

Pollard Street

Design and Access Statement
Minor Material Amendment

May 2022

Hawkins\Brown



Document history

Version	Date	Description
P01	09.05.2022	Issued for Planning Minor Material Amendment
P02	18.05.2022	Additional information added following consultation with LPA

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1 Introduction

1.1 Introduction

The purpose of this application is to capture updates to the design of the Pollard Street project which reflect normal design development in the period since the original submission.

This Design and Access Statement has been prepared by Hawkins Brown Architects on behalf of General Projects (“GP”) in support of an application for a minor material amendment to planning permission reference 128191/FO/2020 dated 5th October 2020 at Pollard Street in Manchester.

Pollard Street (“the Site”) is located to the north east of Manchester City Centre, in a wider regeneration area known as New Islington. The Site sits adjacent to the Ashton Canal and is bisected by the Metrolink line running out towards Ashton. The Site extends to 4.97 acres and has been mostly vacant for a number of years.

General Projects is a contemporary real estate developer. Who design and deliver creative, inspiring and experiential buildings for an ambitious new generation. Actively discovering new places. Forever re-imagining the places we already know. Envisioning not only fantastic buildings but also meaningful change.

GP are working in collaboration with Manchester City Council (“the Council”) to deliver “Pollard Street” in New Islington through adaptation and re-purposing of the Site to create a new workplace campus, along with significant new public realm which improves routes and connections to the wider New Islington area and the Ashton Canal.

Following extensive discussions with the local planning authority (“the LPA”), TfGM and other key stakeholders, planning permission was granted by the Council in October 2020 for development comprising re-purposing of the site to create a rich, vibrant, sustainable workplace quarter at the heart of New Islington.

Since permission was granted GP has been developing the detailed design with a fulsome consultant team with the intent of delivering this important and ambitious project vision as soon as possible. The scheme has continued to undergo natural design development in order to improve the flexibility of the floorplates to attract a wider range of tenants.

These changes relate to:

- Improving the construction methodology and facade treatment following consultation with facade specialists and contractors

- Rationalising layouts in order to maximise the commercial floorspace within the development without increasing the size of the building footprint or height.
- Alterations to external tenant areas and terraces in order to improve the flexibility of the letting strategy for the building. Consequential changes are also proposed to the M&E and energy strategy for the buildings to allow for flexibility in the internal controls

The amendment proposes minor changes to the extant consent of the approved application. The proposed changes are a result of design development undertaken by the design team. Below is a high level overview of the proposed changes categories by assessment issues:-

Appearance

- Changes to fenestrations on three buildings (A, B and C) and changes to window reveals;
- Changes to the external design of walkway and stairs (includes a new external stair to Bld C and omission of external stair to Bld B);
- Changes to building B and C with regard to ventilation, heating and cooling;
- Changes to the ground floor window and unit entrances on building B and C;
- Change to rooftop plant enclosure extent and core pop-up locations to align with internal layout changes;

Access

- Change in the size and design of the reception areas and repositioning of internal stair and lift core (within Buildings A, B and C);
- Change to the size/ layout to cycle parking areas (note. provision remain in excess of MCC guidance);

Landscape

- Change to landscape design to address minor amendments in door / entrance locations;
- Change to external levels on Pollard Street / Bld C

Following discussions with the local planning authority on 8th February, it is considered that these changes require a Minor Material Amendment to the consented scheme. We will also be meeting with the planning team for an in person meeting to align with this planning submission.

This addendum to the Design and Access Statement forms part of a series of reports submitted in support of the Minor Material Amendment application, and should be read in conjunction with these documents, which include:

- Covering letter, notices and planning applications forms
- Planning Statement Addendum prepared by Deloitte
- M&E Strategy Addendum prepared by Max Fordham
- Energy Strategy Addendum prepared by Max Fordham
- Acoustic Statement Addendum prepared by Sandy Brown
- Design and Access Statement Addendum prepared by Hawkins/Brown
- Approved and proposed planning application drawings (refer to schedule of drawings in DAS) prepared by Hawkins/Brown

In addition, the supporting documents submitted as part of the original application remain relevant and should be taken into account when considering these applications.

Design and Access Statement, Oct 2020
Please refer to Appendix for document.



1

Introduction

1.2

What documents are being submitted?

Planning Drawings

The following list of revised drawings have been submitted for formal variation of the approved application.

Architectural drawings				
Document reference	Document title	Rev	Size	Scale
Site information				
PLS-HBA-SW-ZZ-DR-A-08-0001	Proposed Location Plan	P2	A1	1:1250
PLS-HBA-SW-ZZ-DR-A-08-0003	Proposed Site Plan	P2	A1	1:500
PLS-HBA-SW-ZZ-DR-A-08-0010	Proposed Site Plan - Ground Floor	P2	A1	1:500
PLS-HBA-SW-ZZ-DR-A-08-0011	Proposed Site Plan - First Floor	P2	A1	1:500
PLS-HBA-SW-ZZ-DR-A-08-0012	Proposed Site Plan - Second Floor	P2	A1	1:500
PLS-HBA-SW-ZZ-DR-A-08-0013	Proposed Site Plan - Third Floor	P2	A1	1:500
PLS-HBA-SW-ZZ-DR-A-08-0014	Proposed Site Plan - Fourth Floor	P2	A1	1:500
PLS-HBA-SW-ZZ-DR-A-08-0015	Proposed Site Plan - Fifth Floor	P2	A1	1:500
PLS-HBA-SW-ZZ-DR-A-08-0016	Proposed Site Plan - Sixth Floor	P2	A1	1:500
PLS-HBA-SW-ZZ-DR-A-08-0017	Proposed Site Plan - Seventh Floor	P2	A1	1:500
PLS-HBA-SW-ZZ-DR-A-08-0018	Proposed Site Plan - Main Roof Level	P2	A1	1:500
PLS-HBA-SW-ZZ-DR-A-08-0019	Proposed Site Plan - Roof Enclosure	P2	A1	1:500
PLS-HBA-SW-ZZ-DR-A-08-0250	Proposed Site Elevations 01	P2	A1	1:500
PLS-HBA-SW-ZZ-DR-A-08-0251	Proposed Site Elevations 02	P2	A1	1:500
PLS-HBA-SW-ZZ-DR-A-08-0252	Proposed Site Elevations 03	P2	A1	1:500
PLS-HBA-SW-ZZ-DR-A-08-0350	Proposed Site Sections 01	P2	A0	1:200
PLS-HBA-SW-ZZ-DR-A-08-0351	Proposed Site Sections 02	P2	A0	1:200
General Arrangement				
PLS-HBA-A-ZZ-DR-A-08-0100	Building A - GA Plan - Ground Floor	P2	A1	1:100
PLS-HBA-A-ZZ-DR-A-08-0101	Building A - GA Plan - First Floor	P2	A1	1:100
PLS-HBA-A-ZZ-DR-A-08-0102	Building A - GA Plan - Second Floor	P2	A1	1:100
PLS-HBA-A-ZZ-DR-A-08-0103	Building A - GA Plan - Third Floor	P2	A1	1:100
PLS-HBA-A-ZZ-DR-A-08-0104	Building A - GA Plan - Fourth Floor	P2	A1	1:100
PLS-HBA-A-ZZ-DR-A-08-0105	Building A - GA Plan - Fifth Floor	P2	A1	1:100
PLS-HBA-A-ZZ-DR-A-08-0106	Building A - GA Plan - Sixth Floor	P2	A1	1:100
PLS-HBA-A-ZZ-DR-A-08-0107	Building A - GA Plan - Seventh Floor	P2	A1	1:100
PLS-HBA-A-ZZ-DR-A-08-0108	Building A - GA Plan - Main Roof	P2	A1	1:100
PLS-HBA-A-ZZ-DR-A-08-0109	Building A - GA Plan - Roof Enclosure	P2	A1	1:100
PLS-HBA-A-ZZ-DR-A-08-0200	Building A - GA North Elevation	P2	A1	1:100
PLS-HBA-A-ZZ-DR-A-08-0201	Building A - GA South Elevation	P2	A1	1:100
PLS-HBA-A-ZZ-DR-A-08-0202	Building A - GA East Elevation	P2	A1	1:100
PLS-HBA-A-ZZ-DR-A-08-0203	Building A - GA West Elevation	P2	A1	1:100
PLS-HBA-A-ZZ-DR-A-08-0300	Proposed Building A - GA Sections	P2	A1	1:200
PLS-HBA-A-ZZ-DR-A-08-0400	Proposed Building A - Bay Elevation	P2	A1	1:50
PLS-HBA-A-ZZ-DR-A-08-0610	Building A - Signage Strategy	P2	A1	1:200
PLS-HBA-B-ZZ-DR-A-08-0110	Building B - GA Plan - Ground Floor	P2	A0	1:100
PLS-HBA-B-ZZ-DR-A-08-0111	Building B - GA Plan - First Floor	P2	A0	1:100
PLS-HBA-B-ZZ-DR-A-08-0112	Building B - GA Plan - Second Floor	P2	A0	1:100
PLS-HBA-B-ZZ-DR-A-08-0113	Building B - GA Plan - Third Floor	P2	A0	1:100
PLS-HBA-B-ZZ-DR-A-08-0114	Building B - GA Plan - Fourth Floor	P2	A0	1:100
PLS-HBA-B-ZZ-DR-A-08-0115	Building B - GA Plan - Main Roof	P2	A0	1:100
PLS-HBA-B-ZZ-DR-A-08-0116	Building B - GA Plan - Roof Enclosure	P2	A0	1:100
PLS-HBA-B-ZZ-DR-A-08-0210	Building B - GA North Elevation	P2	A0	1:100
PLS-HBA-B-ZZ-DR-A-08-0211	Building B - GA South Elevation	P2	A0	1:100
PLS-HBA-B-ZZ-DR-A-08-0212	Building B - GA East & West Elevations	P2	A0	1:100
PLS-HBA-B-ZZ-DR-A-08-0301	Proposed Building B - GA Sections	P2	A1	1:200
PLS-HBA-B-ZZ-DR-A-08-0410	Proposed Building B - Bay Elevation	P2	A1	1:50

Architectural drawings				
Document reference	Document title	Rev	Size	Scale
Site information				
PLS-HBA-B-ZZ-DR-A-08-0611	Building B - Signage Strategy	P2	A1	1:200
PLS-HBA-C-ZZ-DR-A-08-0120	Building C - GA Plan - Ground Floor	P2	A0	1:200
PLS-HBA-C-ZZ-DR-A-08-0121	Building C - GA Plan - First Floor	P2	A0	1:200
PLS-HBA-C-ZZ-DR-A-08-0122	Building C - GA Plan - Second Floor	P2	A0	1:200
PLS-HBA-C-ZZ-DR-A-08-0123	Building C - GA Plan - Third Floor	P2	A0	1:200
PLS-HBA-C-ZZ-DR-A-08-0124	Building C - GA Plan - Fourth Floor	P2	A0	1:200
PLS-HBA-C-ZZ-DR-A-08-0125	Building C - GA Plan - Main Roof	P2	A0	1:200
PLS-HBA-C-ZZ-DR-A-08-0126	Building C - GA Plan - Roof Enclosure	P2	A0	1:200
PLS-HBA-C-ZZ-DR-A-08-0220	Building C - GA North Elevation	P2	A0	1:200
PLS-HBA-C-ZZ-DR-A-08-0221	Building C - GA South Elevation	P2	A0	1:200
PLS-HBA-C-ZZ-DR-A-08-0222	Building C - GA East & West Elevations	P2	A0	1:200
PLS-HBA-C-ZZ-DR-A-08-0302	Proposed Building C - GA Sections	P2	A1	1:200
PLS-HBA-C-ZZ-DR-A-08-0420	Proposed Building C - Bay Elevation 01	P2	A1	1:50
PLS-HBA-C-ZZ-DR-A-08-0421	Proposed Building C - Bay Elevation 02	P2	A1	1:50
PLS-HBA-C-ZZ-DR-A-08-0612	Building C - Signage Strategy	P2	A1	1:200

Landscape drawings				
Document reference	Document title	Rev	Size	Scale
PLS-PLA-XX-XX-DR-L-0001	General Arrangement	P10	A1	1:500
PLS-PLA-XX-XX-DR-L-1000	General Arrangement - Hardworks	P05	A1	1:500
PLS-PLA-XX-XX-DR-L-2000	General Arrangement - Softworks	P07	A1	1:500
PLS-PLA-XX-XX-DR-L-2001	Tree Retention and Removal	P05	A1	1:500
PLS-PLA-XX-XX-DR-L-4000	Existing Featrues - Removal, Retention and Relocation Plan	P05	A1	1:500

2 **Design & Access Statement
Amendment**

The ‘Collective’ Character

The principles that inform the facade design and colour strategy set out in the original Design and Access Statement (dated Oct 2020) described an approach which works across all 5 buildings of the Collective. These comprised a ethos of ‘unifiers’ and ‘differentiators’, the colour will act as a unifier of the 2 building typologies (Buildings A,D,E and B & C).

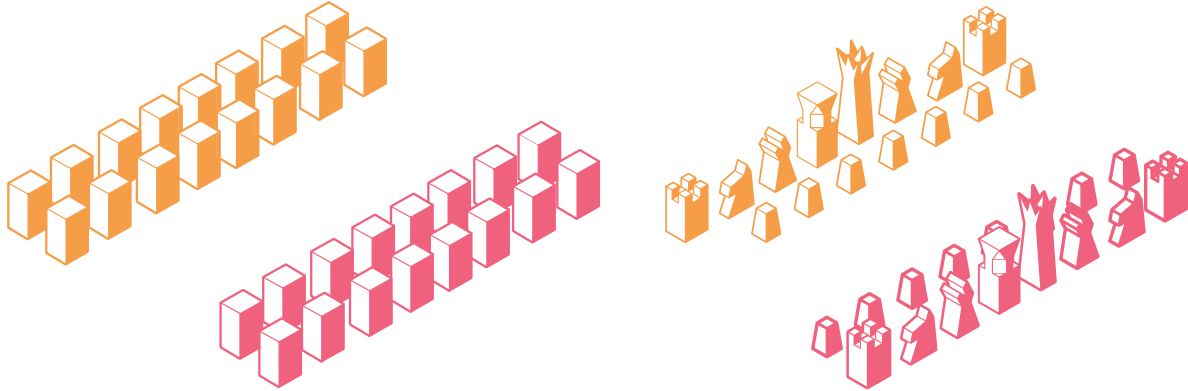
The DAS outlined a framework for developing the Colour Strategy for the ‘Collective’. As part of design development with the project team, further consultations have been undertaken with the local authority the colour and finishes. The colour selection has been considered to complement the varied and rich colour pallet found in New Islington & Ancoats local buildings.

4

Masterplan

4.4

‘Collective’ Character



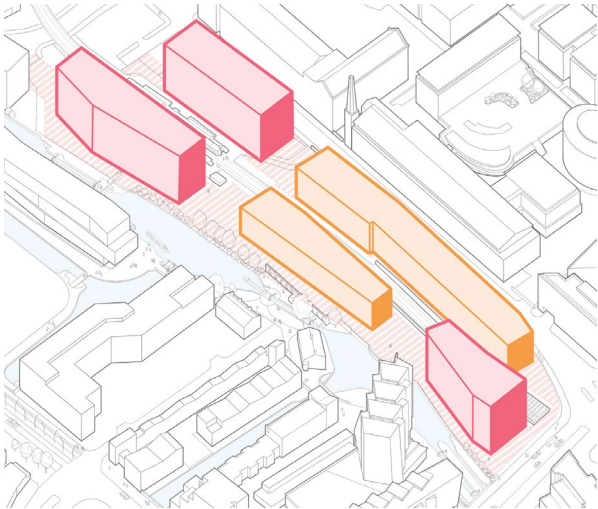
What Unifies Us?

Within the design we have identified a number of characteristics that will sit across the ‘Collective’ to help the buildings read together as a suite of buildings. These include:

- Materiality
- Colour
- Celebrated Industrialism
- Building Rhythm

What Defines Us?

Using the analogy of the chess pieces each set must be distinct from each other whilst also defining their role within the set. Architecturally the defining features are derived from the typologies as well as the context and setting in the wider development.



‘Collective’

Within the ‘Collective’ this balance of unifying and defining the buildings will be the foundation of the façade strategy and the root of the ‘Collective’ character.

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Design and Access Statement, Oct 2020
Extract from ‘the Collective’ Colour Strategy

2

Design & Access Statement

2.1

Appearance - Colour

There are a two proposed changes to the Pollard Street facade design:-

Colour Strategy

The use of green references the public realm setting, the health / well-being and sustainable aspirations of the ‘Collective. The green colour acts across the buildings to unify and represent the ‘Collective’ as a set of buildings.

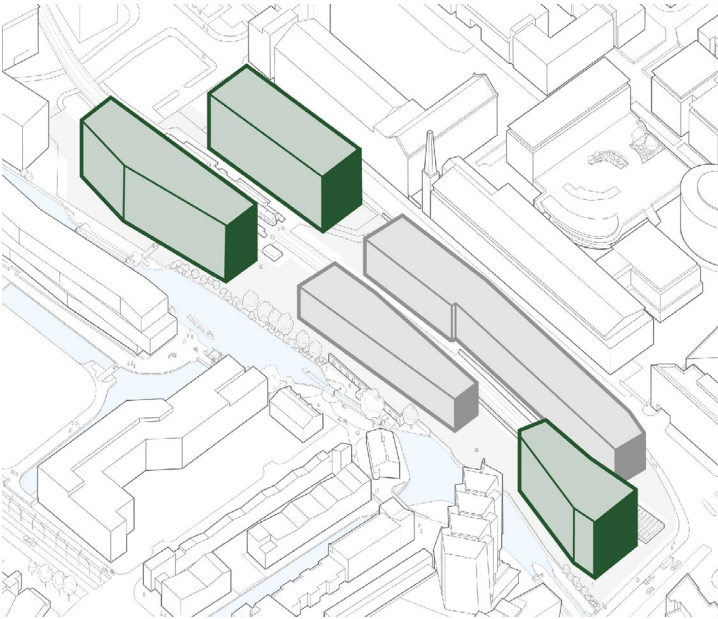
There is a even handed approach to colour application - buildings are coded by typology through application of colour, which comprises:-

- Buildings A,D & E “full-dip” in shades of green
- Buildings B & C in silver with green exoskeleton

Facade Articulation (Building A)

The design of the Building A facade have been developed as an expression of the workspace uses and modular bay window. The changes in articulation comprise:-

- Infill panel as a canvas for further texture
- Change from horizontal to vertical expression
- Increase buildability and quality of junctions and details
- Reduce ledges created (pigeons)
- Not cost driven
- No change in aperture size or proportion



Proposed Colour Application



Proposed Metal Finishes



Building A - Elevation Study

2 Design & Access Statement

2.1 Appearance - Colour

View of Building A and Foundry Green seen from the Ashton Canal side



2 Design & Access Statement

2.1 Appearance - Colour

View of Buildings A, B and D seen from Ashton Canal / Great Ancoats Street side



2

Design & Access Statement

2.2

Appearance - Facade Detail - Profiled Metal Cladding

Precedents - Metal Cladding

Metal cladding is a key part of the material palette across the entire collective of buildings. This material strongly embodies a modern industrial aesthetic which allows the new buildings to communicate with the rich historical industrial heritage of their context across New Islington and Ancoats

Whilst the profile metal cladding has a robust industrial aesthetic, a large amount of care and consideration will be taken to ensure that the façades have the level of high quality and finesse which is necessary for such a prominent City Centre site.

The precedents adjacent are examples of key characteristics how metal is used in the facade design:-

- Neat and refined detailing around window frames / openings with expressed metal trims
- Deep window reveals to express punched windows as shown on the Echo Building (top row images)
- Co-ordinated setting-out of visible fixings
- Careful setting out of openings and corners in relation to peaks and troughs of sinusoidal profile.
- Sufficient protection to the base of the buildings in vulnerable and high traffic areas



Top
Echo Building, London

Bottom
SODA Building, MMU, Manchester

2

Design & Access Statement

2.2

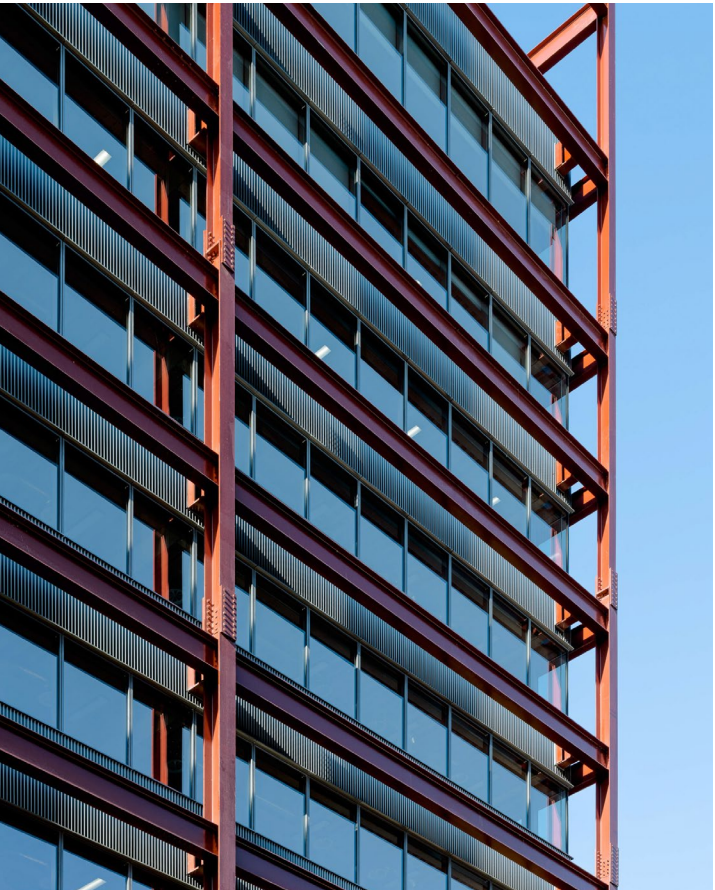
Appearance - Facade Detail - Exoskeleton

Precedents - Exoskeleton

The exoskeleton structure is a dominant aspect of the appearance of Buildings B and C. Neat and robust detailing to the interfaces between the external skin and exposed structural elements are critical to a successful and high quality building appearance providing dramatic depth to these façades

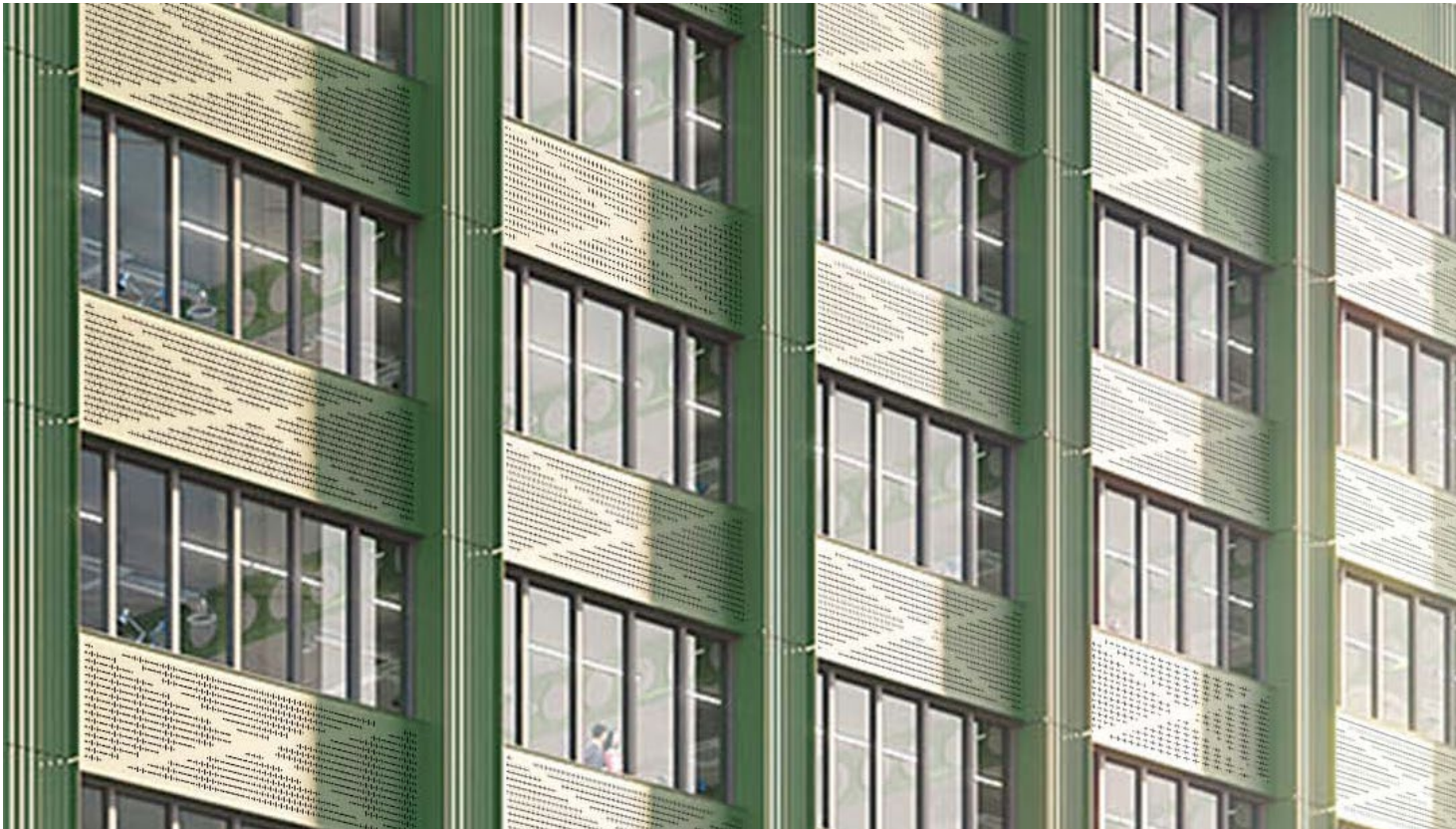
The depth, finishes, texture and articulation of both the facade and exoskeleton structure must be considered together. The two precedent adjacent show how this can be achieved and give an example of the characteristics:-

- Depth between the exoskeleton and facade provides relief, shadow and interest in appearance
- Simple and neat detailing / interfaces where the exoskeleton penetrates the facade
- Careful consideration of structural connections as part of the articulation and facade texture
- Robust and quality finishes to metal cladding, window frames and painted exposed steelwork
- Good integration of landscape finishes with base of exoskeleton
- Providing opportunities for climbers / planting to the exoskeleton



Top
Assembly, Bristol

Bottom
2 New Bailey Square, Salford



Building A - Facade Detail View

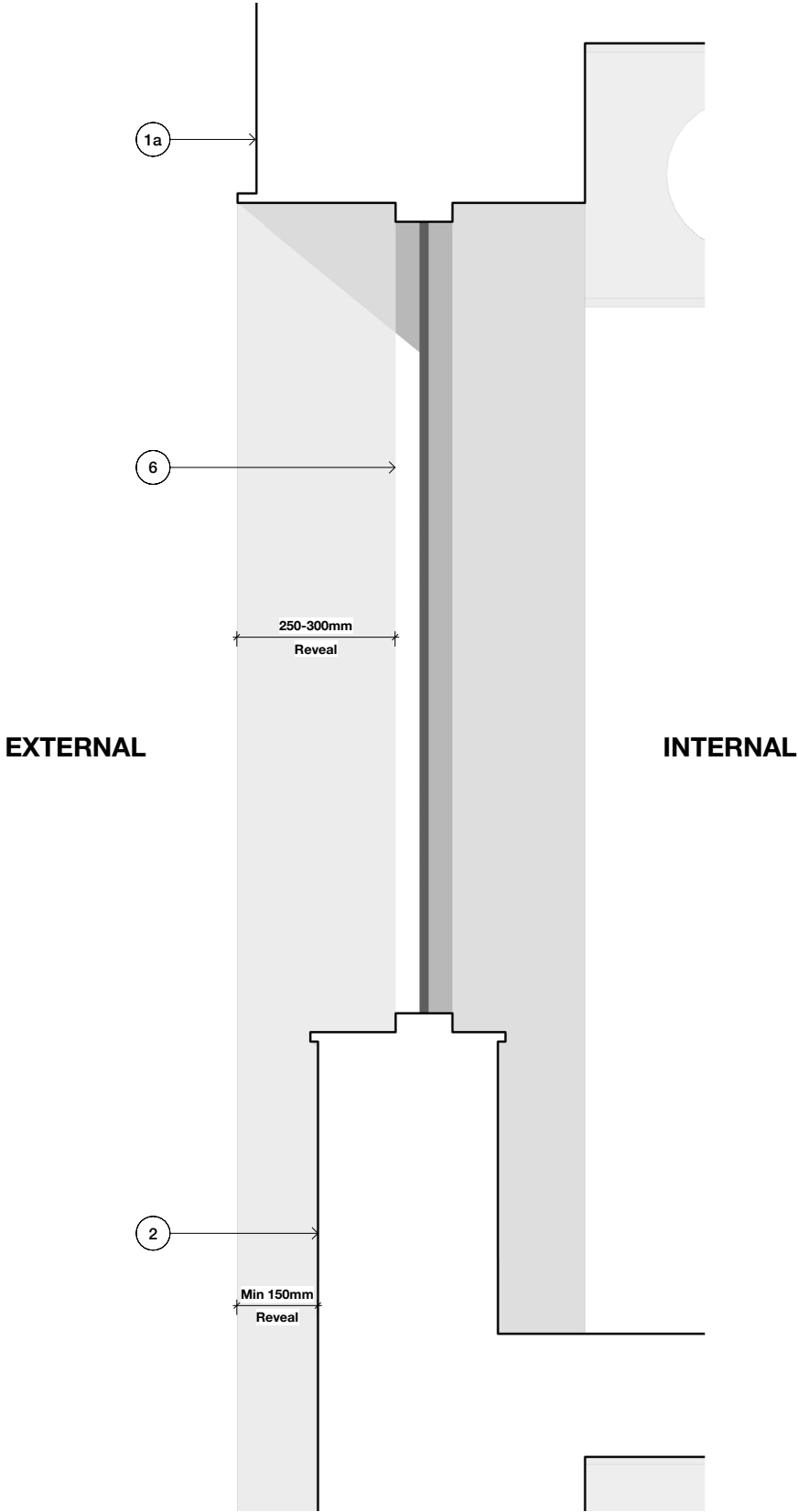
Facade Detail

The detail drawing adjacent shows the relationship between reveal depths which are proposed to achieve our facade design intent. Texture and articulation is provided across the façades of Building A with a playful variation of depth between the prominently, expressed vertical piers, the windows and the solid infill panels with perforated patterns below. Ensuring sufficient depth and variation in depth between these elements is a fundamental part of the facade design.

Facade Mock-up Requirements

In relation to the discharge of Planning Condition 17 a detailed facade sample panel will be produced for review and sign-off for each building. The sample panel will capture all materials and key interface details. For Building A, the sample panel will cover:

- Interface between vertical pier and window jamb/ perforated panel
- Interface between perforated panel and window cill/head
- Proposed colours and finishes - to be viewed in a variety of natural lighting conditions
- Trims and flashings which line reveals and openings
- Articulation of perforation to flat infill panel



Building A - Typical Facade Section



Building B/C - Facade Detail View

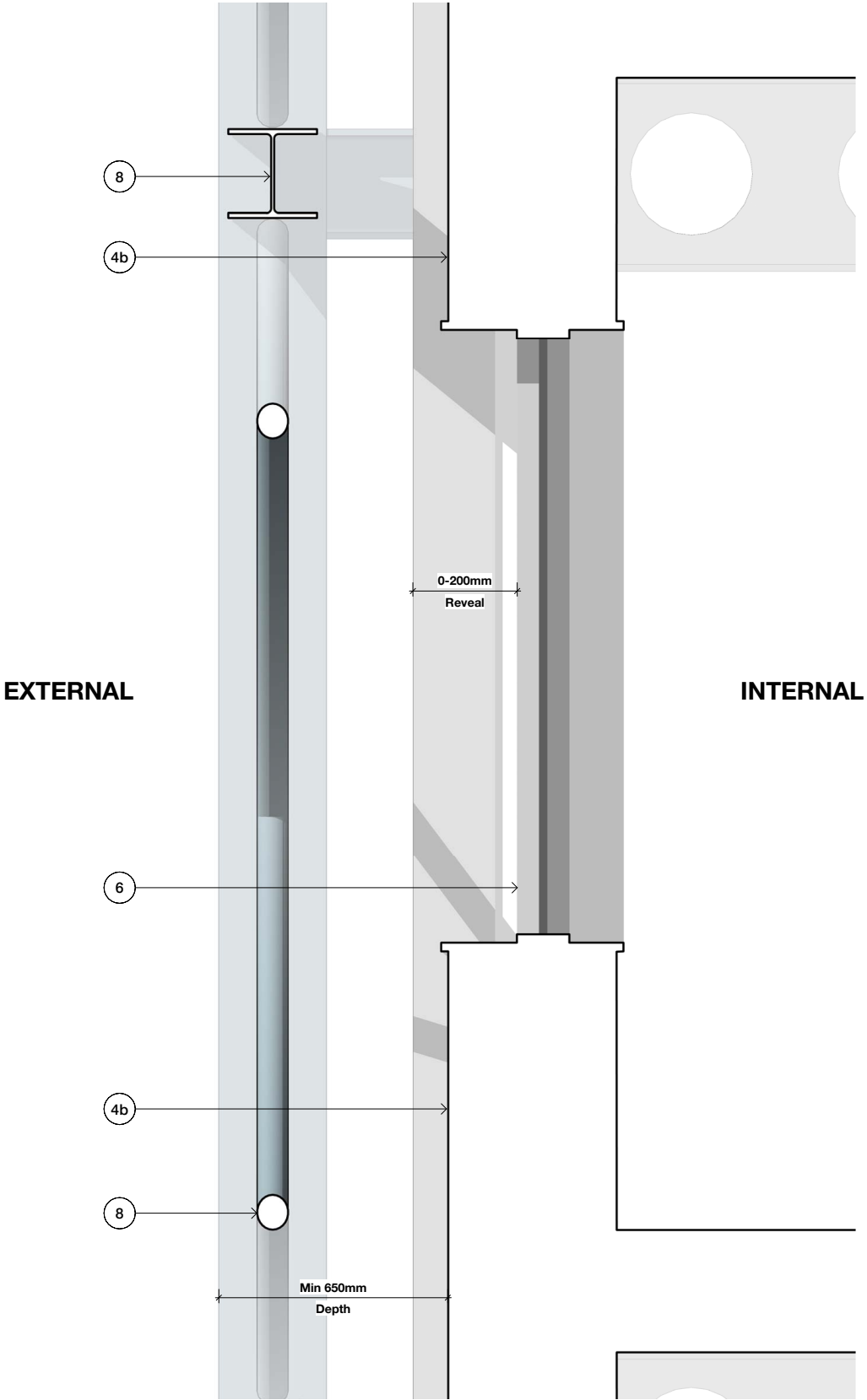
Facade Detail

Depth also plays a key role in the facade language of Buildings B & C. In these buildings, depth and shadow is provided by the dramatic exoskeleton which encases the internal skin, a unique architectural design asset for the city. The detail adjacent highlights the key dimensions which are required to maintain the visual language of our design intent and the relationship between exoskeleton and facade.

Facade Mock-up Requirements

A sample panel for these buildings will also be produces for the discharge of Planning Condition 17 The key interfaces this panel will explore are:

- Finish and colour of exoskeleton structure
- Finish and colour to cladding elements behind exoskeleton
- Penetration detail between structure and external skin
- Lining and reveal to window openings in profiled cladding
- Interface between windows and flat panel below



Building B/C - Typical Facade Section

2 Design & Access Statement

2.3 Landscape Proposal

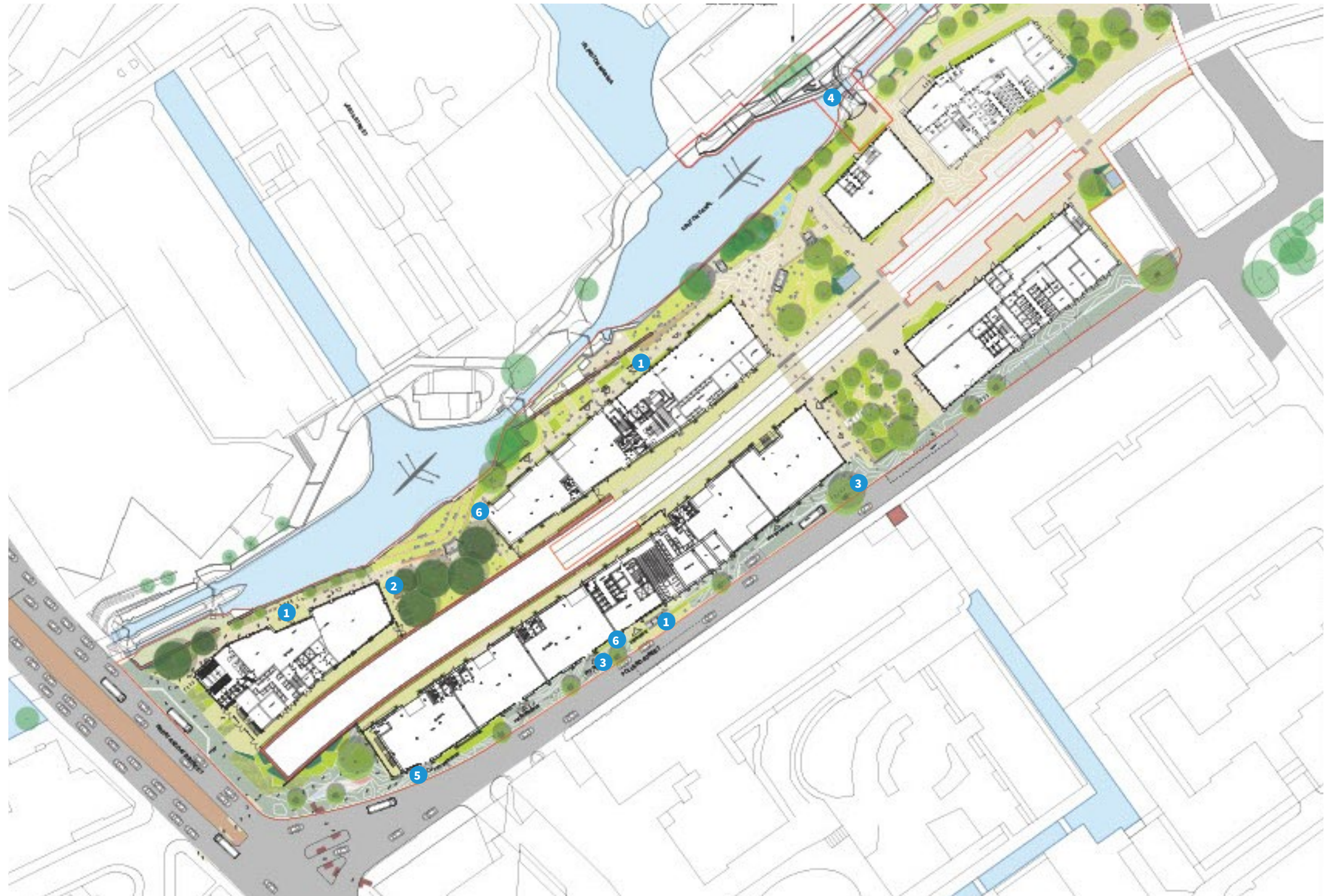
This chapter provides an overview of the main changes to the landscape general arrangement.

- 1 Definition of main entrances to Buildings A,B &C via a change of surface material.
- 2 Extension of hard standing area east of Building A to provide outside seating space for F&B.
- 3 Relocation of cycle stands to accommodate new building door locations.
- 4 Updated landscape around bridge proposals.
- 5 Coloured macadam changed to macadam.

Adjustments around building elevations to accommodate revised building layout.

Please refer to Landscape Drawings:-

- PLS-PLA-ZZ-00-DR-L-0001
- PLS-PLA-ZZ-00-DR-L-1000
- PLS-PLA-ZZ-00-DR-L-2000
- PLS-PLA-ZZ-00-DR-L-2001
- PLS-PLA-ZZ-00-DR-L-4000



2

Design & Access Statement

2.4

Access - Cycle Stores

The cycle storage and facilities have been informed by BCO standards and all buildings exceed MCC requirements. In-line with internal layout updates to the three buildings there has been a small change in cycle provisions, as outlined below:-

Building A
Space has been provided for 64 cycles with 5% accessible cycles and a further 5% accessible stands. (This exceeds the MCC standard of 26 cycles spaces.)

Building B
Cycle storage is provided for 38 cycles with 5% accessible cycles and a further 5% accessible stands (This exceeds the MCC standard of 31 cycles spaces.)

Building C
Cycle storage is provided for 91 cycles with 5% accessible cycles and a further 5% accessible stands. (This exceeds the MCC standard of 45 cycles spaces.)

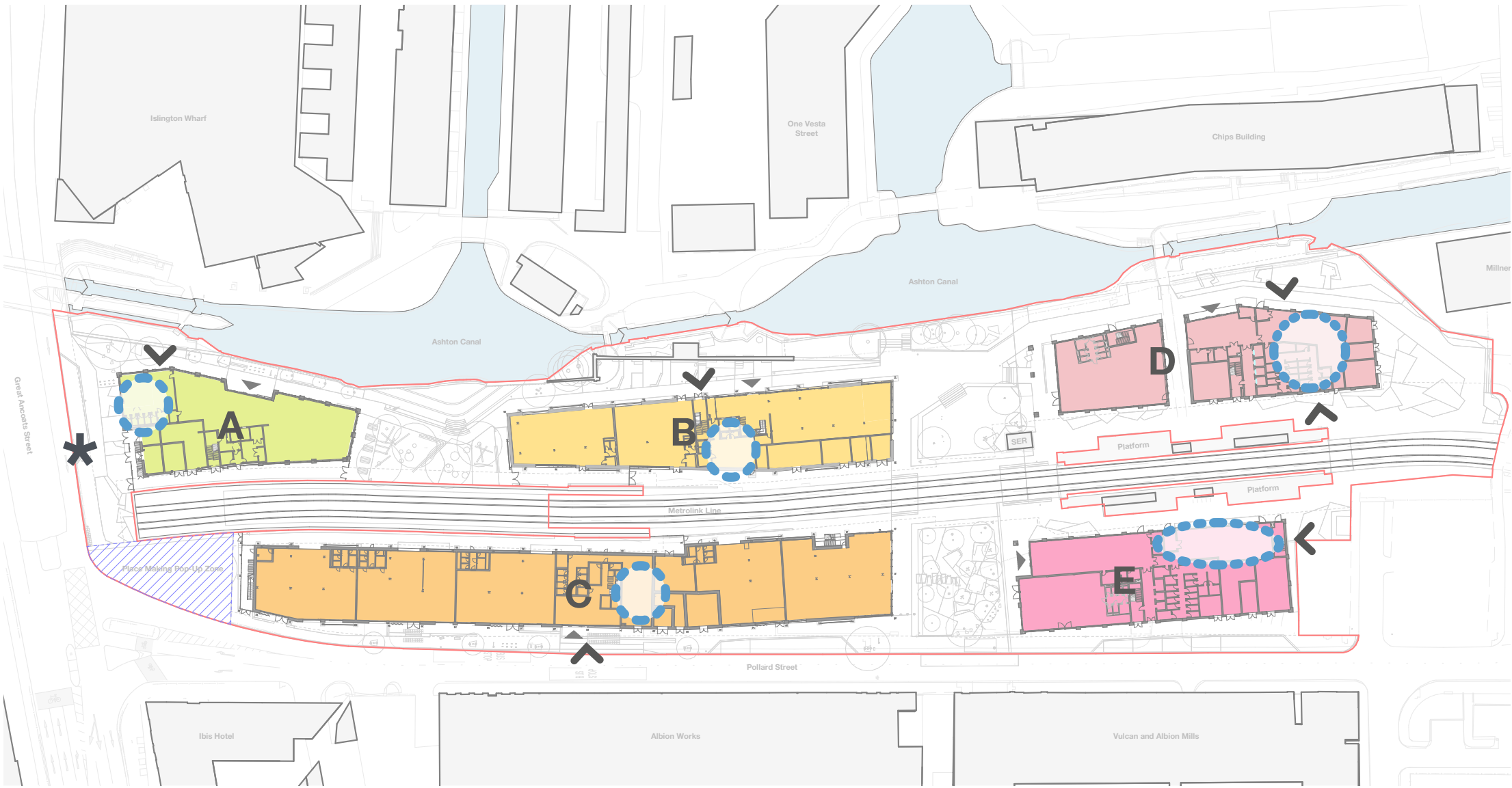
Extract from DAS (dated Oct 2020) for Buildings D & E:-

Building D
Space has been provided for 139 cycles with 5% accessible cycles and a further 5% accessible stands. (This exceeds the MCC standard of 39 cycles spaces.)

Building E
Space has been provided for 118 cycles with 5% accessible cycles and a further 5% accessible stands. (This exceeds the MCC standard of 33 cycles spaces.)

Further cycle spaces are provided within the landscape (72 cycle spaces and 6 accessible spaces) please refer to the landscape drawing for further detail. Please refer to GA drawings for details:

- PLS-HBA-A-00-DR-A-08-0100
- PLS-HBA-B-00-DR-A-08-0110
- PLS-HBA-C-00-DR-A-08-0120
- PLS-HBA-D-00-DR-A-08-0130
- PLS-HBA-E-00-DR-A-08-0140



- Internal Cycle Store Entrance
- External Cycle Store
- Internal Cycle Store Location

3

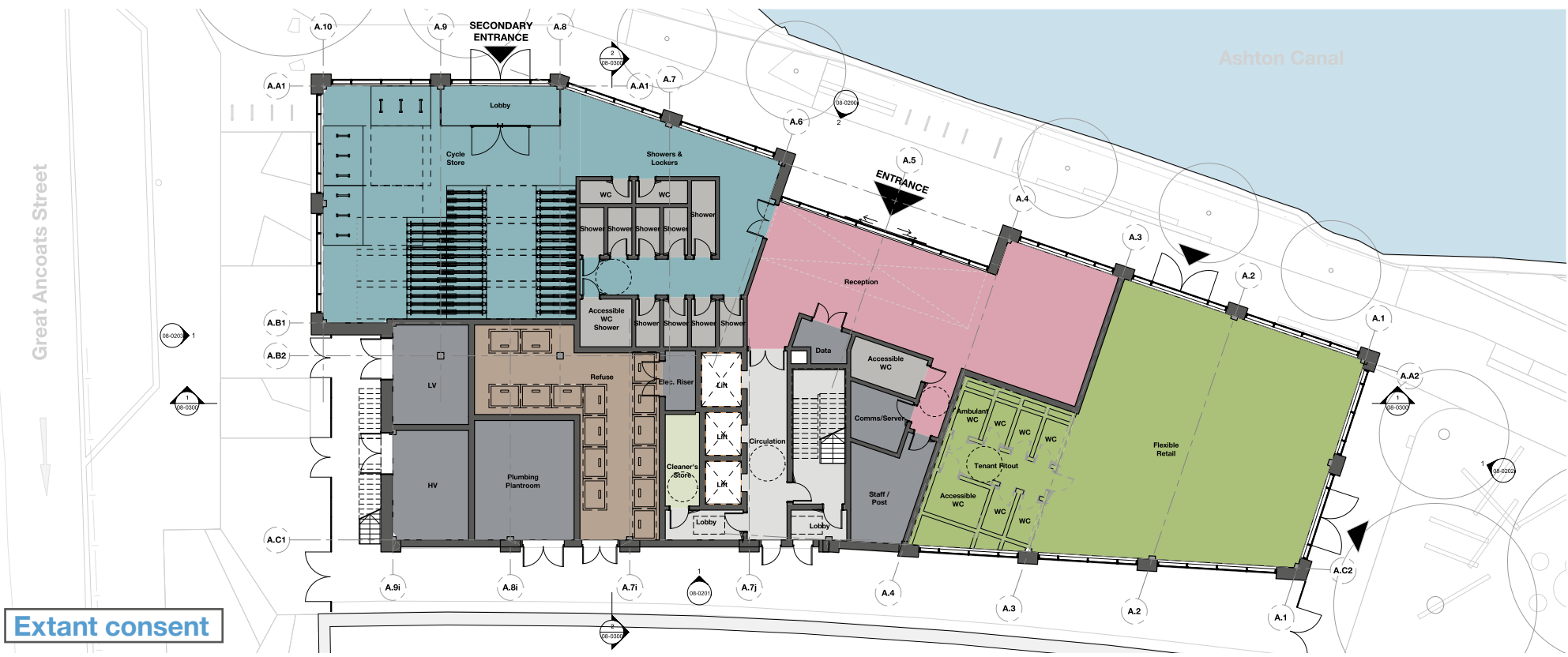
Illustrated changes - Building A

3.1

Ground Floor Plan

Proposed Changes

- 1 Change to sliding doors to improve accessibility
- 2 Cycle store/showers rearranged to increase reception area
- 3 Reception Area enlarged to improve tenant/visitor experience
- 4 Lift / Stair Orientation updated to reflect new core layout and improve tenant/visitor experience



- Workspace
- Reception
- Food and Beverage
- Cycle Storage / Showers
- WC
- Circulation
- Plant
- Refuse
- Cleaners' Store

3

Illustrated changes - Building A

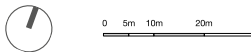
3.2

First Floor Plan

Proposed Changes

- 1 Main Core revised to improve tenant/visitor arrival experience to floorplate
- 2 Void updated to improve usability of floorplate
- 3 Lobby removed as not required for Fire Strategy

- Workspace
- WC
- Circulation
- Cleaners' Store



3

Illustrated changes - Building A

3.3

Typical Upper Floor Plan

Proposed Changes

- 1 Main Core revised to improve tenant/visitor arrival experience to floorplate
- 2 Lobby removed as not required for Fire Strategy



3

Illustrated changes - Building A

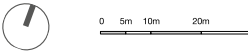
3.4

Roof Plan

Proposed Changes

- 1
- Main Core revised to improve tenant/visitor arrival experience to floorplate

- Workspace
- WC
- Circulation
- Cleaners' Store



3

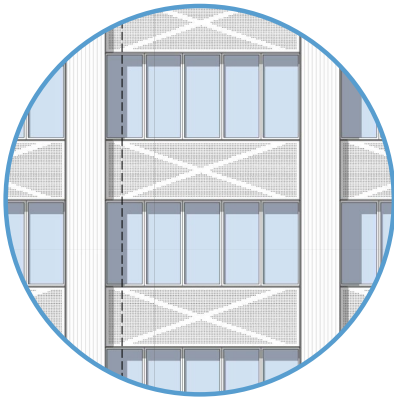
Illustrated changes - Building A

3.5

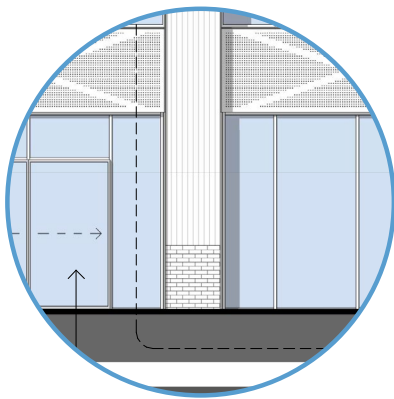
North Elevation

Proposed Changes

- 1
- Expressed horizontal banding omitted to upper levels.
Recessed panel with perforated pattern added

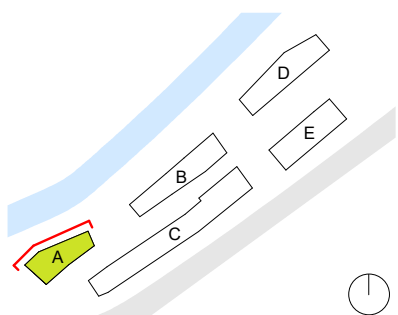


- 2
- Glazed brick added to base of vertical piers



Proposed

Extant consent



3

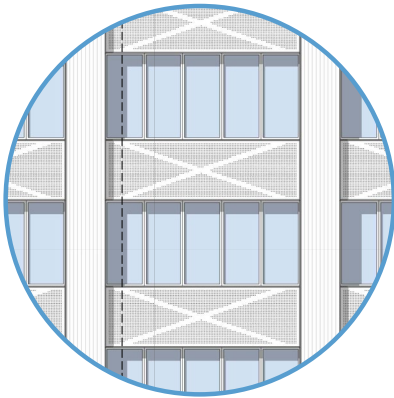
3.6

Illustrated changes - Building A

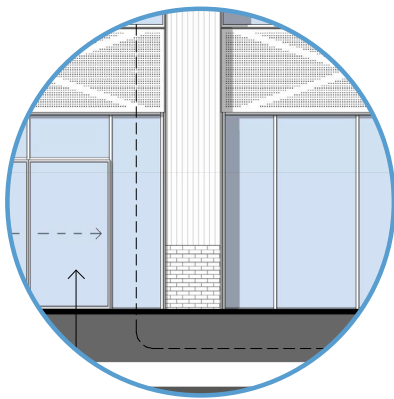
South Elevation

Proposed Changes

- 1 Expressed horizontal banding omitted to upper levels.
Recessed panel with perforated pattern added



- 2 Glazed brick added to base of vertical piers



- 3 Shape of roof pop-up updated to reflect revised core layout

- 4 Area of solid metal cladding increased to reflect revised core layout. Cladding to match colour of wider facade. Note this elevation is largely obscured by Building C to the south



- 5 Additional doors added to ground floor to reflect revised core layout

Proposed

Extant consent



3

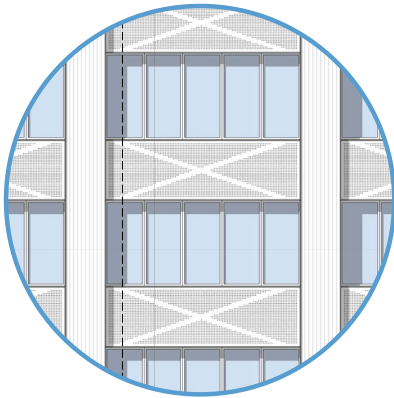
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Illustrated changes - Building A

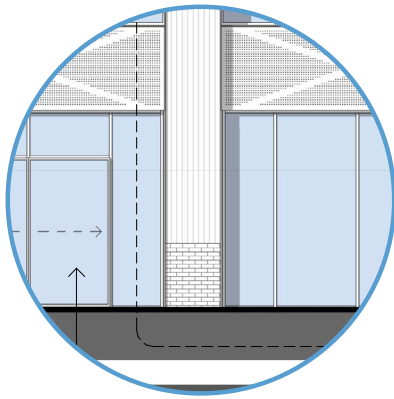
East Elevation

Proposed Changes

- 1 Expressed horizontal banding omitted to upper levels.
Recessed panel with perforated pattern added

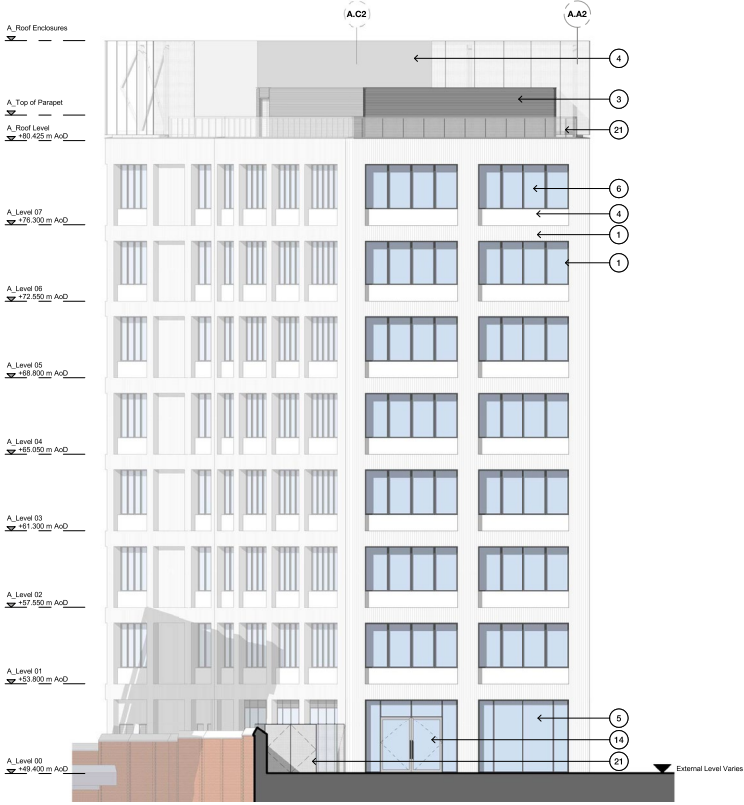
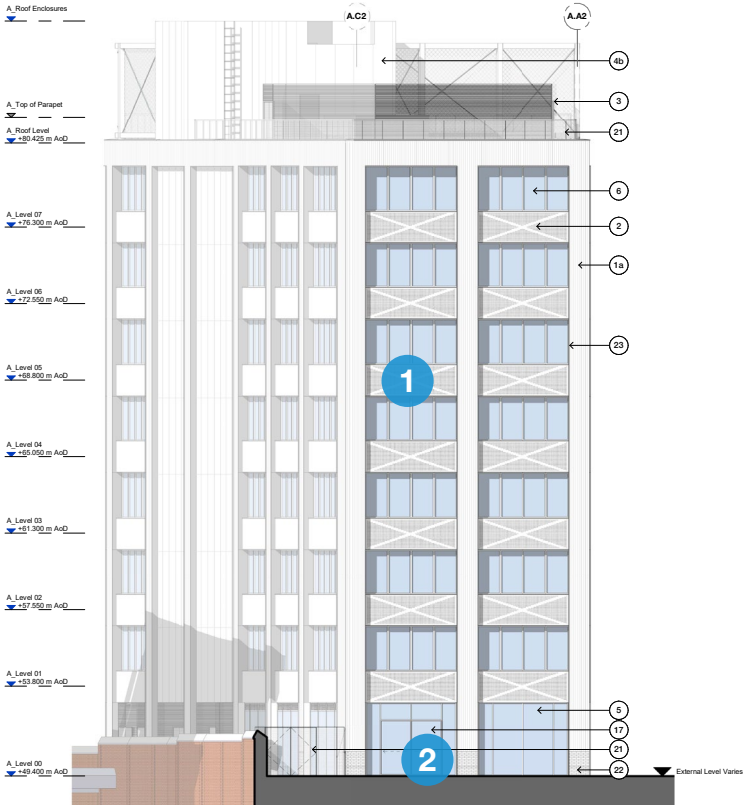
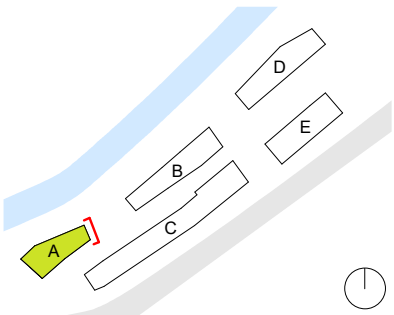


