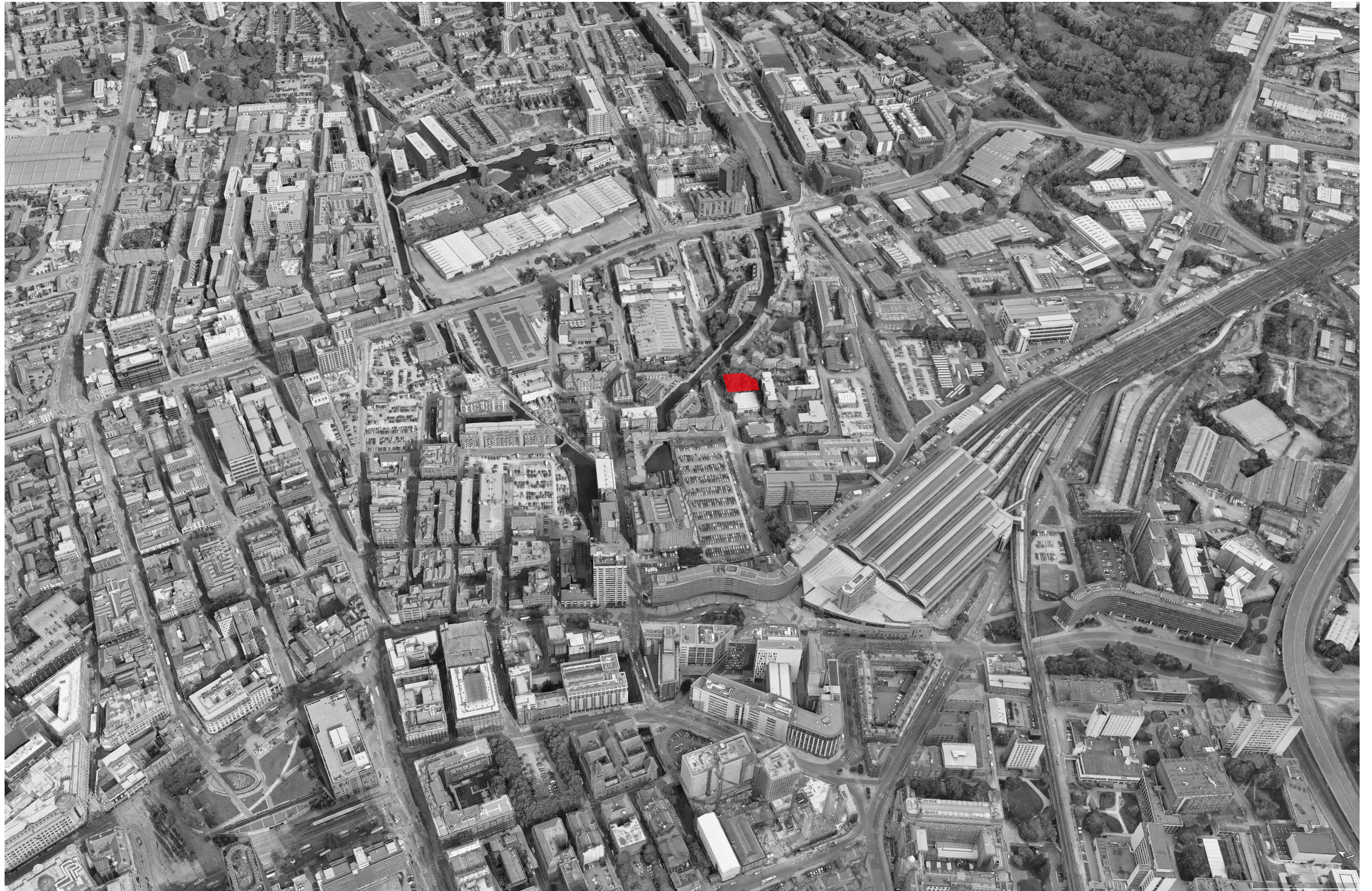


M1 Piccadilly, Store Street
M1 Piccadilly Ltd.

5plus



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1.0 Introduction



1.1 Project Summary

Introduction

This Design & Access Statement has been prepared by 5plus architects and Zerum, on behalf of M1 Piccadilly Ltd.

The purpose of the document is to support a detailed planning application for a purpose built residential building (C3) over 15 storeys (Ground + 14 Storeys).

This statement explains the reasoning and approach that has been undertaken in developing the final design.

In preparation for the submission of this Design & Access Statement, numerous pre-application meetings and presentations have taken place with Manchester City Council's planning department:

- 04 May 2020
- 06 August 2020
- 25 February 2021
- 22 April 2021

The Team

Developer	M1 Piccadilly Ltd
Architect	5plus architects
Structural Engineer	AJP
MEP Engineer	Futureserv
Landscape Architect	Op-en
Planning Consultant	Zerum
Transport	SK Transport
Daylight, Sunlight	GIA
CDM Advisor	Safersphere

Documentation

- This design and access statement should be read in conjunction with the following documentation:
- Planning Policy Compliance Statement
 - Heritage Statement
 - Crime Impact Statement
 - Air Quality Assessment
 - Environmental Impact Statement
 - Drainage Strategy
 - Noise Assessment
 - Transport Statement
 - Townscape and Visual Impact Assessment
 - Interim Travel Plan
 - Carbon Reduction Statement
 - Sustainability Statement
 - Daylight and Sunlight Report
 - Wind Assessment Report
 - M&E Strategy
 - TV and Radio Reception Survey
 - Broadband Connectivity Assessment
 - Archaeological Assessment

The Brief

The brief is to provide a new build apartment scheme, creating 54 apartments with tenant amenity and associated car and cycle parking.

The client has an aspiration to deliver a high quality building, which offers a diverse range of apartment layouts and sizes, and generous external amenity, through private and communal roof terraces, making the most of the views of the city.

The client is also keen to ensure that the high quality design of the building and associated landscape will help to improve the streetscape along Store Street.

1.1 Project Summary

Introduction

Full application for redevelopment of the site for residential development (Use Class C3) with associated infrastructure and landscaping.



Proposed CGI view, Store Street / Jutland Street junction

2.0 The Site



2.1 Location

Store Street

Store Street is situated to the east of Manchester city centre, connecting Great Ancoats Street to Piccadilly.

A short walk from Manchester Piccadilly Station, Store Street has strong transport connections through the established road, rail, Metrolink and bus network.

The site is located approximately equal distance from Great Ancoats Street and Piccadilly, in close proximity to the Grade II* Listed Store Street Aqueduct, which carries Ashton Canal over Store Street.

Nearby areas such as New Islington Marina and Ancoats have undergone extensive redevelopment in recent years, as they continue to thrive as primarily residential quarters of the city. Closer to the site, Oxygen is nearing completion, bringing 369 apartments and 12 townhouses to the site at the intersection of Store Street and Great Ancoats Street.

There are also several developments emerging on Store Street and nearby areas, which are analysed later in this document.



01 - Manchester Piccadilly Station



02 - Oxygen



03 - New Islington Marina



04 - Cutting Room Square, Ancoats

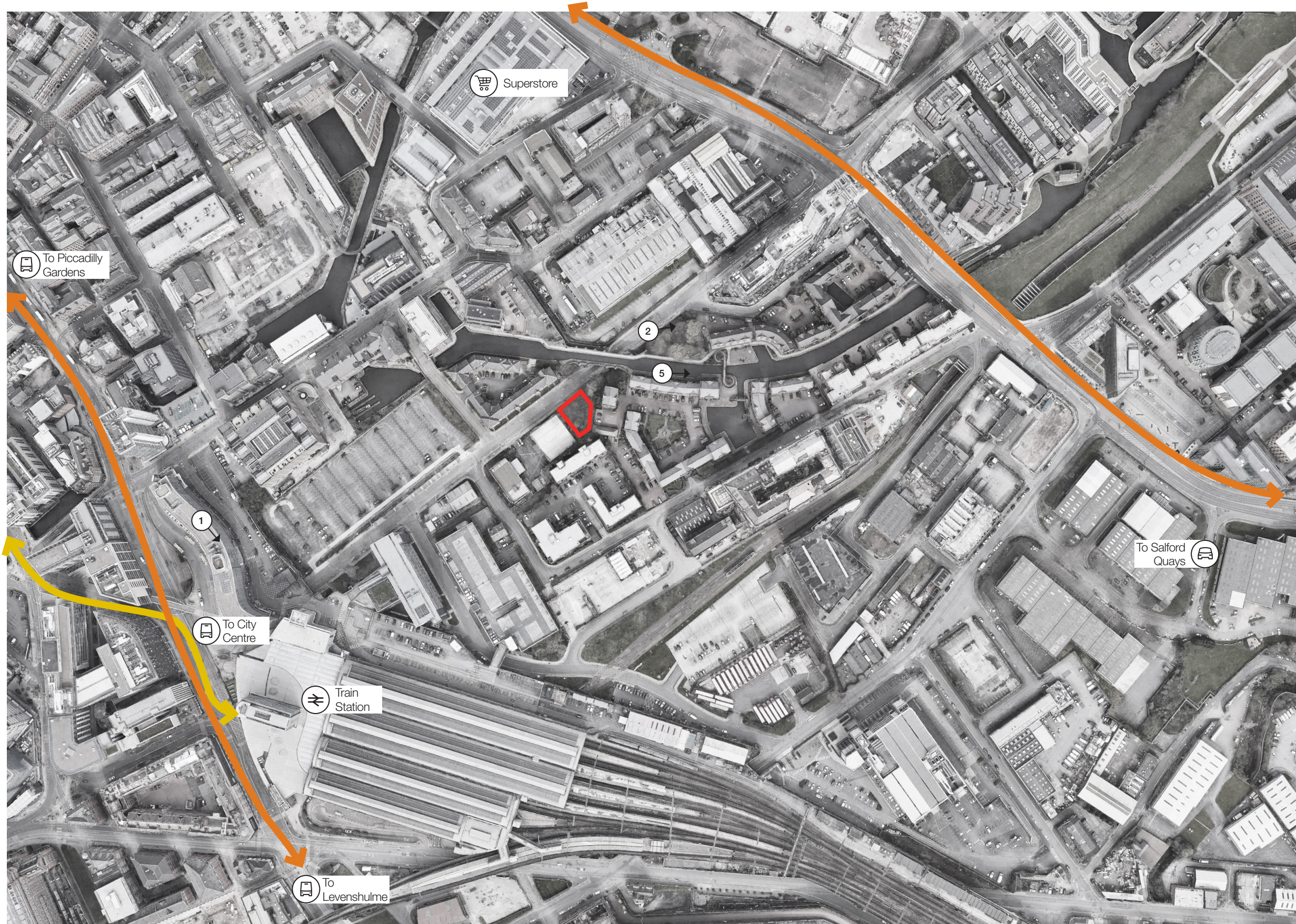


05 - Piccadilly Village

2.1 Location
Store Street

Key

- Site Boundary
- Metrolink
- Key Road
- Bus Route



2.2 Historic Analysis

Historic Maps

Historically, the area around Store Street has predominantly been home to industry, with many factories and warehouses populating the district.

The proximity to Manchester Piccadilly Station (originally opened as Store Street Station in 1842), as well as the Manchester and Ashton Under Lyne Canal gave the area strong national and international transport links during the industrial revolution.

Canal wharves opened in the mid 19th century around the area now occupied by Piccadilly Village whilst Phoenix Works, specialising in brass and iron, operated from the late 1800s until its closure in 1932.

A packing case manufacturing business operated on the site into the late 20th century, along with a number of other small scale industrial buildings still in operation at that time.

The Piccadilly Village development completed in the 1990s and brought low-density residential buildings to what had been a predominantly industrial zone of the city for the previous two centuries.

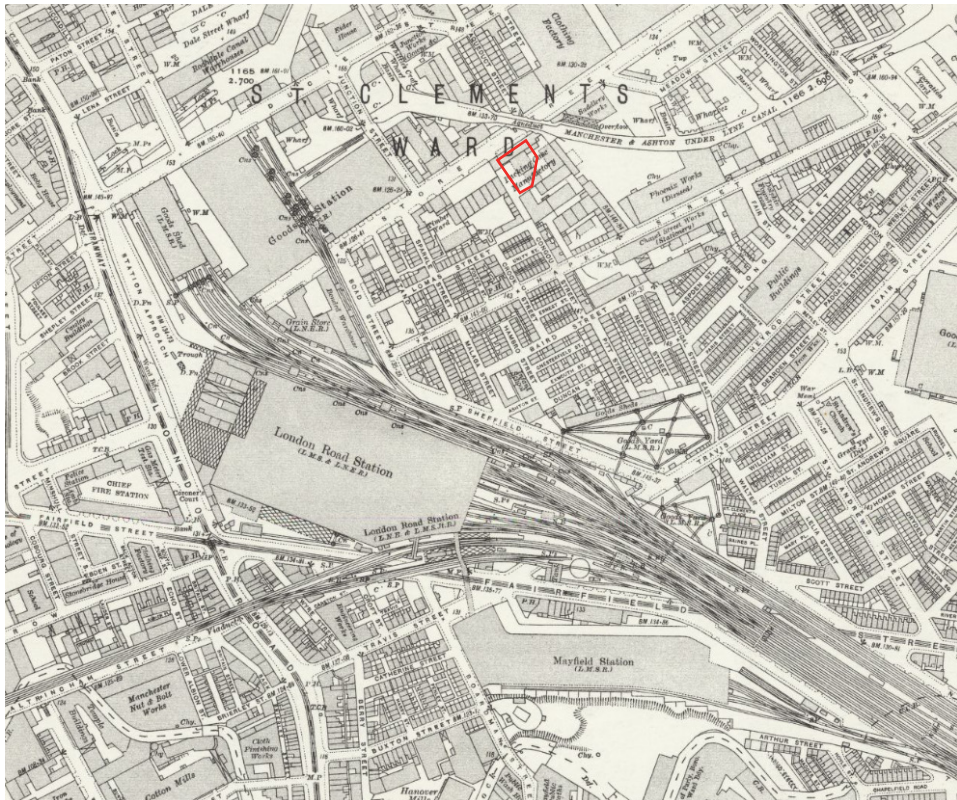
Some thirty years later, previously industrial areas around Store Street, Ancoats and the Northern Quarter continue to grow and thrive as mixed use and residential areas of the city.



1848



1908



1932



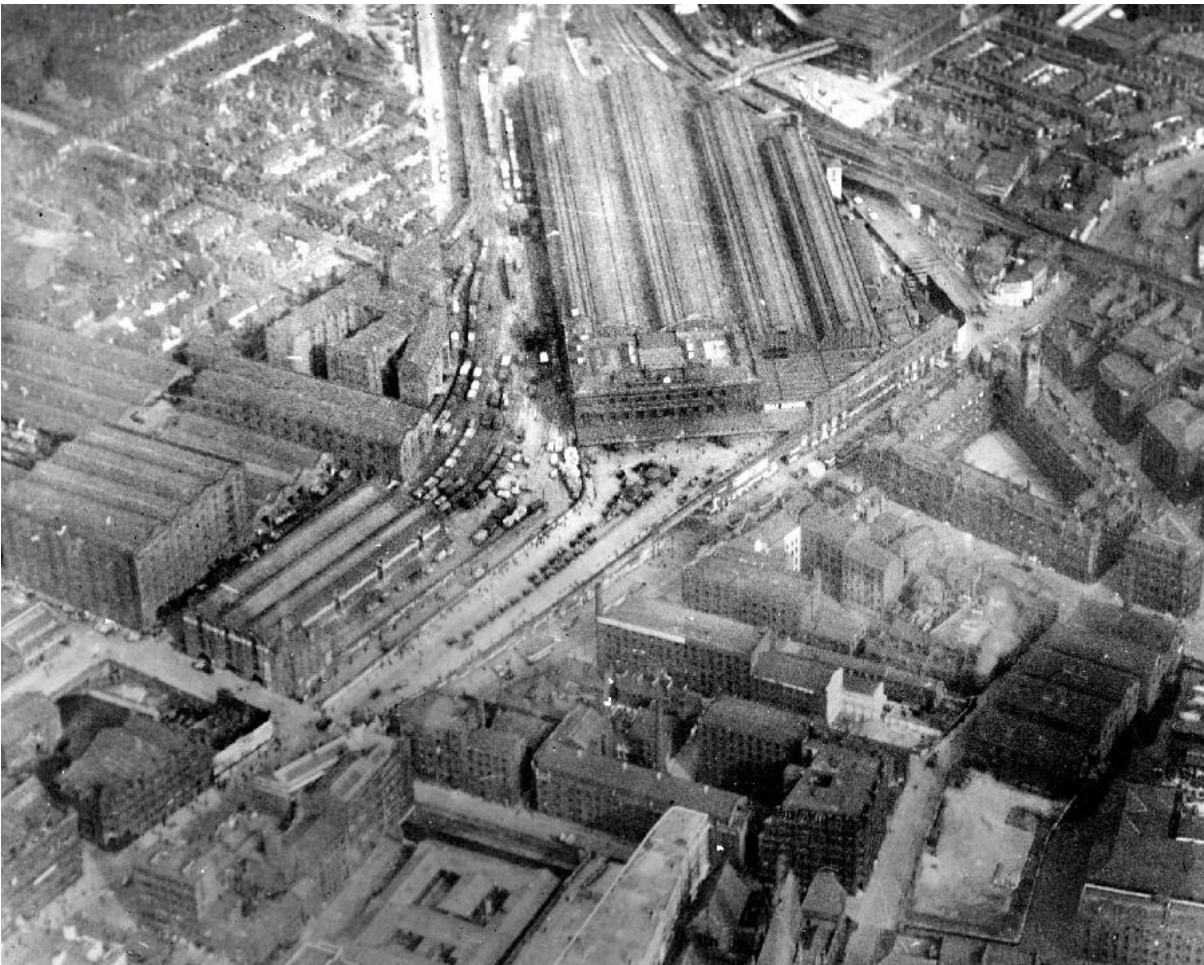
1960

2.2 Historic Analysis

Historic Photographs and Images



Corner of Store Street and Great Ancoats Street, 1966



Aerial view of Manchester Piccadilly Station, with Store Street to the left, 1926



Great Ancoats Street canal bridge, 1960



Corner of Jutland and Store Street



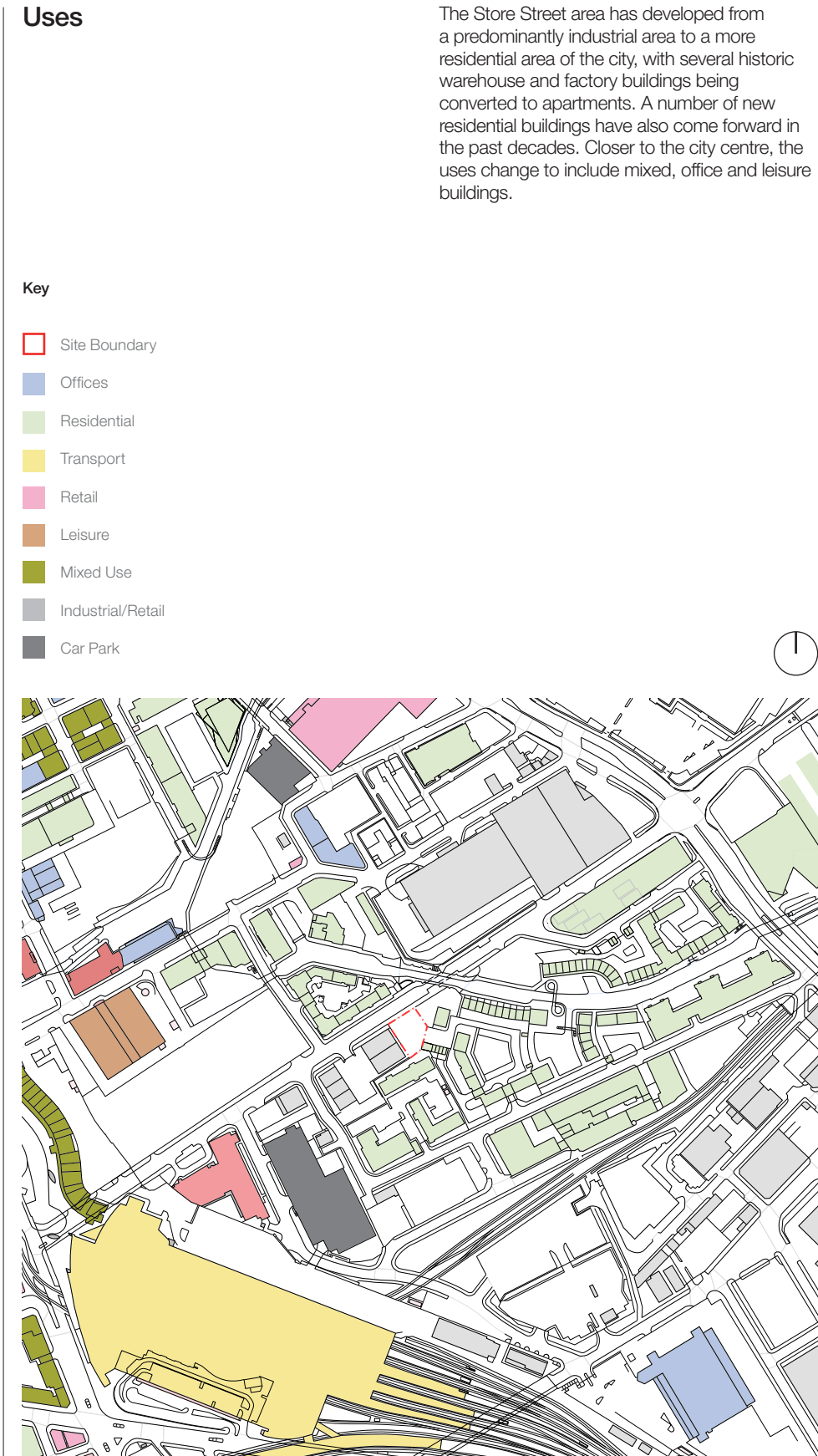
Junction Ironworks, 1961



Store Street Aqueduct, carrying the canal over Store St, 1902

2.3 Site Analysis

The adjacent diagrams illustrate the site analysis undertaken.



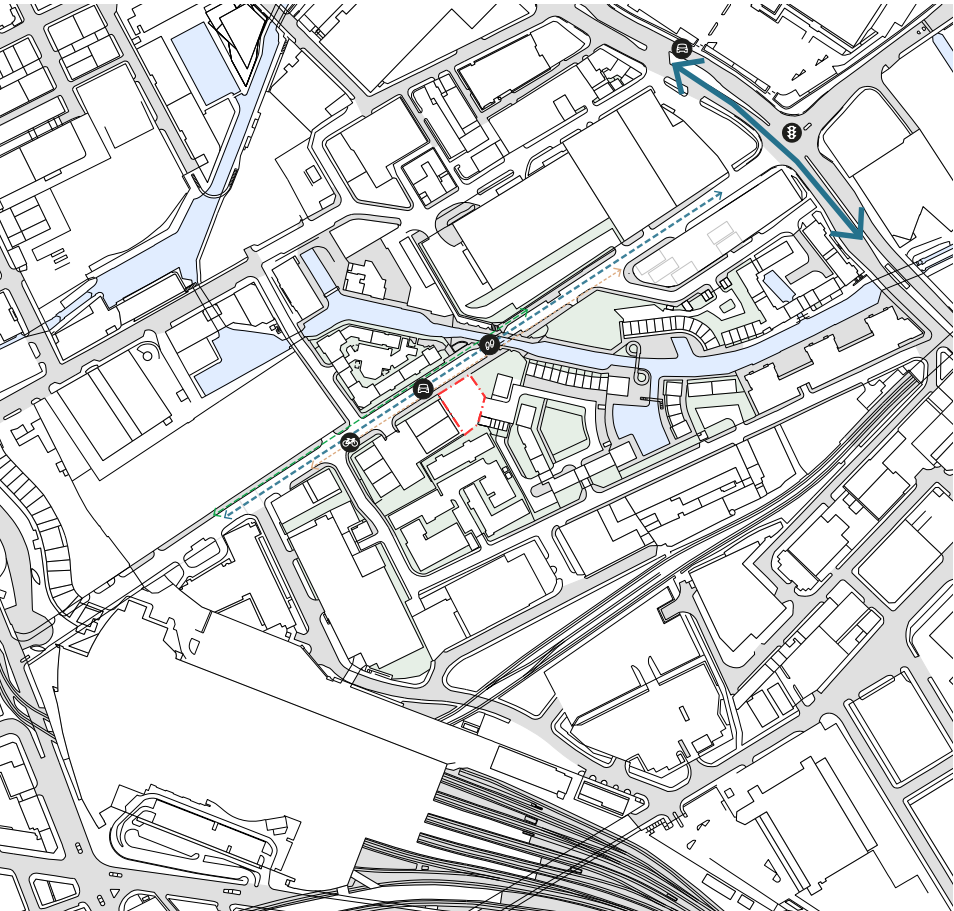
2.3 Site Analysis

Approach

The north of Store Street meets Great Ancoats Street, a key vehicular and cycle route into the city centre. London Road sits to the south, which also serves as an arterial route linking to Mancunian Way.

Key

- Site Boundary
- Primary Vehicular Movement
- Secondary Vehicular Movement
- Pedestrian Movement
- Cycle Lanes
- Bus Stops
- Major Junction
- Metrolink



Access

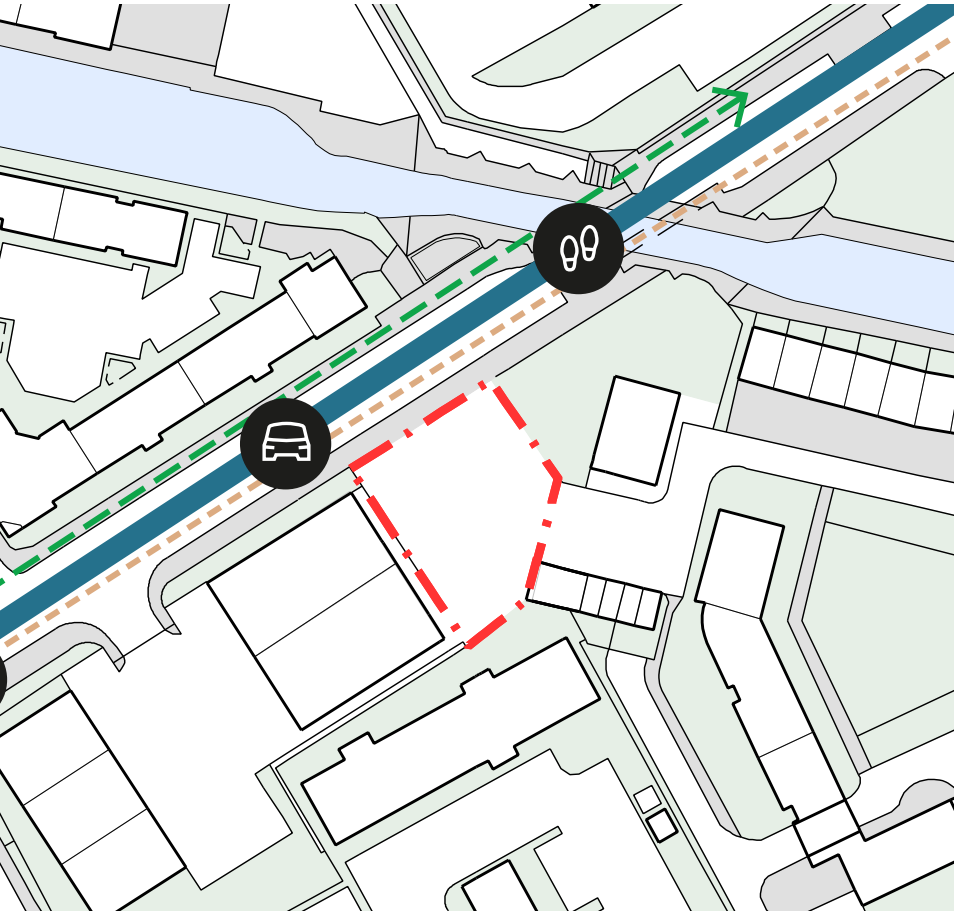
Store Street connects London Road and Great Ancoats Street. London Road has heavy pedestrian traffic and is also a main bus route while Great Ancoats street forms the main vehicular access to the city centre.

The Ashton canal runs adjacent to the site and is a common walking route, whilst the retail, social and leisure amenities of the city centre, Northern Quarter and Ancoats are a 5-10 minute walk from the site.

Metrolink stations at Manchester Piccadilly to the south, and New Islington to the north are a 5-10 minute walk from the site. Rail and bus connections are also abundant at Manchester Piccadilly, giving the site diverse public transport options for local, national and international travel.

Key

- Site Boundary
- Primary Vehicular Movement
- Secondary Vehicular Movement
- Pedestrian Movement
- Cycle Lanes
- Bus Stops
- Major Junction

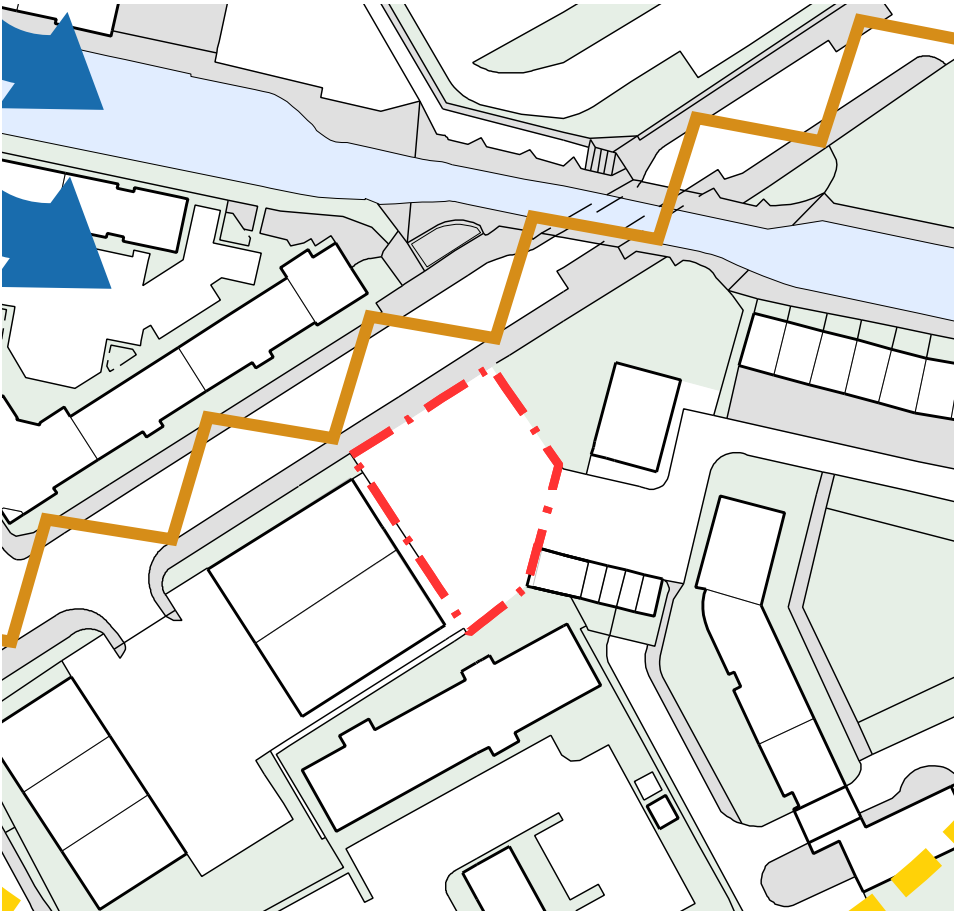


Environmental

Vehicular traffic along Store Street is a primary source of noise. The Home apartment building provides some shadowing to the south due to the increased topography to the rear of the site, but morning and evening sun is largely uninhibited. The prevailing wind is from the southwest.

Key

- Site Boundary
- Sun Path
- Prevailing Winds
- Primary Noise



2.4 Existing Site Context

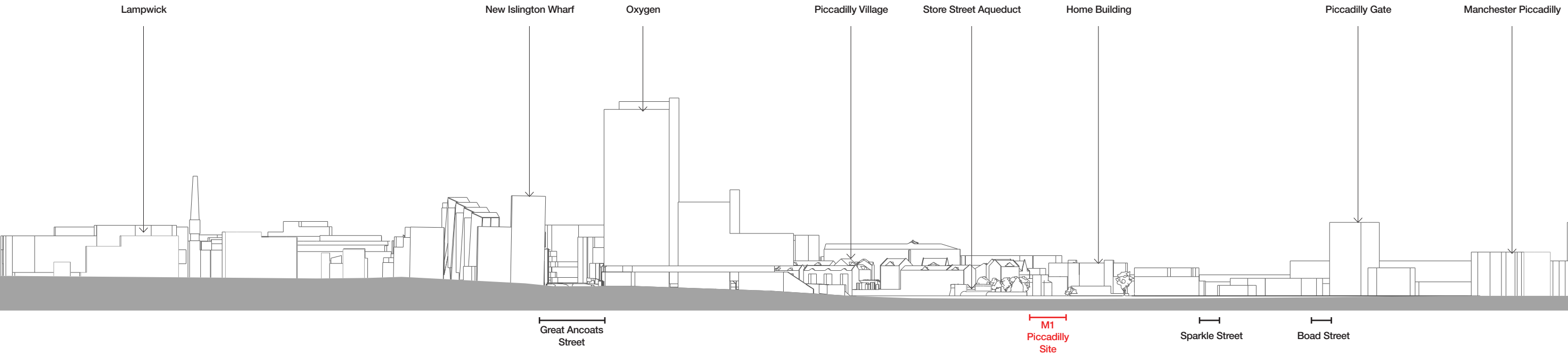
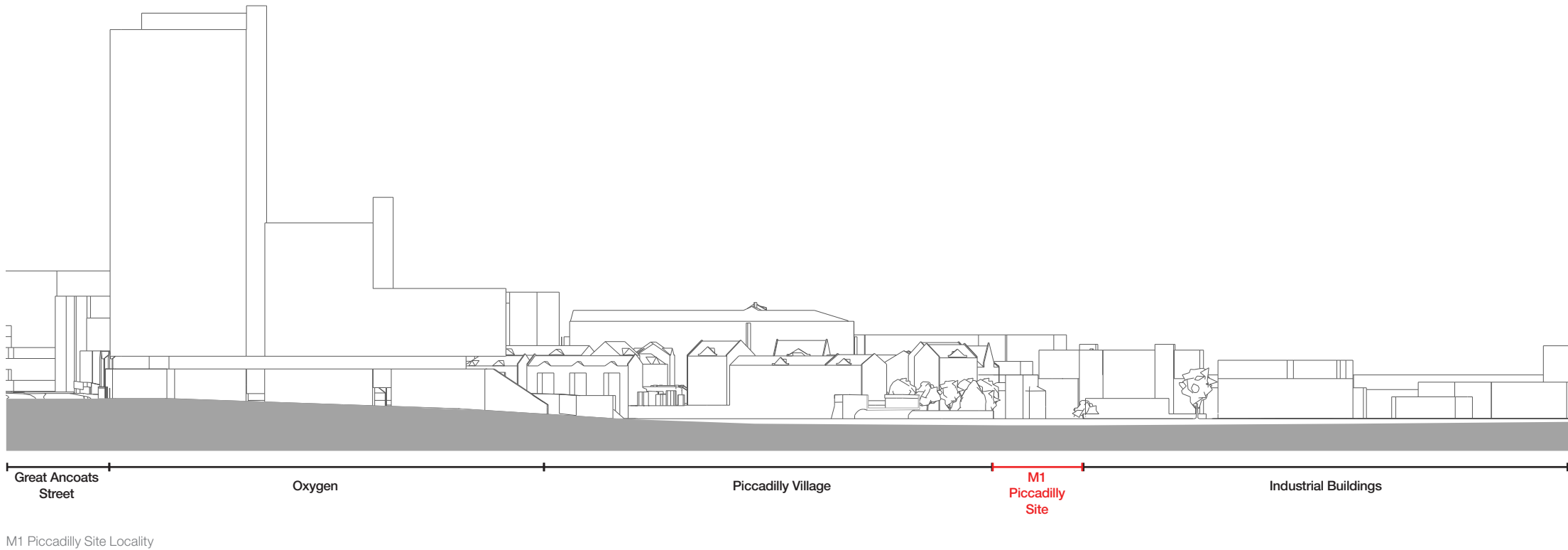
Store Street Elevation

The streetscape of Store Street is varied in scale and architectural style.

To the east of the site is Piccadilly Village, a collection of 4-5 storey residential buildings affronting the historic canal network, part of which is carried over Store Street by the Grade II* listed aqueduct. Closer to Great Ancoats Street, the Oxygen apartment scheme is currently under construction and expected to complete by the end of 2021.

Across Great Ancoats Street, a number of residential apartment buildings are recently completed or under construction, linking the area around Old Mill Street to Ancoats and New Islington.

Between the site and Manchester Piccadilly, are a series of low rise industrial buildings and the larger scale Piccadilly Gate office building, completing an eclectic mix of uses, scales and architectural styles across Store Street.



Contextual elevation of Store Street, south side

2.4 Existing Site Context

Key Viewpoints

Site photos highlight the current lack of active frontage to the site, due to the presence of the large retaining wall affronting Store Street. Surrounding buildings benefit from mature tree coverage, with any enjoying views over the canal.

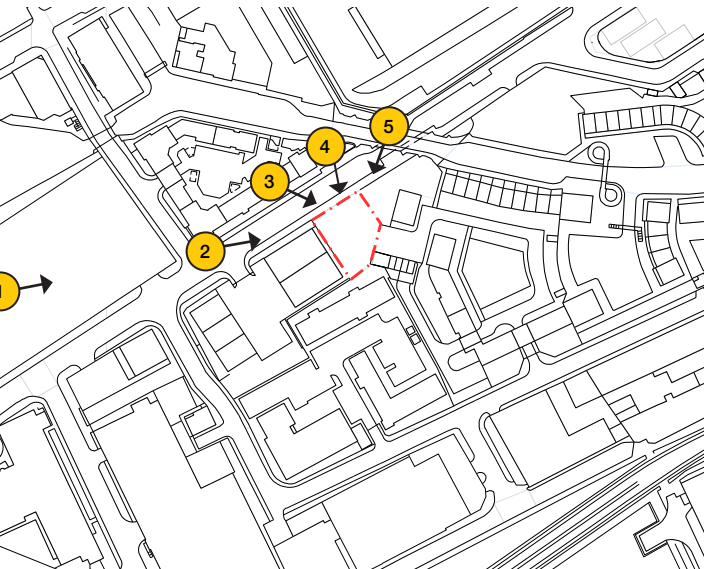
Along the street Oxygen can be seen currently under construction, with Great Ancoats Street beyond.



01



02



Key Plan



03



04



05

2.5 Local Development

Strategic Regeneration Frameworks

A number of Strategic Regeneration Frameworks and masterplans have been developed for areas surrounding the M1 Piccadilly site. This emerging context has been outlined and referenced in the design proposals for M1 Piccadilly.



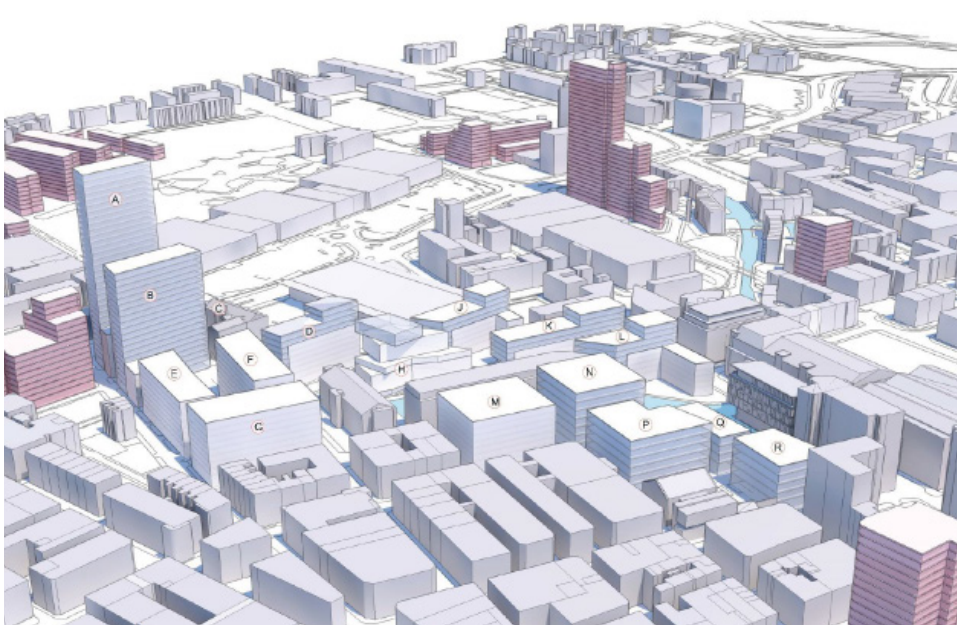
Manchester Piccadilly SRF has come forward to address the arrival of HS2 into Manchester Piccadilly Station, and proposes mixed use development to the east of the existing station. Development plots and indicative storey heights have been outlined, one of which currently encompasses part of the M1 Piccadilly site. This is explored further later in the document.

