simpsonhaugh

forshaw.

Victoria House – Manchester

DESIGN & ACCESS STATEMENT | FEBRUARY 2020

10122-SHP-RP-DA03 | 02

Previous Revisions

Issue	Date	Status
00	18-02-2020	Final Issue
01	20-02-2020	Planning Issue
02	27-02-2020	Updated Landscape - Planning Issue

CONTENTS

1.0 ASSESSMENT

1.1 APPLICATION
- 1.1.1 INTRODUCTION
- 1.1.2 DESCRIPTION OF DEVELOPMENT
- 1.1.3 PROCESS
- 1.1.4 APPLICATION DETAILS

1.2 SITE
- 1.2.1 AREA
- 1.2.2 LOCATION

1.3 HISTORICAL CONTEXT
- 1.3.1 LISTED BUILDINGS
- 1.3.2 SITE HISTORY

1.4 PHYSICAL CONTEXT
- 1.4.1 BUILDING USES
- 1.4.2 ACCESSIBILITY

1.5 PLANNING CONTEXT
- 1.5.1 INTRODUCTION
- 1.5.2 DEVELOPMENT PLAN
- 1.5.3 CORE STRATEGY
- 1.5.4 HS2 SRF (JANUARY 2014)
- 1.5.5 PSE SRF (MARCH 2017)
- 1.5.6 TALL BUILDINGS

2.0 INVOLVEMENT

2.1 CONSULTATION
- 2.1.1 INTRODUCTION
- 2.1.2 INITIAL FEASIBILITY STUDIES
- 2.1.3 PRE-APPLICATION MEETING (5TH JUNE 2018)
- 2.1.4 PRE-APPLICATION MEETING (10TH JULY 2018)
- 2.1.5 PRE-APPLICATION MEETING (29TH JULY 2018)
- 2.1.6 PUBLIC CONSULTATION (10TH NOVEMBER 2018)
- 2.1.7 PLACES MATTER! (14TH NOVEMBER 2018)
- 2.1.8 PLACES MATTER! DESIGN AMENDMENTS
- 2.1.9 PRE-APPLICATION MEETING (16TH AUGUST 2019)
- 2.1.10 WIND MICROCLIMATE ASSESSMENT

3.0 DESIGN

3.1 KEY PRINCIPLES
- 3.1.1 KEY DESIGN CONSIDERATIONS

3.2 LAYOUT
- 3.2.1 SITE CONTEXT
- 3.2.2 GROUND FLOOR
- 3.2.3 LEVEL 01
- 3.2.4 LEVEL 02
- 3.2.5 LEVELS 03 - 08
- 3.2.6 LEVELS 09 - 18
- 3.2.7 LEVELS 19 - 22
- 3.2.8 LEVEL 23
- 3.2.9 LEVEL 24 & ROOF PLAN
- 3.2.10 RESIDENTIAL DESIGN STANDARDS
- 3.2.11 INCLUSIVE DESIGN

3.3 FORM
- 3.3.1 MANCHESTER PICCADILLY SRF MASSING
- 3.3.2 SHADOW STUDIES
- 3.3.3 STRATEGY

3.4 APPEARANCE
- 3.4.1 STRATEGY
- 3.4.2 MATERIALS

3.5 USE & AMOUNT
- 3.5.1 USE
- 3.5.2 AMOUNT

4.0 LANDSCAPE

4.1 PORTUGAL STREET EAST SRF
4.2 SITE ANALYSIS
4.3 DESIGN DEVELOPMENT
4.4 NORTHERN THRESHOLD TREATMENT
4.5 ILLUSTRATIVE MASTERPLAN
4.6 ILLUSTRATIVE SECTIONS
4.7 LEVEL 02
4.8 TECHNICAL INFORMATION

5.0 ACCESS

5.1 VEHICULAR & TRANSPORT
- 5.1.1 INTRODUCTION
- 5.1.2 VEHICULAR ACCESS
- 5.1.3 PEDESTRIAN & CYCLE ACCESS
- 5.1.4 SERVICING & DELIVERY
- 5.1.5 SUSTAINABLE MODES OF TRANSPORT
- 5.1.6 TRANSPORT STATEMENT SUMMARY

5.2 INCLUSIVE ACCESS
- 5.2.1 INCLUSIVE ACCESS
- 5.2.2 OBJECTIVES
- 5.2.3 LEGISLATION
- 5.2.4 PUBLIC REALM & ACCESS
- 5.2.5 RECEPTION AREAS
- 5.2.6 CIRCULATION ROUTES
- 5.2.7 APARTMENT LAYOUTS

6.0 SECURITY

6.1 CRIME IMPACT STATEMENT
- 6.1.1 INTRODUCTION
- 6.1.2 POSITIVE ASPECTS
- 6.1.3 RECOMMENDATIONS

1.0 Assessment

1.1 APPLICATION

1.1.1 INTRODUCTION

The Design and Access Statement has been prepared by Simpson Haugh and Partners with input from others on behalf of Forshaw Land and Property Group (The Applicant). The document accompanies an application for detailed planning permission at a site known as Victoria House.

The document describes the design evolution and development proposals for the site and should be read in conjunction with the drawings and the planning documentation submitted in support of the application.

Access to and around development is treated as an integral part of the design. This document explains how access arrangements will ensure that all users have equal and convenient access to all buildings and external spaces within the development.

1.1.2 DESCRIPTION OF DEVELOPMENT

The description of development for planning permission is defined as:

Demolition of existing buildings and erection of a residential tower (Use Class C3) with commercial space (Use Class A1, A2, A3, A4 and D1) associated shared amenity spaces, cycle parking, recycling and refuse bin storage, associated plant and public realm enhancements.

1.1.3 PROCESS

The proposals have been developed with input from an experienced and comprehensive team of specialist consultants. The intention is to deliver a unique project which maximises the development potential of the site, responds to market demand and embraces the site's heritage.

The development has been subject to extensive pre-application consultation with the Local Planning Authority, statutory consultees and local stakeholders. Their involvement at the pre-application stage has informed the design of the development and the advice and recommendations provided has been fully considered.

A Statement of Community Engagement has been submitted as part of the application.

1.1.4 APPLICATION DETAILS

The design and access statement is to be read in conjunction with the drawings submitted by Simpson Haugh & Partners and the following documents:

- Application Forms and Certificates, prepared by Turley
- Application Drawings, prepared by Simpson Haugh and Re-Form
- The Planning and Tall Building Statement, prepared by Turley
- Statement of Community Engagement, prepared by Turley
- Economic Statement, prepared by Turley
- Blue & Green Infrastructure Statement, prepared by ReForm
- Environmental Statement and Technical Appendices, co-ordinated by Turley
- Environmental and technical reports not included within the Environmental Statement:
  - Crime Impact Assessment, prepared by Design for Security
  - Environmental Standards Statement, prepared by Element Sustainability
  - Viability Assessment, prepared by Tim Claxton Property Limited
  - Waste Management Strategy, prepared by Vectos
  - Fire Strategy Report, prepared by Hydrock











Victoria House - Existing Building



Aerial Photograph

1.2 SITE

1.2.1 AREA

The application site which measures 0.1565 hectares (0.3867 acres) is broadly rectangular in plan. It is bound by Great Ancoats Street to the northeast, Epworth Street to the southeast and Longacre Street to the northwest. Beyond Longacre Street, the Metrolink line runs between Piccadilly and New Islington.

The New Islington metro-link tram stop is located 450m to the north of the application site and Manchester Piccadilly railway station lies 1km to the south-west.

The site falls within the Portugal Street East Strategic Regeneration Framework (PSE SRF) which is centrally located within the HS2 Manchester Piccadilly Strategic Regeneration Framework (HS2 SRF) masterplan.

The site is currently occupied by a single storey industrial unit which used as a safety deposit centre. This will be demolished as part of the proposals.

1.2.2 LOCATION

The application site is within the boundary of Manchester city centre and within 10 minutes-walking distance of the main commercial, retail and leisure and higher education areas. It is also within close proximity of a number of strategic locations. These include Manchester Piccadilly (c. 700m to southwest), Piccadilly Gardens (c. 1.2 km to west), and Cutting Room Square (c. 800m to northwest).



Wider Urban Context Diagram



1 Gt Ancoats St looking South toward site



2 Pollard Street looking South West



3 Gt Ancoats St / Adair St junction looking West



4 View from Chapel Town St looking East



5 Adair St down Norton St



6 Heyrod St looking North



7 Norton / Epworth St junction looking North



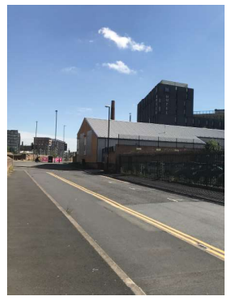
8 Longacre St looking North East



Pollard St



Longacre St



Longacre St



Heyrod St



Heyrod / Betley St



Gt Ancoats Rd



Epworth St



Church Gate Bldgs



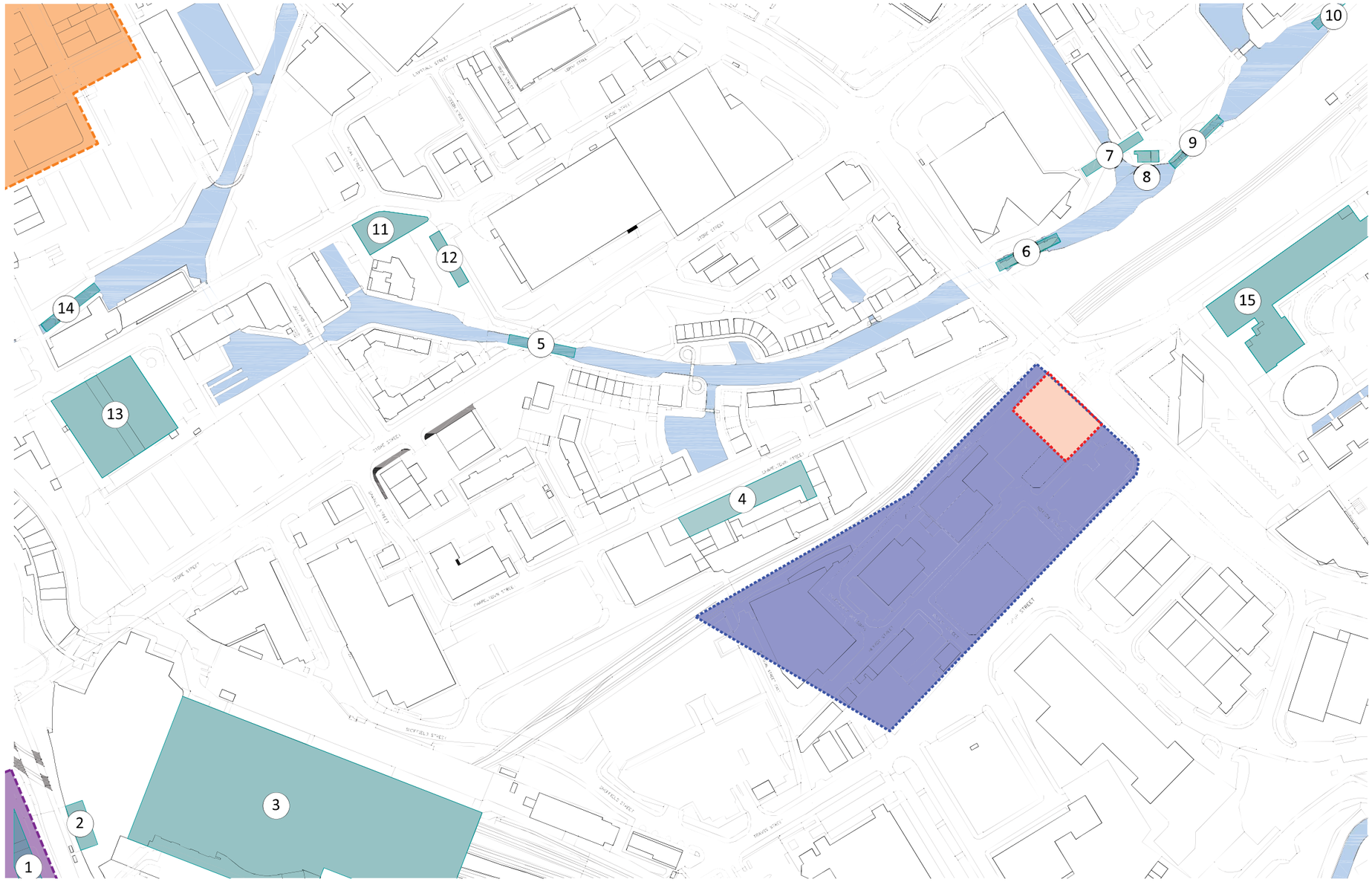
1.3 HISTORICAL CONTEXT

1.3.1 LISTED BUILDINGS

There are no listed buildings within the Portugal Street East SRF area. The following are within approximately 250m of the PSE SRF.

1. 1 London Road Fire Station (Grade II*)
2. Former Goods Offices to Piccadilly Station (Grade II)
3. Train shed and undercroft at Manchester Piccadilly Station (Grade II)
4. Phoenix Works (Crusader Works) (Grade II)
5. Store Street Aqueduct (Grade II*)
6. Ashton Canal Lock Number 1 (Grade II)
7. Ashton Canal Towpath Bridge over Junction with Islington Branch Canal West of Lock Number 2 (Grade II)
8. Ashton Canal Lock Keepers Cottage Beside Lock Number 2 at Islington Branch Junction Basin (Grade II)
9. Ashton Canal Lock Number 2 off South End of Vesta Street (Grade II)
10. Ashton Canal Lock Number 3 on South Side of Ancoats Hospital (Grade II)
11. Former Junction Works at Paradise Wharf (Grade II)
12. Stable block to South East of Junction Works at Paradise Wharf (Grade II)
13. London Warehouse (Grade II)
14. Rochdale Canal Lock Number 84 (Dale Street Lock) (Grade II)
15. Cooperative Warehouse (Grade II) - Albion Mill

The impact on the Built Environment is considered within Chapter 9 of ES Volume 2 and Appendix 9.1 of ES Volume 4.



Listed Buildings



[1] London Road Fire Station



[2] Piccadilly Station Goods Offices



[3] Piccadilly Station train shed



[4] Phoenix Works (Crusader)



[5] Store Street Aqueduct



[6] Ashton Canal Lock 1



[7] Ashton Canal Towpath bridge Lock 2



[8] Ashton Canal Lock Keepers Cottage



[9] Ashton Canal Lock 2



[10] Ashton Canal Lock 3



[11] Junction Works



[12] Stable block (Junction works)



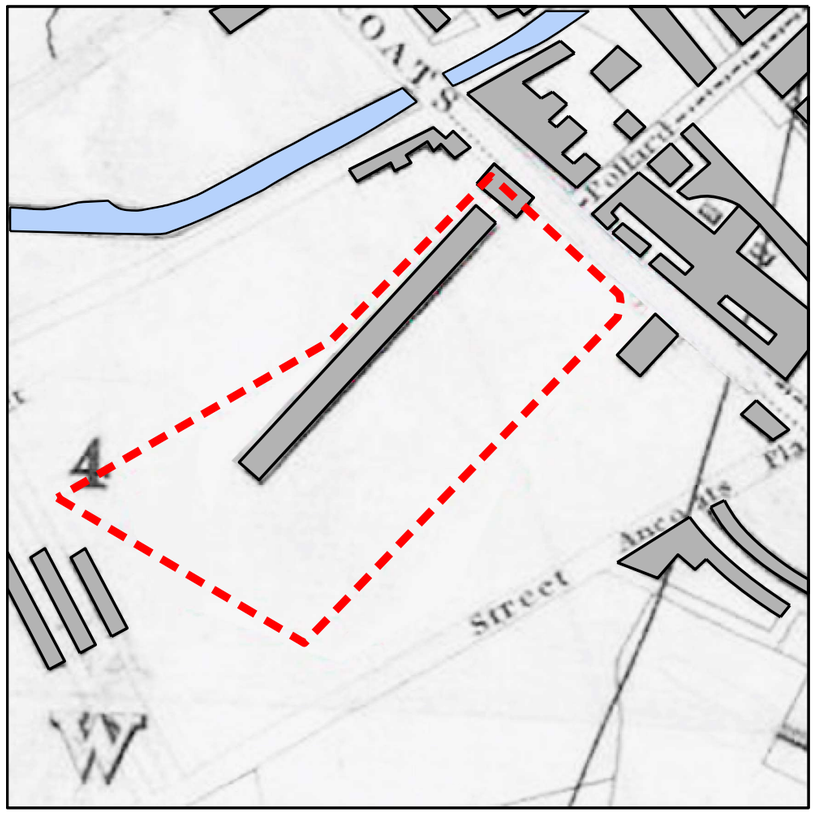
[14] Rochdale Canal Lock 84



[15] Albion Mill

1.3 HISTORICAL CONTEXT

1.3.2 SITE HISTORY



1829

Historically the PSE SRF site was largely undeveloped until the construction of 'Rawlinsons Terrace' on Long Street in the 1820s.



1848

By the mid-19th century, the land to the north between Ashton & Stockport Canal and Chapel Street was redeveloped with industrial premises (most notably the Phoenix Works). Portugal Street is in evidence on historic maps from 1858.



1 **Phoenix Works (1879)**



1893

By the late-19th century the SRF site was fully developed with high density terraced housing and various public buildings including St Andrews Church. This includes the development site which was occupied by terraced housing fronting onto Great Ancoats Street. Store Street Station, which was built in 1842 and remodelled to London Road Station in 1881, lies to the south west. Ancoats Goods Station to the east was constructed in the late-19th century.



2 **Heyrod Street (1900)**



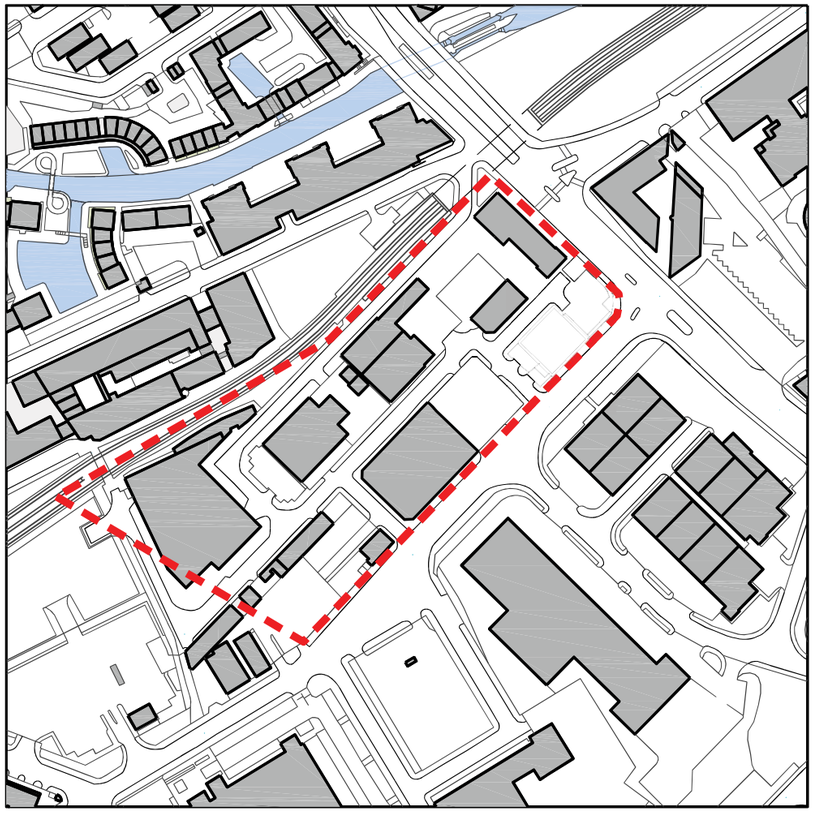
1922

The area remained largely unchanged until the mid-20th century when the area suffered extensive bomb damage during World War II, followed by the wider slum clearance of Manchester City Centre in the 1950's. This included the demolition of St Andrews Church and many of the surrounding residential properties.



1970

One of the oldest elements that still stands today is the Aeroworks building which was built in 1940 to house a factory where parts for the Avro-Lancaster heavy bomber were manufactured.



2020

The site is currently occupied by a single storey industrial unit which is used as a safety deposit centre. The surrounding buildings are primarily light industrial warehousing and offices.

Armstrongs Office Furniture store on Adair Street was demolished in December 2019.



3 **Longacre Street (1966)**





4 **Aeroworks, Adair Street**

1.4 PHYSICAL CONTEXT

1.4.1 BUILDING USES

The context surrounding the site incorporates a number of building types with the prominent uses being residential, light industrial warehousing and offices.

There are three notable schemes which have received planning consent and are under construction.

[1] Crusader Works conversion to create 126 residential apartments and a further 75 residential units within a new 10 storey block. Total 201 residential apartments.

[2] Oxygen on Store Street consists of 357 residential units, including 345 apartments and 12 townhouses, to be delivered within a part 9, part 15 and part 31 storey block (including ground and lower ground floor).

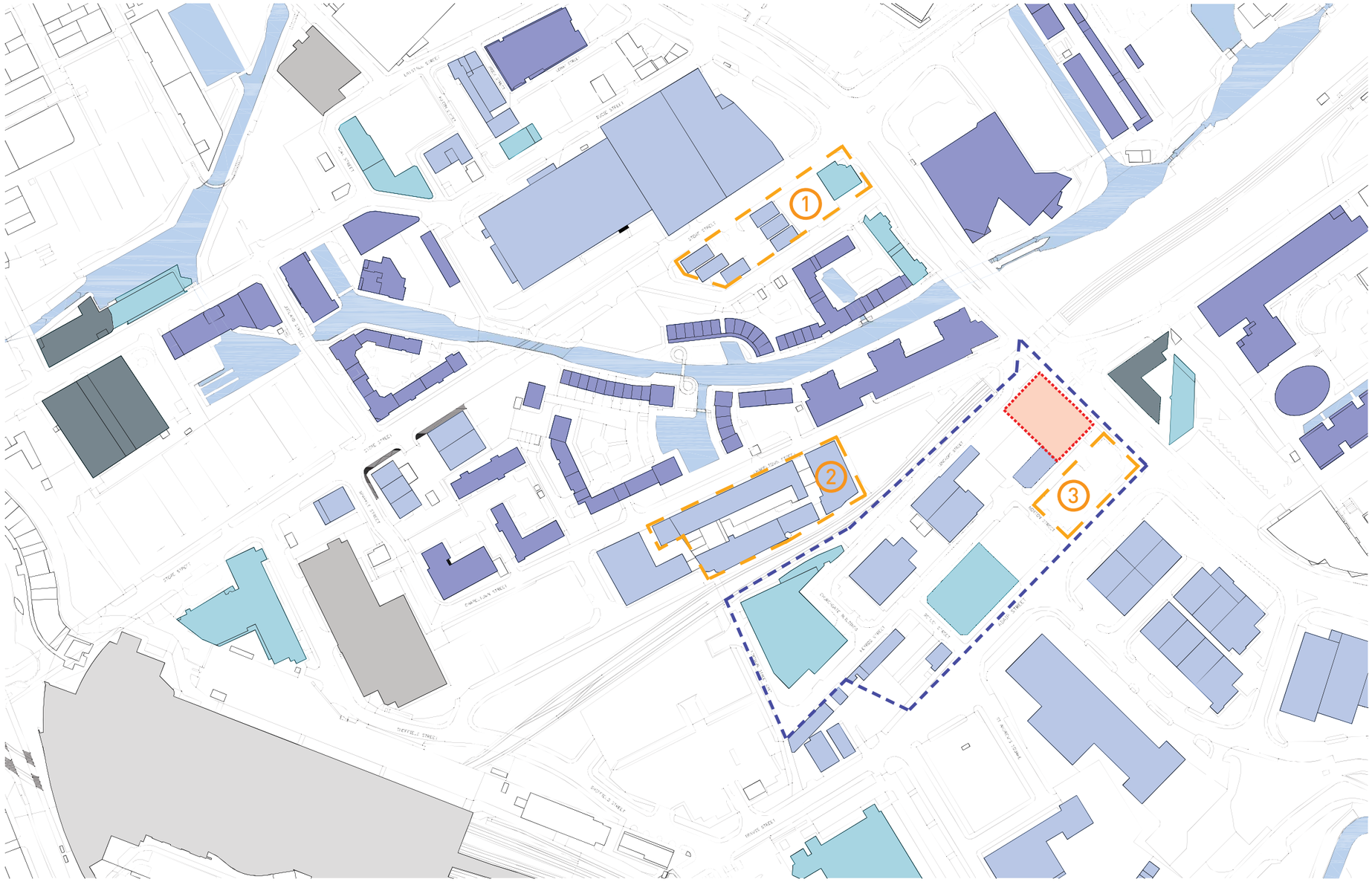
[3] Adair Street Hotel consists of 275 bedroom hotel with bar and restaurant facilities at ground floor.

Schemes within the PSE Masterplan area which have received consent are as follows.

121099/FO/2018 - Construction of two residential buildings with a linked central podium, to deliver 488 units, shared amenity space, 27 car parking spaces, 492 cycle spaces, landscaping (including new Public Park), lighting, highways and associated works following demolition of existing buildings and structures. Approved subject to Section 106 agreement 16 January

2020. 121467/FO/2018 - Phased demolition of existing buildings including those within Plots A to E and delivery of public realm (including hard and soft landscaping, tree planting and street furniture), including a public square, highways improvements and associated works. Approved the application 16 January 2020.

122599/FO/2019 - Demolition of existing building and erection of a 13 / part 14 (plant level) storey building to create a 275-bedroom hotel (Class C1) use. Approved 23 September 2019.



Building Uses

Quantum



Piccadilly Village



Oxygen (Proposed)



Islington Wharf



Islington Mews



CHIPS

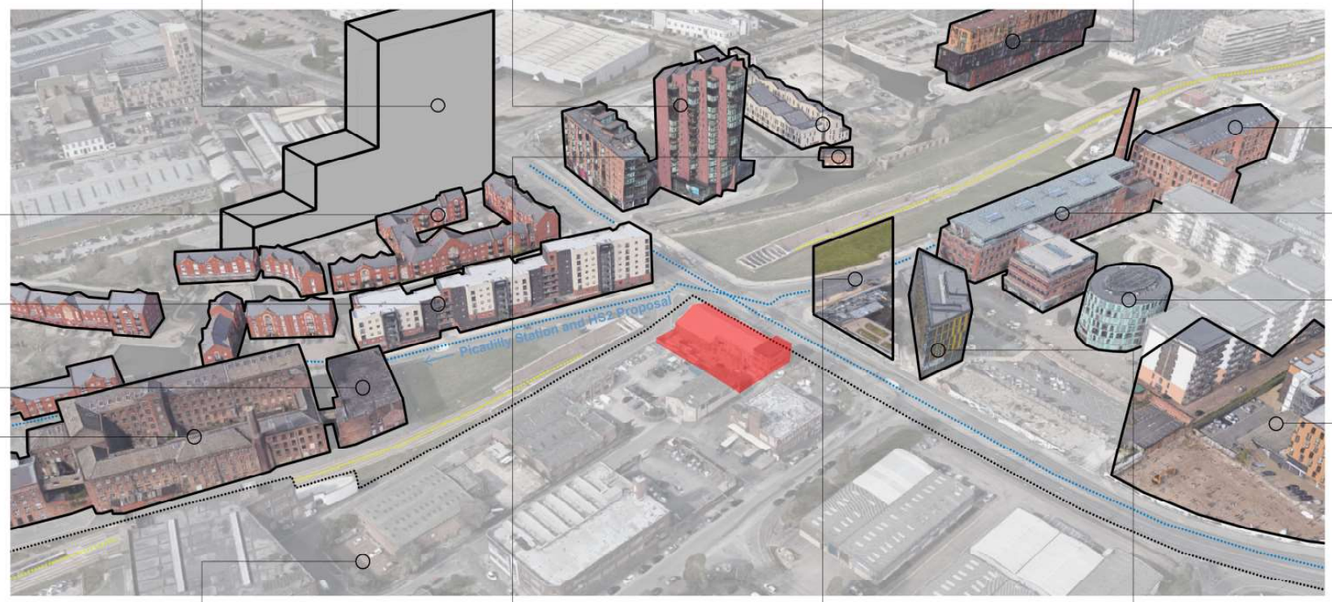


Vulcan Mill



Albion Mill

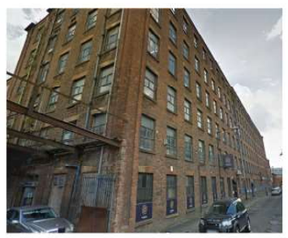




Crusader Works (Proposed)



Crusader Works



LIght Industrial Units



Lock Keepers Cottage



IBIS Hotel



Fabrica



x1 Eastgate



Ovale



1.4 PHYSICAL CONTEXT

1.4.2 ACCESSIBILITY

The site benefits from an exceptional level of accessibility to facilities in the regional centre and is well served by all modes of transport infrastructure.

RAIL

The site is located to the east of the city centre, north of Piccadilly station which is the main rail interchange in Manchester with existing services offering coverage of destinations across the Greater Manchester region and the UK. Metrolink tram services can also be accessed from Piccadilly. The Ashton-under-Lyne to Eccles service borders the site to the northeast, stopping at New Islington, Pollard Street.

BUS

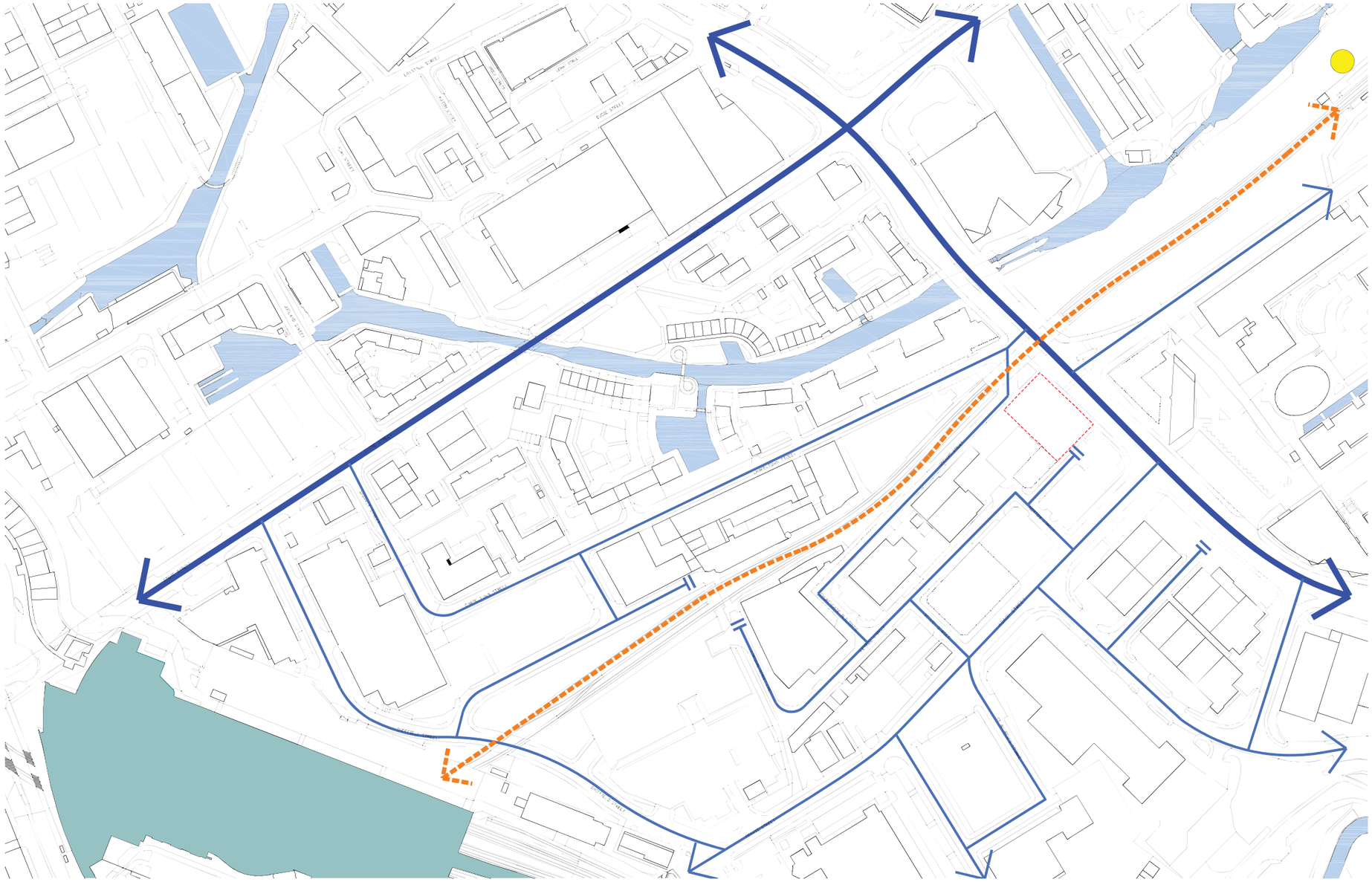
The nearest bus stops to the site are located on Great Ancoats Street, Pollard Street and Piccadilly Station Approach, all of which are within a 5 minute walk from the site. The site also relates well to Metroshuttle bus services (routes 2 and 3) from Piccadilly which provides a free city centre circular bus route connecting the site to key attractions.

CAR

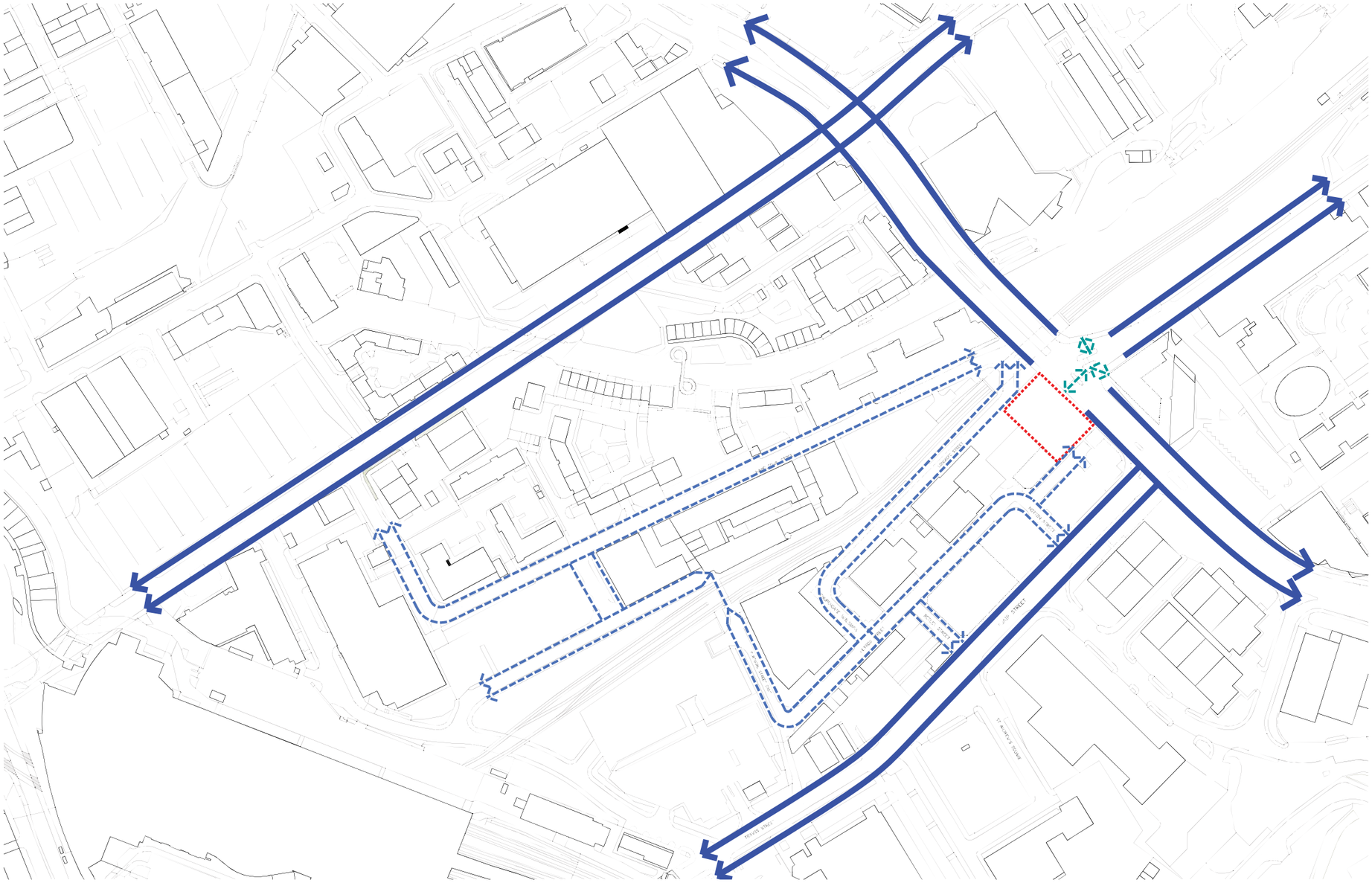
Existing site vehicular access is from Epworth Street and Longacre Street which has a direct connection to Great Ancoats Street (A665). Great Ancoats Street is a major transport link which connects to the Mancunian Way and City Centre.

CYCLE

Continuous connections using the defined Manchester Cycle Network can be achieved from the site to areas in the city centre and also to known central areas, including the Oxford Road Corridor; Salford University; and, Salford Quays.



Existing Connectivity - Vehicular



Existing Connectivity - Pedestrian

Ashton canal cycleway is one of six cycleways in Greater Manchester that give cyclists more space on traffic-free paths, quiet roads, and special lanes separated from the traffic. Ramp access points can be found from Great Ancoats Street and Pollard Street. This traffic-free route takes you along the canal towpath between Ashton-under-Lyne and Manchester city centre. The path has been resurfaced to make it easy for cycling, and has solar-powered lights to guide you in the dark. The route goes past the National Cycling Centre and Etihad Stadium and through the regenerated Ancoats area of the city. There is secure bike parking at the Cycle Hubs at Piccadilly Gardens in Manchester, and at Ashton and Guide Bridge station at the other end of the route.

Further to the northwest, Store Street is part of National Cycle Network (NCN) Route 66.

PEDESTRIAN

Great Ancoats Street provides pedestrian access for residents walking from Pollard St / New Islington Area towards the City Centre. The topography of the local area is generally flat and conducive to walking. Pedestrian crossing facilities are incorporated into the signalised junction of Great Ancoats Street and Pollard Street to the east of the site. This facilitates pedestrian movements to the nearby Metrolink station (New Islington) which is located within close walking distance of the centre of the application site.

In summary, the site benefits from an exceptional level of accessibility to facilities in the regional centre and is well served by all modes of transport infrastructure.

1.5 PLANNING CONTEXT

1.5.1 INTRODUCTION

The development is subject to local and national design planning policies and guidelines. For a detailed explanation of the planning context please refer to the Planning and Tall Building Statement prepared by Turley.

The principal documents which provide the relevant planning and economic policy context for the determination of this planning application are as follows:

The adopted Development Plan comprises:

- Manchester Core Strategy, adopted July 2012
- Manchester Proposals Map
- Extant Unitary Development Plan policies, adopted 1995 and alterations on various dates
- Greater Manchester Joint Minerals Development Plan, adopted April 2013
- Greater Manchester Joint Waste Development Plan, adopted April 2012

Other material considerations include:

- The emerging Greater Manchester Spatial Framework
- Guide to development in Manchester SPD
- Providing for Housing Choice SPD
- Manchester Piccadilly Strategic Regeneration Framework Update 2018
- Portugal Street East Strategic Regeneration Framework, adopted January 2020.

1.5.2 THE DEVELOPMENT PLAN

The Local Development Framework ("LDF") for Manchester encompasses the adopted Manchester Core Strategy ("CS") (2012), the 'saved' policies of the Manchester Unitary Development Plan (1995), Greater Manchester Joint Waste Plan and Greater Manchester Joint Minerals Plan.

A number of the policies of the Unitary Development Plan ("UDP") remain extant and are relevant to the determination of planning applications. However, given the age of the UDP, it is clear that the CS is the primary local planning policy consideration in the determination of this application.

1.5.3 MANCHESTER CORE STRATEGY

The CS was adopted in 2012 and sets out the long-term spatial vision and policies for the City over the plan period (2012 to 2027). In accordance with Paragraph 213 of the National Planning Policy Framework (Framework) due weight should be afforded to Policies within the CS according to the degree of their consistency with the Framework.

The vision for the city outlines, amongst other things, that by 2027 Manchester will be:

- A successful and accessible City in the front rank of cities in Europe and the world;
- A city with an increased and sustainable healthy population and a community which both benefits from and drives the City's productivity upwards.
- A city with neighbourhoods where people choose to live all their lives because they offer a wide range of quality housing and an attractive environment where locally distinctive character is conserved and enhanced. Neighbourhoods in the North and East of the City will have benefited from a significant increase in the quantity and quality of housing.
- A city with thriving district centres, which have a distinct local character and provide a good range of accessible public services, retail and local facilities.
- A city defined by excellence in urban design and environmental quality, where its distinctive historic environment is understood, valued, cared for and its potential fully realised.
- A city where residents and visitors regularly enjoy a network of quality open spaces, parks and river valleys, enriched with biodiversity, which provide recreational routes and opportunities for sport across the City.

The relevant policies for design are SP1, CC3, CC8, CC9, EC3, EN1, EN2, EN3 and chapter 12 of the NPPF.

1.5.4 HS2 MANCHESTER PICCADILLY STRATEGIC REGENERATION FRAMEWORK (JANUARY 2014)

In January 2014, Manchester City Council adopted the 'HS2 Manchester Piccadilly Strategic Regeneration Framework (2014)' (HS2 SRF). This followed the UK Government's announcement, in January 2013, of their commitment to Phase 2 of High Speed 2 (HS2).

The HS2 SRF was not intended to address the detail of individual streets and development sites. Instead, it was intended to offer a high level structuring framework within which more detailed sub-area guidance could come forward. The precise footprint, scale and quantum of each development plot would therefore be subject to detailed assessment, as part of each future planning application.

The HS2 SRF was subsequently updated in March 2018 to identify key nodal points such as route intersections, key vistas and public spaces as well as gateways within the SRF area. These would typically be the locations, in urban design terms, where taller buildings might be considered. The locations would however, be subject to detailed townscape analysis, key views and microclimate analysis, and a contribution to the quality and quantum of public realm, as part of future planning applications.

Applications also need to address the Core Strategy Policy EN2 on Tall Buildings and Historic England's Guidance on Tall Buildings.



HS2 Manchester Piccadilly SRF (Adopted 2014)

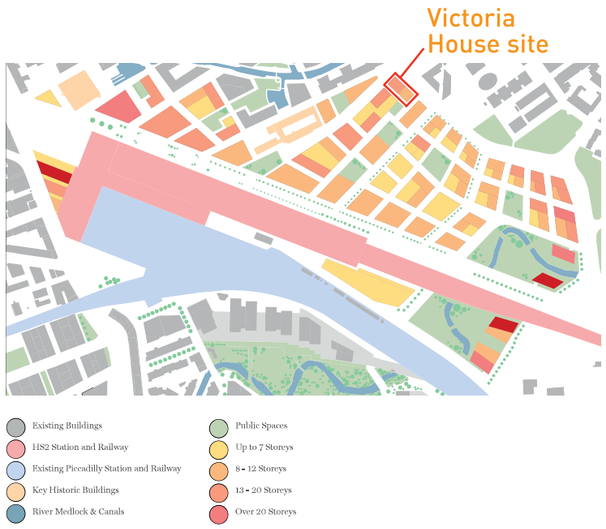




SRF - Existing Urban Grain



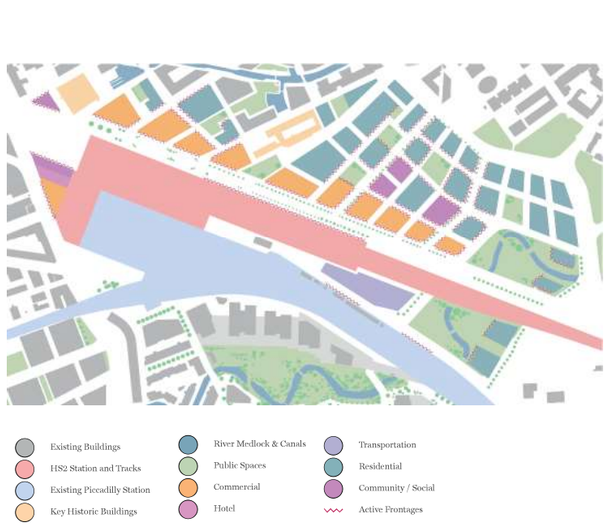
SRF - Proposed Urban Grain



SRF - Heights & Massing



Victoria House Site [8 - 12 storeys to 13 - 20 storeys]



SRF - Uses



Victoria House Site [Residential]

1.5 PLANNING CONTEXT

1.5.5 HS2 SRF UPDATE: PORTUGAL STREET EAST MASTERPLAN (MARCH 2017)

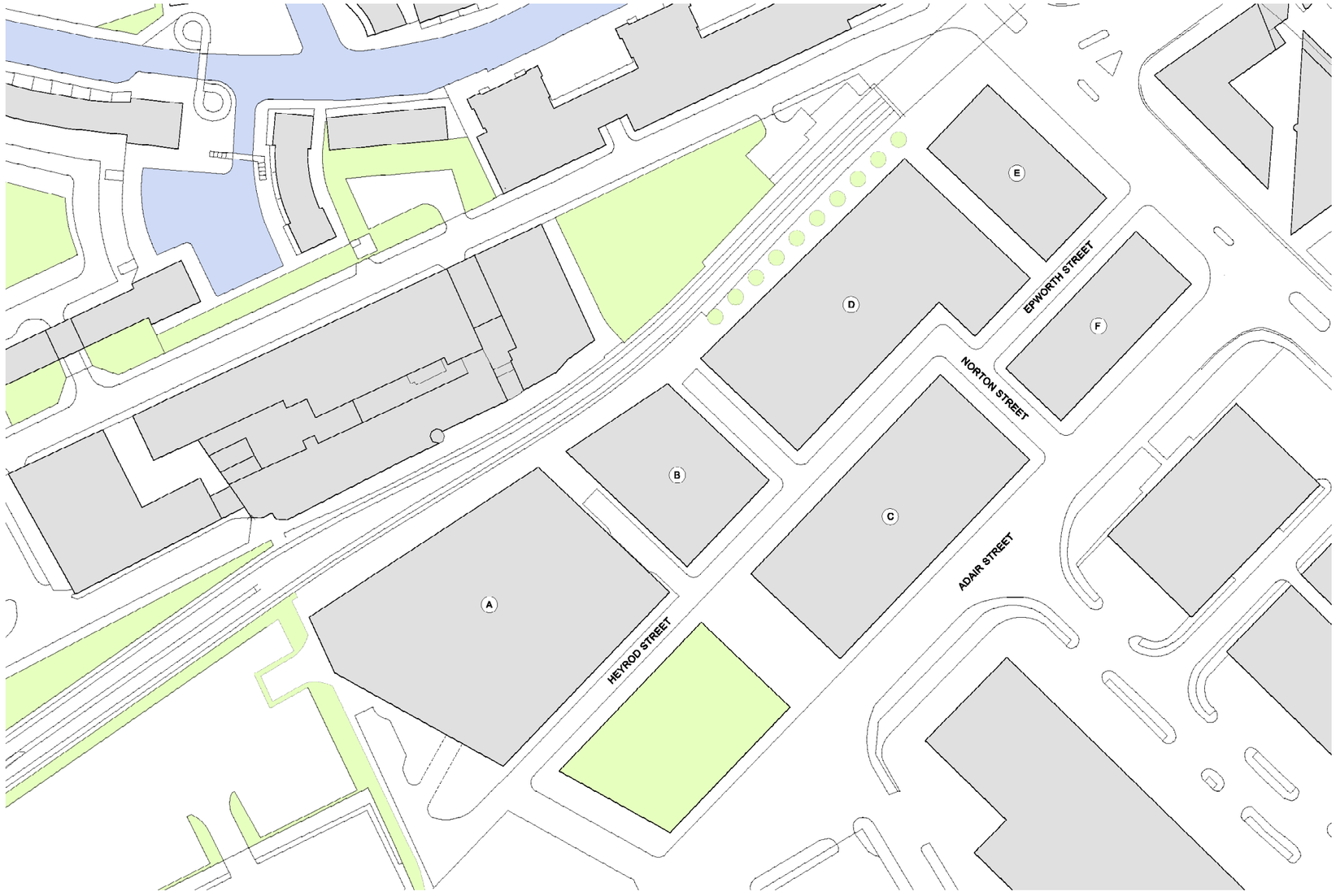
In March 2017, a draft Strategic Regeneration Framework for the Portugal Street East area (PSE SRF) was published. The key objective of the framework was to ensure that the Portugal Street East area develops a "sense of place" through intelligent place-making and design.

