



VICTORIA STATION

ANCOATS

BRUNSWICK PLACE

NEW ISLINGTON

HOLT TOWN METROLINK

MANCHESTER CITY ETIHAD CAMPUS

PICCADILLY GARDENS

PICCADILLY STATION





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Aerial View of Existing Site
source: Google Earth





Site Location Plan
source: Google Earth

— SITE BOUNDARY



Introduction

1.0

Statement

1.1

This Design and Access Statement accompanies an application for full Planning Permission, submitted to Manchester City Council (MCC) on behalf of the Applicant, for the refurbishment and conversion of the Grade II listed Brunswick Mill in Ancoats and adjoining land to the southwest of the existing mill including the site of 1-7 Beswick Street that was cleared following Prior Notice of Demolition 119268/DEM/2018.

Project Team

1.2

The Applicant has collated a comprehensive design team to ensure the proposals submitted for planning approval are fully considered, coordinated and deliverable.

Architect	Hodder + Partners
M&E Engineer	Clancy
Landscape Architect	Layer
Heritage Consultant	Stephen Levrant Heritage Arch
Planning Consultant	Deloitte
Fire Engineer	Jeremy Gardner Associates
Traffic Consultant	Curtins
Flood Risk Assessment	Civic
Ground Investigation	The LK Group
Acoustic Consultant	Azymuth Acoustics
Structural Engineer	Civic
Daylight and Sunlight	AA Projects
Crime Impact Assessment	Wardel Armstrong
Viability	Cushman and Wakefield
Property Management	Jones Lang Lasalle

Consultations

1.3

The design team has had ongoing consultation with Manchester City Council throughout the course of the Project and in the run up to the submission.

An online public consultation has also been held in which local residents and interested stakeholders were consulted through the website:

www.brunswickmill.co.uk



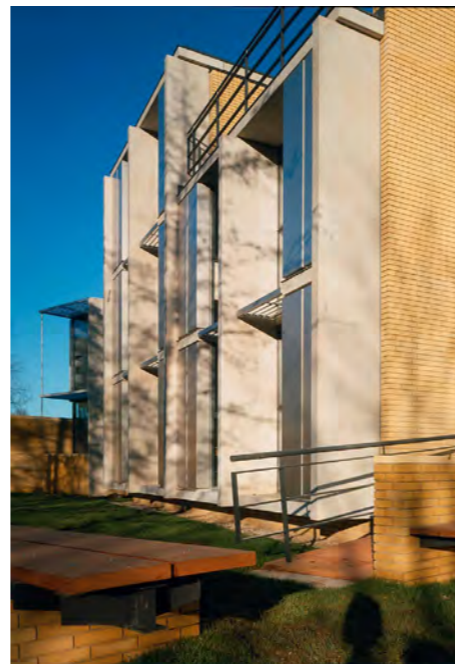
1. St Clare's College, Oxford



2 Motel One



3. Hotspur Press, Manchester



St Catherine's College, Oxford

Introduction

Architectural Commission

1.4

Hodder + Partners was initially approached by the applicant to review development options for the sites and surrounding land, which has culminated with this application for planning permission and listed building consent. The aims of the project are to:

- + Ensure deliverability and viability;
- + Conserve and protect the existing listed building
- + Enhance the site and locality with a high quality proposal;

Relevant Experience

+ St Clare's College, Oxford

Value: £4.5m

Date: 2015

Awards: Manchester Architect's Building of the Year 2016, Oxford Preservation Trust Award, 2016 Wood Awards

Description: competition winning proposal comprising of five individual buildings arranged around a new quadrangle, and woven between existing mature trees, with a restored Grade II listed Arts and Crafts house by architect Henry T. Hare.

1.5

+ Motel One, Manchester

Value: £16m

Date: 2014

Description: Hodder + Partners won an architectural competition organized by Olympian Homes in November 2011 to design a 330 bed hotel for Motel One, on a site adjacent to the Grade 2* listed London Road Fire Station.

+ Hotspur Press, Manchester

Value: Undisclosed

Date: 2018

Description: New build residential development constructed behind the retained fabric of the existing Medlock Mill that housed the Hotspur Press.

+ St Catherine's College, Oxford

Value: Undisclosed

Date: ongoing

Description: Hodder+Partners has had an ongoing relationship with St Catherine's College since 1992 when the practice won an architectural competition for a development plan and extension of the Grade I listed main college building designed by the distinguished Danish architect, Arne Jacobsen.

Introduction

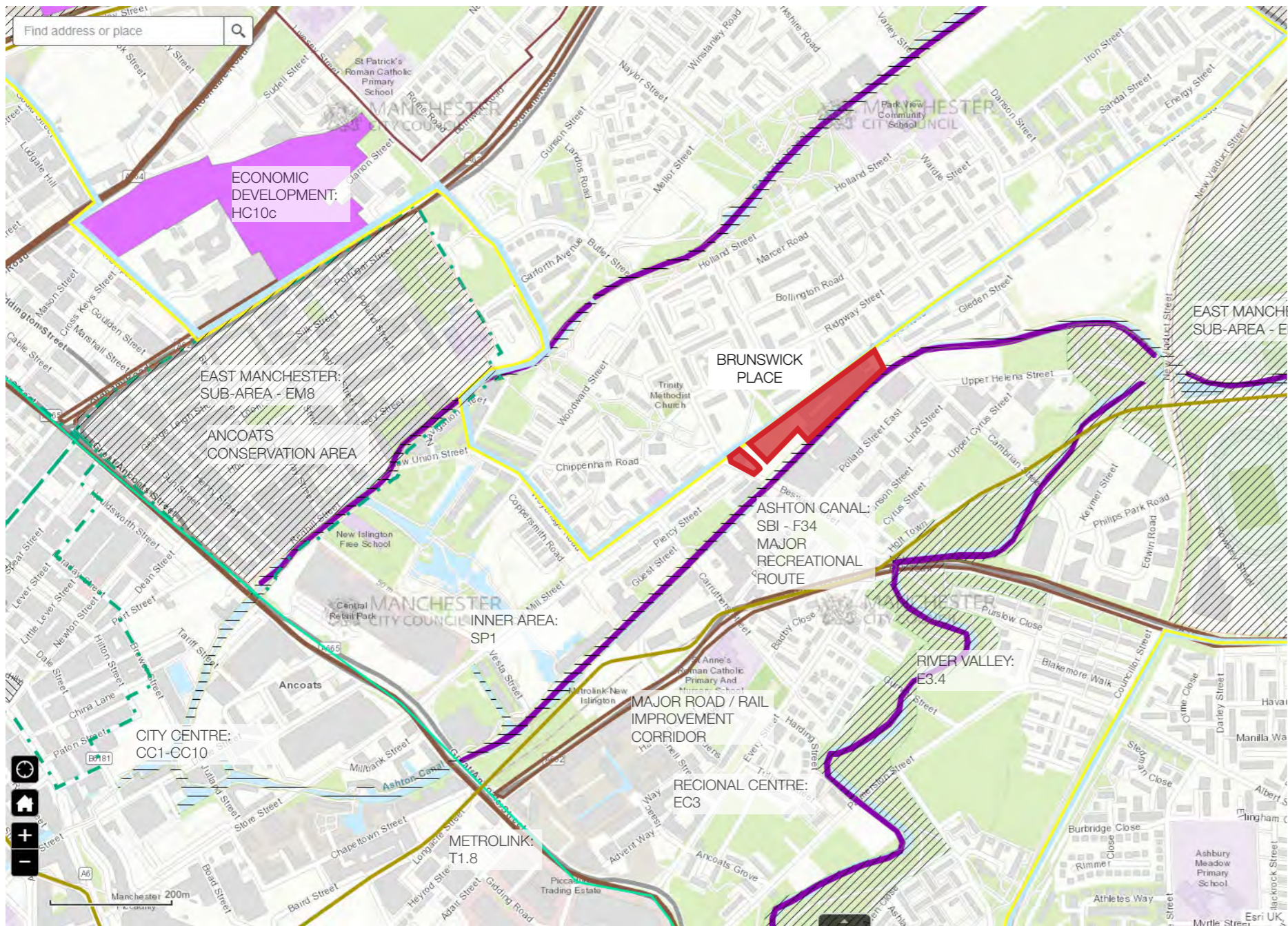
Proposal

1.6

The proposal is a redevelopment of Brunswick Mill and adjacent sites comprising the partial deconstruction of buildings, re-purposing of existing buildings, and erection of new buildings for a mixture of uses comprising 277 no. residential homes, (Use Class C3), and circa 2030m² flexible commercial space, (Use Class E); ancillary hard and soft landscaping, formation of new vehicular accesses onto Bradford Road, vehicular and cycle parking, and associated works and infrastructure.



Proposed development from east



Extract from Manchester Local Development Framework Area Interactive Proposals Map outlining saved policies from Manchester City Council's Unitary Development Plan



Introduction

Relevant Planning Policy

Planning policy which has been considered as part of the preparation of the planning application, including a review of national and local planning policies as well as other relevant guidance, where appropriate.

In this case, the Development Plan comprises:

- + Manchester Core Strategy.
- + Manchester Unitary Development Plan Saved Policies.

In addition, at the national level and City Regional level, the National Planning Policy Framework, March 2012 ("NPPF"), associated National Planning Policy Guidance 2014 ("NPPG"), and Greater Manchester Growth Strategy represent important further material considerations.

National Planning Policy

The Government is committed to a plan-led system of development control, which was given statutory force by Section 38(6) of the 2004 Planning and Compulsory Purchase Act. Where an adopted or approved development plan contains relevant policies, Section 38(6) requires that an application for planning permission or an appeal shall be determined in accordance with the plan, unless material considerations indicate otherwise.

In Manchester, the relevant development plan is the Core Strategy Development Plan Document 2012-2027 (the "Core Strategy") adopted in July 2012, saved policies from the Manchester Unitary Development Plan (UDP), adopted in July 1995.

National Planning Policy Framework (NPPF)

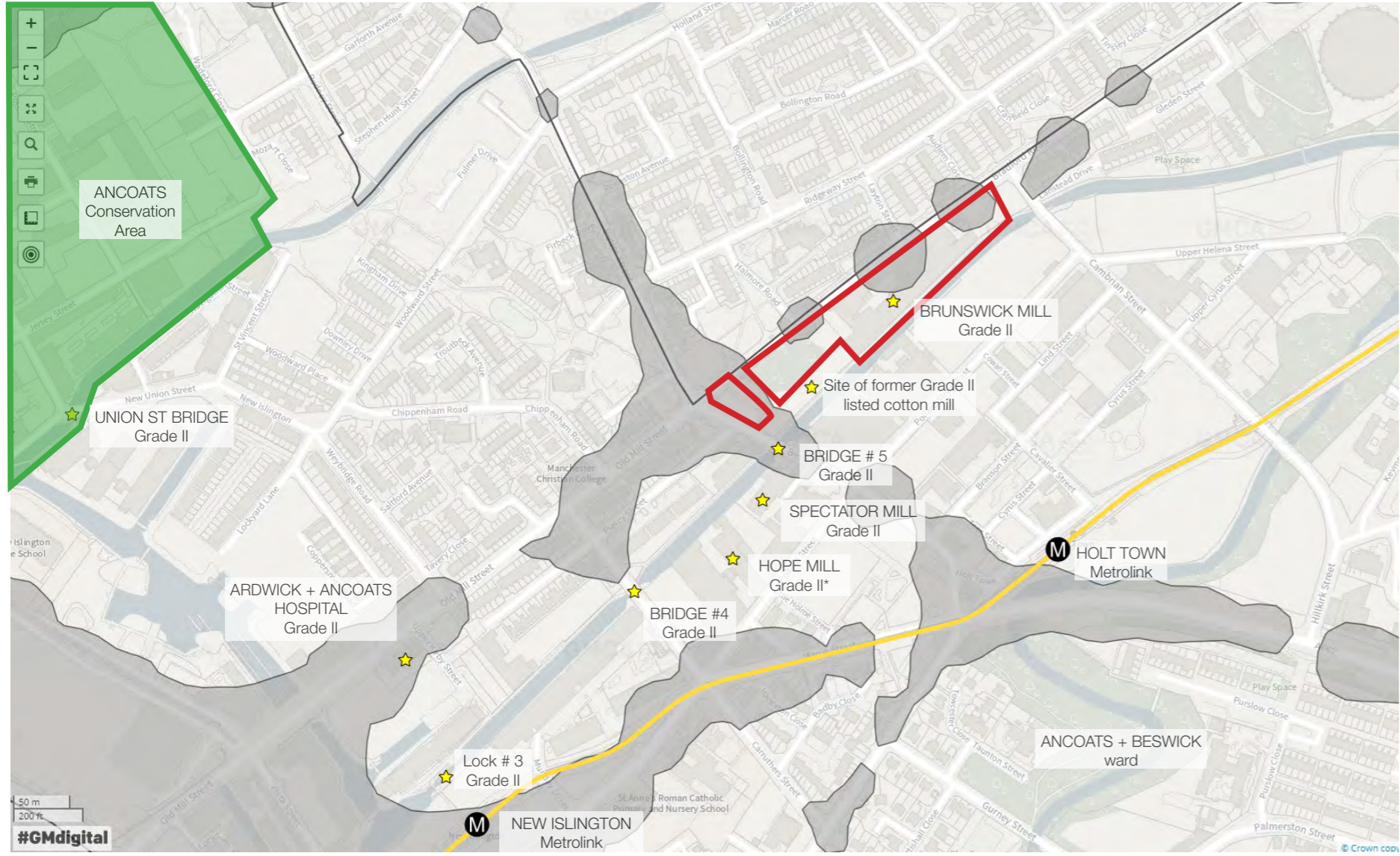
The NPPF articulates the priorities of the Plan for Growth within planning policy. The NPPF introduces a 'presumption' in favour of sustainable development and supports proposals that are in accordance with policies in an up to date Development Plan. Sustainable development is about positive growth – making economic, environmental and social progress for this and future generations.

Introduction

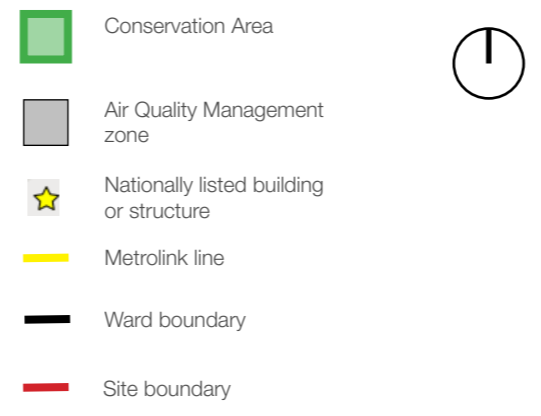
Core Strategy

The Manchester Core Strategy was adopted in July 2012 and is the key, overarching DPD within the LDF. The Core Strategy has replaced significant elements of the Manchester UDP as the document that sets out the long term strategic policies for Manchester's future development and forms the framework against which, planning applications will be assessed. The document covers a period of 15 years and outlines the Council's vision for Manchester to 2027 along with the planning policies which will be used to deliver that vision. Relevant policies are summarised within the Planning Statement including, inter alia:

- Policy EC 3, The Regional Centre
- Policy EC 5, East Manchester
- Policy H 4, East Manchester
- Policy F 34, Ashton Canal (West), site of biological interest
- Policy CC 3, Housing
- Policy CC 7, Mixed Use Development
- Policy CC 8, Change and Renewal
- Policy CC 9, Design and Heritage
- Policy CC 10, A place for Everyone
- Policy EN 1, Design Principles and Strategic Character Areas
- Policy EN 3, Heritage
- Policy EN 4, Reducing CO2 Emissions
- Policy EN 8, Adaptation to Climate Change
- Policy EN 15, Biodiversity
- Policy EN 16, Air Quality



Extract from Greater Manchester Open Data Infrastructure Map



Introduction

Application Documents

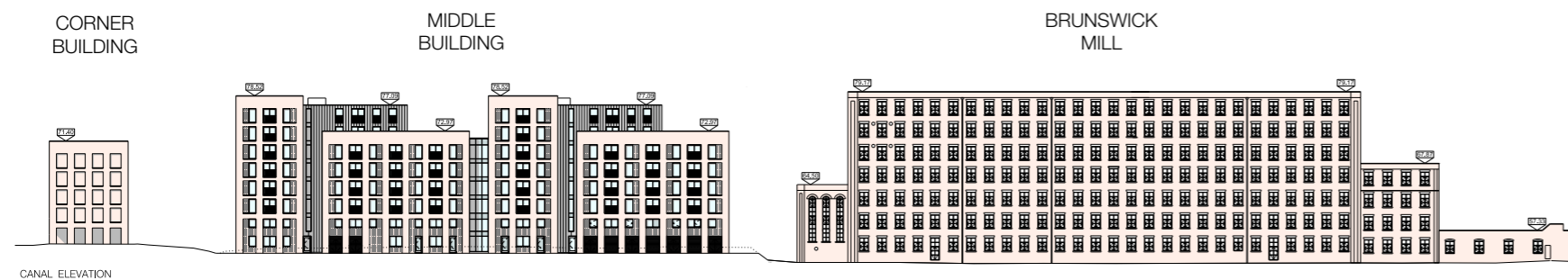
1.8

This Design and Access Statement should be read in conjunction with the following supporting documents submitted as part of this application:

- + Planning application form, certificates and notice schedule prepared by Hodder + Partners
- + Location Plan prepared by Hodder + Partners
- + Redline Site Plan (1:1250) prepared by Hodder + Partners
- + Drawing Schedule prepared by Hodder + Partners
- + Existing and proposed plans, section and elevations prepared by Hodder and Partners
- + Landscaping Drawings prepared by Layer Studio
- + Planning Statement by Deloitte
- + Heritage Statement prepared by Stephen Levrant Heritage Architects
- + Affordable Housing Statement prepared by Cushman and Wakefield
- + Transport Statement prepared by Curtins
- + Crime Impact Assessment prepared by Wardell Armstrong
- + Phase 1 Geo-environmental Assessment prepared by The LK Group
- + Flood Risk Assessment and Drainage Statement prepared by Civic
- + Ecological Survey (Phase 1) prepared by
- + Acoustic Statement prepared by Asymuth Acoustics UK
- + Viability Assessment prepared by Cushman and Wakefield
- + Tree Survey prepared by
- + Air Quality Assessment prepared by Ensafé
- + Daylight and Sunlight Statement prepared by AA Projects
- + Stage 2 Structural / Civils report prepared by Civic
- + Stage 2 Services report, SAP and EPC's prepared by Clancy



Bradford Road context elevation



Canal facing context elevation

Introduction

Report Structure

1.9

The remainder of this Statement is structured as follows:

- + Section 2 – provides an assessment of the application site characteristics and surrounding area and explains how the design of the proposals has evolved including a consideration of the alternatives.
- + Section 3 – provides a description of the proposed development in relation to its design, including a description of the preferred solution in relation to use, amount, layout, scale, appearance, key views and landscaping.
- + Section 4 – considers site access, including the policy context, vehicular access, and inclusive access.
- + Section 5 – contains a copy of all the architectural drawings



Aerial Photo of Site
source: Google Earth



Site Context

2.0

Site Location

2.1

The application site is 1.5km east north east of the city centre and sits to the north east of the junction of Bradford Road and Beswick Street.

Postcode: M40 7EZ

Site Description

2.2

The site comprises Brunswick Mill, an existing Grade II listed cotton mill that sits between Bradford Road to the north and the Ashton Canal to the south. The site also includes sites to the south west of the existing mill building and a separate parcel of land on the corner of Beswick Street and Bradford Road. The corner site is separated from the middle site and the adjoining land by land in separate ownership that forms the access to a former listed cotton mill that faced Ashton Canal.

The corner site (1-7 Beswick Street) was the subject of a Prior Notice of Deconstruction in 21018 (ref. 119268/DEM/2018), to which there were no objections and the building has since been deconstructed.

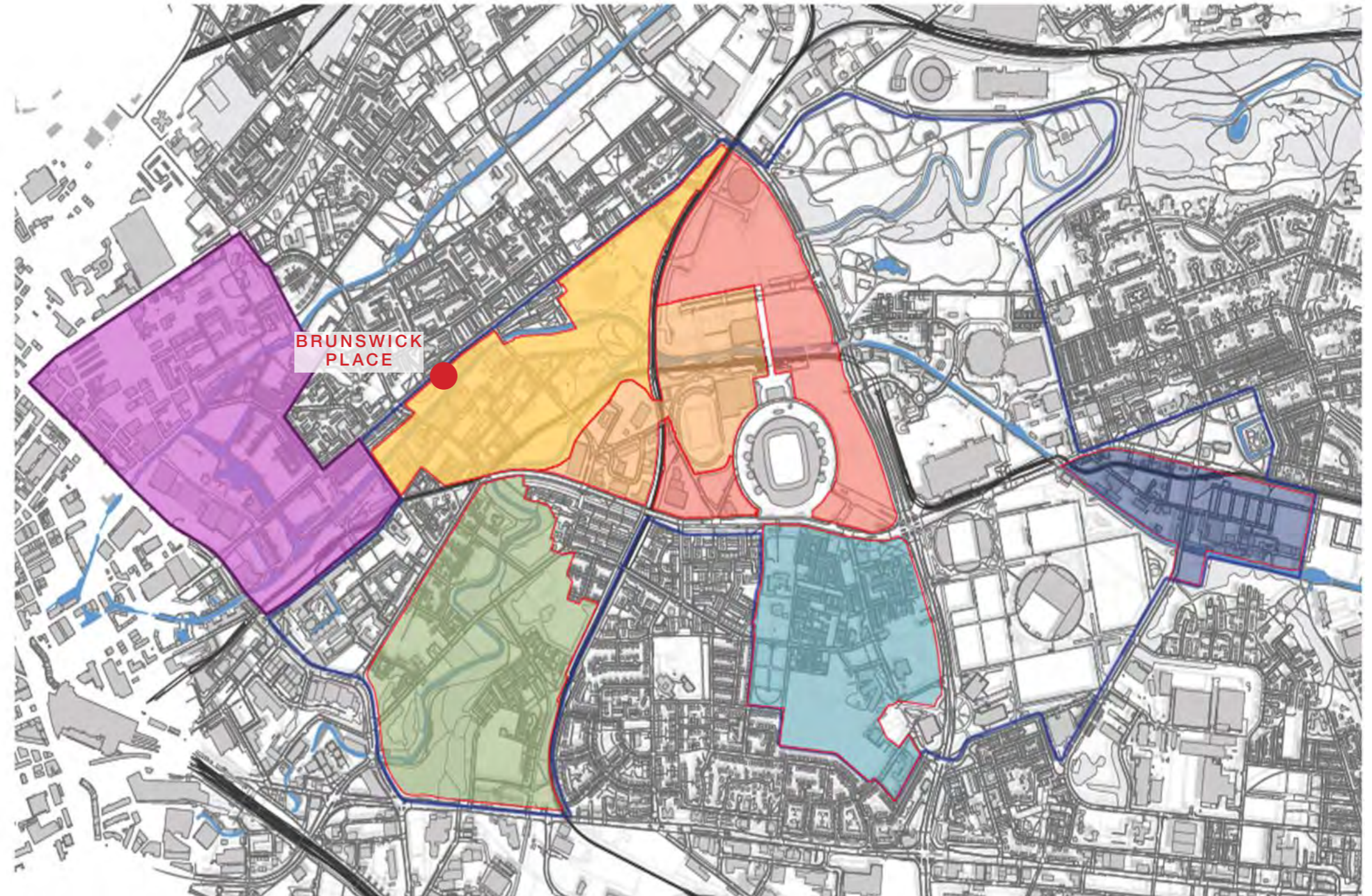
The site lies within Ancoats and Beswick ward, at the boundary with Miles Platting ward, which commences on the opposite side of Bradford Road to the north west of the site.

