Affinityliving™ simpsonhaugh

Port St, Manchester

Design and Access Statement | 03.12.2021

10376-SHP-RP-DAS01 I P01

Executive Summary

1.0 Introduction
1.1 The Client
1.2 Brief

2.0 Assesment
2.1 Existing Context Analysis
2.2 Local Context
2.3 Historical Development
2.4 Character - Buildings of a high significance
2.5 HS2 SRF
2.6 Piccadilly SRF
2.7 Emerging Immediate Context
2.8 Local Materials
2.9 Local Development and Existing Height
2.10 Exisitng Uses
2.11 Restoring the Street
2.12 Existing Site
2.13 Planning History

3.0 Constraints and Opportunities
3.1 Constraints - Heritage and Conservation
3.2 Constraints Summary Diagram
3.3 Opportunity - Overview of residential
3.4 Opportunities - Retail
3.5 Opportunities - Connectivity
3.6 Opportunities Summary Diagram

4.0 Consultations
4.1 Consultation Timeline
4.2 Historic England response
4.3 PlacesMatter! response

5.0 Design Principles & Evolution
5.1 Initial studies & SRF analysis
5.2 Typology studies
5.3 Site response

6.0 Design Approach
6.1 Ground Floor and Basement Arrangement Principles
6.2 Tower Typical Levels
6.3 Podium Typical Levels
6.4 Apartment Types
6.5 Accommodation Schedule Summary
6.6 Facade design evolution
6.7 Facade materiality - Tower
6.8 Facade materiality - Podium
6.9 Facade materiality - Terrace, balconies and loggia

7.0 Landscape Proposals

8.0 Accessibility and Inclusive Design
8.1 Overview & Principle Aims
8.2 Security
8.3 Servicing
8.4 Communal Access
8.5 Apartment Access
8.6 Access and maintenance strategy

9.0 CGI views

Executive Summary

This Design and Access Statement has been prepared by SimpsonHaugh Architects (SH), with input from others, on behalf of Affinity Living and accompanies an application for detailed planning permission at the site known as Port Street in central Manchester.

For the purposes of this statement Manchester (Port Street) Limited are referred to as the "Applicant".

The statement explains the design development process and describes the final proposals for the re-development of the site.

This document should be read in conjunction with the application drawings and other material submitted in support of the planning application.

The planning application relates to the redevelopment of the site. The planning application accordingly seeks full planning permission for the following (the "Proposed Development"):

"Full Planning Permission for the erection of a part 33, part 10 storey residential-led development comprising residential units and associated residential amenity space, ground floor commercial space (Use Class E), car and cycle parking, public realm, hard and soft landscaping, and other associated works".

The Site

The application covers an area of 0.54 hectares and is located on land bounded by Great Ancoats Street, Port Street, the AVRO building and surface car parking to the south.

The site is located in Manchester city centre's fringe, close to the Northern Quarter, Ancoats Urban Village and New Islington. Port Street provides a good links to vibrant cultural and commercial activity of the city centre and north to Ancoats, whilst Great Ancoats Street provides a major route around the city centre core

The site is within easy walking distance of the central retail and commercial districts of Manchester city centre and within a 5 minute walk from Piccadilly Station. The site also has excellent connections to East Manchester and North East Manchester.

The site is vacant brownfield and is operating as a surface car park. The site was formally part of a number of timber yards in the area with a number of now demolished structures.

1.0 Introduction
1.1 The Client

Affinity Living is Select Property's Group's Build- to-Rent brand and is a market leading concept to deliver the very best service wrap to the residential tenants. The brand differentiates itself within the market by emphasising the promotion, nurturing and management of a sustainable Community within Affinity LivingTM itself as well as within the wider community.

The brand's mission is to "Deliver accommodation that extends beyond an apartment into the whole living environment. Where spaces are designed to encourage social interaction and amenities make living easy, giving residents a vibrant place to call home." All schemes provide a consistently high level of attention to detail, quality and design. Like all Select brands the focus of the product is the end customer, understanding the people who are going to be living in the accommodation and how are they going to use the space and interact with it.









1.0 Introduction
1.2 Brief

Select Property Group identified this key site in Manchester, as an ideal location for the development of a building to accommodate high quality build for rent residential accommodation which will be operated directly by Affinity LivingTM.

The sites central location offers future residents significant advantages in terms of proximity to public transport, places of work, retail and culture.

A key requirement to the development of the site is the creation of a sequence of public open spaces for use by the greater community and residents, as well as the creation of private resident's external amenity space. Build-to-Rent differentiates itself from the pure residential 'build to sell' market by providing hospitality focused management and communal amenity spaces which are designed to bring people together and encourage social interaction. Given the unique proposition to create a memorable and enduring 'Place' within the site that relates intrinsically to its wider context, the Affinity LivingTM brand is ideally placed to reinforce and contribute to the sense of Community for the new neighbourhood which will be created here.

This is summarised in the following key aspects that form the brief

- Development should be deliverable , well designed and constructed.
- Create a new benchmark for residential development on Great Ancoats Street.
- Encourage a sense of community due to long term management by Vita.
- Create a real sense of place and enhance relationship with Brownsfeild Mill.
- Animate the street and surrounding public spaces.
- Enhance connections between the buildings and the landscape.
- Homes should be spacious, light and with ample storage.
- Respect and enhances the historic context and setting of the assets around the site.
- Test principles established by the Piccadilly Basin SRF to deliver a well considered and sensitive form of development.
- Be a respectful neighbour to existing and emerging properties.
- Deliver generous and well planned public realm that can in the future connect to new routes and pathways as the SRF vision is realised.

2.0 Assesment
2.1 Existing Context

Existing Context

The site sits in the northern corner of the Picadilly Basin SRF, bounded by Ports St to the west, Great Ancosts Street to the north, Brownsfield Mill to the east and surface car parks off Tariff St to the South. Whist considerable progress has been made in redeveloping the area a significant proportion of Piccadilly Basin is used as surface level car parking which although unattractive in appearance has the benefit of being readily available for development.

The site sits in close proximity to both the Ancoats and Stevenson Square conservation areas and is also close to a number of significant listed buildings. In addition, there are also existing residential communities located in Ancoats and the Norther Quarter.

Sited on the ring road which forms the key route through to the city centre also places it at a position where the street pattern changes from the close grid of the Northern Quarter to the more linear pattern of Ancoats. Port Street which forms one boundary of the site reinforces this change.



2.0 Assesment
2.2 Local Context

The site is located on the corner of Port Street and Great Ancoats Street Street. Positioned on the north eastern side of the city centre, sitting within Piccadilly Basin close to the Northern Quarter and Ancoats.

A significant number of the plots surrounding the south and west of the development site are currently vacant or in use as surface car parking having been cleared of the former industrial buildings which used to characterise this area of the city.

West of the site is the adjacent Astley building. Bordering the site is Brownsfiled Mill to the east, a recently converted mill building now used for residential properties. To the northeast, on the opposite side of Great Ancoats Street, is Ancoats which is characterised by a number of large former mill buildings including Royal Mills which is now converted for residential use. Bordering Great Ancoats Street itself are the MM2 and Nuovo developments which also comprise residential apartments on the upper floors with retail and commercial space at street level.









2.0 Assesment

2.2 Local Context - Existing Routes - Port Street



1.



2.



3.



4.



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6.



7.



KEY PLAN

2.0 Assesment

2.2 Local Context - Existing Routes - Redhill Street



1.



2.



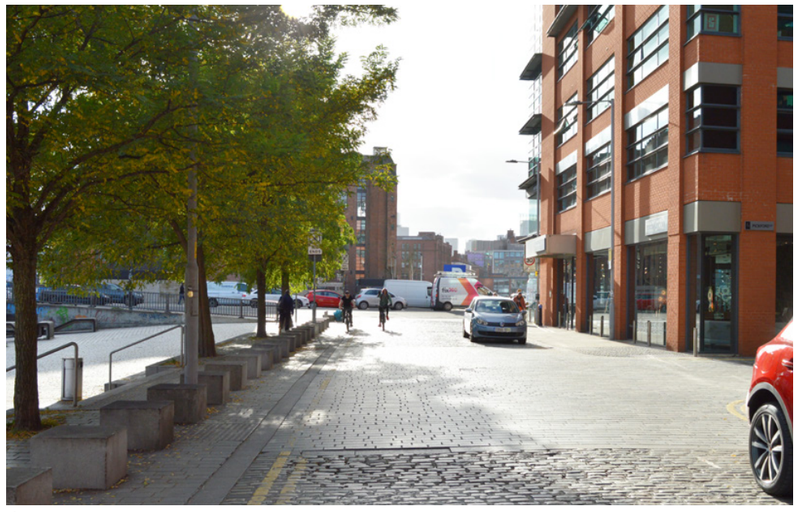
3.



4.



5.



6.



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KEY PLAN

2.0 Assesment

2.2 Local Context - Existing Routes - Great Ancoats Street



1.



2.



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KEY PLAN

2.0 Assesment
2.3 Historical Development

The history of the basin can be categorized into 6 phases which provides a clear indication of the activities on the site during each period:

A. LATE 18TH CENTURY
Manchester developed as a market and distribution centre at the confluence of the rivers Irk and Irwell. From the 15th Century through to the 18th Century, Manchester was the centre of a thriving cloth trade.

In the late 18th Century, the site was still open land but was edged by neighbouring developments.

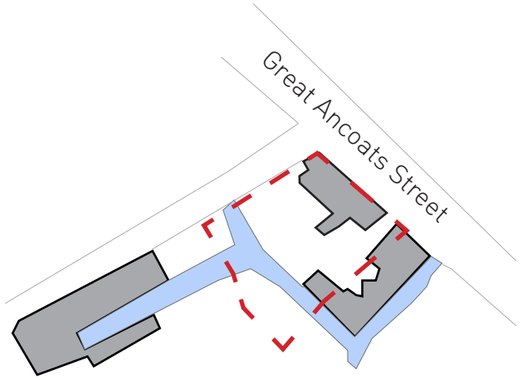
B. EARLY 19TH CENTURY
The Rochdale and the Ashton Canals were built between 1794-1804. The Canal basins were built in anticipation of future canalside development. The canal system confirmed the importance of Manchester as a major trade centre - especially for the expanding cotton trade. The Carver's Warehouse was built in 1806, incorporating two canal docks. The Rochdale Canal offices were also constructed in 1806. By 1808, part of Shooter's Brook had been culverted and was used as a sewer along Store Street.

C. MID 19TH CENTURY
Manchester was the most important industrial city in Britain and a major regional centre. Canal traffic was at its peak in 1815 - 1830, following which, the railways came to prominence. Piccadilly Station (formerly London Road) opened in 1842. Brownsfield Mill, a cotton spinning mill, was built in c.1825. Jackson's Warehouse was completed in 1836. Piccadilly Basin was typically used as unloading wharves for good transported by canal or rail, and stored in the various warehouses in and around the canal.

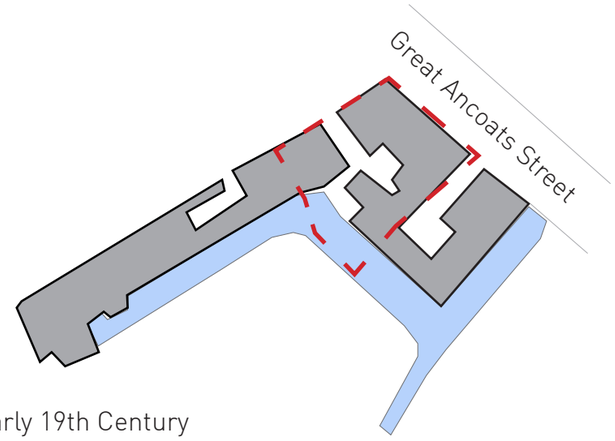
D. LATE 19TH CENTURY
Additional railway facilities helped to further the development of Manchester. By the late-19th Century, the railways owned or leased the canals. The railway warehouse in Ducie Street was completed in 1870. Buildings along Dale Street were re-built to serve the cotton trade.

E. MID 20TH CENTURY
By 1921, freight traffic in the Rochdale Canal had ceased, and 1937 saw the last boat through to the Pennines. Some of the canal basins had been taken out of use and filled in, and areas of the wharf were used as car parking. Brownsfield Mill was primarily used for the textiles industry, although was also used, albeit briefly during the First World War, by A. V. Roe to build his bi-planes.

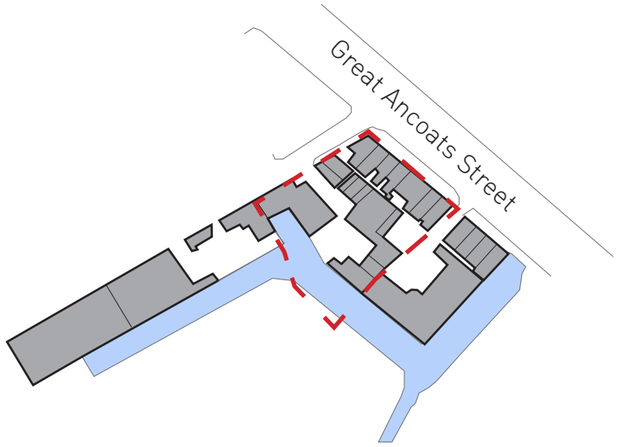
F. LATE 20TH CENTURY - EARLY 21ST CENTURY
The site buildings were progressively cleared post war until the early 21st century when the site was being used as a surface car park



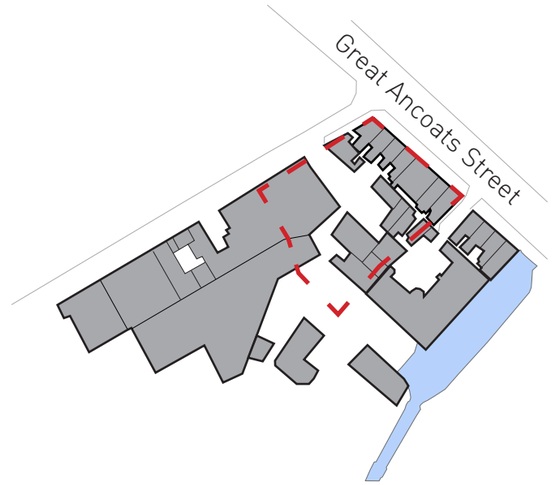
A. Late 18th Century



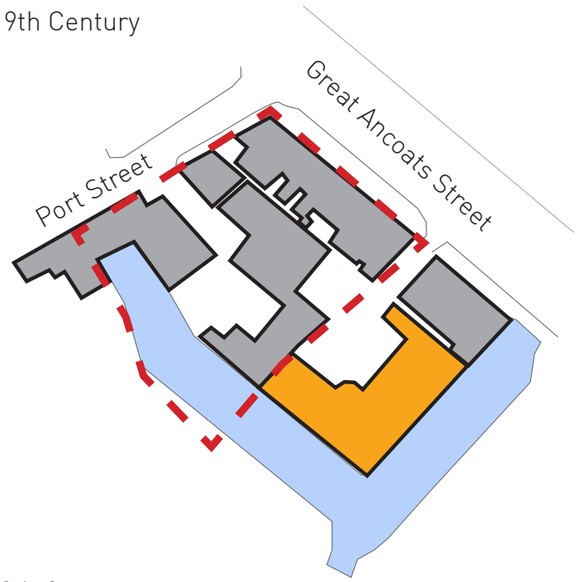
B. Early 19th Century



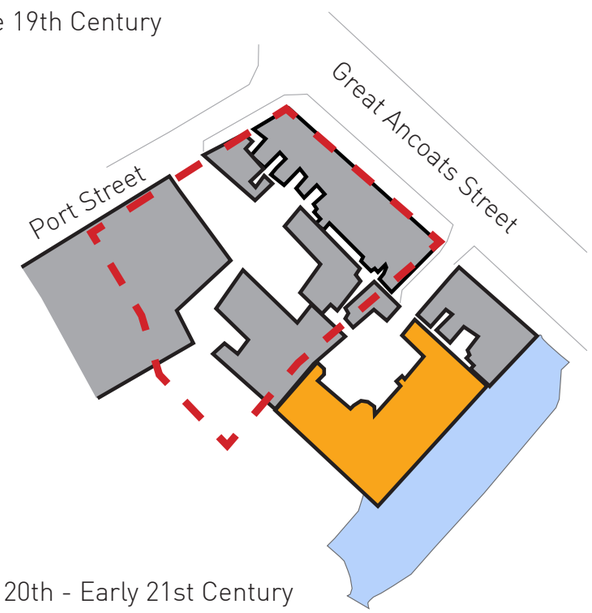
C. Mid 19th Century



D. Late 19th Century



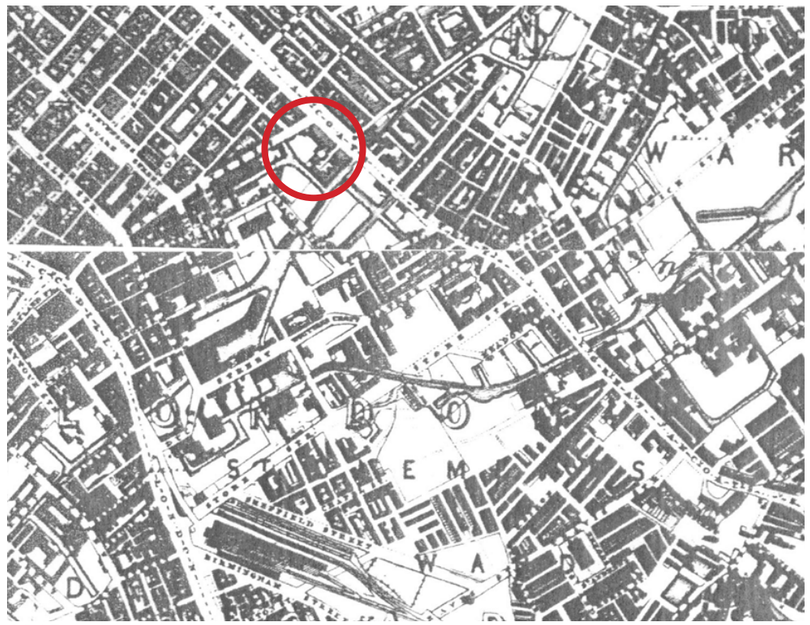
E. Mid 20th Century



F. Late 20th - Early 21st Century

2.0 Assesment
2.3 Historical Development

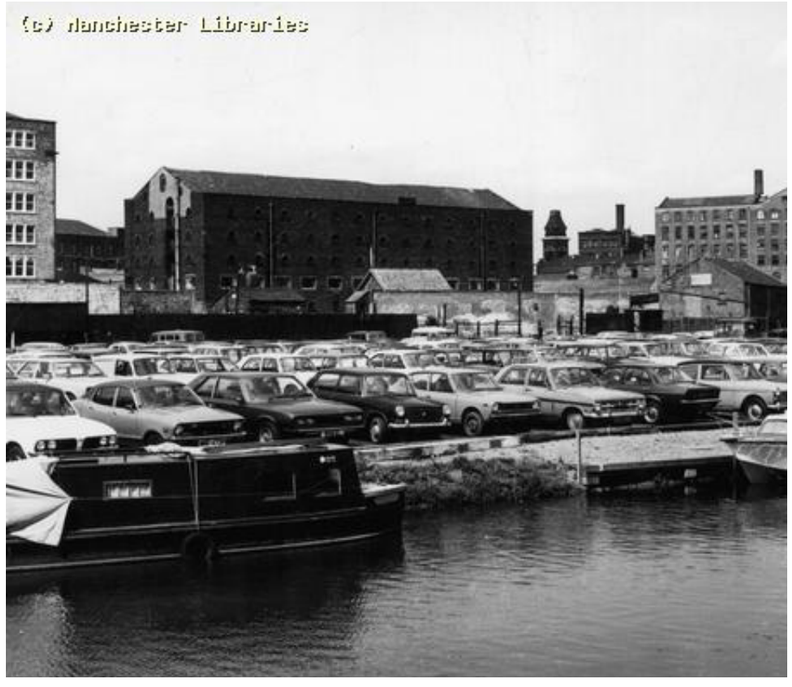


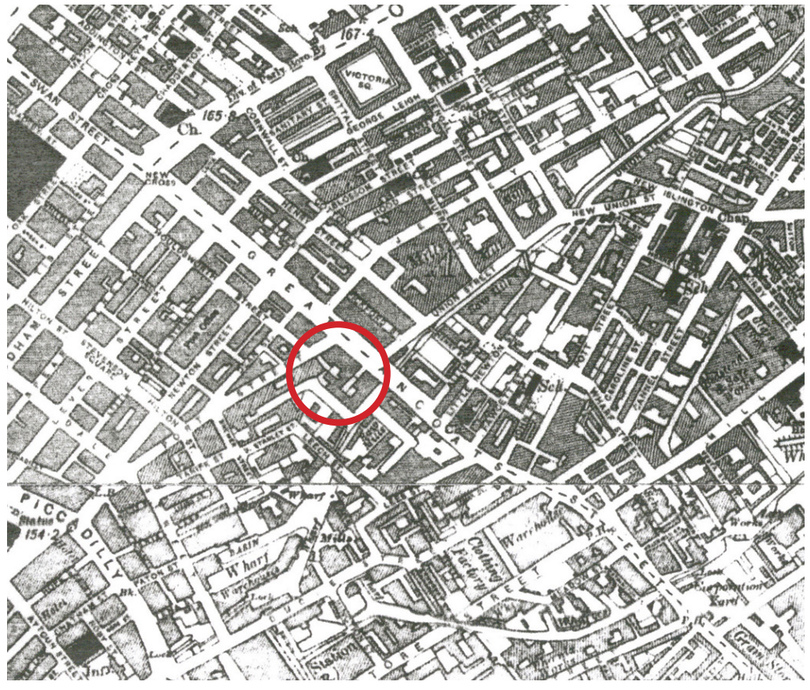


1845



1893





1923



1948

2.0 Assesment
2.4 Character - Buildings of a high significance

The subject site is not located within a Conservation Area but is sited close to the southern boundary of the Ancoats Conservation Area and Stephson Sq to the south.

The area surrounding the subject site is distinguished by historic zones of commerce, industry and transport infrastructure (canals and roads). These zones reflect the industrial character of the area: the use of brick and stone, the strong linearity of the waterways and principal roads, such as Great Ancoats Street, and the scale and functionality of remaining mill buildings.

The principal buildings are the massive cotton spinning mills, which are located adjacent to the Rochdale Canal and the nearby housing. This juxtaposition and inter-linking of manufacturing, transport and residential uses meant that Ancoats functioned as the first industrial estate in the world.









2.0 Assesment
2.5 Character - HS2 SRF

The 2014 HS2 Manchester Piccadilly Strategic Regeneration Framework includes the site.

The proposals aims to maximise the regenerative potential of HS2 and the internationally significant multi-modal transport interchangen that Piccadilly Station will become. New Neighbourhoods of Choice with strong individual identities will be developed around the station expanding the city centre to the east.

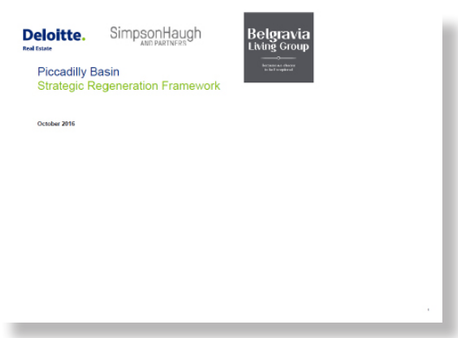
Detail of their individual identities, their likely uses, scale and density are described later this report. In outline:

- Piccadilly North - Historic street pattern reinstated.
- East Village - Mixed used development with residential focus around canal basins.
- Piccadilly Central - An area of large office developments around public squares; with high-rise residential towers and a new city park.
- Mayfi eld - A new mixed use city quarter on the banks of the remediated River Medlock.
- North Campus - A research intensive knowledge environment.
- Piccadilly Place - This area has already undergone extensive change with the creation of new hotels and commercial floor space. London Road Fire Station is within the SRF area and the SRF supports efforts to secure the re-use and refurbishment of this important historic facility.





Manchester Piccadilly Strategic regeneration framework focuses on the regeneration of the area with emerging HS2 involvement.



Piccadilly Basin SRF (2016) focuses on the regeneration of the Northern Area of the Manchester Piccadilly SRF (2016)

Source: Manchester Piccadilly SRF, March 2018
Burohappold Engineering + Bennetts Associates

2.0 Assesment
2.6 Character - Piccadily Basin SRF

The Piccadilly Basin SRF represents an opportunity to create a best in class City Centre neighbourhood community with a vibrant mix of office, residential, retail and leisure accommodation offering a place to live, work, relax and play; a place that fosters enterprise and innovation; and helps to set Manchester apart from its peer cities. This should be provided as part of:

- A well-designed environment that is well managed, safe, accessible, sustainable and resilient to climate change, a place where people will want to live and which fosters long term sustainable communities;

- A place with a strong identity supported and enhanced by new development which reinstates and celebrates Piccadilly Basin's richly layered history and associated assets based around mills and canal infrastructure; and,

- An extremely well connected neighbourhood in terms of highly legible, high quality pedestrian and cycle connections and complementary uses which provide strong functional connections. A place that is pedestrian and cycle friendly and promotes the use of sustainable forms of transport through its design.

Piccadilly Basin has a number of key attributes that mean it is well placed to deliver this vision.

Located in a thriving City Centre.

Adjacent to a major transport hub with exception with transport connection.

Adjacency to the City's Northern Quarter.

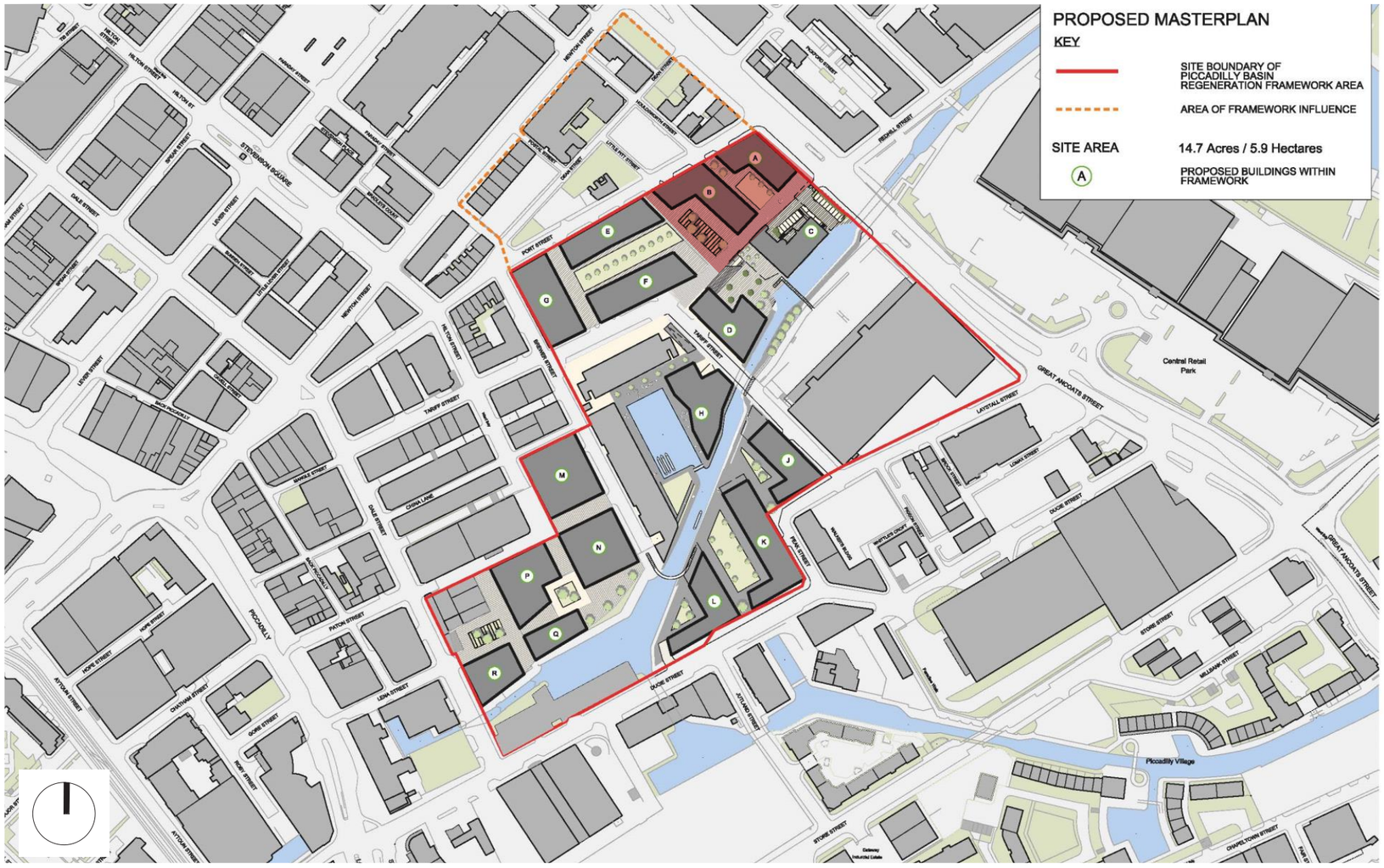
Adjacency to major areas of investment and growth including Ancoats and New Islington and the wider HS2 masterplan area.

A critical mass of land ownership and delivery partners with a proven track record.

The ability to build upon a diverse mix of established uses.

Waterside frontage and heritage assets that add character and can form the basis of distinctive place-making

A surrounding scale and massing that is diverse, distinctive and provides a rich setting for the masterplan proposals.