> *The vision for the Portugal Street East Masterplan is to shape and realise the city's ambitions to regenerate and transform the neighbourhood surrounding the Piccadilly train station and create a sense of place for the area. The successful delivery of the masterplan will create a new vibrant mixed-use, pedestrian community, which complements the arrival of HS2 and strengthens Manchester's Eastern Gateway. (PSE SRF Vision 1.10)*

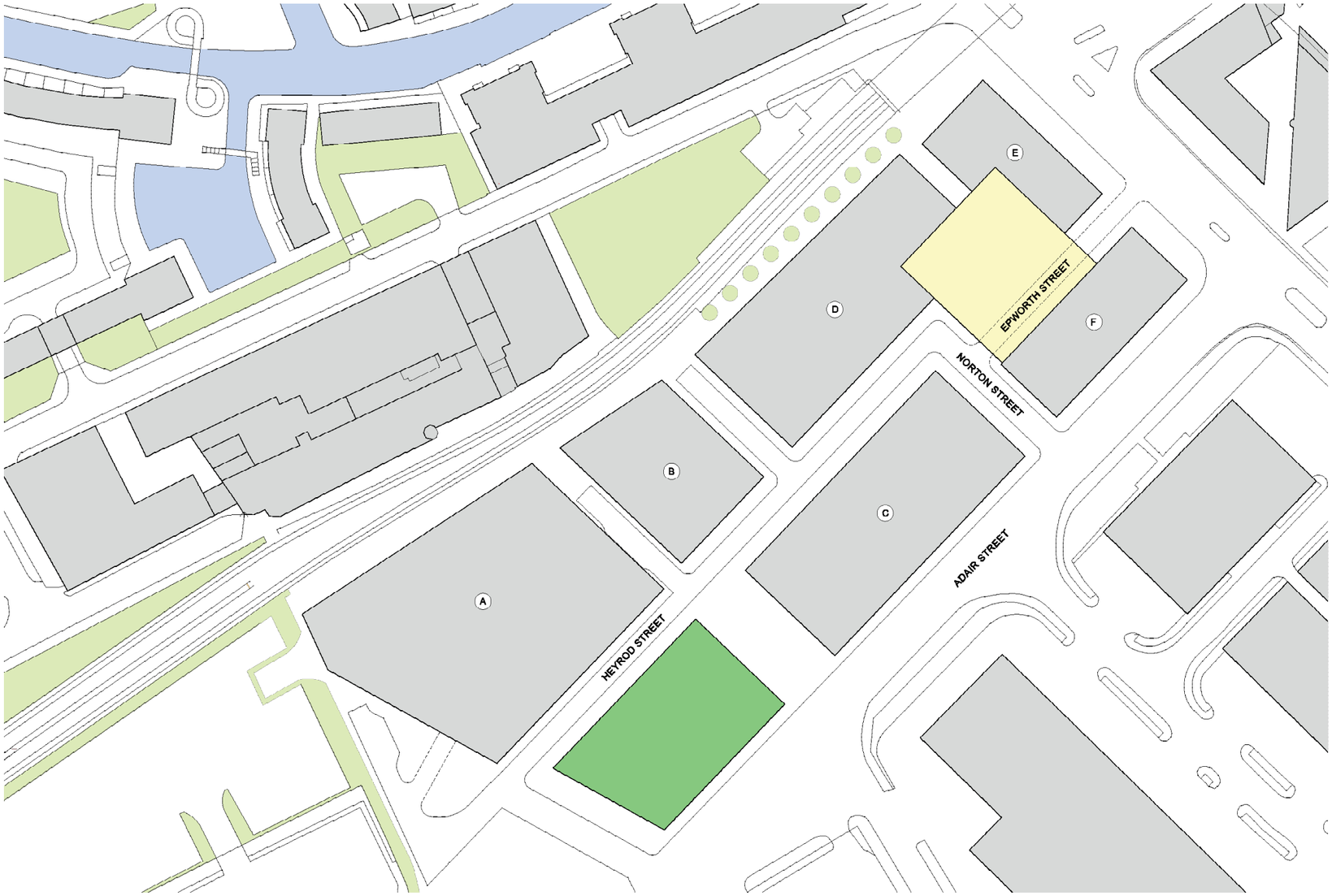
The PSE area currently suffers from the lack of pedestrian connectivity and the over-dominance of the car as a result of lacking a strong sense of purpose and functionality. Pedestrian flows are limited as a result and the highway environment presents difficulties with access. Together with the current lack of an identifiable public realm environment, this prevents the area from enjoying an important role of providing vital linkages between the city centre core and the expanding boundaries to the east.

The key strategic principles identified in the HS2 SRF which were considered in developing the PSE SRF are as follows:

- *A commercially focused mix of uses was presented in the HS2 SRF as a basis for appraising economic viability. It was made clear however that uses other than those shown in the document can come forward in a controlled fashion.*
- *Active frontages are advocated and public access to the ground floor of buildings are to be provided where possible and appropriate, particularly along major corridors of movement through the framework area.*
- *More detailed plans should take into account the presence and character of the listed buildings and their significance in helping to define a unique sense of place in the future.*
- *A recognition that streets are principal public spaces within the city; however, in addition, a network of public spaces will support the higher density of development essential for the city centre to foster sustainable growth, and should offer a range of public outdoor amenity space.*
- *In respect of density, the SRF envisages an area of dense, urban blocks set around a series of public spaces.*



Portugal Street East SRF Masterplan - JULY 2017



Portugal Street East SRF Masterplan
(Manchester Piccadilly SRF - MARCH 2018)

- *Ensuring permeability through the proposals and designing animated and legible connections with neighbouring areas, stitches the proposals into the city's fabric and helps amplify the direct benefits of HS2 through to the surrounding areas.*

- *A road network on a grid that is sympathetic to the scale of Manchester's historic grain and stitched into existing networks to ensure access and permeability.*
  (PSE SRF Planning & Regeneration 1.21)

Within the SRF update area, 3 principal nodal points have been identified as opportunities for taller, landmark developments.

- *Landmark 1 – plots A and B as they mark and are supported by the adjoining public and as a first phase of development can create a critical mass of high quality residential uses and a form of development that can catalyse the wider regeneration of this area.*

- *Landmark 2 – terminating the vista of the Avenue, sitting within Plot E.*

- *Landmark 3 – the north western corner of the SRF update area adjacent to the intersection of Great Ancoats Street, Pollard Street and the Metrolink line/green boulevard/Chapeltown Street.*

In order to update the adopted HS2 SRF, the PSE SRF included a plot plan which was produced on the basis of land ownerships. The plan identified plot size ratios to ensure they are more deliverable and have the flexibility to achieve the quality of a residential led mixed use development. Smaller complementary uses are provided at ground floor to contribute towards the vitality of the neighbourhood, providing frontages and activity at different times of the day.

An important underlying principle across the SRF is to deliver good quality public space. The location, size, configuration and detailed design of additional public realm will be determined on the basis of further collaboration between landowners around the design and character of the area.

The PSE SRF plot plan was updated in July 2017, March 2018 and subsequently adopted in January 2020.

1.5 PLANNING CONTEXT

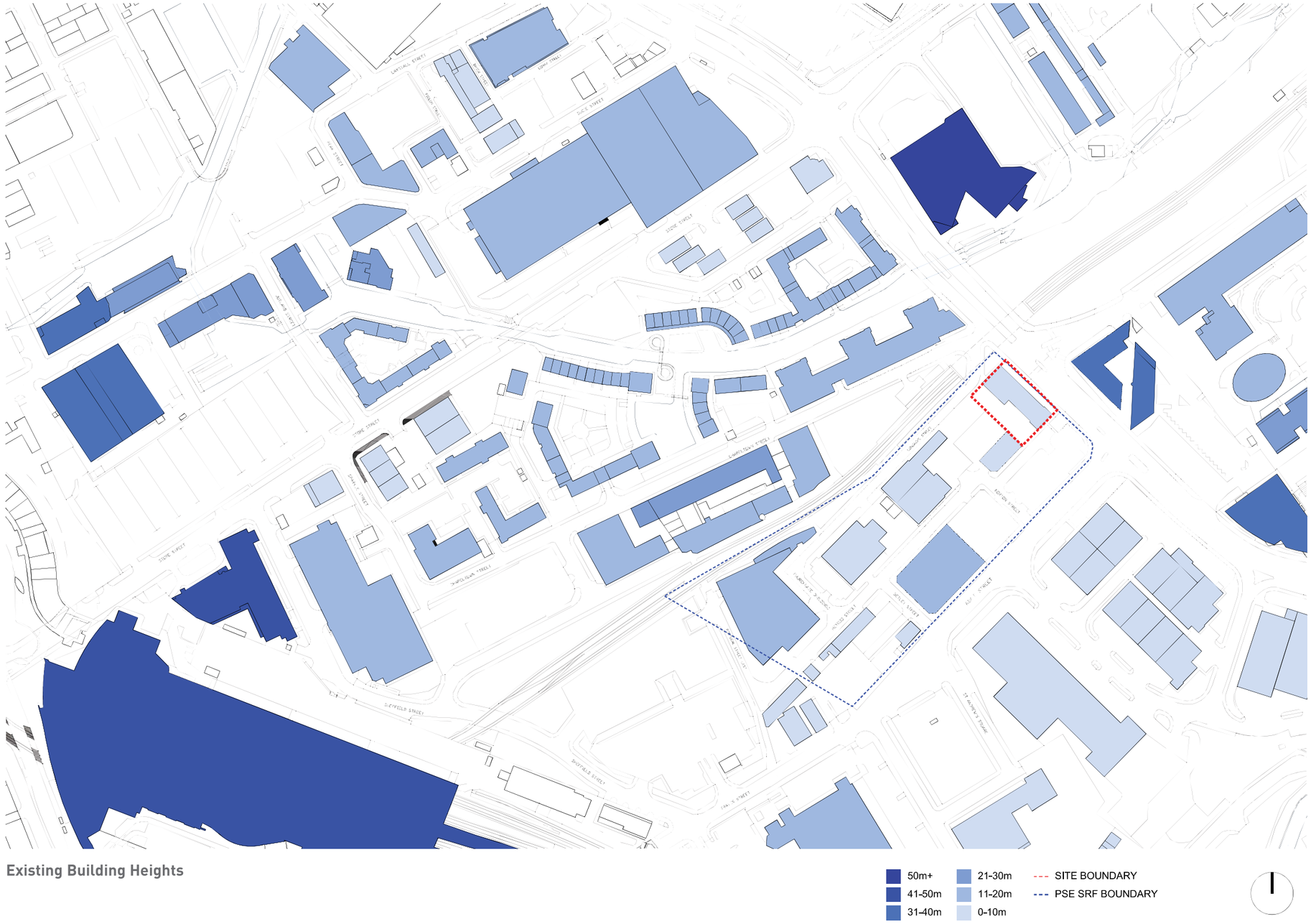
1.5.6 TALL BUILDINGS

The adopted HS2 SRF illustrates how high density development can be accommodated within a quality environment. The HS2 SRF proposed massing builds up to the ring road at the perimeter, and steps down around public spaces to maximise views and natural light to residential plots and public realm. The massing of the proposed development site which fronts the ring road, is illustrated within the HS2 SRF as stepping from 8 – 12 storeys to 13 - 20 storeys.

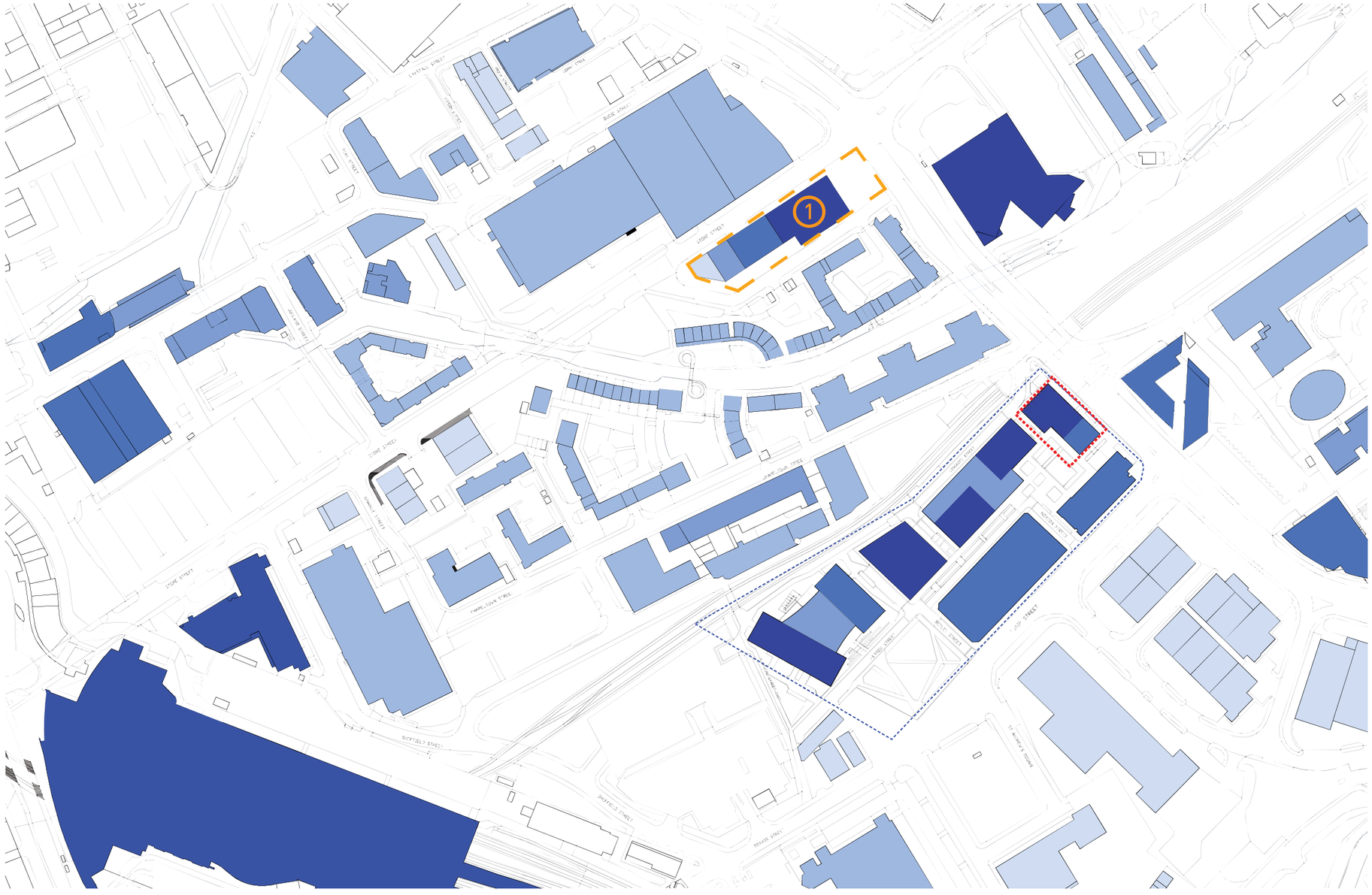
The updated PSE SRF (July 2017) also promoted high density forms of development which would be supported by an appropriate quantum and quality of public space. The updated PSE SRF removed any reference to an upper limit on density and placed a greater emphasis on quality design to support the regeneration for the area as a whole. The principle established was buildings of greater density would need to be justified on the basis of increased quantum and quality of associated public and private amenity space. This approach was to provide greater flexibility, where high quality and sustainable design and place making solutions could be demonstrated at higher density.

Clause 6.40 states:
As part of this high density approach, this SRF update considers that the area can support additional height compared to the heights suggested within the adopted HS2 SRF. This is likely to relate to key nodal points such as route intersections, key vistas and public spaces as well as gateways within the SRF area; however, the precise location of taller buildings within the masterplan will be subject to further townscape and key view analysis as well as urban design work. In addition, increase in height over and above the endorsed HS2 SRF will need to be supported by the delivery of enhanced public and private amenity space where possible. Elsewhere plot heights should mediate scale and create a dynamic and varied skyline.

The key design considerations outlined in Section 3.1 illustrate how the development responds to the constraints and opportunities the site presents as a key nodal point and gateway into the PSE masterplan from Great Ancoats Street.



Existing Building Heights



Proposed Building Heights - Portugal Street East SRF & Consented Schemes
[1] Oxygen Site

The phased demolition of existing buildings and delivery of public realm, including a public square, highways improvements and associated works was approved in January 2020 (Refer to Landscape Section 4.0). This outlines the vision for the public realm which has been developed from the PSE SRF key aspirations. All development plots within the PSE Masterplan will be required to make a financial contribution to the creation and maintenance of the main area of public realm.

The proposed development site was identified as a principal nodal point and opportunity for a taller, landmark building within the PSE SRF.

- *Landmark 2 – terminating the vista of the Avenue, sitting within Plot E.*

The SRF also highlighted the need for tall buildings to satisfy the criteria for assessing the merits of tall buildings within national and local planning policy guidance. Particular emphasis was be placed on:

- *Understanding effects on the historic environment through a visual impact analysis and assessment of verified key views.*
- *Ensuring that microclimatic effects in terms of wind and sunlight / daylight, do not have an adverse effect on the safety, comfort or amenity of the area.*
- *Proposals for tall buildings will need to be sustainable. In terms of energy use, the City Council's policy standards will be expected to be properly addressed and where possible surpassed.*
- *Landmark buildings will need to be of the highest architectural quality and have a positive relationship to the city's skyline.*
- *They should contribute to the legibility of the area, and the provision of public space and high quality public realm.*
- *The design needs to be credible and therefore demonstrably deliverable.*
- *Tall building proposals within key city centre regeneration areas such as the HS2 SRF should have clearly identified regeneration benefits. They should act as a catalyst to the positive regeneration outcomes. (PSE SRF Density and Landmarks 6.64)*

A Planning and Tall Building Statement has been submitted as part of the application.

2.0 Involvement

2.1 CONSULTATION

2.1.1 INTRODUCTION

A number of design approaches and solutions have been tested and discussed with Manchester City Council in pre-application meetings and Places Matter.

A Statement of Community Engagement has been submitted as part of the application.

The design development and consultation has been briefly summarised in the following sections:

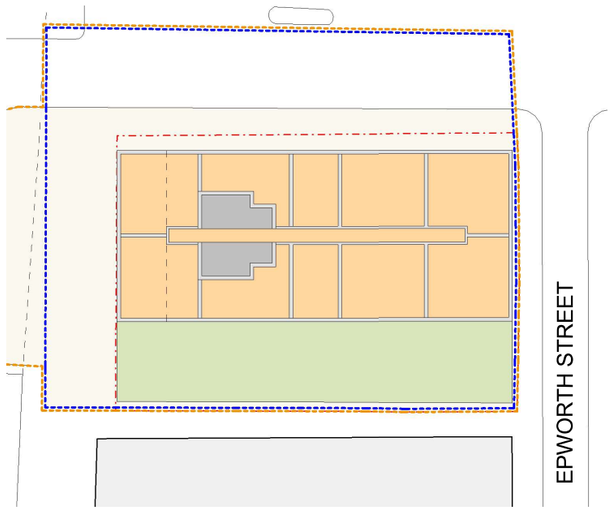
2.1.2 INITIAL FEASIBILITY STUDIES

September 2017

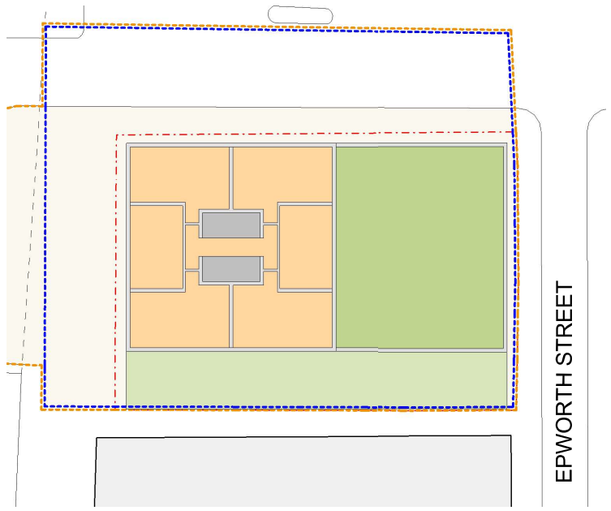
Summary:
A series of feasibility studies which adhered to the existing historic street grid and the HS2 SRF masterplan were undertaken.
The studies explored linear and central core clusters of six and eight units and tested possible layout and massing configurations.

Although the linear, central corridor layout broadly aligned itself with the massing illustrated within the HS2 SRF, formally the building was the least successful. The difference in height between the upper and lower forms was not great enough to produce an elegant landmark to address the corner of Great Ancoats Street and Longacre Street.

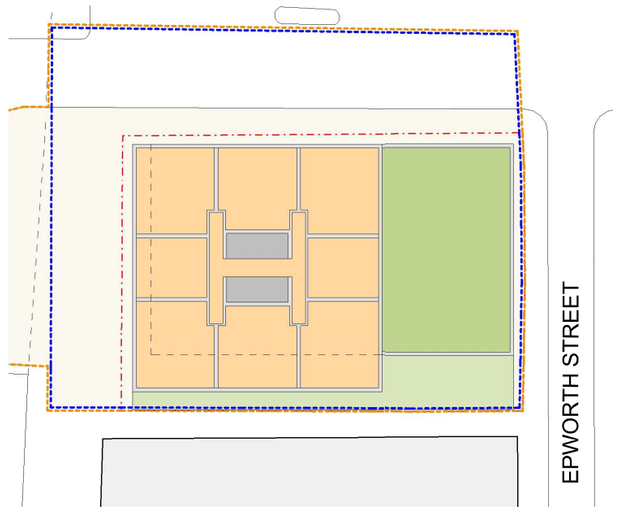
The central core cluster with a lower podium was therefore taken forward as a solution. This produced a more slender form which was also aligned to reinforce the view corridor down Heyrod Street.



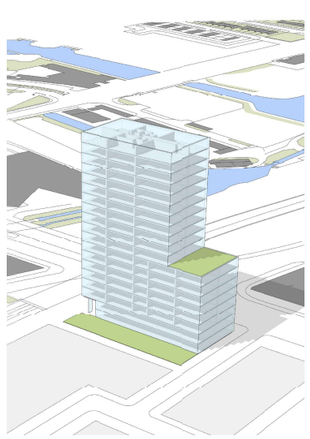
LINEAR / CENTRAL CORRIDOR (10 UNITS)



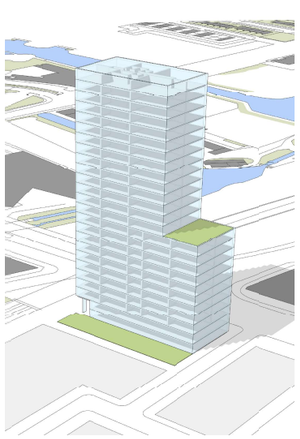
CENTRAL CORE / CLUSTER (6 UNITS)



CENTRAL CORE / CLUSTER (8 UNITS)



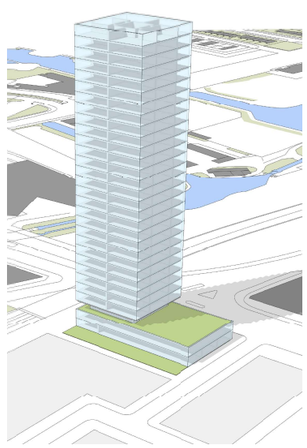
G + 18 FLOORS (126 UNITS)



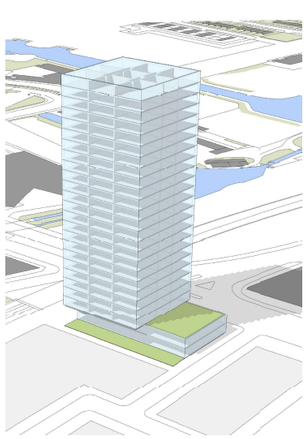
G + 24 FLOORS (174 UNITS)



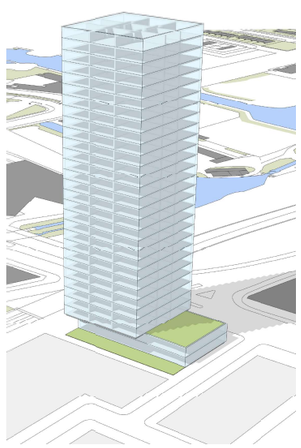
G + 22 FLOORS (120 UNITS)



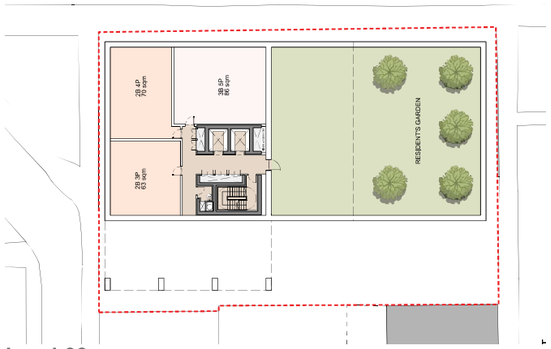
G + 29 FLOORS (162 UNITS)



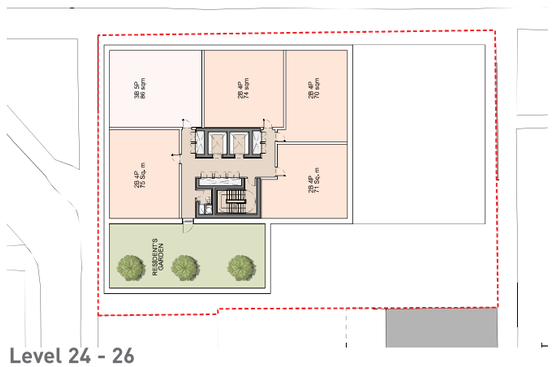
G + 24 FLOORS (184 UNITS)



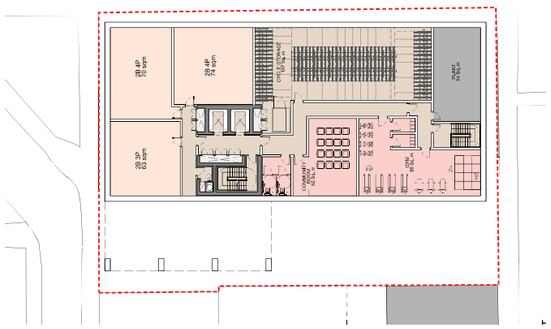
G + 29 FLOORS (224 UNITS)



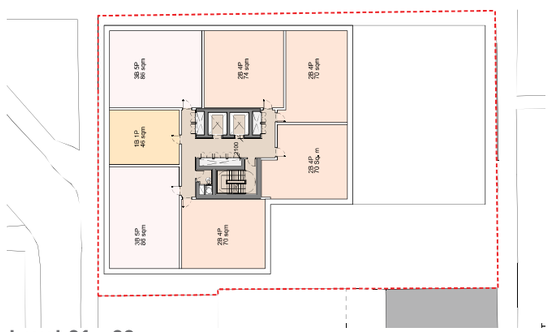
Level 02



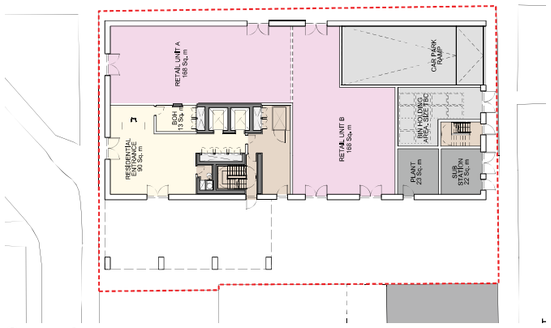
Level 24 - 26



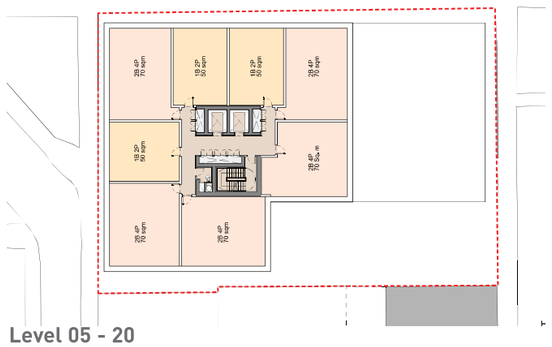
Level 01



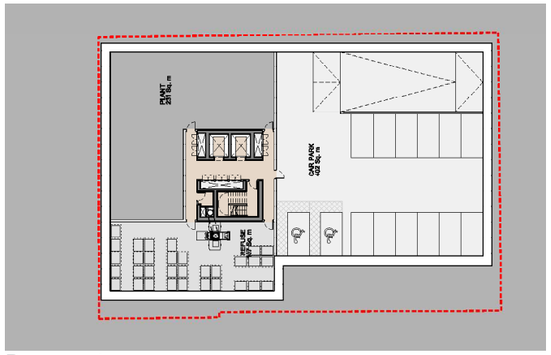
Level 21 - 23



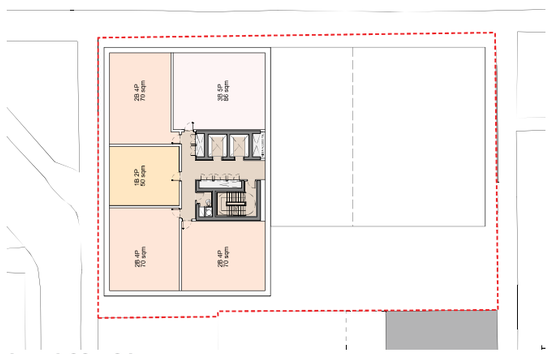
Ground



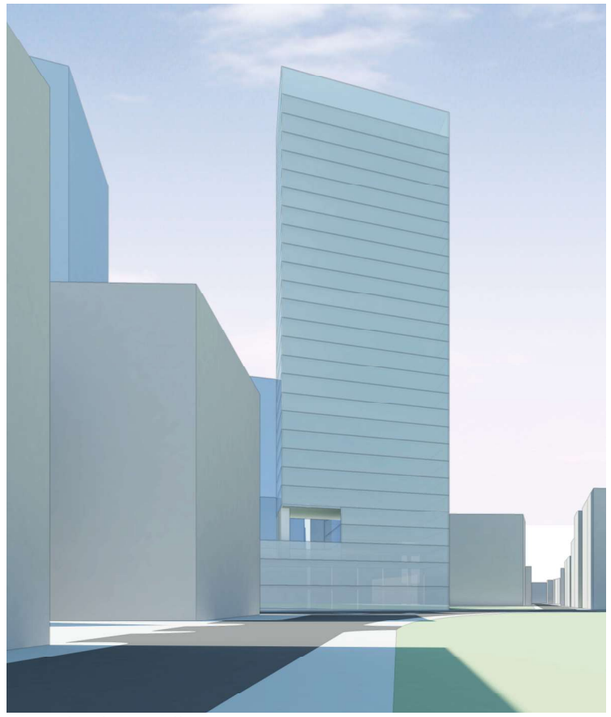
Level 05 - 20



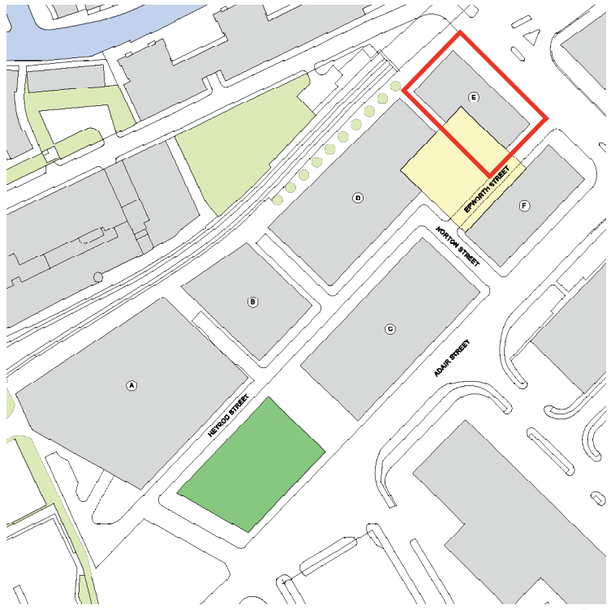
Basement



Level 03 - 04



View B - Pollard Street



Portugal Street East - Masterplan

2.1.3 PRE-APPLICATION MEETING

5th June 2018 – SHP brochure 10122-SHP-RP– CP 08

Ground + 26 floors.

180 apartments including 53 no. 1 beds (29%), 115 no. 2 beds (64%) and 12 no. 3 beds (7%).

Summary:
Although the six unit central core cluster was more slender, the design was less efficient and successful as a response to the emerging Portugal Street East plot plan. The plot plan included a new public square, formed at the end of Heyrod Street with frontage to the site (Plot E) and Plots D & F.
The central core cluster was therefore reviewed further and the corner omitted to formally address the square. This also visually reduced the appearance of the building and presented a more slender profile against the skyline. The omission also allowed the number of corner, dual aspect apartments to increase. Two typical residential plans were developed to provide a suitable mix of apartments.

The creation of a podium allows for active retail frontages to be considered to Great Ancoats Street and the new public square and provides an increased level of pedestrian comfort.

The first floor of the podium housed residents amenity spaces including a community room, private dining facilities, gym and cycle storage. Above the podium, a south facing semi-enclosed residents garden was positioned to maximise views into the square and down Heyrod Street and Great Ancoats Street.

2.1 CONSULTATION

2.1.4 PRE-APPLICATION MEETING

10th July 2018 – SHP brochure 10122-SHP-RP– CP 14

Ground + 19 floors.

142 apartments including 47 no. 1 beds (33%), 89 no. 2 beds (63%) and 6 no. 3 beds (4%).

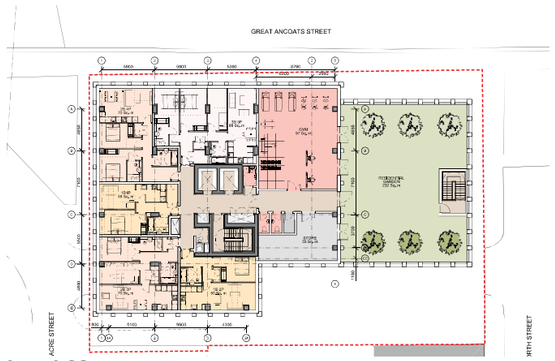
Summary:
The building form and height was explored further and tested from various viewpoints within the existing context. The attached sketches illustrate a 20 storey solution which was aligned to the height indicated in the HS2 SRF.
The internal apartment layouts were developed further with dual aspect living spaces to the corner units.

A dual residential entrance was formed to capture footfall from both Great Ancoats Street and Heyrod Street. The retail frontage was extended towards Epworth Street which forms the public realm entrance to the new square from Great Ancoats Street.

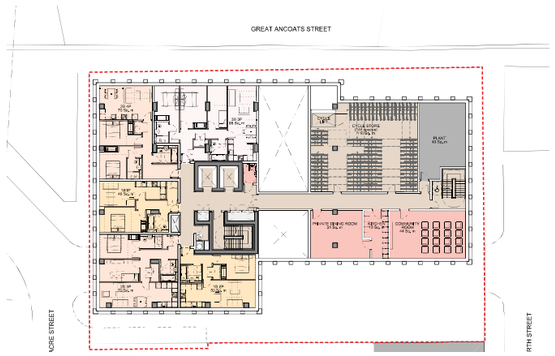
Residential amenity uses were relocated to front and open onto the residents garden at level 02.

Material and visual references were taken from the orthogonal and ordered fenestration of the historical mills. This informed the proposed facade grid and regular disposition of window openings, and makes a connection to the heritage of the surrounding context.

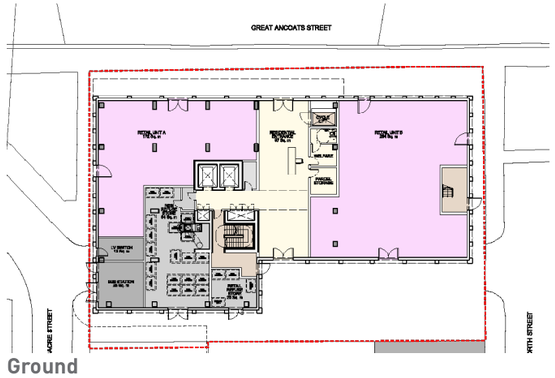
An expressed brickwork facade was developed with a primary grid spanning every two floors and an inset secondary grid to intermediate floors. The two storey grid provides an emphasis to the verticality and slenderness of the building form.



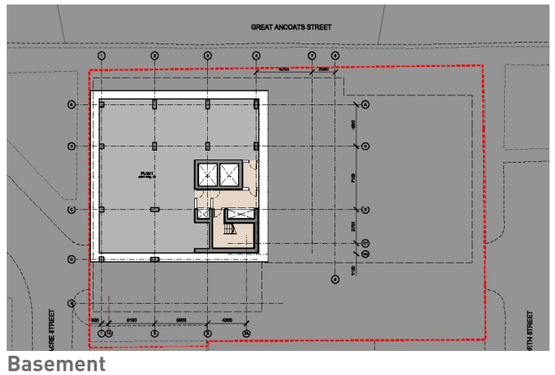
Level 02



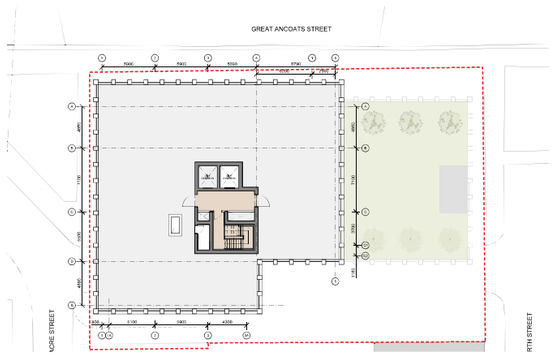
Level 01



Ground



Basement



Level 20 - Roof



Level 16 - 19



Level 03 - 15



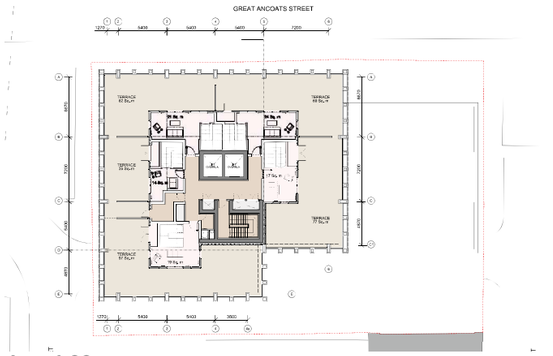
View B - Pollard Street



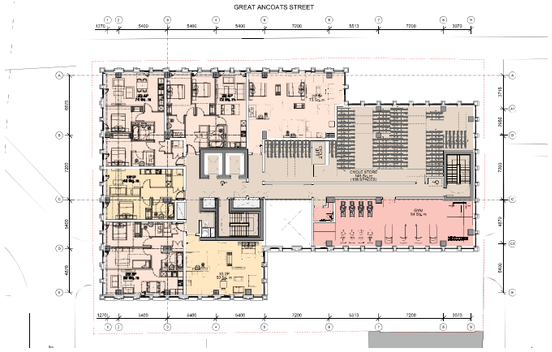
Facade studies



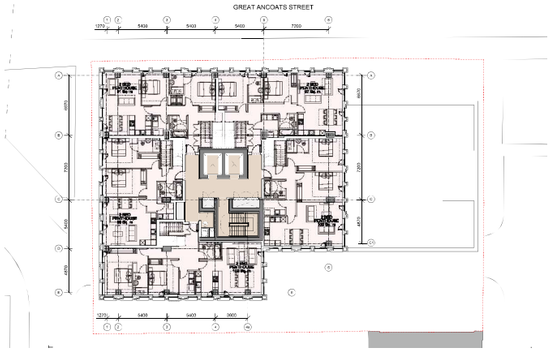
Level 02



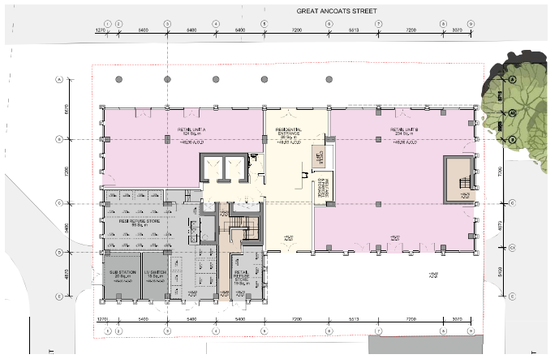
Level 22



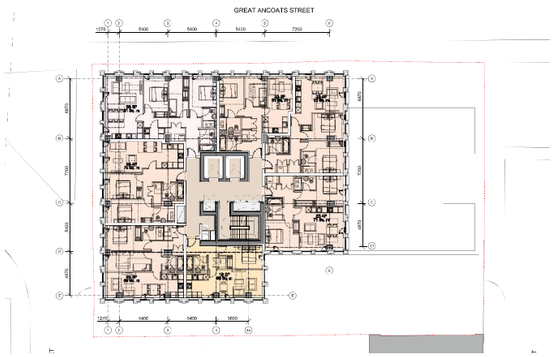
Level 01



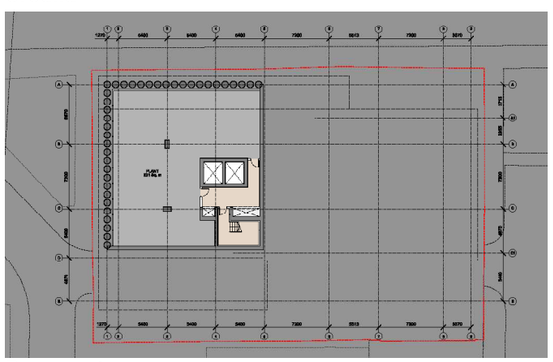
Level 21



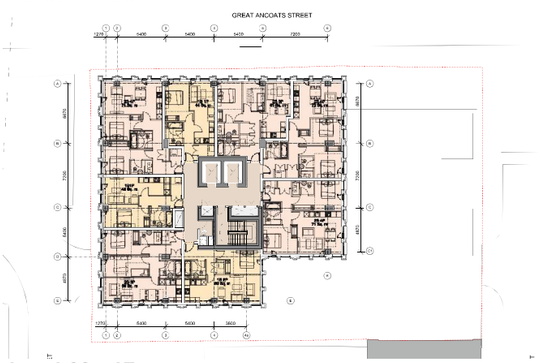
Ground



Level 18 - 20



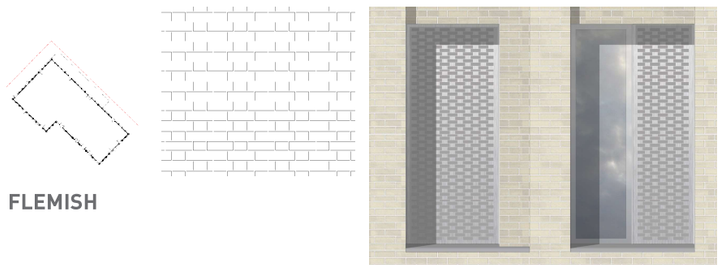
Basement



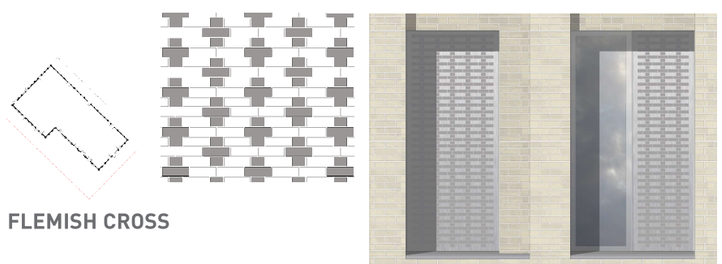
Level 03 - 17



View B - Pollard Street



FLEMISH



FLEMISH CROSS

2.1.5 PRE-APPLICATION MEETING

29th Oct. 2018 – SHP brochure 10122-SHP-RP– CP 28

Ground + 22 floors.

158 apartments including 52 no. 1 beds (33%), 98 no. 2 beds (62%), 3 no. 3 beds (2%) and 5 no. large 2 bed penthouse units (3%).

Summary:
The massing of the building underwent a further review and two additional floors were added to create a more slender and elegant form.
The retail frontages were pulled back from Great Ancoats Street and a colonnade incorporated to articulate the upper and lower forms. The colonnade allows for the width of the public realm fronting Great Ancoats Street to increase and improve pedestrian level access.

The apartment layouts were developed further and the facade openings coordinated in plan and elevation. Further visual references were taken from the surrounding context through an analysis of the different brickwork bonds. These informed two different perforated patterns for the rapid vents (inward opening windows) as different responses to Great Ancoats Street and the new square.

The community and private dining rooms were relocated to front the resident's garden to allow for outside dining / community use.

Penthouses with garden room access to roof terraces were added to the uppermost level.

2.1 CONSULTATION

2.1.6 PUBLIC CONSULTATION

8th November 2018

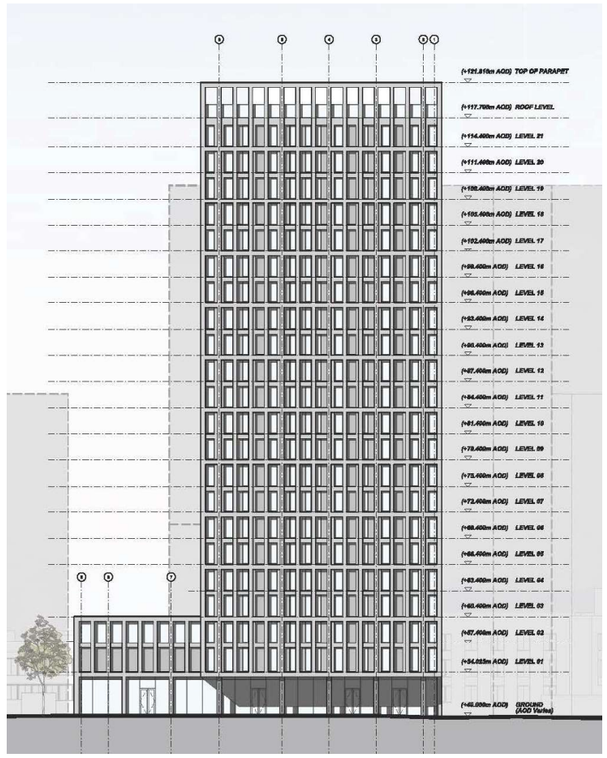
Ground + 22 floors.

158 apartments including 52 no. 1 beds (33%), 98 no. 2 beds (62%), 3 no. 3 beds (2%) and 5 no. large 2 bed penthouse units (3%).

