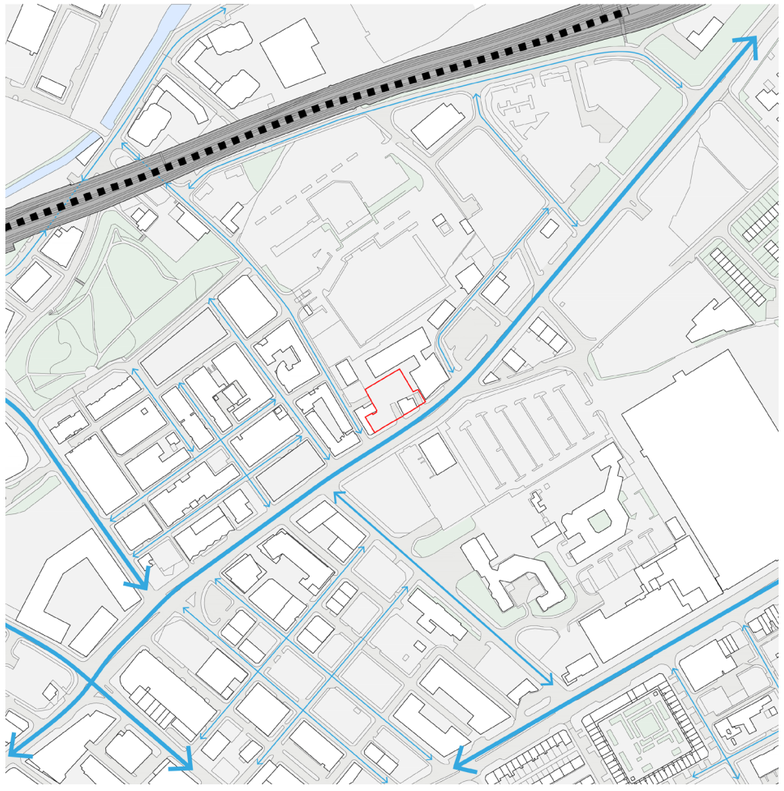
Most vehicular traffic will be along Rochdale Road, which connects to the other large arterial roads of Angel Street and the Ring Road. The other surrounding roads such as Gould Street are used predominantly for local access.

Key

Application Boundary

Vehicular Movement

Rail Movement



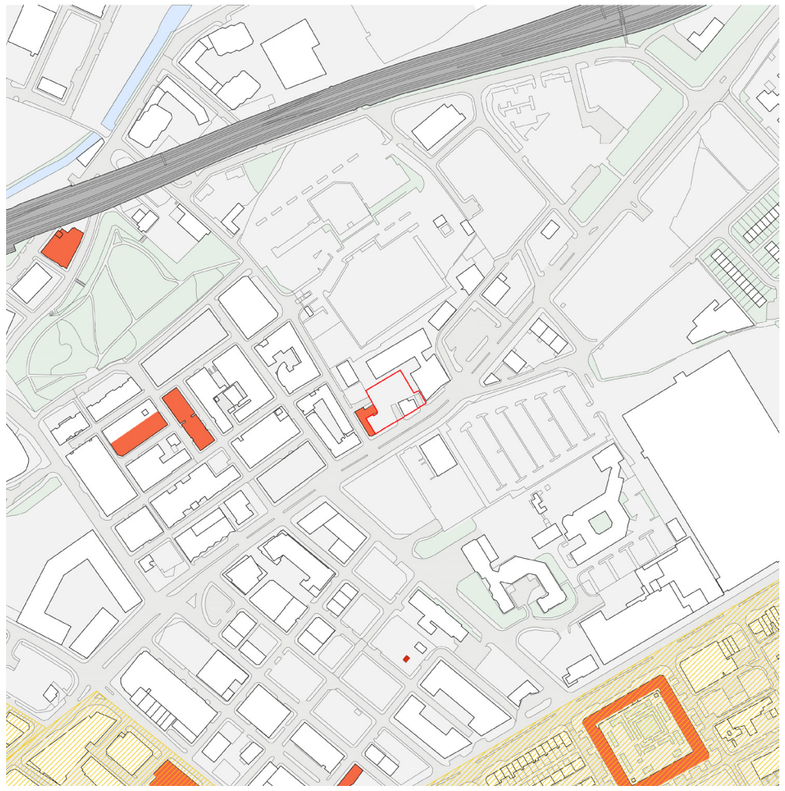
Heritage

The site sits next to the Marble Arch Pub, a grade II listed building, The site itself was formally part of the Rochdale Gas works, which has been closed for many years.

Key

Site Boundary

Grade II Listed Building



1.4 Site Analysis

Building Uses

The site currently contains some light industrial buildings with the neighbouring Angel Meadows mainly being made up of residential buildings. The Victoria North Gateway SRF envisages the site and surrounding areas being redeveloped into a residential neighbourhood.

Key

- Site Boundary
- Retail
- Leisure
- Hotel
- Residential
- Student Residential
- Industrial/ Warehousing
- Office
- Transport
- Parking
- Education
- Cultural

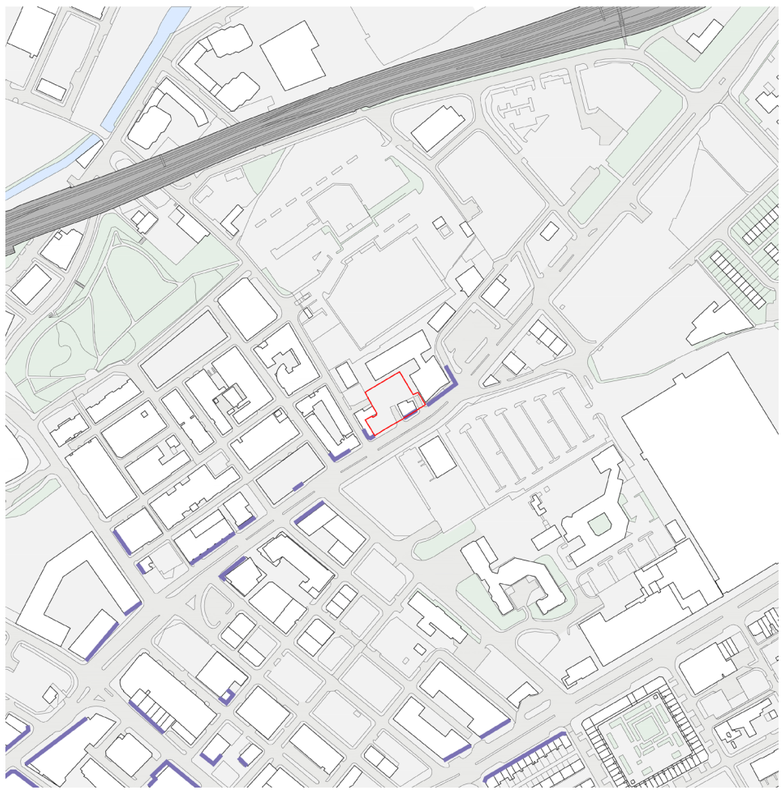


Active Frontages

As a result of many of the neighbouring buildings being solely residential in use, there are few active frontages. Buildings that front Rochdale Road typically have an active frontage facing this main arterial route.

Key

- Site Boundary
- Building Frontages

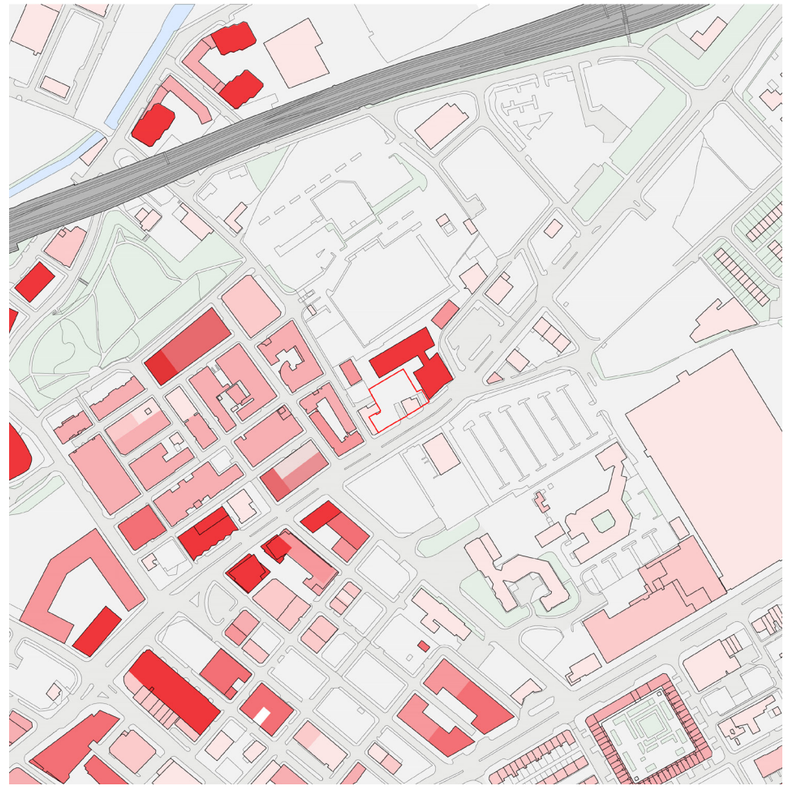


Building Heights

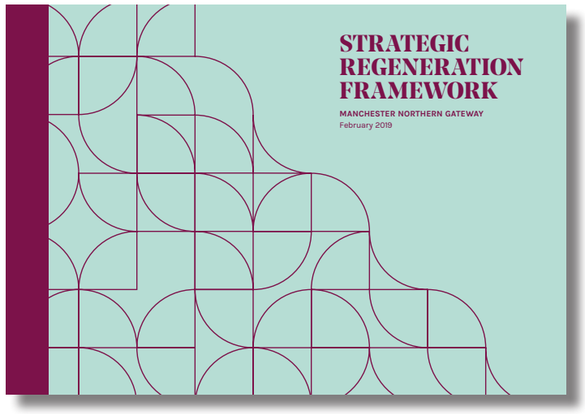
There are a mixture of building heights in the surrounding area. The taller buildings line the main arterial routes of Rochdale Road, Angel Street and Miller Street. The tallest buildings in the area are the 20 storey Skyline Central to the south west of the site and the 8 to 35 storey Angel Gardens also to the south west. Other modern developments such as Hampton By Hilton, AG Hotels and Stay City are mid rise, 8-9 storey buildings lining Rochdale Road and the Ring Road. Smaller buildings are typically older buildings such as the 2 storey Marble Arch Pub and the Particular Baptist Church of a similar scale. Mid rise (6-7 storeys) apartment buildings are found behind Rochdale Road and away from the arterial routes. As more developments come forward in the area it will be unsurprising to see more mid and high rise buildings.

Key

- Site Boundary
- <2 Storeys
- 3-4 Storeys
- 5-6 Storeys
- 7-8 Storeys
- 9-10 Storeys
- 11+ Storeys



1.5 Planning Context
Victoria North SRF



The site is located in the New Town area of the Victoria North Development Framework (formerly Northern Gateway).

'The regeneration of the Northern Gateway offers a unique opportunity to deliver approximately 15,000 new homes over the next 15-20 years and make a significant contribution to Manchester's Residential Growth Strategy, along with the city-regional and national growth agendas.'
Strategic Regeneration Framework Executive Summary

The Victoria North SRF covers an area of 155 hectares which stretches from the north east edge of the city core to Queens Park in the north. The document aims to lay the foundations for a 'vibrant, sustainable and integrated' extension to the Manchester City centre. The following excerpts describe the design and development principles for proposals on the site:

Introduction
New Town will be a residential led neighbourhood[...]and represents an opportunity to establish a range of higher density housing types and tenures, that support Manchester's diverse and growing population.

New Town is characterised by significant vacant and brownfield land associated with former industrial uses, along with surface car parking and [...]benefits from a number of existing heritage assets, including the Marble Arch Inn which positively contribute to the area's function and character. New Town will be a well-connected neighbourhood at the heart of the extended city centre, and will form a key gateway to North Manchester as part of a revitalised urban environment along Rochdale Road.

The SRF then describes the following (relevant) driving principles:
1. The intersection of Rochdale Road and Gould Street marks a gateway into New Town and the Northern Gateway
2. Residential units face green links to support a well overlooked public realm.
3. An attractive green link stems from Angel Meadow through New Town, providing recreational and restorative spaces for residents and visitors.
6. Rochdale Road is framed by mid-rise buildings, that contribute to urbanising the corridor and offer active ground-level uses.

Transport, Accessibility & Permeability
Improved cycle and pedestrian connectivity will be essential to a sustainable neighbourhood and achieve high levels of permeability.

Land Use
New Town is located adjacent to the city centre and key public transport nodes, where opportunities for higher density development should be maximised.

A new community will be established through a range of high density developments. Residential developments will be predominately apartment-led.

There is an opportunity for a secondary retail and service hub centred around the Marble Arch Inn.

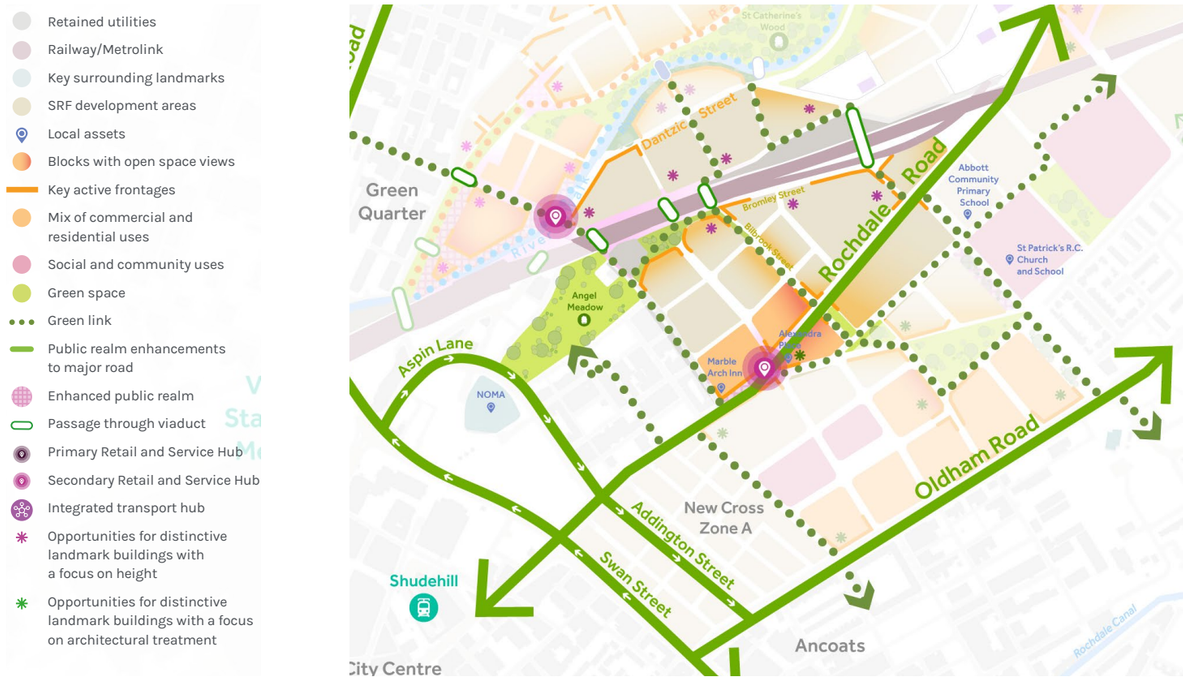
Development along Rochdale Road offers an ideal location for social and community infrastructure uses at ground level, which will animate the public realm, invigorate the area, and create a dynamic and active route

Active frontages will be provided along important routes such as Rochdale Road[...] to support varied and safe streets in areas of increased footfall

Scale Density & Form
The site is shown to be within the 800m catchment of Victoria Station and Metrolink stops and at the edge of a 800m of the potential integrated transport hub. High density and taller buildings will be concentrated closer to the city centre.

Heights of up to 8 and 12 storeys along Rochdale Road (and then stepping up to a landmark building with distinctive height) will support the creation of a characterful urban gateway from the city centre.

Public Realm and Public Spaces
The ambition is for Rochdale Road to be transformed from a vehicle oriented route into a lively and diverse urban avenue, that provides a welcoming, interesting and pedestrian/cycle-friendly environment. The plans show development along Rochdale Road with active frontage on to Rochdale Road.



New Town Spatial Framework Diagram



An indicative plan. The numbers indicate the locations of the buildings shown in the emerging context on the next page.

1.6 Emerging Context
Scale, quality and typology of nearby developments

1. Premier Inn - Jon Matthews Architects
- Under Construction
- Hotel - G+10 Storeys, 229 Rooms



2. Cynergy Wellness - Hodder & Partners
- Planning Submitted/Awaiting Decision
- Residential - G + 22 storeys, G. floor commercial unit



3. 87 Rochdale Road - Jon Matthews Architects
- Under Construction
- Commercial - G + 13 storeys



4. Gasworks -AHR Architects
- Planning Approved
- Residential - G + 8-34 storeys



5. Cross Keys - Tim Groom Architects
- Planning Approved
- Residential - G + 8 storeys



6. Peelers Yard - Tim Groom Architects
- Under Construction
- Residential - G + 7 storeys



7. Swan House - Simpson Haugh
- Completed 2024
- Residential, G+33 storeys



8. Angel Meadows - Jon Matthews Architects
- Planning Approved,
- Residential, G+40 storeys



1.7 Heritage Context
Analysis of Local Assets

The site context has changed so significantly that the cohesive nature of the townscape evident from mid 19th to mid 20th century has been severely eroded to the point where the relationship between the surviving fragments, both visual and historical has all but disappeared.

The two remaining buildings identified as local assets in the Victoria North Masterplan are illustrated and analysed here. They are:

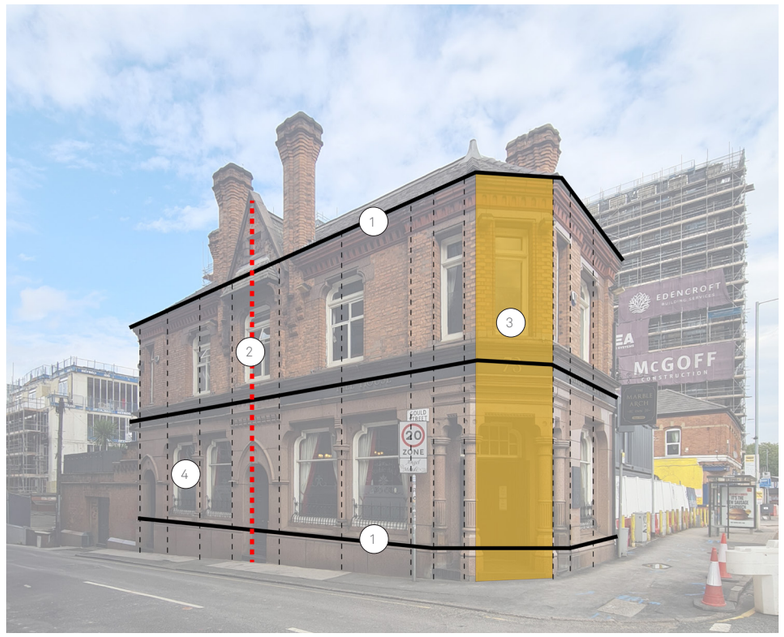
- The Marble Arch Inn. A grade II listed pub.
- Alexandra Place, a partially demolished tenement building.

The two buildings share a common language of

1. Tripartite order (solid black lines) and horizontal banding. A different materiality at the ground floor with an extended top storey.
2. Symmetry of the facade (dashed red lines). The materiality of the buildings is predominantly warm colours in natural materials: red brick, yellow terracotta and red stone. These natural materials have a texture, differences and jointing that further provide a grain to the buildings close up.
3. Turning the corner (solid yellow fill). This provides a building scale articulation and helps to provide direction to the building. The entrances are located on the corner facing towards the city centre.
4. Vertical proportion of openings. (dashed black lines) with two brick reveals. The window reveals are either flared or stepped.

The Marble Arch Inn





Alexandra Place





1.7 Heritage Context
Materials & Details

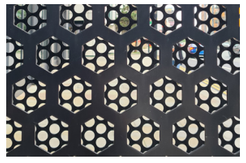
Material & Colour

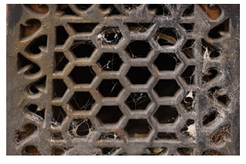
The palette below describes the range of colours and materials which are predominantly found in the study areas.

The materials include brick in a variety of colours, granite and sandstone along with metal accents.








Order & Corner Treatment

The images below show the following buildings in the study area which were used as precedents when developing the proposed scheme:

- Marble Arch Pub
- CWS Tobacco Factory
- 35 Mason Street
- 32 Mason Street

The examples use similar techniques to articulate the building:

1. Articulating the corners by cutting the corner
2. Use of tripartite order
3. Using horizontal banding to break up the massing







Openings & Detailing

The images below show window and pier detailing which have influenced the design and are found on buildings in the study area.

