SHEPPARD ROBSON

GLENBROOK

November 2024

Design & Access Statement

2-4 Whitworth Street

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Project Number: 7196
Project Title: Whitworth Street West

Rev	Date	Status	Issue Purpose	Originator	Authorised
P01	20/11/24	S2	Planning	MT	PC
P02	29/11/24	S2	Planning	MT	PC
P03	06/12/24	S2	Planning	MT	PC

1.0 INTRODUCTION

1.1 Document Purpose

This Design and Access Statement has been prepared by Sheppard Robson on behalf of Glenbrook WWS Limited (hereafter referred to as 'Glenbrook'). It accompanies and supports a full planning application for a building scheme (hereafter referred to as the 'Proposed Development') on 2-4 Whitworth Street West (hereafter referred to as 'the site'). This document supports the application for the construction of a residential tower with amenity in the lower floors and associated public realm. The scheme would bring forward development on a brownfield site which currently sits outside any Strategic Regeneration Framework zones, but does sit within a 'zone of interest'.

The statement explains how the proposed development is a suitable response to the site and its setting, and demonstrates that it can be adequately accessed by prospective users.

It is intended to supplement the information required by Manchester City Council by summarising the functional requirements of the brief, together with the architect's interpretation of the site context and the response to it.

Additional input has been provided by:

- Deloitte
- Layer Studio
- Kathryn Sather & Associates

Section 42 of 2004 Town and Country Planning Act substituted the Section 62 of the 1990 Act so as to provide a statement covering design concepts, principle and access issues submitted with an application for planning permission. It states that one statement should cover both design and access, allowing applicants to demonstrate an integrated design approach that would deliver inclusive design and address a full range of access requirements throughout the design process.

A key purpose of the Design and Access Statement is to achieve good design, supporting the role in the delivery of sustainable development through the planning system. This is a fundamental objective of the Planning Policy and as such is reflected in the National Planning Policy Framework.

This document should be read in conjunction with the supporting documents and drawings submitted as part of the application.

1.2 Executive Summary

The Site

The Site is located within the Deansgate Ward, an area that has witnessed significant investment and regeneration over the last 20 years. The Site presents a strategically important location for the city and within a cluster of high-rise buildings within the southern gateway of the City Centre, close to key public transport hubs, to the south of the Civic Quarter and to the north of Knott Mill. The site offers an opportunity to create new connections, reinvigorate the streetscape and create public space for use by and to the benefit of the local community.

The application area is approximately 0.17 ha and is currently occupied by two buildings, both of which were originally built as warehouses, but have had varying uses over their lifetimes. They are both currently vacant.

Description of Proposal

The Proposed Development comprises the demolition of existing buildings on-site, the stopping-up of Rowendale Street, and the delivery of 364 residential apartments in a new development rising to 44-storeys and consisting of a mix of 1, 2 and 3 bed apartments. Entrance into the building will be from Whitworth Street West into the Ground Floor residents' amenity space, which also occupies Levels 1 and 2. 182 secure cycle parking spaces and residents' waste storage will be provided at the Ground Floor and further residents' waste storage is proposed underneath the viaduct, with a secure boundary and access point to the waste storage from the Hewitt Street elevation. Plant equipment will be provided internally at Ground Floor and Level 1. The proposals include new public realm comprising hard and soft landscape including rain gardens, associated seating and lighting.

Public Realm

The proposed development provides new public realm which will enhance the streetscape and provide green space to a brownfield site, delivering a net agin in biodiversity. It will provide an attractive area for seating and external amenity to support the lower floor uses of the building, as well as providing amenity for the public.

1.3 Development Team

Glenbrook

Glenbrook is a Manchester based property company. They have delivered £700m of new homes across the UK, predominately purpose-built rental accommodation, but also shared ownership, affordable housing, and homes for sale.

They pride themselves on their strong reputation for integrity, sustainability and delivery. They're passionate about creating well designed homes and communities for existing and future generations to live, work and play, leaving a positive and lasting legacy.

Their ambition and focus are concentrated on the delivery of innovative and sustainable environments where residents can thrive, relationships can be nurtured and meet the needs of the local community.

As a business and a collective their passion is built upon four core values:

- Integrity: They are dedicated to doing the right thing. This is evident in the way they engage with their clients, partners, stakeholders, communities, and their own people.
- Collaboration: They work closely with their partners and stakeholders to achieve more, creating new homes and communities that benefit all.
- Delivery: They are committed to delivering on their promises, and they have a proven track record of success in Manchester and across the UK.
- Sustainability: They are driven by creating sustainable neighbourhoods and environmentally conscious buildings.

1.4 Design Team

The design team is comprised of the consultants listed below.

• **Client**	Glenbrook
• **Architect**	Sheppard Robson
• **Planning Consultant**	Deloitte
• **Structural and Civil Consultant**	AKT II
• **Facade Consultant**	AKT II
• **MEP Consultant**	Futureserv
• **Landscape Architects**	Layer Studio
• **Fire Consultant**	OFR
• **Sustainability Consultant**	Mainer
• **Acoustic Consultant**	Hilson Moran
• **Transport Consultant**	Curtins
• **Cost Consultant**	Quartz
• **Wind / Daylight Consultant**	GIA

2.0 PROJECT BACKGROUND

2.1 Project Context

Sheppard Robson were initially approached by Glenbrook in early 2023 to carry out an high-level feasibility assessment of the site at 2 - 4 Whitworth Street West. This initial study looked at opportunities to develop the site for the residential market and included a capacity study to establish the potential scale for any future development.

As part of the feasibility study, Sheppard Robson engaged with Manchester City Council's planning department to test overall scale and massing for any potential development on the site.

Sheppard Robson were subsequently re-engaged by Glenbrook in March 2024, along with the wider design team, to develop proposals for a vertical residential scheme on the site at 2 - 4 Whitworth Street West.

2.2 Project Vision

The overarching vision for the site is to create a high quality new residential development which will be a positive addition to the City of Manchester.

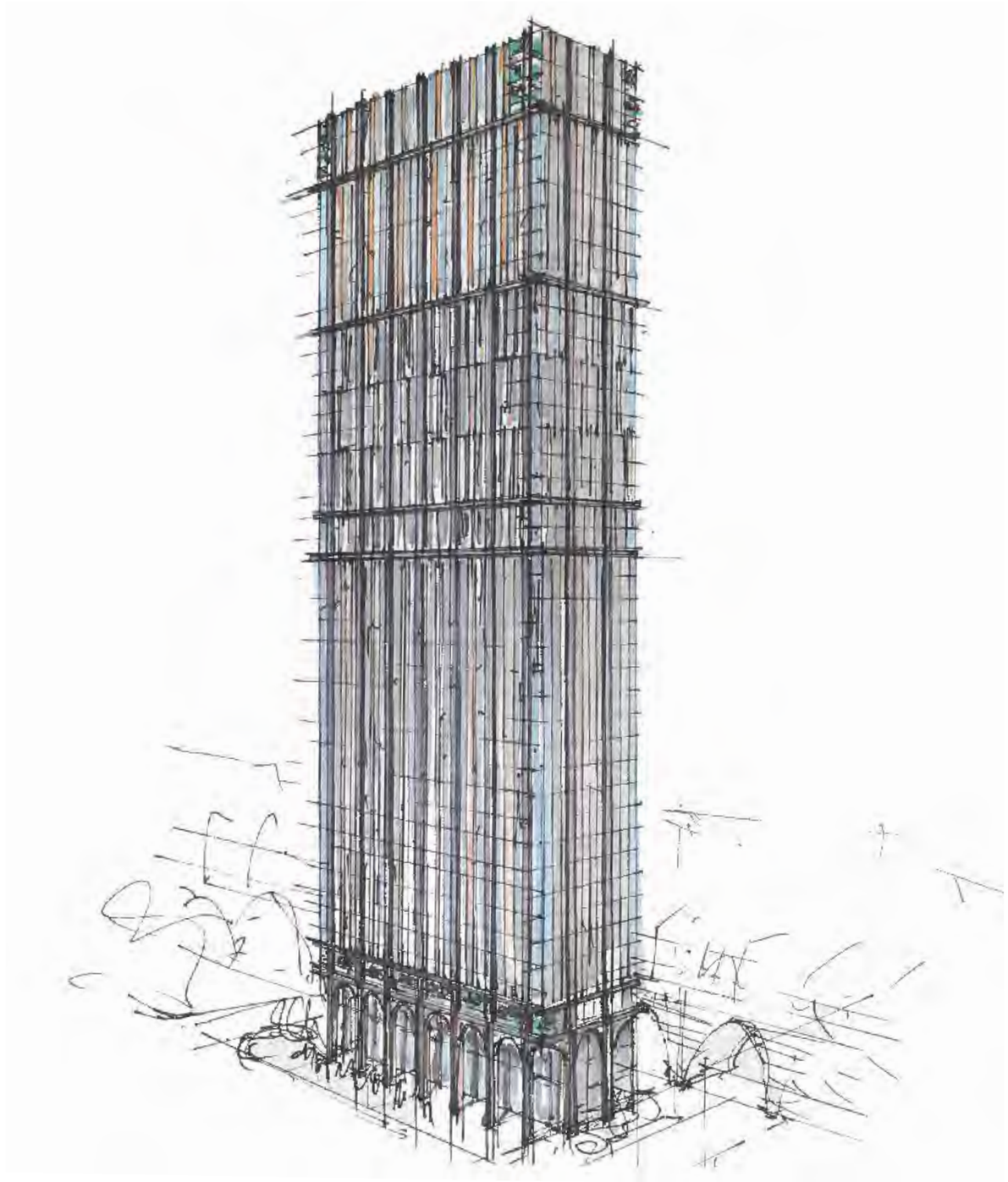
The new development will rejuvenate the street in place of the vacant existing buildings and stalled development plots which currently characterise Whitworth Street West. The new proposal will create an active ground floor that will encourage pedestrian activity within the site and beyond, providing safe and well established pedestrian routes.

The aspiration for the design is to create a new building of high-quality architecture which responds to the sites industrial heritage and emerging context using modern and contemporary detailing.

It is the intention of Glenbrook to construct a development of height that continues the vista established by the buildings in the local vicinity. The new development will create a healthier, more resilient community and contribute to local economic growth by creating new jobs and promoting local skills training and employment opportunities.

The high-level objectives of the project vision can be summarised as:

- Delivery of high quality residential accommodation within a sustainable and car-free development
- Consideration of the impact of the loss of existing buildings and the provision of a positive response to the townscape and street scene along Whitworth Street
- Provision of activity to south of Whitworth Street West, increasing vibrancy and introducing new green space and public realm to improve pedestrian environment and connections
- Delivery of a new landmark development that forms part of an existing cluster of tall buildings



Initial concept sketch



Vox, Manchester



Whitehall Riverside, Leeds

2.3 Strategic Context

Manchester City Centre is currently undergoing rapid growth and regeneration. Several substantial mixed-use and residential developments are either at planning or construction phase. Furthermore, significant investments are being made in the region's infrastructure, indicating a promising trajectory for the area.

Demand for housing

Manchester is experiencing a significant demand for housing driven by its rapid population growth, vibrant economy, and burgeoning status as a cultural and educational hub. The city's expanding job market attracts a diverse and growing workforce, whilst Manchester's renowned universities continue to draw a large number of domestic and international students, further intensifying the need for accommodation. The proposals for Whitworth Street West will help contribute towards meeting this demand for housing through the provision of 364 high-quality apartments.

This demand for housing in Manchester is not only for traditional home-ownership but also for flexible, high-quality rental options that cater to young professionals, families, and students. By offering a mix of 1-bedroom, 2-bedroom and 3-bedroom apartments alongside a range of first-class amenities, our proposal for Whitworth Street West will offer modern, well-managed living spaces that meet the evolving needs of Manchester's dynamic population.

Supporting the ongoing regeneration of Manchester city centre:

- The proposals for Whitworth Street West will help support the ongoing regeneration of this part of the city centre by bringing modern, high-quality housing that meets the needs of today's residents.
- The proposal for will activate the streetscape by incorporating three storeys of amenity space at the ground floor level, creating a vibrant and engaging environment for both residents and the wider community.
- Our proposal will also help to stimulate economic activity in the area through job creation during the construction process and through supporting local businesses through increased footfall and consumer spending.

3.0 PLANNING

3.1 Planning Policy Context

This chapter outlines the relevant adopted local and regional planning policies as well as other material considerations relevant to the determination of this application.

The Planning and Tall Building Statement, prepared by Deloitte and submitted as part of this application, covers the relevant planning policy framework which form the basis for the consideration of the Proposed Development in more detail. Please refer to this document for further details on the policies listed below.

Local Policy

Manchester Core Strategy (2024 as amended)

- Policy SP1: Spatial Principles
- Policy CC3: Housing
- Policy CC6: City Centre High Density Development
- Policy EN1: Design Principles and Strategic Character Areas
- Policy EN2: Tall Buildings
- Policy EN4: Reducing CO2 Emissions by Enabling Low Carbon Development
- Policy EN6: Target Framework for CO2 reductions from low or zero carbon energy supplies
- Policy EN8: Adaptation to Climate Change
- Policy CC9: Design and Heritage
- Policy DM1: Development Management

Saved UDP Policies

- Policy DC19.1 – Listed Buildings

Regional Policy

Places for Everyone (2024)

- Policy JP-Strat1: Core Growth Area
- Policy JP-Strat2: City Centre
- Policy JP-H1: Scale, Distribution and Phasing of New Housing Development
- Policy JP-H3: Type, Size and Design if New Housing
- Policy JP-H4: Density of New Housing

Other Material Considerations

- National Planning Policy Framework (NPPF) (2023)
- Design for Access (2023)
- Providing Housing for Choice (2008)
- Manchester Residential Quality Guidance SPD (2017)
- Historic England Advice Note 4 – Tall Buildings (2022)
- Whitworth Street West Development Framework (2008)
- Knott Mill Masterplan (2019)

3.2 Planning History

Previous Consent

The Site previously achieved Planning Permission (Ref: 126308/FO/2020) in 2020 for the demolition of buildings on site and the erection of a Travelodge hotel with ground floor retail.

The consent was never implemented and has since expired.

10-12 Whitworth Street West

The site immediately adjacent to the Site has an extant Planning Permission (Ref. 135272/JO/2022, as amended) for the demolition of the existing building at 10 - 12 Whitworth Street West, and the redevelopment of the site for a new 35 storey residential building comprising 327 apartments, with associated highways, public realm and associated works.

This consent has been implemented, however there is a condition on the consent which states that no above ground works shall be carried out if the contract for the construction and completion of the building hereby permitted has not been let by 31 October 2024 (and evidence provided to the reasonable satisfaction of the LPA) and any development activities on the site shall cease and no further development permitted by this planning permission shall be carried out. In this event, no later than 30 November 2024 a scheme shall be submitted to the LPA setting out how the site shall be restored, landscaped and maintained and thereafter the site shall be restored, landscaped and managed in accordance with the scheme that has been approved by the City Council, as Local Planning Authority.

This consent has therefore expired as no such construction contract has been agreed.

3.3 Pre-application process

A comprehensive approach to pre-application engagement has been undertaken as part of the design process. This has included consultation with Manchester City Council Planning Officers, local councillors, statutory bodies and the local community. These allowed the design team to engage with the wider project stakeholders and present the emerging proposals to gain valuable feedback and help ensure the final design is appropriate to its context, and reflects the aspirations and expectations of both the community and the city.

Stakeholder Engagement

The key stakeholder meetings are detailed below. Further detail regarding the recommendations of the consultation process, and how they have impacted upon the design, can be found in Appendix B of this report.

Consultee	Representative	Date
MCC Planning (Pre-Application 01)	Dave Roscoe / Jennifer Atkinson	30th April 2024
MCC Planning (Pre-Application 02)	Dave Roscoe / Jennifer Atkinson	19th June 2024
Network Rail	Mark McKay	11th July 2024
MCC Highways	Neil Bayliss-Rowe / Becky Hesketh	17th July 2024
MCC Planning (Pre-Application 03)	Dave Roscoe / Jennifer Atkinson	23rd July 2024
Greater Manchester Police	Dave Maher	15th August 2024
MCC Planning (Pre-Application 04)	Dave Roscoe / Jennifer Atkinson	21st August 2024
Network Rail	Mark McKay / Steven Bowles / Paul Schofield	13th September 2024
MCC Planning (Pre-Application 05)	Dave Roscoe / Jennifer Atkinson	19th September 2024
MCC Environmental Health	Laura Miller	3rd October 2024
Historic England	Louise Davies	3rd October 2024
Deansgate Ward Councillors	Councillor Anthony McCaul	4th October 2024
MCC Environmental Health	Laura Miller / Sam Davies	22nd October 2024

Public Consultation

A public consultation for the proposals was held from 9th - 27th October. As part of this, an in-person consultation event was held on 15th October 2024. The event was held within the local community in order to gain feedback from local residents, businesses and community groups regarding the proposals.

In advance of the event, invitations were sent to circa 1,500 local addresses as well as direct invitations to local businesses and residents associations. These were supplemented by widespread coverage on local media, including the Manchester Evening News.

The in-person event was supported online by a dedicated consultation website where people could view and download the consultation information and leave feedback for the duration of the consultation period.

Feedback from the public consultation process centred around the following themes:

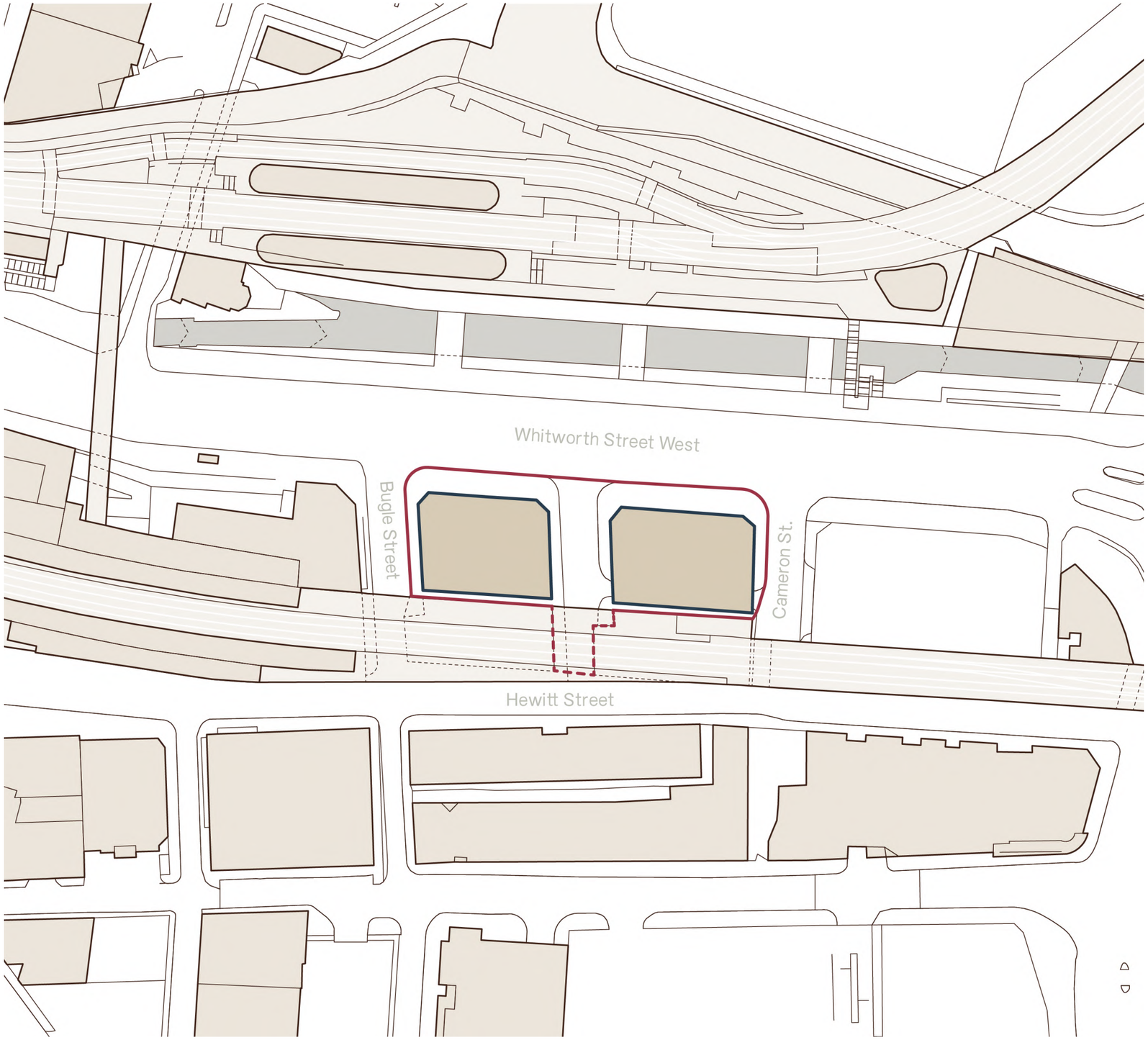
- Demand for housing, unit mix and tenure type
- Design, height and massing
- Transport and parking
- Landscape and public realm
- Impact on local businesses
- Key services and infrastructure
- Construction

Please refer to the Statement of Consultation, written by Deloitte and submitted as part of this application, for further information including how these comments have been considered as part of the planning application.

3.4 Planning Boundary

Ownership and Application Boundary

The adjacent diagram shows the extents of the applicant's ownership as well as the extent of the application boundary as submitted for this planning application.



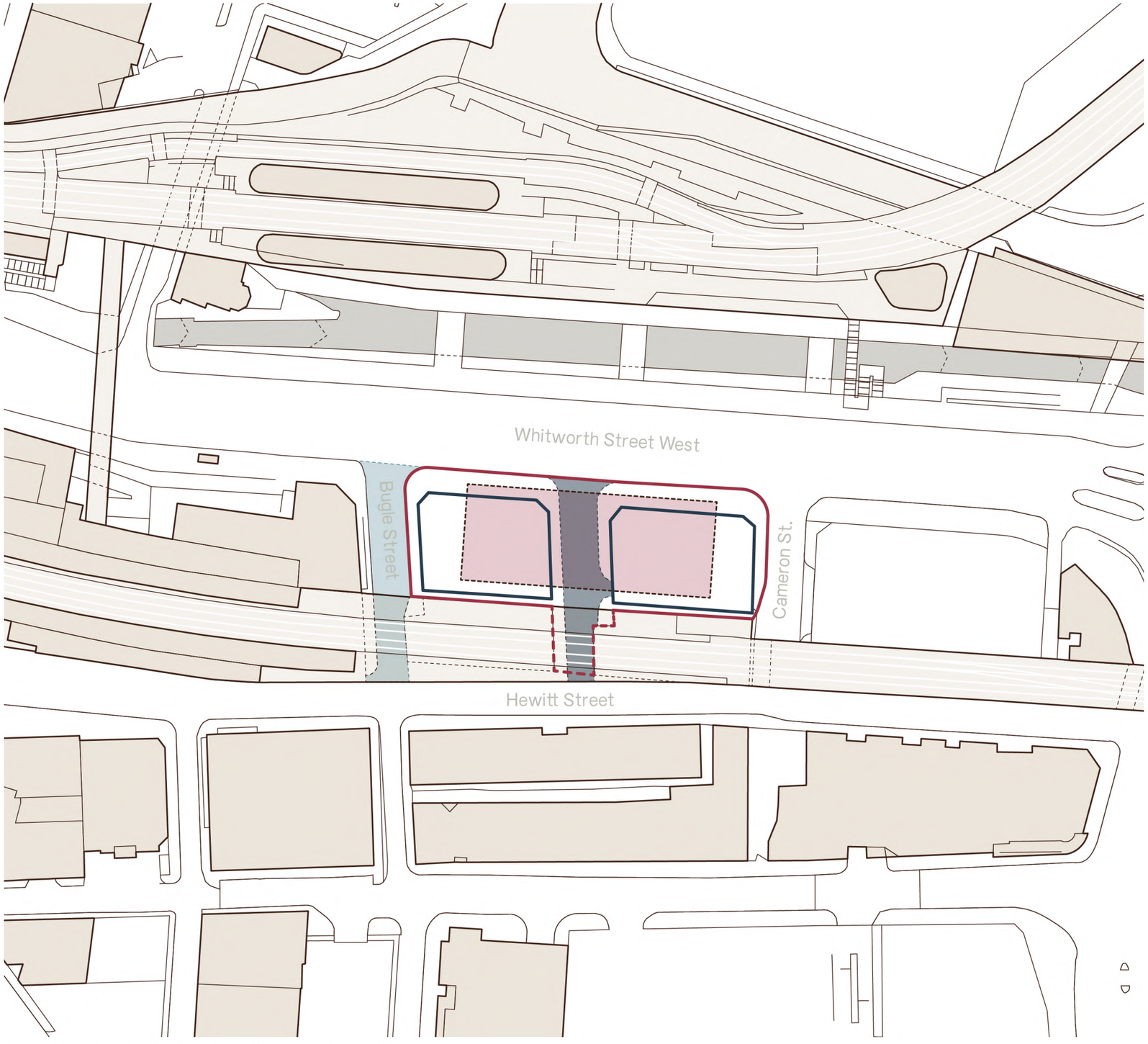
Ownership and application boundary

Key

- Application Boundary
- Ownership Boundary

Ownership and Building Footprint

The adjacent diagram shows the extents of the applicant's ownership as well as the proposed building footprint.



Key

- Application Boundary
- Ownership Boundary
- Proposed Footprint
- MCC Ownership (Highways)
- Network Rail Ownership

Ownership and application boundary with proposed footprint

4.0 SITE ANALYSIS AND CONTEXT APPRAISAL

4.1 Location

Located at a prominent position to the south of the city centre, the site forms a key gateway to Manchester. The site sits adjacent to Deansgate Station, within an emerging cluster of tall buildings.

4.2 Site and Immediate Surroundings

Whitworth Street West runs parallel to the A57(M) (Mancunian Way), intersecting two of the primary vehicular routes into the city centre from the south - the A56 (Chester Road) and the A5103 (Princess Road).

To the north of Whitworth Street West lies Deansgate Locks, a section of the Rochdale Canal with a line of historic railway arches beyond. Now home to Deansgate Castlefield Metrolink station, it is a key route into the city centre.

Directly to the south of the site is the Grade II listed viaduct which forms part of the Castlefield corridor and connects the adjacent Deansgate (formerly Knott Mill) Station to the west with Oxford Road Station to the east.

To the southwest of the site is New Jackson, a new residential neighbourhood characterised by skyscrapers set within high quality public space.

To the southeast is First Street, a new mixed-use neighbourhood with commercial, residential and leisure developments set around a new public square.

4.3 Development Context

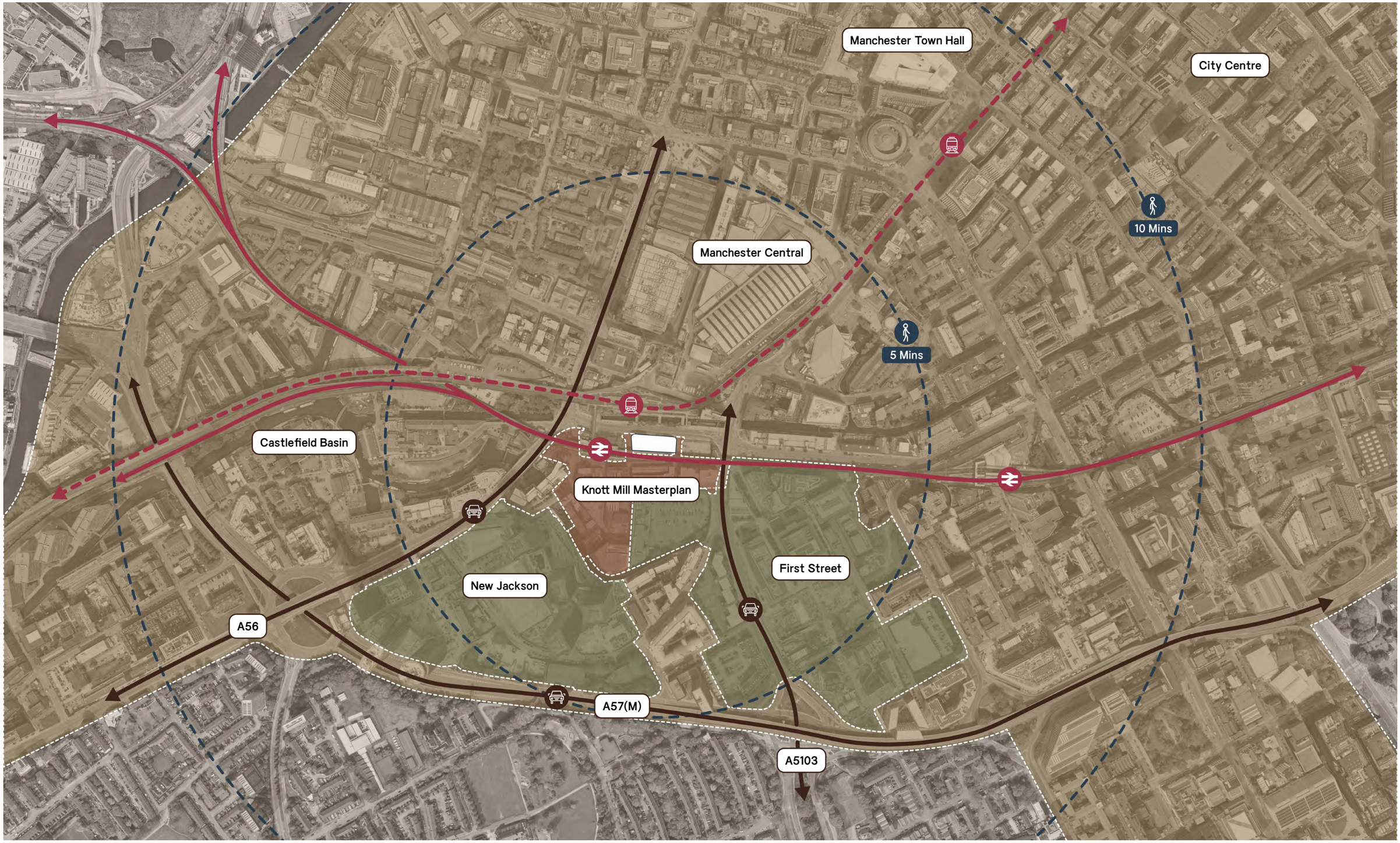
The area surrounding the site has seen significant development over the past few years, adding to the character of the area.

The site sits within the 2008 Whitworth Street West Framework, a development framework proposed by Manchester City Council to enable the redevelopment of the area in a way that complements existing developments in adjacent areas within the city centre:

- Landmark, world-class developments to enhance the City's competitiveness on a global scale;
- The creation of a vibrant mix of active contemporary urban buildings, new landmarks and public spaces; and
- High quality buildings complemented with a public realm of international standard to ensure Manchester can unlock further potential for economic growth in the future.

Directly to the south of the site lies the Knott Mill Masterplan. Whilst not part of the proposed Masterplan, the site sits directly adjacent and is part of the zone of interest, with pedestrian connections proposed to both sides of the site





The proposed site within the wider context of the city centre

4.4 Local Character and Context

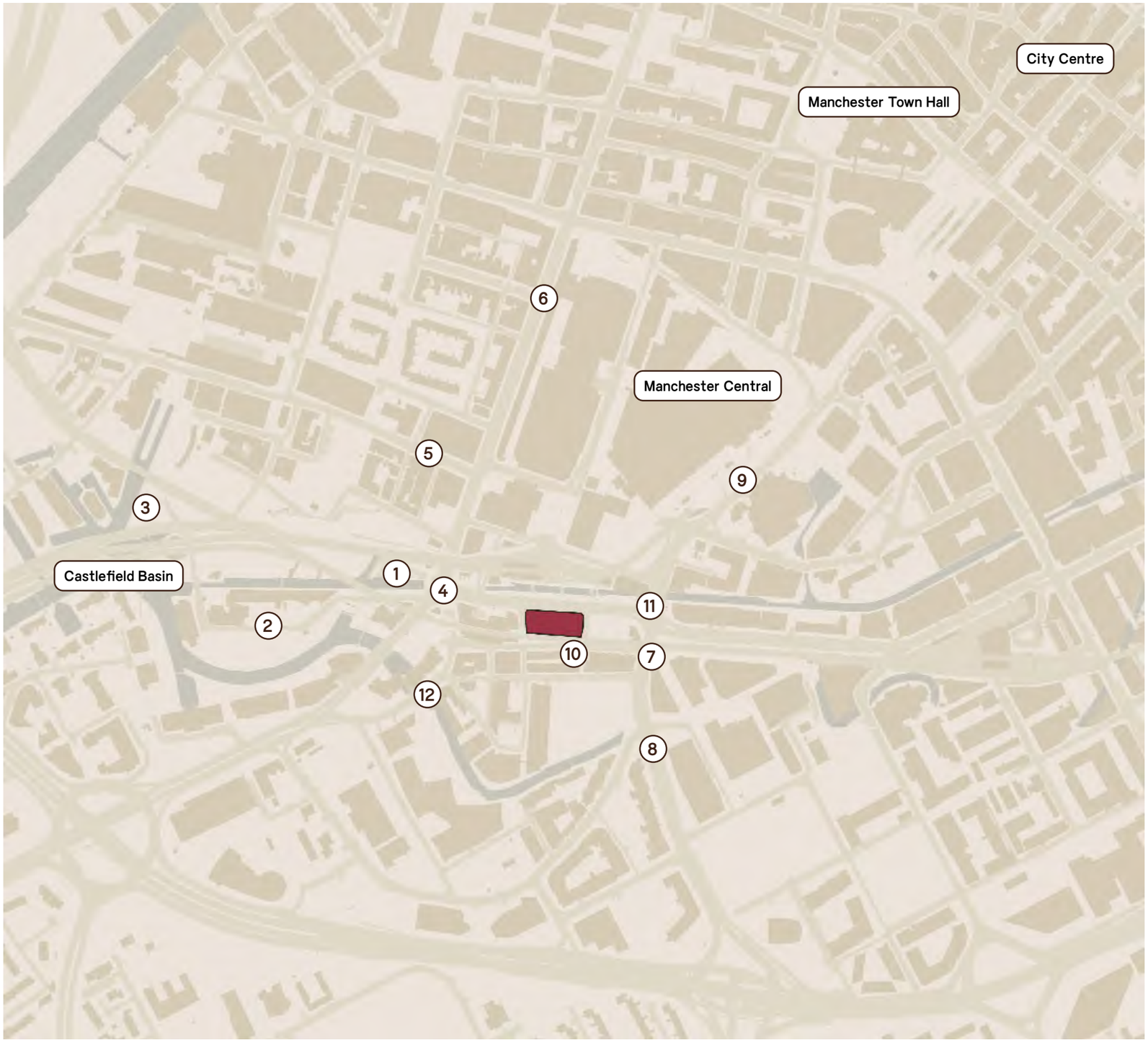
The site is situated to the south of Manchester City Centre, nestled between the civic quarter and the historic Castlefield Basin.

The area is characterised by a mix of industrial infrastructure and architectural styles. The proximity of the site to the former Manchester Central Station (now known as Manchester Central) has left a lasting mark of the character of the surrounding context, with the Victorian railway viaducts bisecting the area. These viaducts add to the layers of industrial heritage visible from the site, with the Rochdale canal lying directly to the north.

The area is currently undergoing rapid growth and regeneration. Several substantial mixed-use and residential developments are either at planning or construction phase. Furthermore, significant investments are being made in the region's infrastructure, indicating a promising trajectory for the area.

In recent years the skyline has become defined by the clusters of residential towers being constructed around the site.

The adjacent page gives an idea of the surrounding area. The buildings are a mixture of heritage, red-brick medium rise buildings, railway viaducts and infrastructure rich in metal detailing against a background of modern high-rise.



Key views around the site


1

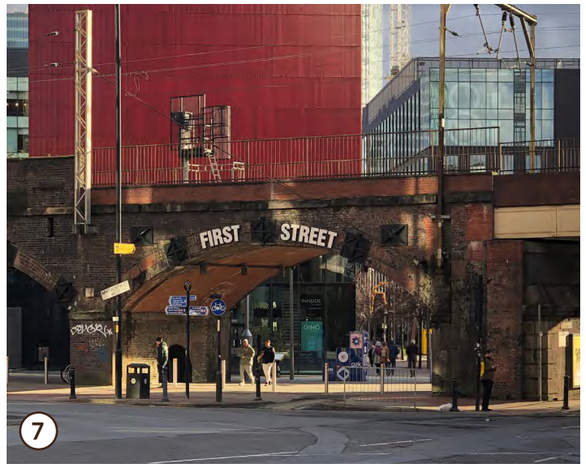

2


3


4


5


LNER
GOODS DEPOT
6


FIRST STREET
7


8


9


20
10


11


12

4.5 Site History

Early records dating from 1787 show that the site was partially developed with what appears to be residential properties.

The 1st edition of the OS, surveyed in 1845, shows the area surrounding the site had been more intensely developed and the road layout had altered quite substantially by this time.

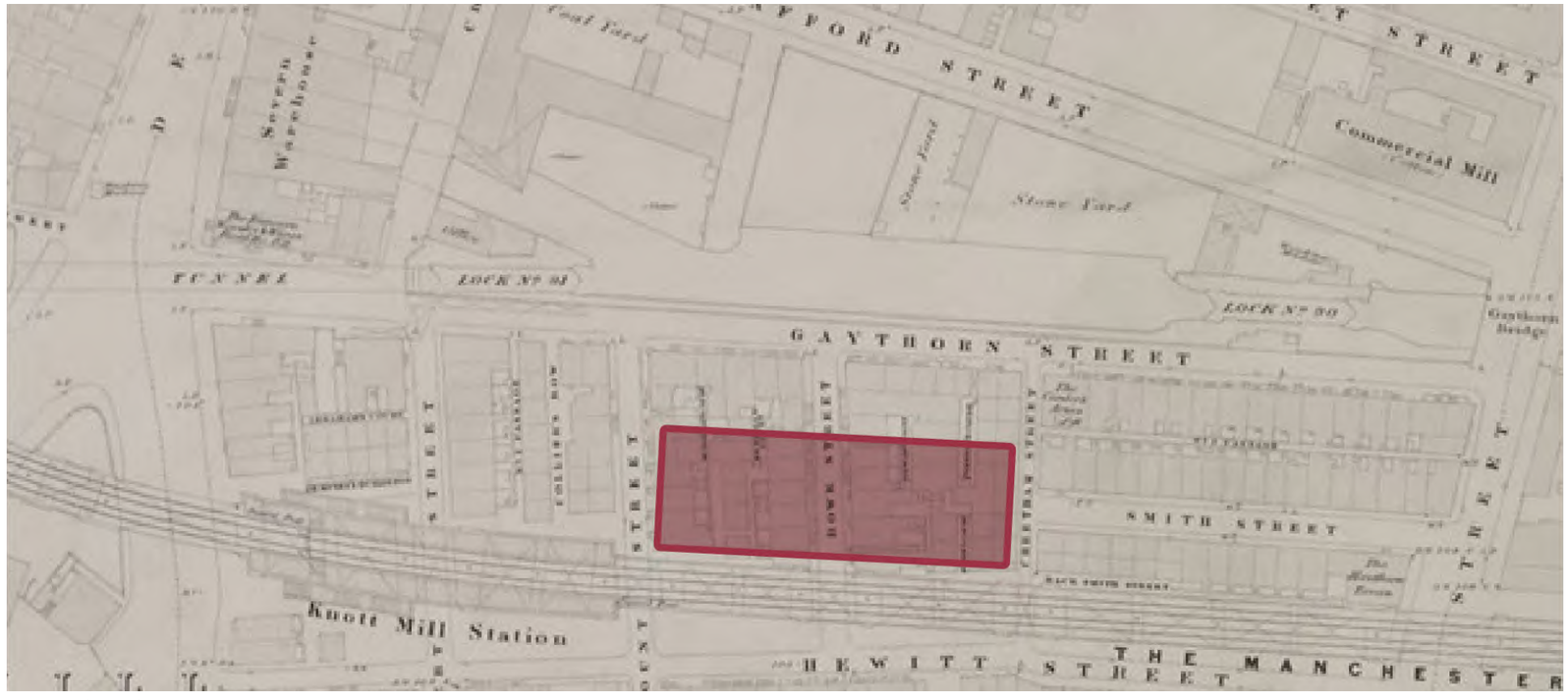
By 1850 the viaduct to the south of the site appears, carrying the Manchester South Junction and Altrincham Railway, with Knott Mill Station to the west of the site, cutting through the areas of housing. The addition of the viaduct changed the line of the street to the rear of the site.

Gaythorn Street runs east-west alongside the Rochdale Canal, later to be significantly widened and re-named Whitworth Street West. The 1850 OS map also shows 3 roads running north-south:

- Mount Street (later Bugle Street)
- Rowe Street (later Rowendale Street)
- Cheetham Street (later Cameron Street)

The 1908 edition of the OS shows the site as two undeveloped plots - the previous housing has been demolished. Gaythorn Street has also been renamed Whitworth Street West and the street has been widened.

Further information the history of the site and the surrounding area can be found within the Heritage Assessment submitted as part of this application.



OS Map (1850) showing the original street layout



Bugle Street (1896) - Credit: Manchester City Council



Whitworth Street West (1902) - Credit: Manchester City Council / A. Bradburn

Timeline

The adjacent diagrams demonstrate the development of the site from the 1807 through to the 1923 when the first recorded footprints of the current buildings at 2 & 4 Whitworth Street West were published.

1807

- Two blocks occupy the site however use is unclear.
- Gaythorn Street shown to the north, occupying approximate route of Whitworth Street West

1824

- A series of tight streets with residential blocks occupy the site

1848

- Residential properties with terraced streets indicated to east and west of the site

1896

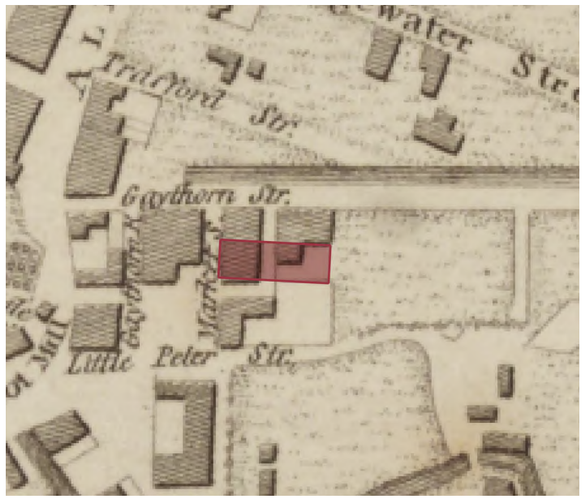
- Railway Viaducts shown to north and south of site.
- Last recorded OS map showing the historic street layout & residential properties.

1909

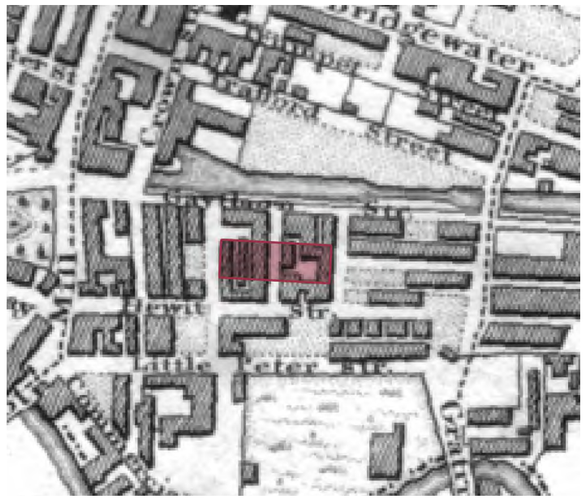
- The current street pattern is shown with the first record of Whitworth Street West in its current alignment.
- Vacant building plots are indicated at 2 - 4 Whitworth Street West.

1923

- The first recorded footprints of the current buildings at 2 & 4 Whitworth Street West.