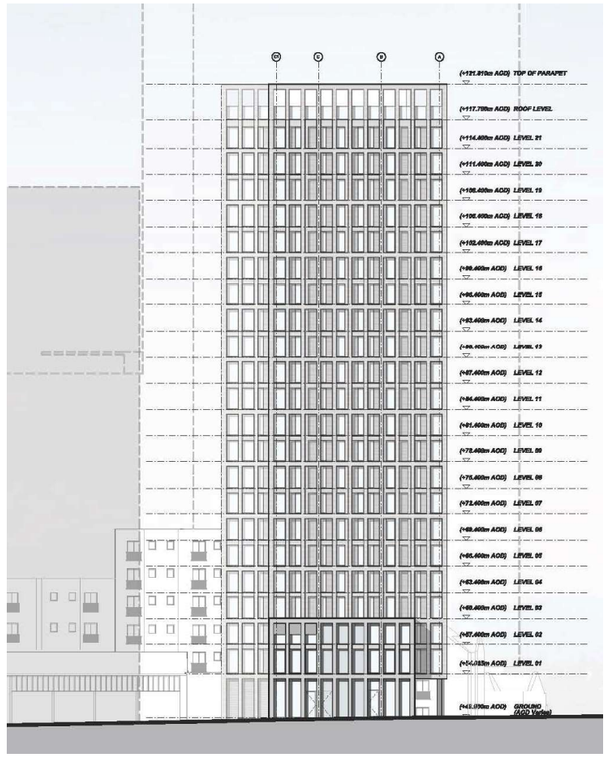
Summary:
Further illustrative material was prepared for both the public consultation and Places Matter review.
An analysis of how the design fitted within the existing context and future HS2 SRF context was produced to explain how the design solution had evolved.

Elevations were fully drawn and a detailed 3d model prepared to undertake a visual impact assessment.

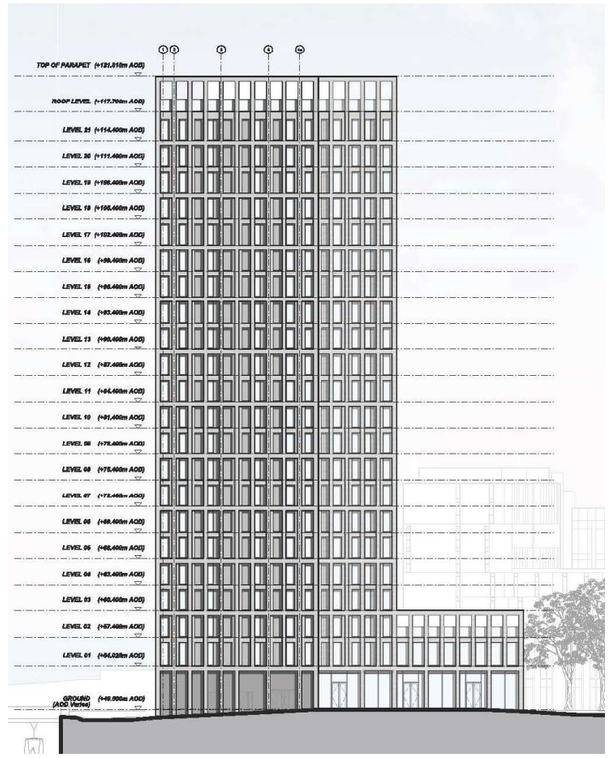
A lighter / buff grey colour palette was developed to provide a lighter more reflective appearance against the skyline and provide a contrast with the historic red brick.



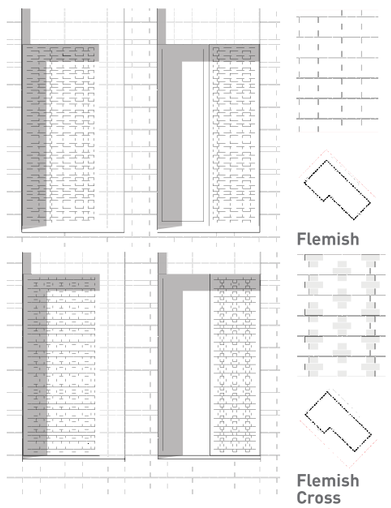
North East Elevation



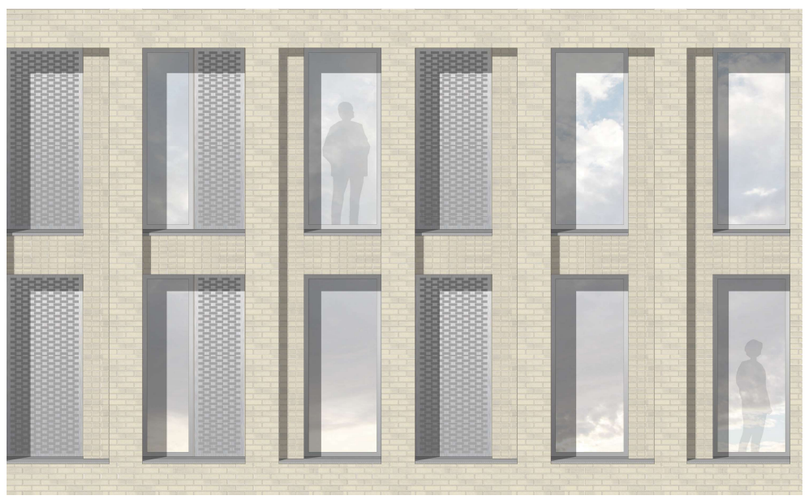
South East Elevation



South West Elevation



Brick Bonds - RAPID VENT
(Flemish and Flemish Cross)



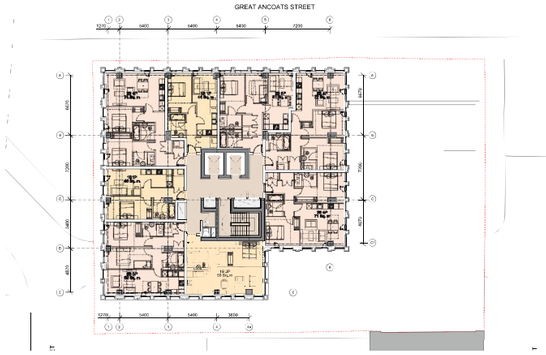
PRIMARY GRID - Stretcher Bond
SECONDARY GRID - Stacked / Checker Board



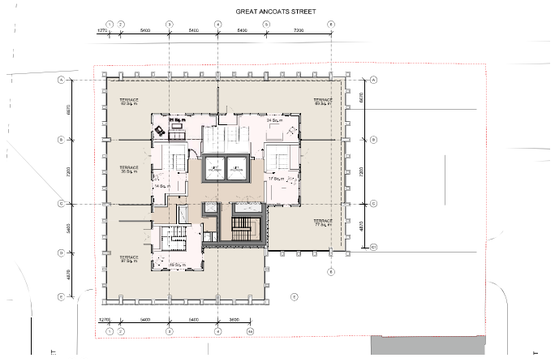
View B - Pollard Street



Ground



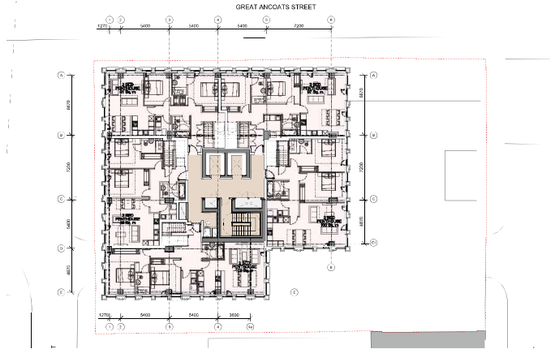
Level 03 - 17



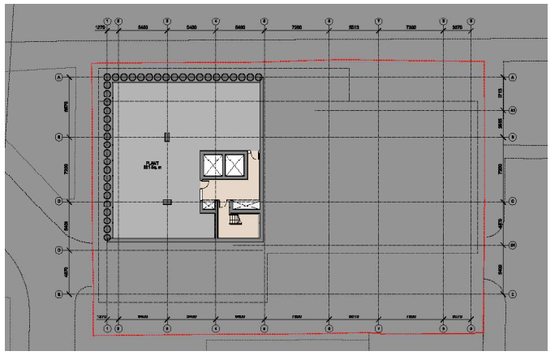
Level 22



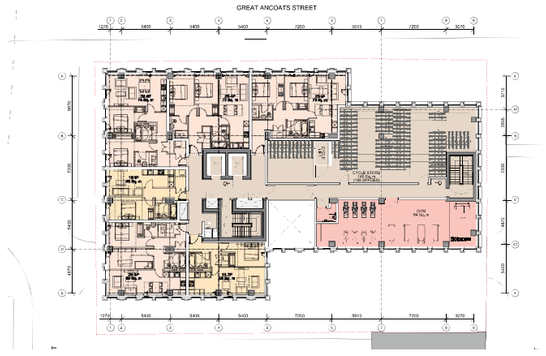
Level 02



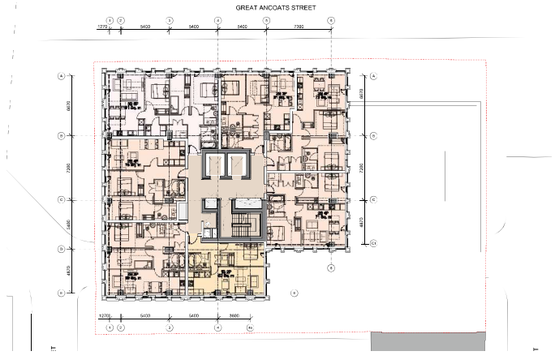
Level 21



Basement



Level 01



Level 18 - 20



Proposed Public Square



Great Ancoats Street



Great Ancoats Street

2.1.7 PLACES MATTER!
14th November 2018

Ground + 22 floors.

158 apartments including 52 no. 1 beds (33%), 98 no. 2 beds (62%), 3 no. 3 beds (2%) and 5 no. large 2 bed penthouse units (3%).

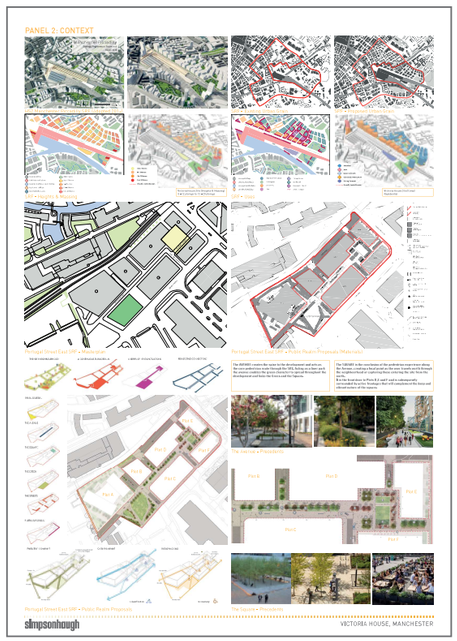
Summary:
The presentation boards illustrate the level of information presented to Places Matter. Physical massing models were also produced to illustrate how the design fitted within the PSE SRF masterplan.
The form, massing and appearance was well received. Comments regarding the public realm entrance to Great Ancoats Street, active frontage and the secondary escape stair position have all been considered and the design amended. The internal apartment layouts have been reviewed further and simplified. (Refer to plans and explanation overleaf)

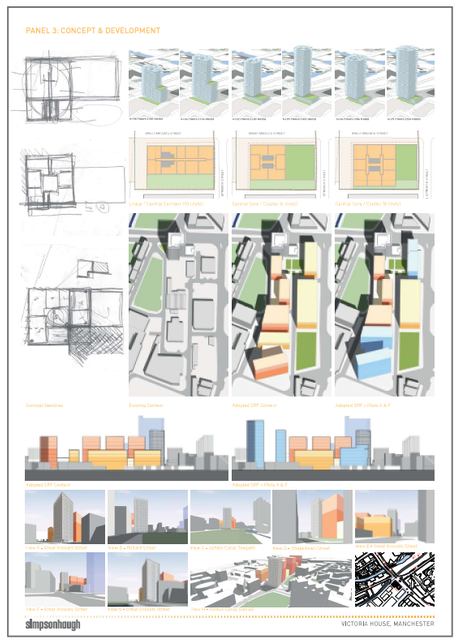
In summary, the Panel was very happy with this as an initial response to the site and commended your three-storey element and the way this allowed the building to "open up the sky". The mathematics of the building was praised, but you might consider the effect of the 'notch' and how this impacts on internal layout. The Panel also felt that this building could go taller if desired.

Places Matter! Design Review Letter - 23rd November 2018

2.1 CONSULTATION













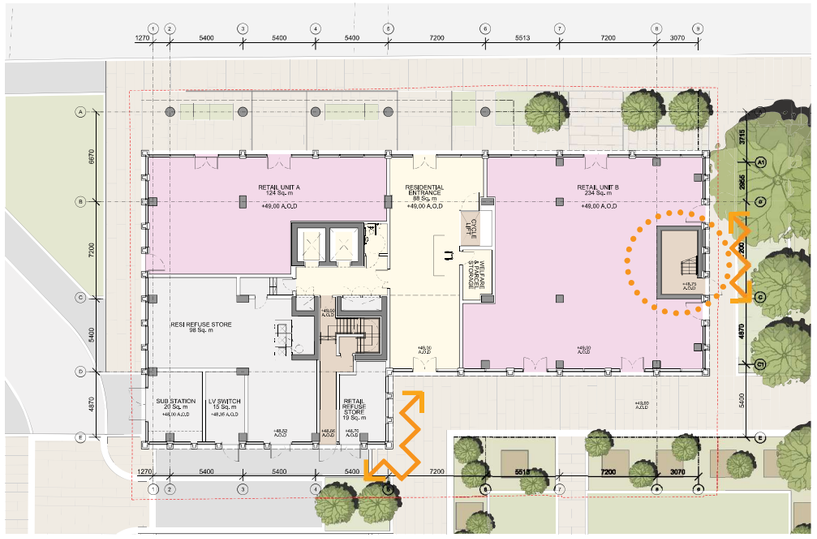


Places Matter! Presentation Boards

2.1.8 PLACES MATTER! DESIGN AMENDMENTS

The following design development has been incorporated following the Places Matter review.

- The public realm route from Great Ancoats Street to Epworth Street and the public square was re-evaluated and further emphasis provided.
- The secondary staircase was relocated inboard of the plan, to allow for increased active frontage to be provided to Epworth Street.
- The repositioned stair allowed for an improved residents garden to be planned.
- Re-planning of the retail refuse store and main core escape route at ground floor improved the interface with the residential entrance and the new square.
- The ground floor columns to Great Ancoats Street were increased in size to reinforce the expression of the base of the building.
- The first floor cycle store was reconfigured and a glazed frontage provided to Great Ancoats Street.
- The internal layouts were reviewed and simplified to create more open plan, spacious apartments.
- The uppermost penthouse level was reviewed and the secondary grid brickwork omitted. The brickwork was replaced with a glazed facade setback to align with the windows at the lower levels. This provides visual interest and lightens the top of the building.



Ground

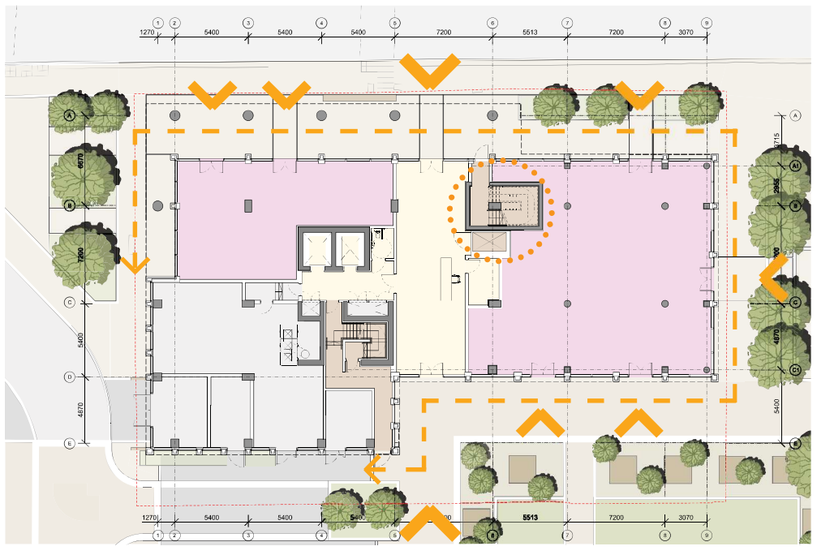
BEFORE



Level 01



Level 02

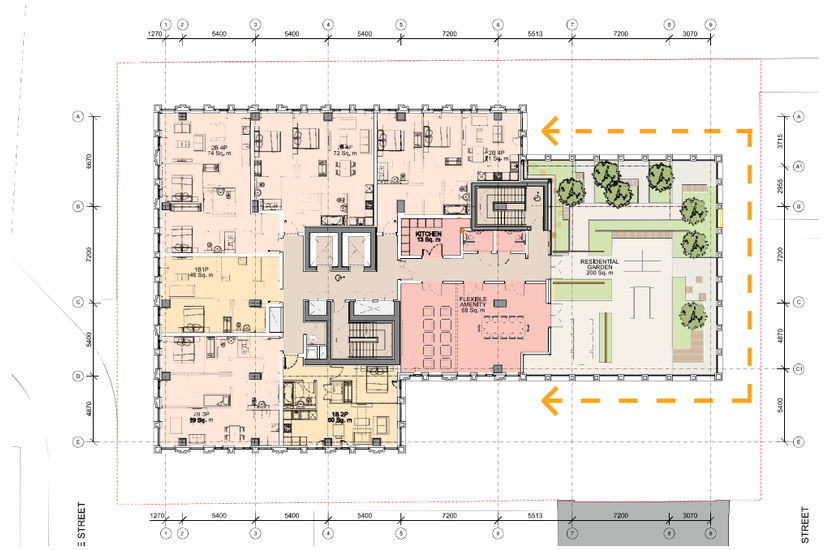


Ground

AFTER



Level 01



Level 02

Active / glazed frontage

Non-active frontage

2.1 CONSULTATION

2.1.9 PRE-APPLICATION MEETING

16th August 2019 – SHP brochure 10122-SHP-RP-CP37

Ground + 21 floors + roof (23 storey)

161 apartments including 53 no. 1 beds (33%), 103 no. 2 beds (64%) and 5 no. 3 beds (3%)

Summary:
The design presented was revised to a PRS (Private Rental Sector) development. This decision was taken following a change in market conditions and subsequent agent advice.

The principal changes to the design involved the recommendation to integrate the residents amenity spaces at ground floor. The amenity provision was also reconsidered. The private dining was exchanged with co-work space and a larger residents lounge and gym was provided at the loss of one of the retail units. The repositioning of the amenity spaces ensured they could be managed from a central control point or reception desk.These revisions allowed for an improved reconfiguration of the cycle store and the addition of two further apartments at levels 01 and 02, in lieu of the repositioned amenity provision.

The uppermost penthouse plan was substituted with the typical plan from the floor below which increased the number of 3 bed units. A green roof was also incorporated in place of the penthouse garden rooms and terraces. This revision resulted in the reduction in height by 1050mm.

MCC recommended the retail unit and gym were exchanged in order for the retail unit to face the square and pedestrian route from Epworth Street to Great Ancoats Street. This would retain the potential for the retail unit to provide outdoor seating and active frontage to the public realm.

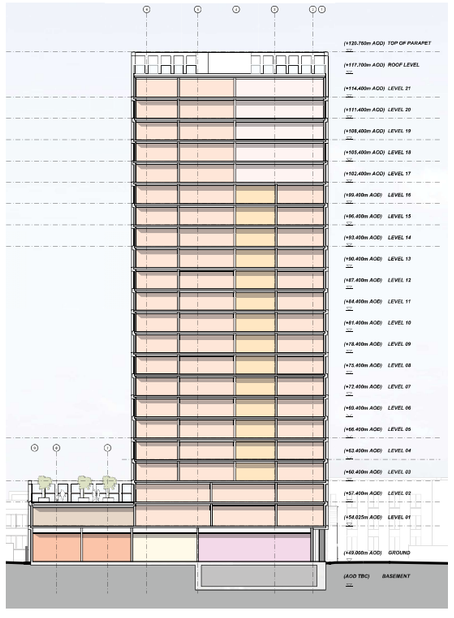
The ground floor layout was therefore subsequently reviewed and the change implemented and entrances repositioned.

Following the integration of the PRS changes the opportunity to add two further floors was explored to increase the viability of the development. This improved the slenderness of the form and responded to the Places Matter! review which felt the building could go higher if desired.



South East Model View | North East Model View | North West Model View | South West Model View

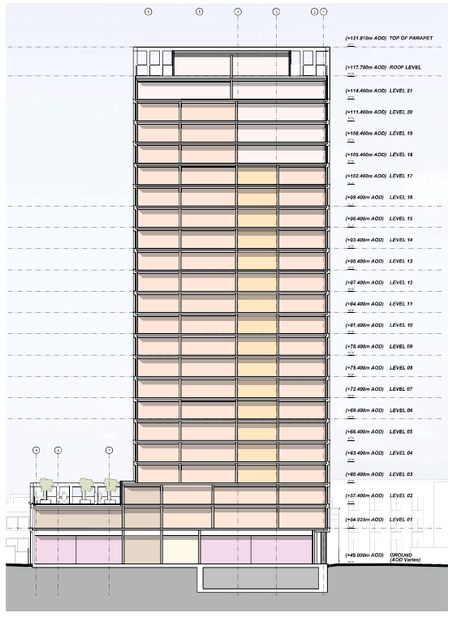
MASSING VIEWS (Before)

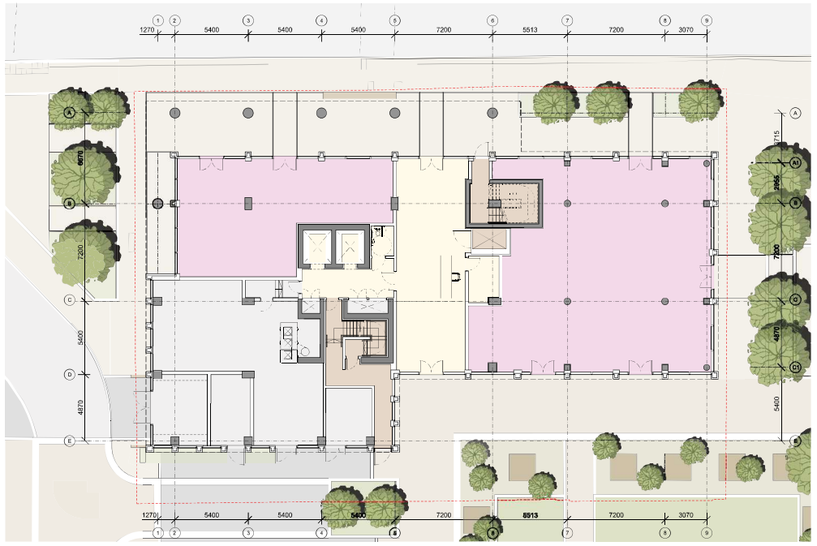




South East Model View | North East Model View | North West Model View | South West Model View

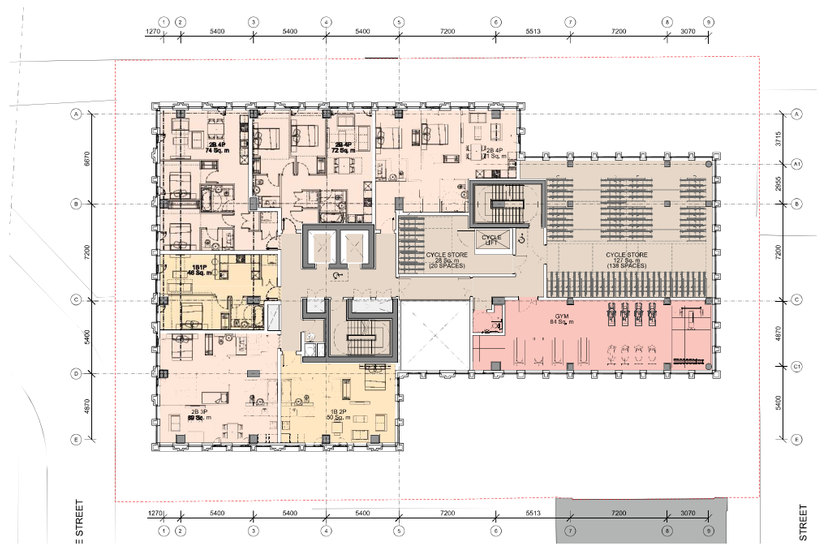
MASSING VIEWS (After) Reduction in height by 1050mm





Ground

BEFORE



Level 01



Level 02



Ground

AFTER

(PRS)



Level 01



Level 02

2.1 CONSULTATION

2.1.10 WIND MICROCLIMATE ASSESSMENT

August - December 2019 – SHP brochure 10122-SHP-RP-CP42

Ground + 23 floors + roof (25 storey)

177 apartments including 59 no. 1 beds (33%), 113 no. 2 beds (64%) and 5 no. 3 beds (3%)

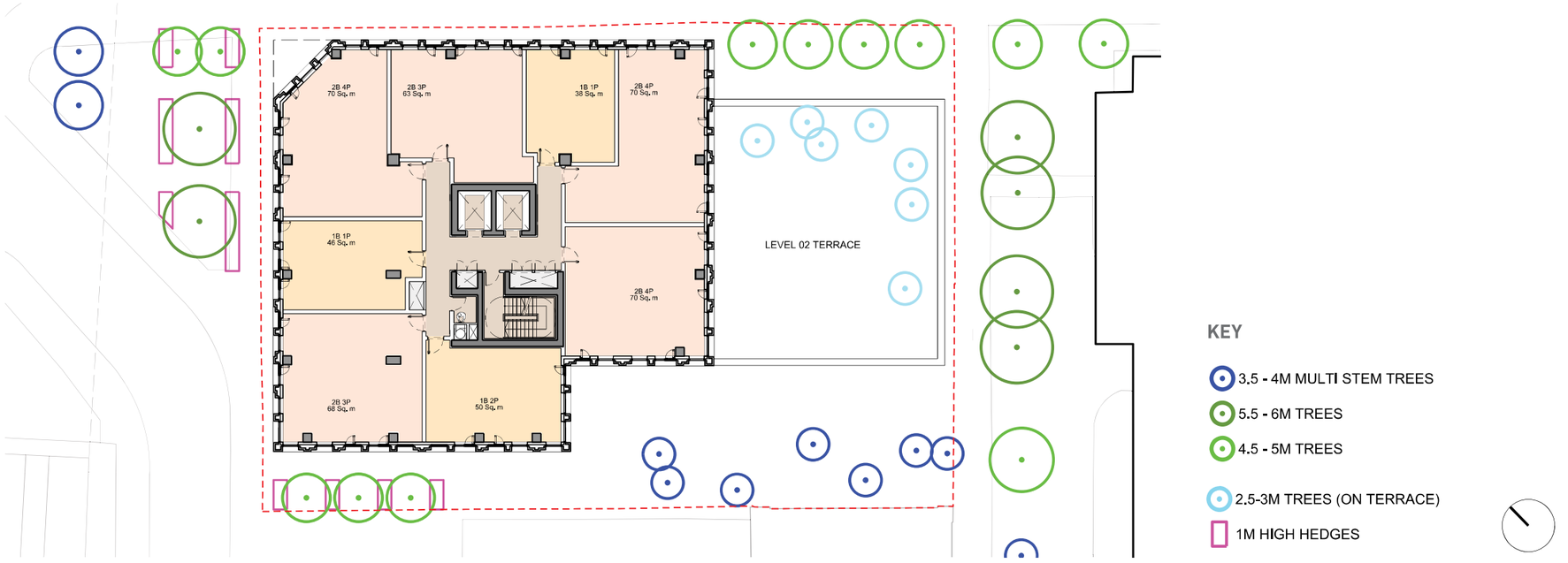
The proposed development has been tested to determine if the wind microclimate conditions are suitable for a given activity. This is dependent on the percentage of the year certain wind speeds can be exceeded.

The test results highlighted some pedestrian comfort and safety exceedances which have been mitigated by the introduction of the following changes to the design.

- The introduction of a 3m chamfer to the corner of Great Ancoats Street and Longacre Street to soften and reduce the wind acceleration. This occurs at the lower levels and the plan reverts back to an orthogonal configuration at level 09 and above. (North East and North West Elevations)
- The introduction of projecting external fins to the lower levels (Ground, level 01 & 02) of the South West Tower Elevation. These are aligned with the height of the podium.
- The introduction of some interim tree planting measures between Victoria House and the adjacent GBM site (PSE Masterplan site D). This mitigation will not be required when the GBM site is developed and will be transplanted to allow for a service road to be formed between the two sites.
- The balustrade to the residents garden / terrace has been completely replaced with full height perimeter screens. These are a continuation of the screens facing Great Ancoats Street which were incorporated for acoustic / air quality reasons. This improves the level of comfort within the residents garden.

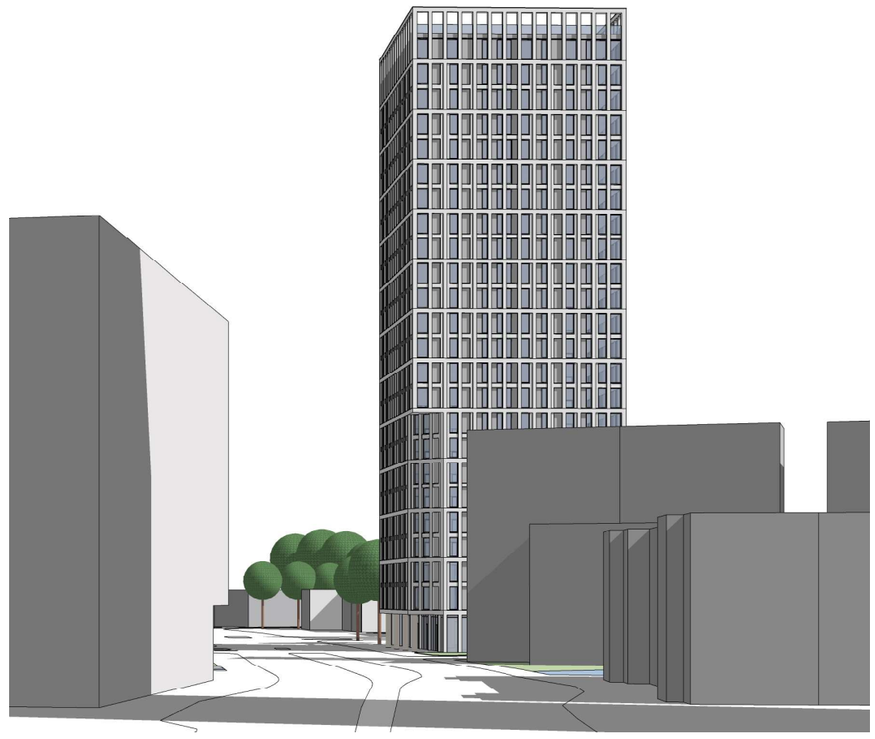
Whilst the above measures would not be required if the PSE masterplan is fully developed, the revisions will enable the development site to be constructed first with the knowledge that safe pedestrian comfort levels would be maintained.

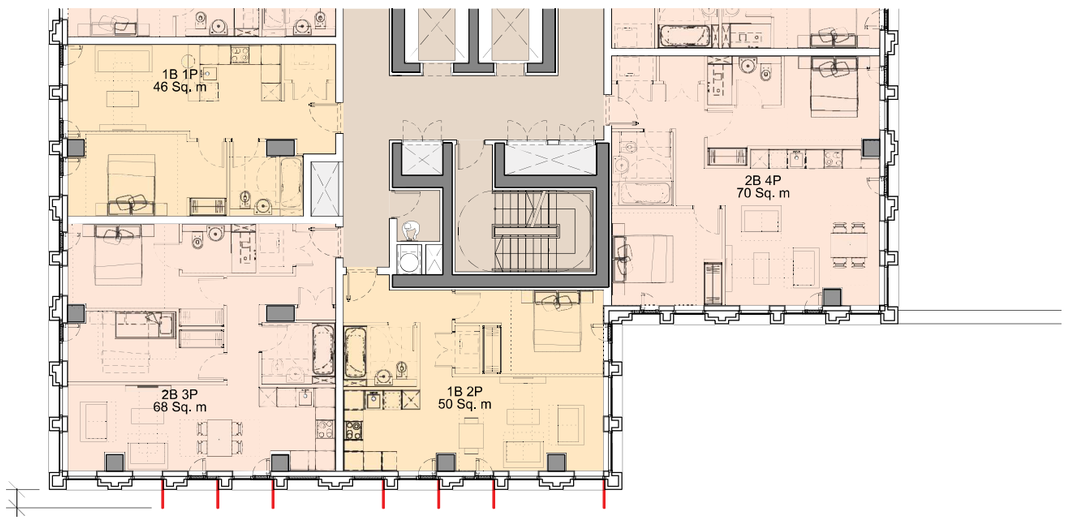
LANDSCAPE MITIGATION



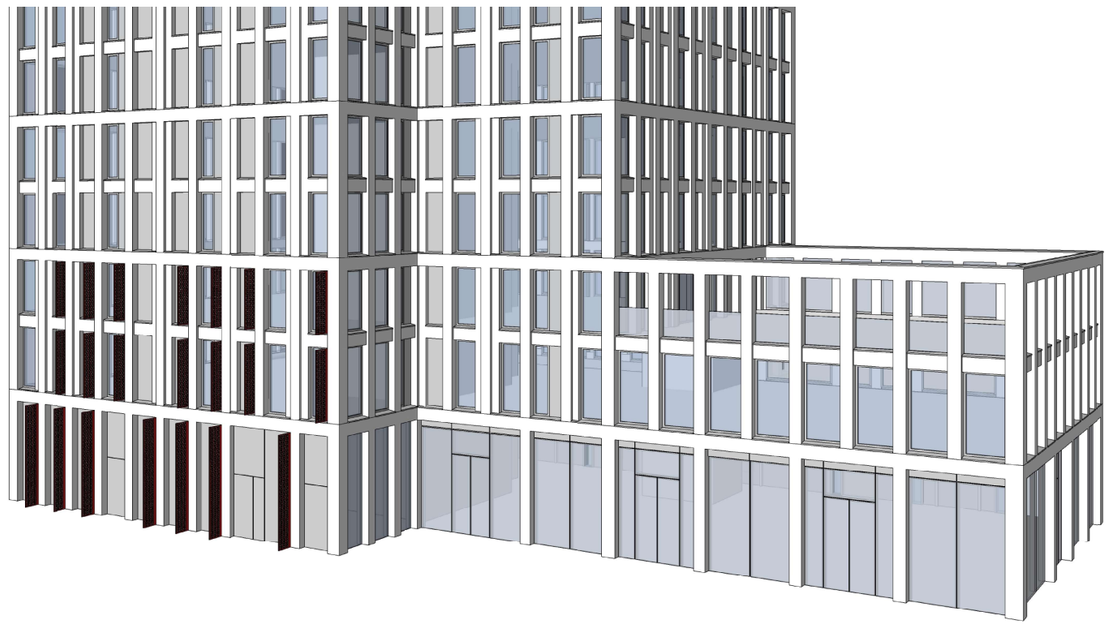


CORNER CHAMFER





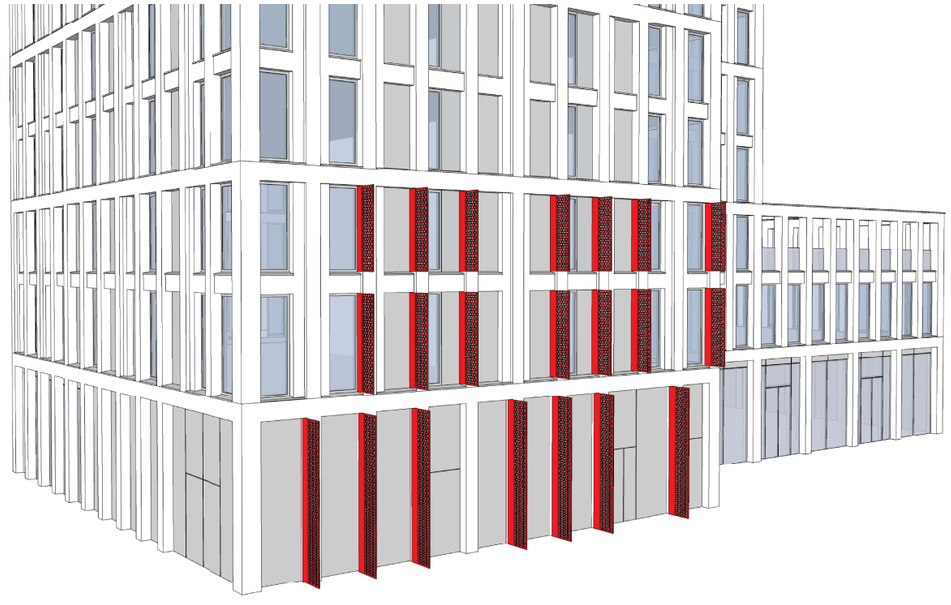
WINDBREAKS AT LEVELS 01 & 02



PROJECTING FACADE FINS - FIRST FLOOR



WINDBREAKS AT GROUND LEVEL



PROJECTING FACADE FINS - GROUND FLOOR

3.0 Design

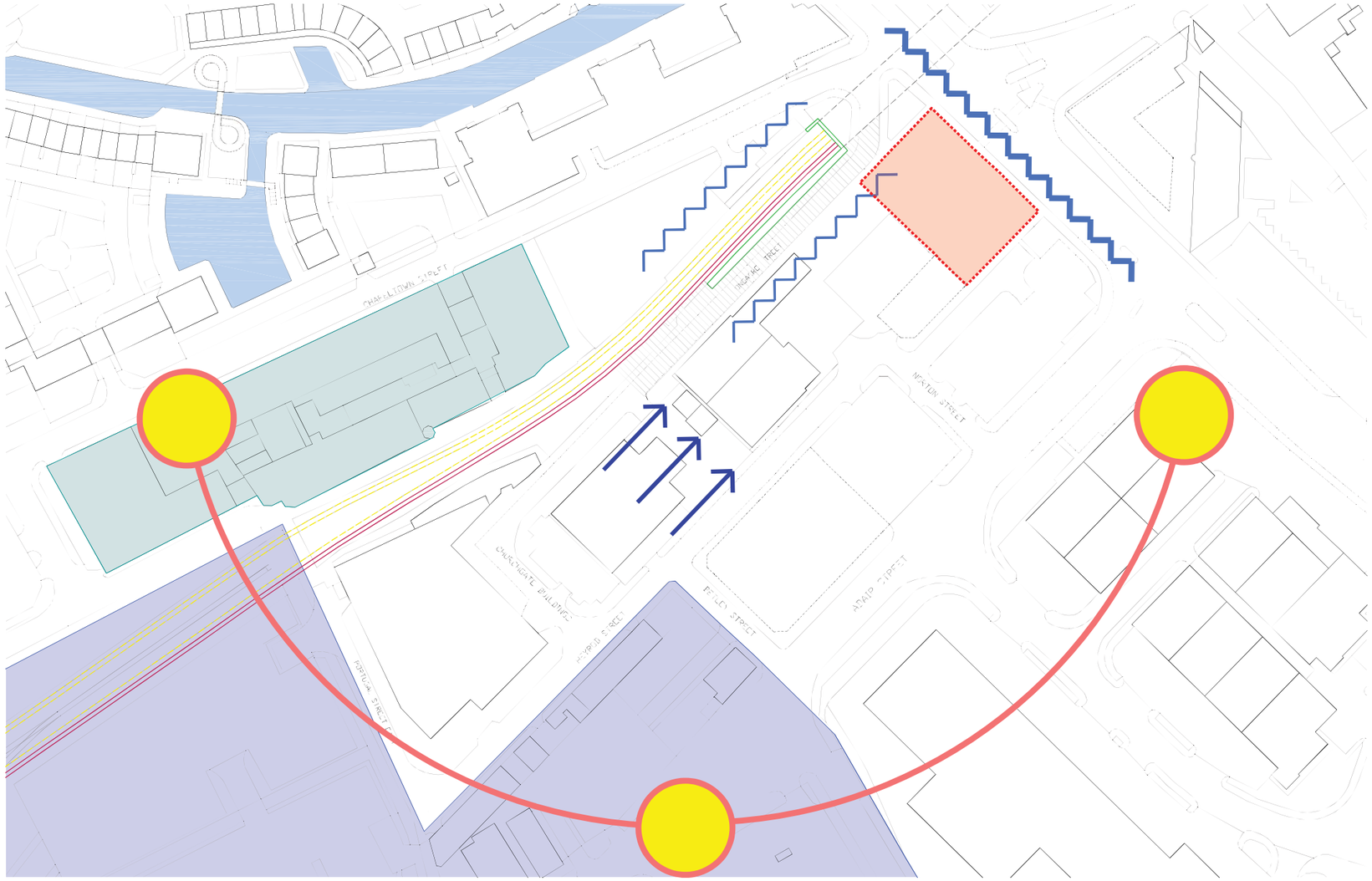
3.1 KEY PRINCIPLES

3.1.1 KEY DESIGN CONSIDERATIONS

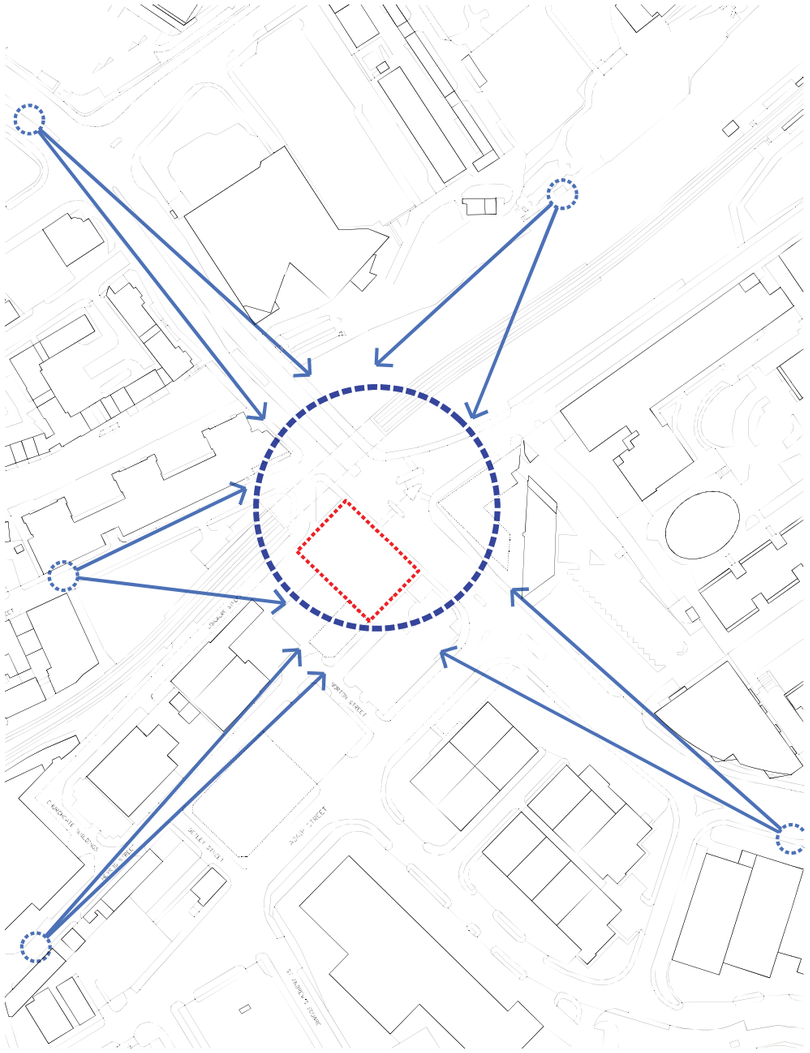
The design has been carefully considered to respond to the specific constraints and opportunities associated with the site to deliver a high quality design which is fully integrated into the surrounding landscape.

The following series of key principles have informed the design development.

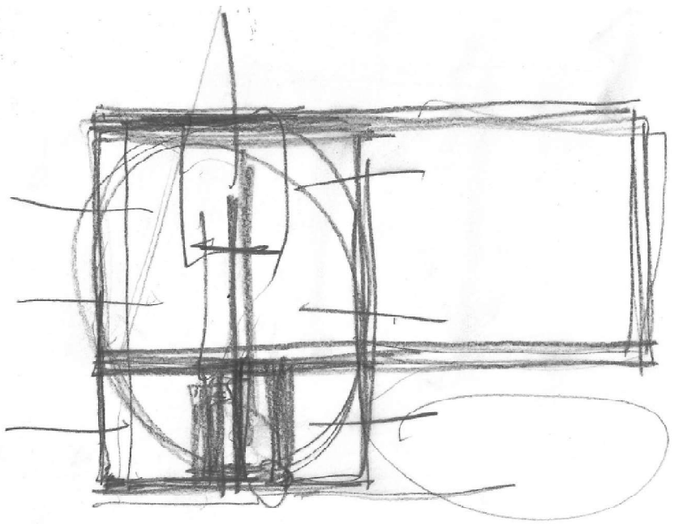
- The prominent and highly sustainable site has a responsibility to deliver an appropriate high density landmark design which will make a positive contribution to the regeneration of the HS2 SRF.
- The gateway site provides an opportunity to terminate vistas, create a focal point and present a strong architectural presence.
- The open space of New Islington Field enhances the opportunity and setting for the creation of a landmark building which will formally acknowledge the importance of the Longacre Street, Great Ancoats Street corner.
- The creation of an exemplar building with a strong visual profile which makes a positive contribution to the city's skyline.
- To restore and strengthen the building line which will reinforce Great Ancoats Street as a key connection through the provision of continuous street frontage.
- To provide active ground floor uses to Great Ancoats Street, the new public square and improve pedestrian connectivity.
- To provide a suitable mix of apartment types and quantum to ensure development viability.
- To ensure all apartments meet or exceed the space standards within the Residential Design Quality Guidance including:
  - Maximising the provision of dual aspect apartments.
  - Consideration of the microclimate effects of wind and sunlight / daylight.
  - The provision of high quality residential amenity.

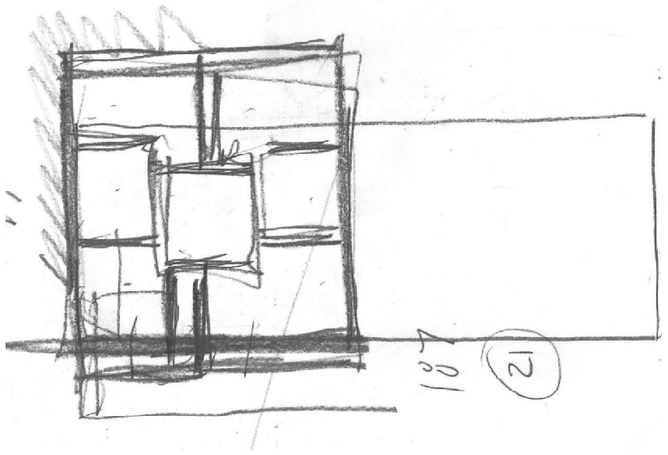


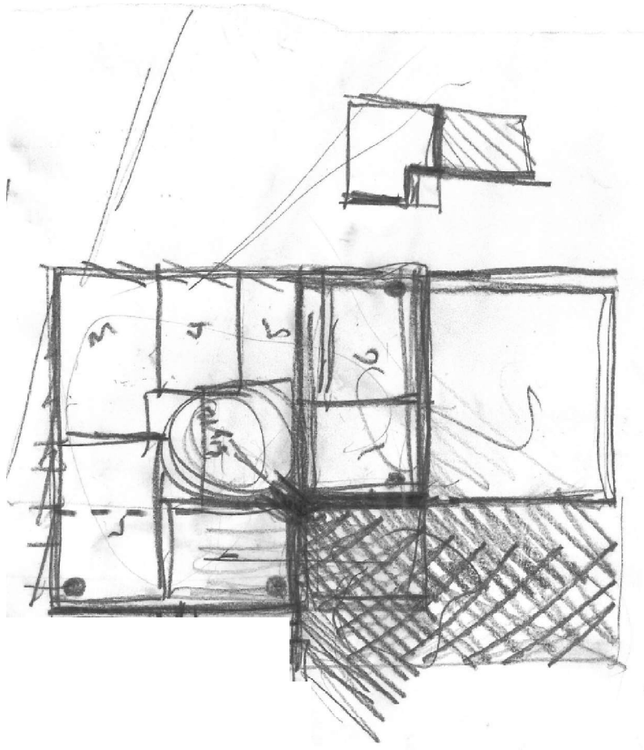
SITE CONSTRAINTS



EXISTING SITE VIEWPOINTS







CONCEPT SKETCHES

3.2 LAYOUT

3.2.1 SITE CONTEXT

The site is fronted by Great Ancoats Street to the northeast, which is a busy highway forming part of the main arterial route around Manchester City Centre. There are two pedestrian crossings in close proximity to the site boundary.