Detailing around the window is commonly used emphasising the facade depth. 32 Mason Street has flatter facade with punched in windows and little detailing evoking a more plain warehouse aesthetic.






2.0
Design Principles

2.1 Design Development
Consultation November 2025

The following design principles formed part of the proposals put forward for consultation with MCC, Councillors, GMP, close neighbours and the public:

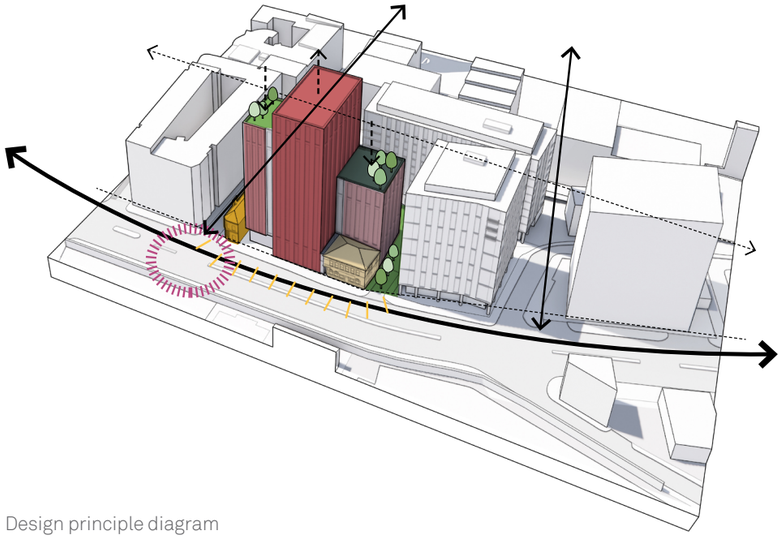
New Town will be a well-connected neighbourhood at the heart of the extended city centre, and will form a key gateway to North Manchester as part of a revitalised urban environment along Rochdale Road. The development retained and enhanced the existing connections. This site is the closest to this junction and the city centre and will be a marker for this gateway. The site presents an opportunity for higher density development and should be maximised to support Manchester's diverse and growing population with a residential led proposal to provide a variety of apartment types.

The site typifies the significant vacant and brownfield land associated with former industrial uses in the New Town area and is adjacent to the Grade II listed Marble Arch Inn. Whilst the former Victoria Inn on the site is of limited heritage value or architectural value in the strict sense it was to be refurbished and brought into the development.

Rochdale Road has establishing strong connections and building edges, the proposed building will continue to hold the established street edge and provide active frontages to support safe and high quality streets and green public realm . The proposed height addressed the different regulatory environment from the SRF as well as supported the SRF's principles of increased scale and density close to the city centre.

The development provided public and private external amenity which is overlooked, well planted and offered dwell opportunities. The introduction of shadow gaps articulate the proposal into three distinct elements created distinct and pure forms, this then provides the opportunity to articulate each form differently to create further distinction and variety of street scape.

The proposals showed an 10 to 17 storey residential development providing 145 new homes wrapping around the former Victoria Inn. The responses to the consultation with the public and neighbours focussed on the proximity between the 15 storey block & the Marble Arch.



Design principle diagram



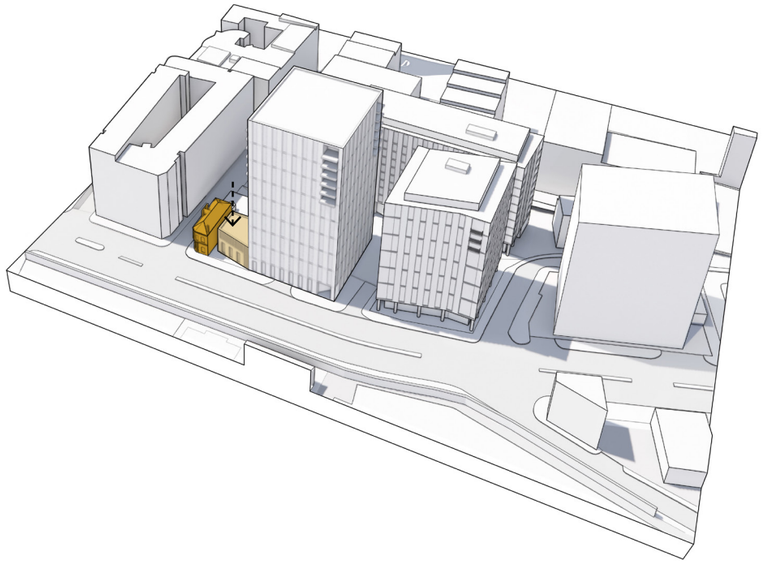
Consultation Image

In response to the consultation in November an alternative scheme was worked up for further consultation with close neighbours and MCC. The building was moved to provide a 13m separation distance to the Marble Arch,.

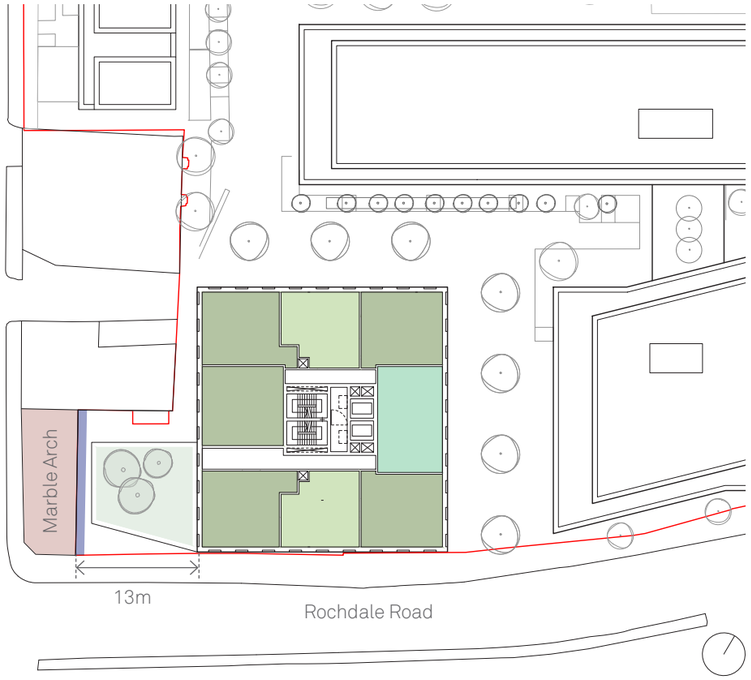
The images on this page summarise the proposal for consultation. A 17 storey building providing containing 154 homes was proposed to provide the marker to the gateway to New Town described in the SRF. The design principles of active street edges following Rochdale Road and high quality, open and well overlooked public realm were also provided.

A two storey 'shoulder block' was also proposed to fill in the gap between the development and the Marble Arch. This building contained amenity and apartments. It was designed to reference the historic street pattern of a strong building line to Rochdale Road seen adjacent. This building was proposed to be set back and shorter than the Marble Arch to address the feedback from the last consultation.

This proposal was presented for further consultation with MCC and the neighbours. The increased separation distance was seen as improvement by neighbours who also asked that consideration be given to the shoulder block be replaced with green landscaped space.



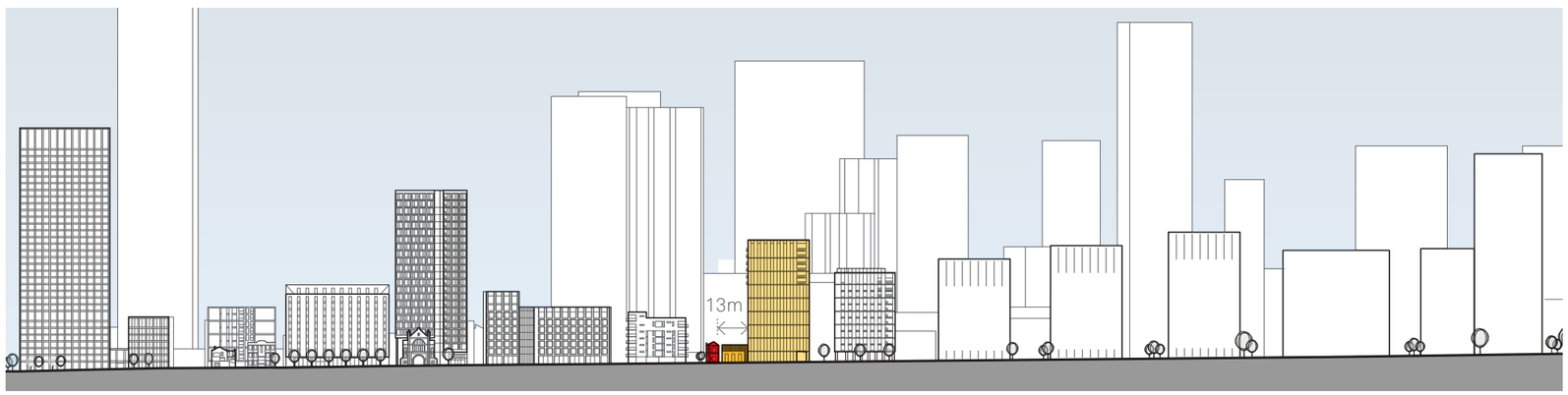
Design principle diagram



Alternative Plan



Historic Photo



Rochdale Road Street Elevation



Consultation Image

2.2 Concept
Design & SRF Principles

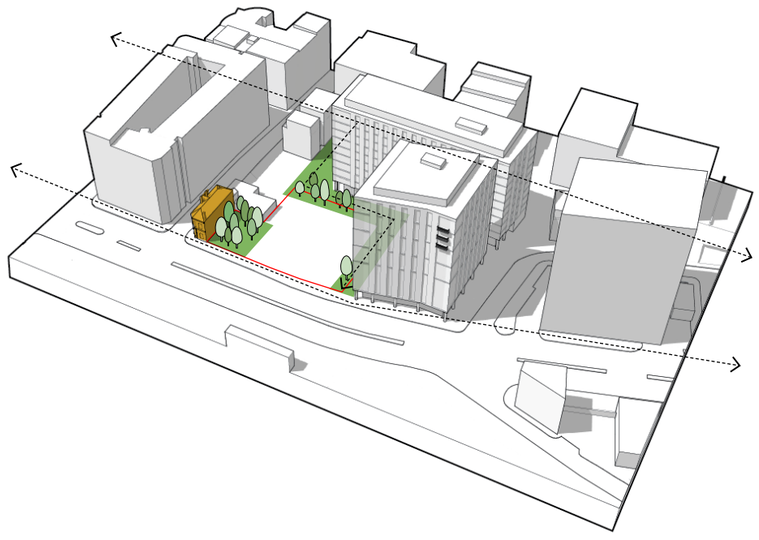
Design & SRF Principle 1

The proposals further amend the design to listen to the responses of the consultation and provide green landscaped space. There are two different types of spaces proposed:

- A micro forest of dense green planting between the Marble Arch and the development on Rochdale Road. This planting will provide separation, softening and biodiversity as well as visual amenity.
- A garden to the side and rear of the development. This space will be open to the public and will also provide external amenity for the residents. It will contain dwell spaces and encourage the links between 87 Rochdale Road, 85 Rochdale Road and the wider masterplan.

All the green spaces will be well overlooked by the residents of the developments.

The proposals will deliver the SRF's principle of New Town as a well-connected neighbourhood at the heart of the extended city centre.

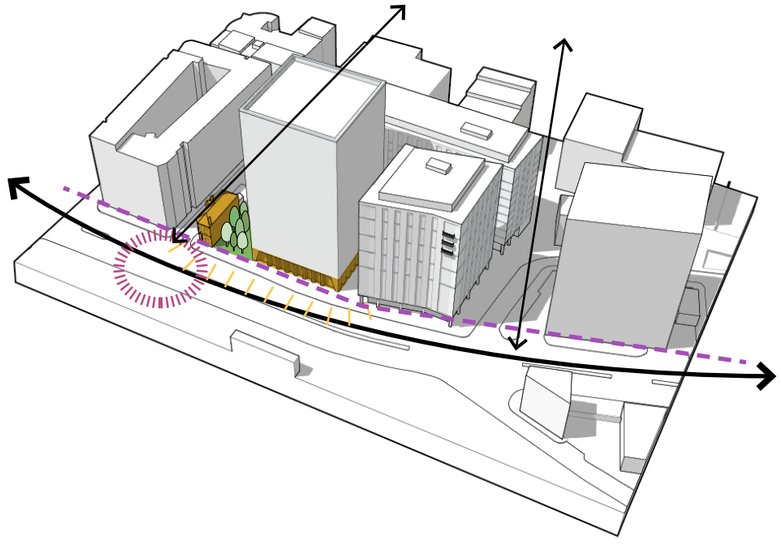


Design & SRF Principle 2

The proposals will provide the SRF principle a key gateway to North Manchester as part of a revitalised urban corridor along Rochdale Road by clearly defining the strong edge to Rochdale Road already established. The site is the closest to the city centre and will be a marker to the new neighbourhood of New Town with a well designed elegant mid rise building. The height will support this proposal as a marker, whilst acknowledging the different regulatory environment from the SRF's time of writing without competing with the sites defined as landmarks with a focus on height.

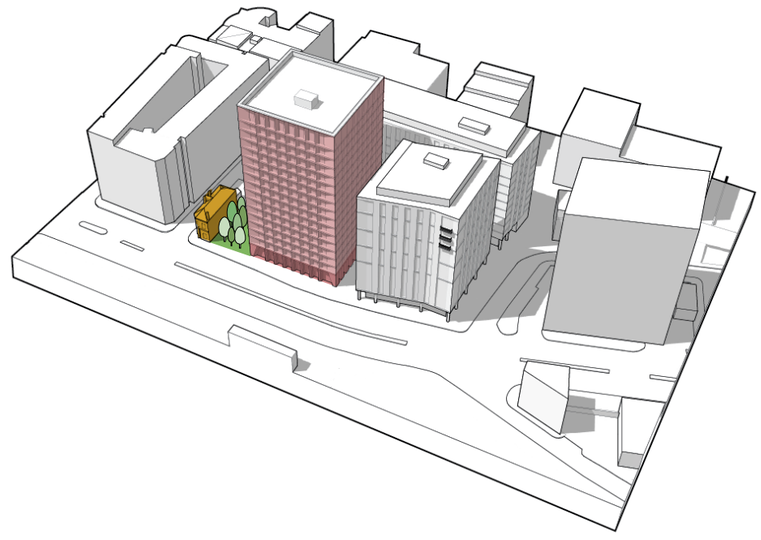
Active frontage at the ground floor through the residential amenity will be provided along the length of Rochdale Road contributing to its character. The entrance will be located on the corner facing the new micro forest providing activity to this landscape as well as a city facing address and well proportioned entry sequence.

The proposals will deliver the SRF's principles of a higher density development to support Manchester's diverse and growing population with new homes and a variety of apartment types.



Design & SRF Principle 3

The building design will be well proportioned with elegant civic scale components. The design, colour and materiality will respond to the existing context. The facade design on the following pages will demonstrate a high quality design with a focus on natural materials to reduce embodied with a focus on craft and depth.



2.3 Amount & Use
Schedules and Standards

The accommodation table below details the amount and use of space proposed within the development.

The development will contain 153 homes and 160m² of internal amenity space or residents at the ground floor.

The GEA of the development will be 13,737m².

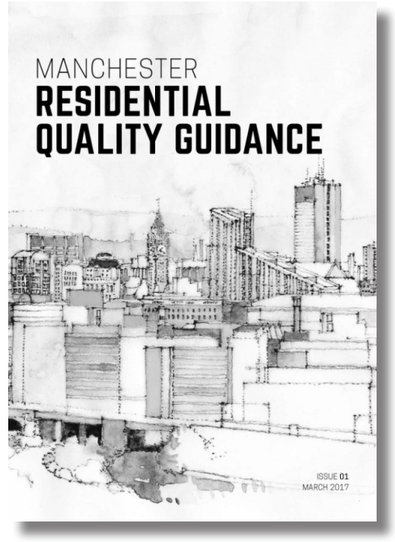
The apartment mix described in the table provides 50 one bed apartments (33%), 96 two bed apartments and 7 three bed apartment (1%).

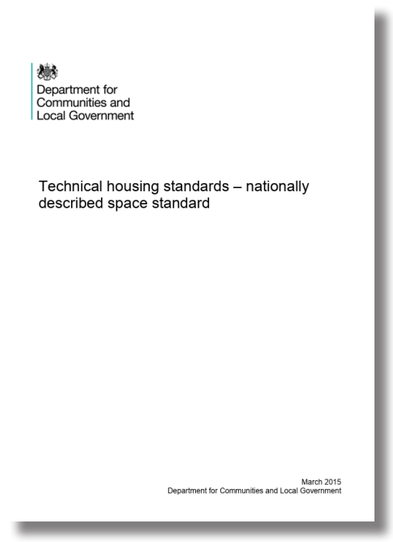
All apartments meet:
- Nationally Described Space Standards
- Places for Everyone
- Accessible and Adaptable Dwellings Standard of the Approved Document Part M(4)2
- Manchester Residential Quality Guidance

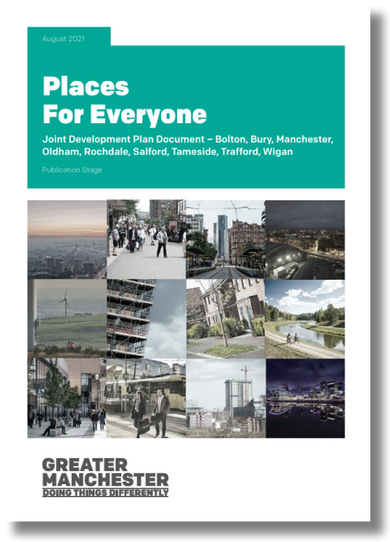
apartment sizes from '1 Bed 1 Person' (39m²) to '1 Bed 2 Person' (50m²) and '2 Bed 3 Person' (61m²) to 2 Bed 4 Person (70m²).

Of the 153 apartments there will be a very high proportion of dual aspect apartments (64no. = 42%).

There will be a range of cycle provision at the ground floor to support sustainable transport. There will be 39 double stacking cycle racks providing 78 spaces and 15 Sheffield stands providing 30 spaces inside the building totalling 108 spaces for residents (70%). residents will also be able to use 87 Rochdale Roads development as overspill if required.