- 2 Glazed brick added to base of vertical piers



Proposed

Extant consent



3

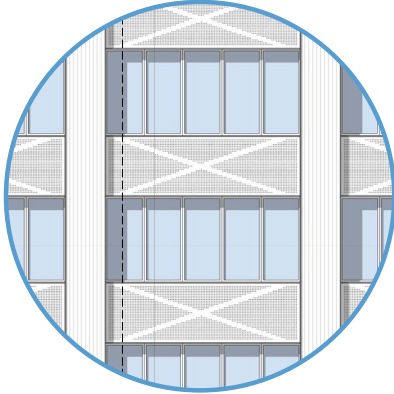
3.7

Illustrated changes - Building A

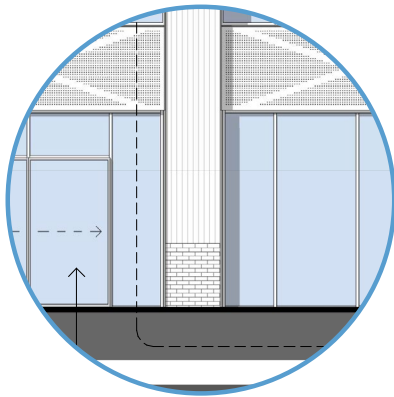
West Elevation

Proposed Changes

- 1 Expressed horizontal banding omitted to upper levels.
Recessed panel with perforated pattern added

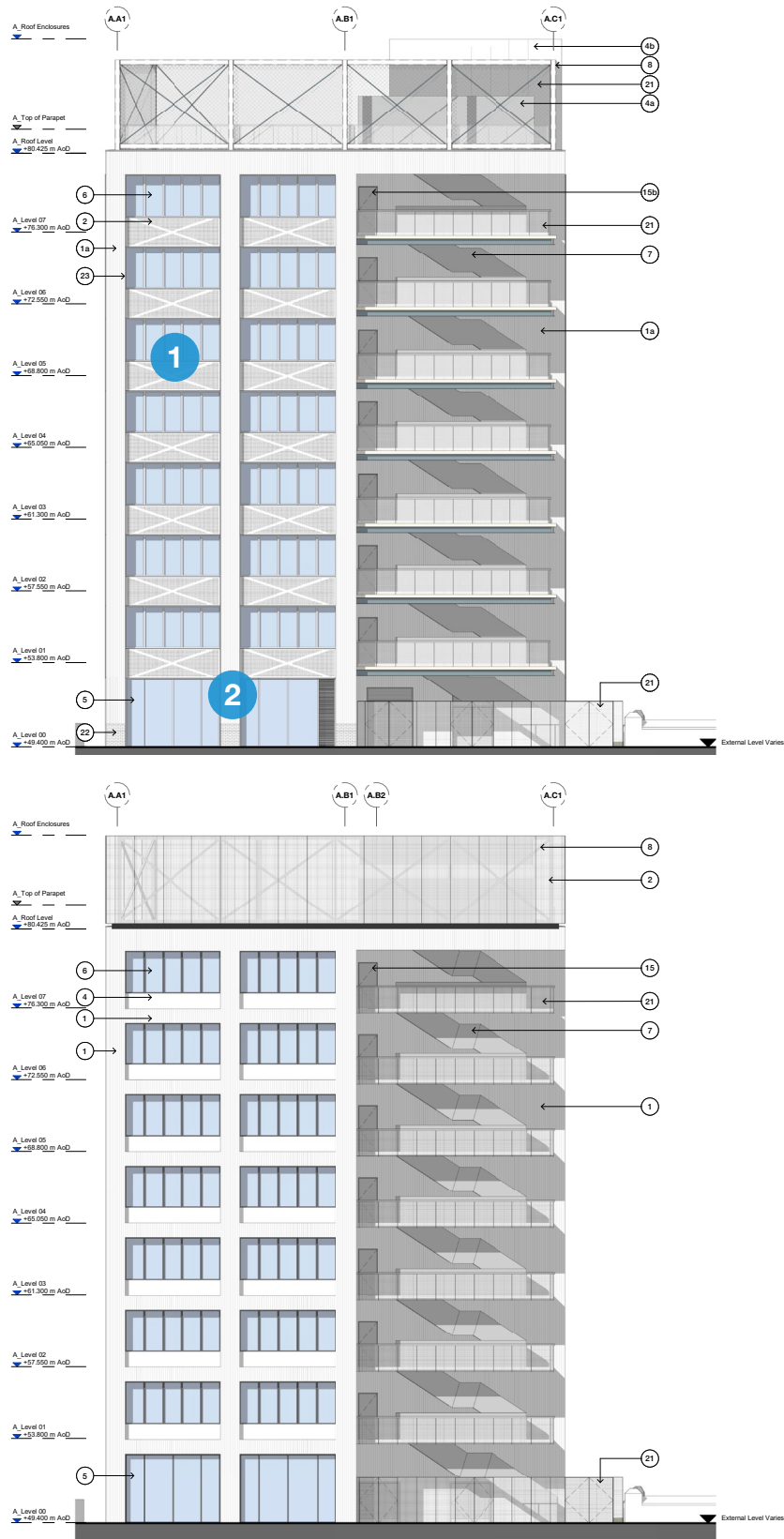
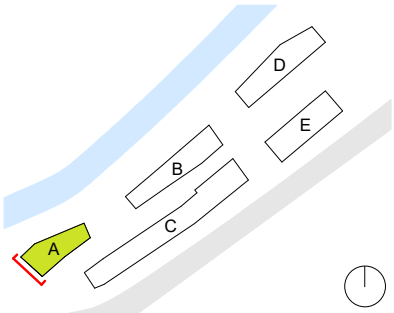


- 2 Glazed brick added to base of vertical piers



Proposed

Extant consent



4

Illustrated changes - Building B

4.1

Ground Floor Plan

Proposed Changes

- 1
- Change to sliding doors to improve accessibility
- 2
- Omitted 1no. large format doors from each Ground Floor unit to improve tenant flexibility
- 3
- Reception Area enlarged to improve visitor/tenant experience
- 4
- Changed external escape stair to internal escape stair
- 5
- Cycle store rearranged to increase reception area
- 6
- Back of House/Bin Store/Plant areas relocated to south elevation to improve experience along Canal Walk
- 7
- Internal layouts and WC positions to Ground Floor units updated to improve flexibility



- Workspace
- Food and Beverage
- Cycle Storage / Showers
- WC
- Circulation
- Plant
- Refuse
- Cleaners' Store

4

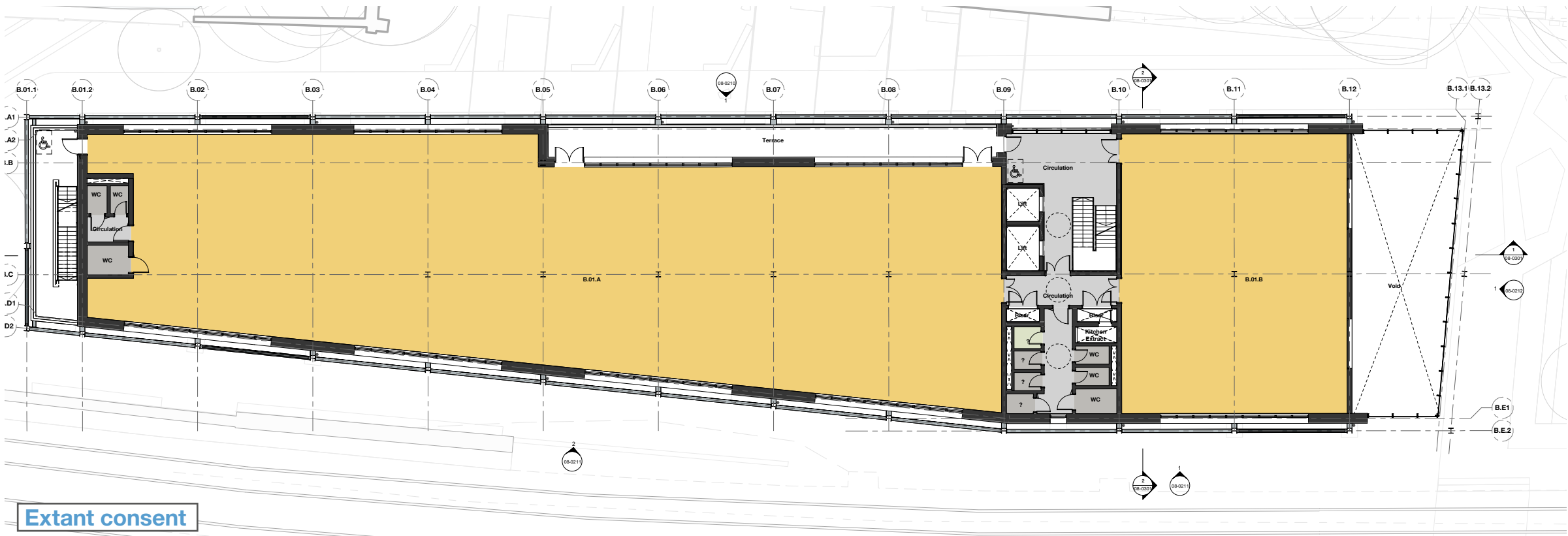
Illustrated changes - Building B

4.2

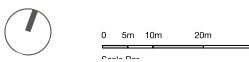
First Floor Plan

Proposed Changes

- 1
- Main Core revised to improve arrival experience and provide views across canal
- 2
- Void updated to reflect updated plant layout below - increase in GIA
- 3
- External terrace repositioned to suit revised core position
- 4
- External escape stair repositioned internally to enable subdivision of floorplate



- Workspace
- WC
- Circulation
- Cleaners' Store



4

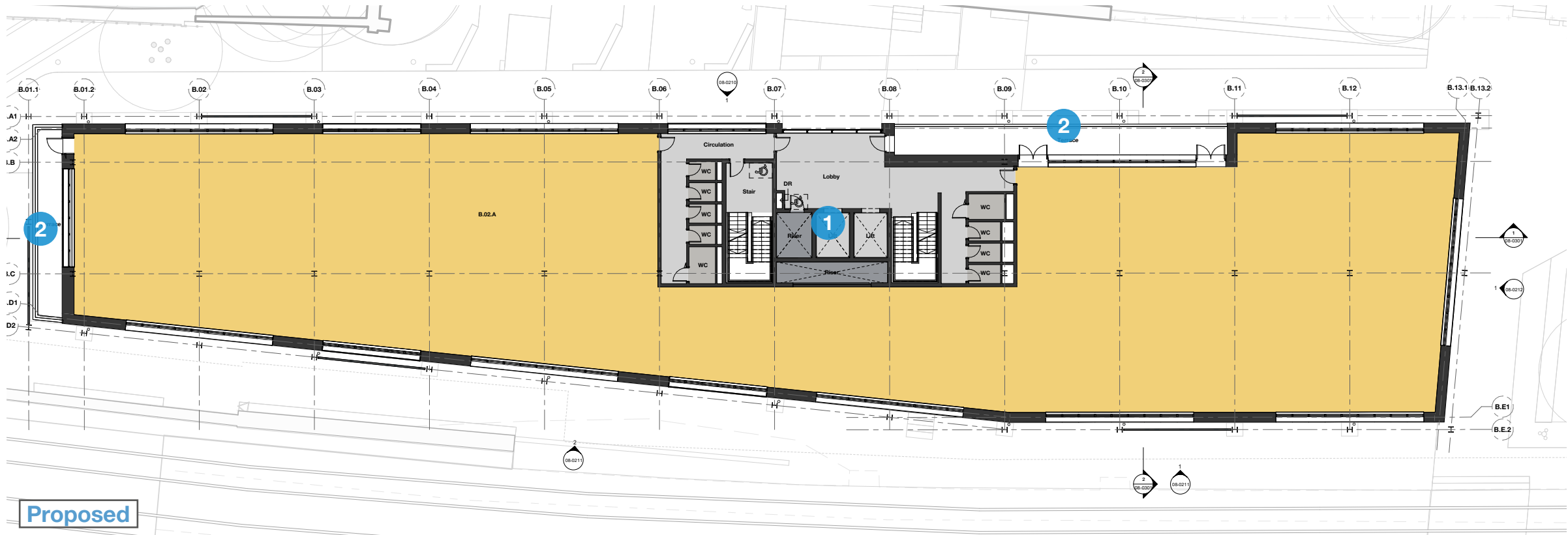
Illustrated changes - Building B

4.3

Typical Upper Floor Plan

Proposed Changes

- 1
- Main Core revised to improve arrival experience and provide views across canal
- 2
- External terrace repositioned to suit revised core position
- 3
- External escape stair repositioned internally to enable subdivision of floorplate



4

4.4

Illustrated changes - Building B

Roof Plan

Proposed Changes

- 1 Main Core revised to improve tenant/visitor experience
- 2 Extent of PV panels reduced to reflect developed energy strategy - see M&E Report



- Workspace
- WC
- Circulation
- Cleaners' Store

4

Illustrated changes - Building B

4.5

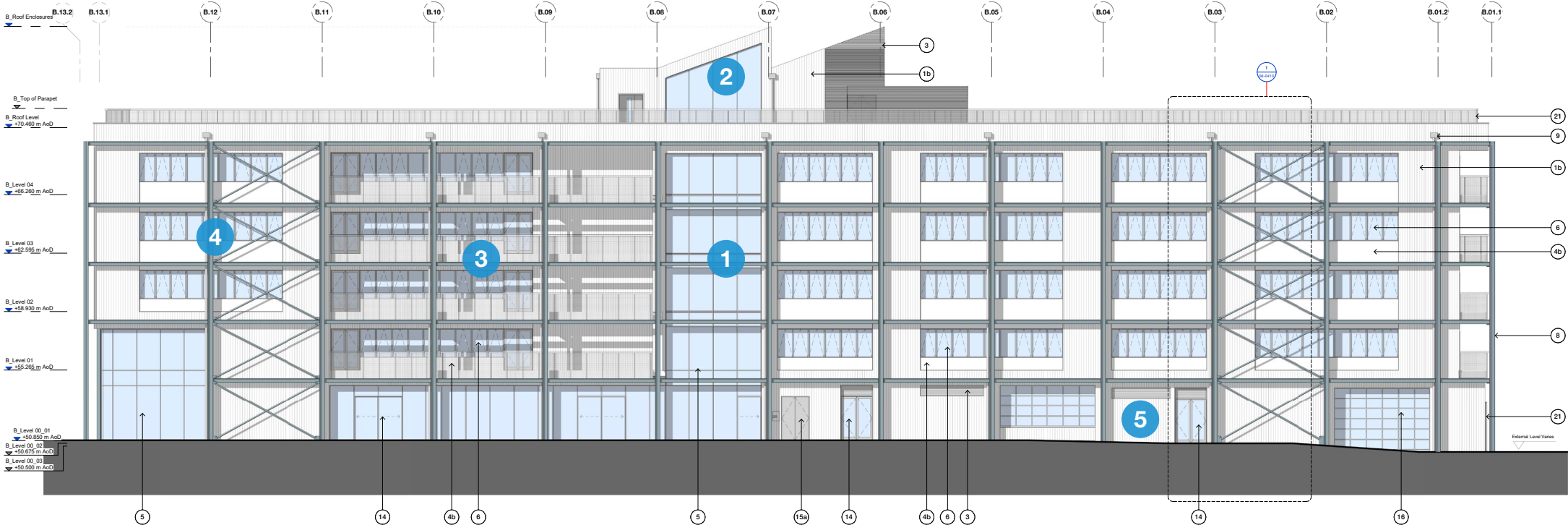
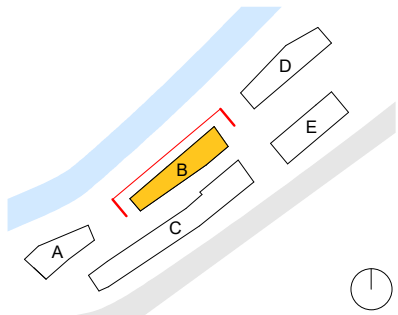
North Elevation

Proposed Changes

- 1
- Entrance location changed to reflect revised core position
- 2
- Roof pop-up pushed back to reflect revised elevation position and form updated
- 3
- External terrace position revised to reflect updated core position
- 4
- General updates to window positions to reflect updated layout
- 5
- General updates to ground floor door positions to reflect updated layout

Proposed

Extant consent



4

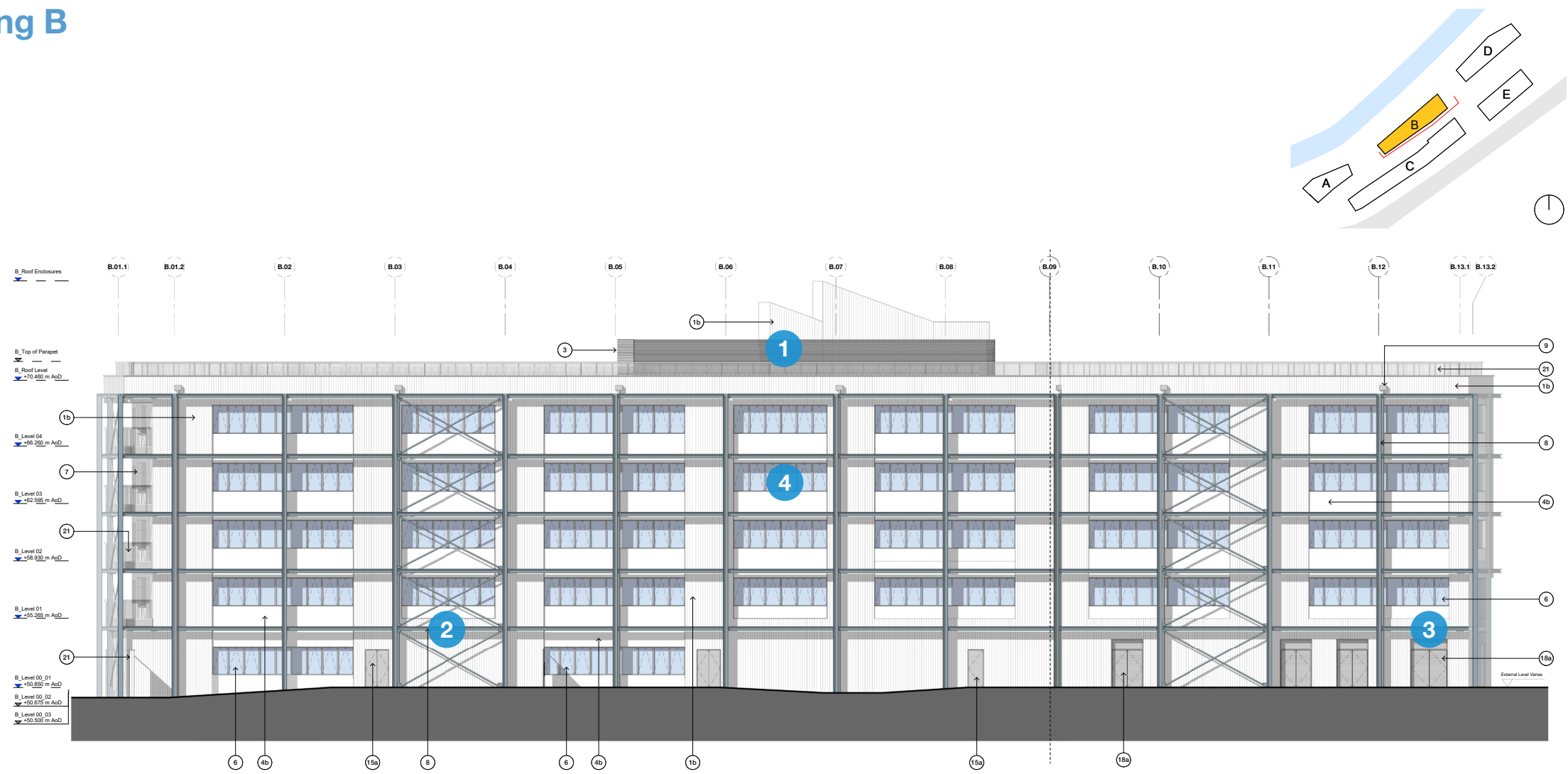
4.6

Illustrated changes - Building B

South Elevation

Proposed Changes

- 1 Plant screen repositioned to reflect revised core position
- 2 Structural bracing repositioned
- 3 Area of double height glazing omitted to Metrolink elevation to reflect updated internal layout
- 4 General updates to window positions to reflect updated layout



Proposed



Extant consent

4

Illustrated changes - Building B

4.7

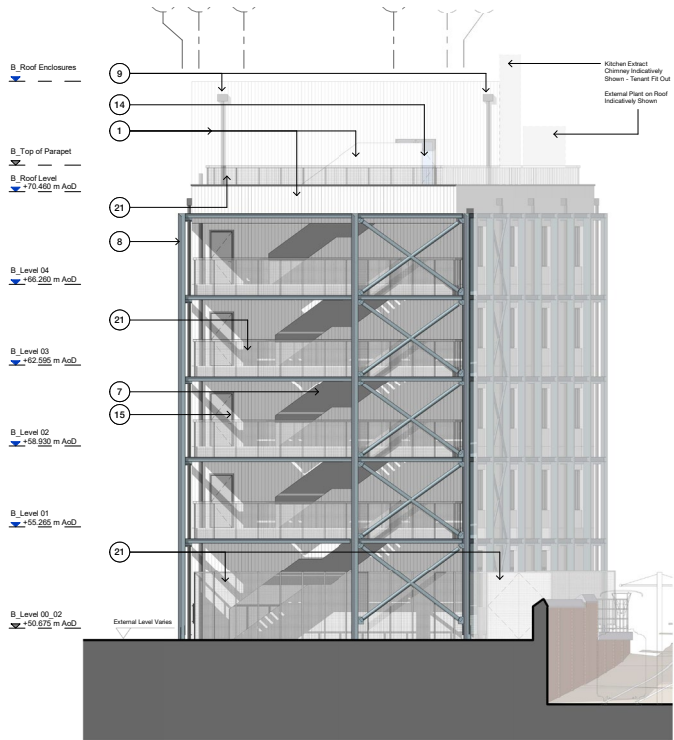
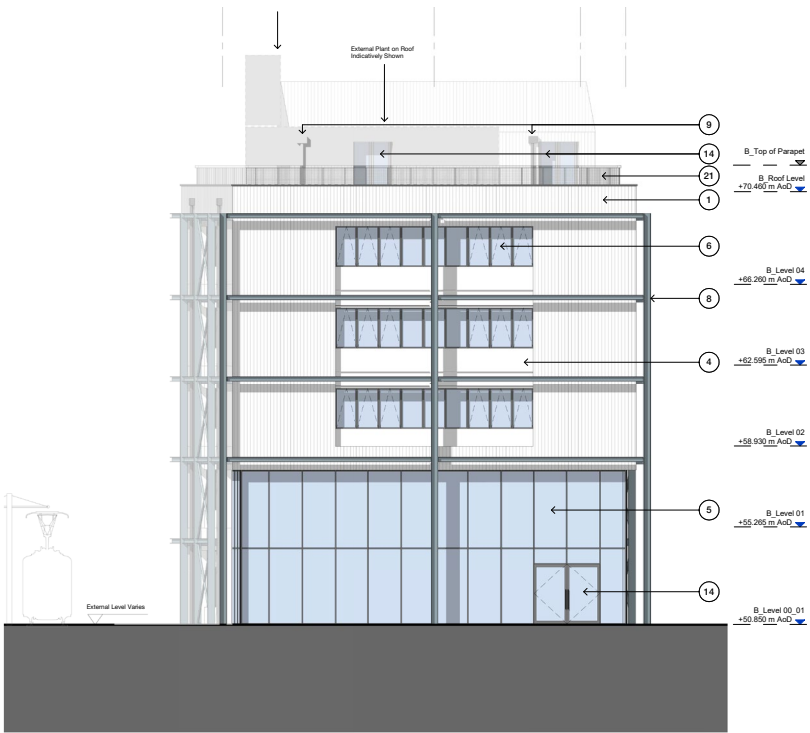
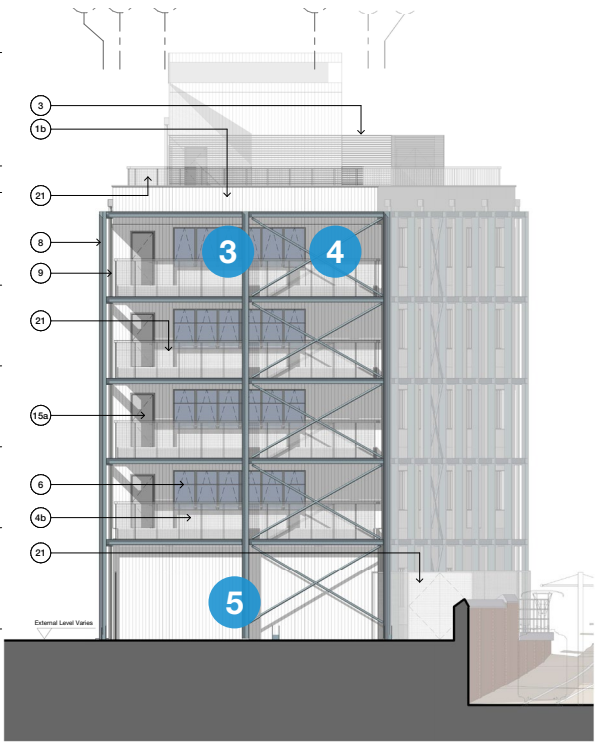
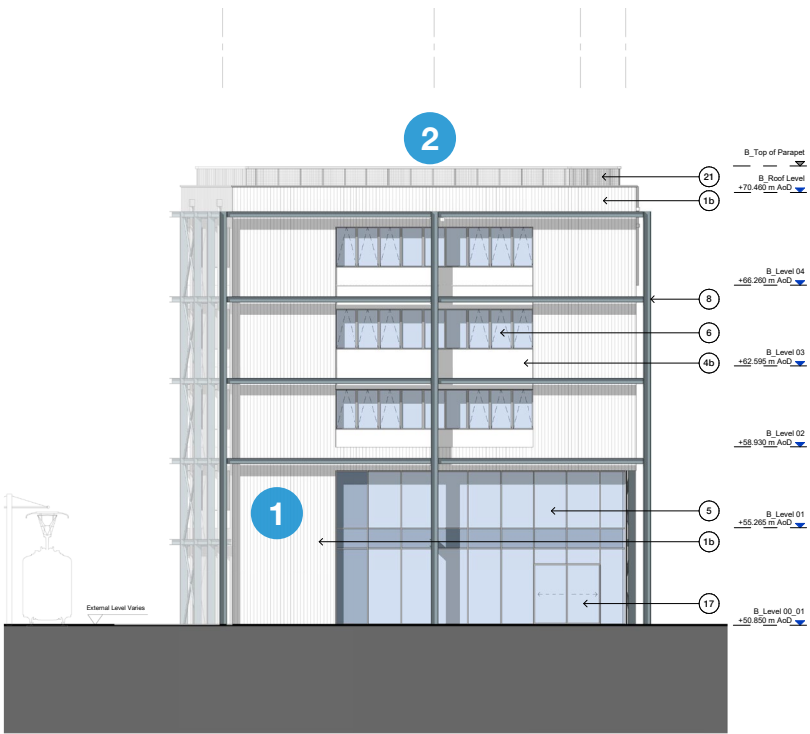
East & West Elevations

Proposed Changes

- 1 Extent of double height glazing reduced to reflect updated internal layout
- 2 Position of roof top pop-up updated to reflect revised core position
- 3 Additional windows added to western gable
- 4 External stair omitted to terrace
- 5 External wall position updated at ground level to reflect internal layout

Proposed

Extant consent

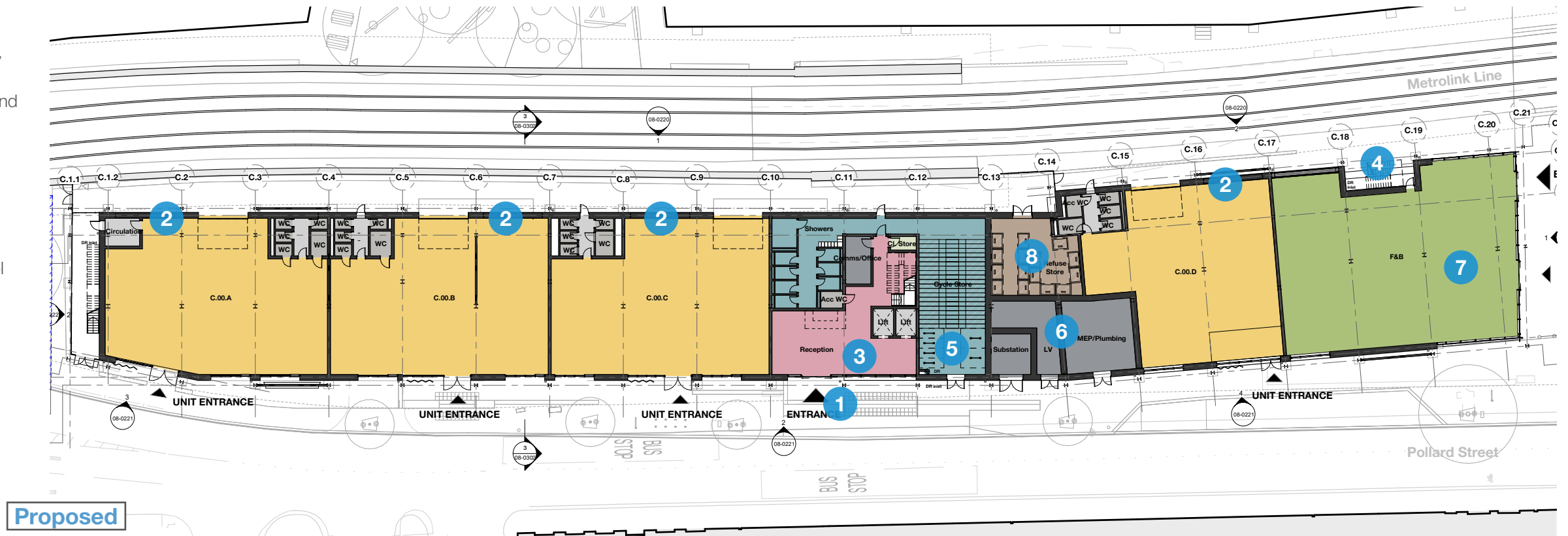


5 Illustrated changes - Building C

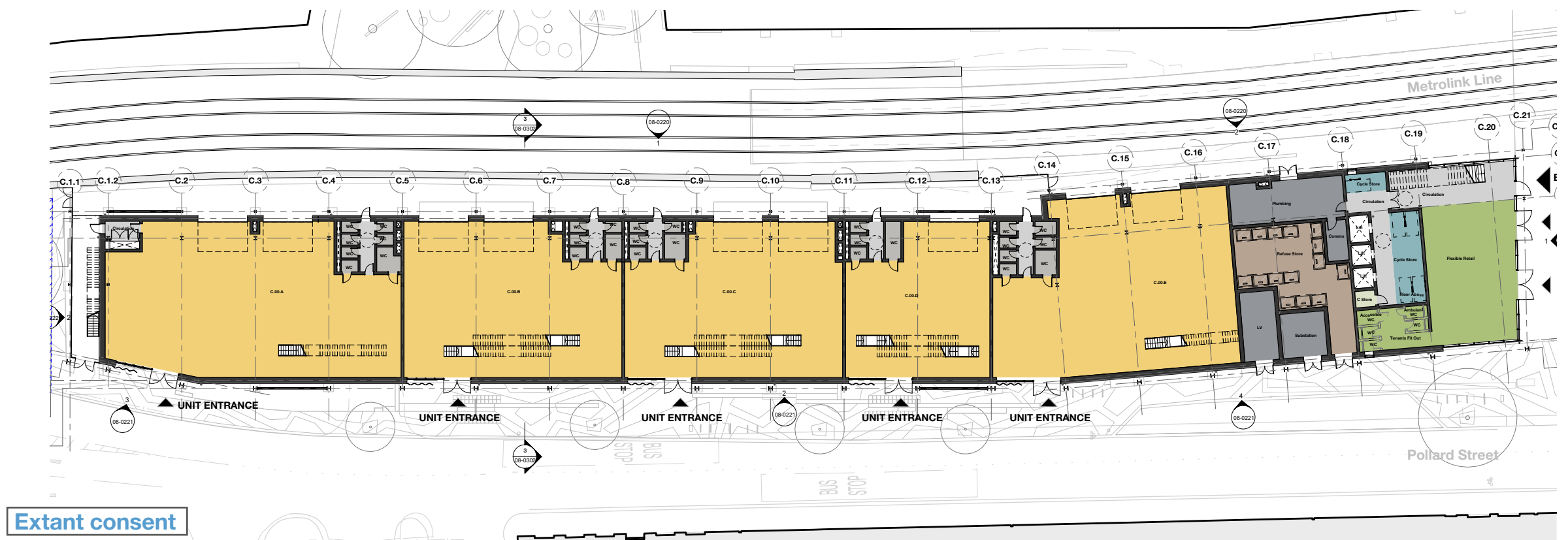
5.1 Ground Floor Plan

Proposed Changes

- 1 Change to sliding doors to improve accessibility
- 2 Omitted 1no. large format door from each Ground Floor unit to improve flexibility of unit
- 3 Reception Area enlarged to improve tenant/visitor experience
- 4 Additional external escape stair added
- 5 Cycle store rationalised to all be on Ground level
- 6 Plant areas relocated
- 7 F&B unit increased
- 8 Bin store rationalised



- Workspace
- Food and Beverage
- Cycle Storage / Showers
- WC
- Circulation
- Plant
- Refuse
- Cleaners' Store



5

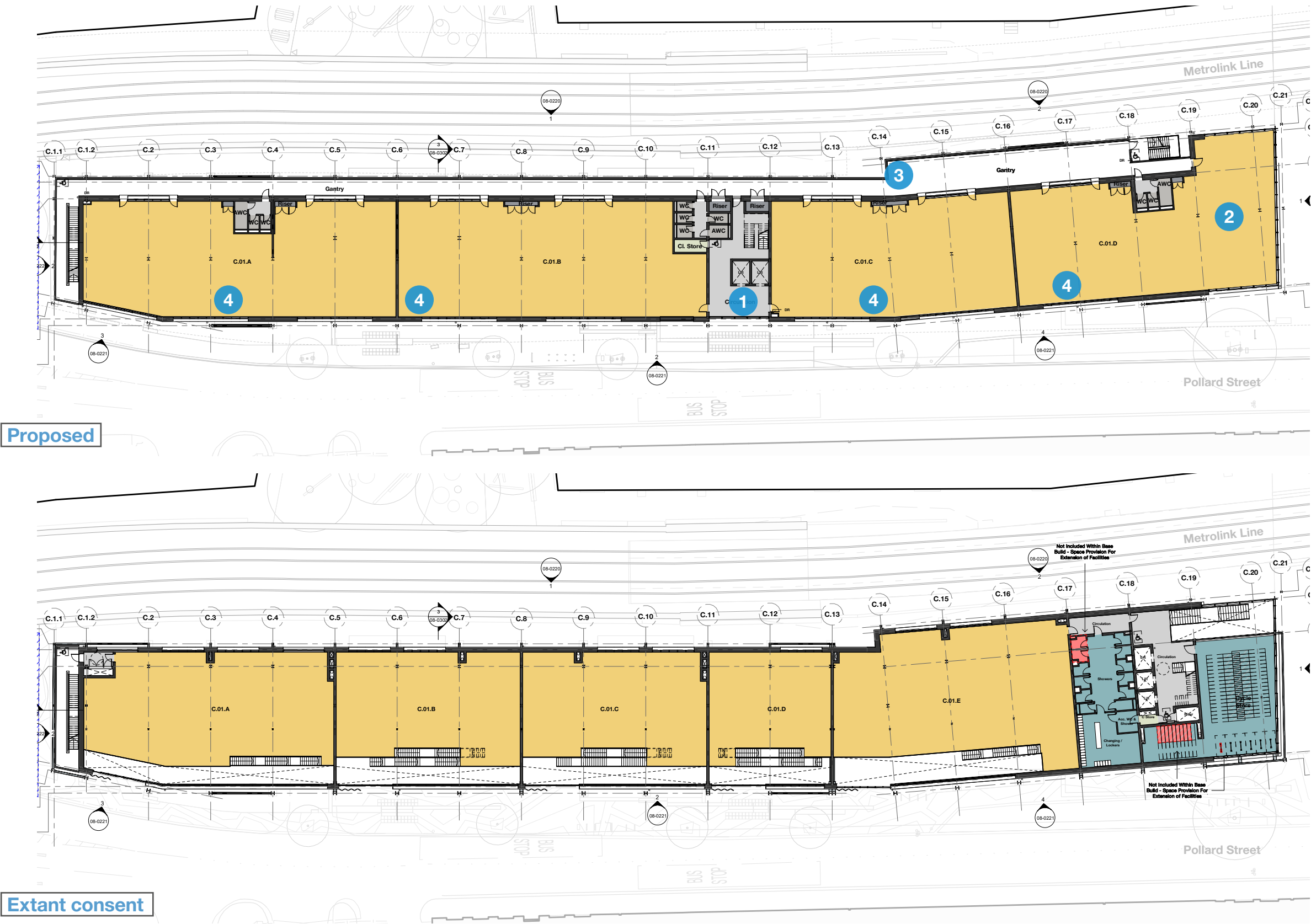
Illustrated changes - Building C

5.2

First Floor Plan

Proposed Changes

- 1 Main Core revised
- 2 Cycle Store repositioned to ground floor
- 3 Additional level of gantry introduced
- 4 Upper level to ground floor double height units replaced with single height accommodating at first floor accessed from gantry to improve accessibility of workspace. First floor areas now more likely to be brought forward as workspace



5

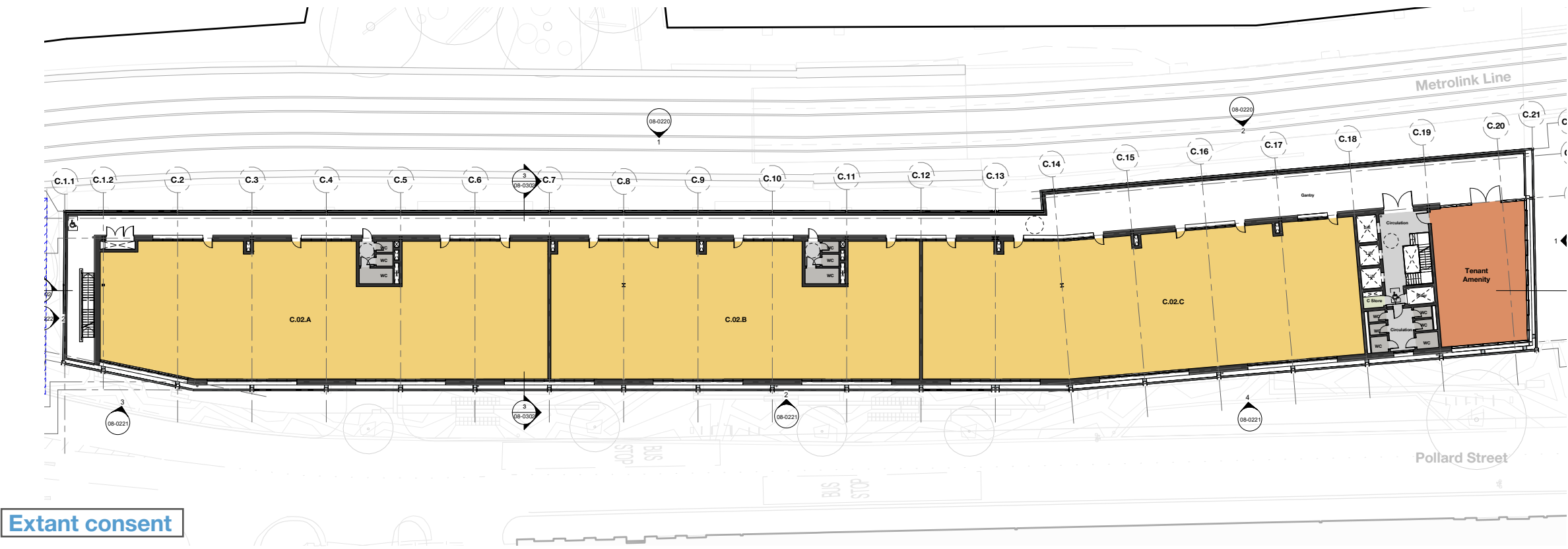
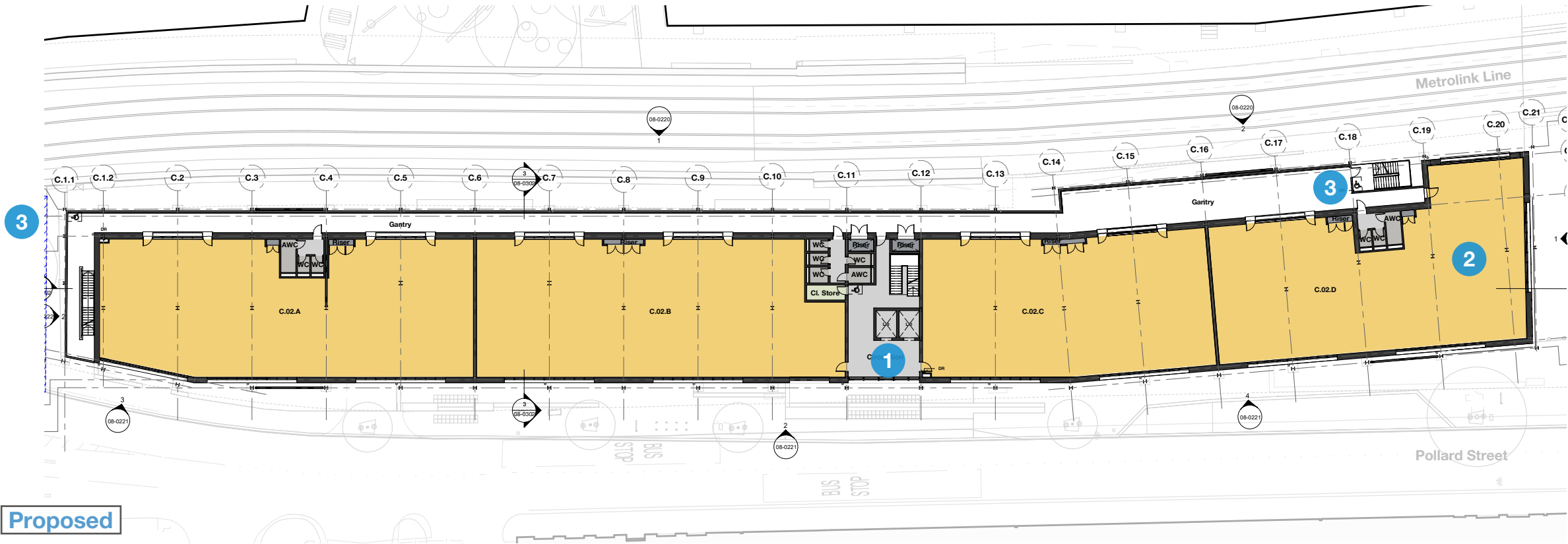
5.3

Illustrated changes - Building C

Typical Upper Floor Plan

Proposed Changes

- 1 Main Core revised
- 2 Workspace provision increased - tenant amenity relocated to ground floor
- 3 Additional escape stair added



- Workspace
- Tenant Amenity
- WC
- Circulation
- Cleaners' Store



5

5.4

Illustrated changes - Building C

Roof Plan

Proposed Changes

- 1 Main Core revised and pop-up omitted
- 2 Area of PV panels reduced to reflect developed energy strategy - see M&E Report

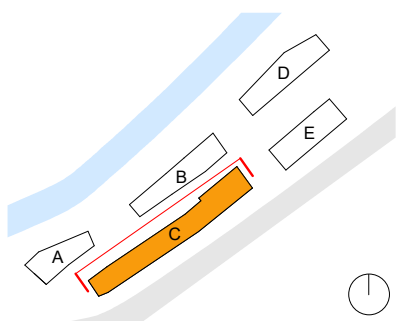


5

5.5

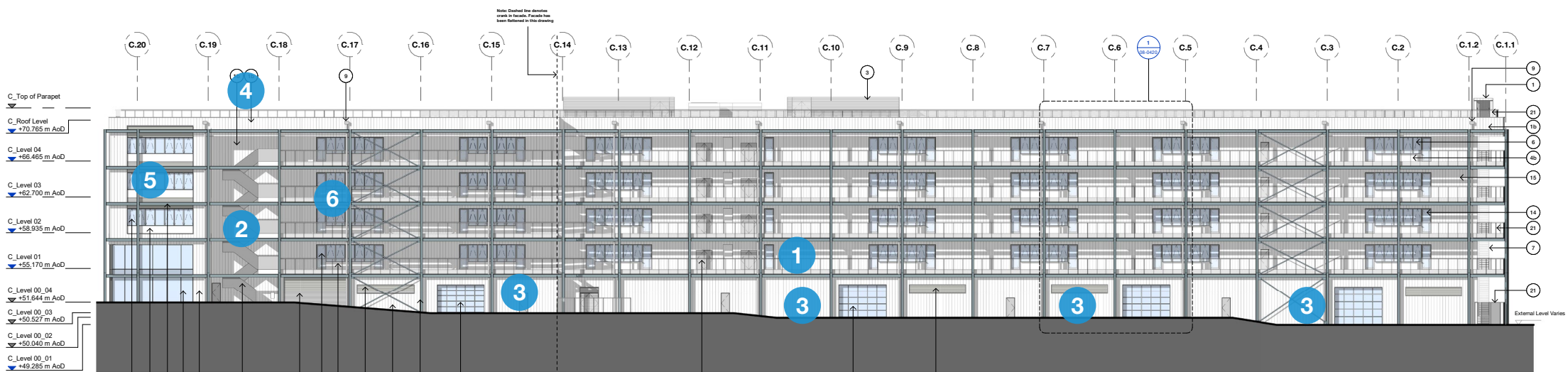
Illustrated changes - Building C

North Elevation

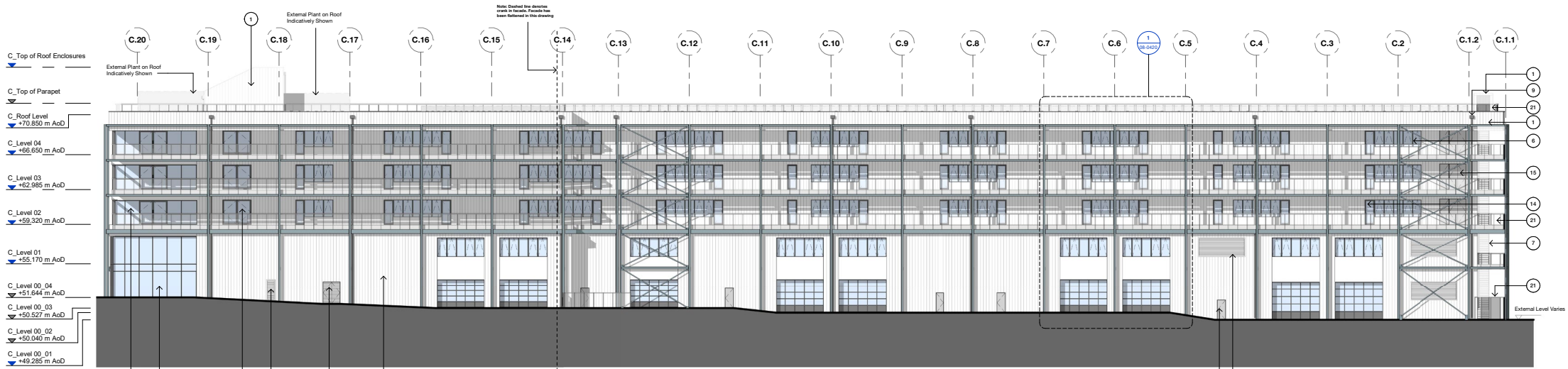


Proposed Changes

- 1 Additional level of gantry added at Level 1 to improve accessibility to all workspace
- 2 Additional external escape stair added to gantry
- 3 Some large sectional doors omitted to improve flexibility of Ground Floor units
- 4 Rooftop pop-up omitted
- 5 Length of gantry reduced to Central Green end of building
- 6 Structural bracing positions updated



Proposed



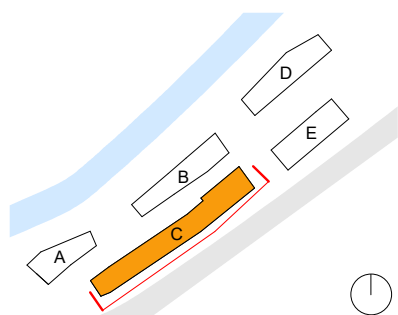
Extant consent

5

5.6

Illustrated changes - Building C

South Elevation



Proposed Changes

- 1 Entrance location changed to reflect revised core position
- 2 Recessed area of flat metal cladding introduced - colour to match adjacent panels
- 3 Extent of glazing reduced to reflect updated internal layout
- 4 General updates to window and door positions at ground and first floor to reflect updated internal layout
- 5 Rooftop pop-up omitted



Proposed



Extant consent

5

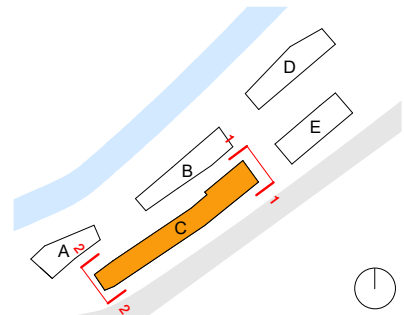
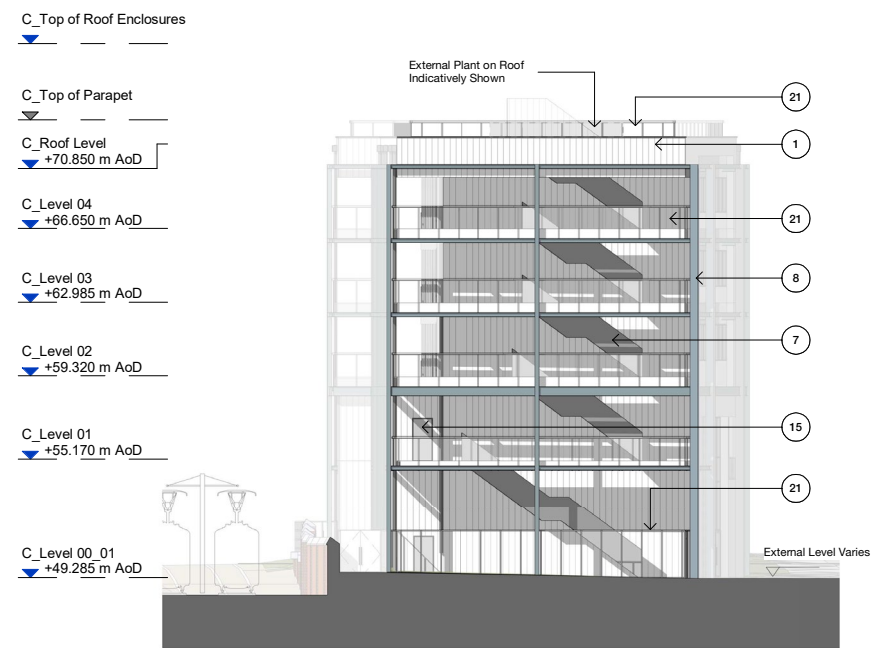
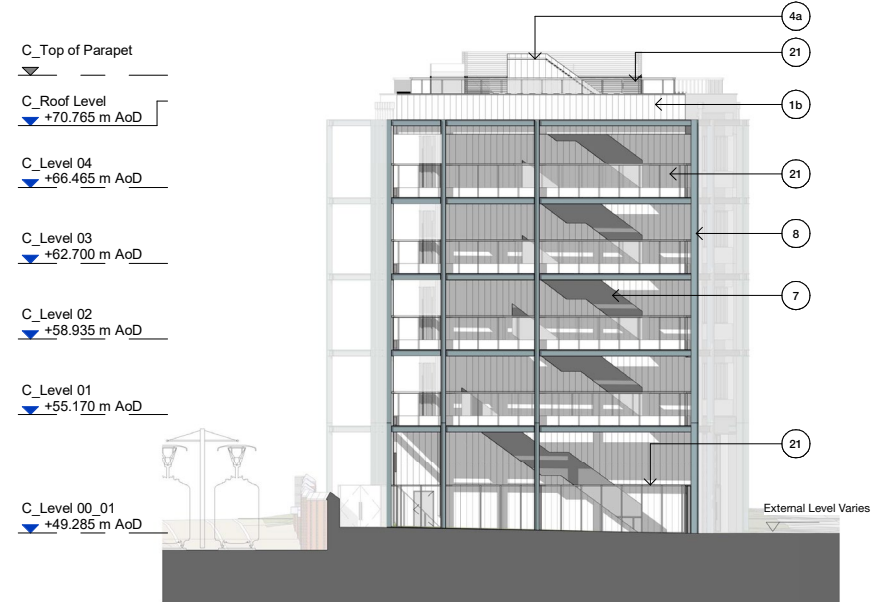
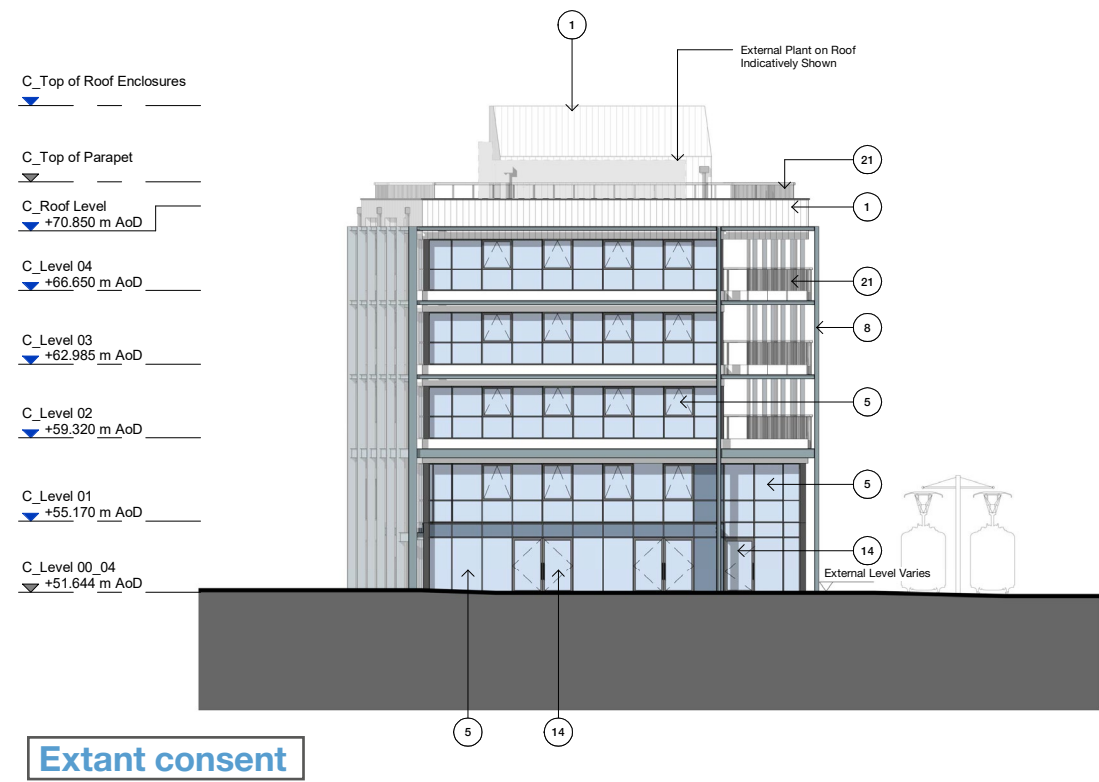
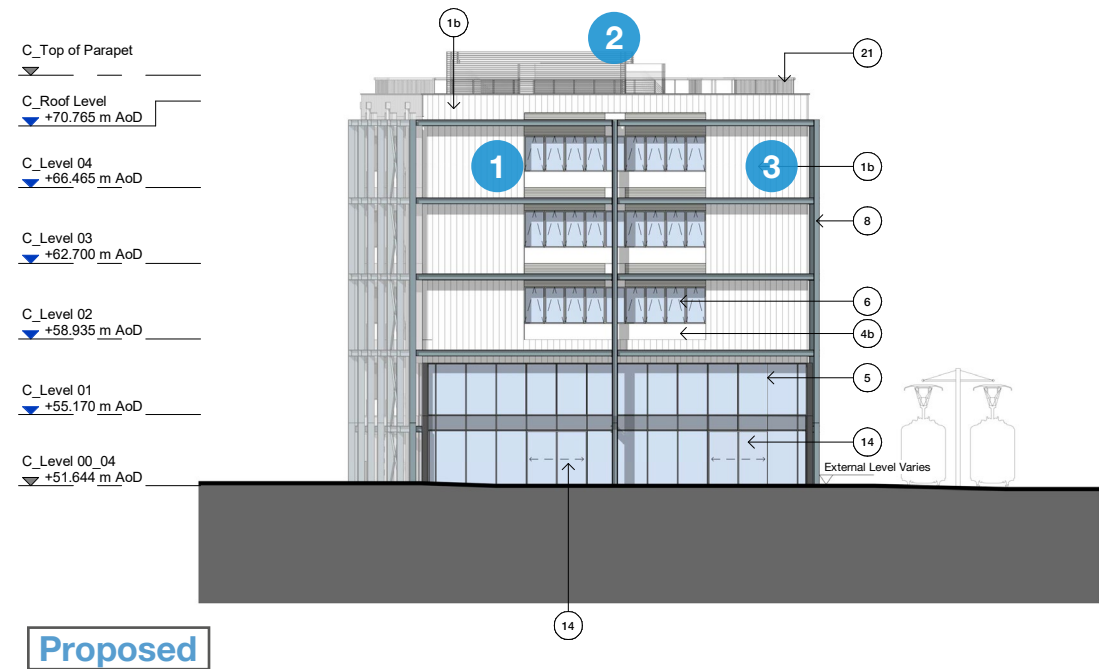
5.7

Illustrated changes - Building C

East & West Elevations

Proposed Changes

- 1 Extent of glazed reduced and windows introduced to reflect updated internal layout
- 2 Rooftop pop-up omitted
- 3 Extent of gantry reduced



6 Accommodation Schedule

Schedule of Accommodation
The following schedules describe the revised accommodation as part of the proposed changes to the extant consent.

