

CARTWRIGHT
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**Land bound by John Dalton Street,
Ridgefield, Bow Street and South
King Street, Manchester**
Design and Access Statement

May 2021

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Document history

Revision	Reason for Issue	Date	Prepared by	Checked by
-	Draft issue	26/03/21	RP	PC
A	Draft issue for comment	16/04/21	RP	PC
B	Final issue for planning	28/04/21	RP	PC
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D	Planning - dwg update	10/05/21	RP	PC
E	Planning - text amend	11/05/21	RP	PC

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1.0 Introduction

1.1

Introduction

This design and access statement has been prepared by Cartwright Pickard on behalf of Island Site (General Partner) Limited to support a detailed planning application for the demolition of the existing buildings and structures and the erection of a 10-storey plus basement office building (Use Class E(g)), with flexible ground floor and basement uses (Use Class E) and rooftop amenity space, works to facilitate the pedestrianisation of the southern part of Ridgefield and other associated works at land bound by John Dalton Street, Ridgefield, Bow Street and South King Street, Manchester (hereafter referred to as 'the site').

The statement explains in detail the reasoning and approach behind the design. This includes the following:

- Client brief and aspirations;
- Analysis of the site context and constraints;
- Key design principles of the development;
- Proposed massing, use and quantum of development;
- Appearance and materials;
- Approach to sustainability and carbon reduction;
- Inclusive design measures

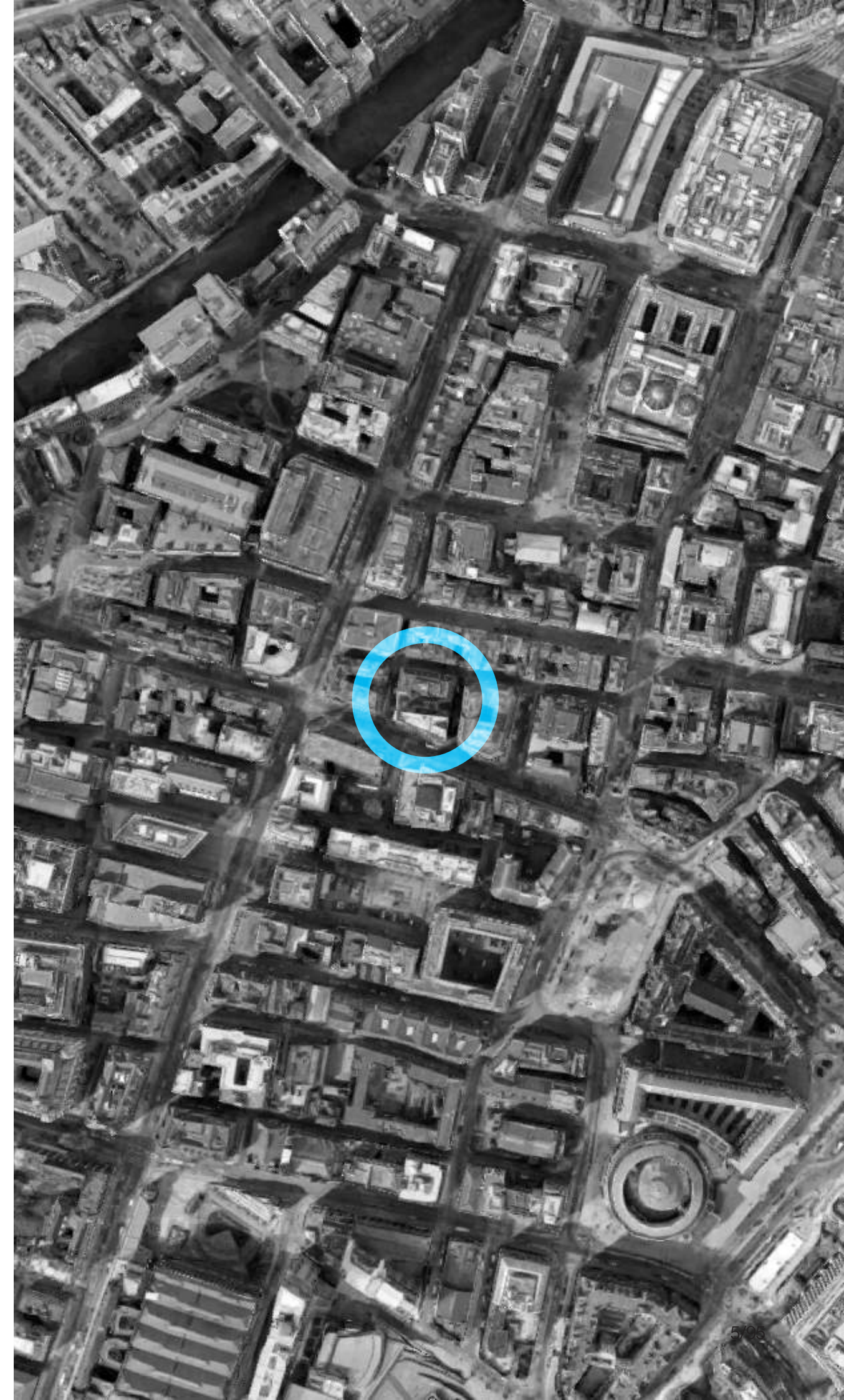
This document should be read in conjunction with the supporting planning documents.

Client Team

The Island Site (General Partner) Limited is a joint venture formed between HBD and the Greater Manchester Property Venture Fund. The joint venture is committed to delivering the proposed development, which will see the regeneration of a key site at the heart of the city centre into a first-class office and workspace location.

Project team

- Cartwright Pickard (Architect)
- Gardiner & Theobald (Project Managers)
- Gleeds (Cost)
- Curtins (Structure)
- Cundalls (MEP/Utilities/Sustainability/Acoustics/VT/Fire)
- Mode (Transport)
- Bernard Sims (Principal Designer)
- Avison Young (Planning consultant)
- Hoare Lea (BREEAM)
- Stephen Levrant (Heritage and Conservation consultant)



1.2 Project brief

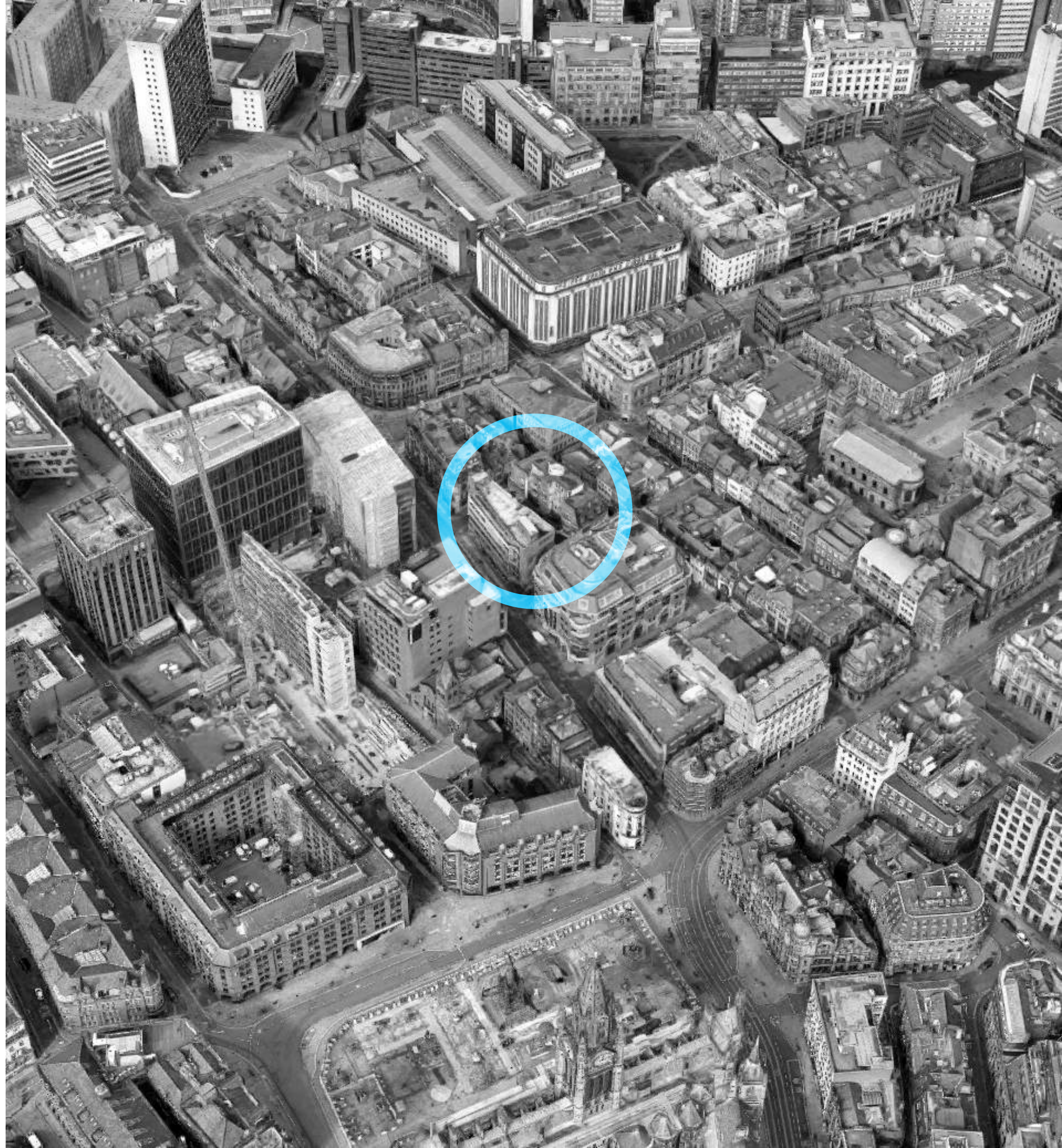
Project brief

- To be 'of Manchester'
- World-class, high-quality building and workspace
- Human-centric approach that prioritises health and wellbeing
- Create a sense of place and community
- Inviting communal space
- A building of mass and substance which is sympathetic to its context
- Reanimate at street level and positively contribute to the wider context

Design overview

Our proposed redevelopment of the site is to be an exemplar building made from high quality materials, craft and workmanship that aims to become a landmark – leading the development of future office buildings in the City. Whilst modern and contemporary in appearance, the building will be sympathetic to its context and celebrate local heritage. Our design will be low-carbon and environmentally responsible, with health and wellbeing at its core. Permeable both physically and visually at ground level, the mix of uses will activate the surrounding streets and create a lively, vibrant entrance to the building.

The proposals are for an exemplar office building. Ground floor will reanimate John Dalton Street with large glazed openings allowing glimpses of different uses taking place inside the building. Our proposal pedestrianises Ridgfield, which would create a more welcoming, user-friendly approach and allow the building's leisure uses to spill out onto and enliven the street edge. We believe this will also have a positive impact on the wider context by forging stronger links between Lincoln Square to the south and St Ann's to the north. We very much see our proposal as part of the successful ongoing wider regeneration of this part of Manchester, which includes The Town Hall, Heron House, 125 Deansgate, Trinity Court, The Lincoln, John Dalton House amongst others.



2.0 The site and its context

2.1 Site location

Site location

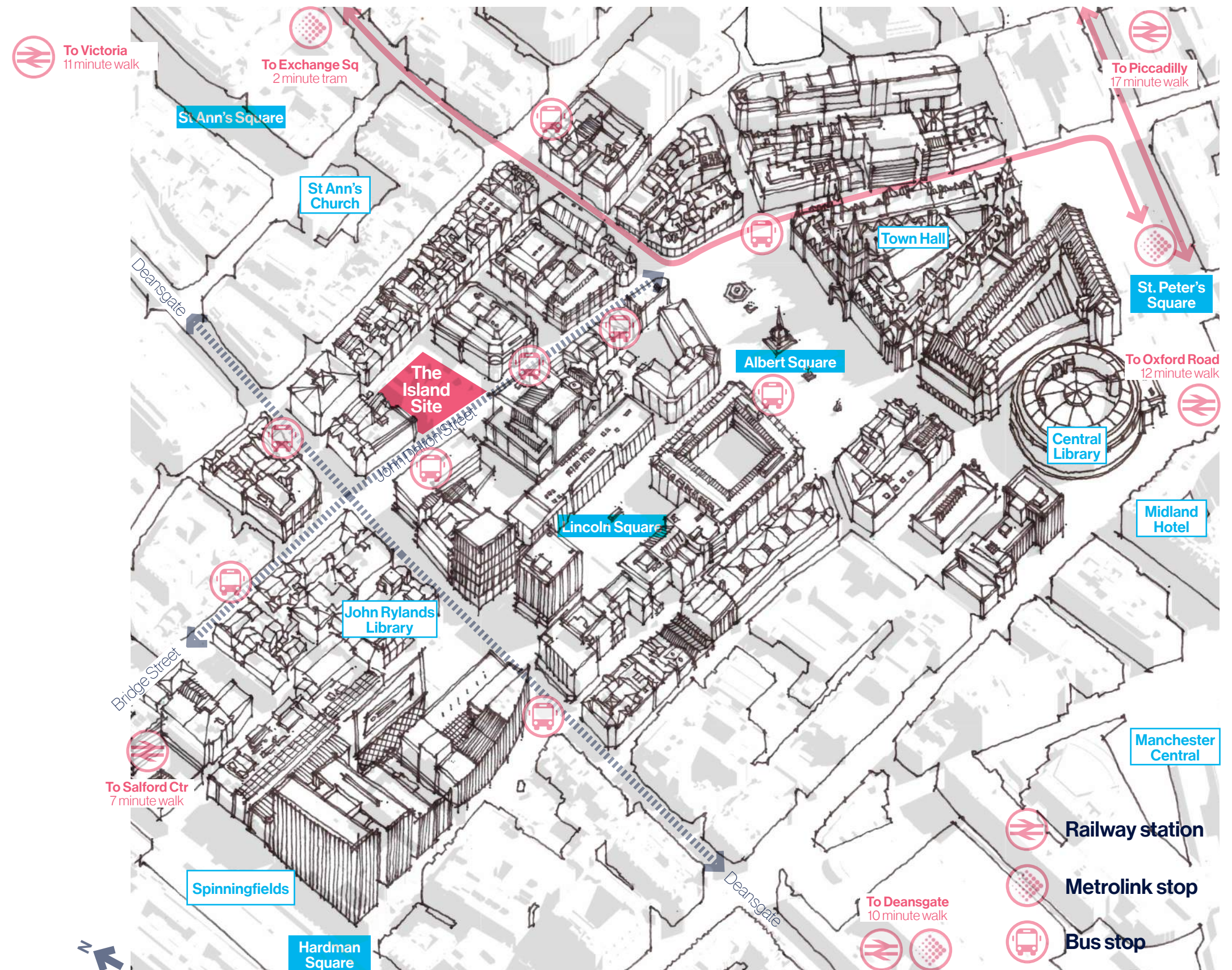
Land bounded by John Dalton Street, Ridgefield, Bow Street and South King Street extends to approximately 0.13 hectares and is located at the heart of Manchester City Centre (Grid reference – E 383712/ N 398269). The site is located within the Central Business District ('CBD') and is approximately 200m west of the Town Hall and circa 70m east of Deansgate.

The site is surrounded by an array of key amenities including bus stops, train stations and Metrolink stations. Local residential areas such as Hulme, Brunswick and Ancoats are within a 2,000m catchment area of the site and therefore within the preferred maximum walking distance of the site (as specified within the Chartered Institution of Highways and Transportation guidance).

In terms of public transport, the nearest bus stops are located 50m from the site on John Dalton Street and serves the 8, 12, 36, 37, 38 and 50 bus service. The bus stops benefit from the provision of a shelter, seating, litter bin and bus timetable information. Piccadilly Bus Station is also located approximately 750m from the site and provides regular frequent bus services to a range of destination across Greater Manchester and locations further afield such as Blackburn and Burnley. Additionally, there are free bus services around Manchester, which operate between the train stations and cover Manchester City Centre.

The nearest Metrolink Stations are located at St Peters Square which is located 420m from the site. The Metrolink services which operate here are: Green Line (Bury – Altrincham); Yellow Line (Bury – Piccadilly); Dark Blue Line (Manchester Airport – Victoria); Orange Line (Ashton-under-Lyne – Media City); Light Blue Line (Ashton-under-Lyne – Eccles); and the Purple Line (Altrincham – Piccadilly). The tram services available operate on a 12-minute frequency throughout the day. All tram stops have step-free access to all platforms, help points and security camera coverage.

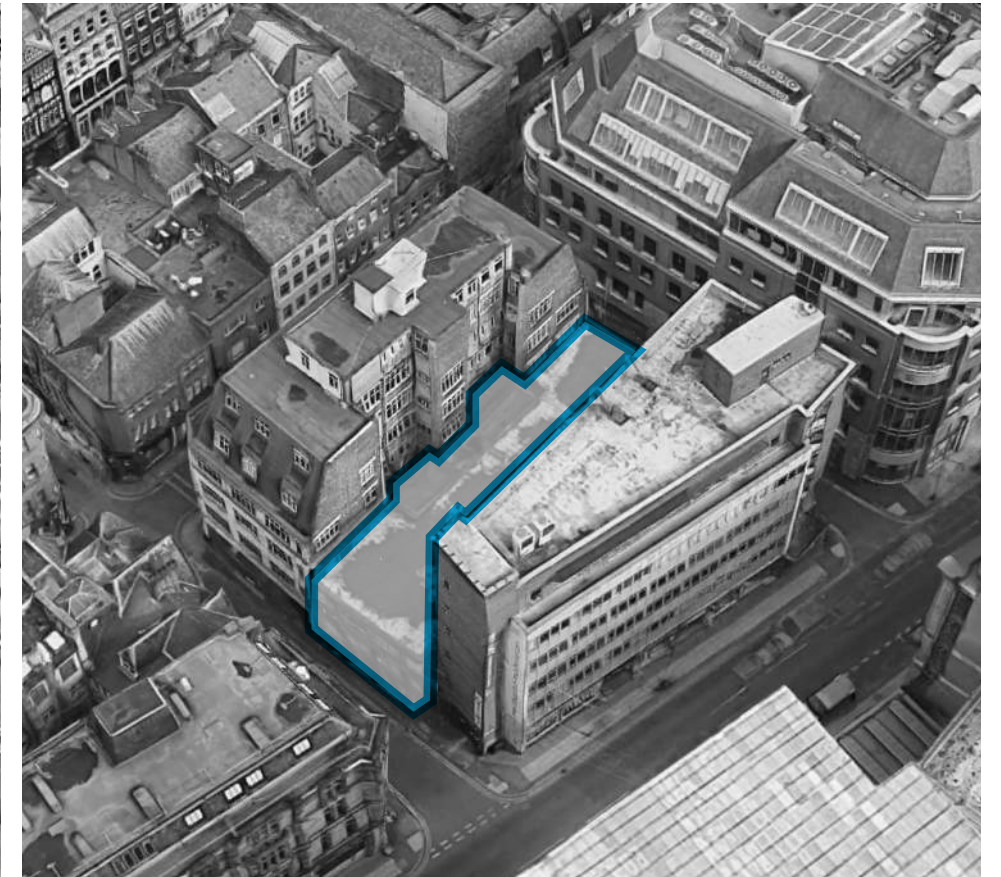
Deansgate Railway Station is located approximately 860m from the site, with Victoria Train Station located approximately 980m from the site. Both train stations provide regular and frequent train services to local destinations within Greater Manchester and destinations throughout the UK such as Liverpool, Leeds, Birmingham and London.



The site comprises a rectangular block of buildings bound by John Dalton Street to the south, South King Street to the north, Bow Street to the east and Ridgefield to the west. Three existing buildings are located within the site boundary comprising:

- Old Colony House (25,968 sq ft), a vacant 7-storey building comprising office accommodation with a vacant former restaurant at ground floor level. The building fronts onto South King Street;
- 5 Ridgefield (11,748 sq ft), a 3-storey building comprising a former restaurant use at basement and ground floor level and vacant offices at first and second floors. The site fronts onto Ridgefield and Bow Street; and,
- Grange House (17,309 sq ft), a 6-storey building comprising ground floor retail/restaurant/office use with vacant upper floors formerly in office use. The building fronts onto John Dalton Street.

The buildings vary in age and character and are no longer fit for purpose as office accommodation. A significant proportion of the accommodation is currently vacant and/or underutilised



2.2 Surrounding context

The streetscape character varies between main traffic thoroughfares and secondary streets. Together St Ann's and Albert Square conservation areas form the hub of Manchester's civic spaces and buildings. There is a wide range of other uses including retail, office, hotel, non-residential institutions, restaurants and cafes.

Topographically, the urban streetscape is largely flat, enclosed by an eclectic mix of buildings (generally ranging between 3-7 storeys) dating from the mid-19th century to the modern day. John Dalton Street forms an important thoroughfare with shop fronts on both sides of the street.

