

Echo Street

Planning Document – Design and Access Statement

JULY 2023

ECHO-SRA-XX-XX-RP-A-0001

Revision P05

S2 - Planning



with

SHEPPARD ROBSON

Turley

w **waterman**



CUMMING
Building Value Through Expertise



vectors

curtins

OFR

Manalo & White

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01

INTRODUCTION

1.0 INTRODUCTION

1.1 Document Overview

This Design and Access Statement has been prepared by Sheppard Robson Architects on behalf of iQ Student Accommodation (iQ). Additional input has been provided by Turley, Planit IE, Apex, Waterman Group, OFR, Cummings, Vectos, Curtins and Manalo & White as part of the project design team. This document accompanies and supports the planning application for the construction of a purpose built student accommodation (PBSA) development at Echo Street, Manchester.

The statement explains how the previously approved application for a mixed-use residential-led development comprising of PBSA and Co-Living has been updated to provide 100% PBSA accommodation. The design amendments are relatively minor, in line with all previous discussion points and provide a suitable response to the site and setting. This statement also summarises the functional requirements of the brief, together with the Architect’s and relevant consultants’ interpretation of the site context and the response to it.

In accordance with planning legislation, a statement covering design concepts, principles and access issues is submitted with an application for planning permission. It states that one statement should cover both design and access, allowing applicants to demonstrate an integrated design approach that would deliver exclusive design and address a full range of access requirements throughout the design process.

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

This document should be read in conjunction with the Planning Statement, architectural and landscape drawings, and other supportive documents submitted with the application.

- Section 1 provides an overview of this document followed by a description of the development vision for Echo Street and a brief project introduction.
- Section 2 includes the planning context, the list of planning documents and the site plans showing the planning application boundary.
- Section 3 places the scheme into context. It describes the site history, the Whitworth Street Conservation Area and key site constraints.
- Section 4 demonstrates the new proposal, with a focus on appearance differences from previous approval, public realm and sustainability.
- Section 5 sets out the consultation that has taken place to date, including Manchester City Council (MCC), Historic England, Greater Manchester Police, Network Rail and the University of Manchester, Manchester Metropolitan University, Manchester ID and Greater Manchester Fire and Rescue Services.
- Section 6 provides an analysis of access and circulation around the site and within the buildings, and includes the waste, maintenance and security strategies of the proposed scheme.

Client - iQ Student Accommodation
Project Management - Cumming Group
Architects - Sheppard Robson
Structural Engineers - Apex Consulting Engineers
Civil Engineers - Curtins
Building Services Engineers - Waterman Group
Cost Consultants - Cumming Group
Planning Consultants - Turley
Fire Engineers - OFR
Interior Design Consultants - Manalo & White
Landscape Architects - Planit IE
Waste Strategy Consultants - Vectos
Noise and Acoustic Consultants - Miller Goodall
Wind Consultants - WSP

1.2 Development Vision and Objectives

Echo Street is one of the finest development opportunities in the city centre of Manchester standing as a prominent landmark highly visible from Piccadilly Railway Station and adjacent to prime retail streets and leisure attractions of the City.

The vision for the development at Echo Street is to deliver a high-quality and modern PBSA scheme which meet the Manchester City Council's need to increase PBSA supply in the right places.

Echo Street is in a key, central location at a prominent gateway site within the city centre. Within the Oxford Road Corridor, the site is in close walking distance to the University of Manchester's North and South campuses, as well as Manchester Metropolitan University's All Saints and Birley campuses.

Through the promotion of sustainable travel choices to campus alongside these wider public transport connections, Echo Street Manchester will contribute to the city's commitment to be carbon neutral by 2038. Echo Street is an ideal location for PBSA development due to its proximity to major transport hubs and its strategic location within walking distance from the major education and employment centres within the City.

The proposed scheme will create a vibrant new residential quarter of high quality design with harmonic proportions appropriate for the Whitworth Street Conservation Area and the North Campus Strategic Regeneration Framework (SRF). The proposed red brick cladding used in a contemporary façade design is influenced by the heritage properties of the surrounding area and is deeply rooted in the history of Manchester.

At street level, the proposed development makes a positive contribution to the pedestrian movement around the site through an active frontage and by providing legible entrances for residents and users on Granby Row, Echo Street and Vimto Park.



Examples of other iQ developments



Architectural Illustration - View from Vimto Park



Architectural Illustration - Street Level View

1.3 Brief Introduction to the Scheme

The proposed Echo Street scheme is located on a prominent gateway site within Manchester City Centre, between Granby Row, Echo Street, The Altrincham railway viaduct and Vimto Park.

The revised scheme proposes to replace the development previously authorised by Manchester City Council, which has the benefit of extant planning permission (LPA ref. 18267/FO/2017). This previous scheme provided 242 student bedrooms and 642 Co-Living bedrooms, aimed at students and young professionals. Construction began in late 2019 and stopped in May 2020 due to the Covid 19 pandemic. Since then, the scheme has been revised to comprise 100% purpose built student accommodation.

The proposed development seeks to retain the majority of the previous scheme principles in massing, aesthetics and public realm interactions.

In particular, the scheme still comprises the visual aesthetic of three blocks stepping up in height towards Piccadilly Station, joined together by two intermediate linking blocks at lower heights. The main blocks are faced in red/purple-brick cladding to root them in the conservation area context, with intermediate linking blocks in glass reinforced concrete to provide visual contrast and break up the mass.



Architectural Illustration - View from Piccadilly Station Approach

02

PLANNING CONTEXT

2.0 PLANNING CONTEXT

A full description of the planning context and history of the site and proposed development is provided within the Planning Statement, submitted alongside the planning application. Below is a summary of the key points of relevance.

2.1 Planning Context

Planning permission was granted in June 2018 for the demolition of existing buildings on site and their replacement with a mixed-use development comprising 3 blocks, with intermediary link buildings, providing 642 beds of co-living residential accommodation and 242 beds of purpose-built student accommodation (PBSA) and associated facilities (LPA ref. 18267/FO/2017). This planning permission was implemented through the demolition of the existing buildings on-site and associated groundworks.

The scale and form of development is comparable to the approved scheme, as is the architectural approach which is discussed throughout this Design and Access Statement.

The change to PBSA is a commercial decision, informed by prevailing market conditions, and in response to the significant need and demand for high quality PBSA within Manchester. The proposals will make a significant contribution to meeting that need, and will convey extensive benefits as a consequence, including a commitment to a substantial proportion of affordable student bedrooms.

As outlined in Section 5, the scheme has been subject to extensive pre-application engagement with stakeholders, including Manchester City Council and Historic England, and members of the public which has influenced the design process.

Through this process, a high-quality design has evolved which responds to its context, will make a positive contribution to the Whitworth Street conservation area and the city’s skyline, in a gateway location at a key arrival point into the city centre.

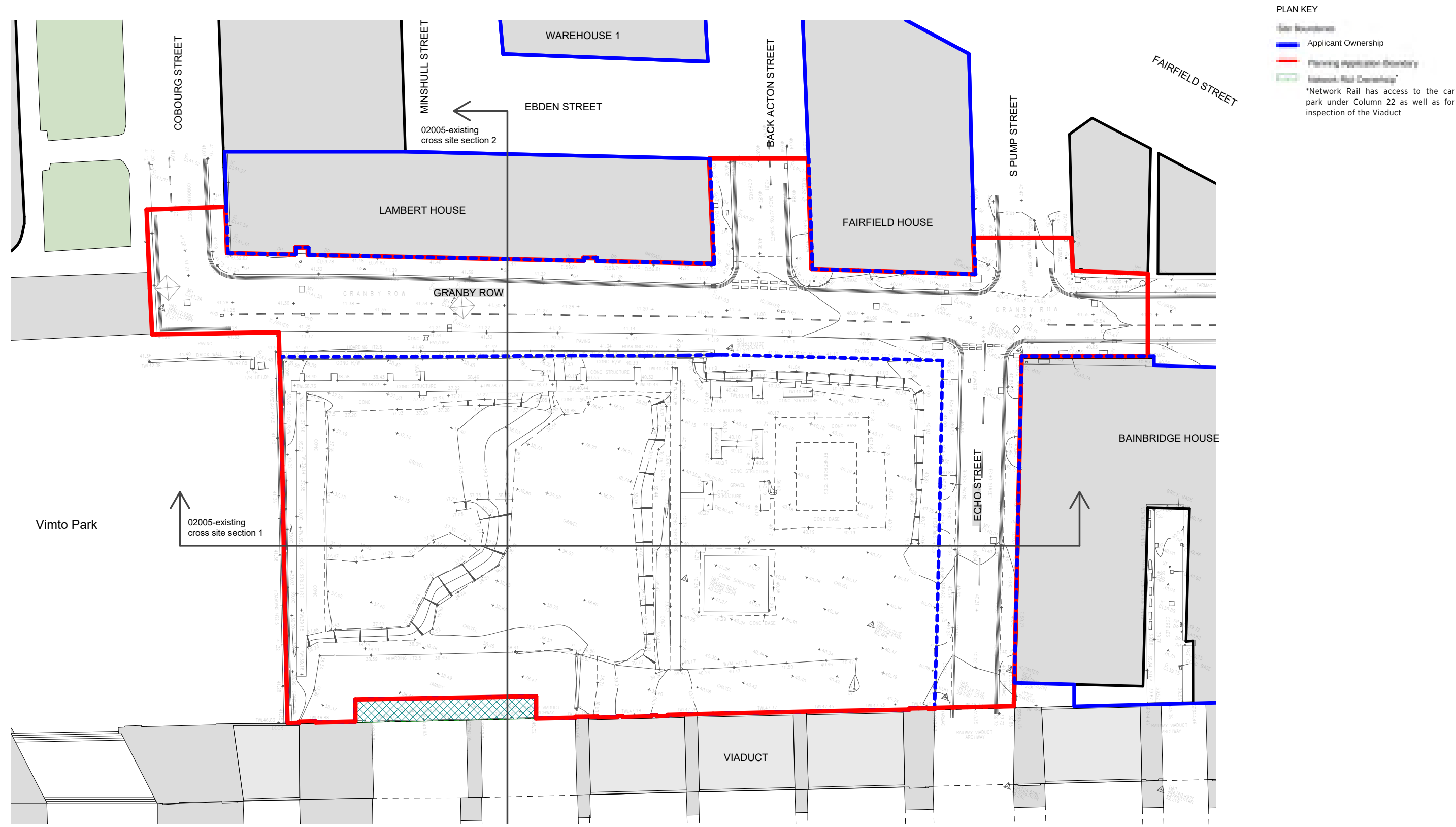
2.2 Schedule of Planning Application Documents

Below is the list of information and drawings submitted alongside the planning application which have been agreed with Manchester City Council:

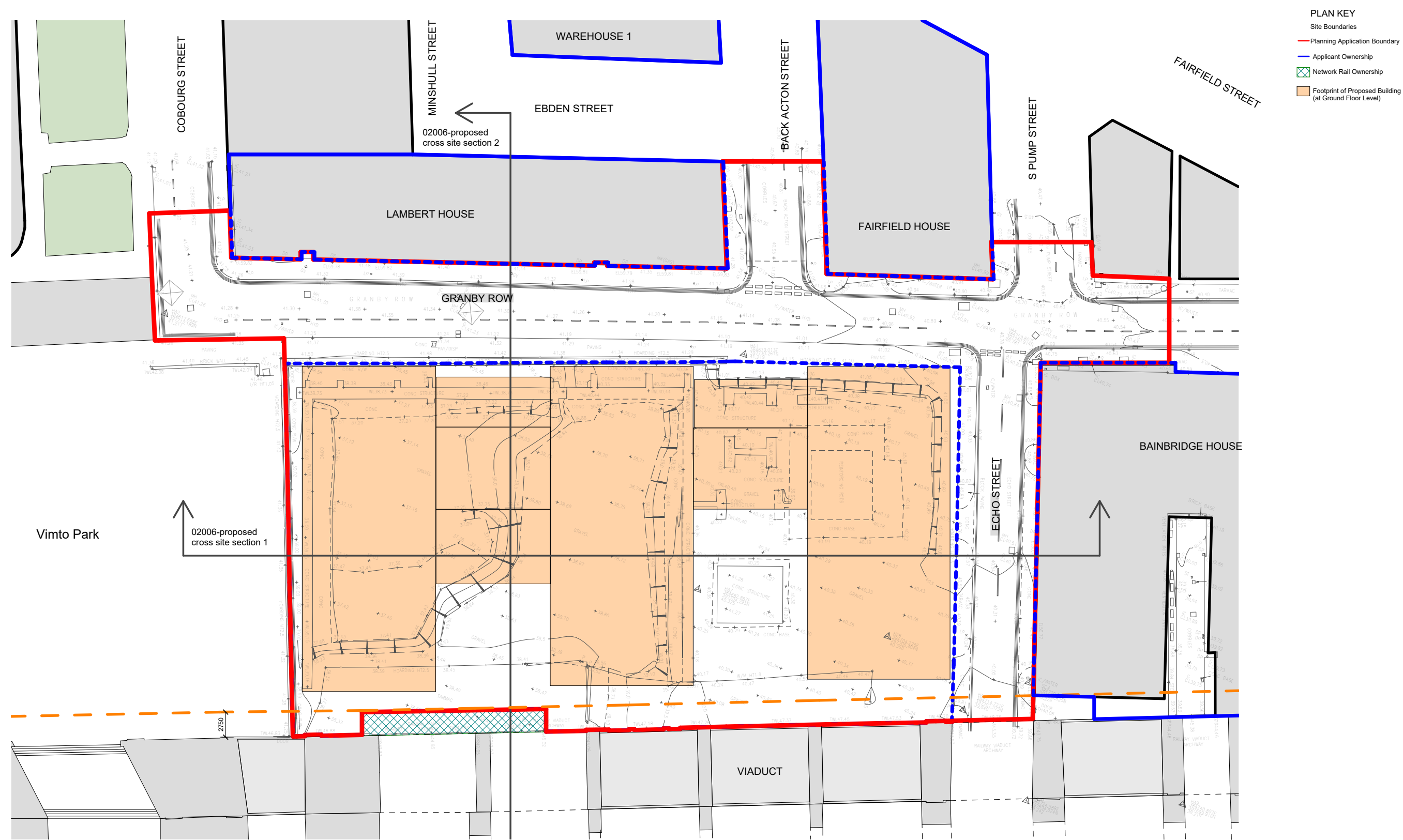
- Application Forms (Turley)
- Planning and Tall Building Statement (Turley)
- Design and Access Statement (Sheppard Robson)
- Existing and Proposed Plans (Sheppard Robson)
- Landscaping Plans / Public Realm Improvements (Planit-IE)
- Student Need Assessment (Cushman and Wakefield)
- Archaeological Desk-Based Assessment and Written Scheme of Investigation / Technical Note (TEP)
- Air Quality Impact Assessment (Miller Goodall)
- Noise and Vibration Impact Assessment (Miller Goodall)
- Transport Assessment (Vectos)
- Framework Travel Plan (Vectos)
- Economic Benefit Statement (Turley)
- Ground Investigation / Contaminated Land Reports (Curtins)
- Detailed UXO Risk Assessment (1ST Line Defence)
- Flood Risk Assessment and Drainage Strategy (Curtins)
- Ecological Assessment (Penny Anderson Associates)
- Rights of Light Assessment (GIA)
- Blue Green Infrastructure Strategy (Plan-it IE)
- Waste Management Strategy (Vectos)
- Broadband Connectivity Assessment (Pager Power)
- TV Reception Survey (Pager Power)
- Crime Impact Statement (Greater Manchester Police)
- Environmental Standards Statement (Turley)
- BREEAM Pre-Assessment Report (Turley)
- Circular Economy Statement (Turley)
- Facility Management Strategy (iQ)
- Building Services Strategy (Waterman)
- Statement of Community Engagement (Turley)
- Fire Strategy Statement (OFR)
- Arboricultural Note (Plan-it IE)
- Overheating Study / Ventilation Strategy (Waterman)
- Interim / Outline Construction Management Plan (iQ / Cumming)
- Environmental Statement comprising the following topics:
 - Socio-economics and Human Health (Turley)
 - Climate Change (Turley)
 - Noise and Vibration (Miller Goodall)
 - Daylight, sunlight and overshadowing (GIA)
 - Wind micro-climate (WSP)
 - Built Heritage (Turley)
 - Townscape and Visual (Plan-it IE)