- Circa 766,000 sqm of development
- 45 proposed development plots
- 65% Residential development
- Storey heights range from 2 to 44 Storeys



Mayfield SRF encompasses the mixed use redevelopment of the Mayfield Depot and surrounding land to the south of Manchester Piccadilly. The centre of the site forms a new public space, bordered by the development plots. Construction commenced on two office buildings and the multistorey car park to the south of the masterplan as well as the central park in November 2020.

- Circa 186,000 sqm of commercial and leisure development, plus 1,500 residential units
- Circa 30 proposed development plots
- Storey heights range from 2 to 50 Storeys



Piccadilly Basin SRF is the residential lead framework for the redevelopment of land around Tariff Street in the Northern Quarter, also addressing Great Ancoats Street.

- Circa 136,000 sqm of development
- 15 proposed development plots
- 65% Residential development
- Storey heights range from 4 to 34 Storeys

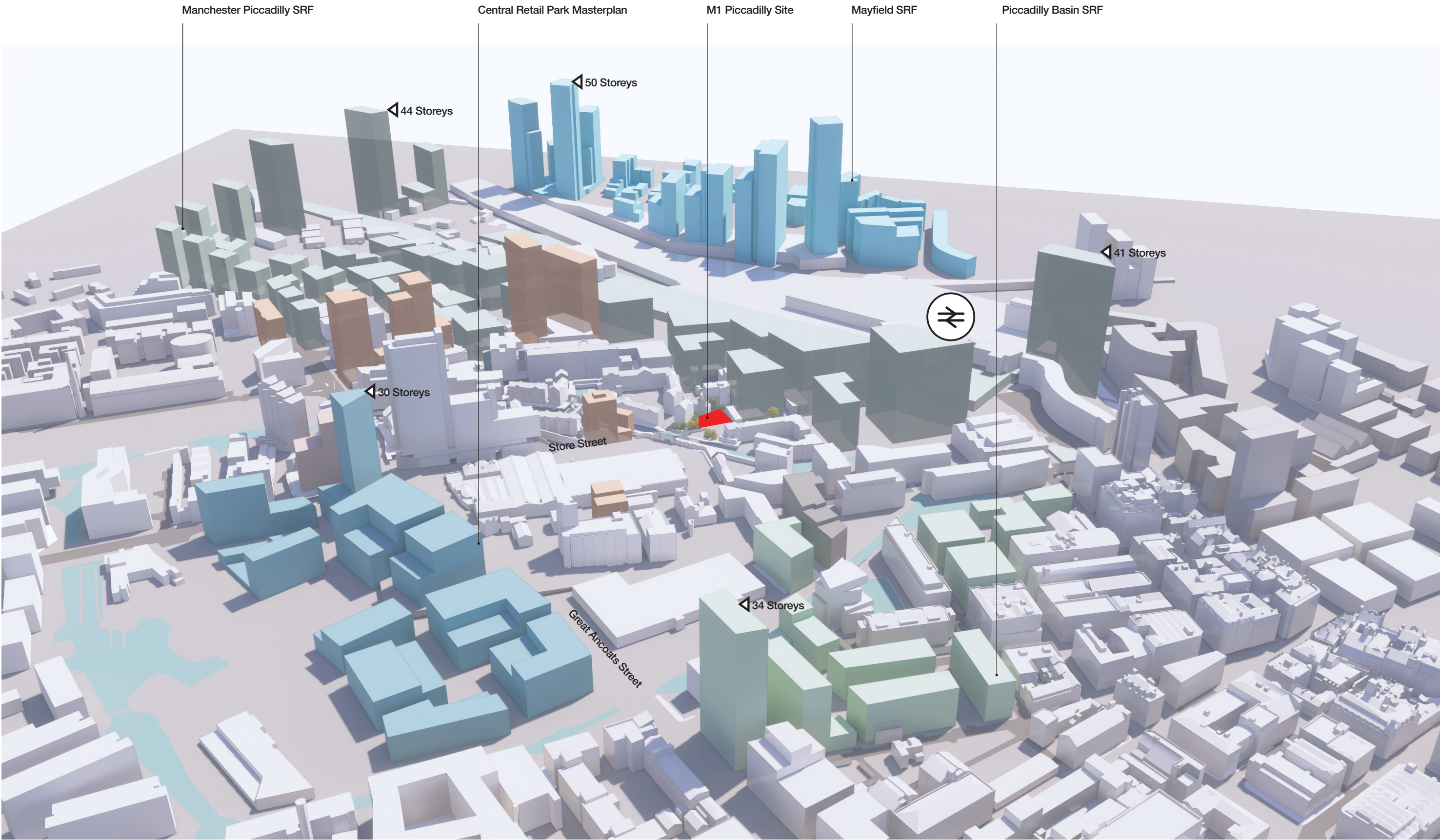


The Central Retail Park masterplan proposes mixed use development for the currently vacant site on Great Ancoats Street, as a predominantly residential extension to the emerging surrounding neighbourhoods in New Islington and Ancoats.

- Circa 93,000 sqm of development
- 10 proposed development plots
- Storey heights range from 3 to 30 Storeys

2.5 Local Development

Strategic Regeneration Frameworks



2.6 Local Development

Pipeline Projects

Several developments within the locality have recently received Planning approval, with some currently under construction.

The projects are outlined overleaf, giving an idea of how the area may develop in the near future. All projects are residential, and range from 8 to 29 storeys.



52 Store Street

- Groundworks commenced March 2021.
- 11 Storeys, 66 apartments



Lomax Street

- Planning Application Approved (September 2018)
- 8 Storeys, 41 Apartments



Victoria House

- Planning Application Approved (August 2020)
- 25 Storeys, 177 Apartments



The Fairfax

- Planning Application Approved (January 2020)
- Two towers, 29 and 23 Storeys
- 488 apartments



New Islington Wharf Phase 4

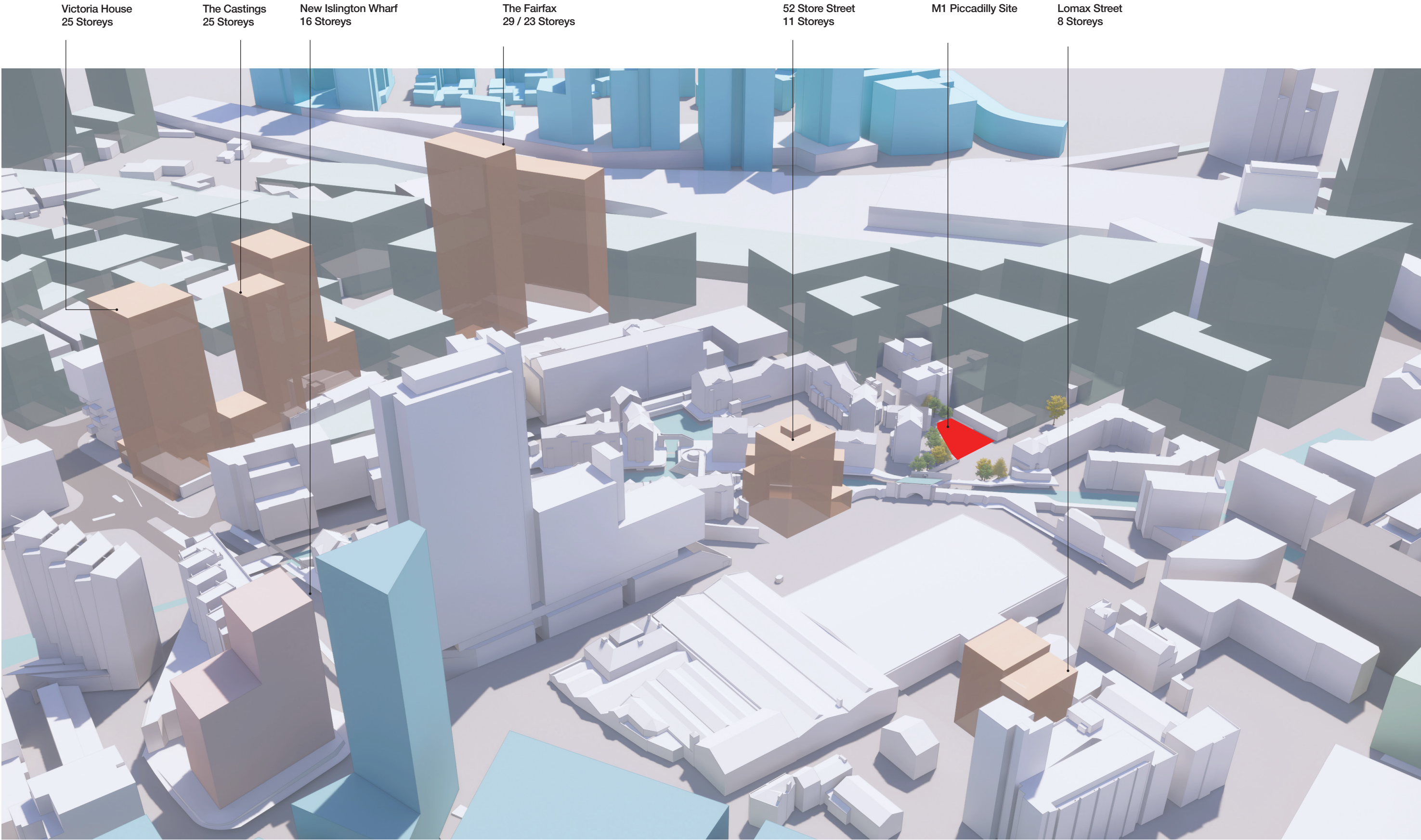
- Groundworks commenced November 2020
- 16 Storeys
- 106 apartments



The Castings, Heyrod Street

- Groundworks commenced May 2021
- 25 Storeys
- 350 apartments

2.6 Local Development
Pipeline Projects



2.7 Development History

Previous Planning Applications

Several planning applications have been previously submitted for the site, with the area originally included as part of a future development phase for Piccadilly Village. There is little publicly available information on these earlier applications, however a total of at least seven applications have been made for developing the site. The most recent applications were lodged in 2006 and 2014, with both schemes being developed by different architectural practices for different clients.

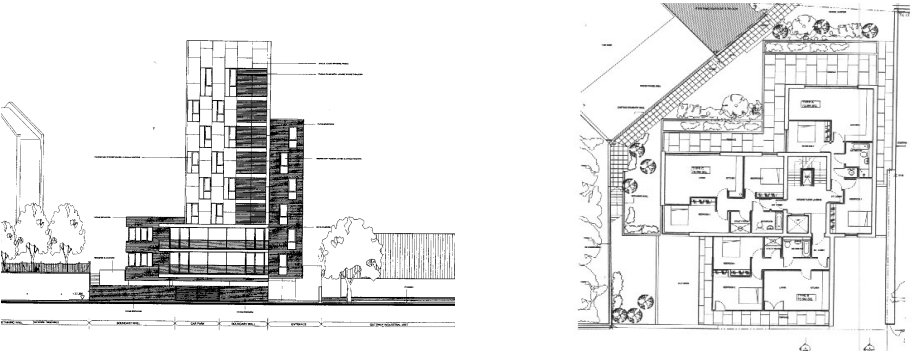
2006 Scheme
This scheme was submitted in 2005 and approved in early 2006, and comprised of 16 apartments in a 9 storey building.

2014 Scheme
Most recently, the 2014 scheme proposed 34 apartments in a 13 storey building, and was approved in March 2016. As works did not subsequently commence, the permission was not implemented and lapsed in March 2019.

5plus have sought to learn from and improve on the approaches of both previous applications, to address the need for quality, contemporary living spaces on the site, whilst reflecting the latest local and national Planning policy.

2006 Scheme

16 Apartments
9 Storeys



Store Street elevation

Typical floor plan



Concept visual

2014 Scheme

34 Apartments
13 Storeys



Store Street elevation

Typical floor plan



Concept visual

2.7 Brief
Contextual Response

The Manchester Piccadilly SRF was first published in 2014, and later revised in 2018, and sets out the vision and design principles for High Speed 2 arriving in Manchester, sparking an urban scale regeneration of the area to the east of the city centre.

“The advent of HS2 and Northern Powerhouse Rail will be the catalyst for the major redevelopment of the eastern part of the city centre. This includes not only the transformation of Piccadilly Station ... but the creation of a new, highly connected, mixed-use city centre district adjacent to the station, upon previously under-developed industrial land.”

Manchester Piccadilly SRF

M1 Piccadilly falls within the Manchester Piccadilly SRF, so has referenced this guidance document as the design has developed. Whilst the detailed focus of the SRF concerns the station expansion and immediate connectivity, some high-level guidance regarding the design ambition for individual buildings within the masterplan is included. This section of the Design and Access Statement focusses on the design principles, and how they have informed the client's brief. Discussions regarding the scale and massing guidance in the SRF are discussed later in the document.

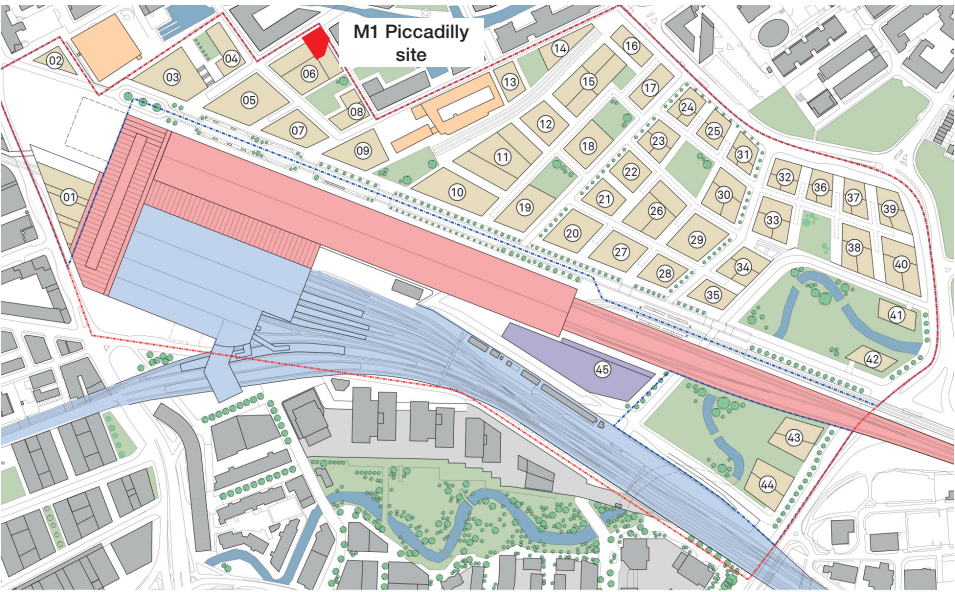
At an urban scale, the Manchester Piccadilly SRF has identified several neighbourhoods to the east of the proposed HS2 station, each with an individual character, grain and typology. M1 Piccadilly is located within the Piccadilly Central district, which is described as “a dense mixed use district focussed on high quality public space”, which aims to “represent a significant easterly expansion of the city centre”. Residential developments within the area will be supported by social infrastructure such as education healthcare and green spaces.

Each district aims to grow into an attractive place for people to work and live, with a focus on identity, inspiration and connectivity. Designs should also actively contribute to the street scene through active frontages and consider the wellbeing of residents and the public through the design process.

The client and design team have reviewed the guidance and aspirations for the HS2 SRF, and worked together to formulate a brief which will uphold the quality and ambition of this landmark development of east Manchester.



Concept sketch for Piccadilly Central district taken from the HS2 SRF document



Manchester Piccadilly SRF masterplan, with the M1 Piccadilly site highlighted

The Brief

Building upon the recommendations of the Manchester Piccadilly SRF and the client's aspirations for the development, the brief for M1 Piccadilly was formulated based on the six goals below:

Quality – Develop a positive contribution to the cityscape, through high-quality materials and a dynamic form. Ensure the quality is maintained for residents throughout communal and private internal spaces.

Space – Create practical, appealing places to live with space for socialising, living and working from home where necessary

Boutique – Reflect an aspiration for a “luxury hotel” feel, through design, internal finishes and generous internal and external amenity spaces.

Identity – Respecting the constraints of the site and surrounding buildings, to generate a recognisable, contemporary building with a dynamic form and facade treatment.

Sustainable Living - Promote zero carbon transport options which benefit from the city centre location. Meet and exceed energy targets where possible.

Contextual Response - Understand the constraints of the site, and the emerging context of the area. Develop a contemporary building which respects the past, present and future of Store Street.



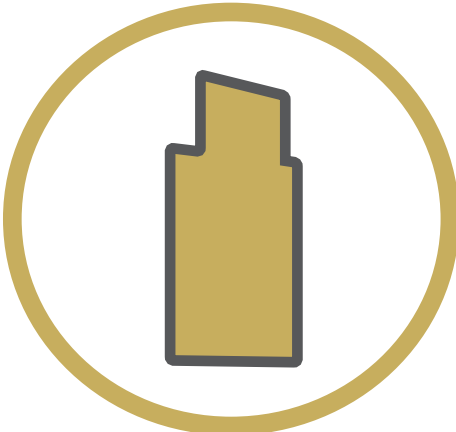
Quality



Space



Contextual Response



Identity



Sustainable Living



Boutique

3.0 Design



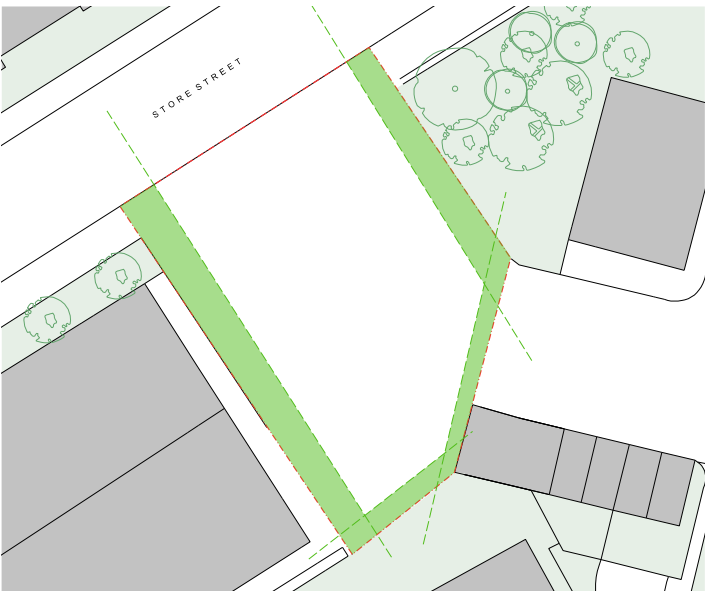
3.1 Design Concept

Site Constraints

Understanding the site's constraints is critical to ensuring any development does not adversely impact views, overlooking or access to neighbouring properties.

The diagrams overleaf have been used as a reference point to determine a realistic developable area for the site.

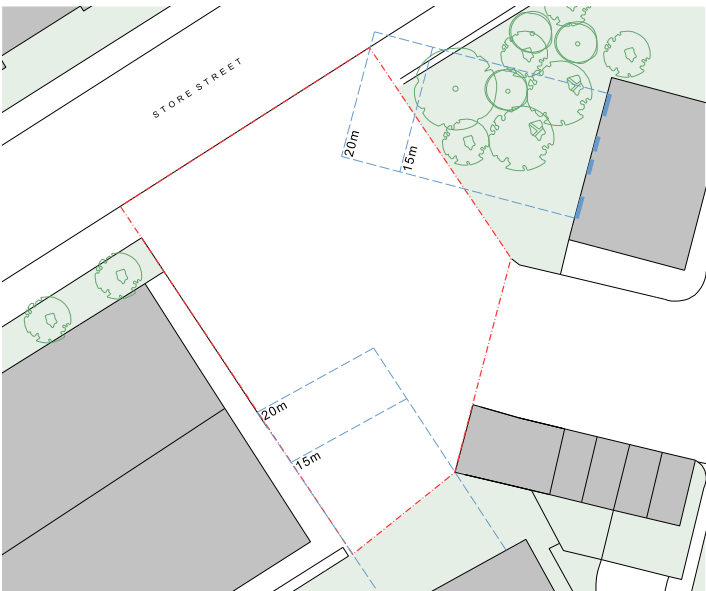
Distances have been reviewed against survey information available. A survey of Piccadilly Village was unable to be fully completed as access to this private land could not be granted. The position of Piccadilly Village and Home apartments is based on Ordnance Survey data.



Access

An offset from the site boundary has been provided to allow the building to be built. Following completion, the zone will be used to clean, access and maintain the building.

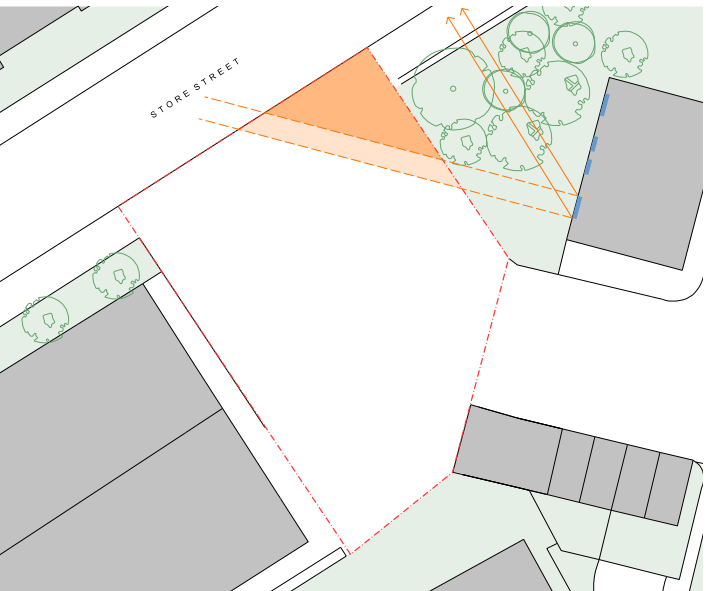
Access Zone



Overlooking

M1 Piccadilly needs to be mindful of overlooking neighbouring properties. As recommended in the Manchester Design Guide, a 20m zone is illustrated. In dense city centre locations, this zone may be reduced with considered design such as angled façades and reduced window widths to reduce the overlooking of habitable rooms.

Window Location



Neighbour's Views

Zone A represents a partial infringement of the window closest to the M1 site and could be developed in a considered way. Zone B represents a critical zone which we believe would have an unacceptable adverse impact to neighbour's views and should not be developed. Further daylight / sunlight analysis which has informed the design has been conducted in GIA's report (submitted with this Planning application)

Zone A

Zone B

Window Location



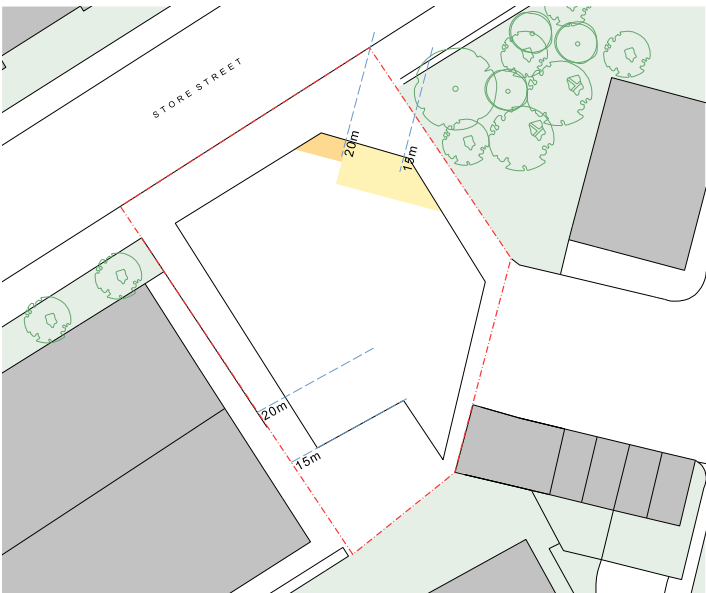
Combined Constraints

Taking everything into consideration, this diagram establishes the maximum permitted footprint of the building to the upper floors.

Access

Overlooking Considerations

Neighbour's Views



Developable Area

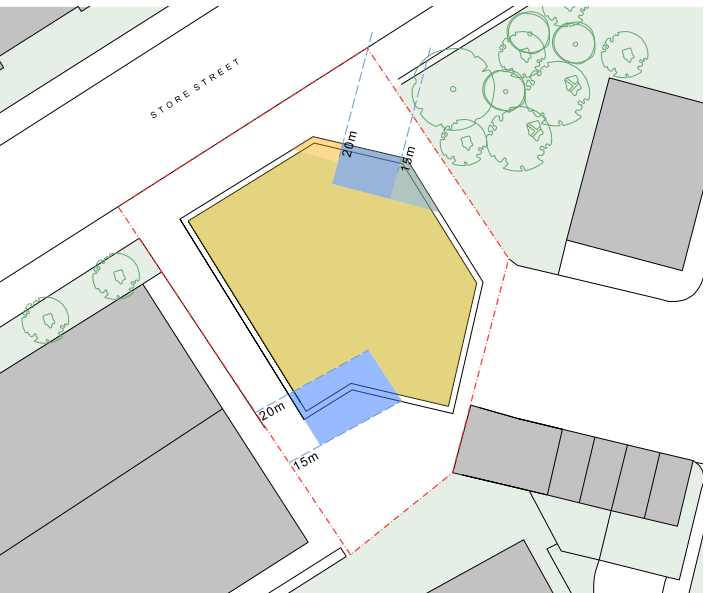
The area left over is the maximum developable area that should sensibly be attained. Two additional areas to the north and south of the plan could be developed, but with careful consideration of the view and overlooking sensitivities.

Any development in either area would require careful consideration of scale and massing.

Developable Area

Overlooking Considerations

Neighbour's Views



Typical Floor Footprint

Respecting the constraints, and the client's brief for generous, quality living spaces required some small areas of the typical floor plan to be situated within the more sensitive developable area of the site. These areas are highlighted on the above, and have been carefully developed in conjunction with GIA's analysis. Minimal glazing and angled façades have also been designed for these areas to ensure the development is viable but respectful of the neighbour's views and overlooking in the first instance.

Developable Area

Overlooking Zone requiring considered design

Neighbour's Views

3.1 Design Concept

Plan Development

The design concept has emerged from understanding the context and constraints of the site, the needs of the client and local community, and guidance within the National Design Guide.

Published in October 2019, The National Design Guide illustrates how well-designed places can be achieved in practice and forms part of the Government's collection of planning practice guidance on design process and tools.

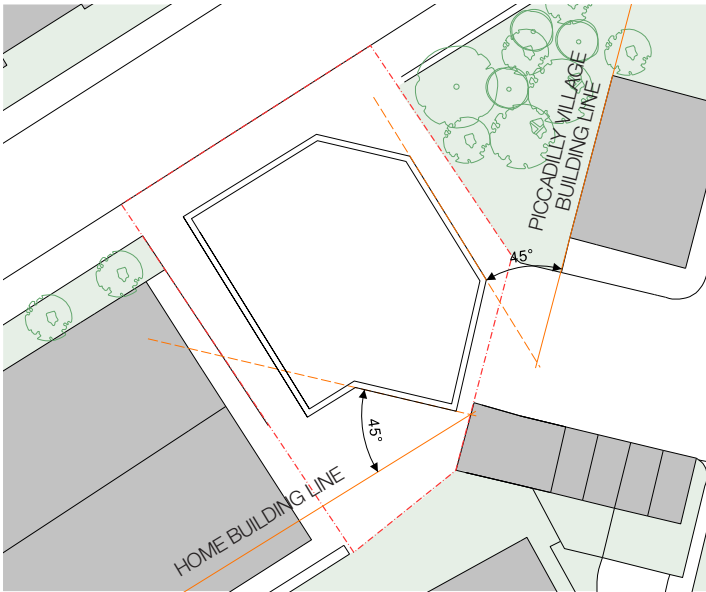
Within the National Design Guide there are ten characteristics that have been defined as having key roles in creating a well-design place. These have been adopted as key drivers for the design approach to the site as follows:

Massing / Urban Design Key Moves

- Create a well designed place to live in a sustainable community.
- Ensure generous daylight penetration between buildings into open spaces and onto windows.
- Avoid unsafe corners and edges, design for security, create passive surveillance to all areas.
- Minimise car movement across the site.
- Provide quality outdoor amenity, both public and private.

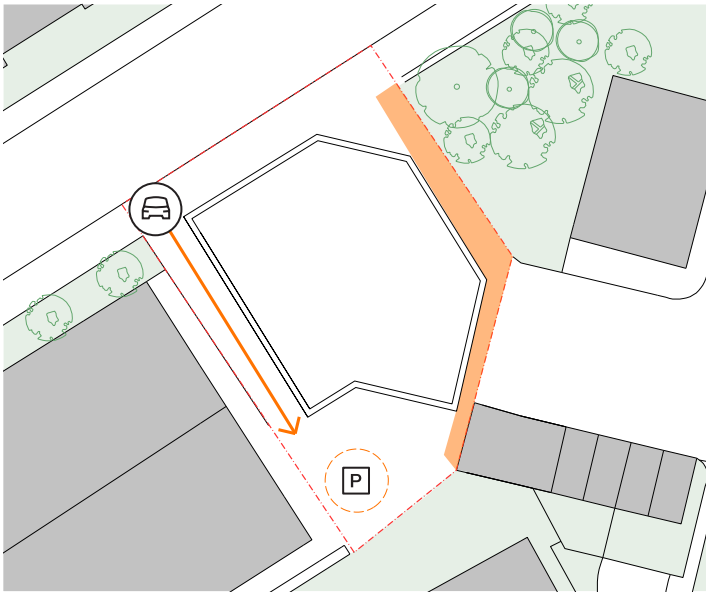
Plan Key Moves

- Avoid solely north facing apartments and provide at least dual aspect living to the majority of dwellings.
- Minimise corridors and bring in daylight.
- Deliver a mix of apartment types to attract a varying range of residents and create a vibrant community.
- Create “homes”, not “units”



Respecting Privacy

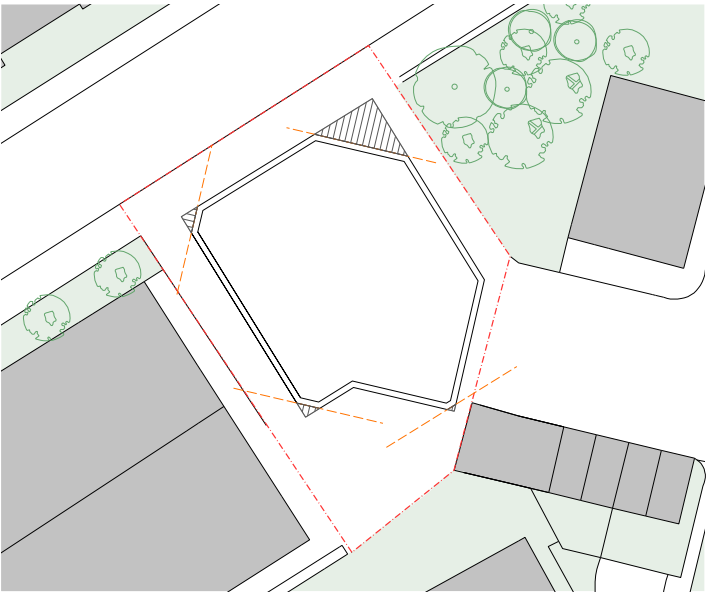
Developing the overlooking and rights of light constraints into a viable plan form. By angling the walls in the most sensitive areas by 45° to the neighbouring façades, direct overlooking has been avoided. Coupled with considered glazing sizes and design, neighbours and new residents both benefit from privacy to all rooms.



Access and Maintenance

To ensure the facade can be maintained and cleaned without the need to access neighbouring sites, a route has been maintained around the building perimeter. To the western facade, a more generous set back allows vehicular access to the rear of the site, allowing cars to be securely parked without visually impacting the street.

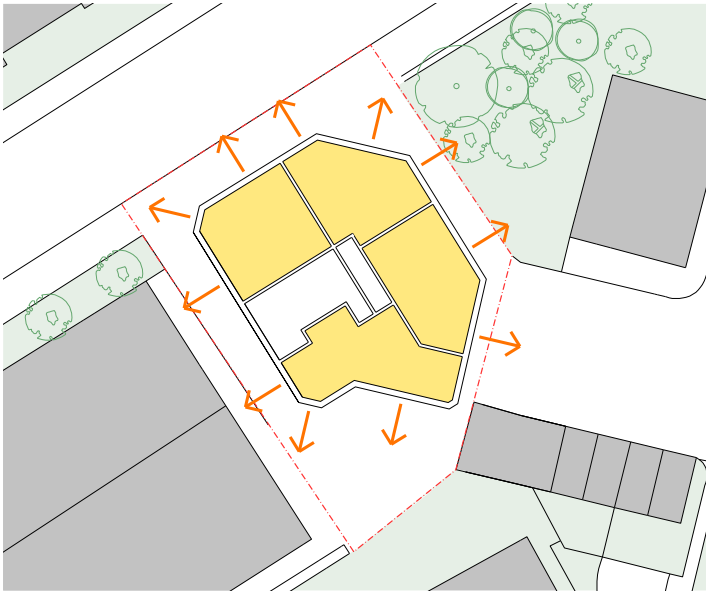
- Maintenance Zone
- Vehicle Access



Softening the Edges

Respecting the site constraints has given a unique plan form featuring a number of angled façades. The massing has developed to embrace the challenges of the site, and introduce this chamfered language to all facade corners, softening the form and giving the building visual interest from all angles.

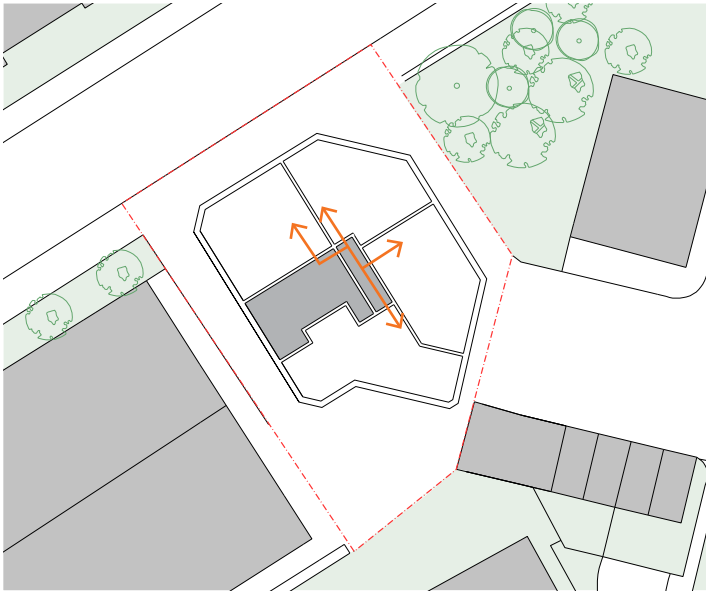
- Chamfered Edge



Maximising Dual Aspect

Introducing the chamfers has allowed the majority of apartments to become dual aspect, with some benefiting from triple aspect views. This will benefit the quality of the spaces for all residents, as stipulated in the National Design Guide

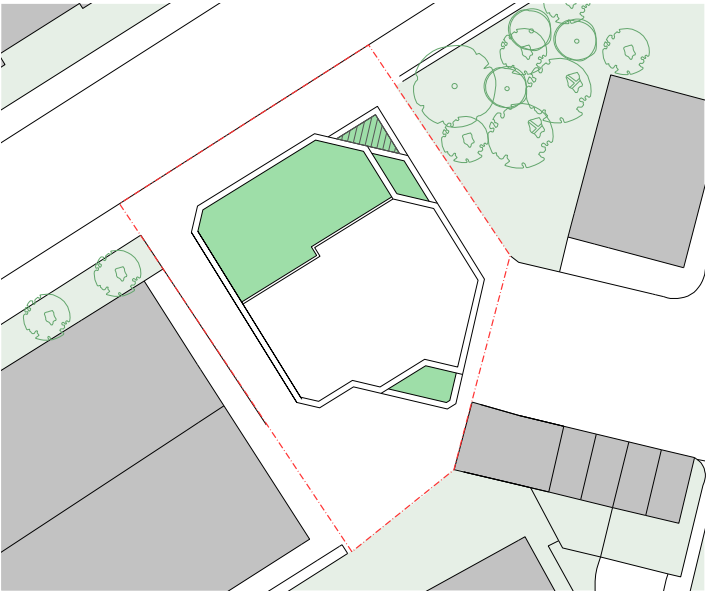
- Apartment
- Apartment Aspect



Efficient Layout

Despite the site constraints and unusual plan form, M1 Piccadilly has maintained an efficient layout with a short internal corridor and central core. Two lifts have also been included to improve accessibility.

- Core / Corridor
- Apartment Entrance



External Amenity

Several amenity spaces are provided for residents, including the communal covered terrace adjoining the resident's lounge on the first floor, which provides sheltered external space. Set backs to the upper levels gives most of the duplexes an external terrace space. The triplex apartment benefits from a generous rooftop terrace to Level 16, with views across the cityscape.

- External Terrace
- Covered Communal Terrace

3.2 Plan Analysis

Typical Floor Footprint

Reviewing the scale and plan form of the proposed scheme in comparison with the approved 2014 scheme.

The proposed scheme increases the developable area of the site through robust analysis, in conjunction with the sunlight/daylight report. The facade treatment and window locations in these more sensitive areas to the north is reviewed later in this document.

Development to the east of the site was considered a more practical approach to the site, given the very generous distance between the site and the nearest Piccadilly Village building over 25m away.

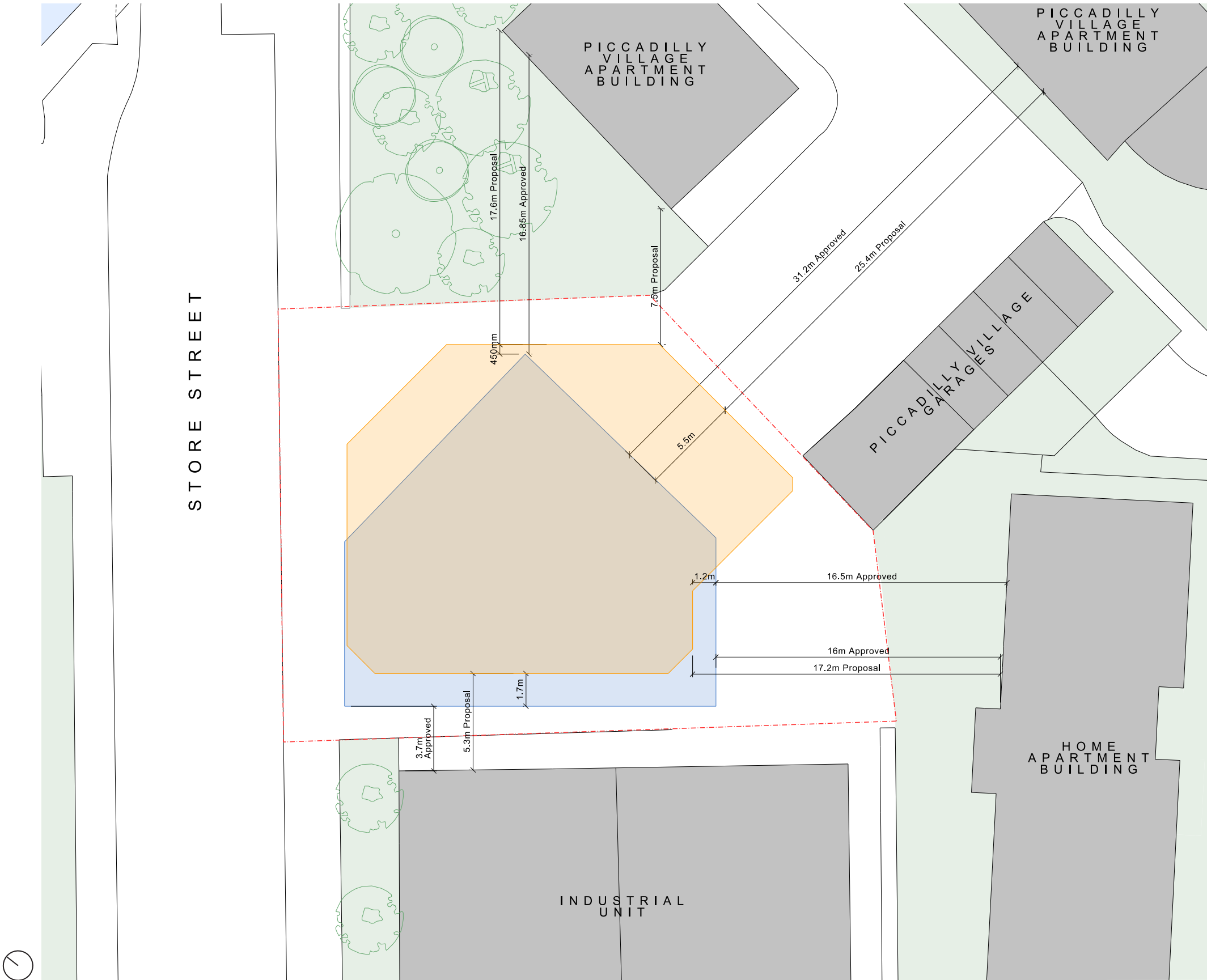
As identified in the site constraints analysis, the Home Building is a key privacy consideration and as such the proposed scheme has sought to maintain over 16m distance from this facade. The approved scheme is situated approximately 1.2m closer to the Home building, infringing on this minimum 16m distance zone.

The approved scheme is also around 1.7m closer to the south western site boundary and the adjacent industrial unit. The proposed scheme has set further back from this boundary to offer greater privacy to the apartments, as well as consider any future development on the industrial unit site.