Several buildings suffered bomb damage during WWII necessitating a substantial rebuild of the entire street. Many of the buildings on the north side are post-war, however, many of the Victorian buildings (with exception of John Dalton House) on the south side still remain. The west, north and east side of the Site form a tightly grained urban fabric providing smaller thoroughfares to and from the city centre.

Architectural styles vary greatly in the area, however, there are several features which enhance the visual relationship between the buildings, mainly demonstrated in the recurring materials and historic architectural features - expressed in

different styles, mainly Classical and Gothic Revival. More recent developments (principally around Brazenose Street / Lincoln Square) have introduced a contemporary character to the area. These developments convey a new palette of materials and juxtaposing quality which conveys the city centres ever changing nature, whilst ensuring the architectural interest of heritage assets remain fully appreciable.

There is a varied material palette in both the St Ann's Square and the Albert Square Conservation Areas. This includes mainly stone, brick and stucco for external walls, with slate and lead as the predominant roofing materials and timber and lead

for the windows.

The historic character of the area which encloses the development Site has substantially changed as a result of 20th and 21st century redevelopment. The fabric of the 19th century city has been eroded in this area. As such, the site is experienced within an area which is principally characterised by a mix of historic and new development and it lies on an important gateway to the some of the city most prominent areas like St Ann's Square, Albert Square and the central shopping area.



View A
John Dalton Street towards Deansgate



View B
Ridgefield towards St Ann's



View C
Bow street towards John Dalton Street



View D
South King Street towards Deansgate



View E
From Deansgate along John Dalton Street



View F
Deansgate



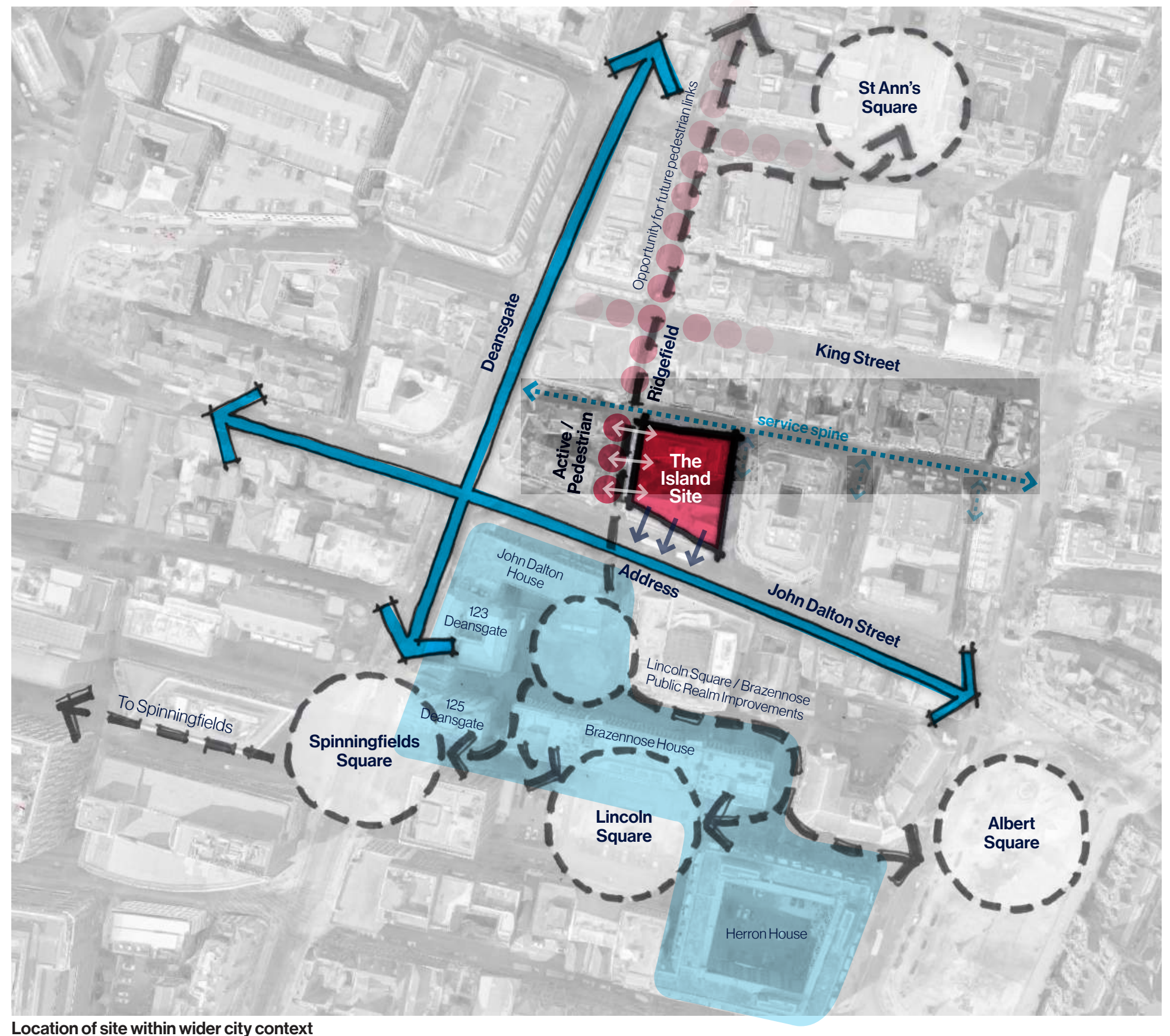
View G
Deansgate along South King Street



2.3 Wider connectivity

The site sits in an important and prominent City Centre location which is undergoing significant change. The built environment and public realm in this area of the City will be high quality and create a new founded sense of place. There are a number of development schemes located close to the application site which are relevant to this planning application and have been considered throughout the design process including St James' House, Lincoln Square, Commercial Union House, Heron House, Trinity Court, John Dalton House and 123 Deansgate.

The above development pipeline represents a clear transformational change in a part of the City which has historically been subject to low levels of investment. The application site forms another part of this transformation and consideration to the surrounding development context, in particular Lincoln Square and the redevelopment around Brazennose Street, has been a key consideration throughout the design and pre-application process.



2.4 Historic context

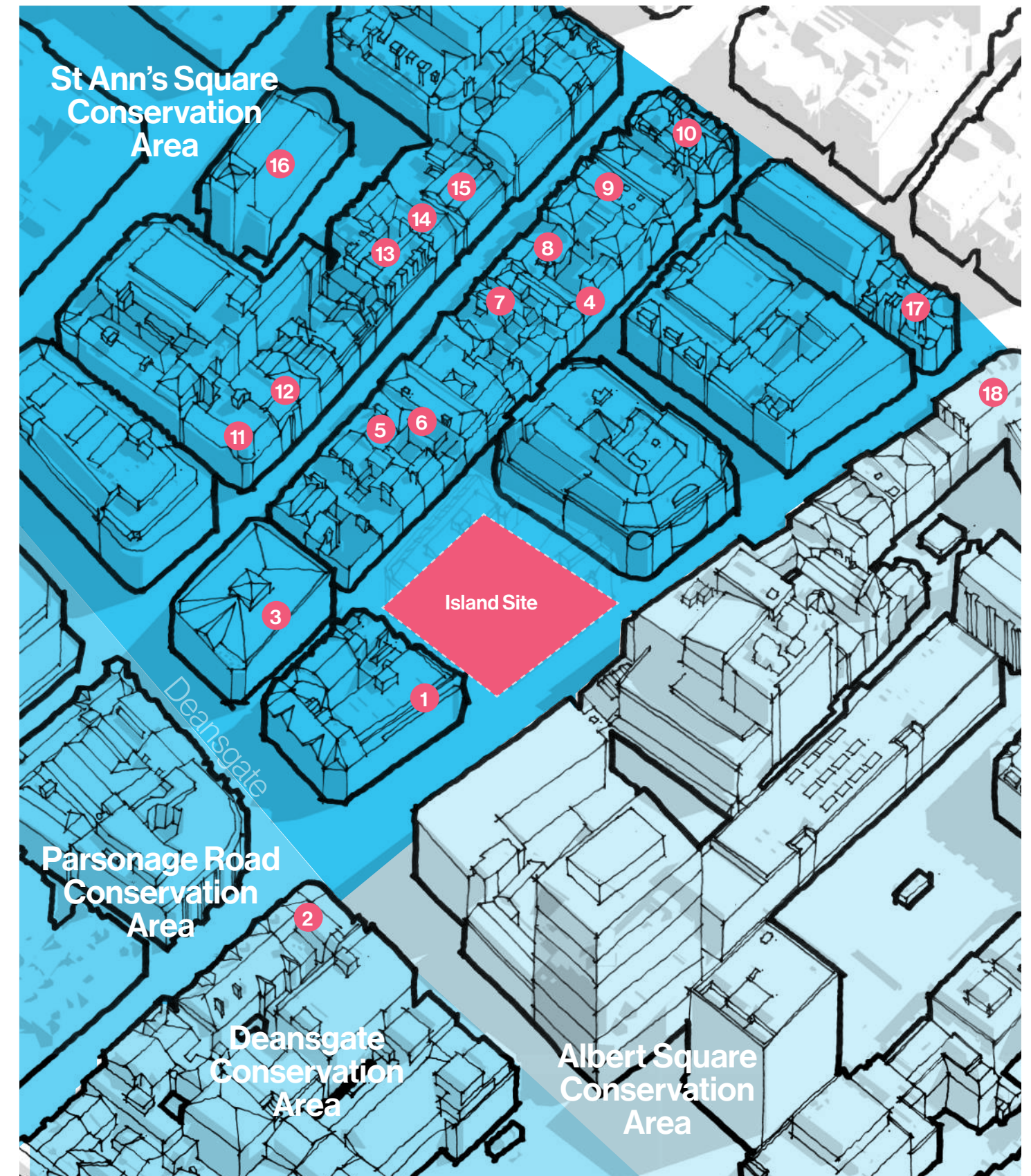
The site is located within the St Ann's Square Conservation Area but also adjoins the Albert Square Conservation Area to the South along John Dalton Street.

None of the buildings within the site boundary are listed. However, there are a number of listed buildings in the immediate locality (some of which are identified on the adjacent plan):

- 1 5-15, John Dalton Street, 105-113, Deansgate (Grade II);
- 3 95-103, Deansgate, 4-14, King Street, 1-5, South King Street (Grade II);
- 5 No. 28 King Street (Grade II);
- 6 Warehouse Shop (Grade II); and
- 7 No. 48 King Street (Grade II)

Please refer to the Heritage Statement prepared by Stephen Levant for further details

* Denotes listed building



Historical mapping

The historic map regression illustrates key changes and developments made to the Site and to the surrounding area as part of a thorough significance assessment of the extant buildings on the Site.

Please refer to the Heritage Statement prepared by Stephen Levrant for further details



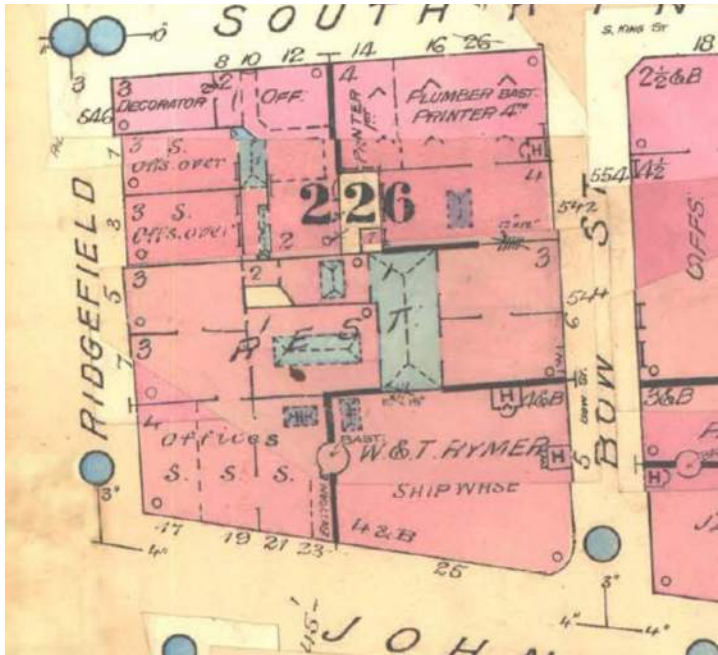
1722 Tinker's Map of Manchester.
The street pattern shown in this map roughly represents the grid on which central Manchester sits today. St Ann's Church and the square are well established by this point.



1794 Green's Map.
Relative to the previous map, the city centre and surrounding area is shown to be more developed. The area around John Dalton Street (not yet existent) is formed of a high-density area comprising mostly dwellings.



1851 Ordnance Survey Map.
A clear outline of John Dalton Street is now shown. The distinctive plan form of the Site has begun to emerge. Several industrial and commercial buildings are shown to occupy the Site. Note: none of the 19th century buildings shown on the map above survive at the present day Site.



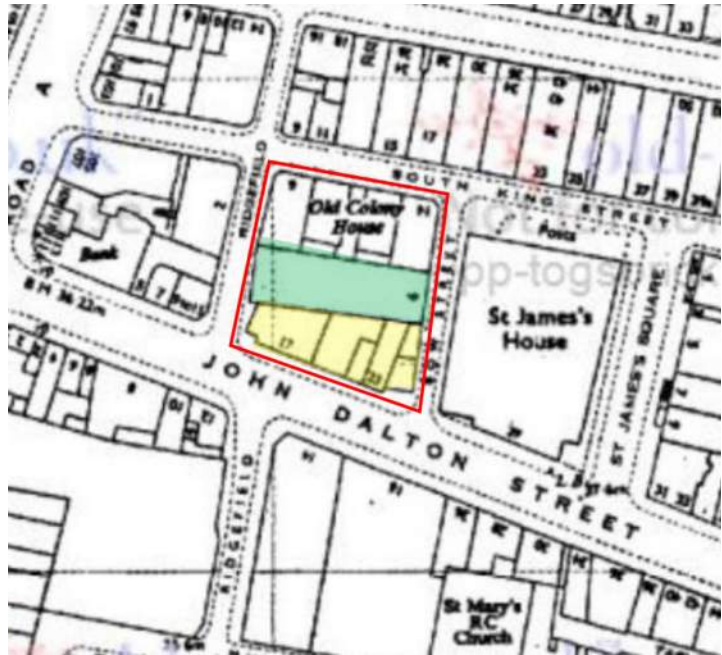
1886 Goad's Fire Insurance Plan
The brick-built buildings largely comprised shops to the ground floor with offices over and were three to four storeys in height. Rooflights were built into the inner blocks to mitigate the loss of natural light from lack of courtyards.



1915 Ordnance Survey Map.
Illustrates the plan form of the Site prior to the construction of Colony House (north of the Site). Surrounding the Site, we can see the tramline infrastructure that service the principal roads around the developing city centre.



1940 - 1941 Manchester bomb damage.
The Manchester Bomb Damage map (above) records the location of aerial bombs on the City of Manchester during WWII. Red circles are indicative of fire bombs and buildings shaded red were demolished.



1971 Ordnance Survey Map.
Map shows the construction of Grange House c.1960 (shaded yellow). Ridgefield House was constructed to the centre of the Site c.1970s (area shaded green). St. James' House to the east of the site was also constructed.

2.5 Opportunities

This page highlights key site opportunities identified through our site analysis, that have informed the design development of the proposals.

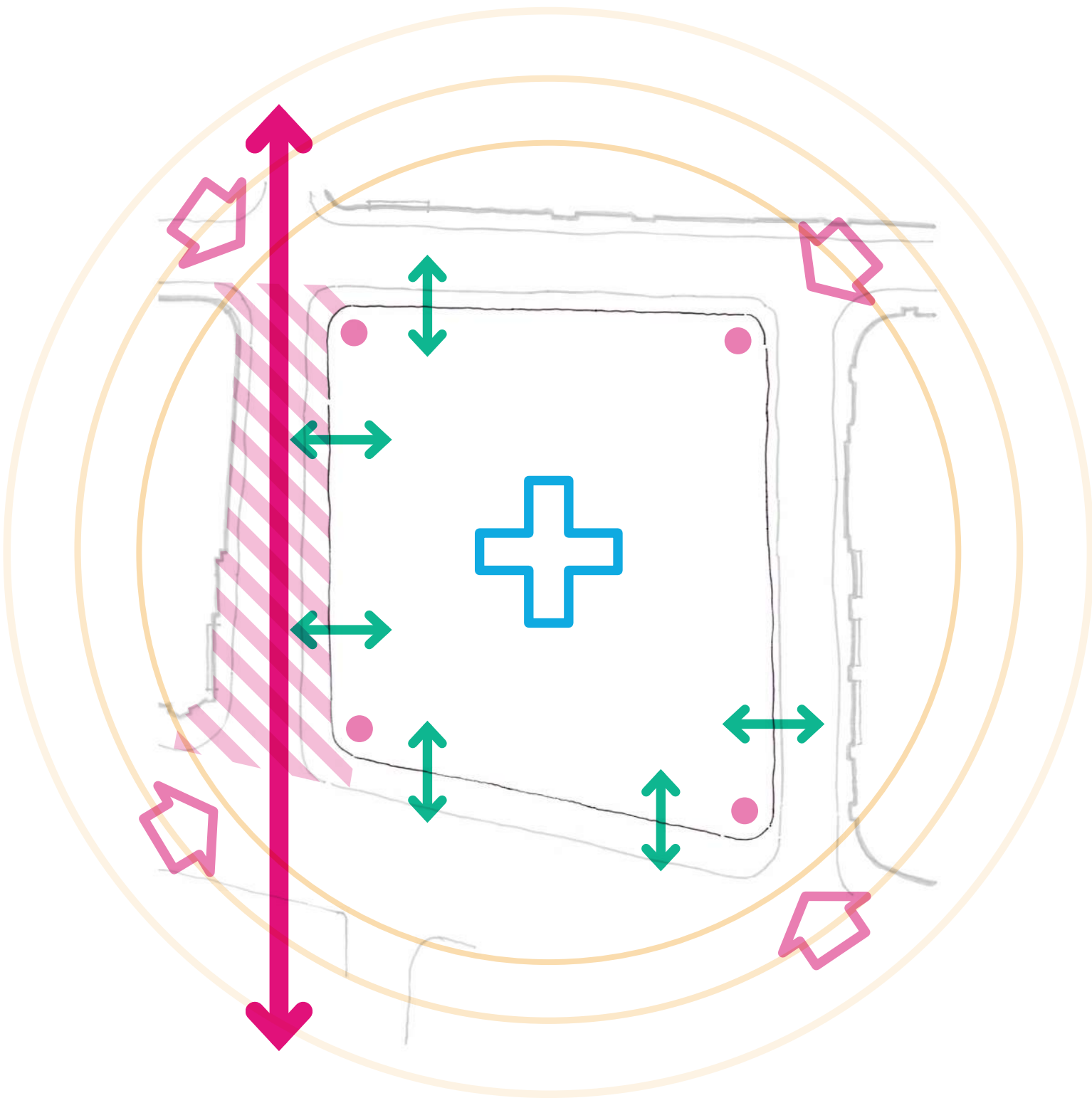
Marker
Situating on a highly important site there is potential to create a new, contemporary landmark in the City of high architectural quality in both detailing and materiality.

Prominence
The plot is approached on all sides from key pedestrian routes along John Dalton Street, Ridgefield and South King Street. There is no 'front' and 'back' so the design needs to respond to this in terms of the facade design and internal layout. The corners of the site will act as key markers / anchors to the building

Permeability
Whilst the plot will extend to the full perimeter of the site our proposal should be permeable, both visually and physically. Ground floor should be as open and fluid as possible with large glazed openings animating the surrounding streetscape.

Connection
The northern section of Ridgefield is pedestrianised, linking through to St Ann's Square. The area to the south around Lincoln Square has also undergone significant regeneration in recent years. By pedestrianising the southern section of Ridgefield our plot has the potential to forge a greater level of connectivity between these two areas, as well as creating external amenity space for the building and its neighbours.

Wider regeneration
As described above, whilst a separate, distinct plot, this scheme should be considered part of the next phase of the wider regeneration of the area - the scheme will make a positive contribution to the City as a piece of urban design. This is discussed in further detail in the Supporting Planning Statement prepared by Avison Young.



2.6

Planning context

The Development Plan for Manchester comprises the Manchester Core Strategy (adopted July 2012) and saved policies from the Unitary Development Plan (UDP) (adopted 2004). The Supporting Planning Statement prepared by Avison Young provides a full assessment of the proposals against all relevant policies and this Section of the DAS summarises the elements and policies that are most relevant to the design of the scheme.

The Core Strategy sets out the City Council's vision for Manchester to 2026, along with the planning policies that provide the framework for delivering that vision. It provides a spatial strategy for growth, identifying that Manchester will be the driver of the City Region economy due to the location of key assets in Manchester City Centre and the Regional Centre. According to the adopted policies map, the site is located within the City Centre and Regional Centre and is contained within St. Ann's Square Conservation Area.

The Core Strategy contains a number of design-based policies to guide development within Manchester which have been taken into consideration in the design of the proposed development and are summarised below.