The columns on the right hand side labelled 1A to 3A show the different apartment types. The development provide a range of

Floor	GEA		GIA		Residential NSA		Amenity	
	m²	ft²	m²	ft²	m²	ft²	m²	ft²
Ground	777	8,360	725	7,804			140	1,507
1st	777	8,360	718	7,729	586	6,308		
2nd	810	8,719	725	7,804	593	6,383		
3rd	810	8,719	725	7,804	593	6,383		
4th	810	8,719	725	7,804	593	6,383		
5th	810	8,719	725	7,804	593	6,383		
6th	810	8,719	725	7,804	593	6,383		
7th	810	8,719	725	7,804	593	6,383		
8th	810	8,719	725	7,804	591	6,362		
9th	810	8,719	725	7,804	591	6,362		
10th	810	8,719	725	7,804	591	6,362		
11th	810	8,719	725	7,804	591	6,362		
12th	810	8,719	725	7,804	591	6,362		
13th	810	8,719	725	7,804	591	6,362		
14th	810	8,719	725	7,804	591	6,362		
15th	810	8,719	725	7,804	591	6,362		
16th	810	8,719	725	7,804	591	6,362		
TOTAL	13,703	147,503	12,318	132,591	9,463	101,860	140	1,507
							per apartment	
							0.9	9.8

Apartments											
Type	1A*	1A	1B	2A*	2A	2B*	2B	2C*	2C	3A*	3A
m²	44	44	50	63	63	67	68	69	70	101	101
ft²	475	478	536	678	682	718	731	742	755	1,083	1,085
	2			2		2		2		1	
		2			2		2		2		1
		2			2		2		2		1
		2			2		2		2		1
		2			2		2		2		1
		2			2		2		2		1
		2			2		2		2		1
		2	2		2		2		2		
		2	2		2		2		2		
		2	2		2		2		2		
		2	2		2		2		2		
		2	2		2		2		2		
		2	2		2		2		2		
		2	2		2		2		2		
		2	2		2		2		2		
		2	2		2		2		2		
	2	30	18	2	30	2	30	2	30	1	6
	50			96						7	
	32.7%			62.7%						4.6%	
	153										

2.4 Layout
Block Plan

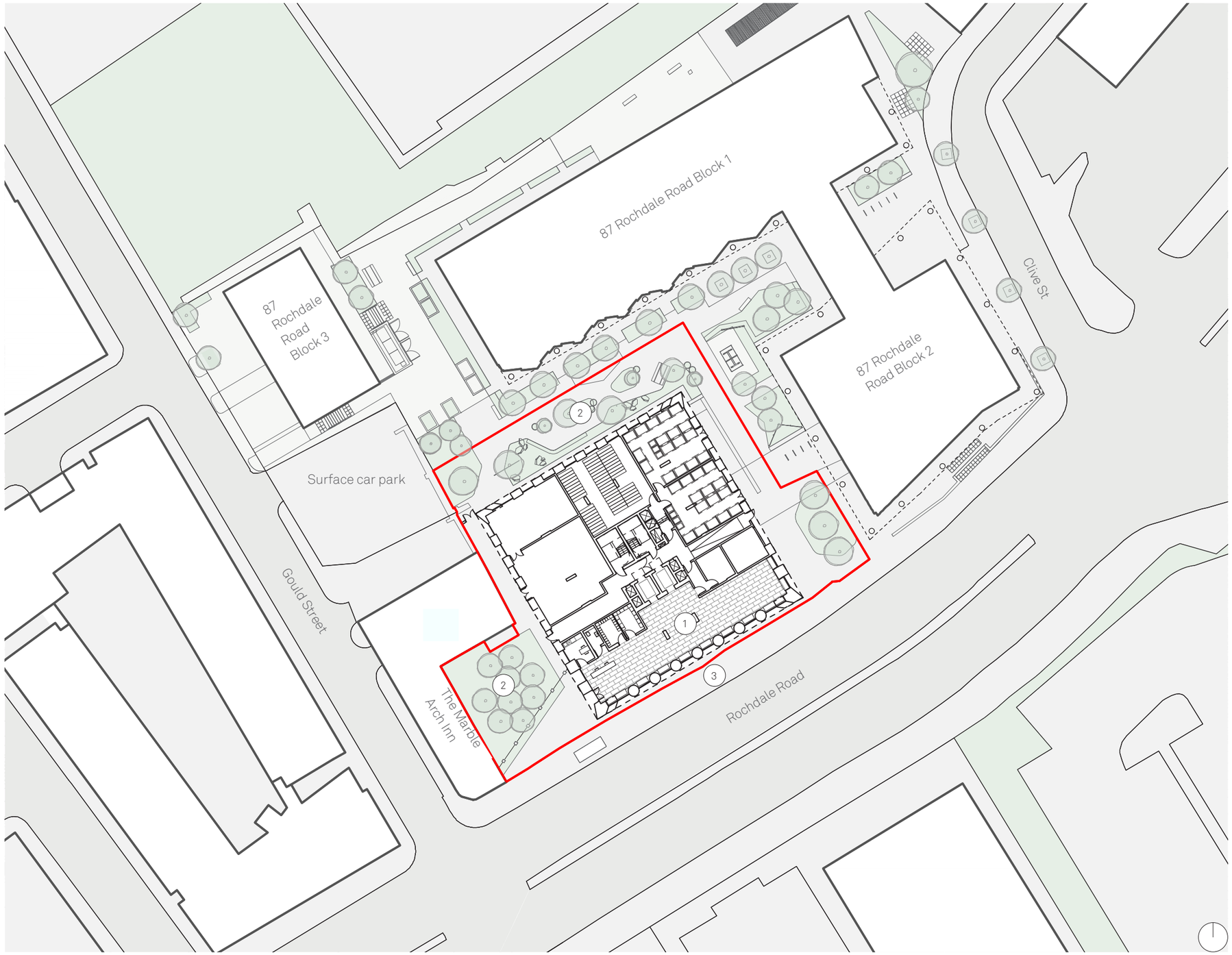
The scheme has been designed as a second phase of 87 Rochdale Road also called Downtown Victoria North.

87 Rochdale Road is under construction and due to complete in 2026. The development is owned, operated and built by McGoff Group.

The designers of Phase 1: Architects (Jon Matthews Architects) and Landscape Architect (Planit) as well as the Planning Consultants (WSP) have been employed to continue and develop the design quality established at 87 Rochdale Road.

The proposals contain a number of elements:
- 85 Rochdale Road, a new residential development of 17 storeys
- The landscape between the Marble Arch and Phase 2
- The landscape between Phase 1 and Phase 2
- Works to the pavement which will fall under a S278 application.

Both 85 and 87 Rochdale Road proposals will share a garden and the active frontage of both developments will complement each other to create a successful community. The proposals will benefit from a shared management and servicing strategy as well as sharing facilities. The proposals also benefit from a continuity of designer to help deepen and develop the thinking and knowledge of the site, construction and operation of the estate.



Key
1. 85 Rochdale Road
2. Landscape
3. Works to pavement

2.4 Layout
Plans

Ground Floor Plan

Key
1. Entrance
2. Reception
3. Amenity
4. Parcel & Post Store
5. WC
6. Substation
7. Switchroom
8. Refuse and recycling store
9. Cycle store
10. Plant space

The entrance to the development faces the micro forest between the proposals and the Marble Arch and faces the city centre which is the direction the majority of people will be heading or returning from providing a clear, intuitive and enjoyable entry sequence. This entry sequence also assists the development to provide breathing space around the bus stop.

The residents' amenity provides active frontage and natural surveillance onto Rochdale Road. Cyclists will enter and exit via a secure door between the development and the 87 Rochdale Road.

The micro forest and the service alley between the development and the Marble Arch will be gated removing the opportunity for anti social behaviour.

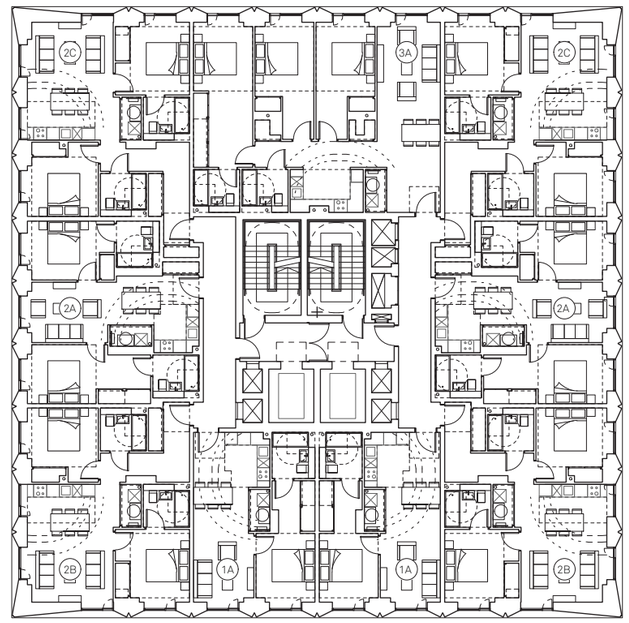


Typical Floor

Key
Please refer to the schedule in section 2.3 for details for the apartments. Note that on the upper floors apartment type 3A becomes two 1B apartment types.

Two lifts provide step free access to the upper floors. The lifts open onto a lift lobby 1.8m wide to allow passing places for wheelchair users. This lobby would be split in the event of a fire providing two fire escape lobbies each linked to two independent stairs. Short corridors (under 15m long) 1.5m wide are separated from the lift lobby to provide acoustic separation and fire complementation. Each corridor provides access to a small number of apartments (between 4-5).

All apartments meet the Nationally Described Space Standards and Places For Everyone's requirement that they are Accessible and Adaptable as defined by Approved Document Part M(4)2. Beyond overall sizes of apartments these documents prescribe overall areas and room dimensions for all the rooms to ensure that each room is of standard that they can inhabited appropriately. Each room has good access to daylight whilst the glazing size has been limited to makes sure that the rooms do not overheat in summer. Similarly each room has access to fresh air via a vent panel. This vent panel is a solid, full height door which opens to 90 degrees providing very good access to natural ventilation.

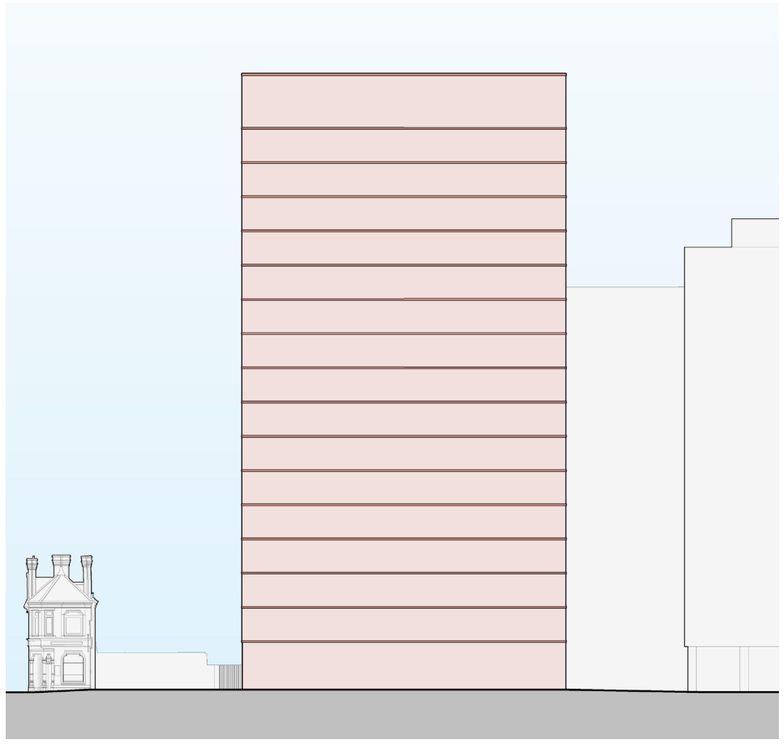


2.5 Appearance
Design Principles

Design Principle 01

The development is articulated as a single volume expressed vertically. The massing provides an elegantly proportioned building form.

A horizontal order is established through the introduction of banding sitting at every floor, creating visual breaks in the vertical block. The thin bands feel modern and reference the design of the adjacent Rochdale Road Phase 1.



Design Principle 02

A secondary vertical order has been added through the introduction of vertically proportioned windows found in the adjacent buildings.

The facade composition is symmetrical and articulates the facade grid. The building corners are solid and help create a sense of strong visual identity.

The ground floor and top floor are taller providing a framework for a tripartite order to ground and crown the building.



Design Principle 03

Facade depth is used to create a sense of movement and depth with V shaped panels enhancing the vertical proportions. The panels are ribbed to provide a crafted appearance and human scale detail.

The ground and first floor is articulated through the introduction of circular pillars in a dark grey colour with exposed aggregate and provide a double order at the base whihc is emphasixed by a thicker horizoantl band. The piers to the sides and rear are square profile and again double order. The corners are peeled back unveiling more of the active ground floor, helping the street edge connection and active frontage.

Perforated ventilation panels are introduced adding texture and material variation. Using a red concrete to reference the colour of the Marble Arch as well as Block 2 of Rochdale Road Phase 1.

The development is located over 13 meters away from the Marble Arch Inn to create visual distance from the Grade II Listed Marble Arc. This creates an opportunity to create a micro forest between the two buildings.



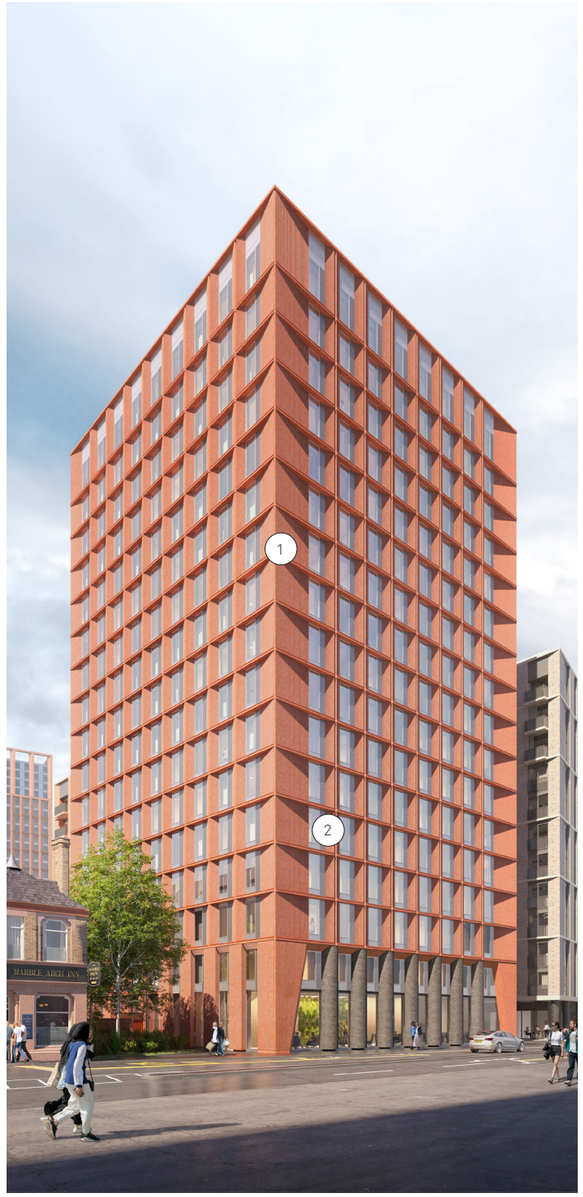
2.5 Appearance
Materials

The proposed materials use the research and analysis described in section 1.7 as the basis for the following detailed proposals.

The proposals are a combination of modern technological development to meet the current stringent standards for reducing energy use, thermal comfort and ventilation and the heritage of the area.

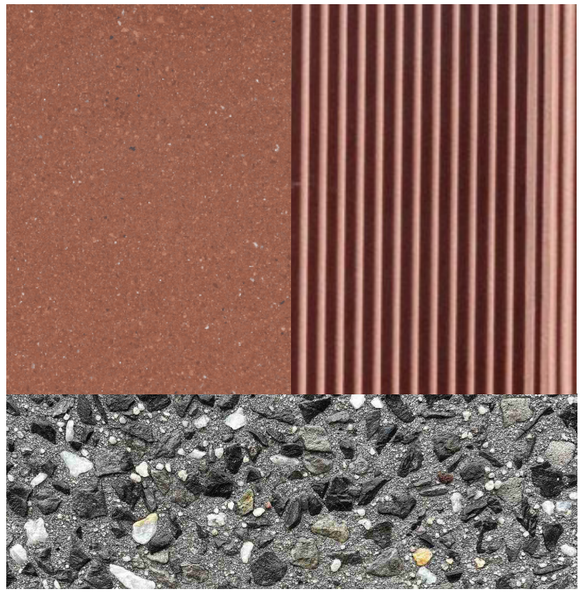
1. Pre cast Concrete
The proposed facade system will use a pre cast concrete panel system. Pre cast concrete is a natural material with a stone like, masonry appearance and it will be red coloured to reference the warm colours and natural appearance of the terracotta and brick of the heritage assets and 87 Rochdale Road. This panel system will be a series of 'doughnuts' that will span from floor to floor and between the columns. This factory made system allows the windows to be installed under factory conditions improving quality and workmanship. The panels are craned into position removing the need for external facade access and a quicker construction programme. Using pre cast concrete provides opportunities for a different Architectural expression to other materials: The panels are large component which suits larger buildings providing a civic scale expression. Using pre cast concrete allows a greater freedom for forms to be sculpted to catch light in different ways and accentuate the deep reveals and relief. The tapered reveals references the stepped reveal arrangement at the Marble Arch & Alexandra Place. Linings will added to the concrete moulds to provide a grain and craft to the panels so they will provide visual interest and quality interest close up as well as from a distance. The finish will be acid etched. Careful consideration has been given to the rain water management off the building: The horizontal band will be angled to stop water pooling and will be topped with a projecting cill to shed water away from the facade. A drip detail will be provided to the soffit of the band to shed any residual water. the vertical joints will run continuously so water can't pool on horizontal surfaces. The ground floor fronting Rochdale Road will have cylindrical columns which give the building a different expression, ground the building and lining through with the granite base of the Marble Arch and 87 Rochdale Road either side. These columns will be dark grey with exposed aggregate to provide texture and a robust finish.

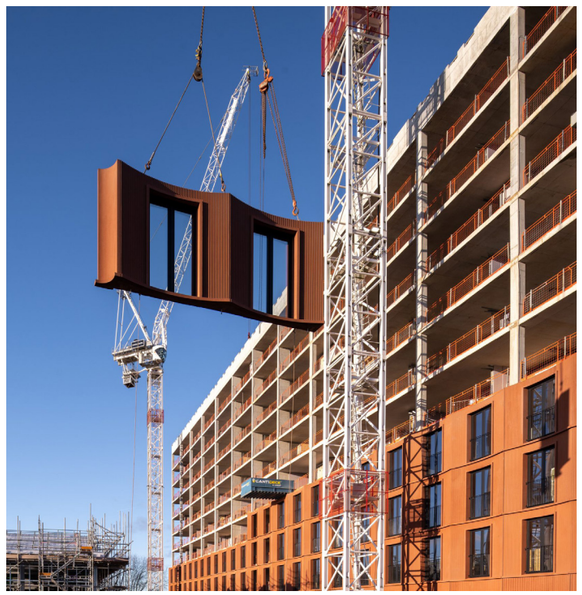
2. Silver window and metalwork.
A slim sight line window system with a silver anodised perforated metal panel adjacent for ventilation. The perforate panel will have a black solid full height door behind to provide natural ventilation and will be manually operated by residents. Above the door will be the intake and extract for the mechanical ventilation heat recovery system. A back painted glass panel at the base of the window emphasises the vertical compostion and will conceal pre cast concrete behind which allows the window to be glazed in under factory conditions.



Pre cast concrete

The proposed cladding is red acid etched pre cast concrete (top left). A ribbed vertical mould will provide interest and a contemporary elegant texture (top right). The columns at ground will be dark grey with exposed aggregate(middle). The panels will be fabricated in a factory and craned into place (bottom).





Metalwork

The perforated panels and the panels below the windows will be silver natural anodised aluminium with a black openable panel behind and MVHR intake and extract above (top). The aluminium cills shed the water and will be red and colour match to the red concrete (bottom).

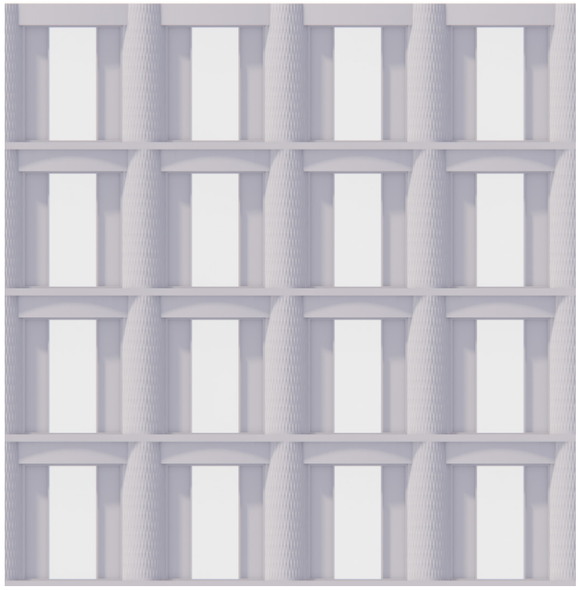




2.5 Appearance
Design Development

Primary Order

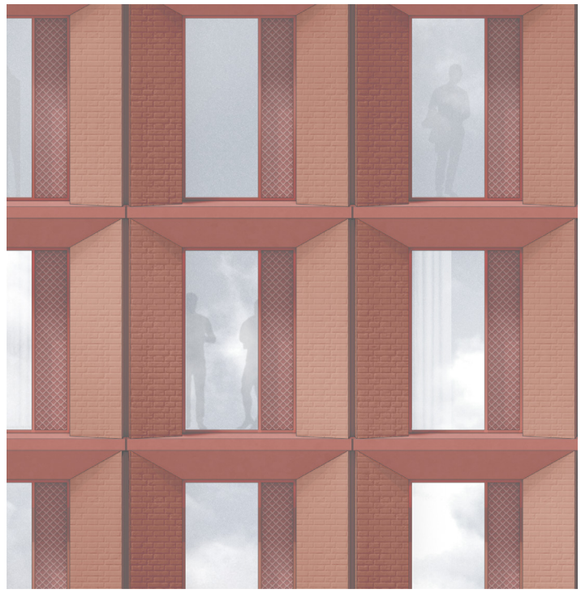
These images describe the design development of the vertical and horizontal order and how forms catch light in different ways to help reveal relief, craft and depth. Views looking at cylindrical columns, scalloped panels and angled verticals were options that were investigated at an early stage.





