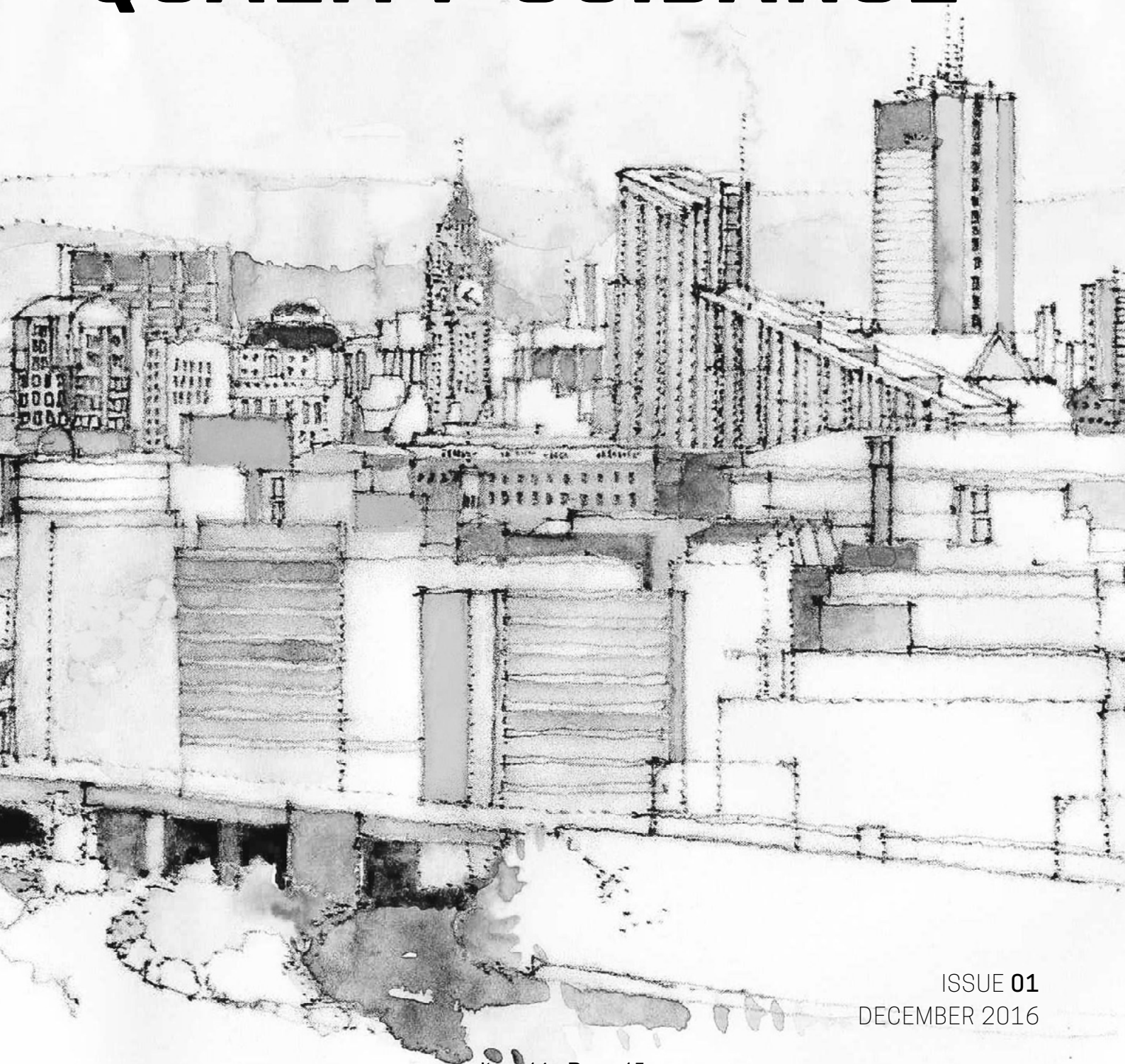
MANCHESTER
RESIDENTIAL QUALITY GUIDANCE



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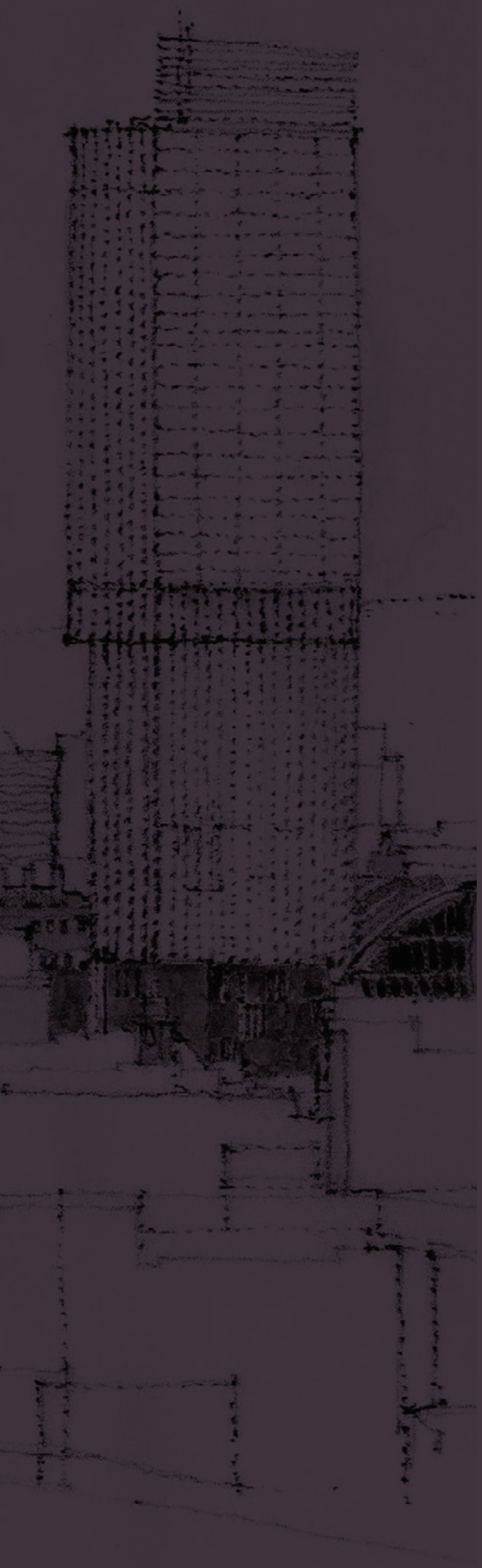

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Issue 01 / December 2016

MANCHESTER
RESIDENTIAL QUALITY GUIDANCE

Macintosh Mills

FOREWARD

STEPHEN HODDER
MBE PPRIBA

During my term as President of the Royal Institute of British Architects, the Institutes's Homewise campaign demonstrated that many homeowners are dissatisfied with the quality of contemporary housing. Research suggested that only one quarter of the public choose a home built in the last ten years, preferring 'period features' such as large windows, tall ceilings, and more space (*'The Case for Space,' RIBA, 2011*). As we attempt to address the housing crisis we must also address the quality of homes the industry is delivering.

Against this background I was delighted to be invited to chair the Residential Quality Guidance Sounding Board.

This report is the output of a significant and considered effort by Deloitte Real Estate, Planit-IE, Callison RTKL and officers.

The role of the Sounding Board has been as a 'critical friend', to sense check the emerging document and to bring practical and pragmatic experience to bear. As such it had a pan industry make-up comprising Councillors Kate Chappell and Bernard Priest, Jim Chapman; Emeritus Professor Manchester School of Architecture, Dan Gray; Architectural Director, Laing O'Rourke, Andy Von Bradsky; PRP and RIBA Housing Group Chair, Daren Whitaker; Managing Director, Renaker Build, and Faye Whiteoak; Development Director, Redrow. I would like to add my thanks to them for their industry and diligence.

The ambition of this report is to be simply the best guidance available to deliver a commensurate quality in housing design. It seeks to be particular to Manchester, and it seeks to strike a balance between prescription and non prescription. It also takes the opportunity to bring clarity to what are often seen as variable aspects of design criteria such as parking standards, amenity, waste management, carbon management and the like. Above all it seeks to have a serviceability.

I hope the report's structure is self evident; that aside from 'Make it Manchester', it recognises that delivering quality in residential developments is dependent on many factors whether it be bringing people together, animating streets, landscape, functionality, and building for life (or future proofing). Quality in residential design and development is not just about metrics but delivering homes and communities. Finally, a consideration of how we deliver and realise the promises whether it be quality or management makes this report unique amongst residential design guides.

'Comply or justify' is the overarching theme.

Home, First Street

New Islington

1.0

THE OPPORTUNITY

Manchester is at a pivotal moment in its history, a point where the decisions it makes today and in the future can have far reaching implications for the shape and quality of the city as a place to live, work and play.

The Manchester Strategy ('Our Manchester') sets a vision for Manchester to be in the top flight of world class cities by 2025, playing its full part in limiting the impacts of climate change and a place where residents from all backgrounds feel safe, can aspire, succeed and live well.

A key component of this, identified in the Manchester Residential Growth Strategy, is the need to deliver a minimum of 25,000 new homes over the next 10 years to sustain the positive economic and population growth forecast in Manchester over this period.

Getting this development right is critical to the future of the city and its residents. In some circumstances, the high quality considered at the planning stage has not found its way through to the completed project - which, amongst other things, this guide seeks to address.

In March 2015, Manchester adopted the London Housing Design Guide space standards as an interim measure, pending the preparation of Manchester-specific guidance.

These standards have resulted in a positive shift in terms of the quality of residential schemes coming forward, yet space standards represent only one of the key ingredients for creating attractive and sustainable residential environments.

The Manchester Residential Quality Guidance completes this picture, providing clear direction on what is required to deliver sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester.

MANCHESTER 2016

Manchester has a rapidly growing, diversifying and increasingly younger population. Between 2001 and 2016, it was the fastest growing city in the UK outside London. People have been attracted to Manchester by the jobs created and the balance between incomes, housing costs and the quality of life.

In recent years, the most significant residential growth has taken place in the city centre, where around 20,000 people now live. At the 2007/08 peak Manchester saw over 5,400 new homes built, a figure that dropped substantially during the recession, but is now once again on the increase.

New business is coming into Manchester, investing in our success and attracted by the talent, diversity, strength and scale of the city's labour force.

There is a need to ensure a balance of residential mix and tenure to reflect the changing shape of the population: homes for families who have grown up or made their home here; older people who want to stay within the city; and the younger working population.

It is this younger element who are increasingly choosing to live and work in Manchester, particularly in and around the city centre, and who in turn are driving much of our economic growth and helping to raise productivity levels.

While there is a need to move quickly and deliver new homes, there is no place for quick fix solutions. It is fundamental to provide well designed, energy efficient, sustainable and affordable homes, which function within successful streets and high quality vibrant neighbourhoods with a real sense of community, set within a thriving City. Only this approach will deliver a long lasting, positive legacy.

LIFESTYLE AND HOUSING TRENDS

The past decade has seen a number of fundamental changes to the social, cultural, digital and physical infrastructure of Manchester. In turn, this has laid the foundations for new models of urban living.

Over the last 15 years the largest numbers of new homes were built in the city centre and close to transport links.

In addition, the vast majority of City Centre homes are now available to rent although significant numbers of people do also own their own apartments, reflecting the close relationship with average incomes which has broadly supported the balance between wages and housing costs.

New housebuilding has transformed the residential for sale market in East Manchester; smaller developments to the south of Manchester have added to the family housing offer and there have been whole scale changes and investment within the social rented sector.

New types of housing for students have come forward with bespoke accommodation provided close to the Universities.

Manchester's pioneering work with the Greater Manchester Pension Fund has led to a flow of further institutional investment into the private rental market with a range of schemes recently completed or in progress. These schemes have the ability to offer a professional, well managed and quality residential product that is in high demand, probably where first time buyer demand would previously have arisen.

SPATIAL GROWTH

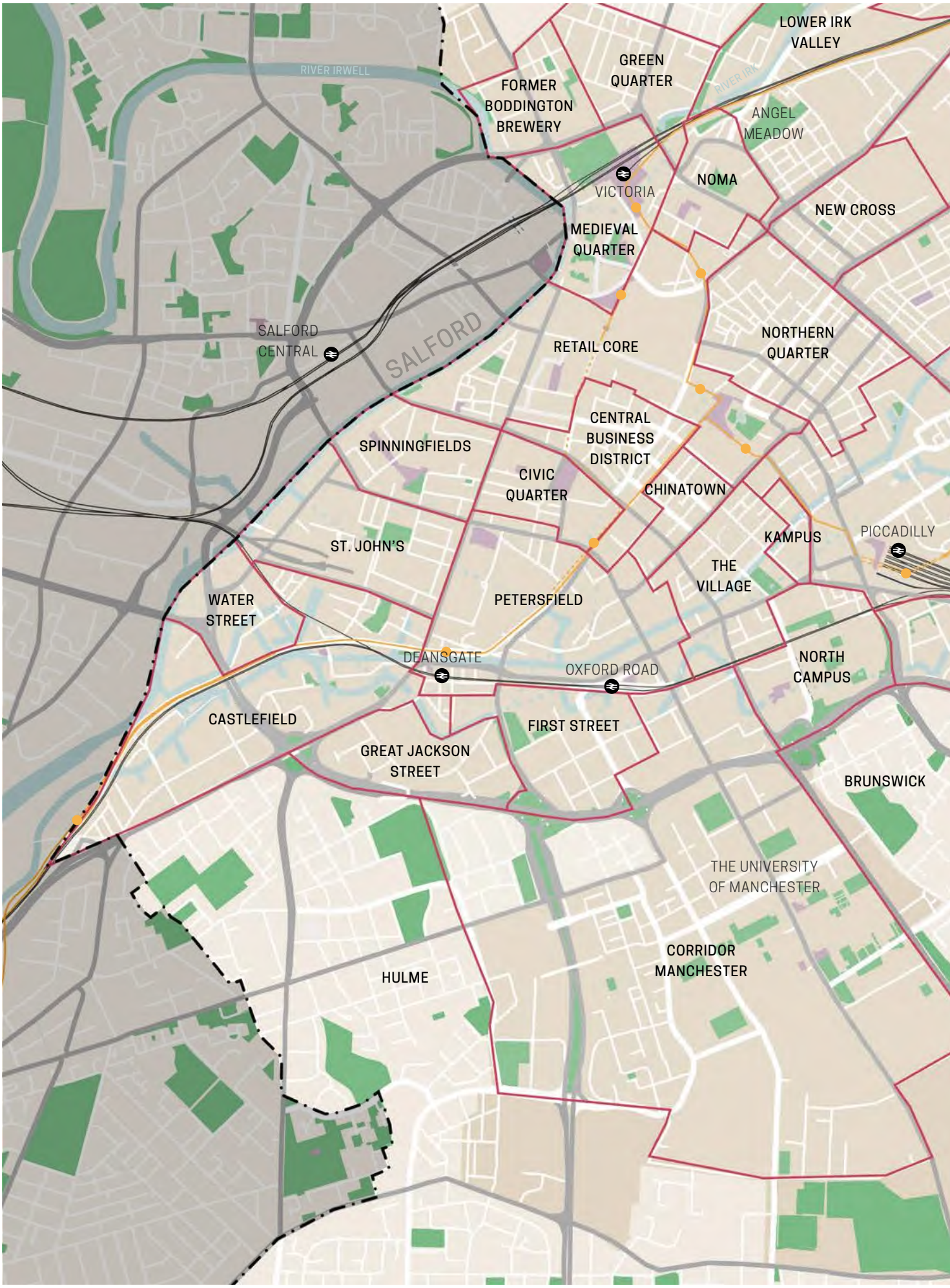
The key focus for new homes over the next 10 years will be the recently expanded City Centre.

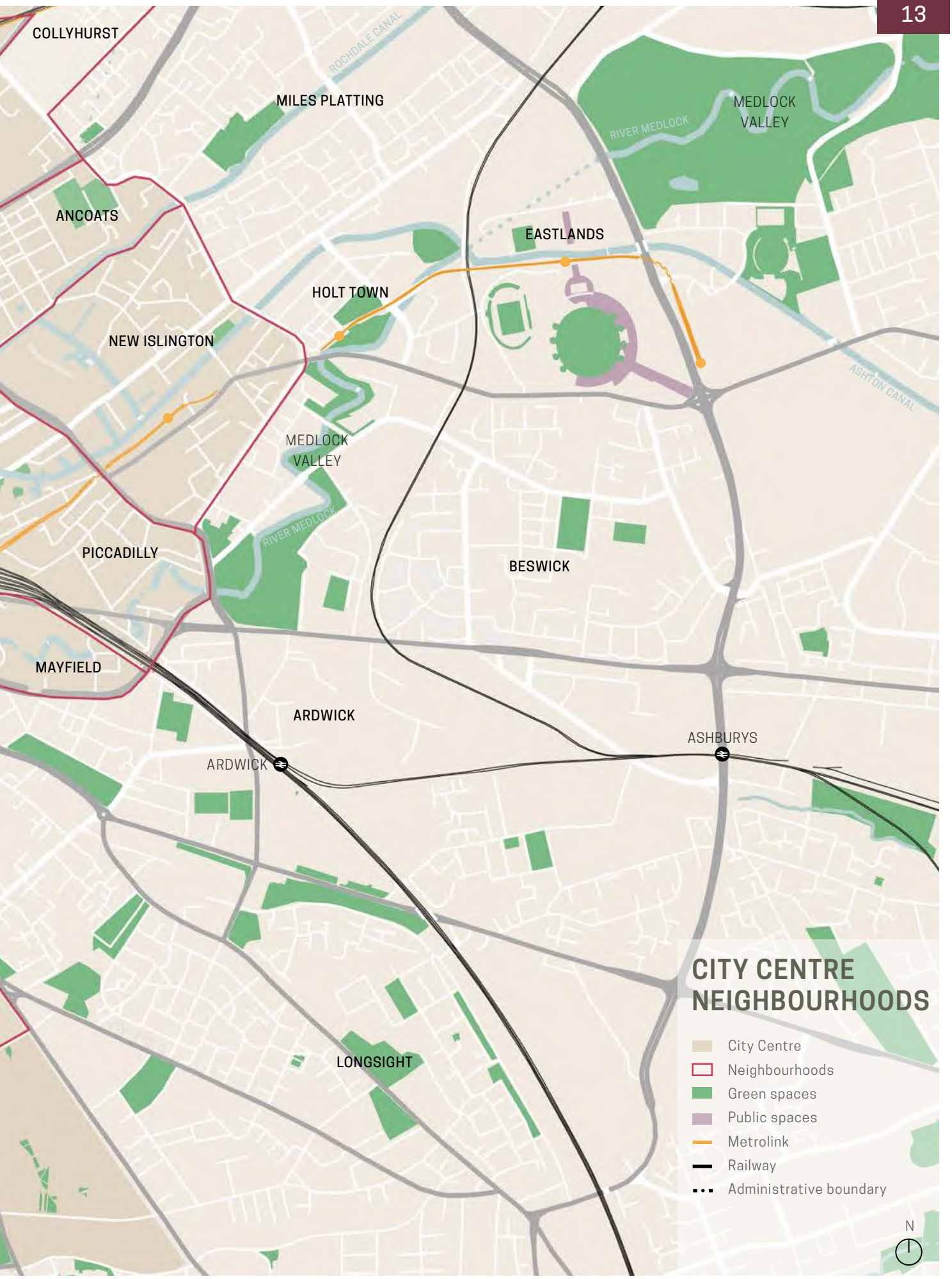
There are projects that are already coming forward, such as St John's and Manchester Life's regeneration of the Ancoats neighbourhood. There are also largely previously developed areas of enormous character and potential including New Cross, Angel Meadow, the Lower Irk and Medlock Valleys, and Collyhurst.

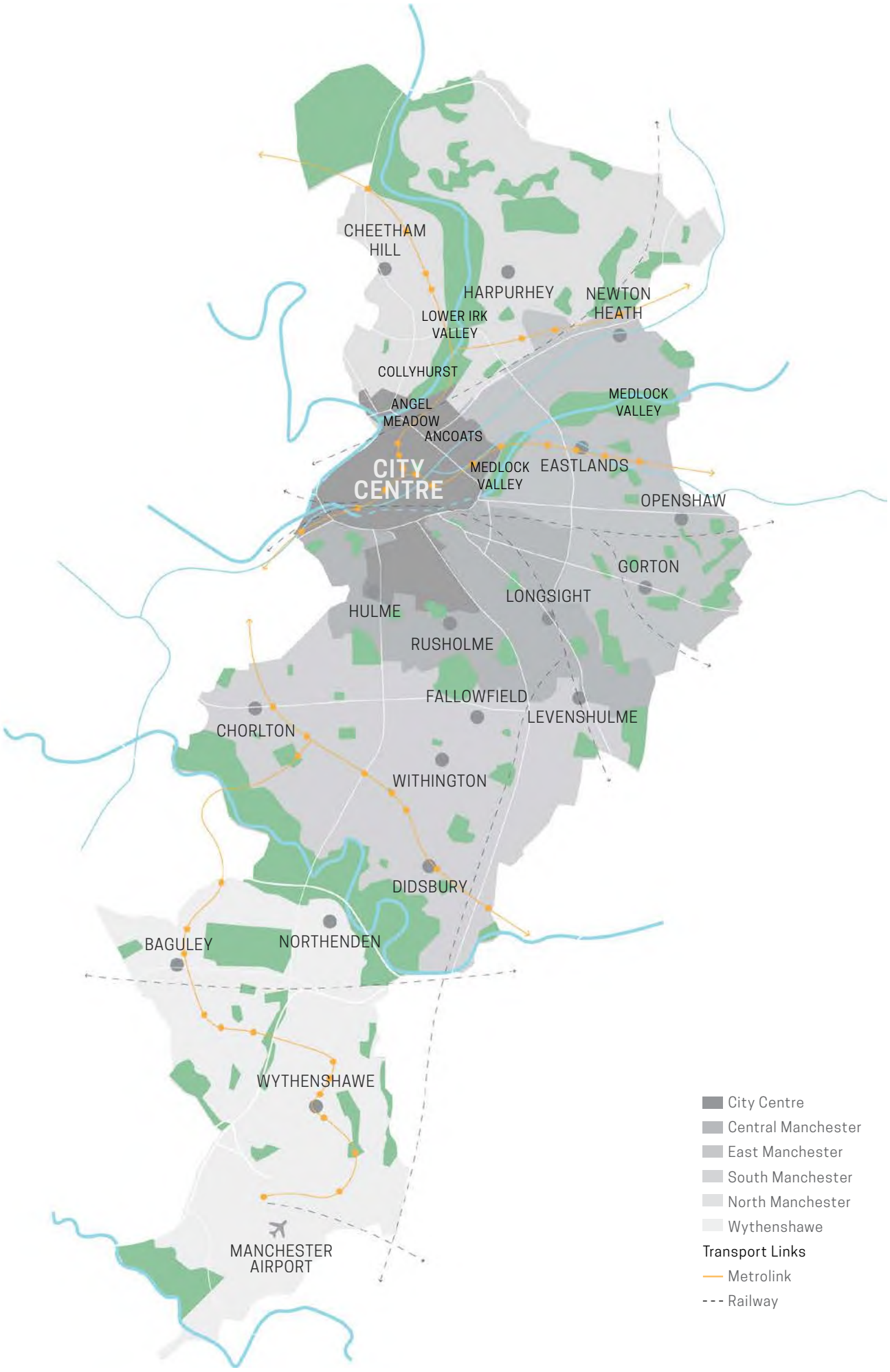
Many homes in the City Centre will be apartments for sale or rent as well as other high density development. This may also extend to other district centres supported by good transport and facilities.