Policy DM 1 ('Development Management') states all new development should have regard to appropriate siting, layout, scale, form, massing and material, effects on amenity, including privacy, light, noise, vibration, air quality and accessibility, community safety and crime prevention, refuse storage and collection, vehicular access and car parking and flood risk and drainage.

Policy EN 3 ('Heritage') sets out the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre. New development should be designed to support the Council in preserving the historic environment.

Policy CC 1 ('Primary Economic Development Focus: City Centre and Fringe') states that the City Centre is a strategic economic location and focus of employment growth in the City and City Region. The City Centre is expected to accommodate 33ha and the City Centre Fringe 25ha of office or similar employment development. Within the City Centre and the fringe a variety of high quality accommodation types, sizes and foot-plates will be encouraged to boost investment by local, national and international businesses. The City Centre and fringe will be considered a suitable location for the consideration of high density buildings and commercially led mixed use schemes. The policy also states that developments which lead to the more intensive use of employment land (in terms of floorspace provided) will be supported.

Policy CC 6 ('City Centre High Density Development') states that City Centre development will generally be high-density. Overall, the policy emphasises that high-density development will continue to be supported throughout the City Centre.

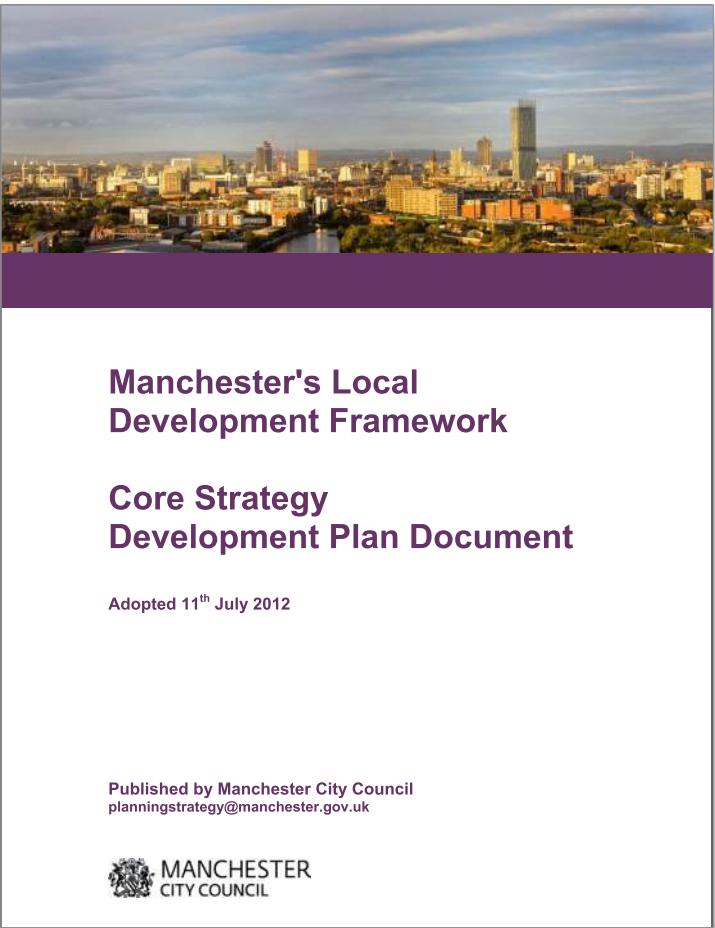
Policy CC 8 ('Change and Renewal') states that developments which make significant contributions to the City Centre's role in terms of employment will be supported, subject to the proposal's impact on key aspects of the City's heritage and character.

Policy CC 9 ('Design and Heritage') emphasises that the design of new buildings will need to be of the highest standard in terms of appearance and function. The standards and guidance explained in other LDF policies should be the basis for the approach to design, with particular attention to be given to the City Centre context and character. Development in Manchester City Centre should preserve or enhance the heritage assets that have been identified, including listed buildings, conservation areas and scheduled ancient monuments. The Council will support high density and mixed use development in the City Centre, but developers must recognise the specific design challenges that must be overcome to ensure complementarity of function and form. New development must support the range of uses the Council expects in the City Centre and contribute to a coherent and integrated physical environment.

Saved UDP Policy DC18.1 ('Conservation Areas') states that the Council will give particularly careful consideration to development proposals within Conservation Areas. The policy states that the Council will seek to preserve and enhance the character of its designated conservation areas by carefully considering the specific issues, such as the relationship of new structures to neighbouring buildings and spaces.

There are a number of additional policies that have been considered throughout the design process including Core Strategy Policies T1 and T2 (Transport), EN4-8 (Low Carbon and Climate Change), EN14 (Flood Risk), EN16 (Air Quality), EN17 (Water Quality), EN18 (Contaminated Land and Ground Stability) and EN19 (Waste); and saved policies DC7.1 (Accessibility), DC19.1 (Heritage), DC20.1 (Archaeology), DC26.1 and DC26.2 (Noise).

A detailed assessment of the proposed development against the relevant policies of the Core Strategy and UDP is contained within the Supporting Planning Statement submitted in support of this planning application which should be read in conjunction with this DAS.



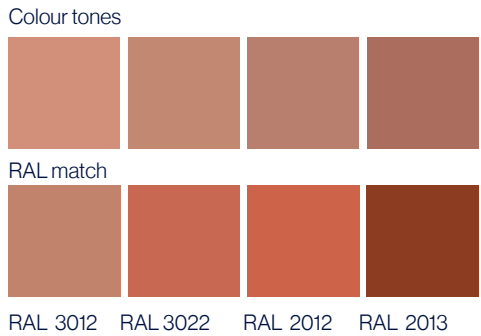
3.0 Design Principles

3.1

Context + Character

Our building is informed by the surrounding context - using the rich, characterful heritage of the the area to provide inspiration for key aspects of the design. Some of the key features we observed are listed below:

- Prevalent material and tones in the area are rich, vibrant and distinctive Manchester red/orange brick.
- The Manchester red/orange brick is widely used on a number of buildings of historic note around the site.
- Flemish bond is the most common brick bond which provides a subtle but more interesting tonal variation across the façade.
- Crafted brick details feature on a number of the surrounding heritage buildings - particularly sawtooth.
- Curved corners improve movement at ground level and create a feature of the building.
- There is a strong, distinct 'base' to the buildings along John Dalton Street

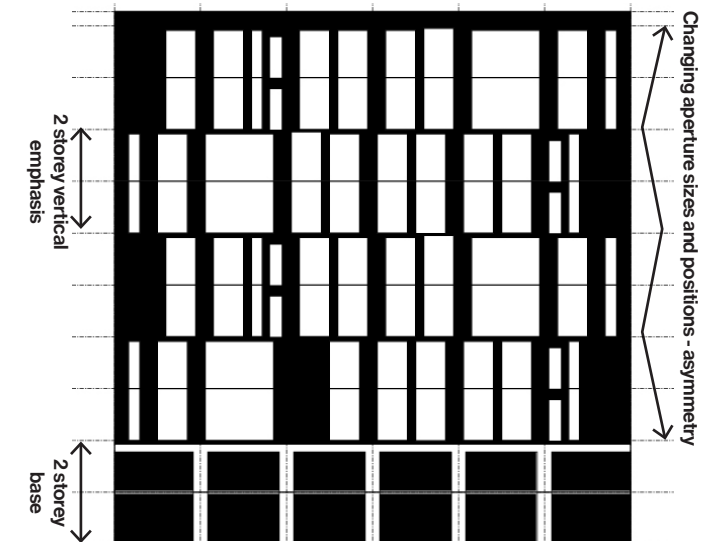
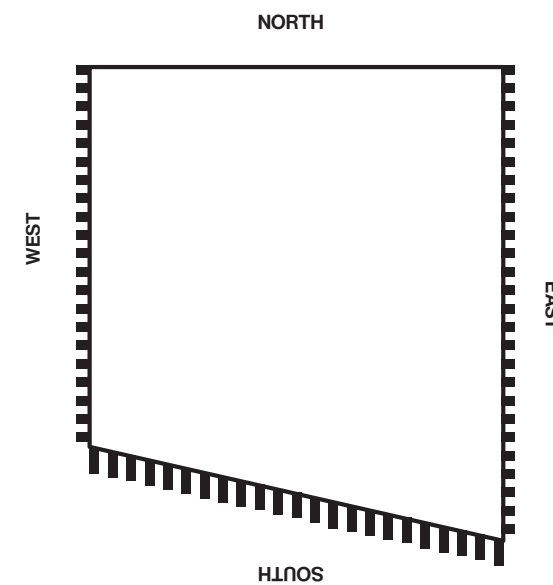


John Dalton Street

Following this analysis we established our own key design drivers which are:

- To take an environmentally responsive approach to the façades.
- Develop a more solid envelope with less glazing - target < 40% glass.
- Incorporate passive solar measures from the outset including deeper reveals to the south, reduced depth to the east and west, and a flush façade to the north. Thereby shading the south where the sun is at its strongest and encouraging more light into the building along the northern elevation which receives less daylight.
- Ensure our building is seen as a 'good neighbour'. Establish street datums to ensure the scale of development is appropriate in the context of the surrounding buildings.

- Create larger openings at the lower levels to encourage more light into the areas of the building that will be shaded by the surrounding buildings.
- Emphasise the verticality through the proportions of the facade.
- Incorporate more varied aperture sizes and positions. This variation is something which is apparent in a number of historic buildings within the conservation area.
- Add moments of craft and detail through the interesting use of materials - high quality design appropriate to its context.
- Asymmetry breaks up the ordered rhythm and mass, introducing different scales which add layers of interest and intrigue - it is in understanding the asymmetry that helps creates a more memorable facade.
- Adopt an 'honest' approach with vertical piers reflecting the position of the structure behind.



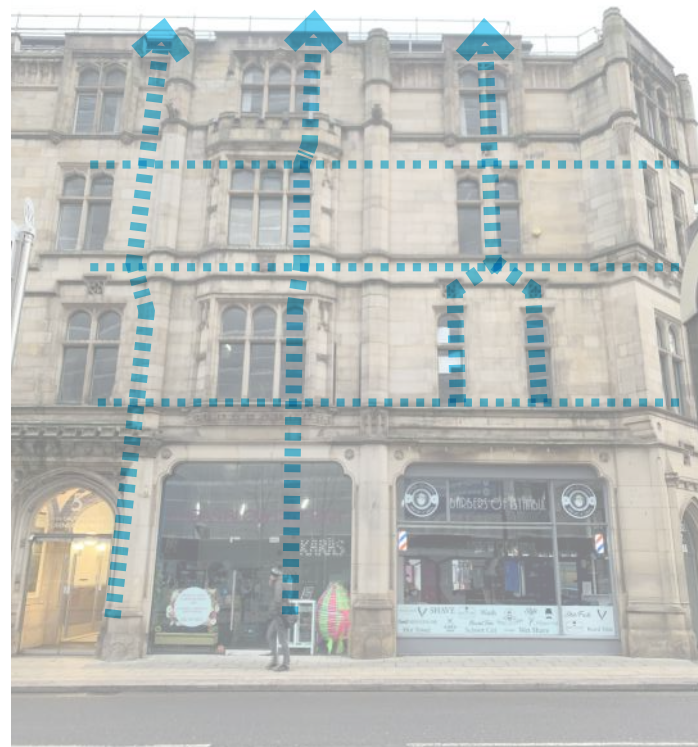
Curved / Chamfered corners

Improved circulation at ground



Changing building faces

Differing approaches to different facades



Verticality / varied openings

Expression of verticality and variety in apertures

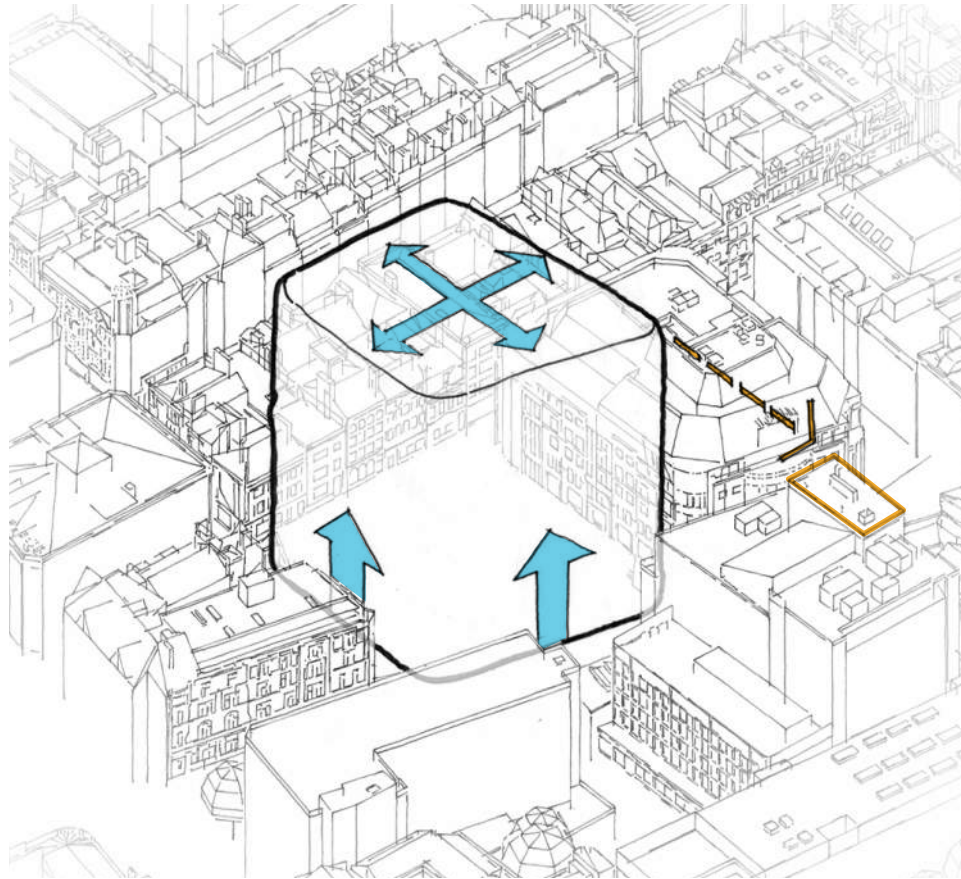


Material detailing

Craft, quality and interest

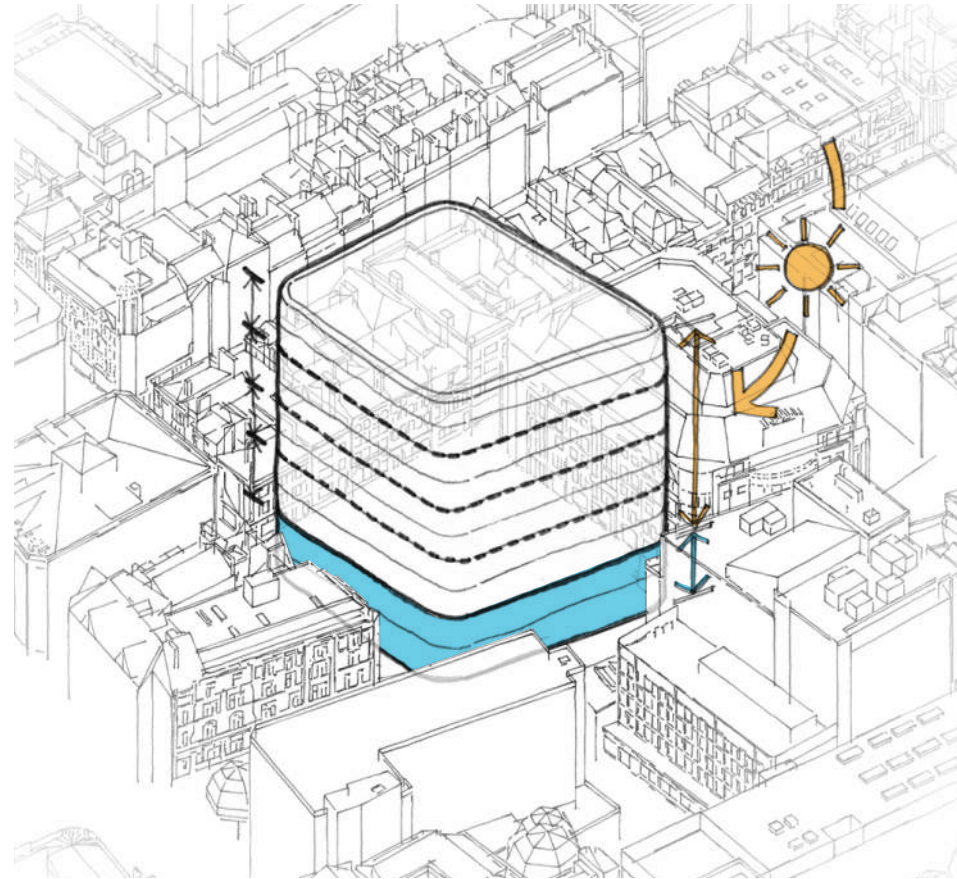


3.2 Massing concept



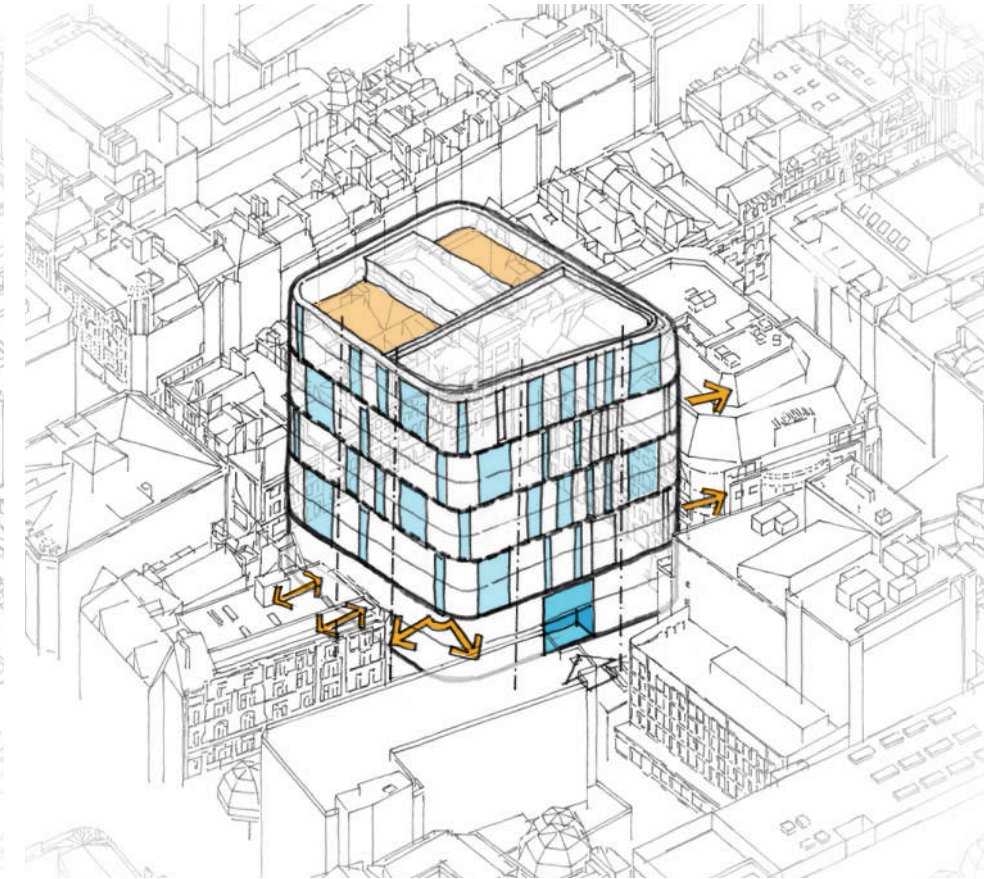
Scale

- Maximise full footprint of the site
- Height of building to align with top of Trinity, on the opposite side of John Dalton Street



Strategy

- Defined two storey base to correspond with adjacent buildings and sit within the streetscape of John Dalton Street
- Upper levels broken into two storey bands to provide vertical emphasis to the facade, mirroring some of the neighbouring historic buildings
- Facades to be responsive to orientation - deeper facade to the south and shallower facade to the north



Articulation

- Main entrance central to the building off John Dalton Street. Opportunities to create permeable edge along Ridgefield with potential pedestrianisation of the Street
- Variation in aperture sizes and positions create asymmetrical facade - similar to a number of heritage buildings in the area. Corner slot windows provide fantastic views across the City and further emphasise the variation in the glazing
- Plant hidden behind facade at level 9

3.3 Materials

The following materials have primarily been selected through our analysis of the context - products, finishes and tones which will sit harmoniously within its setting.

We have selected a limited palette of high quality materials which we feel are appropriate to this area of the City. Within these finishes there will be subtle variations in tone and texture to add further visual interest to the facades.

The chosen materials are sustainable, robust, durable and will age gracefully. Whilst they complement their historic surroundings, the way in which they are used and designed will provide a striking and contemporary addition to Manchester.