Note: Distances have been reviewed against survey information available. A survey of Piccadilly Village was unable to be fully completed as access to this private land could not be granted. The position of Piccadilly Village and Home apartments is based on Ordnance Survey data.



Approved Scheme Visual



3.3 Design Concept

Responding to the SRF

The adjacent diagram shows the plot heights as indicated in Section 4.4 Heights and Massing, p. 35 of the Manchester Piccadilly SRF dated March 2018.

Overlaying the existing site plan with the Manchester Piccadilly SRF shows development plot 06 located across the M1 Piccadilly site. This is indicated at 13-20 storeys in height, and later indicated at 15 storeys within Appendix A, p. 95.

Whilst the SRF was undertaken as a high-level piece of work, the proposed development plots aren't aligned with the land ownership boundaries of M1 Piccadilly or the surrounding sites. A further concern is the clash between proposed Block A and the existing Home apartment building to the south of M1 Piccadilly.

The land adjacent to M1 Piccadilly is proposed for residential development by the Grammont Group independently of M1 Piccadilly. Both the SRF parameters and consideration of this potential future development have been analysed within the next pages.

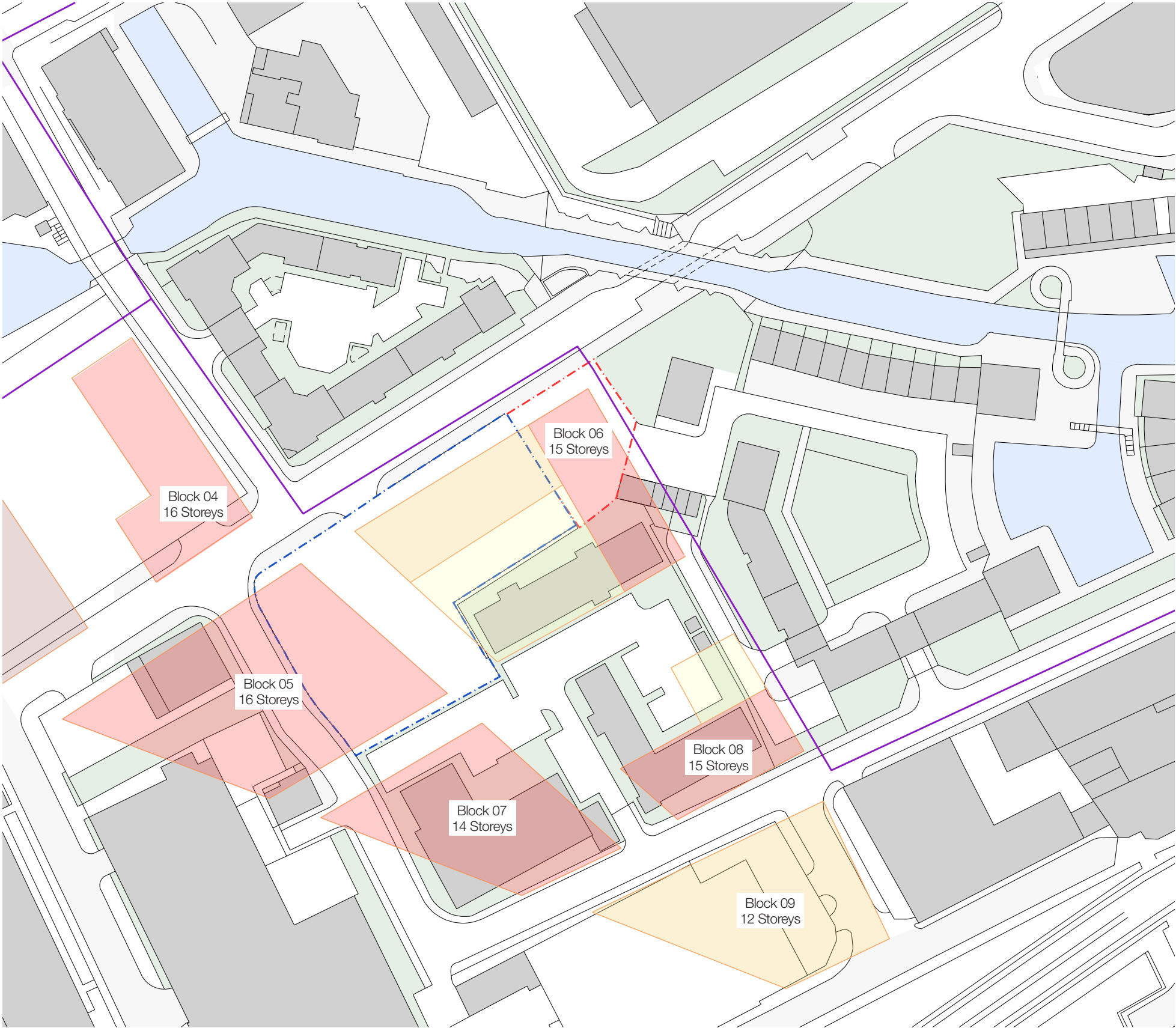
Site Boundaries

- M1 Piccadilly Site Boundary
- Grammont Group Site Boundary

Plot heights as indicated in Section 4.4 Heights and Massing, p. 35

- Up to 7 Storeys
- 8-12 Storeys
- 13-20 Storeys
- Over 20 Storeys

Indicative number of storeys as indicated within Appendix A, p. 95. are noted on each block



3.3 Design Concept

Responding to the SRF

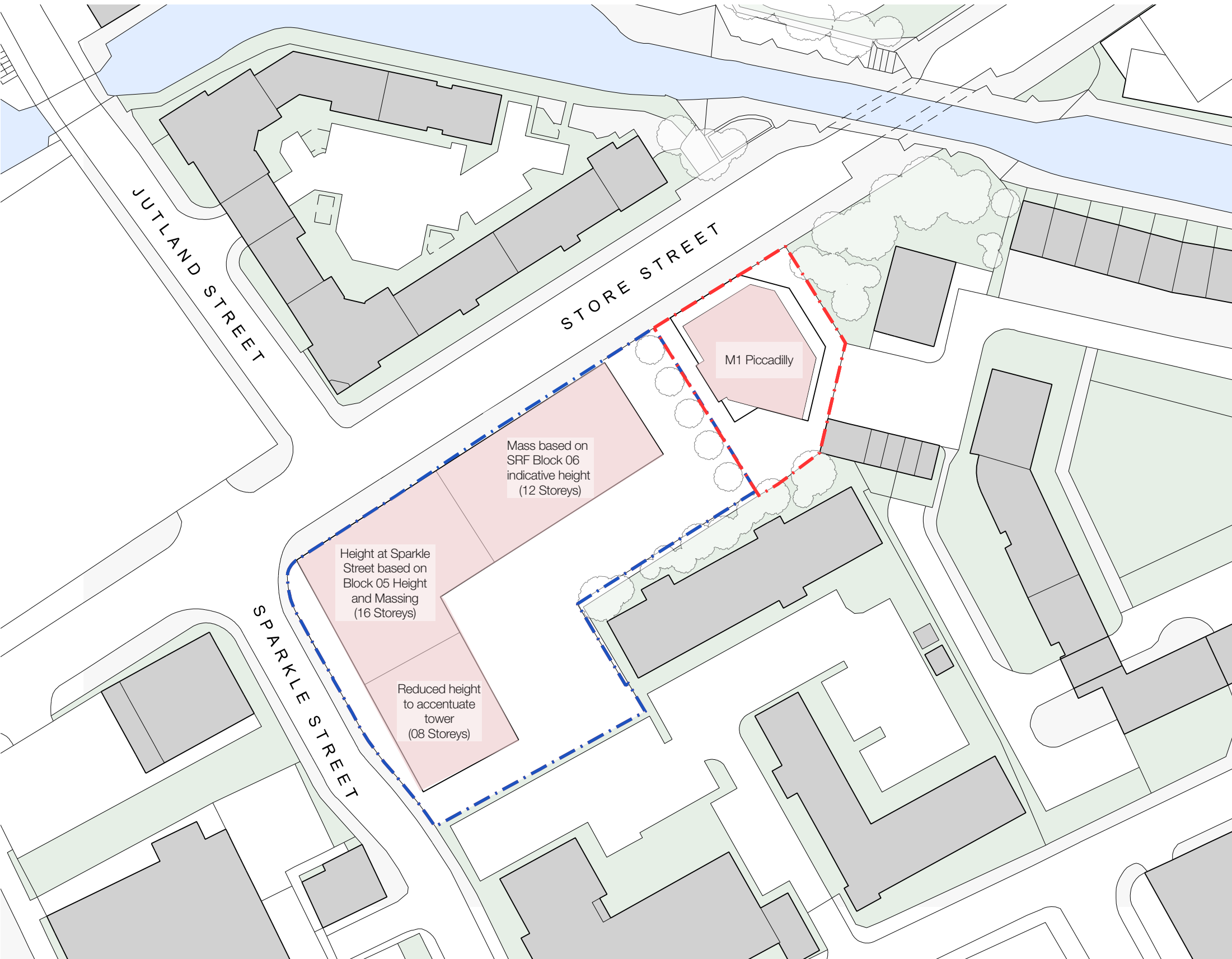
The site plan outlines the estimated building footprint for the Grammont Group site, adjacent to the M1 Piccadilly site boundary.

Within the Manchester Piccadilly SRF, Block 06 straddles the M1 Piccadilly and Grammont Group sites, indicating storey height range of 13-20 Storeys across the two sites.

The Grammont Group site also contains Block 05, indicating development on that site may increase to in height towards the Store Street / Sparkle Street junction.

5plus have interpreted the parameters of the Manchester Piccadilly SRF, the site boundaries and baseline urban design principles to undertake an informed estimate of how the Grammont Group site may be developed, with the typical floor plan adjacent.

The massing of the Grammont Group was presented during a Pre-Application meeting with Manchester City Council in February 2021, after which the height of the potential future development was reduced to reflect the Case Officer's feedback, resulting in the heights indicated on the adjacent plan.



Site Boundaries

-  M1 Piccadilly Site Boundary
-  Grammont Group Site Boundary

3.3 Design Concept

Responding to the SRF

The indicative Grammont Group massing has been derived from the land ownership boundary of the Grammont Group site, and the plot size and height indicated in the Manchester Piccadilly SRF.

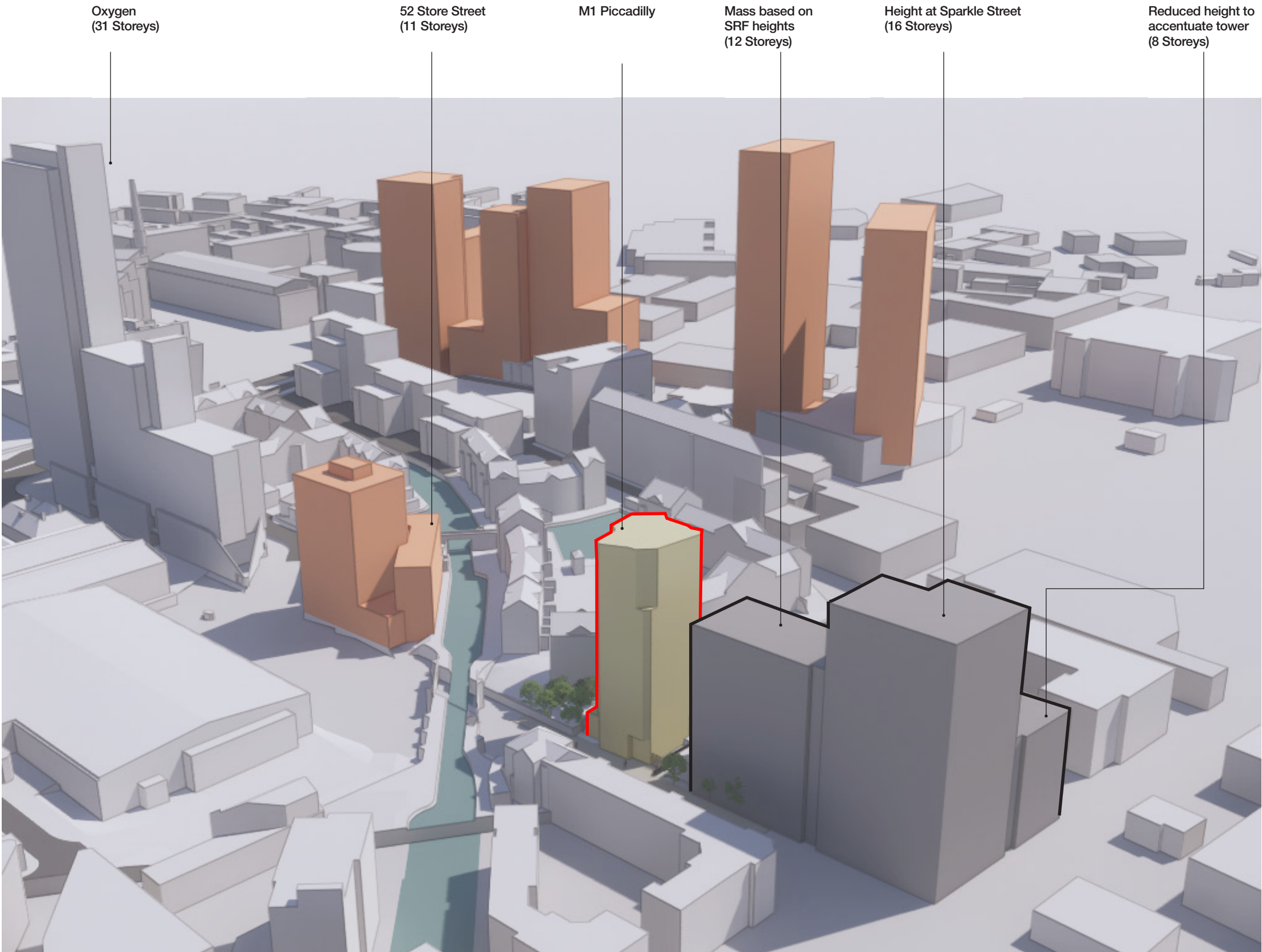
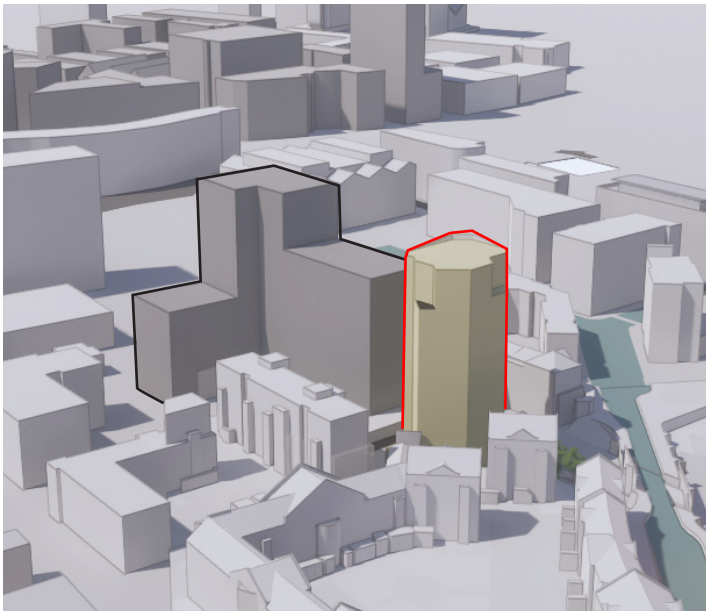
The majority of the mass is in keeping with Manchester Piccadilly SRF indicative storey height guidance of 8-12 storeys.

An increase in height at the Sparkle Street junction bookends the site and provides a prominent frontage for the scheme, in keeping with the height and massing guidance of 16 Storeys.

The proposal reinforces with the building line to Store Street of Oxygen and 52 Store Street.

Setbacks in the façade adjacent to the taller element break up the massing. This is also evocative of the rhythm of mass and void created between the M1 Piccadilly proposal and the Grammont Group site. The massing of both schemes is intended to be complementary.

5plus have assumed that the proposed clash between the Manchester Piccadilly SRF Block and the existing residential building to the south of the M1 Piccadilly site will not be realised.



3.3 Design Concept

Responding to the SRF

The adjacent elevations show the evolving cityscape, with both pipeline projects and the SRF for context.

Whilst pipeline projects aren't always necessarily realised, and the SRF will be developed differently from the indicative blocks, the future context gives a sense of the scale and quantum of development expected within the Store Street area.

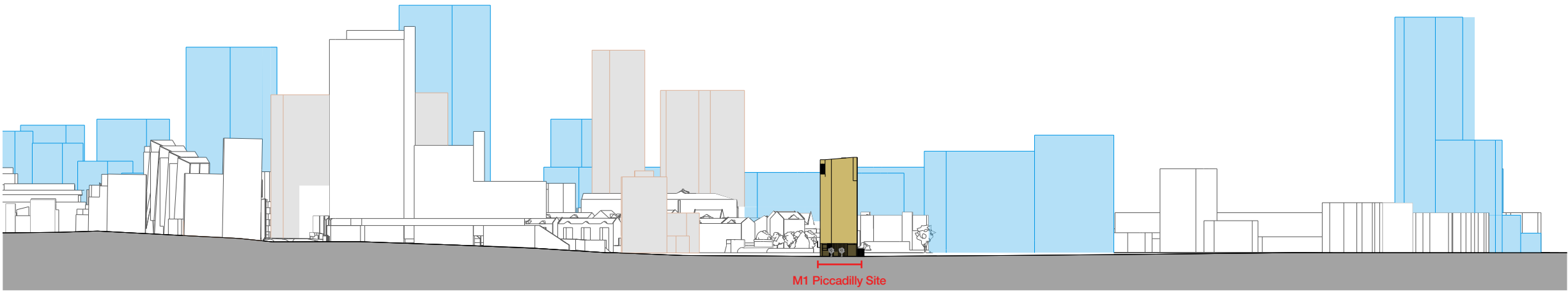
M1 Piccadilly is one of the first proposals to come forward within the area, and must set the precedent for design quality. The height of the proposal has been developed with a view to both the past, present and future grain and scale of the locality in mind.



Existing Cityscape Elevation



Cityscape Elevation with Pipeline Projects



Cityscape Elevation with pipeline projects and Manchester Piccadilly SRF Massing

3.3 Design Concept

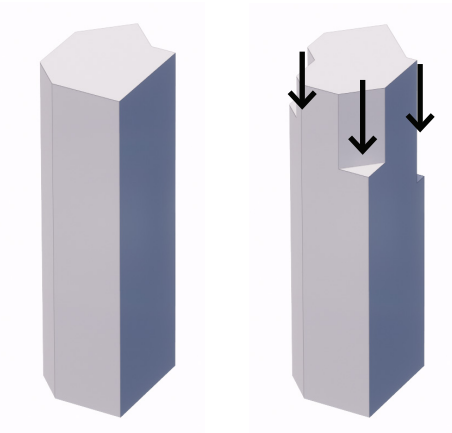
Massing Development

Several massing options have been explored during the development of the design in response to the analysis of the SRF, client feedback and dialogue with Manchester City Council through Pre-Application meetings.

Massing Concept

Developing the massing design was based on the typical floor plan form, which responds to the site constraints and has been validated by the sunlight/daylight study.

To add detail and depth, we then peeled away four corners of the uppermost floors, giving a dynamic, elegant top to the building.



01
Extruding the Developable Area

02
Cutting back the mass on the upper floors

July 2020 - Initial Proposal
25 Storeys, 98 Apartments

Initially the proposal was presented at 25 storeys with some setting back of the massing to the uppermost floors. This proposal was presented during a Pre-Application meeting in July 2020 and was regarded as too tall by Planning officers, in relation to the previous application and SRF parameters. Responding to this feedback, the design team reduced the proposals to 19 storeys, reflecting the 13-20 storey parameters identified within the SRF document.



August 2020 - Revised Massing
19 Storeys, 65 Apartments

This 19 storey proposal followed a similar massing principle to the earlier iteration, although the plan form had been developed as the internal design had progressed. The design team felt a reduction of the mass on the upper floors brought elegance to the proposals, whilst maintaining the unique plan form for most of the height gave the proposal identity and interest. When presented at a pre-application meeting in August 2020, the height was still deemed excessive, prompting a re-evaluation of the massing.



April 2021 - Height Reduction
17 Storeys, 60 Apartments

Further height reduction options were then reviewed, in conjunction with viability assessments for a 15, 17 and 19 storey proposal. The 17 storey proposal was presented at the final Pre-Application meeting in April 2021. The Planning officers reiterated previous comments regarding the need to assess the building's scale within the current and emerging context.



June 2021 - Proposal
15 Storeys, 54 Apartments

After further review, the design was reduced to 15 storeys to reflect the feedback of the Planning officers. This scale also better reflected the assumed indicative development to the Grammont Group site.

The massing was also further refined to maintain the principle of an elegant, sculptural form in the context of the height reduction, by introducing further chamfering to corners and the building's upper floors.

This 15 storey proposal is explored further within this document.



3.4 Tall Building Evaluation

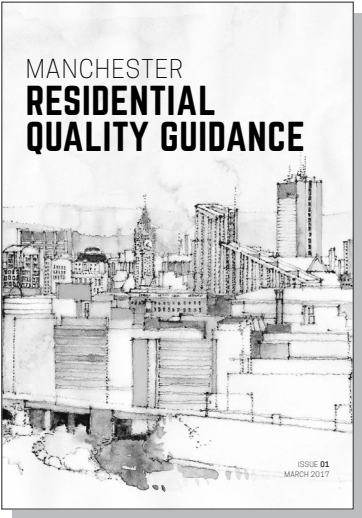
This section of the Design and Access Statement assesses the proposal against the criteria for tall building design.

Several advice notes and guides have been reviewed throughout the design process, including the local Manchester Residential Design Guide, legacy work from the CABE and more contemporary sources from Historic England. The documents referenced are as follows, with more detail overleaf:

- Manchester Residential Quality Guidance *(Manchester City Council, 2017)*
- Core Strategy Policy EN2 *(Manchester City Council, 2012)*
- Guidance on Tall Buildings *(CABE and English Heritage, 2007)*
- HE Advice Note 4 - Tall Buildings *(Historic England, 2015)*

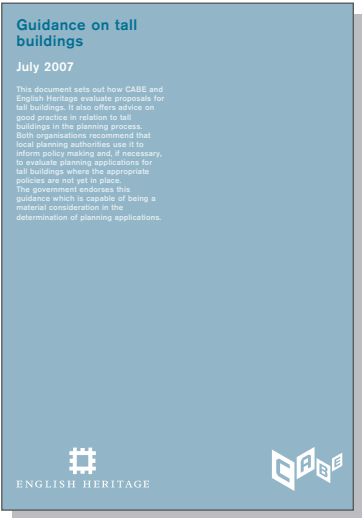
Upon review of the documents, the key criteria were distilled and consolidated to allow a detailed response to the common considerations for tall building design. These criteria are below:

1. Microclimate
2. Pedestrian Experience and Public Placemaking
3. Mass and Scale
4. Design Quality
5. Sustainability
6. Location
7. Regeneration
8. Contextual Response



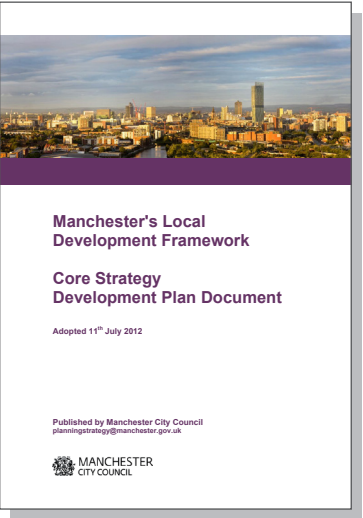
Manchester Residential Quality Guidance *(Manchester City Council, 2017)*

This guidance document outlines the considerations and qualities required for high quality residential buildings to contribute to successful and sustainable neighbourhoods in Manchester.



Guidance on Tall Buildings *(CABE and English Heritage, 2007)*

Although superseded by HE Advice Note 04, this joint report between CABE and Historic England offers advice on good practice for the design and delivery of tall buildings which contribute to their locality in a considerate and positive manner.



Core Strategy Policy EN2 *(Manchester City Council, 2012)*

Adopted in 2012, the Core Strategy forms a framework for planning applications to be assessed against. Policy EN2 contains specific guidance for tall building applications and is referenced in The Manchester Residential Quality Guidance.



HE Advice Note 4 - Tall Buildings *(Historic England, 2015)*

This Historic England Advice Note updates previous guidance by English Heritage and CABE, produced in 2007. It seeks to guide people involved in planning for and designing tall buildings so that they may be delivered in a sustainable and successful way.

01 - Microclimate

“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.”

Manchester Residential Design Guide

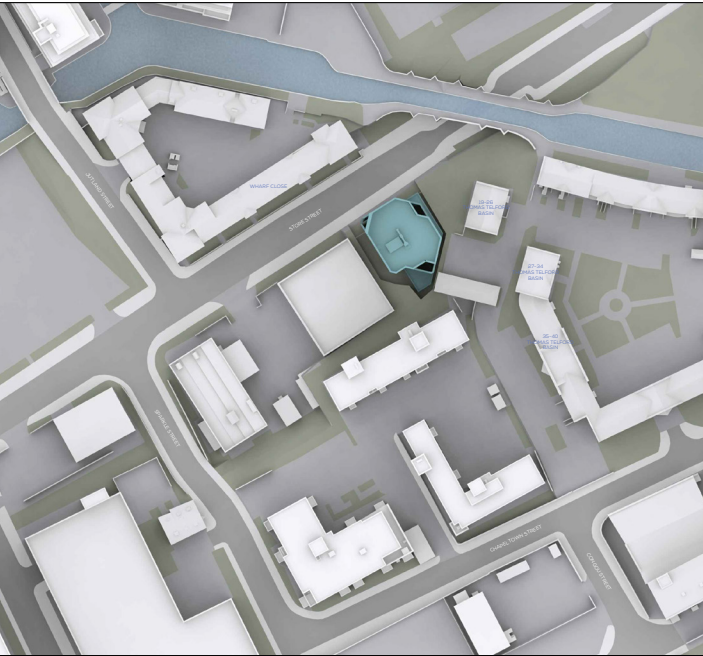
The scale of M1 Piccadilly and its proximity to predominantly residential existing buildings reinforces the importance of understanding the impacts on the local microclimate. As the design has developed, the massing has been continuously informed by overshadowing and overlooking constraints. Initial sketch diagrams outlined these constraints, which informed the massing and plan development. This was later verified by sunlight/daylight analysis work carried out by GIA. The associated report has been included within the Planning submission.

Detailed wind analysis has also been conducted and included within this submission. By chamfering the plan form and introducing planting around the street level, the design has sought to proactively mitigate the effects of wind at street level, prior to the detailed analysis work being undertaken. The analysis report has shown that the wind at ground level is not adversely impacted, and that no further mitigation measures are required.

Several of the design guides also referenced light pollution and the night-time appearance of the building. This is a consideration that has been considered and we feel the orientation of windows will not adversely impact the neighbouring buildings or areas.



Wind Analysis and Sunlight/Daylight Analysis undertaken by GIA



Wind Analysis and Sunlight/Daylight Analysis extract undertaken by GIA

3.4 Tall Building Evaluation

02 - Pedestrian Experience and Public Placemaking

Ensuring that the building has a positive impact at street level, and includes a valuable contribution to a sense of place for residents and the general public.

As well as undertaking analysis to mitigate detrimental impacts to the pedestrian experience caused by the microclimate, the design of the ground floor has sought to positively improve the street scene. The dark reconstituted stone base to the building provides a quality, robust material to the street scene, creating a high quality first impression. The base is overlaid with fins to unite the base and the upper floors of the building, adding depth and varying shadow to the ground and first floor elevations as the sun moves around the building.

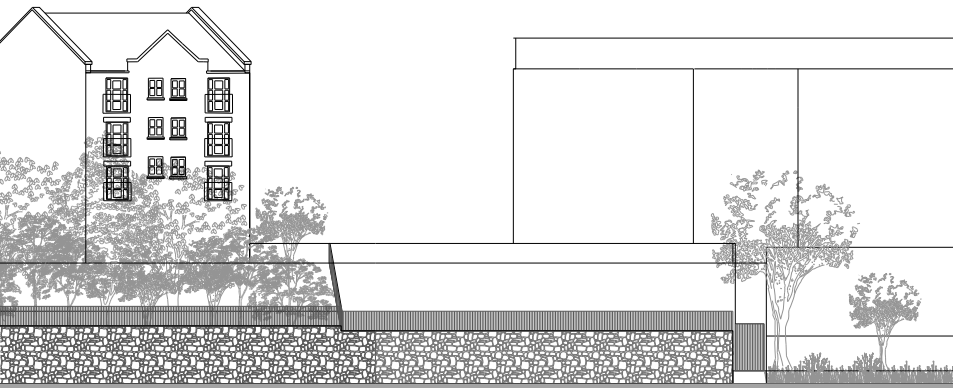
A generous glazed aperture activates the street and provides a clear, human scale entrance to the building. Service doors have been consolidated to the north of the site and will be colour matched to the surrounding stone to reduce their prominence and give a clear hierarchy between front of house and back of house.

The terrace and glazing to the first floor also contribute to the activity of Store Street, whilst maintaining adequate privacy for the residents within. A window for the building concierge office has also been included to add further interest and activity.

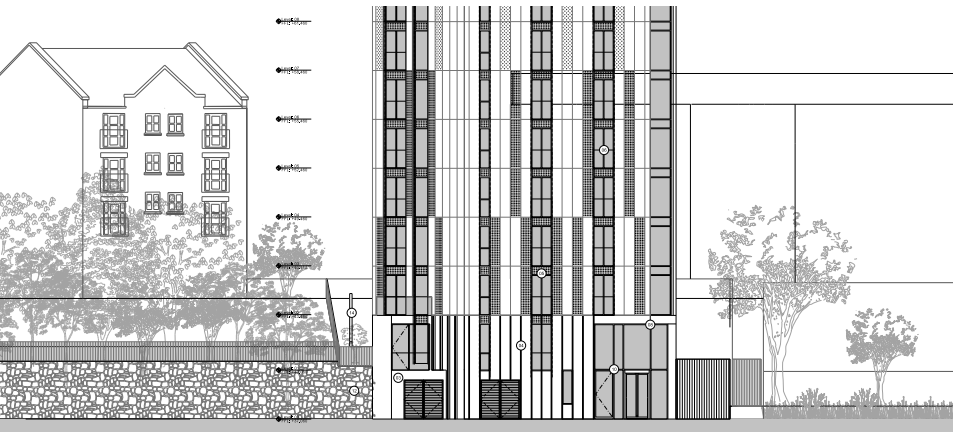
The building is also set back from the back of paving line in some areas to provide more space and give better articulation to the streetscape.

The landscaping design improves the street scene through the inclusion of street trees and high quality, robust paving materials within the site boundary. The existing paving materials are also proposed to be extended across the site, grounding the building within its context.

Limiting vehicular movements has also been considered, as discussed in Section 05, Sustainability.



Current Store Street Elevation



Proposed Store Street Elevation

03 - Mass and Scale

Determining an approach which is appropriate for the site, locality and city

Developing the massing and scale of M1 Piccadilly has been a rigorous design process over the last 16 months, with numerous iterations informing the evolution of the design. The design has responded to feedback from several Pre-Application meetings, as well as discussions with the client and peer design reviews at 5plus. This process has also been supported by continuous dialogue with GIA as they have undertaken sunlight and daylight analysis, providing the design team with quantitative data to further inform the design process.

Recognising the prominence of the site and proposals, the design has sought to use massing and scale to add dynamism to the project. A chamfered corner device has been applied to all corners, removing right-angles and the traditional “back” of the building – M1 Piccadilly provides an engaging façade when viewed from all angles. The massing reduces on the upper floors to add further dynamism as the building meets the sky. A series of iterative rendered views have informed this design process, assessing the visual impact of the proposals from street level, local context and longer-range views.

The scale of the building has been informed by the Manchester Piccadilly SRF, recognising the parameters for the site and indicative development in the wider context. This is further described in Section 3.3, P. 29. Dialogue with the Local Planning Authority has also informed the scale of the project, prompting a reduction in height from 17 to 15 storeys to address the comments of the Case Officer.

A Town and Visual Impact Assessment has also been undertaken to provide a thorough technical assessment of potential townscape and visual effects arising from the proposal, including a Zone of Theoretical Visibility assessment. Guidance on potential mitigation measures has been reviewed by the design team, and this report is included within the planning submission.



Concept CGIs testing the building height



04 - Design Quality

Upholding high design standards for the proposal, considering internal and external experience for both residents and the general public

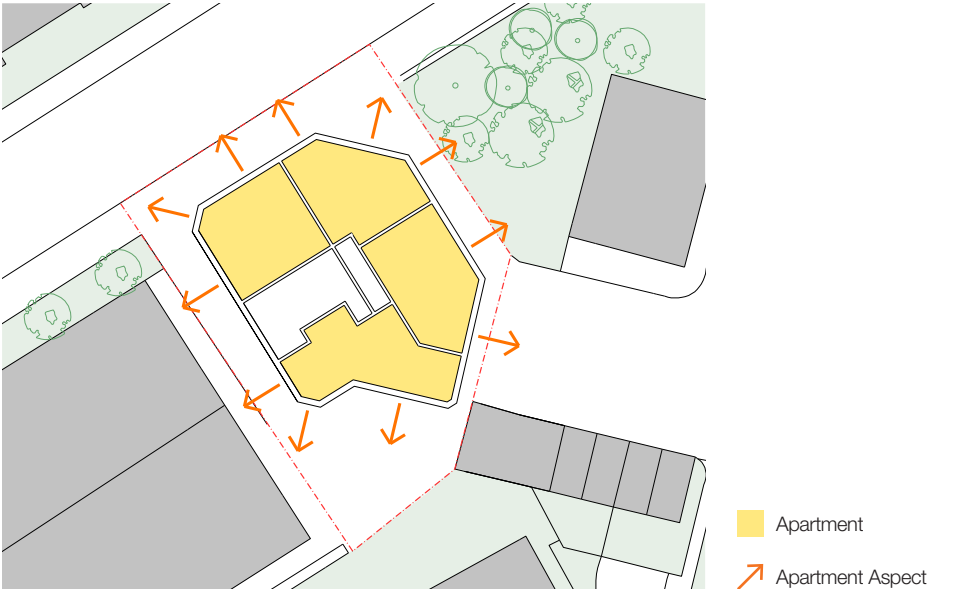
M1 Piccadilly aspires to provide design quality in several ways. As well as reducing impacts to the microclimate the form will provide a unique, landmark addition to Manchester's skyline. Internally, the chamfered external walls provide characterful apartments, with the majority also providing dual or even triple aspect living. Apartments have been designed to meet the National Space Standards, with several apartments exceeding the minimum area parameters.

The first-floor resident's lounge provides a place for socialising or working, reflecting a recent shift to hybrid office and home working across several sectors. Desk spaces have also been illustrated in a number of apartments, also allowing residents to work in private. A covered communal terrace has been provided as an extension of the resident's lounge, and private terraces are provided on the upper floors.

Across the building, generous window sizes have been employed, providing ventilation and views across the city. Juliet balconies are provided to all living spaces allowing all residents to benefit from access to fresh air and views.

The selection of the façade materials reflected the client's aspiration for a quality, unique building, as well as referencing the heritage metal casting in the Store Street area. A thorough review of several façade material samples has been undertaken, assisted by iterative drawing and professional CGIs. The development process and final proposals are discussed in Section 4.1, p. 46.

Overall, the apartments will provide unique, interesting, bright and enjoyable homes for its residents.



Maximising dual and triple aspect living

3.4 Tall Building Evaluation

05 - Sustainability

“Proposals for tall buildings will be supported where it can be demonstrated that they contribute positively to sustainability”

Manchester Core Strategy

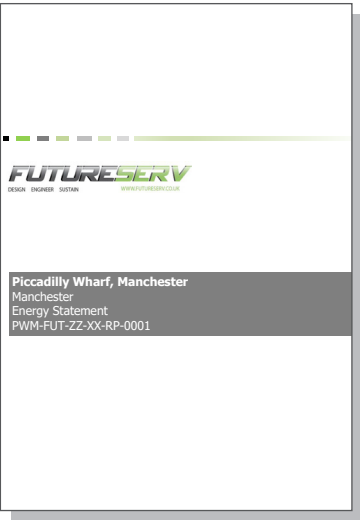
The proposal includes several active and passive measures to ensure M1 Piccadilly is developed in a sustainable manner, addressing the current climate crisis as well as predicted future climate change.

A holistic approach to energy efficiency has been adopted through the servicing strategy, as outlined within the Energy Statement accompanying this planning application. This approach adopts a fabric first strategy, which aims for the external wall build up to exceed the requirements for air tightness and thermal performance, reducing heat losses and energy demands for the apartments. Other measures include the use of low carbon technologies such as photovoltaic panels, air source heat pumps and mechanical ventilation and heat recovery (MVHR) systems to further reduce the proposal's energy demands. This approach ensures M1 Piccadilly will have a low carbon space heating demands throughout its lifecycle

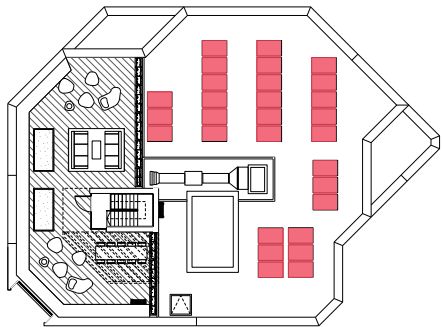
The façade design has also been driven by sustainable aspirations, with generous glazing to reduce the reliance on electric lighting but avoiding overheating. Windows are openable to allow natural ventilation, a crucial consideration in the face of predicted future temperature rises. A metal cladding panel system with mechanical fixings has also been proposed with a view to designing for disassembly at the end of the building's life cycle, when panels can be easily removed, undamaged, and reused or recycled. Prefabrication and the minimisation of bespoke panel sizes and shapes also reduces material wastage.

Green roofs have also been specified, providing reduced rainwater runoff and urban cooling, as well as increased biodiversity. The overall transport strategy for the site is explained more in Section 06, and seeks to promote low and zero carbon transport options.

Construction Elements	Building Regulation Specification	Projected Development Specification
Floor	0.25 W/m2k	0.20 W/m2k
Wall	0.30 W/m2k	0.16 W/m2k
Roof	0.20 W/m2k	0.14 W/m2k
Window	2.0 W/m2k	1.20 W/m2k
Air Permeability	10 m3/h/m2 @50Pa	3 m3/h/m2 @50Pa



Energy Statement prepared by Futurserv



Roof Plan showing indicative PV array

06 - Location

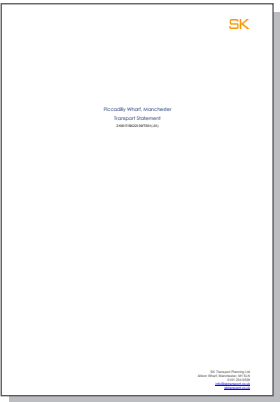
“In the right place well designed tall buildings can make a positive contribution to urban life”

Historic England Advice Note 04

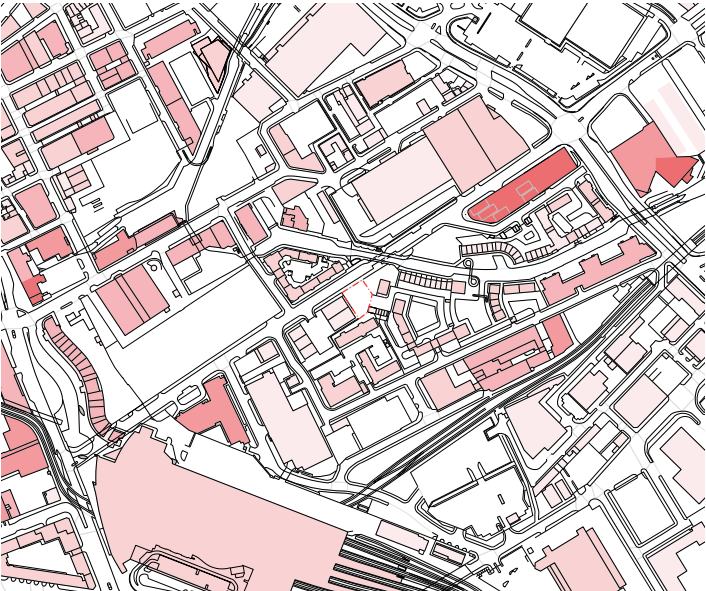
M1 Piccadilly sits in currently unoccupied land which is not within a conservation area. The nearby Grade II* Listed Aqueduct provides an interesting historical reference for the design.

Due to the city centre location, the site benefits from a multitude of public transport options, including local trams and buses, national rail and international airport links. The site is also a short walk to the planned HS2 link, further enhancing the abundant transport links to the site.

More information regarding the connectivity of the site is available within the Transport Strategy undertaken by SK Transport.