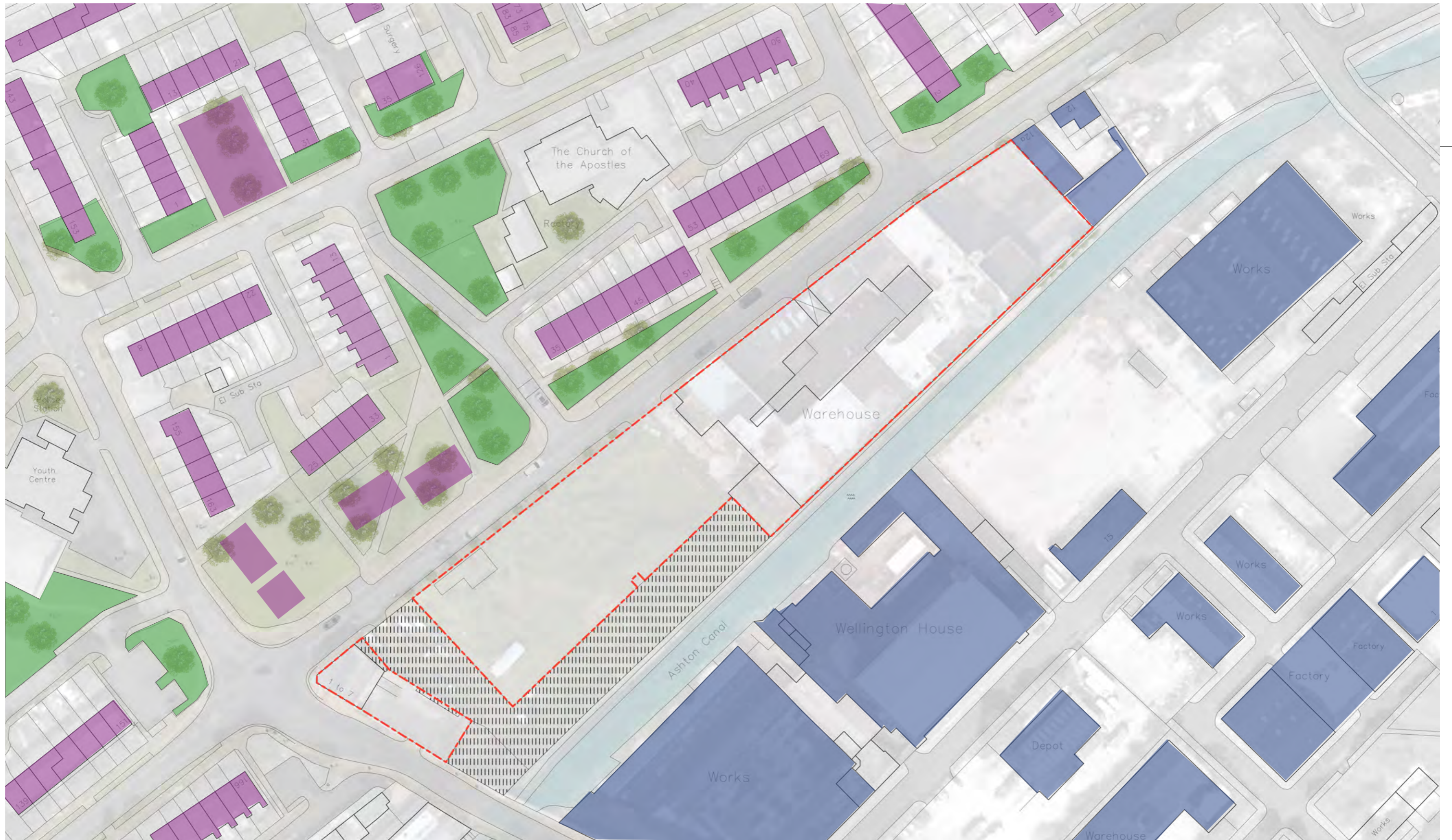
The site sits within the Holt Town regeneration area, in between the Ancoats and New Islington Neighbourhood Development Framework Area and the Etihad Campus Commercial and Innovation Zones.

The Ashton Canal that forms the south east boundary of the site is defined by the local planning authority as a Major Recreational Route, forming a pedestrian link between the city centre and Manchester City's Etihad Campus, SportCity and beyond. The canal is also defined as a Site of Biological Interest by Manchester City Council and is a key part of the city's green and blue infrastructure.

Holt Town Centre and Eastland Regeneration Plan

- Area 1: Etihad Campus: Sports and Innovation Zone
- Area 2: Etihad Campus: Commercial Zone
- Area 3: Holt Town
- Area 4: Lower Medlock Valley
- Area 5: Beswick
- Area 6: The Croft Street Triangle and Eccleshall Street
- Ancoats & New Islington Neighbourhood Development Framework Area





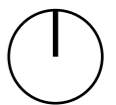
Land Use

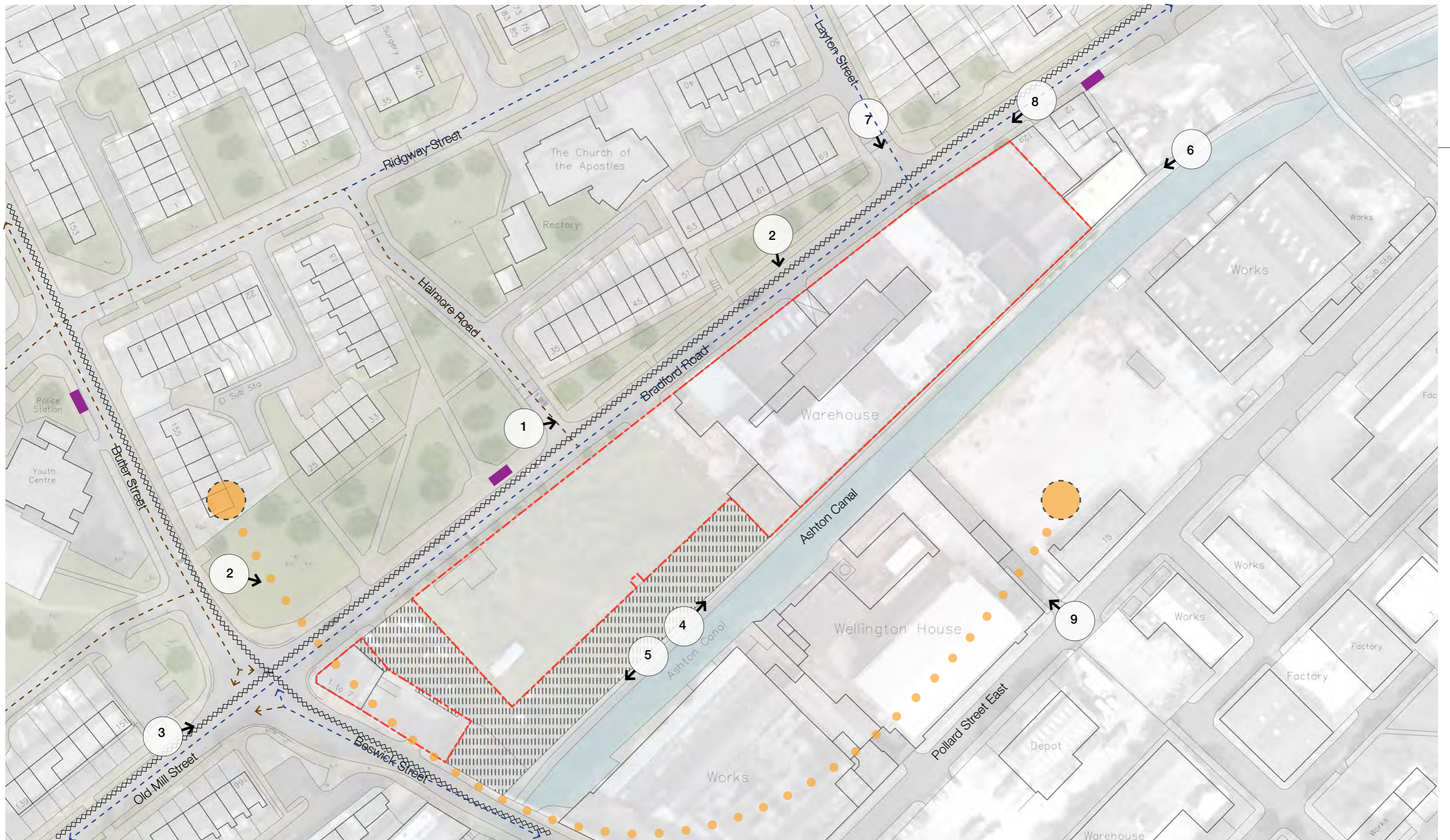
- Residential
- Commercial/ industry

- Green Spaces

Existing Use:

Brunswick Mill is a grade II listed former cotton mill. There are a small number of isolated commercial enterprises operating within the building, but no centrally administered industrial units. The site also encompasses waste ground to the south west of the site.





- Sun Path
- Ownership Boundary
- Vehicle routes (movement patterns as existing)
- Noise Levels

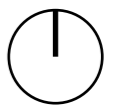
- Bus Stop
- View position & number

Transport and movement:

The development is well placed for access by sustainable modes of travel, being in convenient walking distance to frequent bus services to the city centre and a traffic free cycle route. The Metrolink station at Holt Town offers further public transport connections to the city centre.

Shadows:

To see the impact of shadows cast on the surrounding land/properties from the proposed development please refer to the Permanent and Transient Overshadowing Report (August 2016) produced by AA Projects (included in appendix A)





View 01



View 02



View 03



View 04



View 05



View 06



View 07



View 08



View 09



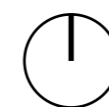
Statement of Significance

2.4

Brunswick Mill was constructed c. 1839 - 1841 for the firm of David Bellhouse, with the possible involvement of the notable mill architect William Fairbairn. The mill was listed at Grade II on 6th June 1994. The mill buildings are constructed in soft red brick and rise to eight storeys within the principal rear spinning block, which faces the Ashton Canal, and its two protruding wings of the same height. The entrance block or cross wing rises to four storeys formerly used as offices and warehousing. The uppermost floor of this wing represents an addition of the 1920s, one of relatively few alterations to the complex since its construction.

The four wings enclose a central partly cobbled courtyard to which access is gained through the entrance block by means of a single large round headed archway. The result is an austere neo-classical composition facing Bradford Road which is rarely seen in mill architecture. The entrance with rusticated stone dressings in particular bears some comparison with contemporary neoclassical prison buildings (e.g. the exactly contemporary Pentonville Prison of 1840-1842) and with the architectural drawings (largely of prisons and related buildings) of the Italian artist Giovanni Battista Piranesi (1720 - 1778).

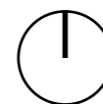
Beyond this the exterior of the mill is plain in the extreme with simple replacement timber windows, all of six large fixed lights, dating to the later 19th century (the original scheme would have had much smaller panes of glass). Window cills and lintels are of stone and the principal wings are separated from the entrance wing by sparsely decorated giant pilasters in red brick. The buildings have flat roofs of asphalt with red brick parapets and sandstone copings. At cornice level a decorative brick frieze has been added during the late Victorian period (possibly c. 1880) and in the entrance block this now sits beneath the 1920s addition at fourth floor level.





First Floor

- High Significance
- Low Significance
- Moderate Significance
- No Determinable Significance



Statement of Significance (continued)

2.4 continued

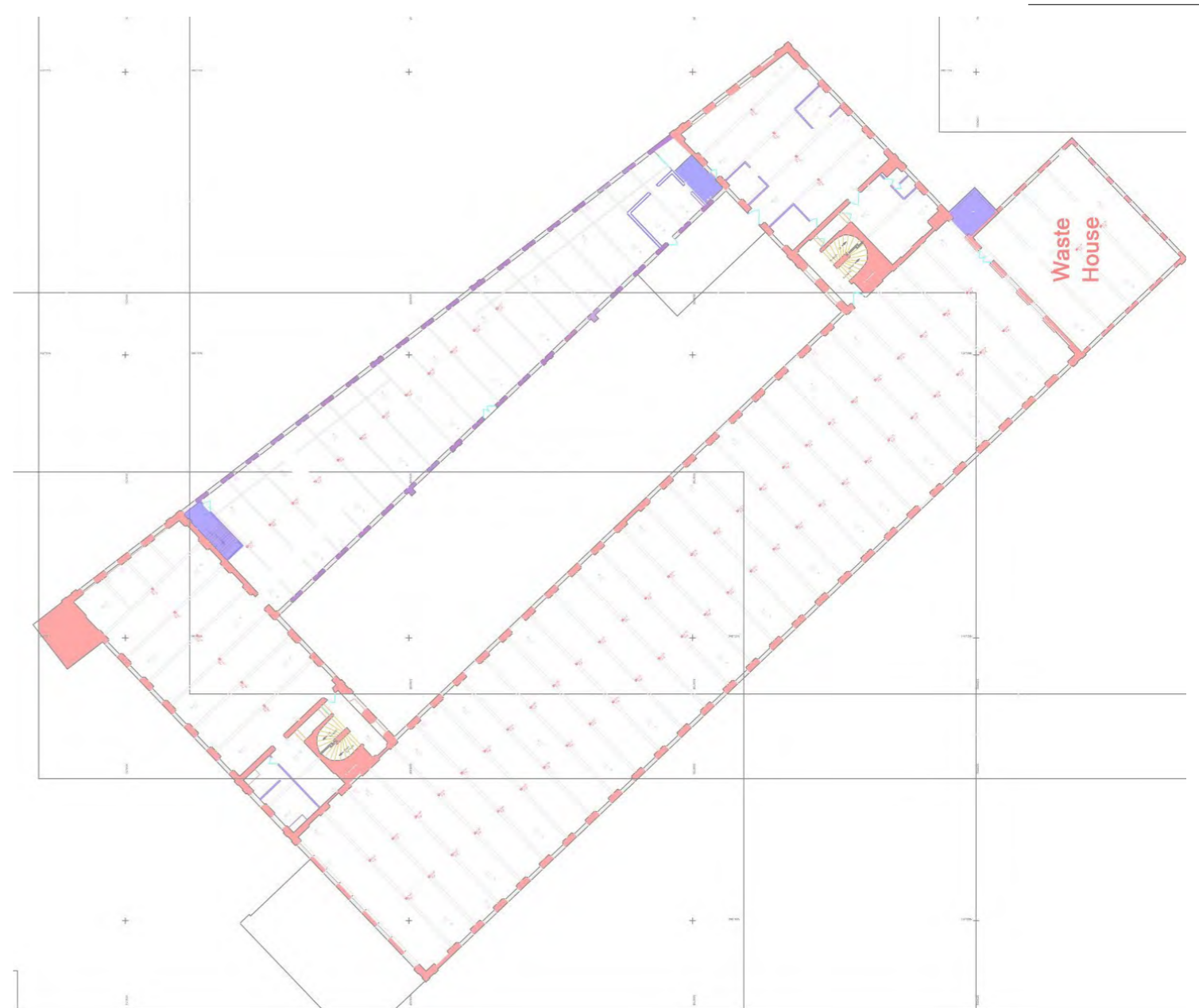
The mill complex has relatively few outbuildings but amongst these are the engine house attached to the west, contemporary with the original building and incorporating full height round headed arched openings, and the waste house, of 1844 on the opposite (east) side of the principal block. Within the courtyard there are a series of later accretions, including the transformer house and two loading bays.

Internally the mill buildings are typically plain with an open plan to each floor around which are distributed cast iron columns supporting plastered brick jack arches with iron reinforcement tie rods. A number of features of interest remain, notably the two principal staircases which reach a bull-nosed termination block at the 8th floor. Within the northern wing at fourth floor level there is a decorated office or canteen which has been fitted out in faience tiling of c. 1910. Within the central courtyard, the remaining cobbles, which are very uneven and worn, appear to be original, as do the two timber entrance doors, and these add character and interest to the space.

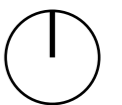
In terms of significance, the mill's tightly coherent original design gives little room for disaggregation into separate parts and the majority of the complex including the principal, side and entrance wings, engine house and waste house should all be considered to be of high significance both internally and externally. Only the transformer house and two loading bays can be considered to be of low or no significance.

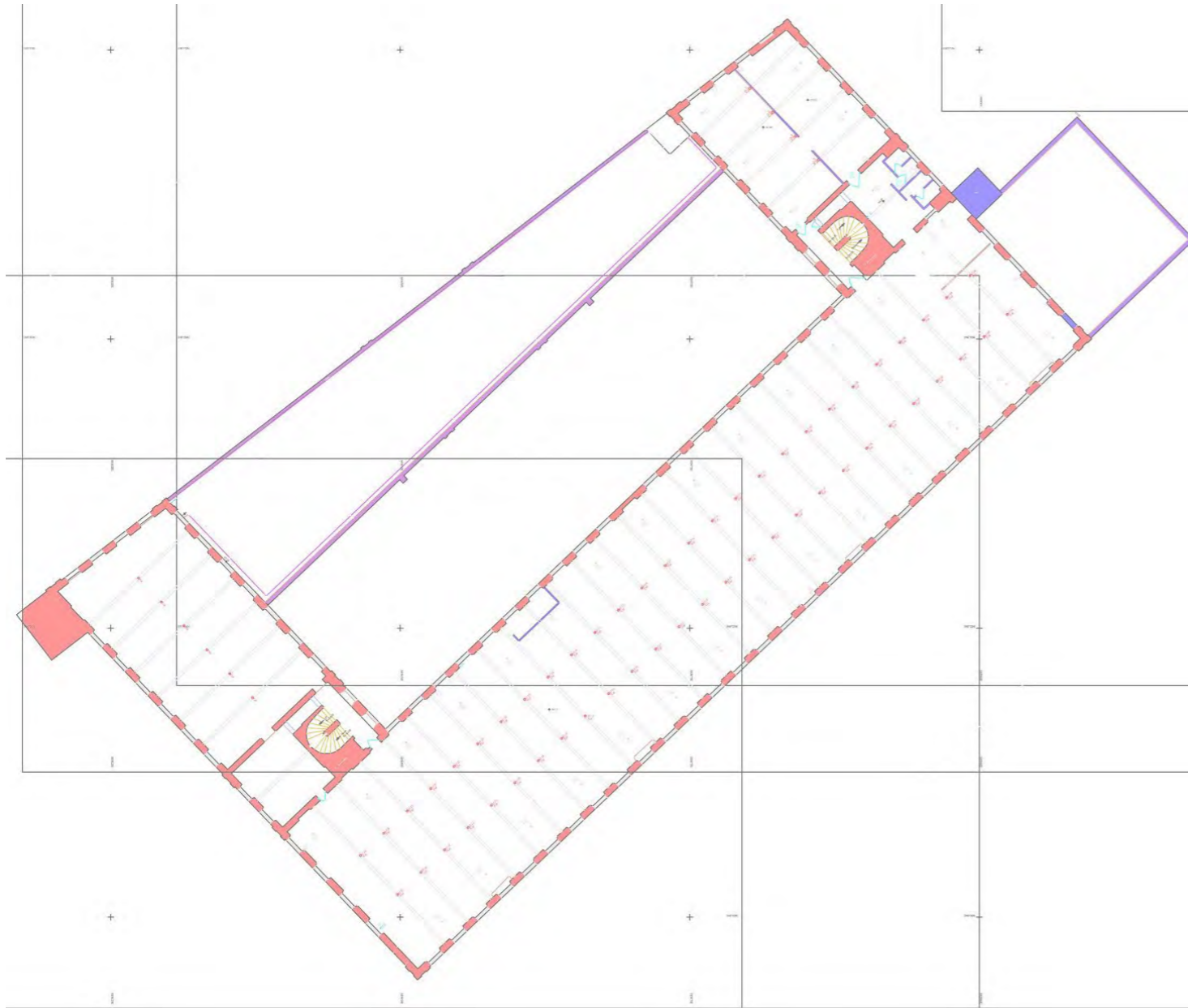


Second Floor



Third Floor



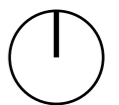


Fourth Floor



Fifth Floor

- High Significance
- Moderate Significance
- Low Significance
- No Determinable Significance

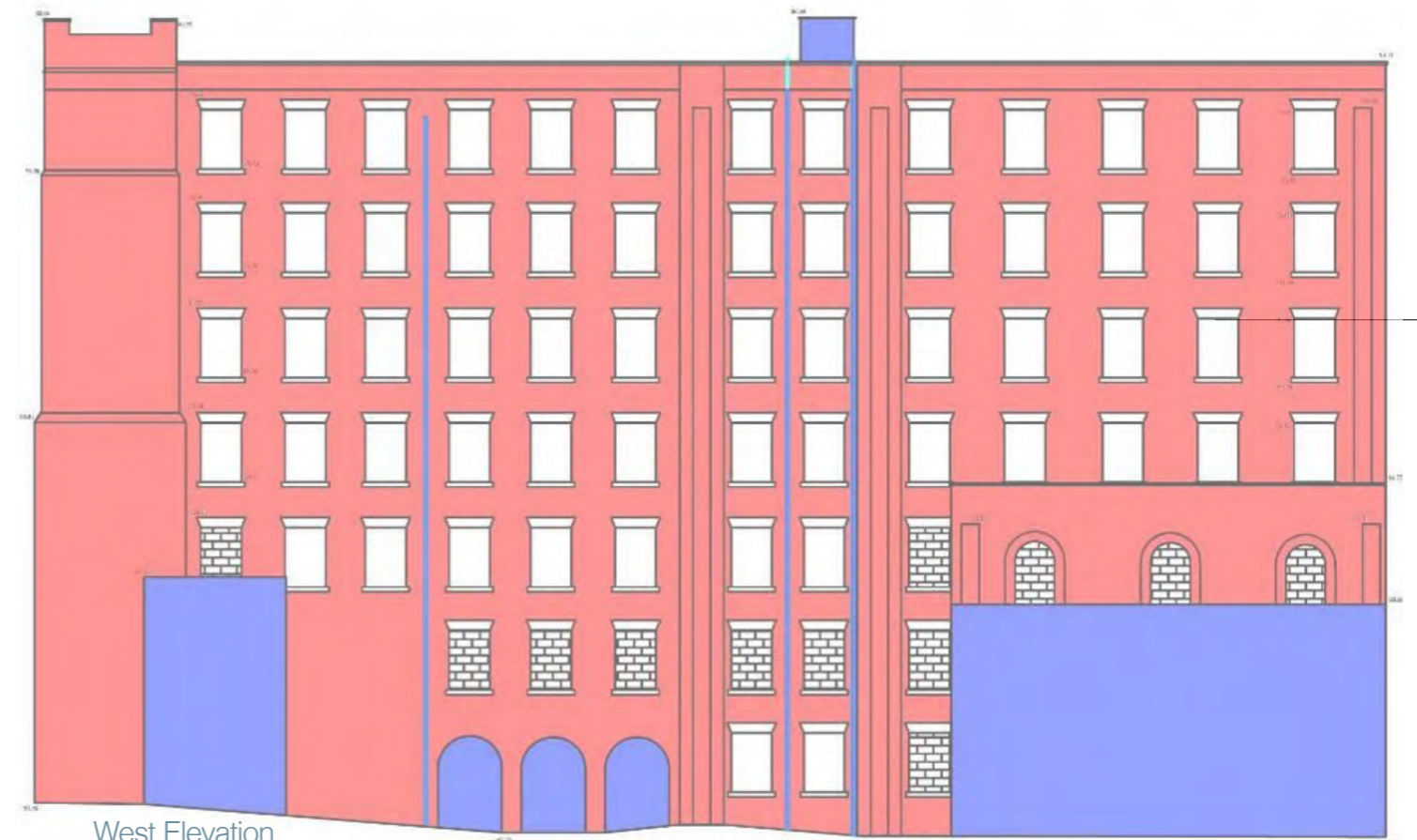
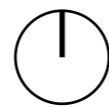




