33-41 Cheetham Hill Road Design & Access Statement

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Hawkins\
Brown


TEXACO
Topps Tiles
CLEARANCE OUTLET
Topps Tiles
ENTRANCE

Contents

Document history

Version	Date	Description
P01	May 2024	Issued For Planning Approval
P02	04/11/2024	Layout plans updated with increased M4(2) / M4(3) apartment provision and additional cycle parking

Contents

1 Introduction
1.1 Executive Summary
1.2 Client and Design Team
1.3 Planning Context

2 The Site and Local Context
2.1 Site Location
2.2 Surrounding Emerging Developments
2.3 Cheetham Hill Road Historic Context
2.4 Local Materials
2.5 Site Characteristics
2.6 Site Photographs
2.7 Site History
2.8 Flood Risk Assessment
2.9 Noise Impact Assessment and Wind Microclimate

3 Great Ducie Street Strategic Regeneration Framework
3.1 SRF Summary
3.2 Gateways & Buildings of Height
3.3 Park Place
3.4 Responding to SRF Massing and Site Ownership

4 Design Principles
4.1 Manchester Residential Quality Guide
4.2 Site Challenges and Opportunities
4.3 Design Principles

5 Design Proposal
5.1 Key Metrics
5.2Massing
5.3Pre-application Consultation with MCC
5.4 Public Consultation
5.5 Site Arrangement
5.6 Plan Layout - Ground Floor
5.7 Plan Layout - Level 01-16
5.8 Plan Layout - Level 17
5.9 Plan Layout - Level 18-22
5.10 Plan Layout - Level 23 Roof
5.11 Wind Microclimate Assessment
5.12 Acoustic Assessment
5.13 Typical Apartments

6 Facade Approach
6.1 Design Development - Facade Testing
6.2 Design Development - Materiality & Bay Studies
6.3 Design Development - Building Corners
6.4 Design Development - Material Palette & Precedent
6.5 Design Development - Facade Principles
6.6 Bay Study - Ground Floor
6.7 Bay Study - Typical Mid Level
6.8 Bay Study - Amenity Level
6.9 Bay Study - Roof Level

7 Public Realm and Landscape
7.1 Public Realm & Streetscape
7.2 Level 17 Amenity Roof Terrace

8 Building Servicing Strategy
8.1 Inclusive Design and Access
8.2 Proposed Levels
8.3 Pedestrian, Cycle and Residential Access
8.4 Cycle Storage Provision
8.5 Waste Management Strategy
8.6 Fire Strategy
8.7 Access and Maintenance
8.8 Crime Impact Statement

9 Appendices
9.1 Drawing Register
9.2 Accommodation Schedule

1 Introduction

1.1 Executive Summary
1.2 Client and Design Team
1.3 Planning Context

1 Introduction
1.1 Executive Summary

Development Context

Cheetham Hill Road is a residential-led mixed use development that will bring 237 Build-to-Rent homes to Manchester City Centre. The site is located at the northern boundary of the Great Ducie Street Strategic Regeneration Framework (SRF) which was adopted by Manchester City Council in 2018, and defines a landmark site for this emerging district at the North of the city. The proposal will sit within 'Park Place', which is described as a mixed-use district with residential and commercial uses alongside improved public realm to encourage pedestrian activity.

The Challenge

Our brief was to develop a high density, high quality landmark proposal to act as a catalyst for further development in this part of the city, and address the key principles from the Great Ducie Street SRF including:

- The development of high-density, high-quality housing to provide sustainable growth and area vibrancy;
- New active frontage to existing and future pedestrian routes proposed within the SRF, including opportunities for ground floor commercial frontages;
- Design of a safe, accessible and secure environment;
- Dedicated, generous residential amenity provision located at ground floor and level 17;
- Strong architectural character that contributes to the neighbourhood and sense of place.

The Big Idea

The building form is expressed as two regular blocks shifted in plan to create interest and relief from the main approaches along Cheetham Hill Road. The blocks are elevated at different heights to create a stepped form with the tallest element to the North of the site. The two interlocking forms give the impression of two adjoining towers, a design feature used to fragment the form that changes when viewed from different approaches.

Key Design Features

The proposal maximises ground floor active frontages to Cheetham Hill Road, Carnarvon Street and the future pedestrian route to the South. Active frontages include commercial space, the residential lobby with dedicated amenity space, and residents cycle store. The façade line is set back along these routes creating defensible space within the sheltered colonnade enhanced with low level planting beds.

The homes are a mix of one and two bedroom apartments and are distributed around a central core. The staggered floorplate maximises the proportion of homes that enjoy dual aspect living spaces. All residents have access to shared internal and external amenity spaces at ground floor and level 17, where the South facing terrace frames panoramic views towards the city centre.

Two contrasting brick blends, are proposed to differentiate the interlocking massing and provide the base of a contemporary material palette. The facade is wrapped with a regular grid, with primary and secondary elements set at varying depths, providing visual interest at both immediate and city-wide scales. Within the rigour of the grid, the vertical proportions stretch to define and highlight the amenity level and building crown through the introduction of soldier course brick detailing that adds design quality and character.

Below
Illustrative view of building proposal looking towards Manchester City Centre



1 Introduction
1.2 Client and Design Team

This document has been prepared by Hawkins\Brown, and Smeeden Foreman in conjunction with the professional team listed on the right, and forms part of the detailed planning application for 33-41 Cheetham Hill Road.

The plot location is shown on drawing CHR-HBA-ZZ-ZZ-DR-A-080003, contained within the application drawings which accompany this application.

The purpose of this document is to set out the design response to this site. This includes the analysis, design development and concepts that have been applied to the proposals.

Associated documents
This document should be read in conjunction with all other application documents, which include:

- Planning Application Form and Certificates
- Drawing set including Existing and Proposed Plans and Elevations
- Landscape Proposals
- Planning Statement (including Tall Building Statement and Blue & Green Infrastructure Statement)
- Environmental Statement
- Air Quality Assessment
- Archaeological Assessment
- Broadband Connectivity Statement
- Construction Management Plan
- Crime Impact Statement
- Energy and Environmental Standards Statement
- Fire Strategy Report and Fire Statement Form
- Flood Risk Assessment and Outline Drainage Strategy
- Heritage Assessment
- Lighting Strategy
- Local Labour Agreement
- Noise Impact Assessment
- Operational Management Strategy
- Geo-Environmental Investigation & Assessment
- Preliminary Roost Assessment & Ecological Walkover and Nocturnal Bat Survey Report
- Statement of Community Involvement
- Summertime Internal Environment Report
- Television Reception
- Transport Statement
- Waste Management proforma
- Wind Assessment
- Viability Assessment

Client team

Client
ZX Cheetham Hill Developments Limited

Consultant team

Architect
Hawkins\Brown

Structural and Civil Engineer
Renaissance Associates

Landscape Architect
Smeeden Foreman

Planning Consultant
Iceni Projects

MEP engineer
Futureserv

Fire engineer
Maze Fire Consulting

Principal Designer
Project Four Construction Safety

Project & Commercial Management
KS4 Consulting

Transport consultant
SK Transport Planning Ltd

Heritage consultant
Stephen Levrant Heritage Architecture

Daylight/sunlight consultant
Proximity

Wind consultant
Architectural Aerodynamics

Ecologist
E3P

Sustainability consultant
Life Proven

Public Relations
Counter Context

Visual Impact
Ambiente

Noise Impact
Jameson Acoustics

Air Quality
IDOM

Townscape
Chris Burnett Associates

1 Introduction
1.3 Planning Context

Planning Policy Designations

Development Plan

The relevant Development Plan is provided by Manchester City Council's adopted Core Strategy (July 2012), coupled with the saved policies of the Manchester Unitary Development Plan ('UDP') (1995).

The Application Site falls within the Regional Centre, as designated by Core Strategy Policy EC3 (Regional Centre), and is also within the area defined by Core Strategy Policy H3 as 'North Manchester'. In addition, it forms part of an Economic Improvement Area, as defined by UDP Policy CC10 (Economic Improvement Area), which covers the wider Strangeways and lower Cheetham Hill Road areas.

Core Strategy Policy EC3 (The Regional Centre) encourages new development within the Regional Centre for employment-generating uses, including offices and other commercial development. It also identifies housing as an appropriate use within the Regional Centre and, subject to site and location details, states that this will generally be a location where higher density residential development is appropriate.

Core Strategy Policy H3 states that over the lifetime of the Plan, North Manchester will accommodate around 20% of the City's new residential development. The Policy gives priority to family housing and other high value, high quality development where this can be sustained. It also notes that high density housing will be permitted within the parts of North Manchester that fall within the Regional Centre (Strangeways and Collyhurst) as well as along high frequency public transport routes. The Site falls within the Strangeways area of the Regional Centre.

Core Strategy Policy EC4 states that North Manchester is expected to provide approximately 14ha of employment land, but nevertheless acknowledges that its predominant role is as a residential area.

UDP Policy CC10 encourages a continued high level of economic activity within the Economic Improvement Area, recognising particularly the needs of the existing wholesale trades operating within these areas. The Policy states that permission will be granted for the redevelopment of sites only where the proposals incorporate sufficient parking and servicing for their own needs, subject to a proper balance of other planning requirements.

Great Ducie Street Regeneration Framework

The Site also falls within the Great Ducie Street Strategic Regeneration Framework ("SRF") area, which is positioned to the north of the City Centre, extending northwards from Manchester's Inner Ring Road adjacent to the Manchester Arena. It encompasses but does not include the former Boddington's Brewery Site.

The Great Ducie Street SRF was adopted by MCC in November 2018, and is a material consideration in the determination of planning applications for sites within the Framework area.

The SRF identifies the Application Site as an appropriate location for a landmark/gateway building, comprising residential with retail / leisure uses at the ground floor level and residential in the upper floors.

Planning History

The Site

Planning permission was granted on the Application Site (on appeal) in May 2018 for an 8-storey building to create a 147-bedroom Hotel (Use Class C1) with two basement levels of car parking providing 86 spaces and a restaurant, back of house area and WC's to the ground floor (ref. 114607/FO/2016). Assuming this consent was not implemented, it expired in May 2021.

Prior to this, consent was granted in November 2013 for the erection of a 2 storey mixed use development comprising of 417 sqm of retail floorspace (Use Class A1) at ground floor and a gym (Use Class D2) at first floor and associated car parking, landscaping and boundary treatment, following demolition of existing building (ref. 103354/FO/2013/N1).

Surroundings

Within close proximity to the Application Site, a short distance away to the north east, planning permission was granted in November 2016 on land bounded by Cheetham Hill Road, Lord Street and Fernie Street for the erection of a 16 storey building to form 192 residential apartments (Use Class C3a) together with a ground floor commercial unit (Use Class A1, A2, A3 or B1) with associated vehicular access from Fernie Street, car parking and hard and soft landscaping following demolition of existing buildings (ref. 113914/FO/2016). Construction does not appear to have started on site, however this planning permission is understood to have been implemented.

A short distance to the south, planning permission was granted in January 2024 for the erection of a 15-25 storey residential building comprising 154 apartments (Use Class C3a) with ground floor commercial uses (Use Class E), together with associated residents' amenity space, cycle parking, substation, servicing, and associated landscaping works following demolition of existing buildings (ref. 138302/FO/2023).

Planning Policy Appraisal

The planning application is supported by a Planning Policy Compliance Statement prepared by Iceni Projects, which includes a comprehensive planning policy assessment of the proposed development. This demonstrates that the scheme would comply with the relevant local and national planning policies, and would deliver a range of benefits, including making a positive contribution towards regeneration in the local area.

2 The Site and Local Context

2.1 Site Location
2.2 Surrounding Emerging Developments
2.3 Cheetham Hill Road Historic Context
2.4 Local Materials
2.5 Site Characteristics
2.6 Site Photographs
2.7 Site History
2.8 Flood Risk Assessment
2.9 Noise Impact Assessment and Wind Microclimate

2 The Site and Local Context
2.1 Site Location

The Site
The site is located within the Great Ducie Street SRF at the junction between Cheetham Hill Road and Carnarvon Street.

The site has excellent transport links for car and bus routes in and out of the city. Victoria Station is within walking distance, providing connectivity to the extensive Metrolink service and national rail routes.

To the East of the site is the Green Quarter which comprises of established residential buildings, restaurants, and local businesses. Angel Meadow Park is located to the south-east within walking distance of the site, with the emerging Victoria North district set to increase development to the north of the city.

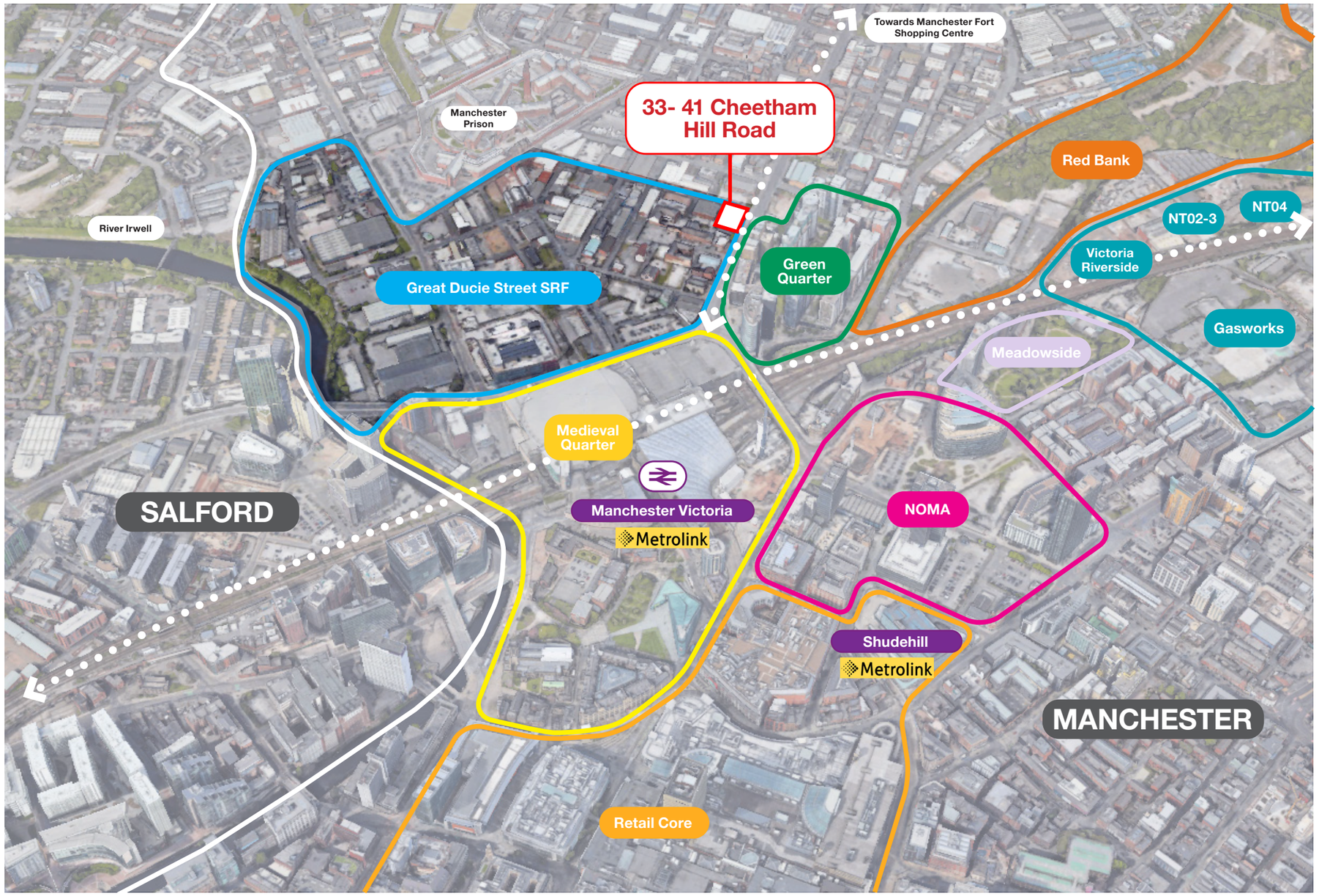
North of the site is an area of low-rise, light industrial and commercial buildings, with the Manchester Jewish Museum and Manchester Fort Shopping Park further along Cheetham Hill Road.

To the West and South are a mix of low and mid rise commercial spaces occupied by local business. This includes the former Women's and Children's Hospital, currently the Imperial Home Store, and the Grade II listed former synagogue.

The River Irwell is east of the site and identified in the SRF as a future area of improved public realm.

Key

- Great Ducie Street SRF
- Medieval Quarter
- Retail Core
- Green Quarter
- Red Bank
- Meadowside
- Gasworks
- NOMA
- Train Station
- Site Boundary



Aerial view of the site with surrounding context
2023

2 The Site and Local Context
2.2 Surrounding Emerging Developments

Surrounding Emerging Developments
Numerous residential developments of a notable scale are local to the site and are enhancing the local context. These include:

1 - The Embankment
Number of storeys: 15 / 34
Number of homes: 300
(Under construction)

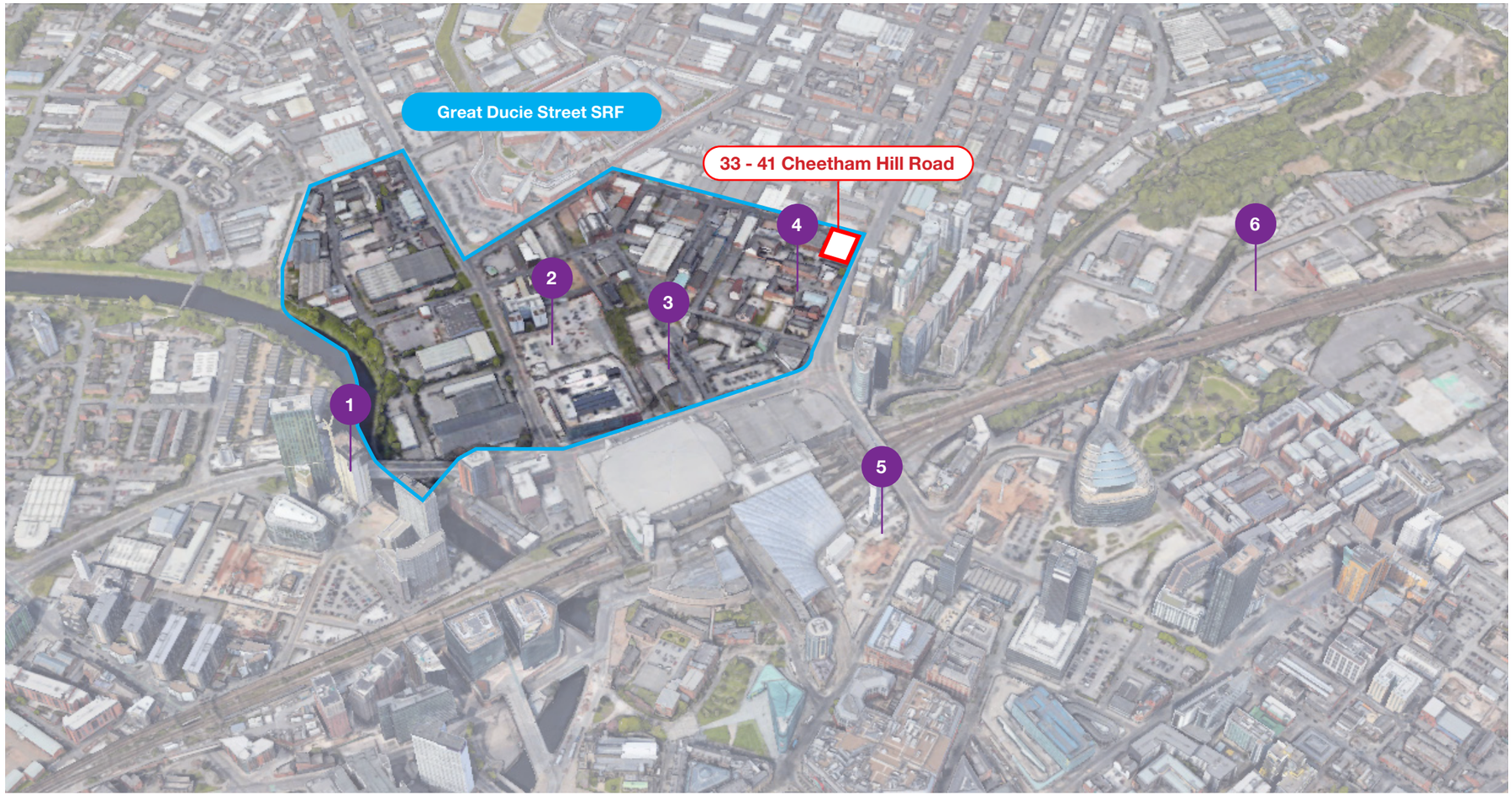
2 - Great Ducie Street
Number of homes: 505
Number of storeys: 12 / 20 / 25 / 29
(Planning Approved)

3 - Waterhouse Gardens
Number of storeys: 12 / 17 / 23 / 26
Number of homes: 556
(Under construction)

4 - One Park Place
Number of storeys: 25
Number of homes: 154
(Pre-planning)

5 - New Victoria
Number of storeys: 20 / 25
Number of homes: 520
(Complete)

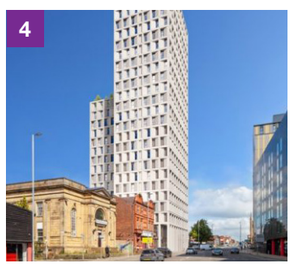
6 - Victoria Riverside (NT01)
Number of storeys: 18 / 26 / 37
Number of homes: 634
(Under construction)















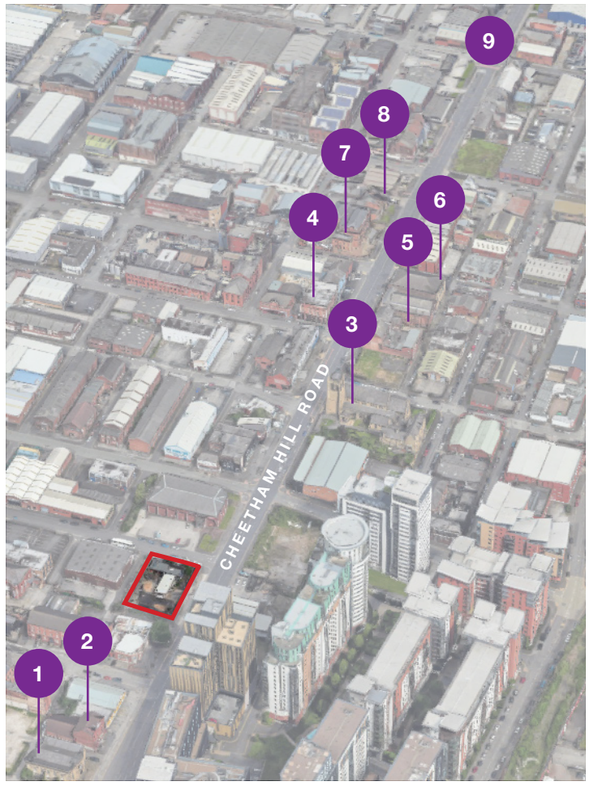
Aerial view of the site with surrounding emerging developments
2023

2 The Site and Local Context
2.3 Cheetham Hill Road Historic Context

Local Character
The area is of mixed architectural quality but with a notable concentration of historic 19th century buildings along Cheetham Hill Road.

These buildings reflect the rich history of the area and Jewish community shown in the quantity of synagogues. Many of these buildings are no longer as per their original use, and some are in a state of disrepair, however the extension of the Manchester Jewish Museum is evident of the opportunities for revival along Cheetham Hill Road.

These buildings are all noteworthy for the use of brick with intricate detailing. An aspect from which this proposal draws inspiration.



Cheetham Hill Road - Notable historic buildings
2023



Former Synagogue - Grade II Listed



Imperial Home



Roman Catholic Church - Grade II Listed



Knowsley Hotel (Derby Brewery Arms) - Grade II Listed



Former New Synagogue



Former Free Library - Grade II Listed



Cheetham Town Hall (Former) - Grade II Listed



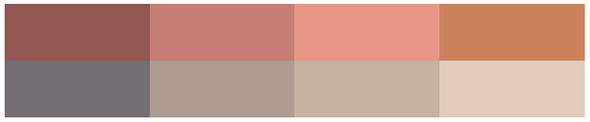
Cheetham Town Hall Annexe (Former) - Grade II Listed



Manchester Jewish Museum - Grade II* Listed

Local Materials

An overview of materials located close to the site reveals a selection of rich, earthy tones that come through from the brick, stone and corten steel that can be found in the site's immediate and surrounding context. A range of brick bonding patterns and detailing add visual interest and intrigue, the inclusion of which has the potential to elevate the proposed scheme and positively contribute to the site's character and identity.



Colour palette of local materials found on site
2023

1
Brick feature lintel and complimentary earthy tones
Ashton Building
196 Corporation St

2
Dark tones of brickwork
Green Quarter

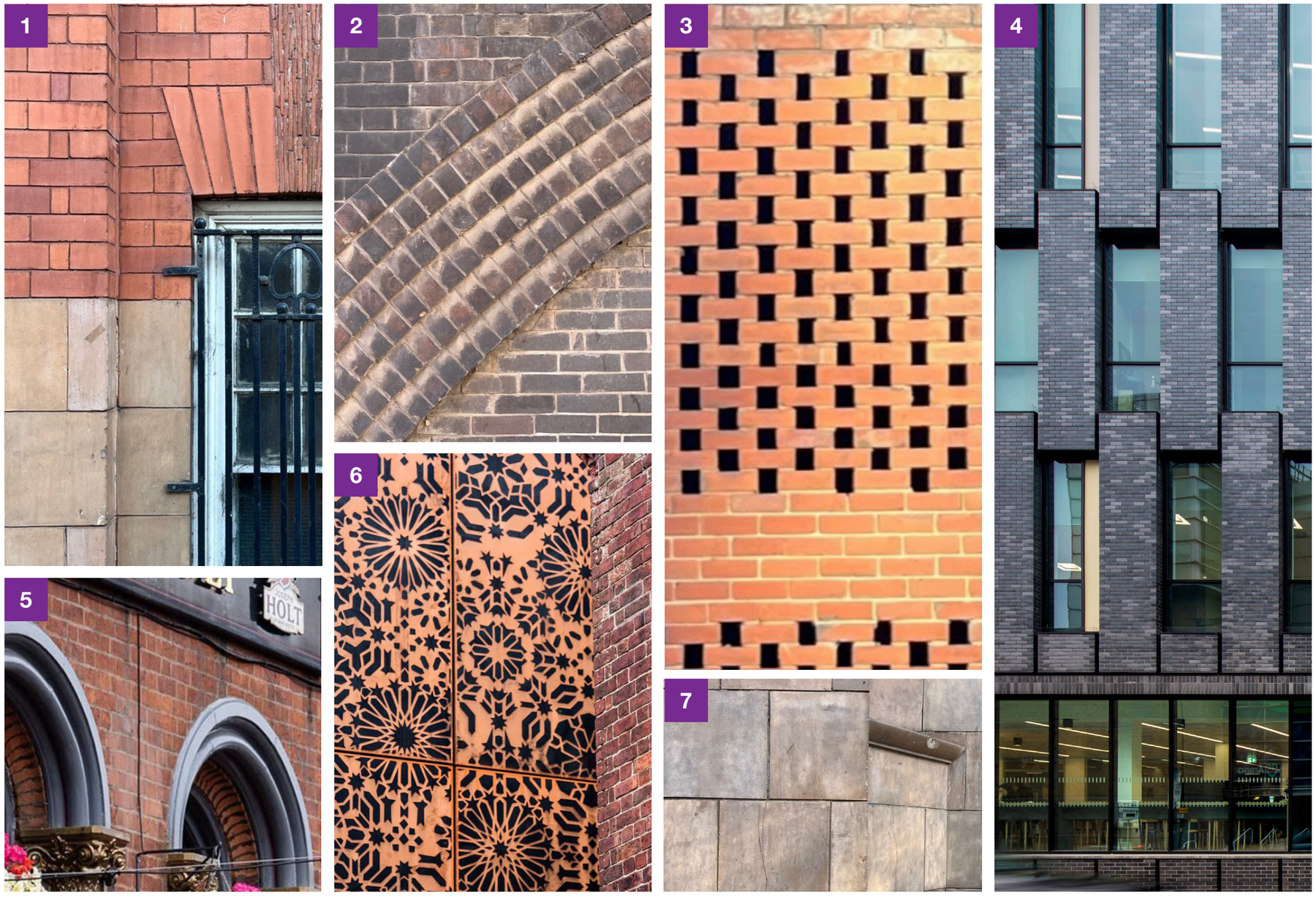
3
Hit and miss brickwork
Green Quarter

4
Dark Brick
Manchester College, City Campus
60 Great Ducie Street

5
Sculpted and arched entrance
Derby Brewery Arms
95 Cheetham Hill Road

6
Corten steel texture and colour
Manchester Jewish Museum
190 Cheetham Hill Road

7
Earthy tones of blockwork
Ashton Building



Site photographs showcasing local materials around the site
2023

2 The Site and Local Context
2.5 Site Characteristics

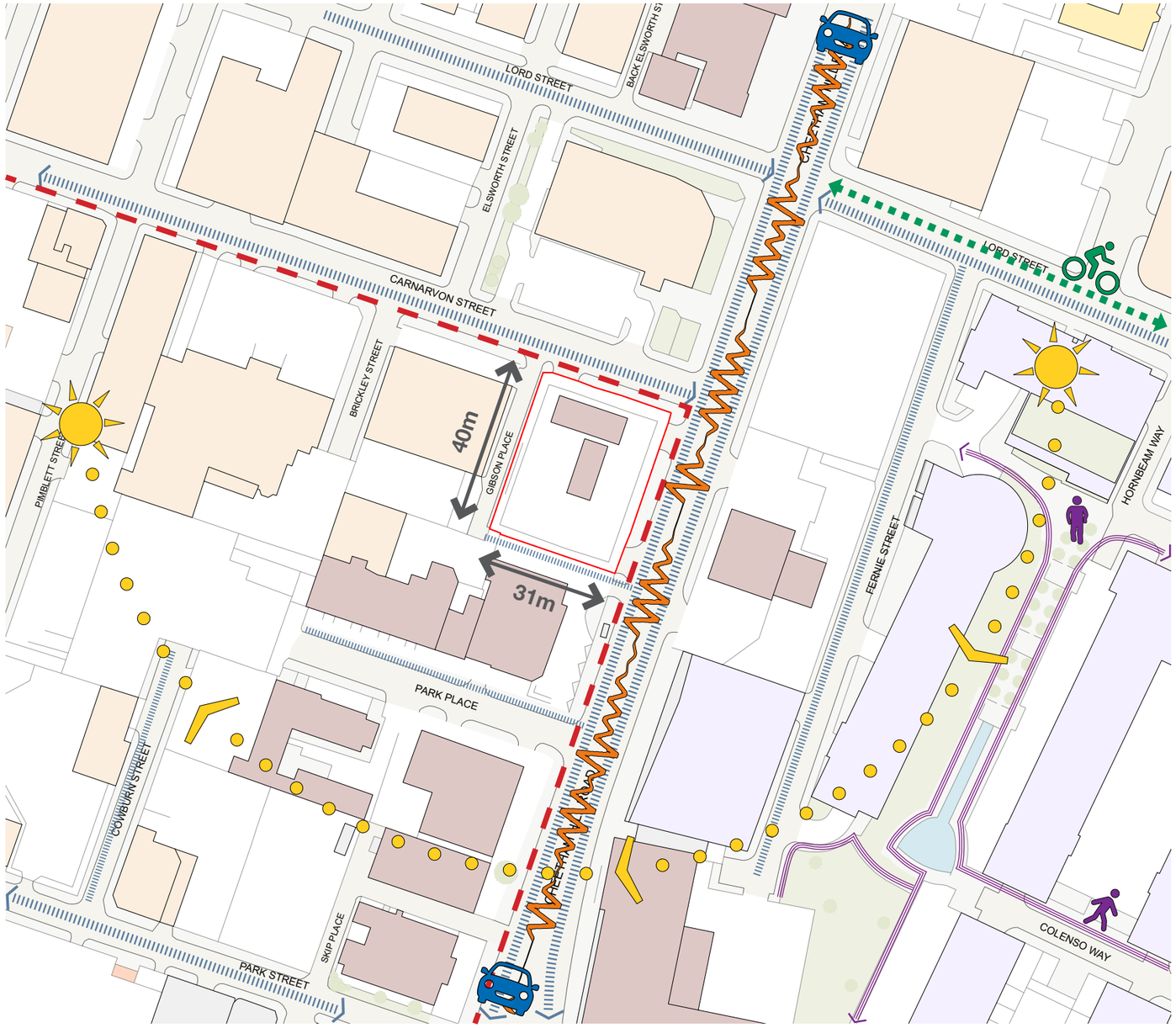
The site currently contains a disused garage and shelter, and is bound by security hoarding to restrict access. Cheetham Hill Road and Carnarvon Street form the East and North boundaries, resulting in a prominent corner site which is dominated by vehicular movement. Gibson Place is currently used for access to rear parking courts for adjacent plots.