Transport Strategy



Building heights within the locality

07 - Regeneration

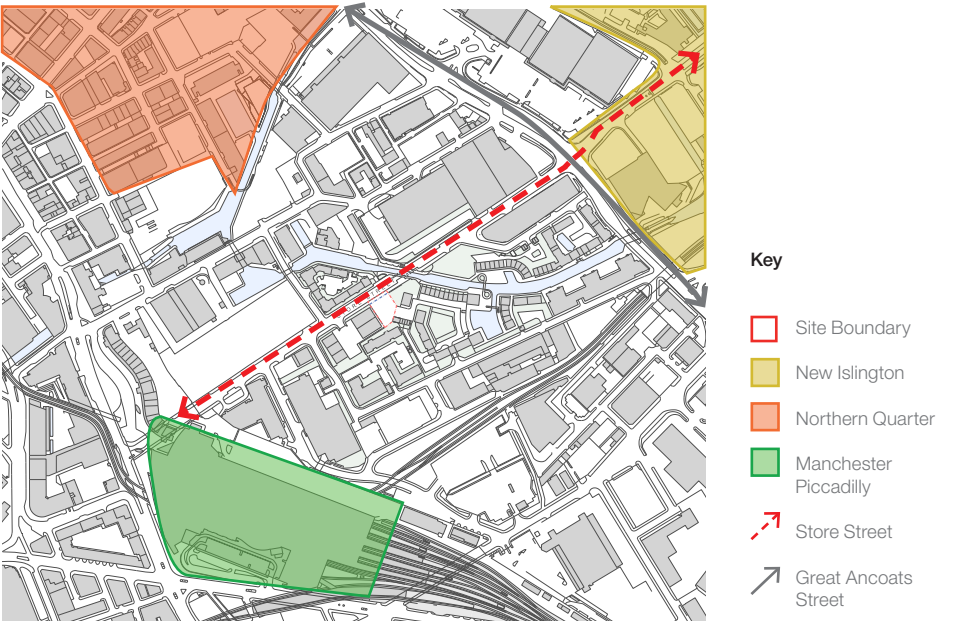
“Proposals for tall buildings will be supported where it can be demonstrated that they will bring significant regeneration benefits”

Manchester Core Strategy

At street level, M1 Piccadilly will bring visible, human scale regeneration benefits by replacing the current blank wall with a vibrant and engaging entrance area. The previously inaccessible parcel of land without any street presence will become activated, improving the pedestrian experience of Store Street.

M1 Piccadilly also reflects one of the early developments to come forward within the Manchester Piccadilly SRF, setting a precedent for quality development in the locality. The proposal has the potential to set the tone for high quality development of a residential lead mixed-use neighbourhood.

Located approximately equidistant from the ends of Store Street, M1 Piccadilly provides a vital regenerative link between Piccadilly and Ancoats / New Islington. As the Oxygen development nears completion, both 52 Store Street and M1 Piccadilly will reinforce the regeneration of Store Street as a vibrant, accessible link between the city centre and thriving residential developments to the north and east of the city centre. Store Street is currently “blank”, lacking activity and the empty sites with no active frontage create unsafe areas in the city.



Regenerative Link between Piccadilly and New Islington

3.4 Tall Building Evaluation

08 - Contextual Response

A contextual response is crucial for the development of any tall building and has been a key consideration throughout the design process.

Historically, the site's proximity to bronze works and castings has been referenced in the choice of façade materials. The adjacent Grade II* Listed Aqueduct prompted an open dialogue and sharing of emerging proposals with Historic England, who expressed no concerns with the development.

The design of the base of the building references the level of the historic aqueduct, providing a visual connection to the listed structure at street level. The aqueduct has also influenced the design and material choice of the building's base.

A series of heritage views have also been undertaken to assess the proposal's relationship with key heritage assets in the surrounding context. The views and associated report are included within the planning submission.

The contemporary context has also informed the design process, with early overlooking and overshadowing studies informing the plan of the building. As well as the daylight/sunlight analysis, studies into the overlooking distances have been undertaken to mitigate privacy issues for residents of the proposal or surrounding buildings. These measures include locating living spaces away from areas with the most sensitive overlooking considerations and reducing the width of windows in areas closest to surrounding buildings.

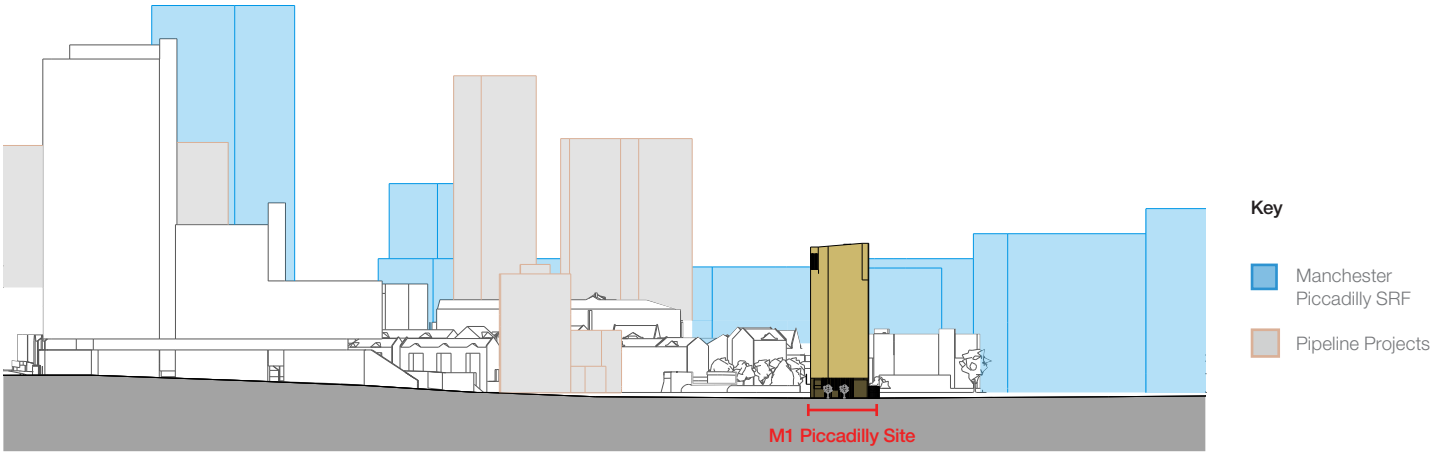
Contemporary developments at 52 Store Street and Oxygen are both under construction and have provided a reference for the scale of the building, whilst the proximity to Piccadilly Village and the recommendations of the Manchester Piccadilly SRF have also informed an appropriate scale for the building.

Emerging proposals in proximity to the site have also influenced the design process, most notably the discussions with the owners of the adjacent site, Grammont Group. Following discussions with Planning officers and analysis the way in which the site may develop within the constraints of the SRF, an indicative massing for the adjacent site has been developed. Details of these considerations are on Section 3.3, p.31.

In a wider sense, the development also references the Manchester Piccadilly SRF, and how the proposal will complement this emerging development. Throughout the design process, the form has been tested and reviewed within indicative massing of all surrounding masterplans and SRFs, including the Manchester Piccadilly SRF, as indicated on p.29 Section 3.3.

Massing Studies

Street view and city scape studies conducted during the design development to evaluate the relationship between M1 Piccadilly and its context, and informed the decision to reduce the height to 15 storeys.



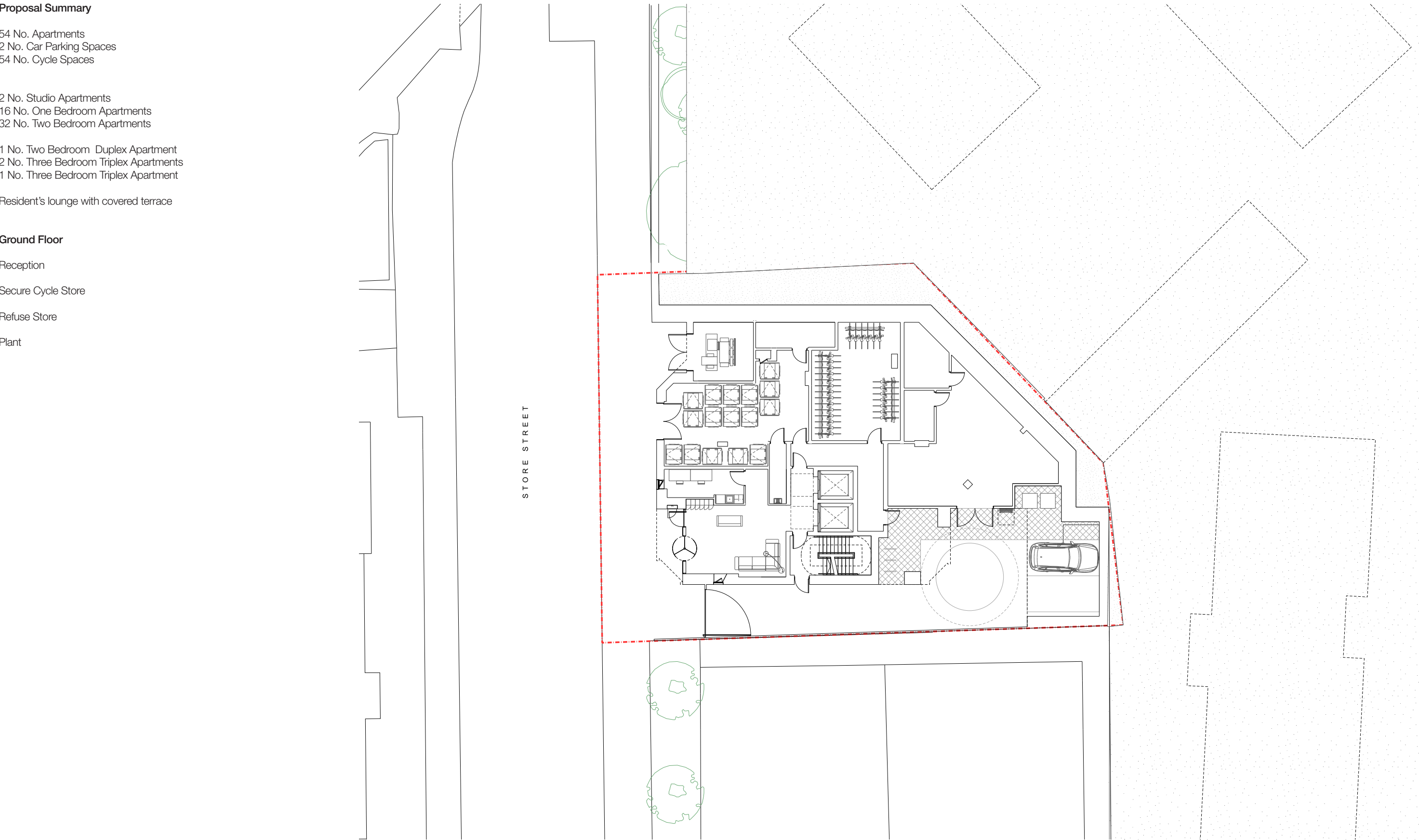
Reviewing the proposal within the current and emerging context



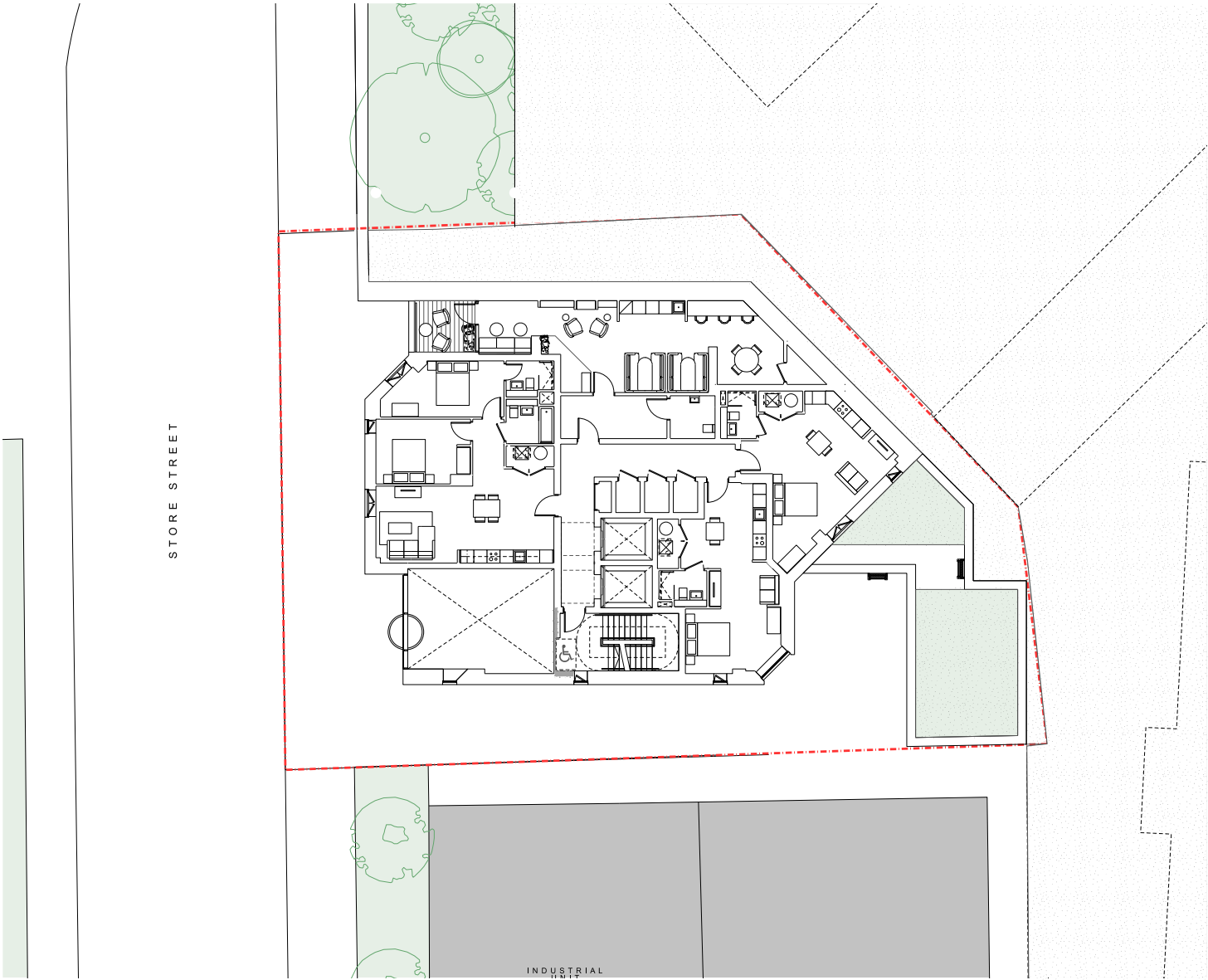
3.5 Layout

Floor Plans - Ground

Ground Floor

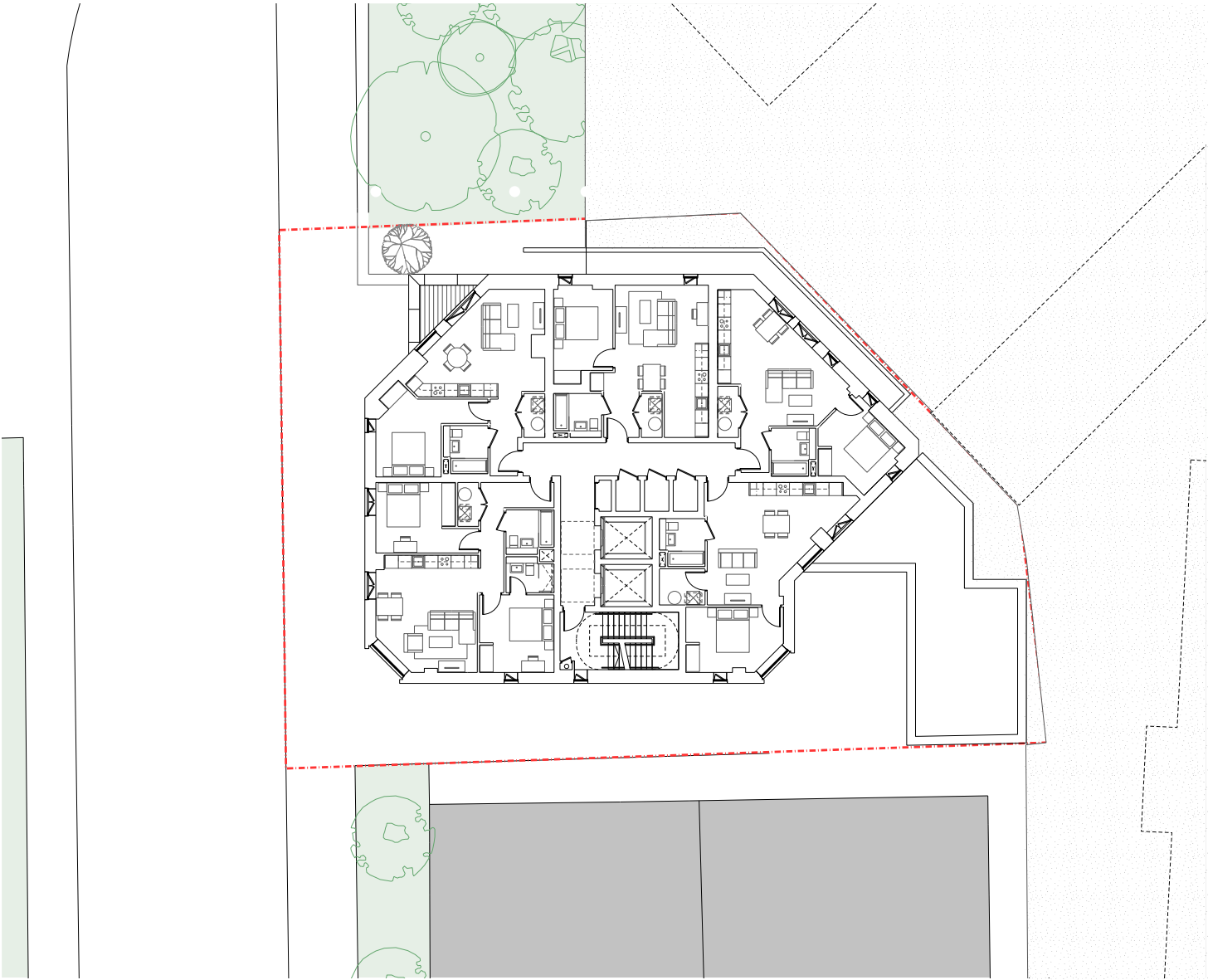


3.5 Layout
Lower Floors



Level 01

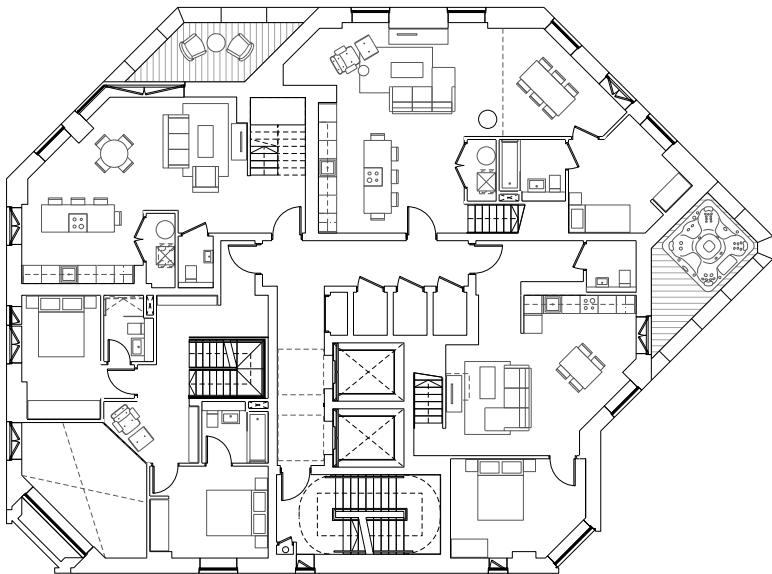
- 2 No. Studio Apartments
- 1 No. Two Bedroom Apartment
- Resident's lounge with covered terrace



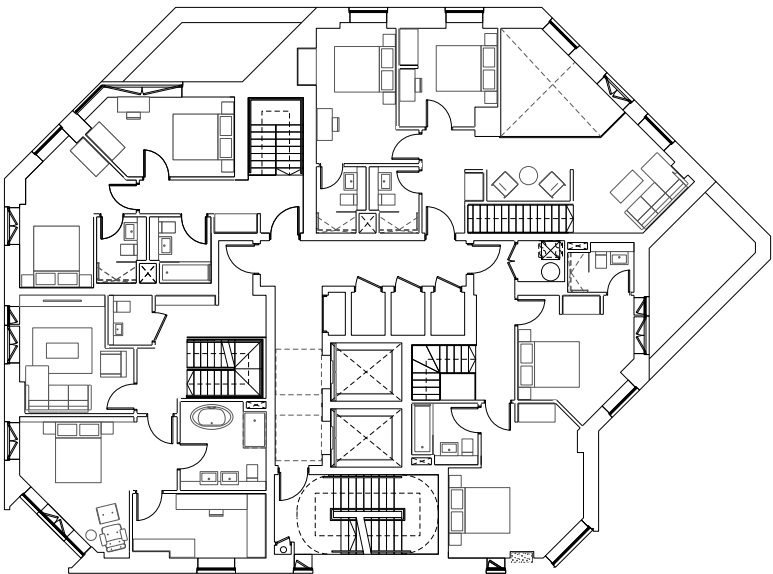
Level 02

- 4 No. One Bedroom Apartments (incl. 1 No. private terrace)
- 1 No. Two Bedroom Apartments

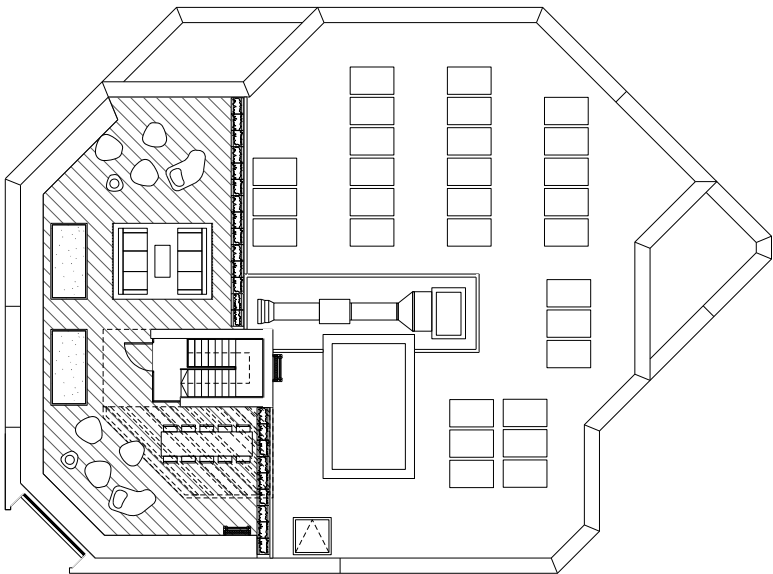
3.5 Layout
Floor Plans - Upper Floors



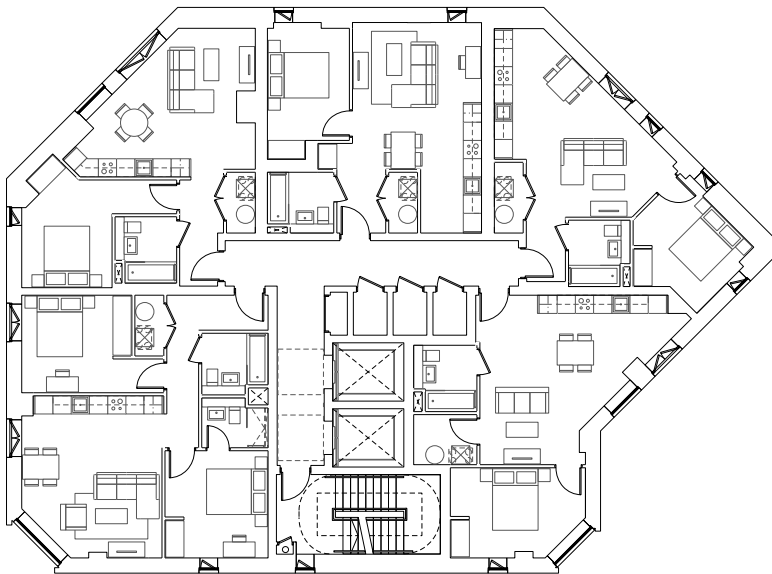
Level 13
1 No. Two Bedroom Duplex Apartment
2 No. Three Bedroom Duplex Apartments
1 No. Three Bedroom Triplex Apartment (cont.)



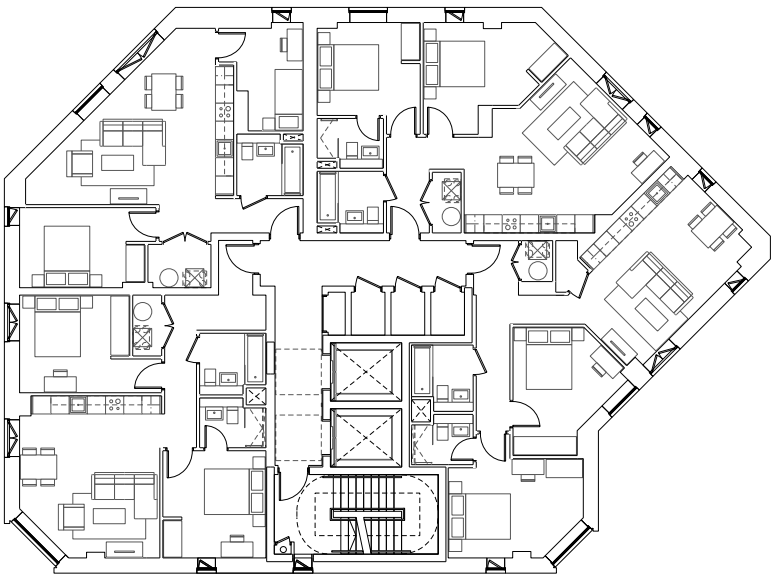
Level 14
1 No. Two Bedroom Duplex Apartment (cont.)
2 No. Three Bedroom Duplex Apartments (cont.)
1 No. Three Bedroom Triplex Apartment (cont.)



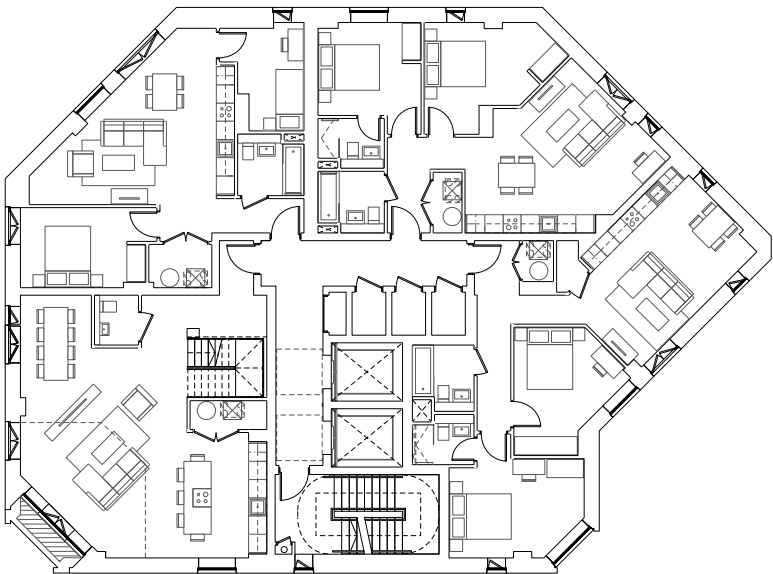
Level 15
Roof terrace to triplex apartment



Level 03 - 05
4 No. One Bedroom Apartments
1 No. Two Bedroom Apartments



Level 06 - 11
4 No. Two Bedroom Apartments



Level 12
3 No. Two Bedroom Apartments
1 No. Three Bedroom Triplex Apartment



Plan Analysis
Overlooking

Referencing the earlier site constraints analysis, the proposed typical plan design mitigates the overlooking impact to neighbouring properties.

The Piccadilly Village apartment building the north east of the site has a distance of approximately 13.8m between the nearest habitable room and the M1 Piccadilly proposal, when measured perpendicularly.

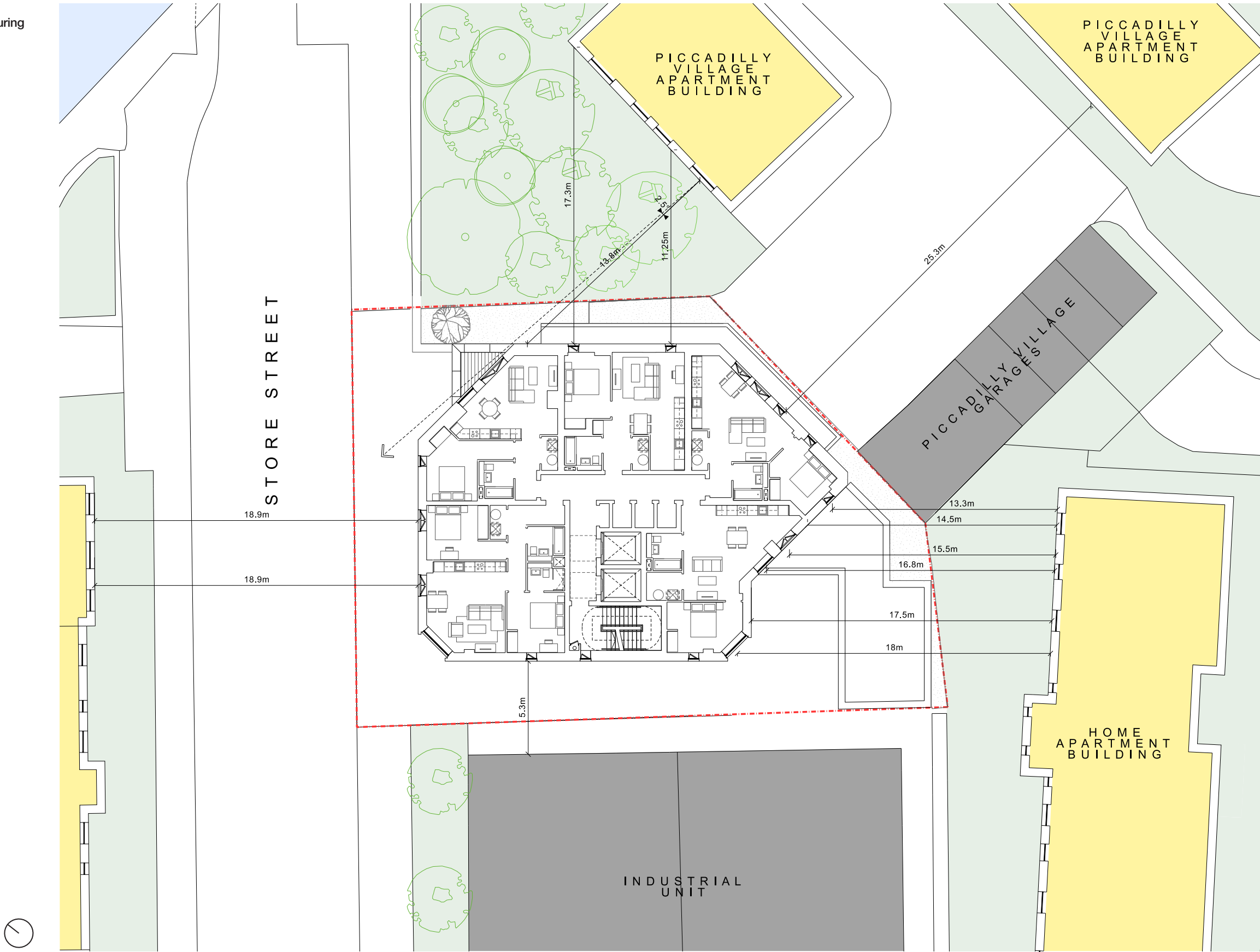
Whilst this is a conventional mode of measurement, a minimal angle change of 5° gives this worst case apartment an unobstructed view to Store Street, as demonstrated on the diagram. The topography of the site and the series of significant trees to the west of the Piccadilly Village building will provide further cover and screening to mitigate the risk of overlooking.

Windows closest to the Home apartment building (approximately 15.5m distance) have been angled at 45° to mitigate the risk of overlooking habitable rooms. There are no perpendicular windows to the south eastern facade, and the larger window is located approximately 18m and at a 45° angle from the Home building.

The remaining Piccadilly Village building within the diagram is located over 25m away, exceeding the overlooking guidance within the Manchester Residential Design Guide.

To the adjacent site currently occupied by the industrial unit, a distance of over 5m has been maintained with consideration of future development by the Grammont Group as explored earlier in this document.

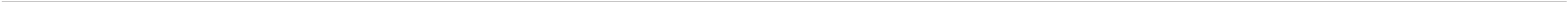
Note: Distances have been reviewed against survey information available. A survey of Piccadilly Village was unable to be fully completed as access to this private land could not be granted. The position of Piccadilly Village and Home apartments is based on Ordnance Survey data.



3.6 Design

Accommodation Schedule

NOTE: These areas are approximate. They relate to the likely areas of the building at the current state of the design and using the stated option from the Code of Measuring Practice, RICS/ISCV. Any decision to be made on the basis of these predictions, whether as a project viability, pre-letting, lease agreements or the like, should include the due allowance for the increases and decreases inherent in the design development and the building process.							Key		Project Name:				M1 Piccadilly, Store Street										
							Studio Apartment			Project Number:				05868									
							1 Bed Apartment			File Reference:				0.03									
							2 Bed Apartment			Issue Date:				23/06/2021									
							2 Bed Duplex			Revision:				A									
							3 Bed Duplex / Triplex			Revision Notes:				Issued for Planning									
Level	Floor-Floor	Areas																					
	m	Gross Internal Area (GIA)		Net Internal Area (NIA)		Net:Gross	1A -	1B -	1C -	1D -	1E -	1F -	2A -	2B -	2C -	2D -	2E -	2F -	3A -	3B -	3C -	Total	
		sqm	sqft	sqm	sqft	%	37.4 sqm	37.8 sqm	48.3 sqm	47.7 sqm	46.1 sqm	48.8 sqm	71.8 sqm	70 sqm	60.3 sqm	67 sqm	70.5 sqm	94 sqm	197.4 sqm	131 sqm	110.7 sqm		
	46	4,949	53,269	3,522	37,911	71	1	1	4	4	4	4	1	10	7	7	7	1	1	1	1	54	
15		7	75	7	75	100															0		
14	3	301	3,240	230	2,476	76															0		
13	3.4	298	3,212	227	2,443	76											1		1	1	3		
12	3	338	3,638	266	2,861	79									1	1	1		1		4		
11	3.4	340	3,664	268	2,885	79								1	1	1	1				4		
10	3	340	3,664	268	2,885	79								1	1	1	1				4		
9	3	340	3,664	268	2,885	79								1	1	1	1				4		
8	3	340	3,664	268	2,885	79								1	1	1	1				4		
7	3	340	3,664	268	2,885	79								1	1	1	1				4		
6	3	340	3,664	268	2,885	79								1	1	1	1				4		
5	3	339	3,653	259	2,791	76			1	1	1	1		1							5		
4	3	339	3,653	259	2,791	76			1	1	1	1		1							5		
3	3	339	3,653	259	2,791	76			1	1	1	1		1							5		
2	3	339	3,653	259	2,791	76			1	1	1	1		1							5		
1	3.4	282	3,040	147	1,582	52	1	1					1								3		
G	3	322	3,466	0	0	0															0		
Sub-Total							2		16				32				1		3			54	
Mix							1.9%	1.9%	7.4%	7.4%	7.4%	7.4%	1.9%	18.5%	13.0%	13.0%	13.0%	1.9%	2%	2%	2%	100%	
							3.7%		29.6%				59.3%				1.9%		5.6%			100%	
Car	no.			Cycle	no.																		
Internal	0			Internal	54																		
External	2			External	0																		
Total	2	4%	Total	54	100%																		



4.0 Appearance



4.1 Materiality Studies

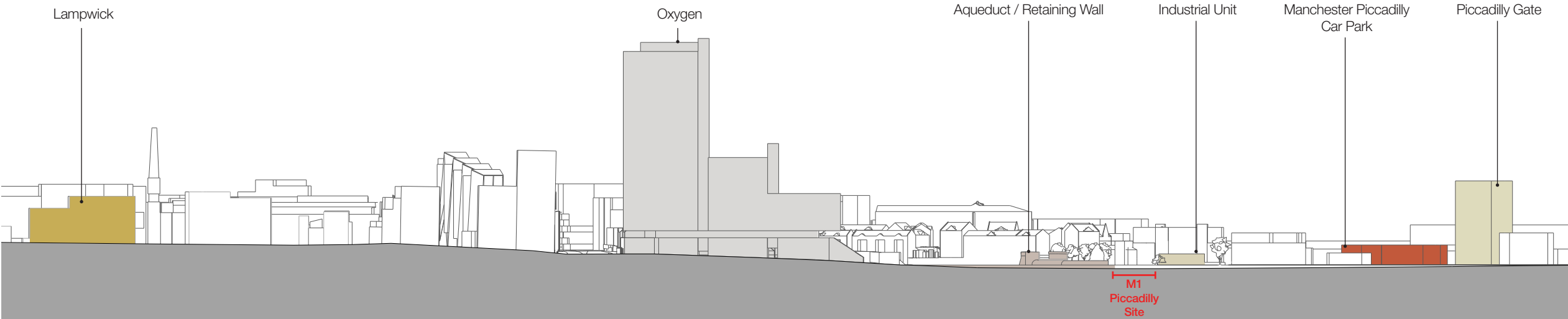
Contextual Façades

Existing Context

In the first instance, understanding the materiality of the existing buildings was key to developing a contextually appropriate material choice for M1 Piccadilly.

Store Street and its connecting streets are comprised of a diverse range of architectural styles and materials. This contextual facade study reviews six key buildings within the proposal's locality, to analyse and learn from these nearby buildings.

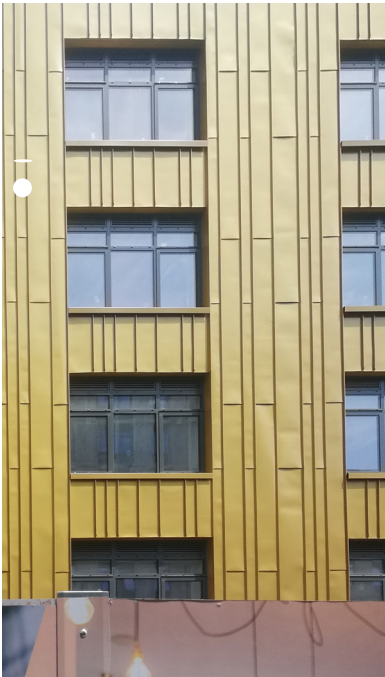
Distilling the key tones from each facade shows an eclectic mix of tones. A common theme amongst the majority of the swatches is a predominance of warm colours, ranging from warm grey to yellow / gold and orange/bronze tones.



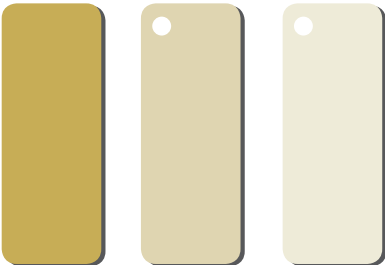
Preferred Tones

Reflecting the context as well as the client's aspirations for the proposal to have a clear identity with a luxury feel, the preferred gold - champagne tones are marked with a grey outline.

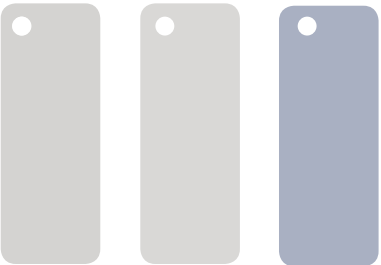
 Preferred contextual tones



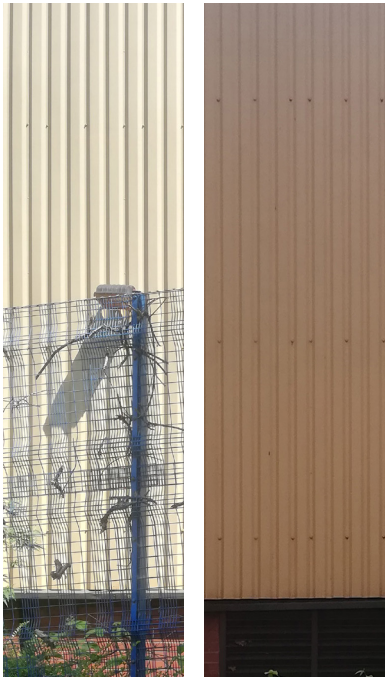
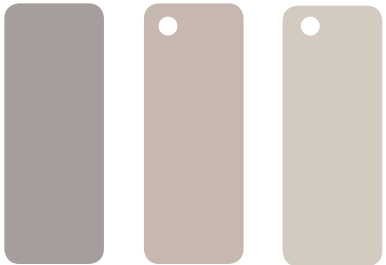
Lampwick
Old Mill Street



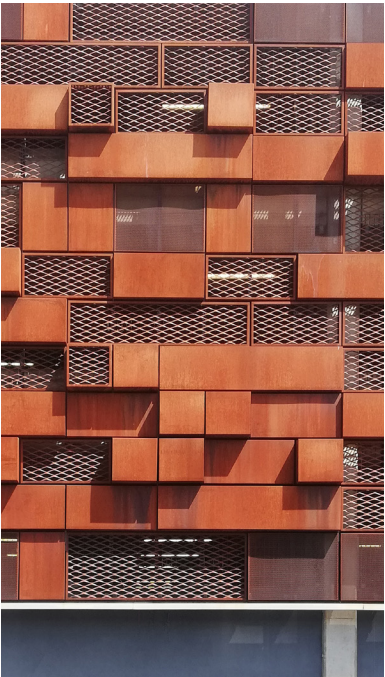
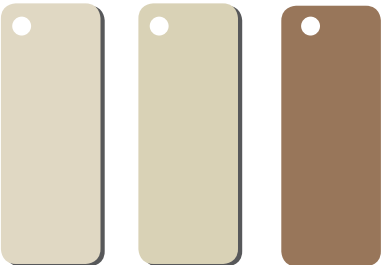
Oxygen
Store Street / Great Ancoats St.