Sixth Floor

High Significance
Low Significance

Moderate Significance
No Determinable Significance



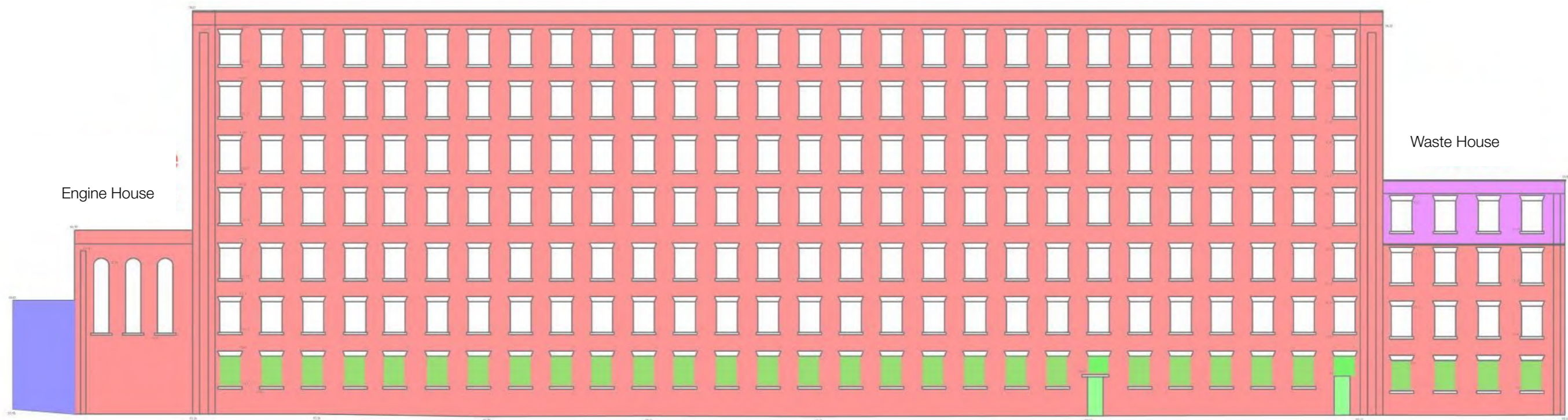
West Elevation



East Elevation

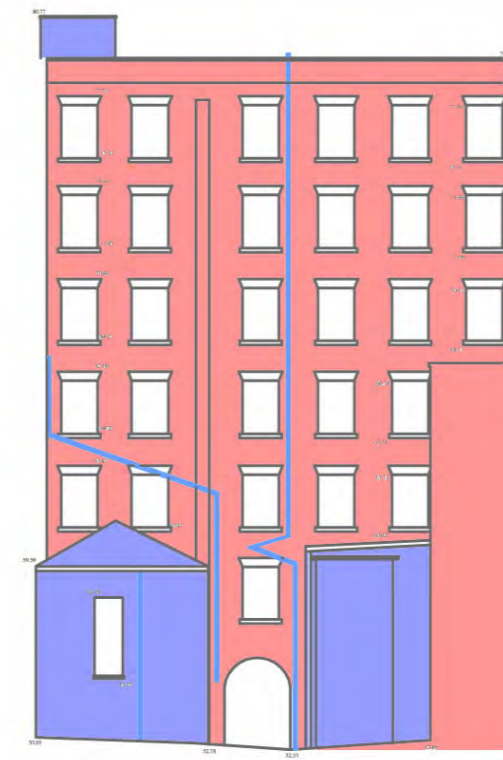
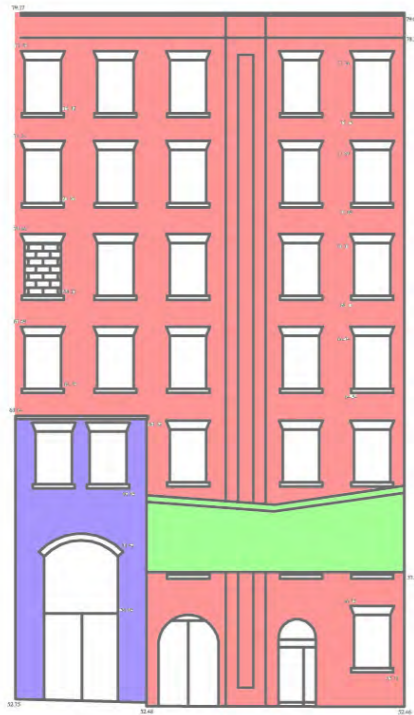


North Elevation



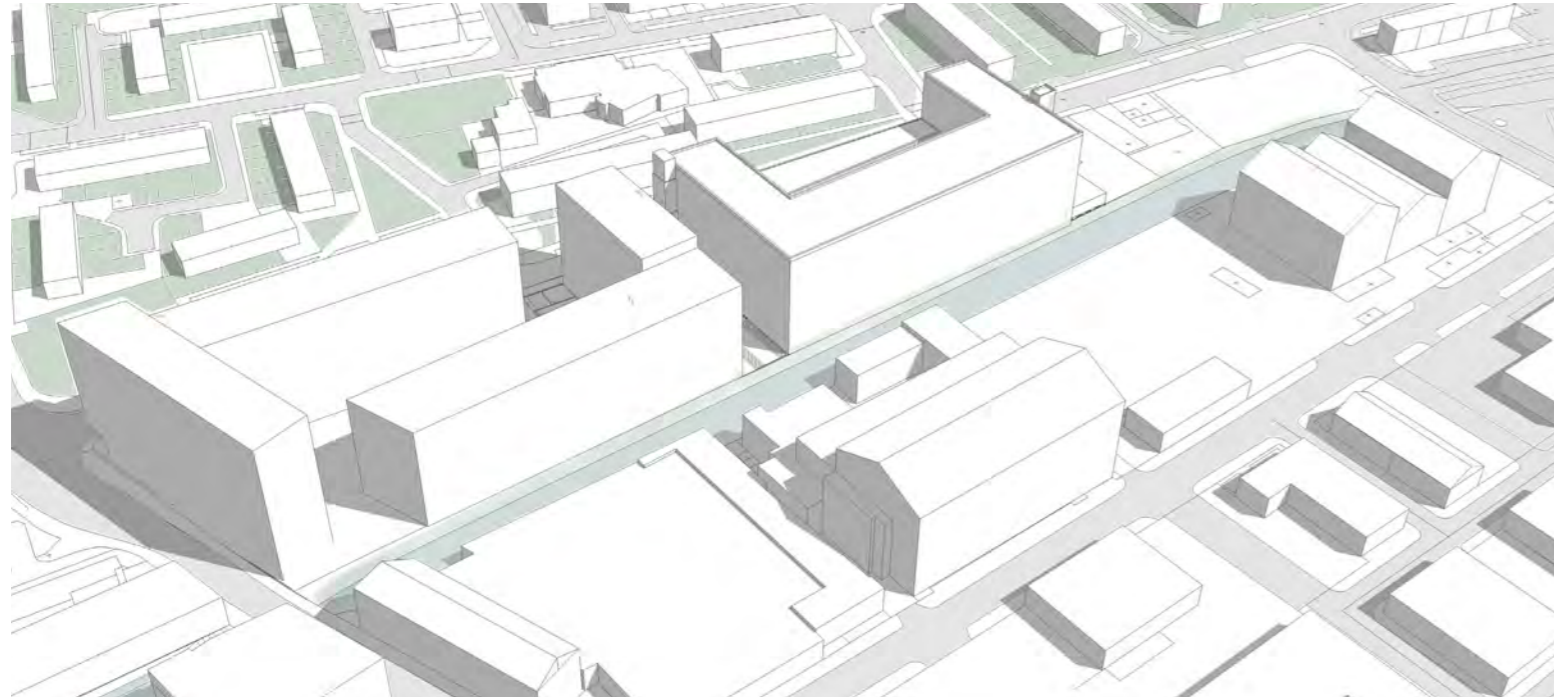
South Elevation

- High Significance
- Moderate Significance
- Low Significance
- No Determinable Significance

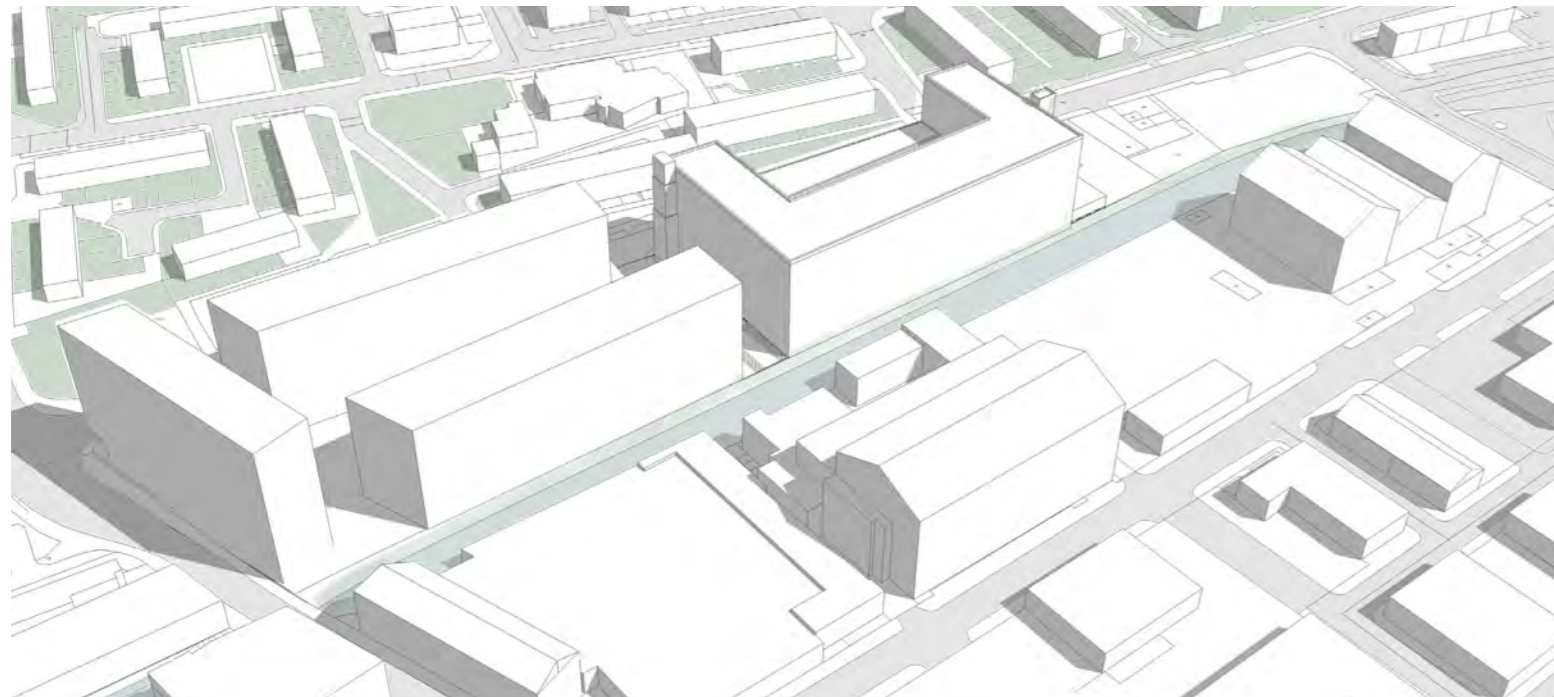


Courtyard Elevations

- High Significance
- Moderate Significance
- Low Significance
- No Determinable Significance



Option 1: This was disregarded due to overshadowing, limited views, access to the canal and number of car parking spaces



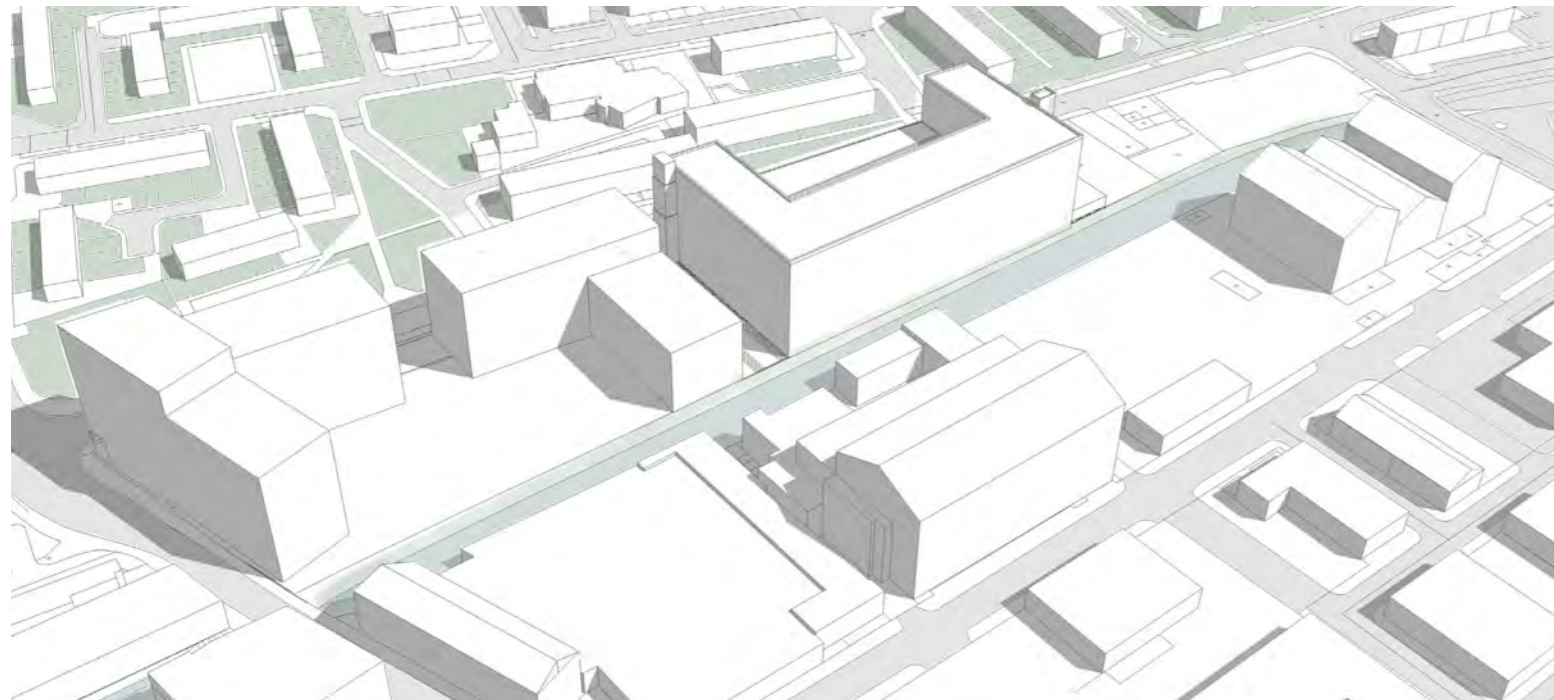
Option 2: Dismissed due to the overshadowing of the south block on the rest of the development as well as increased heights

Site Context + Design Evolution

The redevelopment of Brunswick Mill and adjacent land has evolved over a number of years. Consideration has been given to how the new build elements sit within both the heritage and surrounding context as well as the future development context of the neighbouring site that fronts Ashton Canal. A number of key principles have governed the development proposals, as the scheme has evolved.

Development Principles

1. Comprehensive design response to the site and a development that is capable of coming forward in phases.
2. Respect existing and future residential amenity with regard to sunlight, daylight, overshadowing and privacy.
3. Conservation-led refurbishment and viable re-use of Brunswick Mill with ground floor commercial and retail uses and residential from 1st floor above.
4. Scale and quantum of new development should be based on balancing:
 - a) the amount of development required to achieve a viable scheme;
 - b) an appropriate relationship to the adjoining Listed Building in conservation terms;
 - c) a broader assessment and justification of the impact of the proposals on local townscape and key views; and,
 - d) site environmental/ micro-climate issues.
5. Car parking and cycle parking in accordance with the guidance provided within Manchester's consultation draft Quality Guidance in respect of the residential development and one space per commercial unit proposed in addition to that.
6. New car parking to be designed so as not to create dead, inactive frontages onto adjoining streets.



Option 3: Disregarded as it limits development on the canal side site (3rd party land)



Option 4: Proposal ignored land ownership boundaries and compromises access to the canal side site, therefore not feasible

Site Context + Design Evolution

7. Residential led new build development with ground floor active commercial uses, underpinned by market evidence and a management strategy in terms of future use and demand:
 - a) A maximum of 33% one bed apartments.
 - b) Apartment sizes in accordance with Manchester's consultation draft Quality Guidance and the nationally described standards.
 - c) New commercial/retail floorspace will be focused on serving the proposed development and will not result in a quantum of retail on this site that could result in adverse effects on the health of nearby local and district centres.
8. Establish a new pedestrian connection to the canal towpath from the main road.
9. A safe and secure development that achieves natural surveillance, good lighting and follows the principles of Secured by Design.
10. Active frontages through the use of commercial floorspace and residential entrances at ground floor to create a positive and significantly improved pedestrian experience around the site.
11. Architecture that uses high quality materials and detailing to create a sustainable, durable, high quality development that fundamentally adds value to the character and quality of the neighbourhood.
12. A design that considers the future management requirements of the proposed scheme.
13. Refuse provision in line with MCC guidelines.
14. A fully inclusive and accessible design in all respects.
15. Private amenity space to be provided in accordance with consultation draft Quality Guidance.
16. Access and servicing arrangements that meet the technical requirements and are properly coordinated with the proposed building and public realm design.

2.5 continued

Site Context + Design Evolution

Options Appraisal

2.6

Initial feasibility studies reviewed options to integrate the various sites west of the existing mill into an overall development plan that considered the impact of each site on the neighbouring sites and on the existing mill building.

The preferred option treated the new build element as a series of pavilions juxtaposed in a chequer board arrangement that helps daylight and sunlight penetration into the site, as well as permitting views through to the canal. The proposals maintained good access through to the canal side site from Bradford Road and made allowance for parking at a lower ground level beneath the canal side building.

An important aspect of the overall development plan is for the existing mill to remain as the dominant element within the townscape. For this reason, and in response to comments from Manchester City Council, the massing in Option 5, which originally placed the tallest buildings along Beswick Street with each block / pavilion reducing in height towards the mill, has been inverted so that the lowest building now occupies the corner site with the buildings increasing in height towards the mill.



Option 5: View from the south

Proposal developed within land ownership boundaries and retains existing access to third party land against the canal. Scale of corner block however was considered to overwhelm the development and adversely affects the setting of the listed mill building.



Option 5: View from west

Option 5 forms the basis of the preferred option, providing good access to canal side development site, good daylight, sunlight and privacy between opposing blocks. It should be noted however, that in the final option that is being submitted for planning, the corner block has been reduced in height and this assists in preserving the listed mill building as a dominant element within the townscape as well as enhancing its setting.



Indicative upper floor, site wide masterplan including canalside site that is in separate ownership and does not form part of this application

Site Context + Design Evolution

Preferred Development Option

2.6 continued

Feasibility studies were carried out to ensure that the canal side site is not sterilised by the development on Bradford Road and to ensure that proposals on the canal side site do not compromise the Brunswick Place development.

The indicative development on the canal side site consists of a part six, part seven and part eight storey development, which includes a basement level with car-parking and utility space. The blocks are configured as a series of three pavilions that step upwards in one storey increments from Beswick Street to the existing mill building. Between each pavilion are landscaped areas at ground and first floor level.

The proposed arrangement includes new development of consistent and equitable height across the two land ownerships, in support of a central design and masterplanning objective to respect the height of the listed mill building, respecting its setting and retaining it as a dominant element within the overall masterplan. The gaps between the proposed pavilions, including the taller elements of the Bradford Road block form a chequer board arrangement that permits views through to the canal from the rear of the Bradford Road block as well as daylight and sunlight into the courtyard between the blocks.

The opposing Bradford Road and Canal side blocks are spaced between 17m and 24m apart. This spacing is sufficient to achieve adequate privacy between apartments facing one another.

The basement level car park includes parking spaces to one side of a circulation aisle that is accessed from a vehicular ramp that is linked to the access road in between the Bradford Road and the corner blocks.



View from south with canalside development indicated

Site Context + Design Evolution

Preferred Development Option (continued)

2.6 continued

The development proposals that forms this planning application therefore consist of:

1. The refurbishment and conversion of the existing seven storey Brunswick Mill with commercial space at ground and part level 1, and residential accommodation from level 1 above.
2. A part 8 and part 6 storey building on the middle site with townhouses at ground and first floor level and residential apartments above.
3. A five storey building on the corner site with a commercial unit at ground level and residential accommodation above.

Although the number of floors in parts of the new build element are more than in the existing mill, the storey heights in the existing mill are greater. The existing mill building is therefore taller than the adjacent new build blocks and will remain as the dominant building in the streetscape. The roofline of the proposed new build blocks steps up and down which, in conjunction with the facades that step in and out, fragment the new-build block into separate elements that echo the massing of the existing mill, which also helps maintain the visual dominance of the existing mill within the townscape.



Existing mill structure indicating trussed ties introduced in 1920's to reinforce the floors



Existing mill floor structure

Site Context + Design Evolution

Existing Mill Conversion and Conservation Strategies

2.7

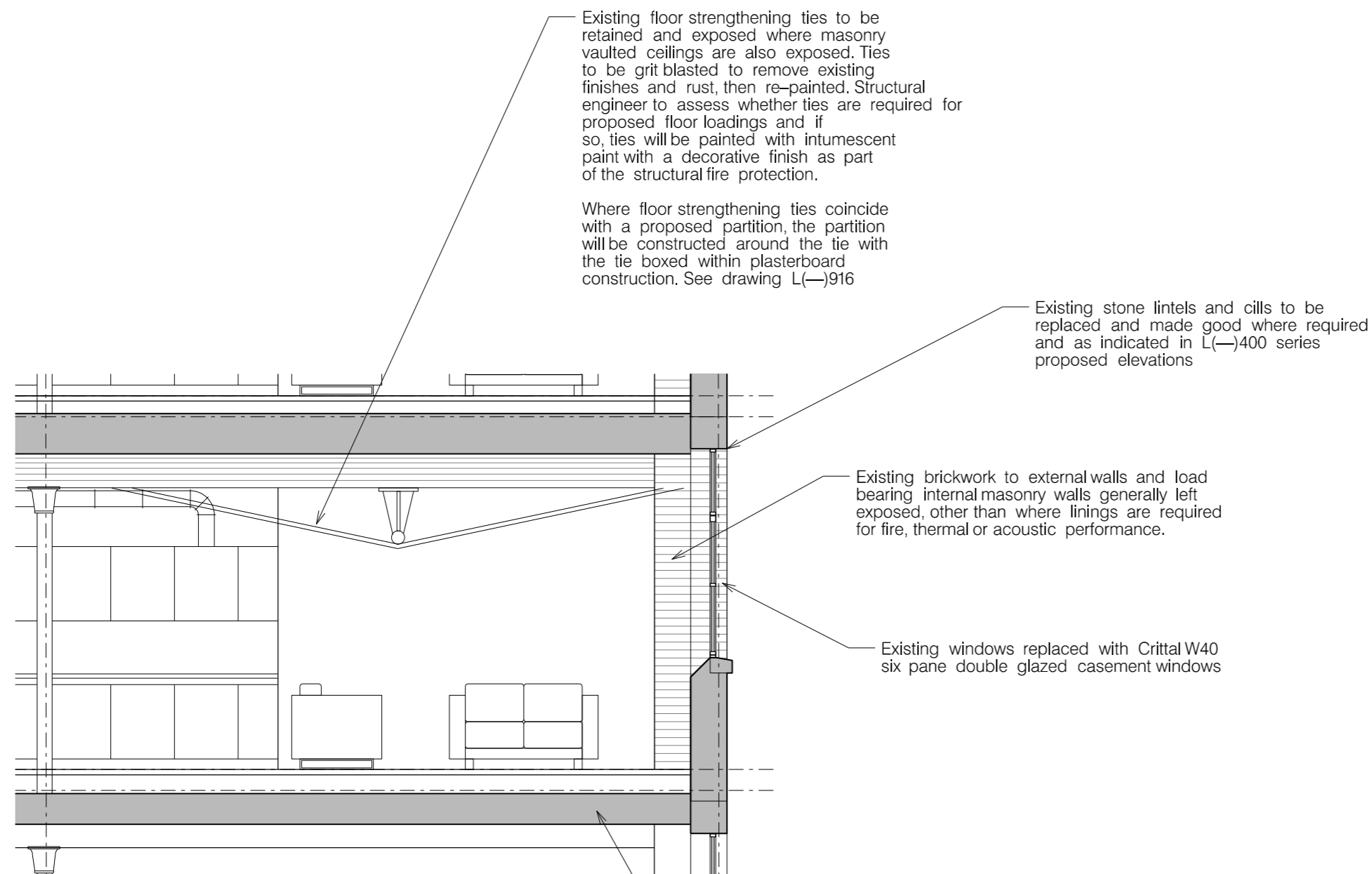
The change of spinning machinery in 1928 from the old 'Mules' to the heavier ring-spinning frames had a significant effect on the structure of the mill and required the introduction of trussed ties beneath many of the brick vault steels. This feature is perhaps the most significant characteristic of this mill interior and not simply the fireproof construction or the open floors which are a component characteristic of numerous Manchester mills.