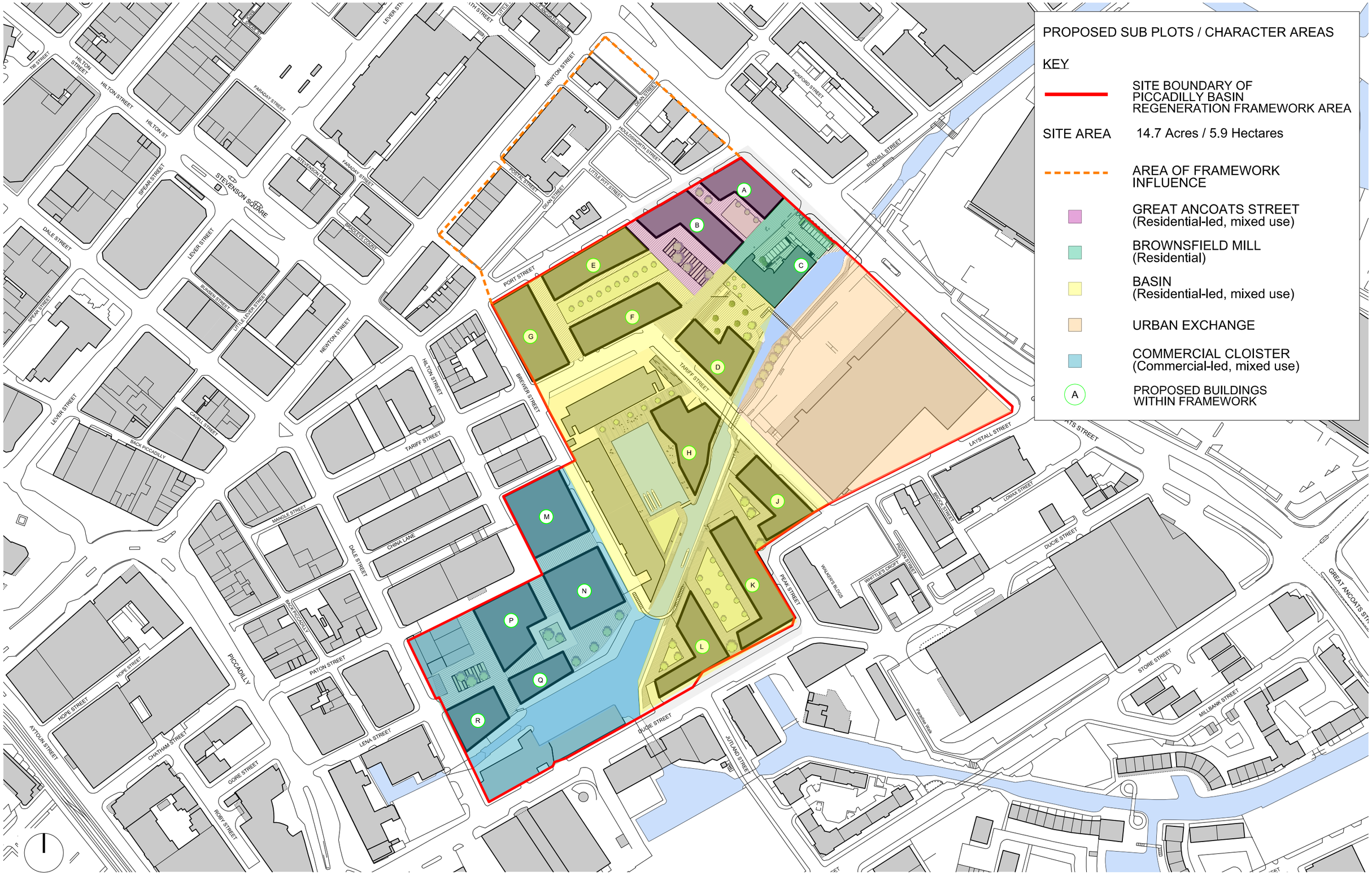
Indicative Masterplan

SCALE & DENSITY

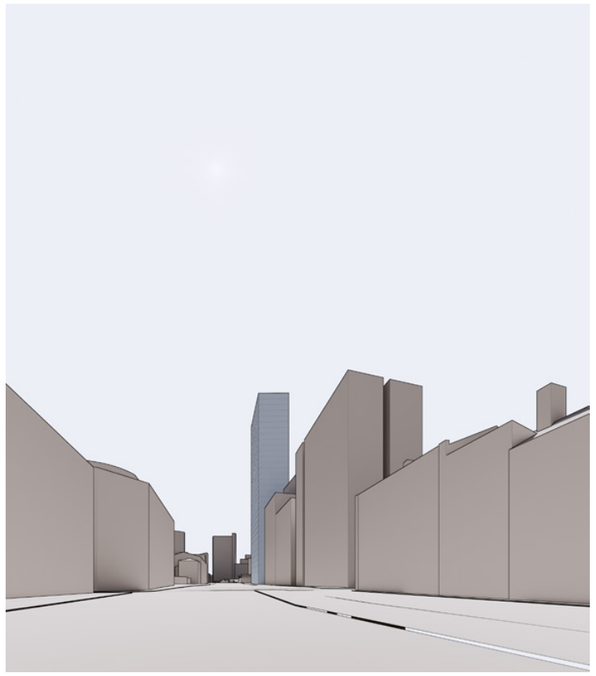
SRF identifies Blocks A and B as the following

33 & 20 STOREY TOWERS

436 RESIDENTIAL UNITS

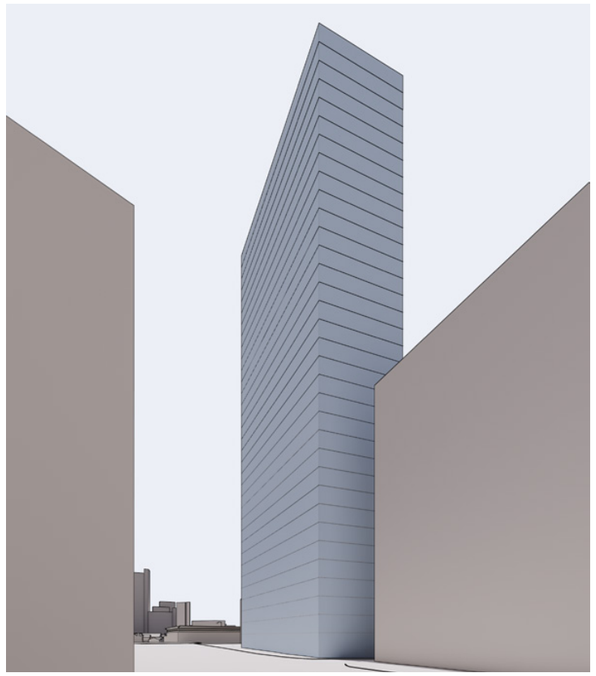


MANCHESTER PICCADILLY BASIN SRF - SUB PLOTS & CHARACTER AREAS



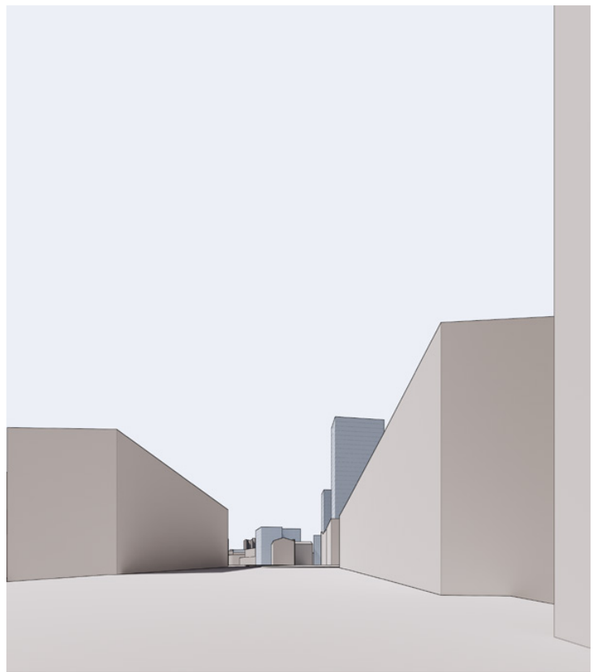
SRF Key View 1

Great Ancoats St North. Looking towards South-East towards Piccadilly Basin.



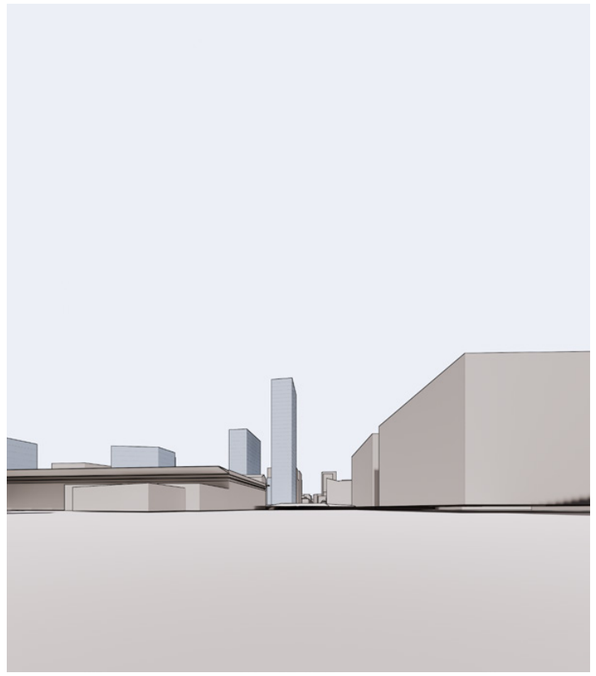
SRF Key View 2

Great Ancoats St & Jersey Street Junction. Looking South towards Piccadilly Basin.



SRF Key View 3

Redhill Street. Looking South-West towards Piccadilly Basin.



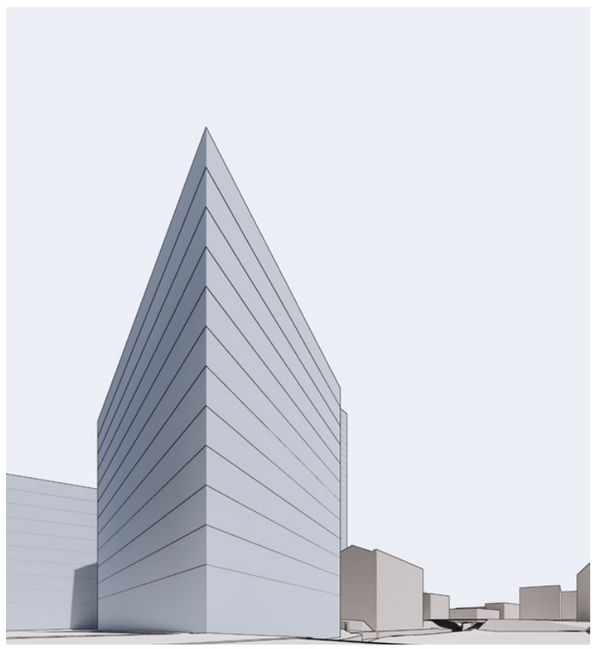
SRF Key View 4

Great Ancoats St South. Looking North-West towards Piccadilly Basin.



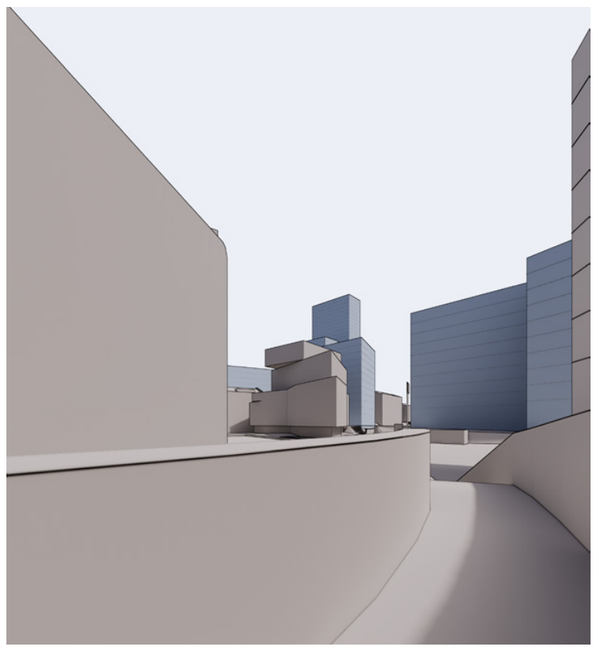
SRF Key View 8

Port St & Dale St. Looking North East.



SRF Key View 10

Tariff St Bridge looking North-East.



SRF Key View 11

Pedestrian Footbridge over canal at South end of Brewer St looking North

Summary of design principles from SRF

- SRF identifies the site as an opportunity for building heights to step up towards Great Ancoats St, culminating in the junction with Port St marking this key intersection and arrival point into area.
- Detailed proposals for tall buildings need to understand and respond to effects on the historic environment, particularly Brownsfield Mill, through a visual impact analysis and assessment of verified key views.
- Development should ensure that micro-climatic effects in terms of wind and sunlight / daylight, do not have an adverse effect on the safety, comfort or amenity of the area.
- HE response to consultation - “HE agrees with the principle that height could build up fronting Great Ancoats Street. However, the visual impact of the indicated height would need to be carefully assessed to establish the impact on surrounding highly designated assets.”

KEY PRINCIPLES & VIEWS FROM SRF

2.0 Assesment

2.7 Emerging Immediate Context

Cetral Retail park, Great Ancoats St, Manchster Development Framework

Central Retail Park Draft SRF looks to create an exemplary net zero carbon commercial district with the ability to attract new businesses and talent to Manchester.

The objectives for Central Retail Park are:-

Attract talented people to want to work in this location and attract leading companies to want to be based there;

Deliver circa 1 million sq. ft. of new workspace/ offices in the city capable of being the home to circa 10,000 jobs;

Become an exciting new destination where employees, residents and visitors will come to spend their time;

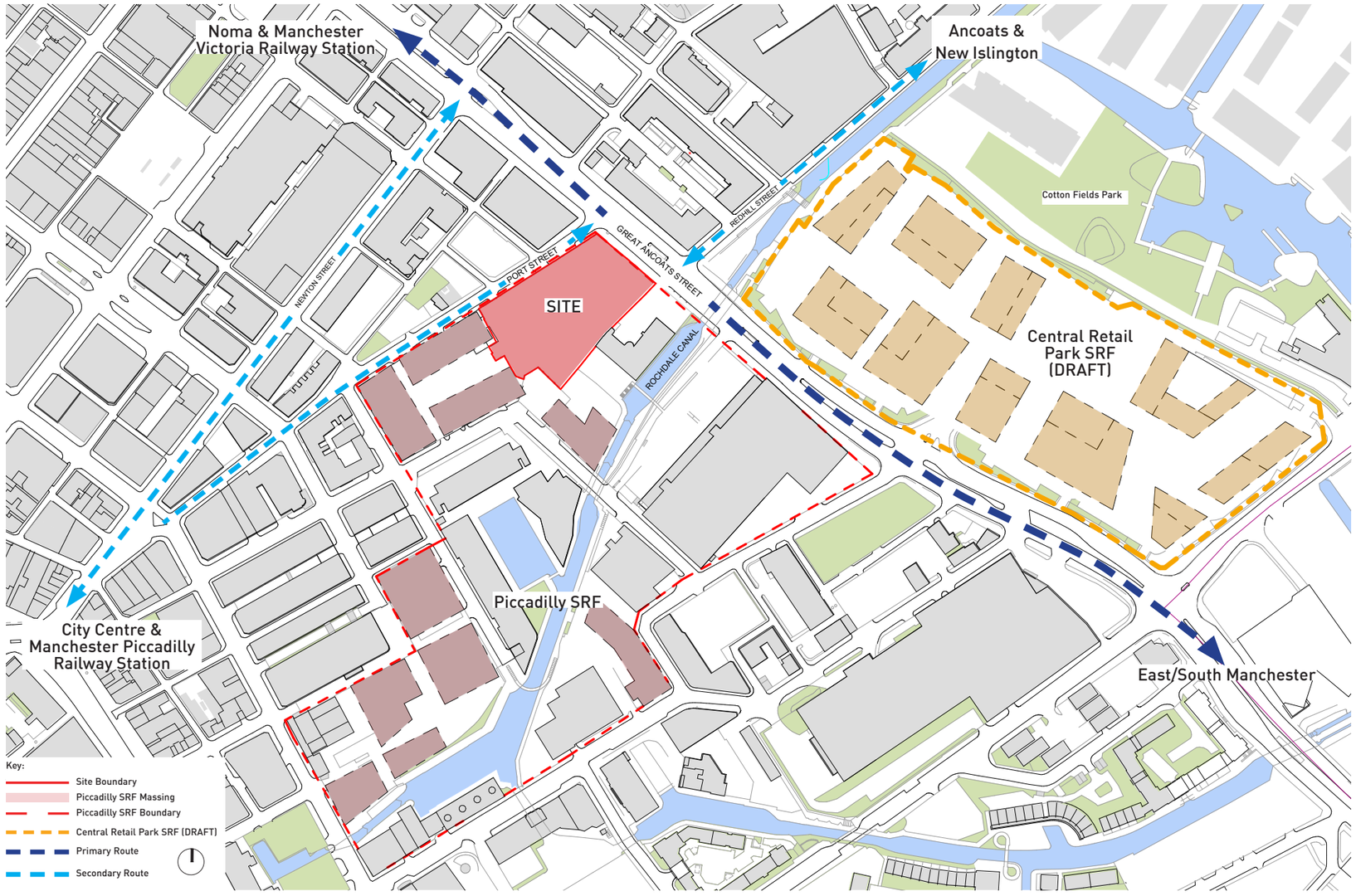
Revive and extend Cotton Field Park;

Play its part in realising a carbon neutral Manchester by 2038, and addressing the twin crises of climate breakdown and biodiversity loss;

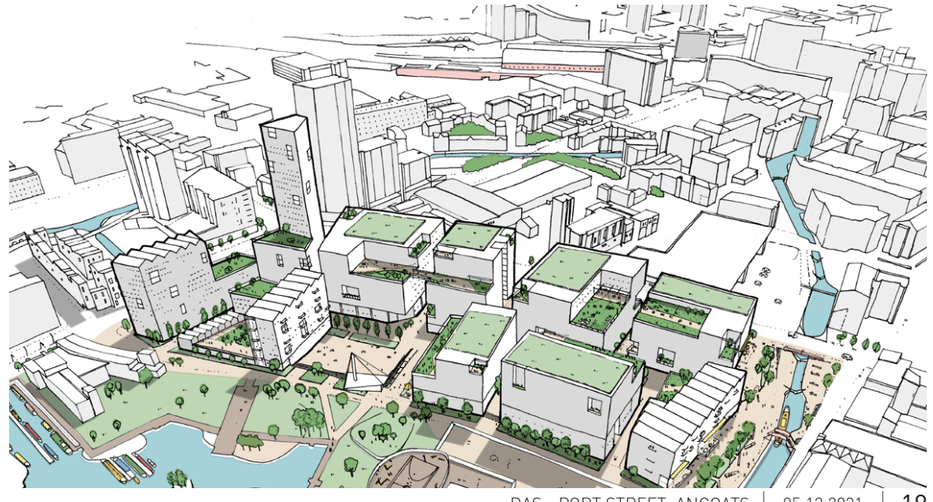
Be attractive, healthy, safe and accessible and inclusive for all;

Compliment a significant and growing culture, leisure and tourism sector;

Create comfortable and pedestrian friendly public realm.

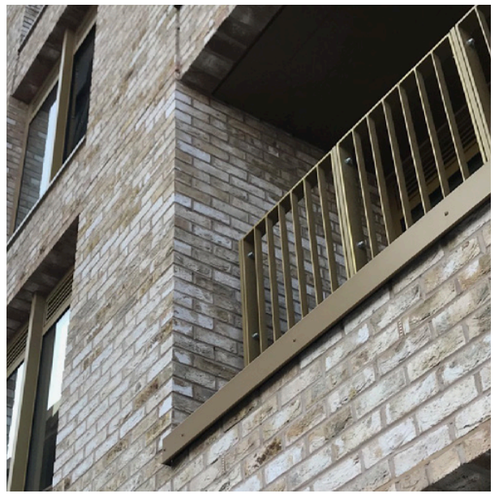






2.0 Assesment
2.8 Local Materials

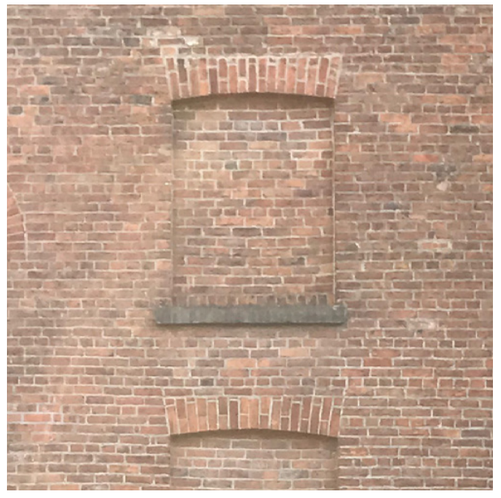
There is a great diversity in architectural languages evident in the area – although brick predominates, these bricks are generally red/brown bricks. Rigid grids of openings with stone lintels and metalframes predominate.



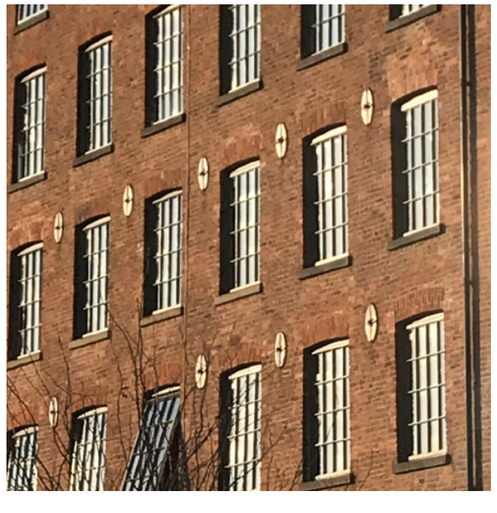




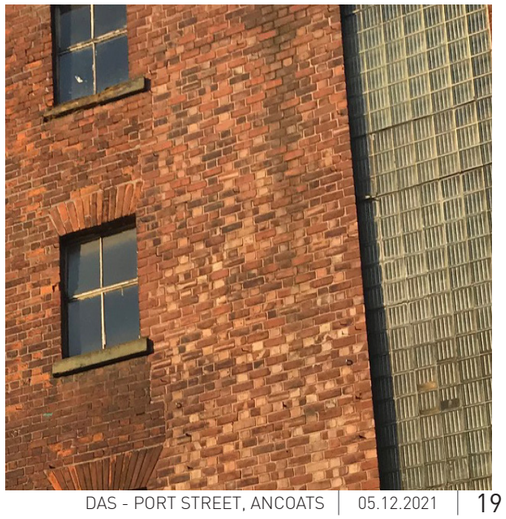








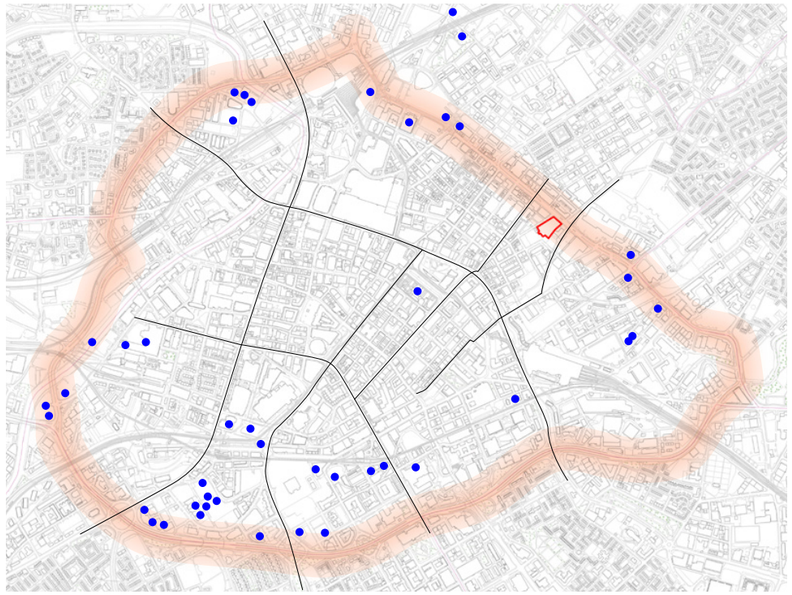




2.0 Assesment
2.9 Local Development and Existing Height

The building heights in the immediate vicinity of the site are distorted by the number of vacant plots, however the underlying trend is for four to fifteen storeys. The former mills visually form a large mass owing to the size of their building footprint.

Great Ancoats Street is the principle vehicle route past the site.



Manchester Ring Road with indicative 75m Zone
High Rise Buildings (Current & Planning Consent)
Site Boundary
Indicative Proposed Tower Location



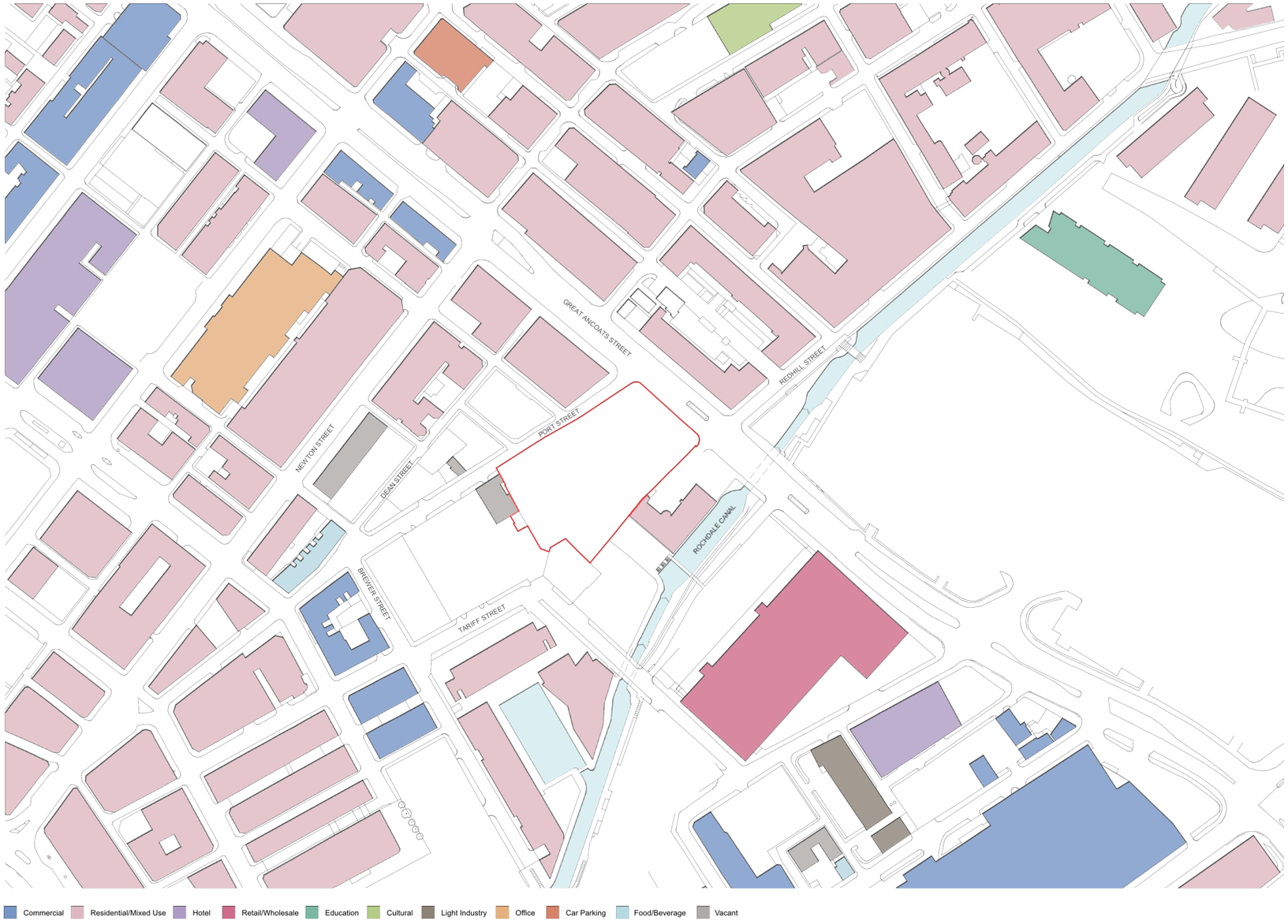
11-13 Storey
9-10 Storey
7-8 Storey
5-6 Storey
3-4 Storey
1-2 Storey

2.0 Assesment
2.10 Existing Uses

Originally the area developed as the industrial but recently both new build and conversion have predominantly seen a change towards residential uses as elsewhere around the perimeter of the City Centre.

Many of the new developments along Great Ancoats Street incorporate retail or commercial space at ground floor to provide a vibrant active street frontage.

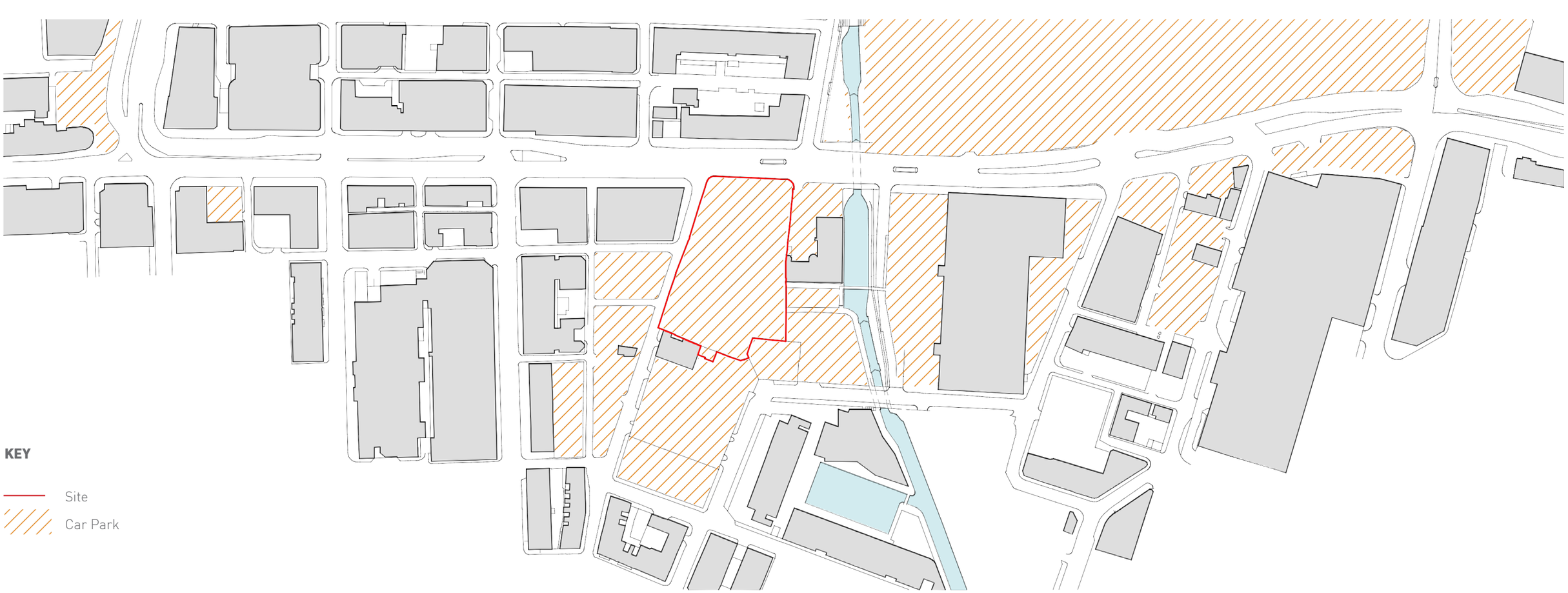
Both the site and around it there are a significant number of vacant sites which have been cleared and are use as car parking.



2.0 Assesment
2.11 Restoring the Street

Great Ancoats Street was based on a regular rhythm of buildings and shop frontages.

Modern interventions and demolitions, such as the Central Retail Park and loss of old building stock has left significant voids which have interrupted this rhythm and eroded the character and definition of this streetscape.



2.0 Assesment
2.12 Existing Site

The application covers an area of 0.54 hectares and is located on land bounded by Great Ancoats Street, Port Street, the AVRO building and surface car parking to the south.

The site is located in Manchester city centre's fringe, close to the Northern Quarter, Ancoats Urban Village and New Islington. Port Street provides a good links to vibrant cultural and commercial activity of the city centre and north to Ancoats, whilst Great Ancoats Street provides a major route around the city centre core.

The site is within easy walking distance of the central retail and commercial districts of Manchester city centre and within a 5 minute walk from Piccadilly Station. The site also has excellent connections to East Manchester and North East Manchester.

The site is vacant brownfield and is operating as a surface car park. It perviously formed part of a number of timber yards in the area with these now demolished.

It currently presents a poor quality surface and uneven topography. In addition, the site is unsafe due to no natural surveillance and limited lighting.









2.0 Assesment
2.13 Planning History

In August 1998, Manchester City Council granted planning permission for the masterplan. In addition to the development site, this included the adjacent Grade II* listed Brownsfield Mill, a large retail unit (which became ILVA, and latterly the Urban Exchange), the Tariff Street multi-storey car park, Carver's Warehouse, Jackson's
Warehouse, new Residential development (now Vantage Quay), and the repair of the Rochdale Canal including the introduction of the new marina. Following approval, the masterplan developed with subsequent iterations.