Pedestrian activity around the site is minimal, with movement mostly directed South towards the city centre and North to local independent shops and restaurants. Crossing points are limited to the Lord Street junction to the North of the site, and further South at the Trinity Way junction which restricts connectivity to the Green Quarter. Opposite the site is a petrol station. A proposed 'Beeline' cycling route is proposed to Lord Street to promote cycling links towards Ancoats, but currently due to terminate at Cheetham Hill Road.

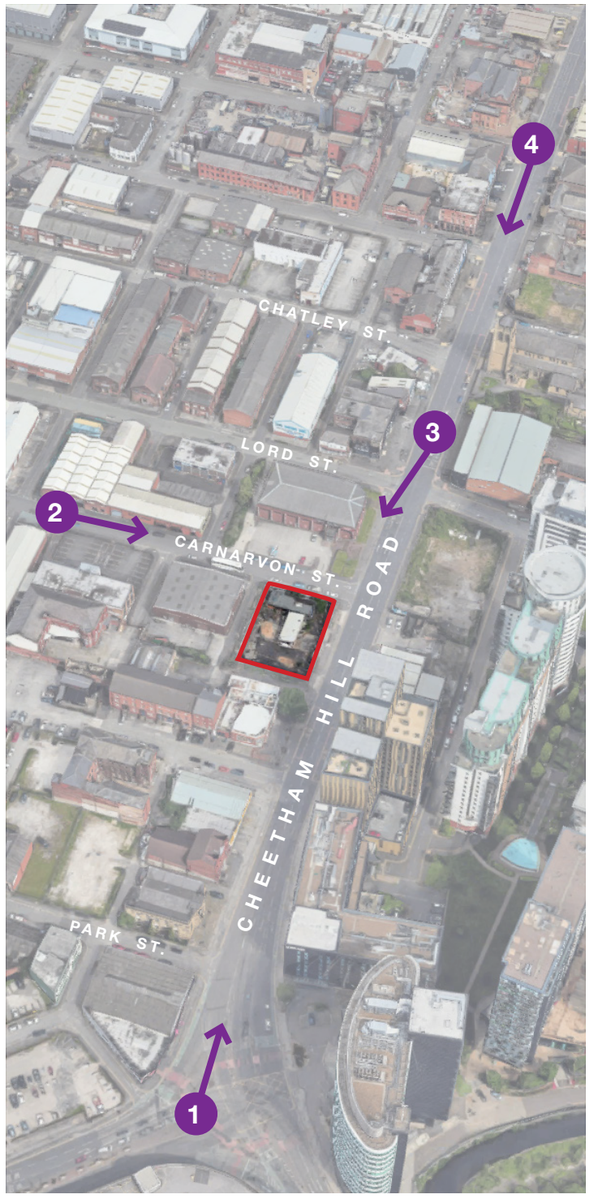
0.12Ha
Site Area

Key

- Site Boundary
- SRF Boundary
- Residential
- Religious
- Commercial
- Light Industry
- Sun Path
- Future 'Beelines' Route
- Vehicular Route
- Pedestrian Route
- Vehicular Noise



2 The Site and Local Context
2.6 Site Photographs



Aerial view of the site
2023



View from the city centre looking north along Cheetham Hill Road



View from Carnarvon Street looking east toward Cheetham Hill Road



View from the corner of Lord Street and Cheetham Hill Road looking south



View from the corner of Cheetham Hill Road and St Chad's Street looking south

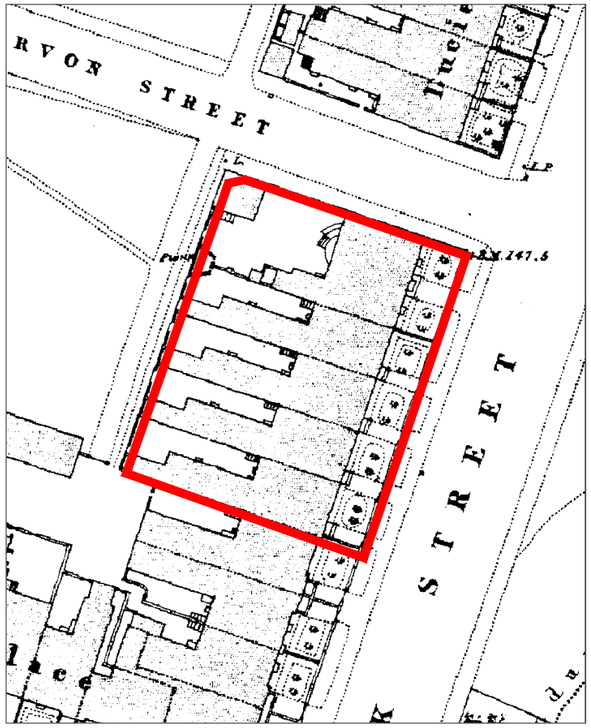
2 The Site and Local Context
2.7 Site History

There has been relatively low level of development across the history of the site with the construction of terrace houses in the 18th century before their eventual demolition for a garage in the 1990's.



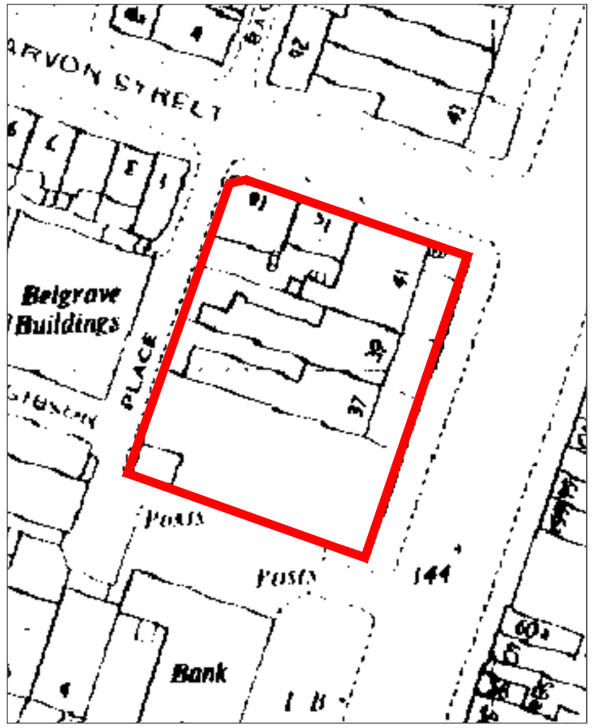
Circa. 1790
Strangeways Estate

The Site lay within the Strangeways estate, 350m east of the Hall, within an open field annotated on Green's map as being within 'Strangeways Park'. Strangeways Park was a large pleasure garden that included fishing ponds, several other large bodies of water, a bowling ground, a maze, shooting butts and tree lined avenues.



1850
Terrace Houses

The survey map is the first accurate plan that details the site. An isolated row of five buildings had been erected on site, four of which were identical and comprised of double-depth terraced houses with rear yards, outbuildings and small front gardens facing onto York Street. The wider area had undergone intense development, mainly consisting of residential houses.



1949
Demolition and development

By the mid-20th century, two of the double-depth houses in the south of the Site had been demolished. The building at the north end of the site had been converted into three properties which are labelled on the Ordnance Survey map of 1949 as No. 1a and 1c of Carnarvon Street and No. 41 Cheetham Hill Road.



1953
Aerial Photo

An aerial photograph shows the two remaining double-depth houses along Cheetham Hill Road and the separation of the larger building that occupied the junction of Cheetham Hill Road and Carnarvon Street. Apart from a small square structure in the south-west corner, the site remained unchanged until the later 20th century. The remaining buildings were demolished by 1990 and replaced with a garage. The garage remains extant, together with an associated shelter. The remainder of the site consists of a hard-standing surface.

Information and images courtesy of Salford Archaeology

2 The Site and Local Context
2.8 Flood Risk Assessment

A Flood Risk Assessment and information has been prepared by Renaissance. Environment Agency (EA) flood maps show the site is located within Flood Zone 1. The vulnerability classification is ‘More vulnerable’.

Based on the guidance in the figure below, the proposal is considered appropriate under the Planning Practice Guidance. The site is within a Critical Drainage Area (CDA) as defined in the Manchester, Salford and Trafford SFRA. However, an assessment of flood risk maps shows the risk of flooding from fluvial, pluvial, sewers, and reservoirs is low or very low. Furthermore, the development has the potential to decrease flood risk by incorporating sustainable drainage features such as blue roofs, SUDs-enabled tree pits and rain gardens within the public realm on the ground floor.

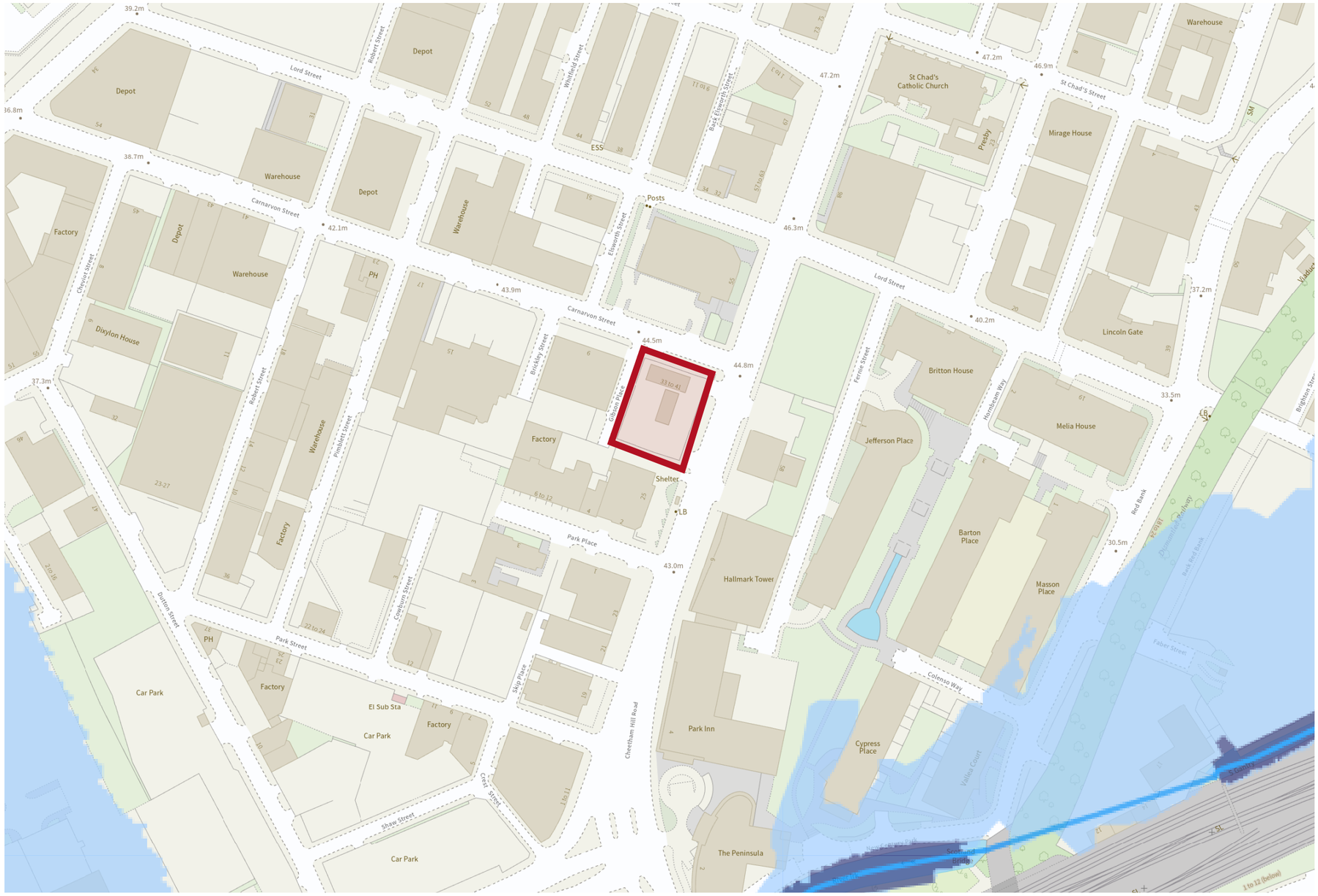
For further information please refer to the Flood Risk Assessment prepared by Renaissance.

FLOOD ZONES	FLOOD RISK VULNERABILITY CLASSIFICATION				
	Essential infrastructure	Highly vulnerable	More Vulnerable	Less Vulnerable	Water Compatible
Zone 1	✓	✓	✓	✓	✓
Zone 2	✓	Exception Test Required	✓	✓	✓
Zone 3a	Exception Test Required	×	Exception Test Required	✓	✓
Zone 3b	Exception Test Required	×	×	×	✓*

Flood Risk Vulnerability and Flood Zone Compatibility Table

Key

- Area boundary
- Flood Zone 3
- Flood Zone 2
- Flood zone 1
- Flood defence
- Main river
- Water storage area



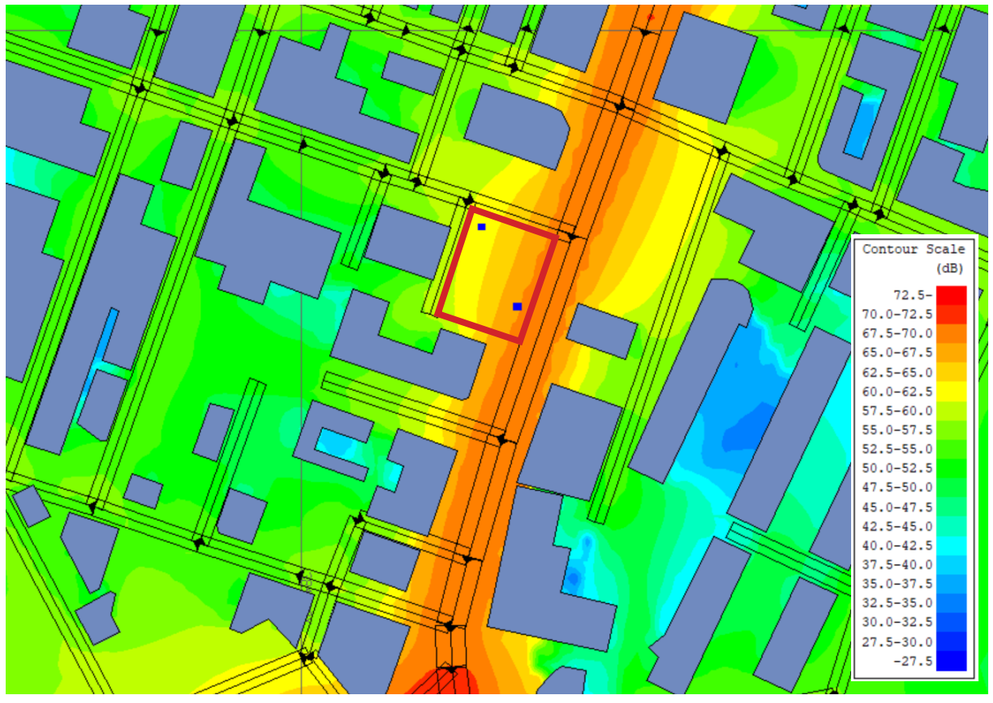
Drawing ref: CHR-REN-XXXX-RP-C-00009 “ Environment Agency Flood Map for planning” by Renaissance

2 The Site and Local Context
2.9 Noise Impact Assessment and Wind Microclimate

Noise Impact Assessment

Jameson Acoustics Ltd. was appointed by the client to undertake a Noise Impact Assessment as the site is subject to road traffic noise, primarily from Cheetham Hill Rd. The results of the assessment have then been used to mitigate this issue, to prevent adverse noise impacts on the development.

The below map shows the recorded noise levels from the assessment. The primary source of noise is from vehicular activity along Cheetham Hill Rd, indicating how busy the road its compared the smaller streets to the East and West.

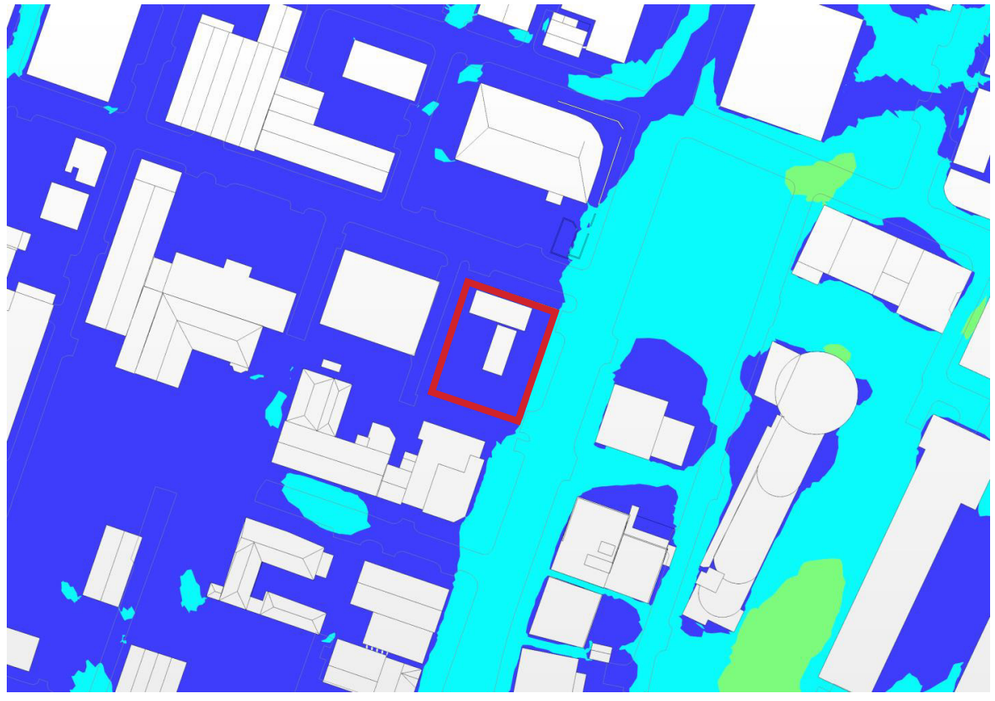


Noise Map of Existing Site
***Noise Impact Assessment Report* - Jameson Acoustics**

Wind Microclimate

Architectural Aerodynamics Ltd. (ArcAero) assessed the wind microclimate for the proposed development. Their report describes the existing conditions around the site as follows:

'Wind conditions within the site and immediate surrounding areas are generally suitable for at least short-term standing or better with small pockets of strolling conditions further to the east & northeast of the site. Thus, wind conditions are comfortable for intended uses as pedestrian ingress / egress' at all entrances, and comfortable thoroughfare use in and around the site.



Wind Microclimate Map of Existing Site
***Wind Microclimate Report* - Architectural Aerodynamics Ltd.**

3 Great Ducie Street Strategic Regeneration Framework

3.1 SRF Summary
3.2 Gateways & Buildings of Height
3.3 Park Place
3.4 Responding to SRF Massing and Site Ownership

3 Great Ducie Street Strategic Regeneration Framework
3.1 SRF Summary

SRF Summary
The site sits within the Great Ducie Street Strategic Regeneration Framework (SRF) which was adopted by Manchester City Council in 2018. The document sets out the framework area, defines individual character areas and identifies the main principles for future development. The following principles were extracted from the SRF and used to drive the scheme's design:

- Promoting sustainability and resilience.
- Appropriate density of development and contributing towards place-making.
- Establishing a clear street hierarchy through the area.
- Designing new buildings to support active frontages.
- Creating a safe and secure environment.
- Protecting residential amenity.
- Enhancing access and movement for pedestrians and cyclists.
- Promoting architectural diversity, and
- Taking a responsible approach to the needs of existing businesses.



Extracts from the Great Ducie Street Strategic Regeneration Framework
2018

3 Great Ducie Street Strategic Regeneration Framework
3.2 Gateways & Buildings of Height

The site is positioned on the North-West boundary of the SRF, close to an identified gateway to the North of Cheetham Hill Road. It sits adjacent to a site identified as a proposed building of height that is located outside of the SRF boundary.

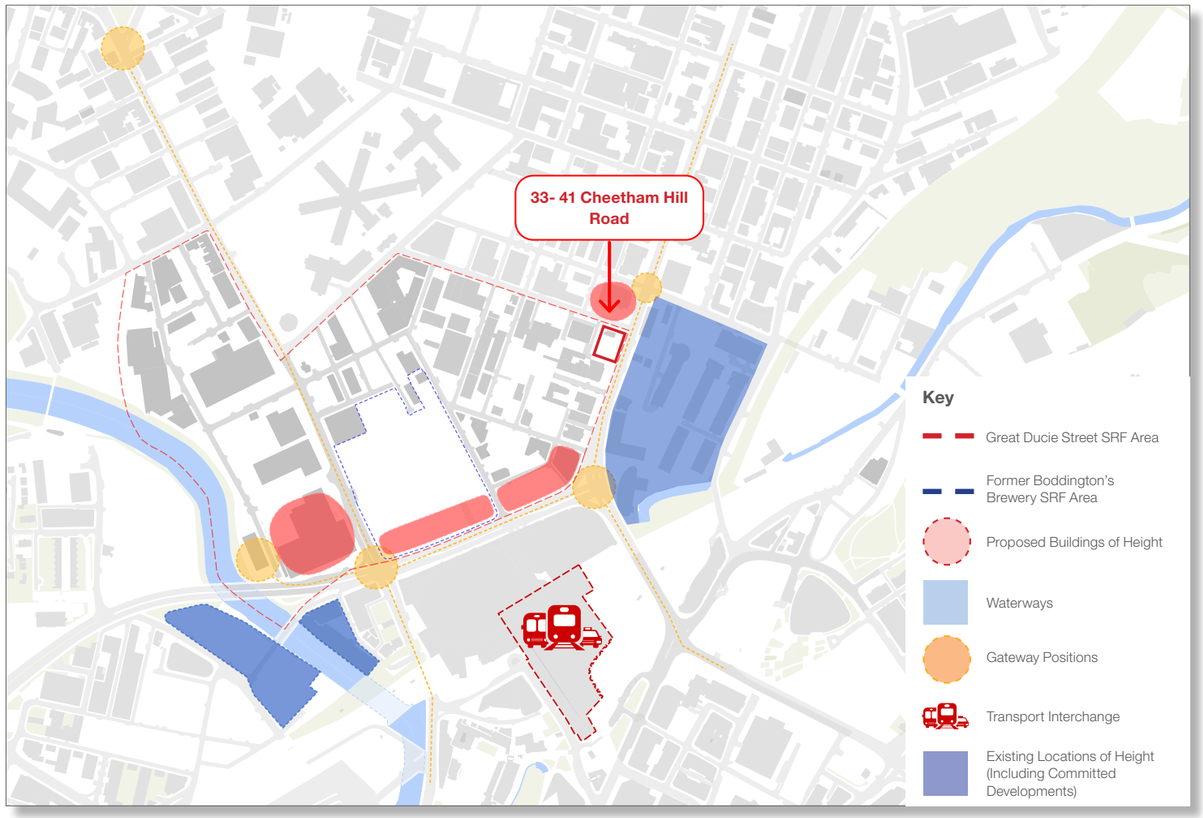
"Tall building proposals within key city centre regeneration areas should have clearly identified regeneration benefits. They should act as a catalyst to the positive regeneration outcomes."

Pg 53, Great Ducie Street SRF

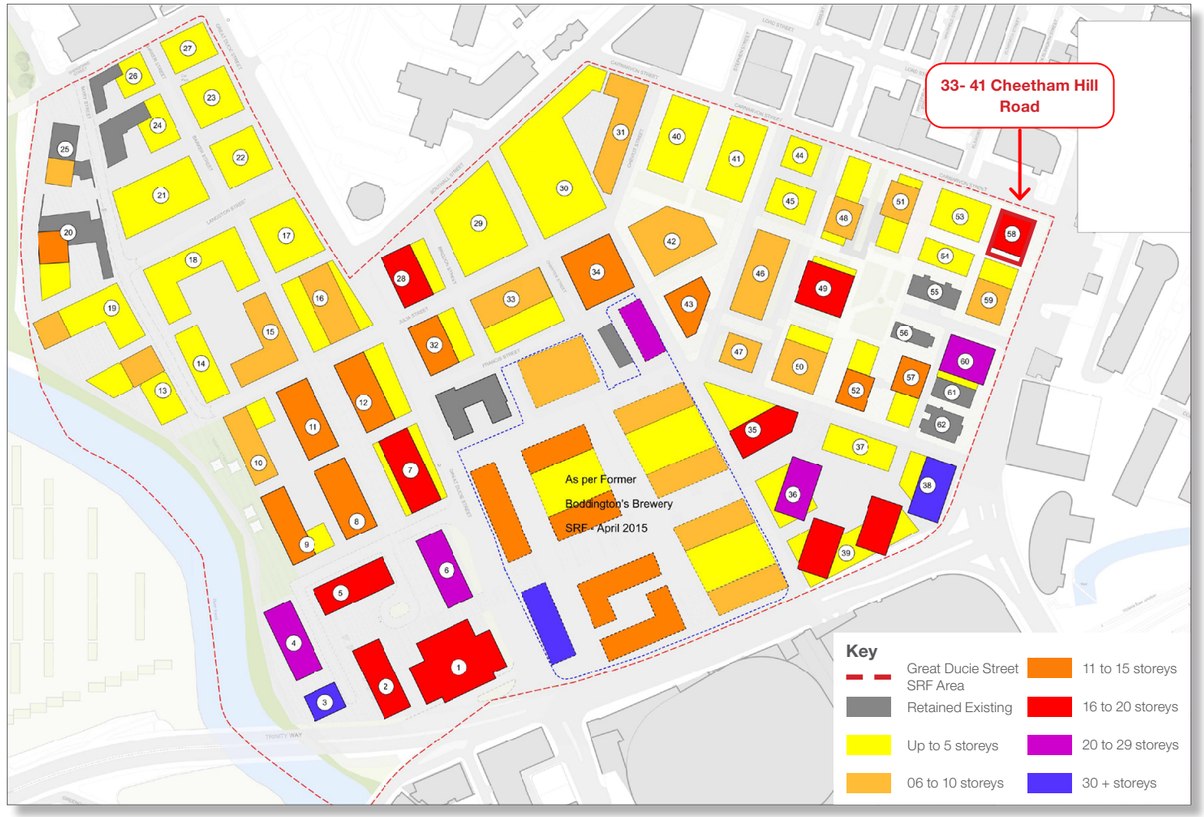
The SRF document includes an indicative heights map for the plots. Tall buildings are typically located at the main vehicular junctions along Cheetham Hill Road and Trinity Way. The majority of the site is identified as Plot 58 which defines an indicative building height of 16-20 storeys.

"In line with existing planning policy there will be an assumption towards delivering high density development that maximises the potential of land within the SRF area without over-development."

Pg 52, Great Ducie Street SRF



Map extract from the Great Ducie Street SRF (page 55)
2018



Map extract from the Great Ducie Street SRF (page 88)
2018

3 Great Ducie Street Strategic Regeneration Framework
3.3 Park Place

The site is within Park Place, which is identified as a mixed-use district with both residential and commercial uses alongside improved public realm to encourage pedestrian movement.

The site is earmarked for a landmark building to establish the new district from the northern approach to the city. The SRF indicates ground floor commercial usage with active frontages on the eastern and southern elevation, and residential development on levels above.

"Landmark buildings of scale will be appropriate within the SRF area, as identified within the masterplan. These proposals will need to be robustly justified in planning, design, and environmental terms."