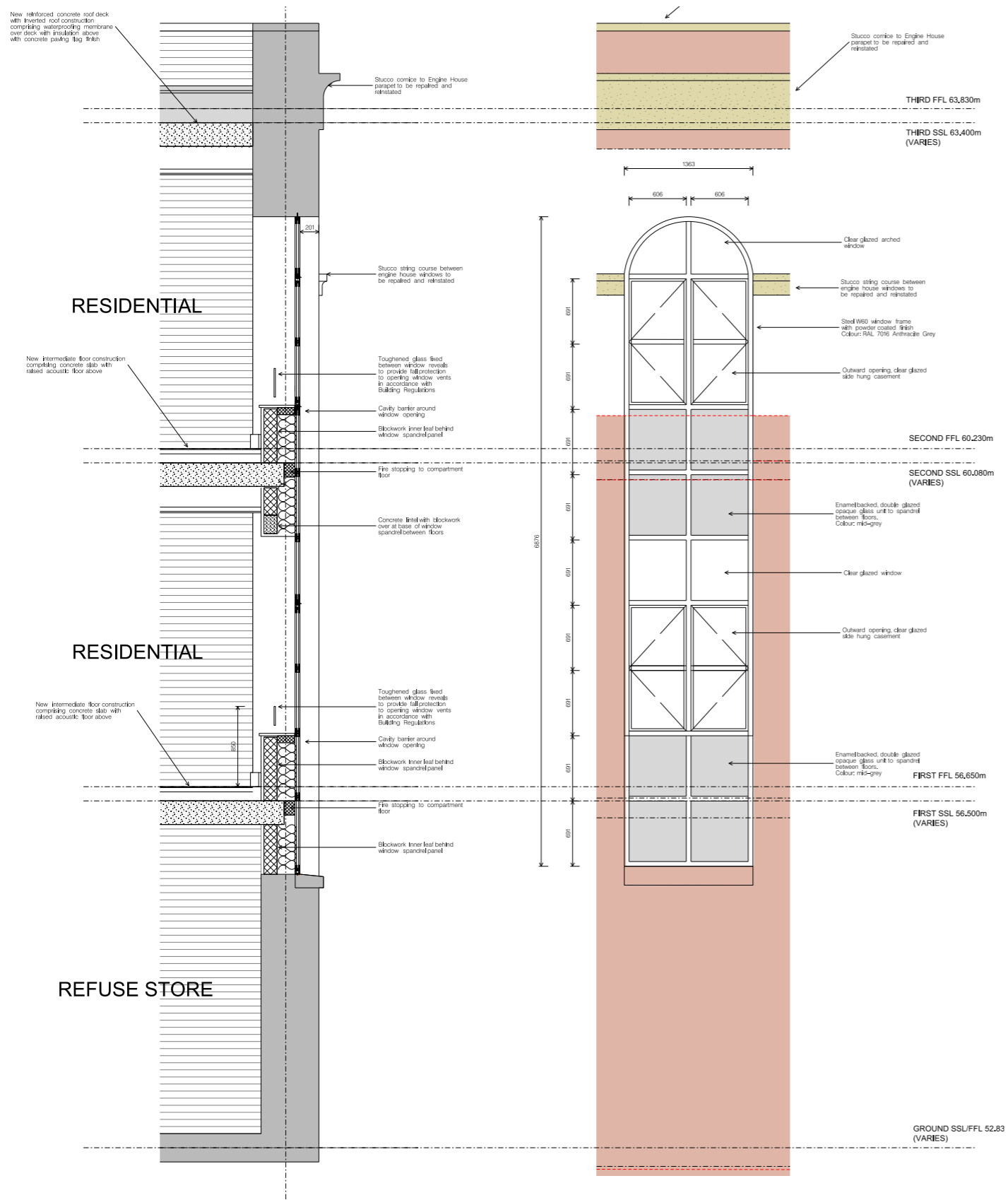
The proposal looks to retain the ties. At the ground floor level, an element of through view across the width of a floor will be retained. It is not felt that to carry this 'trick' through each floor level would be of great interpretive value and would be incompatible with the proposed residential function, which necessitates the subdivision of the floors into apartments and rooms.

The retention of the vaulted floor and ceiling construction however, will inform the character of the new use and new partitions and wherever possible, separating walls and partitions have been set out to align with the masonry jack arch floor structure, to maximise the extent to which the jack arch soffits can be exposed. Reflected ceiling plans submitted with the application outline the proposed extent of exposed jack arch soffits, primarily to commercial areas at ground level and habitable accommodation (bedrooms and living areas) in the dwellings above. Ceilings in non-habitable rooms: bathrooms, kitchens, store cupboards and entrances will be underdrawn with plasterboard.

This approach is reliant on determining that the fire resistance of the existing masonry floors meets that required for the separation of dwellings and between dwellings and commercial space under current building regulations. The project fire engineer's recent experience of masonry arches in historic buildings of a similar age is that the fire resistance period provided often exceeds the requirements of the building's fire strategy. It is therefore anticipated that this will be the case at Brunswick Mill. However, this will need to be fully determined at the next stage of design because it would involve destructive investigation of the existing floors across the building to determine variations in construction and the consistency of the original workmanship throughout the building. If any shortfalls in the fire resistance of the existing structure are found, the order of priority for any remedial work would be:

1. Jack arch soffits to be exposed to the extent defined in the proposed reflected ceiling plans and the sprinkler system to be enhanced to address shortcomings in fire resistance of the existing structure.
2. Soffit of the existing masonry vaults to be exposed to the





Detailed section / elevation to the proposed replacement Engine House windows

Site Context + Design Evolution

extent defined in the proposed reflected ceiling plans and the fire **2.7 continued** resistance of the existing construction to be enhanced with the application of suitable fire protection materials applied directly to the masonry soffit to retain the form of the existing vaults.

3. Additional fire stopping measures to be applied, as necessary, within the void of the proposed raised floor construction above.

The underlying principle will be to, wherever possible, maintain the form of the masonry vaults in large open plan areas and habitable rooms and not for these to be concealed by the blanket introduction of fire rated, flat, plasterboard ceilings.

Masonry Repair

The standard of external brickwork is quite poor with a requirement for significant areas of brick replacement and a need generally for around 70% re-pointing. The SW elevation requires considerable repair following the demolition of later addition boiler sheds. There is also evidence of shear cracking through the corners of window openings at upper levels. This will be stitched to engineers details and subsequent approval of the consenting body. All mortar repairs will be undertaken in sand/ lime to an approved sample of colour and strength.

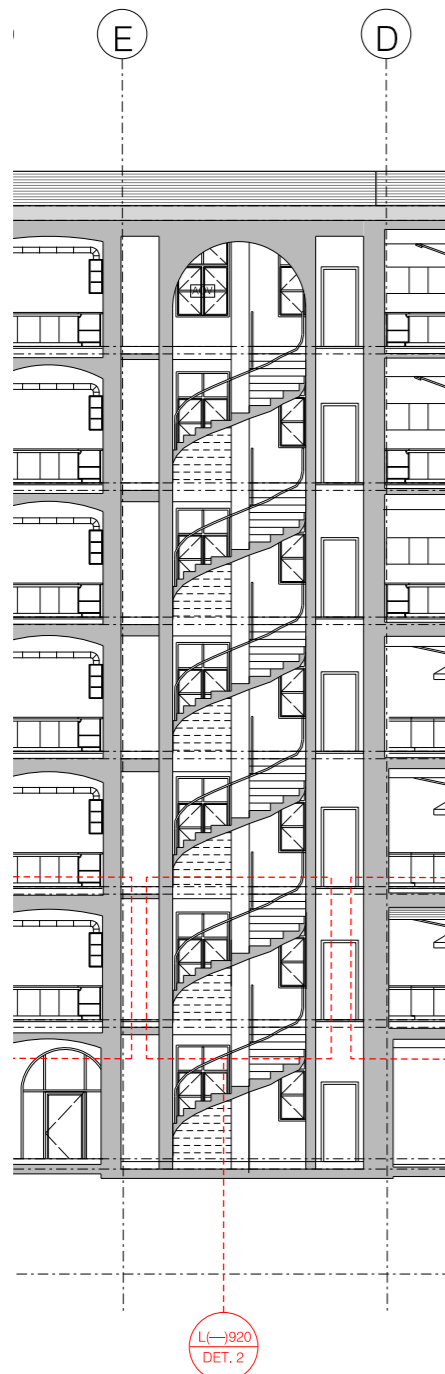
New stone work, lintels and the like, identified on the drawings will be in stone from an approved quarry source to match the colour and density of the existing as closely as possible.

Window Replacement.

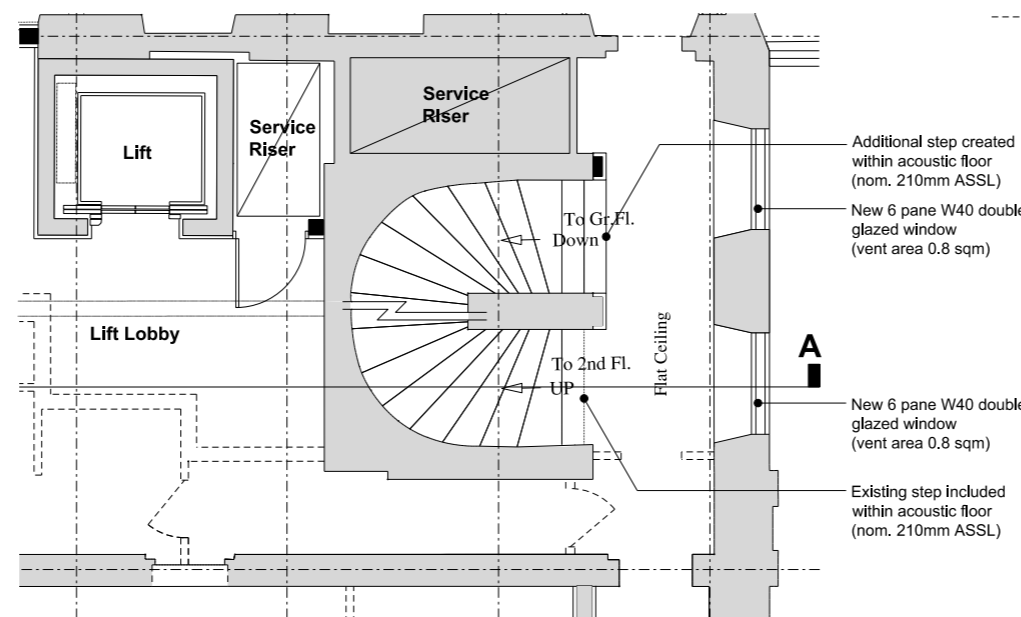
The 6 pane existing windows are not considered to be original as outlined in the Heritage Statement. The existing windows are well beyond their serviceable life. The condition survey that has been undertaken by Heritage Architects determines that the condition of the existing windows is such that were they to be re-furbished they would need to be removed and re-built in a workshop. Significant alterations would be required to bring the windows up to current thermal standards, to the extent that, given the existing windows are not original, it is proposed to replace them with W40 section metal frame double glazed units in a six pane pattern that matches the existing. The six pattern window can be seen in many similar Mills including: Elk Mill Royton; Acme Mill, Pendlebury; Bayley Field Mill Hyde and Irwell Bank Mill, Stoneclough. It should be noted that by enhancing the thermal and environmental performance of the existing windows, this permits other conservation strategies to be adopted, such as exposing the masonry walls internally without needing to line the existing external walls with thermal insulation and plasterboard. The existing six pane configuration performs considerably better from a thermal perspective than a smaller pane window would. For this reason it is deemed preferable to replace the windows in their current six pane configuration rather than to speculate on potential configurations with smaller panes.

Site Context + Design Evolution

2.7 continued



Section through the existing semi-spiral stair with vaulted head



Plan of existing stair and new lift / service risers

Roof

The existing concrete flat roof is to be retained and re-proofed using a hot melt bituminous roofing membrane under ballasted insulation.

Stairs

Internally the existing stone stairs will be re-used as principal circulation and as part of the escape strategy – supplemented by new stairs exiting to the original pedestrian access on Bradford Rd. It is also the intention to retain the existing iron handrails. An approved inspector and GMFRS have indicated that although the stairs are not compliant with current building regulations, with suitable emergency lighting and ventilation, it should be feasible to refurbish and retain the existing stone stairs.

The existing stairs are semi circular and terminate with an unusual domed soffit beneath the roof. In keeping with the strategy to reveal the existing vaulted ceilings, the domed soffit at the head of the stairs will be retained. The masonry to the existing stairs has been painted. It is the intention to remove the existing paint from masonry walls and the soffit of any stone steps to reveal a fair faced masonry finish.

Within the courtyard are two external fire escape stairs. These were not part of the original fabric, having been added in the early twentieth century. They are not compliant with current regulations and do not form part of the proposed fire escape strategy. It is nevertheless proposed to refurbish and retain these stairs because it is understood that as ornamental fixtures they have some interpretive value to the building's industrial past. It would be proposed however to remove the bottom flight so that the stairs are not accessible from the courtyard.

Two lifts are proposed to be inserted to the rear of each stair giving access to all levels.

Floors

New floors will be loose laid over the existing to provide acoustic baffle and service distribution voids at floor level. Given that the proposed use of the upper floors would dictate that the existing terracotta quarry tile finishes would need to be covered, the provision of a service distribution void at floor level helps offset the lack of equivalent service distribution void at ceiling level as a result of exposing the soffits of the masonry jack arch floor construction.

The proposed floor levels will be determined by the level of the first step of the existing stairs. The existing landing levels of the two stairs vary between floors by up to 250mm. The proposed new floor levels will therefore vary between one end of the building and the other. The service corridor will gently slope to accommodate the variation in existing levels. Floor levels in apartments will be determined by the corridor level outside

Site Context + Design Evolution

2.7 continued

the apartment. Floors will be level throughout an individual apartment but floor levels between apartments may vary.

Although a raised floor at ground level would serve a beneficial purpose by allowing level access between the courtyard and the ground level commercial units as well as providing a zone for the distribution of services (in the absence of a ceiling void), for drainage as well as incoming utilities, which will be required to each individual unit, it is understood that the interpretive benefit of retaining the existing clay quarry tiles as a floor finish at ground floor level outweigh any preference to provide unhindered access to the building or a practical means to distribute and conceal building services without disturbing the existing floor.

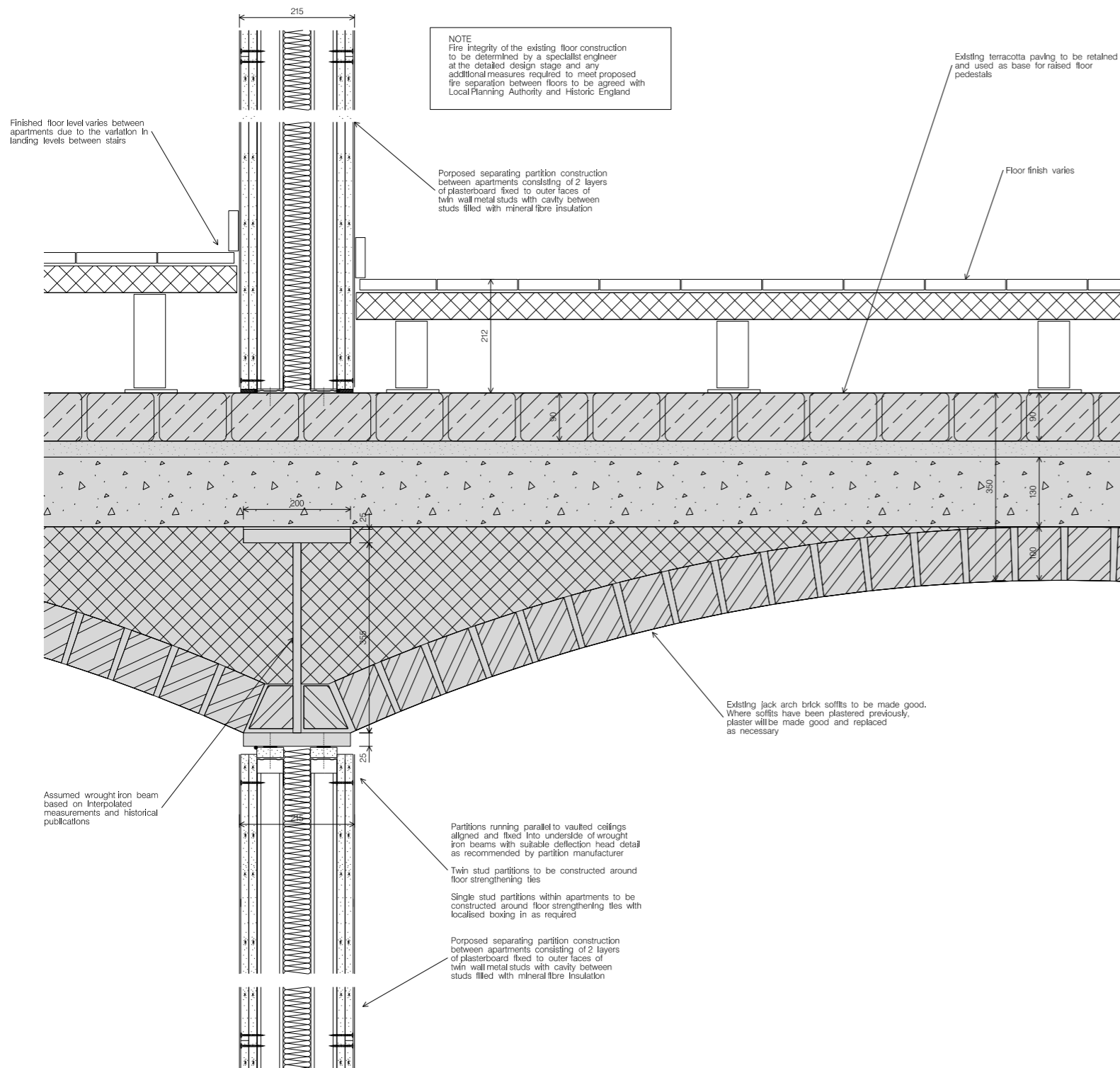
Canteen / Kitchen

The former canteen and kitchen that served the mill was located at third floor level to the north of the north east stair. This area is finished with Edwardian glazed tiles. It is the intention to retain the existing tiled wall finish as far as possible and the existing tiles will be incorporated into the wall finishes of the proposed apartments and communal corridor

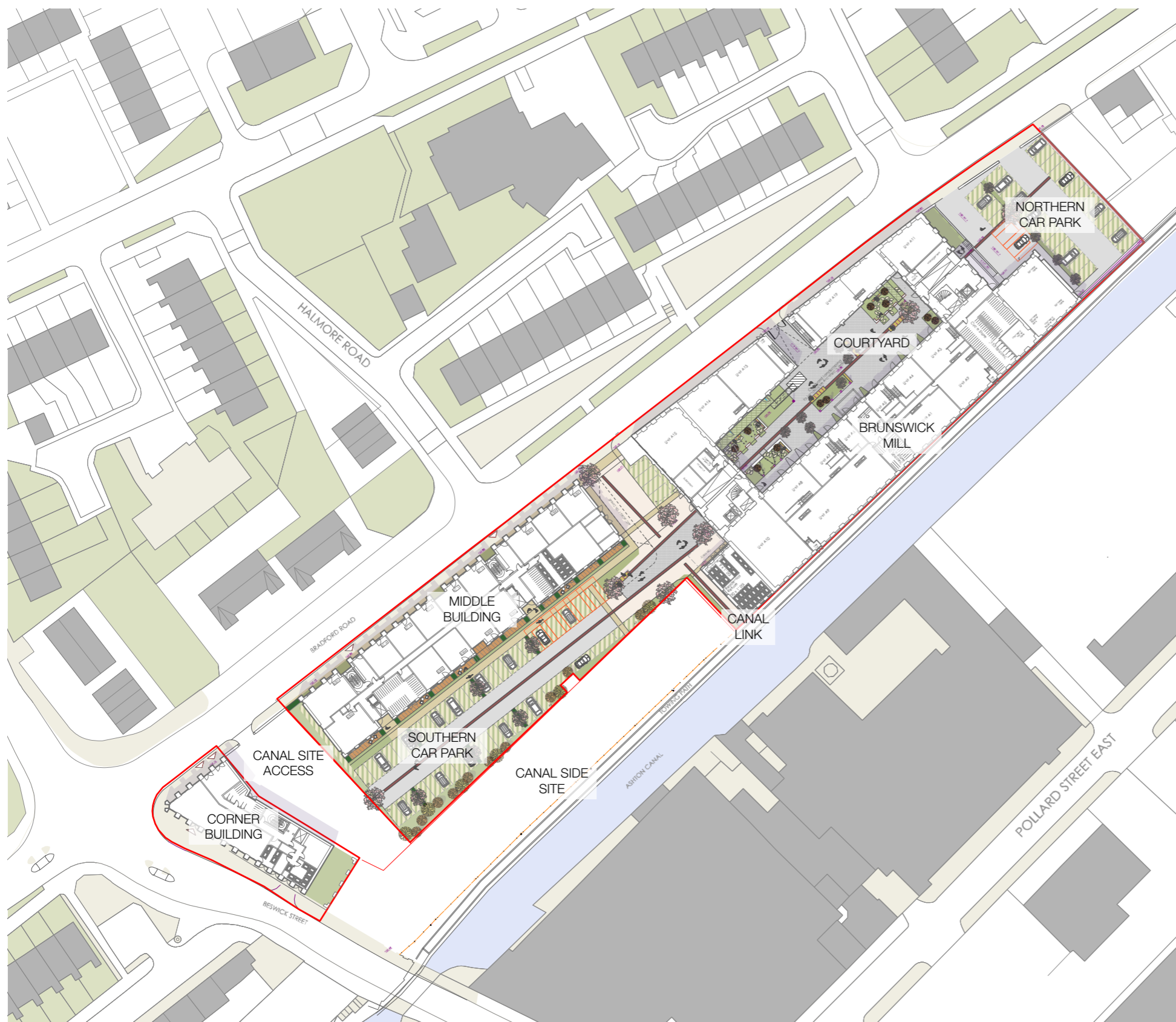
Services

A series of service risers to accommodate drainage stacks and ventilation ductwork are proposed between apartments, which stack vertically from ground floor level to the roof. The risers will terminate at roof level with penthouse turret type louvres for air inlet and extract. These louvres will sit at low level and centrally within the footprint of the roof, therefore will be obscured by the existing parapets and will not be visible from the ground. Wherever possible service risers will be paired to reduce the number of openings through the fabric with openings trimmed in in-situ concrete to follow the profile of the existing vaults. Central service risers are also proposed adjacent to the proposed lifts within the existing stair cores. Landlords services and incoming residential and tenant services will be distributed through these risers.

Plant rooms are generally located at ground floor level of the existing Waste House. These primarily include water tanks for the proposed sprinkler and domestic water services. An electric transformer and associated low voltage switch rooms for general and essential life safety services are housed within separate group of plant rooms opposite the adjacent new-build block.