The 2001 version of the masterplan included the Eider House and Ducie Street sites. This planning permission is still extant and has seen much of the original proposals being constructed, including;

August 1998 Application No. 054382/FO/CITY3/98
Piccadilly Basin Masterplan - Mixed Use Residential, Retail & Offices, Repair and reinstatement of the canal & new marina

July 2001 Application No. 061922/FO/CITY3/01
New footbridge across Rochdale Canal

October 2001 Application No. 063484/LO/CITY3/01
Listed Building consent for Brownsfield Mill

February 2003 Application No. 060522/FO/CITY3/02
Conversion of Grade II* Jackson's Warehouse for 42 residential apartments

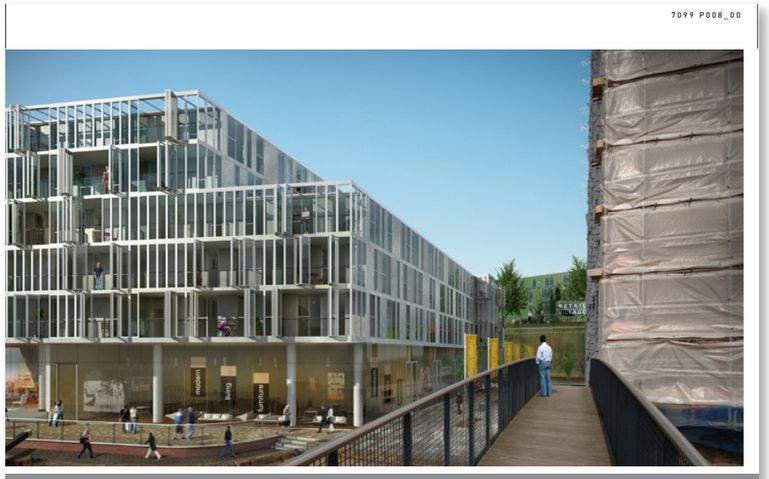
August 2004 Application No. 065480/FO/CITY3/02 & 071967/FU/2004/C3
New build retail anchor: ILVA - now Urban Exchange Retail village, Planning Application 083680/FO/2007/C3

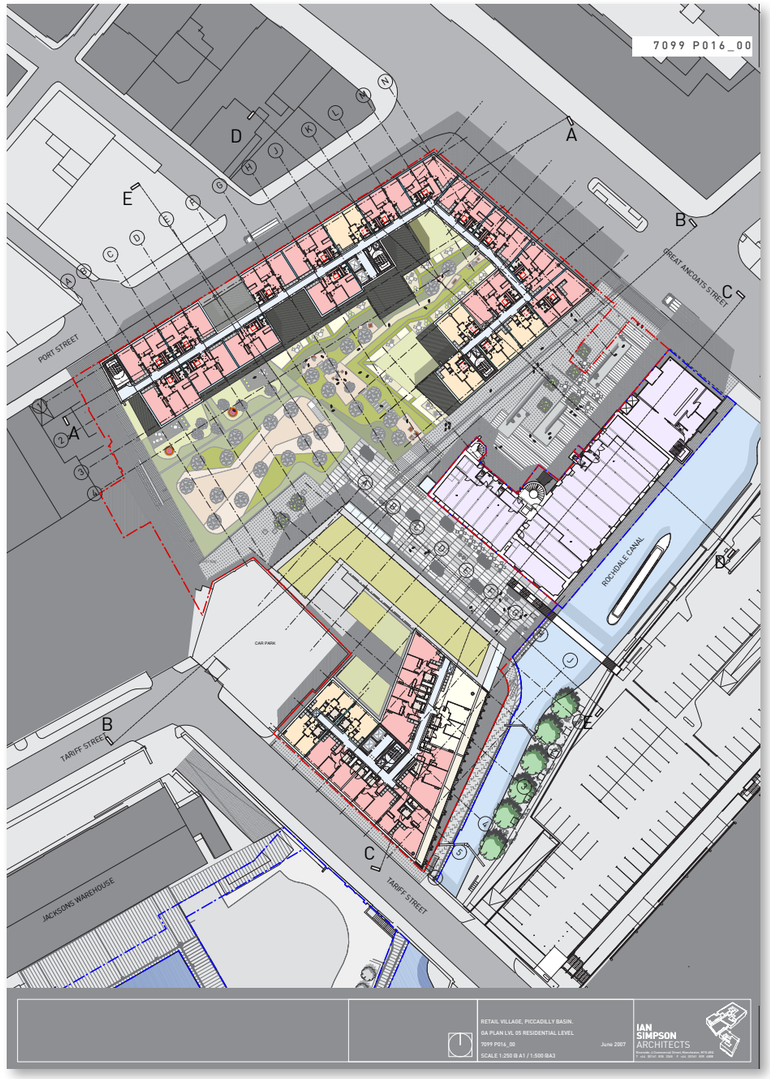
The site was the subject of a successful planning application in 2007 for a mixed-use development incorporating xx residential units (class C3), a ground floor A3 unit with related access, servicing, landscaping and associated works.

1998 Planning Application 054382/FO/CITY3/98
A detailed application for Piccadilly Basin was submitted in 1998 for a mixed-use development which included residential, retail, licensed retail and studio office uses.

The development was intended to be built in phases with first phase covered by the 1998 application.







3.0 Constrains and Opportunities

3.1 Constraints - Heritage and Conservation

The site is not located within a conservation area. However, the site is situated between two conservation areas each of which are within close proximity and from which the site can be viewed:

• Stevenson Square Conservation Area, which lies to the South-West of Brewer Street, and

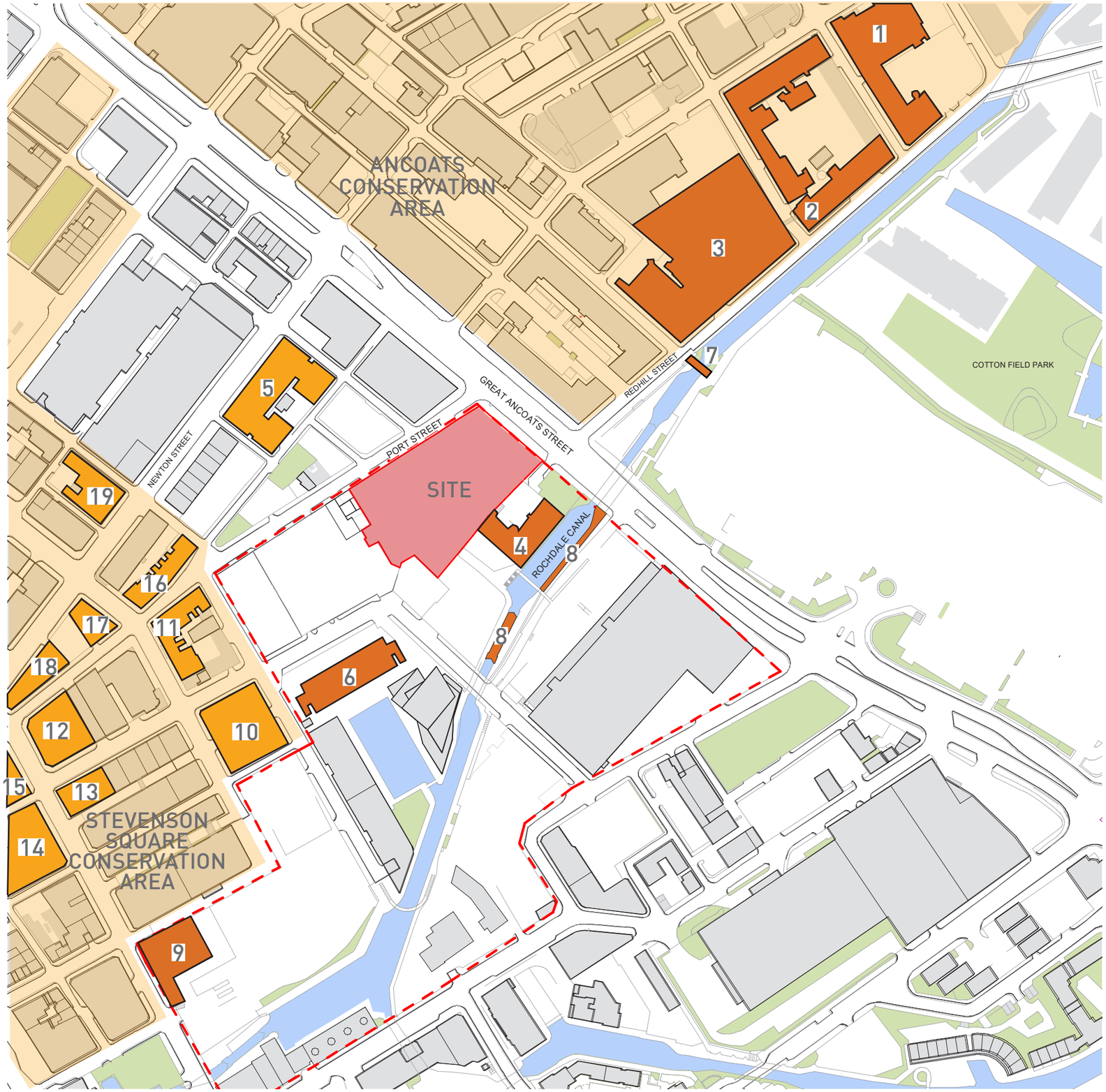
• Ancoats Conservation Area, which lies to the North of Great Ancoats Street.

Whilst located outside of a Conservation Area, there are a number of historically important buildings and significant heritage assets within the vicinity of the site. These include the following listed buildings or structures that are also located near to the site:

1. Waulk Mills (Grade II*)
2. Murray Mills (Grade II*)
3. Royal Mills (Grade II*)
4. Brownsfield Mill (Grade II*)
5. The Wentwood (Grade II)
6. Jackson Warehouse (Grade II*)
7, Rochdael Canal Path (Grade II)
8. Lock 83 & Tow Path (Grade II)
9. Carvers Warehouse (Grade II)
   Entrance Archway to Rochdale Canal (Grade II)
10. Fourways House (Grade II)
11. 45, 47, 47A Hilton Street (Grade II)
12. 35 Dale Street (Grade II)
13. 45 Dale Street (Grade II)
14. 56 Dale Street (Grade II)
15. 14, 16 Newton Street (Grade II)
16. Marlsbro House (Grade II)
17. Newton Buildings (Grade II)
18. Bradley House (Grade II)
19. Former Newton Street Police Station (Grade II)

Other listed buildings in Ancoats:

Old + Decker Mill (Grade II)
Union St Bridge (Grade II)
No. 73 Marble Arch Inn (Grade II)
75 Dale Street (Grade II)
Lock 84 (Grade II)



Key: Grade II Listed Building Grade II* Listed Building

3.0 Constrains and Opportunities

3.1 Constraints - Heritage and Conservation



1.Waulk Mills - Grade II*



2. Murray's Mills - Grade II*



3. Royal Mills - Grade II*



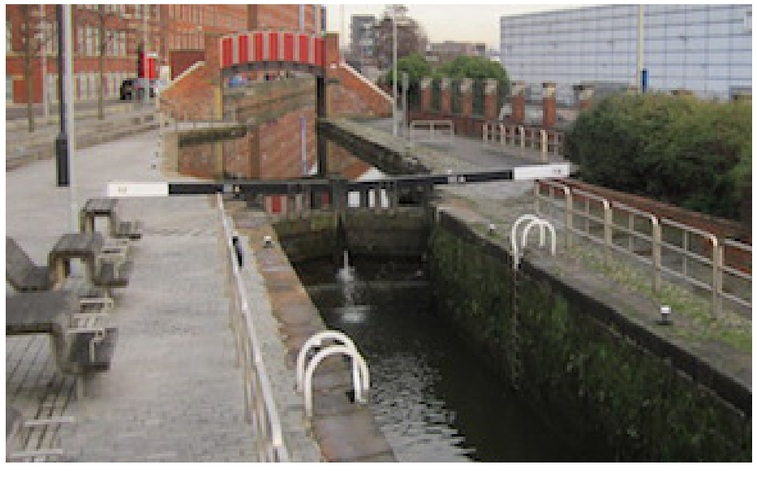
4. Brownsfield Mill - Grade II*



5. The Wentwood - Grade II



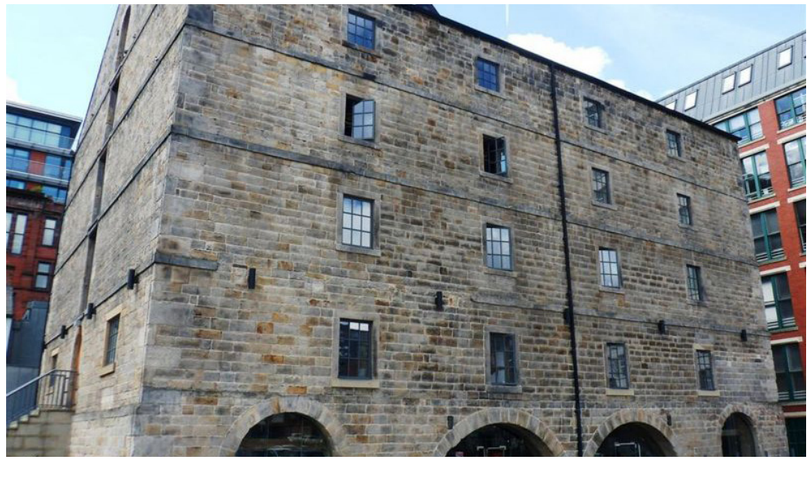
6. Jackson Warehouse - Grade II*



7. Rochdale Canal Path - Grade II



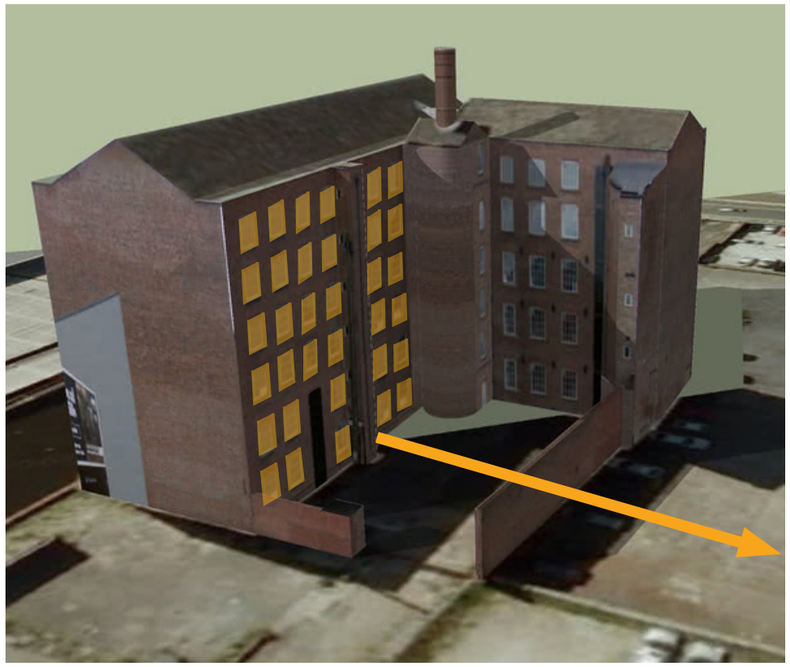
8. Lock 83 & Tow Path - Grade II

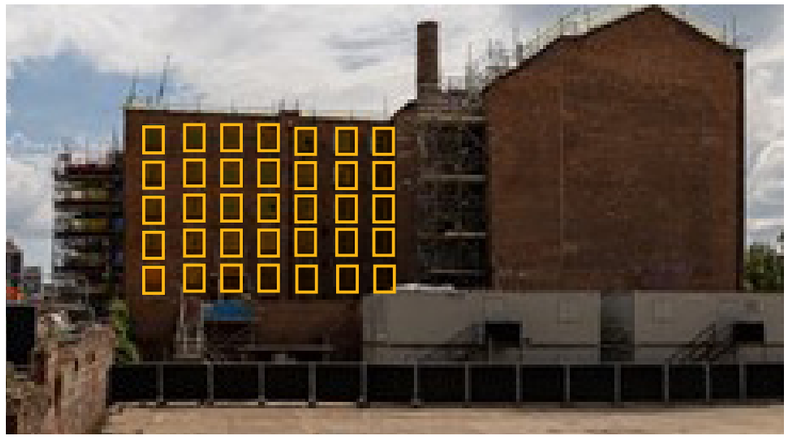


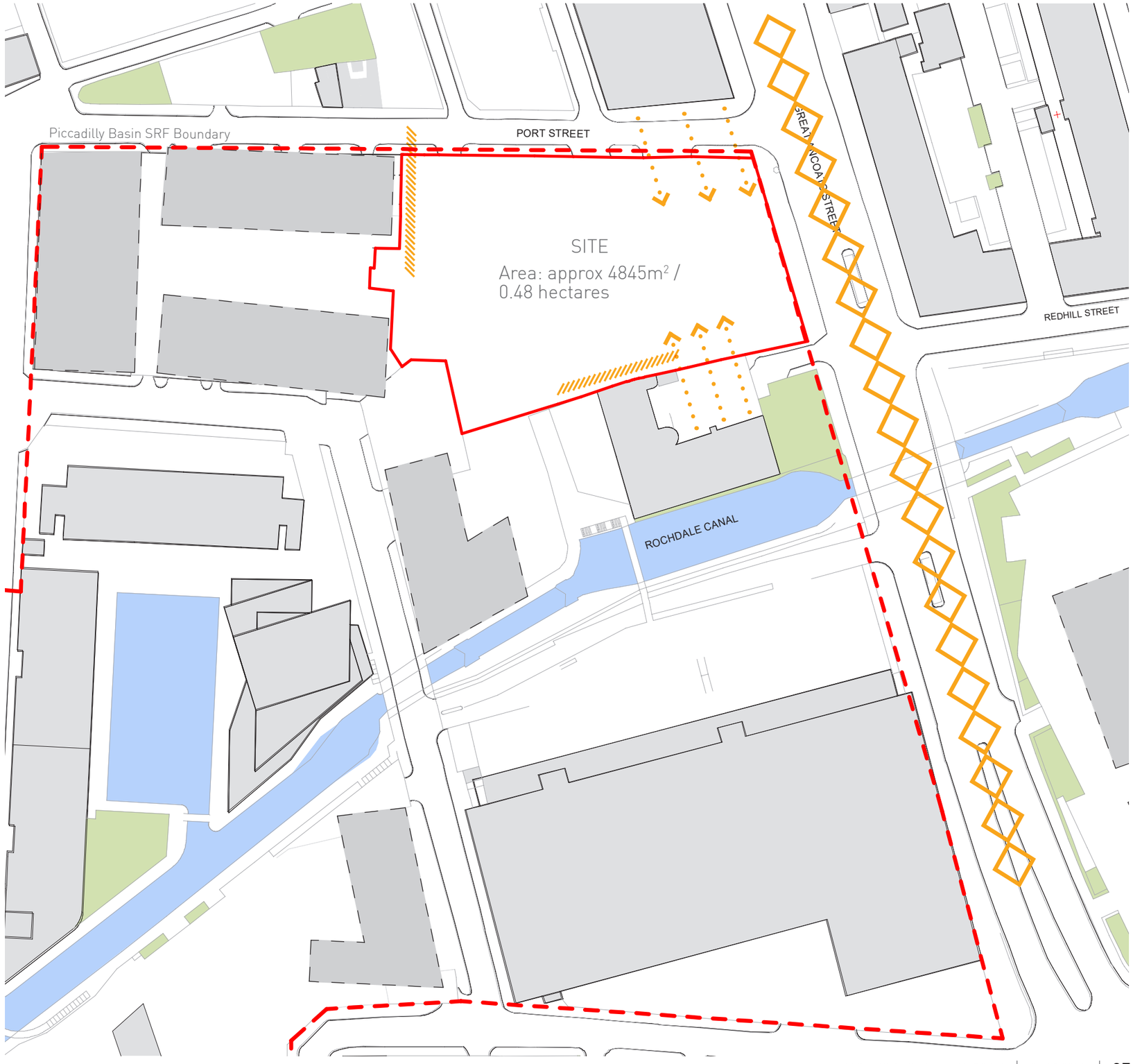
9. Carvers Warehouse - Grade II

3.0 Constrains and Opportunities

3.2 Constraints - Summary Diagram







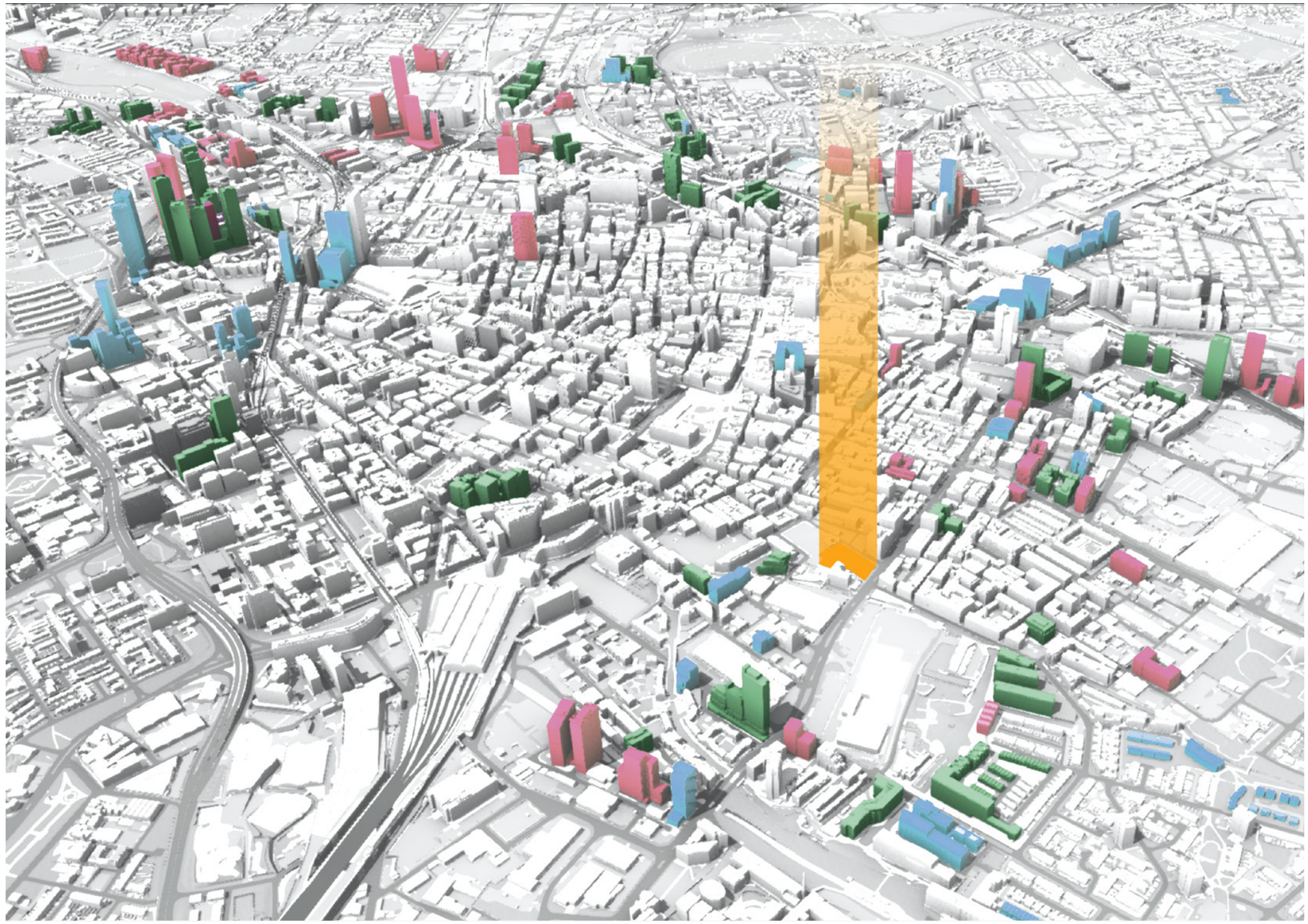
Drawing Key

- Piccadilly Basin SRF Boundary
- Existing Building
- Proposed Piccadily Basin SRF massing
- Road Noise + Air Pollution
- Adjacent overlooking windows
- Potential Party Wall situation

3.0 Constrains and Opportunities

3.3 Opportunity - Overview of residential

Manchester's housing market continued demand continued to grow despite the ongoing pandemic, and all the signs continue to point to this continuing in the city over the course of the near future. This is particularly the case for the city centre market which is more popular and in-demand than ever.

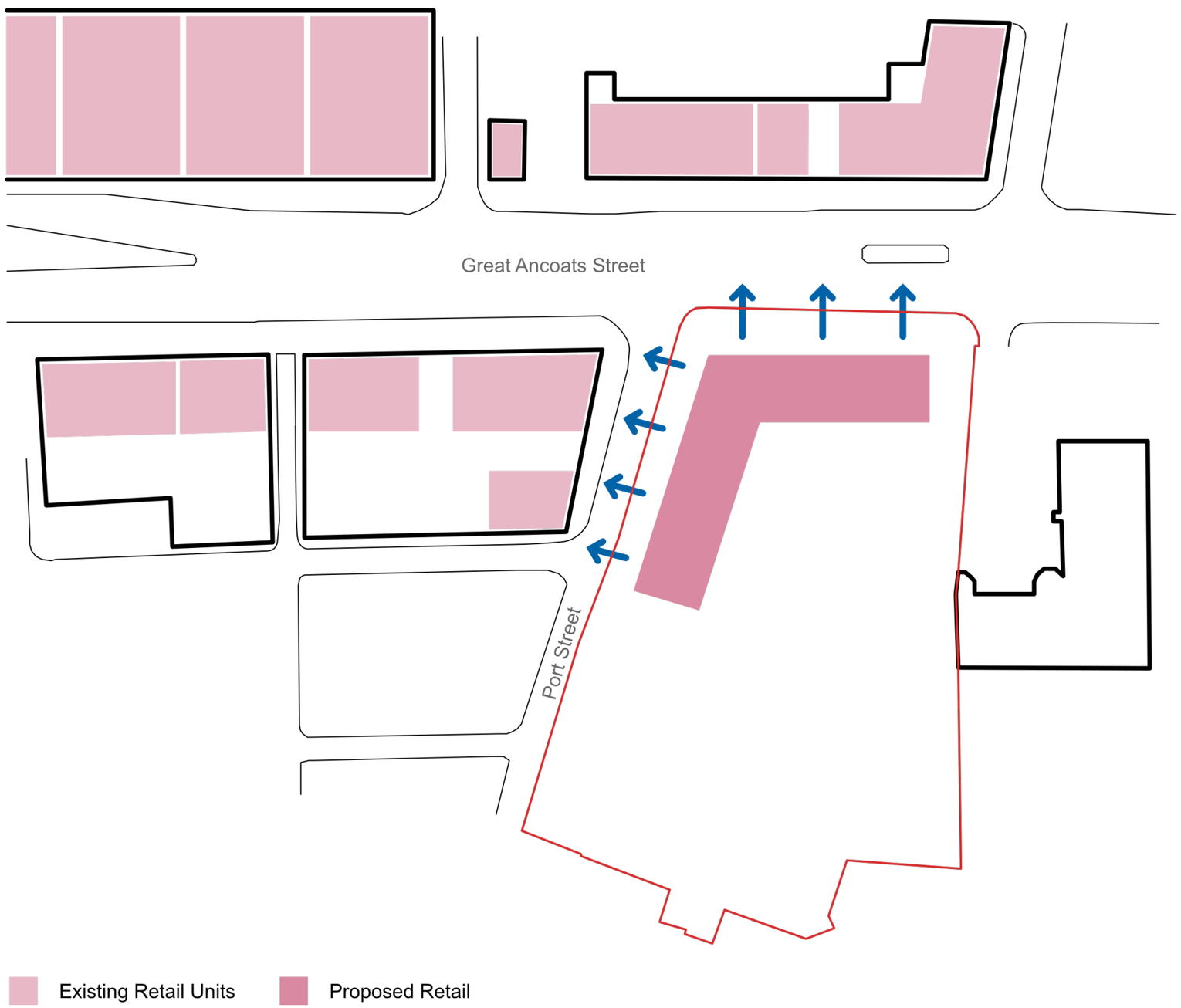


Consented Residential Schemes | Residential Schemes Under Construction | Recently Completed | Site

3.0 Constrains and Opportunities

3.3 Opportunity - Retail

Where possible it is sought to create active frontages and ground floor uses. The diagram opposite looks at the possibility of creating retail uses at ground floor to respond to existing units across Port St and Great Ancoats St. This approach looks to reinforce the boulevard established in the SRF.

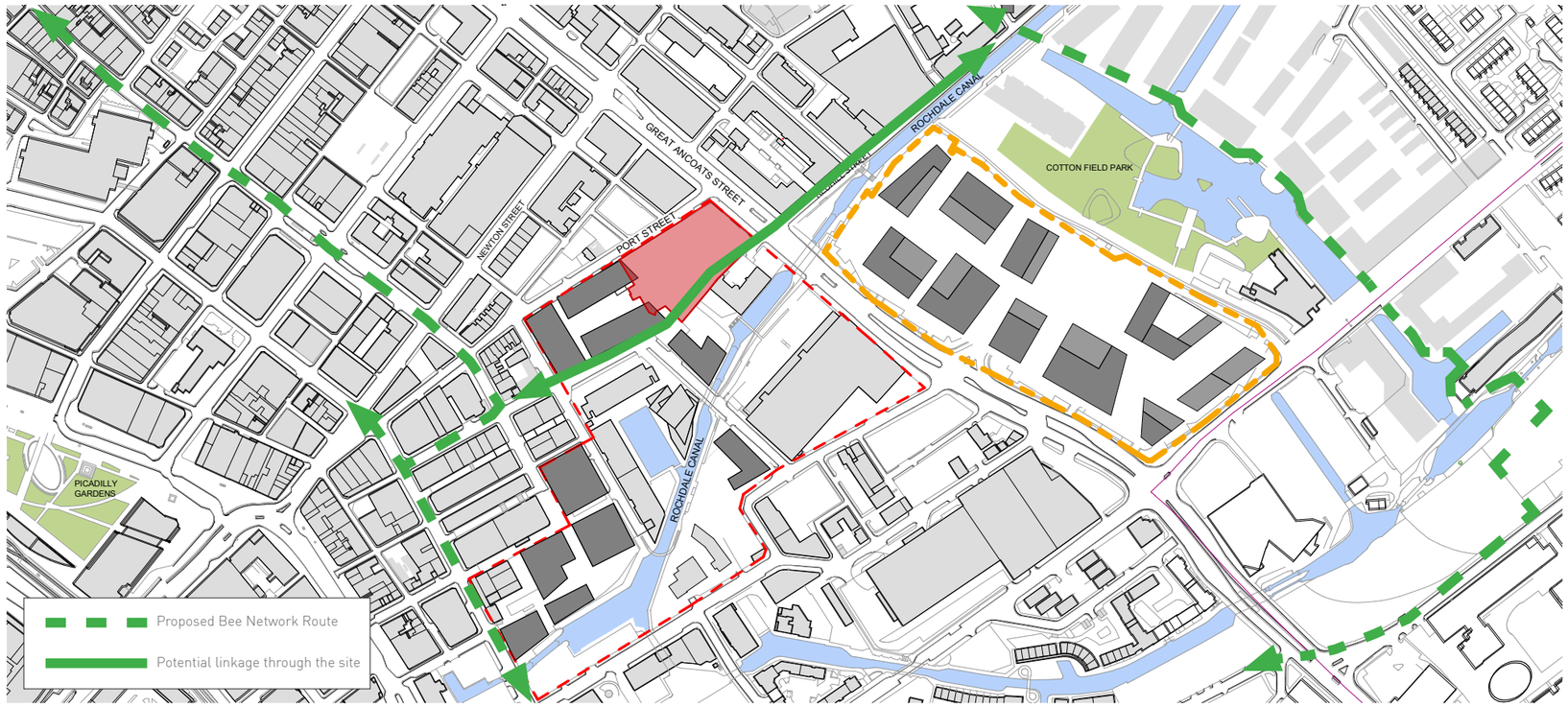


3.0 Constrains and Opportunities

3.3 Opportunity - Connectivity

Pedestrian Connections: The Piccadilly Basin SRF includes pedestrian nodal points at the intersection of key pedestrian movements within Basin. The north-south pedestrian movement is proposed to be strengthened connecting Ancoats and New Islington to the City Centre across Great Ancoats adjacent to Brownsfield Mill. In addition a new pedestrian connection to the north of the site intersecting at Brownsfield Mill is proposed.