2.3 Planning Boundaries and Ownerships

Existing site plan showing the planning application boundary of the development in red. The blue line shows iQ's ownership including properties outside the application site.



The purpose of this drawing is to show the proposed building footprint on the existing site plan, for clarity.



Proposed site plan showing the planning application boundary of the development in red. The blue line shows iQ's ownership.



03

SITE AND CONTEXT

3.0 SITE AND CONTEXT

3.1 Site and Surroundings

The application site is located within the Whitworth Street Conservation Area in the south east corner of Manchester City Centre, bound by Granby Row to the north, Echo Street to the east, Vimto Park to the west and the Altrincham railway viaduct connecting Piccadilly and Oxford Road Stations to the south.

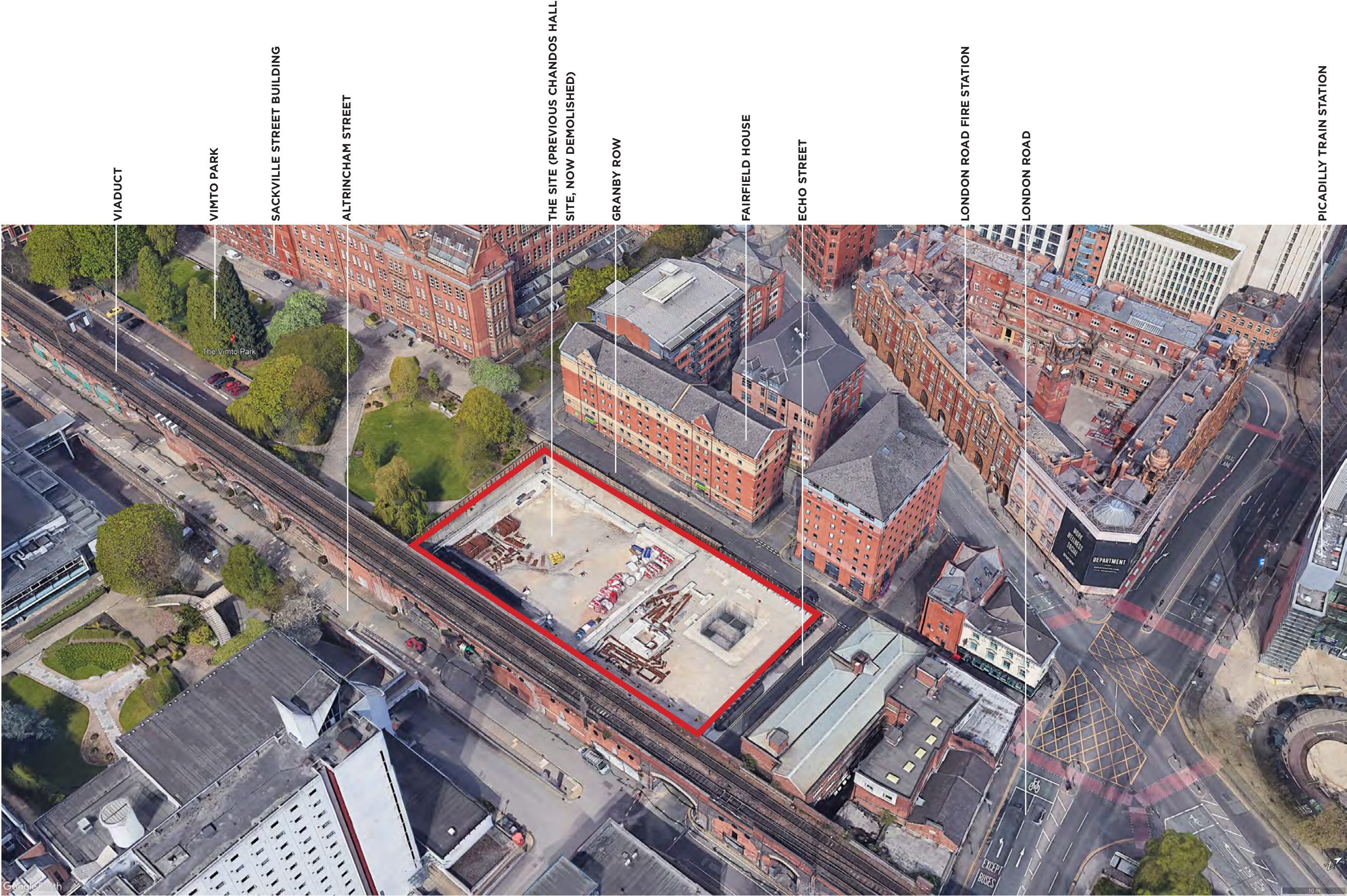
With a strategic location in the heart of the city centre, the site is adjacent to the University of Manchester North Campus and within walking distance of key services, amenities and Higher Education Institutions. Additionally, the site is close to major rail, tram, bus and coach interchanges for services to destinations within Greater Manchester and beyond.

The application site is owned by iQ and previously encompassed the former Chandos Hall (now demolished), a student accommodation tower built between 1962-64 alongside a single storey Childrens Day Nursery with an external play area, store houses and a single storey garage (all demolished).

The site faces student residences on Granby Row, office buildings on Echo Street and is bound by the viaduct to the south and Vimto Park to the west, with the prominent Sackville Street Building fronting Vimto Park.



Site Location Plan - City of Manchester



Aerial View of the site

3.2 Historic Context

The site bounded by Granby Row, Echo Street and Altrincham Street has undergone continuous change, as shown by maps stretching back to 1807.

Construction of the Altrincham railway viaduct in 1849 connected London Road Station (now Piccadilly Station) with Oxford Road Station, becoming a prominent feature and constraint of the site. The Insurance Map of 1893 shows dense urban grain responding to the viaduct, with a mix of residential, industrial and warehouse uses. From then, the viaduct has been built against, lessening its effect as a barrier, and was not revealed again until the clearances during the 1960s.

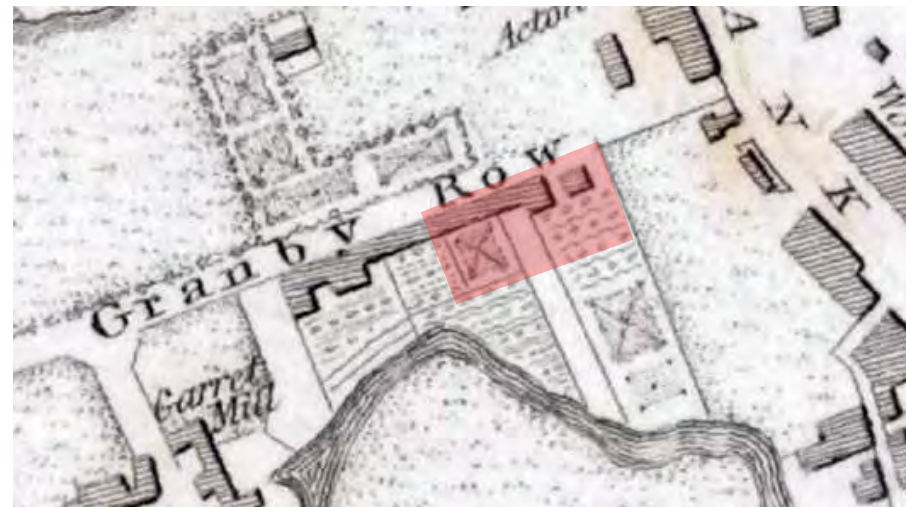
The 1893 map also indicates a proposed Fairfield Street at a diagonal to Granby Row and Echo Street. This diagonal formed a triangular plot, which later became the site for London Road Fire Station in 1904-1906.

Between 1893- 1922 a large proportion of listed Victorian and Edwardian buildings within the Whitworth Street Conservation area were constructed, including the prominent 12-storey Sackville Street UMIST Building close to the site, which was extended from 1927-57. However, the transition in usage from industrial/warehouses into education happened with the University of Manchester North Campus in the 1960's, including Chandos Hall in 1962-4.

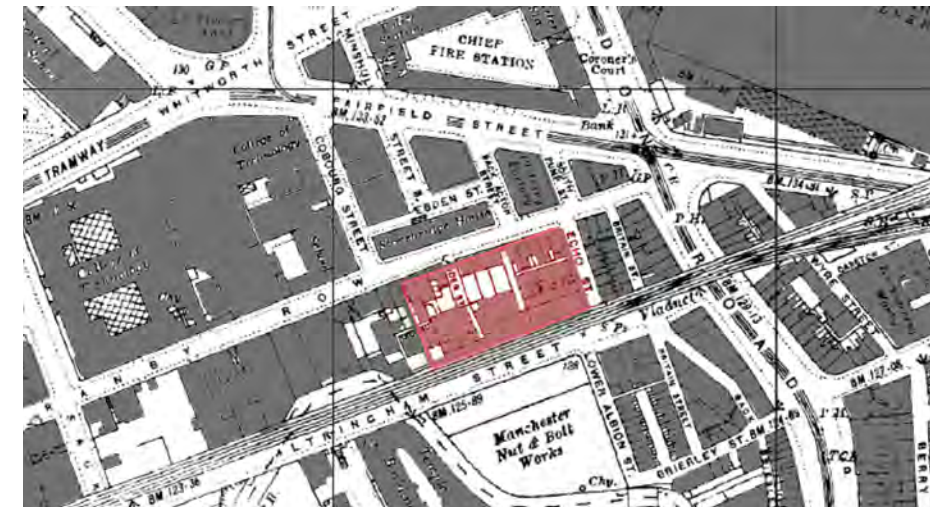
The 1922 OS map shows a diverse townscape of commercial and domestic-scale properties in close proximity in the site, while Granby Row gradually becomes more residential in grain towards Echo Street.

Later maps from 1951-1964 show the pattern remained relatively unchanged aside from a slight reduction in density of buildings situated to the south of the site.

The 1969-74 OS map illustrates a series of dramatic changes transforming the character of the southern side of Granby Row. With Chandos Hall already built, a small landscaped area was created between Chandos Hall and the new College building, comprising a single rectangular footprint next to the viaduct. Vimto Park was created in two phases, through gradual land clearance, which revealed the viaduct as an urban barrier providing a sense of enclosure to the park.