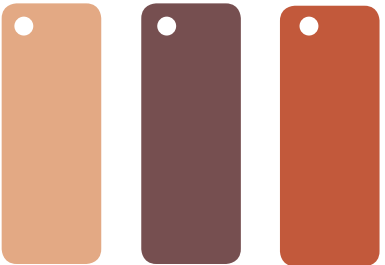
Aqueduct / Retaining Wall
Store Street



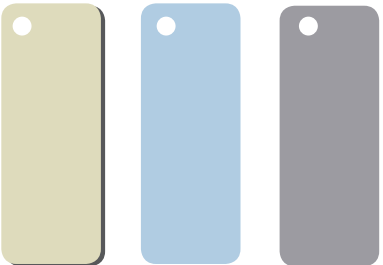
Industrial Unit
Store Street



Manchester Piccadilly Car Park
Boad Street



Piccadilly Gate
Store Street



4.1 Materiality Studies

Site Heritage

Development of the materiality has been informed by Store Street’s heritage as a place of industry.

Analysis of historical maps highlights numerous mills and works building within the context of the site, benefiting from Store Street’s proximity to the Ashton Canal Aqueduct. A number of foundries and ironworks were located around the area, with a brass and ironworks being formerly situated on what is now Piccadilly Village.

This historical research informed an approach to materiality to reflect the foundries of Store Street’s past.

Preferred Tones

Referencing the contemporary and historic context



Precedent Study

The proposal’s materiality complements the predominantly warm tones of the surrounding buildings, as well as referencing the area’s history as a centre for metalworking.

Initial precedent studies reviewed the tones, materials and finishes which could be used to deliver this contextual response whilst upholding the client’s aspiration for a luxury, quality development.



Foundries highlighted on a historic map from 1893.

M1 Piccadilly Site
Foundries



A typical Victorian foundry



Victorian cast brass ornamentation, such as this ceiling rose, remain popular today



Flat panels with a standing seam joint



Sheet materials with less uniformity giving variety to the finish



A highly reflective finish

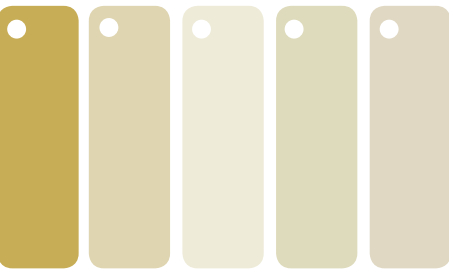
4.2 Facade Development

Tone and Concept

Facade Development

Initial proposals tested a monolithic approach to the facade, utilising a relief terracotta panel. Several quick rendered detail studies were produced and reviewed, drawing on the preferred tones from the contextual study work.

Preferred Tones



Facade Concept

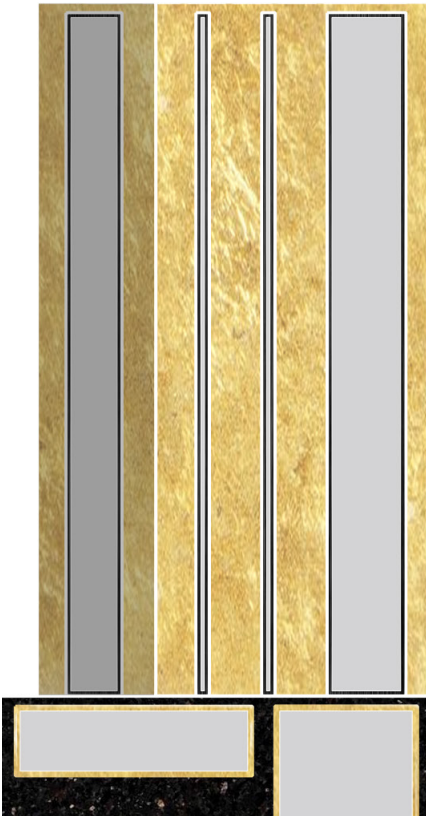
After review of the initial studies based on a monolithic approach, the massing of the proposal was further refined to accentuate the elegance and unique chamfered plan form.

In response to this, the facade concept was developed to utilise a variety of complementary tones and finishes, which could be composed to further accentuate the dynamism of the form.

Metalwork was selected as the primary material, for its colour, durability and finishing options, as well as the reference to the area's heritage.

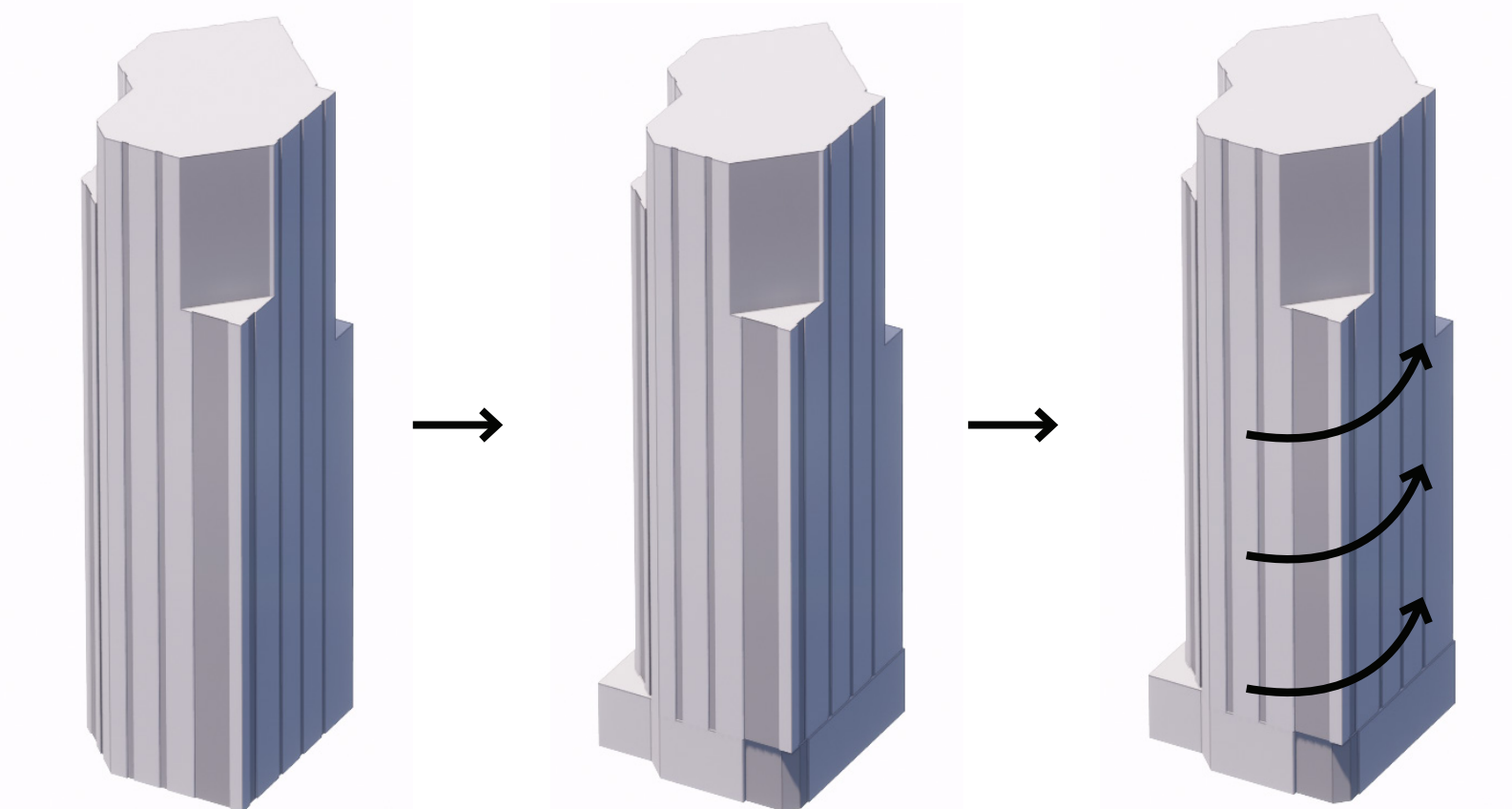
The proposal's visibility from a number of key vistas, as well as the lack of a traditional "back" to the building lead to studies into a shifting, varied composition of tones around the facade.

Initial Facade Concept



Initial concept diagram for a monolithic, gold-toned approach with a solid dark base

Developed Facade Concept



Stacked windows to accentuate verticality

Grounding with a solid base

Composing a varied facade treatment to give variety

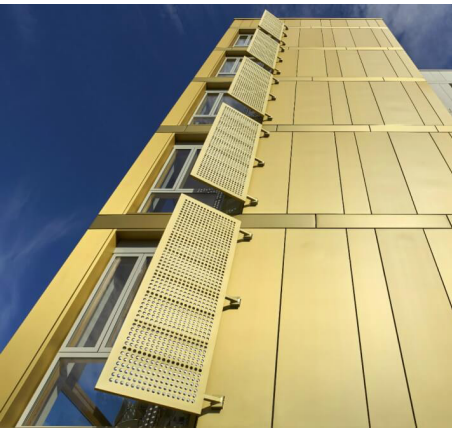
4.2 Facade Development

Materiality

The facade is comprised of three panel types, composed to give variety and dynamism to complement the building’s form.

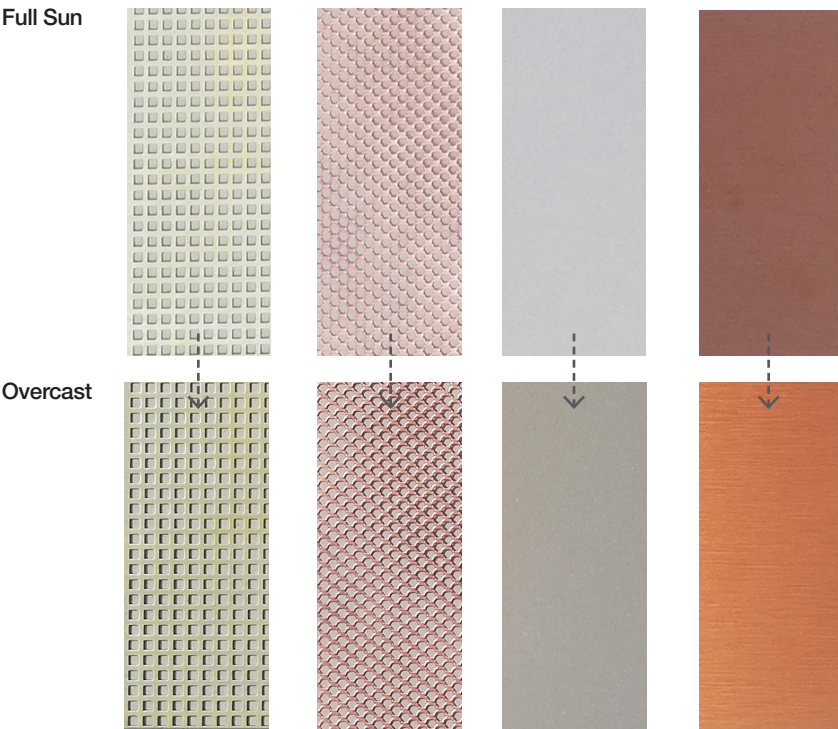
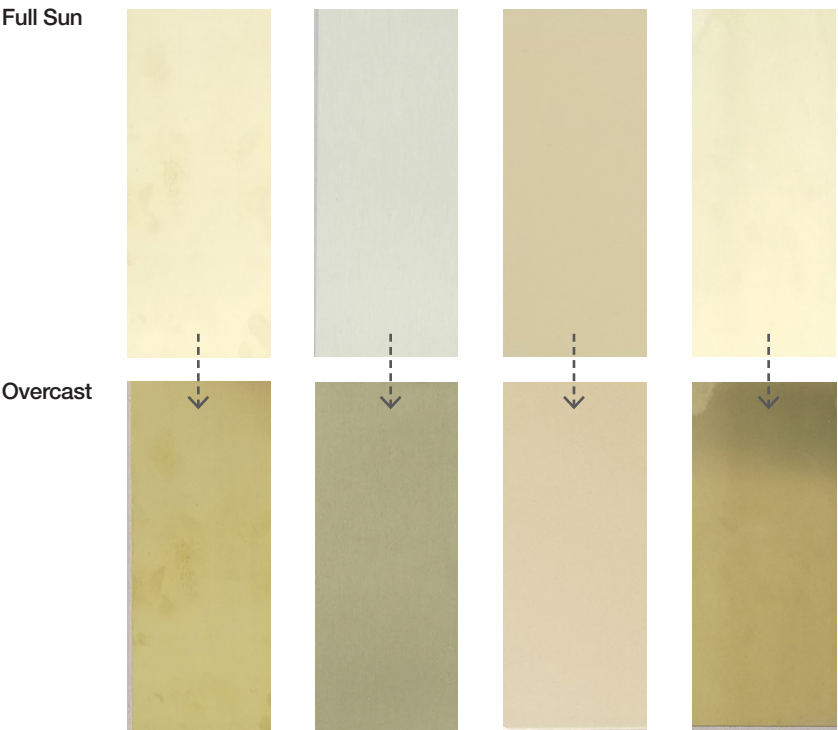
Precedent Studies

Reviewing different approaches to tones, finishes and perforations



Sample Review

Documenting and reviewing a several tones and finishes in a variety of light condition to understand how the facade will change throughout the day.



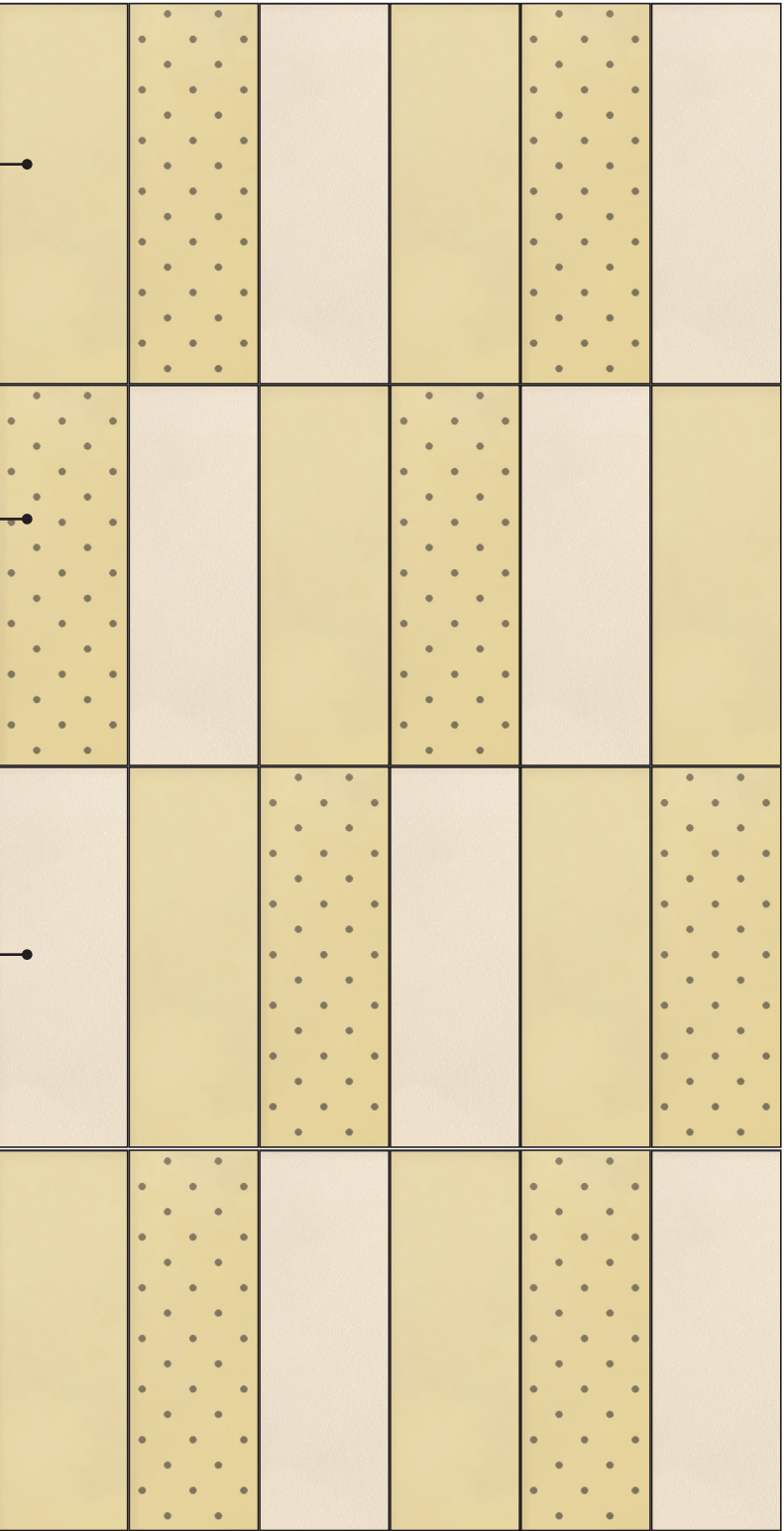
Composing the Facade

This concept diagram illustrates the three panel types and their composition to give a dynamic, twisting effect to M1 Piccadilly.

01 - Solid gold coloured panels comprises the majority of the facade. Samples have been selected based on their uniformity and flatness to give a consistent, cast look.

02 - A perforated or printed frit gold panel, colour-matched to the solid gold panel provides depth and shadow to the facade.

03 - Lighter solid champagne coloured panels compliment the gold. Proposals have considered a matte finish to these panels which would contrast the more metallic gold panels



4.2 Facade Development

Material Specification

Material Samples

Following feedback form Manchester City Council, a more detailed analysis of material samples was undertaken. Samples from three manufacturers have been reviewed.

- › Alpolic produce high quality coatings for external use. The metallic range is intended to mimic an anodised finish whilst the prismatic range gives a complex depth of colour, which changes tone when viewed from different angles and in different lighting conditions.
- › Syntha Pulvin's Anodite range is an ultra matt polyester powder coated (PPC) finish, specifically designed to simulate the colours of anodising. Like anodising, the range is available in a spectrum of gold - bronze - grey tones.
- › United Anodiser's Anolok is a range of anodised finishes available in a spectrum of gold - bronze - grey tones.

The samples have been photographed in sun and shade, as well as from below, mimicking the effect of looking up at the facade from street level.

The photography makes it clear that there are a range of tones within all of the samples, which change depending on the lighting and angle at which the materials are viewed. Whilst the photographs show some of the range, the samples are best viewed in person, and under natural light for the most accurate representation of the finish and tonal range.

Preferred Material

Following a review of the tones and finishes with Manchester City Council, an anodised finish has been selected for the cladding to M1 Piccadilly from United Anodisers or a similar manufacturer. Window frames and perforated ventilation / spandrel panels will be in a dark PPC finish.

Post planning, the external materials will be considered further to address the relevant planning conditions, alongside the RIBA Stage 3 and 4 design stages.

Range of Samples

All samples photographed in full sun

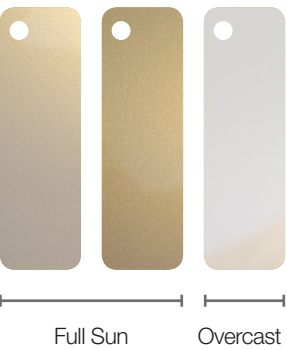
All samples photographed in shade



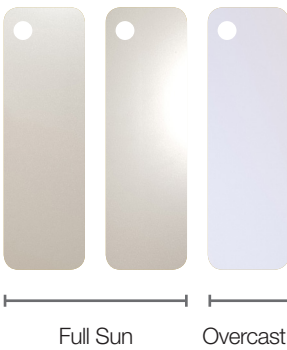
Sample Tones

Alpolic - FEVE Paint Finish

Prismatic Citrine



Bronze Metallic



Anolok - Anodised Finish (preferred material)

Anolok 545



Regency Gold 1

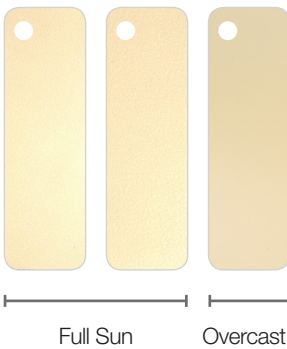


Syntha Pulvin - Anodised Look PPC Finish

Pale Gold 541



Gold 2.5



4.2 Facade Development

Material Specification

Material Application

The recently completed refurbishment of John Dalton House, Deansgate, by 5plus architects utilised the Regency Gold 1 anodised finish shown overleaf. The material was used as a horizontal veil on the exterior of the building.

The spandrel panels are in an Anodic PPC aluminium, as detailed below, and complement the gold anodised veil.

Images of the completed building show the tonal range of the anodised and PPC finishes depending on the daylighting, weather and angle of the facade.

Material Specification

01 - Anodised aluminium extrusion
Material finish : Regency Gold 1

02 - Aluminium spandrel panel
Material finish :
Anodic PPC aluminium
Interpon D2525 Collection
Anodic Steel Bronze 1



4.3 Facade Development Options

Following the review of the samples and the development of the facade concept, a number of elevation options were explored.

These sketch studies informed the development of the tones, panel types and overall composition of the facade, in conjunction with ongoing massing development.

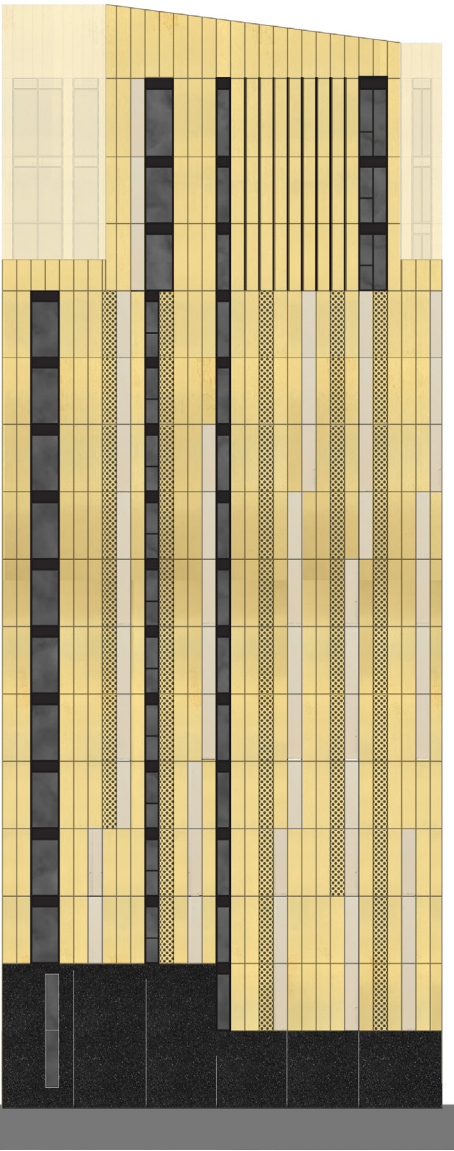


Option 01

This initial option explored predominantly single storey stacks of panels, accentuated by an occasional double storey stacking.

Perforated panels were confined to the main body of the tower to give a lighter touch to the edges of the elevation, with some extending to the uppermost storeys. Each slot window was adjoined by a continuous vertical run of perforated panels.

On review, it was decided this option lacked elegance and order, and that this level of variation made the facade appear busy.



Option 02

Addressing the lack of order to the first option, this revised approach stacked panels in 3-5 storey runs, with an occasional horizontal shift across the elevation.

An alternative option for the uppermost storeys was introduced, bringing the lighter champagne tones to the top of the building.

Whilst more ordered, it was felt that this proposal didn't complement the dynamism of the plan form, and that the shifting could be made more prominent.

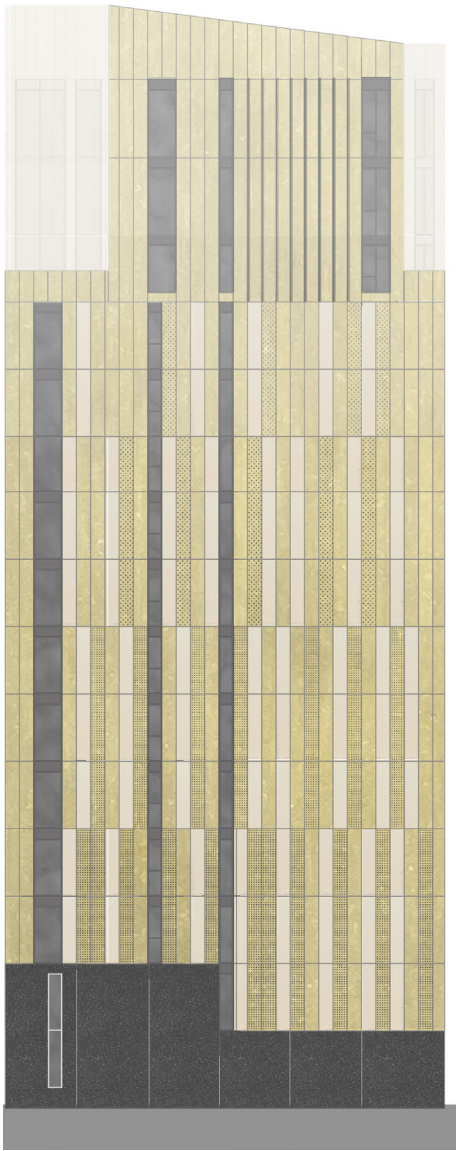


Option 03

Increasing the prominence of the horizontal shifting was achieved through reducing the panel stacking heights to 2/3 storeys.

Gold panels became more prominent on the upper floors, with the penthouses being differentiated by the use of perforated panels.

The shifting effect was more successful in this option, however it was felt this could be made clearer. The gradient of increasing the gold panels on upper floors was explored in more detail on the next option.



Option 04 - Preferred Concept

Revisiting the samples, the final option utilised a deeper gold colour, moving away from the more yellow tones to better reflect the contextual studies of the locality.

A more ordered response, this approach utilised the 2-3 storey stacking, coupled with an increase in the frequency of the gold on the uppermost floors.

This was further accentuated by a reduction in the frequency and size of the perforations on the upper levels.

4.3 Facade Development

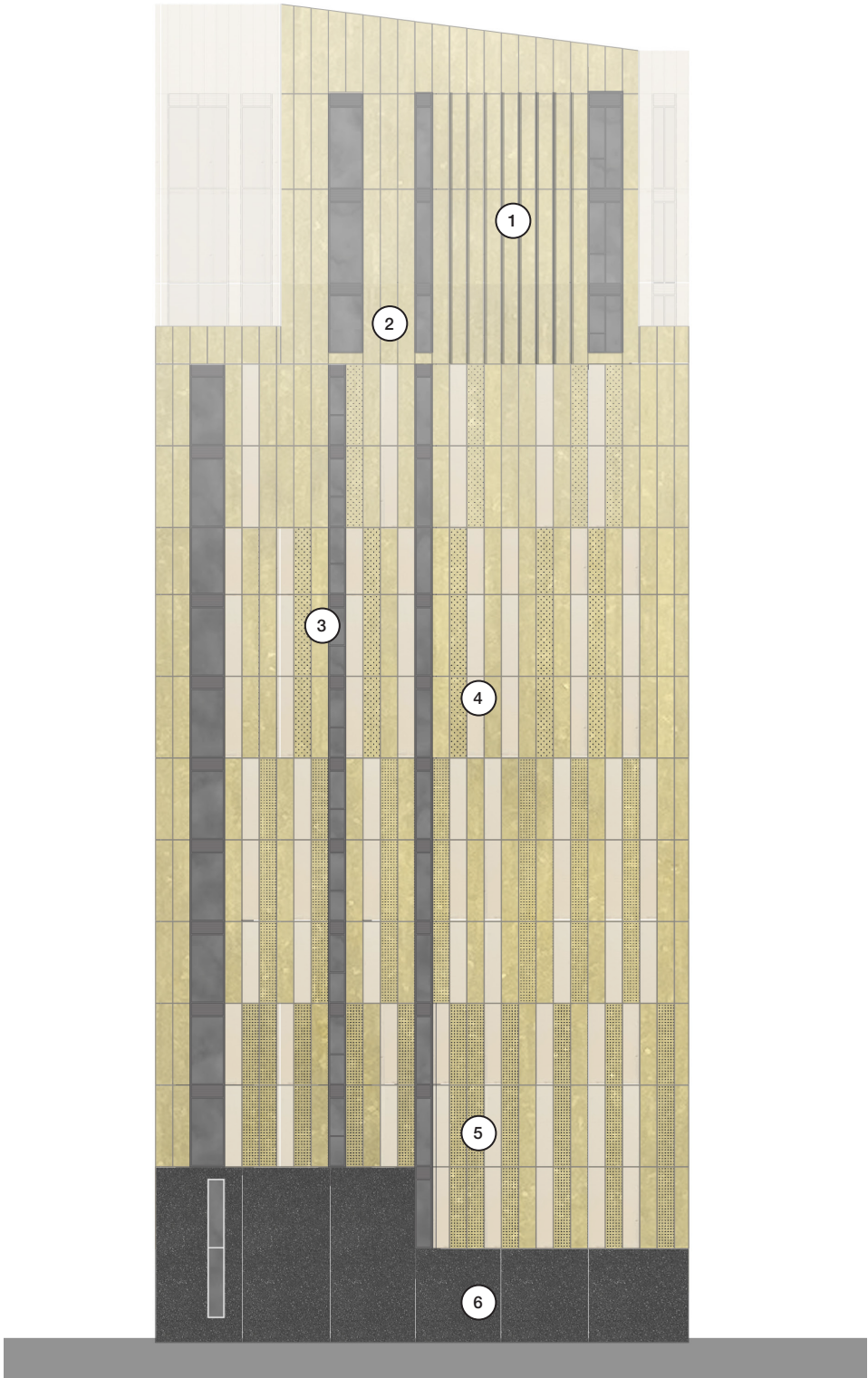
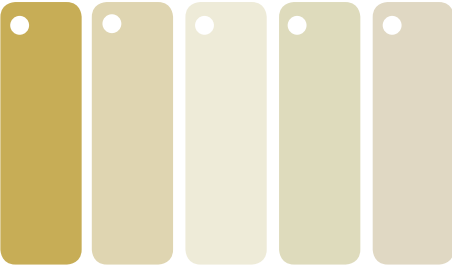
Preferred Concept

Reviewing the Preferred Concept

- 1. Expressed metal fins differentiate the crown from the main body of the proposal. These will add depth to the facade, and cast dynamic shadows across the top of the building throughout the day.
- 2. The uppermost floors are comprised of solid coloured panels, giving an elegant top to the building. It is here that the building's mass is most expressive, so a single gold-coloured cladding won't detract from the purity of the form.
- 3. 2-3 storey stacked panels allow the shifting look to be read clearly, whilst working with the massing and setbacks to the upper floor terraces.
- 4. A subtle, one panel wide horizontal shift up the facade gives a gentle but recognisable twist to the building, complementing the dynamism of the form and mass.
- 5. Perforations decrease in size and density from the lower to the upper floors. This further accentuates the purity of the uppermost floors, whilst reinforcing the twisting effect on the lower floors.
- 6. A solid base grounds the building, with a dark reconstituted stone finish complementing the metal panels above.

Preferred Tones

Reviewing the preferred concept against the tones taken from buildings in the locality.

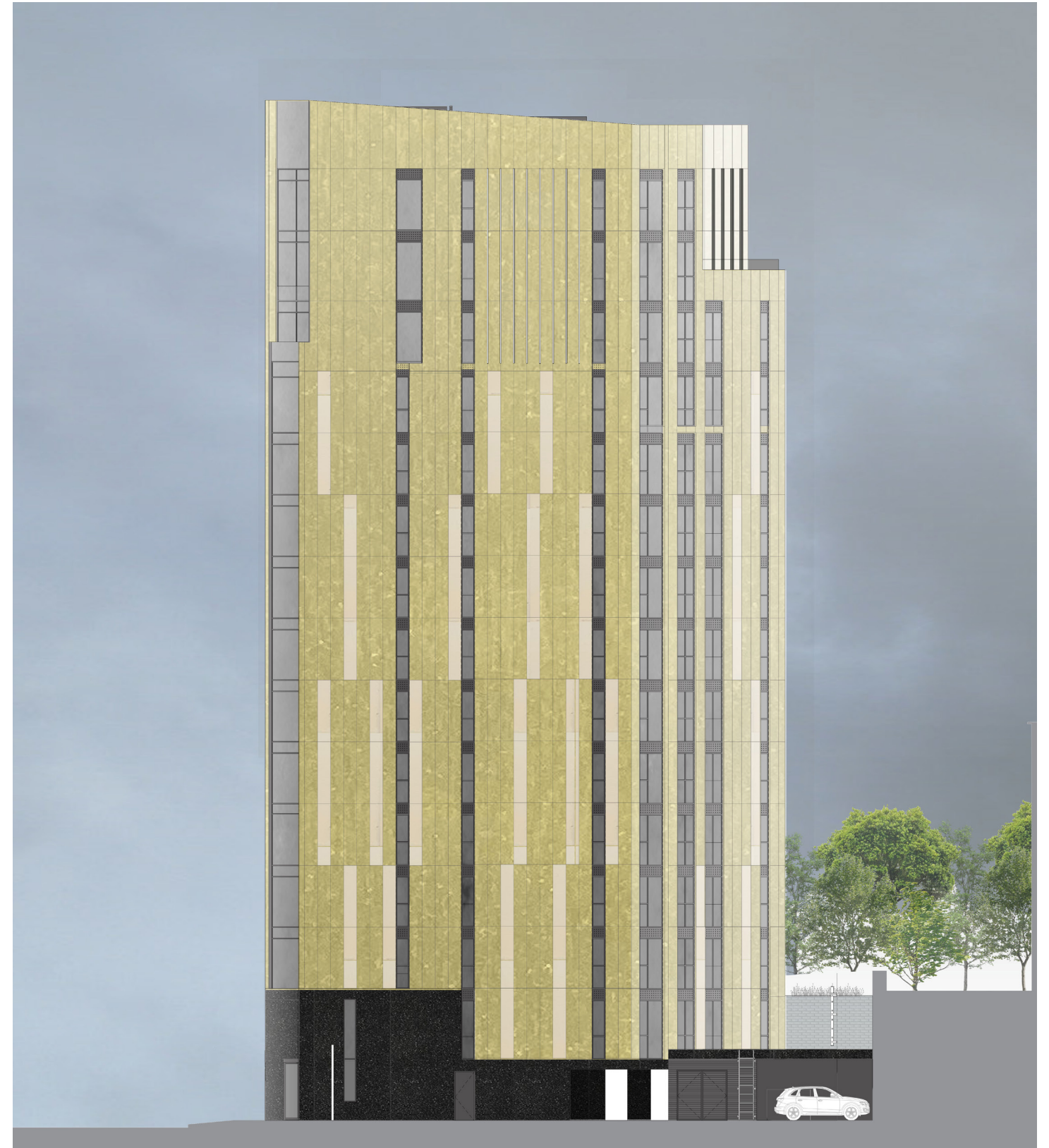


Reviewing the Preferred Concept in Context



4.4 Elevations

West & North



4.4 Elevations
East & South



4.5 Facade Study

Store Street Facade and Entrance

The base of the proposal responds to the Manchester Piccadilly SRF aspirations to activate the streetscape and aims to bring activity and life to Store Street.

A solid base of reconstituted stone grounds the building, and gives a robust, hard finish to the lower floors. This is intended to be cool to the touch, with a polished finish to give a positive first impression. Projecting dark aluminium fins with an anodised finish have been overlaid to give further depth and definition at street level, casting different shadows throughout the day.

The entrance portal is a recessed double height area, fronted with curtain walling to give a clear hierarchy to the elevation. Recessing the entrance gives further depth to the facade, as well as offering some shelter from the elements for visitors and residents as they enter the building.

A window has been included to the concierge office to further activate the ground floor elevation.

Service doors to the substation and refuse store have been colour matched to the window frames in order to compliment the dark reconstituted stone and not detract from the entrance.

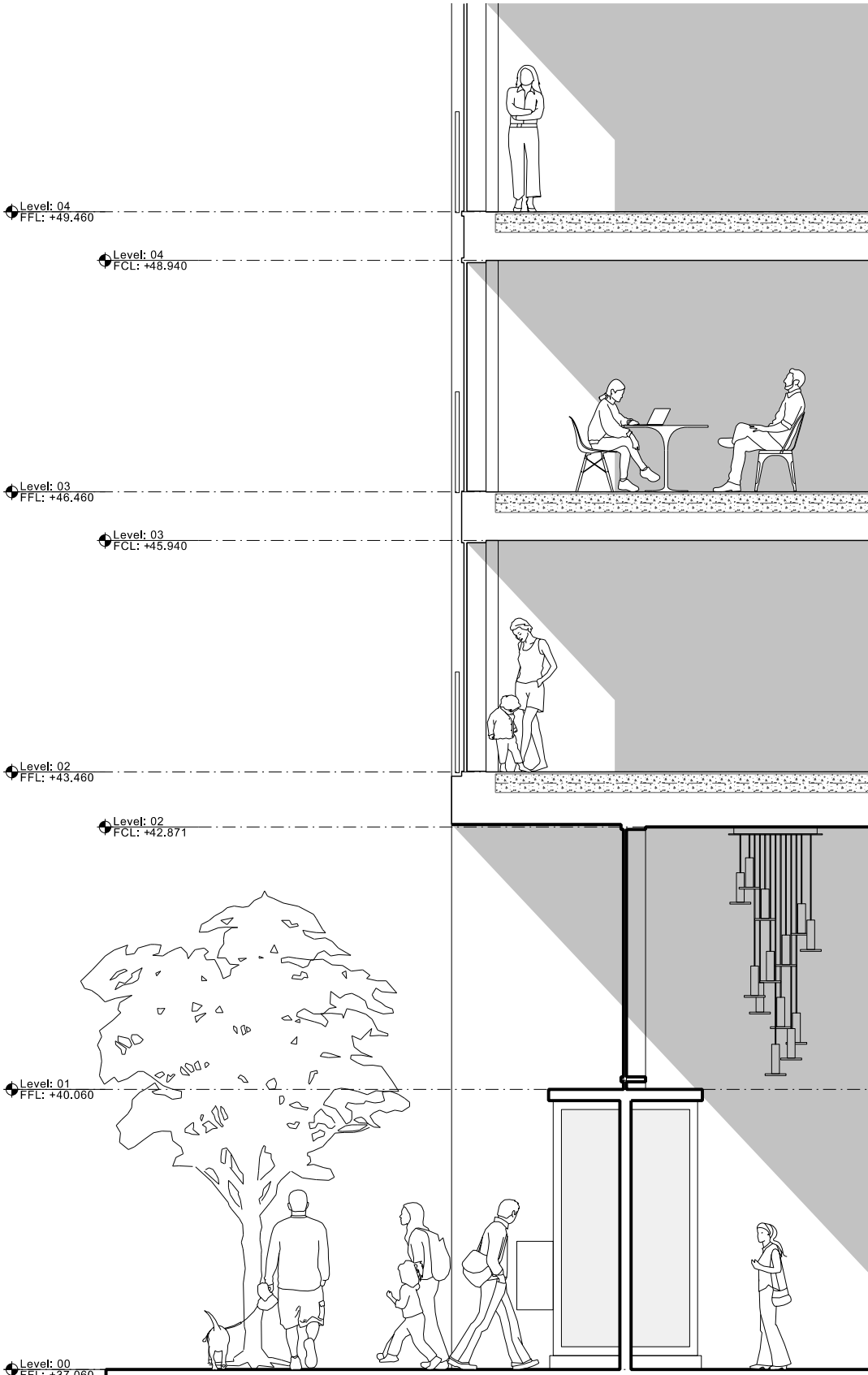
Vehicular access is provided by an automatic vehicle gate, providing secure access for cycles and cars. This is recessed to allow cars to pull off the road whilst waiting for the gate to open to avoid obstructions.



Store Street Entrance Visualisation



Store Street Entrance Facade Study



Store Street Entrance Facade Study Section

4.5 Facade Study

Typical Facade Treatment

Comprised of three panel types, the facade will have a dynamic, shifting quality as the sun moves around the building.

The anodised metal cladding panels have been arranged in vertical stacks of two or three storeys depending on the facade. Most of the panels are of the solid gold colour, which increases in intensity towards the upper floors of the building.

