



simpsonhaugh



First Street South - Building C, Manchester

DESIGN & ACCESS STATEMENT | November 2023
10474-A-B5D8-RP-DAS | 01



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1.1 Purpose of the Document

This Design and Access Statement has been prepared by SimpsonHaugh, with input from others, on behalf of Downing, and accompanies an application for detailed planning permission for Building C at the site known as Plot 11 in the First Street area of Manchester.

For the purposes of this statement Downing 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 also explains how access has been addressed in the Proposed Development applying Article.9 DMP0 (2015)

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 vacant site for Block C of Plot 11 First Street and the proposed erection of a 555 bed PBSA scheme up to 28 storeys. The proposal takes the form of a single curved tower form housing the student bedrooms with a single storey podium containing amenity spaces and Back of House. The planning application accordingly seeks full planning permission for the following (the “Proposed Development” or “Proposal”).

In 2021 planning permission was granted for 2,224 Co-living bedspaces across Blocks A/B/C/D, with the other 3 blocks (A/B/D) currently under construction.

1.1.2 THE PROCESS

In developing the proposals the Applicant has sought advice from a wide range of specialist consultants experienced in developing and delivering schemes of a similar nature to the proposals.

This is with the intention of delivering a unique project that 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 a extensive pre-application process with the Local Planning Authority, statutory consultees, HSE 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 demonstrates that analysis of the site and its surrounding context have been carried out and used to inform the design of 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 demonstrates 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 Real Estate , submitted in support of the application.

1.2.3 ‘EVALUATION’

This shows 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 explains 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 from North West (Autumn 2023)



1.3 The Applicant & the Architect

1.3.1 THE APPLICANT

Over Three Decades



A family-owned company founded over 30 years ago, Downing has a track record of success and many years of combined knowledge across the residential, commercial and educational property sectors and pride themselves on their ability to transform city centre locations into high-quality places for people to live, work and enjoy life.

Downing understand the challenges that students face when looking for accommodation that meets there needs and provides them with a positive place to live. Their schemes envision a place of convenience, security and quality, located to give students residents excellent connectivity to the city and their university.

Downing work with leading architects and develop, build and manage their schemes in-house. This key point of difference gives Downing the freedom to continually innovate and improve their schemes and in every new site, customer feedback and learning is input into the design of the buildings.

Over three decades, Downing has delivered inspirational student residential accommodation facilities in leading university cities. With £1.4bn of developments successfully completed and property management of 8,000 beds across nine UK cities,

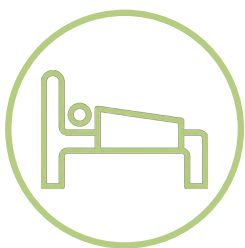
Downing continue to expand and diversify their presence and offer across the UK by delivering residential and PBSA schemes in city centre locations.

Downing is fully committed to the long term ownership, professional management and operation of the proposals at First Street.

Pioneers



8,000 beds



Operational Management

Students demand high quality living standards and excellent services. Downing assess their accommodation and consider customer needs in the development and management of the offering, ensuring that they constantly meet and exceed expectations.

Downing’s pro-active management creates a community environment and high standard of customer service.

Downing will have a dedicated on-site management team, with the General Management Team on site from early morning to early evening.

The General Manager ensures that an inclusive communal atmosphere is maintained by arranging, hosting and monitoring events such as cooking classes, gym classes, film and ‘event TV’ nights, motivational talks, quizzes etc.

The General Management Team are the first point of contact for anybody entering the scheme, be that residents, guests or general visitors, and are therefore the key public faces of Downing Student. As well as involvement in the establishment and management of events, security and prevention of any anti-social behaviour, they will deal with deliveries and collections, which are a very important and often over-looked aspect of modern-day living.

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.

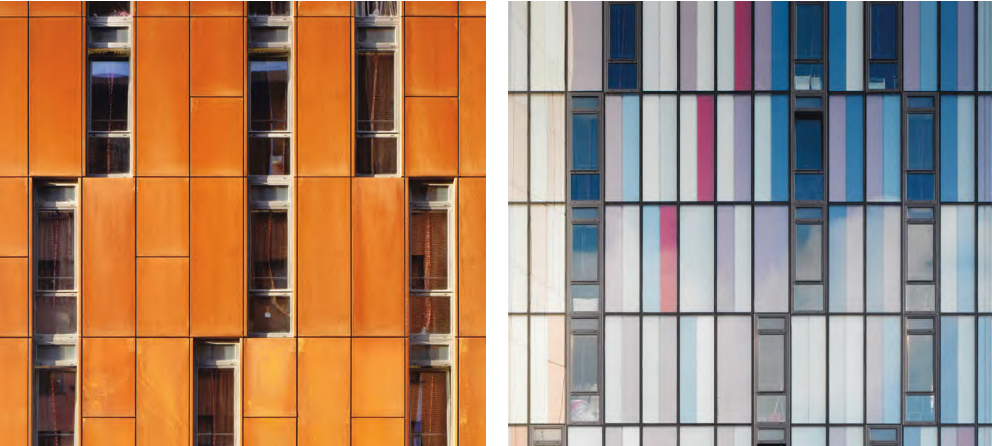
SimpsonHaugh first worked with Downing in 2004. Since then, together, we have delivered over 1800 student bedrooms, ancillary accommodation and a new Business School for Newcastle University.

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

1.3.3 THE TEAM

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

Architect	SimpsonHaugh
Landscape Architect	OP-EN
Planning Consultant	Deloitte Real Estate
Structural Engineer	AJP
Building Services Engineer	Abacus
Fire Engineer	DFC
Sustainability	Element Sustainability
Acoustic Consultant	AEC
Transport Engineer	Sanderson Associates
Daylight and Sunlight	GIA
Waste Management	Vectos
Ecology	Penny Anderson Associates
Wind Microclimate	ArcAero
Air Quality	RPS
Consultation	CounterContext



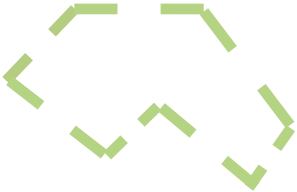
Parkway Gate, Manchester: Simpson Haugh / Downing



Beetham Hilton Tower - Manchester - Hotel - SimpsonHaugh (as Ian Simpson Architects)



1.4 Project Summary

					
Central Location	0.23 ha Site Area	555 Bed Spaces (20% Affordable)	Approx 228m2 increase in public park	Bills Included	Secure
					
En suite Bathrooms	24hr Managed	140 sq m Private External Amenity Space	513 sq m Internal Amenity Space	86 Bikes as part of a free cycle hire scheme for residents	30 Additional Spaces for residents own bike storage
					
Study Space	Post Room	Private Dining Room	Parcel Delivery Room	Gym / Health and Well-being Centre	Laundry



1.5 Introduction

1.5.1 PROPOSED LAND USE

Downing proposals will deliver purpose built, high quality student accommodation. This has the potential to drive a whole range of benefits which will be explained in this document and include:

- Diversify the types of accommodation Downing are able to provide within the First Street South Development, complimenting the Co-Living blocks already under construction.
- Supporting strategic priorities for the City
- Complementing and supporting the wider regeneration of First Street and focus on Oxford Road Corridor as an opportunity for accelerated economic growth and enhanced productivity in the City.
- All of this in turn will create jobs, increase local spending and support business and service provision for local communities.
- The creation of additional amenities and external open green space for local communities.
- A sustainable, high density, high quality and affordable residential model that will widen accessibility to city centre living, and reduce pressure on transport and traffic.
- The potential to release suburban family housing back into the market for its original purpose.

1.5.2 PROPOSALS WILL BE FOCUSED ON THE FOLLOWING KEY PRINCIPLES:

- High quality, highly specified purpose-built student rooms, both individual Studio rooms and cluster bedrooms with shared kitchen facilities.
- Offering a different typology (PBSA) that compliments the co-living blocks already under construction as part of the 2021 consent. Giving students a sense of place where they may wish to stay in the area and move to the co-living offer upon graduating. Retaining some students in the area for longer and creating a greater sense of community.
- Convenient and stress free living including single monthly payments covering all bills and service costs.
- Professionally managed with a dedicated on-site team offering excellent customer service.
- Communal spaces where residents can socialise and events can take place which will bring people together.
- The emphasis on communal spaces, events and socialising maximises opportunities to make friends.
- There is a focus on health and well-being through a gym and fitness programme. In addition, there are inherent benefits to be derived from the creation of a socially mobile, diverse and inclusive community in terms of combating well documented issues of loneliness and social isolation which exist within modern society.
- The provision of ample and high quality amenities (in this case including a health and well-being centre, cinema, study facilities, laundry services, private dining, reception lounge, and external roof amenity spaces).
- As well as shared amenities exclusive to residents, the delivery of a significant amount of shared public amenities and public green space will promote wider integration with local communities and deliver further, added value benefits to the scheme and the area.
- Downing are proposing that 20% of bedspaces are at Affordable Rates.

1.5.3 REASONING BEHIND NEW APPLICATION

- Deliver much-needed, high-quality student accommodation, in an accessible location in response to the need for PBSA beds within the city centre.
- Ensure the full delivery of Plot 11; helping to achieve MCC’s regeneration ambitions for the area.
- Secure qualitative and quantitative improvements to the public realm, particularly with regards to new opportunities afforded by the upgraded Medlock Street roundabout and the potential to improve the connectivity between Hulme and the city centre.
- Provide a gateway marker building that better realises the sites position on the threshold of Hulme and the city centre in relation to the creation of the new crossing when the roundabout was upgraded.
- Responding to new and emerging regulatory changes regarding changes to how building above 18m are considered and the layout of two staircases with the plan. Whilst the new BS9991 has to date only been issued as a draft for consultation, it is anticipated that this will impact any proposal brought forward in the near future and the design team along with Downing have agreed on a robust strategy that is aimed at future proofing the proposal in anticipation of the new draft of BS9991 being issued based on implementing reasonable recommendations within the consultation draft in October 2021.
- Diversify the offering of accommodation within the Plot 11 site, with the PBSA complimenting the already under construction Co-Living Blocks A/B/D.
- Deloitte’s 2022 Crane Survey noted there were no new starts for PBSA schemes in Manchester City Centre in 2022. Manchester City Council has subsequently issued a report to its Economy & Regeneration Committee in May 2023 outlining their strategy to address this shortfall up to 2030. The need for this type of accommodation is detailed within the accompanying Planning and Tall Building Statement.



2.1 Physical Context

2.1.1 LOCATION

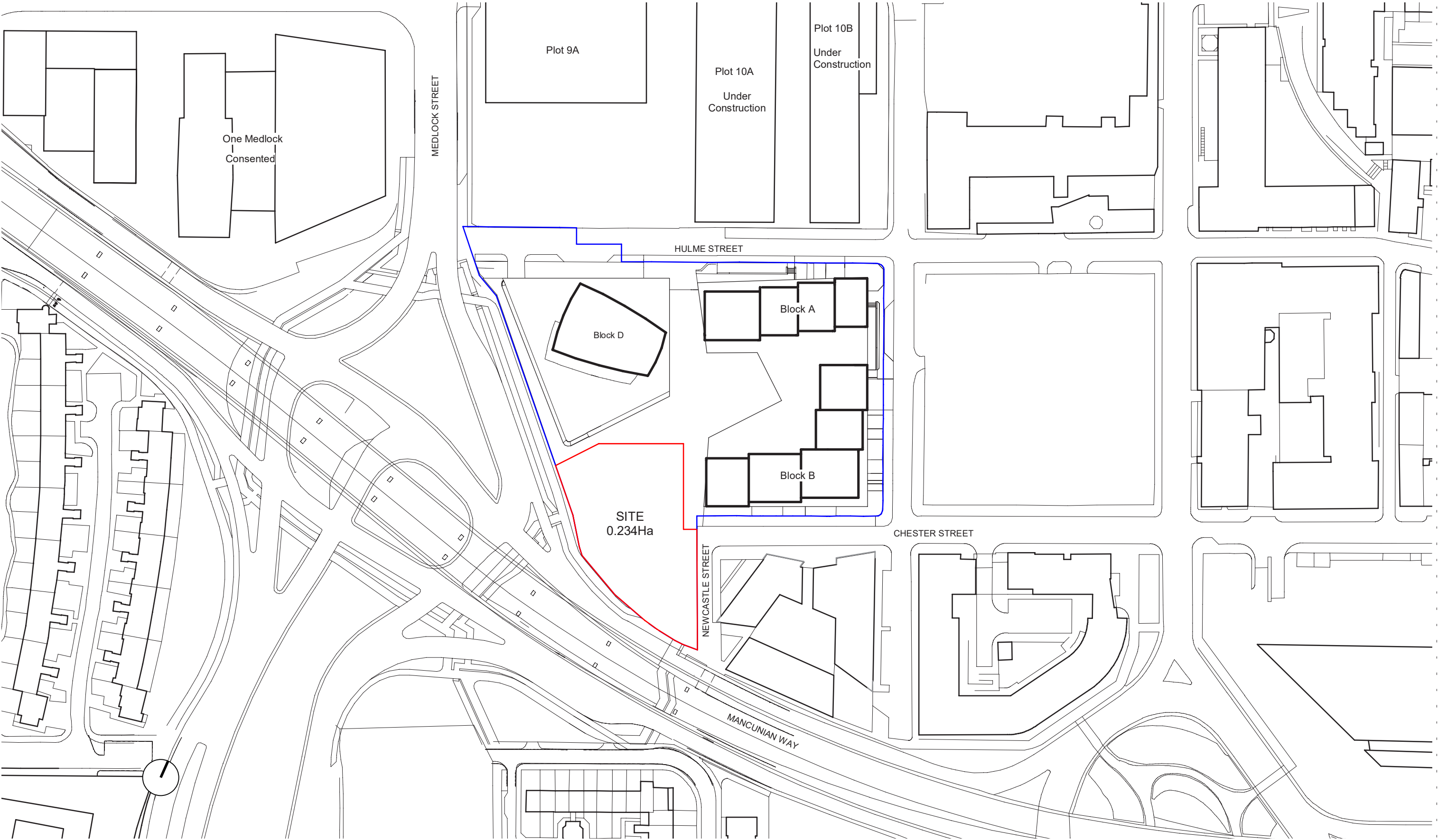
The site is located along the Southern edge of the Manchester city centre area known as the Southern Gateway. Within this area, the wider site is bound by Knott Mill to the North West, Great Jackson Street to the West and the Oxford Road Corridor to the East. Outside of the Southern Gateway, the site is bound by Hulme to the South.

The site covers an area of approximately 0.23 hectares and is located along the northern edge of the A57 Mancunian Way. This is a highly visible site, occupying a gateway location adjacent to the junction of Mancunian Way and the A5103 Princess Street and Medlock Street.

The immediate site is bounded to the north by buildings A, B and D of the First Street South development that are currently under construction (Consented in 2021). Medlock St runs along the western and southern boundaries. Newcastle St is east of the site and Chester St runs perpendicular to this boundary.

The neighbourhood has, over recent years, become home to a growing residential and student population and offers significant potential to accommodate much of the City Centre’s future growth and expansion.

Recent upgrade works to the Medlock / Princess St Roundabout and the crossing points to and from Hulme have seen the site take on additional significance in its position as a marker reinforcing the route along Newcastle Street to and from the city centre.



Location Plan



2.1 Physical Context

2.1.2 EXISTING SITE (PRE-2021)

The site was previously vacant and is now occupied by site cabins for the construction of Blocks A, B and D of the Plot 11 Development.

Prior to the 2021 consent the site contributed to a very poor pedestrian environment with no overlooked footways, and is isolated from the immediate residential context. In general, the site is of very poor appearance and lacking in architectural quality. It represents a blight to local residents and businesses, and attracts anti-social behaviour.

2.1.2 EXISTING SITE (2021 CONSENT)

The 2021 consent provided a scheme that sought to improve connections to and from the city centre and created an active and high quality public realm. The new application seeks to build upon these principals even further. To date construction has begun on blocks A/B/D but no construction has occurred on the Block C site in relation to the 2021 Consent. The site has been used as a compound to enable the buildings of the other 3 blocks.

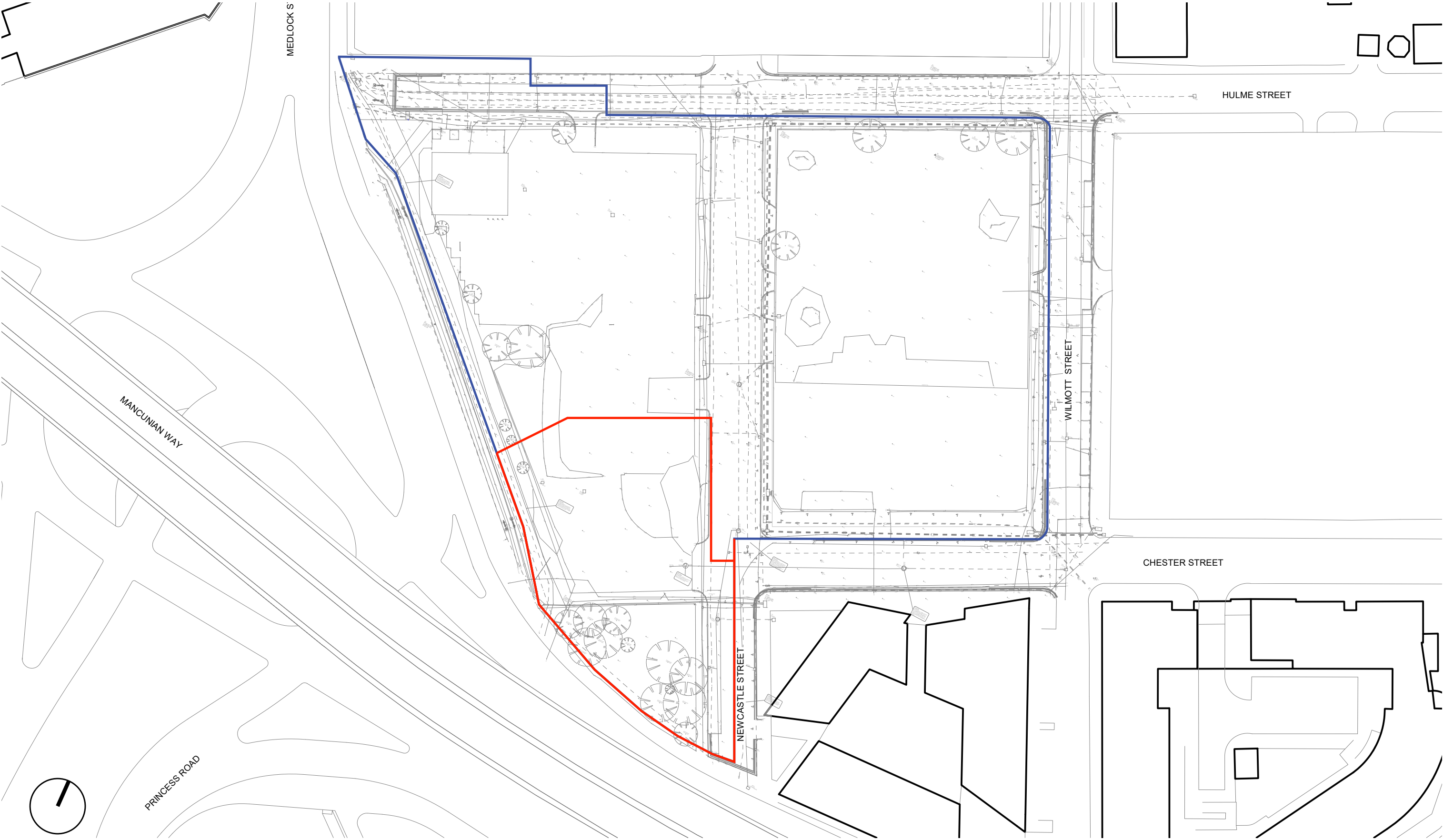
2.1.3 WIDER SITE TOPOGRAPHY

Whilst the natural topography of the site is relatively flat, there are a number of man-made elements within the area immediately surrounding the site which create notable level changes, these include the Mancunian Way to the south and the recent works to improve the Medlock St roundabout to the West.

2.1.4 IMMEDIATE SITE TOPOGRAPHY

Hulme Street rises to the West up to 34.1m AOD as it meets Medlock Street. Rising to the south, Medlock St curves round to meet Newcastle Street. Here the level is 34.9m AOD. The Ground Floor of the proposal for Block C is set out at 34.9m

The adjacent A57(M) Mancunian Way starts to incline to the West of the site and rises up to form an elevated highway across the Southern edge of the site. The level of the Mancunian Way at the South-Eastern corner of the site is approximately 5m higher than the roundabout at 38.6m AOD. The headroom below the elevated highway is in the region of 3 - 4m, and is such that the space below the highway is opened up for use as a pedestrian crossing.



Pre-2021 Site survey

2.1 Physical Context

2.1.5 IMMEDIATE SITE CONTEXT

The site lies in an area which consists generally of emerging plots forming the area known as First Street South. Plot 11 is currently under construction with Blocks A, B and D. As later described in section 2.4, the site has previous planning permission for co-living use.

Surrounding uses beyond the boundaries of the site consist of student accommodation use to the neighbouring Parkway Gate buildings and New Medlock House to the east. Beyond buildings A and D, the vacant land to the north currently has planning consent and both plot 10a & 10b are under construction. To the west at One Medlock Street there is an existing Premier Inn with planning consent for a mixed-use office and PBSA scheme. Beyond Block B to the east and north east, sits the historic mill complex made up of Macintosh Mills which are now predominately Residential in use.

Beyond Hulme St, the First Street masterplan includes a variety of uses identified in the First Street Regeneration Framework. These include, Commercial uses, Hotel, Retail, Leisure and Car Parking to the north.

Beyond Mancunian Way to the South lies the residential area of Hulme.

View North on Cambridge St.



View East along Hulme St.



View North of Newcastle St / First St.



View South on Wilmott St.



View from North West looking at consented scheme under construction (Aug 2023)



View South on Wilmott St (Autumn 2023)



Building Use Plan



2.1 Physical Context

2.1.6 WIDER SITE CONTEXT

The site is located along the southern edge of the city centre, and is part of a wider neighbourhood comprising Knott Mill to the North West, Great Jackson Street to the West and Oxford Road Corridor to the East. To the South lies Hulme.

Knott Mill

Knott Mill comprises a dense configuration of industrial warehouses and small studios which house a wide range of small creative and design-based companies.

Mancunian Way Corridor

The urban elevated motorway, Mancunian Way forms a major part of the inner ring road. Further East this passes through the campuses of University of Manchester and Manchester Metropolitan University (MMU). The motorway links together a number of arterial routes into the city including the A5103 Medlock Street, the A5067 Cambridge Street, the A34 Princess Street and the A6 London Road.

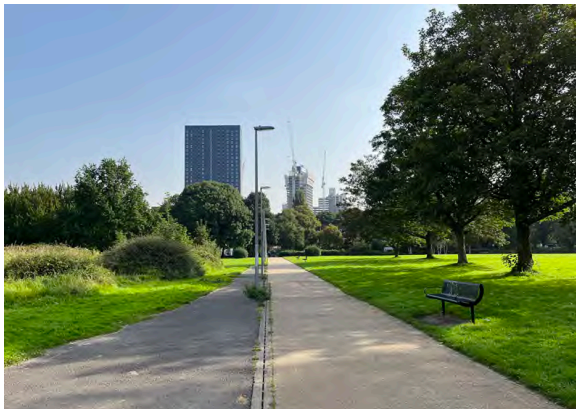
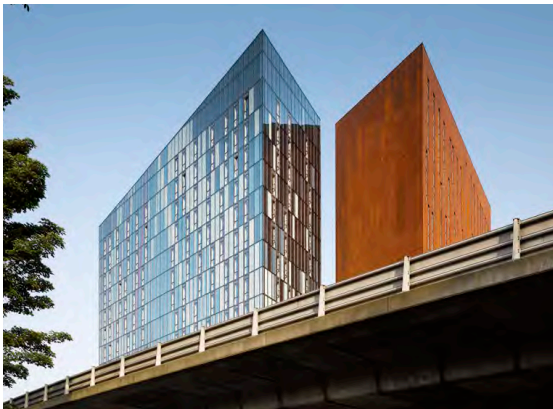
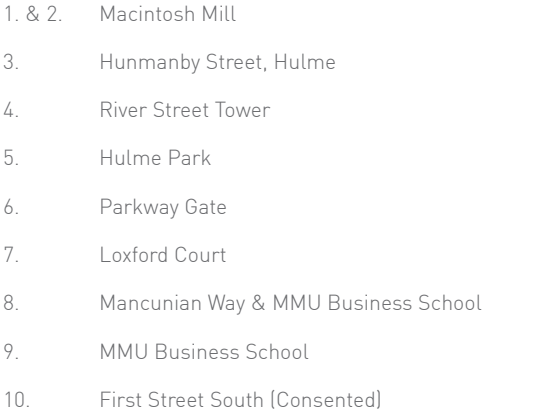
Consequently, a sequence of ‘gateway’ developments have been recently built along the Mancunian Way at key nodal points. These include; Parkway Gate, MMU Business School, and MMU John Dalton Building.

Great Jackson Street (Now New Jackson)

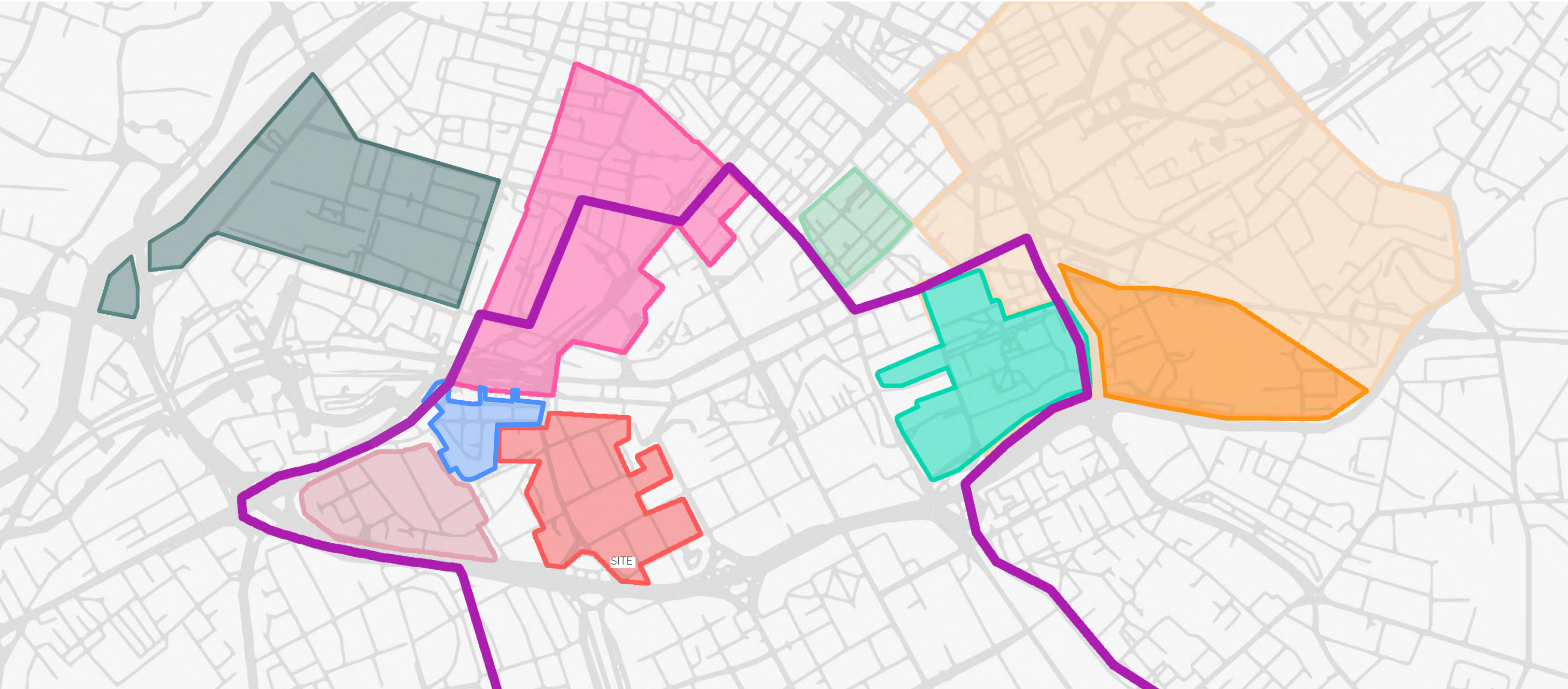
The Great Jackson Street Framework describes the creation of a residential neighbourhood, which benefits from the amenity value of the location adjacent to the River Medlock and has good connections to the city centre and to other local amenities. The first plots within this framework have since started on site, including Owen Street which comprises 4no. High rise residential buildings up to 60 storeys.

Oxford Road Corridor

First Street sits to the Western edge of the Oxford Road Corridor at the City Centre end. The townscape to the North and East of the Plot 11 site is characterised by the mill buildings, which frame the site with their grand and traditional architectural style. The mill buildings are between 5 and 6 storeys in height. These mills has been converted into residential apartment use.



1. & 2. Macintosh Mill
3. Hunmanby Street, Hulme
4. River Street Tower
5. Hulme Park
6. Parkway Gate
7. Loxford Court
8. Mancunian Way & MMU Business School
9. MMU Business School
10. First Street South (Consented)
11. New Jackson



Key Strategic Regeneration Framework

- | | |
|-----------------------|---------------------|
| Central Civic Quarter | St Johns |
| First Street | Portland Street |
| Great Jackson Street | Piccadilly |
| Mayfield | Corridor Manchester |
| Knot Mill | |



2.1 Physical Context

2.1.6 WIDER SITE CONTEXT

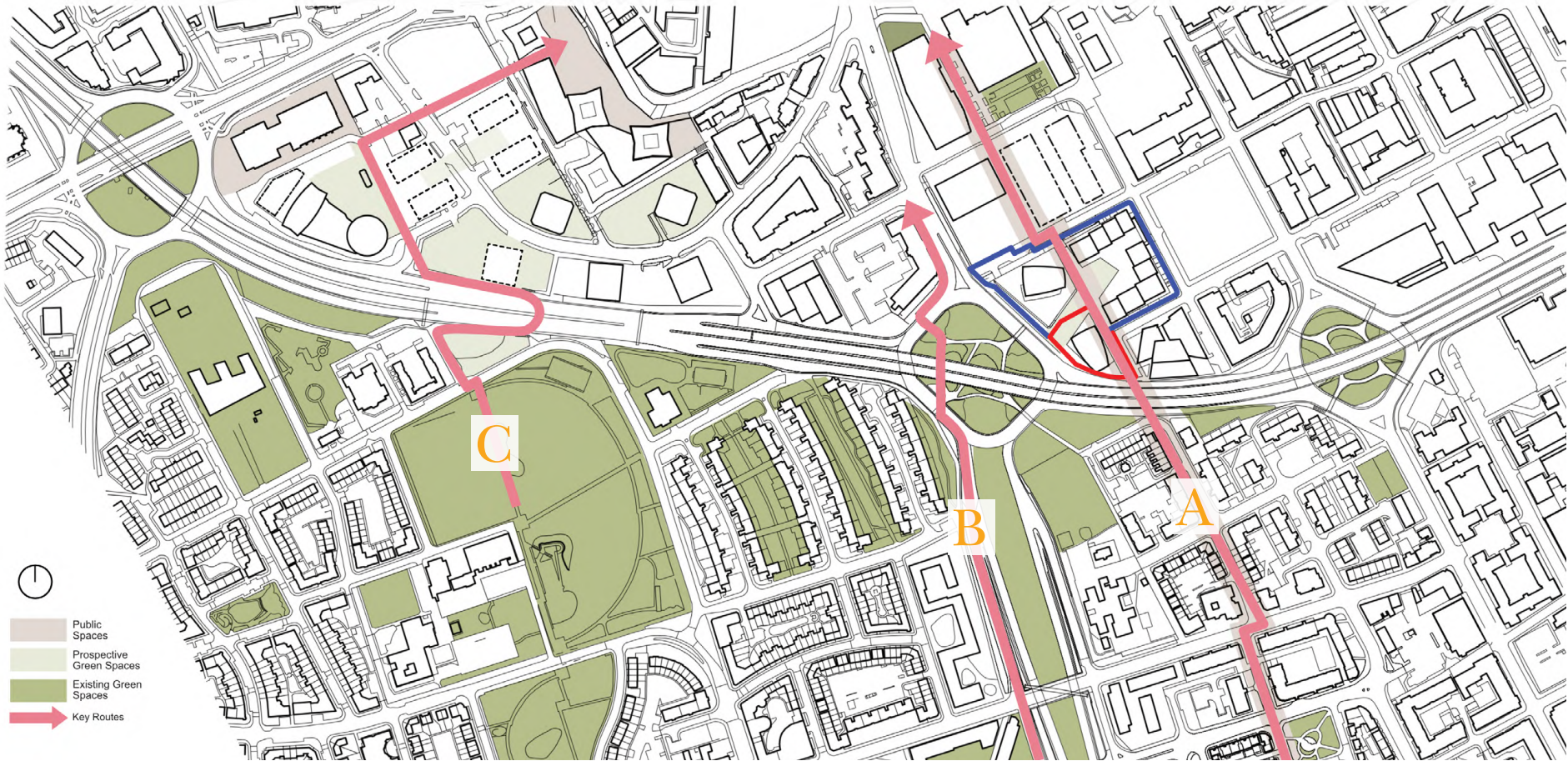
Hulme

To the South of Mancunian Way lies the district of Hulme. The area between the Princess Parkway and Hulme Park is predominantly residential, consisting of post-war 3 storey red brick terraced housing. Given the prominence of the site both on the boundary of Hulme and the city centre and at a key crossing point, careful consideration has been given to the proposals impact on neighbouring buildings and communities.

The improvement works to the crossing points at the roundabout to Medlock St and Princess St make the site a significant pedestrian gateway to and from the city centre, both for cyclists and pedestrians. It also means the scheme is strategically placed for access to both MMU and Manchester University. Following the completion of the emerging developments on First Street Plots 9,10 & 11 the route through First Street from John Dalton Square will open up for the first time in years and realising and enhancing this connection will be of fundamental benefit to Hulme and the surrounding area.

Given the importance of the connection between Hulme and the city centre, coupled with the location of Block C on the boundary between the two areas, a study was conducted to assess the current connection around Block C from Hulme.

From this study an extract has been produced overleaf where the proposal is demonstrated in the context of the study viewpoints.



Study map of Hulme to City Centre Thresholds



View looking South towards Hulme



View looking South towards Hulme



A: Route along Newcastle Street from Hulme to City Centre



B: Route along Princess Street from Hulme to City Centre



C: Route from Hulme Park to New Jackson





2.2 Historic Context

2.2.1 HISTORIC SITE DEVELOPMENT

The site, given its proximity to Mancunian Way, is situated within a zone of the city centre that has undergone significant transformations during the past 170 years.

The diagrams shown opposite illustrate the urban grain and character of the site and immediate context between 1818 and 1965.

A summary of the historic context is outlined below:

1818-19

Map analysis shows that the site and surrounding area were fields at the end of the eighteenth century, with roads beginning to be laid out.

The first notable development in the area occurred in 1795 with the construction of the original Marsland’s Mill site on the corner of Chester Street. This was rebuilt in 1813 and can be seen as part of the complex of buildings indicated on the map opposite. The adjoining Chorlton Mill was also constructed in 1795, for Robert Owen, extended in 1803. Chorlton New Mills on the corner of Hulme Street and Cambridge Street was built in phases for the Birley family, with the first phase 1813-15 along Cambridge Street and comprising six storeys and two basement storeys of fireproof construction. The second phase, 1818, was added to the south on Hulme Street.

1824

The area north of the site was developed into the Gaythorn Gas Works c. 1825 by the Provincial Portable Gas Company of London, and the site was seemingly used for market gardens or nominally divided in to potential development plots. Some housing also appears to have been developed to the west of Cambridge Street, as well as the start of the notorious slum of Little Ireland in the crook of the River Medlock.

The rapid development of the area that occurred over the next 30 years correlates with the significant period of growth Manchester experienced as a whole as it became the first industrial economy in the world.

By 1831 housing had started to be built on the site. It appears the gas holders for Chorlton New Mills have also been constructed by this date.

1831

Charles Macintosh’s waterproof fabric was the first commercially successful application of rubber. It was made with a rubber solution sandwiched between two layers of cloth, and the process uses naphtha, a by-product of gas-production.

1944-49

Reflecting the fast pace of industrialisation and economic growth the area and environs were completely developed by 1884 with dense terraces, including some back-to-back, likely housing the workers for the nearby industries.

The 1844 Plan also shows the expansion of the gas works, and the new Cambridge Street Works, built in 1838 to house the expanding rubber business.

Another phase of Chorlton New Mills had been completed by this stage as well. In 1945 a linking block incorporating a new engine house at the corner of Hulme Street was built.

1905

The 1905 Map shows the Cambridge Street Works is now clearly labelled the ‘Cambridge Street India Rubber Works’ and the addition of a structure on the corner of Hulme Street and Wilmott Street can be seen. This was constructed in 1849 to house a vulcanization boiler. By the 1850s the firm was producing over one hundred different lines with domestic, sporting, surgical and industrial applications.

G. 1960’s

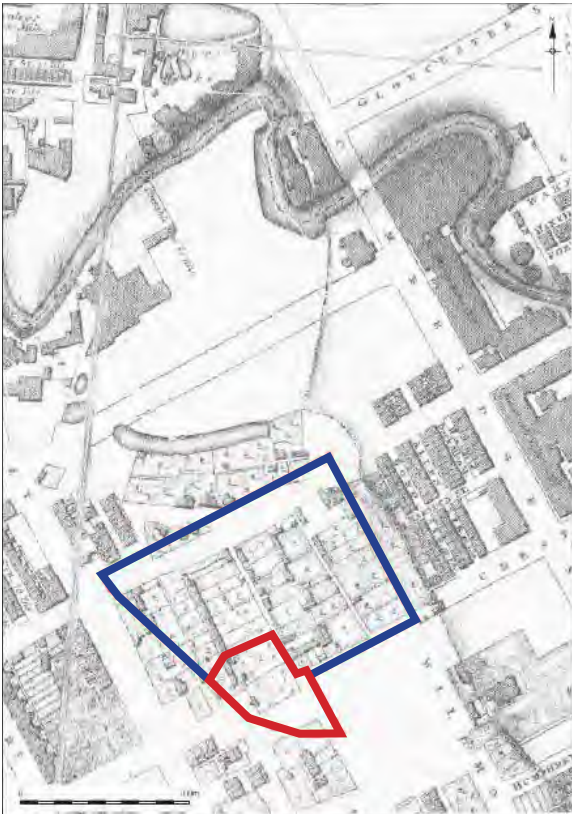
By 1965 much of the terrace housing has been cleared, with just a few pockets remaining, as can be seen in aerial photos opposite. This gives an indication of the next 40 years or so, reflecting the decline of the cotton industry in Manchester. Large swathes of land were cleared of slum housing and industrial buildings, this eventually included the gas works. The only buildings remaining in the site area are the mill complexes to the east, although elements of those have suffered from demolition in the intervening years. The rubber works outlived all of cotton industries in the area, being taken over by Dunlop after the First World War and concentrating production on tyres, retaining a presence on site until the close of the twentieth century.



1818-19 Map (Map extract courtesy of Pre-Construct Archaeology Ltd 2016)



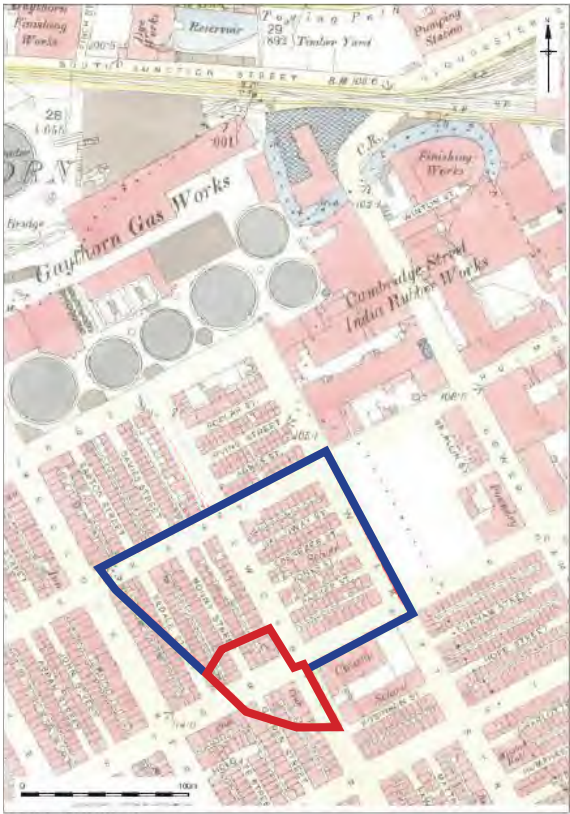
1824 Map. [Map extract courtesy of Pre-Construct Archaeology Ltd 2016]



1831 Map. [Map extract courtesy of Pre-Construct Archaeology Ltd 2016]



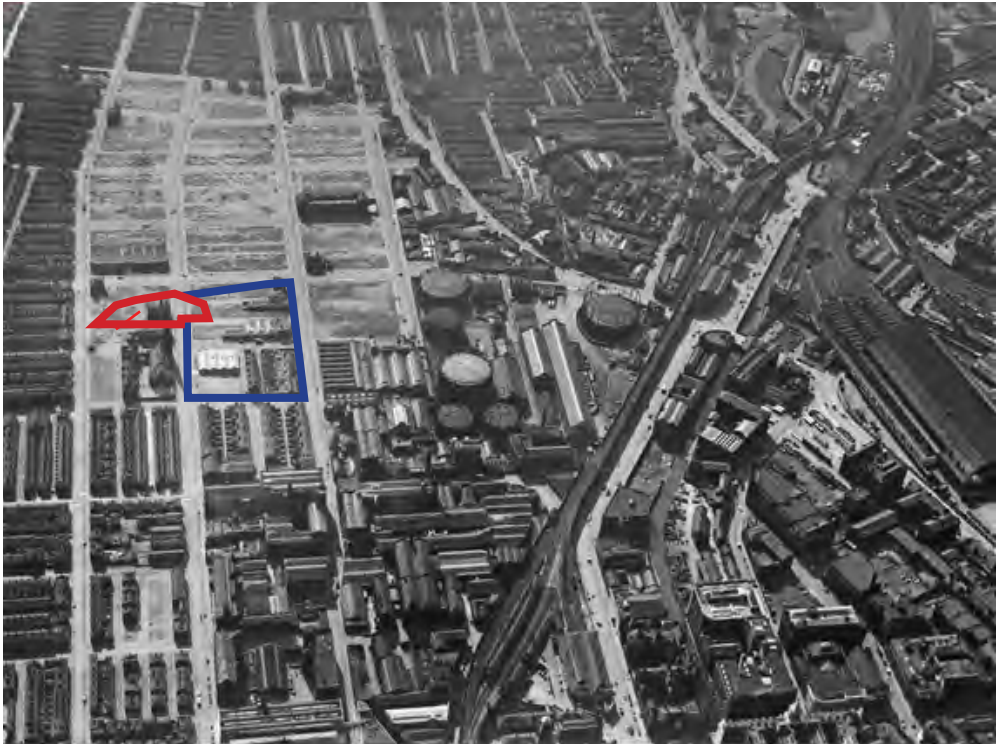
1844-49 Map. [Map extract courtesy of Pre-Construct Archaeology Ltd 2016]



1905 Map. [Map extract courtesy of Pre-Construct Archaeology Ltd 2016]



1965 Map. Extract courtesy of Pre-Construct Archaeology Ltd 2016]



Aerial photography showing location of site during the clearance of the terraced housing to the South of Manchester city centre.



2.3 Development Context

2.3.1 REGENERATION & DEVELOPMENT CONTEXT

First Street has long been a regeneration priority for Manchester City Council and after many years of positive development is now well established as a destination within Manchester City Centre.

First Street Strategic Regeneration Framework

First Street is divided into three well defined zones within the ‘core’ First Street Area, First Street North, Central and South and a more loosely defined ‘Creative Ribbon’ linking Oxford Road to the East and Little Peter Street to the West.

The 2018 First Street Development Framework Update has been prepared in response to this evolving strategic context. It represents an evolution to the 2015 Framework Update, building upon the continued successful delivery in the area.

The original Framework for First Street was endorsed in 2005 and, more recently, a substantive update took place in 2012. In 2015, the Framework was updated and sought to build upon the key achievements to date, embedding the core principles established in the preceding Frameworks to ensure that development within the First Street area continues to meet current requirements and the opportunities driven by a growing economy and population, and helps to deliver a neighbourhood of choice within this key gateway location within the City Centre,

The 2018 iteration of the Framework updates the development principles for First Street Central. First St Central will remain the focus for commercial office development within the masterplan. First Street is now an established commercial office location, with an ecosystem of high quality occupiers emerging within No.1 and No.8 First Street. In order to capitalise on this popularity and respond to ongoing demand for Grade A office floorspace in the City Centre, a higher scale and density of office accommodation in the central part of the masterplan is now feasible

The now completed cultural and leisure destination of First Street North, delivered the UK’s first Melia Inside hotel, and the contemporary arts centre HOME together with public realm and food retail. The framework sought to underpin this development and to counterbalance that at First Street South with an integrated anchor destination including hotel, foodstore, student accommodation and car parking.

The Framework demonstrates how proposed development activity in each of First Street North, Central, South and the Creative Ribbon, when combined with a site wide public realm and accessibility/movement strategy, will deliver a comprehensive scheme and a fully integrated new City Centre neighbourhood with a significant new link south connection the city centre to Hulme through the emerging proposals fro Plots 9,10 & 11.

