simpsonhaugh

Sparkle Street – Manchester

DESIGN & ACCESS STATEMENT | APRIL 2024

10413-SHP-B5D8-RP-DAS01 | P04



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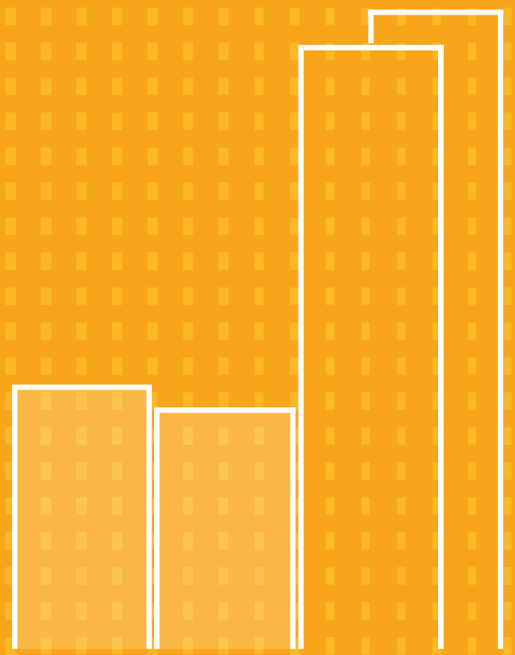
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1.0 Introduction

1.1 Purpose of the Document

This Design and Access Statement has been prepared by Simpsonhaugh, with input from others, on behalf of Foras (Sparkle Street) Limited and accompanies an application for detailed planning permission at the site known as Sparkle Street, Manchester.

For the purposes of this statement Foras (Sparkle Street) Limited is referred to as the "Applicant".

The statement explains the design development process and describes the final proposals for the re-development of the site.

This document should be read in conjunction with the application drawings and other material submitted in support of the planning application.

1.1.1 THE PROJECT

The planning application relates to the removal of existing structures on the site and its subsequent redevelopment. The planning application accordingly seeks full planning permission for the following (the "Development"):

> **"Erection of a part-28, part-10 storey residential building, including ground, comprising 359 dwellings (Use Class C3), with associated residents' external amenity spaces, cycle parking, landscaping, and other associated works."**

1.1.2 THE PROCESS

The proposals have been developed with input from a highly experienced and comprehensive team of specialist consultants, experienced in developing and delivering schemes of a similar nature. The intention is to deliver a high-quality project which not only maximises the development potential of the site and directly responds to market demand but also delivers key policy objectives and statutory requirements.

The proposed development has been subject to extensive pre-application consultation with the Local Planning Authority, statutory consultees, and local stakeholders. The involvement of statutory consultees at the pre-application stage has informed the design of the Development, and changes to the scheme have been included where appropriate.

1.2 Document Structure

The document has been prepared in accordance with CABE guidance 'Design & Access Statements: How to write, read and use them' (2006), which identifies the four key stages of the design process that need to be described in the planning submission. These are Assessment, Involvement, Evaluation and Design.

1.2.1 'ASSESSMENT'

This needs to demonstrate that analysis of the site and its surrounding context have been carried out and used to inform the proposals. This is covered in:

Chapter 2.0: Assessment.

Chapter 2.0 presents the planning context of the proposals, analysis of the site including location, description of the existing buildings on the site, adjacent buildings and land use, the character of the local area, movement and environmental issues.

1.2.2 'INVOLVEMENT'

This requires demonstration of which groups of people have been consulted during the development of the scheme. This is summarised in:

Chapter 3.0: Design Evolution.

This stage is also the subject of a separate Statement of Community Involvement, prepared by Deloitte, submitted in support of the application.

1.2.3 'EVALUATION'

This should show that options have been developed for the site, which take into account issues raised in the assessment, and how these have evolved through the involvement of those consulted on the proposals. This forms the basis of

Chapter 3.0: Design Evolution.

1.2.4 'DESIGN'

This should explain the thinking behind the final scheme as it is presented in the Planning Application. This is described in:

Chapter 4.0: Design,

Chapter 5.0: Access.

Aerial View (Copyright)

1.3 The Developer, Architect and Brief

1.3.1 THE DEVELOPER

Foras (Sparkle Street) Limited is a company under the ownership of JRL Group. They are being assisted by Central and Urban as development Managers.

Developer & Contractor – JRL Group

JRL Group is a privately owned construction group that was founded in 1996 as a groundworks and reinforced concrete frame company. Over the last 27 years, the group has expanded its design, specialist contracting, manufacturing and plant hire companies to provide a holistic, all-encompassing in-housing contract solutions for their clients. The group's activities are under the direct day to day leadership of the board with the company structured to provide a flexible and progressive engagement model with the ability for clients to engage with all or part of the group to fit their individual requirements and project time lines. JRL Group have delivered in excess of 7000 homes and have been operational in Manchester since 2018, with its main contractor division Midgard and the wider group active across numerous BTR projects in the City.

Development Manager – Central and Urban

Central and Urban is a UK based commercial and residential real estate developer and development management company. The team has extensive experience in multiple asset classes and has developed many iconic buildings in partnership with both private equity and the UK's largest institutional investors. The Central and Urban team have significant experience working in Manchester and have delivered numerous developments across the city. The team deliver at every stage of the development process, from land acquisition, due diligence and viability, planning, multi-disciplinary design and consultant team management, main contractor negotiations, funding and project delivery.

1.3.2 THE ARCHITECT

Simpsonhaugh was founded by Ian Simpson and Rachel Haugh in 1987 and has since compiled an impressive and diverse portfolio of award winning projects. The practice originated from a shared belief in the power of high quality design to lead the regeneration of post-industrial cities and initiate new contemporary architectural identities. As the practice has grown, these original values have matured and been reinforced such that they remain the practice's guiding principles.

The underlying themes of urban renewal, sustainability and design excellence unite an otherwise diverse range of building functions and solutions. Similarly, the completed work demonstrates that the practice's regeneration objectives are equally valid whether applied to new buildings or to existing historic structures. A recurring challenge of the practice's work has been the need to confront appropriate forms for emerging typologies. Its innovative solutions for public galleries, transport interchanges and high density living have both challenged normative design responses and contributed positive new precedents.

Simpsonhaugh has a wide range of experience from small rural primary schools to larger schemes such as One Blackfriars Road and Phase 1 Battersea Power Station in London, and; Beetham Hilton Tower and Owen Street in Manchester. The thread that links all of our work is the desire for design excellence.

1.3.3 OTHER MEMBERS OF THE DESIGN TEAM

The team that the Applicant has engaged to develop a proposal for this site are:

Planning Consultant	Deloitte Real Estate
Structural Engineer	Curtins
Mechanical + Electrical Services	WECE
Landscaping Architects	Reform
Fire Engineer	Ashton Fire
Transport Engineer	Curtins
Principal Designer	Storm Tempest

1.3.4 THE BRIEF / VISION

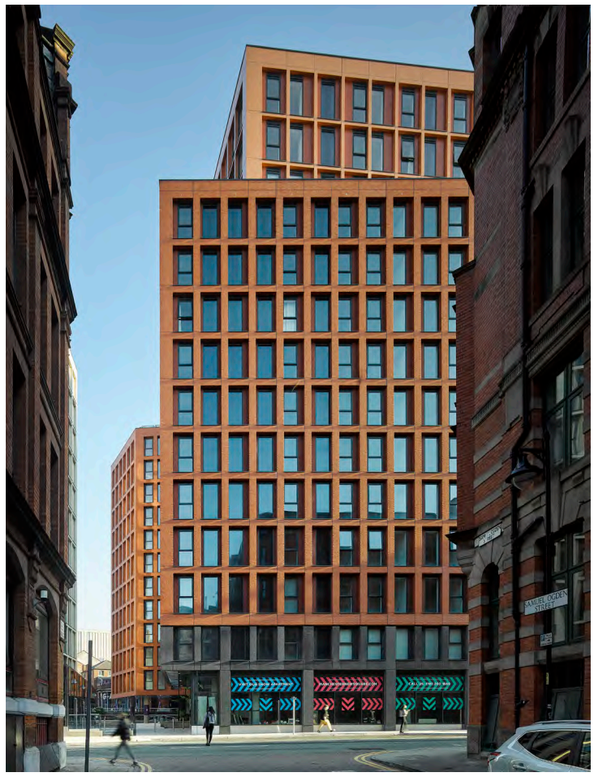
To design a high quality residential scheme for a gateway site in close proximity to Manchester Piccadilly Station, suitable for the build to rent market. The scheme should offer a good amount of residents communal amenity space, both internally and externally.

The scheme is to be constructed by Midgard, the main contracting arm company in the JRL group.







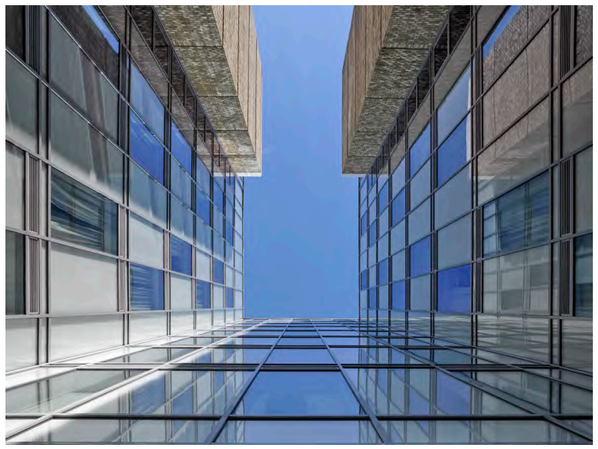








Above: *Castings, JRL Group*



Above: *StayCity ApartHotel, 20 Cable Street, Manchester: Catalyst Capital & Simpsonhaugh*

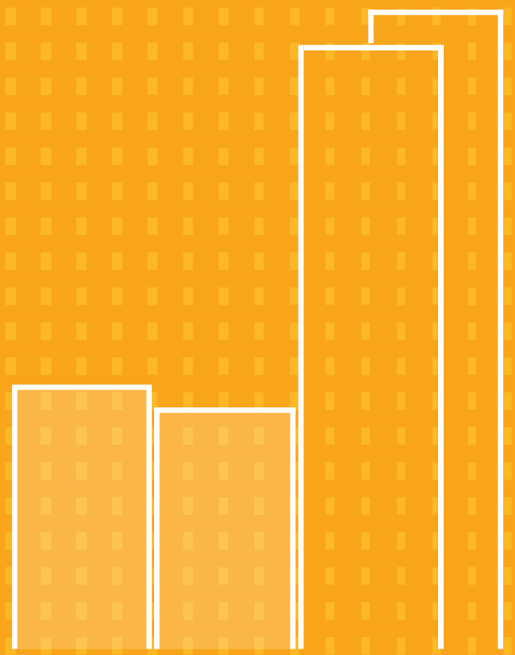


Above: *Dolata Hotel, Charles Street, Manchester: Catalyst Capital & Simpsonhaugh*





Above (top to bottom): *Manchester New Square, Swan House and Victoria House: Simpsonhaugh*



2.0

Assessment

2.1 Physical Context

2.1.1 LOCATION OVERVIEW

The site is situated on the corner of Store Street and Sparkle Street, approximately 100m northeast of Piccadilly Station. Currently occupied by two industrial buildings, the sites immediate neighbours are a mix of residential buildings and car parks (surface and multi-storey).

Approximately 20m further east, the Ashton Canal crosses over Store Street. To the north, the canal links up with other canals within Manchester City Centre. To the south, it makes its way eastwards out of the city via the Ethihad Campus.

A residential scheme called Piccadilly Village faces onto the canal on either side of Store Street, consisting of a series of medium density apartment blocks built in the late 1990s/early 2000s. Further up Store Street towards Great Ancoats Street, a High-density residential development called Oxygen has recently been completed. There are also several other developments mid-construction in proximity of Piccadilly Village.

Beyond Store Street, the area consists of a fragmented urban grid legibility as a result of significant changes in topography and low density developments with significant portions of land devoted to private or public car-parking. Most sites between the site and Piccadilly Station are either car parking or back of house spaces for the Station.

Jutland Street to the north leads towards the Northern Quarter and parts of Manchester City Centre.







Right: *Site photographs take by SimpsonHaugh (2022).*
Opposite page: *Existing site elevations*

ROCHDALE CANAL

DUCIE STREET WAREHOUSE

ASHTON CANAL

STORE STREET

PICCADILLY VILLAGE

NEW ISLINGTON

RING ROAD

SITE

CRUSADER MILL

SPARKLE STREET

PICCADILLY STATION

LONDON ROAD

> *"The historic urban grain of the city central is tight and compact... Due to its low density industrial nature, the area of Piccadilly Central has no discernible grain."*
>
> **MANCHESTER PICCADILLY SRF (2018)**

2.1 Physical Context

2.1.2 STORE STREET / SPARKLE STREET

Store Street connects London Road (via a tunnel beneath Piccadilly Station) to Great Ancoats street. Store Street is seen as a key pedestrian/vehicular route from Piccadilly to Ancoats and beyond. This route will become increasingly important with new events infrastructure, like Coop Live Arena, being developed near the Etihad Stadium. Despite this, there is a limited amount of active frontage along Store Street or the adjoining roads.

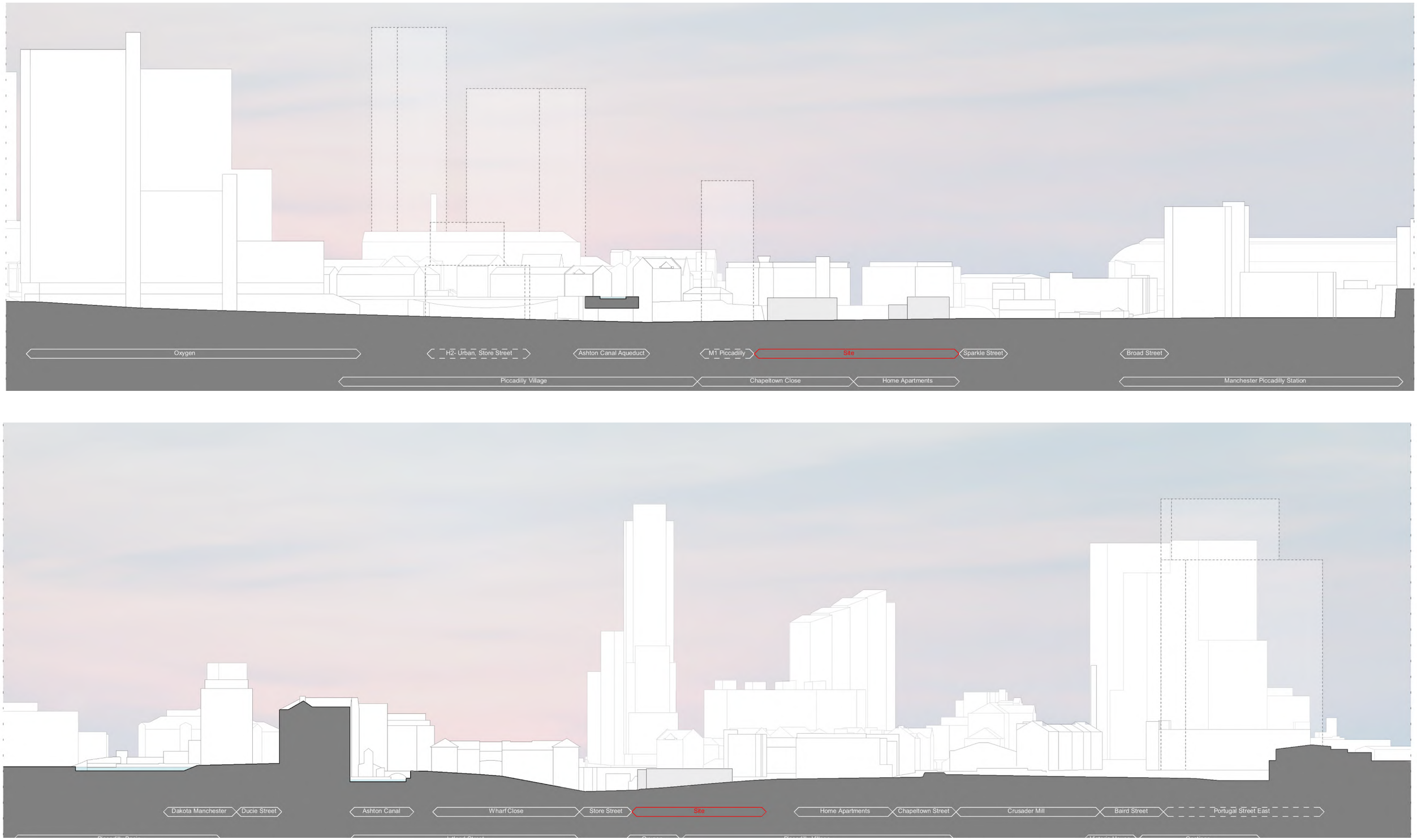
In addition the now-completed Oxygen, a number of residential developments along Store Street have recently been approved by Manchester City Council Planning Authority. This includes the "M1 Piccadilly" scheme, a 15-storey residential proposal on the land adjoining the application Site.

Sparkle Street itself is less than 100m long, connecting Store Street to Chapeltown Street, which run parallel to each other. Both Sparkle Street and Jutland Street (opposite) slope up steeply from Store Street to meet the grade of nearby roads. This means from the front of the site to the back, there is a level change at the pavement edge of approximately 3.5m.

The existing site has been mostly excavated to create a level platform for the two industrial units, with the rear level change held by a retaining wall. The site is currently used for storage of construction materials.



Right: *Photograph of the physical model showing existing building within existing site context. All buildings shown in white are consented by Manchester City Council Planning Authority but are yet to be constructed.*
Opposite page: *Existing site elevations*


Oxygen
H2- Urban, Store Street
Ashton Canal Aqueduct
M1 Piccadilly
Site
Sparkle Street
Broad Street
Piccadilly Village
Chapeltown Close
Home Apartments
Manchester Piccadilly Station
Dakota Manchester
Ducie Street
Ashton Canal
Wharf Close
Store Street
Site
Home Apartments
Chapeltown Street
Crusader Mill
Baird Street
Portugal Street East

2.1 Physical Context

2.1.3 EXISTING BUILDING HEIGHTS / TYPOLOGIES AND TRANSPORT

Much of what currently exists within the immediate area is medium-rise, low density, with single-storey light industrial/commercial units sitting alongside residential schemes typically no more than 5 storeys high. This is counter to much of the city centre, including parts of the Northern Quarter which can be seen to the northeast of the plan opposite.

However, following an aspiration of Manchester City Council to increase density around key sites like Piccadilly Station, an number of high-density residential and hotel schemes have been constructed. This is resulting in residential becoming increasingly prominent, replacing many of the light industrial buildings.

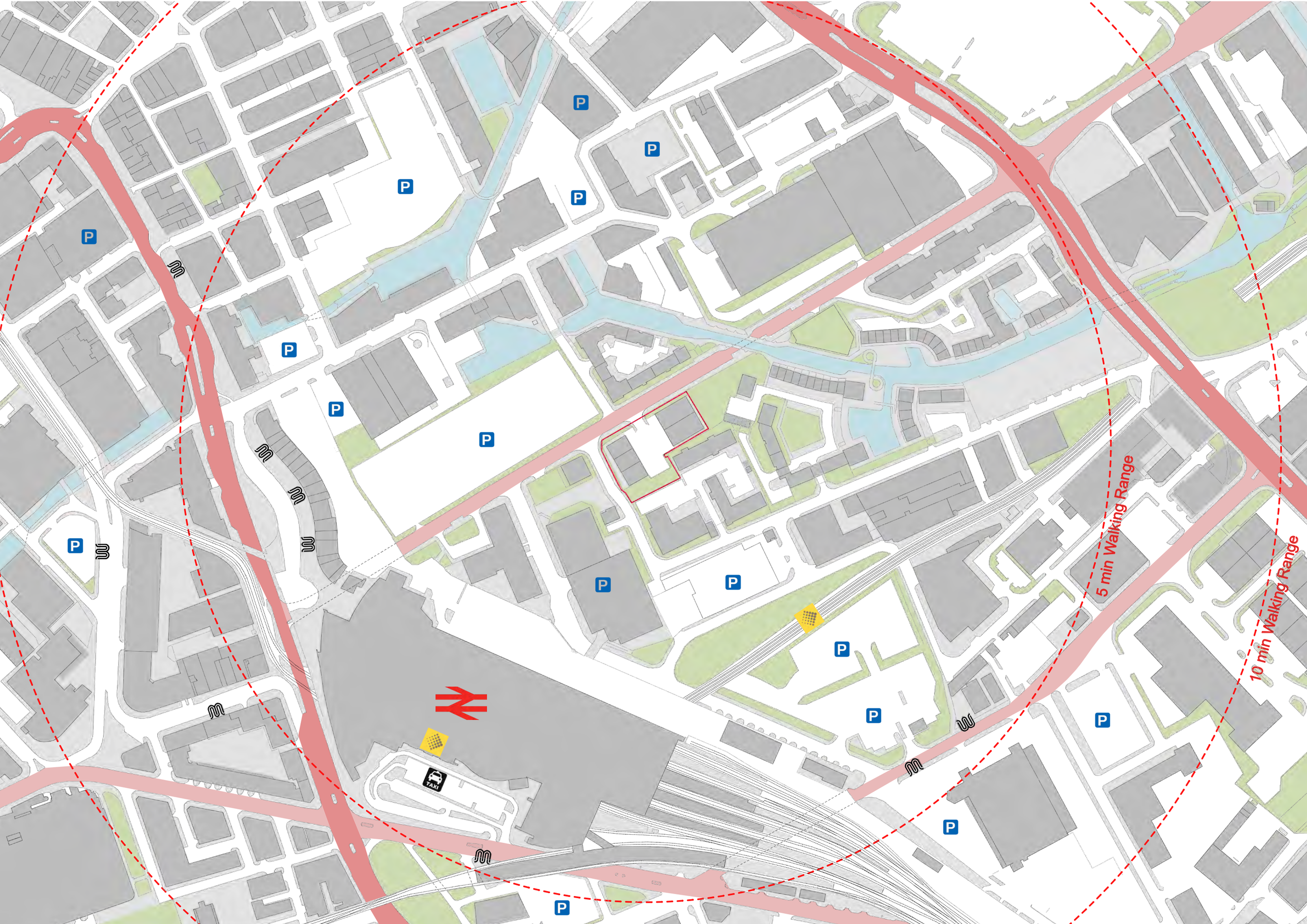
The need for more homes within Manchester city centre means areas such as this, with key public transport connections within walking distance, are seen as an opportunity to meet a pressing need sustainably. With the amenities and employment opportunities of the city centre also within walking distance, it was foreseen that most residents would not require a vehicle on a daily basis.

For those who do require a car, several surface car parks or vehicle rental schemes exist in the area. There is also on-street car parking directly outside the site, along Store Street. On this basis, it is proposed that no private residents parking would be required on this site.



Right: *Plans showing existing building heights (in storeys) and typologies.*

Opposite page: *Plan showing local transport infrastructure*


5 min Walking Range
10 min Walking Range
TAXI

2.1 Physical Context

2.1.4 OVERALL MATERIALITY / COLOUR PALETTE

Within the immediate context of the site, brick and masonry are the dominant materials for most buildings. The colour of this is more of a mixed palette, ranging from sandstone/buff to red to dark brown as can be seen in the diagram on the opposite page.

Historic warehouse/mill buildings in the area have primarily influenced this choice of material and colour, with many of the newer developments (eg. Piccadilly Village) emulating their facade treatment. Form and detailing for the local vernacular is also often heavily influenced by the likes of Ducie Street Warehouse and Crusader Mill.

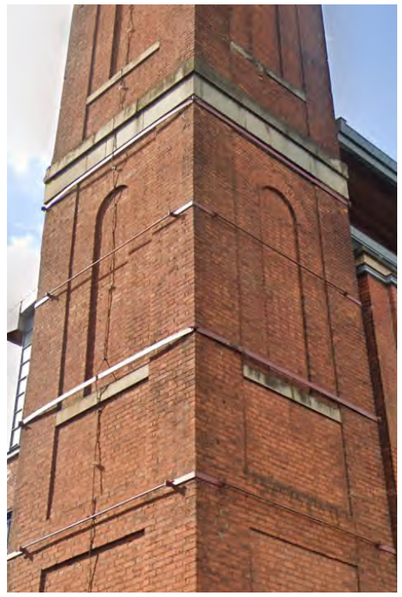
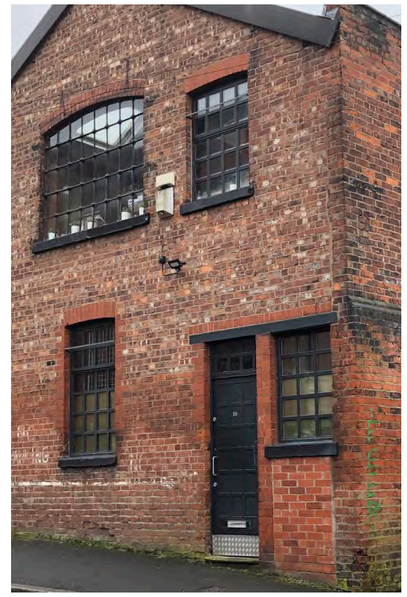
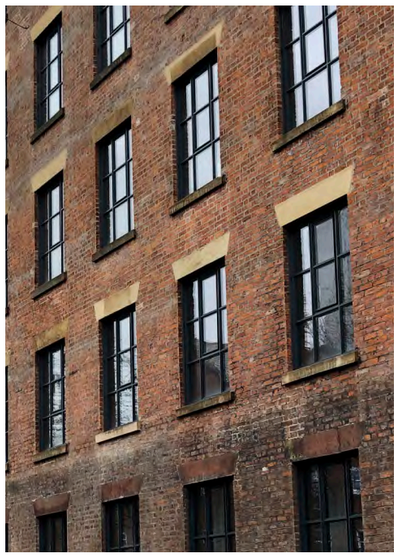
Smaller blocks appear to celebrate the individual nature of the brick, whereas larger buildings have used it as a from-making tool. Stone or masonry lintels above dark windows is also common. This is discussed further in the Design Evolution Section of this document.

Even some more contemporary non-residential buildings have looked to reference the local colour palette, for example the use of corten on the Boad Street Car Park.

Oxygen's use of brick and concrete is in-keeping, though the colour palette of grey/dark blue is in contrast to much of the street.

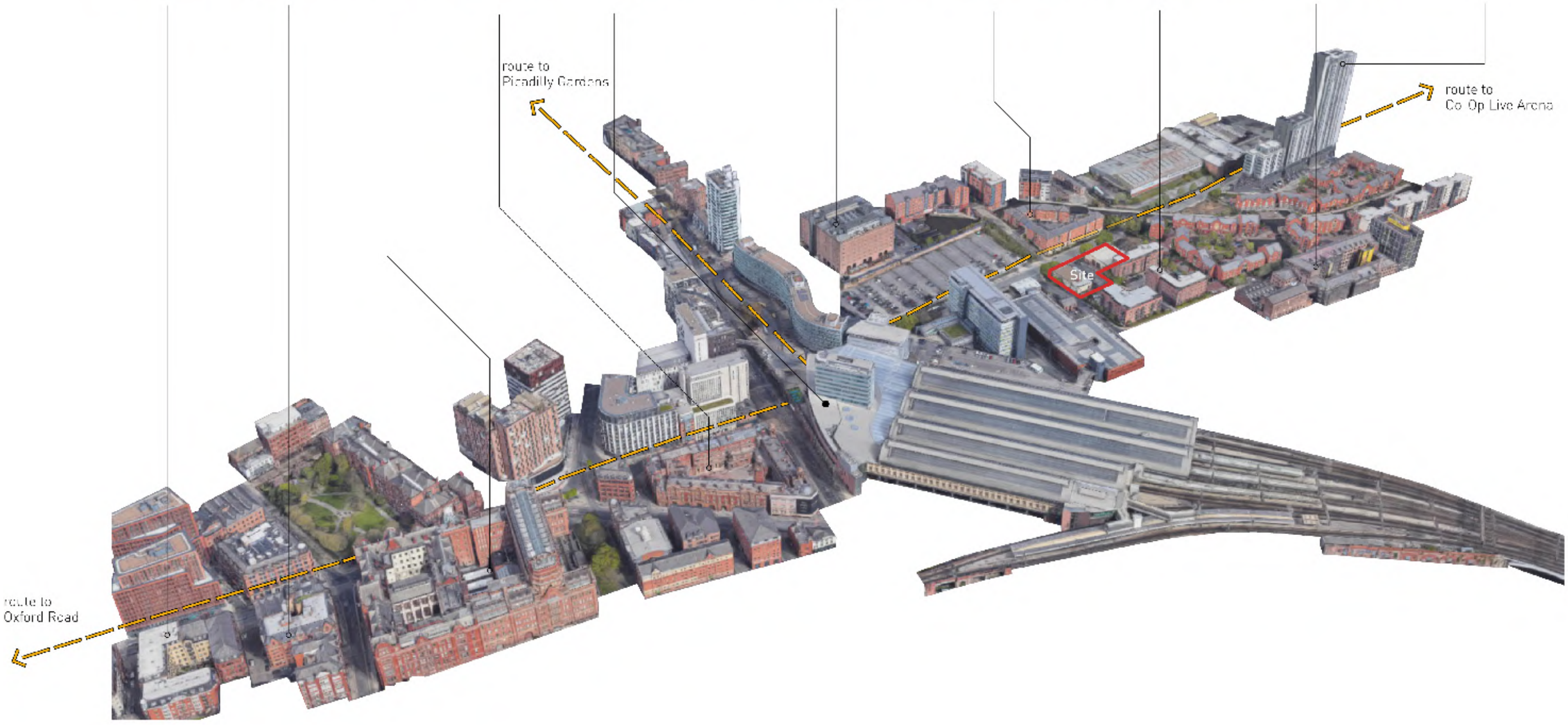
The use of yellow/grey sheet metal on the existing building on the site is not in keeping with the wider area.

Below: Photographs of surrounding buildings: Crusader Mill, Vulcan Mill, Sparkle Street Warehouse, Ducie Street Warehouse, Piccadilly Station







Above: "Pixelated" photographs of local vernacular exploring colour palette

Below: Three-dimensional view of the route connecting Oxford Road Station to the Coop Live Arena via Piccadilly Station, a route which the site lies on.

2.2 Historic Context

2.2.1 HISTORIC SITE DEVELOPMENT

In order to ensure that any proposal would be rooted in the context of the area, the team first wanted to understand how the area had developed, and what had informed the local vernacular. Given that the Strategic Regeneration Framework for the area also seeks to establish an urban street pattern based upon that of the late 1800s (discussed further in the Regeneration Context chapter), this further justified an examination what informed that and what resulted in it changing in the 1900s.

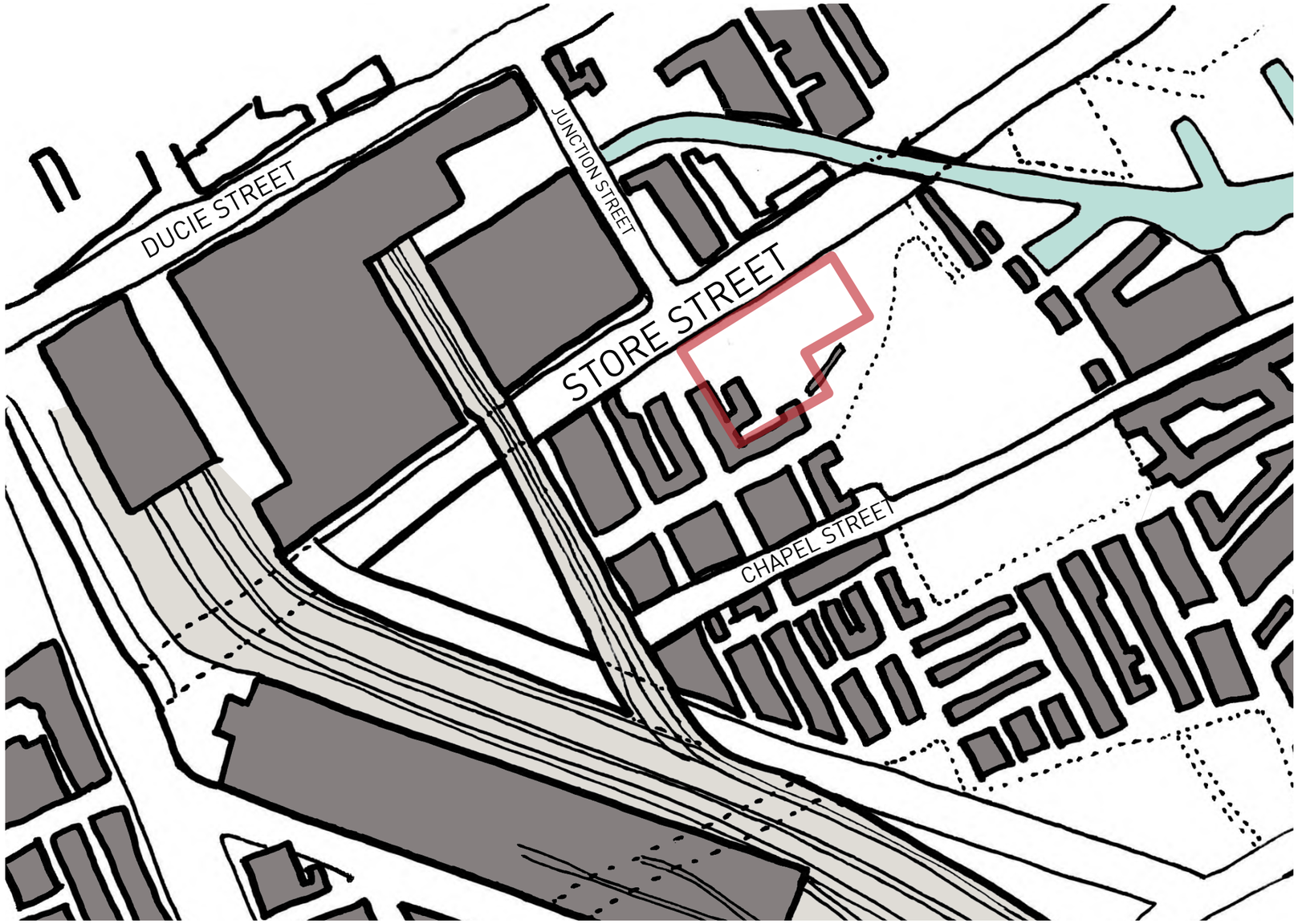
2.2.2 1800s - 1870's

The development of the urban grid and growth of the area was principally the result of two significant forms of transport infrastructure being built in close proximity - the canal and the railway.

Ashton Canal opened in 1796, with the connection to the Rochdale Canal completing in 1800. This included the construction of the Store Street Aqueduct, built on a 45 degree skew and believed to be the first major such structure in Britain and the oldest still in use today.

Store Street Station (later renamed London Road Station in 1847) opened in 1842, connecting Manchester to Stockport. Whilst the railway led to the canal traffic reducing, London Road Station proved to be highly successful, with the line rapidly extending to Birmingham and London.

The area between these two infrastructure hubs developed rapidly, with many industrial and storage warehouses being built. The need for workers also meant that terrace housing was also woven into the urban grid. The canal and the railway also altered the topography of the area, resulting in the steep inclines of both Jutland Street (at this time, named Junction Street) and Sparkle Street (known as Berry Street).



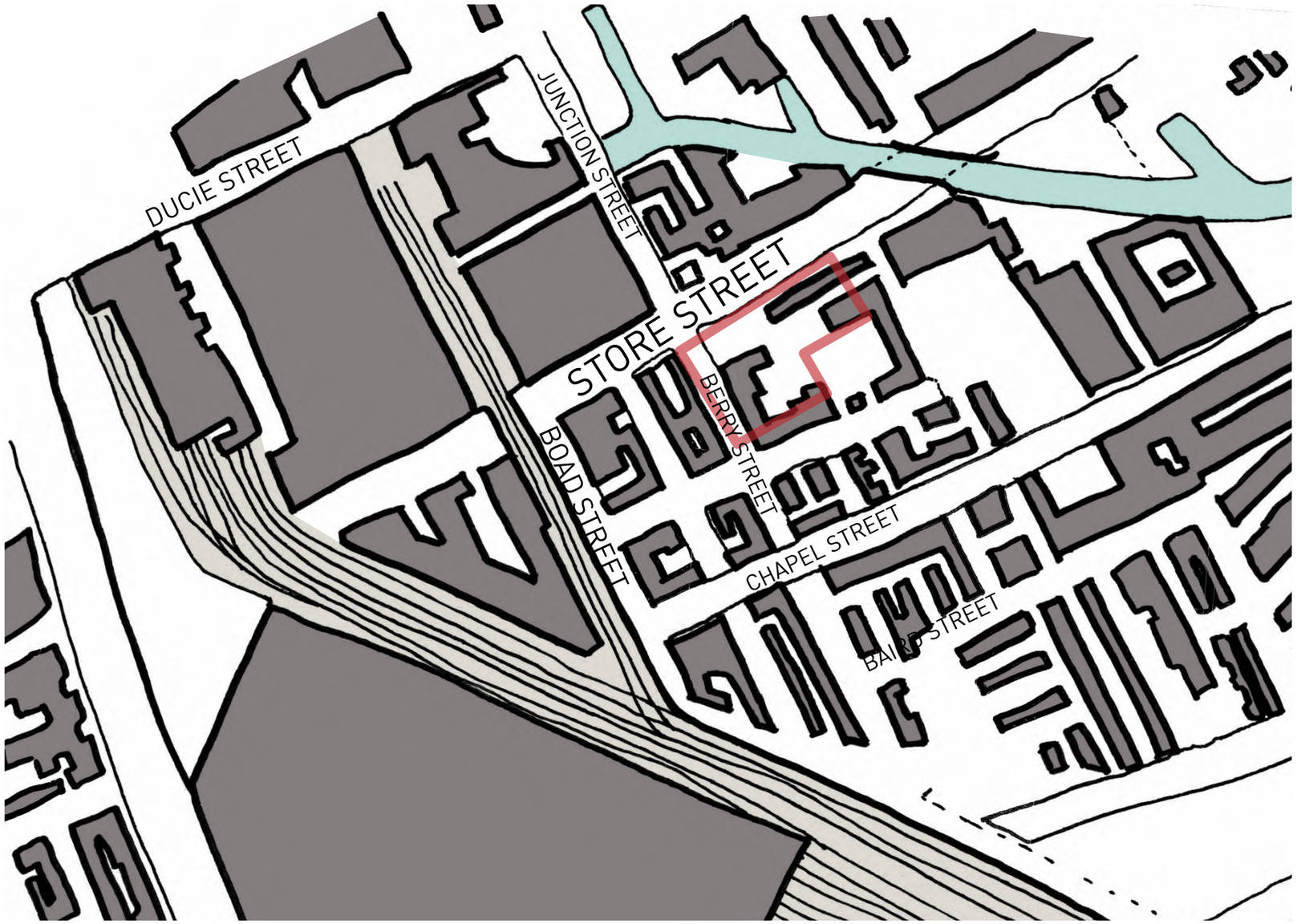








Top: Sketch plan of area surrounding site based upon Manchester: Jas. E. Cornish. 1876.
Bottom: (left) London Road Station, Manchester. 1866.
(left middle): Canals, Ashton Canal, Manchester; Bradburn, A. 1903.
(right middle): Canals, Ashton Canal, Store Street Aqueduct, Manchester; Bradburn, A. 1903.
(right): Aqueducts, Store Street Aqueduct, view from canal (Ashton Canal), Manchester: Bradburn, A. 1903.