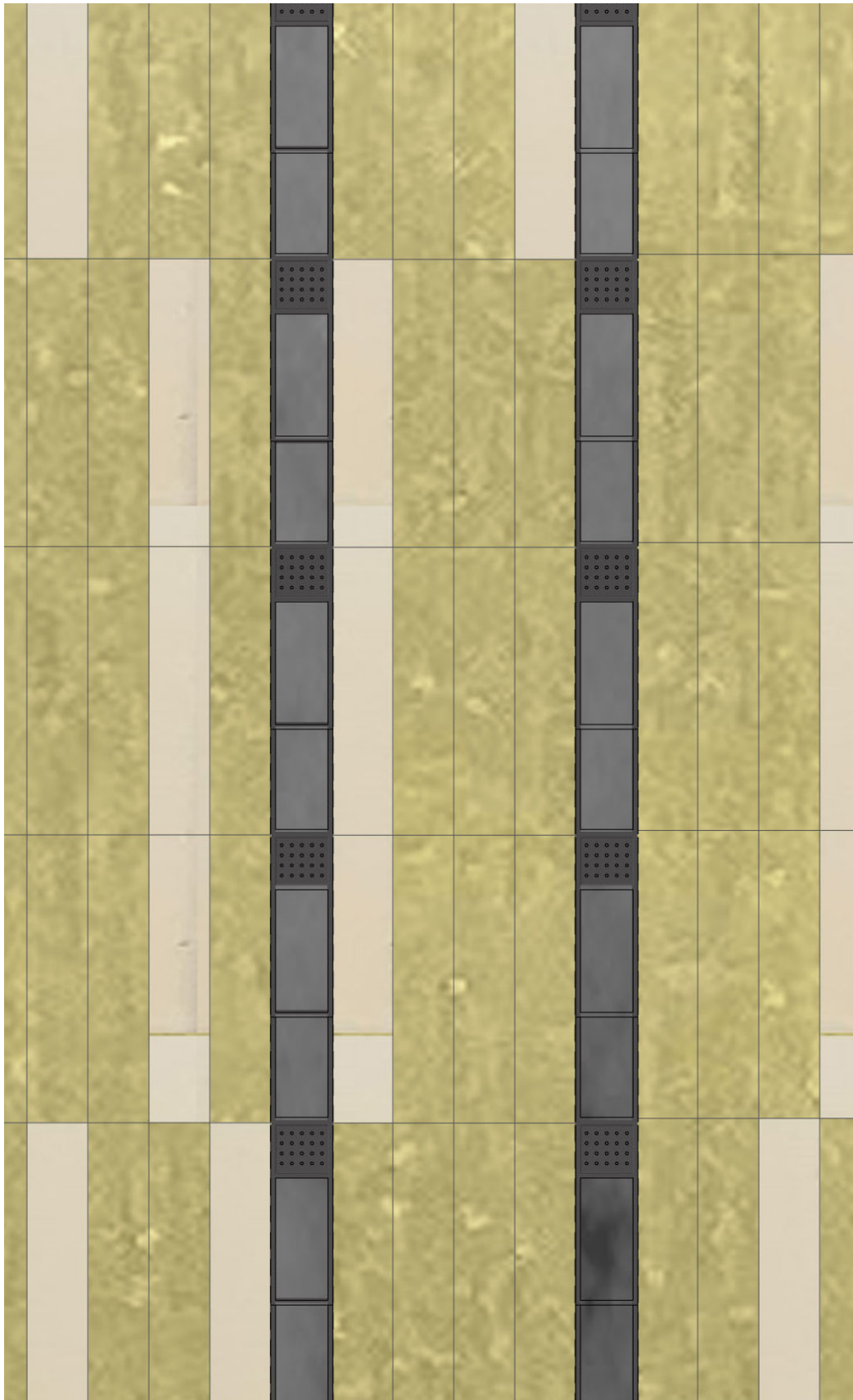
Fritted or perforated panels provide depth and colour variation, whilst the lighter champagne tones offset the richer gold to provide further variation.

Consistent vertical runs of glazing adds order and hierarchy to the elevations, with windows increasing in size on the upper storeys. Dark PPC aluminium window framing and colour matched perforated louvres add further contrast to the brighter gold tones.

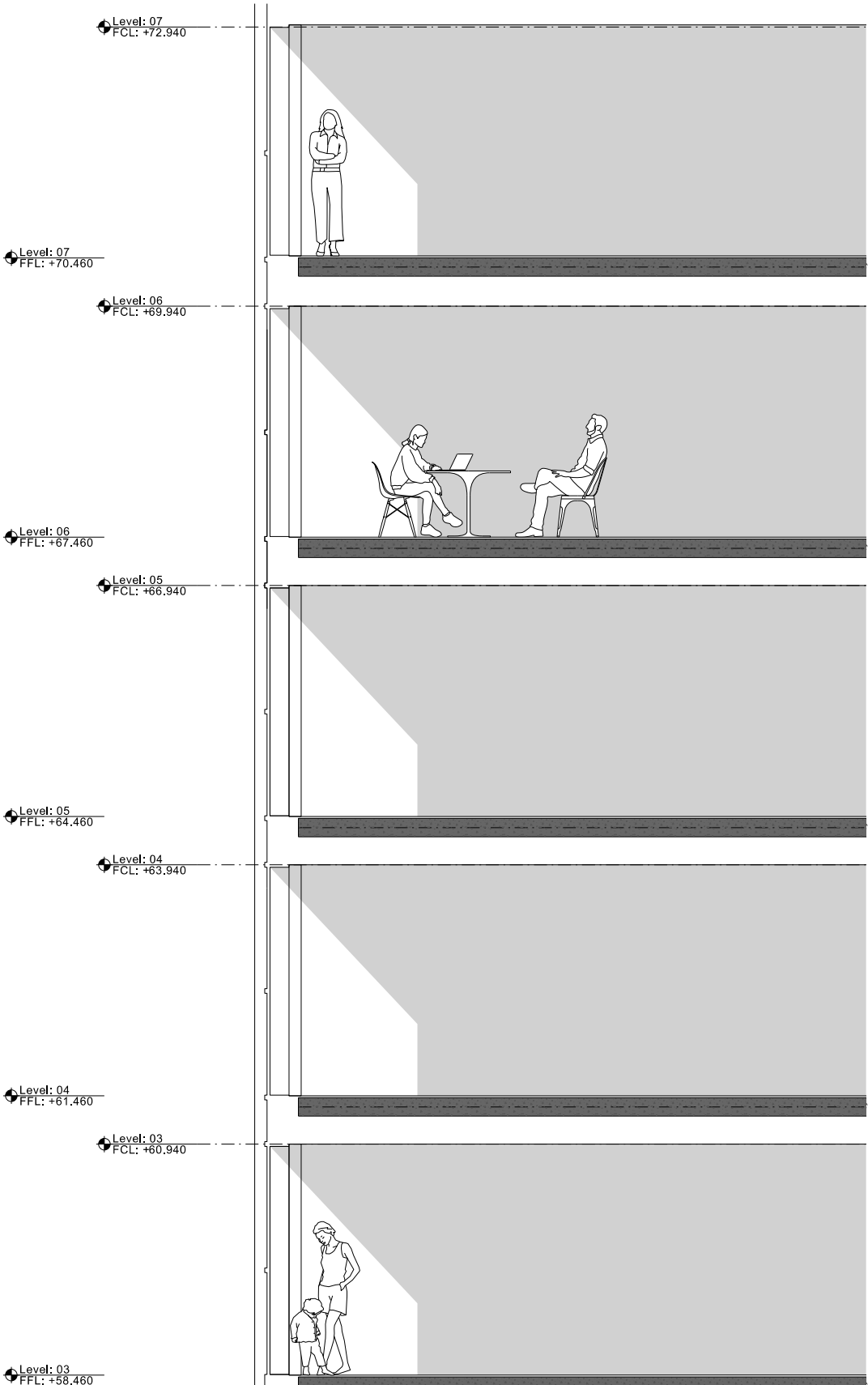
The typical treatment overleaf has been employed on every facade, accentuating the dynamism of the plan form and acknowledging that, due to the prominence of the site, the building doesn't have a traditional "back".



Typical facade visualisation



Typical Facade Study



Typical Facade Study Section

4.5 Facade Study

Upper Floors and Terraces

On the upper floors, the massing sets back to reveal private terraces and an elegant crown to the building.

Both the perforated / fritted panels and lighter panels are reduced on the upper floors to give a pure, elegant appearance to the top of the building. Projecting dark aluminium fins with an anodised finish are introduced here to add depth and shading to the facade, uniting the base and upper floors with the same architectural language.

Terrace balustrades are clad in the same gold panels to give a monolithic, sculpted feel to the building. Terraces are finished with porcelain paving to accentuate the quality and luxury aspirations of M1 Piccadilly.

The glazing is increased in size and frequency to the duplex and triplex apartments, benefiting from reduced privacy and overlooking concerns and giving generous views across the city centre.

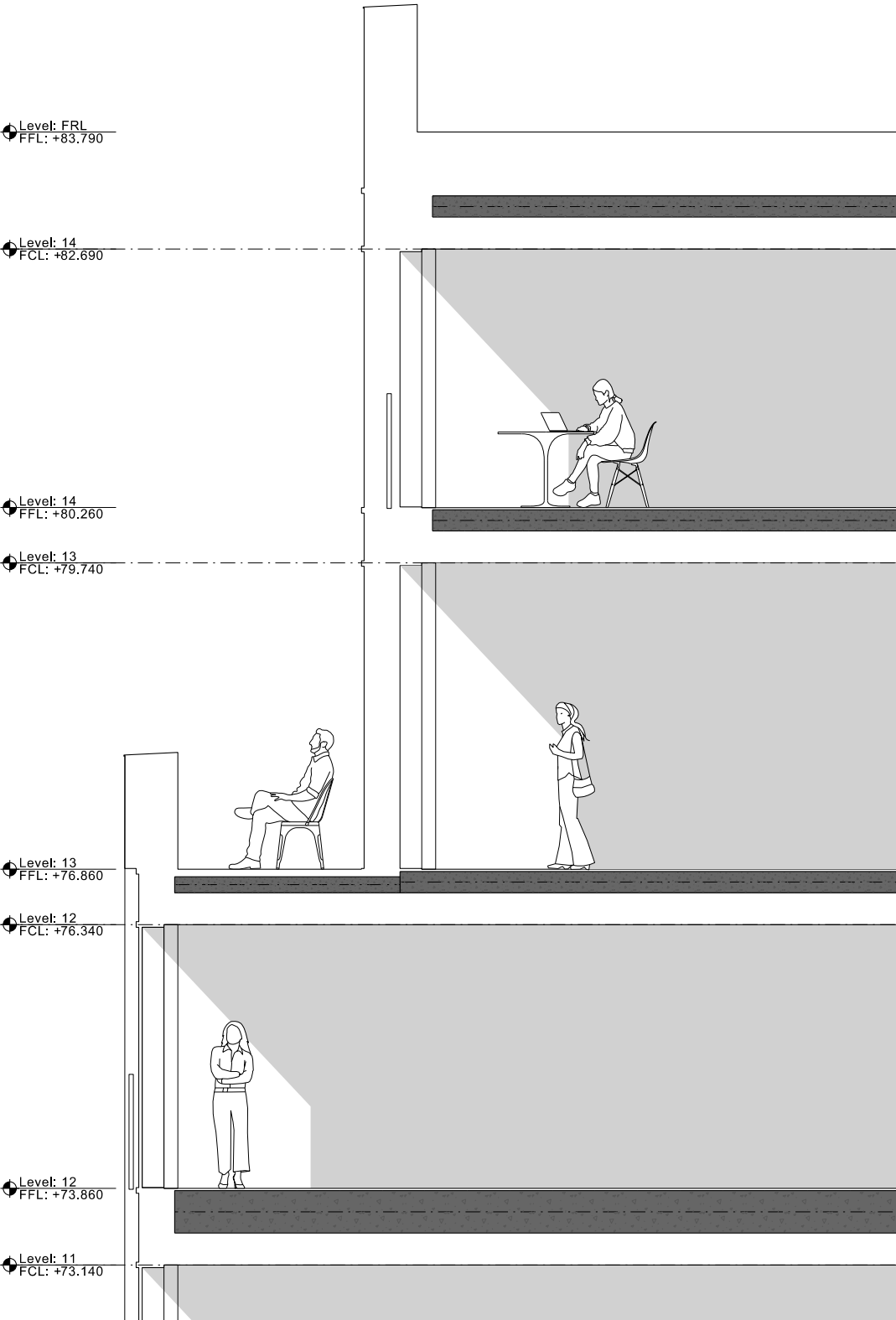
A sculpting of the roof level parapet introduces an elegant form to the top of the building, reflecting the chamfers to the plan. This also conceals the pop up to allow roof access for the triplex apartment terrace.



Upper floor facade study



Store Street Terrace Facade Study



Store Street Terrace Facade Study Section

4.5 Facade Study

Ventilation

Approach to Ventilation

Previously, a micro louvre at the window head was proposed for ventilation. Following a meeting with Manchester City Council, the design has been revised.

Apartments are now ventilated through a perforated metal panel the head of each window, which is also used to conceal the floor zone. This approach allows one panel, keeping a neat, simple approach to the facade and avoiding excess panel types, joints and different materials in the vertical stack of the window strips on the elevation. The panel is PPC aluminium, the same colour and finish as the window frames.

The panel has small perforations and is 'glazed' into the mullions / transoms of the strip of curtain walling. This means the panel flush with the glazing and will all be manufactured / installed by the same sub contractor.

- 01 - Micro louvres at window head
- 02 - Perforated PPC metal panel

Previous Proposal - Microlouvres



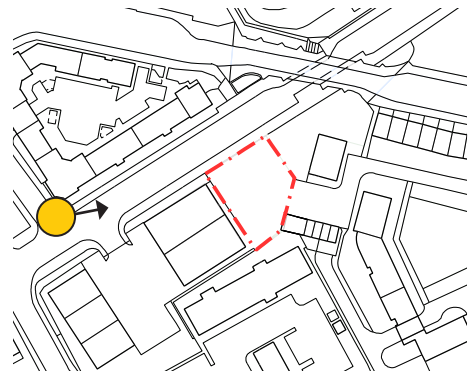
Revised Proposal - Perforated PPC Metal Panel



4.6 Visualisation

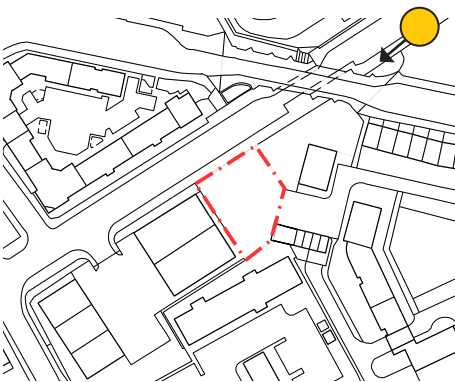
Store Street / Jutland Street Junction

NOTE: Visuals depict micro louvres to window heads, which has now been superseded by a perforated PPC metal panel, colour matched to the PPC window frames.



4.6 Visualisation
Store Street / Great Ancoats Street

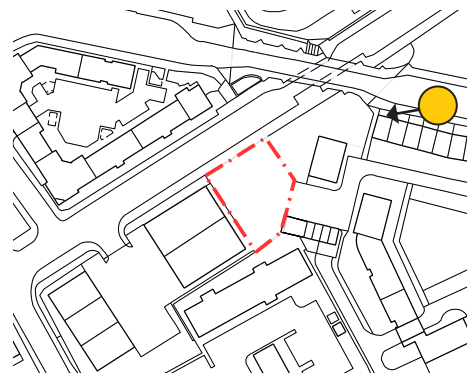
NOTE: Visuals depict micro louvres to window heads, which has now been superseded by a perforated PPC metal panel, colour matched to the PPC window frames.



4.6 Visualisation

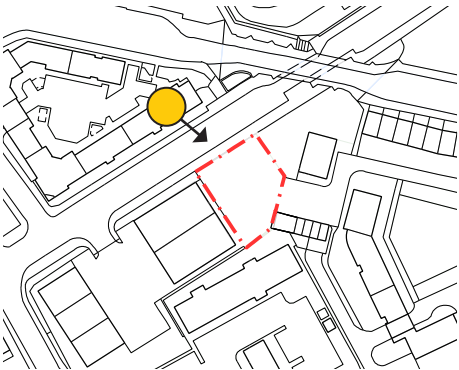
Cityscape View

NOTE: Visuals depict micro louvres to window heads, which has now been superseded by a perforated PPC metal panel, colour matched to the PPC window frames.



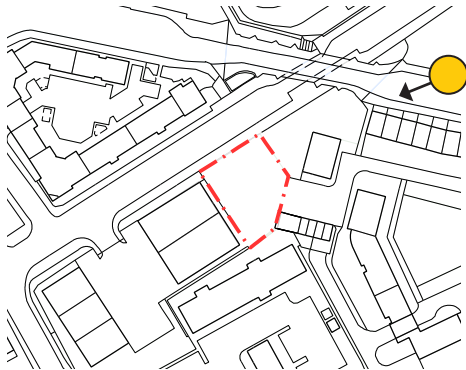
4.6 Visualisation
Store Street Entrance View

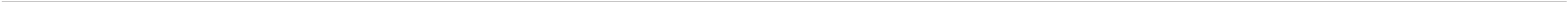
NOTE: Visual has been amended to reflect perforated metal panel to window heads, in place of micro louvres. See section 4.5 for more details.



4.6 Visualisation
Aqueduct View

NOTE: Visuals depict micro louvres to window heads, which has now been superseded by a perforated PPC metal panel, colour matched to the PPC window frames.





5.0 Landscape



5.1 Landscape

Proposals

Terrace Precedents

The private terraces will have a simple and elegant palette of materials which compliment the materiality of the building.

At levels 01 and 13 intimate private terraces will provide residents with direct access to outdoor space with room for outdoor furniture and potted plants.

On Level 15 a larger private terrace will provide space to enjoy different aspects and views over the city skyline. The terrace will incorporate shade structures and raised planting beds to loosely define areas for relaxing, socialising and outdoor dining.



5.1 Landscape
Proposals

Materials Palette

Terrace External Furniture

F1 | Metal Raised Planters
Size: Varies
Material: Powder coated aluminium

F2 | Metal Pergola / Shade Structure
Size: 2500mm height
Material: Powder coated aluminium

F3 | Moveable external furniture
Indicative Only

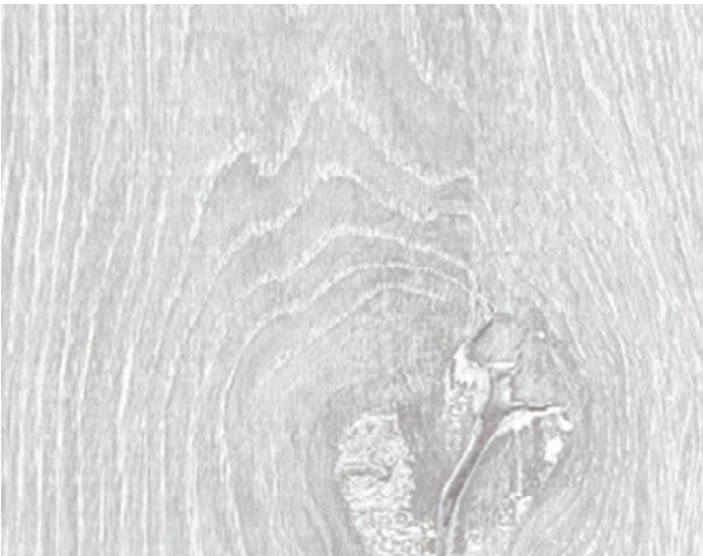
Terrace Paving

P1 | Porcelain Decking
Size: 145 x 1202 mm
Colour: Mid grey

P2 | Porcelain Tiles
Size: 600 x 600 mm
Colour: Light grey



F1



P1



P2



F2



F3



F3

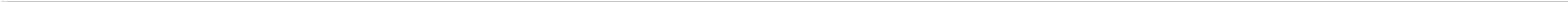
5.1 Landscape Proposals

Planting Palette

The palette of shrubs, perennials and ornamental grasses within the terrace is to include the following species. The proposed palette will create seasonal variation and year round interest, attract pollinators and be suitable for the microclimate of the roof terraces.

- Amelanchier canadensis*
- Allium 'Mount Everest'*
- Calamagrostis acutiflora 'Karl Foerster'*
- Carex comans 'Frosted Curls'*
- Crocoshia 'Mistral'*
- Eryngium giganteum 'Silver Ghost'*
- Festuca glauca 'Golden Toupee'*
- Gaura lindheimeri 'Whirling Butterflies'*
- Hakonechloa macra 'Aureola'*
- Lonicera pileata*
- Salvia nemorosa 'Caradonna'*
- Santolina virens*
- Saxifraga 'Wada'*
- Stipa tenuissima*
- Viburnum tinus*
- Vinca minor Alba*





6.0 Access & Maintenance



6.1 Access, Maintenance & Waste Methodologies

Access to the Development

A transport statement has been prepared and submitted following consultation with highways in support of the planning application.

The main entrance is located on Store Street, and features recessed glazing to be clearly articulated and visible on approach, allowing good lighting to enhance security. All access controls will be within reach to all users.

Principle vehicular access to the development is gained via Store Street. The car park is served by a secondary resident's entrance, which can also be used to access the cycle store.

From first principles, the proposals have been developed to allow easy, safe and secure access into and throughout all internal and external spaces, ensuring inclusive access is provided for all building users.

All residential apartments and amenity spaces will be accessed via two large passenger lifts serving all floors. The amenity provision and residential apartments will fully comply with the requirements of Approved Document Part M and the Equality Act.

Cycle Access

Numerous connections to local and national cycle networks are in close proximity to M1 Piccadilly. As a result, cycle transportation is encouraged and should be utilised.

An internal, fully secure cycle store is provided at Ground Floor containing space for 54 No. cycle spaces.

Access to this cycle store is achieved initially via a secure door, in the car park area. This area is accessed via a vehicle gate, which will also be accessible to cyclists and is in clear view of the reception desk for security purposes.

Visitor cycle storage with space for three cycles is provided in a secure, sheltered location near the rear entrance of the building, indicated by the red circle on the diagram below.

Security

Greater Manchester Police have produced a Crime Impact Statement based on the proposals, which has been included within this Planning Application.

In summary, the scheme was considered acceptable, on the provision that the following two areas of concern are addressed:

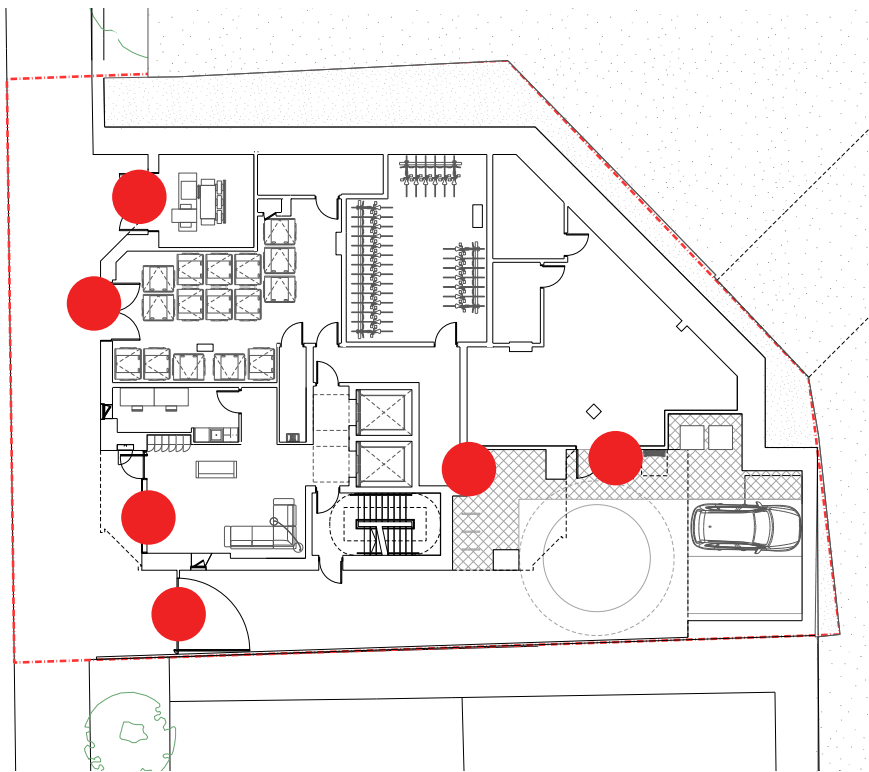
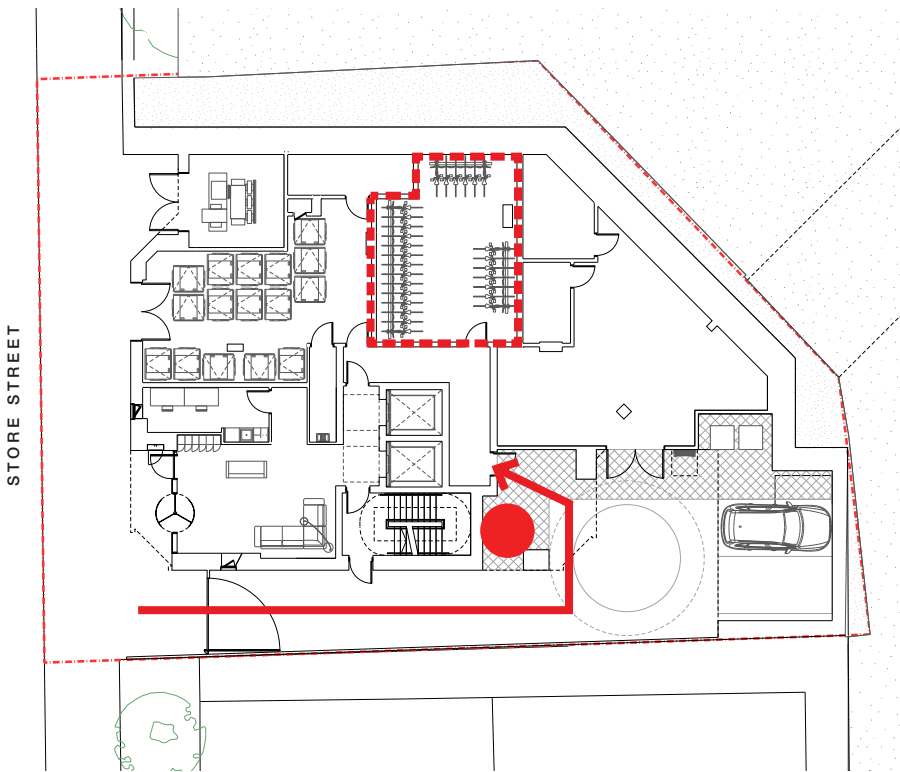
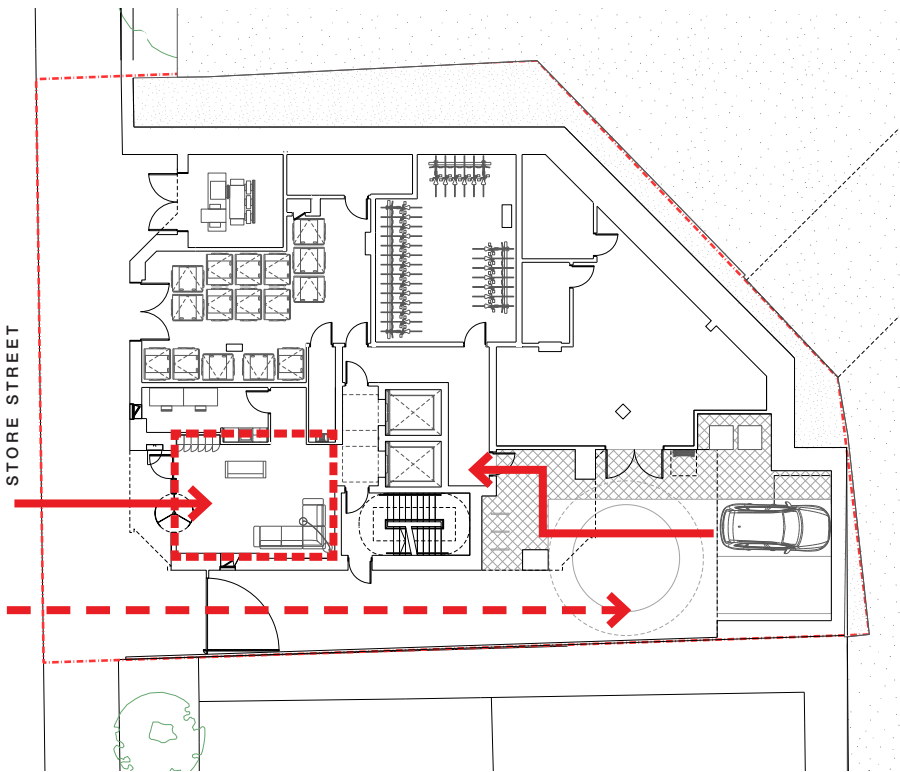
- 01 | The control of access into and around the building and external areas
- 02| Physical security of the building

To address these concerns, the report recommended several measures including a managed entrance area, secure vehicle and pedestrian gates to the car parking area and

restricting access to only allow residents and legitimate visitors into communal areas. These measures will be addressed as the design progresses, and incorporated into the detailed access control plan and management strategy for the scheme.

With regards to the physical security, several recommendations for the manufacturing standards of the windows, doors, alarm system and fabric have been made, which will be integrated within the design as the project's specification develops.

Building entrance areas which require considered access control and must meet physical security standards have been highlighted below.



6.1 Access, Maintenance & Waste Methodologies

Vehicle Access

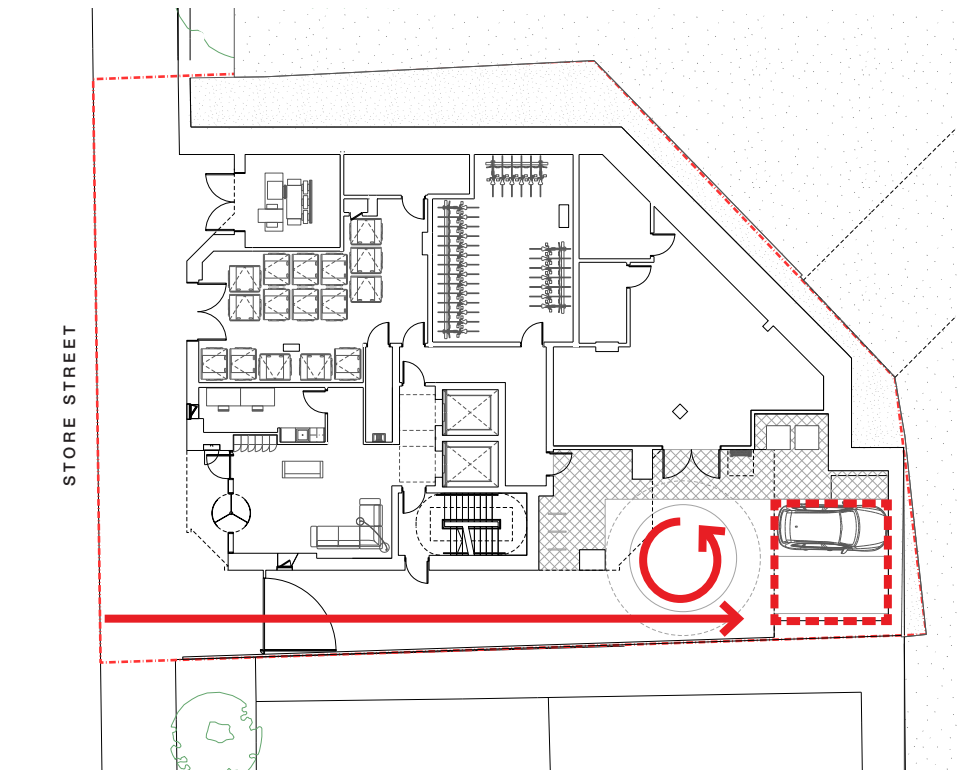
Vehicular access is achieved from Store Street.

A secure, electric gate is located fronting Store Street, set back from the back of pavement to allow for a vehicle to pull off of the road and not become an obstruction for the short amount of time the gate will take to open.

The gate will be secured by a key fob or digital code entry.

There is space for 2 car parking spaces, one of which is accessible, located closest to the entrance.

A vehicular turntable is also included, to allow vehicles to turn and exit the car park forwards.



Waste Management Strategy

Refuse provision is based on Manchester City Council, GD04 Waste Storage and Collection Guidance for New Developments (Version 6.00, September 2017)

For high rise apartment developments, this guide recommends 0.43m² per apartment for container space, with space to manoeuvre and access containers also required.

Spatial Allowance

54 Apartments x 0.43m² = 23.2m²

Number of Refuse Containers

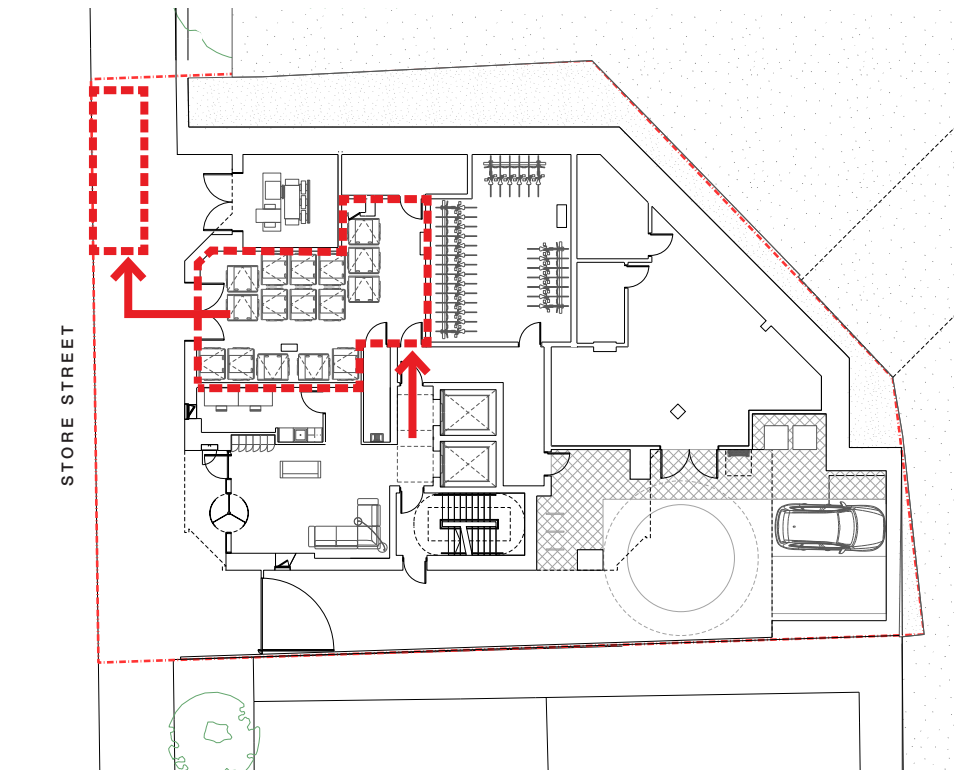
Dividing the spatial allowance by the area of a standard 1100 litre Eurobin (1.73m²)

$23.2\text{m}^2 / 1.73\text{m}^2 = 13.4$

Rounded up to 14 No. Bins for the development

Waste Types

Based on the guidance, these 14 bins would comprise of general refuse, pulvable recycling, mixed recycling and food waste, to be developed as the design progresses.



Refuse and Recycling Collection

M1 Piccadilly will employ a managed approach to the refuse store, in which bins will be double stacked for spatial efficiency, and regularly monitored and rotated by the building management team to allow residents to access all bins as required.

The refuse and recycling store is located internally. It is fully enclosed and located no greater than 30m from the nearest apartment front door.

On collection days, upon arrival of the collection vehicle, bins will be wheeled from the refuse store to the kerbside by the building management company for immediate emptying.

Once emptied, bins are immediately returned to the refuse store, and will not be left unattended at the kerbside as this is a co-ordinated and managed strategy.

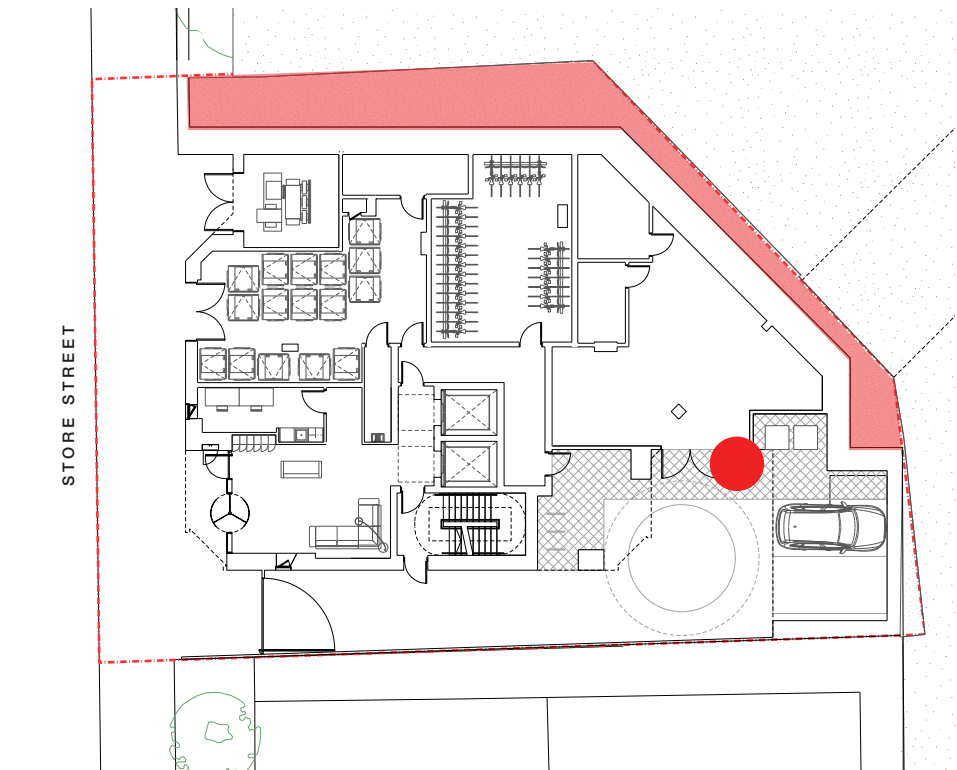
Cleaning, Access and Maintenance

A comprehensive cleaning, access and maintenance strategy will be written for the development. It will suggest that all openable windows will have the ability to be cleaned from inside by the resident, while fixed pane windows will be accessed and cleaned by a specialist contractor via abseil, or a water fed pole system depending on the access requirements and preference.

Windows below 11m are suitable to be cleaned by a water fed pole system, where suitably accessible from within the site boundary. Above 11m or in less accessible areas of the facade, abseil is required.

To allow for abseil operatives to safely land and exit the site, a clear zone between the site boundary and facade has been left as indicated below. This is accessed via fixed ladders from the secure parking area to the rear of the site, as indicated with red circles below. The Level 01 green roof is also accessed in this way.

The main roof of the building will be accessed via an access ladder and hatch from the top of the staircase inside the building. Abseil operatives can then access all areas of the facade, including private terraces, from this location.



7.0 Engineering



7.1 Engineering

Executive Summaries

The following executive summaries have been provided by the consulting engineers and outline the design principles for the structural frame and MEP services.

Substructure

A piled foundation solution is required due to the high column loads and depth/type of suitable natural bearing strata (To be confirmed following a phase II site investigation). A CFA installation technique is considered the most likely subject to a full pile design which will be required to confirm the suitable installation method.

Due to the amount of overlying fill on the site a reinforced suspended concrete slab has been detailed for the ground floor areas. Ground beams with an integral toe have been detailed around the perimeter of the buildings to support the base of the building envelope. Internal ground beams that are integral with the slab and above the pile caps have been detailed to support the suspended slab.

The existing site is located approximately 2.0 - 7.0m above the adjacent footpath level to the Store Street elevation. As part of the development an extensive reduce level dig to site will be required and to accommodate this level change an embedded piled retaining wall to the east and south of the site is to be provided to retain the adjacent neighbouring site levels.

Superstructure

The structural frame has been designed with a reinforced in-situ concrete flat slab at each floor level with vertical structural elements designed as in-situ reinforced concrete columns or walls. The column positions have been located within the internal or external wall construction zone.

The stability to each block is generated through central concrete shear cores incorporating the stairs, lifts and the larger M&E vertical risers. Lateral loads are transferred via the cladding system to reinforced concrete slabs, which in turn are carried through diaphragm action to the shear walls and down to the foundations. The loads are then dispersed at engineering rock head level via the piles.

Below Ground Drainage

A drainage strategy report has been prepared and issued for the planning submission documentation and should be referred to for the full detail, the below is a brief description of the below ground drainage system.

Surface water discharge from the proposed site will be collected and conveyed to the west of the site via a below ground water drainage network with a final outfall connection to the existing surface united utilities water sewer located on store street. A proposed cellular attenuation tank located within the site boundary will be used to restrict the site surface water discharge rate.

Foul water discharge from the site will be collected and conveyed to the west of the site, discharging at an unrestricted rate into the existing combined united utilities water sewer located on store street

Further discussions with the Lead Local Flood Authority and United Utilities are to be completed to ensure agreement of the foul/surface water discharge rate and the overall approach.

7.1 Engineering Executive Summaries

MEP

The proposed development of residential apartments at Store Street, Manchester are to be designed and constructed to exceed the minimum standards of current Building Regulations, Part L2A, 2013 and meet all relevant Trafford Council objectives and specific energy policies through the use of passive design, efficient building services and Low Carbon technology where appropriate.

Passive Design

The development’s thermal envelope performance will be enhanced far beyond the minimum standards set out in current Part L of the Building Regulations to produce a ‘fabric-first’ design that does not rely on high performance complex Building Services installations.