Detailed section through the existing jack arch floors showing proposed separating partitions between apartments and proposed raised floor construction



Site Context + Design Evolution

Public Realm and Landscape

2.8

The public realm and landscape strategy has been developed by Layer Studio, landscape architects. The landscape at ground level consists of three individual spaces: a space to the north east of the existing mill that was formally occupied by one and two storey ancillary buildings that are to be removed as part of the deconstruction, the courtyard of the existing mill and the space between the proposed new build blocks and the neighbouring land to the rear against the Ashton Canal.

Canal Link

An important public realm intervention has been to create a pedestrian route from Bradford Road through to the Ashton Canal. This route is reinforced by a stripe of contrasting paving materials that runs from Bradford Road to the steps down to the canal.

Courtyard

The courtyard around which the existing mill was constructed is currently paved with the original stone cobbles. The surface is uneven and the general strategy will be to retain but re-lay the existing cobbles to improve and level the surface. The individual commercial units, commercial concierge and the two residential communal entrances are all accessed directly from the courtyard. Level differences between the commercial units against Bradford Road and the courtyard mean that a raised deck and ramp is required to provide level access to the units in the south west corner. The intention is that this deck would be fabricated from galvanised steel to retain an industrial aesthetic.

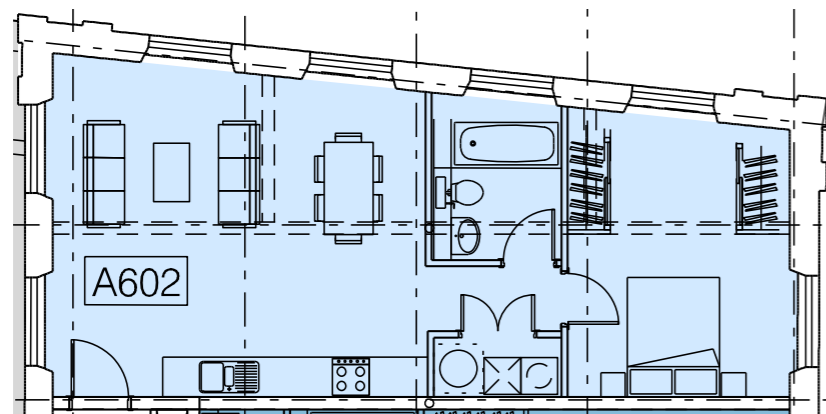
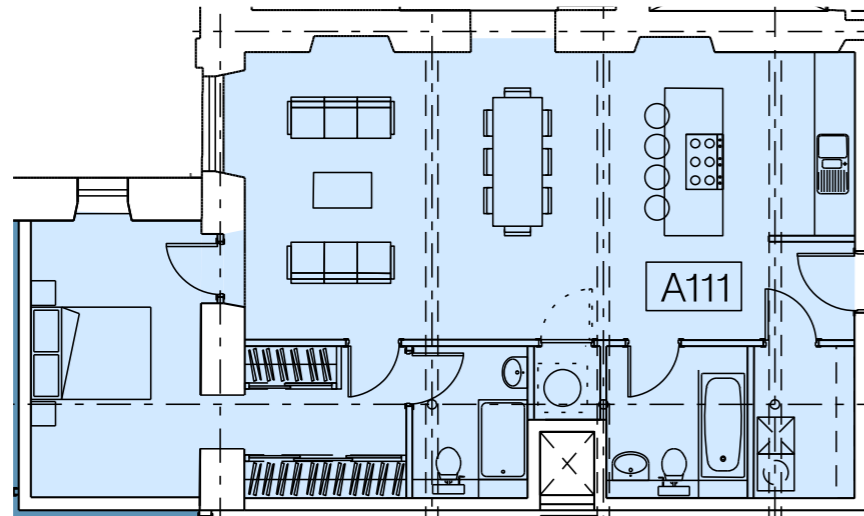
Areas of soft landscaping and seating have been created in the areas where the two loading bays and transformer house are to be removed. The existing cobbled paving in these areas has already been disturbed by these former structures. Low walls that follow the outline of the previous structures define these spaces and provide informal opportunities for sitting. The axis through which the three landscape spaces are connected is defined by a contrasting stripe that runs through the courtyard from the car park in the north to the southern car park.

Southern car park

Access from Bradford Road to the southern car-park is formed between the new build block and the existing mill. Loading bays and drop off areas are provided by the vehicular entrance in close proximity to both the new build mid-block and existing mill refuse stores. An amenity area for sitting is provided where the pedestrian route to the canal crosses the longitudinal axis that runs through the development. The trafficked areas are paved with macadam whilst parking bays are defined with green gap paving; low hedges and trees break up the parking bays and provide further greenery.

Northern car park

Like the southern car park trafficked areas are surfaced with Macadam, whilst parking bays are defined with green gap paving with low level planting and trees between bays.



Examples of one bed apartment layouts that exceed nationally described space standards

Proposed Design

3.0

Use

3.1

The scheme proposes the following use:

Residential (Class C3)
Commercial / Social Infrastructure (Class E)

Amount

3.2

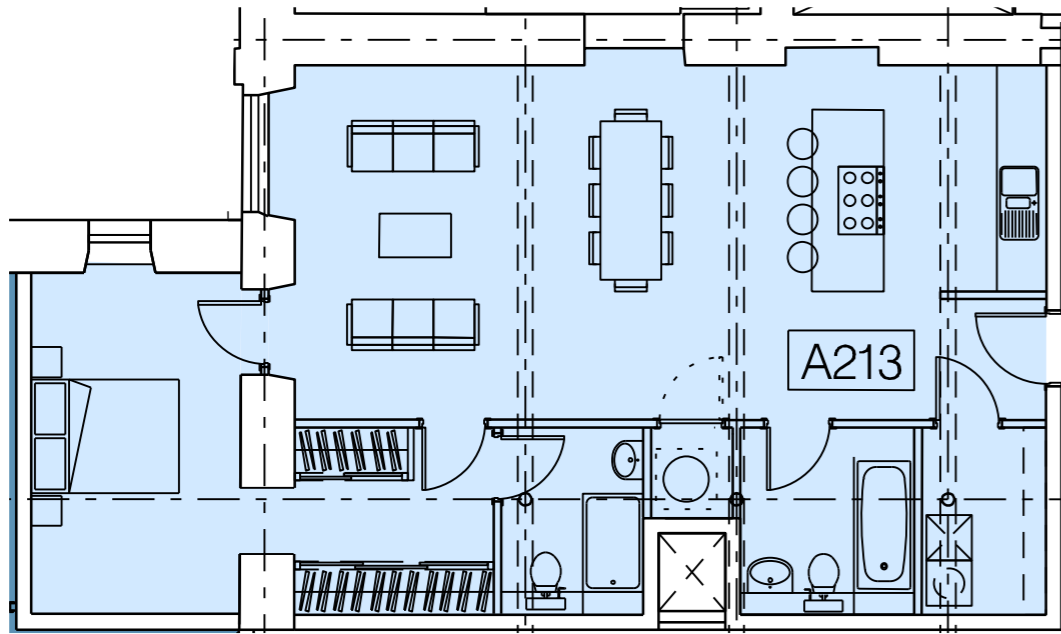
The combined site area of the proposed application is 0.87 ha. The site of the existing mill is 0.47 ha, the land to the west of the existing mill that forms the site for the middle block is 0.34 ha and the corner site is 0.06 ha.

The development includes a total of 2034 m² of commercial space and 277 residential units.

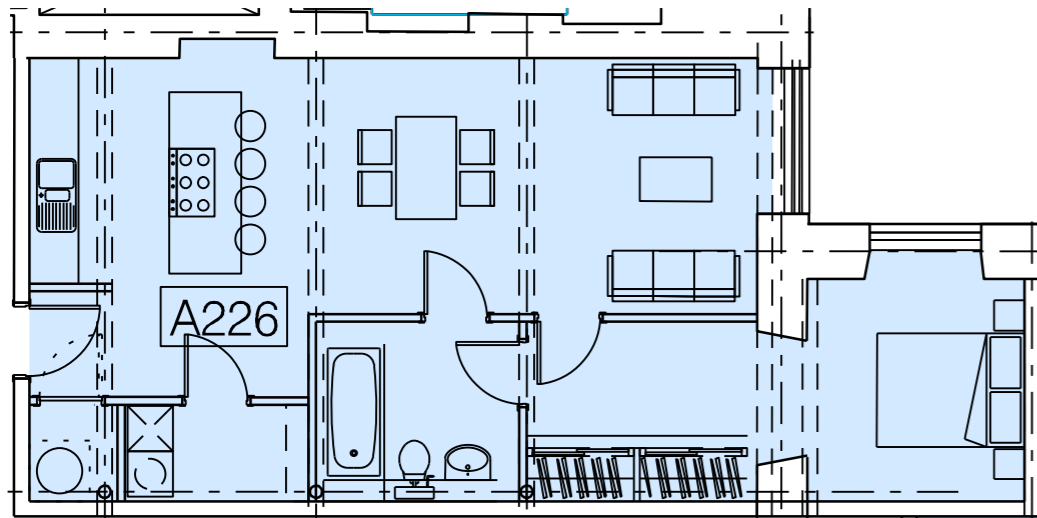
The mill conversion consists of 153 residential units. In addition, at ground and first floor level is 1,891 m² of commercial space. There are 57 one bedroom apartments, 89 two bed apartments and 7 three bed apartments. The one bed apartments make up 37% of the overall mix. This is slightly in excess of the 33% maximum number of one bed residential units that would normally be permitted in a development. It should be noted however that the one bed apartments in the existing mill range in size from 48 m² to 86 m². Sizes are dictated by the existing structure and in some locations the opportunities to divide spaces around the existing fenestration are limited which results in some particularly spacious one bed apartments. Two one bed apartments are in excess of 85 m² and five measure 60-68 m², which are closer to the nationally described space standards for two and even three bed apartments. The remaining 50 one bed apartments, which are more conventional sizes (48 - 58 m²), make up 33% of the overall mix, in line with local policy on mix. The existing building is arranged around an 800 m² courtyard that is landscaped to provide external amenity space for residents and tenants of the commercial units.

The new build mid-block comprises 100 residential units within a part 6, part 8 storey block. These include 13 town houses at ground and first floor level. One town house is a 4 bed unit, two have 3 bedrooms and the remaining 10 all have two bedrooms. The remaining apartments include 32 one bed and 55 two bed apartments. 32% of apartments are 1 bedroom dwellings. Two residential roof terraces of 190 m² and 160 m² are located at level 6 providing communal external amenity space for residents.

The corner block includes 147 m² commercial space at ground level with four floors of residential apartments above including 8 one bed and 16 2 bed apartments. Again this split is 33% 1 bed, 66% 2 bed.



Examples of one bed apartment layouts that exceed nationally described space standards



Mill Conversion: One Bedroom Space Standards

7 no. one beds: 60 m² - 86 m² = 4.5 %

16 no. one beds: 50 m² - 60 m² = 10.5 %

34 no. one beds: 46 m² - 50 m² = 22 %

TOTAL : 57 one beds = 37 %

MILL CONVERSION							
Building	Floor level	Apt. No.	Use	Description	Aspect	Net Sales Area	
						m ²	ft ²
Mill Bldg	Level 1	A111	Residential	1 bed	SW / NW	85.7	922.5
Mill Bldg	Level 2	A213	Residential	1 bed	SW / NW	85.3	918.2
Mill Bldg	Level 3	A325	Residential	1 bed	NE / NW	68.8	740.6
Mill Bldg	Level 1	A124	Residential	1 bed	NE / NW	67.7	728.7
Mill Bldg	Level 2	A226	Residential	1 bed	Courtyard	67.2	723.3
Mill Bldg	Level 5	A502	Residential	1 bed	Brad. Rd / NE	60.4	650.1
Mill Bldg	Level 6	A602	Residential	1 bed	Brad. Rd / NE	60.4	650.1
Mill Bldg	Level 3	A305	Residential	1 bed	Brad. Rd	58.8	632.9
Mill Bldg	Level 4	A402	Residential	1 bed	Brad. Rd / NE	58.4	628.6
Mill Bldg	Level 2	A205	Residential	1 bed	Brad. Rd	58.3	627.5
Mill Bldg	Level 2	A202	Residential	1 bed	Brad. Rd / NE	56.6	609.2
Mill Bldg	Level 5	A504	Residential	1 bed	SW	56.2	604.9
Mill Bldg	Level 6	A604	Residential	1 bed	SW	56.2	604.9
Mill Bldg	Level 3	A311	Residential	1 bed	SW	56	602.8
Mill Bldg	Level 4	A404	Residential	1 bed	SW	56	602.8
Mill Bldg	Level 3	A302	Residential	1 bed	Brad. Rd / NE	55.9	601.7
Mill Bldg	Level 2	A211	Residential	1 bed	SW	55.1	593.1
Mill Bldg	Level 1	A102	Residential	1 bed	Brad. Rd / NE	54.8	589.9
Mill Bldg	Level 3	A303	Residential	1 bed	Brad. Rd	54	581.3
Mill Bldg	Level 2	A203	Residential	1 bed	Brad. Rd	53.5	575.9
Mill Bldg	Level 1	A103	Residential	1 bed	Brad. Rd	53.1	571.6
Mill Bldg	Level 3	A304	Residential	1 bed	Brad. Rd	51.1	550.0
Mill Bldg	Level 2	A204	Residential	1 bed	Brad. Rd	50.7	545.7
Mill Bldg	Level 5	A521	Residential	1 bed	Courtyard	49.1	528.5
Mill Bldg	Level 6	A621	Residential	1 bed	Courtyard	49.1	528.5
Mill Bldg	Level 3	A330	Residential	1 bed	Courtyard	48.9	526.4
Mill Bldg	Level 5	A508	Residential	1 bed	Canal	48.9	526.4
Mill Bldg	Level 5	A510	Residential	1 bed	Canal	48.9	526.4
Mill Bldg	Level 5	A512	Residential	1 bed	Canal	48.9	526.4
Mill Bldg	Level 5	A519	Residential	1 bed	Courtyard	48.9	526.4
Mill Bldg	Level 6	A608	Residential	1 bed	Canal	48.9	526.4
Mill Bldg	Level 6	A610	Residential	1 bed	Canal	48.9	526.4
Mill Bldg	Level 6	A612	Residential	1 bed	Canal	48.9	526.4
Mill Bldg	Level 6	A619	Residential	1 bed	Courtyard	48.9	526.4
Mill Bldg	Level 4	A421	Residential	1 bed	Courtyard	48.8	525.3
Mill Bldg	Level 3	A317	Residential	1 bed	Canal	48.7	524.2
Mill Bldg	Level 3	A319	Residential	1 bed	Canal	48.7	524.2
Mill Bldg	Level 3	A328	Residential	1 bed	Courtyard	48.7	524.2
Mill Bldg	Level 4	A419	Residential	1 bed	Courtyard	48.7	524.2
Mill Bldg	Level 3	A315	Residential	1 bed	Canal	48.6	523.1
Mill Bldg	Level 4	A408	Residential	1 bed	Canal	48.6	523.1
Mill Bldg	Level 4	A410	Residential	1 bed	Canal	48.6	523.1
Mill Bldg	Level 4	A412	Residential	1 bed	Canal	48.6	523.1
Mill Bldg	Level 1	A114	Residential	1 bed	Canal	48.4	521.0
Mill Bldg	Level 1	A116	Residential	1 bed	Canal	48.4	521.0
Mill Bldg	Level 1	A118	Residential	1 bed	Canal	48.4	521.0
Mill Bldg	Level 2	A216	Residential	1 bed	Canal	48.4	521.0
Mill Bldg	Level 2	A218	Residential	1 bed	Canal	48.4	521.0
Mill Bldg	Level 2	A220	Residential	1 bed	Canal	48.4	521.0
Mill Bldg	Level 2	A229	Residential	1 bed	Courtyard	48.4	521.0
Mill Bldg	Level 3	A308	Residential	1 bed	Brad. Rd	48.2	518.8
Mill Bldg	Level 1	A106	Residential	1 bed	Brad. Rd	48	516.7

Areas of Proposed 1 Bedroom Apartments Within the Mill Conversion

Highlighted apartments exceed nationally described space standards for 1 bedroom, 2 person apartments

0586_Brunswick Mill Development
Accommodation Schedule

Rev. P7
 28 April 2021

	Corner Building									
	1b1p	1b2p	2 bed 3p	2 bed 4p	Commercial excl. bin st.	Commercial excl. bin st.	Resi NIA	Resi NIA	GIA	GIA
					sq m	sq ft	sq m	sq ft	sq m	sq ft
Ground	-	-	-	-	143	1,534	-	-	380	4,094
1	-	2	2	2	-	-	367	3,947	439	4,730
2	-	2	2	2	-	-	367	3,947	439	4,730
3	-	2	2	2	-	-	367	3,947	439	4,730
4	-	2	2	2	-	-	367	3,947	439	4,730
5										
6										
7										
sub total	-	8	8	8	143	1,534	1,467	15,787	2,138	23,012
TOTALS				24						

	Mid Building													
	1b1p	1b2p	2 bed 3p	2 bed 4p	2b3p TH	2b4p TH	3b6p TH	4b8pp TH	Commercial	Commercial	Resi NIA	Resi NIA	GIA	GIA
									sq m	sq ft	sq m	sq ft	sq m	sq ft
Ground	-	-	-	1	-	10	2	1	-	-	646	6,954	1,118	12,034
1	4	-	-	2	-	-	-	-	-	-	947	10,190	1,118	12,034
2	3	4	3	6					-	-	939	10,110	1,118	12,034
3	3	4	3	6					-	-	939	10,110	1,118	12,034
4	3	4	3	6					-	-	939	10,110	1,118	12,034
5	3	4	3	6					-	-	939	10,110	1,118	12,034
6	-	-	4	4					-	-	541	5,818	697	7,503
7	-	-	2	6					-	-	563	6,057	697	7,503
sub total	16	16	18	37	-	10	2	1	-	-	6,453	69,457	8,102	87,210
TOTALS								100						

	Mill Conversion									
	1 bed	2 bed 3p	2 bed 4p	3 bed	Commercial	Commercial	Resi NIA	Resi NIA	GIA	GIA
					sq m	sq ft	sq m	sq ft	sq m	sq ft
Ground	-	-	-	-	1,562	16,813	-	-	2,598	27,965
1	9	1	13	1	356	3,832	1,632	17,567	2,606	28,051
2	14	2	14	2	-	-	2,120	22,819	2,665	28,686
3	13	2	15	1	-	-	2,042	21,980	2,575	27,717
4	7	1	13	1	-	-	1,508	16,232	1,902	20,473
5	7	1	13	1	-	-	1,522	16,383	1,920	20,667
6	7	1	13	1	-	-	1,522	16,383	1,920	20,667
sub total	57	8	81	7						
TOTALS				153	1,918	20,645	10,346	111,363	16,186	174,224

	Corner Building			
			Total	%
1 Bed			8	33%
2 Bed			16	67%
3 Bed				
4 Bed				
TOTAL			24	

	Mid Building			
			Total	%
1 Bed			32	32%
2 Bed			65	65%
3 Bed			2	2%
4 Bed			1	1%
TOTAL			100	

	Mill Conversion			
			Total	%
1 Bed			57	37%
2 Bed			89	58%
3 Bed			7	5%
4 Bed				
TOTAL			153	

Townhouse NIA annotated on floor with entrance

	Total Apartment Types			
			Total	%
1 Bed			97	35%
2 Bed			170	61%
3 Bed			9	3%
4 Bed			1	0%
TOTAL			277	

Car parking		no.
Parking Spaces (New Build)		50
Parking Spaces (Mill Conversion)		38
TOTAL		88

Cycle parking		no.
Cycle Spaces (Corner Block)		24
Cycle Spaces (Mid Block)		100
Cycle Spaces (Mill - Residential)		153
Cycle Spaces (Mill - Commercial)		40
TOTAL		317

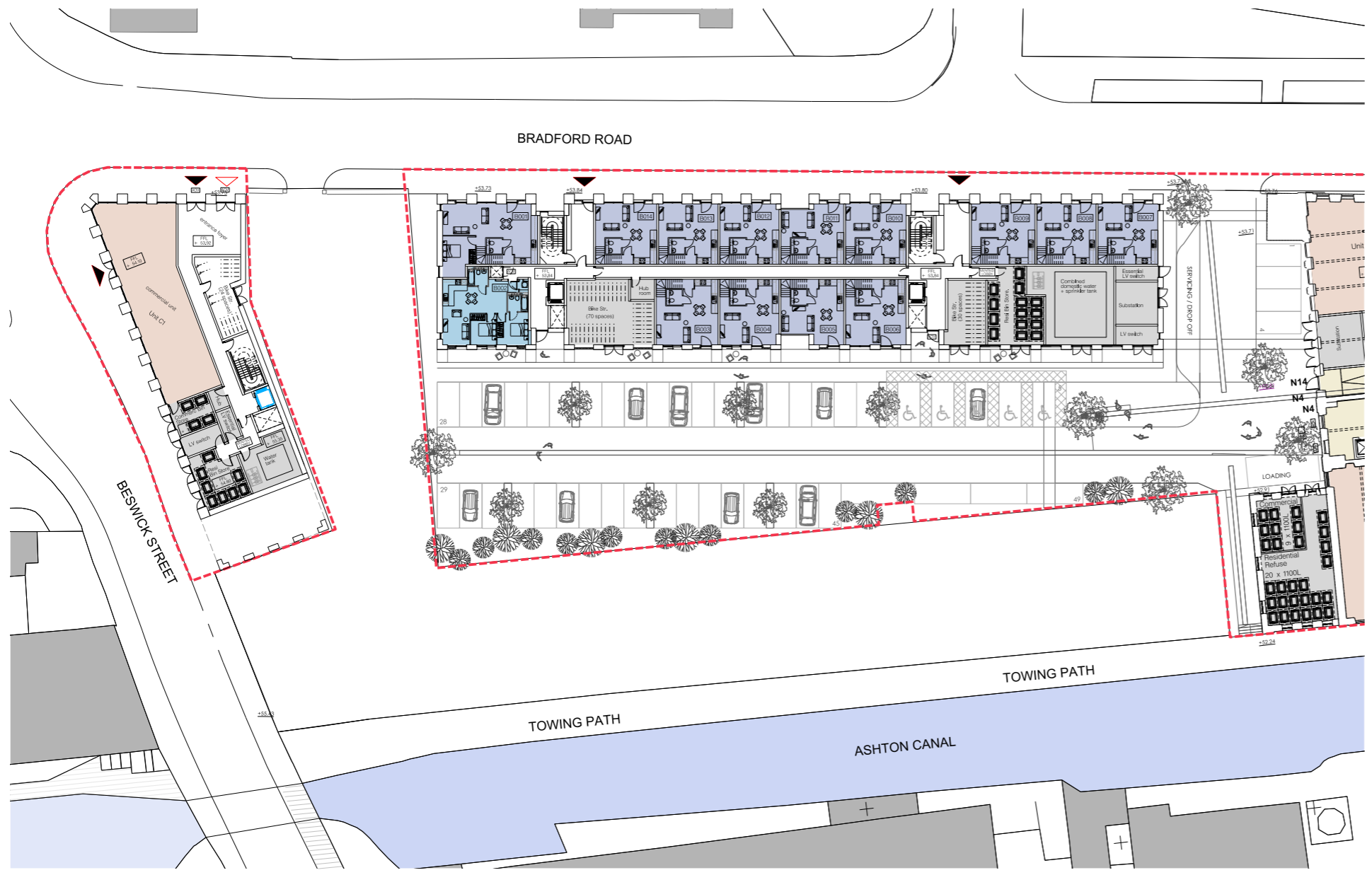
	New Build Commercial areas (NIA) excl. bin store		
		m ²	ft ²
Commercial Unit 1 (corner building)		143	1,534
TOTAL		143	1,534

	Commercial areas in Mill Conversion (NIA)		
		m ²	ft ²
Unit 01		100	1,076
Unit 02		90	969
Unit 03		149	1,600
Unit 04		110	1,188
Unit 05		87	936
Unit 06		90	964
Unit 07		107	1,151
Unit 08		152	1,636
Unit 09		211	2,272
Unit 10		191	2,052
Unit 11		88	943
Unit 12		154	1,658
Unit 13		108	1,166
Unit 14		116	1,243
Unit 15		140	1,505
TOTAL		1,891	20,359

NOTES
 Areas measured in accordance with RICS Code of Measuring Practice, Volume 6
 Existing mill areas taken from survey drawings received from Latham Architects in May 2017
 Proposals subject to structural and services co-ordination
 Measurements in Existing mill taken from internal face of brickwork in external walls. No allowance for thermal linings.