2.2 Historic Context

2.2.3 1880s - 1890s

Continued prosperity for London Road Station led to a series of expansions during the 1800s, increasing the number of platforms significantly.

The area surrounding the station also continued to develop into a (for the period) medium-to-high density area. Most structures were built to the street or pavement boundary edge, increasing the legibility of the urban grid, with courtyards internally providing light to the deeper parts of the blocks.

On the site specifically, a series of buildings began to develop. It is not know what these original structure were. Sparkle Street does not exist, with road closest to its position being called Berry Street.

Ducie Street Warehouse (built in 1867) and Crusader Mill (1830) are visible within the plan, with a series of smaller buildings in between. It is assumed that these were likely a mix of residential and small industrial buildings, with most providing workers or products to the railway.

By this period, the canal was in significant decline due to the now dominance of the railway.

Top: *Sketch plan of area surrounding site based upon National Directory Office Plan. 1886.*
Bottom: (left) *Canal over Store Street: City Engineers Department 1902.*
(left middle): *Store Street: Entwistle, H. 1895.*
(right middle): *London Road Station, Manchester 1895.*
(right): *London Road approach to London Road Station: Johnson, A.W. 1900.*

2.2 Historic Context

2.2.4 1900s-1930s

The proximity to the railway has continued to enable the Piccadilly area to grow, becoming increasingly dense with strong street legibility. Similar to the 1800s, this continues to be a mix of large warehouses and tightly packed terrace housing/small industrial spaces. With the increasing refinement of cartography in this era, we are able to understand the individual buildings within a single city block. Most appear to abut their neighbour to maximise its own footprint, whilst allowing for a courtyard in the centre of the block.

One significant change for the site in this period was that Berry Street has been renamed Sparkle Street and is no longer aligned to Jutland Street, a position more akin to its position in the 21st century. On the site is a timber yard with a "Packing Case Manufactory" next door. An image of the neighbouring building can be seen below



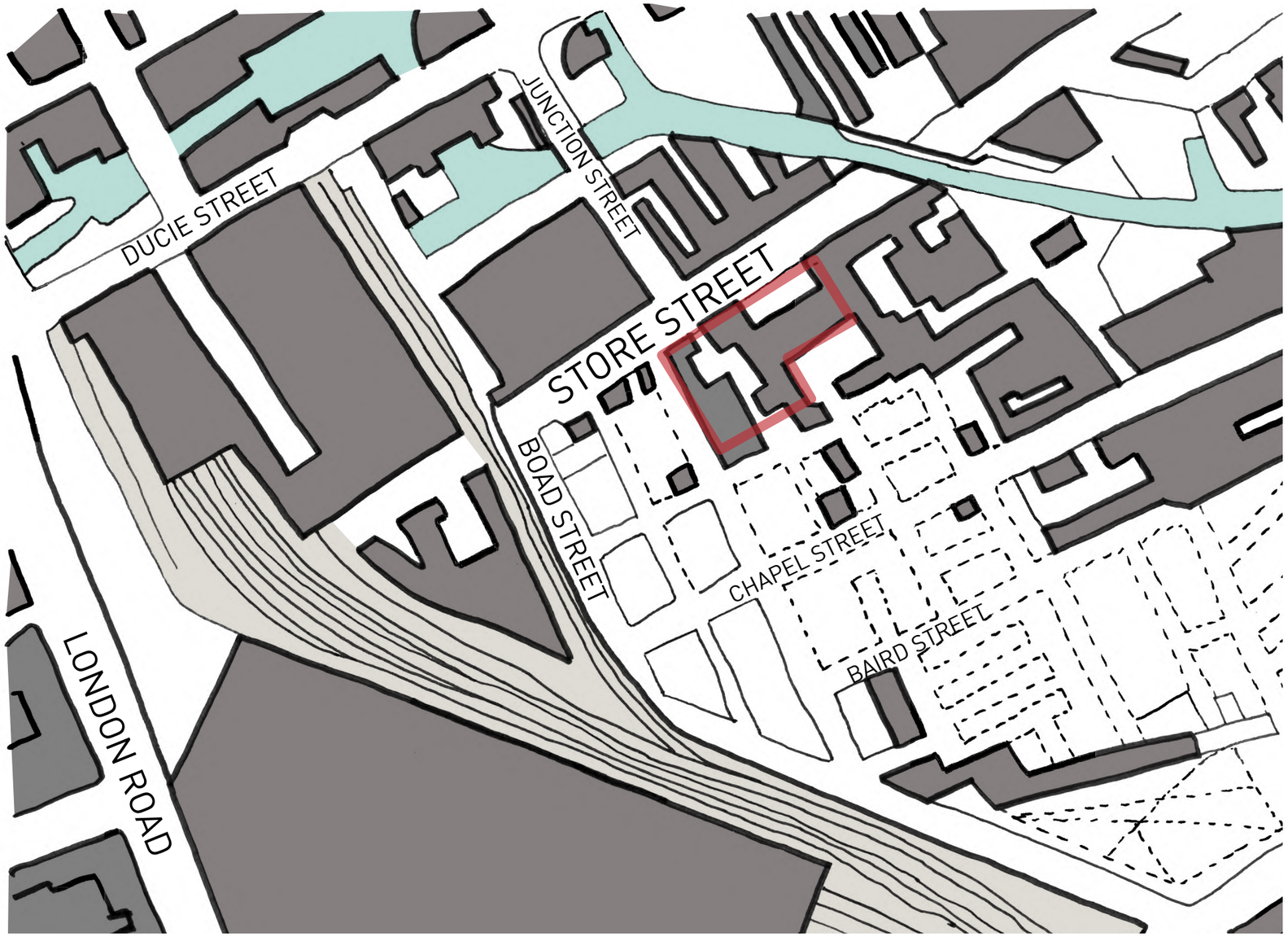








Top: *Sketch plan of area surrounding site based upon Ordnance Survey 1908.*
Bottom: (left) *Aerial View of London Road Railway Station: Imperial Aerial Photo Company. 1926.*
(left middle): *Ancoats, Canal Aqueduct, Store Street: Brooks, T. 1920.*
(right middle): *Store Street, Aqueduct, South side: Bradburn, A. 1903.*
(right): *Aerial View of London Road Station, David Moseley and Sons Ltd, Ardwick. 1924.*











2.2 Historic Context

2.2.5 1940s-1960s

In what seems to have been happened at some point between 1940 and 1950, large amounts of terrace housing was demolished. This doesn't appear to be as a result of bombing during WWII and more likely to be a pre-war "slum removal". This has resulted in a large area of unused land to the north of Piccadilly Station, with the previous urban grid beginning to be lost.

The proposed site is one of the few parts in this area to retain its previous buildings, with the timber yard still present. Indeed, this was photographed during this period, as shown below.

Following decline and nationalisation, traffic through the canal ceased in the 1950s and was unnavigable by 1960s. This led to a push to encourage its use for leisure rather than industry.

Top: *Sketch plan of area surrounding site based upon OS plan. 1950-60s.*
Bottom: (left) *Ancoats, Sparkle Street to Shore Street from Lomas Street (facing east): Brooks, T. 1966.*
(left middle): *Jutland Street from Store Street: Brooks, T. 1966.*
(right middle): *Store Street, Store Street from Sparkle Street: Brooks, T. 1966.*
(right): *Ardwick, Sparkle Street, No 32 Store Street, corner of Sparkle Street: Unknown. 1968.*

2.2 Historic Context

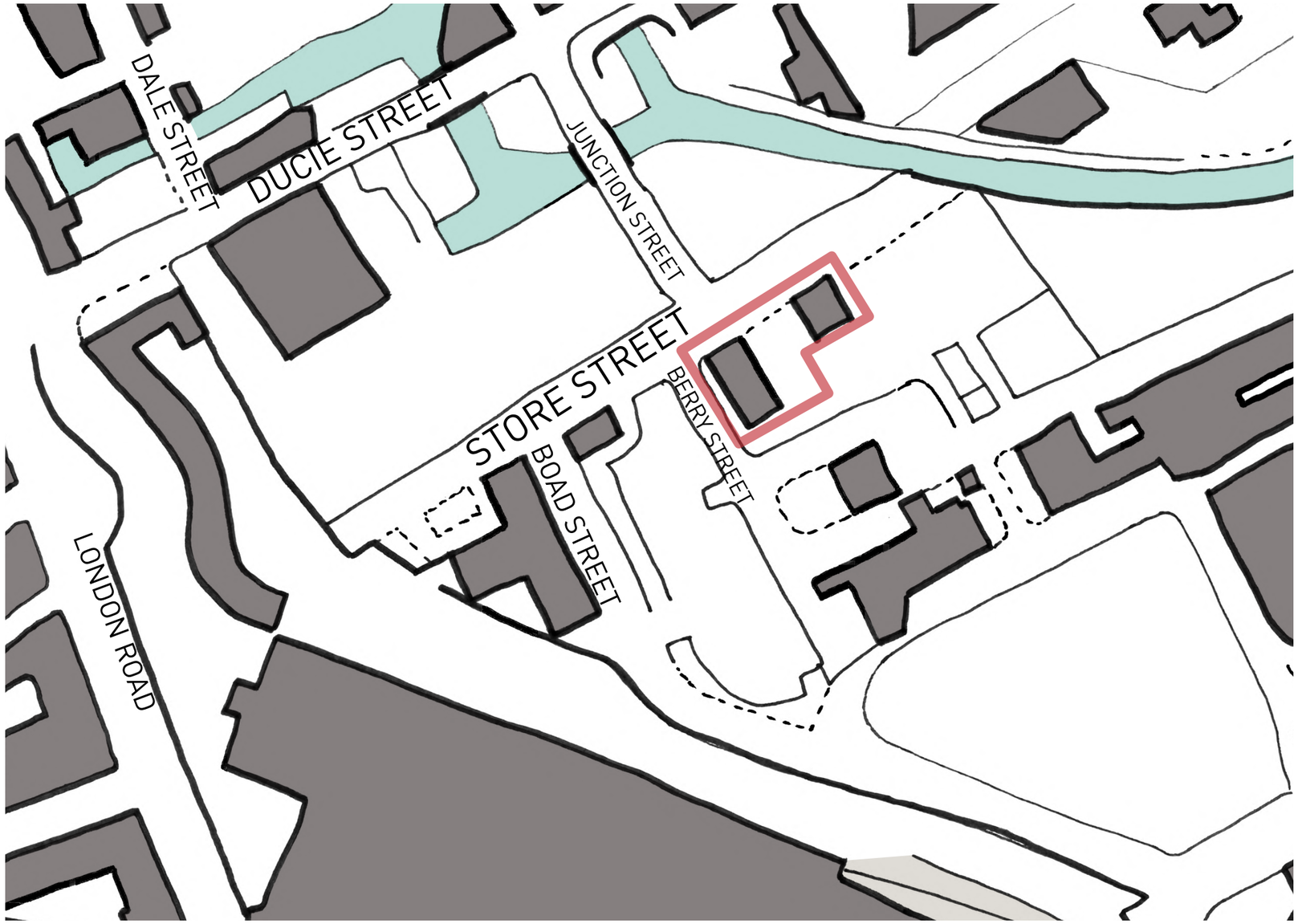
2.2.6 1970s-1990s

London Road Station was renamed Manchester Piccadilly Station in 1960 and was significantly remodelled, reopening in 1966. Apart from the Victorian trainsheds which remained, most of the station was replaced, including a new concourse.

The railway lines that had connected to some of the warehouse buildings (including Ducie Street Warehouse) have also been removed and replaced with car parking. In addition, a retail/commercial building spanning from the Station entrance to Ducie Street has been constructed. This building appears make a conscious decision to prioritise those arriving at the station from the city centre, turning its back on the area to the north.

This is reflective of what the area around Sparkle Street had become - an area of sporadically placed, low density industrial units with very little Street legibility. Many of the buildings from the 1800s/early 1900s have disappeared, including the Timber building on the site, which has been replaced by more contemporary industrial units.

Much of the area is now used as surface car parking.



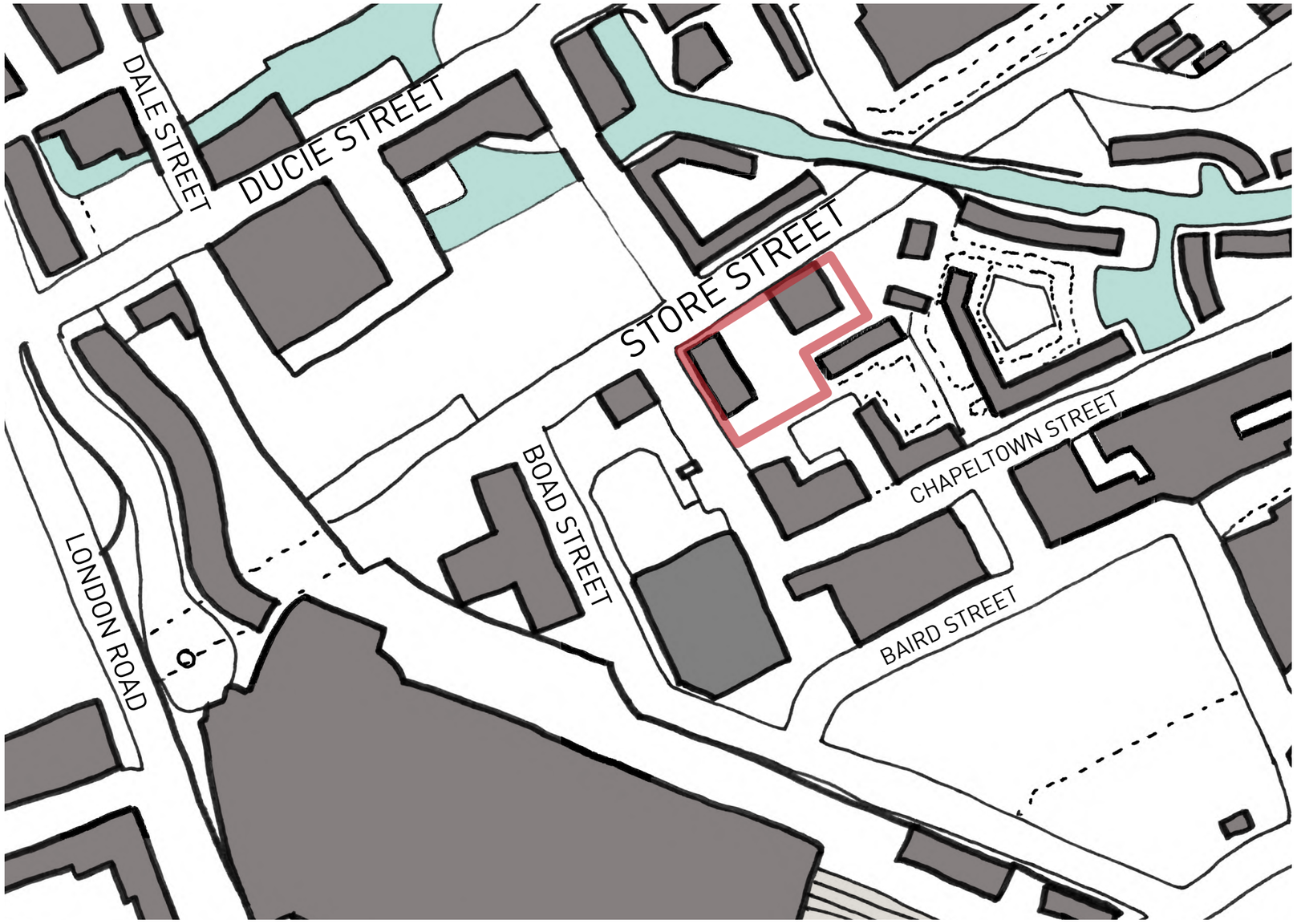








Top: *Sketch plan of area surrounding site based upon Ordnance Survey 1985.*
Bottom: (left) *Store Street: Unknown. 1977.*
(left middle): *Store Street: Unknown. 1977.*
(right middle): *Store Street: Unknown. 1977.*
(right): *Aerial View: GM Police, 1990s.*











2.2 Historic Context

2.2.6 2000s-2020s

In the early 2000s, a new residential development, named Piccadilly Village, was created along much of the canal between Great Ancoats Street and Ducie Street. This reflected a desire from Manchester City Council for increasing the number of residents living within the City Centre. Much of the venacular of Piccadilly Village appears to replicate the facade principles of the warehouse buildings still remaining from the 1800s.

However, much of the areas beyond this development remained predominantly industrial until the early 2020s, when several high-density residential schemes began to be constructed. This includes Oxygen, Victoria House and the Castings. Several others have also obtained planning permission but are yet to make a meaningful start. Several of the listed warehouse buildings were also redeveloped for residential, commercial or hotel use. Land close to Piccadilly Station remains under-utilised, surface car parking or storage yards, despite a series of Regeneration Strategies from Manchester City Council (discussed in the Regeneration Context section) resulting in an area still lacking legibility and activity given its past and current proximity to Manchester Piccadilly Station.

Top: *Sketch plan of area surrounding site based upon OS plan. 2006.*
Bottom: (left) *Aerial View of Piccadilly Station, Manchester. 2006.*
(left middle): *Aerial Photo: Historic England. 2008.*
(right middle): *Piccadilly Village: Simpsonhaugh. 2022.*
(right): *Sparkle Street site: Simpsonhaugh. 2022.*

2.3 Planning Context

2.3.1 CONSERVATION AREAS AND LISTED BUILDINGS

The site is not located within a conservation area. The Whitworth Street Conservation Area boundary is located to the southwest of the site, with Piccadilly Station in between. The Stevenson Square Conservation area is located to the East of the site.

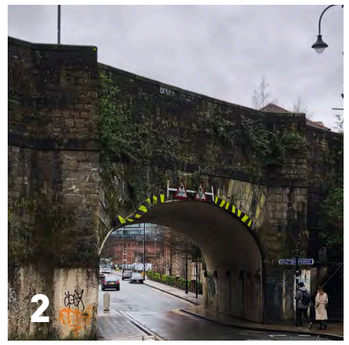
The significant distance between the site and these two areas means that neither are likely to be significantly impacted by any proposal.

As discussed in the Historic Context section, much of the historic context no longer exists. However, there are a number of railway/warehouse buildings that remain, with many of these now being listed. These include:

1. Piccadilly Station Victorian Trainsheds
2. Ashton Canal Aqueduct
3. Crusader Mill
4. Ducie Street Warehouse
5. Junction Works
6. Vulcan Mill

The Archaeological Desk Based Report and the Heritage Report prepared by Salford Archaeology describes the heritage context in greater detail.



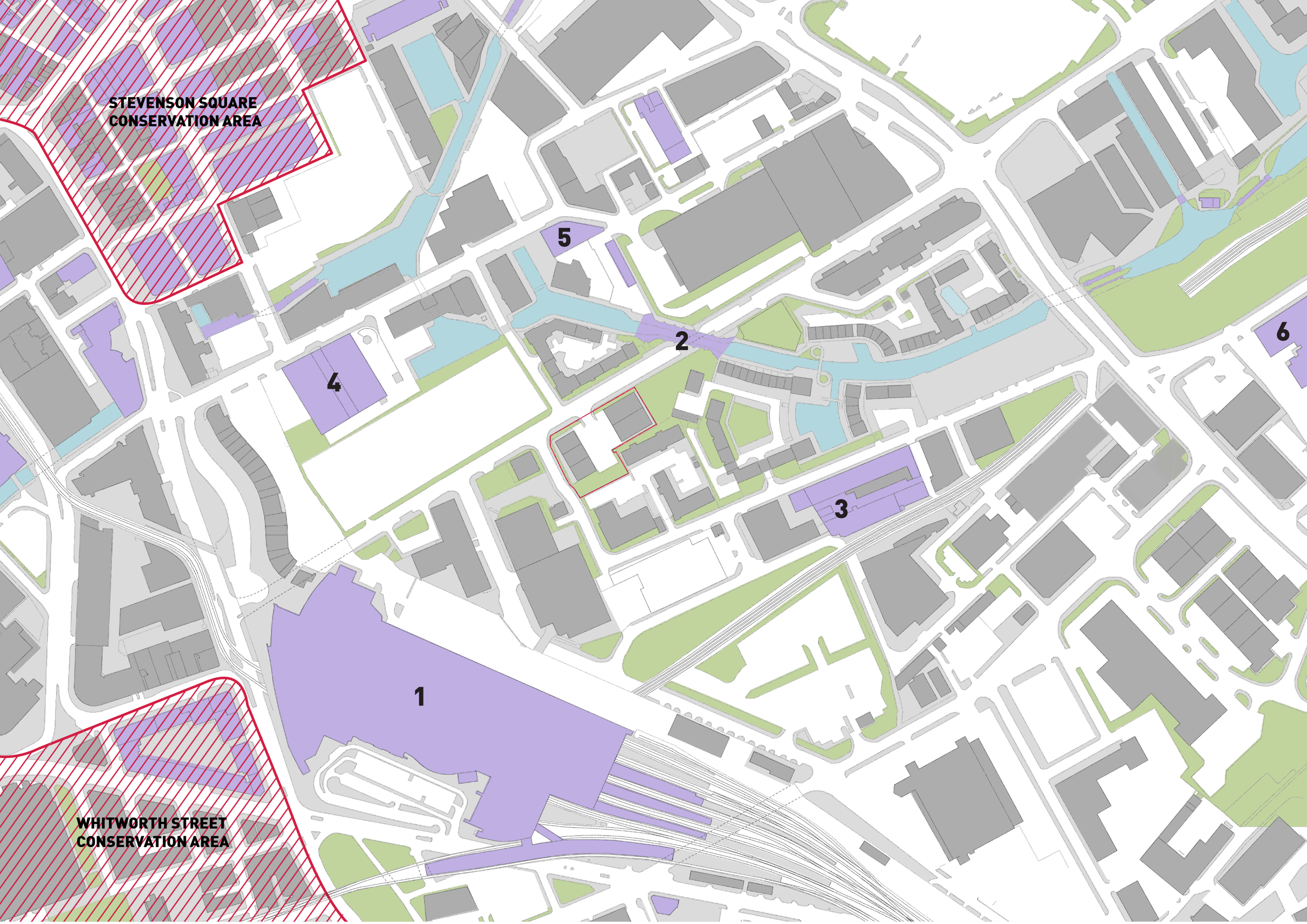








All photographs above: Simpsonhaugh, 2022. Building names in main body of text
Opposite Page: *Plan identifying listed buildings and conservation areas close to the site.*


STEVENSON SQUARE
CONSERVATION AREA
1
2
3
4
5
6
WHITWORTH STREET
CONSERVATION AREA

2.4 Regeneration Context

2.4.1 PICCADILLY SRF

Areas in close proximity to Piccadilly Station have been identified by Manchester City Council as a priority for regeneration with significant potential for development. This is clearly embedded into local planning policy and moreover, the area has been subject to successive Strategic Regeneration Frameworks (SRFs) which over a number of years have identified and developed the strategy for capitalising on the once-in-a-generation opportunity that exists for transformation aligned to major infrastructure delivery through HS2 and associated expansion / improvements to Piccadilly Station. In properly addressing the scale of ambition and the opportunity exists, the Piccadilly Strategic Regeneration Framework, therefore envisages Piccadilly central as a medium to high density area, commensurate with other major regeneration areas in the city centre, and with a mix of residential and commercial uses, to form a highly sustainable pattern of development that capitalises on the highly accessible nature of the site.

Whilst HS2 Phase 2a and 2b proposals were cancelled by Central Government on the 4th of October 2023, the proposals were replaced by an ambition to deliver "Network North", which seeks to ensure that rail, roads and buses benefit from £36 billion in transport improvements – unlocking potential faster in our towns, cities and rural areas. A further £12bn is also set aside to deliver fast links between Liverpool and Manchester as part of the proposals. This therefore seeks to redirect money from HS2 to specific transport projects in the north to improve connectivity between a variety of different northern towns and cities.

On this basis, there is still a significant opportunity for redevelopment proposals to come forward in the Manchester Piccadilly Strategic Regeneration Framework area and in line with the principles set out in that document. Fundamentally, these proposals align with the ambition to maximise density of development in an around key transport hubs within the City Region to capitalise on their inherent sustainable location and to accord with Manchester's strategic priorities, planning policies and other material considerations, including the Manchester Piccadilly SRF (2018).

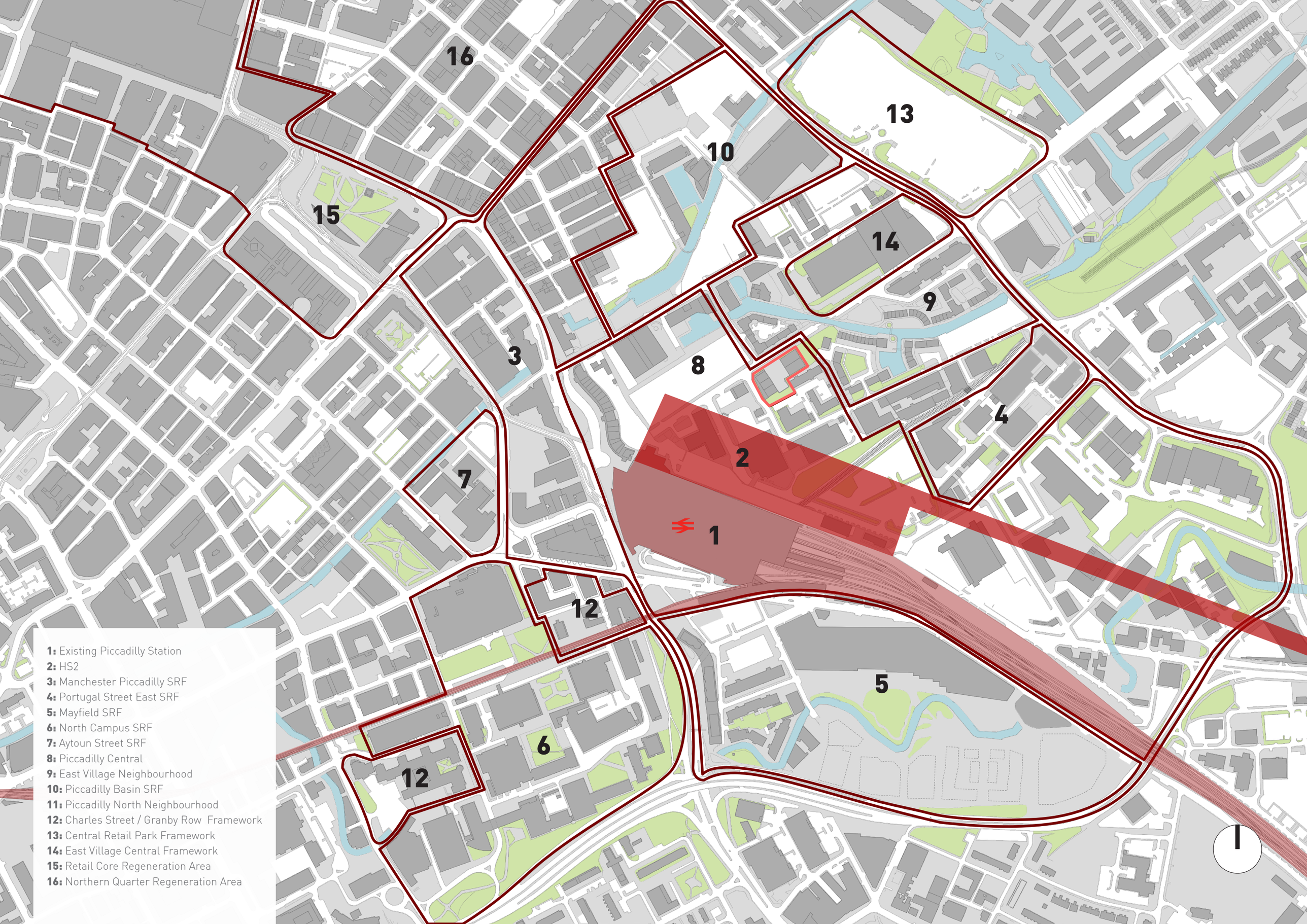
To improve the legibility of the area, the SRF overlays a street network that replicates the urban grid of the late 1800s. This is a high level urban design concept which does not take into account land ownerships or the location of existing streets and utility corridors for example, and, for example, would require Sparkle Street to be moved and align with Jutland Street as well as existing occupied residential buildings to be acquired and demolished. Clearly, the practicality of repositioning Sparkle Street in the short-term is limited, meaning that the design team has worked on the principle that Sparkle Street remains in its current position and the surrounding developments remain in situ.

"Piccadilly Central will be an area characterised by dense mixed use development focused around a series of high quality public spaces"

MANCHESTER PICCADILLY SRF (2018)

Below: *Visual from the Manchester Piccadilly SRF(2018)*
Opposite page: *Plan identifying Regeneration frameworks within close proximity of the site.*





1: Existing Piccadilly Station
2: HS2
3: Manchester Piccadilly SRF
4: Portugal Street East SRF
5: Mayfield SRF
6: North Campus SRF
7: Aytoun Street SRF
8: Piccadilly Central
9: East Village Neighbourhood
10: Piccadilly Basin SRF
11: Piccadilly North Neighbourhood
12: Charles Street / Granby Row Framework
13: Central Retail Park Framework
14: East Village Central Framework
15: Retail Core Regeneration Area
16: Northern Quarter Regeneration Area

2.4 Regeneration Context

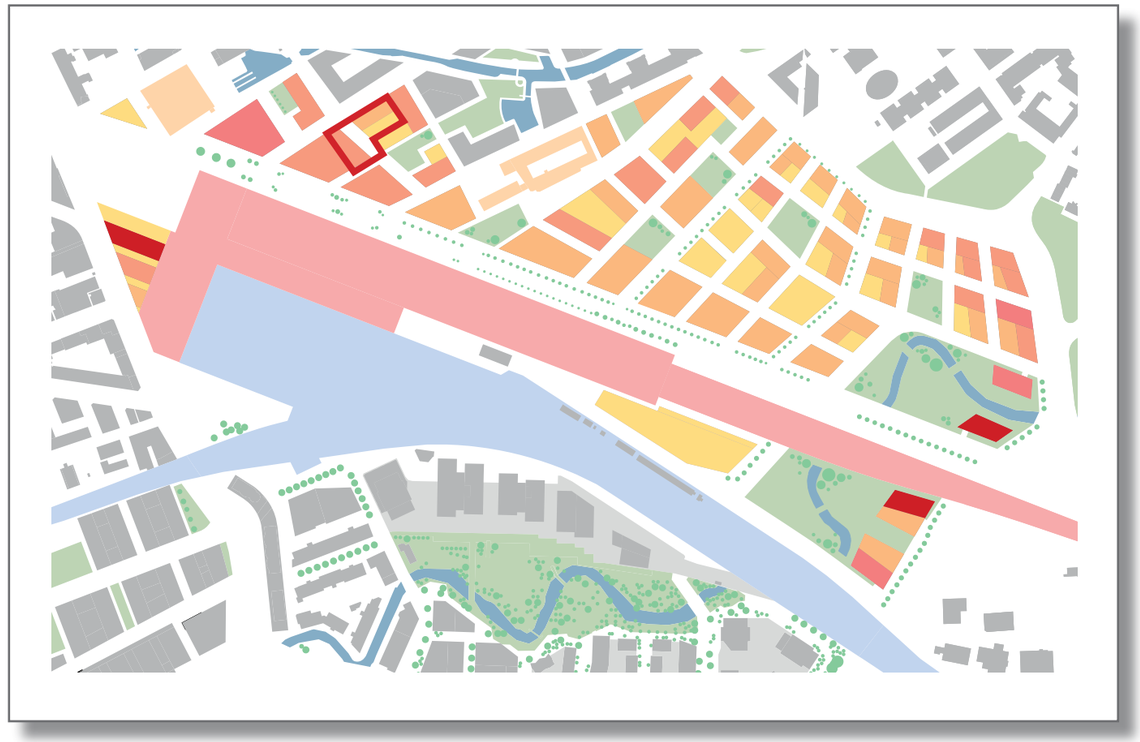
2.4.2 THE SITE WITHIN PICCADILLY SRF

The effect of the realignment of Sparkle Street, as indicated in the SRF, is that it is necessary to read the height and land use parameters for the site across two severed portions; one block is for a 13-20-storey commercial building whilst the other block is proposed for residential use, with part of it 8-12 storeys, and another part up to 7 storeys. Due to the proximity constraints between proposed and existing development, the 7 storey element has been removed from the scheme entirely. The up to 12 storeys element has been assessed against microclimate effects and has reduced in height, recognising the existing adjacent development in this part of the City Centre. The remainder of the Site is consistent with the height parameters in the SRF, having been thoroughly tested in relation its environmental impacts and design response.

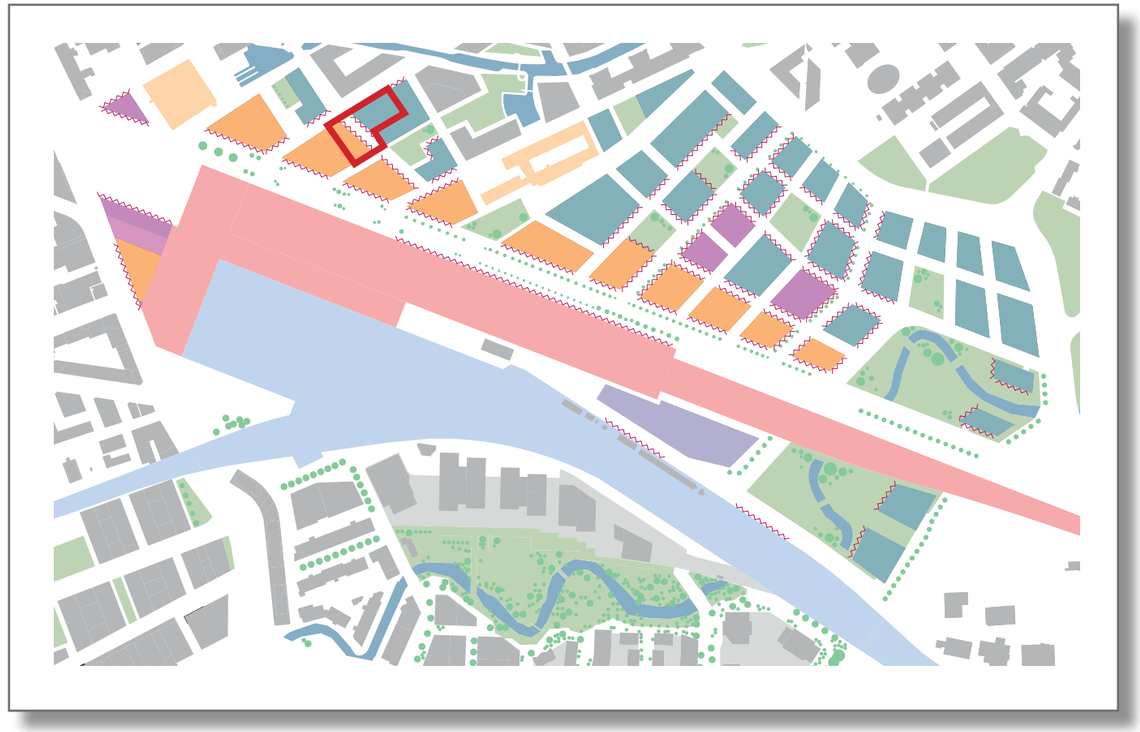
The two severed portions of the Site indicated within the SRF also envisaged two different land uses with one parcel being commercial and other being residential. Practically speaking, it would not be possible to form a viable footprint for two separate buildings on the site, and vertically stacking commercial and residential development at any scale is also not a viable option. The proposed residential land is appropriate on the basis that much of the site was indicated for this use in the SRF and is consistent with established land uses in the area. Furthermore, there are adjoining sites closer to the proposed Station that are suitable for future commercial development. The proposed development will support the ongoing regeneration of the area and the need for high quality homes within a highly sustainable location.

Given the aspiration for height in this area, the scheme has benchmarked the massing heights indicated in the SRF as a primary reference for the development, regardless of the building typology originally intended. This intended massing is indicatively highlighted on the SRF 3D image as shown on the page opposite. The study to provide an appropriate height, irrespective of the uses proposed, is set out in extensive detail within Section 3 of this Statement. The SRF was further explored through a physical model which looked at the current and the proposed potential alongside Piccadilly Village. This is shown in further pages.