The expanded City Centre will offer opportunities to diversify and provide accommodation for families, within distinctive high quality neighbourhoods supported by the right social infrastructure and amenities.

Across the rest of the City there are opportunities for a broader mix of housing, in the East and North of the City, whereas in the South the majority of housing will be on smaller 'in-fill' sites.


LOWER IRK VALLEY
RIVER IRWELL
GREEN QUARTER
FORMER BODDINGTON BREWERY
RIVER IRK
ANGEL MEADOW
VICTORIA
NOMA
NEW CROSS
MEDIEVAL QUARTER
SALFORD CENTRAL
SALFORD
RETAIL CORE
NORTHERN QUARTER
CENTRAL BUSINESS DISTRICT
SPINNINGFIELDS
CIVIC QUARTER
CHINATOWN
KAMPUS
PICCADILLY
ST. JOHN'S
THE VILLAGE
WATER STREET
PETERSFIELD
DEANSGATE
OXFORD ROAD
NORTH CAMPUS
CASTLEFIELD
FIRST STREET
GREAT JACKSON STREET
BRUNSWICK
THE UNIVERSITY OF MANCHESTER
CORRIDOR MANCHESTER
HULME


COLLYHURST
ROCHDALE CANAL
MILES PLATTING
MEDLOCK VALLEY
RIVER MEDLOCK
ANCOATS
EASTLANDS
HOLT TOWN
NEW ISLINGTON
ASHTON CANAL
MEDLOCK VALLEY
RIVER MEDLOCK
PICCADILLY
BESWICK
MAYFIELD
ARDWICK
ASHBURYS
ARDWICK
LONGSIGHT
CITY CENTRE NEIGHBOURHOODS
City Centre
Neighbourhoods
Green spaces
Public spaces
Metrolink
Railway
Administrative boundary
N


CHEETHAM HILL
HARPURHEY
NEWTON HEATH
LOWER IRK VALLEY
COLLYHURST
MEDLOCK VALLEY
ANGEL MEADOW
ANCOATS
CITY CENTRE
MEDLOCK VALLEY
EASTLANDS
OPENSHAW
GORTON
LONGSIGHT
HULME
RUSHOLME
FALLOWFIELD
LEVENSHULME
CHORLTON
WITHINGTON
DIDSBURY
BAGULEY
NORTHENDEN
WYTHENSHAWE
MANCHESTER AIRPORT
City Centre
Central Manchester
East Manchester
South Manchester
North Manchester
Wythenshawe
Transport Links
Metrolink
Railway

THE PURPOSE OF THIS DOCUMENT

This document outlines the considerations, qualities, and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester.

This guidance is not drafted as a substitution for design talent and does not intend to impose any architectural styles or particular tastes. Equally **this guidance should not replace or stifle innovation**. Manchester has a long history with innovative design, and the Council is passionate to continue this trait. The careful selection of a high quality design team is, an intrinsic part of creating successful and enduring residential environments. **As such, this guidance purposely avoids providing a checklist that can or should be satisfied. It does however provide a clear basis for rejecting poor design that has no place in our city.**

This guidance cross references but does not seek to replicate existing policy and regulations that will continue to apply to all new residential development. **In addition it provides the baseline minimum requirements and mandatory standards that all new residential proposals will be required to satisfy or exceed in order to be considered sustainable development. New development is expected to comply with the following guidance. Where a proposal does not, thorough justification will need to be provided. Typical justification for exception will be in order to produce exemplary and innovative design and/or projects that provide overriding public benefit.**

It also sets out more general criteria against which there will be less defined answers and not one way of doing things. This blend of criteria recognises that local distinctiveness and neighbourhood character cannot be enhanced through the delivery of a one size fits all approach to place-making.

At the finer grain, the guidance aims to underpin the delivery of new housing which is fit for purpose in the long term, comfortable, safe, accessible, environmentally sustainable and spacious enough to accommodate the changing needs of occupants throughout their lifetimes.

Developers should to refer to this guidance throughout the planning and development process to help identify and articulate the contribution of their development towards the neighbourhood, the block and the home.

Addressing these holistic principles during pre-application discussions, working alongside the local authority as part of an iterative and effective development process will be an essential pre-curser to the granting of Planning Permission. This approach will help deliver the quantity and quality of attractive, sustainable residential dwellings that Manchester requires.

Ancoats

PLANNING POLICY AND OTHER GUIDANCE

The Residential Design Quality Guidance has been prepared to be in accordance with both NPPF and local planning policy. The Guidance explains how the City Council will interpret its adopted local plan policies relevant to residential development.

This document is interim Guidance within the context of the existing Core Strategy. The Council will be reviewing the Core Strategy over the next few years and intend for the Residential Design Quality Guidance to be reflected within the new Local Plan. Therefore, policy supporting the Residential Design Quality Guidance will be subjected to the prescribed Development Plan process as part of the development of the new Local Plan which will replace the Core Strategy.

There are a series of other guidance and strategies that are cross-referenced within this document, but have purposefully not been replicated within this Guidance.

Significant weight will be given to this Guidance in planning decisions and applicants will be expected to directly address it throughout the development process.

Throughout the document, Policy, Guidance and best practice documents are signposted at the end of each chapter.

A list of relevant documents is provided in the appendices. The list provided is by no means comprehensive and it is the Applicant's responsibility to ensure all relevant policies and guidance has been considered throughout the planning and development process.

HOW TO USE THIS GUIDANCE

This Guidance provides the context, rationale and key questions that a developer and decision maker should ask themselves throughout the development process.

The document sets out nine components that, when combined will inform and help to create high quality residential development and which will be used to shape what Manchester will become within the Manchester Strategy period up to 2025 and beyond.

Each component contains a series of key ingredients that should be present – much like a recipe – as well as identifying a range of detailed actions that need to be considered during the design and delivery stages of a project.

A series of key requirements reflect on each component and provide a summary of the essential points that need to be addressed.

Each principle and recommendation stands to be challenged by developers, their design teams, stakeholders and the community.

Throughout this guidance, various photos have been used to provide best practice examples of design solutions. In some cases, it is only an element of the photo which is being highlighted. Where this is the case, the associated caption will indicate this.

The majority of these images have been sourced within the Manchester context. Where this has not been possible, precedent images from other cities have been used. Every attempt has been made to ensure these precedent images are within a similar context, and the city enjoys a similar ambition to Manchester.

COMPLY OR JUSTIFY

Manchester City Council has produced this guidance based on a principle of 'Comply or Justify'.

In this respect, deviation from the compliance elements set out within this document must provide robust and evidence-based justification. In such cases, Developers and their design teams must demonstrate that the scheme will deliver a finished project of the very highest quality that aligns with the thrust of what this Guide seeks to achieve.

Proposals that do not comply with this guidance and fail to provide compelling justification, evidence and options analysis, will be refused.

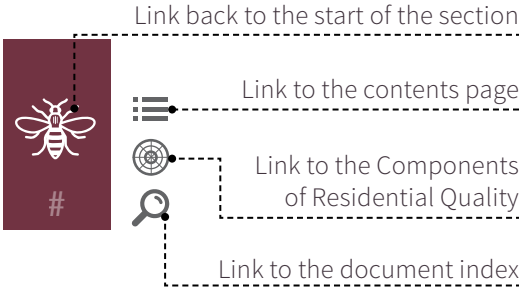
This approach underpins the Council's aspiration to encourage the delivery of the highest quality range of residential development, which will contribute to sustainable growth and help establish Manchester as a world class city.

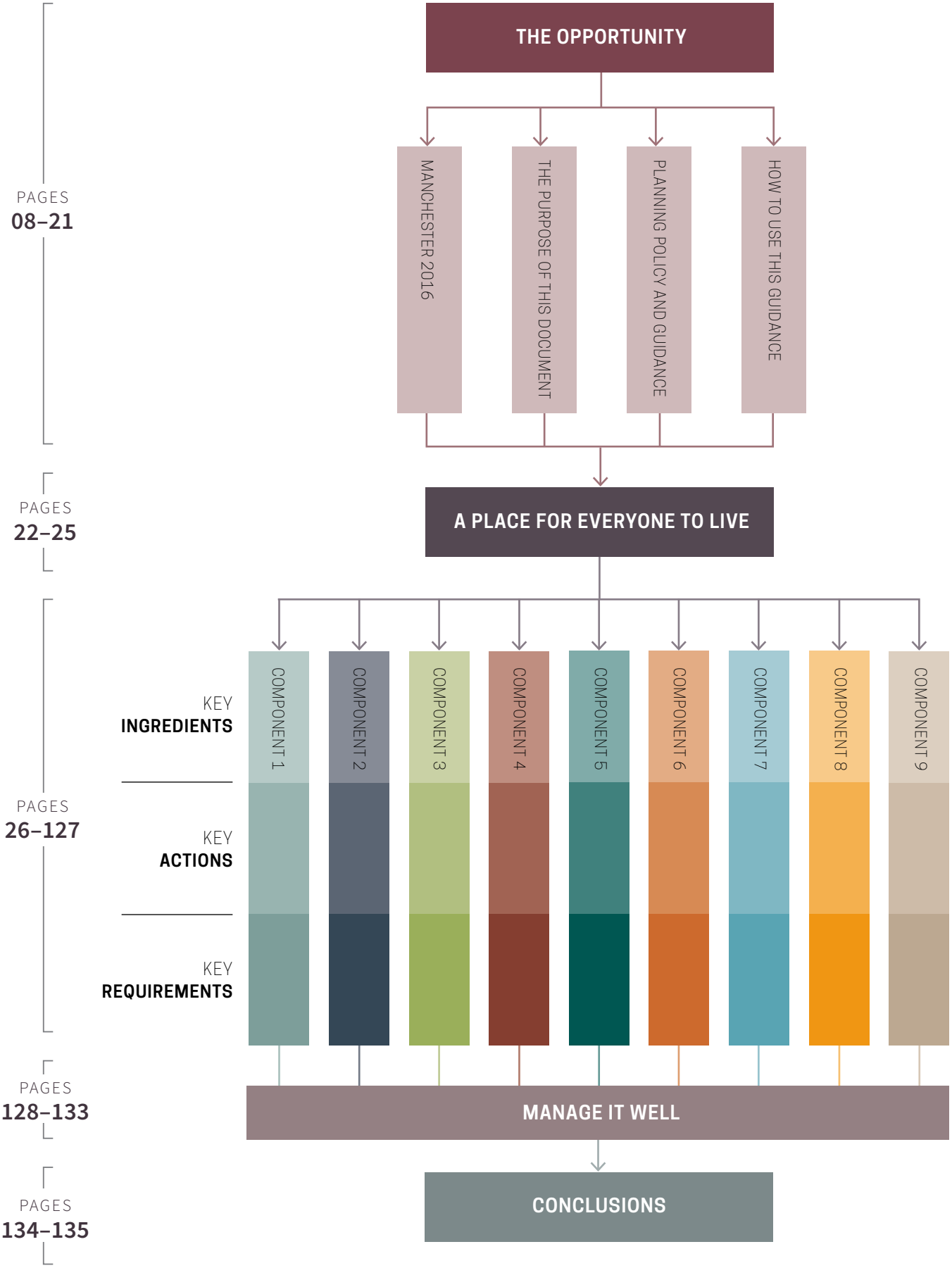
NAVIGATION

All icons within this document are clickable.

Within the top right corner of each spread, the icons will allow for quick navigation through the document.

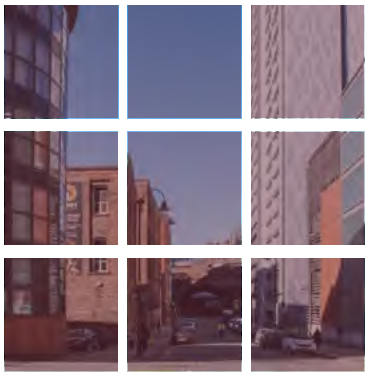
Clicking on icons and page numbers within the contents, components chart and index will link directly to the required page.

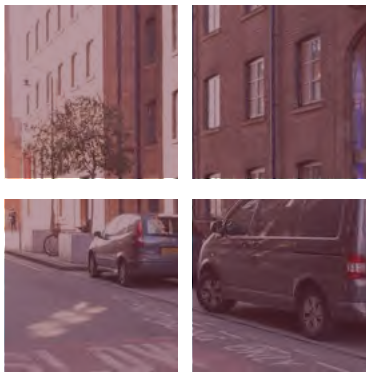


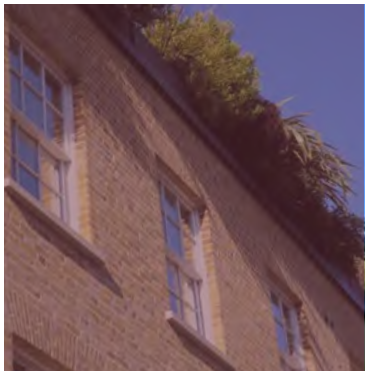

PAGES
08–21
THE OPPORTUNITY
MANCHESTER 2016
THE PURPOSE OF THIS DOCUMENT
PLANNING POLICY AND GUIDANCE
HOW TO USE THIS GUIDANCE
PAGES
22–25
A PLACE FOR EVERYONE TO LIVE
PAGES
26–127
KEY
INGREDIENTS
KEY
ACTIONS
KEY
REQUIREMENTS
COMPONENT 1
COMPONENT 2
COMPONENT 3
COMPONENT 4
COMPONENT 5
COMPONENT 6
COMPONENT 7
COMPONENT 8
COMPONENT 9
PAGES
128–133
MANAGE IT WELL
PAGES
134–135
CONCLUSIONS

DEALING WITH SCALE

Each design element will be addressed in relation to scale. Three scales are considered in this guidance; the wider neighbourhood; the street/block and the individual building. Not every design element will relate to each of the three scales. The scale in which design elements refer to is illustrated using the blocks below.







NEIGHBOURHOOD

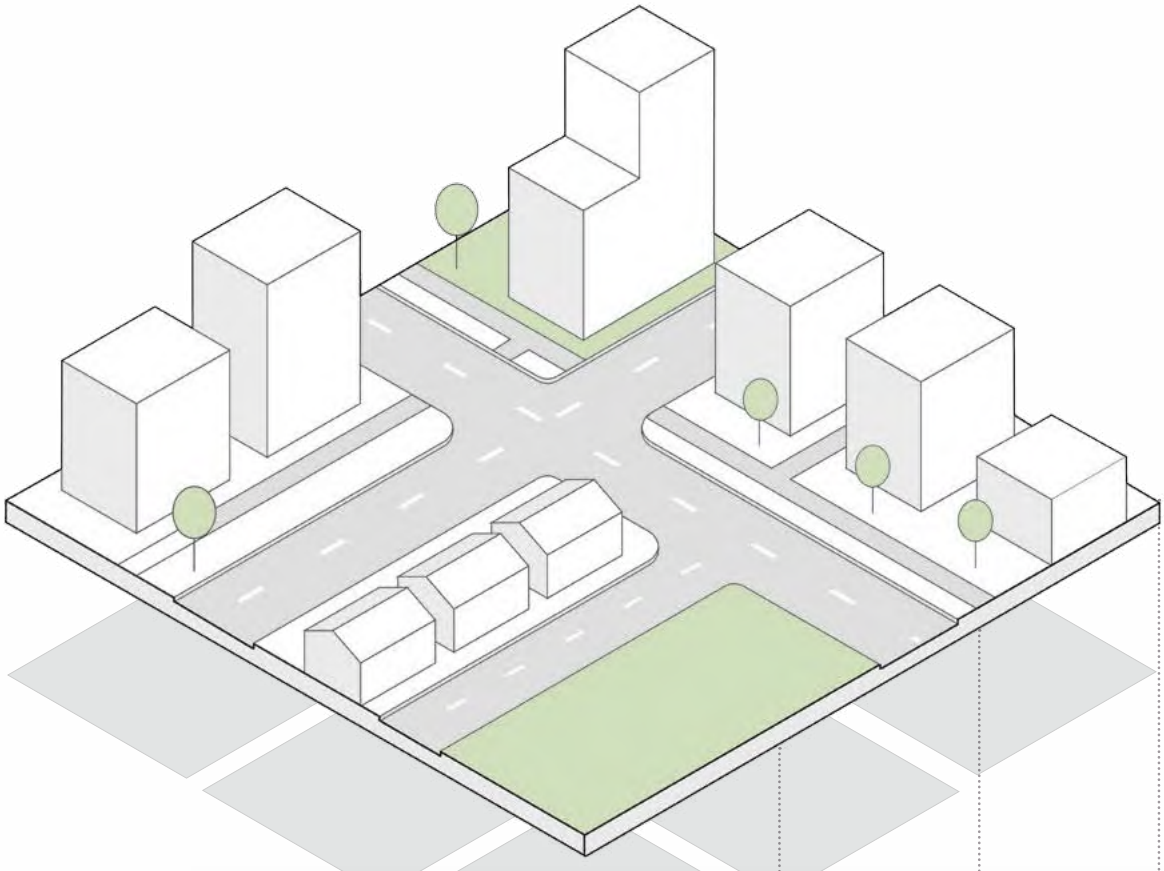
Residential design should consider beyond the block, in order to understand how it should respond to, and influence the wider neighbourhood.

STREET/BLOCK

Residential design needs to contribute to creating or improving the immediate block and street network.

BUILDING

At the finer scale, residential design must fully understand the implications of design choices to make a house a home.



NEIGHBOURHOOD

STREET / BLOCK

BUILDING

Northern Quarter

2.0

A PLACE FOR EVERYONE TO LIVE

The Manchester Residential Quality Guide articulates and is explicit about what is considered to be good design, expressed throughout with clear case studies, sketches and photographs.

Key to this is appreciating that residential design is not simply about the individual property, it is about how new homes combine to create places, about how they relate with one another and contribute towards creating a new neighbourhood, or adding to an existing one.

Good quality housing is important in helping Manchester achieve the economic shift it seeks as an integral part of the Northern Powerhouse; talented professionals, entrepreneurs and workers want to live, work and invest in a city that has a broad range of high quality housing and neighbourhoods.

The components set out in the following sections identify the elements that are needed if Manchester is going to fulfil its ambitions; responding to the challenges of meeting housing demand alongside the objective to create a city that is a combination of vibrant, healthy, sustainable, safe, resilient and attractive neighbourhoods.

Above all, this guidance seeks to ensure that Manchester can become a city of high quality residential neighbourhoods, and a place for everyone to live.

THE COMPONENTS OF RESIDENTIAL QUALITY

This Guidance sets out nine components that combine to deliver high quality residential development, and through that safe, inviting neighbourhoods where people want to live.