We have also considered the opportunity to link the proposed Bee Network through the site from Northern and Eastern Gateway Beeways which is a cycling and walking route through Ancoats and the surrounding areas, to the Northern Quarter, Stevenson Square Beeways. An improvements to the city centre's Northern Quarter to make it more attractive for socialising and cycling and walking through.





3.0 Constrains and Opportunities

3.4 Opportunities - Summary Diagram

Site Boundary

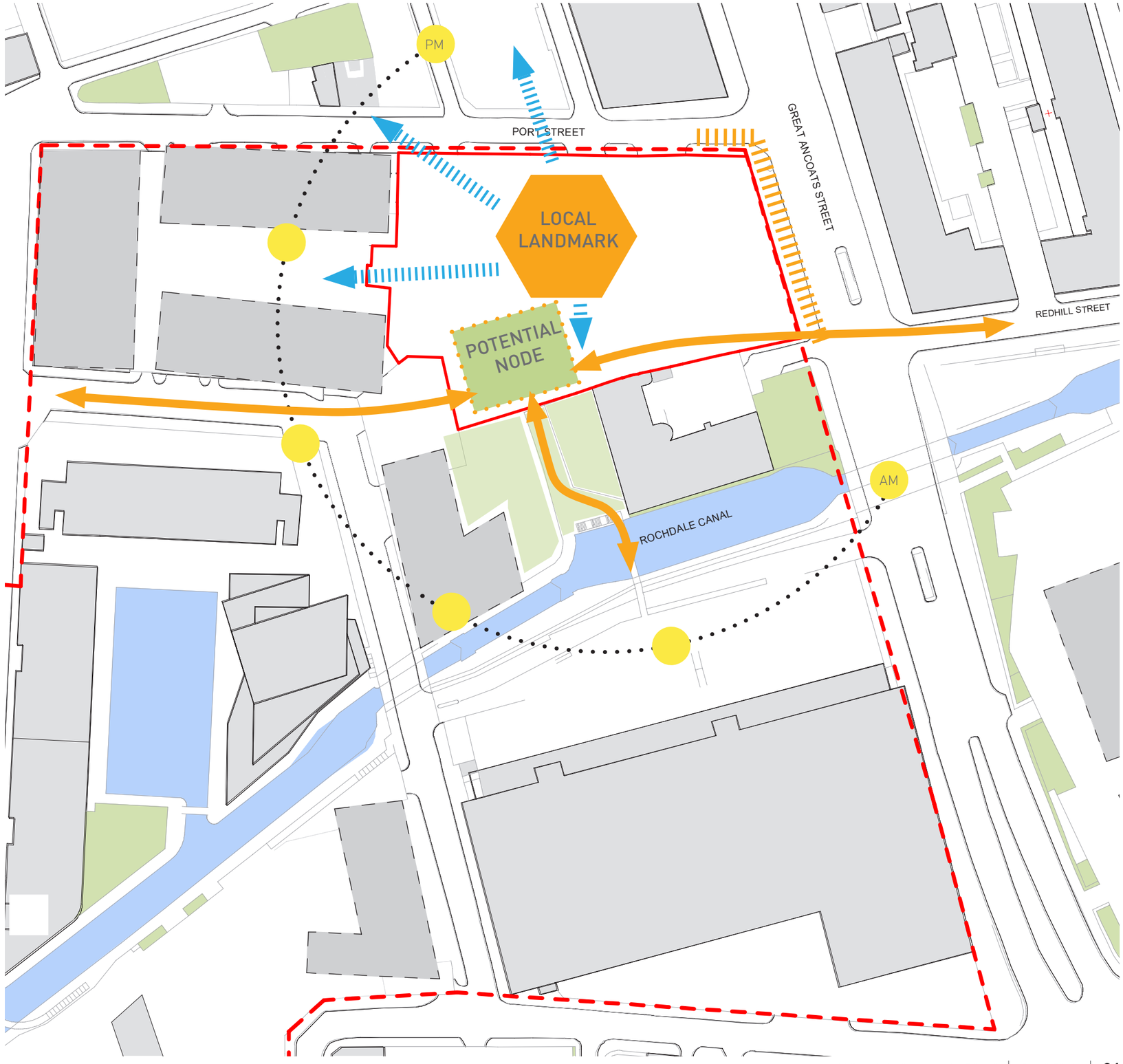
Piccadilly Basin SRF Boundary

Potential high and low level views out to the city, listed buildings and Rochdale canal

Potential quality route through and around the site with potential enhancements to public realm

Active Frontage

Sun Path - Spring, Autumn Equinox



4.0 Consultations

4.1 Consultation Timeline

At all stages throughout the design development process the Applicant and design team sought to undertake early consultation and looked to integrate the ideas and aspirations of key stakeholders to ensure that a positive design response to the site was developed.

The design for the proposed development has evolved through extensive consultation with Manchester City Council and other stakeholders including Historic England, Local Cllrs, GMP, Manchester Airport, Places Matter!, resident associations, and Highways.

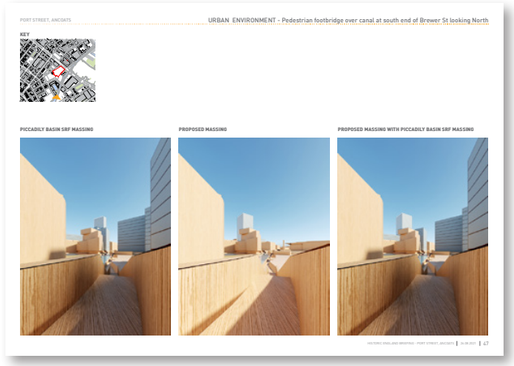
Manchester City Council, as the local planning authority were consulted in relation to a range of design and planning matters throughout the evolution of the design. These have established an agreement in principle that the site is an appropriate location for the proposed use, mix and quantum of accommodation.

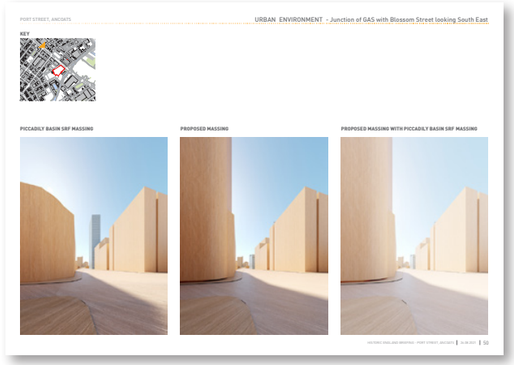
Engagement with representatives from Historic England has occurred at key points of the design evolution as part of the evaluation of the scheme and its relationship to the sensitive heritage context.

The design team consider that these and other pre-application consultations have had a positive effect upon the design development process.

Throughout the design development process, options were assessed against criteria arising from the consultation process, alongside ongoing input from the consultant design team.

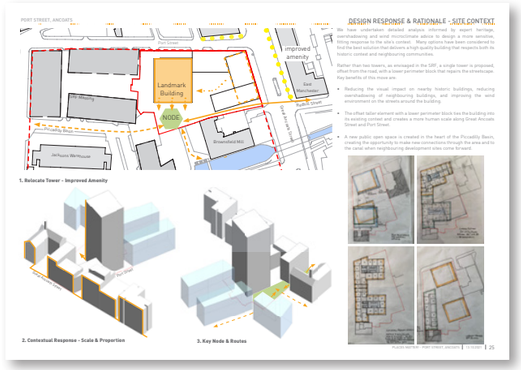
Sample of the boards presented to Historic England

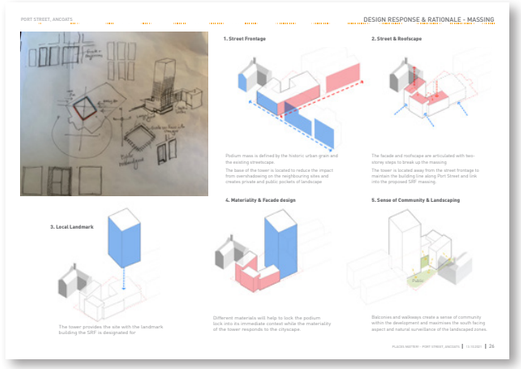


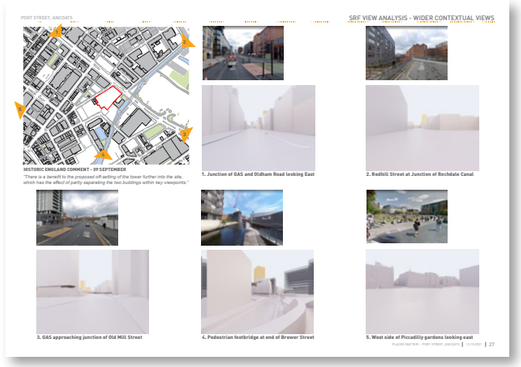




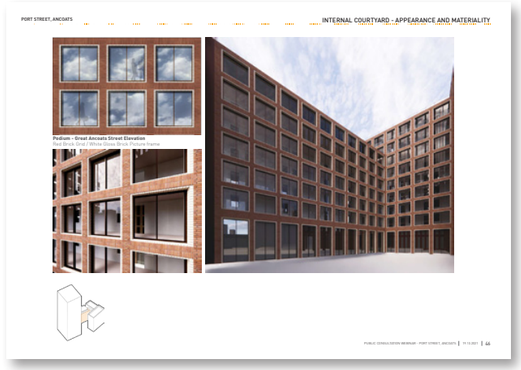
Sample of the boards presented to Places Matter!

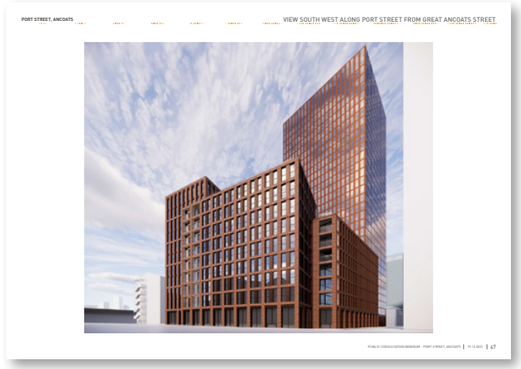


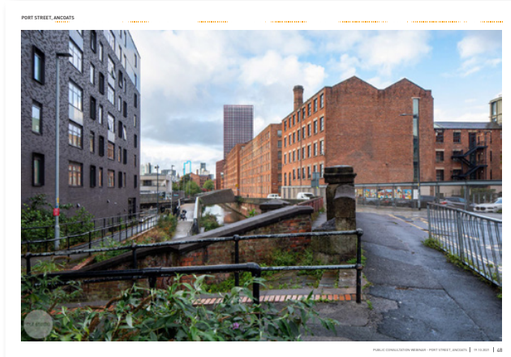




Sample of the boards presented at Public Consultation







31/03/21 Pre-App 01
27/04/21 Pre-App 02
04/08/21 Public Consultation 01
18/08/21 Historic England
19/08/21 Public Consultation 02
21/09/21 Pre-App 03
28/09/21 Canal and Riverside Trust
07/10/21 Historic England 02
13/10/21 Pre-App 04
13/10/21 Places Matter
19/10/21 Public Consultation 03
11/11/21 Royal Mills Resident Association
18/11/21 orthern Quarter Forum
December/21
Planning submission

March | April | May | June | July | August | September | October | November | December

4.0 Consultations

4.2 Historic England response

Engagement with representatives from Historic England has occurred at key points of the design evolution as part of the evaluation of the scheme and its relationship to the sensitive heritage context.

The design team consider that these and other pre-application consultations have had a positive effect upon the design development process.

Throughout the design development process, options were assessed against criteria arising from the consultation process, alongside ongoing input from the consultant design team. Detailed responses to the panel's feedback have been provided below (team responses in orange)

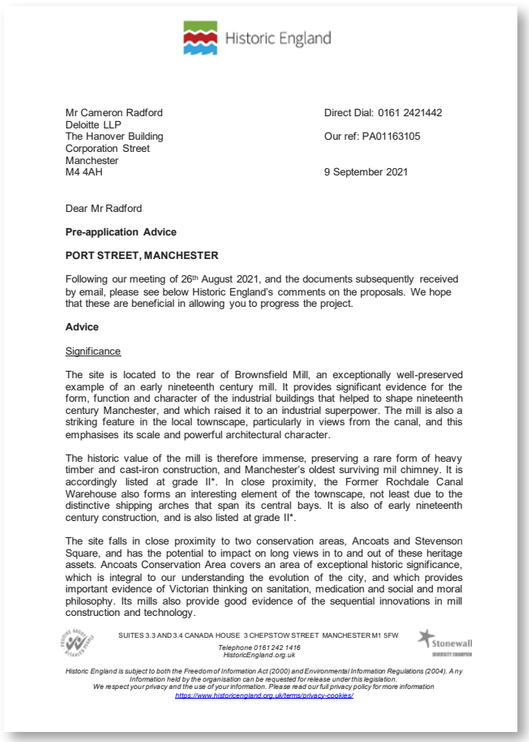
There is therefore a benefit to the proposed off-setting of the tower further into the site, which has the effect of partly separating the two buildings within key viewpoints, and partly reducing their visual interaction. However, given the scale of the proposed buildings, it is likely that the development will result in some visual competition, and the diminishment of the architectural presence of the mill from some viewpoints. The extent of this will, however, be determined by the final design, massing and detailing of the buildings.

The tower element is set back and visually separated from the lower block. The materials chosen aim to differentiate it visually, whilst the colour palette is complementary to the context. Deep red/brown aluminium has been chosen for this. Additionally, planear facades to the North and the East will emphasize reflections of the inmediate context and the sky.

Historic England therefore does not have an objection to the principle of the proposals to develop the site. However, we would highlight the likely impact on the significance of Brownsfield Mill, and recommend that the applicant should show clearly in any developed masterplan how they have sort to minimise this. We would also recommend that the applicant considers whether the scheme also provides opportunities to preserve and better reveal this significance. It is likely that some less than substantial harm will be caused, and the applicant will need to demonstrate the public benefits of the scheme to the local authority.

The design of the lower buildings has been developed to emphasize the articulation of the different blocks within the scheme. The massing geometry separates the lower blocks in 3 different elements, emphasized with the use of white brick, balconies and reveals in the corners. This results in a visual appearance of complimentary scale and proportion as the adjacent mill.

Additionally, the brick facade responds separately to the different aspects, providing a tighter grain grid to Port Street and a vertical grid towards the mill, aiming at compliment its proportions.



Historic England

Mr Cameron Radford
Deloitte LLP
The Hanover Building
Corporation Street
Manchester
M4 4AH

Direct Dial: 0161 2421442

Our ref: PA01163105

9 September 2021

Dear Mr Radford

Pre-application Advice

PORT STREET, MANCHESTER

Following our meeting of 26th August 2021, and the documents subsequently received by email, please see below Historic England's comments on the proposals. We hope that these are beneficial in allowing you to progress the project.

Advice

Significance

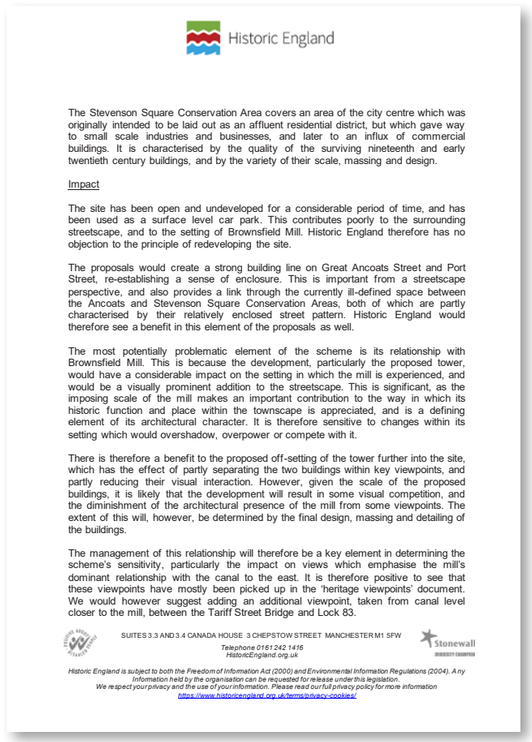
The site is located to the rear of Brownsfield Mill, an exceptionally well-preserved example of an early nineteenth century mill. It provides significant evidence for the form, function and character of the industrial buildings that helped to shape nineteenth century Manchester, and which raised it to an industrial superpower. The mill is also a striking feature in the local townscape, particularly in views from the canal, and this emphasises its scale and powerful architectural character.

The historic value of the mill is therefore immense, preserving a rare form of heavy timber and cast-iron construction, and Manchester's oldest surviving mil chimney. It is accordingly listed at grade II*. In close proximity, the Former Rochdale Canal Warehouse also forms an interesting element of the townscape, not least due to the distinctive shipping arches that span its central bays. It is also of early nineteenth century construction, and is also listed at grade II*.

The site falls in close proximity to two conservation areas, Ancoats and Stevenson Square, and has the potential to impact on long views in to and out of these heritage assets. Ancoats Conservation Area covers an area of exceptional historic significance, which is integral to our understanding the evolution of the city, and which provides important evidence of Victorian thinking on sanitation, medication and social and moral philosophy. Its mills also provide good evidence of the sequential innovations in mill construction and technology.

SUITES 3.3 AND 3.4 CANADA HOUSE 3 CHEPSTOW STREET MANCHESTER M1 5FW
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Historic England

The Stevenson Square Conservation Area covers an area of the city centre which was originally intended to be laid out as an affluent residential district, but which gave way to small scale industries and businesses, and later to an influx of commercial buildings. It is characterised by the quality of the surviving nineteenth and early twentieth century buildings, and by the variety of their scale, massing and design.

Impact

The site has been open and undeveloped for a considerable period of time, and has been used as a surface level car park. This contributes poorly to the surrounding streetscape, and to the setting of Brownsfield Mill. Historic England therefore has no objection to the principle of redeveloping the site.

The proposals would create a strong building line on Great Ancoats Street and Port Street, re-establishing a sense of enclosure. This is important from a streetscape perspective, and also provides a link through the currently ill-defined space between the Ancoats and Stevenson Square Conservation Areas, both of which are partly characterised by their relatively enclosed street pattern. Historic England would therefore see a benefit in this element of the proposals as well.

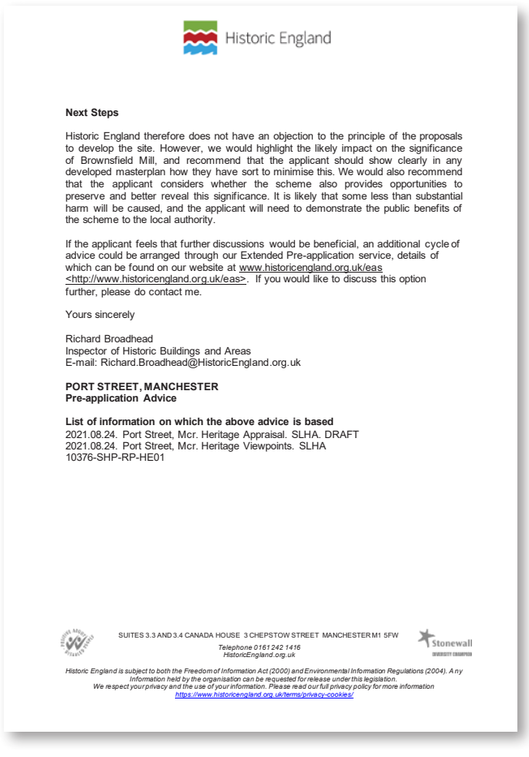
The most potentially problematic element of the scheme is its relationship with Brownsfield Mill. This is because the development, particularly the proposed tower, would have a considerable impact on the setting in which the mill is experienced, and would be a visually prominent addition to the streetscape. This is significant, as the imposing scale of the mill makes an important contribution to the way in which its historic function and place within the townscape is appreciated, and is a defining element of its architectural character. It is therefore sensitive to changes within its setting which would overshadow, overpower or compete with it.

There is therefore a benefit to the proposed off-setting of the tower further into the site, which has the effect of partly separating the two buildings within key viewpoints, and partly reducing their visual interaction. However, given the scale of the proposed buildings, it is likely that the development will result in some visual competition, and the diminishment of the architectural presence of the mill from some viewpoints. The extent of this will, however, be determined by the final design, massing and detailing of the buildings.

The management of this relationship will therefore be a key element in determining the scheme's sensitivity, particularly the impact on views which emphasise the mill's dominant relationship with the canal to the east. It is therefore positive to see that these viewpoints have mostly been picked up in the 'heritage viewpoints' document. We would however suggest adding an additional viewpoint, taken from canal level closer to the mill, between the Tariff Street Bridge and Lock 83.

SUITES 3.3 AND 3.4 CANADA HOUSE 3 CHEPSTOW STREET MANCHESTER M1 5FW
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Historic England

Next Steps

Historic England therefore does not have an objection to the principle of the proposals to develop the site. However, we would highlight the likely impact on the significance of Brownsfield Mill, and recommend that the applicant should show clearly in any developed masterplan how they have sort to minimise this. We would also recommend that the applicant considers whether the scheme also provides opportunities to preserve and better reveal this significance. It is likely that some less than substantial harm will be caused, and the applicant will need to demonstrate the public benefits of the scheme to the local authority.

If the applicant feels that further discussions would be beneficial, an additional cycle of advice could be arranged through our Extended Pre-application service, details of which can be found on our website at www.historicengland.org.uk/eas <http://www.historicengland.org.uk/eas>. If you would like to discuss this option further, please do contact me.

Yours sincerely

Richard Broadhead
Inspector of Historic Buildings and Areas
E-mail: Richard.Broadhead@HistoricEngland.org.uk

PORT STREET, MANCHESTER
Pre-application Advice

List of information on which the above advice is based
2021.08.24. Port Street, Mcr. Heritage Appraisal. SLHA. DRAFT
2021.08.24. Port Street, Mcr. Heritage Viewpoints. SLHA
10376-SHP-RP-HE01

SUITES 3.3 AND 3.4 CANADA HOUSE 3 CHEPSTOW STREET MANCHESTER M1 5FW
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Historic England Feedback

4.0 Consultations

4.3 PlacesMatter! response

Detailed responses to the panel's feedback have been provided below (team responses in orange)

The Panel fully supports your reimagined approach to the SRF, but you still have work to do on the linkages in and out of and the entrances to the site.

The team has worked on the reconfiguration of the groundfloor. This has resulted on the substation being pushed inwards and the gym facing the public areas. This helps provide a more active frontage towards the inner courtyard which will benefit future connections to upcoming developments in the area.

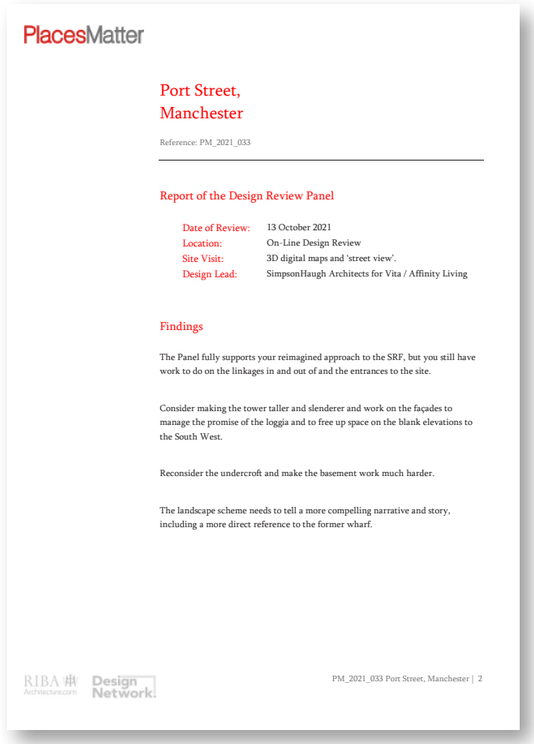
Accessible routes have been in placed that will future proof this route accross the site

Consider making the tower taller and slenderer and work on the façades to manage the promise of the loggia and to free up space on the blank elevations to the South West.

The crown of the tower has been redesigned to help achieve a more slender proportion, as well as 3 storeys added. The loggia designed has been developed and emphasized via white brick picture frame openings. Balconies and terraces have been added to the South West to activate this face.

Reconsider the undercroft and make the basement work much harder. The landscape scheme needs to tell a more compelling narrative and story, including a more direct reference to the former wharf.

The basement has been increased to accomodate more plant and free space at groundfloor. The groundfloor facade language has been developed to a full height double pier, turning the corners more consistently and continuing to the undercroft. It is proposed to active this space and use it as a covered space for the residents and private events.


PlacesMatter

Port Street, Manchester

Reference: PM_2021_033

Report of the Design Review Panel

Date of Review: 13 October 2021
Location: On-Line Design Review
Site Visit: 3D digital maps and 'street view'.
Design Lead: SimpsonHaugh Architects for Vita / Affinity Living

Findings

The Panel fully supports your reimagined approach to the SRF, but you still have work to do on the linkages in and out of and the entrances to the site.

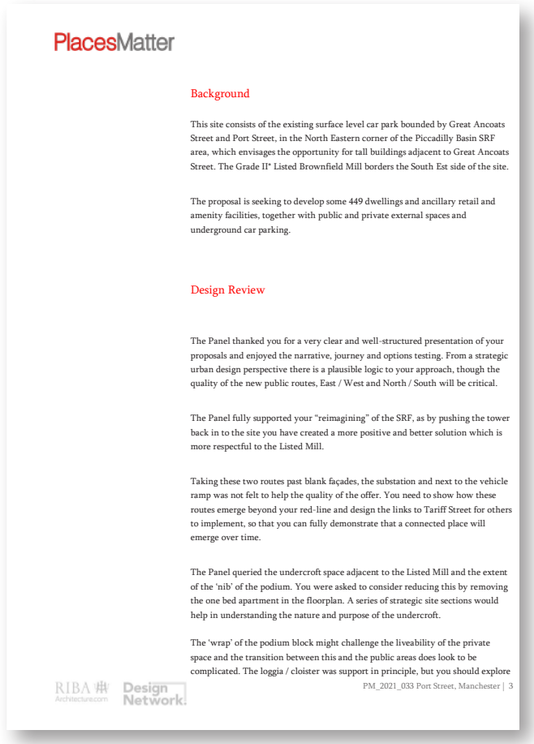
Consider making the tower taller and slenderer and work on the façades to manage the promise of the loggia and to free up space on the blank elevations to the South West.

Reconsider the undercroft and make the basement work much harder.

The landscape scheme needs to tell a more compelling narrative and story, including a more direct reference to the former wharf.

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PM_2021_033 Port Street, Manchester | 2


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Background

This site consists of the existing surface level car park bounded by Great Ancoats Street and Port Street, in the North Eastern corner of the Piccadilly Basin SRF area, which envisages the opportunity for tall buildings adjacent to Great Ancoats Street. The Grade II* Listed Brownfield Mill borders the South Est side of the site.

The proposal is seeking to develop some 449 dwellings and ancillary retail and amenity facilities, together with public and private external spaces and underground car parking.

Design Review

The Panel thanked you for a very clear and well-structured presentation of your proposals and enjoyed the narrative, journey and options testing. From a strategic urban design perspective there is a plausible logic to your approach, though the quality of the new public routes, East / West and North / South will be critical.

The Panel fully supported your "reimagining" of the SRF, as by pushing the tower back in to the site you have created a more positive and better solution which is more respectful to the Listed Mill.

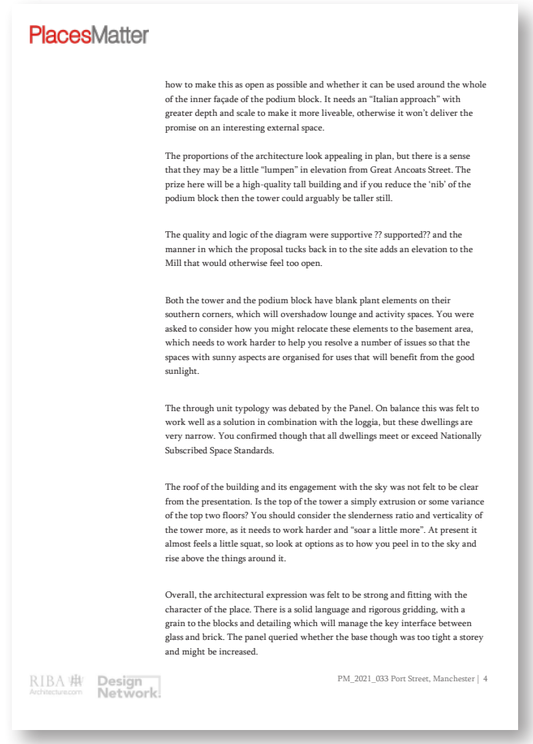
Taking these two routes past blank façades, the substation and next to the vehicle ramp was not felt to help the quality of the offer. You need to show how these routes emerge beyond your red-line and design the links to Tariff Street for others to implement, so that you can fully demonstrate that a connected place will emerge over time.

The Panel queried the undercroft space adjacent to the Listed Mill and the extent of the 'nib' of the podium. You were asked to consider reducing this by removing the one bed apartment in the floorplan. A series of strategic site sections would help in understanding the nature and purpose of the undercroft.

The 'wrap' of the podium block might challenge the liveability of the private space and the transition between this and the public areas does look to be complicated. The loggia / cloister was support in principle, but you should explore

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PM_2021_033 Port Street, Manchester | 3


PlacesMatter

how to make this as open as possible and whether it can be used around the whole of the inner façade of the podium block. It needs an "Italian approach" with greater depth and scale to make it more liveable, otherwise it won't deliver the promise on an interesting external space.

The proportions of the architecture look appealing in plan, but there is a sense that they may be a little "lumpen" in elevation from Great Ancoats Street. The prize here will be a high-quality tall building and if you reduce the 'nib' of the podium block then the tower could arguably be taller still.

The quality and logic of the diagram were supportive ?? supported?? and the manner in which the proposal tucks back in to the site adds an elevation to the Mill that would otherwise feel too open.

Both the tower and the podium block have blank plant elements on their southern corners, which will overshadow lounge and activity spaces. You were asked to consider how you might relocate these elements to the basement area, which needs to work harder to help you resolve a number of issues so that the spaces with sunny aspects are organised for uses that will benefit from the good sunlight.

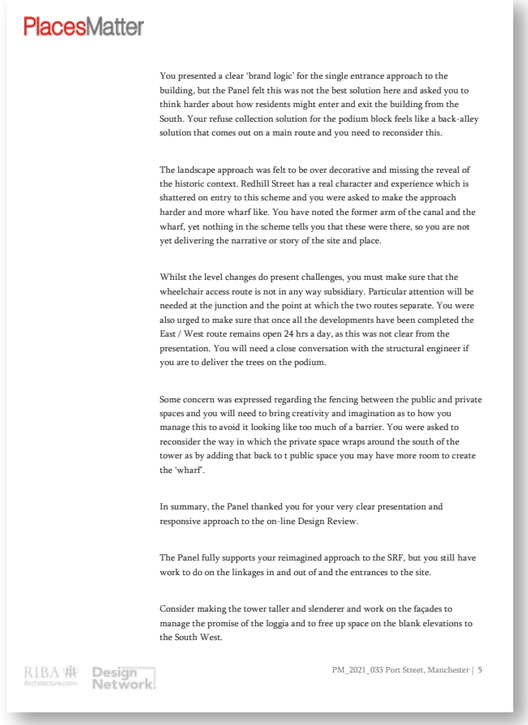
The through unit typology was debated by the Panel. On balance this was felt to work well as a solution in combination with the loggia, but these dwellings are very narrow. You confirmed though that all dwellings meet or exceed Nationally Subscribed Space Standards.