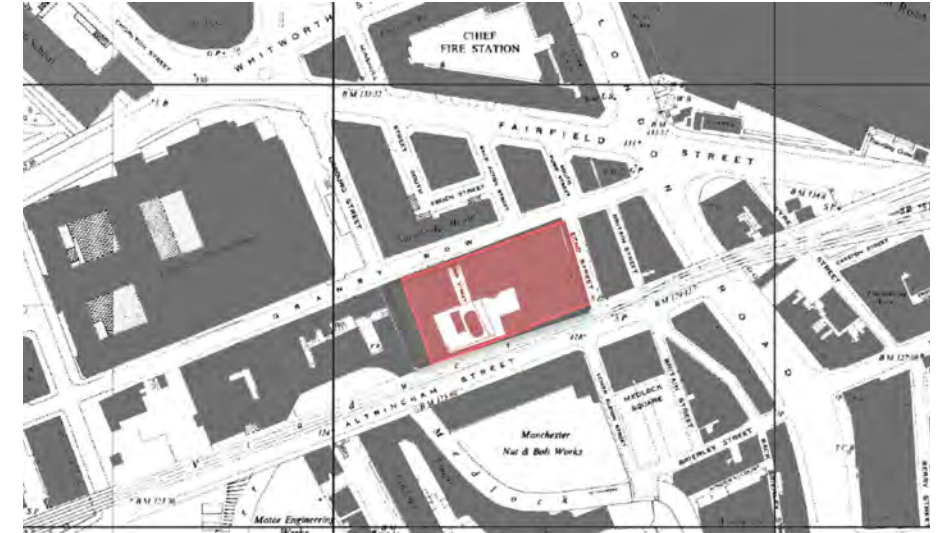
1807 (Roper)



OS map - 1922



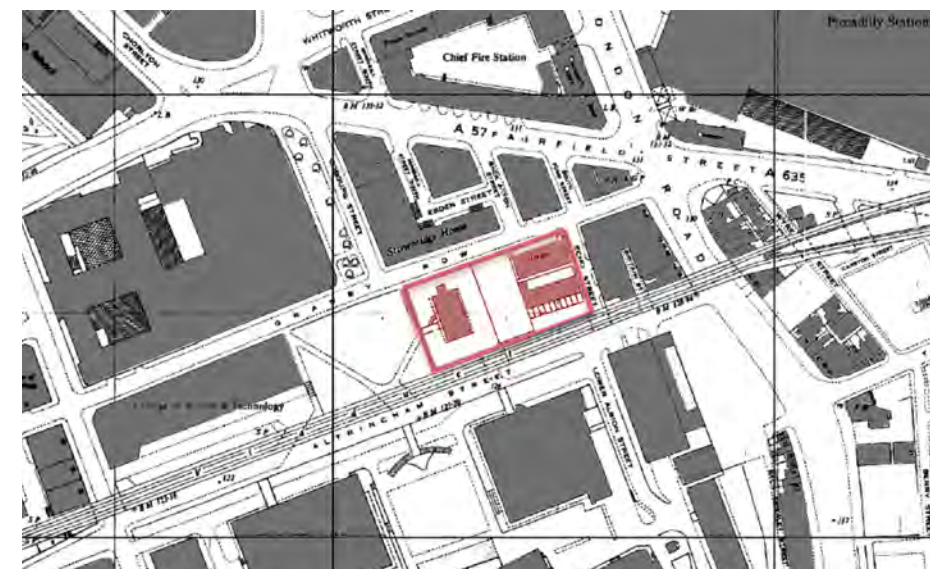
1848 (Slater)



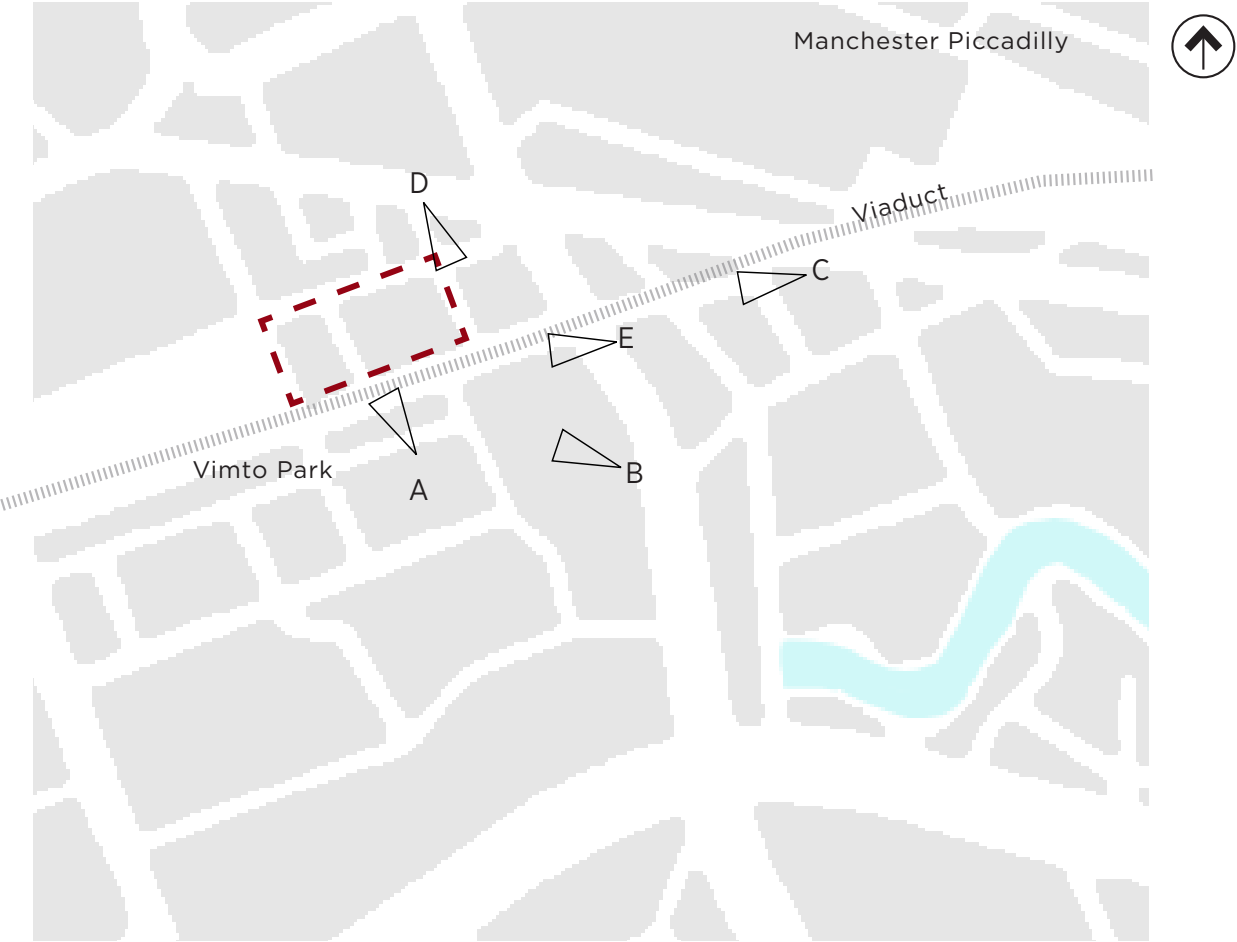
OS map - 1951-64



1893 (Insurance Map)



OS map - 1969-74



Views key Plan



D - 1957 - View along Echo Street



A - 1906 - Altrincham St



B - View north of site in 1942



C - 1959 - View along Altrincham St



E - 1952 - View along Altrincham St

3.3 The Whitworth Street Conservation Area

The Whitworth Street Conservation Area, designated in 1974, contains one of the most coherent townscapes in central Manchester. However, the eastern end containing the application site, which was not added to the Conservation Area until 1985, is more fragmented. This resulted from clearance and redevelopment during the mid 20th century.

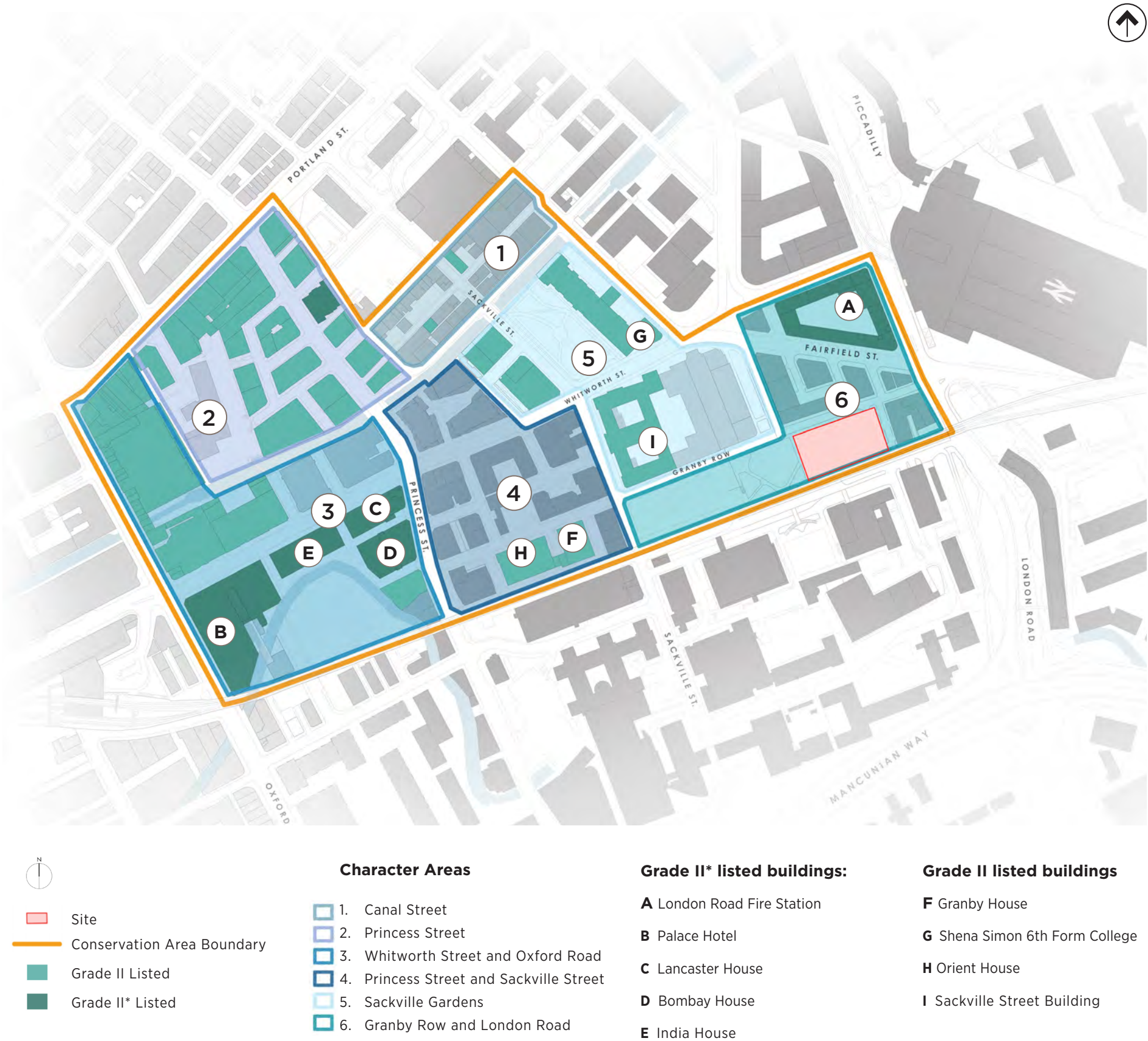
Buildings within the Conservation Area reflect the historical importance of the textile industry in Victorian Manchester, with Whitworth Street and Princess Street experiencing rapid development of warehouses during the mid to late 19th century. With growing demand, Manchester became the largest textile centre in the world, with a marked effect on the architecture and urban grain of the area.

Warehouses are typically of a grand scale with distinctive architecture expressing the wealth of the owners. These large buildings comprised of offices, making-up, inspection and packing facilities, showrooms and rooms to entertain clients.

There are many historic buildings of considerable architectural quality, adding richness and variety to street frontages, corners and skyline. Within the Granby Row and London Road Character Area, The Grade II* listed London Road Fire Station is one of the most significant heritage assets.

The adjacent viaduct (Grade II) has special architectural and historical interest although the Heritage Statement (contained within the application documents) acknowledges that the application site makes a neutral contribution to its significance in this particular location. The proximity of other heritage assets is indicated on the plan opposite, while the Heritage Statement describes them in further detail.

The University of Manchester North Campus, south of the viaduct, contains the distinctive UMIST buildings from the 1960s, now earmarked for regeneration as part of the North Campus Strategic Regeneration Framework (SRF) masterplan (refer to Section 3.6). The cluster of buildings closest to the application site – the Renolds Buildings (1962) and the Barnes Wallis and Wright Robinson Hall (1963-6) were designed by Cruickshank and Seward Architects. The modernist architecture of the Sackville Street buildings have sculptural forms, though neither of these campus buildings are designated or undesignated heritage assets.



3.3.1 Character Areas

Despite the apparent consistency within the Conservation Area, there are either subtle changes in character, mainly related to building style and materiality, or distinctive changes in the street pattern that enable a series of character areas to be identified as follows:



1. Canal Street

- Linear streets aligned with the Rochdale Canal
- Continuous frontages and tighter grain
- A mixture of smaller scale buildings and warehouses



2. Princess Street

- Princess Street: “the most impressive Victorian street of the city.” (The Pevsner Architectural Guide)
- Multiple blocks each accommodating a single warehouse
- Height and width of streets provide a sense of enclosure
- Eclectic forms are unified by consistent use of materials



3. Whitworth Street and Oxford Road

- Diversity in architectural style with dynamic roof-scapes
- Height and mass of the warehouses is accentuated by the side streets
- Contrasts between the functionality of side and rear with imposing front façades



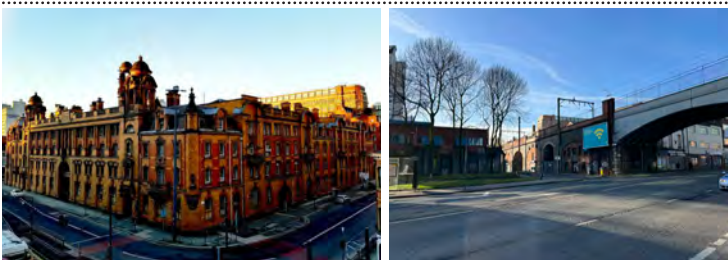
4. Princess Street and Sackville Street

- Intense sense of enclosure consistent with other parts of the conservation area
- Style diversity and mix from Classical to Art Nouveau
- Contrasting details from building to building
- Consistent height and mass and sense of enclosure maintain a sense of continuity



5. Sackville Gardens

- Defined by large institutional buildings and the open space of Sackville Gardens
- A specific character area in its own right due to the scale and height of the Sackville Street Building
- Provides a significant backdrop to the Application Site and the wider Character Area 6



6. Granby Row and London Road

- The scale and character are interrupted by the openness of Whitworth Street and Fairfield Street junction.
- Fragmented townscape to east end of Granby Row.