The development shall also be arranged to ensure that elevated summertime temperatures are mitigated by careful consideration of orientation, ventilation openings and glass specifications.

Renewable Technology

A study of Renewable and Low Carbon technologies has been considered for inclusion within the development including;

- Air source heat pumps (currently being considered to produce domestic hot water)
- Small scale CHP generation (currently not being considered)
- Solar Photovoltaic Panels (Limited available Roof Space)
- District Heating Connection (not available locally) ·
- Solar hot water (not suitable for high rise developments)

After careful consideration of feasibility, advantages, and disadvantages of each system, it is currently proposed that the use of independent air source heat pump cylinders located in the utility cupboard in each of the apartments will produce the best performing energy system to produce maximum Carbon savings. Flat roofed areas have been retained for shared and private amenity spaces where appropriate. The uppermost flat roof area has been determined to be suited to PV panels to provide a source of renewable energy for the scheme.

Efficient Building Services

In addition to these Passive design measures, a series of Active Building Services improvements are to be designed to minimise direct energy consumption and CO2 emissions, with particular emphasis on the following services.

Power: The development shall be provided with a means of electrical power from an integral utility company sub-station located at ground floor within the residential blocks. An adjacent switch-room shall then provide a source of metered electricity to each apartment and also serve the communal areas of the development. The electrical distribution shall incorporate power factor correction equipment to ensure an efficient delivery of power to each consumer.

Energy Efficient LED Lighting: The development shall be specified throughout with the implementation of highly efficient LED light fittings within the residential and communal areas, and these shall be made up of a mix of ceiling downlighters, pendants and wall lights as appropriate for the specific area.

Improved Lighting Controls: The common circulation areas which often remain lit for extended periods shall be provided with daylight sensing technology that allows the lighting systems to either dim down or switch off in times when occupancy is low or ambient levels are high. All external lighting systems shall be equipped with day light sensing technology that ensure the lights are switched off when not required. The external lighting systems will ensure a safe and comfortable environment for the developments occupants without causing nuisance light pollution for the neighbourhood generally.

Fire Safety: The development shall be provided with landlord addressable fire alarms to cover communal spaces, car parking and refuse areas, the residential apartments will all be equipped with mains power domestic fire alarms. All escape routes, car parks and lobbies shall be equipped with smoke clearance equipment to ensure these areas are not compromised under fire conditions.

Data: All apartments shall be provided with the means to import broadband and voice telecommunications from a range of different suppliers.

Enhanced Space Heating Controls: To supplement the high levels of thermal insulation contained within the development the residential accommodation shall be equipped with ultra-high performance electric panel heaters that can be controlled centrally within each apartment and react quickly to offset heat losses when required. These heaters do not require central generating plant and distribution equipment and are only operative when the thermostat in the relevant space requires heat.

Increased Hot Water Generating Efficiencies; Each apartment shall be equipped with a suitably sized domestic hot water cylinder that is factory insulated and can take advantage of off-peak electricity. The developments water requirements will be serviced by means of a water storage and booster room located within the buildings.

Heat Recovery Ventilation: The apartments shall be equipped with high efficiency whole house ventilation systems that supply fresh clean air to lounge and bedrooms and recover waste heat from extract systems serving kitchens and bathrooms.

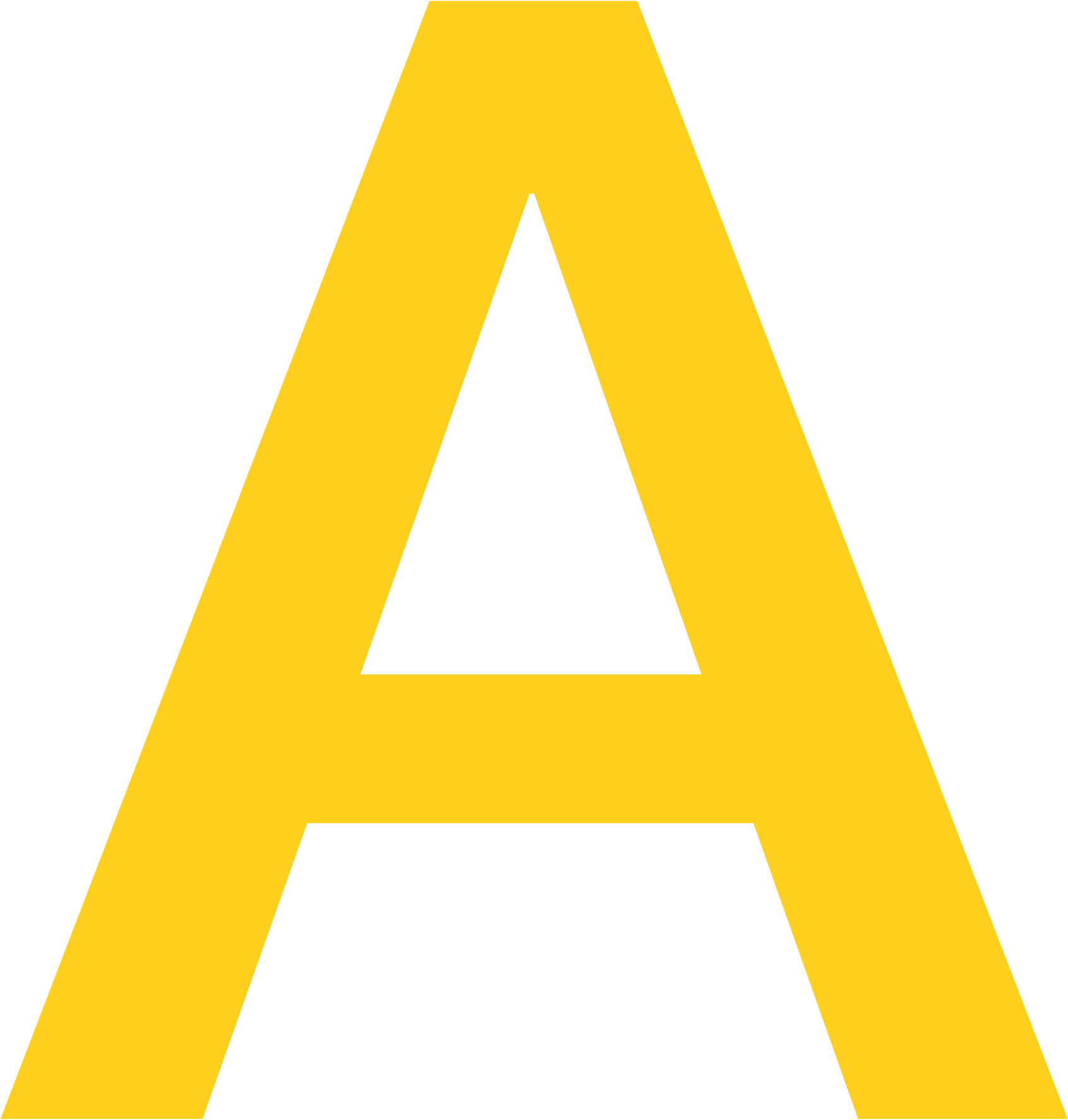
Natural Ventilation: The apartments shall also incorporate opening purge panels to provide purge ventilation and provide summer temperature relief as necessary. Communal areas of the development including circulation and entrance areas shall wherever possible be naturally ventilated to ensure good air quality and low energy consumption.

Domestic Water Systems: The apartments will be provided with a potable water supply from the boosted cold-water main within the building and all sanitaryware shall be specified as low flow equipment to reduce the water consumption below that currently specified in Building Regulations.

Drainage: A network of gravity fed soil and wastewater drainage.

Construction Elements	Building Regulation Specification	Projected Development Specification
Floor	0.25 W/m2k	0.20 W/m2k
Wall	0.30 W/m2k	0.16 W/m2k
Roof	0.20 W/m2k	0.14 W/m2k
Window	2.0 W/m2k	1.20 W/m2k
Air Permeability	10 m3/h/m2 @50Pa	3 m3/h/m2 @50Pa

Appendix A: Architectural Drawings





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KEY PLAN:

Site Ownership Boundary

Application Boundary

NOTE: Site plan based on survey SDO-SST-7 provided by Geo UK Ltd, 14/01/21. Further detail for surrounding buildings based on Ordnance Survey data and local knowledge information where access to survey private land was not permitted.

REV: DATE: DETAIL:

5plus architects

Manchester, 0161 228 0211
Fourth Floor, The Hive, 47 Lever Street,
Manchester M1 1FN

London, 0207 253 7644
Third Floor, 25 Chart Street,
London N1 6FA
5plusarchitects.com

PROJECT:
M1 Piccadilly
Store Street

TITLE:
Existing Site Plan
Red Line Boundary

SCALE: 1:1250@A1

ORIGIN DATE: 12/01/21

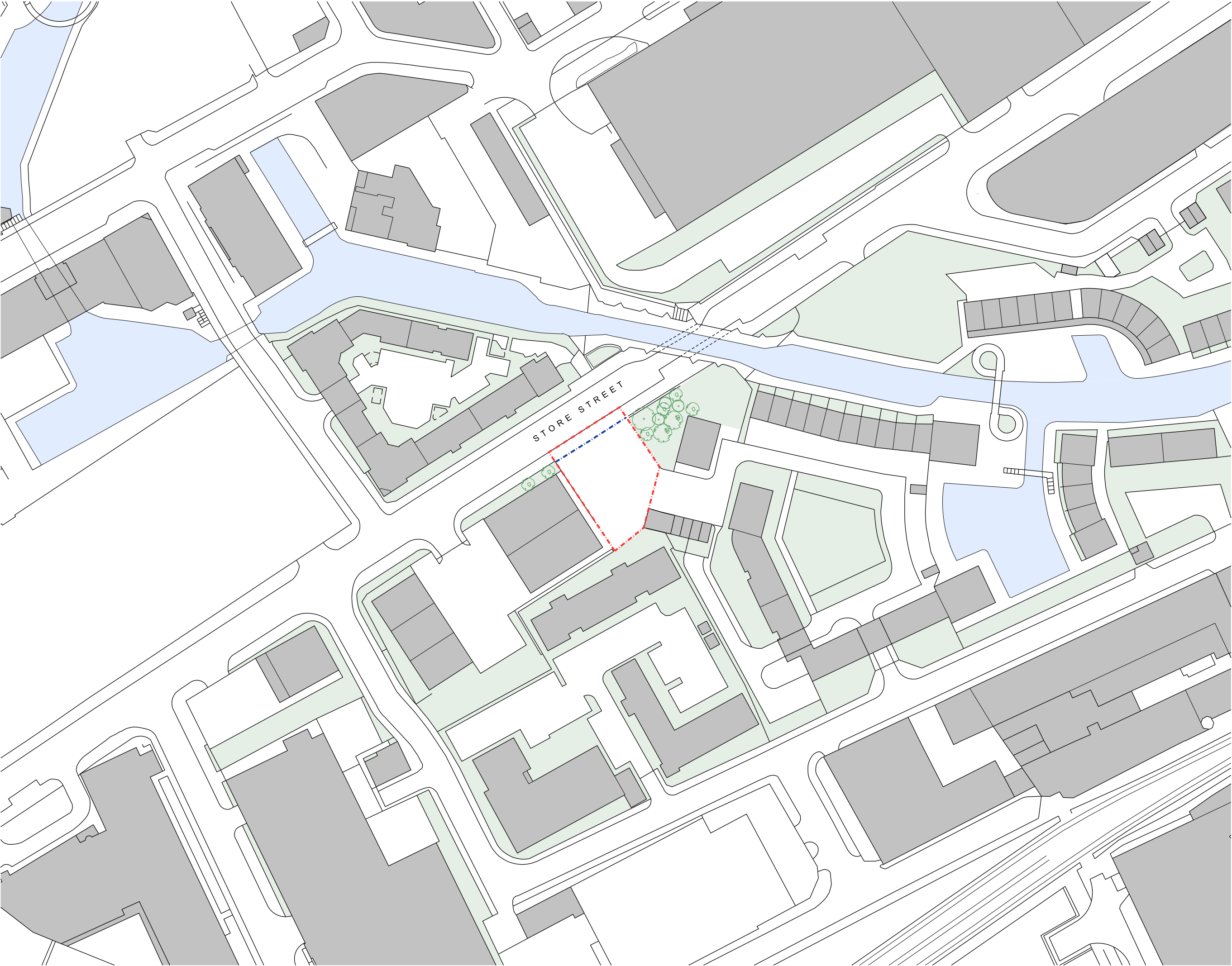
STATUS: Planning

PROJECT: 05868_ MP_00_0000

DRAWN: MS

CHECKED: PN

REV: 0



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and as such is confirmed that the proposed works have been confirmed, under to submit their Schedule of Work
Assessment

KEY PLAN:

Site Ownership Boundary
Application Boundary

NOTE: Site plan based on survey
SD-SS1-T provided by Geo UK Ltd, 14/01/21
Further detail for surrounding buildings based
on Ordnance Survey data and baseboard information
where access to survey private land was not permitted.

REV: DATE: DETAILS:

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London N1 6FA
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PROJECT:
M1 Piccadilly
Store Street

TITLE:
Existing Site Plan
Red Line Boundary

SCALE: 1:500@A1 ORIGIN DATE: 12/01/21 DRAWN: MS CHECKED: PN

STATUS:
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KEY PLAN:

Site Ownership Boundary

Application Boundary

NOTE: Site plan based on survey SDO-SST-7 provided by Geo UK Ltd, 14/01/21. Further detail for surrounding buildings based on Ordnance Survey data and local knowledge information where access to survey private land was not permitted.

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PROJECT:
M1 Piccadilly
Store Street

TITLE:
Proposed Site Plan
Red Line Boundary

SCALE: 1:1250@A1

ORIGIN DATE: 12/01/21

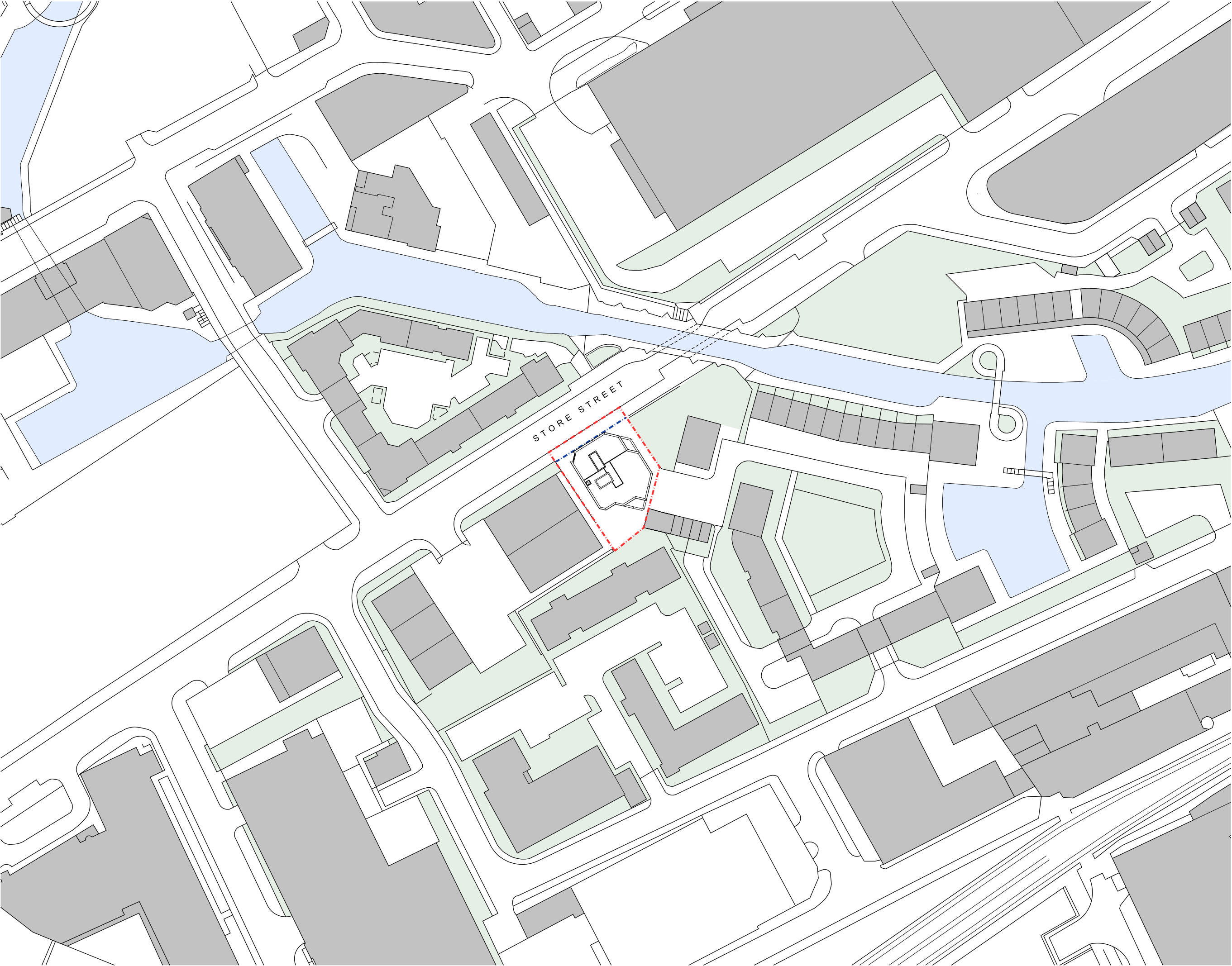
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KEY PLAN:
 Site Ownership Boundary
 Application Boundary

NOTE: Site plan based on survey
SD-SS1-T provided by Geo UK Ltd, 14/01/21
Further detail for surrounding buildings based
on Ordnance Survey data and basepoint information
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PROJECT:
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Store Street

TITLE:
Proposed Site Plan
Red Line Boundary

SCALE: 1:500@A1 ORIGIN DATE: 12/01/21 DRAWN: MS CHECKED: PN

STATUS:
Planning

PROJECT DRAWING NO:
05868_MP_00_2201

REV:
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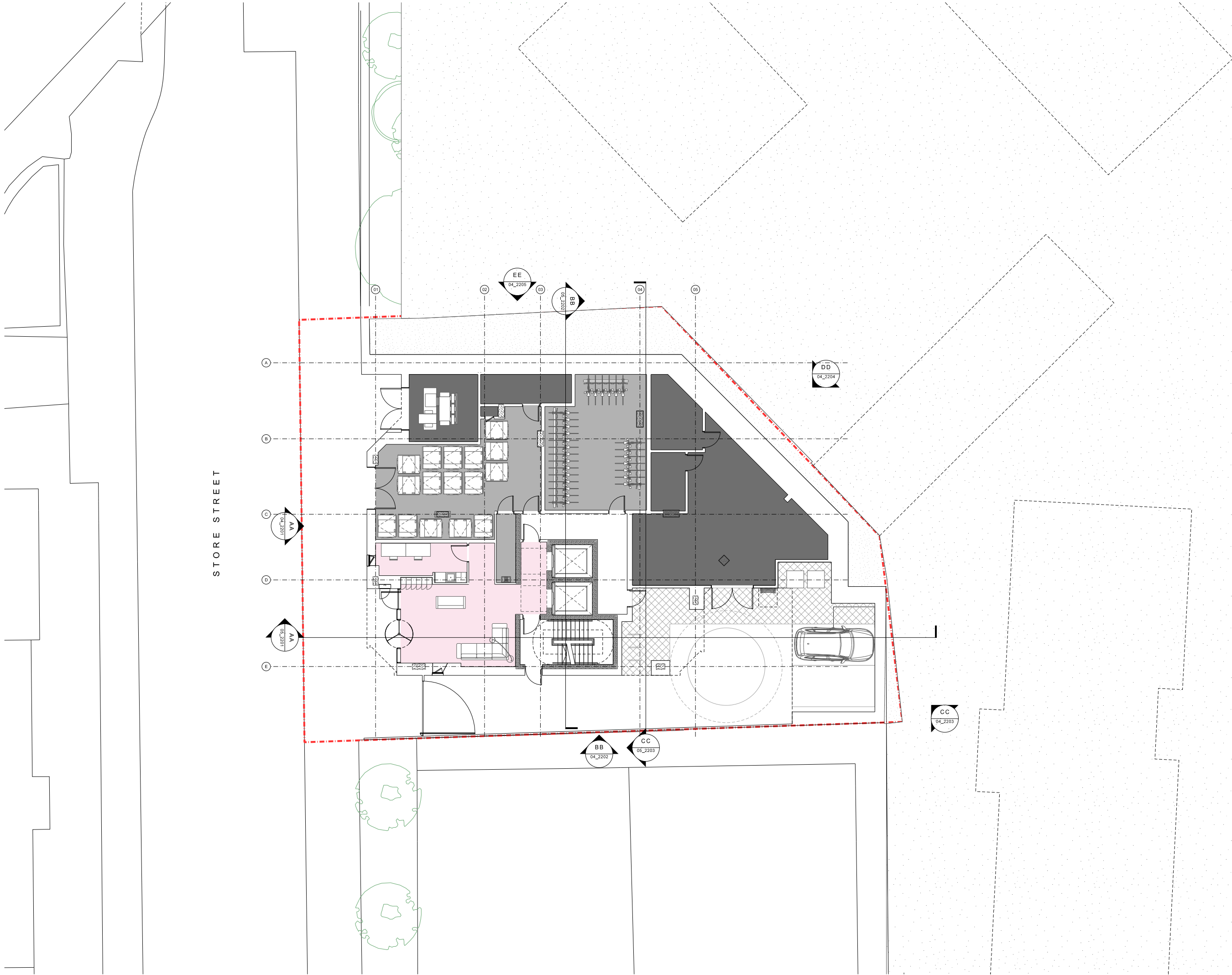
KEY PLAN:

	Site Ownership Boundary
	Application Boundary

NOTE: Topographical survey undertaken and drawn by Geo UK Ltd.

SURVEY STATIONS			
Name	Easting	Northing	Height
GEO1	384960.547	398092.252	37.111
GEO1A	384973.210	398100.285	36.991

REV:	DATE:	DETAILS:
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All dimensions are to be taken from the face of the wall unless otherwise stated.
All dimensions and levels should be read only from those values stated in text, on the drawings.
All dimensions and levels should be read only from those values stated in text, on the drawings.
All dimensions and levels should be read only from those values stated in text, on the drawings.

KEY PLAN:

- Application Boundary
- Studio
- One Bed Apartment
- Two Bed Apartment
- Two Bed Duplex
- Three Bed Duplex
- Reception
- Resident's Lounge
- Refuse / Cycle Store
- Plant Space
- Terrace

NOTE: Site and boundary information based on survey S20-SST-T provided by Geo UK Ltd. 14/01/21.
Further detail for surrounding buildings based on Ordnance Survey data and leasehold information where access to survey private land was not permitted.

H 11/01/22 Refuse doors amended. Issued for planning.
G 16/06/21 Issued for planning.
F 07/06/21 Issued for information.
E 01/06/21 Issued for information.
D 17/03/21 Structural design added. Issued for information.
C 05/03/21 Issued for information.
B 20/01/21 Issued for information.
A 03/11/20 Indicative structural layout added

REV: DATE: DETAILS:



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The Leather Market, Weston Street,
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PROJECT:
M1 Piccadilly
Store Street

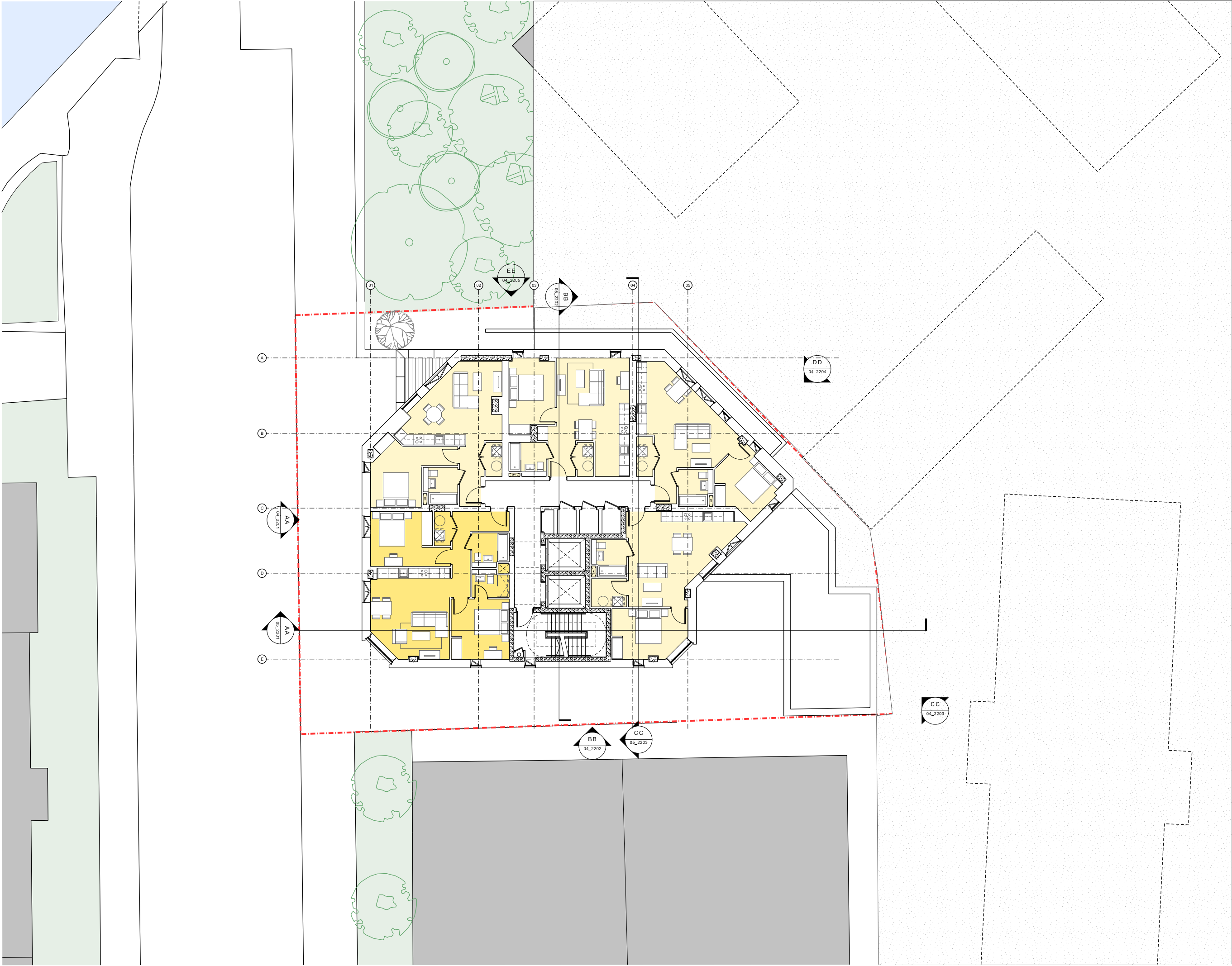
TITLE:
Proposed General Arrangement Plans
Ground Floor

SCALE: 1:100 @ A1 ORIGIN DATE: 22/10/20 DRAWN: MS CHECKED: PN

STATUS:
Planning

PROJECT DRAWING NO:
05868_B1_02_2200

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KEY PLAN:

- Application Boundary
- Studio
- One Bed Apartment
- Two Bed Apartment
- Two Bed Duplex
- Three Bed Duplex
- Reception
- Resident's Lounge
- Refuse / Cycle Store
- Plant Space
- Terrace

NOTE: Site and boundary information based on survey S20-SST-T provided by Geo UK Ltd, 14/01/21. Further detail for surrounding buildings based on Ordnance Survey data and Leasehold Information where access to survey private land was not permitted.

F	20/12/21	Tree added. Issued for planning.
E	16/06/21	Issued for planning.
D	01/06/21	Issued for information.
C	20/04/21	Issued for information.
B	05/03/21	Issued for information.
A	20/01/21	Issued for information.

REV:	DATE:	DETAILS:
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Manchester M1 1FN

London, 0207 253 7644
The Leather Market, Weston Street,
London SE1 5ER

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PROJECT:
M1 Piccadilly
Store Street

TITLE:
Proposed General Arrangement Plans
2nd Floor

SCALE: 1:100 @ A1

ORIGIN DATE: 22/10/20

DRAWN: MS

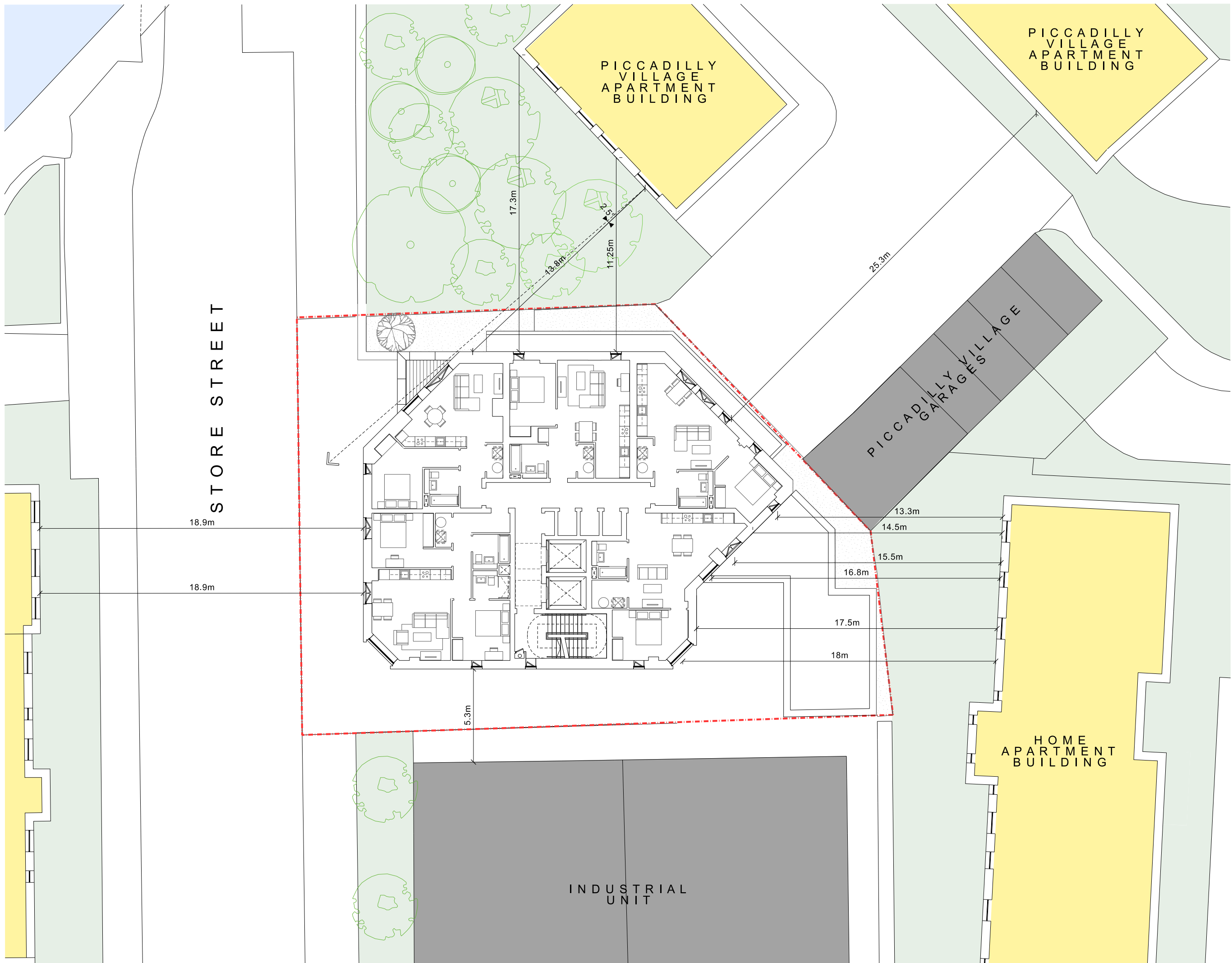
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STATUS:
Planning

PROJECT: 05868_ B1_02_2202

DRAWING NO:

REV: F

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REV:	DATE:	DETAILS:
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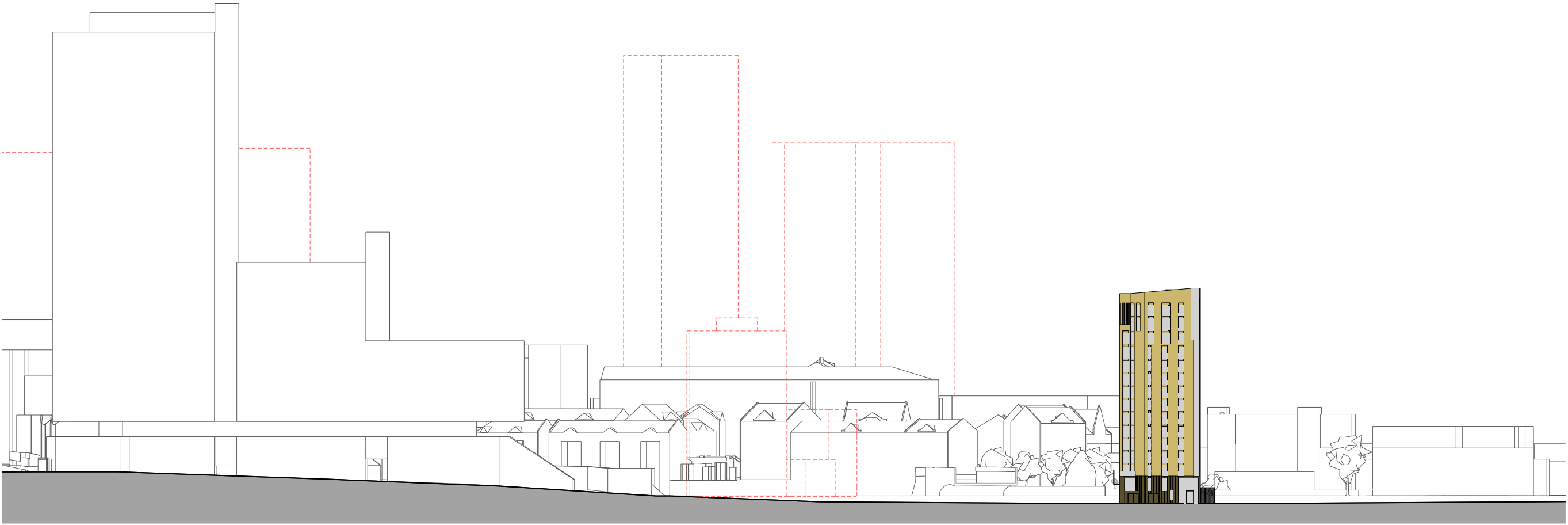
PROJECT:
M1 Piccadilly
Store Street
TITLE:
Overlooking Distances Plan
Typical Floor

SCALE: 1:100 @ A1 ORIGIN DATE: 11/01/22 DRAWN: MS CHECKED: PN

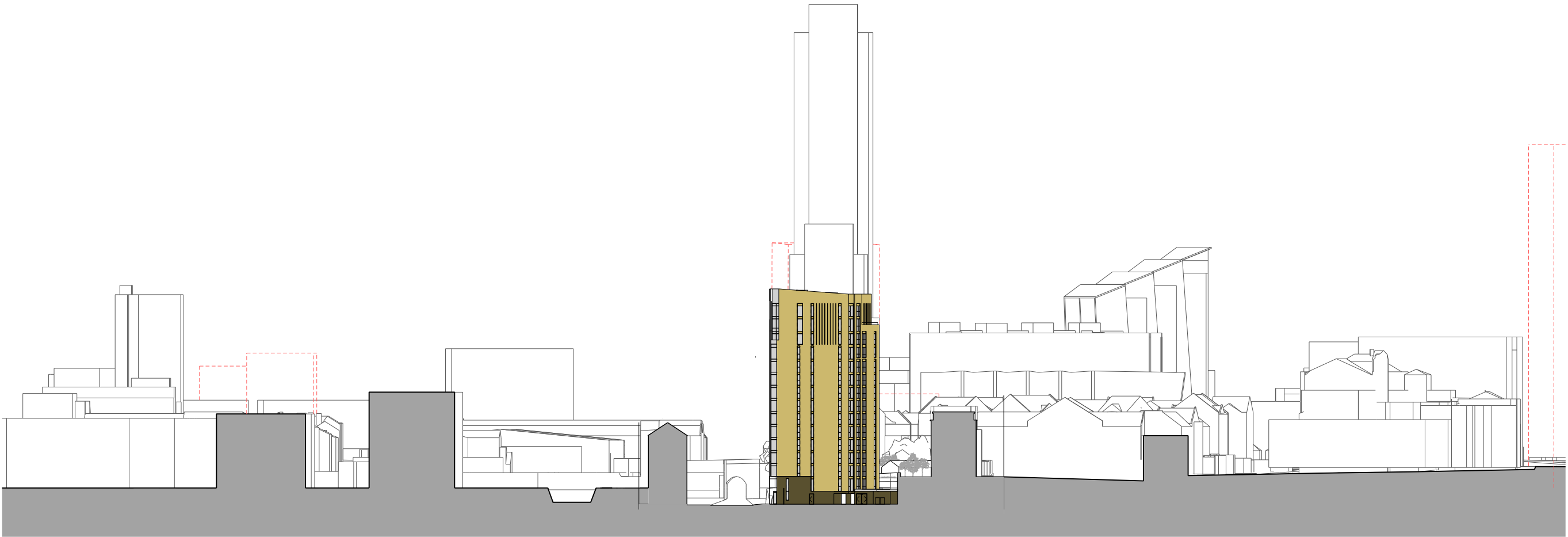
STATUS:
Information

PROJECT DRAWING NO:
05868 B1 02 2202 OVLK

REV:
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SECTION AA



SECTION BB

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CONTRACTOR: It is confirmed that the proposed works are within the scope of a competent Contractor
and as such no critical hazards have been identified, refer to relevant Key Schedule (Designers Risk Assessment)

KEY PLAN:

Upcoming projects with Planning Approval

NOTE: Ground levels based on survey
S20-S21-T provided by Geo UK Ltd. 14/01/21
Further detail for surrounding buildings based on Ordnance survey data and leadhold information where access to survey private land was not permitted.

REV: DATE: DETAILS:

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Manchester M1 1TN

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The Leather Market, Weston Street,
London SE1 3ER

5plusarchitects.com

PROJECT:
M1 Piccadilly
Store Street

TITLE:
Contextual Elevations
Elevations AA and BB

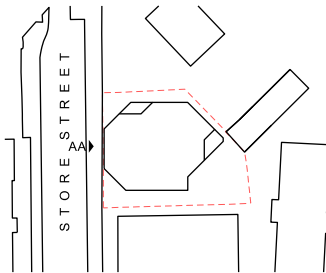
SCALE: ORIGIN DATE: DRAWING: CHECKED:
1:500@A1 10/01/22 MS PN

STATUS:
Planning

PROJECT DRAWING NO: REV:
05868_MP_05_1001 0

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KEY PLAN:



NOTE: Ground levels based on survey
S20-S25-T provided by Geo UK Ltd. 14/01/21

- 01 Aluminium panels in an anodised finish, with narrow panel joints, spanning floor to floor in a range of gold tones as illustrated. Selected panels to receive perforation or dark frit pattern to create variation in the appearance.
- 02 Vertical aluminium fins in a dark tone with an anodised finish, projecting from the face of the metal cladding approx. 150mm, creating shadow and depth on the facade.
- 03 Reconstituted stone in a dark colour, with a granite look or similar.
- 04 Reconstituted stone and projecting metal fin detail. A pattern of projecting metal sections overlaid onto reconstituted stone to create relief and shadow.
- 05 PPC aluminium framed curtain wall to include colour matched solid spandrel over panels and perforated panels for ventilation. Combination of side hung, fixed lights and Juliet balcony openings.
- 06 Glazed balustrade set within depth of window frame system, creating Juliet balconies.
- 07 Porcelain tile pavers to terrace areas
- 08 Reconstituted stone soffit
- 09 Green roof
- 10 PPC aluminium framed curtain walling including tall revolving and pass doors. Revolving door to have slimline solid lid containing door mechanism.
- 11 Ventilation louvres to service areas, colour matched to curtain wall frame.
- 12 Reused stone from demolition of existing wall to Store Street for consistent elevational appearance.
- 13 Brickwork boundary wall.
- 14 Lightwell wall formed from grey coloured engineering brickwork.

- E 13/05/22 Louvres amended to perforated panels. Issued for Planning.
- D 20/12/21 Street trees amended. Issued for planning.
- C 04/11/21 Material descriptions amended. Issued for planning.
- B 16/06/21 Issued for planning.
- A 10/06/21 Issued for information.