The roof of the building and its engagement with the sky was not felt to be clear from the presentation. Is the top of the tower a simply extrusion or some variance of the top two floors? You should consider the slenderness ratio and verticality of the tower more, as it needs to work harder and "soar a little more". At present it almost feels a little squat, so look at options as to how you peel in to the sky and rise above the things around it.

Overall, the architectural expression was felt to be strong and fitting with the character of the place. There is a solid language and rigorous gridding, with a grain to the blocks and detailing which will manage the key interface between glass and brick. The panel queried whether the base though was too tight a storey and might be increased.

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PM_2021_033 Port Street, Manchester | 4


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You presented a clear 'brand logic' for the single entrance approach to the building, but the Panel felt this was not the best solution here and asked you to think harder about how residents might enter and exit the building from the South. Your refuse collection solution for the podium block feels like a back-alley solution that comes out on a main route and you need to reconsider this.

The landscape approach was felt to be over decorative and missing the reveal of the historic context. Redhill Street has a real character and experience which is shattered on entry to this scheme and you were asked to make the approach harder and more wharf like. You have noted the former arm of the canal and the wharf, yet nothing in the scheme tells you that these were there, so you are not yet delivering the narrative or story of the site and place.

Whilst the level changes do present challenges, you must make sure that the wheelchair access route is not in any way subsidiary. Particular attention will be needed at the junction and the point at which the two routes separate. You were also urged to make sure that once all the developments have been completed the East / West route remains open 24 hrs a day, as this was not clear from the presentation. You will need a close conversation with the structural engineer if you are to deliver the trees on the podium.

Some concern was expressed regarding the fencing between the public and private spaces and you will need to bring creativity and imagination as to how you manage this to avoid it looking like too much of a barrier. You were asked to reconsider the way in which the private space wraps around the south of the tower as by adding that back to t public space you may have more room to create the 'wharf'.

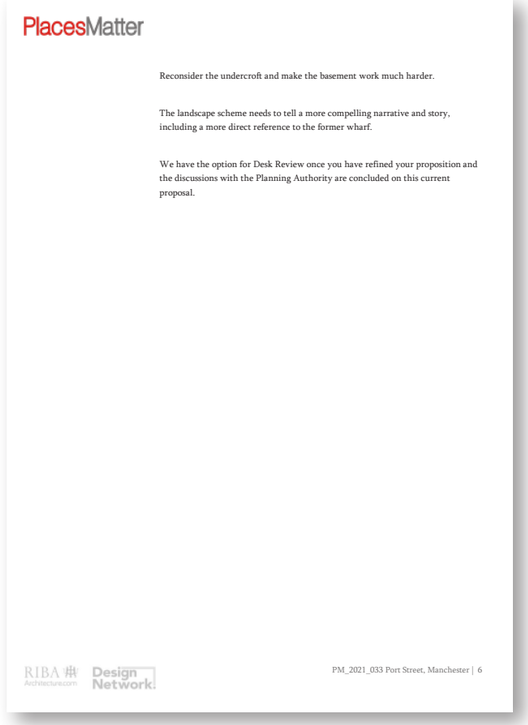
In summary, the Panel thanked you for your very clear presentation and responsive approach to the on-line Design Review.

The Panel fully supports your reimagined approach to the SRF, but you still have work to do on the linkages in and out of and the entrances to the site.

Consider making the tower taller and slenderer and work on the façades to manage the promise of the loggia and to free up space on the blank elevations to the South West.

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PM_2021_033 Port Street, Manchester | 5


PlacesMatter

Reconsider the undercroft and make the basement work much harder.

The landscape scheme needs to tell a more compelling narrative and story, including a more direct reference to the former wharf.

We have the option for Desk Review once you have refined your proposition and the discussions with the Planning Authority are concluded on this current proposal.

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PM_2021_033 Port Street, Manchester | 6

Places Matter! Feedback

5.0 Design Principles and evolution
5.1 Initial studies & SRF analysis

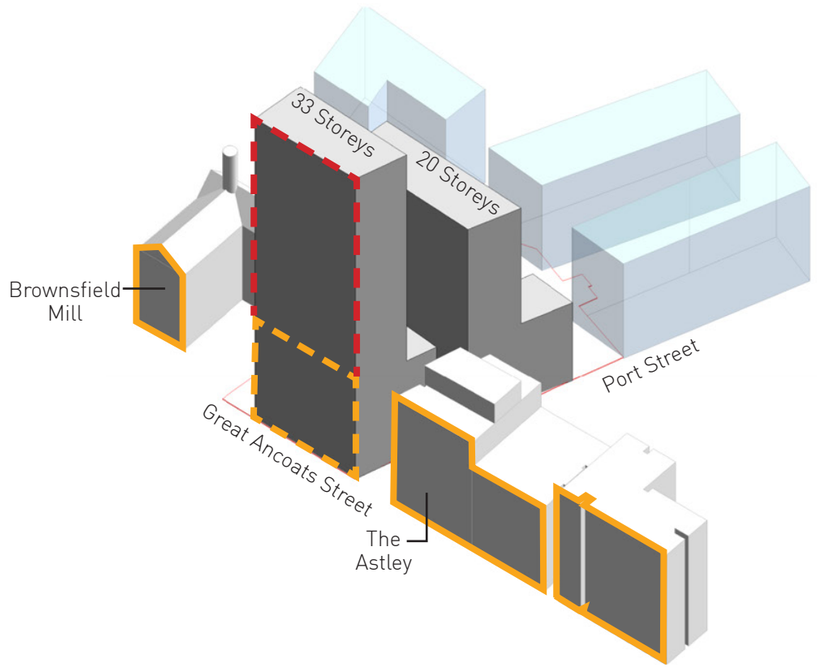
The SRF envisaged two residential towers on the site, rising to 20 and 33 storeys. These are shown in the diagrams. The SRF demonstrates that a tall building was suitable for the site located in the north corner of the SRF.

Several options were studied that would progress this vision and improve it. A few key points where taken into consideration

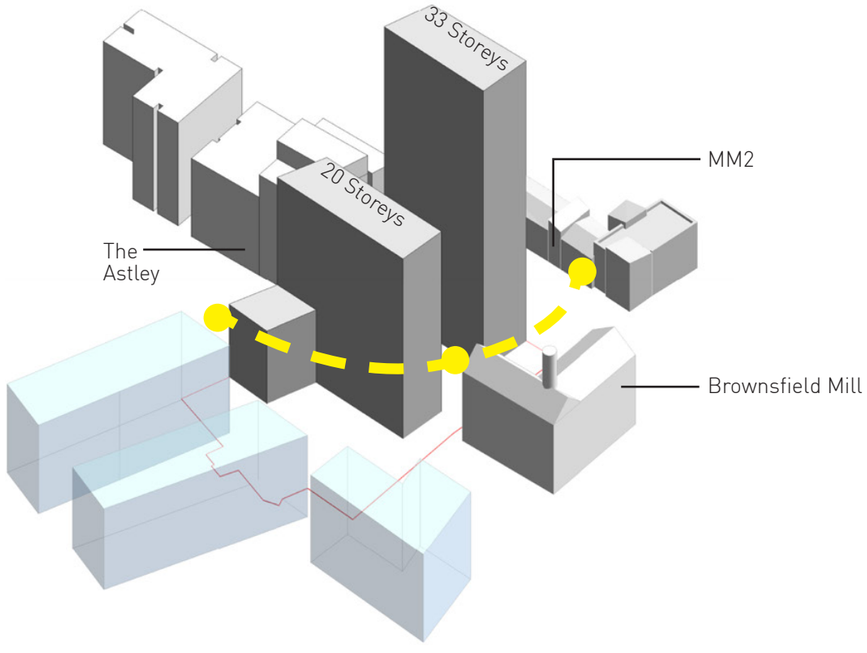
Scale an Proportion
The footpath is 5.5m wide - locating the tallest element directly adjacent to the footpath may create a ground interface which is less successful to human scale

Urban Grain
Great Ancoats Street would benefit from re introducing the historic urban grain typical along this stretch, in plan and layout

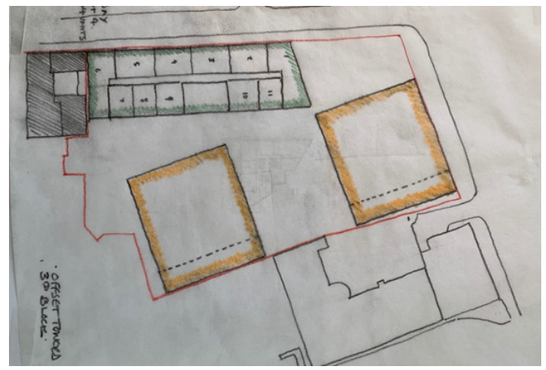
Solar Access & Overlooking
Solar overshowhing and overlooking has been taken in consideration to reach the current proposed massing through an iteration of massing options



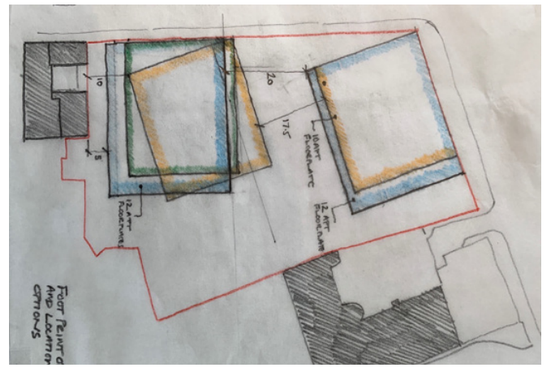
SRF Massing Diagram



SRF Massing Diagram





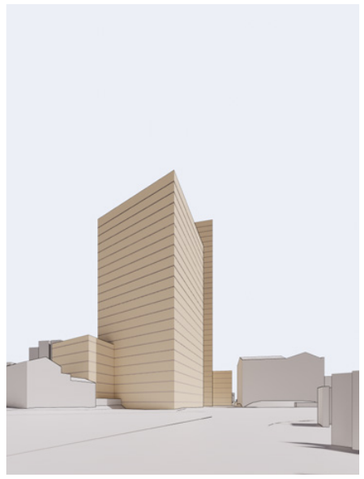
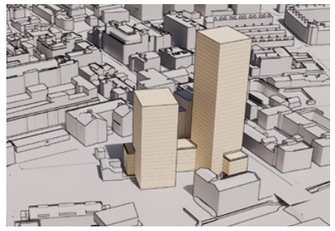
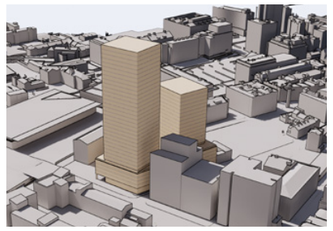




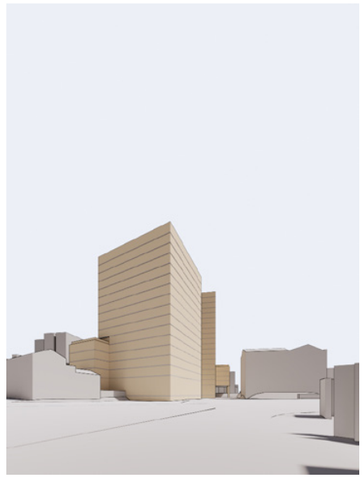
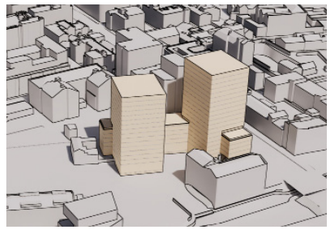
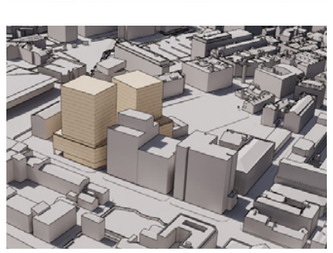
Alternative typologies explored

5.0 Design Principles and evolution
5.2 Typology studies

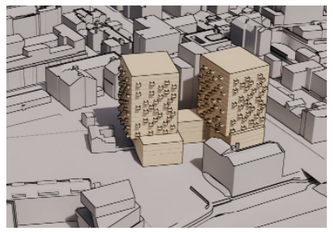
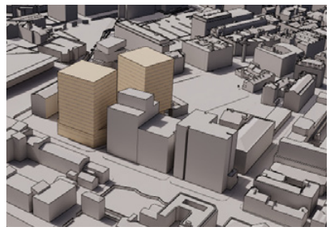
2 TOWERS

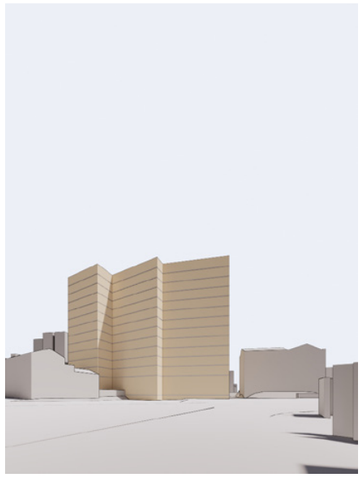
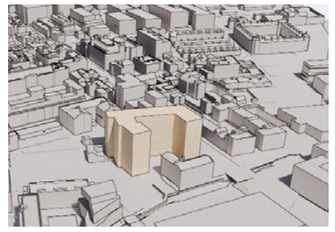
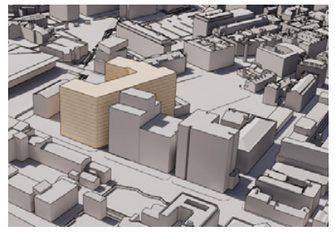
32 & 19 Storey Towers

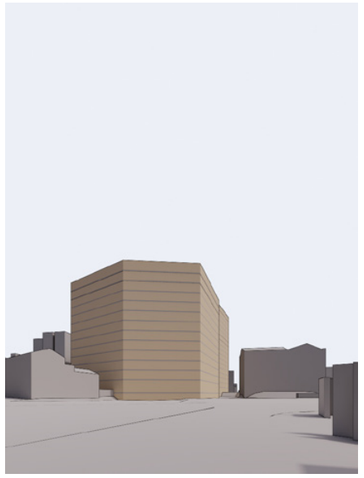
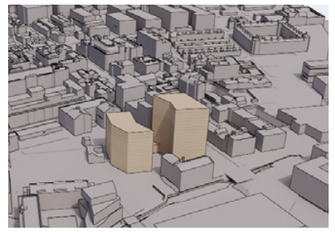
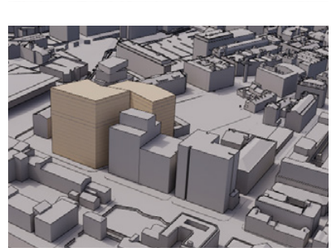
2 no. 16 Storey Towers and Podium

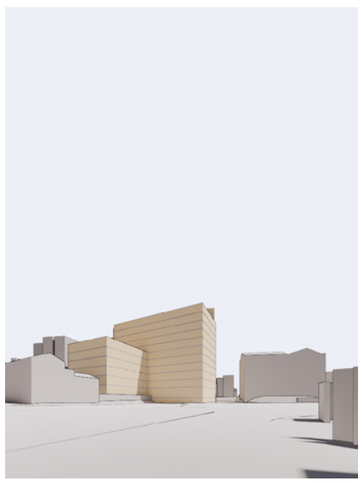
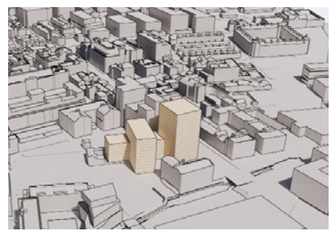
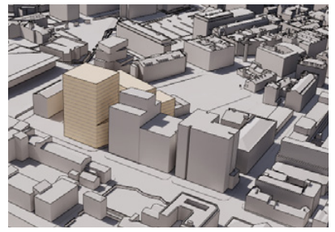
SINGLE FORM

Simple Extruded Mass

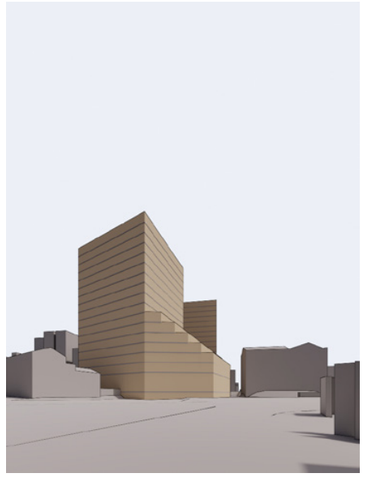
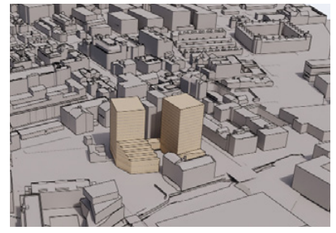
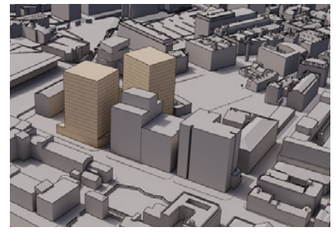




2 Extruded Masses

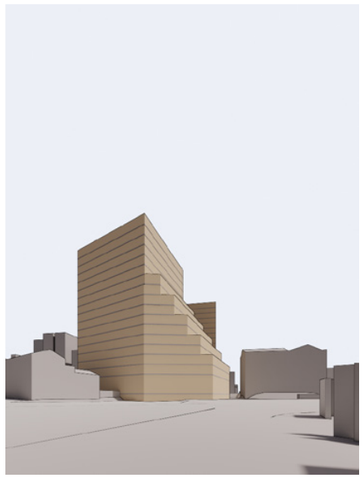
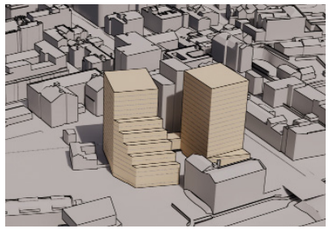
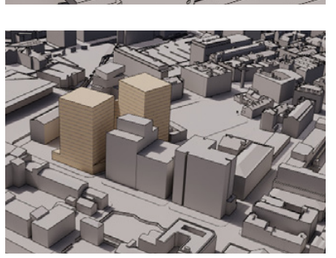




2 Towers With Balconies

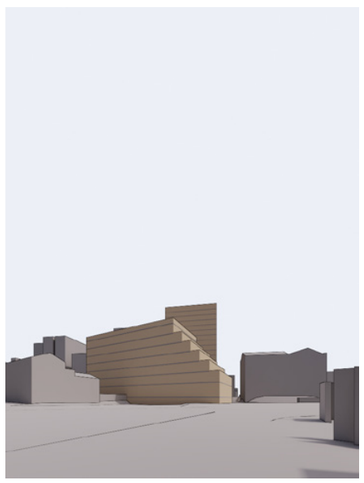
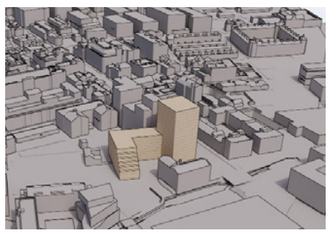
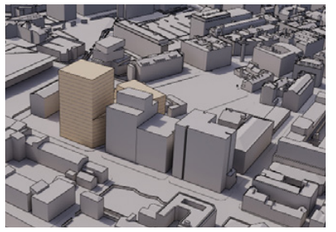
STEPPING FORM

Single Storey Steps and Towers

2 Storey Steps and 2 Towers

3 Elements

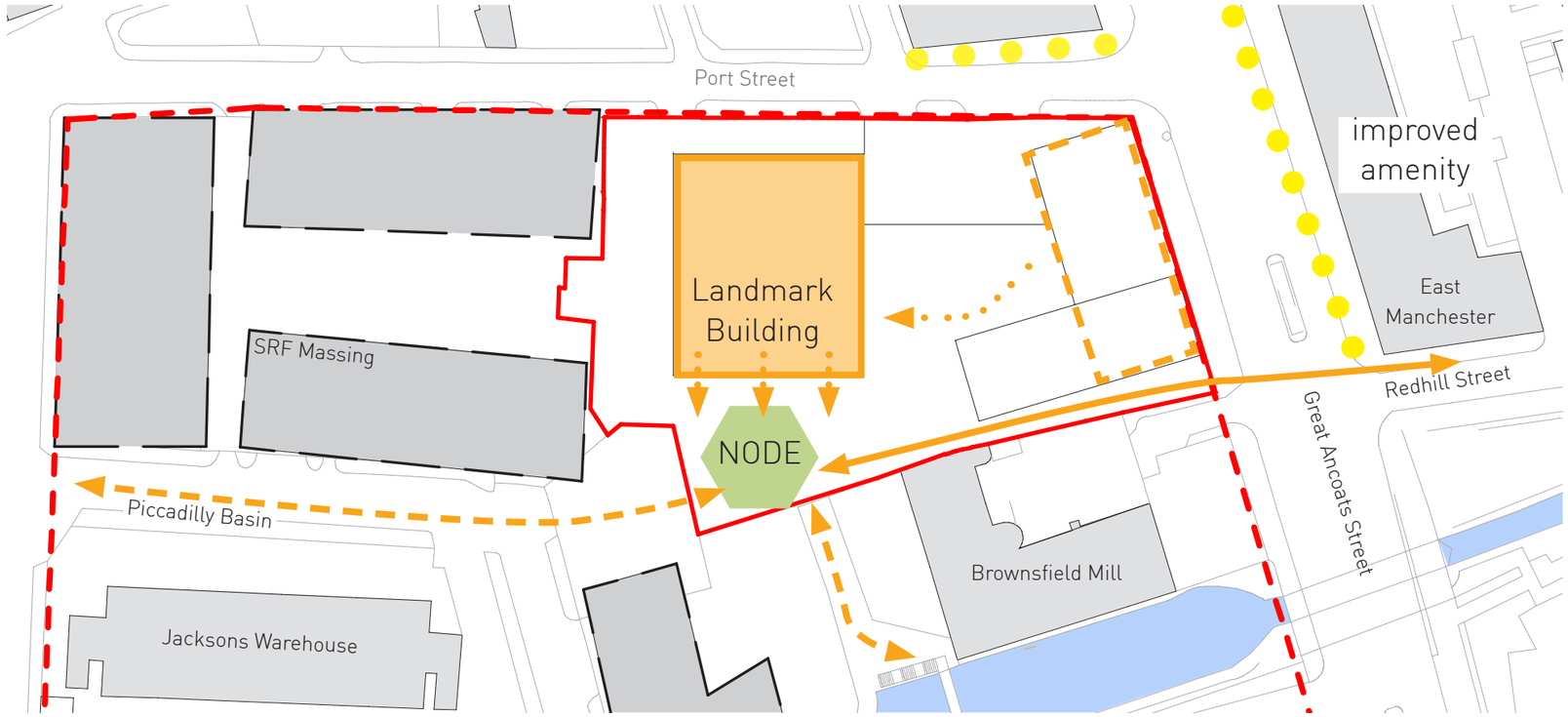
5.0 Design Principles and evolution

5.3 Site response

The Design Team have undertaken detailed analysis informed by expert heritage, overshadowing and wind microclimate advice to design a more sensitive, fitting response to the site's context. Many options have been considered to find the best solution that delivers a high quality building that respects both its historic context and neighbouring communities.

Rather than two towers, as envisaged in the SRF, a single tower is proposed, offset from the road, with a lower perimeter block that repairs the streetscape. Key benefits of this move are:

- Reducing the visual impact on nearby historic buildings, reducing overshadowing of neighbouring buildings, and improving the wind environment on the streets around the building.
- The offset taller element with a lower perimeter block ties the building into its existing context and creates a more human scale along Great Ancoats Street and Port Street.
- A new public open space is created in the heart of the Piccadilly Basin, creating the opportunity to make new connections through the area and to the canal when neighbouring development sites come forward.



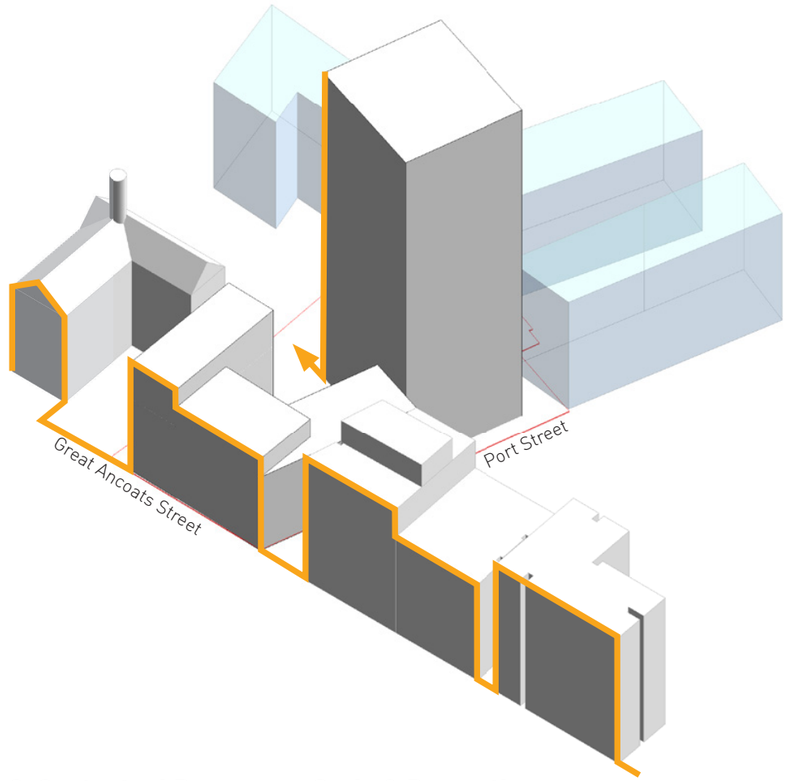
1. Relocate Tower - Improved Amenity

"There is a benefit to the proposed off-setting of the tower further into the site, which has the effect of partly separating the two buildings within key viewpoints."

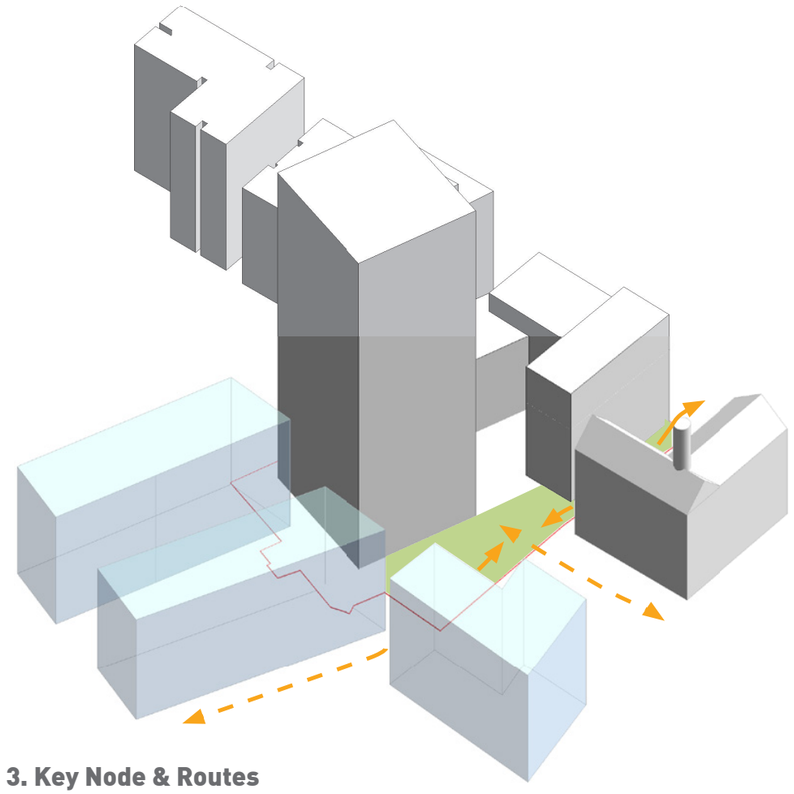
HISTORIC ENGLAND COMMENT - 09 SEPTEMBER

"The proposals would create a strong building line on Great Ancoats Street and Port Street, re-establishing a sense of enclosure."

HISTORIC ENGLAND COMMENT - 09 SEPTEMBER



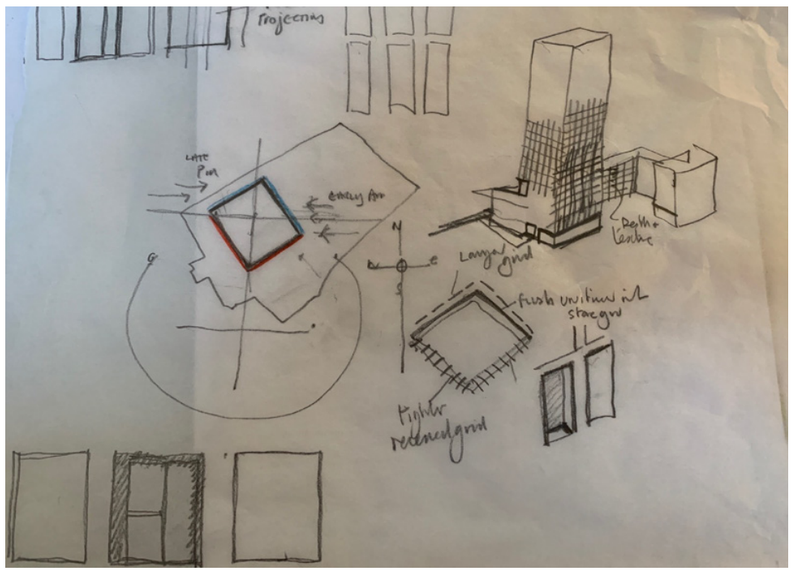
2. Contextual Response - Scale & Proportion



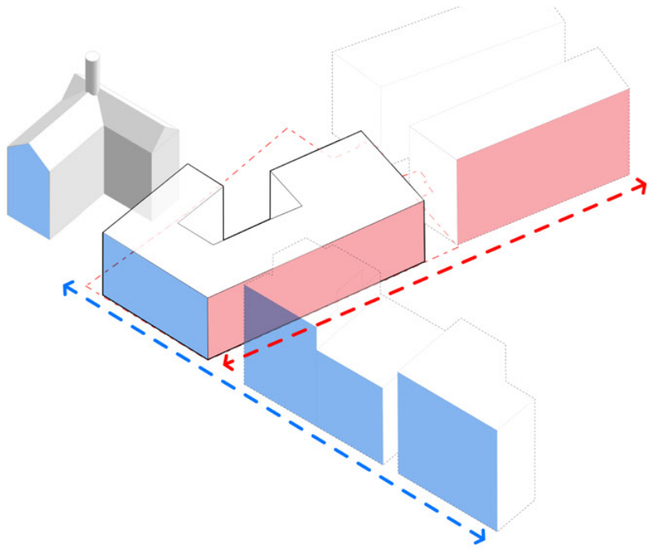
3. Key Node & Routes

5.0 Design Principles and evolution
5.4 Form and Massing

0. Sketch studies

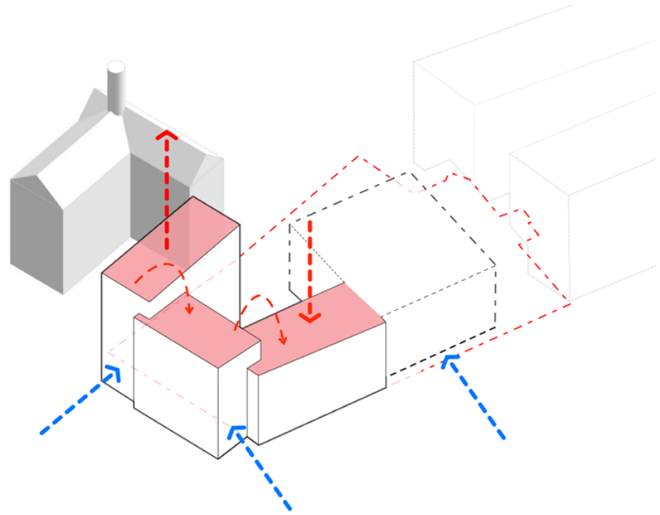


1. Street Frontage



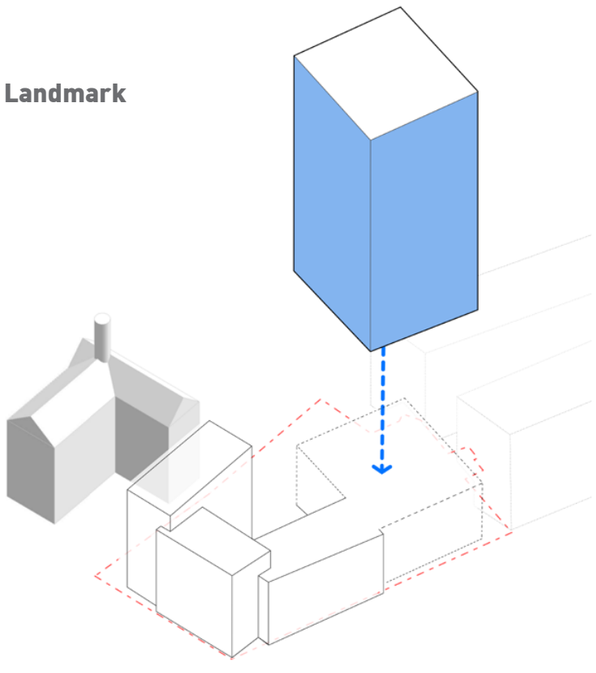
Podium mass is defined by the historic urban grain and the existing streetscape. The base of the tower is located to reduce the impact from overshadowing on the neighbouring sites and creates private and public pockets of landscape

2. Street & Roofscape



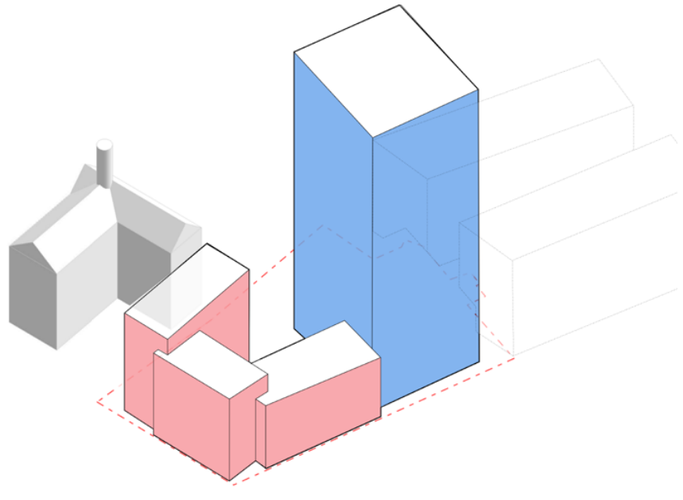
The facade and roofscape are articulated with two-storey steps to break up the massing
The tower is located away from the street frontage to maintain the building line along Port Street and link into the proposed SRF massing.