MAKE IT
HAPPEN

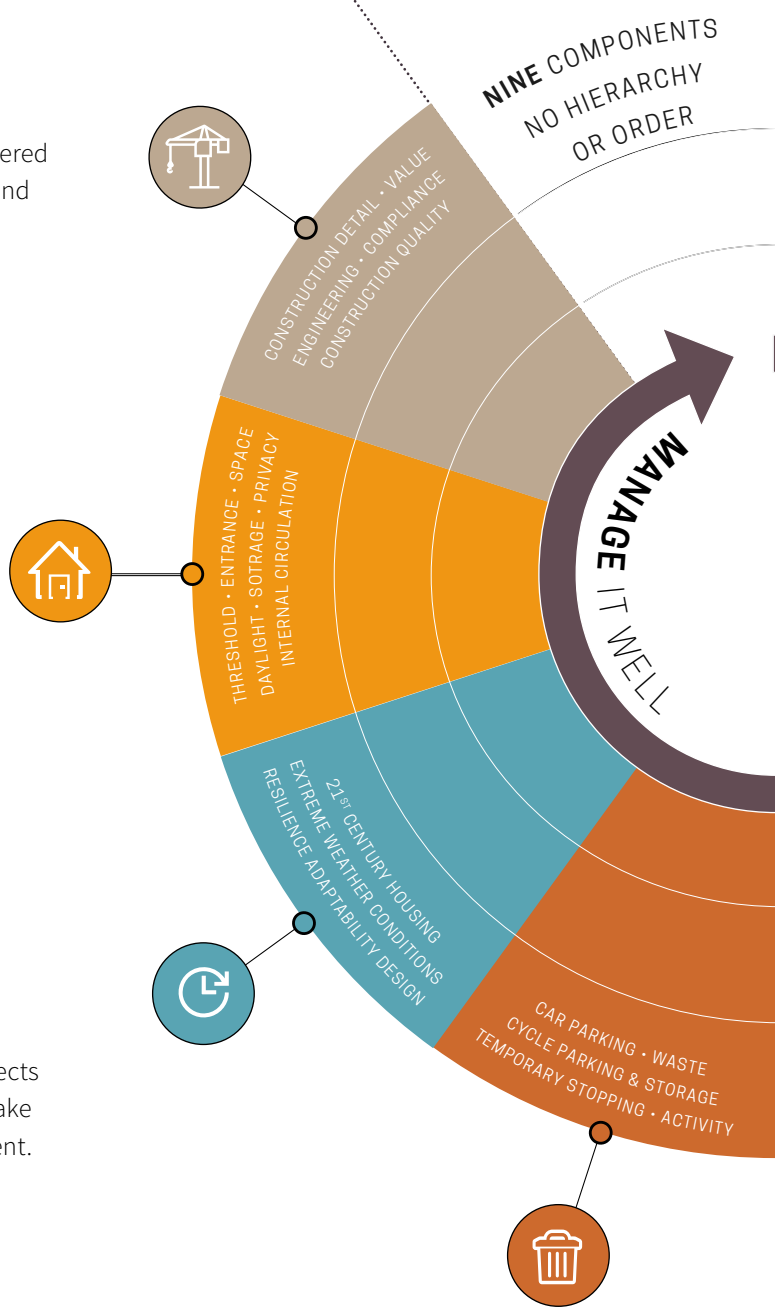
Ensuring that proposals are delivered as designed, well constructed and sustainably built.

MAKE IT
A HOME

Providing sufficient space, natural light and storage to allow people to settle down and flourish.

MAKE IT
FUTURE PROOF

Anticipate the impacts and effects of climate change that can make residential design more efficient.



MAKE IT
PRACTICAL

Dealing with the clutter of life.

MAKE IT **MANCHESTER**

Understanding the character and qualities of the various parts of the city.

MAKE IT **BRING PEOPLE TOGETHER**

Encouraging a sense of community and neighbourliness.

MAKE IT **ANIMATE STREET AND SPACES**

The interrelationship between buildings, streets and spaces in making a place feel safe and inviting.

MAKE IT **EASY TO GET AROUND**

Ensuring that development is accessible, well connected and easy to get around.

MAKE IT **WORK WITH THE LANDSCAPE**

Enhancing and improving the connection with landscape and nature.

Chorlton Mill, City Centre

MAKE IT MANCHESTER

It is essential to reinforce the ***uniqueness*** of Manchester, strengthening its ***distinctive character*** while supporting new high quality residential development.

Manchester is a city of contrasts. A city steeped in industrial heritage, with a functional relationship to its canals, waterways and rail infrastructure.

Manchester is also a pioneering city; a city that is not afraid to take risks. This hard-working, industrious attitude is ingrained in the patina of the city: in its buildings; its streets; and its people. It is precisely this industrious attitude, combined with the city's rebellious streak, that gives Manchester its raw yet authentic appeal.

Manchester should understand and appreciate those qualities that make it special, particularly the legacy of its industrial and Victorian architecture that has shaped much of the city centre and its outlying areas.

Respecting and retaining these elements is critical in reinforcing Manchester's unique qualities.

Yet this is only one side of the coin.

In order to continue to grow and flourish, Manchester must be open to new possibilities and new approaches. Good design does not simply restore and retain existing character; it also amplifies and transforms it.

New developments within the city therefore present a unique opportunity to challenge norms and experiment with new ways of living, propelling Manchester forwards as it strives to become a city of global recognition.

KEY
INGREDIENTS

01 | Castlefield, City Centre Conservation area

STRONG CHARACTER

Manchester still inhabits the streets of what was once the industrial powerhouse of the world; its tall mill chimneys still loom over the everyday life of the city, while its red brick terraces fade into the weathered landscape. This robust architecture forms a strong backdrop to the life of the city and acts as a constant reminder of Manchester's roots.

Character is not simply a question of aesthetics, it is also a result of those intangible qualities which are felt rather than just seen.

These mills and warehouses and rows of human-scale terraces are a physical reminder of the city during the Industrial Revolution, and as such are a characteristic that should not be forgotten.

Manchester has always been a place that has embraced progress, technology and reinvention. This bold and fearless character is a quality that should continue to influence the city as it transforms over the coming decades.

MIX OF OLD AND NEW

Manchester's history can be seen through its built form; change has occurred over time through a combination of urban renewal and shifting contemporary needs and requirements, each time paving the way for new housing typologies.

This blend of old and new is essential as part of the natural growth of the city, striking the balance between responding to the past and embracing the future.

New development should investigate and reference its historical context; interpreting materials, styles and detailing in a contemporary context that can reinforce local distinctiveness and a sense of place.

Residential design should create new housing that responds to the existing urban fabric, building typologies and the city's distinctive style while also embracing modern materials and contemporary ideas.

APPROPRIATE DENSITY

Developing at an appropriate density is imperative to shaping Manchester's future, ensuring more sustainable patterns of development and reducing the need to travel.

With the exception of areas of existing special character (or those with a strong sense of place, such as conservation areas) **an increase in density should be encouraged in those parts of the city that are well connected to public transport** and have greater access to public services, community facilities, amenity and recreation provision.

Manchester's expanded city centre will therefore, be a significant focus for residential development, reflecting planning policy and the popularity and demand for new homes in this accessible location.

Higher density development will also be acceptable in well connected locations outside the city centre, such as outlying neighbourhoods adjacent to public transport nodes.

In suburban neighbourhoods, infill development will follow the scale of existing development.

Higher density developments will result in greater demands on space in terms of all the functions required to support the successful operation and management of that development. These requirements should be accommodated in accordance with the requirements of the 'Make it Practical' section of this document.

For larger schemes, developers may be able to deliver or contribute to necessary improvements to physical and social infrastructure, in a manner that is necessary to support higher density development. This should be considered in consultation with the Local Authority or other relevant agencies.

Where area based planning guidance such as Neighbourhood Development Frameworks or Strategic Regeneration Frameworks have been adopted by Manchester City Council, new developments should strictly adhere to the density requirements, including scale and massing of those documents.

Where area based planning guidance does not exist, or where it is silent on density, then **any proposals which increase the existing level of density within the neighbourhood should be fully justified to the satisfaction of the Local Planning Authority**.

An assessment of density is often a careful balance; taking into account character and context, economic and regeneration opportunities together with the capacity of different parts of the city to be able to accommodate and support any increase.

However, fundamentally important to this justification will be the preparation of a comprehensive urban design appraisal (for example, see the Urban Design Compendium) identifying whether a particular neighbourhood, block or street has a strong and coherent density that should be reinforced or demonstrate that it has capacity for change.

Where high density development results in buildings that are considered tall, when assessed against the surrounding context, then established criteria will need to be satisfied (please refer to the subsequent section on scale).

02 | Density in relation to public transport and connectivity

KEY ACTIONS

ADDRESS
NEIGHBOURHOOD
STREET/BLOCK
BUILDING

1 MAKE THE MOST OF MANCHESTER'S HERITAGE

Manchester has a strong history that has left a unique and defining architectural heritage; something people cherish and identify with.

This legacy is important for a number of reasons: the historical value reinforces a strong sense of place and the nature of the buildings offers a distinctive aesthetic and economic value due to their scale and adaptability.

Appreciating, understanding and respecting this legacy is fundamental to the future success of the city through the sustainable re-use of its historic fabric.

However, this is not confined to retaining or restoring fit for purpose buildings of historical significance. Respectful design can also contrast with historical buildings, amplifying both old and new.

This needs to work at all scales: from heritage that forms a distinctive neighbourhood identity, through to the finer nuances of architectural detailing that reference the history of a particular site.

ADDRESS
NEIGHBOURHOOD
STREET/BLOCK
BUILDING

2 PROTECT AND FRAME VIEWS

Views, as well as the absence of views, are an important component of place: they help to define character and increase legibility by providing visual connections to landmarks and surrounding areas.

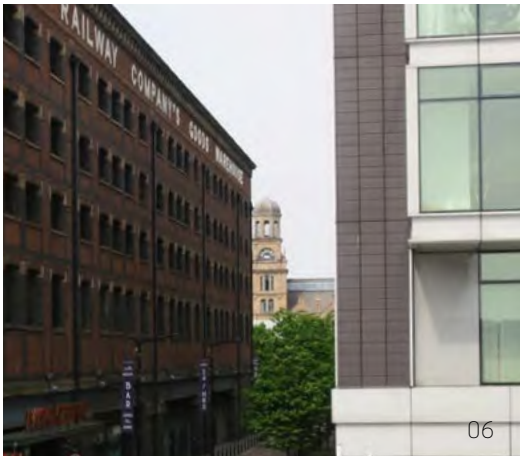
Consideration should be given to the types of views present; whether they are intimate or extensive and how the form of new development might contribute to this experience and sense of place.

Proposals should also consider whether to introduce new views to surrounding landmarks or features that can provide new visual connections, or reconnect old ones that have been lost.

03 | Macintosh Mills, an early 19th century mills complex

04 | Retaining the historic fine grain

05 | Ensuring views to historic landmarks are retained



06 | Views to landmarks as an orientation tool

ADDRESS
NEIGHBOURHOOD
STREET/BLOCK
BUILDING

3 APPRECIATE SCALE

The growth of Manchester, predominantly through the nineteenth century, saw a distinctive scale that was linked to its industrial origins. For the most part this saw a dramatic juxtaposition between different scales: weighty warehouse buildings set against rows of more human-scaled terraced housing; robust industrial railway bridges set against narrow streets.

More recently there has been a shift in scale, including modern residential blocks punctuating the skyline as land becomes increasingly more precious.

How differences in scale interrelate with one another to retain and reinforce character while embracing change and growth – is one of the interesting and defining characteristics of the city.

Achieving an appropriate scale for new residential development is a delicate balance, and should be based on an understanding of the site and its context, the city's desire to see sound place making, and a clear understanding of how scale can be used positively as a means of driving high quality buildings that provide attractive places in which to live.

There is a need to demonstrate how proposed height and mass would fit within its context, appreciating the need to create a legible urban environment, provide a strong sense of enclosure and, where appropriate in schemes of sufficient scale, introduce landmarks.

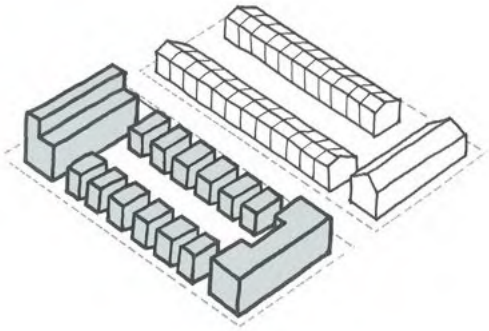
In certain locations, this will involve maintaining the consistency of the existing urban form; in other cases the correct approach may be to introduce a shift in scale that can provide dramatic juxtaposition.

Taller buildings require particular care and sensitivity, having a disproportionately large impact on the image of the city by virtue of their visibility and concentration of uses.

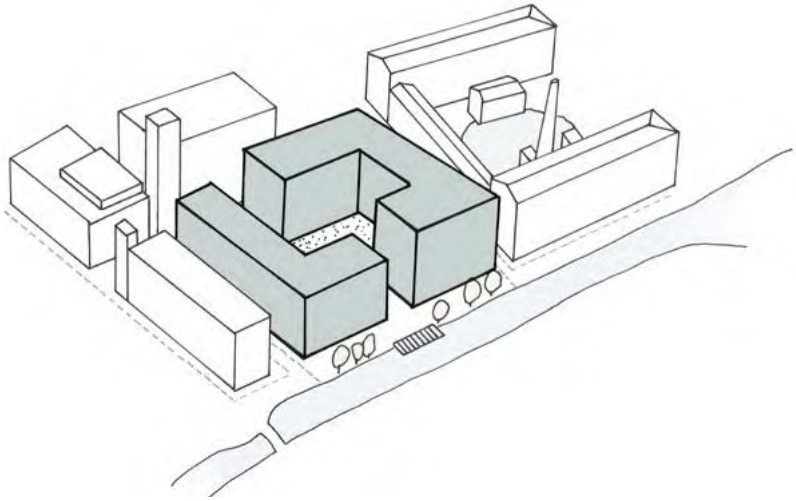
Seen from distance, taller buildings can alter the city's skyline and flatten the topography. At the scale of the block or street their impact is more on the character and atmospheric quality of the spaces immediately around them; affecting light and shadow, altering the microclimate and reducing the amount of sky visible at street level.

Developers and their design teams will be expected to demonstrate how the bulk, massing and scale of proposals have been considered in terms of its impact on the neighbourhood, street and block and how it influenced the architecture and design of the building and/or space.

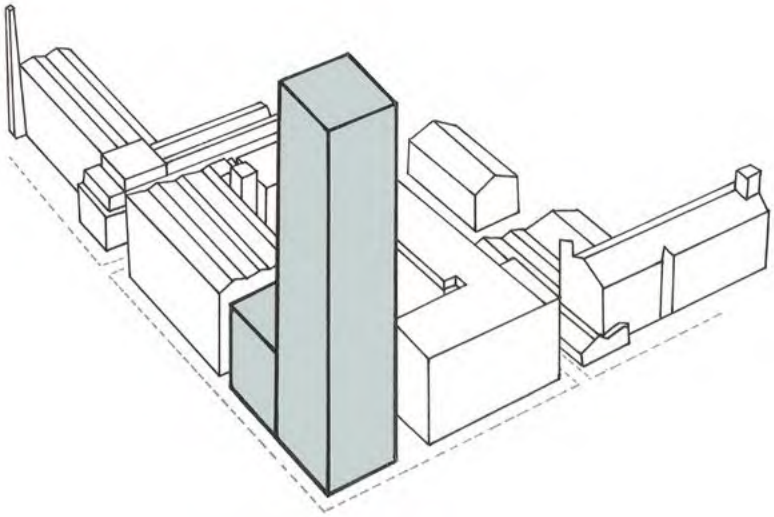
In the case of tall buildings, there will be a need to demonstrate how proposals have addressed the assessment criteria provided within MCC Core Strategy policy EN2 and Historic England's Guidance on Tall Buildings. Also, they should be accompanied by a Townscape and Visual Impact Assessment (in line with the Guidelines for Landscape and Visual Impact Assessment 2013) and Visually Verified Views (locations to be agreed with MCC/ Historic England where appropriate).



**MEDIUM DENSITY
LOW RISE**



**HIGH DENSITY
MEDIUM RISE**



**HIGH DENSITY
HIGH RISE**

ADDRESS
NEIGHBOURHOOD
STREET/BLOCK
BUILDING

4 CONSIDER MATERIALS AND DETAILS

Materiality has a fundamental impact on character and identity, and helps to define different places and neighbourhoods as well as ages of development. Materials need to be high quality, robust and able to withstand the Manchester climate over the lifespan of the buildings, with limited maintenance commitments. Similarly, careful detailing and quality of construction will safeguard the long-term value of buildings.

Residential development should respond to its context. This may mean continuing a particular approach and materials palette; it may mean introducing something different that can act as a counterpoint to the existing character. In either case, the choice of materials should be clarified with the Council.

Variation of materials, when used carefully and sparingly, can enhance character and increase legibility through creating something memorable.

The way materials are combined, and the number of materials used and how they are applied, is a key consideration.

Using a complicated materials palette, with seemingly arbitrary changes in materials, can be both confusing and unsightly.

The best schemes – both traditional and modern – use a limited palette of materials and have a strong logic for the choices made, and for where changes in material should occur.

Wherever possible, the use of local materials should be considered. This helps to support the local economy and reduces environmental impacts, as well as reinforcing local identity, ensuring that places remain unique and distinctive from one another.

This is particularly important in helping to distinguish Manchester from other cities, helping to reinforce its character and 'brand'.

Materiality should also consider a range of scales. Materials used within a single building must work together, but should also fit within the context of the wider street, block and neighbourhood.

The use of good quality contractors supported by a skilled design team and appropriately approved building inspectors is critical to the delivery of a well finished building.

All planning applications will therefore need to be accompanied by 1:20 details showing how the proposed elements and materials within the facade can be detailed so as to ensure that modelling is maximised and finishes are safeguarded from the weather. This will be further safeguarded through the use of Planning Condition requiring sample panels to be supplied (please refer to Section on 'Make it Happen').

ADDRESS
NEIGHBOURHOOD
STREET/BLOCK
BUILDING

5 EMBRACE AND ENCOURAGE NEW DESIGN APPROACHES

Cities are, by their very nature, in a constant state of flux. Successful cities embrace this, adapting and responding to changing times; challenging and exploring new approaches.

Manchester is a city which has a long history of embracing reinvention. Architecture should reflect the times in which it was built.

Residential development should not simply mimic what has been done before. Some of the best design outcomes are the result of new approaches to integrating old and new. Successful design is about responding to change in a creative manner, while responding to the existing site constraints.

07 | Materials must be considered on the wider scale also

08 -09 | Manchester's red brick defines the city's character

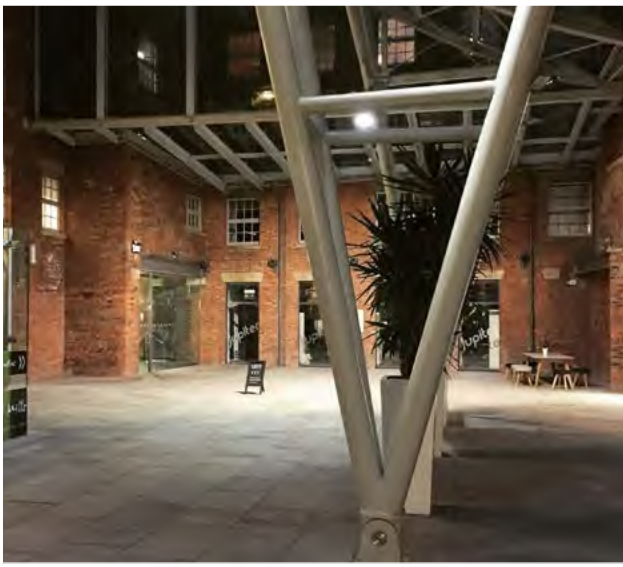
10 | Modular cost benefits houses, New Islington

11 | The Green Building, Oxford Road

ROYAL MILLS REFURBISHMENT, ANCOATS

The refurbishment of Royal Mills provides a mixed use of residential, retail, leisure and commercial space at the heart of Manchester's historical industrial area.

Royal Mills, considered to be one of the most important spinning mills in the city. The complex comprises of four refurbished cotton mills and three new buildings designed around an atrium that creates the centre of this new community.



Courtesy of Mae Architects © Tim Soar

THE 'GUTS', NEW ISLINGTON

The Guts – named for its position in the middle of the New Islington masterplan - includes 18 affordable houses located in the former Cardroom Estate. The houses are linked at the back rather than their sides.

The wider area includes a marina, water park and is well connected with public transport links.

Courtesy of Mae Architects © Tim Soar

Courtesy of Mae Architects © Tim Soar

KEY REQUIREMENTS

The Council will require Applicants to demonstrate how proposals:

- Fully consider and appreciate the existing context and character;
- Are distinctive and rooted in a sense of place;
- Are well considered and use a high-quality material palette;
- Properly consider architectural detailing to safeguard the future quality of proposals; and
- Are of an appropriate scale.

RELEVANT CORE STRATEGY POLICIES:

CC6	CC7	CC9	CC10	EN1	EN2	EN3	DM1	PA1
CITY CENTRE HIGH DENSITY DEVELOPMENT	MIXED USE DEVELOPMENT	DESIGN AND HERITAGE	A PLACE FOR EVERYONE	DESIGN PRINCIPLES AND STRATEGIC CHARACTER AREAS	TALL BUILDINGS	HERITAGE	DEVELOPMENT MANAGEMENT	DEVELOPER CONTRIBUTIONS

ADDITIONAL POLICY AND GUIDANCE:

Castlefield Bowl, City Centre

MAKE IT BRING PEOPLE TOGETHER

Residential design should make an obvious contribution to ***improving the lives of people*** in Manchester by providing opportunities to bring people together.

Good residential design is not just about what happens inside the home – important though that is – it is also about how it provides opportunities for social interaction in the surrounding spaces.

Manchester has the fastest growing population outside London, and with this popularity comes an increasing demand for development at greater density, making physical or visual contact an inevitable consequence of city living.

How we live together and alongside one another; however, can be influenced by the quality of our residential development.

Bringing people together - of different ages, backgrounds and outlooks - is important as it helps to reinforce tolerance and promote social inclusion. It also fosters long term, successful communities and helps to avoid transient communities often associated with failing and deprived neighbourhoods. In rental developments it is proven through research that knowing people within your building or neighbourhood will support long term tenancies where people more often renew their leases.

Residential development within Manchester should emphasise these ideals, facilitating a mix of safe and cohesive neighbourhoods across the city.

KEY
INGREDIENTS

A MIX OF PEOPLE

One of Manchester's great strengths is the diversity of its population; it truly is a city for everyone and where they can achieve their potential.

Manchester also has a reputation as an age-friendly city, a demographic shift towards a more modern urban population that has been driven by three factors in particular: an ageing population; an increasing demand for urban family homes; and an increase in City Centre living.

These factors help to provide the ingredients for successful, more resilient neighbourhoods, which should accommodate a mix of people, regardless of location, and containing people from all walks and at all stages of their life.

Perhaps most importantly, a great neighbourhood consists of a broad mix of tenures, with a range of product and choice to ensure it is inclusive.