Horizontal Order & Colour

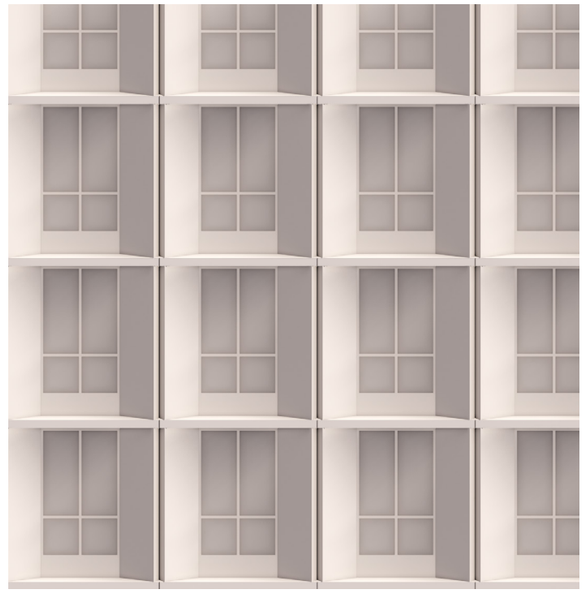
Flared and slim profile horizontal bands were tested to see which would provide the most simple and elegant solution, similarly colour studies looking at whether consistent colour schemes or the separation of different elements into different colours further emphasized this articulation.





Windows & Corners

Ventilation through different configurations of openable windows with location of the MVHR intake/extract in slots in the soffit were explored as was the articulation of the corners and asymmetrical compositions to provide direction and help turn corners.

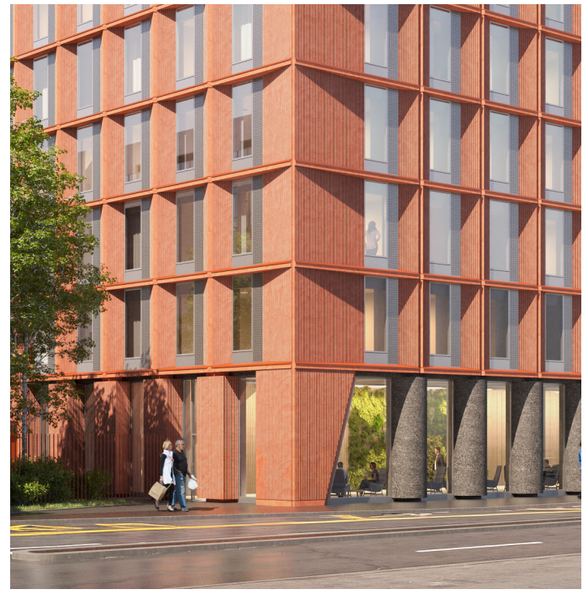




Articulation of the Base

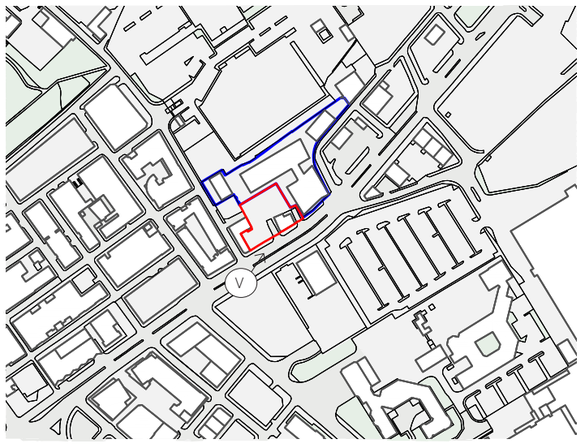
The articulation of the base was explored and several options have been considered: single storey & double storey orders and whether the expressions to the front and to the sides should be the same or different to provide direction.





2.5 Appearance
View on Rochdale Road

This view shows the proposal sitting in the context of Rochdale Road and demonstrates the way light and shadow articulate the depth of the facade.

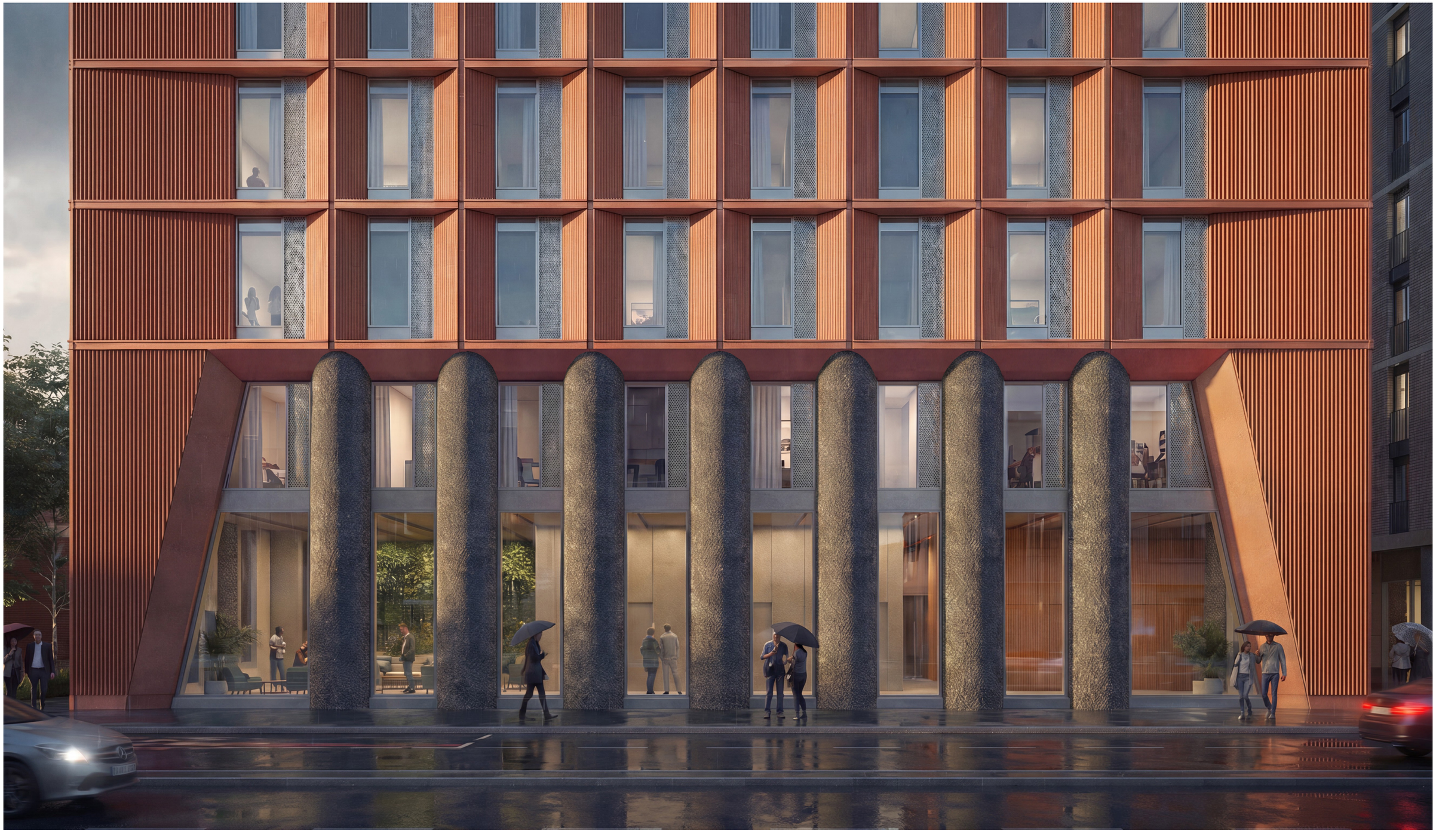


Location Plan



2.5 Appearance

Active Frontage and Double Height Order onto Rochdale Road



2.5 Appearance
Elevations

Rochdale Road Elevation

Key
1. Red pre cast concrete cladding with cast-in pattern.
2. Horizontal red pre cast concrete band.
3. Exposed aggregate concrete columns.
4. Slim sight line window system with silver window frame.
5. Anodised silver aluminium perforated panel with solid black opening vent behind.
6. Anodised silver vertical louvre system.
7. Capped curtain walling system with metal upstand.
8. Back painted glass.
9. Glazed entrance door.
10. Anodised metal louvre.
11. Red aluminium window cill.



South West Elevation

Key
1. Red pre cast concrete cladding with cast-in pattern.
2. Horizontal red pre cast concrete band.
3. Exposed aggregate concrete columns.
4. Slim sight line window system with silver window frame.
5. Anodised silver aluminium perforated panel with solid black opening vent behind.
6. Anodised silver vertical louvre system.
7. Capped curtain walling system with metal upstand.
8. Back painted glass.
9. Glazed entrance door.
10. Anodised metal louvre.
11. Red aluminium window cill.



2.5 Appearance
Elevations

North West Elevation

Key
1. Red pre cast concrete cladding with cast-in pattern.
2. Horizontal red pre cast concrete band.
3. Exposed aggregate concrete columns.
4. Slim sight line window system with silver window frame.
5. Anodised silver aluminium perforated panel with solid black opening vent behind.
6. Anodised silver vertical louvre system.
7. Capped curtain walling system with metal upstand.
8. Back painted glass.
9. Glazed entrance door.
10. Anodised metal louvre.
11. Red aluminium window cill.



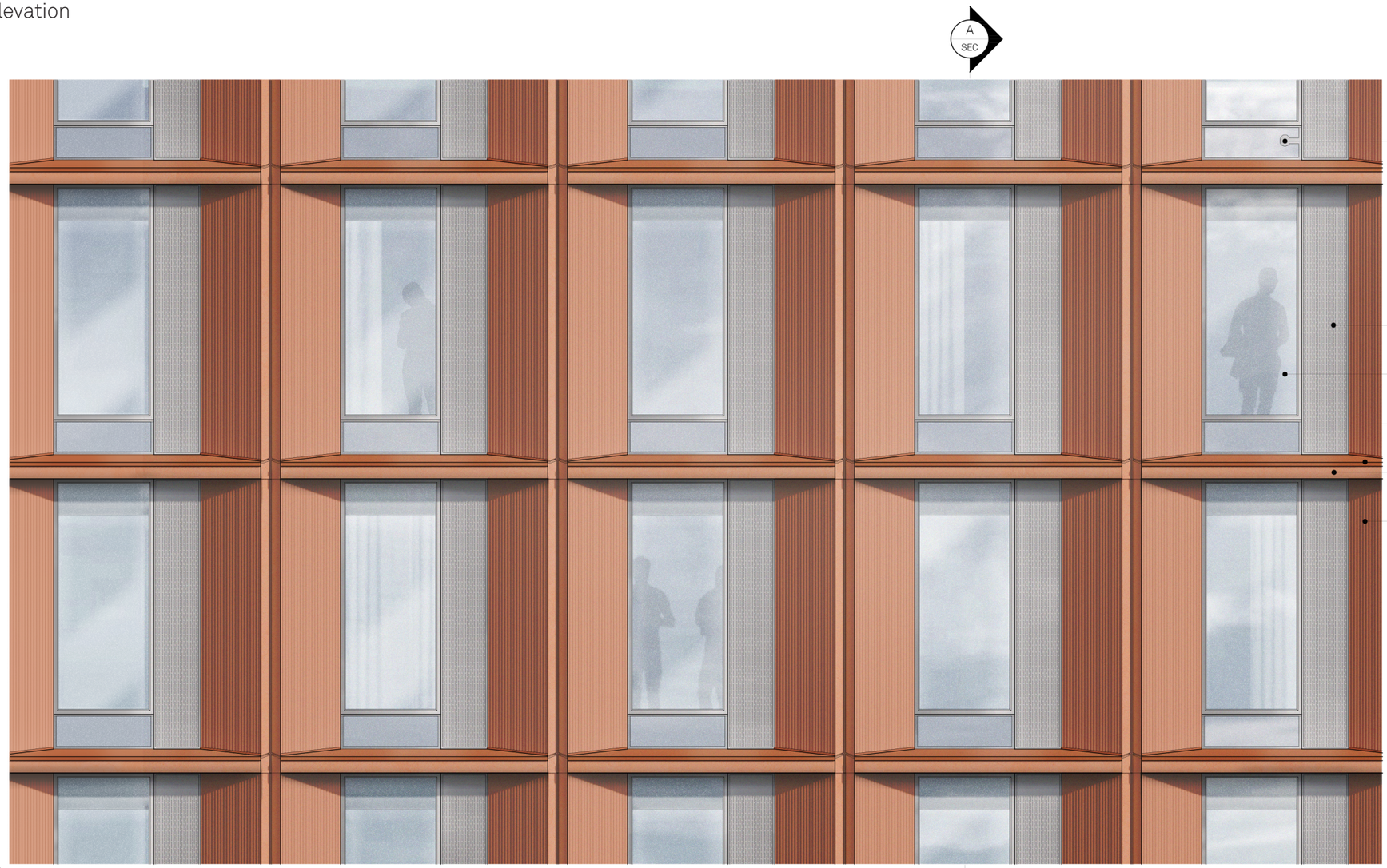
North East Elevation

Key
1. Red pre cast concrete cladding with cast-in pattern.
2. Horizontal red pre cast concrete band.
3. Exposed aggregate concrete columns.
4. Slim sight line window system with silver window frame.
5. Anodised silver aluminium perforated panel with solid black opening vent behind.
6. Anodised silver vertical louvre system.
7. Capped curtain walling system with metal upstand.
8. Back painted glass.
9. Glazed entrance door.
10. Anodised metal louvred door.
11. Red aluminium window sill

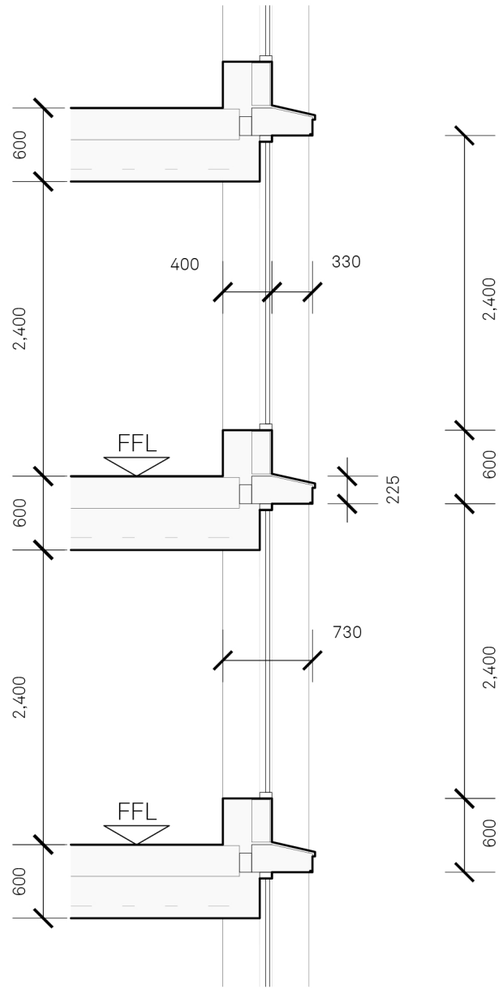


2.5 Appearance
Typical Bay Study

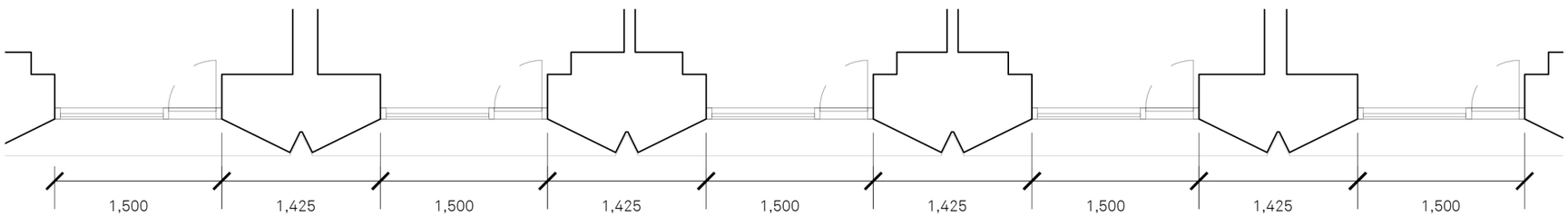
Elevation



Section



Plan



Key

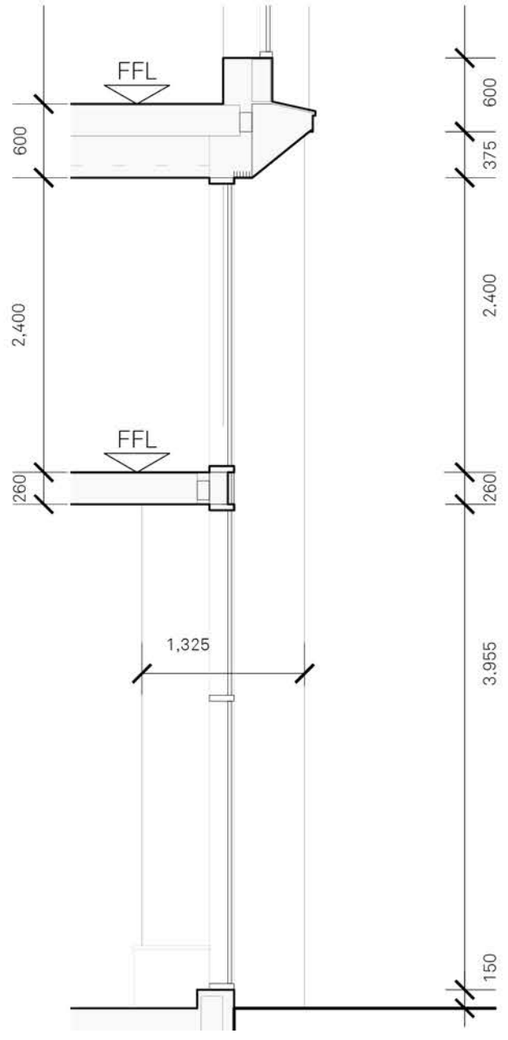
1. Red pre cast concrete cladding with cast-in pattern.
2. Horizontal red pre cast concrete band.
3. Slim sight line window system with silver window frame.
4. Anodised silver aluminium perforated panel with solid black opening vent behind.
5. Back painted glass.
6. Red aluminium window cill.

2.5 Appearance
Ground Floor Bay Study

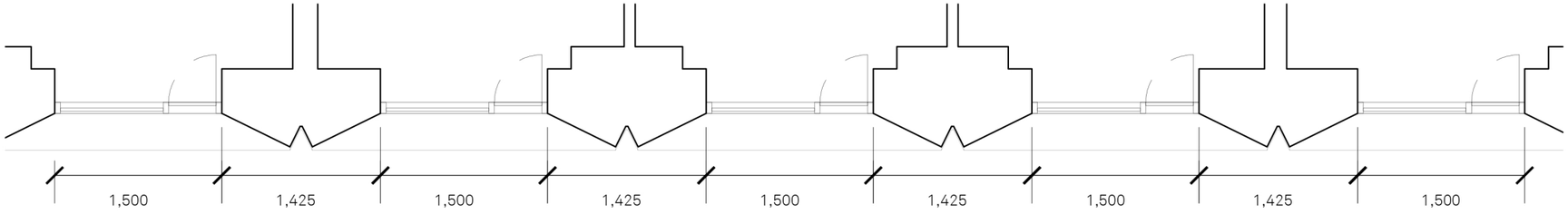
Elevation



Section



Plan



Key

1. Red pre cast concrete cladding with cast-in pattern.
2. Horizontal red pre cast concrete band.
3. Exposed aggregate concrete columns.
4. Anodised silver aluminium perforated panel with solid black opening vent behind.
5. Back painted glass.
6. Capped curtain walling system with metal upstand.
7. Red aluminium window cill.
8. Anodised silver aluminium perforated panel.

2.6 Scale
Rochdale Road

These drawings show how the proposals would sit within the wider future context.

The central city core currently stops around the current proposals with the New Town area beyond currently typified by surface car parks and light industrial units.

The tall developments of Angel Gardens at 35 storeys and Swan House at 33 storeys bookend one end of Rochdale Road with the masterplan showing a landmark building of significant height at the other end, the junction of Rochdale Road and Bromley St.