3. Local Landmark



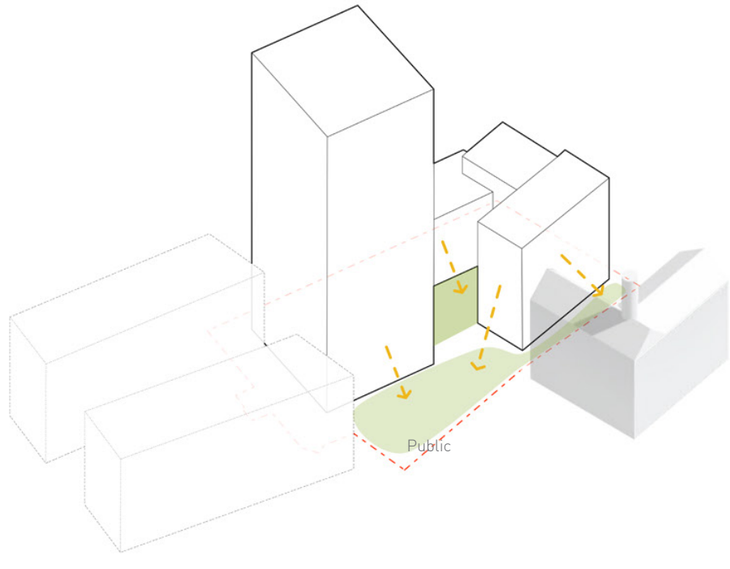
The tower provides the site with the landmark building the SRF is designated for

4. Materiality & Facade design



Different materials will help to lock the podium lock into its immediate context while the materiality of the tower responds to the cityscape.

5. Sense of Community & Landscaping



Balconies and walkways create a sense of community within the development and maximises the south facing aspect and natural surveillance of the landscaped zones.

6.0 Design Approach
6.1 Ground Floor and Basement Arrangement Principles

BASEMENT LEVEL
The Proposed Development uses the existing difference in level at the site to incorporate a semi basement level. The basement level will accommodate building plant, car parking and cycle stores allowing the maximum space for public realm to be given over at ground level.

PRIVATE CAR PARK
Accessed from Port Street, the private car park entrances will be secured by a bi-fold security gate arrangement with resident fob access. Residents will use a shuttle lift between the concierge and the basement level.

Total Car Parking Spaces	**47 (10%)**
Electric Vehicle Charging	10 (21%)
Accessible Spaces	10 (21%)
Cycle spaces	485 (100%)

GROUND LEVEL

The ground floor accommodation has been arranged to have a strong relationship with the proposed central public realm space and the courtyard element The residential building benefits from a dedicated concierge & reception foyer

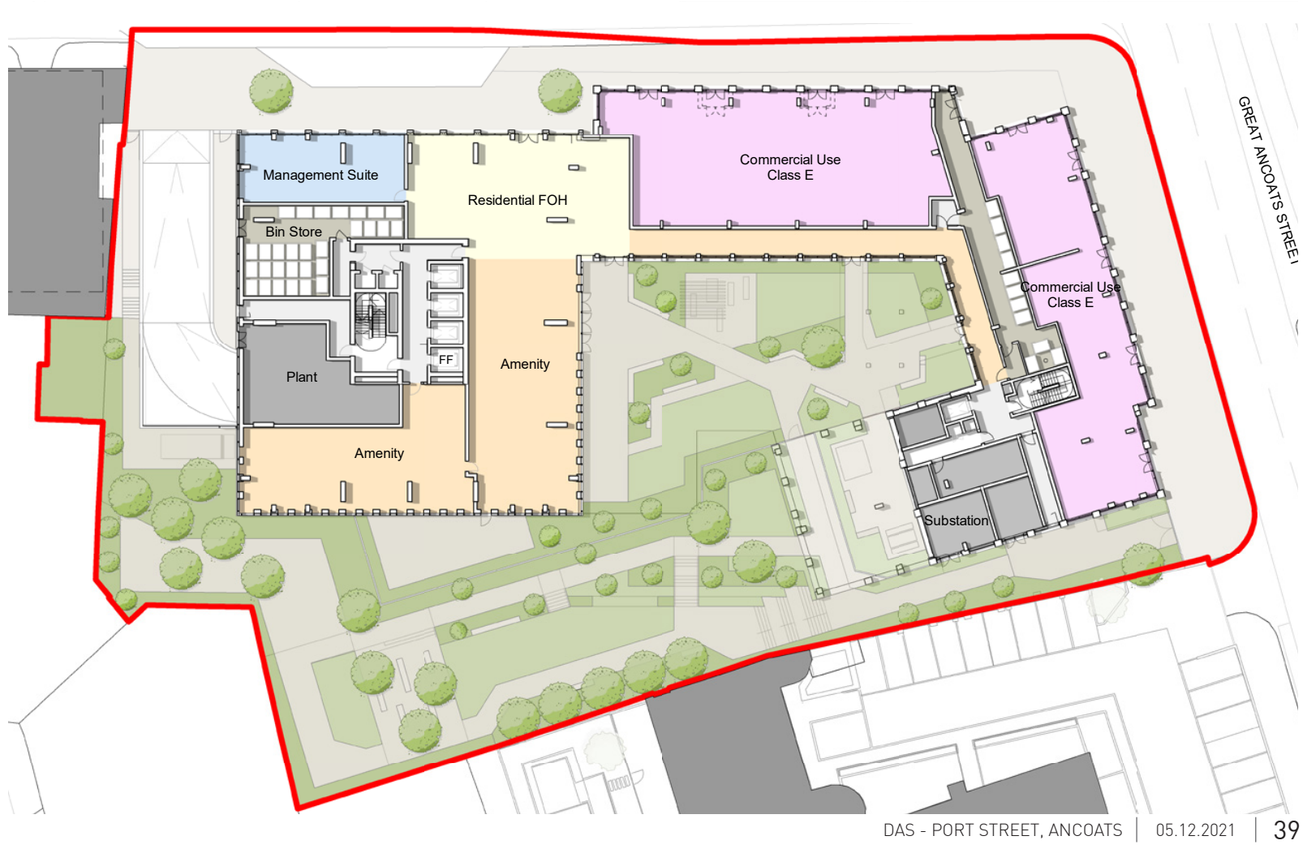
The entrance to both the tower and the podium is located along Port Street, The ground floor foyer is supplemented with associated residential lounge facilities and amenity.

External private residential gardens are provided. These are accessed from the residential lounge and are enclosed by the building geometry, enhyancing a sense of community.

Servicing is provided from Port Street. This provides access to the basement car park, plant rooms and refuse store. A drop off point is proposed at Port Street close to the entrance.

The retail units will be serviced from the front either via Port Street or Great Ancoats Street.





6.0 Design Approach
6.2 Tower Typical Levels

RESIDENTIAL FLOORPLATE DESIGN

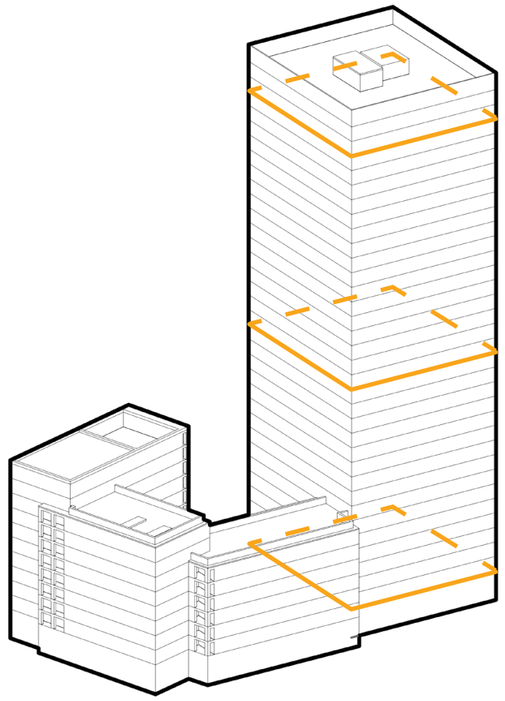
The residential tower has been developed to provide high quality, desirable spaces to live, with exceptional city views, well proportioned and laid out apartments with adequate storage provision.

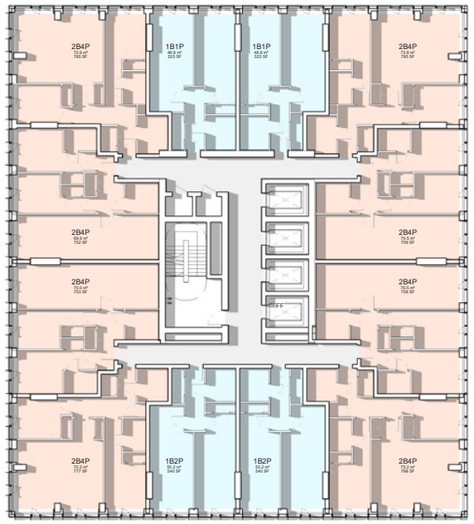
The layout is based upon a square plan. At the lower levels it is connected with the podium, providing a parallel array of apartments facing Port Street. At level 07 an amenity deck is proposed on top of the lower block. Further up the tower it maintains a simple arrangement of apartments around the core. The corners provide an opportunity for living spaces within the apartments, and offer wide views out at every level.

CORE DESIGN

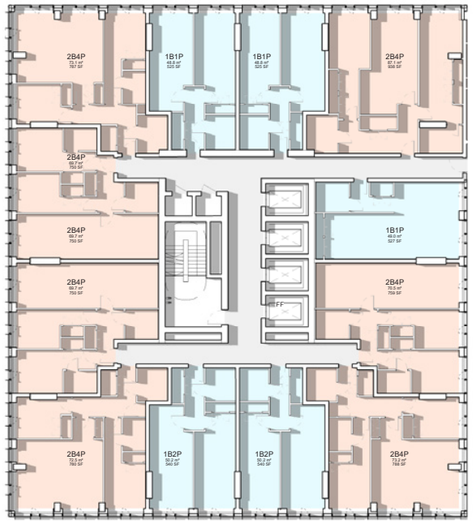
Apartments are arranged around a central core. The core arrangement allows for a generous landing within the lift lobby and inviting arrival experience at ground floor level.

The core contains a refuse chute lobbied from circulation space, serving a refuse store at ground level.

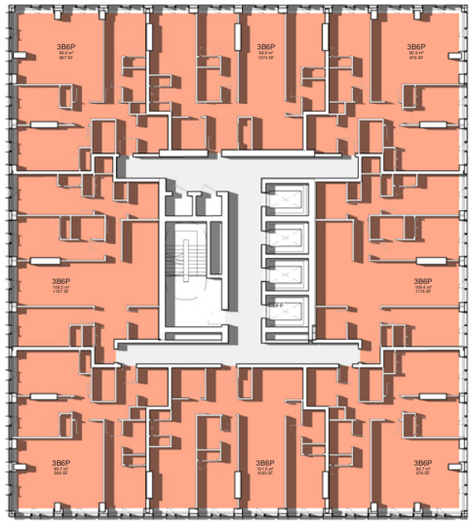




Typical Level Plan



Lower Level Plan



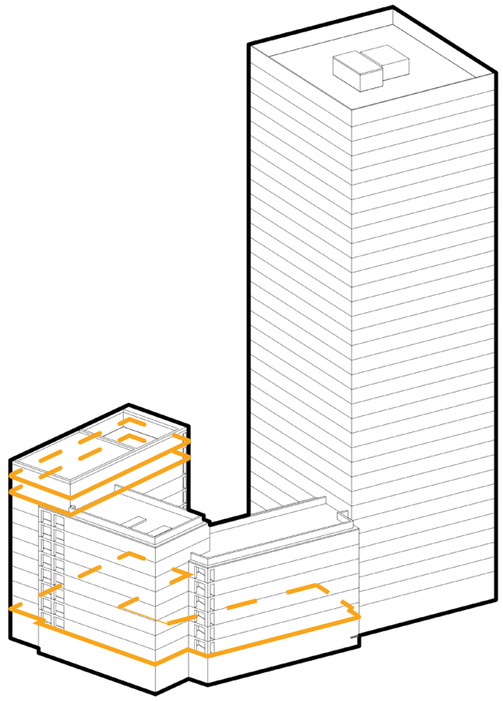
Upper Level Plan

6.0 Design Approach
6.3 Podium Typical Levels

RESIDENTIAL FLOORPLATE DESIGN
The lower podium is divided in 3 blocks, with a communication core at each end. The first one shared with the tower, and the second a smaller one located at the Brownsfield Mills block. The 3 blocks are connected via a loggia that visually opens towards the inner courtyard. This allows for a through unit typology and a parallel array of apartments.

With the stepping up of the massing, roof terraces are incorporated. Balconies are also present at the corners of the blocks, articulating the massing.

CORE DESIGN
Apartments at the Brownsfield Mills block are arranged around a smaller side core. The core arrangement allows for a generous landing. The core contains a refuse chute lobbied from circulation spaces, serving a refuse store at ground level.



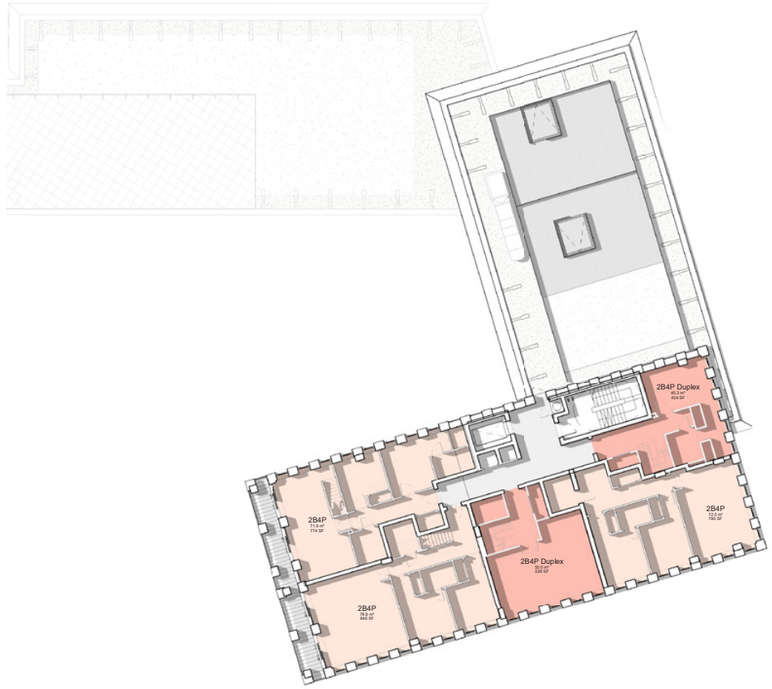


Upper Level Plan 2

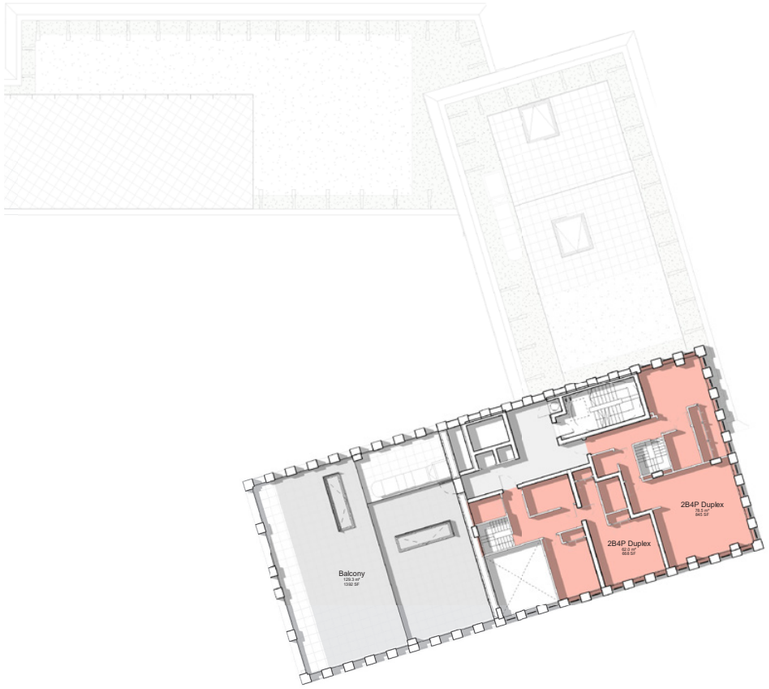
Upper Level Plan

Typical Level Plan

Typical Level Plan



Upper Level Plan



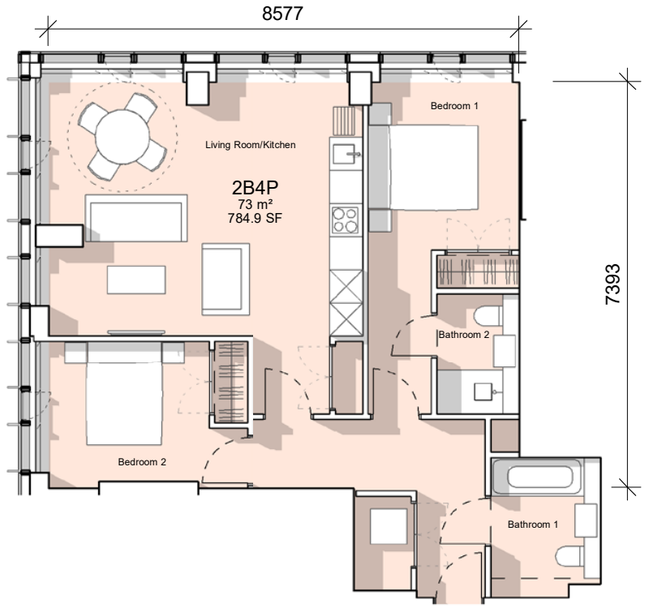
Upper Level Plan 2

6.0 Design Approach
6.4 Apartment Types

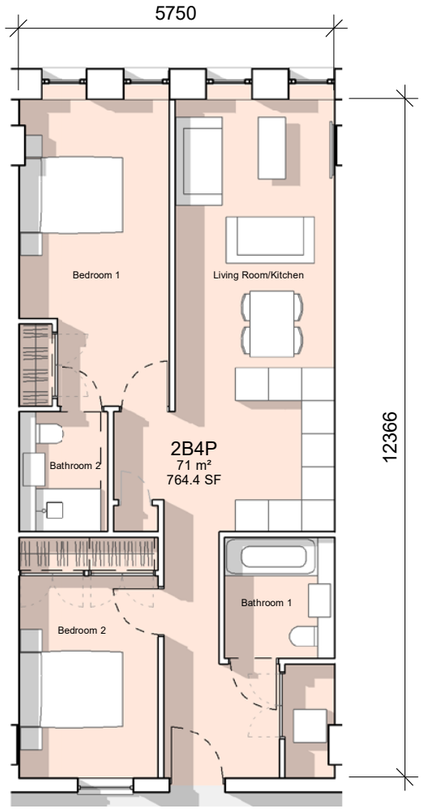
The residential apartments have been designed to meet and in some cases exceed Manchester's Emerging Space Standards defined in the Manchester City Council Residential Quality Guidance 2017 (RQG).

The layouts shown demonstrate the range of apartment layouts on the more typical floorplates, these are representative of the well planned and generously proportioned apartment layouts provided throughout the scheme. The GIA of the apartments are outlined below. Further details of all the apartment types and sizes can be found in the accompanying plan drawings.

Units have been designed for future adaption to accessible units wherever possible - further details of this are included in the section on 'inclusive access'



2B4P (73 sqm)



2B4P (71 sqm)

TYPICAL PROPOSED SIZES

3B - 6P
Gross Internal Area: 100 sqm
Built in storage: 2.5 sqm

2B - 4P (Tower)
Gross Internal Area: 73 sqm
Storage 2.5 sqm

2B - 4P (Podium)
Gross Internal Area: 71 sqm
Storage 2.3 sqm

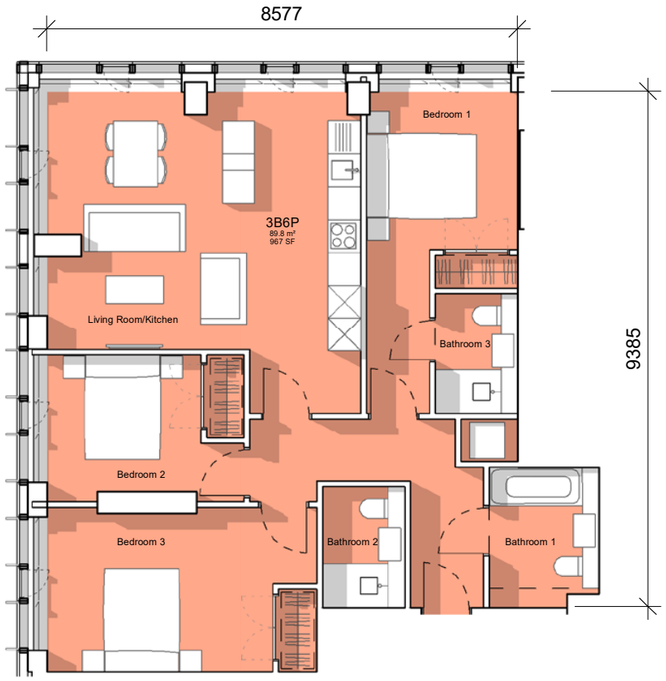
1B - 2P
Gross Internal Area: 50 sqm
Storage 1.9 sqm

MANCHESTER'S EMERGING SPACE STANDARDS

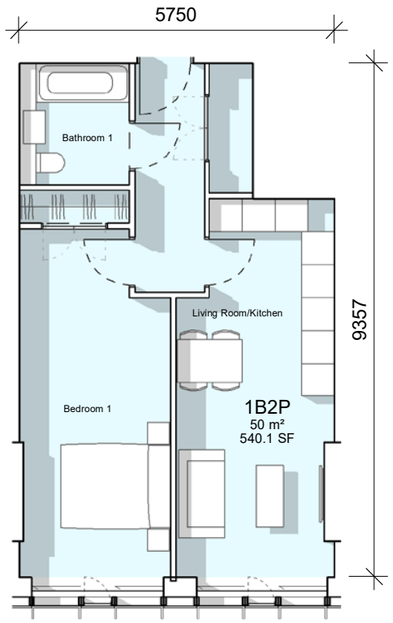
3B - 6P
Gross Internal Area: 95 sqm
Built in storage: 2.5 sqm

2B - 4P
Gross Internal Area: 70 sqm
Storage 2.0 sqm

1B - 2P
Gross Internal Area: 50 sqm
Built in storage: 1.5 sqm



3B6P (100 sqm)



1B2P (50 sqm)

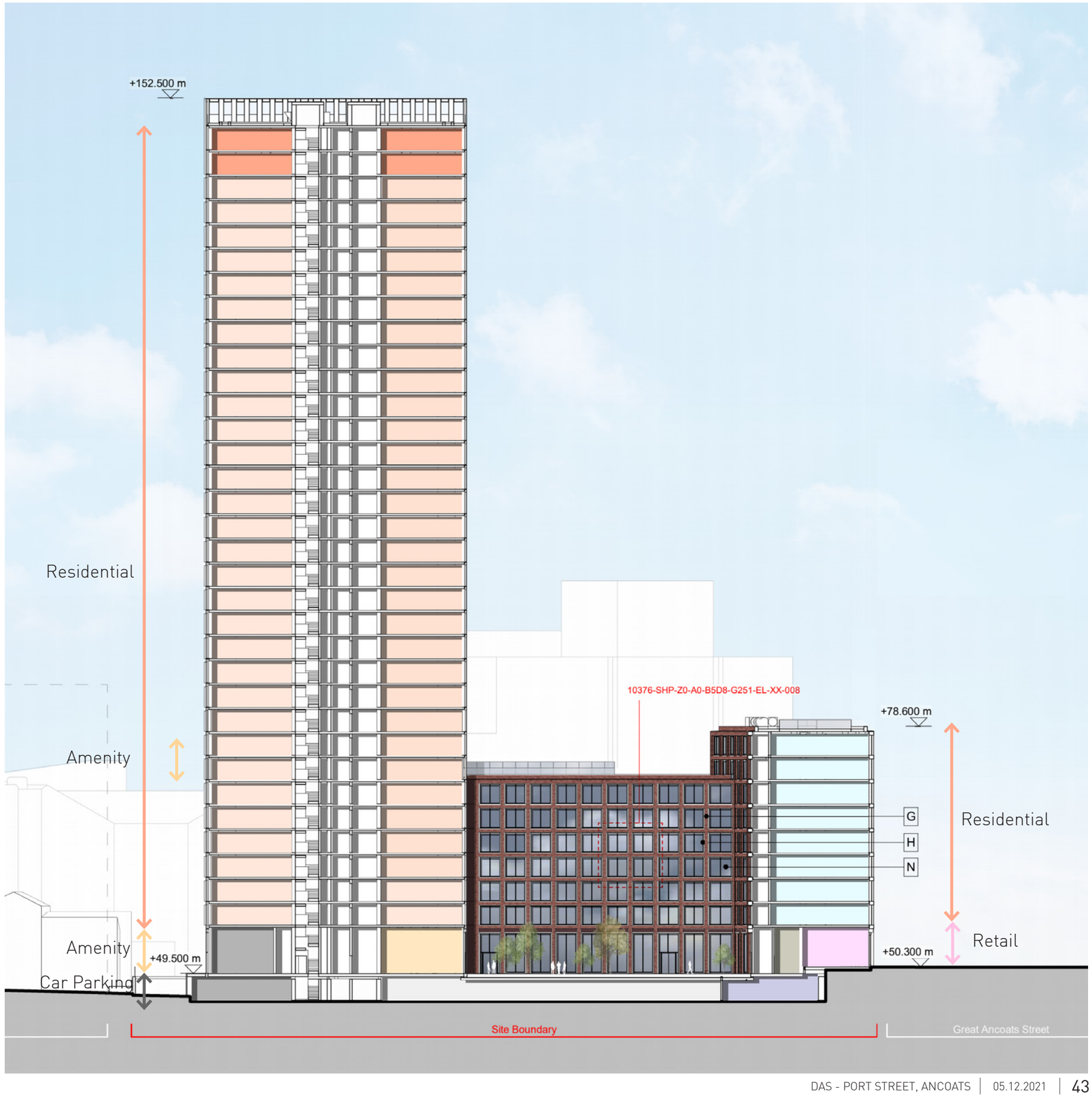
6.0 Design Approach
6.5 Accommodation Schedule Summary

The overall quantum of accommodation contained within the development has
been derived as a product of the composition and massing of building elements in
response to location, orientation and programme.

Apartment Types					**Gross Area**
Level	1B1P/1B2P	2B4P	3B6P	Total	sq m
B1					
GF					
L01	9	17		26	2144.3
L02	9	17		26	2144.3
L03	9	17		26	2144.3
L04	9	17		26	2144.3
L05	9	17		26	2144.3
L06	9	17		26	2144.3
L07	8	9		17	1688.7
L08	8	9		17	1402.7
L09	4	13		17	1492
L10	4	8		12	1368.5
L11	4	8		12	982
L12	4	8		12	982
L13	4	8		12	982
L14	4	8		12	982
L15	4	8		12	982
L16	4	8		12	982
L17	4	8		12	982
L18	4	8		12	982
L19	4	8		12	982
L20	4	8		12	982
L21	4	8		12	982
L22	4	8		12	982
L23	4	8		12	982
L24	4	8		12	982
L25	4	8		12	982
L26	4	8		12	982
L27	4	8		12	982
L28	4	8		12	982
L29	4	8		12	982
L30	4	8		12	982
L31		8	2	10	982
L32			8	8	982
L33			8	8	982
RF					
TOTAL	**158**	**309**	**18**	**485**	41403.7
%					

Scheme Wide Amenity and Back of House Provision (sq m)						**Total Area**
Amenity	Management Suite	Plant	Cycle Store	Car Park	Refuse	sqm
681	85.1	523.9	376	1,452	165	3283

Scheme Wide Retail Provision (sq m)	**Total Area**
Commercial Use Class E	sqm
596	596

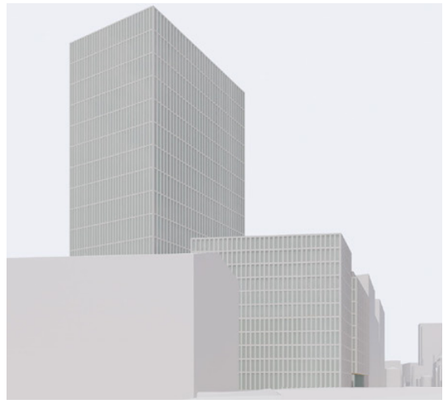


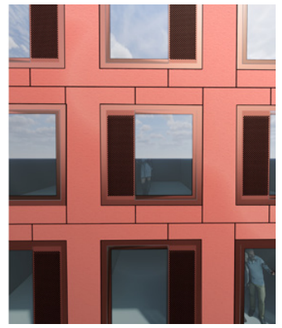
6.0 Design Approach
6.6 Facade design evolution

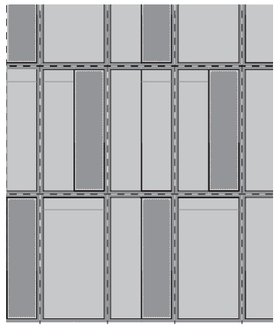
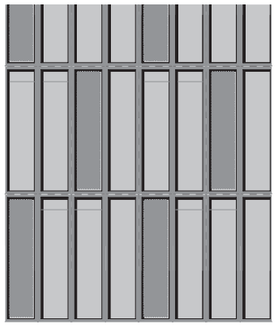
The elevational strategy has been carefully considered throughout the design development process to ensure that the proposals are robust and deliverable. Chapter 6.7 describes the Appearance and Materiality in detail, however the diagrams opposite illustrate the development of the envelope through this design stage.