Reference	GEA m²	GEA sq ft	GIA m²	GIA sq ft	NIA m² (Use Class E or bar (Sui Generis))	NIA sq ft (Use Class E or bar (Sui Generis))	NIA m² Workspaces (Use Class E)	NIA sq ft Workspaces (Use Class E)	Private External Terrace m²	Private External Terrace sq ft
Building A										
Consented scheme	7,747	83,365	6,996	75,294	212	2,280	4,988	53,674	0	0
Proposed MMA scheme	7,697	82,831	6,943	74,701	253	2,723	5,190	55,874	0	0
Variation	-50	-534	-53	-593	41	443	202	2,200	0	0
Building B										
Consented scheme	6,652	71,609	5,967	64,232	854	9,188	4,021	43,739	196	2,112
Proposed MMA scheme	6,742	72,550	6,131	65,992	802	8,635	4,016	43,247	200	2,192
Variation	90	941	164	1,760	-52	-553	-5	-492	4	80
Building C										
Consented scheme	11,642	125,302	10,294	110,796	1,791	19,267	6,525	70,216	1,242	13,349
Proposed MMA scheme	11,309	121,742	10,348	111,394	1,657	17,825	7,244	77,960	1,408	15,156
Variation	-333	-3,560	54	598	-134	-1,442	719	7,744	166	1,807
Building D										
Consented scheme	11,129	119,777	10,130	109,016	386	4,155	7,353	79,146	352	3,788
Building E										
Consented scheme	9,808	105,589	8,873	95,520	268	2,880	6,197	66,709	600	6,462
Total										
Consented scheme	46,978	505,642	42,260	454,858	3,511	37,770	29,084	313,484	2,390	25,711
Proposed MMA scheme	46,685	502,489	42,425	456,623	3,366	36,218	30,000	322,936	2,560	27,598
Variation	-293	-3,153	165	1,765	-145	-1,552	916	9,452	170	1,887

Pollard Street
Design and Access Statement

October 2020

Hawkins\Brown



Document history

Version	Date	Description
P01	02.10.2020	Issued for Planning Application

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1

Executive Summary

1.1

Introduction

Statement

The design and access statement has been written with guidance of the CABE “Design and Access Statements – how to write, read and use them” document.

For the purposes of this statement the proposal is referred to as ‘the ‘Collective’’ which captures the scheme’s aspiration of an open and inclusive collection of buildings and public realm.

Planning Application Proposal

The application relates to the proposed site in New Islington, Manchester known as Pollard Street.

The scheme comprises five workspace buildings, which include workspaces on upper floors, with flexible opportunities for retail, restaurant, crèche, bar and theatre uses all identified within the ground floor of the development on each building. The final use of these ground floor units will be determined once the tenants have been identified. All potential uses and use classes are identified in the Description of Development. The public realm will comprise hard and soft landscaping with a variety of function incorporated throughout.

The proposal is to create approximately 46,978 m² Gross External Area (GEA) on the site. This is across 5 buildings which range in height from 5 storey for 2 of the buildings and 8 storey for 3 of the buildings.

Architectural Commission

This report has been produced on behalf of General Projects Limited, in collaboration with the planning application for the redevelopment of the site at Pollard Street.

Hawkins\ Brown were appointed by General Projects in 2020 to develop the design for a predominantly workspace led scheme with flexible ground floor uses to support both the development and the relatively new residential community that has grown in recent years.

Pollard Street is an ambitious project for General Projects which will bring Maker, ‘Start up’, Incubator and ‘Grown-up’ spaces to New Islington in Manchester providing opportunities for new businesses’ to grow and develop on one site by offering a range of flexible unit sizes.

Pre-Application Consultation

The application is made after pre-application meetings with Manchester City Council, local community, local organisations and uses which is described in greater detail in the Consultation section of this Design and Access Statement.

Project Team

Client:

General Projects

Architecture (Lead Consultant):

Hawkins\Brown Architects

Project Manager:

Arcadis

Cost Consultant:

Arcadis

Principal Designer:

Hawkins\Brown Architects

Structural Engineer:

Civic Engineers

Services Engineer:

Max Fordham

Landscape Architect:

Planit-IE

Fire Engineer:

OFR Consultants

Acoustic Consultant:

Sandy Brown

Planning Consultant:

Deloitte Real Estate

Sustainability Consultant:

Max Fordham

Pre-Application Consultation

During the design development of the overall campus and specific building plots to be delivered on Pollard Street, regular dialogue has taken place with senior officers at Manchester City Council's Planning Department.

The design process has been informed by feedback from consultation with the Local Planning Authority gathered during a series of online meetings and exchanges of correspondence summarised as follows:

- 05 March 2020: early meeting to discuss the proposals in principle and the key considerations that should be worked through during the design development stages;
- 01 and 09 July 2020: to provide an update on the emerging scheme proposals and to provide an update in relation to feedback received from the consultation events and online engagement;
- 04 August 2020: further developed designs were presented to Manchester City Council to seek their views and present further consultation feedback received from members of the public, statutory consultees and local community groups;
- 16 and 23 September 2020: two pre-application meetings were held immediately prior to submission to present the designs proposed to be submitted for planning, as well identifying how key technical issues for the scheme have been addressed.

The overall feedback from these pre-application discussions has been positive and supportive in principle, including positive feedback on the scale of the public realm proposed, the overall ambitions of the Community Wealth Building strategy, the approach to consultation and the scale, massing and design of the buildings.

Public Consultation

Public consultation focussed on this Full Planning Application was primarily conducted through leaflet surveys and an online website from April 2020 to September 2020, due to the impact of Covid-19 and the difficulties that have been created in relation to meeting people face to face at a local venue.

Response rates have been comparatively high, with over 400 individual responses offered through two initial rounds of consultation and a lot of helpful and constructive feedback gathered in the process.

Due to the existing role the site plays in terms of a local amenity space, much of the consultation feedback has been in relation to the design quality and amount of public space provided in the scheme and improving biodiversity and community facilities in the landscape design. For the buildings themselves, thoughts and ideas have been suggested in terms of use and function, which have been incorporated in the design submitted in this Application where possible.

In total, the scheme has been developed and positively influenced through consultation with over 500 local people, including:

- More than 400 local people;
- Over 30 one-to-one conversations;

- 13 local community groups and charities;
- 8 local businesses;
- 7 local schools and;
- 4 adjacent developers

Local Consultation

1. Co-Design

Local primary school St Anne's Primary School and nursery Little Learning Ladder were both engaged during consultation to invite them into the conversation from an early stage and to kick-start discussions around co-design.

It was important at this point to emphasise that the design for public space could go in any direction and that it will, most likely, change course along the way.

School and nursery children and their carers were asked to express their preference for different features of public space and used bean stalks up trellises to visually represent this. Little Learning Ladder were provided with four workshops sets; St Anne's Primary School had three.

Conversations with representatives from each took place in early June, with workshop materials delivered on w/c 22nd June.

As the activities took place towards the tail end of the peak of Covid-19, workshop materials were delivered to the school and nursery by the co-design team, and outputs were regularly recorded by staff and carers at the school and nursery. The co-design team then checked in at the end of a five-week period, to gather results and images, while also providing an update on the consultation who were then invited to respond formally to the digital survey.

A selection of words was displayed as multiple choice junctions on the trellis, chosen for their appropriateness for the audience. The results included RELAX, GARDENING, MAKE BELIEVE, AND BUGS.

Thanks to this early engagement we have started a conversation with local children, who will form a significant percentage of future space users, and have begun to develop an idea of what they want to see on site; somewhere open, relaxed, where one can use their imagination, and have the opportunity for hands on activities.

2. Stakeholder Engagement

Standard Practice have connected with their designated stakeholder engagement groups in August and September 2020, to gauge interest from specific local groups including Manchester Cares, Tribe MCR, and Manchester Urban Diggers; local businesses such as Cloudwater; and residents including those who are part of the boating community in Ancoats Marina.

3. Digital Engagement

Standard Practice built and have managed the Pollard Street website since June 2020. This has involved initial designs, ongoing amends, and both copy and design updates. Since launch, the website has had 2,380 unique visitors and 6,530 page views.

Working with Deloitte, we built and circulated the digital survey for consultation in July, connecting it to the website and distributing an update to interested parties via digital newsletters. Overall six digital newsletters have been sent, all with over a 70% open rate (compared to a 30% industry standard).

Statutory Consultation

In addition to pre-application and public consultation, this comprehensive strategy has involved many months of discussions with key stakeholders, interest groups, statutory bodies, design review panels and Manchester City Council departments in addition to local Ward Councillors, prior to this application being submitted. Below we have provided a list of consultation that has taken place.

- **Flood Risk Management and Drainage**
- **Transport For Greater Manchester (TfGM) and Highways**
- **Environmental Health**
- **Arboriculture**
- **Greater Manchester Police (GMP)**
- **GMEU**
- **Greater Manchester Archaeology Advisory Service (GMAAS)**
- **United Utilities**
- **Local Councillors**
- **Canal and Rivers Trust**
- **Places Matter**

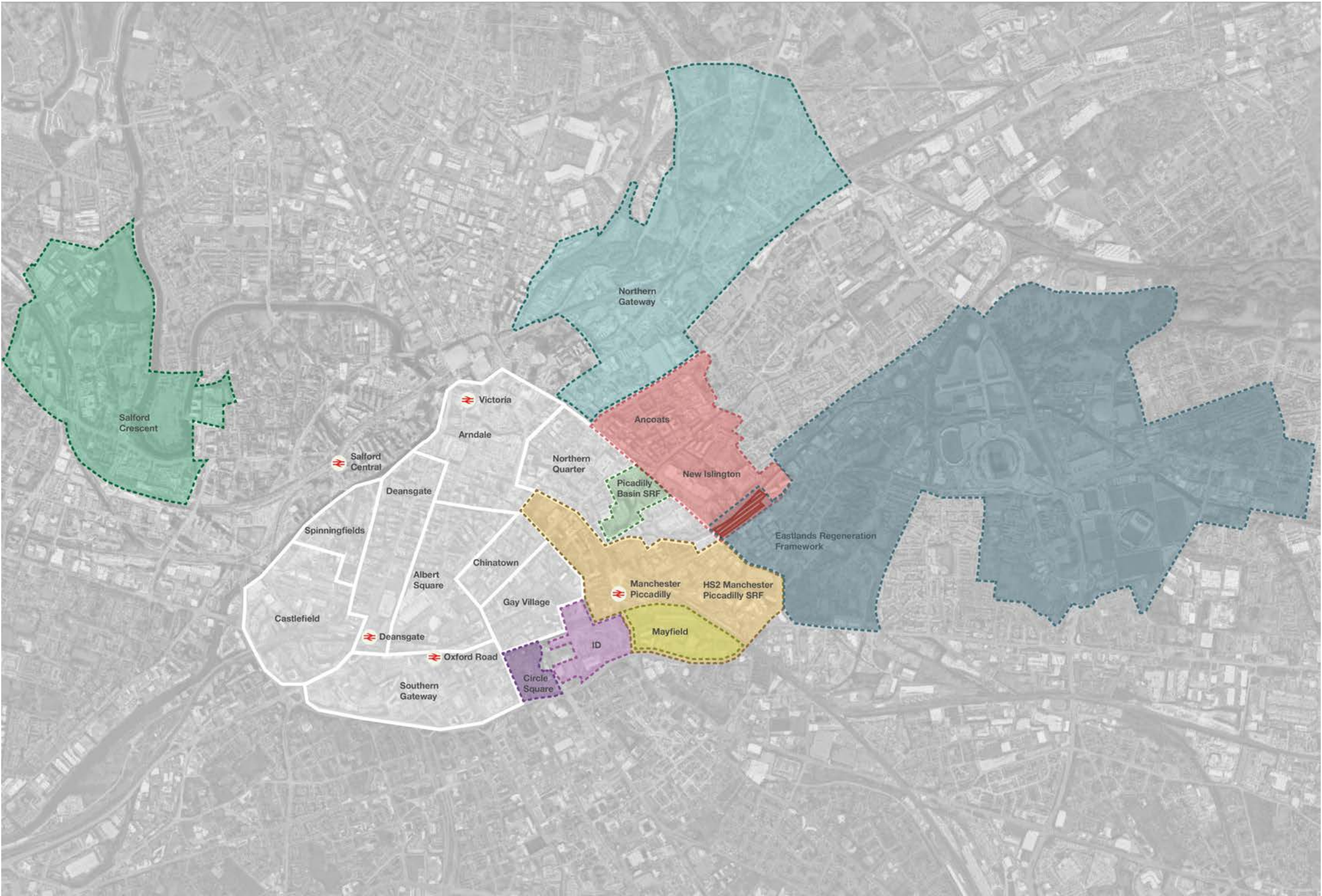
Full details of all pre-application engagement and how the application responds to comments received from all parties is set out in the Statement of Consultation prepared by Deloitte Real Estate, submitted with this application.

The consultation process will also continue as part of the formal statutory planning procedure managed by the Local Planning Authority. During this process, the applicant and the project team will carefully consider any comments received from consultees and will respond as appropriate through the Local Planning Authority.

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City Areas

The site is located on the north easterly edge of Manchester city centre within the Ancoats and Beswick Ward. The site enjoys unparalleled transport and connectivity routes with a Metrolink situated at its heart, a bus stop to Pollard Street and within walking distance of Piccadilly station and the Etihad campus. The site is located amongst a number of regenerative frameworks discussed in further detail in “2.5 Eastlands Regeneration Framework” on page 12.



2

The Site

2.2

Existing Open Space Overview

An exercise has been conducted to assess the quantity of open space within a 15 minute walk of the site. Open space has been divided into two broad categories; public realm spaces and green spaces. In total 28 key spaces were identified of varying size, function and quality which are listed opposite.

The most significant spaces are no. 1 - Cotton Fields Park and no. 2 Islington Marina. These spaces are less than 5 minutes walk from the site and serve as high quality green space and public realm.

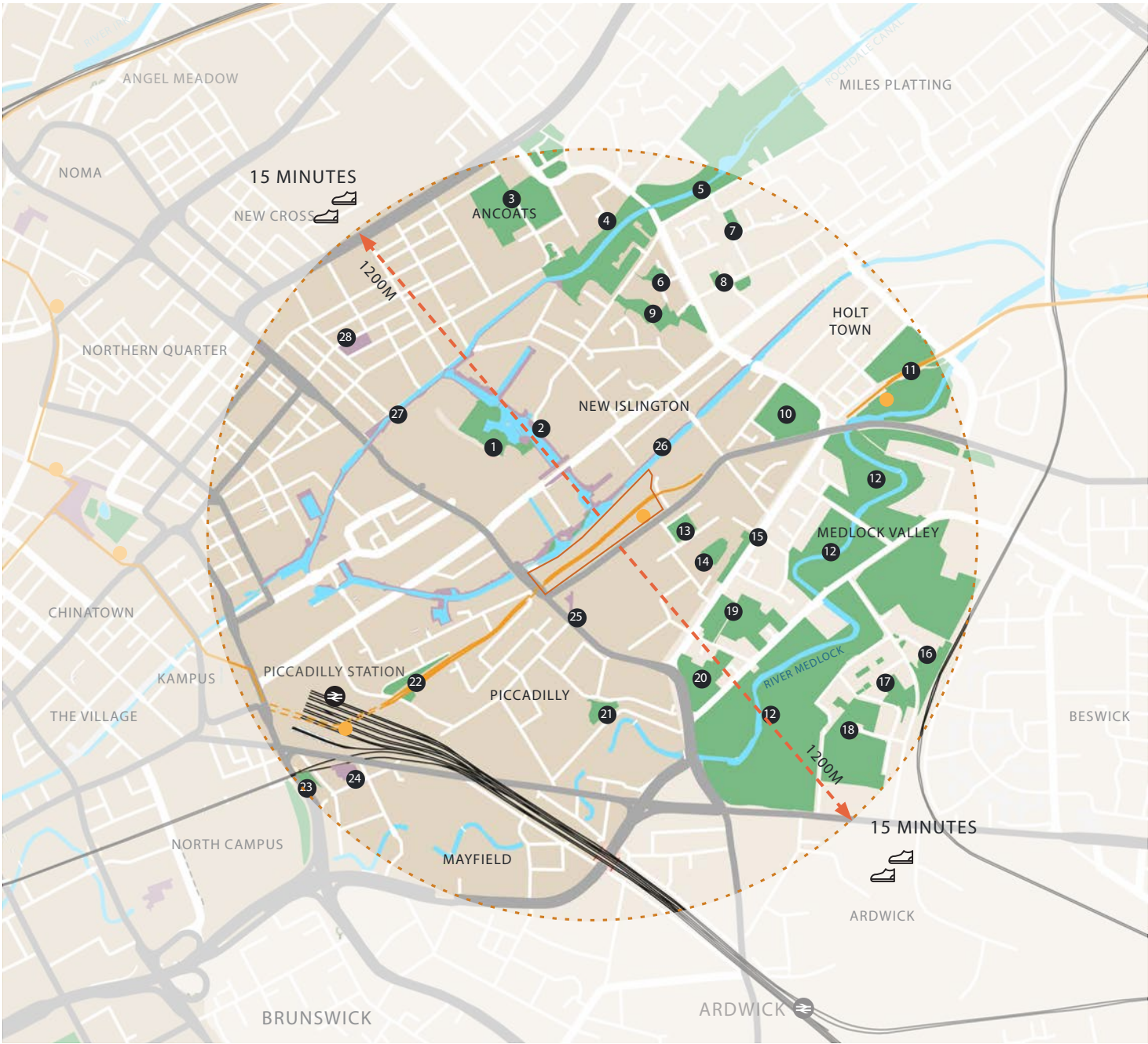
Other notable open spaces include no. 4 - Victoria Mill Park and no. 5 Royle Basin; these green spaces which envelope the Rochdale Canal function as parks and are approximately 15 minutes walk from Pollard Street.

No. 26 - the Ashton Canal Tow Path which borders the site serves as a valuable public realm route, it provides a useful connection to other open spaces in the city as does no. 27 - the Rochdale Canal Tow Path.

Cutting Room Square (no. 28) is a well used public square approximately 13 minutes walk from Pollard Street. It functions as a flexible events space with spill-out space for surrounding Flexible retail units.

The River Medlock Corridor is an area large in size, which serves as a prominent ecologically valuable green space; consisting of a mixture of woodland, riverside, meadow and previously developed land.

Provision of play areas are located at no. 9 - Buttler Street Green space and no. 16 Viaduct Street Green space, while playing fields are offered at no. 13 - Robbie Park - less than a minutes from the Pollard Street. A significant number of the remaining spaces function as communal green spaces which serve the surrounding residential neighbourhoods.



- 1 Cotton Field Park
- 2 Islington Marina
- 3 Ancoats Green
- 4 Victoria Mill Park
- 5 Royle Basin
- 6 Firbeck Drive Greenspace
- 7 Marcer Road Greenspace
- 8 Ridgeway Street Community Gardens / Greenspace
- 9 Buttler Street Greenspace
- 10 Beswick Street / Merrill Street Greenspace
- 11 Holt Town Metro Stop Greenspace
- 12 River Medlock Corridor
- 13 Robbie Park
- 14 Mayes Gardens
- 15 Every Street Greenspace
- 16 Viaduct Street Greenspace
- 17 Ashlar Drive Greenspace / Courtyards
- 18 Markham Close Greenspace
- 19 Ancoats Grove Greenspace
- 20 Palmerston Street Greenspace
- 21 Gidding Road Greenspace
- 22 Sheffield Street / Baird Street Greenspace
- 23 MacDonald Hotel Greenspace
- 24 Travis Street Car Park Temporary Public Space
- 25 Ibis Hotel Open Space
- 26 Ashton Canal Tow Path
- 27 Rochdale Canal Tow Path
- 28 Cutting Room Square

N

City Centre

Neighbourhoods

Green spaces

Public spaces

Metrolink

Railway

Administrative boundary

Walking distance - 15 min = approx.1200m

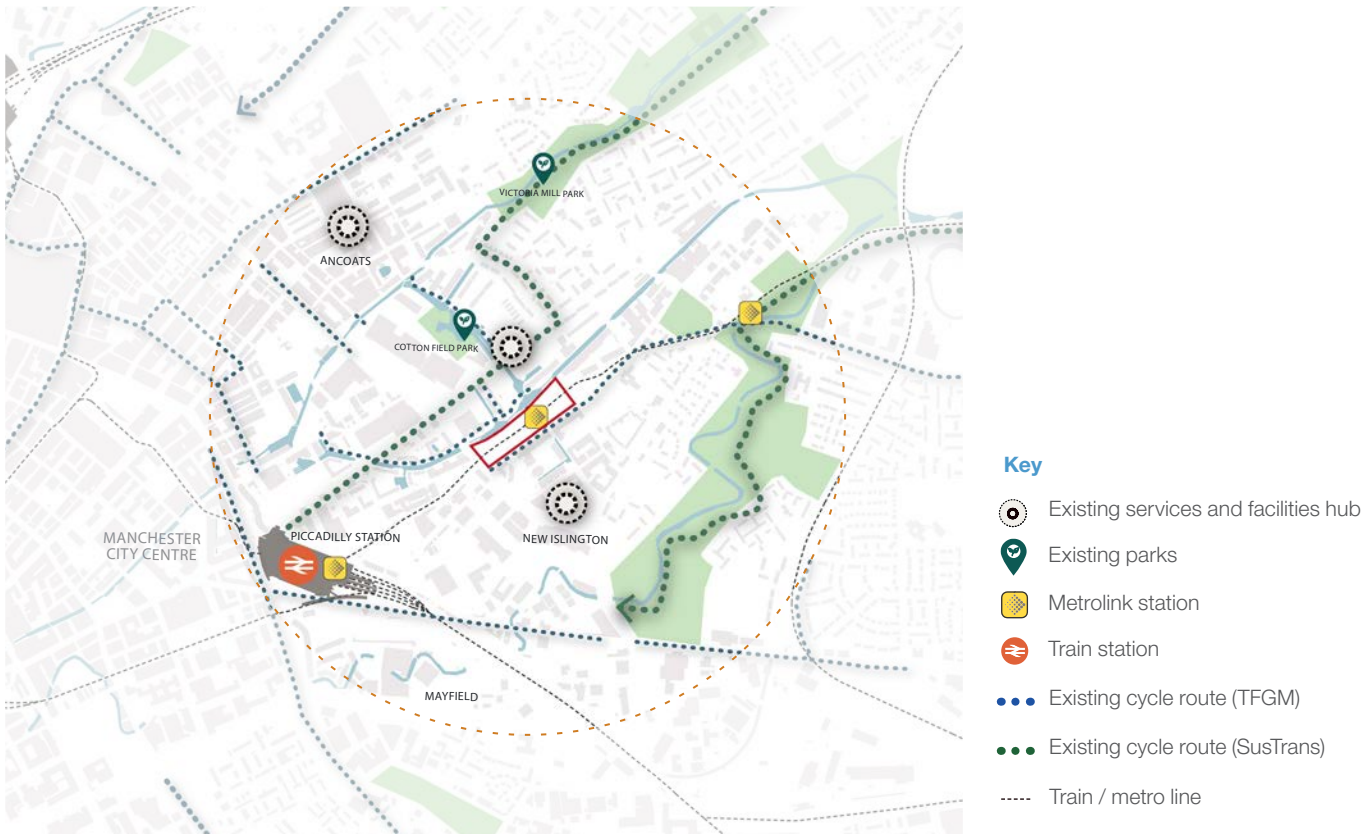
2

The Site

2.3

Existing and Future Green Infrastructure

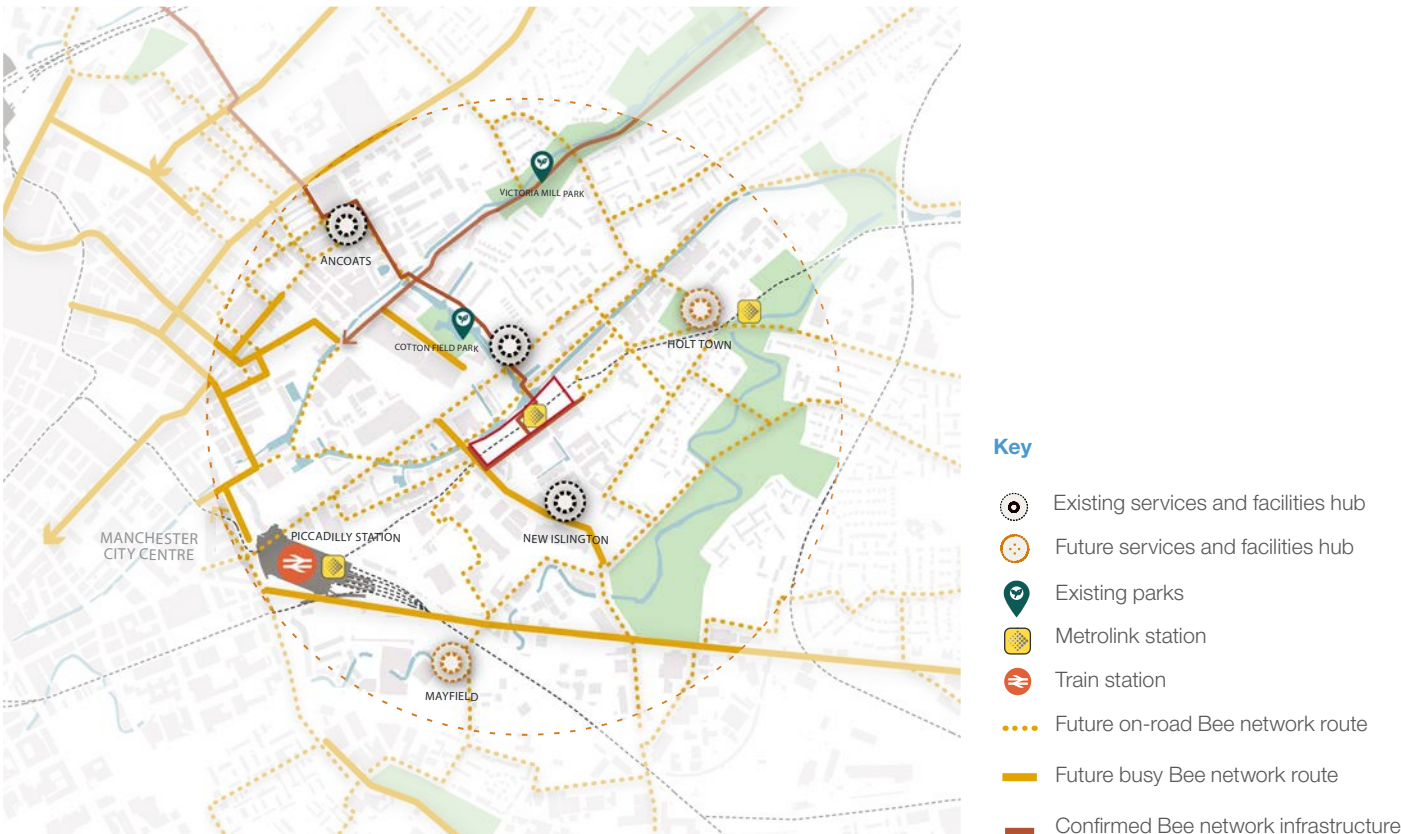
Existing Cycling and Green Infrastructure



The above diagram shows the existing cycle and green infrastructure within a 15 minute walk from the site. The most significant green spaces; Cotton Fields Park, Victoria Mill Park and the River Medlock Corridor are accessible via a combination of existing TFGM and SusTrans cycle routes. The canal tow paths provide useful cycle corridors into the city centre however cycle connections to other parts of the city are limited somewhat fragmented which constrains cycle movement through the city.

The presence of New Islington Metrolink station on the Eccles - Ashton-under-Lyme line provides connections across the city.

Future Cycling and Green Infrastructure



This diagram shows proposed and confirmed future cycle infrastructure within a 15 minute radius from Pollard Street.

The proposed Bee Network provides a much greater network of cycling connections from the site across the city. There is a key confirmed Bee Network route which creates a direct connection from the site to with Islington Marina and Ancoats to the north, and another which runs along Pollard Street, offering good access to the site from Great Ancoats Street to the west.

There are no proposals for a segregated cycle lane within the site. Cyclists will be encouraged through signage to travel at a lower speed when entering the site to reach their destination to avoid conflicts with pedestrians which will be given priority.

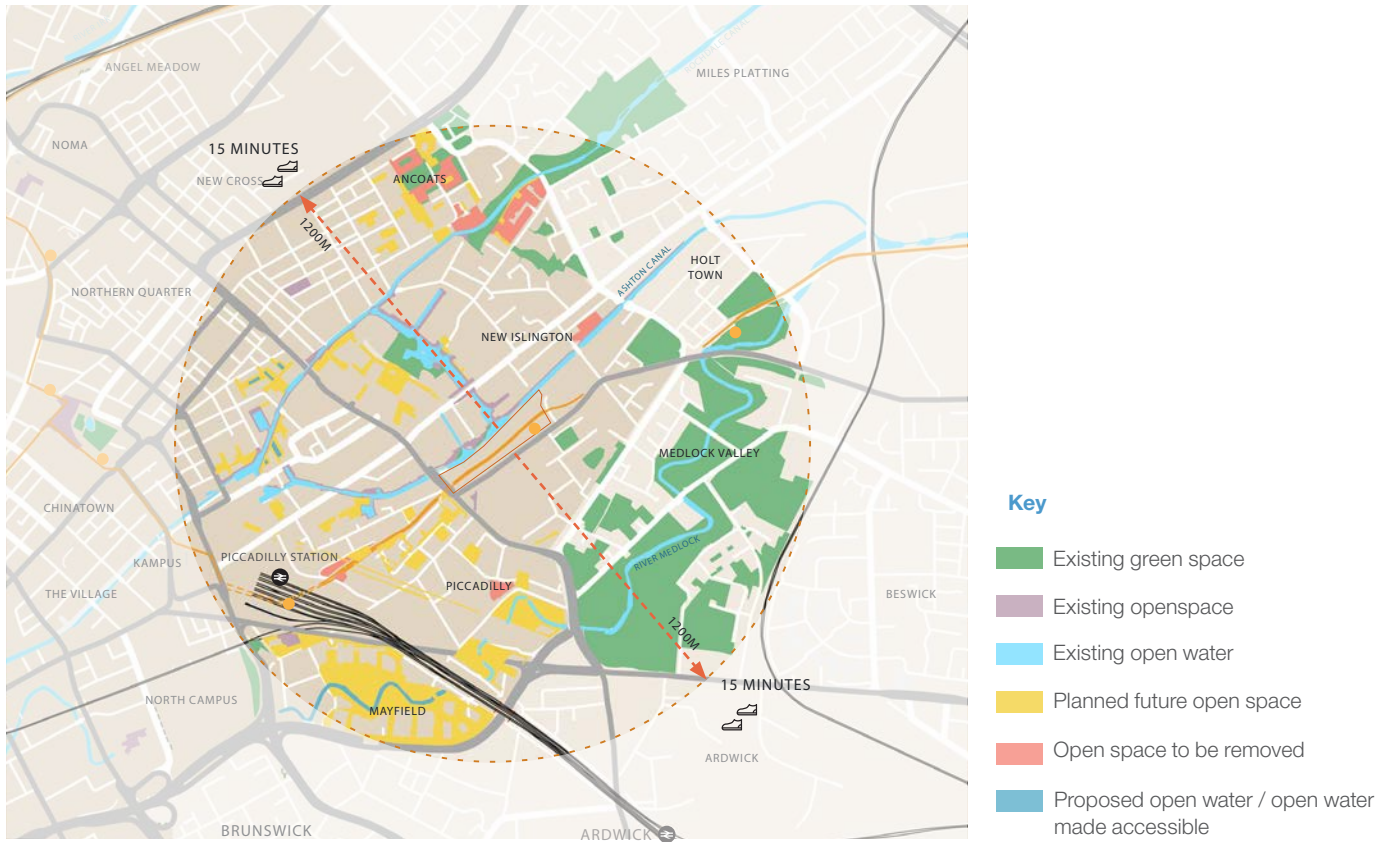
2

Landscape Proposals

2.4

Existing and Future Green Infrastructure

Aspirational Context



This diagram shows the location of open spaces which are likely to be implemented in the future. The information is taken from submitted planning applications found within a 15 minute walk of the site, as well as Spatial Regeneration Framework and Neighbourhood Development Framework documents for the surrounding areas. These are as follows:

- Central Retail Park Development Framework (2020 draft)
- Ancoats and New Islington NDF (2016)
- Ancoats and New Islington NDF - Character Area 3 - Poland Street (2020 draft)
- Eastlands Regeneration Framework (2019)*
- New Cross NDF (2016)
- Portugal Street East Strategic Regeneration framework (2017)
- Northern Gateway SRF (2019)
- Piccadilly Basin SRF (2016)
- Mayfield SRF (2018)
- Manchester Piccadilly SRF (2018)

*Note that Eastlands Regeneration Framework covers a large area and therefore does not identify specific locations of new openspace.

2 The Site

2.5 Eastlands Regeneration Framework

Local Frameworks

The main aims of the 2008 Eastlands Framework were to:

- Work within a wider sub-regional context and focus energy on encouraging those businesses within competitive economic sectors to locate into and remain within East Manchester
- Renew the physical landscape of East Manchester so that it explicitly supported the development of a new economic base and new residential neighbourhoods through, for example, world class public realm, high-quality amenity space, iconic buildings, and a modern tram and associated public transport system
- Champion the need to drive up education standards in East Manchester schools as part of a wider strategy of attracting and retaining working families who were regarded as an essential foundation of economic prosperity, financial vitality and neighbourhood stability
- Implement strategies to enable residents to enhance their skills and secure employment within the City and the wider city region
- Establish “neighbourhoods of choice” that can attract and retain working households recognising that neighbourhoods function best when they contain families and households with a broad mix of incomes.

The site is described as a location for mixed residential-commercial use, and as ‘prestige frontage’ off Great Ancoats Street. The ongoing vision, of which this site is a part, was that the New Islington area would contribute to the seamless integration between the mixed uses along Great Ancoats Street and the City Centre, through to the residential areas of Miles Platting and Holt Town. It was considered that a clear block structure and legible street network would further promote this sense of integration and connectivity. In addition to the site being located in the Eastlands RF, the Site is located in close proximity to a number of key regeneration areas which include:

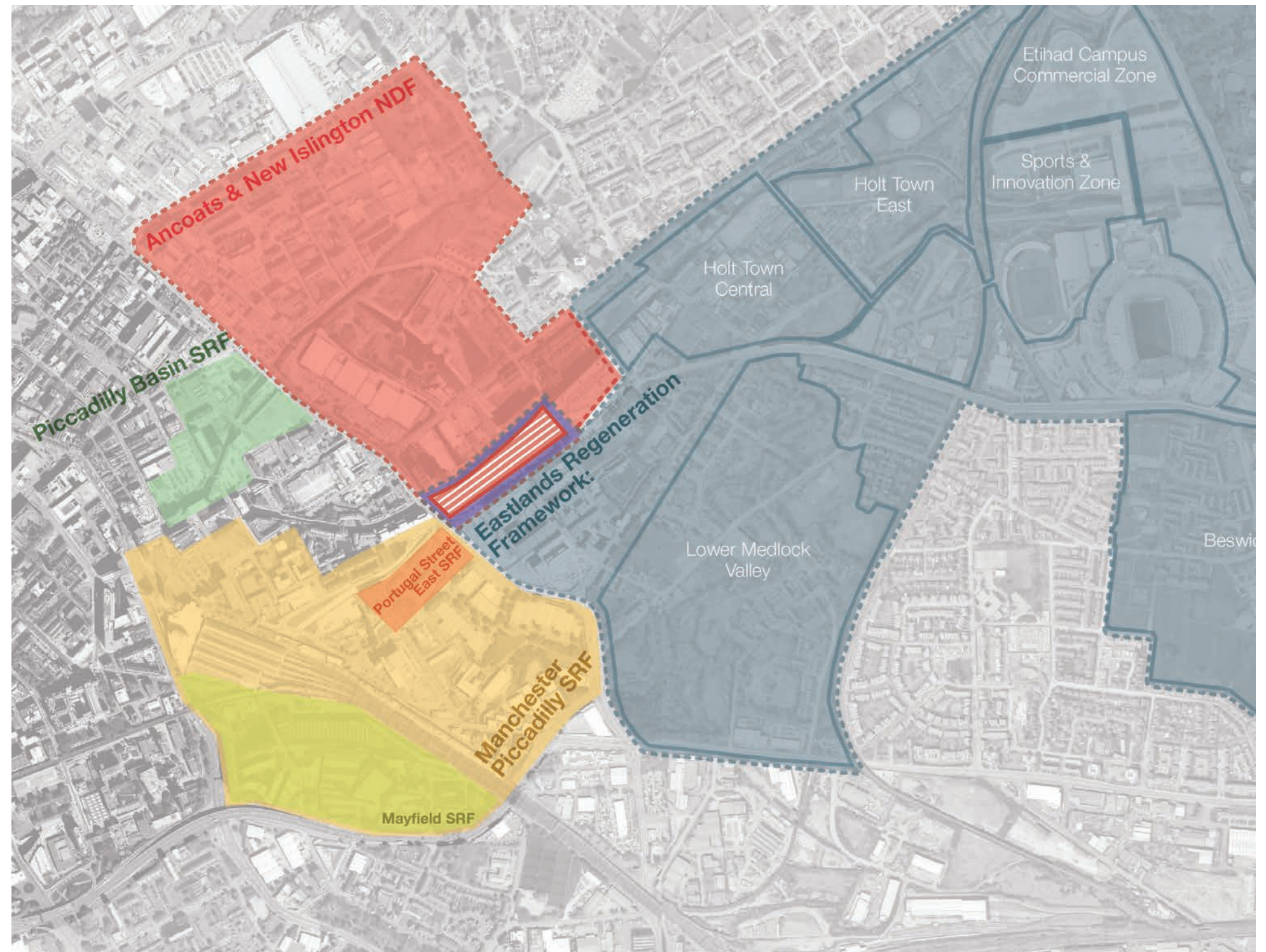
Ancoats and New Islington Neighbourhood Development Framework (NDF):

A predominantly residential area, which has become a powerful symbol of Manchester’s urban renaissance. Physically and aesthetically it offers 21st century urban living amongst some of the city’s most iconic industrial built fabric. The next phase of development in the area will have more of a commercial focus.

Manchester Piccadilly Strategic Regeneration Framework (SRF): This provides a vision and framework for the regeneration of the Piccadilly area as a key gateway to the city, building on the opportunities presented by the arrival of the High Speed 2 (HS2) and potentially Northern Powerhouse Rail at Piccadilly Station. This could include the creation of new residential neighbourhoods and significant new public spaces. The SRF area also includes the **Mayfield regeneration area**, for which Phase 1 has just been granted consent, including a 6 acre park.

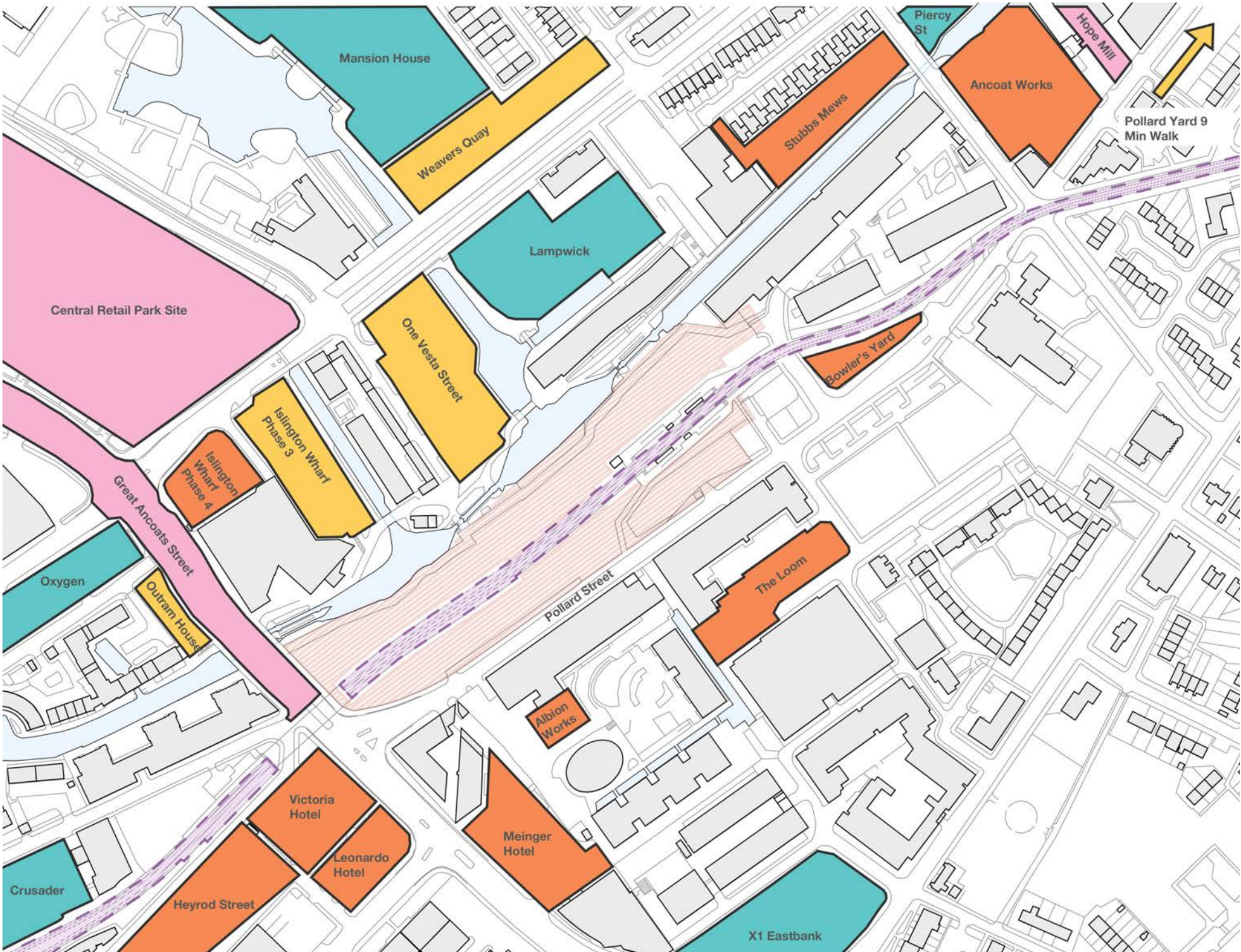
Portugal Street East SRF: This supports residential and commercial development and will act as a catalyst for further investment in the Piccadilly area, with the first phase, 488 residential units, granted consent in December 2019.

Piccadilly Basin SRF: This supports a vision for a residential, hospitality and commercial destination delivering a range of new employment opportunities across a range of sectors.



Local Development Map

Status	What	Who
Recently Completed		
Weavers Quay	Residential	Manchester Life
Islington Wharf Phase 3	Residential	JM Architects, JM Developments
Pollard Yard	Business	Meanwhile Creative
Under Construction		
Mansion House	Residential	Urban Splash, Shedkm Architects
Lampwick	Residential & Commercial	Manchester Life, Callison RTKL
One Vesta Street	Residential	Manchester Life, Rafael Vinoly
Oxygen	Residential	Property Alliance, 5Plus
Crusader	Residential	Capital & Centric, Shedkm
X1 Eastbank	Residential	X1, DK Architects
Piercy Street	Residential	Urban Splash, Shedkm Architects
Great Ancoats Street	Infrastructure	Manchester City Council
Approved Scheme		
Stubbs Mews	Residential	Urban Splash, Shedkm Architects
Ancoats Works	Office	Boohoo Group, Jenkins Design Studio
The Loom	Residential	Artisan Investment Group, Arconia
Albion Works	Residential	Artisan Investment Group, Corstophine & Wright
Meininger Hotel	Hotel	Meininger Hotel Group, 3D Reid
Leonardo Hotel	Hotel	Capital + Centric, Stephenson Studio
Outram Hotel	Residential	Beech Group, Beech Design & Build
Victoria Hotel	Residential	Forshaw Developer, Simpson-Haugh
Bowler's Yard	Residential	Scarborough Group, Carey Jones Chapman Taylor
Heyrod Street	Residential	Packaged Living, Callison RTKL
Islington Wharf Phase 4	Residential	Waterside Place (Muse and Canals and River Trust)
Other		
Central Retail Park	Commercial led mixed use	





'If you're looking for somewhere that encompasses all things new while paying homage to an eventful past, New Islington should be the perfect fit for you.'

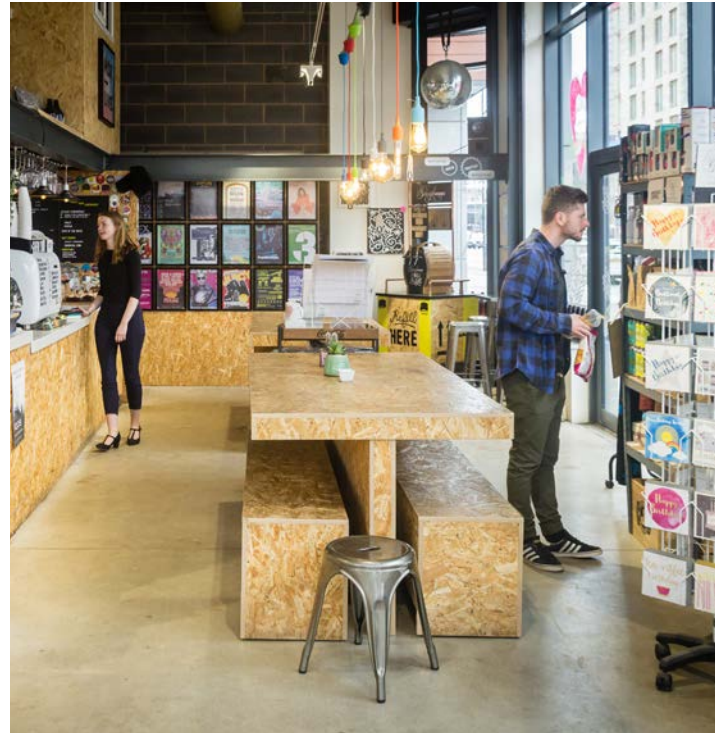
New Islington Manchester Guide 2019

Top Left to Right

Ashton Canal Lock
No. 2
Ancoats General Store
New Islington Marina
Islington Square
Housing Development

Bottom Left to Right

Royal Mills
Rudys Pizza
Stubbs Mill
“Walk to the Match”
from Pollard Street

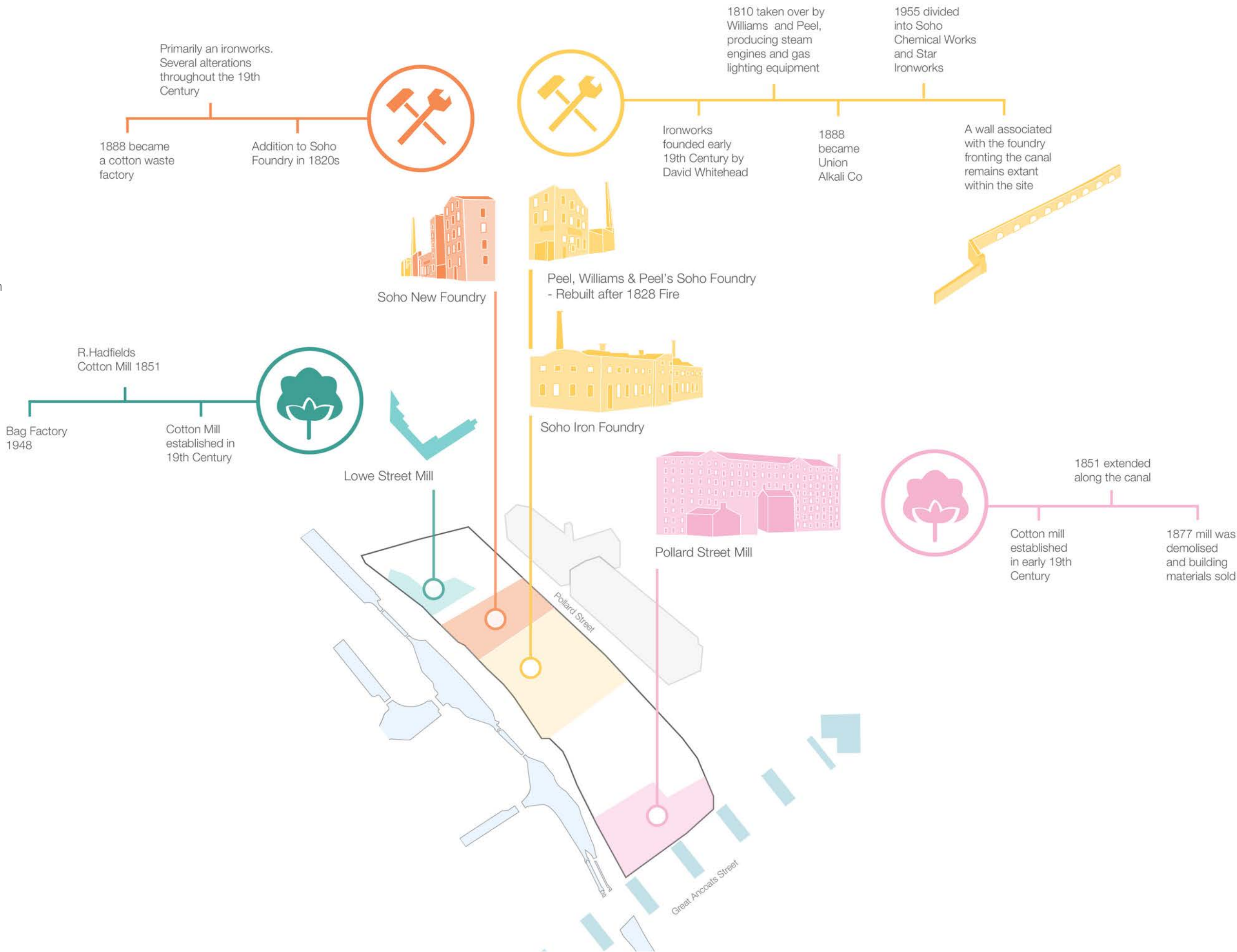


2 The Site
2.8 Historic Context

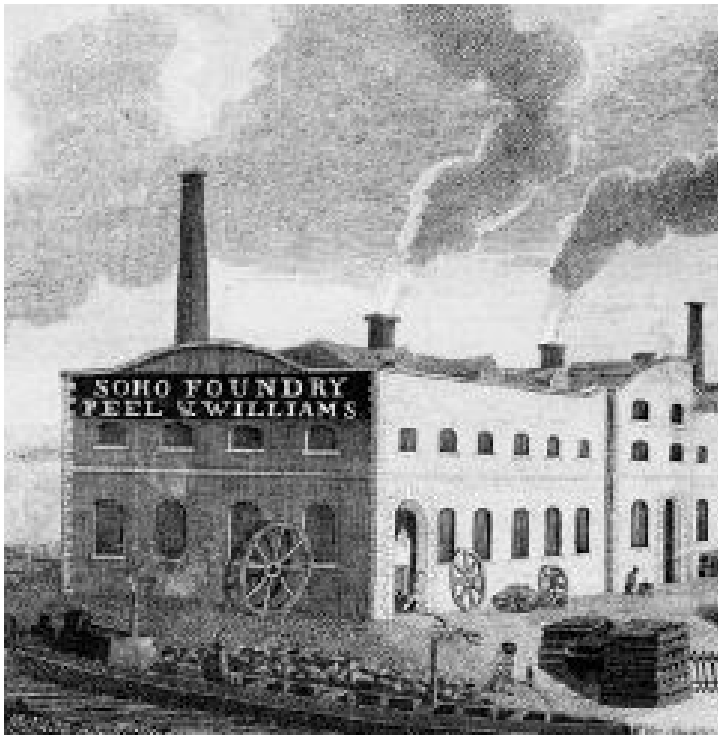
The site has seen a number of buildings and redevelopments as charted in the accompanying diagrams and images. These have included Soho Foundry, Pollard Street Mill and the Peel, Williams and Soho Foundry.

During the late 20th century, the buildings associated with the Soho Foundry were gradually demolished, with the final buildings removed during the 1990s.

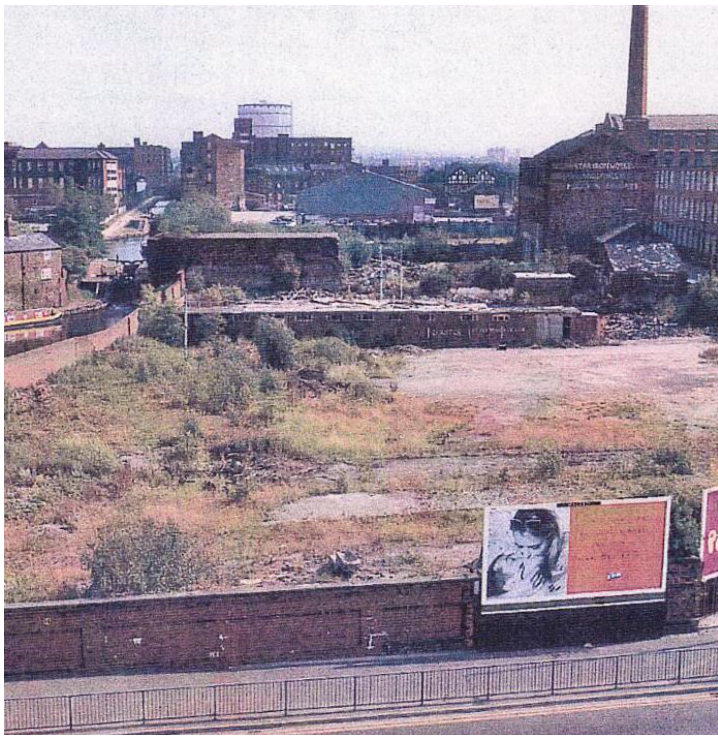
In the late 20th century the site was earmarked for strategic redevelopment since 1999.



Soho Foundry
1814



Site Photograph,
1997



Pollard Street Mill
1815



Site Photograph,
2008



Peel, Williams and Peel's Soho Foundry,
1957



Site Photograph,
2011

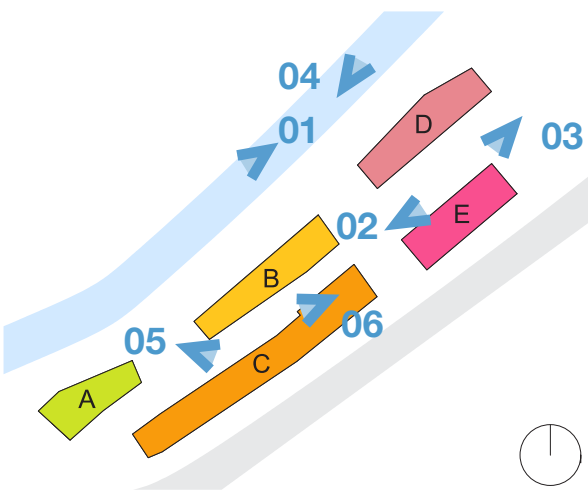


New Foundry to the right & Soho Foundry,
1962



Site Photograph,
2012

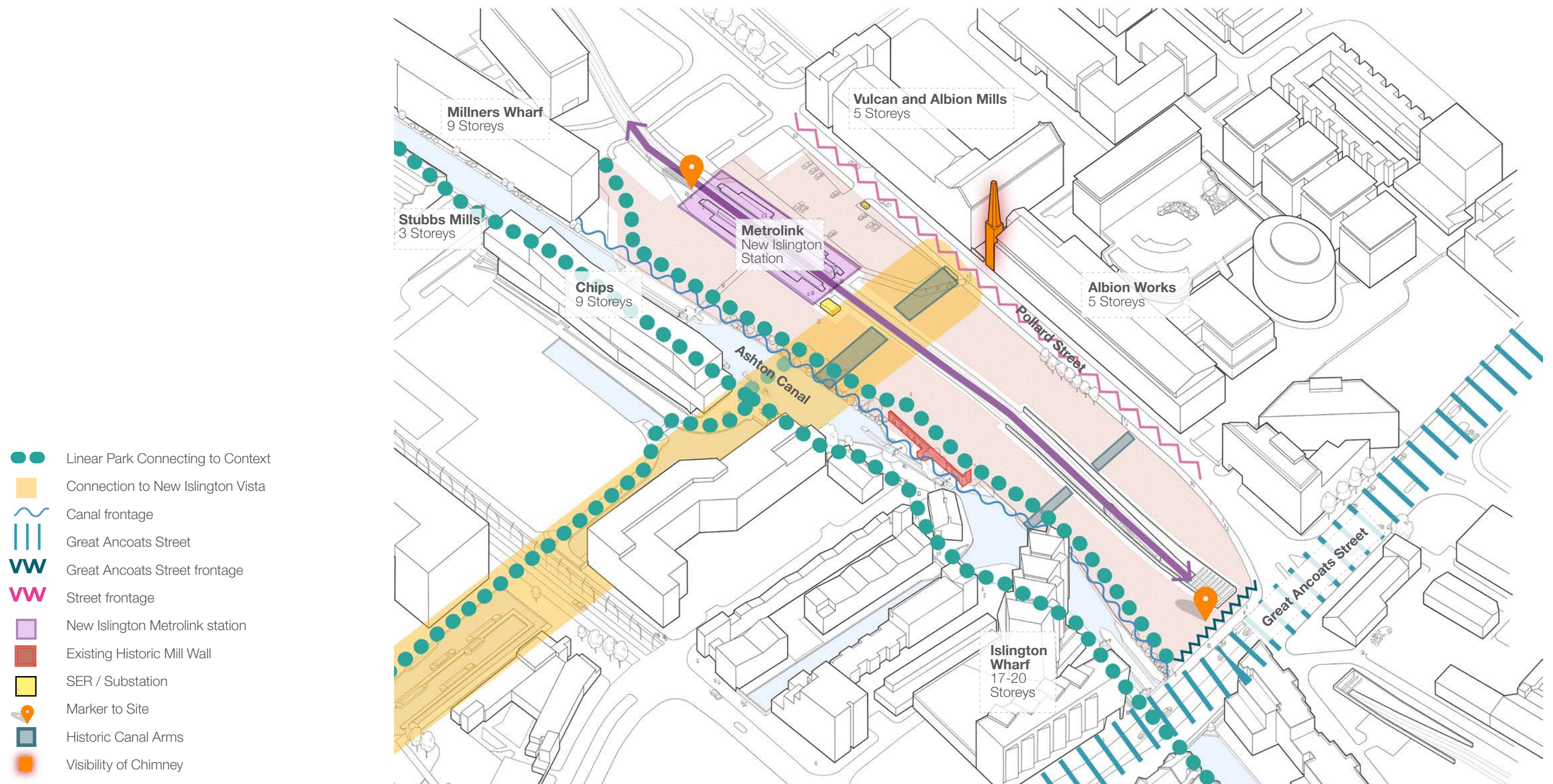






2 The Site

2.10 Opportunity and Constraints

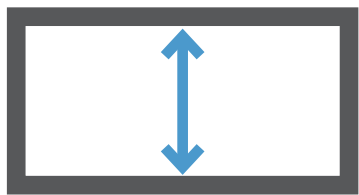


3 Brief

3.1 What is Modern Industry? - Themes

The 'Collective' offers a bespoke, inspiring and engaging approach to modern industry and workplace. Championing best practice through social awareness, well-being and innovation and set in an environment that promotes placemaking first, that prides itself on the offer of high quality public realm and that is really well integrated with its context. To develop our approach to modern industry we have sought to understand the 'What can we learn from historic workspaces ?' as well as 'What does modern industry want?'