Measurements based on as-proposed drawing numbers:

- L(-)-100 rev. P5
- L(-)-101 rev. P4
- L(-)-102 rev. P4
- L(-)-103 rev. P4
- L(-)-104 rev. P4
- L(-)-105 rev. P4
- L(-)-106 rev. P4
- L(-)-107 rev. P4
- L(-)-200 rev. P5
- L(-)-201 rev. P4
- L(-)-202 rev. P4
- L(-)-203 rev. P4
- L(-)-204 rev. P4
- L(-)-205 rev. P4
- L(-)-206 rev. P4



Ground Floor Plan
New Build Elements

Proposed Design

Layout: Mid Block, Ground Floor

3.3 continued

The mid-block is served by two circulation cores, each with a stair and lift. The two cores are connected at ground level and from levels 2-5. Both cores are dual aspect with entrances from both Bradford Road and the landscaped car-park to the rear.

At ground level, a two bed apartment is located at the south west corner of the mid-block. All other residential units are townhouses. 9 units face Bradford Road with living accommodation and front doors that help activate the street. 4 units face the landscaped car-park to the south, with each dwelling accessed individually through its own front door.

49 parking spaces are located within the landscaping behind the rear block. Vehicular access is from Bradford Road between the existing mill and the mid block.

The land between the corner site and the mid-block is owned by a third party and this strip of land provides access to the canal site at the rear. Feasibility studies for the rear site indicate parking to be provided in a semi-basement level against the canal with a vehicular aisle behind. See drawing L(-)B01 for indicative proposals.

Plant rooms, refuse stores and cycle stores are also provided at ground level to serve the mid-block.

Layout: Corner Block, Ground Floor

The corner block follows the footprint of the demolished building that formally occupied this site. Access into the building is from the street.

The residents entrance is off Bradford Road and an entrance to the commercial unit is off Beswick Street. There is a level change along Beswick street so floor levels in the commercial unit are set to coincide with the entrance position to ensure level access into the commercial space. To provide level access to Beswick Street from the bin stores, the ground floor slab will be stepped with ramps as necessary in the residential corridor to accommodate these level changes.

The mid-block is set out to allow access from the car-park to Bradford Road for residents of the corner block, should direct access from the car-park over the neighbouring strip of land not be possible in the future.



Level 1 Plan
New Build Elements

Proposed Design

Layout: Mid Block, Level 1

3.3 continued

Bedroom accommodation for the townhouses is located at level 1. Townhouse accommodation extends across what is the communal corridor that links the two service cores at other floor levels. This provides useful additional storage space for those units that face Bradford Road.

Two 2 bed apartments are located at the south western end of the block and four studio flats are provided at the south eastern end of the block. Due to the extended escape distance to the far most studio, the one bed, 1 person apartments at this level are provided with escape windows from the living areas in the rear elevation.

Layout: Corner Block, Levels 1-4

Six residential units are provided in the corner block, which is repeated at each level up to the top floor at level 4.

The 2 bed apartments at the southern end of the building and the north east corner are built tight up to the site boundary, which prevents openings from being provided in these elevations. For this reason the floor plate steps back from the boundary to form two lightwells effectively that provide daylight and ventilation to the bedroom accommodation within the apartments as well as the communal corridor. Smoke vents are provided in the large window to the communal corridor to assist fire escape from the end apartments.

With top floors more than 10m above ground, all apartments are sprinklered, which allows the layouts to be open plan. This provides flexibility to locate bedrooms off living spaces and helps reduce circulation space within the apartments, increasing useable space.



Level 2-4 Plan
New Build Elements



Proposed Design

Layout: Mid Block, Level 2-5

From level 2 up to level 5 the floor plate is split into 16 apartments served from a central corridor that links the two circulation cores. Linking the cores is beneficial to provide a level of redundancy in the event of a lift breakdown or maintenance.

3.3 continued

Like the corner block, the mid block is fully sprinklered, which allows the open plan layouts proposed, which helps increase the useable space within the apartments. There is a mixture of apartment types across the floor plate:

- 3 x 1 bedroom, 1 person
- 4 x 1 bedroom, 2 person
- 3 x 2 bed, 3 person
- 6 x 2 bed, 4 person

The open plan arrangement allows the smaller 64m² 2 bed, 3 person apartments (as defined by national space standards) to be designed with two double bedrooms, both served with en-suite bathrooms, as per the arrangement in the 4 person apartments. This arrangement suits residents sharing apartments who both prefer an en-suite. Alternative layouts are also provided with bedrooms to one side of the living space. This increases the separation between the bedroom and living space, which some residents prefer, but in these layouts, only one bathroom tends to be en-suite. In effect there are a range of different apartment layouts that suit a number of different living arrangements.



Level 6 Plan
New Build Elements



Proposed Design

Layout: Mid Block, Level 6-7

3.3 continued

At level 6 the accommodation steps back to provide communal roof gardens and private terraces.

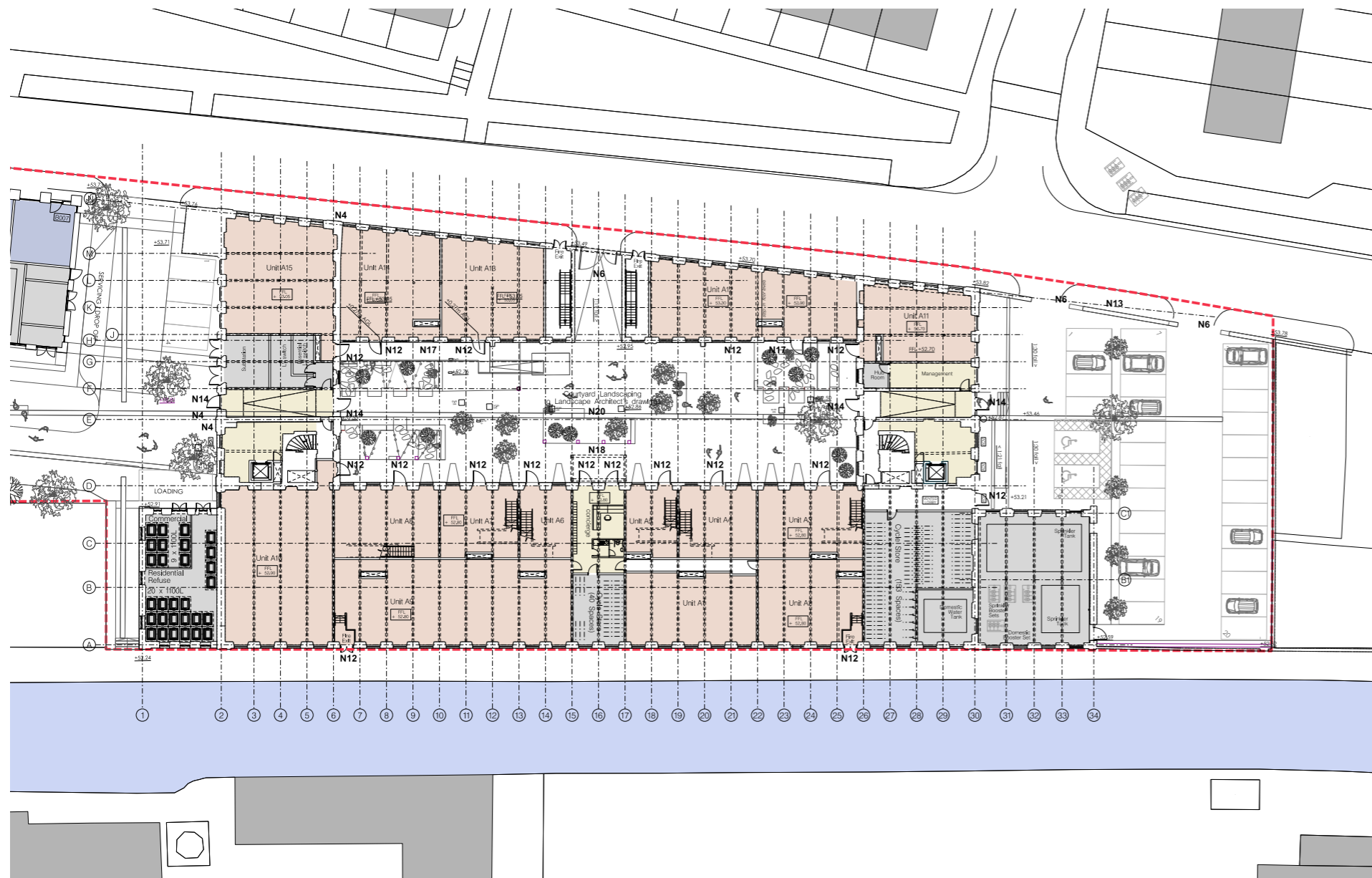
Four apartments are clustered around each circulation core so above level 6 the building fragments into two separate blocks with a communal roof garden at the eastern end of each block. The communal corridor continues to link both blocks so all residents have access to either one of the two communal gardens.

The north and south elevations of the two apartments at the eastern end of the two blocks step back from the elevations below. This allows space for a private external terrace to these apartments at level 6. The elevations of these apartments are clad with standing seam zinc rather than masonry, which helps to further fragment the massing at the top of the building with a change of material, as well as massing.

Proposed Design

Layout: Brunswick Mill, Ground Floor

3.3 continued



Ground Floor Plan
Brunswick Mill



Accommodation in the existing mill is organised around the existing courtyard. The loading bays and former transformer house that was introduced when the mill was converted to electrical power are proposed to be demolished to allow the courtyard to be opened up and landscaped. The newly landscaped courtyard acts as both an external amenity space for the building's users as well as a circulation space, linking the two residential circulation cores and providing access to commercial units that face the courtyard. The concierge that serves the commercial units is located at ground level opposite the two storey high arch that links the courtyard to Bradford Road.

The ground floor of the existing mill is primarily divided into commercial units. The division between units follow the lines of structure that support the masonry jack arches that make up the intermediate floor construction above.

Units facing the courtyard are accessed directly from the courtyard through new door openings that are formed within existing window openings by removing brickwork beneath the windows. The units facing the canal are accessed from the concierge space. Travel distances from the far corners of the units that face the canal are greater than permitted by the building regulations so fire escapes have been introduced from these units onto the canal towpath. Level differences between the ground floor and the tow path mean that steps need to be formed at ground level to the new doorways that lead out to the tow path.

Level differences between the units facing Bradford Road and the courtyard mean that an access deck, ramps and steps have been designed into the landscape scheme to ensure level access to each separate commercial unit.

Utility spaces are also accommodated at ground level with bin stores located in the former Engine House and a residential cycle store and water tanks are provided at ground level within the former Waste House. Electric plant rooms are located at the south western end of the courtyard with access to the proposed substation from the access road between the mill and intermediate new-build block.

In the external space adjacent to the former Waste House that was previously occupied by ancillary one and two storey buildings of poor quality, the space will be landscaped with provision being made for 32 parking spaces.

The existing boundary wall against Bradford Road will be rebuilt with salvaged and re-claimed bricks from the site. Two vehicular entrances with gates are proposed to provide access in and out of the site onto Bradford Road.

Proposed Design

Layout: Brunswick Mill, Level 1

3.3 continued

Level 1 is partially occupied by an upper floor of 6 two storey commercial units that face the south eastern side of the courtyard. The level one commercial units are entirely separate from the adjacent residential accommodation.

The remainder of the floor is split into residential apartments with a mixture of one, two and three bedroom units. The residential accommodation is served by two circulation cores at the south west and north eastern ends of the courtyard. The cores are linked by a communal corridor. At level one however, this corridor is discontinuous because it is interrupted by the arched opening that leads from the courtyard to Bradford Road. Additional fire escape stairs between ground and first floor to either side of the entrance arch have been introduced that discharge out through existing fire escape doors to Bradford Road.

Separating walls between apartments are located on lines of structure to coincide with the line of jack arches that form the floor above. Internal partitions to bedrooms and bathrooms, wherever possible, also align with the jack arches. This allows the masonry structure of the floor above to be exposed.

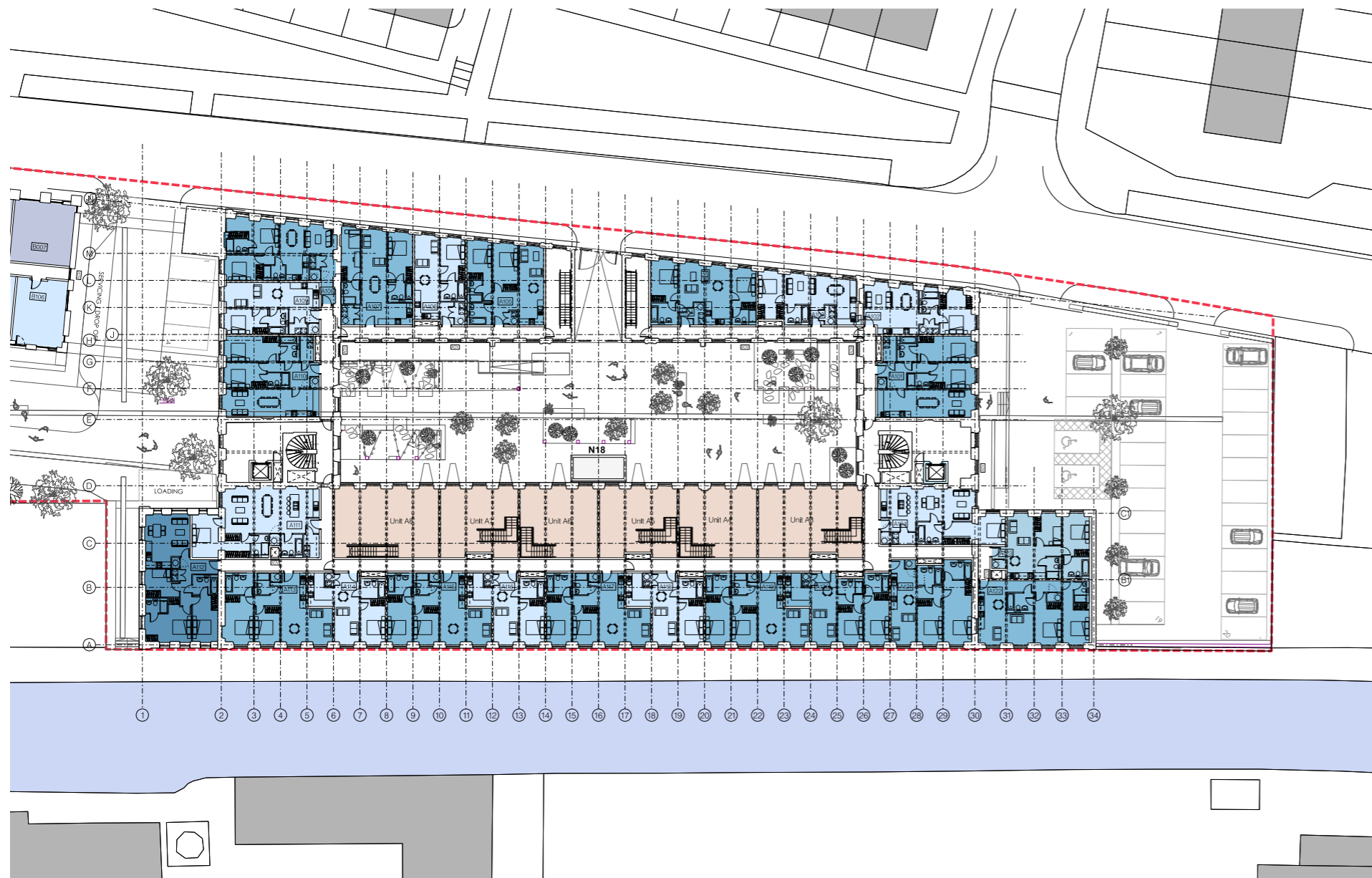
The existing structure is spaced at fairly regular 2.8m centres. This works reasonably well for conversion to residential use, however by positioning partitions on lines of existing structure it does mean that most bedrooms are slightly narrower than would be required to maintain a clear space of 750mm around the end of the bed, which is a requirement for full compliance with Part M4 (category 2) for accessible apartments.

Apartment floors are constructed from a raised floor, which allows pipework and other services to be distributed beneath the floor instead of at ceiling level. Wireways to lighting at ceiling level will be contained in conduits that will be exposed and fixed to the masonry.

Existing window openings will be opened up and replacement W40 window units will be installed. Each habitable room has at least one window. The nature of the existing building however means that some areas the number of windows is restricted which results in some deep plan, albeit spacious apartments.

Services are distributed vertically between floors in risers that are formed in the existing floors by trimming openings between the structure that supports the floor above.

The converted mill will be served by sprinklers, which permit open plan apartment layouts enabling bedrooms to be accessed off living spaces, rather than through a protected lobby, which facilitates the planning of spaces around the existing structure.



Level 1 Plan
Brunswick Mill



Level 2 Plan
Brunswick Mill

Proposed Design

Layout: Brunswick Mill, Level 2

3.3 continued

The layout of Level 2 is similar to the floor below however the block against Bradford Road is now continuous so the communal corridor links the two stair cores in both directions in a racetrack arrangement so no additional escape stairs are required upwards from level 2.

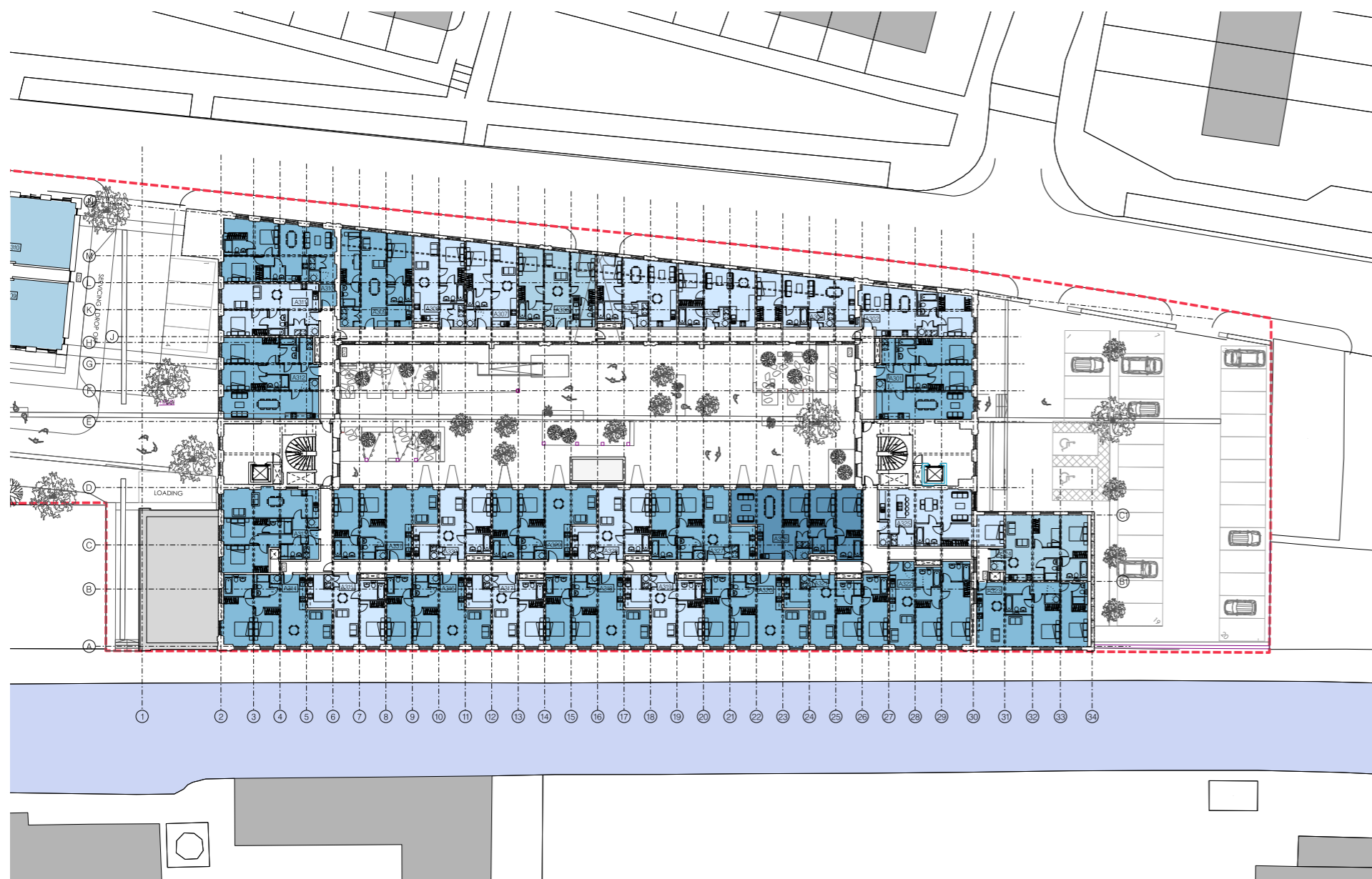
The masonry external walls reduce in thickness higher up the building so although the apartment layouts tend to follow those below, the areas sometime increase as a result of the decreasing wall thickness.

Proposed Design

Layout: Brunswick Mill, Level 3

3.3 continued

The Engine House at the south western end of the mill terminates at level 3 so the apartments in the south western corner are re-arranged accordingly. Otherwise the layout is as level 2 below.