Right: *Plans from the Manchester Piccadilly SRF, (2018) showing envisaged height (in storeys) and typology of specific plots within the Framework*

Opposite page: *Visual from Manchester Piccadilly SRF, (2018)*





Below: *Photograph of the physical model showing existing building within existing site context. All buildings shown in white are consented by Manchester City Council Planning Authority but are yet to make a meaningful start on site.*

Below: *Photograph of the physical model showing the envisaged massing for part of Piccadilly SRF (endorsed in 2018) and the East Village Central Development Framework (endorsed by MCC Executive on 13th September 2023).*



2.5 Constraints & Opportunities

2.5.1 CONSTRAINTS

The design development of the scheme has been a thorough process. As demonstrated in Chapter 3.0, an extensive sequence of options have been generated to analyse key issues associated with the site and its surroundings, including the scale, massing and permeability of the proposed development and its relationship to the surrounding context.

Analysis of the existing site identified a series of factors and constraints that were taken into account when considering the redevelopment of the site.

Adjacent Buildings

The relationship with the immediate site context was recognised as a key factor in the development of the massing and the siting of the building. Careful consideration has been given to the particular relationship with the adjacent Wharf Close, Chapeltown Close and Home Apartments.

Topography

The significant change in Level means that an entire storey would be below grade towards the southern edge of the site. This meant the position of the entrance, any active frontage and use of spaces would be affected.

Acoustics & Noise

Store Street connects two significant vehicular routes through the city and therefore had the potential for traffic noise. The proximity to the railway line/station presents a noise source to the south of the site. Initial desktop studies were undertaken, which informed the layout, ventilation and fenestration approach for the development.

Orientation

The south-facing rear of the site offers the opportunity to create a bright external space but must also aim to minimise any sunlight impacts on existing neighbours.

2.5.2 OPPORTUNITIES

Following the assessment of the site and the wider area, the team consider that the development proposal presents opportunities to deliver regeneration benefits to Store Street and the surrounding areas. These are summarised as follows:

Meeting the Aspirations of the SRF

The scheme would aid in the aspirations to create activity and density around Piccadilly Station. It can create an improved visual relationship with Jutland Street without the need to reconfigure the current street layout.

Begin to Reestablish the City Block

The building plot provides an opportunity to deliver a building of a scale and quality that responds to the historic warehouse buildings of the area. This helps to give legibility to the city block, as aspired by the SRF.

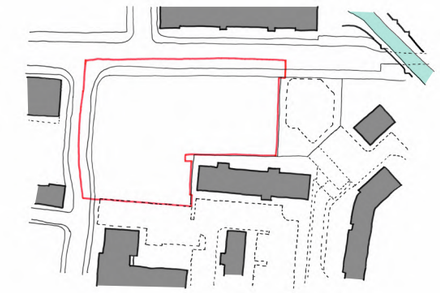
Opportunity for Active Frontages

The development provides an opportunity to create active frontage and natural surveillance along Store Street, a key pedestrian route from Piccadilly Station to the east of the city.

Development of a Bold, High Profile Building

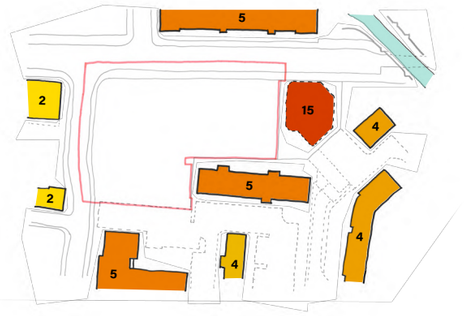
The design provides a very bold response to the design brief. The building in terms of its scale, massing, treatment and finish will embody a very contemporary high quality building which would enhance the cityscape. The site will be a highly visible gateway building from Piccadilly Station, whilst also responding to the local vernacular/context. The Applicant is committed to early delivery of the project.

Opposite page: Series of diagrams presenting the constraints and opportunities of the site

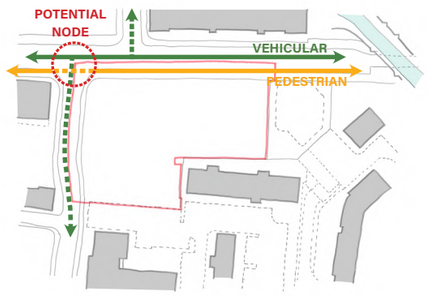


SITE BOUNDARY

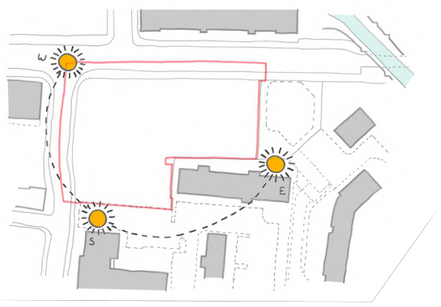
> *"Its tight urban grain should be embraced with high quality, high density development and a network of accessible streets that promote walking and cycling"*
>
> MANCHESTER PICCADILLY SRF (2018)



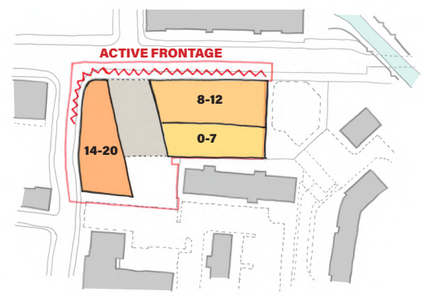
EXISTING BUILDING HEIGHTS (IN STOREYS) INCLUDING APPROVED M1 PICCADILLY SCHEME



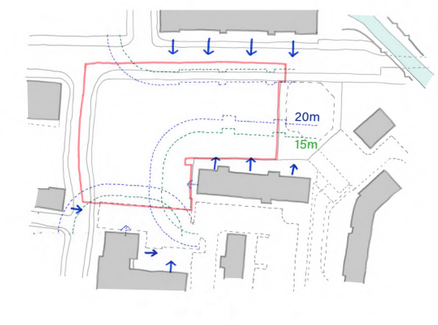
KEY PEDESTRIAN / VEHICULAR ROUTES



SUN ORIENTATION



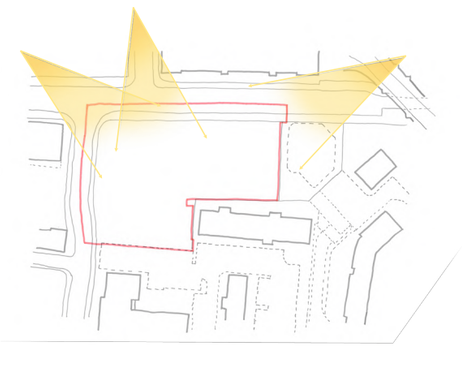
SRF HEIGHTS (IN STOREYS)



EXISTING BUILDING OVERLOOKING



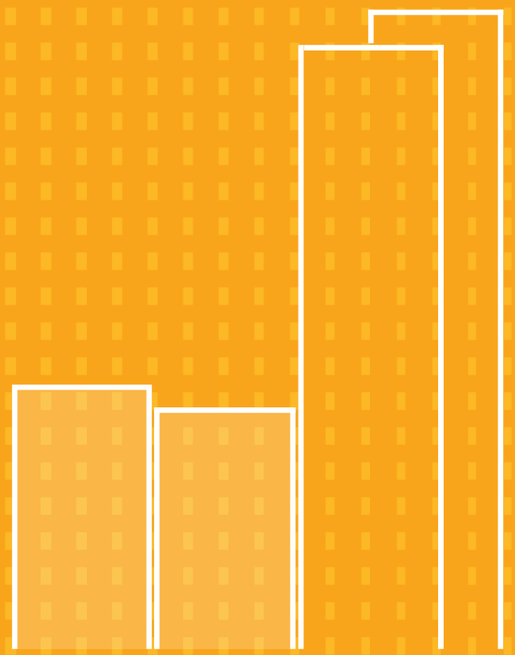
EXTERNAL NOISE



KEY PUBLIC VIEWS OF SITE



SRF TYPOLOGIES



3.0

Design Evolution

3.1 Design Process

3.1.1 OVERVIEW

This chapter provides a summary of how the proposed design has developed from an SRF vision to the scheme presented.

A wide range of specialist consultants provided input into the evolving scheme and detailed consultation with other stakeholders also served to inform the design process and assist the team in arriving at an appropriate solution. All design iterations were assessed by the team based upon a number of differing aspects, including architectural merit and the ability to meet the project brief.

Drawings, physical models and computer visuals have been used to test how each alternative would fit within the site and its surroundings. Of particular interest through the design evolution process was the relationship between the proposal, its immediate current context and the city wide context.

The page opposite summarises how the massing was refined and developed to respond to the existing local context whilst complying with the spirit of the future vision for the area. This is discussed in detail over the coming pages.

3.1.2 STAKEHOLDER ENGAGEMENT

At all stages throughout the design development process, the Applicant and design team sought to undertake early consultation and looked to integrate the ideas and aspirations of key stakeholders to ensure that a positive design response to the site was developed.

The design for the proposed development evolved through extensive consultation with Manchester City Council and other stakeholders including Greater Manchester Police.

Manchester City Council, as the local planning authority, were consulted repeatedly in relation to a range of design and planning issues throughout the evolution of the design and we believe that these and other pre-application consultations have had a positive effect on the design development process. They have established an agreement in principle that the site is an appropriate location for the proposed use and quantum of accommodation. Throughout the design development process options were assessed against criteria arising from the consultation process, alongside ongoing site analysis by the specialist consultant team.



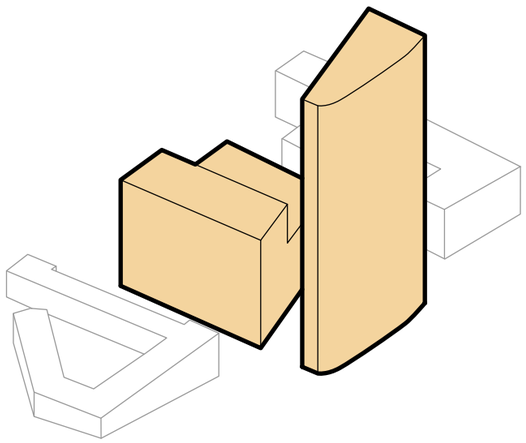


Top: *Physical model showing the envisaged massing of the Piccadilly SRF and the East Village Central Development Framework.*

Bottom: *Physical model showing the envisaged massing of the Piccadilly SRF within the site boundary. Surrounding context as existing with consented schemes added.*

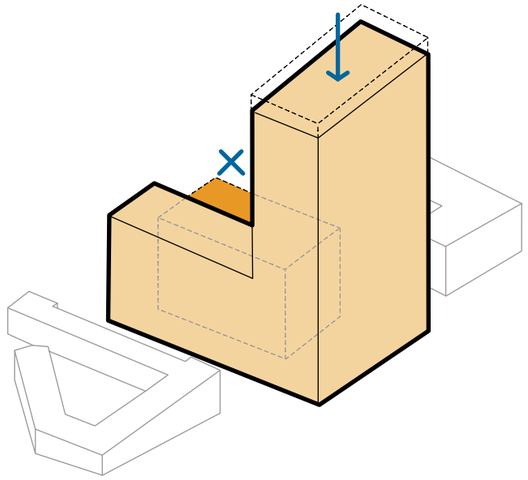
Opposite Page: *Summary of massing design development.*

00



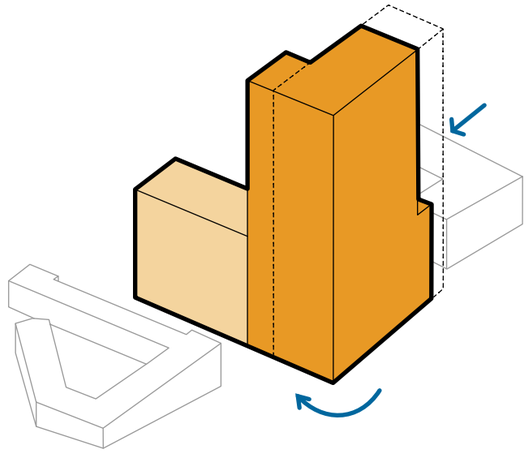
SRF massing within site boundary, consisting of 7- and 12-storey residential and 20-storey office
Explained further on Pages 40-41

01



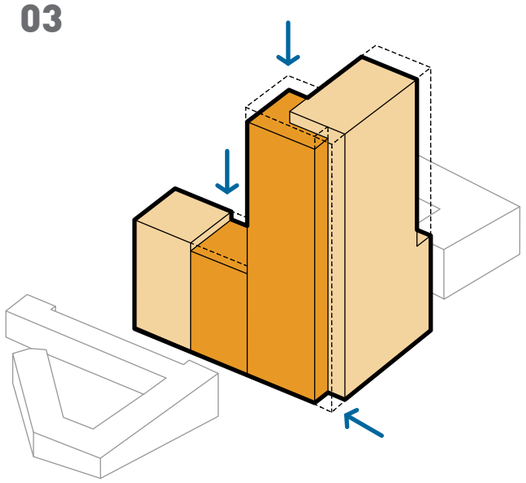
Early rationalisation based upon full residential scheme.
20-storey office = 28-storey residential
Removal of 7-storey block to allow space between proposal and Chapeltown Close
Explained further on Page 42

02



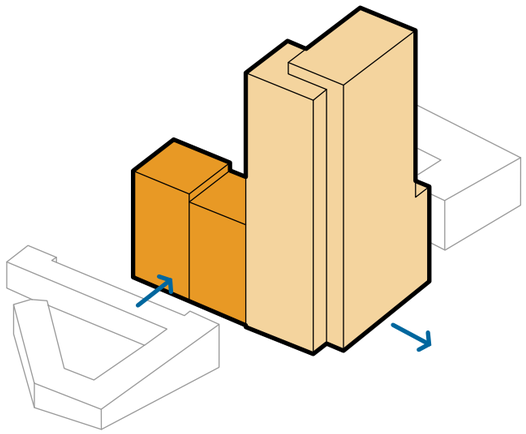
Tower element moved away from Home Apartments to address the corner.
All lower block elements reduced to 11 storeys.
Explained further on Page 42

03



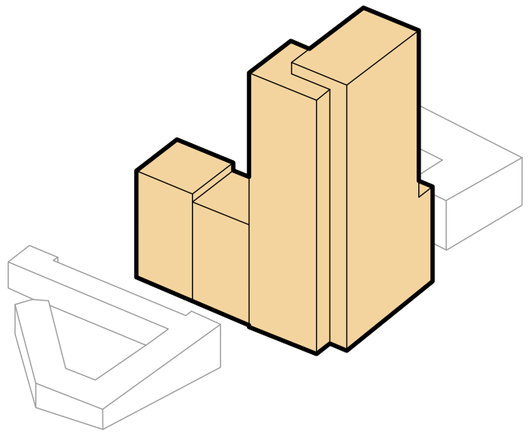
Articulation of massing to create a series of vertical forms.
Explained further on Page 43

04

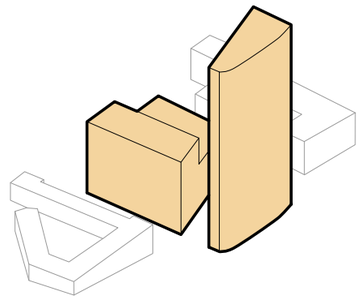


Recessing the lower blocks to provide a more generous street frontage/townhouse defensible space.
Tower element moved further away from Chapeltown Close, towards Sparkle street.
Explained further on Page 43

05



Finalised Massing

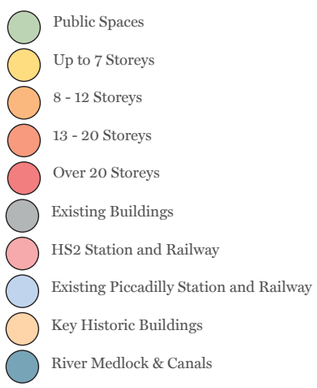


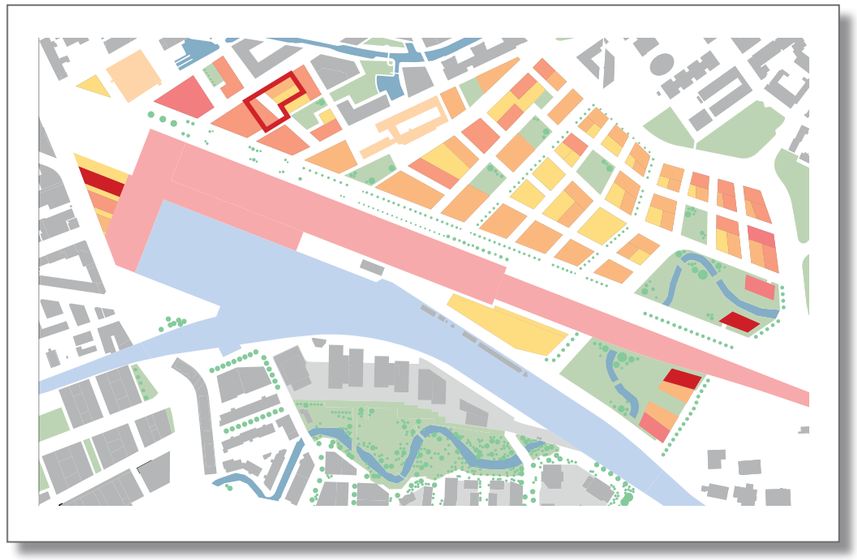
3.2 Design Evolution

3.2.1 ESTABLISHING THE HEIGHT DATUMS OF THE SRF

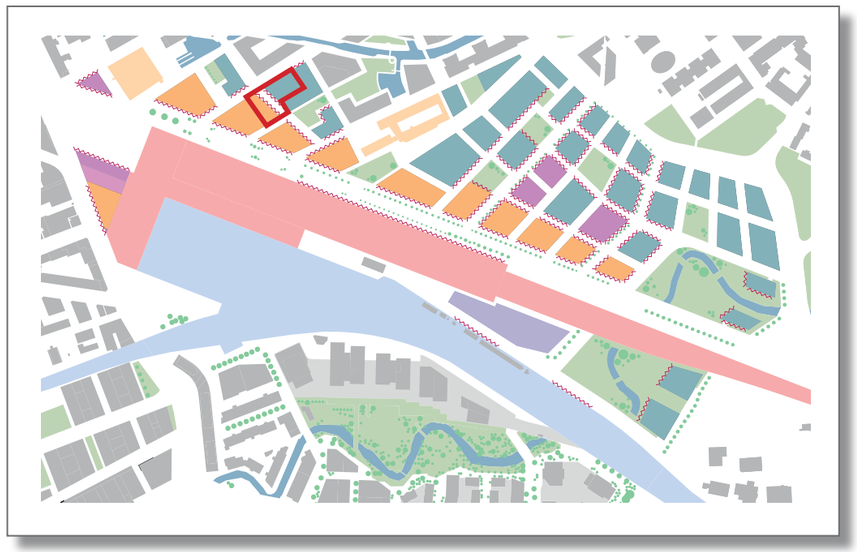
As set out in Section 2.4.1, the site is located within the Manchester Piccadilly SRF Site and spans two of the indicatively identified development parcels, with a re-positioned Sparkle Street dividing them. One block is envisaged for a 13-20-storey commercial building. The other block is proposed for residential use, with part of it 8-12 storeys, and another part up to 7 storeys. As a material consideration to the planning process, the height parameters within the SRF, which reflect the level of ambition around the areas long term regeneration and transformation, have been carefully considered and applied as part of the design development, on the basis set out in the earlier section of this Statement.

Given that storey heights for commercial buildings are taller than residential buildings, the design team needed to establish what 20 commercial storeys equated to in residential storeys, in order to align with the massing envisaged by the SRF. The design team compiled a list of several commercial schemes approved by Manchester City Council over the past decade and, from this list, SHP analysed the height of their ground floor level, an average of the typical habitable floors above, and the roof space. This was then used to estimate what height each of these buildings would have been if they had been constructed with as a 20 storey building with an appropriate ground floor height added in. The average height of these projects was 86.8m, which was therefore the established datum that the tallest element of the scheme would need to align to. This is equivalent to a 28-storey residential scheme as set out in these proposals.

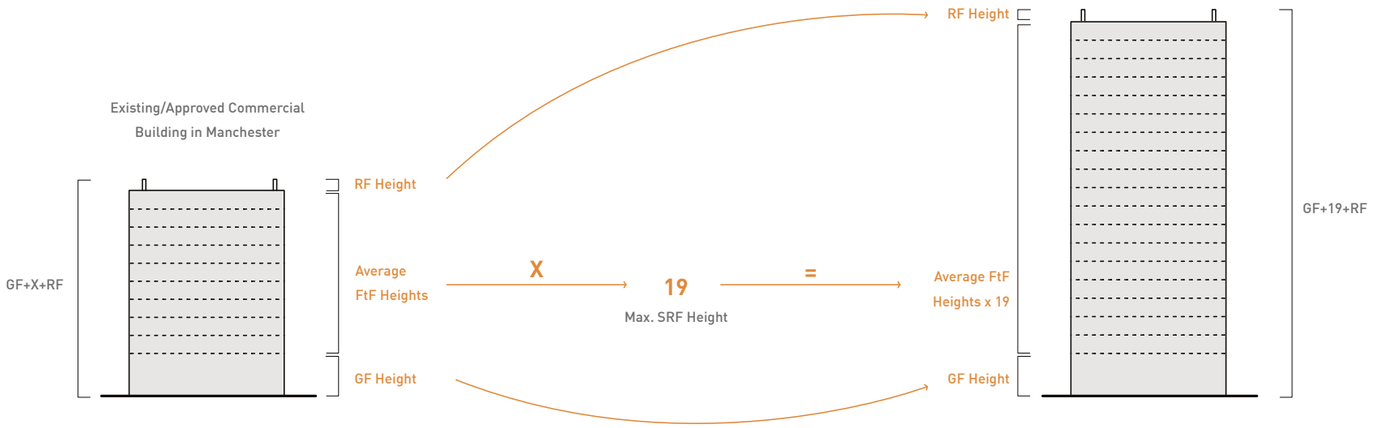


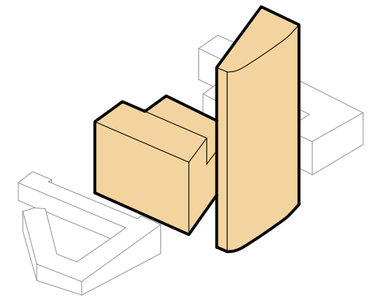


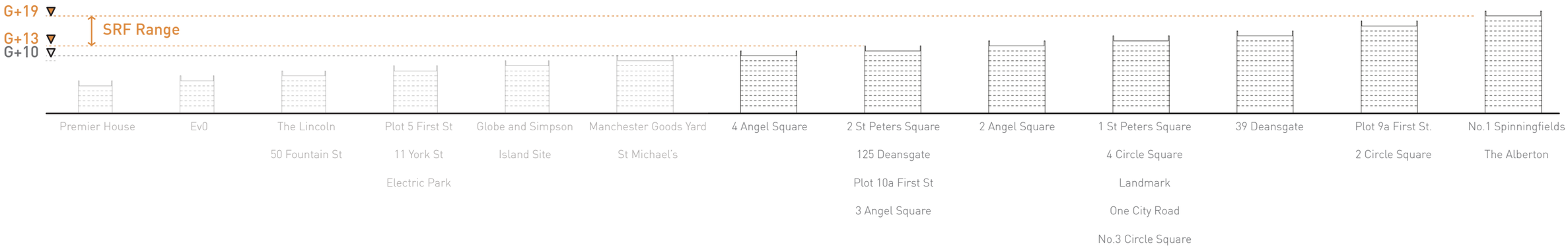


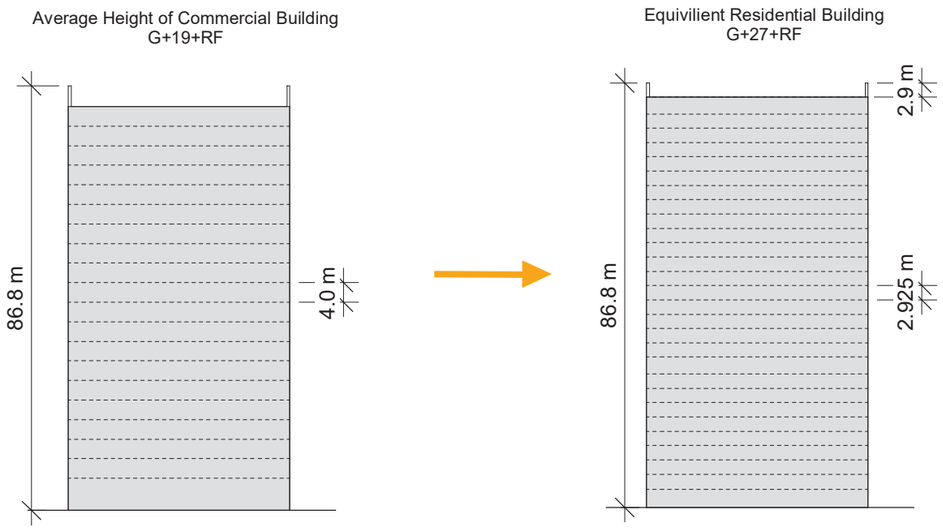


Right: *Plans from the Manchester Piccadilly SRF (2018) showing envisaged height (in storeys) and typology of specific plots within the Framework*
Opposite page: *Diagrams/visuals showing rationale for height conversion from commercial to residential typology*

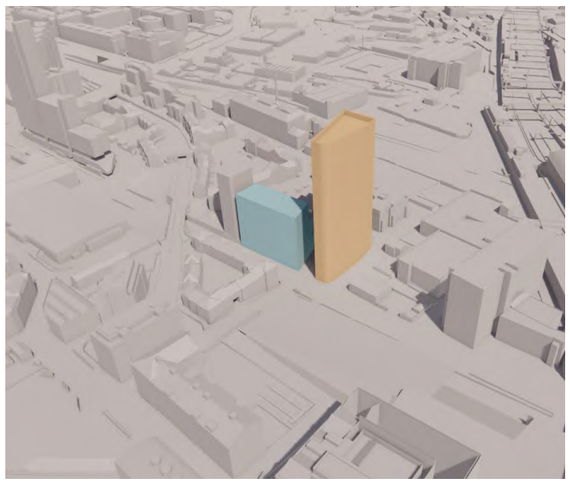

Existing/Approved Commercial
Building in Manchester
GF+X+RF
RF Height
Average
FtF Heights
GF Height
X
19
Max. SRF Height
=
RF Height
Average FtF
Heights x 19
GF Height
GF+19+RF




G+19
G+13
G+10
SRF Range
Premier House
50 Fountain St
Ev0
11 York St
The Lincoln
Electric Park
Plot 5 First St
Island Site
Globe and Simpson
St Michael's
Manchester Goods Yard
4 Angel Square
125 Deansgate
Plot 10a First St
3 Angel Square
2 St Peters Square
4 Circle Square
2 Angel Square
Landmark
1 St Peters Square
One City Road
39 Deansgate
No.3 Circle Square
Plot 9a First St.
2 Circle Square
No.1 Spinningfields
The Alberton


Average Height of Commercial Building
G+19+RF
86.8 m
4.0 m
Equivilient Residential Building
G+27+RF
86.8 m
2.9 m
2.925 m





3.2 Design Evolution

3.2.2 REFINING THE MASSING BASED UPON CURRENT CONTEXT

Whilst a maximum allowable height under the SRF parameters had been established, the massing needed to be further refined to take into account of current local context.

This summarises the key design decisions made during the development of the massing. This was explored both through digital and physical modelling, as shown beside.

01. Rationalised To Single Residential Massing

This iteration removed of road carving through centre of site, following discussion with the local authority to agree that Sparkle Street is not to be moved. Massing reshaped to the reflect typical depth of a residential scheme.

The 7-storey residential element as shown in the SRF is removed due to its proximity to Chapeltown Close. The 12-storey residential block along Store Street is reduced to 10 storeys to minimise impact on Chapeltown Close and Wharf Close.

02. Moving Tallest Massing Towards Corner

This improved the proposals relationship with Home Apartments to the south and also allowed more sunlight into the rear garden space. Wrapping the height around the corner meant that it better addressed the corner from Store Street and Jutland Street.

03. Articulating the mass

This created a series of vertical forms of more elegant proportion than a single mass. It also created an area of public congregation in front of entrance.

The articulation presented an opportunity to further reduce the impact of the Store Street block by reducing the height of the parapet of one block.

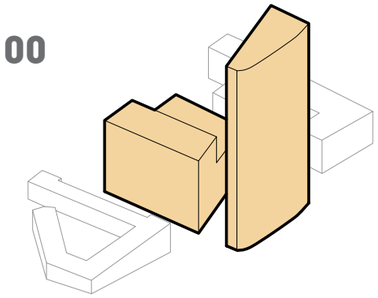
04. Adjusting the position of the Tower and Townhouse Block

Moving the Townhouse Store Street elevation backwards created a more generous public footpath along Store Street and a defensible zone in front of townhouses.

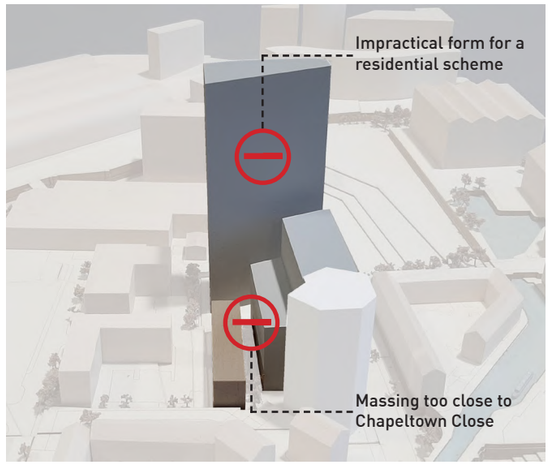
Moving the tower element further towards Sparkle Street created a more generous external amenity space and increased the distance to existing neighbouring buildings.

This reflects the finalised massing.

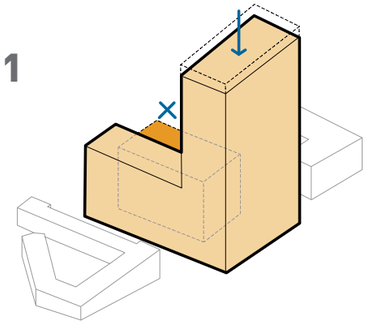
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SRF massing within site boundary, consisting of 7- and 12-storey residential and 20-storey office

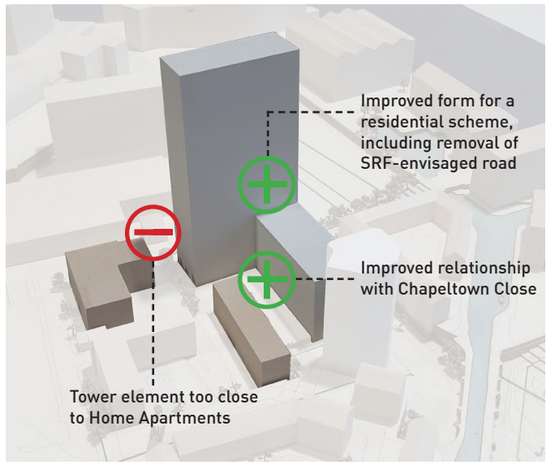


01



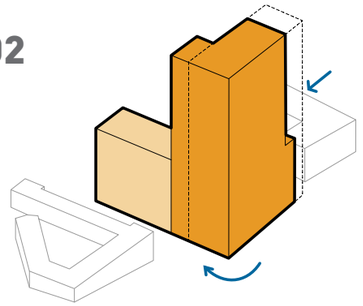
Early rationalisation based upon full residential scheme. 20-storey office = 28-storey residential

Removal of 7-storey block to allow space between proposal and Chapeltown Close



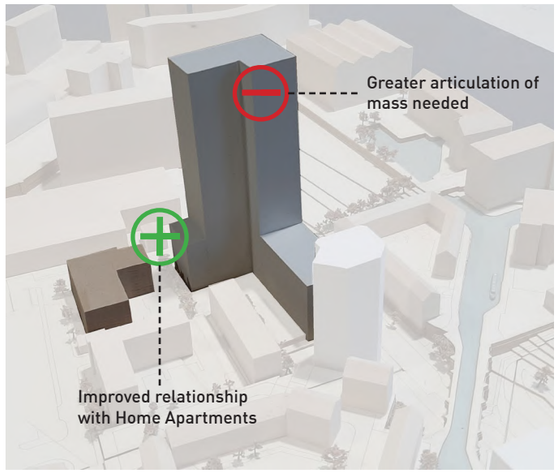


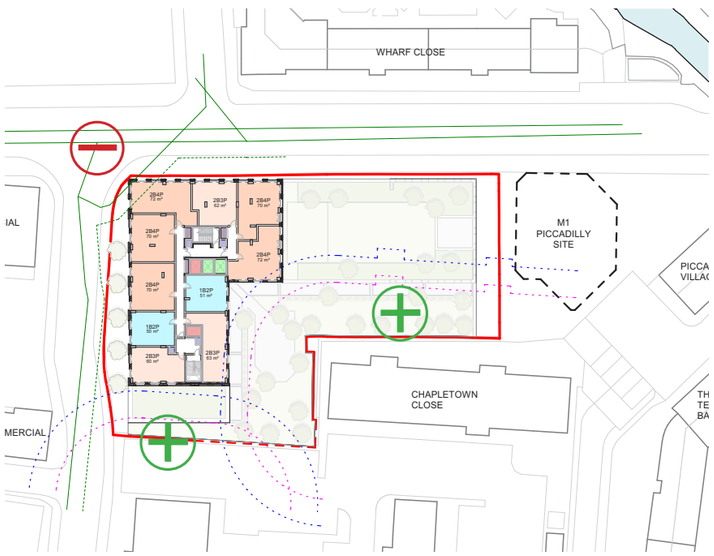
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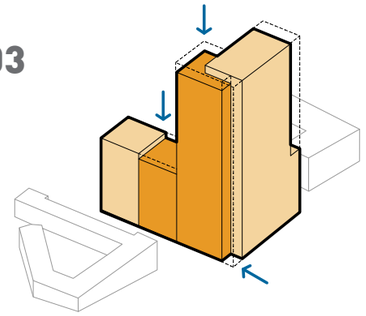
Tower element moved away from Home Apartments to address the corner.

All lower block elements reduced to 11 storeys.

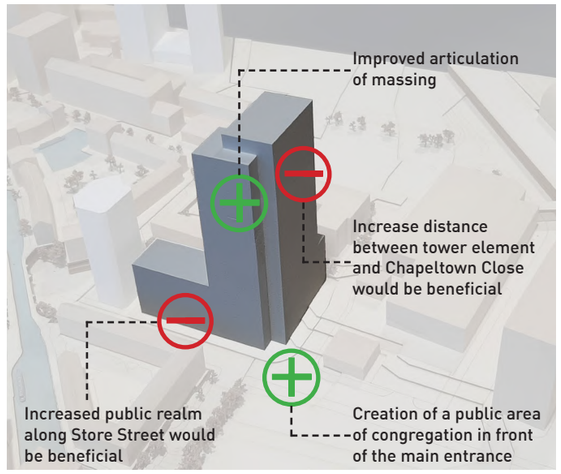


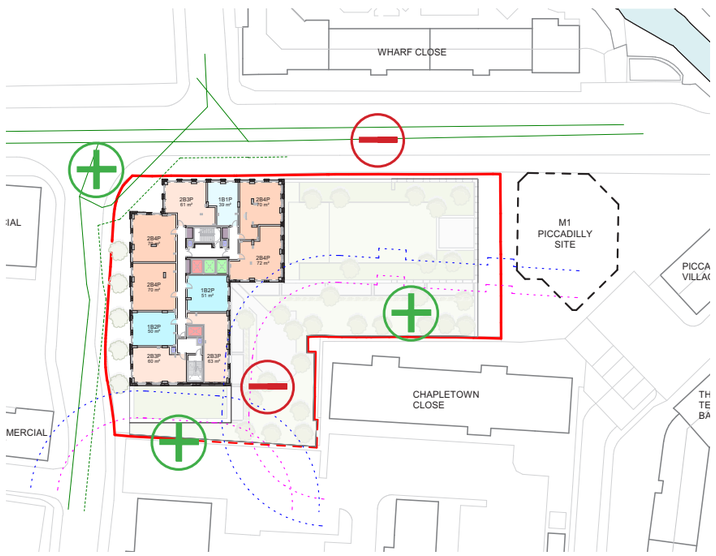


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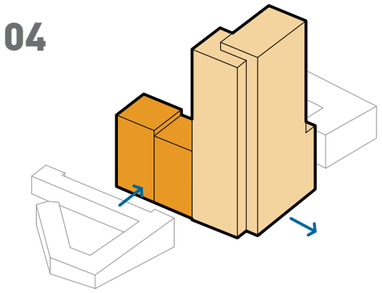


Articulation of massing to create a series of vertical forms.



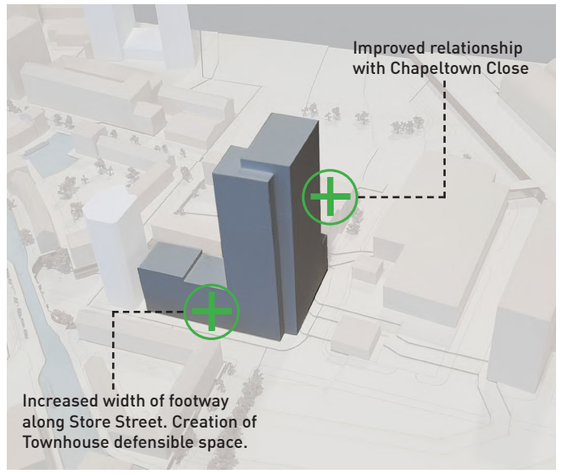


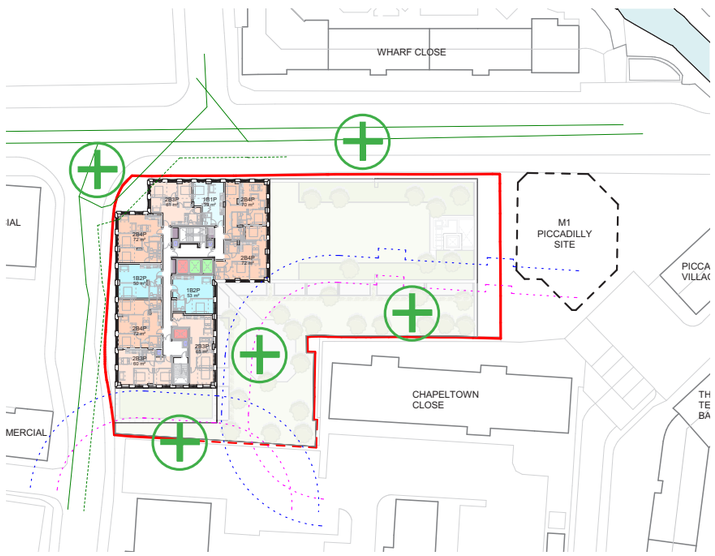
04



Recessing the lower blocks to provide a more generous street frontage/townhouse defensible space.