REV: DATE: DETAILS:

5plus architects

Manchester, 0161 228 0211
Fourth Floor, The Hive, 47 Lever Street,
Manchester M1 1FN

London, 0207 253 7644
The Leather Market, Weston Street,
London SE1 3ER

5plusarchitects.com

PROJECT:
M1 Piccadilly
Store Street

TITLE:
Proposed Elevation
Elevation AA

SCALE: 1:100 @ A1

ORIGIN DATE: 07/06/21

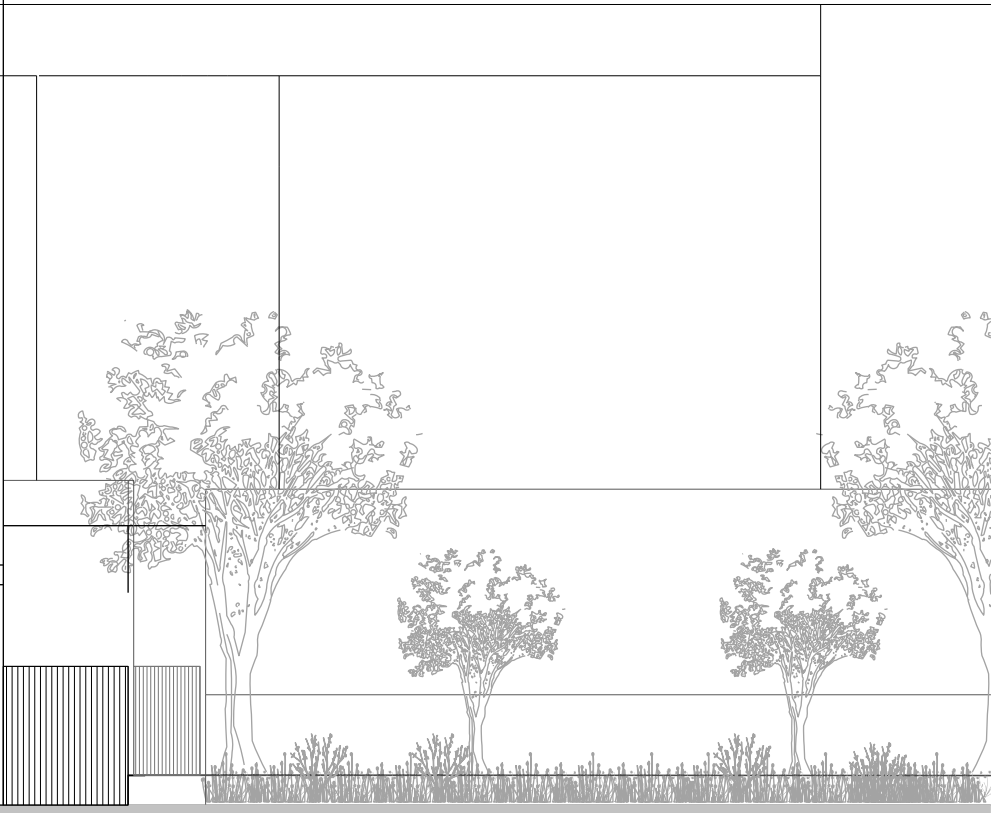
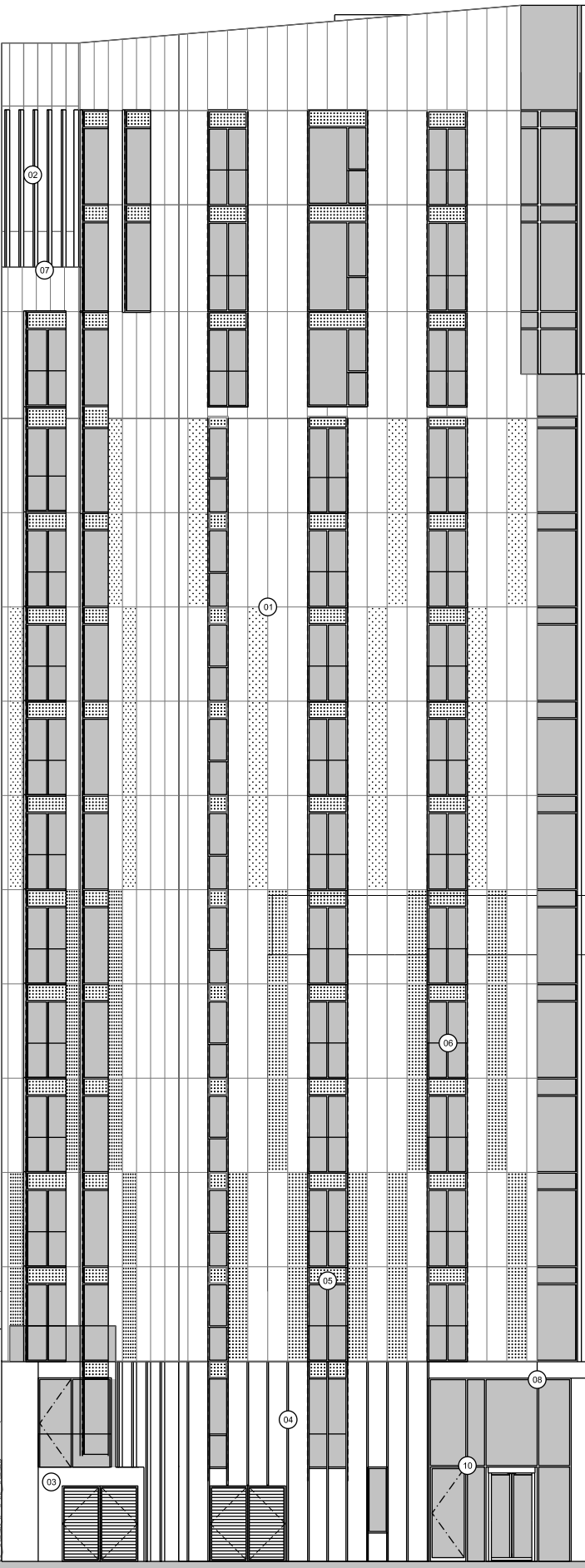
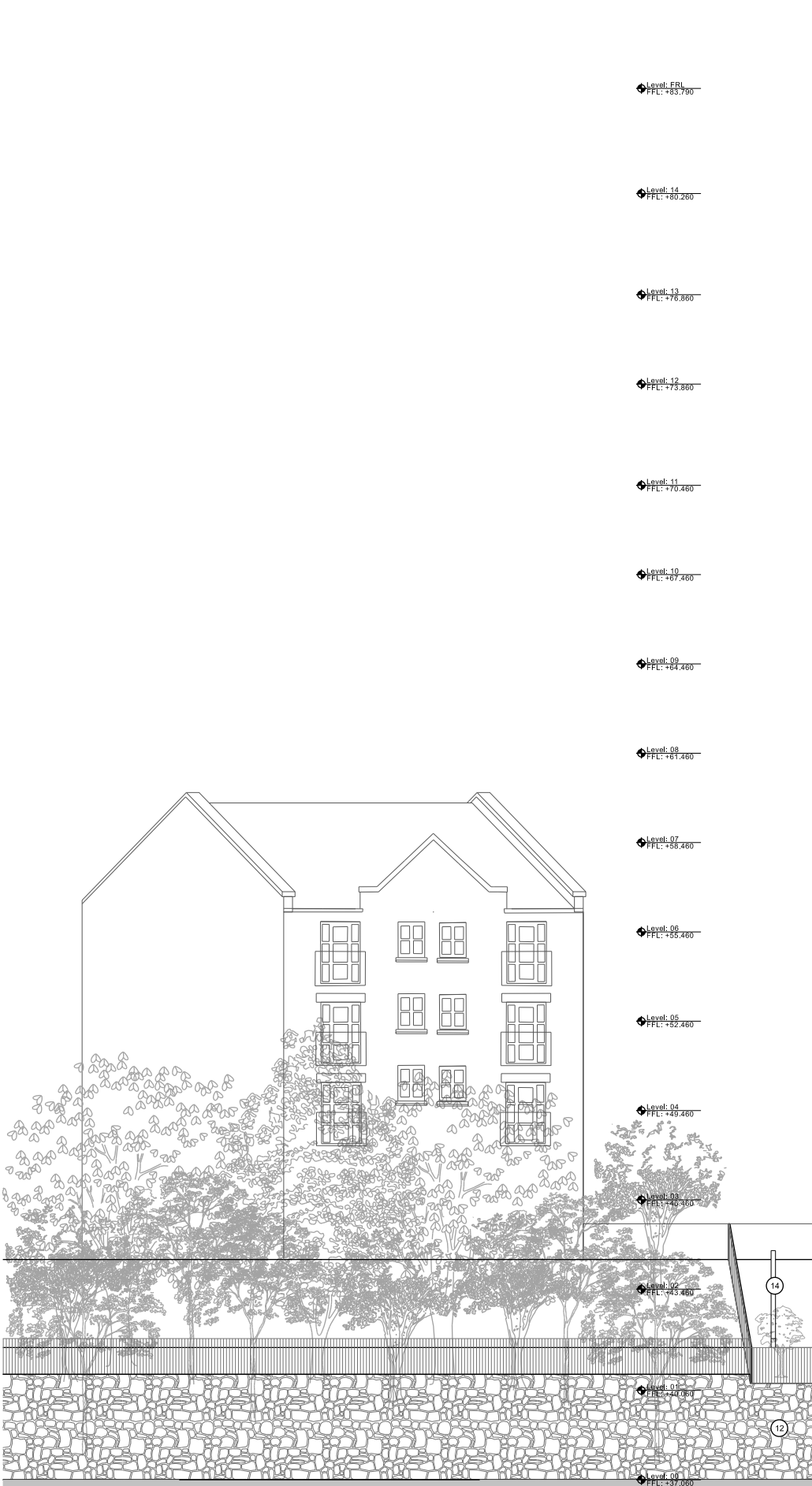
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CHECKED: MS

STATUS:
Planning

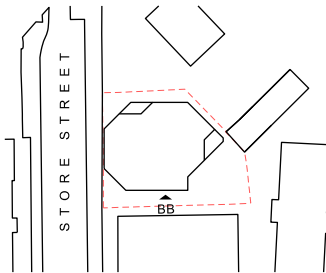
PROJECT DRAWING NO:
05868_B1_04_2201

REV:
E



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All dimensions and levels should be read only from those values stated in this drawing.
Contractor must ensure that the proposed scheme is within the scope of a proposed Contractor and all work is carried out in accordance with the relevant rules to relevant Party Schedule (Schedule 10).

KEY PLAN:



NOTE: Ground levels based on survey, S20-S27-T provided by Geo UK Ltd. 14/01/21

- 01 Aluminium panels in an anodised finish, with narrow panel joints, spanning floor to floor in a range of gold tones as illustrated. Selected panels to receive perforation or dark frit pattern to create variation in the appearance.
- 02 Vertical aluminium fins in a dark tone with an anodised finish, projecting from the face of the metal cladding approx. 150mm, creating shadow and depth on the facade.
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- 08 Reconstituted stone soffit
- 09 Green roof
- 10 PPC aluminium framed curtain walling including tall revolving and pass doors. Revolving door to have slimline solid lid containing door mechanism.
- 11 Ventilation louvres to service areas, colour matched to curtain wall frame.
- 12 Reused stone from demolition of existing wall to Store Street for consistent elevational appearance.
- 13 Brickwork boundary wall.
- 14 Lightwell wall formed from grey coloured engineering brickwork.

D 12/05/22 Louvres amended to perforated panels. Issued for Planning.
C 20/12/21 Street trees amended. Issued for planning.
B 04/11/21 Material descriptions amended. Issued for planning.
A 16/06/21 Issued for planning.

REV: DATE: DETAILS:

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London, 0207 253 7644
The Leather Market, Weston Street,
London SE1 3ER
5plusarchitects.com

PROJECT:
M1 Piccadilly
Store Street

TITLE:
Proposed Elevation
Elevation BB

SCALE: 1:100 @ A1 ORIGIN DATE: 08/06/21 DRAWN: SS CHECKED: MS

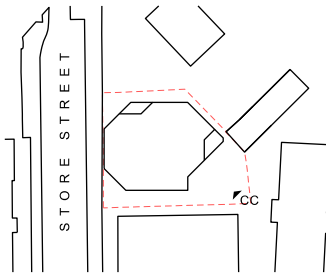
STATUS:
Planning

PROJECT DRAWING NO:
05868_B1_04_2202

REV:
D

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KEY PLAN:



NOTE: Ground levels based on survey: S20-SST-1 provided by Geo UK Ltd. 14/01/21

- 01 Aluminium panels in an anodised finish, with narrow panel joints, spanning floor to floor in a range of gold tones as illustrated. Selected panels to receive perforation or dark frit pattern to create variation in the appearance.
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- 12 Reused stone from demolition of existing wall to Store Street for consistent elevational appearance.
- 13 Brickwork boundary wall.
- 14 Lightwell wall formed from grey coloured engineering brickwork.

C 13/05/22 Louvres amended to perforated panels. Issued for
B 04/11/21 ~~Revised~~ Descriptions amended. Issued for planning.
A 16/06/21 Issued for planning.

REV: DATE: DETAILS:

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Fourth Floor, The Hive, 47 Lever Street,
Manchester M1 1FN
London, 0207 253 7644
The Leather Market, Weston Street,
London SE1 3ER
5plusarchitects.com

PROJECT:
M1 Piccadilly
Store Street

TITLE:
Proposed Elevation
Elevation CC

SCALE: 1:100 @ A1 ORIGIN DATE: 07/06/21 DRAWN: SS CHECKED: MS

STATUS:
Planning

PROJECT DRAWING NO:
05868_B1_04_2203

REV:
C

STORE STREET

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 **CONSTRUCTION** - It is considered that the proposed works are within the scope of a competent Contractor and as much as unusual hazards have been identified, refer to relevant Key/ Schedule/ Designers Risk Assessment

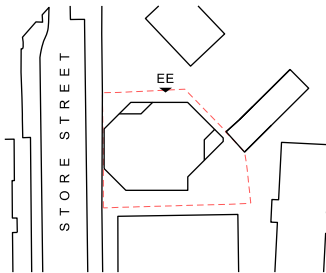
141 $\angle$ \

REV:	DATE:	DETAILS:
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Contractors must always ensure that they are aware of the correct level and are responsible for measuring and checking all dimensions and levels.

KEY PLAN:



NOTE: Ground levels based on survey: S20-SST-1 provided by Geo UK Ltd. 14/01/21

- 01 Aluminium panels in an anodised finish, with narrow panel joints, spanning floor to floor in a range of gold tones as illustrated. Selected panels to receive perforation or dark frit pattern to create variation in the appearance.
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- 12 Reused stone from demolition of existing wall to Store Street for consistent elevational appearance.
- 13 Brickwork boundary wall.
- 14 Lightwell wall formed from grey coloured engineering brickwork.

D 13/05/22 Louvres amended to perforated panels. Issued for Planning.
C 20/12/21 Street trees amended. Issued for planning.
B 04/11/21 Material descriptions amended, issued for planning.
A 16/06/21 Issued for planning.

REV: DATE: DETAILS:

5plus architects

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Fourth Floor, The Hive, 47 Lever Street,
Manchester M1 1FN
London, 0207 253 7644
The Leather Market, Weston Street,
London SE1 3ER
5plusarchitects.com

PROJECT:
M1 Piccadilly
Store Street

TITLE:
Proposed Elevation
Elevation EE

SCALE: 1:100 @ A1
ORIGIN DATE: 10/06/21
DRAWN: SS
CHECKED: MS

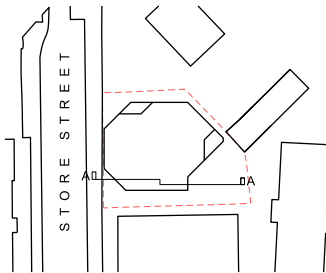
STATUS:
Planning

PROJECT 05868_
DRAWING NO: B1_04_2205

REV:
D

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Document

KEY PLAN:



NOTE: Ground levels based on survey
SD0-SST-1 provided by Geo UK Ltd. 14/01/21

Level: FR
FFL: +83.790

Level: 14
FFL: +80.280

Level: 13
FFL: +78.880

Level: 12
FFL: +73.880

Level: 11
FFL: +70.480

Level: 10
FFL: +67.480

Level: 09
FFL: +64.480

Level: 08
FFL: +61.480

Level: 07
FFL: +58.480

Level: 06
FFL: +55.480

Level: 05
FFL: +52.480

Level: 04
FFL: +49.480

Level: 03
FFL: +46.480

Level: 02
FFL: +43.480

Level: 01
FFL: +40.080

Level: 00
FFL: +37.080

STORE STREET

C 13/05/22 Loures amended to perforated panels. Issued for Planning.
B 20/12/21 Street trees amended. Issued for planning.
A 16/06/21 Issued for planning

REV: DATE: DETAILS:

5plus architects

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Fourth Floor, The Hive, 47 Lever Street,
Manchester M1 1FN
London, 0207 253 7644
The Leather Market, Weston Street,
London SE1 3ER
5plusarchitects.com

PROJECT:
M1 Piccadilly
Store Street

TITLE:
Proposed Section
Section AA

SCALE: 1:100 @ A1 ORIGIN DATE: 10/06/21 DRAWN: MS CHECKED: PN

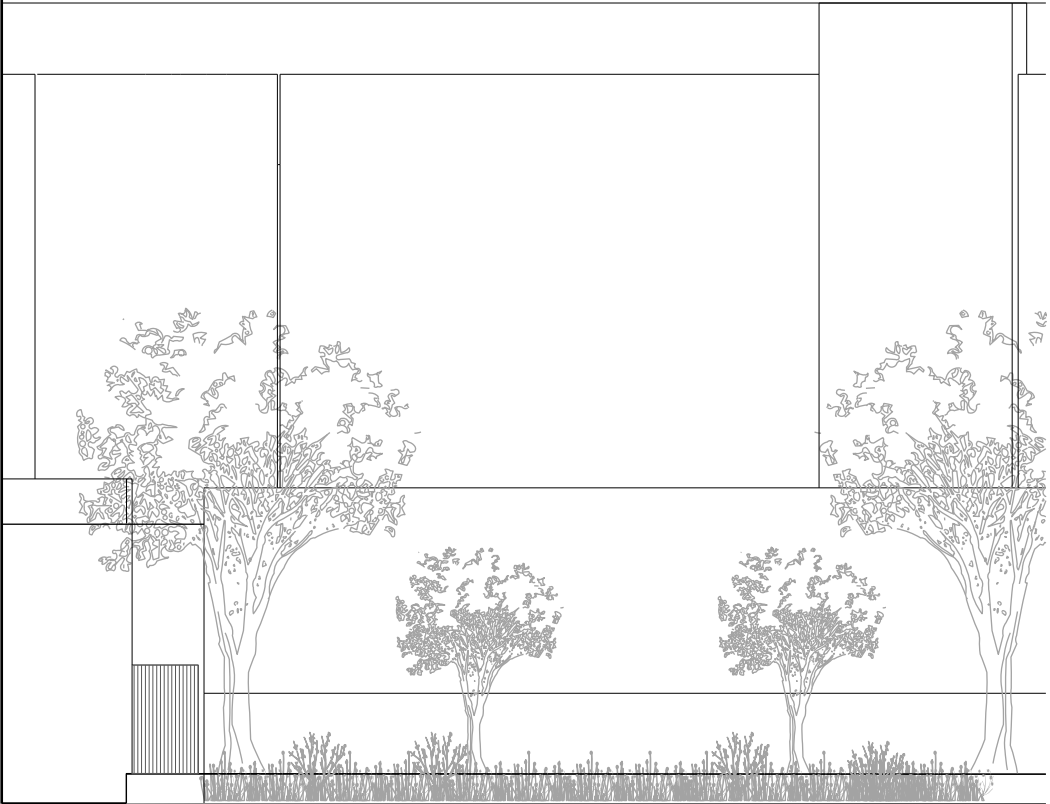
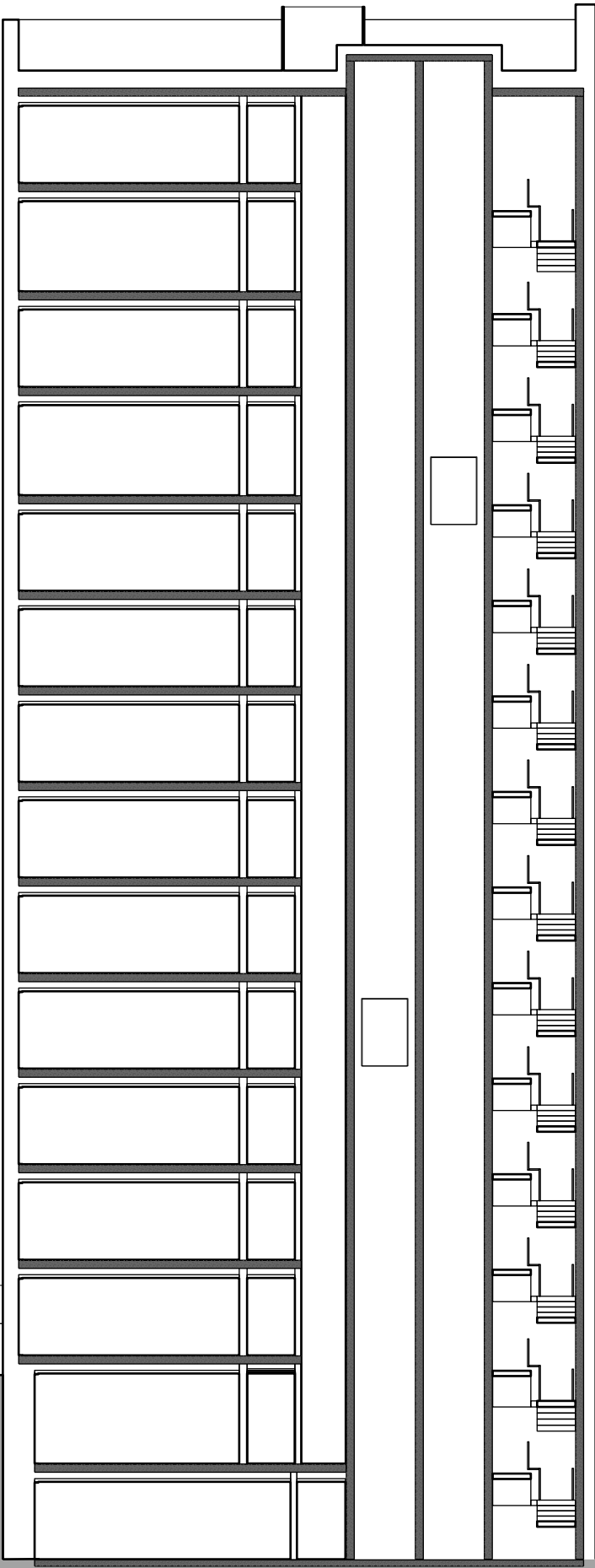
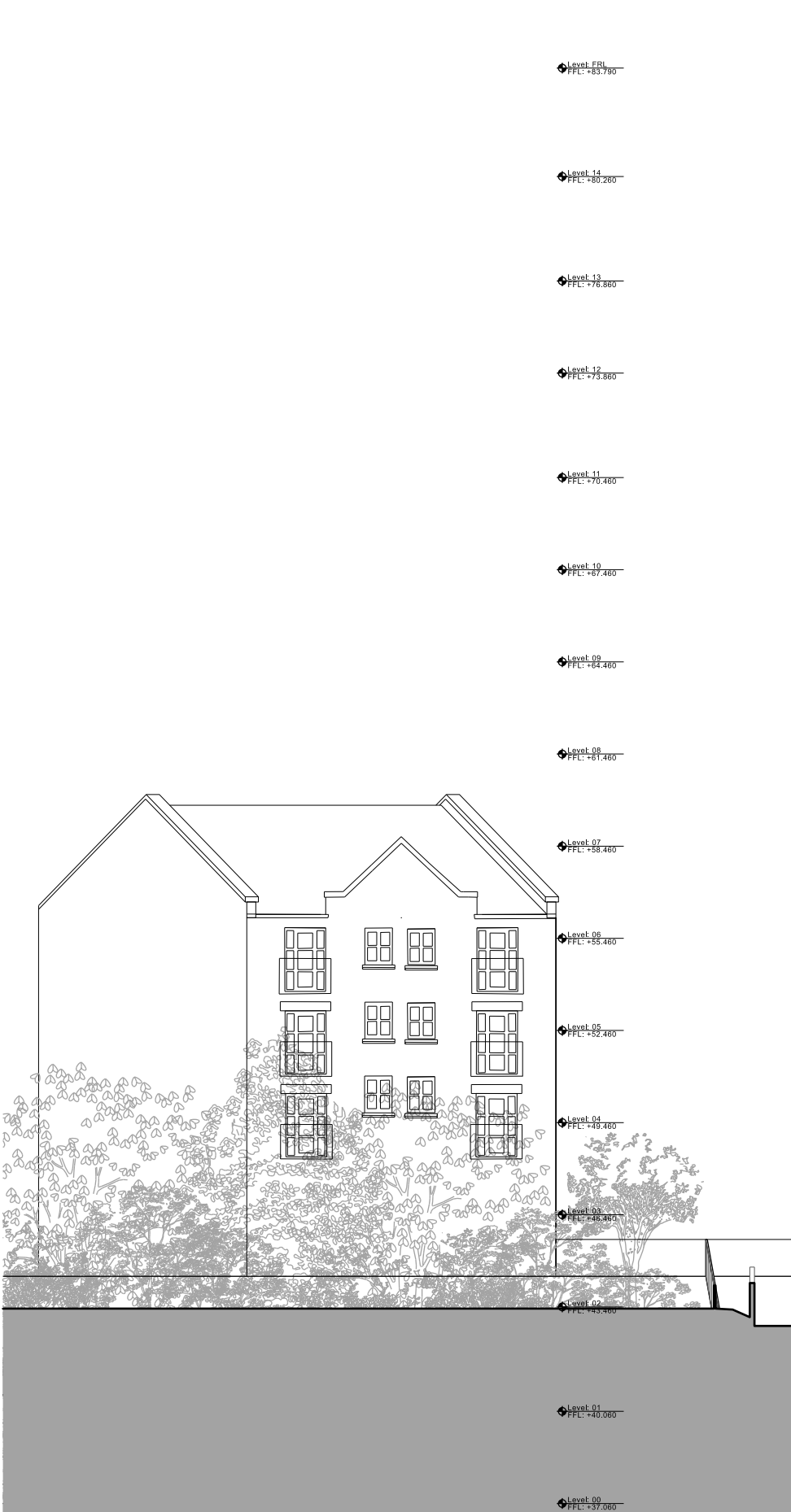
STATUS:

Planning

PROJECT DRAWING NO: 05868_ B1_05_2201

REV:

C



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KEY PLAN:

NOTE: Ground levels based on survey S20-SST-T provided by Geo UK Ltd. 14/01/21

A	16/06/21	Revision text here. Text will automatically move to the next line when required.
REV:	DATE:	DETAILS:

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Manchester, 0161 228 0211
Fourth Floor, The Hive, 47 Lever Street,
Manchester M1 1FN

London, 0207 253 7644
Third Floor, 25 Chart Street,
London N1 6EA

Spplusarchitects.com

PROJECT:
M1 Piccadilly
Store Street

TITLE:
Proposed Section
Section BB

SCALE:
1:100 @ A1

ORIGIN DATE:
10/06/21

DRAWN:
MS

CHECKED:
PN

STATUS:
Planning

PROJECT DRAWING NO:
05868_ B1_05_2202

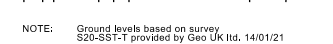
REV:
A

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CONSTRUCTION - It is considered that the proposed works are within the scope of a competent Contractor and as much as unusual hazards have been identified, refer to relevant Key/ Schedule/ Designers Risk

KEY DESIGN



REV:	DATE:	DETAILS:
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REV:	DATE:	DETAILS:
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TITLE:

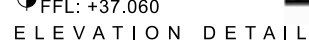
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PROJECT DRAWING NO:
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REV:
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 **CONSTRUCTION** It is considered that the proposed works are within the scope of a competent Contractor and as such no unusual hazards have been identified. Refer to relevant Risk / Scheduler/ Designers Risk Assessment

KEY PLAN:

A	13/05/22	Louvers amended to perforated panels. Issued for Planning.
REV:	DATE:	DETAILS:

5plus architects

Manchester. 0161 228 0211
Fourth Floor, The Hive, 47 Lever Street,
Manchester M1 1FN

London. 0207 253 7644
The Leather Market, Weston Street
London SE1 3ER

5plusarchitects.com

PROJECT:
M1 Piccadilly
Store Street

TITLE:
Ground Floor

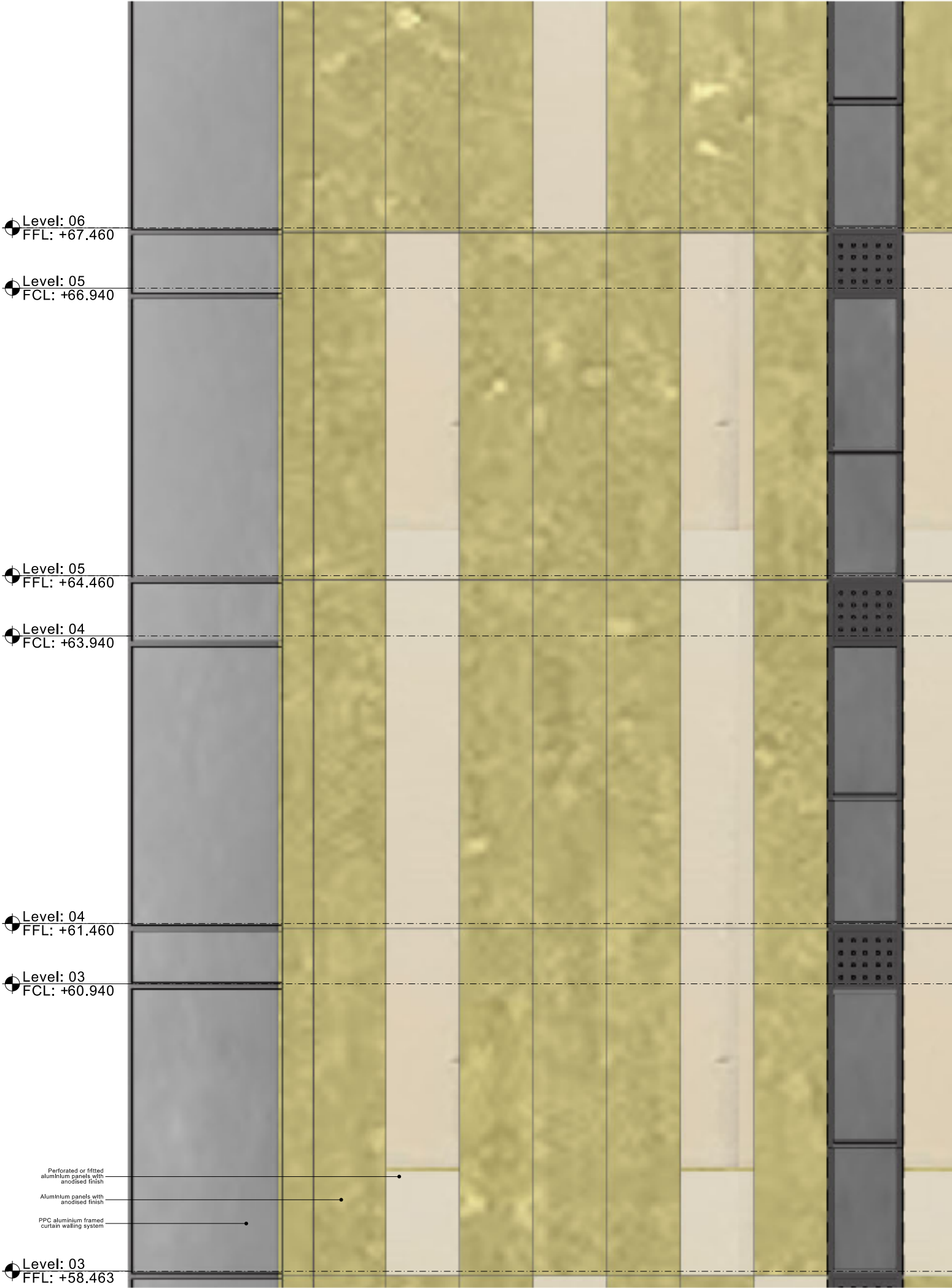
Bay Study
SCALE:

1:20 @ A1

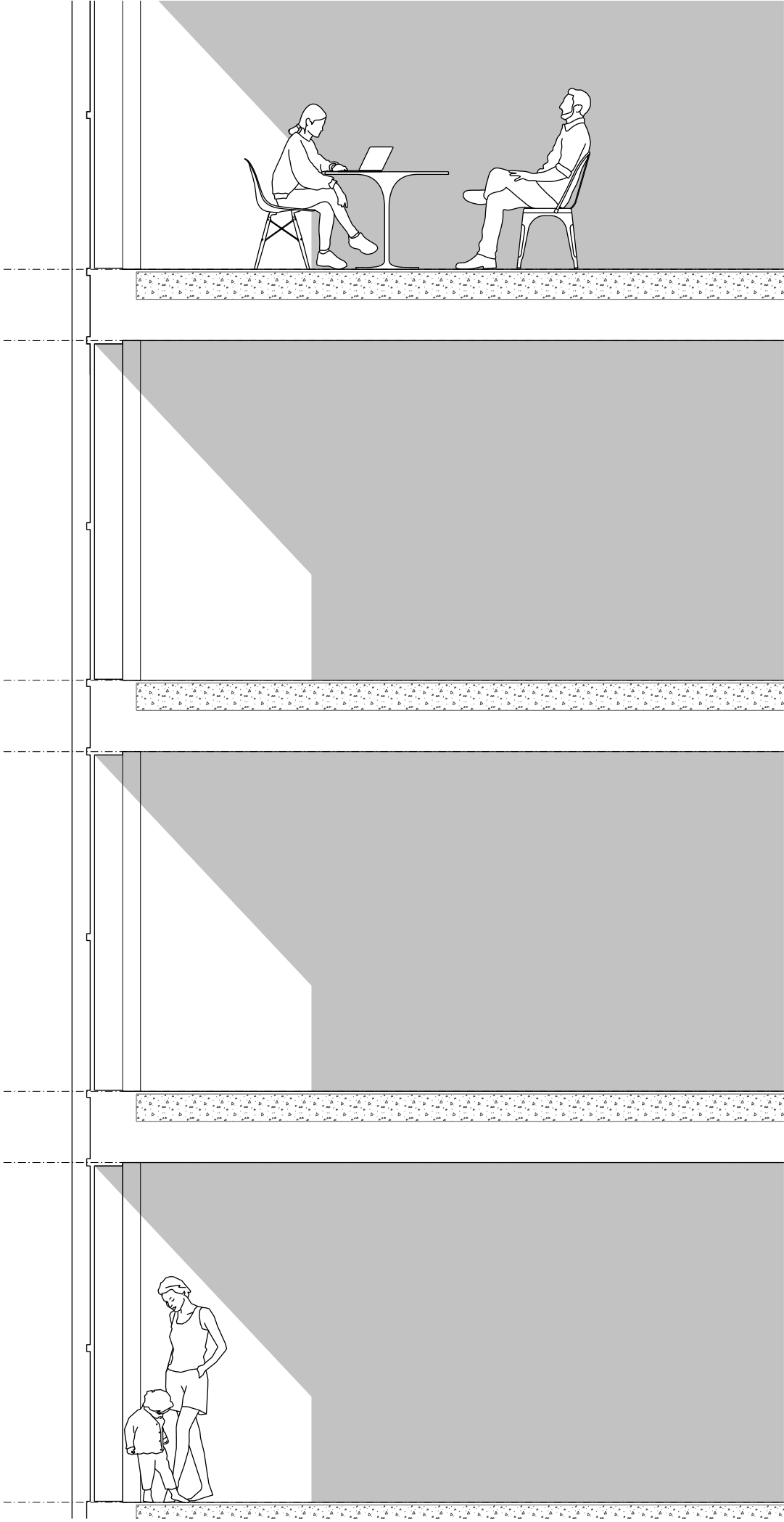
Information

PROJECT DRAWING NO:
05868 B1_10_4201

REV
A



ELEVATION DETAIL



SECTION DETAIL

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Perforated glass drawings based on 'best case' and should not be interpreted for measurement.

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Consult 5plus Architects to be confirmed that the proposed works are within the scope of a temporary Contractor and as such no critical materials have been identified, refer to relevant Key Schedule Drawings 5plus Architects.

KEY PLAN:

A 13/05/22 Louvers amended to perforated panels. Issued for Planning.

REV: DATE: DETAILS:

5plus architects

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Fourth Floor, The Hive, 47 Lever Street,
Manchester M1 1FN

London, 0207 253 7644
The Leather Market, Weston Street,
London SE1 3ER

5plusarchitects.com

PROJECT:
M1 Piccadilly
Store Street

TITLE:
Typical Floor
Bay Study

SCALE:
1:20 @ A1

ORIGIN DATE:
10/01/22

DRAWN:
MS

CHECKED:
PN

STATUS:
Information

PROJECT DRAWING NO:
05868_B1_10_4202

REV:
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Notes and details are to be subject of any variation between drawings and the conditions.
Electronic data drawings based on 'read only' and should not be interpreted for measurement.
All dimensions and levels should be read only from those values stated in this drawing.
CONSULTANTS - It is confirmed that the proposed works are within the scope of a competent Contractor and no work or unusual hazards have been identified, refer to relevant Key Schedule Drawings Risk Assessment.
KEY PLAN:

Level: FRL
FFL: +83.790

Level: 14
FCL: +82.690

Vertical aluminium
fins in a dark
tone with anodised finish

Level: 14
FFL: +80.260

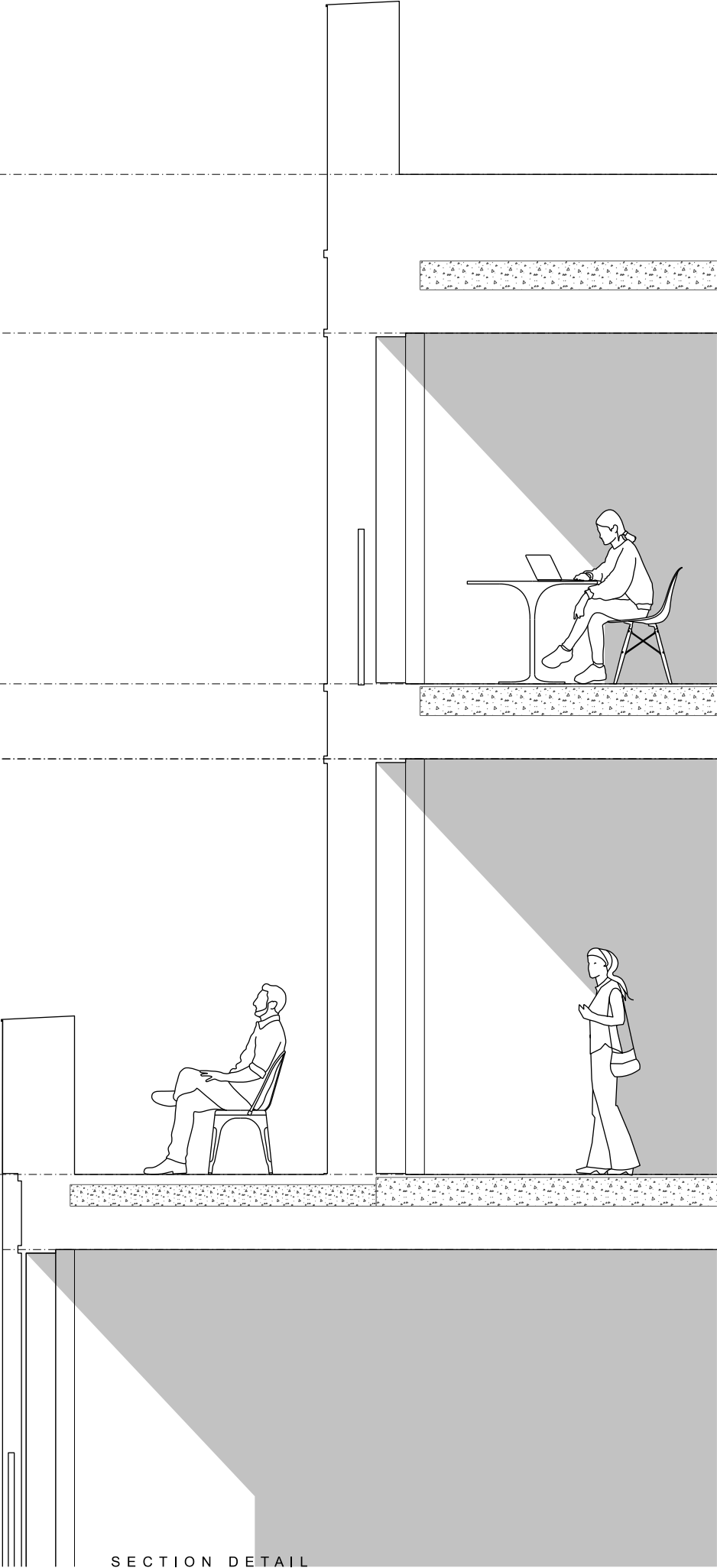
Level: 13
FCL: +79.740

Level: 13
FFL: +76.860

Level: 12
FCL: +76.340

Glazed balustrade set within
depth of window frame system,
creating Juliet balconies

ELEVATION DETAIL



SECTION DETAIL

A 13/05/22 Louvers amended to perforated panels. Issued for Planning.
REV: DATE: DETAIL:

5plus architects

Manchester, 0161 228 0211
Fourth Floor, The Hive, 47 Lever Street,
Manchester M1 1FN
London, 0207 253 7644
The Leather Market, Weston Street,
London SE1 1ER
5plusarchitects.com

PROJECT:
M1 Piccadilly
Store Street

TITLE:
Upper Floors
Bay Study

SCALE: 1:20 @ A1
ORIGIN DATE: 10/01/22
DRAWN: MS
CHECKED: PN

STATUS:
Information

PROJECT DRAWING NO:
05868_B1_10_4203

REV:
A

Architecture
Masterplanning
Interiors
Graphics
Branding

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