Epworth Street to the east is a quiet access road serving the existing buildings on the site. There is no existing junction between Epworth Street and Great Ancoats Street. As part of the wider PSE masterplan it is proposed that this route will be pedestrianised and form the main pedestrian gateway into the new public realm.

To the southwest of the site is the existing boundary with the adjacent commercial/industrial unit. As part of the wider PSE masterplan it is proposed that part of the adjacent site will be become the southern most section of the proposed public square and the remainder of the site will form Plot D.

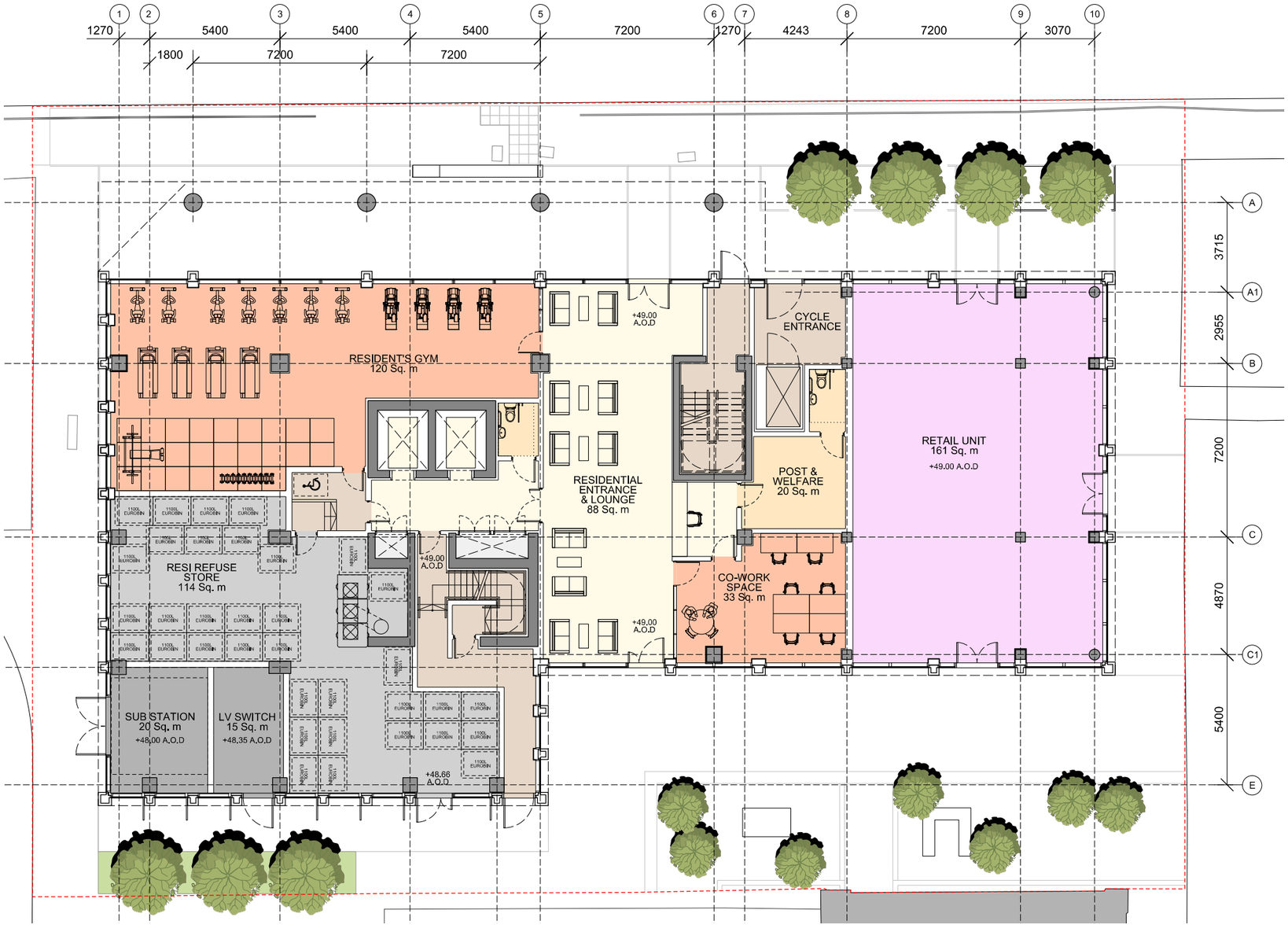
To the northwest boundary is Longacre Street, which will be retained as part of the PSE masterplan to provide vehicle access to service this site and Plot D. In addition to this, there is a triangular plot of land between the junction of Longacre Street/Great Ancoats Street and the site boundary. This is partially owned by TfGM and proposals for landscape improvement works are included in the PSE public realm application.



Application Site in Existing Context



Application Site in Future Context with PSE Masterplan



Ground

3.2.2 GROUND FLOOR PLAN

The building line is set back along Great Ancoats Street to provide a generous pavement width. This distance improves the separation from the traffic and the visibility of the pedestrian route and gateway to the public square located to the east of the building.

The main tower form projects over the ground floor to create a covered external colonnade fronting Great Ancoats Street. This functions as a buffer zone to the road and will benefit from landscape features, soffit lighting and active frontages to ensure it remains welcoming and secure for pedestrians.

The building form is also set back from the southeast boundary where a large portion of the site will form part of the public realm proposals for the new public square.

The ground floor layout is arranged with a dual residential entrance lobby and lounge forming a route through the centre of the plan, with access from both the north (Great Ancoats and New Islington tram stop) and the south (the public square and wider SRF/Piccadilly area beyond).

Internally there are direct links from the reception to the central circulation core, residents gym and co-work space. The residential front of house reception is centrally positioned to ensure all facilities can be managed and controlled from a single position. A post / parcel storage room and back of house welfare facilities are provided with direct access from the front of house reception.

Direct access to a bicycle lift connecting to storage facilities at level 01 is provided from Great Ancoats Street to ensure cycles are not brought through the main reception space. A secondary stair is provided for escape purposes from the residential garden at level 02 and cycle store at level 01.

A retail unit has been carefully positioned to provide active frontage and entrances to Great Ancoats Street, Epworth Street and the new public square. The creation of a continuous active frontage and future potential for external public realm seating will assist in contributing to the aspiration for high quality public realm.

Essential ancillary spaces, including plant rooms and refuse stores are discretely positioned to the southeast corner along the boundary with Plot D and Longacre Street. These have been efficiently planned to allow for direct access to Longacre Street and ensure active frontages are maximised.

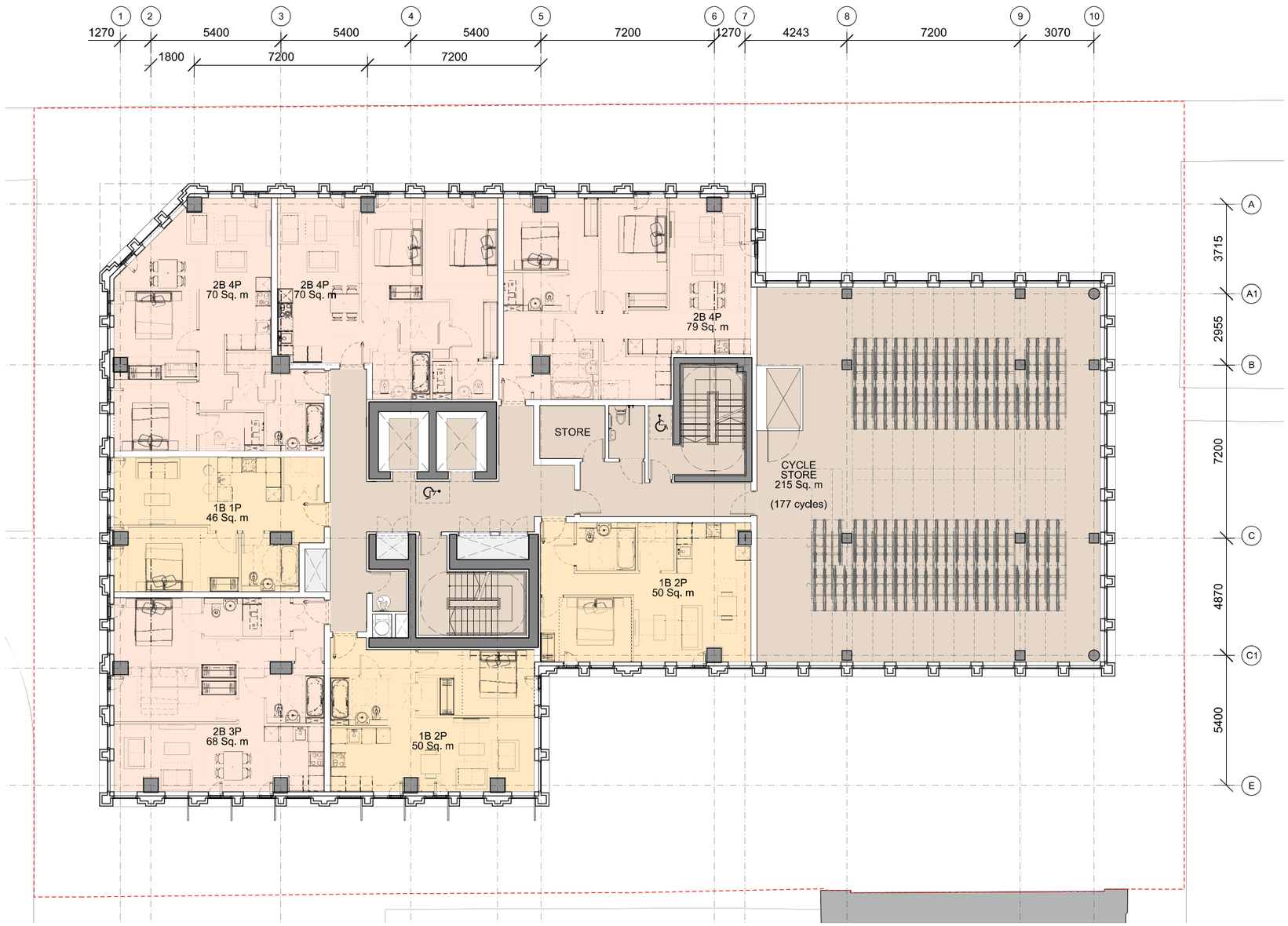
3.2 LAYOUT

3.2.3 LEVEL 01 PLAN

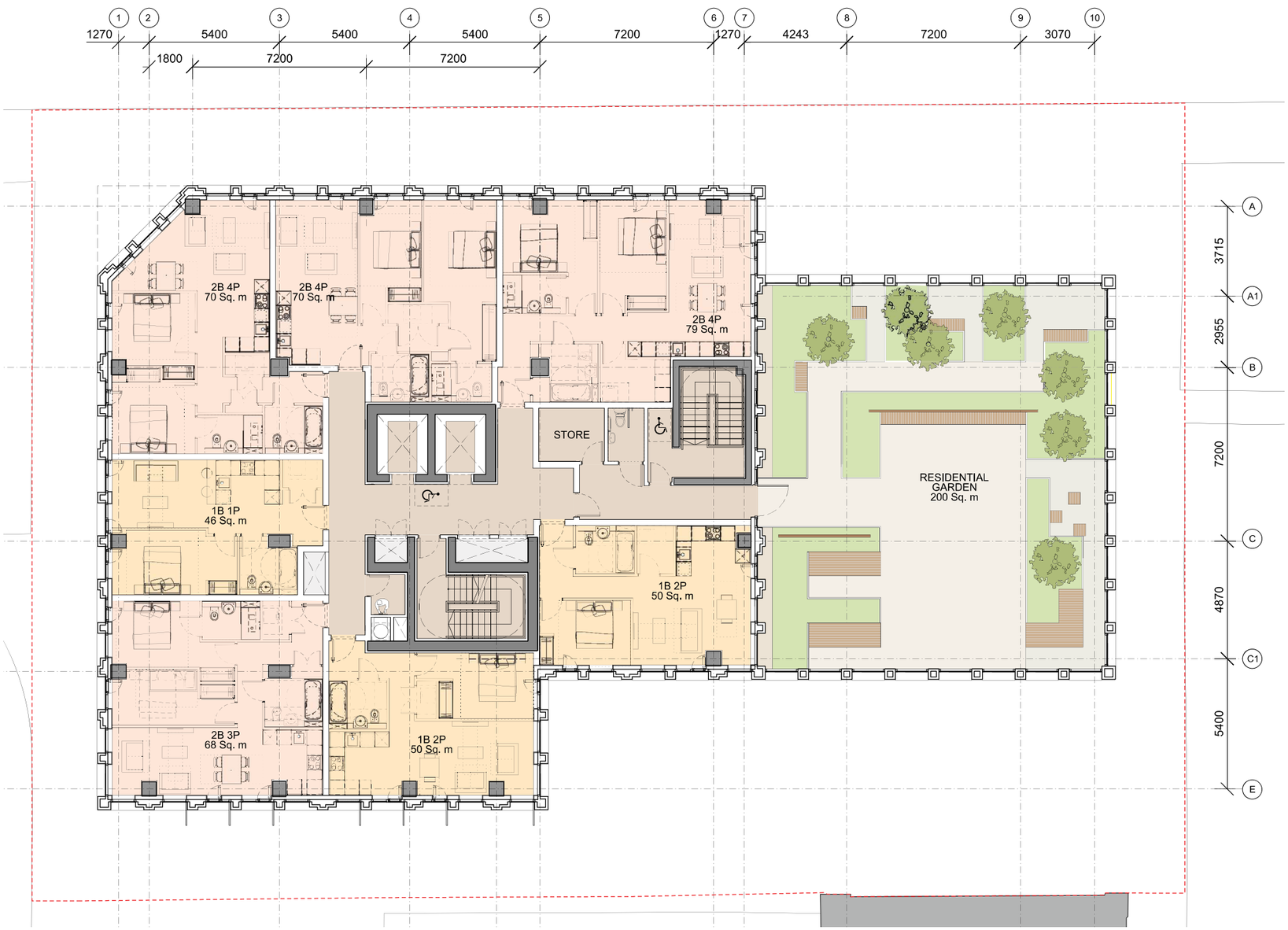
The level 01 plan occupies the full building footprint and contains residential accommodation and cycle storage facilities.

There are seven residential units, comprising three 1 bed apartments and four 2 bed apartments clustered around the central core. The core consists of 2 no. 1000kg 13 person passenger lifts, a staircase, service risers and a refuse chute. The refuse chute is positioned in a separate ventilated room accessed directly from the shared corridor, all residents will have access to this.

The core also connects to the cycle store providing direct access for residents from their apartments. A dedicated cycle lift provides access to and from Great Ancoats Street. A secondary escape stair is provided as an alternative means of escape in the event of a fire.



Level 01



Level 02

3.2.4 LEVEL 02 PLAN

The level 02 plan adopts the same internal footprint as the tower form below and provides external access to a generous residential garden located on top of the podium block. Please refer to section 4.0 for further details of the landscape design proposals.

A full height parapet is proposed around the perimeter of the garden which will be achieved through the continuation of the brick façade grid. The openings in this grid will be infilled with full height fixed glazing. The full height glazing acoustically protects the residents from Great Ancoats Street and provides a sheltered garden environment for the residents.

3.2 LAYOUT

3.2.5 RESIDENTIAL PLAN (LEVELS 03-08)

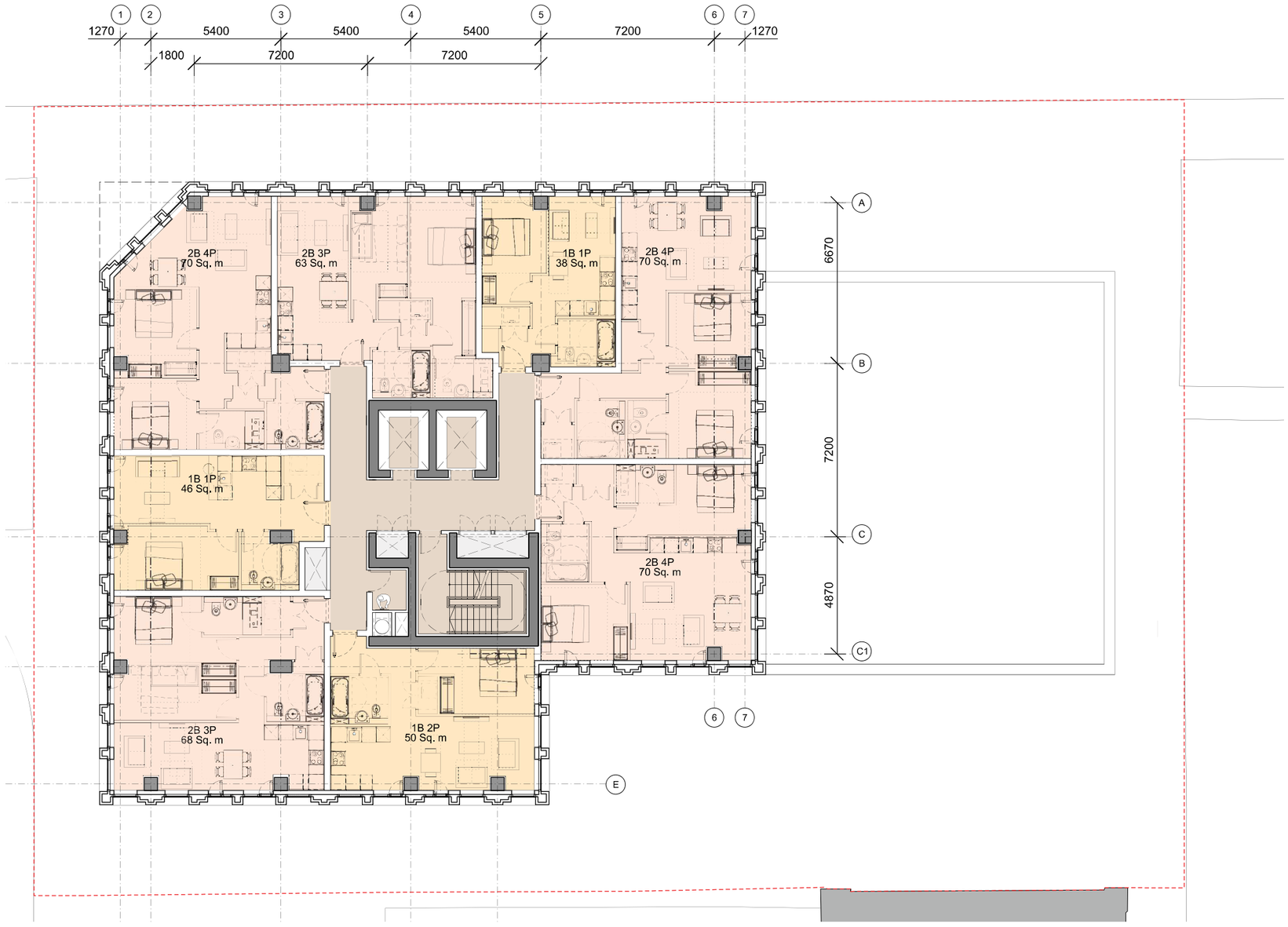
The residential plan at levels 03 to 06 contains 8 apartments which are accessed from a central core. The layout was based on the best practice guidance for shared circulation within buildings which as a rule of thumb, recommends the number of dwellings accessed from a single core should not exceed eight per floor. *(Manchester Quality Guidance Section 2.8 - Make it a Home, Key Ingredients and London Housing Design Guide Standards item 3.2.1).*

The layout of 8 no. apartments has therefore been planned within a central cluster to minimise corridor lengths and improve the efficiency and viability. The layout consists of 3 no. 1 bed and 5 no. 2 bed apartments, which subject to the apartment gross internal area and width are broken down further into 1, 2, 3 and 4 person units.

The implementation of a central core is a highly efficient arrangement and ensures that travel distances from vertical circulation to apartment entrance doors are minimal. This is not only beneficial to residents but important in ensuring fire escape distances are also minimised. A shared circulation corridor is fully protected and in the event of a fire would be ventilated by dedicated smoke ventilation shaft.

Another benefit of the shape and arrangement of the plan is the potential for five of the units to be dual aspect. Within these units, living spaces are located in the corners in order for the windows to be positioned long both external walls. This results in improved natural light penetration and views out in two directions. The introduction of the corner chamfer for wind mitigation purposes will provide extensive views towards Ashton Canal and New Islington.

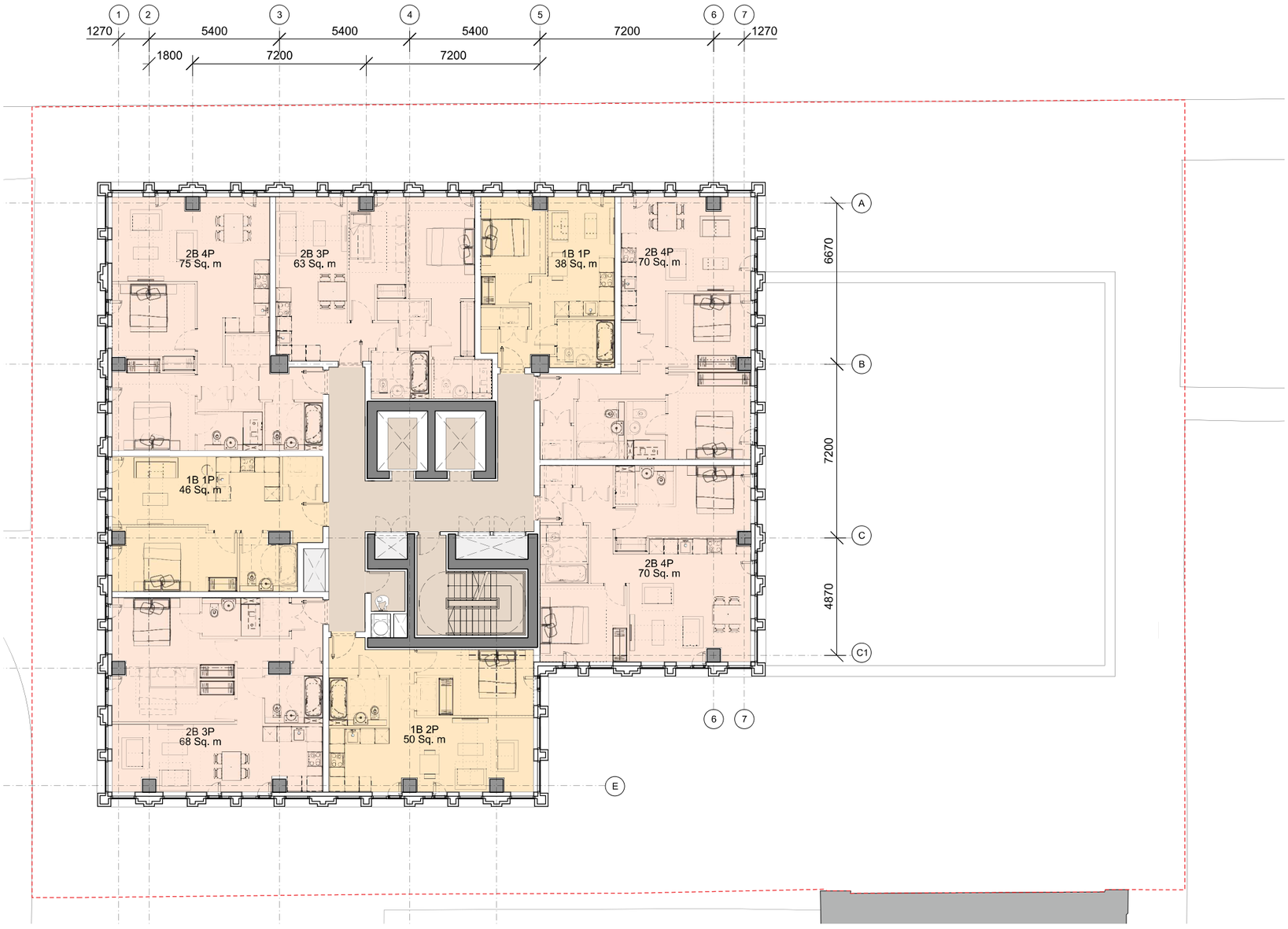
The internal arrangement of the two units to the southwest façade (along the boundary with Plot D) adopt a different approach to the other apartments due to the proximity of the site ownership boundary. The creation of a suitable boundary condition in this location is considered important to ensure the successful future development of Plot D and avoid potential overlooking problems between the buildings. Therefore, there is a reduced amount of glazing along this elevation which will be etched (semi-transparent) to facilitate light penetration but prevent overlooking. The apartments have been planned with bedroom spaces along the adjacent facades and deep plan living / dining / kitchen spaces running the entire length of this façade, this ensures that all rooms have views out and living spaces still benefit from improved natural light facilitated by the corner location.



Levels 03 - 08

3.2.6 RESIDENTIAL PLAN (LEVELS 09-18)

Levels 09 to 18 contains the same apartment mix as the floors directly below. The only change is the corner apartment which increases in area to take up the corner chamfer formed on the lower floors.



Levels 09 - 18

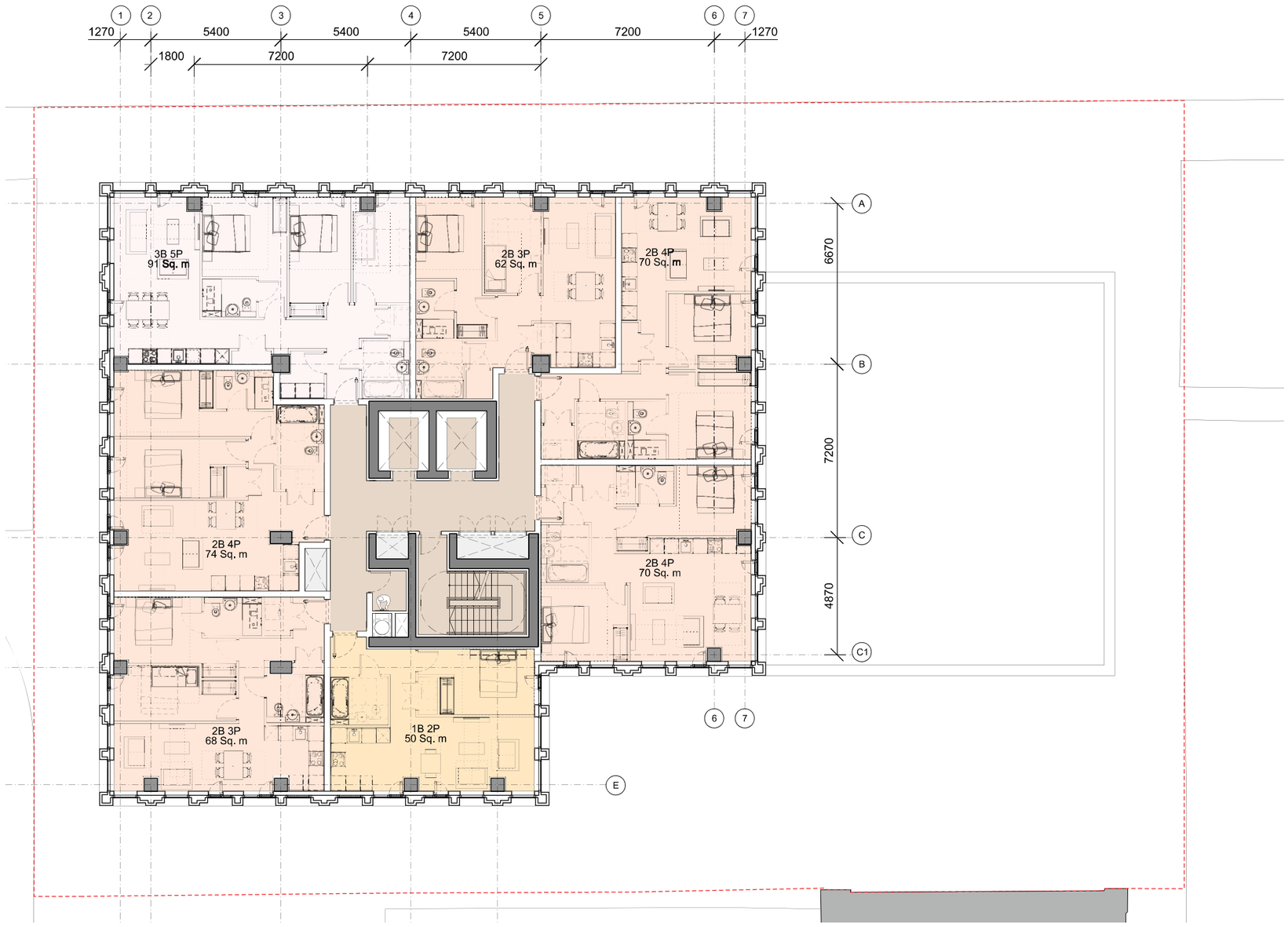
3.2 LAYOUT

3.2.7 RESIDENTIAL PLAN (LEVELS 19-22)

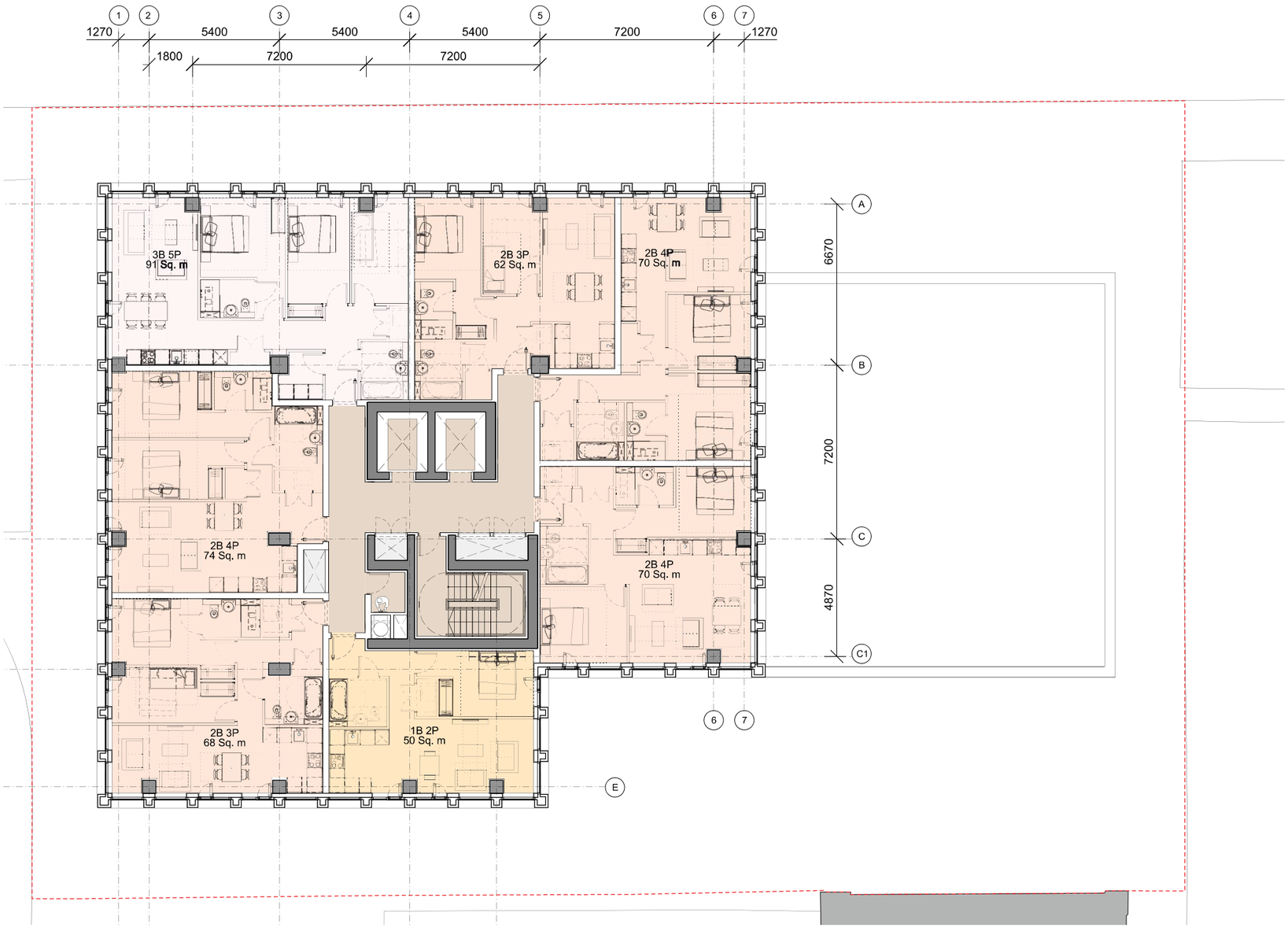
Levels 19 - 22 contains 7 apartments, 1 no. 1 bed, 5 no. 2 bed and 1 no. 3 bed apartments, which are subject to the apartment gross internal area and width and broken down further into 1, 2, 3 and 4 person units.

Although 5 of the apartments stack directly with plan level below, a number of adjustments have been made to the units to the northwest corner of the building to enable larger 2 & 3 bed apartments to be accommodated. These larger apartments are suitably positioned in a premium location towards to the top of the building.

Careful consideration of the apartment planning ensures this change in layout is incorporated without any subsequent changes to the elevation strategy, which may otherwise compromise the external appearance of the building.



Levels 19 - 22



Level 23

3.2.8 RESIDENTIAL PLAN (LEVEL 23)

Level 23 contains the same apartment mix as the floor directly below. The only change is the facade treatment which has a lighter appearance created by the omission of the secondary grid brickwork and increased glazing to the top of the building. This provides visual interest, reflects the sky and lightens the impact when viewed from a distance.

3.2 LAYOUT

3.2.9 ROOF ACCESS (LEVEL 24)

For access and maintenance there is a secure connection from the main core at level 24. A route around the perimeter of the building will be kept free of obstructions to provide safe access to the façade for building maintenance personal. Storage for the maintenance equipment and a water source for window washing will be located internally.

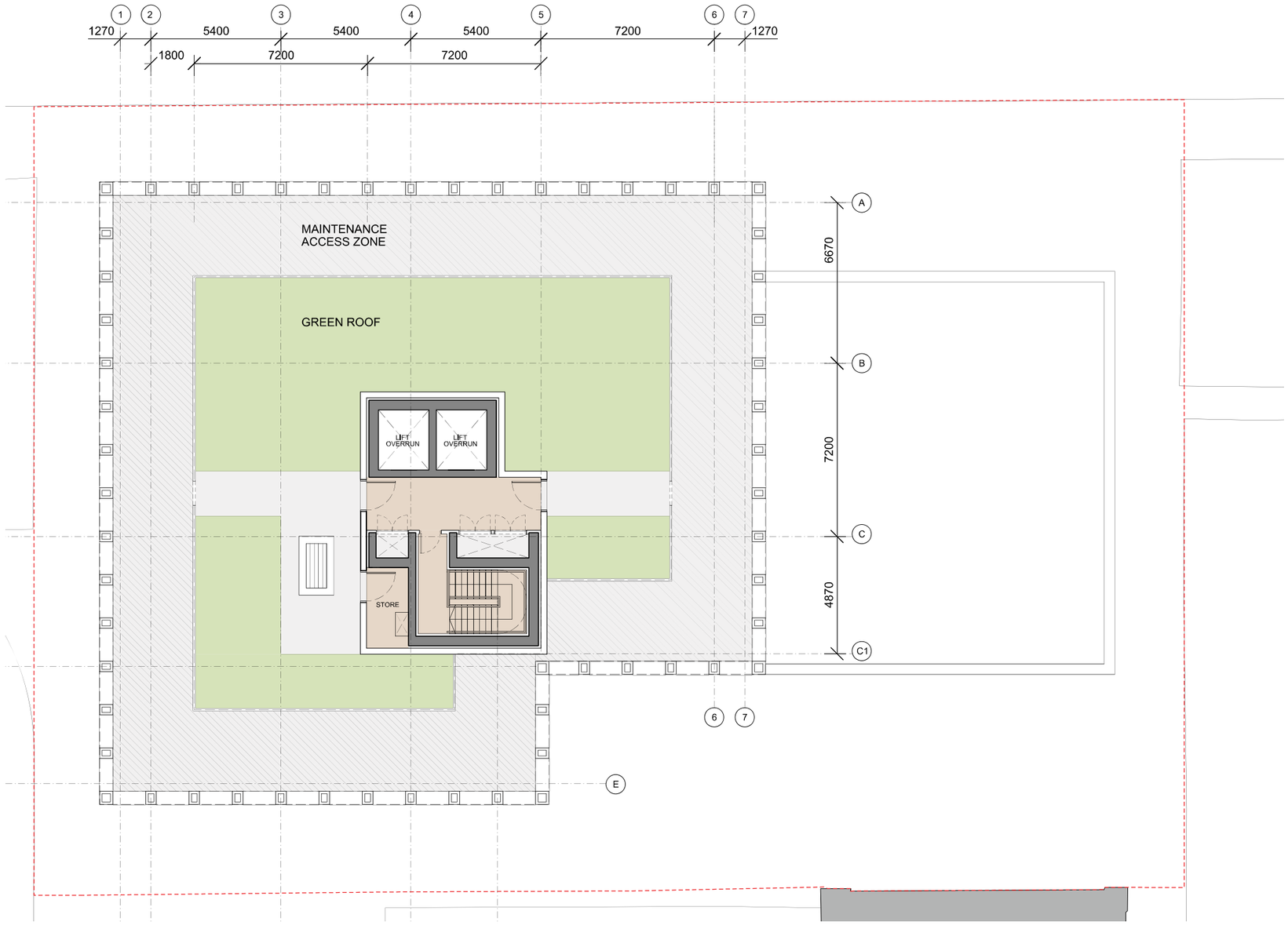
The primary brickwork facade grid is continued from the floor levels below and supported with a steel frame. The openings are left free from obstructions to enable access for abseiling using a mansafe system and davit arms for facade cleaning and maintenance.

The remaining area has been planned as an extensive green roof which will be vegetated with low-growing, drought-tolerant vegetation such as stonecrops (Sedum species) and dry meadow vegetation. A balustrade subdivides the perimeter access and mainenance zone from the green roof zone.

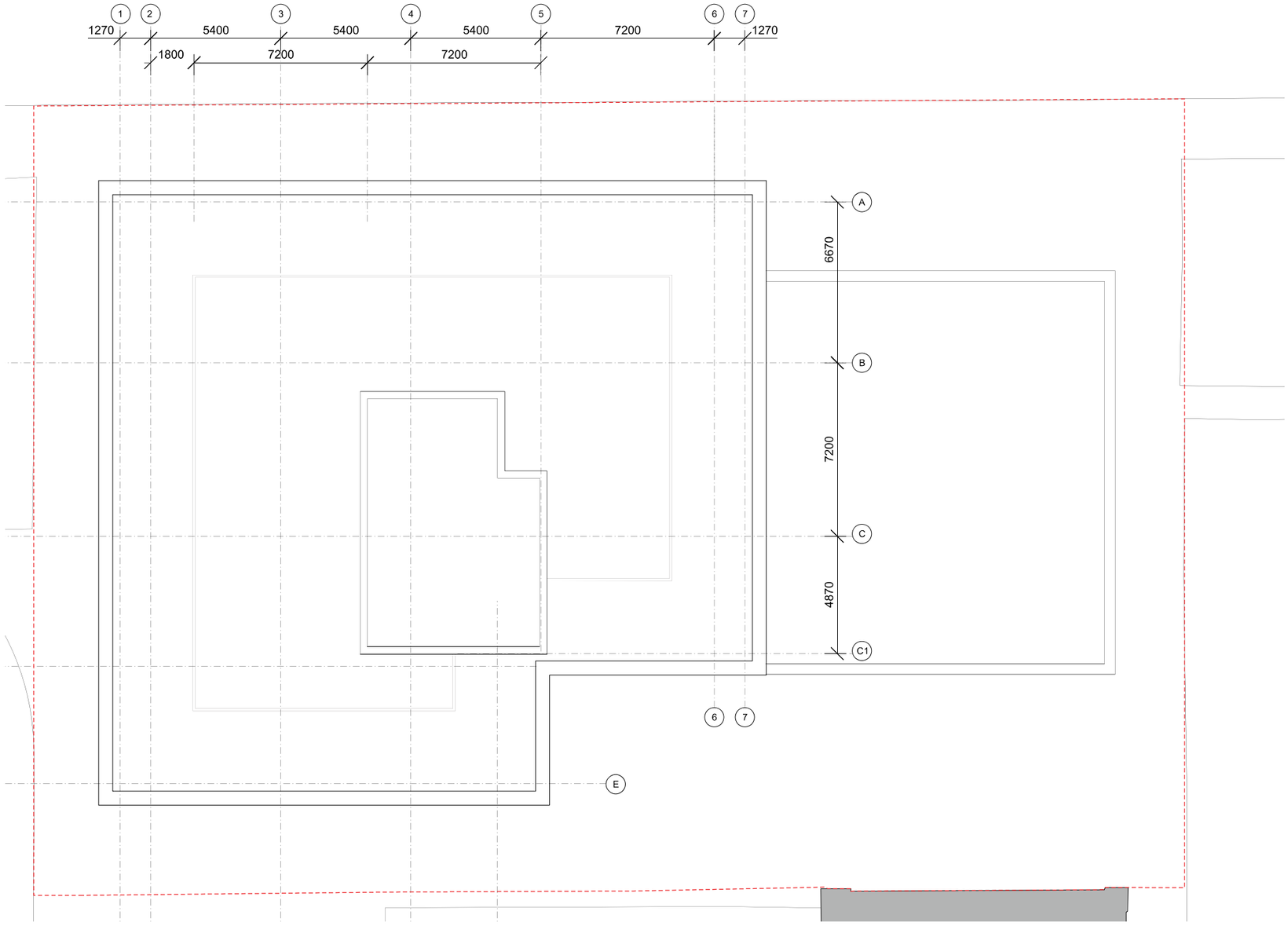




Extensive Green Roofs



Level 24


1
2
3
4
5
6
7
1270
5400
5400
5400
7200
1270
1800
7200
7200
A
B
C
C1
E
6670
7200
4870
6
7

Roof Level

3.2 LAYOUT

3.2.9 RESIDENTIAL DESIGN STANDARDS

All of the proposed residential apartments will meet or exceed the minimum required set out in the Nationally Described Space Standards document. Specific details are as follows:

Gross Internal Area:
This measurement is taken to the inside face of perimeter walls and includes partitions, structural elements, cupboards, ducts, flights of stairs and voids above. The adjacent tables provide a comparison with the application scheme and minimum areas.

Built-in Storage:
This measurement is the GIA of dedicated built-in storage areas. Built in wardrobe storage in excess of 0.72sqm in double bedrooms and 0.36 in single bedrooms is included within the total. Storage areas with headroom of between 900-1500mm is included at 50% of its floor area and any area lower than 900 is not included. The adjacent tables provide a comparison with the application scheme and minimum areas.

Bedroom Area and Width:
The Nationally Described Space Standards document specifies that in order to provide one bedspace, a single bedroom should have a floor area of at least 7.5sqm and should be at least 2.15m wide. In order to provide two bedspaces, a double or twin bedroom should have a floor area of at least 11.5sqm. The first double or twin bedroom should be at least 2.75m wide and additional double or twin bedrooms should be at least 2.55m wide. All of the proposed bedrooms meet or exceed these minimum area and width requirements.

Floor to Ceiling Height:
The Nationally Described Space Standards document specifies that the minimum floor to ceiling height is 2.3m for at least 75% of the GIA. The proposed floor to ceiling height in all living and bedroom spaces is 2.5m, which is a significant improvement on this target.

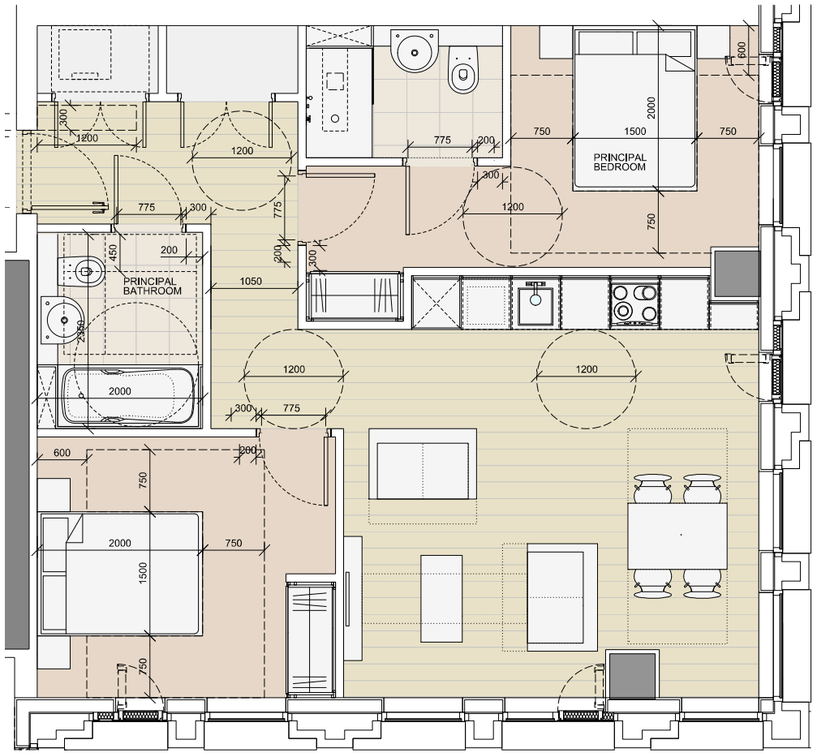
Table 1 - Minimum gross internal floor areas and storage (m^2)

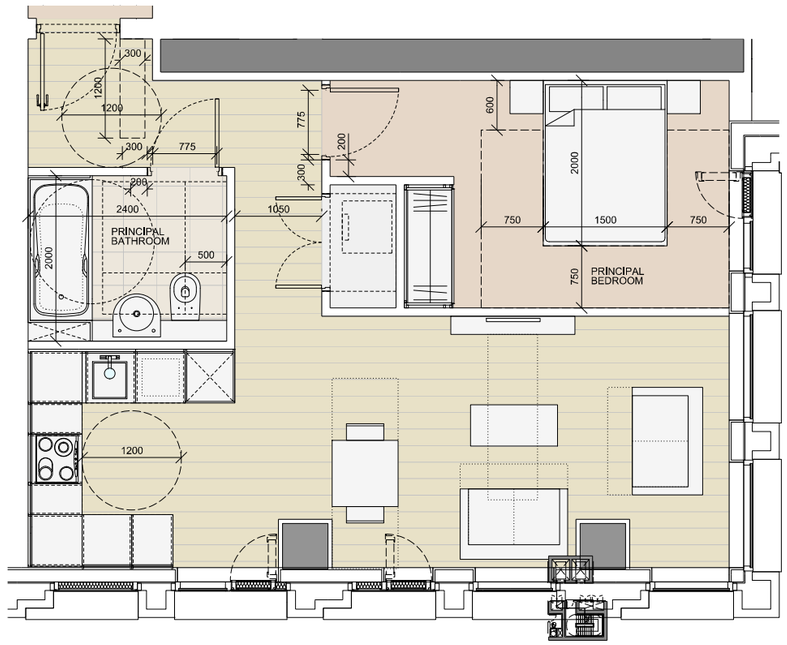
Number of bedrooms(b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37) *			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

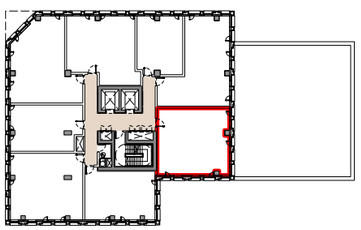
Table 2 - Proposed Application GIA and Storage (m2)

Number of bedrooms (b)	Number of bedspaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	38-46			1.6-1.9
	2p	50			1.5-3.0
2b	3p	62-68			2.2-2.4
	4p	70-79			2.0-5.0
3b	4p				
	5p	91			4.4
	6p				

PART M(2) COMPLIANT LAYOUTS
'ACCESSIBLE AND ADAPTABLE DWELLINGS'

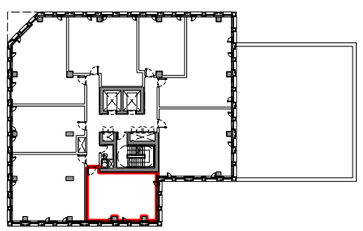






LOCATION OF PROPOSED ACCESSIBLE AND ADAPTABLE UNITS
LEVELS 03 - 08
TOTAL 6no. 2 BED UNITS

2 bed Apartment Plan



LOCATION OF PROPOSED ACCESSIBLE AND ADAPTABLE UNITS
LEVELS 03 - 08
TOTAL 6no. 1 BED UNITS

1 bed Apartment Plan

3.2.10 INCLUSIVE DESIGN

All of the apartments are designed in accordance with the principles of inclusive design to ensure the housing is suitable for residents of all ages and life-cycle stages. The 16 point design criterion which forms the basis for Lifetime Homes guidance is adhered to in the layout of all apartments and communal areas.