Brick
Natural Orange by Furness Brick

50mm slips cut from full bricks and inset within precast concrete panels. Bricks to be pointed with dark mortar (exact colour TBC)



Steel base
Blackened/patinated steel

Robust steel panels (with black/brown tones) formed to create panels, profiles, brise soleil and plinths at ground and first floor



Metalwork (generally)
Anodic PPC coating

Dark bronze finish - anodised effect PPC finish - to match tonally to the blackened/patinated steel. Finish to be applied to perforated panels, window and curtain wall framing, cills and fins to windows on upper levels



Example of tonal range, particularly in the headers, and similar brick detailing



Illustrates subtle changes in colour and tone adding visual interest. Colour to complement but be distinct from brickwork above



Image shows bronze anodised effect PPC - offers greater variation and depth of colour than standard, flat PPC

3.4 Consultation

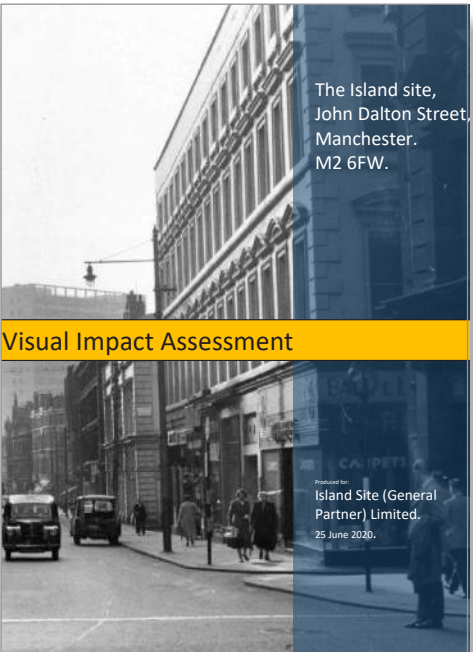
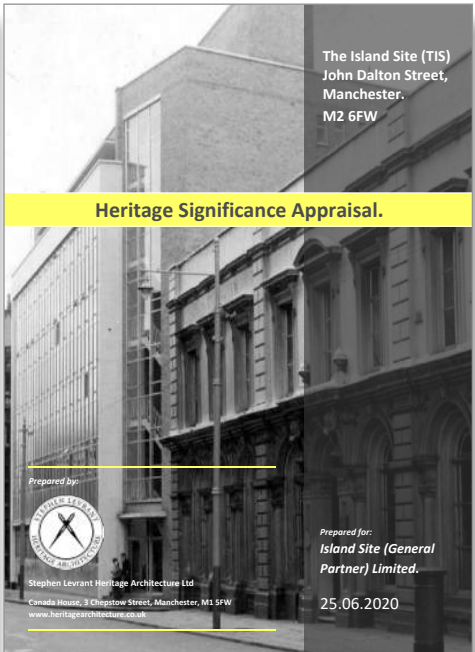
A number of options have been developed throughout the design process, which tested various options on the height and mass of the building to better understand the context and to gauge feedback from both Historic England and MCC.

Whilst a key city centre development site and another important step in the wider regeneration of the area around Brazennose Street and Lincoln Square, it does sit within a conservation area and is also in proximity to a number of listed buildings. The height and overall mass of the building therefore needed to be sensitive to the context and thoroughly tested to ensure the development was suitable for the area and sits as 'a good neighbour'.

Key views were established through consultation with Stephen Levrant, Historic England and MCC so the visual impact of the scheme could be fully understood through verified views.

Through a process of consultation with both Historic England and MCC a 10 storey building plus basement was agreed in principal. The agreed height of the development is set by Trinity - a building on the opposite side of John Dalton Street. This creates a building of prominence but one that is also sympathetic with its neighbours and sits well within the existing streetscape.

Historic England



July 2020

A design workbook was issued to Historic England along with a Heritage Significance Appraisal and Visual Impact Assessment, prepared by Stephen Levrant, as part of a formal submission.

The workbook covered site analysis, planning policy, design development, sustainability and construction methodology to provide a full and well rounded document for review and comment.

Manchester City Council Pre-Application Meetings



November 2020

Areas of review covered in this meeting:

- Scale and relationship of building to John Dalton Street and St Ann's Conservation Area
- Understanding of the context of John Dalton Street and St Ann's Square
- Impact of scale and how the proposal positively responds to the John Dalton Street scene and beyond
- Illustrate the relationship of the proposal on St Ann's Conservation Area and specifically St Ann's Church



Early March 2021

Areas of review covered in this meeting:

- Wider vision as part of regeneration of Lincoln Square, Albert Square and John Dalton Street
- Massing
- Facade approach and how this sits within its context
- Approach to public realm
- Sustainability



Late March 2021

Areas of review covered in this meeting:

- Facade update
- Materiality
- Detailed bay studies to explain key design features
- Suggested construction methodology
- Verified views
- Pedestrianisation of Ridgefield
- Consultation - next steps

3.5 Technical baseline

Heritage

A Heritage Statement has been prepared by Stephen Levrant Heritage Architecture Ltd, which assesses the residual heritage interest of the existing site and evaluates the direct and indirect heritage impact of the proposals. In accordance with paragraph 189 of the NPPF (2019), the Heritage Statement describes the significance of the any heritage assets affected, including any contribution made by their setting.

The existing site comprises three buildings; Old Colony House, 5 Ridgfield and Grange House. None of the buildings are listed. However, the site is located within the St. Ann's Square Conservation Area and is adjacent to the Albert's Square Conservation Area.

The Heritage Statement confirms that the demolition of the existing buildings (Old Colony House, Grange House and Ridgfield House) is justifiable in heritage terms and would result in a minor adverse impact, a conclusion which is supported by Historic England in its pre-application advice (received July 2020).

A visual impact assessment has been prepared in accordance with the revised Historic England guidance. The viewpoints were agreed with MCC planning officers prior to the preparation of the assessment. Viewpoints were taken from Bridge Street, Ridgfield, Cross Street/ Princess Street, St Ann's Square, west end of Bridge Street, Deansgate/King Street and Cross Street/King Street. The proposals have been demonstrated to result in two instances of minor beneficial visual impact, one of minor to negligible beneficial, eight of negligible beneficial and nine instances of neutral impact.

Overall, the proposals will enhance the settings of the collection of listed buildings in the immediate area to a negligible extent. In particular the development will activate and enhance the current underutilised Ridgfield, Bow Street and South King Street and the pedestrian environment around John Dalton Street.

Climate Change etc

An Environmental Standards Statement has been prepared by Watt Energy, which details how the development will incorporate sustainable design and resource efficiency in line with the Energy Hierarchy. An Energy and Sustainability Statement has been prepared by Cundall, which

demonstrates how the proposed development meets the relevant energy and climate change requirements.

The proposed development has been designed with a fabric first approach; with U-values, design air permeability and building services efficiencies all significantly exceeding Building Regulations Part L 2013 standards. This approach demonstrates a holistic low energy design concept, involving very low limiting values and thus led to high-energy performance targets and being defined as a low carbon development. Furthermore, a low and zero carbon feasibility assessment was carried out, with all viable technologies investigated for their suitability to the site and development.

The energy strategy has been developed in accordance with the industry recognised Energy Hierarchy, Be Lean, Be Clean and Be Green, utilising the SAP 10 emission factors to present the results.

- Be Lean - Energy demand will be reduced by achieving a well-insulated envelope that is an improvement on Building Regulation values, which is both airtight and thermal bridge free. High performance glazing provides a positive energy balance whilst mechanical ventilation with heat recovery maintain good air quality with minimal heat loss. Energy efficient building systems such as LED lighting and low-power fans and pumps will further drive down regulated energy use. Robust quality control, commissioning and handover procedures on site will further drive down energy use.
- Be Clean - Combined heat & power was considered however this has been discounted due to poor base load and desire to avoid on-site combustion of fossil fuels. Connection to the district heating scheme was also considered however the distance from the existing network means connection would be infeasible.
- Be Green - The remaining energy demand will be met through low and zero carbon energy sources. The development's heating, cooling and part of the hot water needs will be provided through efficient air-source heat pumps.

Through the above measures, the proposed development is performing significantly better than the minimum requirements of Part L of the Building Regulations, and achieves an improvement of 43.27% over the Building Regulations Part L 2010 Target Emission Rate, which surpasses those outlined in MCC's Core Strategy.

Wind Assessment

A Desktop Wind Microclimate Assessment has been undertaken by GIA, combining analysis of wind data from a local weather station with qualified assessment of any likely effects that the development may have on local wind conditions.

As part of the assessment, various potential risk factors for raised wind speeds were considered, but, in each case, there are sufficient mitigating factors that no significant adverse wind effects are expected. Conditions are expected to be suitable for all building entrances. Additionally, conditions are expected to be suitable for the rooftop terrace amenity space, as there is a significant perimeter screen included within the terrace design.

It is recommended that any seating design on the terrace includes localised elements to provide further obstruction to the wind due to the more stringent wind requirements to be suitable for sitting. Overall, conditions are expected to be suitable for all intended uses.

Noise and Air Quality

A Noise Impact Assessment has been prepared by Cundall to evaluate the findings of the acoustic survey in relation to the proposed development.

To establish the prevailing noise climate across the existing site, two noise surveys were undertaken from 17th to 20th and 29th to 30th January 2020. The measurement positions were selected to overlook the primary sources of noise incident on the proposed development site: John Dalton Street and South King Street. Position MP1 was located at 3rd floor level approximately 9 m above ground and Position MP2 was located at 4th floor level approximately 12 m above ground. Sound level meters were placed inside the building with microphones attached to poles protruding from slightly open windows at a distance of approximately 1m from the façade.

Based on predicted façade noise impacts at the proposed development, an initial glazing strategy feasibility study has been undertaken based on achieving internal ambient noise levels compliant with the proposed internal ambient noise level criteria for office and flexible ground floor spaces.

In terms of the glazing systems requirements for offices, the current proposal for the ventilation strategy of the building is to utilise mechanical ventilation via centralised air handling

plant during the coldest and warmest parts of the year, with natural ventilation the preferable solution during mid-season. For mechanically ventilated buildings, the weakest elements of the external elevation are typically the glazing. The specification of glazing is therefore considered to be the primary factor in determining the internal ambient noise level within noise-sensitive areas due to noise ingress from outside.

The Noise Impact Assessment provides limiting noise levels for external noise impacts at existing nearby noise-sensitive receptors. The nearest noise-sensitive receptors are understood to be:

- Residential apartments located at 8 King Street which is located approximately 10 m to the north west of the site boundary.
- Proposed new 261 suite hotel at John Dalton House on corner of John Dalton Street / Deansgate (approved decision notice ref: 119979/FO/2018)

The Noise Impact Assessment summarises the existing background noise levels measured at the site along with limiting noise levels for all new items of services plant, when measured at 1 m from the nearest noise sensitive receptors. The limit is applicable to the cumulative noise level from all new items of plant when running under normal operation. Where applicable, acoustic feature corrections should be applied to the specific plant noise level to account for any distinguishable acoustic characteristics (e.g. tonality, impulsivity, intermittency).

In the event that flexible Use Class E units at basement and/or ground floor level feature a PA system, it will be necessary to see that amplified music break-out impacts will be suitably controlled. To meet the requirements of MCC Planning Policy for entertainment noise, sound levels attributable to amplified music should be limited to 10 dB below the background noise level (LA90) at nearby sensitive receptors.

In the event that any external music aside from background music during daytime hours is proposed on the rooftop amenity space, compliance measurements should be undertaken at the nearest noise-sensitive receptors to demonstrate that appropriate noise limits settings have been applied to satisfy the MCC noise policy requirements.

The assessment concludes that noise impacts to the proposed development and surrounding areas can be mitigated against to meet the relevant standards

and guidelines.

An Air Quality Assessment Report has been prepared by Cundall. The proposed redevelopment lies within Greater Manchester's Air Quality Management Area ('AQMA'), which was declared due to exceedances of the annual mean nitrogen dioxide (NO2) objective. Existing conditions within the study area indicate that there is potential for nitrogen dioxide (NO2) concentrations in the wider area to exceed the European Limit Value and National Air Quality Objective threshold levels. The methodology for the assessment has been agreed with the Environmental Health team at MCC. In setting the scope of assessment, consideration has been made of the potential for impacts to occur during both the construction and operation phases of the development, and the exposure of future occupants of the site to air pollution.

A construction dust impact assessment was undertaken in accordance with Institute of Air Quality Management ('IAQM') guidance. With appropriate mitigation measures implemented for all dust generating activities, it is anticipated that the dust generation and harmful emissions from construction site activities will not be significant.

Operation phase impacts are expected to be is likely to be negligible. No car parking is included within the development proposals, so operational traffic is anticipated to limited to delivery vehicles and taxis. Cycle parking and welfare facilities are included within the proposed development to encourage sustainable travel. The area is well used by pedestrians and is located a short walk from Metrolink stops.

Energy requirements for the development will be provided by electricity, via the new substation to be installed within the building. There will be diesel standby generator for emergency use for the office floors, located at roof level (36m). Space has been allocated for a similar standby for the tenant, at ground floor level, with flue at high level ground floor on the centre of the eastern façade. Each generator is anticipated to each operate a total of 26 hours per year (associated with 30-minute weekly testing. The nitrogen dioxide (NO2) process contributions for the generators are well below the long-term and short-term criteria, indicating that the NO2 emissions are unlikely to give rise to significant impacts. Dispersion modelling has therefore not been carried out.

It is anticipated that the impact of the operation phase on future office users is likely to be negligible, and therefore no mitigation measures are required. Opening louvers are to be provided to all floors to allow natural ventilation to the office

space. There is potential for slight exceedances of annual mean NO2 concentrations at building facades at ground floor level, and in particular on the southern façade, John Dalton Street, A34. The detailed ventilation strategy for the flexible ground floor and basement commercial space would need to be agreed by the tenant.

Highways

A Transport Statement and Framework Travel Plan have been prepared by Mode Transport.

The site is located to take full advantage of the sustainable transport modes, with easy access by walking, cycling, bus, light rail and rail. Secure cycle parking and facilities will be provided within the basement of the proposed development. The proposed 70 cycle parking spaces exceeds MCC's minimum standards of 1 space per 200sqm. To facilitate the safe movement of cycles to and from the basement, a bike rail will be provided on the stairs. Showers, changing rooms, lockers and drying rooms will also be provided within the proposed development. Although no car parking is proposed on-site, there is ample car parking available in the surrounding public car parks. The Framework Travel Plan also aims to minimise the number of single occupancy private car trips generated by the development by encouraging a shift to more sustainable modes of transport.

To assess the traffic impact of the development proposals, a trip comparison exercise has been undertaken between the existing buildings and the proposed development. The trip generation exercise is based on trip rates derived from the TRICS database to establish the existing and anticipated traffic movements generated by the existing buildings and development proposals. The proposed development will generate 36 two-way trips during the AM peak hour and 37 two-way trips during PM peak hour. Therefore, the proposed development is expected to generate a relatively low number of vehicular movements during both the AM and PM peak hours, equivalent to approximately 1 trip every 2 minutes when averaged over the peak hour.

Personal Injury Collision ('PIC') data has been obtained from Crashmap (crashmap.co.uk) for the most recently available 5-year period, between 2015 and 2019. The study area includes the following: John Dalton Street, S King Street, Ridgefield, Bow Street, St James's square and Deansgate. Based on the frequency of collisions recorded, there is no evidence to suggest that the highway layout, design or condition are significant factors in PIC records on the local

highway network. There is also no evidence to suggest that the proposed development would increase risks of PICs in the surrounding area or have a detrimental impact on highway safety.

Secure by Design

A Crime Impact Statement has been prepared by Greater Manchester Police Design for Security.

The following features of the proposed development are stated to make a positive contribution to the prevention of and fear of crime:

- The main reception desk at the lobby to the offices on first floor and above will be located in close proximity to the main entrance, allowing reception staff to vet those entering the building and accommodate visitors.
- The ground floor plans indicate that access into the main circulation core will be restricted with turnstiles/speed gates, preventing members gaining further access into the building.
- The main entrance is positioned on John Dalton Street which experiences high levels of footfall during the day and in the evening – allowing for passive surveillance opportunities of the building.
- The ground floor units will provide an active frontage to the building at ground floor level and does not have large expanses of blank facades at ground floor. The existing building has been defaced in a number of places where there are blank facades and there is a lack of activity both on the existing building and surrounding buildings.
- There will be a large cycle parking area with changing and shower facilities. This will allow staff to securely store their bicycles whilst they are at work where they are unlikely to be targeted by thieves. Staff will be able to store personal items whilst showering - reducing the potential for opportunist thefts.

4.0 Design Layout

4.1 Site arrangement

The footprint of the building maximises the use of the plot with rounded corners to aid pedestrian movement and mimic neighbouring buildings.

We propose to pedestrianise the southern section of Ridgefield along the western edge of the building - this will have a real and positive impact on its immediate and wider context by reanimating street frontages, increasing permeability around and into the site, improving the public realm and strengthening pedestrian linkages between St Ann's to the North and Lincoln Square to the South.

The internal layout responds to the surrounding street hierarchy and uses of neighbouring buildings. We have maximised the extent of active frontages at ground floor running anti-clockwise from the south east corner to the north west corner of the building - these are the prominent elevations around the site.

Servicing and plant access is minimised and kept to the north east corner, near to the loading bay on South King Street.