Tower element moved further away from Chapeltown Close, towards Sparkle street.





3.2 Design Evolution

3.2.3 FACADE DEVELOPMENT: CONTEXTUALISING

To root the scheme in its locale, Simpsonhaugh conducted an analysis of facade materiality and detailing in the area. This was then collated and summarised as shown beside.

Many of the residential schemes built in the last 30 years in the area replicate some of the principles of the older former warehouse buildings, resulting in a consistency of language in the area. This therefore formed much of the principle of the facade proposals.

3.2.4 FACADE DEVELOPMENT: PRINCIPLES, ORDERING AND PROPORTIONS

From the analysis of the existing context, the concept of the proposal simultaneously responding to its neighbourhood and city-wide emerged.

The two lower-level blocks facing Store Street are closest to the existing residential development of Piccadilly Village and therefore are suited to being considered as responding at a "Neighbourhood Scale".

The Tower elements are positioned closest to Piccadilly Station and are of a height that will be seen over a further distance and therefore considered to be of responding at a "City Scale".

Taking the precedent principles identified as "Neighbourhood Scale" and "City Scale", the team looked to develop contemporary interpretations of the local details.

Vertical ordering and proportions of solid to window openings was explored extensively, with the preferred strategy being that Neighbourhood scale blocks focus in being a series of individual openings within a mass of brick, similar to Crusader Mill. The City Scale focussed on the vertical grouping of windows to create elegant vertical proportions

The building looks to have weight and mass akin to its historic neighbours (eg. Ducie Street Warehouse) and for that weight to come down to ground. However, this was developed further in slightly altering the proportion of glazing to solid on each block, with the tower elements having more of an emphasis on glazing to feel visually lighter than the townhouse blocks.

Neighbourhood Scale:
Single window openings, individual language of brick

- Window reveals and sills contrasting to primary brick
- Brick soldier course at the head of the window
- Smooth-faced, red engineering brick around the window reveals
- Dark metal window frames

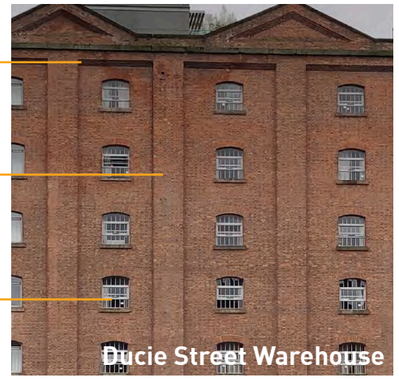

Warehouse on Sparkle Street

- Stone lintels
- Light sandstone window sills
- Windows of a vertical proportion
- Red/brown brick with contrasting mortar
- Dark stone lintels, matching the colour of the brick

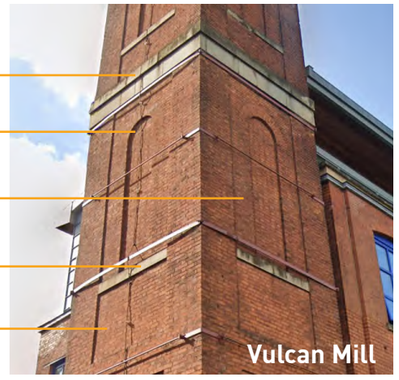

Crusader Mill

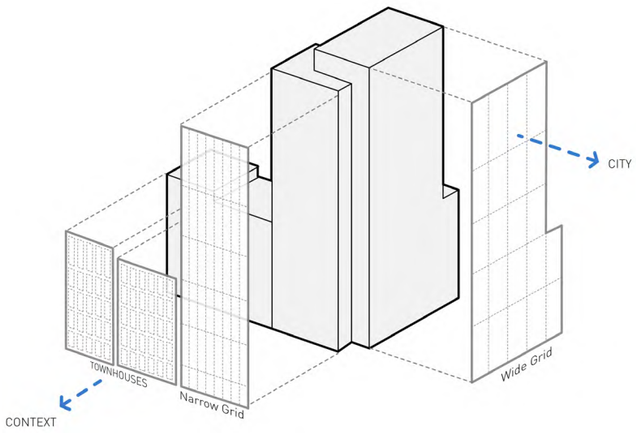
City Scale:
Large vertical grid ordering, monolithic brick language

- Brick corbel detail
- Strong verticals expressed through brick piers
- Windows located within a reveal

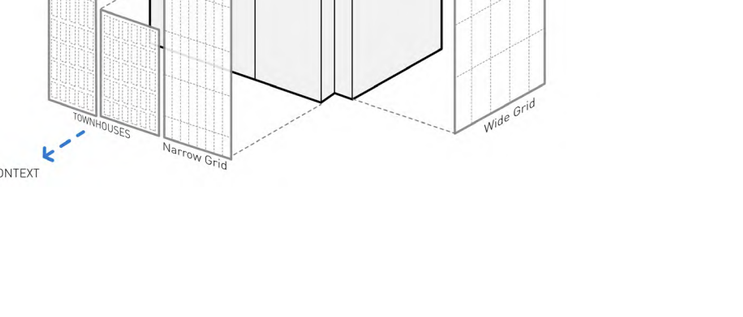

Ducie Street Warehouse

- Horizontal stone banding / coping
- Brick arch detail
- Brick corbel detailing
- Contrasting stone sills
- Red/orange brick with matching mortar

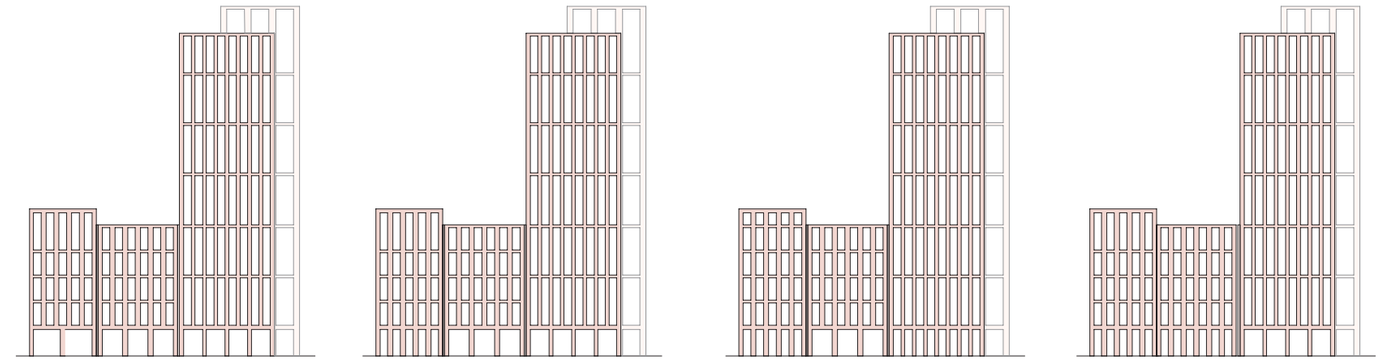

Vulcan Mill

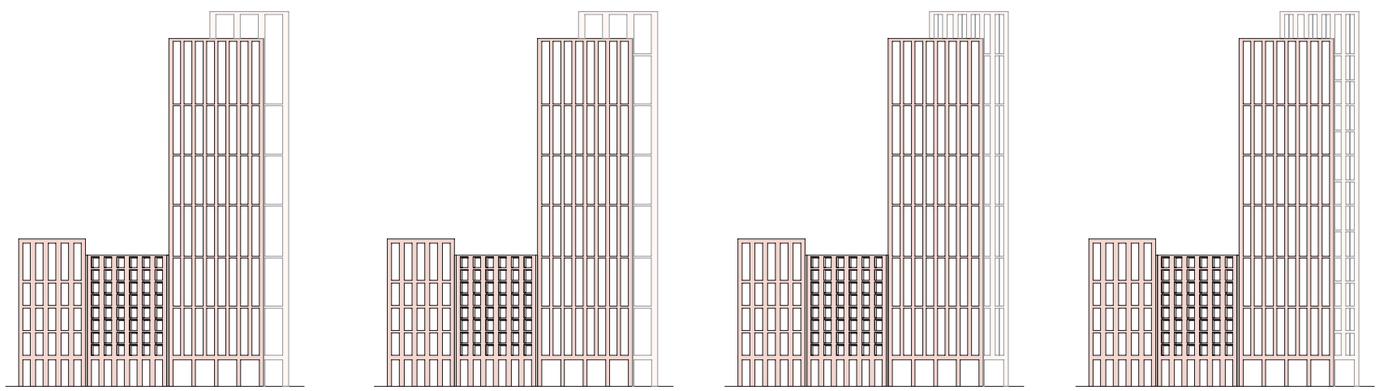

CITY
CONTEXT
TOWNHOUSES
Narrow Grid
Wide Grid











3.2 Design Evolution

3.2.5 FACADE DEVELOPMENT: DETAILING AND MATERIALITY

The key details identified in the local context were explored as part of the proposals, with contemporary responses to these being developed. The particular theme that resonated with the team early-on was to create a facade that was granular on the townhouse blocks, to reflect the domestic scale that surrounds them. However, it was felt that the taller element would not read well with this type of finish and needed to be monolithic, similar to the taller historic elements in the area.

Materiality and colour were explored and experimented with until the key principles were collectively agreed with the client and design team. Traditional brickwork always seemed appropriate for the townhouse blocks, and the detailing was explored to further emphasise the individuality of these elements.

The tower required a greater level of material experimentation, with both brick and panelised concrete explored. The finalised detail combined attributes of both to create a monolithic aesthetic in flush brickwork. The single line of recessed brickwork was felt to be highly successful in creating the shadow of something panelised but in a manner that is true to traditional brick.

All details were assessed for their buildability by JRL's construction team and the wider design team to ensure the proposed concept was achievable.



**TOWNHOUSE BLOCK 02
TYPICAL LEVELS**

**TOWNHOUSE BLOCK 02
GROUND LEVEL**

**TOWER ELEMENT 01
TYPICAL LEVELS**

**TOWER ELEMENT 02
TYPICAL LEVELS**











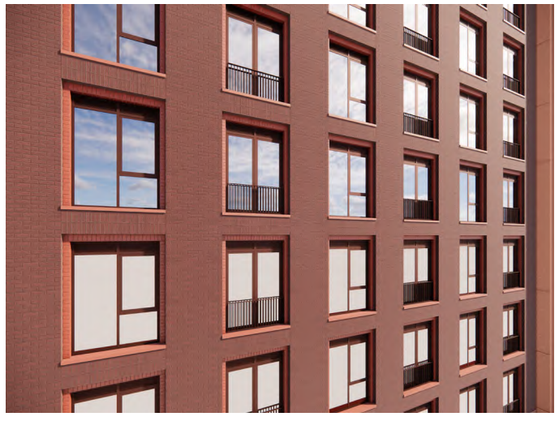


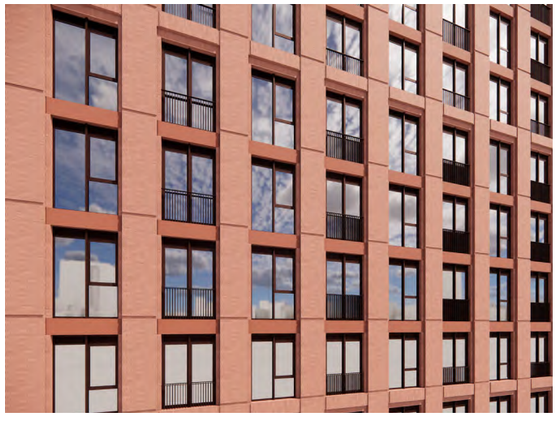
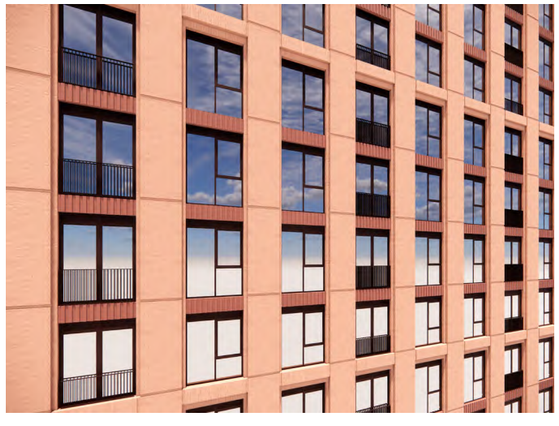










EXPLORATION / EXPERIMENTATION

REFINEMENT

AGREED DETAILING

3.2 Design Evolution

3.2.6 PUBLIC CONSULTATION: JULY 2023

The engagement with the local community and wider public was coordinated by Deloitte and Counter Context, a consultant specialising in delivering effective consultation and community involvement.

The Statement of Consultation has been prepared by Deloitte and submitted in support of the planning application sets out the full details of the Public Consultation process and feedback received for the proposals. A summary of this process is provided below.

Consultation

The consultation was held from Monday 10th July to Sunday 23rd July 2023, and consisted of a website which presented the scheme and provided an online form for responses. This website, along with the public exhibition described below, were publicised through several local media outlets and through a postal invite to all properties within a local catchment.

Public Exhibition

The public exhibition was held at Malmaison Hotel at Piccadilly on Thursday 20th July 2023. The outcome of this event is described in more detail in the Statement of Consultation.





Right: *Photographs of the Public Exhibition*

Opposite page: *Collection of consultation boards presented at the Public Exhibition*

Public Consultation Photographs

Welcome

We're excited to present our proposals for a high-quality residential development, bringing life to a currently disused site on Sparkle Street, in Manchester City Centre.

Full service construction company JRL Group and development manager Central and Urban are working with renowned architectural firm SimpsonHaugh to bring forward these proposals.

Situated directly adjacent to Manchester Piccadilly train station, the city's main transportation hub, the disused site on Sparkle Street presents an incredible opportunity to contribute to the city's growth and provide much-needed new homes in Manchester City Centre.

Our proposals involve developing approximately 359 residential homes, comprising of a part 10, part 28-floor residential building and several townhouses that will integrate with and complement the surrounding area. As part of the plans, there will also be residential gardens and a new street frontage enhancing the overall area.

We'd love to hear your views on our proposals as we develop them before submitting a planning application. Have a look around and tell us what you think!



VIEW FROM STORE STREET

About JRL Group

JRL Group is a privately owned construction group that was founded in 1996 as a groundworks and reinforced concrete frame company. Over the last 27 years, the group has expanded its design, specialist contracting, manufacturing and plant hire companies to provide a holistic, all-encompassing in-housing contract solutions for their clients. The group's activities are under the direct day to day leadership of the board with the company structured to provide a flexible and progressive engagement model with the ability for clients to engage with all or part of the group to fit their individual requirements and project timelines. JRL Group have delivered in excess of 7000 homes and have been operational in Manchester since 2018, with its main contractor division Midgard and the wider group active across numerous BTR projects in the City.

About Central and Urban

Central and Urban is a UK based commercial and residential real estate developer and development management company. The team has extensive experience in multiple asset classes and has developed many iconic buildings in partnership with both private equity and the UK's largest institutional investors. The Central and Urban team have significant experience working in Manchester and have delivered numerous developments across the city. The team deliver at every stage of the development process, from land acquisition, due diligence and viability, planning, multi-disciplinary design and consultant team management, main contractor negotiations, funding and project delivery.

Our Proposals

359 new homes in a part 10, part 28-storey building to meet a range of needs and responding to local demand.

- Focused on one- and two-bedroom apartments, and a number of two- and three-bedroom townhouses fronting Store Street.

Great residential amenities to support relaxation and wellbeing, while helping to foster a sense of community.

- Including ground floor and 10th floor amenity areas, roof terrace areas on the 1st and 10th floors and an amenity at level 26 with panoramic views over the city.

Sustainable transport options

- Approximately 100 metres from Manchester Piccadilly train station providing access to local, regional and national rail services.
- Metrolink access.
- 359 secure cycle spaces (one per home)
- Nearby several bus stops, providing services across Greater Manchester, including the free city centre shuttle bus service located adjacent to the train station.
- On-street car parking provision (including spaces for disabled people)



STREET LEVEL VIEW FROM THE CORNER OF STORE STREET AND SPARKLE STREET

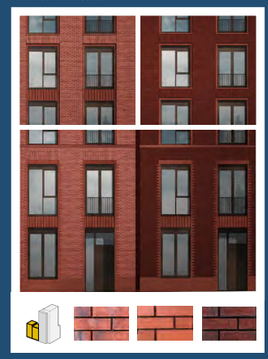




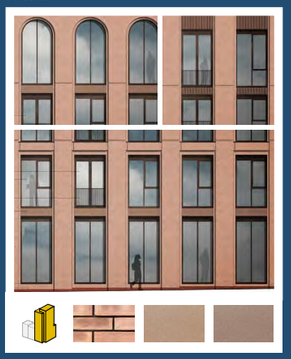
LANDSCAPING EXAMPLES

Detailed Elevations

NEIGHBOURHOOD SCALE



CITY SCALE



The Location

The proposed development site is located adjacent to Sparkle Street and Store Street, and it is approximately 0.25 hectares in size.

Located roughly 100 metres north of Piccadilly Railway Station in Manchester City Centre, the site provides excellent connectivity with convenient access to local, regional and national rail services as well as Metrolink, all within a desirable city centre setting.

The site is also conveniently positioned on the key route of Store Street which connects the heart of the city centre through to Ancoats, New Islington, East Manchester and beyond.

Currently, the site is largely unoccupied, with two buildings that are partly used for storage and distribution. The current buildings are unattractive and unfitting with the overall appearance of the area. As part of the proposals, these buildings will be demolished to make way for residential development.



STORE STREET - SOUTH WEST



STORE STREET AND SPARKLE STREET JUNCTION



THE SITE



STORE STREET - NORTH EAST



MAP SHOWING THE LOCATION OF THE SITE

The Sparkle Street development is part of a wider transformation taking place in the area, with several notable recent developments shaping the landscape. For instance, the nearby Mayfield Depot has been repurposed into a thriving cultural and commercial hub, breathing new life into the surrounding area as well as the creation of Mayfield Park, providing a new urban oasis for nearby residents and visitors.

Additionally, numerous hotels, residential and mixed-use developments have been established in line with the Piccadilly East Framework, bringing a renewed sense of vitality to the neighbourhood.

These recent developments highlight the growing momentum and investment in the area, demonstrating the significance of the Sparkle Street project as a catalyst for further positive change.



EXISTING BUILDINGS IN THE AREA

Housing Mix

Apartments:
Our proposals include 354 high-quality apartments, ranging from one-bedroom units to two-bedroom homes. These apartments will provide modern and comfortable living spaces, featuring high-quality finishes and amenities.

Townhouses:
As part of the proposals, there will be 5 townhouses on Store Street integrated into the 10-storey element of the building. With their own front doors and outdoor spaces, the townhouses will provide a unique living experience for families and individuals seeking a more traditional-style home within the heart of the city.

28-floor residential building:
The 28-floor residential building will redefine the Manchester skyline whilst also blending in and complementing the heritage of the surrounding area. Rooftop terraces for residents will also be included on the 1st and 10th floors.

Parking:
Our development will provide ample cycle parking to promote sustainable travel. There will also be on-street parking, including a number of disabled car parking spaces.



LEVEL 1 PLAN



GROUND FLOOR PLAN



VIEWS OF THE BUILDING AND RESIDENTIAL AMENITY SPACE FROM THE SOUTH

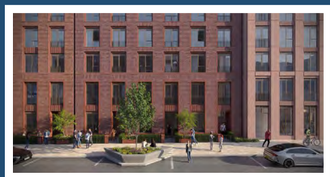


Landscaping and Streetscape

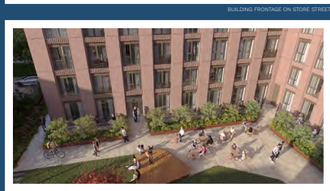
Our landscape proposals for the site aim to create a green and inviting environment that enhances the wellbeing of residents and the character of the surrounding area.

Here's an overview of our plans:

- The landscape proposals along Store Street aim to enhance the pedestrian experience through a more legible and comfortable streetscape, with new trees and public seating.
- The frontage is further enhanced by a series of townhouse terraces, whose boundary treatment includes small trees and hedge planting to provide privacy for the residents.
- The streetscape along Sparkle Street also includes new low-level planting and small trees, extending the local green infrastructure.
- The private terraces on the 1st and 10th floors will offer a variety of uses to residents in the form of an open lawn for small gatherings and informal leisure activities, a seating area with a covered shelter and various places to sit and dwell. High-quality and diverse planting will frame these spaces to provide biodiversity and positive visual amenity, whilst responding to the site's microclimate conditions. The private terraces will contribute to fostering a sense of community among the residents, with low-level planting to provide screening and privacy where appropriate.



BUILDING FRONTAGE ON STORE STREET



RESIDENTIAL AMENITY SPACE

Regeneration Context

Boosting Manchester as the place to be

Manchester has been undergoing a significant regeneration journey in recent years, with a focus on revitalising key areas and enhancing the city's overall appeal. The regeneration efforts aim to create sustainable communities, boost economic growth, and improve the quality of life for residents.

Within this wider context, our Sparkle Street development represents a key component of the ongoing regeneration initiatives, contributing to the ongoing transformation of Manchester into a thriving and dynamic city, and providing significant improvements locally.

Manchester Piccadilly Strategic Regeneration Framework

The Sparkle Street development aligns with the Manchester Piccadilly Strategic Regeneration Framework (SRF), which provides a comprehensive vision for the regeneration of the area surrounding Manchester Piccadilly train station and the proposed HS2 station. The SRF outlines key objectives and strategies for creating a sustainable, vibrant, and well-connected urban environment.

The SRF also provides guidance on land use and heights, in respect of the new development. However, it also proposes the realignment of Sparkle Street. Given the impracticality of moving Sparkle Street, the design has interpreted the guidance of the SRF but within the existing urban infrastructure grid.

The Sparkle Street development will also benefit from the improved connectivity and enhanced transport links that the wider HS2 project brings to Manchester.



VISUALISATION OF MANCHESTER PICCADILLY STATION



MAP SHOWING THE SITE LOCATION WITHIN PICCADILLY CENTRAL SRF AREA



MANCHESTER PICCADILLY SRF MASSING VIEWS

Design

The design of the Sparkle Street development responds to the local character and heritage of the area whilst bringing new life to an underused site.

Height and massing

By incorporating a part 10, part-28-storey building, we aim to achieve a landmark building that respects the scale and context of the area while offering a visually striking addition to the skyline.

Variations on height also contributes to the varied scale and massing that is characteristic to area, and the reduced height of the building on the eastern side provides increased levels of natural light and establishes an appropriate townscape relationship.

Façade and materials

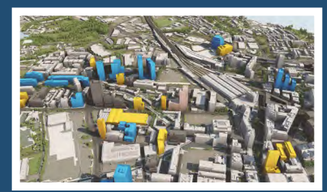
A careful selection of brick colours and other materials are proposed to ensure that the building fits in seamlessly with its surroundings and complements existing buildings in the area such as Ducie Street Warehouse and Piccadilly Basin, while helping to preserve the character of the neighbourhood.

Meanwhile, variation in façade textures and details, as well as a mix of brick and metal in building façades, will help give the building a unique and high-quality character.

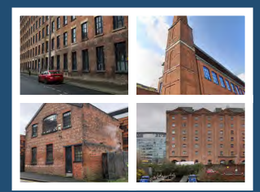
Consideration of microclimate

The development has been designed to ensure levels of sunlight and daylight in neighbouring properties that are consistent with a city centre environment.

We are undertaking a thorough analysis of the microclimate impacts associated with the development including overshadowing and wind impacts.



EMERGING DEVELOPMENT CONTEXT, INCLUDING DEVELOPMENTS CONSENTED (YELLOW) AND UNDER CONSTRUCTION (BLUE)



EXISTING BUILDINGS IN THE AREA

Next Steps

The consultation on our proposals for Sparkle Street will be open from **Monday 10 July** to **Sunday 23 July 2023** and we are keen to hear your feedback.

You'll find all the information presented here on our website at: **www.sparklestreetconsultation.co.uk**, where you can also have your say.

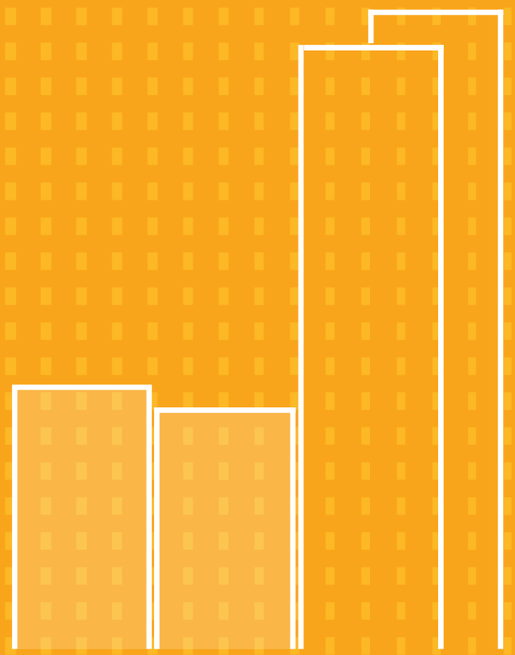
Alternatively, you can fill out a paper copy here at the event – just ask a member of the team.

Once the consultation has closed, the project team will consider all of the feedback received before finalising the proposals and submitting a planning application.

If planning is approved, we will be looking to start work on the site in 2024.



VIEW FROM JUTLAND STREET



4.0

Design

4.1 Use & Amount

4.1.1 DESCRIPTION OF THE PROPOSAL

The proposal relates to the demolition of the existing buildings and the erection of a Ground plus 27-storey residential building (use class C3) with amenity spaces

The proposal comprises of:

- Demolition of all existing structures on the site;
- 354 apartments and 5 Townhouses;
- Private external terraces for 11 Apartments.
- Internal amenity at Level 00, Level 10 and Level 26;
- Landscaped external amenity at Level 01 and Level 10
- Landscaping and highways amends to the public highway along Store Street and Sparkle Street
- Zero on-site car parking provision, with accessible parking bay created on Store Street through the relocation of some existing pay-and-display bays to Sparkle Street;
- 359 secure cycle space storage (equivalent to one per apartment/townhouse);
- Drop-off/loading bay along Store Street;
- Service road to allow access to plant, substation and refuse.

4.1.2 PROPOSED BUILDING USE

Careful consideration has been given to the required mix and quantum of accommodation needed to create the aspirations set by the Applicant and potential operator, in response to market demand. The proposed mix is summarised in the table opposite.

All apartments have Juliette balconies in living areas and large openable windows in bedrooms. Some of these also have private terraces.

The townhouses are arranged so that open-plan living spaces are on Ground floor, with bedrooms on the level above. These also have a shallow front garden to create a defensible space from the street.

Stage 2 Proposal (Tower moved with Extra Height and Upper Amenity)

	Floorplan	1B1P	1B2P	2B3P	2B4P	3B5P	3B6P	TOTAL	AMENITY	GIA (sq.m)	NIA (sq.m)	NIA:GIA
Ground	L00				3		2	**5**	**241**	1,884	277	15%
Level 01	L01	4	2	6	4			**16**		1,537	1,196	78%
Level 02	L02	4	6	7	5			**22**		1,587	1,252	79%
Level 03	TY1	2	5	7	7			**21**		1,587	1,254	79%
Level 04	TY1	2	5	7	7			**21**		1,587	1,254	79%
Level 05	TY1	2	5	7	7			**21**		1,587	1,254	79%
Level 06	TY1	2	5	7	7			**21**		1,587	1,254	79%
Level 07	TY1	2	5	7	7			**21**		1,587	1,254	79%
Level 08	TY1	2	5	7	7			**21**		1,587	1,254	79%
Level 09	TY1	2	5	7	7			**21**		1,587	1,254	79%
Level 10	L10	1	3		2		1	**7**	**185**	803	439	55%
Level 11	TY2	1	2	2	5			**10**		803	614	76%
Level 12	TY2	1	2	2	5			**10**		803	614	76%
Level 13	TY2	1	2	2	5			**10**		803	614	76%
Level 14	TY2	1	2	2	5			**10**		803	614	76%
Level 15	TY2	1	2	2	5			**10**		803	614	76%
Level 16	TY2	1	2	2	5			**10**		803	614	76%
Level 17	TY2	1	2	2	5			**10**		803	614	76%
Level 18	TY2	1	2	2	5			**10**		803	614	76%
Level 19	TY2	1	2	2	5			**10**		803	614	76%
Level 20	TY2	1	2	2	5			**10**		803	614	76%
Level 21	TY2	1	2	2	5			**10**		803	614	76%
Level 22	TY2	1	2	2	5			**10**		803	614	76%
Level 23	TY2	1	2	2	5			**10**		803	614	76%
Level 24	TY2	1	2	2	5			**10**		803	614	76%
Level 25	TY2	1	2	2	5			**10**		803	614	76%
Level 26	L26		2	1	3			**6**	**253**	803	371	46%
Level 27	L27		2	1	3			**6**		550	371	67%
Roof												
TOTAL		**38**	**80**	**94**	**144**	**0**	**3**	**359**	**679**			
		11%	22%	26%	40%	0%	1%			**30,318**	**21,893**	
%		**32.9%**		**66.3%**		**0.8%**				**NIA:GIA**		**72%**

Amenity per Unit (sq.m)	**1.9**



Typical 1-Bed, 1-Person Apartment
(min. 37sq.m)



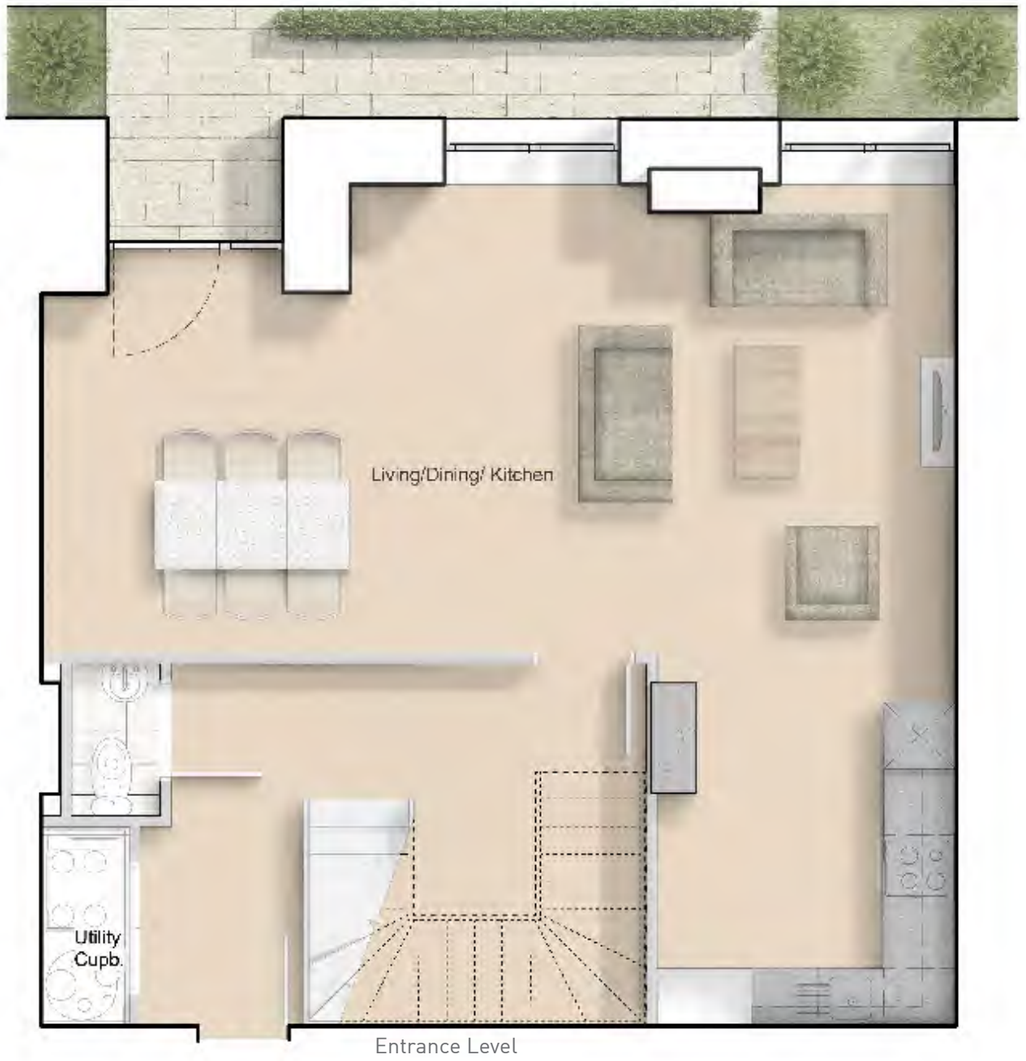
Typical 1-Bed, 2-Person Apartment
(min. 50sq.m)



Typical 2-Bed, 3-Person Apartment
(min. 61sq.m)



Typical 2-Bed, 4-Person Apartment
(min. 70sq.m)



Entrance Level



Upper Level

Typical 3-Bed, 6-Person Townhouse
(min. 110sq.m)

4.2 Site & Layout

4.2.1 SITE

The site is located on the corner of Store Street, which links two main arterial roads in Manchester city centre, and Sparkle Street. Its proximity to Piccadilly Station (approx. 100m) provides excellent connectivity, with convenient access to local, regional and national rail services, buses and Metrolink.

Whilst the area is not a conservation area, there are a number of listed former goods warehouse buildings in the area which have influenced the choice of materiality and form. The area is subject to an Strategic Regeneration Framework which defines the appropriate height for development on the site.

Store Street is seen as a key route connecting Manchester Piccadilly to the Ethihad and Coop Live Arena.

4.2.2 LAYOUT & FORM

The development of the form, described in Chapter 3, results in a series of connected vertical blocks, ranging from 10 to 28 storeys.

The L-shaped floorplate following close to the outer boundary of the site helps to begin to reestablish a clear urban grid in an area that was very well defined prior to significant demolitions/alterations in the 20th century. This is also essential to creating a commercially attractive and efficient residential layout that, given the constraints of the site, fulfils the requirements of the brief.

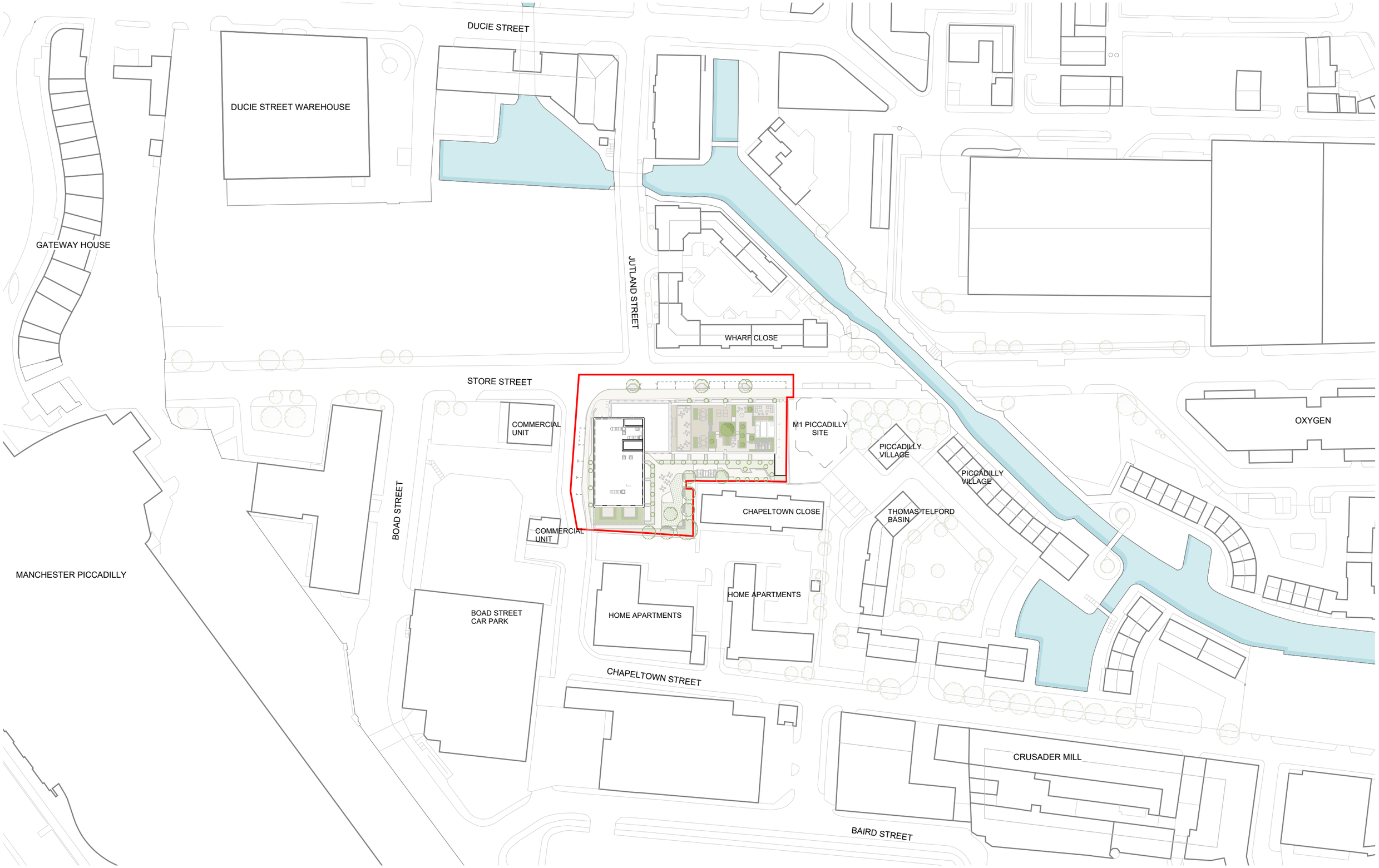
The building is arranged with the main entrance located at ground floor level and accessed from the corner of Sparkle Street and Store Street. The ground floor also comprises of amenity, refuse and cycle storage and associated plant and back of house space. At the entrance, the building is set back from the pavement to provide a localised extent of wider public realm. All Townhouses also have private entrances directly from Store Street.