OPPORTUNITIES TO MEET

There is little benefit to inclusive residential development if there are few opportunities for residents to meet and interact. The more contact neighbours have, the greater the potential to form long term connections and boost the social health of the city.

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

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

Within buildings, the lobbies, lifts, stairs and corridors shape the most local experience of a place, with shared access and communal space creating a strong sense of ownership and community.

A SENSE OF COMMUNITY

The speed and scale of residential development in Manchester makes it imperative that new development facilitates a sense of community, improve quality of life and promote happy and healthy communities.

A healthy community helps to promote citizenship, creates a sense of place and city pride, and improves the social health of the city.

Area Based Development Frameworks provide a great opportunity for the community to have their voice heard. These are in place in a number of locations across Manchester. New residential development will need to recognise these and continue to deliver their objectives.

Social media will play an increasingly important role in connecting people locally; informing discussion and enabling residents to communicate quickly with building owners, managers and the local authority.

KEY ACTIONS

ADDRESS **NEIGHBOURHOOD**
STREET/BLOCK
BUILDING

1 ENSURE CONNECTIONS TO A DESTINATION

Residential development should be sustainably connected with its local neighbourhood, which should provide a range of opportunities for residents to meet and interact.

As a rule, residential development should be within an easy walking distance (400m) of a range of day to day destinations, which might include: local shops; community facilities; sports facilities; playgrounds; parks and spaces.

Development should seek to orientate a choice of routes towards focal points. These routes should prioritise the pedestrian, the cyclist and public transport connections to encourage healthier and more sustainable travel modes.

ADDRESS NEIGHBOURHOOD
STREET/BLOCK
BUILDING

2 MEET THE NEIGHBOURS

Residential developments should offer the opportunity to bring neighbours together, while respecting privacy and personal territory and avoiding loitering.

These two factors are not alternatives; in fact they can often work together beneficially: a clear understanding of personal space can mean that we are more likely to treat this space as the necessary extension of our home.

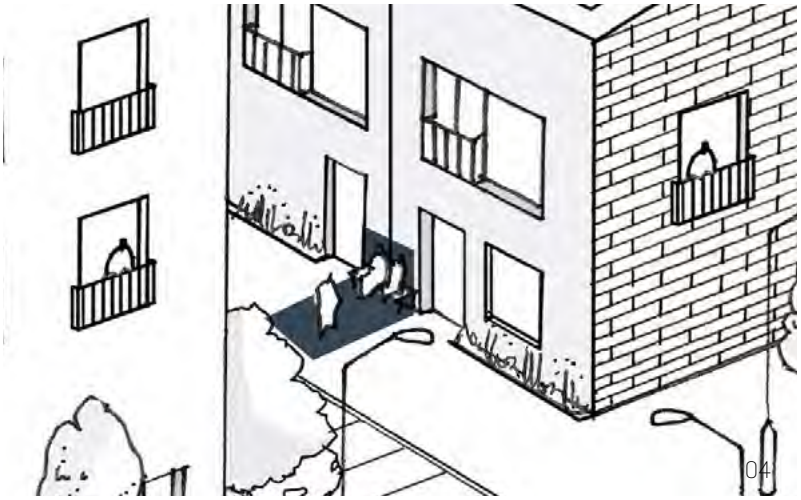
Within the design of residential developments, this can be achieved through the appropriate relationship to external public spaces, parks and squares as well as the use of communal space within the curtilage of the site.

Examples include pairing front doors together to encourage chance meetings, or providing common routes through communal activity space.

01 | Easily accessible local facilities and recreation

02 | Recreational opportunities provide a better way of living

03 | Ensure connections to a range of facilities



04 | Front door design could foster interaction

05 | Frontage detail design helps bring people together

ADDRESS NEIGHBOURHOOD
STREET/BLOCK
BUILDING

3 HOUSING FOR ALL

The population of Manchester is constantly changing. Residential developments should deliver a range of housing types and tenures that anticipate and fulfil the needs of these different demographic groups.

Different groups have specific needs; for younger families it might be the relationship to play space and play facilities; for the older generation it may be more restorative spaces with access to medical services.

Residential development that targets a specific demographic group should be driven by a clear demonstrable need.

Development must also consider how it might become adaptable in the future, taking into consideration changes in population that might take place in the future as well as the life cycle of its residents.

ADDRESS **NEIGHBOURHOOD**
STREET/BLOCK
BUILDING

4 DESIGN TO ENCOURAGE ACTIVITY

The best residential developments and neighbourhoods are those that facilitate activity and opportunity, rather than hinder it.

A well considered layout, containing well lit, well overlooked and well managed streets and spaces with a mix of uses is more likely to be used by its residents - for meeting and socialising, to walking the dog or even the odd morning jog.

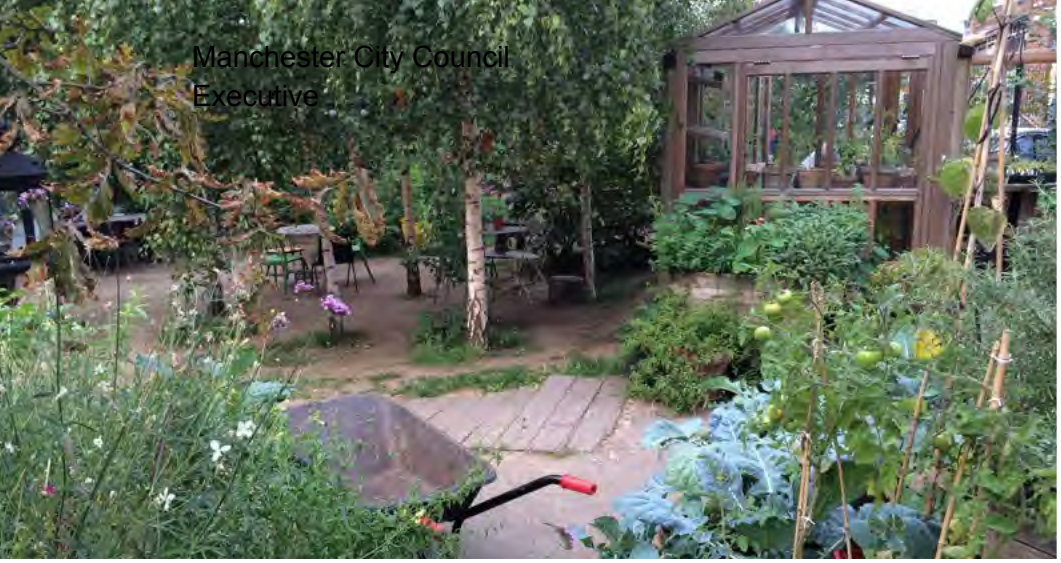
Development should anticipate and encourage healthy and sustainable activities, providing an environment that promotes a sense of belonging but also, walking, social activity and being outdoors in communal spaces.

For larger developments, there is also value in integrating communal space for residents such as kitchen gardens and adaptable communal space. Where communal amenity space is provided, these spaces must be clearly owned, with a robust management plan to ensure ongoing upkeep.

06 | Street furniture that encourages play

07 | Regular seating for those that want or need it

08-10 | Communal outdoor spaces encourage social interaction



CASE STUDY: DALSTON EASTERN CURVE GARDEN

Dalston Eastern Curve Garden is a community growing project set up as a meanwhile use on the formerly derelict 'Eastern Curve' railway line in London. The community of Dalston secured a short-term lease to set up a growing project at the site, supported by a number of small architectural projects.

The project looks to excite and inspire the community of Dalston. The flexible space provides opportunity for schools, workplaces, groups of friends, family or individuals to come together for events, to grow, to eat or simply to chat within the oasis at the heart of the city.

Dalston Eastern Curve Garden brings people together – utilising the opportunity to grow organic, healthy food and encourage all members of the community to participate and socialise outside – in whatever manner they can.

KEY REQUIREMENTS

The Council will require Applicants to demonstrate how proposals:

- Clearly demonstrate neighbourhood and market composition and need;
- Have addressed the needs of diverse and inclusive communities;
- Create opportunities for meeting and getting to know the neighbours; and
- Encourage activity and social interaction.

RELEVANT CORE STRATEGY POLICIES:

DM1 DEVELOPMENT MANAGEMENT

SP1 SPATIAL PRINCIPLES

EN1 DESIGN PRINCIPLES AND STRATEGIC CHARACTER AREAS

ADDITIONAL POLICY AND GUIDANCE:

Tib St., City Centre

MAKE IT
ANIMATE STREETS AND SPACES

Residential design should always make a positive contribution to Manchester's streets and spaces to make a ***safe and inviting place for everyone.***

Good residential areas extend outwards beyond the confines of the home to have a relationship with the streets and spaces in the wider neighbourhood.

This is a critical relationship, and Manchester's housing in all its various forms is required to make a positive contribution to the street environment.

The manner in which buildings meet the street, the level and type of uses at ground floor level, the ability to safely cross the street all have a role in influencing the level of activity in the surrounding streets.

Residential design should ensure that there are well positioned and frequent doors and windows, as well as appropriate uses that can combine to create a strong and positive interrelationship between passers by and residents, making for a more active, safer public realm.

KEY
INGREDIENTS

REAL STREET FRONTAGES

Good quality residential development should exhibit an active ground floor to facilitate animated and interesting streets.

This can take a number of forms, depending on the type and scale of building, but generally it involves ensuring that entrances are well located and supported by complementary features, such as windows, that aids natural surveillance and overlooking, and offers scope for a positive relationship between residents and passers by.

In individual dwellings this can mean a habitable room such as a lounge, dining room, kitchen or home office. In apartment blocks it might be communal areas or other associated uses including commercial frontages in mixed-use developments that provide an active inter-relationship between private spaces between buildings and the public spaces externally whilst also recognising the need for security and defensible space.

This monitoring and passive observation is a key component in building a community – knowing your neighbours and what is happening – and through this helps to create streets and spaces that people want to use and feel safe in.

The location of entrances, the position of secondary uses (such as plant rooms or bin storage) and the implementation of defensible space should be well considered and demonstrate an understanding of the area's street hierarchy, with frontages designed to create a relationship between inside and outside.

Ground floor entrances should present a welcoming environment, and be constructed of robust and good quality materials appropriate to the anticipated number of users, the volume of home deliveries and the frequency of residents moving-in and out of the building.

Entrances should be easy to find and have a clear address that is visible from the public highway. The entrance should be architecturally defined and clearly identifiable, and scaled appropriately to the size of building.

If a concierge or managed post or delivery drop-off is provided ease of access is essential and adequate space for post boxes, storage lockers and the like should be allowed.

OPPORTUNITIES FOR OBSERVATION

People are generally curious about their surroundings and enjoy watching the world go by, something that increases as we get older.

Well designed neighbourhoods offer clear opportunities for this to happen, allowing this much-needed observation and natural surveillance of the street network and public realm.

Habitable rooms facing the street, communal spaces at ground floor and balconies on the upper floors of apartment blocks allow us to be curious from within, while offering the sense to the passer by that there is the potential for overlooking and safety.

PUBLIC REALM

Well considered public realm should be integral as part of all new residential developments and is critical in ensuring that Manchester's neighbourhoods are attractive, vibrant and successful.

The design of the public realm can have a significant impact upon how spaces between buildings are used, on who uses them and also how frequently.

During the day, street furniture encourages adaptable and flexible use, encouraging people outside and helping to establish a sense of place. In the evening, lighting has a significant part to play in ensuring that neighbourhoods, blocks and streets function well and feel safe.

It is important to ensure public realm is designed with management and maintenance in mind. Without successful management, well designed spaces can have the tendency to have a negative impact on the environment and by association, the people and community that surround it.

KEY ACTIONS

ADDRESS
NEIGHBOURHOOD
STREET/BLOCK
BUILDING

1 UNDERSTAND THE GROUND FLOOR AND THE STREET

The ground floor of a residential development is its external face; getting the internal functions right, and composition and disposition of uses correct is particularly important.

Certain uses - such as cafés, shops, communal lounges, education or workspaces - interact well with the street, creating a strong visual and physical interconnection with it.

Uses such as car parking, tend to create dead edges, with a combination of inanimate uses set behind a far more solid facade treatment.

Temporary uses can provide activity in underused units; including the display of local artwork, pop-up shops, event or community spaces. This has already been facilitated in the city, where new ground floor units have been appraised with nil value to release the economic reliance upon them.

Flexible leasing strategies, as well as the promotion of independent uses, should be encouraged. These can take advantage of the enterprising culture of the city and add real value and distinctive character to a neighbourhood.

ADDRESS
NEIGHBOURHOOD
STREET/BLOCK
BUILDING

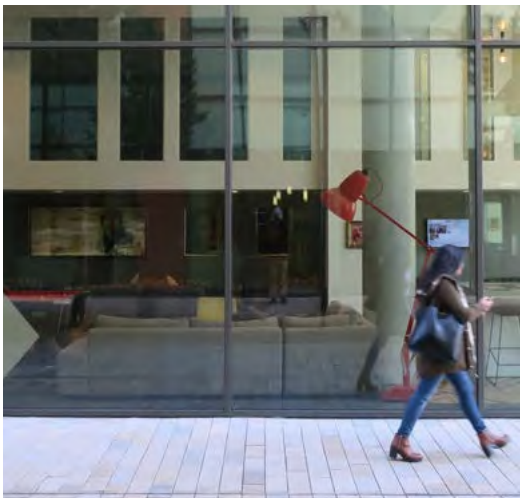
2 ORIENTATE ENTRANCES TOWARDS THE STREET

Doorways should face towards the street, helping to create a strong degree of enclosure and a clear interrelationship between the building and the street and public realm.

Clarifying the front of the development, and ensuring that it faces towards the street will establish and reinforce territory and ownership. It also ensures entrances are legible and there is a clear architectural hierarchy to support a coherant street scene.

In larger developments with a single point of entrance, consideration needs to be given to the street hierarchy and the need to ensure that the entrance is in the safest, most obvious location in relation to the surrounding street network.

A clear heirarchy and the frequency of doors along a street is important; the greater the number of doors the greater the likelihood that there will be activity and animation within the street.



01 | Large ground floor windows crete a safer and more active ground floor environment

02-03 | Active ground floor uses

04 | Entrances orientated towards communal space

05 | Entrances orientated towards the street

ADDRESS
NEIGHBOURHOOD
STREET/BLOCK
BUILDING

3 CONSIDER THE THRESHOLD

The space in front of the building helps to determine the look and feel of the development and its contribution to the street network.

Approaches to buildings and pathways should be wide enough to accommodate anticipated volumes and types of traffic.

The threshold space can help to protect the privacy of the ground floor; it helps to provide the necessary separation between residents and passers by.

The depth of the threshold is critical; a shallow threshold helps to retain the physical and visual connection while not becoming too remote. Too deep and it can encourage alternative uses that might impact upon how the street works.

The threshold also allows uses to spill out and extend into the public realm, providing opportunities for customisation and personalisation that help to inform the character of the area.

ADDRESS
NEIGHBOURHOOD
STREET/BLOCK
BUILDING

4 INCREASE VISIBILITY

Public spaces and streets should be well overlooked by those with a direct relationship with the space and an implicit ownership of it.

Increasing opportunities for natural surveillance, through the introduction of doors, windows and balconies, helps to reduce anti social behaviour by providing a strong interrelationship with the surrounding space.

The presence of active windows (such as living rooms, kitchens and home offices) overlooking a space increases the potential for it to become used where there is clear overlooking and surveillance.

ADDRESS
NEIGHBOURHOOD
STREET/BLOCK
BUILDING

5 USE LIGHTING EFFECTIVELY

How a building is lit can make a real difference to how it is used and how it relates to the street.

Lighting should not be an afterthought. Well considered lighting can help to elevate a proposal, providing a clear sense of the different elements of the building and its contribution within the streetscene.

Focal lighting should emphasise entrances and porches, making them safe and inviting.

Feature lighting may also enable distinctive features to be highlighted in a discrete and imaginative manner.

Particular emphasis needs to be given to the ground floor. Maximising the transparency of the ground floor is a good way of enabling secondary light to spill out, connecting the inside and outside.

06-07 | Landscape defines the threshold

Overlooking can help encourage activity

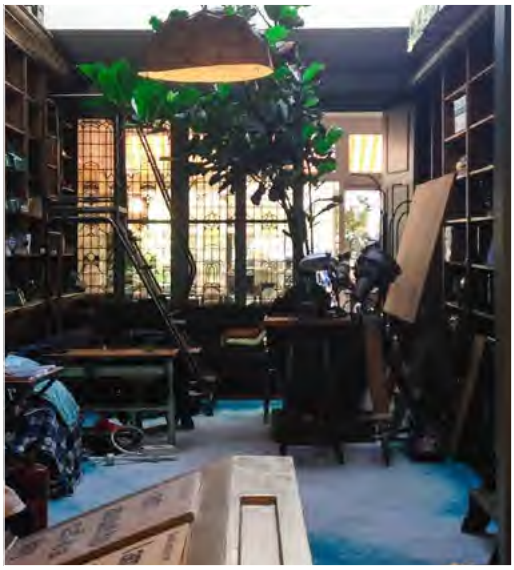
08 | Active windows enhance natural surveillance

09-10 | Internal lighting can help animate the street

CASE STUDY: AMSTERDAM

Amsterdam is a buzzing, dynamic city with streets and public spaces that are full of life. Frontages activated by cafes, shops, bars and other uses create ever-changing streetscapes that are safe and stimulating places to be.

Narrow frontages create dynamic streets with multiple doors bringing life and activity onto the street. Lots of windows increase overlooking onto the street, enhancing natural surveillance and observation.



Active ground floors along the water's edge create a safe and attractive environment in which people want to spend time.

KEY REQUIREMENTS

The Council will require Applicants to demonstrate how proposals:

- Have an understanding of how the design responds to street hierarchy;
- Have considered how the ground floor design contributes to creating a safe and active street;
- Create a range of opportunities for natural surveillance and observation; and
- Have facilitated safe and enjoyable public realm.

RELEVANT CORE STRATEGY POLICIES:

- CC6 CITY CENTRE HIGH DENSITY DEVELOPMENT
- CC7 MIXED USE DEVELOPMENT
- CC9 DESIGN AND HERITAGE
- CC10 A PLACE FOR EVERYONE
- EN1 DESIGN PRINCIPLES AND STRATEGIC CHARACTER AREAS
- EN2 TALL BUILDINGS
- EN3 HERITAGE
- DM1 DEVELOPMENT MANAGEMENT
- PA1 DEVELOPER CONTRIBUTIONS

ADDITIONAL POLICY AND GUIDANCE:

Butterfly Bridge, Copenhagen

MAKE IT EASY TO GET AROUND

Manchester's residential areas should be ***well connected***, easily walkable and cycle friendly.

Successful neighbourhoods are promoting healthy lifestyles that make it easy for people to get around, in particular by means other than the car.

While our home is where we retreat to and feel secure, we all have a relationship with the surrounding streets, neighbourhoods and wider city. We travel to and from work, school or University. We use facilities such as nurseries and crèche, libraries and healthcare. We need to go to the shops, and travel to enjoy activities and also for exercise including ease of accessibility to healthy green and blue infrastructure networks in the city.

How easy (or just as importantly how difficult) these journeys are can dictate whether, how and how frequently we take them.

For those with access to a car; the more difficult a journey is, the more complicated and unsafe it is perceived to be, the greater the likelihood is that we will resort to a car rather than walk or cycle.

This has direct implications for the health and well-being of the city's residents.

Manchester's ambition as a world class, sustainable city means that this balance needs to shift; reducing our dependence on the car by providing alternatives not only helps to connect people together but also tackle health problems and obesity.

KEY INGREDIENTS

A CONNECTED NETWORK

Manchester has developed a comprehensive public transport network in recent years, which continues to improve and extend across the city.

Residential development should easily connect to the existing public transport network in order to encourage more sustainable movement choices.

MODAL CHOICE

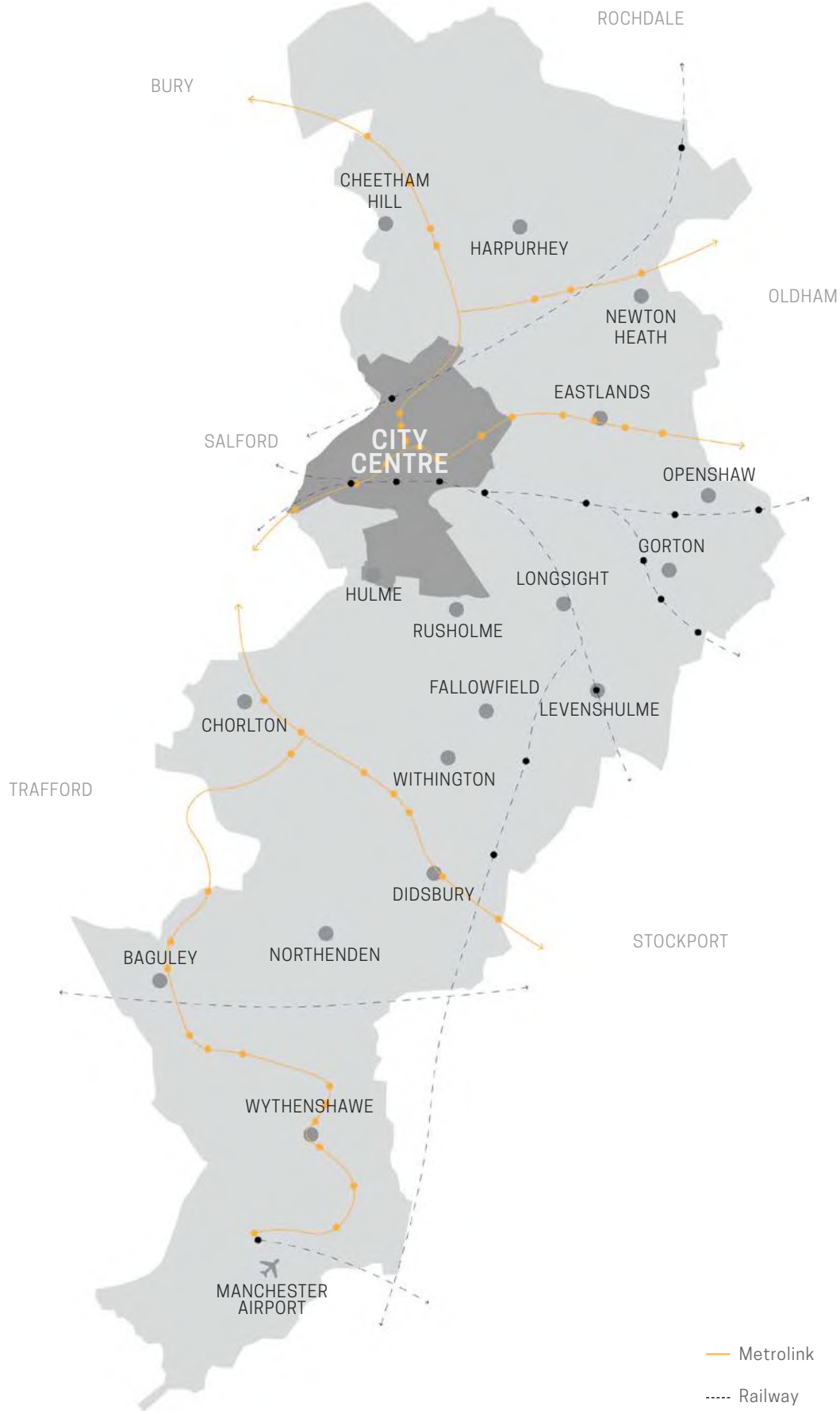
Residential development within Manchester should aim to offer true modal choice, prioritising walking and cycling in the first instance as a key component in developing sustainable neighbourhoods and healthy communities.