In between there is a range of heights:

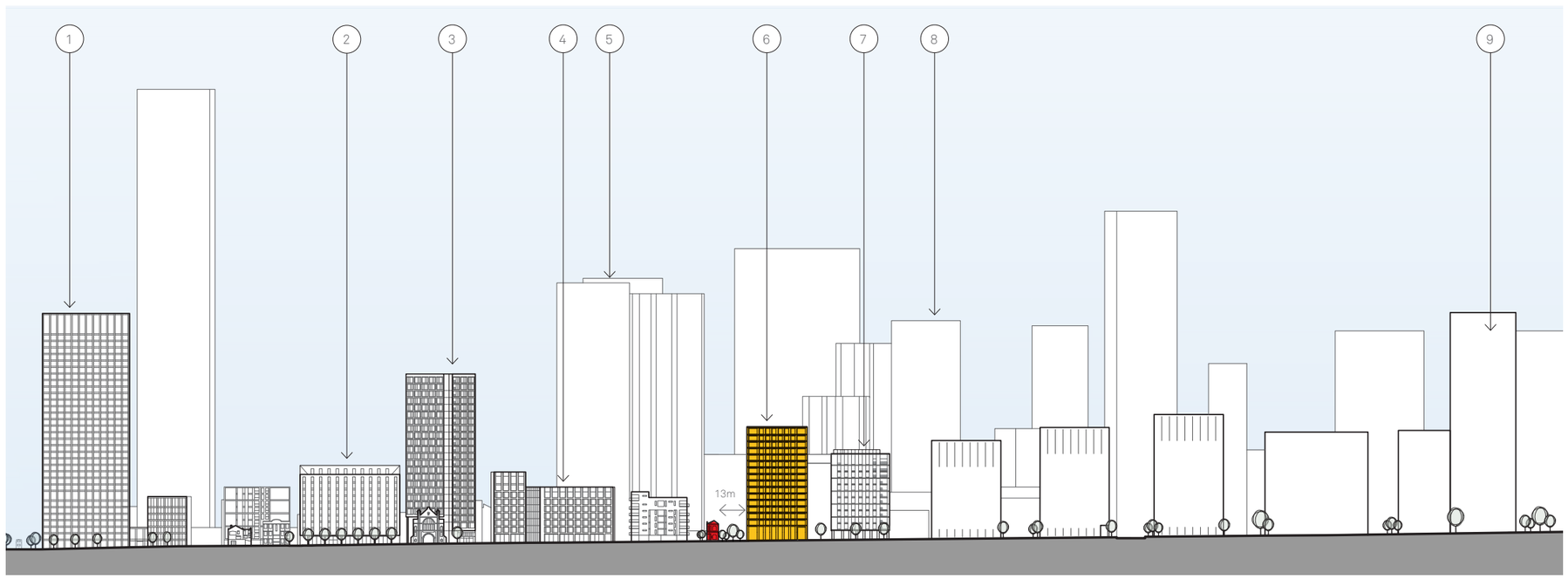
1. There have been a number of recent developments along Rochdale Road the most recent being:
- Hampton by Hilton at 10 storeys
- Premier Inn at 11 storeys
- 87 Rochdale Road at 13 storeys.
- Ancoats Gardens (30 Bendix St) at 14 storeys.

2. The mature Skyline development at 20 storeys and the proposals for the Particular Baptist Chapel at 23 storeys describe the upper end of the massing.

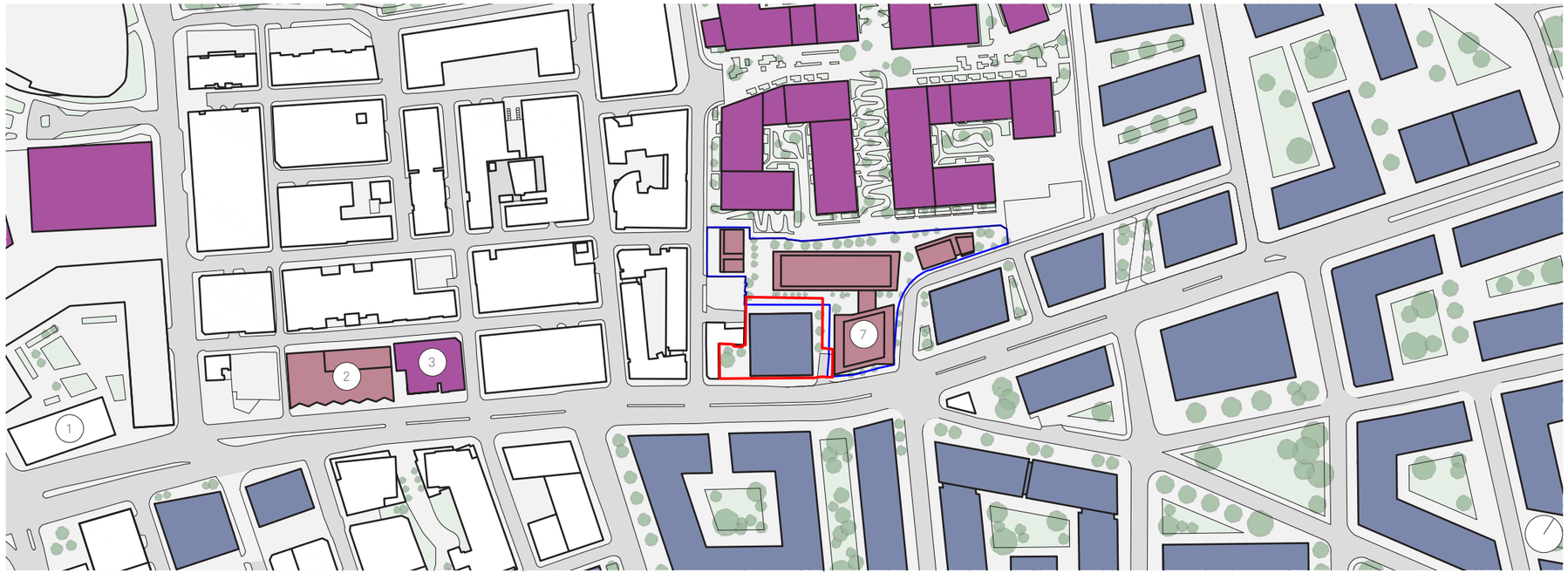
3. The remaining buildings of the historic fabric (The Marble Arch, 85 Rochdale Road and Alexandra Place Tenements) are 2 -4 storeys.

Behind Rochdale Road the scale rises towards the railway and the valley floor.

The conclusion is that a proposal of mid rise height between 10 and 20 storeys would be appropriate for the area which corresponds with the SRF 's view on scale.



Rochdale Road Street Elevation



Plan Key

- Existing buildings
- Under construction
- Approved / live application
- Indicative form
- Application Boundary

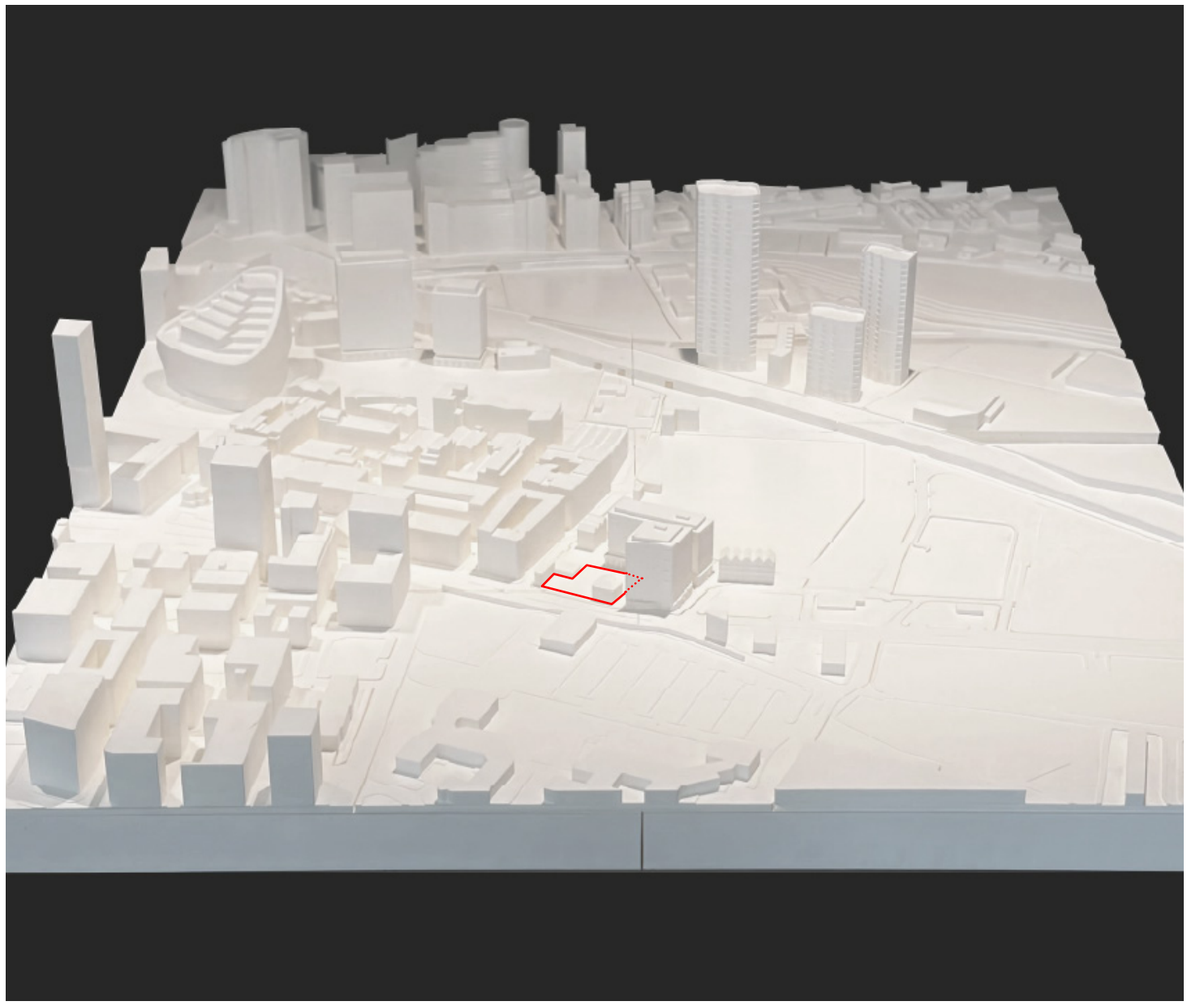
Elevation Key

1. Angel Gardens
2. Premier Inn, Rochdale Road
3. Baptist Church, Rochdale Road
4. Hampton by Hilton Hotel
5. Plot 4, Angel Meadows
6. Proposal
7. 87 Rochdale Road
8. The Gasworks
9. Victoria North SRF

2.6 Scale
Rochdale Road

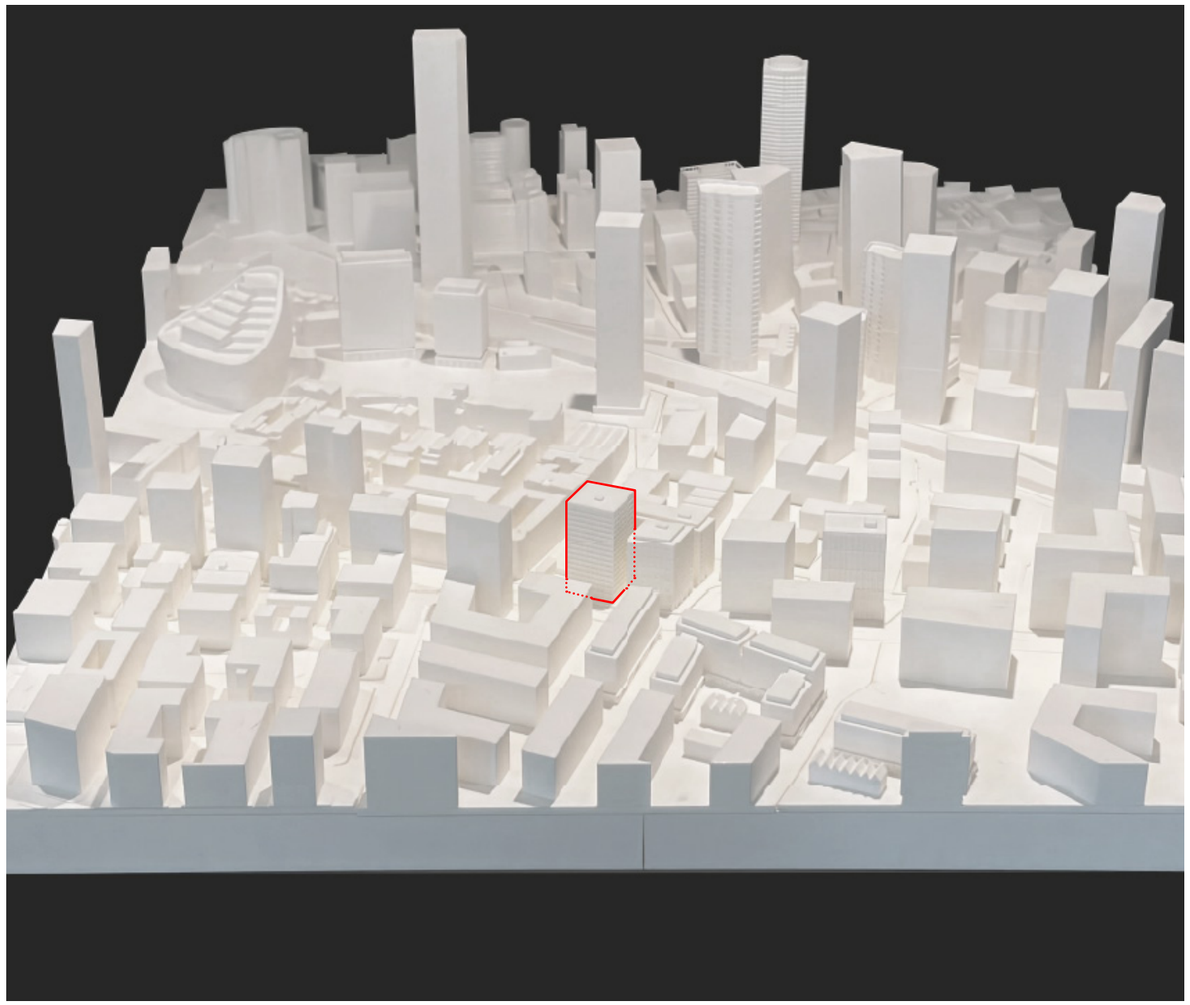
Existing Context

This photograph of a 3D printed model shows the current context. The edge of the city core is clearly visible with the scale of recent developments showing this increasing as the brownfield land being used up and the city core expanding.



Future Context

This photograph of a 3D printed model shows the future context. The edge of the city core has now moved north east and shows New Cross, New Town and Red Bank having been developed in line with the current Victoria North SRF. These ambitious plans show the scale of development increasing from the current and historic context and demonstrate that the scale of the proposals are appropriate for the location and in keeping with the masterplan.



2.6 Scale
View out of the city along Rochdale Road

The proposal shares a boundary with the listed and historic Marble Arch Inn. The Marble Arch is two storeys with a pitched roof and is a heritage asset as a building and as a piece of the Manchester's historic, current and future cultural fabric.

The setting of the Marble Arch has changed as its original setting was first demolished and now as Manchester's success is pushing the city core outwards. The current backdrop of the Marble Arch Inn viewed from Rochdale Road is the 87 Rochdale Road development at 13 storeys.

The proposals have a 13m separation to the Marble Arch with landscape to isolate the provide interest and visual quality to the gable elevation by replicating the facade rhythm. The rhythm describes a series of tectonic and interlocking large scale components.

Below are precedents of how contemporary developments in the city have been successfully proposed & built next to Manchester's cultural and historic pubs.

Sir Ralph Abercromie and St Michaels
- Hodder+Partners
- The 41 storey tower and base wraps around a retained public house.



Motel One and Piccadilly Central
- Hodder+Partners
- The design wraps around a retained public house, whilst affording an appropriate backdrop and foil to the adjacent Grade II* listed London Road Fire Station.



View from London Rd

325 Deansgate & The Deansgate
- SimpsonHaugh
- Proposal for a 22-storey hotel tower, designed to delicately cantilever above the Deansgate Viaduct, wrapping around the Deansgate pub.



View from Deansgate towards Deansgate-Castlefield



Proposed



Existing

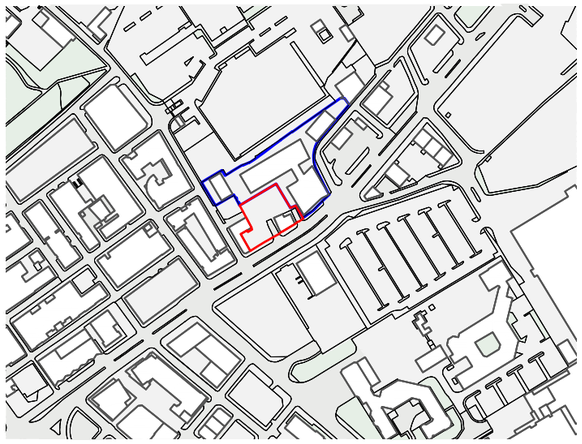
2.6 Scale
View into the city along Rochdale Road

This visual demonstrates the scale & massing of the proposal looking along Rochdale Road, towards Manchester City Centre sits comfortably in the within the current context.

Contemporary mid to high-rise apartment blocks frame the backdrop of this view with the proposal sitting in line with the increasing scale of developments towards the city centre. The development site on the left can be seen with palisade fencing and vegetation. The remaining Victorian buildings; Victoria Inn, Marble Arch and the Baptist Church can be seen next to taller developments.



Existing



Location Plan



Proposed

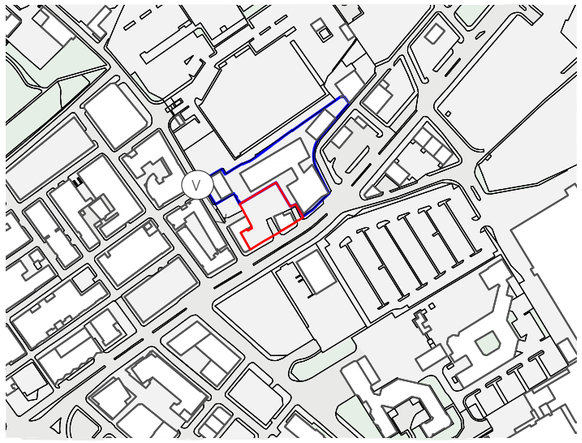
2.6 Scale
View looking up Gould Street

The visual demonstrates the scale & massing of the proposal as seen from Gould Street sits appropriately within the future context.

The visual indicates the proposal (in red) amongst the existing context as well the proposed Gasworks development (in blue). This hows how the scale in the area is increasing from surface car parks and light industrial units to an urban neighbourhood. This image and the 3D printed model on the previous spread show that Gould St is currently the edge of the city centre with the city planned to expand east (left).



Existing



Location Plan



Proposed

2.6 Scale
Long Range Verified Views

The seven views on this and the next page are longer range views and show the development in a much wider context. A technical assessment has been carried out in the Townscape Visual Impact Assessment which accompanies this submission.

From an architectural standpoint the views show that the development is of an appropriate scale for the current and future context.



View 3 - From Sherratt St in Ancoats



View 5 - From the junction of Livesey St and Sudell St



View 6 - From Rochdale Road back towards the centre



View 7 - From Roger Street looking east



View 8 - From the Lowry footbridge



View 9 - From junction of Cheetham Hill Road and North St



View 10 - From bridge over the railway at Queens Road

3.0
Landscape

3.1 Public Realm SRF Core Principles
Public Realm and Public Spaces

Landscape design and materials.
All materials and detailing should respond to the urban location of the neighbourhood and its historic industrial character. Materials closer to the river corridor will be modern, robust and resistant to potential water level changes. A diverse mix of native species and shrubs will promote habitat and areas for biodiversity within the neighbourhood.

Manchester Victoria North SRF (2019)



SRF Core Principles

A Varied Network of High-Quality Green Streets and Public Open Spaces

- A continuous network of high-quality open spaces and public realm to support well-being and enhanced biodiversity
- A variety of functional open and community spaces to provide residents of all ages with a range of passive and active recreation opportunities;
- Enhanced public realm as part of well-designed neighbourhoods to support social interaction and community integration; and
- Incorporate SuDS, water features and revealed watercourses to extend the Valley setting throughout the study area and enhance residents' connection to the river.

Manchester Victoria North SRF (2019)

Improve Connectivity Across The Northern Gateway and Beyond

- Providing high-quality access and connectivity to link residents with key public transport provision, including bus, Metrolink and rail services;
- Opportunity to create an integrated transport hub, combining bus, cycle, pedestrian and Metrolink services, to strengthen public transport provision;
- Promoting green routes and connections that encourage active travel and more journeys to be made on foot, and by cycle;
- Enhance east-west connectivity through new pedestrian, cycle and vehicular linkages that connect the study area with surrounding areas;
- Permeability through, over, and under railway infrastructure, with the creation of a series of connections that better integrate neighbourhoods; and
- Urbanising Rochdale Road, whilst protecting its role as a main arterial route between the city centre and North Manchester, to improve the urban fabric of the Northern Gateway and address current issues of severance.