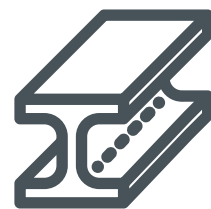
What can we learn from historic workspaces ?



Versatility

Versatility is a fundamental requirement for workplaces design. Learning from historic warehouses the concepts taken forward are:

- **Floorplates** (depth and width) that allow for evolving workspace thinking, growth and shrinkage of workspaces.
- **Aperture** configuration and placement that allow for reconfiguration of the workspaces.



Adaptability

In historic workplace buildings the shell of the building have allowed these buildings to be adapted for generations. This adaptability has been enabled through:

- **Generous structural capability** that allows for a range of uses to be provided for within the buildings. Historic buildings originally designed for heavy machinery has allowed for these structures to be used for a variety of functions.
- **Servicing access / provision** allow for retro-fitting required servicing infrastructure, which is then often left exposed for future adaptability.



Robustness

The robustness of historic industrial buildings enable easy reconfiguration / adaptation over time. This robustness is built through:

- **Repetitive and robust structure** enable large industrial buildings to be versatile through their repetitive and robust structure. The typically steel grid of these buildings allows holes to be knocked out of slabs / façades. Large spans reduce internal structure to a minimum, enabling a near limitless variety of layout configuration.
- **Clear and straightforward logic** from the Building Diagram - Layout and Scale through to aperture design, a simple logical approach allows these building to be easily adapted.
- **Robust Materiality** allows the building frame to be adapted and stand up the wear and tear of everyday life.



Flexibility

Modern industry requires spaces that respond to its individual and changing needs.

- **Scalability** allows modern businesses to grow and shrink as economic conditions require. While tenants profit from this scalability of spaces, a range of spatial scales available allows landlords to cater to a wide range of tenants to improve their economic resilience.



A Home from Home

Workspaces are no longer where we go to just work, modern industry demands that these spaces bring value to our more integrated way of living. We think we can deliver this through:

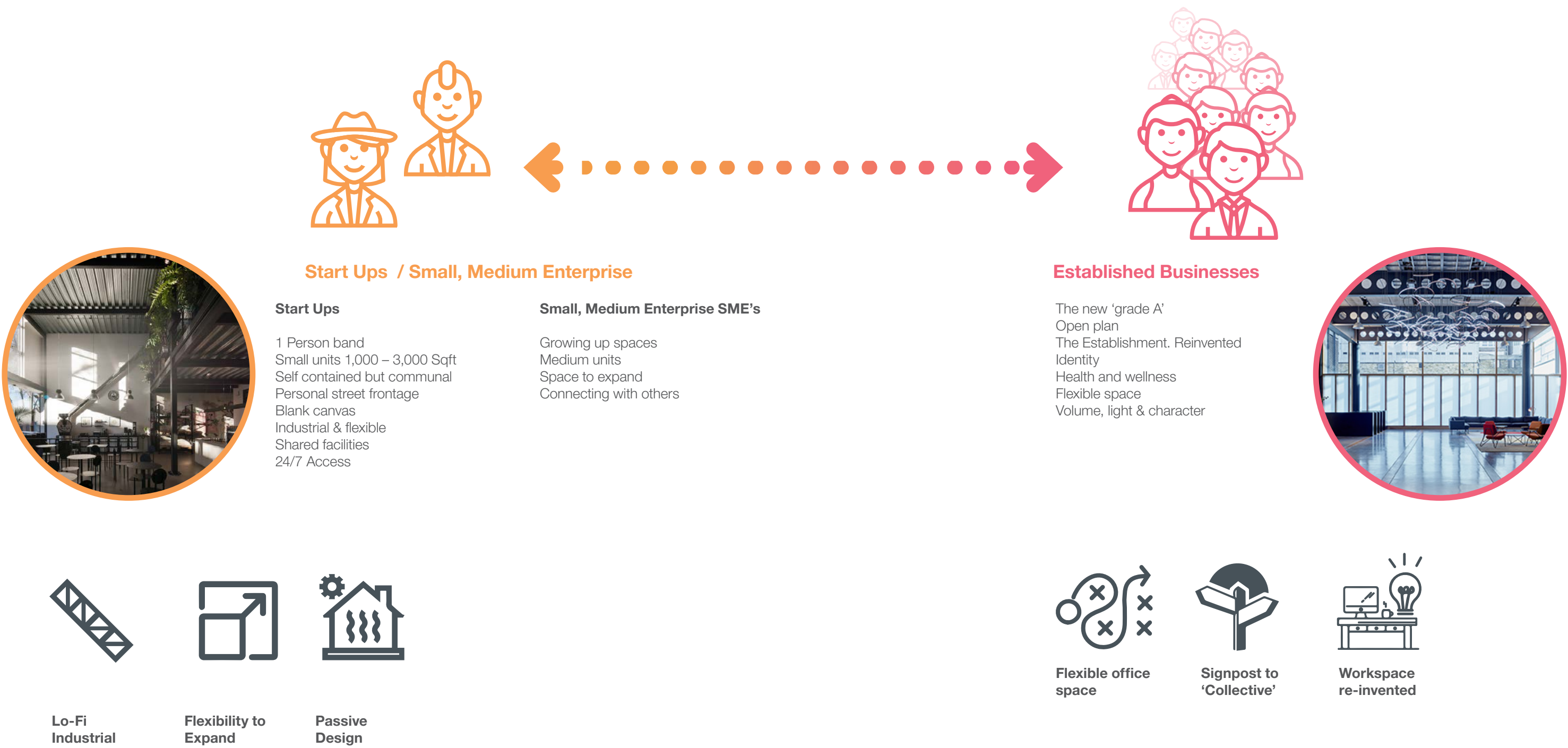
- **A vision** that addresses the communal and cultural lives of its users; creating an identity for the 'Collective' that resonates with and represents the community.
- **Holistic workspace design** addressing mental, environmental, social and physical aspects that meets all needs of their users creating a better quality of work life.
- **Opportunity for collaboration and building social capital** is becoming more important for businesses especially Small Medium Enterprises (SME) and Start-ups



Personalisation

Modern industry wants spaces that can be personalised and truly meet their specific needs, We can do this through:

- **A Base Build** that allows for tenants to personalise their spaces not paying for elements that do not meet their needs
- **Spaces to make their mark** allow tenants to make spaces feel like their own.

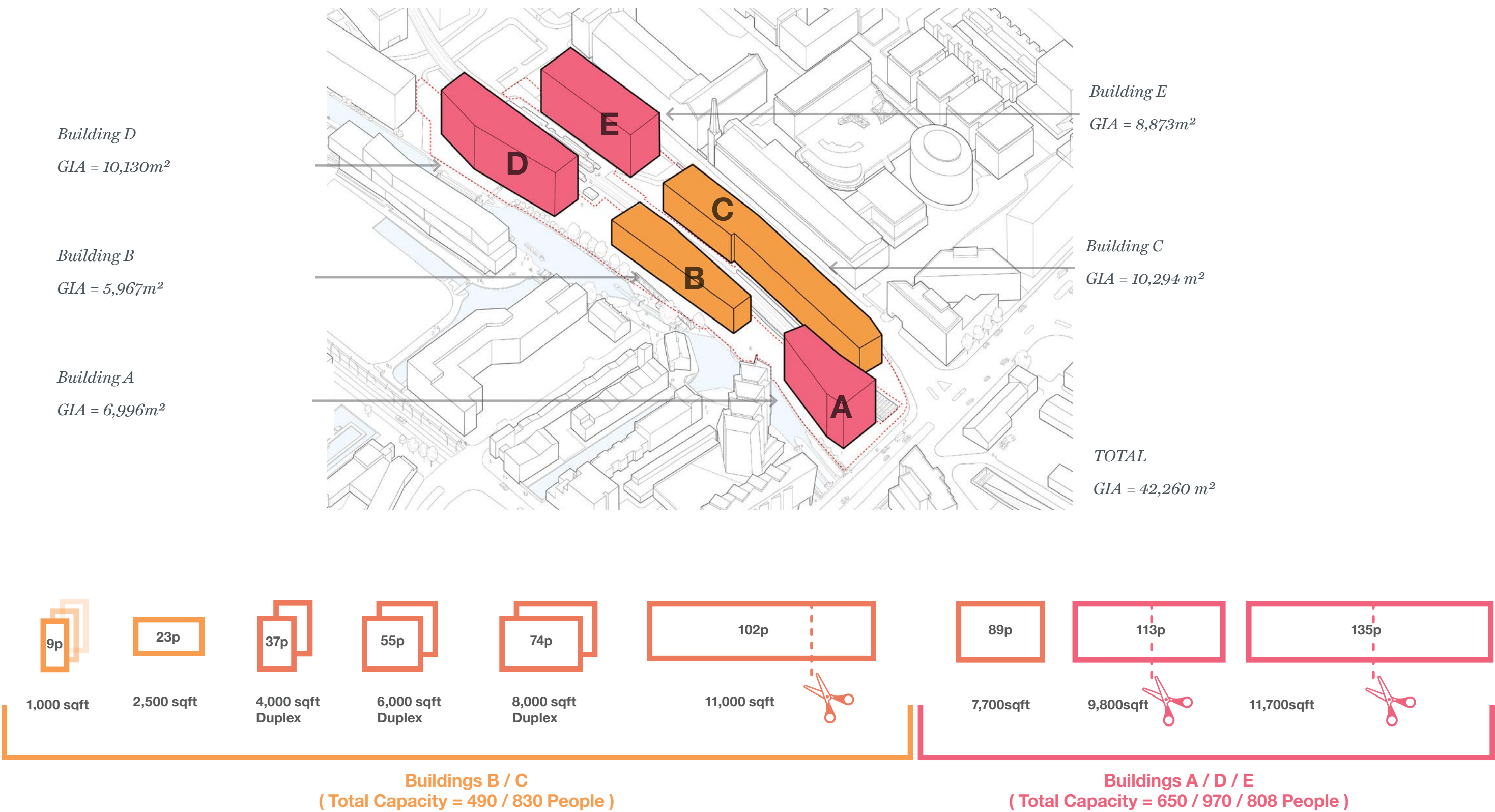


3

Brief

3.3

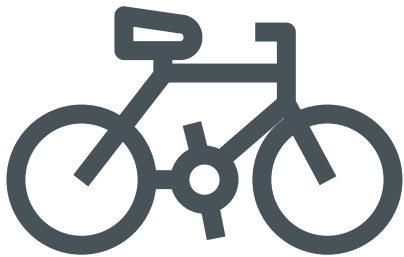
What is Modern Industry? - Our 'Collective'





Flexible Retail Units

- Opportunities for flexible retail units at ground floor fronting on to green areas with chairs and seating helping to animate the 'Collective'
- Accessible to the wider community
- Taking advantage of the canal side setting



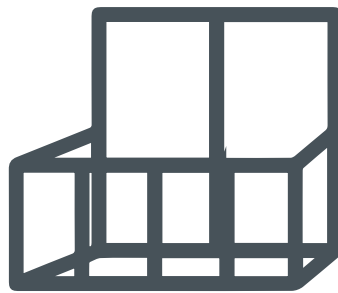
Cycle Stores

- Celebrated and brought front of house
- Enhanced provision of cycling storage and associated facilities above MCC standards



Open Space

- The creation of high quality public realm that compliments the 'Collective' and meets the needs of the local community



Terraces / Gantry

- Gantry walkways**
- Expressed externally helping to animate key elevations
 - Serving as external tenant amenity
 - Acting as a social meeting point, a street to interact with your building neighbour

- External terraces**
- Located to take full advantage of views towards the canal and towards the city centre
 - To help animate the building façade
 - Accessed from tenant spaces incorporating planting and external seating



Multi-use Area

- At roof top level to overlook the city.
- Bookable amenity of the 'Collective' with a unique character which will be celebrated in the building form.
- A marker in the city – visible along Great Ancoats Street



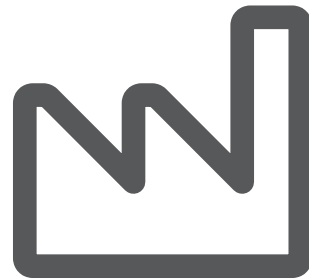
Placemaking meanwhile use

- A gateway pavilion taking advantage of a constrained parcel of the site.



Enhanced Public Amenity

The creation of high quality public realm that compliments the 'Collective' and meets the needs of the local community



Modern Industrial Space

An new architectural response that responds to modern industry



New Working Community

An active and collaborative 'Collective' with a diverse and thriving mix of Manchester talent



Holistic and Distinct Place-making

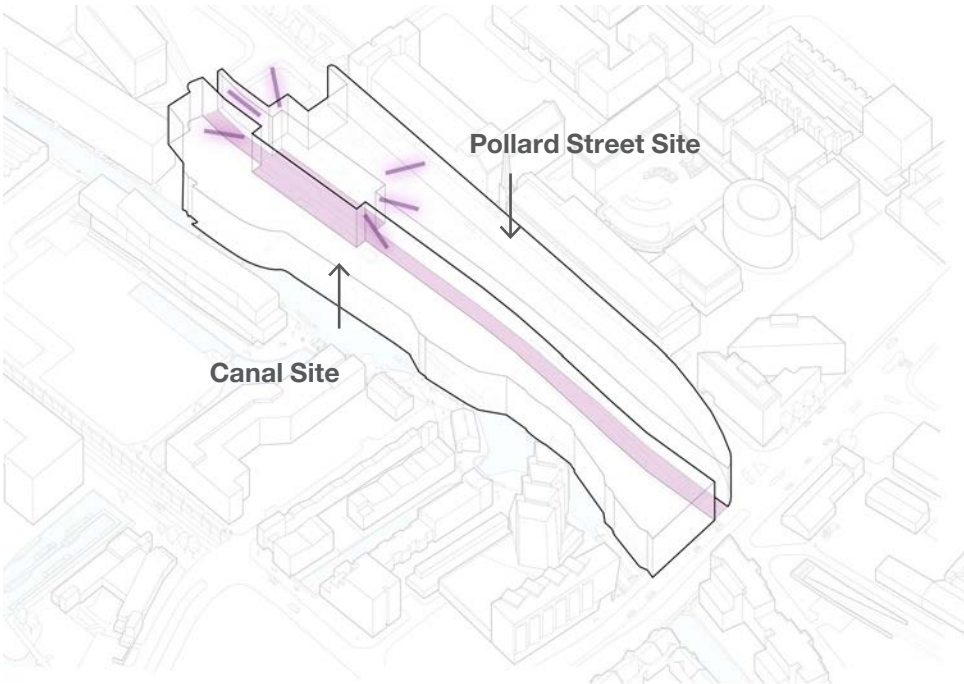
Considering the 'Collective' as a whole from architectural language to branding

The proposal has been developed as a response to both the brief and the need to protect, support, and enhance the amenities of the site.



Existing Site

The existing site is bound by Ashton Canal, Great Ancoats Street, Pollard Street and Munday Street Further site analysis is shown on “2.10 Opportunity and Constraints” on page 20

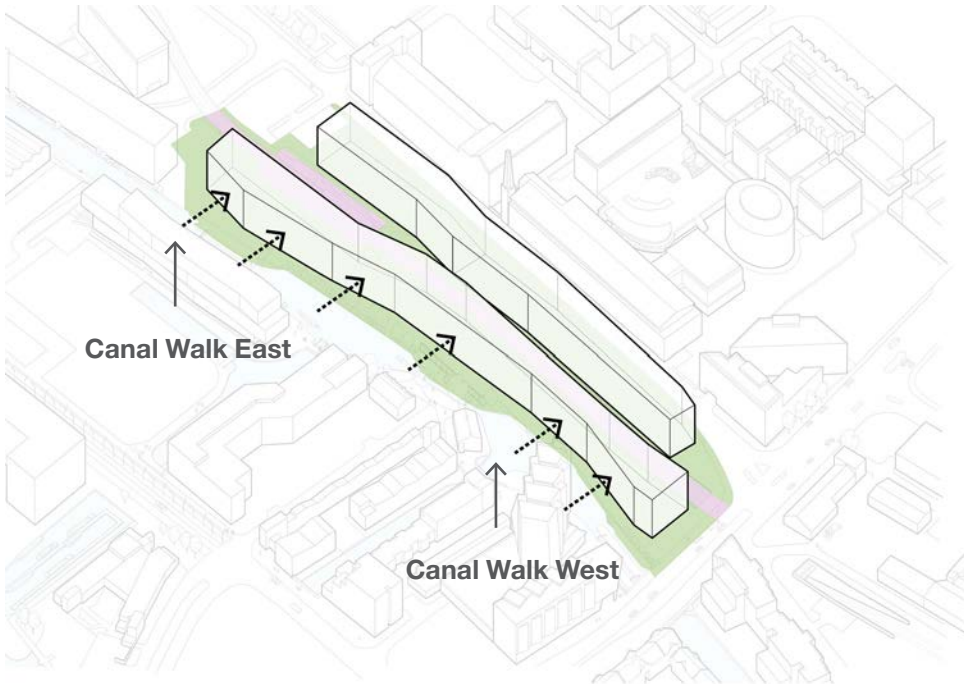


TfGM Metrolink

Dissected by the Metrolink the site is spilt into two ribbons of land. To the eastern edge of the site the Metrolink stop is positioned.

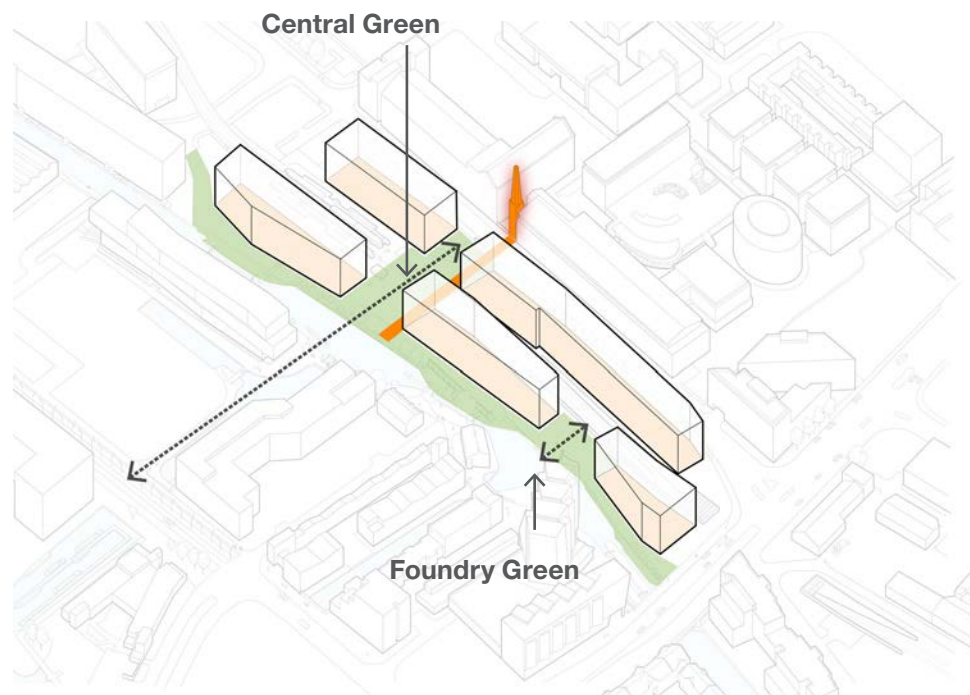
Engagement with TfGM has been undertaken to understand the constraints and opportunities presented by this feature such as:

- Greening the track
- Integrated arrival experience
- Dynamic experience of the buildings whilst travelling on the Metrolink
- Access requirements
- Maintenance requirements
- Security and Safety



Maximise Canal Side Frontage

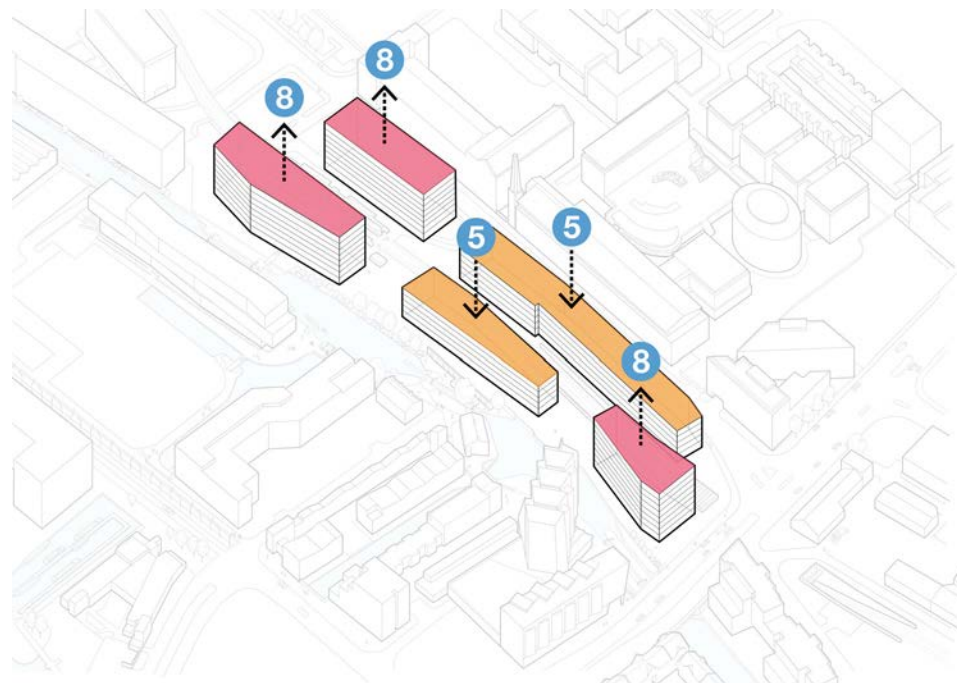
The building forms hug the Metrolink as much as possible to protect and enhance the canal side frontage. This ensures that the connective ribbon is maintained along the canal.



Open Space and Key Views

The sight-line to the historic chimney on Pollard Street and the established vista through to Ancoats have been reserved with the creation of the Central Green space. The Central Green lies at the heart of the public realm and will be the main arrival point; accommodating several layers of activity such as dwell space, Flexible retail spill-out, play, flexible events space and occasional servicing.

Whilst another open space responds to the key view and the historic setting of the lock keepers cottage, the Foundry Green. The Foundry Green is a diverse space with the potential to occupy a range of activities including dwell space, space for play and space for those just passing by.

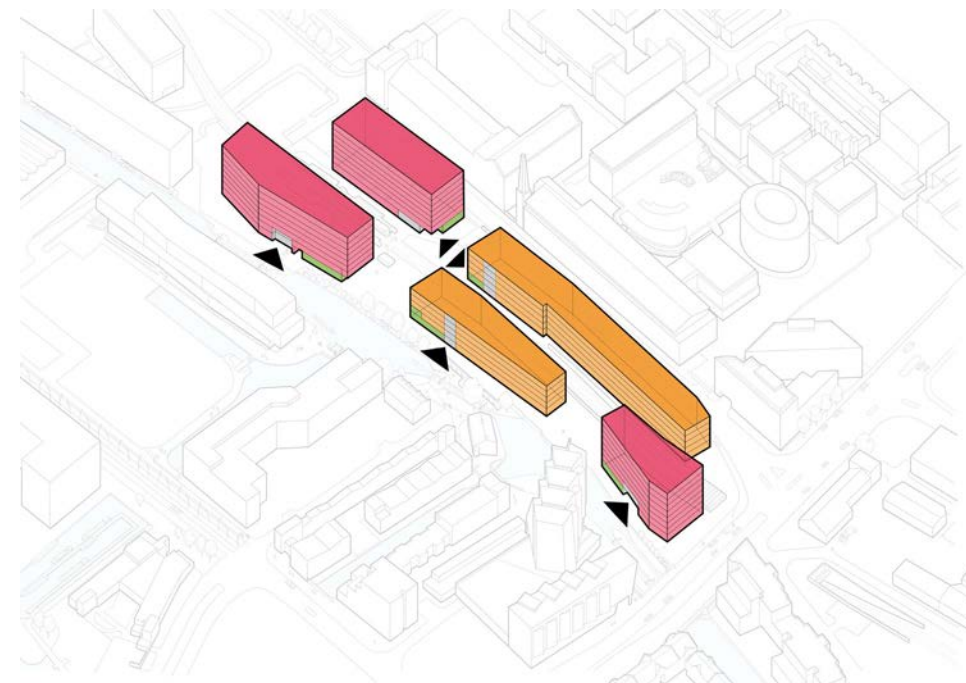


Establish Building Heights

The building heights respond to the local context, mitigating the change in heights between the residential buildings to the northern side of the canal and historic mill buildings to the south of the site. The massing rises to the bookends of the site towards Great Ancoats Street and Millners Wharf / Hat Box to maintain the building heights established in urban landscape.

These taller buildings house the more established tenants whilst the smaller massing house start-ups and SMEs.

The linear building forms take inspiration from established typologies within the context



Use & Layout

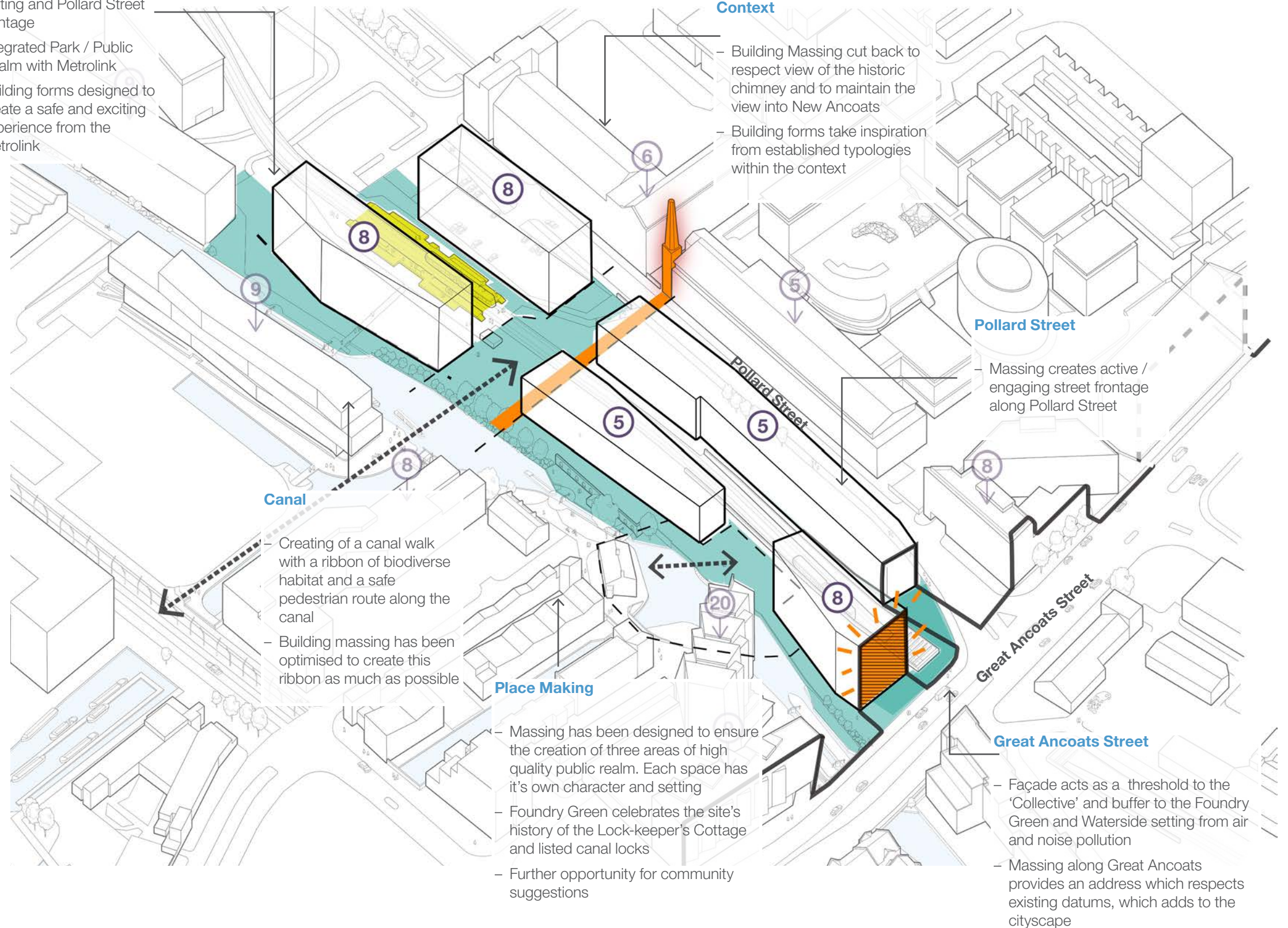
Units bookmarked for Flexible Retail uses are positioned to line and activate the open spaces. While primary entrances are located along main access routes along these open spaces. Cycle storage is integrated within the buildings and landscapes. Internal cycle storage entrances are celebrated within the 'Collective'.

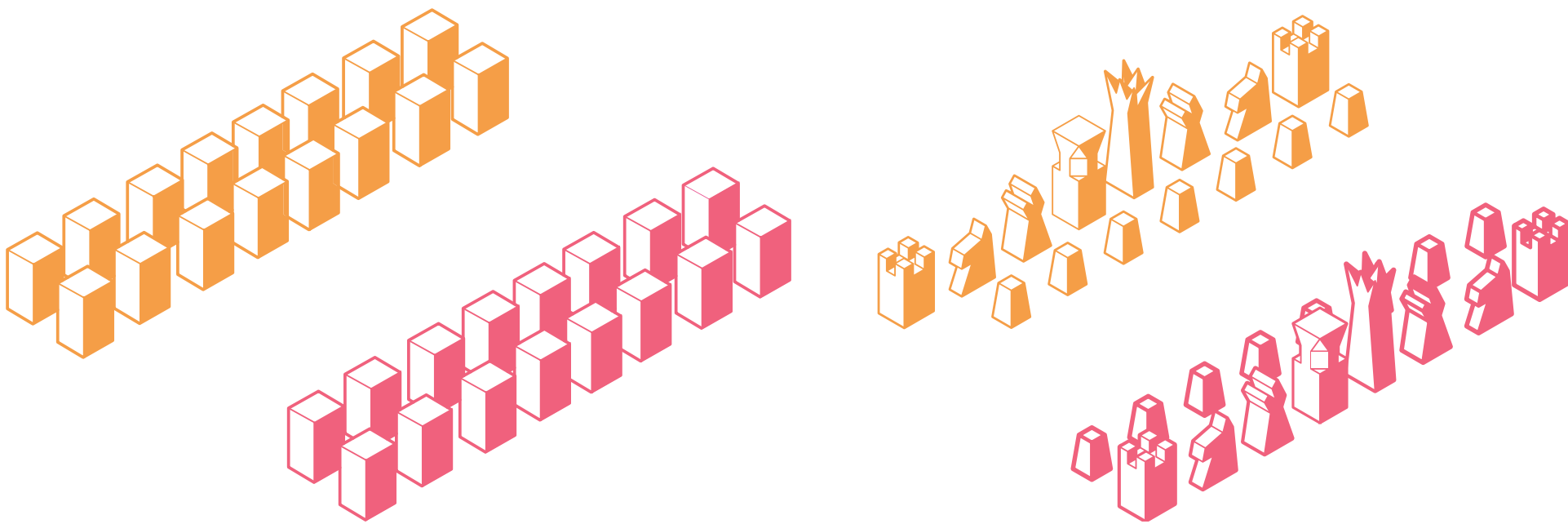
Metrolink

- Hug the Metrolink Line to maximise Canal side setting and Pollard Street frontage
- Integrated Park / Public Realm with Metrolink
- Building forms designed to create a safe and exciting experience from the Metrolink

Integration with Wider Context

- Building Massing cut back to respect view of the historic chimney and to maintain the view into New Ancoats
- Building forms take inspiration from established typologies within the context





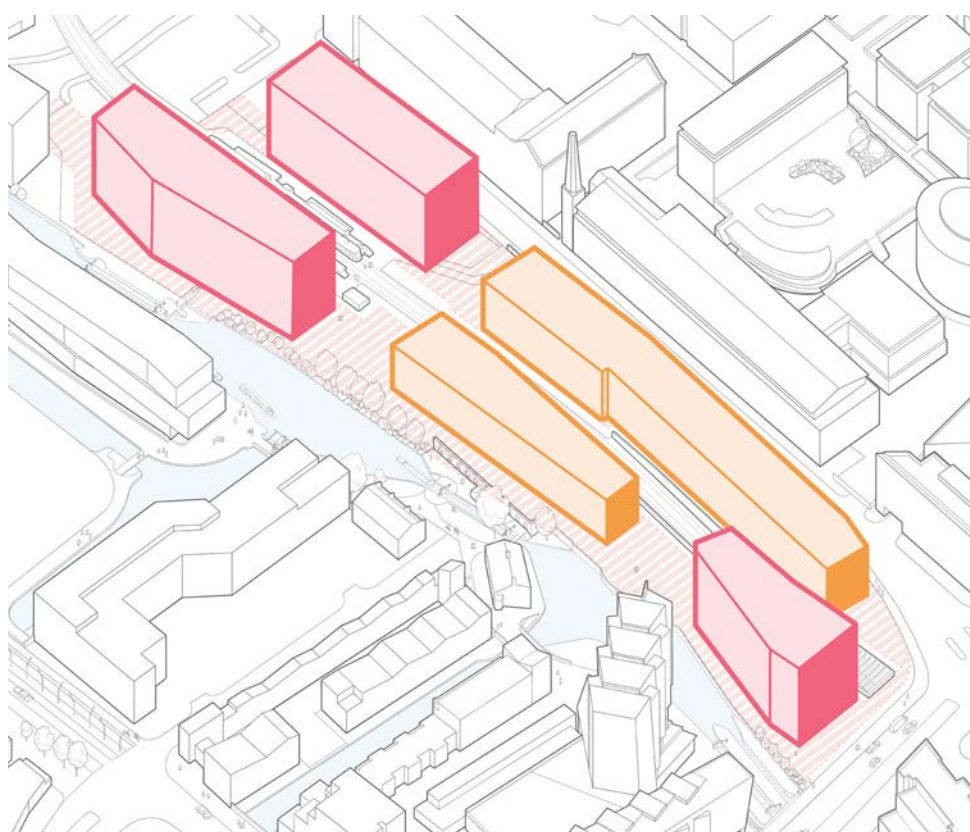
What Unifies Us?

Within the design we have identified a number of characteristics that will sit across the 'Collective' to help the buildings read together as a suite of buildings. These include:

- Materiality
- Colour
- Celebrated Industrialism
- Building Rhythm

What Defines Us?

Using the analogy of the chess pieces each set must be distinct from each other whilst also defining their role within the set. Architecturally the defining features are derived from the typologies as well as the context and setting in the wider development.



'Collective'

Within the 'Collective' this balance of unifying and defining the buildings will be the foundation of the façade strategy and the root of the 'Collective' character.

4 Masterplan

4.5 'Collective' Character - What Unifies Us?

Appearance



Materiality

The materiality has been carefully selected to provide a unified pallet of solid and perforated metal cladding, glazed windows and expressed structural elements. The pallet has been carefully selected following analysis of the local character and existing building finishes, which evidence a wide range of metal, brickwork and glazed buildings, with high light colours featuring often in many of the surrounding existing elevations.

Metal cladding is proposed as a base material and features the use of different finishes, perforations and profiles to achieve texture, depth, relief and interest to the building elevations.



Colour

The use of colour has been thought about from an individual building perspective, as well as, in terms of a 'Collective' of buildings which sit together within the local context and character of the existing buildings.

A colour strategy is outlined in "4.9 Use of Colour - Colour Concept Development Opportunities" on page 37 which identifies colour approaches as a unifying element across the masterplan. The use of colour should complement the varied and rich colour pallet found in New Islington & Ancoats local buildings which features a wide range of colour and feature highlight colours.



Celebrated Industrialism

An approach has been developed to express a modern industrial aesthetic, which is a re-interpretation of the historic Mill Buildings vernacular previously found on the site and 20th century of industrial building typologies.

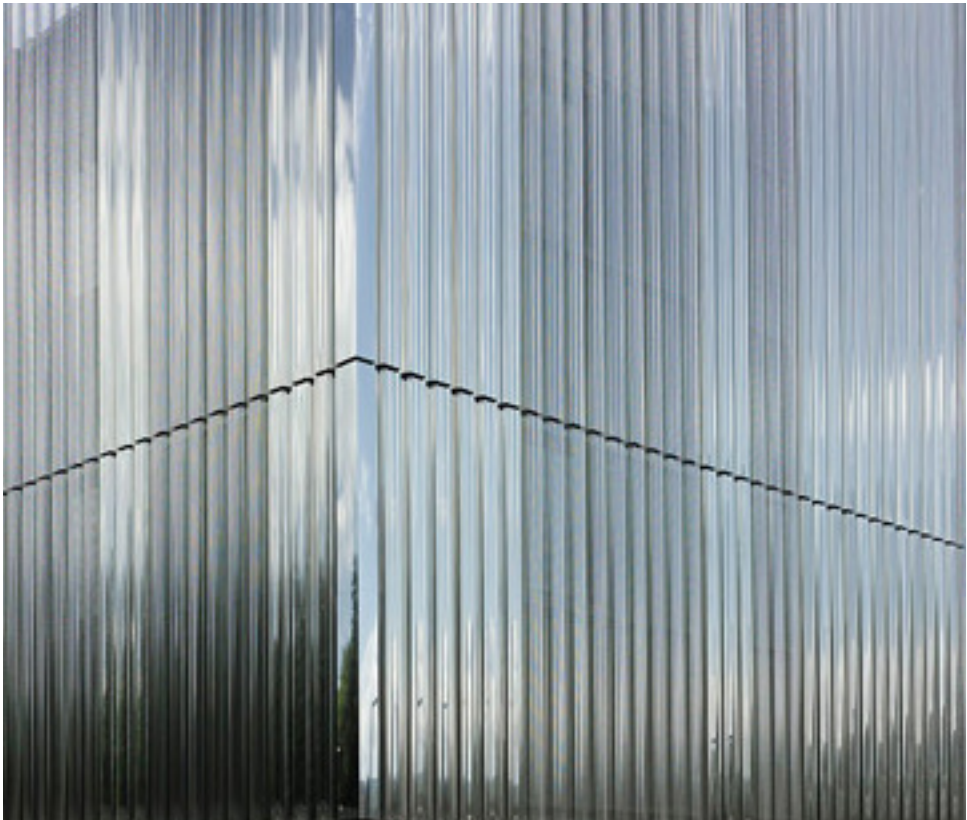
This approach is achieved through an honest expression of the building programme and uses in the façade - through the use of 'layering' infills within a rational façade grid, an expression of external amenities (gantries / staircase) and size & scale of apertures within the elevation.



Building Rhythm

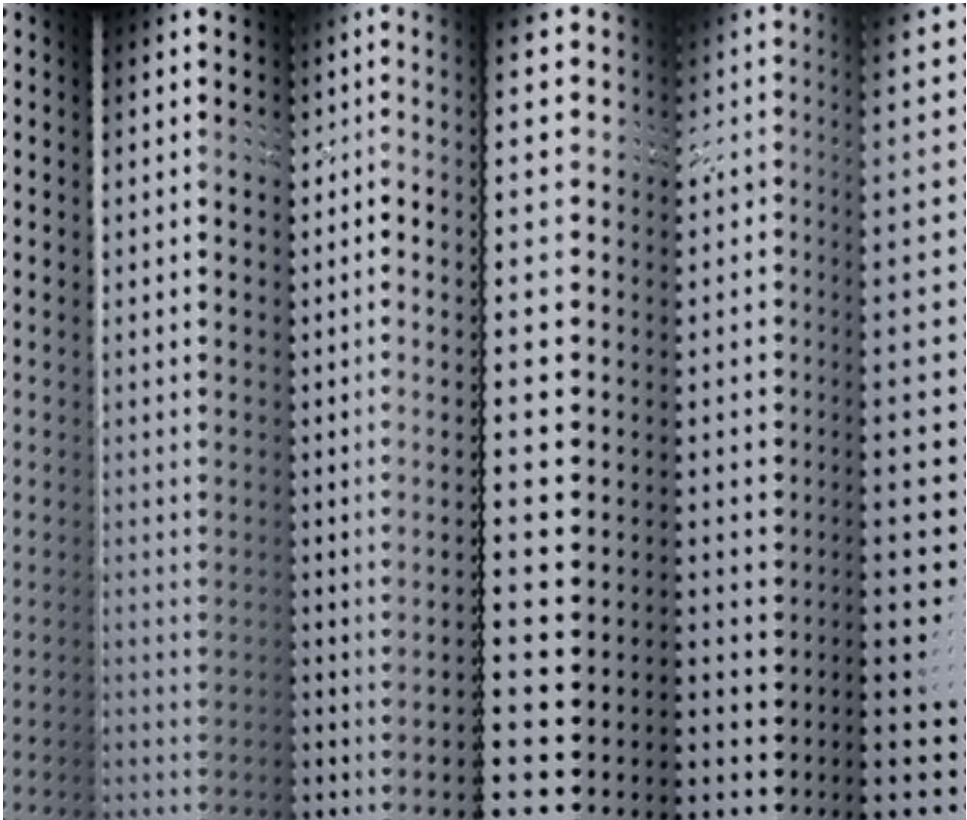
An honest approach to the use and programme of the buildings should inform the form and shape of the façade is expressed.

Each building uses a rational grid as a unifying approach with datums, openings and recesses that make direct and legible reference to the internal programme within each building.



Metal Cladding - Reflective

Texture, finish, reflectivity, matt / gloss, robustness



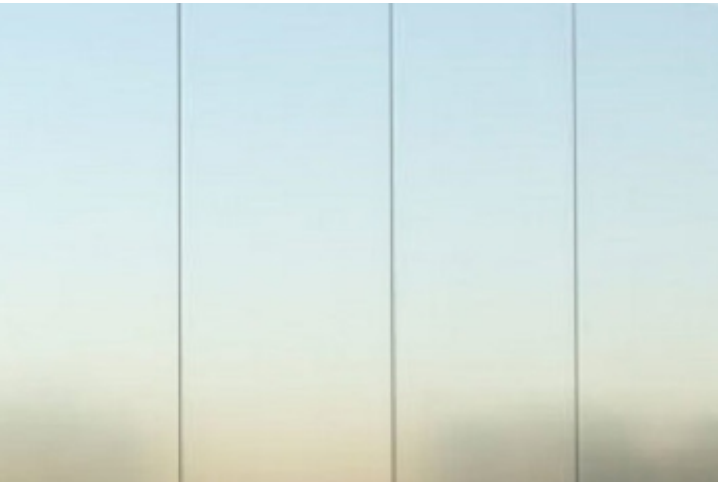
Metal Cladding - Depth & Profile

Depth of profile, profile type, effect of shadows, balancing the city and human scales



Details of Metal Cladding

Interaction with apertures, fixings and fixings positions, and cladding setting out



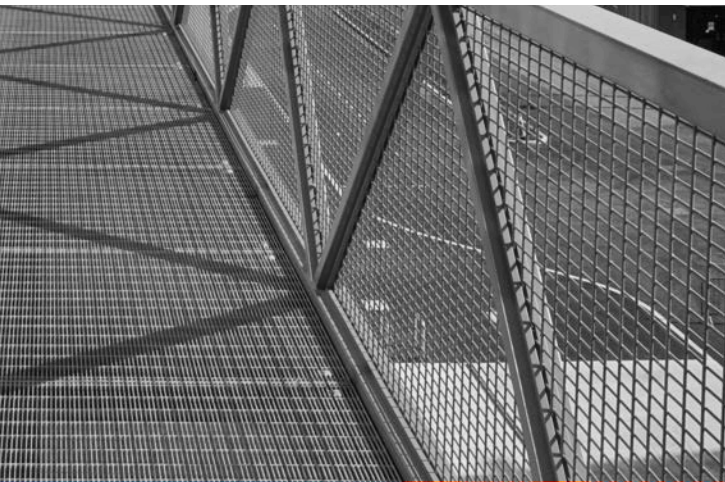
Solid Metal Panel



Metal Louvres



Curtain Walling



Metal Mesh & Grating

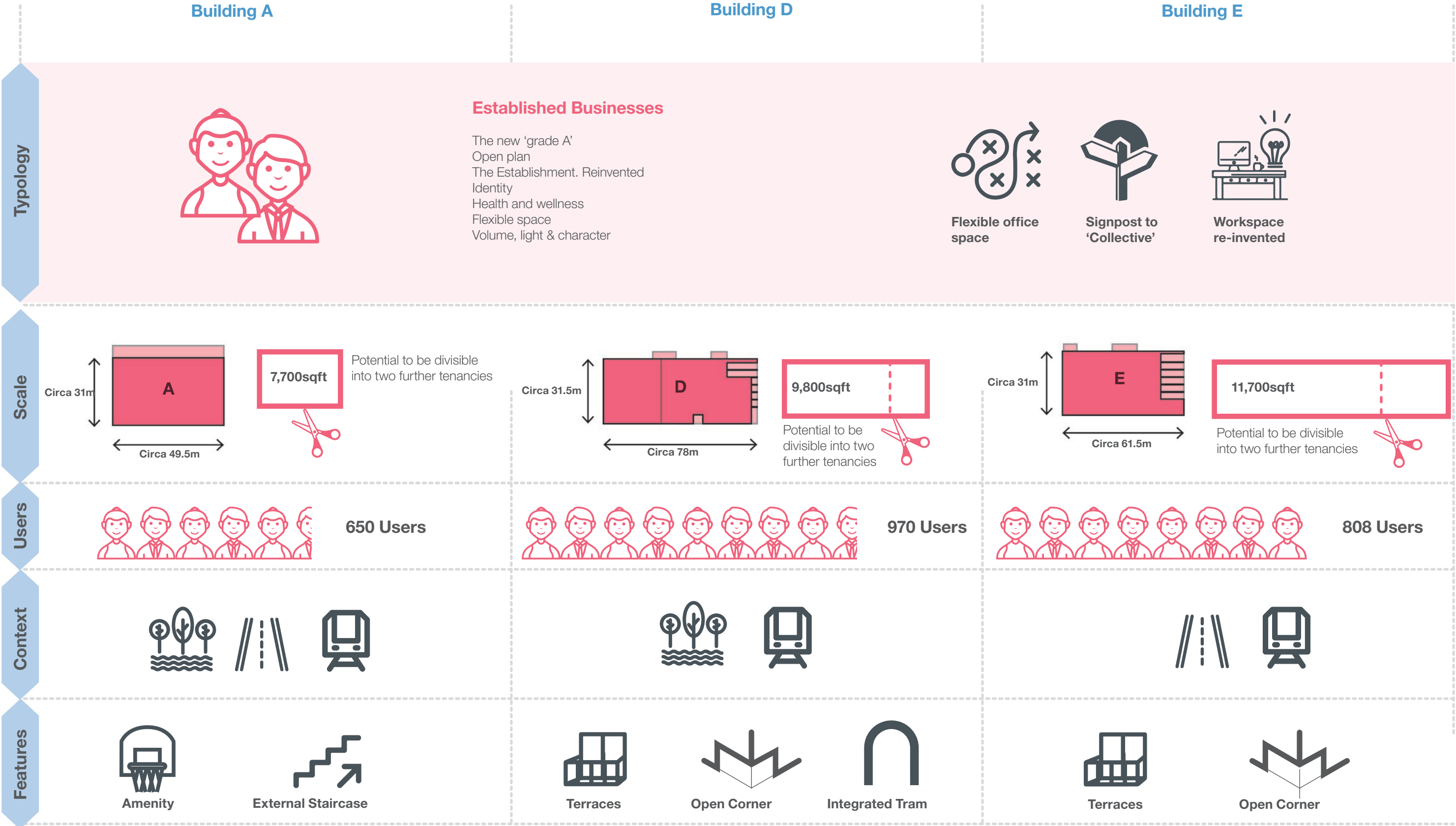
4

Masterplan

4.7

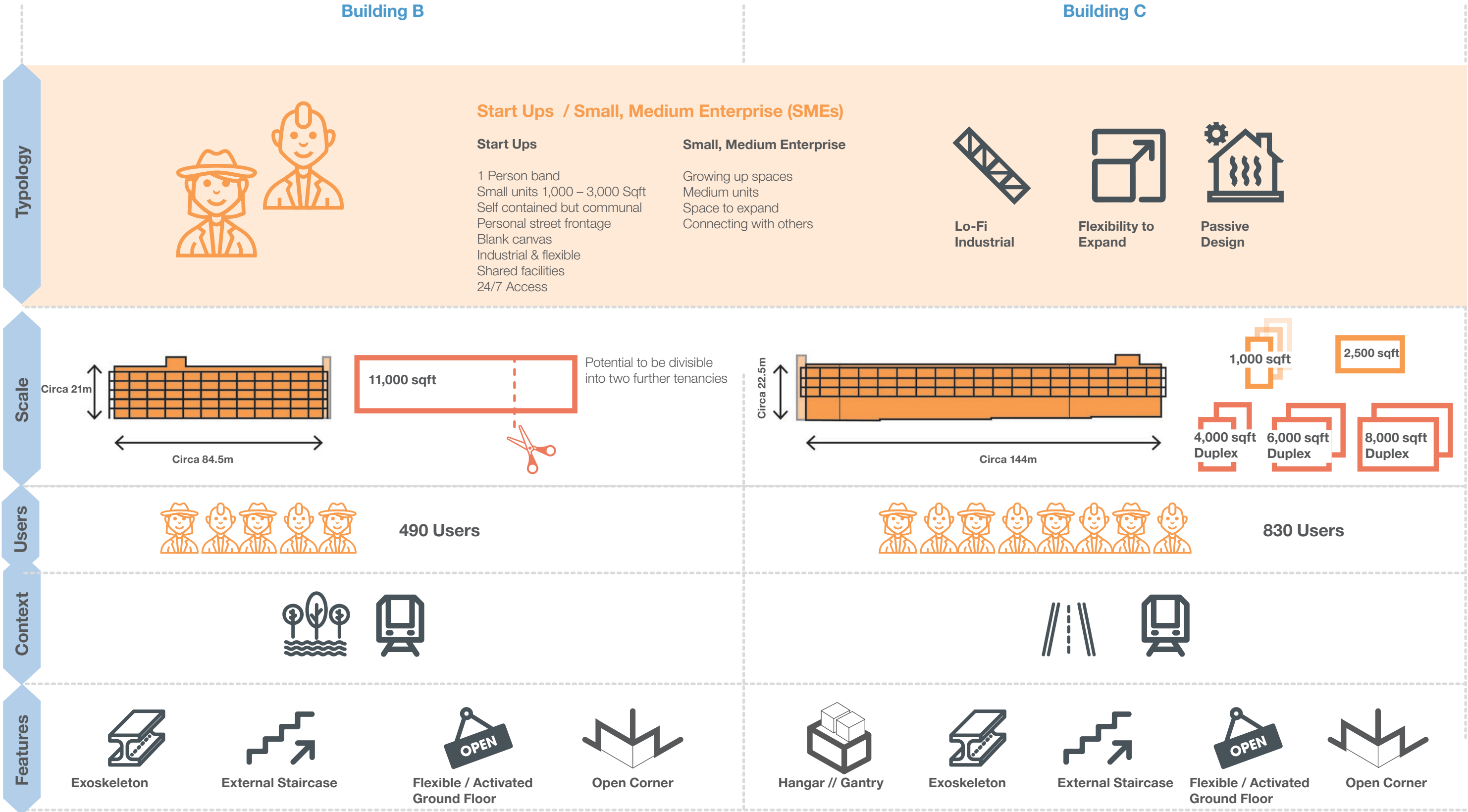
'Collective' Character - What Defines Us?

Use , Amount and Scale



Figures are approximate please refer to the accommodation schedule.

Use , Amount and Scale



Figures are approximate please refer to the accommodation schedule.



Colour Concept

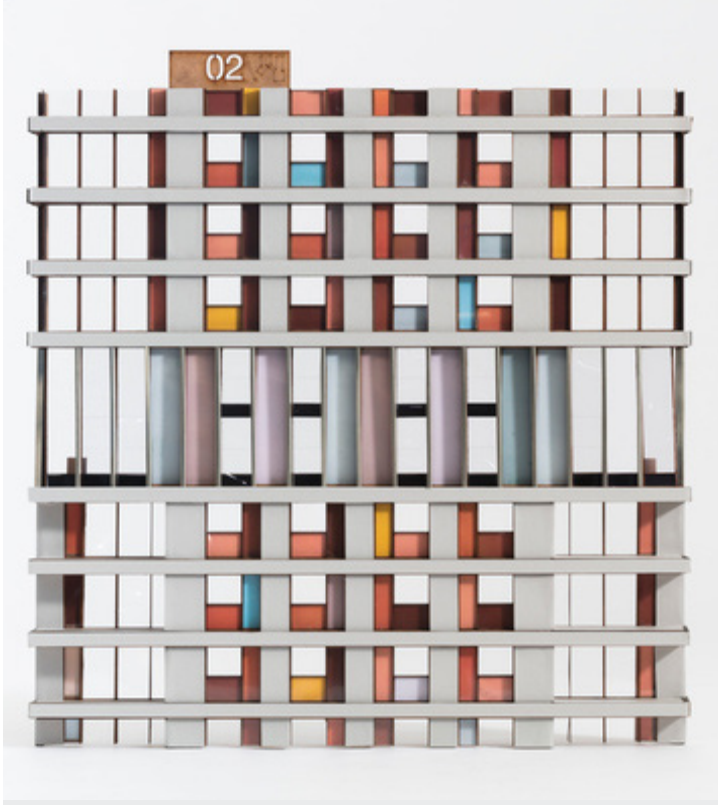
Drawing on a range of inspirations initial colour concepts start the journey of using colour within the building. These inspirations could begin as reactions to the contextual physical, social or cultural environment of the building.

A range of colour concepts are outlined in the following pages and identify several opportunities for further colour development during RIBA stages 3 and 4.



Colour Development

Building on the colour concept this stage of development will test which colour concept to take forward and start to define the colour palette. Each colour within the palette will be developed in terms of the tint, tone and saturation as well as how the overall palette works together to lift and compliment each other.



Colour Testing

Using a variety of mediums both digital and physical this stage tests the colour palette across the building allowing us to visualise this in 3D. Careful consideration will be taken to investigate the colour palette across differing lighting conditions and times of day / year to ensure that we understand the holistic impact of the colour application.



Material Testing

Once the colour palette has been defined this palette will tested materially. The material characteristics of the façade cladding will affect how colour is perceived for example due to the reflectivity or relief of the material. Large scale samples of the material will be used to ensure that colours will accurately be perceived on the façade.

4

Masterplan

4.9

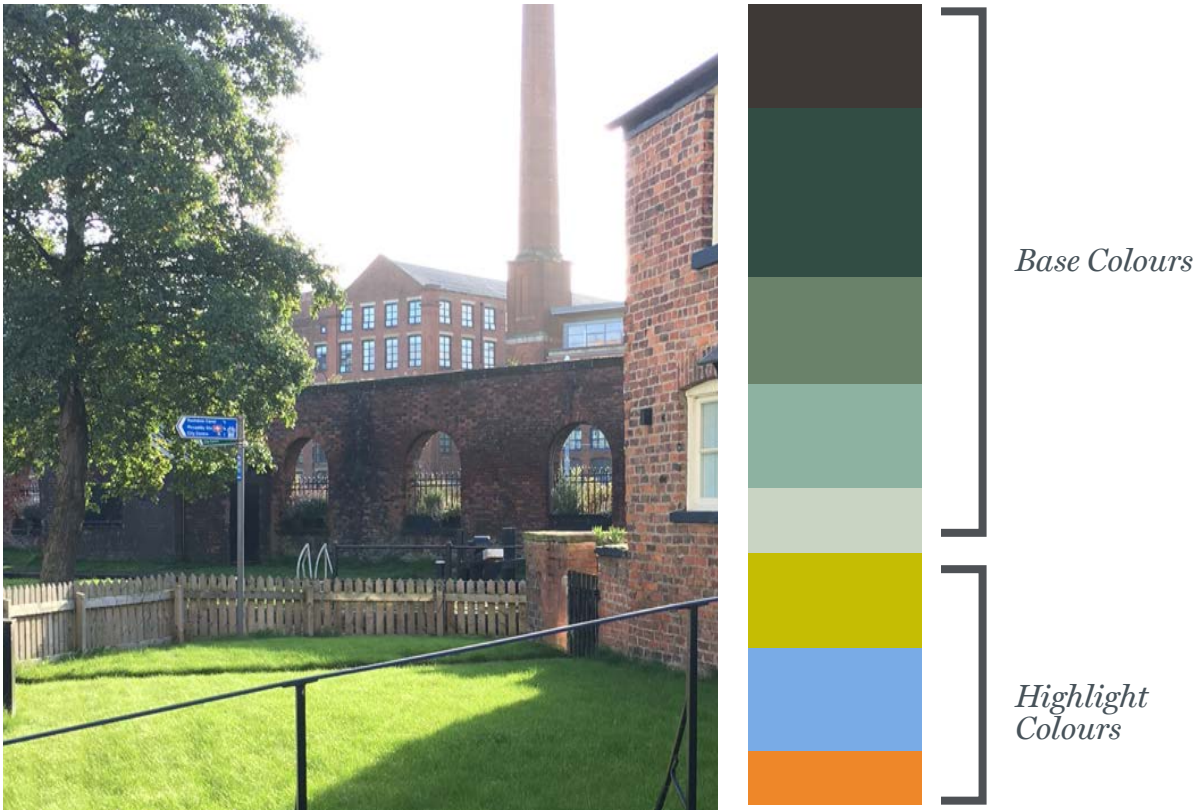
Use of Colour - Concept Development Opportunities

A range of colour concepts has been outlined below which will be tested further to develop the final colour scheme using the techniques described in “4.8 Use of Colour - Future Development” on page 36.