Engagement / Movement



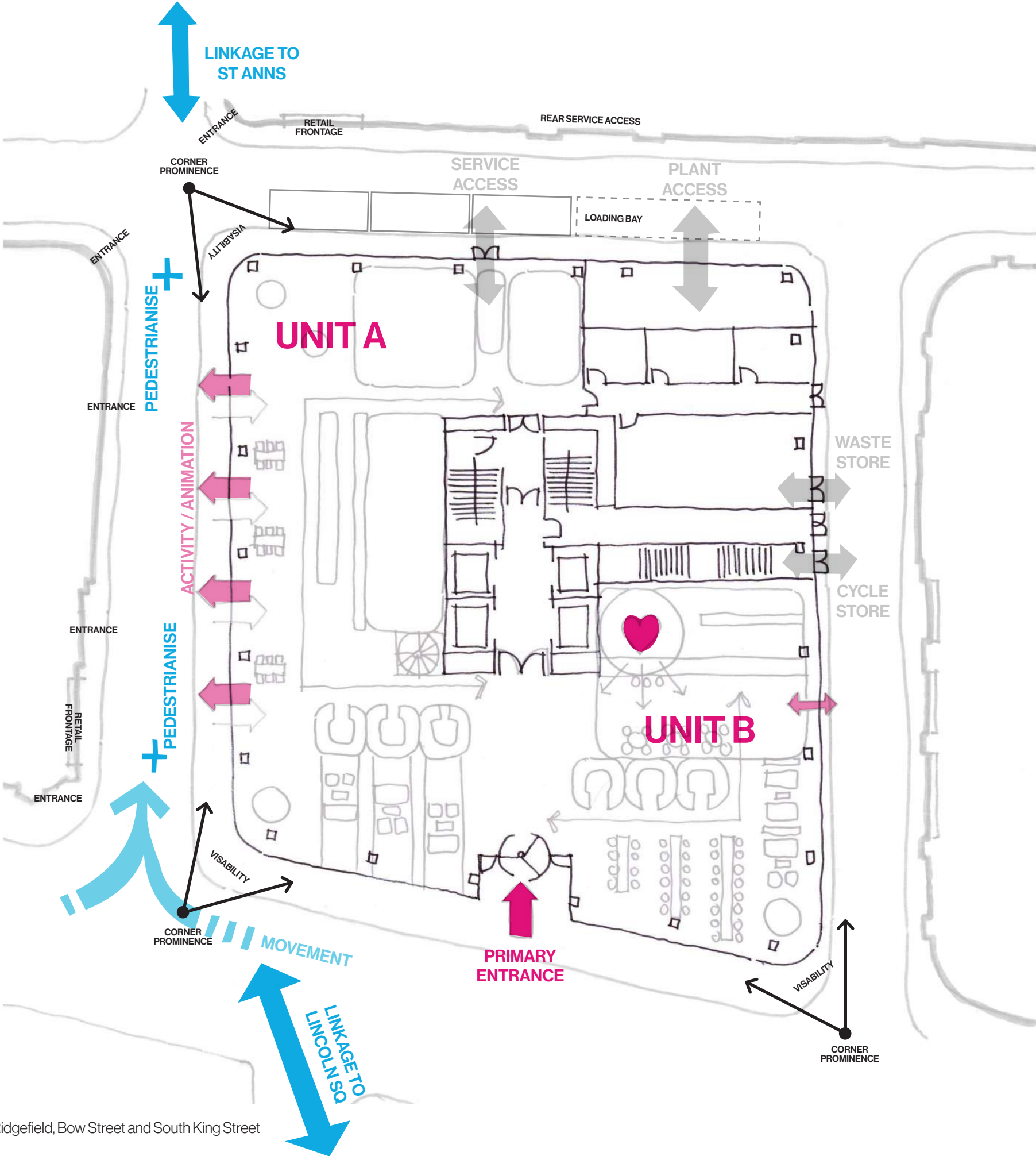
Surface / Finish



Installation / Activate

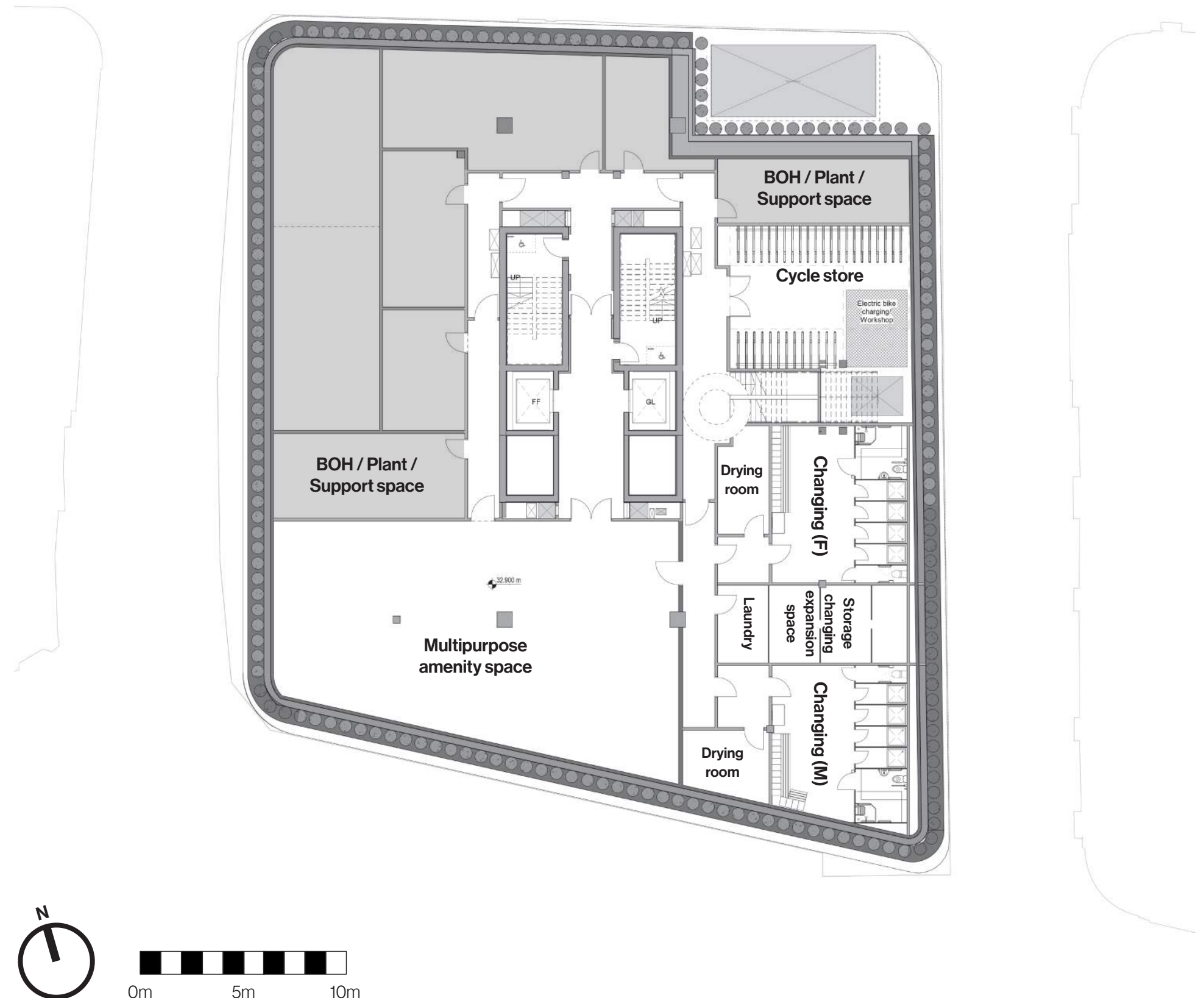


Outdoor/Indoor Connectivity



4.2 Basement

- The primary access to the basement is via the main lift/stair core. There is also a dedicated cycle stair/ramp accessed from Bow Street
- There is the potential to create a feature stair at ground floor within the larger unit to link with potential amenity space but this would form part of a tenants Cat B works if required
- The majority of the plant is located in the basement so that the ground floor space and the amount of glazing is maximised
- There is cycle storage in the basement providing 70 cycle spaces with additional space and provision for electric bikes and maintenance. There are also 2no. handbike spaces at ground floor. Enhanced cycling provision is provided to encourage more sustainable modes of transport and promote health and wellbeing
- Directly adjacent to the cycle store are high quality changing facilities, lockers, and drying rooms. Extra provision has been provided for future expansion of the showers should further be needed. Space will be used for storage in the meantime
- A laundry is provided within the changing areas to wash towels as part of the management service
- An amenity space has been included in the south west corner of the plan (Use Class E) - this will form part of the Cat B fit out but could be used for a number of different functions and could operate as a stand alone unit or potentially link to the flexible units at ground floor



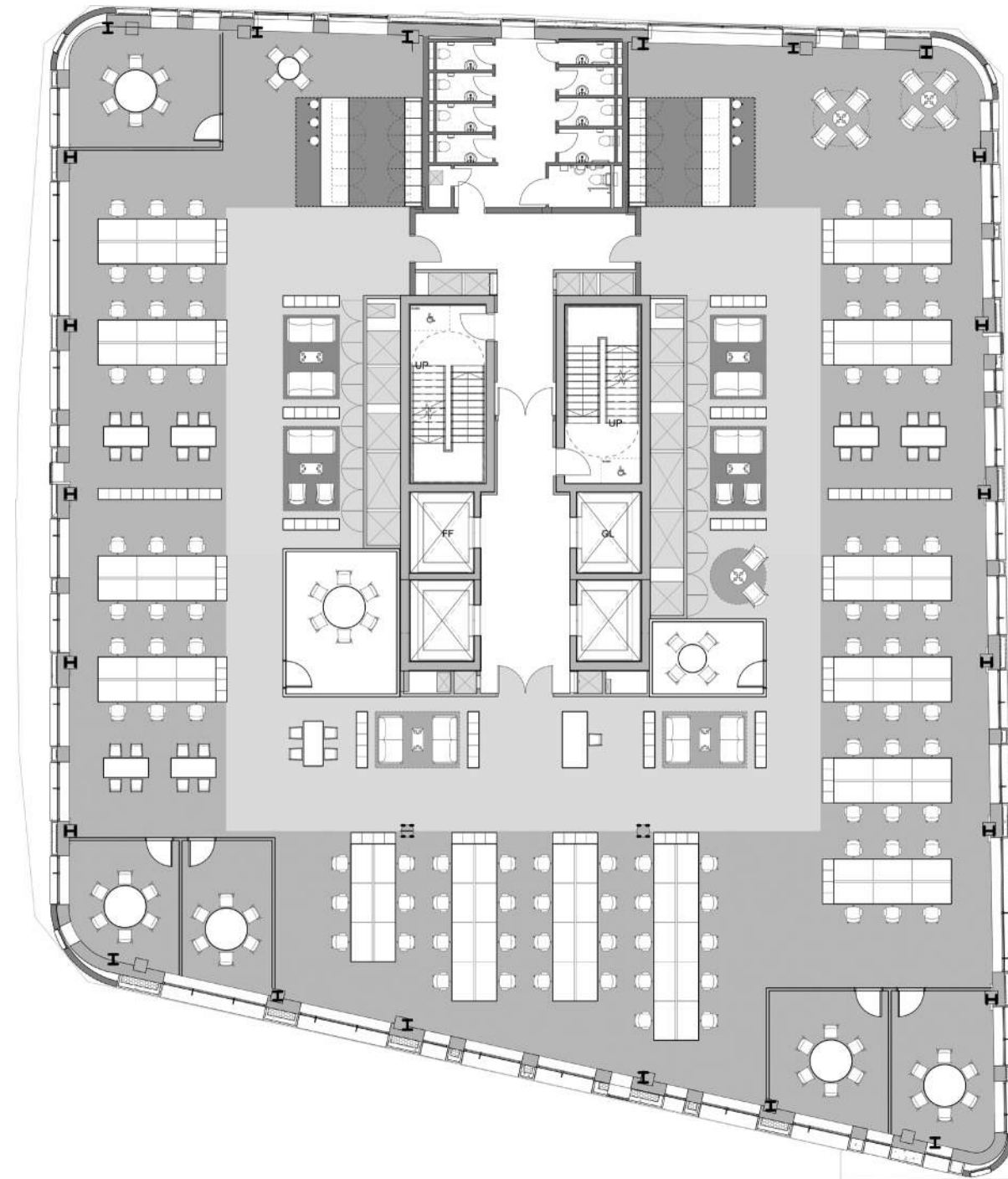
4.3 Ground

- The main entrance to the building is off John Dalton Street
- Ground floor comprises two flexible units (Use Class E) either side of the main office core and reception
- It is intended for the ground floor space and uses to be fluid and open - whilst both units could have their own dedicated entrances off Ridgefield and Bow Street and could operate independently, the aspiration is that these will be open to one another and help not only reanimate the surrounding streets but also create a vibrant, dynamic reception space
- The larger of the two units sits along Ridgefield, which if pedestrianised will provide the opportunity for this unit to open out into the street with external seating - adding real vibrancy and creating a more inviting route for pedestrians to use
- There is also good opportunity for service access to this unit along South King Street
- The smaller unit is directly adjacent the entrance and reception space but could operate independently with its own access on Bow Street. Careful manipulation of the external levels along the south east corner will provide level access to the unit
- The NW, SE and SW corners of the building have large panes of curved glass - this aids the flow of people around the building but also creates feature windows into the ground floor spaces providing a strong visual connection between inside and out
- Plant, waste and cycle access are all located in the least prominent, north east corner of the plan. This also minimises the amount of 'non-active' frontage at ground floor and is also the most convenient location for service access



4.4 Typical upper

- A typical office floorplate is based on a standard 1.5m space planning grid, to enable flexible internal arrangements - from open plan to a more cellular arrangement
- This 1.5m space planning grid is the basis of all our setting out including the structure and the facades
- A typical office layout is shown opposite, and would generally include the following principles:
 1. The workplace is designed for an occupancy level of 1:8 (environmental control) on all floors with 20% of floors to 1:6 for co-working tenants, 1:6m² for fire strategy and 1:10m² for wc provision (1:12 if considering absenteeism). Passenger lift design utilises BCO occupancy and performance requirements
 2. Maximise natural light to the East, West and South facades
 3. Meeting rooms and other cellular office spaces can be configured in 3m / 4.5m / 6m modules
 4. Cellular spaces are organised centrally around the core, where there is less natural daylight
 5. Brew points / Print stations would be located near to the core
 6. Breakout spaces for informal meeting spaces are located where required
 7. Curved corners offer opportunities for key feature spaces
- Our structural solution provides an almost column free internal office space. The only internal columns required are on GL6 to break the larger span to the south facade and on GL 2 but these are co-ordinated within the WC enclosure
- This solution provides ultimate flexibility, views across the floor and is generally considered to be more desirable to tenants
- The floorplate can also be split into two separate tenancies. This will require an additional lobby off the main core entrance to provide separate entrances to the two units
- The space planning grid would also provide maximum flexibility should the building be required to change use in the future

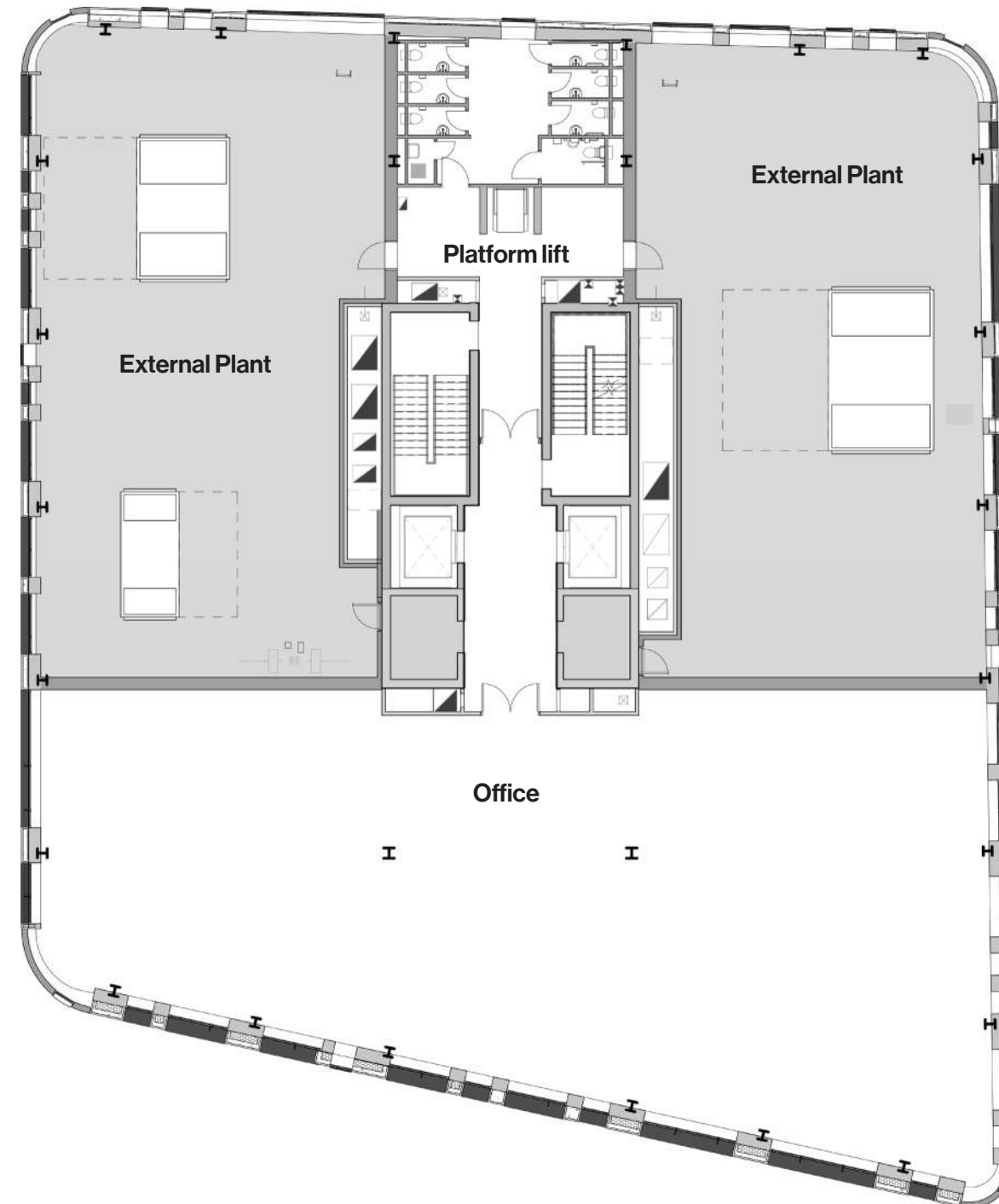


Indicative layout for illustrative purpose only - shows a density of 1:10sqm - approx. 92 desks shown



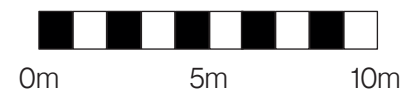
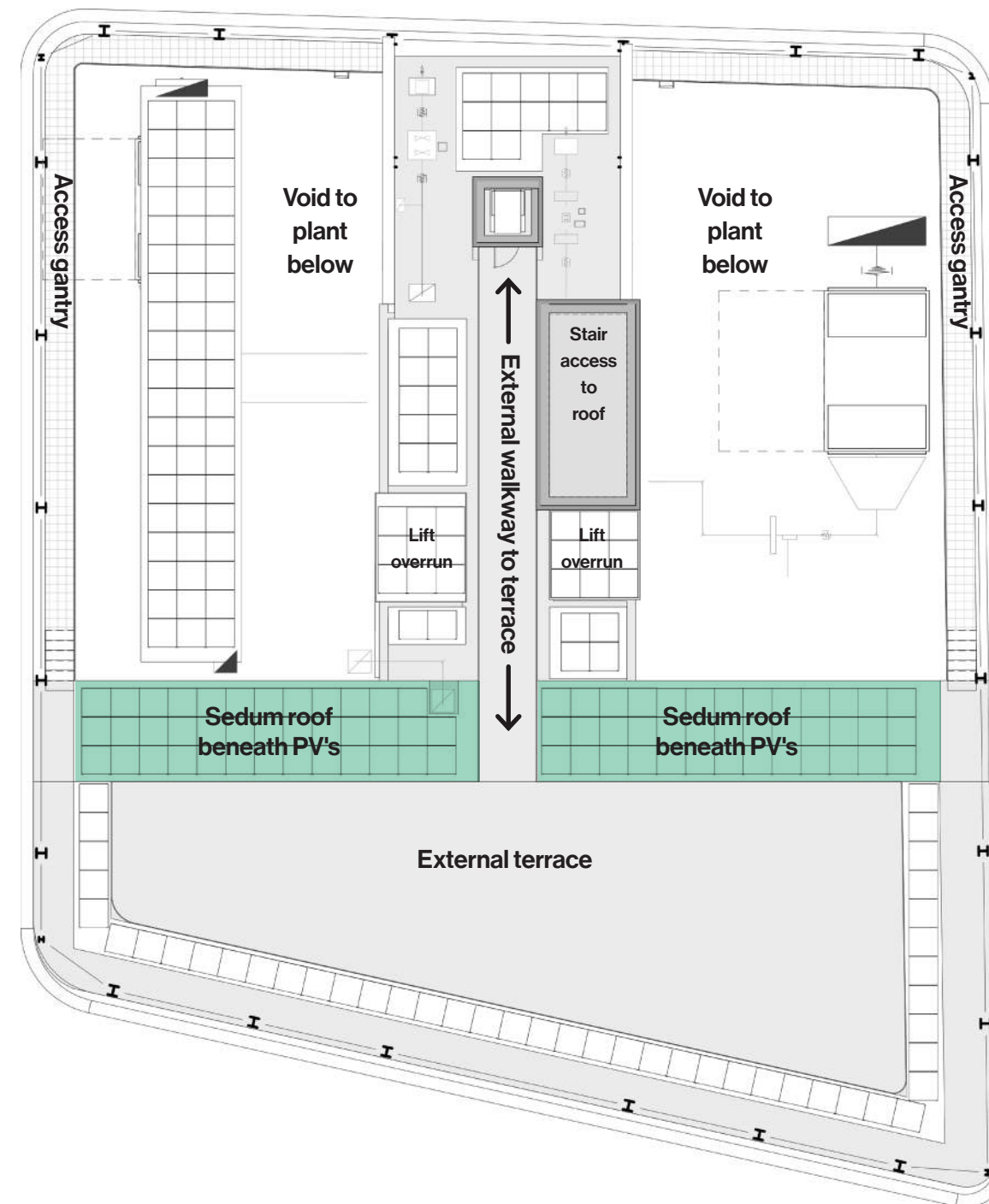
4.5 Level 9

- Level 9 is split into two parts - office accommodation to the south and external plant space to the north
- Both staircores continue up to serve level 9 but only two of the lifts continue to this level - the fire fighting lift and the goods lift - the other two lifts stop at level 8. This is in line with the vertical transportation strategy and maximises space for MEP plant at level 9
- The external plant is set behind the level 9 facade. Every effort has been made in the design of the plant enclosure to keep the majority of the M&E kit below the facade parapet line so it will not be visible from street level
- Plant access will be via two doors to the north of the core. From the plant deck level there will be ladder access upto roof level for access and maintenance purposes