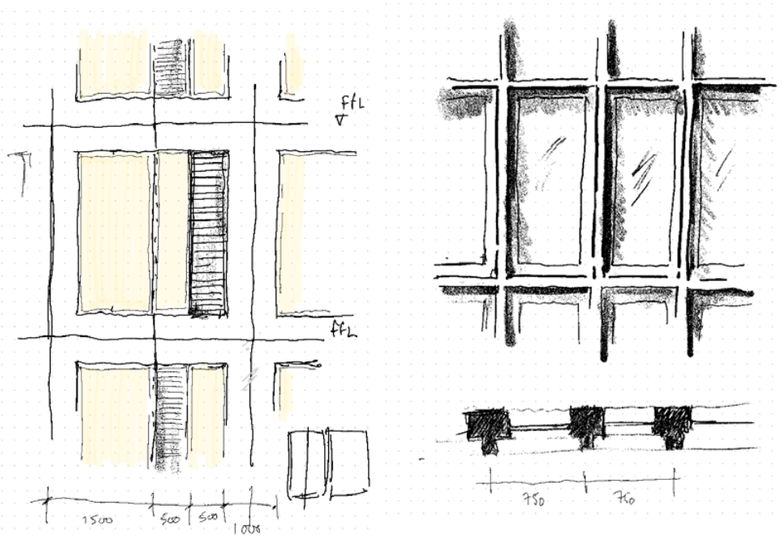
Each has been explored and tested agains the parameters and design aspirations for the project, and in context through actual viewpoint analysis





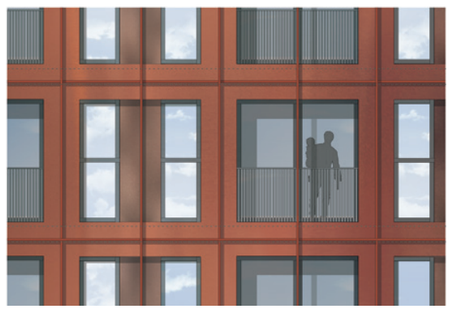







6.0 Design Approach
6.7 Facade materiality

APPROACH
The elevations of the podium have been carefully considered to respond to the inmediate surrounding context of historic mills plus emerging new developments, responding to more traditional construction techniques and detailing.

The tower element acts as a local landmark element, and employs modern materials. The appearance strategy links the entire site through the materials used and the colour palette chosen

North and East Elevations
The North and East elevations are flat and described the extruded square of the tower form. These elevations are composed as a vertical array of windows, solid panels and perforated purge ventilation panels, The orientation of these facades and their flat nature aim to obtain interesting sky reflections

The selected colour for the anodised aluminium is dark red/brown, providing a complementary colour to the lower podium brick

South and West Elevations
The South and West elevations incorporate projecting fins into the composition, adding a layer of texture and shadow to be read from the city. Being south facing facades they will obtain crisper shadows and help with the solar gain within the rooms

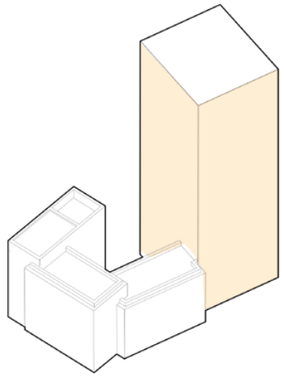
The selected colour for the anodised aluminium is dark red/brown, providing a complementary colour to the lower podium brick

Podium
The podium facade is designed with a combination of brick and aluminium. This responds to the inmediate context whilst linking the podium with the tower. The colour palette chosen for the brick relates to the local red brick and terracotta traditionally used in the area.

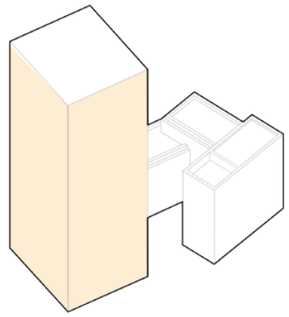
The rithm of windows and brick piers varies depending on what they face, changing gradually to respond to the different aspects of the context:

The grid facing Port street is tighter, as this is a narrower street.
The grid facing Great Ancoats street is wider, to respond to its urban scale
The grid facing BrownsField Mills Block, its vertical, to complement the historic building proportions

Balconies, Terraces and Loggia
These elements of the design are emphasized in the composition with the use of a white/light cream brick, which is traditionally used in victorian buildings for the back facades and courtyards. This composition tool helps articulate the different elements of the design and clearly readable from street level.



North & East Facades
Planear facade

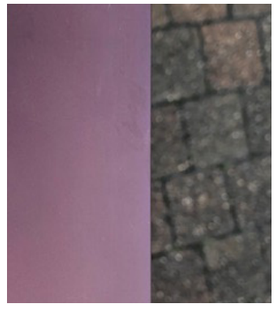


South & West Facades
Projecting Fins





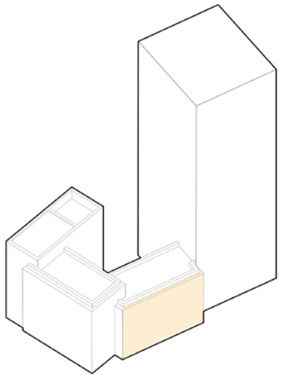




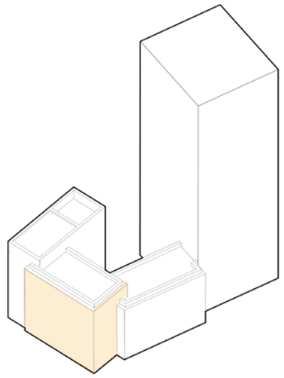




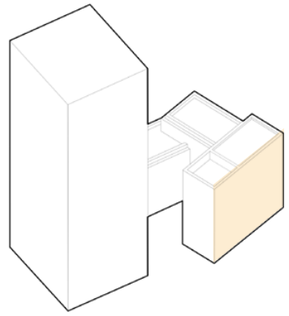




Port Street facade
1500 mm grid



Great Ancoats Street
3000mm grid



Brownsfield Mills Block
2 storey grid





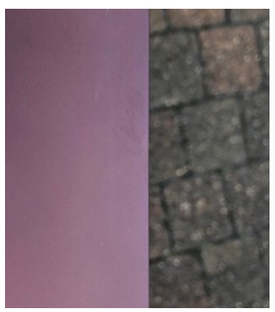








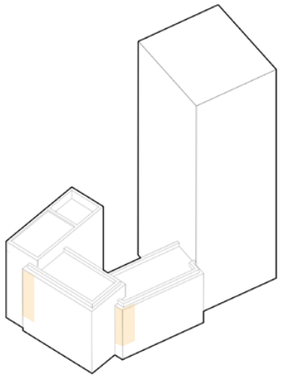




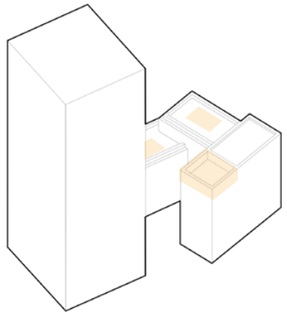


6.0 Design Approach

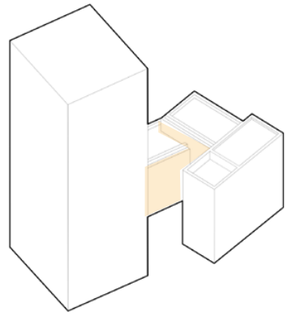
6.9 Terrace, balconies and loggia



Podium blocks
corner articulation



Podium blocks
roofs



Internal courtyard
Circulation loggia

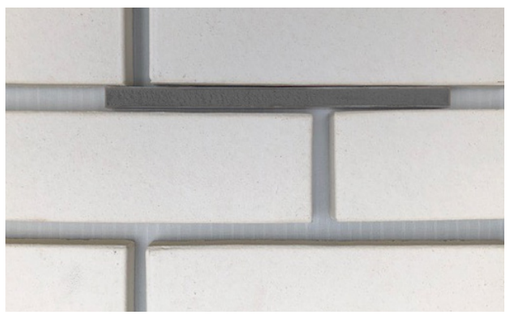


















7.0 Landscape Proposals

Fully Landscape proposals are shown in a separate document produced by the landscape architect Reform

8.0 Accessibility and Inclusive Design

8.1 Overview & Principle Aims

OVERVIEW

This section of the report sets out details of the measures that have been employed with regard to inclusive access within the Proposed Development. The design team have adopted the following measures to facilitate suitable access and use by people who occupy or move around the buildings.

The design has been developed in consideration of national legislation. The considerations seek to avoid discrimination regardless of disability, age or gender. These cover the access within the new buildings and the public realm within the application site.

ACCESS AT SITE BOUNDARY

The setting out of the building levels has been dictated by the existing pavement levels. Taking into account these constraints, the design ensures that all primary entrances can be accessed from flat and level approaches.

CIRCULATION AND ACCESS TO PRIMARY ENTRANCES

The clear width of all access routes from pavement to main entrances are at least 1500mm wide; and comply with or exceed statutory guidance. Similarly the gradient of access routes are either 'flat' (cross falls introduced for drainage only) will be set at no more than 1 in 21.

Access routes will be finished in hard landscaping with an appropriate slip resistance and textured surfaces to thresholds as required. In addition, access to primary entrances will include the following;

- Clearly defined pedestrian route to main entrance.
- Signs to identify building and entrances.

RECEPTION DESK / WAITING AREA / ENTRANCE LOBBIES

Main reception area and concierge facilities are located at ground floor of the proposed development with self contained facilities.

Further detailed design will be undertaken with the end users to determine a suitable fit out and interior design for these spaces. Reception desks will include a low level desk area for wheelchair users. Any seating or waiting areas will be spaced to enable suitable clear circulation and passing places in line with statutory guidance. In addition, waiting areas and entrance lobbies will include some of the following;

- Materials selected to reduce surface glare.
- Upon entrance the interior layout will be clearly signposted .
- The use of lighting and signage to aid way finding. .
- Solid floor surfaces to access routes to facilitate ease of wheel chair movement.

COMMUNAL STAIRS AND LIFTS INCLUDING LOBBIES

Communal stairs to all cores will be designed to comply with all appropriate Building Regulations. The building will be provided with a designated Fire Fighting lift which can be used at the Fire Officers discretion for wheelchair users in an evacuation event. There are wheelchair refuges with intercom access to the concierge provided to the car park stair and amenity floors.

WIDTH OF INTERNAL CIRCULATION ROUTES

All primary circulation corridors are minimum 1400mm wide. The layout of the residential floors and apartments have been carefully considered to avoid facing front door apartment entrances wherever possible.

INTERNAL LAYOUT OF APARTMENTS

Full height glazing will provide clear unobstructed views, and solid opening vent panels will be easy to operate. Switches, sockets and controls will be fitted at a height which is usable by all (i.e. between 450mm and 1200mm from the floor).

EMERGENCY EGRESS

Evacuation of disabled people will be a liaison between building managers and occupants; driven by a combination of physical fire safety measures and management procedures. This will be developed in conjunction with the fire strategy and management policies with reference to statutory guidance. A fire strategy report will be prepared to include egress of people with disabilities, children and elderly people. Alarm systems will provide visual as well as audible signals in an emergency. In addition, Emergency Egress provision will include the following;

- Visual fire alarms especially where people may be alone
- Improvements in legibility of evacuation procedure signs
- Direction and location signs to circulation cores

FIRE FIGHTING ACCESS

The detailed design will adopt a fire engineered solution utilising references from BS9991.

ACCESSIBLE PARKING SPACES

Accessible parking spaces are located across the basement level. Accessible space provision has been calculated above 10% of the total private parking provision, with up to 20% of the total private parking provision

Total Car Parking Spaces	**47 (10%)**
Electric Vehicle Charging	10 (21%)
Accessible Spaces	10 (21%)
Cycle spaces	485 (100%)

MCC DESIGN FOR ACCESS 2

Consideration has also been given to the requirements of MCC Design for Access 2, albeit noting that this is guidance for public buildings and pre-dates the more recent equalities legislation and building regulations. The assessment of the proposal against the relevant sections of DFA2 is provided in section 8.4

8.0 Accessibility and Inclusive Design

8.2 Security

The ground floor layout has been designed to maximise opportunities for passive surveillance of the public realm spaces. The residential entrance foyer is situated adjacent to the public realm which will be well lit and overlooked.

Retail units are proposed along Port Street and Great Ancoats Street, that will increase the active frontage and provide an "eyes on the street" approach, which would improve the current situation particularly on Port Street

MANAGED DEVELOPMENT

The development will benefit from 24 hour on-site concierge/management staff in each tower. The car park entrance will be provided with a security shutter / bi-fold gate arrangement.

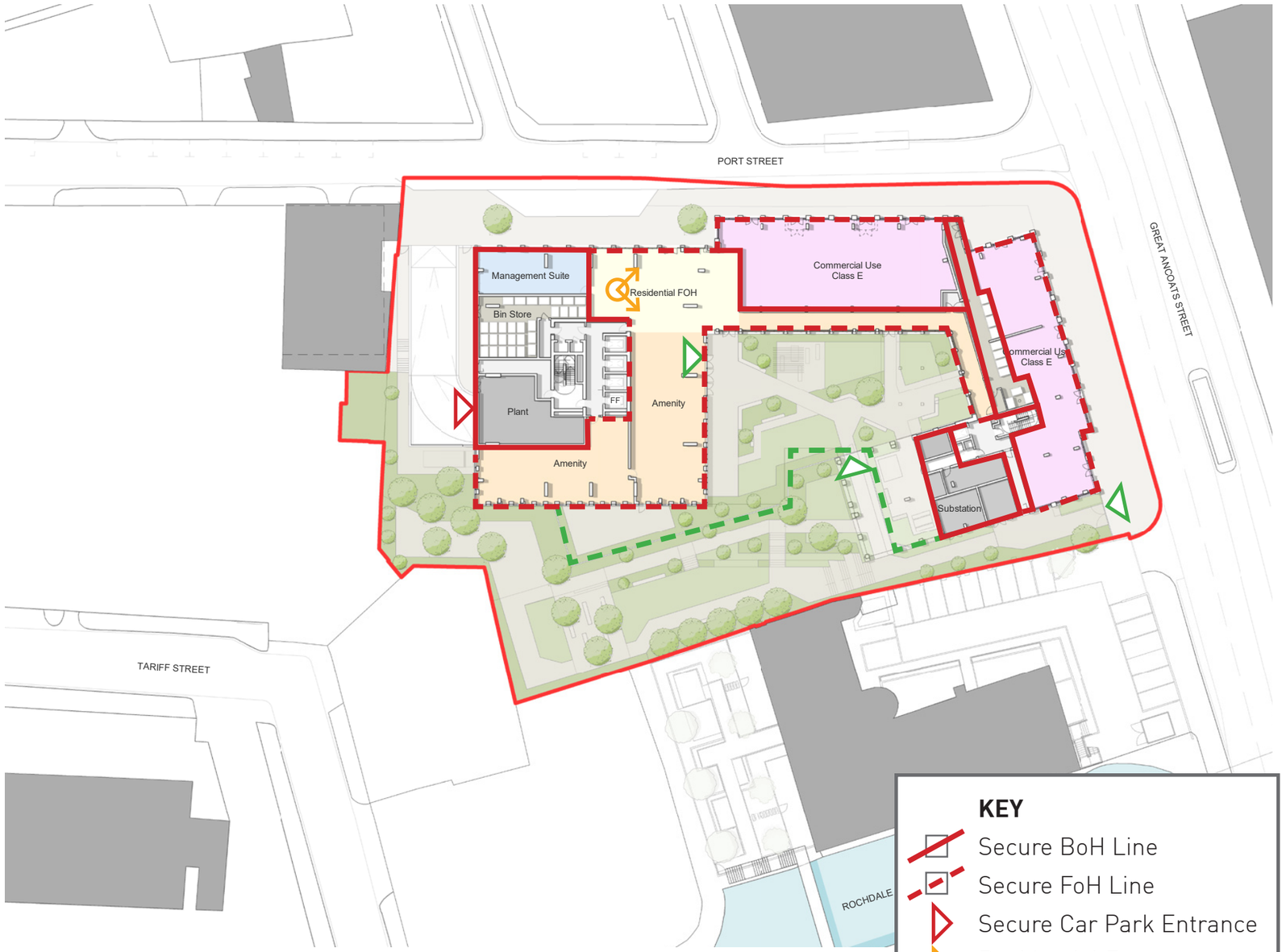
The ground floor layout provides good visibility to access routes and spaces. Entrances will be well lit and the development will incorporate CCTV.

LANDSCAPE AND PUBLIC SPACE

Large areas of public space are proposed withing the development. The difference in height accross the site provides an opportunity to control the access between public and private terraces, The public space is also proposed to be gated and closed at night

RETAIL UNITS

Both retail units are fully segregated from the residents area, and are proposed to include full height glazing along their external facades, increasing the active frontage.



Secure line drawing

8.0 Accessibility and Inclusive Design

8.3 Servicing

This section of the Design and Access Statement is supported by a Travel Plan and Transport Statement submitted as part of the application.

TRANSPORT CONNECTIONS

The Site is within easy walking distance of the central retail and commercial districts of Manchester city centre. The site benefits from being closely linked to Victoria Railway Station and New Islington Metrolink Stop. Bus stops are located close by on Great Ancoats Street.

SERVICING

Consideration has been given to the servicing of the building and the retail units independently, for a range of different vehicles and uses. These are described below:

Regular Service Vehicles (e.g. refuse collections & deliveries)

For the residential part of the scheme, service & delivery vehicles will enter the site a via Port street, where a servicing bay is located from which point the refuse store and other back of house areas can be easily accessed.

For the retail units, these will be serviced from the front face, via either Port Street or Great Ancoats street. The servicing bay on Port Street will minimise the number of vehicles stopping on busy areas.

Ad-hoc, Irregular and Oversized service vehicles

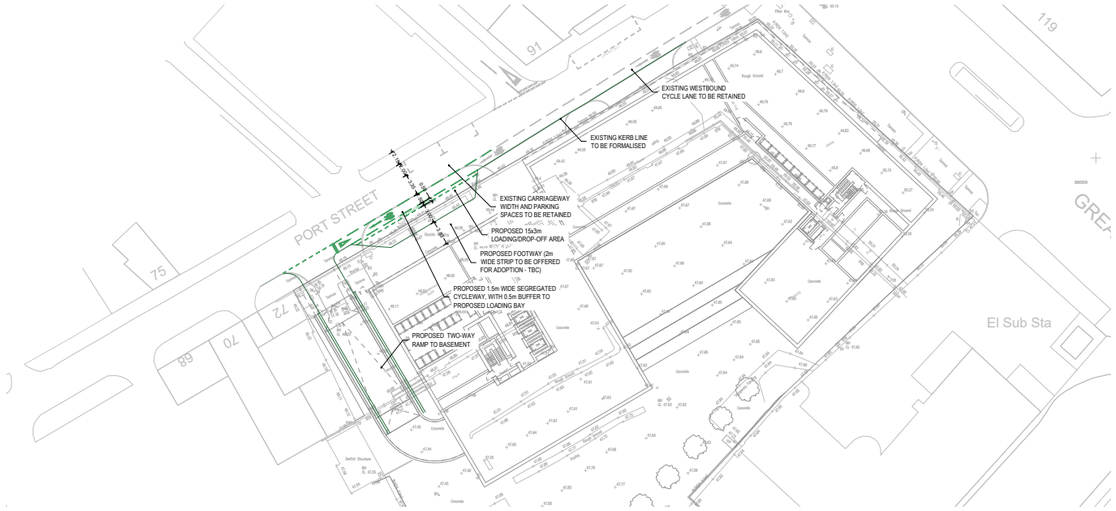
Access to the substation and emergency vehicles can be done via the public landscape gate. Reverse motion would be required on the unlikely events that this access is required. Hardstanding surface is proposed in front of the substation

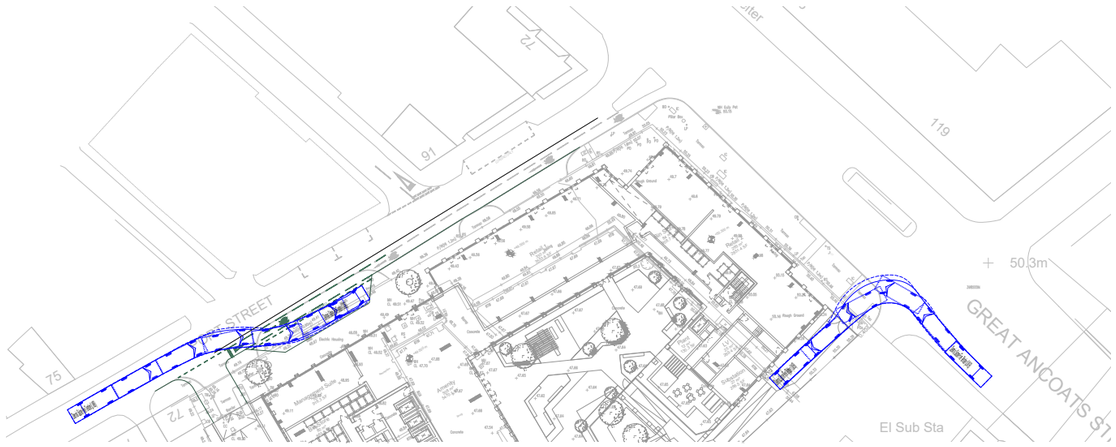
Taxi and bikes

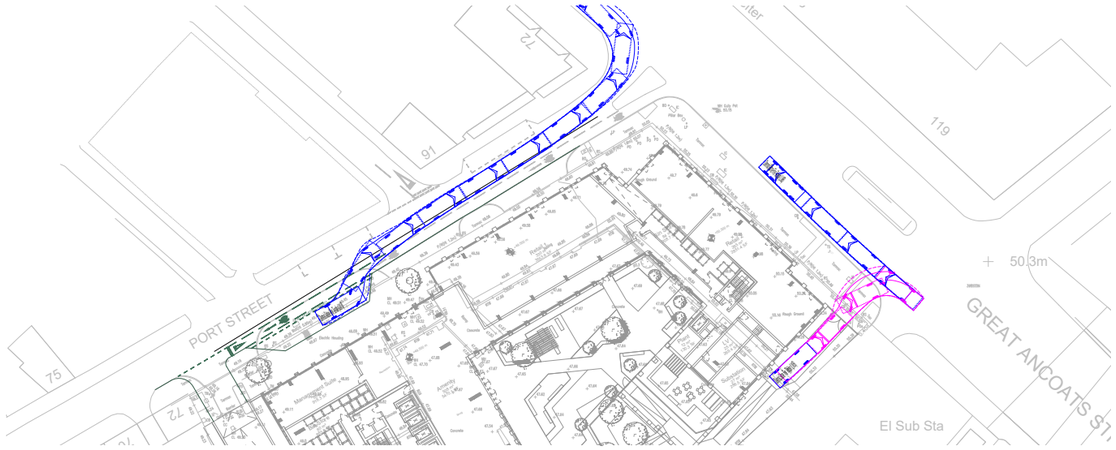
Taxi drop off is proposed to take place at the servicing bay at Pond Street. Current kerb line will be formalised and the cycle lane extended to meet the junction with the carpark entrance

Cars / Parking

The car park entrance is accessed from Port Street via a two-way ramp







8.0 Accessibility and Inclusive Design

8.4 Communal Access

CORRIDOR WIDTHS

The following pages illustrate the residential circulation core and corridor arrangements within the scheme. The arrangement of both cores in terms of key dimensions is replicated across each residential level.

All primary circulation corridors are a minimum 1397mm wide. This is in excess of the 1200mm minimum clear width required by Approved Document M. The layout of the apartments has been carefully considered to reduce the number of facing front door apartment entrances wherever possible.

Residential lift lobby - 2250mm

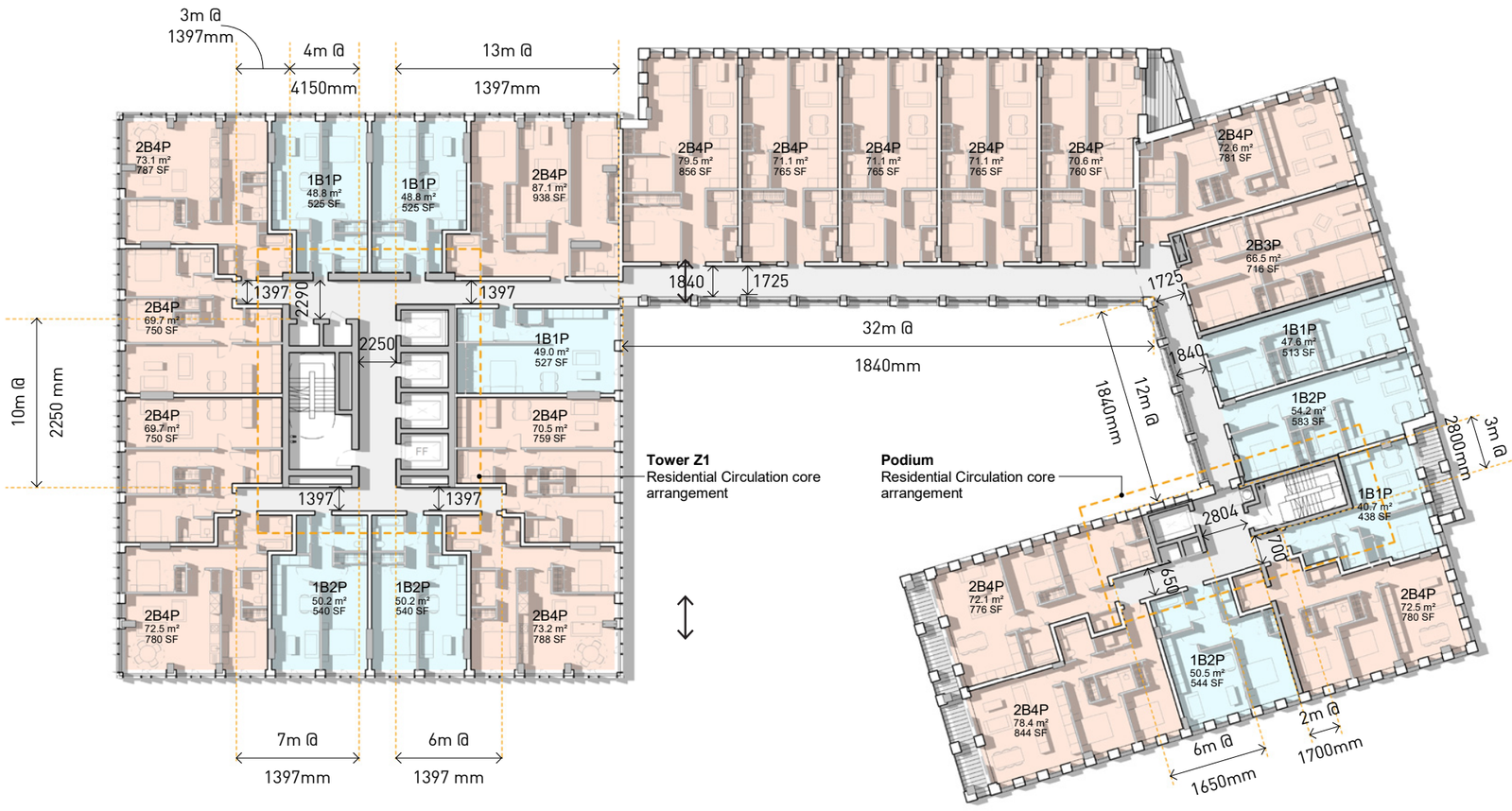
The main residential lift lobby exceeds the requirements of DFA2 and Approved Document M, and fulfills a considerable proportion of the main circulation space providing a large area for passing and accommodate waiting.

Typical residential corridor - 1397mm (minimum)

The extent of the narrower element of the main circulation corridor has been minimised through the use of corner entry apartments at each end of the corridor and serves only two apartments. Although this short section of corridor does not comply with DFA2 it is considerably in excess of the 1200mm minimum width required by Approved Document M.

TOWER AND LOWER BLOCK

Typical residential level



DFA2 14.2 - 1
Corridors and internal spaces should be a minimum of 1800mm wide.
ADM M4(2) 2.9
Communal parts of the approach route (except communal stairs) have a minimum clear width of 1200mm or 1050mm where there are localised obstructions.

DFA2 16.1 - 3
There should be an unobstructed area in front of the lift entrance of 1800mm x 1800mm.

DFA2 14.2 - 1
Corridors and internal spaces should be a minimum of 1800mm wide.
ADM M4(2) 2.9
Communal parts of the approach route (except communal stairs) have a minimum clear width of 1200mm or 1050mm where there are localised obstructions.

TOWER CORE AND BRONWSFIELD MILLS BLOCK CORE

Residential circulation core arrangement

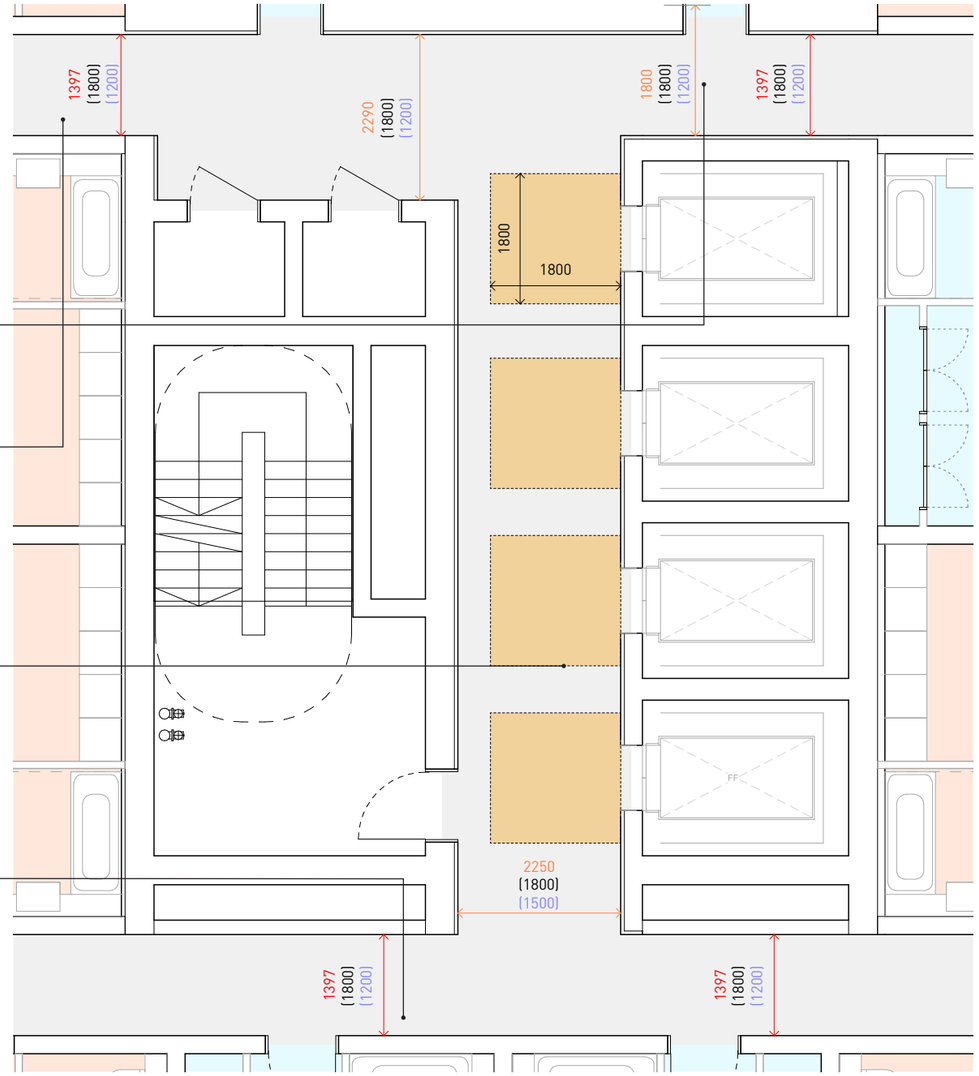
Localised increases at apartment entrances

DFA2 14.2 - 1
Corridors and internal spaces should be a minimum of 1800mm wide.