Pedestrian Routes and Connections

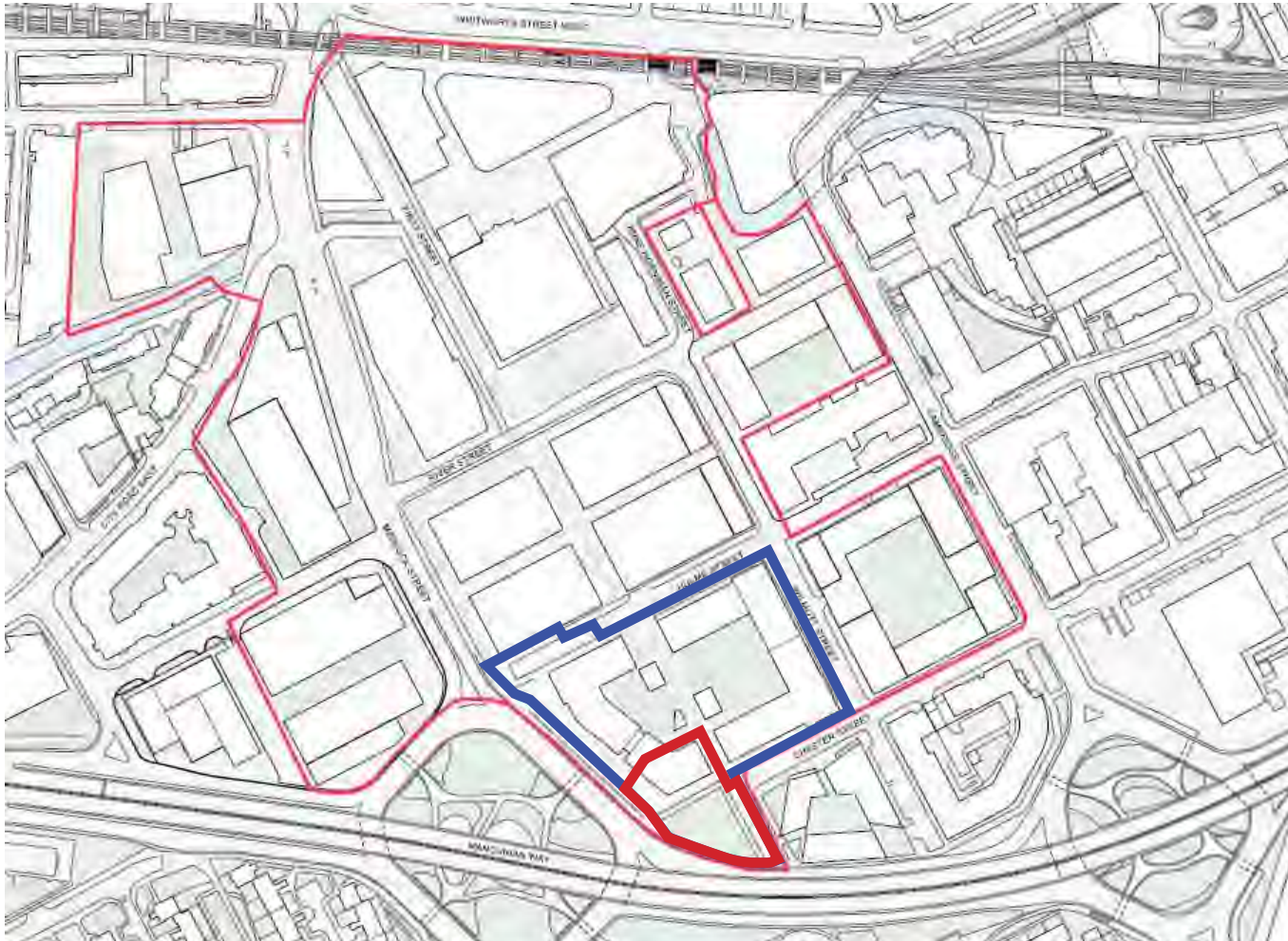


Vehicular Access and Circulation





2015 First Street Masterplan



2018 First Street Masterplan



2.3 Development Context

2.3.1 REGENERATION & DEVELOPMENT CONTEXT

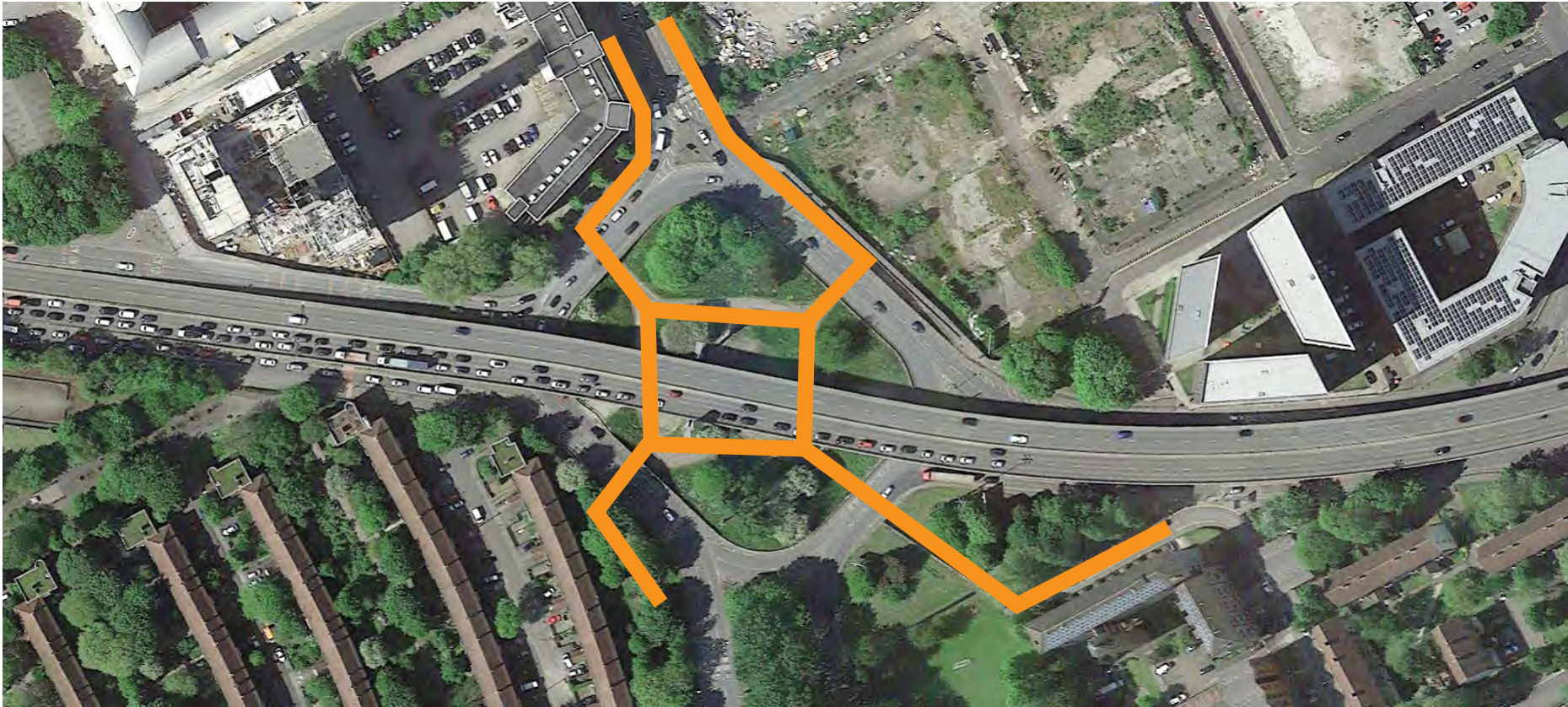
Development of the Medlock St Roundabout.

Since the submission of the now consented 2021 proposal there have been significant works done to improve traffic and pedestrian flows around the Medlock Street roundabout bordering the Western edge of the site.

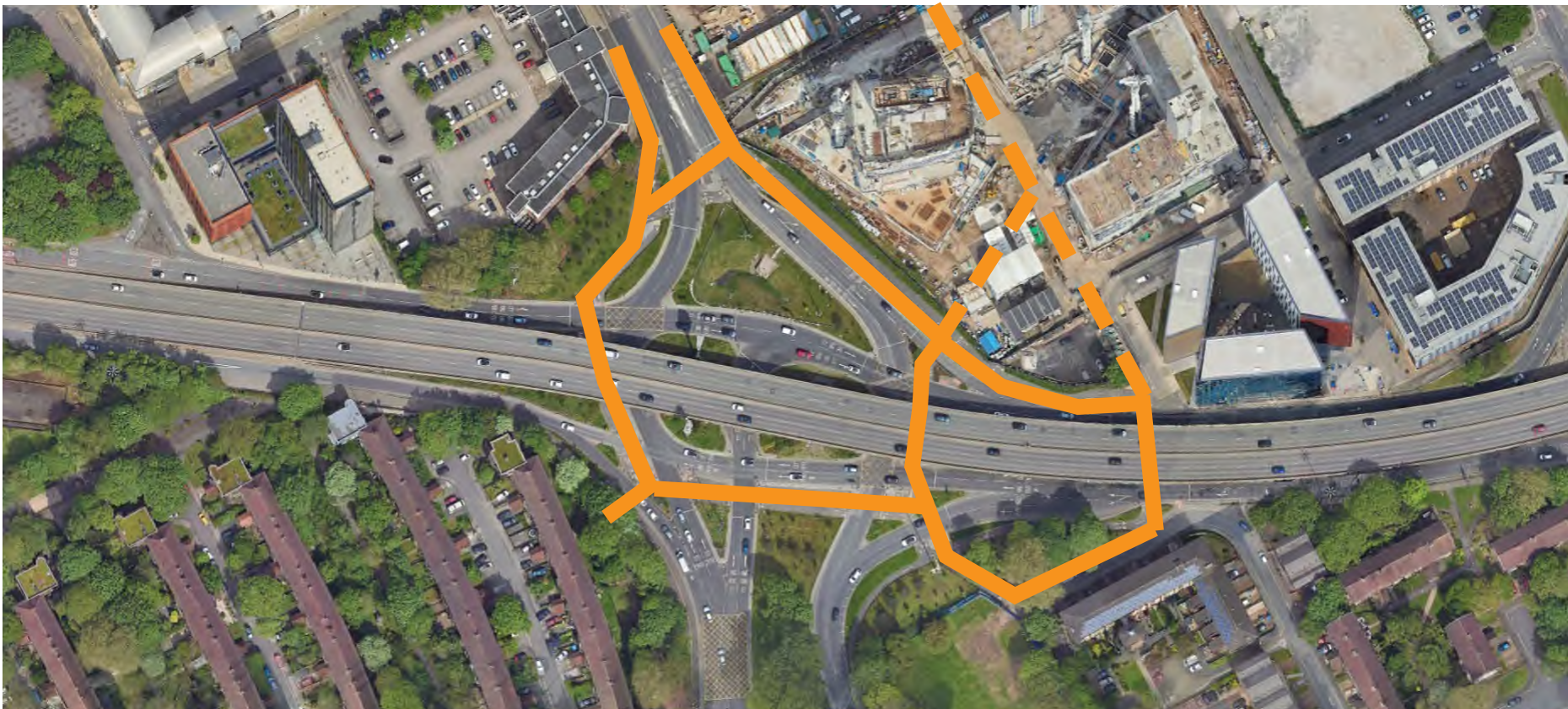
The pre-2020 roundabout had 2 entry points on either side of the Mancunian Way with pedestrians having to drop down from street levels and go through underpasses into the centre of the roundabout. The tree coverage in front of the residential properties on the Hulme side, lack of development at First Street South and the Premier Inn Hotel gave little passive surveillance to people using the crossing point. This left a key crossing from Hulme to the city centre under used and more of a hard barrier than a meaningful connection.

The upgraded roundabout removed the need for underpasses to cross from the city centre to Hulme, previously feeling unappealing and unsafe with no passive surveillance of the approach or crossing. The new roundabout has all crossing points at road level with dedicated cycle lanes linking into the city’s wider network. As well as improving the existing connections, a new crossing was added that seeks to redress the truncating of Newcastle Street by the Mancunian Way and provide a better connection from the First Street SRF into Hulme. Whilst previously the main route on the city centre side was Medlock Street, this may not be wholly desirable given large volumes of traffic joining the Mancunian Way or Princess Parkway. As such reinstating Newcastle Street and making it a desirable and safe alternative is key to the success of the area and of significant benefit to Hulme and its connection to the rest of the city.

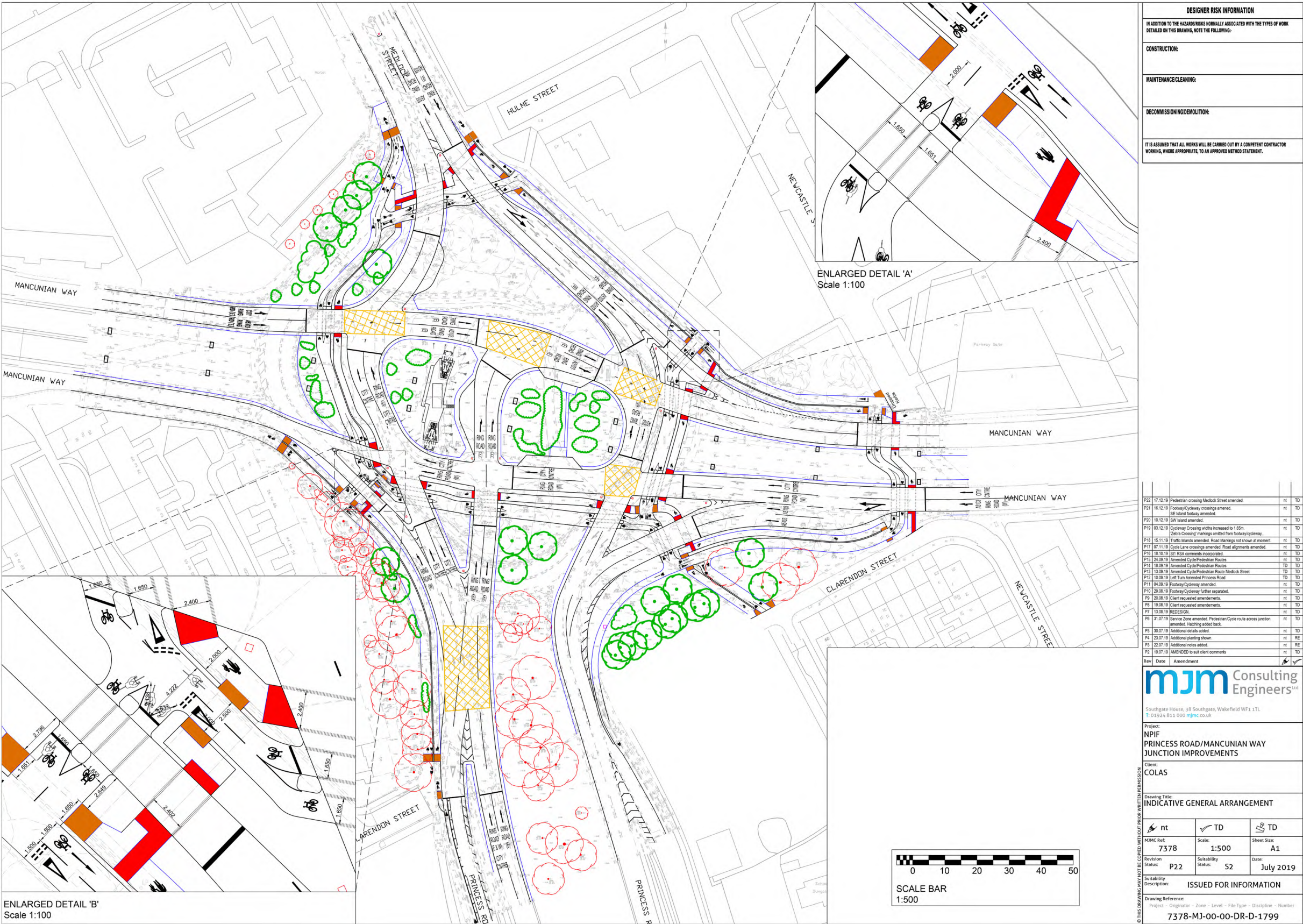
The improvements to the roundabout make Plot 11, and even more critically, Block C a key new gateway into the city centre. A proposal should act as a marker and address this new route appropriately.



Aerial view of Roundabout (2019)



Aerial view of Roundabout (2023) - With upgraded layout



Plan of completed roundabout upgrades



2.3 Development Context

2.3.2 REGENERATION & DEVELOPMENT CONTEXT

Oxford Road Corridor Strategic Regeneration Framework Guidance

The Oxford Road Corridor covers an area of 243-hectares running south from St Peter’s Square, where it overlaps with the core of Manchester’s Central Business District, to Whitworth Park along Oxford Road.

A number of regeneration sites within the Oxford Road Corridor already benefit from SRFs, including First Street.

The Wilmott Street (WS) site is adjacent to the Plot 11 site and is identified within the Oxford Road Corridor SSF as being a Transformational Strategic Investment Site and part of an existing and emerging cluster of Creative, Cultural and Mixed Use development within the First Street regeneration area.

First Street is located at a prominent gateway position, at the northern end of the Oxford Road Corridor, marking the entrance to the city centre from the airport and the south. It is one of Manchester’s most visible, exciting and unique development opportunities and is becoming a distinctive new neighbourhood within the city.

The overall vision for First Street is to deliver a quality cultural and visitor destination alongside targeted commercial and retail development, hotel and residential accommodation

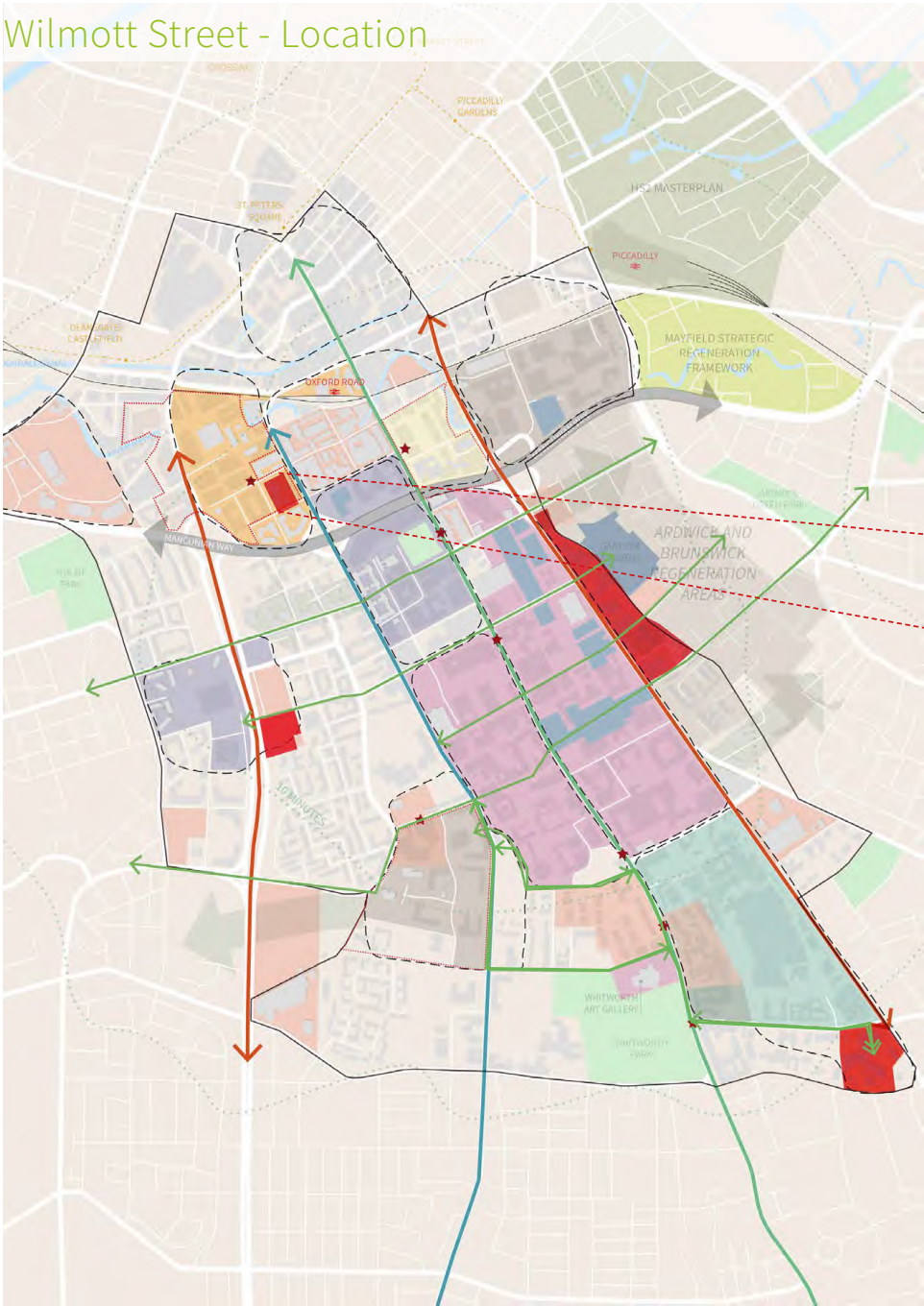
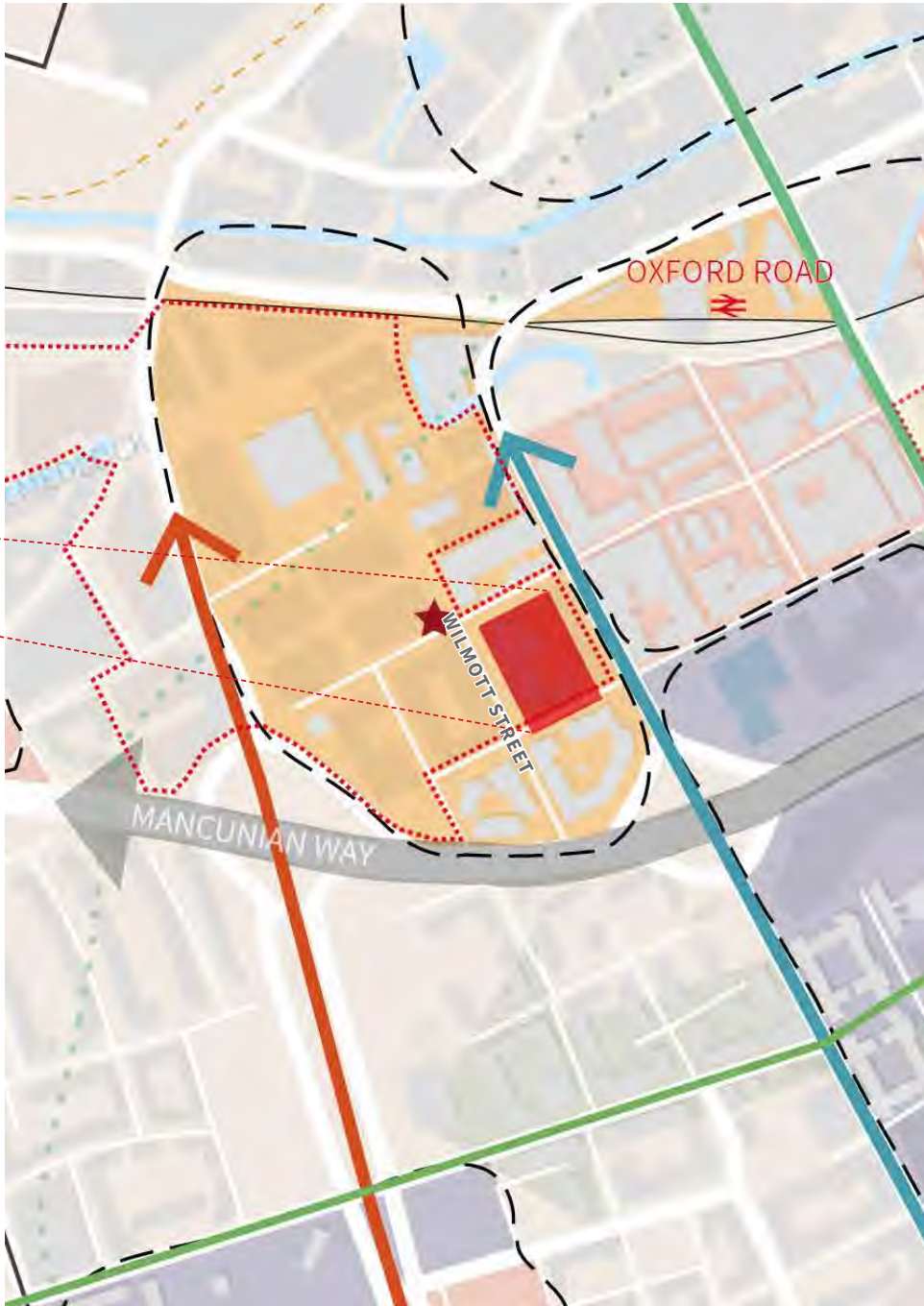
The WS site is one of those sites located within First Street South and the 2018 SRF confirms that in addition to the previously identified residential use allocation, it is also suitable as a commercially-led mixed use development, fronting Cambridge Street.

The eastern part of the WS site has been used as a surface level car park for more than ten years.

The western part of the WS site was historically used as a Salvation Army Hostel. The hostel closed in 2012 and was demolished in 2013.

Subsequently, this part of the WS site has been used as a construction compound associated with the First Street regeneration area between 2015 and 2016.

The WS site is located in a strategic position within the First Street SRF area, on a key pedestrian route through to the emerging Circle Square development on Oxford Road, and immediately adjacent to the Manchester Met estate. The Plot 11 site as a whole will be significant to improving the WS sites connectivity south into Hulme, connecting into the universities and wider Oxford Road Corridor.



Extracts from Oxford Road SRF Guidance Document



2.3 Development Context

2.3.3 GREAT JACKSON STREET DEVELOPMENT FRAMEWORK

The Great Jackson Street Framework describes the creation of a residential neighbourhood, which benefits from the amenity value of the location adjacent to the River Medlock and has good connections to the city centre and to other local amenities such as Hulme Park, First Street (the new cultural facility at Home) and the Castlefield Basin and was adopted as a material consideration for planning applications in 2018. It updates the 2007 and 2015 Development Frameworks, which have been previously endorsed by Manchester City Council, following a further design review of the proposed masterplan.

The Framework’s ambition is to create a vibrant, safe, secure and sustainable community with a range of dwelling types that provide an attractive place to live.

Since its adoption in 2018 numerous proposals have been brought forward as planning applications, with these schemes at various stages of delivery, eventually contributing to a large scale, high density area of the city adjacent to the First Street South Plot 11. It similarly has a boundary condition up against the Mancunian Way to Hulme and provides key gateway markers to the Chester Road crossing (Elizabeth Tower (51 Storeys) and the Hulme Bridge (Plot C5 (Three60 (51 Storeys) & Plot D (Application currently under consideration))). A summary of the current and emerging developments is included below:

- Deansgate Square (Completed)
- Elizabeth & Victoria Towers (Completed)
- The Blade 51St. (Completed) & Three60 51St. (Under Construction) 126668/FO/2020
- Plot F - 51St. (Under Construction) 132199/FO/2021
- Phase 3 / Plot D 47-71 St.(Awaiting Determination) 137226/FO/2023
- Park Place - 56St. (Consented) 129273/FO/2021



Park Place (Consented)



2018 Masterplan proposal



Phase 3 / Plot D Planning Application (Under Determination)



Emerging Framework (Consented and Completed schemes)



2.4 Planning Context

2.4.1 CONSERVATION AREAS AND LISTED BUILDINGS

The site is not within a Conservation Area, nor does it bound any Conservation Areas. However, there are a number of conservation areas located some distance from the site in the surrounding areas.

The nearest areas with conservation area status are:

- Castlefield Conservation Area, approximately 500m North-West of the site and
- Whitworth Street Conservation Area, approximately 550m North-East of the site.

Other city centre conservation areas within approximately 1000m northwards of the site include:

- St. John Street Conservation Area,
- Deansgate Conservation Area,
- St. Peters Square Conservation Area, and
- George Street Conservation Area

Immediately to the east of the site are a number of Grade II Listed red brick mill buildings, some with chimney stacks, the earliest of which was constructed in 1795.

The Heritage Statement describes the heritage context in greater detail.



Cambridge Mill



Chatham Mill



Chorlton New Mill



Chorlton Old Mill



Macintosh Mills Chimney



Listed Buildings and Conservation Areas



2.4 Planning Context

2.4.2 PLANNING HISTORY - PRIOR TO SUBMISSION OF 2021 CONSENT

The site benefits from planning permission granted in 2016 and as detailed below. Previously the site has benefitted from various planning permissions. These include the 2012 permission for a mixed use scheme including Hotel, retail and PBSA. See application 099714/FO/2012/C1.

2016 Residential Development [111170/FO/2016]

In 2016, a residential development was consented, comprising of 624 apartments.

This proposal included a mix of private rented sector homes (PRS) as well as commercial and amenity spaces. The proposed scheme included:-

- 624 homes for rent – as part of a private rented sector development
- 1,834 Occupants
- GIA 51,875sqm = 28.3sqm per person
- Associated amenity and management spaces
- 1290sqm of commercial floor space
- 624 cycle spaces and 85 car parking spaces

2017 Residential Development [115206/NMC/2017]

In 2017, a Non Material Amendment to Planning Permission 111170/FO/2016/C1 to reduce proposed 26 storey Block 3 to 25 storeys, reduce proposed 23 storey Block 2 to 22 storeys and increase 8 storey Block 4 to 9 storeys was submitted and approved. The proposal also introduced a reduction in floor to floor heights across all blocks by 75 mm, retaining floor-ceiling height of 2.5m and removed the Building Maintenance Units in Blocks 1 and 4. Finally the application introduced minor changes to the apartment mix and minor elevational changes.

2021 Office Development [132600/FO/2021] (UNDER CONSTRUCTION)

To the north of the site, a 9 storey office building in Plot 9a is currently under construction. It comprises office accommodation, roof top terrace, winter gardens, gym/yoga studio, basement car parking and cycle parking.



CGI of the Southside Regeneration Limited PRS scheme. [2016]



CGI of the Southside Regeneration Limited PRS scheme. [2016]



CGI of Plot 9A Scheme [Consented in 2021]



Plot 9 Under Construction [As of Autumn 2023]



2.4 Planning Context

2.4.3 PLANNING HISTORY - 2021 PLOT 11 CONSENT

First Street South [125573/F0/2019]

Following Downing’s acquisition of the Plot 11 site a planning consent was gained in 2021 for 2,224 Co-Living units across 4 blocks (A/B/C/D) with associated amenity spaces, roof terraces, commercial units, public realm and a public park between blocks C&D. The typologies of the consented scheme are a curved tower (Block D) with the other three blocks (A,B&C) as stepped forms. A summary of the blocks is included below:

- Block A - 396 Beds - 10-22 Storey
- Block B - 791 Beds - 18-26 Storey
- Block C - 322 Beds - 11-17 Storey
- Block D - 715 Beds - 45 Storey



CGI of 2021 Consented scheme from Princess Parkway



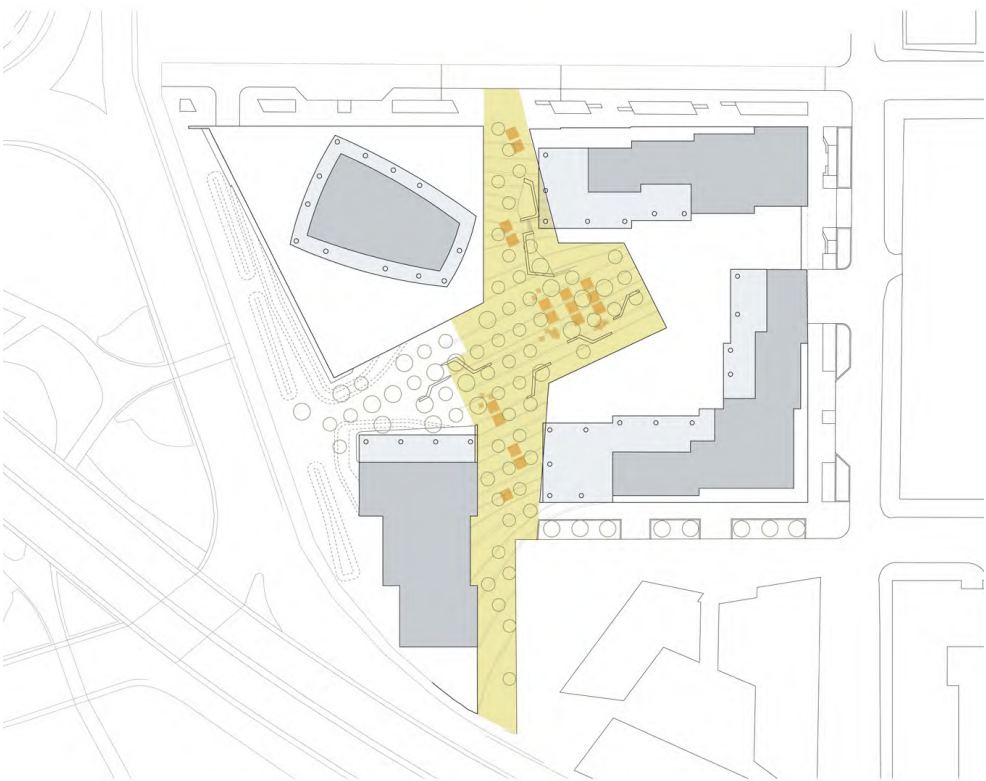
Typical Plan (2021 Consented Scheme)



2.4 Planning Context

2.4.3 PLANNING HISTORY - 2021 CONSENT

A key component of the consented scheme for Plot 11 is the design and delivery of the public realm and private landscaped terraces. As a piece of urban realm that knits into the new strategy for the connections to and from Hulme it was essential that the landscape strategy provided something more than just the routes through the site. As such a new public park and square were proposed in the centre of the scheme. This is publicly accessible but can also be utilised by residents with the commercial units within the scheme to providing active frontages. The public spaces at ground floor are all overlooked by stepped terraces at L01 which provide private amenity space for residents to use.



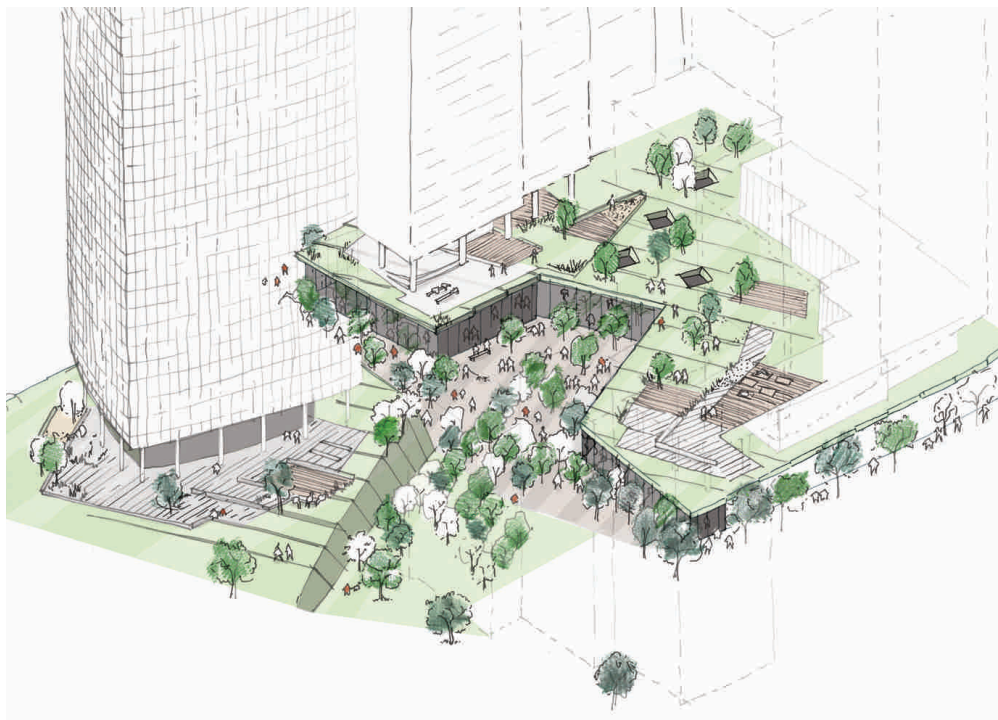
Events space within the public square



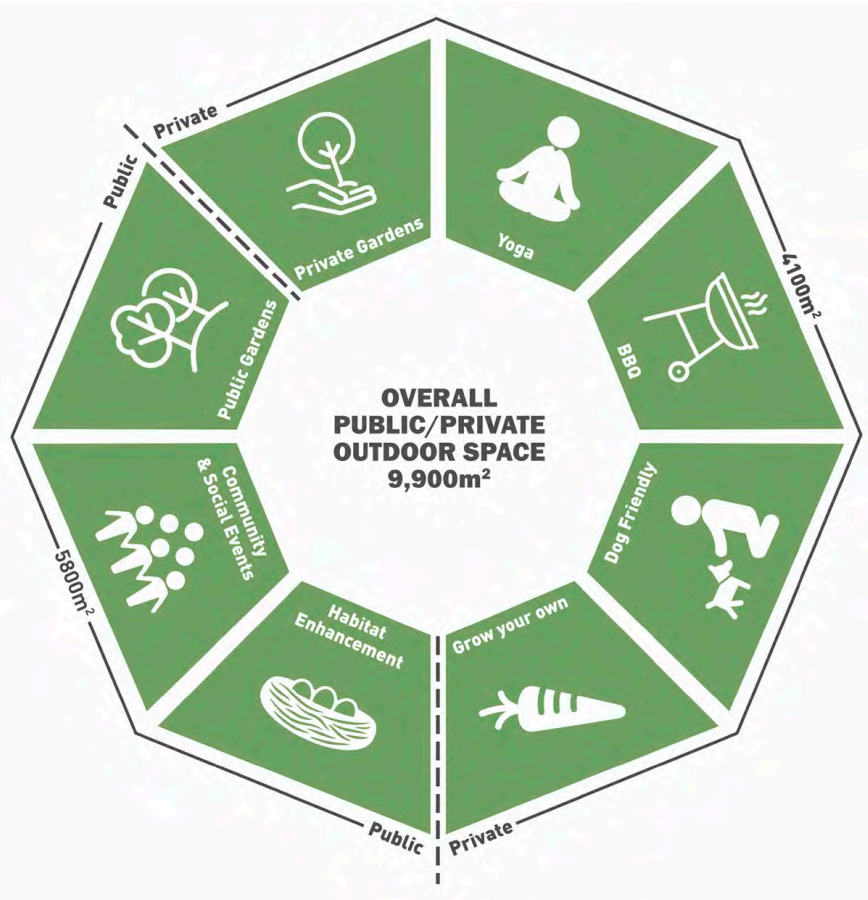
Landscape Plan (2021 Consented Scheme)



Publicly accessible green space and tree planting



Sketch of public park (2021 Consented Scheme)





2.4.3 PLANNING HISTORY - IMAGES OF 2021 CONSENT



View of consented scheme on Newcastle Street looking towards city centre through the park



View of consented scheme from Medlock Street roundabout looking South East



View of consented scheme from Hulme Street at the junction of Cambridge Street



View of consented scheme looking from Medlock Street into the public park



2.4 Planning Context

2.4.3 PLANNING HISTORY - 2021 CONSENT - PROGRESS PHOTOS

Construction began on the Plot 11 consented scheme in 2021 by Downing Construction, with Blocks A,B & D being brought forward in the first phase of works. The site for Block C is currently being used as the site compound during the construction of the other 3 blocks.

Blocks A&B are due for completion in Q3 2024 and Block D is due for completion Q1 2025. Currently the concrete frame for blocks A&B are nearly complete with Block D close to topping out. The unitised facades for Blocks A&B are close to completion, with the facade of Block D progressing in tandem as the concrete frame rises. Internal works are progressing to fit out levels where the facade has been completed.



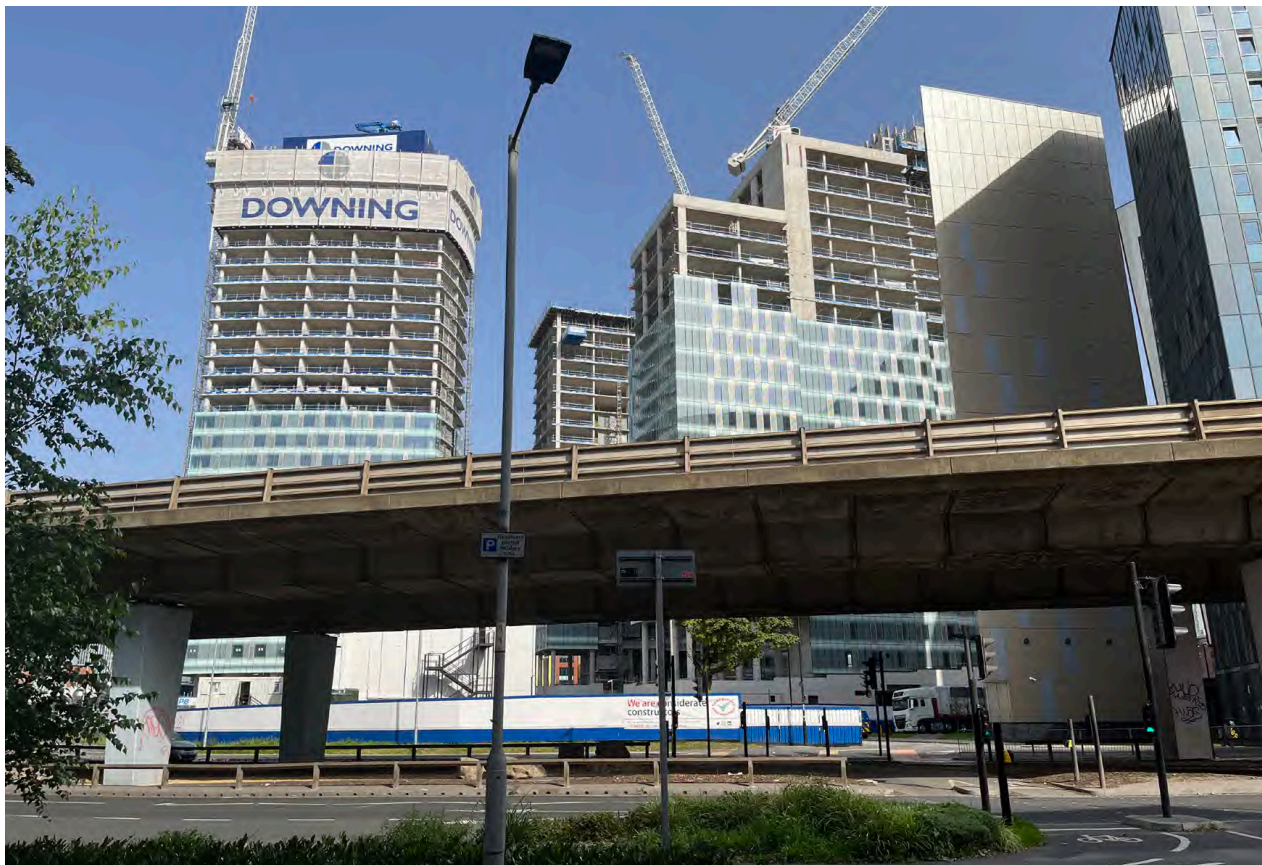
Aerial Photo from Autumn 2023 showing progress on Blocks A/B/D of the consented scheme. The plot for block C can be seen to the right , occupied by site cabins at present.



View from junction of Hulme St and Cambridge St (Autumn 2023)



View of consented scheme from Medlock Street roundabout looking South East (Autumn 2023)



View of consented scheme from Hulme showing new crossing (Autumn 2023)



View of internal courtyard and Blocks A/B looking from Block D (Autumn 2023)

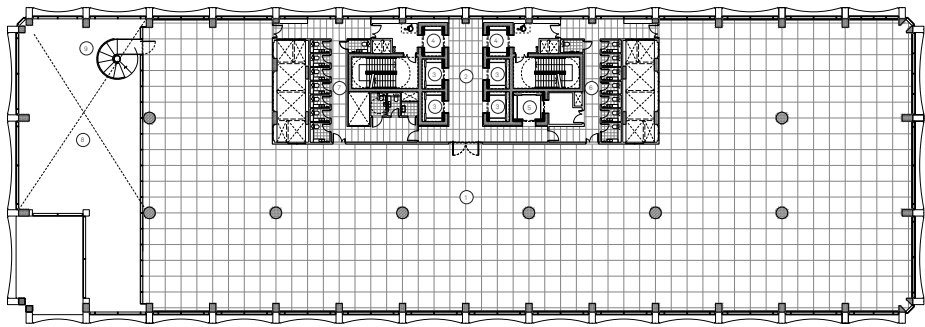


2.4 Planning Context

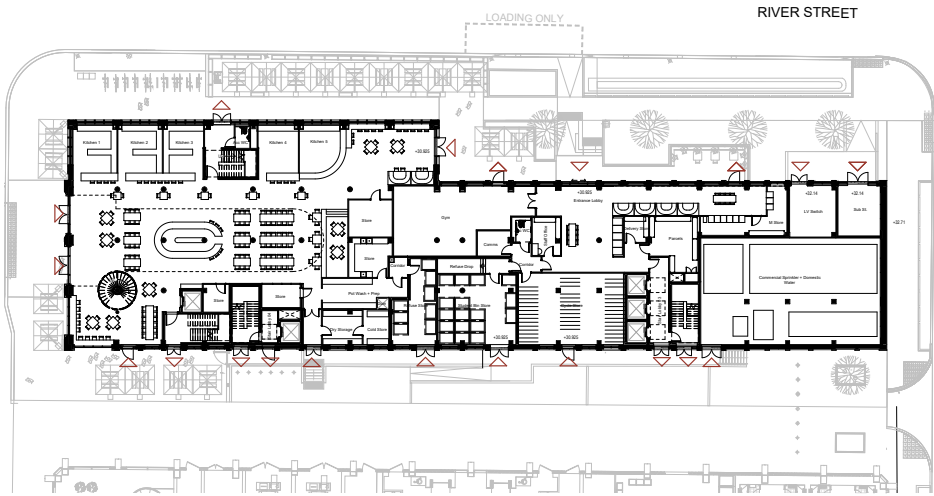
2.4.4 PLANNING HISTORY - SINCE PLOT 11 RECEIVED ITS 2021 CONSENT

In 2023 several proposals on adjacent sites have received planning consent which would see the majority of the First Street SRF delivered alongside Plot 11, as well as a large consent on the site of the Premier Inn across Medlock Street to the West of the site.