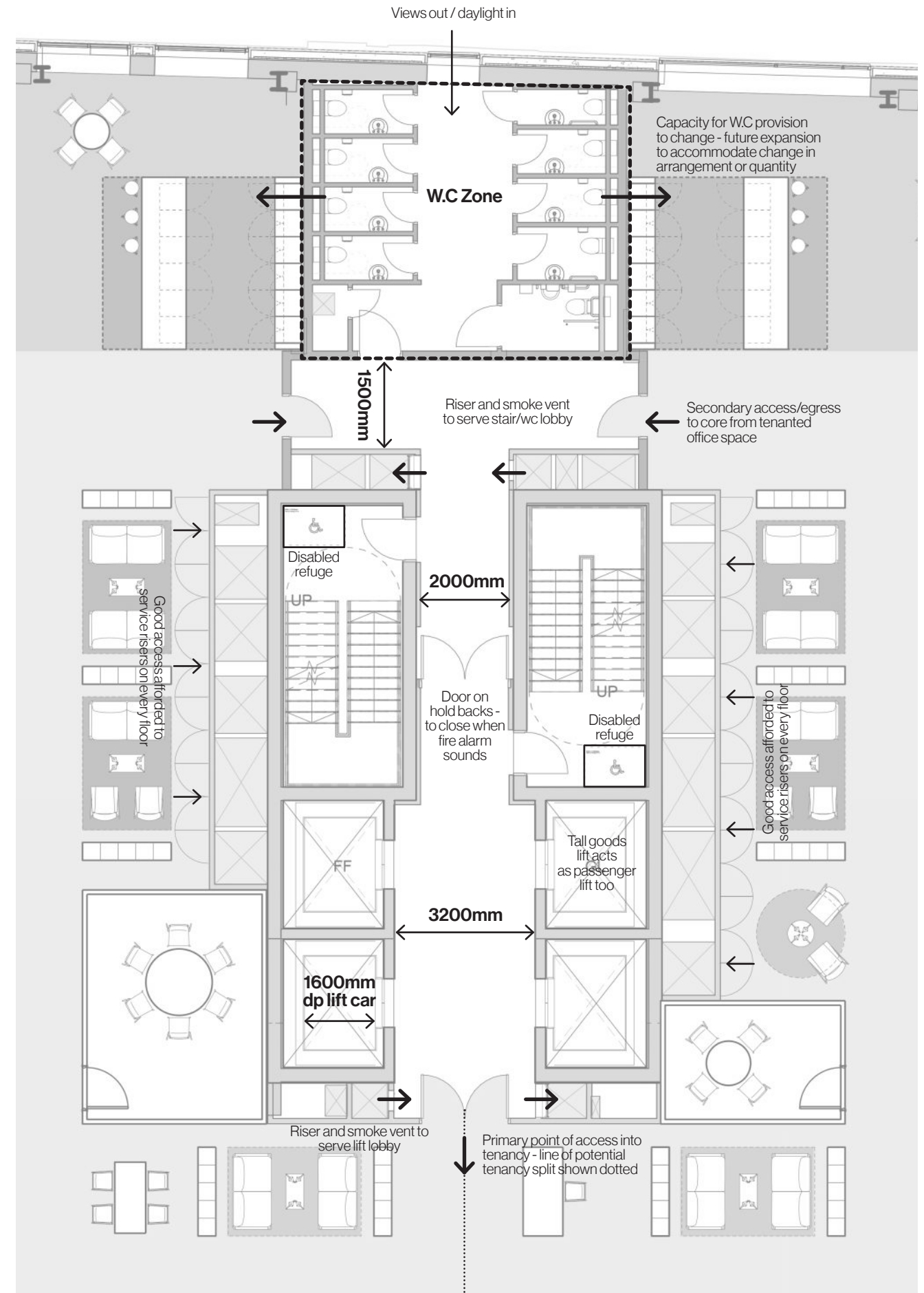
4.6 Level 10

- Our firefighting stair continues up to serve level 10. We have also added a platform lift from the lobby on level 9 to provide DDA access to the roof
- A south facing terrace set within a perimeter balustrade provides external amenity space for the buildings users as part of our overarching health and wellbeing initiative as well as fantastic panoramic views across Manchester and beyond
- From within the plant deck at level 9 there are multiple ladders providing access to the roof for maintenance purposes
- A galvanised open grille gantry runs from the NE to the NW around the perimeter of the roof. This provides a safe, unobstructed route to a series of davits around the perimeter for access to the facades
- To the south we have the roof of the office which incorporates a partial sedum blanket roof with ballast and paving where required
- A continuation of the davit arms run around the SE and SW corners providing full access to the perimeter for maintenance
- Photovoltaics are located around the roof to provide a source of on site renewable energy



4.7 Core arrangement

- The floorplate arrangement and core location maximises the building footprint and provides a highly flexible office space in line with the client brief
- The key factors in selecting this arrangement were:
 1. Effect on ground floor reception and flexible units
 2. Impact on basement design and incorporation of MEP services
 3. Driven by a need to maximise the efficiencies of the floor plate whilst also being able to subdivide the space into separate tenancies
 4. Efficient depth of floor plates for good space planning and structural design
 5. Maximising daylight and orientation



4.8

Accommodation schedule

- The development will consist of flexible units (Use Class E) at ground floor and basement with office accommodation (Use Class E(g)) above. There is also an external roof terrace at level 10.
- The total areas are shown in the table opposite
- The total height will be 10 storeys (with a single storey basement). Plant will be enclosed at level 9 within the envelope.
- At ground floor, there will be two flexible units (Use Class E), the largest fronting onto Ridgefield and the smaller unit with its own dedicated entrance off Bow Street. A central reception space sits between the two as part of an open plan, fluid ground floor layout.
- At basement level, there will be multipurpose amenity space (Use Class E), cycle facilities, building management areas and plant rooms.

	Unit A		Unit B	
	Sq M	Sq Ft	Sq M	Sq Ft
Basement	194	2,088	N/A	N/A
Ground Floor	476	5,124	252	2,713
Total	670	7,212	252	2,713

Office Area	NIA		GIA		GEA	
	Sq M	Sq Ft	Sq M	Sq Ft	Sq M	Sq Ft
Basement	N/A	N/A	1,092	11,754	1,238	13,326
Ground Floor	N/A	N/A	1,200	12,917	1,247	13,423
First Floor	963	10,366	1,200	12,917	1,247	13,423
Second Floor	978	10,527	1,210	13,024	1,280	13,778
Third Floor	978	10,527	1,210	13,024	1,280	13,778
Fourth Floor	978	10,527	1,210	13,024	1,280	13,778
Fifth Floor	978	10,527	1,210	13,024	1,280	13,778
Sixth Floor	978	10,527	1,210	13,024	1,280	13,778
Seventh Floor	978	10,527	1,210	13,024	1,280	13,778
Eighth Floor	978	10,527	1,210	13,024	1,280	13,778
Ninth Floor	449	4,833	659	7,093	721	7,761
Tenth Floor	N/A	N/A	19	205	127	1,367
Total	8,258	88,888	12,640	136,056	13,540	145,743

Notes:

- Areas measured in accordance with the RICS ‘Code of Measuring Practice 6th Ed’
- Conversion of Sqm to Sqft is 10.764
- Plant at level 9 is external and is not included within these figures

5.0 Design Facade

5.1 Facades

These elevations illustrate the variation in window openings and the changing widths of brick piers which create an asymmetry to the facade. The brick piers are all set out to flemish bond brick dimensions and are staggered about the structural grid.

Window mullions are set out on a 1500mm grid to allow for flexibility in the internal arrangement. Perforated/laser cut panels sit adjacent the windows to provide opportunity for natural ventilation to the floors. The position of these panels alternates every 2 storeys to create further variation and asymmetry in the facade.

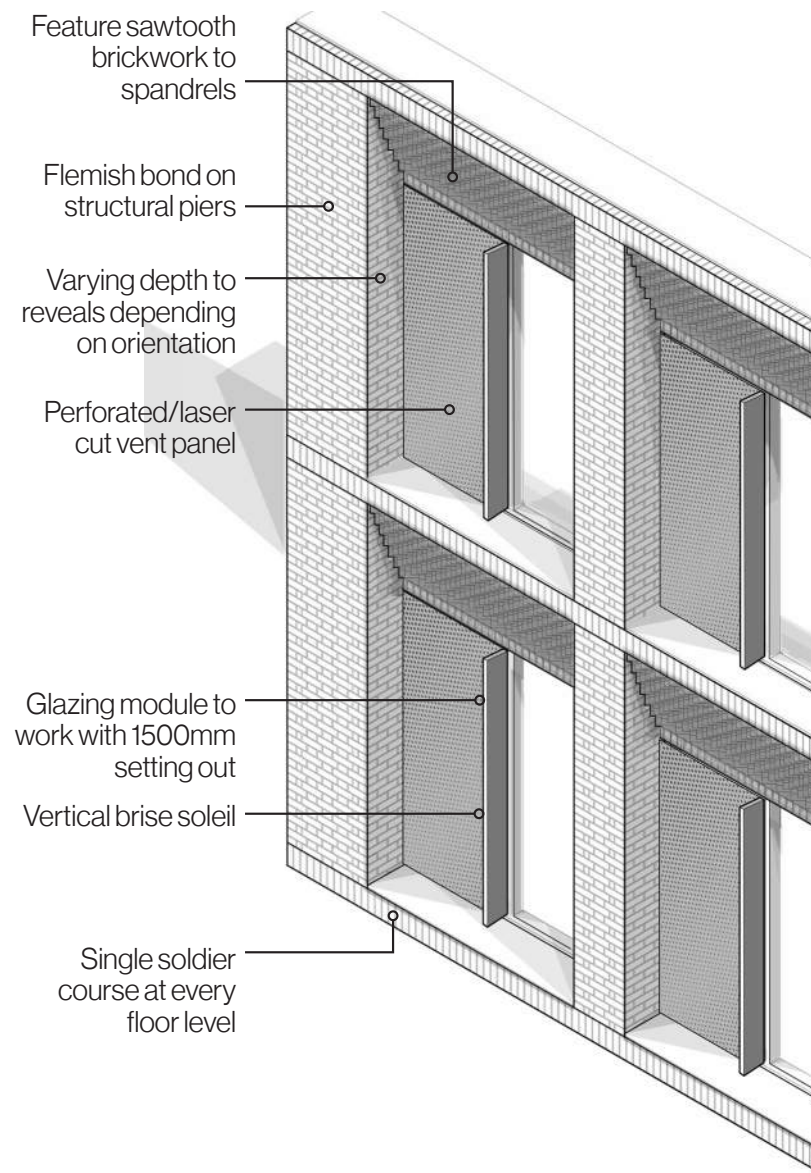
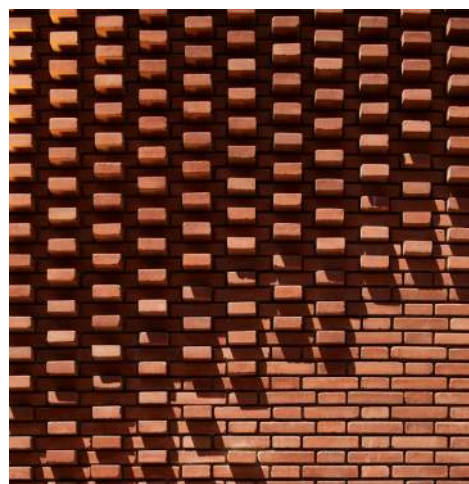
Each floor, on each elevation, will have a large picture window and a flush slot window to break up the repetition and add further interest to the facade.

The following pages describe in more detail the principals of our facade strategy and how we envisage the facade being built.

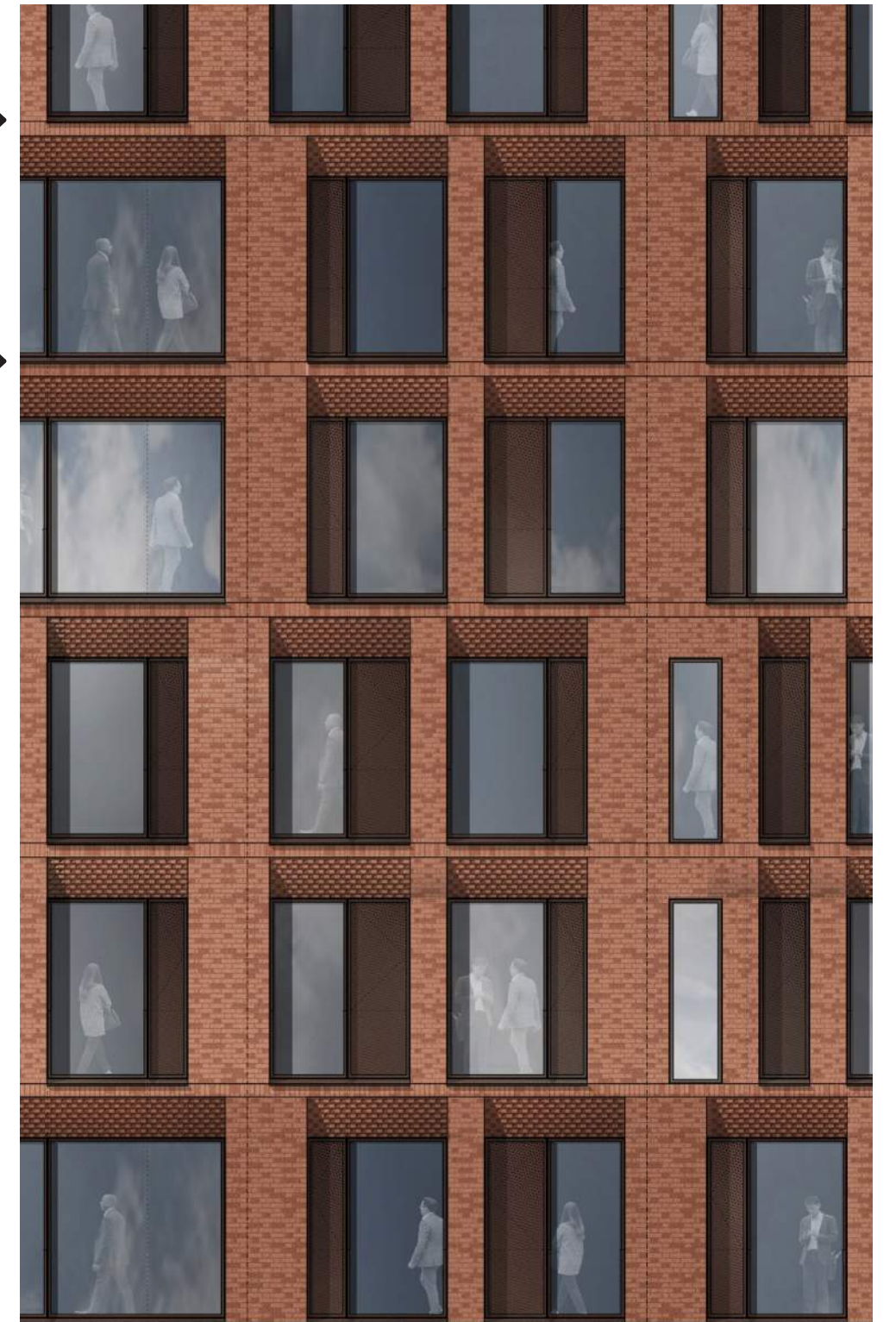
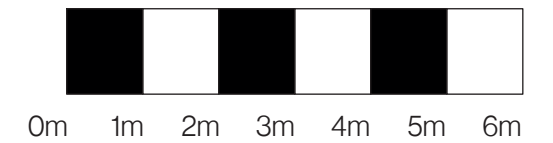


5.2 Upper

- Tonal contrast created through textured Manchester red/orange blend brick with Flemish bond
- Headers used to create curved corners / soldier course at every storey
- Stepped sawtooth brickwork to the head of each two-storey opening which reflect the beautifully crafted brick patterns prevalent to the area
- Varied aperture shapes and sizes moving up the building
- Varied depth to windows - 2 brick deep reveals to the south, 1 brick reveals to the east and west and practically flush to the north - as part of integrated passive environmental measures

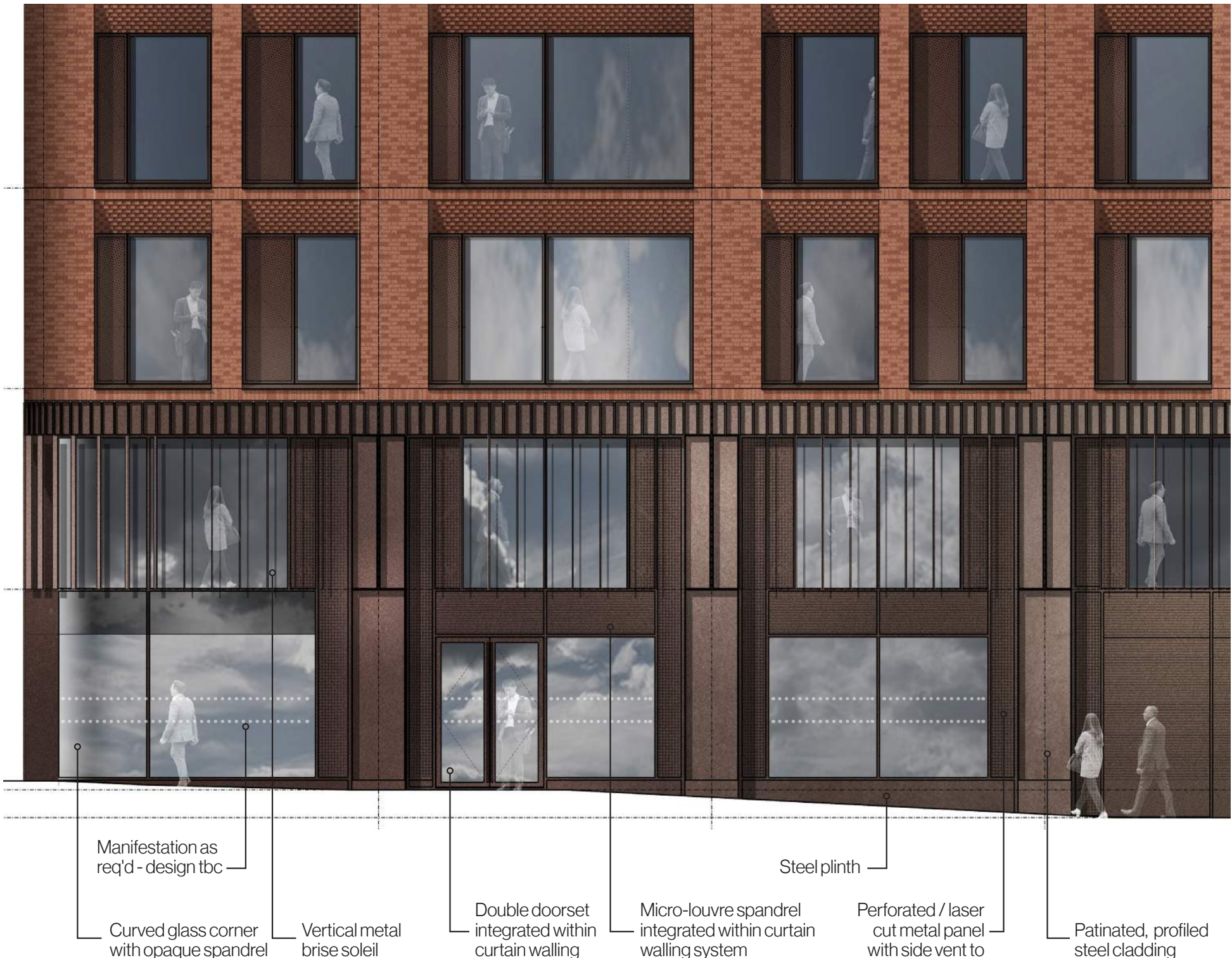
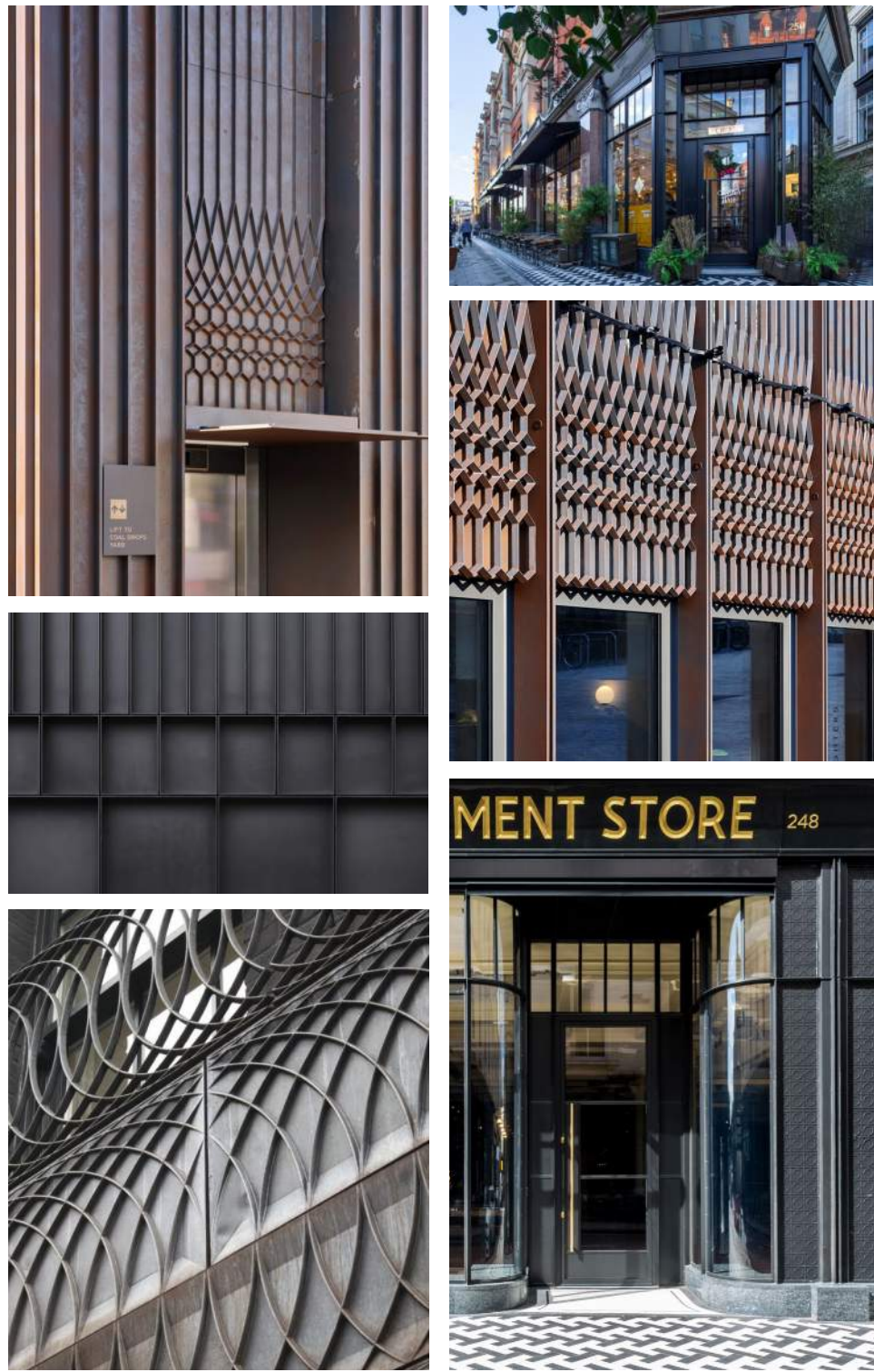
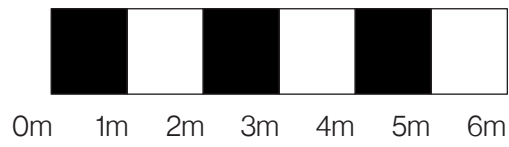