OS Map - 1807



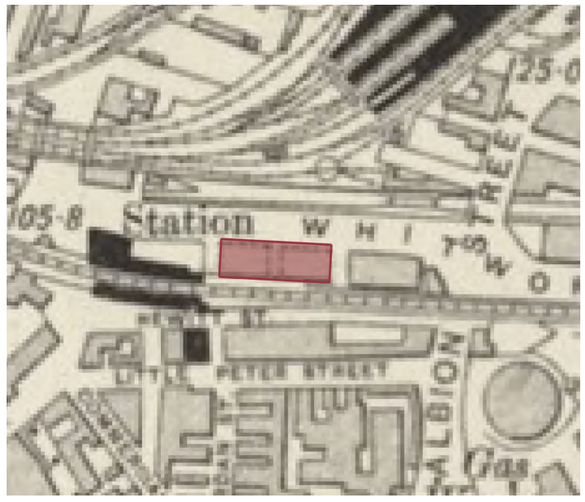
OS Map - 1824



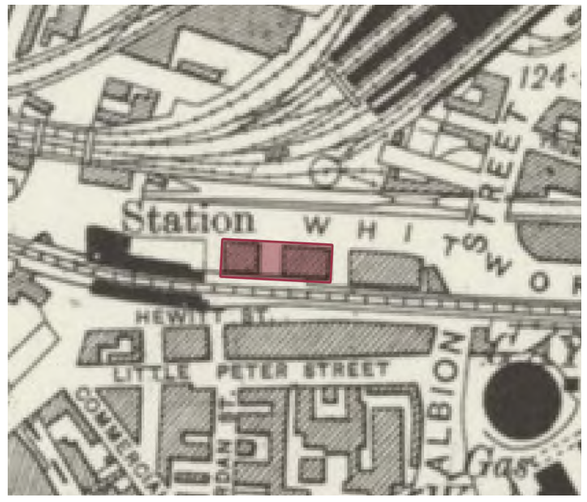
OS Map - 1848



OS Map - 1896



OS Map - 1909



OS Map - 1923

4.6 Heritage Context

The site sits close to Castlefield Conservation area, and opposite several listed heritage assets. The Castlefield Railway viaduct to the north is Grade II listed, sitting opposite the site, alongside Deansgate locks. The Manchester Central Convention Centre (former Manchester Central Railway Station) is Grade II* listed, and sits just to the north of the site.

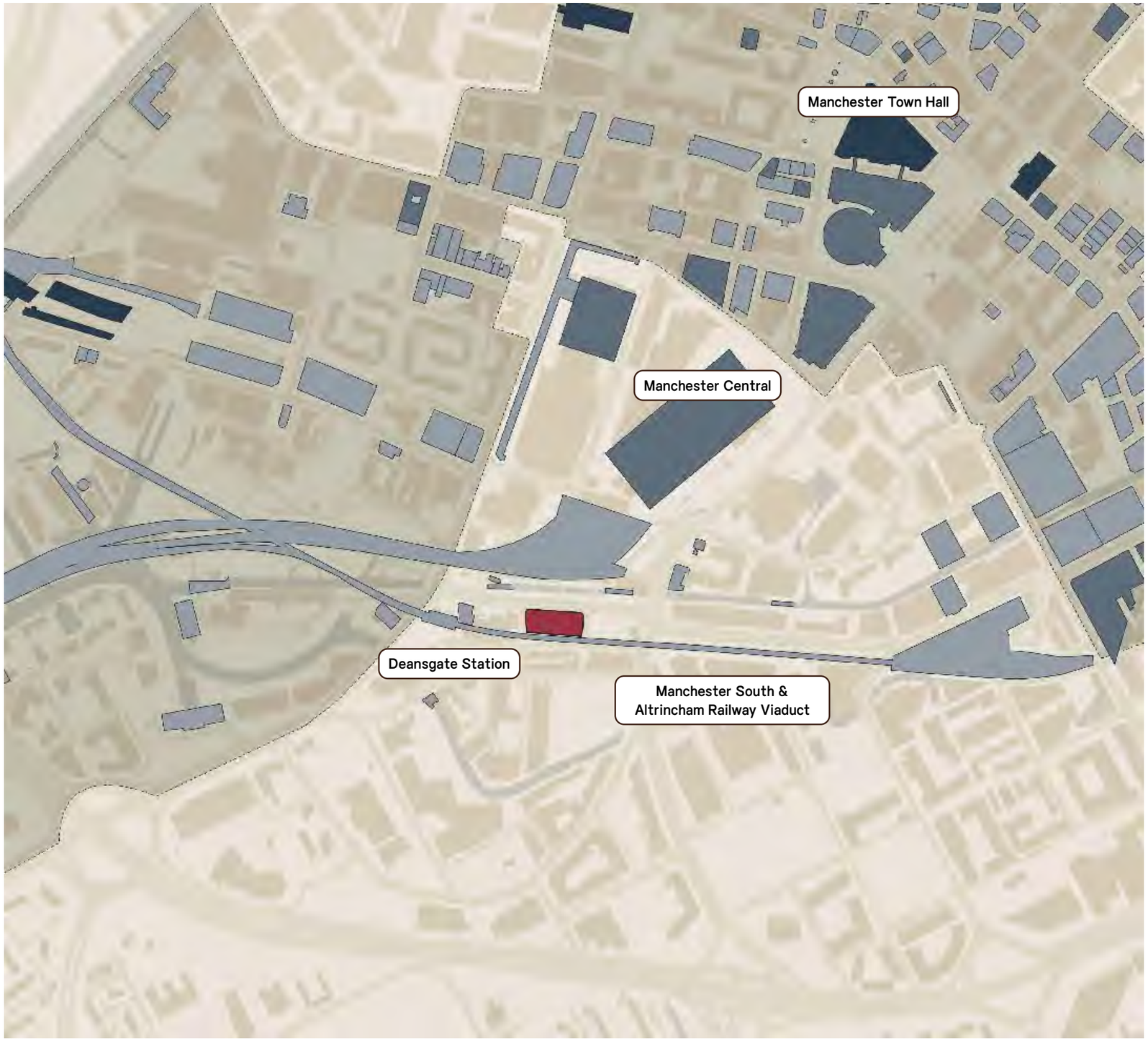
Directly to the south of the site is the Manchester South and Altrincham Railway Viaduct. The Grade II listed structure is primarily constructed out of red brick, with several cast-iron bridges.

Deansgate Station (formally Knott Mill) sits to the west of the site and is Grade II listed.

The closest Grade I building is the Manchester Town Hall approximately 10 minutes walk north of the site.

The proposals will seek to limit any impact on these heritage assets through using sympathetic and contextual materials that respond to the historic fabric of the area.

Further assessment of the local heritage assets and our proposed approach to mitigating any impact can be found within the Heritage Assessment submitted as part of this application.



Heritage assets around the site



The Grade II listed Castlefield Viaduct with the Grade II listed Lock Keeper's Cottage in the distance



The Grade II* listed Manchester Central Convention Centre (former Central Railway Station)



The Grade II listed Southern and Altrincham Viaduct with the Grade II listed Deansgate Station to the left



The rear of the Grade II listed Southern and Altrincham Viaduct from Hewitt Street

4.7 Existing Buildings

There are two existing buildings on the site: 2 Whitworth Street, also known as Wrendal House, and 4 Whitworth Street West, also known as Whitworth House. These structures are separated by Rowendale Street and both buildings have been vacant for some time and have fallen into disrepair.

The existing buildings are not listed, nor are they Non-Designated Heritage Assets. For further information regarding the existing buildings, please refer to the Heritage Statement, prepared by Kathryn Sather Associates and submitted as part of this application.

2 Whitworth Street West

2 Whitworth Street West is a four storey building, built in 1909 to designs of Henry McCulloch and initially used as a warehouse.

The main building is primarily of red brick with roof felt or covering on the flat roof. There is a small amount of sandstone used for detail on the arched doorway and the coping stones on the parapets and window cills. The building is rectangular in shape, with six bays of unequal width on each side. The building has a half-basement with four floors above this to the front and five floors to the rear; the slightly projecting windows to the half basement are now concealed behind cladding. The roof is largely flat with three raised areas.

The ground floor projects slightly with stone coping to the parapet. The front north elevation is dominated by the central bay with its double height entrance featuring a semi-circular arched moulded sandstone doorway with window above. Above this are semi-circular window openings and first and second floor levels. Either side of this are wide bays with large window openings with segmental arches. The upper part of the window openings have been filled in, leaving modern 4-light windows below on all four floors. The end bays forms part of the corners to the building which are both slightly stepped back from the central bays and feature an oblique angle to the side elevations, with narrower 2-light windows in each section.

The east elevation (Rowendale Street) combines a continuation of the front elevation after the corner with the two-bay 5-storey bock to the south and a 4-storey, connecting bay between the two sections which has been altered in the lower floors. The rear bays feature a large double door at street level and to the south of this, a two-light window at half-basement level and a loading door above, with smaller two light windows on the floors above.

The west elevation is not identical with the east elevation - after the corner treatment, there are two bays with the wide 4-light windows, which project slightly forward, as seen in the stepped parapet at the top of the building. The projecting parapet of the ground floor extends to include both these bays. To the rear are two narrower bays, each with smaller bays, with similar fenestration to those of the corner bays.

The south elevation is very plain, with windows in the upper floors and large door openings in the ground floor.







4 Whitworth Street West

4 Whitworth Street West was built in 1914 as a warehouse, office, workshop and garage, to designs of Cyril Eyres Ainley. There is a single storey garage structure to the rear, parallel with the viaduct, and a three storey warehouse and office range to Whitworth Street.

The main building is primarily of red brick with what appears to be a slate roof. There is a small amount of sandstone used for detailing of the parapet, cills and the plinth. The doors and windows are timber framed. The building to the rear is of a poorer quality brick. The windows are timber framed and there is a modern metal roll-down door in the original loading opening to the west below a heavy stone lintel and sliding timber doors in the loading opening to the east.

The building is a three-storey building, 2-bays deep and six bays wide, to the north of the plot and a contiguous single storey building to the south. The main building is characterised by the east and west corners of the front elevation being oblique angles rather than right angles. On the main elevation the individual bays are separated by brick piers with a brick pediment and cornice above. A low brick parapet runs around the rest of the building, concealing the hipped roof. The ground floor had large rectangular openings with slightly smaller to the first floor and semi-circular arched openings to the second floor. All of the arches have brick soldier arches above them.

The building to the rear has similar fenestration, including the soldier arches above the window openings, albeit more functional in style and using lower quality brick. It appears to constitute a single warehouse space with loading doors to the east and west, a large window to the west and three small square windows at both ground and first floor levels on west elevation; two of the ground floor windows have been blocked or replaced with louvres for air handling. The loading to the east is a double sliding timber door while the opening to the west is narrower, with a modern roller metal door. The south elevation, opposite the railway viaduct, appears to have been recently clad in metal.

Historic England Determination

In 2020, Historic England determined that the two buildings at 2-4 Whitworth Street West did not have sufficient architectural or historic interest to be considered nationally significant. Their report noted that the buildings did not merit listing as:

- The buildings are typical in design rather than special, neither possesses claims to technological interest.
- There are no known connections with nationally significant events or persons.
- There is no group value with the Grade II listed buildings in the vicinity as the location in relation to the listed buildings is insufficient to compensate for the overall lack of architectural interest.







4.8 Context of Scale

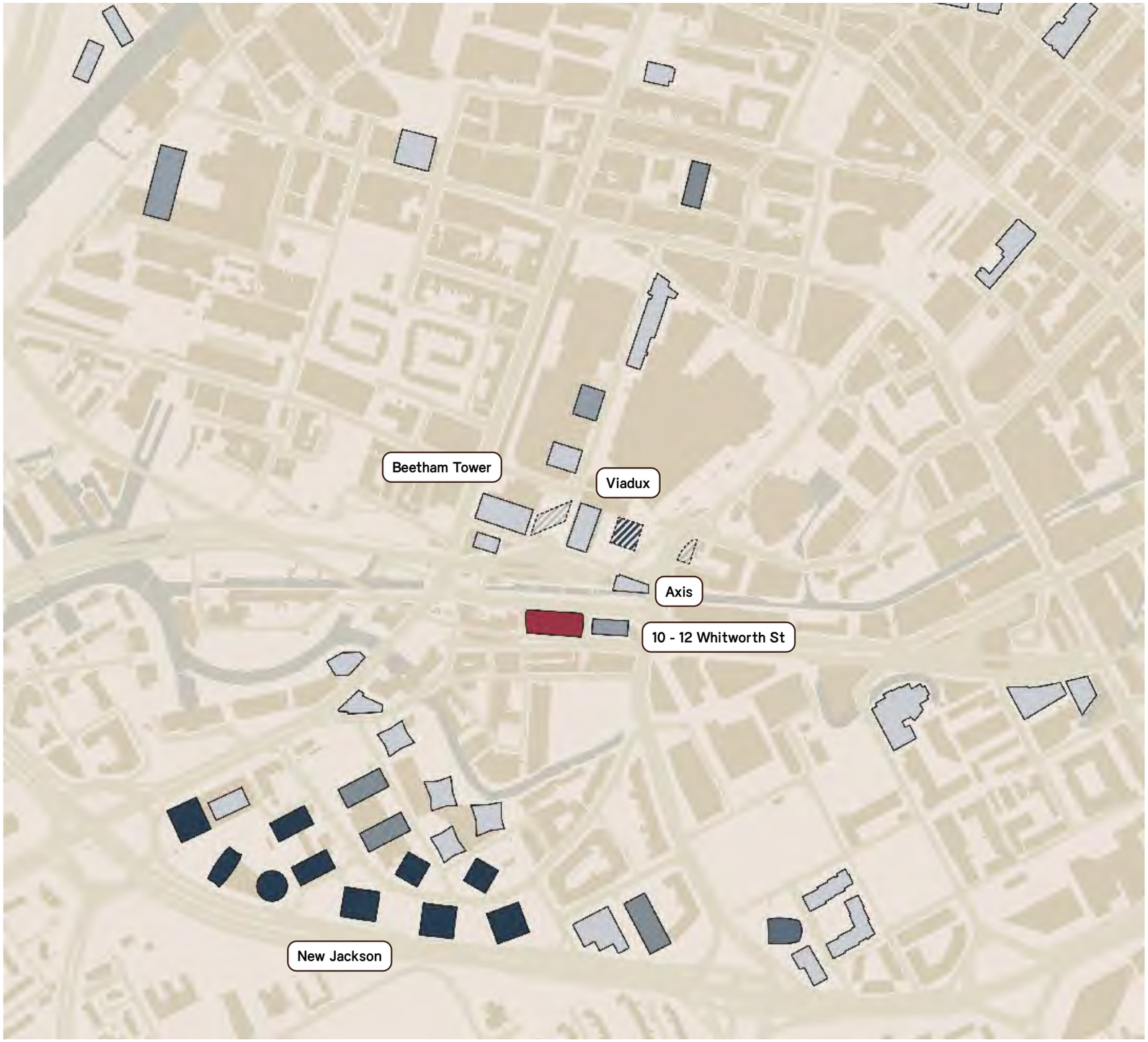
The surrounding context comprises a mix of older lower rise (0-10 storey) buildings and newer high rise developments. The Site sits within an area characterised by a cluster of taller buildings around Deansgate Station and the southern entrance point into the City. There is also a strong pipeline of proposed towers within the local area which have received planning approval and are scheduled for construction over the next few years.

Beetham Tower, constructed in 2006 is a 47 storey tower to the north west of the site. To the east of Beetham tower and directly to the north of the site sits Viadux, a 40 storey residential tower sat on the Grade II listed Castlefield Railway Viaduct. A planning application for a new 71 storey residential tower is currently being determined by MCC as part of the Viadux Phase 2.

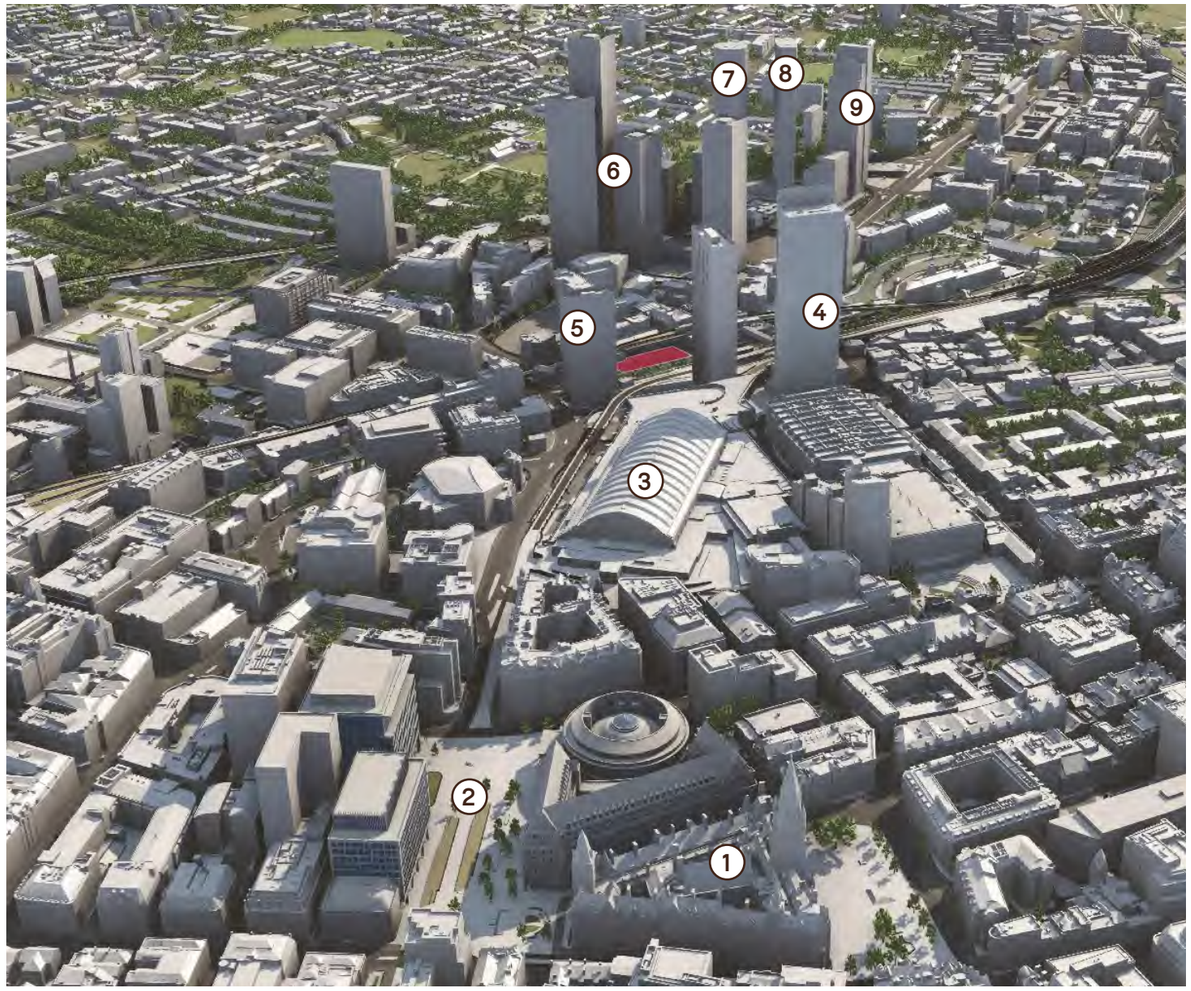
To the north east of the site sits Axis, a 20 storey residential tower nestled between the metrolink viaduct and Deansgate Locks. Directly to the adjacent to site is 10 - 12 Whitworth Street West which gained planning approval for the construction of a 37 storey residential tower directly adjacent to the proposed site. This consent has now expired.

To the south west of the site lies New Jackson - Manchester's 'skyscraper district'. The masterplan has created a cluster of tall buildings which dominate the city's skyline to the south. Once all completed, the masterplan will they will sit between 21-71 storeys.

The adjacent diagram shows the location of current and approved tall buildings within the vicinity of the site.



Tall buildings (existing and consented) around the site

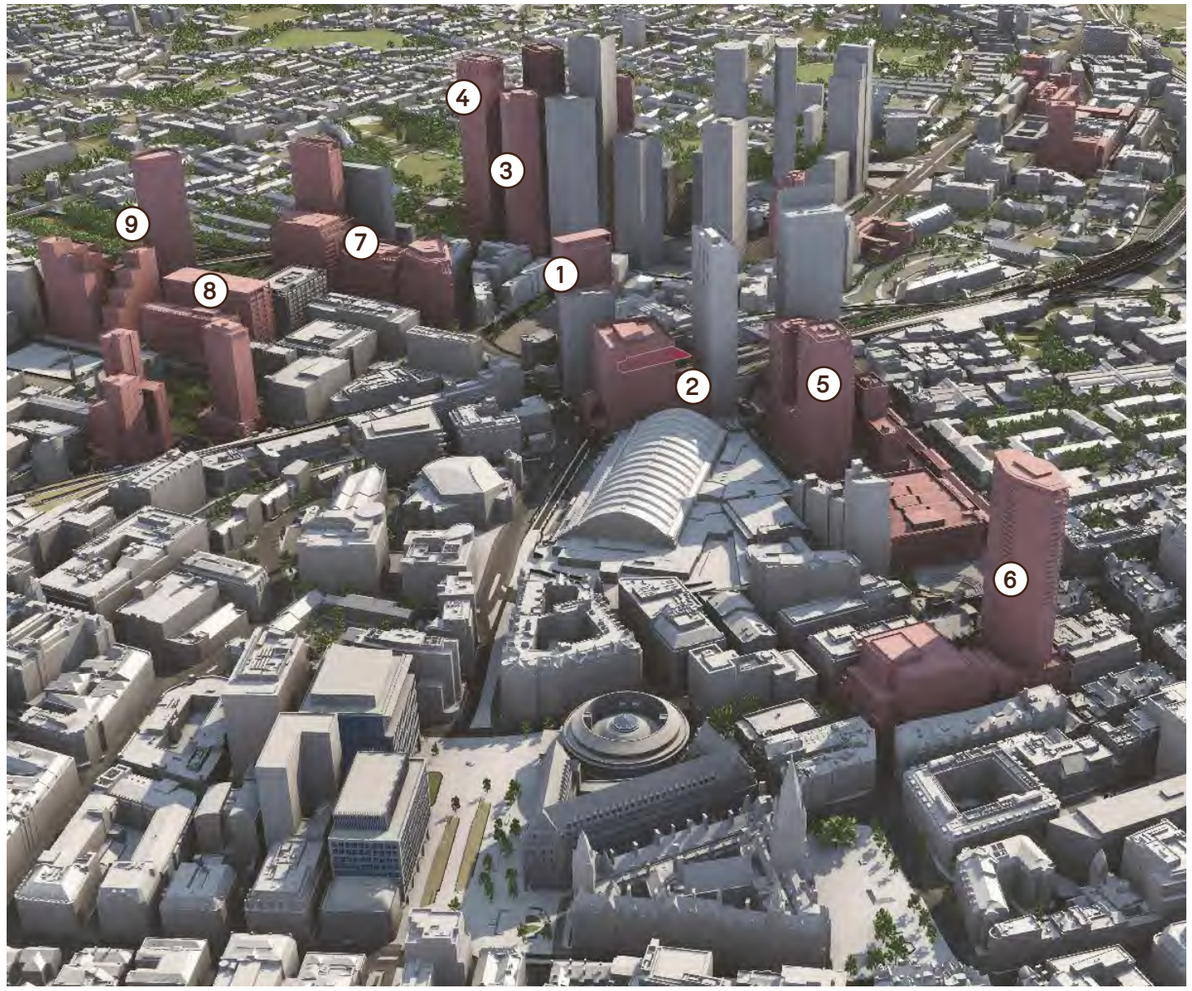


Existing Tall Buildings

The above image, looking south-west from the city centre shows the current cluster of tall buildings around the proposed development site, and their relationship to Manchester's civic core.

Key

	Site
1	Manchester Town Hall
2	St Peter's Square
3	Manchester Central
4	Beetham Tower
5	Axis
6	Deansgate Square
7	The Blade
8	Three 60
9	Crown Street



Proposed Tall Buildings

The above image, looking south-west from the city centre shows the scale of development around the proposed development site which currently under construction or has secured planning approval.

Key

	Site
1	10 - 12 Whitworth Street West
2	Viadux
3	Contour
4	The Green
5	Great Northern
6	St Michael's
7	Medlock Street
8	First Street
9	Downing Place

4.9 Access and Movement

Highways Access

The main access to the site via the highway is currently from Whitworth Street West (B6469) onto Cameron Street to the east or Bugle Street to the west, which connect through to Hewitt Street to the south of the site. Whitworth Street West is one of the key arterial routes through central Manchester, connecting the A56 with Manchester Piccadilly Station and Oxford Road.

There are currently a number of pay and display parking bays on Rowendale Street, Cameron Street and Whitworth Street West. There are also three dedicated accessible parking bays directly opposite the site on Whitworth Street West.

Rowendale Street currently runs between the two existing buildings on site, but will be blocked off once the development is complete.

Public Transport Amenities

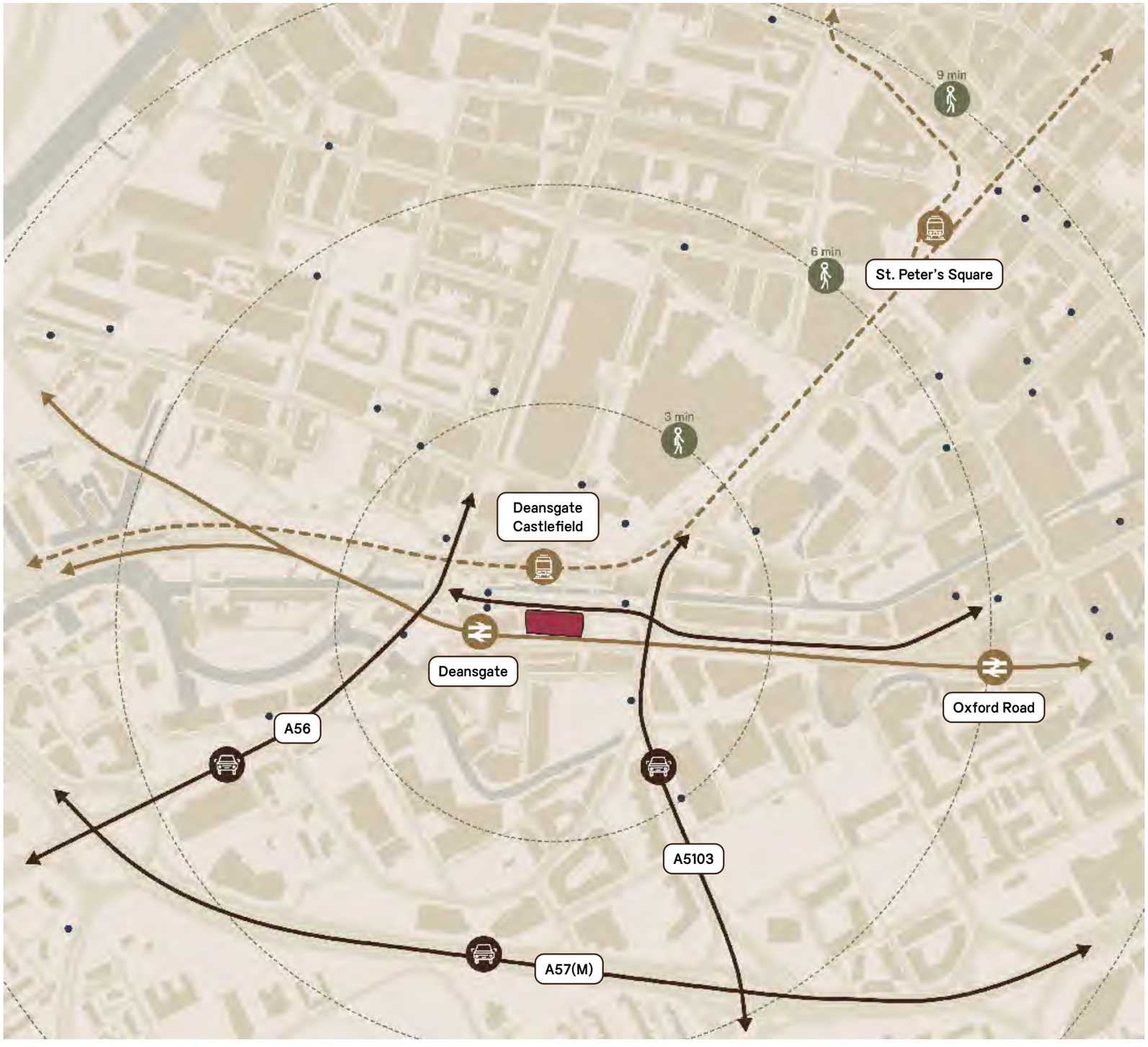
The site is surrounded by a range of public transport connections. To the west of the site sits Deansgate Train Station, and to the north of the site sits Deansgate Metrolink. Oxford Road Train Station is a short walk to the east. There are many bus stops, with the closest sitting outside Deansgate Station.

Pedestrian and Cycle Movement Patterns

The primary pedestrian footpath route sits along Deansgate Locks on the opposite side of Whitworth Street. Primary pedestrian access to the site is along the pavement of Whitworth Street West. The cycle routes run along Whitworth Street West. A new dedicated and segregated cycle lane is due to be installed along Whitworth Street West prior to the commencement of the development.

Key

- Metrolink
- Metrolink Stop
- Railway
- Train Station
- Bus Stop
- Primary Road
- Walking
- Site



Accessibility and movement

Whitworth Street Road Improvements

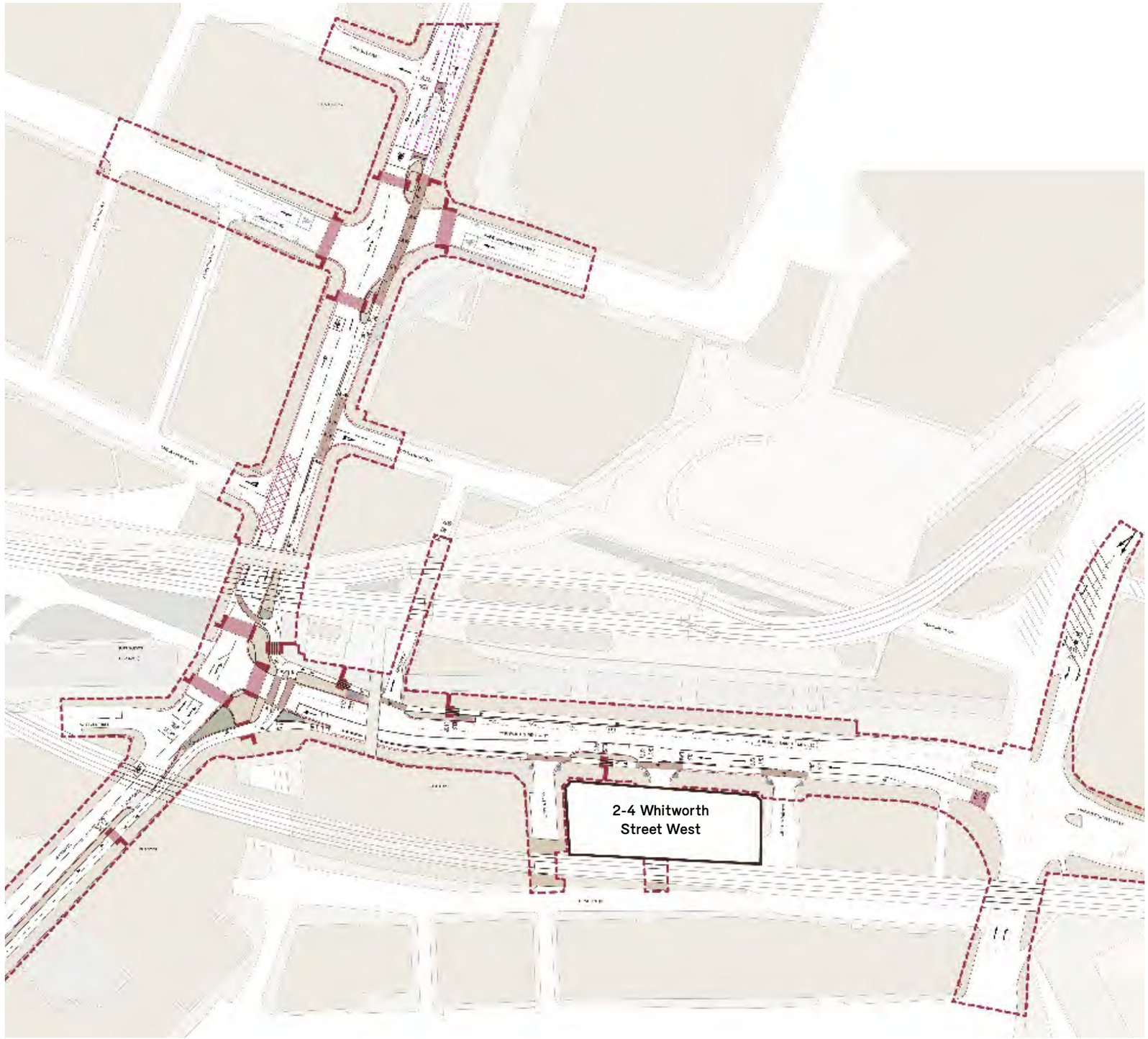
Manchester City Council are currently carrying out a number of road improvements to the area surrounding the site, including along Whitworth Street West directly to the north of the site.

The works are being carried out as part of the wider Deansgate and Whitworth Street West Active Travel Scheme. A range of priorities were set out on what the Council wanted this scheme to achieve, which included encourage more people to walk, wheel or cycle, improve infrastructure to create linked-up routes throughout the city, improve safety, and reduce the overall amount of traffic going into the city centre.

The key changes that will impact the scheme are:

- New bus gate on Whitworth Street West
- Traffic will be one way along Whitworth Street in the easterly direction, but buses will be able to travel both ways.
- New bus stop right outside 4 Whitworth Street West
- Dedicated cycle way along Whitworth Street West (both ways) with dedicated zebra crossings to allow for pedestrian access to the bus stop.
- Taxi rank on north side of Whitworth Street West, opposite bugle street.
- Pay and display parking bays on the north side of Whitworth Street West, between Rowendale street and Cameron street, adjacent to the existing accessible parking bays.

Further information, including the up-to-date proposals for the works can be found on Manchester City Council's website.



Proposed highways upgrades around Whitworth Street West. Source: Manchester City Council

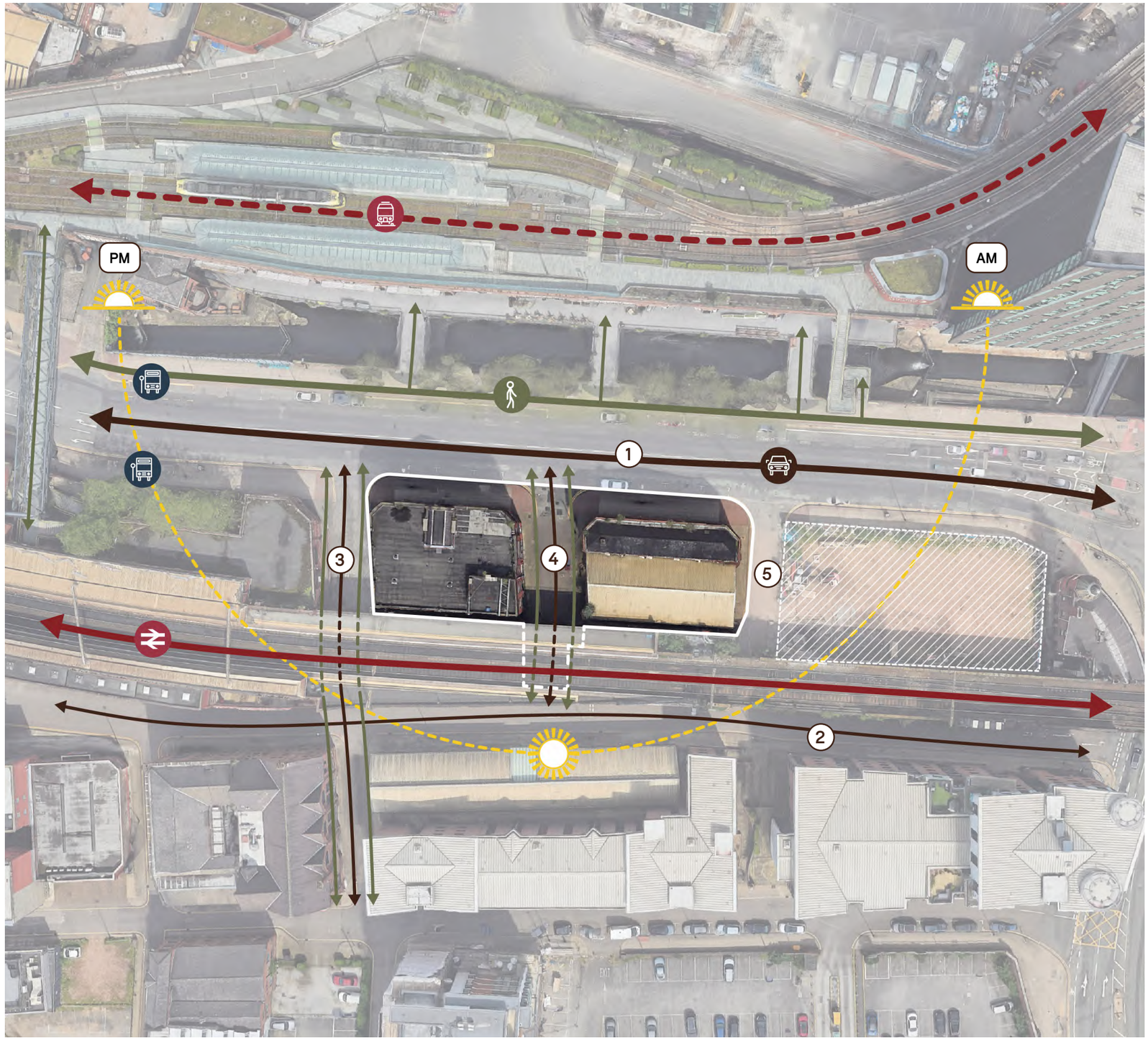
4.10 Site Appraisal

The site offers a number of significant opportunities to create a design proposal which delivers the development brief and fulfils the wider vision for the city, whilst responding to the surrounding context and enhancing the local community.

Site Constraints

The site is subject to a number of physical constraints which have influenced the emerging design proposals:

- The existing railway viaduct to the south and associated Network Rail infrastructure require a 3m minimum offset to any proposed structure.
- Bugle Street to the west of the site is within private (Network Rail) ownership.
- A previously consented 35 storey residential development sits directly to the east of the site (10-12 Whitworth Street West). This consent has now expired, but there is a reasonable prospect of a development coming forward of a similar scale in the future.
- There is the potential for future redevelopment of Deansgate Station directly to the west of the site.
- There are proposed highways works to Whitworth Street West including a bus gate with one way bus lane (westbound) and one way general traffic (eastbound).
- Overshadowing and impacts on daylight for adjacent properties.

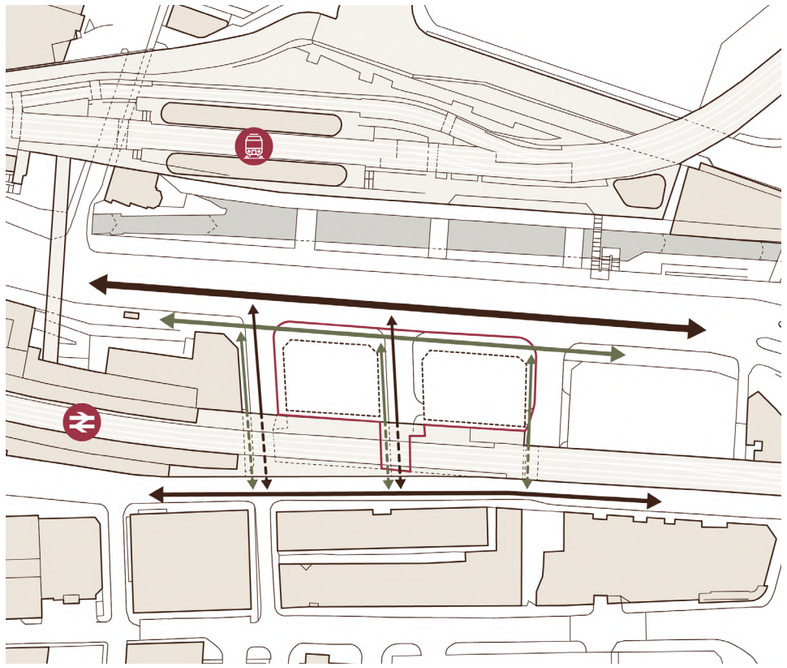


Key

- Pedestrian Route
- Metrolink
- Metrolink Stop
- Railway
- Train Station
- Bus Stop
- Primary Road
- Site
- Adjacent Development Site

1. Whitworth Street West
2. Hewitt Street
3. Bugle Street
4. Rowendale Street
5. Cameron Street

Site constraints



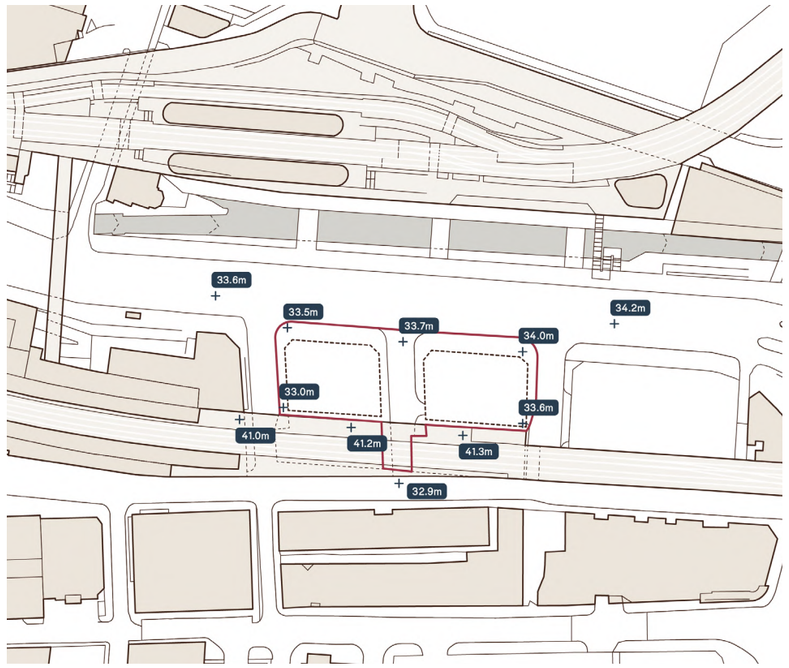
Site Connections

The site is well connected, with both rail and tram stations within a few minutes walk. Whitworth Street West, to the north of the site is a primary east-west route within the city, with Hewitt Street to the south providing a secondary route.

The site also benefits from north-south connections via Bugle Street, Rowendale Street and Cameron Street, however Cameron Street is currently closed due to the development site to the east.

Key

- Pedestrian Access
- Vehicle Access
- Train Station
- Tram Stop
- Bus Stop



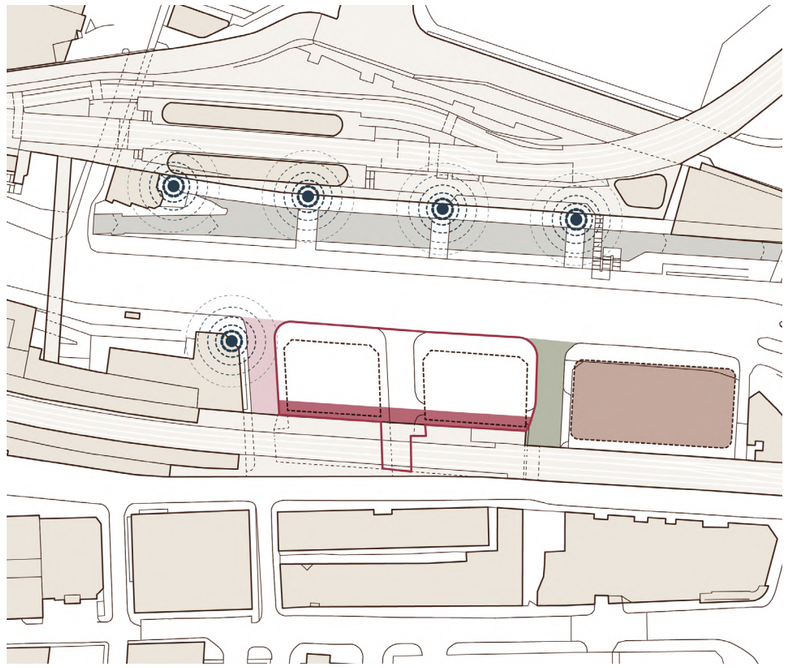
Site Levels

The site is relatively flat at circa 33.5m AOD, with a slight slope falling north to south.

The existing viaduct directly to the south of the site is circa 8-9m higher that the site.

Key

- 33.5m Existing Level (AOD)



Site Constraints

The existing railway viaduct to the south and associated Network Rail infrastructure require a 3m minimum offset to any proposed structure.

Bugle Street to the west of the site is within private (Network Rail) ownership and Cameron Street to the est of the site is currently closed as part of the development site for 10-12 Whitworth Street West.

A number of licensed premises and nightclubs are located to the north and west of the site and have been identified as potential sources of noise.