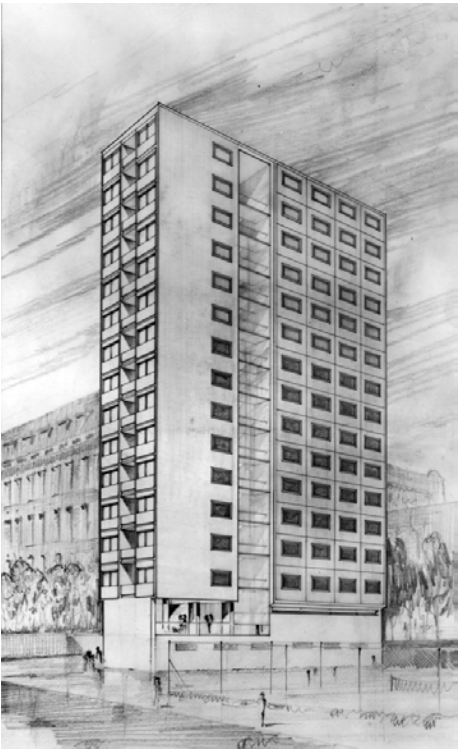
3.4 Chandos Hall (Now Demolished)

The Application Site was previously largely occupied by Chandos Hall, a purpose built student accommodation building designed by W.A. Gibbon of Cruickshank and Seward architects. Chandos Hall has since been demolished as part of the previously approved planning permission to make way for replacement development.

Designed on a north-south axis, its principal east and west elevations comprised a grid of repetitive bays with a single bedroom window incorporated into each panel, taking advantage of views across Vimto Park and the city beyond.

As a 15 storey building with significant rooftop plant, the building sat back from all its frontages by some margin. It was scrutinised in terms of its value and importance and was concluded by a previous application in 2018 that the Chandos Building was not particularly innovative of its time. Standardised materials were deployed in its construction, some of which were starting to fail and were poorly maintained. The image below and to the right show Chandos Hall as was originally designed and during construction for reference.

Additional images show Chandos Hall prior to its demolition. Of note are the level changes along Granby Row and the poor street interaction, along with the clear service access and level change at the rear adjacent to the viaduct.



Original Sketch (Images sourced from mainstreammodern.co.uk, September 2017)



1985 - Vimto Park



During construction



During construction



The south of the site was kept clear due to the Network Rail easement. This route becomes suitable as the service route to the back-of-house areas without affecting Granby Row.



The west facade of Chandos Hall faced Vimto Park, and whilst it was connected in one location through the link bridge, the isolation of the block was a missed opportunity.



Service access to the building was provided through the light-well, allowed by the difference in level between Granby Row and Altrincham Street.

3.5 Character of the Surrounding Area

3.5.1 Urban Grain and Character

The street pattern within the Conservation Area is largely defined by Whitworth Street and Princess Street, forming the principal east to west and north to south routes. The prevalence of tall deep blocks along this axis has a high width-height ratio, giving the impression of narrow streets with a canyon-like atmosphere, as described by Manchester City Council in the Conservation Area Summary. These long, straight street patterns permit long, deep views across the area.

Sackville Gardens and Vimto Park are the main green spaces in the area, with Vimto Park separated from the UoM North Campus by the viaduct.

Rochdale canal crosses the conservation area on a broadly east to west axis, however between Oxford Road and Princess Street the canal is enclosed to such a degree as to make little impact on the appearance of the conservation area.

The photographs to the right show the views of the site context as tagged below.



View 1



View 2



View 3



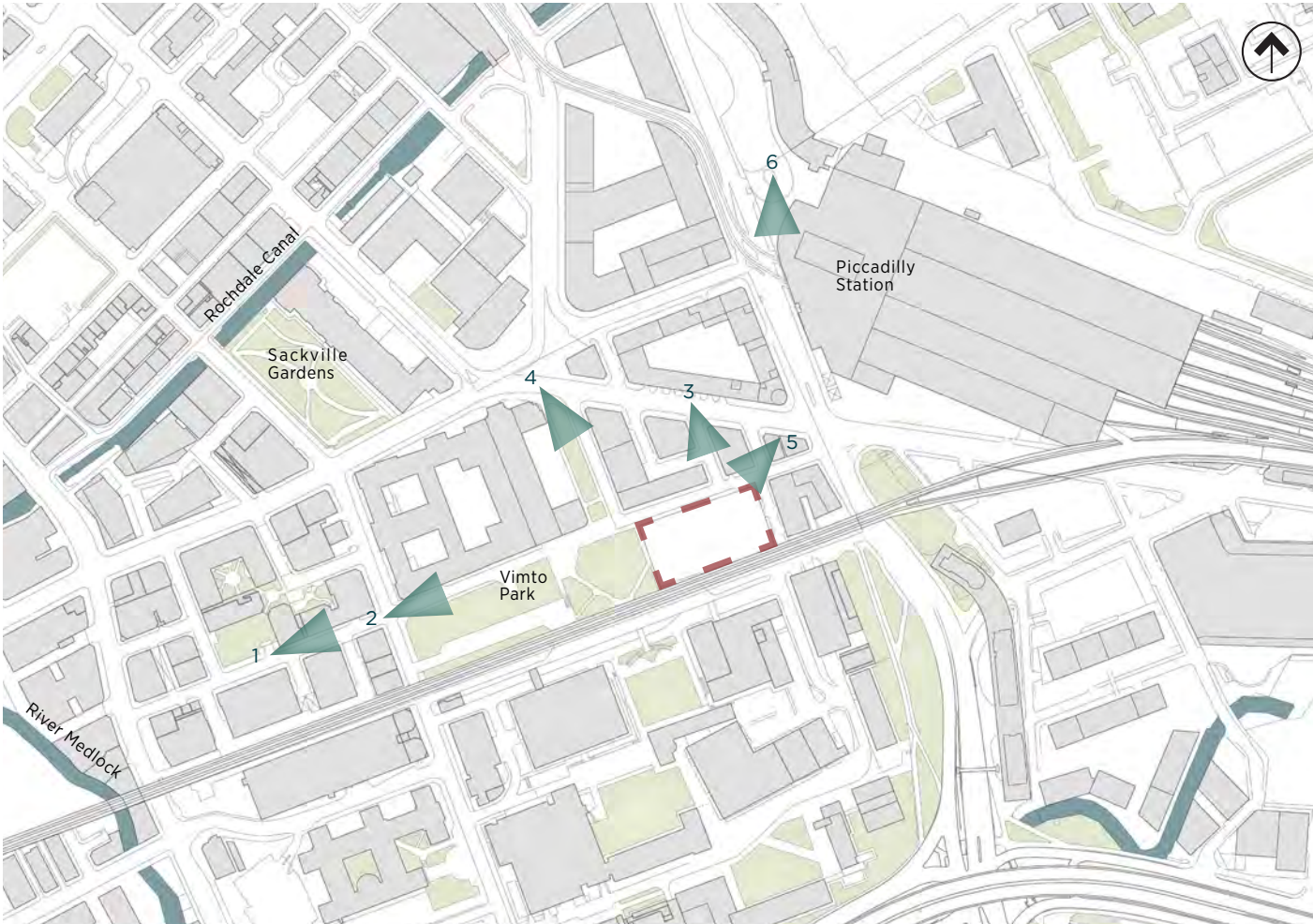
View 4



View 5



View 6



Key Views Around Echo Street Site

3.5.2 Materiality

The conservation area is described by Manchester City Council as “uniquely Mancunian in character” resulting from the concentration of textile warehouses erected between 1850 and 1920; the distinctive architecture of which arose from their function and the expression of the owners’ wealth.

An extract from Manchester City Council’s document about the Conservation Area reads as follows:

“By the time the Whitworth Street warehouses were built, the Edwardian penchant for decoration was at its height and the technology for constructing buildings with a steel frame or reinforced concrete frames enabled them to be taller than before. These later buildings also tended to abandon the use of traditional brick as a wall material, and instead favoured the then fashionable faience or glazed terracotta, which lends itself to rich decoration.”

(Source; manchester.gov.uk, “Whitworth Street Conservation Area”; September 2023)

This decoration, together with the contrasting mix of materials, contributes to create a variety of building elevations and a diverse range of textures along the streets, contributing to the distinctiveness of the different phases of warehouse construction.

An altogether different material palette is found on the UoM North Campus building. With white painted concrete and curtain walling on buildings like the Renold and Barnes Wallis buildings.

Recent schemes within and adjacent to the conservation area include Piccadilly Place and Motel One, with a contemporary approach to facade treatment in pre-cast concrete, in pale tones. Glazed curtain walling is also present in the surroundings as shown in Piccadilly Station and MacDonald Hotel façades

Industrial Warehouses

Brick



Terracotta



1960’s architecture

Concrete and Glass



Contemporary Buildings

Curtain Walling and Contemporary Materials



3.6 North Campus and Other Developments

The wider context of the site will experience extensive regeneration, with significant developments transforming the Eastern Gateway to the city.

- North Campus (also known as Manchester ID):

The UoM North Campus *Strategic Regeneration Framework* (SRF) replaces existing University campus buildings with a mixed-use area within Manchester's Innovation District. The site focuses on future planning strategies and improvements to the east-west connectivity between Manchester Piccadilly Station and Oxford Road, as well as providing a significant gateway to the North of the site towards the city centre via the Sackville Street Building.

Due to its significance to the Echo Street Development, the Strategic Framework is explained in more depth in section 3.6.1 of this report.



- Mayfield Development

Mayfield will be a mixed-use urban quarter, introducing a new park and enhancing connectivity. Within this, there will be a pioneering sustainable office campus, setting new standards for the Civil Service estate, facilitating a major local and national relocation programme. Site works are currently underway with the 6.5acre park element having opened to the public in September 2022.



- London Road Fire Station

London Road Fire Station (Grade II*) is being converted into a boutique hotel and spa, restaurants, bars, flats and offices following Allied London's redevelopment plans, approved by Manchester City Council in July 2017 and is currently on site



- Kampus Development

A former home to Manchester Metropolitan University, the site redeveloped 2 victorian warehouses and refurbished the 1960's former Aytoun tower into build-to-rent apartments, adding 2 new buildings of 12 and 16 stories with pitched roofs to create a new city neighbourhood. The redevelopment is dense, and set around a central garden with the bungalow retained as a central events space.



- Circle Square

The former BBC site on Oxford road, has been redeveloped providing more than 600,000sq ft of residential space across 5 buildings, ranging in height from 13 to 36 storeys, with 2 new office buildings of 10 and 18 storeys fronting Oxford Road. The development is now largely complete, with a third phase adding a 15 storey building. Completion is scheduled for Q4 2024.





3.6.1 Corridor Manchester: Strategic Framework

The Application Site is situated between three areas currently or having gone through major redevelopment and regeneration – The North Campus SRF, Circle Square and Mayfield/HS2/Northern Hub. These developments recognise the importance of the North Campus in connecting Piccadilly/ Mayfield to the Oxford Road Corridor.

The Strategic Regeneration Framework (SRF) was developed by Bennetts Associates for Manchester City Council, and describes the opportunities to regenerate and reconnect UoM North Campus with the city centre and other developments. Many existing North Campus buildings have become surplus to requirement following the opening of the Manchester Engineering Campus Development (MECD) in 2021, therefore providing a redevelopment opportunity on the North Campus site.

The area within the SRF (shown in the image to the right) includes Vimto Park, which bounds the site to the west. Consequently, the principles of development within the SRF need to be taken into consideration.

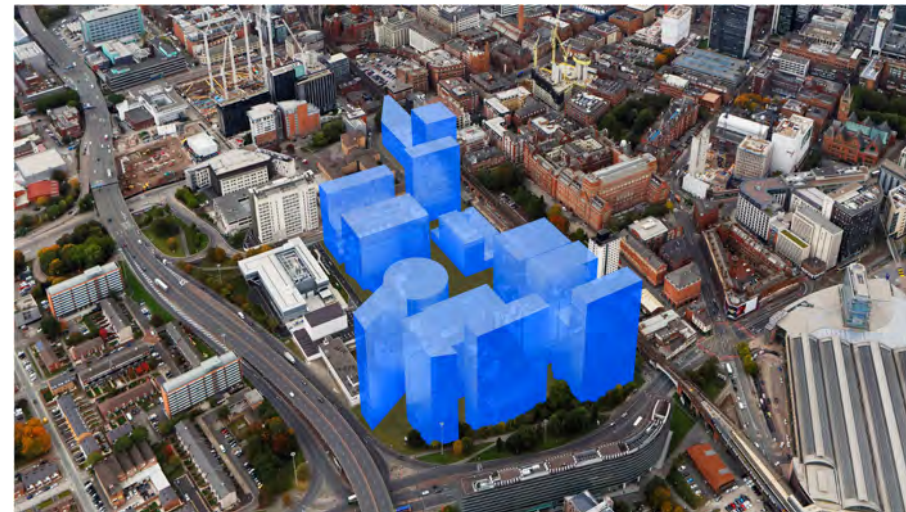
The Framework describes a mixed-use district centred on the knowledge economy and academic research, anticipated to provide and deliver numerous social, economic and environmental benefits on a local and regional level.