In accordance with the Manchester guidance, it is proposed that 10% of the residential units are 'Adaptable units' and are designed to meet the requirements of Building Regulation Part M4(2). This equates to a total of 16 units which will be proportionally split between 1 bed and 2 bed units.

The layouts of the proposed apartments are shown opposite.

3.3 FORM

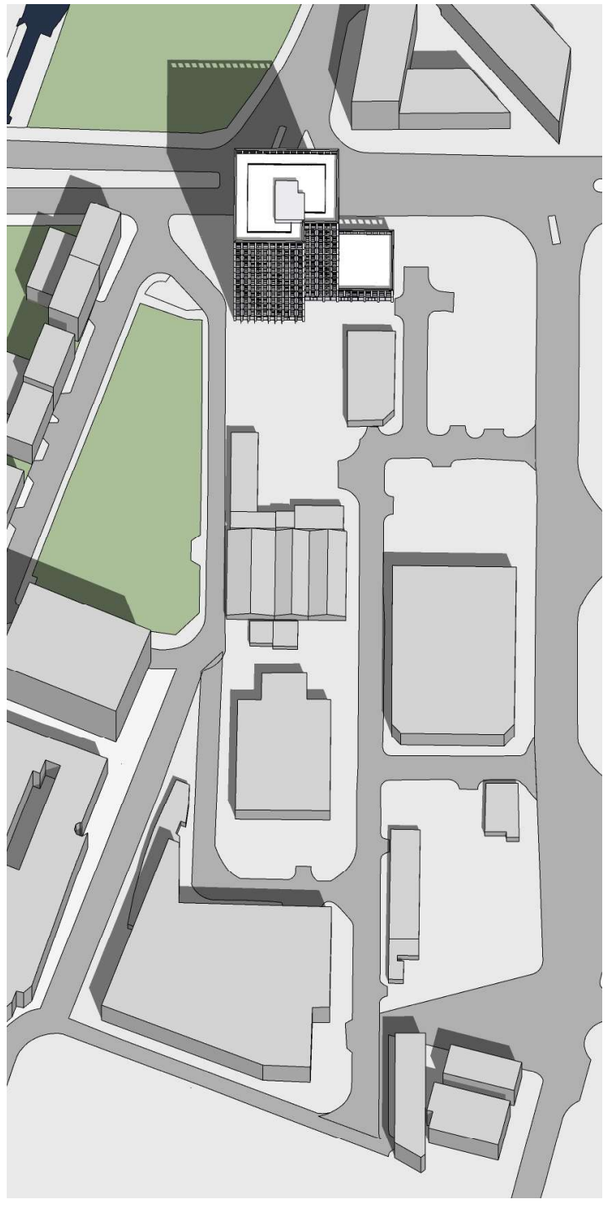
3.3.1 HS2 MANCHESTER PICCADILLY SRF MASSING

The proposed building consists of two simple orthogonal forms which have been carefully considered in terms of location and orientation and designed to act as a marker for the PSE SRF. The lower form is a three storey podium and the upper form is a residential tower. The two forms interlock at first floor level to create a colonnade to Great Ancoats Street. The proposed façade solution connects and unifies the two forms compositionally.

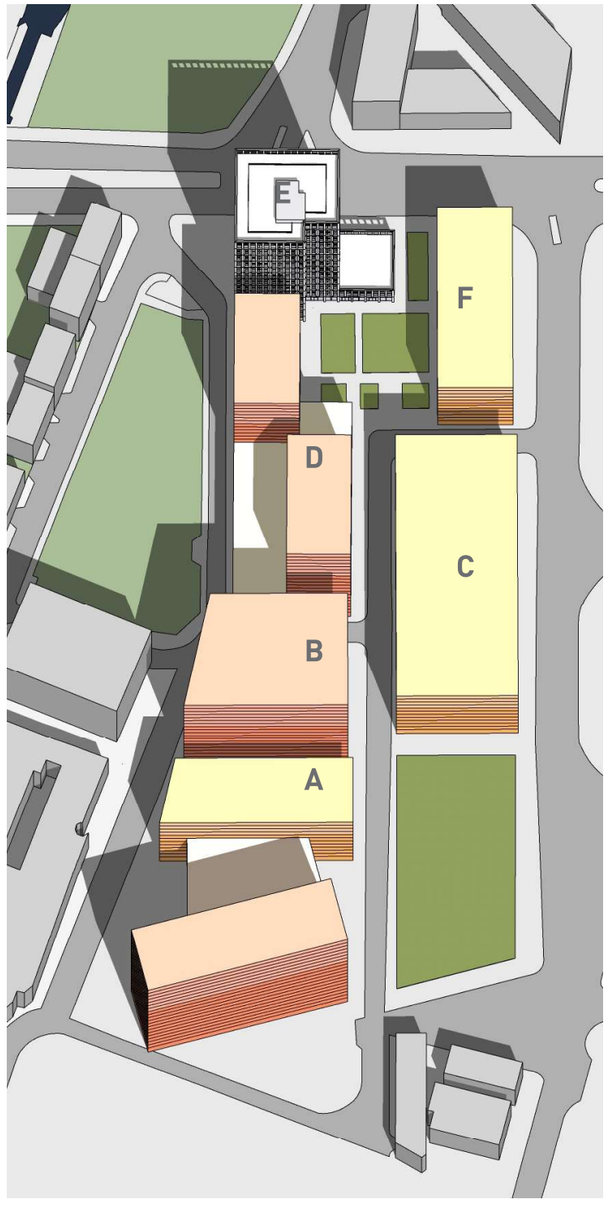
The lower form allows the room for the upper form to be expressed as the more dominate vertical element and opens the site to the sky. This solution, which was developed from the early massing studies, was felt to be more appropriate as it followed the principle established within the HS2 SRF (8-12 storeys stepping up to 13 – 20 storeys). As a formal composition the difference between the 12 and 20 storeys did not feel sufficient to create an elegant slender landmark for the site. As a result the HS2 SRF 12 storey element was reduced to 3 storeys and the 20 storey element increased to 25 storeys (including full height parapet). The response and reduction in height to 3 storeys was also commended by Places Matter because this allowed the building to 'open to the sky' from the vista created down Heyrod Street towards the Square.

The design development studies within section 2.1 illustrate how the form evolved during the process of consultation. Proportionally the relationship of the podium and tower forms was subject to a number of studies which viewed the design from different locations within the existing context. This relationship was also carefully considered within the emerging context of the PSE SRF plot plan.

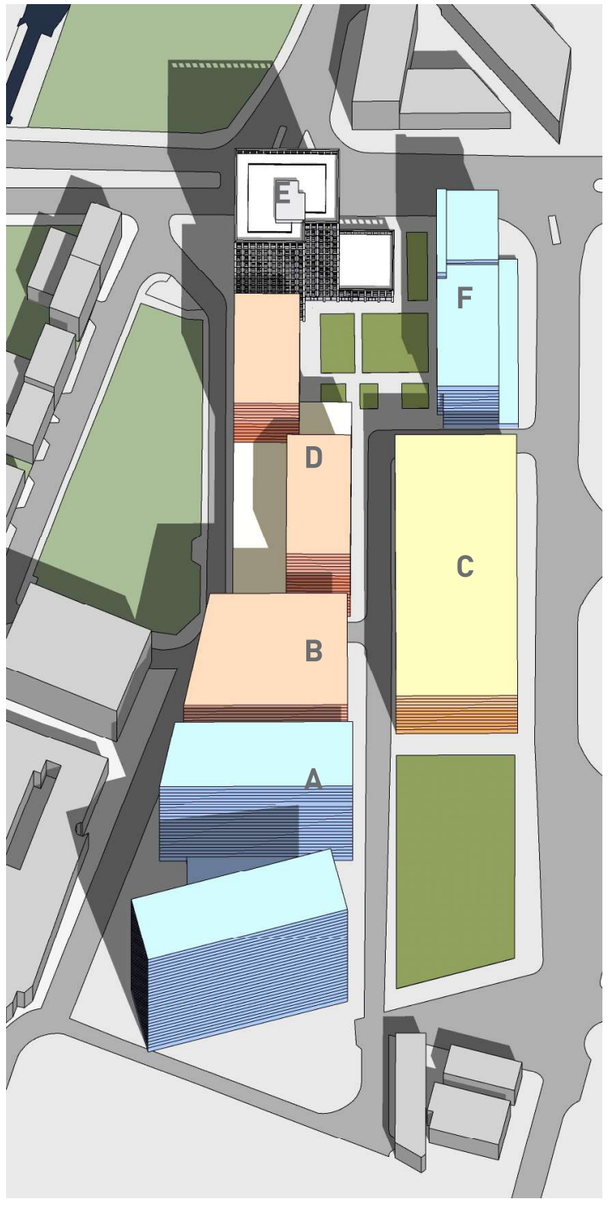
The attached massing studies illustrate the proposal within the existing context, HS2 SRF context and HS2 SRF with schemes known to be coming forward.



Existing Context



Adopted HS2 SRF Context



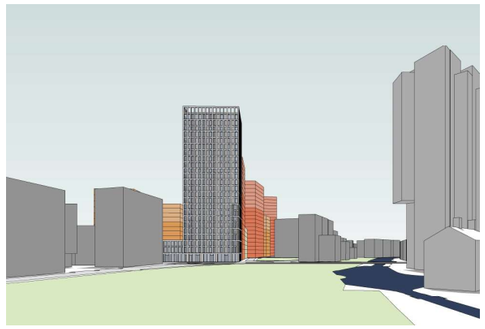
Adopted HS2 SRF + Plots A & F



View A - Great Ancoats Street



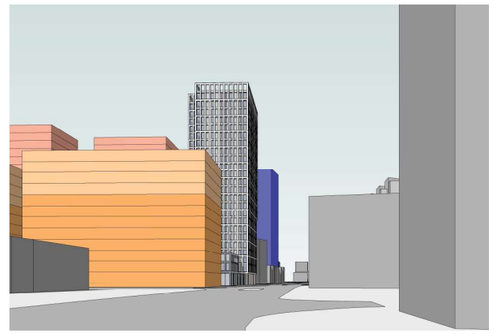
View B - Pollard Street



View C - Ashton Canal Towpath



View D - Chapeltown Street



View E - Great Ancoats Street



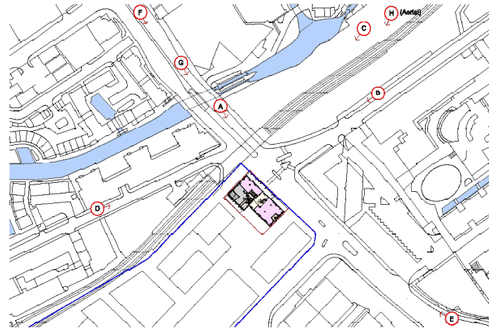
View F - Great Ancoats Street



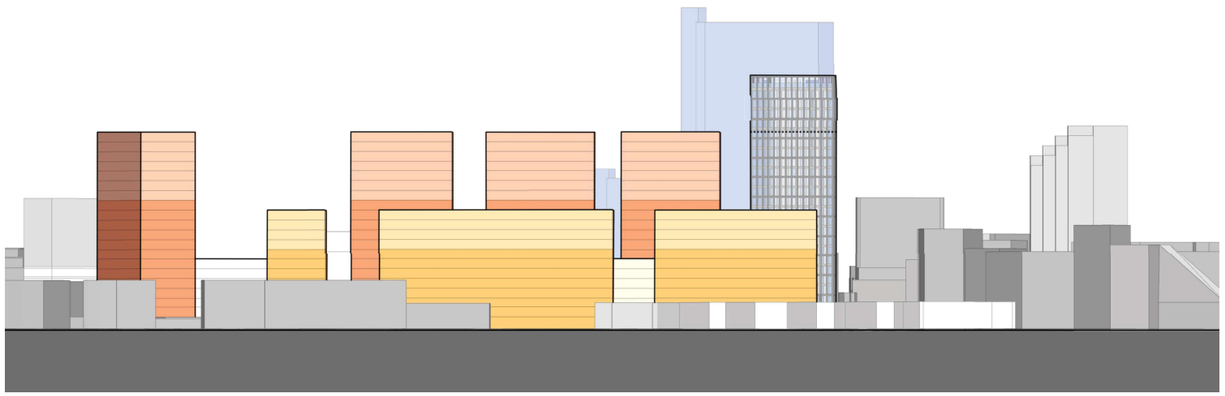
View G - Great Ancoats Street



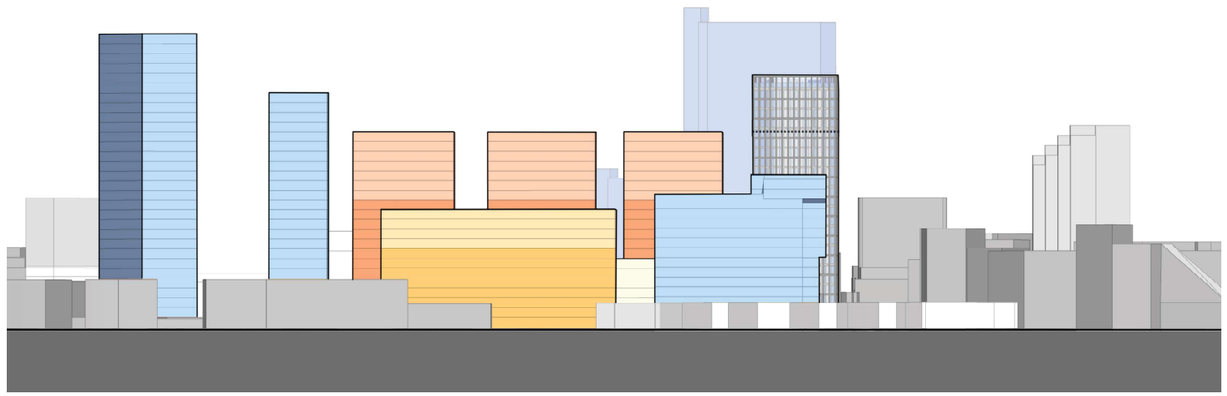
View H - Ashton Canal (Aerial)



Adopted HS2 SRF Context Views



Adopted HS2 SRF Context



Adopted HS2 SRF + Plots A & F

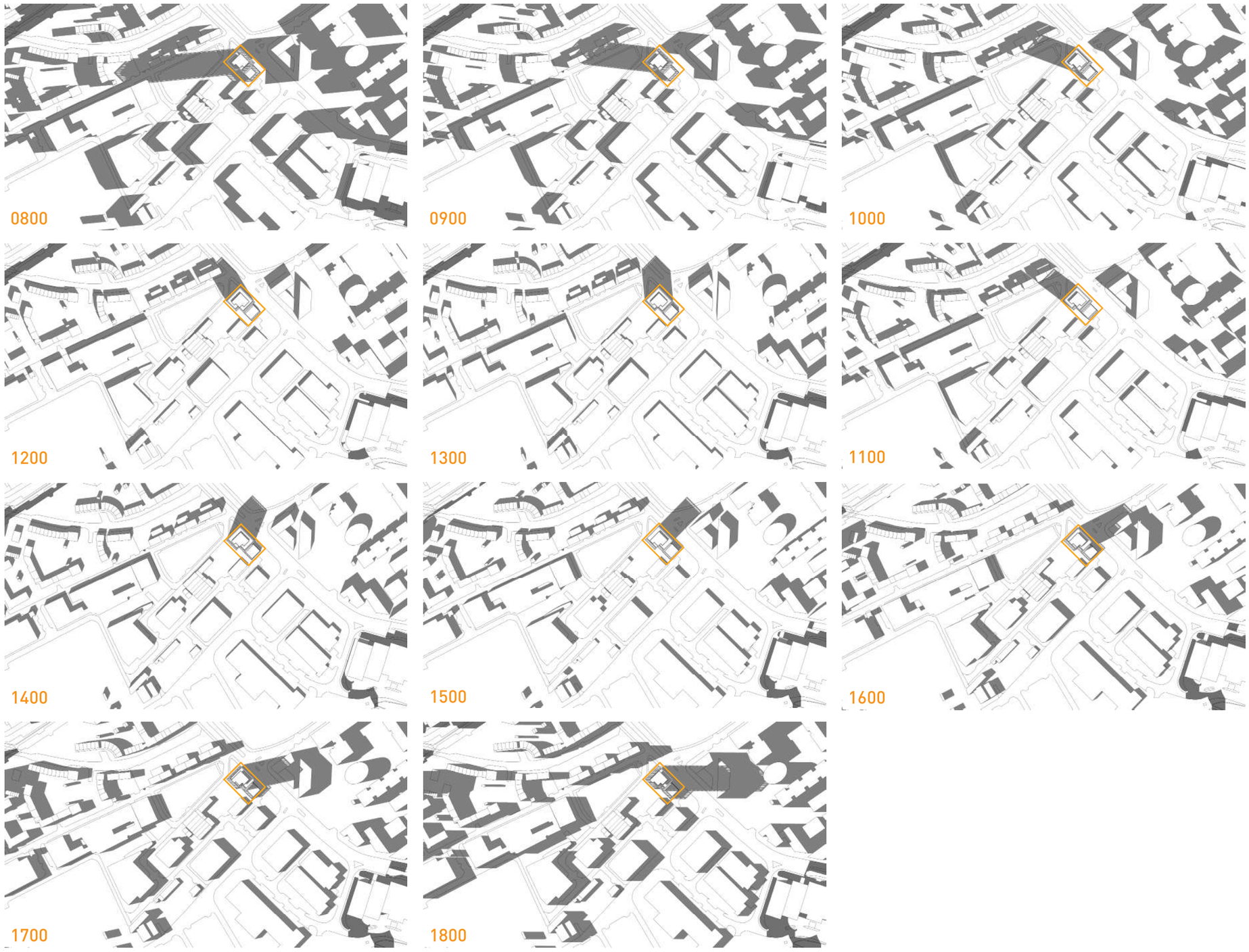
3.3 FORM

3.3.2 SHADOW STUDIES

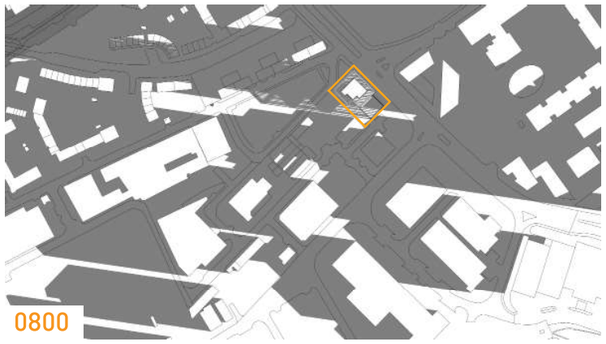
Overlooking & overshadowing to the adjacent plots was considered and a series of shadow studies were undertaken as part of the design development process.

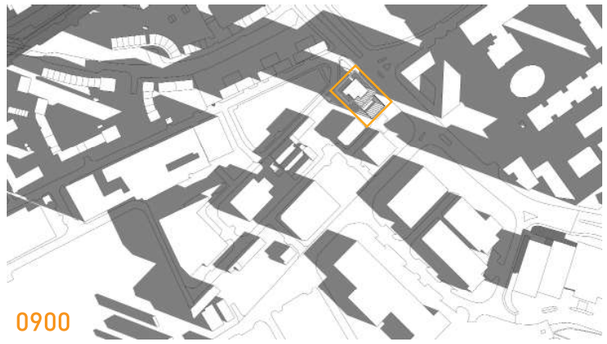
These early studies reviewed the proposal within the existing context and demonstrated the importance of positioning the tall building to the north of the site. Although some minor overshadowing occurs on neighbouring properties during certain times in the morning, the shadow falls within open space from early afternoon.

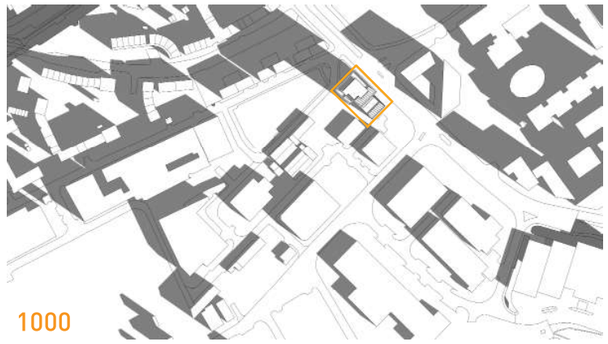
A daylight, sunlight and overshadowing assessment has been submitted as part of the proposals. Please refer to Chapter 19 of ES Volume 2.



INDICATIVE SHADOW STUDIES - SUMMER SOLSTICE









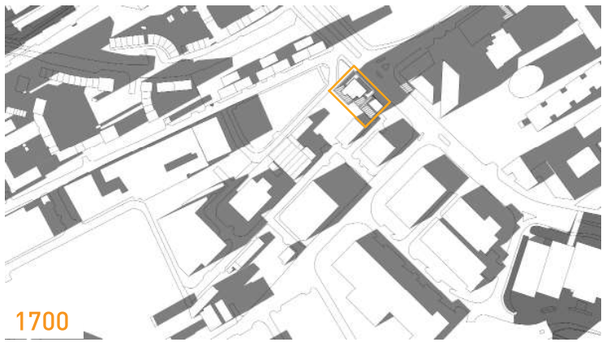














INDICATIVE SHADOW STUDIES - SPRING & AUTUMN EQUINOX

3.3 FORM

3.3.3 STRATEGY

The residential layout has been efficiently planned as a cluster of apartments around a central core with the southern corner extracted. The extracted corner respects the PSE SRF proposal for a new public square by creating a defined edge and importantly reduces the visual form to create an elegant slender marker.

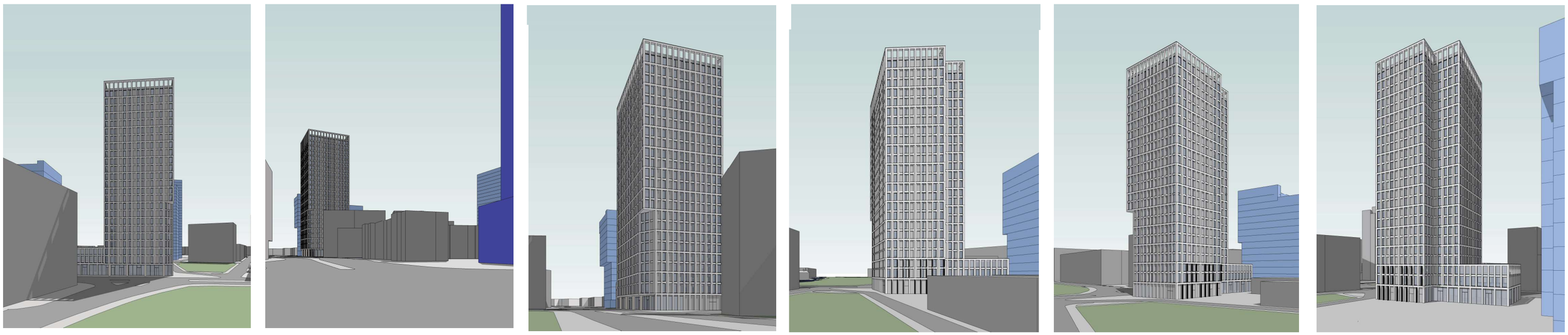
One of early key design decisions was to position the tower at the northwest corner of Great Ancoats Street and Longacre Street in alignment with the historical street grid. This formally anchors the northern corner, terminates vistas and creates a focal point and gateway to the proposed public square formed at the end of Heyrod Street. The provision of the new square provides an appropriate amount of open public space at the base of the tower which will benefit from the drama created by the towers height and slender profile.

The building rises to a height of 25 storeys, which includes a full storey height roof parapet. The building sits above a three storey podium containing active retail uses to animate the public realm and provide natural surveillance. The podium is cut back to Great Ancoats Street providing a colonnade to articulate and emphasize the tower form and provide a sense of intimacy to the retail and resident's reception.

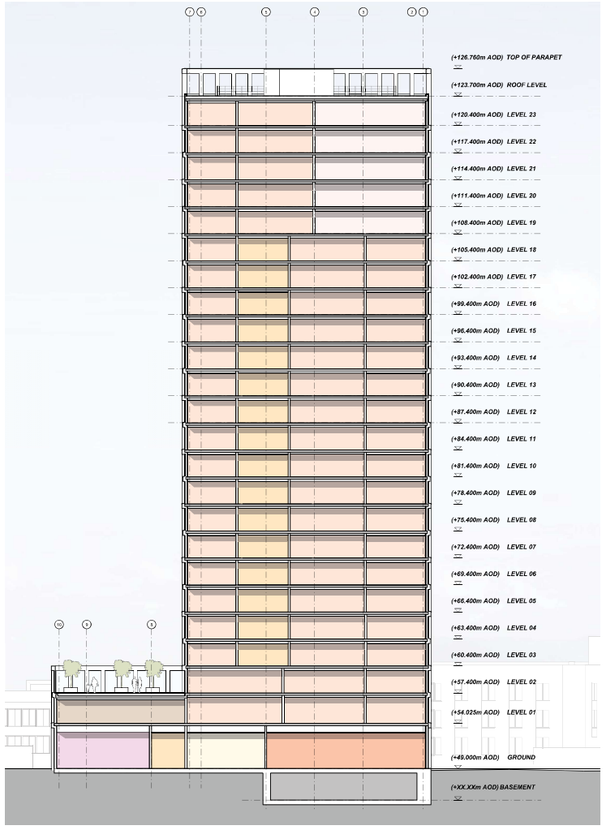
In order to create an elegant silhouette the brickwork grid of the facade is continued a further storey above the uppermost residential level 23 to form a parapet at level 24. The windows are omitted at level 24 to provide safe facade access for cleaning and maintenance and provide a lightness to the top of the building. The lift overruns are located in the centre of the plan so as not to impact on the external appearance of the building.



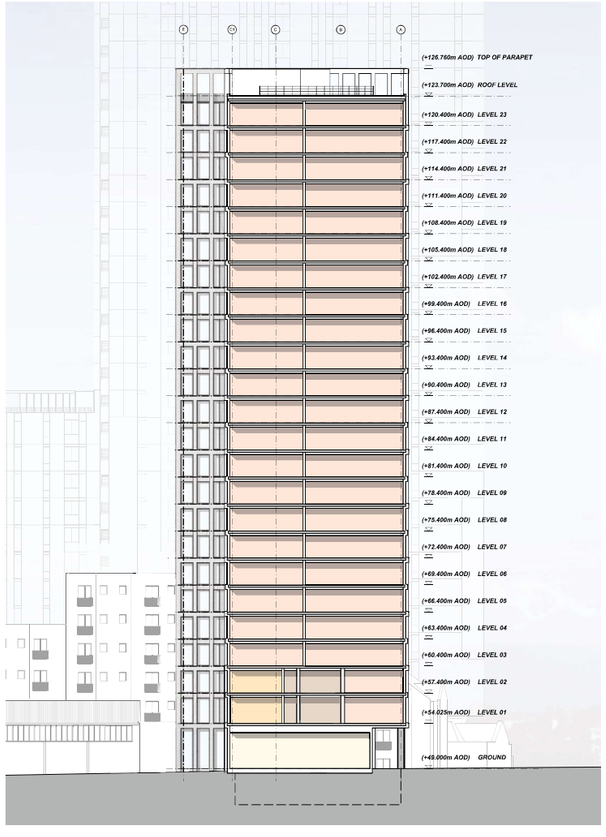
Great Ancoats Street Visualisation



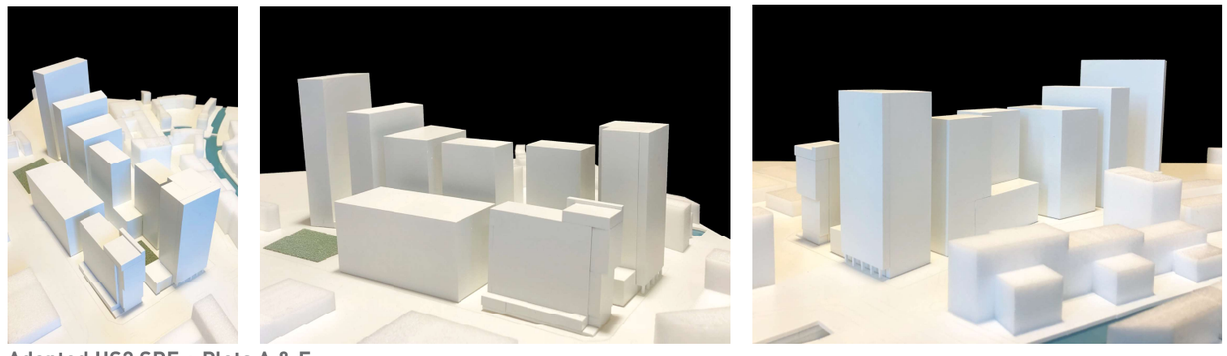
3d model viewpoint studies



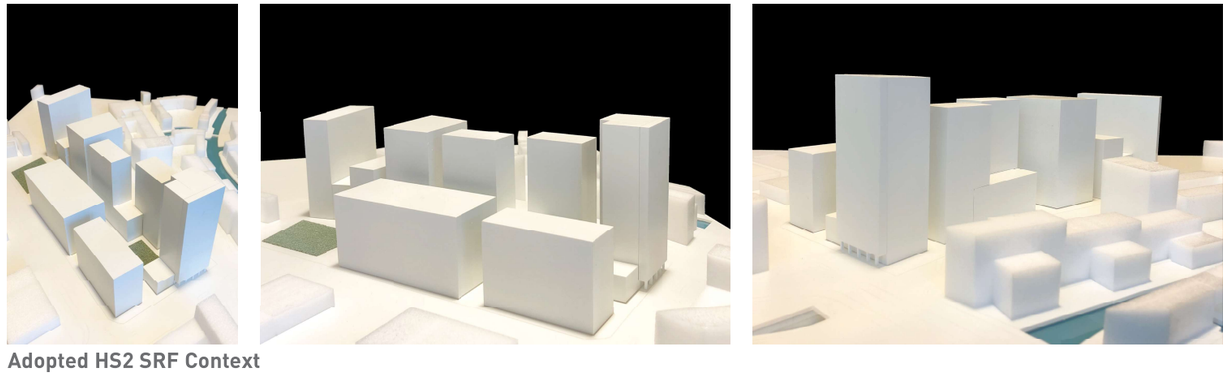
Section AA



Section BB



Adopted HS2 SRF + Plots A & F



Adopted HS2 SRF Context

Early Stage physical model studies

3.4 APPEARANCE



Crusader Mill



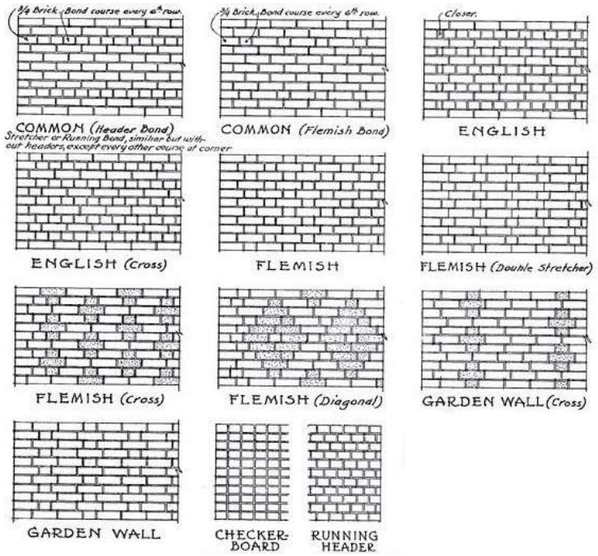
Royal Mill



Murray Mills



Albion Mill



Brick Bonds



Longacre Street - 1966



Heyrod Street - Flemish Bond
Alternate stretchers and headers





Crusader Mill- English Garden Wall
Three rows of stretchers to one of headers





Royal Mill - Flemish Bond
Alternate stretchers and headers





Royal Mill (Internal) - English Garden Wall
Three rows of stretchers to one of headers

3.4.1 STRATEGY

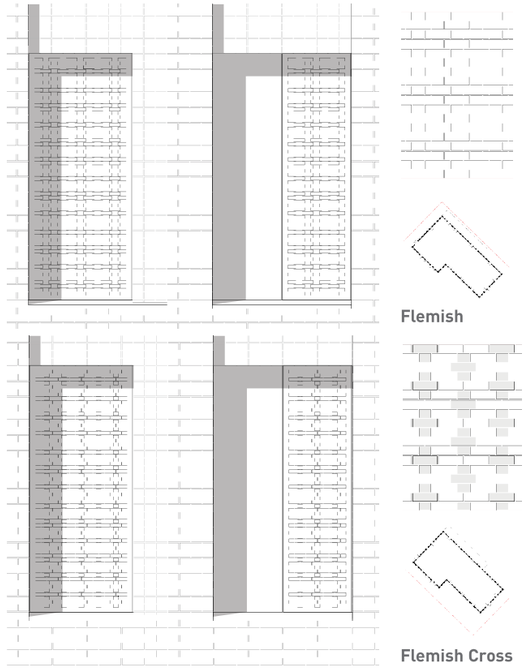
The appearance strategy was developed from an exploration of the surrounding historical context. The adjacent images illustrate how material and visual references were taken from historical mills to produce an orthogonal and ordered facade fenestration. Together with the strong geometric form of the building, these references informed the design of a regular expressed facade grid.

The expressed brickwork grid has been planned on a 1800mm module with a primary grid spanning every two floors and an inset secondary grid to intermediate floors. The primary grid has a brick and half (317.5mm) reveal to the window and a further half brick (112.5mm) reveal to the inset secondary grid. The reveals provide an emphasis and depth to the façade. The use of a two storey grid increases the verticality and slenderness of the building form. Further visual interest is provided through the use of different stretcher and header brickwork bonds.

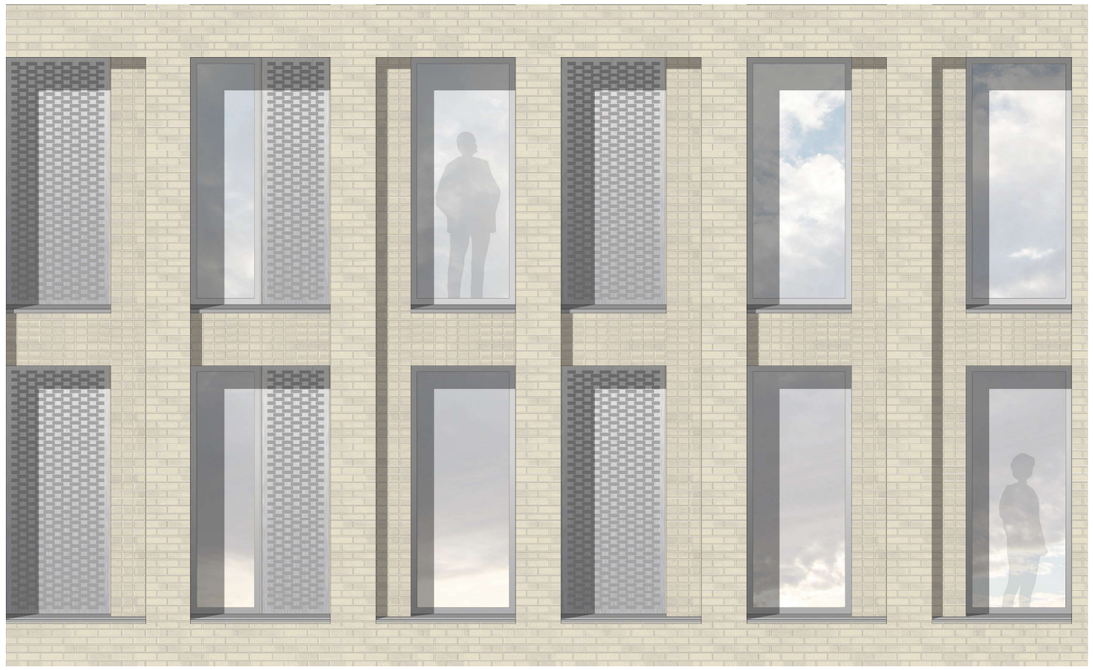
The deep inset floor to ceiling windows will provide extensive views from the apartments and maximise natural daylight penetration. Natural ventilation is provided through anodised aluminium rapid vents. These are full height inward opening windows, concealed with a flush finished perforated metal screen to the façade. The perforate pattern for the rapid vents is extracted from two different historical brickwork bonds which were found within the local context. Flemish has been employed for the outer facades to Great Ancoats Street and Longacre Street and Flemish Cross to the inner facades to the new public square. This provides a contextual visual reference and connection to the heritage of the site.

Ventilation to ancillary plant spaces at ground and mezzanine floors is provided through flush finished aluminium louvres. The louvres are also used to face service access doors to provide a continuous and discrete appearance.

The transparency of the ground floor glazed areas to the retail uses maximises natural daylighting to internal spaces, and creates visual depth, continuity and views into ground floor areas. This also increases passive surveillance and improves security.



Rapid Vent - Perforate Patterns



Primary Grid - Stretcher Bond
Secondary Grid - Stacked / Checker Board Bond



Material Precedents - Colour & texture

3.4 APPEARANCE

3.4.2 MATERIALS

The proposed surface materials are as follows:

1. Brickwork
Traditional brickwork in subtle grey / buff tones.

The colour has been chosen to provide a contrast with the existing red brick heritage to ensure their historical importance and value is not diminished. The chosen colours will also provide a visually lighter and less dominant appearance against the skyline.

The lighter appearance is enhanced further by the omission of the secondary grid brickwork and increased glazing to the top of the building. This provides visual interest, reflects the sky and lightens the impact when viewed from a distance. Each façade surface will catch the light in a different manner and ensure a constantly changing appearance in response to the time of day, weather conditions and the viewer's perspective.

2. Clear glazing
Full height clear glazed panels will provide extensive views from the apartments and allow substantial natural daylight. Solid infill panels, where needed, will be faced with opaque backed full height glazing.

A natural hierarchy of solid and clear panels occurs from the function of the rooms, whereby living spaces have increased amounts of clear glazing.

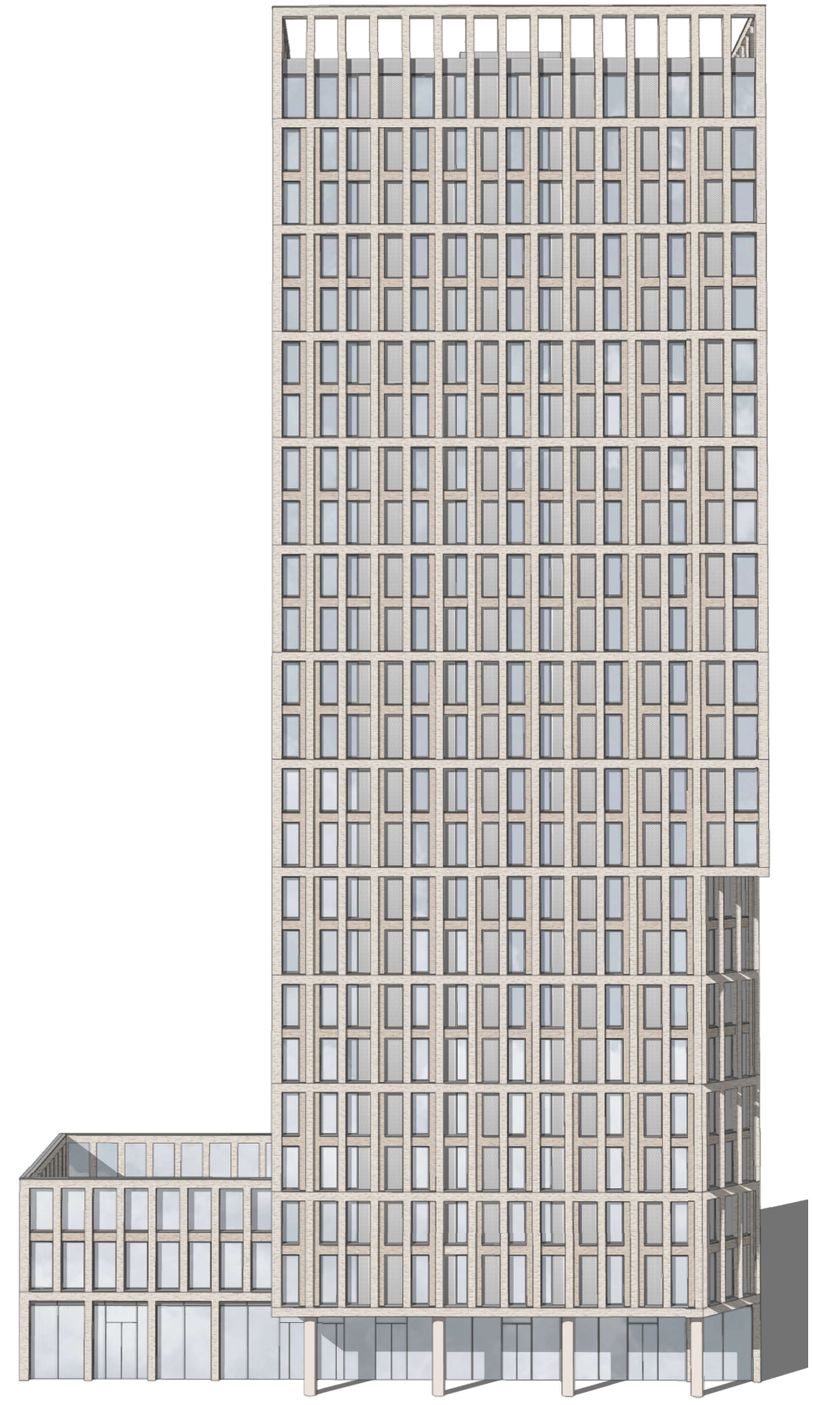
3. Rapid vents – anodised aluminium
Flush finished perforated metal screens will conceal pivoting solid ventilators, acoustic trickle vents and extract ductwork terminals.

Anodising provides a high performance finish which allows the aluminium to maintain its metallic appearance. This is because the anodized coating is translucent, allowing the base metal underneath the coating to be seen. It is available in a number of gloss and colour alternatives with minimal colour variation. Since the anodising process is a reinforcement of a naturally occurring oxide process, it is non-hazardous and produces no harmful or dangerous by-products. Anodising cannot peel, chip, flake or blister.

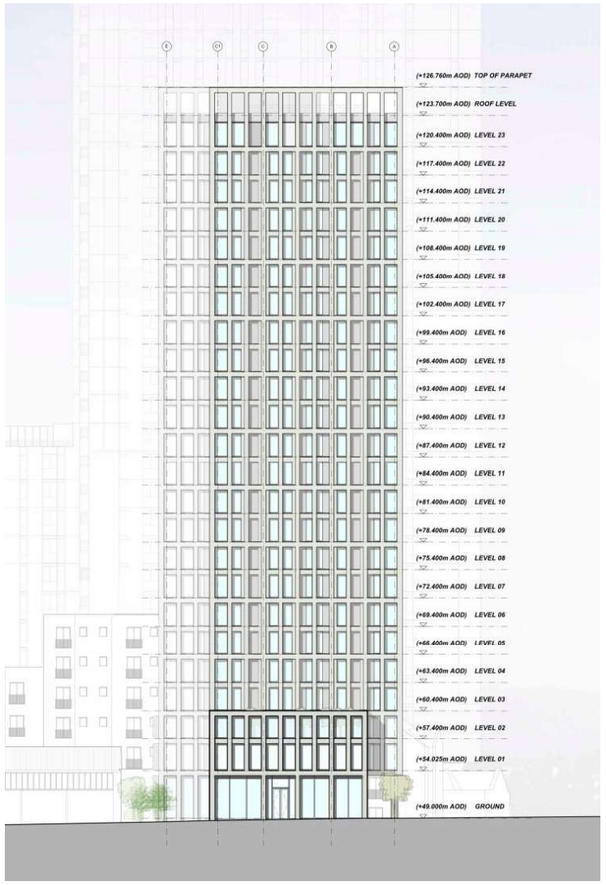
4. Louvres
Ventilation to ancillary plant and refuse spaces at ground and mezzanine floors is provided through flush finished aluminium performance louvres. The louvres are also used to face service access doors to provide a continuous and discrete appearance.