The completion of Plot 10a and 9a will see the delivery of the associated public realms, completing the connection from the city centre to Hulme running through Plot 11.



Ground Floor Plan of Plot 10a



Ground Floor Plan of Plot 10b (House of Social)

2023 Plot 10a First Street [136043/F0/2023] - Under Construction

Erection of 13-storey office building (Use Class E) with associated public realm, external roof terraces (floors 11 and 12) and other associated works including external amenity spaces (Plot 10A).

2023 Plot 10b First Street [136170/F0/2023] - Under Construction

Erection of 14-storey building comprising purpose-built student accommodation (PBSA) (Sui Generis) and ground floor Food Hall (Sui Generis Use), and other associated works including external amenity spaces, public realm, secure cycle parking, access and servicing arrangements (Plot 10B)

This scheme has been branded 'House of Social'



Image of Plot 10b proposal



2.4 Planning Context

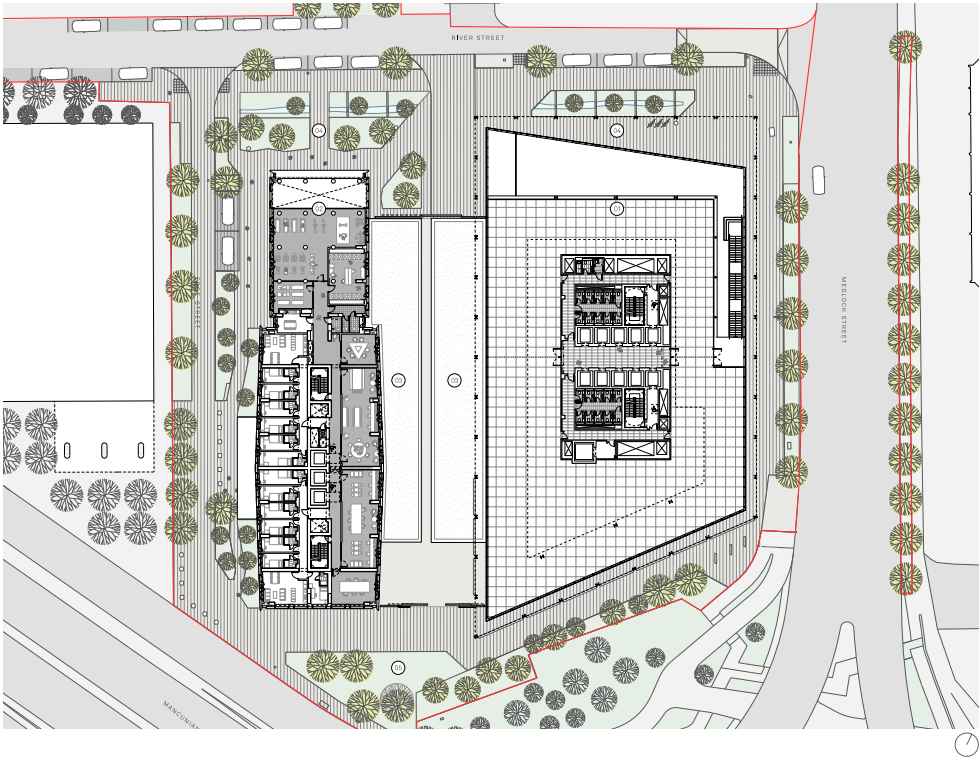
2.4.4 PLANNING HISTORY - SINCE PLOT 11 RECEIVED ITS 2021 CONSENT

2023 One Medlock Street [135419/F0/2022] - Consented

Demolition of the existing hotel building and structures and redevelopment of the site to comprise two separate buildings: one 13 storey office building with commercial unit (Use Class E) at ground floor; a part 11, part 38 storey building comprising 1,014 purpose built student accommodation units (sui generis) with ground floor office/community uses (Use Class E, F1 or F2); and associated ancillary internal and external amenity space, hard and soft landscaping and associated highway works.

The location of One Medlock Street next to the completed River Street PBSA development sits between the First Street and Great Jackson Street SRFs and similarly presents as a tall building on the threshold between the city centre and Hulme.

The proposal represents a drop in height from the Great Jackson Street SRF from 70-50 storey buildings to 38 storeys to respond to the boundary condition changing from Hulme Park (opposite the Great Jackson Street masterplan) to low-mid rise residential blocks.



Typical plan of One Medlock Street



View of One Medlock Street looking South West



View of One Medlock Street looking North towards city centre



View from River Street looking East



2.4 Planning Context

2.4.5 PBSA PIPELINE

In May 2023 Manchester City Council released a report detailing the need for a clear need for new Purpose Built Student Accommodation within Manchester. The requirement has been defined as around 11,320 beds (representing a 2% growth per annum up to 2030). Extracts from the report are below:

“3.1 It is now broadly recognized and accepted that there is a shortage of PBSA in Manchester. This was brought clearly into focus at the beginning of this academic year when some Manchester students could not be housed in PBSA in the City. This was in part a result of the Universities closing some substandard accommodation but also because sufficient new accommodation had not been delivered in appropriate locations.”

“3.2 Policy H12 requires developers to demonstrate, amongst other things, that there is a need for additional student accommodation and requires any new PBSA to be provided close to the University Campuses or on nearby high frequency public transport routes.”

Item 3.14 states that whilst the report lists potential sites currently in the pipeline it is not an exhaustive list and other sites may be progressed in compliance with current planning policies.

Manchester City Council
Report for Resolution

Report to:

Economy Scrutiny Committee – 23 May 2023
Executive – 31 May 2023

Subject:

Purpose Built Student Accommodation in Manchester

Report of:

Strategic Director, Growth and Development

Summary

This report updates the Economy Scrutiny Committee and the Executive on the provision of Purpose-Built Student Accommodation (PBSA) in Manchester and issues that have arisen since the last report in December 2020. It also recommends that the Executive agrees to the establishment of a pipeline of schemes as set out in the report in order to address a projected shortfall of accommodation up to 2030.

Recommendations

The Economy Scrutiny Committee is requested to comment on the report and make recommendations to the Executive.

The Executive is recommended to:

(1)

Note the changes that have taken place regarding the provision of Purpose-Built Student Accommodation since December 2022.

(2)

Endorse the list of schemes set out in the report as the pipeline that will deliver the required amount of PBSA up to 2030

(3)

Endorse the approach set out in the report to help guide the decision-making process in advance of the review of the Local Plan and request the Planning and Highways Committee take this approach into account as a material consideration until the Local Plan has been reviewed.

Wards Affected – Deansgate, Piccadilly, Ardwick, Rusholme, Longsight, Hulme, Moss Side, Fallowfield, Withington, Old Moat, and Levenshulme

Environmental Impact Assessment - the impact of the decisions proposed in this report on achieving the zero-carbon target for the city

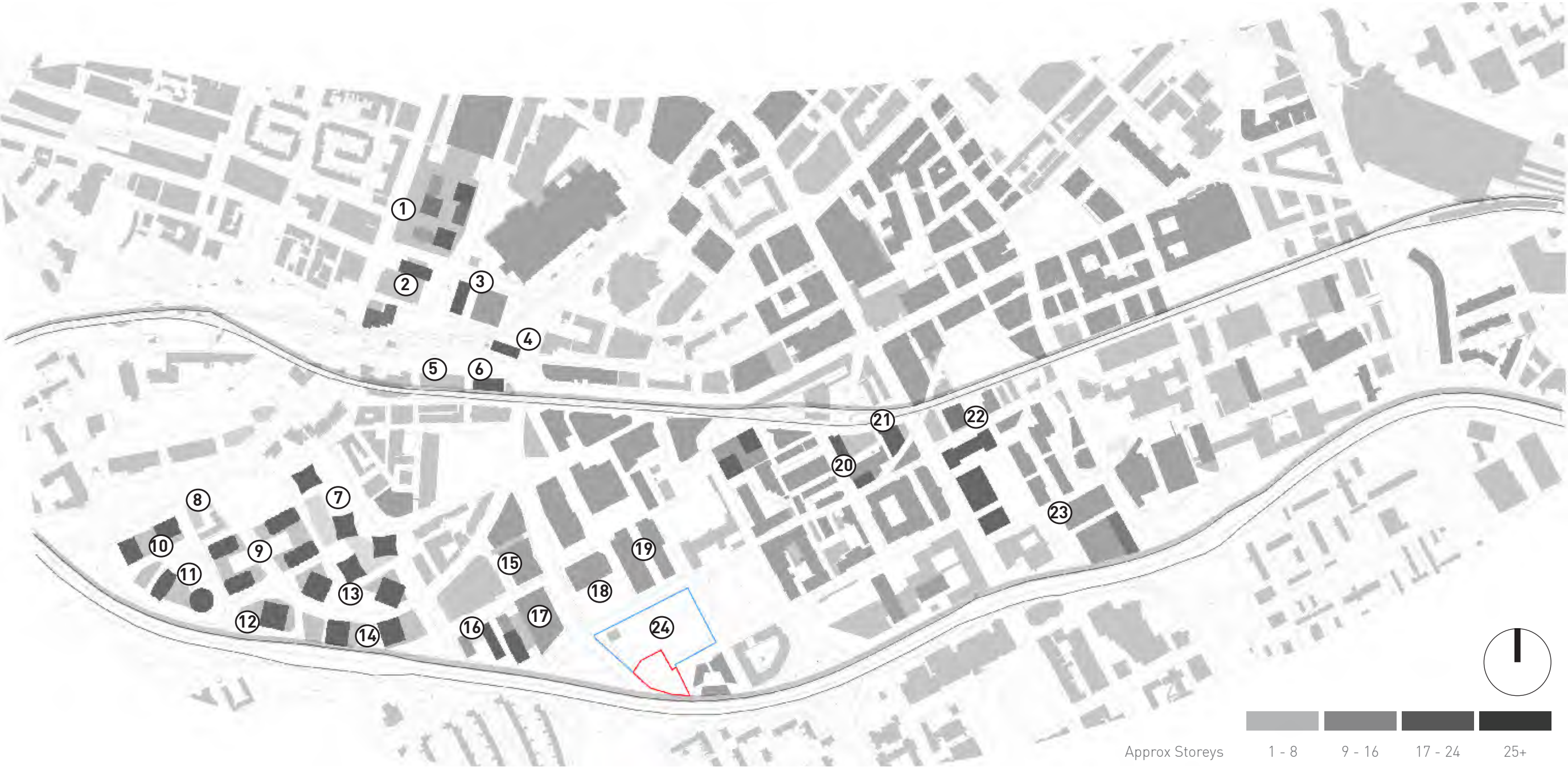
The sites in the suggested pipeline are close to the University campuses, reducing the need to travel, and minimising carbon emissions. Green travel plans are required as part of the planning process. The quality of accommodation must deliver high standards of sustainability that contribute to achieving the zero carbon target.

Extract of MCC Report into PBSA in Manchester

38 | NOV 2023 | FIRST STREET SOUTH - PLOT 11 ,BLOCK C, MANCHESTER

DOWNING

simpsonhaugh



Map showing emerging context of tall / significant buildings in the area surrounding Block C

- | | | |
|--|---|--|
| 1. Great Northern | 9. Crown Street Phase 3 (Application Pending) | 17. One Medlock Street (Application Pending) |
| 2. Beetham Tower | 10. Elizabeth Tower and Victoria Residence | 18. First Street Plot 9A (Under Construction) |
| 3. Viadux (Under Construction) | 11. The Blade and Three60 (Under Construction) | 19. First Street Plot 10A (Planning Permission) and 10B (Planning Pending) |
| 4. Axis | 12. Great Jackson Street Plot D (Application Pending) | 20. Great Marlborough Street (Planning Permission) |
| 5. 2-4 Whitworth Street West (Planning Permission) | 13. Great Jackson Street Plot F (Planning Permission) | 21. New Wakefield Street |
| 6. 10-12 Whitworth Street West (Planning Permission) | 14. 34 Great Jackson Street (Planning Pending) | 22. 60 Charles Street (Planning Permission) |
| 7. Deansgate Square | 15. One City Road (Planning Permsion) | 23. No. 3 Circle Square (Under Construction) |
| 8. Bridgewater House (Planning Permission) | 16. River Street Tower | 24. Site |



2.5 Transport & Connectivity

2.5.1 TRANSPORT CONNECTIONS

The Plot 11 site is located on a key gateway site into Manchester City Centre. The site is within a short walk of several of the primary city centre districts, including Spinningfields, the Oxford Road Corridor, and the central retail district.

Manchester’s main arterial route from the South, the A5103, lies directly to the West of the site providing access to South Manchester and Manchester Airport. The Mancunian Way ring road lies directly to the south of the site which provides access to the rest of the city.

The site is well served by a choice of public transport modes. A Transport Statement, prepared by Sanderson Associates, and submitted as part of the planning application describes the site accessibility in greater detail.

The site’s city centre location and proximity to key arterial routes allows the site to benefit from a range of transport services including the following sustainable modes of travel.

Metrolink

Plot 11 is within a 10-minute walk from the Deansgate-Castlefield Metrolink stop. This is situated on several Metrolink lines, including St Werburgh’s Road-Oldham Mumps, Altrincham-Bury, Altrincham-Piccadilly, Media City-Piccadilly and Eccles-Piccadilly lines

These provide access to a wide range of areas within Greater Manchester.

Bus Routes

Access to South Manchester and Cheshire is provided by the bus service network. The nearest bus stop is located on Whitworth Street West.

The free Metroshuttle service stops on Medlock Street and offers free travel at 10 minute intervals between 7am and 7pm to the wider city centre. The stop is situated on the circular Metroshuttle Route 2 which includes Oxford Road Station, Deansgate and Victoria Station.

Train Stations

Oxford Road station and Deansgate station are within a 10 minute walking distance of the site. Piccadilly and Victoria stations are both easily accessed either on foot or through use of the city centre public transport network outlined above.

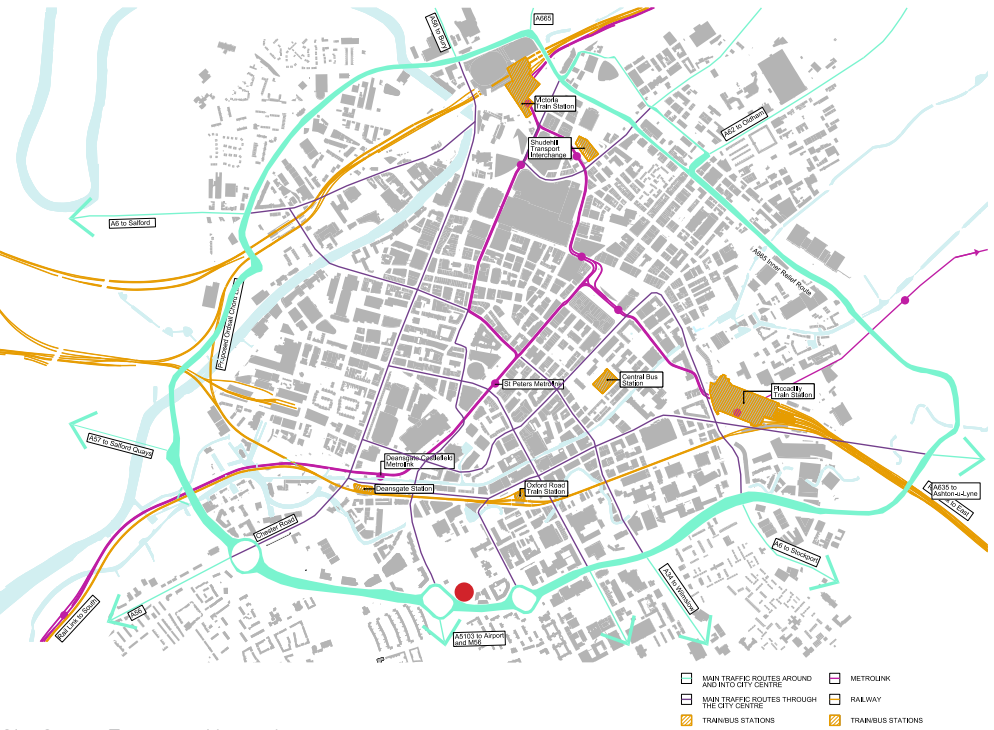
Oxford Road and Deansgate stations offer regional railway services, and Piccadilly station provides national rail connections.

2.5.2 HULME - CITY CENTRE CONNECTIVITY

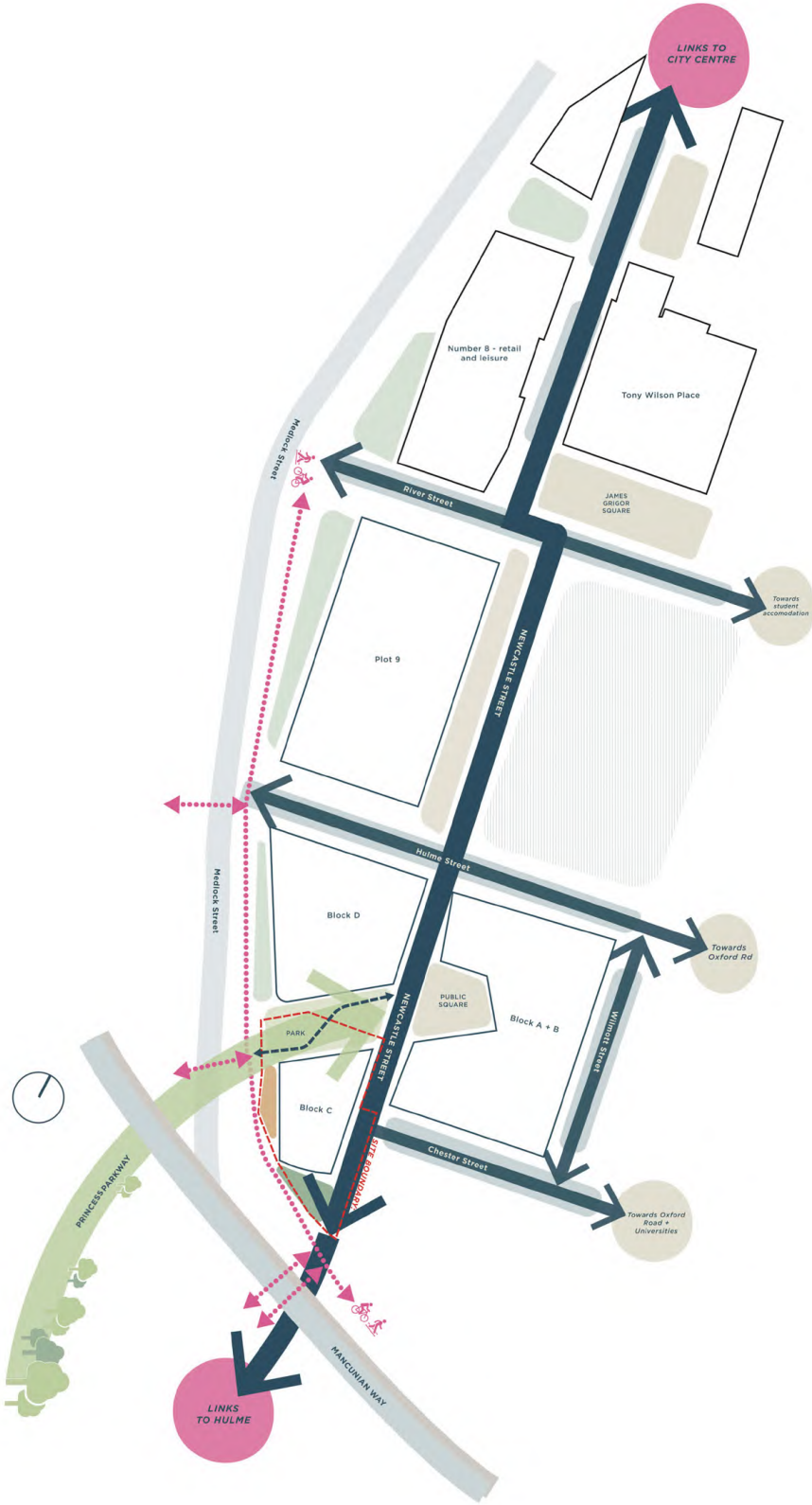
Pedestrian Movements

The site is within easy walking distance of the City Centre and Oxford Road to the north and east, Great Jackson Street to the west and Hulme, via the new and upgraded pedestrian and cycle crossings to the South. As detailed in section 2.3.1 of this document the works to the roundabout have greatly increased the safety and desirability of this connection into Hulme.

In accordance with the First Street SRF, it is recognised that there is an opportunity to increase the north-south connectivity between the city centre and Hulme, through the reopening of Newcastle Street. This was achieved through the 2021 planning consent within the Plot 11 design and there is now the opportunity to build on this further with the new Block C proposal now the roundabout works are complete to give better connectivity around and through the site an maximise the potential of what will become a significant crossing into Hulme. The new crossing increases the potential of the PBSA scheme proposed and already consented in First Street by linking them more to the university campus’ through Hulme. Hulme residents will benefit from the greater connectivity North into the city centres transport links both locally and further afield from Oxford Road and Deansgate Stations.



City Centre Transport Network



Potential connectivity from Hulme through the First Street SRF



2.6 Constraints & Opportunities

2.6.1 CONSTRAINTS

The design development of the scheme has been progressed with a great degree of certainty given the wealth of technical information already available from the 2021 consent on the site. Whilst the new application has necessitated the created of revised or new reports the design team were able to identify the key issues at an early stage of the design process. These are listed below, however are not exhaustive as to the whole range of testing / constraints the scheme has dealt with.

Acoustics & Noise

The proximity to the Mancunian Way and Medlock Street presents a constant noise source to South and West of the site. Testing was commenced from the outset of the project to update the data from the 2021 Consent to inform the heating, cooling and ventilation strategy.

Air Quality

The proximity of Mancunian Way also results in a zone of poor air quality resulting from high concentrations of NOx. Testing was commenced from the outset of the project to update the data from the 2021 Consent to inform the heating, cooling and ventilation strategy.

Adjacent Buildings

The relationship with the site context was recognised as a key factor in the development of the massing and the siting of the building. In particular, the consideration of the residential blocks on the southern side of the Mancunian Way in Hulme. A daylight / sunlight / glare analysis has been progressed to assess impact on all local buildings and roads and is included as part of this application.

Careful consideration has been given to the relationship to the residential developments of Macintosh Mill and the Student residential development to the south of Chester Street. However, Blocks A/B/D sit in between Block C and the listed ‘mill’ context, with no meaningful difference between the consent and proposed scheme. A view from the junction of Hulme Street and Cambridge Street is included in the TVIA Report.

Gas Mains

A gas main runs down Newcastle Street to the East of the site. Another also runs along part of the west of the site. The easements to these preclude building on or over them.

2.6.1 CONSTRAINTS

Wind

Given the creation of a taller built form for Block C a desktop wind assessment has been conducted as part of an iterative process to develop the buildings height, massing, form and orientation.

2.6.2 OPPORTUNITIES

The development proposal presents opportunity to deliver much needed PBSA in a sustainable and accessible location close to the universities and transport links. These are summarised as follows:

Regeneration of a vacant Gateway Site

Delivery of Block C is key to the success of the key principals of the First Street SRF, completing the connection down the re-instated Newcastle Street and acting as a distinctive marker for the crossing from Hulme to the city centre. All of Plot 11 had been vacant land for decades and as such provided a poor visual upon entry from Princess Parkway into the city, an unsafe environment and a lack of connectivity, all of which making the crossing point unusable. The development of Blocks A/B/D begin to showcase how special and prominent this site will be for the site and the ambition is to better this with a revised block C proposal.

Development of a Bold, High Profile Scheme

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. Downing are committed to early delivery of the project as evidenced by the current construction of Blocks A/B/D on the rest of Plot 11.

Improving connections to Hulme

The design provides an opportunity to help improve the connections between the city centre and Hulme. The completed works on the Medlock Street roundabout mean there is a great opportunity to make Block C a key gateway building both in the design of the massing and its activation and engagement with the urban environment at ground floor level, improving on aspects of the 2021 consented scheme.



2.6.1 FURTHER ANALYSIS

Noise Pollution



The site lies in close proximity to both Mancunian Way and a major arterial route from Princess Way leading onto Medlock Street.

- Landscape buffers to be considered to buffer site from the roads
- Appropriate siting of use classes on the site should be considered to avoid sensitive zones being located within close proximity to Mancunian Way
- Appropriate ventilation strategy for residents to be considered to combat noise pollution.

Solar Movement

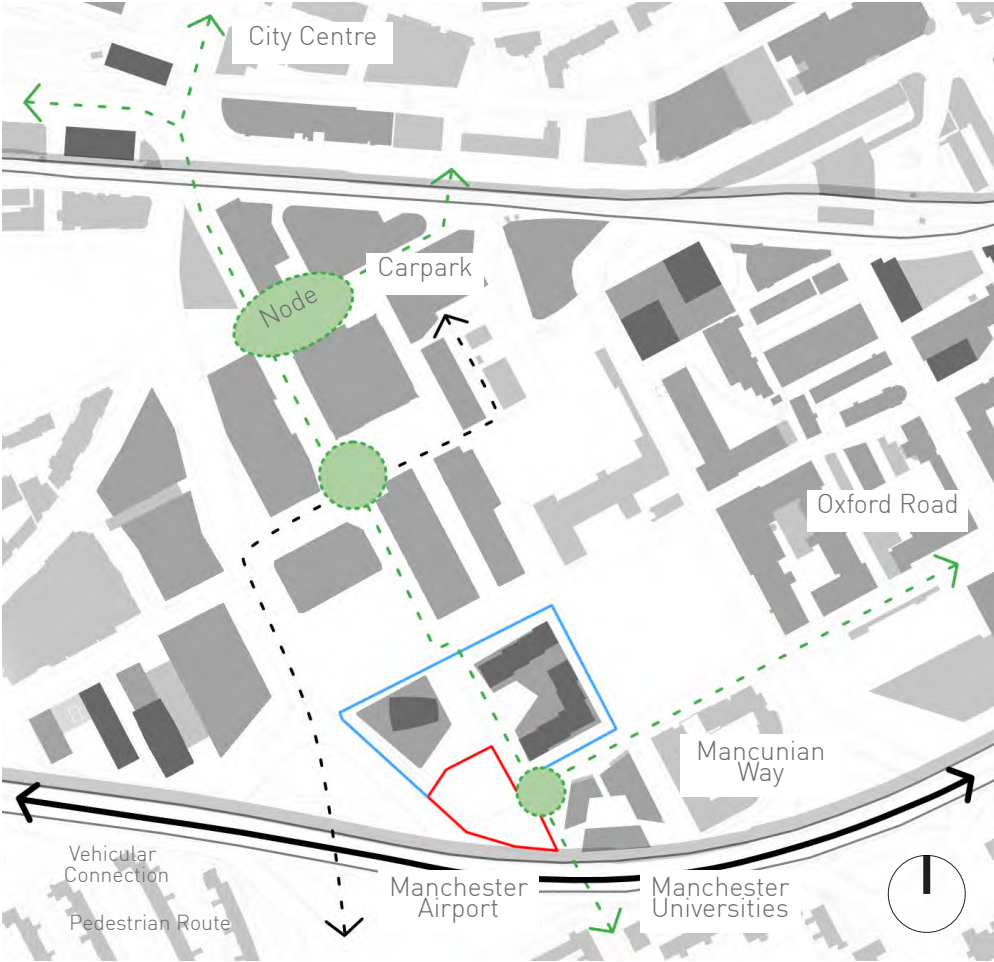


The low rise nature of the ring road has little affect on overshadowing of the site. Parkway Gate located on Chester Street will overshadow portions of the site for small periods of the day.

- Consideration of the revised form to improve daylighting into the public park / square.

(p27. First Street Strategic Development Framework)

Connections



The new and upgraded crossing from the city centre to Hulme at the Medlock Street roundabout has enabled a key component of the First Street Development Framework to be realised. Once complete, the new developments in First Street South and Central will create a continuity of Newcastle Street from the Hulme boundary up into Tony Wilson Place and HOME.



2.7 Design Objectives

2.7.1 DESIGN OBJECTIVES

The revised design for Block C aims to build upon the principles of the consented scheme whilst seeking to take advantages of the upgraded connections to Hulme in creating a distinctive marker of this key crossing to denote the re-opening of Newcastle Street as a key route to and from Hulme.

These key objectives that have driven the development of the design are summarised below:.

Context

The development must be appropriate to its context in terms of:

- The proposed use and amount of development on the site,
- Integration with its current surroundings including Blocks A/B/D under construction
- Establishing an appropriate form of development on the site in townscape and urban design terms to accommodate the required quantum of development, offsetting the increase in height with greater public realm advantages as per the principals set out in the First Street Development Framework
- Its appearance in short, mid and long range views and its relationship to key views within the area,
- Delivery of a high quality and inviting streetscape and public realm to provide improved connections and linkages to Hulme
- Establishing a sense of place and a destination within the wider context.

Site

A series of specific site issues and associated impacts were identified which needed to be addressed within the design of the development, including:

- | | |
|-----------------------------------|-----------------------------|
| • Adjacency to the Mancunian Way: | Noise and Air Quality |
| • Separation between blocks: | Daylight |
| • Solar orientation: | Heat Gain / Glare |
| • Wind microclimate: | Suitability of surroundings |

2.7.2 BRIEF

The brief has been developed and informed by the extensive design evolution and consultation process, however a number of objectives have remained constant throughout this process:

- To provide a development that realises the full potential of the site within the context of upgrades to the Medlock Street roundabout and establishing a strong connection from Hulme to the city centre.
- Delivery of a quantum and mix of accommodation to secure redevelopment of the site.
- To provide flexible, accessibly-priced, high density, high quality Purpose Built Student Accommodation with complimentary spaces to suit a wide demand.
- Offer a percentage of affordable provision of rooms at a reduced rent.
- Ensure that the development makes a valuable addition to the area, building upon the advantages of the 2021 consented scheme.
- To create a high quality building and space resulting in an exemplar of architectural design.

The combination of project brief requirements and the site’s strategic location provide a unique opportunity to create a scheme that will enhance and improve the area, and make a significant contribution to the success and profile of the city.

2.7.3 STAKEHOLDER ENGAGEMENT

The client and design team have consulted with individuals and bodies that may be affected by the proposals and have responded to their comments where appropriate.

The design has followed a rigorous formal pre-application process with Manchester City Council planning and regeneration department at all stages of the design development. Comments received from officers during these meetings have influenced the developing design and have helped to ensure that an appropriate proposal was developed.

In addition to the City Council consultation process a number of other consultations have taken place including:

- Greater Manchester Police
- Local Residents via online and in-person public consultations
- Local Ward Councillors (Including Hulme)

A more detailed account of the process is included in the Statement of Community Involvement.

2.7.4 AIMS AND ASPIRATIONS

The initial analysis of the context outlined in Chapter 2.0 identified the site as a key gateway into the city. This is reiterated through the following statement from the First Street Development Framework 2010:

“The lack of a ‘sense of arrival’ to the First Street neighbourhood is also currently a critical shortcoming particularly in respect of the main vehicular arrival point from the South which is dominated by the Mancunian Way flyover and a poor quality built environment”

The ambition is to create a high quality, commercially successful, landmark development which maximises the potential of an under used, gateway location, realising the potential to re-connect the adjacent part of Hulme into the city centre through improving connectivity to the upgraded roundabout.

Improving on the visual and physical amenity of the site by increasing the size and aspect of the public park that was approved as part of the 2021 consent. This is reiterated in the First Street Development Framework 2018:

“There is a need for green space in the City centre. Higher density development on certain plots may allow the delivery of more public realm and green space.



Aerial View from North West (Autumn 2023)



2.8 Sustainability

2.8.1 DESIGN OBJECTIVES

There are some general principles that we have considered from the outset of the project in order to deliver a design that is holistically sustainable rather than ‘bolt-on’ gestures.

The proposed development aims to significantly increase the level of biodiversity on the site through the creation of a urban green space. Research by the University of Leeds published in ‘A Brief Guide to the Benefits of Urban Green Spaces’ highlights the following benefits:-

Health & Wellbeing

The intent is for the design to promote mental and physical wellbeing within residents. A key component of this is the inclusion of private external amenity space for the student residents, as well as orientating the internal amenity spaces towards the public park being created in between Blocks C&D. Evidence suggests that access to quality green spaces will have a positive effect on a persons health, reducing stress.

Temperature & Climate Change

In the UK, urban temperatures are typically 1-2oC higher than the surrounding rural areas. This urban heat island (UHI) effect occurs because the materials used to build towns and cities absorb more of the sun’s energy than the natural surfaces they replaced.

Urban green spaces reduce the UHI effect by providing shade and by cooling the air through the process of evapotranspiration. During evapotranspiration, the sun’s energy is used to transfer water from the leaves of plants into the atmosphere.

Air Quality

Trees and shrubs have multiple impacts on air quality. They can improve air quality by removing both particles and gases from the air; particles stick to the surface of the leaves, and gases are taken up through pores on the leaf surface. Trees with complex, ridged or hairy leaves (such as pines) tend to capture more particles than trees with broader, smoother leaves.

Flooding & Water Quality

In urban areas, the impermeable materials used for roads and pavements mean that rain is not absorbed and remains on the surface. During periods of heavy rainfall this water accumulates and when the drainage capacity of the area is exceeded, flooding will occur.

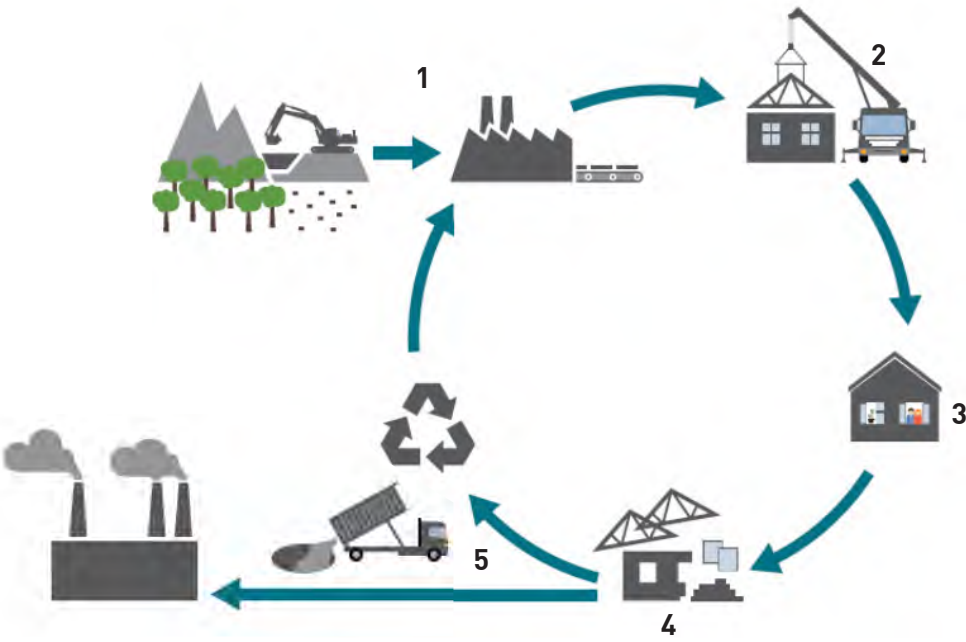
In contrast, vegetated surfaces are able to intercept and store water, reducing the volume of rainwater run-off. Benefits from individual trees are maximised if they are planted in tree pits containing permeable soils able to absorb additional water, or structural soils that facilitate the growth of tree roots beneath pavements and roads.

Wildlife & Habitats

For many city dwellers, spending time in urban green spaces is their only regular opportunity to be surrounded by nature. Research suggests that people get more enjoyment from spending time in green space when they perceive there to be a high level of biodiversity and that visitors to green spaces would be willing to pay to see an enhancement in the species richness of plants, birds and invertebrates.

Environmental Strategies

The principles highlighted adjacent have been be considered as part of the design process. The scheme also aims to improve the health, wellbeing and quality of life for residents and the public through considered architectural and urban design, taking into account environmental hazards generated by the Mancunian Way and dealing with them within the ventilation strategy and building fabric.



1 Product Stage

- Raw material supply
- Transport
- Manufacturing

2 Construction Stage

- Transport
- Construction
- Installation process

3 Use Stage

- Operational use
- Maintenance
- Repair
- Replacement
- Refurbishment

4 End of Life Stage

- Demolition
- Transport
- Waster processing
- Disposal

5 Recycle Stage

- Reuse
- Recovery
- Recycle



2.8 Sustainability

2.9.1 WHOLE LIFE CARBON ASSESSMENT

Ramboll have been appointed to undertake the Whole Life Carbon Assessment (WLCA) for the development. The key elements from their report are extracted in this section of the Design & Access Statement. The report summarises the development’s carbon emissions over its 60-year lifespan, accounting for its embodied and operational carbon emissions and post ‘end of life’. As part of the design process Ramboll have held workshops with the wider design to assess the proposals as they have developed and look at any design options that may yield reductions in the Embodied Carbon for the proposal.

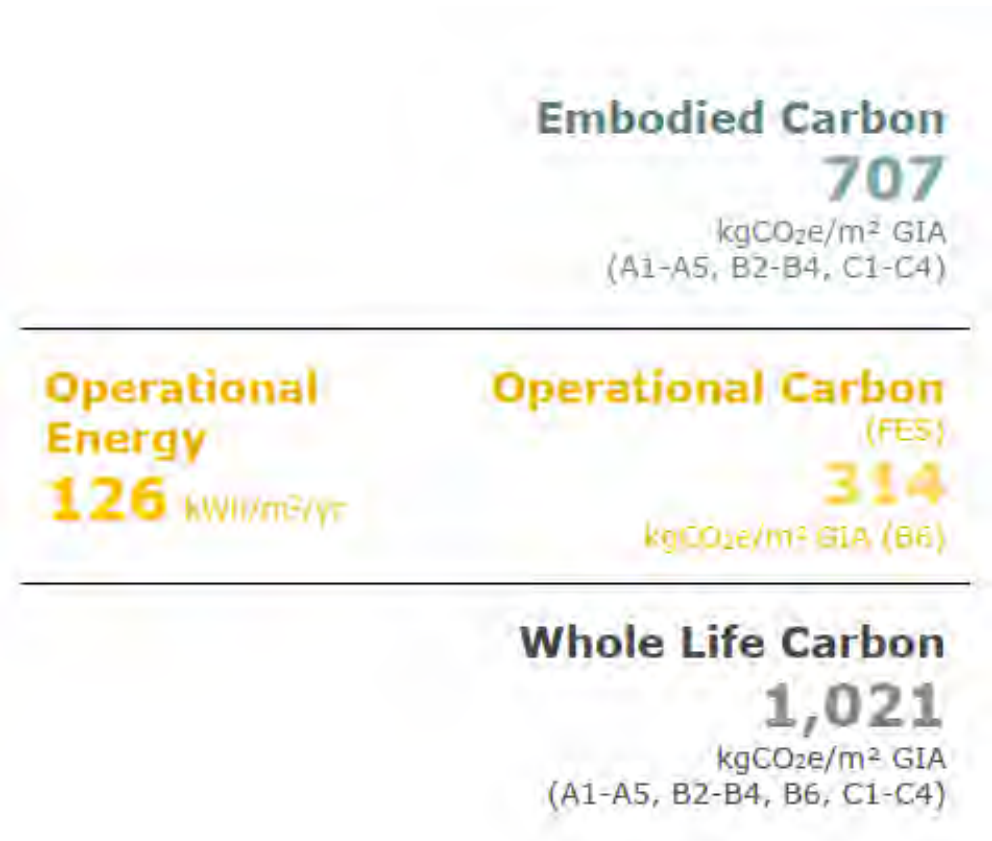
Conclusions

As shown in the adjacent diagrams, the total Embodied Carbon for the revised Block C proposal is approximately 707 kgCO₂e/m² for the whole building.

A set of embodied carbon benchmarks for various building types have been developed by Greater London Authority (GLA) and are provided within GLA’s Whole Life-Cycle Carbon Assessment guidance (March 2022). Embodied carbon results for the proposed scheme will be compared against the recommended GLA WLC benchmark and aspirational benchmark for Residential Buildings as the closest available match.

Aspirational benchmarks are based on a 40% reduction in WLC emissions on the first set of WLC benchmarks, which is based on the World Green Building Council’s target to achieve a 40% reduction in WLC emissions by 2030.

GLA Residential suggests a WLC benchmark of 1,200 kgCO₂e/m² GIA with the WLC aspirational benchmark set at 800 kgCO₂e/m² GIA. As shown First Street Block C is a betterment against the GLA Aspirational benchmark.



Breakdown of the Whole Life Carbon for Block C’s proposal

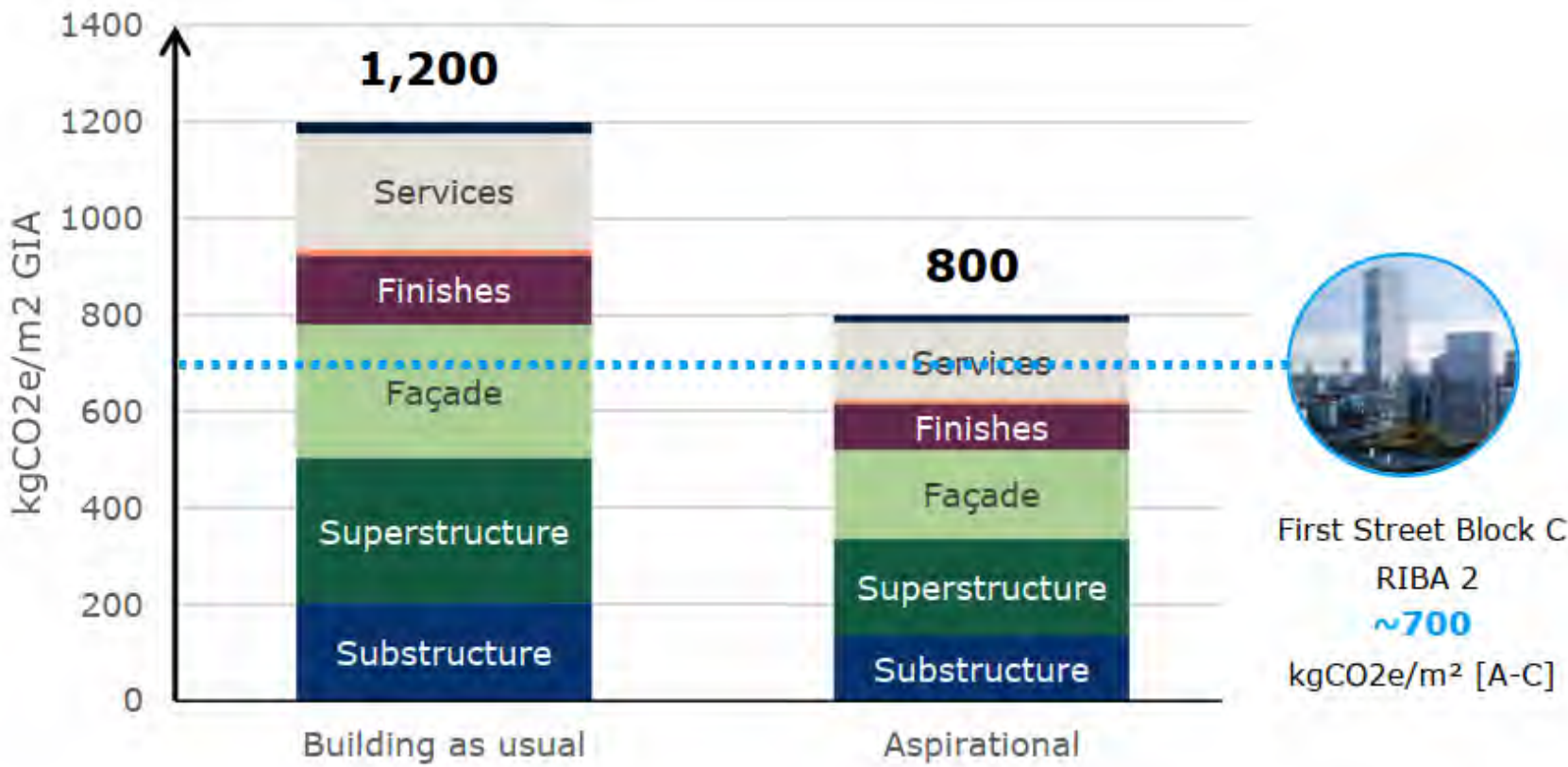


Diagram extracted from Ramboll Whole Life Cycle Assessment showing Block C as a betterment on the GLA aspirational benchmark.



2.9.2 SUSTAINABILITY - KEY PRINCIPLES (CONSTRUCTION)

Whole life carbon analysis



Carry out whole life carbon analysis of all building elements.