Consideration should also be given to facilitating connections to the public transport network; development should address the manner in which it connects to public transport.

LEGIBILITY

Making sure that we can find our way around without getting lost and confused is an important objective. Even in the 21st Century, where we rely on our smart-phones to navigate our way around we still rely on physical cues to help us.

Retaining important features or views to existing landmarks, as well as providing new landmarks and use within the design of the public realm, is critical in helping to understand the place and its position within the city.


ROCHDALE
BURY
CHEETHAM HILL
HARPURHEY
OLDHAM
NEWTON HEATH
EASTLANDS
SALFORD
CITY CENTRE
OPENSHAW
GORTON
LONGSIGHT
HULME
RUSHOLME
FALLOWFIELD
LEVENSHULME
CHORLTON
WITHINGTON
TRAFFORD
DIDSBURY
STOCKPORT
BAGULEY
NORTHENDEN
WYTHENSHAWE
MANCHESTER AIRPORT
Metrolink
Railway

KEY ACTIONS

ADDRESS
NEIGHBOURHOOD
STREET/BLOCK
BUILDING

1 ENHANCE WALKABILITY

New residential development should make it easy for people to walk to local facilities.

Walking routes should be safe, obvious, accessible, well designed and organised along routes that are active.

Pavements should be generous with good quality landscaping, reduced clutter and desirable crossing points.

A choice of routes is also desirable.

Proposals should ensure that the street structure and layout creates effective and obvious links to the existing pedestrian network, along routes that are well used.

Pedestrian routes should be well overlooked by surrounding buildings that have an interrelationship with the street.

The ground floor should also be active to encourage physical interaction and enable natural surveillance.

ADDRESS
NEIGHBOURHOOD
STREET/BLOCK
BUILDING

2 PROMOTE CYCLING

Proposals should help to make cycling an everyday activity, providing opportunities to cycle to local facilities, employment and cultural and recreational attractions.

There is a comprehensive network of cycling routes within Manchester, and residential development should seek to connect with them and/or provide additional links to help this network function better.

Where new routes are proposed these should be direct and avoid being fragmented.

Cycling can only become more possible and popular through the introduction of sufficient cycle parking and effective and safe storage.

01 | Promote cycling culture

ADDRESS
NEIGHBOURHOOD
STREET/BLOCK
BUILDING

3 DELIVER A CLEAR STREET HIERARCHY

Proposals larger than a block should introduce a hierarchy of streets.

The most interesting places are those with a clear and obvious street hierarchy: a network of primary streets that deal with through traffic and the greatest amount of activity; a series of secondary and then tertiary streets that accommodate more local movement with improved pedestrian and cycle priority.

A good network provides choice and legibility, each type of street dictating its own particular design response to width, depth of threshold, presence of street trees and parking solution.

ADDRESS
NEIGHBOURHOOD
STREET/BLOCK
BUILDING

4 PROVIDE EASY ACCESS TO PUBLIC NETWORK

The sustainable development of Manchester depends on reducing dependence on the car.

Residential proposals should consider the manner in which they encourage access to the wider public transport network.

Proposals should relate to the existing pubic transport network, and facilitate clear and obvious connections to bus, tram and rail services.

A good rule of thumb is for development to be no more than 400m from an existing bus or tram stop, measured along safe, obvious and desirable walking routes.

Larger developments will need to consider the capacity of existing infrastructure and in the absence of provision or capacity, contribute to additional infrastructure that is capable of retaining a key objective of this guidance which is to promote means of transport other than the car.

ADDRESS
NEIGHBOURHOOD
STREET/BLOCK
BUILDING

5 CREATE A NAVIGABLE PLACE

A key aspect in making it easy to get around is designing to minimise the potential for people to get lost.

Residential proposals should be designed to promote legibility: using existing landmarks or creating new ones; exploiting views; introducing wayfinding; responding to the pattern and grain of surrounding development (either through reinforcing it or contrasting with it).

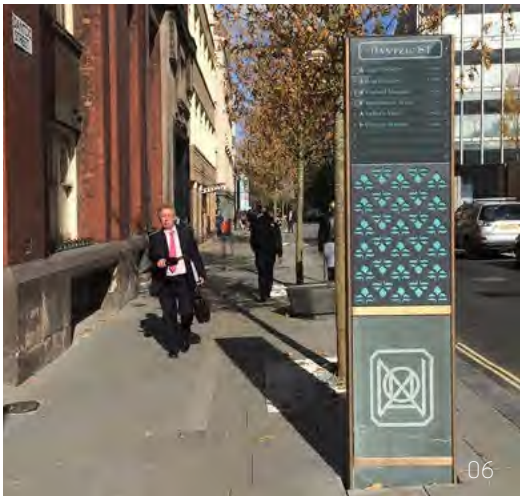
A strong, connected grid of streets that connects into the existing street network can help people to navigate their way around.

Retaining landmark features such as key buildings or significant mature trees can assist wayfinding and orientation.

Public art should be considered as a means to promote identity and to assist in wayfinding.

02 | Clear street hierarchy and modal choices

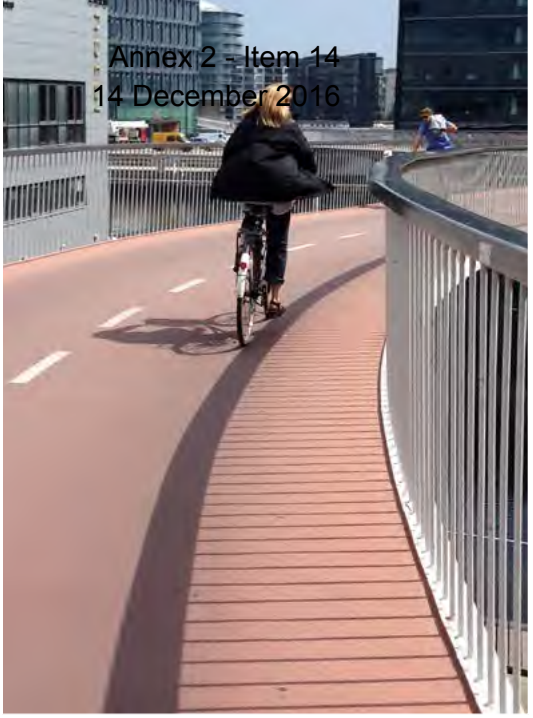
03-04 | Encourage the use of public transport



05-06 | Navigation and wayfinding

CASE STUDY: COPENHAGEN

Copenhagen is one of the most cycle-friendly cities in the world. Both walking and cycling have been carefully integrated into the design of the cityscape.



KEY REQUIREMENTS

The Council will require Applicants to demonstrate how proposals:

- Facilitate and encourage walking and cycling;
- Create clear, safe and obvious connections to the public transport network;
- Define a clear street hierarchy; and
- Support opportunities to improve wayfinding and orientation.

RELEVANT CORE STRATEGY POLICIES:

- CC5 TRANSPORT
- SP1 SPATIAL PRINCIPLES
- EN9 GREEN INFRASTRUCTURE
- T1 SUSTAINABLE TRANSPORT
- T2 ACCESSIBLE AREAS OF OPPORTUNITY AND NEED
- DM1 DEVELOPMENT MANAGEMENT
- B APPENDIX B: PARKING STANDARDS

ADDITIONAL POLICY AND GUIDANCE:

Vulkan sustainable neighbourhood, Oslo

MAKE IT

WORK WITH THE LANDSCAPE

A healthy community is a good place to grow up and grow old in. It is one which supports healthy behaviours and supports reductions in health inequalities.

We want greater prosperity, better health, and a good quality of life for everyone. Greater Manchester's devolution of health seeks to close the gap between those with the best health and those with the worst, to which the City of Manchester can play a direct and significant role. Central to achieving this goal is the need to focus on supporting people in managing their own health and providing opportunities for healthy living.

Residential developments should enhance the physical and mental health of the existing and future community and, where appropriate, encourage:

- Active healthy lifestyles that are made easy through the pattern of development, good urban design, good access to local services and facilities; green open space and safe places for active play and food growing, and is accessible by walking, cycling and public transport.
- The creation of healthy living environments for people of all ages which supports social interaction. It should meet the needs of children and young people to grow and develop, as well as being adaptable to the needs of an increasingly older population.

KEY INGREDIENTS

GREEN INFRASTRUCTURE

The presence of and proximity to landscape is an important element for a healthy and high quality way of living.

Recent work by the Royal Institute of British Architects (*RIBA, 2013: City Health Check*) highlights the direct correlation between green open space and a healthier and happier population.

Trees and woodlands form an important part of Manchester's green infrastructure and much work has been done to increase tree cover. Manchester supports the City of Trees initiative to plant one tree for every resident in Greater Manchester. In some instances however, the green infrastructure is fragmented and disconnected.

Manchester's green infrastructure should be enhanced, reinforced and well managed to become an integral part of the city's neighbourhoods, making healthier, more sustainable and better quality places to live.

Opportunities should be encouraged that link together elements of green infrastructure to make a more comprehensive network.

In neighbourhoods where there is an identified shortage of green space, such as Manchester City Centre, new developments should consider opportunities to provide additional green spaces where area based planning guidance or a schemes underlying urban design and heritage appraisal has deemed it appropriate to do so. In such areas, loss of green space should be wholly exceptional, and will require an enhanced re-provision of green space as part of the new development.

Good green infrastructure is also a key component in the building of strong community links. Suitable opportunities for allotments / communal growing areas and natural play should be explored.

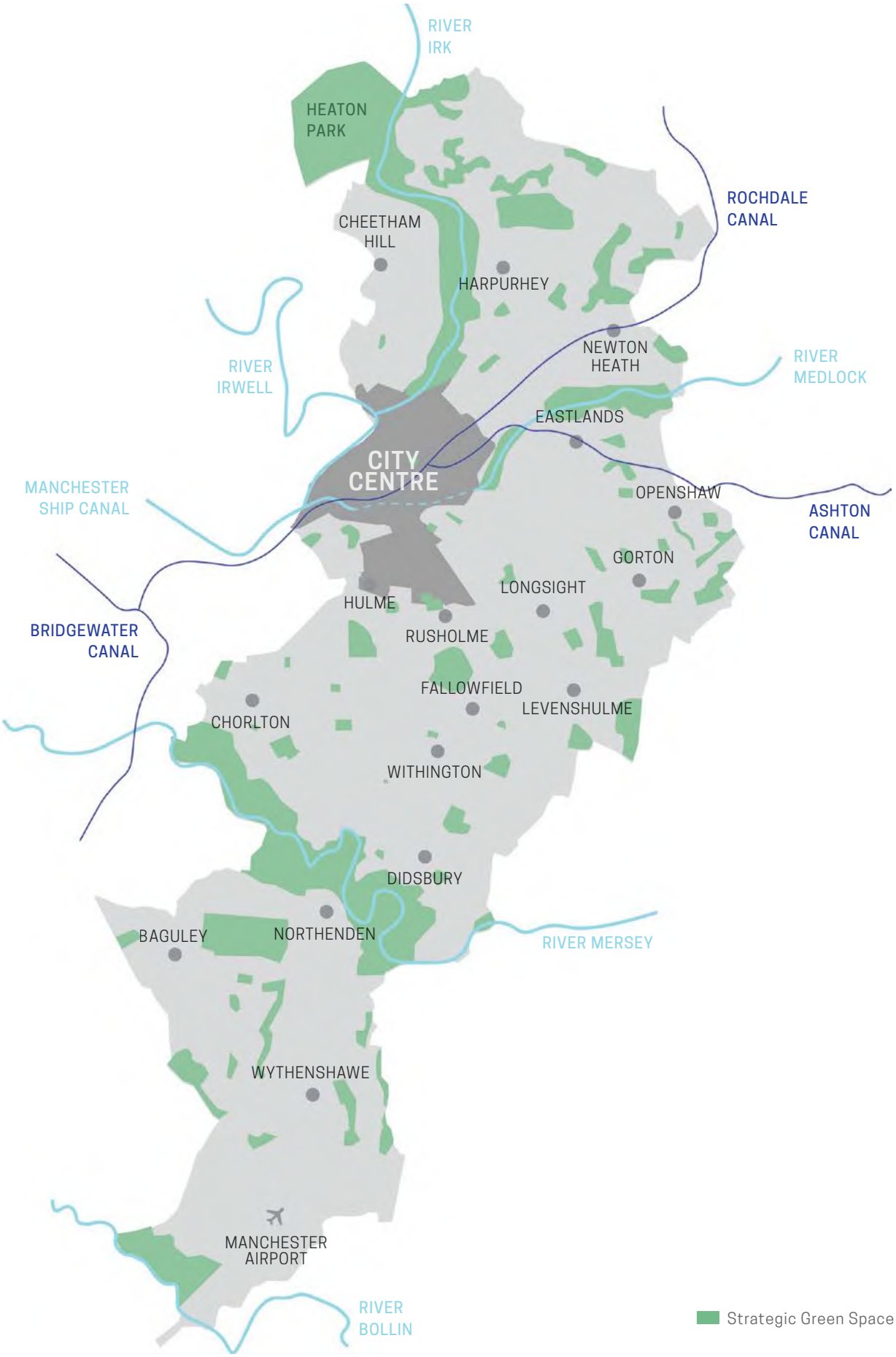
BLUE INFRASTRUCTURE

Manchester has a significant network of rivers and canals. Historically, these waterways helped to shape the city, define the character of its neighbourhoods and provide some of the best opportunities for active as well as passive recreation.

This blue infrastructure is still a critical component of the city, providing interest, biodiversity and habitat as well as offering a source of urban cooling.

The network is also important in terms of amenity, with footpaths and cycleways enabling wider recreation and enjoyment of being alongside water.

How residential development connects to this network is important; protecting and enhancing its environmental attributes while at the same time enriching people's lives.


RIVER IRK
HEATON PARK
ROCHDALE CANAL
CHEETHAM HILL
HARPURHEY
NEWTON HEATH
RIVER IRWELL
RIVER MEDLOCK
EASTLANDS
CITY CENTRE
MANCHESTER SHIP CANAL
OPENSHAW
ASHTON CANAL
GORTON
LONGSIGHT
HULME
RUSHOLME
BRIDGEWATER CANAL
FALLOWFIELD
LEVENSHULME
CHORLTON
WITHINGTON
DIDSBURY
BAGULEY
NORTHENDEN
RIVER MERSEY
WYTHENSHAWE
MANCHESTER AIRPORT
RIVER BOLLIN
Strategic Green Space

KEY ACTIONS

ADDRESS
NEIGHBOURHOOD
STREET/BLOCK
BUILDING

1 INCORPORATE LANDSCAPE

Residential developments should consider how they engage with and add to the existing green network.

Manchester's topography, its valleys and plains provide the city with a distinctive character, which development should respond to.

In traditional housing developments proposals should continue and/or add to the landscape network in a manner that is carefully designed and purposed, and offer opportunities for residents to augment it through the development of back gardens, front gardens and thresholds.

Where space is limited, smaller scale green spaces or interventions, as well as vertical surfaces and roofs should be considered, responding to a wider landscape strategy.

Landscape proposals must be well managed and maintained to ensure sustained benefit.

ADDRESS
NEIGHBOURHOOD
STREET/BLOCK
BUILDING

2 INTERACT WITH THE CITY'S WATERWAYS

Manchester's rivers and canals historically played an important role within the city. Now, these waterways provide an oasis for activity within the city, and carve the most direct non-vehicular routes through and into the heart of Manchester. It is essential that residential development appreciates the relationship to water and maximises the opportunities presented by it.

Water has a calming and restorative impact, and the city's waterways should be an integral part of residential proposals to provide healthy neighbourhoods and attractive living environments.

There are a number of ways to interact with water: directly through physical proximity by orientating to it; or indirectly through the senses by providing glimpses of the river network or opportunities to hear the water.

Both approaches add value to our living environment; offering a valuable connection to water as well as assisting in orientation and wayfinding.

The opportunity to interact with the city's waterways stretches beyond amenity - to address SUDs and climate change resilience issues in a positive manner.

01 | Encourage wildlife

02 | Green streets enhanced by front gardens

03 | Integrate existing landscape into the development

04 | Indirect interaction with the water (visual)

05 | Direct physical proximity to the water

ADDRESS
NEIGHBOURHOOD
STREET/BLOCK
BUILDING

3 PROTECT AND ENHANCE BIODIVERSITY

Successful neighbourhoods are those that integrate into the surrounding landscape and support biodiversity and natural ecosystems.

Biodiversity is important to aid the city's resilience. It helps the natural environmental balance, moderate temperatures and combats pollution.

Residential development should consider how it can work with nature to create attractive, sustainable environments, connecting into the wider network of green spaces to provide clear natural breathing spaces across the city.

The introduction of new landscape and associated biodiversity can take a number of forms; from green public spaces and waterways; gardens, green walls and roofs; allotments and communal gardens.

In each case the introduction of all or any of these can allow healthy ecosystems and wildlife habitats to develop in the city.

ADDRESS
NEIGHBOURHOOD
STREET/BLOCK
BUILDING

4 INTRODUCE STREET TREES

Trees are perhaps the most visible components of green infrastructure.

Street trees fulfil a number of important benefits. They have an obvious aesthetic value, adding to the character of a place; and have significant capacity to adapt urban areas to climate change by improving air quality, promoting urban cooling and providing shade and shelter.

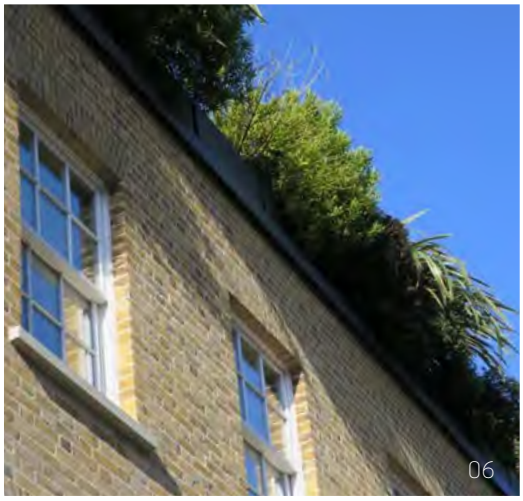
Street trees can help to introduce a clear street hierarchy, defining green linkages in the wider landscape network.

Pavements should be wide enough to accommodate trees, while retaining movement and access. Where space is limited or underground services restrict or prohibit, alternative urban greening should be considered.

Green walls and roofs should be particularly encouraged in high density areas where little existing green space or few opportunities can be provided.

Where street trees are introduced by private developers, an understanding of the local environment and future maintenance should inform the correct specification of trees both above and below the ground. This will allow the benefits to be secured without future maintenance liability. As street trees will generally be self-sufficient after the first 5 years, a 5-year maintenance guarantee will be required.

Where loss of trees have been deemed appropriate or unavoidable as part of new development by the Council, replacement provision of at least 2-to-1 equivalent will be required.



06-07 | Green roofs and walls can support biodiversity

08 | Street trees add ecological value

09 | Alternative urban greening should be encouraged

10-11 | Street trees can introduce a clear street hierarchy

ADDRESS
NEIGHBOURHOOD
STREET/BLOCK
BUILDING

5 APPRECIATE THE MICROCLIMATE

Residential development should understand and work with Manchester's distinctive microclimate, recognising the amount of rainfall while maximising any solar benefits.

Rain is an inevitable occurrence in the city, and the approach to water management, as well as the design and layout of streets is an essential pre-requisite of any new development.

Buildings should be designed in such a way as to cope with this eventuality and, crucially, still look good over time, do not stain or look tired.

The quality of detailing and construction, as well as the choice of materials is of critical importance in determining how well buildings age, which can have a major impact on the perception of streets and neighbourhoods and how the city looks over time.

Buildings that are taller than their immediate surroundings will have an impact on the wind environment at street level. Where this is the case, wind analysis should be undertaken to understand and where required mitigate the effects of wind on pedestrian comfort and safety.

ADDRESS
NEIGHBOURHOOD
STREET/BLOCK
BUILDING

6 INCORPORATE SUSTAINABLE URBAN DRAINAGE

The management of rainwater is an essential element to support the city's resilience strategy, but this does not mean that it needs to be either unsightly or hidden away.