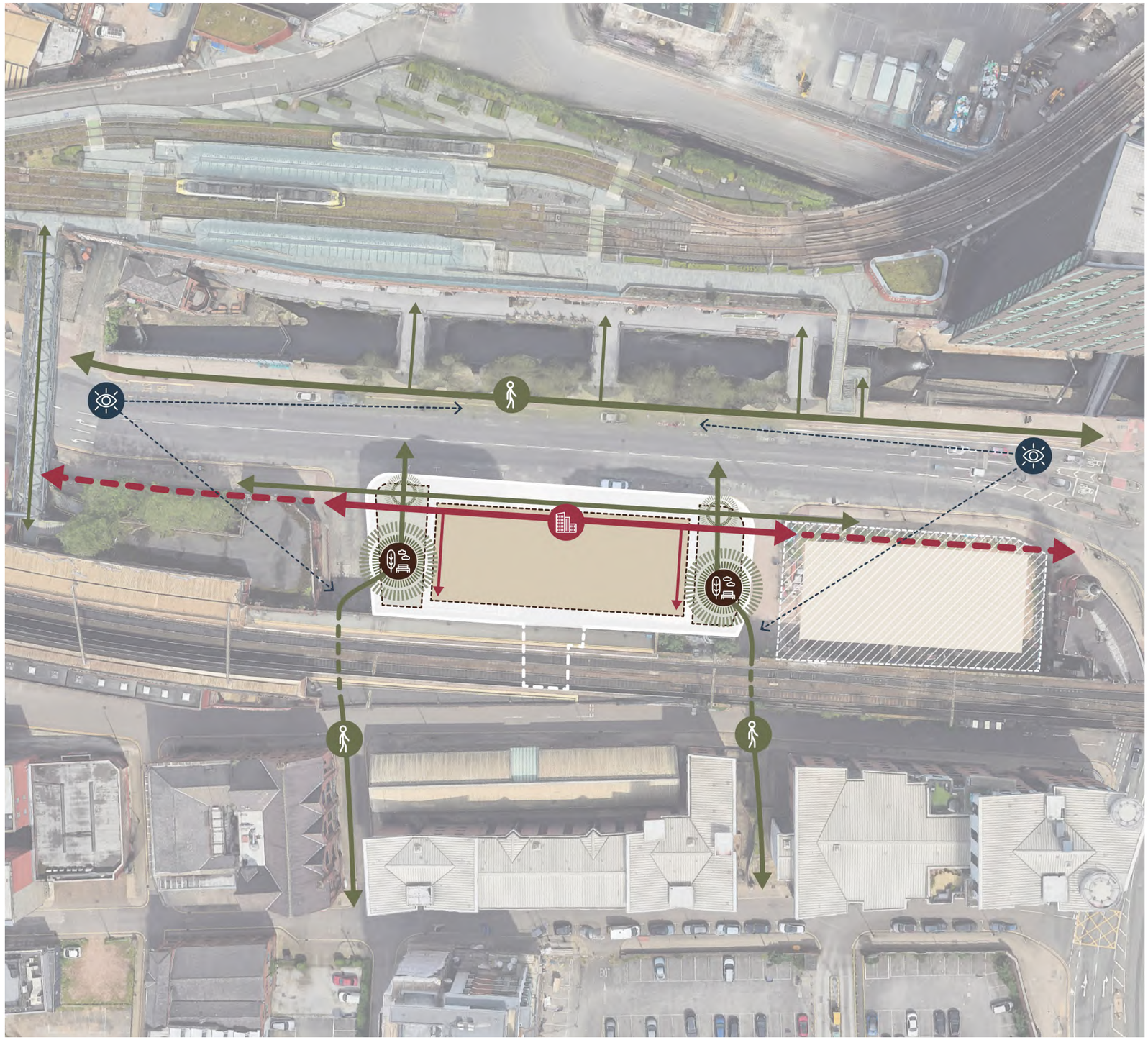
Key

- 3m Offset (from Viaduct)
- Private Ownership
- Road Closure (Temporary)
- 10 - 12 Whitworth Street West (proposed)
- Potential Noise Source

Site Opportunities

The site also offers a number of significant opportunities to enhance the areas surrounding the site and make a positive contribution to Whitworth Street West:

- To reinstate and reinforce the streetscape along Whitworth Street West while responding to the scale of surrounding developments.
- Emphasise the active frontage to Whitworth Street West and enhance the ground floor pedestrian experience.
- Facilitate the creation of new public realm and landscaped external spaces, whilst forging new north-south pedestrian connections through the site.
- Contribute to the evolving skyline of Manchester through key views of the site.
- Make a positive contribution to improve the environment and character of Hewitt Street



Site opportunities

Public Realm Aspirations

The redevelopment of the Whitworth Street West site offers opportunities to significantly enhance the wider environment through the delivery of new external public realm as part of the proposals.

Through careful and thoughtful design decisions there is an opportunity to deliver a development which helps to reinforce the streetscape of Whitworth Street West while connecting communities through the adoption of placemaking.

The adjacent images illustrate the opportunities and aspirations for the new public realm.



Placemaking



Streetscape and Active Ground Floor



New Public Realm



Connection Communities

5.0 PROPOSED DEVELOPMENT

5.1 Use

The proposed development consists of a 44 storey residential tower set within new, high-quality public realm that wraps around the base of the building. The development aims to create an active facade to the lower ground floors which will house the amenity space for the residents.

The scheme is arranged on a rectangular plan, with a horse-shoe arrangement or spaces around one core. The building is accessed from its primary elevation, as well as secondary access from the public realm on either side.

Residential Units

The proposed development provides a total of 364 residential apartments. There are a range of 1, 2 and 3 bed apartments distributed across the upper 41 floors of accommodation.

Ancillary Accommodation

In addition to the individual apartments, the proposed development provides a range of resident amenities including resident lounges, flexible workspace, health and well-being provision, and supporting ancillary areas. This ancillary accommodation is located within the 3 lower floors to the base of the tower.

Public Realm

The proposed development provides for new public realm and landscape surrounding the building, which is a new and much needed addition for the streetscape of Whitworth Street West. The public space aims to be welcoming and accessible for all. The space will be attractive and safe for both the residents and members of the public alike, providing seating areas and space for external amenity.



Working concept sketch

5.2 Amount

The proposed development is comprised of the following:

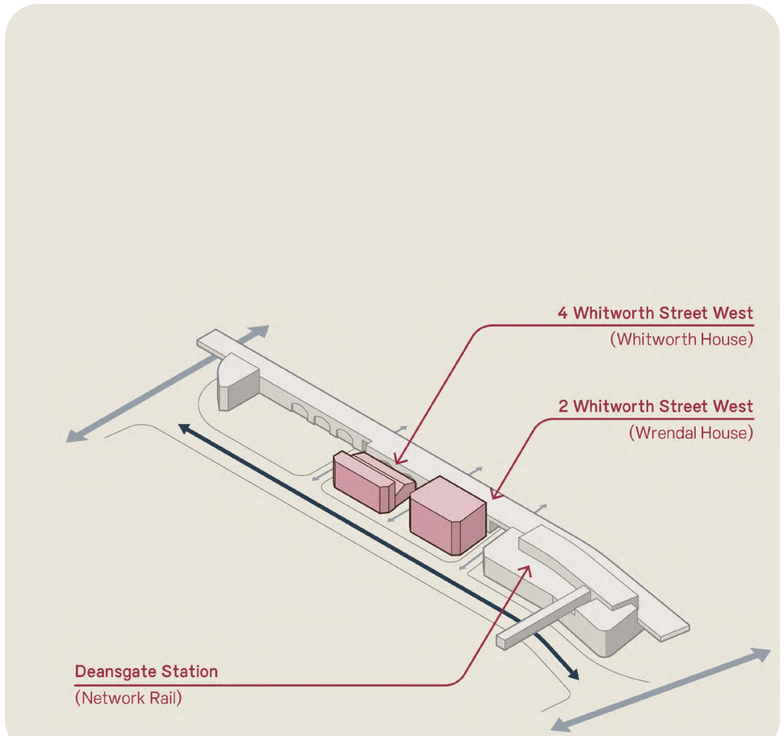
Area Type		
Residential Apartments	23,581 m²	253,823 ft²
Residential Amenity	718 m²	7,728 ft²
Back of House / Support	193 m²	2,077 ft²
Total NIA	**24,492 m²**	**263,628 ft²**
Total GIA	**32,893 m²**	**354,052 ft²**

The proposed building provides 364 residential apartments, distributed as follows:

Apartment Type		
1 Bed Apartment	120	33 %
2 Bed Apartment	218	60 %
3 Bed Apartment	26	7 %
Total	**364**	**100 %**

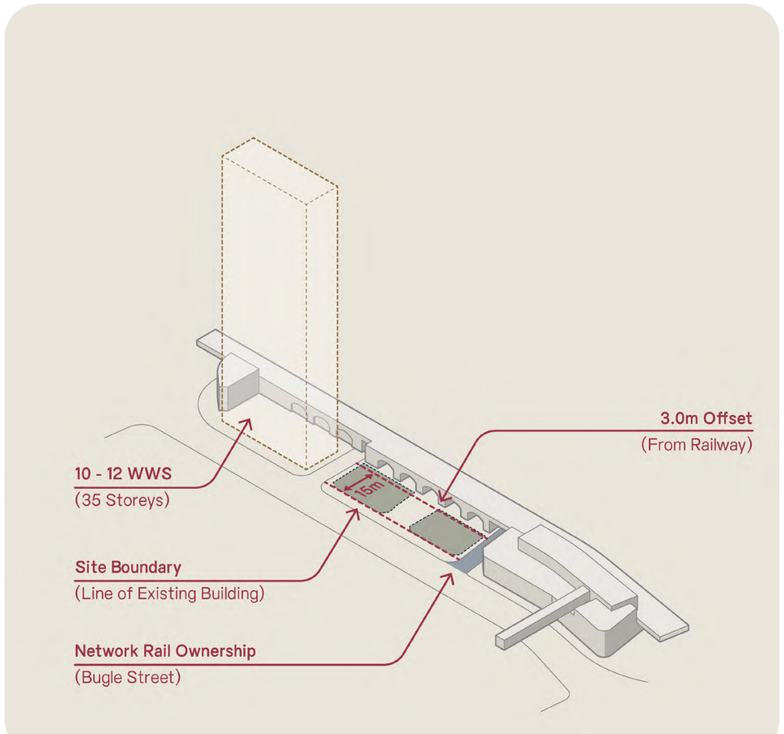
Floor	Residential			Amenity / Support			Residential NIA		Balance			GIA	
Level	1 Bed	2 Bed	3 Bed	Reception	Amenity	BoH	(m²)	(ft²)	Circ.	Plant	Planning	(m²)	(ft²)
0				69.2 m²	162.6 m²	182.6 m²			89.8 m²	45.2 m²	54.7 m²	**604.1 m²**	**6,502.5 ft²**
1					134.2 m²	3.6 m²			112.0 m²	245.1 m²	52.8 m²	**547.7 m²**	**5,895.4 ft²**
2					352.0 m²	7.2 m²			112.0 m²	10.3 m²	58.2 m²	**539.7 m²**	**5,809.3 ft²**
3	2	7					576.2 m²	6,202.2 ft²	112.0 m²	10.3 m²	62.5 m²	**761.0 m²²**	**8,191.3 ft²**
4	2	7					576.2 m²	6,202.2 ft²	112.0 m²	10.3 m²	62.5 m²	761.0 m²	8,191.3 ft²
5	2	7					576.2 m²	6,202.2 ft²	112.0 m²	10.3 m²	62.5 m²	761.0 m²	8,191.3 ft²
6	2	7					576.2 m²	6,202.2 ft²	112.0 m²	10.3 m²	62.5 m²	761.0 m²	8,191.3 ft²
7	2	7					576.2 m²	6,202.2 ft²	112.0 m²	10.3 m²	62.5 m²	**761.0 m²**	**8,191.3 ft²**
8	2	7					576.2 m²	6,202.2 ft²	112.0 m²	10.3 m²	62.5 m²	**761.0 m²**	**8,191.3 ft²**
9	2	7					576.2 m²	6,202.2 ft²	112.0 m²	10.3 m²	62.5 m²	**761.0 m²**	**8,191.3 ft²**
10	2	7					576.2 m²	6,202.2 ft²	112.0 m²	10.3 m²	62.5 m²	**761.0 m²**	**8,191.3 ft²**
11	2	7					576.2 m²	6,202.2 ft²	112.0 m²	10.3 m²	62.5 m²	**761.0 m²**	**8,191.3 ft²**
12	2	7					576.2 m²	6,202.2 ft²	112.0 m²	10.3 m²	62.5 m²	**761.0 m²**	**8,191.3 ft²**
13	2	7					576.2 m²	6,202.2 ft²	112.0 m²	10.3 m²	62.5 m²	**761.0 m²**	**8,191.3 ft²**
14	2	7					576.2 m²	6,202.2 ft²	112.0 m²	10.3 m²	62.5 m²	**761.0 m²**	**8,191.3 ft²**
15	2	7					576.2 m²	6,202.2 ft²	112.0 m²	10.3 m²	62.5 m²	**761.0 m²**	**8,191.3 ft²**
16	2	7					576.2 m²	6,202.2 ft²	112.0 m²	10.3 m²	62.5 m²	**761.0 m²**	**8,191.3 ft²**
17	2	7					576.2 m²	6,202.2 ft²	112.0 m²	10.3 m²	62.5 m²	**761.0 m²**	**8,191.3 ft²**
18	2	7					576.2 m²	6,202.2 ft²	112.0 m²	10.3 m²	62.5 m²	**761.0 m²**	**8,191.3 ft²**
19	2	7					576.2 m²	6,202.2 ft²	112.0 m²	10.3 m²	62.5 m²	**761.0 m²**	**8,191.3 ft²**
20	2	7					576.2 m²	6,202.2 ft²	112.0 m²	10.3 m²	62.5 m²	**761.0 m²**	**8,191.3 ft²**
21	2	7					576.2 m²	6,202.2 ft²	112.0 m²	10.3 m²	62.5 m²	**761.0 m²**	**8,191.3 ft²**
22	2	7					576.2 m²	6,202.2 ft²	112.0 m²	10.3 m²	62.5 m²	**761.0 m²**	**8,191.3 ft²**
23	6	4					570.4 m²	6,139.7 ft²	112.0 m²	10.3 m²	68.3 m²	**761.0 m²**	**8,191.3 ft²**
24	6	4					570.4 m²	6,139.7 ft²	112.0 m²	10.3 m²	68.3 m²	**761.0 m²**	**8,191.3 ft²**
25	6	4					570.4 m²	6,139.7 ft²	112.0 m²	10.3 m²	68.3 m²	**761.0 m²**	**8,191.3 ft²**
26	6	4					570.4 m²	6,139.7 ft²	112.0 m²	10.3 m²	68.3 m²	**761.0 m²**	**8,191.3 ft²**
27	6	4					570.4 m²	6,139.7 ft²	112.0 m²	10.3 m²	68.3 m²	**761.0 m²**	**8,191.3 ft²**
28	6	4					570.4 m²	6,139.7 ft²	112.0 m²	10.3 m²	68.3 m²	**761.0 m²**	**8,191.3 ft²**
29	6	4					570.4 m²	6,139.7 ft²	112.0 m²	10.3 m²	68.3 m²	**761.0 m²**	**8,191.3 ft²**
30	6	4					570.4 m²	6,139.7 ft²	112.0 m²	10.3 m²	68.3 m²	**761.0 m²**	**8,191.3 ft²**
31	6	4					570.4 m²	6,139.7 ft²	112.0 m²	10.3 m²	68.3 m²	**761.0 m²**	**8,191.3 ft²**
32	6	4					570.4 m²	6,139.7 ft²	112.0 m²	10.3 m²	68.3 m²	**761.0 m²**	**8,191.3 ft²**
33	6	4					570.4 m²	6,139.7 ft²	112.0 m²	10.3 m²	68.3 m²	**761.0 m²**	**8,191.3 ft²**
34	2	4	2				577.0 m²	6,210.8 ft²	112.0 m²	10.3 m²	61.7 m²	**761.0 m²**	**8,191.3 ft²**
35	2	4	2				577.0 m²	6,210.8 ft²	112.0 m²	10.3 m²	61.7 m²	**761.0 m²**	**8,191.3 ft²**
36	2	4	2				577.0 m²	6,210.8 ft²	112.0 m²	10.3 m²	61.7 m²	**761.0 m²**	**8,191.3 ft²**
37	2	4	2				577.0 m²	6,210.8 ft²	112.0 m²	10.3 m²	61.7 m²	**761.0 m²**	**8,191.3 ft²**
38	2	4	2				577.0 m²	6,210.8 ft²	112.0 m²	10.3 m²	61.7 m²	**761.0 m²**	**8,191.3 ft²**
39	2	4	2				577.0 m²	6,210.8 ft²	112.0 m²	10.3 m²	61.7 m²	**761.0 m²**	**8,191.3 ft²**
40	2	4	2				577.0 m²	6,210.8 ft²	112.0 m²	10.3 m²	61.7 m²	**761.0 m²**	**8,191.3 ft²**
41		2	4				581.2 m²	6,256.0 ft²	112.0 m²	10.3 m²	57.5 m²	**761.0 m²**	**8,191.3 ft²**
42		2	4				581.2 m²	6,256.0 ft²	112.0 m²	10.3 m²	57.5 m²	**761.0 m²**	**8,191.3 ft²**
43		2	4				581.2 m²	6,256.0 ft²	112.0 m²	10.3 m²	57.5 m²	**761.0 m²**	**8,191.3 ft²**
	120	218	26	69.2 m²	648.8 m²	193.4 m²	23,581.0 m²	253,823.5 ft²	4,905.8 m²	722.9 m²	2,771.4 m²	32,892.5 m²	354,051.6 ft²

5.3 Scale and Massing



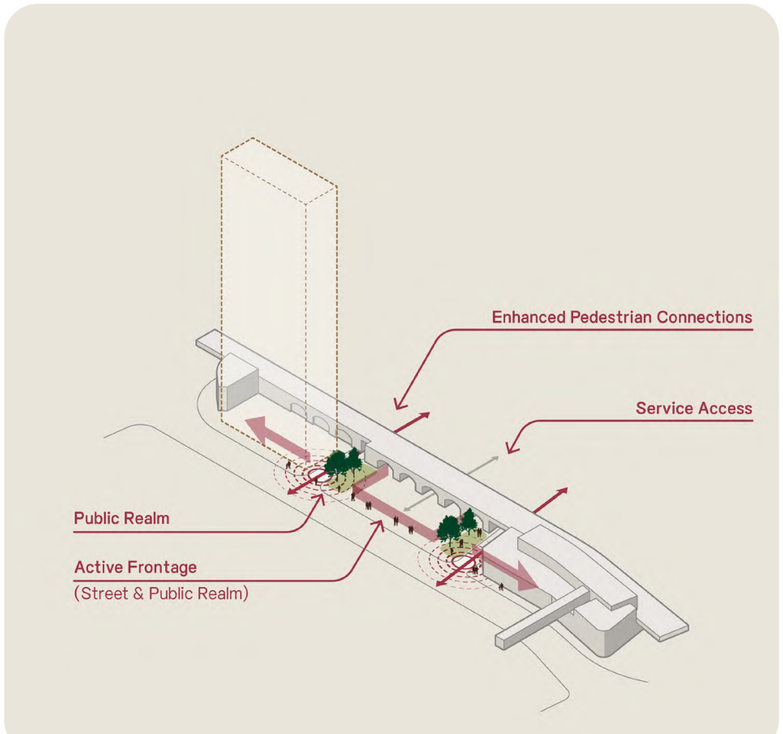
Existing Context

- The existing site consists of 2 buildings and sits immediately adjacent to Deansgate station.
- A railway line sits directly behind the buildings to the south.
- A busy road sits directly in front of the site to the north (Whitworth Street West).



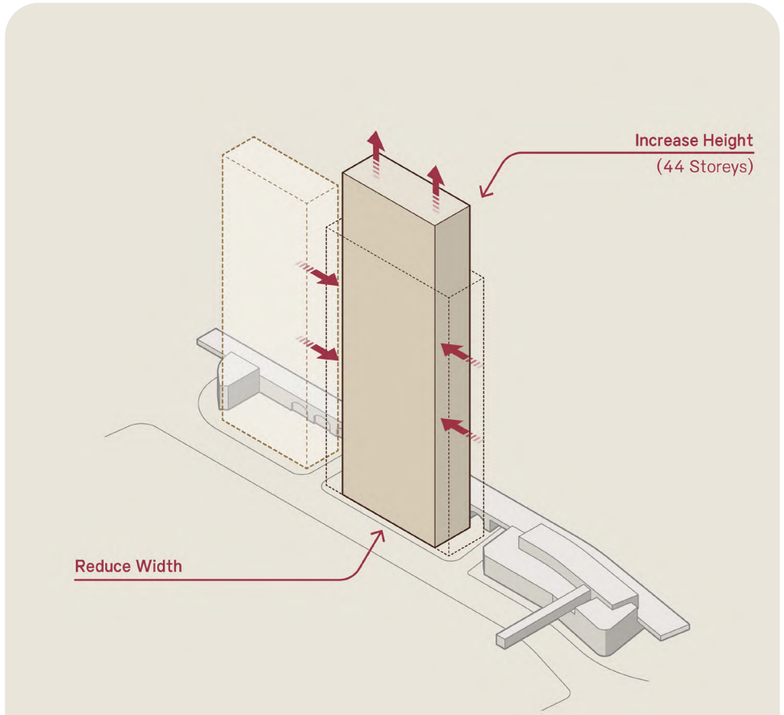
Site Constraints

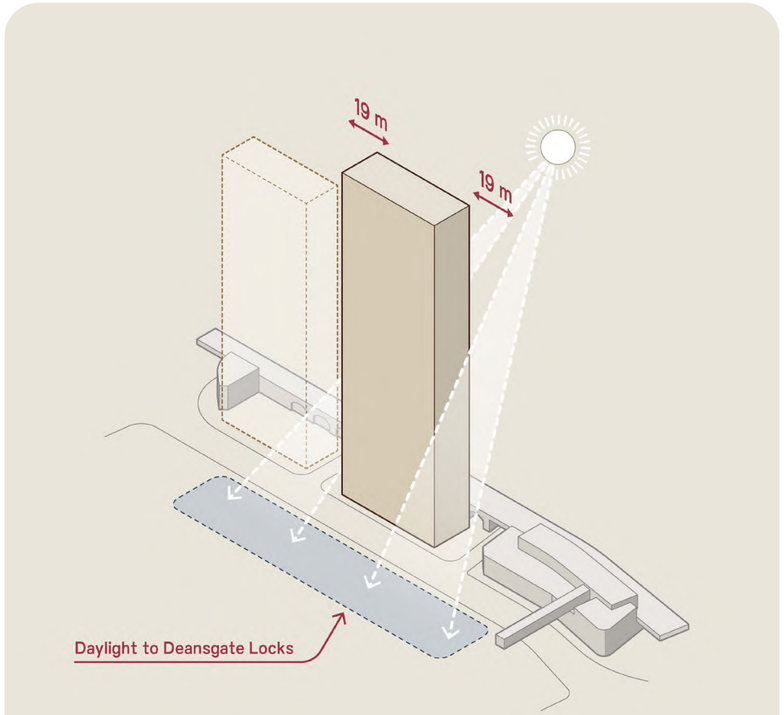
- There is a previous planning approval for a 35 storey residential tower to the east of the site (10 - 12 Whitworth Street West). This consent has now expired, but there is a reasonable prospect of a development coming forward of a similar scale in the future.
- Network Rail require a 3m minimum offset between any proposed structure and the existing railway infrastructure to the south.
- There is a potential impact on daylight, sunlight & overshadowing to neighbouring properties and Deansgate Locks.
- There is the potential for noise to impact the development from the adjacent nightclub, Deansgate Locks and the railway line.

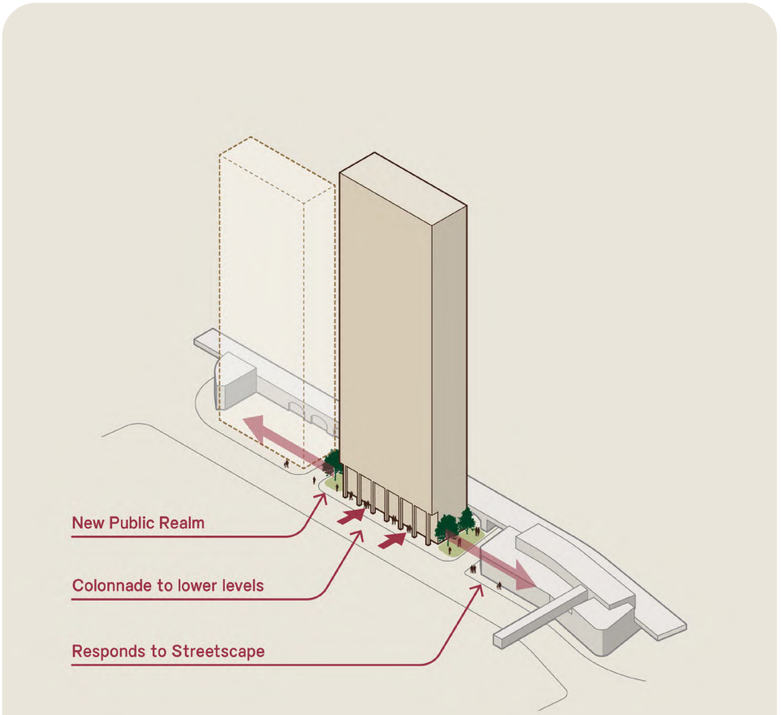


Site Opportunities

- There is the potential to create a development zone with other adjacent sites, strengthening Whitworth Street Wesr as a collective.
- The creation of new public realm is possible to enhance the local area and provide enhanced pedestrian connections.
- The building can provide active frontage onto Whitworth Street improving the streetscape.







Building Form

- To address comments and feedback previously received from MCC, the massing proportions were altered to reduce the width.
- The height increase (to 44 storeys) allows for the required quantum of development within the reduced footprint.
- The massing steps up in height from 10 - 12 Whitworth Street West in line with the overall increase in height towards Deansgate Square when viewed from the city centre.

Separation

- Reducing the footprint of the building introduces significant separation distances between potential developments either side of the site (including 10 - 12 Whitworth Street West).
- The separation allows an increase in daylight to Whitworth Street and Deansgate Locks.

Streetscape & Public Realm

- Provides opportunities for public realm and improved pedestrian connections.
- The addition of public realm along with the colonnade can improve the streetscape and the pedestrian's experience of Whitworth Street.

Building Position

The site's location will mean that any development will create a shadow across Whitworth Street West to the Deansgate Locks opposite. In order the minimise and mitigate any potential impact upon the external amenity space, the building's position on site was tested against the BRE recommendations for sunlight in amenity spaces.

Three options for the building location were tested:

- Option 01 - To the west of the site
- Option 02 - In the centre of the site
- Option 03 - To the east of the site

To meet the BRE recommendation, the building needs to allow for at least 2 hours of sunlight to 50% of external amenity space at the spring / autumn equinox. As Deansgate Locks sit opposite the site and are a key local amenity space, the impact was tested. Due to the nature of the businesses at Deansgate Locks (predominantly licensed premises with external terraces) we also tested the impact on sunlight at the summer solstice as this is potentially when the external amenity space would be most heavily utilised.

The images adjacent are a desktop study and illustrative of how the sun moves across site.

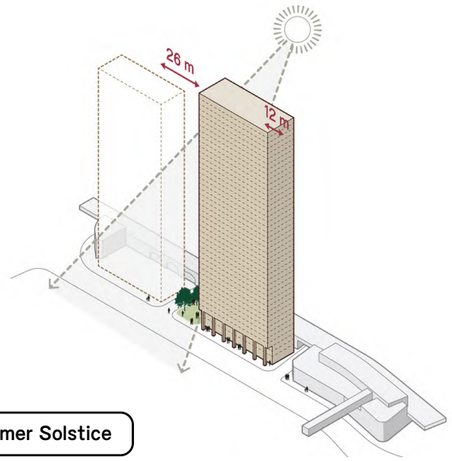
A more detailed assessment was carried out by GIA consultants which concluded that all three options provided 97% sunlight for the required period, and therefore would meet the recommendation.

The final position for the building was chosen as Option 02, such that the public realm could wrap around the building and create 2 areas of public realm. This avoided creating a wall of development on Whitworth Street and also benefits the approach to the building on both sides as the public realm is more distributed across the site, activating both pedestrian routes.

For more detail regarding the daylight, sunlight and overshadowing, please refer to the full assessment carried out by GIA and which forms part of the EIA submitted as part of this application.

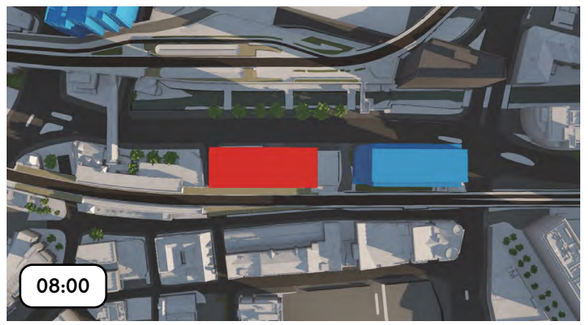
Option 01

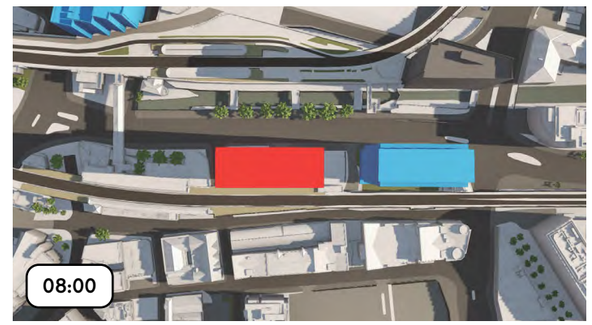
- Proposed massing located towards western edge of development site.
- Circa 26m to adjacent development at 10 - 12 Whitworth Street West.
- Circa 12m to Deansgate Station .

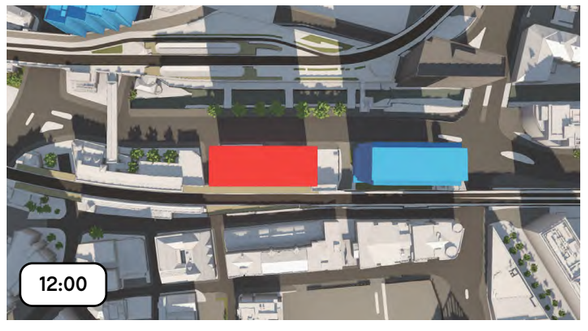


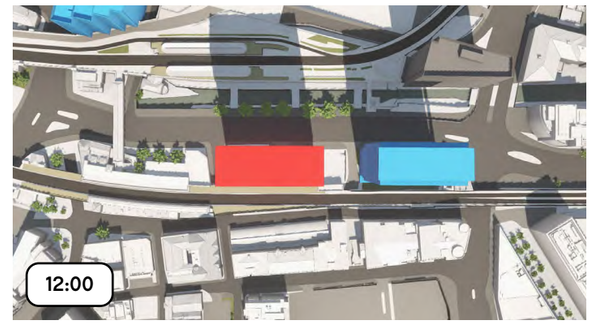
Spring / Autumn Equinox

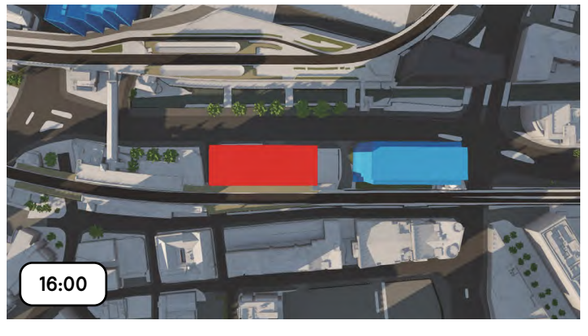
Summer Solstice

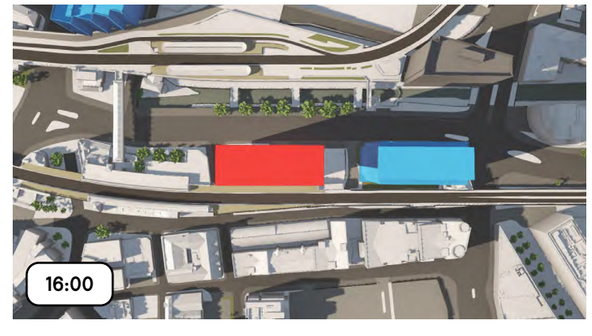






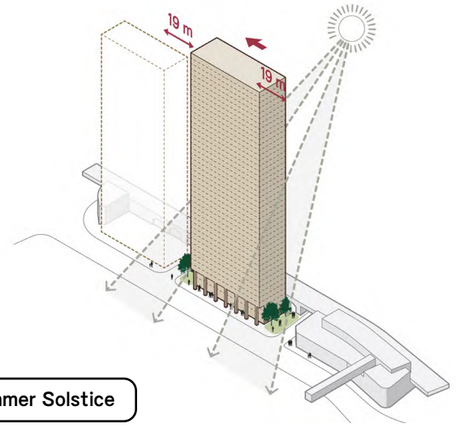






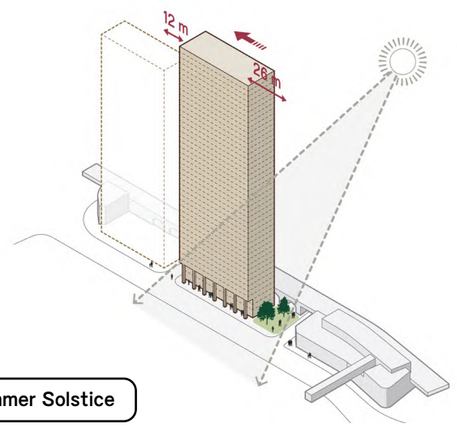
Option 02

- Proposed massing located at centre of development site.
- Circa 19m to adjacent development at 10 - 12 Whitworth Street West.
- Circa 19m to Deansgate Station .

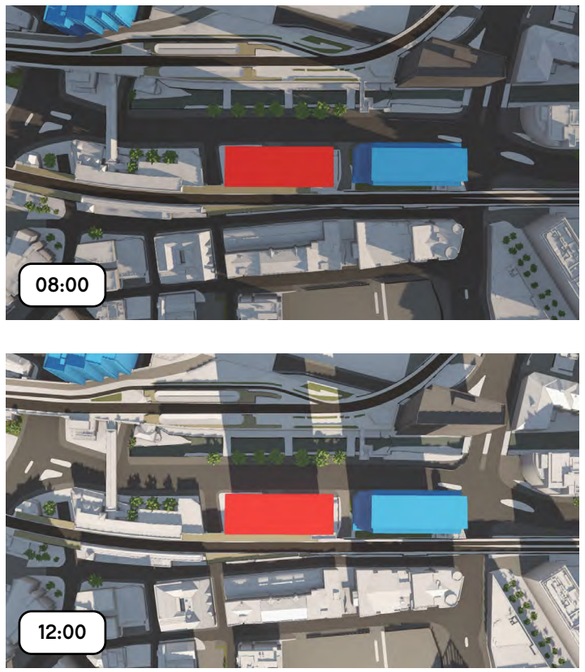


Option 03

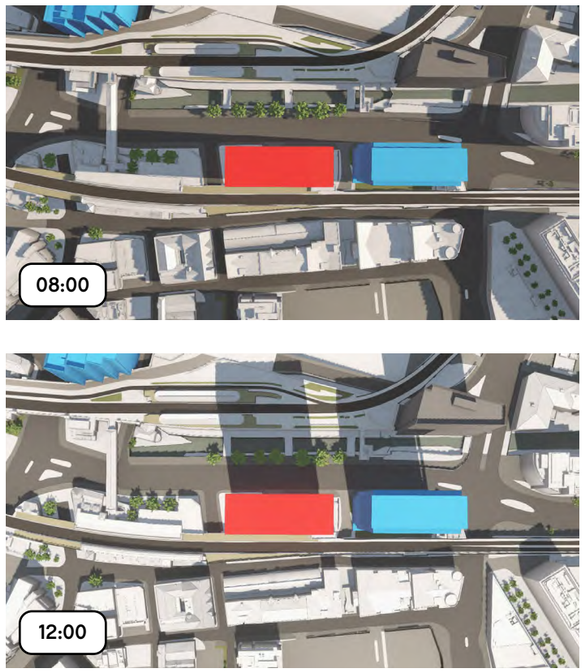
- Proposed massing located towards eastern edge of development site.
- Circa 12m to adjacent development at 10 - 12 Whitworth Street West.
- Circa 26m to Deansgate Station .



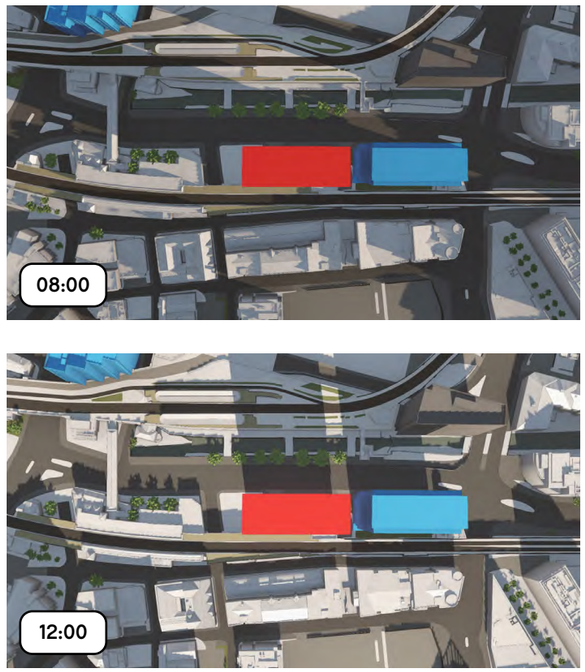
Spring / Autumn Equinox



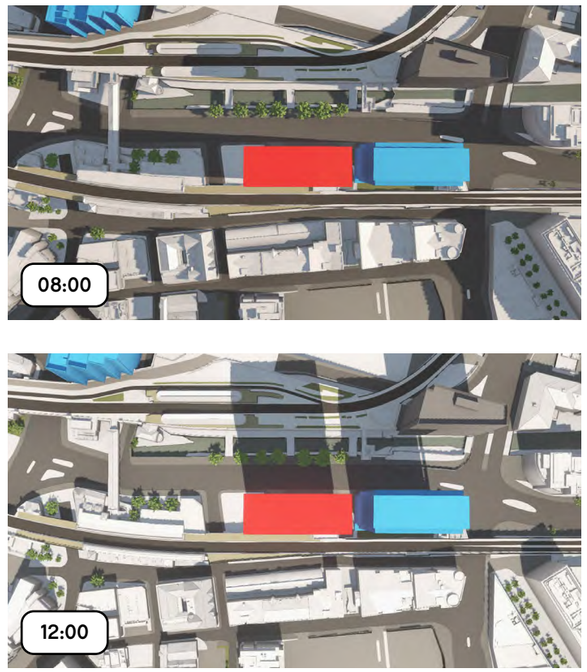
Summer Solstice



Spring / Autumn Equinox



Summer Solstice



Existing Streetscape

The existing streetscape of Whitworth Street West is defined by the railway viaduct which runs parallel to the street. The viaduct stands at a consistent height of circa 9m above street level and is a mix of brick arches and cart-iron bridges.

Some of these railway arches have been bricked-up, while others are accessible from the street and house a range of uses from small commercial units to external waste stores for adjacent businesses.

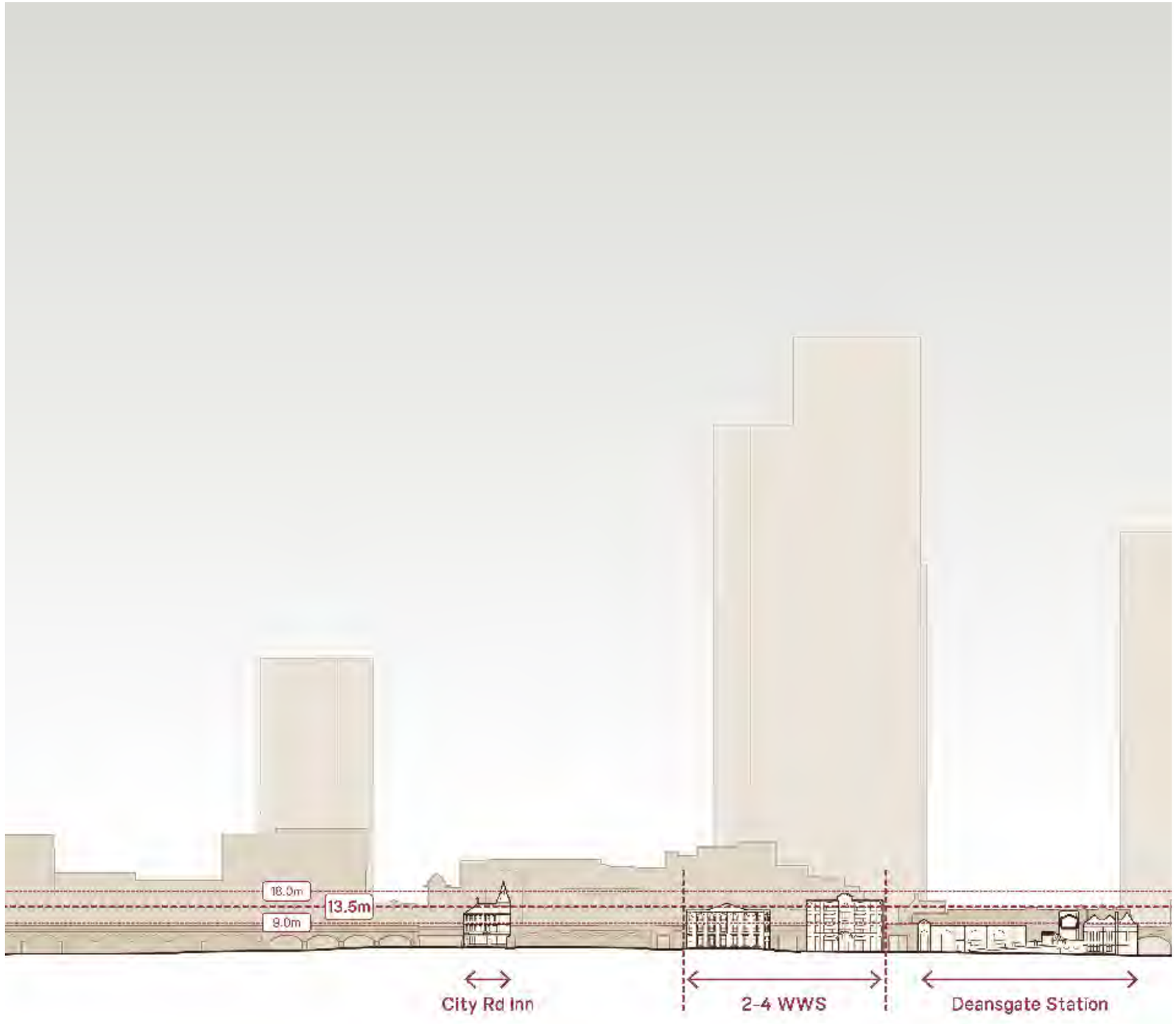
A number of structures sit in front of the viaduct, with a range of heights varying between circa 9m - 18m.

City Road Inn is a 3 storey red brick building which addresses the corner of Whitworth Street West and Albion Street. A small turreted tower to the northern corner of the building helps define the corner and creates a bookend to the east of the existing streetscape.

The existing buildings located at 2 - 4 Whitworth Street West are circa 13m - 18m in height and reinforce the scale of the street frontage.

Deansgate Station is slightly lower in height compared to the other buildings along Whitworth Street West. The original Victorian station is located to the western end of the street and creates a civic presence to the junction with Deansgate. To the east is the station extension which was added in 1985 along with the footbridge across Whitworth Street West. The extension is slightly lower than the original station building as is set back from the street frontage by a ramp providing an accessible route to the station platforms at viaduct level.

Beyond the viaduct, the skyline is dominated by the residential towers at New Jackson and the surrounding developments.