Sourcing Materials



Ethical and responsible sourcing of all materials.

- Where possible, materials are to be sourced locally minimizing emissions from transport

Minimise material use



Minimise materials with high embodied energy impacts.

- Post Tension slabs in lieu of traditional concrete slab potentially reducing the mount of concrete and steel
- Off-site manufacture reduces waste

Off-site Construction



Consider modular off-site construction systems

- Unitized Glazing panels
- Bathroom pods

Local natural materials



Promote use of local natural materials

- Vegetation selected from native species
- Natural internal materials - timber, wool,
- Water based paints where appropriate

Building Reuse



Design building for disassembly and the circular economy

- Reappropriation of the building
- Elements of the building to be used elsewhere

Robust Detailing



Detailing to be Long life and robust

- Robust materials
- Unitized glazing / brick

Target Zero Construction Waste



Target zero construction waste diverted to landfill

- Standardization
- Designing the scheme to maximise repetition in unit sizes
- A Waste management plan will be produced during construction
- Occupation, recycling facilities

Disassembly and Circular Economy



Design building for disassembly and the circular economy



2.9.3 SUSTAINABILITY- KEY PRINCIPLES (OPERATIONAL)

Optimise solar gains



Building Massing cut away to maximise solar gains to and around the site

Carbon Sequestration



Carbon sequestration (Co2 offsetting) from the planting of new trees

SuDS



Extensive planting and public amenity space will support the Sustainable Drainage Systems (SuDS) by means of inception and transportation

Recycling facilities



Recycling facilities to enable the local authority waste reduction targets, diverting more materials away from landfill and reducing the occupants' carbon footprint further

Cycle Store



Secure cycle store and hire facility

Travel options



Travel options, including local access to transport nodes for bus and metrolink reducing the number of journeys completed by car

Proximity to work, shops & amenity



Places of work, local amenities and shops are within easy walking distance of the site, enabling residents to live local and reduced the need for journeys completed by car.

Study Spaces



Study facilities are on site enabling residents to have a space outside of their rooms for working. Potentially cutting down on journeys too and from university.

Electric space heating



The UK's grid is de-carbonising therefore there is potential for the building's emissions to reduce over time as the UK grid CO2 footprint reduces so will that of Building C.

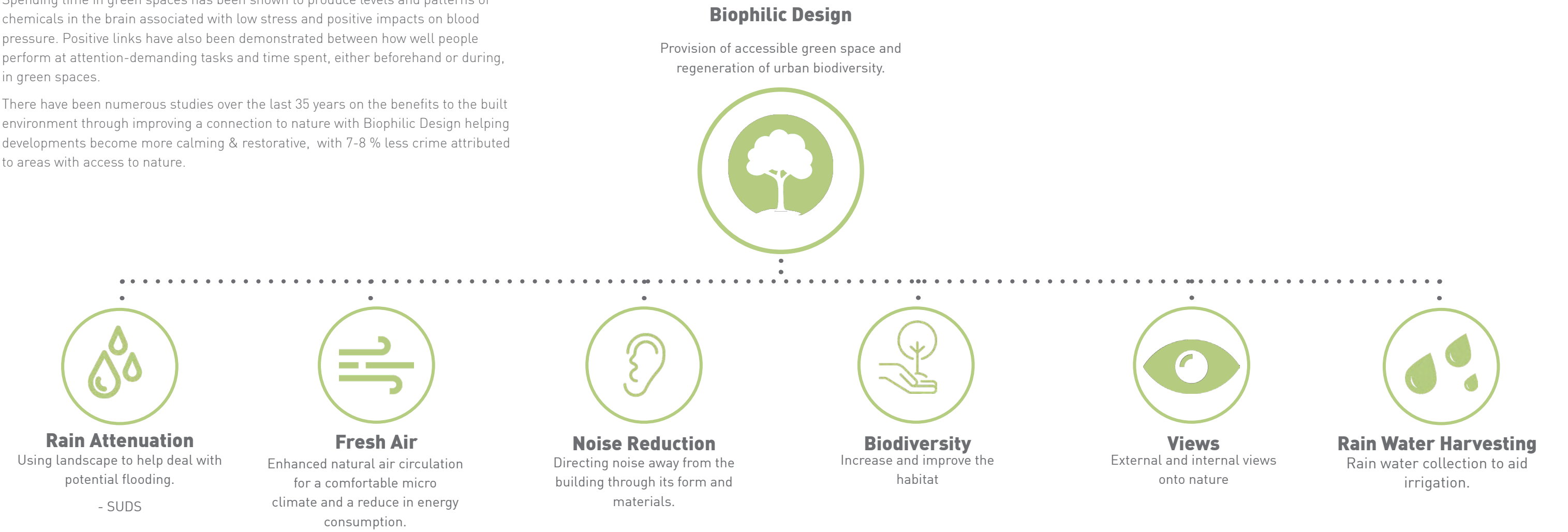


2.9.4 HEALTH & WELL-BEING

Access to green space improves our mental well-being, reducing the need to treat anxiety and mental health conditions. Depressive disorders are now the foremost cause of disability in middle- and high-income countries and can be precursors for chronic physical health problems.

Spending time in green spaces has been shown to produce levels and patterns of chemicals in the brain associated with low stress and positive impacts on blood pressure. Positive links have also been demonstrated between how well people perform at attention-demanding tasks and time spent, either beforehand or during, in green spaces.

There have been numerous studies over the last 35 years on the benefits to the built environment through improving a connection to nature with Biophilic Design helping developments become more calming & restorative, with 7-8 % less crime attributed to areas with access to nature.





3.1 Design Process

3.1.1 OVERVIEW

This chapter provides an overview and account of the ideas and options that have been considered, initially starting in July 2022, for the redevelopment of the site. The decision to rework the Block C design from the 2021 consent is in response to evolving market constraints and updated policy from Manchester City Council.

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 design team from a number of differing aspects, from both an aesthetic point of view and the ability to match 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.

3.1.2 STAKEHOLDER ENGAGEMENT

At all stages throughout the design development process the Applicant and Design Team sought to undertake 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 consultation with Manchester City Council, Greater Manchester Police, local ward councillors, the Health & Safety Executive and the general public.

Manchester City Council, as the local planning authority, were consulted 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.

3.2 Design Evolution

3.2.1 FEASIBILITY STUDIES: JULY 2022

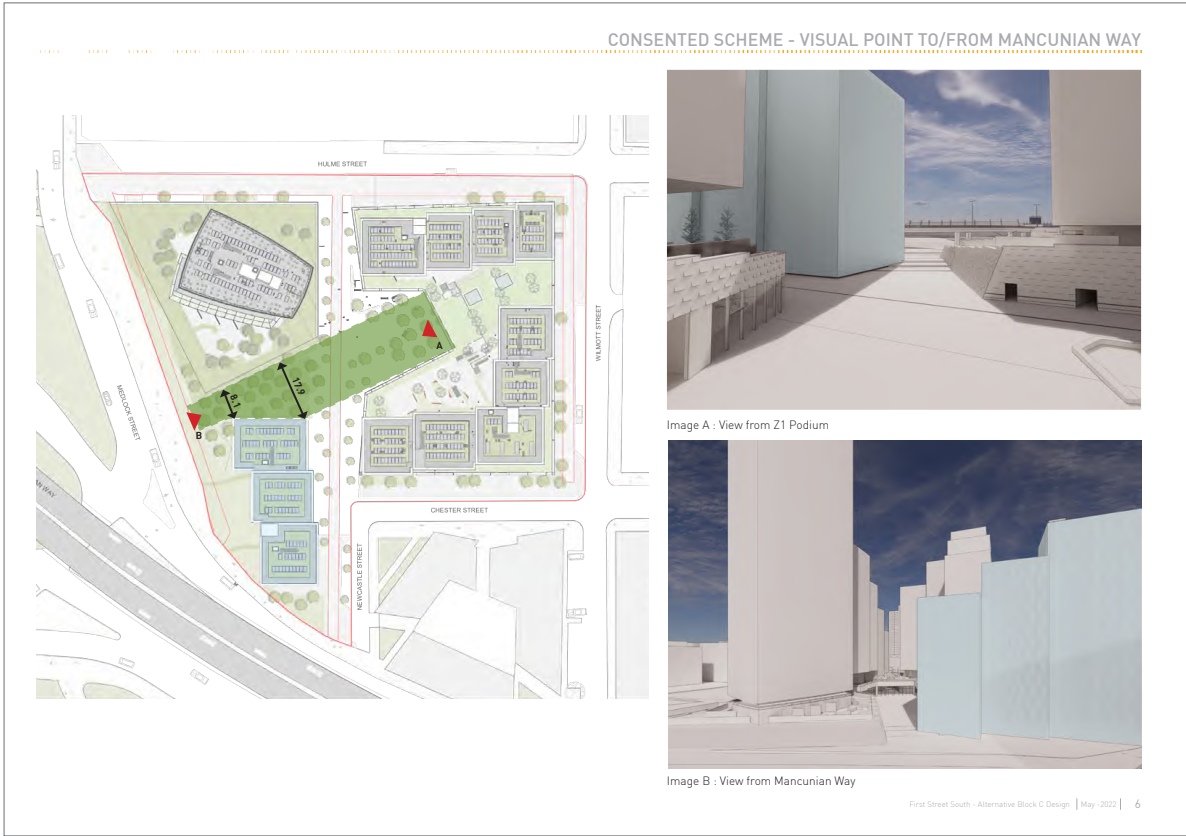
Proposals were first drawn up for the redevelopment of the site by SimpsonHaugh, on behalf of the Applicant, in Summer 2022 in response to MCCs growing need for more Purpose Built Student Accommodation in the city centre. The proposal shown to MCC at this stage was of similar height, form and quantum to the proposal displayed in this planning application. Deloitte’s 2022 Crane Survey noted there were no new starts for PBSA schemes in Manchester City Centre in 2022. Manchester City Council has subsequently issued a report to its Economy & Regeneration Committee in May 2023 outlining their strategy to address this shortfall up to 2030.

It was in response to the above need in the city for PBSA, the improvements to the Medlock Street roundabout, emerging and new regulatory changes and Downing’s desire to deliver the full Plot 11 development at the earliest point in time that SimpsonHaugh were asked to review options for a revised proposal.

As shown in the diagrams from an early consultation in July 2022 on page 53, SimponHaugh / Downing presented to MCC the principal of a taller building for Block C, with a change to PBSA allowing for increased density on the site, being offset by improvements to the public realm. This principle is set out in the First Street Development Framework.

The 2021 Consent had a 17 storey stepped form similar to Block A/B, initial testing of extending this type of form being taller felt like it didn’t address the roundabout appropriately. In testing of alternative forms, these felt too disparate from Blocks A/B/D and didn’t feel part of the same collective of buildings. It therefore was decided that introducing a new typology was not the right strategy. Therefore the approach taken was to use a similar form to Block D, we felt that the slender curved tower forms worked well in addressing the roundabout and in achieving the goals of the revised Block C brief in creating a distinctive marker building. Both Blocks C&D would now act as a pair, with A&B behind similarly doing so and the two different typologies responding to differing context. One to the arrival into the city from Hulme and the Princess Parkway / Mancunian Way and the other broken up by the lower stepped forms relating to the historic context of Macintosh Mills to the East.

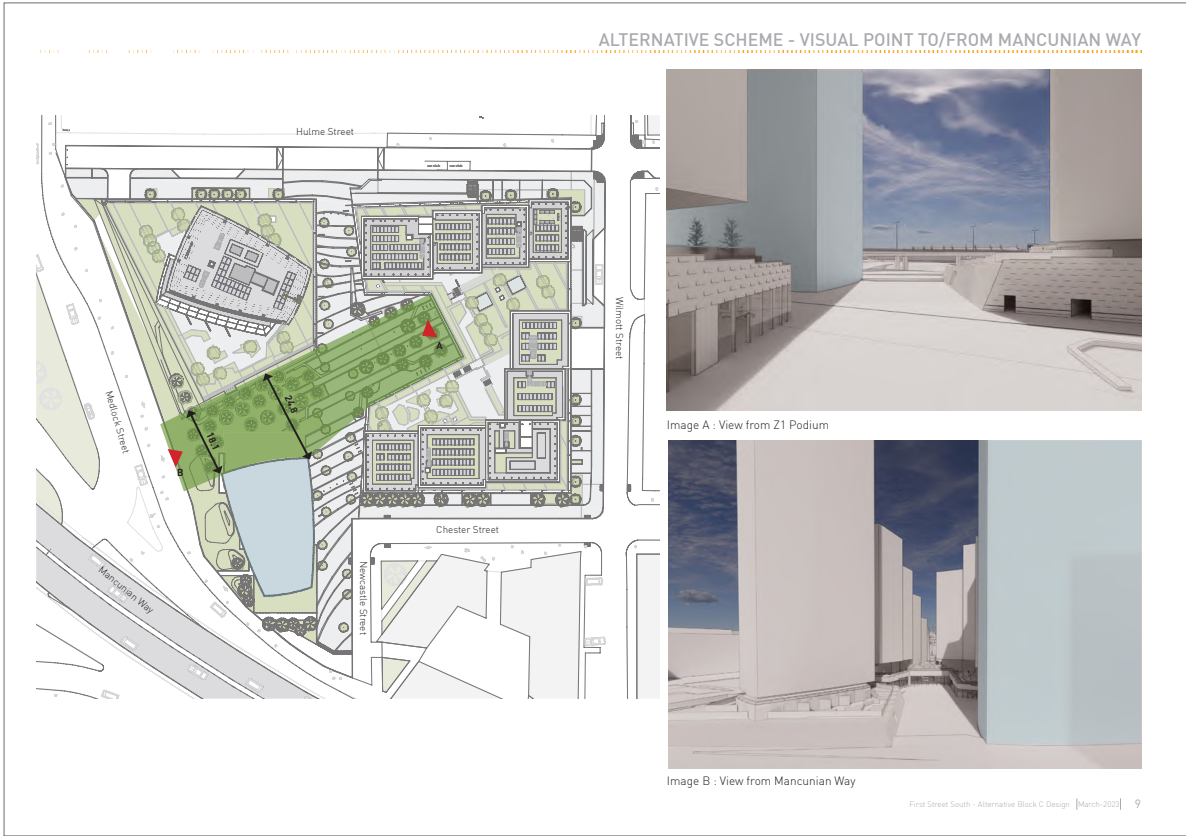
Following positive feedback regarding the proposal from MCC of a tall building on the site the design of the scheme was then developed through interrogation of plan, section and elevation drawings together with a series of massing models. A number of key parameters were identified in relation to the proposed scale and proportion of the massing.



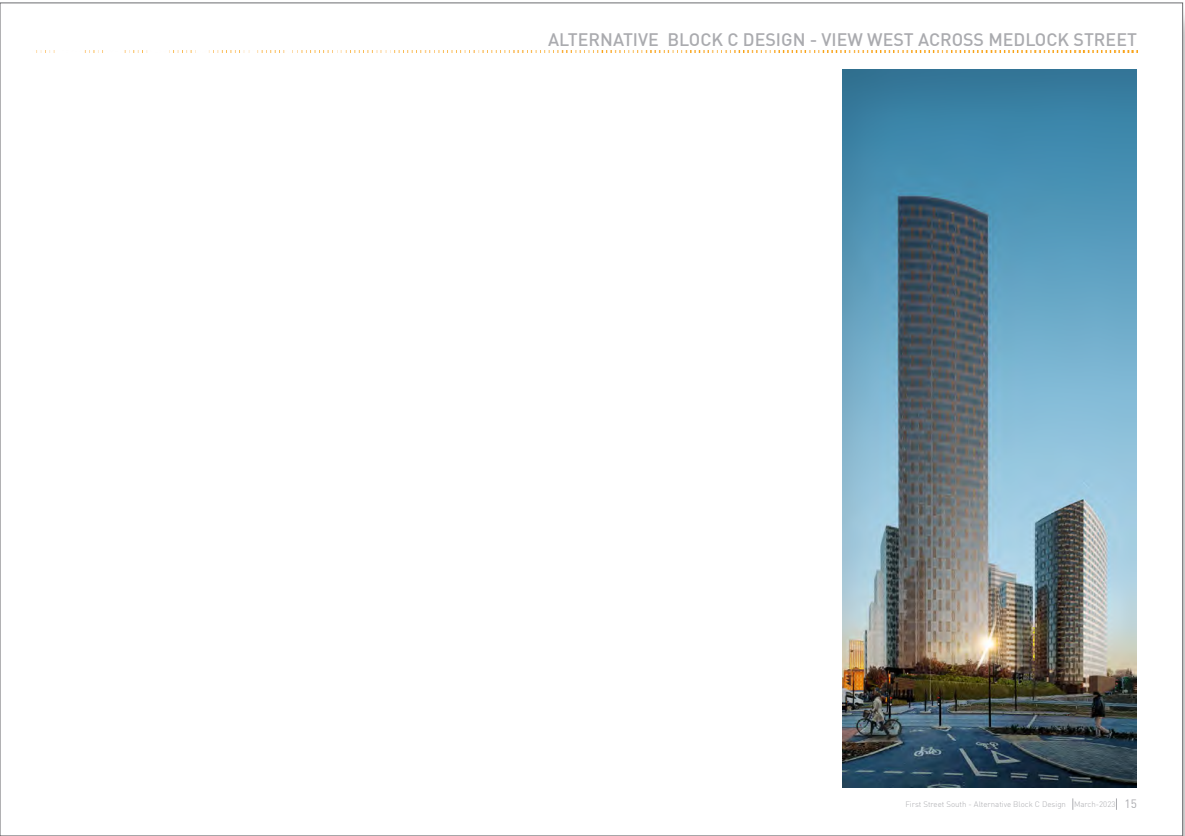
Extract from July 2022 Pre-App Document showing potential to make improvements to the public park with a revised proposal



Extract from July 2022 Pre-App Document showing potential massing of a revised Block C proposal from Mancunian Way



Extract from July 2022 Pre-App Document showing potential advantages of the revised massing to improve the public realm.



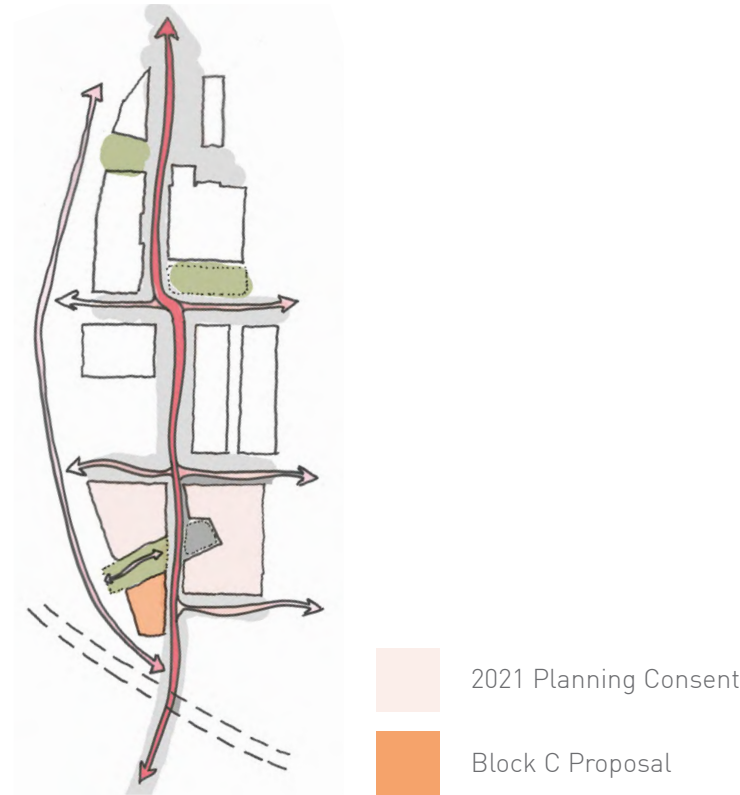
Extract from July 2022 Pre-App Document showing potential massing of a revised Block C proposal from Medlock St Roundabout



3.2 Design Evolution

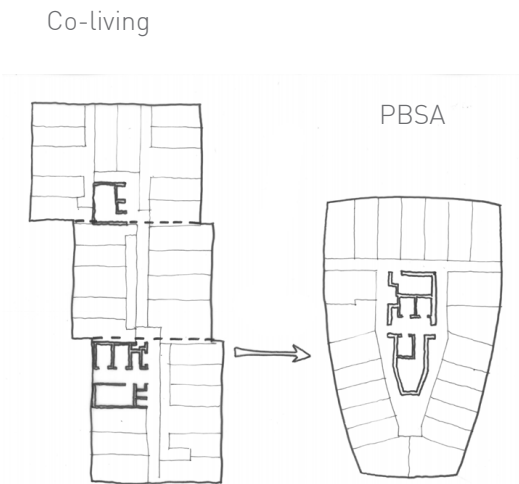
3.2.2 KEY DESIGN PRINCIPLES

The design has been developed in conjunction with the requirements set out in the brief that responded to the buildings place within the urban realm and the change to PBSA to respond to the needs of the city. Key to the success of any revised Block C proposal would be to realise the potential of the connectivity of the public realm around the site from the city Centre to Hulme. The principles derived out of the site analysis determined a distinctive marker building to denote the new Newcastle Street crossing was required, building upon the principles of the 2021 Consented scheme in the implementation of a public park and connectivity of the public realm.



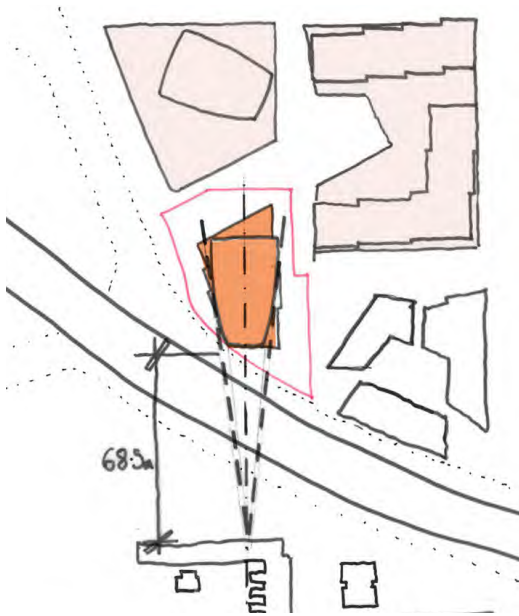
CONNECTIVITY

- Establishes the connection through to Hulme via Newcastle Street
- Pocket park as key entry marker to City Centre



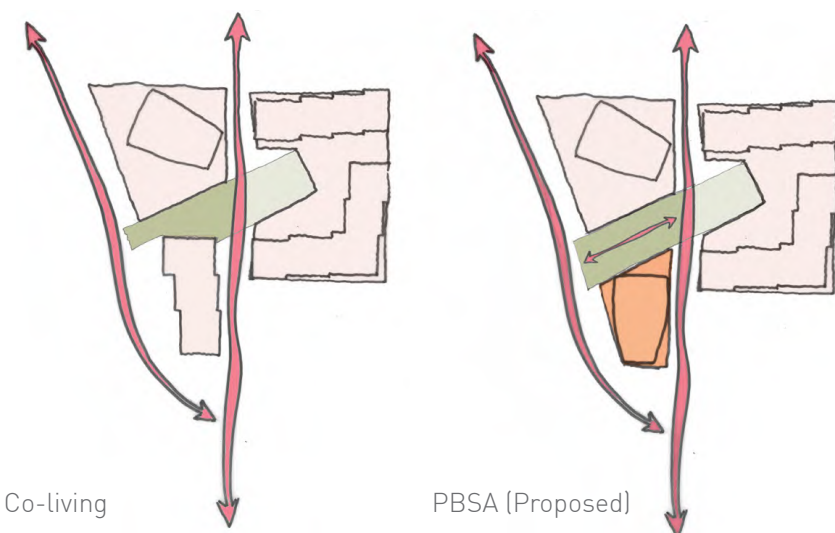
CHANGE TO PBSA

- Smaller footprint
- Updated to meet new / emerging regulations
- Diversify demographics on site
- Increase in height from 17 storeys to 28 storeys



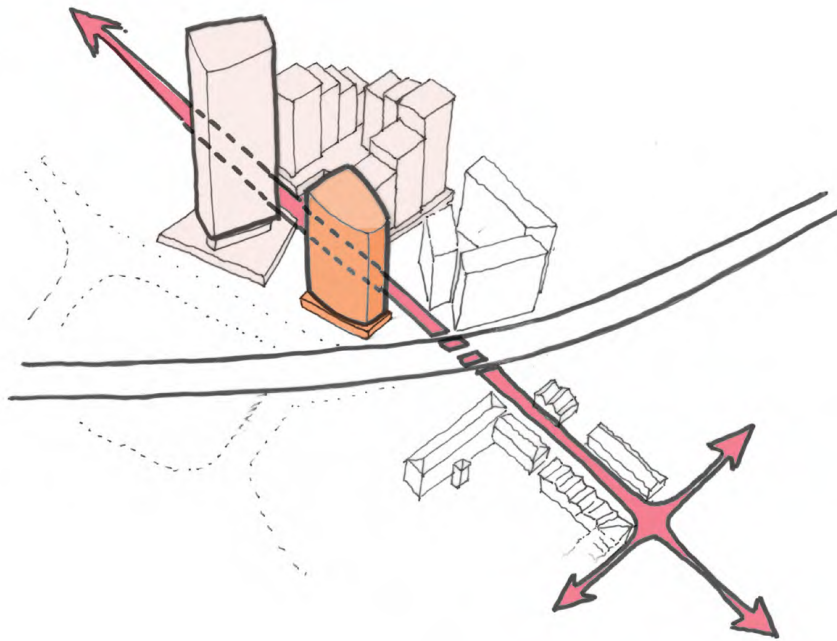
ORIENTATION

- Orientated towards Hulme to minimise visual impact
- Silhouette of Block C sits within that of Block D to the north from key views along Newcastle Street



IMPROVED PUBLIC REALM

- More meaningful connection from the new public square on Newcastle Street through to Medlock Street. The new footprint allows for c.228m2 increase to public park
- Greater passive surveillance
- Improved threshold from Hulme to city centre



DISTINCTIVE MARKER OF CROSSING

- Block denotes a key crossing / route from Hulme to the city centre.
- Block C is orientated along the axis of Newcastle Street to reinforce the route.



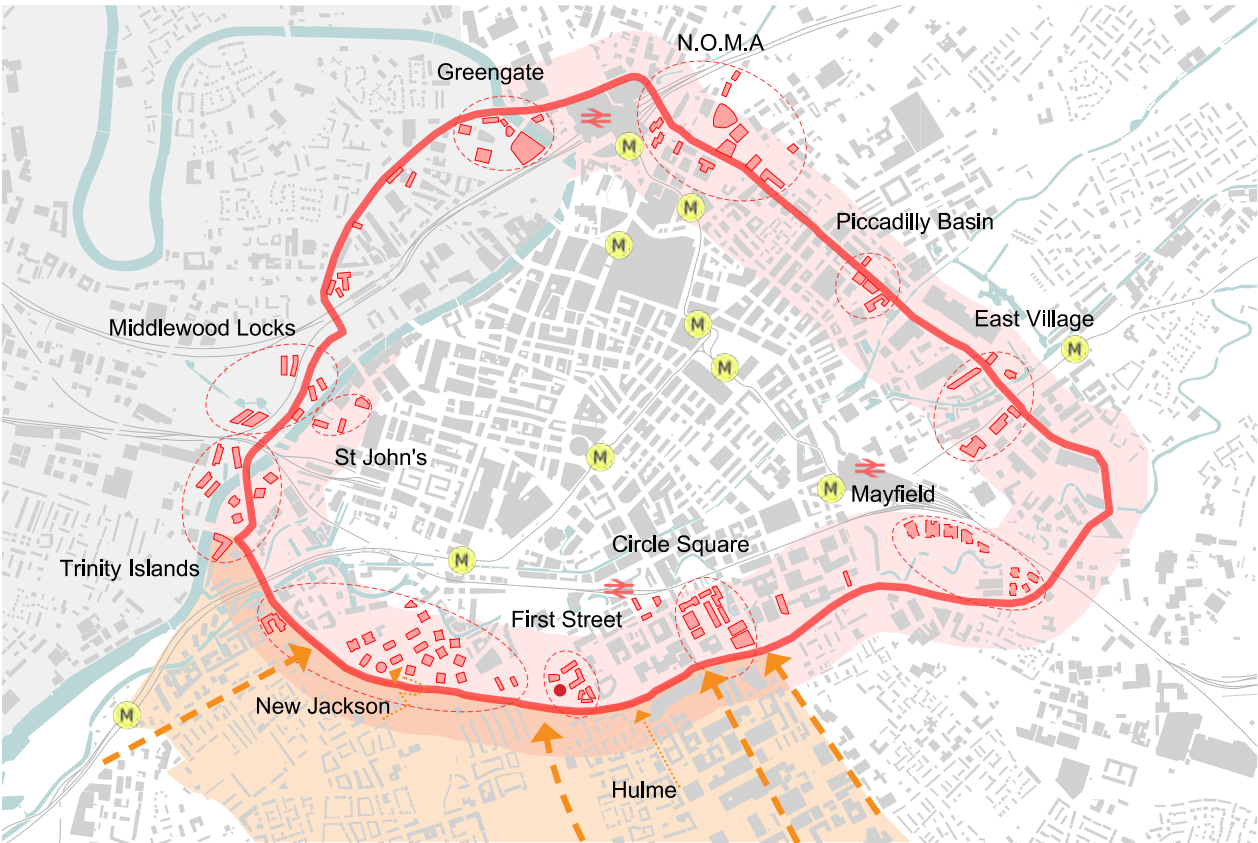
3.2 Design Evolution

3.2.2 KEY DESIGN PRINCIPLES - HEIGHT

In terms of the development of the tall building on the site of Block C there were two considerations in determining the overall height, the first was its place on the inner ring road in the context of other tall buildings recently completed or emerging in the Great Jackson Street cluster and on River St as well as the original 2021 Consented scheme for Plot 11 under construction. The second significant consideration was the wider impact of any such proposal on its more immediate surroundings, principally in Hulme. Given blocks A/B/D are all under construction it was determined that there would be minimal to no visual impact to the North and East given the consented scheme masks the new proposal from this orientation. To the West a taller proposal in One Medlock Street was recently granted planning consent and the nearest residential properties in this direction in Hulme are over 150m away. Principally the consideration would be how any proposal addresses the impacts on Hulme to the South and in particular the impact on Loxford Court (Clarendon Street) and Newcastle Street.

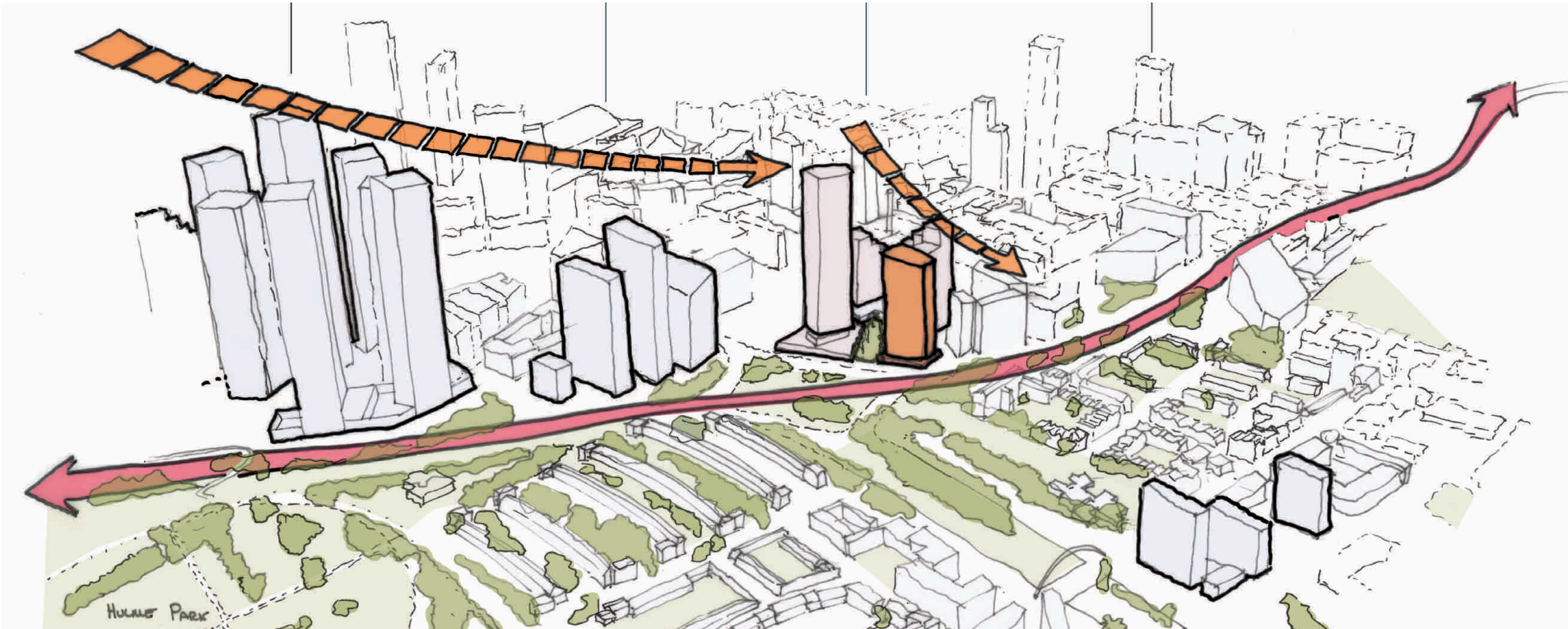
DISTRIBUTION OF HEIGHT ON THE INNER RING ROAD BOUNDARY TO HULME

As seen in the diagrams to the right, the principles of a tall building to the Hulme - City Centre boundary is well established. The Great Jackson street masterplan has buildings ranging from 51 storeys to 47 storeys along the Mancunian Way with a proposal for a 70 storey tower currently being determined. There is then a step in scale down to the proposals of River Street, One Medlock Street and Block D of the 2021 Consent on Plot 11, where buildings are between 32 and 45 storeys. This step in the city skyline is in direct response to the increasing density of low-mid rise residential housing in Hulme in between Hulme Park and the Cambridge Street roundabout, at which point the university campuses begin. It was therefore determined that any proposal for Block C should sit within this wider context, and that the scheme should provide a step down towards Hulme, being directly up against the boundary. The range of 25-30 storeys was therefore explored as this scale seemed appropriate to step down sufficiently from Block D to Hulme whilst also still providing a significant building marker that achieves the aims of establishing Block C as a Gateway site at the Newcastle Street crossing.



- Site
- Routes into city centre from Hulme
- Hulme Ward boundary
- Tall buildings adjacent to Ring Road (completed or emerging)

Analysis of the distribution of tall buildings on the threshold of Hulme.



Relationship of height of massing to neighbouring built and emerging context.



3.2 Design Evolution

3.2.2 KEY DESIGN PRINCIPLES - HEIGHT

To further test the height of the Block C proposal, key massing views were determined early on in the process that related to the study of the Hulme - City Centre thresholds set out in Section 2.1.6 of this Design & Access Statement. Of particular interest was how visible the building would be from the properties on Clarendon Street on the other side of the Mancunian Way, and also the wider impact of the building from Newcastle Street and Princess St. Key to this was how successful a contribution the scheme would make as a marker building on arrival into the city centre and the impact of height on those locations.

In testing the form, consideration was also given to the TVIA report submitted as part of the 2021 Consented Scheme. A view down Newcastle Street, seen opposite, was produced to demonstrate the impact of the scheme directly to the south. Initial massing render used this viewpoint to aid in determining a suitable height at this junction with Loxford Street.

DETERMINATION

Testing from various key viewpoints along Newcastle Street a height of 28 Storeys was determined as an appropriate height for the revised Block C proposal. The key conclusions were:

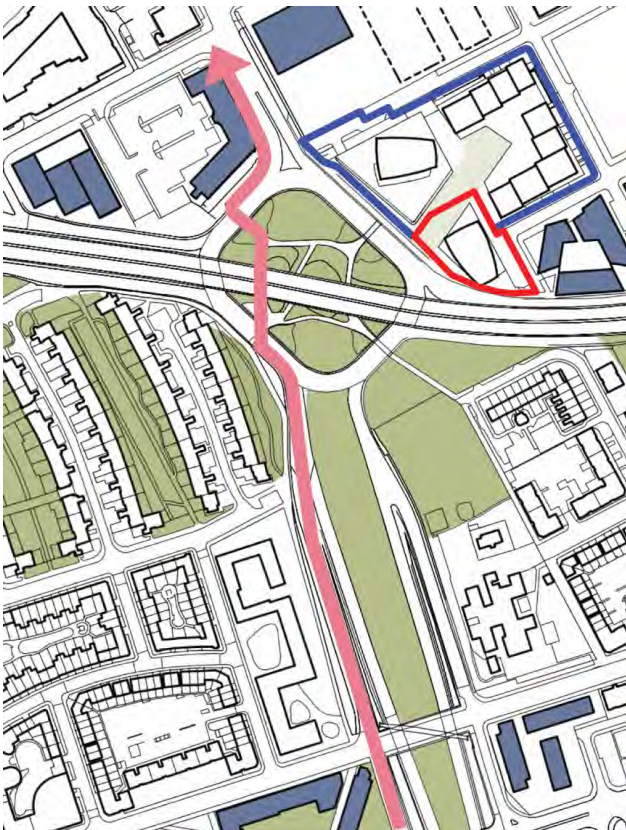
- From Newcastle Street viewpoints, Block C will sit within the silhouette of Block D in the background thereby minimising any visual impact of the additional height.
- The step down in height from Block D should be significant enough that there is a clear distinction between the two masses and they read as a pair of buildings.
- An increase of 11 storeys from the 2021 Consented scheme, albeit the change of use to PBSA from co-living sees a reduction in floor to floor heights of 150mm floor to floor so this is not an exact like for like comparison.
- The impact on Clarendon Street between a 17 storey and 28 storey proposal is not read visually. At this point the focus when standing on the street is over the crossing and the view to Block C is blocked by both the Mancunian Way and the significant tree coverage along Clarendon Street. Here the primary impact of the scheme is the benefits of the revised podium design and landscape in strengthening the connection through Plot 11 into the city centre.



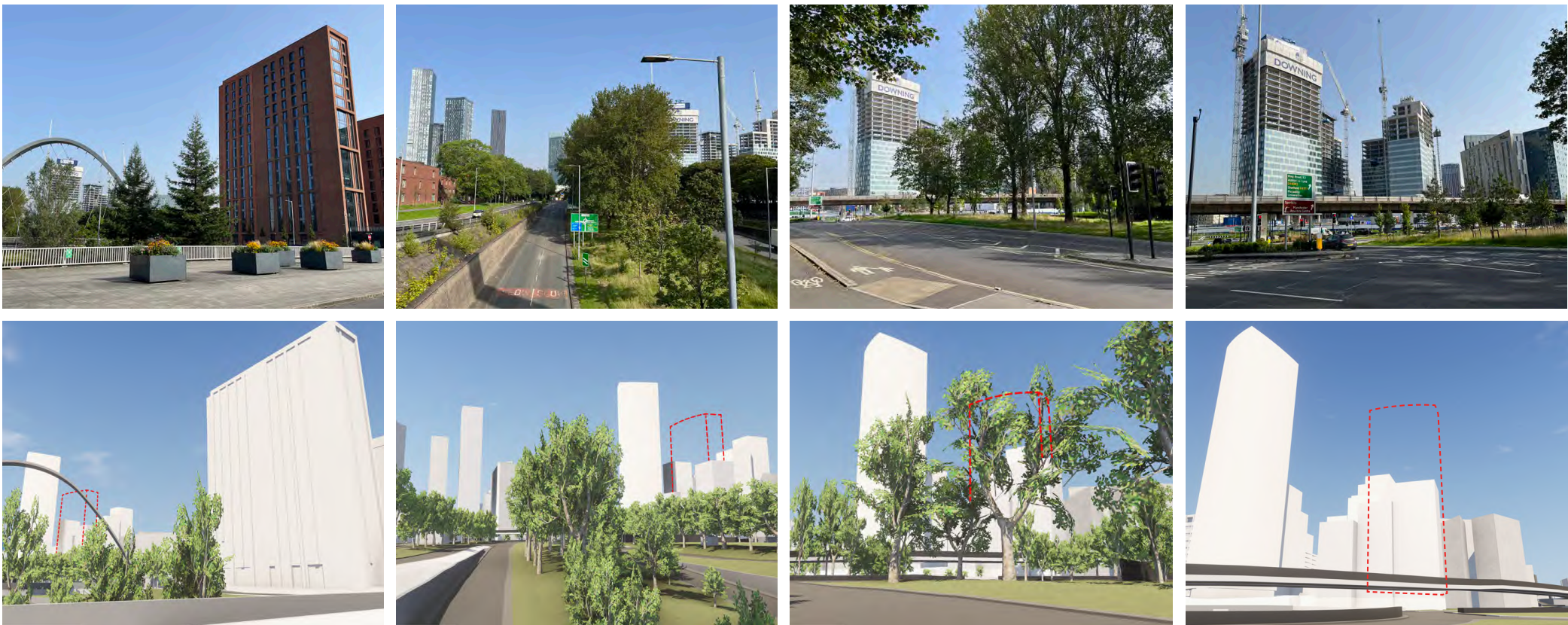
Massing render showing the 2021 Consented Scheme from TVIA viewpoint from Newcastle Street looking north.



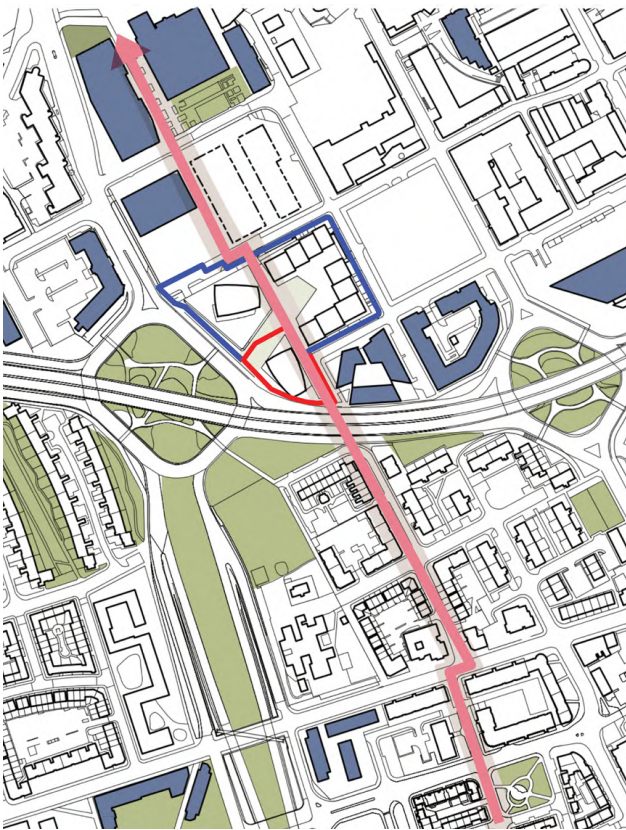
Massing render showing the 28 Storey proposal for Block C, matched to the previous TVIA view from the 2021 Consented Scheme from Newcastle Street looking north.



Map showing route into the city from Princess Street



Selected key views along Princess Street looking North towards the city centre along the selected route. Both photographs (above) and massing renders (below) with the Block C proposal are shown to demonstrate its visual impact as you move towards the proposal.



Map showing route into the city from Newcastle Street



Selected key views along Newcastle Street looking North towards the city centre along the selected route. Both photographs (above) and massing renders (below) with the Block C proposal are shown to demonstrate its visual impact as you move towards the proposal.

--- Proposed PBSA Block C

Public Spaces

Prospective Green Spaces

Existing Green Spaces

High Rise Buildings

Key Routes



3.2 Design Evolution

3.2.4 MASSING STUDIES: WIND ANALYSIS

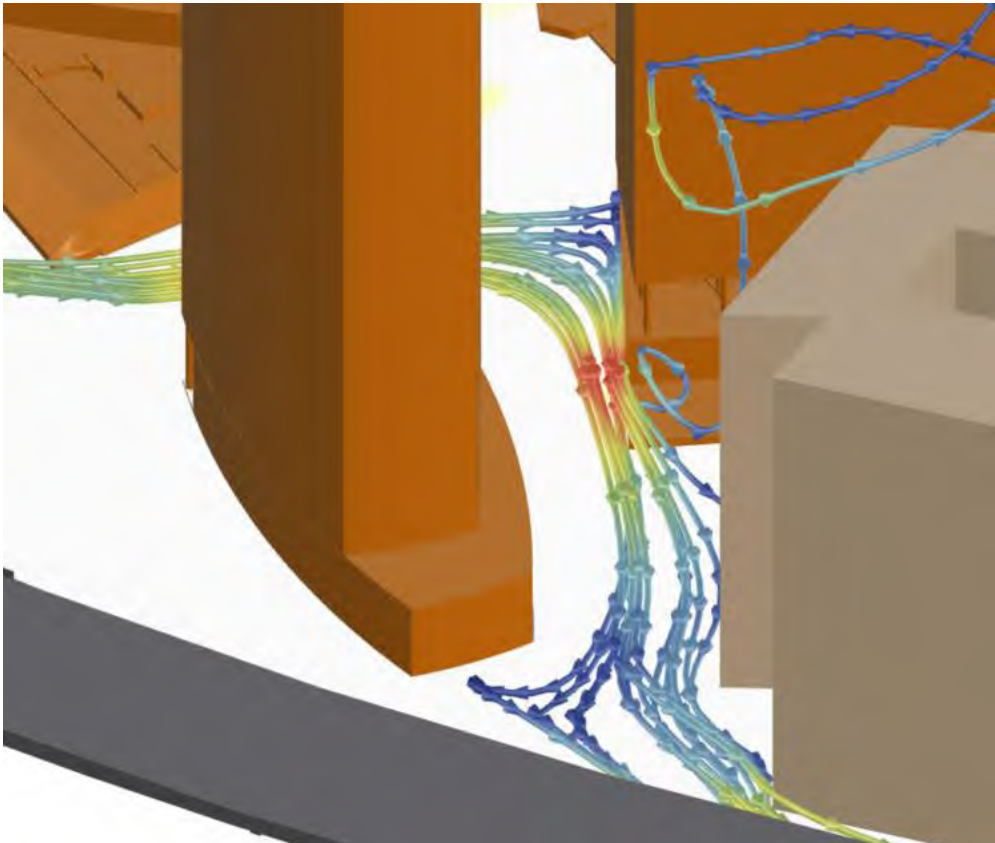
Following the selection of the preferred massing typology, the proposals for Block C were further explored and developed. Fundamental to the design process was the need to review the scheme from a technical perspective from the outset. Given the extent to which the 2021 Consented Scheme needed to employ wind mitigation measures it was decided to run this testing in tandem given the intent to introduce a tall building on the Block C site. This necessitated a significant degree of form testing in order to assess the impacts, and if a new typology would be required if the curved tower form proved problematic. A desktop study was conducted on all options by ArcAero working with the Simpson Haugh design options.