Manchester Victoria North SRF (2019)

3.2 Concept Plan
Spatial Arrangement



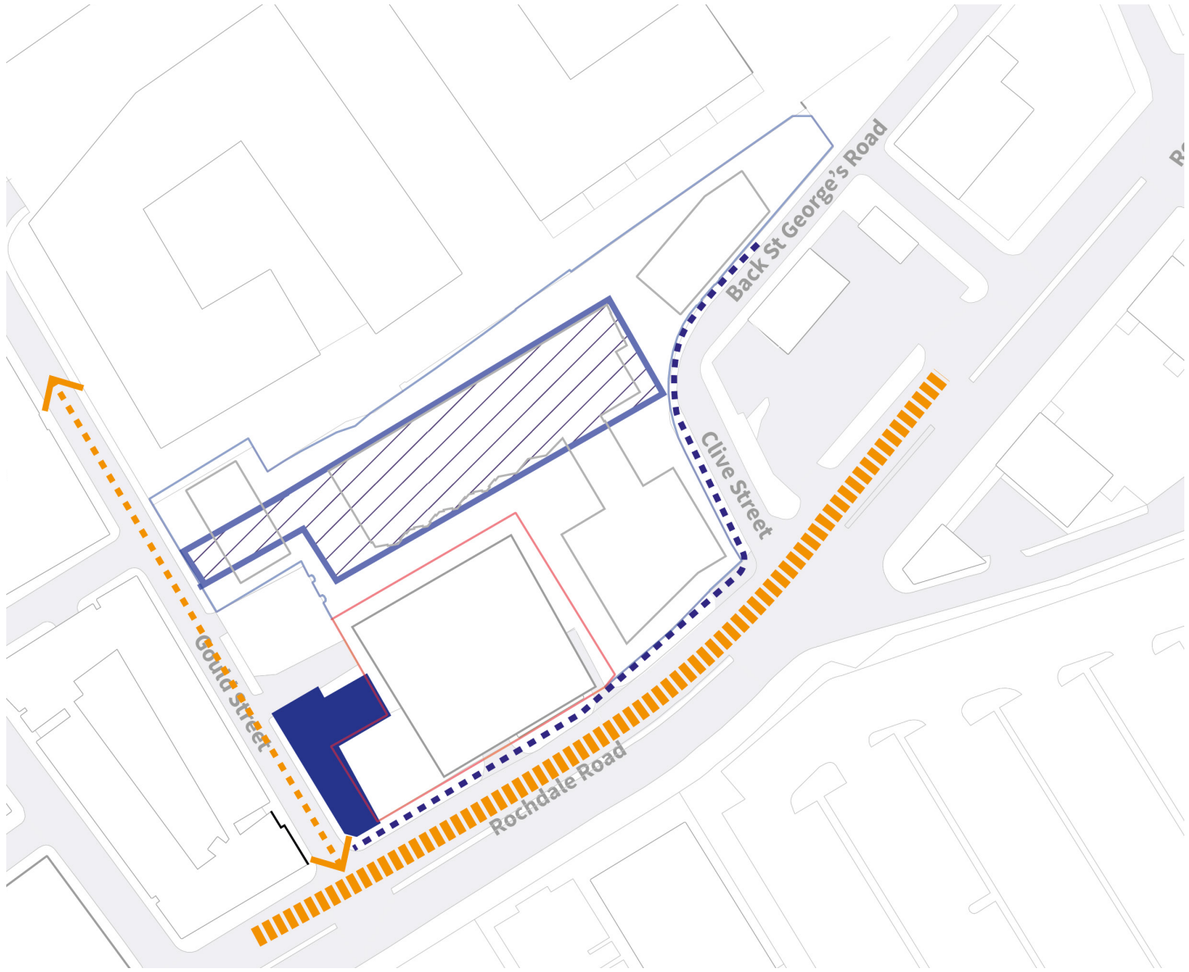
Key

- Nodal Points
- Connection to future development
- Areas of future development
- Areas for green/blue infrastructure
- Green link to green spaces and wider city

Opportunities

The sites location adjacent to the Downtown Victoria North 1 site offers the opportunity for more connected neighbourhood with connectivity to the wider city promoting more sustainable modes of travel on via cycle and foot.

Key potential areas of interest have been identified as initial nodal points for gathering and gateway spaces.



Key

- Noise pollution from Rochdale Road
- Existing utilities
- Basement
- Marble Arch
- Steep gradient

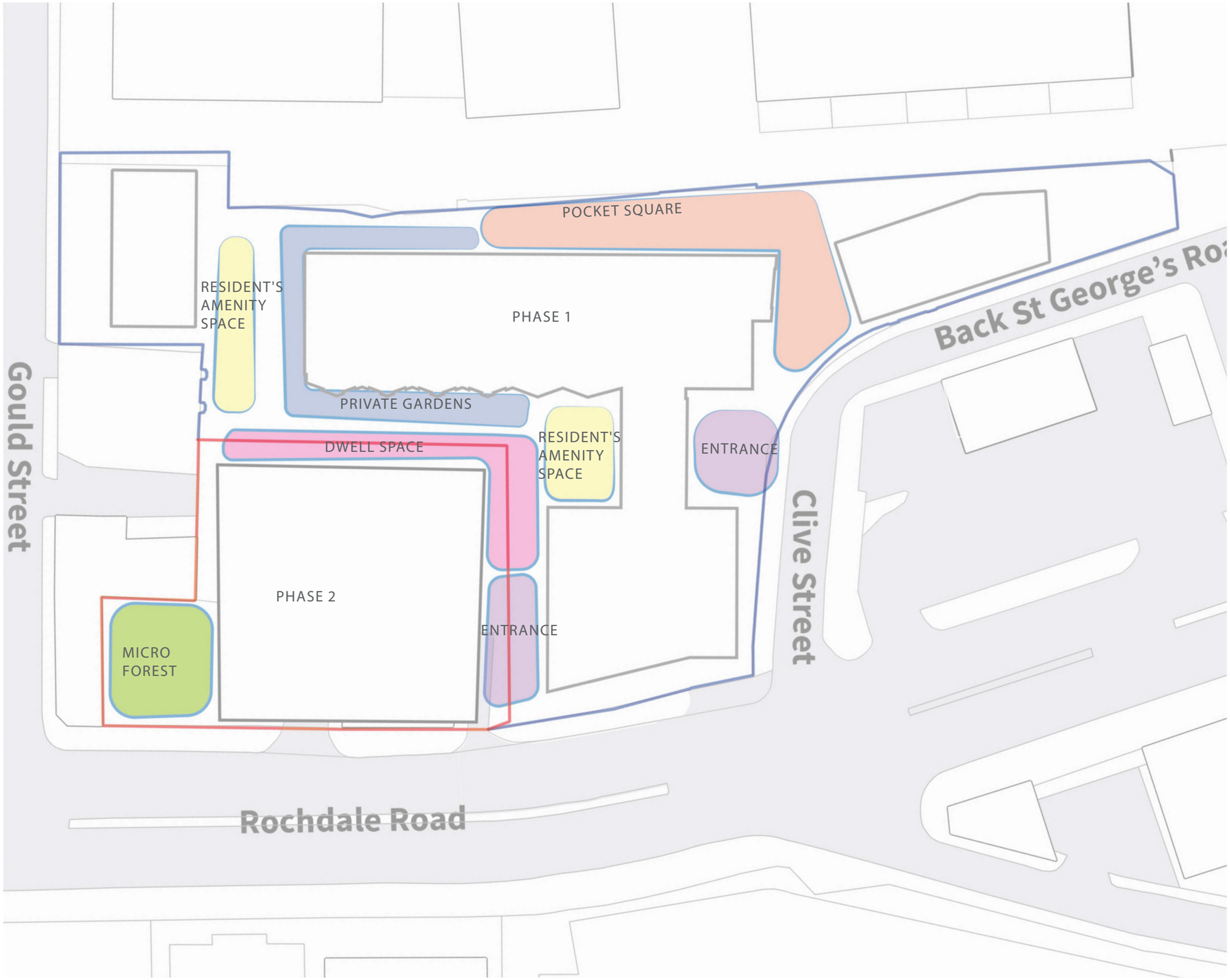
Constraints

Key constraints which need consideration are:

- Existing below ground utility services which may require a form of easement restricting planting along Rochdale Road.
- The proposed basement will also place restriction on tree planting directly above it.
- The Marble Arch need to be considered during the design.

3.2 Concept Plan
Spatial Arrangement

The updated spatial diagram begins to identify key areas for the development where unique characters can start to form and the connectivity of these key spaces. Some of these spaces are private and semi private in nature to address and foster a neighbourhood feel. Others spaces such the Pocket Square are more open in nature to emphasising the plaza-like quality which can benefit both sites in the future.





Celebrating the sites industrial heritage and interpreting this within the design.



Creating a network of high quality functional open and community spaces which prioritises sustainable movement and provides residents of all ages with a range of passive and active recreation opportunities.



Creating a landscape which is connected and unified in character with the phase 1 development.

3.4 Downtown Victoria North Illustrative Masterplan

The key principles for the masterplan are to:

- Create a platform for residents to interact and inhabit space
- Responsive spaces which adapt to the needs of the users and environmental pressure
- A space that celebrates the heritage of the site
- The main spaces within the masterplan comprises:
  - Shared Community Space - Garden Courtyard
  - Private Gardens
  - Public Realm
  - Rochdale/Clive Streetscape
  - Micro-Forest

The above spaces have unique characteristics that are reflected in the design solution. Each of these space are explored in more detail in the coming pages.



Key

1. Shared Community Space Garden Courtyard for residents
2. Semi-private space for residents
3. Private Gardens
4. Public Realm
5. Pocket Square for public use
6. Micro- Forest

Phase 1 boundary
Phase 2 boundary

3.5 Proposed Levels



Key

+51.100 Proposed levels

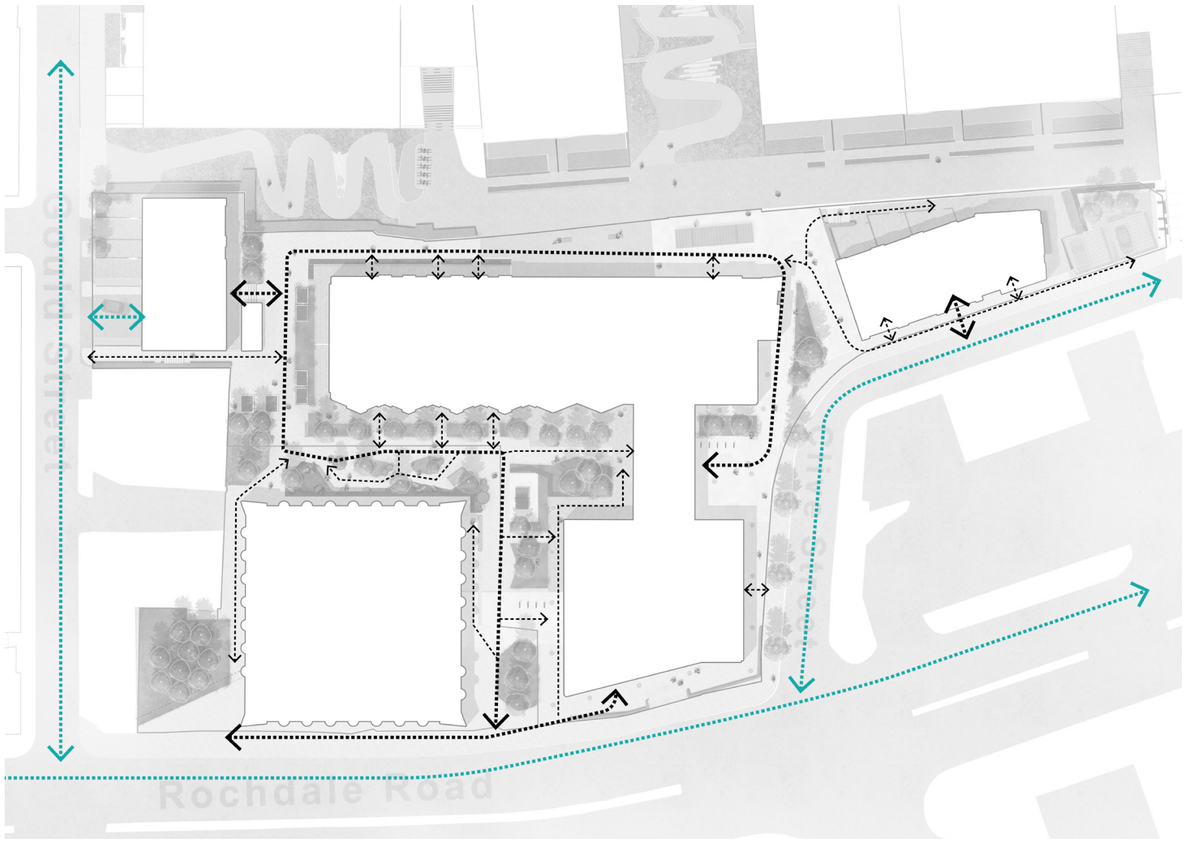
+51.850 Existing levels

Steps

The diagram to the left illustrates how the proposed Phase 1 and 2 building footprints and public realm routes relate to the existing levels to the perimeter of the site and then relate to the proposed adjacent Gasworks development.

Steps and stepped elements are introduced to parts of the coach houses and the Phase 2 development to allow access and create a better connection to the MCR site, while addressing the level change along Rochdale Road. The steps towards Rochdale Street act as a retaining element, managing the level difference between the existing highway and the site while still allowing DDA access to the commercial unit. An additional step has been introduced along the Phase 2 eastern elevation to address the level change between the building and the

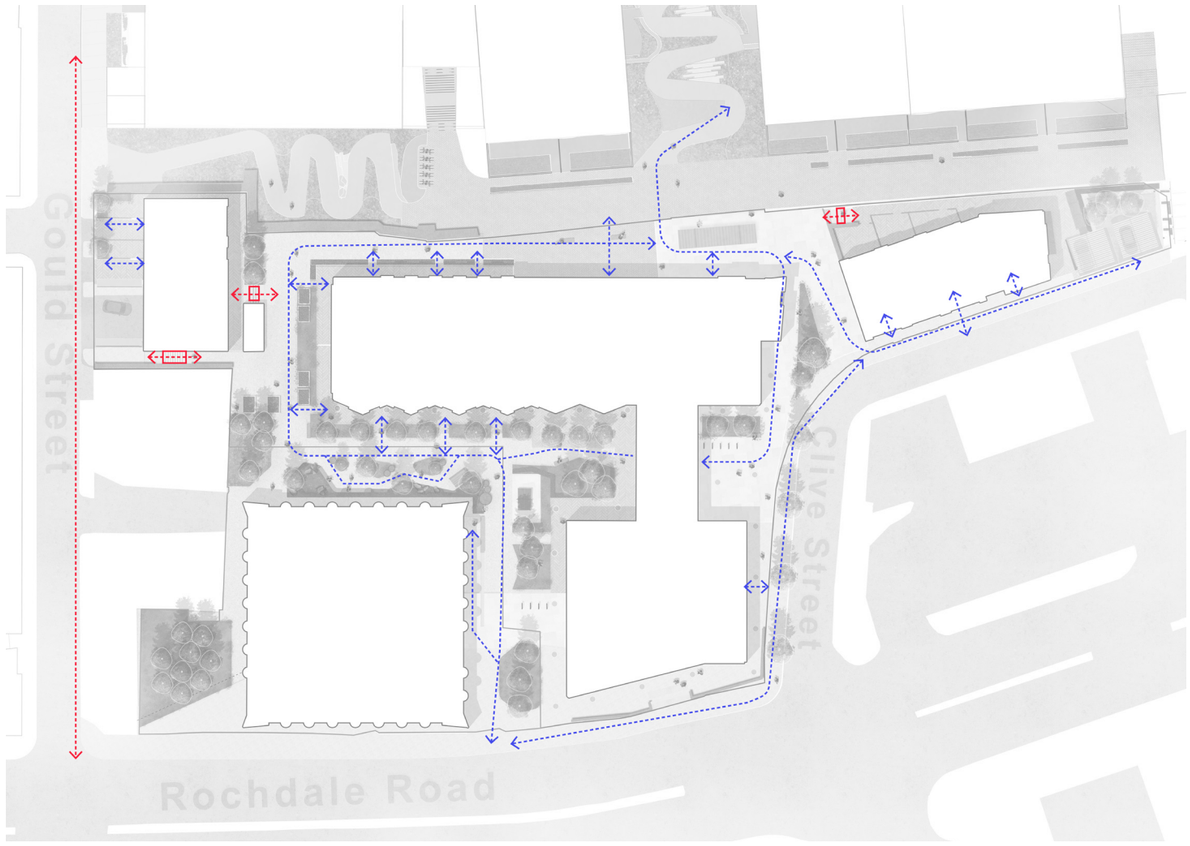
3.6 Circulation and Access



Key
- Primary pedestrian routes
- Secondary pedestrian routes
- Vehicle routes
- Restricted vehicle access

Circulation

The current design prioritises pedestrian movement within the site to emphasise the a sense of safety for the residents and visitors. Vehicle access within the site is kept to the perimeter.



Key
- DDA accessible routes
- Non-DDA accessible routes
- Steps

Access

The current design ensures that the majority of the site is accessible to all residents and visitors. Due to existing level constraints at the north-western corner of the site along Gould Street, steps are required to provide access to the coach houses. Towards Clive Street, the ground-floor front entrances are accessible; however, the rear gardens are accessed via steps to accommodate the level difference and better connect the site with the Manchester development. Phase 2 will be DDA accessible, with the main access point located along Rochdale Road and a secondary access along the central corridor between the two spaces.

3.7 Phase 2 Illustrative Masterplan



The shared garden sits at the heart of the scheme and features a network of sub-spaces designed for a variety of uses. Tree planting has been strategically incorporated to emphasise the human scale within the development and to provide additional screening for site users. The garden offers a range of spaces for recreation, play, relaxation, and social interaction.

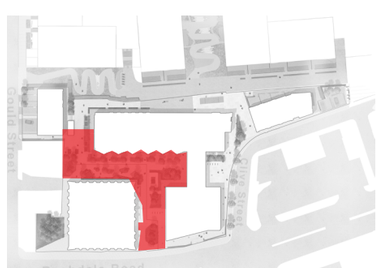
The Phase 2 development is characterised by passive spaces for people to dwell and socialise. These areas are defined by rain garden planting and small shade-tolerant trees. Removable planter pots have also been introduced to further emphasise the human scale and enhance the experience for residents using the space.

Along Rochdale Road, a Miyawaki forest approach is proposed to create small-scale afforestation that relies on high-density planting to establish a dense and diverse ecosystem. This micro-forest mimics the development of a natural forest but can mature within 20–30 years rather than centuries. A fence is proposed along the front of the forest to ensure access is only available from within the Phase 2 development, providing a verdant green backdrop and micro forest along Rochdale Road.

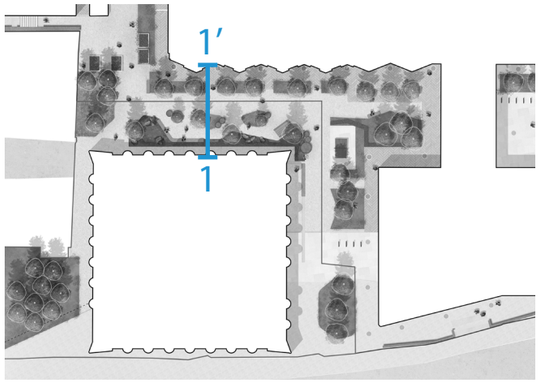
Key

1. Gravel gap linear paving
2. Benches
3. Picnic Sett
4. Rain garden
5. Boulders stones
6. Planters
7. Micro-forest
8. Cycle stands
9. Private gardens
10. Table tennis

Phase 2 boundary



3.8 Sections





Sections showing the interface between private gardens to raingardens and shared courtyard

Section 1-1′

Maintenance strip	Raingarden	Footpath	Planting	Footpath	Planting	Private garden

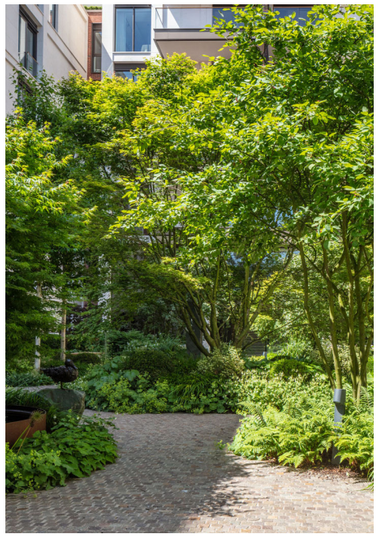
3.9 Phase 1 & 2 Trees & Planting Aspirations

A range of different planting typologies have been selected for use across the scheme and each will play a specific role in the success of the development. Within the site, new trees, planting areas will expand the diversity of species, contributing to the development's biodiversity.

Moreover, planting plays an important role in the management of surface water. These permeable areas reduce the amount of rainfall falling onto impermeable surfaces that would otherwise flow directly into the drains.













3.10 Phase 2 Trees

Key
- Single stem trees
- Multi-stem trees



The landscape design incorporates a balanced mix of multi-stem and single-stem tree species to enhance structural diversity and visual interest throughout the site. This composition supports a dynamic spatial experience, where varying tree forms help define movement corridors, gathering areas, and points of visual focus within the landscape.

A diverse canopy palette introduces seasonal variation, offering subtle shifts in colour and texture that enrich the site's visual character and highlight key spaces across different times of the year.