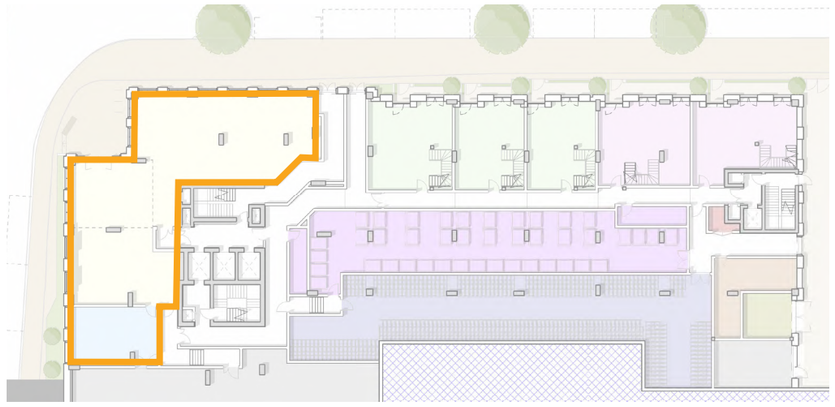
Offering a significant amount of active frontage along store Street and the corner of Sparkle Street contributes significantly to the public realm, as does the new landscaping. All Back of House and service spaces are positioned to the rear of the site, away from the street edge, and concealed beneath a new landscaped terrace.



Right: *Proposed visual from Jutland Street: (Virtual Planet, 2023)*

Opposite page: *Proposed site plan (from planning drawings)*


DUCIE STREET
DUCIE STREET WAREHOUSE
GATEWAY HOUSE
JUTLAND STREET
WHARF CLOSE
STORE STREET
COMMERCIAL UNIT
M1 PICCADILLY SITE
PICCADILLY VILLAGE
PICCADILLY VILLAGE
OXYGEN
CHAPELTOWN CLOSE
THOMAS TELFORD BASIN
COMMERCIAL UNIT
BOAD STREET
MANCHESTER PICCADILLY
HOME APARTMENTS
HOME APARTMENTS
BOAD STREET CAR PARK
CHAPELTOWN STREET
CRUSADER MILL
BAIRD STREET



Ground Floor Amenity / Management Area

4.2 Site & Layout

4.2.3 RESIDENTS AMENITY

In addition to their individual apartments/townhouses, residents will have access to a series of high-quality internal and external amenity spaces. Whilst the exact purpose of each of these spaces is still to be developed, the client brief required that at least 1.9sq.m of internal amenity was allowed for per apartment.

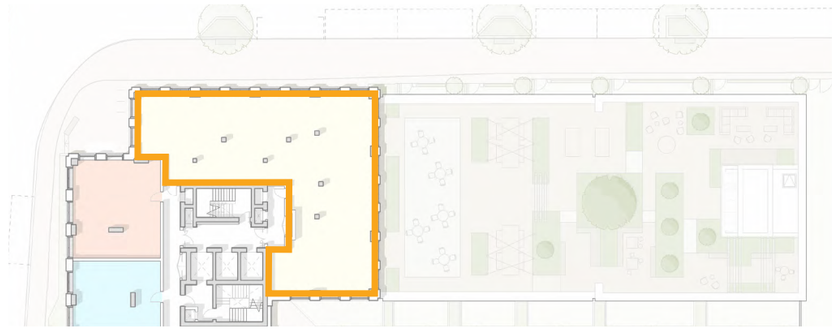
At Ground Floor, an enlarged entrance space provides opportunity for congregation, socialising and potential working spaces. There will be a 24-hour concierge, with management areas providing a parcel store and space for staff. A residents health and wellbeing facility could also be considered for this level.

At Level 01, residents have access to a southeast-facing communal garden with seating areas and lawn spaces.

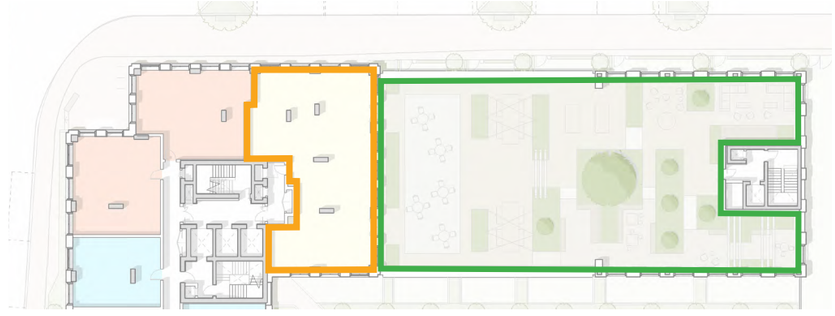
At Level 10, the internal amenity space connects to a generous roof terrace, which offers a variety of spaces for small and medium-sized gatherings.

The Level 26 Amenity Space will offer panoramic views across the City Centre.

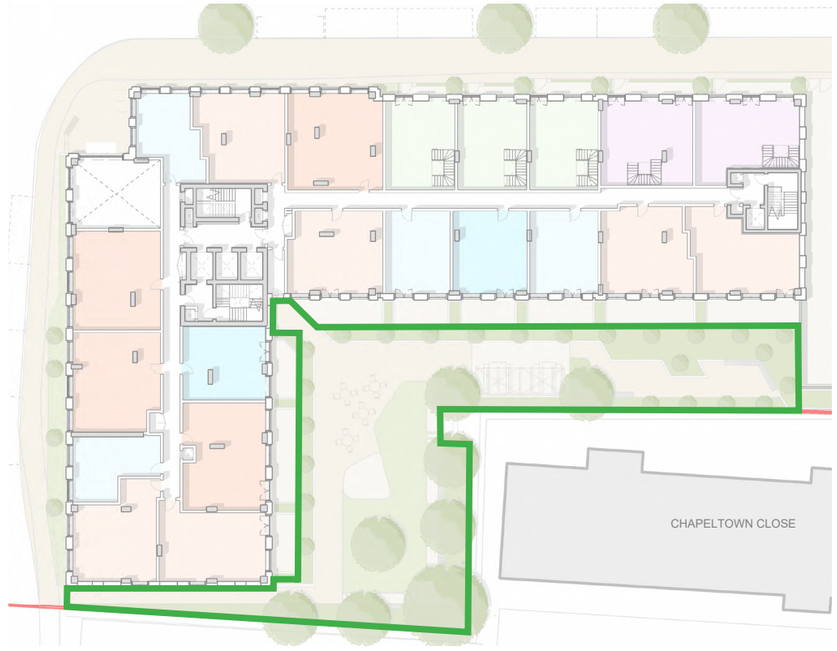
All of these spaces look to enhance the experience of the residents and harbour a feeling of community within the scheme.



Level 26 Amenity



Level 10 Amenity



First Floor Amenity

Below: *Proposed visual of the Level 26 amenity space: (Virtual Planet, 2023)*

4.3 Height, Scale & Massing

4.3.1 PROPOSAL HEIGHTS, SCALE & MASSING

The architectural composition has been designed to relate to both a city-wide and local context.

The proposal is composed as a collection of vertical forms of similar width to the surrounding existing residential buildings. The two volumes in close proximity to Piccadilly Village are 10 storeys tall (plus roof parapet), which is lower than what was allowable under the Strategic regeneration Framework. These are deemed to reflect a neighbourhood scale.

Towards the western edge of the site, the two taller volumes represent a "city scale", reflecting the aspiration of the SRF for height and density closer to Piccadilly Station. These reach a height of 27- and 28 storeys, before dropping back down to 10 storeys on the Southern edge.

Restricting the tallest element of the building to the corner minimises any microclimate impacts on the existing residential buildings, whilst also creating prominence at the corner. The towers slender proportions as seen from Jutland street are visually elegant.

North West Elevation / Store Street

The building steps back from the street at the 10-storey blocks to allow for a defensible space in front of the Townhouses. This also helps to visually read the separation of the tower element.

North East Elevation / Sparkle Street

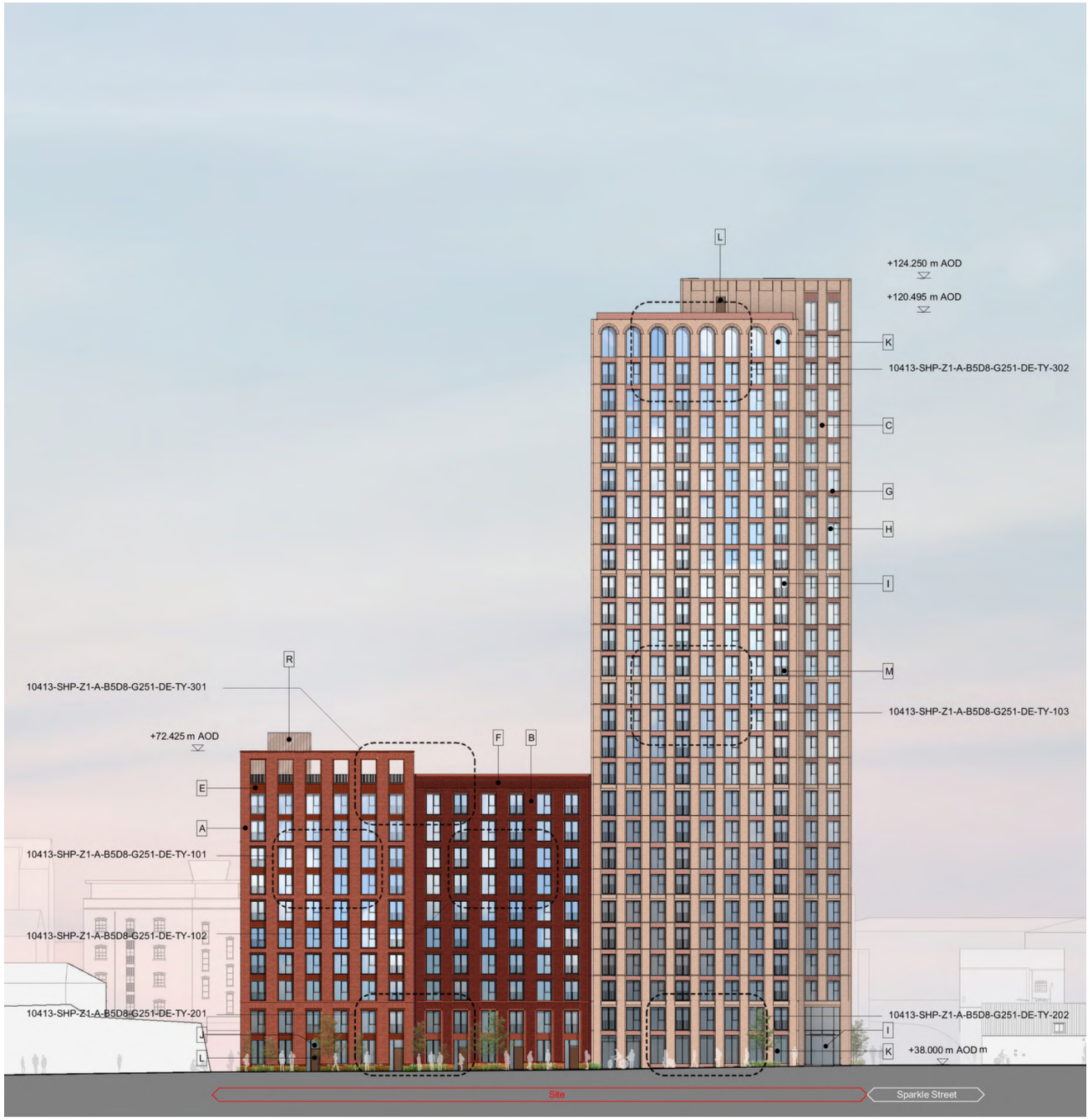
The articulation of the mass at the corner of Sparkle Street and Store Street creates an area of congregation next to the main entrance. As Sparkle Street slopes up away from Store Street, the ground floor storey of the building is buried, reducing the perceived height of the proposal from the south.

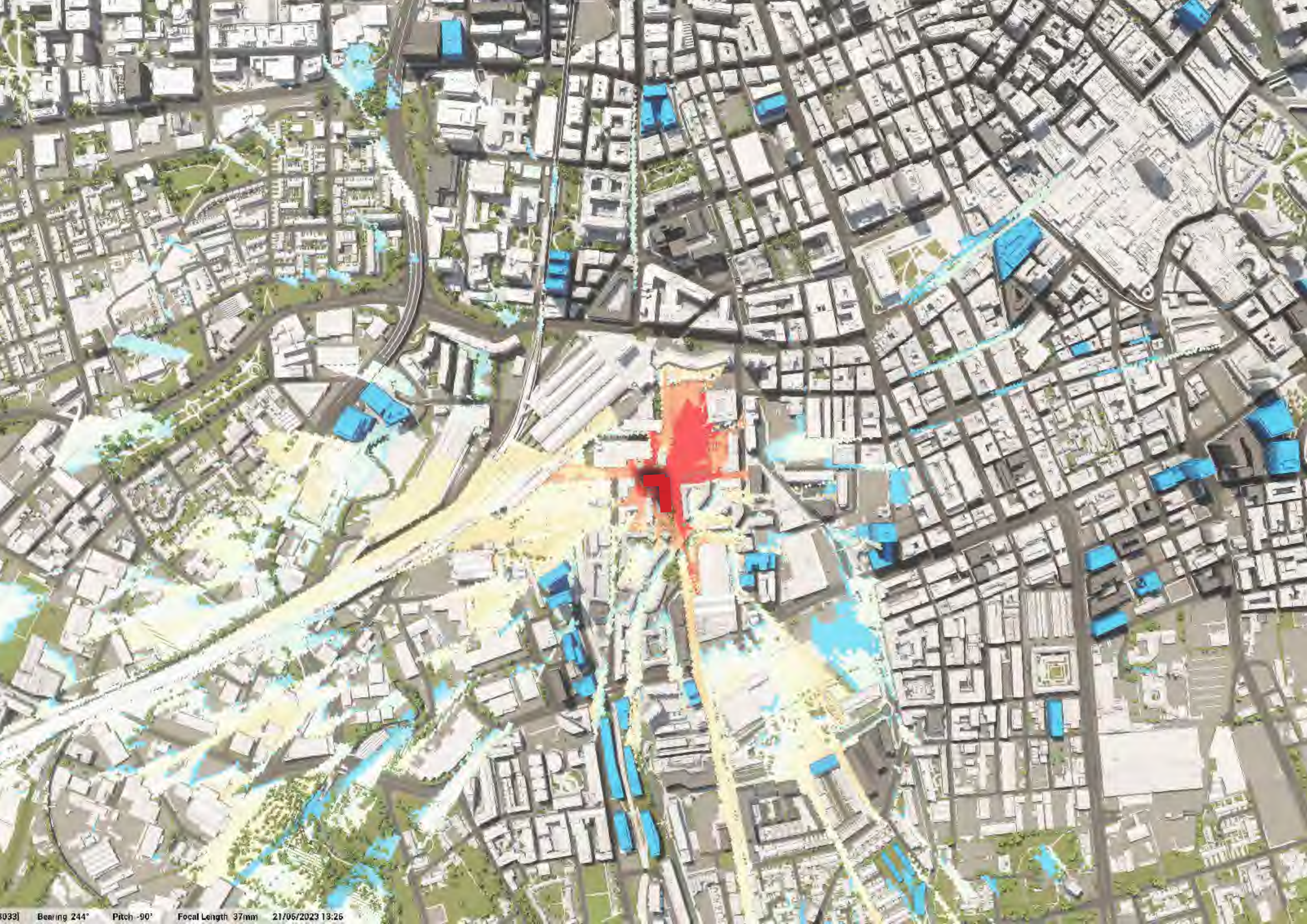
4.3.2 TOWNSCAPE IMPACT OF THE PROPOSALS

The potential viewpoints and view corridors for assessment were determined through modelling and a zone of visual influence diagram, shown opposite. The massing and its relationship with the surrounding context has been assessed during the design stages from a number of viewpoints. A detailed analysis of the Townscape impact is discussed in more detail in the Townscape and Visual Impact section of the Environmental Statement.

Below: Proposed Store Street elevation (from planning drawings)

Opposite page: Indicative diagram showing the zone of visual influence of the proposal . Other buildings in blue represent those currently in construction




3033] Bearing 244° Pitch -90° Focal Length 37mm 21/06/2023 13:26

4.4 Appearance and Materials

4.4.1 MATERIALITY STRATEGY

The materiality and detailing of the proposal is centred on the aspiration to root the building within its existing local context. This involved analysis of the current vernacular as detailed in Chapter 3, as well as research into the historic urban grain/aesthetic as described in Chapter 2.

The proposals use of traditional brick reflects the dominant material of historic buildings in the area, in particular the goods warehouses constructed in the 1800s and which continue to influence the area's vernacular today.

The colour tone of the brick varies between each block, helping to further articulate the massing. The colours chosen reflect the range of brick colour existing in the area, within a palette of reds, oranges, browns and buff/light pinks.

The use of precast concrete and brick above window opening replicates the stone/brick lintels of the historic context and provides a visual robustness/solidity to the scheme.

The use of single, double and multi-level vertical ordering provides hierarchy and individualism to each block, as well as creating elegantly proportioned openings seen in many historic buildings in the area and city-wide.

The intent for part of the scheme to respond at a "Neighbourhood Scale" whilst another part to reflect a "City Scale" is seen through the detailing of the facade. Whilst both are predominantly brickwork, the way that the material is used changes, as discussed in detail in this chapter.



Above: *Proposed material palette collage*
Opposite page: *Proposed elevational treatment concept diagram*

NEIGHBOURHOOD SCALE

Single window openings, individual language of brick

Pink/red and dark red/brown brick with dark recessed mortar used to emphasise individual bricks.

Single/two-storey window ordering

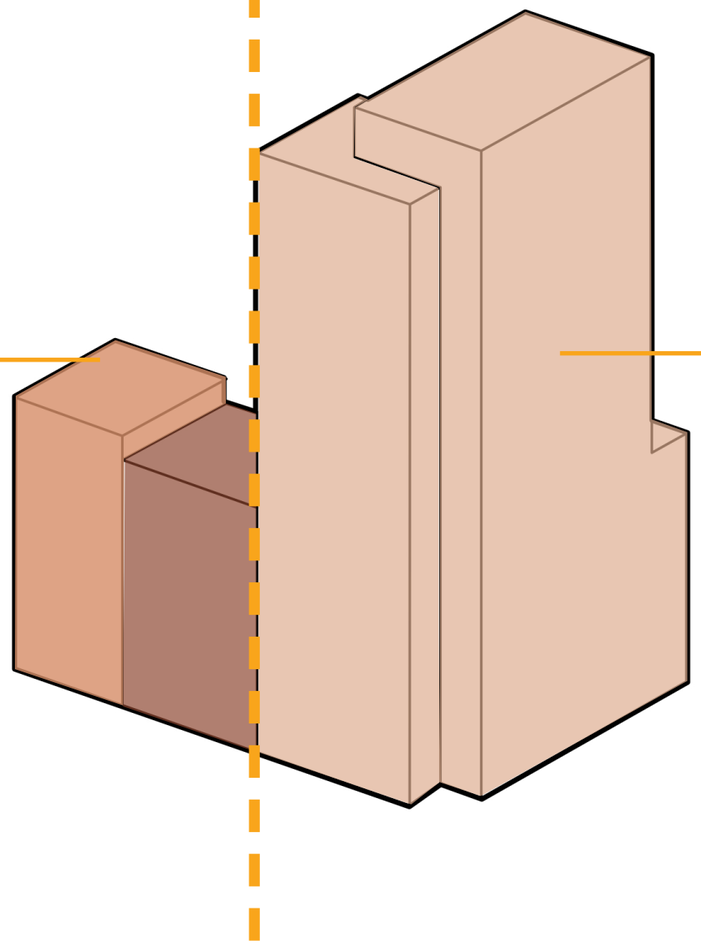
Smooth/glossy faced brick around the reveals - corbel and saw-toothed pattern

Precast concrete sill/coping, colour matched to the engineering brick.

Dark brown/bronze aluminium windows

CITY SCALE

Large vertical grid ordering, monolithic brick language



Light pink/red brick with matching flush mortar used to blend the individual bricks into large format panels.

Brick arch detail

Concrete spandrels referencing stone lintel details.

Recessed brick courses used to hide the movement joint and emphasise the "panel" module.

4/6-storey window ordering, emphasising verticality

Brick corbel detail in window surround

Dark brown/bronze aluminium windows

LOCAL CONTEXTUAL REFERENCES



Warehouse on Sparkle Street



Crusader Mill

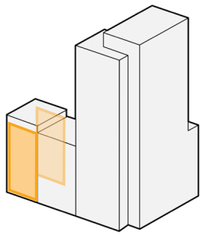
LOCAL CONTEXTUAL REFERENCES



Ducie Street Warehouse



Vulcan Mill



4.4 Appearance and Materials

4.4.2 TOWNHOUSE BLOCK 01

As one of the two blocks intended to present a "neighbourhood scale", the emphasis is on expressing the granular and reading each individual brick in the facade. This is achieved through:

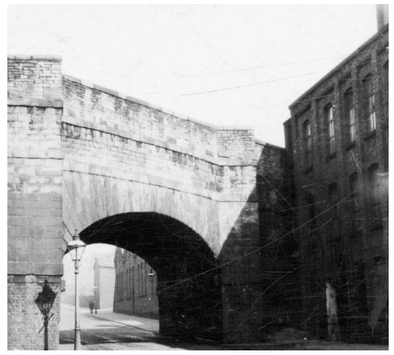
1. The the choice of brick, which is intended to have a level of variation in its colour from one brick to the next (within the range of red/orange), giving each brick individuality.
2. The use of recessed mortar of a contrasting colour to the brick itself, accentuating the edges of the brick through shadow.

To contrast the primary brick, the window surrounds will be picked out with a smooth-faced red brick corbel detail - replicating the detail seen on several warehouse buildings (example shown left). This brick is also used to create a decorative spandrel as part of the blocks 2-storey vertical ordering of window openings. This spandrel uses a "push-pull" soldier-course pattern that corresponds to the rhythm of the balustrading of the Juliet balconies.

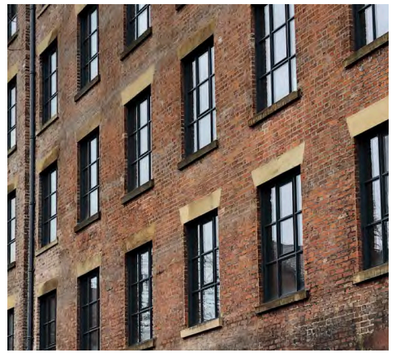
The sills are proposed to be a precast concrete element, matching the colour of the smooth-faced red brick, completing the framing of the window.

The choice of dark brown/bronze anodising for the window frames is intended to recess the windows further, being subservient to the brick whilst being a complimenting colour that unites all windows and doors on the scheme.











Left (top): Simpsonhaugh photograph of Sparkle Street Warehouse.

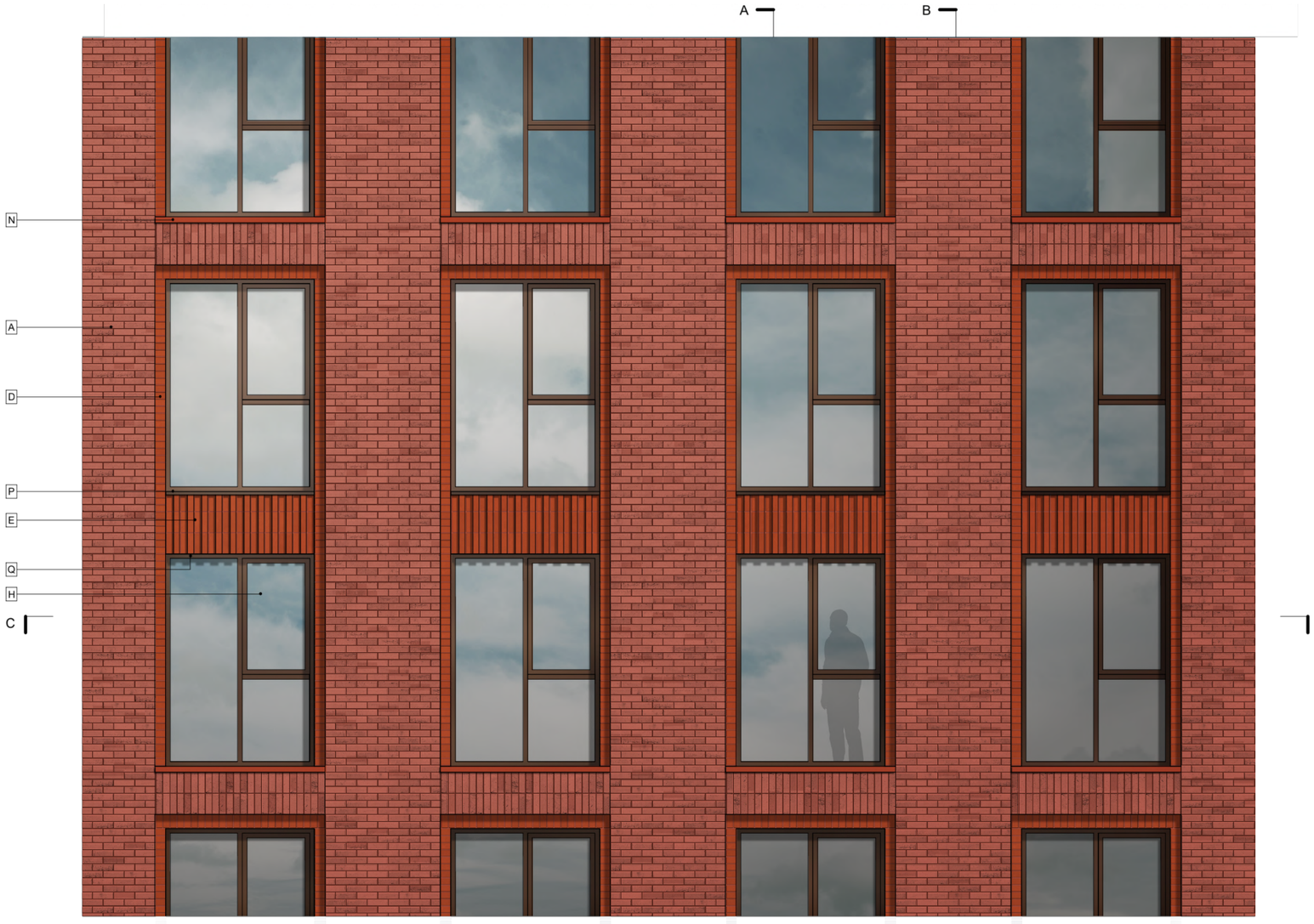
(middle): Ancoats, Canal Aqueduct, Store Street: Brooks, T (1920).

(bottom): Simpsonhaugh photograph of Crusader Mill.

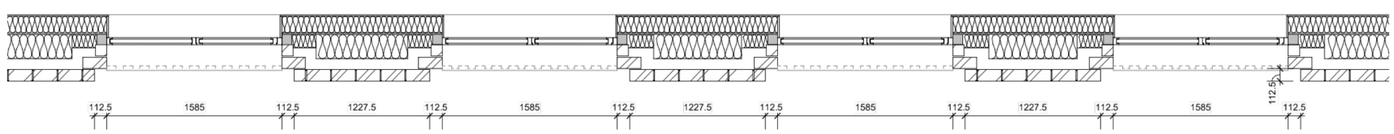
Right (top): Proposed material palette collage.

(bottom): Proposed evening visual of Townhouse Block 01 (Virtual Planet. 2023)

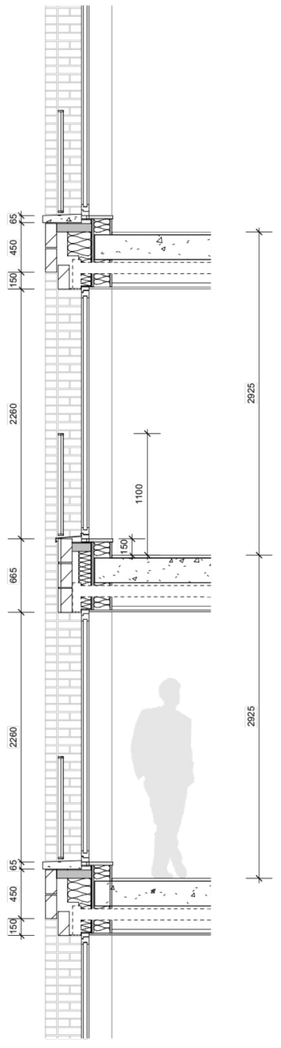
Opposite page: Proposed Townhouse Block 01, detail elevation (planning application drawing).



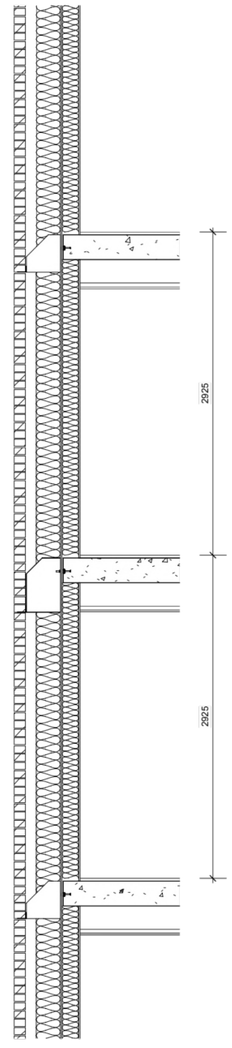
Detail Elevation_Type 01



Section CC'



Section AA'



Section BB'

A: Feature Facing Brickwork: Orange/ Red Brick With Dark Recessed Mortar

B: Feature facing brickwork: Dark red/ brown brick with dark recessed mortar

C: Feature facing brickwork: Light buff/pink brick with flush colour matching mortar

D: Feature facing brickwork: Orange/ red smooth faced brick.

E: Feature facing brickwork: Brown/red smooth-faced brickwork in a decorative 'push/pull' pattern

F: Feature facing brickwork: Dark red/brown brick in a 'push/pull' decorative pattern

G: Light brown/red precast panel

H: Vision Unit Type 1: Glazed openable window, dark brown/bronze anodised aluminium profiles

I: Vision Unit Type 2: Glazed openable door, dark brown/bronze anodised aluminium profiles

J: Vision Unit Type 3: Fixed window, dark brown/bronze anodised aluminium profiles

K: Vision Unit Type 4: Capped curtain wall, dark brown/bronze anodised aluminium profiles

L: Openable Door: Dark brown/ bronze anodised aluminium

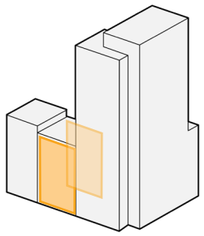
M: Metal balustrade: Dark brown/ bronze to match window frame

N: Precast sill: Colour to match orange/ red smooth faced brickwork

O: Precast sill: Colour to match light brown/red panel

P: Aluminium sill: Colour to match window frame

Q: Aluminium vent: Colour to match window frame



4.4 Appearance and Materials

4.4.3 TOWNHOUSE BLOCK 02

As the second block presenting a "neighbourhood scale", many of the principles of Townhouse Block 01 are repeated on Townhouse Block 02.

The reading of individual brick through recessed mortar and a contrasting smooth-face red brick corbel window surround are present. However, the colour of the main brick is deeper, taking more of a dark red/brown tone. This block also uses single-storey ordering for the window openings, reflective of what is seen on many neighbouring buildings including Crusader Mill (shown right).

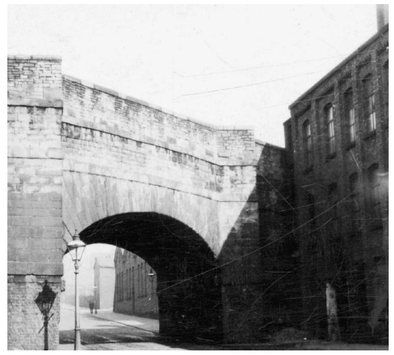
Again, the sills are proposed to be precast concrete elements, matching the colour of the smooth-faced red brick, completing the framing of the window. The dark brown/bronze colour of the windows is to be matched by the balustrading for the Juliet balconies throughout.

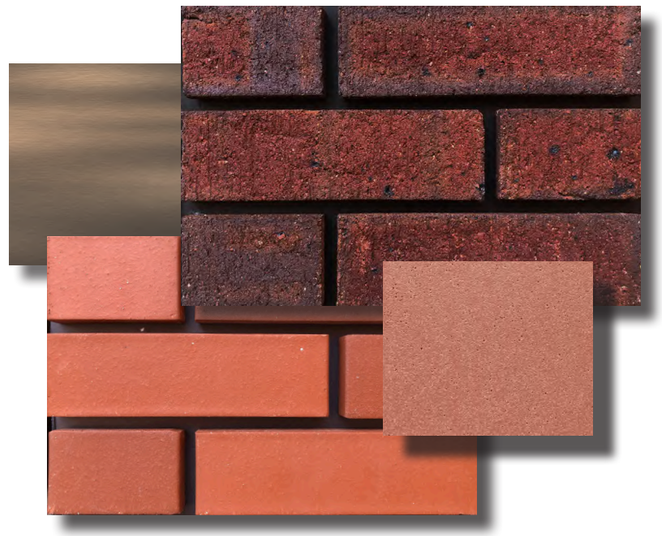
The corbel detail that surrounds the sides and top of the windows provides a decoration whilst enforcing the heavy, robust aesthetic that many of the listed building in the area possess.

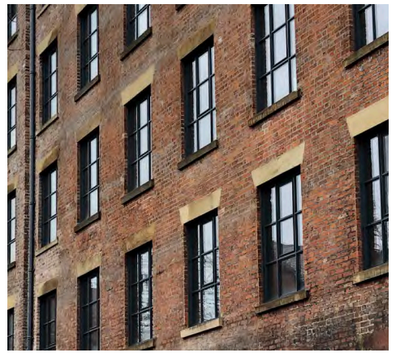
The soldier course brickwork at the head also add a level of finesse to the facade whilst also being reminiscent of the brick lintels on local historic buildings.

A perforated metal panel (required as part of the ventilation system for each apartment) is concealed within the soffit of the window reveal. This means that, when looking up at the building, the brick detailing will remain the most prominant element at the head of the windows.