Pg 57, Great Ducie Street SRF

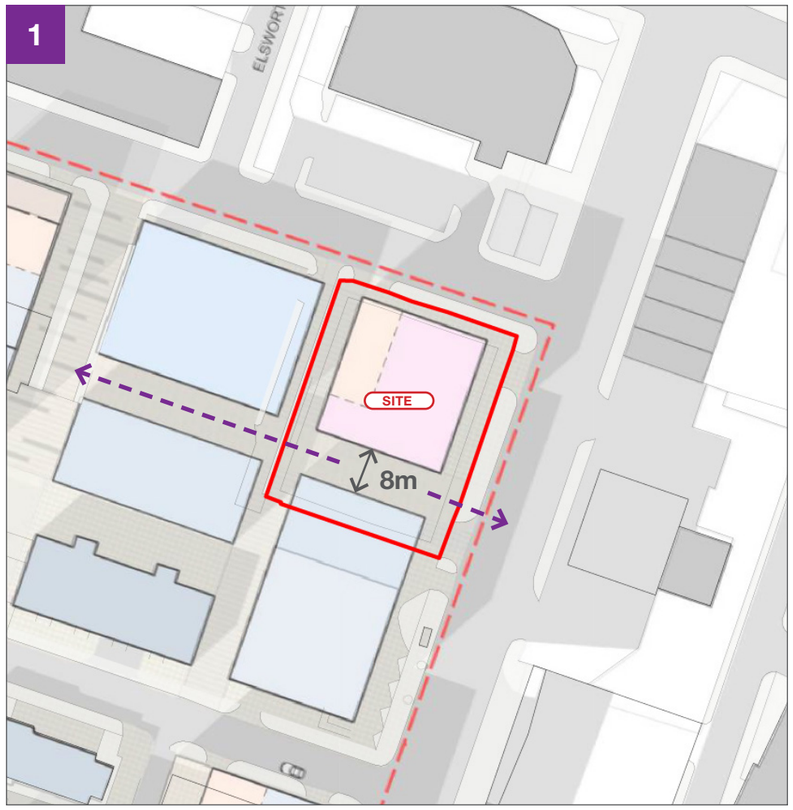
Key

- Landmark / Gateway Buildings
- Vehicular Routes
- Pedestrian Routes
- SRF Boundary
- Sun Path
- Active Frontage
- Pedestrian Junction
- Proposed Public Space
- Boundary



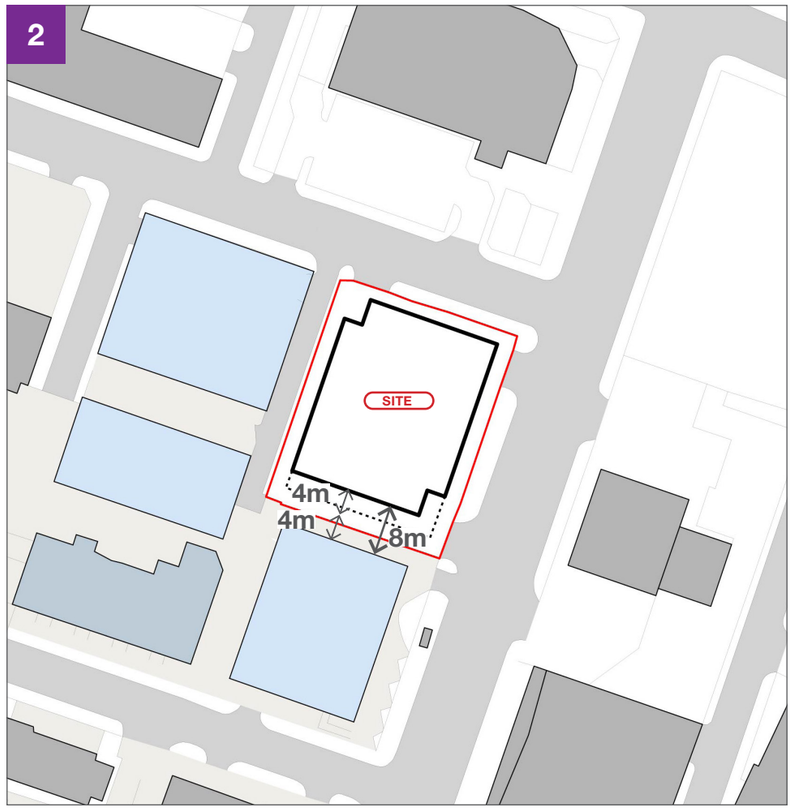
Map extract from the Great Ducie Street SRF (page 80)
2018

SRF Pedestrian Route
The site ownership demise does not align with the indicative plot defined in the SRF document. In response to the proposals for a new pedestrian route to the South of the site, the ground floor frontage is offset from the Southern boundary to allow improved landscaping proposals to be proposed and coordinated with any future development to the adjacent southern plot.



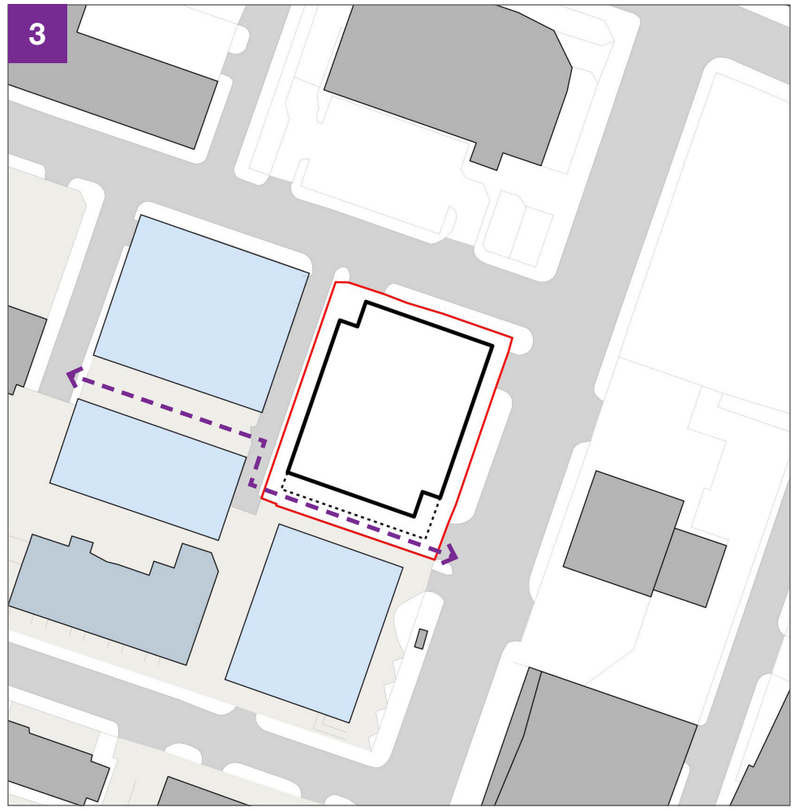
SRF Massing Misaligned with Ownership Boundary

The proposed massing described in the SRF doesn't reflect existing land ownership in this area. As a result the block South of the site extends into the development site.



SRF Distance Maintained

We propose to set back the ground floor glazing along this boundary, to allow the route to be realised at the width shown in the SRF, once adjacent plots are developed.



SRF Pedestrian Route Included

This shared building set back between this development and any future development to the south will enable the pedestrian route proposed in the SRF to be realised.

Proposed future pedestrian route

4 Design Principles

4.1 Manchester Residential Quality Guide
4.2 Site Challenges and Opportunities
4.3 Design Principles

4 Design Proposal
4.1 Manchester Residential Quality Guide

The Manchester Residential Quality Guidance ('MRQG') was published in draft in August 2016 and adopted by the City Council's Executive in December 2017. It sets out MCC's design and quality standard for new housing. The quality guidance demands design excellence in all new housing built in the city, sets minimum space standards, and seeks to ensure high environmental standards. The MRQG sets out nine components that 'combine to deliver high quality residential development, through safe, inviting and sustainable neighbourhoods where people want to live'. A review of how the scheme responds to the guidance is provided on these pages.

1. Make it Manchester

The proposed development creates an appropriate and high quality response to the aspirations set out in the Great Ducie Street Strategic Regeneration Framework to enliven, activate, and regenerate the Strangeways area.

The character of the scheme has been carefully considered in its context. The proposed tower will join Manchester's evolving skyline while new commercial spaces will activate the surrounding streets.

Careful consideration has been given to the palette of materials and colours with references to the surrounding context. The proposal of a two tone brick facade responds to the predominance of the material in the local area and its inclusion on several notable historic buildings on Cheetham Hill Road.

2. Make It Bring People Together

The scheme promotes a well connected, active development. A mix of 1 & 2 bedroom apartment types are included throughout the building, There are opportunities to meet neighbours and create a sense of community through communal residential internal and external areas at ground floor and level 17.

Provision for pedestrian route to the south of the site fitting with the SRF for the wider area ensures connections to proposed future green space and street routes with the Park Place district

The building is designed to encourage active living with the inclusion of 1-to-1 cycle space provided between 50% of apartments with a cycle storage zone and around half of the apartments design with provision for a dedicated storage space. Additionally, the proposed scheme is within walking distance to the city centre and to Manchester Victoria transport hub.

3. Make It Animate Streets and Spaces

The development aids well overlooked streets for the nearby area and provides ground floor activation to Cheetham Hill Road and Carnarvon Street to encourage pedestrian activity. Active frontage includes a residential concierge with breakout amenity space and a proposed commercial unit. Position of secondary uses - plant rooms and bin stores - are positioned to rear of the building along Gibson Place, which is defined as a secondary vehicular route with the SRF.

Main entrances are orientated towards Cheetham Hill Road and are clearly visible. Additionally, a threshold is created in front of the building with the building colonnade and the use of planting to provide a degree of greenery, defensible space, and clear routes to the entrances.

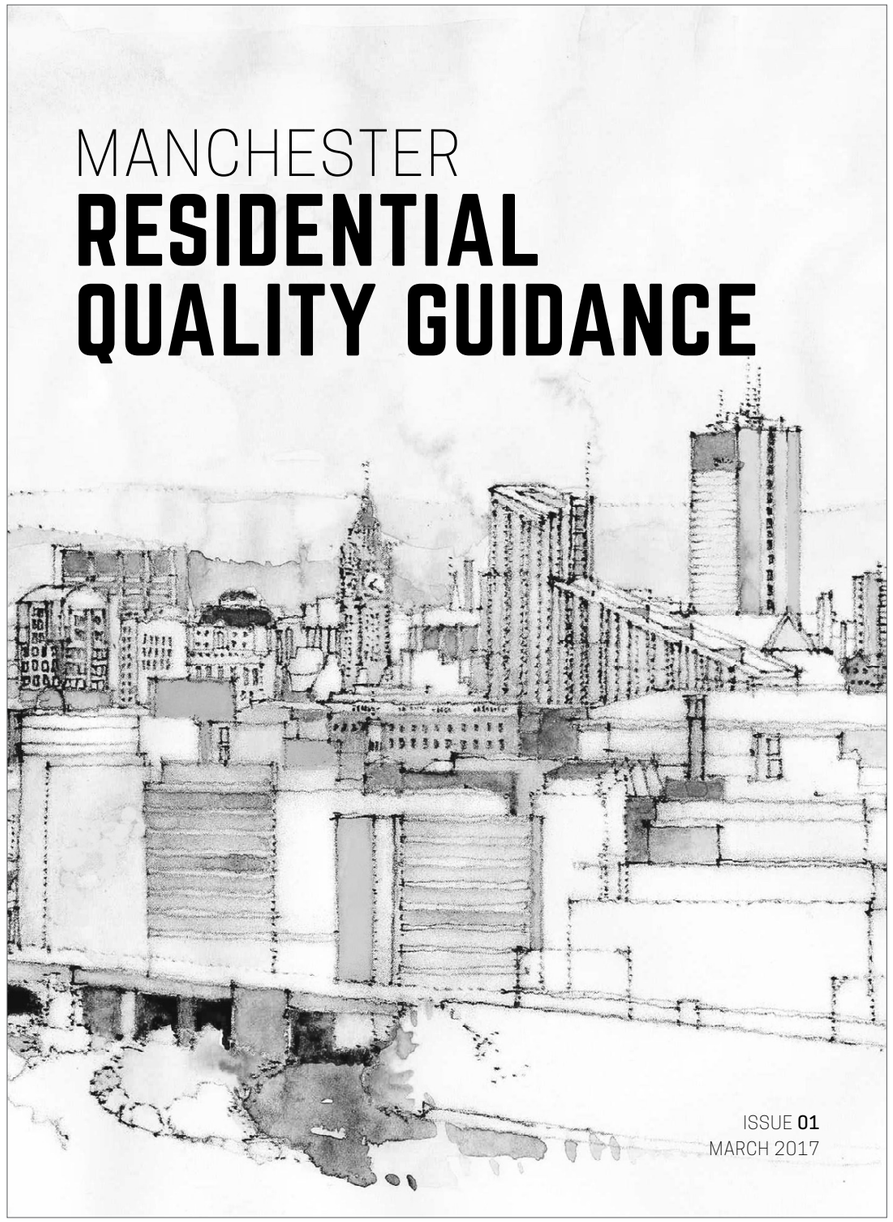
4. Make it Easy to Get Around

The site has excellent links to local transport routes. It is a short walk from Manchester Victoria transport hub.

Secure, internal cycle stores and dedicated storage space in apartments encourages provide facilities for residents who cycle. The site lies close to the proposed 'Beeline' route along Lord Street and provides connectivity to the wider city.

Care has been taken when working with the existing topography to ensure the external environment is accessible for residents and public alike. The site is gently sloping northward, with an approximate 1m level change. The main pedestrian route towards town includes ramps to account for the level change and level access is provided to all entrances.

Within the development, all residential floors and amenity spaces can be accessed using the circulation core which includes 3 passenger lifts and two escape stairs.



Manchester Residential Quality Guidance
2017

4 Design Proposal
4.1 Manchester Residential Quality Guide

5. Make it Work with the Landscape

Integral to the success of the proposal is the relationship between the built form and the public realm within which it sits. Cheetham Hill Road proposals hope to act as a catalyst for future improvements to the local context and pedestrian experience with street level planting at the base of the building. An external landscaped terrace is hosted on Level 17 with a mix of hard and soft landscaping to ensure the space is functional and well used.

Sustainable urban drainage is included in the project. Rain and storm water is managed with blue roof systems to level 17 external terrace and on level 23 roof.

6. Make It Practical

Practicality have been the focus through the development of the scheme. Entrance points are located on the primary approach from Cheetham Hill Road, with dedicated accessible parking spaces and a drop off lay-by closely positioned on Carnarvon Street. The cycle store is designed to be convenient and enjoyable with level access between external areas, cycle store, and lift cores. Additionally, a large number of secure car parking sites are located within a 5 minute walk.

Access for plant spaces and emergency services is achieved along Gibson Place - a secondary vehicular route as defined within the SRF.

The refuse store is split between residents waste drop-off and a managed area of bin storage for the safe and efficient management of waste. Additionally, external area is outlined within the site boundary to position bins on collection days.

7. Make It Future Proof

A robust palette of materials has been proposed. A brick facing facade has been proposed for its inherent qualities of robustness and low maintenance. Anodic PPC finishes are proposed to the metalwork due to its durability and ease of repair in areas where there is an increased exposure to wear and tear over the life span of the building.

The thermal envelope performance will be improved beyond the minimum standards set out in current Part L of the Building Regulations to produce a 'fabric-first' design that does not rely on high performance complex Building Services installations.

Homes have typically been designed as open plan between the kitchen, living and dining space. This arrangement allows flexibility to accommodate a range of lifestyles and working from home set ups.

8. Make it a Home

The proposal includes a mix of apartments as follows:

- 82no. 1-beds (35%)
- 155no. 2-beds (65%)

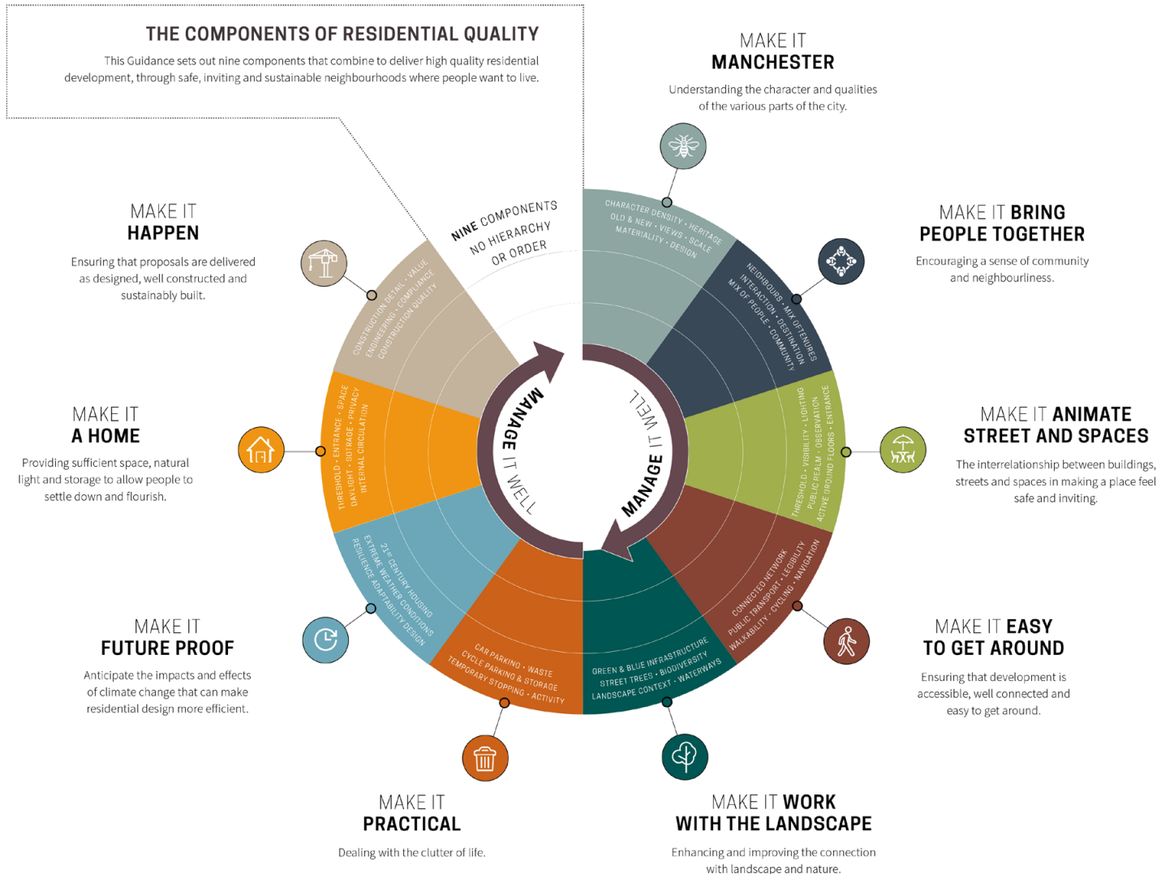
The floor plate accommodates 12 homes around a central core with generous corridor widths. The apartment layouts enjoy an open plan approach to allow for more flexibility with furniture arrangements. Floor to ceiling heights in the living and bedroom spaces of all households are 2.4m or greater.

The stepping tower layout allows for a high percentage of dual aspect apartments and living spaces, maximising daylight and views onto the surrounding context.

9. Make it Happen

The design team have utilised their extensive knowledge of relevant residential projects to incorporate key design principles from the outset on construction and build-ability.

Structural zones have been sufficiently designed and coordinated with the layouts at this stage of the design to accurately determine the most efficient core layouts and foundation design. Appropriate service zones, riser locations and plant areas have also been considered across the scheme for both the residential and commercial areas.



The components of residential quality, extracted from Manchester Residential Quality Guidance document (p.24 - 25)
2017

4 The Site and Local Context
4.2 Site Challenges and Opportunities

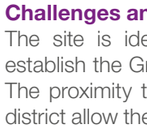
Challenges and Opportunities
The site is ideally placed for a landmark development, to establish the Great Ducie Street district within the city context. The proximity to the Green Quarter and emerging Red Bank district allow the site to act as an extension of these established and desirable residential districts, and will continue to evolve as the SRF is realised.

While there are currently challenges to the pedestrian experience, this proposal should improve street activity and collectively enrich the public realm and pedestrian experience to serve as a positive catalyst for future plots.

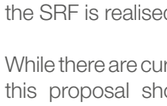


Celebrate the proximity of the site to the city centre by framing views South towards the skyline.

Improve visual links to the Green Quarter, Red Bank and the emerging Victoria North Masterplan District.



Activate prominent building corners from North and South approaches along Cheetham Hill Road.

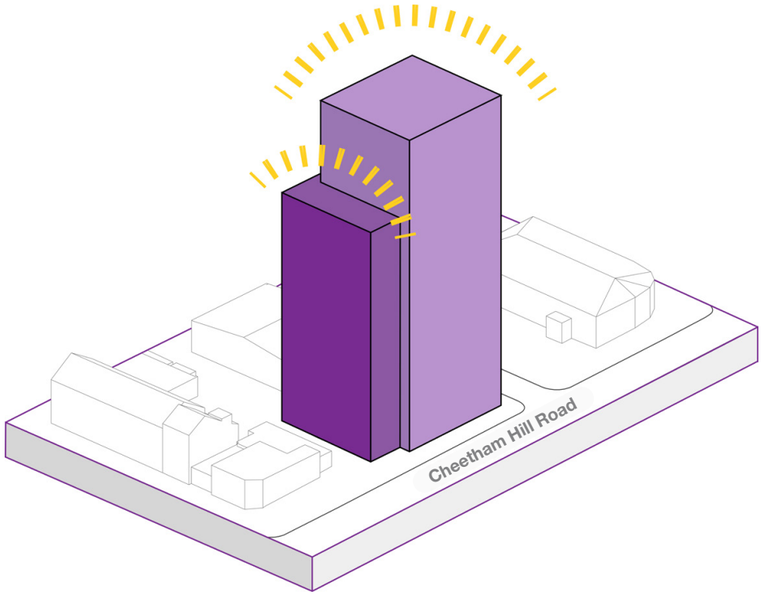


Introduce Active Frontages to prominent elevations, with commercial frontage increasing pedestrian activity.

Develop a landscaping scheme that helps to facilitate a future pedestrian route into the Park Place neighbourhood.

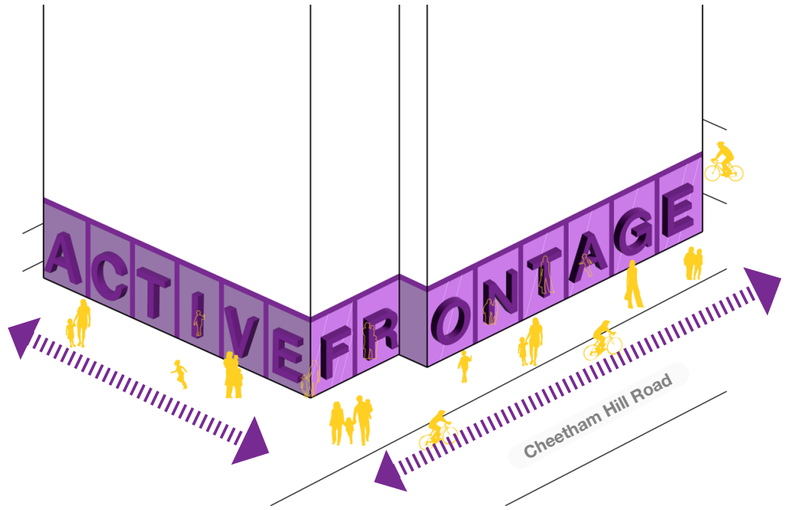
Consider creating defensible space between Cheetham Hill Road and the main building entrances, to improve the pedestrian experience.





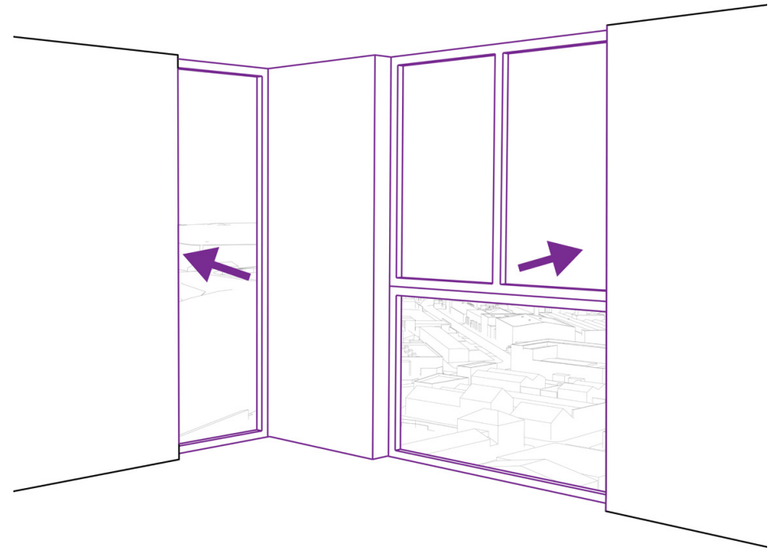
Landmark Building

Create a **landmark building** that meets the place making, design and sustainability aspirations of MCC and the Great Ducie Street SRF, setting the tone and character for the development of future plots.



Active Frontage

Enhance street edges along East and South façades with visible building entrances and **active frontages** that contribute to the character of the public realm and improve pedestrian experience.



Dual Aspect Apartments

Deliver a product of the highest quality that aligns with the requirements of Manchester's Residential Design Quality Guidance and maximises the number of **dual aspect** apartments.

5 Design Proposal

5.1 Key Metrics
5.2 Massing
5.3 Pre-application Consultation with Manchester City Council
5.4 Public Consultation
5.5 Site Arrangement
5.6 Plan Layout - Ground Floor
5.7 Plan Layout - Level 01-16
5.8 Plan Layout - Level 17
5.9 Plan Layout - Level 18-22
5.10 Plan Layout - Level 23 Roof
5.11 Wind Microclimate Assessment
5.12 Acoustic Assessment
5.13 Typical Apartments

5 Design Proposal
5.1 Key Metrics

0.12 ha
Application site area

237
Homes achieving minimum described areas in NDSS

1:1
Cycle Store / Apartment Zone to Apartment Provision

50%
Dual Aspect Apartments

477m²
Internal and External Amenity Provision

91m²
Ground Floor Commercial Unit

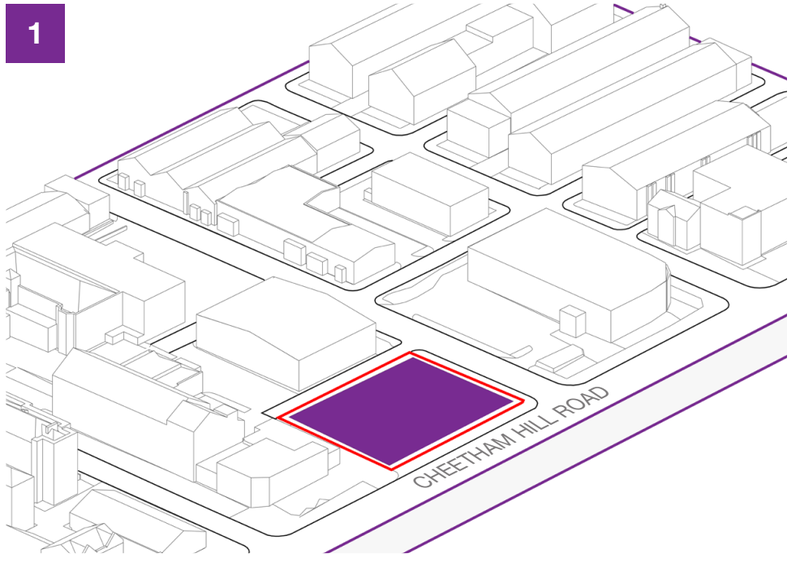
35%
82 One Bedroom homes

65%
155 Two Bedroom homes

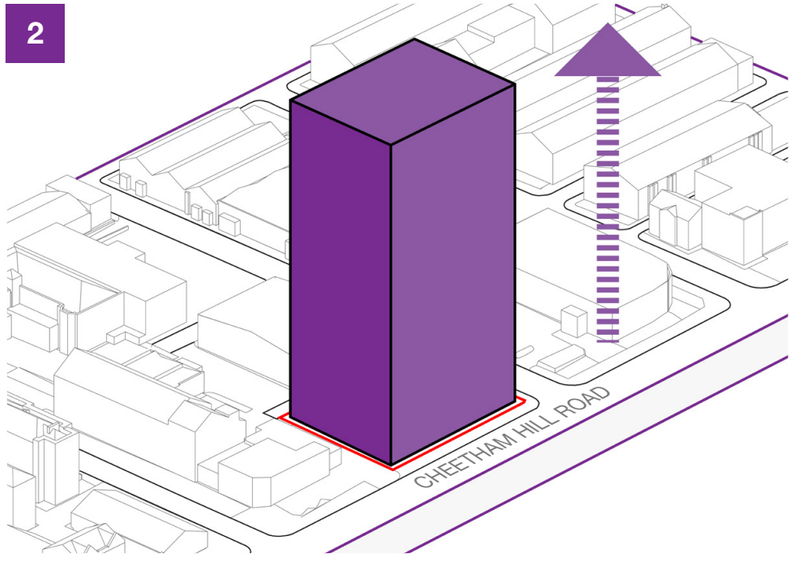


Proposed massing in future context (Green Quarter massing shown partially transparent for the purposes of this image)
2023

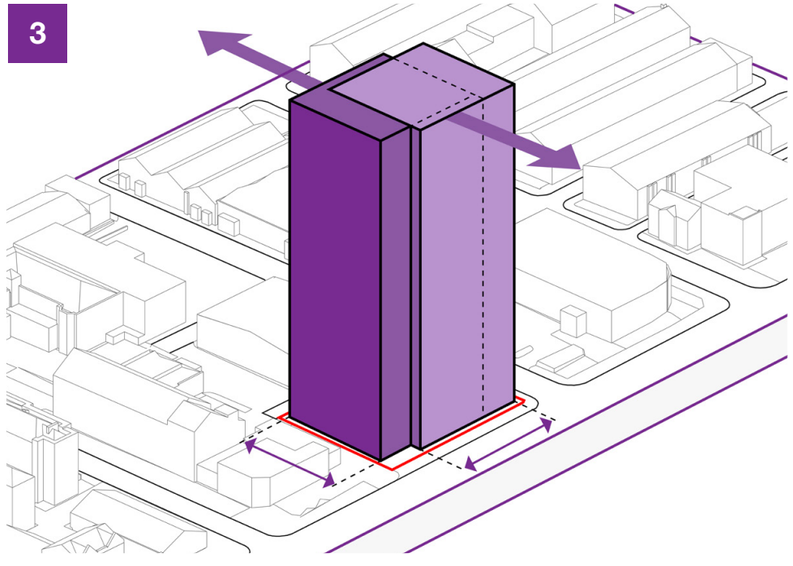
5 Design Proposal
5.2 Massing



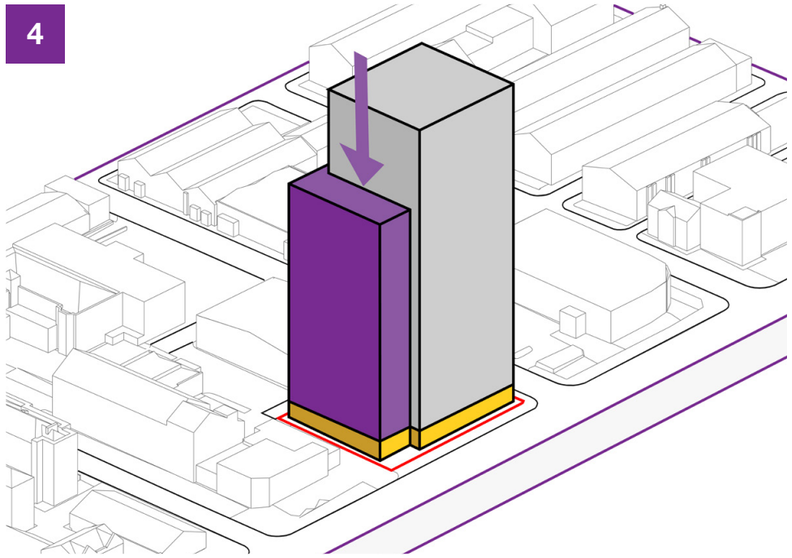
Initial building footprint established within the site boundary.