ADM M4(2) 2.9
Communal parts of the approach route (except communal stairs) have a minimum clear width of 1200mm or 1050mm where there are localised obstructions.

DFA2 16.1 - 3
There should be an unobstructed area in front of the lift entrance of 1800mm x 1800mm.

DFA2 14.2 - 1
Corridors and internal spaces should be a minimum of 1800mm wide.



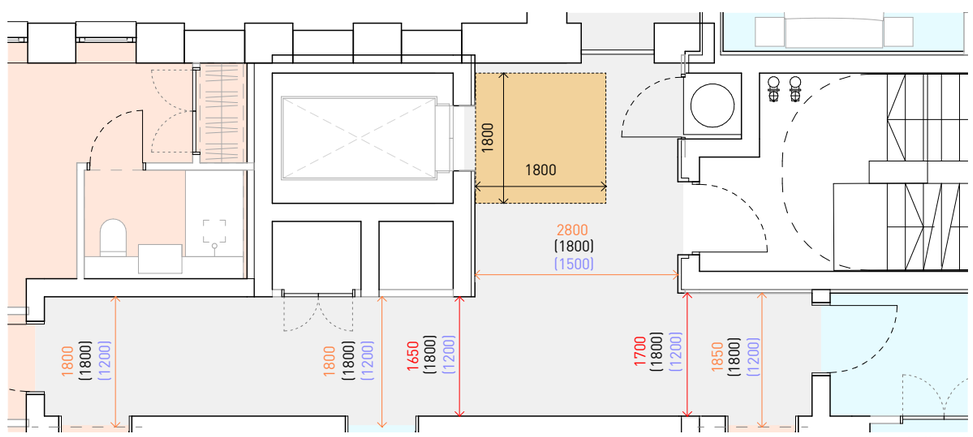
DRAWING KEY

Relevant section in DFA2

00.0 - 0
XXXXXXXXXXXX

Prescribed minimum dimension DFA2
Prescribed minium dimension Approved Document M

(xxxx)
(xxxx)



8.0 Accessibility and Inclusive Design

8.5 Apartment Access

OVERVIEW

The apartments have been designed to meet M4 (1): Visitable dwellings. In addition, the Design Team has explored ways to meet the optional requirements outlined in Approved Document M4(2) Category 2: 'accessible and adaptable dwellings' (AD M4 2) wherever possible - attempting to exceed statutory minimum requirements.

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

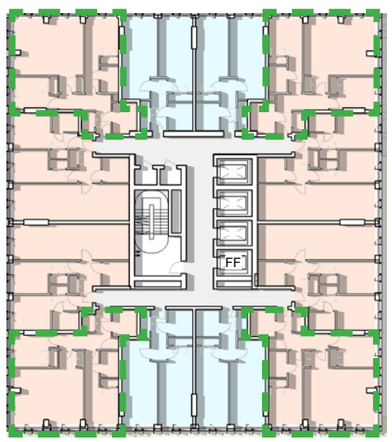
Additionally wherever possible apartments have been designed to adhere to additional requirements within Design for Access 2 (DFA2).

TYPICAL 2 BED RESIDENTIAL APARTMENT

A typical two bedroom apartment has been used to test compliance against both Approved Document M4 - Category 1 and 2 and against DFA 2 in the drawings and tables on the following pages.

The plan drawing also illustrates the way in which the apartment could be adapted, in accordance with M4(2) to be fully accesible. The main adaption required centres around the need to provide a level access shower.

The minimum feasible depth for a shower is 75mm, however due to limitations on the depth of the floor finishes zone at only 23mm, it is necessary to provide a 1:21 incline to allow step free wheelchair access up 37mm (plus 15mm threshold) in to the shower room, the overall dimensions for the en suite shower room have been increased to facilitate a 1500mm turning circle.



2.29c
Provision for a potential level access shower is made within the bathroom if not provided elsewhere within the dwelling.

Adaption in the form of a revised bathroom arrangement and a short incline would be required to account for the 37mm change in level required to accommodate the level access shower

As an alternative to the ramp a track hoist could be provided, fixed directly to the concrete soffit above the plasterboard ceiling.

2.29a
Every dwelling has a bathroom that contains a WC, a basin and a bath, that is located on the same floor as the double bedroom.

2.22a
The minimum clear width of every hall or landing is 900mm.

2.25c
Every other double bedroom can provide a clear access zone a minimum 750mm wide to one side and the foot of the bed.

Both sides provided.

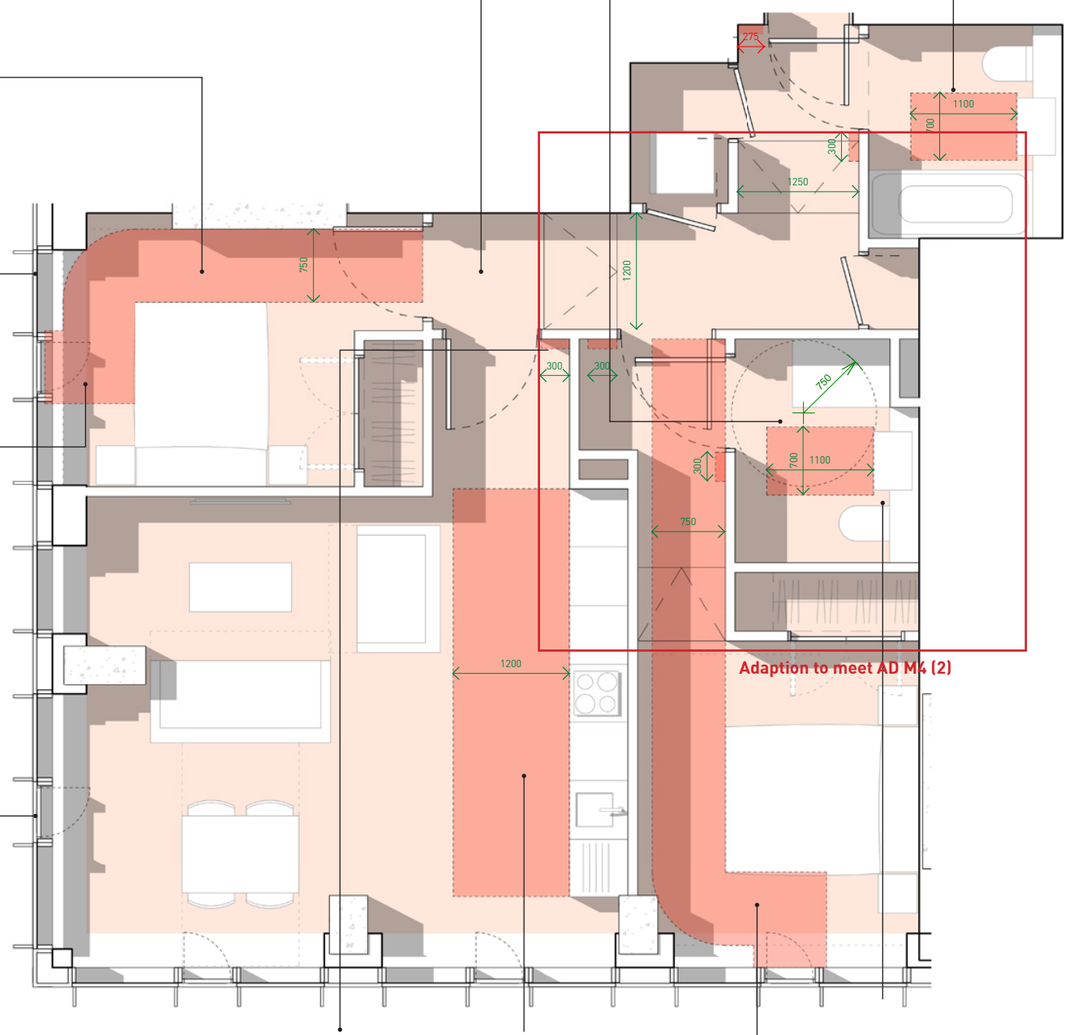
2.24c
Glazing to the principal window of the principal living area starts a maximum of 850mm above floor level

Glazing proposed full height circa. 20mm from floor level.

2.25a
Every bedroom can provide a clear access route a minimum 750mm wide from the doorway to the window.

2.30c
The handle to at least one window in the principal living area is located between 450mm and 1200mm above floor level.

All purge vent door handles to be within this zone.



2.22d
300mm nib to leading edge of every door in the entrance storey

2.24b
1200mm clear space in front of all kitchen units

2.25b
The principal bedroom) can provide a clear access zone a minimum 750mm wide to both sides and the foot of the bed.

2 BED APARTMENT

Key plan illustrating locations of the 2 Bed Apartment (and handed variant)

TYPICAL 2B CORNER APARTMENT

Indicative plan illustrating compliance with Approved Document M4(2)

8.0 Accessibility and Inclusive Design

8.5 Apartment Access

COMPLIANCE

As illustrated in the adjacent table and plan drawing, the apartment complies with AD M4(1) and can be adapted over time to meet the changing needs of occupants.

Without the adaption to the shower the base apartment design still adheres to the vast majority of requirements of AD M4(2) in excess of the minimum statutory requirements, in a number of instances requirements in M4(2) are also exceeded.

TYPICAL 2B CORNER APARTMENT

Table illustrating compliance against key dimension criteria in the Approved Document

Description	M4(1)	M4(2)	Port Street 2B
Doors			
Private external entrance clear width	**775mm**	850mm	**850mm**
Internal door clear width	**750mm**	750mm	**850mm**
Nib to leading edge of every door within the entrance storey		300mm	**275**
Circulation			
Hall (minimum - excluding projections)	**900mm**	900mm	**1250mm**
Living, kitchen and eating areas			
Clear space provided in front of and between all kitchen units and appliances.		1200mm	**1200mm**
Bedrooms			
Master			
Width		2750mm	**3500mm**
Length		3000mm	**6115mm**
Clearance to foot of the bed		750mm	**750mm**
Clearence to both sides of bed		750mm	**750mm**
Clear access route from the doorway to the window		750mm	**750mm**
Second			
Width		2750mm	**2815**
Clearance to foot of the bed		750mm	**750mm**
Clearence to both sides of bed		750mm	**750mm**
Clear access route from the doorway to the window		750mm	**750mm**
Sanitary Facilities			
Master			
Dimensions		1950x2150	**1900x2300mm**
WC in entrance storey			
Dimensions	850x1600mm	1450x1800mm	**2200x200mm**

8.0 Accessibility and Inclusive Design

8.5 Apartment Access

DESIGN FOR ACCESS 2

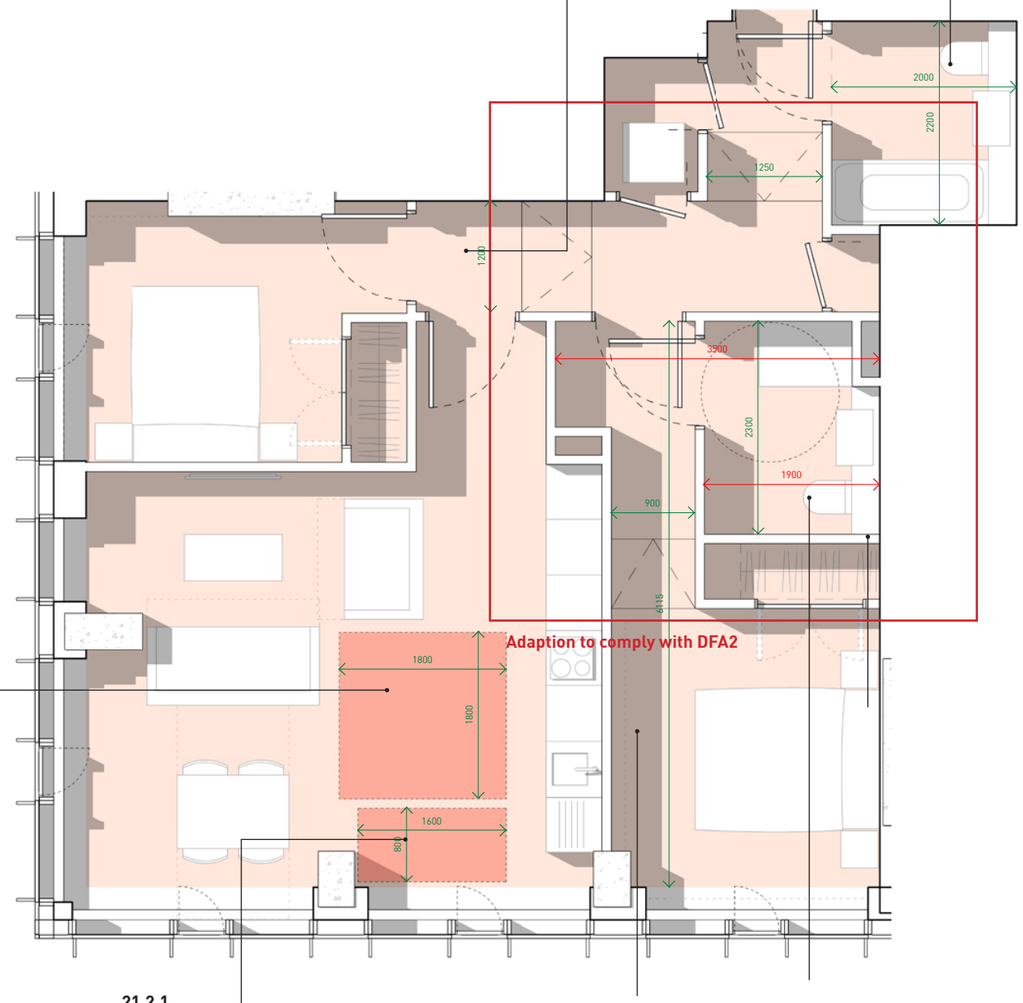
The apartment layout is identical to that used to review against AD M4 (2) but in this instance is appraised against relevant criteria from Design for Access 2, the layout incorporates the same indicative adaption to the en-suite bathroom.

QUANTUM

The approach outlined on the previous pages would provide the following adaptable apartments that (through necessary adaption) could fully comply with AD M4(2) and with the majority of key criteria from DFA 2:

Number of adaptable apartments -	49
Total number of apartments:	485
Percentage of total:	**10%**

21.2.09
Circulation space of minimum 1800x1800mm should be available in kitchens after fitting-out.



21.1.10
For single family dwellings, the minimum clear width of halls and lobbies should be 1200mm, with minimum clear width to passageways 900mm.

2.29a
Every dwelling has a bathroom that contains a WC, a basin and a bath, that is located on the same floor as the double bedroom.

21.2.1
A suitable, safe location should be identified within each dwelling for parking and charging a power wheelchair or scooter, 1600mm long x 800mm wide

21.2.3
At least one accessible bedroom should be provided in each dwelling, of minimum dimensions 4000x 4000mm.

21.2.5
Where possible, en suite facilities should be provided, of minimum dimensions of 2000x2000mm.

COMPLIANCE

As illustrated in the adjacent table, the apartment (with necessary adaption) complies with the majority of criteria within DFA 2; Section 21 - Dwellings.

The items highlighted as partially complaint are considered in further detail below:

Corridors

Covered in the previous chapter communal corridors in some instances exceed DFA 2 criteria by up to 300mm and in some areas are 300mm under the DFA 2 requirement. In all cases they are well in excess of the requirements of Approved Document M.

Bedrooms

The master bedroom is below the criteria of 6115x3500 however due to the irregular shape of the bedroom it in fact exceeds this measurement in some areas. When considered on a floor area basis the 4000x4000mm bedroom provides 16sqm of accommodation, the bedroom area proposed in the typical 2b corner apartment by comparison provides 21.4sqm of floor area.

TYPICAL 2B CORNER APARTMENT

Table illustrating legislative compliance against relevant DFA 2 criteria

	Design for Access 2	Compliance
21.1.2	At least one accessible parking space should be provided for each dwelling.	**YES** 20 % Accessible spaces are provided at basement level
21.1.3	A level access route of minimum 1800mm wide should be provided to the principal entrance of each dwelling	**YES**
21.1.4	Single leaf external doors to have minimum clear opening of 1000mm, for double doors at least one leaf should have a clear opening not less than 1000mm. Lobbies should have 2000mm turning cicrcle (clear of door swings). Corridors should be minimum 1800mm wide.	**YES** **Partially compliant** 1400-2250 as covered in previous pages
21.1.5	Facilities for parking and charging power wheelchairs and scooters should be provided close to function rooms, meeting rooms and communal areas.	**TBC** Through development of communal area brief
21.1.6	Internal dimensions of passenger lift to be a minimum of 2000 wide x 1400mm deep x 2000mm high. For constrained circumnstances minimum internal size of 1100widex1400mm deep is sufficient. There should be an unopstructed area in front of the lift entrance of 1800x1800	**YES** **YES** 1800 x 1800mm in front of lift
21.1.7	For single family dwellings, external doors should have a minimum clear opening of 850mm	**YES**
21.1.8	All dwellings that have access to an outside area, for example a garden or balcony should provide level or ramped access	**YES** Shared amenity at Ground level has level access
21.1.9	Where the accomodation is split level, provision should be made for visitors to access the main living areas.	**YES** Duplex units only
21.1.10	For single family dwellings, the minimum clear width of halls and lobbies should be 1200mm, with minimum clear width to passageways 900mm.	**YES** Primary circulation min. 1200mm
21.1.11	An accessible WC, with minimum dimensions 1500x2000mm, should be provided in the entrance level within each dwelling.	**YES** Bathroom 2200 x 2000 mm
21.2.1	A suitable, safe location should be identified within each dwelling for parking and charging a power wheelchair or scooter, 1600mm long x 800mm wide	**YES**
21.2.3	At least one accessible bedroom should be provided in each dwelling, of minimum dimensions 4000x 4000mm.	**Partially compliant** Master bedroom . 3500 x 61150mm = 18.3sqm 4000x 4000mm = 16sqm 2B-003 = 16.7sqm
21.2.5	Where possible, ensuite facilities should be provided, of minimum dimensions of 2000x2000mm.	**Partially compliant** 1900x2300 (Through adaptation)
2.2.6	Where only one bathroom is provided it should have minimum 2700 x 2500mm	**NA** Two bathrooms provided
21.2.09	Circulation space of minimum 1800x1800mm should be available in kitchens after fitting-out.	**YES**
21.2.10	On each floor there should be no stepped changes of level	**YES**
21.2.11	Internal doors should have clear opening of 800mm.	**YES**

8.0 Accessibility and Inclusive Design

8.6 Access and maintenance strategy

INTRODUCTION

The design of the buildings and their layout on the site have been considered to accommodate both regular cleaning and maintenance, as well as infrequent facade and plant replacement.

Whilst the strategy will continue to develop during the next design stage, consideration has been given for building use, height, adjacencies and facade type. This process has led to the selection of an appropriate strategy for each building volume.

ACCESS AND MAINTENANCE STRATEGY

In summary, the strategy for each volume type is described as follows:

Lower levels

It is proposed that the use of ground based access strategy is maximised where possible. This strategy could be employed for the cleaning and light maintenance of the Ground floor level through the use of a Mobile Elevated Work Platform (MEWP)

For all other areas that are not able to be accessed from Ground level, the following roof mounted systems have been considered.

Residential Tower Elevations

The cleaning and maintenance of these facades would be undertaken by a roof based fully powered twin track mounted BMU (Building Maintenance Unit) and cradle.

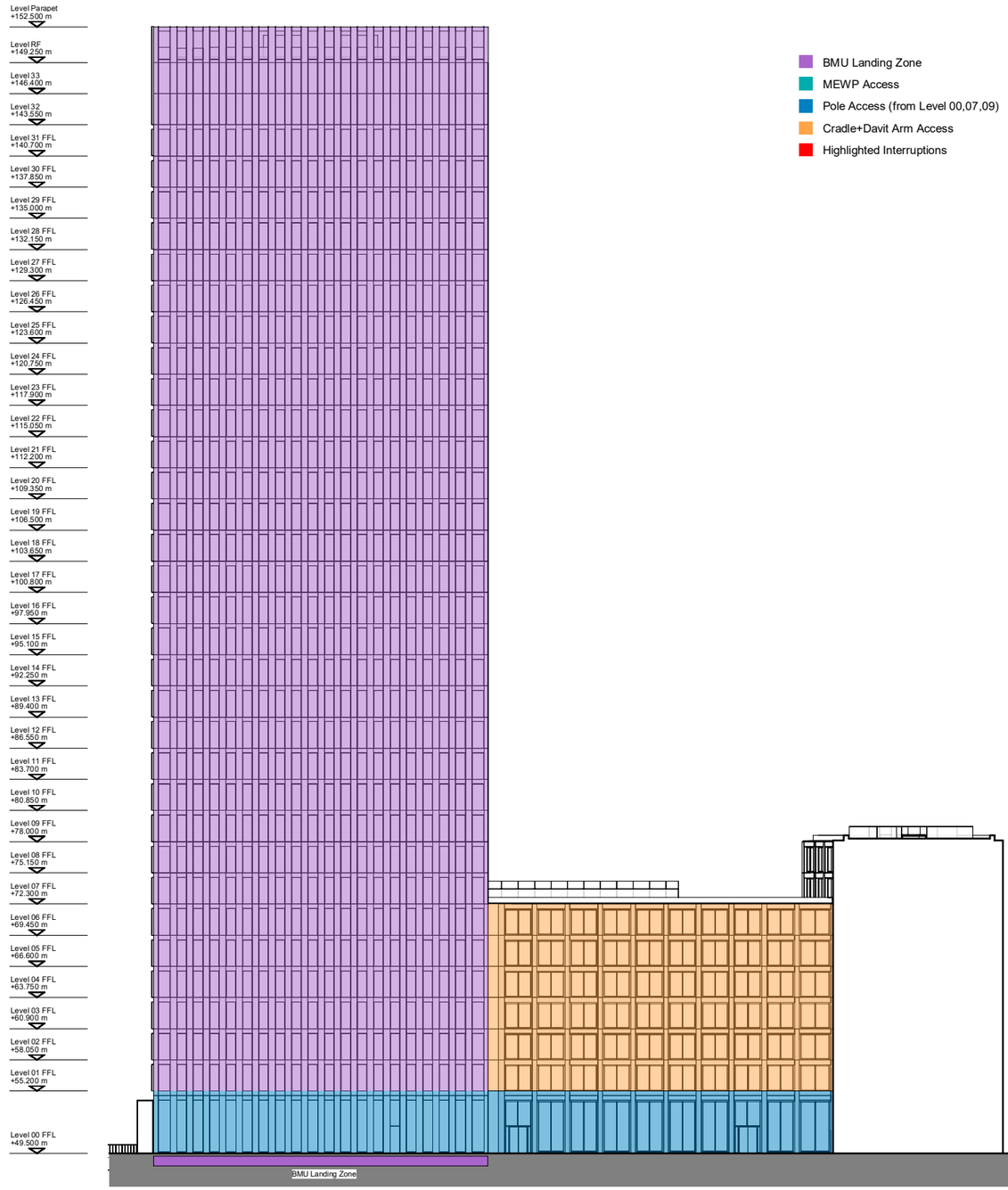
The position of the track allows the cradle to access all of the tower facades

Podium Elevations facing Port Street and Great Ancoats Street

Ground based access strategy is proposed for these elevations through the use of a Mobile Elevated Work Platform, due to its limited height and easy vehicle access

Podium Elevations facing the inner courtyard

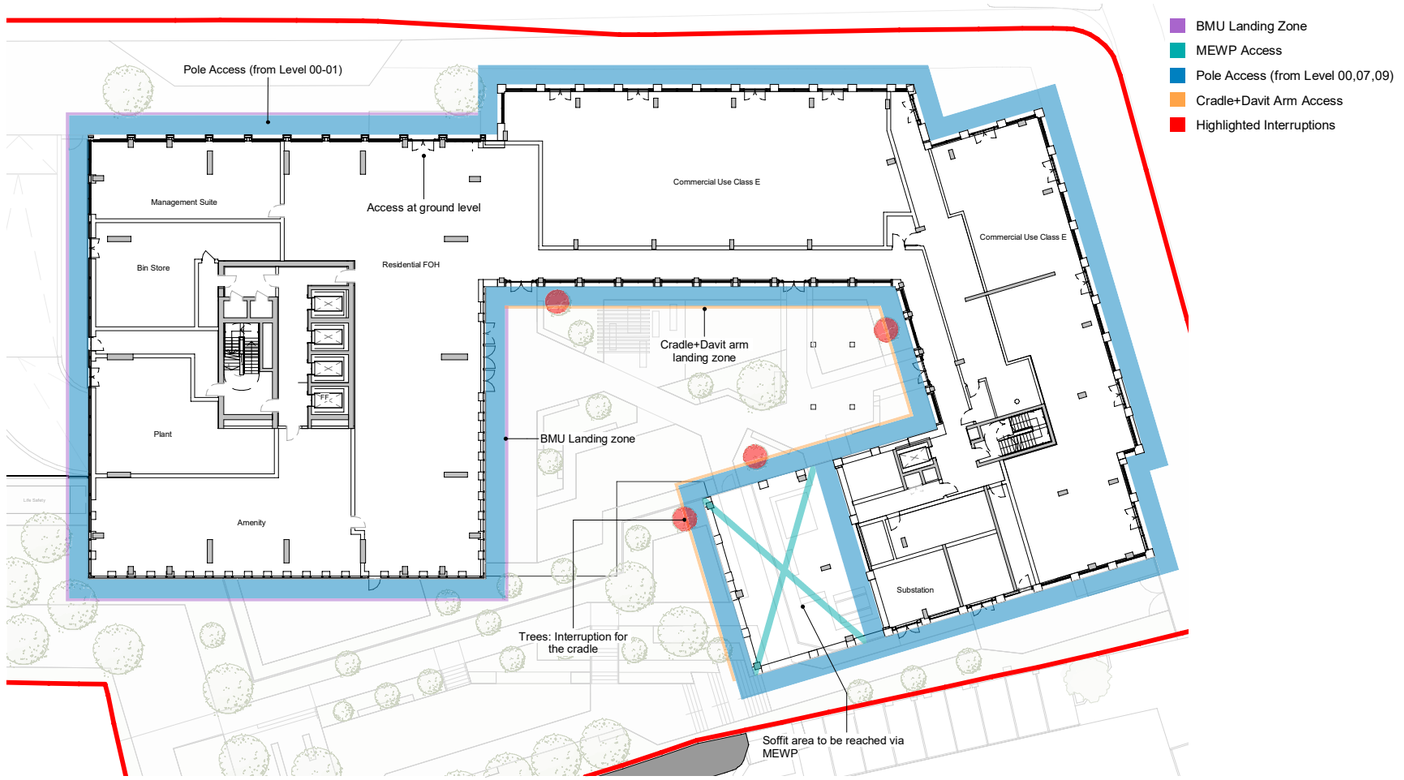
Roof based access is proposed to this elevations due to the constrains to locate a suitable MEWP in this space and the associated loads to it. Removable davit arms and cradle installed on the roof allow access to all of the podium courtyard facades



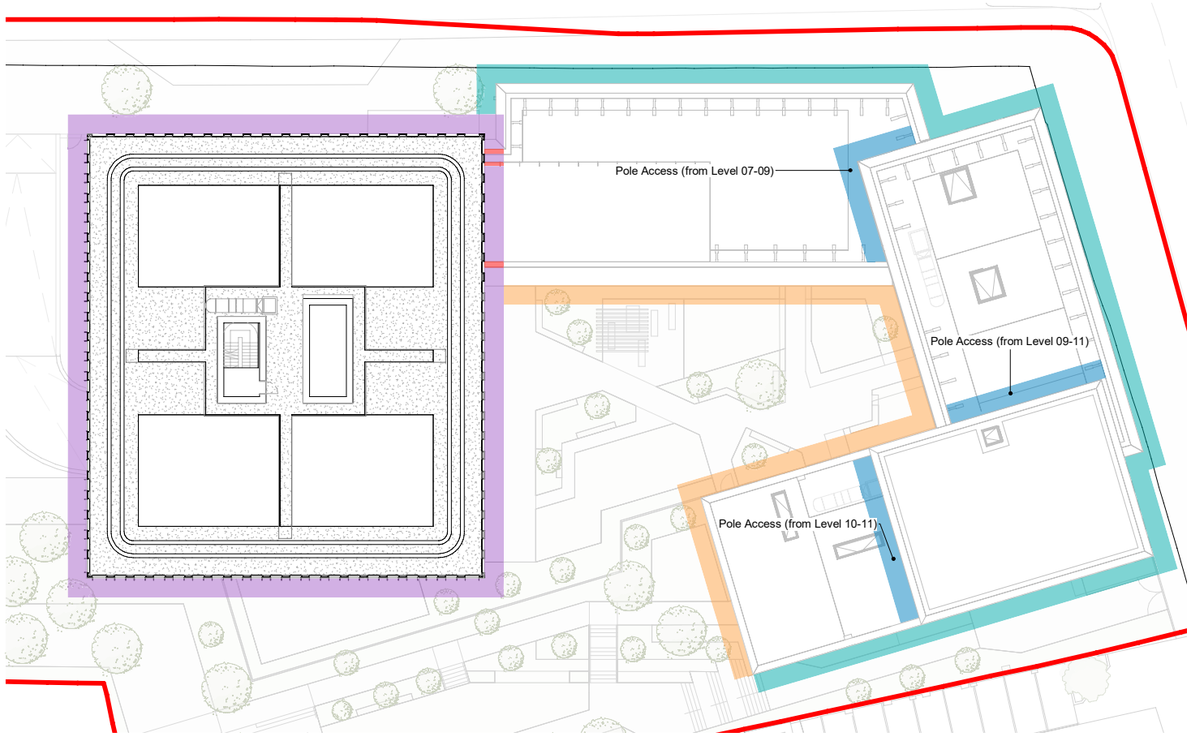
ACCESS AND MAINTENANCE TYPICAL ELEVATION DIAGRAM

8.0 Accessibility and Inclusive Design

8.6 Access and maintenance strategy



GROUNDFLOOR LEVEL ACCESS AND MAINTENANCE DIAGRAM



ROOF LEVEL ACCESS AND MAINTENANCE PLAN DIAGRAM

9.0 CGI views



9.0 CGI views




rochebobois