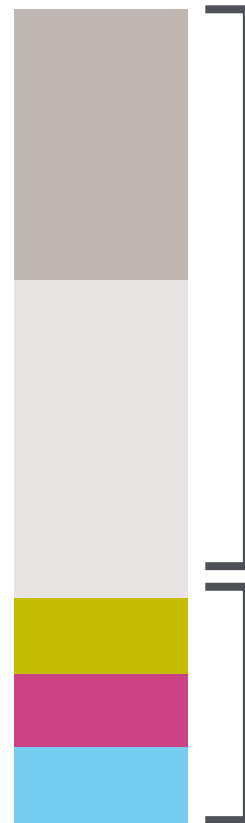
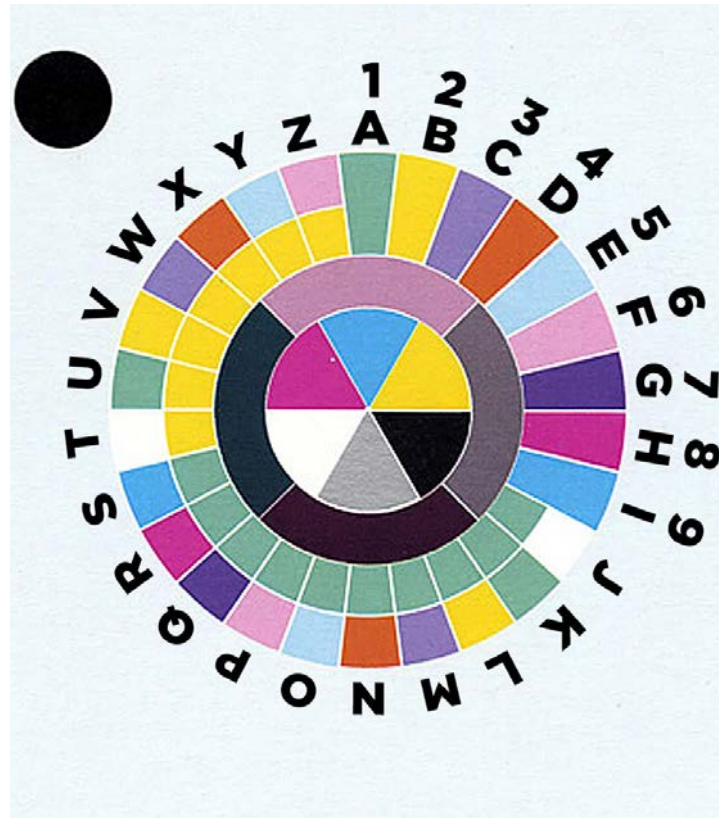
Contextual Response - Historic Mills

Drawing inspiration from the historic mill building bordering the site on Pollard Street a palette of blushes and reds reflect the tones of the brickwork with highlights of cobalt blue that echoes the colour of the windows and architectural metalwork.



Contextual Response - Open Green Space and Canal Side Setting

Celebrating the context of the canal-side setting this idea shows a palette of greens from deep rich evergreens to lighter pistachio these are enlivened by highlight colours of lime and cornflower blue.



Neutral Palette

“Pop” Colours

Celebrating Identity - “Pops” of Colour

Inspired by the graphic style of Peter Saville's work with the legendary album covers, this palette uses base colours of silvers with pops of lively colours used to animate and invigorate the palette. This bold use of colour celebrates the 'Collective' ambition of an energetic and activated sense of place.



Celebrating Identity - Suite of Buildings

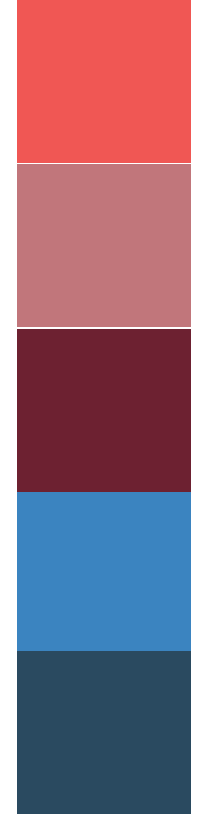
Inspired by historic dye works of the region these palettes use five distinct but complimentary colours to identify and articulate each building separately whilst still expressing the 'Collective' as a suite of buildings.

Muted Tones



OR

Vibrant Tones



4

Masterplan

4.10 Use of Colour - Fine Grain Strategy Development Opportunities



Colour Coding

Taking the idea of the buildings as machines for modern industry each of the life systems; structure, services, cladding will be expressed in differing colours to give the reader a clear understanding of how the building stands and breathes. This will give an active expression of the inner workings.



Subtle Tonal Changes

Subtle tonal changes in the cladding material will be explored to understand if this finer use of colour works to breakdown larger blocks of façade.



Supergraphics

Large scale signage referred to as 'Supergraphics' will articulate the façade whilst acting as wayfinding across the 'Collective'. These Supergraphics will use highlight colour in the palette to freshen and enliven the use of colour. The application of these Supergraphics is discussed in further detail in "12.4 Signage" on page 113



Texture and Reflectivity

The texture and reflectivity of the material will change the perception of colour in differing light conditions and times of the day.

4 Masterplan

4.11 Summary of the assessment

Environmental Assessments

A number of assessments of the environmental characteristics of the site have been undertaken to inform and influence the placement and heights of buildings and open space. Please refer to separate assessments submitted as part of this planning application.

Site information and surveys have been undertaken to a suitable level of detail to inform the design proposals and identify potential site implications. Where further surveys are described these will be conditioned and be used to verify nothing has changed

Sunlight and Daylight Assessment
prepared by Greyscanlanhill

The Proposed Development will, as anticipated, result in measured reductions in the daylight and sunlight amenity of the neighbouring receptors.

Overall, we consider that the impacts on daylight amenity are appropriate and balanced for the City Centre context. The majority of windows and rooms appraised will achieve the BRE targets or come within an acceptable tolerance of them.

Of those that do not, mainly to lower floors of Vulcan Works and Albion Mill, we consider the impacts to be acceptable and balanced, on the basis that:

- The Site is free of any massing meaning that development of the Site is likely to result in inflated magnitudes of change.
- Notwithstanding the results, the windows to these buildings are very large and the rooms served do generally have good levels of daylight distribution within. They will, in our opinion, remain daylit to a level considered adequate and acceptable for a City Centre.

In terms of sunlight amenity, overall, the Proposed Development will have an impact that is considered to be appropriate and acceptable to the City Centre context. The Proposed Development will have a non-significant impact on the sunlight amenity of the majority of neighbouring buildings.

The Proposed Development will have an impact on the sunlight amenity of certain windows & rooms of Spindle Mews, One Vesta Street, Islington Wharf and Lock Gate Mews. We consider these impacts to be appropriate, given the City Centre context, and considering that certain windows have limited capacity for sunlight amenity in the Baseline condition.

In terms of sunlight amenity to external amenity areas, the Proposed Development will have no significant impact on the canal towpath on the opposite side of Ashton Canal. Those areas within the Site – Canal Walk East and Central Green will pass the BRE’s 2 hour Time in Sun Test. Foundry Green will not achieve the BRE target of 2 hours Time in Sun. It will, however, come within an acceptable tolerance of this target. These impacts on daylight and sunlight align with the approach of Planning Policy – that impacts are judged on the basis of standards that are typical of a City Centre development in Manchester.

Alongside development of the Part L Energy Model, early engagement on sunlight and daylight allowed for testing of building orientation, massing and heights on the site to maximise sunlight within each building and the public realm, as well as, considering the daylight access achieved within each floorplate to maximise the benefit of natural daylight.

Wind Assessment
prepared by Architectural Aerodynamics

A computational fluid dynamics (CFD) study has been carried out by Architectural Aerodynamics Ltd. (ArcAero) to assess the wind micro-climate for the proposed Pollard Street scheme. The study predicts wind speeds within and around the proposed development and combines these speeds with long-term meteorological data for the site to determine wind speed frequency distribution data for each location. This data is assessed using the widely accepted Lawson criteria to determine suitability of wind conditions on site and the impact of the proposed development on the surrounding area.

Upon the introduction of the Proposed Development, wind conditions within and around the site remain suitable for proposed and current pedestrian activities. Early considerations for prevailing wind and the plan form of existing buildings informed the proposed building orientation and linear footprints. These considerations have been verified by the wind assessment conclusions outlined above.

Acoustic Survey prepared by Sandy Brown

As set out in acoustic planning report 20101-R02-B, an environmental noise and vibration survey has been carried out to determine the existing sound levels in the area, and vibration levels from the Metrolink tram line that passes through the site. The noise survey has been used to inform plant noise egress limits as well as amplified sound egress limits. The outline vibration survey has been used to assess tactile vibration and re-radiated noise levels to the proposed development. An additional vibration survey is proposed post planning to review

this further. An assessment of operational noise egress from the multi-use area will be carried out as the design progresses with initial guidance on controlling noise egress given in the acoustic planning report.

The noise assessment has informed the location of rooftop plant, the articulation of plant screens, as well as the acoustic treatment of buildings facades in response to both external and internal noise sources.

Crime Impact Assessment

Development supported with minor security additions required. This development has been assessed against the principles of ‘Crime Prevention Through Environmental Design’ (CPTED), in order to reduce the opportunities for crime and the fear of crime.

The layout of the proposed scheme is considered acceptable, so long as the following issues are considered:

- Robust control of access in/and around the buildings.
- Service vehicle entrance/egress access
- Secure cycle store provision
- Access control for entrance lobbies
- Ground floor external material protection against graffiti

The design has responded to feedback and comments from GMP through careful consideration of the location of cycle stores, site access, secure lines, and identifying opportunities for passive surveillance. Robust materials and detailing are proposed within the Architectural and Landscape Design.

Structure

It is known that the site has historically contained extensive 19th century industrial activity. A desk-based assessment by The University of Salford has been undertaken and the study demonstrates that the proposed development site is likely to contain buried archaeological remains of local or borough significance relating to the extensive 19th century industrial activity that took place on the site, and that these remains are likely to be disturbed by the construction works associated with the proposed development.

The structural design has been developed to avoid interaction with the historic canal arms.

The design has developed to include 5 individual buildings. Buildings A, D and E are proposed as 8 storeys (ground

plus seven). The proposed structural solution to realise these buildings is a composite steel frame with precast slabs. Lateral stability is provided by reinforced concrete cores. At this stage reinforced concrete cores are proposed to be formed using a twin wall system.

Buildings B and C are proposed as 4 and 5 storeys (ground plus 3 and 4). The proposed structural solution to realise these buildings is a composite steel frame with precast slabs, Buildings B and C are distinctly different to A, D and E in their form and are proposed to adopt an exoskeleton arrangement. That being elements of the superstructure frame are to sit on the outside of the building envelope.

During the design development period, the feasibility of various structural framing options was considered and a number discounted, it is now considered most appropriate to use a steel frame structural solution for several reasons. These were chosen to maintain lighter-weight structures than reinforced concrete equivalents, increase structural spans, provide cost effective framing, assist with the aesthetic of the buildings where appropriate and be efficient to build.

It is proposed that the substructure solution to all buildings will be achieved using a piled arrangement. This is proposed based on a desk study in the absence of a Phase 2 Ground Investigation which is to be carried out in future design stages.

Civic Engineers have carried out a study to determine the likely embodied carbon to manufacture the proposed, and other superstructure arrangements. This study considers the likely embodied carbon figures to manufacture a structural material only i.e. cradle to gate and does not consider the whole lift cycle of the building.

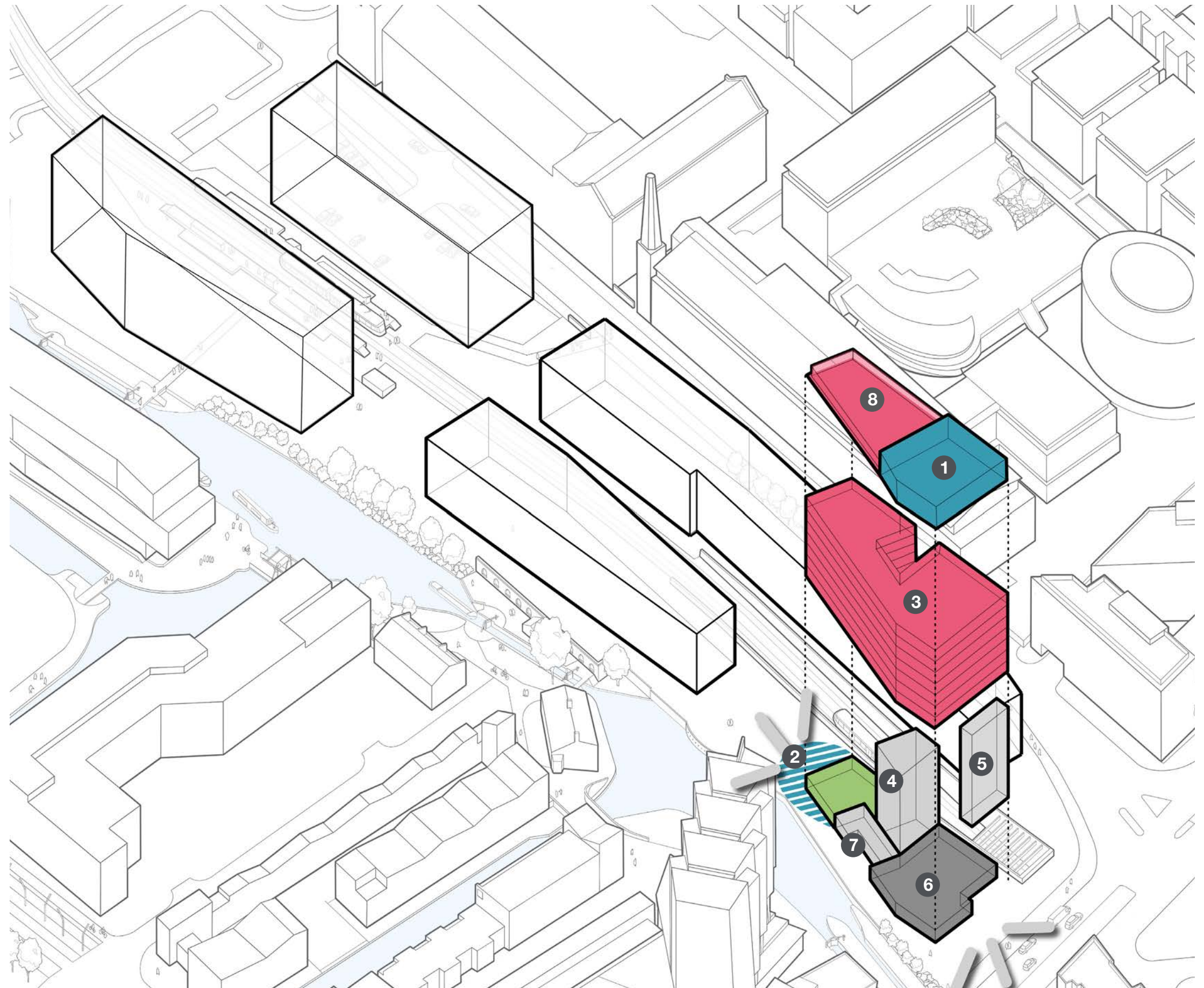
5 Building A

5.1 Building Diagram - Layout and Scale

- 1 Multi-use Area**
The rooftop area is an open air multi-use facility which is expressed in the building façade featuring exposed steelwork and cladding making the use / activity
- 2 Open Corner**
A food and beverage unit faces towards the public realm and canal walk. Large format glazing present an inviting corner and soften this edge of the building
- 3 Established Businesses**
Large floor plate for established businesses offering multi-aspect views towards the city centre and surroundings
- 4 Circulation Core**
The central core is located fronting onto the Metrolink
- 5 External Staircase**
The circulation is expressed and celebrated externally
- 6 Back of House / Cycle Storage**
- 7 Entrance / Reception**
Double height glazing signposts the main entrance to the building within the façade
- 8 Guarding**
A continuous parapet around the building and plant equipment screening



7,700sqft

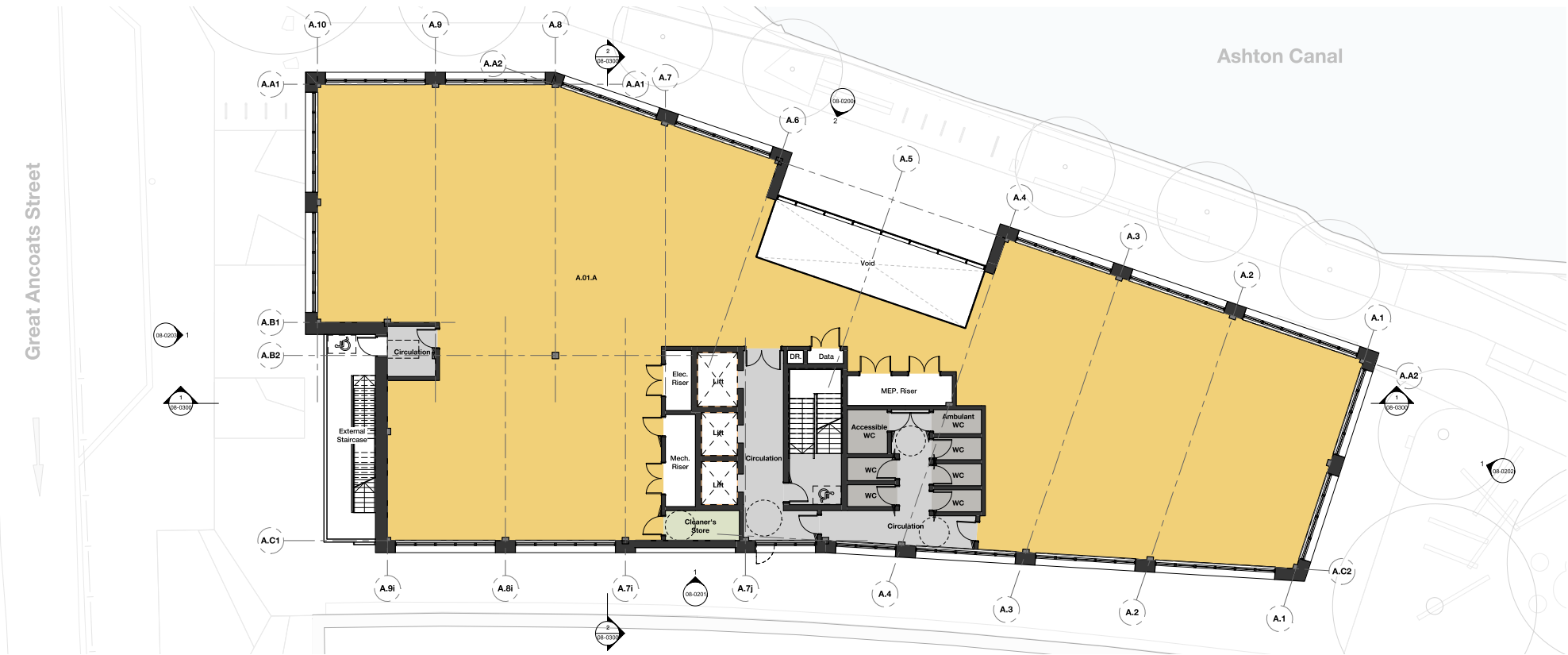


5 Building A
5.2 Plans

First Floor

The central core has been designed with two entry points allowing for potential sub-division of the floorplate. A void is cut through the floor fronting onto the canal creating a double height entrance.

An external escape staircase is provided to the western side of the building fronting onto Great Ancoats Street. The graphic form of the stair activates the façade as a threshold into the 'Collective'.

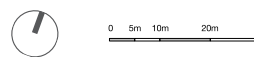


Ground Floor

The main entrance to the building is accessed from the canal side approach. To the western side of the building is the cycle store, changing and shower facilities. A food & beverage unit is located on the eastern side of the building facing onto the public realm and canal side. The back-of-house functions are accessible from Great Ancoats Street and the access route along the southern edge of the building.



- Workspace
- Reception
- Food and Beverage
- Cycle Storage / Showers
- WC
- Circulation
- Plant
- Refuse
- Cleaners' Store



Roof Level

The rooftop provides two functions. To western edge is a multi-use area which is enclosed in a lightweight mesh accessed directly from the main core via the lift or staircase.

A rooftop plant area is located towards the eastern side of the building enclosed by a 3m high plant screen to the perimeter.

The perimeter of the roof features a parapet / enclosure which provides guarding to the entire roof.



Typical Upper Floor

The typical floorplate is designed with the core central along the length of the building, facing towards the Metrolink line. Risers and cleaners store are accessed from the floor plate, whilst the vertical circulation and toilet facilities are segregated from the main workspace to offer privacy, mitigate noise and enable access control.

The floor plate has been designed to minimise columns and maximise spans.

- Workspace
- WC
- Circulation
- Cleaners' Store



5 Building A

5.3 Bay Study

The composition of Building A elevations is made up of three sections, the Base, Body and Crown. The internal programme and use is expressed in the façade.

Base

The base expresses the inside use of the building through the aperture placement. The food and beverage unit and cycle store feature large format windows to activate the corner of the building.

The back-of-house access is via the elevation facing towards the Metrolink to the south and Great Ancoats Street to the west.

Body

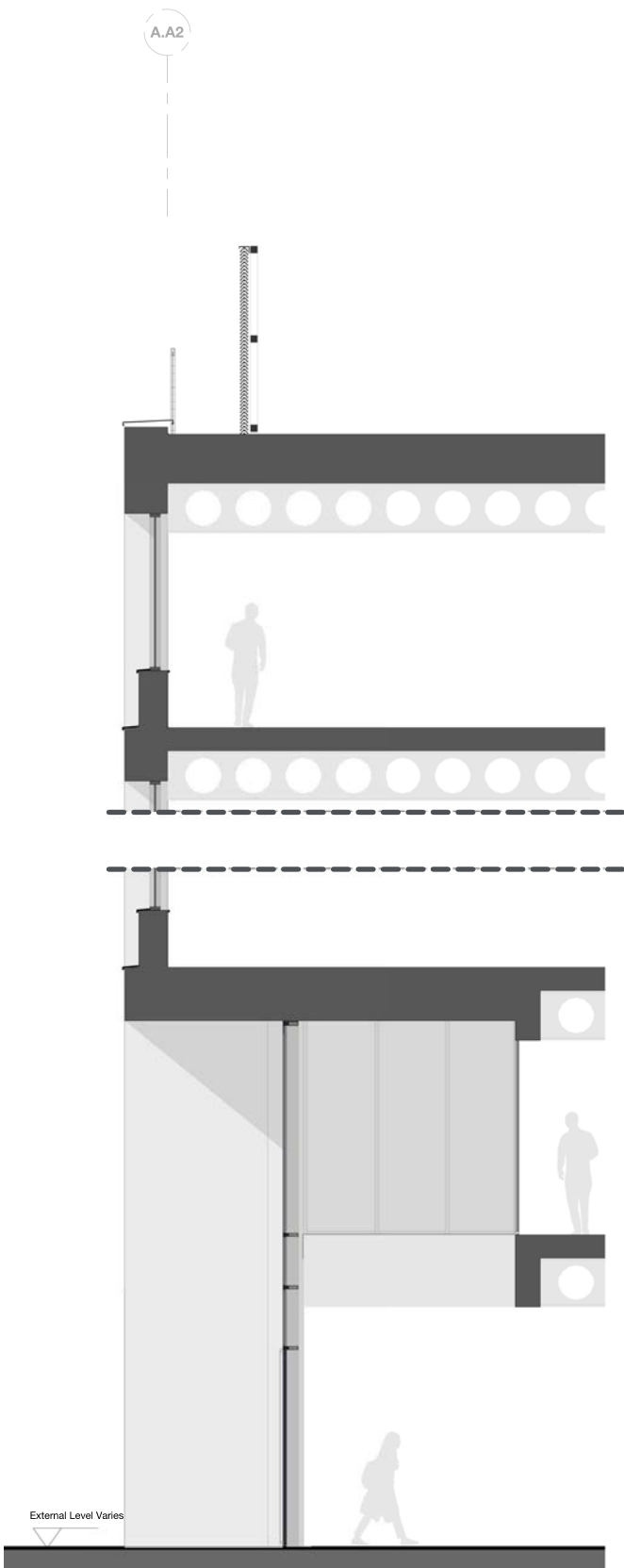
The proposal is constructed from a steel structure which is positioned to the perimeter of the floor plan and set out to a regular planning grid. The floor slabs allow maximise floor plates to permit various internal arrangements. A rational circulation core is positioned to maximise daylight within the workspace floorplate.

The façade is solid to desk height at upper levels allowing desks to be pushed against the façade. An external metal stair is positioned facing Great Ancoats Street elevation.

Crown

Metal mesh balustrade to the roof top echoes that used across the 'Collective' and gives a celebrated termination of the façade.

The mesh clad Multi-use Area is expressed as a distinctly different element to the regular façade grid with exposed structural and a mesh metal enclosure.



Section



Elevation

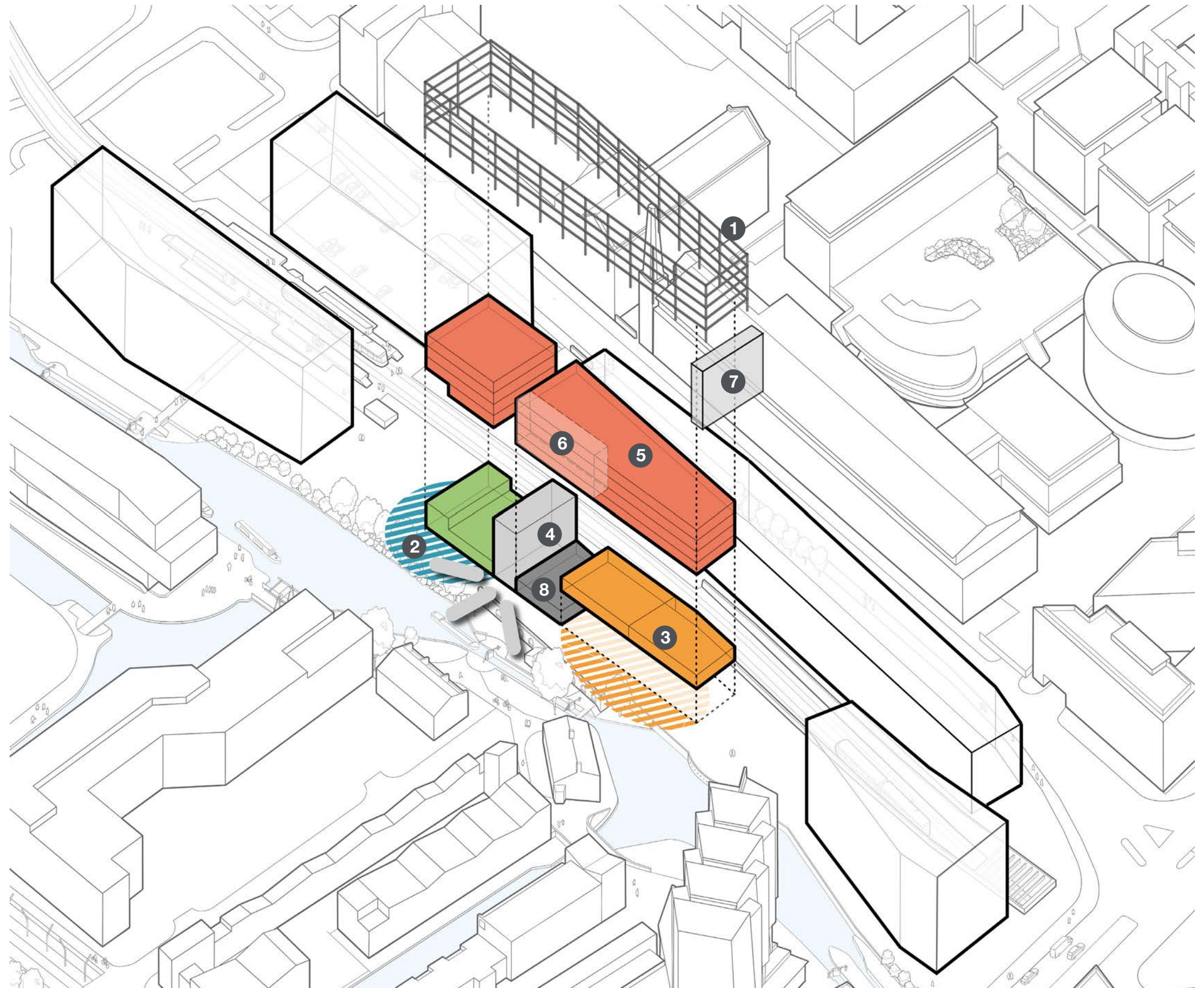
View of Building A facing towards Ashton Canal
viewed from Great Ancoats Street canal side



6 Building B

6.1 Building Diagram - Layout and Scale

- 1 Exoskeleton**
The structural skeleton of the building is expressed externally allowing the reader to understand how the building stands
- 2 Open Corner**
A large food and beverage unit lines and activates the canal walk and Central Green. A double height space is expressed in the façade creating an open and celebratory corner to this edge of the building
- 3 Makers Units**
Two makers unit activate and open out onto the canal walk encouraging a dialogue between the public and users
- 4 Announced Core**
The central core is celebrated through the façade acting as a wayfinding device
- 5 SME Units**
SME (Small Medium Enterprises) units occupy the upper floors
- 6 Terraces**
SME units enjoy the offer of private terraces overlooking the canal walk and historic wall
- 7 External Staircase**
The circulation is expressed and celebrated externally
- 8 Back of House / Cycle Storage**



6

Building B

6.2

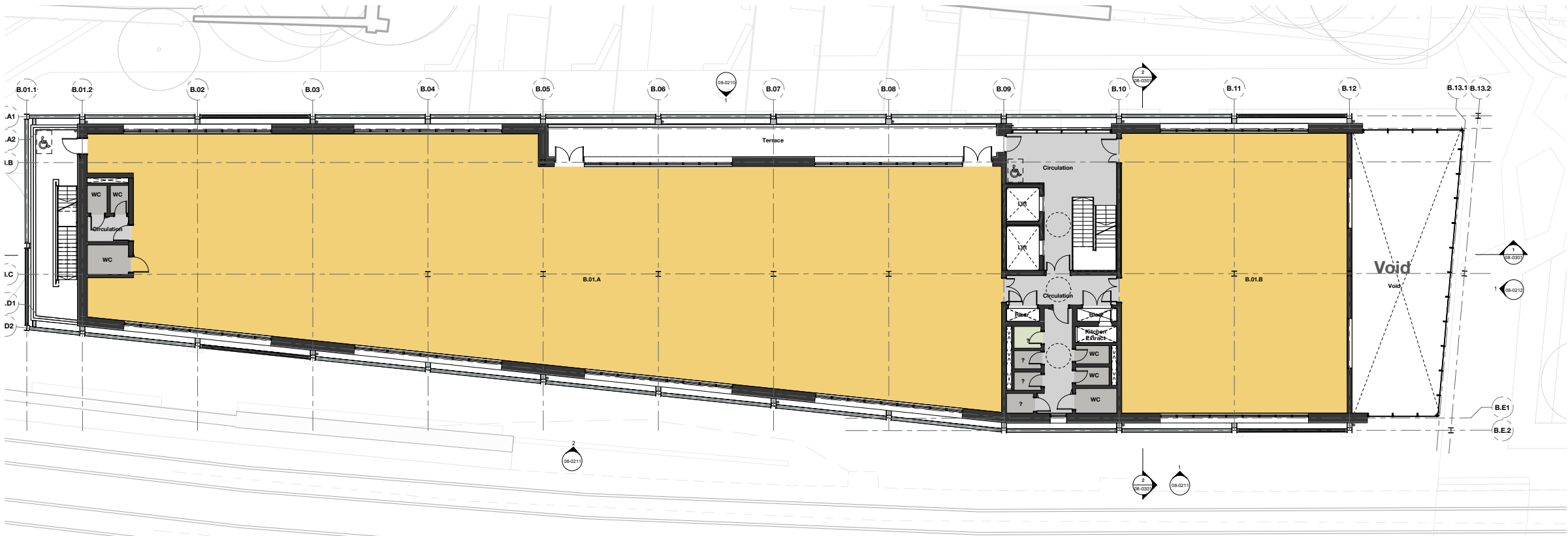
Plans

First Floor

On upper levels the central core allows access to two workspaces these could be tenanted separately or as a single tenancy. A terrace, accessed from the central core or westerly workspace, enjoys views over the canal side and historic wall.

An external escape staircase is provided to the western side of the building fronting onto Great Ancoats Street. The graphic form of the stair activates the façade as a threshold into the ‘Collective’.

At first floor the easterly workspace is reduced to allow a double height space to the Food and Beverage unit at ground.



Ground Floor

A core and BOH facility including cycle storage and showers are cited centrally within the building and are accessed from the canal side walk. On the western side of the building two flexible workspaces are provided each with large open-able sectional doors that activate the canal side walk. To the easterly side of the building a large food and beverage unit has been provided that activates this corner of the building to the Central Green space,

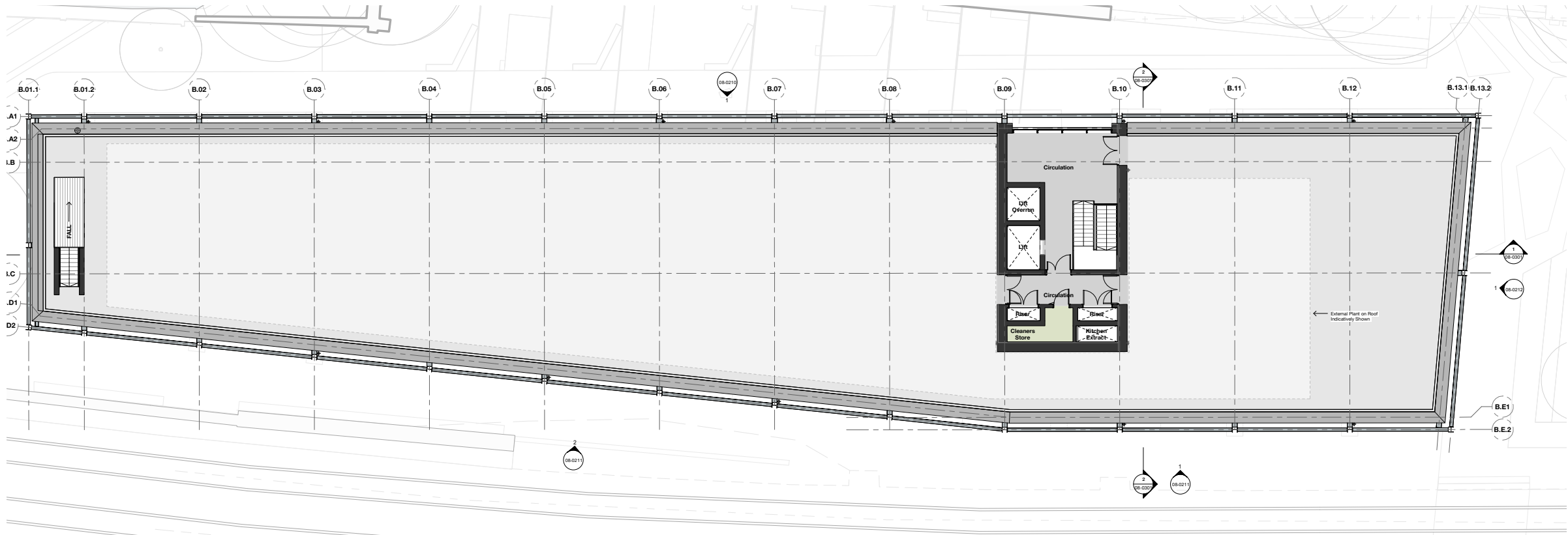
- Workspace
- Food and Beverage
- Cycle Storage / Showers
- WC
- Circulation
- Plant
- Refuse
- Cleaners' Store



Roof Level

At roof level there is provision for photovoltaic and extract for WCs and kitchens. The external staircase is accessed from this level and is protected from the weather with a canopy.

The perimeter of the roof features a parapet which provides guarding to the entire roof.



Typical Upper Floor

On upper levels the central core allows access to two workspaces these could be tenanted separately or as a single tenancy. A terrace, accessed from the central core or westerly workspace, enjoys views over the canal side and historic wall. An external escape staircase is provided to the western gable and is celebrated architecturally.

- Workspace
- WC
- Circulation
- Cleaners' Store



6 Building B

6.3 Façade Development

The composition of building B elevations is made up of four sections, the Base, Body, Crown and Exoskeleton. The internal programme is expressed in the façade.

Base

Along the base of the building the uses inside the building are expressed through the aperture placement and design. Food and Beverage unit has large format windows to activate the open corner. Flexible workspaces have large format sectional doors to allow maximum interaction between the public and tenants inside.

Body

A typical elevational module is used along the façade on upper levels. This module has been designed to allow maximum daylight to work surfaces with a solid section of façade at lower level to allow desks to be placed against it.

Rainwater pipes and hoppers are expressed and speak honestly to the workings of the building.

An external escape staircase is provided to the western side of the building fronting onto Great Ancoats Street. The graphic form of the stair activates the façade as a threshold into the 'Collective'.

A rational circulation core is positioned to one end of the building to bring activity to the façade.

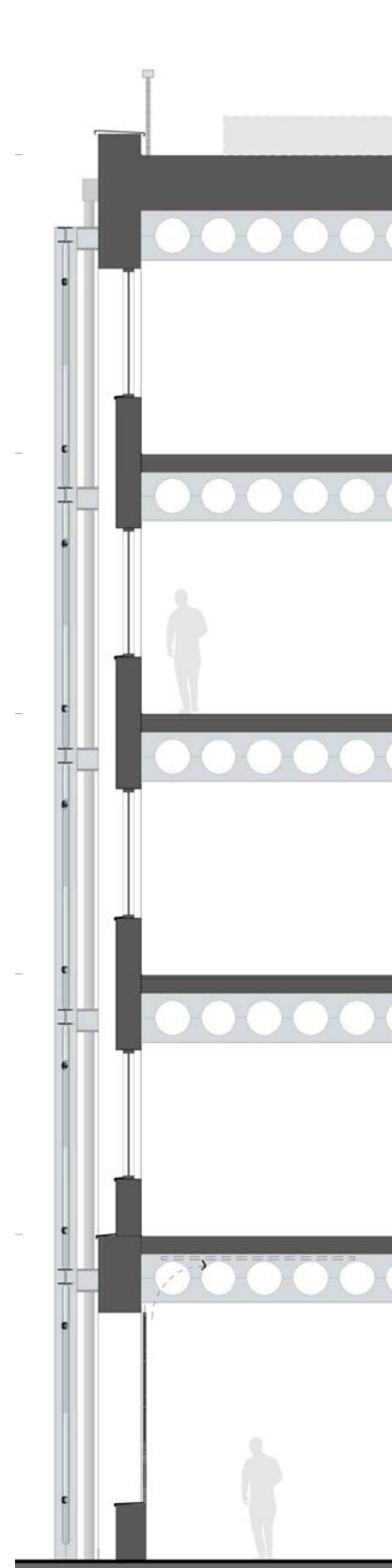
Crown

Metal mesh balustrade to the roof top echoes that used across the 'Collective' and gives a celebrated termination of the façade.

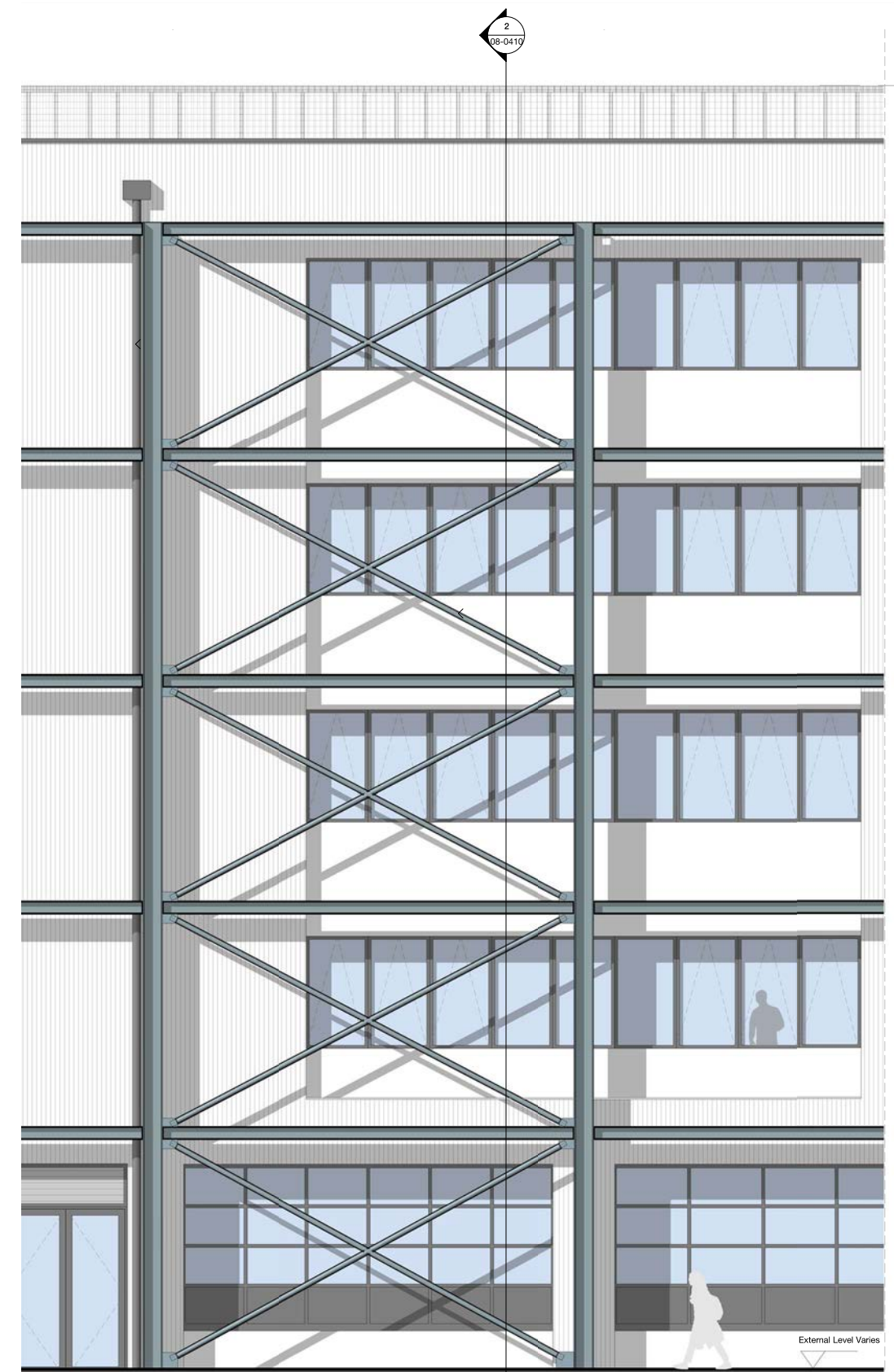
Exoskeleton

The structure is expressed externally to the building envelope and celebrated in the architecture.

The proposal is constructed from a steel structure set out to a regular planning grid. Floor slabs allow for uninterrupted floor plates internally to permit various internal arrangements and the option for different unit sizes.



Section



Elevation

View of Building D (left), Buildings B & C (centre) and Building A (right), viewed from canal side looking west



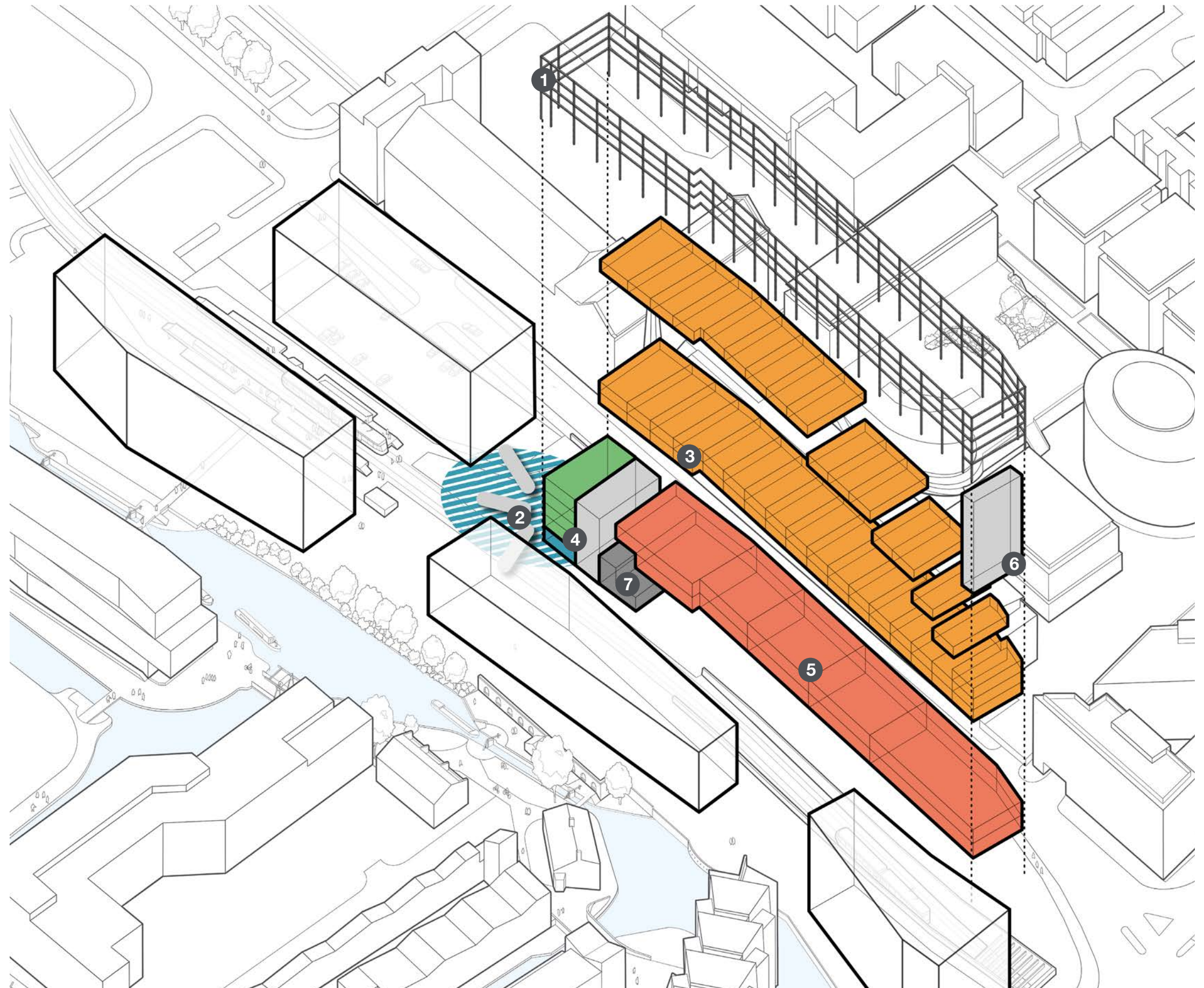
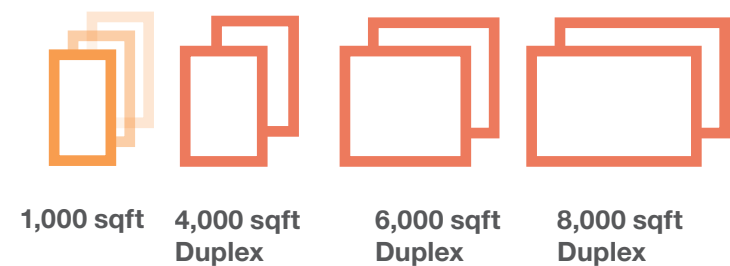
View of Buildings D & B (left / centre) and The Foundry Green (centre / right), viewed from canal side looking east



7 Building C

7.1 Building Diagram - Layout and Scale

- 1 Exoskeleton**
The structural skeleton of the building is expressed externally
- 2 Open Corner**
A large food and beverage unit lines and activates the canal walk and Central Green. A double height space is expressed in the façade creating an open and celebratory corner to this edge of the building
- 3 Gantry Studios**
Each Gantry Studio is 1,000 sqft of workspace; units can be combined to allow the flexibility for users to expand throughout the floorplate. These studios are supported by WCs along the length of the gantry and tenant amenity to the eastern end of the gantry. These units are discussed further in "7.3 Gantry Studios" on page 57 of this Design and Access Statement
- 4 Announced Core / Amenity**
The central core is celebrated through the façade acting as a wayfinding device
- 5 Hangars**
Two storey duplex workspace occupy the ground and first floor levels along the building, discussed further in "7.2 Hangars" on page 56 of this Design and Access Statement
- 6 External Staircase**
The circulation is expressed and celebrated externally
- 7 Back of House / Cycle Storage**

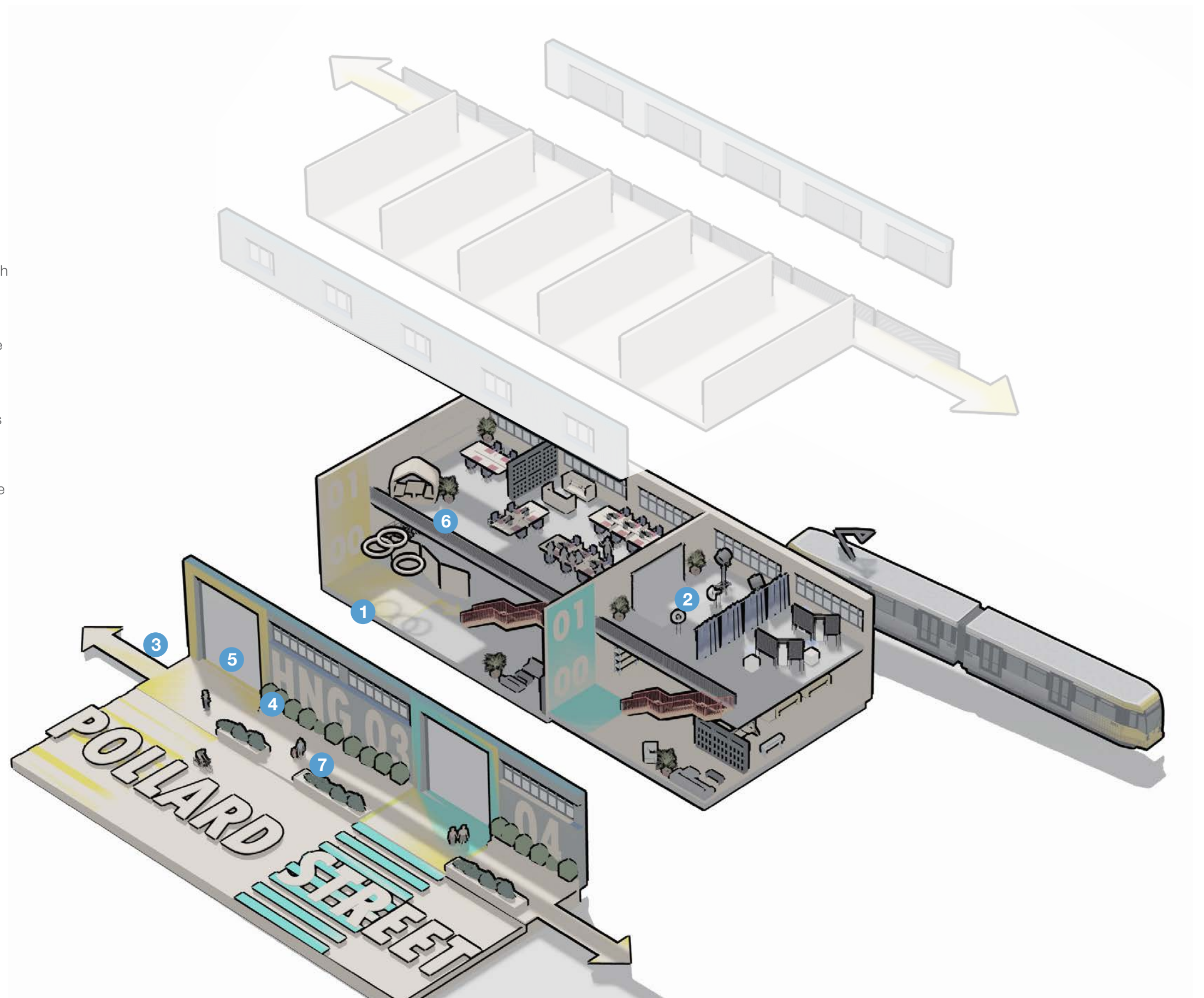


7 Building C

7.2 Hangars

Ground and First Floor

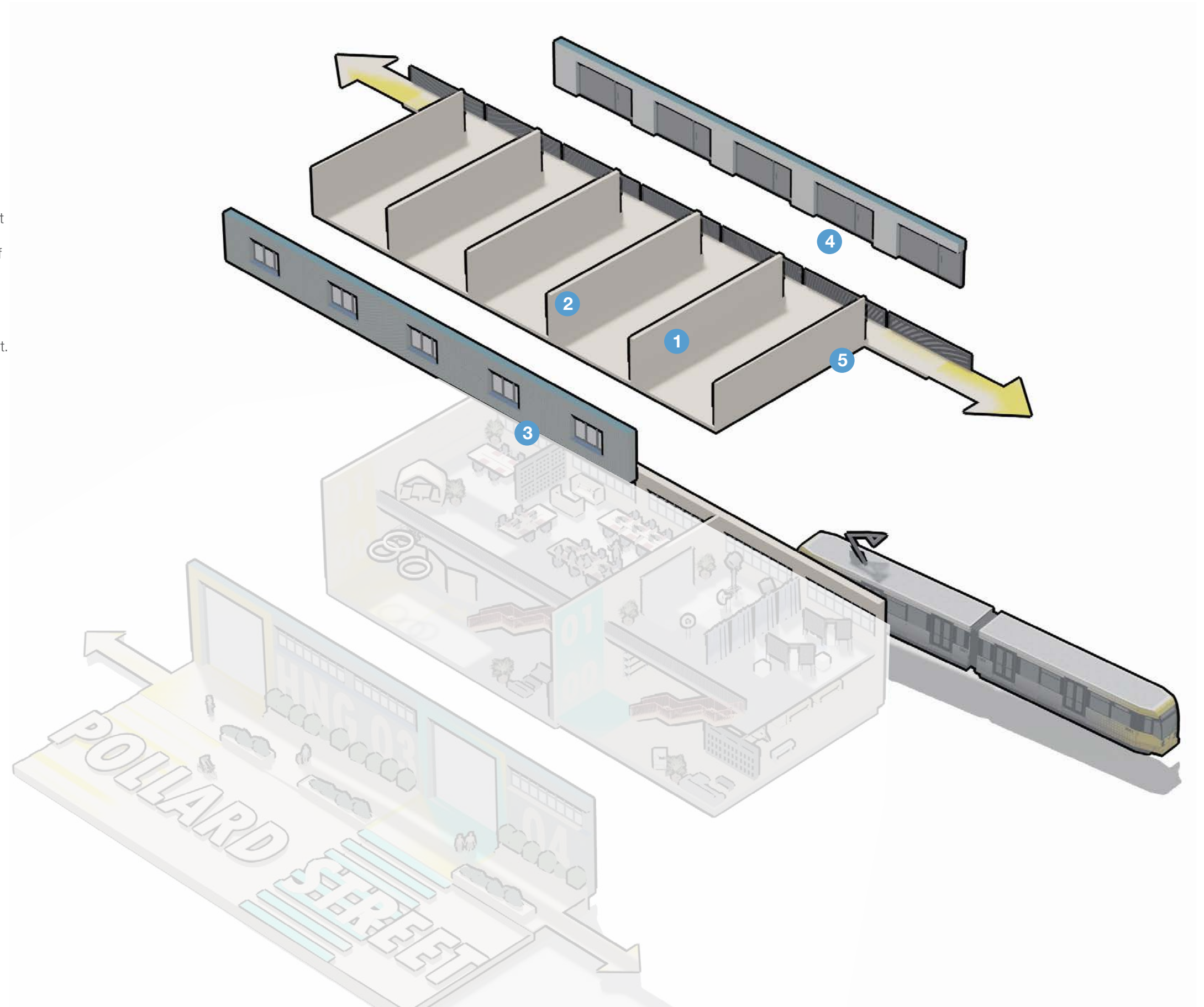
- 1 Voluminous Space**
 Large voids fronting onto Pollard Street celebrate the double height Hangar units. Voluminous space within the hangars are designed to encourage free and explorative thinking while single height spaces support focussed tasks; the experience of these contrasting scales together magnifies the effect of both
- 2 Open Floorplates**
 The structural grid reduce internal structure to a minimum, enabling a near limitless variety of layout configuration. A range of units sizes are provided from 4,000 sqft to 8,000 sqft units
- 3 Celebrated Entrances**
 The double height Hangars are celebrated through a generous double height glazed entrance. Acting as a wayfinding device to guide users to entrance. A solid section of façade gives users privacy and flexibility in unit layout while providing a super-graphic signage zone. Folding shutters provide a secure line in the evenings whilst articulating the industrial aesthetic
- 4 Super-graphics**
 Super-graphics are used along the length of the façade to help articulate the building and give a sense of rhythm to Pollard Street. The oversized scale of these graphics presents a modern interpretation of signage giving each Hangar unit a street presence and identity
- 5 Passive Principles**
 The use of fixed windows and attenuated ventilation panels provides each unit with natural light and ventilation
- 6 Flexible Fit-Out**
 The base build of the unit allows personalisation of the space and flexibility in layout
- 7 Hangar Thresholds**
 A landscaped threshold provides security and a soft edge to the building as well as working to mitigate the level changes across the building



7 Building C

7.3 Gantry Studios

- 1 Gantry Studios**
 Each Gantry Studio is 1,000 sqft of workspace; units can be combined to allow the flexibility for users to expand throughout the floorplate. These studios are supported by WCs along the length of the gantry and a support space to the eastern end of the gantry
- 2 Flexible Fit-Out**
 The base build of the unit allows personalisation of the space and flexibility. A riser allows the fit out of a tea point in each unit.
- 3 Passive Principles**
 The use of fixed / open-able windows and attenuated ventilation panels provides these units with natural light and ventilation
- 4 Individualised Entrances**
 Each studio is provided with an external signage zone to allow for personalisation and a “shop front”
- 5 Gantry**
 The use of the gantry allows for external access to each studio while providing a circulation route that encourages informal interaction. An expressed servicing route runs along the underside of the gantry supplying data and power to each studio

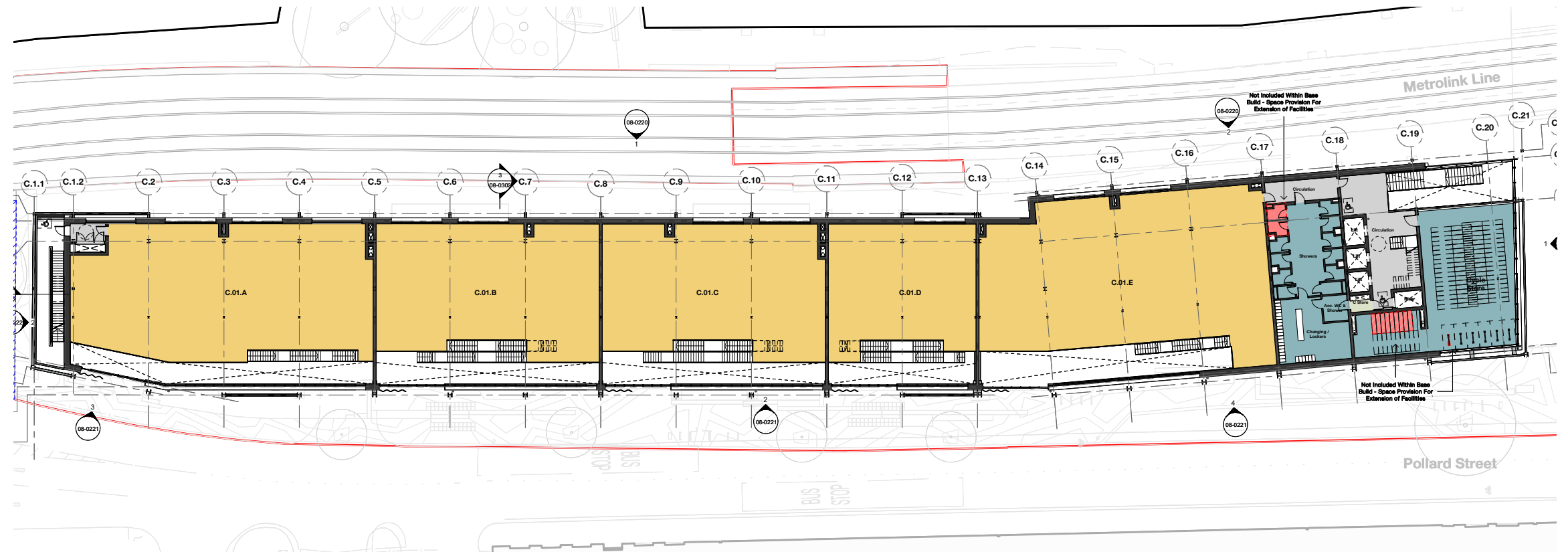


7 Building C

7.4 Plans

Mezzanine Floor

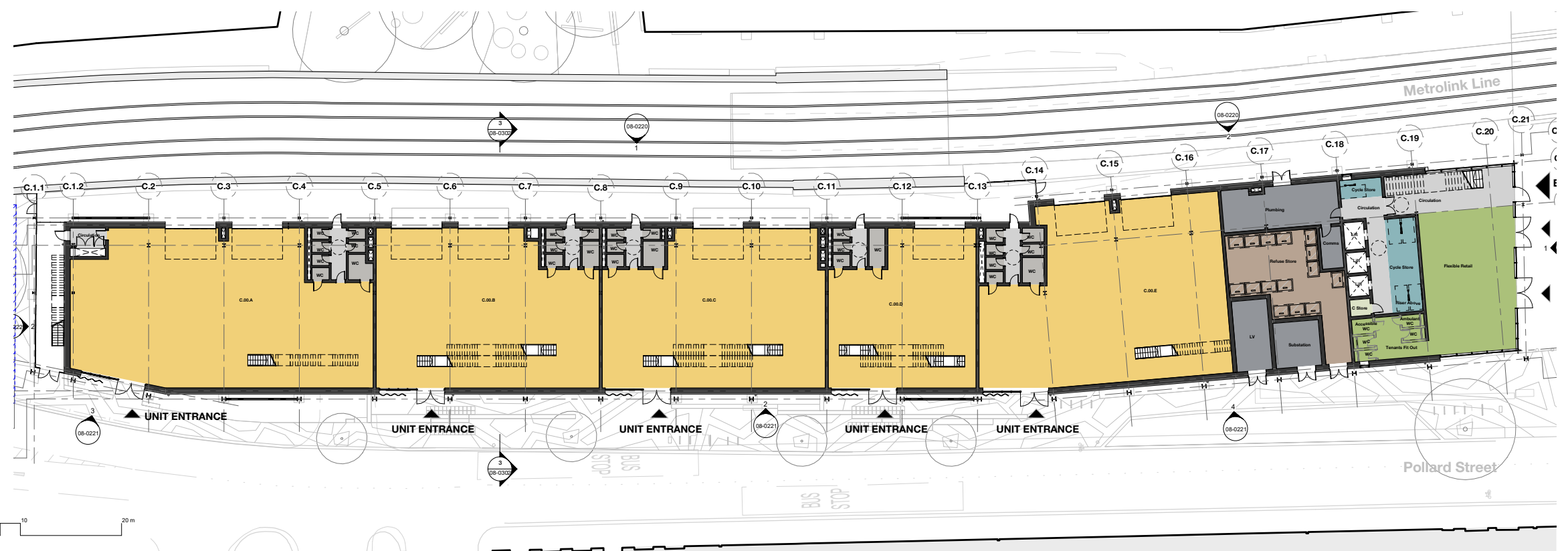
Generous cycle storage and showers are provided with direct access from the core. These are accessed via a staircase from ground floor. A metal channel cycle guide will be provided within this staircase to allow users to walk cycles up this staircase. Accessible cycle storage is available at ground floor. Hangar units occupy the rest of the floorplate at this level.