Existing Whitworth Street West streetscape

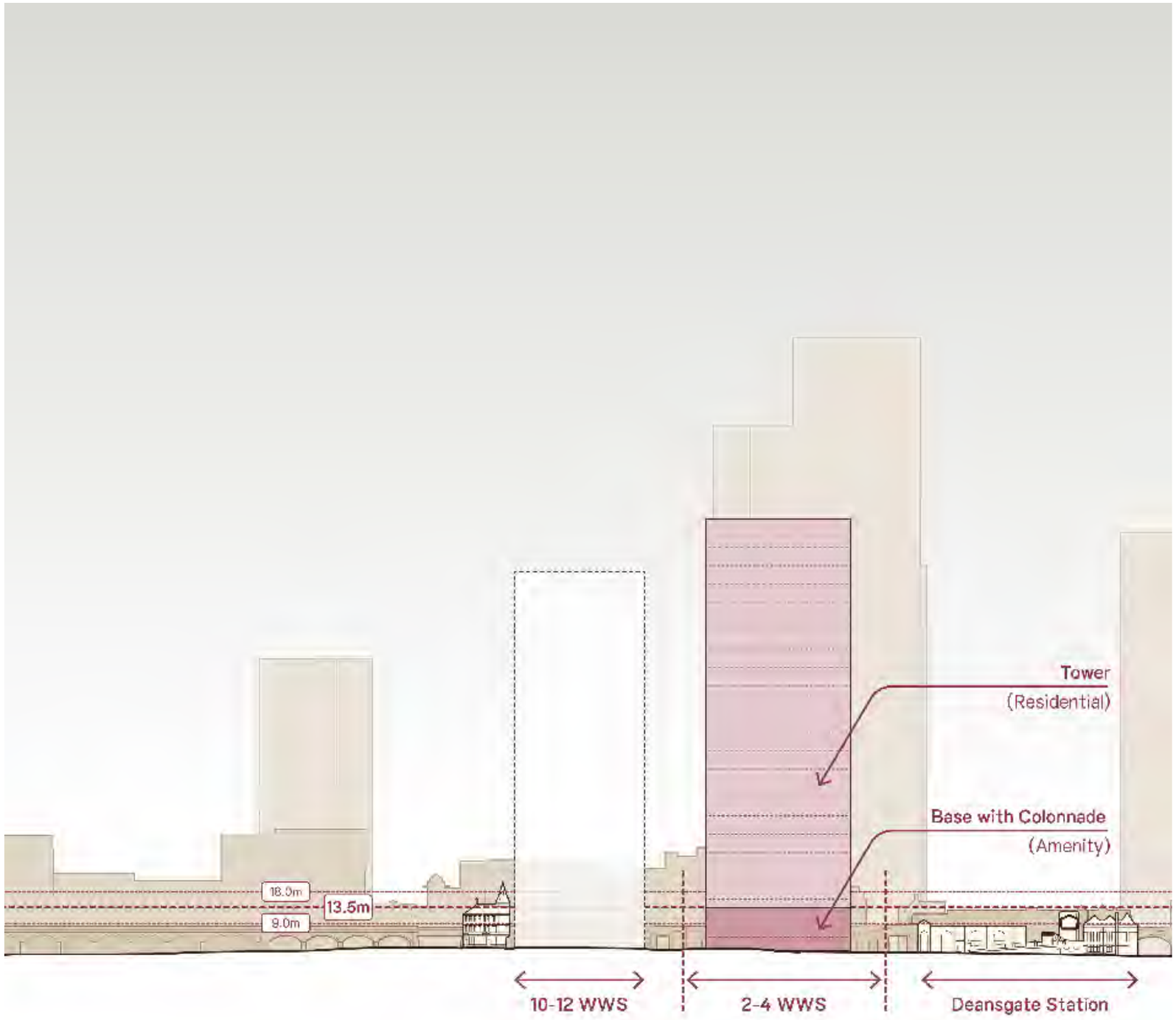
Proposed Streetscape

The proposed development aims to respond to the existing streetscape of Whitworth Street West.

The articulation and setback proposed to lower 3 storeys reflects existing scale of surrounding context including Deansgate Station and City Road Inn. The proposed height of the base responds to the scale of the existing street and the existing buildings proposed for removal at 2 - 4 Whitworth Street West.

The proposed base also creates a new colonnade to the Whitworth Street West frontage, allowing the tower to continue to ground level whilst accommodating proposed projection of building at high level.

The massing and scale of the development proposals help to emphasise the active frontage to Whitworth Street West and enhance the overall pedestrian experience along the street.



Proposed Whitworth Street West streetscape



View South-West (Existing Context)

The above image, looking south-west from the city centre shows the proposed development in the context of the current cluster of tall buildings and its relationship to Manchester's civic core.

Key

Proposed Development



View South-West (Approved Context)

The above image, looking south-west from the city centre shows the proposed development in the context of the proposed cluster of tall buildings and its relationship to Manchester's civic core.

Key

Proposed Development

10 - 12 Whitworth Street West (Planning Approval Expired)

Future Development (Under Construction / Planning Approval Secured)



View North-East (Existing Context)

The above image, looking north-east from the city centre shows the proposed development in the context of the current cluster of tall buildings and its relationship to Manchester's civic core.

Key

Proposed Development



View North-East (Approved Context)

The above image, looking north-east from the city centre shows the proposed development in the context of the proposed cluster of tall buildings and its relationship to Manchester's civic core.

Key

Proposed Development

10 - 12 Whitworth Street West (Planning Approval Expired)

Future Development (Under Construction / Planning Approval Secured)

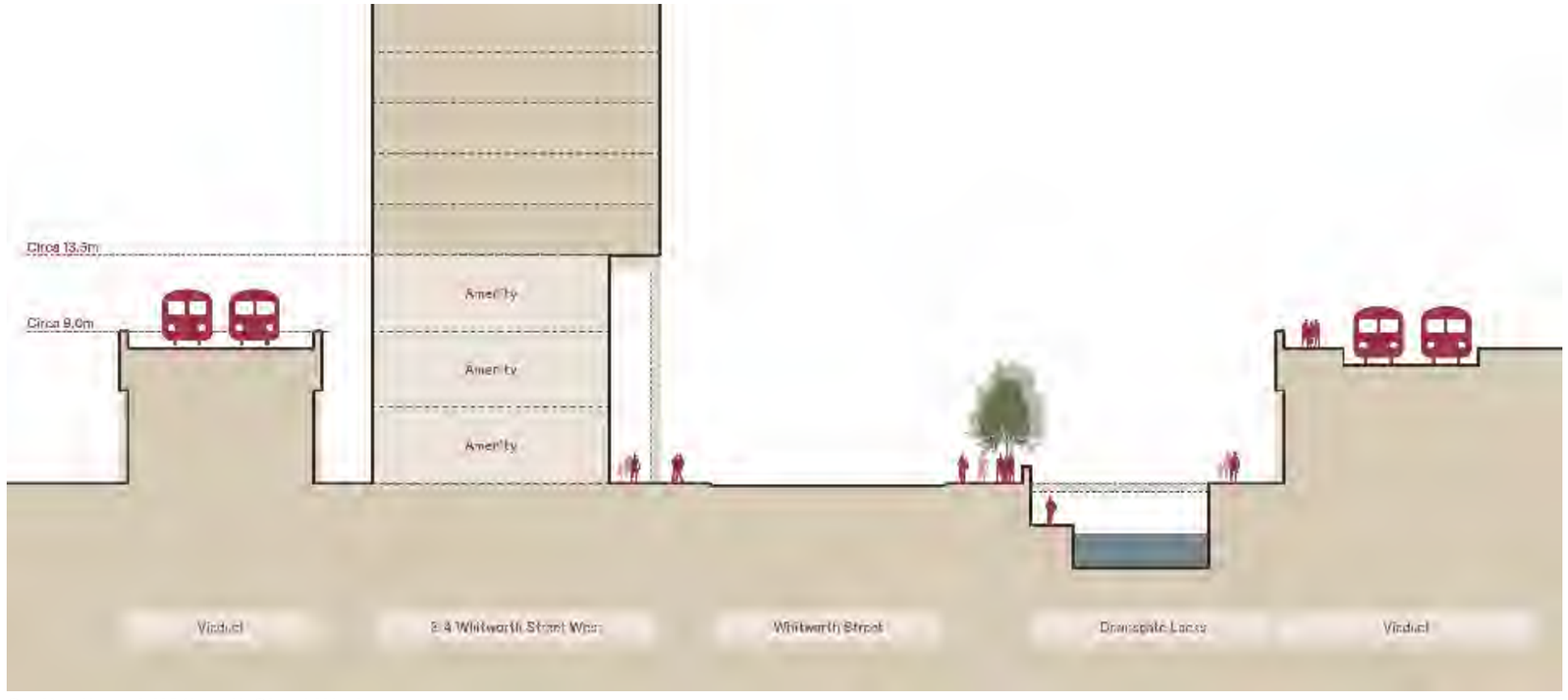
Proposed Colonnade

The introduction of a colonnade to the proposed frontage along Whitworth Street West helps to give the building a sense of presence within the streetscape while responding to the scale of the surrounding context.

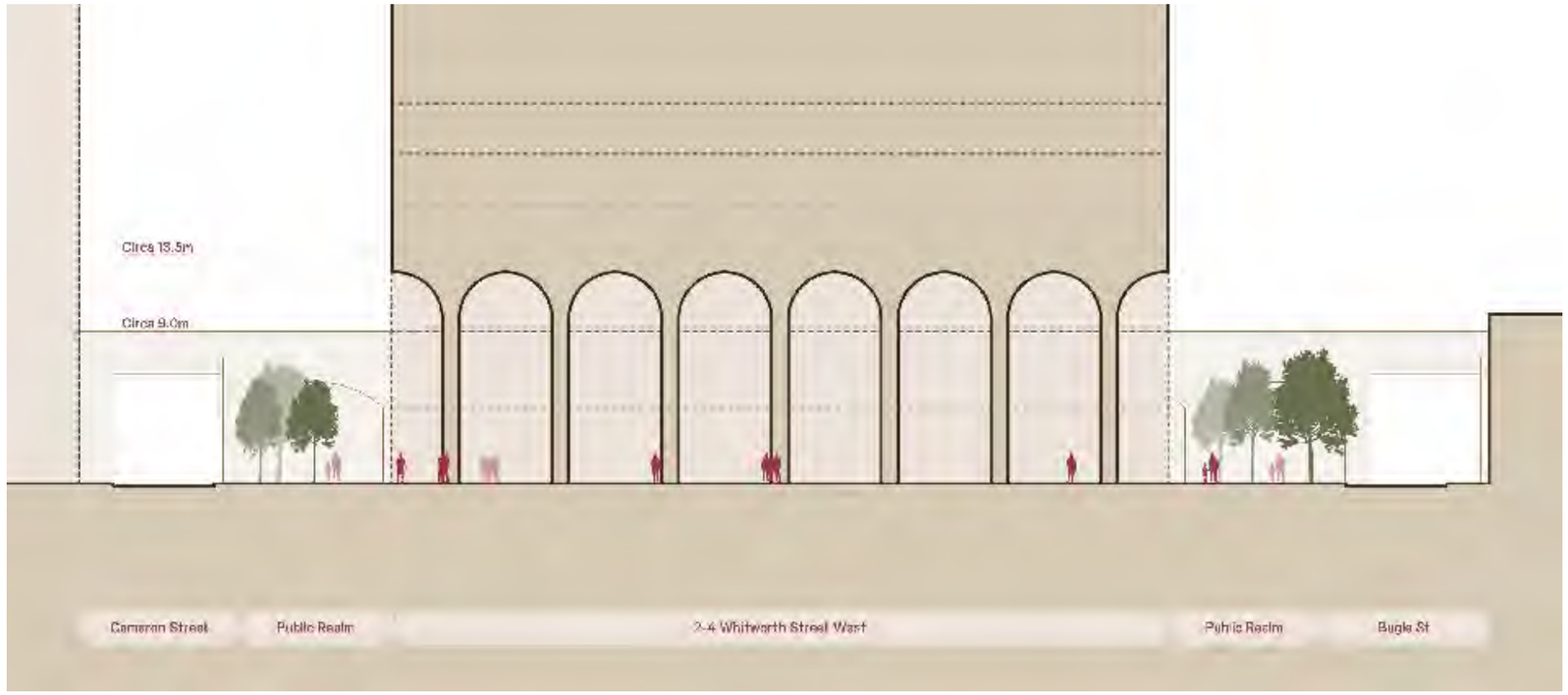
The colonnade allows the tower to continue to the ground whilst creating a more human scale at street level. It creates a generous pavement (circa 6m wide) to enhance the pedestrian experience on Whitworth Street West while providing additional sheltered route linking the building entrance with the new areas of external public realm to the two flanks of the building.

Furthermore the introduction of a colonnade emphasises the proposed building's active frontage, created by locating the amenity spaces to the lower 3 levels of the building.

The adjacent diagrams illustrate the relationship between the colonnade, Whitworth Street West and the surrounding context.



Section through Whitworth Street West



Section along Whitworth Street West



View of proposed colonnade

5.4 General Arrangements

The following section details the overall arrangement of the proposed development including its internal and external layout.

Building Organisation

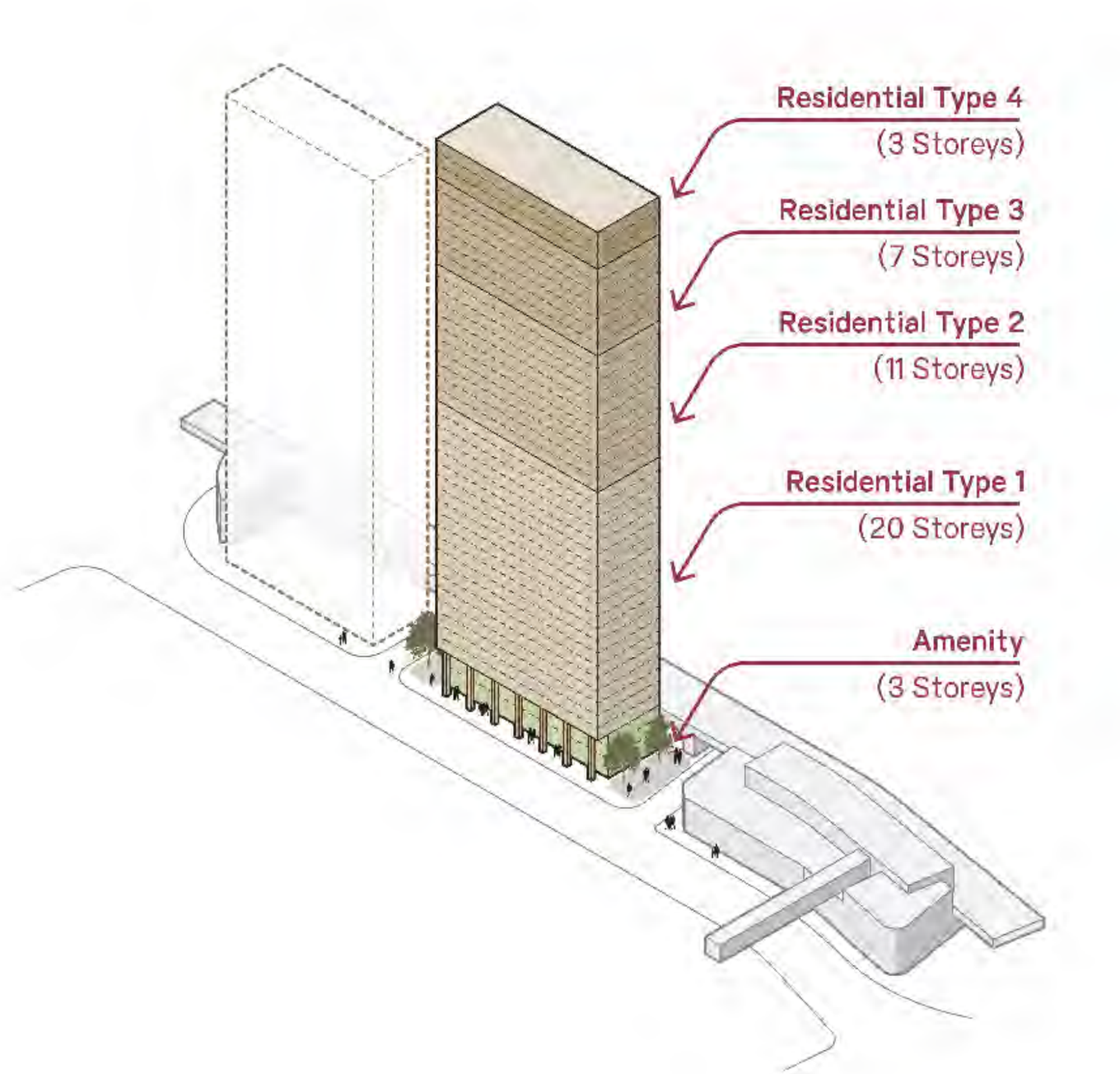
The building consists of 44 storeys. The lower 3 floors support the buildings amenity, and supporting ancillary spaces, with 41 storeys of residential accommodation above.

The lower 3 floors are defined by a double height entrance space, which provides a visual link to the resident amenity from the reception area. The entrance is flanked on either side by resident amenity spaces which help to activate the street frontage to Whitworth Street West and the new areas of external public realm.

The upper portion of the building houses the residential apartments and extends in one continuous extrusion to form the tower. There are 4 different types of residential floorplates which provide a range of 1, 2 and 3 bed apartments.

The roof, which houses plant, is concealed by a continuation of the building facade to provide a seamless finish to the crown of the building.

Floor Type	1 Bed	2 Bed	3 Bed
Residential Type 1	2	7	-
Residential Type 2	6	4	-
Residential Type 3	2	4	2
Residential Type 4	-	2	4



Active Frontage

The design proposals have been developed to maximise the amount of active frontage to Whitworth Street West and the new external public realm to the flanks of the building.

Public Realm

The external space wraps around the building, ensuring all façades that are facing public land are activated and provide a positive impact to the streetscape.

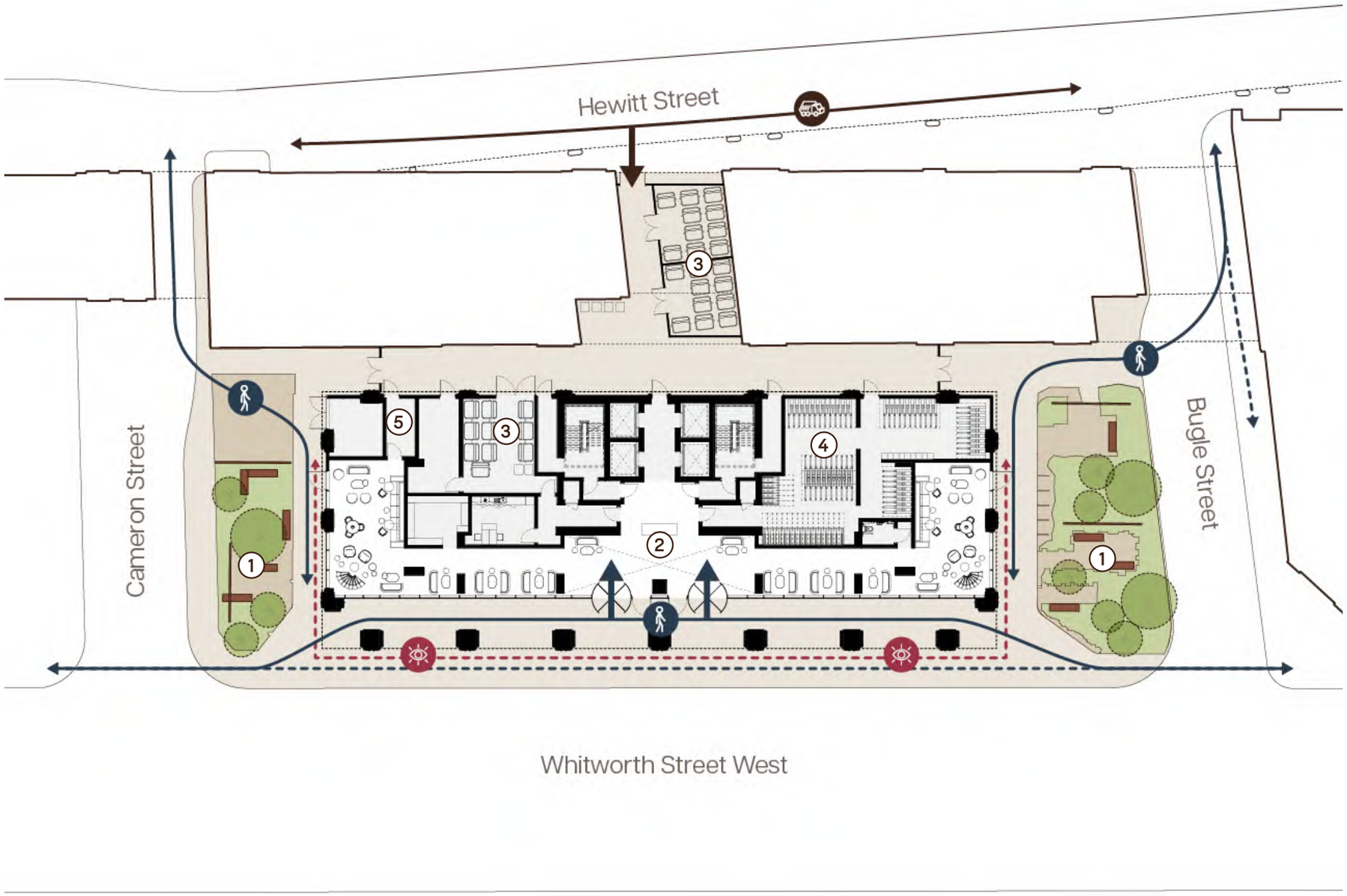
Further information regarding the proposed public realm and the external landscape can be found in chapter 07 of this report.

Access

The main entrances are located on the principle (north) facade facing Whitworth Street West, located centrally along the facade. Secondary entrances are located to the east and west elevations, providing a direct route in from the new public realm.

The plant, emergency escape and bike/ bin store external doors are located along the rear facade, behind gates, closing this area off to the public.

Service access is from Hewitt Street to the north via the previous Rowendale Street which is to be stopped up.



Key

- Resident / Visitor Access
- Service Access
- Active Frontage
- 1 Public Realm
- 2 Reception
- 3 Waste & Recycling
- 4 Cycle Stores
- 5 Plant

Proposed ground floor general arrangement

Ground Floor Plan

The ground floor layout responds to the site constraints whilst maximising the amount of active façade.

The viaduct situated to the south of the site lends itself to being the ‘back’ of the building, so the core has been located there. As there is open public space on the east, west and north façades, maximising the active frontage in these areas has been an important driver.

The plant and back of house has also been located to the rear of the building. This allows access for the bins to be moved between the holding area in the viaduct and the building.

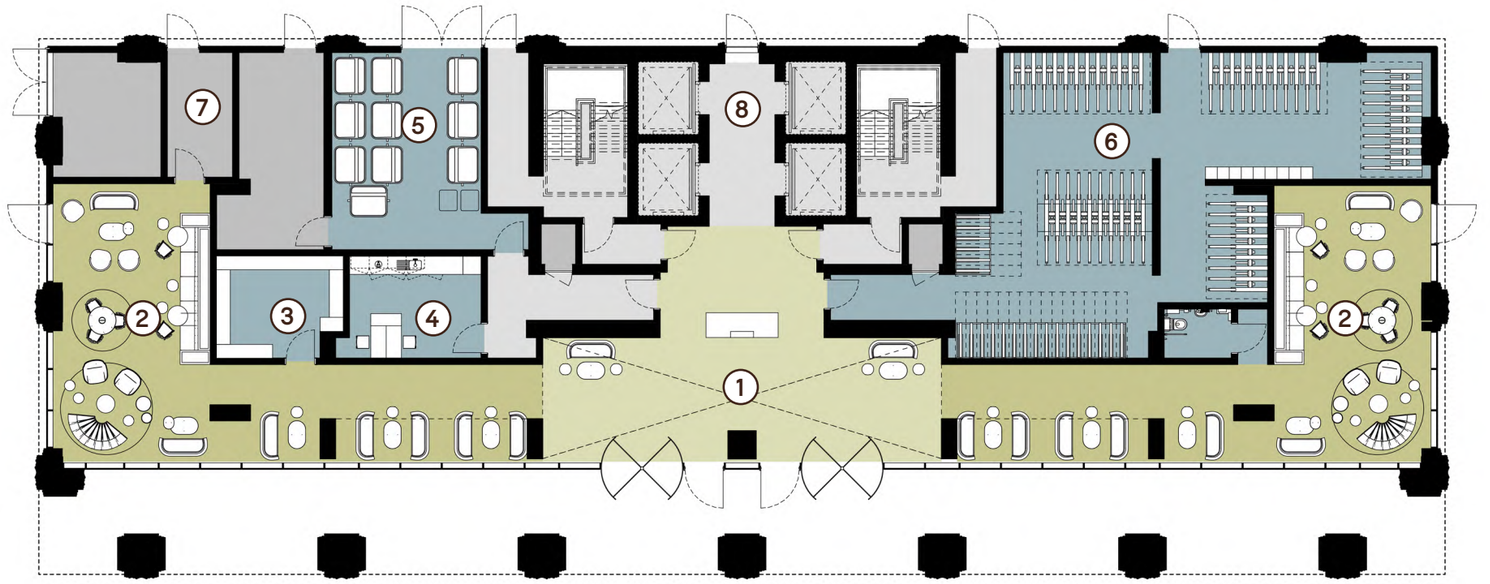
The main entrance doors sit centrally to the principal facade and lead directly into a double-height entrance reception space. The void above contains glazing, allowing a visual connection between visitors in the reception and users of the amenity spaces above.

The arrival space is also directly linked to the main building circulation which is situated behind the reception desk, providing both an unimpeded journey to the lifts, and a level of security for the residents.

The bin store and bike stores are located adjacent to the core, with external access to these spaces from the rear of the building.

Key

1. Reception
2. Resident’s Lounge
3. Post Room
4. Management Suite
5. Recycling & Waste
6. Cycle Store
7. Plant
8. Vertical Circulation



Proposed Ground Floor Layout

First Floor Plan

The first floor divides space between plant and amenity, with the amenity towards the front of the building to provide an active frontage.

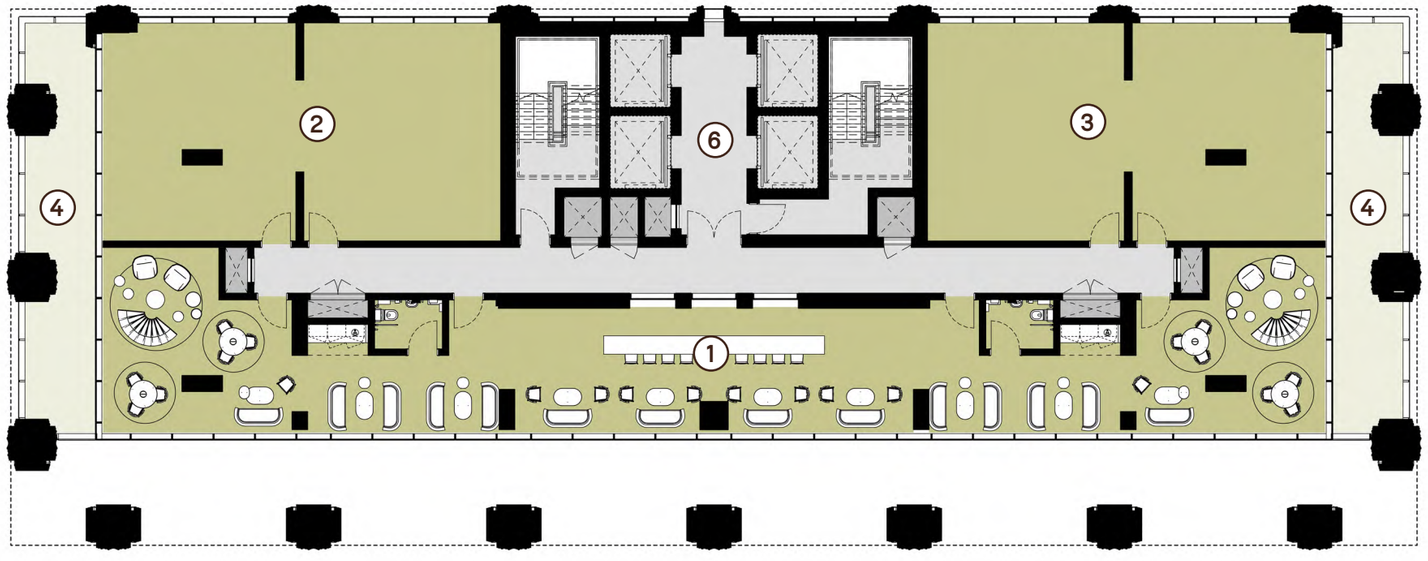
The plant is located towards the rear in order to stack above the plant on the ground floor, and ensure any louvres required are on the less prominent part of the facade.

A large void sits above the main entrance space, with glazing providing a visual connection between the spaces.

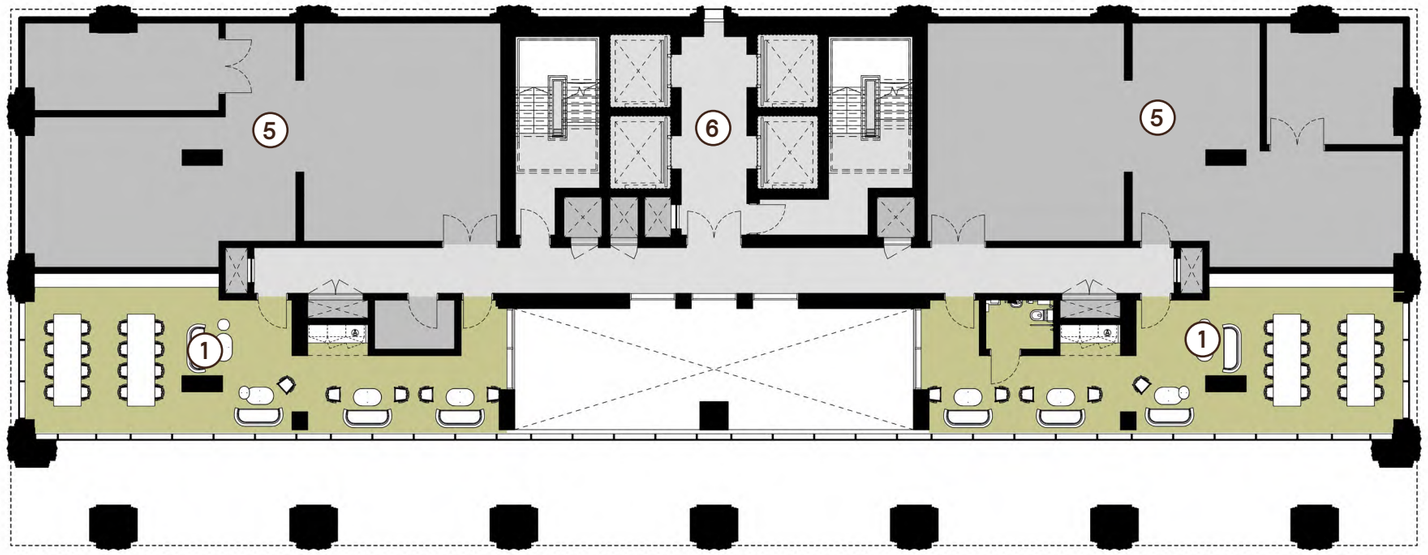
The amenity provided includes lounges and management suite for staff.

Second Floor Plan

The second floor is entirely dedicated to amenity, with resident lounges and health and well-being provision.



Proposed Second Floor Layout



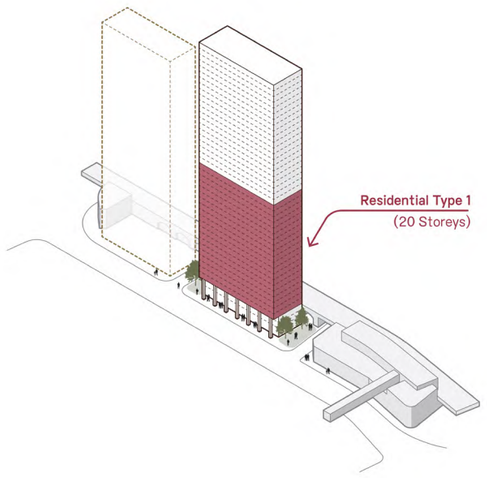
Proposed First Floor Layout

Key

1. Resident's Lounge
2. Gym
3. Studio
4. External Terrace
5. Plant
6. Vertical Circulation

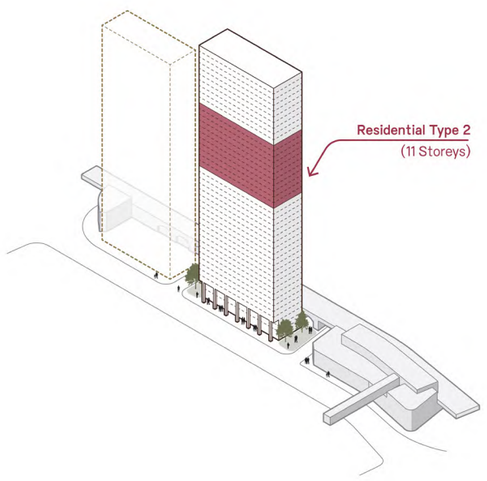
Typical Residential Floor Types

The typical floor types provide a range of 1, 2 and 3 bed apartments across 41 storeys.





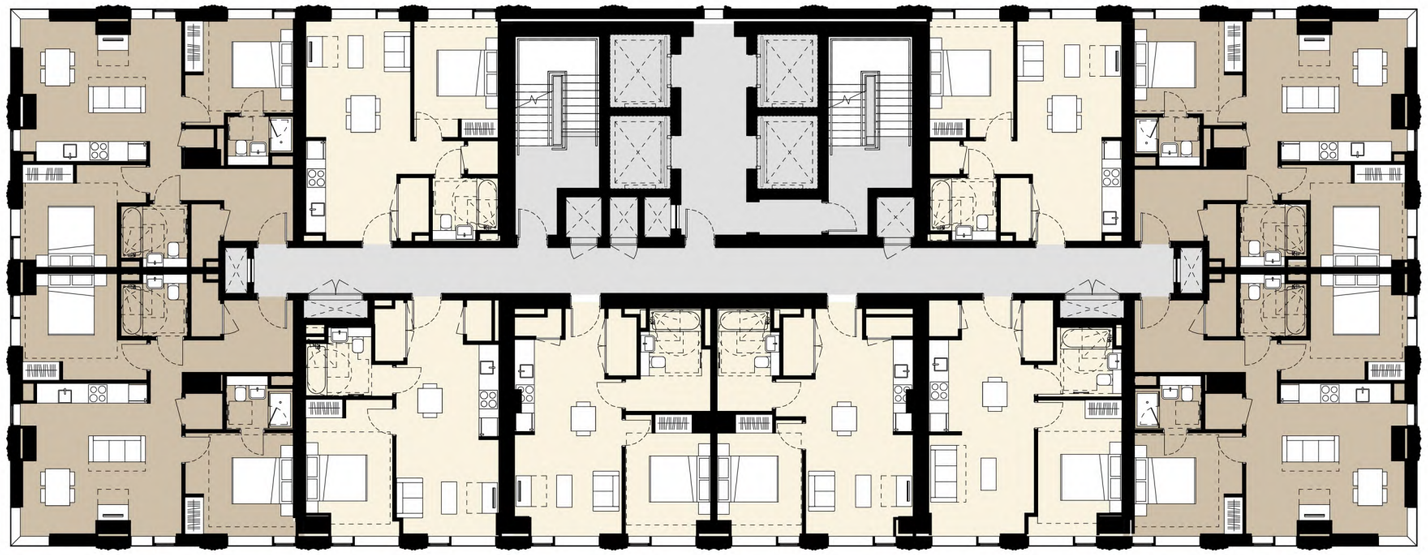
Proposed Residential Floor Layout - Type 01



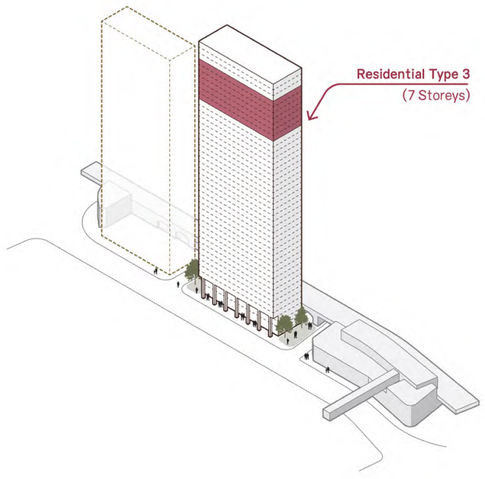
Key

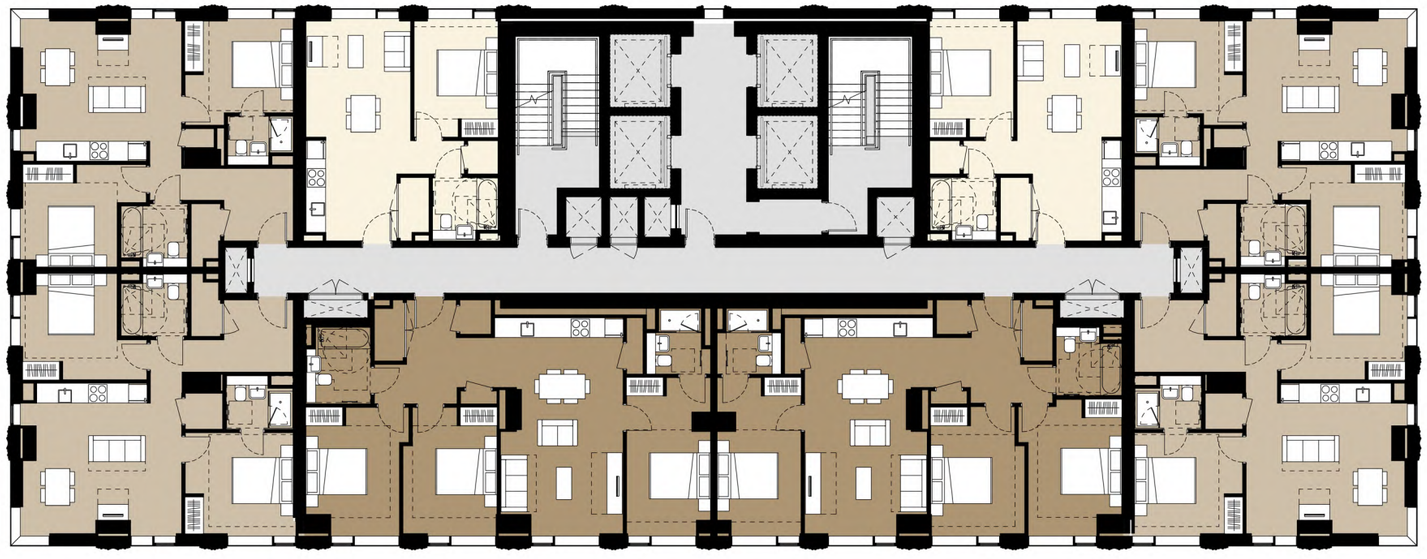
1 Bed

2 Bed

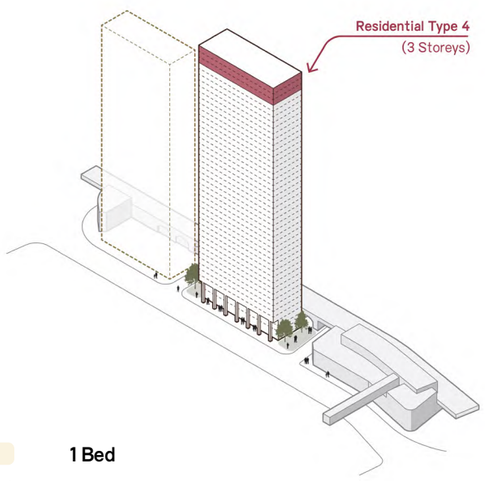


Proposed Residential Floor Layout - Type 02





Proposed Residential Floor Layout - Type 03



Key

- 1 Bed
- 2 Bed
- 3 Bed

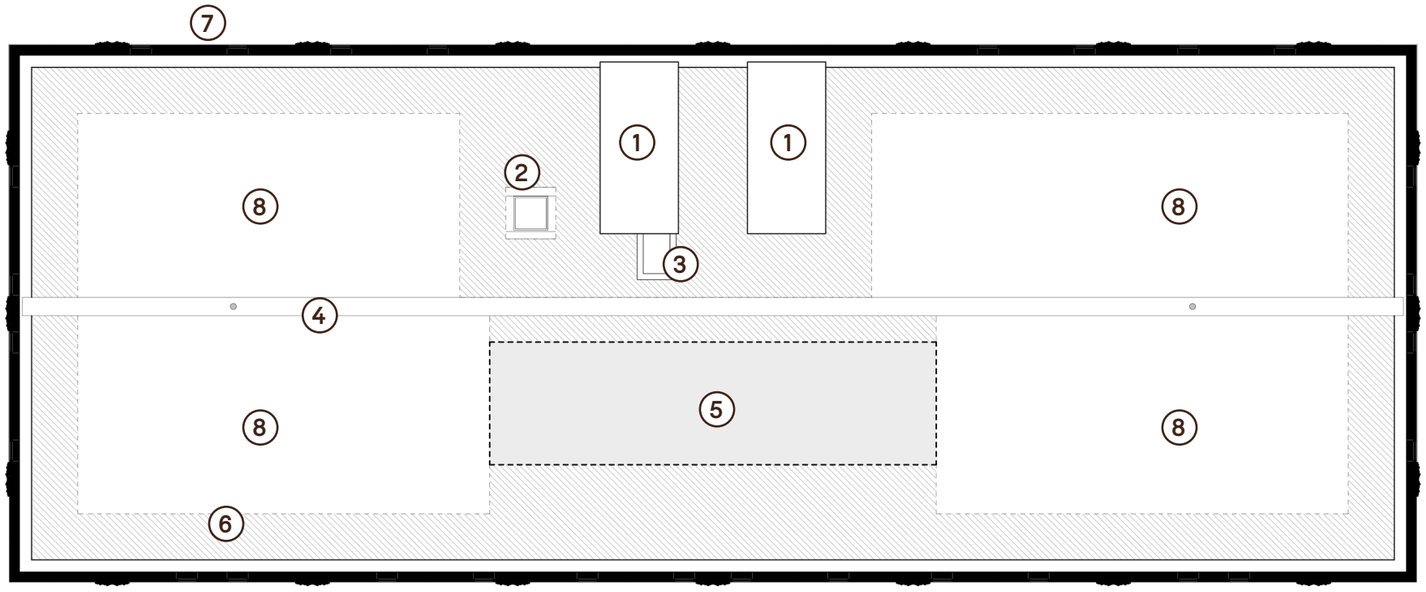


Proposed Residential Floor Layout - Type 04

Roof Plan

The roof is used for plant and is accessed via an AOV from one of the stair cores.

The only extrusions on the roof are the lift overruns, with all internal plant located at the lower floors.



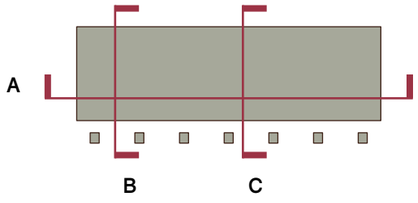
Proposed Roof Layout

Key

1. Lift Overrun
2. Access Hatch
3. AOV
4. Central Rainwater Gully
5. BMU (Location TBC)
6. Access Walkway
7. Full Height Parapet
8. Zone for PVs

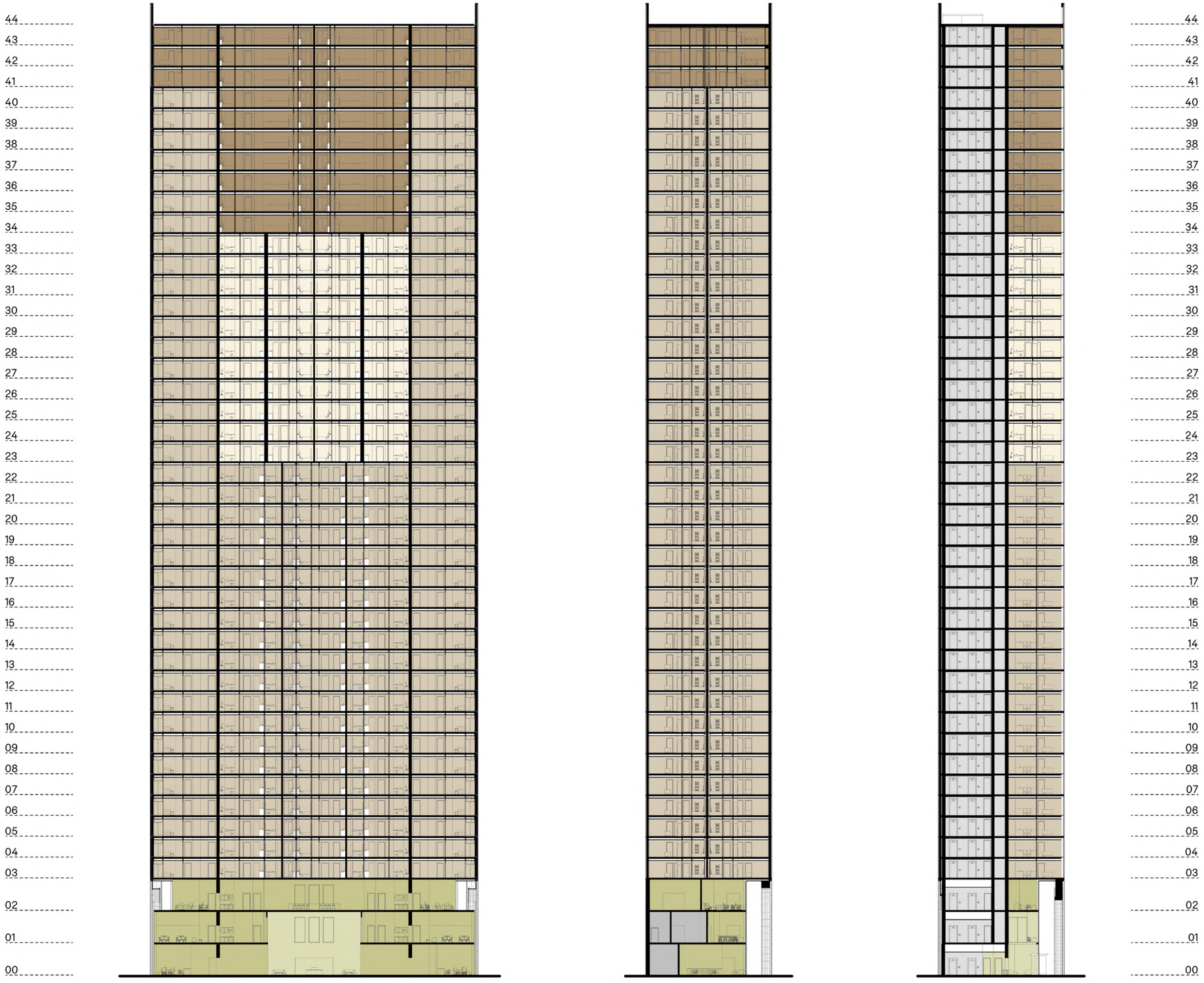
Sections

The following sections show the range of typical floor types throughout the building, and demonstrates the extents of the double height entrance space and how the external amenity space connects to the internal amenity.