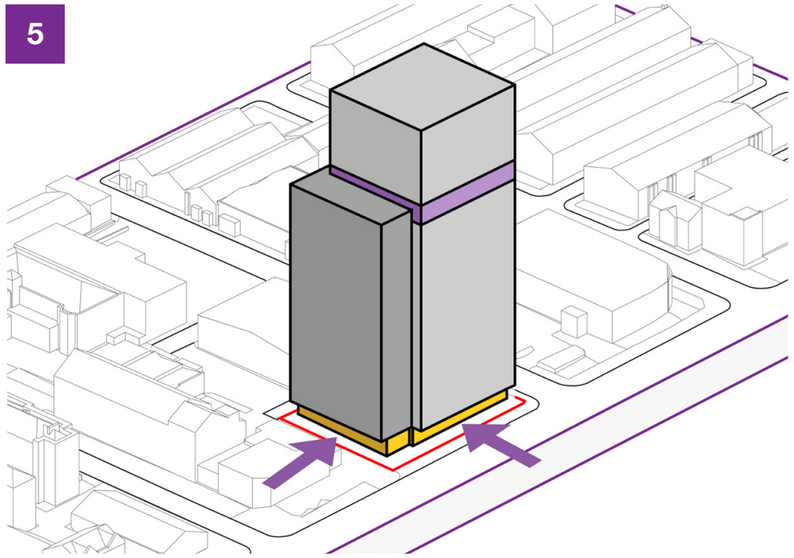
Footprint extruded to 20 storey datum as described in SRF.



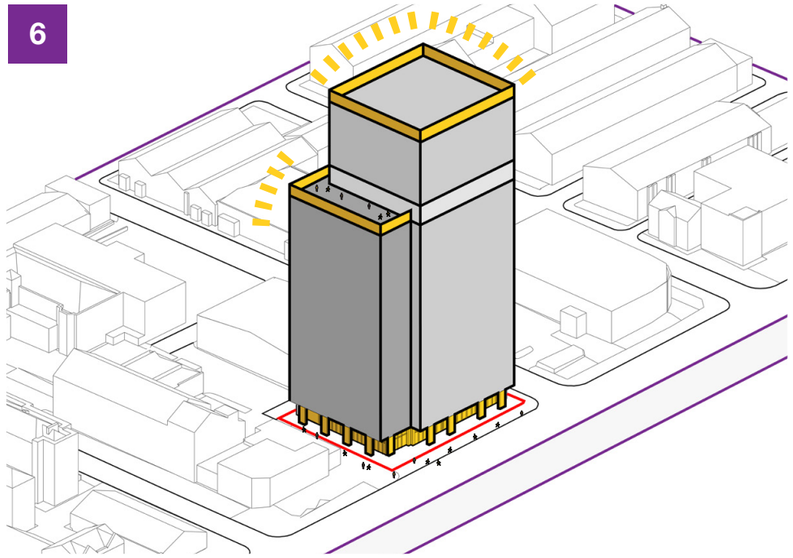
Building form shifted in plan to create interest and relief in elevation along Cheetham Hill Road, increasing the number of dual aspect apartments.



Push / Pull between elements to create a stepped form with tallest element to the North of the site. Active frontages at ground floor located on East and South façades.



Active frontages pushed back at ground floor to create sheltered entrances. Mid-Level amenity expressed where building form steps, utilising the roof of lower form as an external roof terrace.



Building grounded with colonnade to the set back façades at ground floor, with opportunity for street trees to improve micro-climate and the pedestrian experience. Expressed architectural ‘crown’ to define the landmark building in the city skyline.

5 Design Proposal
5.3 Pre-application Consultation with Manchester City Council

Hawkins\Brown undertook three pre-application meetings with planning officers from Manchester City Council (MCC). A summary of each meeting and the content shared is captured on this page, including any key feedback, which informed the development of the proposals.

Pre-app meeting 01 - 25.04.23

Hawkins\Brown presented their initial site analysis for the site, including research on the local context and the Great Ducie Street SRF. Key design principles were shared to reflect our understanding of the aspirations for this part of the city. This led to our appraisal of the site geometry and an initial massing strategy to agree on acceptable building heights for the site.

Pre-app meeting 02 - 26.06.23

A developed scheme that built on the massing principles established in Pre-App 01 was presented in this meeting. The team shared detailed floor plans, apartment layouts, and initial comments on landscaping proposals. Emerging facade strategy options, material palettes and colour combinations for the interlocking forms were also shared.

Feedback

- The form and repetitive facade grid was positively received.
- The preferred facade strategy expressed the interlocking blocks as two vertical volumes. The 'crown' should be cohesive with the facade below.
- Masonry would be suitable as a primary facade material for this site. MCC warned against the use of expressed horizontal banding with a contrasting material to not undermine the masonry grid.
- MCC's preference is for ventilation to the facade through the window soffits if possible, and for window frames to be anodised.
- The scheme should endeavour to provide more active frontage to Carnarvon Street and ensure the cycle store contributes towards creating active frontage.

Pre-app meeting 03 - 31.10.23

This meeting was centred around a preferred facade strategy for the building. White card massing views in context were shared to describe the facade grid and repetition that wrapped the building form. These were supported with detailed street level imagery and emerging bay study elevations that captured the proportion, depth and texture of the typical facade bays.

Feedback

- Mechanical ventilation to apartments should terminate within the window soffit reveal. The soffit should also be treated with a brick return.
- Ground floor proportions should be increased to give a double or triple height base to the building.
- The principle of introducing metal spandrel panels to the upper levels is understood although the detailing should be carefully considered.
- Corner window details should be reviewed to minimise the visual aesthetic of the metal posts.
- Projecting brickwork detailing should have adequate depth to be legible on the facade.
- Window frames should be a slim profile with the opening element flush to the main frame.

Further Design Feedback - December 2023

These conversations centred around the treatment of the building's corners. A range of facade options exploring varying levels of solidity and glazing were shared, with an indication of a preferred option. A suite of elevations and street-level views were also shared to provide a comprehensive visual picture of each option in context.

Feedback

- Metal spandrel panels on the upper levels should be replaced with brickwork.
- Corner windows should be omitted and replaced with solid masonry corners to enhance the vertical proportions of the building.
- The slot windows in the corners of the building are understood to maintain dual aspect to the living spaces.



Image from Pre-Application Meeting 01 showing initial response to the lower levels and active frontages.

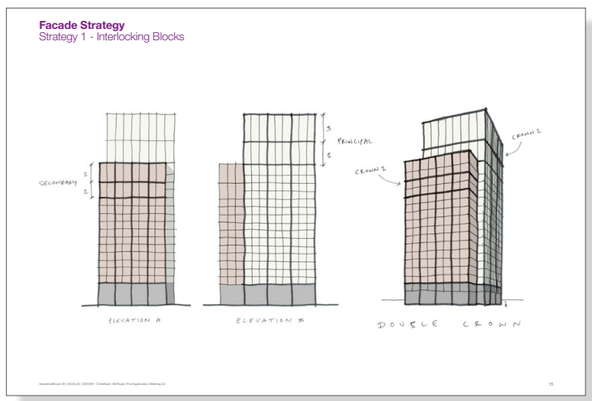


Image from pre-application meeting 02 showing initial facade grid strategy and alternate colour tests to define the stepped form.



Image from pre-application meeting 03 showing our developed bay study elevation for the typical levels, with ventilation panels above windows.



Image from Pre-Application Meeting 03 showing a rendered street level view capturing materiality, tone and texture in the facade.

5 Design Proposal
5.4 Public Consultation

Counter Context led the public consultation for the development and helped facilitate meetings between stakeholders and MCC council members. They curated the engagement with local residents through a dedicated consultation and physical postcard drops that encouraged feedback from the community. More detailed information on the process can be found in the Statement of Community Involvement prepared by Counter Context Ltd on behalf of ZX Cheetham Hill Developments Limited.

A programme of the key dates during the two-week engagement period is as follows:

Thursday 2nd November - Postcard distributed to local residents to introduce the scheme and invite them to visit the consultation website. The postcard was distributed to 688 addresses.

Friday 3rd November - A dedicated consultation website went live, providing information about the proposals with links to online feedback forms.

Friday 3rd November - A press release was issued with the launch of the consultation to a range of online and printed publications.

Friday 17th November - The consultation period ended and public comments were collated.

Feedback

In total, 11 feedback submissions were received during the consultation period. A summary of the main points raised is as follows:

- Facade Design and Materiality
- Landscaping and Public Realm
- Support for new developments and inclusion of a ground floor commercial unit offer
- Affordable Housing
- Lacking car park provision
- Disruption and noise during construction

Response to Consultation

The client and design team reviewed and welcomed feedback from the consultation. Following this process, additional development to the landscape design and building imagery was undertaken in preparation for the planning submission. Due to constraints within the project time-line, professional CGI's were not available for the consultation, which was a key point raised in the collated responses. We believe the points raised are addressed in the proposals and imagery within this planning application.

The detailed responses to the comments can be found within the Statement of Community Involvement.



Image of postcard that was distributed during the public presentation

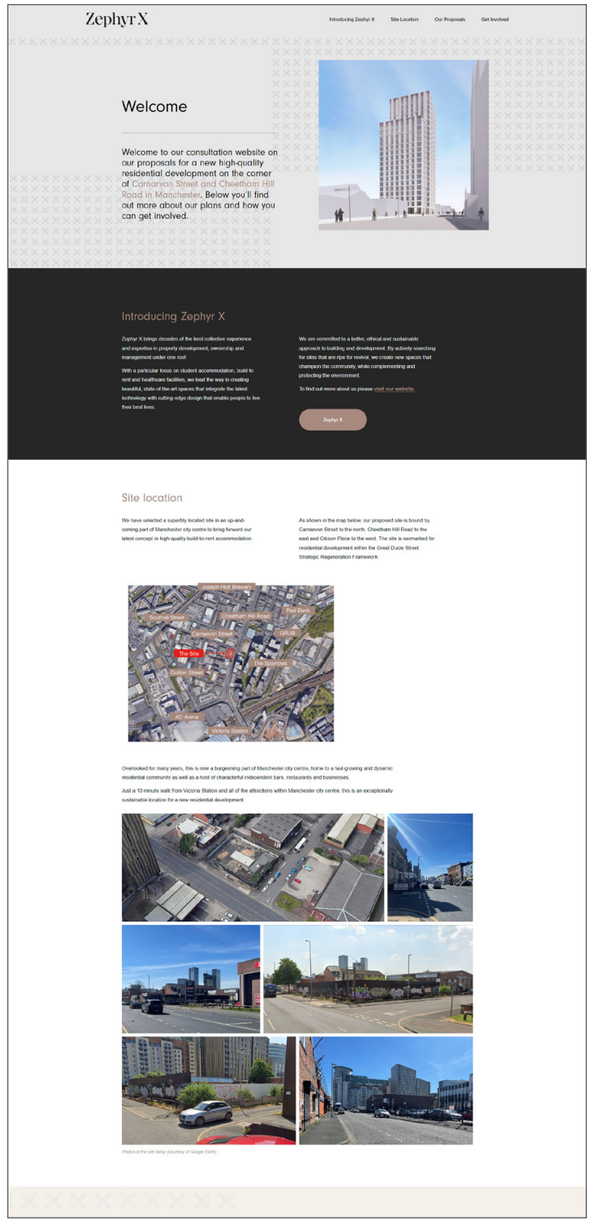


Image of consultation website page



Site Arrangement
The building and landscape proposal has been informed by the following principles:

1. Prioritising the pedestrian journey from the city centre by positioning the concierge in the Southern corner and using ramped access to ensure the access needs of all users are met.
2. Integrating the proposed landscaping with the future pedestrian route to align with the Great Ducie Street SRF.
3. Back-of-house plant rooms have been positioned to the rear of the building fronting Gibson Place to maximise and maintain the activation of the main pedestrian routes.
4. Maximising planting and landscape that fronts Cheetham Hill Road and the southern boundary to enrich and enliven the streetscape.



Key

- Plant Rooms
- Refuse
- Concierge
- Commercial
- Cycle Store
- Site Boundary

5 Design Proposal
5.6 Plan Layout - Ground Floor

The arrangement at the entrance level to the building responds Great Ducie Street SRF by placing active frontages along Cheetham Hill Road and the future pedestrian route to the South. The resident's lobby and commercial unit are accessed from a sheltered pedestrian route on Cheetham Hill Road, at the base of the tallest section of the building. These entrances are framed between the expressed piers that ground the building. A level change and shallow planting beds help soften the transition from the street.

Commercial active frontage is maximised along Carnarvon Street. Two accessible parking bays and a lay-by for drop off and servicing are located along this edge as the main vehicular access route to the site. Servicing access for refuse and plant is positioned along Gibson Place, which is defined as a vehicular access route in the SRF that will continue South when future plots are realised.

82m²
Ground Floor Commercial Area



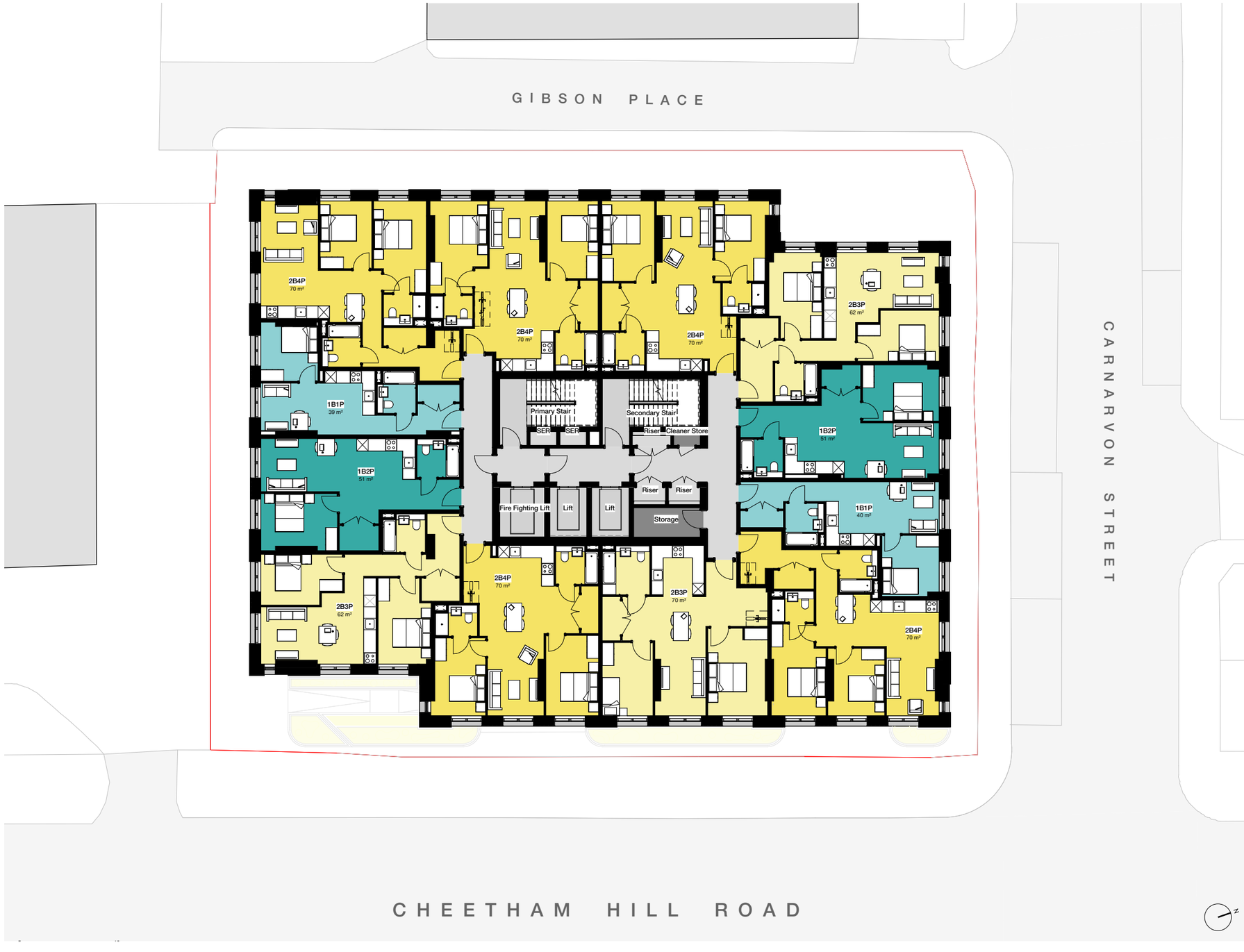
Key

- Visual frontages to pedestrian routes
- Plant Rooms
- Refuse
- Concierge
- Commercial
- Cycle Store
- Site Boundary

5 Design Proposal
5.7 Plan Layout - Level 01-16

The typical floor plan runs from Level 01 to 16 and forms the main body of the building. The layout accommodates 12 homes situated around a central core with two escape stairs and 3 circulation lifts, plant provision and lettable storage space for residents.

The stepped plan maximises dual-aspect living in the corner 2 bedroom apartments, while the central core arrangements ensure that corridors are short and easy to navigate and that all the towers' facades are activated.



50%
Dual Aspect Apartments

Key

- 1 Bed 1 Person
- 1 Bed 2 Person
- 2 Bed 3 Person
- 2 Bed 4 Person
- Site Boundary

5 Design Proposal
5.8 Plan Layout - Level 17

Additional shared amenity space for residents is on Level 17. Here, the plan cuts back and steps in height with the lower roof, creating an external landscaped terrace with south-facing views towards the city centre. Internal amenity spaces on Level 17 are designed to access the external terrace directly, with general access to the terrace from the lift lobby.

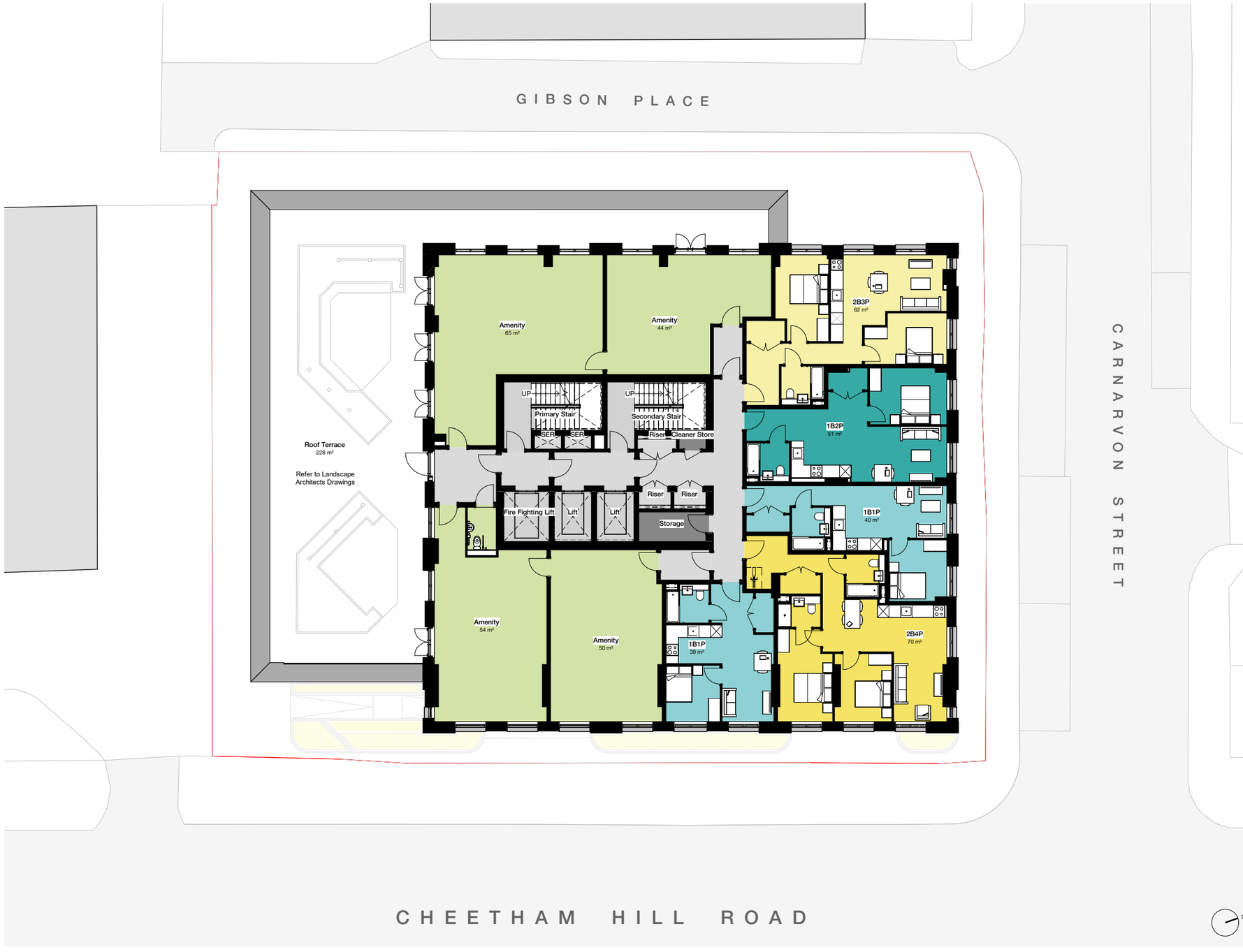
Residential accommodation is retained to the north of the plan, with the apartment demise's matching the floors below.

210m²
Shared Internal Amenity

220m²
External Amenity Terrace

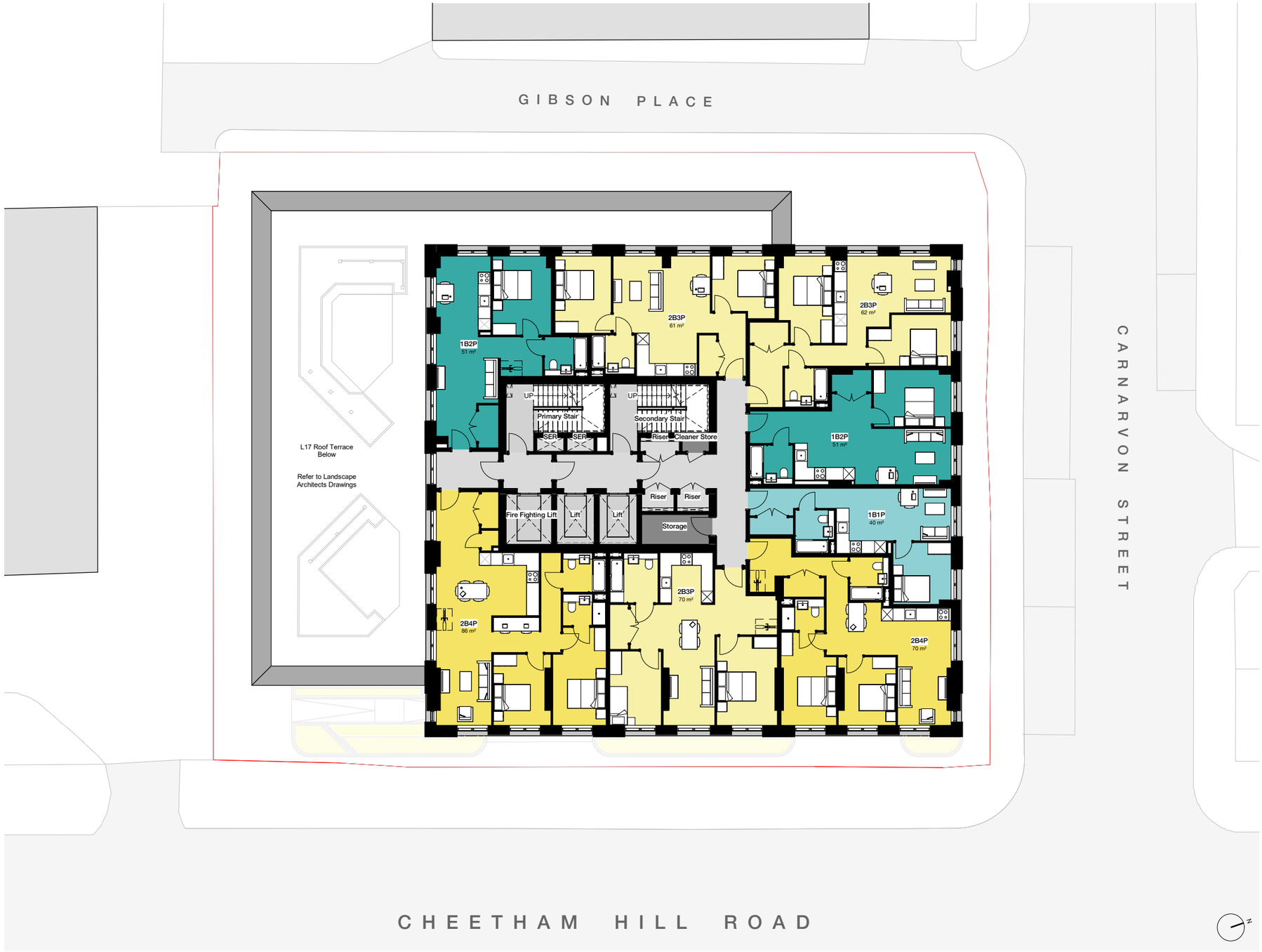
Key

- Amenity Space
- 1 Bed 1 Person
- 1 Bed 2 Person
- 2 Bed 3 Person
- 2 Bed 4 Person
- Site Boundary



5 Design Proposal
5.9 Plan Layout - Level 18-22

The reduced floor-plate extends a further 5 storeys to define the taller element of the interlocking forms. These floors accommodate 8 homes per floor with a similar mix of one and two bedroom apartments. The corridor runs to the southern facade, bringing daylight into the common areas and a view of the city skyline.



Key

- 1 Bed 1 Person
- 1 Bed 2 Person
- 2 Bed 3 Person
- 2 Bed 4 Person
- Site Boundary

5 Design Proposal
5.10 Plan Layout - Level 23 Roof

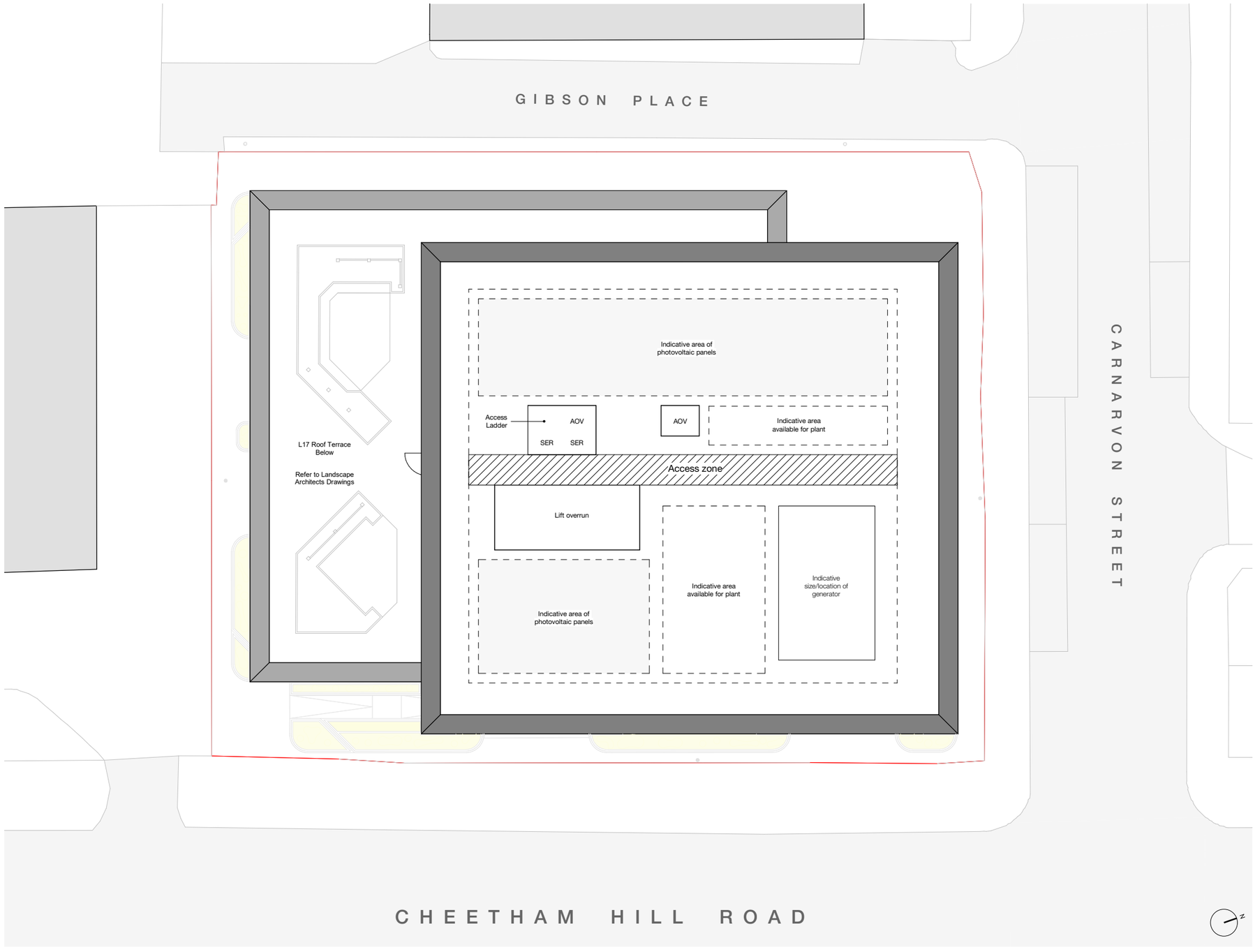
The main roof is dedicated for plant equipment, with entry via an access hatch from the central stair core. Entry is restricted to management and maintenance personnel only. The parapet is designed as a crowning moment for the tower while also providing 1600mm high guarding. A clear route around the parapet is also maintained for facade access and maintenance purposes.