Ground Floor

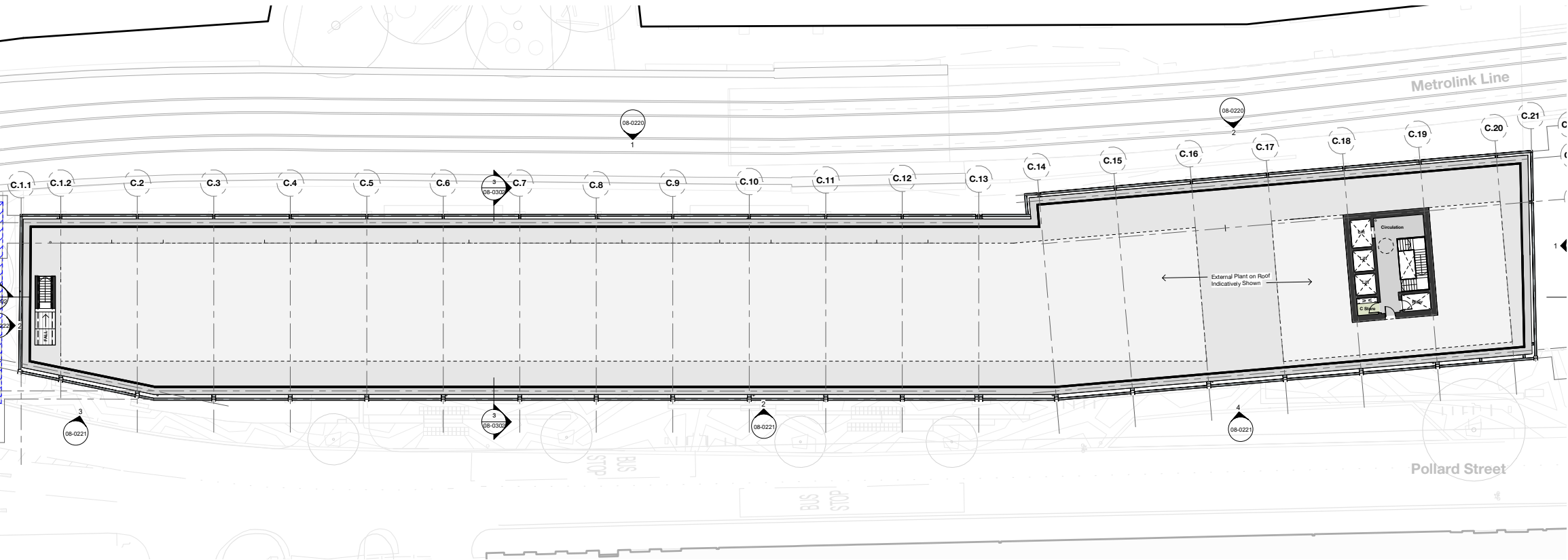
Hangar units occupy the ground floor along the length of Pollard Street towards the easterly end of the building back of house area are housed with a celebrated building entrance and food and beverage unit.

- Workspace
- Food and Beverage
- Cycle Storage / Showers
- WC
- Circulation
- Plant
- Refuse
- Cleaners' Store



Roof Level

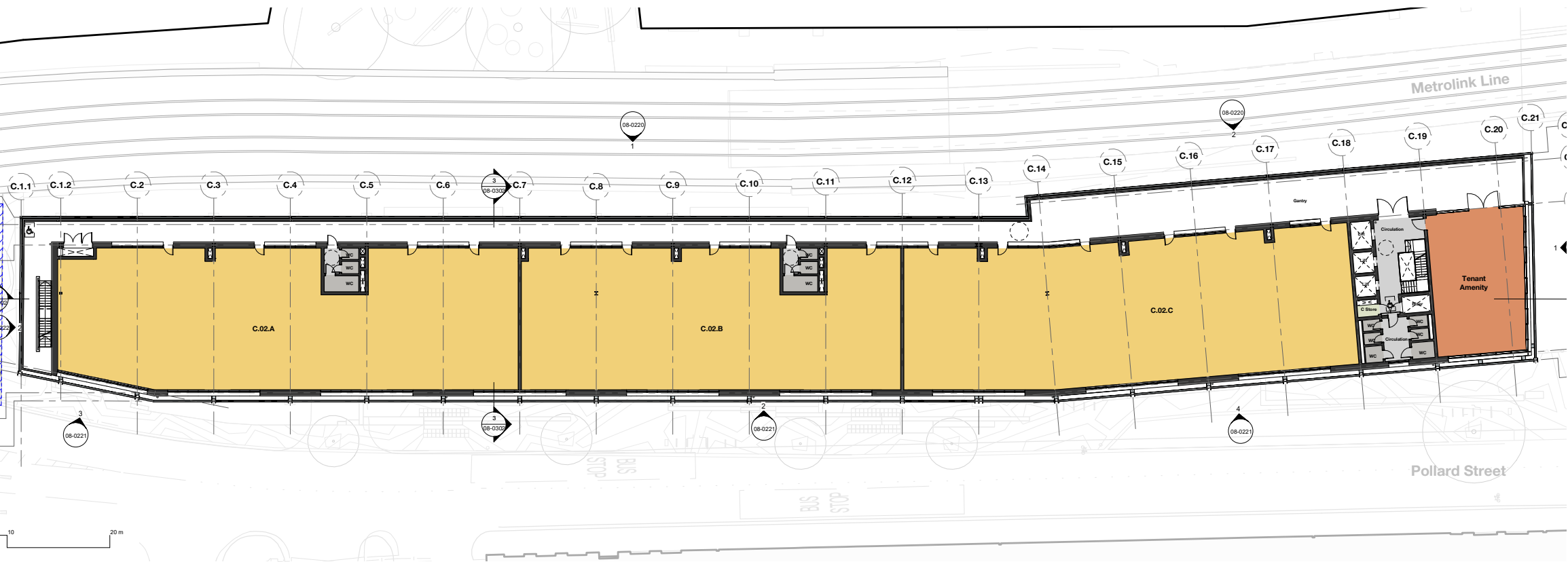
At roof level there is provision for photovoltaic and extract for WCs. The external staircase is accessed from this level and is protected from the weather with a canopy. The perimeter of the roof features a parapet which provides guarding to the entire roof.



Typical Upper Floor

Gantry units occupy the upper levels. Each Gantry Studio is 1,000 sqft of workspace; units can be combined to allow the flexibility for users to expand throughout the floorplate. These studios are supported by WCs along the length of the gantry and a tenant amenity to the eastern end of the gantry. The use of the gantry allows for external access to each studio while providing a circulation route that encourages informal interaction.

- Workspace
- Tenant Amenity
- WC
- Circulation
- Cleaners' Store



7 Building C

7.5 Façade Development - Metrolink Façade

The composition of building C elevations is made up of three sections, Base, Body and Crown. The internal programme is expressed in the façade.

Base

The double height Hangars are celebrated through a generous sectional opening doors to private yard spaces bordering the Metrolink. The upper level of the Hangars enjoy large sections of windows and louvres where required for acoustic attenuation.

Body

A typical elevational module is used along the façade on upper levels. This module has been designed to allow maximum daylight to work surfaces with a solid section of façade at lower level to allow desks to be placed against the façade.

A gantry along this façade allows access to the individual gantry studios at 2nd to 4th floors.

Rainwater pipes and hoppers are expressed and speak honestly to the workings of the building.

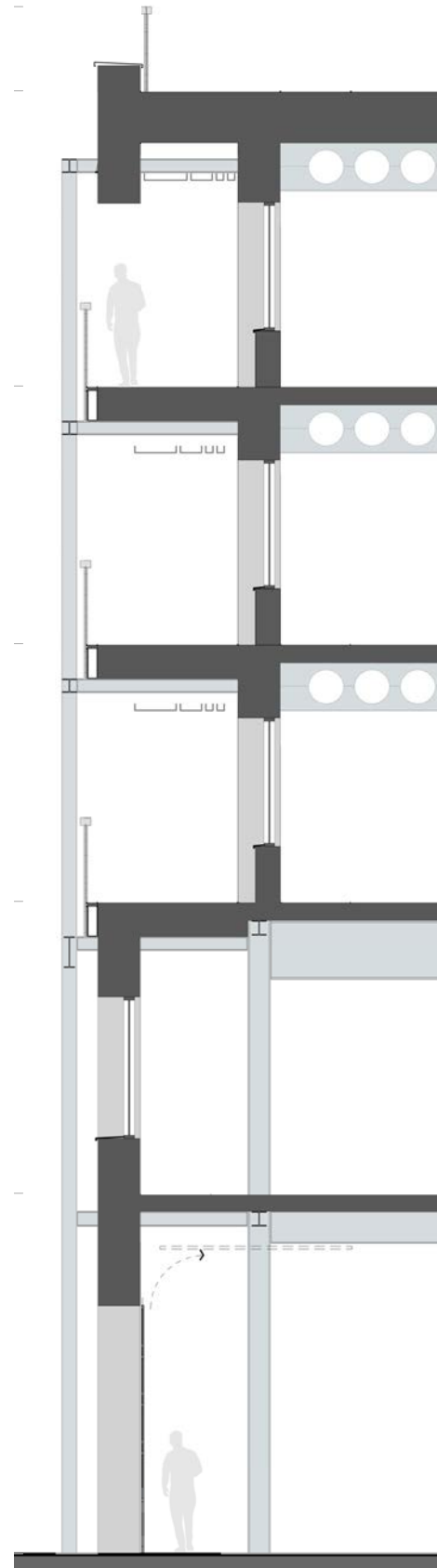
Crown

Metal mesh balustrade to the roof top echoes that used across the 'Collective' and gives a celebrated termination of the façade.

Exoskeleton

The structure is expressed externally to the building envelope and celebrated in the architecture.

The proposal is constructed from a steel structure set out to a regular planning grid. Floor slabs allow for uninterrupted floor plates internally to permit various internal arrangements and the option for different unit sizes.

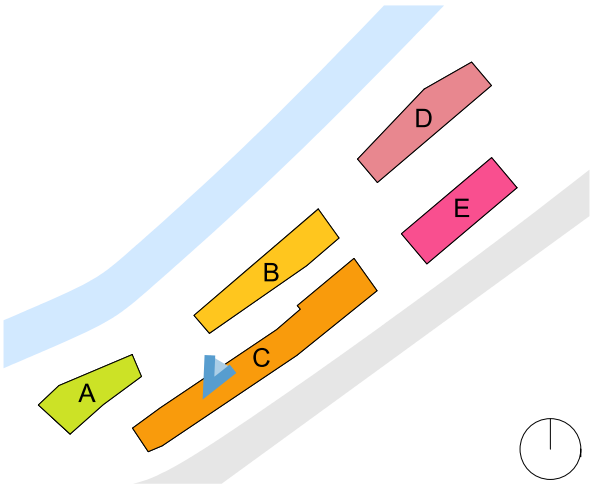
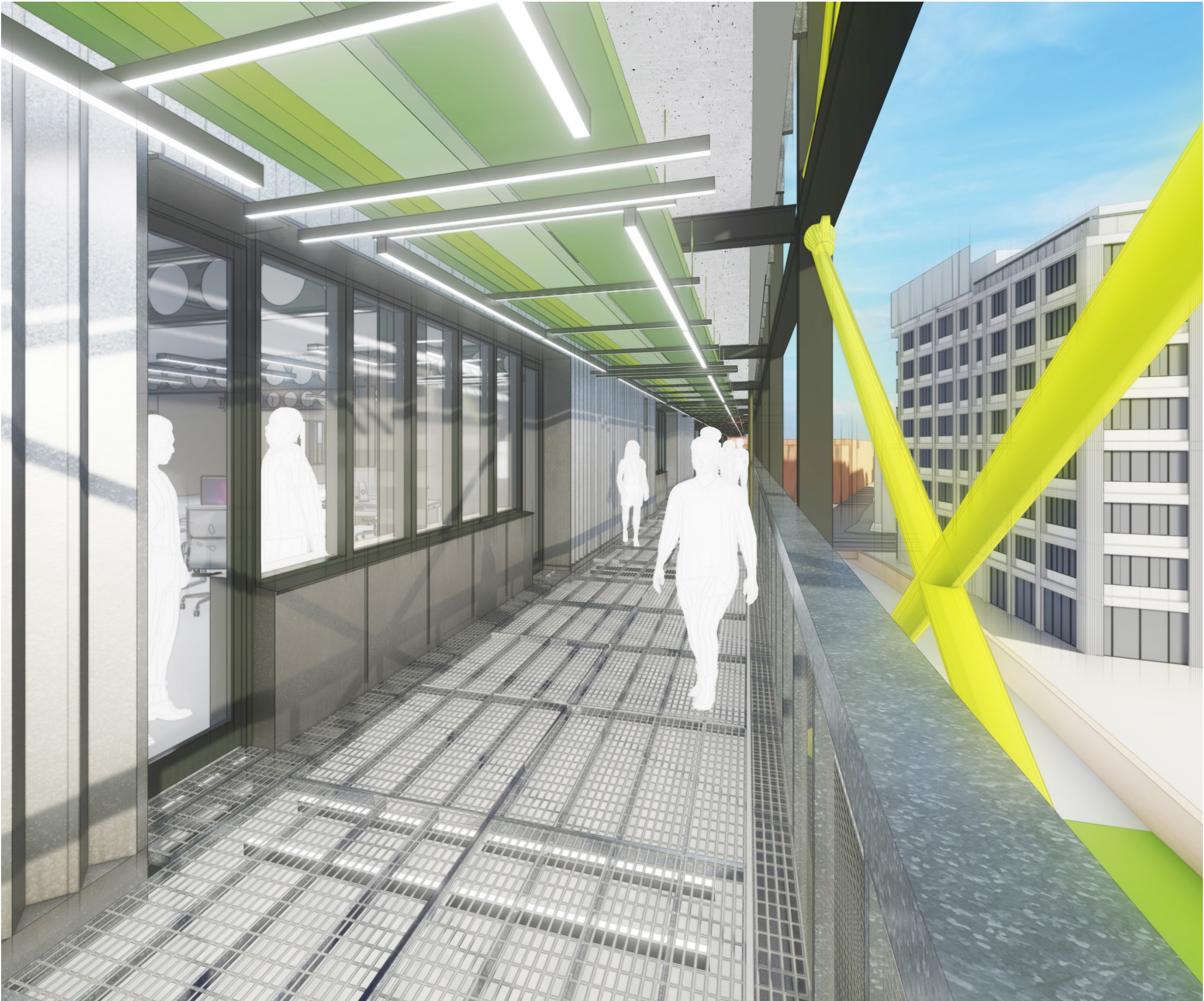


Section



Elevation

View from Gantry at Level 2 looking along the North Elevation which faces the Metrolink



7 Building C

7.6 Façade Development - Pollard Street Façade

The composition of building C elevations is made up of three sections, Base, Body and Crown. The internal programme is expressed in the façade.

Base

The double height Hangars are celebrated through a generous double height glazed entrances to Pollard Street. Acting as a wayfinding device to guide users to these entrances point, an accompanying solid section gives users privacy and flexibility in office layout while providing a super-graphic zone. Folding shutters provide a secure line in the evenings whilst articulating the industrial aesthetic. To the Metrolink façade large sectional doors allow access to the yard spaces to the rear.

Body

A typical elevational module is used along the façade on upper levels. This module has been designed to allow maximum daylight to work surfaces with a solid section of façade at lower level to allow desks to be placed against the façade.

Rainwater pipes and hoppers are expressed and speak honestly to the workings of the building.

An external metal stair is positioned facing Great Ancoats Street elevation.

A rational circulation core and tenant amenity is positioned to one end of the building to bring activity to the façade.

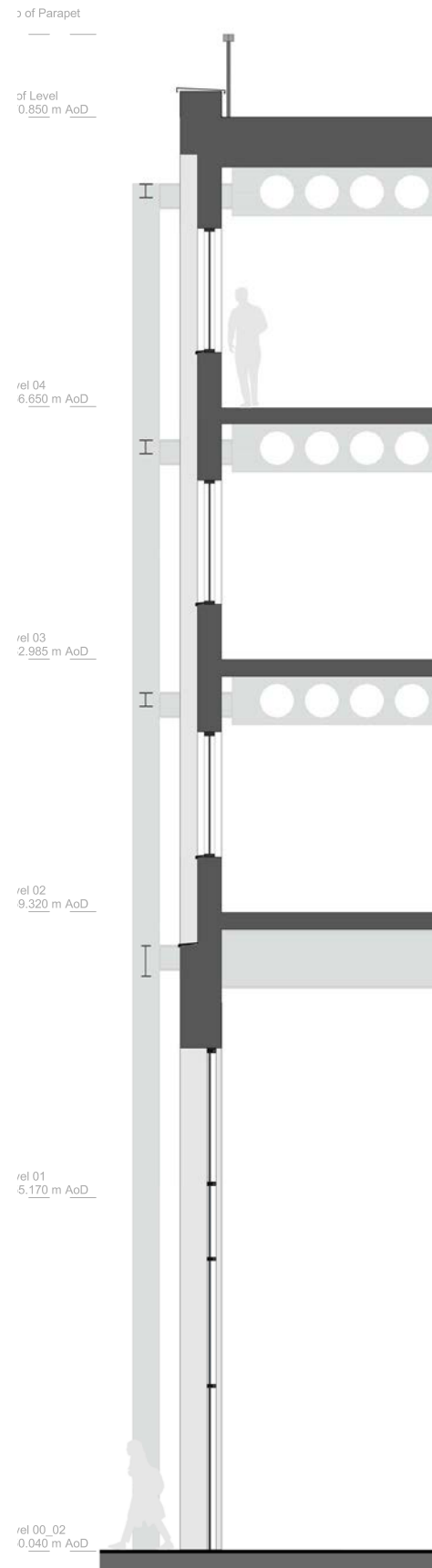
Crown

Metal mesh balustrading to the roof top echoes that used across the 'Collective' and gives a celebrated termination of the façade.

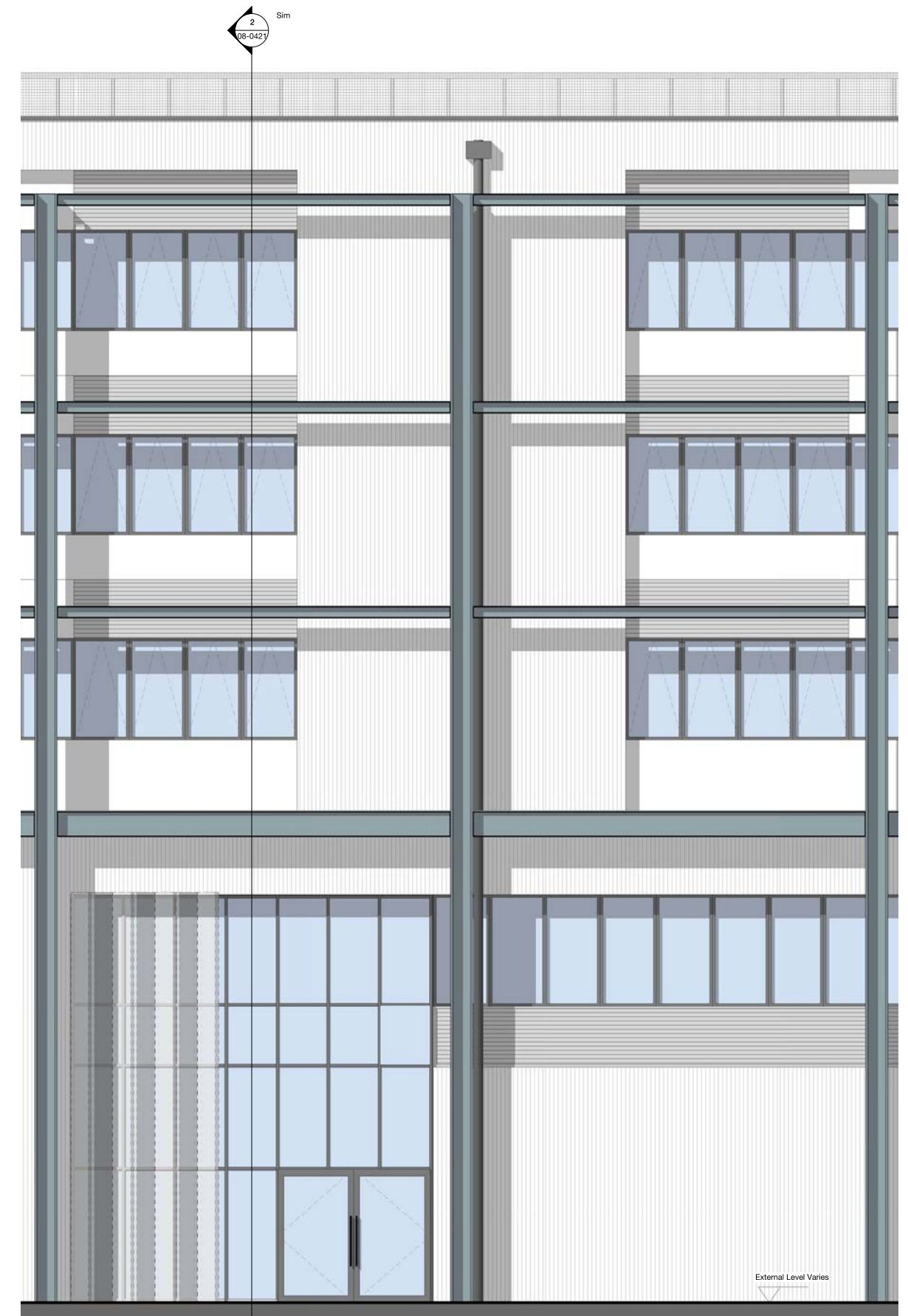
Exo-Skeleton

The structure is expressed externally to the building envelope and celebrated in the architecture.

The proposal is constructed from a steel structure set out to a regular planning grid. Floor slabs allow for uninterrupted floor plates internally to permit various internal arrangements and the option for different unit sizes.

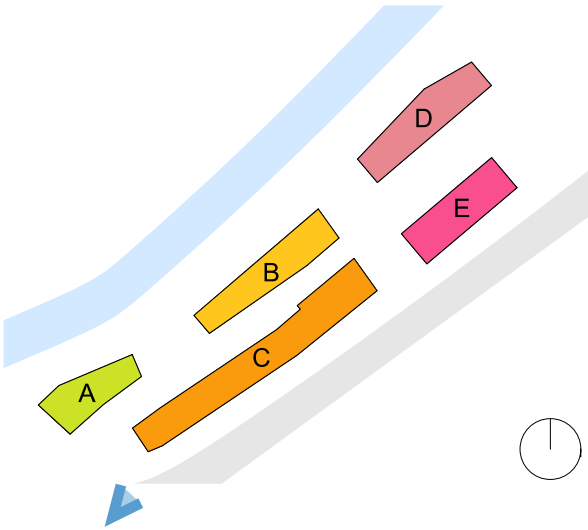


Section



Elevation

View along Pollard Street facing east viewed from
corner of Great Ancoats Street & Pollard Street
looking east

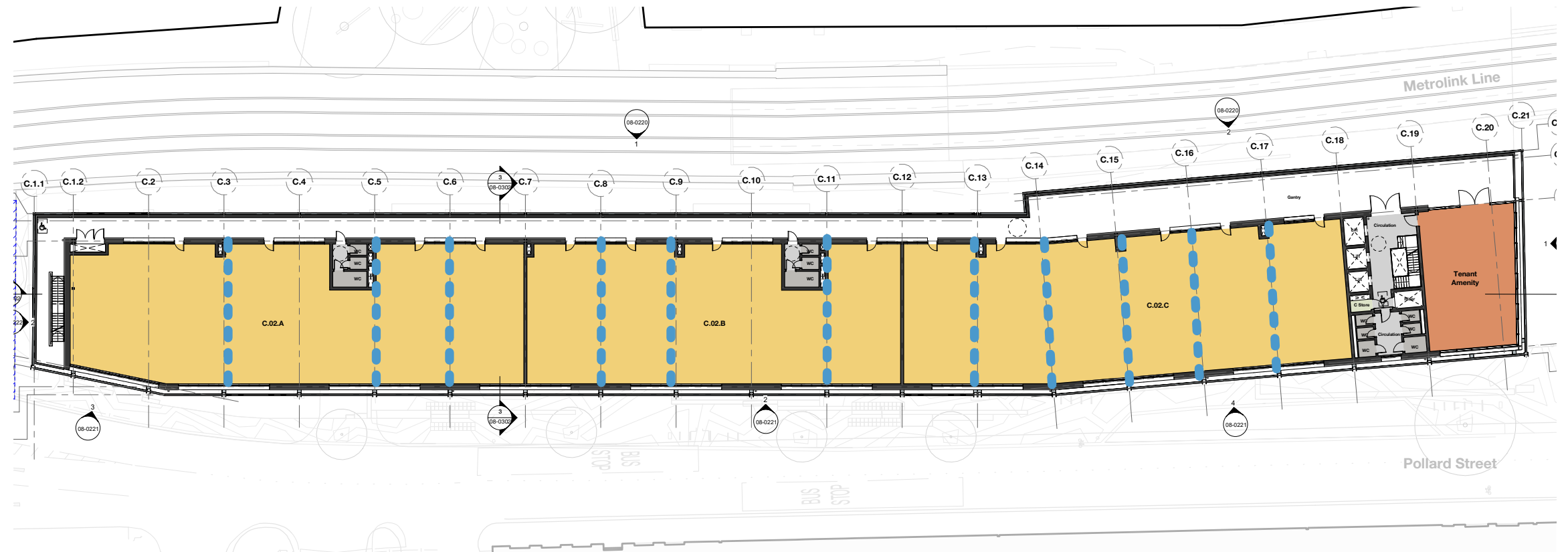


7 Building C

7.7 Gantry - Subdivision

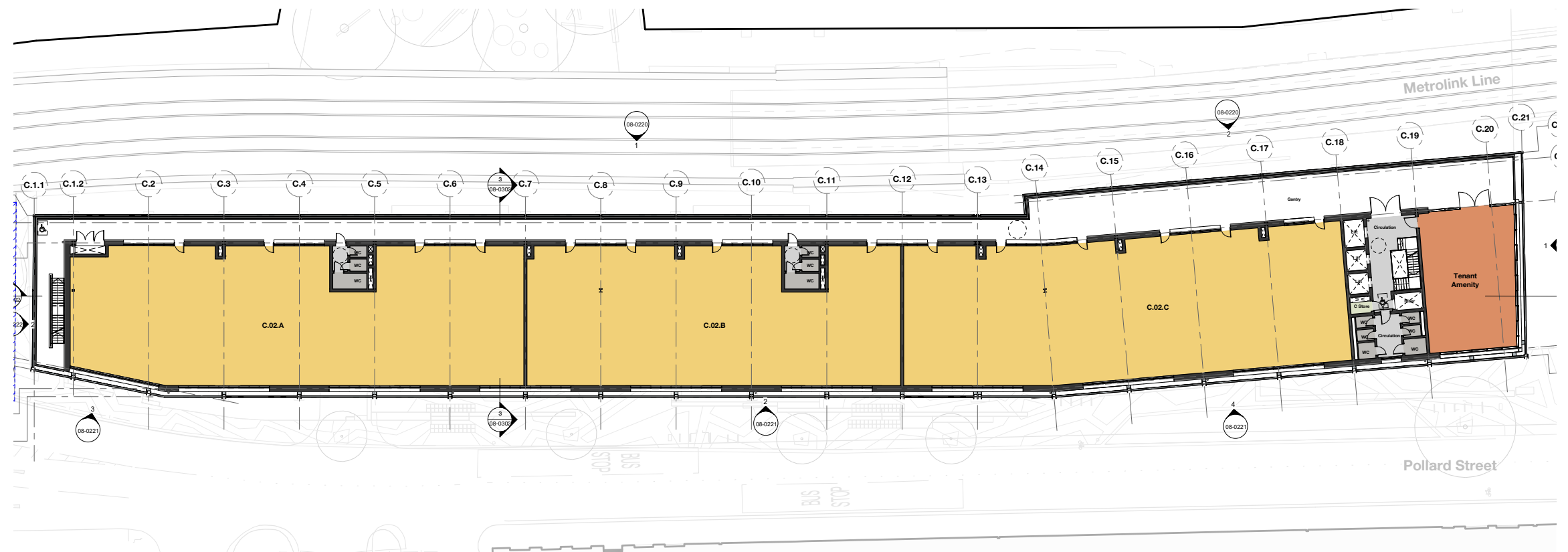
Smaller Gantry Units

The floorplate and elevational design can allow the floorplate to be divided into 14 smaller units ranging from circa 1,000 sqft to 2,000 sqft.



Larger Gantry Units

Alternatively with internal alterations these smaller units could be combined to create larger units.



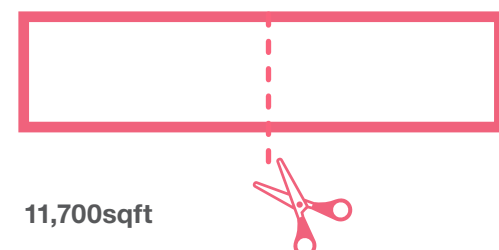
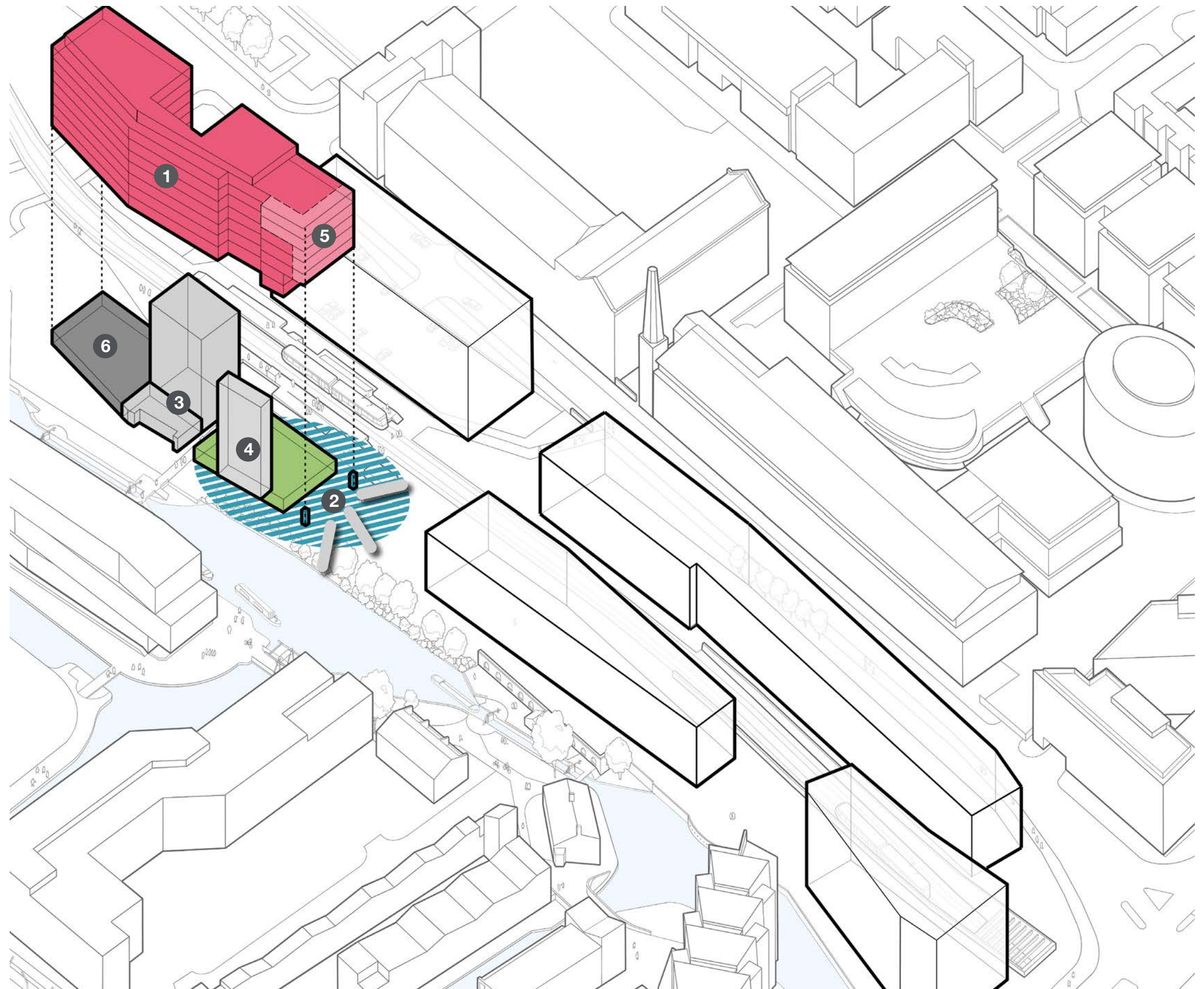
View of Buildings B & C (left), Buildings D & E (right) and Central Green (centre), viewed from Pollard Street approach looking north



8 Building D

8.1 Building Diagram - Layout and Scale

- 1 Established Businesses**
Large floor plate for established businesses offering multi-aspect views towards the city centre and surroundings. The workspace feature a circa 11,700 sqft floorplate which could be sub-divided into two areas.
- 2 Open Corner**
A food and beverage unit faces towards the canal side public realm and the Central Green. Large format glazing present an inviting corner and softens this edge of the building.
- 3 Core**
The central core is located towards the Metrolink to enable accessibility to Back-of-House areas.
- 4 Secondary Staircase**
The circulation is integrated and expressed as solid elements on the façade.
- 5 External Terraces**
A series of terraces provide additional break out spaces to workspace. The terraces overlook the Central Green and look onto the canal.
- 6 Back of House / Cycle Storage**



First Floor

The central core has been designed to provide two points of entry, allowing for potential sub-division of the floorplate.

A double height void is located along the north elevation to create a double height reception at ground floor.

A secondary staircase is located towards the north of the plan.



Ground Floor

The main entrance to the building is accessed from the canal side approach. The building footprint is divided by an underpass which provides pedestrian access from the canal side to the New Islington tram stop.

The food & beverage unit is located towards the western end of the building facing onto the public realm and canal side. The back-of-house functions are accessible from the eastern and western approaches. A minimum 5m clear access route is provided between the building and New Islington platform edge to the south.

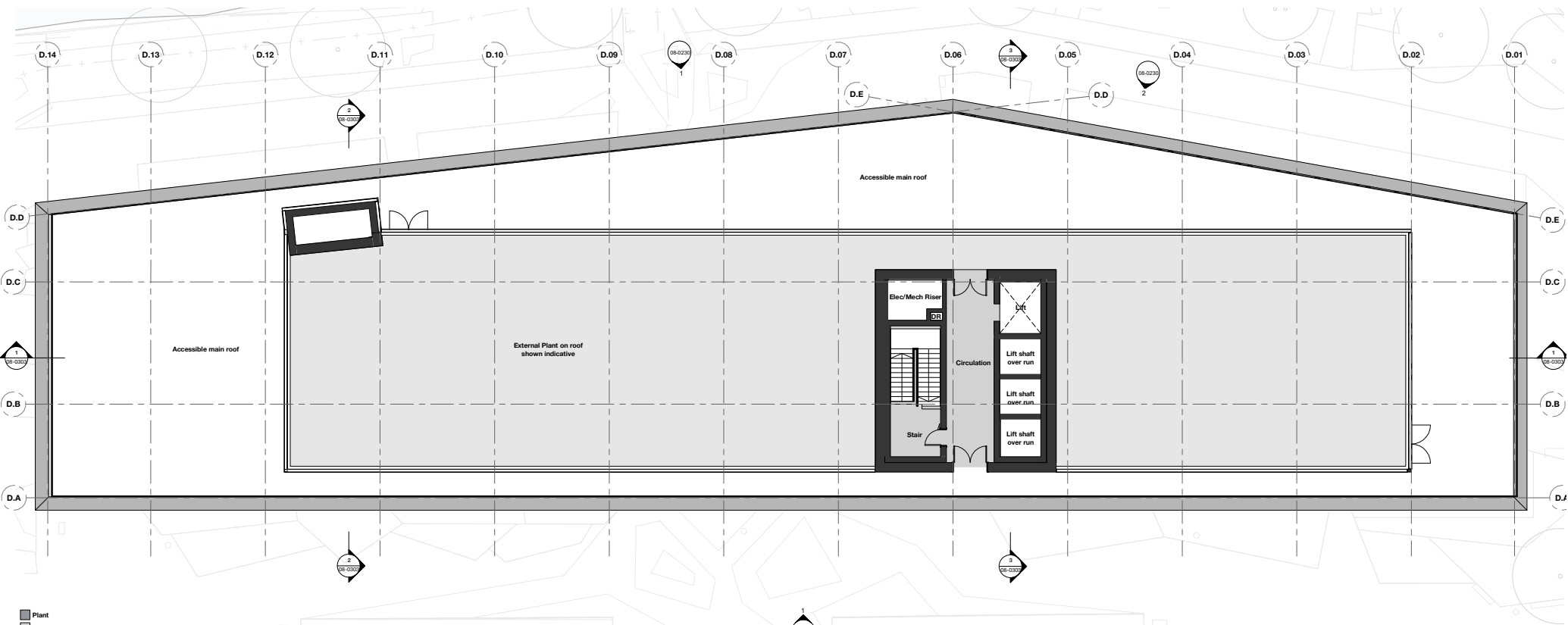
- Workspace
- Reception
- Food and Beverage
- Cycle Storage / Showers
- WC
- Circulation
- Plant
- Refuse



Roof Level

At roof level a 3m louvred plant screen encapsulates the rooftop plant. The lift and staircase serve the roof level.

The perimeter of the roof features a parapet which provides guarding to the entire roof.



Typical Upper Floor

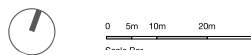
The central core has been designed to provide two points of entry, allowing for potential sub-division of the floorplate.

A secondary staircase is located towards the north of the plan.

Terraces are provided with double door access to the western edge of the building, looking out towards the Central Green.



- Workspace
- WC
- Circulation



8 Building D

8.3 Bay Study

The composition of Building D elevations is made up of three sections, the Base, Body and Crown. The internal programme and use is expressed in the façade.

Base

The base expresses the inside use of the building through the aperture placement. The food and beverage unit and cycle store feature large format windows to activate the corner.

The back-of-house access is via the elevation facing towards the Metrolink to the south and Munday Street to the east.

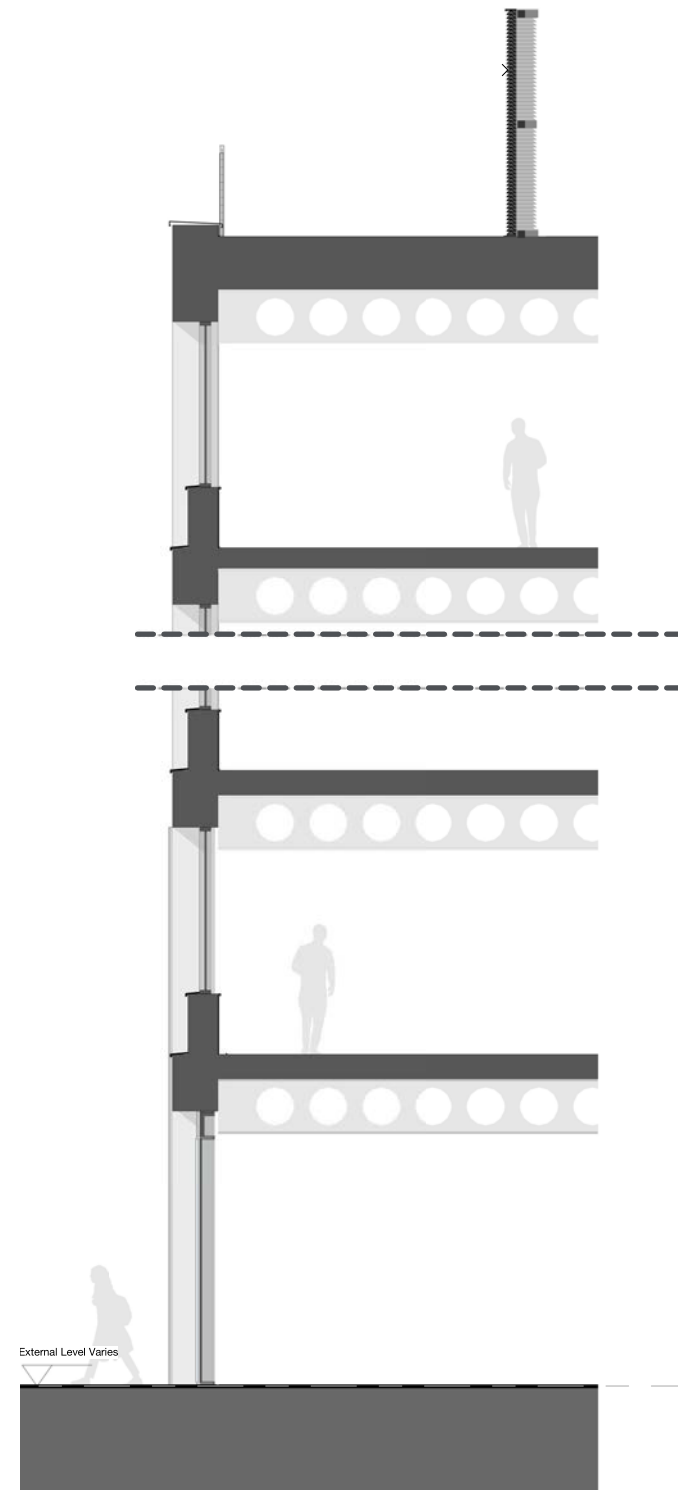
Body

The proposal is constructed from a steel structure which is positioned to the perimeter of the floor plan and set out to a regular planning grid. The floor slabs maximise floor plates to permit various internal arrangements. A rational circulation core is positioned to maximise daylight within the workspace floorplate.

The façade is solid to desk height at upper levels allowing desks to be pushed against the façade.

Crown

Metal mesh balustrade to the roof top echoes that used across the 'Collective' and gives a celebrated termination of the façade.



Section



Elevation

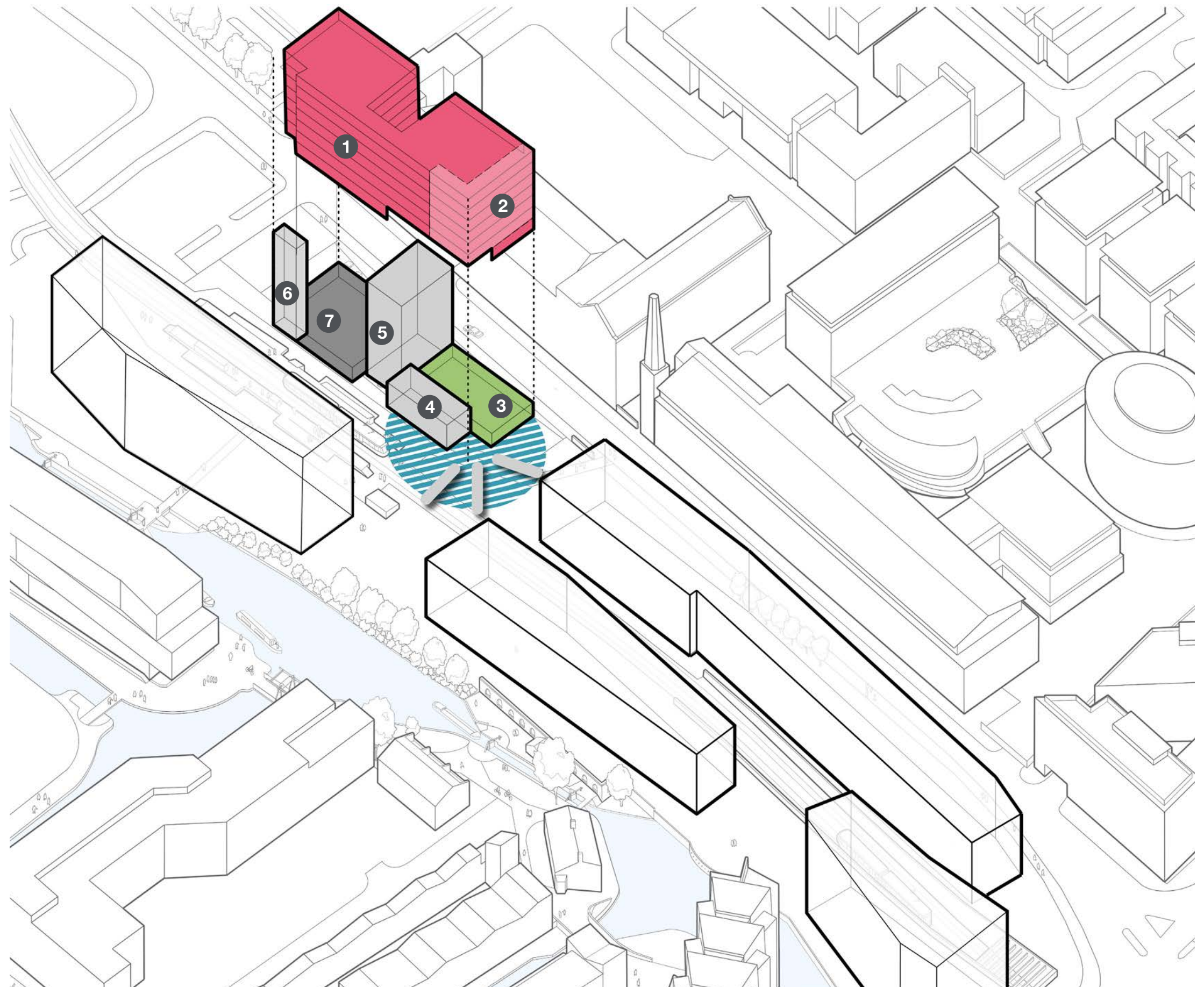
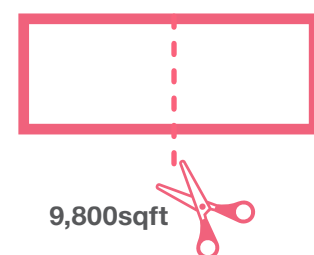
View of Building D (left), Buildings B & C (right) and Central Green (centre), viewed from Ashton Canal looking south



9 Building E

9.1 Building Diagram - Layout and Scale

- 1 Established Businesses**
Large floor plate for established businesses offering multi-aspect views towards the city centre and surroundings. The workspace features a circa 9,800 sqft floorplate which could be sub-divided into two areas.
- 2 External Terraces**
A series of terraces provide additional break out spaces to the workspaces. The terraces overlook the Central Green and look onto the canal.
- 3 Open Corner**
A food and beverage unit faces towards the canal side public realm and the Central Green. Large format glazing present an inviting corner and softens this edge of the building.
- 4 Entrance / Reception**
Double height glazing signpost the main entrance to the building within the façade.
- 5 Core**
The central core is located towards the Metrolink to enable accessibility to Back-of-House areas.
- 6 Secondary Staircase**
The circulation is expressed as solid on the façade.
- 7 Back of House / Cycle Storage**



First Floor

The central core has been designed to provide two points of entry into the main core, allowing for potential sub-division of the floorplate.

A double height void is located along the north elevation to create a double height reception at ground floor.

A secondary staircase is located towards the east of the plan.



Ground Floor

The main entrance to the building is accessed from the Central Green approach.

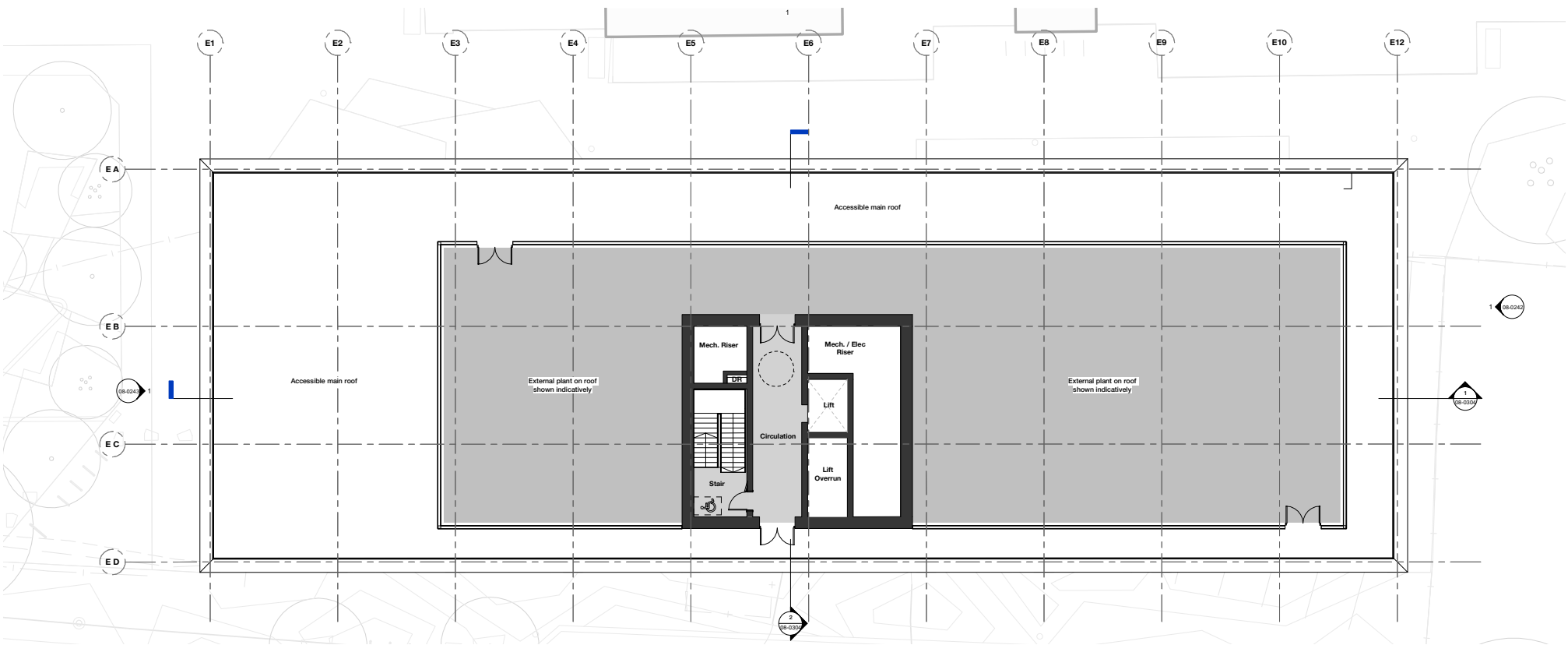
The food & beverage unit is located towards the western side facing onto the public realm and Pollard Street. The back-of-house functions are accessible from the southern edge.



Roof Level

At roof level a 3m louvred plant screen encapsulates the rooftop plant. The lift and staircase serve the roof level.

The perimeter of the roof features a parapet which provides guarding to the entire roof.



Typical Upper Floor

The central core has been designed to provide two points of entry into the main core, allowing for potential sub-division of the floorplate.

A secondary staircase is located towards the east of the plan.

Terraces are provided with double door access to the western edge of the building, looking out towards the Central Green.



- Workspace
- WC
- Circulation
- Plant

Scale 1:300

9

Building E

9.3

Bay Study

The composition of Building E elevations is made up of three sections, the Base, Body and Crown. The internal programme and use is expressed in the façade.

Base

The base expresses the inside use of the building through the aperture placement. The food and beverage unit and cycle store feature large format windows to activate the corner.

The back-of-house access is via the elevation facing towards Pollard Street to the south.

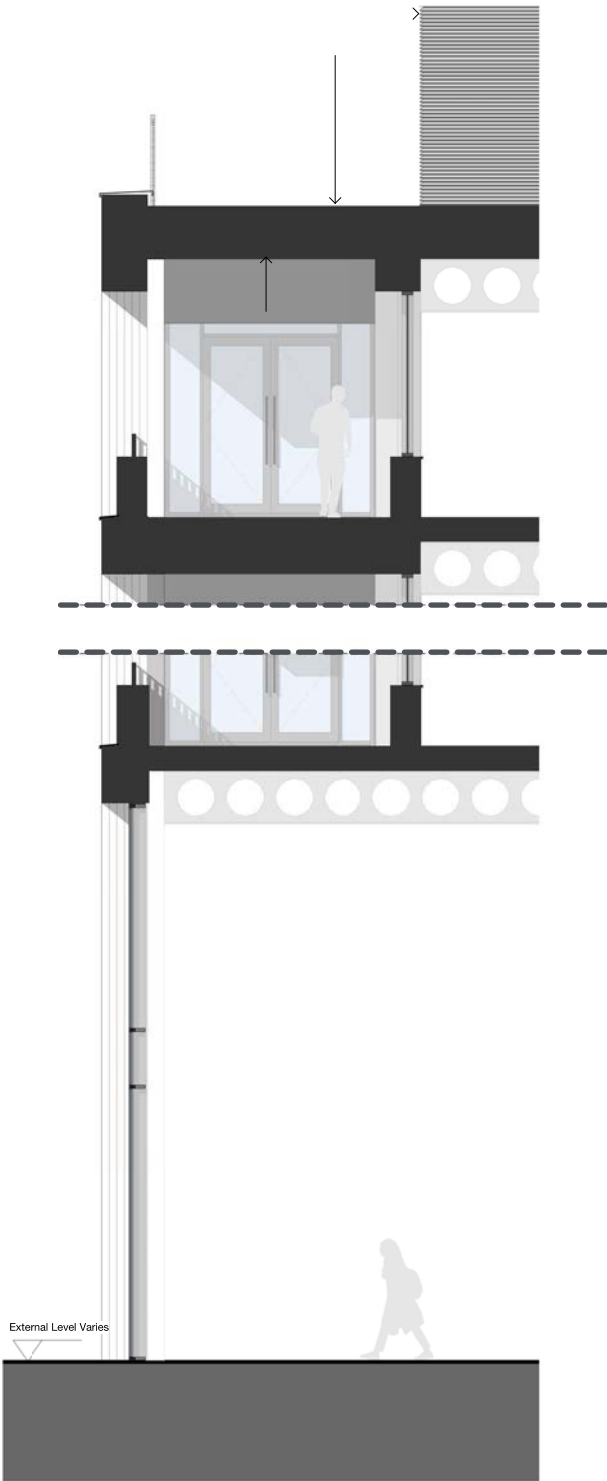
Body

The proposal is constructed from a steel structure which is positioned to the perimeter of the floor plan and set out to a regular planning grid. The floor slabs allow maximise floor plates to permit various internal arrangements. A rational circulation core is positioned to maximise daylight within the workspace floorplate.