Key

- 1 Bed Apartment
- 2 Bed Apartment
- 3 Bed Apartment
- Reception
- Amenity
- Plant
- Circulation



Section A

Section B

Section C

Typical Apartment Types

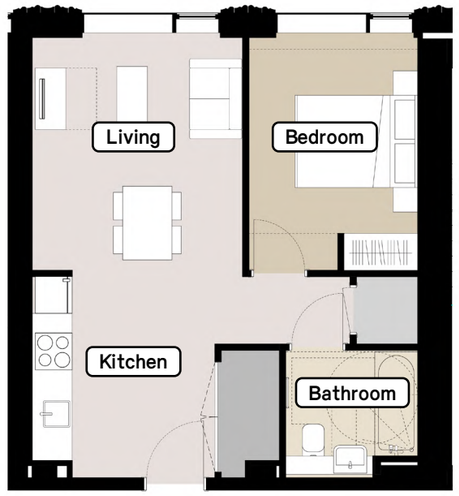
The building is arranged to allow maximum repeatability across the typical floors. The apartments themselves allow for a range of different sizes and offerings.

The accommodation provides 364 total apartments, with 33% one-bedroom apartments, 60% 2-bedroom apartments and 7% 3-bedroom apartments.

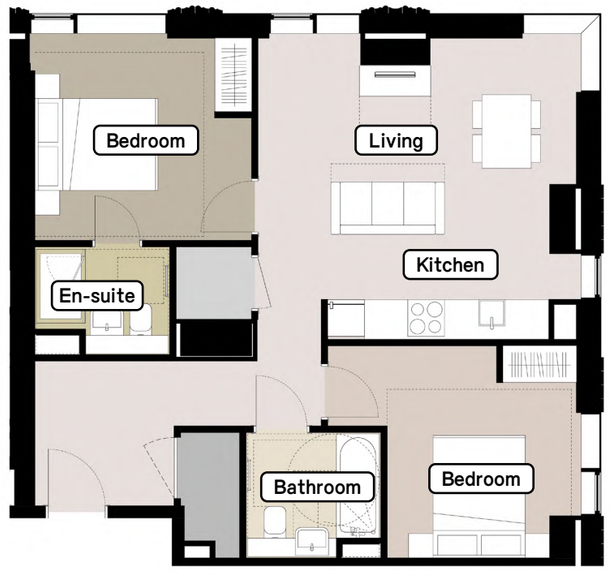
All apartments have been designed in compliance with the Nationally Described Space Standards (NDSS) as published by the Department for Communities and Local Government.

The general concept driving the layout of the apartments are:

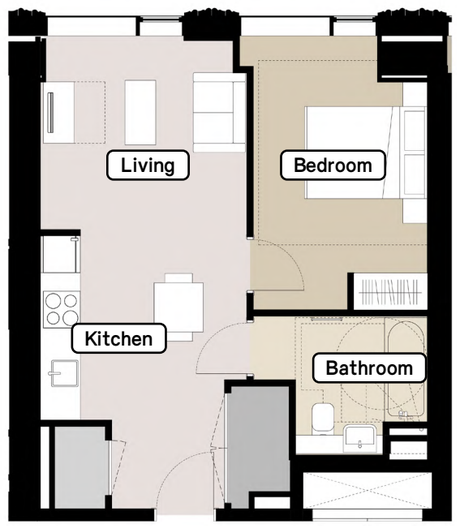
- Position the living areas on the perimeter of the apartment to ensure that light is maximised in these zones.
- Stack the services so that maintenance access within apartments is minimised.
- Provide purge panels to each living space and bedroom.
- Minimise journey from front door to living space and generally locate the front door for direct access into the living/ kitchen area.



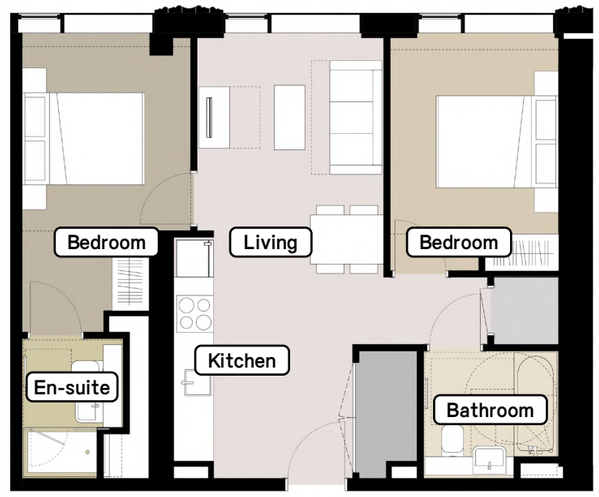
Typical One Bed Apartment (Type 1)



Typical Two Bed Apartment (Type 1)



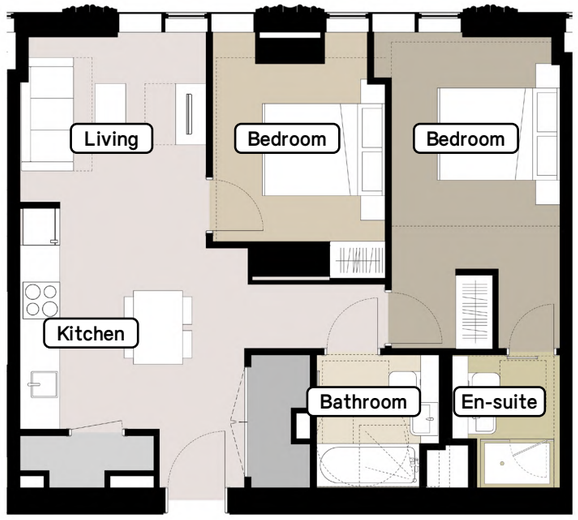
Typical One Bed Apartment (Type 2)



Typical Two Bed Apartment (Type 2)

Key

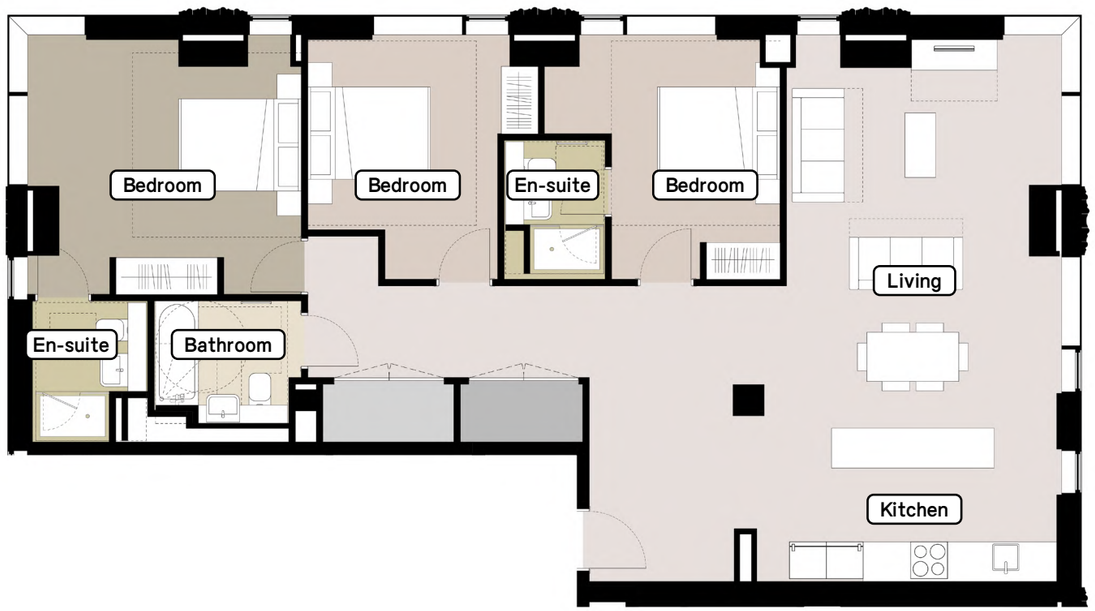
- Living Room/ Kitchen
- Master Bedroom
- Bedroom
- Bathroom
- En-suite
- Storage
- MEP



Typical Two Bed Apartment (Type 3)



Typical Three Bed Apartment (Type 1)



Typical Three Bed Apartment (Type 2)

6.0 EXTERNAL APPEARANCE

6.1 Elevational Concept

The following section outlines the approach to the external building appearance, the evolution of the design and the key materials and finishes proposed for major building elements.

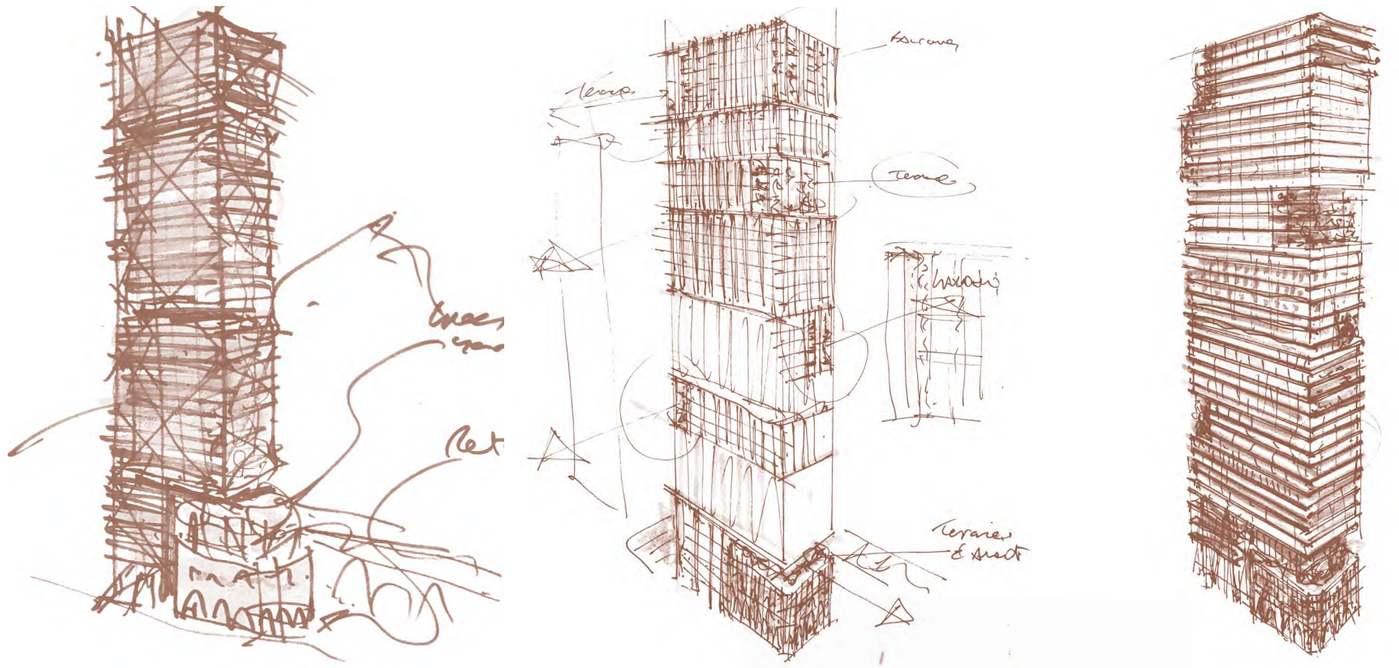
Design Drivers

Our concept seeks to complement the urban fabric of the building's context and echo the area's history and legacy while introducing a contemporary architectural narrative. This thoughtful blend of past and present ensures our scheme will distinctively elevate itself from other tall buildings in the locality, offering a unique contribution to Manchester's skyline.

Our approach to the elevational concept and the overall appearance of the building has been largely driven by the context and heritage surrounding the site.

The surroundings are comprised of an eclectic mix of industrial heritage and infrastructure, intertwined with layers of Victorian, Edwardian and modern architecture, including the railway viaduct and cast iron bridges.

This is contrasted with the development over the last few years of a more contemporary architectural skyline, which consists of a mix of architectural styles and materiality, including glazing and metal.



Initial concept sketches











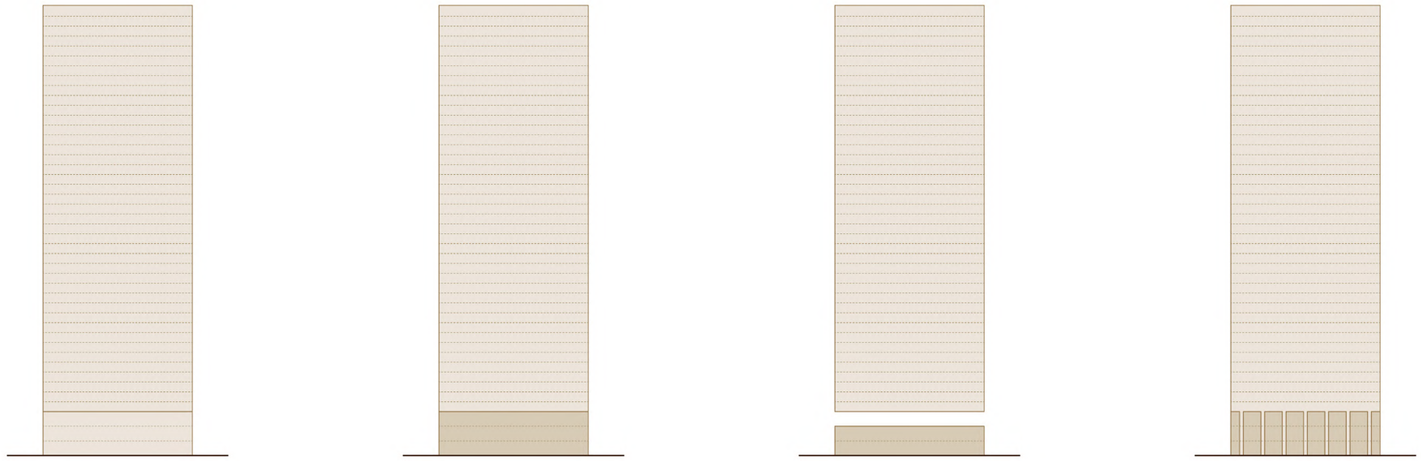


Local context and architectural references around the site

Definition of the Base & Tower

The adjacent images show some of the early concept sketches exploring the scale and articulation of the base to the building and how it is treated in relation to the overall massing:

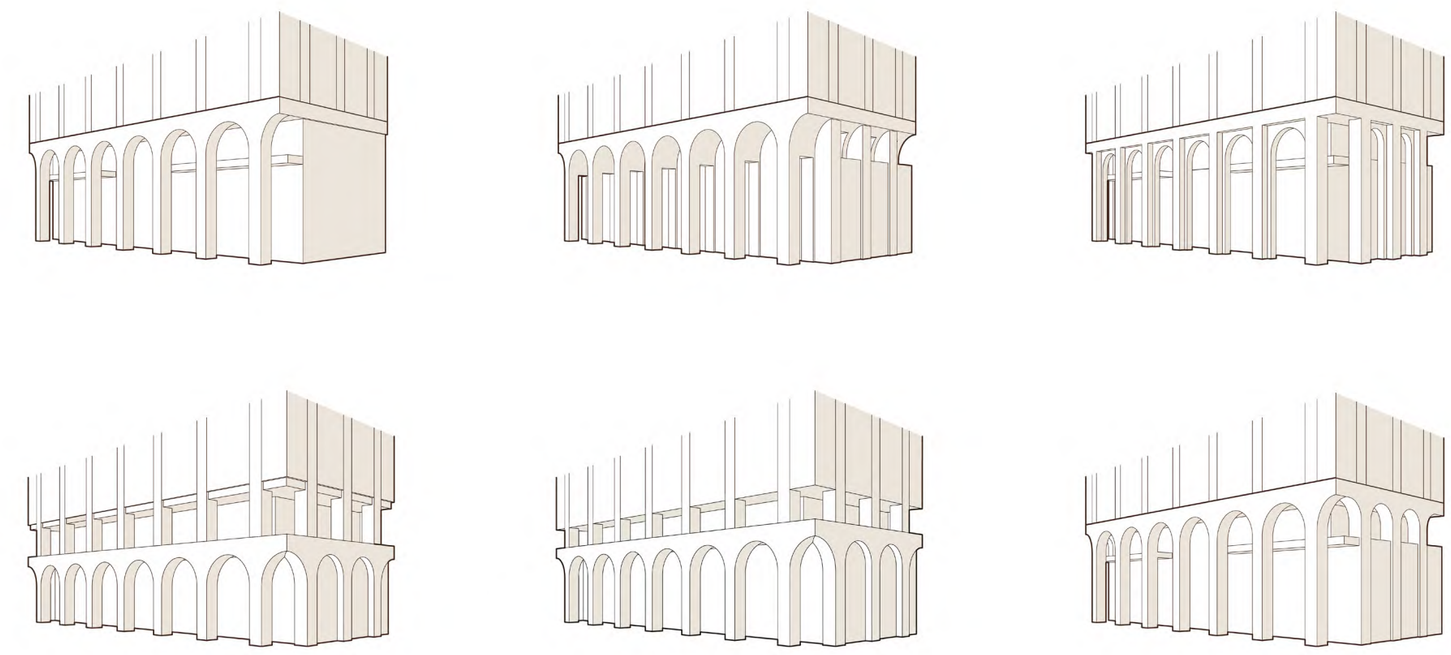
- Single architectural expression and approach to materiality to create a homogeneous form.
- Separation of the base and tower through different architectural approach materiality.
- Physical separation of the base and tower through different a recessed / subservient floorplate at the transition.
- Continuation of tower to the ground through the expression of the columns to create a colonnade at ground floor



Creation of the Colonnade

The adjacent images show some of the early concept sketches exploring the creation of the colonnade and it's relationship to the tower.

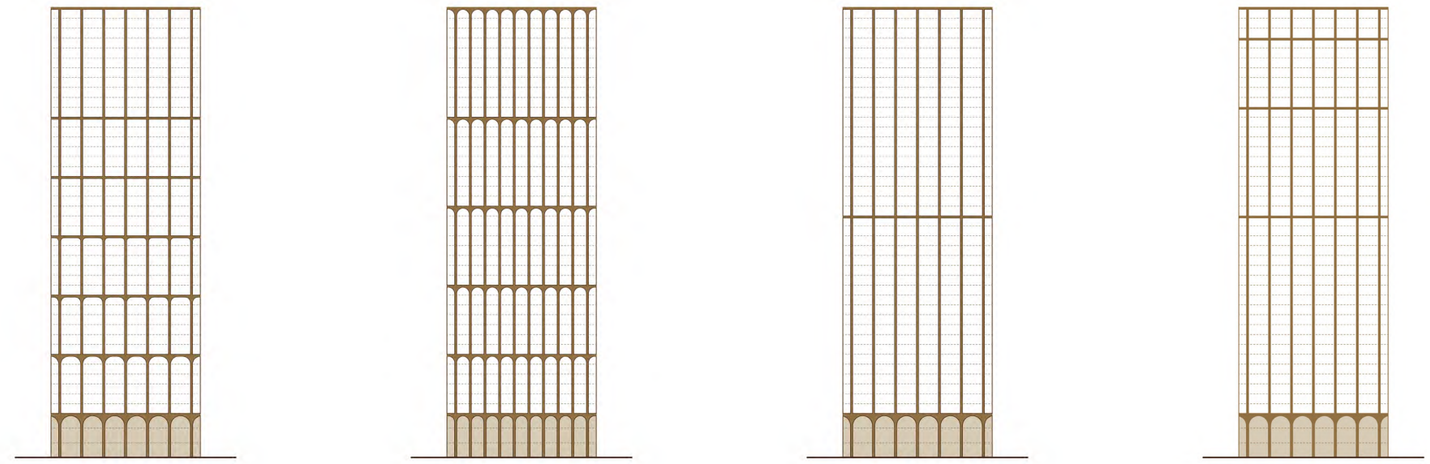
- Single extrusion of the arch to create vaults and tables.
- Integration of the arches within a more orthogonal beam and column approach.
- Continuation of the arch around the perimeter of the building to wrap the colonnade around the base.
- Separation of the base from the tower.
- Integration of balconies at second floor level.



Articulation

The adjacent images show some of the early concept sketches exploring the scale and articulation of the proposed massing:

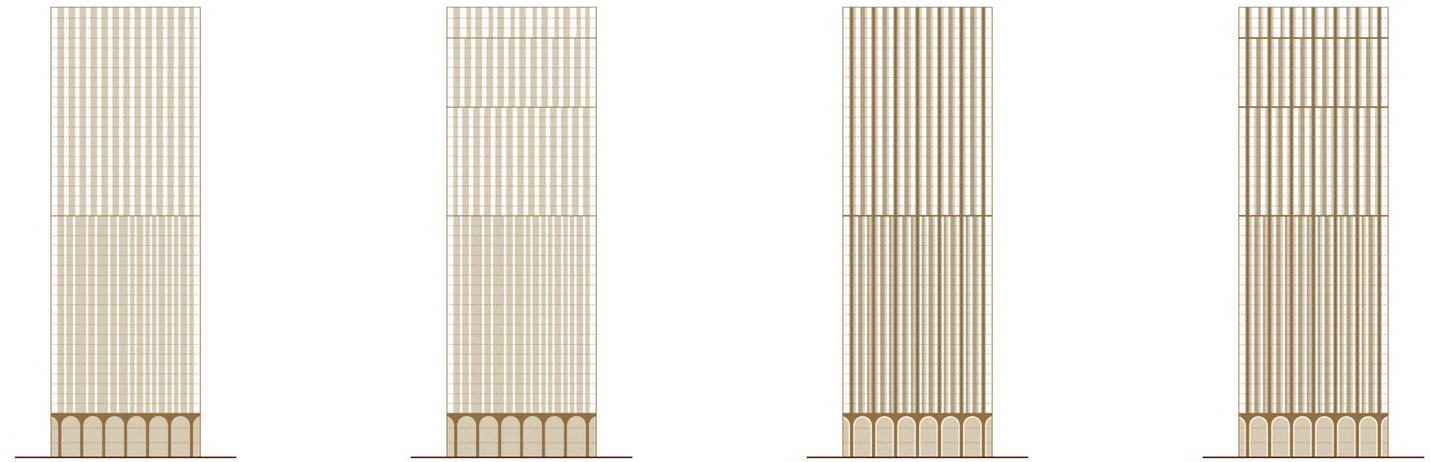
- Articulation of the vertical structure
- Articulation of the horizontal programmatic proposals
- Incorporate the arch form into the colonnade
- Varying scale and rhythm
- Breaking down the overall massing of the building



Fenestration

The adjacent images show some of the early concept sketches exploring the fenestration of the proposed façade:

- 60:40 ratio of solid / glazing to maximised available daylight while minimising risk of overheating
- Incorporation of opening vents and to habitable and communal space
- Depth and articulation of facade to create interest and visually link the two primary architectural elements
- Reflects the structural and architectural layouts while visually defining the programmatic organisation of the residential floorplates



6.2 Architectural Expression

The overall architectural expression for the proposed development is an amalgamation of the contextual references for the site, the programmatic and structural organisation of the building and the technical drivers for it's façade.

The proposed design seeks to deliver a cohesive architectural response to the site, reflecting the existing streetscape and frontage of Whitworth Street West while creating a positive addition to Manchester's evolving skyline.

Articulation of the three storey base help to ground the building within its context while the continuation of the primary material from this base all the way up the height of the tower helps to ensure there is a single, dominant expression across the entire building.

The strong emphasis of the vertical structure helps to unify the tower with the base, while the horizontal stratification of the façade helps to visually break down the overall mass of the building while responding to the layout and organisation of the floorplates.

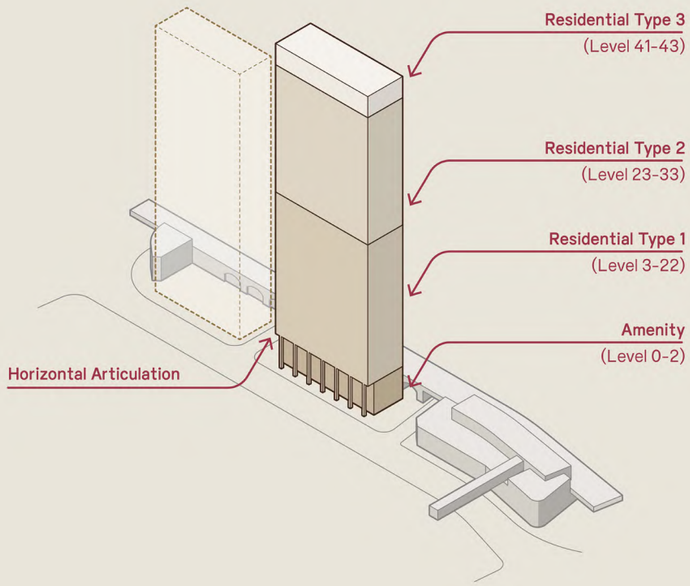
The detailed design of the façade has been driven by a number of technical factors including:

- Thermal performance
- Acoustic performance
- Natural ventilation
- Daylighting & overheating
- Glare
- Buildability

The proposed design responds to these whilst maintaining the overall architectural intent and proposing a new and exciting architectural benchmark for residential towers in Manchester

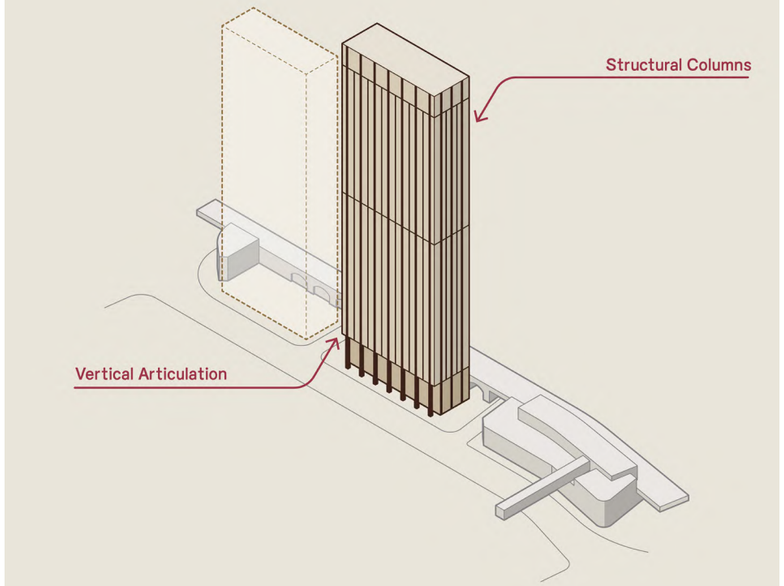


Working design drawing to test the articulation of the emerging design from Deansgate



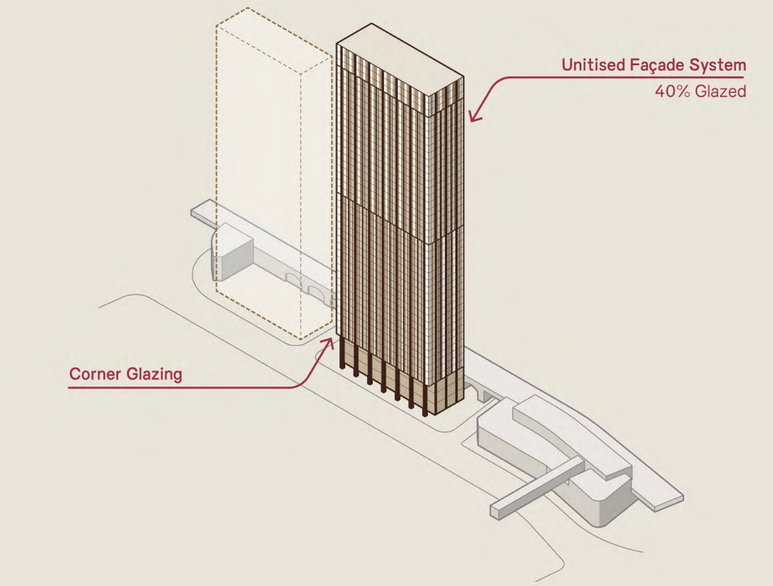
Building Organisation

- Use of the different residential floor types to create a series of horizontal bands within the façade to help break down the overall mass of the building.
- The horizontal elements reflect the programmatic layout of the building and respond to the different internal layouts of the different residential floor types.



Vertical Emphasis

- The vertical elements are an expression of the structure on the perimeter of the building.
- Reinforces the colonnade to the lower ground floor while acting as an architectural device to unify the buildings appearance.
- Continues the tower element to the ground, connecting the building to its surrounding context.



Articulation & Fenestration

- The façade wraps the building in a varied pattern, infilling the opening defined by the primary articulation.
- Mix of glazed, solid and opening panels.
- Allows the façade to change and respond to relevant internal layouts while maintaining a consistent approach across the building.
- Corners are emphasised by off-set grid.

Pre-Application Feedback

As part of the design development the emerging design was further tested and refined in response to feedback gained from MCC through the pre-application process. This has included:

- Materiality
- Definition / separation of tower and base
- Articulation and fenestration
- Expression of colonnade

This process has been invaluable to the development of the façade and ensuring that it delivers a level of architectural quality appropriate to the site and its surrounding context,

Design Development

During this period of refinement, a number of studies were undertaken to explore the articulation of the façade. This included the proportion and number of expressed vertical elements as well as the integration of the colonnade with the tower above.

The adjacent images capture a number of these studies and provide an insight into the evolution of the proposed appearance. The different scenarios and options were tested against the overall appearance of the tower in both close-up and long-range views as well as their impact upon the technical performance of the proposed façade.

The options were also tested with a number of different materials including:

- Masonry (brick slips)
- Terracotta rainscreen cladding
- Aluminium rainscreen cladding
- Glass reinforced concrete cladding

Further information regarding the final selection of the proposed material can be found in the following pages.



Single Vertical Articulation

- Articulation of primary structure only
- Vertical articulation of columns continues to ground
- Arch expressed as separate element, subservient to vertical elements



Double Vertical Articulation

- Articulation of primary structure
- Secondary vertical element central to primary columns
- Vertical articulation of columns continues to ground
- Increase in panellisation of façade but no impact upon technical performance
- Arch expressed as separate element, subservient to vertical elements



Triple Vertical Articulation

- Articulation of primary structure
- Two secondary vertical elements, equally spaced between primary columns
- Vertical articulation of columns continues to ground
- Increase in panellisation of façade impacts upon technical performance (thermal & acoustic) due to increased mullions
- Arch expressed as separate element, subservient to vertical elements



No Arch

- Vertical articulation of columns continues to ground
- Arch removed
- Colonnade expressed as a plinth to tower.



Integrated Arch

- Vertical articulation of columns continues to ground
- Arch integrated into primary structure
- Colonnade and tower expressed as single homogeneous element

6.3 Façade Materials and Finishes

Whitworth Street West and the surrounding area of Manchester City Centre has a rich architectural palette which reflects its history.

As part of the façade development, a series of material options and combinations were tested including brick, metal, glass and terracotta. The choice of these materials take inspiration from the local vernacular, both historic and contemporary.

Terracotta has played a pivotal role in defining the architectural aesthetic of the surrounding area - from the grand façades of the Midland Hotel and the Refuge Assurance building to the classic tiles which adorn the doorways and windows of this area of Manchester.

Terracotta on Whitworth Street

During the late 19th and early 20th centuries, many of the buildings that can be seen today were constructed along Whitworth Street, following the donation of land from Sir Joseph Whitworth which allowed a linked connection between Oxford and London Roads.

The buildings that were built are rich in terracotta detailing, and have come to define the material palette of Whitworth Street and Whitworth Street West today. Examples such as Manchester College, Lancaster House and India House all demonstrate the use of the material, and stand as testament to its durability.

The adjacent page highlights a small selection of the wide range of terracotta used within the buildings along Whitworth Street and the surrounding area.

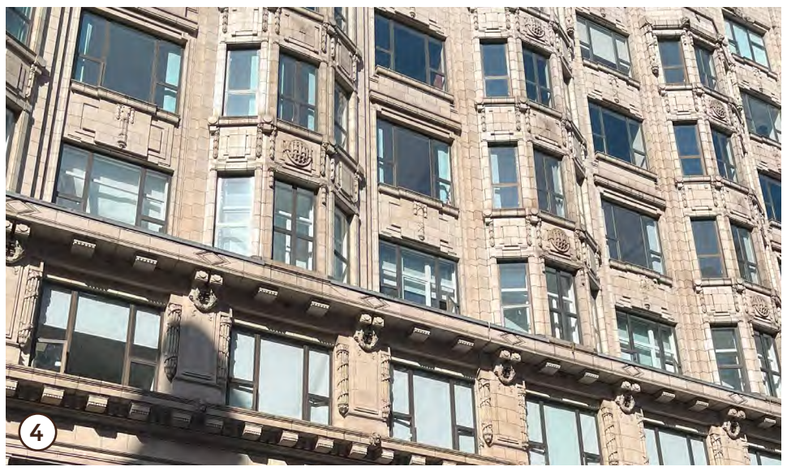


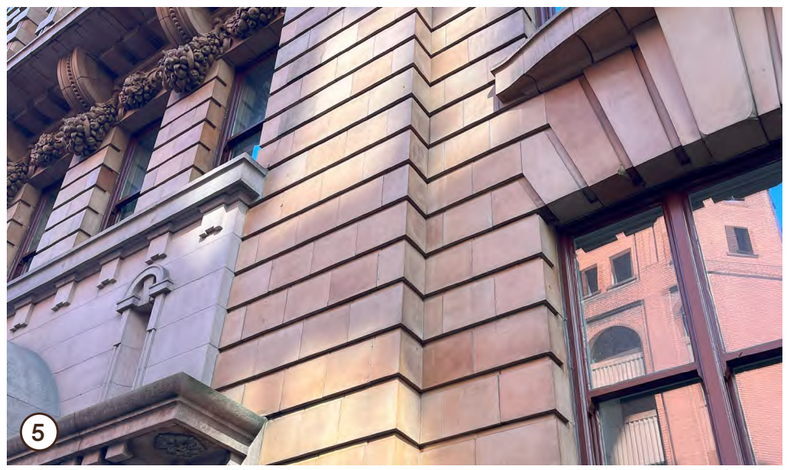
Heritage of terracotta around Whitworth Street

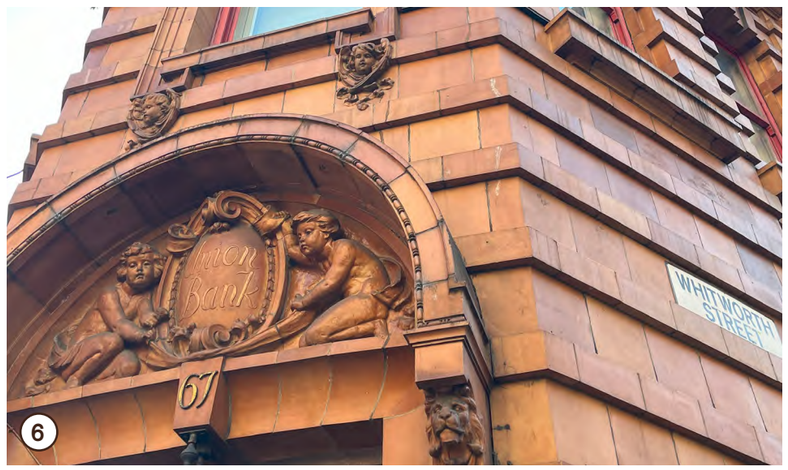

WHITWORTH ST WEST
17 19
ME
1


o2 ritz
MANCHESTER
2


3


4


5


Bank
67
WHITWORTH STREET
6


7


8


9

Contemporary use of Terracotta

Over recent years, several new developments within Manchester have used terracotta as the primary façade material, adding to the rich tapestry of the city's skyline.

These new buildings have utilised the material in various different ways, showcasing the flexibility of application and the wide range of finishes available.

Notable buildings include:

- Circle Square
- 125 Deansgate
- Windmill Green

Form and Detail

The manufacturing processes involved in the production of terracotta rainscreen cladding mean that numerous shapes and forms of extrusion can be produced. This allowing it to be incorporated an a wide range of applications to create distinctive and unique architectural façades.

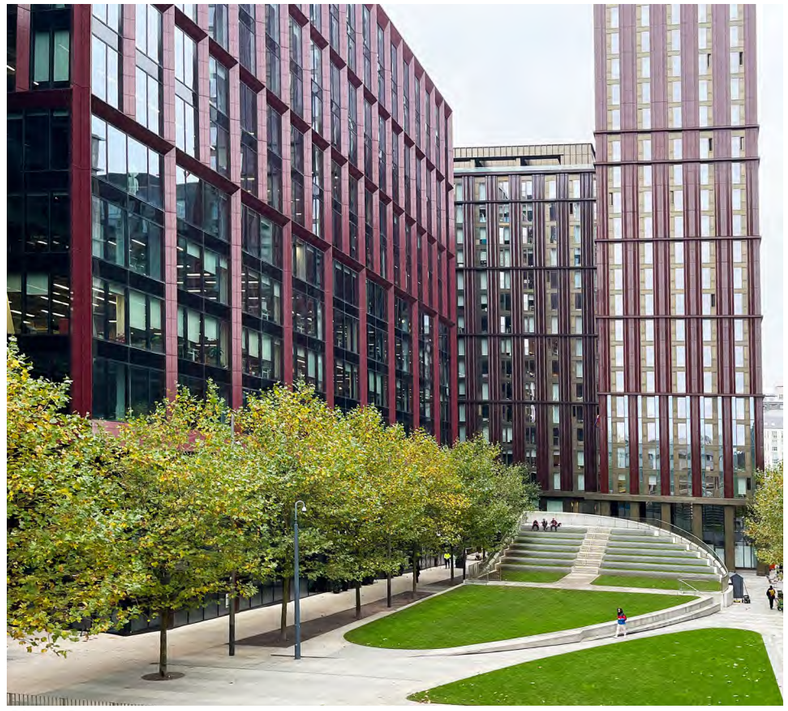
The selection and design of the profile will help to add detail and architectural richness to the façade while reflecting the forms and extrusions evident in the surrounding buildings

Colour and Texture

Contemporary terracotta cladding offers a broad range of colours, textures and finishes, from earthy natural shades to highly pigmented decorative glazes.

This wide range of options has allowed us explore different options for the colour and finish of the proposed terracotta in order to ensure a façade which reflects the context of the development and the palette of colours which are found around the site.

A selection of colour studies are included on the adjacent page.



Circle Square



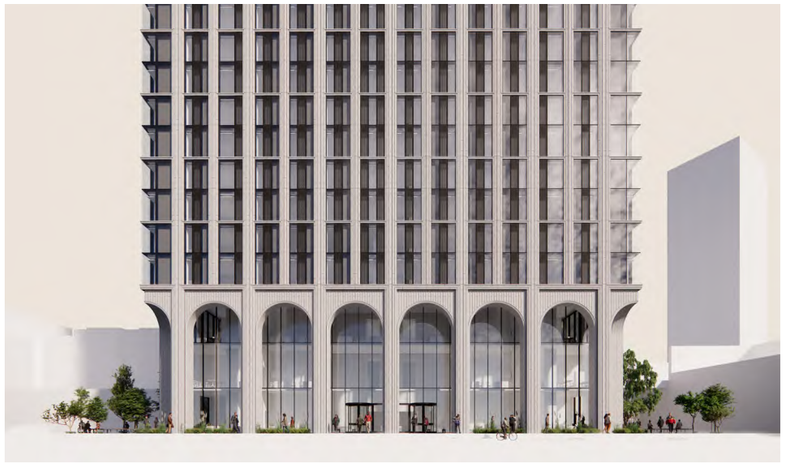
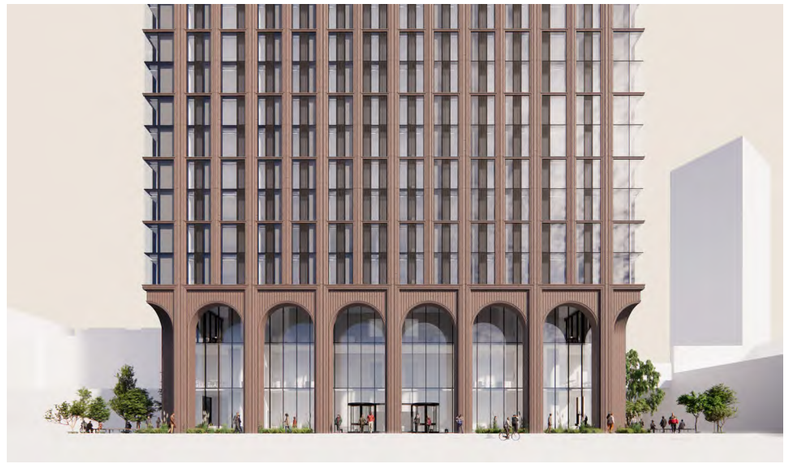
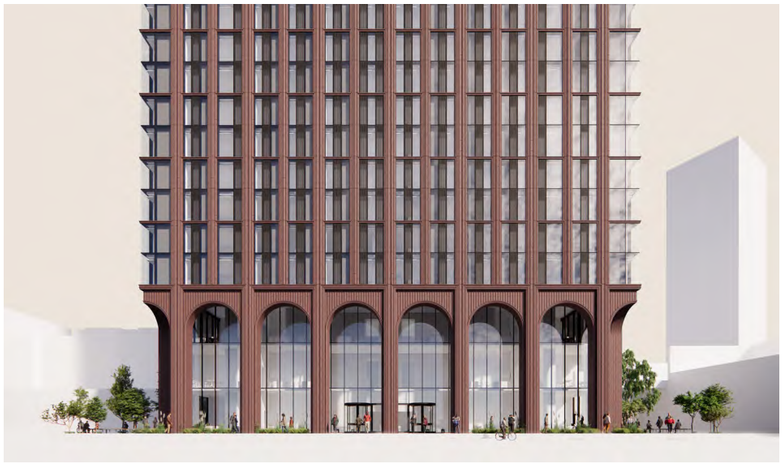
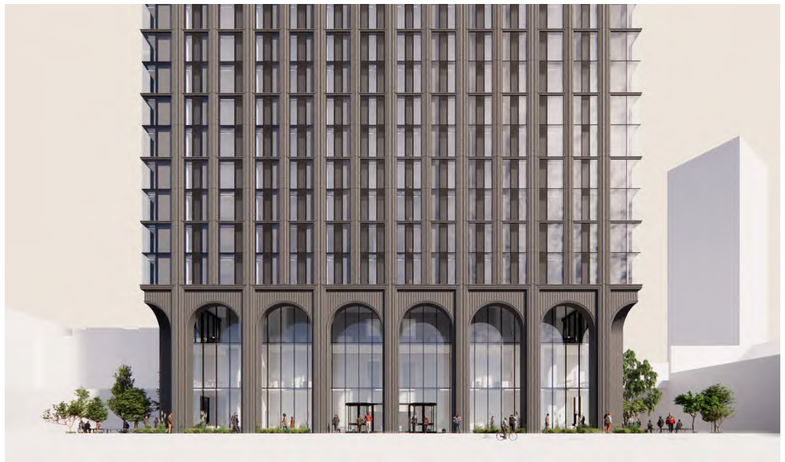
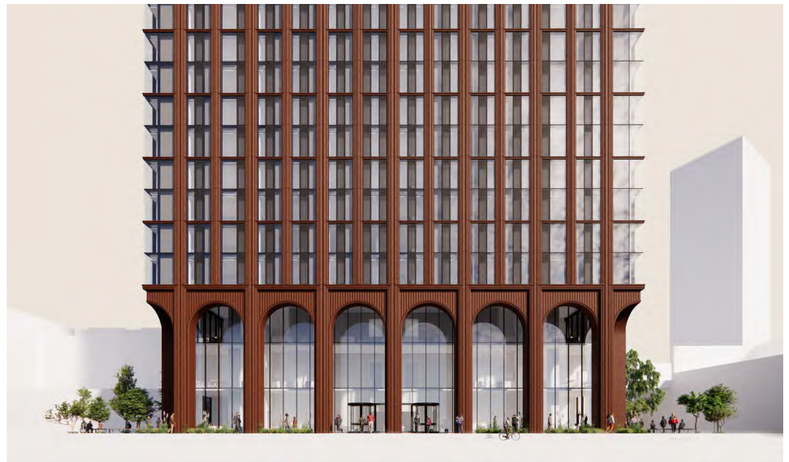
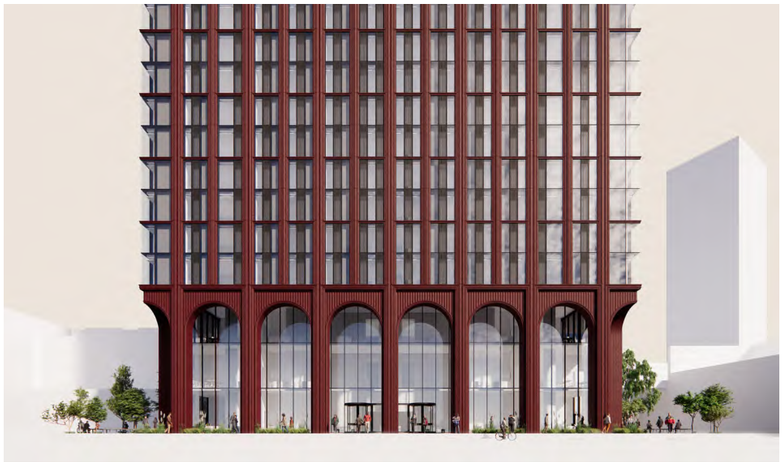
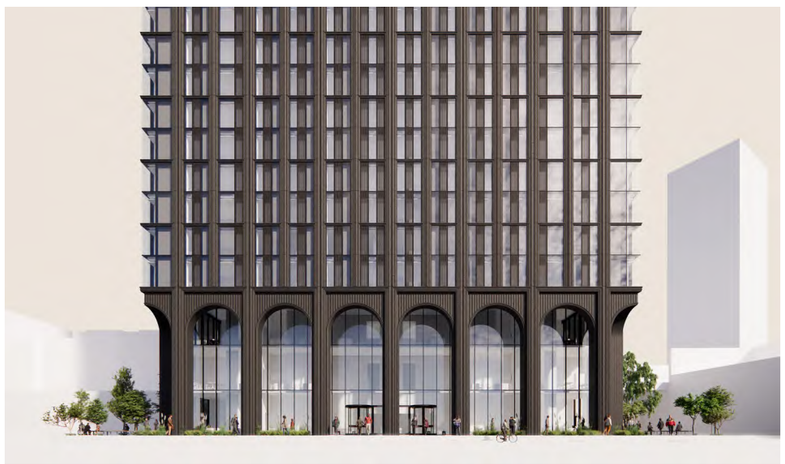
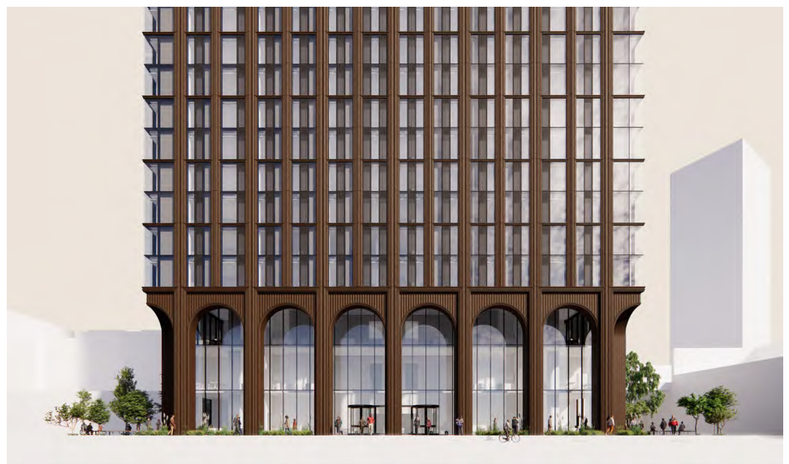
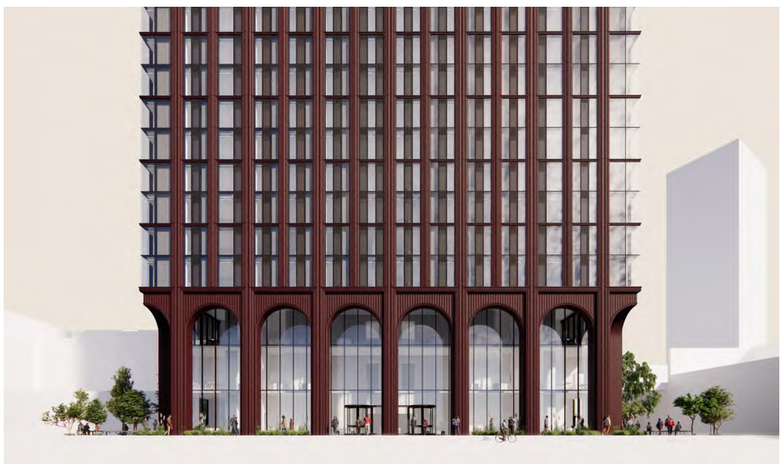
Circle Square



Windmill Green



125 Deansgate

6.4 Proposed Appearance

The proposed appearance for the new development at 2 - 4 Whitworth Street West brings together the various strands of design development, as outlined over the previous pages, into a cohesive architectural response to the buildings context.