It was eventually determined that a curved form similar to Block D would be appropriate from a technical perspective, producing better results than other massing forms in terms of pedestrian safety in the surrounding environment. Based on further studies, it was established that the mitigation required to be in place for the 2021 Consented Scheme would also satisfy the requirements of a 28 storey proposal in that there would be no instances of wind safety exceedances.

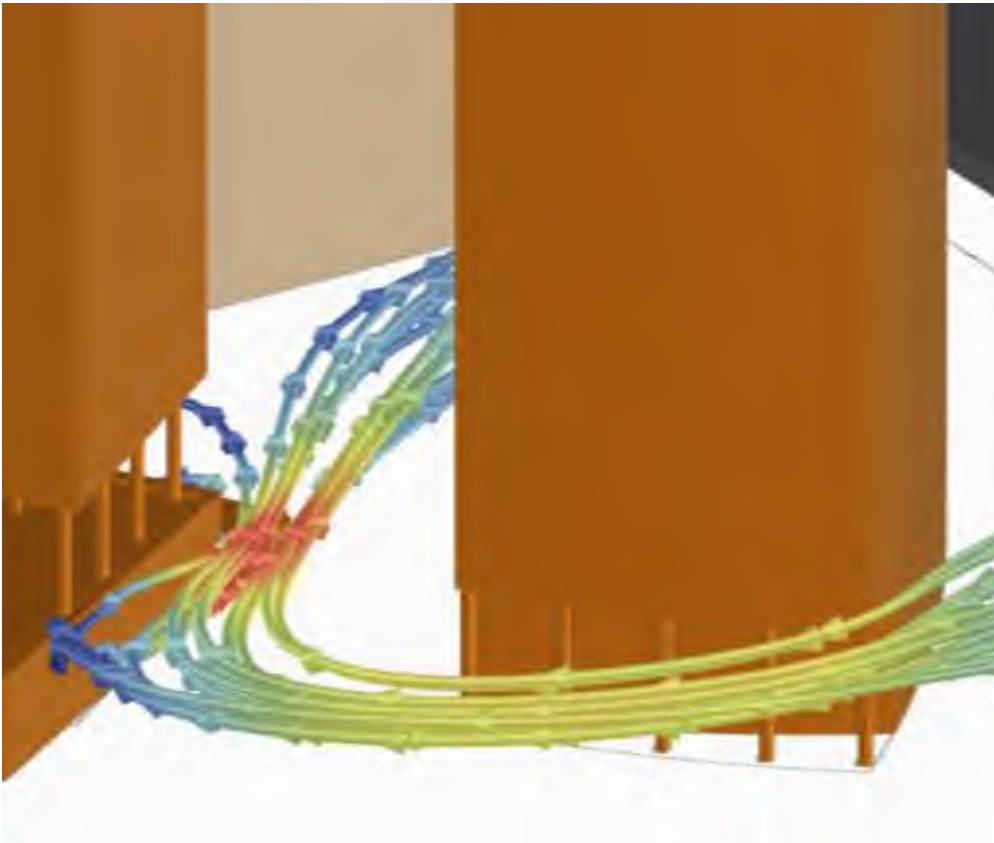
Initially the baseline option had the mass of the tower overhanging a podium however, following more extensive testing, an option with a podium that protrudes out (Option L on the opposite page) performed better during the desktop wind studies so that option has been developed accordingly.

A separate technical study produced by ArcAero has been included as part of this planning application.

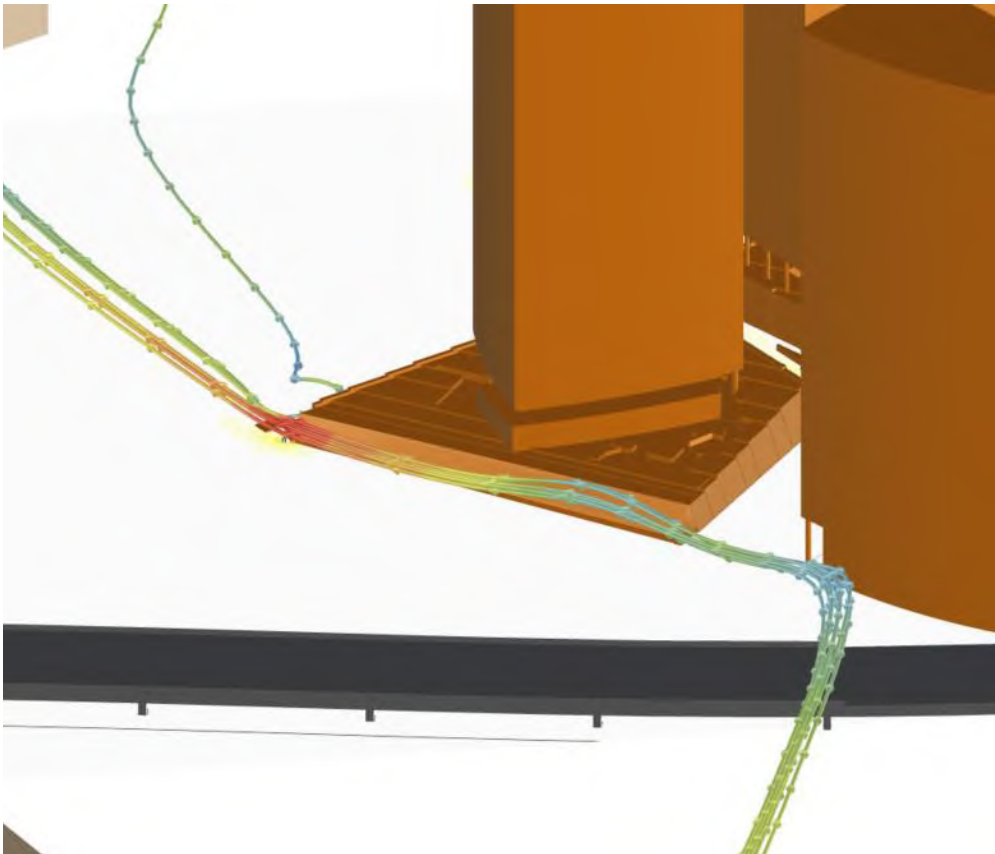
Images to the right show the CFD modelling undertaken as part of the design development process. The lines show key instances of where wind interacts the baseline design option for the Block C form, changing colour based on a scale from blue to red, where red represents the highest wind speeds. This allowed the design team to understand the impact of various different forms on the wind environment, allowing any safety / comfort issues identified in the analysis to be tracked back to specific parts of the design and ultimately through minor tweaks to the design, mitigated or eliminated.



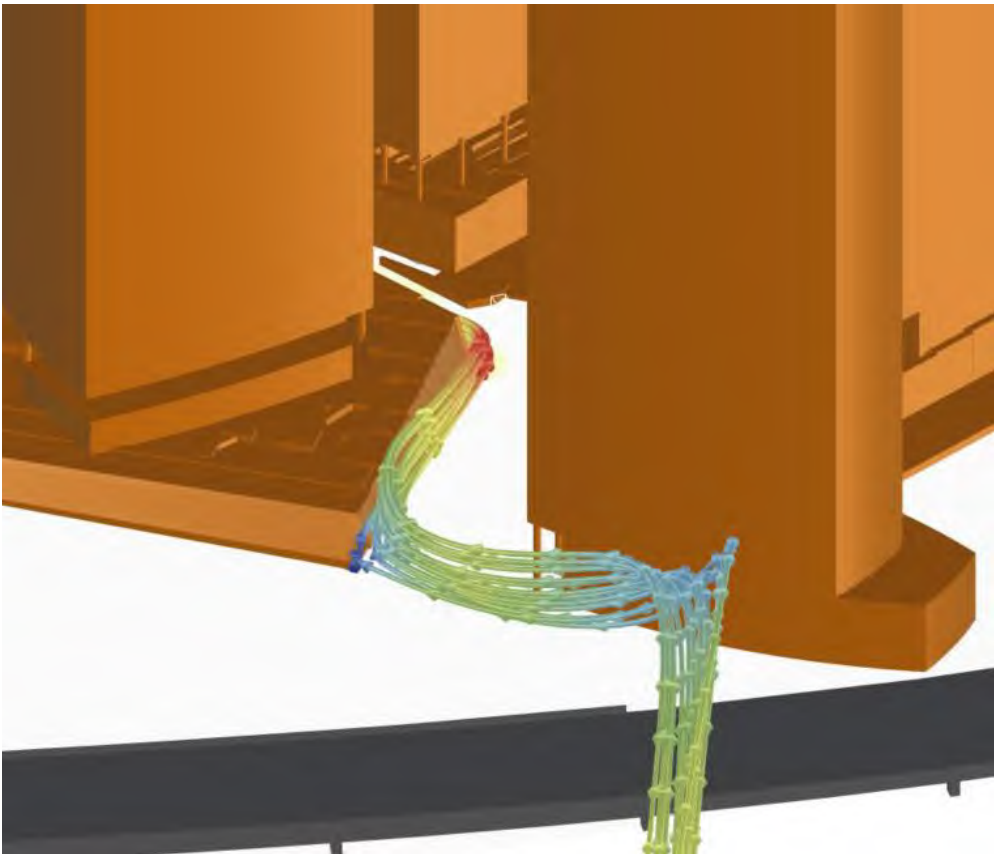
Testing of baseline option for Block C proposal



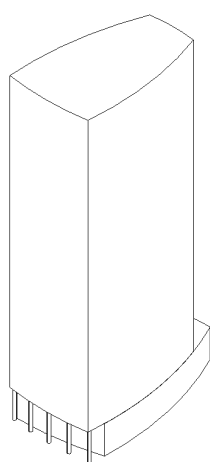
Testing of baseline option for Block C proposal



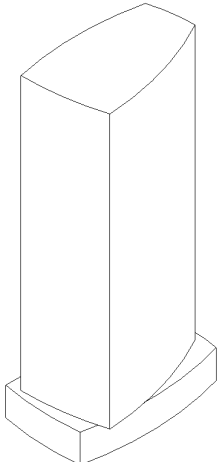
Testing of baseline option for Block C proposal



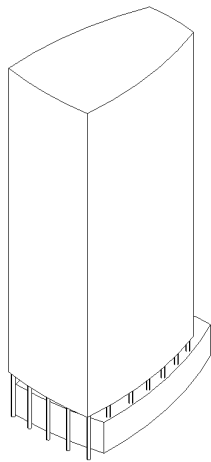
Testing of baseline option for Block C proposal



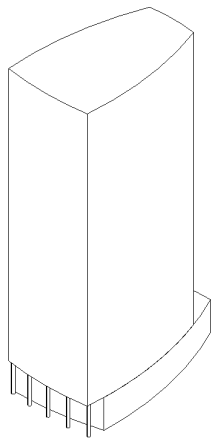
BASELINE



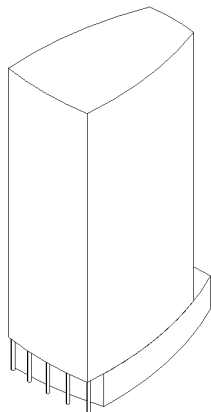
OPTION A
Rotated Tower / Podium



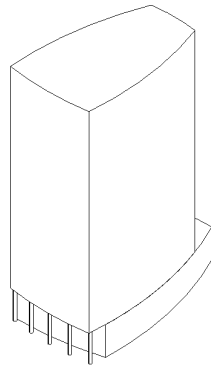
OPTION B
Level 02 cutout



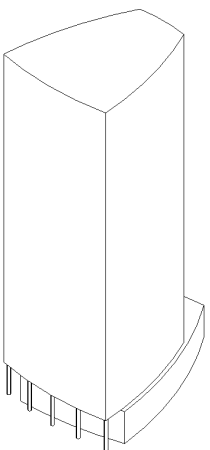
OPTION C
2 Storey Reduction
(against Baseline)



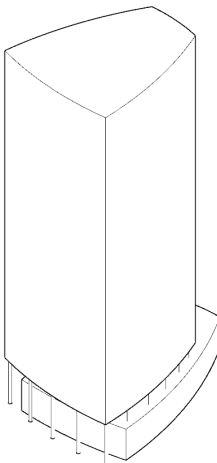
OPTION D
4 Storey Reduction
(against Baseline)



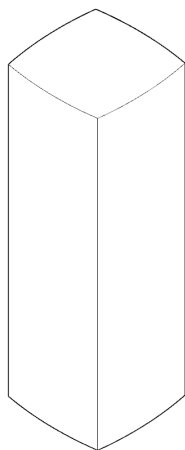
OPTION E
8 Storey Reduction
(against Baseline)



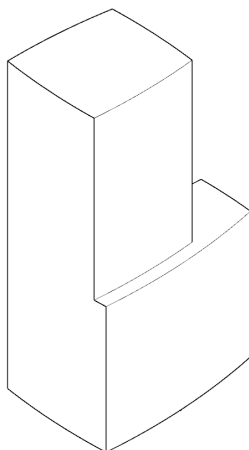
OPTION F
Tower and podium form change
(increased width, reduced length)



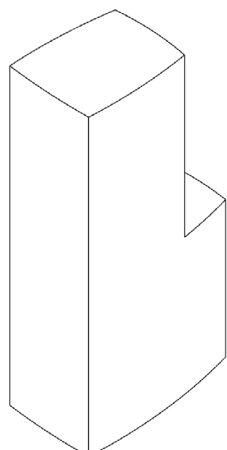
OPTION G
Option F with Level 02 cutout



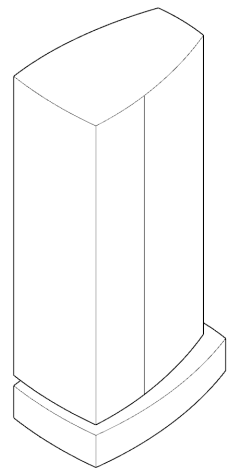
OPTION H
Squared footprint / No podium



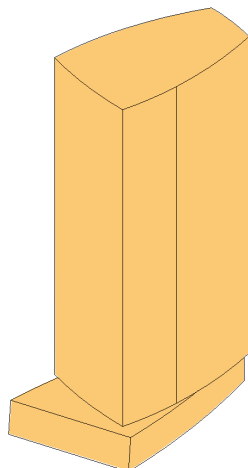
OPTION I
L-Shape tower with step



OPTION J
Base option tower lengthened
with step



OPTION K
Modified Baseline tower with
southwest podium and level 02
cutout



OPTION L
Set back Baseline tower with podium
in line with Building B podium

FINAL DESIGN SOLUTION

Options explored as part of design development process and the wind mitigation study.



3.3 Consultation

3.3.1 PROCESS

The proposals for Block C have gone through a rigorous pre-application process over the course of 2023. MCC have inputted into the list of consultees with the aid of the Planning Consultant Deloitte.

The Statement of Community Consultation prepared by Deloitte Real Estate and submitted in support of the planning application sets out the full details of the Public Consultation process and details the feedback received on the proposals. A summary of the consultees that have been engaged with is listed below:

- Manchester City Council, Senior Planning Officers as part of pre-application discussions.
- Manchester City Council Highways;
- Environment Agency;
- Greater Manchester Ecology Unit (GMEU);
- Greater Manchester Archaeology Advisory Service (GMAAS);
- Transport for Greater Manchester (TfGM);
- United Utilities;
- NATS
- MCC Highway Services;
- MCC Environmental Health;
- MCC Flood Risk Management;
- MCC Works and Skills; and
- Design for Security at Greater Manchester Police.
- Ward Councillors

3.3 Consultation

3.3.2 MCC PRE-APP PLANNING CONSULTATIONS

Aug 2023 - Pre-App 01

Following the initial support for the scheme in July 2022 the first formal pre-application meeting was aimed at re-presenting the proposal and the planning programme. As a result of this the main feedback on the design is summarised below:

- Develop the proposals to take advantage of the connections into Hulme, showing the benefit of the urban design changes made to improve the urban environment and how people moving to and from the city centre.
- Review the impacts of the scheme on Hulme residents. Following the meeting the design team commenced early daylight/sunlight studies to review the technical implications of the proposed design. From a more subjective perspective SimpsonHaugh produced a study of the key routes across the threshold from Hulme to the city centre, extracted in sections 2.1.6 & 3.2.2 of this Design & Access Statement.
- Analysis of the feedback from the 2021 Consented Schemes pre-application consultation process and assessing if a new proposal for Block C could go further to answering any more, or a greater extent, of the comments made previously.

Oct 2023 - Pre-App 02

A review of the progress of the scheme and the consultation programme. MCC were supportive of the approach focussing on the principals of connectivity, pedestrian movements and public realm improvements.

As an action coming from this consultation the Design Team moved towards engaging with the public and ward councillors as part of the public consultation process.

Nov 2023 - Pre-App 03

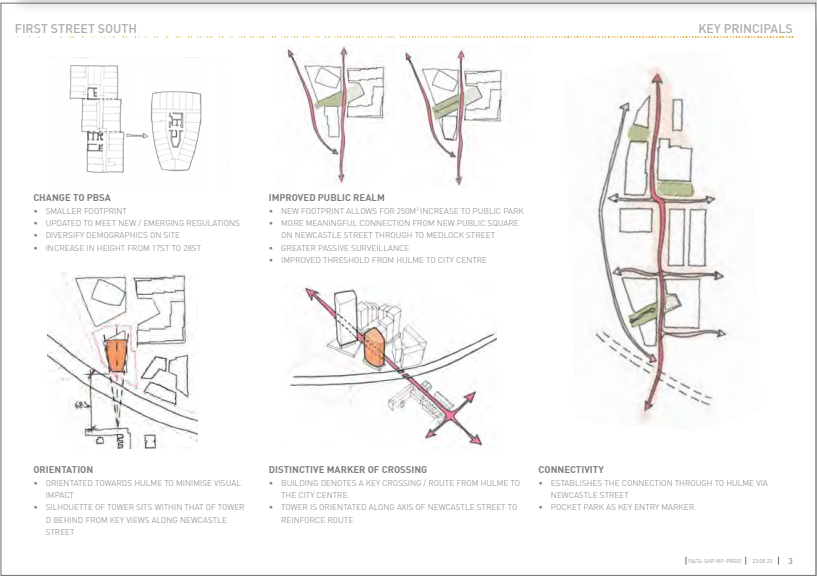
Prior to submitting the application a final pre-app was conducted with MMC to run through the application to be submitted and the results of the consultation process and any issues raised.

Nov 2023 - Members Briefing

Prior to submitting the application a briefing for local ward councillors was held on Teams, with a second session for members arranged for December 2023. At this meeting the proposed scheme was presented to members with discussion regarding ongoing construction and operational management.



simpsonhaugh
First Street South - Building C, Manchester
Pre-App 02 | 4th Oct 2023
10476-SIMP-APP-PR02 | P01



Extract of pages from the document for Pre-App 02

3.3 Consultation

3.3.3 PUBLIC CONSULTATION: NOVEMBER 2023

Initial Engagement

The engagement with the community was undertaken in two parts. Invites to the first session were sent out along with social media posting. The leaflet to the event was prepared and distributed to homes, households, and businesses over a wide area agreed with Manchester City Council. The leaflet included details of the public exhibition and also an email address through which comments on the proposals could be raised. A website was also created as another means for consultees or the wider public to review and comment on the proposals.

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.

4,062 postcards were delivered to local businesses and residents. The consultation process ran for approximately 3 and a half weeks between 19th October 2023 and 12th November 2023. The website had 608 unique visitors.

Public Exhibition

The first part of the community engagement was held through a specific event which was held at HOME in Tony Wilson Place, First Street on Wednesday 1st November 2023 between 4pm and 7pm.

15 people attended in person. Key responses were highlighted both during the event and subsequently via written responses.

The outcome of this event is described in more detail in the Statement of Consultation, however a summary of relevant comments are shown on page 62 of this document.



Public Consultation Boards, displayed at exhibition at HOME, First Street in Nov 2023





SimpsonHaugh has been retained as the scheme's architect. Credit: via consultation documents

Downing swaps out co-living for student flats in Manchester

25 October 2023 08:00 • Dan Whelan • Comments (17)



The final phase of the developer's £400m First Street residential scheme will be delivered as PBSA rather than co-living due to a "significant increase in demand" for student beds.

Extract from PlaceNorthWest Article regarding the public consultation.



Photo from the public consultation (Nov 2023)



[Introducing Downing](#)[Background](#)[Proposals Overview](#)[PBSA](#)[Design](#)[Public Realm](#)[Parking](#)[Have your say](#)

Design

The proposed development will accord with adopted planning policy, key principles set out within the FSDF, and MCC Planning Guidance. The application will provide full details in relation to the height, scale and massing, architectural design and landscaping design.



Block C Site layout

Extract from BLock C consultation website accompanying the public consultation in November 2023



3.3 Consultation

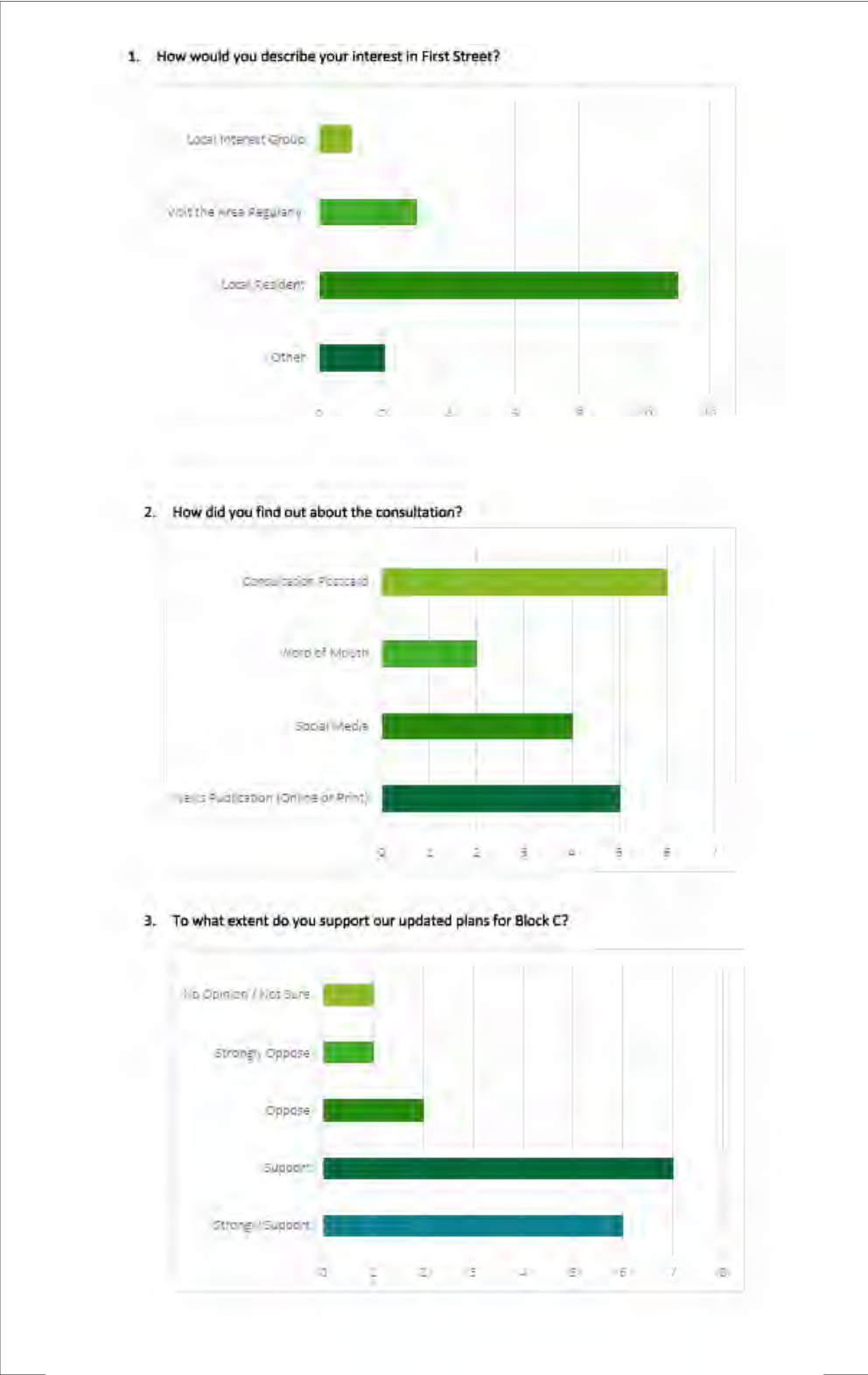
3.3.3 PUBLIC CONSULTATION: NOVEMBER 2023

Summary of Event

A full summary of the public consultation event is included in the Statement of Consultation prepared by Deloitte and submitted as part of this application. This is extracted as a summary in this section of the Design & Access Statement.

In total 17 Feedback forms have been submitted (9 online and 8 in person during the consultation event on 1st November)

A total of 16 people attended the public consultation event on 1st November at HOME. The majority of comments were positive, particularly with respect to the improved public realm offering.



4. To what extent do you support the improved public realm offering which has been facilitated by our revised proposal for Block C?

Support Level	Count
Strongly Support	8
Support	5
No Opinion	4

3.3.1 In addition, the questionnaire included the question, "Is there anything you'd like us to consider before we finalise our plans for Block C?". The comments received in relation to this question are summarised in **Table 3.1**, below.

Table 3.1: Feedback in response to "Is there anything you'd like us to consider before we finalise our plans for Block C?"

Topic	Feedback
Some respondents requested further information regarding design rationale. It was queried whether we could "break up the tower" to make the development "less blocky".	<p>Chapter 4 of the Environmental Statement (ES), and Chapter 3 of the Design and Access Statement provide an overview of the design evolution and rationale. In short, the starting point for considering the design of the Proposed Development was understanding whether the extant planning permission (a 17-storey stepped form) for Block C could be adapted to accommodate PBBSA. We quickly understood this to be unviable, owing to changes in emerging Building Regulations that would require additional staircases within the taller element of the building.</p> <p>The alternative options were then considered to be: (1) introducing a new form / typology, or (2) designing a building to match Block D (immediately to the north).</p> <p>In testing of alternative forms and typologies, these felt too disparate from Blocks A/B/D and failed to feel part of the same collective of buildings. It was therefore decided that introducing a new typology was not the right strategy.</p> <p>Therefore, the approach taken was to use a similar form to Block D. It was considered that a slender curved tower form would work well in addressing the roundabout and in achieving the goals of the revised Block C brief in creating a distinctive marker building. Blocks C and D would now act as a pair, fronting Medlock Street, and acting as an arrival point into the city from Hulme and the Princess Parkway / Mancunian Way. Blocks A and B would similarly act as a pair, with broken-up stepped forms, and</p>
	<p>height dropping towards the more historic settings of Macintosh Mills to the east.</p>



4.1 Use & Quantum

4.1.1 DESCRIPTION OF THE PROPOSAL

It is now proposed that the Block C site is redeveloped as Purpose Built Student Accommodation, completing the works to Plot 11 as a whole with Co-Living Blocks A/B/D currently under construction. The scheme will knit into the concepts already developed for the wider scheme in terms of an integrated landscape approach and complimentary approach to the facade design. Block C is a 28 Storey tower with a single storey podium and associated roof garden at L01.

- 555 PBSA bed spaces
- Ancillary reception areas, amenity spaces, including a gym / health & wellbeing centre, study spaces and private dining rooms and kitchens.
- Extensive Landscaping which is intended to be split between publicly accessible and private areas.
- Supporting back of house areas including management offices, on street accessible parking spaces designated to Chester Street, a cycle hire scheme for 86 bikes along with separate cycle storage for a further 30 residents bikes and plant areas.

4.1.2 LAND USE

Careful consideration has been given to the required mix and quantum of accommodation needed to create the aspirations set out by the Applicant. The mix of Studio and Cluster Bedrooms has been discussed as part of pre-application discussions with MMU.



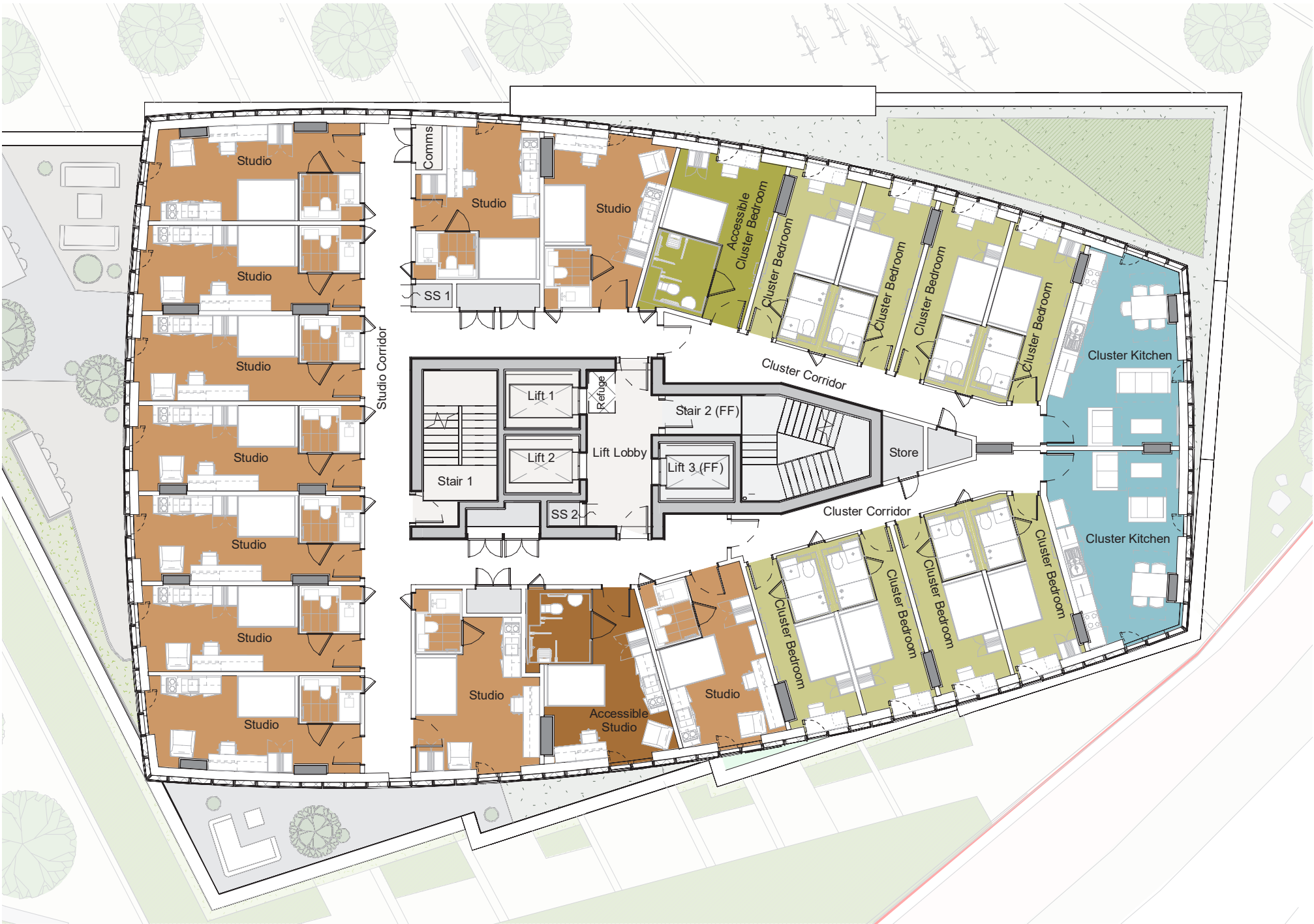


4.2 Layout

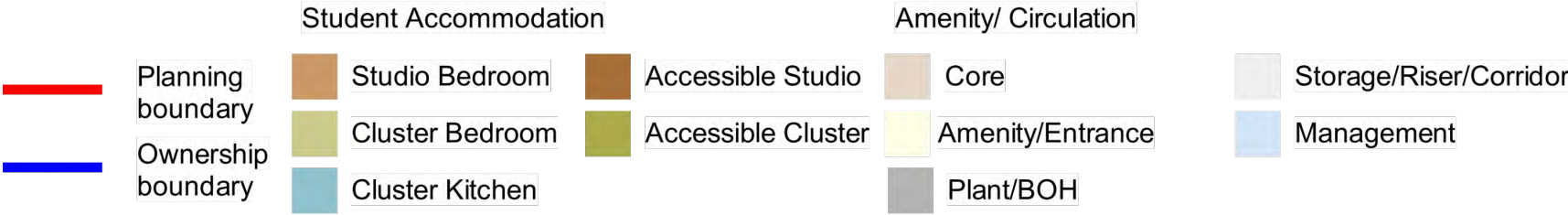
4.2.1 UNIT TYPES

The proposals will deliver 555 student bed spaces split between Cluster Bedrooms (43.4%) and Studios (56.6%). 9.4% of all rooms are to be accessible, with this provision split equally between Cluster and Studio rooms.

All rooms are designed to meet Downing’s high standards and are aimed at providing quality spaces for students to live, utilising the latest technology and managed by Downing’s experienced on site teams. As well as the communal kitchen space in each of the clusters, all residents will have access to the shared amenity spaces at L00 and L01 including a gym/ wellness centre, cinema room, private dining, study space and residents lounge as well as a private external terraces at L01.



Block C Proposal - Typical Floor Plan showing room types / locations





4.2 Layout

4.2.1 ROOM LAYOUTS

Cluster Bedrooms

The cluster bedrooms are in groups of 4 and 5 beds located off a central corridor with a shared kitchen and living space. These rooms are typically 14m² in area. The provision within these rooms includes:

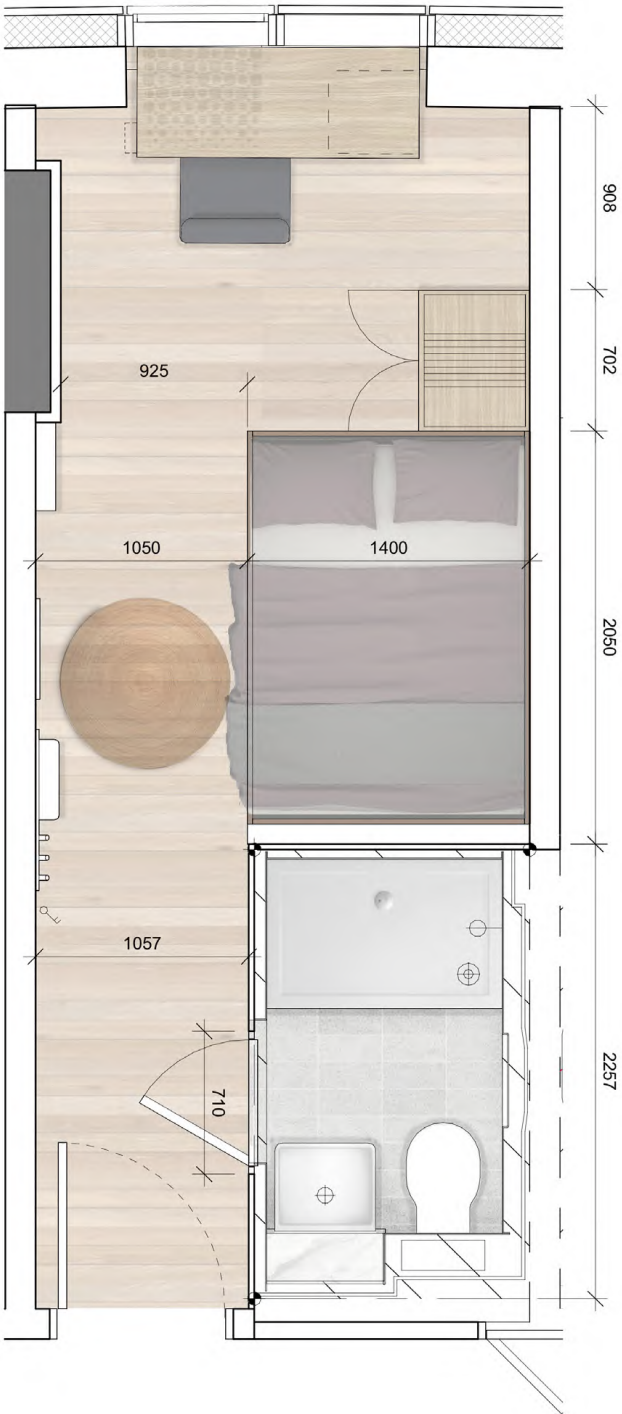
- Double Bed with raised shelf above the head and built in storage.
- Shower Pod
- Wardrobe
- Study Desk

Kitchen spaces have a full kitchen with a wall and base unit per student, sofas, a TV and a dining table. The provision of kitchen space is approximately 5m² per student for a 5 bed cluster.

An accessible cluster is identified on every level within the 5-bed cluster.



Typical Tower Floor Plan with 5 bed cluster highlighted



Typical Cluster Bedroom layout



Precedent Images showing cluster bed / kitchens in Downing's previous schemes



4.2 Layout

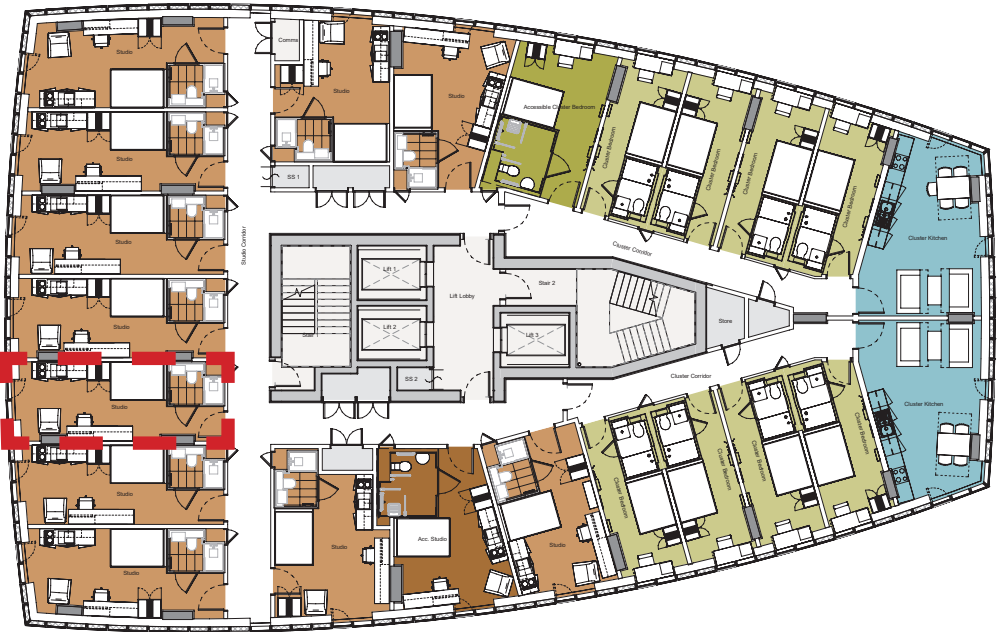
4.2.1 ROOM LAYOUTS

Studios

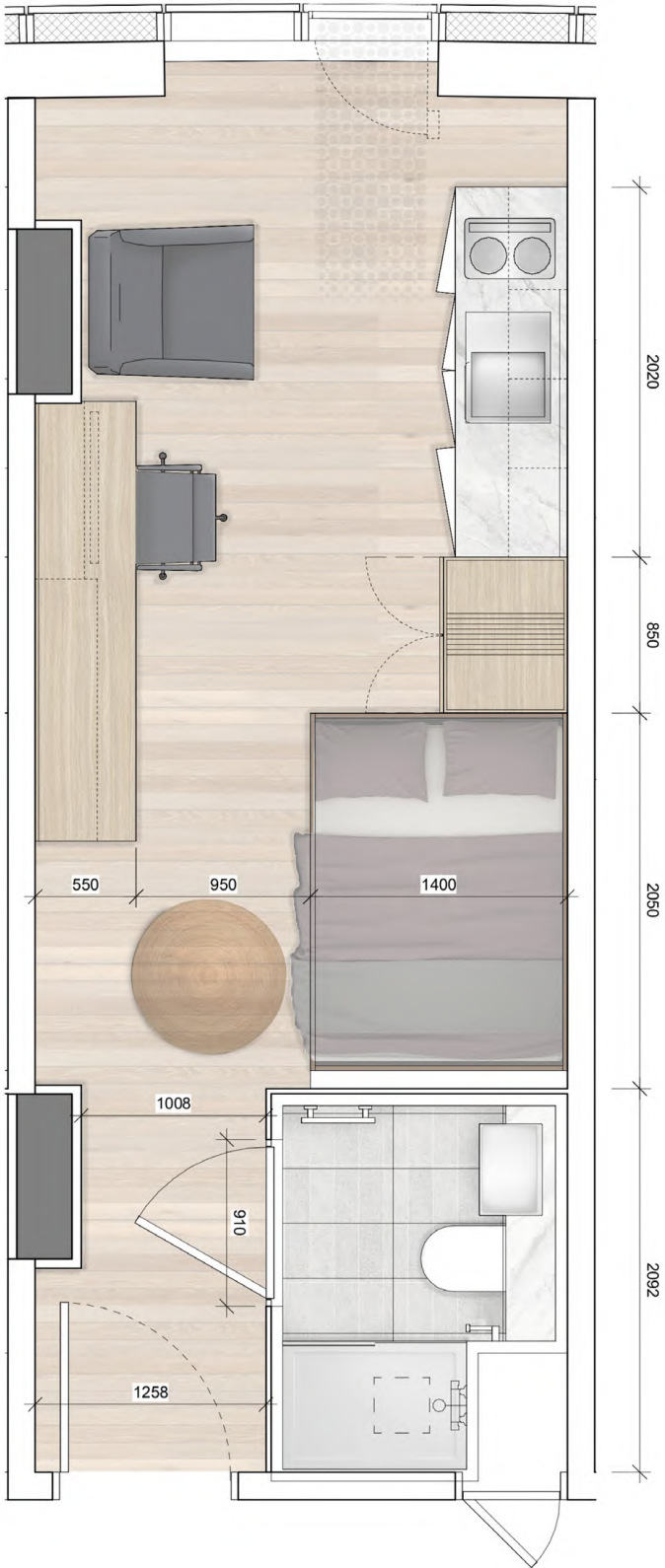
The Studio bedrooms are typically 21m² in area and are accessed off the main corridors. The provision in these rooms is summarised below:

- Double Bed with raised shelf above the head and built in storage.
- Shower Pod
- Wardrobe
- Large Study Desk
- Kitchenette
- Chair
- TV

An accessible Studio is identified on every level adjacent to the entrance to the lift lobby.



Typical Tower Floor Plan with a typical studio highlighted



Typical Studio layout



Precedent Images showing studio bedrooms in Downing's previous schemes



4.2 Layout

4.2.2 AMENITY SPACES

Amenity space in Block C is located within the lower two levels at ground and first floors. The aim with the brief was to provide a range of residents amenity and social spaces along with the more practical back of house uses required. The location of each front or back of house amenity provision has been determined considering use by the residents, functionality of the building, management as well as any wider benefit of having certain spaces address adjacent streets and the public park.

The 'best' views from L00 and L01 are considered to be looking north, both internally towards the public square / park and Blocks A/B/D and also to the West out onto Medlock street. There are also considerable townscape advantages in improving existing pedestrian routes on Medlock Street in terms of passive surveillance and safety.

L00

The following amenity spaces are provided at Ground Floor, in addition to the management suite that will be accessed by staff only:

- Main Entrance Foyer with seating
- Residents Lounge
- Cinema Room
- Gym / Wellness Centre

In addition to the above the laundry room has been included adjacent to these spaces as from Downing's experience students will utilise the neighbouring social spaces whilst they do their laundry.