Quantum of development to include;

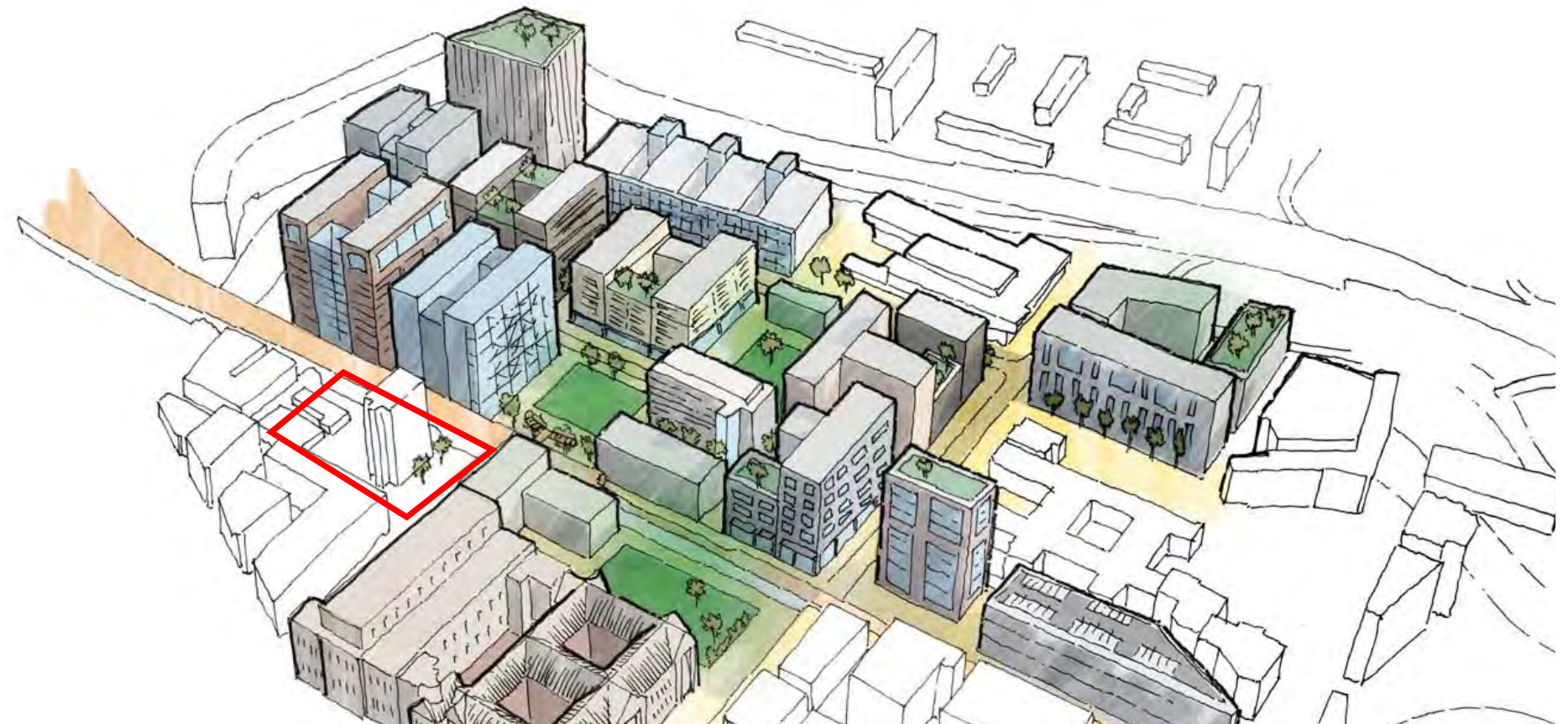
- A new hub for technology, learning, research and development
- High quality city centre public green spaces
- A combination of commercial and community use buildings
- Between 1,000 and 2,500 new homes
- 132,000 sqm of commercial office space
- 13,000 sqm of retail/restaurant floorspace
- 400 - 500 new hotel rooms
- A prime location for serviced accommodation

3.6.1.1 ID Manchester

Following North Campus SRF approval, University of Manchester, in collaboration with Bruntwood SciTech, has outlined plans for a new innovation district - ID Manchester - to be developed within the North Campus SRF.

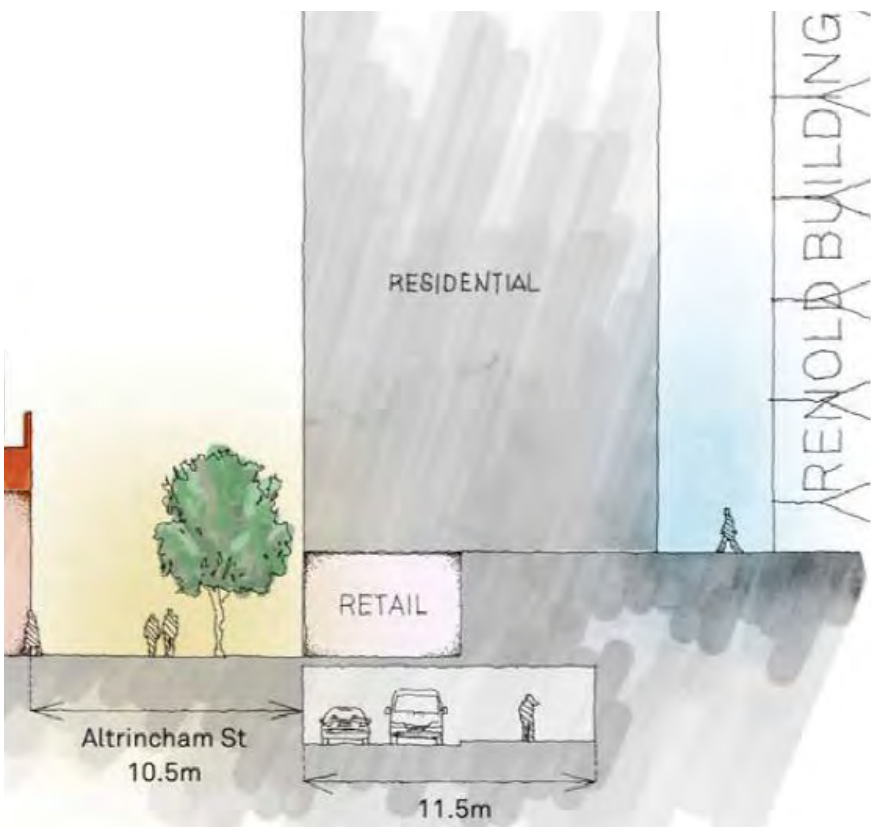


ID Manchester Vision (Image Source: <https://www.id-manchester.com/>)



Location of Echo Street Site in relation to the North Campus SRF proposed Masterplan. (Image Source: North Campus SRF)*

* Showing former Chandos House building



Relationship with the viaduct of the proposed scheme. (Images Source: North Campus SRF)



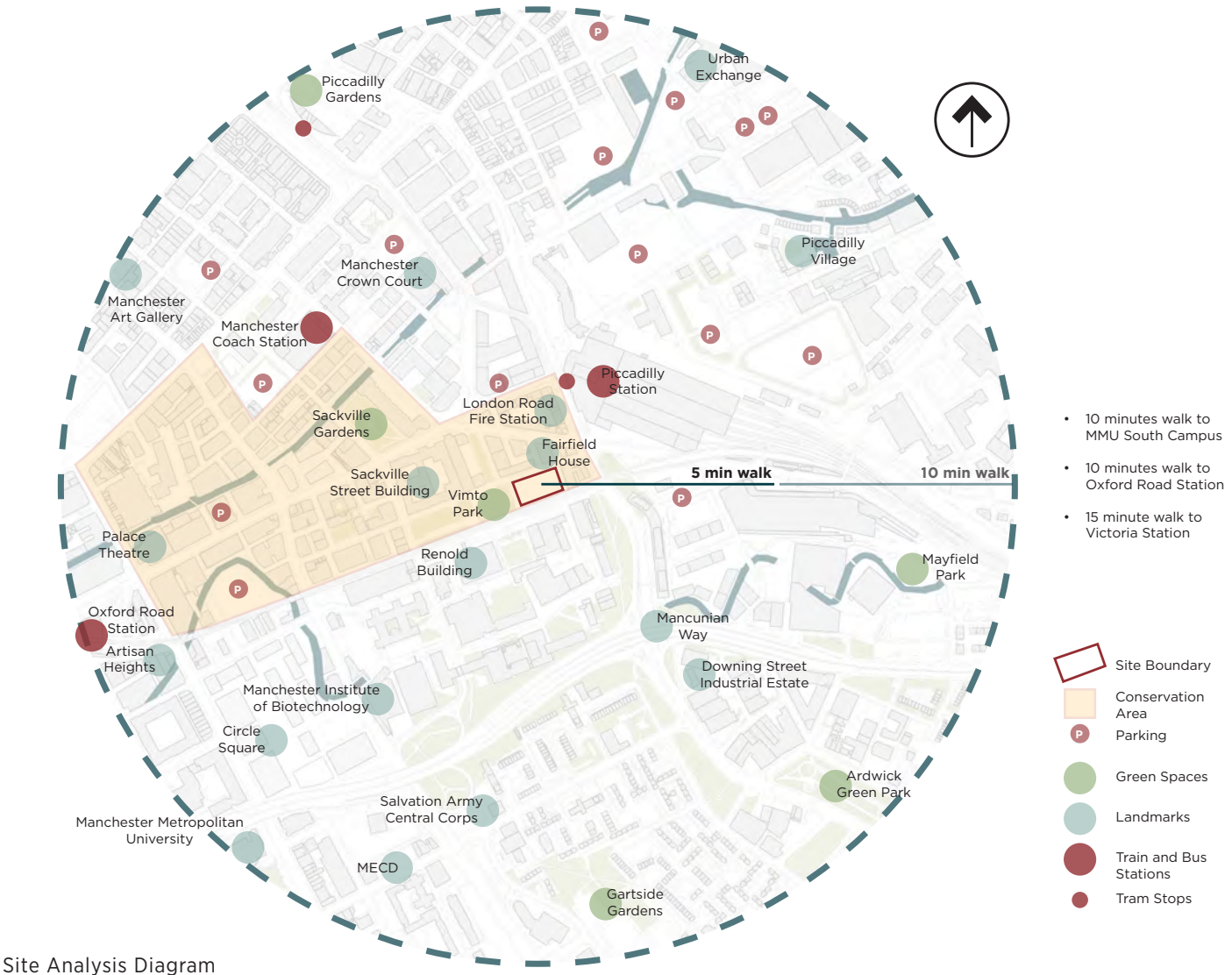
(Images Source: North Campus SRF)

3.7 Site Analysis and Constraints

The application site benefits from an optimum location within Manchester city centre within the Whitworth Street Conservation Area on the eastern gateway approach.

It is within walking distance of many major public amenities including public transport interchanges, the Oxford Road Corridor and the retail district.

The diagram below illustrates key amenities, green spaces and buildings of interest located within minutes’ walk of the site.



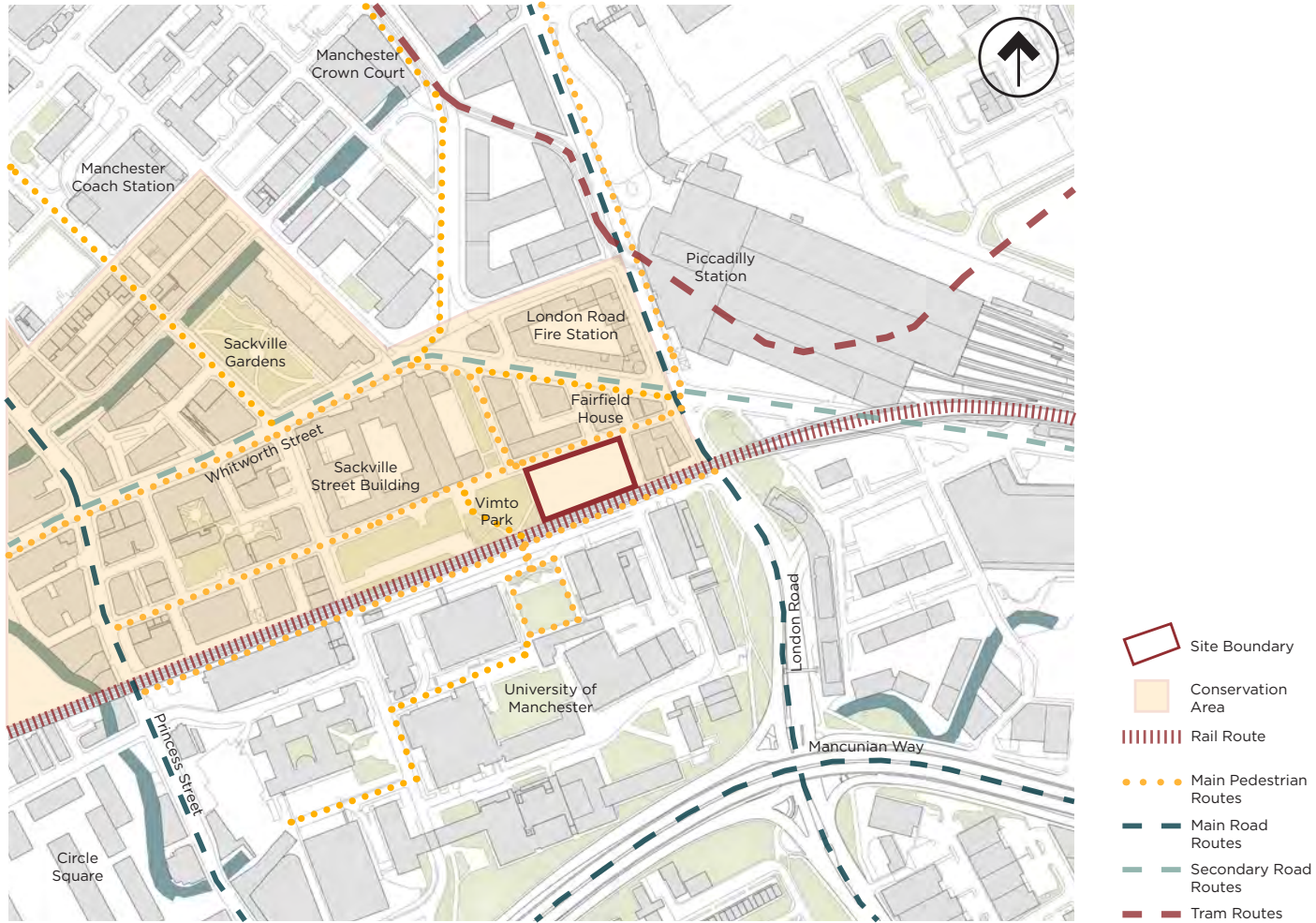
Site Analysis Diagram

3.7.1 Site Analysis: Pedestrian and Vehicular Routes

Whitworth Street is the primary pedestrian route near the site, connecting Piccadilly and Oxford Road stations.