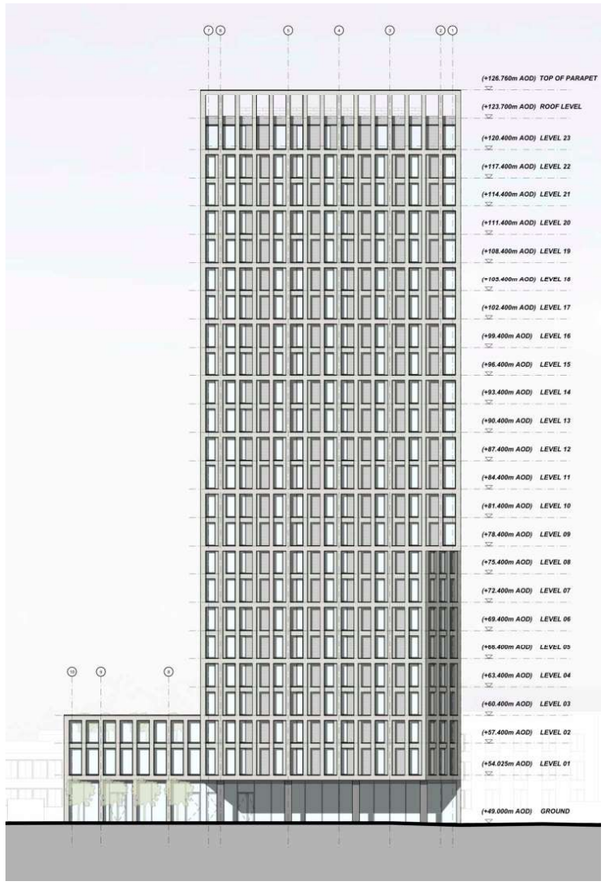
Indicative renders of Victoria house



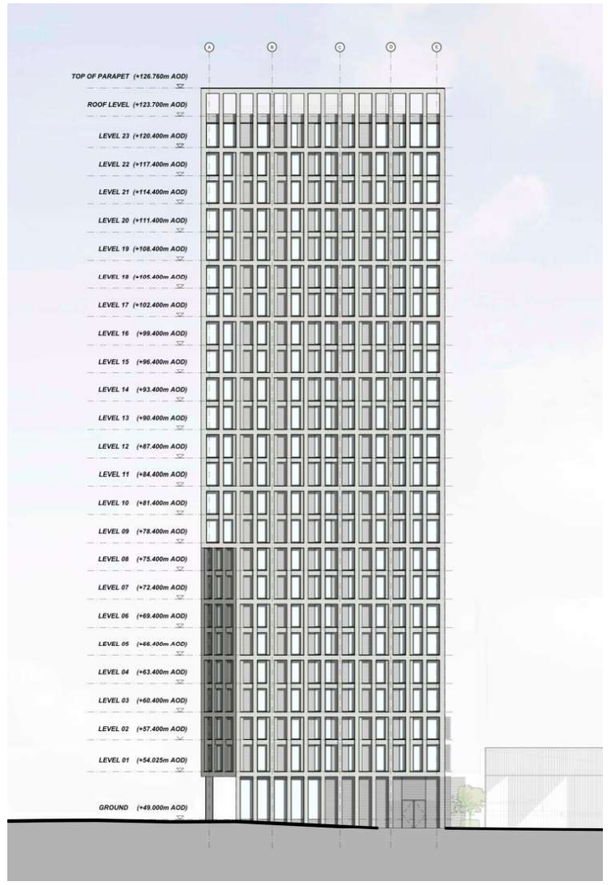
North East Model View



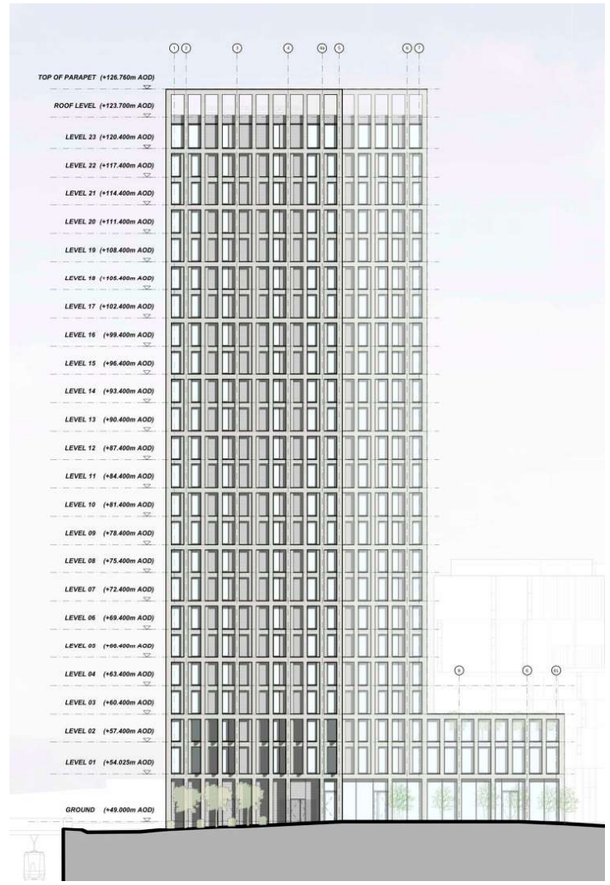
South East Elevation



North East Elevation



North West Elevation

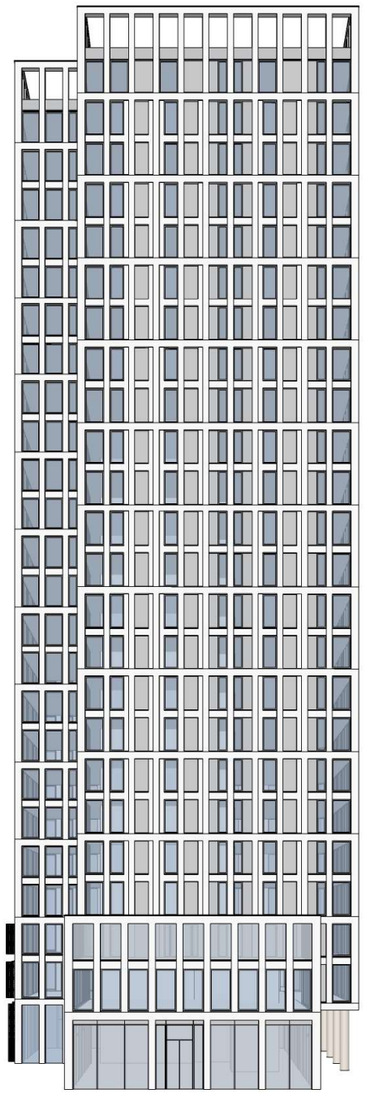


South West Elevation

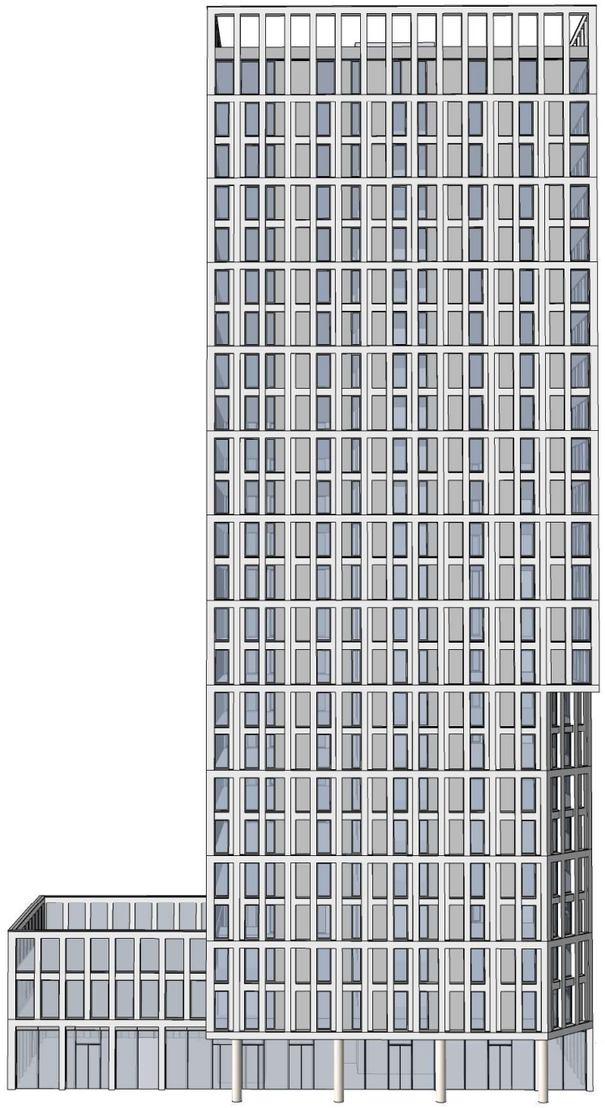


Material Precedents

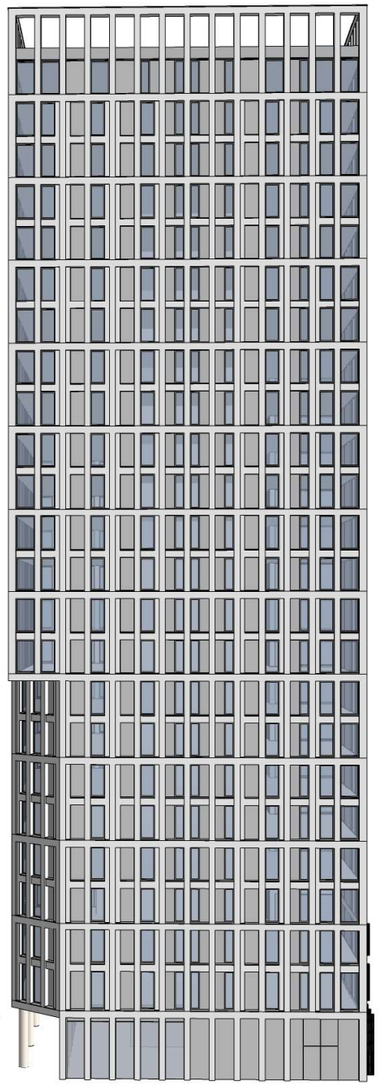
3.4 APPEARANCE



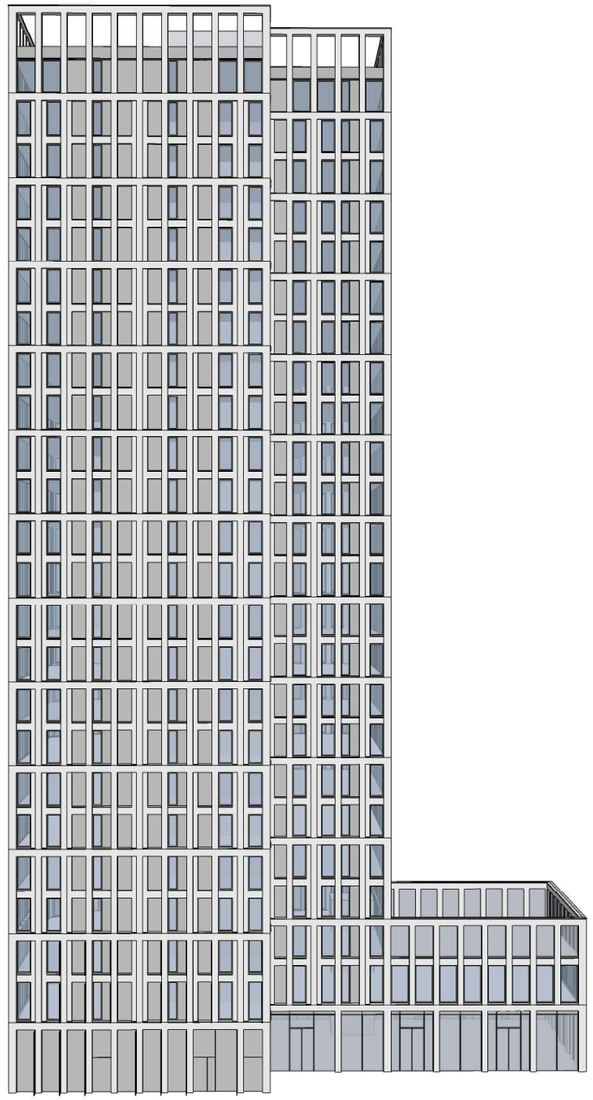
South East Model View



North East Model View



North West Model View

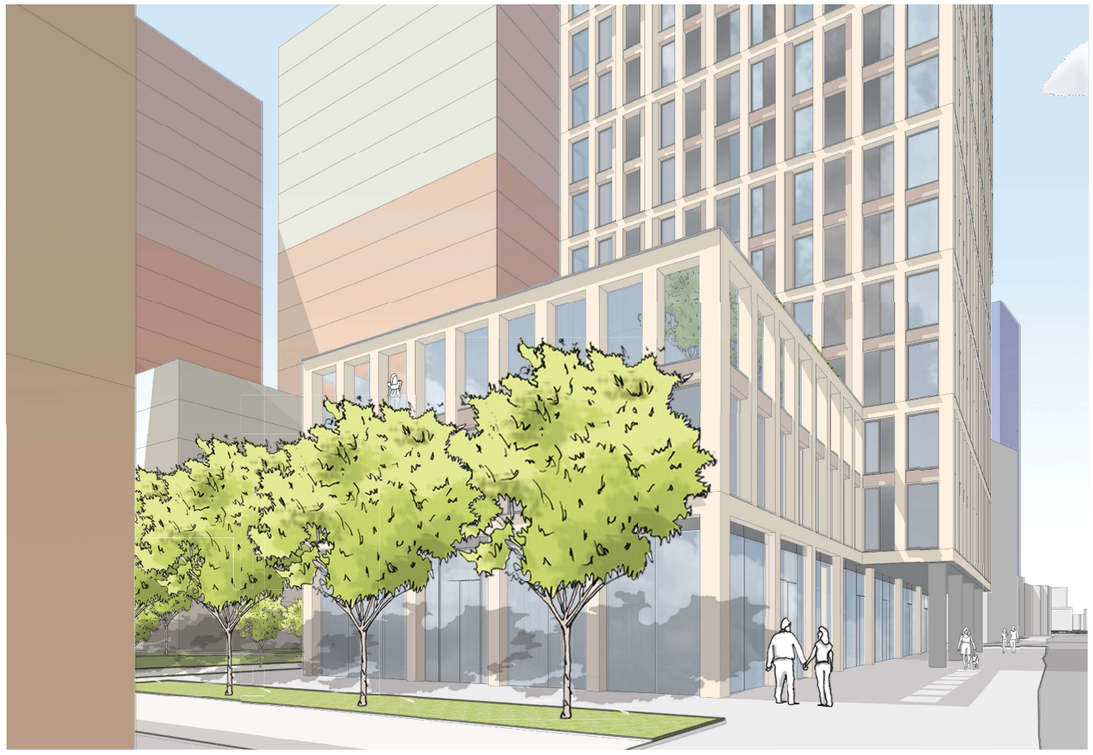


South West Model View

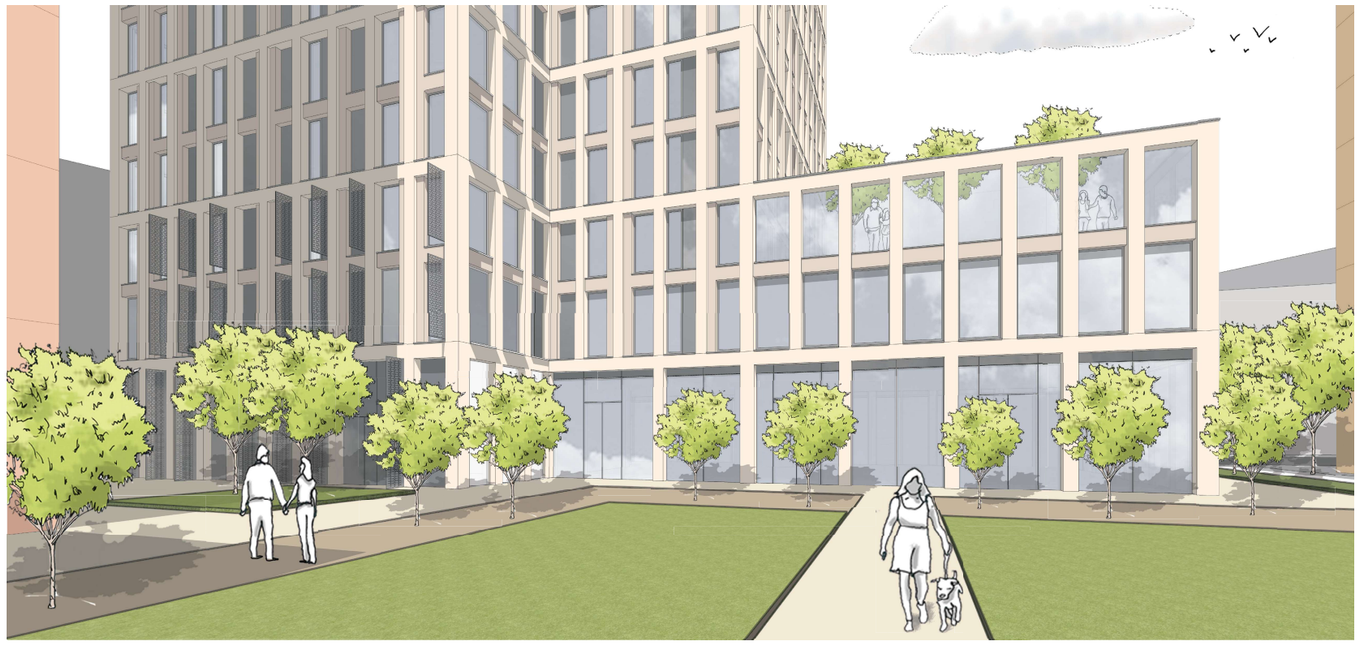
3d model views



Great Ancoats Street

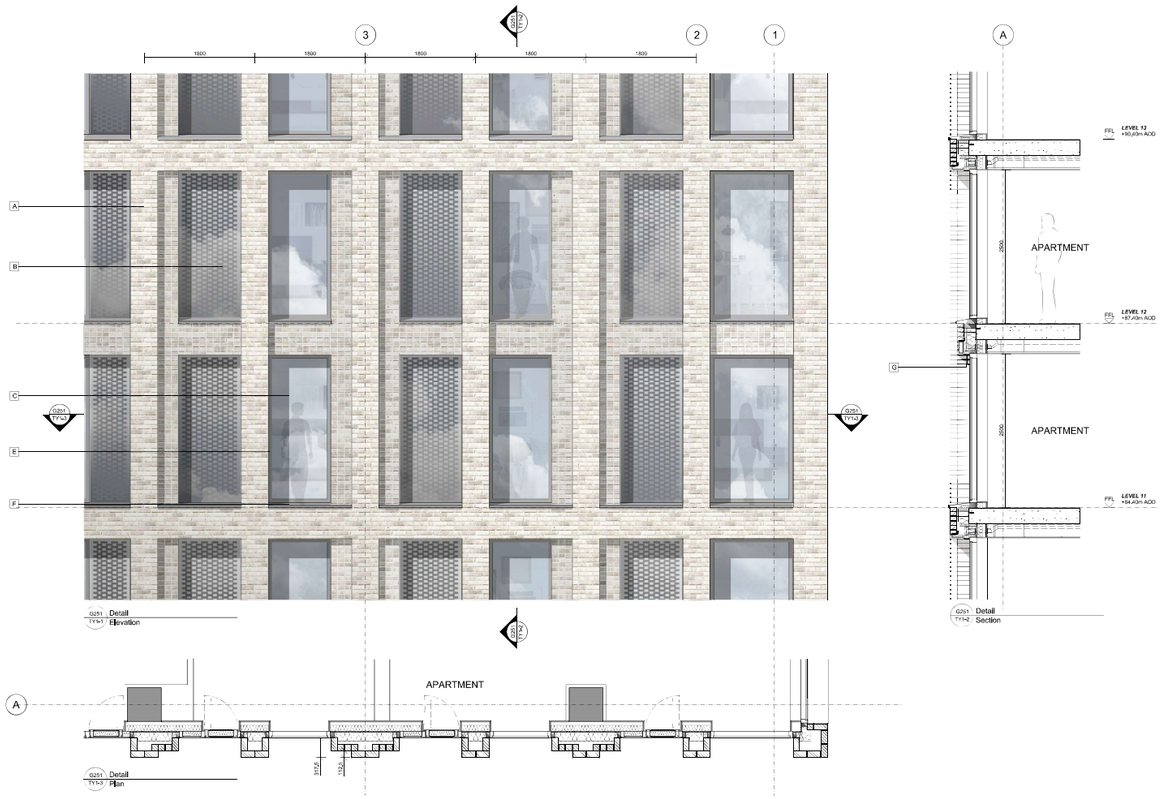


Great Ancoats Street



Proposed Public Square
3d model - street views

3.4 APPEARANCE

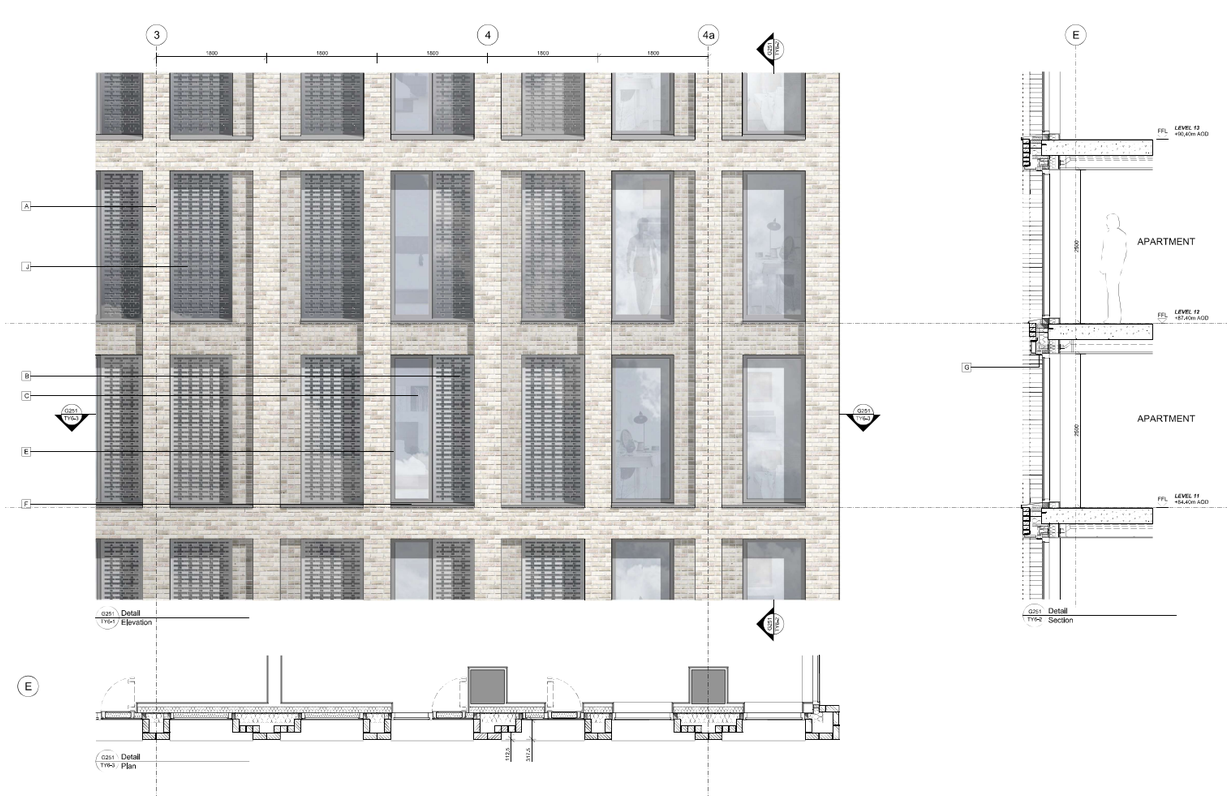


Typical Detail 1 - Residential Facade (NE Elevation)

RAPID VENT - Flemish perforated pattern

MATERIAL KEY

- A BRICKWORK ON SUPPORT ANGLES
- B METAL SCREEN TO CONCEAL PIVOTING SOLID VENTILATOR
- C CLEAR FULL HEIGHT GLAZING
- D OPAQUE FULL HEIGHT GLAZING
- E ANODISED ALUMINIUM FRAMING
- F ANODISED ALUMINIUM CILL
- G ANODISED ALUMINIUM SOFFIT VENT
- H FLUSH FINISH ANODISED ALUMINIUM LOUVRES
- I ALUMINIUM SOFFIT PANELS
- J METAL SCREEN



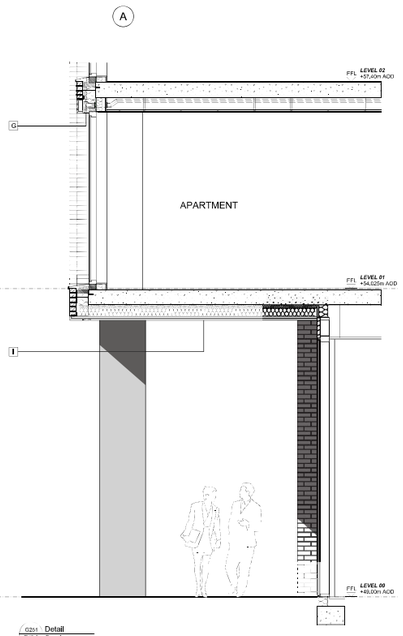
Typical Detail 6 - Residential Facade (SW Elevation)

RAPID VENT - Flemish Cross perforated pattern

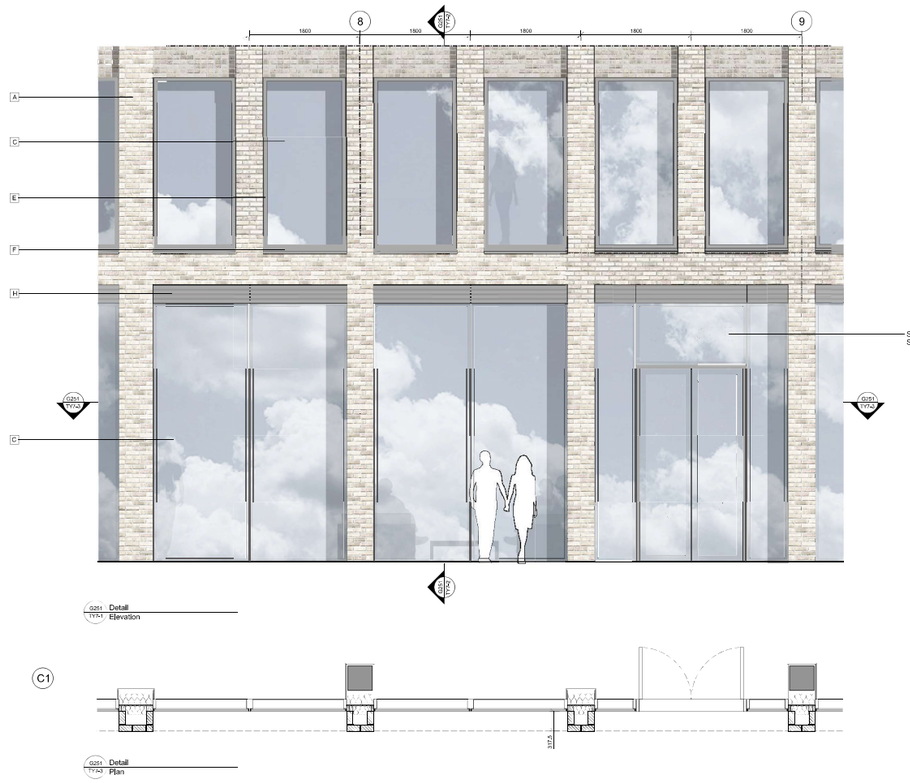
MATERIAL KEY

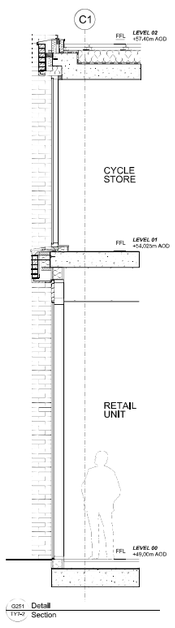
- A BRICKWORK ON SUPPORT ANGLES
- B METAL SCREEN TO CONCEAL PIVOTING SOLID VENTILATOR
- C CLEAR FULL HEIGHT GLAZING
- D OPAQUE FULL HEIGHT GLAZING
- E ANODISED ALUMINIUM FRAMING
- F ANODISED ALUMINIUM CILL
- G ANODISED ALUMINIUM SOFFIT VENT
- H FLUSH FINISH ANODISED ALUMINIUM LOUVRES
- I ALUMINIUM SOFFIT PANELS
- J METAL SCREEN





Typical Detail 2 - Residential Entrance (NE Elevation)





Typical Detail 7 - Retail Entrance (SW Elevation)

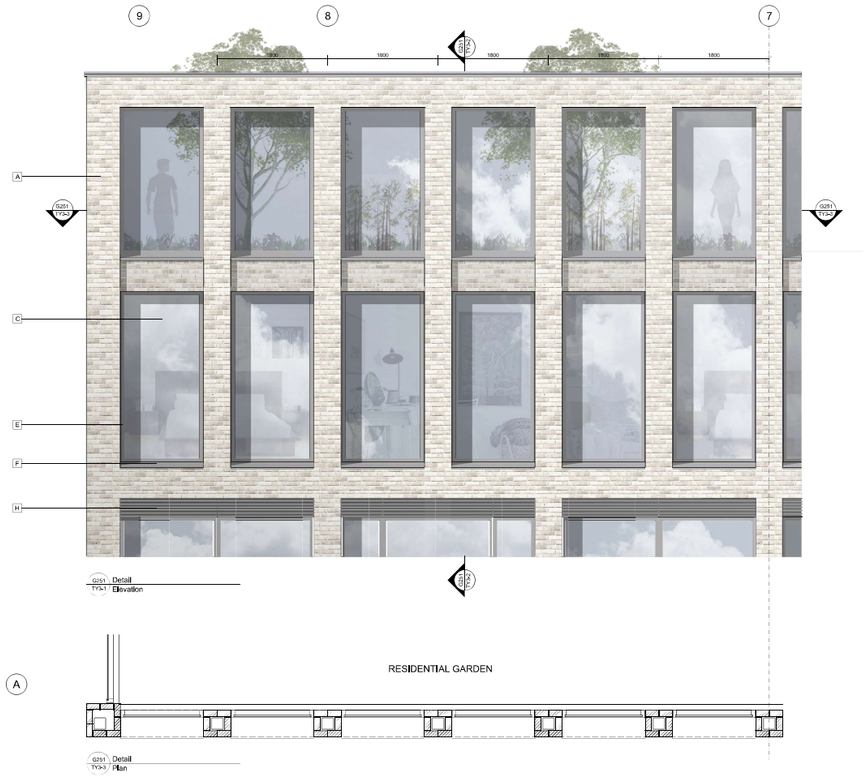
MATERIAL KEY

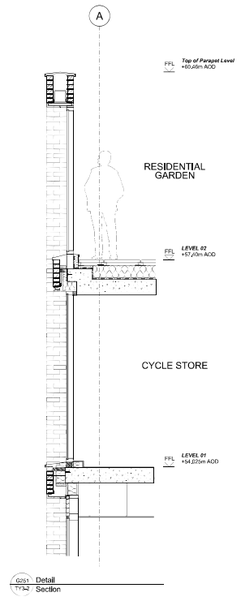
- A BRICKWORK ON SUPPORT ANGLES
- B METAL SCREEN TO CONCEAL PIVOTING SOLID VENTILATOR
- C CLEAR FULL HEIGHT GLAZING
- D OPAQUE FULL HEIGHT GLAZING
- E ANODISED ALUMINIUM FRAMING
- F ANODISED ALUMINIUM CILL
- G ANODISED ALUMINIUM SOFFIT VENT
- H FLUSH FINISH ANODISED ALUMINIUM LOUVRES
- I ALUMINIUM SOFFIT PANELS
- J METAL SCREEN

MATERIAL KEY

- A BRICKWORK ON SUPPORT ANGLES
- B METAL SCREEN TO CONCEAL PIVOTING SOLID VENTILATOR
- C CLEAR FULL HEIGHT GLAZING
- D OPAQUE FULL HEIGHT GLAZING
- E ANODISED ALUMINIUM FRAMING
- F ANODISED ALUMINIUM CILL
- G ANODISED ALUMINIUM SOFFIT VENT
- H FLUSH FINISH ANODISED ALUMINIUM LOUVRES
- I ALUMINIUM SOFFIT PANELS
- J METAL SCREEN

3.4 APPEARANCE

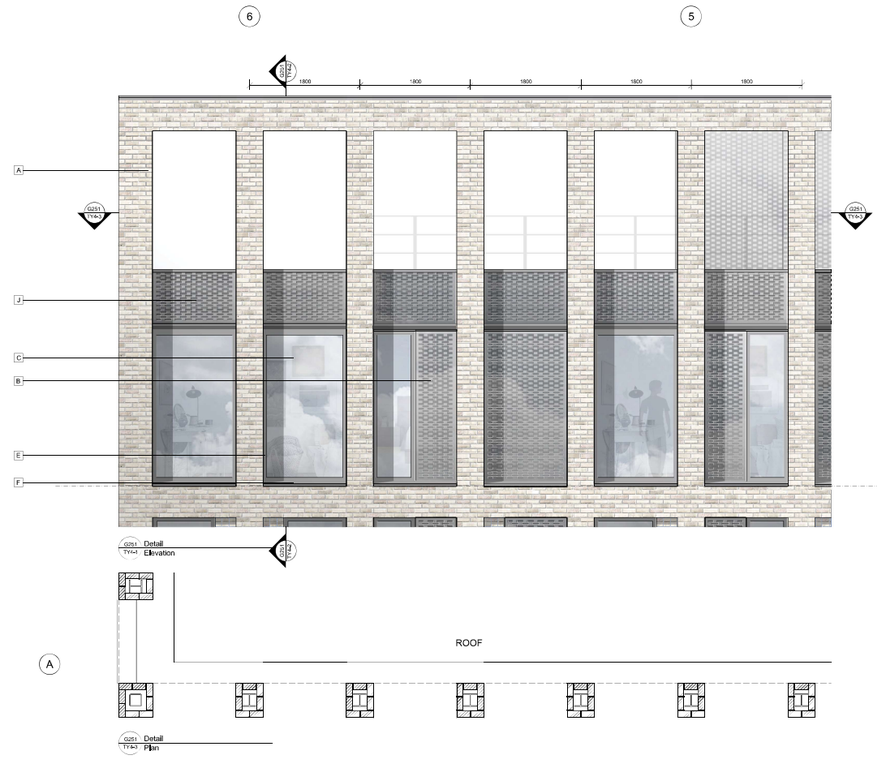


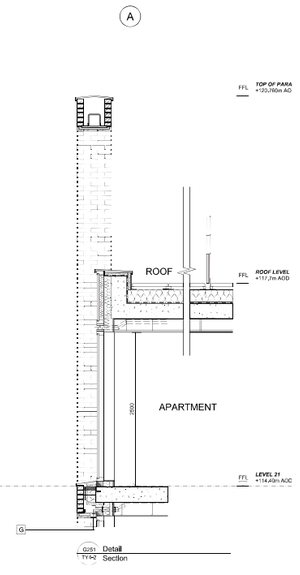


Typical Detail 3 - Level 02 Parapet (NE Elevation)

MATERIAL KEY

- A BRICKWORK ON SUPPORT ANGLES
- B METAL SCREEN TO CONCEAL PIVOTING SOLID VENTILATOR
- C CLEAR FULL HEIGHT GLAZING
- D OPAQUE FULL HEIGHT GLAZING
- E ANODISED ALUMINIUM FRAMING
- F ANODISED ALUMINIUM CILL
- G ANODISED ALUMINIUM SOFFIT VENT
- H FLUSH FINISH ANODISED ALUMINIUM LOUVRES
- I ALUMINIUM SOFFIT PANELS
- J METAL SCREEN

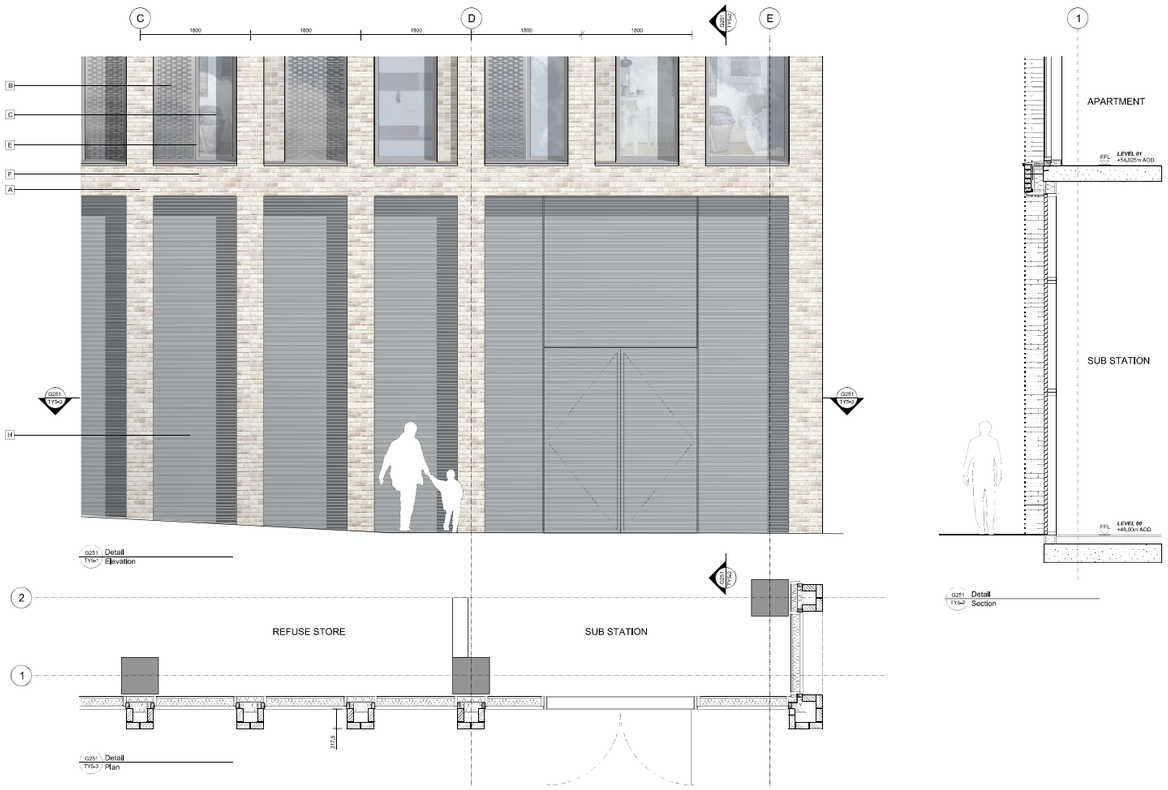




Typical Detail 4 - Roof Level Parapet (NE Elevation)

MATERIAL KEY

- A BRICKWORK ON SUPPORT ANGLES
- B METAL SCREEN TO CONCEAL PIVOTING SOLID VENTILATOR
- C CLEAR FULL HEIGHT GLAZING
- D OPAQUE FULL HEIGHT GLAZING
- E ANODISED ALUMINIUM FRAMING
- F ANODISED ALUMINIUM CILL
- G ANODISED ALUMINIUM SOFFIT VENT
- H FLUSH FINISH ANODISED ALUMINIUM LOUVRES
- I ALUMINIUM SOFFIT PANELS
- J METAL SCREEN



Typical Detail 5 - Substation / Refuse Store (NW Elevation)

MATERIAL KEY

- A BRICKWORK ON SUPPORT ANGLES
- B METAL SCREEN TO CONCEAL PIVOTING SOLID VENTILATOR
- C CLEAR FULL HEIGHT GLAZING
- D OPAQUE FULL HEIGHT GLAZING
- E ANODISED ALUMINIUM FRAMING
- F ANODISED ALUMINIUM CILL
- G ANODISED ALUMINIUM SOFFIT VENT
- H FLUSH FINISH ANODISED ALUMINIUM LOUVRES
- I ALUMINIUM SOFFIT PANELS
- J METAL SCREEN

3.5 USE & AMOUNT

3.5.1 USE

Victoria House is a high density development which comprises of a residential tower with private amenity space including; gym, residents lounge, co work space, residents garden and retail use at ground floor.

The proposed development can be summarised as follows:

- Demolition of a single storey industrial unit know as Victoria House.
- Construction of a new residential tower comprising of 1 x ground , 23 levels plus a roof level with full height parapet (Total 25 storeys).
- A total of 177 apartments will be provided on site.
- Creation of public realm and landscaping across the development including residents garden and extensive green roof.
- Secure cycle parking is provided at first floor, served by a dedicated lift with direct access to the residential core.

3.5.2 AMOUNT

Victoria House comprised of the following quantum of accommodation measured as Gross Internal Area GIA.

GIA AREAS

Residential 15,160 sqm (163,182 sqft)

Commercial 161 sqm (1,733 sqft)

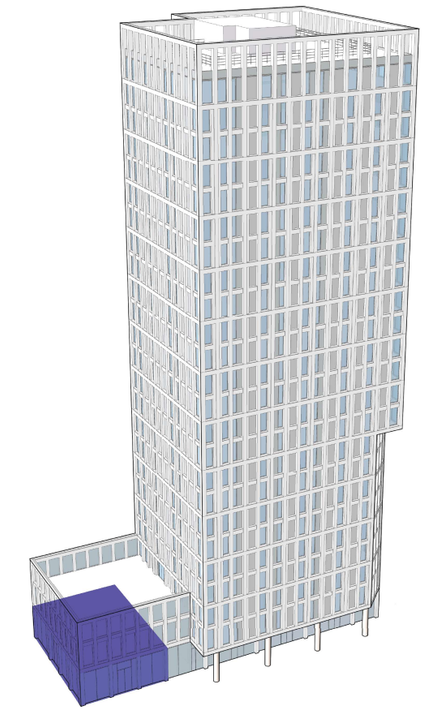
(Excludes plant, servicing & basement accommodation)

Cycles 177 spaces (1 space per apartment)

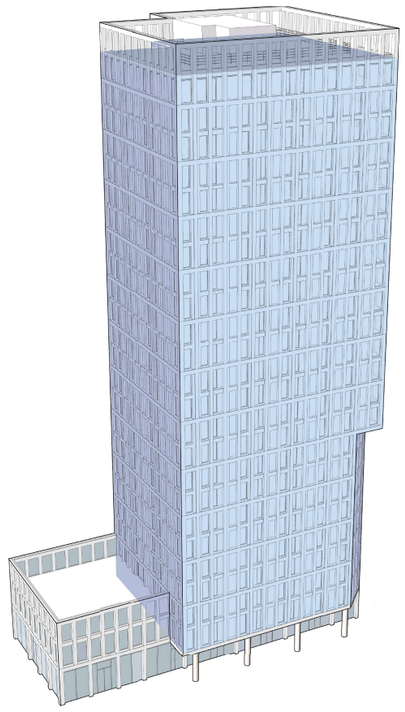
APARTMENT MIX

1 bed	2 bed	3 bed
59 (33%)	113 (64%)	5 (3%)

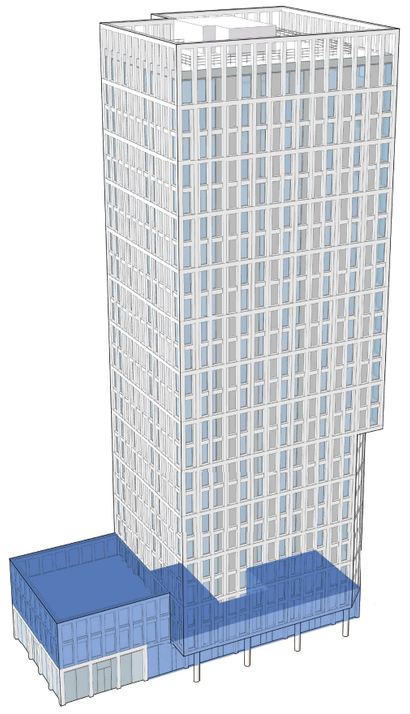
The number of units and unit types are shown in the attached schedule.



COMMERCIAL



RESIDENTIAL



AMENITY

Plan	Number of Levels	Total per Level					Overall Total				
		1 Bed		2 Bed		3 Bed	1 Bed		2 Bed		3 Bed
		1B 1P	1B 2P	2B 3P	2B 4P	3B 5P	1B 1P	1B 2P	2B 3P	2B 4P	3B 5P
Level 01 - 02	2	1	2	1	3	0	2	4	2	6	0
Level 03-08	6	2	1	2	3	0	12	6	12	18	0
Level 09-18	10	2	1	2	3	0	20	10	20	30	0
Level 19-22	4	0	1	2	3	1	0	4	8	12	4
Level 23	1	0	1	2	3	1	0	1	2	3	1
	23						34	25	44	69	5
Total Unit Type							59		113		5
Percentage Mix							33%		64%		3%
Overall Total							177				

Victoria House - Apartment Mix Schedule

4.0 Landscape & Public Realm

4.1 PORTUGAL STREET EAST SRF

This scheme will be one of the earliest plots developed as part of the Portugal Street East Strategic Regeneration Framework (SRF) which sits within the wider HS2 SRF

FUTURE SURROUNDING DEVELOPMENT

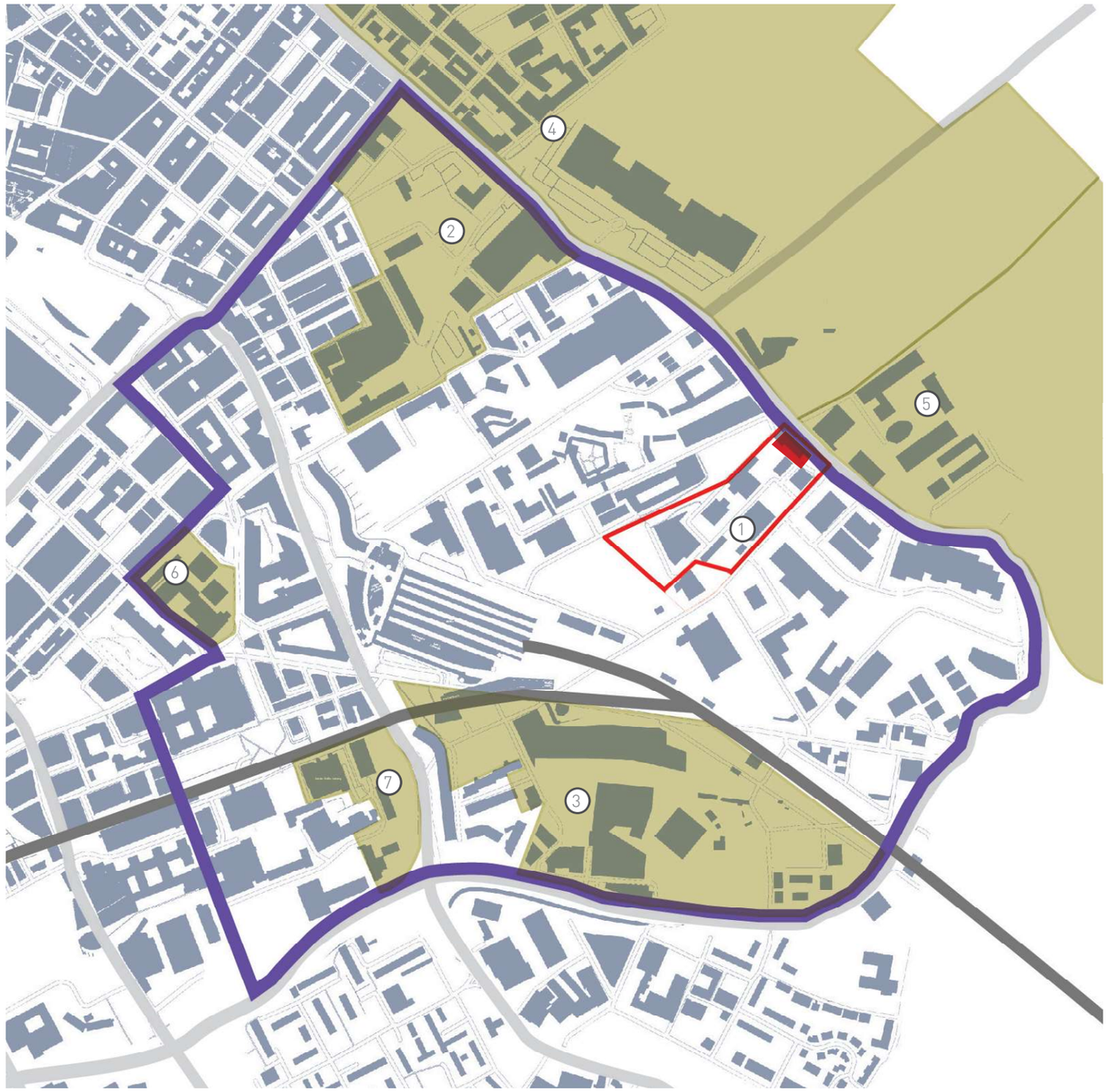
There are numerous SRFs surrounding the site, including;

- HS2 SRF (shown in purple)
- Piccadilly Basin SRF (2)
- Mayfield SRF (3)
- Ancoats & New Islington Neighbourhood Development Framework (4)
- Holt Town Regeneration Framework (5)
- Kampus (6)
- London Road (7)

The site and many of the above areas sit within the HS2 Strategic Regeneration Framework, which will see a significant redevelopment of the entire area surrounding Piccadilly station (see bottom image).

PORTUGAL STREET EAST SRF

The Portugal Street East SRF (1) is a key driver in the regeneration of the area and will act as a flagship development. It is therefore important that key elements are established that tie in with the wider SRF aspirations.



PICCADILLY HS2 MASTERPLAN

re-form
landscape architecture

The vision for the Portugal Street East Masterplan is to shape and realise the city's ambitions to regenerate and transform the neighbourhood surrounding the Piccadilly train station and create a sense of place for the area.

The PSE SRF document establishes a series of key aspirations that have informed the emerging design of the public realm, these include;

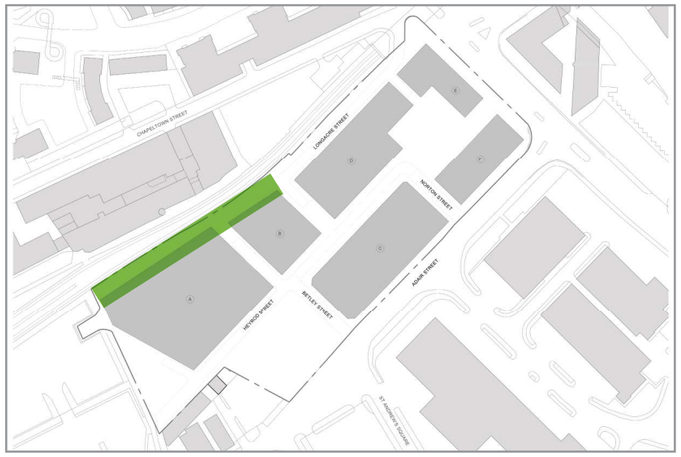
- A vibrant place making strategy
- High quality public and private amenity spaces
- Excellent pedestrian connections
- Active frontages
- Recognise streets are principal public spaces within the city
- Recognise Manchester's historic urban grain
- Consideration of heritage assets

The SRF establishes three key elements that are relevant to the public realm proposals, these include a Green Boulevard, the Avenue and a series of key Public Spaces.proposals, these include a Green Boulevard, the Avenue and a series of key Public Spaces.