While Manchester has a history of culverting its waterways, sustainable rainwater management can be viewed as a positive, integrated element of any proposals.

SUDS schemes have a number of benefits.

The range of possible solutions: from permeable surfaces to green roofs and swales have a number of applications that can be tailored to specific site circumstances. In most cases the introduction of water can have a positive impact within wider landscape proposals, adding to the aesthetic and environmental value of a place.

Integrating urban drainage into the landscape can also provide destinations for social activities and interaction.

12-13 | Design should recognise the amount of rainfall and maximise solar benefits

14-15 | Sustainable urban drainage approaches

CASE STUDY: STRASSE 88, ZEHLENDORF HOUSING SCHEME, BERLIN

Completed in 1993, the scheme comprises of 172 housing units between two and six storeys.

What makes it a great example is its natural-looking grain within a wider busy city environment.

Rainwater is harvested from the roofs and stored in underground cisterns after particles are filtered and it is UV treated - it can be used as garden watering. Permeable paving is used where possible.
A wind turbine and solar panels provide power to pump water from the pond.

KEY REQUIREMENTS

The Council will require Applicants to demonstrate how proposals:

- Have a clear rationale for how the scheme sits within the landscape;
- Connect to the wider green and blue infrastructure network;
- Introduce street trees;
- Incorporate rainwater management; and
- Consider both quality and functionality of green and blue infrastructure in the design.

RELEVANT CORE STRATEGY POLICIES:

- **SP1** SPATIAL PRINCIPLES
- **EN1** DESIGN PRINCIPLES AND STRATEGIC CHARACTER AREAS
- **EN8** ADAPTATION TO CLIMATE CHANGE
- **EN9** GREEN INFRASTRUCTURE
- **EN10** SAFEGUARDING OPEN SPACE, SPORT AND RECREATION FACILITIES
- **EN11** QUALITY OF OPEN SPACE, SPORT AND RECREATION
- **EN12** AREA PRIORITIES FOR OPEN SPACE, SPORT AND RECREATION
- **EN14** FLOOD RISK
- **EN15** BIODIVERSITY AND GEOLOGICAL CONSERVATION
- **DM1** DEVELOPMENT MANAGEMENT

ADDITIONAL POLICY AND GUIDANCE:

Ancoats

MAKE IT PRACTICAL

Residential design must ***get the day to day things right***; to make sure that 'back of house' remains just that.

All residential areas have to function and Manchester is no exception.

While the entrance foyers and the balconies may be the things that make the brochures, it is the layer of infrastructure that sits beneath the surface that is the thing that makes a place tick. It is the real test of how successful a place is.

Often, it becomes noticeable when it is wrong: ill-thought out solutions to litter bins can see them cluttering street corners and bin stores overflow; car parking can often become the dominant feature in a street (and dictate design) rather than a well thought out component of it; cycle parking becomes an afterthought and located in a place where it is unlikely ever to be used.

Getting these basics right is critical, not simply because they make residents' lives better but also because when they are wrong they tend to undermine an otherwise good intention.

Manchester intends to tackle these challenges head on: advocating a range of solutions for waste management and recycling to ensure that bins do not dominate the streetscene; that parking is appropriate to the area and supports a neighbourhood; and that cycle parking is in the best place for those that use it.

KEY
INGREDIENTS

DEALING WITH CARS

Manchester is, by its very nature, a sustainable location with access to a range of facilities and served by a range of transport modes.

A key goal for Manchester is to reduce its CO2 emissions and develop a sustainable future.

At the same time, the city needs to continue to function and retain its competitiveness. As a consequence, there is a need to balance the provision of sufficient parking with the need to encourage different, more sustainable modes of transport and working towards reducing the dependence on the car.

Providing sufficient car parking in an appropriate manner is important in ensuring that cars do not dominate the street.

Often the surrounding context may provide a steer as to the appropriate solution, but this is not always the case and solutions may need to offer an alternative approach.

TIDY UP WASTE

Manchester encourages recycling, and wants to encourage a greater proportion of recycled waste.

The city has four bins per property, three of which are for recycled waste. Dealing with this in a sensitive yet practical manner is of paramount importance to ensure that multiple bins do not end up dominating building thresholds and streets.

Bin storage should be carefully considered so that it is easy to understand and integrated into the design without having a negative impact on the surrounding environment and yet remains easy to collect.

Larger residential blocks should provide facilities to manage recycling internally, and explore other innovative solutions to both reducing waste, maximising recycling and limiting the impact that waste has on the design and layout of residential developments.

CYCLE PARKING AND STORAGE

Manchester encourages cycling and wants it to make a growing contribution to transport choices in the future.

Residential development needs to play its part, ensuring the correct facilities are in place to make cycling convenient, safe and practical.

Although not always the case, bicycles can be expensive and need well thought out, safe and protected storage solutions.

Just as importantly, storage needs to be designed so that those using them feel safe and there are clear, unobstructed views into and from cycle storage.

KEY ACTIONS

ADDRESS NEIGHBOURHOOD
STREET/BLOCK
BUILDING

1 OFFER APPROPRIATE SOLUTIONS TO CAR PARKING

Manchester is highly accessible, and has invested significantly in public transport, to become the easiest place to get around by means of transport other than the car in the UK, outside of London.

Notwithstanding, the city's residential areas, will continue to generate demand for car parking spaces. As with other areas of this guidance, there is no 'one size fits all' approach to car parking and it should be considered on a site by site basis.

For residential schemes within Manchester's **suburban areas**, new development will continue to be required to accord with existing policy and standards (MCC Core Strategy; Appendix B).

For **apartment schemes within the city centre,** there are a number of variables that will affect parking demand within a particular development. In particular these are the tenure and price point of a development. As a general rule, in this regard, higher end apartment schemes aimed at owner occupiers will tend to generate higher levels of demand. Conversely, the emerging build to rent sector is very much targeted at a younger demographic attracted to the city centre lifestyle and who have a higher potential and tendency to view car ownership as more of a constraint than a requirement.

In these scenarios, higher levels of cycle parking provision and car clubs will be appropriate. Clearly, car parking demand will also be influenced by the availability of public transport.

In the city centre, the ability to deliver car parking on site at a level that will fully satisfy demand is often a product of the configuration, size, topography and ground conditions associated with a particular site. Small infill sites in the city centre are often key to wider regeneration outcomes; however, in isolation it is extremely difficult to meet on site requirements.

With **listed buildings**, for example, it is often impossible to accommodate car parking in a manner that does not compromise the architectural and historic qualities of that asset. In these scenarios there is a need to look more holistically at car parking provision across an area, and utilise appropriate off site car parking solutions to meet demand.

This may for example involve the use of **multi-storey car parks**, which increasingly are located or proposed around the edges of the city centre with easy vehicular access of the Inner Ring Road. New multi-storey car parking, in carefully identified locations, to meet demand for car parking both from resident and commuters should be supported, particularly as surface car parks get redeveloped.

01 | Using landscape to mitigate large parking areas

02 | Clear users hierarchy

03 | Multi-storey car parks on the periphery of the city

04 | On-street parking

There is a need to create a critical mass, mix and diversity of apartment / house types in the city centre and therefore a site by site consideration of appropriate car parking provision based on an assessment against key criteria below.

RECOMMENDED PARKING STANDARDS

In accordance with the 'comply or justify' approach of this document, the following standards are required:

- City Centre - Developments will be required to provide where possible, an appropriate level of car parking within the constraints of site specific circumstances and other requirements;
- Outside City Centre - new apartment development will be expected to provide 100% parking provision as a starting point:

In both scenarios, reduced on site provision may be justified on the basis of:

- Secure cycle parking in excess of 50% provision relative to apartment numbers, (4 cycle spaces per car park space)
- Identification of sufficient off-site capacity, within 5 minutes' walk of the proposed development, to accommodate designated spaces associated with the development (via a long term leasehold to be available for the life of the development);
- Provision of designated on-street parking, subject to satisfactorily demonstrating the spaces will be properly designed and integrated into the street scene in agreement with the Local Planning and Highways Authority, and in accordance with the wider principles of this document.
- Demonstrating that provision of full parking provision will unacceptably comprise the development's active frontages and relationship with the street, and evidence that alternative parking solutions cannot be viably accommodated.
- Provision of robust research and market evidence to demonstrate that lower levels of car parking demand will be appropriate for a particular scheme.

ADDRESS
NEIGHBOURHOOD
STREET/BLOCK
BUILDING

2 PROVIDE CYCLE PARKING AND STORAGE

Cycling should not simply be a convenient and enjoyable activity, it should be easy and practical as well.

Cycle storage should actively encourage use; designed, located and managed in such a way that residents feel that their bike is in a safe and secure location, and that they themselves feel safe using it.

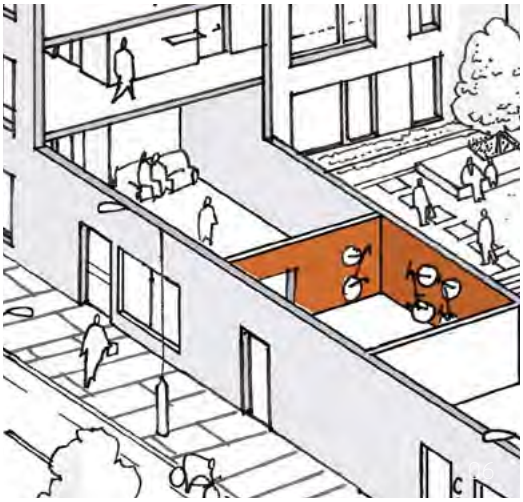
The design of internal layouts should be evaluated in anticipation that bicycles may be stored within the home.

On street cycle parking should be in obvious, well-overlooked locations and well lit.

In higher density blocks, shared cycle parking should be accessed through the main lobby or a dedicated entrance at street level to ensure it is safe and secure. Outdoor visitor cycle parking should be securely located under cover to provide appropriate weather protection.

05

05 | Underground car parking



06

06 | Outdoors cycle parking integrated into threshold

ADDRESS
NEIGHBOURHOOD
STREET/BLOCK
BUILDING

3 ACCOMMODATE TEMPORARY STOPPING AND EMERGENCY ACCESS

Residential areas need to function well and be able to cater for the day to day and infrequent activities that naturally take place: delivery drivers dropping off parcels; taxi drivers picking up and dropping off and access for emergency service vehicles through the day, evening and night.

In traditional residential streets this should normally be resolved through the natural ebb and flow of vehicles through the day.

In higher density developments with communal entrances, where there are a greater number of people that can use these services, there is a need to ensure that temporary stopping vehicles can stop appropriately in a safe, obvious and well lit location near to the entrance.

An adequately sized bay should be provided to enable these activities to take place without blocking or dominating the streetscene.

ADDRESS
NEIGHBOURHOOD
STREET/BLOCK
BUILDING

4 DESIGN FOR WASTE

Incorporating an integrated waste solution within developments is of paramount importance and the Council's Waste Guidance must be adhered to by all residential developments.

Each individual household must be able to contain a minimum area that would house 4 x 240L bins externally.

WASTE CAPACITY

Bins and bin stores should be well designed and not dominate the threshold of a property. If possible, bin stores should be located to the rear of properties, or within communal waste storage areas so they are not visible from the street.

Safe and secure waste storage areas must be accessible to the local authority refuse collection service, or be collected by a private contractor. Waste management strategies will be secured via Planning Conditions or Planning Obligations to ensure they are maintained for the life of the consent.

In higher density developments other options should be considered, such as chutes, communal collection points and mini recycling hubs.

Larger scale projects may also consider the use of integrated Combined Heat and Power (CHP) systems or anaerobic digestion, if practical and can be maintained for the life of the building.

WASTE TYPE	REFUSE	FOOD AND GARDEN WASTE (Properties with Gardens)	FOOD WASTE (Properties without Gardens)	MIXED PULPABLES (Paper /cardboard	CO-MINGLED (Glass / cans / plastics)
CONTAINER TYPE	Wheeled Black bin	Wheeled Green bin	Separate Green food caddy	Wheeled Blue bin	Wheeled Brown bin
CAPACITY	240 litres	240 litres	23 litres	140 or 240 litres	140 or 240 litres

06 | Loading bays should be considered

REFUSE WASTE CAPACITY

For high density developments, the following will apply:

Each property within the development is entitled to **110 litres** of refuse capacity per week.

N The Number of Properties in the Development

V The Refuse Waste Volume Capacity of the Development.

V = N x 110 Litres

The volume capacity can be provided through 1100 litre containers, 770 litre containers, 660 litre containers or a combination of all three.

The development should provide at least the eligible capacity calculated as 'V'.

DRY RECYCLING WASTE CAPACITY

Each Property within the Development should have a minimum capacity of 55 litres of pulpable material (in blue waste bins) and 55 litres of Co-mingled material (in brown waste bins) per fortnight (collected on alternate weeks).

N The Number of Properties in the Development.

P The Minimum Pulpaple Volume Capacity of the Development.

C The Minimum Co-mingled Volume Capacity of the Development.

P = N x 55 litres | C = N x 55 litres

The volume capacity can be provided through 1100 litre containers, 770 litre containers, 660 litre containers or for smaller developments 240 litre containers. Again, a combination of all of these can be used.

The development should not go below the minimum threshold of 'P' or 'C'

09 | Indoor bin storage

10 | Communal recycling bins

CASE STUDY: MALMÖ

The city of Malmö in Sweden has a very functional yet imaginative approach when it comes to getting the practical aspects of city life right.

In the BO01 area of the city, waste and recycling is collected in outdoor vacuum chutes which suck the waste through underground pipes to the outskirts of the area, where it is collected by refuse trucks. This keeps the neighbourhood free from the clutter of bins and refuse vehicles.

Parking is carefully accommodated around the neighbourhood to ensure it does not dominate the streetscene and allows the pedestrian environment to thrive.

KEY REQUIREMENTS

The Council will require Applicants to demonstrate how proposals:

- Incorporate sufficient car parking in an appropriate location that does not harm pedestrian movement;
- Provide secure cycle parking for residents and visitors, which is safe and convenient and within the envelope of the building;
- Provide sufficient bin storage to accord with MCC's standards and is conveniently located with minimal impact on the streetscene; and
- Have considered where temporary stopping could be accommodated.

RELEVANT CORE STRATEGY POLICIES:

- T1 SUSTAINABLE TRANSPORT
- T2 ACCESSIBLE AREAS OF OPPORTUNITY AND NEED
- EN19 WASTE
- CC6 CITY CENTRE HIGH DENSITY DEVELOPMENT
- CC9 DESIGN AND HERITAGE
- CC10 A PLACE FOR EVERYONE
- DM1 DEVELOPMENT MANAGEMENT

ADDITIONAL POLICY AND GUIDANCE:

Ancoats

MAKE IT FUTURE PROOF

Manchester is committed to achieving zero carbon by 2050 and sets out its plan to achieving this within ***'Manchester: A Certain Future'***.

Manchester is committed to achieving zero carbon by 2050 and sets out its plan to achieving this within 'Manchester: A Certain Future'.

The design of residential development has a clear role to play as part of this strategy and proposals will be expected to accord with adopted Core Strategy policies as a starting point. The design and construction of new homes will therefore be expected to achieve carbon reduction by addressing the energy hierarchy:

- to reduce the need for energy through design features that provide passive heating, natural lighting and cooling;
- to reduce the need for energy through energy efficient features such as improved insulation and glazing; and
- to meet residual energy requirements through the use of low or zero carbon energy generating technologies.

In proposing the most appropriate solutions for reducing carbon emissions, it will be necessary to consider the long term feasibility of the solutions proposed, in terms of management, running costs and responsibilities. Recognising the importance of securing longer term solutions will help to build, year on year, to achieving the 2050 target.

KEY
INGREDIENTS

RESILIENCE

Recent years have witnessed a far greater degree of unpredictability in weather patterns than we have experienced in generations.

We have had far greater rainfall and associated flooding events than we can recall in living memory.

Future years may bring a shift to more significant drought effects, with different but equally serious impacts.

It is clear is that the design of cities, with residential development as a key component, needs to consider how best to adapt to a changing and more unpredictable climate.

Manchester is committed to ensuring the resilience of its built environment is improved and maximised, and therefore this will be a key consideration in new residential development.

ADAPTABILITY AND FLEXIBILITY

Homes that we provide today need to have longevity; these are the places that should become the most desirable neighbourhoods in decades to come.

Residential development should consider how best it can adapt to meet both anticipated and projected changes that will take place in the future.

Adaptability can encompass a variety of different components: it begins with the need to explore the retention and reuse our existing building stock; the need to accommodate shifts in demographics, in lifestyle and ways of living; the need to anticipate changes in family structure and organisation; the need to facilitate adaptation to meet the needs of an ageing population, or those with disabilities or declining health.

TECHNOLOGY

Manchester has a target to become a leading digital city.

Residential development should play a big part in realising this, incorporating technology within its fabric that can future proof its accommodation, and through that make Manchester a more connected, democratic and liveable city.

As part of operational management strategies, applicants should consider the benefits of new technologies to establish networks (for example, via social media). Such networks can be used to share information to build more informed and resilient residential communities.

KEY ACTIONS

ADDRESS
NEIGHBOURHOOD
STREET/BLOCK
BUILDING

1 INCORPORATE SUSTAINABLE DESIGN APPROACHES

Manchester is committed to building more energy efficient homes, which benefits both the city and its residents through reduced fuel bills and energy consumption

Residential development should be designed to incorporate sustainable approaches: the creation of an efficient envelope; appreciating the solar aspect of façades and window sizes.

Schemes will be required to demonstrate a hierarchy of measures that can exceed the Building Regulations requirement for reduced energy and water consumption. This will included the use of on-site power generation and water harvesting for example. New developments will be required to meet all relevant national standards and mandatory City Council Core Strategy Policies with regard to energy and water consumption.

Applicants will be required to demonstrate that they have considered what contribution the type and methods of construction will make to deliver a more sustainable development.

To help to achieve Manchester's long term target of becoming zero carbon by 2050, it is essential that on-site energy technologies are not only considered in the short term, regarding energy production and cost. As part of a longer term view, development proposals will be required to provide details of how the on-site energy production will be operated, maintained and potentially adapted over the life of the building through a formalised strategy.

ADDRESS
NEIGHBOURHOOD
STREET/BLOCK
BUILDING

2 EMBRACE NEW IDEAS

Residential development should consider how it could use technology to enhance living within Manchester. Boundaries are always being explored and broken, and residential development should look to harness the latest technology to create sustainable and future proof homes and neighbourhoods.

Opportunities to embrace technology should be considered throughout the design and construction processes, not simply relying on 'gadgets' at the fit out or occupation stages. By embedding appropriate technologies into design and building fabric, the maximum benefits can be captured.

New construction can take advantage of the latest technologies to improve building quality and the amenity of existing residents during construction (for example off-site or modular systems); comfort and sustainability.

Introducing smart technology to control heating and cooling can prevent wasted energy within the home and save on bills.

The collection and dynamic analysis of data should be considered an essential contribution embedded technology could make to the quality of residential living in the city. The sustained growth of build-to-rent property, focused on high quality management and service, provides the perfect opportunity to capture extensive post-occupancy data that will in turn influence future design, construction and management practices.

01 | Solar efficient sustainable design

02 | Sustainable design that is solar efficient

03 | Sustainable design that considers the micorclimate

10 | Electric car charging spaces within the City

11 | Modular and flexible housing

ADDRESS
NEIGHBOURHOOD
STREET/BLOCK
BUILDING

3 ADAPT TO DEMOGRAPHIC CHANGES

Manchester must develop residential accommodation and neighbourhoods that are truly long term.

Residential development must be flexible and adaptable in order to stay appropriate and desirable into the future, and have the capacity to accommodate our needs throughout our lives.

Where proposals are designed for a specific demographic, the Applicant will be required to provide illustrative plans to demonstrate that the building is sufficiently flexible to be easily converted for standard residential accommodation, in the event that a change in lifestyle is required at a point in the future. Such an approach will ensure the long term use of new residential buildings.

Proposals designed for a specific demographic must provide a design response to the specific needs of the identified group. Due to the bespoke nature of such proposals and to ensure the operation of the development has been thoroughly considered in the design, the Council will expect to be provided with evidence of a commitment from an operator prior to, or at the point a planning application is submitted.

ADDRESS
NEIGHBOURHOOD
STREET/BLOCK
BUILDING

4 ANTICIPATE EXTREME WEATHER CONDITIONS

As our climate warms and sea levels rise, extreme weather events will occur more frequently with devastating consequences: over the last thirty years, the majority of Europe's catastrophic events have been climate related, with huge economic costs.

Greater Manchester is no different, as our region is already changing, broadly in line with the direction of the future climate projections. By 2050, Greater Manchester's annual mean temperature could have increased by as much as 3.6°C, with our winters 36% wetter and summers 36% drier. The design of residential development should therefore address potential weather extremes.

Major developments will not only be expected to undertake environmental testing based on the current climatic conditions (eg. Flood Risk Assessments), but they will also be expected to assess future climate scenarios. Applicants will be required to assess the potential implications of their development and provide effective and appropriate mitigation measures. Where necessary, measures will be required to future proof buildings, for example where a connection to a district heating network is likely to be possible. Further guidance on future climate scenarios is provided by EcoCities (http://www.adaptingmanchester.co.uk).

ADDRESS
NEIGHBOURHOOD
STREET/BLOCK
BUILDING

5 THINK RETROFIT AND REUSE FIRST

A principal consideration in relation to sustainable design concerns the retention, reuse and adaptability of existing buildings.

Retaining buildings can have significant value in helping to signify a place, or link to a location or part of the city.

There are clear environmental benefits to retaining existing buildings, not only because of their heritage and contextual value but because of the amount of embodied energy in their construction and materials.

Residential development should be mindful of the need to retain key features, and – in buildings with generous floor to ceiling heights – to work with these proportions to ensure that new floors do not cut across windows.