Granby Row is a secondary route, a section of which lies within the application boundary. The UoM North Campus, south of Granby Row, is accessed via Echo Street or across Vimto Park.

London Road and the Mancunian Way comprise the main vehicular routes at this end of the city centre. Whitworth Street and Princess Street are the main axis through the Conservation Area and are used as routes from the periphery to the centre of the city.



Access Routes Diagram

3.7.2 Site Analysis: Usage

The site is surrounded by Higher Education buildings to the north west and south of the site, the Sackville St Building and UoM North Campus respectively. To the immediate north across Granby Row, there are purpose-built and converted student accommodation buildings, also owned and operated by iQ. To the east, there are two low-rise office buildings, which occupy a highly visible site with the potential for future redevelopment.

Further west into the Conservation Area, there is a high concentration of listed buildings, a majority of which are residential or office conversions of Victorian and Edwardian buildings.

Further north and west, there are several hotels including the Macdonald Hotel and Motel One, soon to be supplemented with the future conversion of London Road Fire Station into a hotel in part.



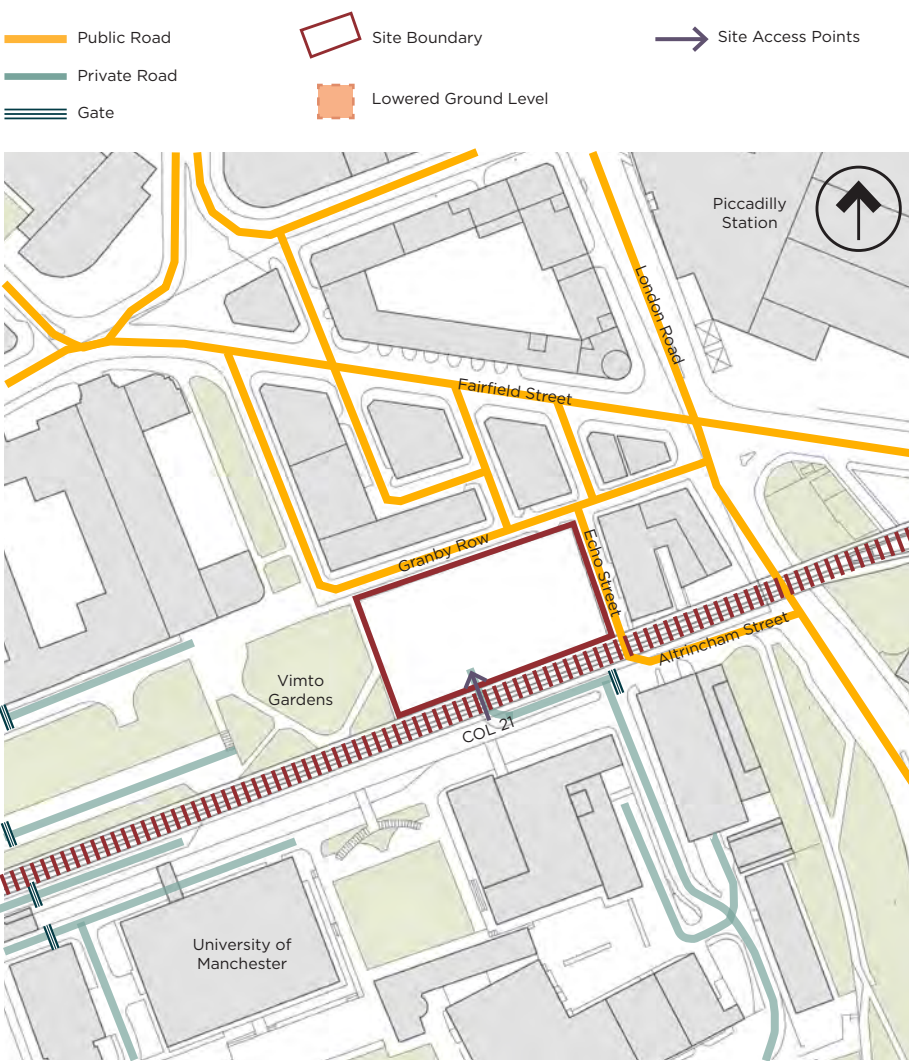
Usage Diagram

3.7.3 Site Analysis: Roads and Vehicle Site Access

Vehicles can access the application site from London Road or Fairfield Street to Granby Row on the north, and Altrincham Street to Echo Street via the viaduct from the south.

The previous Chandos Hall building (now demolished) was accessed through the viaduct column 21 as illustrated via Altrincham Street to the South of the site. Due to the site level difference between Echo Street and the light-well of the previous Chandos Hall, no vehicular access was possible along Granby Row. The previous garages to the East and Chandos Hall were separated by a concrete retaining wall and a stepped access adjacent to the viaduct.

Five parking spaces under Column 22, currently used by the University of Manchester staff, are accessed via Column 21 from Altrincham Street. Current public and private roads (mainly within the University of Manchester) are illustrated in the diagram below.

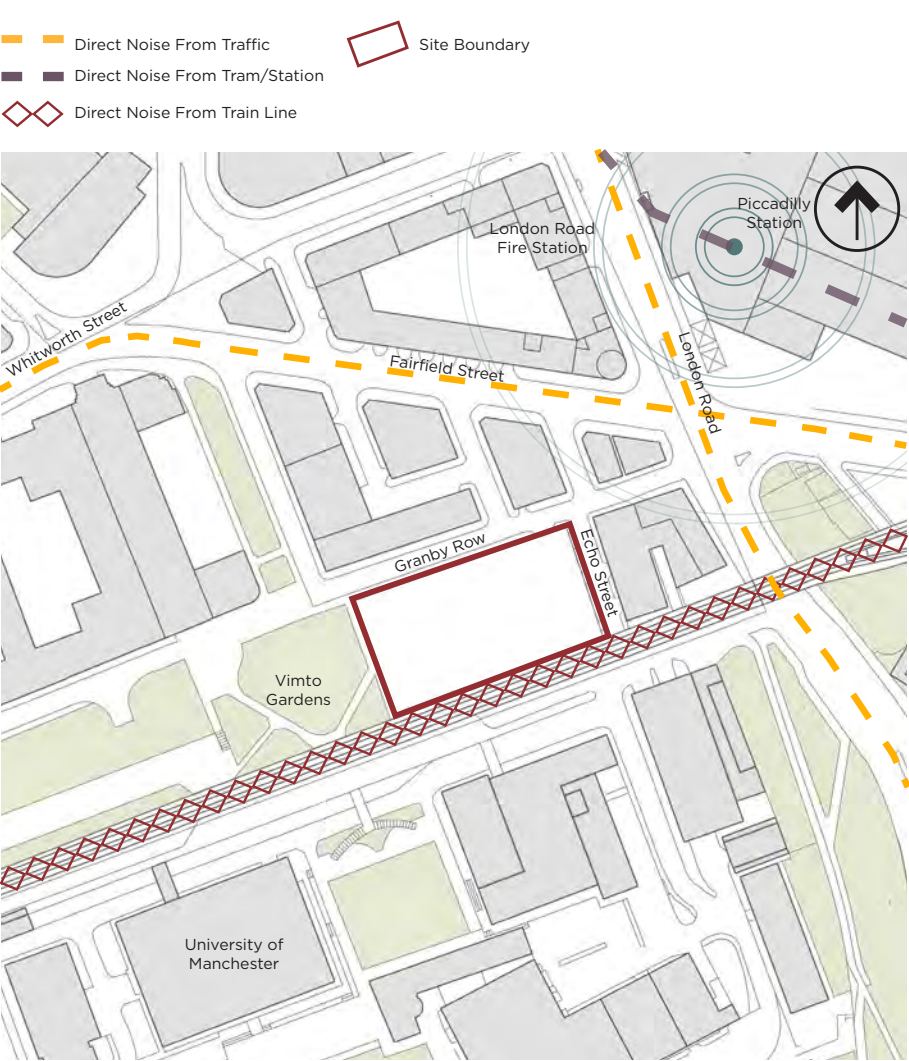


Roads and Access Diagram

Due to the planned Manchester Piccadilly and Oxford Road Northern Hub Works (see section 3.77 for more detail), the viaduct along the application site will be widened to the south and Echo Street will be made into a cul-de-sac. After the completion of the Network Rail works, the application site can only be accessed only from the north of the viaduct via Granby Row to Echo Street.

3.7.4 Site Analysis: Noise Sources

The viaduct is associated with noise and air pollution due to the regular operation of diesel trains, the effects of which have been mitigated through the design approach. For more information refer to Noise Assessment.



Noise Sources Diagram

3.7.5 Site Analysis: Building Heights

Generally, with taller floor to floor heights, listed buildings within the Whitworth Street Conservation Area have similar heights. The Sackville Street Building is one of the tallest at 10 storeys, after the Principal Hotel on Oxford Road, followed by Lancaster House on Princess Street at 8 storeys.

The student accommodation buildings adjacent to the now demolished Chandos Hall (16 storeys) are Lambert and Fairfield House (8 storeys.) Moving further from the immediate vicinity of the site, Piccadilly Point by Unite Students is 20 storeys, Student Castle is 35 storeys, with the tallest building on the nearby Circle Square development standing at 36 storeys. These will all be of residential storey heights ie circa 3m.

The Barnes Wallis Building facing the site from across the viaduct is 15 storeys, and the Maths and Social Sciences (MSS) tower, further south next to the Mancunian Way is also 15 storeys.

The North Campus Strategic Regeneration Framework proposes future heights ranging from 4 to 18 storeys (commercial storey heights circa 4.5m) that respond to sun light analysis, and act as noise barriers against the busiest roads (London Road to the East and Mancunian Way to the North.)

3.7.6 Site Analysis: Green Spaces

Vimto Park is located adjacent to the western boundary of the site and is one of the main informal green parks in the immediate vicinity. It is a flat grass park, orientated on an east west axis, with mature tree species along its length. It also houses a sculpture of the famous Vimto drink that was purported to have first concocted by John Noel Nichols on nearby Granby Row.