Articulation

Our proposals reflect the verticality of the evolving skyline whilst reflecting the internal layout and programmatic organisation of the building. The articulation of the building's base and the introduction of the arched colonnade to the lower three floors helps to ground the building within its context whilst providing a subtle nod to the architectural language of the listed viaducts and industrial heritage which surrounds the site.

Materiality

Our design pays homage to the heritage of materiality within the wider Whitworth Street West area, while utilising modern building technology to create an architectural response which reflects the context of the site and embodies the ethos of those early pioneers of terracotta façades. With elegant details, soaring columns and grand arches of glazed terracotta, the proposed building will create a uniquely Mancunian landmark on the city's evolving skyline.

Colour

The proposed colour, a deep red, is rooted within the natural tones and hues evident within the surrounding brickwork, while also referencing the traditional livery colours still evident within the various structures and bridges along the length of the adjacent viaduct.



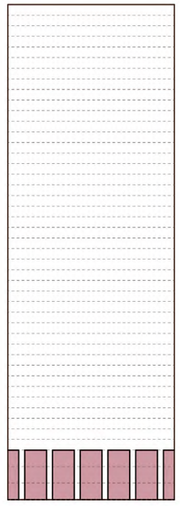
Proposed view, elevated above Deansgate



Proposed frontage to Whitworth Street West

Typical Facade Study - Colonnade

The adjacent diagram shows a typical ground floor bay.





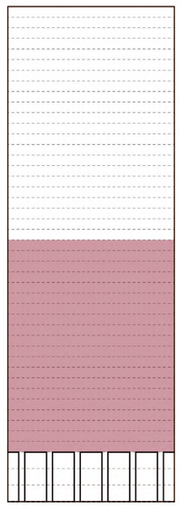
Key

1. Triple glazed curtain walling
2. Main entrance
3. Profiled terracotta panel (to structural column)
4. Feature terracotta arch
5. Profiled terracotta cladding
6. Horizontal profiled terracotta detail

Typical façade study - Ground floor

Typical Facade Study - Residential Type 1

The adjacent diagram shows a typical facade bay for residential type 01, for floors 03-22.





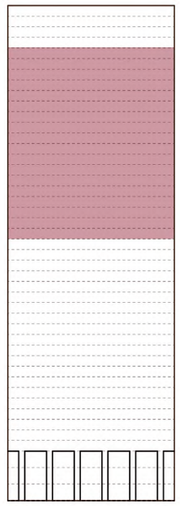
Key

1. Triple glazed window unit
2. Ceramic backed glass spandrel panel
3. Glazed vent with perforated, anodised aluminium screen
4. Profiled terracotta panel (to structural column)
5. Profiled terracotta panel
6. Horizontal profiled terracotta detail

Typical façade study - Type 01

Typical Facade Study - Residential Type 3

The adjacent diagram shows a typical facade bay for residential type 02, for floors 23-40.





Key

1. Triple glazed window unit
2. Glazed vent with perforated, anodised aluminium screen
3. Profiled terracotta panel (to structural column)
4. Profiled terracotta panel
5. Horizontal profiled terracotta detail

Typical façade study - Type 02

Typical Facade Study - Residential Type 4

The adjacent diagram shows a typical facade bay for residential type 01, for floors 41-44.





Key

1. Triple glazed window unit
2. Ceramic backed glass spandrel panel
3. Glazed vent with perforated, anodised aluminium screen
4. Profiled terracotta panel (to structural column)
5. Horizontal profiled terracotta detail

Typical façade study - Type 03

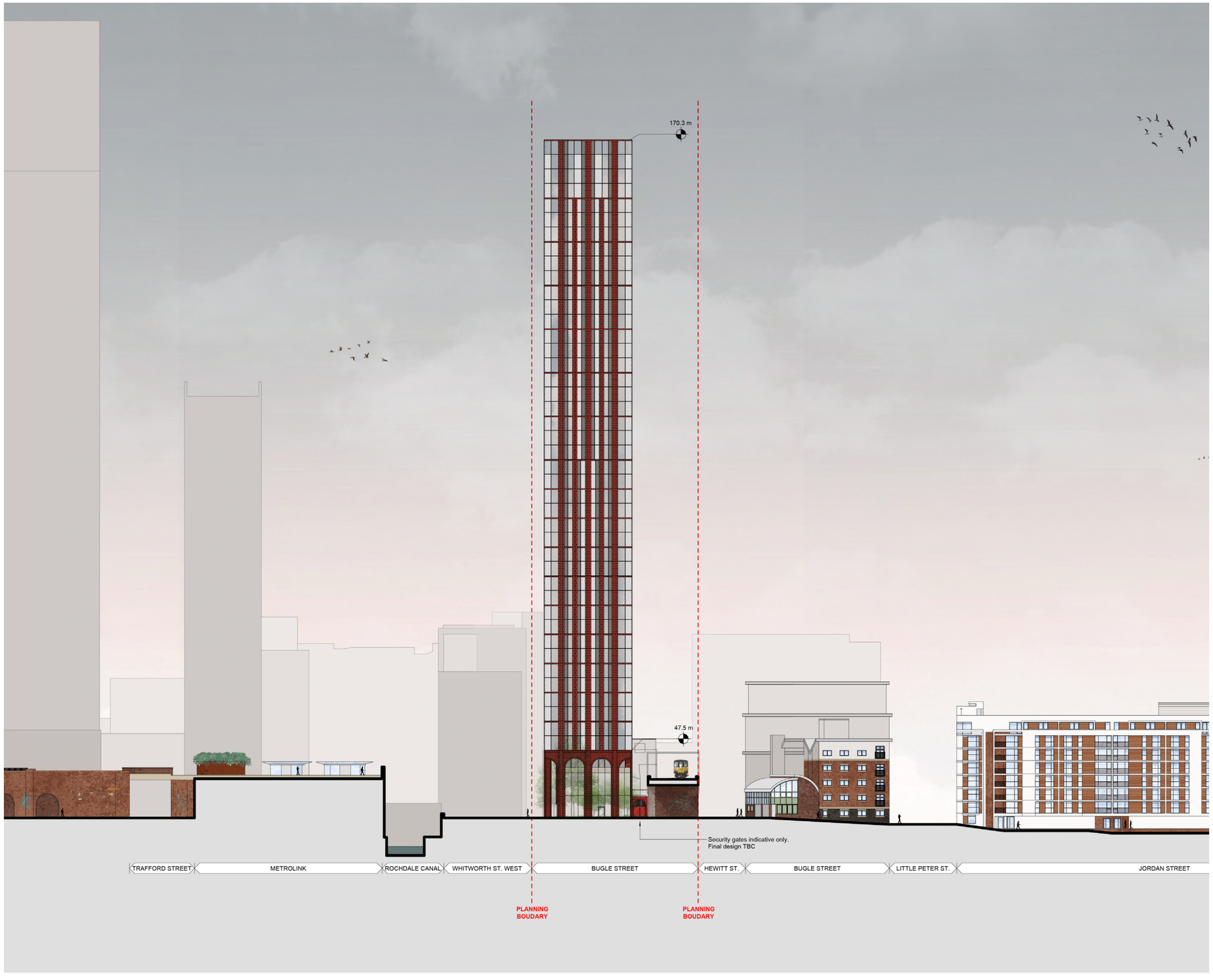
North Elevation



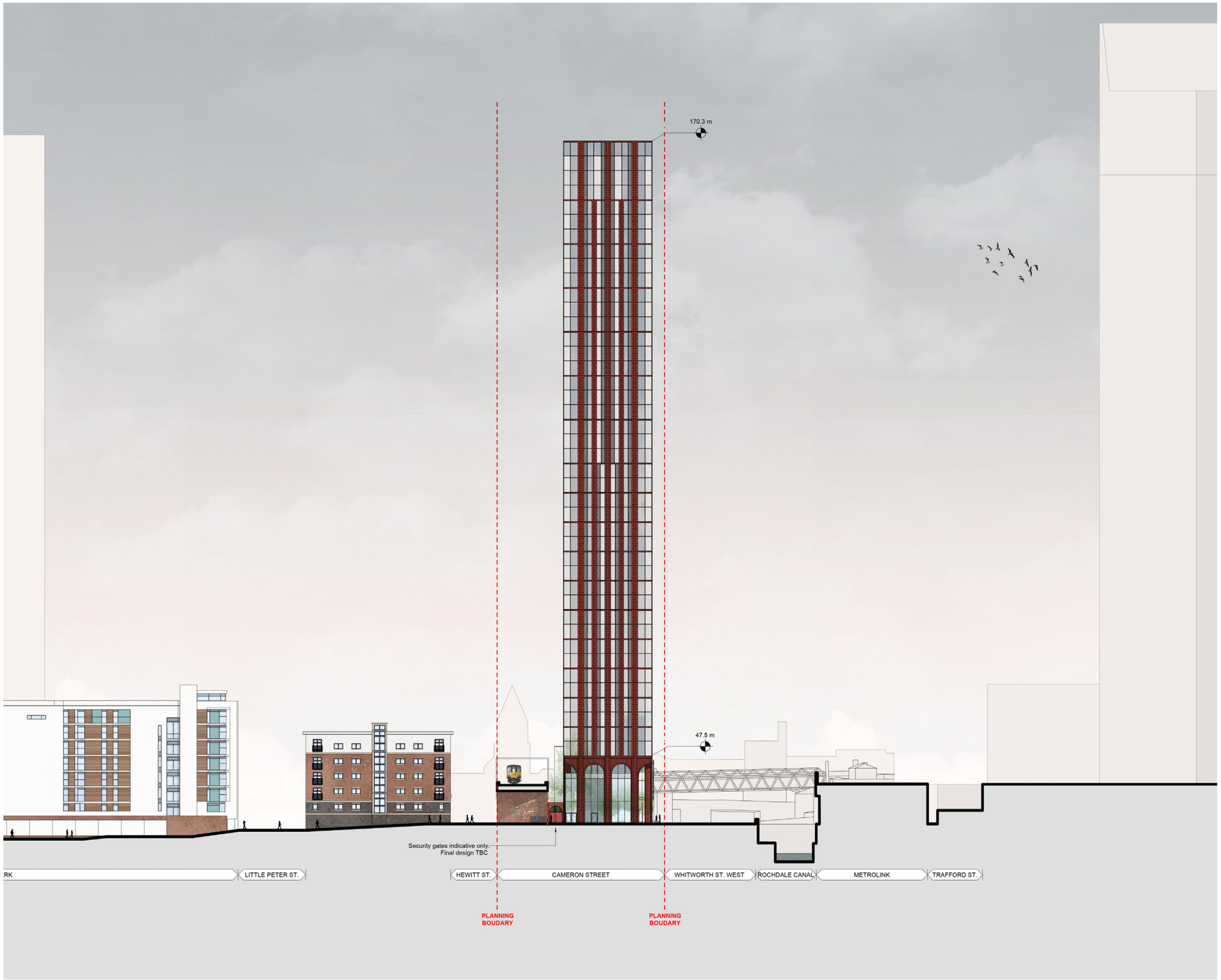
South Elevation



East Elevation



West Elevation



7.0 PUBLIC REALM AND LANDSCAPE

7.1 Introduction

This chapter has been prepared by Layer Studio with input from Sheppard Robson.

Overview

The site is in the middle of a rapidly evolving Manchester and is directly adjacent to the Knott Mill masterplan area, the site sits outside the masterplan, but 'within the zone of interest of the masterplan'. This area of Manchester is full of relics from the industrial heart of city, with strong transportation connections.

Now a post-industrial site, new buildings and landscapes seek to respect the heritage, industrial grain and materiality of the context. Crucially, new proposals pursue to undo some of the damage of the heavy industrial past by seeking to a create cleaner, greener, and vibrant city centre space.

As well as the industry, the site also contained housing for local workers, something the concept explores through the idea of 'rooms' in the landscape. Alongside the key design principle of creating as much high quality and ecologically rich planting as possible in the city centre, there is then opportunity to create space that will be positive thoroughfare and public space in the area, whilst creating positive amenity and spill out space for the new building occupants.

This chapter introduces how we build up this concept, first by starting from a totally green ground-plane, before uncovering key movement routes and adding in the 'rooms'. Finally we explore verticality, and how they recognise the industrial past of the site but with a unique 21st century take.

Site Overview

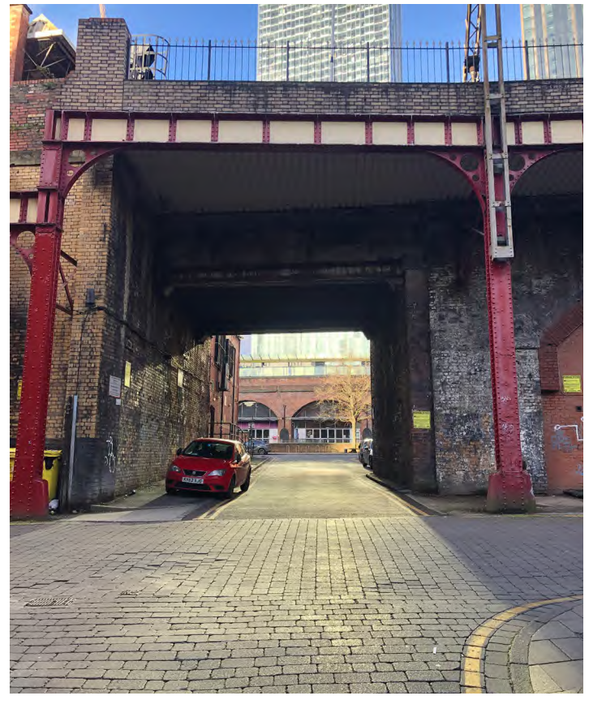
The site is very well connected, with rail and tram stations a stones throw away. Whitworth Street West is currently vehicle dominated, with poor cycle provision. However improvement works are currently underway which will enhance cycle and public transport along this arterial route (refer to chapter 4.0 of this report).

Alongside the existing east/west transportation links, a green corridor is emerging. Following the canal, and with the city on the door step, and lack of quality public green space locally, pedestrian movement and experience will be key opportunity areas along with greening of the surrounding area.

Landscape Aspirations

The site has a rich industrial heritage, full of character and evolution. The landscape scheme aims to reflect this evolution in its design and materiality.











Site context

7.2 Landscape Strategy

The landscape concept aims to create a place of dwelling, socialising, and reflection. This is echoed in its sensitive design and use of materials.

Local materiality is vibrantly reflected through the scheme. The classic Manchester red brick is celebrated through careful and considering re-purposing of the material within the hard landscaping and external paving.

This key material driver, along with creating pockets of 'rooms', has resulted in a rich landscape tapestry. The scheme aims to recognise and celebrate the industrial past of the site and its context, whilst addressing current needs through increasing dwell space, green space and biodiversity on site.

The climber planting on the external structures within the landscape helps to soften the impact in its predominately hard setting. The lush planting, green gap paving, and re-purposed materials all embed this philosophy.

The landscape will be a flexible and engaging space - a place to enjoy a coffee, a place to meet, read, work and savour the surrounding planting.

Furthermore, the landscape proposals create a series of external spaces that are attractive, welcoming and safe. The design responds to comments raised by GMP by ensuring visibility and integrating outdoor lighting to avoid dark areas or hidden spaces.













Landscape and public realm precedents

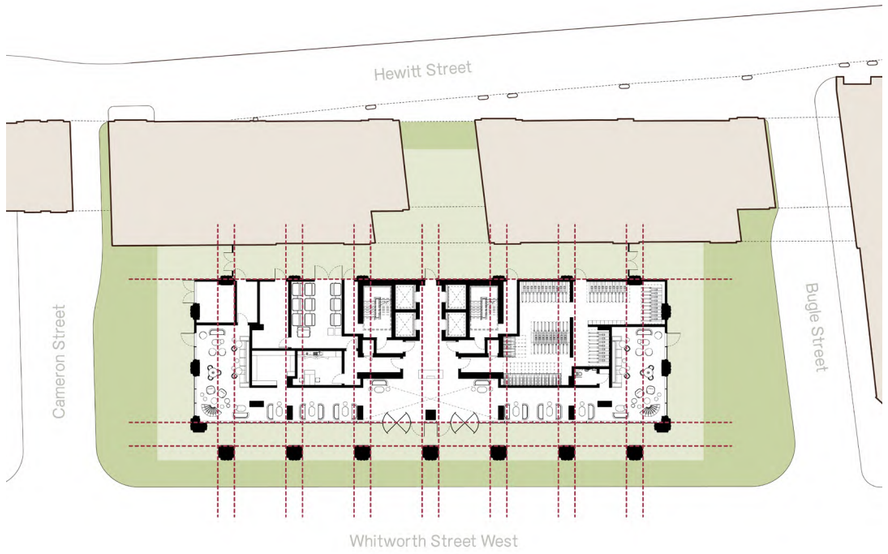
7.3 Design Evolution

The following diagrams capture the key design moves undertaken in the development of the external landscape proposals,



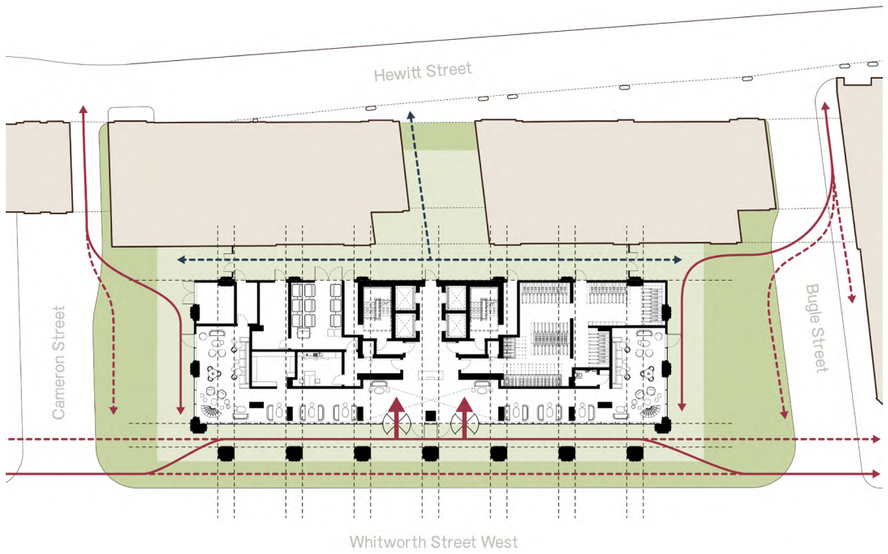
01 - Ground Plane

To maximise green and soft landscape potential, the site is completely green as a starting point.



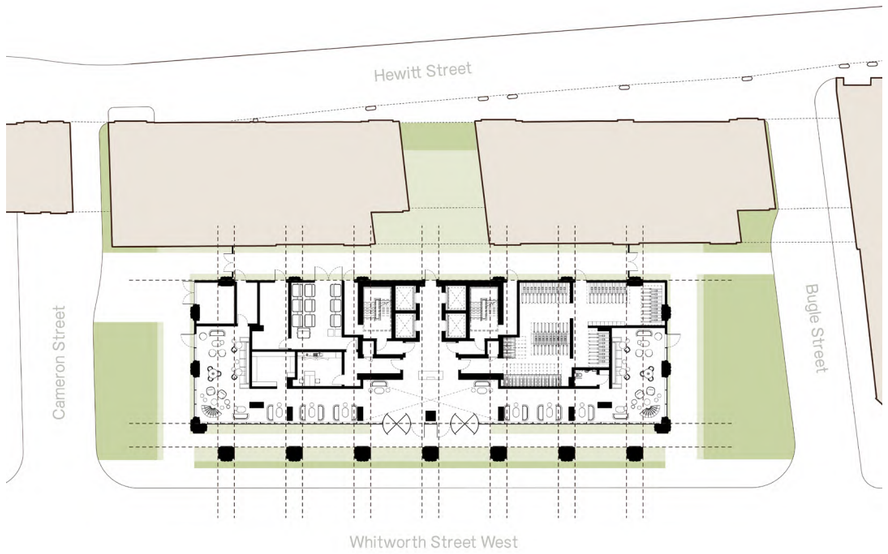
02 - Grid

Building entrances are identified. The building grid lines are also utilised to inform landscape design and relationship to building.



03 - Movement

Key movements are plotted in relation to entrances and services. They follow the building grid line and cut through the green wash.



04 - Subtracting Green

The green wash is subtracted to accommodate the key movement across the site whilst retaining maximum green and soft landscape.



05 - Shaping the Green

The green areas are shaped to accommodate desire lines and create a natural flow throughout the site.



06 - Material Use

Hard materials tie the site together, embracing the re-purpose principals where possible. Green gap is used to increase soft landscaping.



07 - Creating Pockets of Space

‘Spaces’ inspired by the form of previous back to back houses on site. Pockets of space in the soft landscaping create garden rooms.

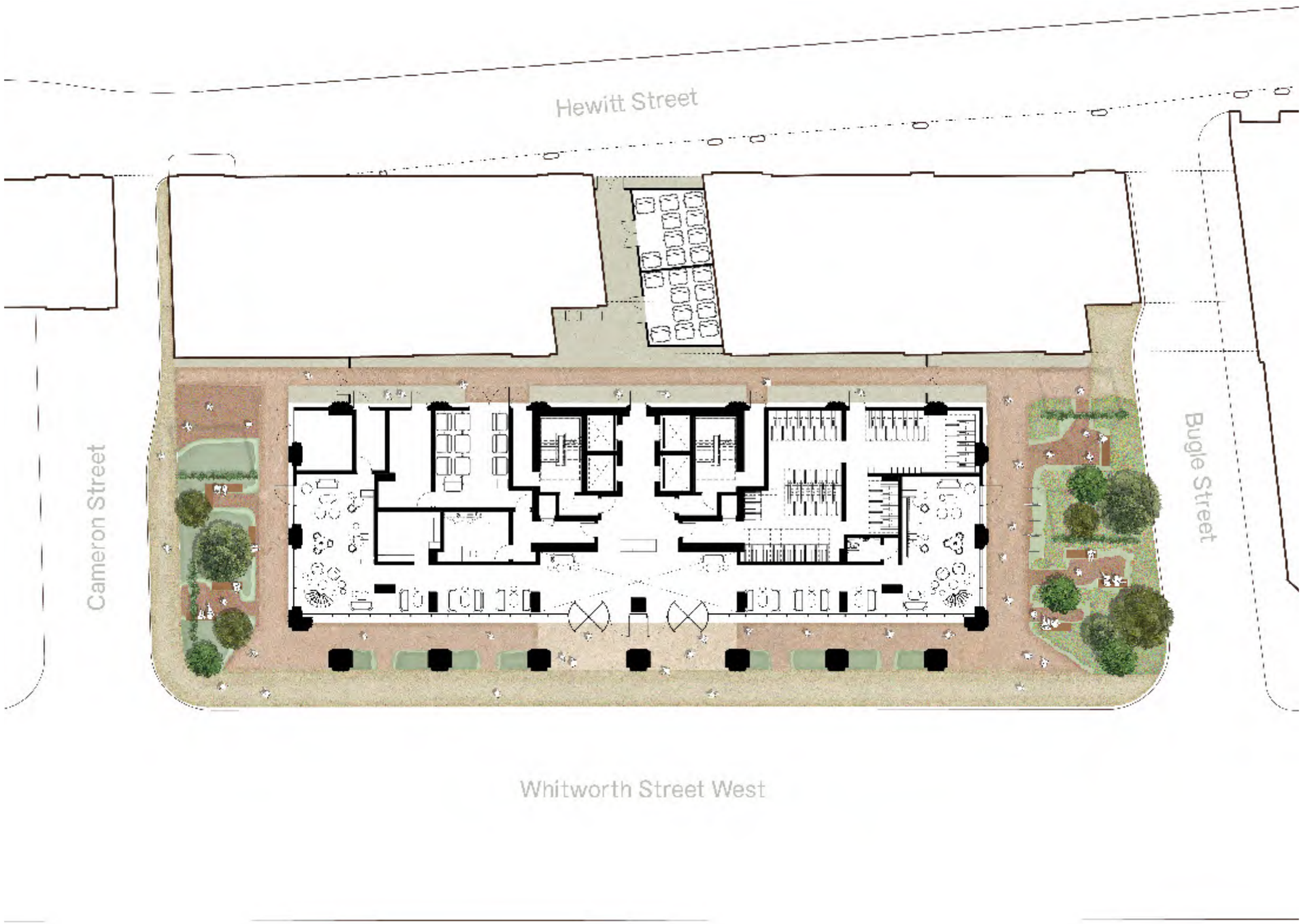


08 - Adding Verticality

Vertical structures are proposed to create visual interest, along with a mix of trees and multi-stems with light canopies.

7.4 Landscape Proposals

The adjacent image shows the proposed landscape general arrangement. Please refer to Landscape Architect's drawings for more detail.



Key

- Adopted Footpaths (subject to S278)
- Surface Type 01 (detail TBC)
- Surface Type 02 (detail TBC)
- Surface Type 03 (detail TBC)
- Greengap Paving
- Bio-diverse Planting

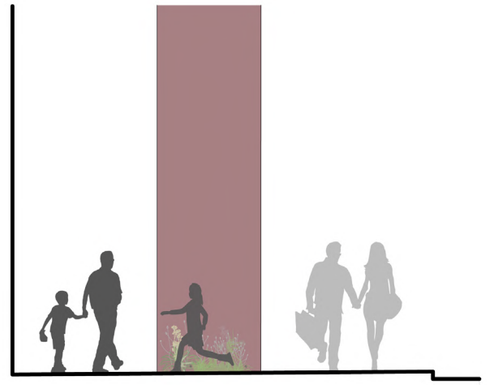
Proposed landscape general arrangement

7.5 Landscape Sections

The following sections illustrate the spatial qualities and integration of landscaped elements into the proposed public realm.



Section 01



Section 02



Section 03





Section 04

7.6 Vertical Form and Planting

Arches

The site is situated in a dense area of the city centre with strong industrial heritage. In order to create vertical interest and to better define a relationship with the surrounding mass of buildings, canal locks, bridges, railways and arches; vertical structures are proposed to create visual interest.

Climber planting can colonise the structures, softening their appearance and integrating them into the wider landscape proposals.

Hewitt Street

The proposed development offers an opportunity to make a positive contribution to the streetscape of Hewitt Street.

The closure of Rowendale Street allows the building to be serviced via the existing bridge within the railway viaduct. A new structure will be created within the existing opening in order to create a secure access point which references both the proposed architectural articulation as well as the context of the viaduct. By delicately inserting a framework, the new structure can remaining separate from the listed viaduct whilst creating opportunities for potential planting and integration of the landscape into the Hewitt Street elevation.

The adjacent drawing captures the indicative concept for the proposed design, as viewed from Hewitt Street. The final proposal will be developed in detail during the later stages.

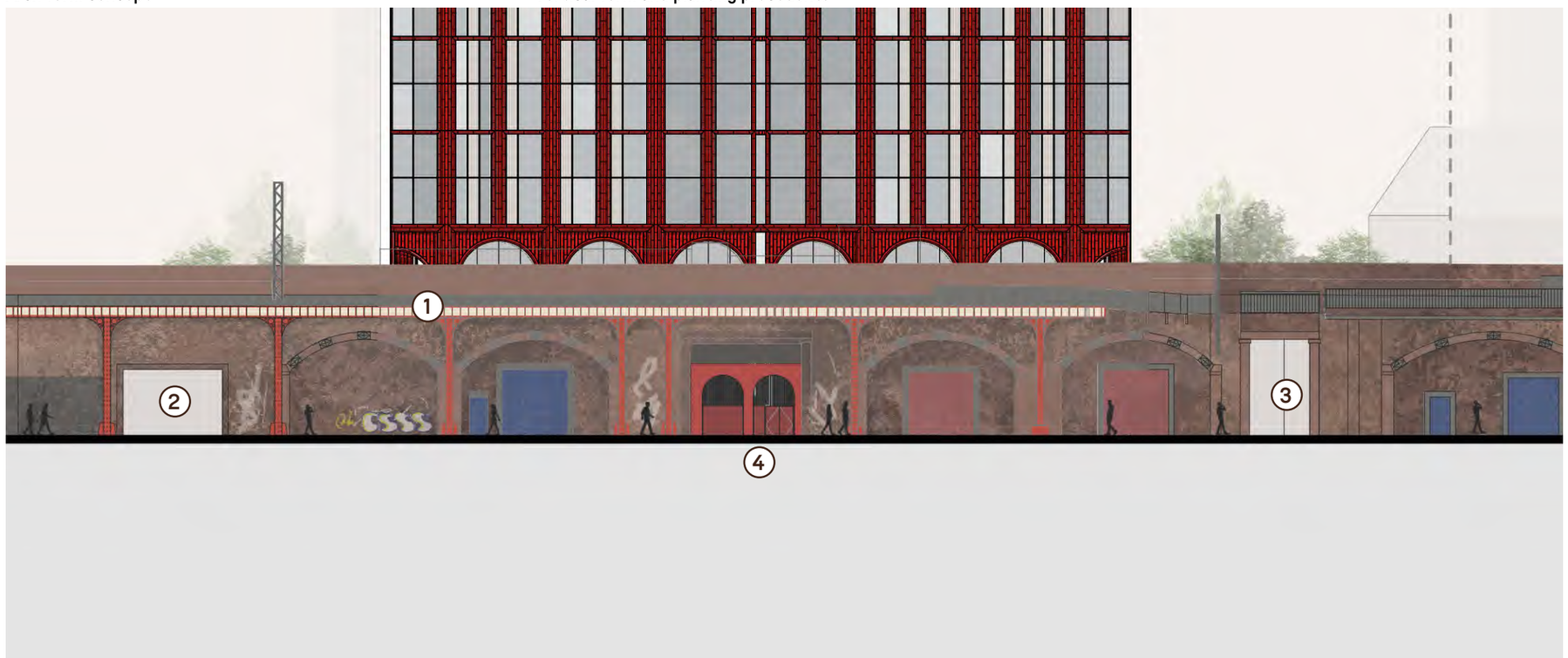


Arch form concept





Vertical form and planting precedents



Proposed screen and gate to Hewitt Street

Key

1. Existing Viaduct
2. Bugle Street
3. Cameron Street
4. South Access & Gated Screen

7.7 Materiality

There are multiple possibilities in how the existing brick could be re-purposed in the landscape scheme, tying together Manchester's red brick heritage with ideas of reuse, recycling and greener public spaces. Graduating the brick in different forms has the potential to tell the story of how we adapt and reuse materials.

The adjacent precedent images start to explore the relationship between re-purposed materials and planting colonisation which the project will aim to emulate.

The ambition is to create spaces that harmoniously blend between the hard and the soft elements. The 'broken' edges allow for the garden rooms to blend into the lush green planting surrounding them.



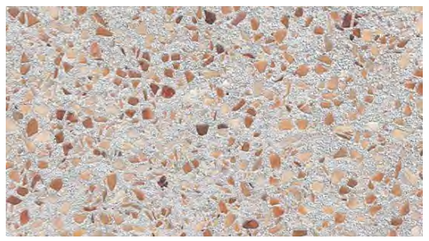
Material concept



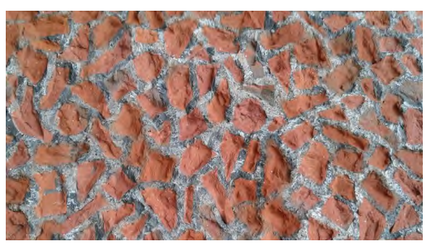












Material precedents





8.0 SUSTAINABILITY

Overview

The following section gives a high-level overview of the integration of sustainable design within both the design process and the development proposals. Please refer to the following reports, submitted as part of this application, for more information:

- Sustainability and Circular Economy Statement (produced by Mainer Associates)
- Whole Life Carbon Assessment (produced by Mainer Associates)
- Energy Statement (produced by Futureserv)

8.1 Design Drivers

Environmental sustainability is at the heart of good design and we take a holistic view of sustainability in terms of energy consumption, carbon emissions and running costs throughout the life of the development. The aim is to design buildings that reduce demand on energy use in terms of heating and power, transportation and waste.

As such, sustainability has been one of the main drivers throughout the design process and the evolution of the proposed development. The sustainable targets have been developed in response to local and national requirements as well as the clients aspiration to implement environmentally sustainable measures in design, construction and operation for the proposed development.

Sustainability Aspirations

The proposed design aims to minimise the climate impacts of the building, while maximising the wider environmental and social value of the development. These aspirations can be summarised as follows:

- A sustainable building that achieves measurable carbon reduction in both construction and use.
- A future-proofed development that is resilient to climate change.
- Energy efficient design that reduce consumption and help to lower running costs for occupants.
- An inclusive development that promotes community and stimulates growth
- An environment that supports the health and well-being of residents and the wider city

These objectives have helped to focus the direction of the design process and shape the proposals contained within this application.

Sustainability Targets

The proposed development will aim to achieve the following sustainability targets:

- Home Quality Mark - Level 4
- Building Regulations Part L (2021)
- Energy Performance Certificate - B Rating
- RIBA & LETI best practice for embodied carbon and operational energy

Policy Requirements

Further to the targets described in the section above, the scheme will also be compliant with the local and national requirements, which are the following:

- National Planning Policy Framework
- Manchester City Council's Core Strategy (July 2012)
  - Policy EN 4: Reducing CO_2 Emissions by Enabling Low and Zero Carbon Development
  - Policy EN 6: Target Framework for CO_2 reductions from low or zero carbon energy supplies
  - Policy EN 8: Adaptation to Climate Change
- Manchester Places for Everyone Joint Development Plan:
  - Policy JP-S1: Sustainable Design
  - Policy JP-S2: Carbon and Energy
  - Policy JP-S3: Heat and Energy Networks
  - Policy JP-S4: Flood Risk and the Water Environment
  - Policy JP-S5: Clean Air
  - Policy JP-S6: Resource Efficiency

8.2 Sustainable Design

Consideration of Retrofit and Re-use Opportunities

The proposed site is currently occupied by two existing buildings, as detailed within chapter 4 of this report. One of the earliest studies carried out by the design team was to evaluate the opportunities for these structures to be re-used as part of the emerging design proposals.

Due to the nature of the proposed development, retrofit or re-use of the existing buildings would have required significant structural and architectural interventions to incorporate the existing buildings within part of a larger, high-rise development. The design team took a strategic approach of balanced the benefits and drawbacks of retaining the existing buildings against a number of key metrics and their implications upon the wider scheme, including embodied carbon, adaptability, longevity and lean construction.

Design Approach

Our design process is structured to test and evaluate sustainable solutions from the commencement of a project; early involvement enables an informed pragmatic approach, balanced with creativity and vision.

In order to deliver a proposal which responds to the client aspirations, sustainability targets and the wider policy requirements, the following strategies have been adopted in the development of the design:

- **Holistic Design -** Considering all aspect of sustainability including micro-climate, energy, water, waste, ecology, social context and building efficiency.
- **Passive Design** - Optimised building form and enhanced fabric to reduce energy consumption through passive design solutions and a fabric-first approach.
- **Embodied Carbon** - Proactive approach to recording and reducing embodied carbon at each stage of the design to prioritise specification of low embodied carbon materials and incorporate circular design principles into our designs.
- **Energy Efficiency** - Supplying the energy demand as efficiently as possible through active energy efficiency measures.
- **Low / Zero Carbon** - Incorporating low and zero carbon energy technologies to offset carbon emissions.
- **Wellness** - Considering the health and well-being implications and opportunities when designing spaces and specifying materials.

Sustainable Design Features

The core sustainable design features are outlined below:

- Efficient, simple massing form minimises the building's form factor and wall to floor ratio, reducing the associated scope for heat loss through the envelope.
- Highly efficient building envelope which has been designed to perform better than current Building Regulation (Approved Document Part L 2021) standards in terms of both thermal performance and air-tightness:

Construction Element	AD Part L (2021) Standard	Proposed Specification	Improvement over AD Part L
Floor	0.18 W/m²K	0.11 W/m²K	**39%**
Curtain Walling	1.20 W/m²K	0.89 W/m²K	**26%**
Roof	0.16 W/m²K	0.11 W/m²K	**31%**
Glazing	1.60 W/m²K	0.89 W/m²K	**45%**
Air Permeability	8.0 m³/h/m²	2.5 m³/h/m²	**69%**

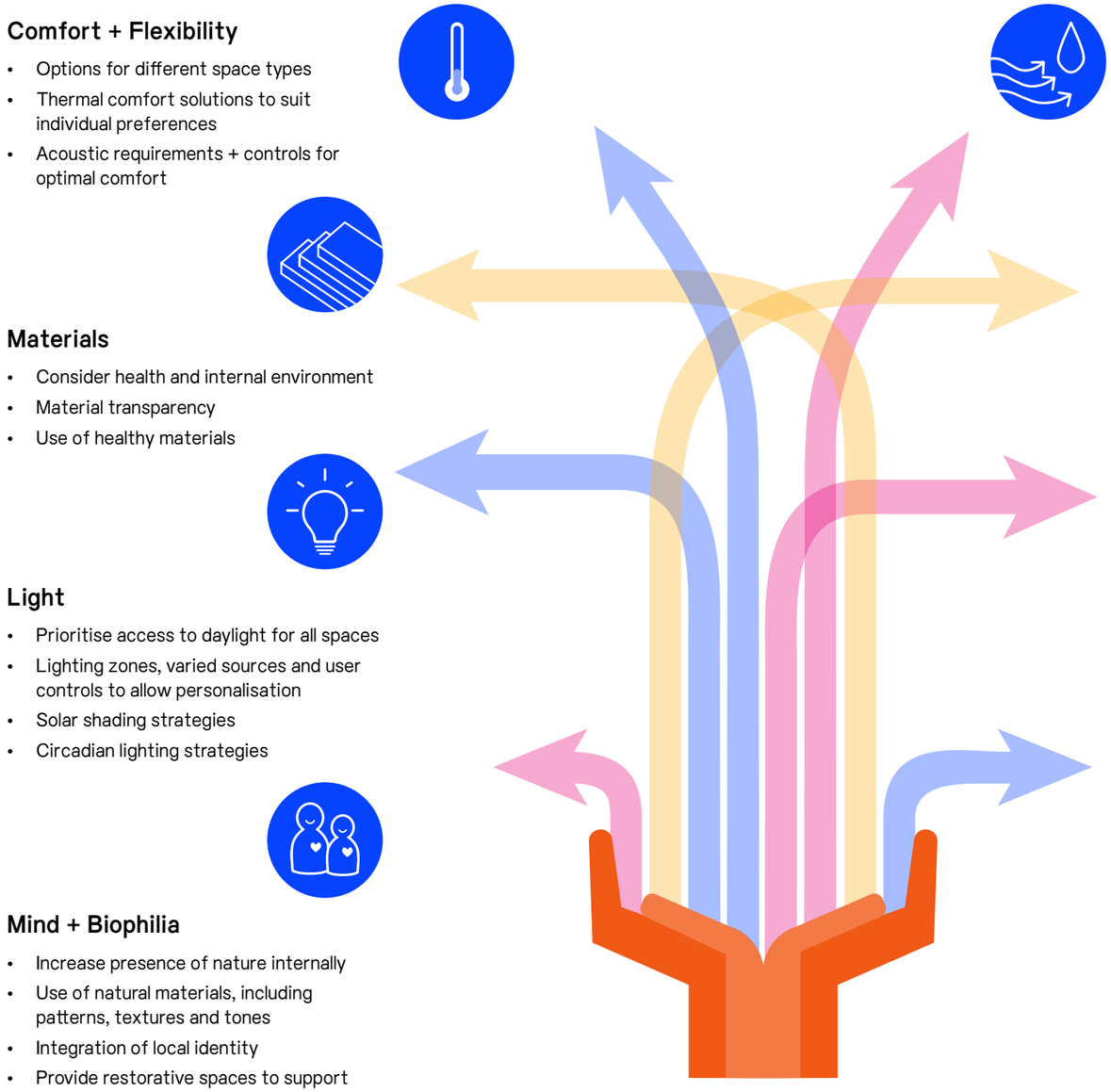
- Optimised façade design with balanced approach to glazing (circa 60/40 solid to glazing ratio) and integrated passive strategies to reduce solar gains and maximise the potential for natural light within habitable spaces.
- Integrated opening vents within the façade to prioritise natural ventilation for all apartments, with circa 80% of spaces suitable for natural ventilation only to achieve compliance with Building Regulation standards (Part F).
- Life cycle approach to design, considering longevity, adaptability and disassembly.
- Proposed façade has been developed with minimum number of individual panels and maximum amount of repeatability to allow for off-site construction of unitised system, reducing waste during the construction process. The modular design ensures that individual elements can be maintained or replaced as necessary, with minimal disruption to the building's functionality.
- Structure has been designed with a regular and uniform structural grid through the full height to avoid the need for heavy transfer structures. Adopting a smaller column grid also reduces the span of the slabs and therefore reduces the material in terms of overall volume.
- Structural column sizes will be stepped down in size through the height of the building further reducing the volume of materials being used within the building's frame.
- Increased efficiencies in MEP systems including hot water generation, low energy LED lighting, combined natural and mechanical ventilation with heat recovery systems.
- Air source heat pumps and photovoltaic panels to reduce energy demands and associated operational carbon.
- Use of recycled (demolished) building material within proposed external hard landscaping where viable.