Left (top): *Simpsonhaugh photograph of Sparkle Street Warehouse.*

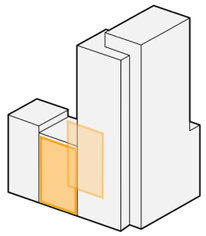
(middle): *Ancoats, Canal Aqueduct, Store Street: Brooks, T (1920).*

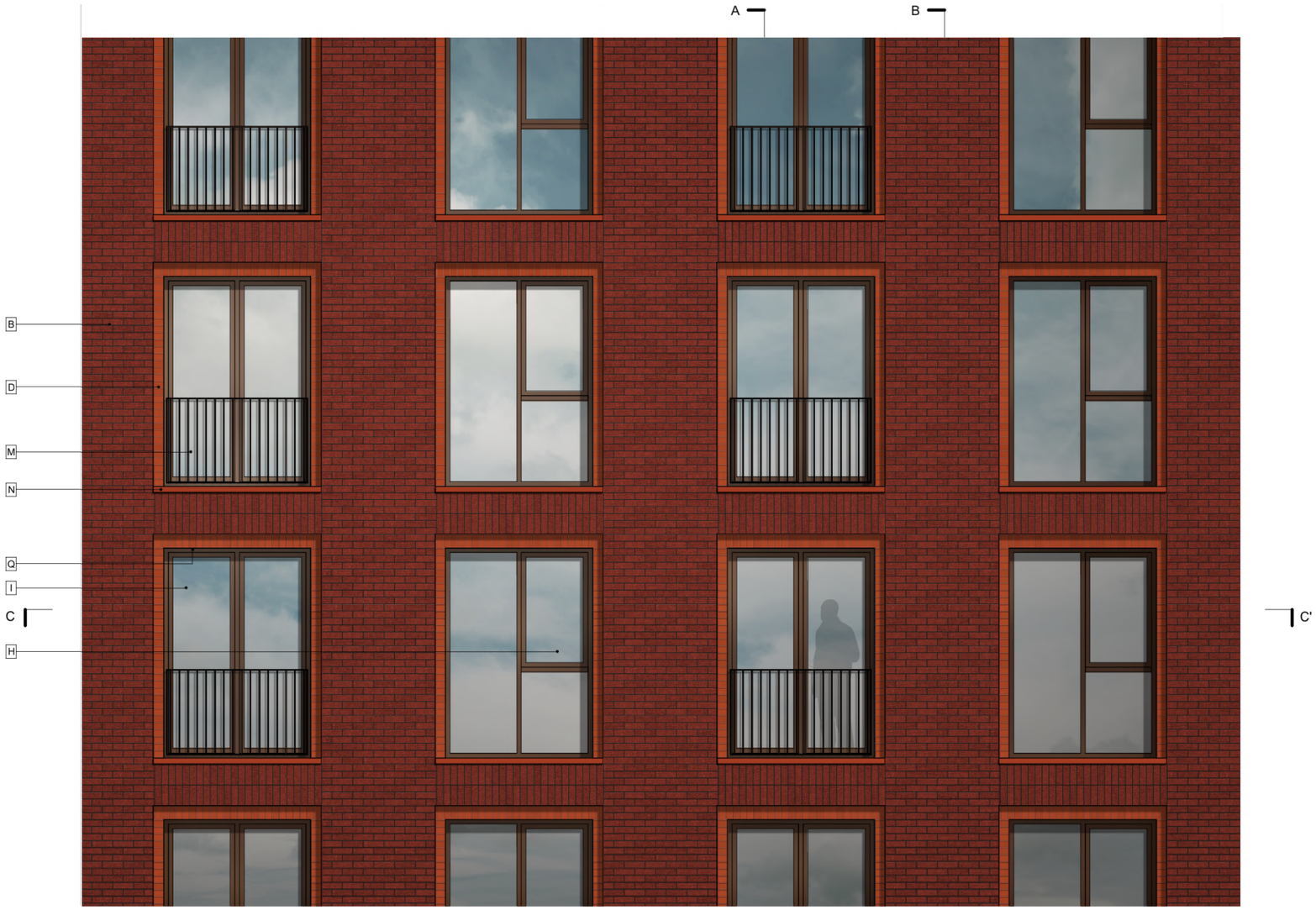
(bottom): *Simpsonhaugh photograph of Crusader Mill.*

Right (top): *Proposed material palette collage.*

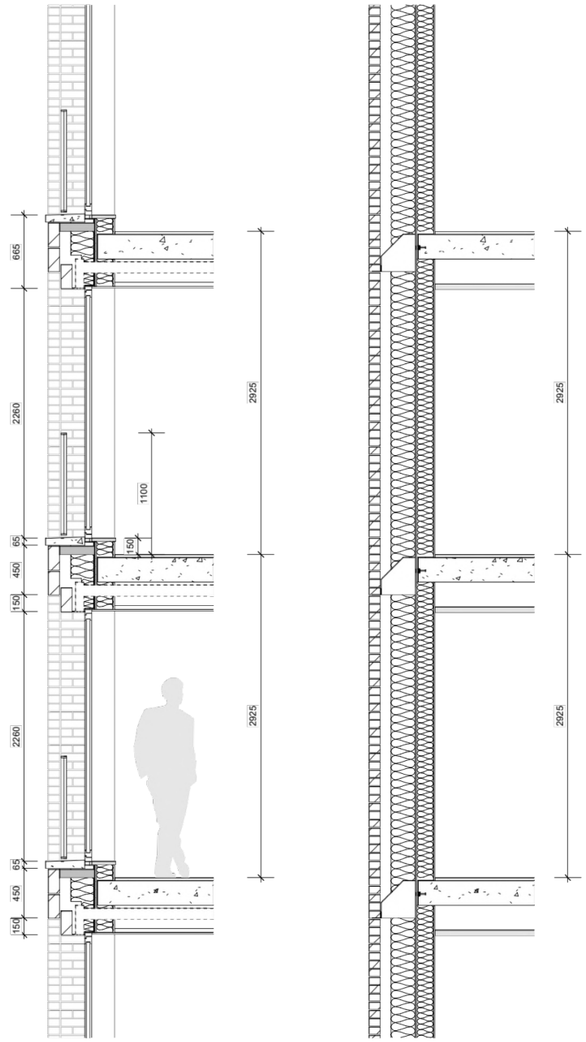
(bottom): *Proposed visual of Townhouse Block 02, (Virtual Planet, 2023)*

Opposite page: *Proposed Townhouse Block 02, detail elevation (planning application drawing).*



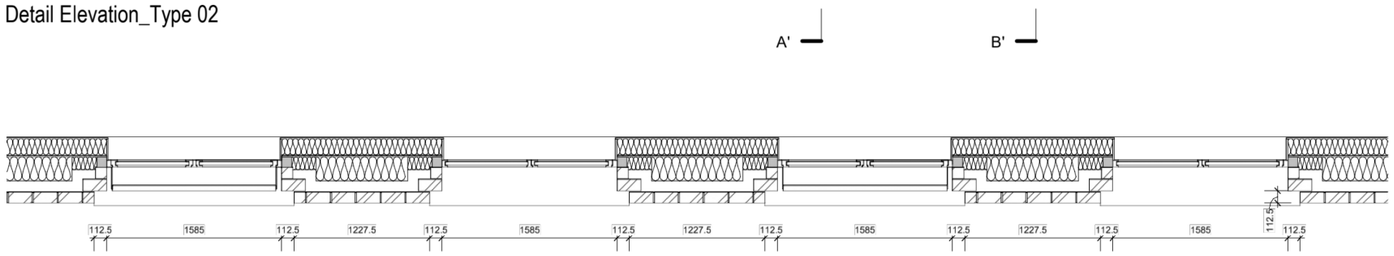


Detail Elevation_Type 02



Section AA'

Section BB'



Section CC'

A: Feature Facing Brickwork: Orange/ Red Brick With Dark Recessed Mortar

B: Feature facing brickwork: Dark red/ brown brick with dark recessed mortar

C: Feature facing brickwork: Light buff/pink brick with flush colour matching mortar

D: Feature facing brickwork: Orange/ red smooth faced brick.

E: Feature facing brickwork: Brown/red smooth-faced brickwork in a decorative 'push/pull' pattern

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H: Vision Unit Type 1: Glazed openable window, dark brown/bronze anodised aluminium profiles

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J: Vision Unit Type 3: Fixed window, dark brown/bronze anodised aluminium profiles

K: Vision Unit Type 4: Capped curtain wall, dark brown/bronze anodised aluminium profiles

L: Openable Door: Dark brown/ bronze anodised aluminium

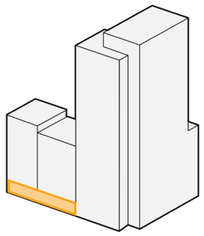
M: Metal balustrade: Dark brown/ bronze to match window frame

N: Precast sill: Colour to match orange/ red smooth faced brickwork

O: Precast sill: Colour to match light brown/red panel

P: Aluminium sill: Colour to match window frame

Q: Aluminium vent: Colour to match window frame



4.4 Appearance and Materials

4.4.4 TOWNHOUSE BLOCKS 01 AND 02: STORE STREET BASE DETAIL

Many of the historic buildings in the area visually differentiate the base level from the levels above, emphasising the weight of the building whilst recognising a slightly different purpose/use. A good example of this is Ducie Street Warehouse as well as a now demolished building that was present on Store Street in the 1890s (both pictured right). This has been replicated at the base of both "Neighbourhood Scale" blocks, where the two-storey townhouses are positioned.

The bricks described in the previous two sections continue to be used (red/orange on Block 01, dark red/brown on Block 02), but with detail altering around the window/door openings.

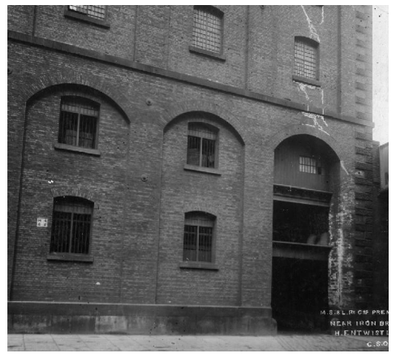
The corbel detail is replaced with a single deep reveal with the smooth-faced red brick being stitched into the main brickwork, creating a sawtooth detail down the sides of the openings. In both blocks, ground floor and first floor openings are vertically coupled to present externally that they are part of a single residence.

The townhouse entrances are indented to allow for a covered space in front of the door, with the smooth-faced brickwork throughout the recess.

A continuous precast concrete sill separates the facade of ground and first floor from the levels above, as does an increased zone of soldier course brickwork at the head of the windows on Level 01.

This all goes to emphasising the weight/mass of these parts of the building.







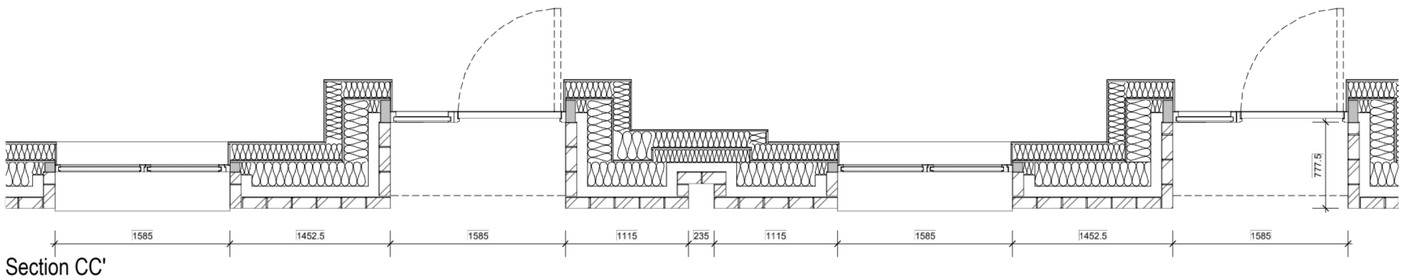




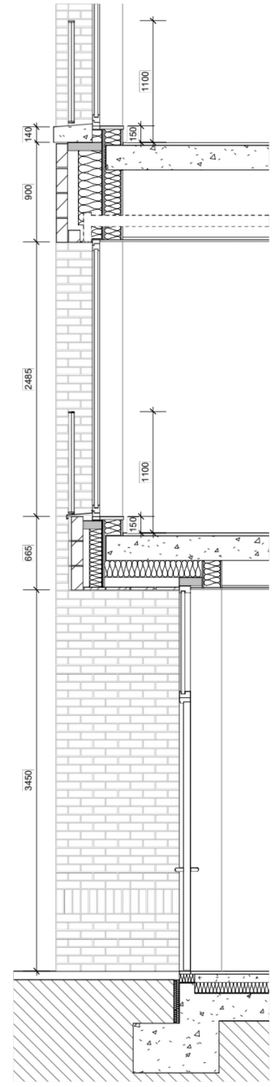
Left (top): Simpsonhaugh photograph of Sparkle Street Warehouse.
(middle) Store Street: Entwhistle, H., 1895.
(bottom): Simpsonhaugh photograph of Ducie Street Warehouse.
Right (top): Proposed material palette collage.
(bottom): Proposed visual of Townhouse base (Virtual Planet, 2023)
Opposite page: Proposed Townhouse Base detail elevation (planning application drawing).



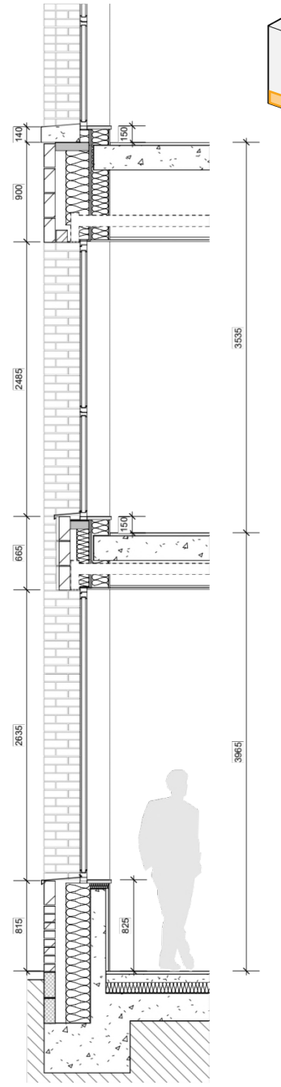
Detail Elevation_Base 01



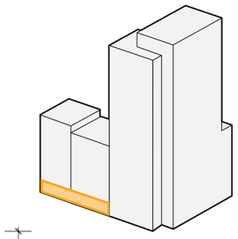
Section CC'



Section AA'



Section BB'



A: Feature Facing Brickwork: Orange/ Red Brick With Dark Recessed Mortar

B: Feature facing brickwork: Dark red/ brown brick with dark recessed mortar

C: Feature facing brickwork: Light buff/pink brick with flush colour matching mortar

D: Feature facing brickwork: Orange/ red smooth faced brick.

E: Feature facing brickwork: Brown/red smooth-faced brickwork in a decorative 'push/pull' pattern

F: Feature facing brickwork: Dark red/brown brick in a 'push/pull' decorative pattern

G: Light brown/red precast panel

H: Vision Unit Type 1: Glazed openable window, dark brown/bronze anodised aluminium profiles

I: Vision Unit Type 2: Glazed openable door, dark brown/bronze anodised aluminium profiles

J: Vision Unit Type 3: Fixed window, dark brown/bronze anodised aluminium profiles

K: Vision Unit Type 4: Capped curtain wall, dark brown/bronze anodised aluminium profiles

L: Openable Door: Dark brown/ bronze anodised aluminium

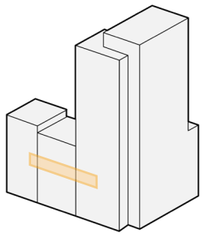
M: Metal balustrade: Dark brown/ bronze to match window frame

N: Precast sill: Colour to match orange/ red smooth faced brickwork

O: Precast sill: Colour to match light brown/red panel

P: Aluminium sill: Colour to match window frame

Q: Aluminium vent: Colour to match window frame



4.4 Appearance and Materials

4.4.5 TOWNHOUSE BLOCKS 01 AND 02: GARDEN BASE DETAIL

The significant change in level from front to back of the site means that the southern portion ground floor can be submerged and a communal garden be positioned on top of it, which tallies to the ground level of the neighbouring sites to the south east.

This benefits the scheme in concealing back of house areas and reducing the perceived height of the massing from the southern edge. However, this loss of a level means that continuing to differentiate Ground/First Floor from the levels above would make the base element appear squat and ill-proportioned.

Therefore, on the elevations that face the communal garden, the proposal is that the facade at first floor continues the detailing and rhythm of the upper levels. Apartments on this level also have private terraces.

At any point where townhouse blocks either meet each other or the tower elements, the design has allowed for a vertical strip of recessed brick to accentuate the individuality of each volume. This also helps to read the vertical proportions of each block, as it is carried from ground all the way to the coping at the top.

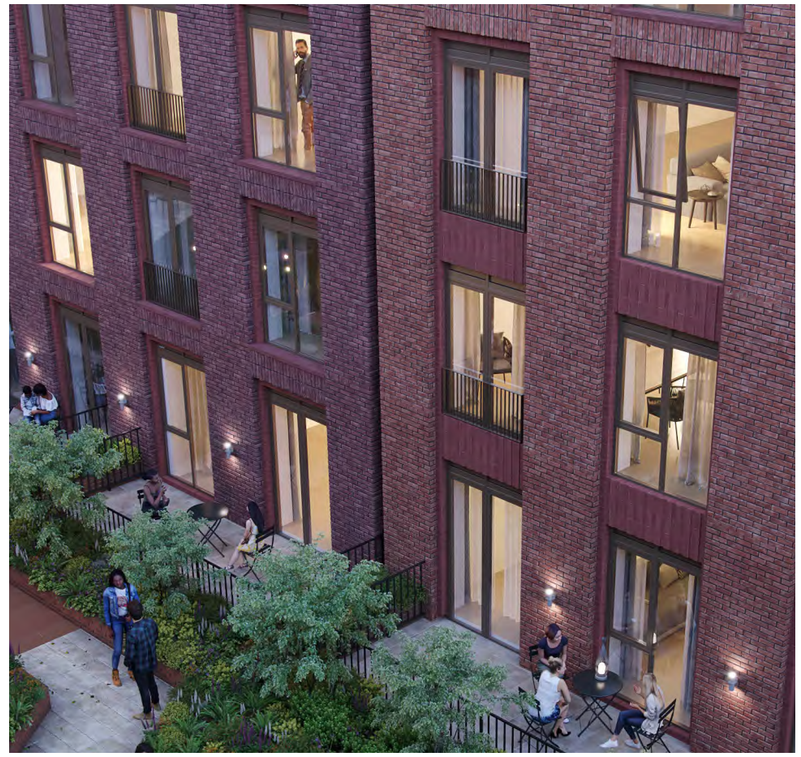
The emphasis of weight/mass is maintained on this elevation through deep window reveals using engineering brick.











Left (top): Simpsonhaugh photograph of Sparkle Street Warehouse.

(middle): Simpsonhaugh photograph of Sparkle Street Warehouse.

(bottom): Ardwick, Sparkle Street, No 32 Store Street, corner of Sparkle Street: Unknown (1968)

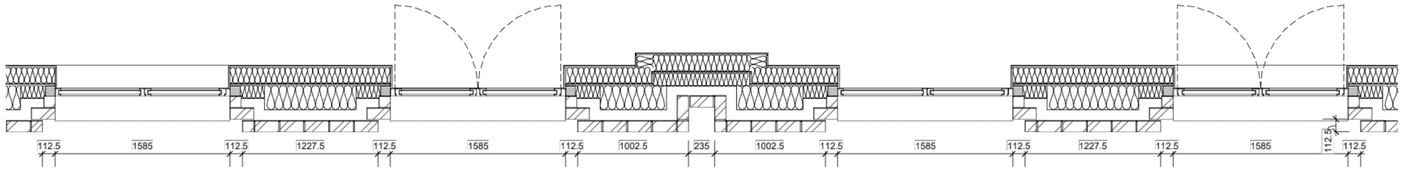
Right (top): Proposed material palette collage.

(bottom): Proposed evening visual of garden base detail (Virtual Planet, 2023)

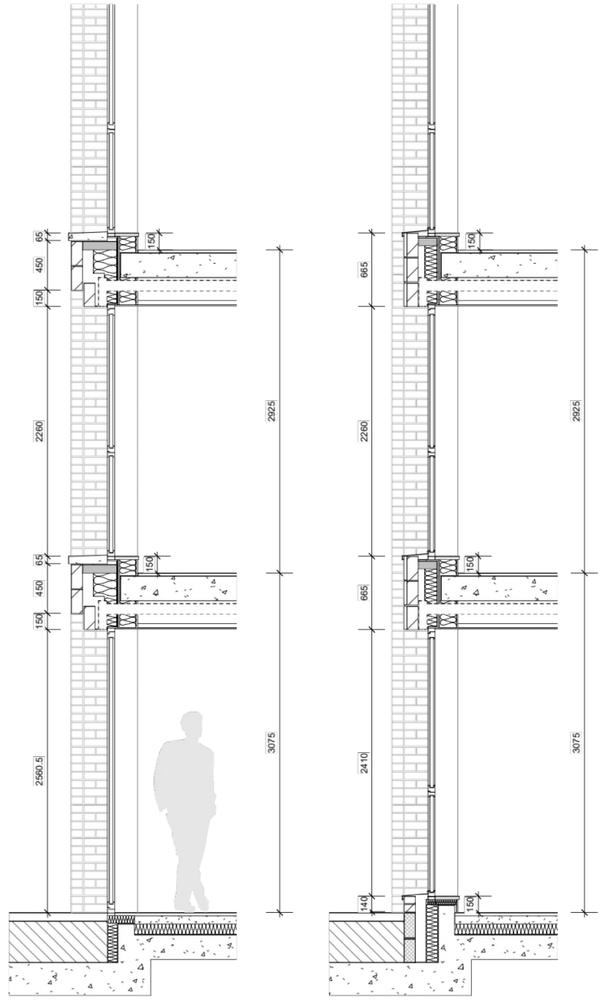
Opposite page: Proposed garden base detail elevation (planning application drawing).



Detail Elevation_Base 03



Section CC'



Section AA'

Section BB'

A: Feature Facing Brickwork: Orange/ Red Brick With Dark Recessed Mortar

B: Feature facing brickwork: Dark red/ brown brick with dark recessed mortar

C: Feature facing brickwork: Light buff/pink brick with flush colour matching mortar

D: Feature facing brickwork: Orange/ red smooth faced brick.

E: Feature facing brickwork: Brown/red smooth-faced brickwork in a decorative 'push/pull' pattern

F: Feature facing brickwork: Dark red/brown brick in a 'push/pull' decorative pattern

G: Light brown/red precast panel

H: Vision Unit Type 1: Glazed openable window, dark brown/bronze anodised aluminium profiles

I: Vision Unit Type 2: Glazed openable door, dark brown/bronze anodised aluminium profiles

J: Vision Unit Type 3: Fixed window, dark brown/bronze anodised aluminium profiles

K: Vision Unit Type 4: Capped curtain wall, dark brown/bronze anodised aluminium profiles

L: Openable Door: Dark brown/ bronze anodised aluminium

M: Metal balustrade: Dark brown/ bronze to match window frame

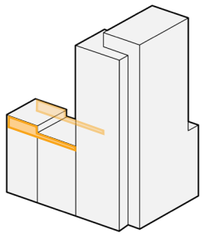
N: Precast sill: Colour to match orange/ red smooth faced brickwork

O: Precast sill: Colour to match light brown/red panel

P: Aluminium sill: Colour to match window frame

Q: Aluminium vent: Colour to match window frame

Charles Street Elevation Detail









4.4 Appearance and Materials

4.4.6 TOWNHOUSE BLOCKS 01 AND 02: ROOF PARAPET DETAIL

Varying the height and detailing of the parapets of Townhouse Blocks 01 and 02 further differentiates them from one another, presenting them as individual buildings within the same urban block. This is recognition of Piccadilly in the 19th-to-early-20th century, when the area was a series of dense blocks with neighbouring buildings adjoined to each other.

Another feature that occurs regularly on the historic warehouse buildings is the emphasis and decoration of the top of the building, often looking to project a robustness and weight. This is something that Townhouse Block 02 looks to replicate in a contemporary interpretation that ties into decorative motifs already present in the scheme.

As well as allowing for a deep precast coping on the top, the mass of brick above the uppermost windows is articulated by a band of "push-pull" soldier course brickwork.

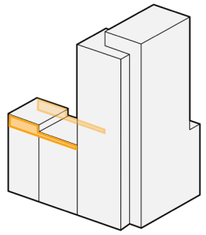
Precast coping also tops the Townhouse Block 01 parapet, though this one is taller and more open, creating framed views that correspond to the window openings below.

The detailing of these two parapets helps to create different zones within what is a single rooftop amenity space for residents. By collaborating with the landscape architects, the parapet detailing has helped inform the spacial planning of this valuable external space.



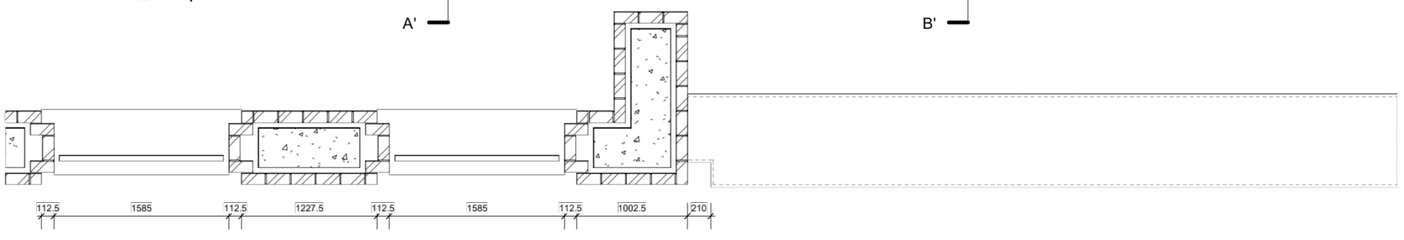


Left (top): *Simpsonhaugh photograph of Sparkle Street Warehouse.*
(middle) *Store Street: Entwhistle, H., 1895.*
(bottom): *Simpsonhaugh photograph of Crusader Mill.*
Right (top): *Proposed material palette collage.*
(bottom): *Proposed visual of Townhouse parapet detail (Virtual Planet, 2023)*
Opposite page: *Proposed Townhouse parapet detail elevation (planning application drawing).*

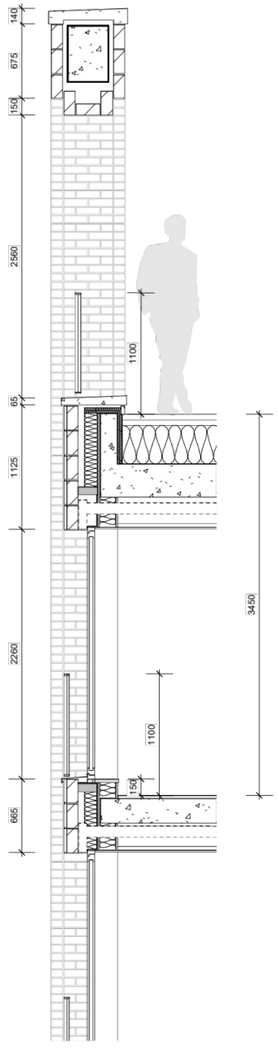




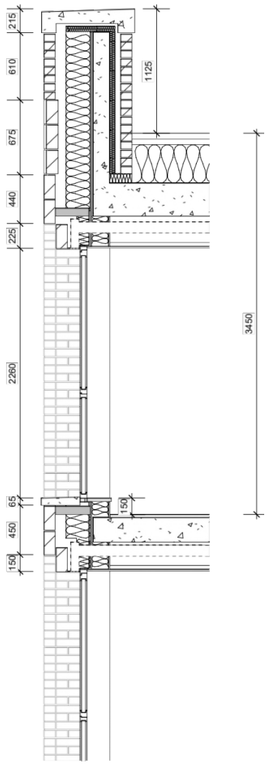
Detail Elevation_Parapet 01



Section CC'



Section AA'



Section BB'

A: Feature Facing Brickwork: Orange/ Red Brick With Dark Recessed Mortar

B: Feature facing brickwork: Dark red/ brown brick with dark recessed mortar

C: Feature facing brickwork: Light buff/pink brick with flush colour matching mortar

D: Feature facing brickwork: Orange/ red smooth faced brick.

E: Feature facing brickwork: Brown/red smooth-faced brickwork in a decorative 'push/pull' pattern

F: Feature facing brickwork: Dark red/brown brick in a 'push/pull' decorative pattern

G: Light brown/red precast panel

H: Vision Unit Type 1: Glazed openable window, dark brown/bronze anodised aluminium profiles

I: Vision Unit Type 2: Glazed openable door, dark brown/bronze anodised aluminium profiles

J: Vision Unit Type 3: Fixed window, dark brown/bronze anodised aluminium profiles

K: Vision Unit Type 4: Capped curtain wall, dark brown/bronze anodised aluminium profiles

L: Openable Door: Dark brown/ bronze anodised aluminium

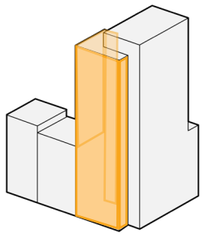
M: Metal balustrade: Dark brown/ bronze to match window frame

N: Precast sill: Colour to match orange/ red smooth faced brickwork

O: Precast sill: Colour to match light brown/red panel

P: Aluminium sill: Colour to match window frame

Q: Aluminium vent: Colour to match window frame



4.4 Appearance and Materials

4.4.7 TOWER ELEMENT 01

The tower elements are proposed to represent a "city scale", where the intent is that one reads the monolithic brick language rather than the individual brick. This is achieved through:

1. The the choice of brick, which is intended to have only a small amount of variation in its colour from one brick to the next (within the range of light buff/ pink).
2. The use of matching mortar colour, flush to the external brick face.
3. At each level, one horizontal line of brick is recessed by approximately 25mm.

This all helps to create a panelised style whilst using traditional brickwork, where the shadows of the recessed are read more than the individual bricks.

The use of 4-storey ordering, where the spandrel at intermediate levels is a precast concrete panel, differentiates it from the Townhouse blocks. This spandrels materiality pays homage to the stone lintels of warehouse buildings such as Crusader Mill but the decorative pattern within it references the old timber yard on the site (both precedents shown right).

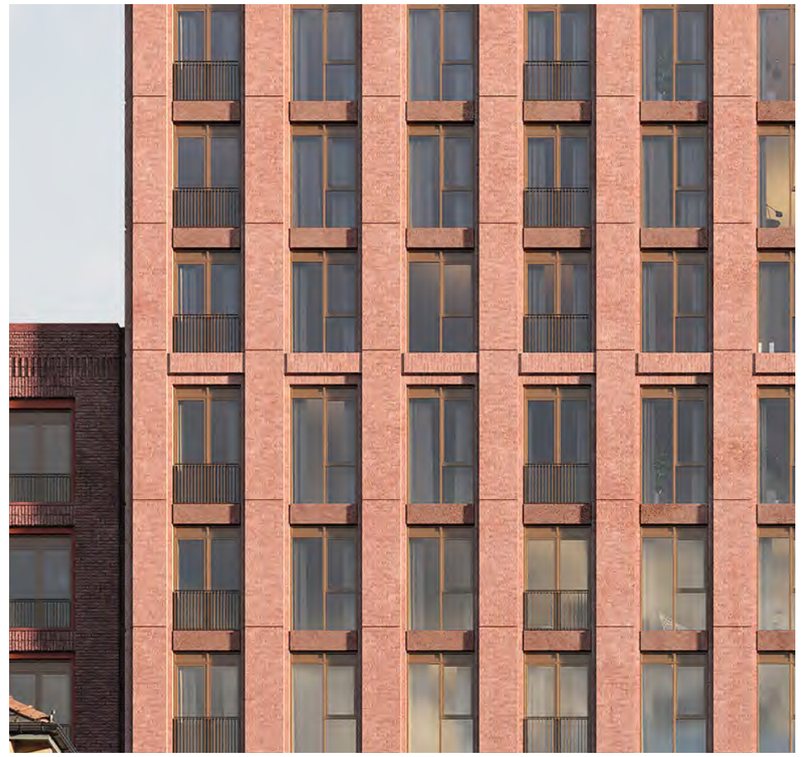
Replicating the previous details, the entire opening is framed by a brick corbel detail, though this time using the same light buff/pink brick.



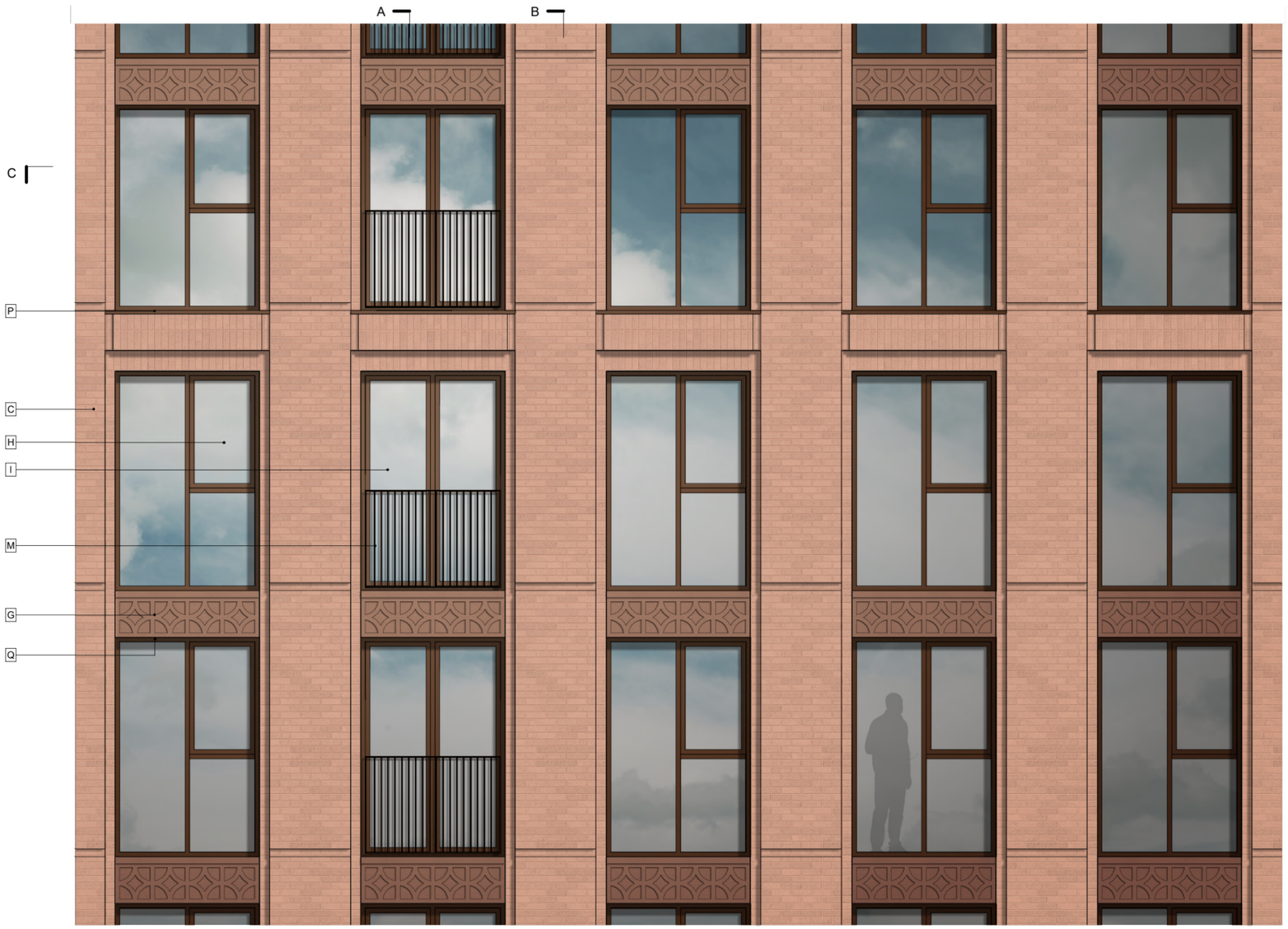




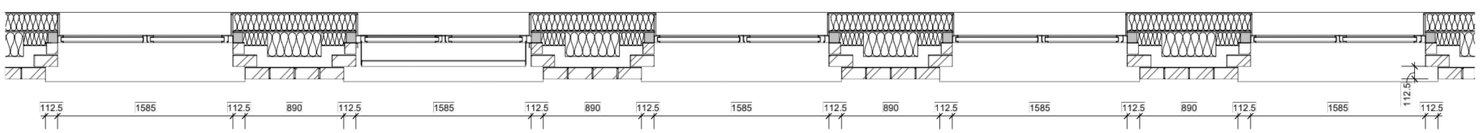




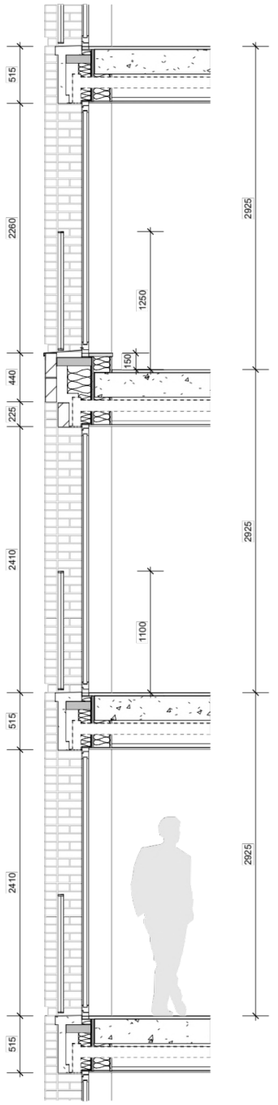
Left (top): Simpsonhaugh photograph of Ducie Street Warehouse.
(middle) Ardwick, Sparkle Street, No 32 Store Street, corner of Sparkle Street: Unknown (1968)
(bottom): Simpsonhaugh photograph of Crusader Mill.
Right (top): Proposed material palette collage.
(bottom): Proposed visual of Tower Element 01 (Virtual Planet, 2023)
Opposite page: Proposed tower element 01 detail elevation (planning application drawing).



Detail Elevation_Type 03

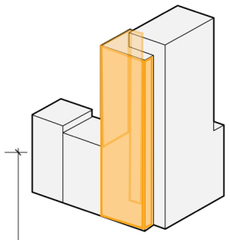


Section CC'



Section AA'

Section BB'



A: Feature Facing Brickwork: Orange/ Red Brick With Dark Recessed Mortar

B: Feature facing brickwork: Dark red/ brown brick with dark recessed mortar

C: Feature facing brickwork: Light buff/pink brick with flush colour matching mortar

D: Feature facing brickwork: Orange/ red smooth faced brick.

E: Feature facing brickwork: Brown/red smooth-faced brickwork in a decorative 'push/pull' pattern

F: Feature facing brickwork: Dark red/brown brick in a 'push/pull' decorative pattern

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I: Vision Unit Type 2: Glazed openable door, dark brown/bronze anodised aluminium profiles

J: Vision Unit Type 3: Fixed window, dark brown/bronze anodised aluminium profiles

K: Vision Unit Type 4: Capped curtain wall, dark brown/bronze anodised aluminium profiles

L: Openable Door: Dark brown/ bronze anodised aluminium

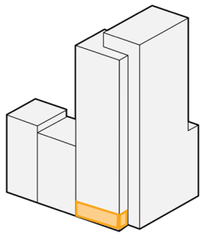
M: Metal balustrade: Dark brown/ bronze to match window frame

N: Precast sill: Colour to match orange/ red smooth faced brickwork

O: Precast sill: Colour to match light brown/red panel

P: Aluminium sill: Colour to match window frame

Q: Aluminium vent: Colour to match window frame



4.4 Appearance and Materials

4.4.8 TOWER ELEMENT 01: BASE DETAIL

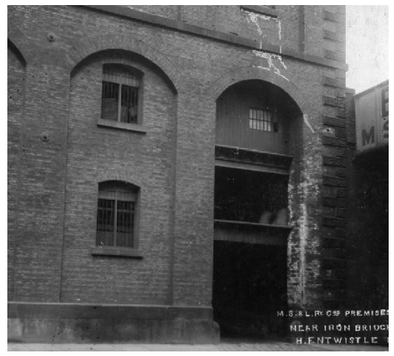
Continuing the precedent set by the Townhouse base detail along Store Street, the Tower elements present a double storey ordering at their base. However, the detailing around the window openings is consistent with the levels above. The only change is the removal of the recessed brick coarse between Ground and First Floor. Again, this is project a weight/solidity similar to the historic former warehouse buildings such as Ducie Street Warehouse.

To further present a "panelised" aesthetic, the corners of the tower elements are inverted, adding finesse to the edge and slimming the visual appearance of the building. This detail continues all the way up the tower and draws parallels to the corbel detail around window openings, particularly where they both meet the ground.