Level 3 Plan
Brunswick Mill

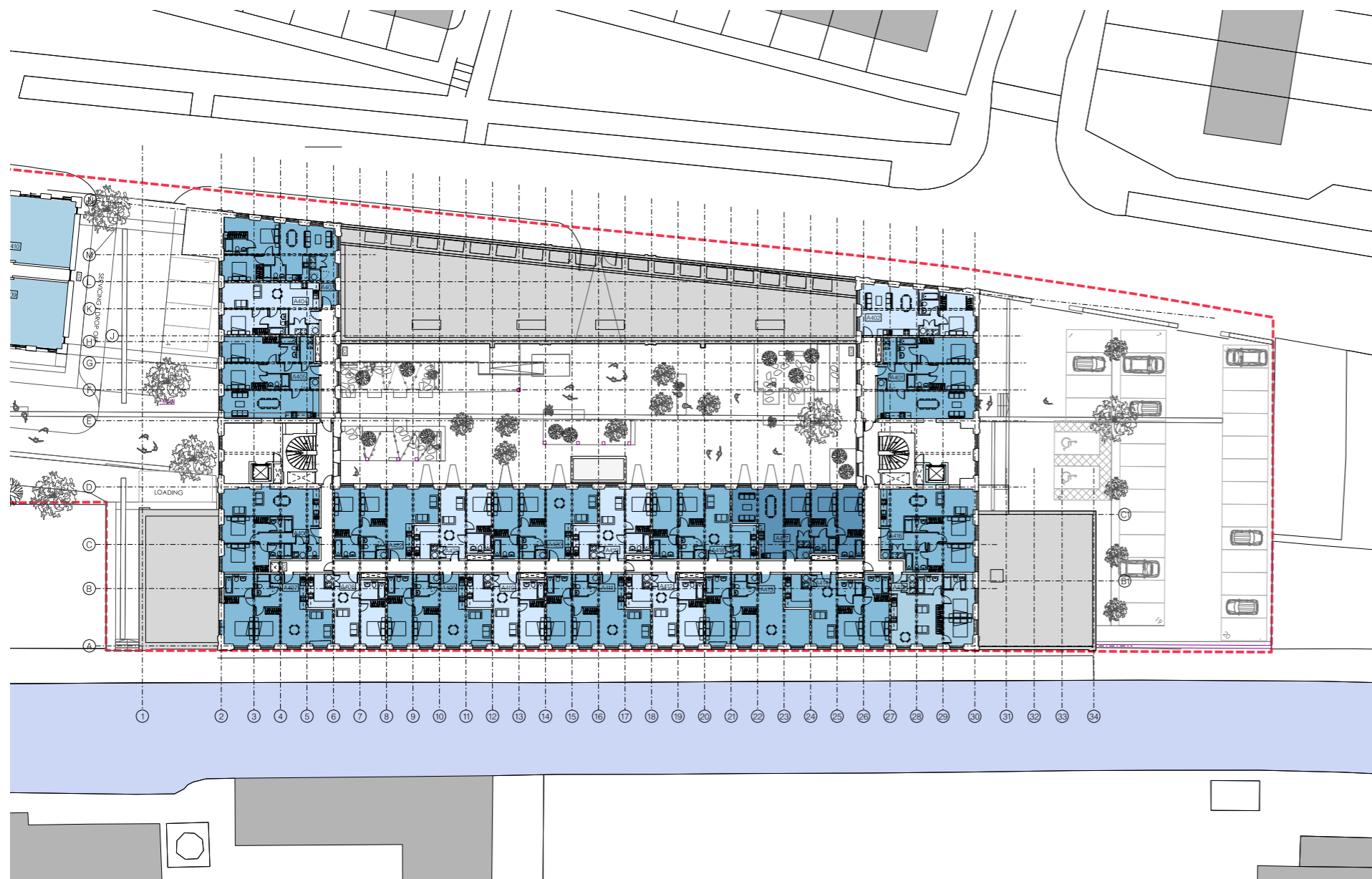
Proposed Design

Layout: Brunswick Mill, Levels 4-6

3.3 continued

The Waste House at the north eastern end of the mill, as well as the four storey block facing Bradford Road terminate at level 4.

From level 4 upwards, the accommodation is arranged around a horseshoe shaped block. The fire escape distances to the dead end corridors have been confirmed by the fire consultant as acceptable with the inclusion of automatic opening vents in the corridor windows.



Level 4-6 Plan
Brunswick Mill

Proposed Design

3.3 continued

Typical Apartment Layout

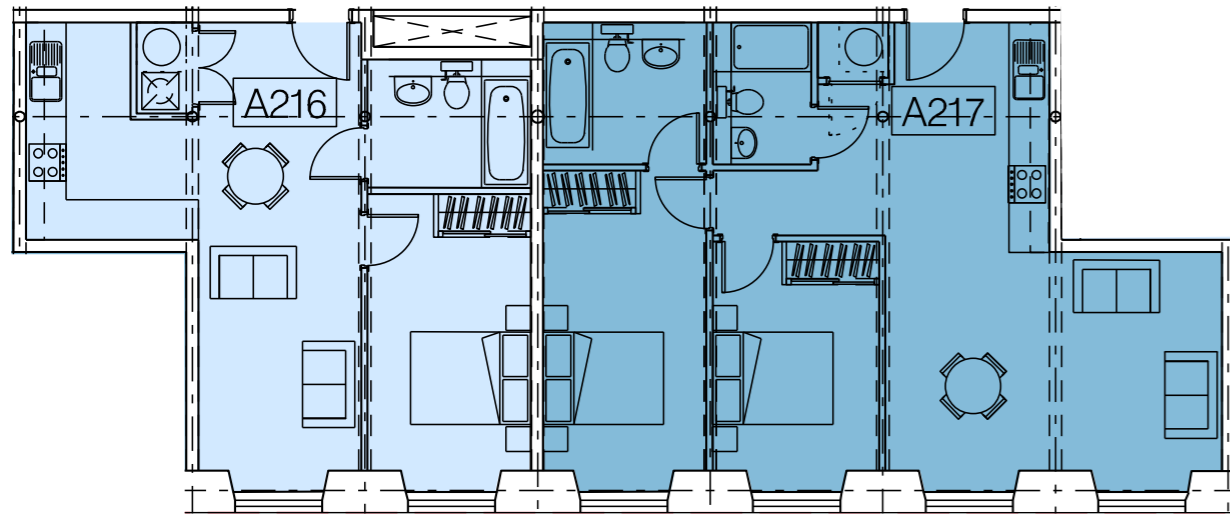
Both the new build apartments and those in the converted mill are sprinklered, which permits some flexibility of the layouts by allowing bedrooms to open off living spaces without the requirement for habitable rooms to be separated by a fire protected lobby.

The apartments are organized around the living spaces, with bedrooms to one or both sides. The kitchen is generally at the rear of the living space, with the living space nearest to the window.

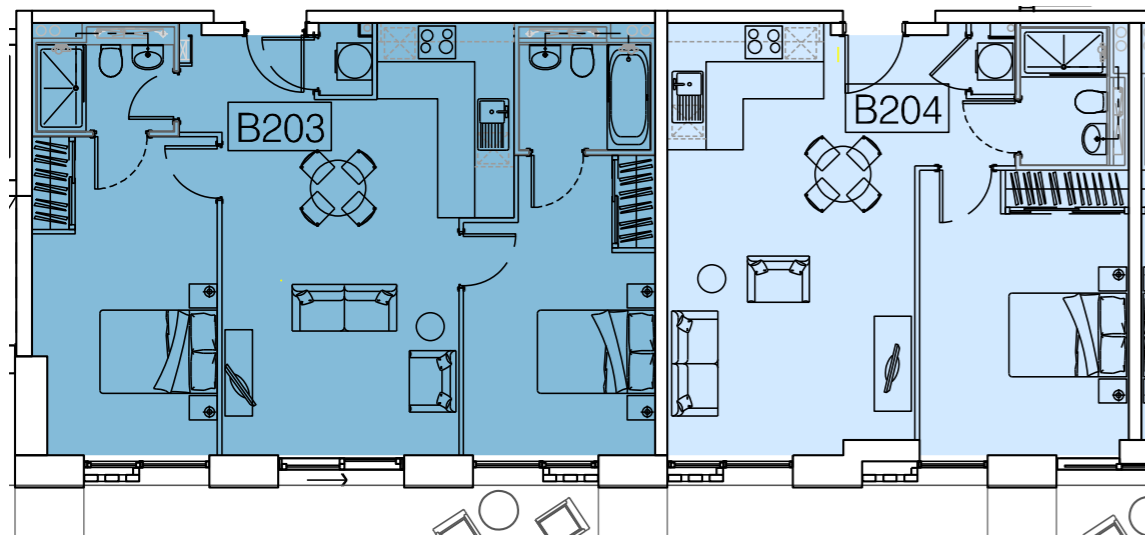
In the 2 bed apartments one bedroom has an ensuite shower room and in the three bedroom apartments, two bedrooms each have an en-suite shower. The bedrooms without en-suites have access to an independent bathroom that in the case of the two and three bedroom layouts tends to be on the opposite side of the bedroom corridor to ensure direct access to the bathroom from the bedrooms, without having to cross the living space.

The service cupboard is typically located by the bathroom.

Although the apartments are an open plan arrangement, so there is no entrance hallway, the apartments are laid out to provide an entrance zone to give better definition and a depth of threshold to the living spaces.



Typical one and two bedroom apartment layouts in mill conversion
(not to scale)



Typical one and two bedroom new-build apartment layouts
(not to scale)



View North along Bradford Road from Junction with Beswick Street

Proposed Design

Height + Scale

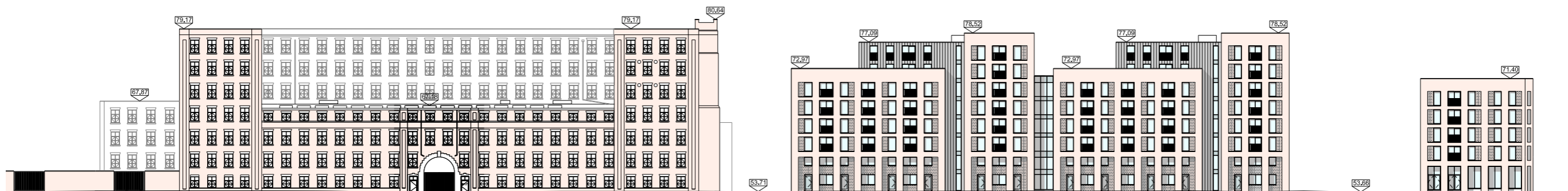
3.4

A principal objective of the new-build design was to maintain the dominance of the existing mill within the streetscape. In terms of the number of storeys, the eight storey new-build block is greater than the seven storey existing mill. The floor to floor heights in the existing mill however are greater than the new-build storey heights, so the mill remains the tallest element within the streetscape.

The massing of the existing mill is defined by a taller, seven storey block adjacent to the Ashton Canal. Two wings of the taller canal facing block extend to Bradford Road in a horseshoe arrangement that wraps three sides of the central courtyard and bookend a lower four storey block that infills the fourth side of the courtyard against Bradford Road. The roofline of the existing mill within the Bradford Road streetscape steps up and down providing a fragmented frontage to the street.

The massing of the new-build intermediate block reflects this fragmented massing with two eight storey masonry blocks that bookend the south western end of two six storey elements. These elements are separated further by a recessive element that is set back from the street and finished with standing seam zinc cladding in contrast to the brickwork elevation against the footpath edge. A glazed element set back in line with the recessive zinc clad element splits the intermediate block into two halves, de-fragmenting it further.

The corner block is lower in height at five storeys, which relates to the lower of the masonry elements that form the mid-block. The overall appearance when viewing the new build elements within the context of the mill is of a series of lower horizontal masonry blocks that are framed by intermittent taller, narrower blocks.



Bradford Road context elevation



View south along Bradford Road of existing mill with new-build development in the background



View south along Bradford Road of new-build intermediate block

Proposed Design

Appearance

3.5

The appearance of the existing mill is dominated by the regularity of the fenestration within a robust masonry facade.

This aesthetic is reflected in the new-build facades that are formed from a regular masonry framework within which are set recessed hit and miss brickwork panels and glazing.

The zinc clad element at levels 6 and 7 is stepped back from the masonry as a recessive element. The lighter coloured zinc is a complementary material to the masonry that helps define the zinc block as a recessive element that helps fragment the facade of the new build intermediate block in a manner that is sympathetic to the form and appearance of the existing mill but allows the robust appearance of the mill to remain the dominant element within the streetscape.

The simplicity of materials and fenestration in the new build block is deliberately so, it is intentionally un-fussy, reflective of the language of the existing mill and helps to ensure that the new build elements act as a foil to the existing mill, particularly the views up and down Bradford Road where the new-build elements add to the setting of the existing mill.

Proposed Design

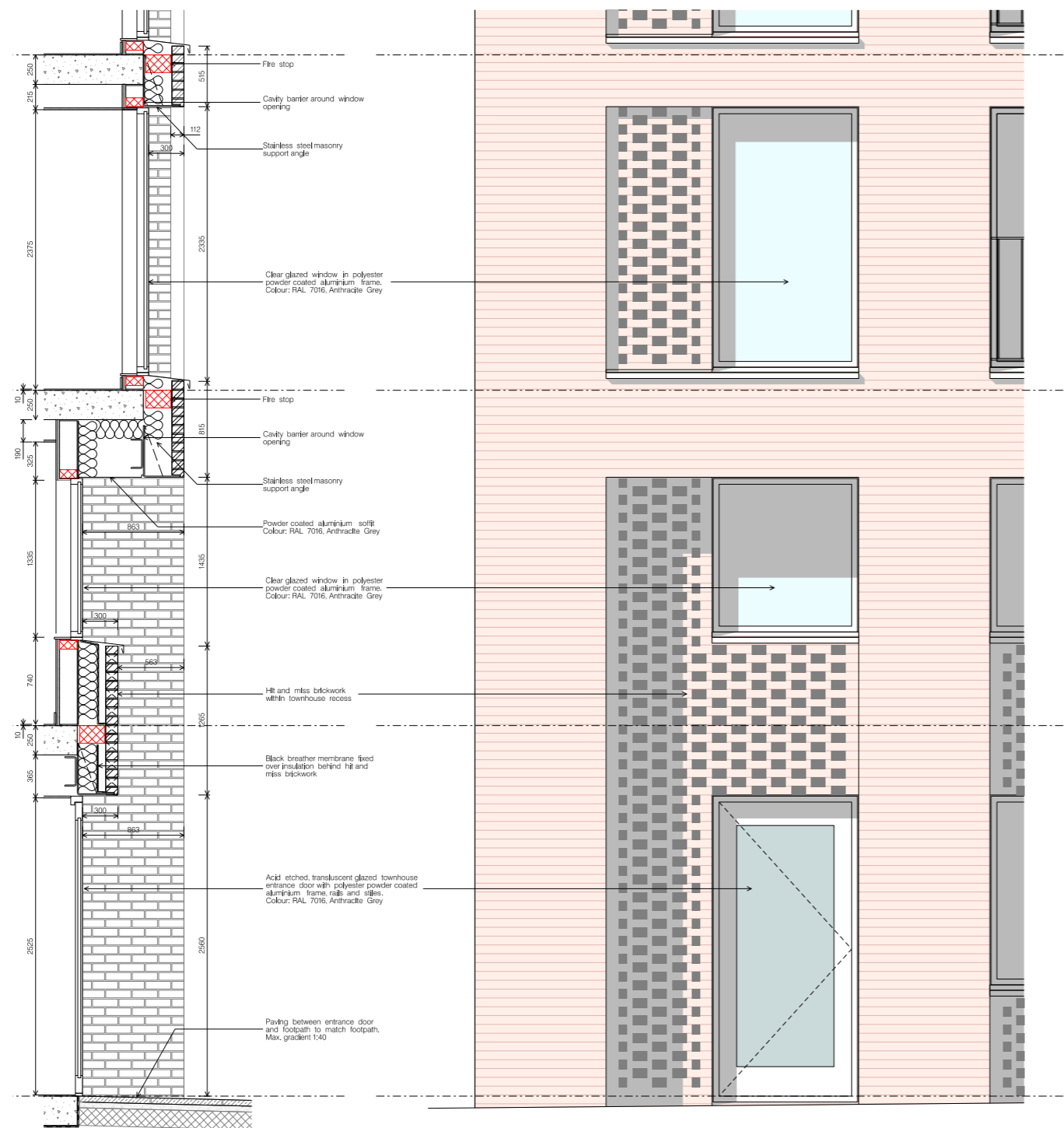
Appearance

3.5 continued

The new build facade is dominated by a regular framework of masonry piers and horizontal bands within which recessed hit and miss panels and glazing are set. Behind the hit and miss brickwork panels are concealed floor to ceiling opening vents that provide fresh air into the apartments behind.

The townhouses at ground level are recessed further still, which acts as a buffer, providing a deeper threshold between the public street and the private space of the dwelling behind the facade.

Floor to ceiling glazing maintains the proportion of the fenestration within the existing mill and helps to maximise daylight and sunlight within the proposed dwellings.



Mid-block, Facade Fragment - Bradford Road Elevation

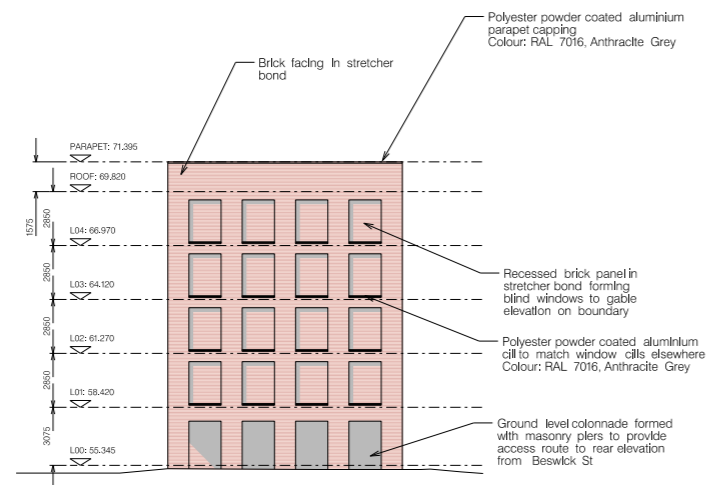
Proposed Design

Appearance

3.5 continued

The gable end of the proposed corner block is on the boundary of the adjoining canal side site. Fire regulations do not permit openings in facades that are tight up to a boundary that is not separated by a road. When the canal side development is constructed, it will hide this elevation, however in the meantime, rather than presenting a blank gable to the end elevation when viewed down Beswick Street, a series of recessed panels are proposed in the form of blind windows that reflect the dimensions of window openings in the Beswick Street elevation.

Another note of detail in the corner block is the acute angle at which the Bradford Road elevation meets Beswick Street. The sharp angle is chamfered with a 125° corner. These and other non-standard corners would be formed from purpose made brick specials, not "cut and stuck" to ensure a clean and crisp aris. to the bricks that form the obtuse corners. Other brick specials would include pistol bricks over masonry support angles and steel lintels.



Corner block, Gable Elevation - Beswick Street



Corner block: Location of Brick Specials



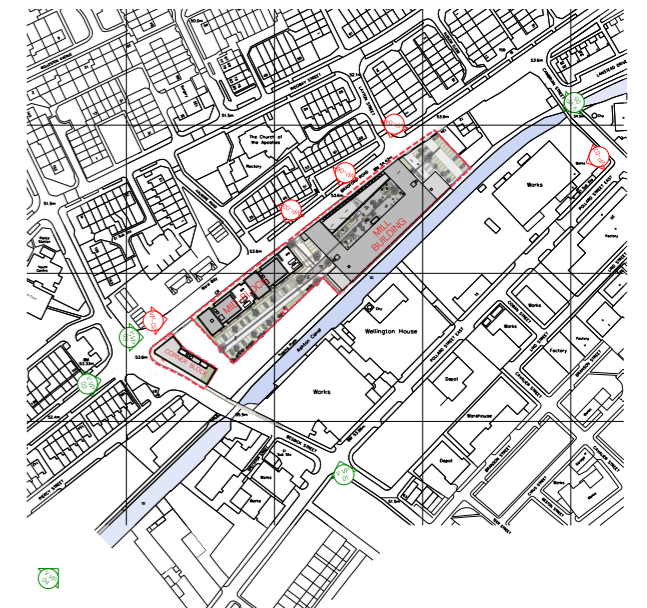
Proposed Design

Key Views - CGI's

3.6

Non-Verified View: VP02

Junction of Bradford Road / Beswick Street looking north east along Bradford Road



Proposed Design

Key Views - CGI's

3.6 continued

Non-Verified View: VP03

View of intermediate new build block
looking south west along Bradford
Road towards Beswick Street



Proposed Design

Key Views - CGI's

3.6 continued

Non-Verified View: VP04

View of existing mill looking south west along Bradford Road from junction with Layton Street



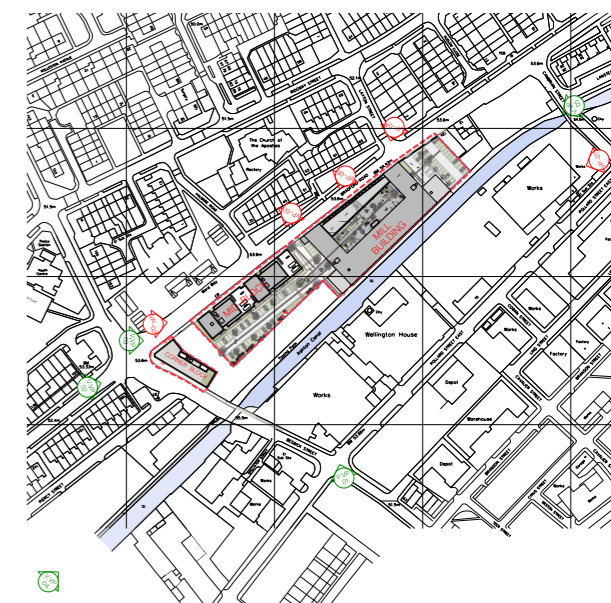
Proposed Design

Key Views - CGI's

3.6 continued

Non-Verified View: VP06

View of existing mill entrance looking south west along Bradford Road towards Beswick Street with new-build blocks in the background



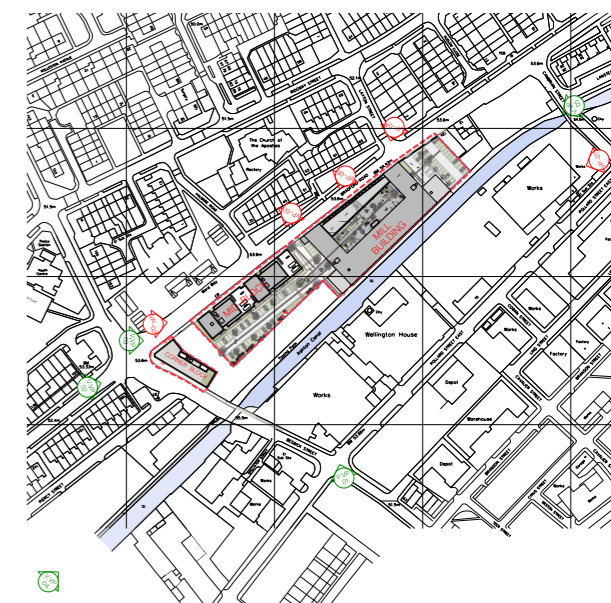
Proposed Design

Key Views - CGI's

3.6 continued

Non-Verified View: VP07

Birds eye view looking down on the development from the north east towards the city centre



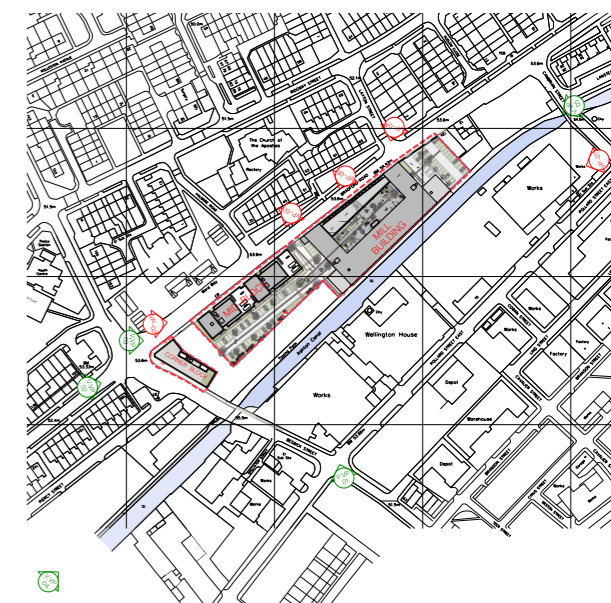
Proposed Design

Key Views - CGI's

3.6 continued

Non-Verified View: VVP-02

View of development looking north along Bradford Road from south of the junction with Beswick Street



Proposed Design

Key Views - CGI's

3.6 continued

Non-Verified View: VVP-03

View of development from junction of
Bradford Road and Beswick Street
looking north along Bradford Road





Verified View: VVP-01



Verified View: VVP-04

Proposed Design

Verified View: VVP-01

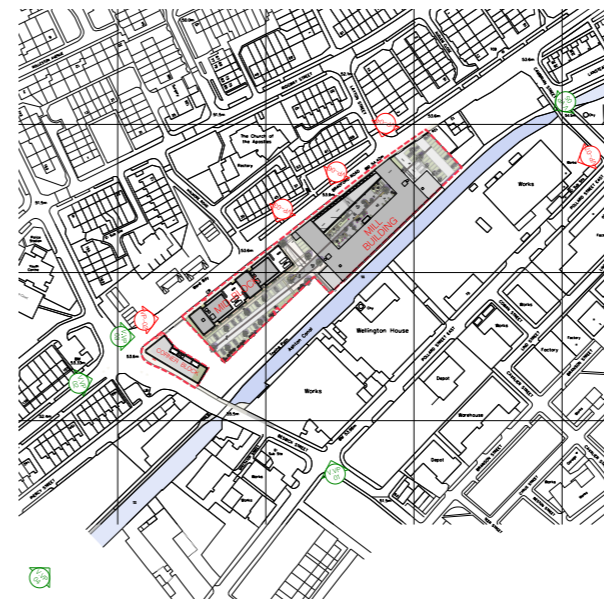
View of from Pollard Street / Beswick Street junction looking west towards Bradford Road.