KEY POINTS

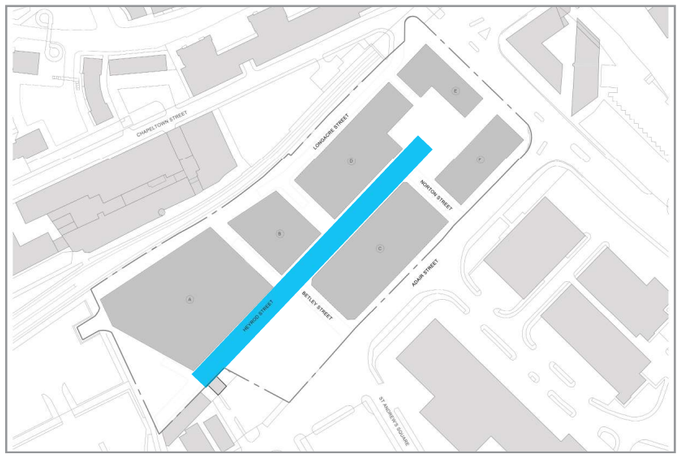
- Boulevard has a pedestrian focus and a more positive edge to the site
- The Avenue becomes the main route through the site with active edges
- Each of the plots address new public spaces, at both the north and south of the site

GREEN BOULEVARD



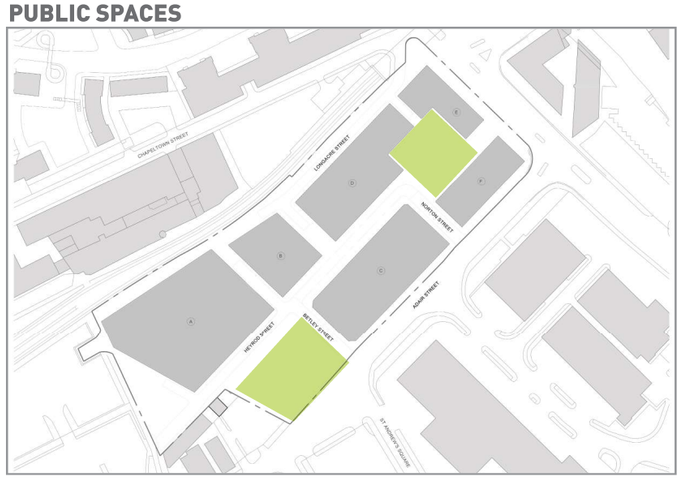
The Green Boulevard to south end of Longacre Street will be a green pedestrian route alongside the existing tram lines with a mix of soft and hard landscaping. The lower levels of the boundary plots will respect the scale of the Crusader Works and provide active frontage and potentially main entrances to activate the street scape.

AVENUE



The Avenue will be a major thoroughfare with generous pavement widths and high quality hard landscaping. There is opportunity for the street to incorporate tree planting. Main building entrances will face onto this route. There is also potential for other uses such as retail or commercial units facing onto this route.

PUBLIC SPACES



The main public spaces will be a high quality amenity for the surrounding area. A mix of hard and soft landscaping will be used. The surrounding plots are to be of a high quality and to reinforce the edge of the public space through carefully consideration of mass and scale. Plots A and B are considered to be a key site for a landmark tall building of high quality with active frontage and a main entrance facing onto the public space.

4.1 PORTUGAL STREET EAST SRF

The plot masterplan remains largely as it was illustrated within the original framework document. The main adaptation of the plan is the retention of Longacre Street as a key part of infrastructure for the site and the reconfiguring of key public realm spaces.

Retaining Longacre Street enables access for service vehicles to the application plot (E) and plots B and D, further reducing the necessity to use Heyrod Street as a key vehicle route. It is still intended to utilise Longacre Street as a pedestrian route but the emphasis is to draw pedestrian users into the heart of the site and along the avenue, rather than to skirt beside it.

KEY POINTS

- Existing streets remain to form the infrastructure to the development
- Certain roads are closed off to prevent the development becoming a cut through for motorists
- Each plot has a frontage addressing a new piece of public realm
- Plot E will address the Public Square and be accessed from Longacre Street



PORTUGAL STREET EAST SRF BOUNDARY AND PLOT DEMISE

re-form
landscape architecture

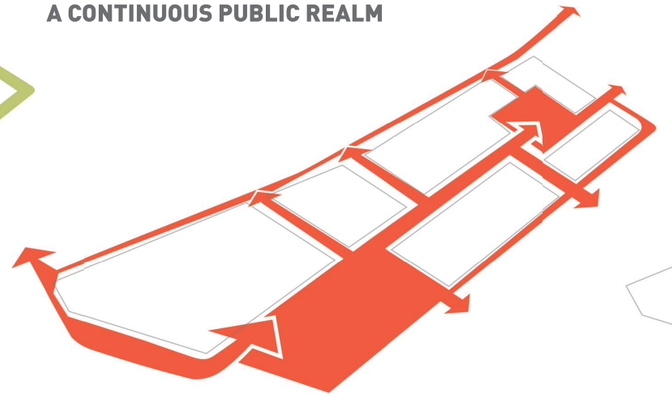
A series of key principles have been established as part of the wider PSE SRF strategy. These principles have informed the brief and development of the public realm surrounding the application site.

THE NEW NEIGHBOURHOOD



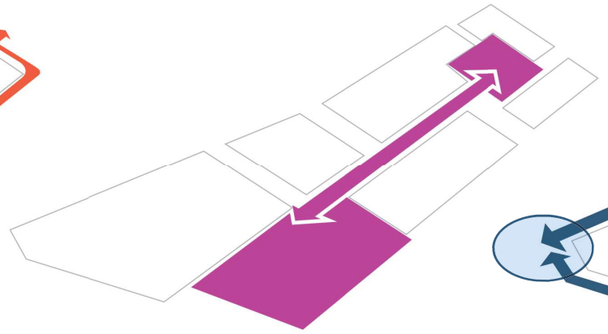
- Re-imagining the site as a new residential neighbourhood by transforming its character
- Changing from a highways focussed environment that is anchored in its industrial past, into something that relates to its future and setting within the context of wider regeneration around Piccadilly Station
- Roads become streets with tree planting and activity, and compounds become parks or squares with social spaces for gathering
- Soft landscape elements are integrated into the public realm to create a softer, greener environment to live in

A CONTINUOUS PUBLIC REALM



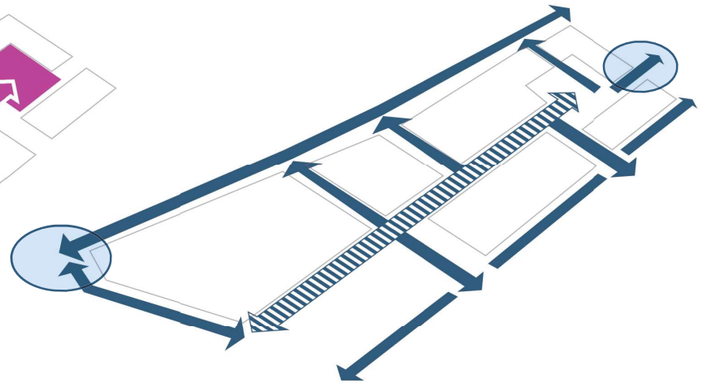
- Creating a place with an identity that is unique to the area
- Draw inspiration from the history of the place and use it to inform the new emerging district
- Continuity will be achieved through a considered palette of hard materials, planting and design
- Materiality, form and character have a consistency creating a public realm that is legible and inclusive

A SERIES OF KEY PUNCTUATIONS



- New public spaces are the focus of the development and address each of the surrounding building plots
- The spaces are the community focus so seating will play a very important role in curating social interaction
- The Avenue becomes an extension of the spaces allowing a strong connection throughout the centre of the masterplan
- Key spaces offer amenity, for the residents and the future emerging neighbourhood

REINSTATING CONNECTIONS



- Neighbourhood gateways mark wider connections, particularly when the HS2 SRF is developed
- Pedestrian movement will be given a greater priority across the site with linking routes and footpaths
- Pathways will link with existing desire lines and encourage movement within and throughout the site
- Edges will be open and positive, contributing to the external streetscape through activation and where appropriate greening
- Where required, screening of unsightly neighbours will be considered

4.1 PORTUGAL STREET EAST SRF

The landscape aims to capture the unique identity of the place and its history, whilst supporting an emerging new residential quarter for Portugal Street East.

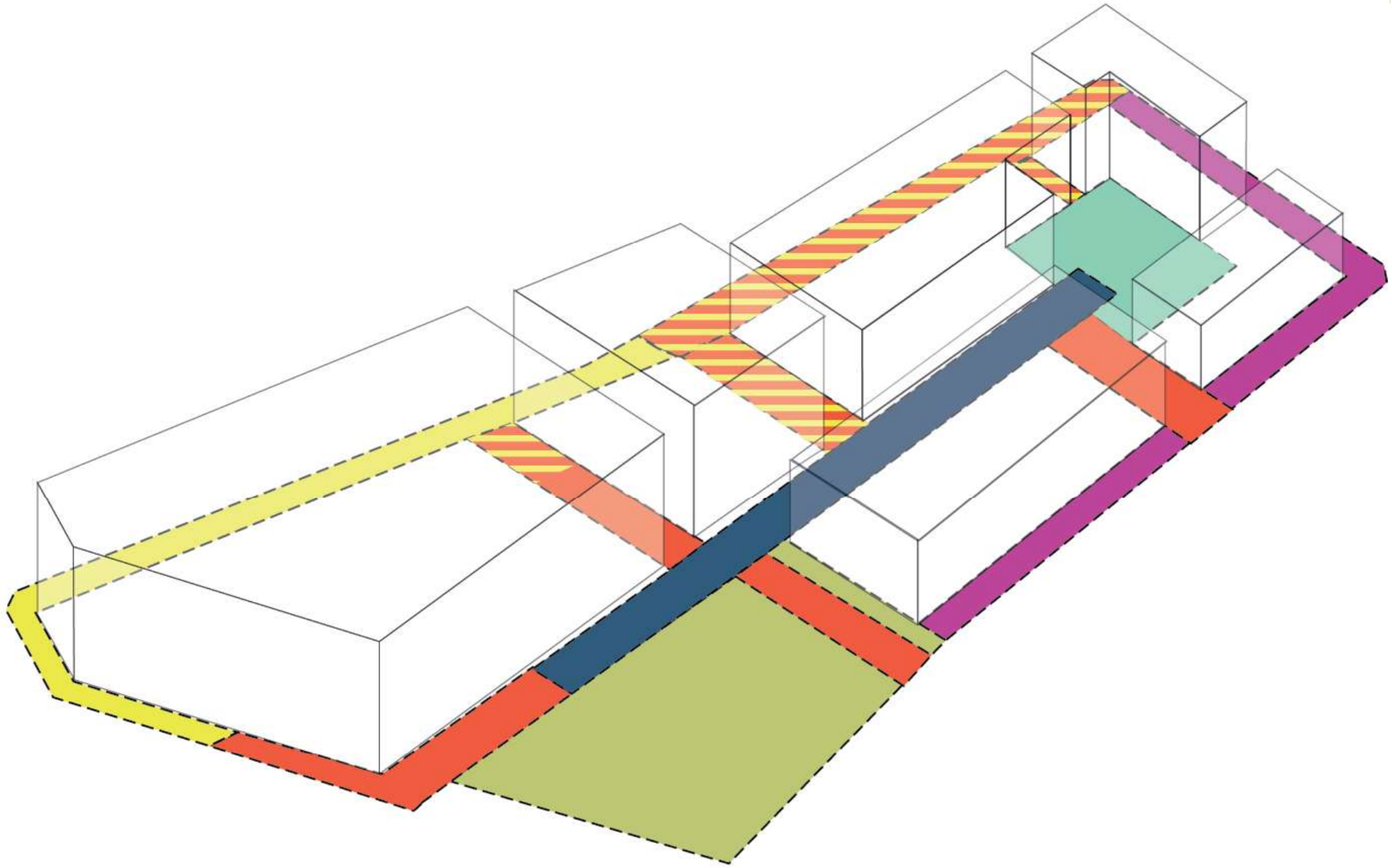
The public realm design aims to establish a range of vibrant, and welcoming public streets and spaces.

Whilst the vision is aimed at creating a unified public realm, the design proposals look in further detail at the subtle variations through each area. As a result of this the site has been split into a series of six differing typologies.

Each typology displays its own characteristics which aims to create a public realm design full of interest and variation.

The emerging proposals are anchored around two new spaces, the park and the square. These spaces are connected by the Avenue creating a spine of public realm at the heart of the development. A series of Streets, traditional in nature tap into this central spine allowing connectivity to the surrounding district. The Boulevard and perimeter streets mark the edge of the site area.

The following section illustrates the appearance and character for each of the landscape typologies.



Site axonometric outlining the public realm typologies within the SRF

THE BOULEVARD



THE AVENUE



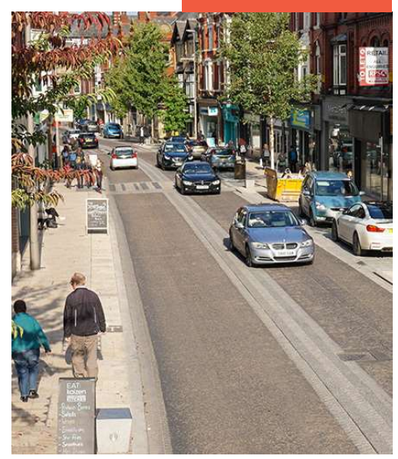
THE SQUARE



THE GREEN



THE STREETS

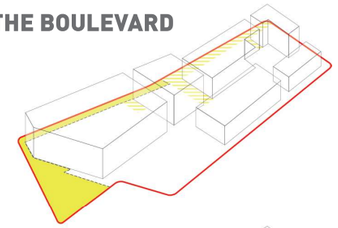


PERIMETER STREETS

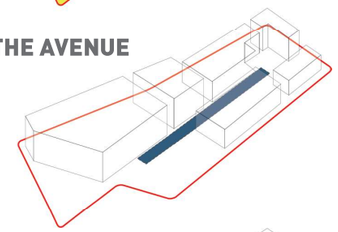


The Landscape Plan for the Portugal Street East Project is set out as six Landscape Types. All Landscape Types are explored across the following pages to demonstrate a coordinated approach across works within the SRF

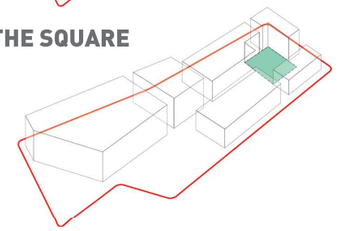
THE BOULEVARD



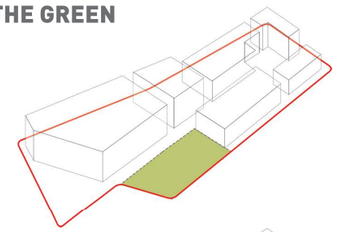
THE AVENUE



THE SQUARE



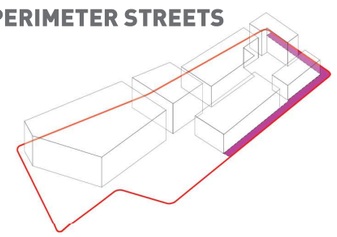
THE GREEN



THE STREETS



PERIMETER STREETS





NOTE:

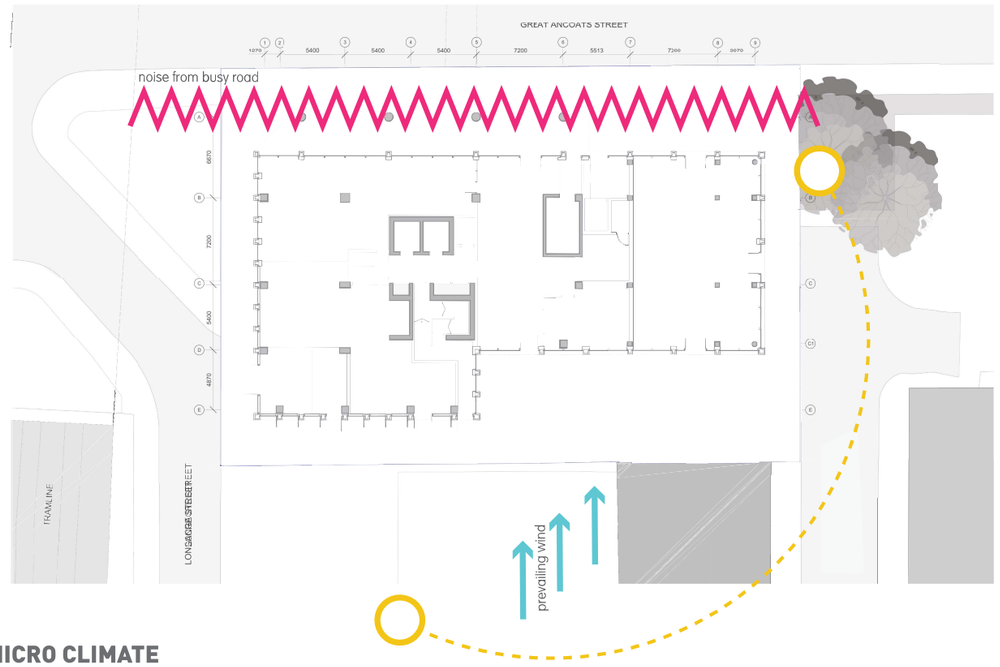
ALL INFORMATION SHOWN WITHIN PLOT BOUNDARIES SHOULD BE CONSIDERED INDICATIVE AND SUBJECT TO DETAILED PLANNING APPLICATIONS

4.2 SITE ANALYSIS

The development is located in SRF Plot E with a positive, south-facing frontage onto SRF Public Square.

The north frontage is more hostile, facing onto the busy arterial route of Great Ancoats Street. Key considerations to a successful public realm will include consideration of the microclimate and setting, including;

- Wind analysis
- Sunpath analysis
- Air quality and pollution
- Noise pollution
- Neighbouring and future developments
- Wider connectivity



MICRO CLIMATE

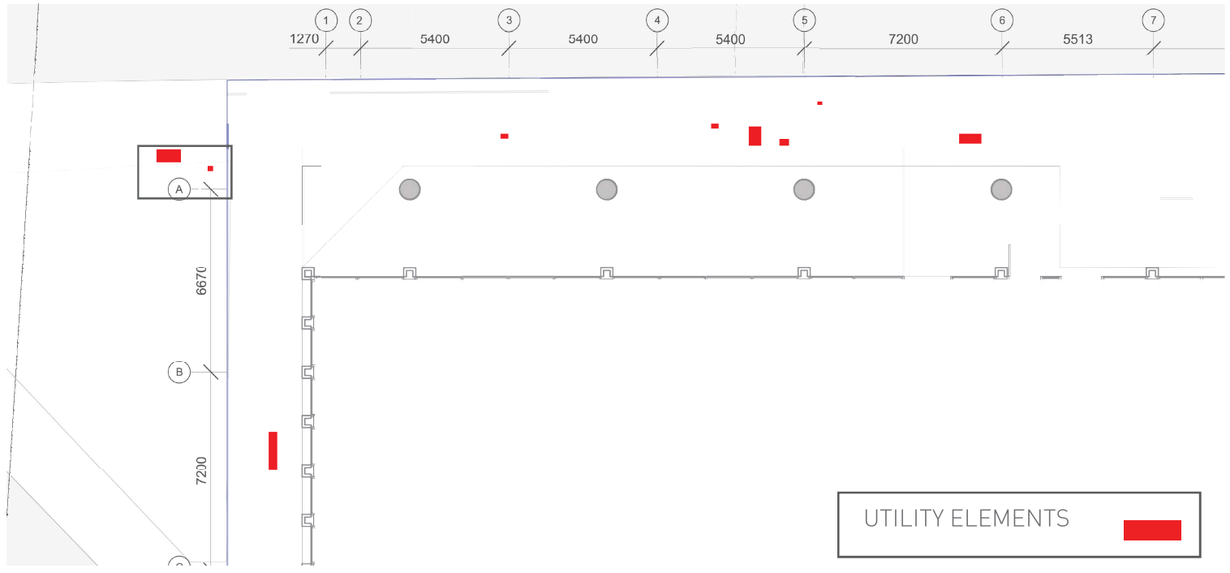
- North facing frontage addressing Great Ancoats Street
- Prevailing wind direction- SW
- Hostile environment along Great Ancoats
- High levels of air and noise pollution

Existing service boxes and street furniture dominate the Northern frontage

The existing streetscape consists of numerous utility boxes and service points. The positioning of these elements will be considered during the proposals. A clear, positive route for pedestrians will enhance the boundary and provide a welcoming approach to the setting.



SITE PHOTOGRAPHS OF GREAT ANCOATS STREET EDGE



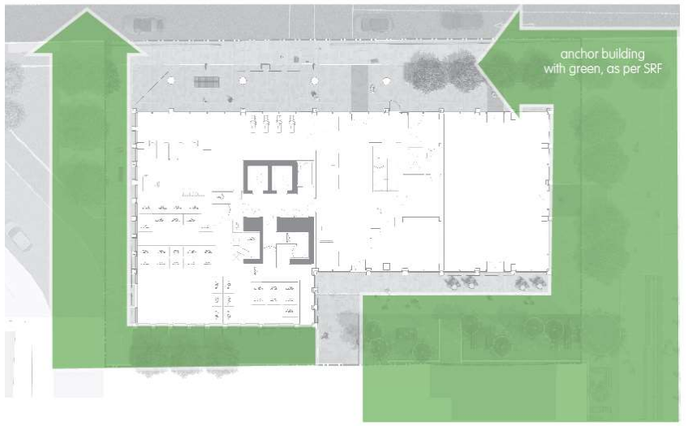
EXISTING UTILITY SERVICES ON SITE

- Service boxes associated with the crossing points create clutter
- Pedestrian access routes need to consider locations of existing utility points
- Pedestrian crossing to remain

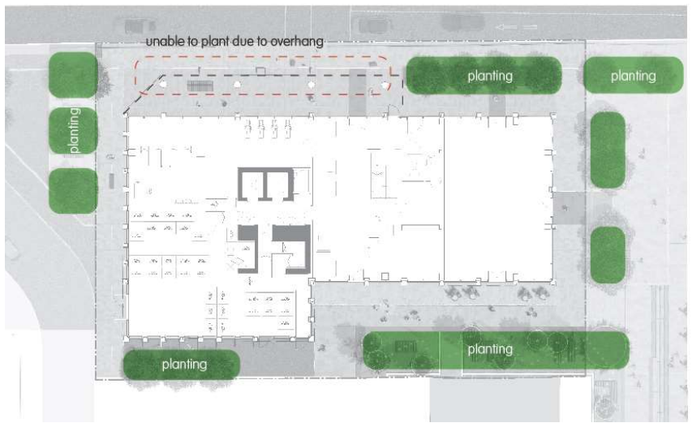
4.3 DESIGN DEVELOPMENT

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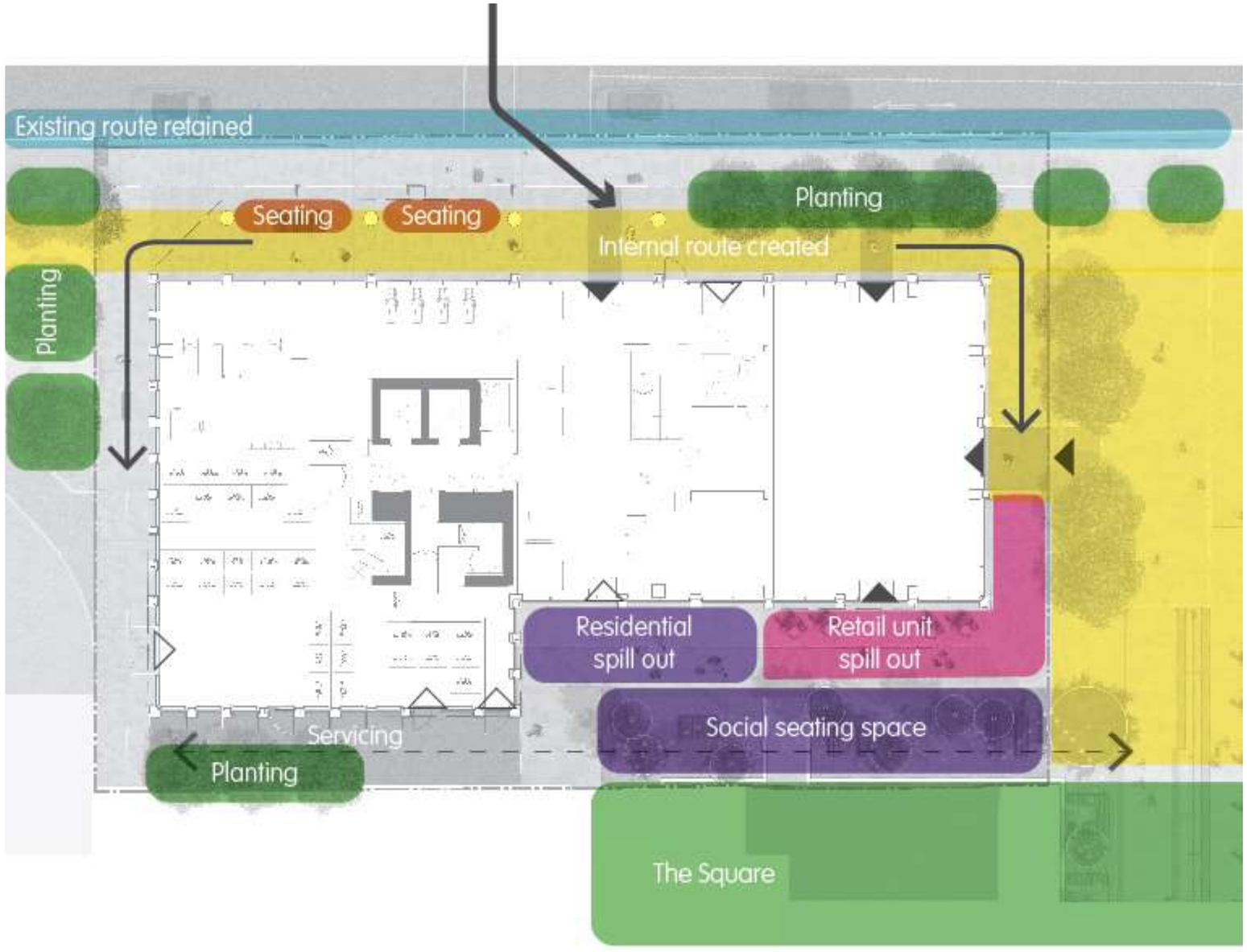
DESIGN PRINCIPLE - DRAWING THE GREEN CHARACTER OF THE SRF AROUND THE BUILDING TO ENHANCE THE STREET SCAPE AND FRONTAGE



DESIGN PRINCIPLE - FINE TUNE PLANTING LOCATIONS IN RESPONSE TO BUILT FORM AND ENTRANCES



SPATIAL ARRANGEMENT OF PUBLIC REALM TO BUILDING CURTILAGE



4.4 NORTHERN THRESHOLD TREATMENT

There is an opportunity to create a more positive frontage along Great Ancoats that improves the character of the street creating a high quality curtilage to the building.

One of constraints along Great Ancoats Street is the tight nature of the existing pedestrian footway. Alleviating this with broader pedestrian routes where the building steps back, will help create a better sense of space and improve movement and, in turn, legibility along this stretch of the road.

Coupled with this, new tree and ground level planting will help transform the character of the streetscape creating a softening to the existing harsh edge to the site. The opportunity for new street furniture will allow the casual user an opportunity to pause and wait outside of the retail units and residential entrance.

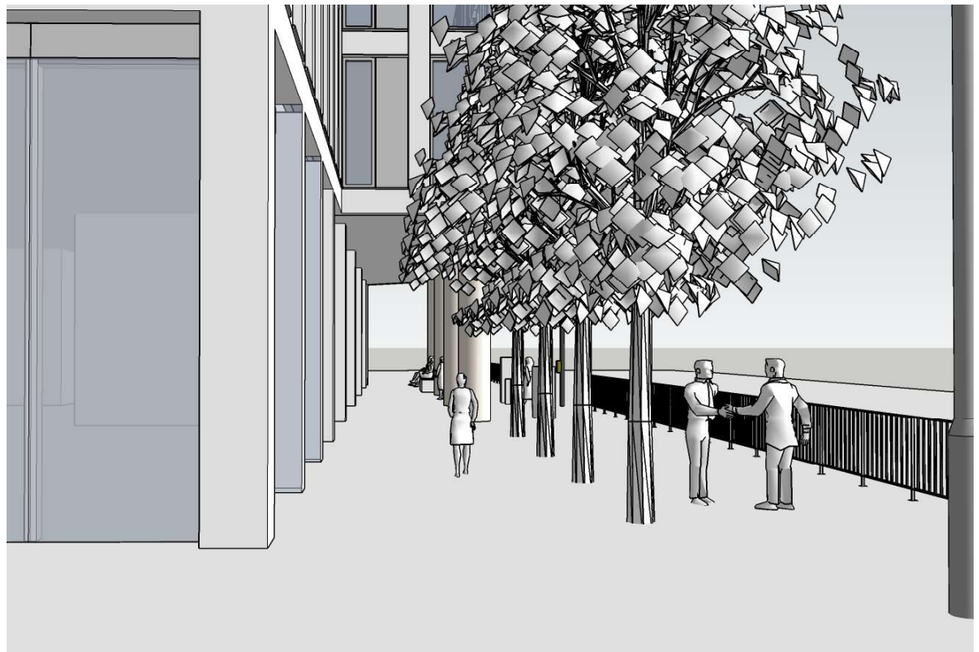
KEY POINTS:

- Concrete seating provides a threshold to the northern edge of the development and creates an opportunity for a place to pause
- Street furniture will accentuate the existing pedestrian movement
- Simplicity of objects is key for visibility





Precedent images of proposed seating to the edge of Great Ancoats



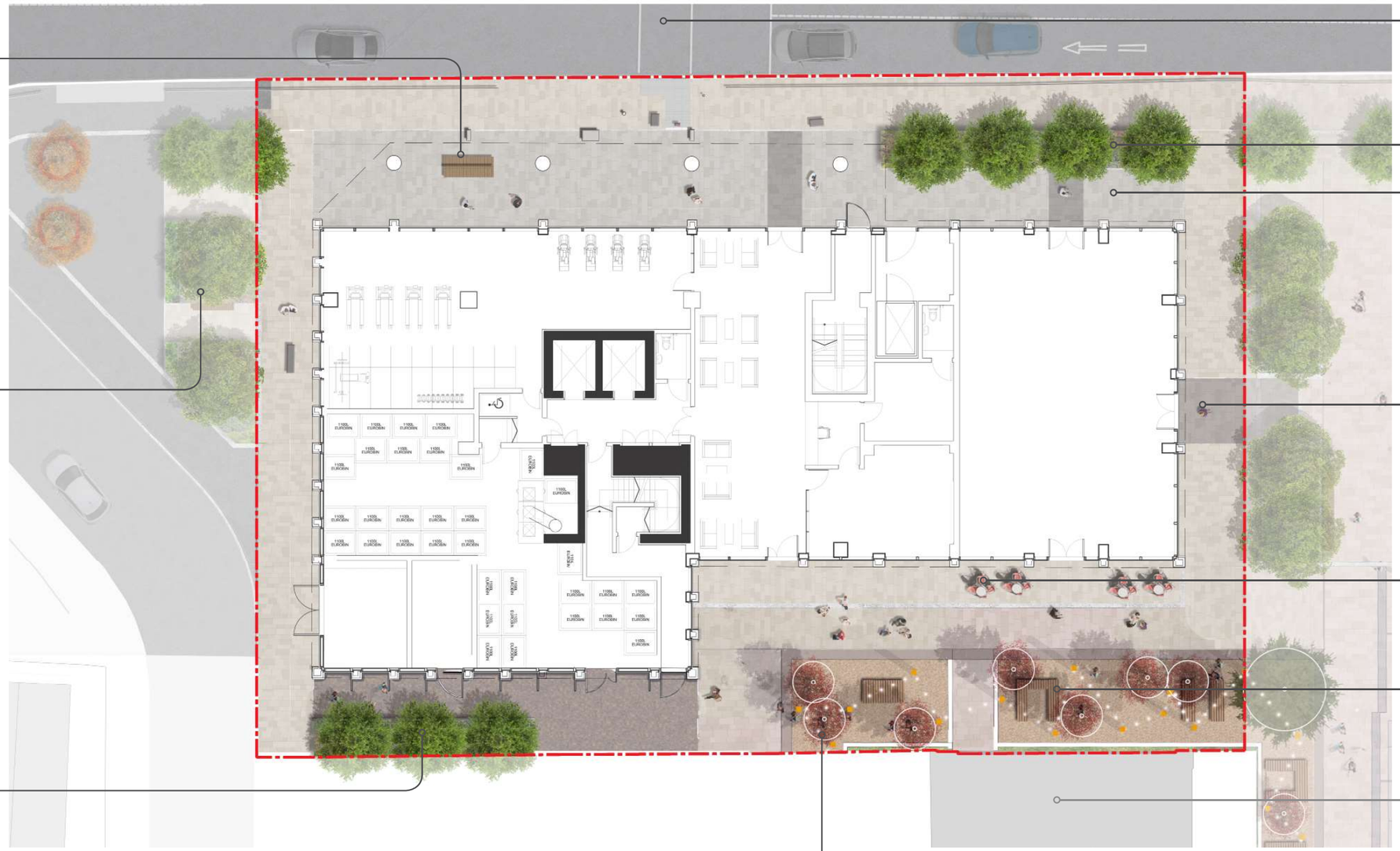
View of proposed street planting along Great Ancoats



View of proposed seating with existing crossing point and guard rails

4.5 ILLUSTRATIVE MASTERPLAN

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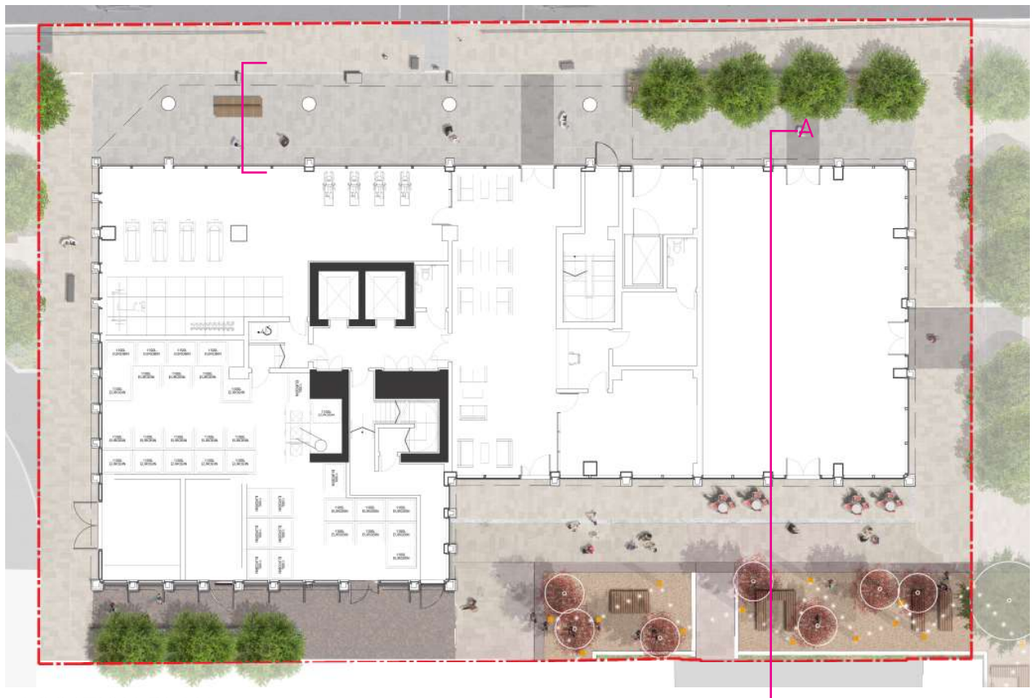
4.6 ILLUSTRATIVE SECTIONS



SECTION A-A



SECTION B-B



LOCATION PLAN

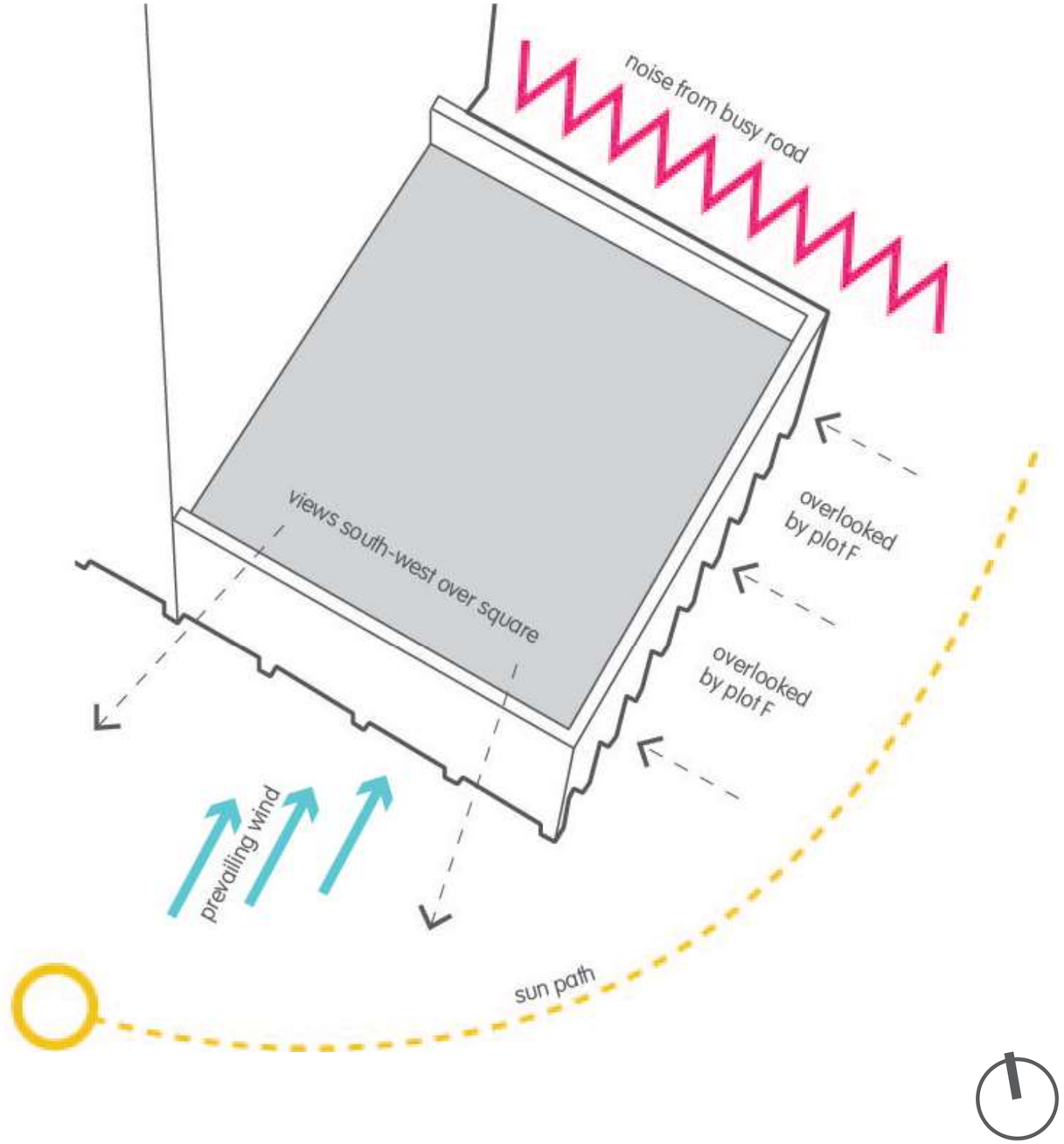
4.7 LEVEL 02

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SITE ANAL;YSIS MICROCLIMATE

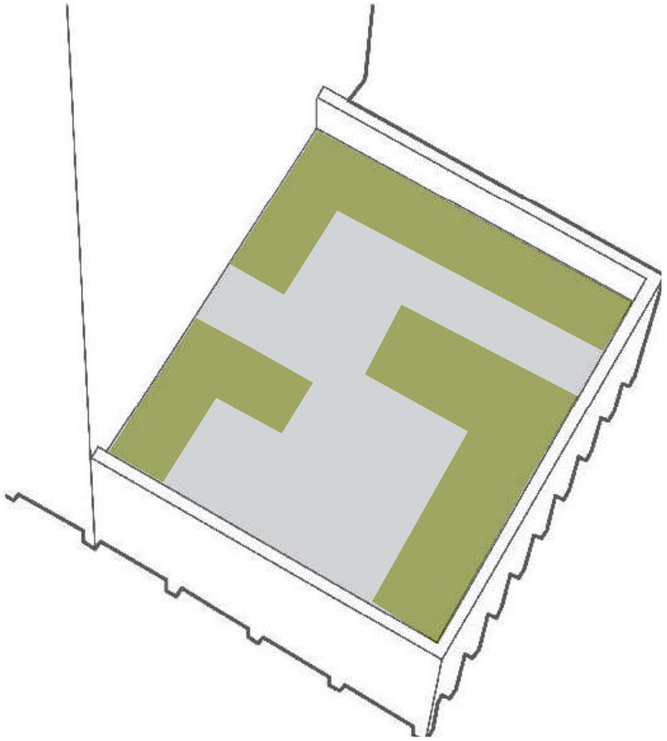
The following information should be considered to give a full understanding of the roof garden's microclimate;

- Wind analysis
- Sunpath analysis
- Air quality and pollution
- Noise pollution
- Neighbouring developments



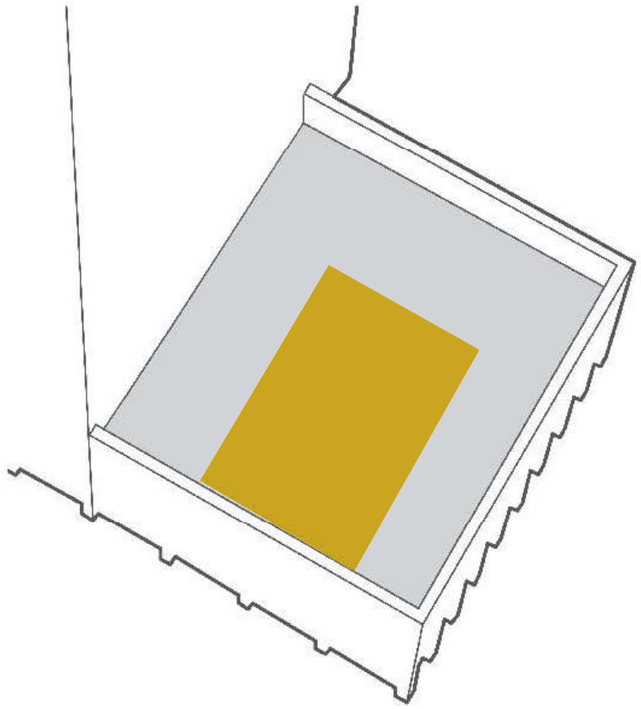
4.7 LEVEL 02

DESIGN PRINCIPLES



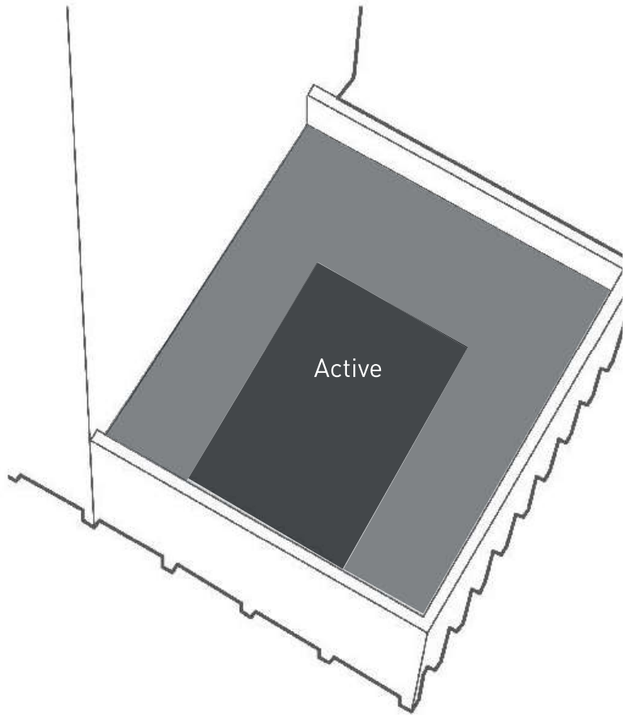
GREEN FOIL

- Shelter from noise & pollution from Great Ancoats Street
- Creates enclosure and focuses activity towards the south of the space into the wider SRF



FLEXIBILITY

- Infrastructure for a variety of uses and events
- Strong connection to the building's internal uses



FOCUS ACTIVITY

- Capitalise on views, aspect and microclimate towards the south of the space
- Create more intimate spaces set amongst planting to the north and east of the space

4.7 LEVEL 02

DESIGN DEVELOPMENT

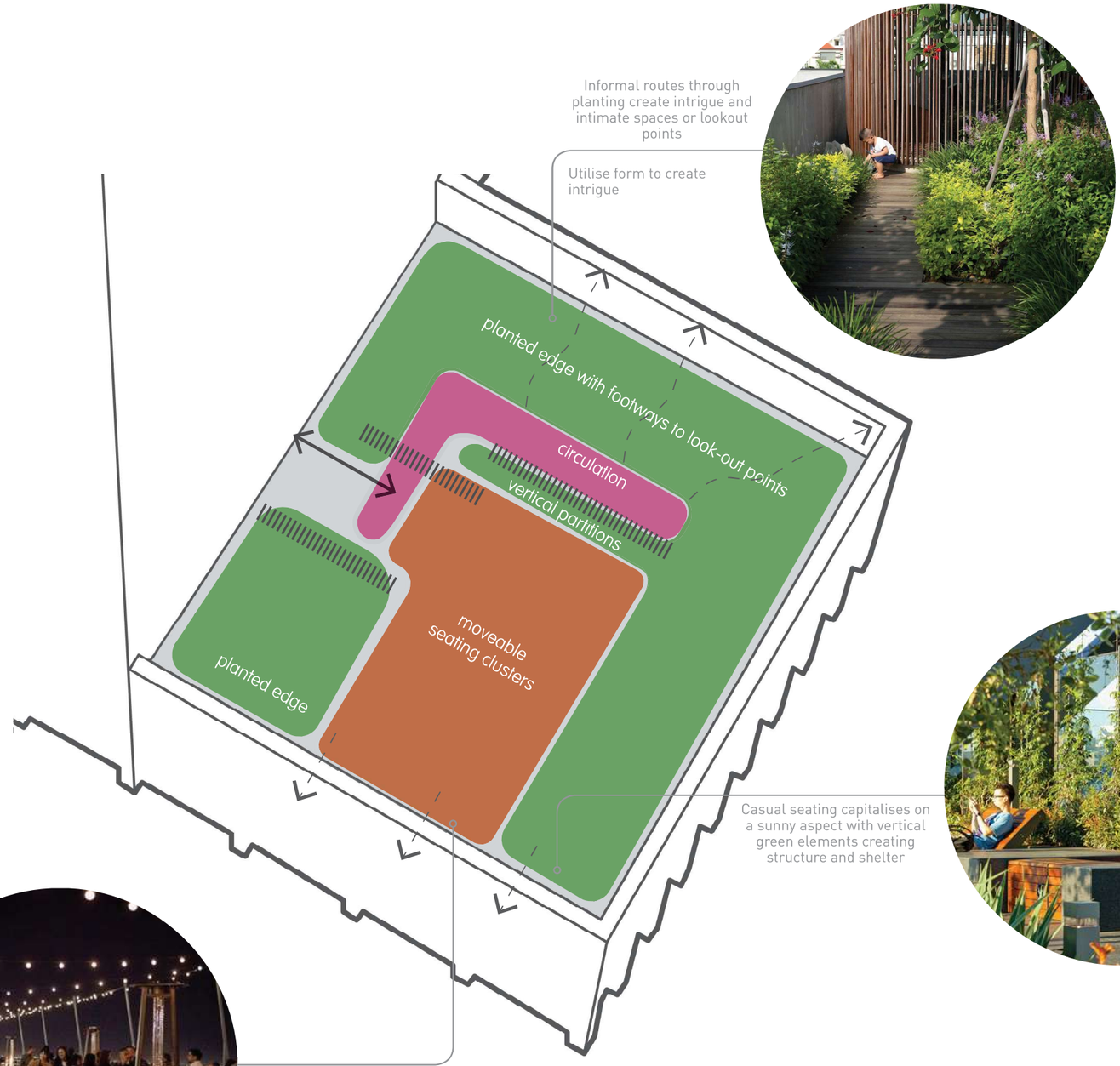
SPATIAL ARRANGEMENT

Carefully considered zoning of the roof garden will respond to climatic factors, views and aspect to create an environment that is comfortable and practical.