The façade is solid to desk height at upper levels allowing desks to be pushed against the façade.

Crown

Metal mesh balustrade to the roof top echoes that used across the 'Collective' and gives a celebrated termination of the façade.



Section



Elevation

View of Central Green (centre), Building E (left) and Building C (right) viewed from Central Green looking south toward Pollard Street



10

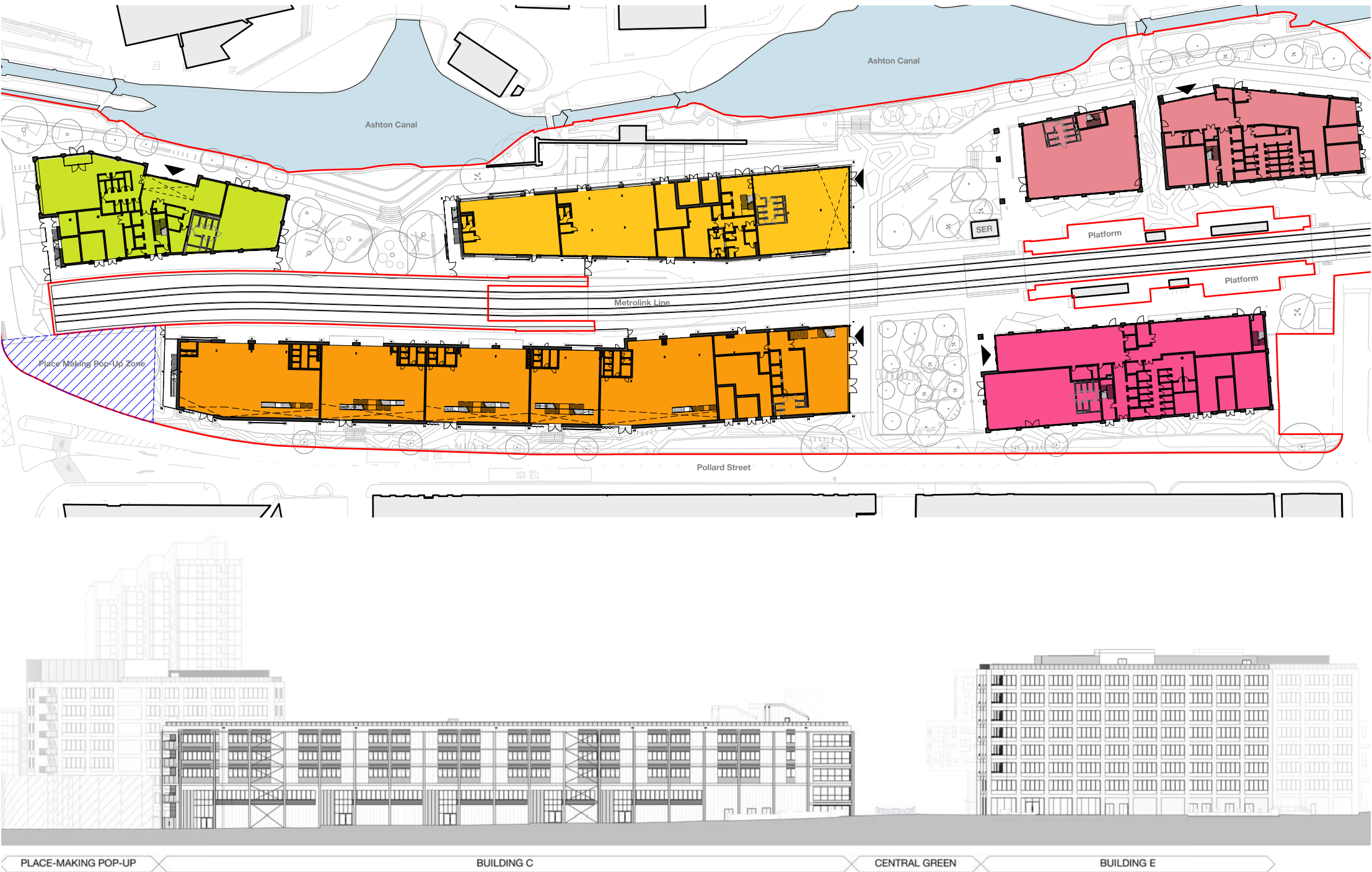
Place-Making Meanwhile Use

10.1

Location

Highlighted in hatched blue, an area for a place-making pop-up has been allowed for at the corner of Great Ancoats and Pollard Street.

This temporary place-making structure will serve as a beacon to the emerging ‘Collective’ by providing temporary office spaces and allowing the local community to get a taste of the aspirations and spirit of the ‘Collective’. Supergraphics and branding will offer activation to Great Ancoats Street will signposting the entrance from the city.





Precedents

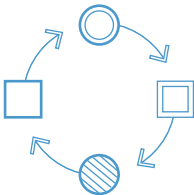
Far Left : Tiny Offices by Dutch Invertuals,
Droomparken
Middle Left : TryOnTruck by SAW & MOA
Middle Right : Kineforum Misbar (temporary open-
air cinema) by Csutoras & Liando, 2013 Jakarta
Biennale
Far Right : Pop-up Restaurant by Overtreders W,
2018 Lowlands Festival in the Netherlands

What is

modern industry?



Collective



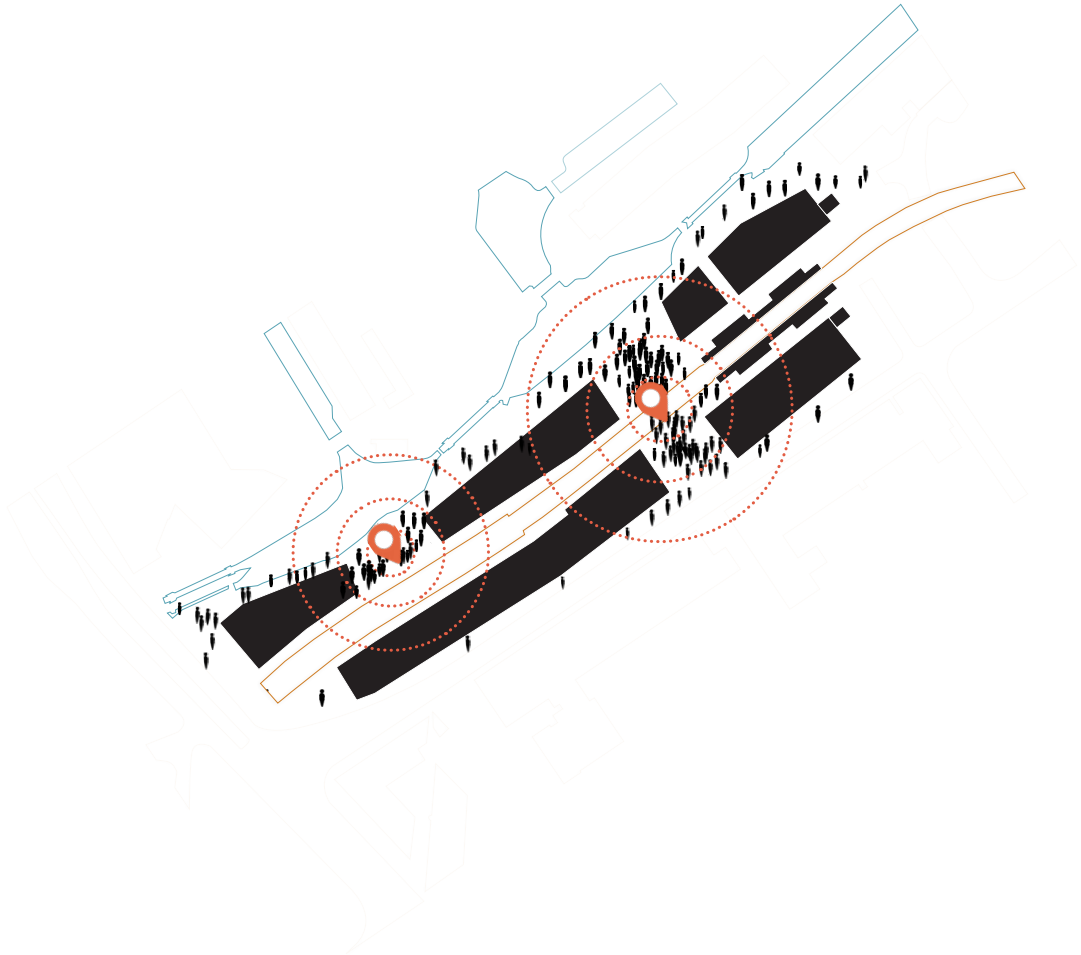
Adaptable



Smart

Modern industry is collective, its adaptable, and its smart. It is rooted in creativity, skill and innovation and doesn't shy away from big ideas.

We can't know for sure direction it will take, making it unpredictable and therefore it has the potential for exciting outcomes. It is a melting pot for a diversity of economies to come together.

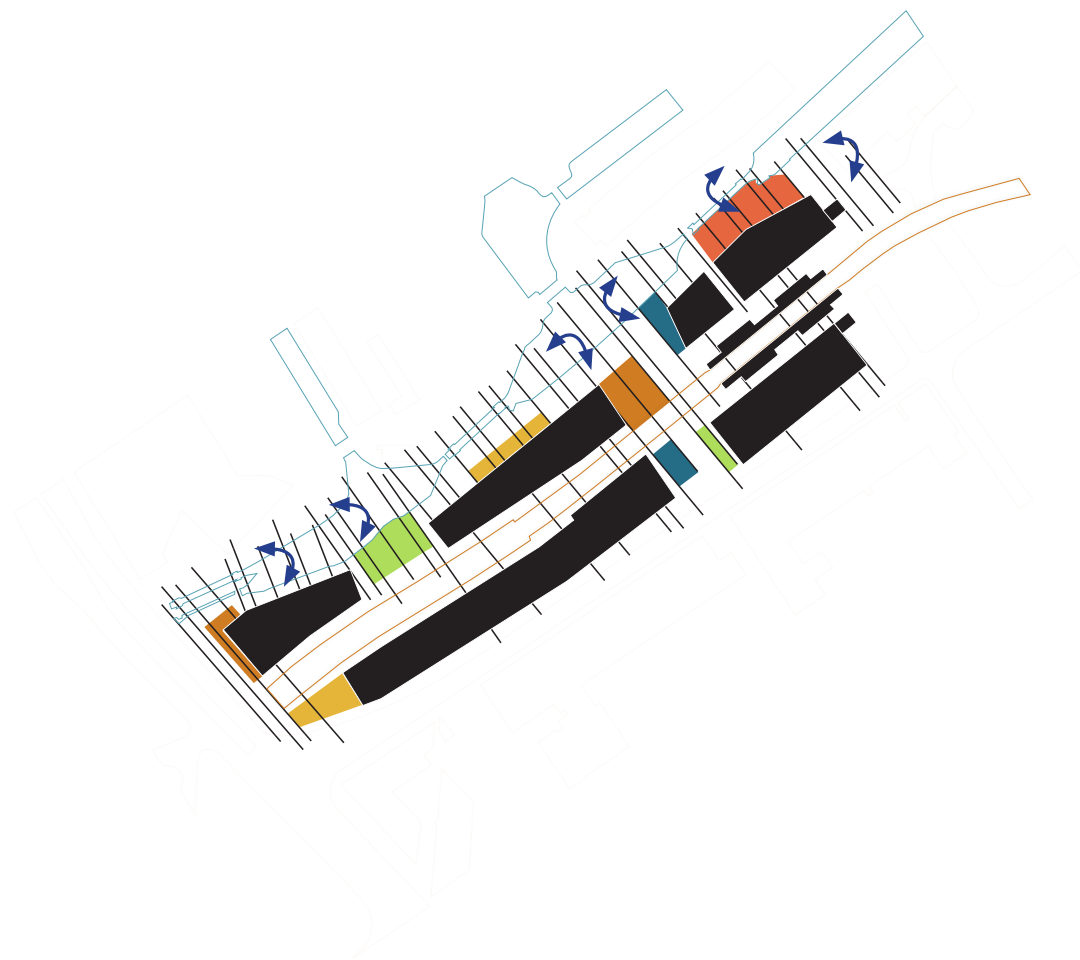


collective

community driven / shared space / flexible

The ways of working in modern industry are more diverse than ever. People work individually, in huddles, collectives and global teams, they collaborate, grow, shift and change all the time. It is therefore crucial that the landscape creates opportunities for this by providing flexible collective space, where creatives can share ideas and collaborate. A place where anyone can express individual talent, but is also connected.

Social inclusion is a crucial theme, ensuring everyone in society has equal rights to participate and have their say. Therefore a community-driven approach feels appropriate for a destination which is built upon collaboration.

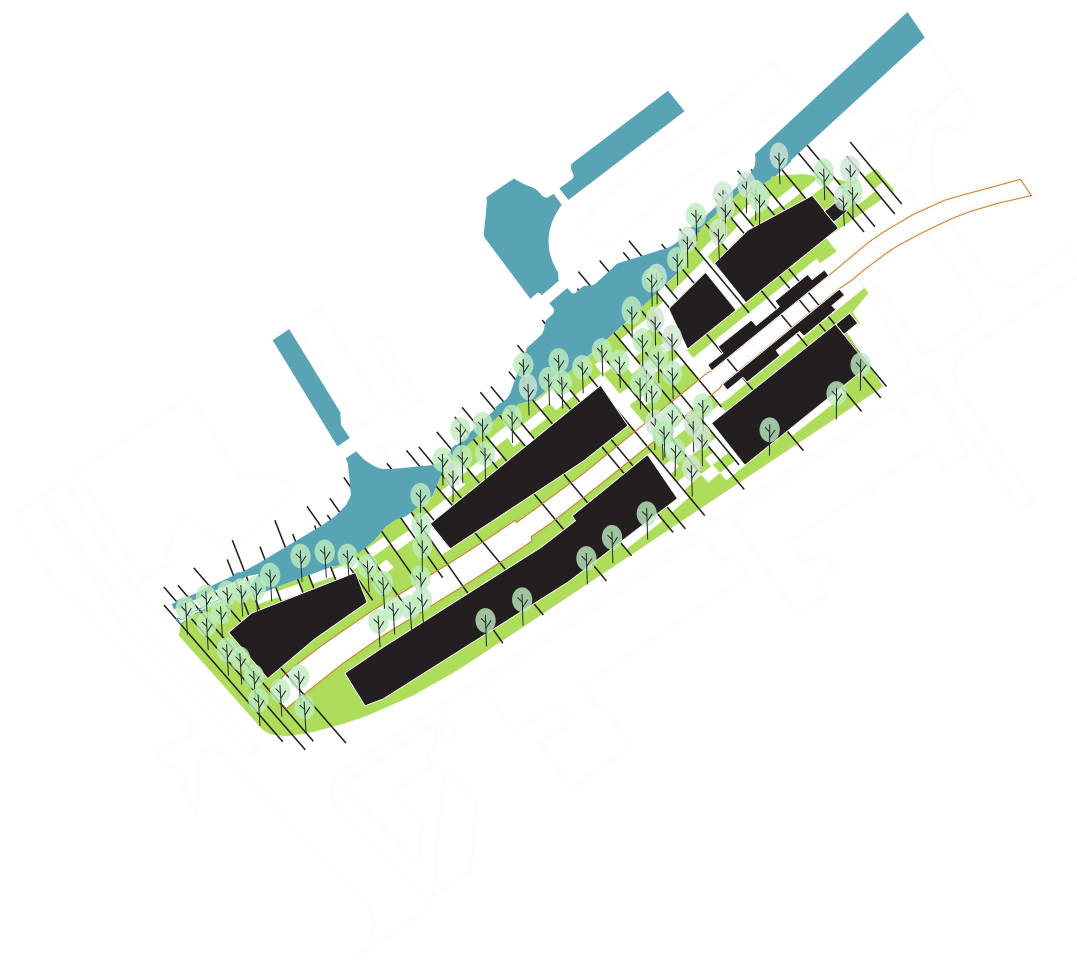


adaptable

movable / modular / sustainable

This nucleus for creatives' must not only be fit for modern industries of the present, but also of the future. Therefore the landscape in which it lies must be adaptable and anticipate or allow scope for change with reference to function, aesthetic, demographics, technology, climate, servicing and so on. This includes plan selection which might need to accommodate conditions such as flooding and warmer climates whilst continuing to provide valuable habitat for biodiversity.

Early ideas to reflect this include modular or moveable design elements and flexible spaces which can easily be adapted to different functions and audiences, a climate resilient approach to planting design.



smart

maximum green / minimum impact / technology

Often the approach to landscape design is to begin with a hard space as a canvas and insert areas of green space where it can fit. The approach for Pollard Street is to start with a green canvas and only peel this away where necessary - "maximum green - minimum impact". This approach ensures high quality green spaces are provided which meet the needs of the local community offering opportunities for relaxation, exercise, play, social gatherings and events.

A fundamental driver of industry is improving efficiency - a driver which can be translated into the vision for Pollard Street. The concept of modern processes on old materials ensures the most efficient and sustainable use of resources and whilst not losing sight of the heritage and the spirit of the place.

11 Landscape Proposals

11.2 Site Considerations

The site has several notable existing key elements which have informed the design development of some of the key spaces. These include historic features, key views, key connections and existing trees.

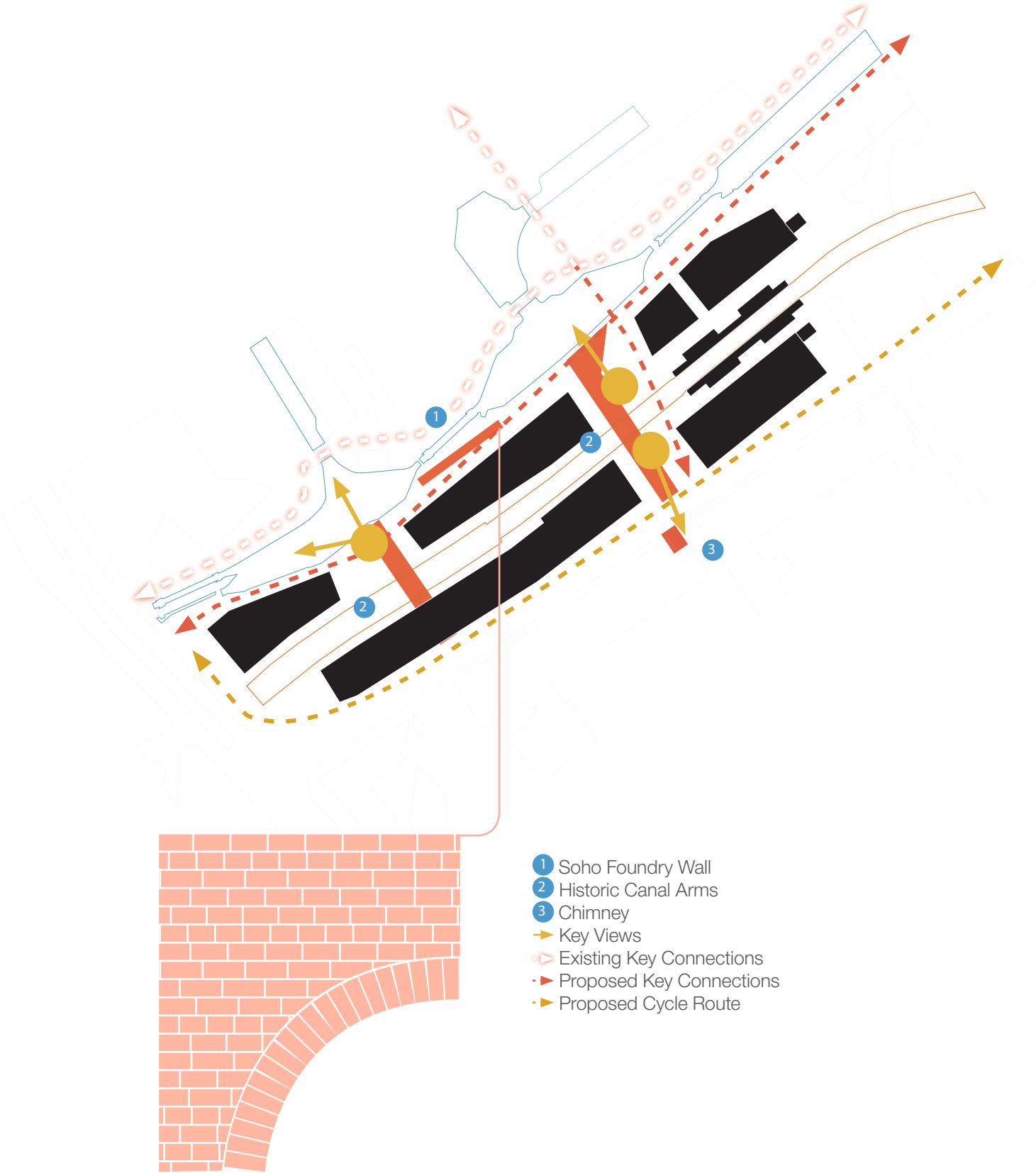
As the former site of Pollard Street Mill, the site has a strong historic rooting and has several notable features to be taken into consideration. The cotton mill, belonging to Jonathan Pollard, was opened in 1864 and was one of the most profitable mills in Manchester. The site later became the home of Soho Iron Foundry which produced high pressure steam engines, and later, locomotive parts. At present only a small section of the Soho Foundry Wall remains adjacent to the Ashton Canal. It remains in relatively good condition and serves as a valuable feature which acknowledges the history of the site.

As shown on the diagram opposite, two canal arms previously intersected the site, which were utilised by the mill and foundries. These have since been filled in, however there is an opportunity to make reference to these through design form or materiality. The eastern arm aligns with Islington Marina and the historic chimney on Pollard Street, creating potential for a strong visual axis between the two.

Three key views have been noted on the site, which correlate with the historic canal arms; the key view to the south is a vista up and down the canal and across to the lock-keepers cottage, while the key view further north forms a visual axis between the chimney on Pollard Street and Islington Marina. These views are good opportunities which can enrich the landscape design.

There are several existing mature trees along Pollard Street and some lining the canal. Efforts have been made to retain a selection of these where possible as they are valuable in terms of habitat creation, carbon sequestration, amenity value and in framing of views and with the greening of the site.

The existing routes along the north side of the Ashton Canal and north to Islington Marina are of significance. Proposed routes on the site connect with these to enable good connectivity between the site, the city and adjacent neighbourhoods.



Surviving Remains Of Soho Foundry Wall



Historic Canal Arms



Chimney On Pollard Street



Existing Trees

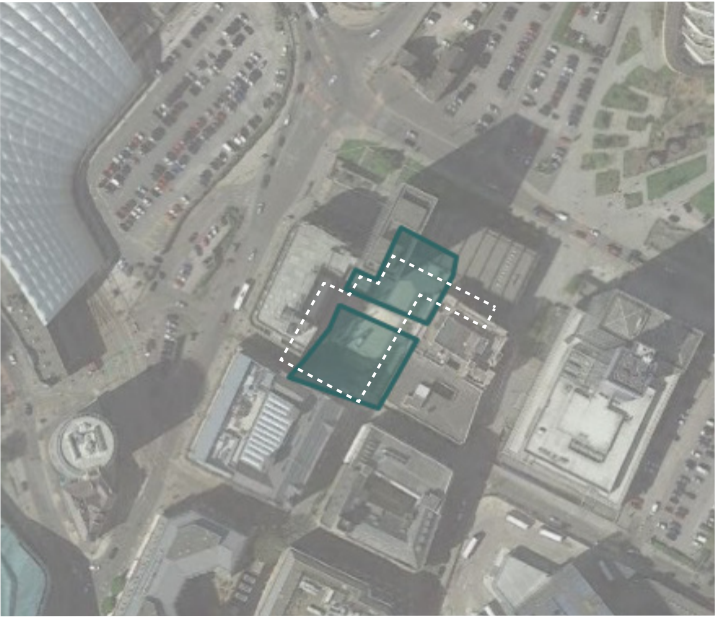
11 Landscape Proposals

11.3 Scale Comparisons

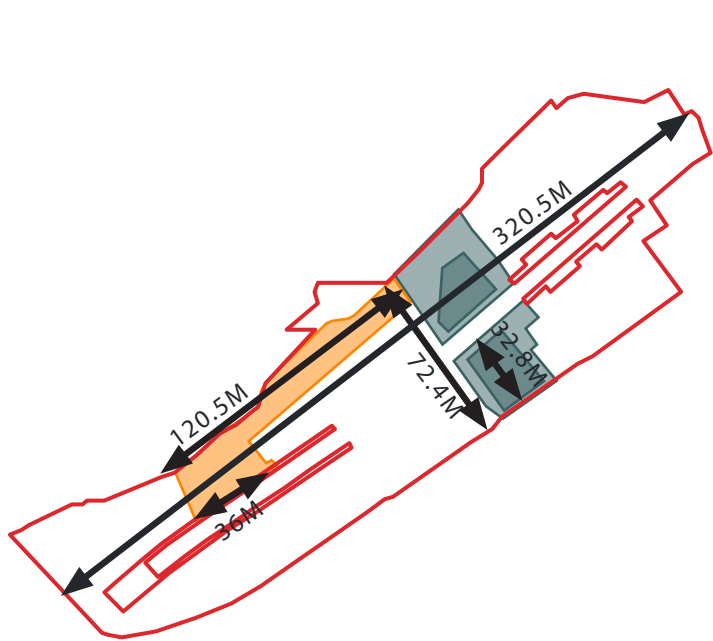
Pollard Street, Manchester



Sadlers Yard, Manchester. Area: 2088.025 sqm



Cutting Room Square, Manchester. Area: 1473.447 sqm



The Foundry Green. Area: 1 882 sqm

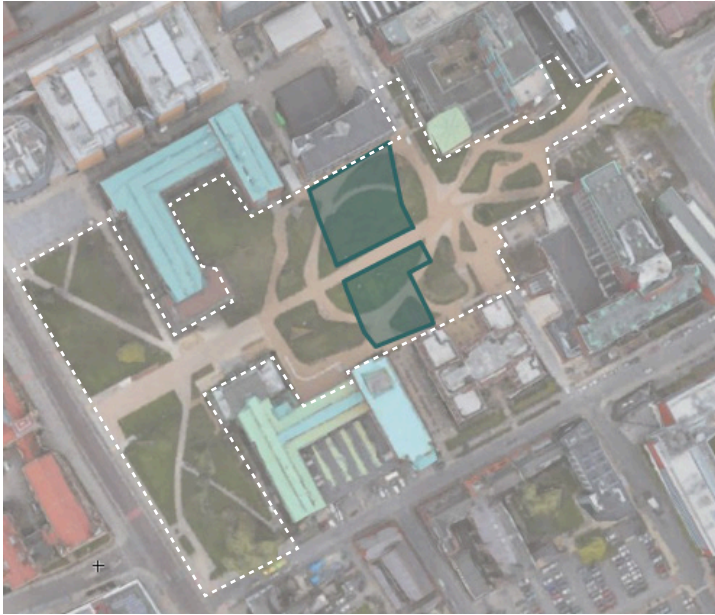
Central Green. Area: 2 315 sqm

TOTAL AREA: 4 197 sqm (1.05 ac.)

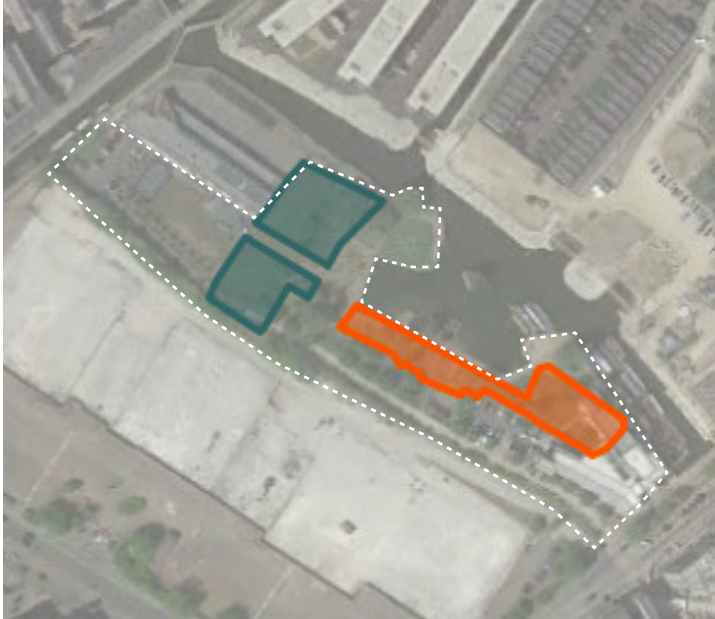
First Street, Manchester. Area: 3652.354 sqm



Brunswick Park, Manchester. Area: 19148.25 sqm



Cotton Field Park, Manchester. Area: 17146.278 sqm



Parsonage Gardens, Manchester. Area: 2790.9 sqm



Piccadilly Gardens, Manchester. Area: 8232.875 sqm



Cathedral Gardens, Manchester. Area: 12606.75 sqm



All Saints Park, Manchester. Area: 8916.375 sqm



Vimto Park, Manchester. Area: 6060.25 sqm



11 Landscape Proposals

11.4 Landscape Vision & General Arrangement

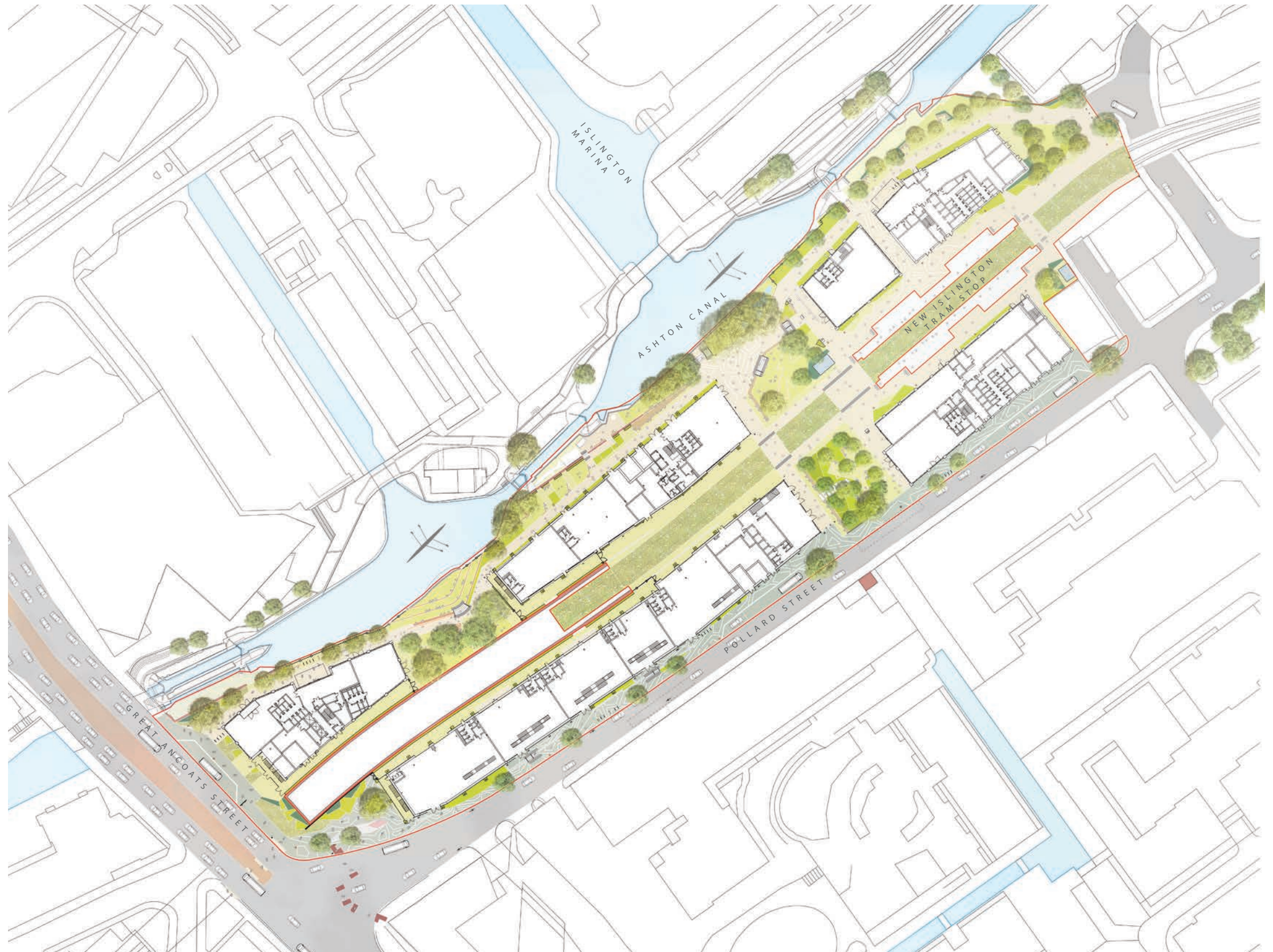
The landscape proposals strike a balance between creating an aesthetically beautiful place and functional setting for a modern, outward-facing workplace. It takes into account the desires and needs of the local community, the significance of existing site features and the opportunities they offer to create a cohesive design.

The vision for “maximum green - minimum impact” is one which gives the site a clear intent and a strong character as a landmark destination and stays true throughout the design.

Within the greenery spaces have been shaped which create opportunities for play, work, dwell or just passing by, and are flexible enough to adapt for the unknown. The canal is opened up to become an attractive edge to the site, opening up views beyond.

The site has been broken down into character areas which contribute to the legibility and identity of the site. These are as follows:

- Central Green
- The Foundry Green
- Canal Walk East
- Great Ancoats Street and Canal Walk West
- Pollard Street



11 Landscape Proposals

11.5 Illustrative Phasing

- Phase 1A

In the first phase buildings A and B will be delivered as well as the public realm along Great Ancoats Street, The Foundry Green and Canal Walk West. A section of the northern part of the Central Green will be constructed in this phase to enable servicing access to building B this however will be a temporary landscape scheme to minimise damage of external areas during construction of Phase 2.
- Phase 1B

Phase 1B follows with the delivery of building C and the adjacent public realm. A service access on the east side of building C will be implemented to service building B.
- Phase 2

Phase 2 delivers building D and the surrounding landscape such as Canal Walk East, area adjacent to the tram stop and the northern part of the Central Green.
- Phase 3

In the final phase we will implement building E and its surrounding public realm along Pollard Street and adjacent to the tram stop together with the remaining section of the Central Green.



11 Landscape Proposals

11.6 Central Green

The Central Green lies at the heart of the public realm and will be the main arrival point for many users due to its proximity to various public transport assets such as the Metrolink stop, a relocated bus stop, a newly proposed cycle route on Pollard Street and connections from the canal footbridge. The Green will accommodate several layers of activity such as dwell space, retail spill-out, play, flexible events space and occasional servicing.

The heart of the Green is split into two key spaces, separated by the Metrolink tracks, each with their own character. The southern space has a more tranquil and enclosed feel, with a greater focus on sensory planting, interspersed with intimate seating spaces. Meanwhile the space to the north is a more open lawn space with opportunities for greater social gatherings.

The two spaces are unified by a strong visual axis between Islington Marina and the historic chimney on Pollard Street, this is defined by a generous pedestrian route on the west side of the space, which is lined with a seating edge. This emphasises and ties in pertinently with a historic canal arm which ran through the space in this location. The seating edge provides dwell space for resident workers as well as spill-out from adjacent retail units and visitors - creating an animated and vibrant scene. At the north end of this route the seat bends, opening out towards the water. It becomes accessible from both sides, enabling users to face towards the canal or into the core of the central green. To the east of the seating edge is a rain garden feature which will help manage surface water drainage of the Green.

The central green is relatively densely planted with trees, including 2 relocated *Tilia cordata* which will be removed from along Pollard Street. This reinforces the green feel to the space whilst allowing people to use it in poorer weather.

A handful of incidental play features will be incorporated into both spaces - consistent with those in the Pocket Park so as to become a unifying feature of the public realm.

North of the core green space, the focus turns towards the canal. A selective number of existing trees are retained for the purpose of framing the view along the visual axis whilst also maintaining valuable waterside habitat and foraging for fauna such as birds and bats. Below the existing trees there is a level change down to the canal. This slope is retained and a formal access aligned with the visual axis. The lower section becomes a lawn area with informal seating features such as netting suspended above the ground. This enables maximum green space along the canal and animates the canal edge.

The Central Green must satisfy a number of logistical functions which include operational Metrolink space, building servicing, maintenance and emergency access. These routes have been aligned with pedestrian routes where possible to minimise the amount of hard landscape. The Metrolink substation is also retained and screened by planting.



Top Left
Tramline, Zurich

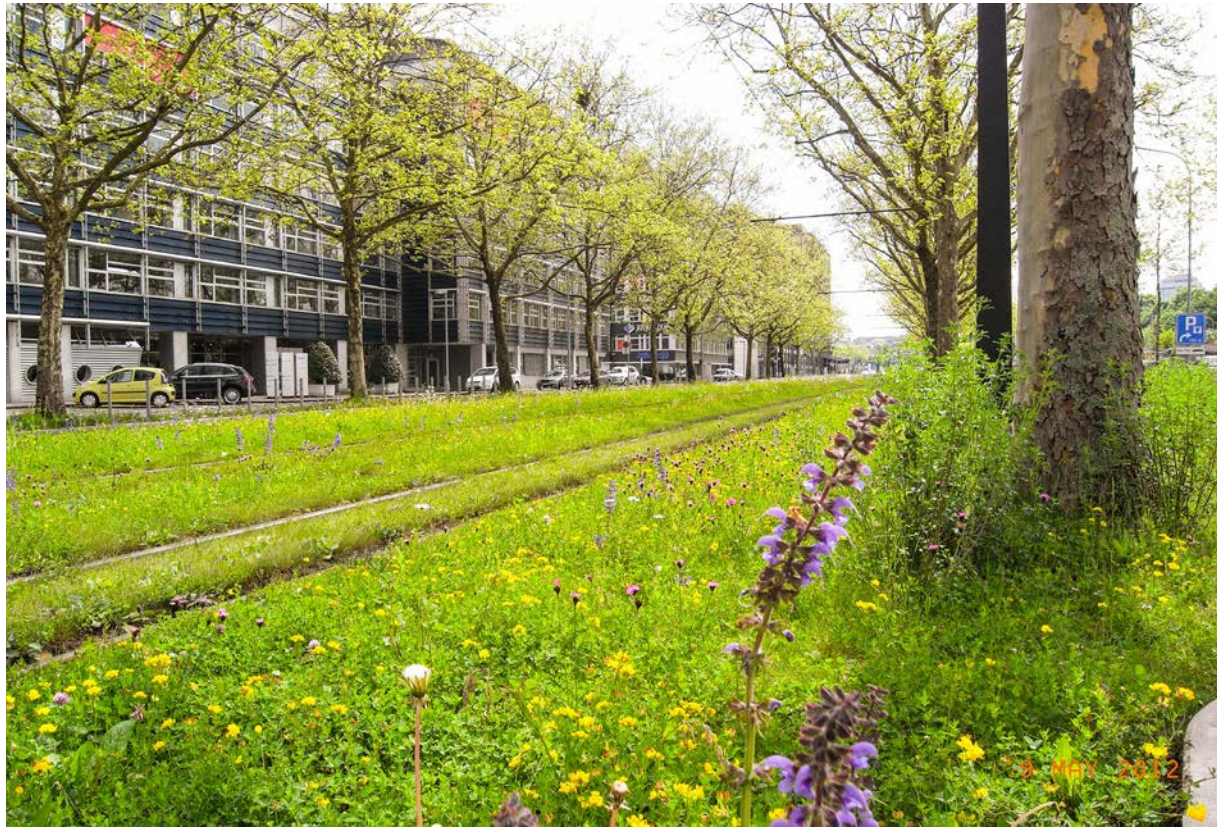
Top Centre
Martin Luther King
Park, Paris

Top Right
Parc de Billancourt,
Paris

Bottom Left
Television Centre,
London

Centre
Manchester Science
Park, Manchester

Bottom Right
Television Centre,
London



11 Landscape Proposals

11.7 The Foundry Green

The Foundry Green is a diverse space with the potential to occupy a range of activities including dwell space, space for play and space for those just passing by. Its extent stretches from between Buildings A and B up to the historic Soho Foundry Wall.

The Soho Foundry Wall is an exciting historic feature and has a strong relationship with the canal and Building B which both run in parallel to it. The design approach to this space is focused around the arched window reveals that create a rhythm and a sense of formality. Intimate dwell spaces are aligned with the window reveals which are alternated with smaller areas of lawns, herbaceous planting and climbing roses along the wall - a romantic walled garden. A decking area is proposed to the north-east section of the space, providing opportunity for multi-directional dwell facing the development and the canal side.

During the next design stage we will be exploring the possibility of working with the Canal and River Trust and Manchester Disabled People's Access Group to lower the openings of the window and provide access to the lawn space on the opposite side, adjacent to the canal lock. This move will increase direct access to the canal side and it's exciting listed lock features for the public.

Moving south along the pedestrian route The Foundry Green opens up into a more informal and multi-functional space. The space is divided by the main path into two main character areas. On the canal-side a lawned terraced space slopes down to the canal wall which in the central section is lowered to create direct access to the water's edge. This builds on the strong relationship with the water and the space on the opposite side of the canal pond. It also enhances the view towards the lock-keepers cottage and up and down the canal in this location. This spaces could be used in the future to host a floating cinema or other event activities.

On the Metrolink side the space consists predominantly of playful undulating lawns. These open up towards the existing Metrolink retaining wall and subtly demarcate the historic canal arm, which formerly ran through this space. This zone will be used as a dry basin during extreme flooding events.

Informal play features are being dotted within the space with additional dwell opportunities created to the edges. It is proposed that a number of existing Lime trees - *Tilia cordata* - currently located along Pollard Street are relocated into this section of The Foundry Green. The existing Metrolink wall provides some opportunity for community and artist intervention e.g. a graffiti wall and biodiversity enhancements such as creation of insect boxes.

The detailed nature of this space is to be developed in collaboration with the local community during the next stage of the design. The process of which is described below.



Top Left
Drapers Field, London

Top Right
Zurich, Switzerland

Centre Right
Jardins d'Eole, Paris

Bottom Left
Elephant Park, London

Bottom Right
Martin Luther King
Park, Paris



The co-design element of Pollard Street will centre around the identified area of public realm, inviting the widest possible range of influences into the space through a programme of workshops and creative, collaborative activities. Through the process of co-design, we will ensure voices from all sides of the project are heard and amplified, resulting in a truly unique space for Manchester – designed, influenced and made in collaboration with the people who will use it.

Phase One of co-design will centre around providing learning opportunities for school age children to help them understand some of the processes involved in building a place whilst providing a fun, interactive and informative experience. This stage reflects General Projects' trust in youth, focusing on the needs of the younger generation and recognising the permanent nature of the development – after all, these generations will be using the space for the years to come. These workshops will cover idea generation; landscape architecture; masterplanning; surface design; branding; and public consultation.

Phase Two will see us assemble a group of interested public volunteers to work alongside us to bring the co-design elements of the development forward from the stage. This stage demonstrates a level of transparency from General Projects unseen in other developments in the city, revealing many of the conversations which traditionally happen away from the public eye and instead using them for conversation, education and collaboration. These sessions will focus on the economics of place; social value of place; building community; and environmental improvements.

The final stage of the co-design workshops will be physically building elements of the place with the public, allowing them to put the final stamp on the space and creating a sense of local ownership. It is almost impossible to predict what these elements will be, but could consist of making pavers, assisting with planting, installation of imaginative play equipment, mural painting, or simple structure fabrication.

The output of the co-design process is an area which can be traced back through economic considerations, community requirements, public consultation and voting – all the way back to the original ideas provided by the children of Manchester.

11 Landscape Proposals

11.8 Canal Walk East

The linear space which runs alongside the canal, north of the buildings is an important transit route for pedestrians, connecting Great Ancoats Street to the south with the footbridge across to New Islington Marina in the centre and north to Munday Street. The Canal Walk opens up great views across the water towards New Islington and towards the urban grain of city centre skyline providing an important gateway into Manchester. The design intention is to create a verdant pedestrian route which is both direct - for commuters, and also pleasurable - for the more unhurried users.

The east section of the canal walk comprises a key meeting of pedestrian routes - the footbridge and the through-route between building D to the Metrolink stop.

A handful of intimate seating spaces within lawn areas, are incorporated along the canal side of the canal walk, which allow people to dwell and people-watch. A number of proposed trees informally line the route, providing a degree of enclosure whilst also creating value for biodiversity. Further to this there is scope to integrate community-led projects into this space such as communal gardens, orchards, and incidental play features which involve the community and encourage them to take ownership of the area.

Behind the huddle spaces, the existing lawn space adjacent to the historic lock no.3 remains. The removal of an existing hedge opens up access to the lock, creating a desirable location for people to sit and gather.

For servicing purposes the route hugs the building - offset by a band of planting with a zone of overrun on the canal side - in order to consolidate the building façade maintenance, occasional servicing and emergency access within the route. A turning area for a refuse vehicles is required north of building D.



Left
Gasholder Park,
London

Top right
Coal Drop Yard,
London

Centre
Martin Luther King
Park, Paris

Centre Right
Coal Drop Yard,
London



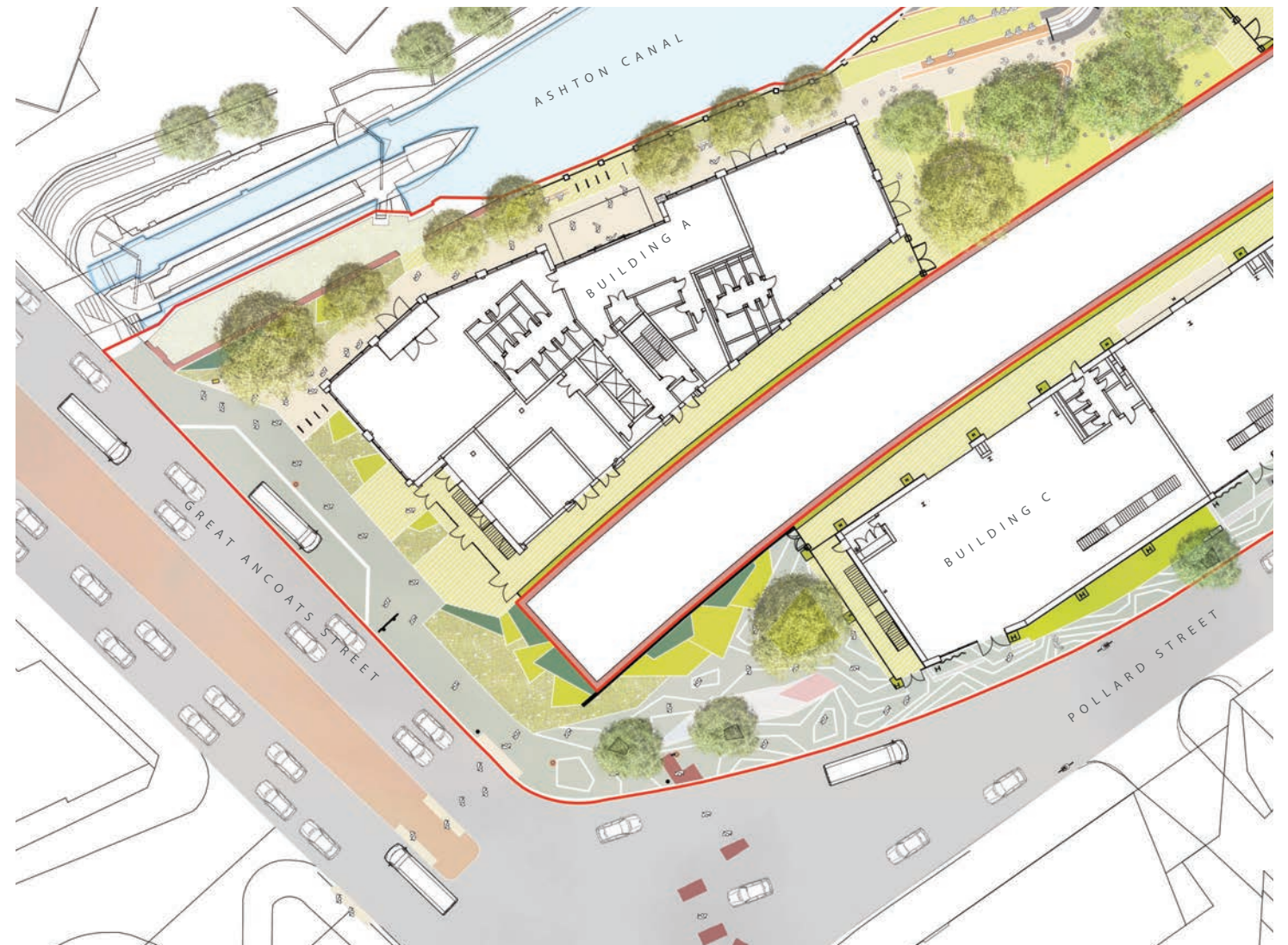
11 Landscape Proposals

11.9 Great Ancoats Street & Canal Walk West

Canal Walk West takes on a slightly different character to the east section - adjoining directly onto Great Ancoats street the experience of this space will be somewhat busier and a less desirable space to dwell, therefore it is designed as a more flowing transitional space which blends seamlessly into the Pocket Park.

Just beyond the site boundary, adjacent to the lower lock no.1 is an existing area of wildflower meadow which is managed by the Canal and River Trust. This is an ecologically valuable asset and we propose to extend similar wildflower planting into the site adjacent to the canal walk, creating an colourful display for users arriving from Great Ancoats Street or just passing by and welcoming them to the site. Occasional seating and cycle parking is located along the route.

With regard to servicing, access is required to the Canal and Rivers Trust area of land via an existing gate which is retained but not accessible for general public. On Great Ancoats Street itself a layby is proposed for the servicing of building A. A buffer of planting is proposed to the south of building A to soften the outlook towards Great Ancoats Street.



Left

Circle Square,
Manchester

Top Right

Queen Elizabeth
Olympic Park, London

Centre

Martin Luther King
Park, Paris

Bottom Right

Charlotte Amundsens
Plads, Copenhagen



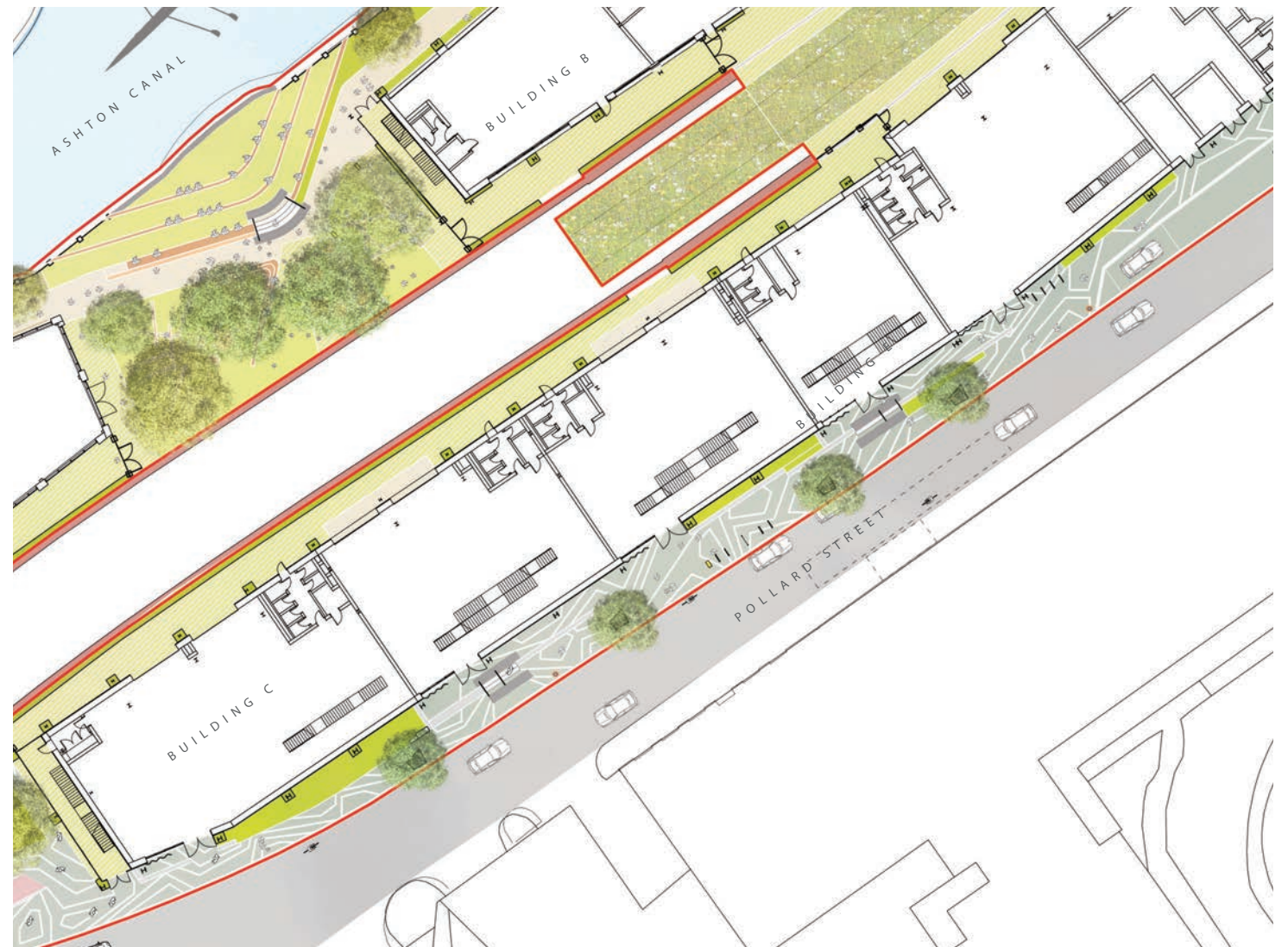
11 Landscape Proposals

11.10 Pollard Street

The public realm space along Pollard Street bridges level changes of approximately 3m difference along its length with the junction on Great Ancoats Street being the low point and the existing steel bridge at the Central Green being the highest. In order to achieve acceptable access into building C - where the biggest level difference occurs - a number of retaining walls, steps and planting are proposed. The opportunity for planting helps to soften the streetscape while retaining walls are utilised as informal seating edges for spill-out from the buildings during lunch hours or for a coffee break. Some proposed street tree planting and cycle parking adjacent to entrances is proposed along the length of Pollard Street.

Two laybys are proposed - one outside building C and one outside building E - to enable building servicing. Accessible parking is incorporated - one adjacent to building C and four adjacent to building E.

The existing bus stop on Pollard Street is proposed to be relocated adjacent to the Central Green, this creates better connectivity with the Metrolink stop and provides more direct accessibility to the site. Travellers arriving on the bus will be able to access the entrances to building C with less effort as they will be travelling downhill rather than having to climb up. The relocation will help to strengthen the Central Green as a destination point within the site.



Left

Telegraph Works,
Greenwich

Top Centre

Altrincham Town
Centre

Top Right

Fishergate, Preston

Centre

King's Crescent,
London

Bottom right

Copenhagen



11

Landscape Proposals

11.11 Materiality

Top

Permeable paving

Centre Right

Permeable paving

Bottom right

Coloured Surface



11

Landscape Proposals

11.12 Furniture

Top

Timber bench

Centre Left

Feature cubes - access restriction

Centre Right

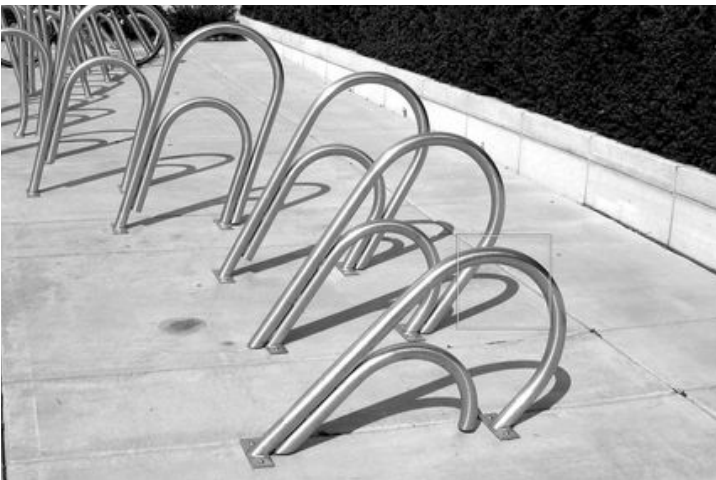
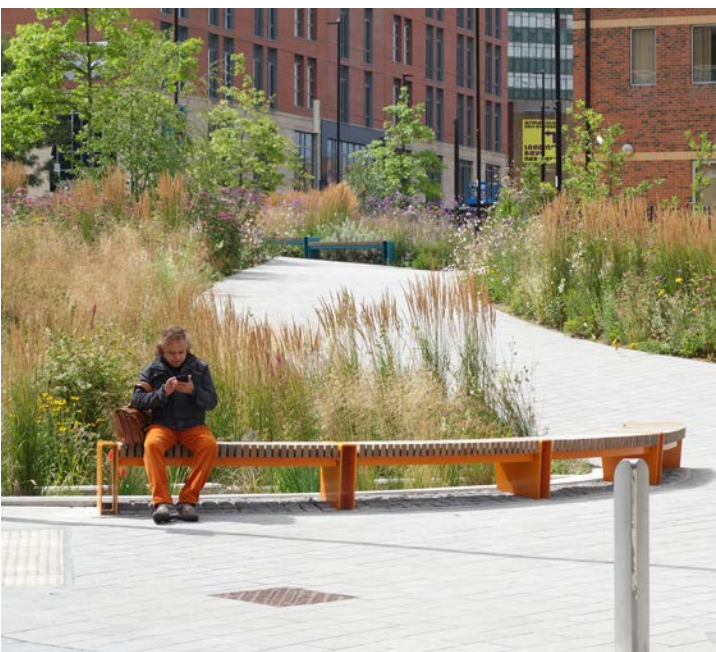
Natural Play

Bottom Left

Drop Bollards

Bottom Right

Cycle stands



11 Landscape Proposals

11.13 Tree Survey - Landscape Opportunities and Constraints

- 1

A group of planted *Tilia cordata* and a singular *Sorbus aria* tree along Pollard Street are of significant value in the local and wider landscape. Removal of these trees will be required due to their proximity to the footprint of Plot C. However the *Tilia cordata* trees are in good condition and there is scope to relocate these elsewhere on site. The presence of street trees along Pollard Street add to the amenity value and efforts are made to accommodate new street trees within the proposed design. This will be subject to further utilities survey.
- 2

A group of 4no. *Acer campestre* (of significant value) are located across the east site boundary. All trees are located in the adjacent land and retention would therefore need to be ensured. One of the trees is located very close to the site boundary and it's extent of the RPA (Root Protective Area) will extent into our site and will need to be considered during the next stage of design. However the Field Maple is a small tree and it's RPA doesn't extent too far and is therefore unlikely to provide many constraints.
- 3

Several of the Category B trees on the canal side are located at a lower level to the main part of the site. If this split level will be retained within the proposed design there might be scope to retain some of these valuable trees. Therefore the impact of proposed design on these trees may be reduced. TfGM's intention to implement a new pedestrian bridge crossing over the canal may also require level changes and consumption of land may result in the loss of these trees. It is also desirable to remove some of the trees to improve the views across the canal and towards the site.
- 4

Several of the Category C trees are located adjacent to the canal next to the Category B trees. We envisage that these trees will be removed as part of the design to open the views towards the canal and create a more usable water front. These trees would also be impacted by a potential new pedestrian bridge over the canal. Due to the low amenity value of the trees we believe this is justifiable and new tree planting along the canal would compensate for this loss.