Tree species have been carefully selected for their resilience to local climatic conditions, their alignment with the native ecological contexts. Collectively, these selections contribute to a robust, adaptive, and enduring landscape that balances aesthetic expression with long-term environmental performance.



Acer campestre 'Streetwise'



Amelanchier lamarckii



Cercis siliquastrum



Gleditsia triacanthos Skyline



Prunus avium 'plena'

Trees

Species	Common name	Specification	Girth/Spacing(cm)	Height (M)	Clear Stem Height	Pot
Acer campestre 'Streetwise'	Field Maple	Specimen, min. 4x breaks	30-35	5-5.5	2m	RB
Amelanchier lamarckii	Snowy Mespilus	Specimen, min. 4x breaks (multi-stem)	16-18	3.5-4	1.7m	RB
Cercis siliquastrum	Judas Tree	Specimen, min. 4x breaks (multi-stem)	16-18	3.5-4	1.7m	RB
Prunus avium 'plena'	Wild Cherry Tree	Specimen, min. 4x breaks	20-25	4.5-5	2m	RB
Betula Pendula	Silver Birch	Specimen, min. 4x breaks	14-16	3-4m	2m	RB
Gleditsia triacanthos 'Skyline'	Honey Locust	Specimen, min. 4x breaks	30-35	5-5.5	2m	RB

3.11 Trees & Planting

Key
- Rain garden
- Ornamental and herbaceous mix
- Micro forest
- Lawn



The planting design incorporates a diverse palette of species chosen for their contrasting colours, textures, visual appeal and ecological value.

Water-tolerant species are strategically located within the raingardens to facilitate stormwater infiltration and support a resilient micro-ecosystem. These selections contribute to both the site's sustainable drainage strategy and its biodiversity.



Iris sibirica



Thalictrum delavayi



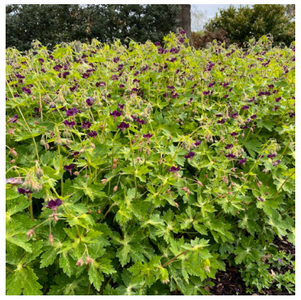
Rudbeckia fulgida var. sullivantii



Carex divulsa



Lobelia caridinalis



Geranium phaeum



Filipendula ulmaria



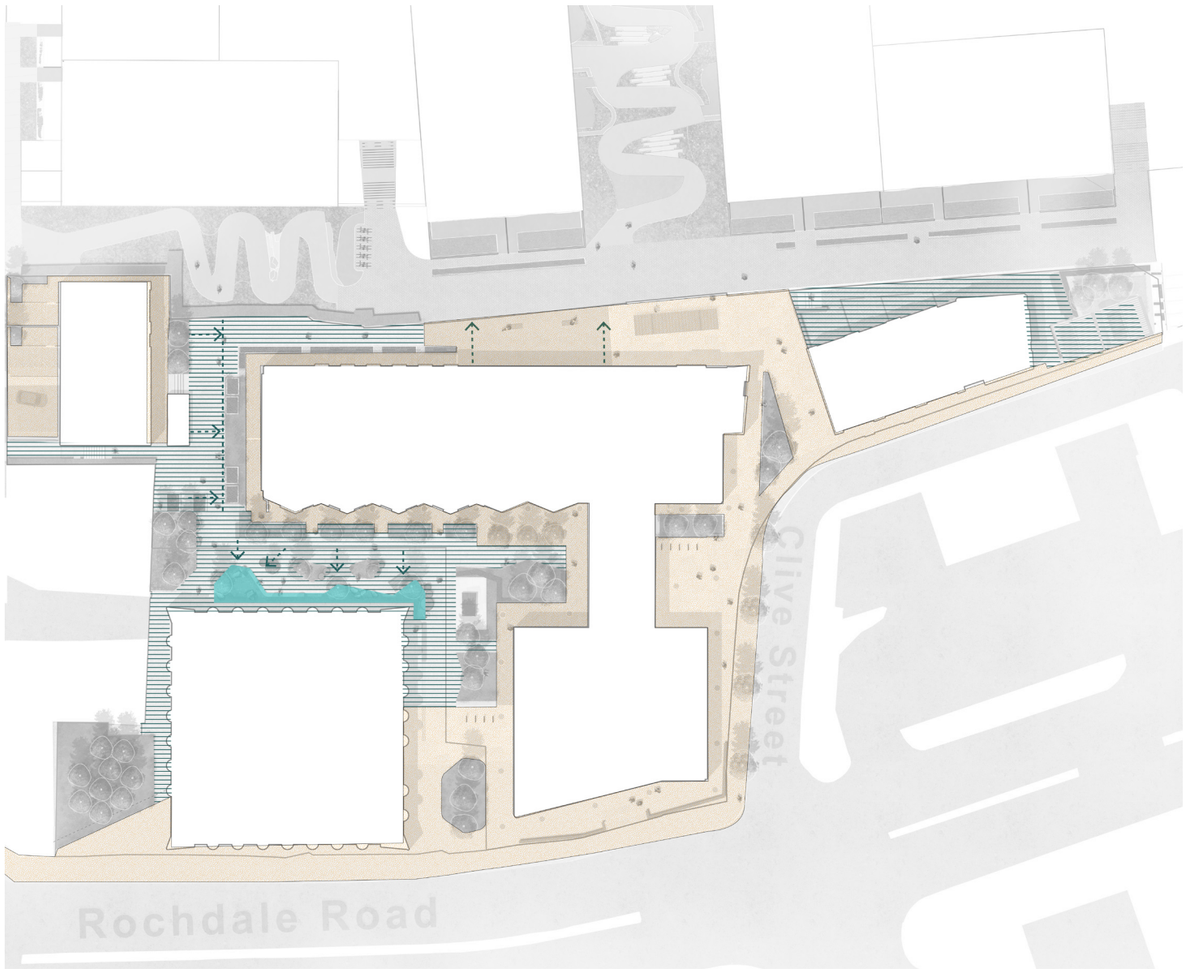
Calamagrostis brachytricha

Rain Garden Planting Mix @ 7 per m2		
Species - Latin	**Common Name**	**Percent of Mix (%)**
Bistorta affinis 'Superba'	Bistorta	8%
Calamagrostis brachytricha	Korean feather reed grass	7%
Carex divulsa	Grey sedge	5%
Deschampsia cespitosa	Tufted hair grass	8%
Eupatorium cannabinum 'Flore Pleno'	Hempagrimony	7%
Filipendula ulmaria	Meadowsweet	6%
Geranium phaeum	Hempagrimony	9%
Iris sibirica 'Tropic Night'	Siberian iris	12%
Iris sibirica 'White Swirl'	Siberian iris	7%
Lobelia cardinalis	Cardinal flower	6%
Primula veris	Cowslip	7%
Rudbeckia fulgida var. sullivantii 'Goldsturm'	Cardinal flower	8%
Thalictrum delavayi	Meadowsweet	10%
Total		**100%**

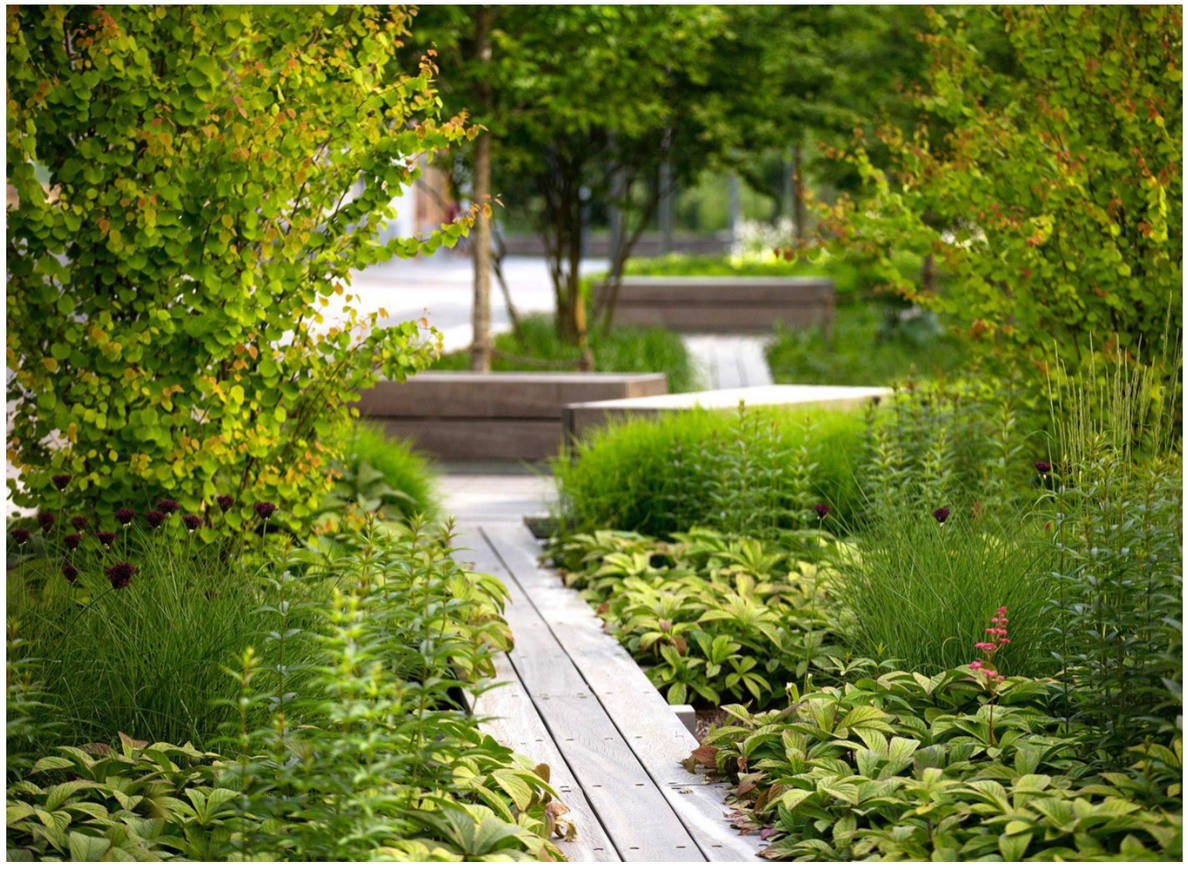
3.12 Drainage Strategy

Due the predominately flat character of the site, the shared community space surface will have a combination of permeable build up and to facilitate rain water runoff. Flood tolerant trees have been used in the rain garden not only for biodiversity purposes but to ensure the green and blue infrastructure is robust within the scheme.

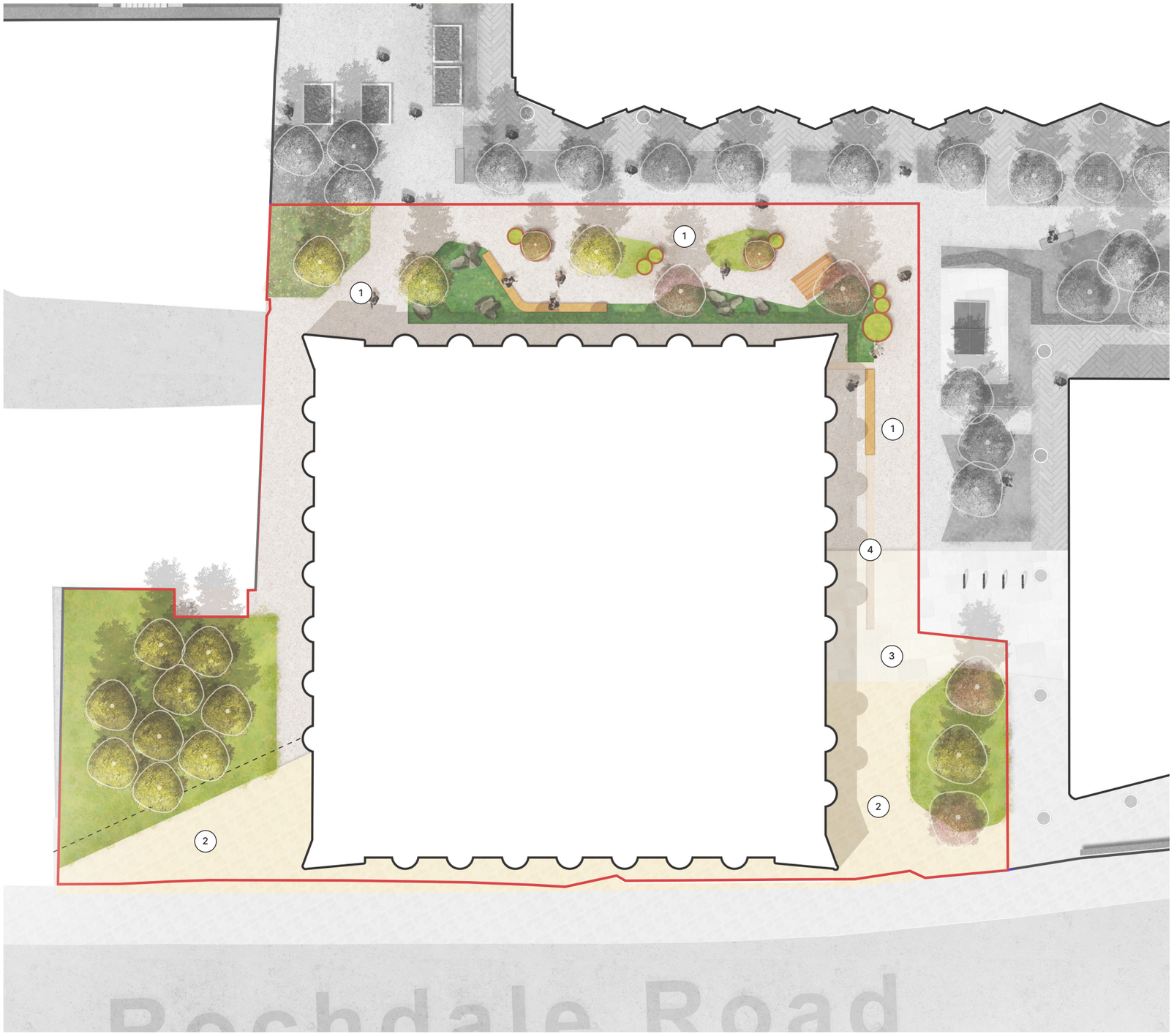
Key
- Rain garden
- Permeable-up paving
- Rigid build-up paving
- Water runoff direction







3.13 Surface Strategy



The material palette is influenced by a number of factors:

- Material such as clay paving are in keeping the industrial character the design aims carry through;
- The objective of creating unity between phase 1 & 2

Key

1. Concrete Gravel gap paving to public realm
2. York stone paving to MCC specification requirements
3. Granite type paving to public realm
4. Granite wall to capture level change



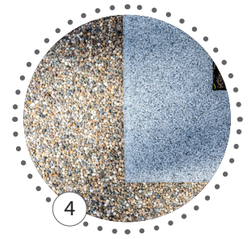
Gravel Gap
Concrete Paving



Natural Stone
Paving Type 1



Natural Stone
Paving Type 2



Natural Stone wall

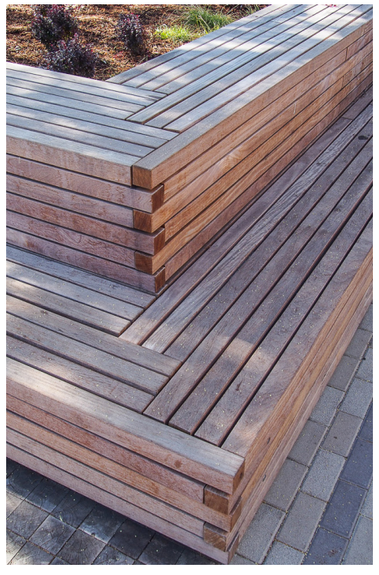
3.14 Furniture

The selection of furniture will be carefully considered to reinforce the post industrial design language of the site. All furniture elements will be cohesive through materiality. Durability and robustness is paramount within the urban setting to withstand wear and tear. Re-used and reclaimed material will be used where possible, particularly timber topped surfaces.













4.0 Access

4.1 Inclusive Access

The design of the scheme has been developed from first principles, with an inclusive approach to allow safe, & secure access to the landscape & buildings.

The entrance to the development faces the new landscape and the city. It provides a clear, intuitive and legible entry sequence with plenty of clear space around the bus stop. Cyclists will enter and exit via a secure door into the building. Level access is provided at each if these entrances. An accessible WC has been provided, located on the ground floor.

Two lifts provide step free access to the upper floors. The lifts open onto a lift lobby 1.8m wide to allow passing places for wheelchair users. The rest of the corridors are 1.5m wide.

All apartments meet the Nationally Described Space Standards and Places For Everyone's requirement that they are Accessible and Adaptable as defined by Approved Document Part M(4)2. Beyond overall sizes of apartments these documents prescribe overall areas and room dimensions for all the rooms to ensure that each room is of standard that they can inhabited appropriately. These are illustrated by the dashed lines, at the entrance doors, in kitchens, around the beds and in the bathrooms of the apartments shown opposite.

In order to make the design as usable as possible, the following considerations have been incorporated into the proposals as per the Design for Access document commissioned by Manchester City Council.

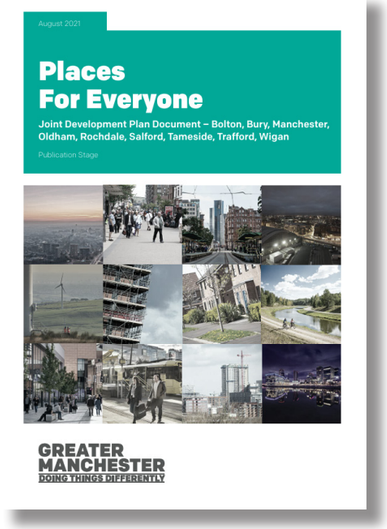
- All main entrances within the development fully comply with DfA2.
- For landscape design please refer to landscape section in this report.
- Fixtures and fittings, including ironmongery and controls are to visually contrast with their surrounds, be usable by people with limited dexterity and reachable by those who are seated or standing.
- All passenger lifts are to be specified to meet BS 8300 and BS EN 81-70
- Visually contrasting nosings (the protruding edge of a stair) are to be included on all stepped routes, to meet the recommendations of BS 8300

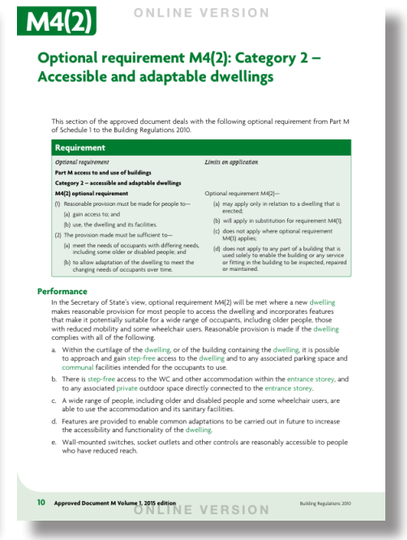
Manifestation at the ground floor to meet Part K will be provided to assist people with visual impairment.

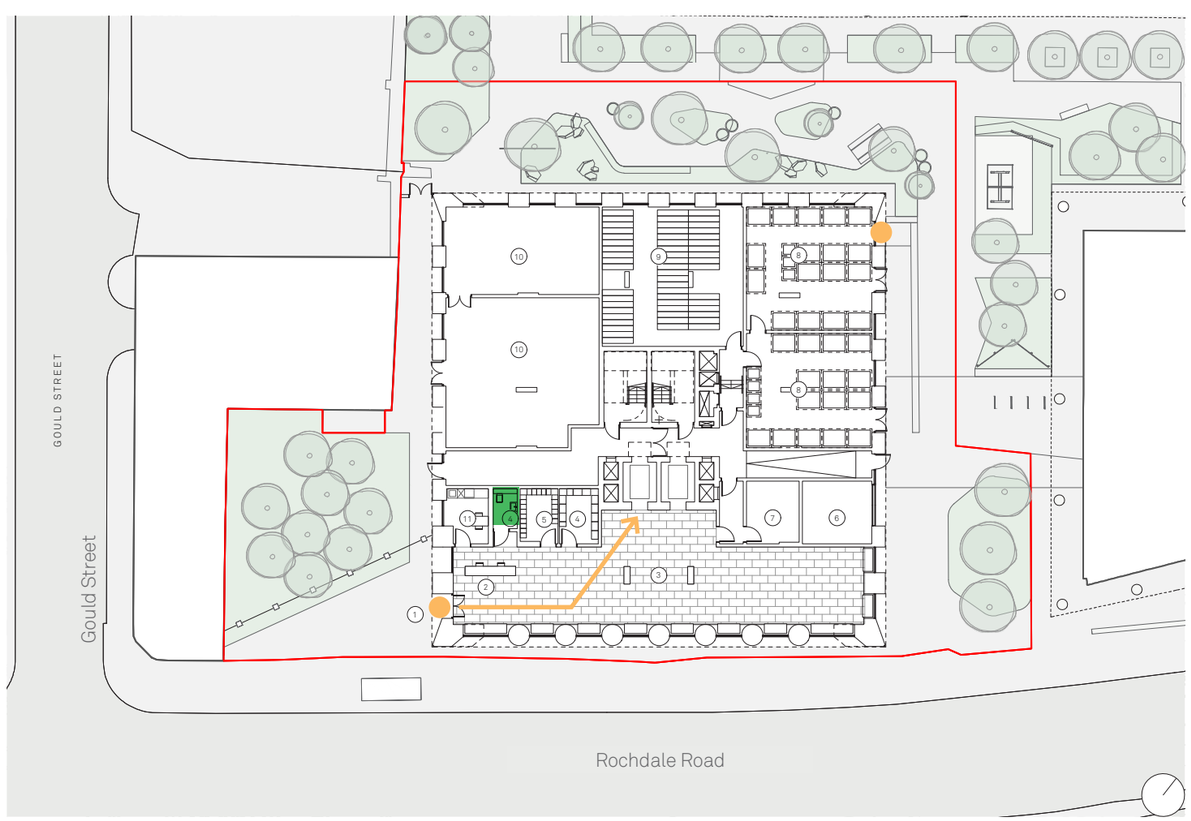
A collection strategy by the on site management team for refuse will be in place for residents who can not use the three steps to the refuse/ recycling store if an internal step free strategy can not be resolved in detail design.