At ground floor, the Tower Block 01 wraps around the entrance and amenity space, providing active frontage and a connection to the public realm. The dark brown/ bronze colour of the windows and balustrading above is continued by the capped curtain walling. The new street paving will continue up to the building, widening the public footpath on a footpath that will be a key pedestrian link between Piccadilly and the Etihad/Coop Live Arena.

Whilst still a traditional brick building, it appears visually lightweight in comparison to the "neighbourhood scale" elements through a greater ratio of glazing to solid and elongated vertical proportions to the grid.



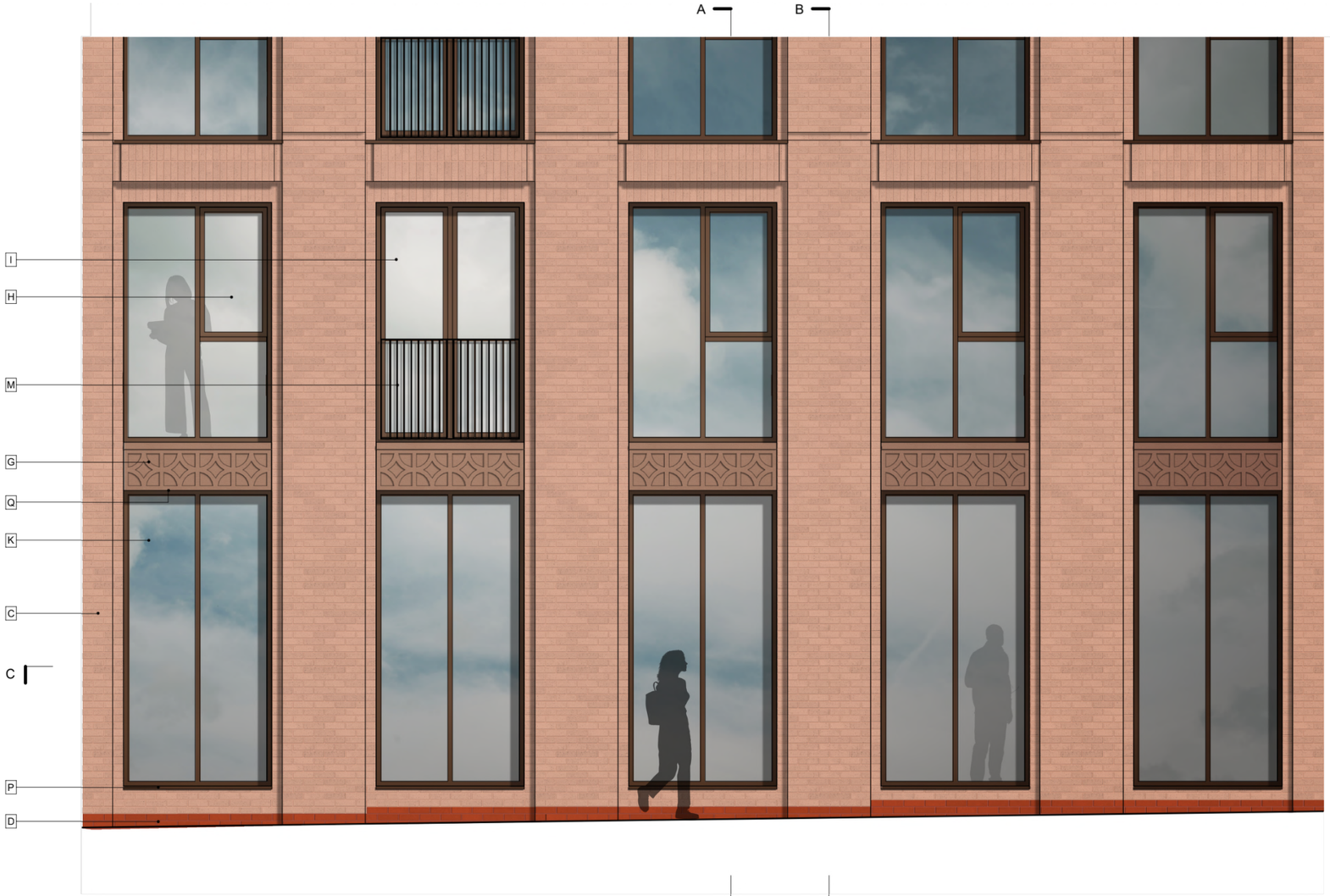




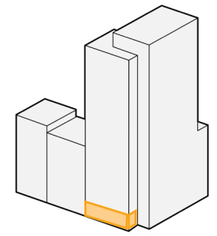


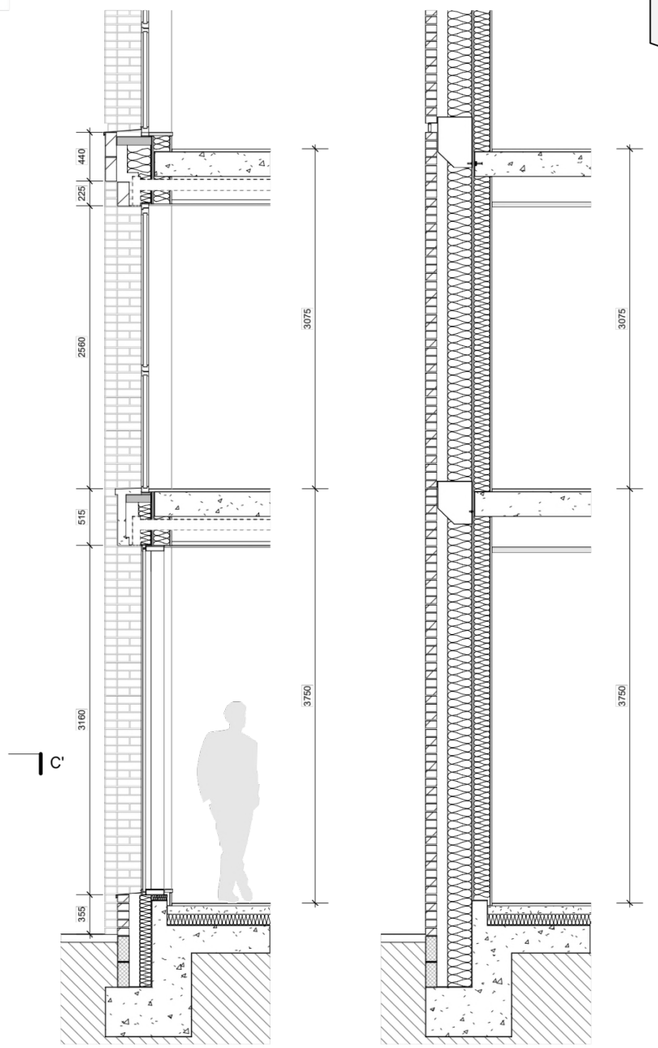


Left (top): *Simpsonhaugh photograph of Ducie Street Warehouse.*
(middle) *Store Street: Entwhistle, H., 1895.*
(bottom): *Simpsonhaugh photograph of Crusader Mill.*
Right (top): *Proposed material palette collage.*
(bottom): *Proposed Tower Element base visual (Virtual Planet, 2023)*
Opposite page: *Proposed Tower Element base detail elevation (planning application drawing).*



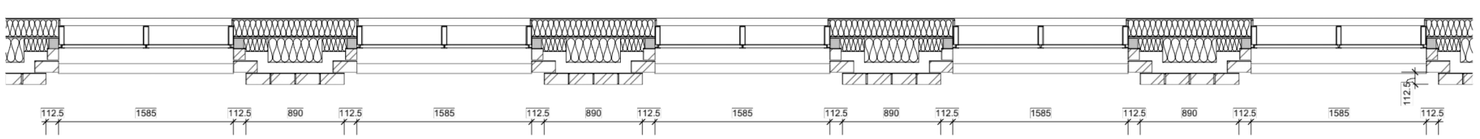
Detail Elevation_Base 02





Section AA'

Section BB'



Section CC'

A: Feature Facing Brickwork: Orange/ Red Brick With Dark Recessed Mortar

B: Feature facing brickwork: Dark red/ brown brick with dark recessed mortar

C: Feature facing brickwork: Light buff/pink brick with flush colour matching mortar

D: Feature facing brickwork: Orange/ red smooth faced brick.

E: Feature facing brickwork: Brown/red smooth-faced brickwork in a decorative 'push/pull' pattern

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L: Openable Door: Dark brown/ bronze anodised aluminium

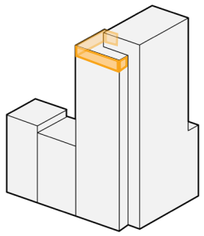
M: Metal balustrade: Dark brown/ bronze to match window frame

N: Precast sill: Colour to match orange/ red smooth faced brickwork

O: Precast sill: Colour to match light brown/red panel

P: Aluminium sill: Colour to match window frame

Q: Aluminium vent: Colour to match window frame



4.4 Appearance and Materials

4.4.9 TOWER ELEMENT 01: LEVEL 26 AMENITY/ROOF PARAPET DETAIL

The topmost level of Tower 01 is a residents amenity space. The celebratory nature of the arch chimes with the usage of the space behind being different, as well as providing a way to finish the vertical grid. The increase height of the windows in the space also helps to signify the top of this element in an elegant manner.

The arch, in various forms, is a regularly occurring element within the architectural vernacular of the area, an example of which being the Vulcan Mill (shown left). The proposal is that the corbel detail continues around the arch, completing the framing of the 5-storey vertical window grouping.

It is proposed that the glazed portion of the arch would be capped curtain walling of the same colour anodising as the windows below. All ventilation for this space will be through the Tower 02 roof, meaning that the arches are kept pure and free of vents.

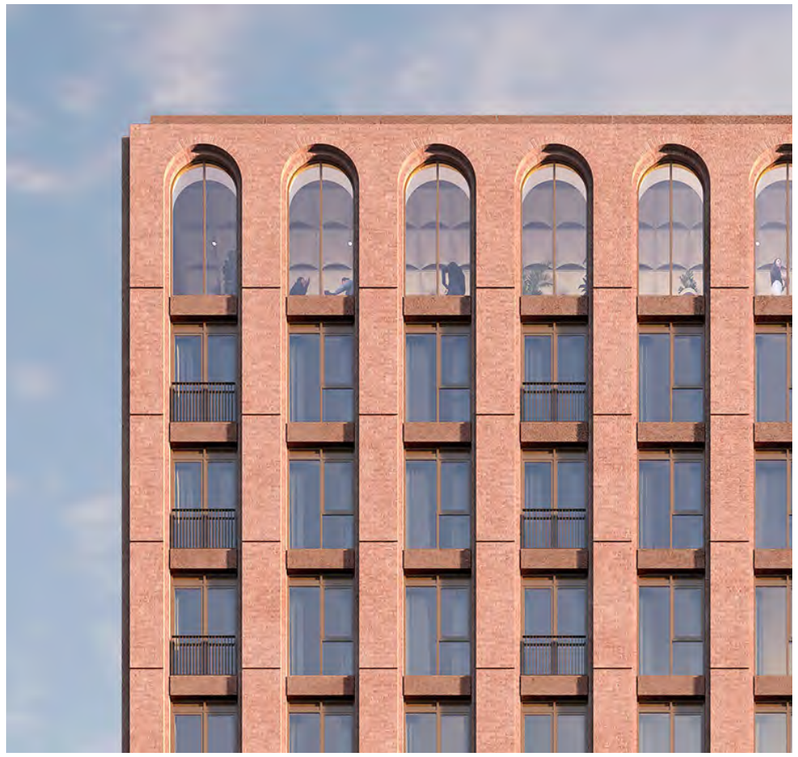
Above the arch is a precast coping. Above this and pushed back from the facade face is a small precast parapet, concealing the roof build-up and collapsible railing for access and maintenance. This will have minimal visual appearance from street level, keeping the emphasis on the arches.



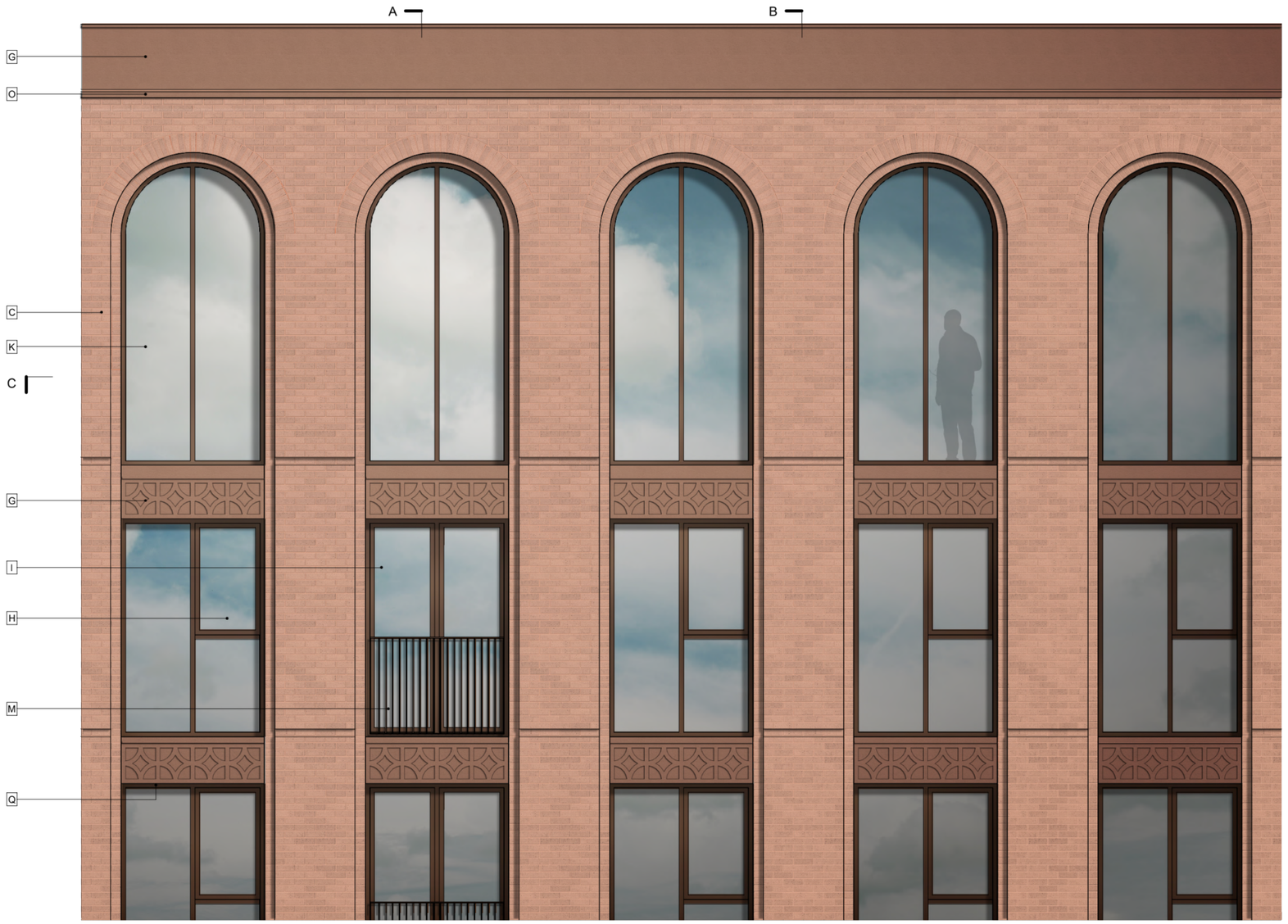




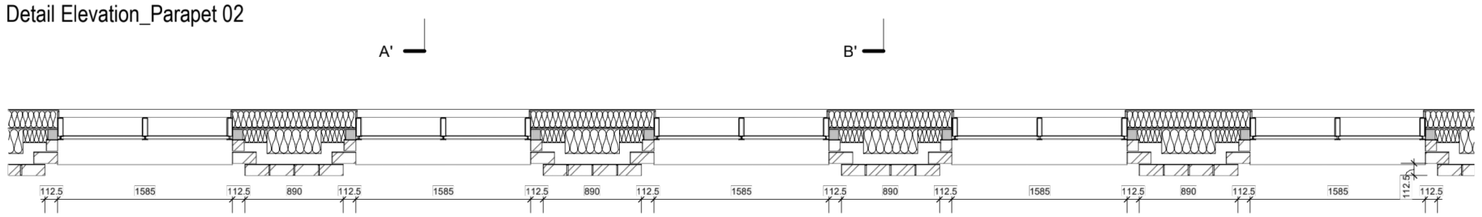




Left (top): *Simpsonhaugh photograph of Ducie Street Warehouse.*
(middle): *Simpsonhaugh photograph of Vulcan Mill.*
(bottom): *Simpsonhaugh photograph of Crusader Mill.*
Right (top): *Proposed material palette collage.*
(bottom): *Proposed tower element 01 parapet visual (Virtual Planet, 2023)*
Opposite page: *Proposed tower element 01 parapet detail elevation (planning application drawing).*

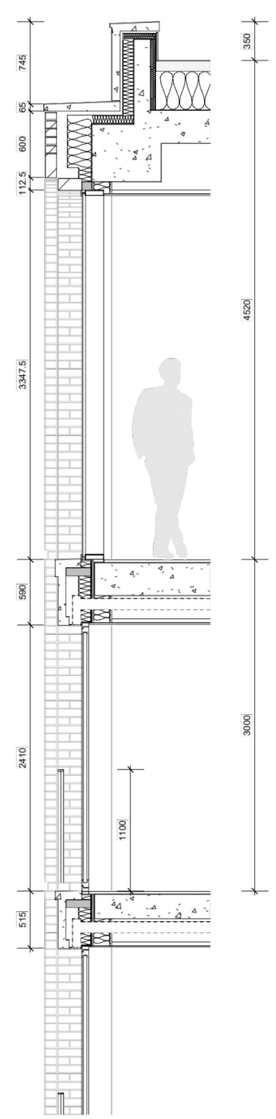


Detail Elevation_Parapet 02

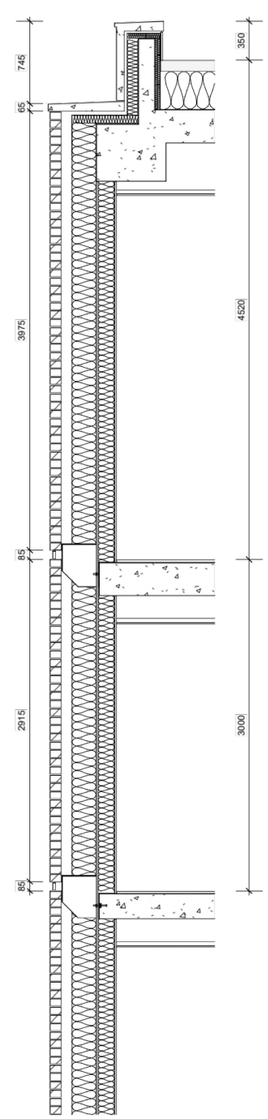


Section CC'

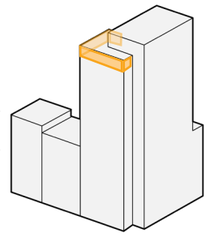
C'



Section AA'



Section BB'



A: Feature Facing Brickwork: Orange/ Red Brick With Dark Recessed Mortar

B: Feature facing brickwork: Dark red/ brown brick with dark recessed mortar

C: Feature facing brickwork: Light buff/pink brick with flush colour matching mortar

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L: Openable Door: Dark brown/ bronze anodised aluminium

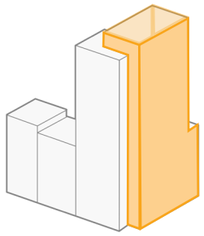
M: Metal balustrade: Dark brown/ bronze to match window frame

N: Precast sill: Colour to match orange/ red smooth faced brickwork

O: Precast sill: Colour to match light brown/red panel

P: Aluminium sill: Colour to match window frame

Q: Aluminium vent: Colour to match window frame



4.4 Appearance and Materials

4.4.10 TOWER ELEMENT 02

As the second "city scale" element, much of the principles of Tower 01 are repeated on Tower 02. This includes the choice of brick, which is intended to have only a small amount of variation in its colour from one brick to the next (within the range of light buff/pink) and the use of matching mortar colour, flush to the external brick face.

Again, at each level, one horizontal line of brick is recessed by approximately 25mm, creating a panelised aesthetic whilst using traditional brickwork, where the shadows of the recesses are read more than the individual bricks.

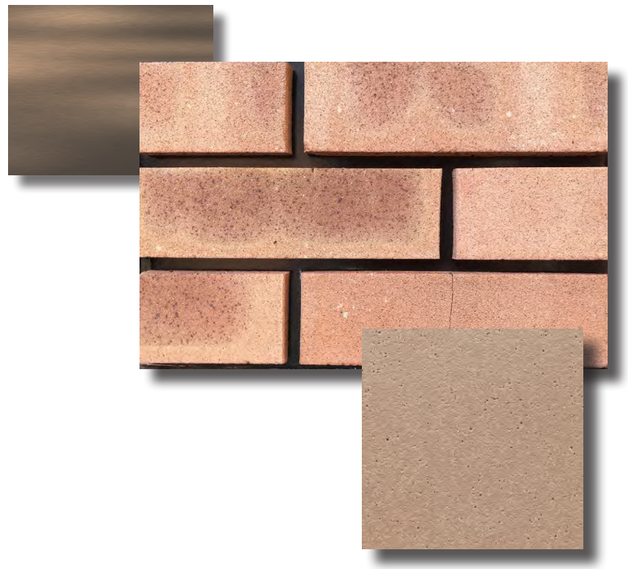
The use of 4-storey ordering is also repeated until the upmost portion where this increases to 6 storeys. The precast concrete spandrel pays homage to the stone lintels of warehouse buildings such as Crusader Mill (shown right) but its form differs from Tower 01. A series of vertical recesses within the panel replicate the pattern of the "push-pull" spandrel brickwork of Townhouse block 01.

Other principles repeated from Tower 01 are the openings being framed by the light buff/pink brick corbel detail and the inverted corner detail. The width and proportion of the windows and piers alters slightly between the two tower elements to work with apartment configurations.

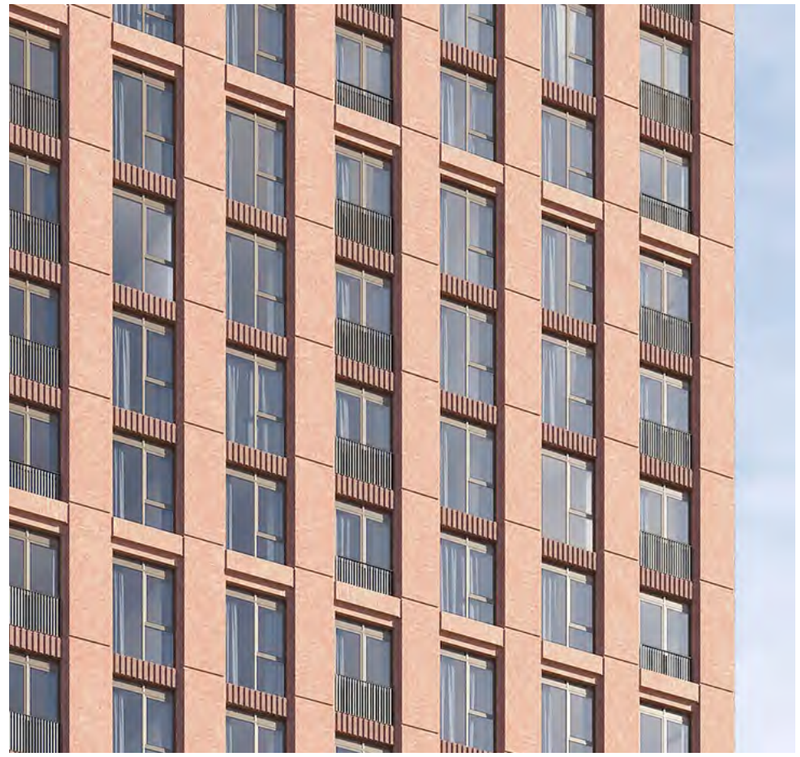
On the southern gable elevation and above the Level 26 Amenity, there are some areas where an opening within the grid is clad with recessed brickwork. In almost all cases, this is necessary to conceal elements such as lift cores.







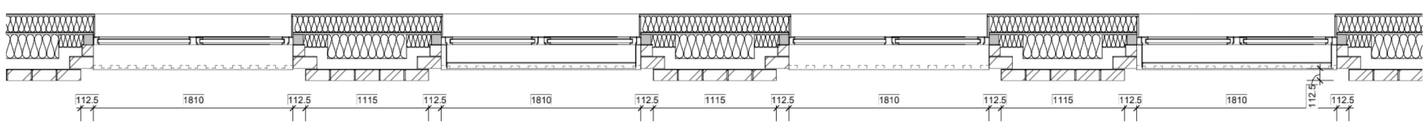




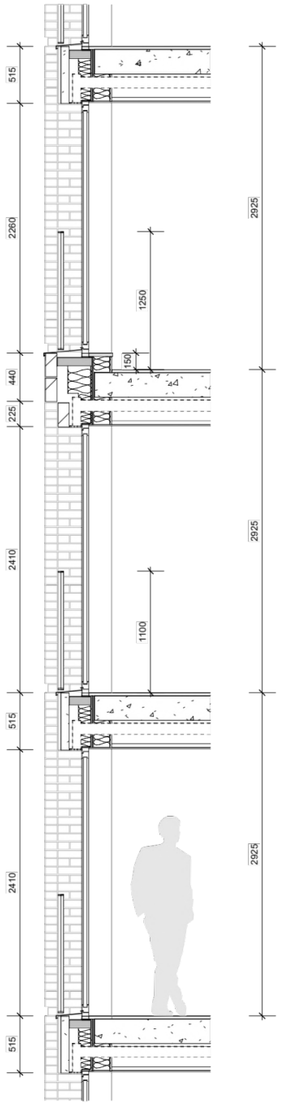
Left (top): Simpsonhaugh photograph of Ducie Street Warehouse.
(middle) Store Street: Entwhistle, H., 1895.
(bottom): Simpsonhaugh photograph of Crusader Mill.
Right (top): Proposed material palette collage.
(bottom): Proposed tower element 02 visual (Virtual Planet, 2023)
Opposite page: Proposed tower element 02 detail elevation (planning application drawing).



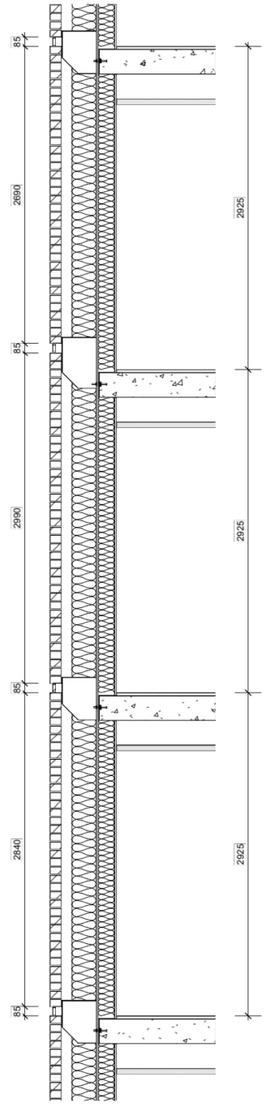
Detail Elevation_Type 04



Section CC'



Section AA'



Section BB'

A: Feature Facing Brickwork: Orange/ Red Brick With Dark Recessed Mortar

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M: Metal balustrade: Dark brown/ bronze to match window frame

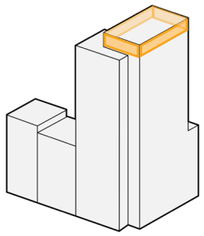
N: Precast sill: Colour to match orange/ red smooth faced brickwork

O: Precast sill: Colour to match light brown/red panel

P: Aluminium sill: Colour to match window frame

Q: Aluminium vent: Colour to match window frame

Charles Street Elevation Detail



4.4 Appearance and Materials

4.4.11 TOWER ELEMENT 02: LEVEL 27 / PARAPET DETAIL

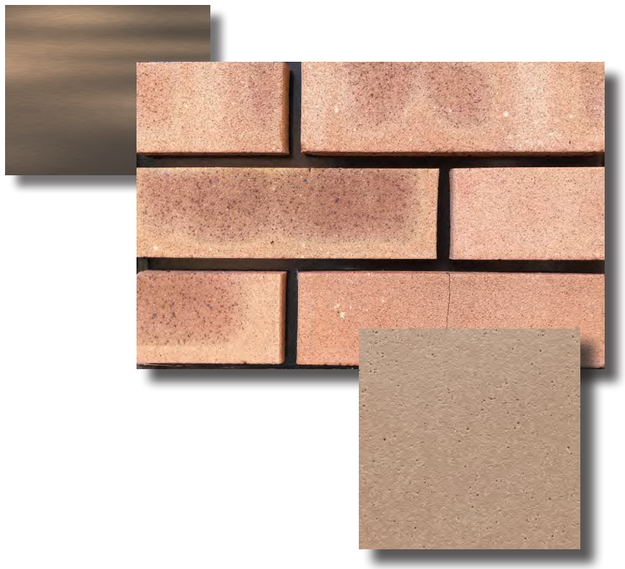
Contrasting to the philosophy of the parapet on the Townhouse Block 02, where an expression of weight was desirable, the parapet detail of Tower Element 02 looks to slim and lighten the top. This is whilst providing a sufficient parapet at roof level to enable safe access and maintenance, and conceal the lift overrun.

This is achieved by increasing the height of the top floor apartments, enabling the height of the windows on this level to be increased. Above the window is an enlarged precast concrete panel, with the same vertical pattern as the spandrels below to extend the height of the opening further.

The completion of the grid with the horizontal element of soldier course light buff/pink brick (with a single vertical course on either end recessed by 25mm, as replicated at all horizontal grid elements) conceals the rest of the parapet. A precast concrete coping of matching colour to the spandrels competes the top of the tower.

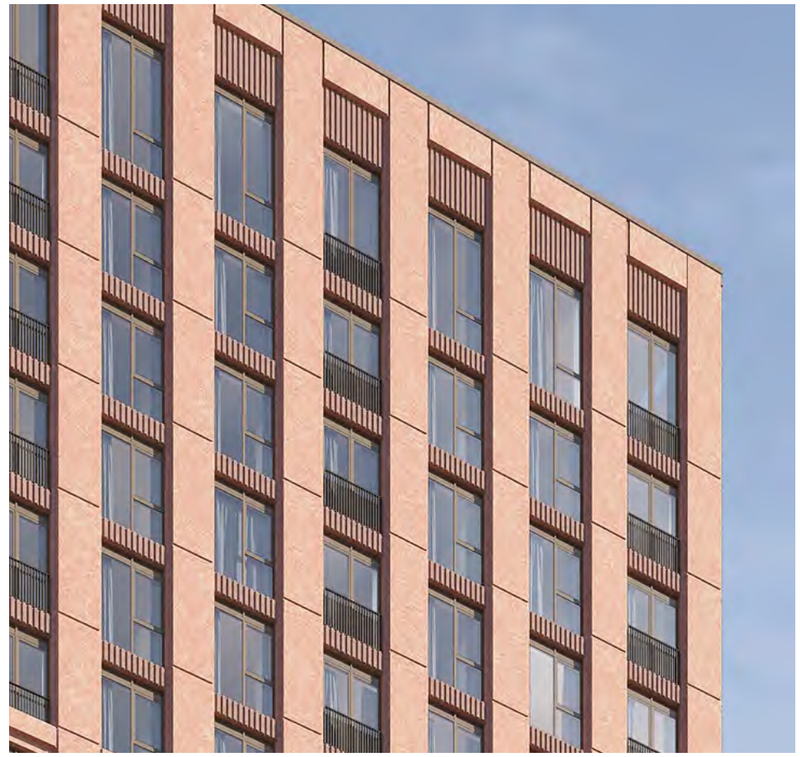
The dark brown/bronze anodising of the windows is darker than both the brick and the precast. The balustrading will colour match the windows, with the vertical bars corresponding to the vertical recesses of the spandrel panel.







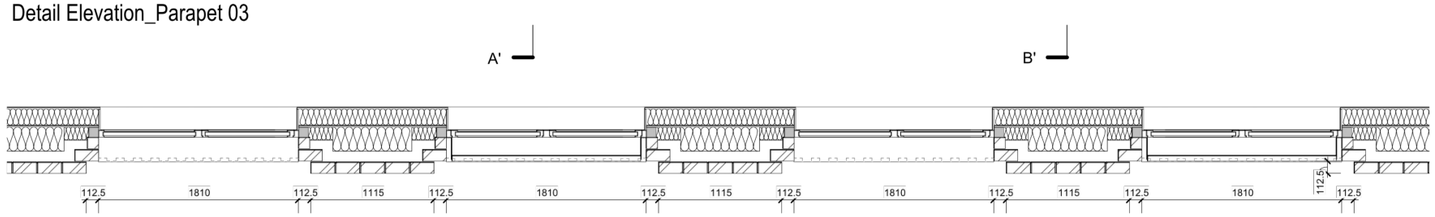




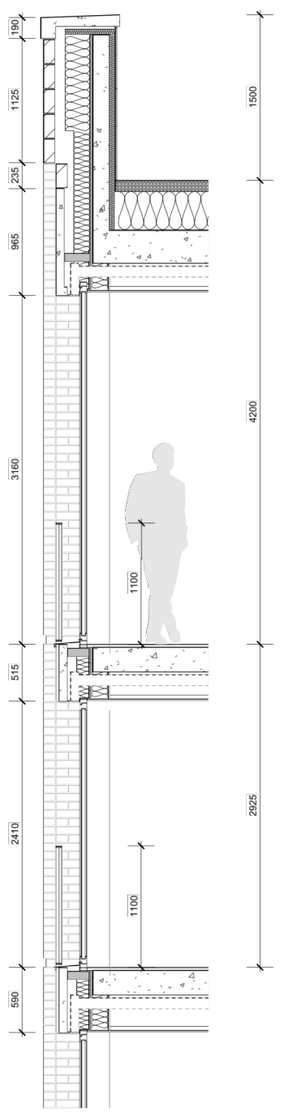
Left (top): *Simpsonhaugh photograph of Ducie Street Warehouse.*
(middle) *Store Street: Entwhistle, H., 1895.*
(bottom): *Simpsonhaugh photograph of Crusader Mill.*
Right (top): *Proposed material palette collage.*
(bottom): *Proposed tower element 02 parapet visual (Virtual Planet, 2023)*
Opposite page: *Proposed tower element parapet detail elevation (planning application drawing).*



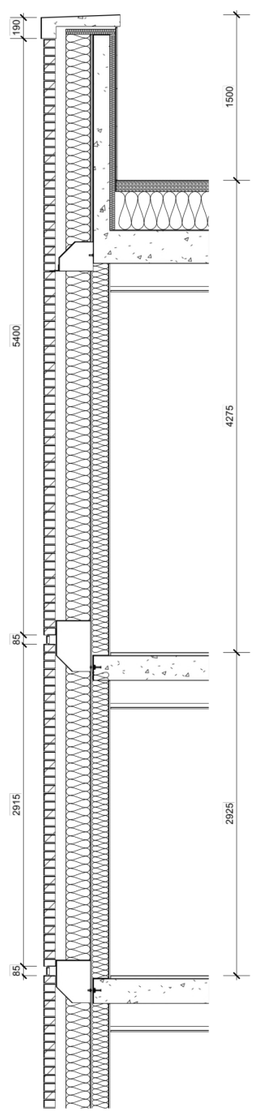
Detail Elevation_Parapet 03



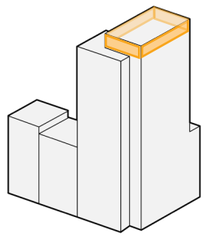
Section CC'



Section AA'



Section BB'



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Charles Street Elevation Detail

4.4.12 PROPOSED VISUALS

Right: *Proposed visual from Store Street (Virtual Planet, 2023)*
Left : *Proposed visual from Jutland Street (Virtual Planet, 2023)*





4.4.12 PROPOSED VISUALS

Below: Proposed visual of main entrance from corner of Store Street and Sparkle Street (Virtual Planet, 2023)



4.4.12 PROPOSED VISUALS

Below: Proposed visual of the level 01 external amenity space in the evening (Virtual Planet, 2023)



4.4.12 PROPOSED VISUALS

Below: Proposed visual of the Level 26 amenity space (Virtual Planet, 2023)



4.4.12 PROPOSED VISUALS

Below: Proposed visual of the street-scape along Store Street (Virtual Planet, 2023)



4.4.12 PROPOSED VISUALS

Below: Proposed visual of the level 01 external amenity space (Virtual Planet, 2023)

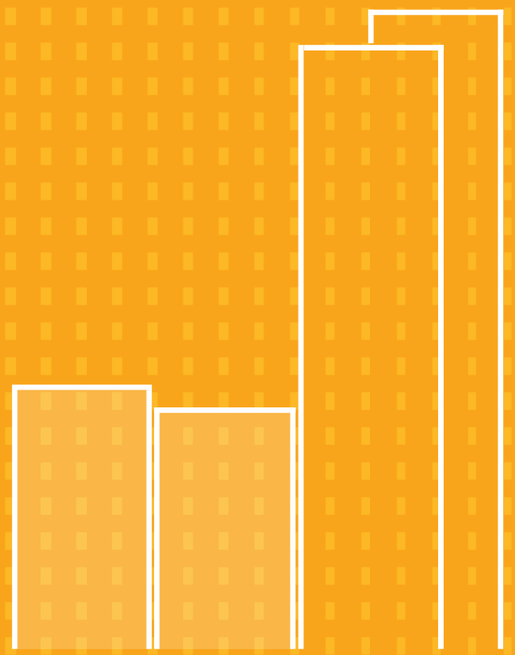


4.4.12 PROPOSED VISUALS

Below: Proposed visual of the level 01 external amenity space (Virtual Planet, 2023)







5.0

Access

5.1 Inclusive Design

5.1.1 OVERVIEW

This section of the report outlines the approach to inclusive design within the building and how it has been designed to meet the relevant standards and regulations.