Sensitive retrofiting and re-use of heritage assets will be required, unless an alternative approach is justified by evidence of other material considerations, as set out within the NPPF paragraph 133.

06-07 | Residential development that is flexible to different needs

08-09 | Design adaptable to extreme weather conditions

10 | Sensitive reuse of existing mill buildings

11 | Additions should respect the existing character

CASE STUDY: CLIMATE QUARTER, COPENHAGEN

The city of Copenhagen has implemented a series of projects in Østerbro to create a climate-resilient neighbourhood.

Managing the rainwater differently, gives opportunities to use it as a resource that integrates greener urban spaces within the public realm and at the same time provides new climate-resilient solutions.

KEY REQUIREMENTS

The Council will require Applicants to demonstrate how proposals:

- Have mitigated for a higher risk of extreme weather events, both new and in relation to future modelling;
- Have retained and incorporated fit for purpose buildings of heritage value;
- Are able to be adaptable to accommodate change; and
- Consider the use of technology to reduce energy use.

RELEVANT CORE STRATEGY POLICIES:

- EN4 REDUCING CO_2 EMISSIONS BY ENABLING LOW AND ZERO CARBON DEVELOPMENT
- EN5 STRATEGIC AREAS FOR LOW AND ZERO CARBON DECENTRALISED ENERGY INFRASTRUCTURE
- EN6 TARGET FRAMEWORK FOR CO_2 REDUCTIONS FROM LOW OR ZERO CARBON ENERGY SUPPLIES
- EN7 ENERGY AND INFRASTRUCTURE OPPORTUNITIES
- EN8 ADAPTATION TO CLIMATE CHANGE
- EN9 GREEN INFRASTRUCTURE
- EN14 FLOOD RISK
- DM1 DEVELOPMENT MANAGEMENT

ADDITIONAL POLICY AND GUIDANCE:

Little Kelham, Sheffield

MAKE IT
A HOME

It is essential to ensure that all new of homes are places ***that people want to live in***.

A home is a very personal place; it is where we spend our time with loved ones or enjoy in private.

In most cases, our home is the extension of our personality - not simply in the choice of location but also the manner in which we have decorated it, the things we choose to display and the manner in which we do so.

Adequate natural light throughout the home is essential, not only in reducing the dependence on artificial light but also engendering a sense of health and well-being.

Our home should enable us to grow into it, providing sufficient space and storage to accommodate our changing needs and circumstances in life: for when we decide to start a family or to allow us to welcome family back home; to allow us to adapt for a disability for a loved one or accommodate our changing physical needs; to offer space or to allow us to work from home.

Appropriate space standards, as well as an emphasis on storage, will assist in these choices.

Good quality residential development should enable rather than restrict these choices, allowing us to grow, develop and contribute to the community that we live in.

The growth of our families or possessions should not become the factors that govern whether we move or stay within the communities we make our homes.

KEY
INGREDIENTS

A CLEAR THRESHOLD AND ENTRANCE

The approach and entrance to a building is the threshold between public and private realms: the indoors and the outdoors; the outside world and our home where we feel an additional level of safety and security.

Thresholds vary depending on the type of residential development but exhibit similar characteristics: whether between private and semi-private spaces; communal spaces and corridors; front doors surrounding shared courtyards.

Manchester requires the design of approaches – entrances, lobbies and corridors – to be to the highest quality and appropriate to the size and scale of the development, the number of homes being accessed and the surrounding street and block.

Developments and buildings of different sizes, types and tenures require different design solutions: a for-sale block of flats may require multiple entrances to individual cores serving 6–8 units per level and perhaps a total of 30 flats; a managed block with a concierge facility may have a greater number.

In each example the threshold and entrance to each type will be different but should result in a solution that enriches both the street environment and residents' experiences.

SPACE AND DAYLIGHT

The quality of space and light has a profound impact on a resident's experience and enjoyment of their home. Well-planned and sufficient space for living and sleeping, as well as adequately sized kitchens, bathrooms and storage spaces is a key requirement for new developments, conversions or alterations.

While excessive regulation can be a barrier to the delivery of the range and quality of accommodation required over the coming years, the approach should be to achieve and exceed the National Described Space Standards, supported by the national technical standards embedded in the Building Regulations as a baseline.

This should not preclude the consideration of approaches that do not meet the standards, but yet can demonstrate that they will still be appropriate to user demands, be of the highest quality and benefit the community.

In apartment developments, achieving daylight within internal corridors is desirable in reducing the reliance on artificial light and providing a connection to the outside world.

STORAGE

As much as technology seems to suggest that we no longer need books, photos, mementos and so on, the reality is that we often retain a desire or a strong need to keep things.

Often, these things become important after a period of time; such as baby clothes and toys coming back into use. In other instances they are happy reminders of past events that we reconnect with intermittently.

The need for storage depends upon our time of life and personal experiences, and needs to be borne in mind when developing proposals, especially given the projected rise in families and the elderly living within the city.

Residential development needs to appreciate the need to provide a sensible amount of storage; catering for everything from everyday household items, to mobility scooters through to play and sports equipment.

Working from home is an increasing option for those seeking to balance home and work, and there should be scope to set up an office to accommodate this.

PRIVACY

Domestic and personal privacy will become increasingly important as densities increase.

Residential development should demonstrate that privacy can be delivered in a variety of circumstances: between the public and private realms; between neighbouring residential units; and between living and bedroom spaces.

The nature of this, and what might be appropriate, should depend and be influenced by its location within the city, the prevailing street pattern and the degree of enclosure.

The amount of privacy may also depend on the end user. For those with young and growing families, or the frail, private outdoor amenity space can be a necessity; for others with limited time it can often be seen as an unnecessary maintenance burden.

Needs change as our circumstances alter, however, and residential development should be designed in a way as to allow us to grow and develop.

Providing outdoor amenity space that is well located, safe and well-landscaped is necessary in certain types of accommodation, depending on who is living there and over what period of time.

KEY ACTIONS

ADDRESS
NEIGHBOURHOOD
STREET/BLOCK
BUILDING

1 CONSIDER SPACE AND DAYLIGHT

Space standards within dwellings should comply with the National Described Space Standards as a minimum.

In assessing space standards for a particular development, consideration needs to be on the planning and laying out of the home and the manner in which its design creates distinct and adequate spaces for living and sleeping areas, kitchens, bathrooms and storage.

The size of rooms should be sufficient to allow users adequate space to move around comfortably, anticipating and accommodating changing needs and circumstances.

There should be adequate space for furniture to be laid out so that rooms are ergonomically comfortable, allowing for ease of movement and the use of spaces and furniture. Rooms should offer a sense of space with clear movement routes between and across different spaces.

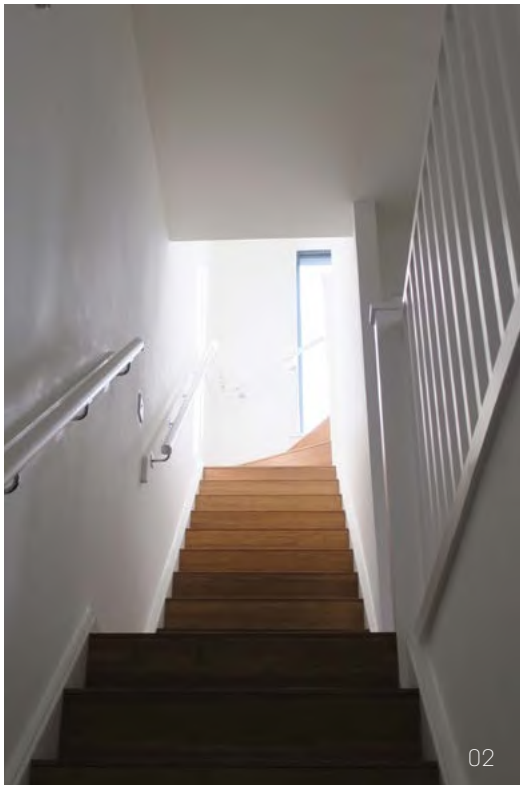
Maximising natural daylight is important, with floor to ceiling heights at a minimum 2.4m in living and bedroom spaces. A minimum height of 2.5m will be strongly encouraged in all habitable areas.

Added to this, there should be larger windows, particularly to living areas, with an aspect of the sky and direct views of external spaces such as gardens, courtyards, streets, parks and open spaces

The quality of daylight is also important. Where possible, there should be direct sunlight into living spaces; single aspect, north facing accommodation, or that is orientated 45 degrees either side of north, should be avoided.

New development should seek to minimise loss of daylight to neighbouring residential properties, complying with statutory requirements and best practice.

01 | Semi-private spaces offer room for personalisation outside of one's home



02 | Small and compact space

03 | Large windows reduce the need for artificial light

ADDRESS
NEIGHBOURHOOD
STREET/BLOCK
BUILDING

2 GET THE INTERNAL CIRCULATION RIGHT

The maximum number of units accessible from a single corridor and lift may vary according to the type of development, but will need careful consideration to ensure that it is efficient, safe and convivial.

This is a difficult balance; too few can be both uneconomic and remote, while too many can equally lead to an impersonal environment with far too many potential neighbours.

A good rule of thumb in for-sale, intermediate, shared ownership and social rent developments is in the order of eight units, with corridor lengths kept reasonably short and with minimum width of 1200mm.

For managed living, including larger build for rent schemes the number of units can be increased to reflect the benefits of fewer heavily used cores linked to shared communal entrances.

Where double loaded corridors are proposed, care should be taken to ensure that doors on opposite sides do not face one another directly. Corridors should be adequately ventilated to generate air movements and prevent overheating, be easy to maintain and constructed of robust materials to minimise noise, including reverberation noise that might affect residents.

Residential development of five floors (including ground) and over should provide a single lift to all corridors, increasing to two lifts where there are seven floors (including ground).

For larger scale developments, the introduction of a goods lift should be considered, which can take larger objects (or muddy bikes) and help with removals.

ADDRESS
NEIGHBOURHOOD
STREET/BLOCK
BUILDING

3 PROVIDE APPROPRIATE AND SUFFICIENT STORAGE

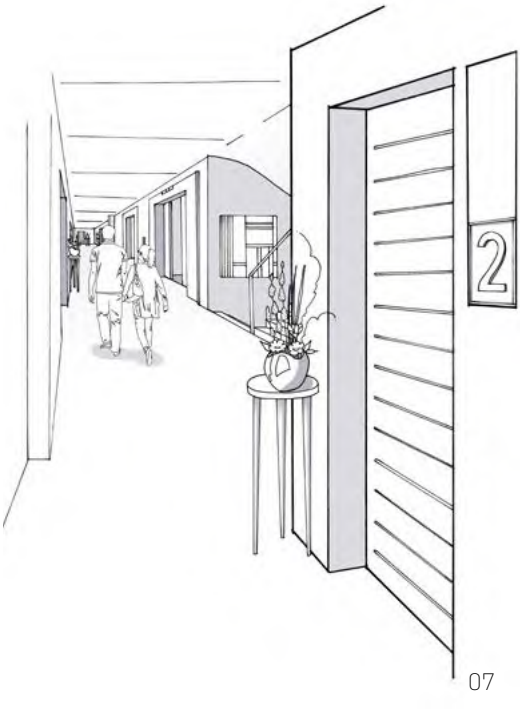
Inadequate and difficult to access storage spaces can have a profound impact on the sense of space, use, organisation and efficiency of a home. At its extreme it can drive short tenures and unsafe cluttering of corridors, balconies and communal spaces.

Developers should be able to demonstrate how storage requirements are met, covering things such as: kitchen items; laundry and clothes drying; cleaning equipment and products; general filing; small tools; seasonal storage; play equipment.

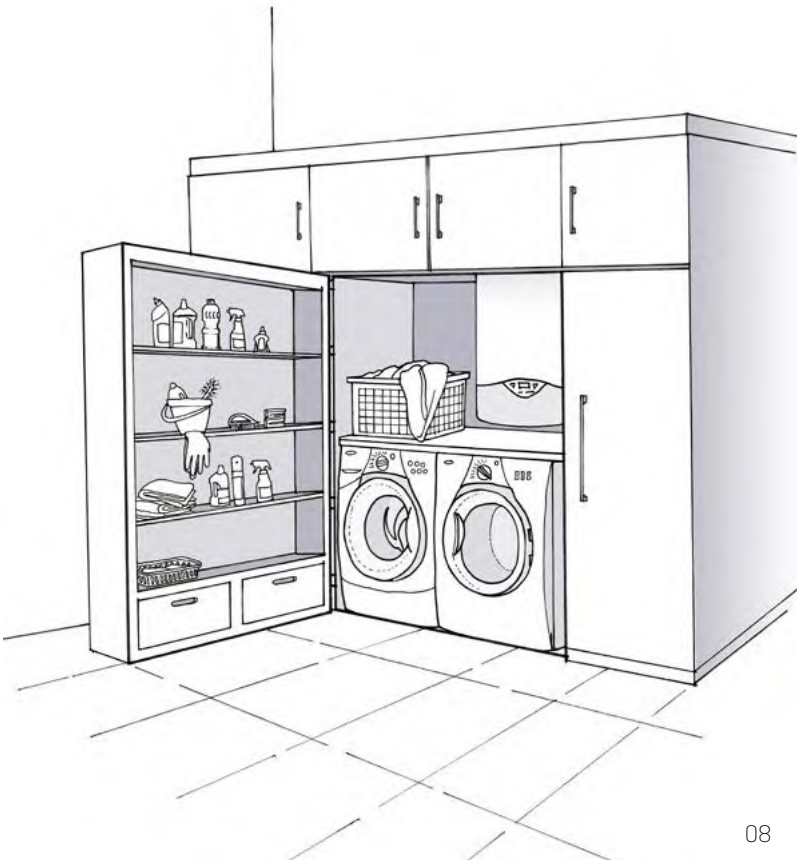
Larger items, such as bicycles, wheelchairs, sports equipment and larger tools should also be considered. This ensures those who require the storage of bigger items still feel welcome within a higher density urban environment.

When considering building for the increasing older population, storage space and charging points for mobility scooters should also be provided.

06 | Animated entrance to buildings



07 | Internal circulation that encourages interaction



08 | Consider sufficient storage

09 | Flexible storage solutions at HoUSe

ADDRESS
NEIGHBOURHOOD
STREET/BLOCK
BUILDING

4 ENSURE VISUAL AND ACOUSTIC PRIVACY

Overlooking (back-to-back) distances between residential properties needs to balance the desire for sufficient residential privacy whilst offering scope for different development options to come forward in response to a site's context.

While the norm is for a back-to-back distance of 20m, this can be restrictive and a reduction may be appropriate where facing uses are compatible, there remains a sufficient amount of daylight and residents enjoy a sense of space without feeling overcrowded.

Consideration should be given to ways of reducing direct overlooking; for example organising internal rooms so that living spaces are not arranged opposite bedrooms.

Homes are places of retreat. Residents should be able to 'shut out' the external world and enjoy sleep without suffering from either external noise generated by traffic or the public realm; or from neighbouring homes, common spaces or other functions in the building.

Acoustic separation, when measured at the line of inside face of the external and party walls should achieve Building Regulations requirements plus 5dB.

ADDRESS
NEIGHBOURHOOD
STREET/BLOCK
BUILDING

5 DELIVER PRIVATE EXTERNAL AMENITY SPACE

Sufficient private amenity space that meet the demands and needs of the intended users will be encouraged.

This should be no less than 5 sq. m in the case of one bed units, increasing to 7 sq. m for two bedroom units and 9 sq. m for a three bed units.

Generally speaking, private space should be directly related to the home so that there is a sense of ownership, it is readily accessible and easily maintained.

For private amenity space to be successful and fulfil its function it also needs to be located in the right place to ensure that it is usable and therefore used and loved.

Account needs to be taken of its aspect, the orientation, levels of over shadowing and the prevailing weather direction.

10 |

11 | Defensible space protecting the amenity of residents


Courtesy of Urban Splash


Courtesy of Urban Splash

CASE STUDY: HOUSE

HoUSe has been designed with the aspiration to provide high quality, modern homes within the city - without the comprise on the size or character of the property.

The units at hoUSe have been designed well above Nationally Described Space Standards, with high ceilings and flexibly configured interiors to respond to the needs of any resident.

The most noticeable feature inside and out is the dominance of windows. All units are dual aspect and boast impressive daylighting throughout.

Storage has been considered early in the design process, allowing ample provision which has been integrated into the design of each property.


Courtesy of Urban Splash


Courtesy of Urban Splash


Courtesy of Urban Splash

KEY REQUIREMENTS

The Council will require Applicants to demonstrate how proposals:

- Meet the Nationally Described Space Standards;
- Provide sufficient storage space;
- Maximise opportunities for daylight;
- Provide sufficient private amenity space in the most appropriate location; and
- Have considered the balance between the number of homes accessed from lift cores and neighbourliness.

RELEVANT CORE STRATEGY POLICIES:

- SP1 – SPATIAL PRINCIPLES
- H1 – OVERALL HOUSING PROVISION
- CC3 – HOUSING
- CC9 – DESIGN AND HERITAGE
- DM1 – DEVELOPMENT MANAGEMENT

ADDITIONAL POLICY AND GUIDANCE:

City centre

MAKE IT HAPPEN

It is fundamentally important that residential development is ***delivered on the ground to the same standards*** as it was designed.

Construction ultimately involves a number of processes in the chain before the initial sketches become something tangible and built. Each of these components - from design through to on-site construction and beyond into management - must achieve the same high standards that have been committed to in achieving the grant of planning permission.

Quality in construction has no specific definition but the lack of overall quality will be apparent in the inappropriate selection of materials; poor detailing and shoddy construction. Well-constructed buildings in Manchester frequently share certain quality features:

- The buildings are constructed and completed as shown on the approved Planning Application drawings.
- They use a limited palette of materials and so avoid the need for complex abutments, junctions and flashings between dissimilar materials.
- They are made of durable and robust and colour fast materials that weather well over time.
- Early consideration is given as to how water is shed off the building and drained.
- Value engineering is used to resolve detailing and to improve the construction of a building rather than achieve cost savings which impact on the appearance and durability of the building through its life cycle.

The quality of materials and standard of workmanship are ultimately controlled by the building contractor. As such, the Local Planning Authority (LPA) will require developers to demonstrate how the contractor will complete the detailed design and deliver their works to ensure that the quality of the project is as expected. This will be secured through the use of Planning Conditions or Planning Obligations as deemed to be appropriate.

In addition to the contractor's own quality control measures, the LPA may carry out site inspections to verify compliance with planning permissions, conditions and obligations.

In the event that work does not comply, the Council will not hesitate to use their enforcement powers to ensure that the work is completed or rectified to their satisfaction.

KEY INGREDIENTS

CONSTRUCTION DETAIL

As part of the Design and Access Statement submitted in support of planning applications, there will be a requirement to demonstrate the credibility of the proposed design to the satisfaction of the LPA. This will include information to demonstrate how the proposed design will be constructed.

Supporting information should include 1:20 bay studies (part elevations and associated sections) of typical facade details that demonstrate how the design:

- uses appropriate materials;
- will shed and drain water away from the building to prevent staining of façades;
- is efficient and maintainable, and
- how a building has been adapted to its orientation.

VALUE ENGINEERING

Value engineering is an important part of the construction process, ensuring best value and the detailed consideration of particular elements and details of proposals.

It should not be seen, however, as a means of reducing the quality of residential proposals, through the substitution of materials with those of inferior quality, or the reappraisal of designs that will lead to the development of a poorer quality scheme.

The use of Non Material Amendments or Minor Material Amendments are at the discretion of the LPA and will not be accepted where it is clear that a reduction in quality or material deviation from the original design intent is proposed.

DESIGN CHAMPION

To maintain the original design, intent and quality of the proposals through to delivery, it is preferable to retain key consultants from the planning application design team including the architect. Where it is not possible to retain the architect for the delivery phase of the project, the local authority may secure their role as design guardian/champion in an executive capacity via the use of a Section 106 obligation if it deems it fit.

CONSTRUCTION COMPLIANCE

Manchester City Council will take a robust approach to those schemes that fail to meet agreed or approved quality standards in the construction of residential buildings.

Enforcement teams will use their powers to safeguard the Council's objectives for residential quality standards including the construction and detailing of buildings.

KEY ACTIONS

1 ENCOURAGE PEER REVIEW

For larger schemes (at the neighbourhood and block scale) or those in prominent locations, peer review, can have a positive impact upon the quality of development proposals.

The opportunity to discuss design proposals with peers at an early stage can draw out common issues and help the design team to resolve issues they may be facing.

Review should be seen as a positive element in the process, helping to maintain a strong level of quality through the design stage.

This dialogue can add value to the design process, looking at economic, social, environmental and aesthetic aspects of a proposal to ensure that it adds to Manchester and makes a positive contribution to the city over a long period.

Although most clearly demonstrated through the Places Matter! Regional Design Panel, review at a more local scale (for example in areas where established neighbourhood or ward level groups exist) can be equally valuable. The involvement of bodies that have a considerable amount of specialist and relevant research behind them (for example Manchester's Age-friendly Design Group) will also add value at all stages.

2 SUBMIT BAY STUDIES

At the planning stage, applicants should submit 1:20 bay studies (including part elevation and associated sections) of typical elevations. These should indicate the proposed materials and intended details of key elements of the façades including:

- copings;
- windows heads and cills;
- the ground level;
- detail of cladding; and
- proposed materials.

3 SUBMIT QUALITY METHOD STATEMENT

Following a decision to grant planning permission and before construction of the façades, applicants will be required to submit a quality control method statement. This should set out how the building is to be detailed and constructed. The statement should as a minimum confirm:

- The full specification of the proposed materials that will be visible in the finished building, including copings, flashings and the like; and
- The method of construction and details to be used to ensure that water is shed off the face of the building, and that roofs, balconies and ledges are properly drained so that staining is avoided.