Sustainable Drainage Solutions (SuDS) - Roof Water Attenuation

In line with the sustainability aspirations for the project, a blue roof construction for the attenuation of surface water is proposed for the L17 Terrace and L23 Roof. This provides the potential for up to 80m³ of storage across both roofs.

This would include a flow control to limit runoff to an outfall rate that equates to greenfield run-off and provide a betterment on existing runoff rates.

For further information refer to the Outline Drainage Strategy and Flood Risk Assessment.



5 Design Proposal
5.11 Wind Microclimate Assessment

ArcAero have assessed how the proposed development will impact wind conditions in the local area and pedestrian comfort. This exercise has been undertaken with the building massing in the current and future context. The report provides the following conclusions:

- Upon the introduction of proposed development within existing surrounds: On ground and terrace level, wind conditions are expected to remain safe and suitable for intended uses within and around the site.
- Upon the introduction of the cumulative surrounds, wind safety and comfort conditions remain materially similar to that of the proposed development within existing surrounds.

Proposals to improve comfort levels have been incorporated into the Level 17 terrace landscaping, to meet the recommendations outlined in the report. Please refer to Landscape Architects proposals within this document.

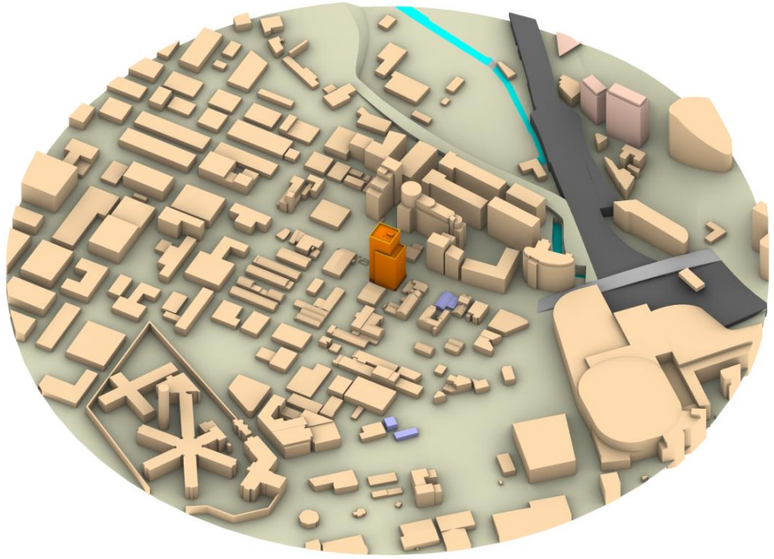
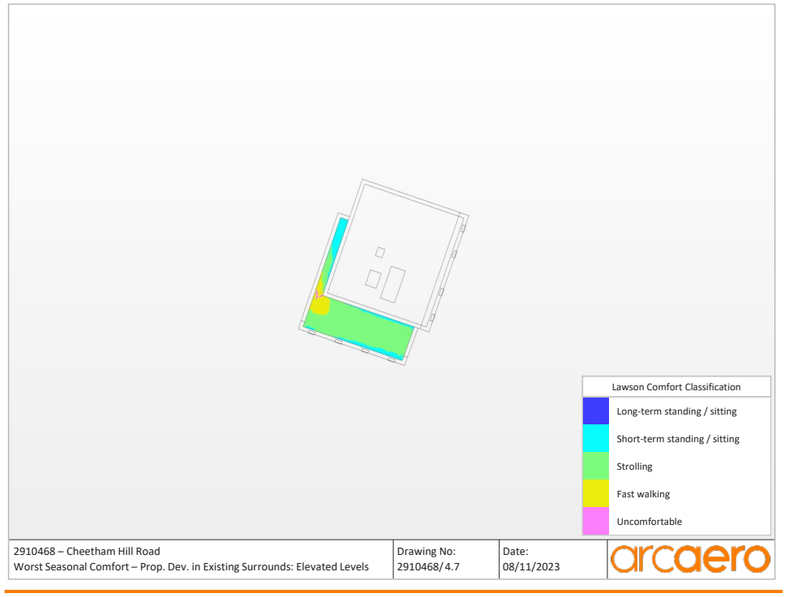


Figure 4.7 – Pedestrian wind conditions, proposed development within existing surrounds, worst case season – terrace level



33-41 Cheetham Hill Road
ZX Cheetham Hill Developments Limited
2910468rep1v3

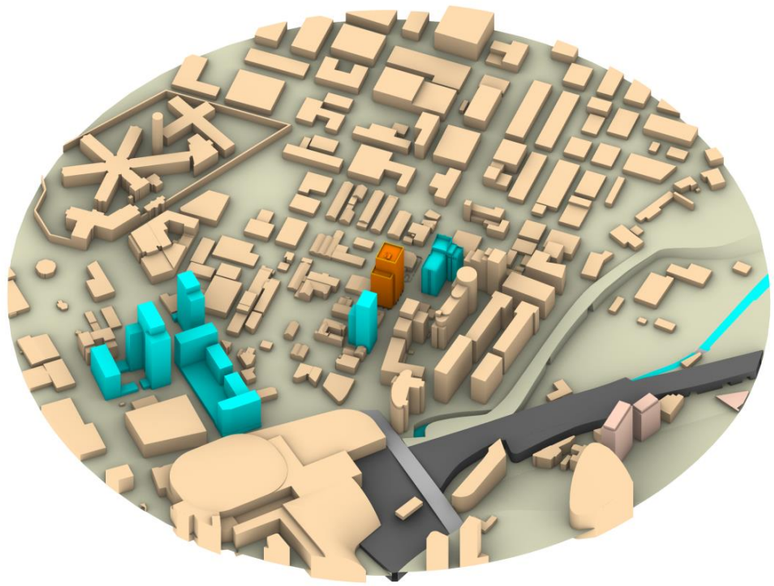
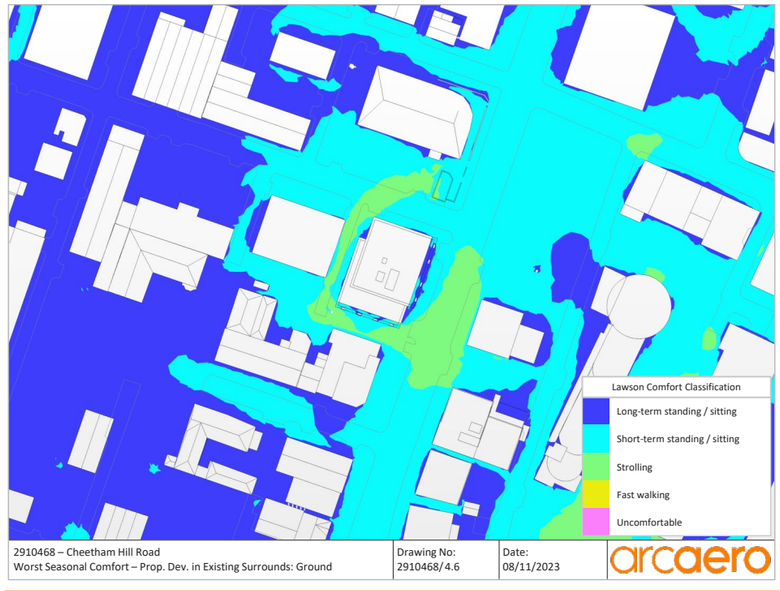


Figure 4.6 – Pedestrian wind conditions, proposed development within existing surrounds, worst case season – ground level



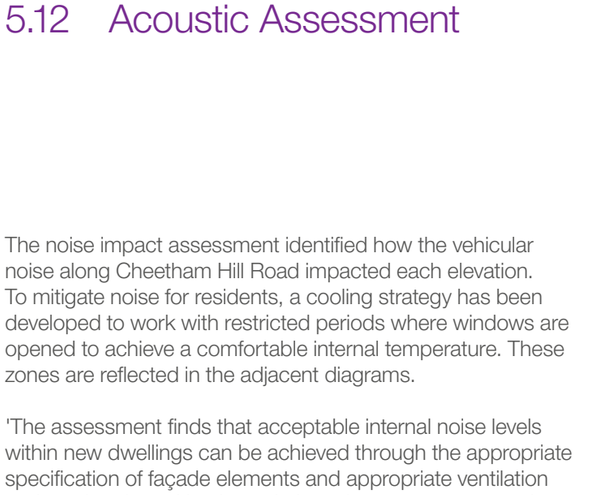
33-41 Cheetham Hill Road
ZX Cheetham Hill Developments Limited
2910468rep1v3

5 Design Proposal
5.12 Acoustic Assessment

The noise impact assessment identified how the vehicular noise along Cheetham Hill Road impacted each elevation. To mitigate noise for residents, a cooling strategy has been developed to work with restricted periods where windows are opened to achieve a comfortable internal temperature. These zones are reflected in the adjacent diagrams.

'The assessment finds that acceptable internal noise levels within new dwellings can be achieved through the appropriate specification of façade elements and appropriate ventilation and overheating mitigation solutions that removes or restricts reliance on openable windows, particularly for dwellings overlooking Cheetham Hill Road.' *Noise Impact Assessment Report* - Jameson Acoustics

MEP consultant, Futureserv, has prepared a services strategy in conjunction with the design team to ensure sufficient cooling to apartments where window opening hours are restricted.



Noise Map of Existing Site

***Noise Impact Assessment Report* - Jameson Acoustics**



South | Cheetham Hill Road | Carnarvon Street | Gibson Place

Façade Zone *(ref. Figures below table)*	Min. Required Sound Reduction $R_w + C_{tr}$ (dB)	Example Configuration
RED	**35**	10.4 / 16 / 6.4 mm (aco. lam.)
GREEN	**31**	8.4 / 16 / 6.4 mm (lam.)
BLUE	**27**	6 / 16 / 6 mm

Framed External Windows/Door Systems

Façade Zone *(ref. Figure above)*	Maximum number of hours windows can be open during the day (07:00-23:00)
RED	4 hours
GREEN	7 hours
BLUE	12 hours

Overheating & Noise

5 Design Proposal
5.13 Typical Apartments

Typical Apartments

The apartments have been developed with open plan layouts that are legible and flexible for residents. Half of the apartments enjoy dual aspect views with a corner slot window creating a high-quality open-plan living, dining and kitchen area.

Apartment Types	1B1P	1B2P	2B3P	2B4P	Total
Total	39	43	64	91	**237**
Unit Mix	16%	18%	27%	38%	

Dwelling access and use

The apartments have been designed to be suitable for a variety of users.

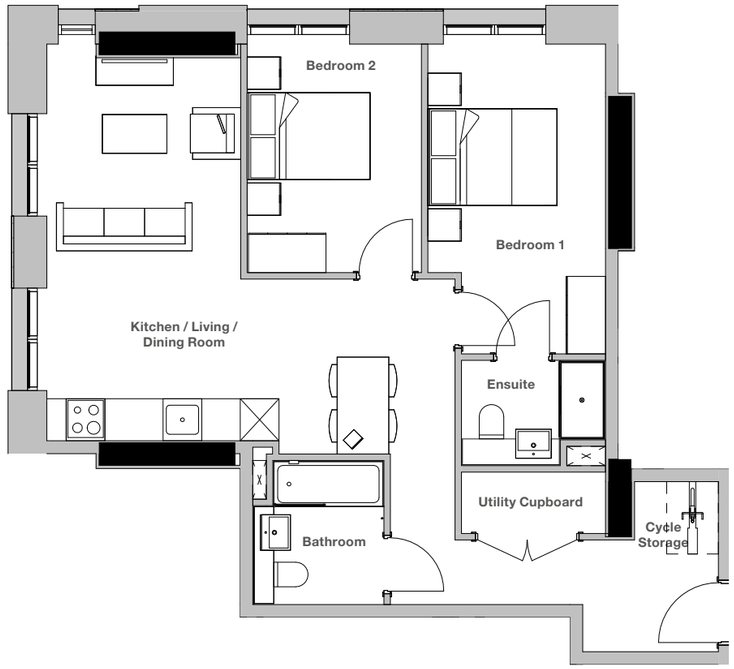
91% of the homes are designed to align with M4(2) Category 2: Accessible and adaptable dwellings. This allows for adaptation to meet the needs of occupants over time.

9% of the homes are designed to align with M4(3)(2)(a) Category 3: Wheelchair user dwellings - wheelchair adaptable. This allows simple adaptation of the dwelling to meet the needs of occupants who use wheelchairs.

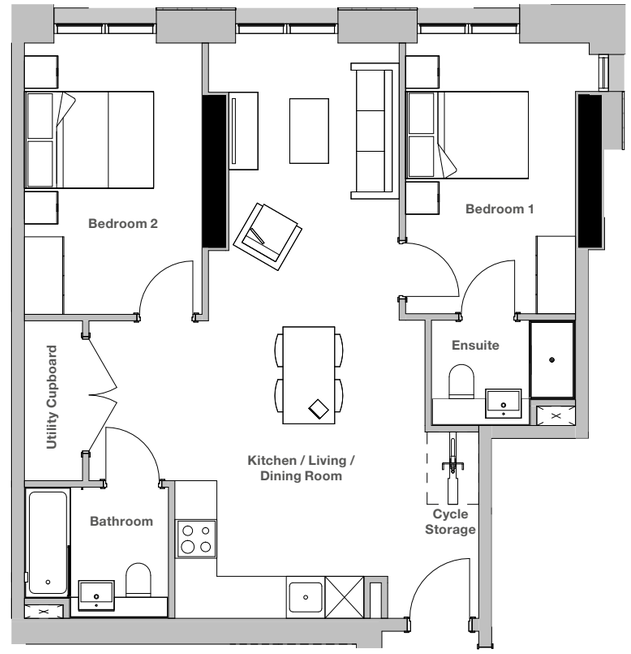
The layouts will meet these criteria for areas including:

- Approach Routes
- Private entrances
- Circulation areas and internal doorways
- Habitable rooms
- Sanitary facilities
- Service and controls

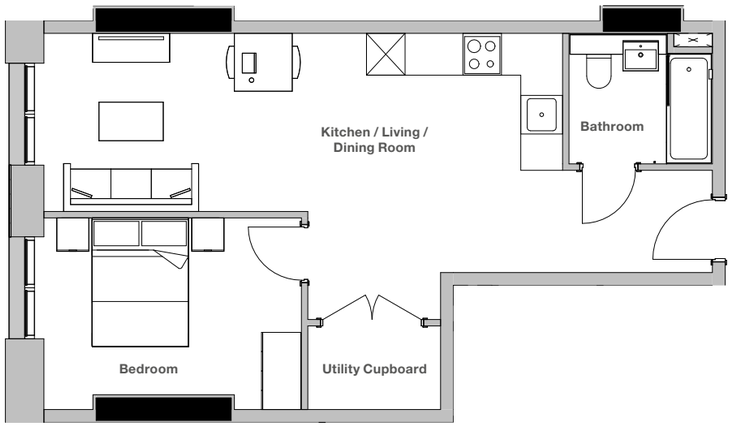
Apartment Types	M4(1)	M4(2)	M4(3)(2)(a)	Total
Total	0	216	21	**237**
Unit Mix	0%	91%	9%	



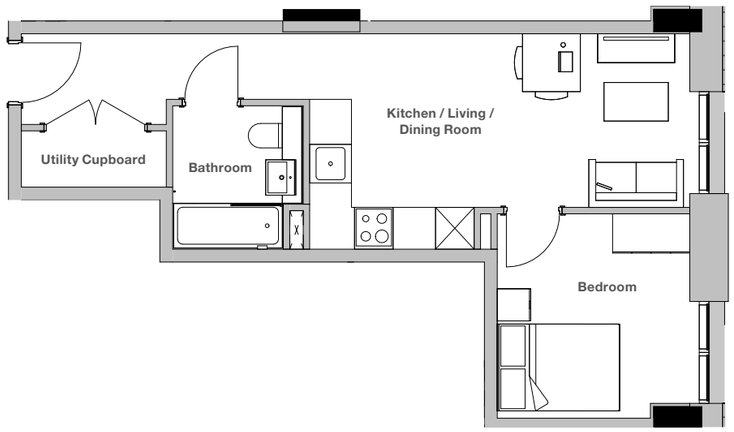
Typical 2B4P Apartment
Type A



Typical 2B4P Apartment
Type B



Typical 1B2P Apartment



Typical 1B1P Apartment

Image
Illustrative view of the building proposal looking North along Cheetham Hill Road

6 Facade Approach

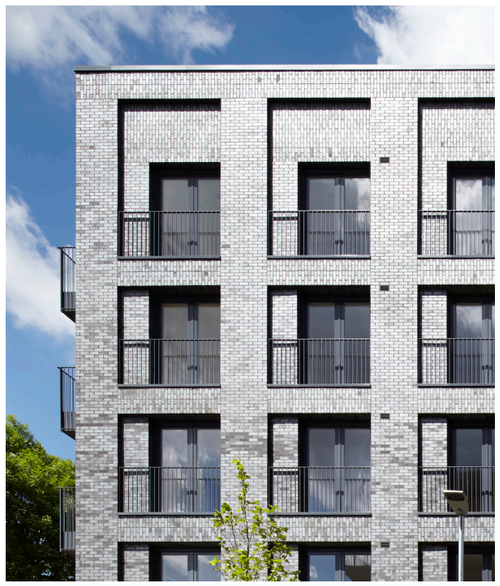
6.1 Design Development - Facade Testing
6.2 Design Development - Materiality & Bay Studies
6.3 Design Development - Building Corners
6.4 Design Development - Material Palette & Precedent
6.5 Design Development - Facade Principles
6.6 Bay Studies - Ground Floor
6.7 Bay Studies - Typical Mid Level
6.8 Bay Studies - Amenity Level
6.9 Bay Studies - Roof Level

6 Facade Approach
6.1 Design Development - Facade Testing

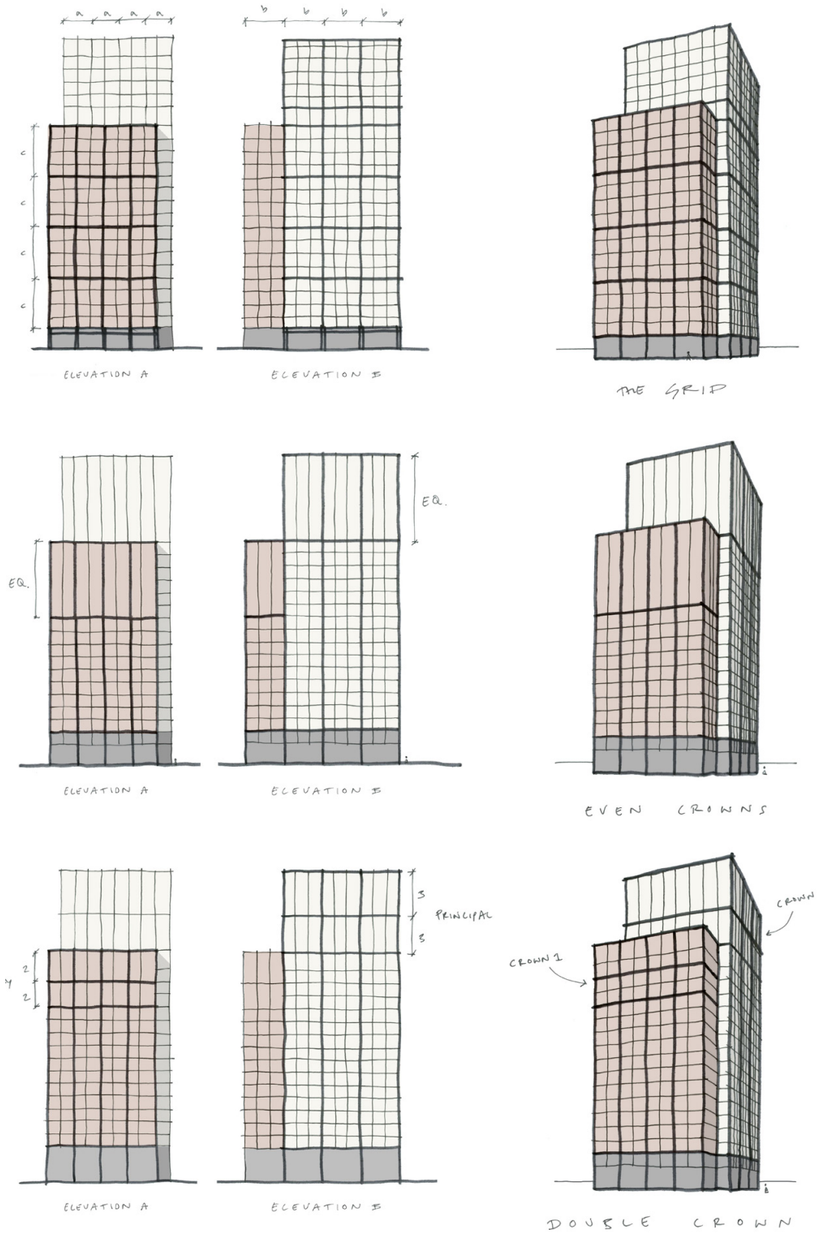
A rational facade grid was established to align with the regular window openings of the internal room layouts.

The design team tested a variety of options that looked to define the interlocking blocks through difference of materiality, tone, and facade emphasis.

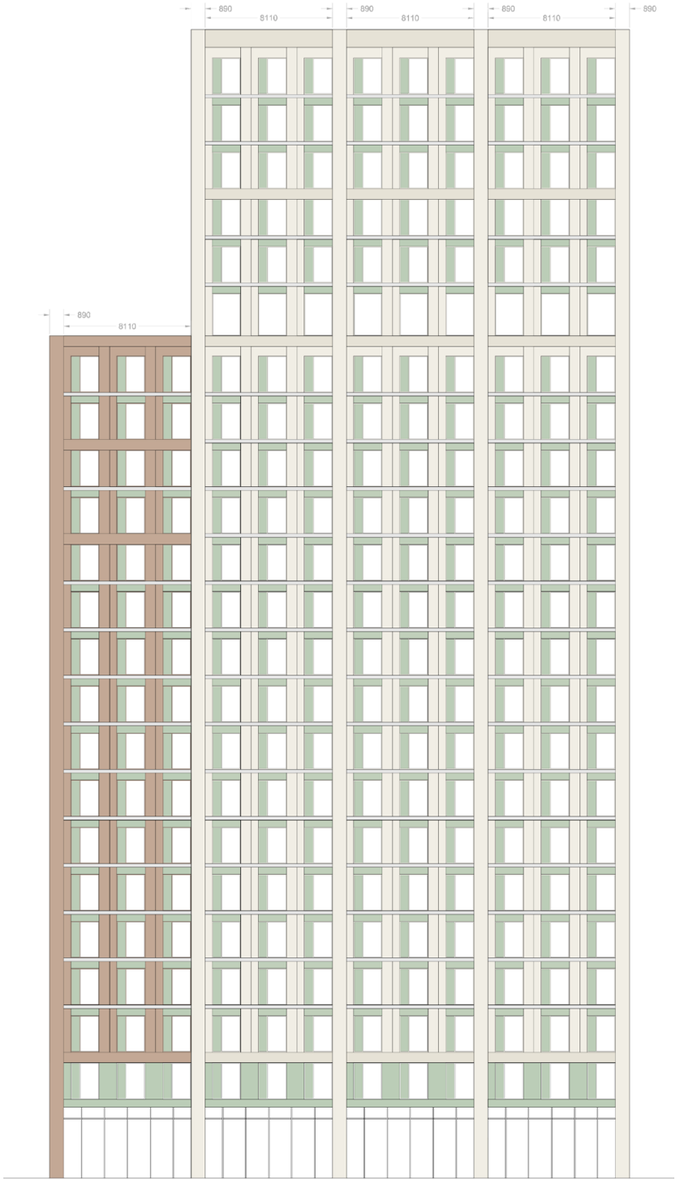
Opportunities to define the upper levels of each block were also explored, by stretching the proportions to create a lightness as the building grew.



Design Precedent
Peabody Burridge Gardens - Hawkins\Brown



Facade Option Sketches



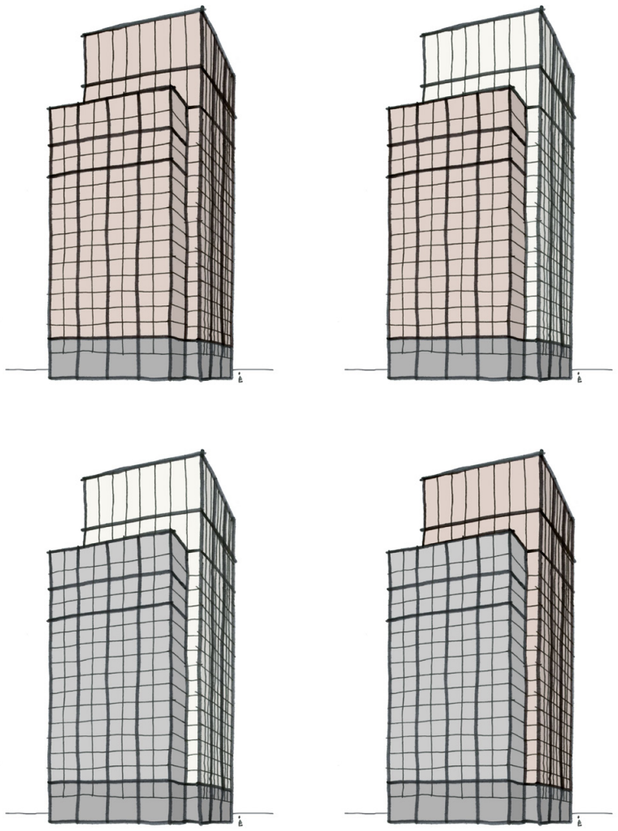
Early Facade Testing

6 Facade Approach
6.2 Design Development - Materiality & Bay Studies

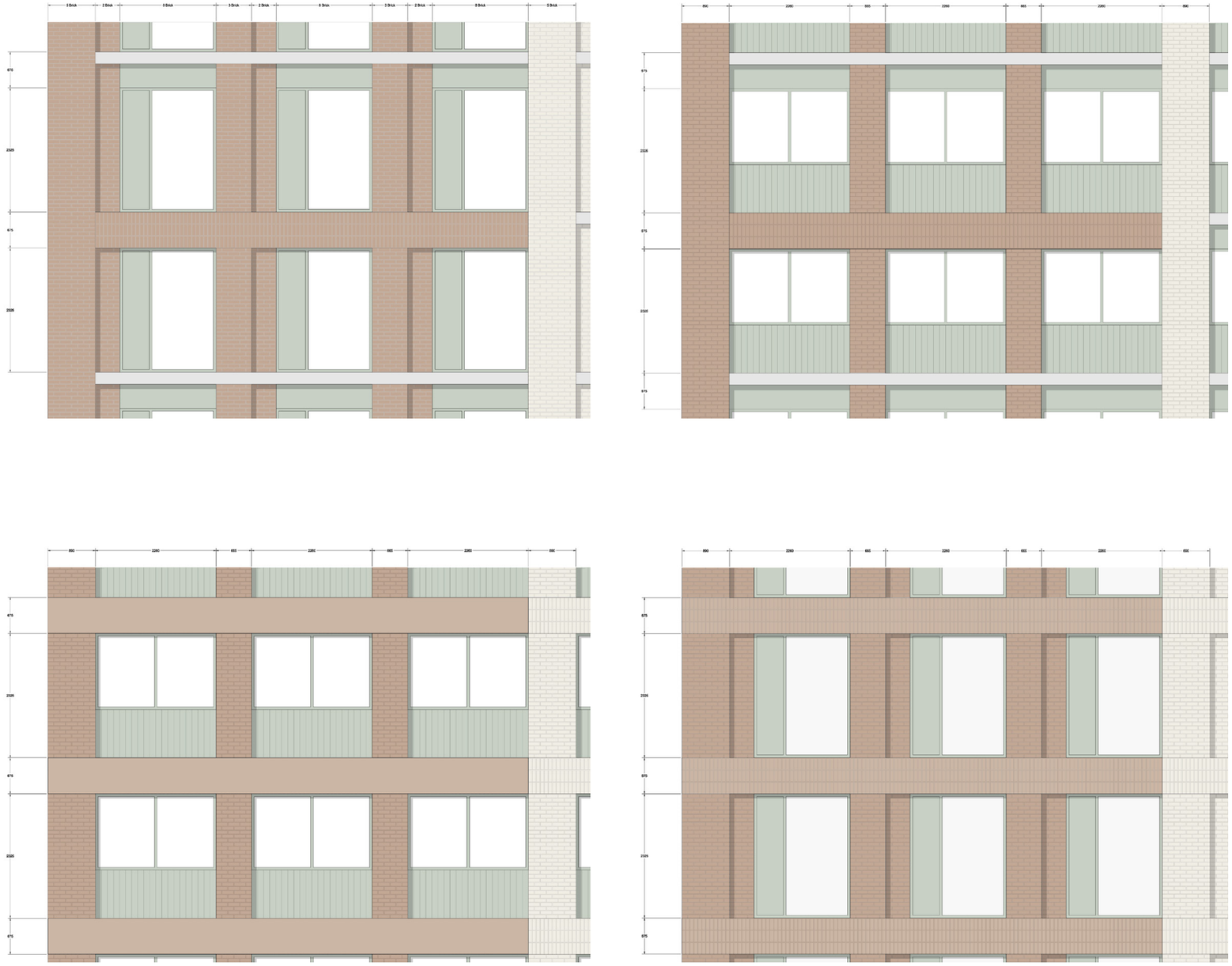
Brick Colour & Bay Studies

Alongside wider facade testing, a detailed study of the individual facade bay was undertaken to help establish key parameters including the window orientation and purge ventilation strategy.