The proposals have been designed to apply inclusive design principles to the internal and external spaces, creating a safe and secure environment which respond to the needs of all users. The development will be designed to meet standards set out in Part M and BS8300.

5.1.2 LEGISLATION

The development has been designed to be as accessible as possible, to not put disabled people at a significant disadvantage, as laid out in the Equality Act 2010 and taking into account Approved Document M (2015 Edition with 2021 updates) of the Building Regulations.

5.1.3 ENTRANCE & GROUND LEVEL

The existing external levels of the site grade down in height from the south west corner to the north east corner by approximately 4.5m. The ground floor level has been set to allow level access at the reception entrance on the corner of Sparkle Street and Store Street and as such the building configuration and layout on site has been developed to minimise the need to negotiate changes in level when approaching the site from the main public highway.

In terms of access, pedestrian routes within the site will be even and slip resistant when dry or wet. All pedestrian routes connect with entrance points to the building with flush level access. The external lighting will be developed to ensure that the entrance area is adequately lit during daylight hours and after dark.

5.1.4 AMENITY SPACES

All amenity spaces (internal and external) are level access from the lift lobby. The lift lobby and corridors comply with document Approved Document M. Interior design of these spaces will take account of accessibility needs,

5.1.5 APARTMENTS

The apartment layouts in both buildings have been designed to conform to the optional requirements outlined in Approved Document M4 (Category 2): 'accessible and adaptable dwellings' wherever possible - exceeding statutory minimum requirements. Subject to detailed design, approximate 60% of all apartments are expected to comply with M4(2)

Through meeting criteria it is anticipated that it will be possible to deliver homes that allow adaptation to meet the changing needs of occupants over time, including those of some older and disabled people.

A typical one-bedroom apartment and two-bedroom apartment has been used to test compliance against Approved Document M.

The plan drawing also illustrates the way in which the apartment could be adapted in accordance with M4(2) to be fully accessible. The main adaption required centres around the need to provide a level access shower.

The minimum feasible depth for a shower is 75mm, however due to limitations on the depth of the floor finishes zone at only 25mm, it is necessary to provide a 1:21 incline to allow step free wheelchair access up 35mm (plus 15mm threshold) in to the shower room, the overall dimensions for the en suite shower room have been increased to facilitate a 1500mm turning circle.

2.24c

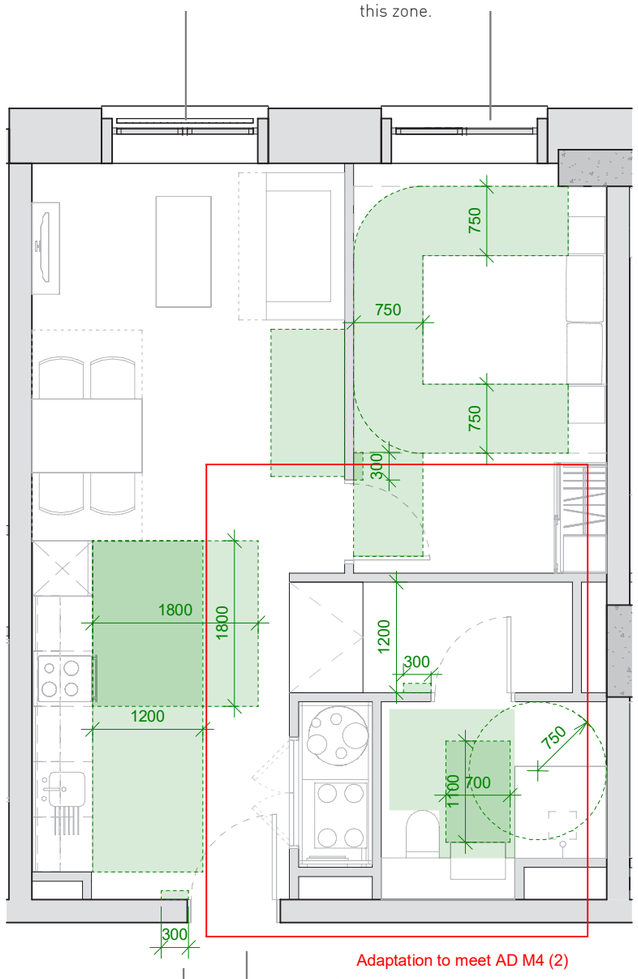
Glazing to the principal window of the principal living area starts a maximum of 850mm above floor level

Glazing proposed full height circa. 375mm from floor level.

2.30c

The handle to at least one window in the principal living area is located between 450mm and 1200mm above floor level.

All window door handles to be within this zone.



2.22d

300mm nib to leading edge of every door in the entrance storey

2.22d

300mm nib to leading edge of every door in the entrance storey

Apartment 1B2P

2.25c

Every other double bedroom can provide a clear access zone a minimum 750mm wide to one side and the foot of the bed.

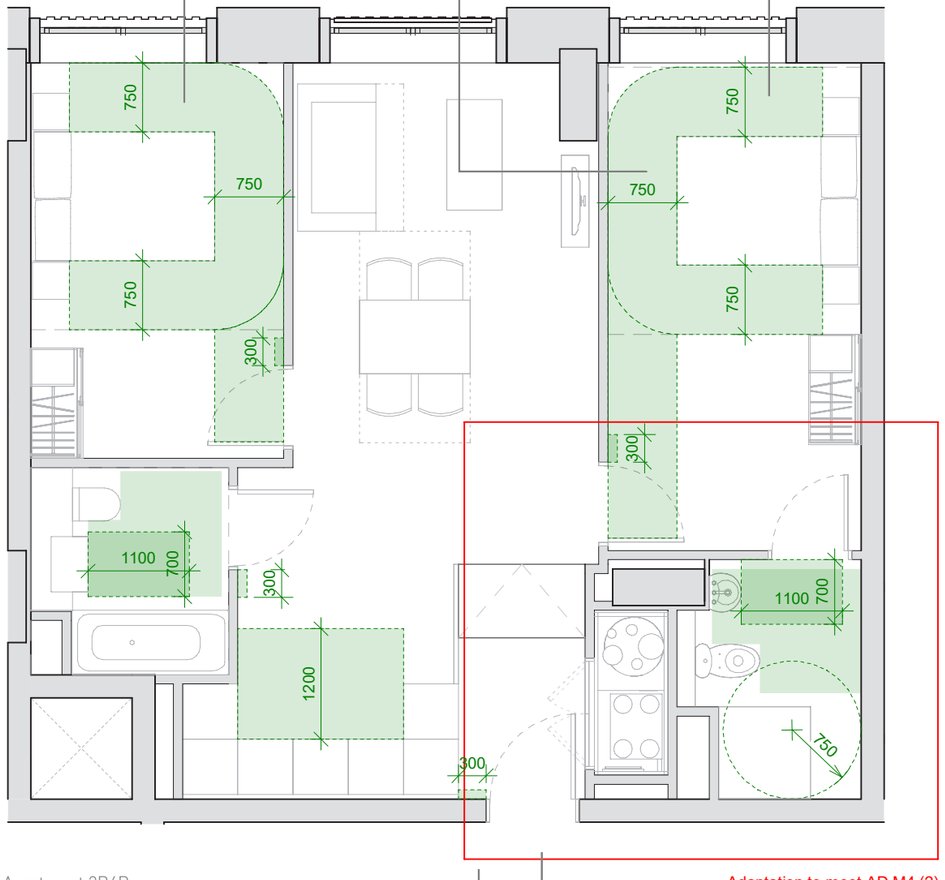
Both sides provided

2.25b

The principal bedroom) can provide a clear access zone a minimum 750mm wide to both sides and the foot of the bed.

2.25a

Every bedroom can provide a clear access route a minimum 750mm wide from the doorway to the window.



Apartment 2B4P

2.22d

300mm nib to leading edge of every door in the entrance storey

2.22d

300mm nib to leading edge of every door in the entrance storey

5.2 Design for Security

5.2.1 OVERVIEW

The principles of Secure by Design have been considered throughout the initial design development process, including consultation with Greater Manchester Police.

5.2.2 SECURITY PRINCIPLES

A summary of the principles for the development respond, in part, to comments raised by GMP, and are as follows:

- The development will present active frontage to the Store Street and part of Sparkle Street elevations around the site, which will help provide natural surveillance of the public realm.
- The exterior of the development has a simple footprint, presenting few recesses that could be exploited.
- Cycle storage and refuse storage will be contained securely within the building footprint.
- All access points to external areas (Service road or Level 01 amenity is controlled through fences and gates.
- The corridor layouts minimise potential hiding spaces.
- Any apartments or townhouses at street level are provided with a defensible area in front of windows to improve privacy.
- A comprehensive CCTV system will be installed throughout the building to allow staff to monitor movement of guests, visitors and potential intruders.
- The development is staffed and managed 24 hours a day.

This is discussed further in the Crime Impact Statement

5.3 Vehicular, Pedestrian & Cycle Access

5.3.1 OVERVIEW

All servicing, deliveries and waste collection will be either through the loading bay on Store Street or service road along the eastern edge of the building. To accommodate the new loading bay as well as landscaping along Store Street, some amendments have been made to the car parking spaces in this area. This new layout does not compromise any vehicular movements in/out of Jutland Street/Sparkle Street. A Transport Statement prepared by Curtins and submitted in support of the planning application sets out the wider access and transport strategy for the development.

A summary of site access and servicing is provided below.

5.3.2 ACCESS TO THE DEVELOPMENT

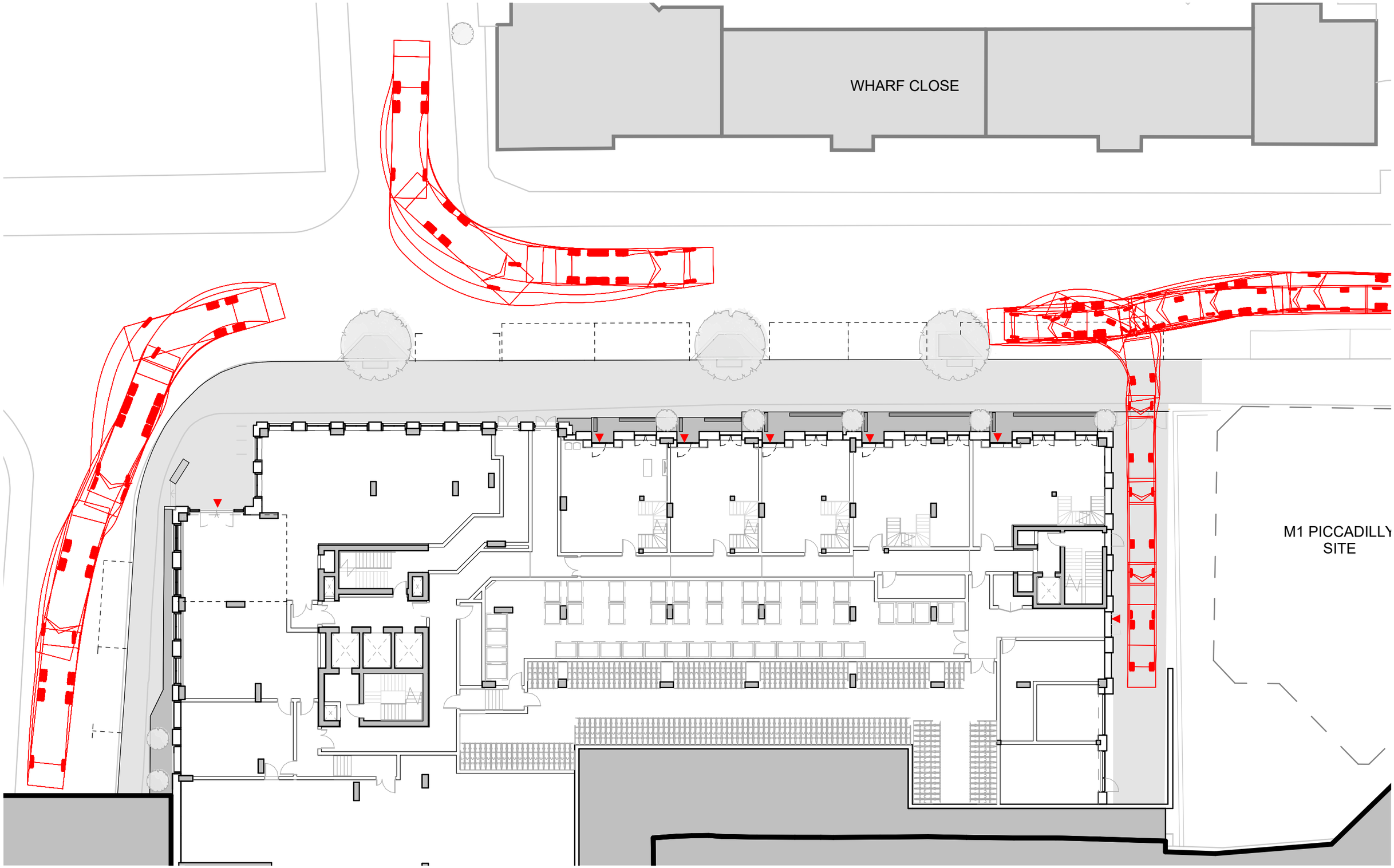
Accessible spaces, Car Club and Pay-and-Display car parking spaces are provided in close proximity to the main entrance. The site is also located in the vicinity of nearby public car parks, Piccadilly Road train station, city centre bus routes and Metrolink tram services.

Public pedestrian access to the development is provided from the corner of Store Street and Sparkle Street via a covered entrance, set back from the pavement edge.

5.3.3 CYCLE PARKING

In accordance with the sustainable travel plan initiatives described in detail within the Transport Statement, provisions for cycle parking have been considered.

Cycle storage is provided at ground floor level within designated secure storage spaces, accessed externally via the service road. In total, 359 cycle parking spaces are provided, equating to one space per apartment. Secure storage options will be available for a variety of different cycle types, as well as Sheffield stands in close proximity to the main entrance for any visitors to the development.


WHARF CLOSE
M1 PICCADILLY
SITE

5.4 Servicing Strategy

5.4.1 SERVICING & DELIVERY: WASTE COLLECTION

A waste management and servicing chapter within the Transport Statement prepared by Curtins and submitted in support of the planning application sets out the wider waste management for the development.

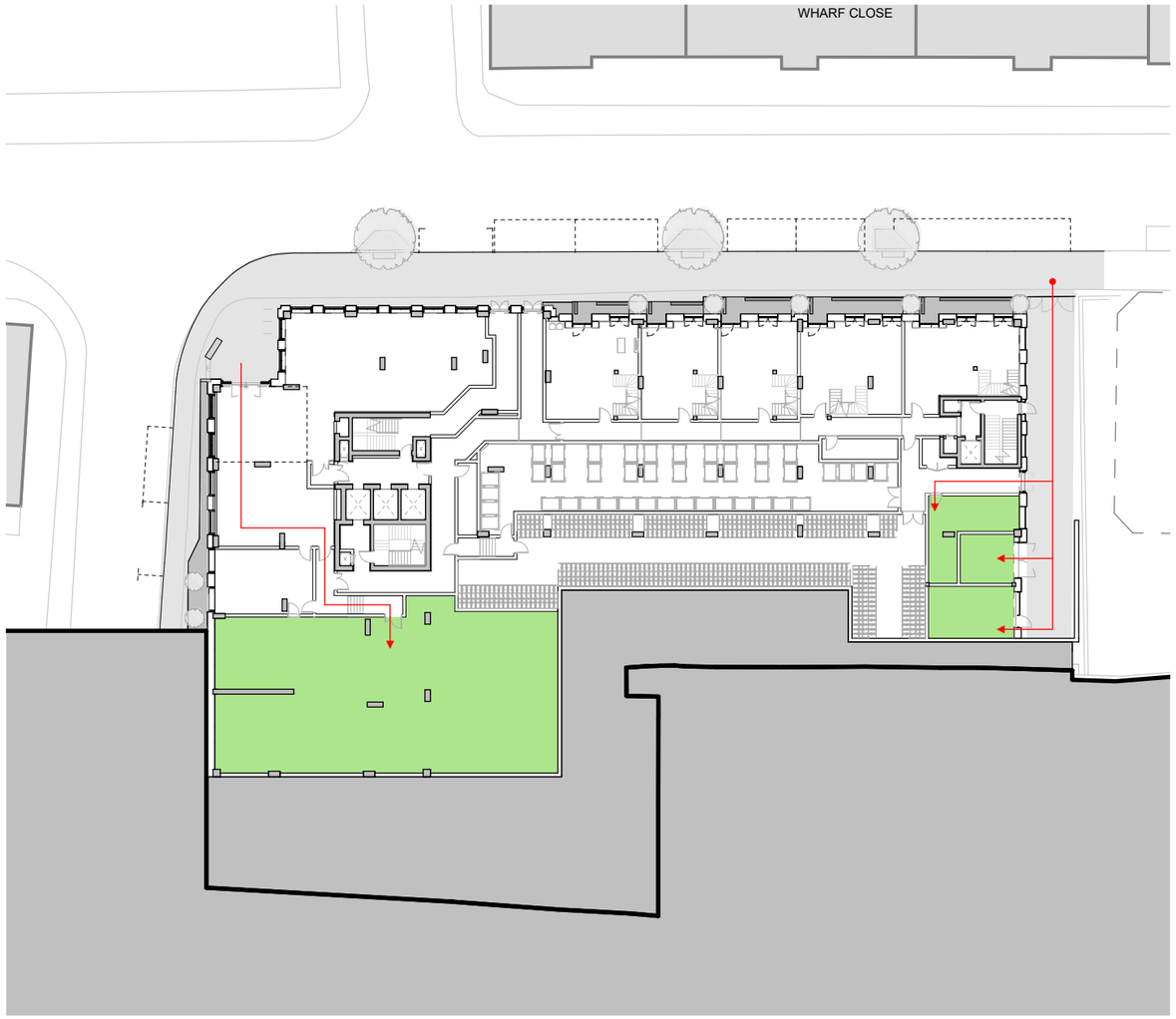
All recycling and waste material will be stored on site in a single secure waste bin storage area, located at Ground Floor and accessed by residents internally. Building management will take recycling and waste material from the refuse store to the external service road for collection. Bins will be returned to the refuse store following collection.

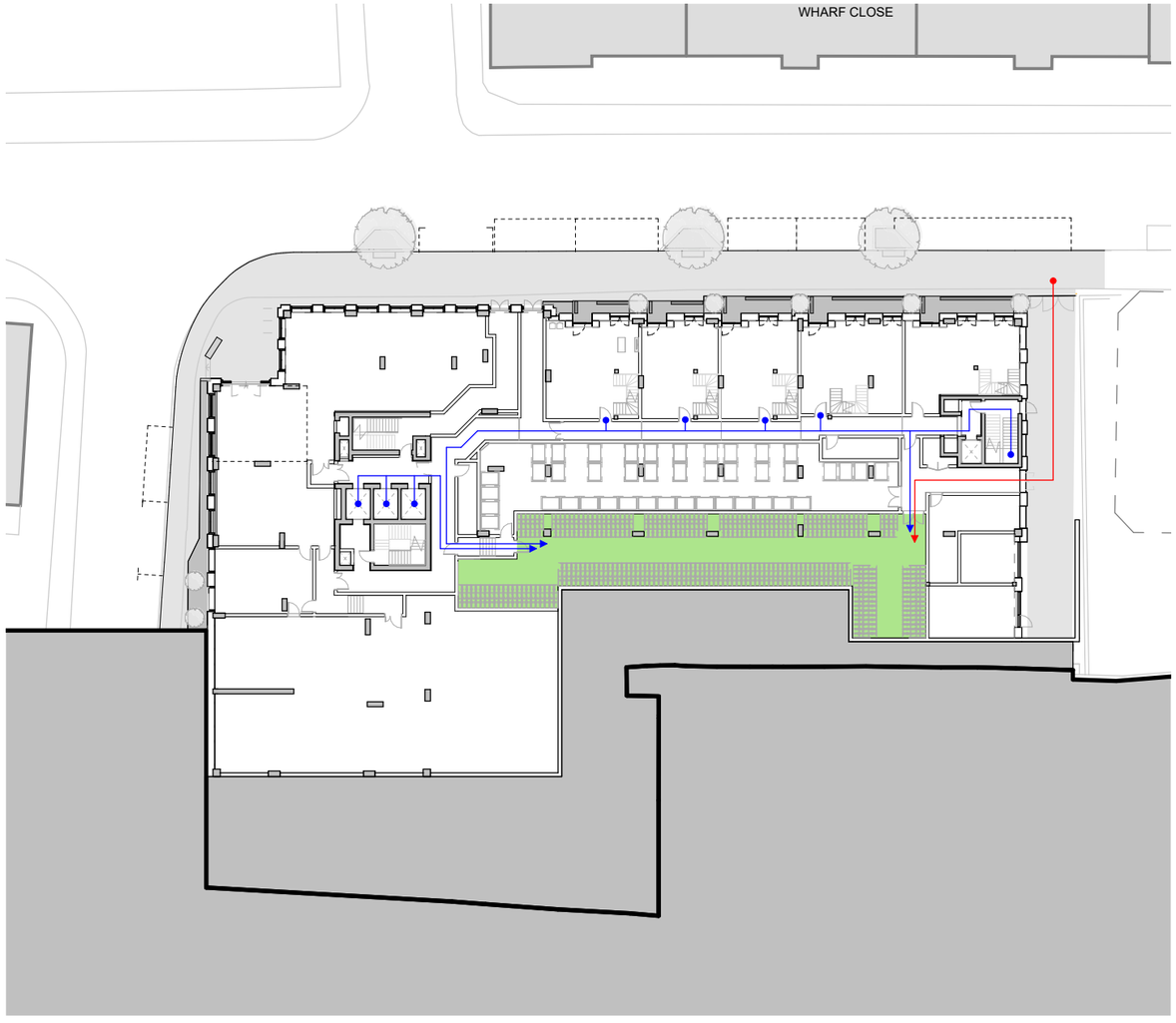
Waste is removed via a combination of council collections and a private contractor. It is estimated that the development will have a collection frequency of weekly for all waste streams.

5.4.2 SERVICING & DELIVERY: MAINTENANCE

Vehicular access to the substation and plant room is via the service road to the east of the development. The position of the substation and plant room has been designed to allow for vehicular access up to the doors.

The plant room to the south of the site contains primarily sprinkler tanks, which can be dismantled and carried out of the scheme via the main entrance.

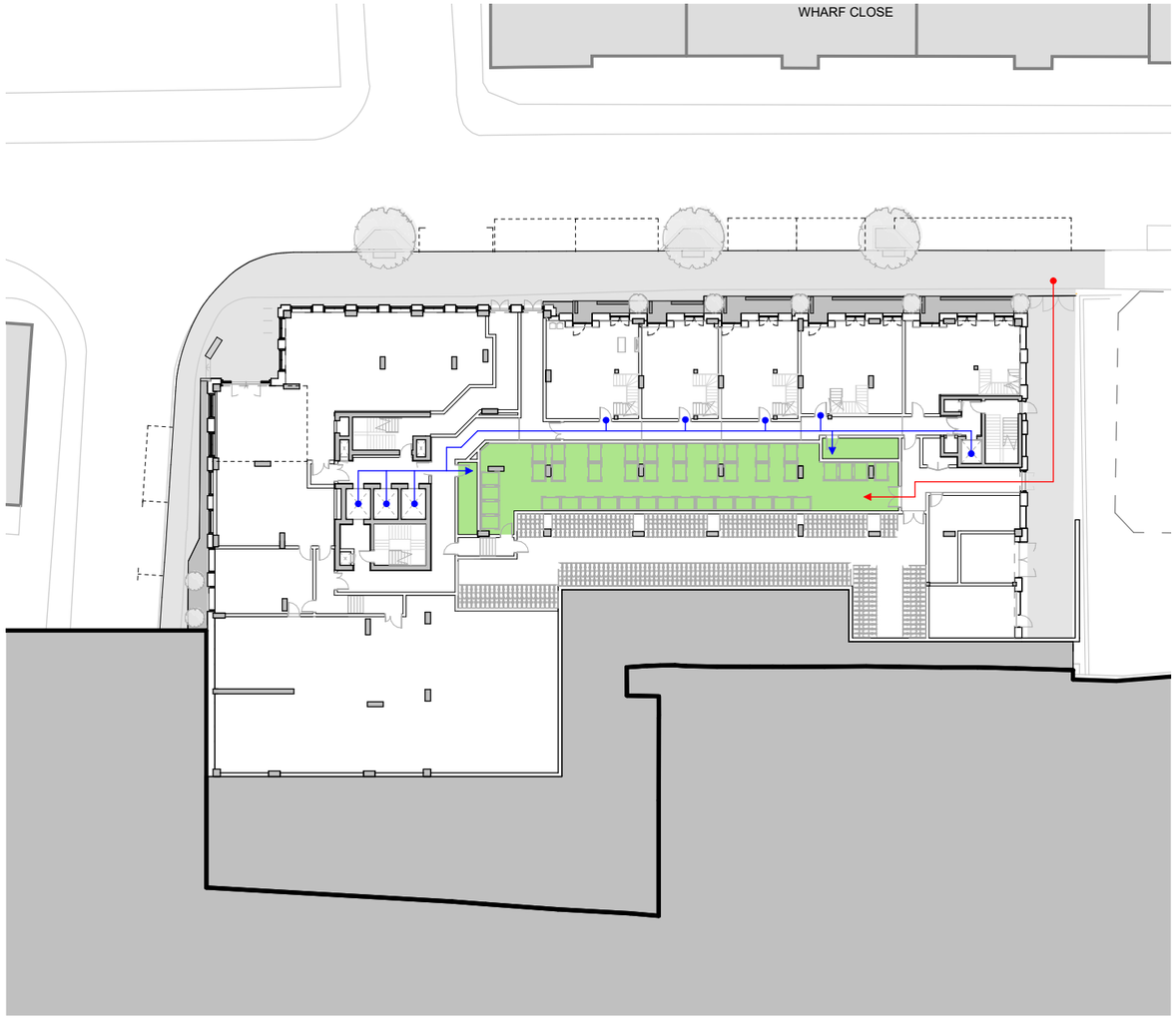




Secure Cycle Storage

Residents Route to Cycle Storage **without** Bicycle

Residents Route to Cycle Storage **with** Bicycle



Secure Refuse Storage

Residents Route to **Deposit** Waste

Management/Servicing Route to **Collect/Remove** Waste

5.5 Maintenance Principles

5.5.1 OVERVIEW

The design and layout of the building has been considered to accommodate both regular cleaning and maintenance as well as facade and plant replacement/repair.

Whilst a detailed maintenance strategy will be developed further during the next stage, an outline strategy has been prepared and considers building use, height, adjacencies and facade type. An appropriate strategy has been selected for each elevation.

For window replacement, all the windows are full height (floor to ceiling) double glazed units and are intended to be re-glazed internally.

For facade replacement, the principle elevations are envisaged as traditional brickwork. As such, it is unlikely that replacement will be required, and it is expected that this process will be limited to repair only.

5.5.2 ROOF ACCESS

Access to the Level 01, 10 and 27 roofs is via doors within the facade. The upmost roof is accessed via access hatches within the stair core which also serve as AOVs. All roof edges have a minimum 1100mm permanent fixed balustrading except Level 27 and on top of the secondary core on the Level 10 amenity terrace, where the handrails are foldable to minimise their visual impact.

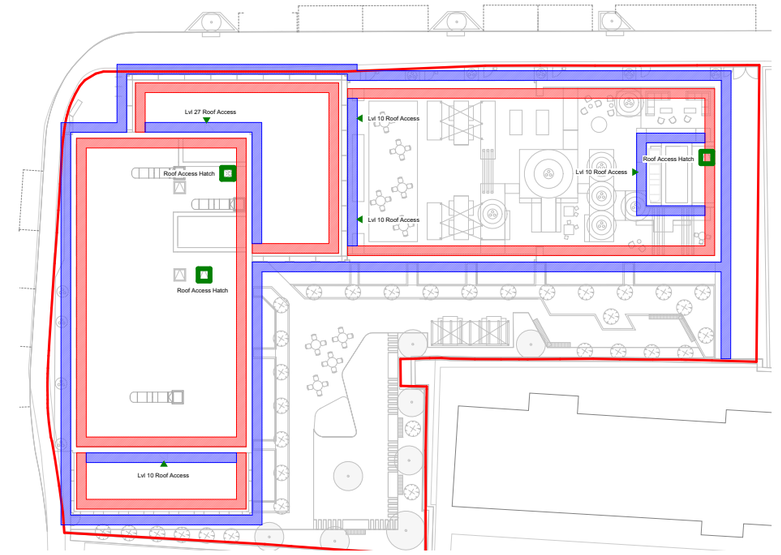
5.5.3 ELEVATION ACCESS

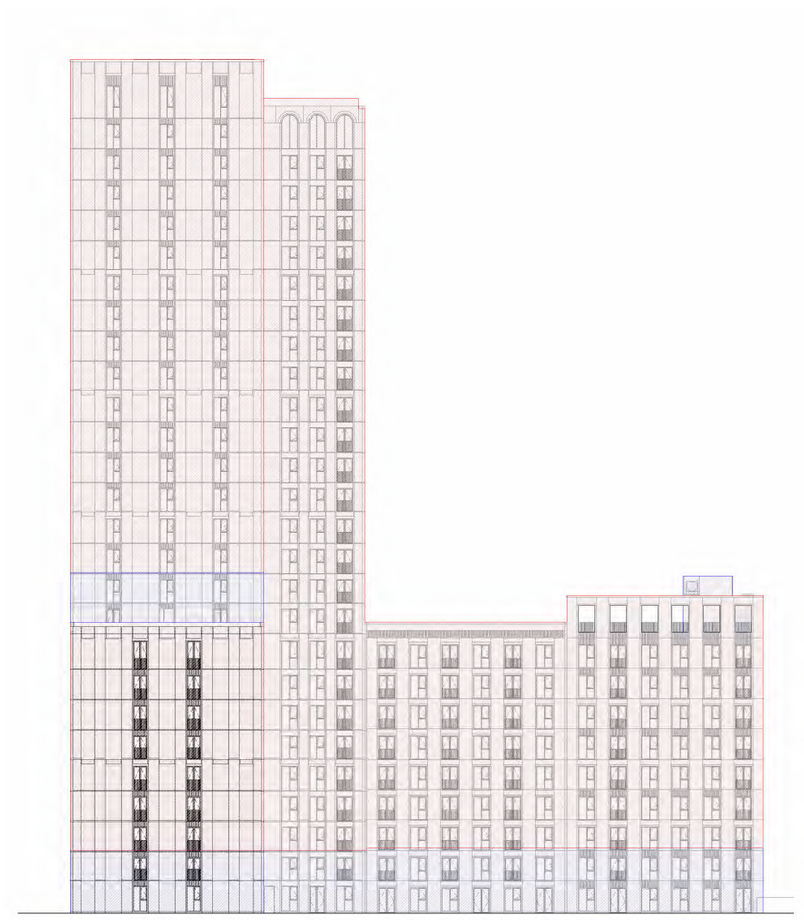
The primary cleaning and maintenance of all facades is proposed to be undertaken by a roof based strategy located at the individual roof levels, as the floorplate reduce as one goes higher up the building. The specific detail of this strategy will continue to be developed during the next design stages.

For areas that can be maintained through a ground based access method, this is the preferred strategy but is likely only applicable for the lowest two levels from ground or each roof level.

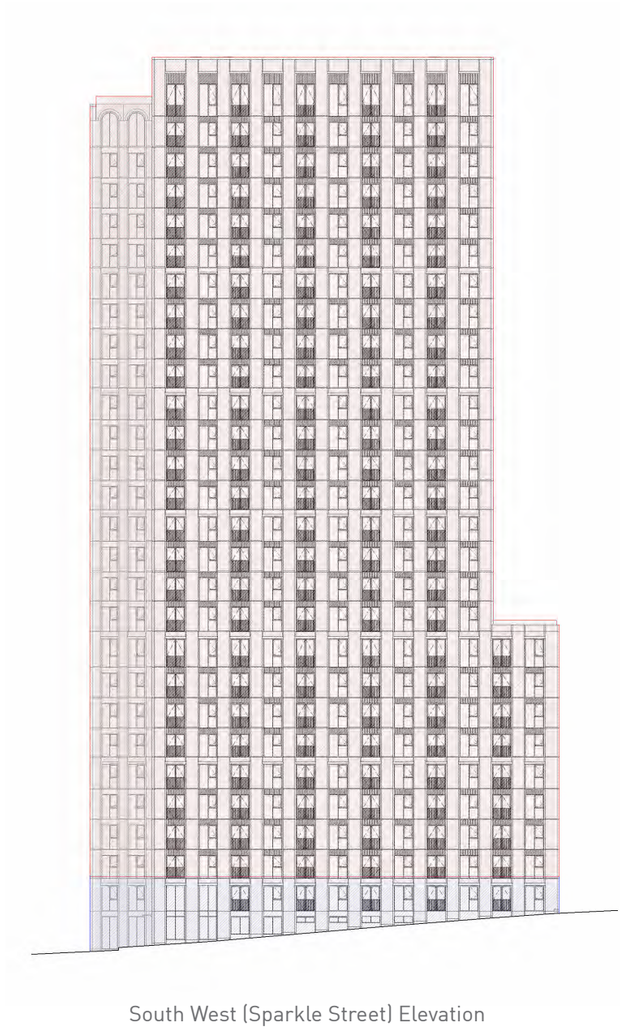
Roof-based Access

Ground-based Access

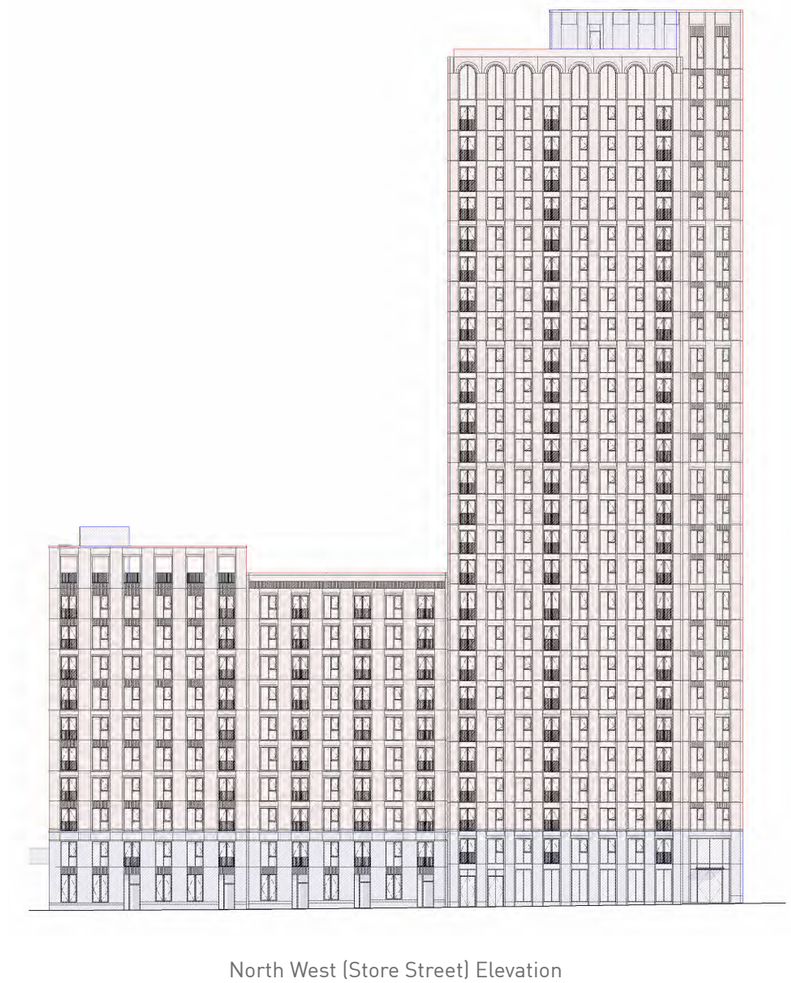




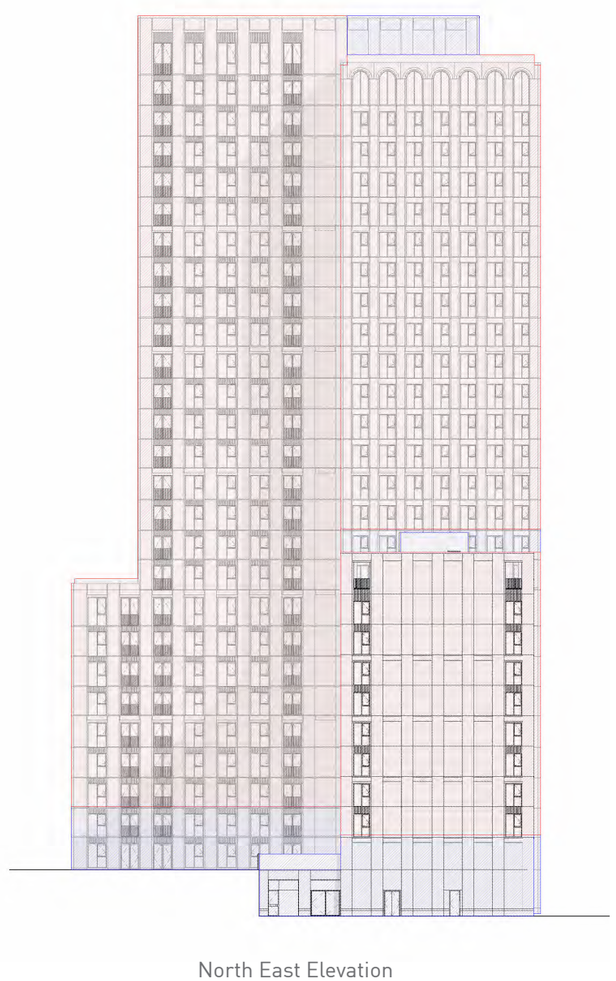
South East Elevation



South West (Sparkle Street) Elevation



North West (Store Street) Elevation



North East Elevation


BD72 SBE


NR23 GPL