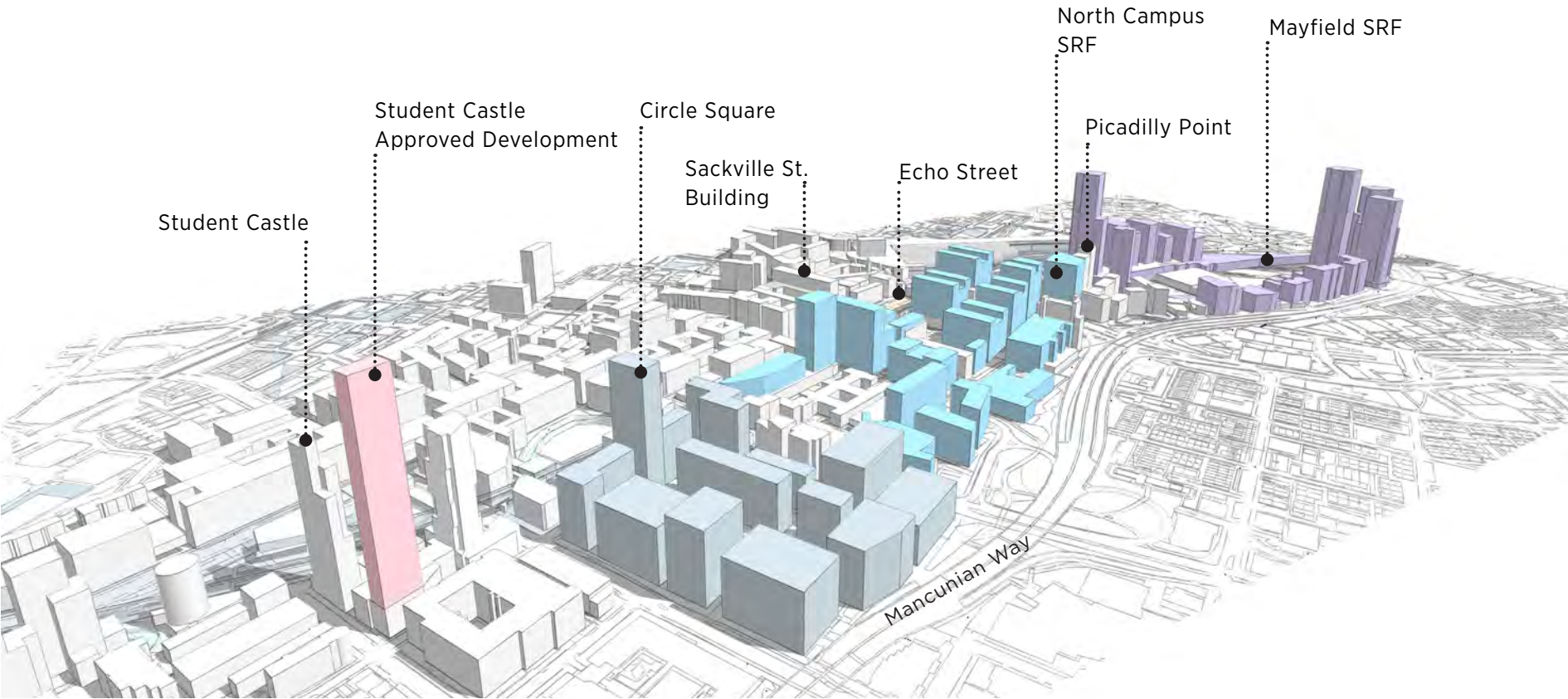
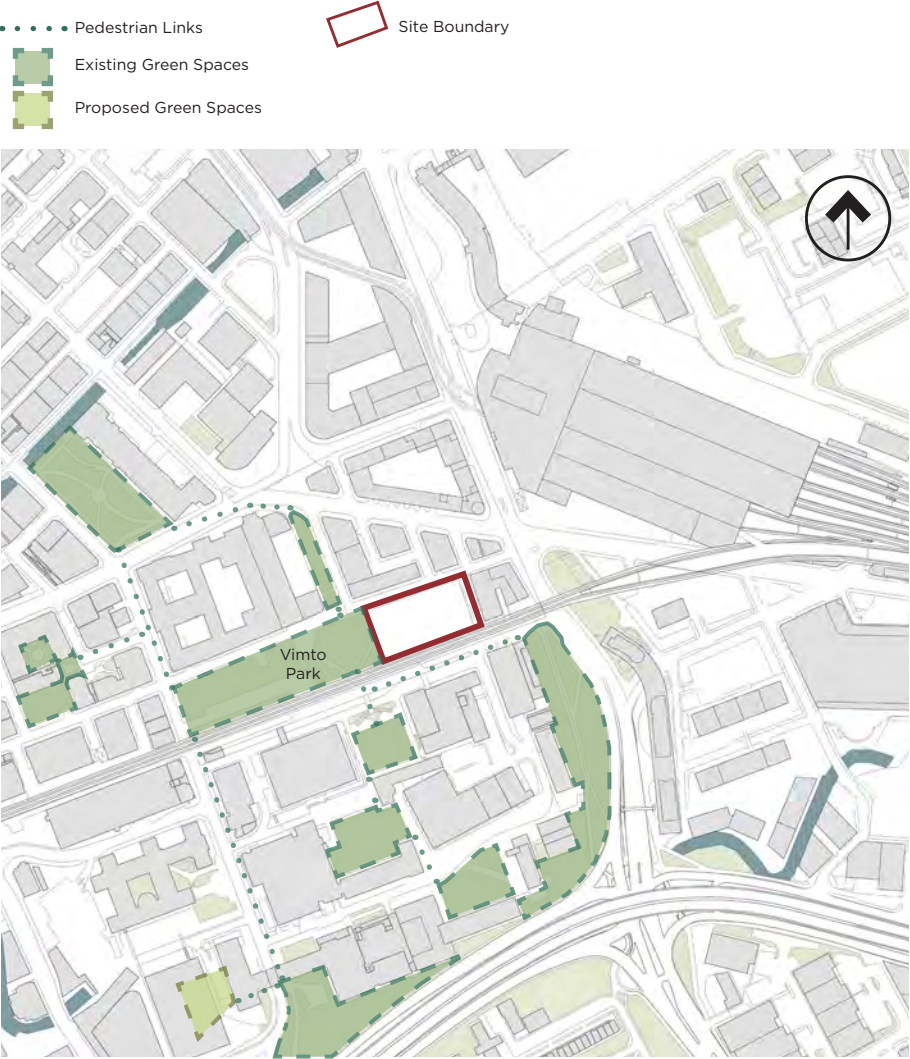
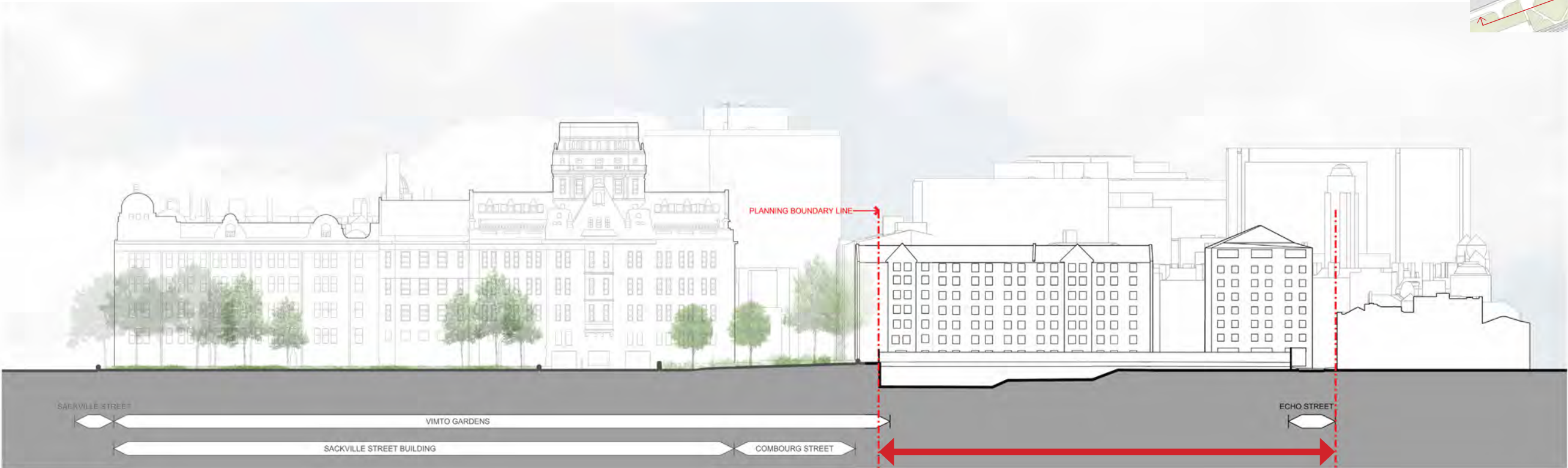


Illustration of Developments North of Mancunian Way

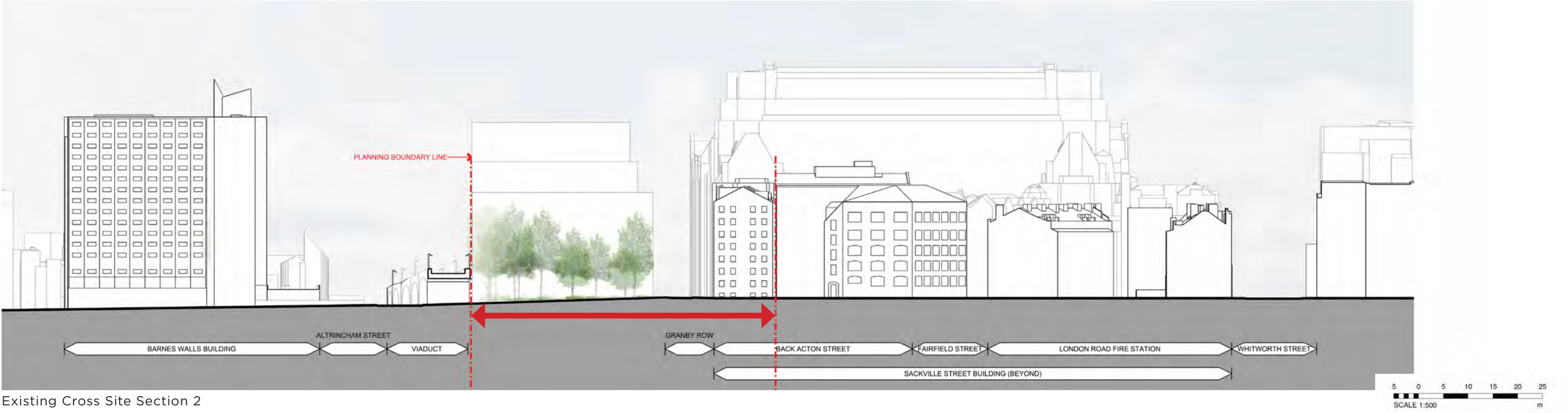


Green Spaces Diagram

Drawings below show the existing site within the wider context.



Existing Longitudinal Site Section 1



Existing Cross Site Section 2

3.7.7 Site Constraints

3.7.7.1 The Altrincham Railway Viaduct

The southern edge of the application site is defined by the Grade II viaduct. Although the viaduct provides a strong physical edge between the UoM North campus and the site of the previous Chandos Hall, the railway arches provide a series of permeable links between Granby Row and the area to the south of the viaduct.

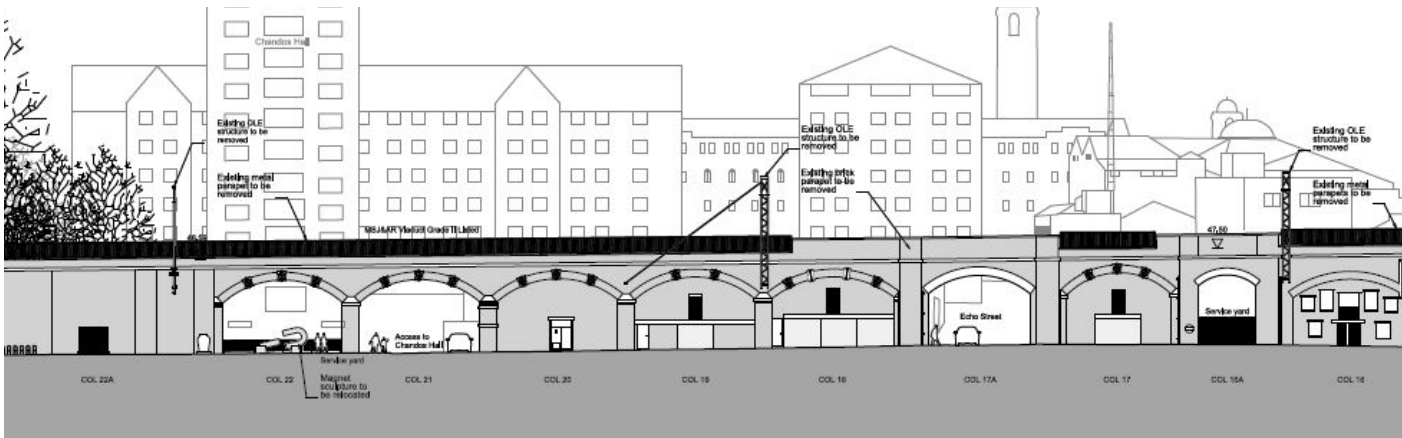
The viaduct is an early example of a railway viaduct. It was constructed between 1846-9 by David Bellhouse Jnr as the earliest suburban railway in Manchester. The viaduct connects Piccadilly and Oxford Road Stations and is 1 ¾ miles long with a series of well-detailed bridges, some including highly decorative Gothic-style ironwork.



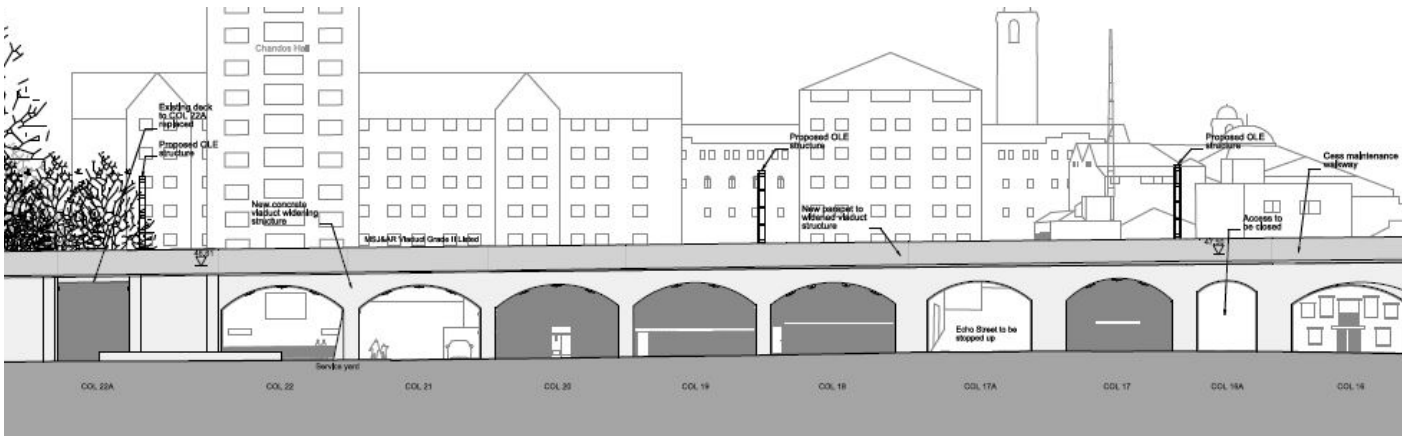
Visualisation of the Viaduct Widening. Source: Network Rail

Clearances are of prime importance to the safe construction, operation and maintenance of the railway. A dialogue with Network Rail was established as part of the stakeholder consultation for the previous application to ensure that these minimum clearances are maintained. These required clearances would be maintained again. The dialogue with Network Rail has been re-opened for this application. A summary can be seen in Section 5 of this Design and Access Statement.