3.61m floor to floor

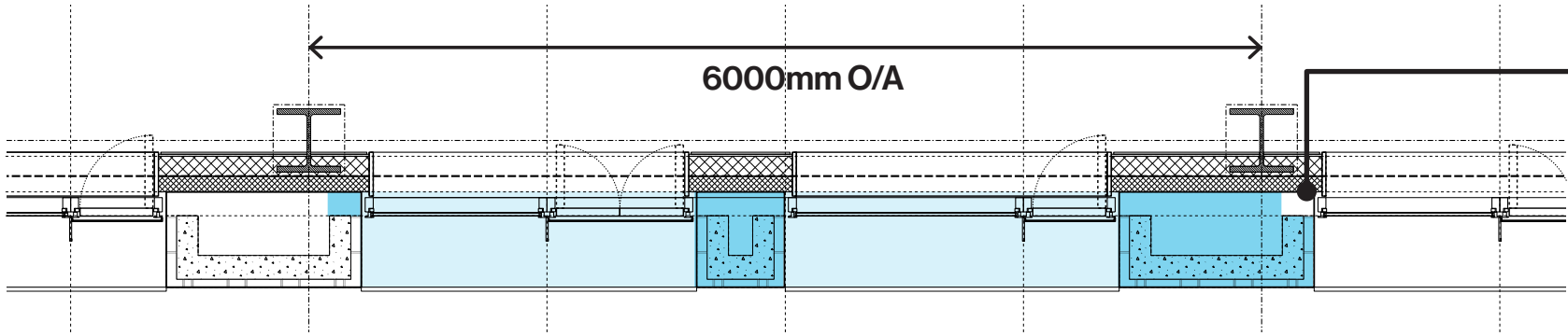
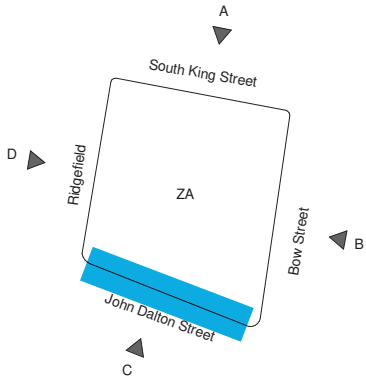
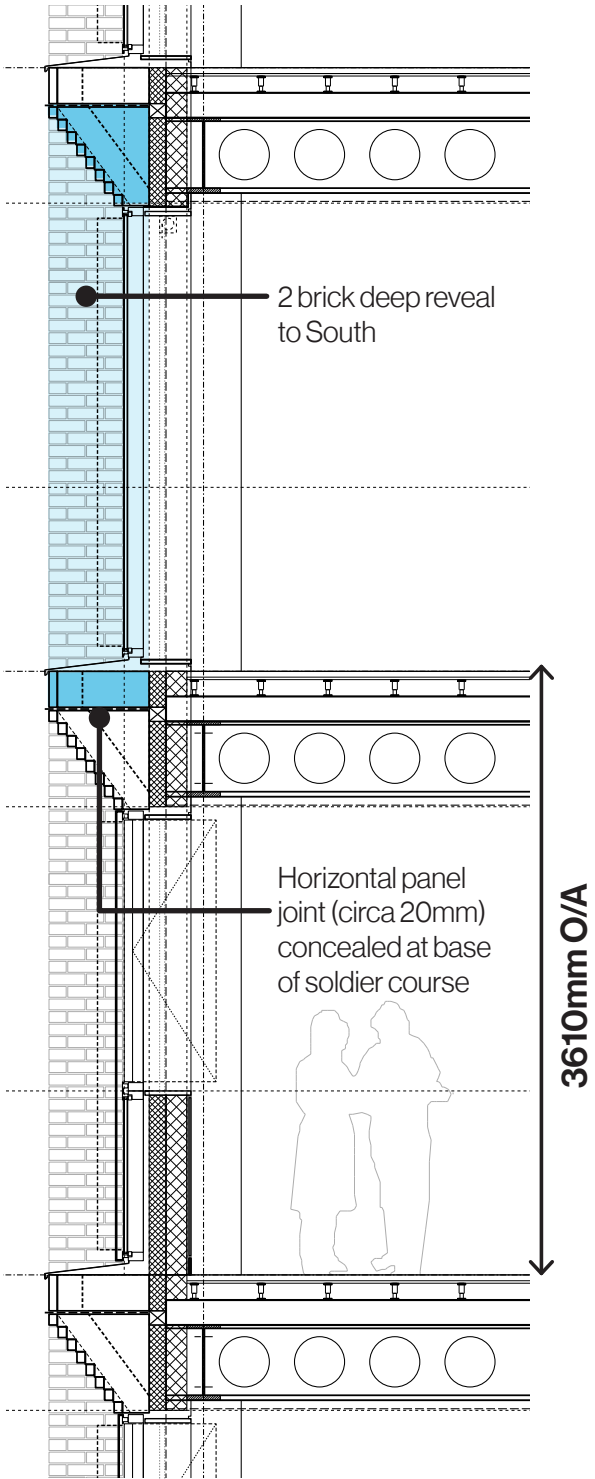
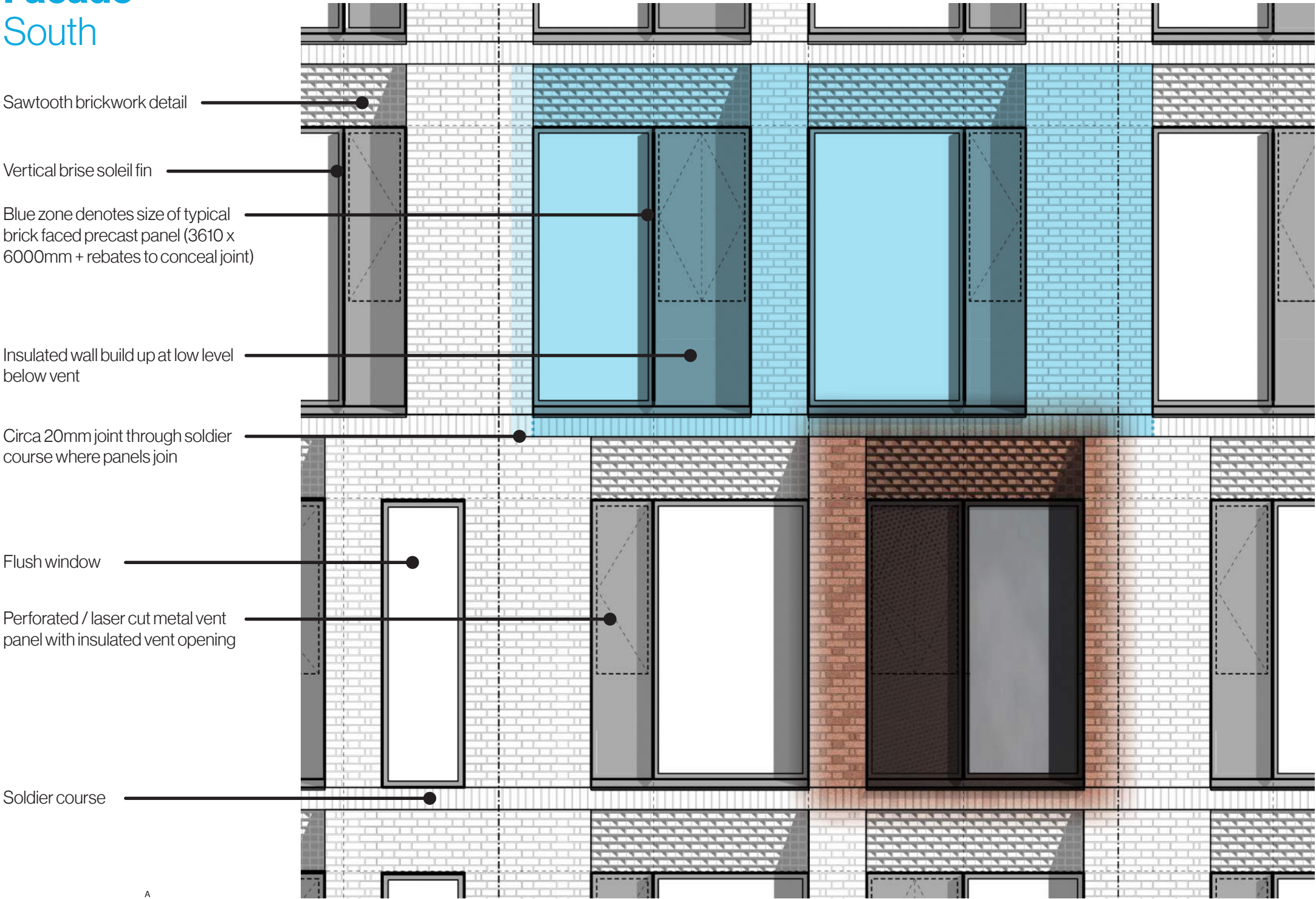


5.3
Base

- Blackened / patinated steel clad columns with welded fin plates
- Decorative metal perforated / laser cut vent panels to sides of glazing
- Crafted, robust materials that will age gracefully
- Large apertures at ground with two-storey expression



5.4
Facade
South



5.5
Facade
East/West

Sawtooth brickwork detail

Vertical brise soleil fin

Blue zone denotes size of typical
brick faced precast panel (3610 x
6000mm + rebates to conceal joint)

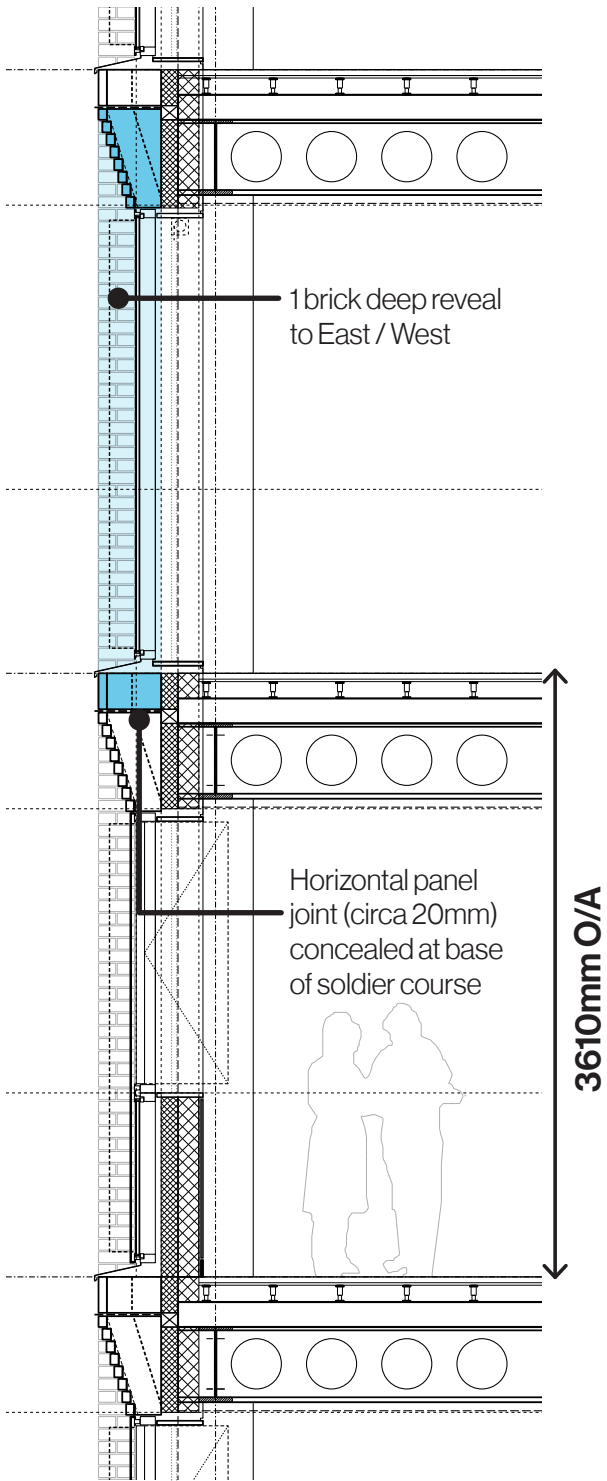
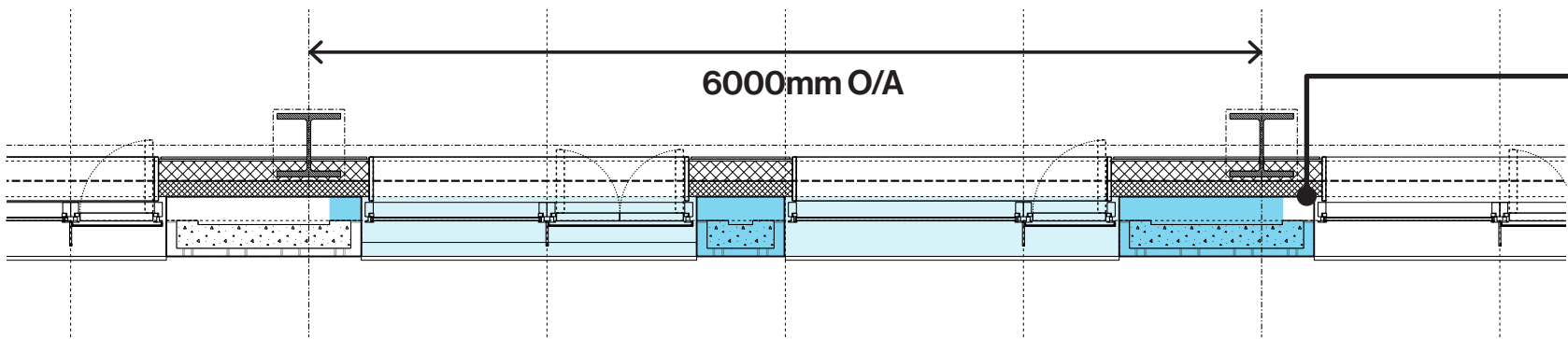
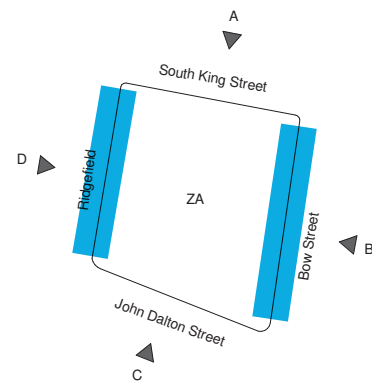
Insulated wall build up at low level
below vent

Circa 20mm joint through soldier
course where panels join

Flush window

Perforated / laser cut metal vent
panel with insulated vent opening

Soldier course



Rebate to edge of panel to conceal
vertical joint between panels in the return

↕ 1 brick deep reveal to east/west

5.6
Facade
North

Sawtooth brickwork detail

Blue zone denotes size of typical
brick faced precast panel (3610 x
6000mm + rebates to conceal joint)

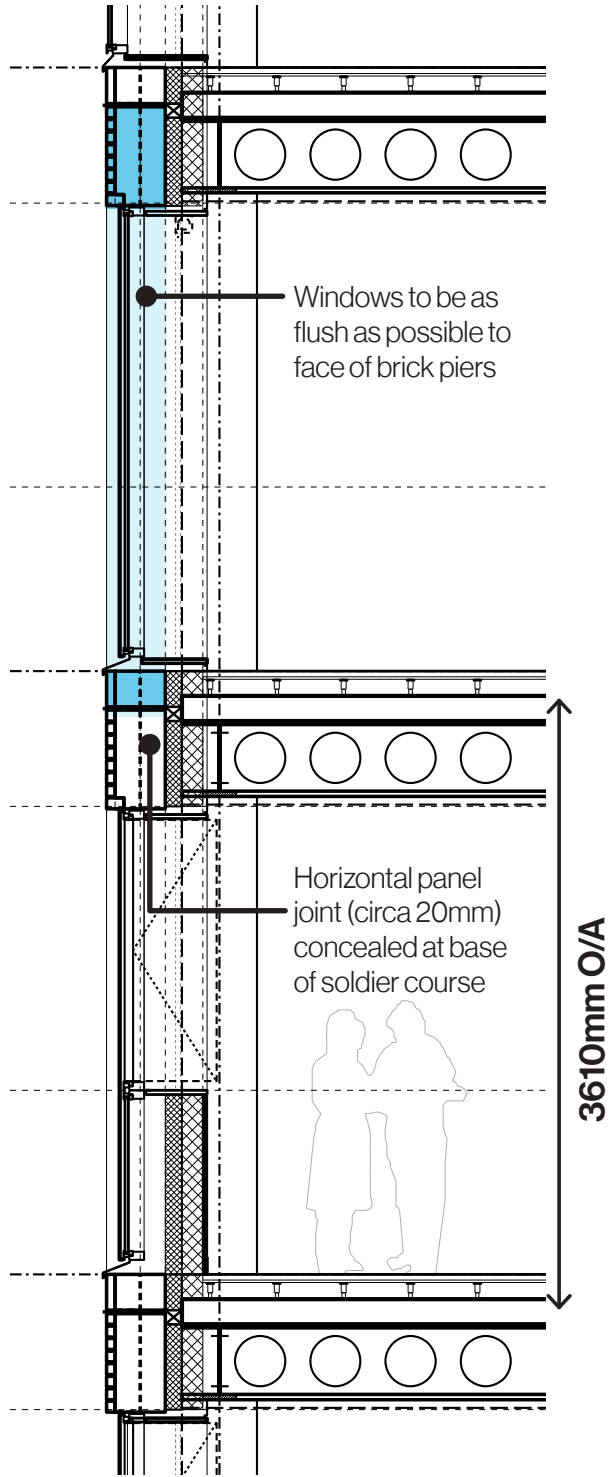
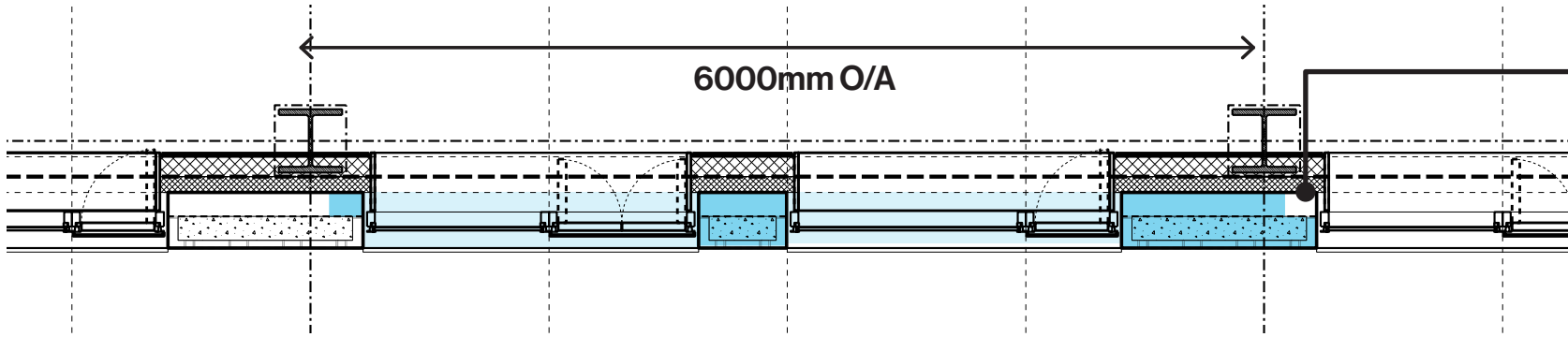
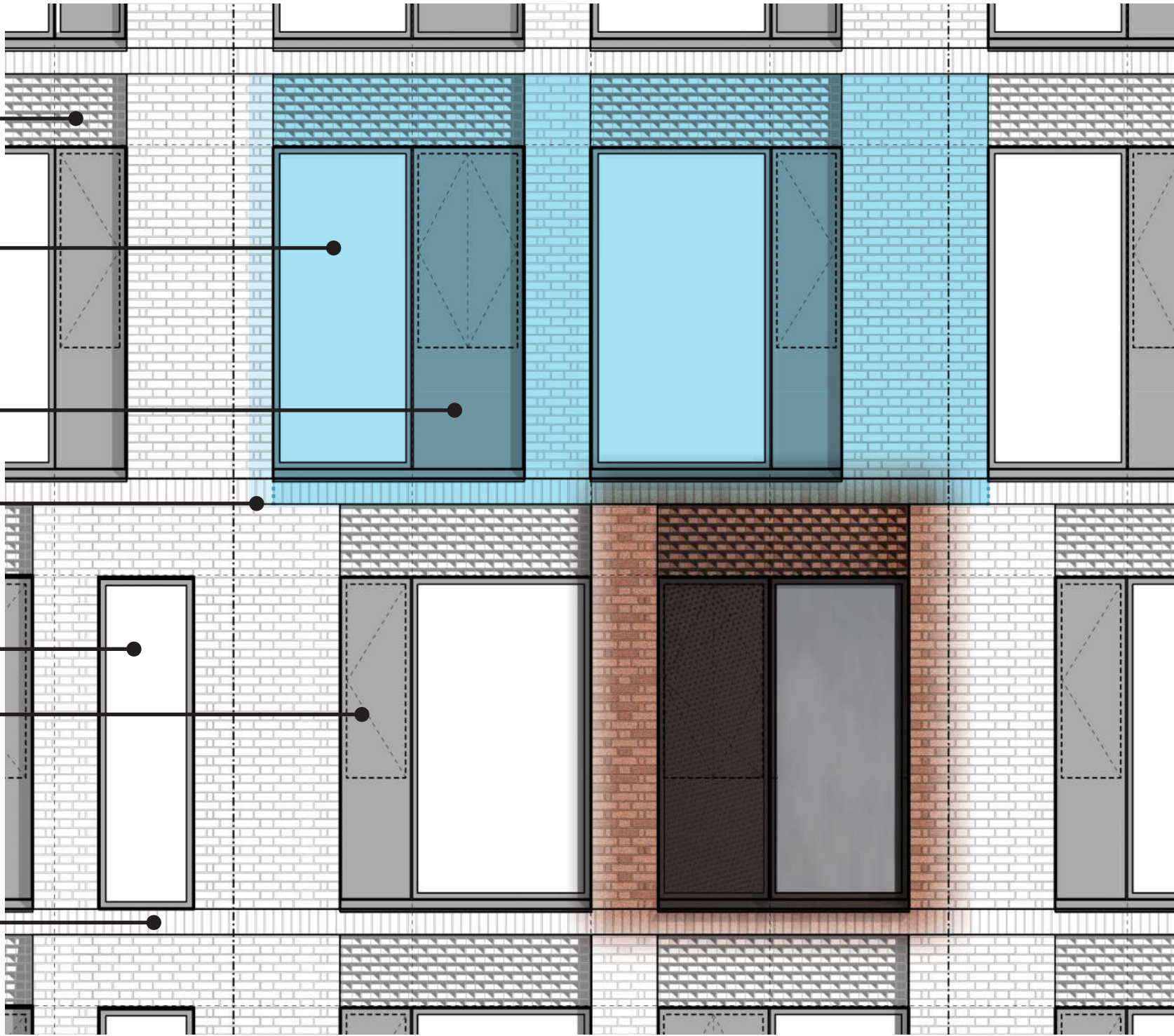
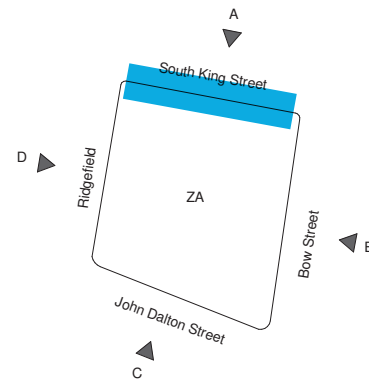
Insulated wall build up at low level
below vent