These were the initial studies into masonry as the primary facade material with precast concrete elements at the slab edges. Warm red tones were initially proposed as a direct reference to the immediate local context, although a more contemporary, neutral palette was preferred as the project developed.



Brick Colour Testing



Early Bay Study Options

6 Facade Approach
6.3 Design Development - Building Corners

Building Corners Development

With a grid rhythm established to define the facade, the design team tested options to express corner windows. The developed structural strategy aimed to provide flexibility for the pier arrangement at the ground floor entrances. This strategy was achieved by offsetting the columns inward from the slab edge.

Through several discussions with MCC, a preference to maintain solidity in the building's corners was highlighted as an appropriate response for a tall building in this location. The design team endeavoured to maximise dual-aspect living spaces in the scheme, which was achieved by introducing slot windows alongside the repeating window modules.



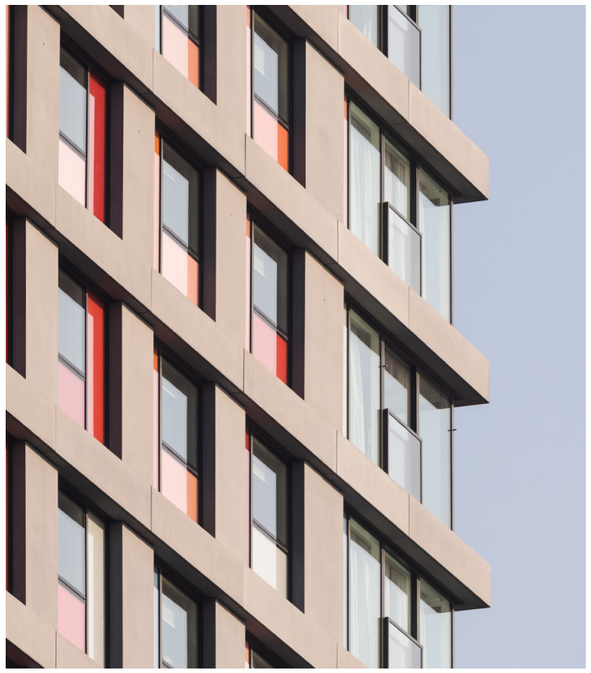


Early facade study testing the masonry grid with corner windows





Early facade study testing with masonry to building corners



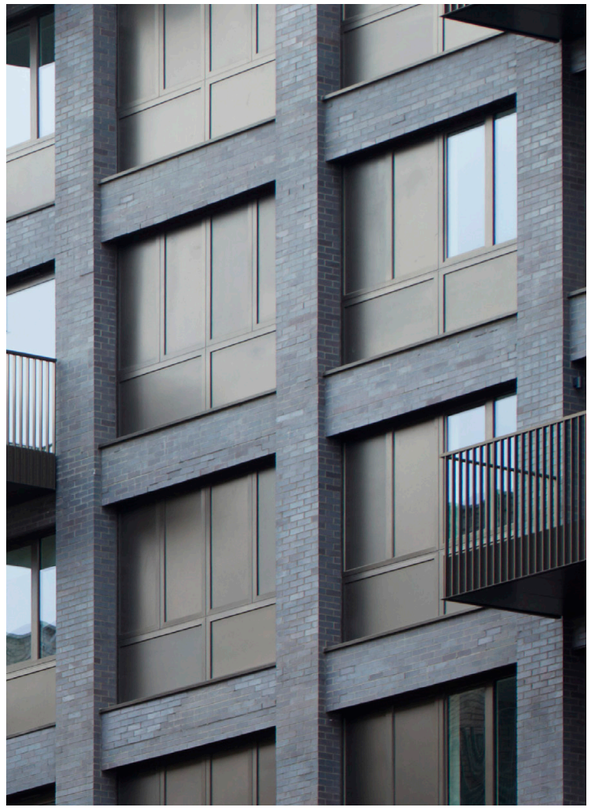
6 Facade Approach
6.4 Design Development - Material Palette & Precedent

Chosen Materiality

Through the various facade studies and feedback from planning officers in the second pre-application meeting, the design team proposed a holistic masonry strategy for the scheme. A preferred neutral-coloured brick palette with contrasting mortar was put forward to add texture and detail that would be visible as users approached the building. Bronze coloured metalwork is proposed to the curtain wall, windows and doors across the scheme as a complimentary tone to the contrasting bricks.

Proposed Colour Strategy







Brick - white / grey blend with dark mortar



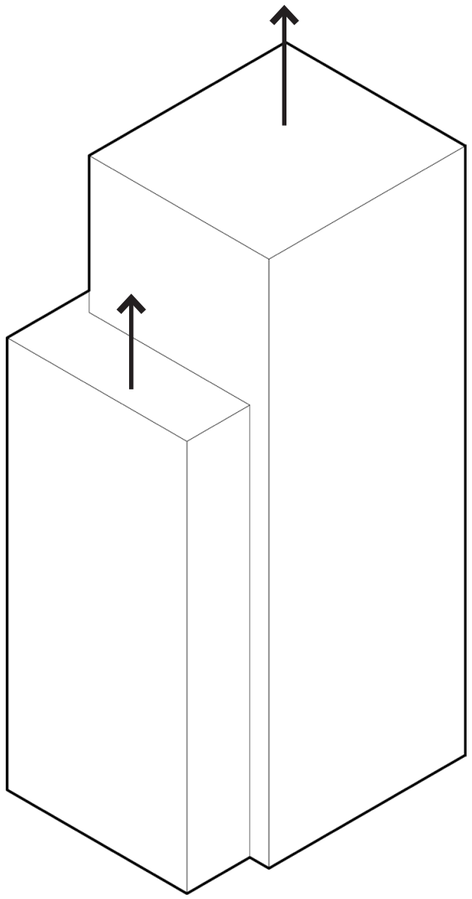
Brick - dark grey blend with light mortar



PPC Aluminium - Anodic Bronze (Curtain wall / windows / doors)

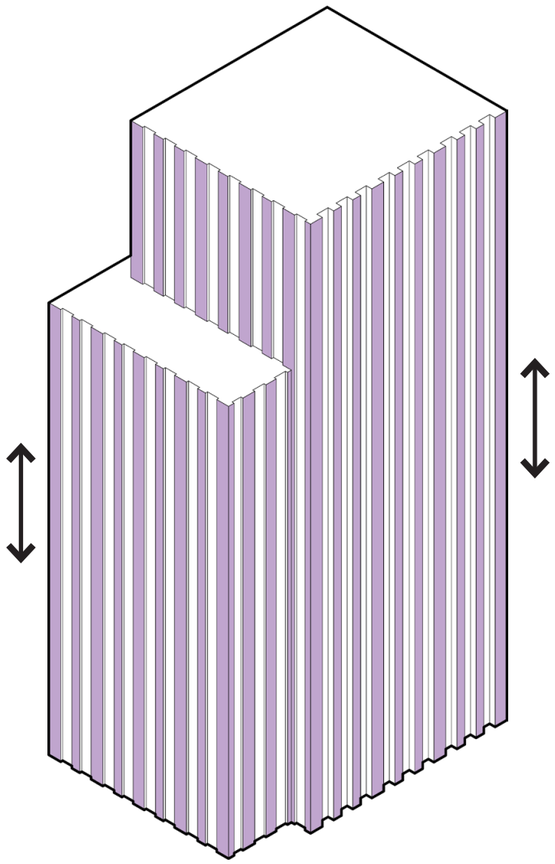
6 Facade Approach
6.5 Design Development - Facade Principles

The detailing was developed to reinforce the overall facade strategy with grouped and banded elements to provide a sense of elegance and verticality.



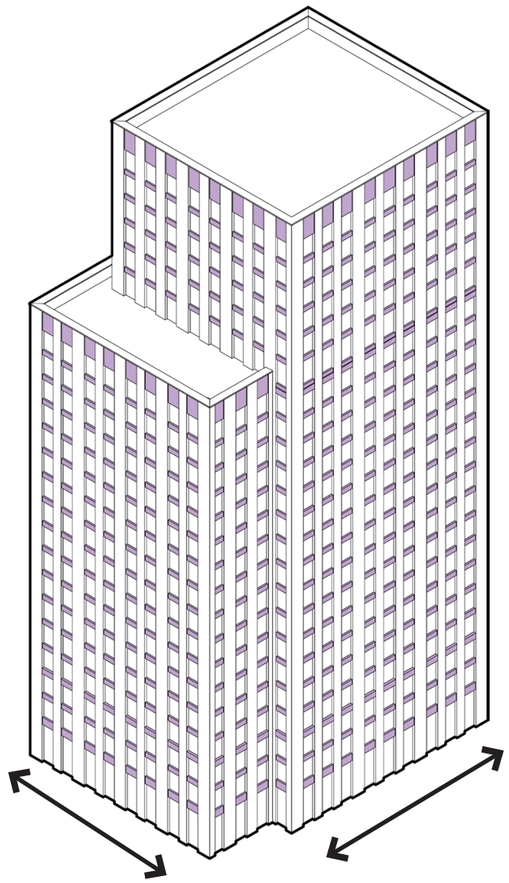
1. Building Massing

Original building massing based on SRF masterplan strategy with improved architectural form.



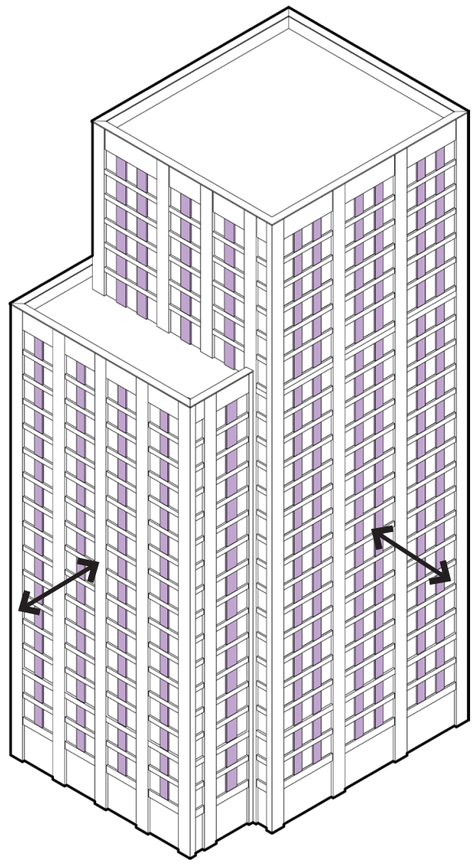
2. Vertical Grid Introduced

Piers are introduced to provide vertical emphasis to the building and create a rhythm for the window penetrations.



3. Horizontal Banding Added

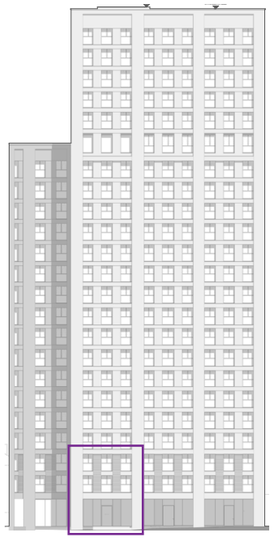
Brick bands running horizontal to the brick piers distinguish the storey levels and emphasise the openings across the facade.



4. Facade Push / Pull

A facade order is created by pushing / pulling different brick elements to form major and minor brick piers that work together to emphasise the base and crown banding.

6 Facade Approach
6.6 Bay Study - Ground Floor



Material Key:

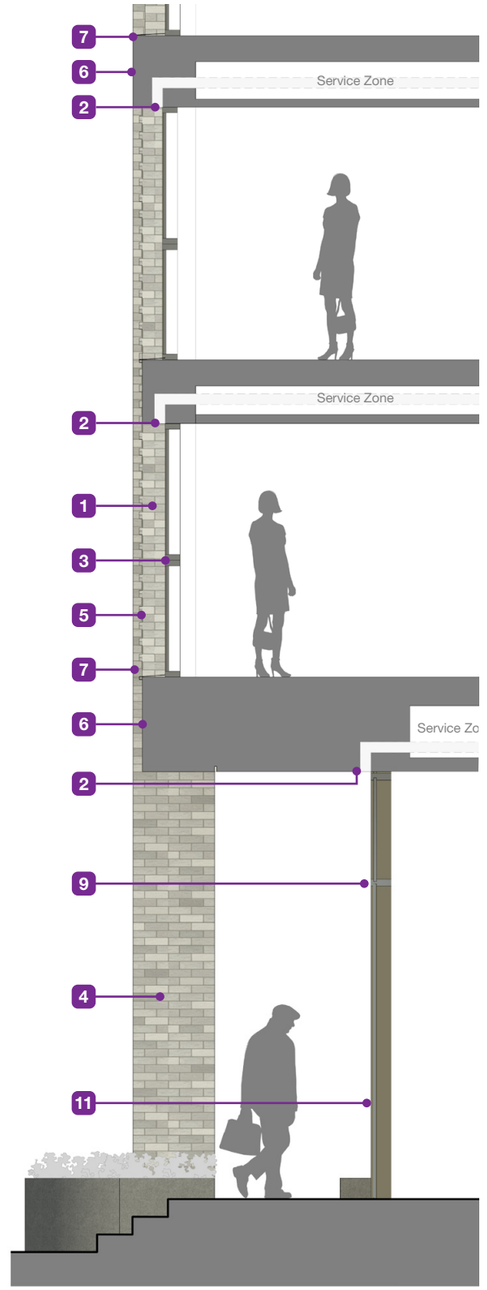
1. Brick faced facade - Brick reveal to window jamb
2. Brick soffit reveal with PPC aluminium vent louvre to match brick colour
3. Aluminium composite window system with anodic bronze PPC finish
4. Brick faced facade - Stretcher course
5. Brick faced facade - Ribbed detail
6. Brick faced facade - Stack bonded soldier course
7. Aluminium cill with anodic bronze PPC finish
8. Perforated aluminium panel with anodic bronze PPC finish
9. Curtain wall system, anodic bronze PPC finish to profiles with clear glazing
10. Glazed swing door integrated in curtain wall
11. Glazed sliding door integrated in curtain wall
12. Aluminium parapet capping, anodic PPC finish matched to brick colour
13. Aluminium louvred door system with anodic bronze PPC finish
14. Curtain wall system, anodic bronze PPC finish to profiles with obscured glazing

Ground Floor Bay Study

The brick pier colonnade creates a firm landing point for the building, while the setting back of the ground floor improves the pedestrian experience and circulation at street-level. Stacked soldier course and ribbed detailing add visual interest and intrigue, while the pushed-in ground floor and first floor horizontal bands further define and frame the tower's base.



Ground Floor Elevation

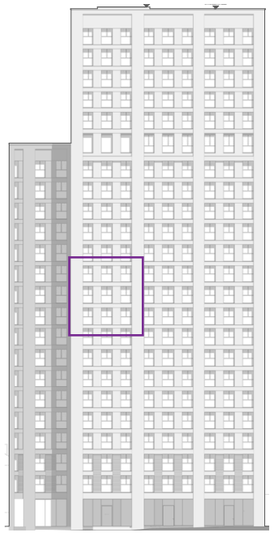


Ground Floor Section



Image
Illustrative view of the building proposal from Cheetham Hill Road capturing the southern section of the site

6 Facade Approach
6.7 Bay Study - Typical Mid Level



Material Key:

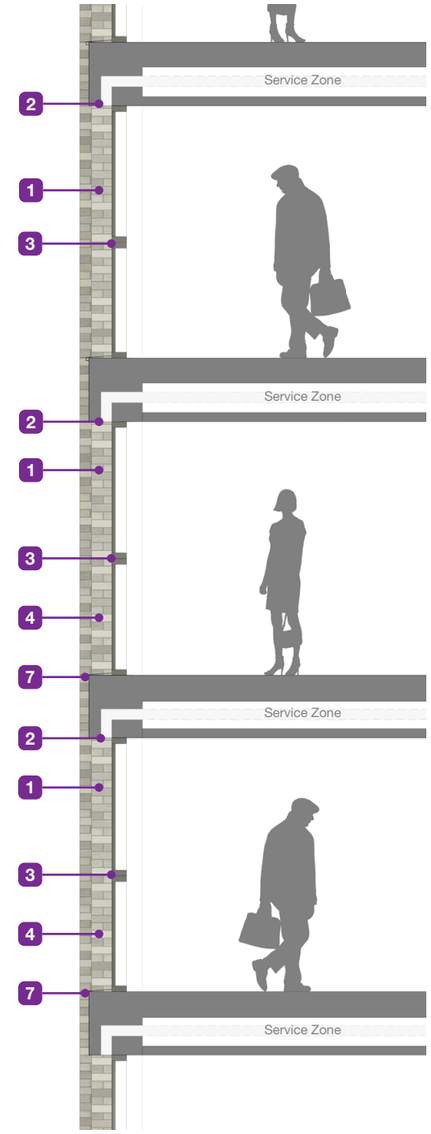
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Typical Mid Level Bay Study

For the typical floor arrangement, window proportions are elongated by including integrated ventilation in the brick banding soffit. Additionally, 2 steps in the brick facade reinforce the established verticality with major brick piers, secondary horizontal bands, and final tertiary brick piers between the windows.

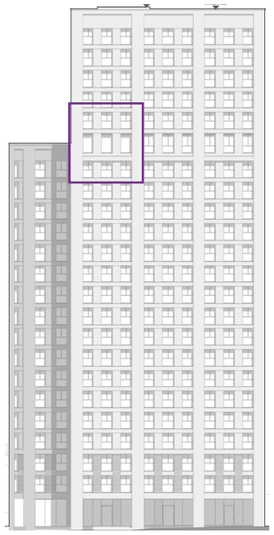


Typical Mid Level Elevation



Typical Mid Level Section

6 Facade Approach
6.8 Bay Study - Amenity Level



Material Key:

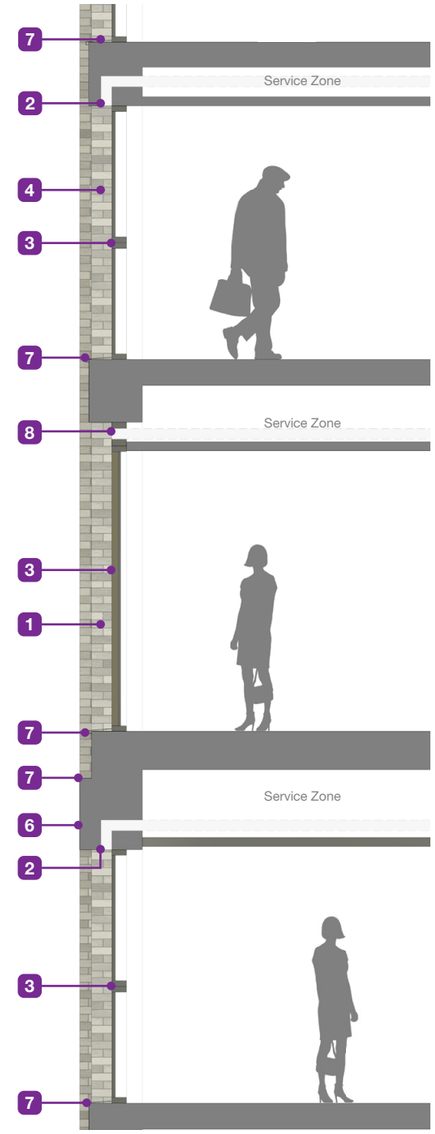
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Amenity Level Bay Study

Enlarged proportions of the amenity floor provide generous social spaces for residents to come together. A double-tiered horizontal band with a stacked soldier course increases the amenity floor's visual presence on the facade. Perforated aluminium panels are introduced above the amenity glazing to accommodate the increased ventilation requirements for the communal spaces.

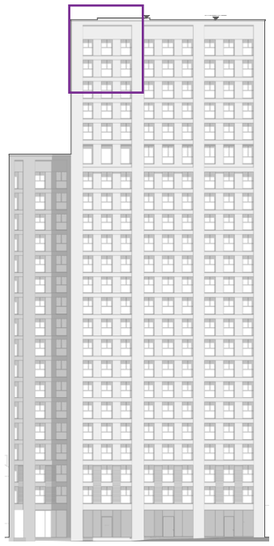


Amenity Level Elevation



Amenity Level Section

6 Facade Approach
6.9 Bay Study - Roof Level

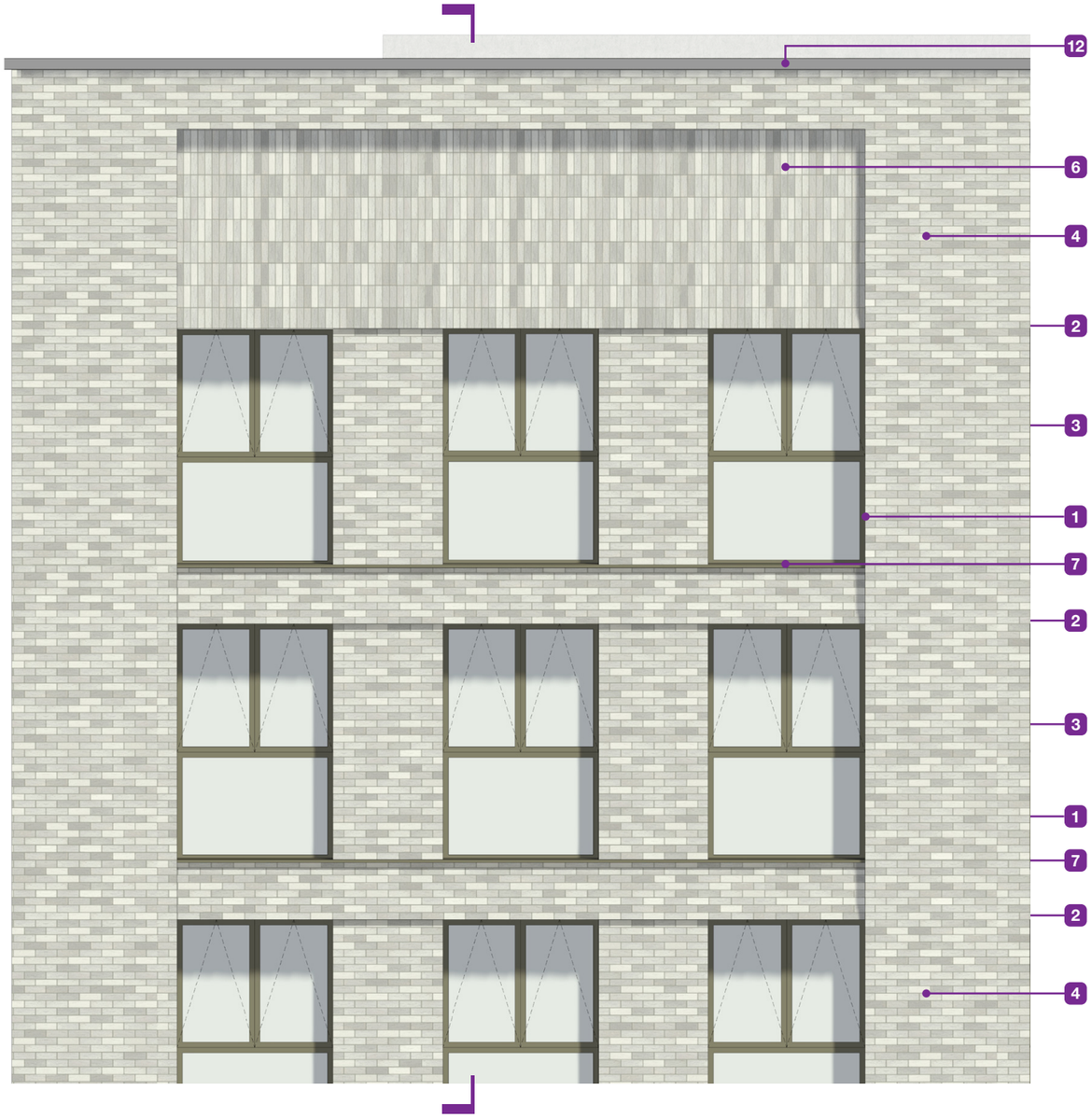


Material Key:

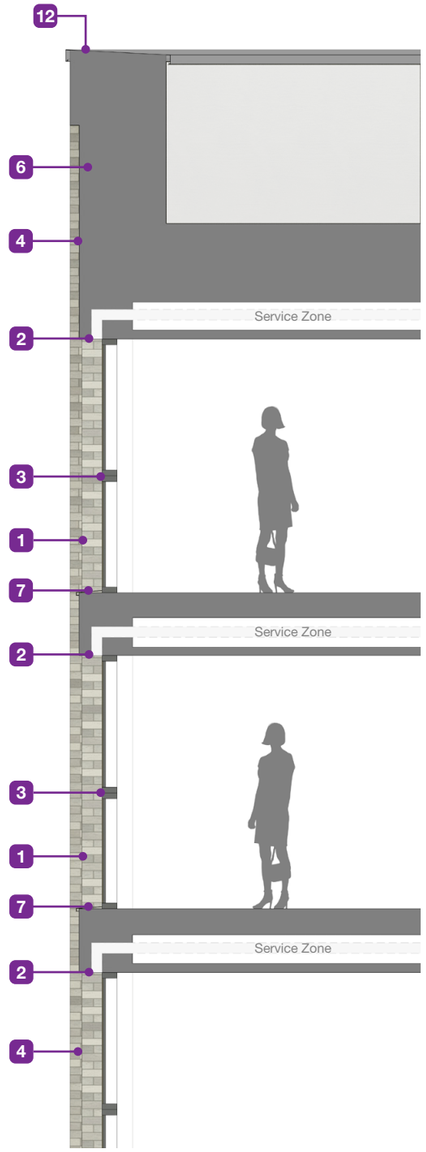
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Roof Level Bay Study

The parapets are expressed as a stretched version of the horizontal module with an inset brick panel above the glazing. This aligns with the horizontal brick band on the levels below, and is articulated with stack bonded soldier course brickwork.



Roof Level Elevation



Roof Level Section



Image
Illustrative view of the building proposal from Cheetham Hill Road capturing the northern section of the site

7 Public Realm and Landscape

Section prepared by Smeeden Foreman Landscape Architects

7.1 Public Realm & Streetscape
7.2 Level 17 Amenity Roof Terrace

7 Landscape Design Proposals
7.1 Public Realm & Streetscape

Masterplan
During the development of the public realm design, the key principles established within the Strategic Regeneration Framework have been taken into consideration to ensure the proposals enhance the character of the site's immediate context whilst also aligning with the future aspirations for the wider Great Ducie Street area regeneration as outlined in the SRF Masterplan.

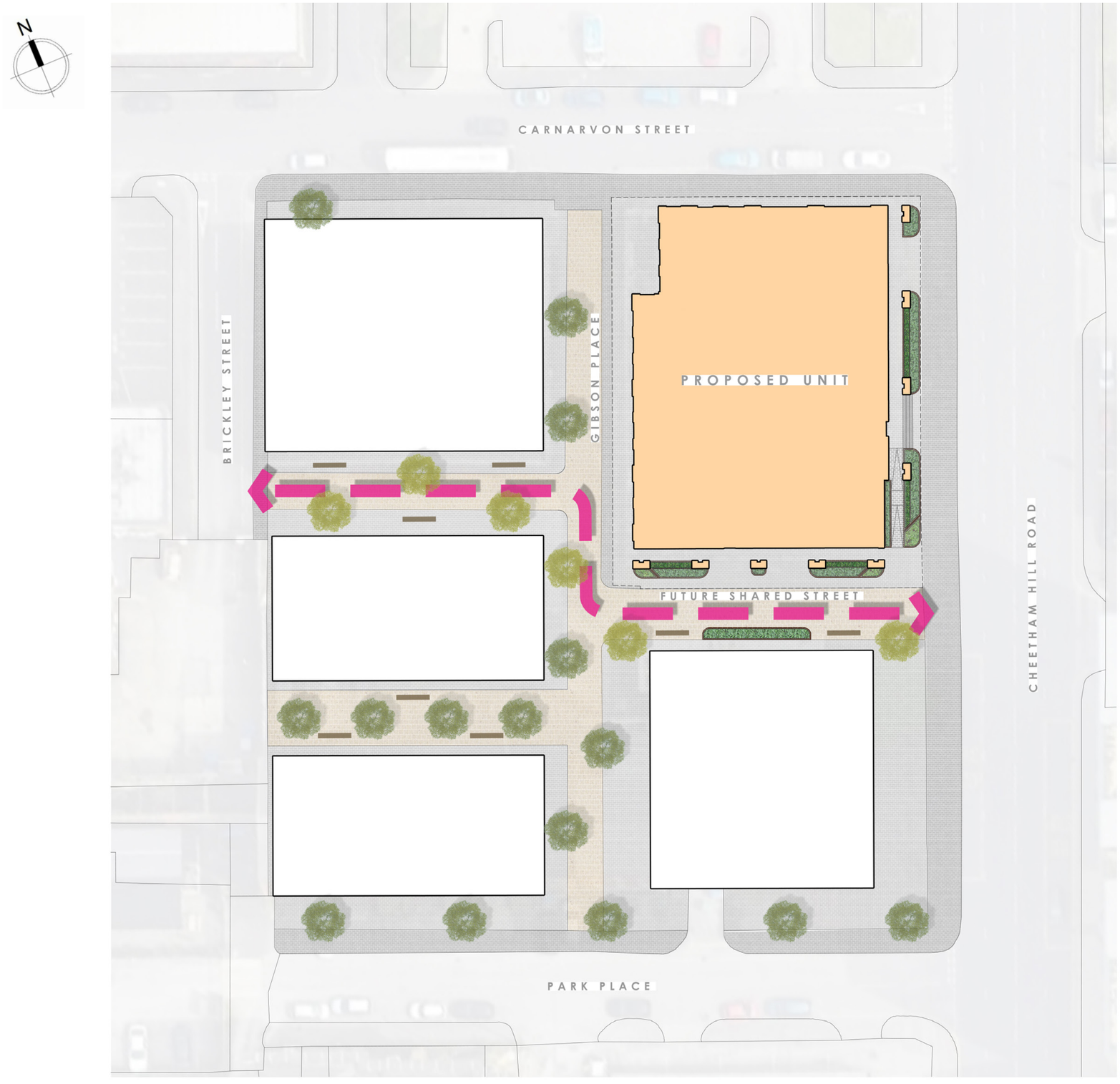
The proposals aim to ;

– Create a high quality public realm which contributes to the setting and uses of the proposed building as well as the overall regeneration of the area, for the enjoyment of the new and wider community.

– Create a legible and coherent pedestrian friendly public realm to encourage use whilst providing a series of spatial experiences for residents and visitors to the area.

– Create a pedestrian priority shared space to the South of the building with active frontages providing a safe and welcoming space.