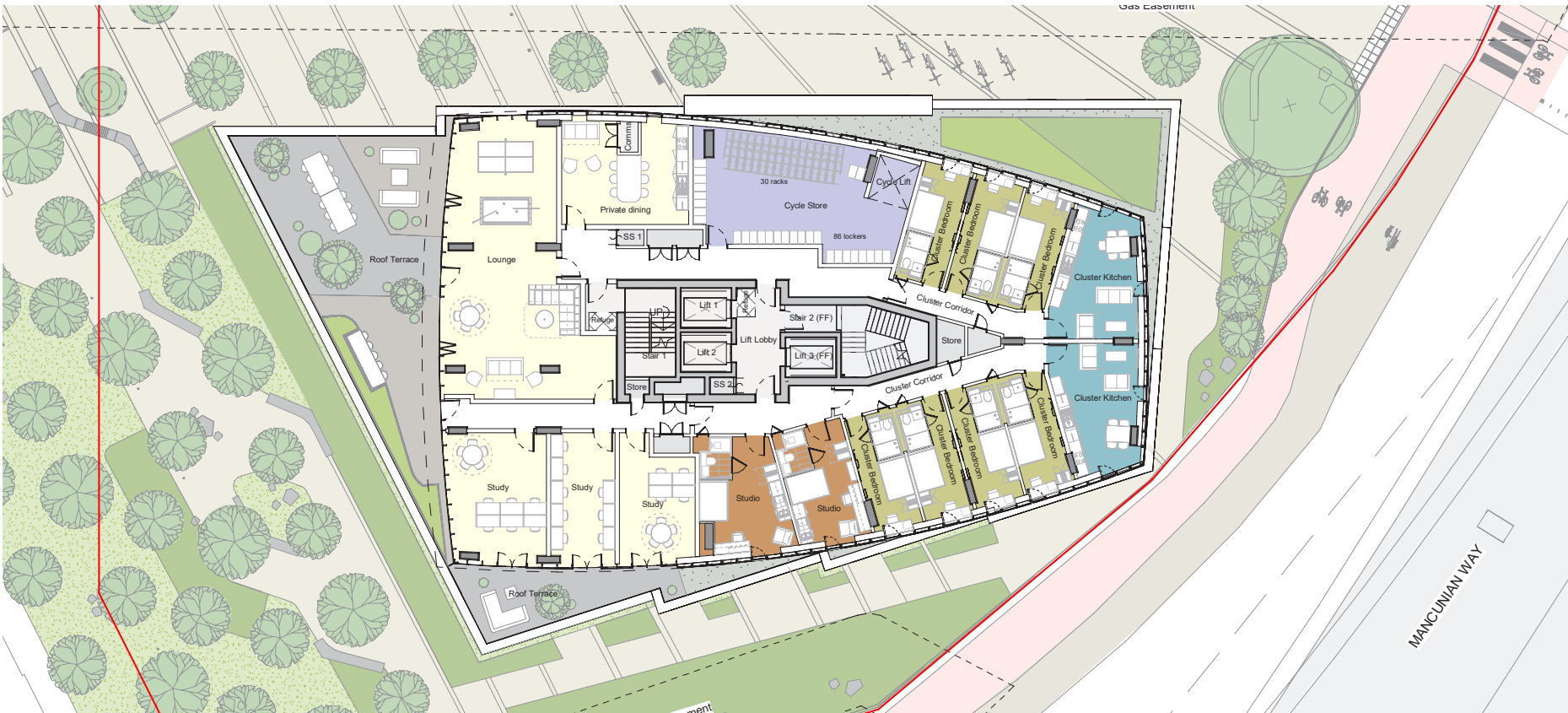
L01

The following amenity spaces are provided at First Floor:

- Cycle Hub - This includes an 86 Cycle Hire scheme and 30 residents racks, provided with a link to Ground floor via a separate lift and entrance.
- Residents Lounge, with access to the external terrace. The terrace would be suitable for seating as well as holding small classes for residents (yoga etc.)
- Private Dining and kitchen
- Study Spaces - split into smaller rooms with pods / desks etc.



Ground Floor Layout - with amenity spaces identified



First Floor Layout - with amenity spaces identified



4.2 Layout

4.2.2 AMENITY SPACES

From Downing’s experience in operating and managing schemes over many years, they have found that concentrating the amenity provision in one zone has proven to be the most successful strategy.

In doing so, a greater variety and higher quality offer can be provided which has a number of benefits, some of which are highlighted in the adjacent diagram.





4.2 Layout

4.2.3 EXTERNAL SPACE

Central to the design of the 2021 Consented Scheme, was the provision of a series of high quality public and private green spaces. The wider benefits of residents being able to use and inhabit these spaces as part of their daily routine include improving their mental and physical health and wellbeing as well as encouraging social interaction with other residents. For Block C these spaces are provided at ground floor in terms of the public park and square. This is further enhanced by commercial units in the podium of Blocks A,B&D.

As part of the landscape works around Block C the public park has widened to address the full width of the public square, with a new route connecting the crossing on Medlock Street through to Newcastle Street. The park is overlooked along its length with active frontages from the amenity spaces, with the external terrace at L01 also providing passive surveillance.

At L01 the external terrace fronts onto the residents lounge and private dining space. The terrace can be used for socialising and an extension of the lounge or for private events organised for residents. The space will be managed by the management team.

The Block C proposal improves on the previous consent in the following ways:

- Increase in the size of public park by 220m2 approx
- Provision of a new path / connection added through the park, linking Newcastle St and Medlock St.
- Creation of a private external terrace
- Greater Passive Surveillance
- An increased % of active frontage.

“Studies suggest that outdoor spaces can enhance social interaction. People go to outdoor spaces because of their need for social interaction”

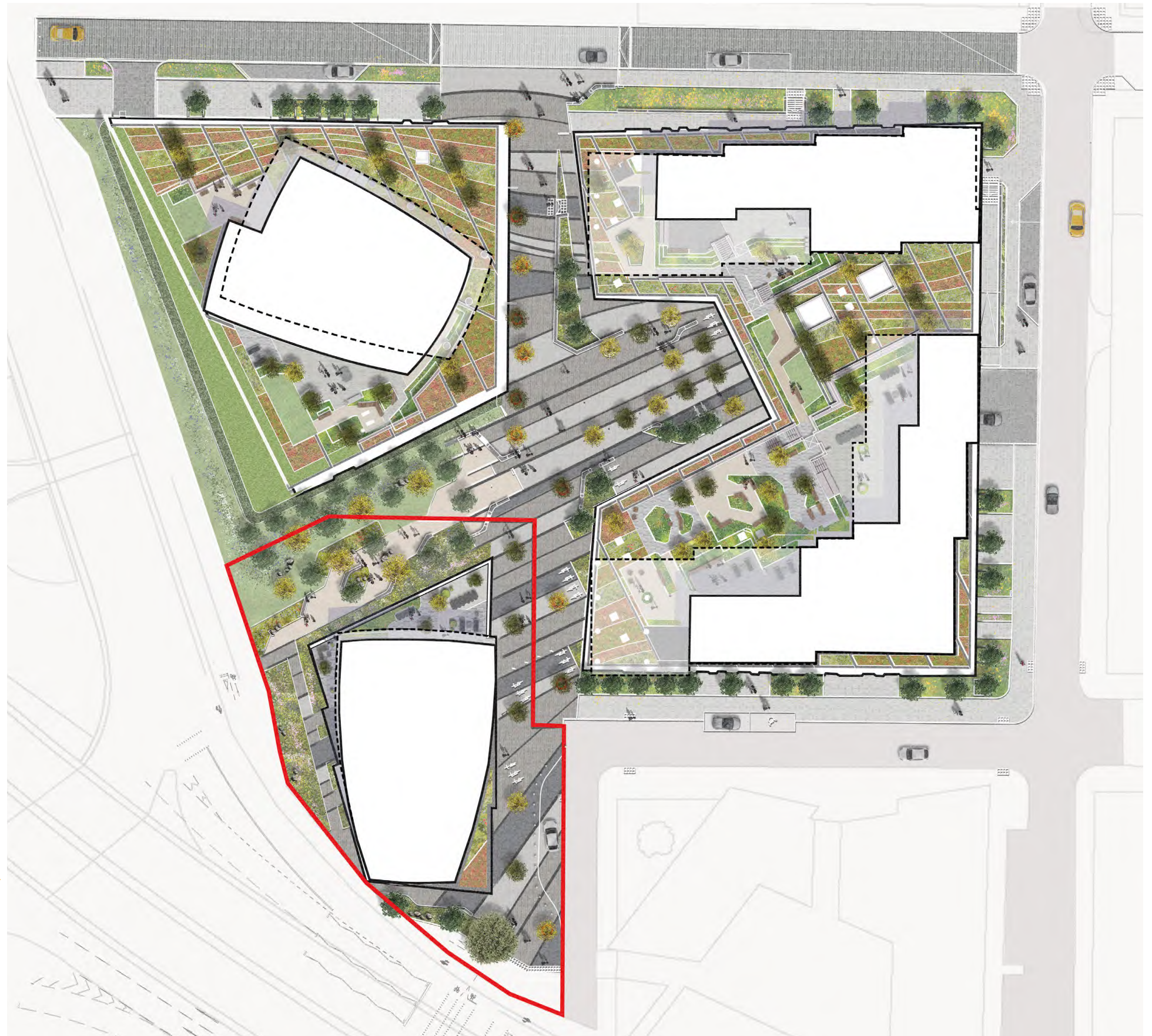
Cooper Marcus and Francis, 1998

“Outdoor spaces are places for chance encounters and potential interactions with other people

Drucker and Gumpert, 1998

“These spaces provide opportunities for individuals to engage in high-level social interaction. In large apartment buildings, individuals socialize in common outdoor spaces to increase recreation opportunities outside the home”

Glaeser and Sacerdote, 2000



Landscape masterplan showing Block C integrating into the wider landscape scheme for Plot

11.



4.2 Layout

4.2.4 PUBLIC REALM

Active Frontages

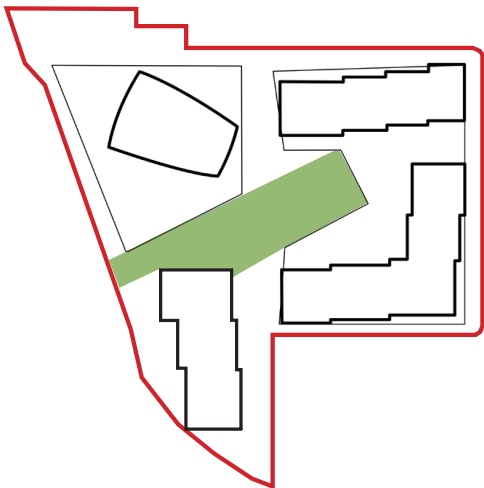
A tangible benefit the proposal has over the consented scheme is the degree to which it improves how it addresses the adjacent streets to make those connections from the city centre to Hulme more usable, safe and overlooked by the building. As the proposal is pulled back to the North compared to the consented scheme, it has a much better aspect up Medlock Street and of the upgraded crossing to the South West which now aligns with the park. The revised block C proposal has approximately a 16% increase in active frontages, and the revised building form contributes much more in terms of public realm benefits.

Sunlight

In addition, the new public square and park will receive a greater degree of sunlight as a result of Block C's revised proposal increasing the gap between itself and Block D. The increase from 17 Storeys to 28 Storeys makes minimal impact to the light into the square given the height of the consented scheme is already tall and in close proximity. Therefore, the reduced tower footprint will only enhance to the public realm.

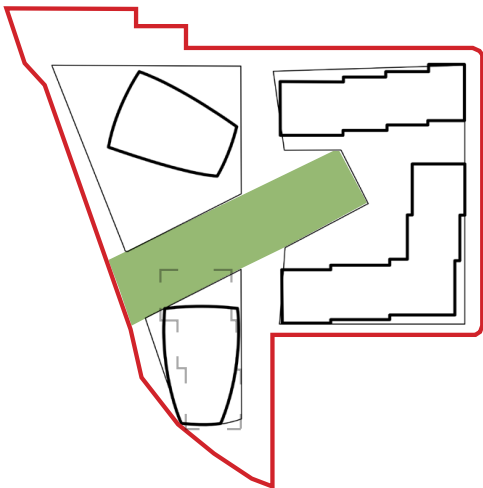
2021 Consented Scheme

Area of Park & Square - 1,220m²

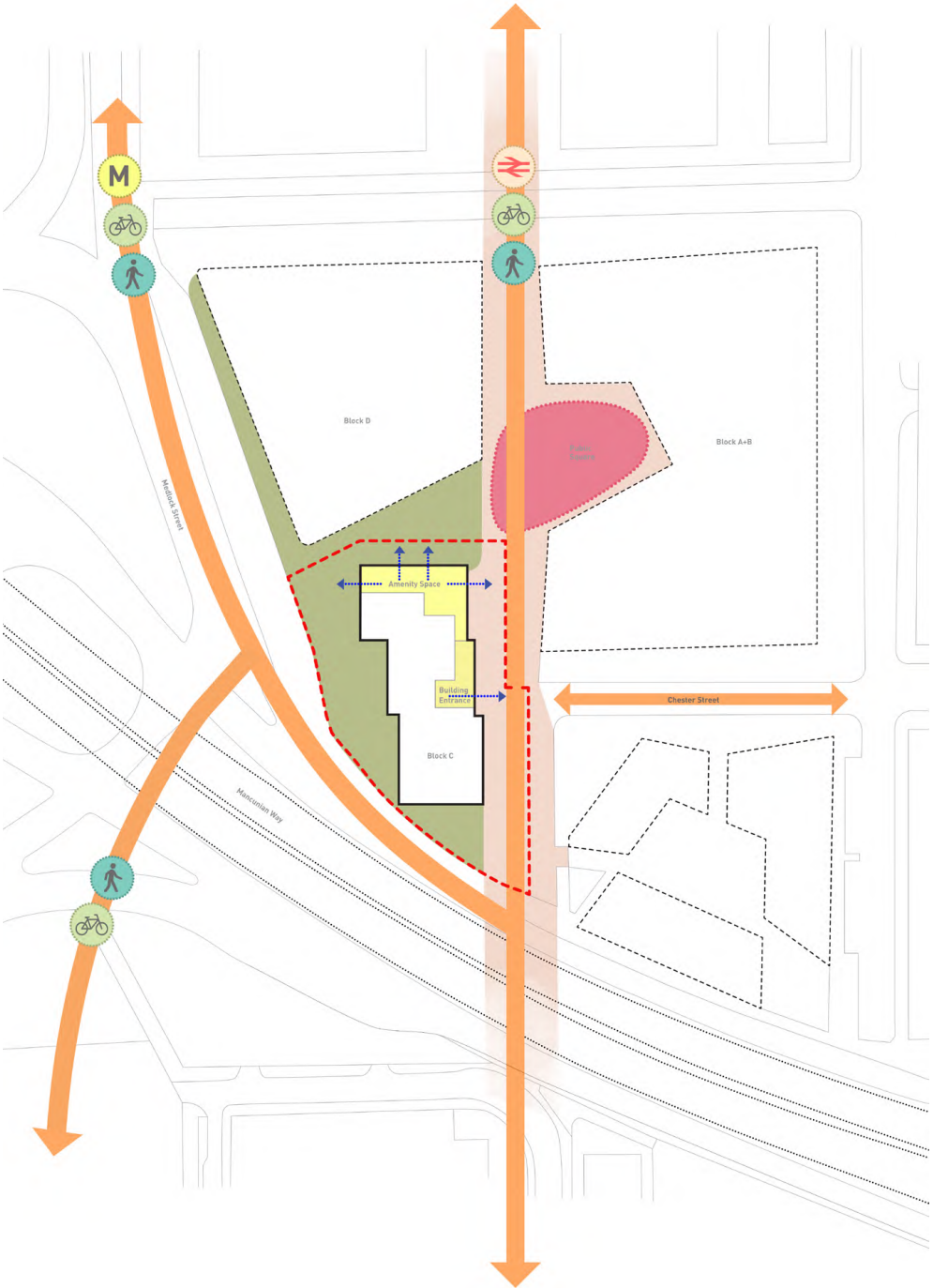


Block C - Proposal

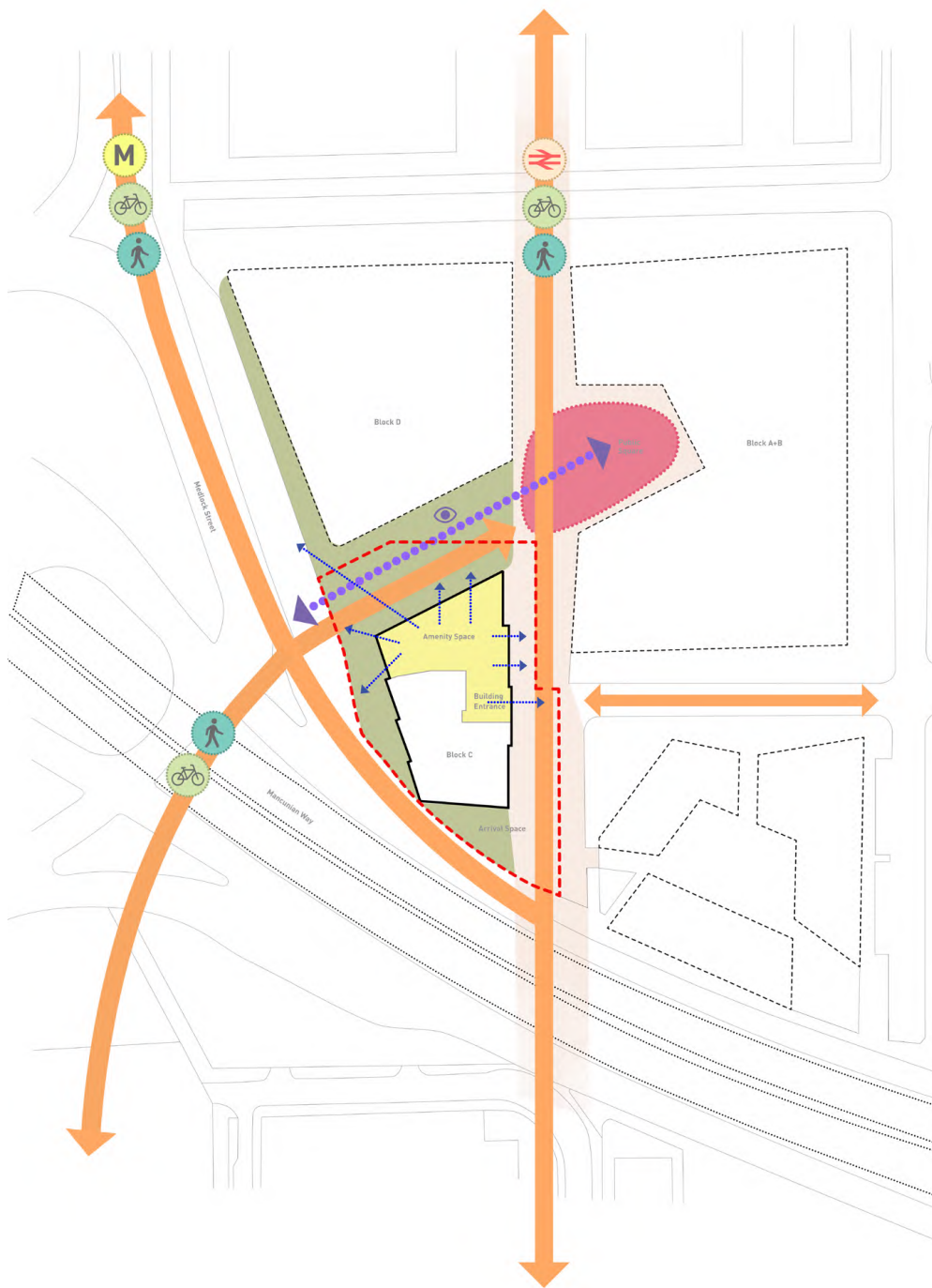
Area of Park & Square - 1,440m²



2021 Consented Scheme



Block C Proposal





4.2 Layout

4.2.4 PUBLIC REALM

Block C Proposal - View showing the route along Medlock Street within the context of the revised Block C proposal





4.2 Layout

4.2.4 PUBLIC REALM

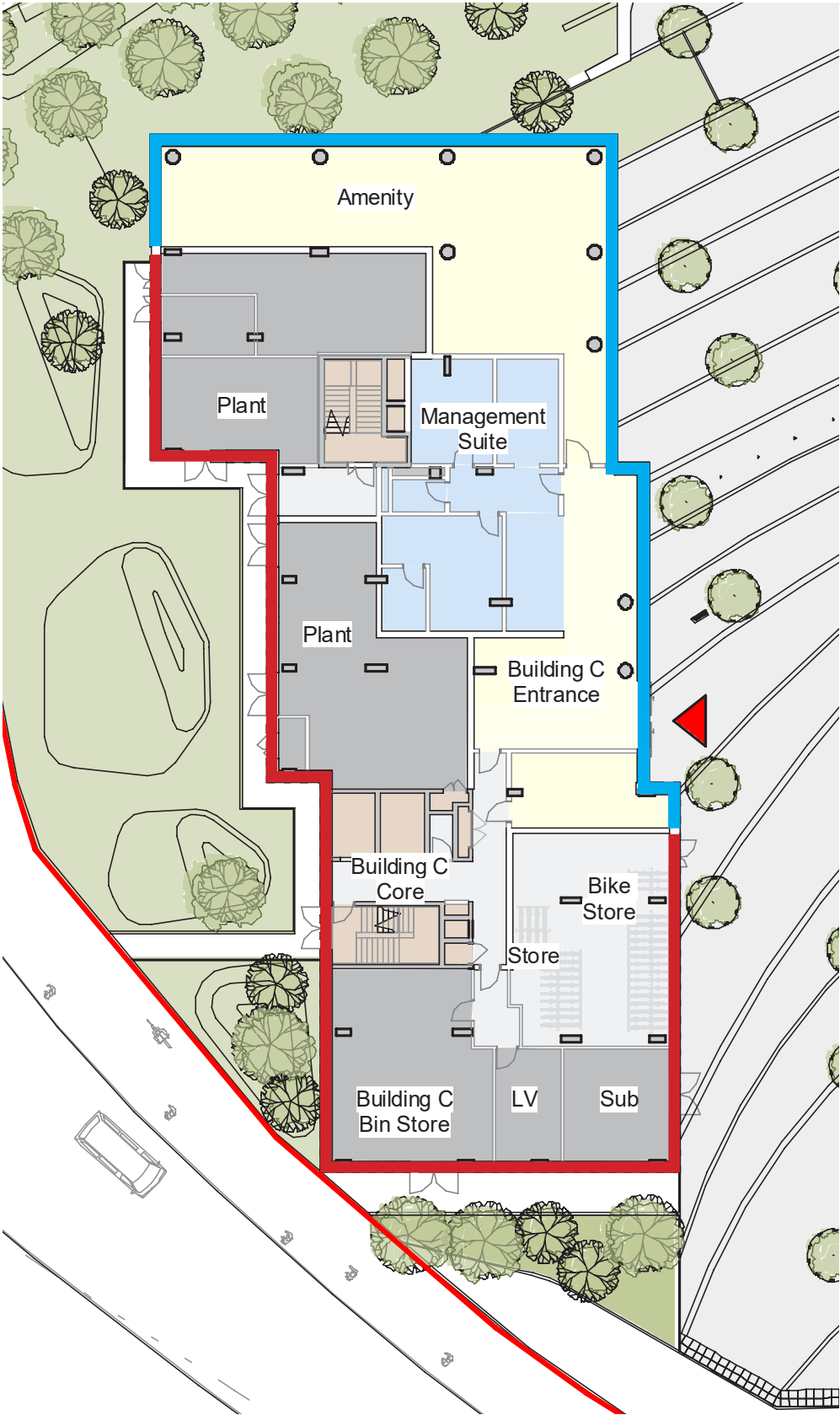
2021 Consented Scheme

The consented scheme has 40% active frontage, with little aspect onto Medlock Street.

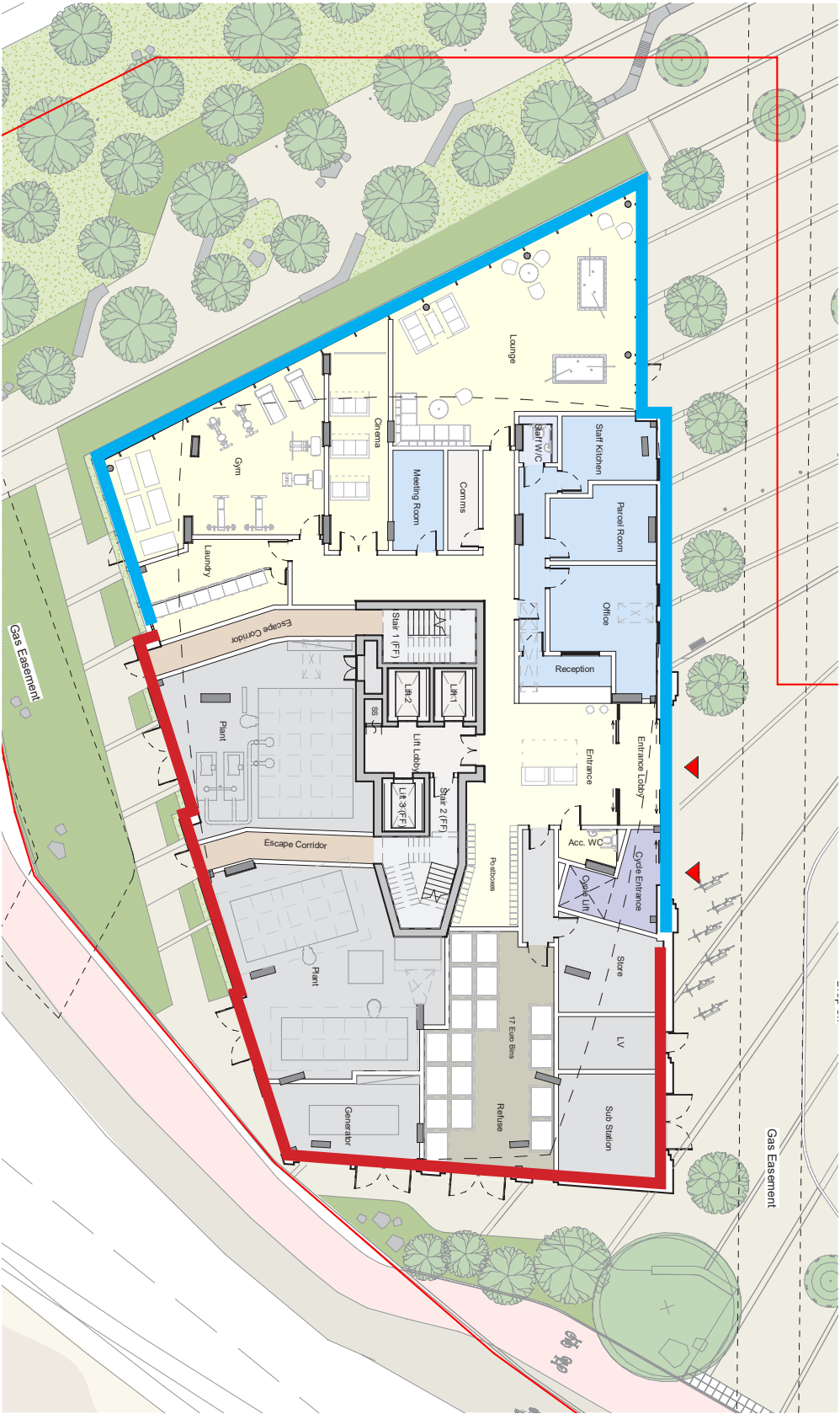
Revised Block C proposal

The proposed scheme has 56% active frontage and improves the buildings aspect onto the public park. With the 2021 consent, part of the park beyond the Western edge of the building was cut off from the main public space and only had visibility from the corner of the Block C amenity space. With the revised proposal, not only is there additional aspect from the scheme itself onto the park but it improves visibility from the main public Square and the other blocks / retail units across the whole of the new park.

2021 Consented Scheme



Block C Proposal





4.2 Layout

4.2.4 PUBLIC REALM

Block C Proposal - View from public realm showing the improved aspect from the commercial units through the new park and onto Medlock Street.





4.2 Layout

4.2.4 PUBLIC REALM

Images of 2021 Consented Scheme - Public Realm



View East from Medlock Street Across Public Square



View North looking towards the City centre through the new public square.

New Block C Proposal



View North looking towards the City centre past the main entrance (To the left of the image)



4.2 Layout

4.2.4 INTERNAL AMENITY SPACES

Gym / Well-being Centre

The revised Block C proposal incorporates a health and well-being centre, with space for exercise classes, such as yoga, barre or Zumba, together with a fully equipped gym.

Management also have the option of utilising the external terrace at L01 for organised outdoor sessions.



Ground floor plan with gym indicated



Indicative precedent images of the Gym & Well-being spaces proposed



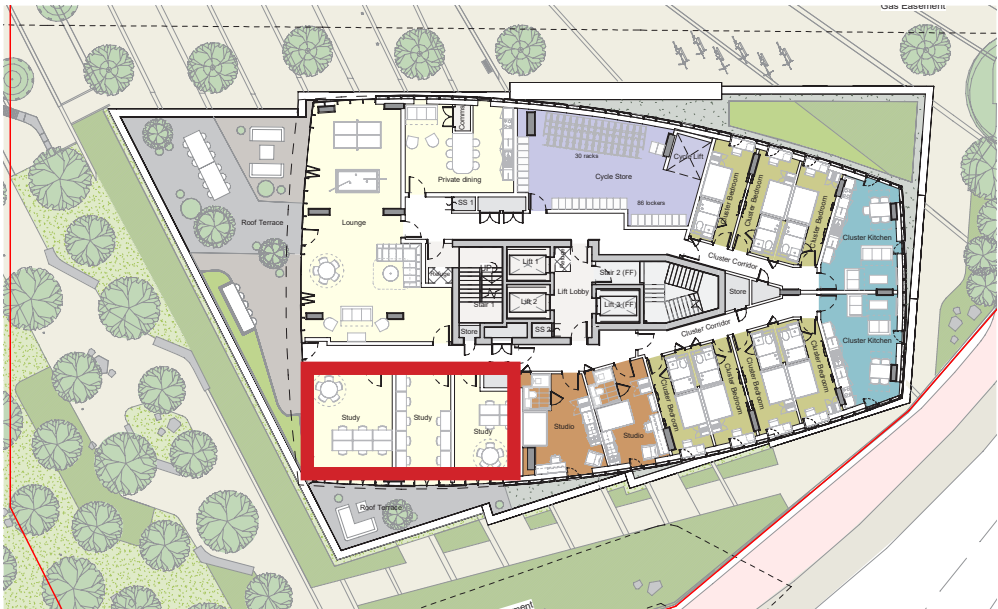
4.2 Layout

4.2.4 INTERNAL AMENITY SPACES

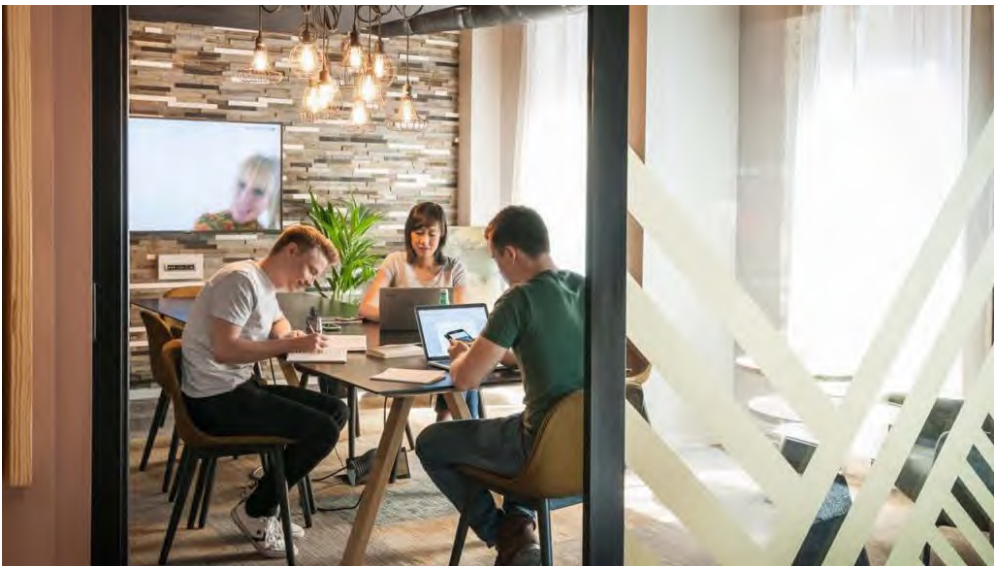
Study

There are 3 flexible study rooms at L01 that allow for the students to work from a communal space, either for group work, or to simply change the environment within which they study.

A study desk is provided within each bedroom, and this may be supplemented by the use of the communal spaces where they can interact with other residents.



First Floor Plan with study rooms indicated



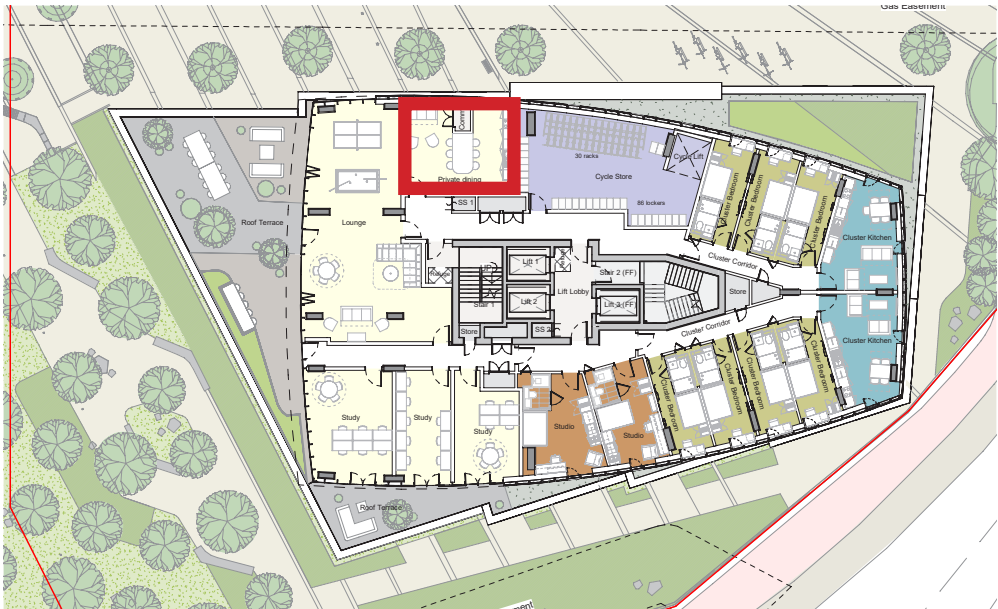
Indicative precedent images of communal study spaces in other Downing schemes



4.2 Layout

4.2.4 INTERNAL AMENITY SPACES
Private Dining Facility

The revised Block C proposal incorporates a private dining room with its own kitchen that can be booked by residents for their own events. Management facilitate these events such as well as cooking classes or via the provision of prepared meals for specific events.



First Floor Plan with private dining rooms indicated



Indicative precedent images of private dining spaces proposed

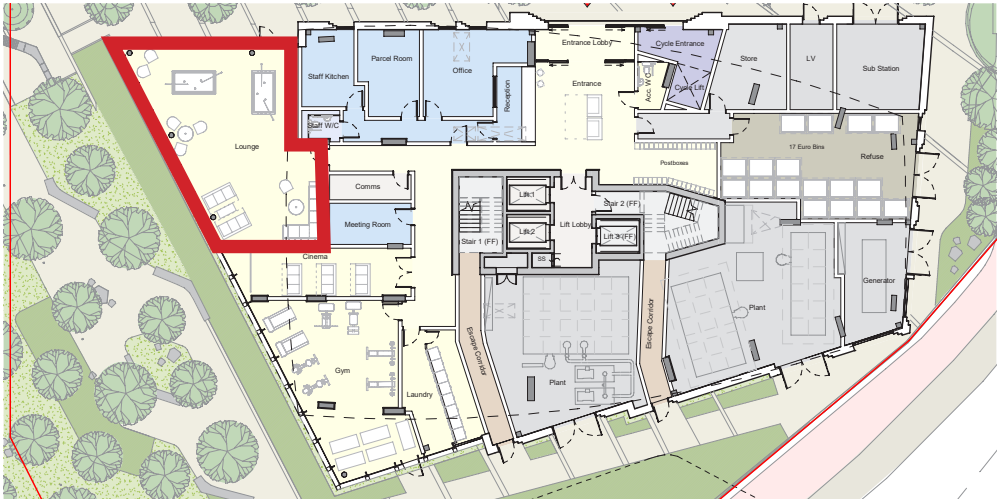


4.2 Layout

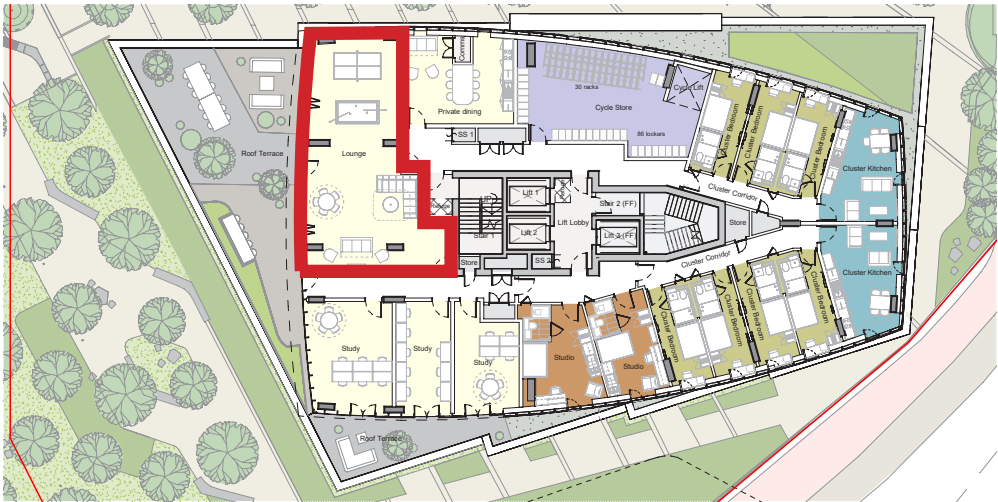
4.2.4 INTERNAL AMENITY SPACES
Residents Lounge

Resident lounges are located at both the Ground and First Floors. These are seen as spaces where the students can relax, hang out or catch up with friends and neighbours. The design of the spaces ranges in style and size. These spaces act as living rooms, informal social spaces and as a general space to relax.

The L01 lounge links into the study and private dining spaces as well as the external terrace. All lounge spaces have aspect onto the public park and are orientated facing into the public square in the centre of Plot 11 so the students feel part of the wider community and development as a whole.



Ground Floor Plan with residents lounge indicated



First Floor Plan with residents lounge indicated



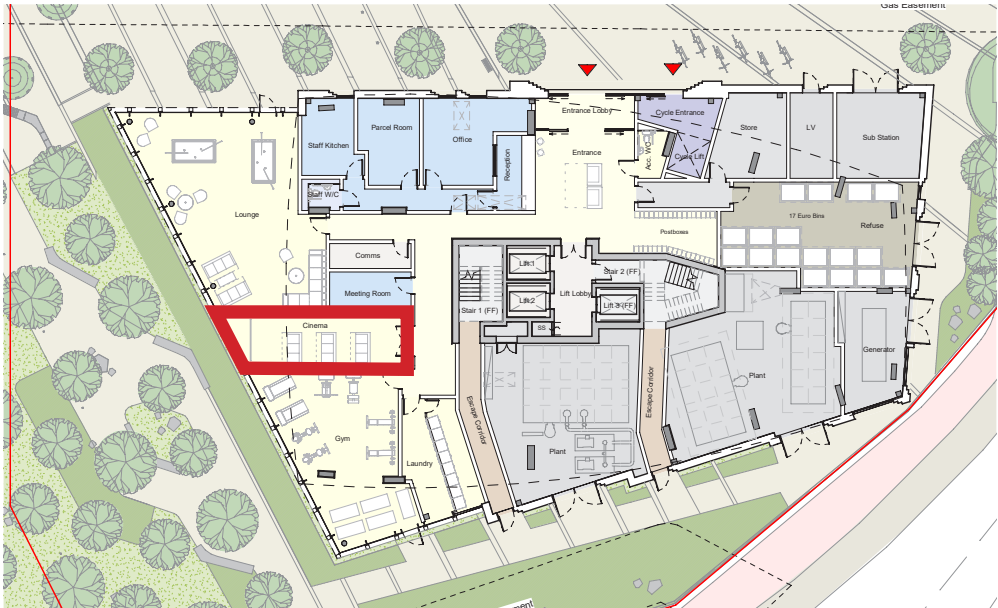
Indicative precedent images of residents lounge spaces proposed



4.2 Layout

4.2.4 INTERNAL AMENITY SPACES
Cinema Room

Whether it is watching a cult classic film or binge watching the latest boxset ,having a cinema room available to enjoy the experience together with friends is a great facility. For Block C a small private cinema room is available at Ground Floor for residents



Ground floor plan with cinema room indicated



Indicative precedent images of proposed cinema room



4.3 Height, Scale & Massing

4.3.1 PROPOSAL HEIGHTS, SCALE & MASSING

Block C Proposal

The proposal is for a 28 Storey tower sitting at +120.625m AOD or +85.725m tall. The remainder of the Plot 11 Blocks are as follows:

Block A - 22 Storeys (+104.975m AOD)

Block B - 26 Storeys (+116.675m AOD)

Block D - 45 Storeys (+172.700m AOD)



Proposed Massing

Proposed Site Elevation



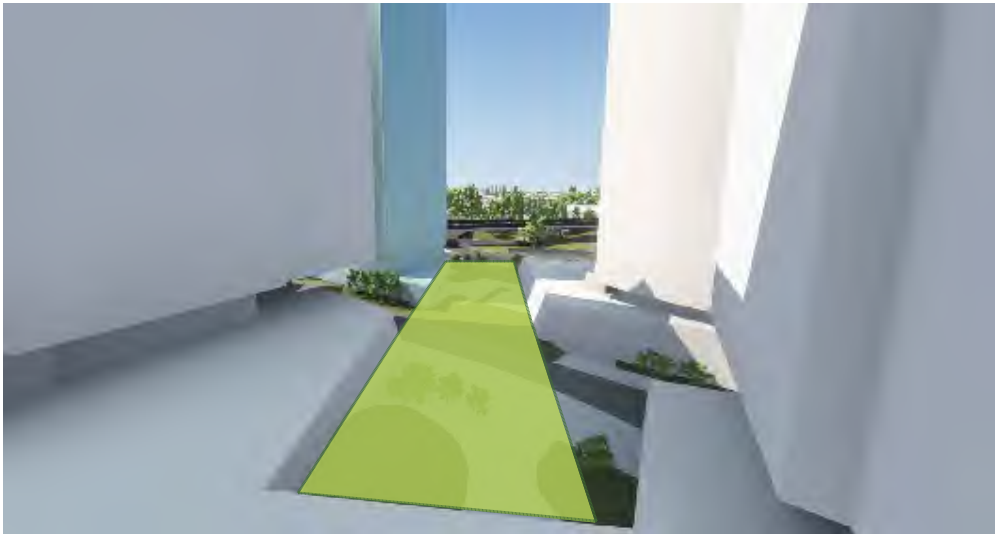
4.3 Height, Scale & Massing

4.3.2 PODIUM MASSING DEVELOPMENT

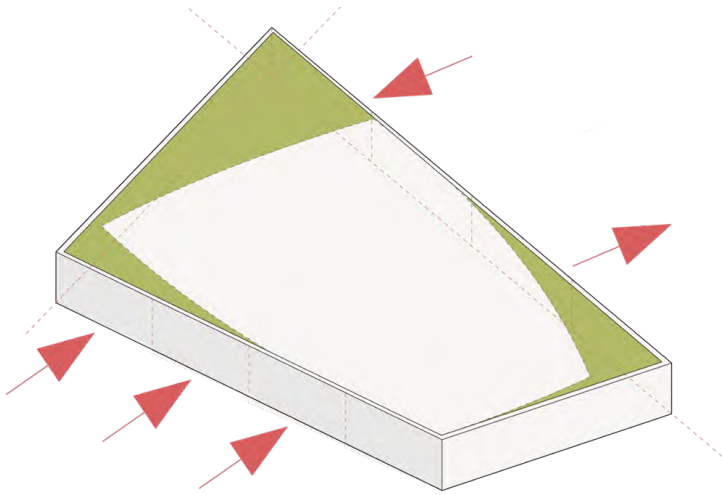
The design process for the podium forms is shown to the right. The overall form is derived from the lines from the adjacent Blocks, principally the line of the park being struck through the plot, whereas with the previous Block C consent the building stepped into this zone. This change, as evidenced by the images below, improved both the aspect in and out of the new park, provides it with better definition in terms of its shape and allows for greater connectivity from the centre of Plot 11 to Medlock Street.