8.3 Health and Well-being.

The health and well-being of people and our planet is at the heart of the design process. These principles have been integrated into the design proposals in order to maximise opportunities to help promote positive mental well-being and create more positive places and spaces.

The definition of health and wellness is broad, and can incorporate biophilia, physical movement, comfort, environment and engagement. Key wellness amenities can be found within the proposed design, with the aim of promoting a healthy and positive environment for residents, management staff and the wider community. These include:

- Flexible amenity areas offering a range of spaces to suit different needs and uses, including calm and quiet areas.
- Fitness spaces within the shared amenity on the second floor, including gym and studio spaces for use by all residents.
- New external public realm with high quality landscape and planting, creating pockets of green space within the urban setting.
- Resident access to external terraces on second floor, overlooking public realm.
- Prioritisation of natural daylight and ventilation within apartments.
- Car-free development which maximises the sustainable transport opportunities offered by the site.
- Use of natural and healthy materials wherever possible.
- Thermal control to ensure optimal environment for individual comfort.
- High levels of acoustic performance to ensure optimal comfort.
- Inclusive design principles to create welcoming spaces for all.



Comfort + Flexibility

- Options for different space types
- Thermal comfort solutions to suit individual preferences
- Acoustic requirements + controls for optimal comfort

Materials

- Consider health and internal environment
- Material transparency
- Use of healthy materials

Light

- Prioritise access to daylight for all spaces
- Lighting zones, varied sources and user controls to allow personalisation
- Solar shading strategies
- Circadian lighting strategies

Mind + Biophilia

- Increase presence of nature internally
- Use of natural materials, including patterns, textures and tones
- Integration of local identity
- Provide restorative spaces to support individual needs
- Strong links to outdoor space

Clean Air + Water

- Minimise exposure to harmful contaminants and pollution
- Ensure good access to clean air & water
- Thoughtful space planning to isolate key sources of pollution + odours

Nourishment

- Support healthy food choices through design
- Offer a variety of options to refuel

Community

- Promote best practice inclusive design principles
- Facilitate a collaborative project process
- Encourage engagement and feedback from occupants

Fitness

- Promote movement through dynamic design solutions and considered space planning
- Provide user adjustment at workstations
- Consider facilities for fitness + concierge services

Aspects of design for health and well-being



View of public realm and resident amenity

9.0 ACCESS STRATEGY

9.1 Access and Inclusion

Throughout the design process, every step has been taken to ensure that the principles of accessibility and inclusive design have been incorporated into the proposed design. The following chapter outlines how the proposed development will be accessible to all users, residents, visitors, staff and the wider community.

Attention has been paid to access issues with cognisance to the use of the building and with reference to Part M of the Building Regulation, the Equality Act and other relevant regulations and standards. The proposed scheme provides a safe, legible and high-quality environment that will be easily used by a wide range of people without undue effort, spacial treatment or septation.

The key access provisions that have been incorporated into the design are as follows:

- Step-free access is provided from the landscape into and around the building.
- Accessible connections to local public transport routes
- Provision of accessible WC facilities to each of the amenity floors

9.2 Accessible Apartments

The proposed scheme has been designed in line with all relevant standards and guidance to ensure that the apartments are accessible for both residents and visitors. The Building Regulations define 3 categories of accessibility for dwellings:

- Category M(4)1: Visitable Dwellings
- Category M(4)2: Accessible and Adaptable Dwellings
- Category M(4)3: Wheelchair User Dwellings

Local Requirements

Manchester City Council's recently adopted Places for Everyone plan outlines the need for accessible accommodation within the region. Furthermore, policy JP-H3 (Type, Size and Design of New Housing) states that new dwellings must be built to the accessible and adaptable standard in category M4(2) of the Building Regulations.

Category M(4)2: Accessible and Adaptable Dwellings are defined within the Building Regulations as:

> *"A new dwelling makes reasonable provision for most people to access the dwelling and incorporates features that make it potentially suitable for a wide range of occupants, including older people, those with reduced mobility and some wheelchair users."*

Design Proposals

The current proposals, as submitted for this application, provide for 100% category M4(1) apartments, ensuring that all residential units are suitable for visitors with restricted mobility or other accessibility needs.

Furthermore, the proposals will provide for 100% category M4(2) apartments suitable to be easily adapted for a wide range of occupants, including older people, those with reduced or restricted mobility and some wheelchair users.

9.3 Access to Site

The following section explains through diagrams the access to the site via different means.

Pedestrian

Pedestrian access to the site will remain largely unchanged from the existing with the proposed development connecting into the existing pedestrian routes. However access from along Rowendale Street will be stopped up.

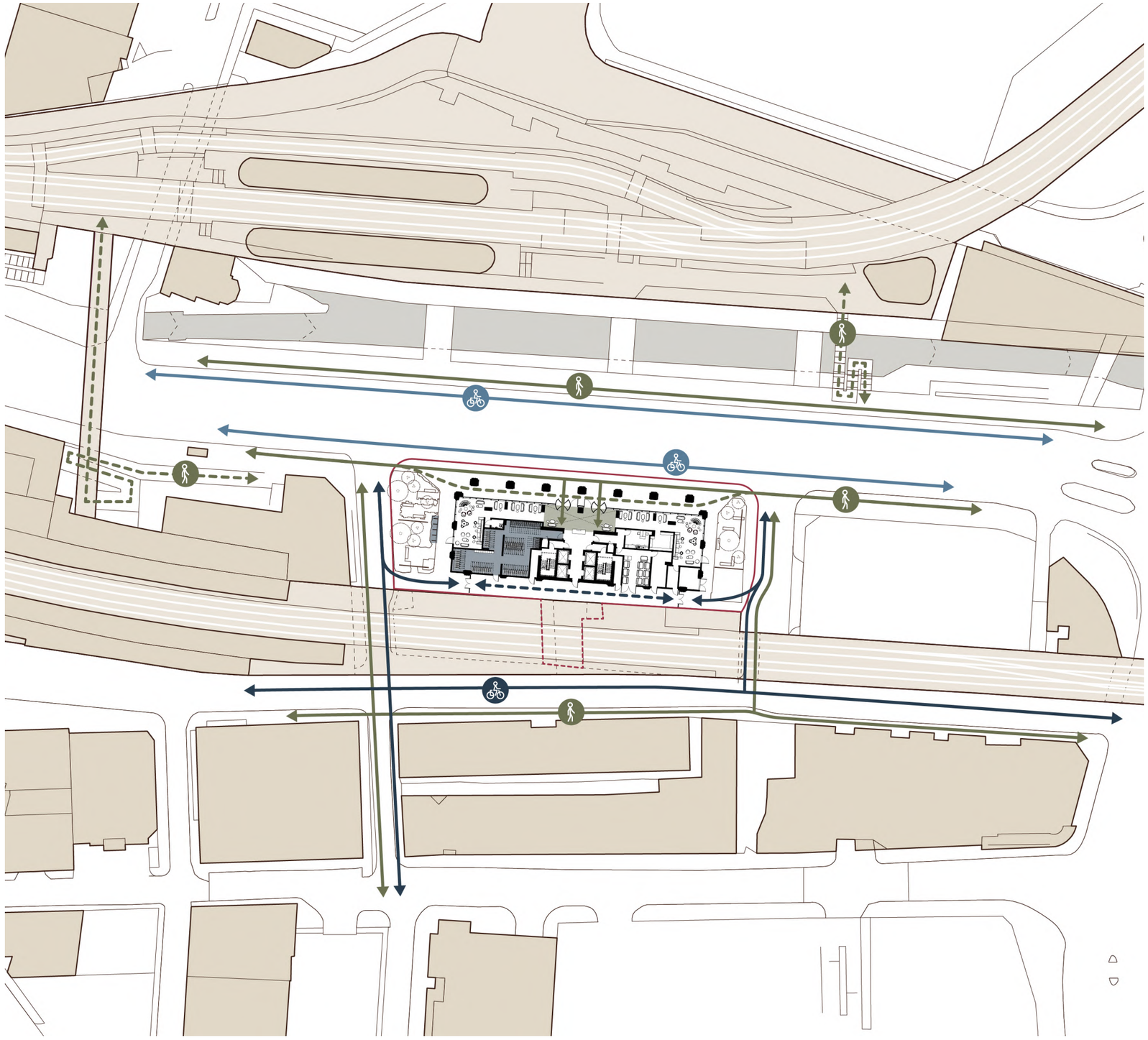
The principal of this was agreed in the previous application for the Travelodge on the site. Access towards Knott Mill will be retained and enhanced along the two remaining streets.

Building entrances will be from the principle facade along Whitworth Street West, creating legible and accessible space suitable for all building users. Pedestrians can arrive through the building colonnade, which leads them to the main building entrance. The building entrances will provide level-access from the colonnade to ensure universal accessibility.

Cycling Provision and Amenities

Cycle access to the site will largely be from the existing cycle network on Whitworth Street West. Cyclists access the building from the Bugle Street side to access the bike store. The indoor bike store will provide secure parking at a ratio of 1:2 bikes to flats. Further cycle storage, predominantly for visitors will be provided in the public realm.

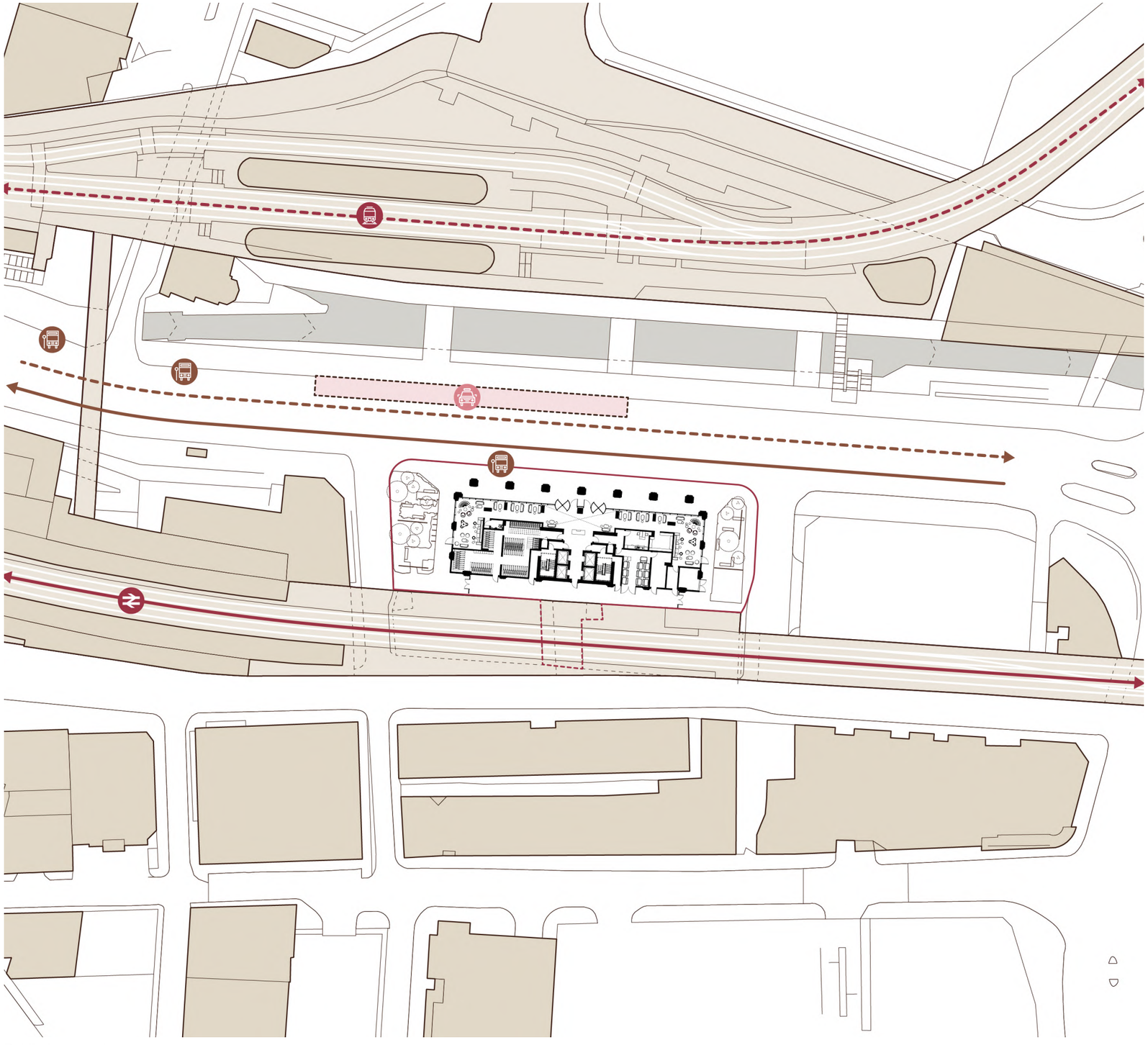
For further information regarding cycle storage, please refer to section 10.2 of this report.



Pedestrian and cycle access

Public Transport Amenities

The building's location on Whitworth Street West provides a large range of public transport options within a short distance. Bus stops for both directions are located immediately outside the building. The building sits immediately adjacent to Deansgate train station, and on the other side of the lock to the Deansgate metrolink stop.



Public transport access

Key

- Bus Route
- Bus Stop
- Metrolink
- Taxi Rank
- Train Station
- One Way Vehicular Route

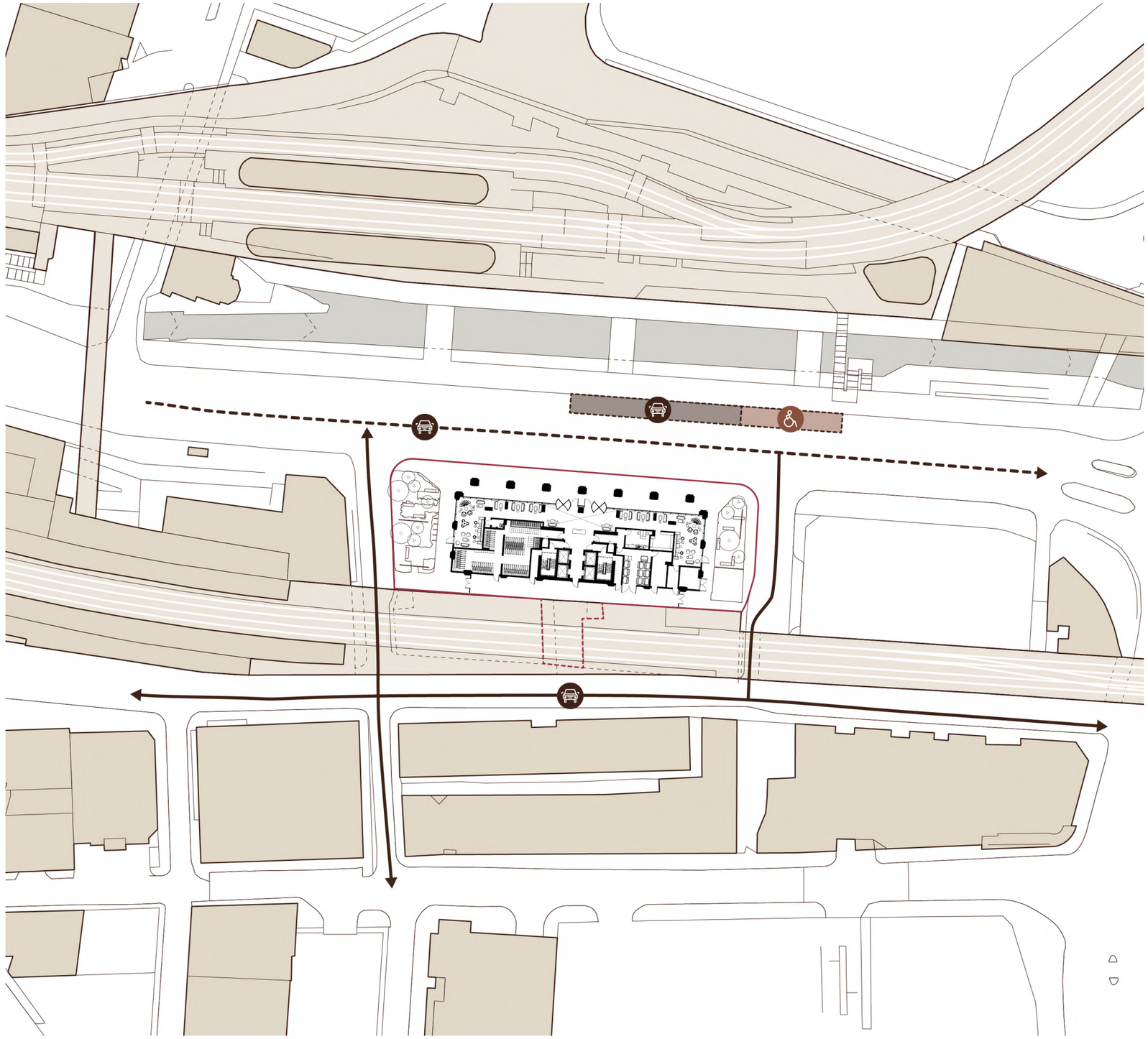
Car Access

Vehicles can access all sides of site (Whitworth Street West, Bugle Street, Hewitt Street and Cameron Street), but with a one-way restriction on Whitworth Street West. A taxi rank sits on the opposite side of Whitworth Street West.

Parking Provision

The development will be car-free, so no general parking will be provided.

There are a number of accessible park bays and pay and display parking bays on Whitworth Street West, directly opposite the site.



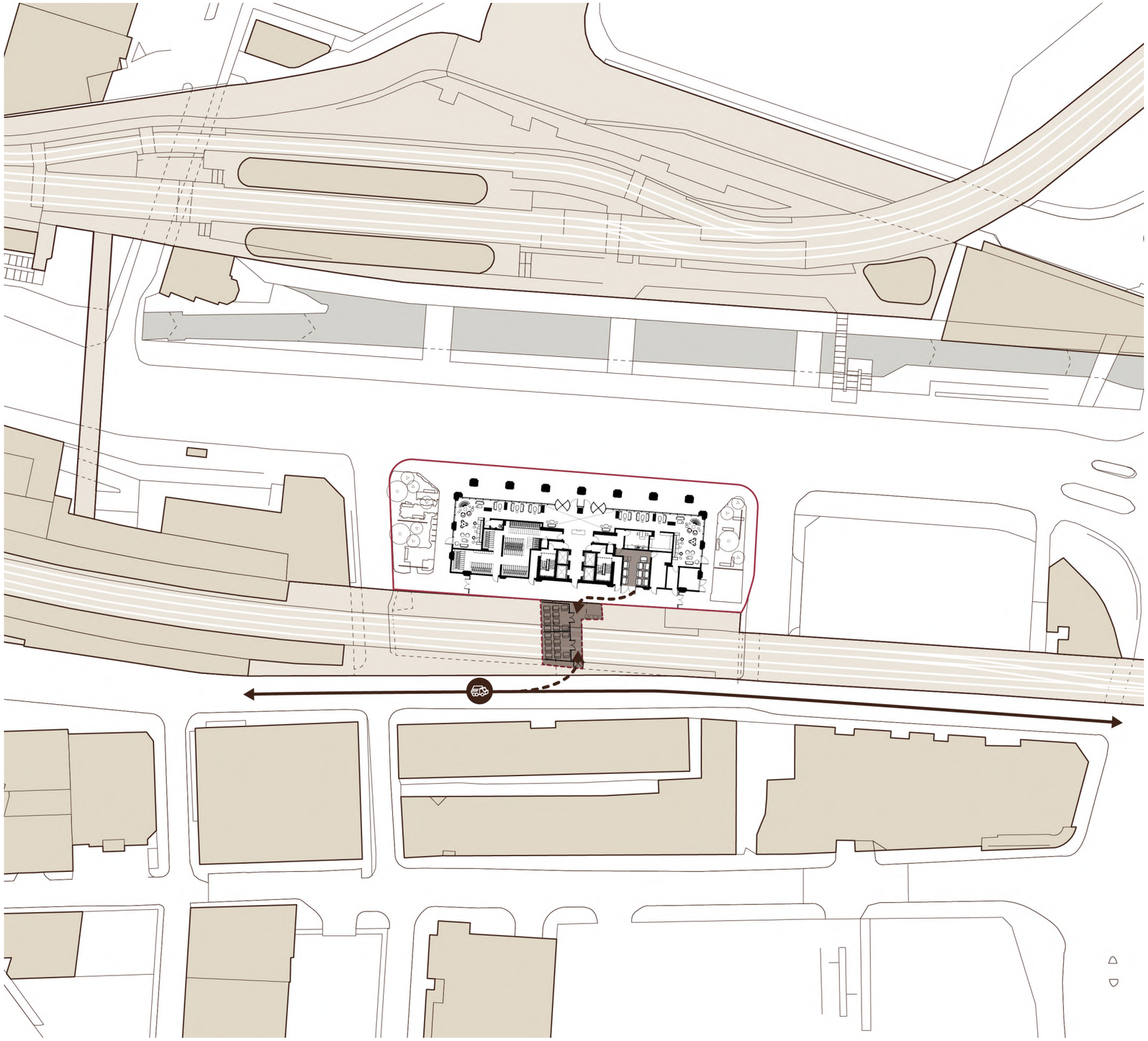
Vehicular access

Key

- Vehicular Route
- One Way Vehicular Route
- Accessible Parking
- Pay and Display Parking

Waste Collection

Waste collection will be via Hewitt Street as recommended by the Transport and Highways team at MCC during pre-application discussions. The Rowendale Street Viaduct will act as a holding zone for the bins, such that the maximum distance from waste vehicle to bin collection point is not exceeded.



Waste collection access

Key

Waste Collection Route

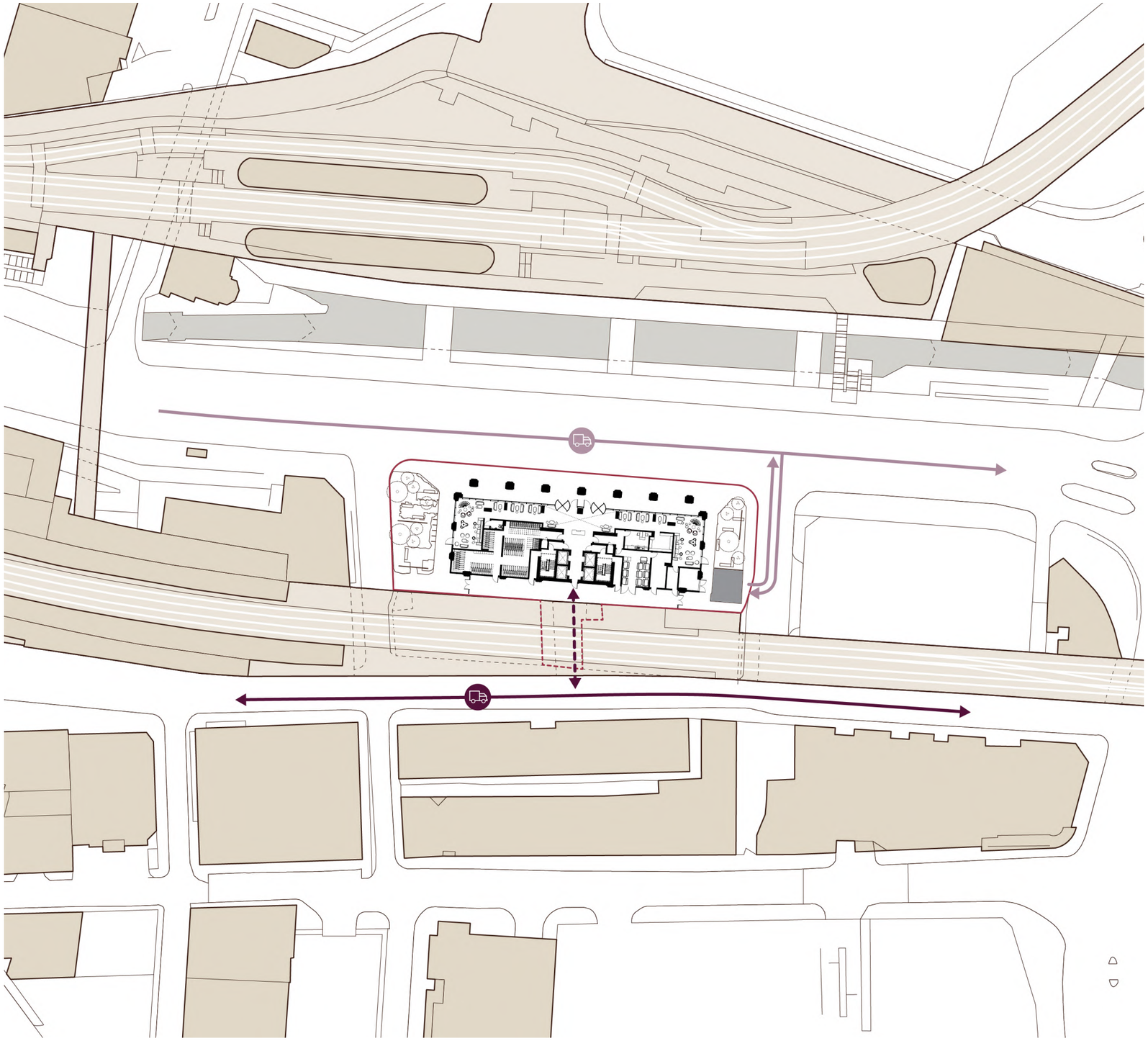
Waste Storage/ Hold Zone

Deliveries

Large deliveries to the building will be via Hewitt Street. Smaller deliveries will be via Cameron Street with the vehicles using a shared surface in the public realm to turn around.

Service Vehicles

Service vehicles for plant maintenance will be via Cameron Street, and use the restricted access zone to gain access for the ground floor plant rooms.



Key

- Large Delivery Vehicle Route
- Small Delivery Vehicle Route
- Service Yard

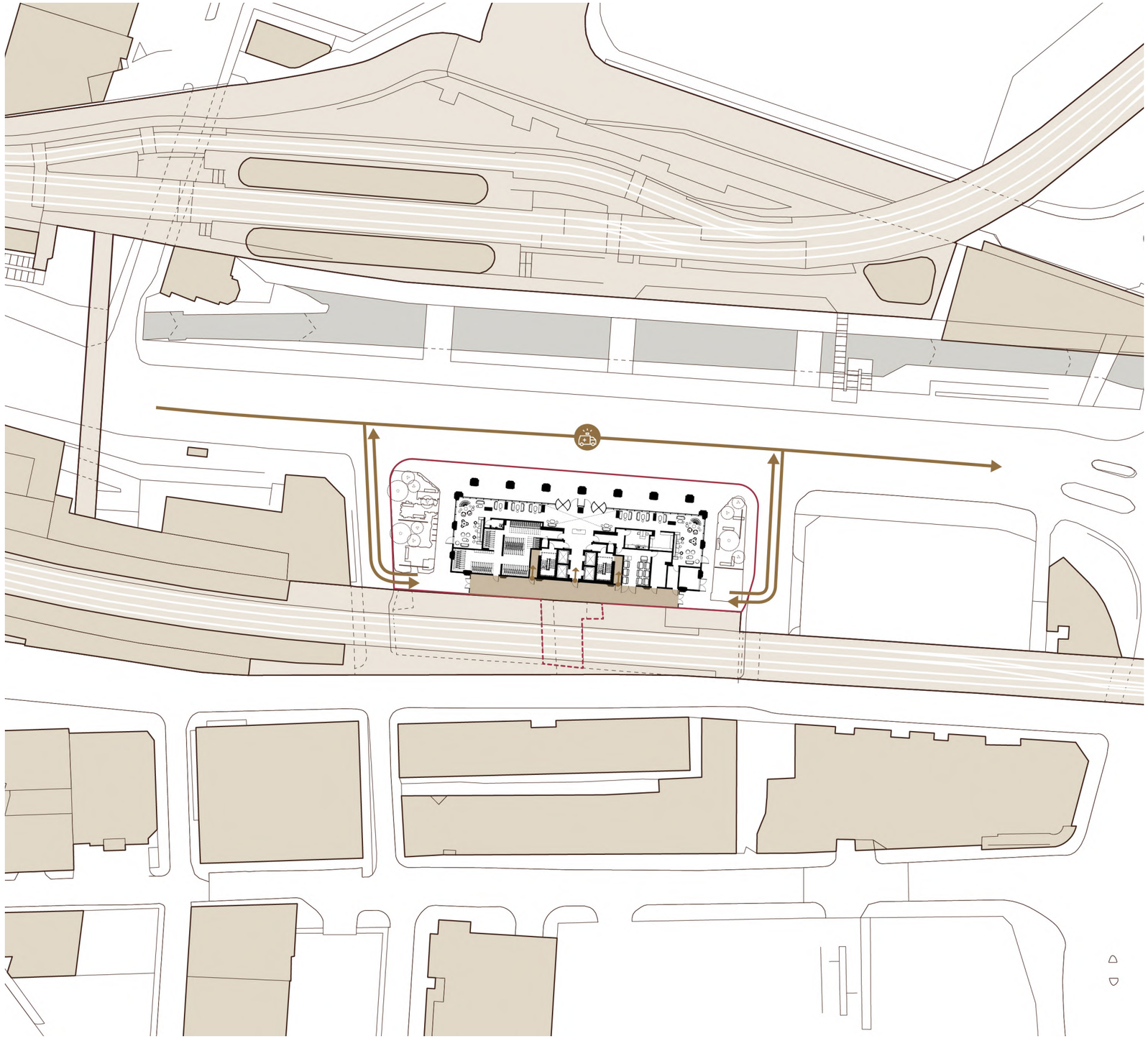
Delivery access

Emergency Services

In an emergency, service vehicles will be able to access the building via Bugle Street and Cameron Street. The access for a fire fighting team is from the rear of the building through the restricted access zone between the development and the railway viaduct.

Emergency Escape

There are final exits directly from the two stair cores which lead to the restricted access zone between the development and the railway viaduct. The zone leads out into the public realm on wither side of the building. There is also an emergency escape



Emergency vehicle access

Key

Emergency Vehicle Route

Emergency Exit Route

9.4 Internal Accessibility

All parts of the building will be accessible via step-free level access, and lifts are provided to each floor (with the exception of the roof).

Lobbies from the cores will comply with Approved Document M, incorporating vision panels and clear widths for wheelchair users.

The corridor widths and communal circulation spaces comply Part M to allow adequate space for wheelchair users and those with restricted mobility.

Horizontal and Vertical Circulation

Step-free access is provided to each floor.

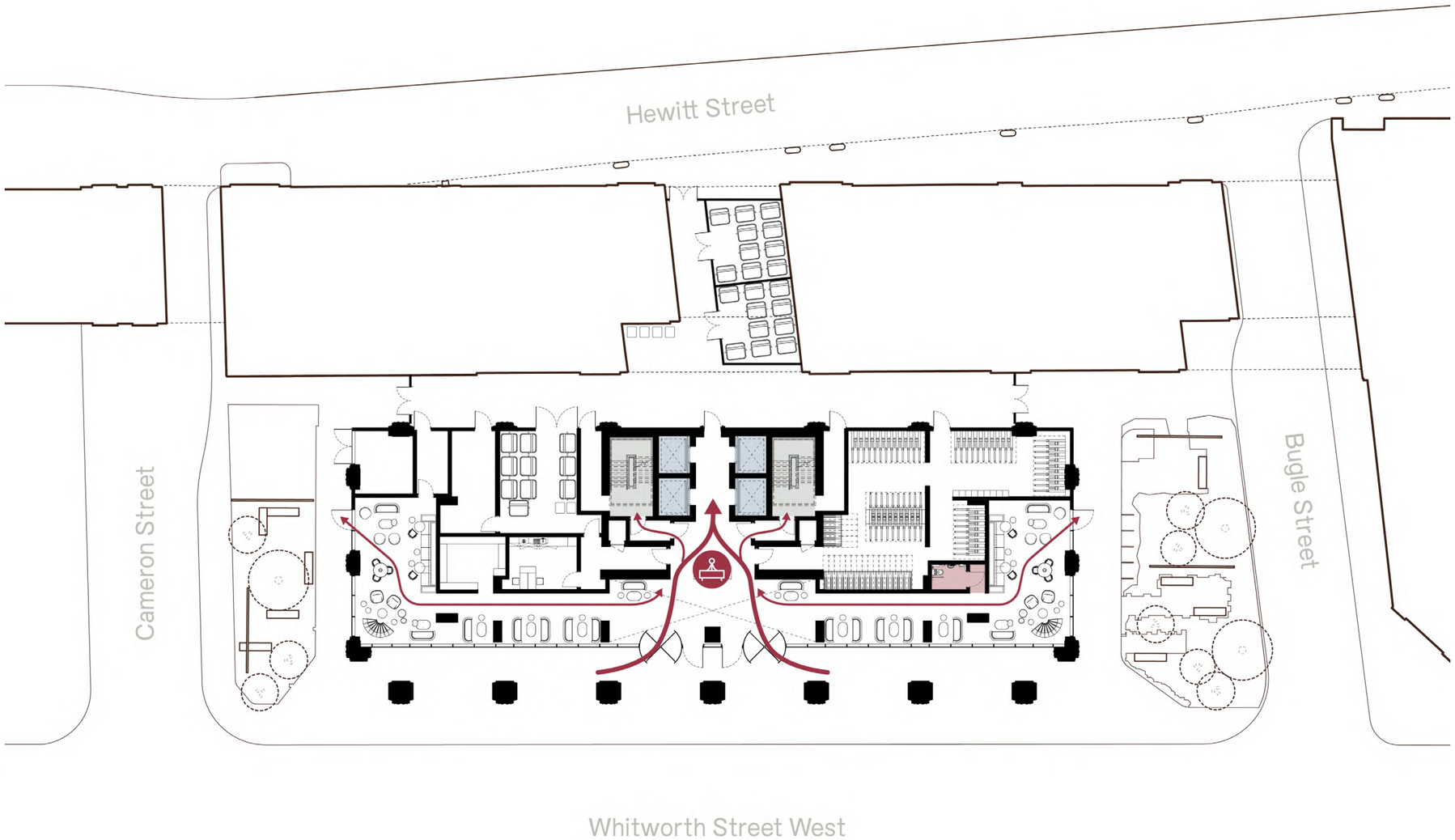
The landscape externally is graded to provide step-free access into the building.

The reception of the building provides a direct link into the circulation core. There are 4 passenger lifts provided in the circulation core to service the amenity and residential floors, as well as 2 staircases which are sufficiently compartmentalised to satisfy fire regulations.

Access to the stairs / use of the lifts will be controlled by resident key fobs in response to comments raised by GMP.

WC Accommodation

Gender neutral accessible WCs are provided to each of the amenity floors.



Key

- Key Circulation Routes
- Lifts
- Stair Cores
- WC

Internal access

10.0 FUNCTIONAL REQUIREMENTS

10.1 Waste and Recycling

Waste and Recycling Strategy

The waste strategy has been prepared by the design team in consultation with MCC and aim to balance the requirements of their Environmental Health team as well as feedback from other key stakeholders.

The scale of provision for the storage and collection of waste and recyclables is detailed on the facing page and is based upon a combination of MCC collections and private collections:

- 1 collection per fortnight (MCC)
- Additional 2 collections per fortnight (private)

Residents will deposit waste and recyclables into the designated internal store located to the rear of the ground floor plan. This store will have a range of bins suitable for the different waste streams.

Once these bins are full, the building management will move them to the external holding area on under the railway viaduct, ready for collection from Hewitt Street. The external bin store will be closed to members of the public / residents and will only be accessible to the building management and collection operatives.

The proposed combined capacity of the waste stores are:

Bin Type	Total Number
1,100 lt (Euro Bin)	**30**
240 lt (Wheelie Bin)	**6**



Key

Waste Collection Route

External Waste & Recycling Hold

Internal Waste & Recycling Storage

Waste collection

Manchester City Council Requirements

The principles of the waste strategies have initially been based on MCC requirements for waste collection with 1 collection per fortnight. The design has considered the waste generation, storage and collection associated with residential apartments and associated amenity spaces. These calculations concluded that the required waste storage would be:

Waste Stream	Waste per unit	Total Waste	Bin Size	Total Bins
General Waste	110 lt	40,040 lt	1,110 lt	37
Pulpable Recycling	55 lt	20,020 lt	1,110 lt	19
Mixed Recycling	55 lt	20,020 lt	1,110 lt	19
Food Waste	10 lt	3,640 lt	240 lt	16
		Total	**1,110 lt**	**75**
		Total	**240 lt**	**16**

The above provision would require circa 200m^2 of storage (based upon 0.43m^2 per unit + circulation) as well as suitable external space within 10m of the highway for collection. This scale of storage would require the majority of the ground floor accommodation, as well as the external space, to be solely dedicated to waste - removing the ability to provide either active street frontages or new public realm, and their associated benefits to the wider community, as part of the development proposals.

A series of studies were undertaken to establish an alternative proposal which would provide the appropriate amount of storage for waste and recycling, whilst also responding to the comments and concerns received from the other key stakeholders including MCC Planning, Greater Manchester Police and Historic England.

These studies can be found within Appendix C of this report.

Proposed Waste Storage

Based upon the various studies around the waste storage capacity and developing a proposal which balances the requirements of MCC with the feedback from other stakeholders, the current proposal assumes a twice weekly collection, with 1 collection per fortnight carried out by MCC and an additional 2 collections carried out by private contractors. This would required the following waste storage:

Waste Stream	Waste per unit	Total Waste	Bin Size	Total Bins
General Waste	36.7 lt	13,347 lt	1,110 lt	13
Pulpable Recycling	18.3 lt	6,673 lt	1,110 lt	7
Mixed Recycling	18.3 lt	6,673 lt	1,110 lt	7
Food Waste	3.3 lt	1,213 lt	240 lt	6
		Total	**1,110 lt**	**27**
		Total	**240 lt**	**6**

10.2 Cycle Storage

Resident Cycle Storage

The proposed cycle storage strategy has been prepared by the design team in consultation with MCC. The current MCC guidance suggests a proposed capacity of 1 cycle per apartment.

However, due to the city centre location and the site's exceptional proximity to public transport links and nearby Bee Network bikes, a reduction in dedicated cycle storage has been proposed, at 50% of MCC guidance (ie: 1 cycle space per 2 apartments).

This has also been benchmarked against recent in-use cycle storage data from similar city centre residential developments around Manchester where usage ranges from 25% - 35%

Type	Number
Single Stacked	34
Double Stacked	124
Lockers	24
Total	**182**

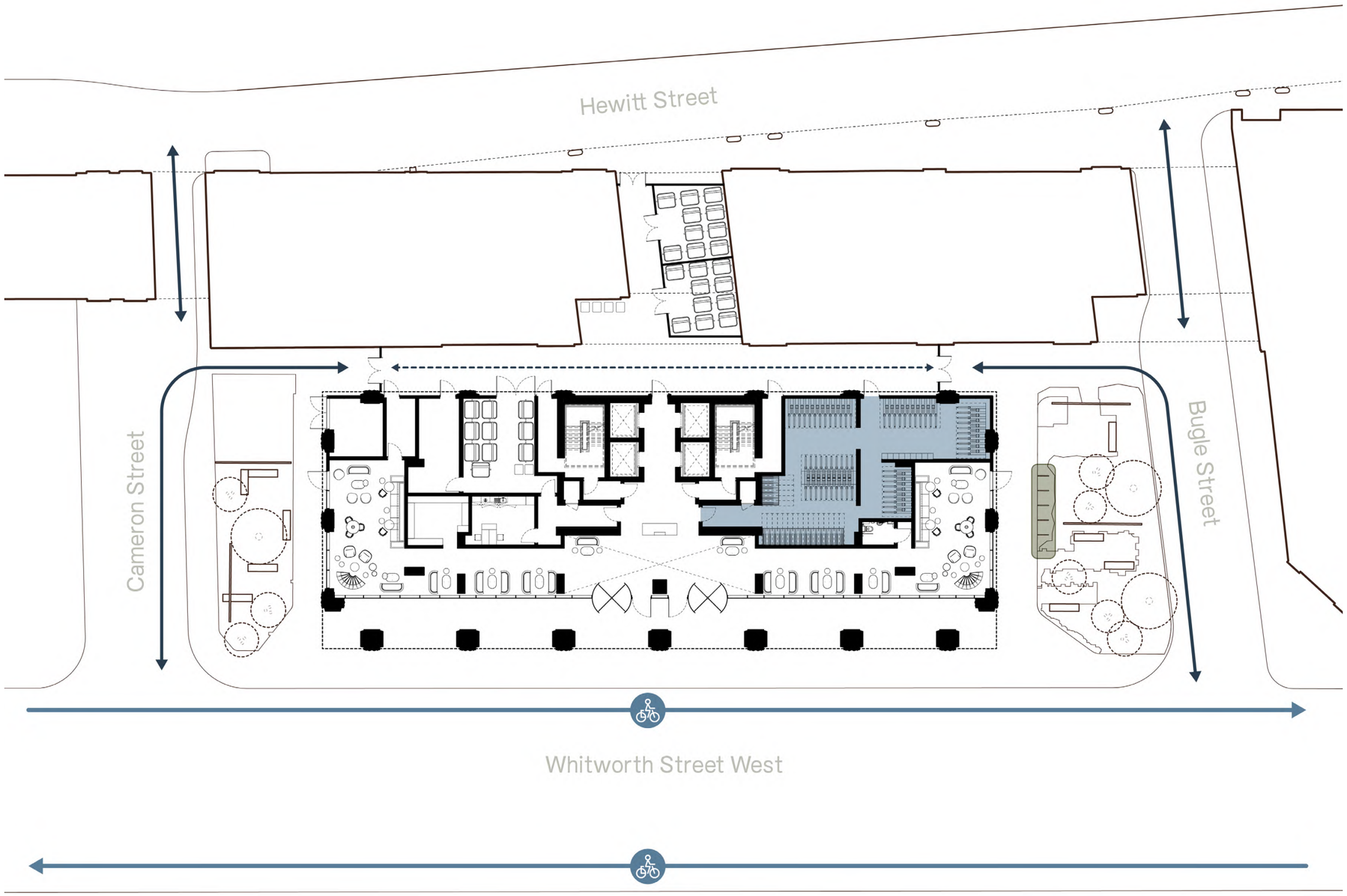
All residential cycle storage is internal and secure, with access gained from secured external area in order to reduce risk of theft

Visitor Cycle Storage

A number of external cycle stands have been provided within the landscape for visitors. These will be well lit and visible from both the street and the internal amenity space.