– Improve the connectivity between neighbouring areas with enhanced North - South and East - West pedestrian movement.



7 Landscape Design Proposals
7.1 Public Realm & Streetscape

Design Principles

The landscape design proposals have been developed to create a high quality public realm with elements of hard and soft landscaping used to frame the building.

Raised planters are proposed along the Cheetham Hill Road elevation to provide a soft and attractive linear landscape feature. This provides an opportunity for urban greening and creates a soft passive edge between the building and the busy Cheetham Hill Road. The landscape interacts with the architectural features of the building with the planting wrapping around the brick piers.

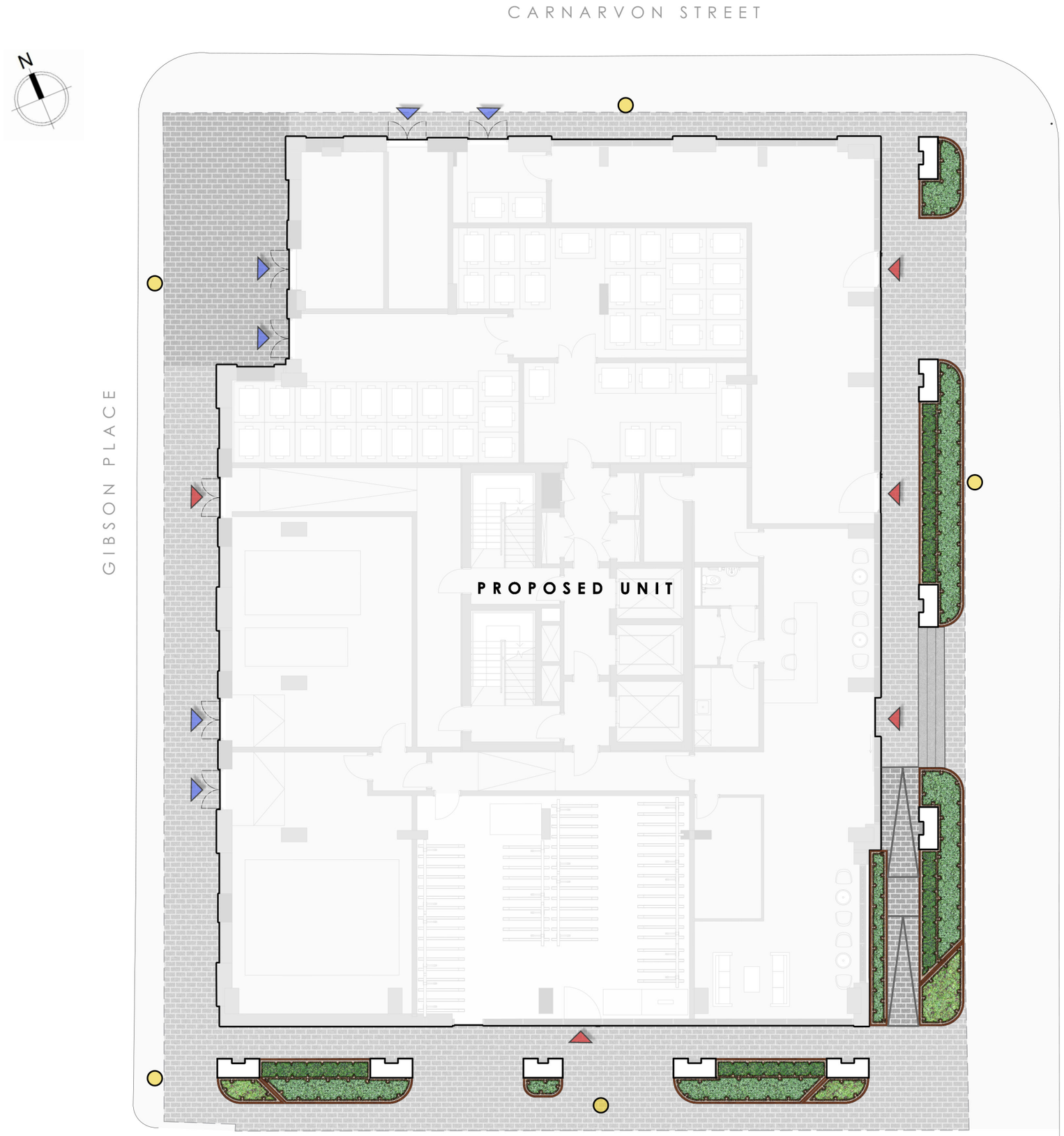
The primary entrances for residents and the commercial units are clearly visible and accessible from Cheetham Hill Road and Carnarvon Street with flush threshold entry suitable for all users.

The refuse stores and service access points on Carnarvon Street and Gibson Place are unobstructed and easily accessible to facilitate the daily operational requirements of the building.

The existing network of below ground utilities and services are a constraint on the urban greening opportunity with limited scope to incorporate tree planting.

The planting within the raised planters consists of high impact structural specimen shrub features within bold blocks of mixed planting below. Structural formal clipped planting blocks between the brick piers aims to reinforce the layout and define the edge of the walkway.

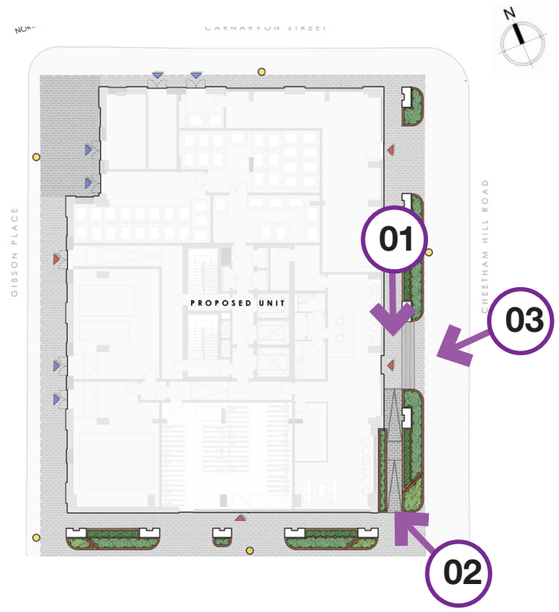
The planters step down in height around the South-East corner of the building to emphasise the entrance and primary access to the concierge entrance. Ramps have been incorporated to address the change in level between Cheetham Hill Road and the building floor levels for flush accessibility.



7 Landscape Design Proposals
7.1 Public Realm & Streetscape



View 1 - Southerly direction towards the concierge entrance





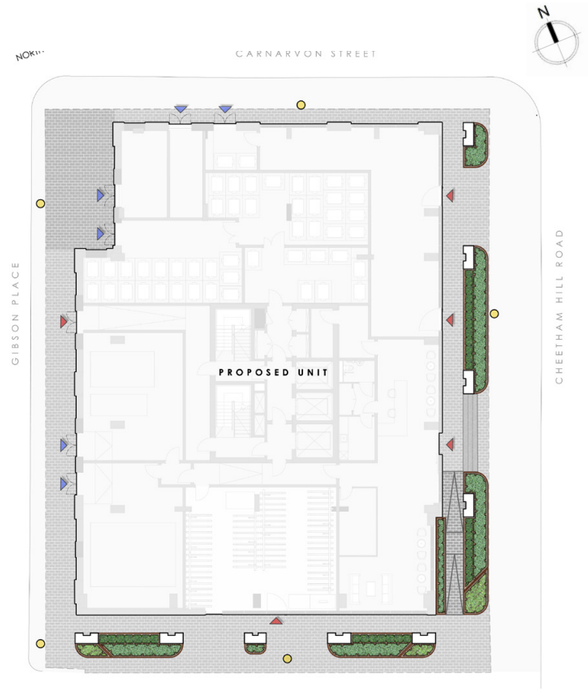
View 2 - Northerly direction towards the concierge entrance



View 3 - Westerly direction from Cheetham Hill Road towards the concierge entrance

7 Landscape Design Proposals

7.1 Public Realm & Streetscape - Hard Landscape Materials & Lighting



Surfacing







Furniture



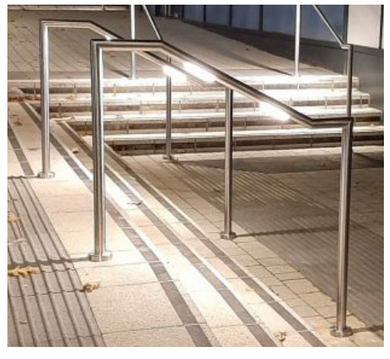




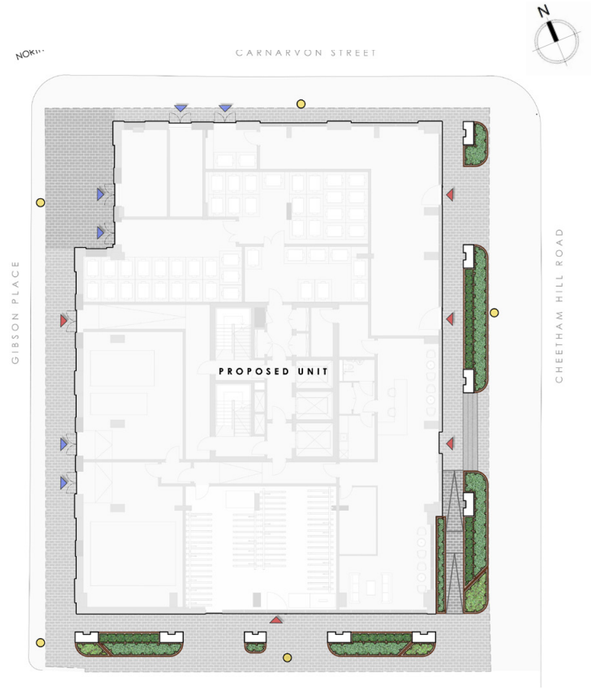
Lighting







7 Landscape Design Proposals
7.1 Public Realm & Streetscape - Soft Landscaping



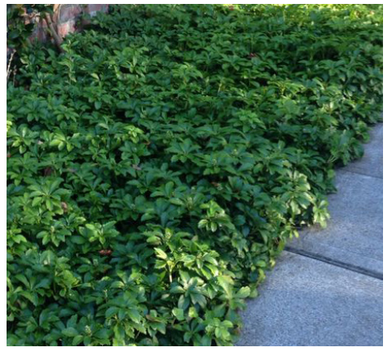
Structural Planting / Specimen Shrubs





Planting Palette











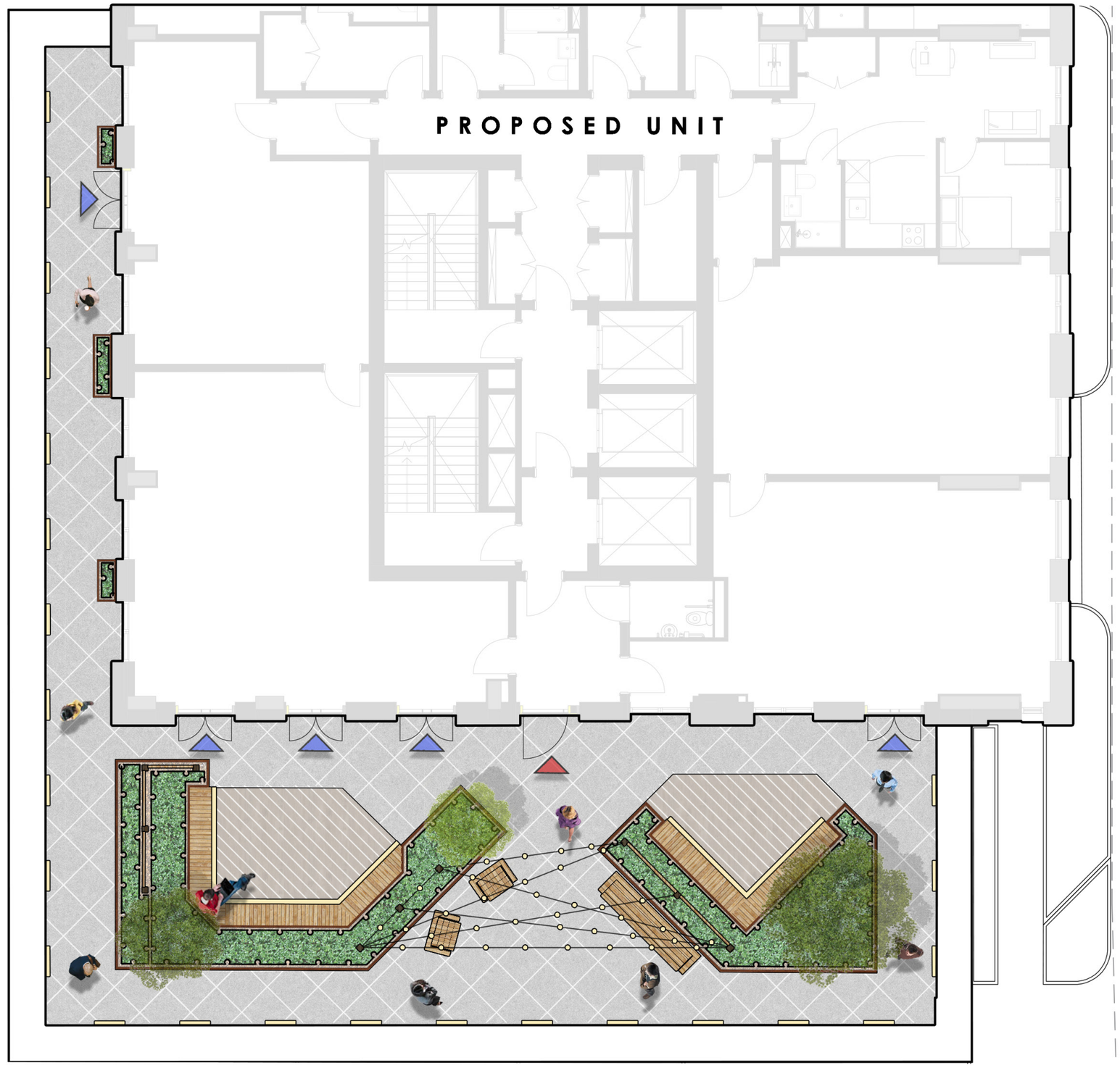
7 Landscape Design Proposals
7.2 Level 17 Amenity Roof Terrace

Design Principles

An outdoor roof terrace is proposed on the 17th floor and has been designed to create an attractive and comfortable amenity space for residents which is accessible from the shared amenity rooms on that level.

The proposal aims to ;

- Create clearly defined external spaces which provide flexibility for varied use and all year round enjoyment of the roof terrace.
- Provide opportunities for seating and social gatherings.
- Incorporate measures to mitigate and reduce the effects of the wind around the South - West corner of the building which would otherwise be above the comfortable level for use and enjoyment of the space during times of high wind.
- Celebrate the Southerly views out over Manchester City Centre.
- Provide a space capable of hosting occasional resident events with the opportunity to setup small pop up canopies
- Incorporate mixed planting with large specimen shrubs / small multi-stemmed trees for height and structure within ornamental planting. The planting will provide interest throughout the year as it changes with the seasons.
- Utilise ambient and feature lighting to extend the opportunity for comfortable use during the evening and nigh time.



7 Landscape Design Proposals
7.2 Level 17 Amenity Roof Terrace



View 1 - North-west direction across roof terrace



View 2 - Northerly direction, centre of the roof terrace





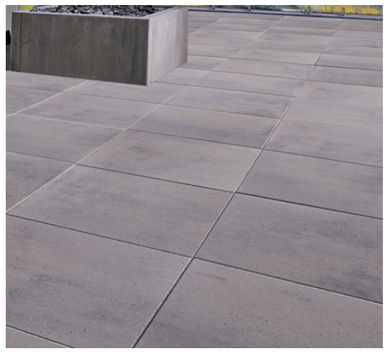
View 3 - Westerly direction into the seating area with Manchester City Centre beyond

7 Landscape Design Proposals

7.2 Level 17 Amenity Roof Terrace - Hard Landscape Materials & Lighting



Surfacing



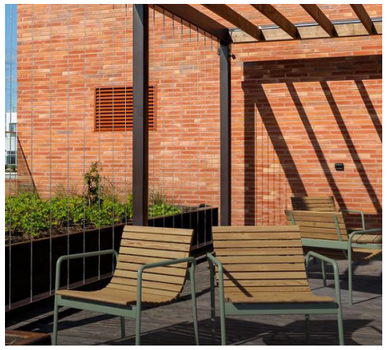




Furniture







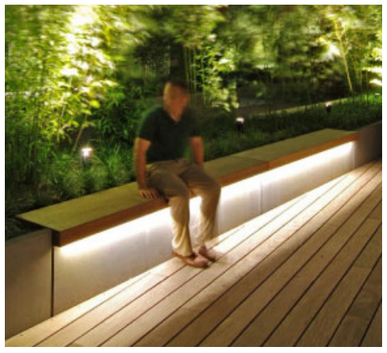


Lighting

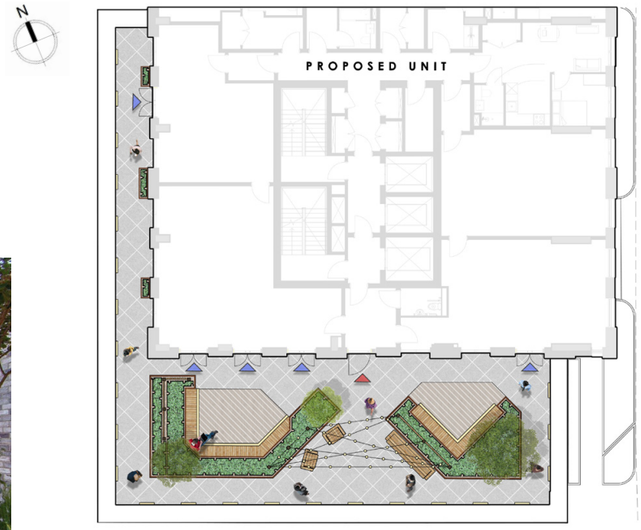






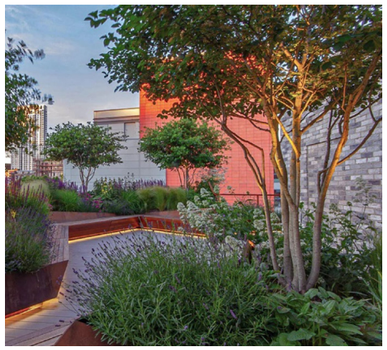


7 Landscape Design Proposals
7.2 Level 17 Amenity Roof Terrace - Soft Landscaping



Small Ornamental Trees / Specimen Shrubs





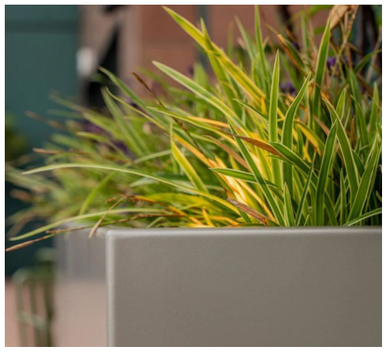
Planting Palette









8 Building Servicing Strategy

8.1 Inclusive Design and Access
8.2 Proposed Levels
8.3 Pedestrian, Cycle and Residential Access
8.4 Cycle Storage Provision
8.5 Waste Management Strategy
8.6 Fire Strategy
8.7 Access and Maintenance
8.8 Crime Impact Statement

8 Building Servicing Strategy
8.1 Inclusive Design and Access

Compliance with inclusive design

The aim of inclusive access is to enable everybody to be able to enter a building, use its facilities and leave safely, independently and with ease.

The following is an overview of the access issues relevant to the proposed building design and management.

Vehicle Parking and drop-off
Accessible parking is proposed on Carnarvon Street with level access and weather protection of the colonnade to the main entrance for the commercial unit and resident's entrance.

Pedestrian access and movement
Care has been taken in the design to highlight the main entrances to each building. The entrances to the residential lobby and commercial unit are located along Cheetham Hill Road, within the set back walkway at the base of the tallest block. External access to the resident's cycle store is similarly designed along the southern facade. These spaces are afforded generous floor-to-ceiling heights, maximising visibility and legible wayfinding.

Glazing used in the facade and around the entrances, meet the standard set out in Approved Document K or guidance from BS8300.

The approach to these spaces have been carefully considered within the existing footpath levels to ensure they are step free, either gently sloping or ramped to meet the recommendations in Approved Document M.

Entrance and communal areas
Concierge spaces will be located at the main entrance and include facilities such as front desk, postboxes, parcel delivery stores, and ancillary spaces for management and security purposes.

The concierge desks will be in full view of the main entrances and designed in accordance with the recommendations of Approved Document M.

The main entrance doors are to be aluminium framed glazed swing or sliding doors with safety glazed panels and a minimum 1,000mm clear width opening. A level threshold shall be provided, with no up-stands exceeding 15mm in height. Barrier matting flush with the floor surface will be provided to allow a smooth transition, whilst reducing the risk of slippages and ensuring entrance are kept clean.

Common areas will meet the requirements for non-domestic buildings in Approved Document M: Volume 2. This will also be considered in line with the Health and Safety at Work act.

Horizontal circulation
The 1,500mm wide internal corridors are kept to a minimum length and in line with fire escape travel distances. Corridor walls and apartment entrances will visually contrast one another to create a visual break between the spaces and provide inclusive wayfinding for the visually impaired.

Vertical circulation
The building's lift provision has been assessed by the M&E engineer and take into account building occupancy, user waiting times, and a clear landing of 1500 mm (minimum) which is located directly outside the lifts to comply with AD M.

Stairs for circulation and emergency escape are located within the central core. All communal stairs will be designed with visually contrasting nosing to each stair tread. Handrails shall contrast visually with their background surface, be slip resistant and terminate without risk of clothing being caught.

Signage and navigation
We have developed the internal planning of the building to be simple and intuitive, as the ability to navigate independently around a building is dependent upon the basic building layout. This will be supported by welcome and wayfinding signage that will be developed at the next stage.

Lighting and interiors
The interior design strategy will be developed so there is clear definition between walls, doors and floors. Generous windows to the apartments ensure the interiors will receive a good level of daylight. Artificial lighting to common areas and apartments will be designed to ensure spaces are well lit.

Apartments
The units throughout the scheme have been developed to be at a minimum compliant with M4(1) Category 1: Visitable Dwellings, in accordance with AD M. 10% of the homes will be developed to meet the requirements of M4(2) Category 2: Accessible and Adaptable Dwellings. Entrances, lobbies and circulation align with M4(2). All apartments will have level access off the main circulation spaces.

Inclusive Design to non-residential areas
A lay-by is situated on Carnarvon Street to assist with the servicing requirements and provide a drop-off point for the commercial unit. From the lay-by, the route to the entrance is level or gently sloping.

Relevant Legislation
The legislation that is of particular relevance is:
- The Equality Act (2010)
- The Building Regulations, Approved Document M, Access to and use of Buildings (2015)
- Health and Safety at Work Act 1974

8 Building Servicing Strategy
8.2 Proposed Levels

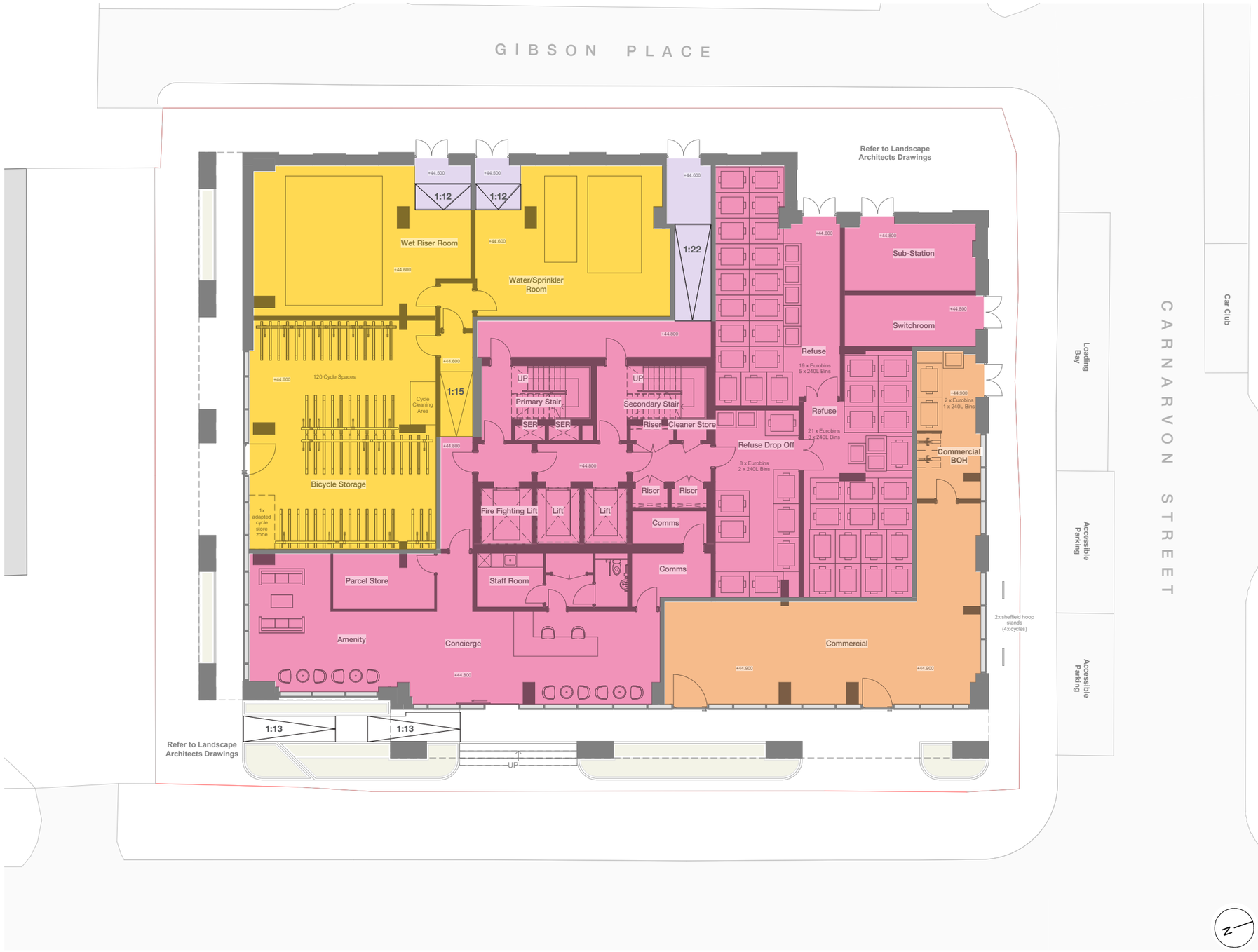
Ground Floor Proposed Levels

The diagram on the right shows the proposed ground floor levels and ramp strategy. The strategy accommodates the approximately 0.8m topographical level change along Cheetham Hill Road.

A continuous level access to the front entrances is proposed which ties in to the highest point of the site at the Cheetham Hill Road / Carnarvon Street corner. This is achieved with 1:12 ramps up to the main concierge entrance point integrated into the landscape design.

The building includes a level change with an internal ramp to ensure the plant rooms and doors align with Gibson place to the building rear.

All ramps align with Approved Document K and Approved Document M such that the maximum gradients and lengths are maintained, and where ramps are steeper than 1:20 there will be adequate guarding as required.



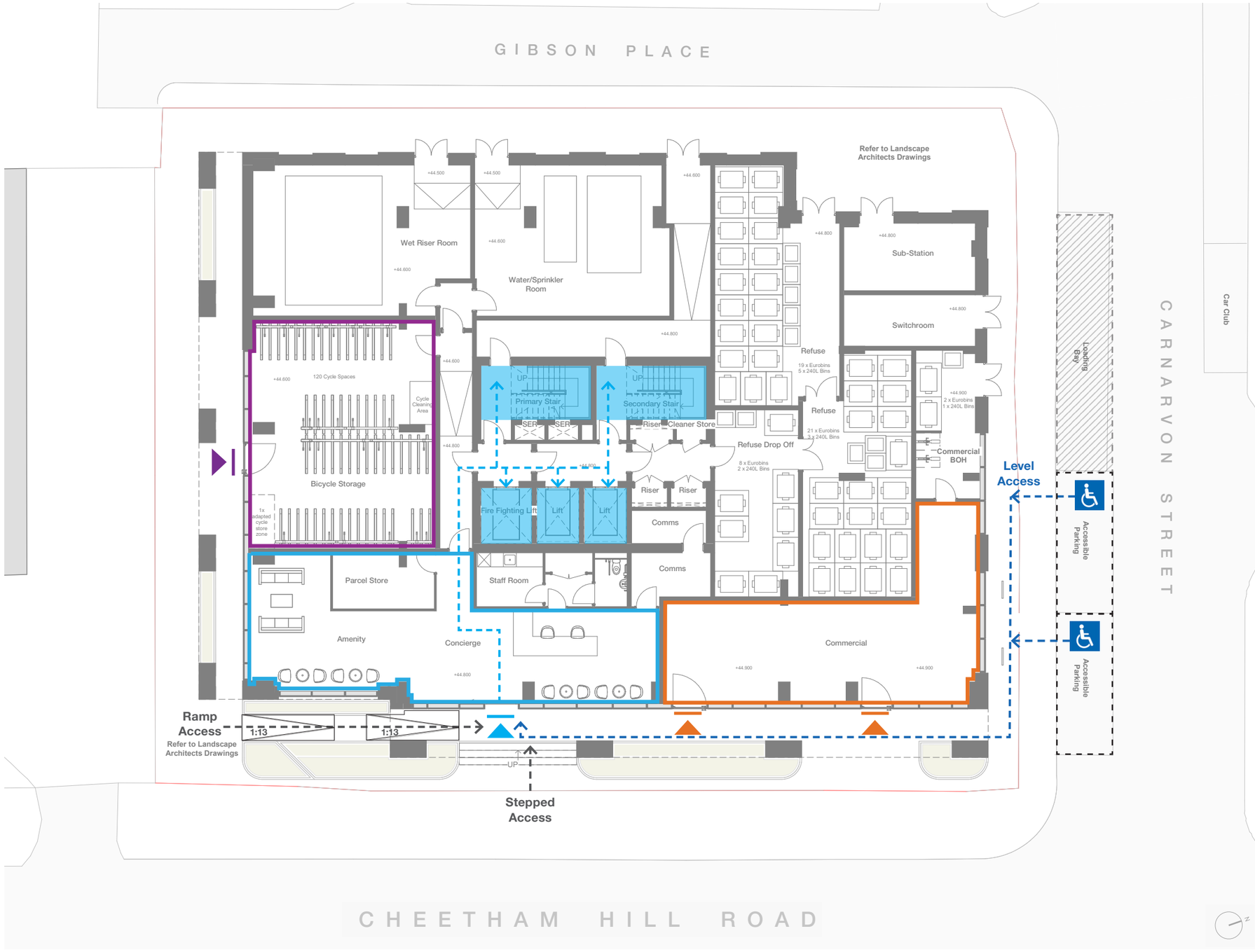
Key

- Slope / Ramp
- 44.90m AOD
- 44.80m AOD
- 44.60m AOD
- 44.50m AOD

Ground Floor Accessibility

The diagram on the right shows the main pedestrian, cycle and resident access routes inside and around the building.