4 DESIGN TEAM RETENTION

The Council believes that one of the surest ways to deliver a building as intended on the grant of planning permission is for the design team that prepared the planning application to be involved and have a significant degree of design ownership as the scheme is being detailed and constructed.

The Council will use as appropriate those powers available under planning (including conditions and Section 106 obligations) to oblige developers and their contractors to retain that design team to deliver the development as intended.

In the event when the team is not retained, the Council will consider, again through S106 powers, a sum to cover their retention as advisors to the Planning department.

5 ENSURE GOOD WORKMANSHIP

The building contractor is responsible for carrying out the works and should ensure that this is done in a proper and workmanlike manner that reflects the design and intent shown or that is implicit in the planning submission, approval and associated conditions.

The local authority requires sample panels to be submitted for review and sign off, to ensure the specification of materials is of sufficient quality.

Sample panels should be of a size and scale that is appropriate to the proposed building/ development. The panel should cover primary facade elements; glazing and window reveals, and the jointing of modular or unitised materials.

KEY REQUIREMENTS

The Council will require Applicants to demonstrate how proposals:

- Have considered if the scale or prominence is such that it would be required to be brought to the regional Design Review Panel;
- Will retain Design Team members through the life of the development;
- Have submitted a sample panel, at a commensurate scale to allow each of the key elements of the facade to be reviewed and approved; and
- Have considered the method of construction and detailing prior to making a formal application.

RELEVANT CORE STRATEGY POLICIES:

PA1 DEVELOPER CONTRIBUTIONS

DM1 DEVELOPMENT MANAGEMENT

ADDITIONAL POLICY AND GUIDANCE:

Ancoats

3.0

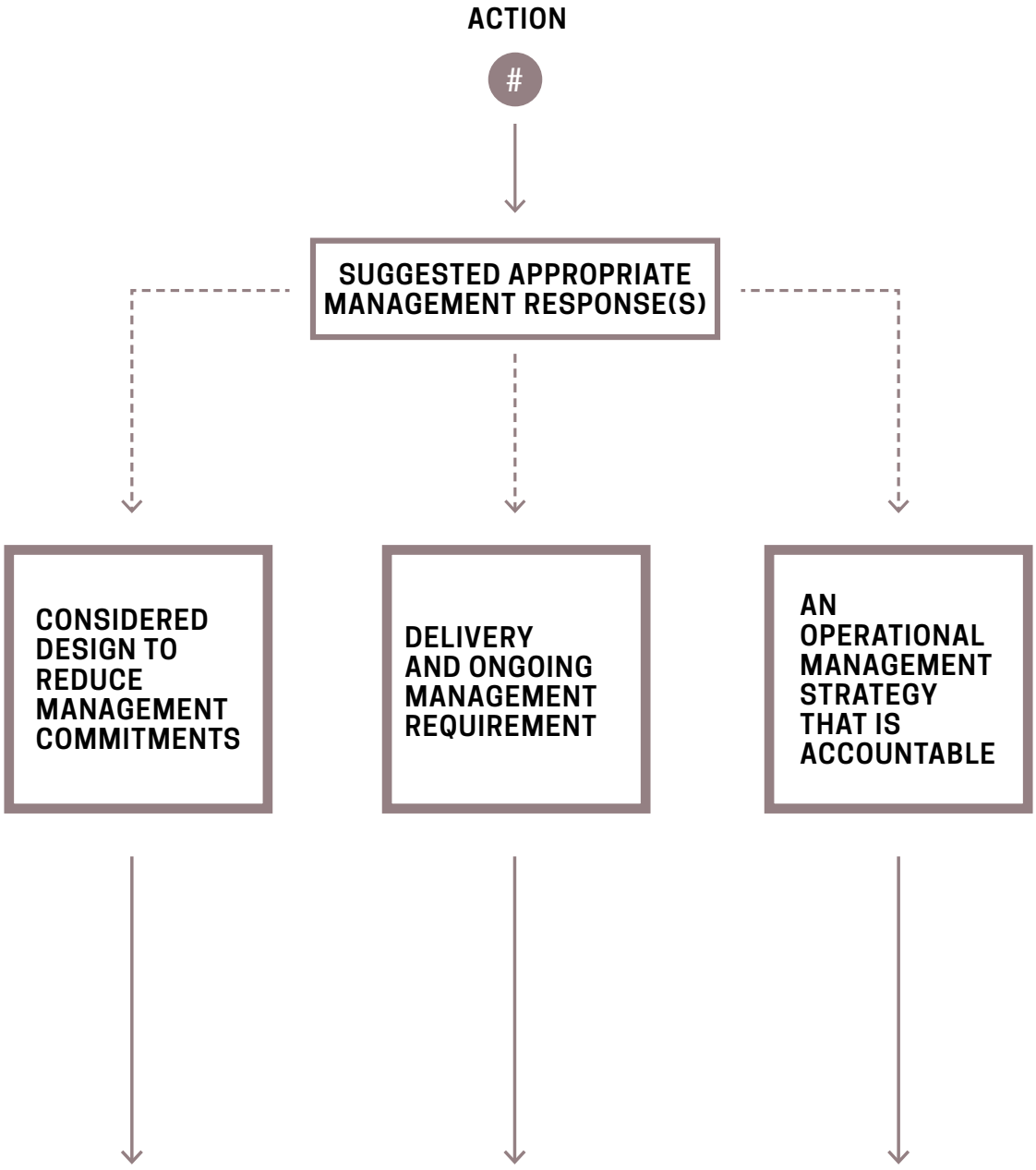
MANAGE
IT WELL

The effective operational management of a building, block or external amenity space is central to maintaining quality of the accommodation and the use and enjoyment of the space by its residents over the long term. Early consideration of how a building will be managed anticipates and accounts for end user requirements. This is preferable to introducing bolt-on management solutions at the end of the design process that are more likely to be costly and difficult to maintain in the long term.

Matters to be addressed by a Residential Management Strategy, include:

- Management and legal structure – identify those parties responsible for each part of operational management.
- Waste – storage, access, recycling and frequency of collection (in accordance with Manchester's adopted Waste Guidance).
- Car parking – allocation of parking spaces, managing demand for off-site spaces.
- Cycle parking – maintaining secure access and storage.
- Residential networks – identifying how residential networks will be established and facilitating ease of communication among residents.
- Maintenance – window cleaning, external and internal repairs, lighting and security.
- On-site energy generation – identify long term maintenance strategy.
- In practice – informing residents of operational considerations which affect them (energy reduction, waste management, maintenance of communal areas, window cleaning)
- Landscape and Green Infrastructure - identifying long term management and monitoring strategy

The scope of each Operational Management Strategy will need to be agreed with the local authority prior to the submission of the planning application and will need to accord with the LPA's up to date Validation Checklist. All Operational Management Strategies will be secured via Planning Obligations or Planning Conditions to ensure they are adhered to for the life of the building.



- Consult with ARMA accredited managing agents on emerging designs
- Tighter specifications and integration of contractors and suppliers earlier in the design process

- Management strategy to planners
- Paid by residents or new funding
- Enforced through the terms of the planning permission
- Post occupancy management testing
- Clear complaints procedure where professional standards are not adhered to

- Democratic and accountable with no hidden costs
- To be submitted in support of all planning applications involving residential development
- Content to be agreed pre-planning with the LPA
- Preparation of a 'Plain English' summary of operational responsibilities to future occupants as part of agree terms of appointment

Management of buildings and blocks is all too often an afterthought in the development process. This is compounded by the associated Managing Agent industry being largely unregulated – despite being a keystone to maintaining quality over the lifetime of a residential development, and in turn its residents and the neighbourhood in which it sits.

1 CONSIDERED DESIGN TO REDUCE MANAGEMENT COMMITMENTS

Managing agents that are not held to account have, in the past, too often been responsible for mismanaging developments. This can manifest in terms of unsatisfactory building maintenance; failure to implement rigid waste strategies; poor levels of security and overall dissatisfaction of residents. In such instances, a building's fabric will become tired very quickly resulting in this poor management being directly responsible for a failure to create a sense of community ownership and responsibility.

To assist with integrating well designed operational solutions into projects, developers should consult and obtain appraisals of their emerging designs at the pre-planning stage, from ARMA /UKAA accredited managing agents. The way in which those appraisals have been taken into account and considered in the design should form a section of the Design and Access Statement submitted in support of planning applications. Residential schemes that are designed to facilitate high standards of operational management will maintain the overall design and quality intent, whilst also effectively reducing operational costs in the long term. This can be further facilitated by the requirement for tighter specifications and integration of contractors and suppliers earlier in the design process.

Conversely, consultation with managing agents after planning permission has been granted often results in poor quality bolt on management solutions that will be less effective, more costly and more difficult to maintain in the longer term. This will be to the detriment of the quality and experience of the residential environment – as well as the cohesion of the community within that building, block or neighbourhood.

2 AN OPERATIONAL MANAGEMENT STRATEGY THAT IS ACCOUNTABLE

It is essential for developers to consider a scheme's long-term management strategy as part of the pre-planning design process. MCC will therefore require an Operational Management Statement and Forward Strategy to be submitted in support of any planning application. The content of the document will be site specific, and will need to be agreed with the Local Planning Authority prior to submission of the planning application and in accordance with their up to date Validation Checklist. In preparing the Operational Management Strategy, the following issues will need to be addressed:

- Staffing levels and Concierge.

- Refuse strategy including storage, access, recycling, and frequency of collection.
- Concierge.
- Car parking including allocation of parking spaces and arrangements for managing visitor parking.
- Cycle parking including maintaining secure access and storage.
- Building maintenance and management including window cleaning and other cleaning regimes, external and internal repairs, lighting and security.
- Public realm, landscape and green infrastructure including the incorporation of appropriate storage for the required equipment.
- How on site energy generation will be maintained over the long term.
- An indicative service charge and operational budget for the future management of the proposed residential development. This should provide details of the sinking fund set up to deal with the short term day to day running costs and the long term cyclical costs associated with any proposed development.
- How residents will be informed of operational considerations that affect them and complaints procedures.

A common issue is confusion over the range of management services and a lack of clarity over where responsibility lies. Whilst the range of management services and responsibilities is often contained within lease agreements, they are often difficult to identify within the complex language of legal documentation. As such, the Council recommends that the managing agent provides a clear 'plain English' summary of operational responsibilities to future occupants and recommends that this requirement is included within their terms of appointment.

The management arrangements for build to let residential development should be set up on the basis of a 3 party structure comprising freeholder, leaseholder and resident. As part of this set up, residents (via the Residents Association) should have rights to directly review the selection and instruction of Managing Agents. Timing-wise, this right should be applicable within 12 months of the first occupancy of the new development.

3 DELIVERY AND ONGOING MANAGEMENT REQUIREMENTS

MCC will secure the Operational Management Strategy through the mechanisms that are available to it via the planning process to ensure that the agreed procedures are followed for the life of the building and the neighbourhood. In addition, MCC will undertake post occupancy management testing where appropriate in order to police this area. Such an approach will require the applicant to identify operational costs, which will ultimately be passed on to future occupiers. To ensure the operational management strategy is robust, achievable and cost effective, the applicant should hold early discussions with an accredited ARMA/ UKAA managing agent.

The ARMA accreditation also holds managing agents accountable by referring residents' complaints to the independent Regulatory Panel. Providing a clear complaints procedure empowers residents and helps to ensure the quality of the residential scheme is maintained against professionally accepted standards.

RELEVANT CORE STRATEGY POLICIES:

PA1 DEVELOPER CONTRIBUTIONS

DM1 DEVELOPMENT MANAGEMENT

ADDITIONAL POLICY AND GUIDANCE:

Castlefield

4.0

CONCLUSIONS

The ambitions of the City are articulated in many places, but none more succinctly than in the 'Manchester Strategy', (2016). This Guidance has been produced with the ambition, spirit and delivery of the Manchester Strategy at its heart.

The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need to be forward thinking in terms of incorporating the most appropriate and up to date technologies to significantly reduce emissions.

It is therefore essential for Applicants to consider and integrate the design principles contained within this Guidance into all aspects of emerging residential schemes. In this respect, this Guidance is relevant to all stages of the development process, including funding negotiations, the planning process, construction and through to operational management.

It is of paramount importance to recognise that this guidance does not provide a 'tick-box' summary of good design – rather, it contains fundamental interwoven components that must be understood in order to achieve the quality expected from residential developments. In turn, an understanding of this document will facilitate productive working with Manchester City Council to deliver the best results in the interests of its current and future citizens.

The continued making of Manchester as a place for everyone to live is our collective goal.

City Centre

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REFERENCES

EXTERNAL REFERENCES: PLANNING POLICY AND OTHER GUIDANCE

INTERNAL REFERENCES: THE VISUAL INDEX

INTERNAL REFERENCES: PLANNING POLICY AND OTHER GUIDANCE

EXTERNAL REFERENCES: PLANNING POLICY AND OTHER GUIDANCE

MAKE IT **MANCHESTER**

- Manchester Strategy - http://www.manchester.gov.uk/MCRstrategy
- MCC Residential Growth Strategy - http://www.manchester.gov.uk/downloads/download/5666/residential_growth_strategy
- MCC Local Development Framework - http://www.manchester.gov.uk/info/200074/planning/1562/about_the_local_development_framework_ldf
- MCC Regeneration Strategic Regeneration Framework Document Library - http://www.manchester.gov.uk/downloads/500113/city_centre_regeneration
- Super Density - http://www.superdensity.co.uk/
- Historic England Tall Buildings, Settings and Views - https://www.historicengland.org.uk/advice/planning/setting-and-views/
- Historic England Tall Buildings - https://historicengland.org.uk/images-books/publications/tall-buildings-advice-note-4/
- Building in Context - http://www.building-in-context.org
- Sustainable Growth for Historic Places - https://historicengland.org.uk/advice/constructive-conservation/sustainable-growth-for-historic-places/

MAKE IT **BRING PEOPLE TOGETHER**

- Statement of Community Involvement - http://www.manchester.gov.uk/info/500002/council_policies_and_strategies/1966/statement_of_community_involvement

MAKE IT **ANIMATE STREETS AND SPACES**

- CABE Guidance Building for Life – http://www.designcouncil.org.uk/resources/guide/building-life-12-third-edition
- CABE Guidance ‘Better Residential Streets’ - http://www.designcouncil.org.uk/resources/report/way-better-residential-streets
- Streets for All - https://historicengland.org.uk/images-books/publications/streets-for-all/

MAKE IT **EASY TO GET AROUND**

- Transport for Greater Manchester: Draft Cycling Design Guidance Standards - http://www.manchesterfoe.org.uk/greater-manchester-cycling-design-guidance-standards/
- Transport for Greater Manchester: Walking - http://www.tfgm.com/walking/Pages/index.html
- MCC Core Strategy - http://www.manchester.gov.uk/info/200074/planning/3301/core_strategy
- Design for Access 2 - http://www.manchester.gov.uk/downloads/download/5366/design_for_access_2

MAKE IT **WORK WITH THE LANDSCAPE**

- MCC Draft – Green and Blue Infrastructure Strategy - http://www.manchester.gov.uk/downloads/download/6171/draft_manchesters_green_and_blue_infrastructure_strategy
- MCC Core Strategy - http://www.manchester.gov.uk/info/200074/planning/3301/core_strategy
- Rivers by Design. Rethinking development and river restoration - https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/297315/LIT8146_7024a9.pdf

MAKE IT **PRACTICAL**

- National Planning Practice Guidance - http://planningguidance.communities.gov.uk/
- MCC Waste Guidance - http://www.manchester.gov.uk/downloads/download/6048/waste_management_strategy
- Building Regulations - https://www.gov.uk/government/policies/building-regulation
- MCC Core Strategy - http://www.manchester.gov.uk/info/200074/planning/3301/core_strategy

MAKE IT **FUTURE PROOF**

- Zero Carbon Hub - http://www.zerocarbonhub.org/zero-carbon-policy/zero-carbon-policy
- EcoCities Manchester - http://www.adaptingmanchester.co.uk/
- Manchester: A Certain Future - http://macf.ontheplatform.org.uk/
- MCC Core Strategy - http://www.manchester.gov.uk/info/200074/planning/3301/core_strategy

MAKE IT **A HOME**

- MCC Core Strategy - http://www.manchester.gov.uk/info/200074/planning/3301/core_strategy
- BRE Daylight and Sunlight Guidelines – http://www.bre.co.uk/
- CABE D&A Guidance - http://www.designcouncil.org.uk/resources/guide/design-and-access-statements-how-write-read-and-use-them

MAKE IT **HAPPEN**

- Urban Land Institute. Build to Rent: A Best Practice Guide - http://uk.uli.org/wp-content/uploads/sites/73/2016/03/ULI-UK-Build-to-Rent-2nd-Edition-Guide-Order-Form-20161.pdf
- HAPPI: Housing for Ageing Population: Panel for Innovation - https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/378171/happi_final_report_-_031209.pdf

EXTERNAL REFERENCES: PLANNING POLICY AND OTHER GUIDANCE

MANAGE IT WELL

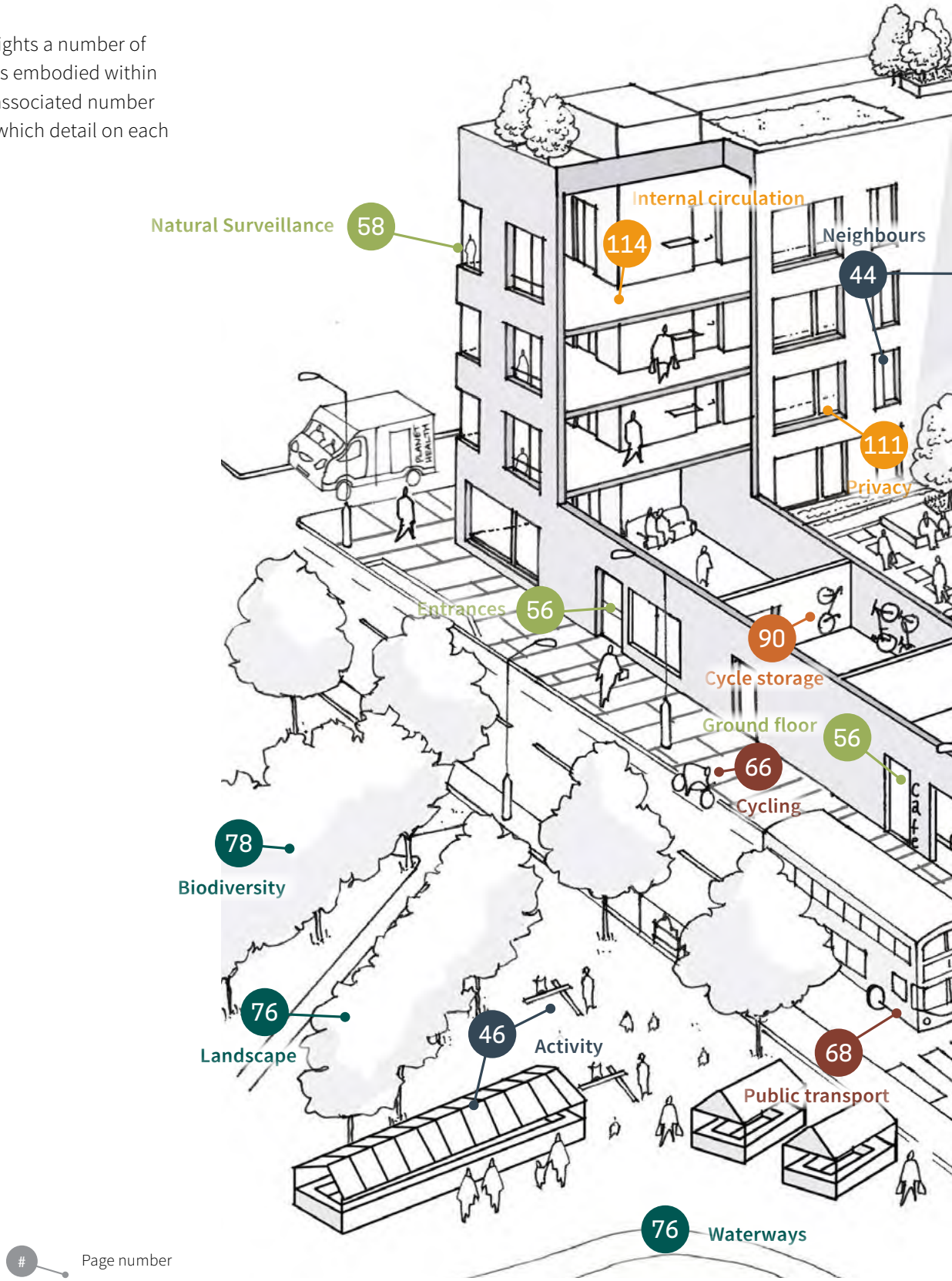
- ARMA Q Standards - http://arma.org.uk/regulation/arma-q
- RICS Service Charge Residential Management Code - http://www.rics.org/uk/knowledge/professional-guidance/codes-of-practice/service-charge-residential-management-code-2nd-edition/
- UK Apartment Association - http://ukaa.org.uk/

CONCLUSIONS

- Manchester Strategy - http://www.manchester.gov.uk/MCRstrategy
- MCC Residential Growth Strategy - http://www.manchester.gov.uk/downloads/download/5666/residential_growth_strategy

INTERNAL REFERENCES: THE VISUAL INDEX

The illustration highlights a number of design considerations embodied within this document. The associated number refers to the page in which detail on each subject is covered.




112 Space and daylight
99 Resilience
34 Scale
Microclimate
80
Materials/
Details
36
Neighbours
44
Communal
spaces
44
58 Threshold
Street Trees 78
Car parking
88
92 Waste
58
Lighting
92
Temporary
stopping
88
Car parking
66 Walkability
68
Street hierarchy
68
Wayfinding
44 Destinations

INTERNAL REFERENCES: INDEX

H

I

L

M

N

O

P

Q

R

S

T

U

V

W