Windows are full height to provide good views out whether sitting or standing.





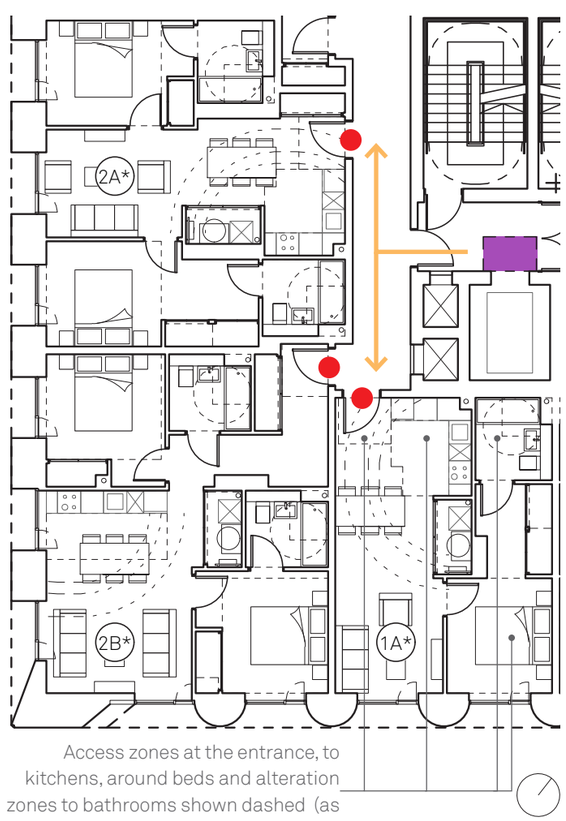




Key

1. Entrance
2. Reception
3. Amenity
4. Parcel & Post Store
5. WC
6. Substation
7. Switchroom
8. Refuse and recycling store
9. Cycle store
10. Plant space

- Accessible WC.
- Step free entrance.
- Step free private entrances.
- Passing place & refuge / waiting point during emergency evacuation.



Access zones at the entrance, to kitchens, around beds and alteration zones to bathrooms shown dashed (as is escape zones past hobs)

4.2 Vehicle, Cycle & Post Access

The scheme has been designed to ensure that it can facilitate ease of access for servicing the building despite its location on the busy Rochdale Road and will have a robust management plan.

Vehicle Access

The building will follow r 87 Rochdale Road's (Phase 1) strategy and be serviced from Back St George / Clive Street to avoid impacting Rochdale Road. Deliveries will be walked or trolleyed from this location. The building management will be robust in ensuring this is achieved.

Cycle Access

The scheme shows its commitment to sustainable transport and provides generous cycle facilities. There will be 54 double stacking cycle racks with gas struts providing 108 spaces (70%). Residents will also be able to use 87 Rochdale Roads development as overspill if required. The cycle store's entrance is at the side of the building with an internal link though to the reception. The cycle store will be well lit and well designed. Access to the cycle stores will be controlled and restricted to residents only with CCTV coverage.

Waste Store

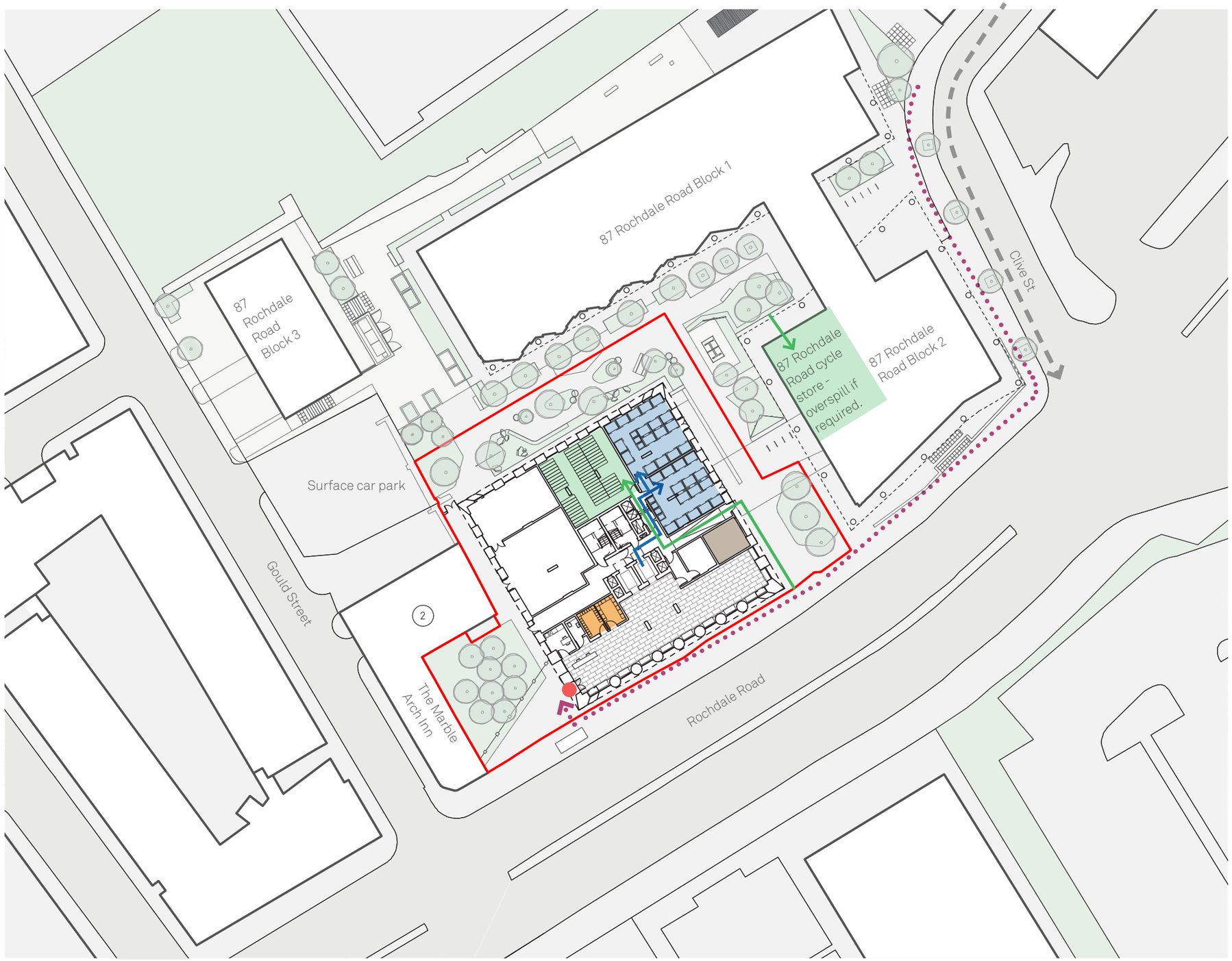
Located on the north east facade.

Post, Parcels and Deliveries

The main reception area & concierge are located at ground floor. Post, parcels and deliveries will be delivered to reception and access via the main entrance door. The post and parcel store is located behind reception for easy access and excellent security.

Substation

The substation is located on the north east facade. In the very infrequent event of replacing the substation vehicles will park on Rochdale Road and trolley the new substation into place.



Key

- Main Entrance
- Cycle Store Entrance
- Cycle store
- Refuse Store Entrance
- Refuse & recycling store
- Substation
- Post/parcel room
- Vehicle service route
- Pedestrian service route

4.3 Waste Management

Residential waste forecasts have been calculated using GD04 MCC Waste Storage Collection Guidance for new developments.

Waste
The refuse store is located at the ground floor on the north facade. The entrance to the refuse lobby is within 30m horizontal travel distance from apartment doors.

The waste store will provide separate containers for the four separate waste streams.

GD04 requires 110 litres per apartment for general waste, plus at 55 litres per apartment for pulpable recycling and at 55 litres per apartment for co-mingled recycling. Food waste is based on 10 litres per apartment. This is based on a council collection frequency of 1 waste stream every two weeks. This frequency requires a quantum of:

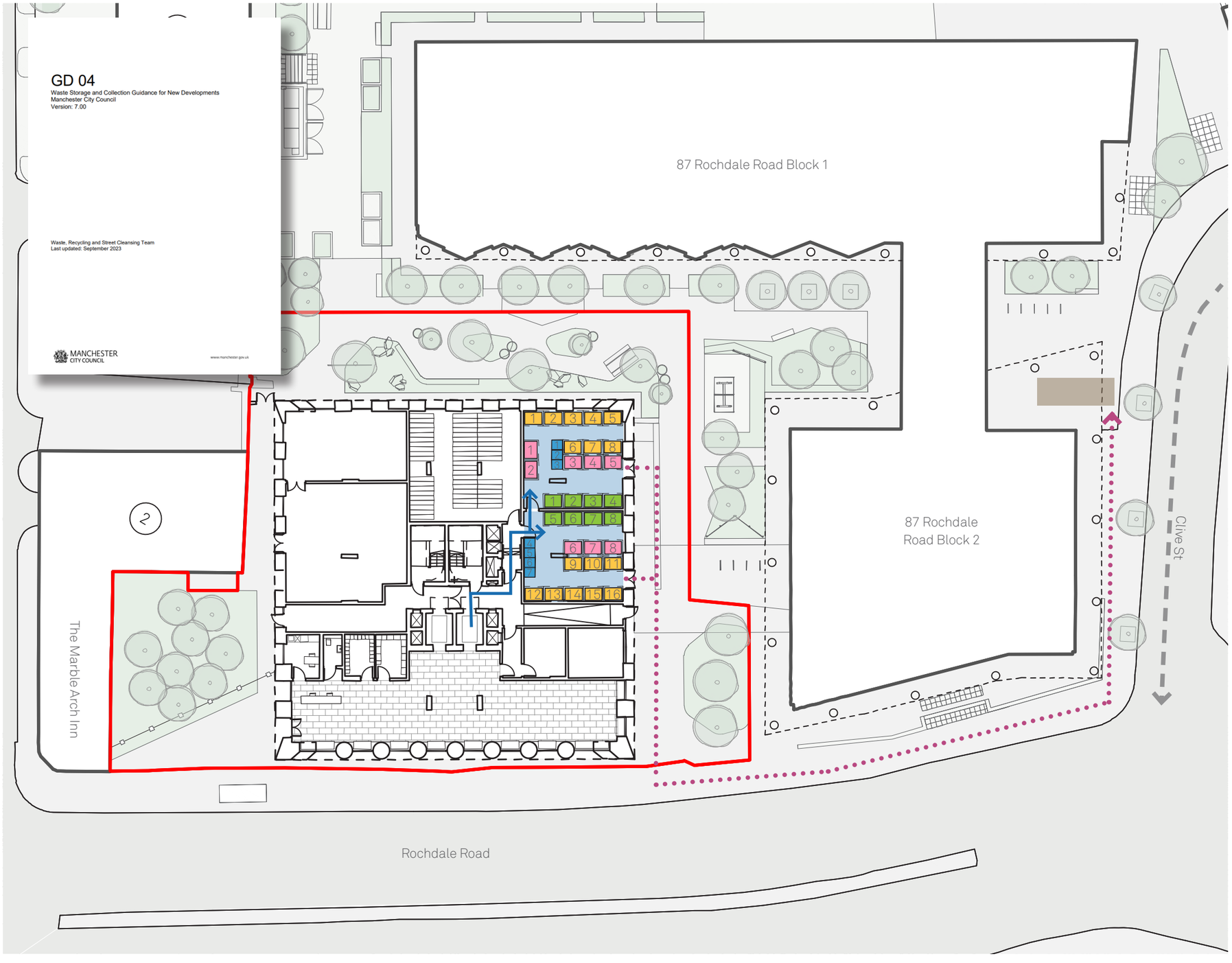
- 16,830L of general waste.
- 8,415L of pulpable recycling.
- 8,415L of co-mingled recycling.
- 1,530L of food waste.

This quantum requires:

- 15.3 rounded up to 16no. 1100L Eurobin of general waste.
- 7.7 rounded up to 8no. 1100L Eurobin of pulpable recycling.
- 7.7 rounded up to 8no. 1100L Eurobin of co-mingled recycling.
- 6.4 rounded up to 7no. 240L bin of food waste.

GD04 requires 0.43m² per apartment which means a store over 66m². The proposed waste store is 117m². The bins shown on the plan and the space around them are as required by GD04. As the bin store is above 100m² it has been split in two so each room is below 100m² to meet the fire strategy.

The onsite building management team will move the waste to the collection point . The bins will be brought out immediately prior to collection and returned immediately after collection to ensure minimal disruption to the footway.



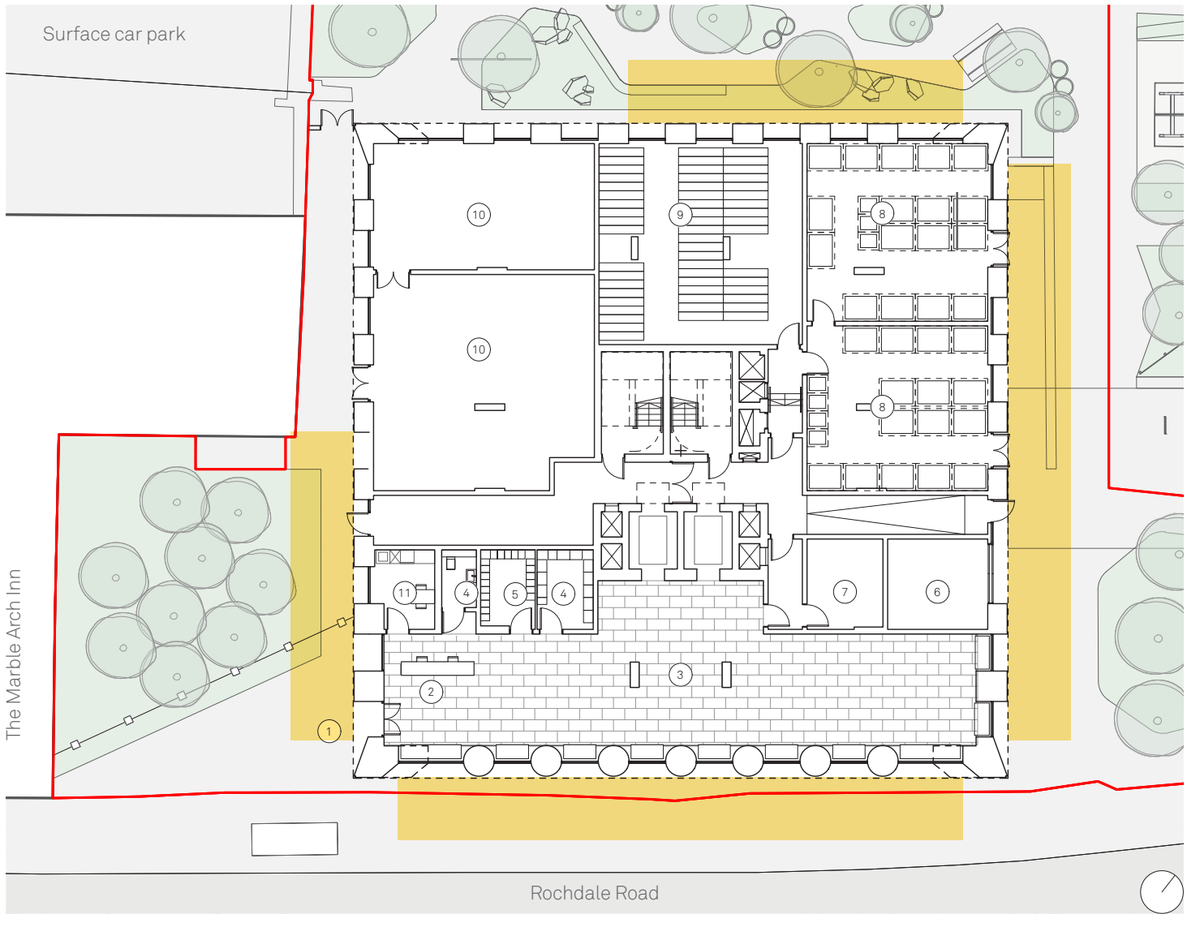
4.4 Cleaning & Maintenance

The solutions proposed are deemed to be the safest, simplest, most practical and quickest, with the least disruption to the building occupants and the general public.

Key

Clearance zone

Davit Arm to Perimeter.
Providing Abseil Access



Reach & Wash
The glass at the ground floor and the majority of the lower sections of the proposal will be cleaned, accessed and maintained with the use of a Water Fed-Pole system, or 'Reach and Wash'.

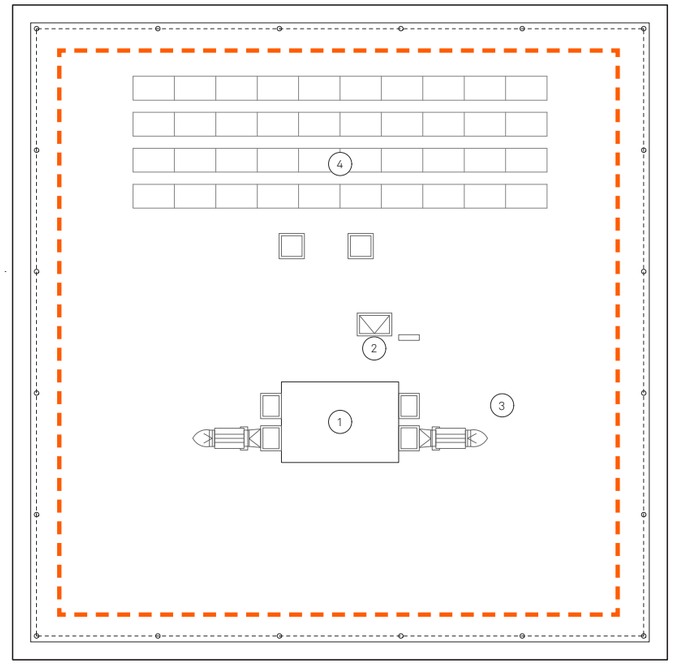
Typically, this kind of system is comfortable of reaching heights up to 18m. Suitable Water-Fed Pole Systems and providers will be identified at a later stage.

The adjacent diagram indicates the minimum 3m zone around the perimeter of the building needed to sufficiently operate a Water-Fed Pole System.

Abseiling
The upper levels of the building will be cleaned, accessed and maintained through high level access. A moveable davit arm solution is the best option. Further interrogation of the Davit arm requirements in relation to the roof structure will be required at the next design stage. Davit arms will have cast in socket which will be concealed on the terraces.

The facade goes up to form a solid permanent balustrade.

Glass Replacement
A number of options could be used for glass replacement:
- Replace glass using movable working platforms from the outside;
- Use a cradle system linked to the davit arms



5.4 Security
Secure By Design

The proposals were presented to Greater Manchester Police to seek feedback on designing out security issues for the submission of the scheme.

A secure by design report will be produced which will contain the full and final recommendations This page summarises the high level details discussed and agreed in the meeting.

CCTV and lighting will be provided as part of a base level of security particularly in the cycle store, at entrances/exits and key circulation spaces.

There will be extensive building management team which will be integrated with 87 Rochdale Road (Phase 1)



Key

- Line of security - typically via fob access.
- All other doors will either be locked or only openable from the inside (e.g fire egress doors)
- Push to exit
- Secure fence line
- Building concierge located next to the parcel store. Parcel store details TBA but either to be accessed solely by management or to be lockers for secure access by residents.

1. Entrance
2. Reception
3. Parcel Store
4. WC
5. Commercial space
6. Residents' amenity
7. Cycle store
8. Substation
9. Switchroom
10. Refuse and recycling store
11. Plant space
12. Terrace

Simple, elegant design.