Circa 20mm joint through soldier
course where panels join

Flush window

Perforated / laser cut metal vent
panel with insulated vent opening

Soldier course

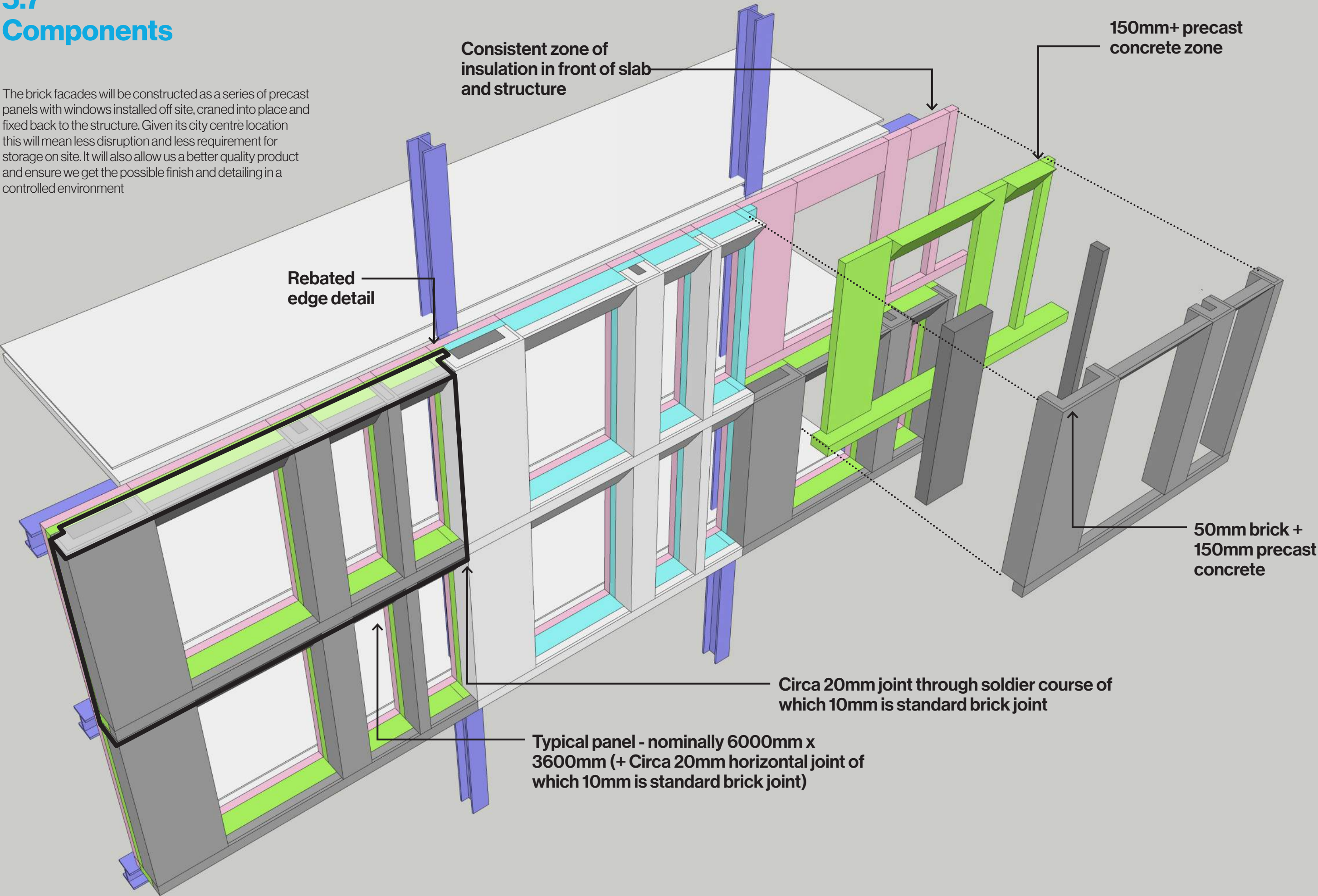


Rebate to edge of panel to conceal
vertical joint between panels in the return

Windows to be as flush as possible
to face of brick piers

5.7 Components

The brick facades will be constructed as a series of precast panels with windows installed off site, craned into place and fixed back to the structure. Given its city centre location this will mean less disruption and less requirement for storage on site. It will also allow us a better quality product and ensure we get the possible finish and detailing in a controlled environment

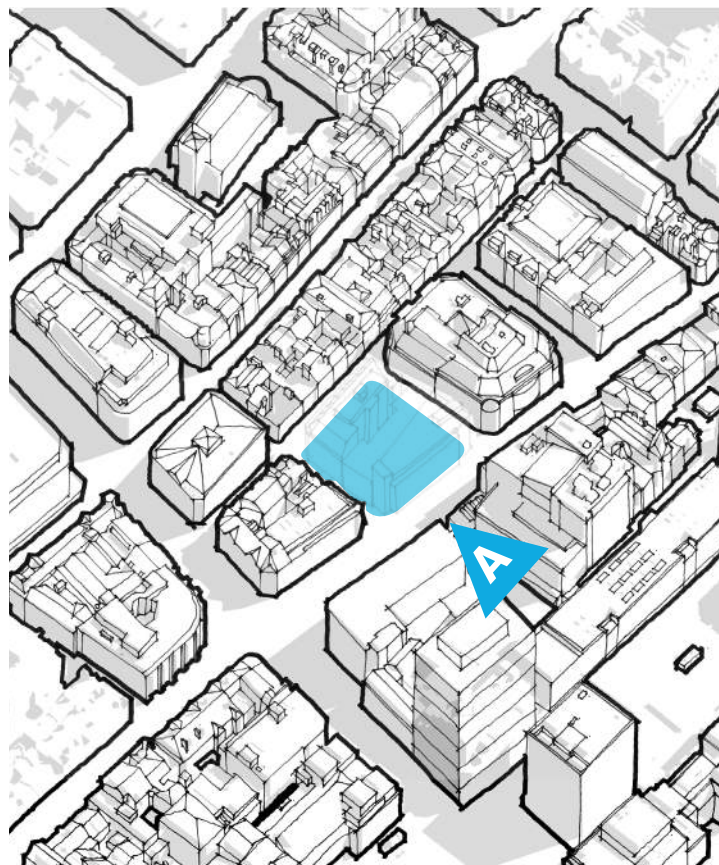


5.8

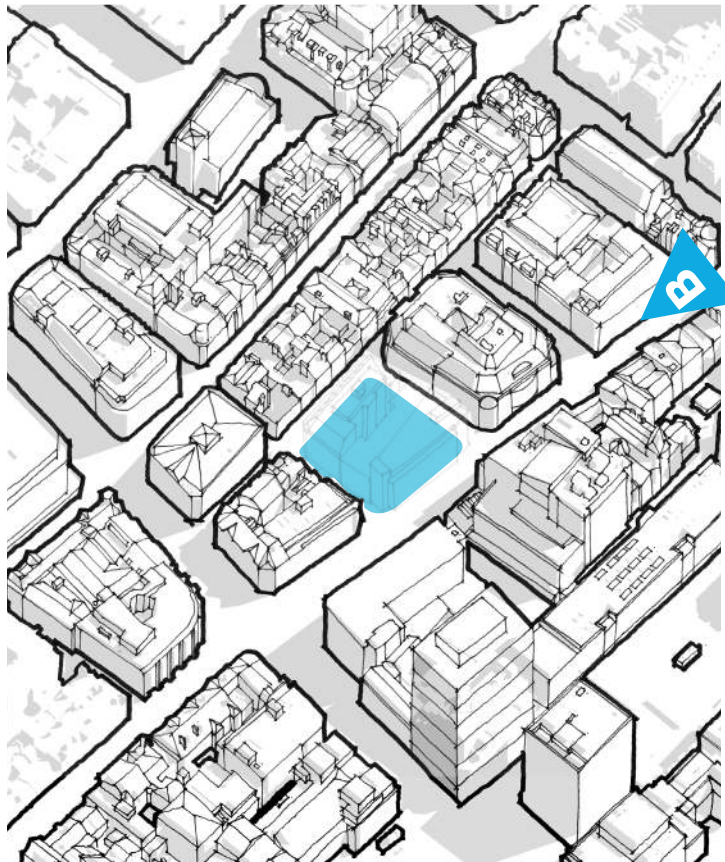
Scale verified views

- The proposal is for a 10 storey building plus basement
- Our floor to floor heights are typically set at 3610mm to ensure the parapet of our brick envelope sits below the +73.870 datum of Trinity opposite
- The reduced floor to floor heights also helps create a more appropriate scale for window openings and storey heights that sit more sympathetically within the neighbouring context
- The following verified views illustrate how the proposal will be viewed from key locations agreed with MCC and Historic England

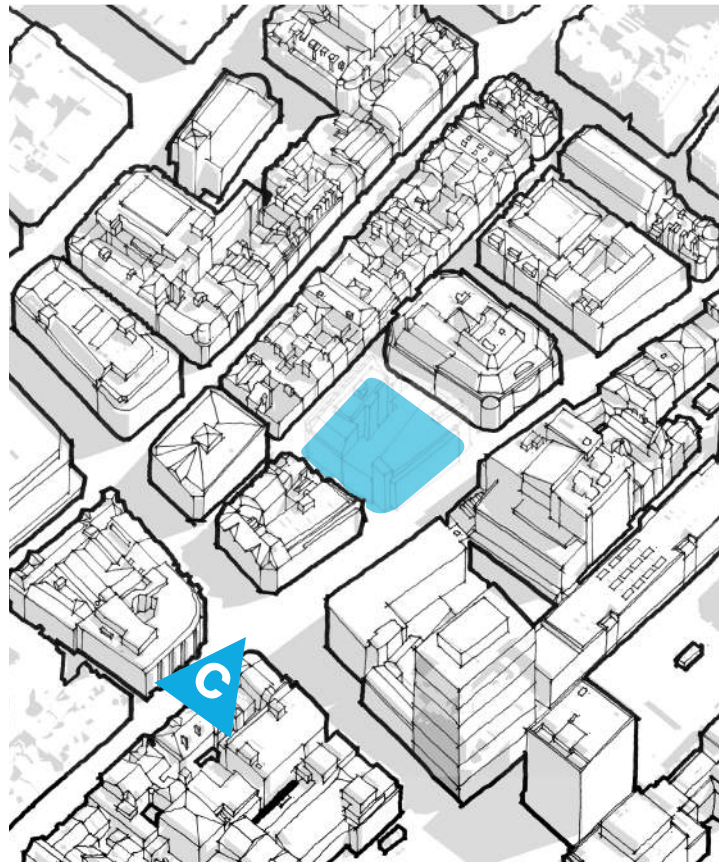
View A



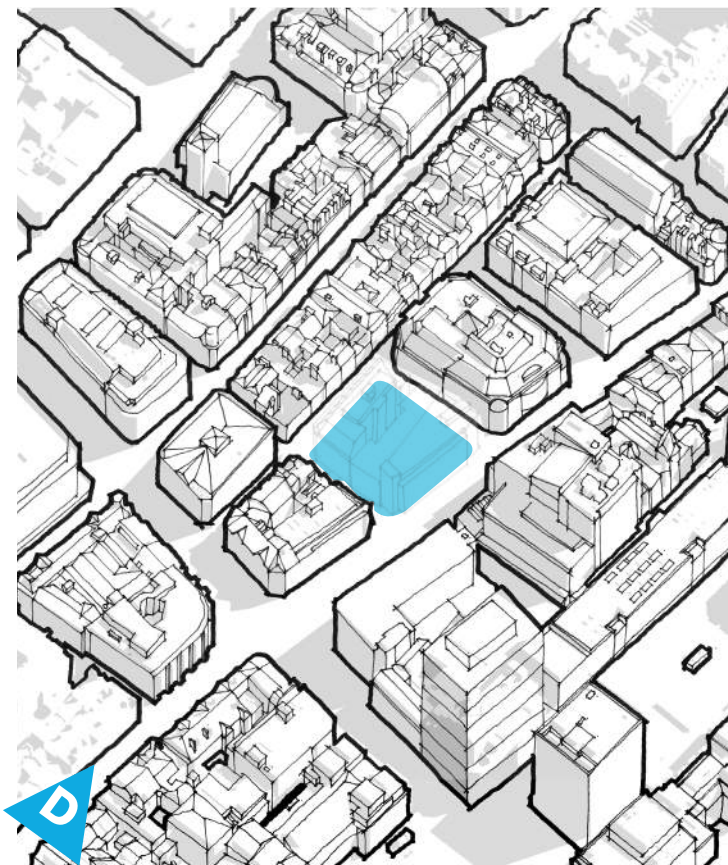
View B



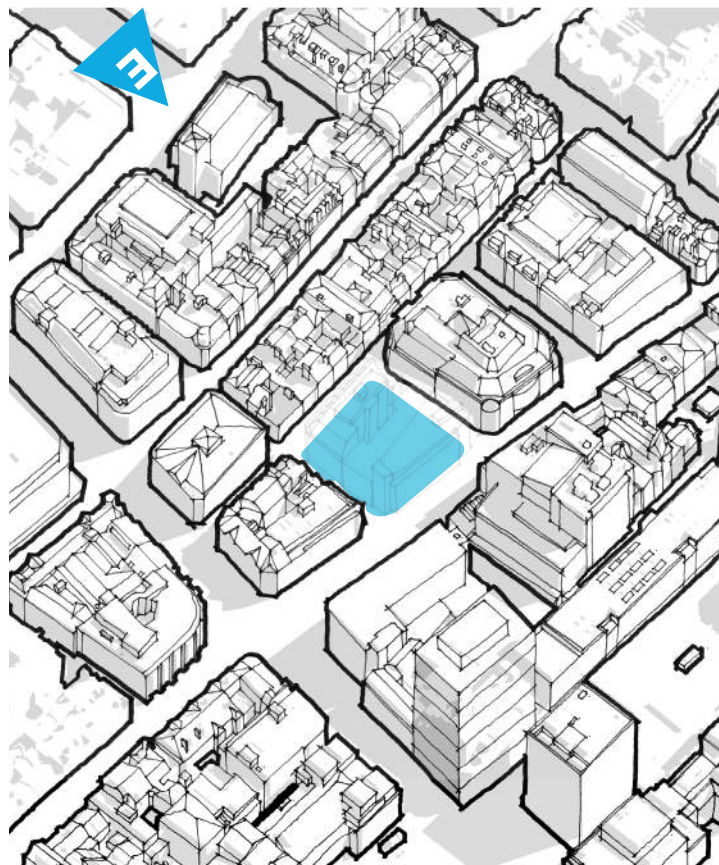
View C



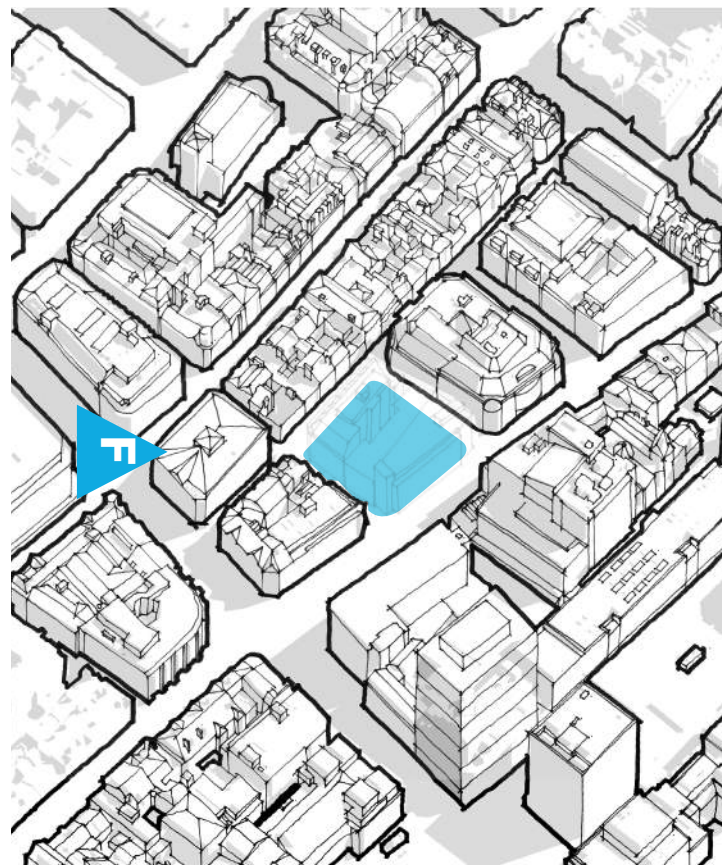
View D



View E



View F



View G