Ramped and stepped access is provided on principal routes to the building. To promote accessibility and inclusivity, level access is maintained between the two accessible parking spots on Carnarvon Street and the buidlings's primary entrance on Cheetham Hill Road.



Key

- Residential entrance
- Route to building from Accessible parking (level access)
- Residents access route to core
- Cycle access
- Commercial unit access
- Accessible Parking
- Loading Bay

8 Building Servicing Strategy
8.4 Cycle Storage Provision

1-to-1 Cycle Provision

Cycle storage provision is one cycle per apartment as per MCC guidelines. The proposed cycle storage strategy is to provide around 50% of the required spaces on the ground floor communal store, with the remaining 50% within the larger two-bedroom apartments (further information shown on the next page). This strategy gives residents cycle storage flexibility whilst also reducing the footprint of the ground floor cycle store.

Space for 1no. adapted cycle parking has been included in the cycle store. This allows for a cycle up to 1.2 x 2.5m as per the largest adapted cycle size described in LTN1/20. Additionally, a dedicated cycle cleaning and maintenance area is provided in the store. Vertical cycle storage has been allocated in the commercial unit back-of-house for staff, and Sheffield hoops are shown externally on Carnarvon Street for visitors to the commercial unit to park cycles.

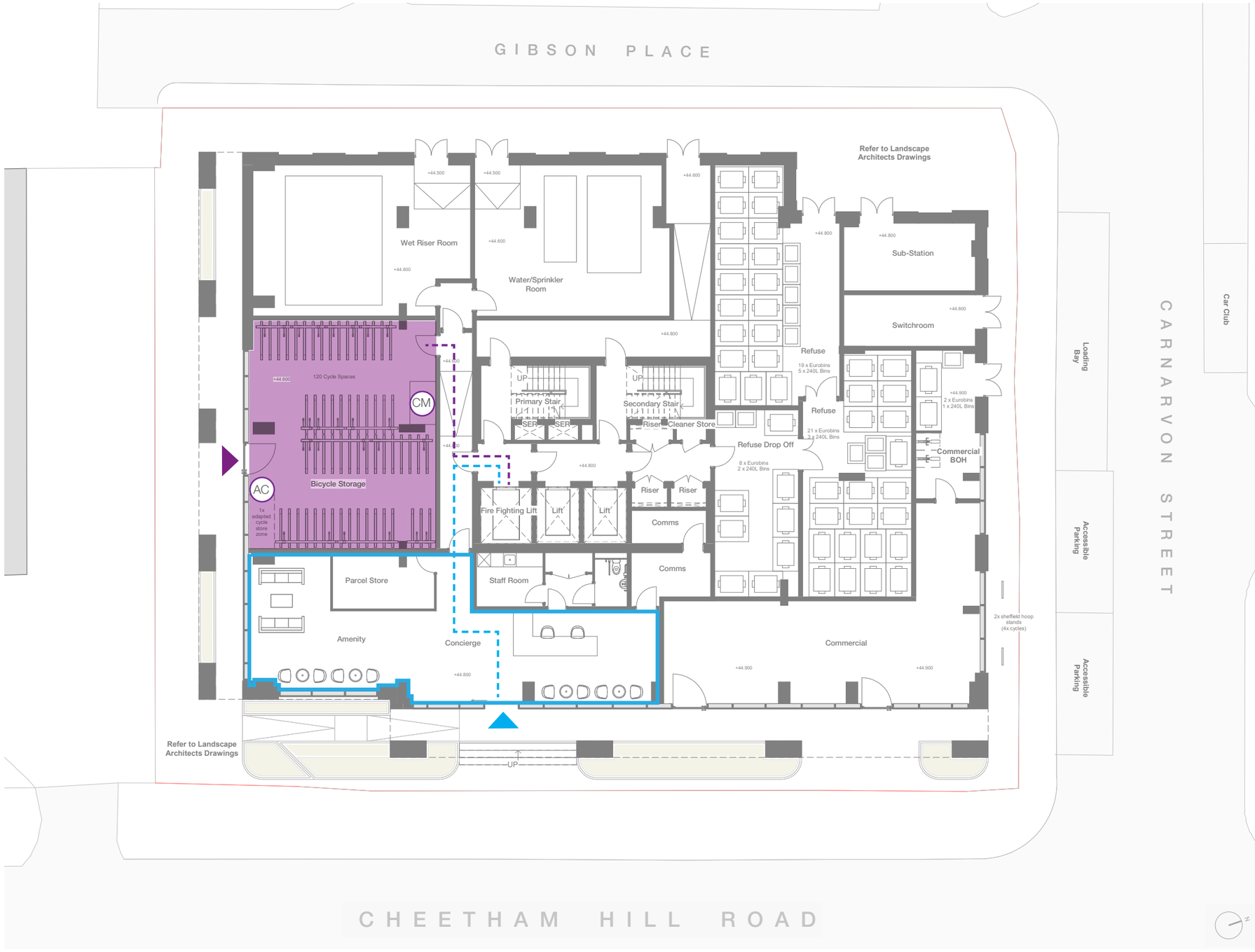
Residents Cycle Parking	Cycle Spaces
Ground Floor cycle storage	120
Dedicated Apartment cycle storage	117
Total cycle storage	**237 spaces**



Double-rack cycle system



Cycle store precedent imagery



Key

- Residential lobby & Entrance
- Cycle Store & Entrance
- CM — Cycle Cleaning & Maintenance Area
- AC — Store for adapted cycle

8 Building Servicing Strategy
8.4 Cycle Storage Provision

Typical Upper-Floor

Wall mounted racks are provided to store cycles within the apartments. Residents can use the lift core to transport their equipment between their apartment and the cycle store on the ground floor.

6no. 2 Bed 4 Person apartments (per typical upper floor) have been identified for cycle storage, as displayed on the adjacent plan.



Wall mounted cycle rack system



Wall mounted cycle rack system

Key

Cycle transport route

Designated Cycle Parking



8 Building Servicing Strategy
8.5 Waste Management Strategy

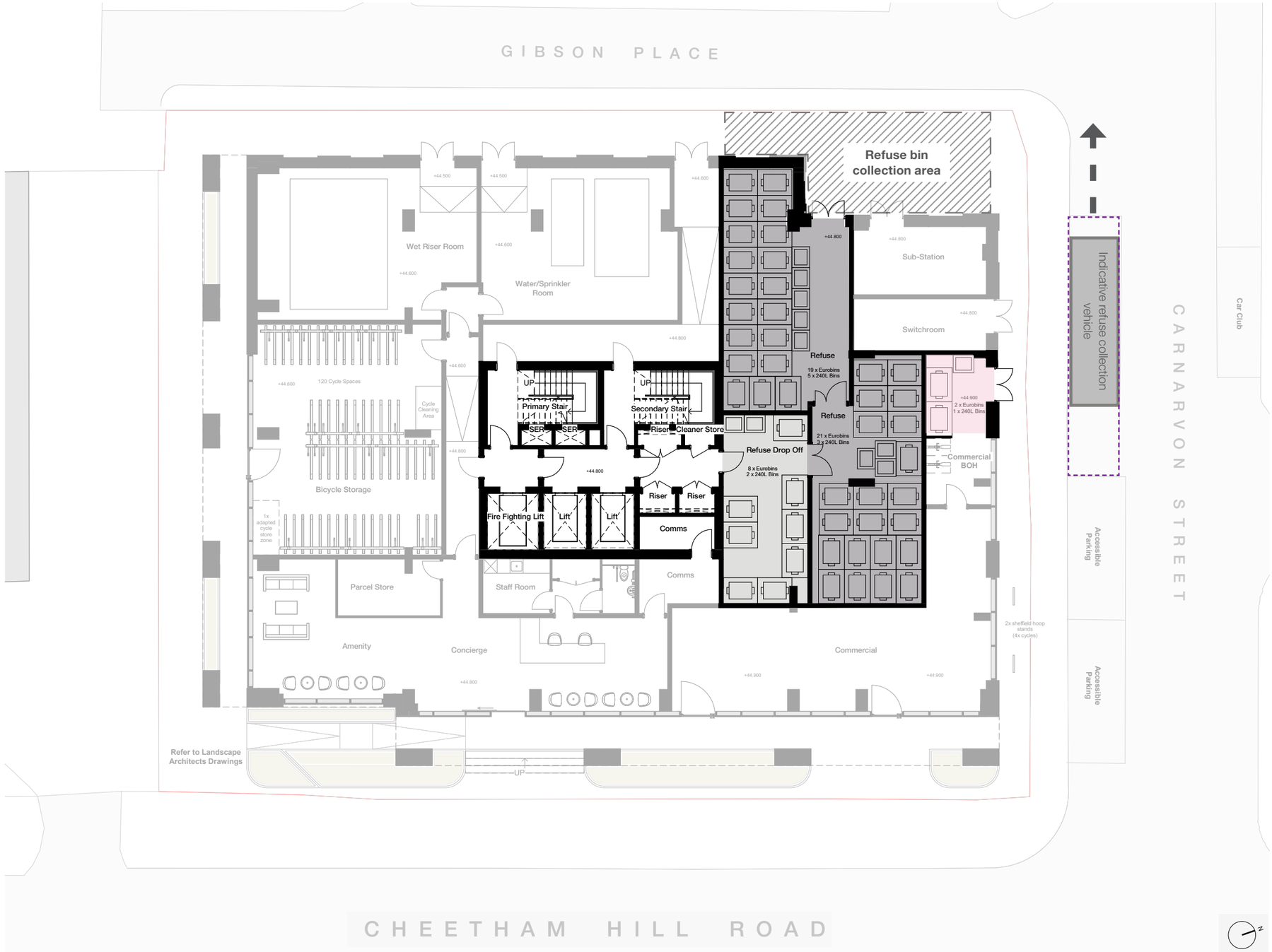
Waste Provision

The residential refuse store is located at ground floor and split for two uses. The store accessed directly from the lift lobby is for residents, who will take their refuse from apartments to ground floor through the circulation core. The main store will be accessed by the management company only to rotate bins and organise them for collection. A white lined loading bay will be provided on Carnarvon Street for use by refuse vehicles, with a staging area for collection day proposed within the site boundary off Gibson Place.

The refuse stores have been designed to facilitate the movement and upkeep of Eurobins. Waste is separated into four waste streams (general refuse, pulpable recycling, comingled recycling, and food waste,) all of which are accessible by residents in the drop-off store. Two 1,100 Litre Eurobins have been provided for the commercial unit based on waste storage capacities for retail use (500 litres per 100 m^2 gross floor area with 50% capacity retained for recycling.)

Refuse provision exceeds that required by MCC's GD04 - Waste Management Strategy for New Developments, which stipulates a minimum of 0.43 m2 per unit.

GD 04 Waste Storage and Collection Guidance for New Developments	**General Waste** 110 Litres / Apartment	**Pulpable Recycling** 55 Litres / Apartment	**Comingled Recycling** 55 Litres / Apartment	**Food Waste** 10 Litres / Apartment
Total waste	26,070 Litres	13,035 Litres	13,035 Litres	2,370 Litres
Quantity of 1100L bins provided	24 1100L	12 1100L	12 1100L	10 240L
Total / Collection	**Total 48** 1100L Eurobins			**Total 10** 240L Bins
Refuse Store Area	**GD 04** requirement 0.43 m^2 per apartment 0.43 x 237 = 102 m^2 (required) **Total provided - 141 m^2**			



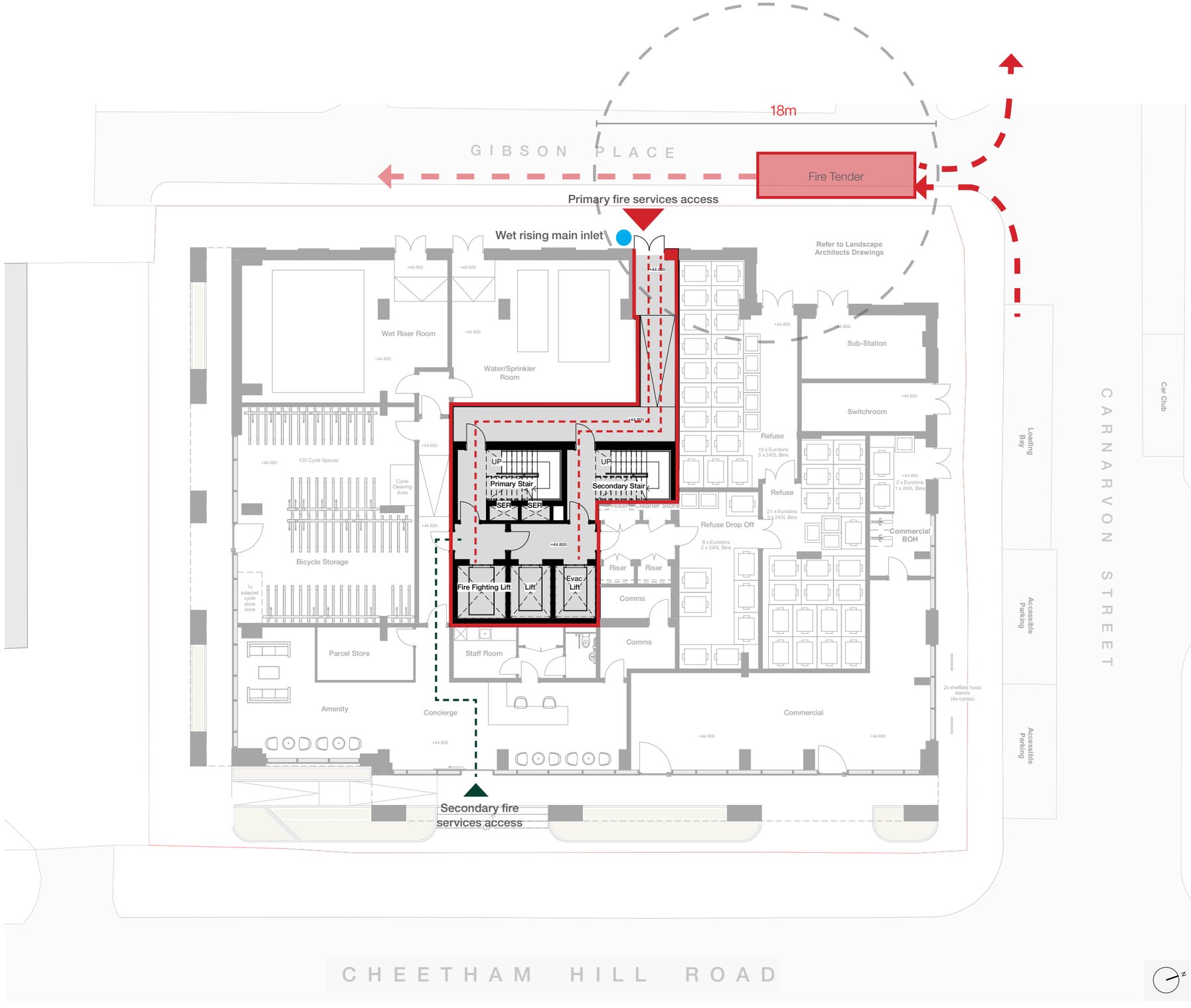
8 Building Servicing Strategy
8.6 Fire Strategy

Ground Floor

The fire strategy has been prepared by Maze Fire Consulting and has been incorporated into the building design.

The diagram on the right sets out how the ground floor arrangement meets the fire strategy requirements. The central core is developed with two escape stairs that lead to a dedicated escape on Gibson Place. This route will be the primary emergency access for the fire service. The wet rising main inlet is located adjacent to the egress door. The main residential entrance will act as a secondary access for the fire service.

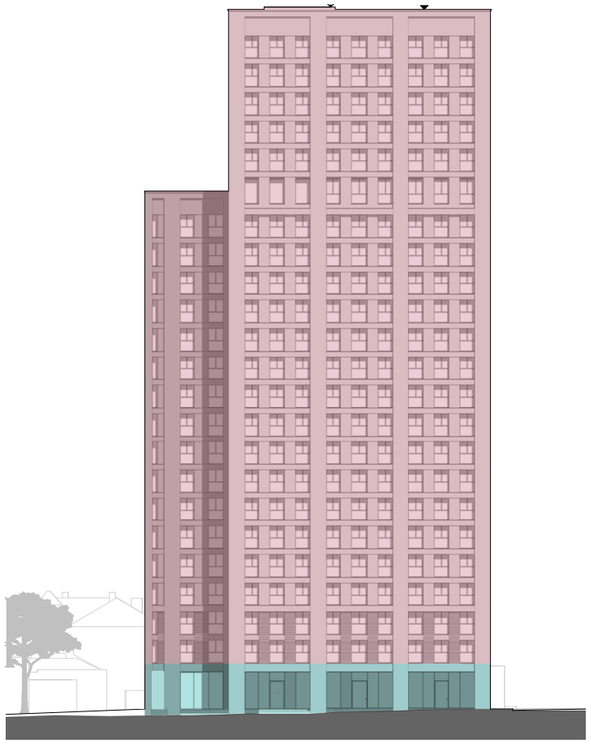
For further information relating to fire safety please refer to the Fire Statement.



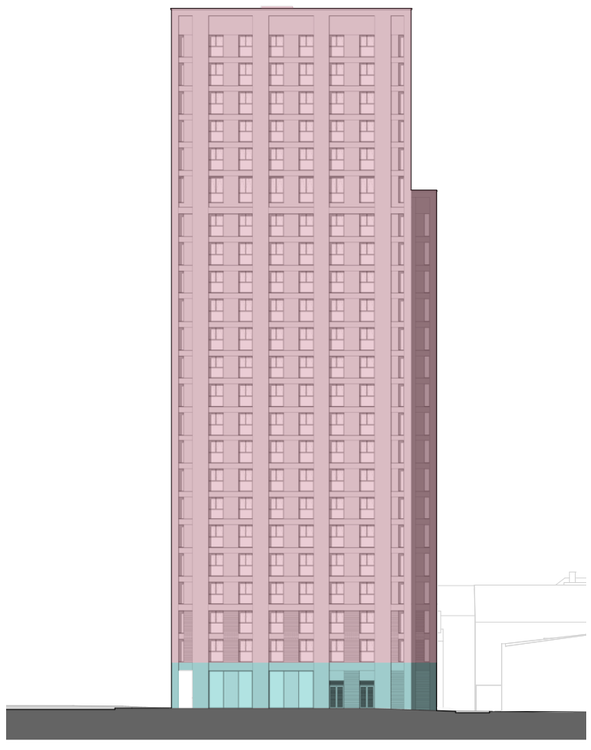
Key

- Wet rising main inlet
- Fire Service access route
- Primary Fire service access to building
- Secondary Fire service access to building
- Fire Tender
- 18m distance from fire service access

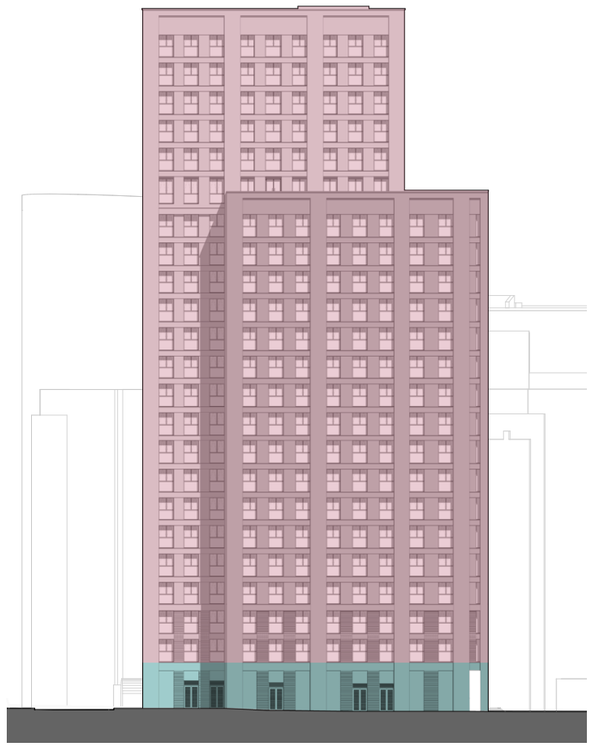
Access and Maintenance
The diagrams below set out the proposed façade access and maintenance strategy. These proposals will be reviewed and developed with a specialist facade access and maintenance consultant through the detailed design stages.



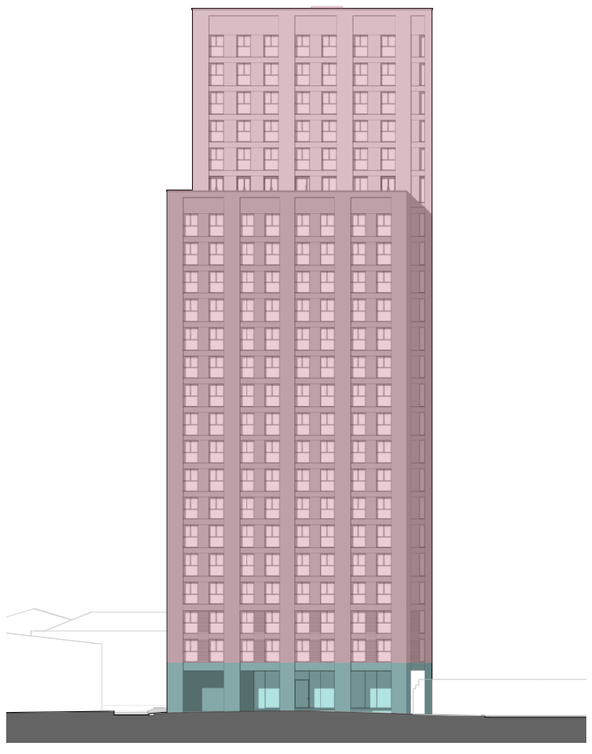
Cheetham Hill Road Elevation



Carnarvon Street Elevation



Gibson Place Elevation



South Site Boundary Elevation

Key

Cleaning and maintenance by suspended access from above

Cleaning by hand or cleaning pole. Replacement to be carried out externally using MEWP

Secured by Design and crime prevention

Following consultation with Greater Manchester Police (GMP) the scheme has been developed to generally align with the principles and standards of Secured by Design (SbD). For further information, please refer to the Crime Impact Statement for the detailed report supplied with this application.

The following primary concerns identified by GMP have been considered during the design development and will be implemented through the technical design stages and delivery of the completed project:

Addressing primary concerns

- To limit antisocial behaviour and promote safe usage of the bicycle store, Gibson Place and the Southern elevation should be illuminated to a high standard and covered by CCTV, which can be monitored from the concierge desk.
- Cycle store doors should be certified to a burglary-resistant standard and operate on an access control system. Cycle stands should either be U-profile or Sheffield-style stands.

Best practice principles to be considered

- Access control systems operable by swipe card or fob are suggested, with access into the building controlled by a video entry phone system.
- Secondary access-controlled doors will reduce the potential for tailgating, while access control for each floor will further restrict access.
- Internal apartment entrance doors are to incorporate a resilient layer to reduce the risk of anyone breaking through the wall to access the locking mechanism.
- External lighting provided to pedestrian routes should be per BS 5489 and taken from various sources and levels (i.e. columns, up lighting) to provide greater coverage and avoid shadows.
- Dusk ‘til dawn lights, operated by photoelectric cell/daylight sensor, should be installed on all external doors.
- Doors, windows, building fabric, shutters, glazing, CCTV and alarms in communal areas should be certified to best practice standards and installed in accordance with manufacturer’s instructions.
- It is recommended that a maintenance plan be used to manage the upkeep of the development over time. This will address refuse collection, landscape maintenance, repair to communal areas, the management of deliveries and the opening and closing of the building.





Front cover of the Crime Impact Statement prepared by GMP
2023

9 Appendices

9.1 Drawing Register
9.2 Accommodation Schedule

9 Appendices
9.1 Drawing Register

Drawing register for architectural and landscape drawings.

For the complete list of supporting documents from the full consultant team please refer to the application covering letter.

Hawkins\
Brown

26-28 Hilton Street, Manchester, M1 2EH

Project Name	Cheetham Hill Road
Project No	230069
Doc Ref	CHR-HBA-XX-XX-SH-A-000003
Doc Name	**Planning Dawings**
Rev	Rev 06 - 04.11.24

08 - Planning drawings	Size	Scale	Planning Issue - 06/03/24 Issued	Updated Landscape - 20/09/24 Issued	Updated GF - 29/10/24 Issued	Updated Plans - 04/11/24 Issued
- Site / location						
CHR HBA ZZ ZZ DR A 08 0001 Location Plan - Existing	A1	1 : 500	P01			
CHR HBA ZZ ZZ DR A 08 0002 Location Plan - Proposed	A1	1 : 500	P01	P02		
CHR HBA ZZ ZZ DR A 08 0020 Site Plan - Proposed	A1	1 : 200	P01	P02		P03
CHR HBA ZZ 00 DR A 08 0030 Refuse Store Plan - Proposed	A1	1 : 100	P01	P02		P03
- GA Plans						
CHR HBA ZZ 00 DR A 08 0100 Proposed Ground Floor	A1	1 : 100	P01	P02	P03	P04
CHR HBA ZZ 01 DR A 08 0101 Proposed Level 1 (Typical to Level 16) Plan	A1	1 : 100	P01	P02		P03
CHR HBA ZZ 17 DR A 08 0117 Proposed Level 17 Plan	A1	1 : 100	P01	P02		P03
CHR HBA ZZ 18 DR A 08 0118 Proposed Level 18 (Typical to Level 22) Plan	A1	1 : 100	P01	P02		P03
CHR HBA ZZ RF DR A 08 0123 Proposed Roof Plan	A1	1 : 100	P01	P02		
- GA Elevations						
CHR HBA ZZ XX DR A 08 0200 Proposed Elevation - Carnarvon Street	A0	1 : 100	P01	P02		
CHR HBA ZZ XX DR A 08 0201 Proposed Elevation - Cheetham Hill Road	A0	1 : 100	P01	P02		
CHR HBA ZZ XX DR A 08 0202 Proposed Elevation - Site Boundary to South	A0	1 : 100	P01	P02		
CHR HBA ZZ XX DR A 08 0203 Proposed Elevation - Gibson Place	A0	1 : 100	P01	P02		
- GA Sections						
CHR HBA ZZ ZZ DR A 08 0300 Proposed Section A-A	A0	1 : 100	P01	P02		
CHR HBA ZZ ZZ DR A 08 0301 Proposed Section B-B	A0	1 : 100	P01			
- Typical Details						
CHR HBA ZZ ZZ DR A 08 0400 Proposed Tower A - Ground Floor Bay Study	A1	1 : 25	P01			
CHR HBA ZZ ZZ DR A 08 0401 Proposed Tower A - Typical Upper Floor Bay Study	A1	1 : 25	P01			
CHR HBA ZZ ZZ DR A 08 0402 Proposed Tower A - Roof Level Bay Study	A1	1 : 25	P01			
CHR HBA ZZ ZZ DR A 08 0403 Proposed Tower A - Ground Floor BOH Bay Study	A1	1 : 25	P01			
CHR HBA ZZ ZZ DR A 08 0404 Proposed Tower A - Amenity Floor Bay Study	A1	1 : 25	P01			
CHR HBA ZZ ZZ DR A 08 0405 Proposed Tower B - Amenity Floor Bay Study	A1	1 : 25	P01			
- Landscape Drawings						
CHR SF XX 17 DR L 08 1002 Landscape Plan - Ground Floor_A1 (PLANNING)	A1	1 : 100	P01	P02		
CHR SF XX XX DR L 08 1003 Landscape Plan - Roof Terrace_A1 (PLANNING)	A1	1 : 100	P01			

Accommodation Schedule					
Level	**1B1P**	**1B2P**	**2B3P**	**2B4P**	**Total**
Level 0					
Level 1	2	2	3	5	12
Level 2	2	2	3	5	12
Level 3	2	2	3	5	12
Level 4	2	2	3	5	12
Level 5	2	2	3	5	12
Level 6	2	2	3	5	12
Level 7	2	2	3	5	12
Level 8	2	2	3	5	12
Level 9	2	2	3	5	12
Level 10	2	2	3	5	12
Level 11	2	2	3	5	12
Level 12	2	2	3	5	12
Level 13	2	2	3	5	12
Level 14	2	2	3	5	12
Level 15	2	2	3	5	12
Level 16	2	2	3	5	12
Amenity	2	1	1	1	5
Level 18	1	2	3	2	8
Level 19	1	2	3	2	8
Level 20	1	2	3	2	8
Level 21	1	2	3	2	8
Level 22	1	2	3	2	8
Total:	**39**	**43**	**64**	**91**	**237**
Unit Mix	16%	18%	27%	38%	
	35%		65%		

Amenity Total (sqm)	477
Amenity Per Unit	2.01

Area Schedule (sqm)				
Level	**GIA**	**NIA**	**Comm. NIA**	**Amenity**
Level 0	809.8	0	81.9	38.8
Level 1	902.8	724	0	0
Level 2	902.8	724	0	0
Level 3	902.8	724	0	0
Level 4	902.8	724	0	0
Level 5	902.8	724	0	0
Level 6	902.8	724	0	0
Level 7	902.8	724	0	0
Level 8	902.8	724	0	0
Level 9	902.8	724	0	0
Level 10	902.8	724	0	0
Level 11	902.8	724	0	0
Level 12	902.8	724	0	0
Level 13	902.8	724	0	0
Level 14	902.8	724	0	0
Level 15	902.8	724	0	0
Level 16	902.8	724	0	0
Level 17	639.7	260.7	0	438.4
Level 18	639.7	490.4	0	0
Level 19	639.7	490.4	0	0
Level 20	639.7	490.4	0	0
Level 21	639.7	490.4	0	0
Level 22	639.7	490.4	0	0
Total: (sqm)	**19,093**	**14,297**	**82**	**477**
total: (sqft)	205,515	153,890	882	5,137

Typical Floor Net:Gross	80%
Upper Floor Net:Gross	77%
Net:Gross	77%

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