The gable end of the corner block is visible on the left of the photograph. Being built up to the boundary, fire regulation prevent window openings from being formed in the facade. What would otherwise be a blank gable is broken up with blind windows that are recessed in the facade to reflect the geometry of the fenestration elsewhere.

3.6 continued



Verified View: VVP-05



Verified View: VVP-04

View north along the Ashton Canal. The proposed development is concealed by the three storey houses facing the canal. The south west elevation of the existing mill is visible in the distance

Verified View: VVP-05

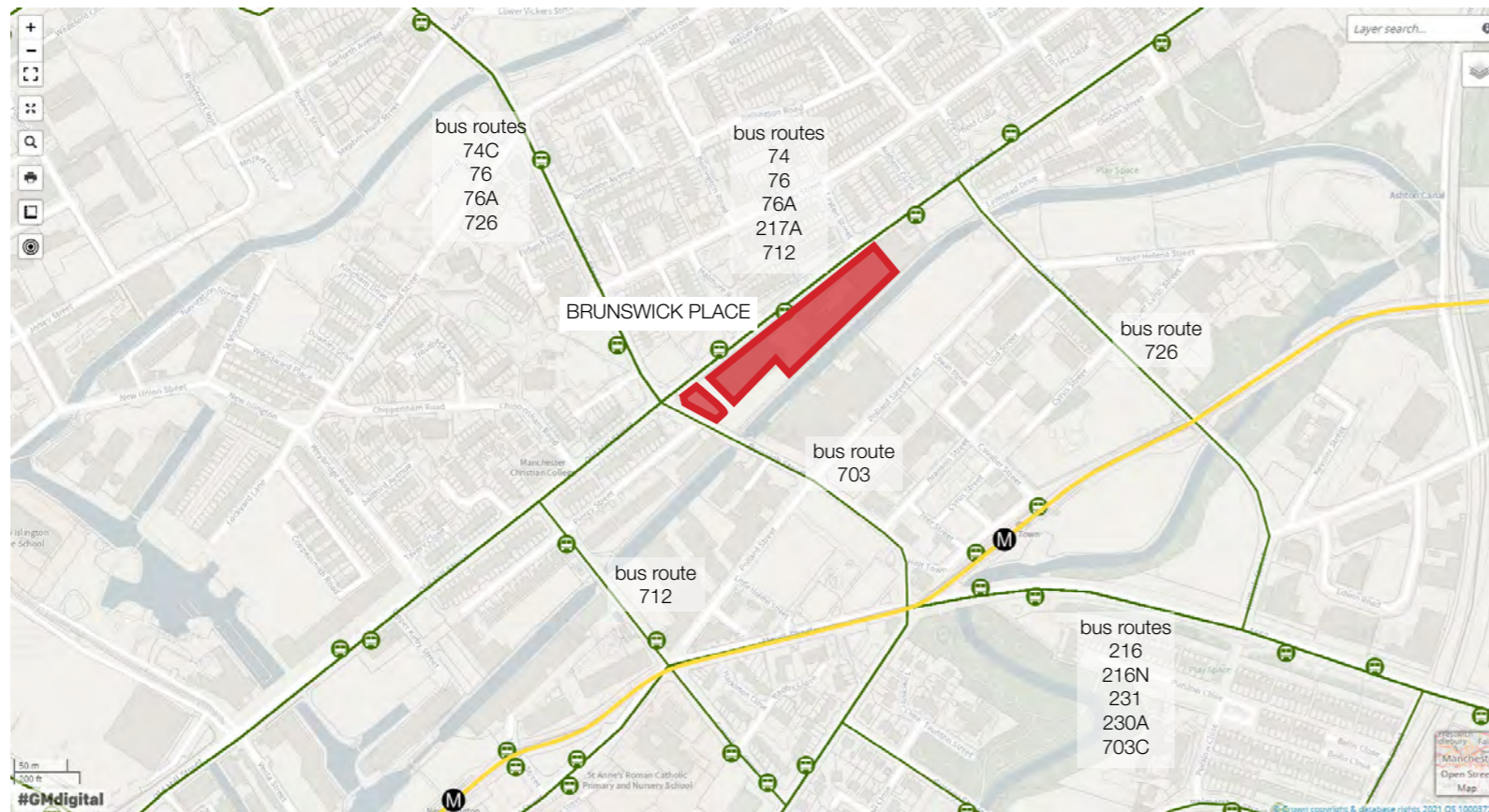
View from the Cambrian Street road bridge over the Ashton Canal looking south west towards the existing mill.

Proposed Design

Conclusion

3.7

The proposed design is a carefully considered and coordinated, contextually led response. The scheme is viable and deliverable and will add value and variation to the housing mix in Ancoats and Beswick with a high quality proposal that integrates well with both its immediate and wider surroundings and will act as a catalyst for further developments in the locality.



Public transport routes



Existing cycling infrastructure

Access

4.0

Movement To + Through The Site (Also see Transport Statement)

4.1

The site is well served by public transport with bus stops directly outside the site on Bradford Road and a the Holt Town Metrolink stop on the Ashton line a short walk away. The site is also ideally located for residents to cycle or walk, and supports the wider need for modal changes towards more sustainable forms of transport.

The site benefits from its close proximity to recreational pedestrian and cycle routes along the Medlock valley and Ashton and Rochdale Canals.

Inclusive Access

4.2

The proposals will create an inclusive environment by ensuring the following:

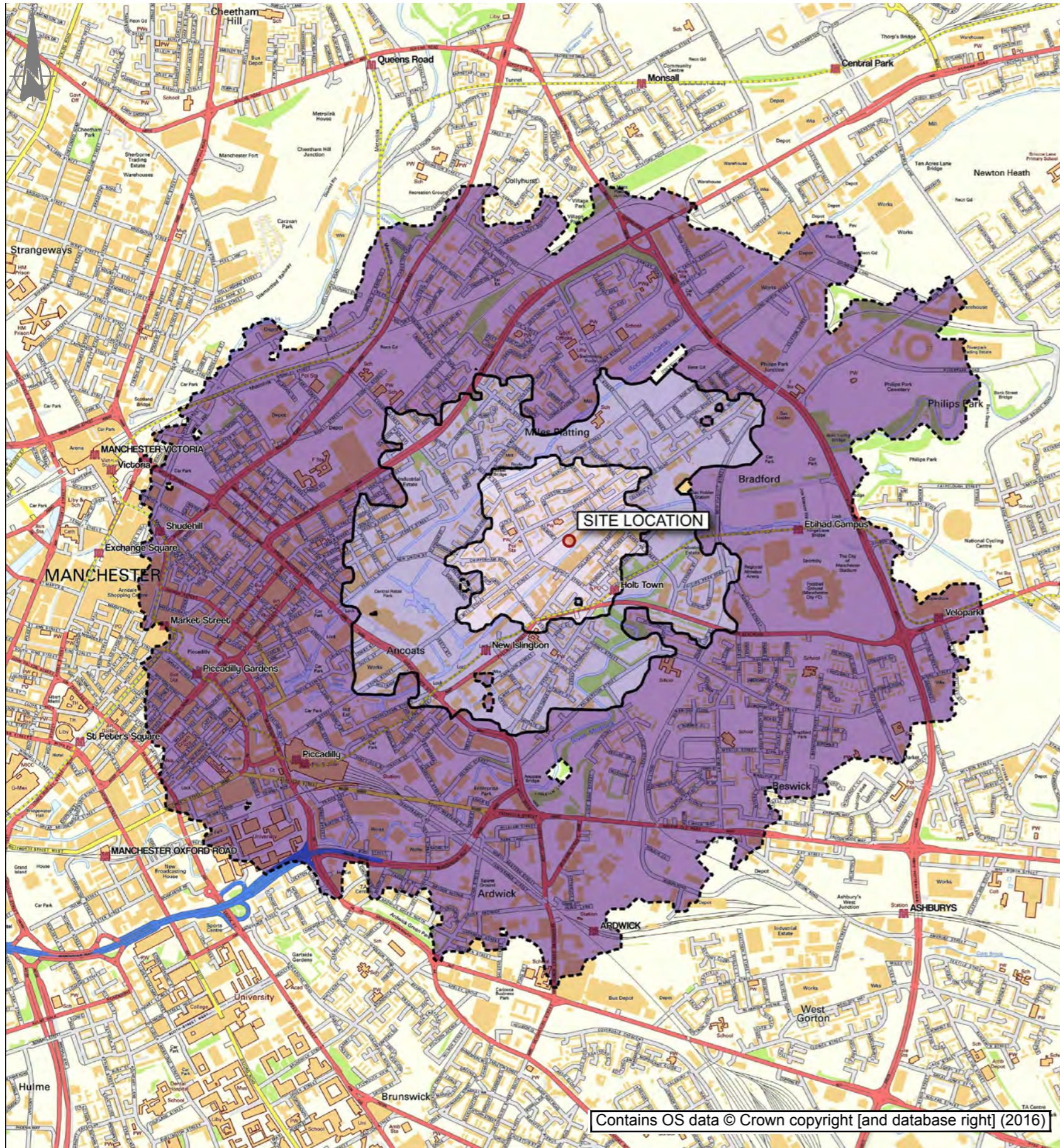
- + Disabled people will use the same entrances as other users of the building.
- + Level access to the main communal entrances and provisions of fully accessible lifts will mean that all apartments will be universally accessible without the need of supervision or assistance.
- + All new build apartment and townhouse layouts are designed to be accessible and adaptable in line with Approved Document M4, Category 2. Apartments in the converted mill are designed in accordance with Approved Document M4, Category 3 as far as the existing structure will allow. The 2.8m spacing of jack arches for instance means that the 750mm circulation space around a bed cannot quite be met. All apartments meet nationally described space standards and AD M4 Category 2 spatial requirements but commercial viability and the physical constraints of the existing structure and fabric of the converted mill mean that AD M4 Category 3 layouts or Manchester City Council DFA2 standards are not achievable.
- + The circulation space within the central core is compact and direct thus avoiding long corridors. In areas where residents may congregate, corridor widths are increased to minimise congestion.
- + 5% of parking spaces are allocated accessible spaces with a 1200mm clear circulation space to both sides of the accessible space.

Traffic and Transportation

The Brunswick development site is ideally located adjacent to the city centre boundary. As such it benefits from proximity to key city centre facilities and existing pedestrian, cycle and public transport infrastructure.

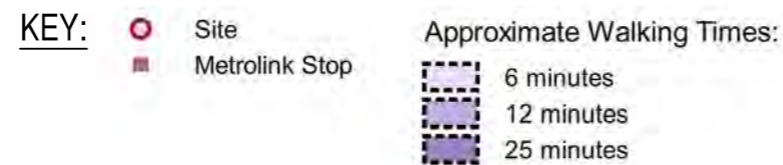
The pedestrian catchment diagram (see attached) demonstrates that large parts of Manchester city centre are well within an acceptable walking distance of the site. This includes all of New Islington, Ancoats, Piccadilly, Noma, the Northern Quarter and parts of the Retail Core. Holt Town Metrolink Station for example is approximately 6 minutes walking time from and to the development

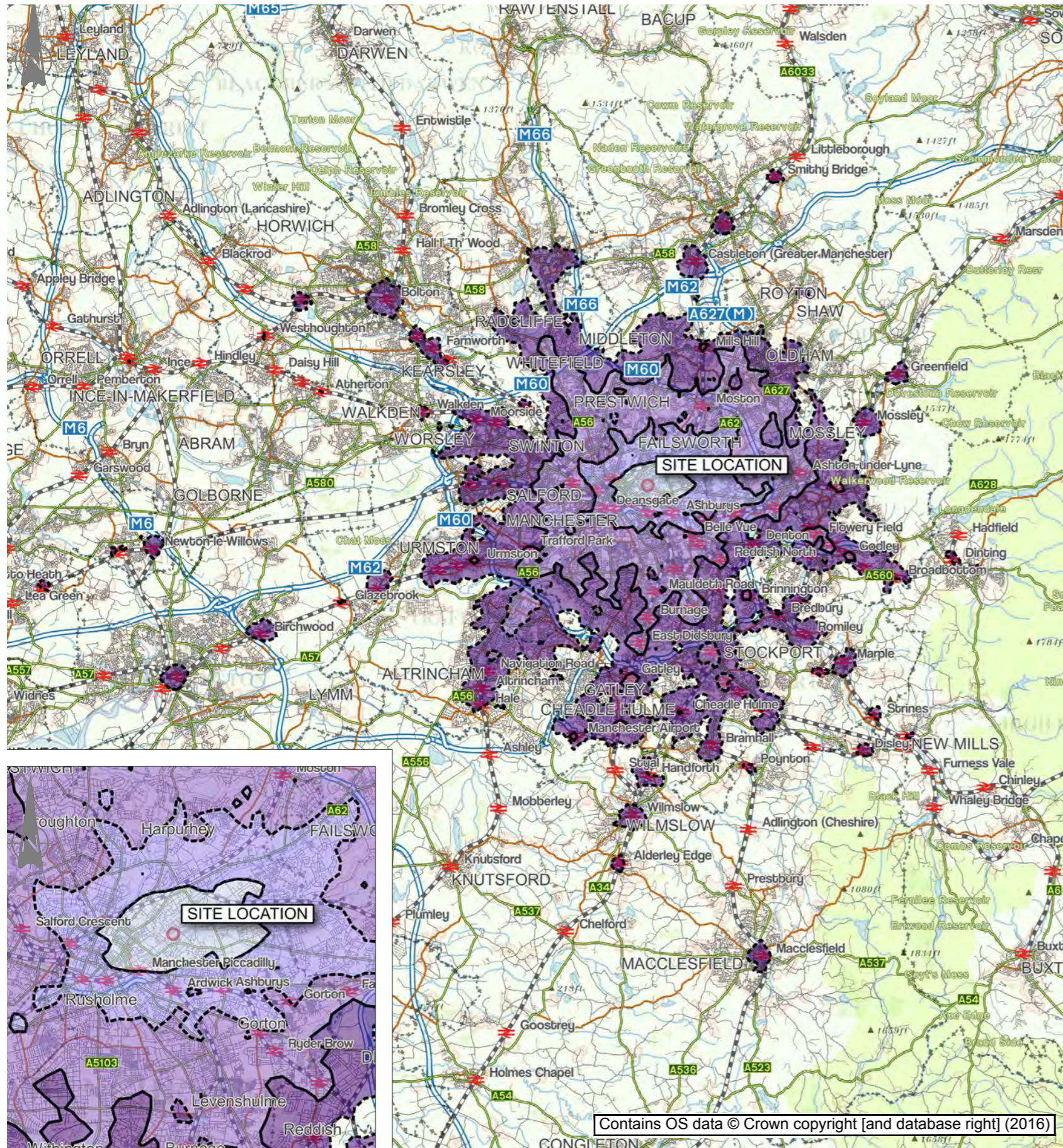
The public transport catchment plan (see attached) demonstrates that the entire city centre is accessible within 30 minutes via public transport. A 60 minute journey ensures connectivity to key surrounding areas such as Warrington, Bolton, Macclesfield, Stockport, Altrincham and Oldham. This is largely due to the sites location directly adjacent to bus stops on Bradford Road, the proximity of Holt Town and New Islington Metrolink stops and the potential for multi modal journeys involving rail.



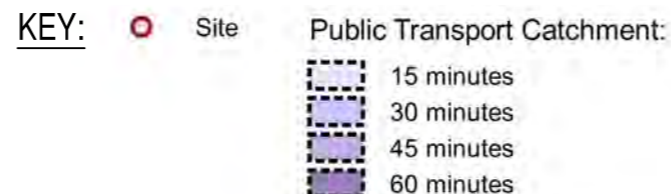
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05.





05.



Car Parking

4.4

The development proposals include a total of 81 parking spaces of which 10 are envisaged for the commercial uses, and 71 will be allocated for residential use.

The residential parking provision of circa 26% is considered to be appropriate due to the highly accessible location and the sites significant heritage constraints.

However, to maximise parking efficiency it is proposed that the commercial spaces will be shared allowing residents and commercial tenants and employees to use them at different times of the day. This would be coordinated via a management company and could increase residential parking provision to circa 29%.

To discourage use of the private car and to encourage more sustainable modes of travel, the following measures are also proposed:

- The provision of 100% cycle parking across the development to ensure that all apartments have access to a secure storage facility.
- The provision of a city car club space or spaces within or adjacent to the proposed development to ensure that residents can obtain the use of a car for a temporary period if necessary; and
- The provision of a robust Travel Plan with appropriate incentives to encourage sustainable modes of travel, whilst discouraging use of the private car.

If a planning application were prepared solely for the Mill (153 dwellings), then the significant heritage constraints would only allow for 26 residential parking spaces which equates to provision of circa 17%, (assuming 6 spaces were reserved for commercial use).

A separate planning application for the remainder of the site (124 dwellings) would allow for an additional 49 residential spaces which equates to provision of circa 40%.



- New Buildings, 40% residential parking (with 4 commercial spaces)
- Mill Conversion, 17% residential parking (with 6 commercial spaces)

Combined residential parking provision: circa 26% (with 10 spaces reserved for commercial use)



Access

Waste Management

4.5

It is the intention that the development will be served by council bin collections. The bin stores to the mill conversion and intermediate new-build block will be serviced from a service bay with turning head at the vehicular entrance to the southern car-park. The corner block would be serviced from Beswick Street.

Mill Conversion

Residential bin store:
 area: 72m²
 capacity: 20 x 1,100 litre Eurobins

Commercial bin store:
 area: 26m²
 capacity: 9 x 1,100 litre Eurobins

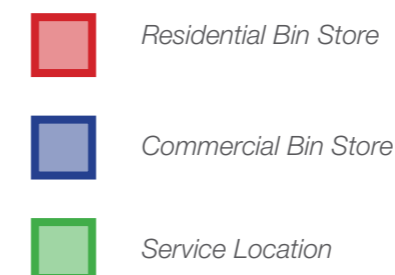
Mid Block

Residential bin store:
 area: 42m²
 capacity: 14 x 1,100 litre Eurobins

Corner Block

Residential bin store:
 area: 26m²
 capacity: 8 x 1,100 litre Eurobins

Commercial bin store:
 area: 14m²
 capacity: 4 x 1,100 litre Eurobins



Drawing Register

5.0

Title	Number	Title	Number	Title	Number
Indicative Development Plans - 1:500 scale		Proposed Street Elevations	L(--)-400	Planning Details	
MASTERPLAN - Basement	L(--)-B01	Mid Building - Proposed Elevations	L(--)-410	Mill - Window Elevations	L(--)-900
MASTERPLAN - Typical Upper Floor	L(--)-002	Mid Building - Fragment Elevations	L(--)-415	Mill - Window Detail 01	L(--)-901
				Mill - Window Detail 02	L(--)-902
New Build Floor Plans - 1:200 scale		Corner Building - Proposed Elevations	L(--)-420	Mill - Proposed Core	L(--)-910
New Build - Ground Floor Plan	L(--)-100				
New Build - Level 01 Plan	L(--)-101	Mill Conversion - Proposed Elevations		Mill - Proposed Jack Arch Detail	L(--)-915
New Build - Level 02 Plan	L(--)-102	Mill - NW Elev (1 of 2) - PROPOSED	L(--)-430	Mill - Proposed Partition Details	L(--)-916
New Build - Level 03 Plan	L(--)-103	Mill - NW Elev (2 of 2) - PROPOSED	L(--)-431		
New Build - Level 04 Plan	L(--)-104	Mill - SW Elevation - PROPOSED	L(--)-432	Mill - Detail Section on GL 4-5, Lvl. 01	L(--)-920
New Build - Level 05 Plan	L(--)-105	Mill - SE Elev (1 of 2) - PROPOSED	L(--)-433	Mill - Detail Section on GL A-B	L(--)-921
New Build - Level 06 Plan	L(--)-106	Mill - SE Elev (2 of 2) - PROPOSED	L(--)-434	Mill - Engine House Detail Elevations	L(--)-922
New Build - Level 07 Plan	L(--)-107	Mill - NE Elevation - PROPOSED	L(--)-435		
New Build - Roof Plan	L(--)-108	Mill - SE Ctyd Elev - PROPOSED	L(--)-436		
		Mill - NW Ctyd Elev - PROPOSED	L(--)-437	Accommodation Schedule	
Mill Conversion: As-Proposed - 1:200 scale		Mill - SW Ctyd Elev - PROPOSED	L(--)-438	Area Schedule	
Mill - Ground Floor - Proposed Plan	L(--)-200	Mill - NE Ctyd Elev - PROPOSED	L(--)-439		
Mill - Level 01 - Proposed Plan	L(--)-201				
Mill - Level 02 - Proposed Plan	L(--)-202	Mill Conversion - Existing Elevations			
Mill - Level 03 - Proposed Plan	L(--)-203	Mill - NW Elev (1 of 2) - EXISTING	L(--)-450		
Mill - Level 04 - Proposed Plan	L(--)-204	Mill - NW Elev (2 of 2) - EXISTING	L(--)-451		
Mill - Level 05 - Proposed Plan	L(--)-205	Mill - SW Elevation - EXISTING	L(--)-452		
Mill - Level 06 - Proposed Plan	L(--)-206	Mill - SE Elev (1 of 2) - EXISTING	L(--)-453		
Mill - Roof - Proposed Plan	L(--)-207	Mill - SE Elev (2 of 2) - EXISTING	L(--)-454		
		Mill - NE Elevation - EXISTING	L(--)-455		
Mill Building: As-Existing - 1:200 scale		Mill - SE Ctyd Elev - EXISTING	L(--)-456		
Mill - Ground Floor - Existing Plan	L(--)-210	Mill - NW Ctyd Elev - EXISTING	L(--)-457		
Mill - Level 01 - Existing Plan	L(--)-211	Mill - SW Ctyd Elev - EXISTING	L(--)-458		
Mill - Level 02 - Existing Plan	L(--)-212	Mill - NE Ctyd Elev - EXISTING	L(--)-459		
Mill - Level 03 - Existing Plan	L(--)-213				
Mill - Level 04 - Existing Plan	L(--)-214	Proposed Sections			
Mill - Level 05 - Existing Plan	L(--)-215	Mill - Section on GL 4-5	L(--)-470		
Mill - Level 06 - Existing Plan	L(--)-216	Mill - Section on GL A-B	L(--)-471		
Mill - Roof - Existing Plan	L(--)-217				
		Block Plans - 1:1250			
Mill Building: Deconstruction - 1:200 scale		Existing Site Plan	L(--)-500		
Mill - Ground Floor - Deconstruction Plan	L(--)-220	Proposed Site Plan	L(--)-510		
Mill - Level 01 - Deconstruction Plan	L(--)-221	CGI Views	L(--)-511		
Mill - Level 02 - Deconstruction Plan	L(--)-222				
Mill - Level 03 - Deconstruction Plan	L(--)-223				
Mill - Level 04 - Deconstruction Plan	L(--)-224				
Mill - Level 05 - Deconstruction Plan	L(--)-225				
Mill - Level 06 - Deconstruction Plan	L(--)-226				
Mill - Roof - Deconstruction Plan	L(--)-227				
Mill Building: Reflected Ceiling Plans - 1:200 scale					
Mill - Ground Floor - RCP	L(--)-230				
Mill - Level 01 - RCP	L(--)-231				
Mill - Level 02 - RCP	L(--)-232				
Mill - Level 03 - RCP	L(--)-233				
Mill - Levels 04 to 06 - RCP	L(--)-234				



Brunswick Place, Manchester