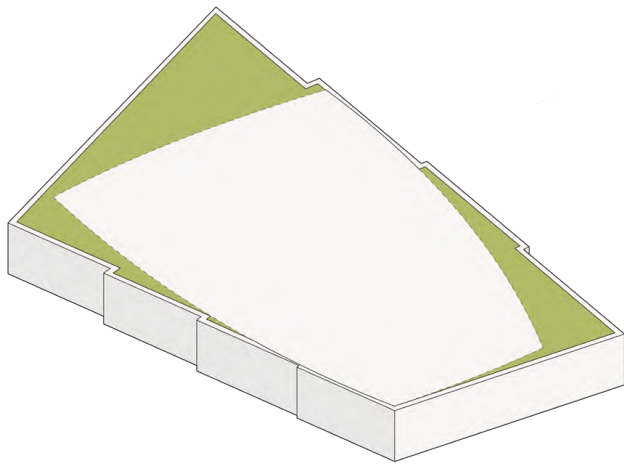
2021 Consented Scheme



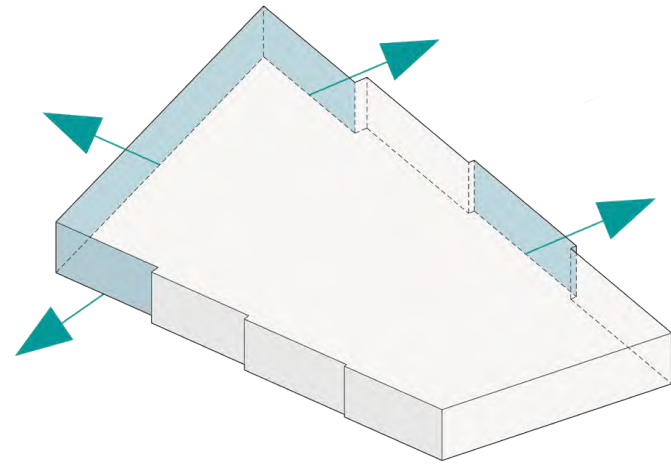
Revised Block C proposal



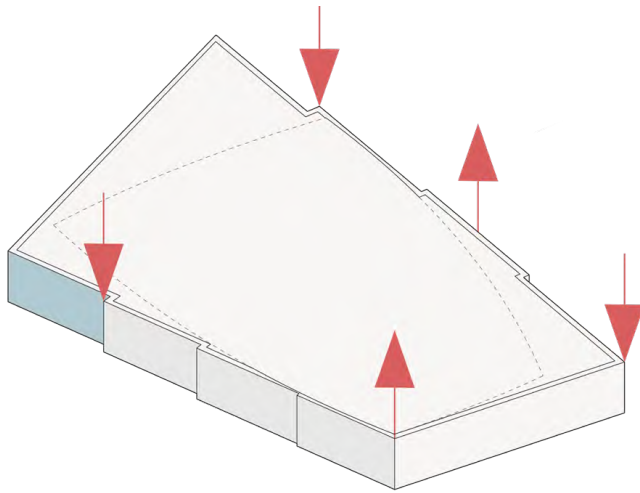
1. The podium walls align with neighbouring plots. Largest facades are divided to break up the mass.



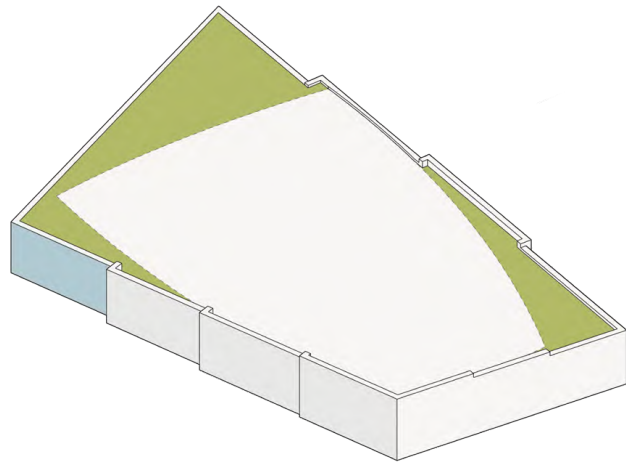
2. The podium steps in plan, breaking up the facade at street level and setting the main entrance forward.



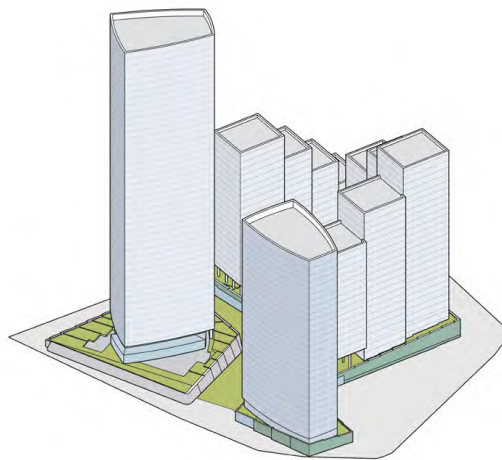
3. Active frontages face on to the central routes through the scheme as well as offering outlook towards the Mancunian Way.



4. The podium steps up towards the Mancunian Way and at the main entrance to help articulate its form.



5. The stepped podium design mirrors details used on the other plots to establish a connection between Block C and the remainder of the site.



6. The material selection of the podium element will compliment the colours of the podiums of Blocks A/B/D, using a rich green coloured brick.



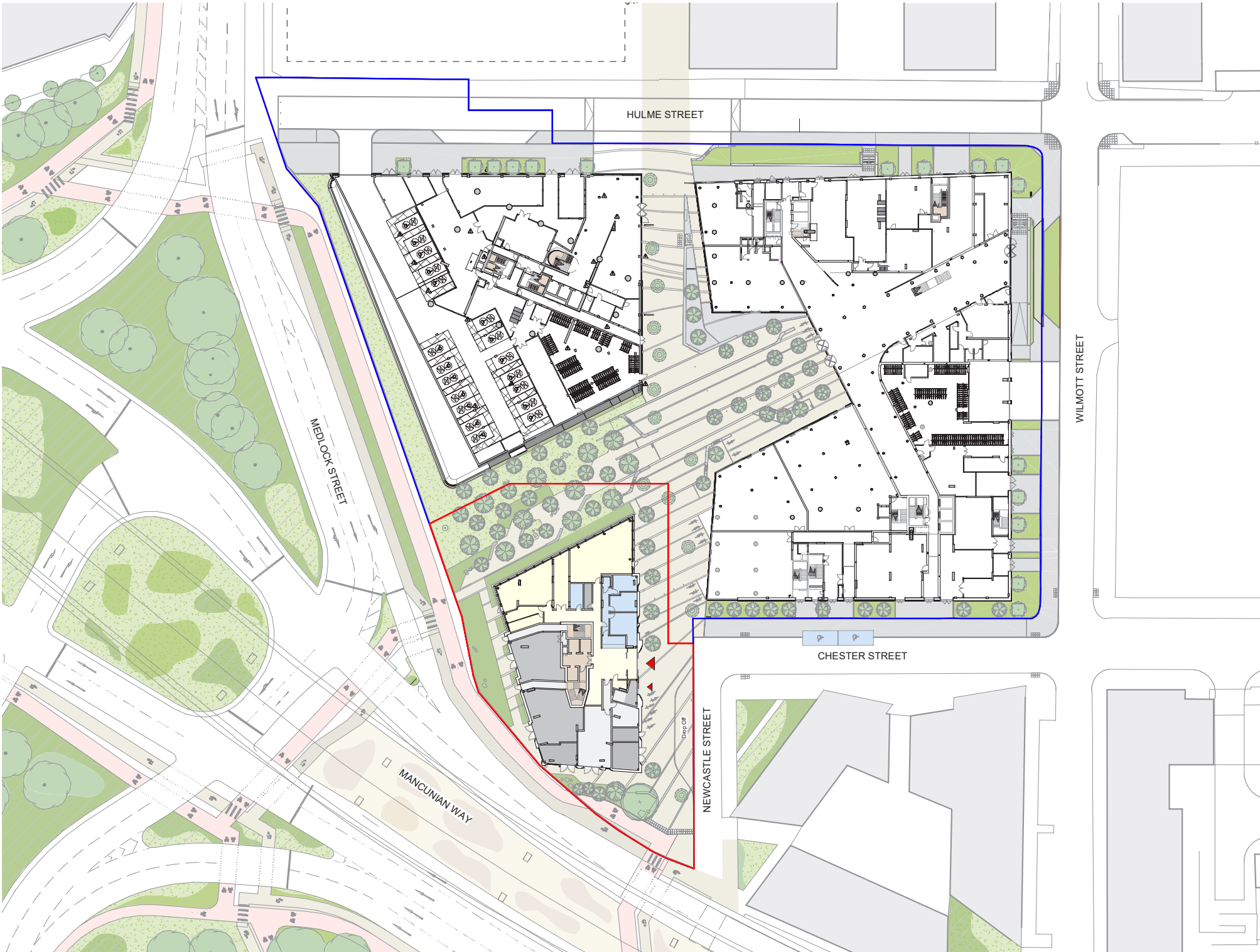
4.3 Height, Scale & Massing

4.3.2 TOWNSCAPE IMPACT OF THE PROPOSALS

The architectural composition has been designed to relate to both a city wide context, and also to the local surrounding context whilst still within the design ethos of the rest of Plot 11. Replacing the consented Block C design with anything other than the tower typology of Block D would begin to break the relationships between all the blocks. As such the Western edge of the site has the two tower typologies, facing onto the Medlock Street roundabout and acting as a gateway into the city centre. Blocks A&B then present stepped forms to relate to the context to the East. As a composition the revised Block C proposal presents as stronger, addressing the gateway condition of the site much better from both a vehicular viewpoint and also marking the axis along Newcastle Street and the new road crossing.

The introduction of a podium element to Block C in the revised scheme seeks to address the townscape at ground floor in a more proactive way. With the podium stepped to break up its mass and the tallest step denoting the main entrance. This ties Block C better into the overall composition of Plot 11, with the consented scheme proposed to have the same form running all the way down to ground. It allows much more flexibility in form that can respond to various angles and constraints set out by Blocks A,B & D. Overall this is a more responsive approach to the ground floor and means that the revised Block C proposal sits comfortably within the composition of the other blocks, better defines the public park and considers the immediate streetscape context to a greater extent than the consented scheme.

A detailed analysis of the Townscape impact is discussed in more detail in the Townscape and Visual Impact section of the Environmental Statement.



Proposed Ground Floor Plan



4.4 Appearance and Materials

4.4.1 ENVELOPE STRATEGY

The podium acts as a solid ‘grounded’ base that takes its tones from the landscape and Blocks A,B & D proposals whilst offering a different materiality to add more texture to the overall scheme whilst sitting in harmony with the overall material palette. As such, the podium will be clad in a green glazed brick, which is currently used sparingly on the lower sections of the ground floor of Blocks A,B & D. The tower will sit on the podium as a reflective volume, similarly to the rest of Plot 11, with a glazed unitised facade.

The variation in material to the other podiums aims to highlight Block C’s separate use in comparison to the rest of the scheme whilst being close enough to sit harmoniously in the overall architectural composition.

Strong horizontal banding is introduced by way of ceramic fritting to help reinforce the steps in plan. Each glazed panel carries a common repeating ceramic frit pattern in a bold white colour. Where natural ventilation is required, an anodized metal panel is proposed. The opening door behind is proposed to be a glazed opening element to increase light and the aspect out. The same pattern used for the fritting is proposed for the vent panel covers, helping to unify the facades.

The white banding produced by the frit patten wraps around the buildings on all sides, unifying the massing and giving the building a distinctive character when viewed from afar. When the frit reaches the northern facade of Building D a change in colour is introduced to the lighter frit, this is to maximise the reflections and light entering the centre of the overall masterplan and into the public square.

The use of glass differentiates these new modern buildings and contrasts with the nearby Macintosh Mill complex. The glass will be highly reflective picking up the changes in the skyline over the course of each day and year.

The glass provides clear views for the residents, whilst also ensuring the white frit pattern offers the stepped form a further contemporary edge.



Current and emerging facade context





4.4 Appearance and Materials

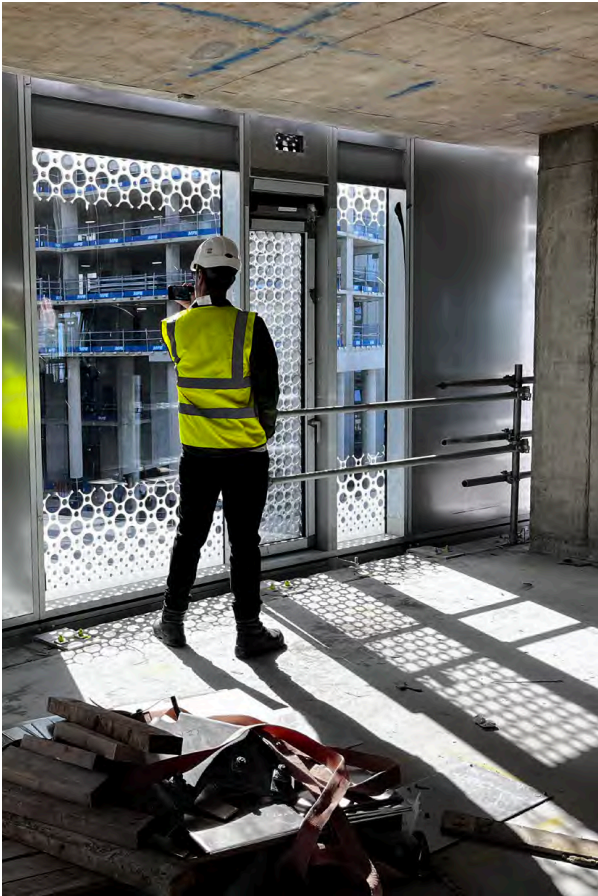
4.4.2 TOWER FACADE STRATEGY

This proposal will sit within the composition of the rest of Plot 11. It was therefore determined that the same material palette should be adopted for the tower element as for Blocks A,B & D. Given it shares its typology with Block D it would break the harmony of the two towers composition if it were to deviate. As such, a glass unitised system with the horizontal fritted banding has been adopted. This tower will differ in its approach as to which facades are light and dark. This strategy will be explored further and tested within this section of the Design & Access Statement. A description of the reasoning behind the original facade system and choice is included as an extract from the 2021 Design & Access Statement below:

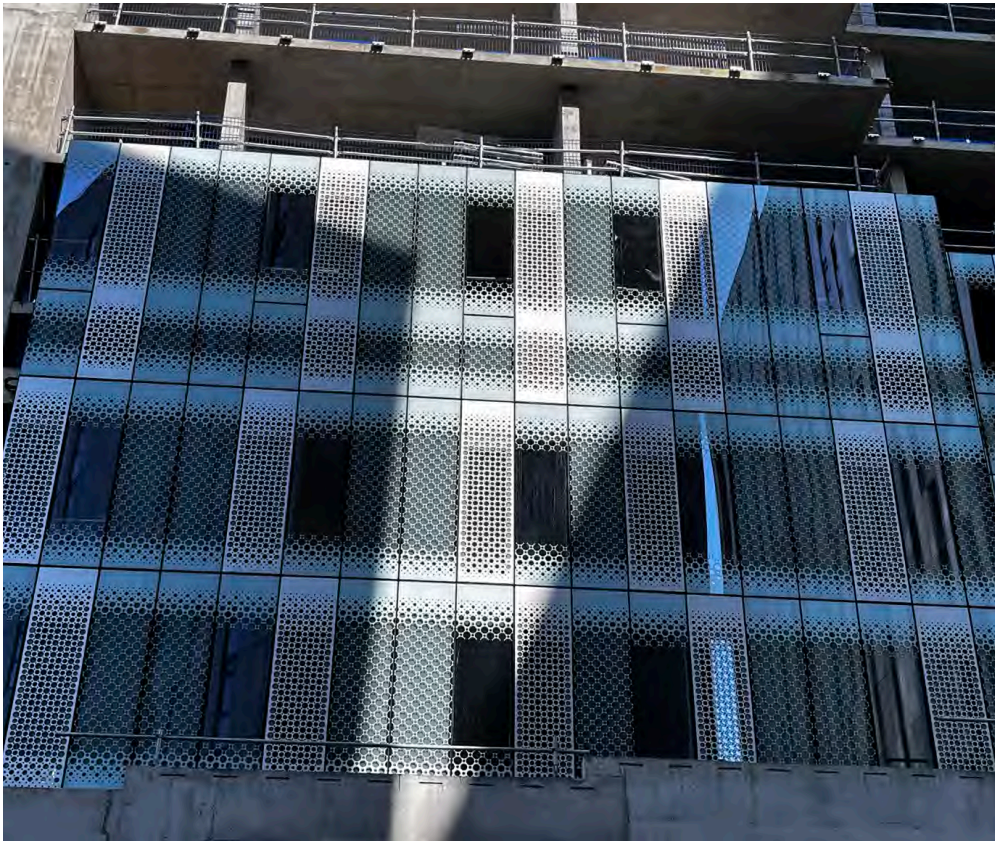
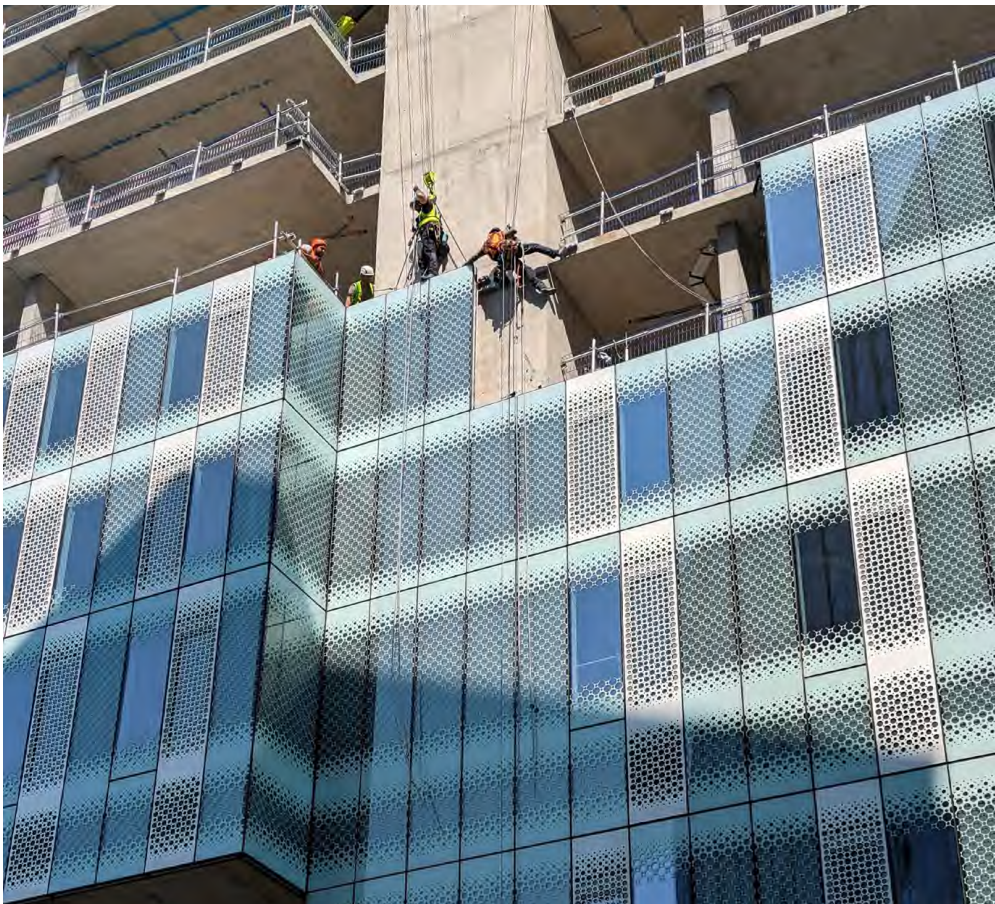
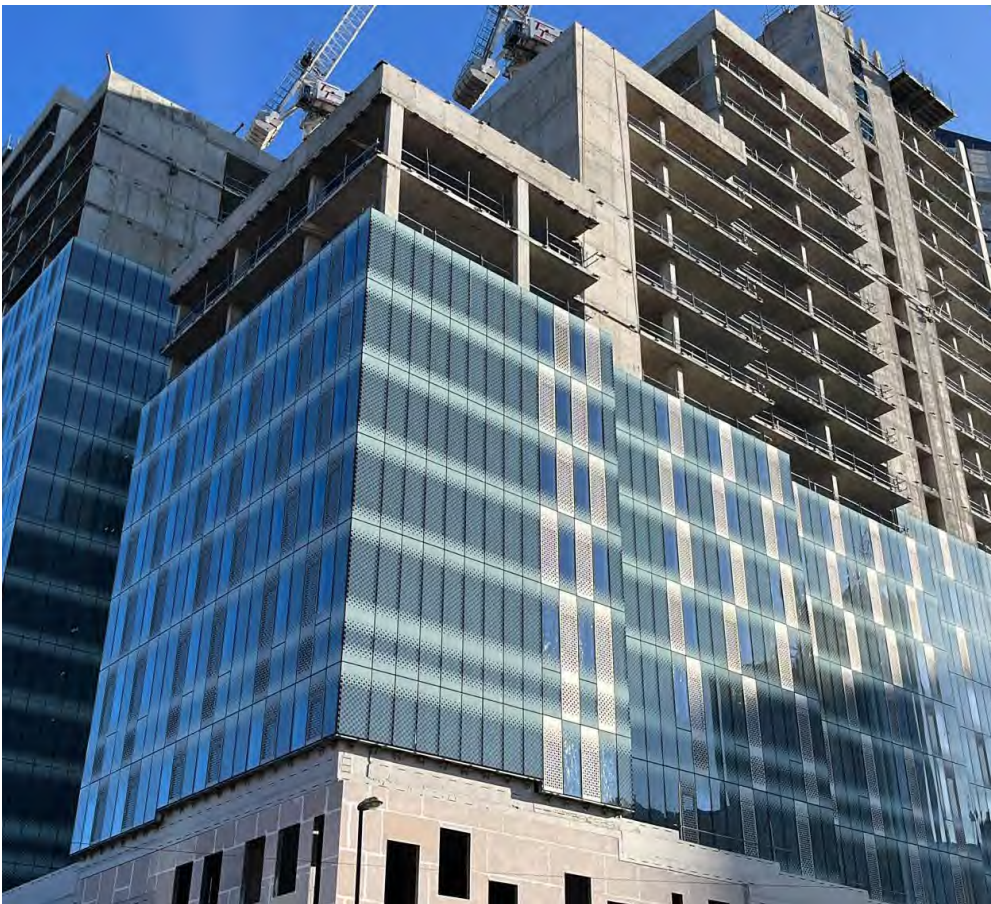
“The material strategy has been developed to reinforce the sculptural form of the overall development composition. A consistent design approach and material treatment is proposed across the elevations of all volumes within the development.

A limited palette of high quality materials are used to articulate the volume surfaces and to emphasise orientation, scale and context. The façade strategy provides an approach to respond to the different contexts associated with a city centre building of height. These contexts include; the immediate local context of adjacent buildings, a wider context of surrounding neighbourhoods, and the city context of Manchester.”

Overleaf and adjacent are images taken during Autumn 2023 of the progress of the facades of Blocks A,B & D. It is evident that the design approach has been highly successful and exhibits the quality needed of such a prominent city centre scheme. In townscape terms, the banding on the facades reads strongly from distance, giving the tower a distinctive look that differentiates it from anything similar in the city. It offers a different architectural proposition to the towers in the Great Jackson Street masterplan, which therefore creates its own identity and helps define Plot 11 as the entry point into the city. When viewed up close the fritted and perforated pattern gives the scheme a textural quality, whilst the reflection in the glass of the other blocks and its context are striking.



Images taken during installation of the facade on Block D (Autumn 2023)



First Street South - Buildings A, B & D, Manchester - SimpsonHaugh - (Autumn 2023)



4.4 Appearance and Materials

4.4.2 TOWER FACADE STRATEGY

The proposed facade mirrors that of the emerging consented scheme. The proposed facade for Block C utilises two different facade types to provide visual contrast or continuity dependent on the orientation in a similar way to Block D which has a dark facade onto Medlock Street. These variations have been tested (shown to the right) and can be summarised as below:

Design Iteration A:

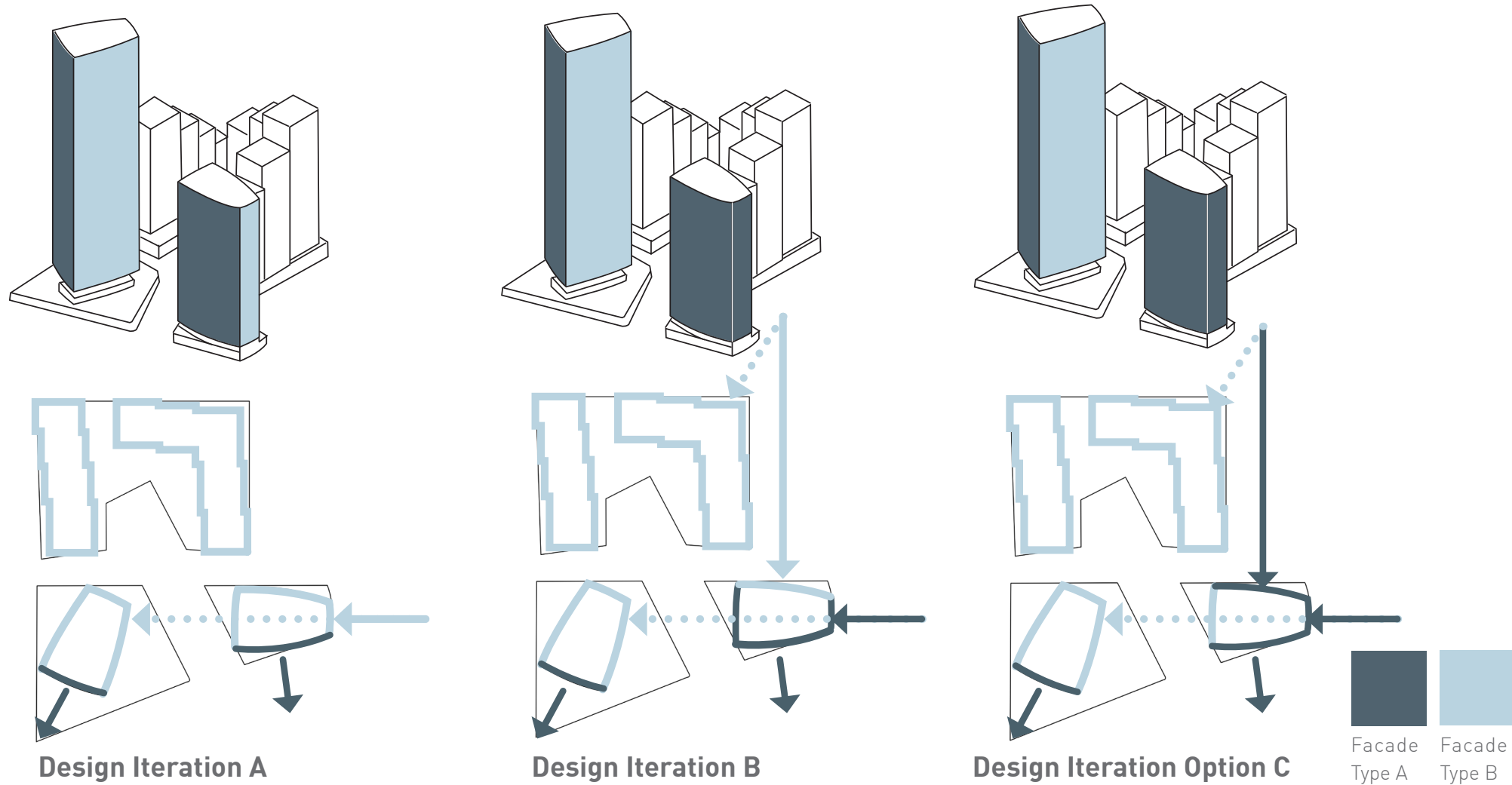
- West facade of Block C as the dark facade to address Medlock Street as Block D does.
- ADV: Blocks C&D read as a clear pair
- DIS: Lack of differentiation between the towers when viewed from the South from Hulme. Both south facades of C&D would be light and with Block C sitting within the silhouette of Block D it would lack definition.

Design Iteration B:

- North/South/West facades of Block C as darker facade
- ADV: Definition between South Facade of Block C (Dark) and South facade of Block D (Light)
- DIS: No definition between East Facade of Blocks B&C (See rendered images)

Design Iteration C: Preferred

- East/South/West facades of Block C as darker facade
- ADV: Definition between South Facade of Block C (Dark) and South facade of Block D (Light)
- ADV: Definition between East Facade of Block C (Dark) and East facade of Block B (Light) when viewed down Chester Street (See rendered images)



Design Iteration A&B

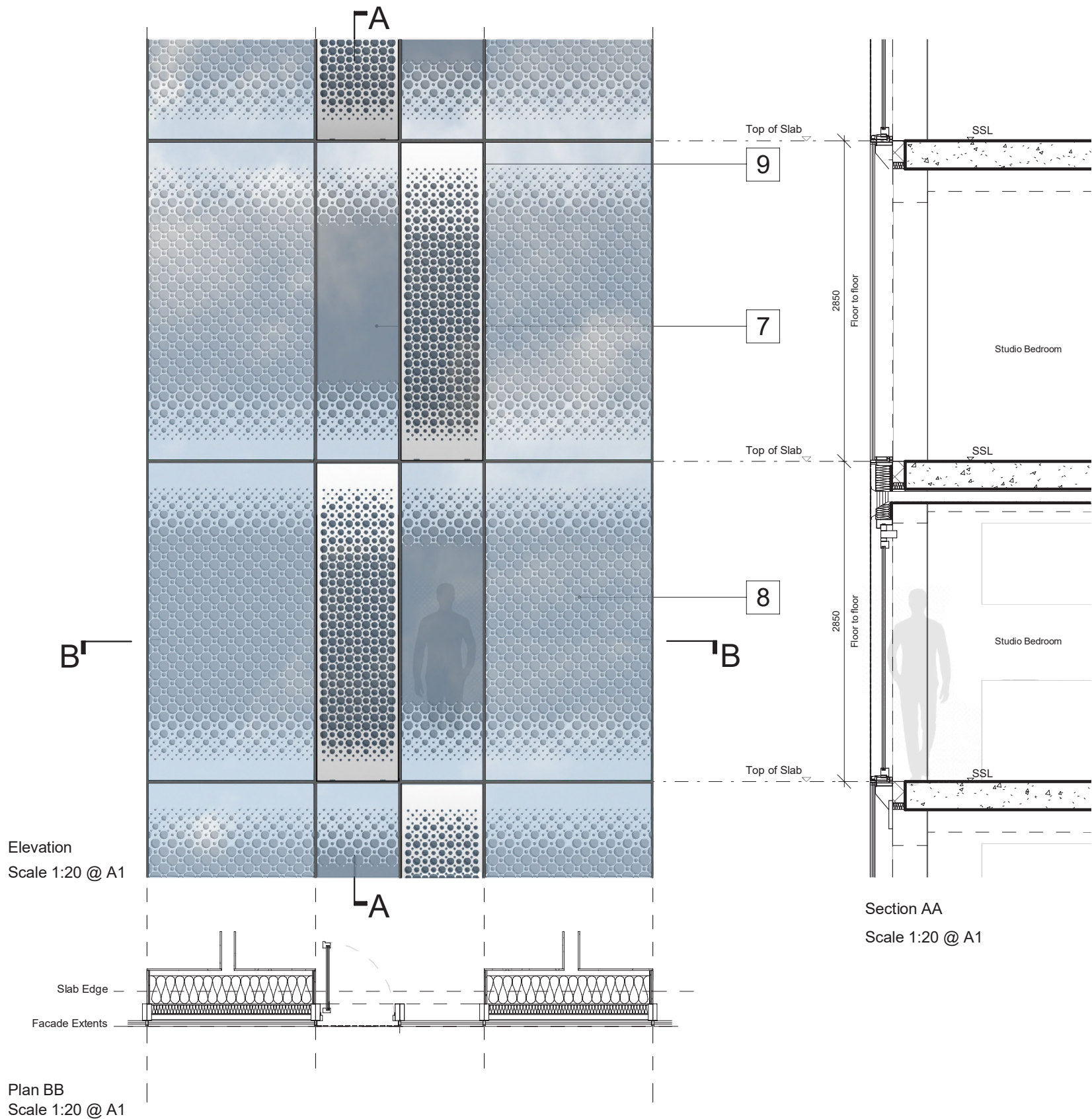


Design Iteration C



4.4 Appearance and Materials

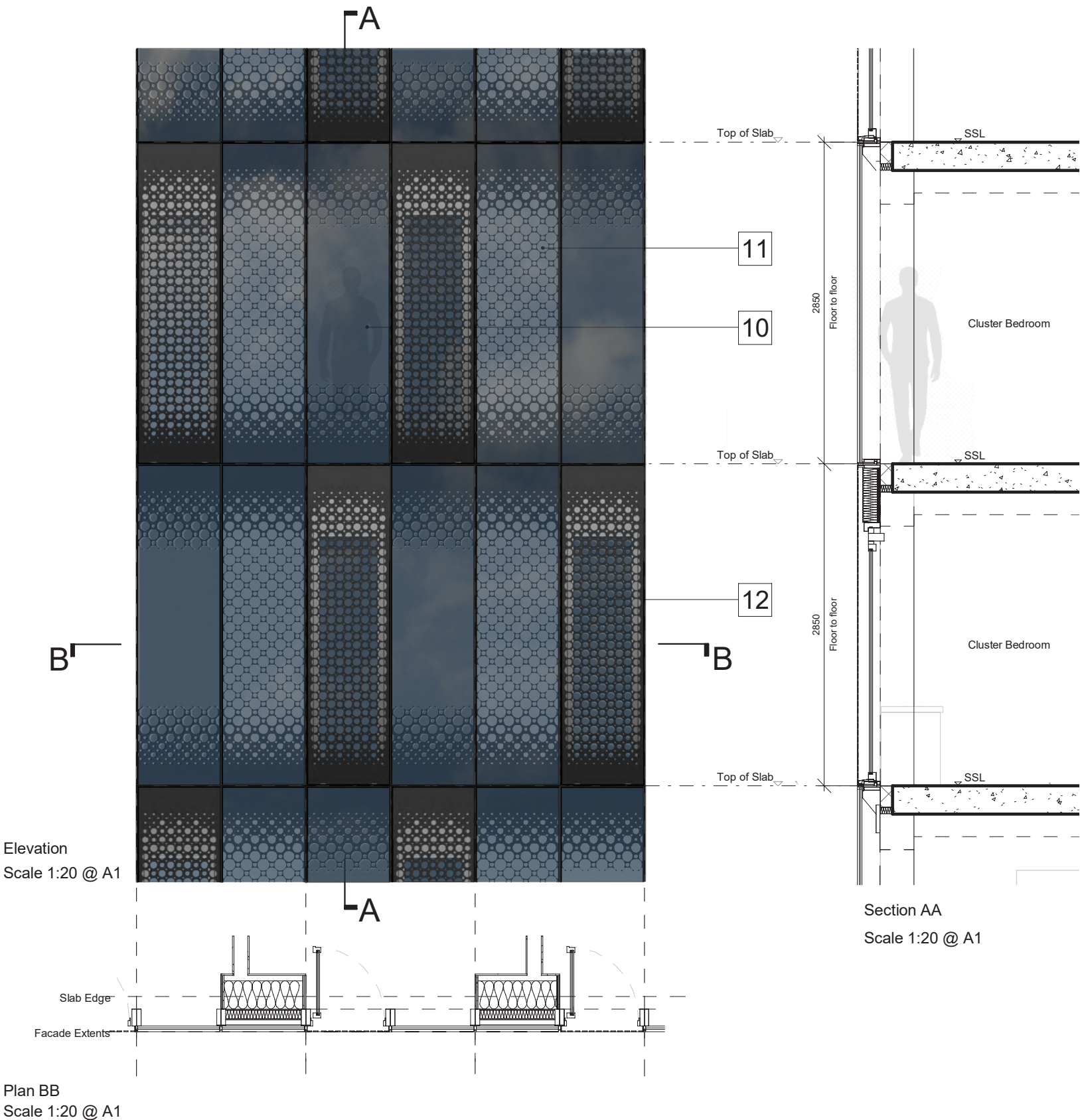
4.4.2 TOWER FACADE STRATEGY
Unitised Glazed Facade (Light)





4.4 Appearance and Materials

4.4.2 TOWER FACADE STRATEGY
Unitised Glazed Facade (Dark)





4.4 Appearance and Materials

4.4.3 PODIUM STRATEGY

The intent with the podium design was to create a grounded base for the building, something with enough visual weight to be able to be one storey tall but still significant enough to have the tower sit above it. The podiums for the remainder of the blocks get taller towards the East end of the site, and are much more substantial in height than Block C. As such, the large format pixelated terracotta was not seen as appropriate for a single storey element. When openings were cut out for doors / windows etc. it would not be as successful as on the other blocks where there would be far bigger areas to create the pixelated effect. It was the intent that the Block C design sat harmoniously with the remaining proposals but with a smaller material that would create a sense of solidity. Following the testing of options via a colour study (shown overleaf) the glazed brick used on the lower portions of the podium of the other blocks was considered to be the best approach. This will allow significant articulation to be added into the detailing of the podium facade yet still exhibit the visual 'weight' to match the design intent.

To articulate the facade, a brick banding has been applied at a height of 3m to unify all the segments of the podium together, and provide a datum for all openings to go up to. It is intended that the coursing of the brick at the top and bottom will provide it with definition.

Openings within the podium will be articulated with brick set backs, with the main entrance being denoted with much greater depth and a number of reveals more than the other openings to apply a hierarchy to the facade.

All metal doors, louvred doors and louvred openings in the podium will have a decorative perforated screen to the front to screen the functional weather louvres sitting behind. This perforated screen will be colour matched to the green brick.



Facade precedent images: Top Right, Peveril of the Peak pub, north of First Street. Right & Bottom Middle, Examples of stepped glazed green brick. Bottom Left, Example of stepped brick articulation.



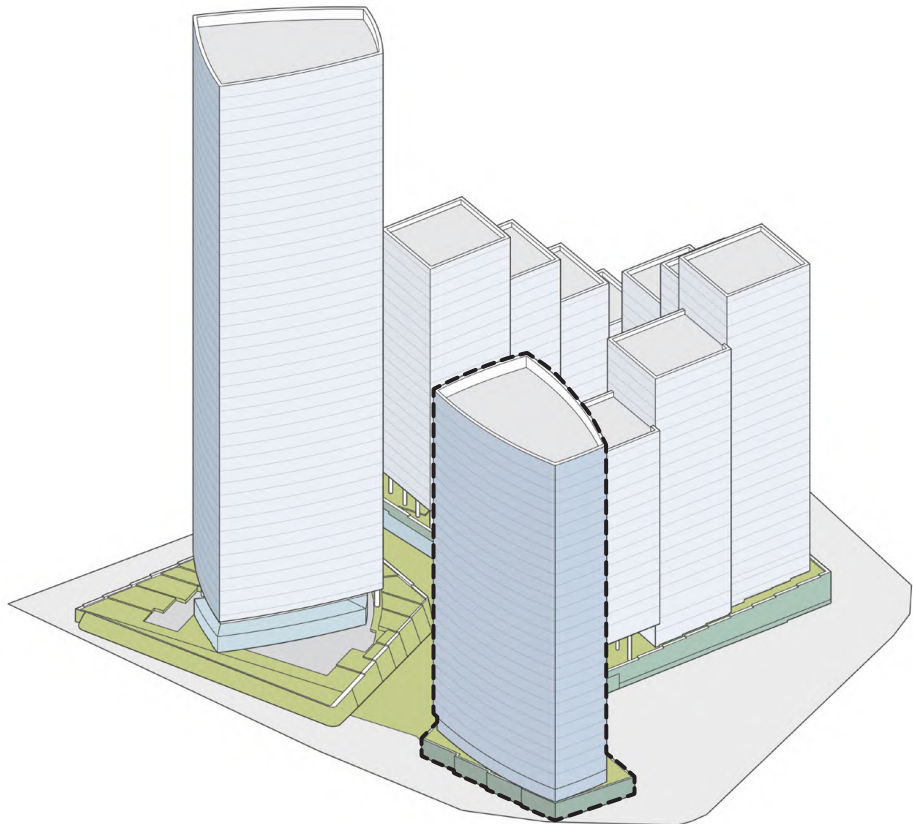
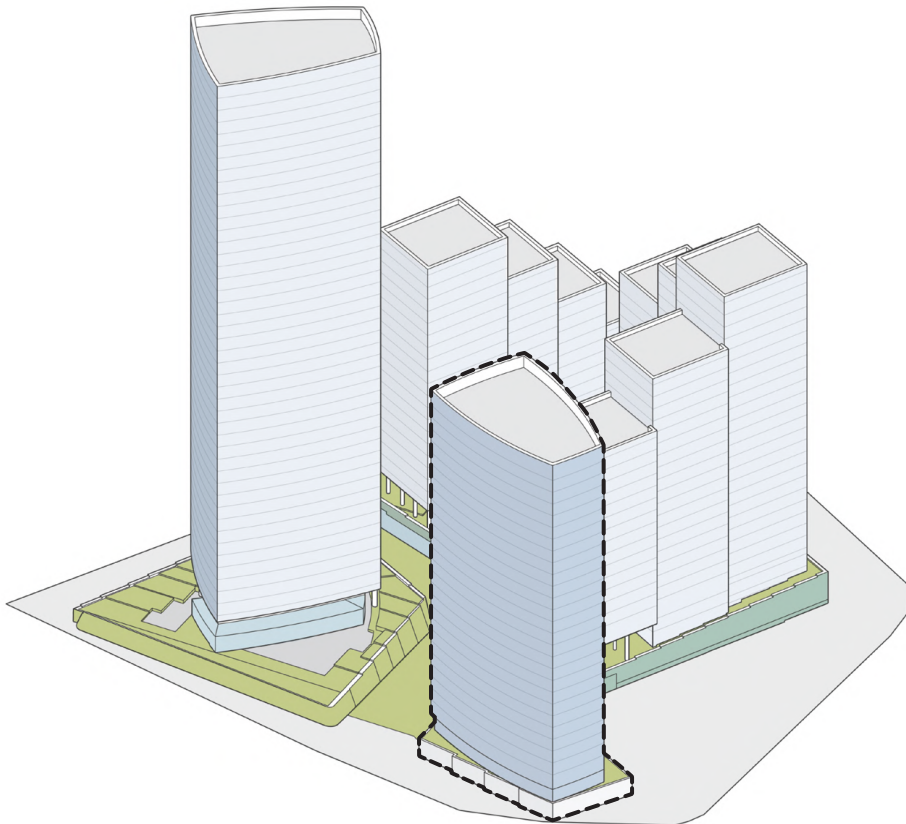
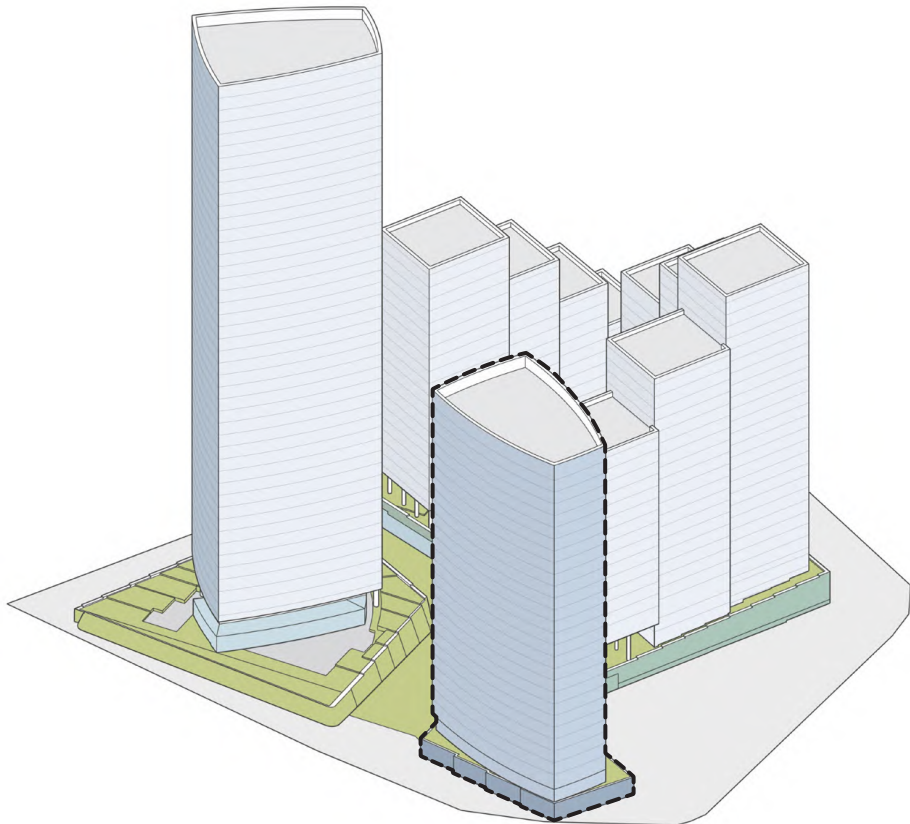
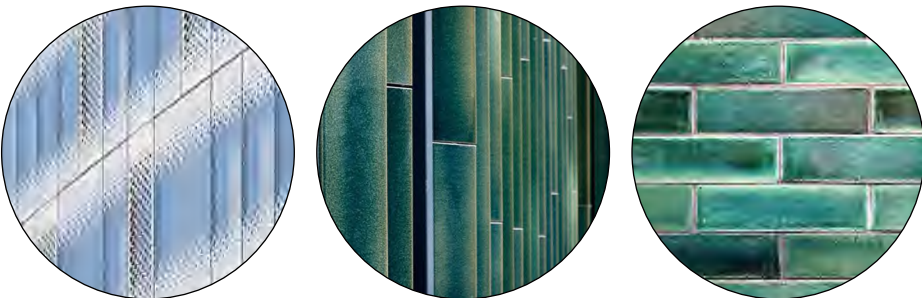
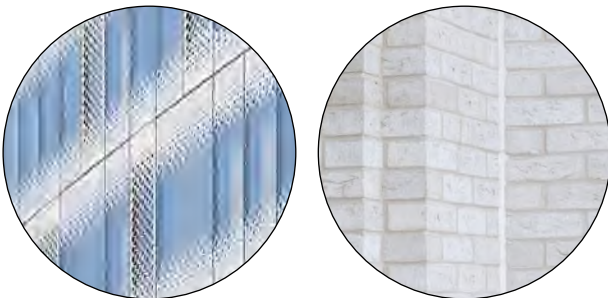
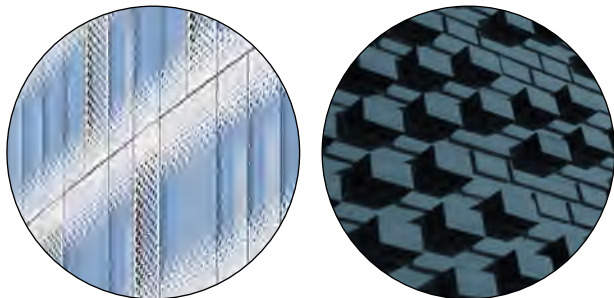
4.4 Appearance and Materials

4.4.3 PODIUM STRATEGY

Option 01 - colour match with other blocks

Option 2 - neutral expression - e.g. Light brick

Option 03 - tower colour match - darker blue-grey brick

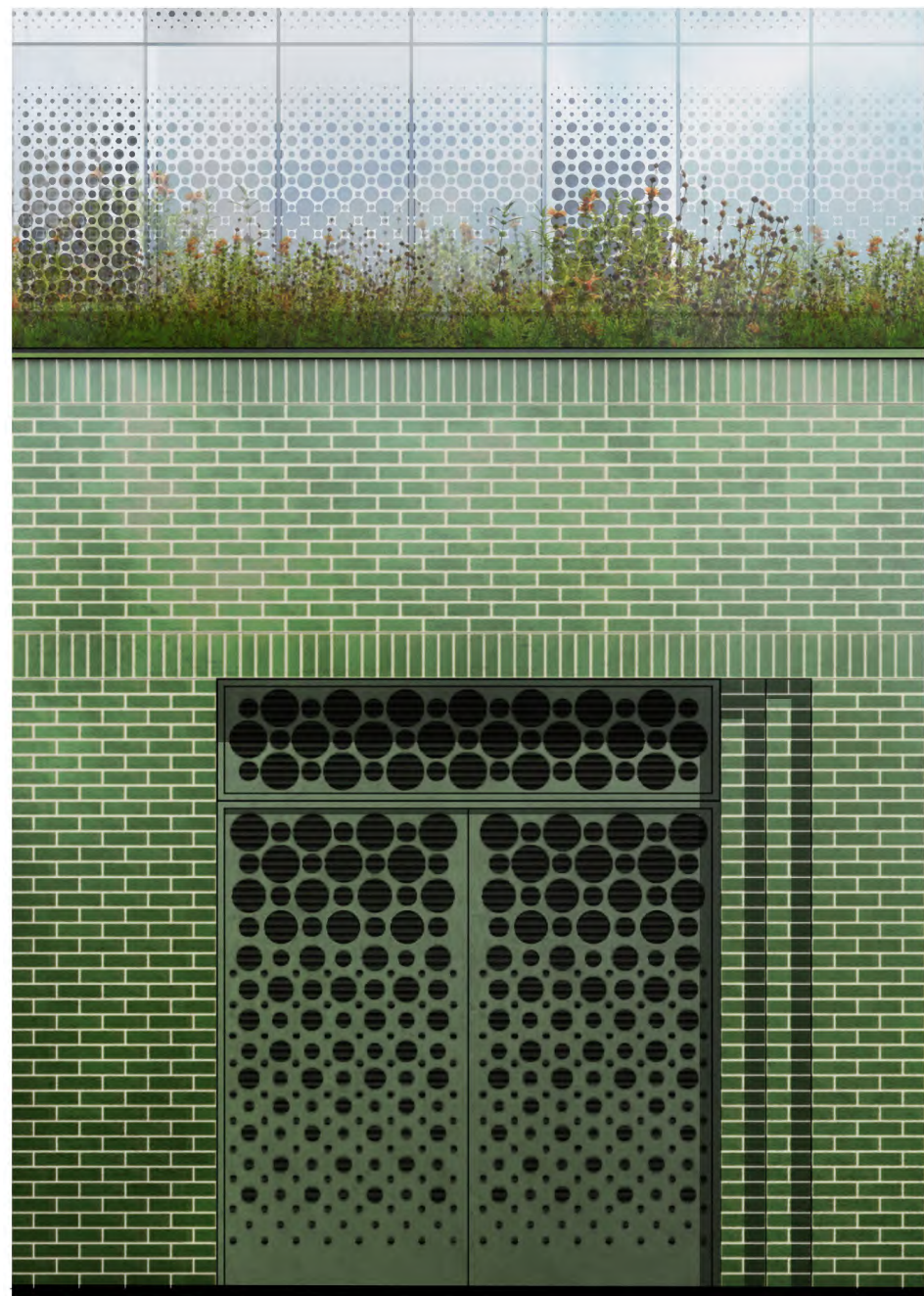




4.4 Appearance and Materials

4.4.3 PODIUM STRATEGY

Plant / Back of House Facade: Perforated panel over louvred doors / screens



Amenity Facade : Glazed with brick piers.