A central flexible space will be able to accommodate a variety of uses. Moveable seating clusters provide for day-to-day activity and can be rearranged to create clear spaces for larger events.

A strong green buffer to the north and east shelters residents the busy Great Ancoats Street below, with pockets of intimate seating amongst the planting accessed via informal routes.

Vertical structures can help create a human scale to the space, provide privacy to seating areas and soften any environmental factors such as wind.









4.7 LEVEL 02

DESIGN DEVELOPMENT

SPATIAL STRUCTURE OF SOCIAL SPACES

Providing comfortable spaces for a range of group sizes is fundamental to a successful roof garden.

The vignettes below illustrate optimal area requirements for intimate and social groups of residents.

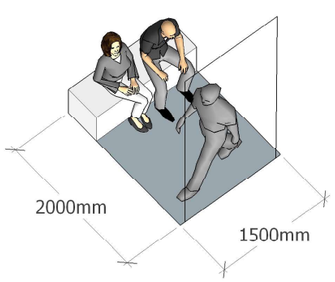
The roof garden proposals offer opportunities for small group seating throughout the scheme; reflective spaces for residents to use solo, in twos or threes for daily respite.

Intermediate groups of 4-7 residents are accommodated by dining spaces and seating platforms whilst groups of 8+ can be seated comfortably within the central active space.



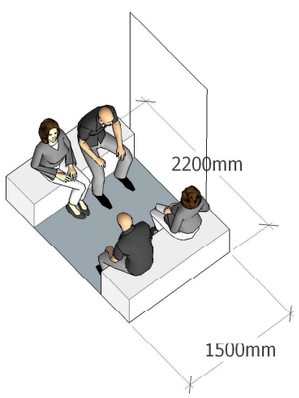
GROUPS OF 2

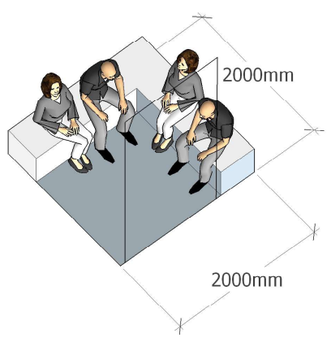
- Proxemics; intimate to personal distance
- 1.5m length allows for two to sit comfortably and three to sit snugly
- Requires sufficient space for pedestrians to pass by without encroaching on intimate-personal distance



GROUPS OF 4

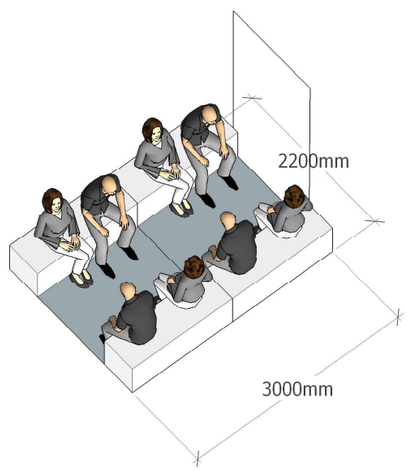
- Proxemics; personal to social distance
- 1.5m length allows for two to sit comfortably and three to sit snugly
- 1.2m distance between seats creates comfortable distance between users sat opposite each other
- Smaller distance of 0.8-1.0m could be used for seating around a table





GROUPS OF 8

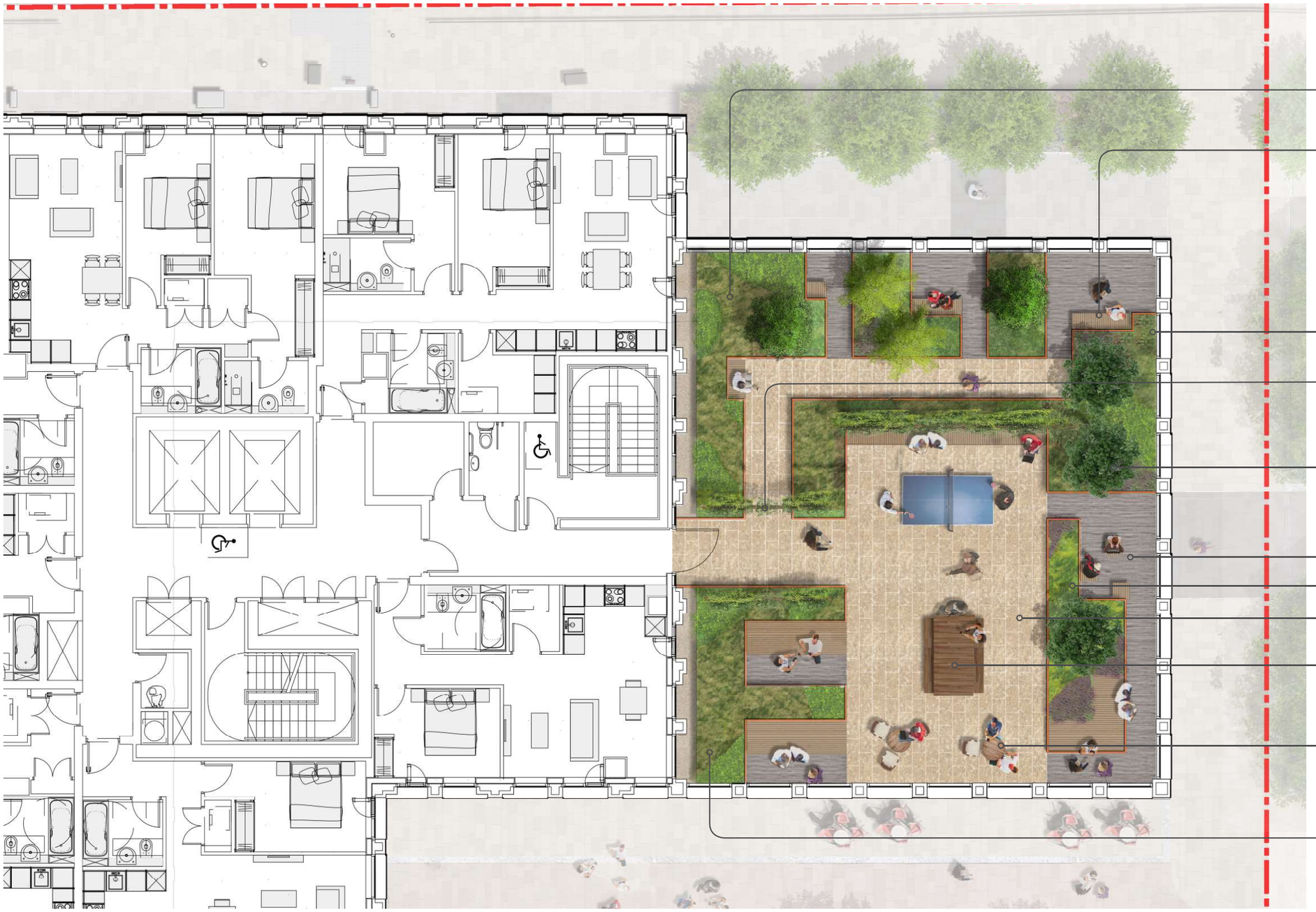
- Proxemics; personal to social distance
- 3.0m length allows four to site comfortably and five to six to sit snugly
- 1.2m distance between seats creates comfortable distance between users sat opposite each other
- Smaller distance of 0.8-1.0m could be used for seating around a table



4.7 LEVEL 02

ILLUSTRATIVE MASTERPLAN

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Planting wraps around and protects sensitive residential frontage

Benches set amongst planting create intimate seating nooks and secluded look out points

Wilder, looser planting style reflects more informal, secluded nature of the roof garden

Vertical screens partition garden into distinct sections, ensuring seating nooks to the north remain secluded whilst social activities occur in the active core to the south

Small multi-stem trees are accommodated in raised planters with sufficient rooting volume

Ceramic decking tiles

Planting is more formal, though still verdant

Ceramic oversized tiles

Flexible, moveable furniture sits in the active core, allowing the entire space to be cleared for cinema nights, drinks receptions or other large events

Seating along the southern edge of the garden capitalise on views across The Square and down the Avenue

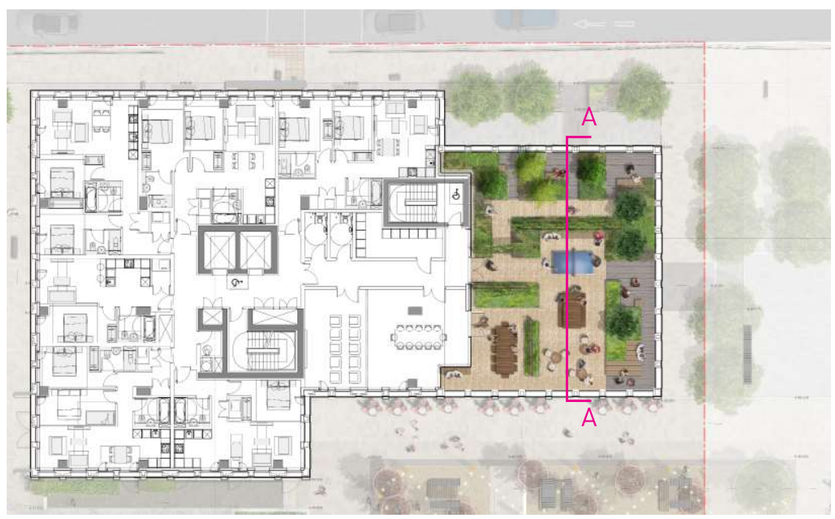
Planting wraps around and protects sensitive residential frontage

4.7 LEVEL 02

ILLUSTRATIVE SECTION



SECTION A-A



LOCATION PLAN



COMMUNAL MOVEABLE SEATING AND TABLES



INDIVIDUAL FIXED SEATING

4.8 TECHNICAL INFORMATION

LEVEL 00 HARD LANDSCAPE

re-form
landscape architecture

Simple and clean hard landscape materials will create a timeless palette that corresponds to the wider SRF scheme, ensuring a cohesive setting for this development and its neighbours.

CONCRETE BLOCK PAVING
The majority of the hard surfacing within the public realm will be a high quality concrete product with a subtle tonal blend. This will offer a similar variation found in natural stone products, visually breaking up larger areas of paving.

SELF BINDING GRAVEL
Self-binding gravel is used throughout the SRF main public realm spaces to indicate more informal seating areas and to provide variation in texture within the hard landscape. Self-binding gravel is located along the 'active-edge' that forms the development's interface with the public square.

CONSERVATION KERBS
Conservation kerbs will be laid flush to indicate key thresholds or laid with an upstand to create formal edges to planted areas.

CONCRETE SEATING
Feature concrete benches define the northern threshold of the development; timber seating elements and metal detailing will reference the building materiality, whilst integrated signage will support wayfinding to the commercial units and residential entrance from Great Ancoats Street.

TREE PLANTERS
Elegant sculptural planters with multi stem trees are located to the west of the development in response to wind mitigation requirements. The form and materiality of the planters will echo those used elsewhere in the SRF, bringing consistency to the design language of the neighbourhood as a whole.



Concrete block paving with subtle tonal blend that mimics natural stone



Self binding gravel



Concrete conservation kerb edging and channels





Concrete and timber seating (Top)

Multi-stem trees in elegant coated steel planters (Bottom)

4.8 TECHNICAL INFORMATION

LEVEL 02 HARD LANDSCAPE

The aesthetic of the roof garden will respond to the materiality and form of the building, ensuring cohesiveness throughout the development.

CERAMIC FLAG PAVING
Ceramic flag paving designed for use on rooftop podiums creates a high quality finish whilst offering a low maintenance paving solution. Large unit sizes respond to the scale of the building and contrast with smaller decking units used to define intimate seating areas.

RAISED PLANTERS
Planting within the roof garden will be facilitated by raised metal planters. A variety of heights correspond to the requirements of each planting type, aiding a successful and robust planting scheme.

FURNITURE
A combination of fixed and moveable furniture delivers a flexible space that can accommodate a variety of group sizes and uses. Fixed furniture including timber topped, steel framed benches create a permanent framework for year-round use. High quality moveable furniture such as oversized dining tables and benches, lounge seating and activities like ping-pong allow residents flexibility and ownership of the space. Furniture will be easy to remove and store during winter months or to make space available for events if required.

VERTICAL STRUCTURE
Contemporary timber screens and frames will be utilised to guide views, create shelter, direct key views and provide a human scale to the roof garden.



Large unit sizes ceramic flag paving to terrace



Ceramic 'timber decking' to intimate seating areas



Raised planters in multiple heights and mounding create vertical variation





A combination of fixed and moveable furniture



Timber screens introduce further division within the space

4.8 TECHNICAL INFORMATION

SOFT LANDSCAPE

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landscape architecture

A diverse planting palette will provide year-round structure and seasonal interest throughout the site, adapting for sun, shade, wet, dry and windy conditions as required.

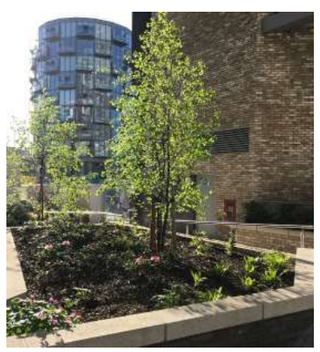
The planting strategy will aim to strike the balance between pleasing aesthetics, robustness for longevity and ease of maintenance to ensure it remains at its best.

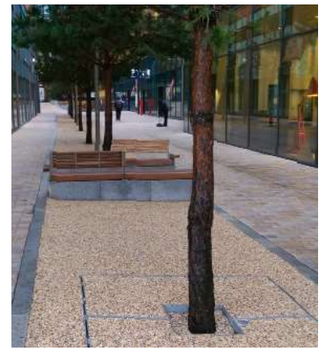
TREE PLANTING
A band of tree planting wraps around the northern and western sides of the development, offering considerable greening to the Great Ancoats streetscape.

Wind tolerant, denser canopy species such as Pinus nigra and Carpinus betulus 'Lucas' will offer mitigation against wind throughout the year. The specification of roof garden trees, such as Amelanchier lamarkii, will be suitable for raised beds.

HEDGE PLANTING
Pre-grown 'instant' hedging in a robust species such as Ilex crenata will also contribute towards mitigating windy conditions, whilst creating ever present structure to planting areas.

ORNAMENTAL SHRUB & HERBACEOUS PLANTING
Linear planters to the north, east and west of the development will accommodate a diverse mix of plant speces; evergreen species will create a year-round green foil through which colourful herbaceous varieties will emerge throughout the year. Planting selection to the roof garden will respond to the sunnier but more exposed environment.
















Top row:	Trees in raised planter	Structural hedge planting		Pinus nigra	Carpinus betulus 'Lucas'
Middle row:	Tiarella 'Spring Symphony'	Blechnum spicant	Luzua nivea	Aster 'Little Carlow'	Daphne 'Sweet Amethyst'
Bottom row:	Euphorbia amygloides robbiae	Persicaria amplexicaulis 'Firetail;	Geranium 'Bevan's Variety'	Stipa tenuissima	Achillea 'Anthea'

4.8 TECHNICAL INFORMATION

TYPICAL ROOF GARDEN PLANTING DETAILS

The planting to the roof garden will be accommodated by a series of raised planters.

To facilitate planting, raised planters of varying heights will be utilised above the roof deck, to suit the rooting and soil volume requirements of each planting type.

Where multi-stem trees are to be planted, mounding of soil will ensure that the optimal rooting space is achieved.

Underground guying will secure each tree to ensure they are robustly secured and will not be affected by winds or adverse weather.

Planting selection will consider the various constraints associated with roof gardens, including the exposed location, sun and shade and drought tolerance. This will be balanced with optimal aesthetic value, creating a green and verdant environment for residents.



Typical cross section of suggested raised metal planter



Example of raised planter



Axo view of suggested raised metal planter - colour indicative



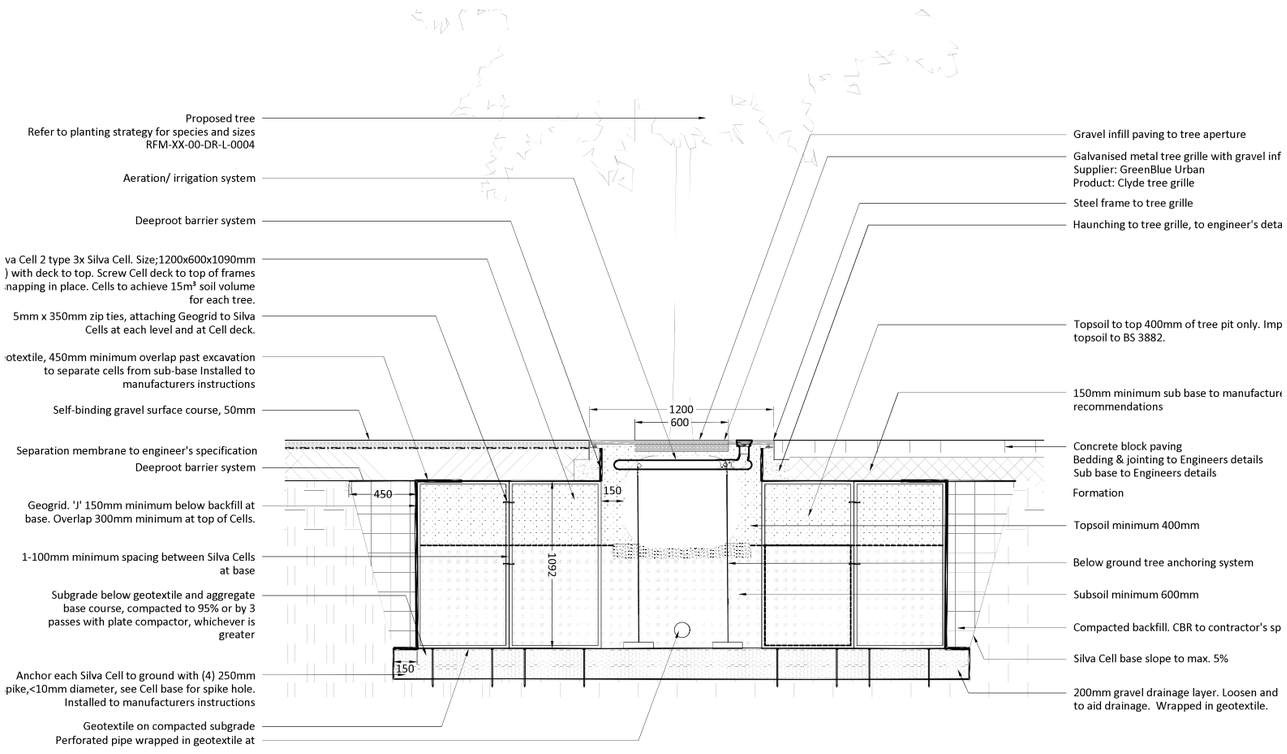
Mid-construction view of suggested raised metal planters



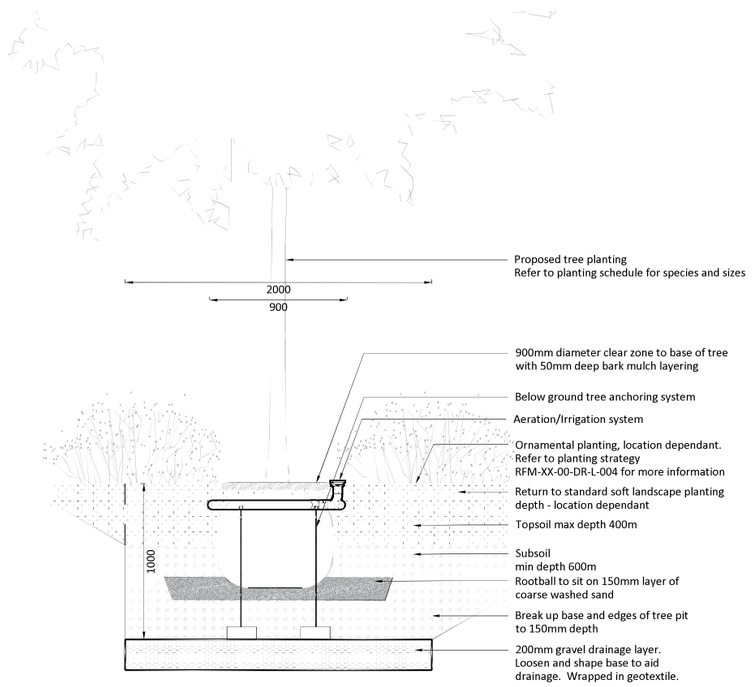
Mounding creates greater rooting volume for trees

4.8 TECHNICAL INFORMATION

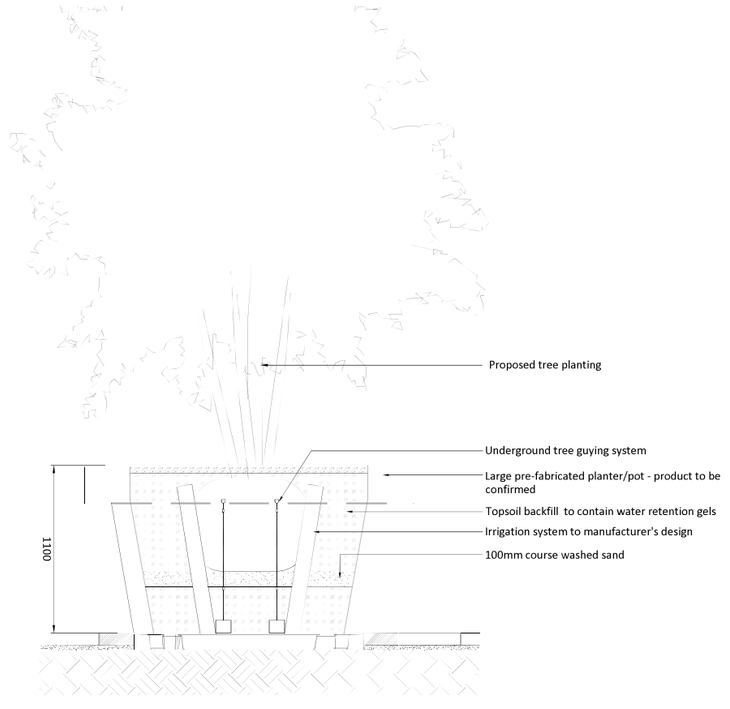
TYPICAL TREE PLANTING DETAILS



Typical detail: Tree in hard landscape with underground guys



Typical detail: Tree in soft landscape with underground guys



Typical detail: Tree in pot with underground guys

5.0 Access

5.1 VEHICULAR & TRANSPORT

5.1.1 INTRODUCTION
A Transport Statement and Travel Plan have been prepared by Curtins and submitted as part of the submission. Please refer to Appendix 11.1 of ES Volume 4 and Appendix 11.2 of ES Volume 4 respectively.

5.1.2 VEHICULAR ACCESS
The proposed vehicular access strategy has been developed in accordance with the wider PSE SRF masterplan.

Vehicular access will be taken from Longacre Street providing access to the rear of the building allowing for refuse collection and deliveries.

5.1.3 PEDESTRIAN AND CYCLE ACCESS
Pedestrian access into the commercial units will be provided from Great Ancoats Street and residential access to the building will be provided from the southern elevation to the building, fronting on to the proposed new square.

5.1.4 SERVICING AND DELIVERY
It is intended that refuse collection will be undertaken on Longacre Street.

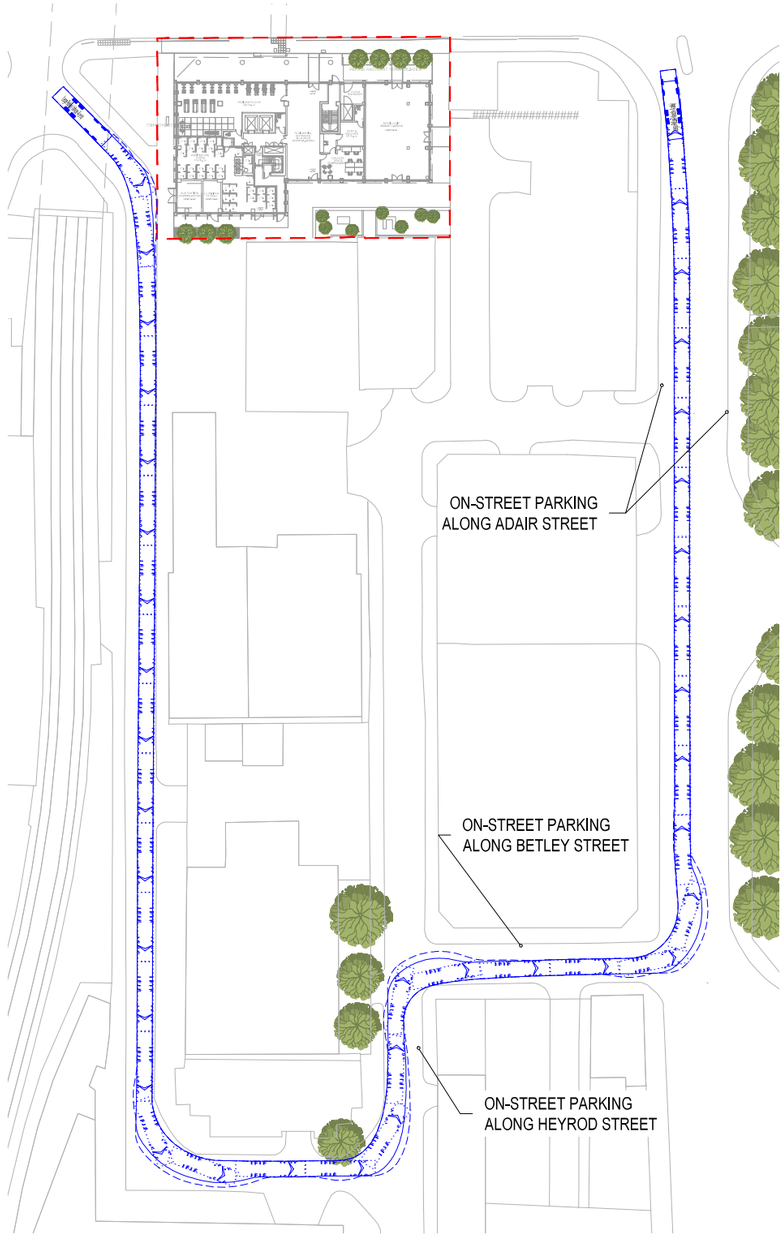
The attached sketches illustrate the swept path assessment of an 11m refuse vehicle servicing the site from Longacre Street and confirm that other vehicles will be able to continue along Longacre Street unobstructed.

5.1.5 SUSTAINABLE MODES OF TRANSPORT
A key element of national, regional and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

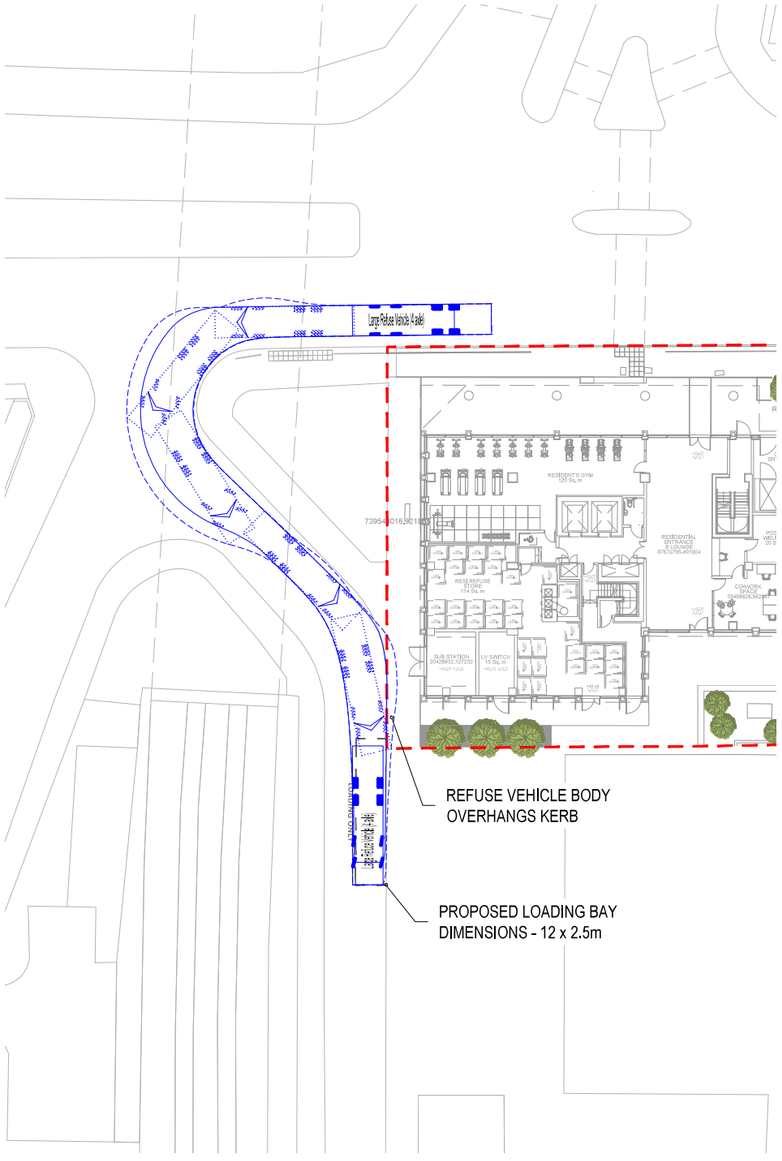
It is considered the Victoria House site is highly accessible by sustainable modes of transport. The surrounding area exhibits high levels of pedestrian and cycling infrastructure, and there are many public transport opportunities within acceptable walking distance of the site.

5.1.6 TRANSPORT STATEMENT SUMMARY
A summary of the proposed Transport Statement is provided below:

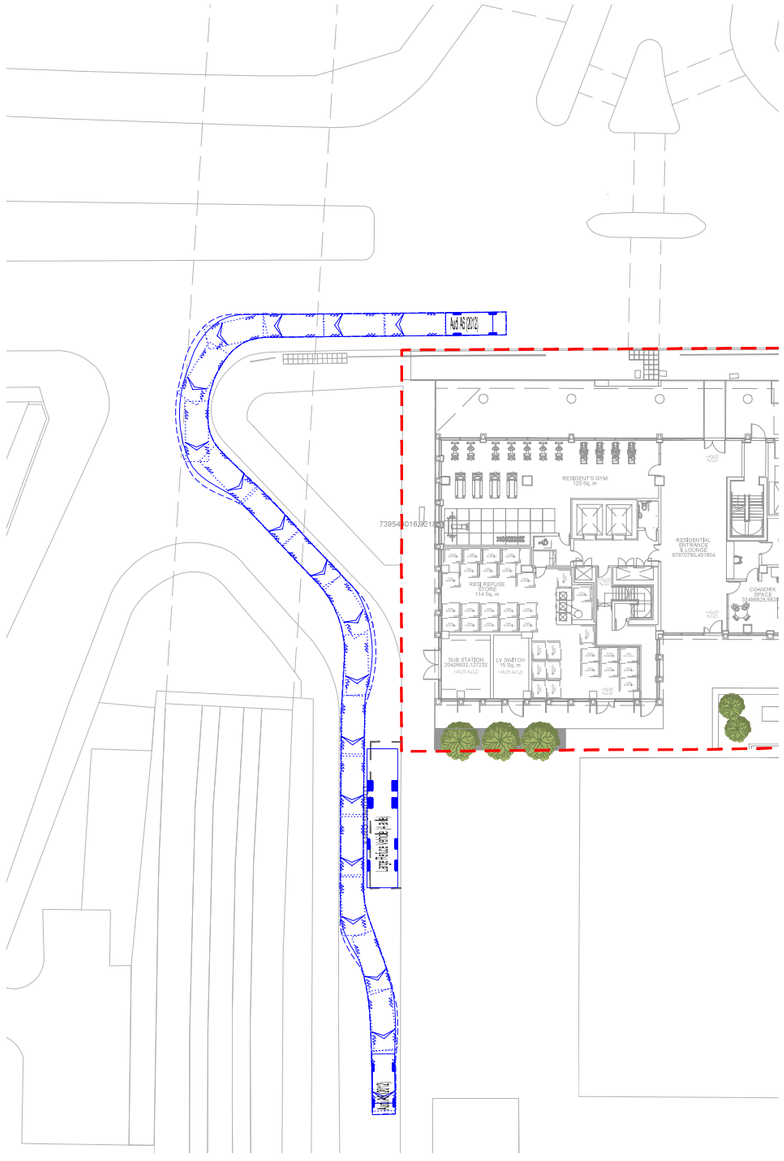
- *Curtins has been appointed on behalf of Forshaw Land and Property Limited to provide all traffic and transport advice in relation to a proposed residential development, with two ground floor commercial units, on Great Ancoats Street/Longacre Street, in Manchester city centre.*
- *The Proposed Development forms a part of the evolving developments which are emerging within the Portugal Street East Strategic Regeneration framework (PSE SRF).*
- *The PDS is located at the eastern edge of the city centre district and within the inner ring road. It is within close proximity of emerging districts including New Islington and Holt Town and close to Piccadilly rail station, which can be accessed via an easily walkable journey of under 10 minutes. The Etihad Campus, Northern Quarter and Ancoats areas are also within walking distance of the Site.*
- *A thorough review of the accident data for most recent three years for which data is available on the local highway network has demonstrated that there is no existing safety issue that is likely to be exacerbated by the redevelopment of Victoria House.*
- *Accessibility by sustainable modes of travel is excellent and is exceptionally well located to benefit from existing and proposed pedestrian, cycling and public transport infrastructure in the immediate vicinity of the PDS. This will be further enhanced by opening up new routes between the buildings and the high-quality public realm improvements.*
- *It is considered that the Proposed Development is in line with national and local transport policies and guidance. The PDS is located within an area which has a range of existing local facilities and an abundance of sustainable travel choices and would not result in a severe residual impact on the surrounding highway network.*



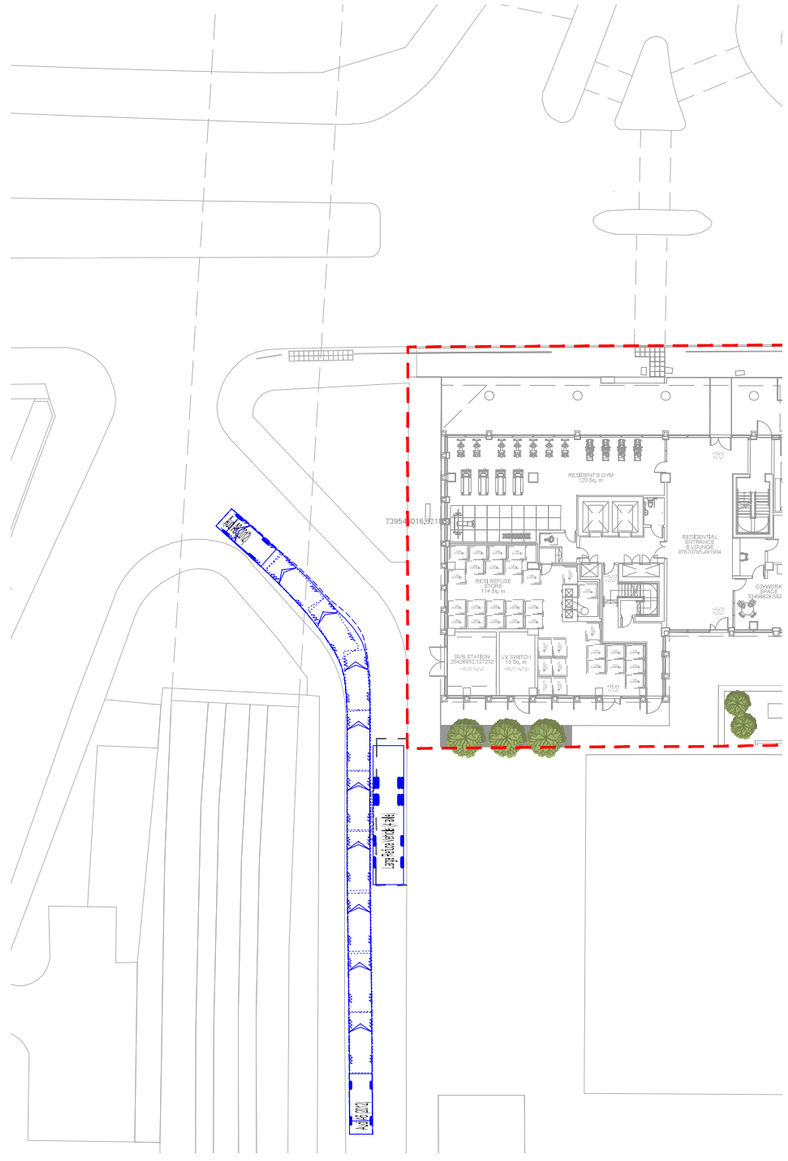
Large refuse vehicle - Swept Path Analysis



Proposed loading bay - Ingress

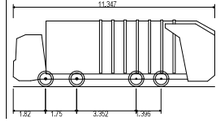


Large car passing refuse vehicle - Ingress

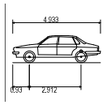


Large car passing refuse vehicle - Egress

VEHICLE PROFILES:



Large Refuse Vehicle (4 axle)	
Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.00s
Wall to Wall Turning Radius	11.330m



Audi A6 (2012)	
Overall Length	4.933m
Overall Width	1.874m
Overall Body Height	1.528m
Min Body Ground Clearance	0.313m
Max Track Width	1.852m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

P03

5.2 INCLUSIVE ACCESS

5.2.1 INCLUSIVE ACCESS

This section of the report sets out details of the proposed measures to ensure the development is inclusive to all users.

5.2.2 OBJECTIVES

- The building and associated public realm should be fully accessible to all potential users and visitors, regardless of age, gender or disabilities.
- The external building environment, including location and orientation of entrances, should be legible to all users.
- The internal building environment should provide a safe and welcoming environment to all potential users
- Every opportunity should be taken to utilise colour, textures and materials to assist with the overall legibility and aesthetic quality

5.2.3 LEGISLATION

The design has been developed in accordance with relevant legislation, including:

- BS 8300-1-2018
- BS 8300-2-2018
- Approved Document M: access to and use of buildings, volume 1: dwellings (2015 edition incorporating 2016 amendments)

5.2.4 PUBLIC REALM AND ACCESS

The setting out of ground floor levels has been determined by existing pavement levels to ensure primary entrances are accessed from flat and level approaches. There are no proposed steps or ramps within the public realm and the clear width of all access routes from pavement to main entrances are at least 1500mm. Where there are unavoidable changes in level the gradient does not exceed 1:20. All access routes will be finished in hard landscaping with an appropriate slip resistance and textured surfaces to thresholds as required.

5.2.5 RECEPTION AREAS

The main reception desk and concierge facilities are located in the ground floor entrance lobby. Further detailed design will be undertaken to determine a suitable fit out and interior design for this space. Briefly, this will include consideration of the following:

- A low level desk area for wheelchair users
- Spacing of seating or waiting areas to enable suitable clear circulation and passing places
- Materials selection to reduce surface glare
- Clear wayfinding signage
- Video entry controls
- Appropriate lighting
- Tactile and visual surface guides to denote circulation routes
- Solid floor surfaces to facilitate ease of wheel chair movement

5.2.6 CIRCULATION ROUTES

Communal stairs to all cores have been designed to comply with Approved Document K: protection from falling, collision and impact. Two lifts are provided that will be fully accessible to all users. All primary circulation corridors are minimum 1500mm wide and doorways have sufficient clear widths to facilitate ease of movement of all users, including, pushchairs, wheelchairs and the movement of objects.

To facilitate ease of circulation around the communal areas, the detail design will include consideration of the following:

- Doors fitted with vision panels
- Doors fitted with lever type handles or 'D' pull handles at an appropriate height
- Doors to be of a weight suitable to be used by people with limited strength or reduced mobility
- Lighting to define spaces, fixtures, and signage
- Use of colour and contrasting surface treatments
- High contrast step nosings

5.2.7 APARTMENT LAYOUTS

All apartments are designed in accordance with Part M(1) Visitable dwellings and 10% are proposed to be adaptable units. The layouts in section 3.2 demonstrate how these apartments will comply with Part M(2) Accessible and adaptable dwellings.



Great Ancoats Street Visualisation

6.0 Security

6.1 CRIME IMPACT STATEMENT

6.2.1 INTRODUCTION

A Crime Impact Statement has been prepared by Greater Manchester Police designforsecurity as part of the submission.

The report describes the development site as follows:

> *The area is served well with public transport, bus train and metrolink services. Great Ancoats Street is a busy inner ring road. The quality of buildings and public realm street surfaces is of poor quality and partially reflects the general light industrial uses. A large number of buildings incorporate retro-fitted security measures. Retro-fitted features; CCTV, security lighting, fencing & barbed wire create a feeling of a hostile environment.*

The following is a brief summary of the positive aspects of the proposal and further recommendations which will be fully considered as part of the detailed design.

6.2.2 POSITIVE ASPECTS

The following proposed features would make a positive contribution to the prevention of crime and fear of crime.

- *The proposed building will see the demolition of a long-standing safe-deposit building. The building will form part of the Portugal Street East Masterplan. The redevelopment of the site will remove a building which provides little ground floor and street level activity.*
- *The building plot provides ground floor activity in the form of retail spaces and resident entrance reception spaces. In-turn these uses offer good levels of activity and natural surveillance of the adjacent streets. Resident cycle storage located on the first floor and is accessed from the main ground floor reception via the lift.*
- *The footprint of the building facing onto the public realm is relatively simple and free from deeply recessed concealed areas. Where ground floor amenity spaces have been located, consideration appears to have been taken through the use of external facing materials; glazing, providing good levels of activity.*
- *Resident amenity spaces provide opportunities for residents to meet and foster community relations within the development. Schemes which have good communities are less likely to tolerate inappropriate behaviour and are willing to challenge unfamiliar faces in the development.*
- *The main entrance should be accessed via electronic access fob system.*
- *The entrance sequence for the apartments has been separated from the main residential vertical movements. This separation removes and limits the opportunity for anti-social behaviour and further conflict between two user groups.*
- *The entrance lobby incorporates a concierge which provides a good view of people entering the apartment block. Entry to the stairs and lifts from the lobby should require access-controlled-operation. All visitors to the residents of the apartments will be required to enter via the concierge. Mail boxes for residents should be located within the lobby area so that regular delivery personnel do not need to be given access to the residential parts of the building.*
- *The layout of the upper floor corridors is relatively free of projections or recesses that could impede sight lines. Doors within communal corridors should contain a glazed element to improve informal surveillance. Individual apartment entrance doors are positioned flush with the corridor walls removing the potential for concealment.*
- *Cycle stores for residents' use are provided within the building. Entry to the stores must be restricted to genuine cyclists only, on application to the managers of the building. Racks within the enclosures should allow cyclists to lock the frame and both wheels, and should be obtained from a Secured by Design-approved supplier.*
- *The proposed development provides the opportunity to include security features built into the design and construction of the building and avoid the need for obtrusive retro-fitted security measures that can increase the fear of crime. Security measures carefully incorporated into the design can ensure the building is reasonably secure, without visibly announcing that the design concerned about crime.*

6.2.3 RECOMMENDATIONS

The following points have been identified for further consideration and would need to be addressed for Design for Security to support the proposed scheme.

- Residential post/parcel/grocery room. Arrangements for the delivery of post should not allow postal or grocery delivery staff to have access to internal areas of the residential blocks beyond the reception space. Mail boxes for residents should be located either within a secure lobby area or use a 'through-the-wall' post box arrangement. Further design details of these ancillary spaces are to be developed.
- Zoning. The building should be capable of zoning which would restrict access within the site and thus if an intruder does manage to enter, their movements are restricted. All rooms containing facilities for residents should have access controls managed by concierge staff. The scale of the proposed development requires subdivision so that occupiers only have access to the zone they live and do not have unrestricted entry to all residential floors.
- Given the prolific high levels of graffiti within and around the site, it is important that external cladding materials at ground floor are sealed, protected and supports the removal of graffiti, a resistant coating applied to enable easy removal of any unauthorised markings.
- The glazed elements of the retail units on street elevations should be protected from potential ram-raid style attacks by inclusion of masonry stall-risers or subtle use of street furniture.
- It is essential that all of the physical security measures listed are incorporated into the scheme. Integrated, risk-commensurate security measures aim to place secure physical barriers or surveillance in the path of the criminal – making crime harder to commit and raising the risk of detection and possible capture, as well as promoting a feeling of safety bin users.

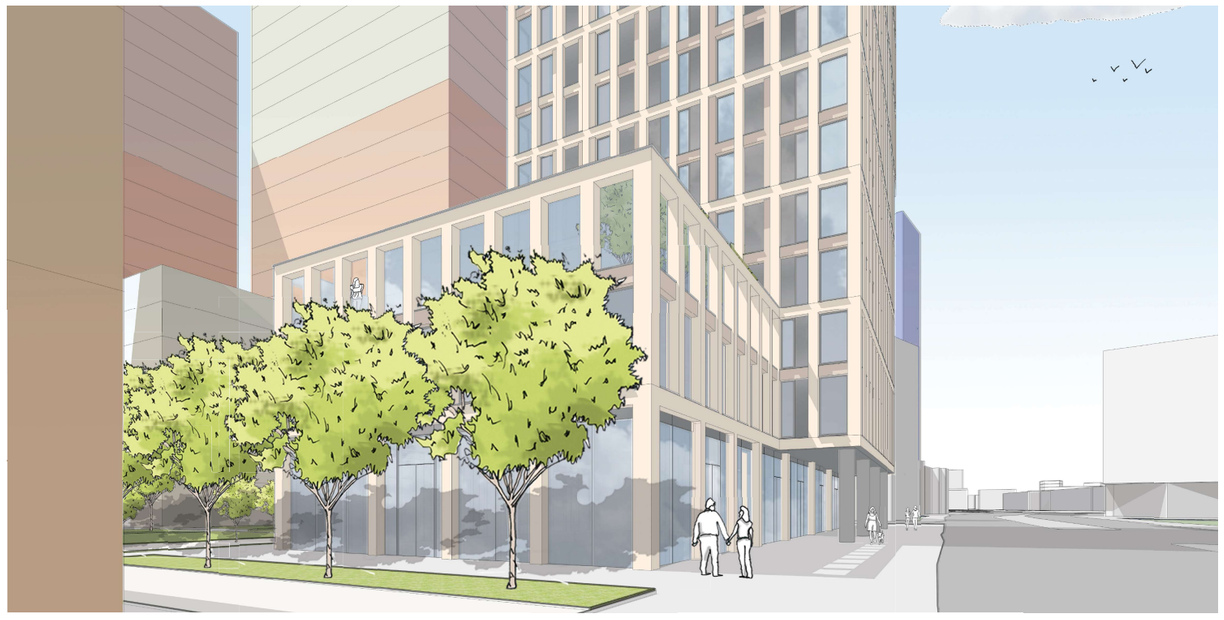
The checklist within the Crime Impact Statement including measures for doors, windows, glazing, alarms, access control, boundaries, landscaping, lighting and CCTV will be considered as part of the detailed design.





Existing views from Great Ancoats Street





Proposed views from Great Ancoats Street

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