Key

- Protected Cycle Route
- Cycle Access (General)
- Cycle Access (Secure)
- Internal Cycle Storage (Residents)
- External Cycle Storage (Visitors)



Cycle storage

10.3 Deliveries

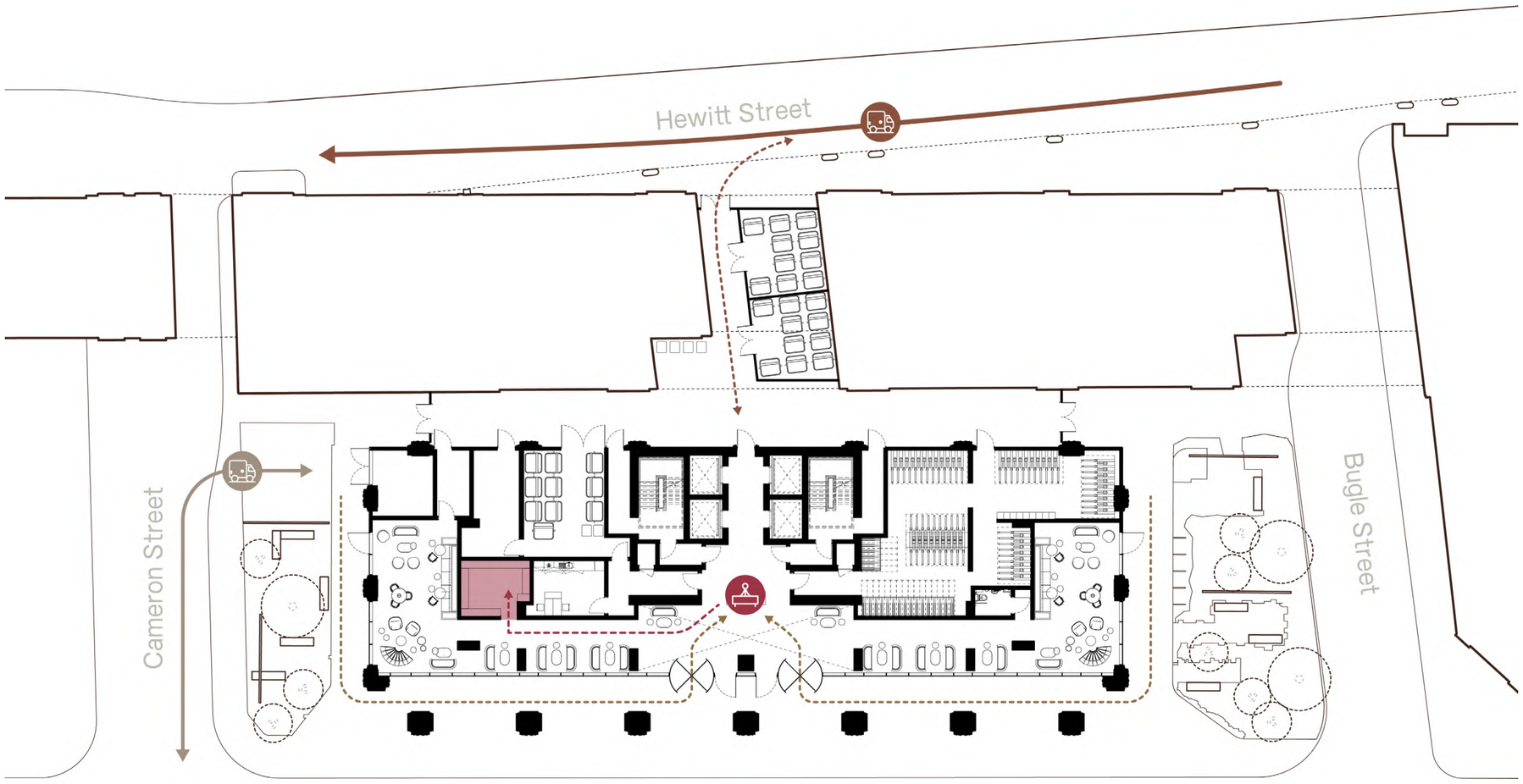
Standard Deliveries

Standard day-to-day deliveries will be received and managed by the 24hr concierge at the main reception. Delivery vehicles will be able to use Cameron Street(turning head provided within the landscape).

Deliveries will be taken around to the main entrance on foot and left with reception. The building management will then contact the resident directly and will transfer deliveries to the secure post room located on the ground floor.

Large Vehicles

Deliveries from large vehicles will be managed by residents and the building management. Deliveries will be received via Hewitt Street, with access through the external storage area and directly into the circulation core if required.



Key

- Deliveries (Large)
- Deliveries (Standard)
- Delivery Route
- Reception
- Post Room (Secure)

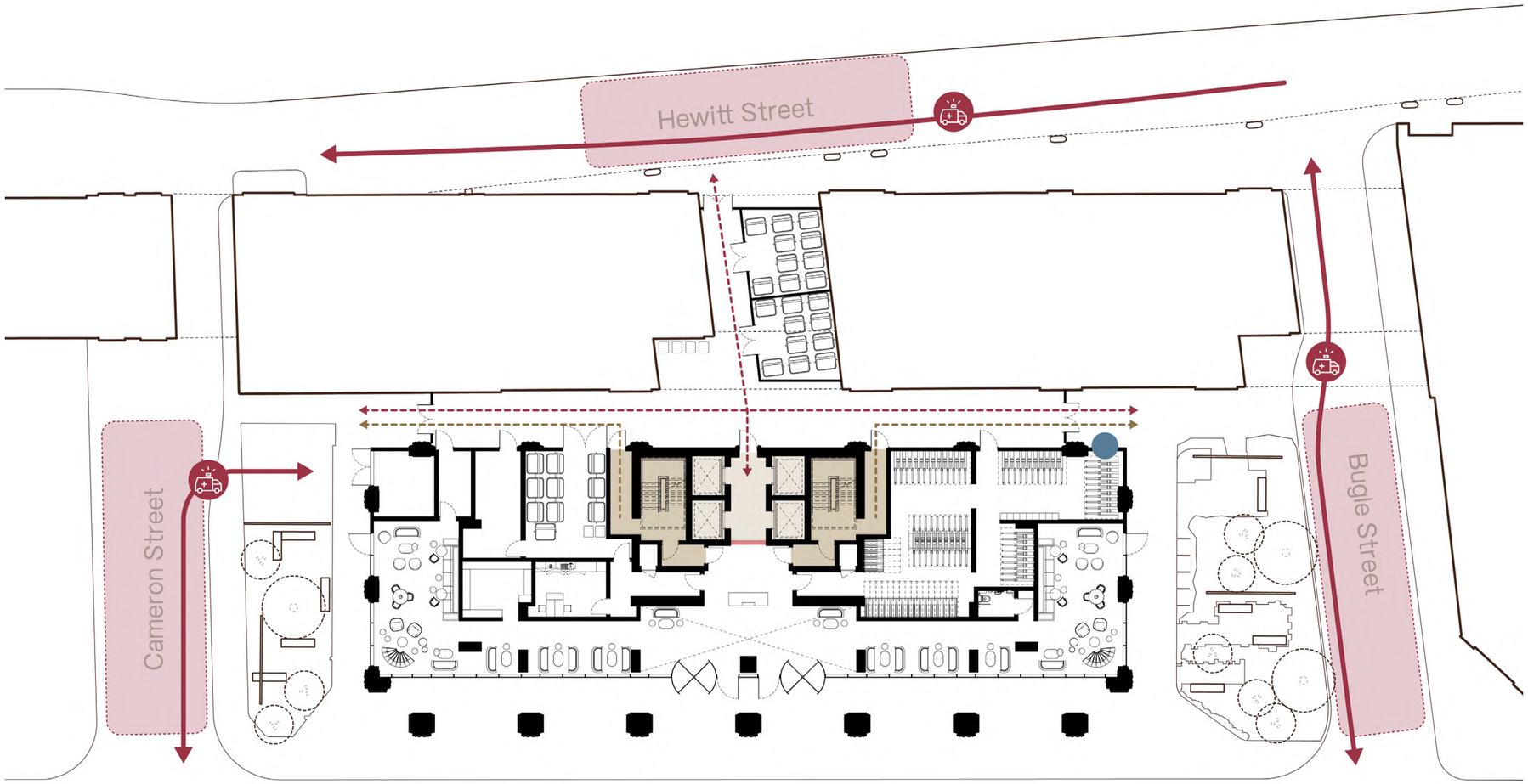
Deliveries

10.4 Fire Strategy

General

The proposed fire strategy, including means of escape, fire safety systems, fire protection and compartmentation, fire spread and the fire brigade access has been developed by OFR. Please refer to the Fire Strategy report submitted as part of this application. The key principles of the fire strategy are as follows:

- Each of the levels within the residential areas will be accessible via two separated stair, accessed via ventilated lobbies/ corridors.
- On the ground floor each stair discharges directly to a final exit, and will act as an entrance for the fire service.
- Fully sprinklered design with evacuation alerts.
- A single fire fighting shaft (as the floorplate is less than 900msq) is required.
- One stair is designed as a fire-fighting stair which includes two fire-fighting lifts and two evacuation lifts. Access to lifts is always through a ventilated lobby.
- Wet water riser outlets are proposed to each landing within both stair enclosures
- All escape distances will be kept under the maximum allowable distances.
- Fire service access will be from either Hewitt Street, Cameron Street or Bugle Street.



Key

- Emergency Vehicle Access / Egress Route
- Emergency Vehicle Zone
- Fire Service Access
- Wet Riser / Sprinker Tank Connection
- Protected Core (Evacuation / Fire-fighting Lifts)
- Fire Curtain
- Protected Stair
- Escape Route (from above)

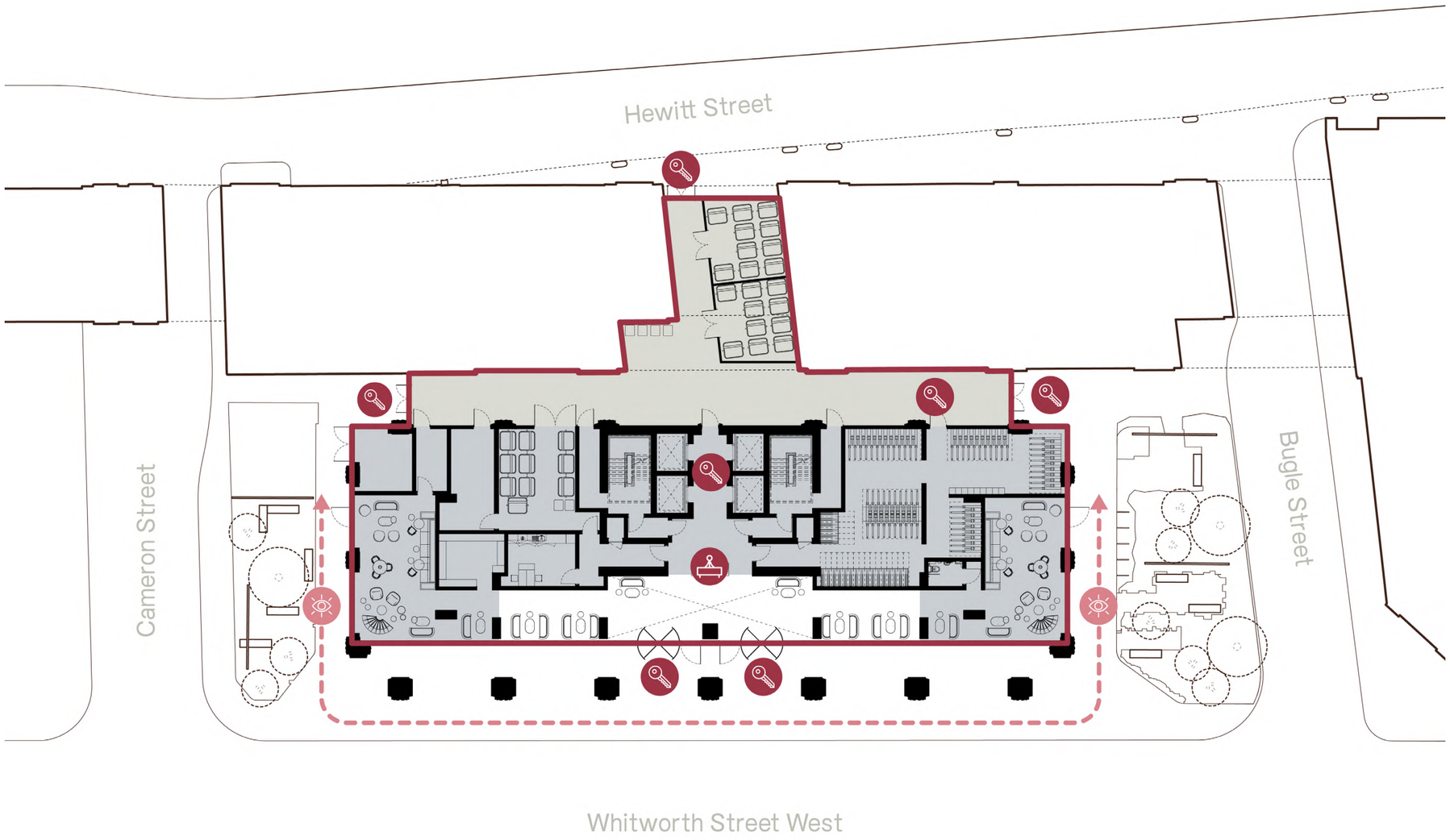
Fire safety

10.5 Security

The design of the proposed scheme has been developed with the objectives of creating a secure environment for residents, staff and visitors. Key strategies include:

- Creation of a secure line around the building.
- Maximising active frontage to the ground floor to provide opportunities for natural surveillance of the surrounding public realm.
- Limiting access to external areas between the viaduct and building to authorised personnel and residents only.
- Providing a comprehensive lighting strategy to illuminate dark areas.
- Single point of public entrance.
- Strategically placed reception directly opposite the entrance to monitor access, with 24/7 concierge / CCTV surveillance.
- Secured and non-visible bin stores to reduce the risk of arson.
- Internal bike store for residents to reduce the risk of theft.

Greater Manchester Police have been consulted as part of the pre-application process and a Crime Impact Statement has been produced. The key recommendations of this have incorporated into the proposed design. Please refer to Appendix B for further information.



Security

10.6 Cleaning and Maintenance

The access and maintenance strategy has been developed with the broader design team through a series of workshop sessions and design team meetings.

The discussions have primarily focused on maintaining the highest levels of health and safety whilst addressing restricted access and limitation to material damage.

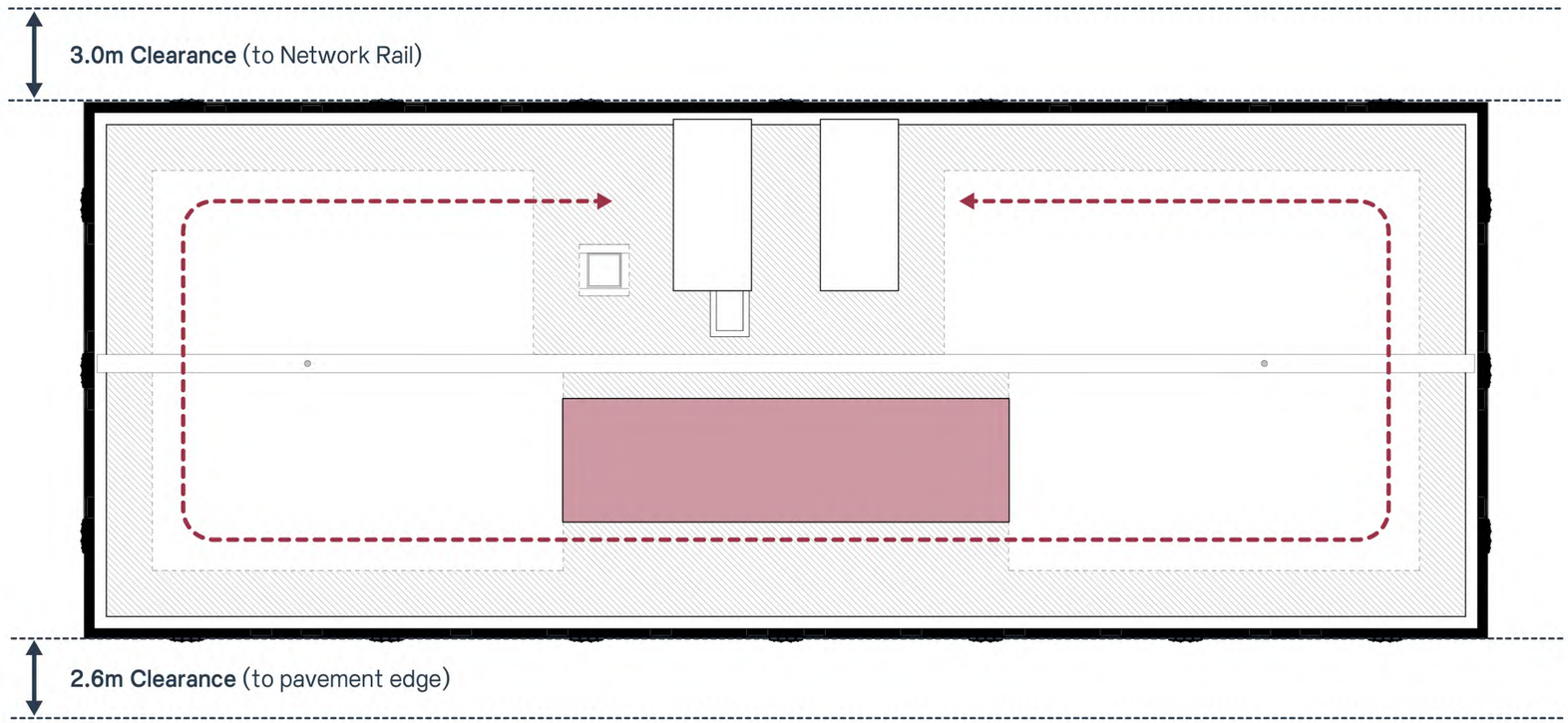
- The proximity of the existing Network Rail asset to the south of the building means that there is a 3.0m clearance zone between the façade and the viaduct / overhead stanchions.
- Similarly, there is a 2.6m clearance zone between the façade and the edge of pavement to the north of the building.

All access for cleaning and maintenance will be restricted to these zones.

Access will generally be from the roof, which will be reached via a cat ladder and access hatch located in the stair core. A full height (circa 2.4m) permanent parapet has been included to eliminate the risk of falls from height and screen roof-top equipment.

Façade maintenance will be carried out via a Building Maintenance Unit (BMU) located on the roof and used to access all areas of the façades. A permanent location has been allocated for the storage of the BMU, and allowance provided for a track, if required, to ensure that the selected BMU can safely access all areas of the building façade.

The selection and specification of the BMU will be developed within the next stage of design.



Access and maintenance

10.7 Technical Input

As part of the design process, a number of technical studies and reports have been carried out by members of the wider design team. These studies have helped to inform the emerging design proposals from a technical perspective in terms of both the overall massing and the proposed appearance.

In many cases, this has been an iterative process, with various scenarios and options tested against the baseline conditions to ensure the final proposals balance the various constraints, and reflect the optimal solutions for each individual discipline in a coordinated proposal.

The key technical studies which have contributed to the emerging designs are listed below:

Assessment / Report	Author
Flood Risk Assessment and Drainage Strategy	AKT II
Ventilation and Overheating Strategy	Futurserv
Site Waste Management Plan	Curtins
Transport Assessment	Curtins
Framework Travel Plan	Curtins
Management Strategy	Glenbrook
Fire Strategy	OFR
Acoustic Assessment	Hilson Moran
Noise and Vibration Assessment	Hilson Moran
Air Quality Assessment	SRL
Daylight Sunlight Analysis	GIA
Solar Glare Assessment	GIA
Wind Assessment	GIA
Heritage Assessment	Kathryn Sayer
Townscape and Visual Impact Assessment	Layer
Whole Life Carbon Assessment	Mainer

Copies of the reports listed above, which incorporate the design proposals, have been submitted as part of this application.

APPENDIX A – SCHEDULE OF PLANNING DRAWINGS

Adjacent is the list of information and drawings submitted for Planning Approval and which has been agreed with the planning case officer as required to validate the Planning Application

Document	Document Code
Location Plan (Existing)	7196-SRA-XX-XX-DR-A-02000
Location Plan (Proposed)	7196-SRA-XX-XX-DR-A-02001
Site Plan (Existing)	7196-SRA-XX-XX-DR-A-02010
Site Plan (Proposed)	7196-SRA-XX-XX-DR-A-02011
Site Plan (Demolition)	7196-SRA-XX-XX-DR-A-02020
North Elevation (Existing)	7196-SRA-XX-ZZ-DR-A-02214
South Elevation (Existing)	7196-SRA-XX-ZZ-DR-A-02215
East Elevation (Existing)	7196-SRA-XX-ZZ-DR-A-02216
West Elevation (Existing)	7196-SRA-XX-ZZ-DR-A-02217
North Elevation (Demolition)	7196-SRA-XX-ZZ-DR-A-02024
South Elevation (Demolition)	7196-SRA-XX-ZZ-DR-A-02025
East Elevation (Demolition)	7196-SRA-XX-ZZ-DR-A-02026
West Elevation (Demolition)	7196-SRA-XX-ZZ-DR-A-02027
General Arrangement - Level 00	7196-SRA-XX-00-DR-A-02100
General Arrangement - Level 01	7196-SRA-XX-01-DR-A-02101
General Arrangement - Level 02	7196-SRA-XX-02-DR-A-02102
General Arrangement - Typical Floor Type 1 (Level 03-22)	7196-SRA-XX-ZZ-DR-A-02051
General Arrangement - Typical Floor Type 2 (Level 23-33)	7196-SRA-XX-ZZ-DR-A-02052
General Arrangement - Typical Floor Type 3 (Level 34-40)	7196-SRA-XX-ZZ-DR-A-02053
General Arrangement - Typical Floor Type 4 (Level 41-43)	7196-SRA-XX-ZZ-DR-A-02054
General Arrangement - Roof Plan	7196-SRA-XX-RF-DR-A-02110
General Arrangement - Sections	7196-SRA-XX-ZZ-DR-A-02300
North Elevation (Proposed)	7196-SRA-XX-ZZ-DR-A-02204
South Elevation (Proposed)	7196-SRA-XX-ZZ-DR-A-02205
East Elevation (Proposed)	7196-SRA-XX-ZZ-DR-A-02206
West Elevation (Proposed)	7196-SRA-XX-ZZ-DR-A-02207
Typical Façade Bay Type 1	7196-SRA-XX-ZZ-DR-A-02400
Typical Façade Bay Type 2	7196-SRA-XX-ZZ-DR-A-02401
Typical Façade Bay Type 3	7196-SRA-XX-ZZ-DR-A-02402
Typical Façade Bay Type 4	7196-SRA-XX-ZZ-DR-A-02403
External Gates	7196-SRA-XX-ZZ-DR-A-02500
External Bins Stores	7196-SRA-XX-ZZ-DR-A-02501

APPENDIX B – RESPONSE TO CONSULTATION FEEDBACK

As part of the consultation process, formal feedback was received from some of the external stakeholders involved. This feedback has been incorporated into the design where appropriate, with the outstanding items to be incorporated during the detailed design phase post planning approval.

The key points are summarised below.

Greater Manchester Police (Crime Impact Statement)

The scheme was generally very well received by GMP, with the proposals being noted as of a very high quality from a crime prevention perspective. It was also noted that the location of the ground floor amenity created an active frontage which would provide natural surveillance of the public realm.

As outlined in section 10.5, the many of the recommendations have already been incorporated into the submitted designs and the current proposals respond to many of the comments raised in the CIS. However, some of the recommendations will be addressed during the next stages of design.

The key recommendations and current status are listed below:

CIS Ref.	Item	Status / Comment
3.3.1	Street furniture & landscape	Landscape proposal has been updated to prevent unwanted parking / vehicle access onto public realm. Final specifications of street furniture to be developed at next stage.
3.3.2	Controlled access	24hr concierge proposed as part of management procedure. Key fobs for residents will ensure that access to lift / stair cores can be controlled.
3.3.3	Glazing specification	To be developed at next stage to SBD specification.
3.3.4	Night-time access	Key fobs for residents will ensure that access to external doors / gates can be controlled.
3.3.5	Intercom system	Intercom system to be provided at main entrance for after-hour visitors.
3.3.6	Zoning of building	Resident key fobs will be programmed to ensure access is limited to amenity spaces and relevant residential floor.
3.3.7	Residential post room	Restricted access to be controlled by resident's key fob.
3.3.8	Graffiti	Anti-graffiti coatings to be investigated as part of external façade specification at next stage.
3.3.9	Cycle storage	Cycle stores to be accessed via two lines of security - secure external gate and secure door, both controlled by key fob. Access privileges restricted to residents who actively use the store.
3.3.10	Lift access	Lift access / use to be controlled by resident's key fob.
3.3.11	Surveillance	CCTV proposals to be developed as part of next stage.
4.0	Physical Security	The various recommendations of section 4.0 of the CIS will be picked up in the building specifications to be developed at the next stages of design.

Historic England

The scheme was generally very well received by Historic England, with both the design and proposed material palette welcomed. Furthermore, Historic England acknowledge that the development would not lead to additional adverse visual impacts when viewed from either the Conservation Areas or sensitive buildings within the city centre core.

However, their consultation did propose a number of recommendations, many of which have now been incorporated into the submitted designs.

The key recommendations and current status are listed below:

Item	Status / Comment
Additional verified views from Watson Street and Deansgate (adjacent to Great Northern Warehouse)	The additional views requested by Historic England have been commissioned and will be included within the Townscape and Visual Impact Assessment submitted as part of this application.
Green wall / to Hewitt Street elevation of external store under railway viaduct.	The proposals for the introduction of a planted green wall to the screen on Hewitt Street have been revised in light of Historic England's comments, with the amount of planting reduced and located away from the existing viaduct to avoid the risk of self-seeding.
Landscape	Similar to the point above, the landscape proposals have been amended to minimise the risk of harm to the physical fabric of the listed viaduct.
The prominence of the terracotta cladding	The elevations have been further developed to ensure that the terracotta cladding is visually prominent within the proposed façade. Further development of the specification will also take place in the next stage of design.

APPENDIX C – WASTE STORAGE STUDIES

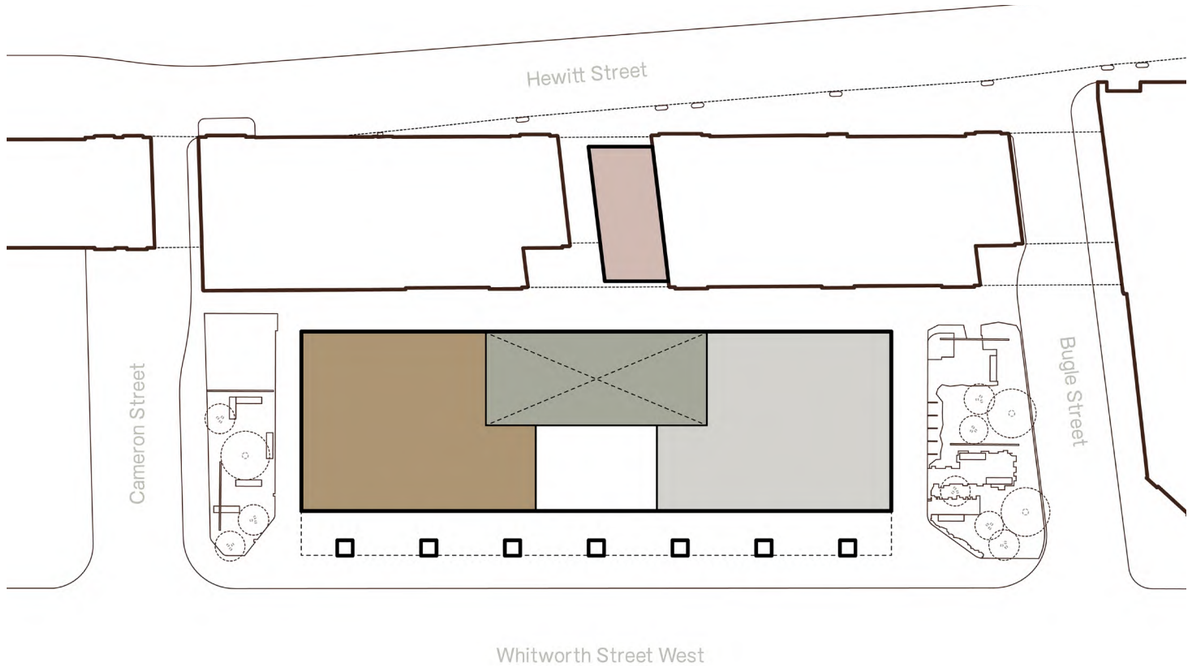
Option 01 - 1 collection per fortnight (MCC)

Based upon the baseline provision of 1 collection per fortnight carried out by MCC, the following provision for waste storage would required:

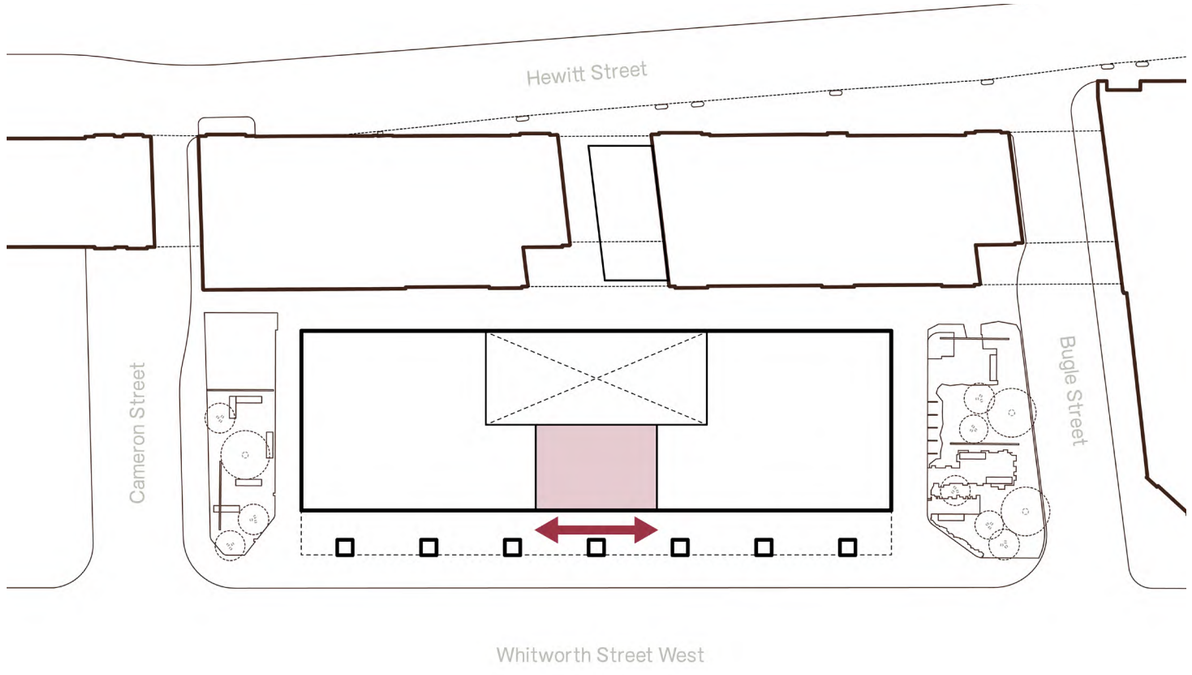
Waste Stream	Waste per unit	Total Waste	Bin Size	Total Bins	Area*
General Waste	110 lt	40,040 lt	1,110 lt	37	89 m^2
Pulpable Recycling	55 lt	20,020 lt	1,110 lt	19	46 m^2
Mixed Recycling	55 lt	20,020 lt	1,110 lt	19	46 m^2
Food Waste	10 lt	3,640 lt	240 lt	16	16m^2
		Total	**1,110 lt**	**75**	**181 m^2**
		Total	**240 lt**	**16**	**16 m^2**
				Total	**197 m^2**

The area calculation is based upon an allowance of 2.4m^2 for a 1,100lt euro bin & 1.0m^2 for a 240lt wheelie bin. This is based upon bin footprint + 25% circulation space.

Assessment Criteria / Stakeholder Requirement	Achieved
Waste storage suitable for collection by MCC only	✓
Waste storage suitable for collection by MCC + private collection	✓
Suitable external holding space (without risk of blocking highway / emergency escape routes)	✗
Maximised active frontage to Whitworth Street West (MCC Planning requirement)	✗
Maximised active frontage to public realm (GMP / security requirement)	✗
Recommended residential amenity space	✗



Waste Storage



Active Frontage

Key

- Internal Waste Storage
- External Waste Holding Area
- External Waste Holding Area + Storage
- BoH (Plant & Support)
- Circulation
- Active Frontage

Option 02 - 2 collections per fortnight (MCC + Private)

Based upon the baseline provision of 1 collection per fortnight carried out by MCC, the following provision for waste storage would required:

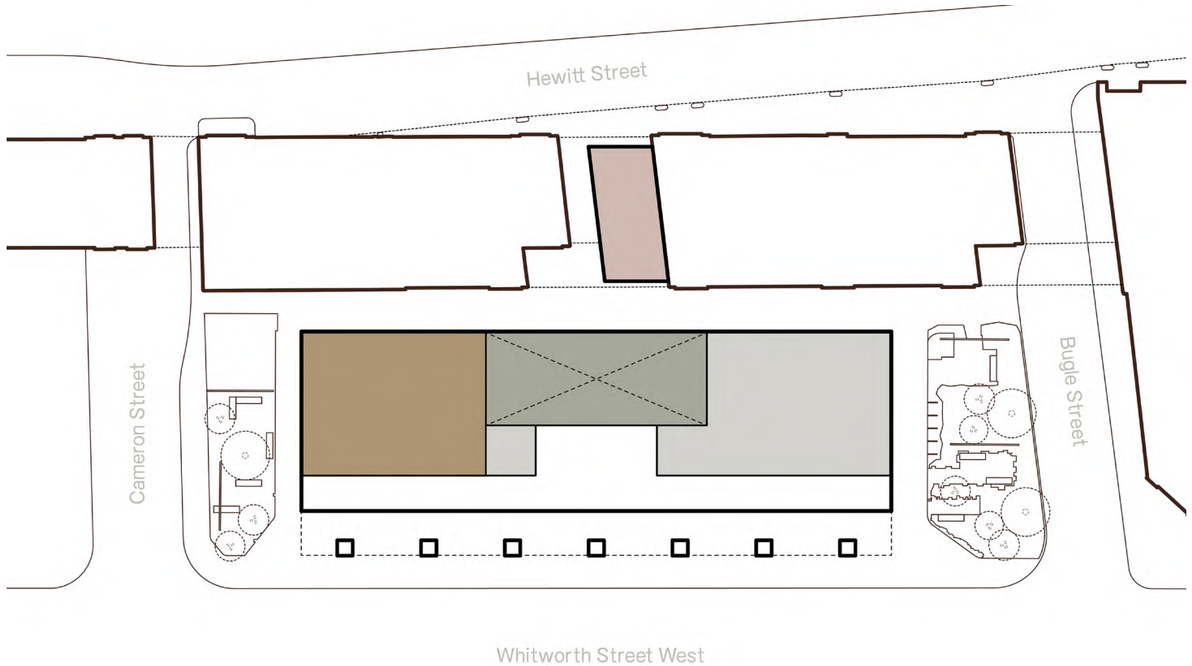
Waste Stream	Waste per unit	Total Waste	Bin Size	Total Bins	Area*
General Waste	55.0 lt	20,020 lt	1,110 lt	19	46 m^2
Pulpable Recycling	27.5 lt	10,010 lt	1,110 lt	10	24 m^2
Mixed Recycling	27.5 lt	10,010 lt	1,110 lt	10	24 m^2
Food Waste	5.0 lt	1,820 lt	240 lt	8	8 m^2
		Total	**1,110 lt**	**39**	**94 m^2**
		Total	**240 lt**	**8**	**8 m^2**
				Total	**102 m^2**

The area calculation is based upon an allowance of 2.4m^2 for a 1,100lt euro bin & 1.0m^2 for a 240lt wheelie bin. This is based upon bin footprint + 25% circulation space.

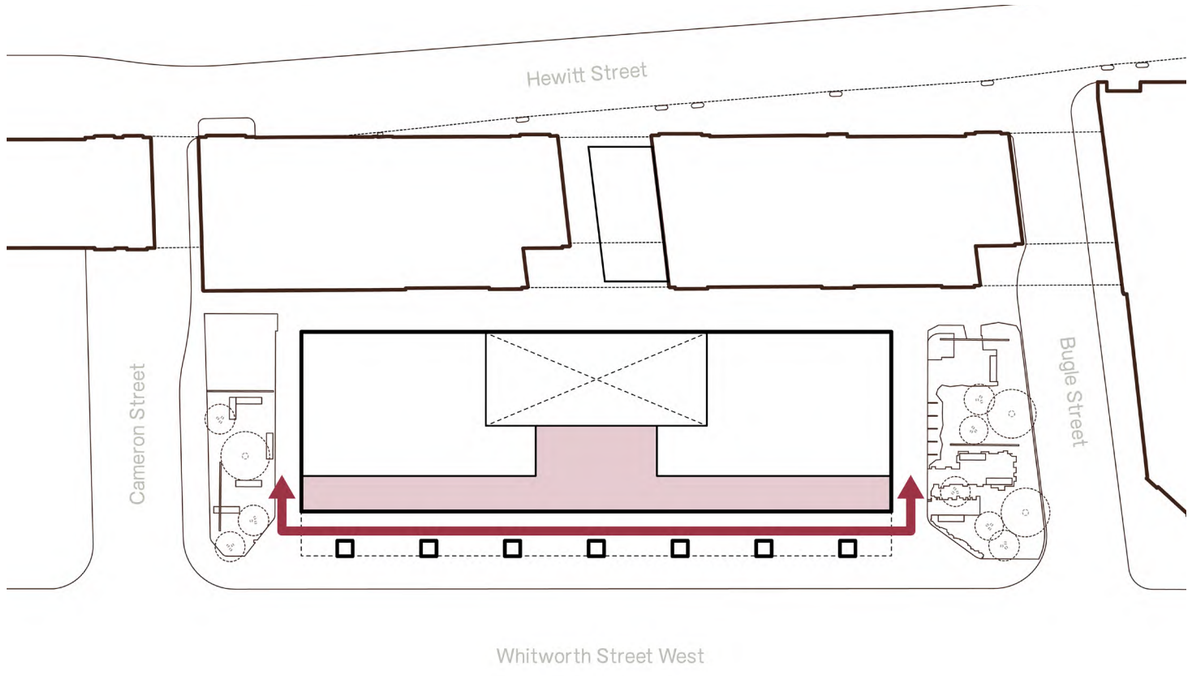
Assessment Criteria / Stakeholder Requirement	Achieved
Waste storage suitable for collection by MCC only	✗
Waste storage suitable for collection by MCC + private collection	✓
Suitable external holding space (without risk of blocking highway / emergency escape routes)	✗
Maximised active frontage to Whitworth Street West (MCC Planning requirement)	✓
Maximised active frontage to public realm (GMP / security requirement)	✗
Recommended residential amenity space	✗

Key

- Internal Waste Storage
- External Waste Holding Area
- External Waste Holding Area + Storage
- BoH (Plant & Support)
- Circulation
- Active Frontage



Waste Storage



Active Frontage

Option 03 - 3 collections per fortnight (MCC + 2x Private)

Based upon the baseline provision of 1 collection per fortnight carried out by MCC, the following provision for waste storage would required:

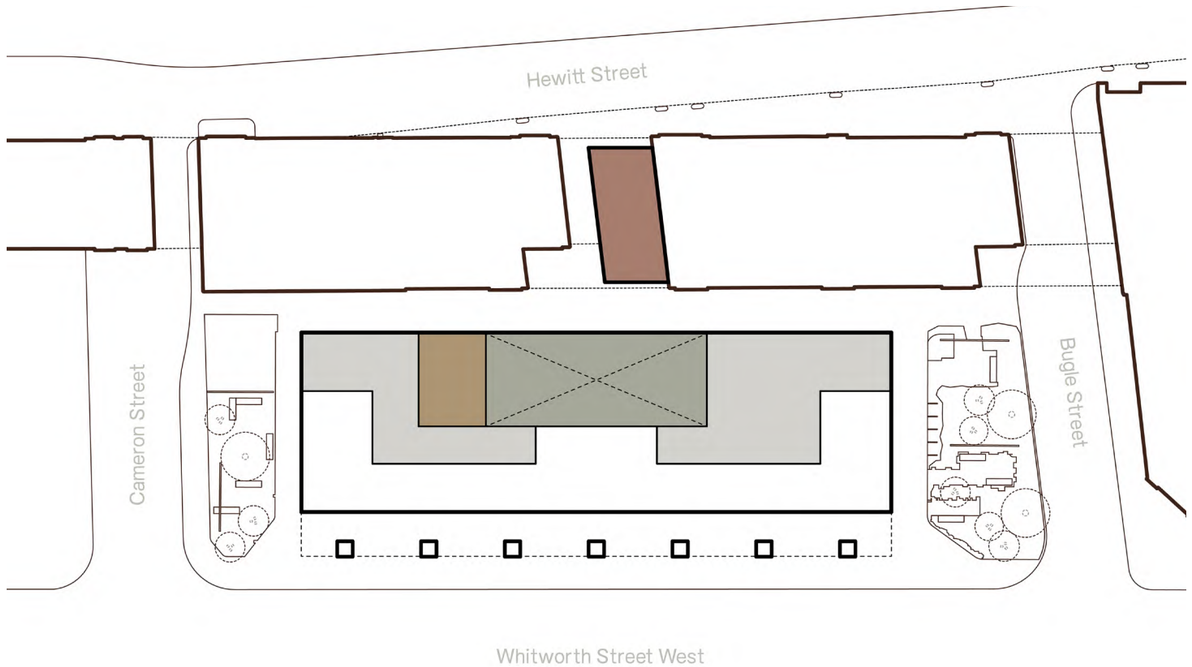
Waste Stream	Waste per unit	Total Waste	Bin Size	Total Bins	Area*
General Waste	36.7 lt	13,347 lt	1,110 lt	13	31 m^2
Pulpable Recycling	18.3 lt	6,673 lt	1,110 lt	7	17 m^2
Mixed Recycling	18.3 lt	6,673 lt	1,110 lt	7	17 m^2
Food Waste	3.3 lt	1,213 lt	240 lt	6	6 m^2
		Total	**1,110 lt**	**27**	**65 m^2**
		Total	**240 lt**	**6**	**6 m^2**
				Total	**71 m^2**

The area calculation is based upon an allowance of 2.4m^2 for a 1,100lt euro bin & 1.0m^2 for a 240lt wheelie bin. This is based upon bin footprint + 25% circulation space.

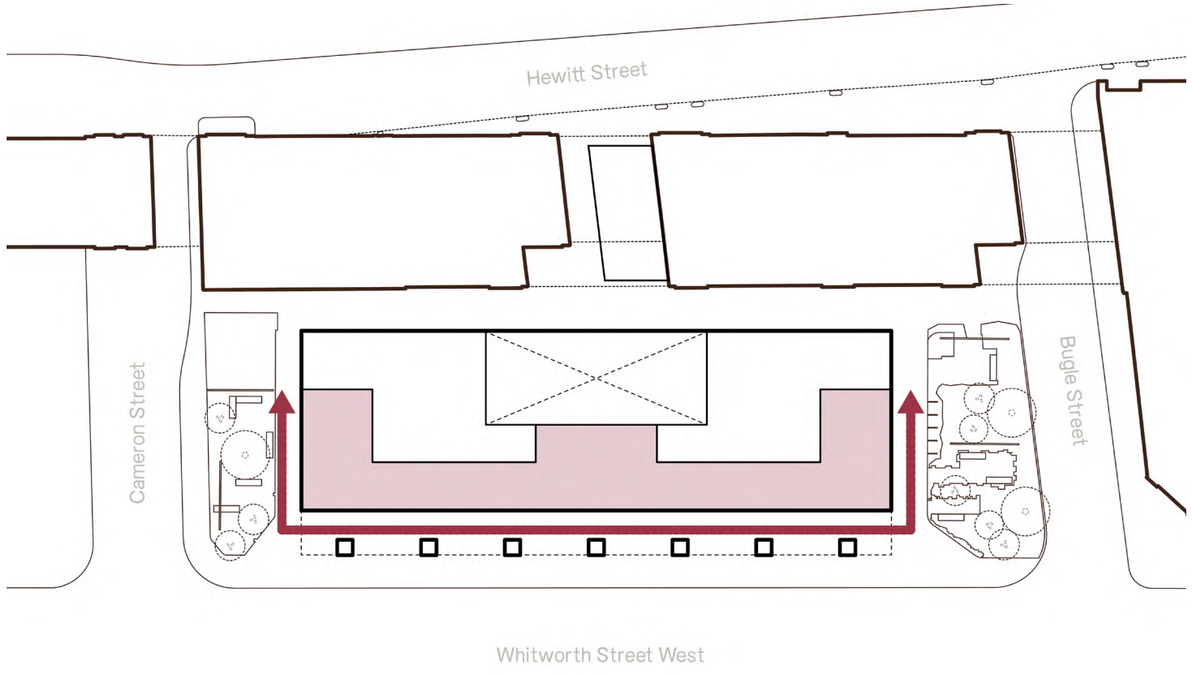
Assessment Criteria / Stakeholder Requirement	Achieved
Waste storage suitable for collection by MCC only	✗
Waste storage suitable for collection by MCC + private collection	✓
Suitable external holding space (without risk of blocking highway / emergency escape routes)	✓
Maximised active frontage to Whitworth Street West (MCC Planning requirement)	✓
Maximised active frontage to public realm (GMP / security requirement)	✓
Recommended residential amenity space	✓

Key

- Internal Waste Storage
- External Waste Holding Area
- External Waste Holding Area + Storage
- BoH (Plant & Support)
- Circulation
- Active Frontage



Waste Storage



Active Frontage

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