Group of *Tilia cordata* - Small-leaved Lime (along Pollard Street)



Category B & C trees on the canal side.

- Retention Value Category A

Trees of a high quality with an estimated life expectancy of at least forty years. Every design effort should be made to retain these trees.
- Retention Value category B

Trees of a moderate quality with an estimated life expectancy of at least twenty years. Every design effort where possible should be made to retain these trees.
- Retention Value category C

Trees of a low quality with an estimated life expectancy of at least ten years. Loss can be mitigated by replacement planting.

11 Landscape Proposals

11.14 Ecology Survey - Landscape Opportunities and Constraints & Biodiversity Net Gain

- 1 The majority of the site comprises amenity grassland. This is suitable foraging habitat for birds. It is anticipated that the majority of this will be lost to building footprint or landscape redesign.
- 2 The scattered scrub, broadleaf trees and tall ruderal vegetation along the canal edge provides optimal foraging and commuting habitat for bats which are present in the area. A further Bat Roost Assessment and a Breeding Bird Appraisal / Survey will be required for any trees to be removed. These surveys will determine whether mitigation measures will be required. Broadleaved trees and scattered scrub also provide suitable habitat for breeding birds and hedgehogs. This has been since cleared by others.
- 3 We envisage that a green canal walkway and the adjacent spaces will help to enhance the existing wildlife corridor that birds, bats, hedgehogs and insects are currently using along the canal. Native species can be selected which will provide suitable nesting and food sources in the future.

- Amenity Grassland
- Tall Ruderal Habitat
- Scattered Scrub
- Scattered Broadleaf Trees

As part of our approach for biodiversity net gain at Pollard Street, we will be working with Standard Practice and the existing local community to create new habitats for birds and animals at the site.

This will consist of making workshops utilising waste material from the construction process on site, as well as any materials which will need to be removed from site as part of the development, such as clay from the ground and timber from some existing trees. These skills and learning based workshops will provide new habitat for birds, insects and small mammals.

We will also look to work with the local community to foster a gardening initiative which will allow us to select planting from a broader palate and invite ongoing conversations with members

of the public around biodiversity. A seasonal approach to planting combined with local stewardship will create a vibrant and ever-changing ecosystem at Pollard street with active community involvement.

Whilst some trees are being removed to allow for this development to take place, we plan to reinstate more trees than there are now.



11 Landscape Proposals

11.15 Softworks

Top Left
Wildflower meadow
planting

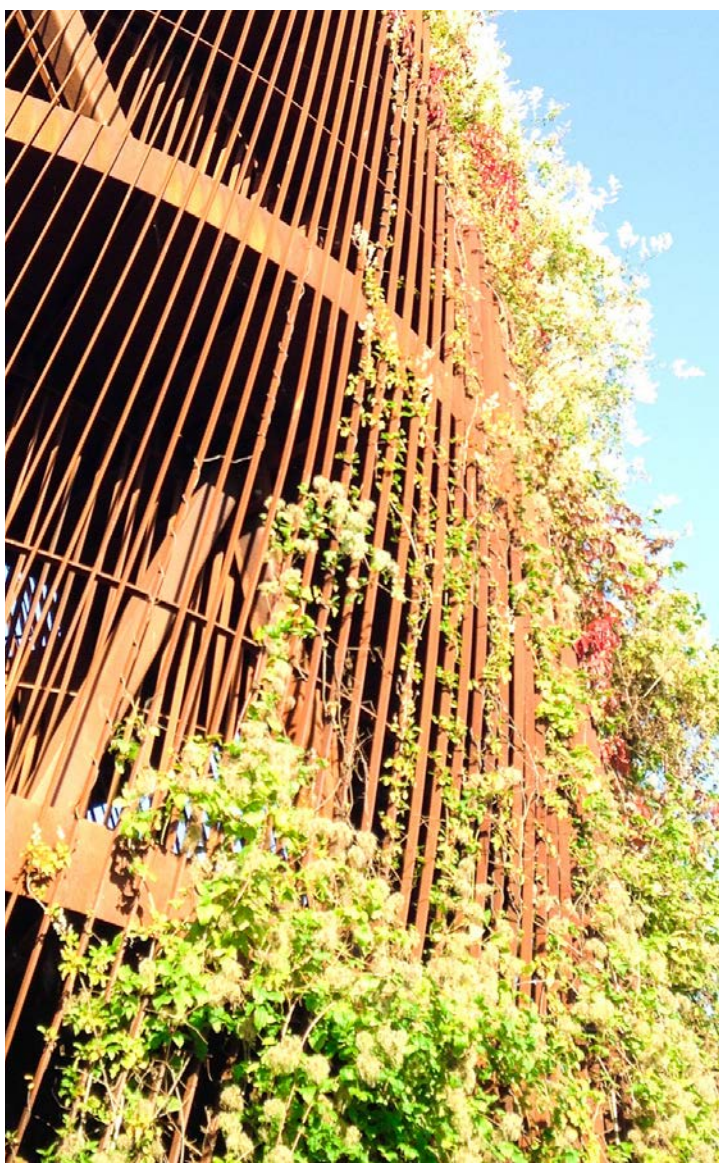
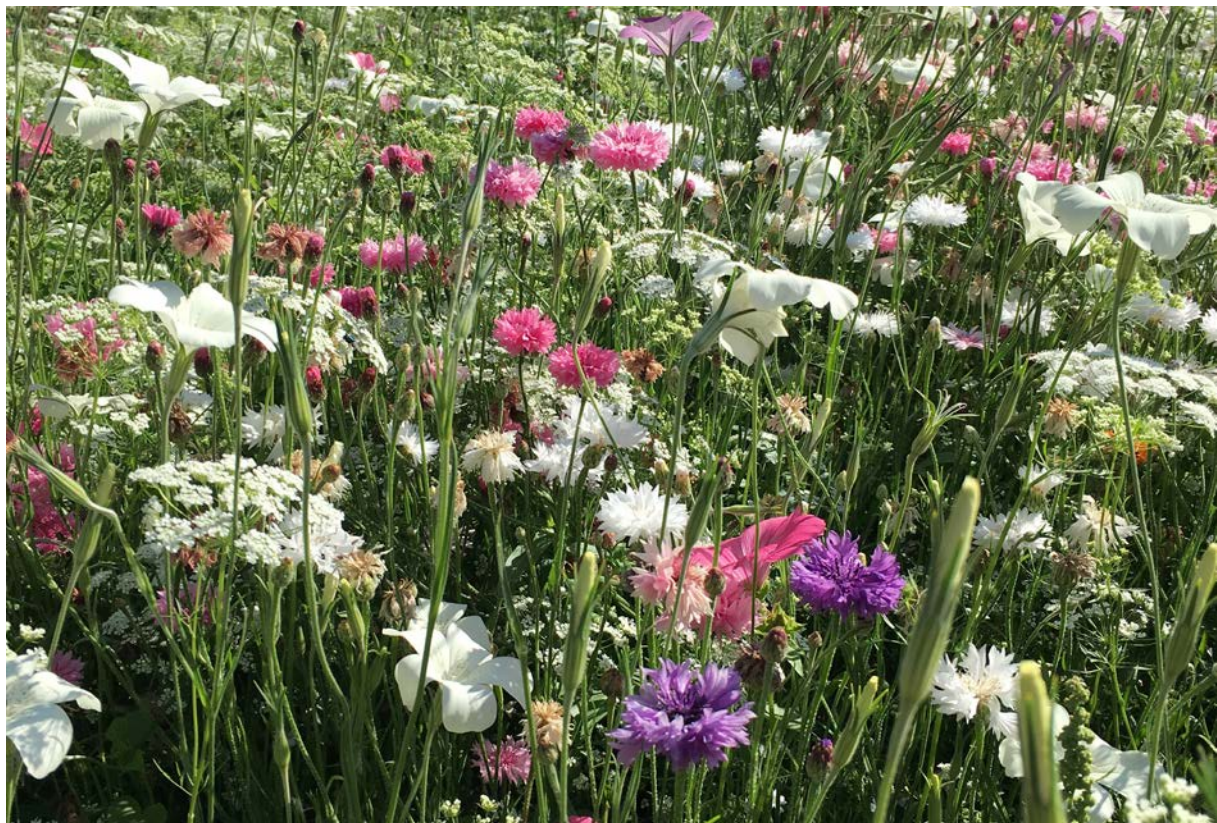
Bottom Left
Shade-tolerant rain
garden planting

Top Centre
Naturalistic perennial
planting

Centre
Pollarded willow trees
Salix spp.

Top Right
Climbing plants along
building façade

Bottom Right
Perennial Planting



11 Landscape Proposals

11.16 Servicing Strategy

1 Building A is serviced via a lay-by on Great Ancoats Street. This provides the shortest distance to the building and has a minimal impact on the public realm - avoiding the need for a turning head in the pocket park which would reduce the capacity for green infrastructure.

2 The service route for building B enters the Central Green via Pollard Street and exits along the canal route onto Munday Street. This service route also incorporates an access at the north end of the Central Green to enable servicing of building B substation located to the north elevation.

Vehicle access to building B will be highly rationalised, with only emergency vehicles, essential maintenance and deliveries which cannot be ported from the new laybys entering the site. The movement will be controlled by site management, vehicles will move at walking pace and where possible will take place at night. Bollards admitting entrance onto the site will be removed by site management for authorised vehicles only. Engagement with TfGM is ongoing on the subject of these very infrequent movements over the Metrolink.

3 Building C will be serviced via a new lay-by on Pollard Street. Accessible parking is incorporated adjacent to the layby.

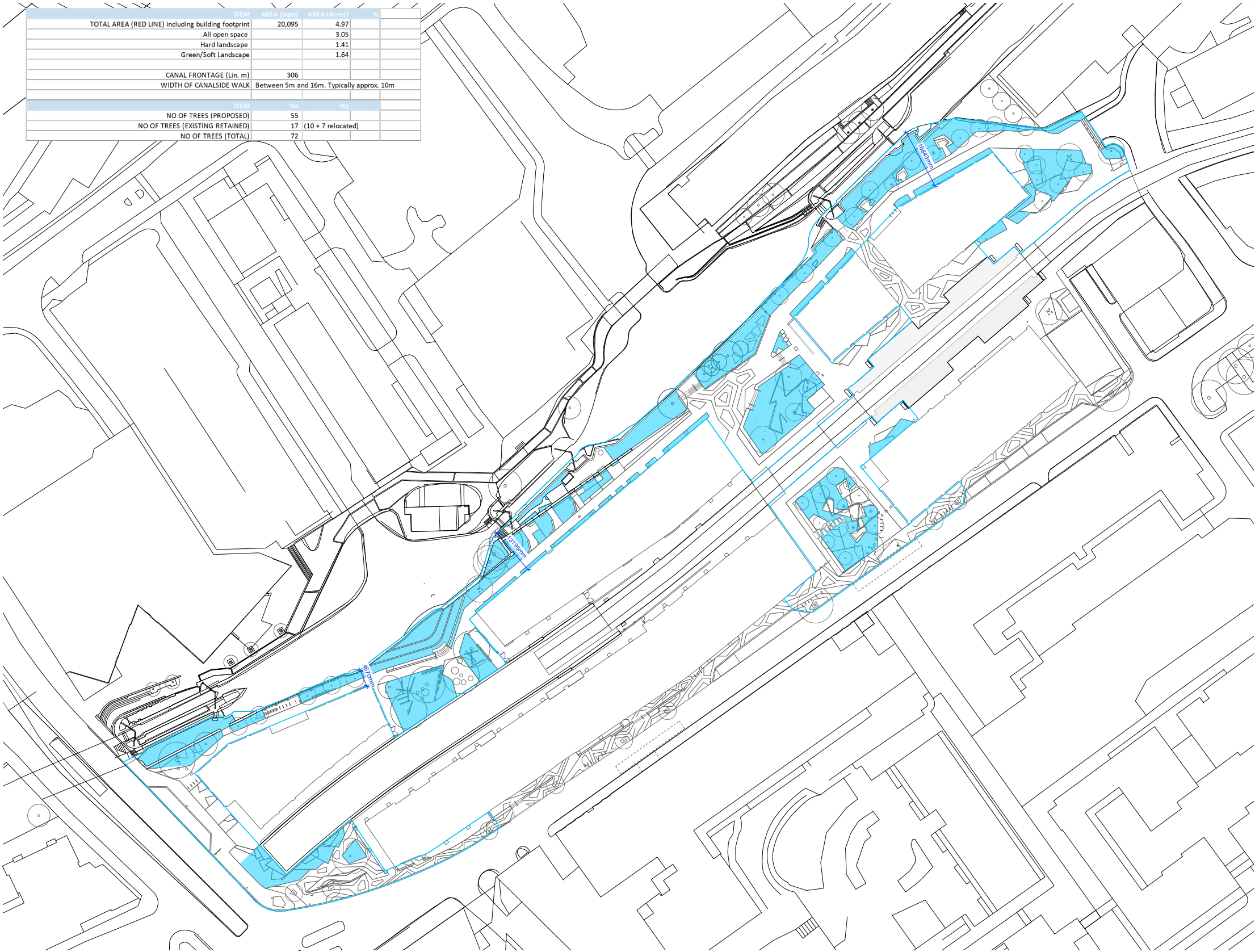
4 The service route for building D is via Munday Street.

5 Building E will be serviced via a new lay-by on Pollard Street. Accessible parking is incorporated adjacent to the lay-by.

6 Maintenance Access by TFGM to SER.



● Areas of Greenspace with Public Realm in Area 1



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12

Access Strategy

12.1

Site Access & Movement

Vehicular Access & Movement

The scheme has been planned to reduce and restrict vehicular access within the ‘Collective’ as much as possible.

Fire Tender

Fire Tender will access Buildings A, C and E by use of the proposed lay-bys on Great Ancoats Street and Pollard Street. Access to Building B and D is via Munday Street using the route along the canal side. Principle entrances are within close proximity of the Fire Tender access points.

Refuse

Refuse vehicles will service Building A and C via the new loading bays adjacent to the buildings. Building D will have refuse collected via access from Munday Street. Refuse for Building B will be taken to one of the new lay-bys adjacent to building A & C. Refuse from Building E will be collected from the lay-by next to Building E if a small refuse vehicle, or from the layby next to Building C if a large vehicle.

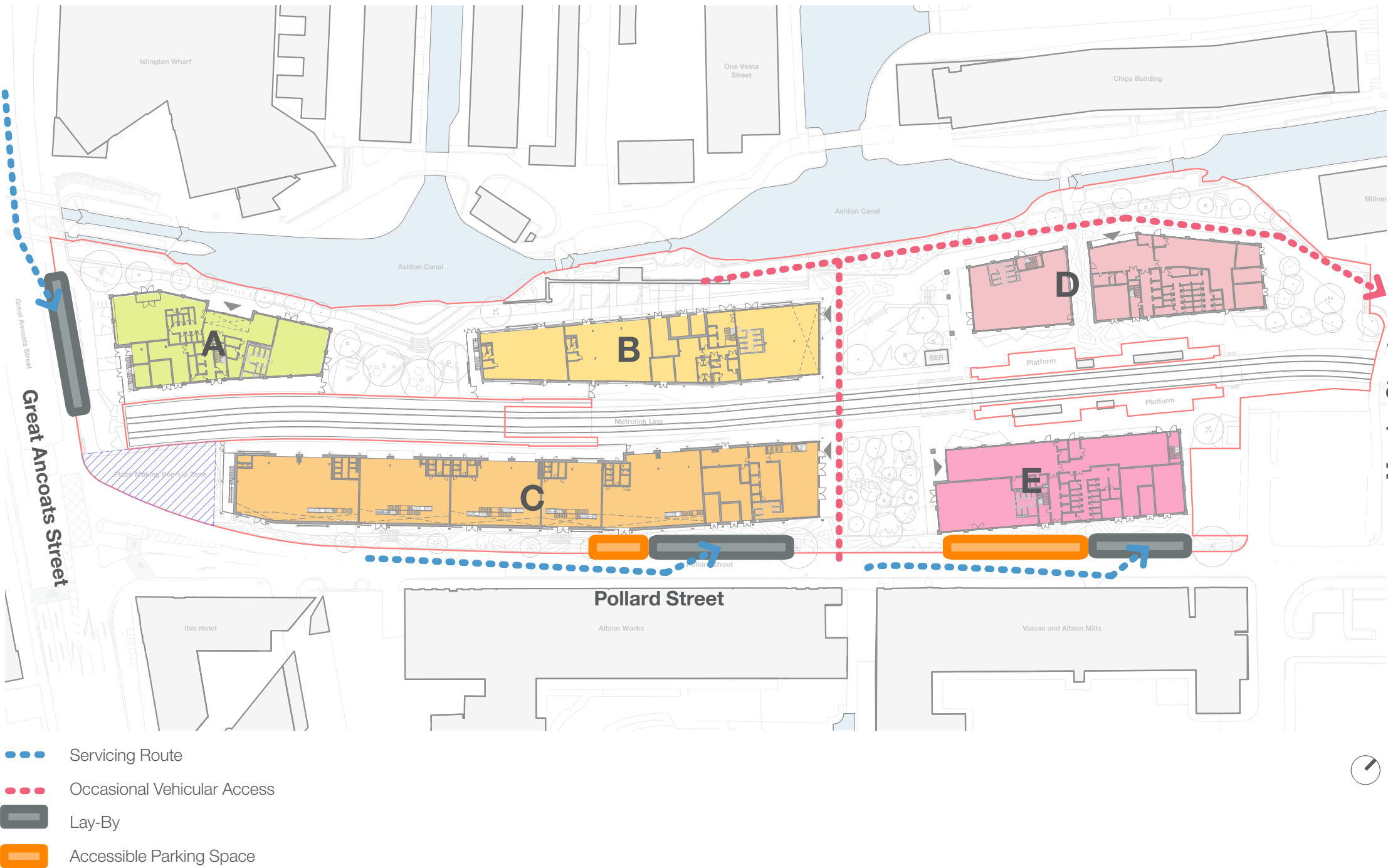
Parking

The development has been designed to be as car free as much as possible. 6 no. accessible car parking spaces have been located along Pollard Street to ensure that the development is accessible to all users.

Service / Delivery and Goods

Deliveries will be made to the new lay-bys on Great Ancoats Street and Pollard Street, or to the north east side of Building D via Munday Street. Cycle couriers will be encouraged, and cycle parking, including for cargo bikes, will be provided outside each building. Where unavoidable, for example to maintain Building B, servicing vehicles will be brought through the site from Pollard Street, along the south west edge of the central public area, in front of Building D, and leaving via Pollard Street. This will be infrequent and will be highly managed. Removable bollards will prohibit general access onto the site.

Please refer to the Landscape section and drawings submitted as part of this planning application for further details of the Servicing Strategy.



Public Transport and Pedestrian Access

The scheme has been planned to promote walking and cycling to benefit health and well-being. The 'Collective' has very good public transport links with the New Islington Metrolink stop integrated into the heart of the 'Collective' and additional bus, cycle and walking connections linking through to the Etihad, the city and beyond.

Building A

The building's main entrance is accessed from the Canal Walk with secondary entrances from Great Ancoats Street and the The Foundry Green for the cycle store and ground floor unit respectively.

Building B

The main building entrance is located on the Canal Walk with secondary entrances to ground floor units positioned onto the Canal Walk and Central Green spaces.

Building C

The main building entrance is located onto the Central Green space with secondary entrances to the hangar units activating Pollard Street.

Building D

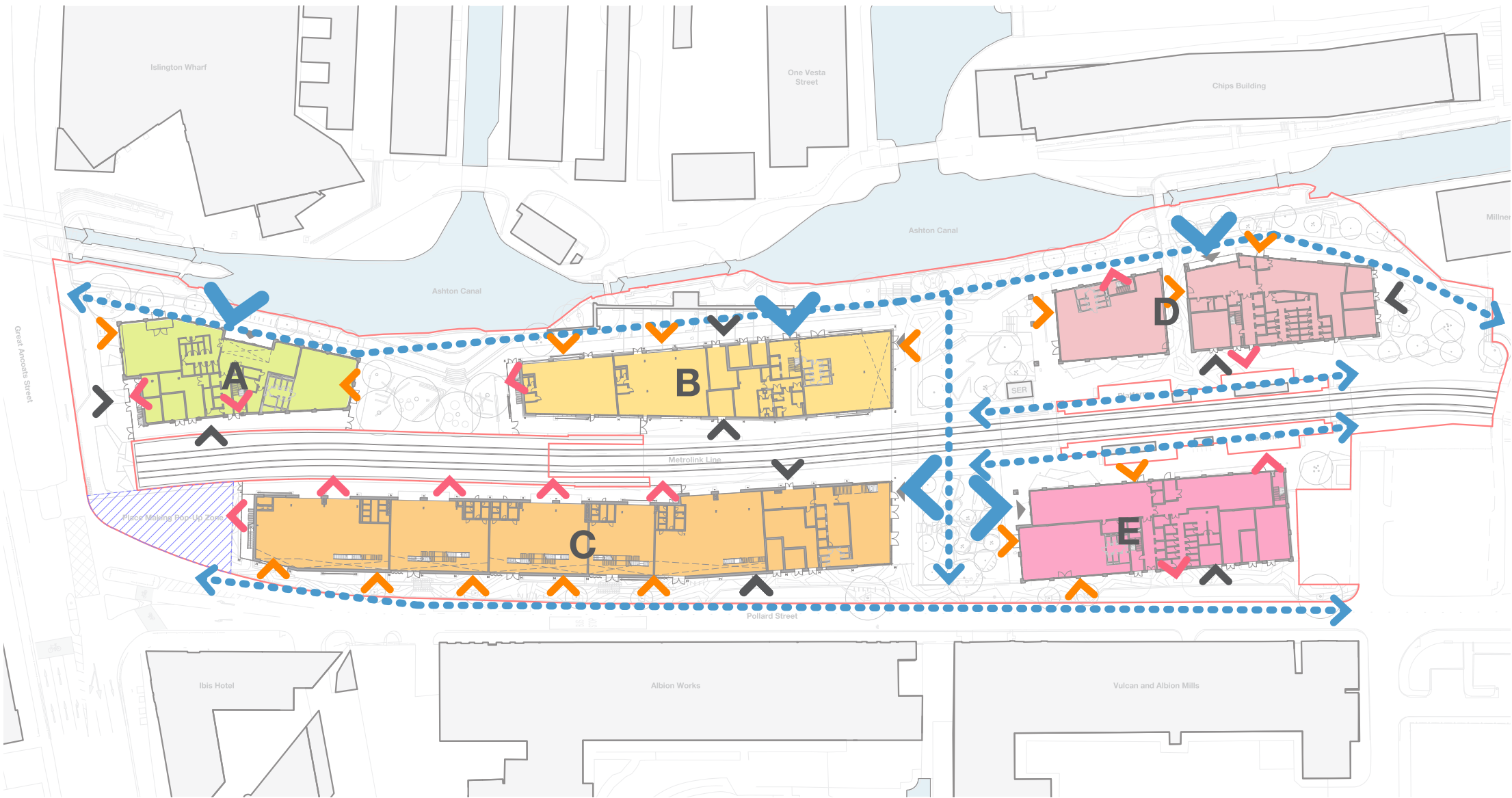
The building's main entrance is accessed from the Canal Walk with secondary entrances also along the canal for the cycle store.

Building E

The main building entrance is located onto the Central Green space with secondary entrances to the cycle store from the northern edge.

Please refer to the submitted GA drawings for details:

- PLS-HBA-A-00-DR-A-20-0100
- PLS-HBA-B-00-DR-A-20-0110
- PLS-HBA-C-00-DR-A-20-0120
- PLS-HBA-D-00-DR-A-20-0130
- PLS-HBA-E-00-DR-A-20-0140



- Main Entrance
- Secondary Entrance
- BOH Access
- Escape Exit
- Main Pedestrian routes

12

Access Strategy

12.2

Inclusive Design & Access

The scheme has been developed alongside Manchester Disabled People’s Access Group (MDPAG) and Planit I.E through a series of design workshops and meeting during early workstages. Feedback and comments on the design have been interrogated and incorporated within the scheme helping to ensure Inclusive Design & Access provisions and principles are embedded within the Architectural and Landscape proposals described within this Planning Application.

The proposal for Pollard Street is developed with consideration of the Equality Act (2010) and Health and Safety at Work Act to ensure that the project affords an accessible and inclusive environment for all staff, the general public and visitors to the site. The scheme considers codes, standards and best practice documents in relation to accessibility – in particular, Approved Document M, BS 8300 and Design for Access 2 – which will promote levels of accessibility and maximise participation.

The below list is a summary of MDPAG comments which have been incorporated within the design. Please note this list is not exhaustive, please refer to the Access Statement for further detail.

- External doors to main entrances
 - All external entrance doors for public use are automatic and/or power assisted. The external entrance doors will be sliding doors or power assisted swing doors
- Doors on access routes
 - The effective clear width of doors will be in accordance with BS8300 Table 2 as a minimum
- Circulation
 - In front of lifts and on access routes 1800mm
- Stair
 - 1200mm minimum width to stair and minimum 1000mm between handrails
 - Stairs currently design to Approved Documents. Further studies to be undertaken at the next stages to look to better this
 - The stairs will incorporate nosing which will be durable, permanently contrasting and the full width of the stair on both the tread and rise.
- Secondary Stair
 - Minimum 1500mm wide corridor leading to protected stair
- Lobbies
 - Compliant with BS8300 Figure 1

- Cleaners stores
 - Provide a 1500mm x 1500mm circulation space within the cleaners store, where possible. Cleaners store doors to open outwards, where possible
- Lift door
 - Minimum 900mm wide
- Wheel chair refuge
 - The symbol size identified on drawings is 900mm x 1400mm in accordance with both BS9999 and Building Regulations Part B1
- Bike Storage
 - Provision for none standard bike spaces within each of the building in accordance with Guide to Inclusive Cycling 2019
 - Door to open out in direction of escape from bike stores
- Lockers
 - Guidance BS8300 section 18.4.4 to be developed at the next work stages
- Alarms
 - Both visual and audible. To include emergency assistance alarms in accessible WC and accessible showers.
- Manifestation
 - To be compliant to Approved Documents
- Baby changing units
 - Allow for space provision in Flexible Retail areas of the building, as part of tenant fit-out
- Number of WC and showers serving bike stores
 - Exercise to be undertaken at the next work stages to review further. MDPAG consulting with cycle organisations to seek guidance and to help inform discussion at the next work stages
- Flexible Retail unit toilets
 - Corridors 1800mm wide for 2 doors facing one another opening outwards
- External terraces
 - A minimum of 1800mm wide

Please refer to separate Accessibility Statement prepared by Manchester Disabled People’s Access Group (MDPAG) submitted as part of this Planning Application.

12 Access Strategy

12.3 Waste Strategy

Within the ‘Collective’ each building is managed individually with dedicated waste storage areas. Bin storage areas are located on the ground floor with direct external access to the street via secure double doors.

The below numbers of bins and associated bin store sizes are based upon x2 weekly collection (for workspace) + x1 weekly collection (for flexible retail units)

Building A

Space has been provided by 15 no. x 1,100 Eurobins

Building B

Space has been provided by 13 no. x 1,100 Eurobins

Refuse from this building will transported to the collection point at Building A

Building C

Space has been provided by 15 no. x 1,100 Eurobins

Building D

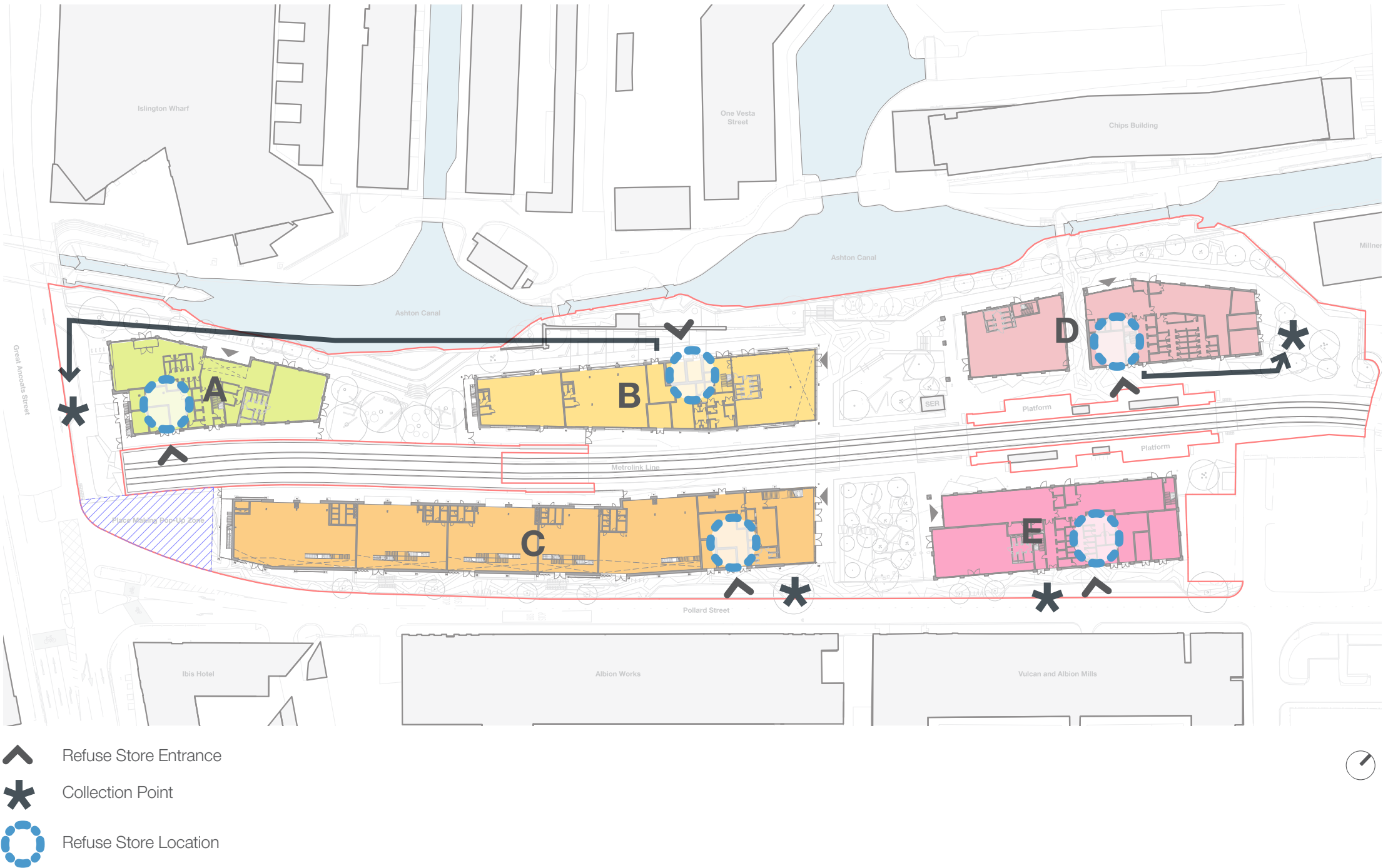
Space has been provided by 18 no. x 1,100 Eurobins

Building E

Space has been provided by 17 no. x 1,100 Eurobins

Please refer to the submitted ‘Waste Management Strategy’ and GA drawings that accompany this Design and Access Statement for details:

- PLS-HBA-A-00-DR-A-20-0100
- PLS-HBA-B-00-DR-A-20-0110
- PLS-HBA-C-00-DR-A-20-0120
- PLS-HBA-D-00-DR-A-20-0130
- PLS-HBA-E-00-DR-A-20-0140



12 Access Strategy

12.4 Cycle Stores

Across the ‘Collective’ each building has dedicated Cycle storage areas. Consideration has been given for a range of users and cycles and provision at a minimum. The provision meets latest BCO guidance of 1 cycle per 10 staff with space for additional cycles.

Space has been provided for shower facilities and lockers are provided at each location in line with BCO guidance. Cycle provision to all buildings exceed MCC standards.

Building A
Space has been provided for 95 cycles with 5% accessible cycles and a further 5% accessible stands. (This exceeds the MCC standard of 26 cycles spaces.)

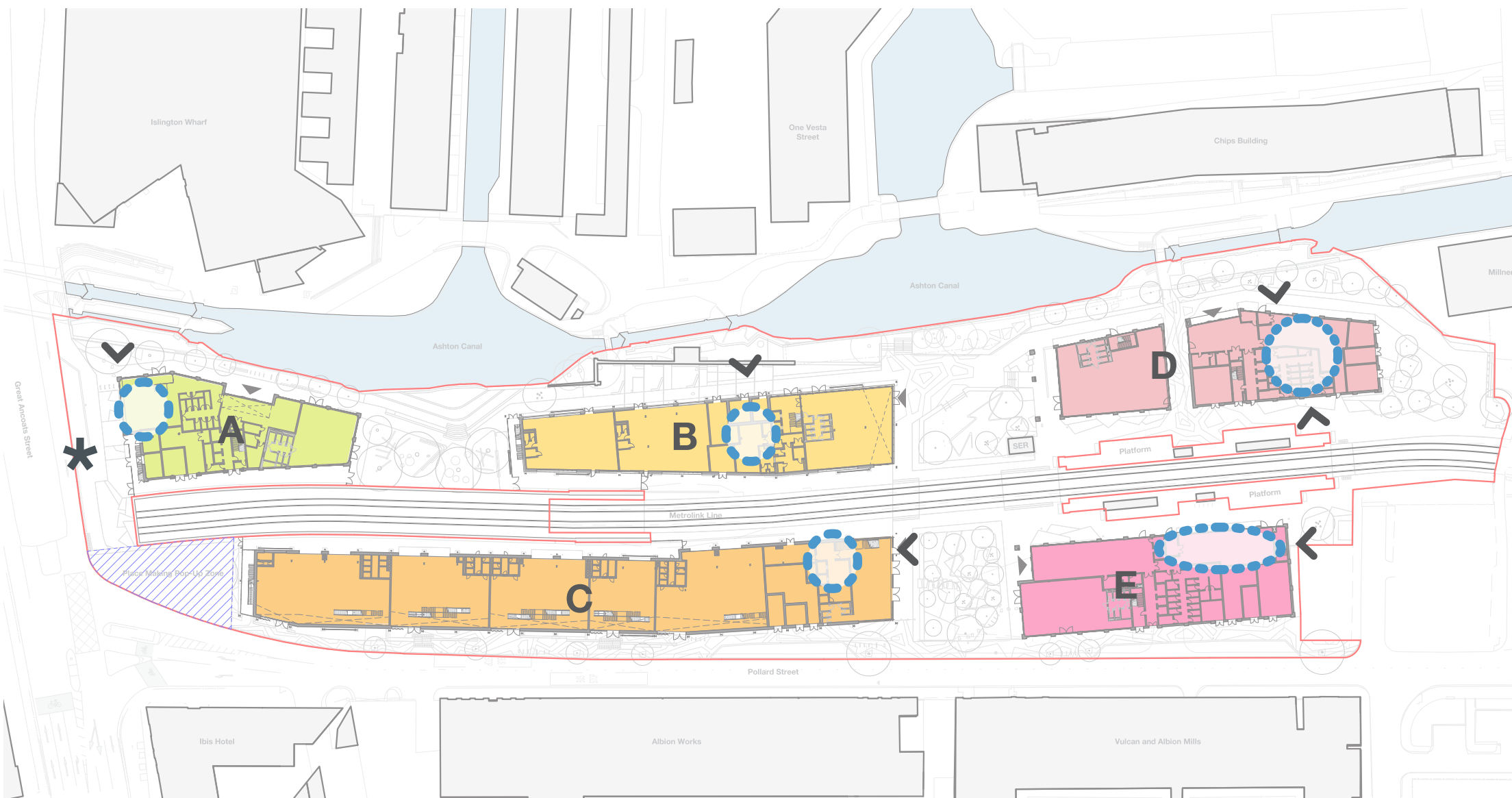
Building B
Cycle storage is provided for 46 cycles with 5% accessible cycles and a further 5% accessible stands (This exceeds the MCC standard of 31 cycles spaces.)

Building C
Cycle storage is provided for 81 cycles with 5% accessible cycles and a further 5% accessible stands. Space has been provided for 110 cycles to meet future demand. (This exceeds the MCC standard of 45 cycles spaces.)

Accessible and spaces for larger cycles are provided at ground floor while the majority of provision and shower facilities are provided at first floor accessed by lifts or a stair with dedicated cycle track to enable users to walk cycles up the stairs.

Building D
Space has been provided for 139 cycles with 5% accessible cycles and a further 5% accessible stands. (This exceeds the MCC standard of 39 cycles spaces.)

Building E
Space has been provided for 118 cycles with 5% accessible cycles and a further 5% accessible stands. (This exceeds the MCC standard of 33 cycles spaces.)



- Internal Cycle Store Entrance
- External Cycle Store
- Internal Cycle Store Location

Further cycle spaces are provided within the landscape (72 cycle spaces and 6 accessible spaces) please refer to the landscape drawing for further detail. Please refer to GA drawings for details:

- PLS-HBA-A-00-DR-A-20-0100
- PLS-HBA-B-00-DR-A-20-0110
- PLS-HBA-C-00-DR-A-20-0120
- PLS-HBA-C-01-DR-A-20-0121
- PLS-HBA-D-00-DR-A-20-0130
- PLS-HBA-E-00-DR-A-20-0140

12 Access Strategy

12.5 Signage

The 'Collective' will utilise a range of signage scales that address the city scale to the individual unit scale. For further information please refer to the signage strategy drawings included within this application.



City Scale Signage

City-scale signage will be a combination of applied, painted, steel, powder coated and illuminated lettering. City scale signage will speak to the wider aspirations of the 'Collective' helping to signify its spirit and ambitions.



Building Signage

Building signage will be a combination of applied, painted, steel, powder coated and illuminated lettering. Building signage will aid wayfinding around each building.



Unit Signage

Ground floor and gantry units will utilise unit signage to help express the personality of individual tenants.

12 Access Strategy

12.6 Security

The design has been developed with the objective of creating a secure ‘Collective’ and series of buildings that do not appear to be aggressively defensive. A key objective is for the development to express a sense of inclusion, openness, and accessibility.

Many of the streets adjacent to the site have good levels of overlooking from neighbouring buildings. Vehicle and cycle traffic along Pollard Street and Great Ancoats Street also provide good levels of overlooking.

The site also benefits from footfall along Ashton Canal Towpath, surrounding streets and New Islington Metrolink tram stop both contributing to natural surveillance.

The key strategies include:

- Ground floor and Flexible retail areas to provide activity and surveillance out of hours
- Reception location is positioned to monitor all entrances within each of the buildings providing surveillance throughout office hours.
- Using street furniture and anti-ram raid bollards to avoid ram-raiding and control vehicle access into the site
- Secured external fire escapes
- Active CCTV with visible monitors in reception areas / entrance lobbies
- Locked, non-visible bin stores to reduce the risk of arson
- Robust materials at ground floor to reduce risk of vandalism.
- Mesh enclosure to the amenity space on Building A roof top and high guarding to all buildings increasing the safety from falling when using the roof areas.
- Cycle storage entrance visible from the main external thoroughfare

Meetings were held with Greater Manchester Police on 07/08/2020 and 10/08/2020 where the scheme was reviewed, and comments incorporated into the scheme.

The below outlines the Sustainability Strategy for the proposed scheme. Please refer to separate Sustainability Statement by Max Fordham submitted as part of this planning application for further detail.

Sustainability Strategy Overview

The sustainability vision follows the ‘Doughnut’ framework developed by Economist Kate Raworth, which combines the concept of planetary boundaries with the complementary concept of social boundaries. As a result, the sustainability framework for the Site holistically covers a broad range of environmental and social improvement objectives.

Environmental Sustainability

- Site-wide Net Zero Carbon according to the UK Green Building Council Framework definition
- Whole Life Carbon approach to the design. Which includes modelling the embodied and operational carbon
- RIBA 2030 Challenge design targets.
- Design will minimise actual ‘Operational’ Carbon rather than maximising score in the Part L methodology
- Net Biodiversity gain onsite
- Extensive cycling facilities
- Excellent public transport links

Social and Economic Sustainability

- Job creation and local innovation from low-cost workspace
- Bespoke Wellbeing strategy based on these key principles
 - Privacy
 - Access to nature
 - Legible space
 - Views out
 - Comfort/control
 - Active Design
- Co-designed public spaces
- Community space provision
- Improved resident safety and security through the design of defensible spaces that ‘belong’ to the community

12

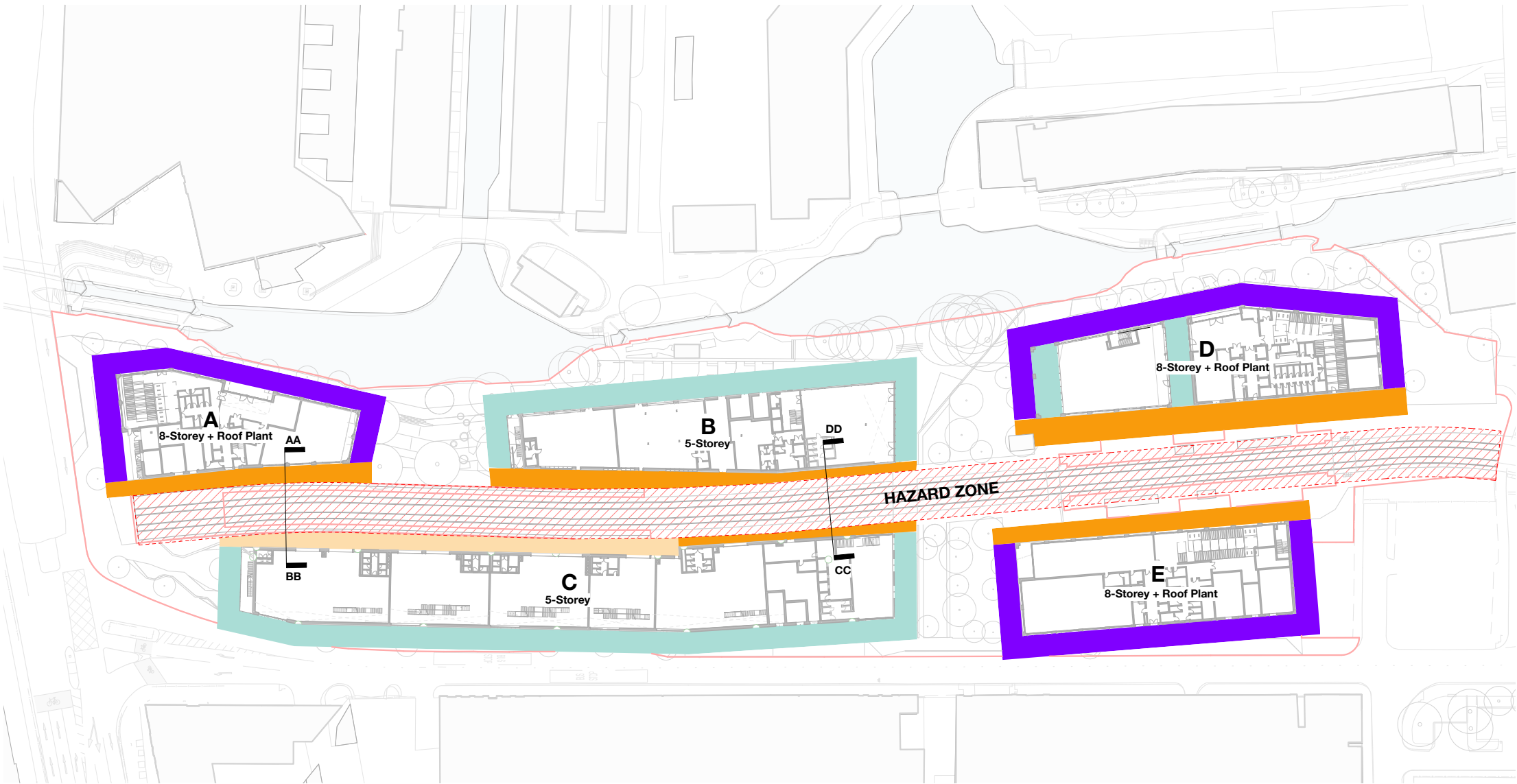
Access Strategy

12.8

Cleaning and Maintenance

The setting out of the building has been designed to ensure that no access is required from within TfGM's hazard zone to maintain each of the buildings for regular maintenance

This strategy has been developed and reviewed alongside TfGM during the consultation period.



- 1-5 Storey

Reach-n-Wash Poles for windows cleaning (5 Storey height)
Temporary access required onto public pavement
- 1-8 Storey

Combination of reach-n-wash poles (at Ground Floor only) & davit arms (5-8 Storey height).
- 1-5 Storey

Reach-n-wash poles from Ground Floor (single storey reach only) & from gantry access.
- 1-8 Storey

Articulated Boom Lift (3-8 Storey)
Temporary access required onto public pavement

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13 Accommodation Schedule

Reference	GEA m²	GEA sq ft	GIA m²	GIA sq ft	NIA m² (Use Class E or bar (Sui Generis))	NIA sq ft (Use Class E or bar (Sui Generis))	NIA m² Workspaces (Use Class E)	NIA sq ft Workspaces (Use Class E)	Private External Terrace m²	Private External Terrace sq ft
Plot A										
	7,747	83,365	6,996	75,294	212	2,280	4,988	53,674	0	0
Plot B										
	6,652	71,609	5,967	64,232	854	9,188	4,021	43,739	196	2,112
Plot C										
	11,642	125,302	10,294	110,796	1,791	19,267	6,525	70,216	1,242	13,349
Plot D										
	11,129	119,777	10,130	109,016	386	4,155	7,353	79,146	352	3,788
Plot E										
	9,808	105,589	8,873	95,520	268	2,880	6,197	66,709	600	6,462
Total										
	46,978	505,642	42,260	454,858	3,511	37,770	29,084	313,484	2,390	25,711



Drawing List - Planning Application

Project name:	Pollard Street- New Islington
Project number:	18013
Document reference:	PLS-HBA-SW-XX-SH-A-08-0000
Reason for issue:	Planning Submission
Revision:	P01
Date:	30.09.20

Architectural drawings			
Document reference	Document title	Size	Scale
Site information			
PLS-HBA-SW-ZZ-DR-A-08-0001	Proposed Location Plan	A1	1:1250
PLS-HBA-SW-ZZ-DR-A-08-0002	Existing Site Plan	A1	1:500
PLS-HBA-SW-ZZ-DR-A-08-0003	Proposed Site Plan	A1	1:500
PLS-HBA-SW-ZZ-DR-A-08-0004	Site Constraints Plan	A1	1:500
PLS-HBA-SW-00-DR-A-08-0010	Proposed Site plan - Ground Floor	A1	1:500
PLS-HBA-SW-01-DR-A-08-0011	Proposed Site plan - First Floor	A1	1:500
PLS-HBA-SW-02-DR-A-08-0012	Proposed Site plan - Second Floor	A1	1:500
PLS-HBA-SW-03-DR-A-08-0013	Proposed Site plan - Third Floor	A1	1:500
PLS-HBA-SW-04-DR-A-08-0014	Proposed Site plan - Fourth Floor	A1	1:500
PLS-HBA-SW-05-DR-A-08-0015	Proposed Site plan - Fifth Floor	A1	1:500
PLS-HBA-SW-06-DR-A-08-0016	Proposed Site plan - Sixth Floor	A1	1:500
PLS-HBA-SW-07-DR-A-08-0017	Proposed Site plan - Seventh Floor	A1	1:500
PLS-HBA-SW-MR-DR-A-08-0018	Proposed Site plan - Main Roof Level	A1	1:500
PLS-HBA-SW-RE-DR-A-08-0019	Proposed Site plan - Roof Enclosure	A1	1:500
PLS-HBA-SW-ZZ-DR-A-08-0250	Proposed Site Elevations 01	A1	1:500
PLS-HBA-SW-ZZ-DR-A-08-0251	Proposed Site Elevations 02	A1	1:500
PLS-HBA-SW-ZZ-DR-A-08-0252	Proposed Site Elevations 03	A1	1:500
PLS-HBA-SW-ZZ-DR-A-08-0350	Proposed Site Sections 01	A0	1:200
PLS-HBA-SW-ZZ-DR-A-08-0351	Proposed Site Sections 02	A0	1:200
General Arrangement			
PLS-HBA-A-00-DR-A-08-0100	Building A - GA Plan - Ground Floor	A1	1:100
PLS-HBA-A-01-DR-A-08-0101	Building A - GA Plan - First Floor	A1	1:100
PLS-HBA-A-02-DR-A-08-0102	Building A - GA Plan - Second Floor	A1	1:100
PLS-HBA-A-03-DR-A-08-0103	Building A - GA Plan - Third Floor	A1	1:100
PLS-HBA-A-04-DR-A-08-0104	Building A - GA Plan - Fourth Floor	A1	1:100
PLS-HBA-A-05-DR-A-08-0105	Building A - GA Plan - Fifth Floor	A1	1:100
PLS-HBA-A-06-DR-A-08-0106	Building A - GA Plan - Sixth Floor	A1	1:100
PLS-HBA-A-07-DR-A-08-0107	Building A - GA Plan - Seventh Floor	A1	1:100
PLS-HBA-A-MR-DR-A-08-0108	Building A - GA Plan - Main Roof	A1	1:100
PLS-HBA-A-RE-DR-A-08-0109	Building A - GA Plan - Roof Enclosure	A1	1:100
PLS-HBA-B-00-DR-A-08-0110	Building B - GA Plan - Ground Floor	A0	1:100
PLS-HBA-B-01-DR-A-08-0111	Building B - GA Plan - First Floor	A0	1:100
PLS-HBA-B-02-DR-A-08-0112	Building B - GA Plan - Second Floor	A0	1:100
PLS-HBA-B-03-DR-A-08-0113	Building B - GA Plan - Third Floor	A0	1:100
PLS-HBA-B-04-DR-A-08-0114	Building B - GA Plan - Fourth Floor	A0	1:100
PLS-HBA-B-MR-DR-A-08-0115	Building B - GA Plan - Main Roof	A0	1:100
PLS-HBA-B-RE-DR-A-08-0116	Building B - GA Plan - Roof Enclosure	A0	1:100
PLS-HBA-C-00-DR-A-08-0120	Building C - GA Plan - Ground Floor	A1	1:200
PLS-HBA-C-01-DR-A-08-0121	Building C - GA Plan - First Floor	A1	1:200
PLS-HBA-C-02-DR-A-08-0122	Building C - GA Plan - Second Floor	A1	1:200
PLS-HBA-C-03-DR-A-08-0123	Building C - GA Plan - Third Floor	A1	1:200
PLS-HBA-C-04-DR-A-08-0124	Building C - GA Plan - Fourth Floor	A1	1:200
PLS-HBA-C-MR-DR-A-08-0125	Building C - GA Plan - Main Roof	A1	1:200
PLS-HBA-C-RE-DR-A-08-0126	Building C - GA Plan - Roof Enclosure	A1	1:100

PLS-HBA-D-00-DR-A-08-0130	Building D - GA Plan - Ground Floor	A1	1:100
PLS-HBA-D-01-DR-A-08-0131	Building D - GA Plan - First Floor	A1	1:100
PLS-HBA-D-02-DR-A-08-0132	Building D - GA Plan - Second Floor	A1	1:100
PLS-HBA-D-03-DR-A-08-0133	Building D - GA Plan - Third Floor	A1	1:100
PLS-HBA-D-04-DR-A-08-0134	Building D - GA Plan - Fourth Floor	A1	1:100
PLS-HBA-D-05-DR-A-08-0135	Building D - GA Plan - Fifth Floor	A1	1:100
PLS-HBA-D-06-DR-A-08-0136	Building D - GA Plan - Sixth Floor	A1	1:100
PLS-HBA-D-07-DR-A-08-0137	Building D - GA Plan - Seventh Floor	A1	1:100
PLS-HBA-D-MR-DR-A-08-0138	Building D - GA Plan - Main Roof	A1	1:100
PLS-HBA-D-RE-DR-A-08-0139	Building D - GA Plan - Roof Enclosure	A1	1:100
PLS-HBA-E-00-DR-A-08-0140	Building E - GA Plan - Ground Floor	A1	1:100
PLS-HBA-E-01-DR-A-08-0141	Building E - GA Plan - First Floor	A1	1:100
PLS-HBA-E-02-DR-A-08-0142	Building E - GA Plan - Second Floor	A1	1:100
PLS-HBA-E-03-DR-A-08-0143	Building E - GA Plan - Third Floor	A1	1:100
PLS-HBA-E-04-DR-A-08-0144	Building E - GA Plan - Fourth Floor	A1	1:100
PLS-HBA-E-05-DR-A-08-0145	Building E - GA Plan - Fifth Floor	A1	1:100
PLS-HBA-E-06-DR-A-08-0146	Building E - GA Plan - Sixth Floor	A1	1:100
PLS-HBA-E-07-DR-A-08-0147	Building E - GA Plan - Seventh Floor	A1	1:100
PLS-HBA-E-MR-DR-A-08-0148	Building E - GA Plan - Main Roof	A1	1:100
PLS-HBA-E-RE-DR-A-08-0149	Building E - GA Plan - Roof Enclosure	A1	1:100
PLS-HBA-A-ZZ-DR-A-08-0200	Building A - GA North Elevation	A1	1:100
PLS-HBA-A-ZZ-DR-A-08-0201	Building A - GA South Elevation	A1	1:100
PLS-HBA-A-ZZ-DR-A-08-0202	Building A - GA East Elevation	A1	1:100
PLS-HBA-A-ZZ-DR-A-08-0203	Building A - GA West Elevation	A1	1:100
PLS-HBA-B-ZZ-DR-A-08-0210	Building B - GA North Elevation	A0	1:100
PLS-HBA-B-ZZ-DR-A-08-0211	Building B - GA South Elevation	A0	1:100
PLS-HBA-B-ZZ-DR-A-08-0212	Building B - GA East & West Elevation	A0	1:100
PLS-HBA-C-ZZ-DR-A-08-0220	Building C - GA North Elevation	A1	1:200
PLS-HBA-C-ZZ-DR-A-08-0221	Building C - GA South Elevation	A1	1:200
PLS-HBA-C-ZZ-DR-A-08-0222	Building C - GA East & West Elevation	A1	1:200
PLS-HBA-D-ZZ-DR-A-08-0230	Building D - GA North Elevation	A0	1:100
PLS-HBA-D-ZZ-DR-A-08-0231	Building D - GA South Elevation	A0	1:100
PLS-HBA-D-ZZ-DR-A-08-0232	Building D - GA East & West Elevation	A0	1:100
PLS-HBA-E-ZZ-DR-A-08-0240	Building E - GA North Elevation	A1	1:100
PLS-HBA-E-ZZ-DR-A-08-0241	Building E - GA South Elevation	A1	1:100
PLS-HBA-E-ZZ-DR-A-08-0242	Building E - GA East Elevation	A1	1:100
PLS-HBA-E-ZZ-DR-A-08-0243	Building E - GA West Elevation	A1	1:100
PLS-HBA-A-ZZ-DR-A-08-0400	Proposed Building A - Bay Elevation	A1	1:50
PLS-HBA-B-ZZ-DR-A-08-0410	Proposed Building B - Bay Elevation	A1	1:50
PLS-HBA-C-ZZ-DR-A-08-0420	Proposed Building C - Bay Elevation 01	A1	1:50
PLS-HBA-C-ZZ-DR-A-08-0421	Proposed Building C - Bay Elevation 02	A1	1:50
PLS-HBA-D-ZZ-DR-A-08-0430	Proposed Building D - Bay Elevation	A1	1:50
PLS-HBA-E-ZZ-DR-A-08-0440	Proposed Building E - Bay Elevation	A1	1:50
PLS-HBA-A-ZZ-DR-A-08-0300	Proposed Building A - GA Sections	A1	1:200
PLS-HBA-B-ZZ-DR-A-08-0301	Proposed Building B - GA Sections	A1	1:200
PLS-HBA-C-ZZ-DR-A-08-0302	Proposed Building C - GA Sections	A1	1:200
PLS-HBA-D-ZZ-DR-A-08-0303	Proposed Building D - GA Sections	A1	1:200
PLS-HBA-E-ZZ-DR-A-08-0304	Proposed Building E - GA Sections	A1	1:200
Other			
PLS-HBA-A-ZZ-DR-A-08-0610	Building A - Signage Strategy	A1	1:200
PLS-HBA-B-ZZ-DR-A-08-0611	Building B - Signage Strategy	A1	1:200
PLS-HBA-C-ZZ-DR-A-08-0612	Building C - Signage Strategy	A1	1:200
PLS-HBA-D-ZZ-DR-A-08-0613	Building D - Signage Strategy	A1	1:200
PLS-HBA-E-ZZ-DR-A-08-0614	Building E - Signage Strategy	A1	1:200