Main Entrance





4.4 Appearance and Materials

4.4.4 VISUALISATIONS - Aerial view of proposal within the context of Plot 11 looking East.





4.4 Appearance and Materials

4.4.4 VISUALISATIONS - View looking across Medlock Street towards the proposal and Hulme





4.5 Landscape & Public Realm

4.5.1 DESIGN OVERVIEW

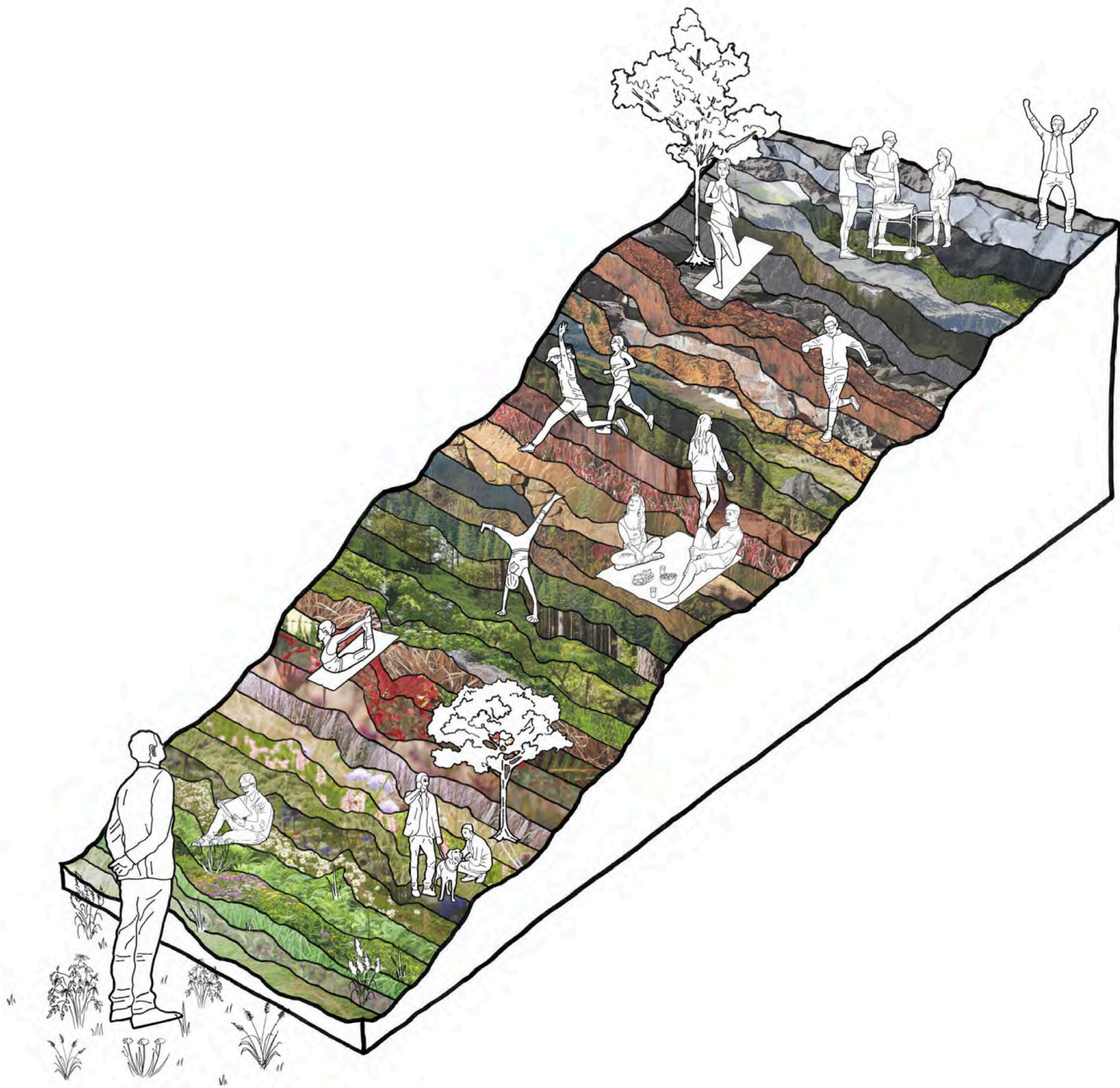
The application is accompanied by a Landscape Strategy Document. This document produced by the Landscape Architect, OP-EN, and details the proposals for Block C and how this sits within the context of the wider Plot 11 landscape plan (also being designed by OP-EN).

4.5.2 SITE CONCEPT

“The wider landscape concept for the original Plot 11 masterplan was to create a ‘green wedge’ rising from Medlock Street and Princess Parkway, with a series of residential buildings clustered around this public green. The Block C proposals develop this concept and provide a finer grain of detail and functionality to the green space.”

“Running through the heart of the development a public park will be created which feeds into the adjacent pubic realm, this space will create areas for socialising, sustainable drainage and biodiversity.”

“The development of Newcastle Street as a primary north to south pedestrian and cycle corridor is a key spatial concept for the wider masterplan and these proposals continue this concept and materiality”



Conceptual sketch produced for the 2021 Consented Scheme illustrating the concept of ‘Strata’ within the landscape design.



4.5 Landscape & Public Realm

4.5.3 LANDSCAPE MASTERPLAN

“The design of the landscape and public realm draws influence from the hard, paved character of First Street and the city centre, and the green open space and street trees of Hulme. The proposals present a diverse range of spaces which aim to encourage both people and nature to use, dwell in and interact with the external environment.”

“The quality of the external space defined by the new public square, the enhanced streetscape and the public open space, and their interaction with the buildings, is key to unifying the development, creating a single destination with a recognisable character.”

“This site-wide design language is informed by two over arching principles; an angled 5 metre grid across the site which sets out the trees within the public realm and defines the steps in the podium landscape; and a pattern of more fluid lines running from south west to northern east, influencing both the paving layout and seating elements at ground level and the broad planting bands across the podium landscape.”



Proposed landscape masterplan following the revisions for the new Block C proposal.

4.5 Landscape & Public Realm

4.5.4 PUBLIC REALM

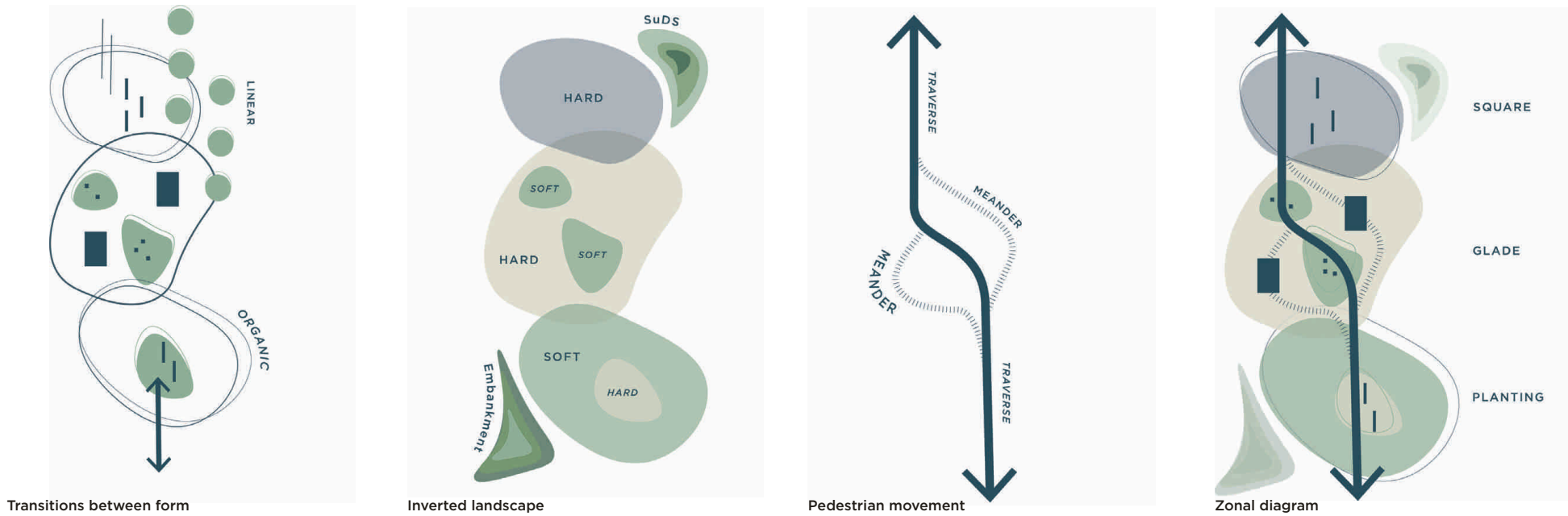
“The proposed public realm builds on the established framework created as part of the Block A,B and D developments, providing a generous pedestrian and informal cycle route through the scheme, linking the development and the surrounding neighbourhood with Hulme to the south and First Street to the north, as well as bringing biodiversity into the heart of the scheme through green corridors linked to the surrounding areas.”

“The palette of hard materials develop the established concepts of the earlier phases by continuing the fluid pattern of lines running across the site which are expressed in natural stone within the paving, and using large sculptural stone elements to create seating spaces.”

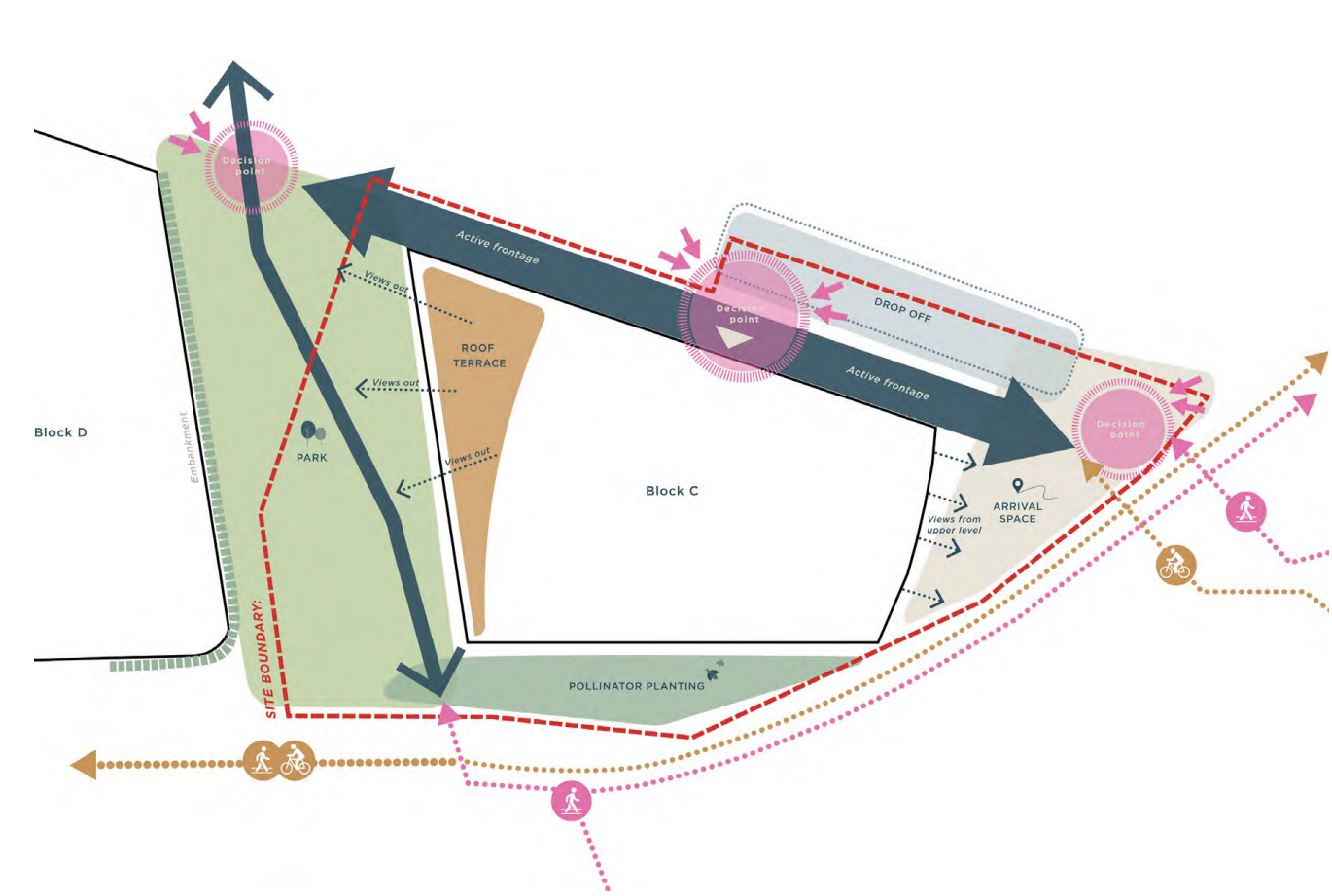
4.5.5 PUBLIC PARK

“The Park space creates an informal secondary pedestrian route from Medlock Street into the heart of the development with an emphasis on dwelling, socialising and biodiversity, this then connects into the wider north - south pedestrian route.”

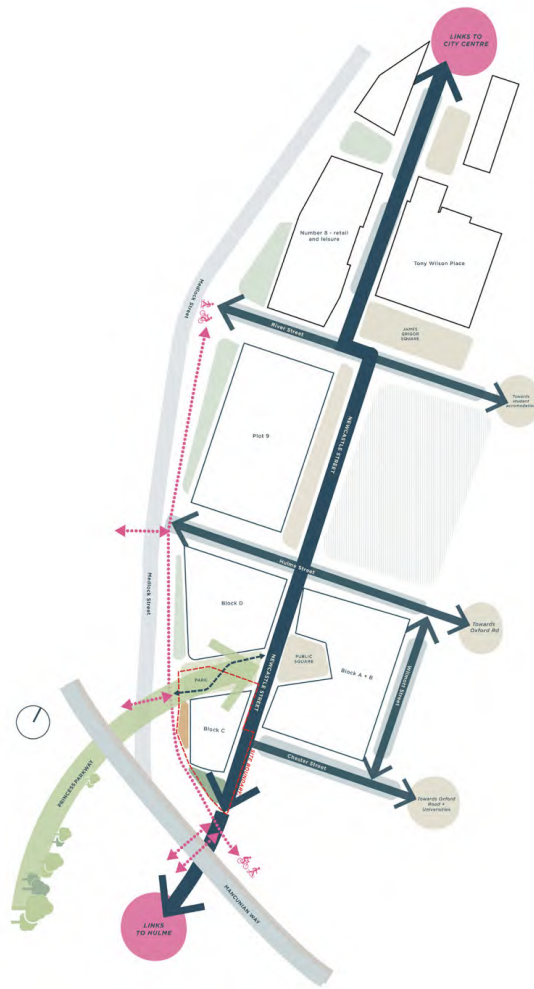
This concepts sits in alignment with the architectural design decisions that have been described in this document so far. The intent with the revised scheme is by way of manipulating the building form, make the public park a much more usable space. It is now able to provide greater connectivity and inhabitability. The benefits of increasing visibility of the park from the amenity spaces in Block C and from the public square / commercial units in the podium of Blocks A/B mean the park can be used for a wider range of activities and for much longer during the day / night as a result of greater passive surveillance.



Key principals of the park design



Public Realm Concept Diagram extracted from the Landscape Design Statement



Wider connectivity Diagram



4.5 Landscape & Public Realm

4.5.5 PUBLIC PARK



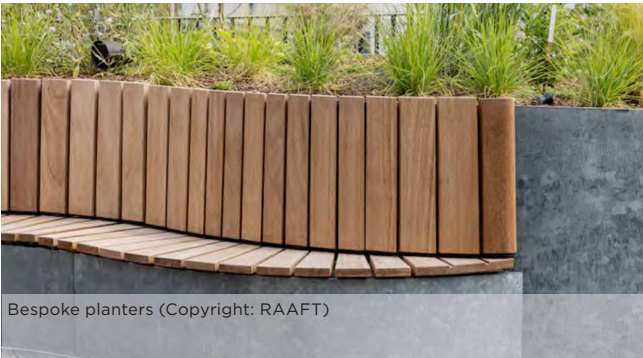
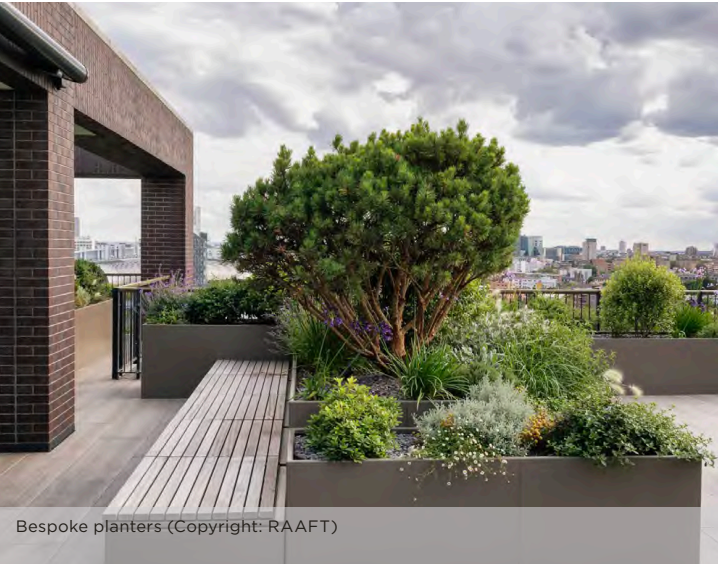
Precedent images to show the intent for the landscape proposals around Block C to tie into the wider Masterplan.



4.5 Landscape & Public Realm

4.5.6 PODIUM

The podium design has been considered within the context of the spaces directly adjacent (i.e. the resident lounge / private dining space / study spaces). The facade steps back at L01 to allow for a defined break in the massing that relates to a more ‘human’ scale. This will give a visual break in the facade and make inhabiting the landscape terrace more inviting, without the eye being met with the shear face of the North facade of the tower.



Proposed landscape terrace precedent images



Proposed landscape terrace design



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, either as residents or visitors, as laid out in the Equality Act 2010 and taking into account the following influencing guidance:

Approved Document M (2010 Edition) of the Building Regulations

BS8300: 2009

CIBSE Code for Interior Lighting 2001

5.1.3 EXTERNAL LANDSCAPE

The Landscape design statement outlines the design for the hard and soft landscaped surfaces. 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 route are adequately lit during daylight hours and after dark. Trees and furniture within the landscape have been located and designed to keep pedestrian routes free from hazards. Plot 11 as a whole is generally flat, rising a little over 2m across the length of the site, from North to South and as such the Block C configuration and layout on site has been developed to minimise the need to negotiate changes in level when approaching the site from the public highway.

5.1 Inclusive Design

5.1.4 ENTRANCE & AMENITY LEVELS

Entrances are flush and step free. Internally, the main entrances lead directly to the circulation core, which provides access to all floor levels. Each level is served by a lift and stair core containing either three passenger lifts and two stairs.

Reception desks will include a low level desk area for wheelchair users. Any seating or waiting areas will be spaced to enable suitable clear circulation and passing places in line with statutory guidance. In addition, waiting areas and entrance lobbies will include some of the following;

- › Materials selected to reduce surface glare.
- › Upon entrance the interior layout will be clearly signposted .
- › The use of lighting and signage to aid wayfinding.
- › Solid floor surfaces to access routes to facilitate ease of wheelchair movement

All accessible bedrooms are located along wheelchair accessible routes from the vertical circulation cores.

5.1.5 ACCESSIBLE UNITS

The internal circulation strategy will be developed to meet the requirements for Approved Document Part M.

5% of the rooms in development have be allocated as Accessible Rooms with na Accessible Studio and Accessible Cluster Bedroom provided on levels 02 - 15. These have been located close to the main circulation cores.

Full height glazing will provide clear unobstructed views and solid opening vent panels will be easy to operate. Switches, sockets and controls will be fitted at a height which is usable by all (i.e. Between 450mm and 1200mm from the floor).



5.1 Inclusive Design

5.1.5 ACCESSIBLE UNITS

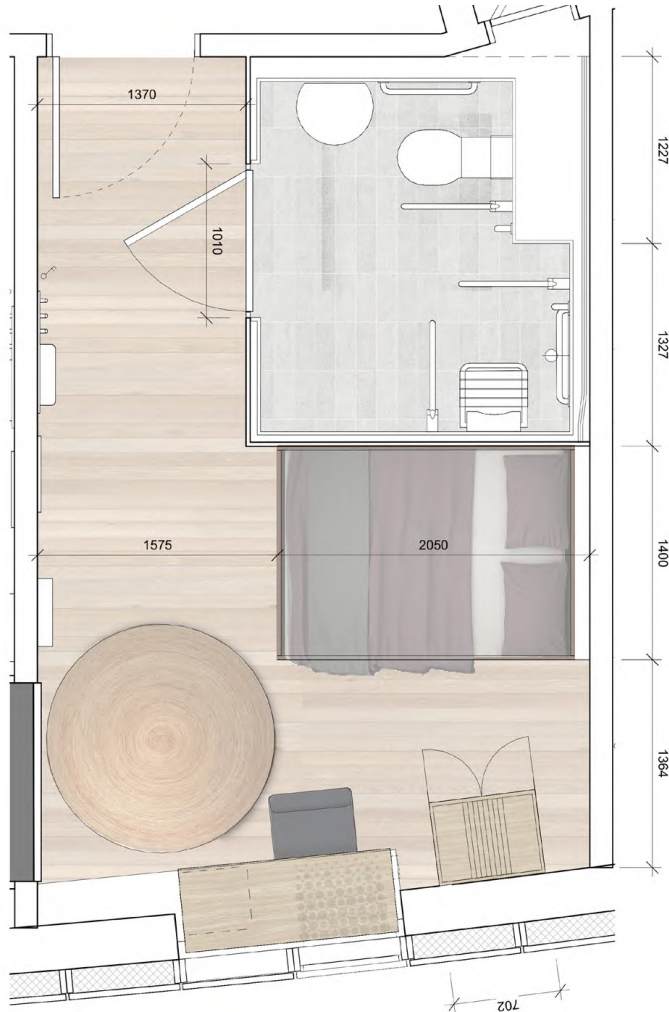
The layouts shown adjacent demonstrate the proposed design for the accessible studio and cluster bedroom layouts. These have been designed in accordance with British Standard 8300-2:2018 - Design of Buildings and their Approaches to Meet the Needs of Disabled People and The Building Regulations Approved Document M - Access to and use of Buildings (2016 amendment).



Typical level plan highlighting the location of accessible rooms on levels 02-15



Accessible Studio Layout



Accessible Cluster Bedroom Layout



5.2 Vehicular & Cycle Access

5.2.1 OVERVIEW

Access for servicing, deliveries and waste collection will be from a dedicated lay-by on Newcastle St. A Transport Statement prepared by Sanderson Associates 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.

5.2.2 ACCESS TO THE DEVELOPMENT

Vehicular access to the Development is provided from Newcastle Street, accessed via Chester Street.

Pedestrian and cycle access is also provided to the site from Newcastle Street, Chester Street and Medlock Street.

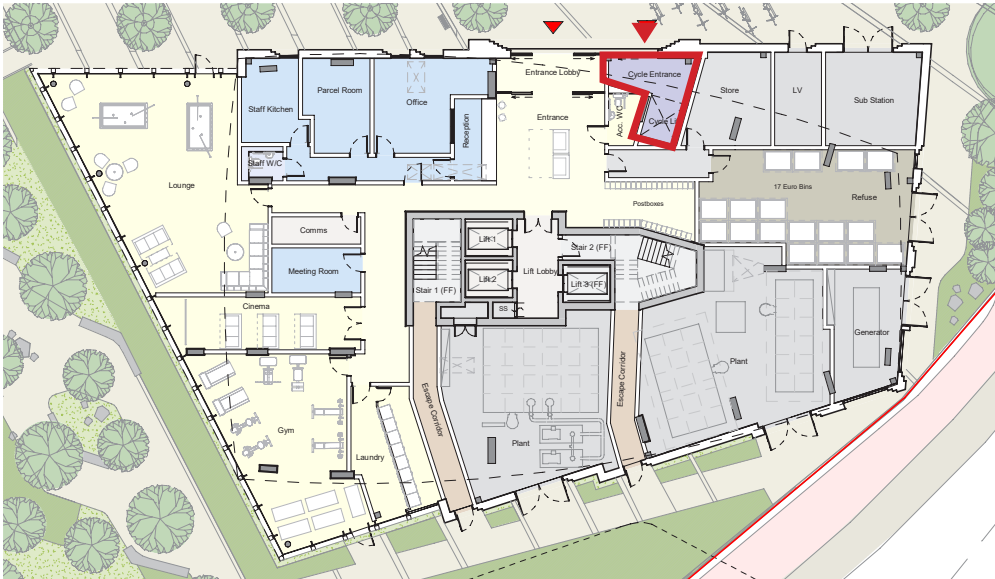
2No. Accessible car parking spaces have been included on Chester Street, more information on these is included within the Transport Statement.

5.2.3 CYCLE PARKING

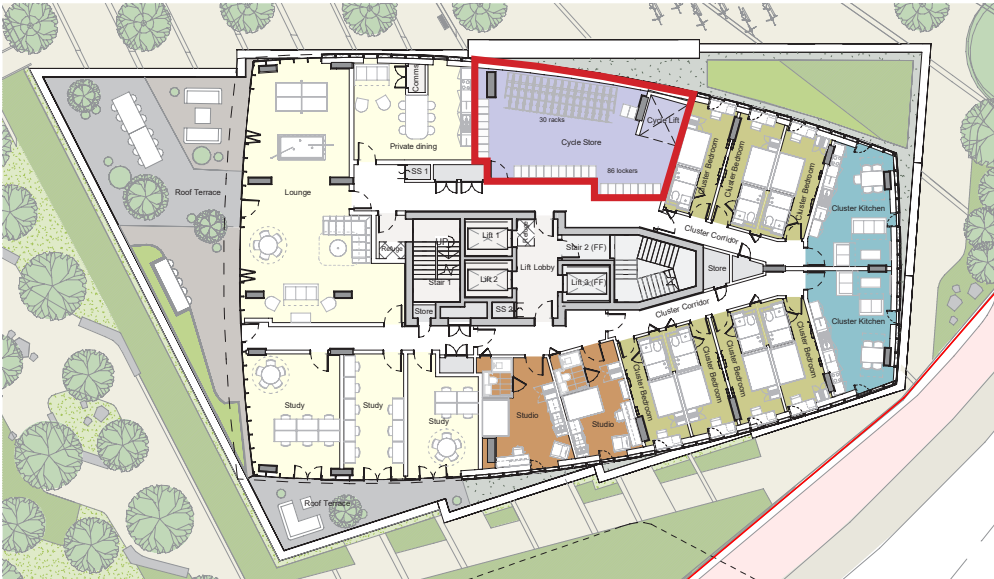
In accordance with the sustainable travel plan initiatives, described in detail within the Transport Statement, provision for cycle storage / cycle hire has been considered within the application.

Cycle storage is provided at first floor level within designated internal secure cycle store (see top right plan, adjacent). In total, 86 bicycles are proposed for residents through a free use cycle hire scheme as detailed in the transport statement. This involves the provision of lockable cycle storage lockers with foldable bikes that will be managed and maintained by the Management Team. 30 Additional cycle storage spaces are included to allow for student residents who wish to bring their own bikes to do so. Downing's recent internal survey has concluded that across their wide portfolio of student schemes the take up on cycle storage spaces is 5.2% on average. The scheme therefore provides over this provision with 15 doubled stacked storage racks, equating to 30 spaces. The free cycle hire has therefore been considered to better promote activity and cycling among residents.

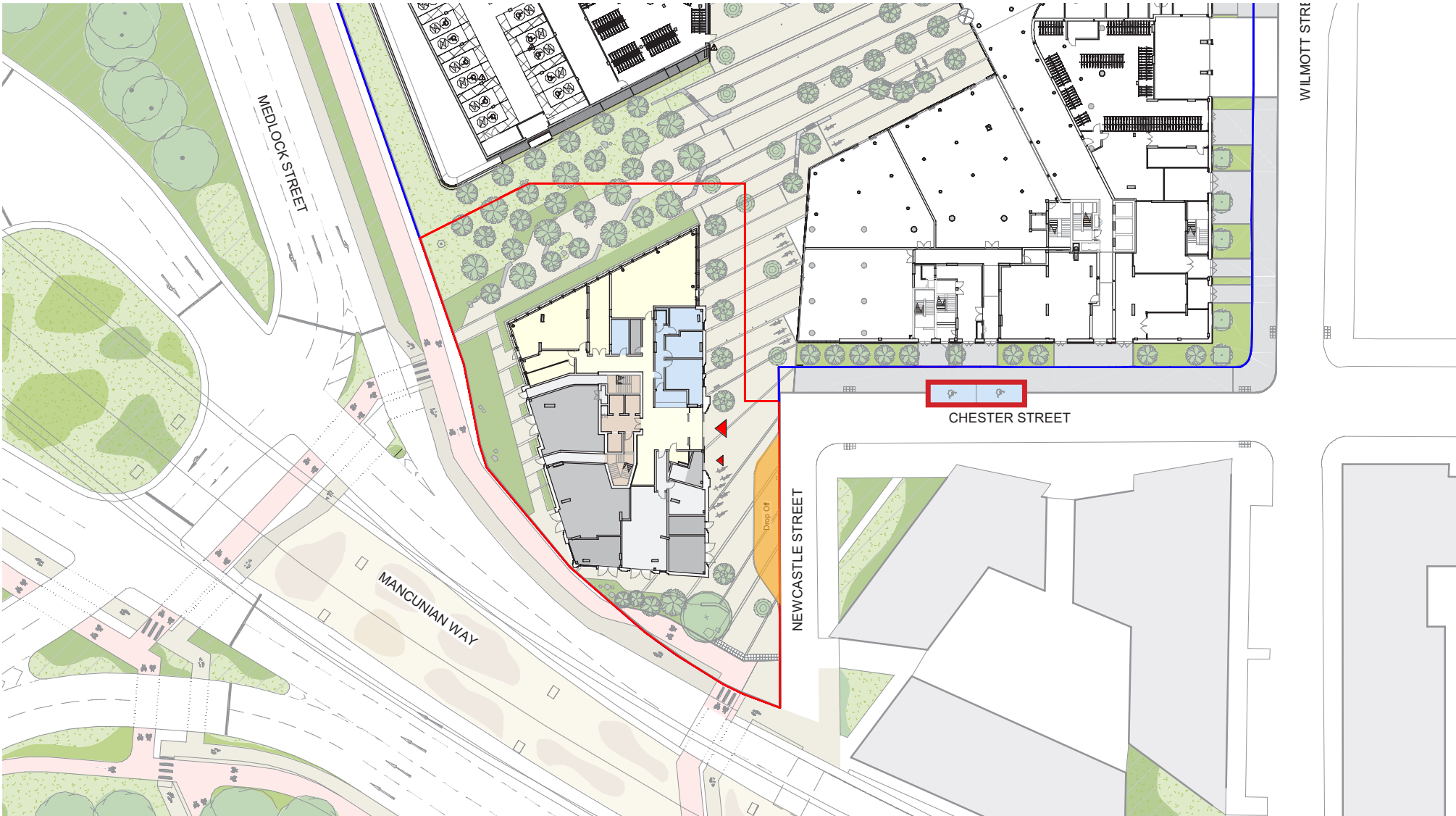
Access to the cycle store/hub is via a dedicated lift accessed from a separate fob controlled lobby next to the main entrance onto Newcastle Street. Internal access is provided to residents via a fob controlled door at L01.



Ground Floor Plan indicating the location of the dedicated cycle entrance / lift.



First Floor Plan indicating the location of the cycle store.



Ground Floor Plan indicating accessible car parking spaces on Chester Street outlined in red and the drop-off lay-by (Orange) in front of the main entrance.



5.3 Servicing Strategy

5.3.1 SERVICING & DELIVERY: WASTE COLLECTION

Vectos have been engaged to prepare a Waste Management Strategy in support of the proposed development.

All recycling and waste material will be stored on site in a secure waste bin storage area accessible for refuse collectors from Newcastle Street. This space is sized based on three weekly waste collections as indicated in the Waste Management Strategy submitted as part of this application. Tracking has been conducted to ensure bin lorries attending the site can turn sufficiently given Newcastle Street is a dead end.

The collection and emptying of the bins will be overseen by the building management. The Eurobins will be moved from the stores to the street collection points on the day of collection and returned to the store once collection has been made. Bins will not be left on street any longer than required for collection.

5.3.2 SERVICING & DELIVERY: MAINTENANCE

Vehicular access to the substations and plant rooms is from Newcastle Street with a hard landscaped path running the perimeter of the proposal to allow access to Plant Rooms facing onto Medlock Street. An area of hard landscaping is provided to allow for vehicular access up to the Substation door on Newcastle Street.

5.3.3 SERVICING & DELIVERY: DELIVERIES & POST

It is anticipated that deliveries to the development will be predominantly vehicular. A delivery/ drop-off bay is provided on Newcastle Street.

5.4 Maintenance Principles

5.4.1 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.

Whilst the maintenance strategy will be developed further during the next stage, consideration has been given to the building use, height, adjacencies and facade types.

For facade replacement, the principle elevations are envisaged as unitised glazing. As such, replacement will also be required externally via access equipment on the roof.

5.4.2 MAINTENANCE ACCESS STRATEGY

In summary, the strategy is as follows:

Podium Elevations

It is proposed that the need to work from height is reduced as much as practicable. Ground floor will be cleaned without the need for any access equipment via extendable pole. Inspection / maintenance / glass replacement will require a form of access equipment such as a MEWP or small crane.

For all other areas that are not able to be accessed from ground floor level, the following roof mounted systems have been considered.

Tower Elevations

The cleaning and maintenance of these facades would be undertaken via access equipment located on the main roof level of the tower and accessed via the main stair core. The specific detail of this strategy will continue to be developed during the next design stages.

5.5 Design for Security

5.5.1 OVERVIEW

The principles of Secure by Design have been considered throughout the design process.

5.5.2 THE PROPOSAL

A summary of the key advantages of the development are extracted from GMP's report below:

- The proposals will result in the redevelopment of an underutilised site, which currently underperforms in its contribution to the vitality and viability of the neighbourhood. The development will help to continue to repopulate this part of the city centre and create activity through the day and at weekends.
- Staff will be present in the building, including a presence at a reception desk in the lobby where staff can easily supervise residents and visitors entering and exiting the building as well as activity in the lobby. A management presence will not only discourage offender attempts to gain entry to the scheme but also gives residents a readily accessible contact to whom they may report issues
- ...Surveillance across the building and surrounding public realm will be enhanced by the well considered location of the social facilities within the building, and the location of residential entrance.
- Lighting from the development will contribute to public lighting around the site. Good public, and building, lighting can significantly reduce the public's fear of crime.
- The proposed enhancements to the public realm, will help to improve the environmental quality of the neighbourhood. Well-maintained verdant environments tend to attract less crime and anti-social behaviour.

Section 3.3 of the Crime Impact Statement includes recommendations to enhance the security of the development and its surroundings. These will be implemented as the scheme moves on through the next design stages.



5.6 Adaptability

5.6.1 OVERVIEW

Should, in the future, the PBSA function no longer be viable consideration has been given to alternative uses for the building footprint. The purpose behind this is to retain as much of the building fabric as possible whilst adapting to a new use. A residential layout has been tested against the typical floorplate of the Block C proposal. Given the size, core layout, facade and similar in use to PBSA it was deemed residential use would be the most appropriate to test future adaptability against. The floor plates are deemed too small for commercial office spaces, whilst hotel usage may be appropriate within the current PBSA room layout with only upgrades to finishes and a review of the core and vertical means of escape.

Apartment Mix / Layout

The scheme could be adapted to support an 8 unit / floor residential scheme with 2 No. 1 Bed units per floor and 6 No. 2 Beds per floor. Amenity at L00 / L01 may be re-purposed, the cycle store may needing extending to accommodate additional uptake among residential occupants. An adapted scheme would support around 208 residential units. All apartments in the revised layout would meet Nationally Prescribed Space Standards, both in terms of overall area and the facade frontage required.

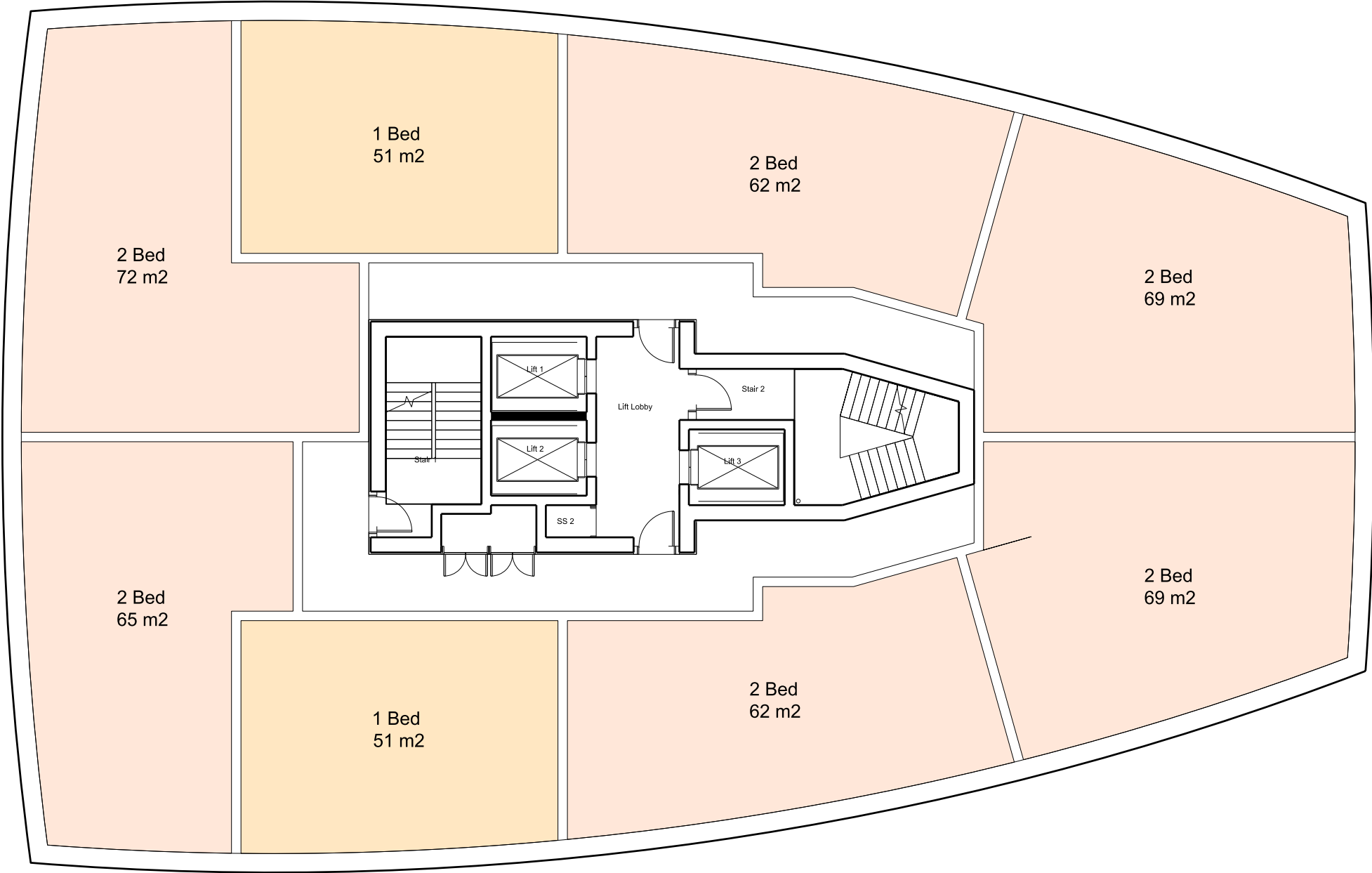
Core

The core has 3No. 13 Person passenger lifts. Based on residential schemes of a comparable height and apartment quantum this should be sufficient for future adaptation. In terms of a revised fire strategy, whilst this would need to be reviewed against regulations at the time, the design as presented is sufficient for a residential scheme based on the current regulations at the time of submitting this application (November 2023). The scheme is designed with 2No. Evacuation Lifts and 1 No. Fire Fighting Lift with an associated escape stair and lobbied off from the communal corridors. A second stair is accessed from the main corridor.

5.6.2 RE-PURPOSING OF BUILDING SYSTEMS

Plant / M&E

The services have been designed in a way that each system can be modified to suit future changes to the layouts to incorporate a residential scheme. The main plant is suitably sized to adapt to this change. The main changes to the building systems would be required at each floor level local to the revised general arrangement.



Typical Floor Plan, adapted to suit a residential layout should the building need to be repurposed to another use in the future.



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