In addition, Network Rail will be undertaking works to widen the viaduct (Application 107685/LO/2014/C2), which will involve the closure of Altrincham Street to vehicles, making Echo Street a cul-de-sac. This change will impact access and deliveries to the application site.



Existing South Elevation of the Viaduct along Altrincham Street (Source: Network Rail)*
*drawing includes now demolished Chandos House



Proposed South Elevation of the Viaduct along Altrincham Street (Source: Network Rail)*
*drawing includes now demolished Chandos House

3.7.7.2 Site Level Differences

The existing site slopes significantly from north to south along Echo Street. The Chandos Hall plot dealt with this level difference by a retaining wall situated along the north, east and west site boundaries forming a light-well with level vehicular access from the South, via the arches under the Altrincham railway viaduct.



View 1: View of the retaining wall



View 2: View of the Viaduct Arch access

3.7.7.3 Retaining Wall

Retaining Wall

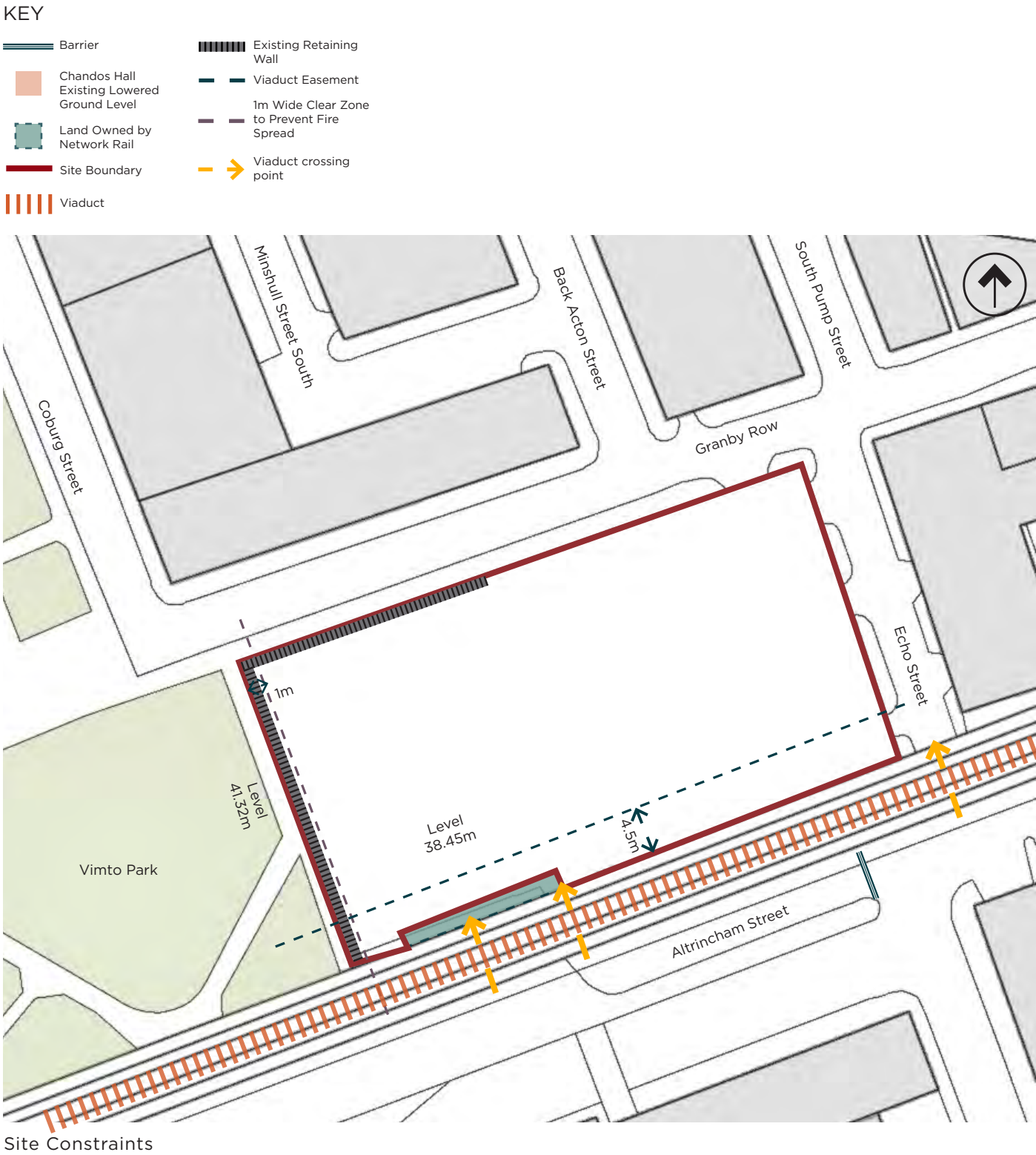
A historic concrete retaining wall within the Chandos Hall site rises to form a physical barrier with a parapet/fence detail along the Vimto Park and Granby Row elevations. There is no retaining wall along the southern edge where level vehicular access is provided. The proposed design incorporates the existing retaining wall but reduces the parapet/fence detail at ground level, to become a level-access street frontage.

As the retaining wall retains a public highway, defined as Category 1 as per the Design Manual for Roads and Bridges (BD 2/12); the retaining wall will meet minimum design life requirements as prescribed.

An AIP (Approval in Principle) will be submitted to the Highways Department. During consultations, the Highways Department accepted that an outline design-level of information is acceptable to accompany the AIP submission.

3.7.7.4 Fire Spread

A space separation assessment carried out in accordance with BR 187 [39] has been conducted, in order to determine the requisite quantity of fire rated external wall construction to mitigate the risk of fire spread across relevant boundaries. The conclusion is that none of the external walls would require fire resisting construction from a space separation perspective. However, some walls would require fire resisting construction to limit fire spread between flats located at right angles.



3.7.7.5 Part Construction of a previous consented scheme

Consented application (June 2018, ref 18267/FO/2017) to redevelop the site into Student Accommodation and Co-Living works started on site in late 2019. The existing site buildings (Chandos Hall, the nursery and garages) were all demolished until the construction was stopped in May 2020. Piled foundations for the previous scheme are present on site and will be utilised in the proposed design. This includes continuous piled walls used to form a basement. They sit inbound of the historic retaining wall along the Vimto Park and Granby Row elevations. This application and re-design seeks to re-use the majority of the groundworks completed to date, permitted under the previous planning permission (LPA ref. 18267/FO/2017).



3.8 Site Opportunities

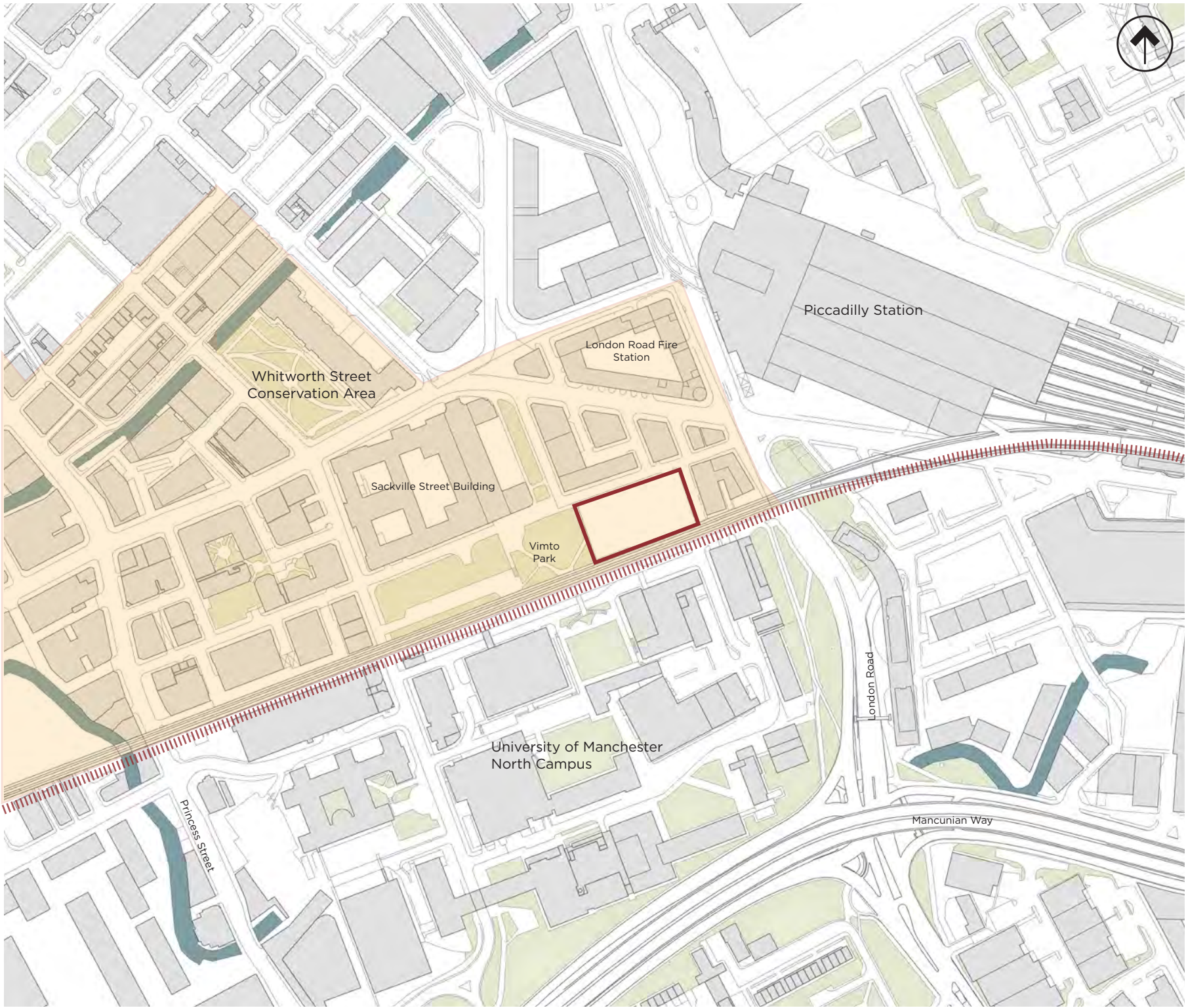
In line with the previously consented scheme, the design proposal for this site should maximise the potential of the rectilinear site whilst making a positive contribution to the public realm and neighbouring buildings.

At street level, active frontage along Granby Row should be key to improving connectivity between Piccadilly Station and the University of Manchester North Campus.

The application site is located within the Whitworth Conservation Area, in the immediate adjacency of Vimto Park and the Sackville Street building, and sits directly opposite the North Campus SRF and the Piccadilly high-rise area. The proposed building will be developed sensitive to the scale of buildings that form the Conservation Area while becoming a prominent feature highly visible from the Piccadilly Station.

The developed scheme should engage with Vimto Park and provide views into and across the green space for the general public and future residents to enjoy.

The proposal should reflect the historic character of the surrounding area through contemporary language and high quality public realm features.



Site and Surroundings

KEY

-  Site Boundary
-  Conservation Area
-  Rail Route

04

DESIGN STATEMENT

4.0 DESIGN STATEMENT

4.1 The original scheme - Key principles retained

4.1.1 Introduction

The current proposals have been developed as an evolution to the previously consented scheme. Planning approval for the original scheme was granted by Manchester City Council under LPA ref. 18267/FO/2017 in June 2018, with subsequent minor amendments approved under LPA ref. 122732/JO/2019 in May 2019 and LPA ref. 125537/JO/2019 in March 2020, which remains extant due to the implementation of the planning permission through the demolition of the buildings previously on-site.

Whilst providing for a different type of accommodation and to comply with new and updated building regulations and standards, the intention is that the revised proposals should still follow the key principles of the previously approved scheme in terms of height, massing and external appearance.

A detailed justification for the above, including all options and variations considered, has been provided within Section 4 of the Design and Access Statement submitted with the consented scheme, and has been appended to this document for completeness (refer to Appendix B). A summary is provided below and on following pages.

4.1.2 Site and concept

The proposal aims to maximise the potential of the site and at the same time make a positive contribution to the public realm and surrounding area.

Through analysis of the urban grain and surrounding context, a layout emerged of three main blocks, parallel to each other and perpendicular to the trainline, with two lower blocks sitting in-between, thus completing the street frontage and forming a couple of open courtyards to the rear.



Diagram - Building Arrangement on Plan

4.1.3 Form and massing

The mass was developed in response to site constraints and the Conservation Area, with the three main blocks stepping up in height, from Vimto Park on the west towards London Road and Piccadilly Station on the east.

Block A and the link blocks take reference from the heights of the nearby Sackville Street Building. Block B and Block C provide a gradual increase in height, which follows a similar logic to both North Campus/ ID Manchester and Mayfield Strategic Regeneration Frameworks, contributing to form a prominent gateway feature, harmonious with the wider environment.

Taking advantage of topography, the proposal includes a basement/ lower ground level, which sits under Blocks A and B and is accessed off the ramp adjacent to the railway viaduct. This level is mainly used for plantrooms and storages, freeing up most of the ground floor to be used as reception, amenity and habitable spaces.



Verified View - Original Consented Scheme Massing

4.1.4 Façade design

The façade design has evolved through multiple iterations and dialogue with relevant parties, moving towards a balanced approach that respects heritage context and traditional architectural features whilst remaining distinctly modern.

We have taken inspiration from the rich brickwork textures and detailing found within the Conservation Area. We have combined this with precedents such as Louis Sullivan's Wainwright Building in St. Louis, Missouri, which reinterprets classical composition principles similar to the ones present in the Whitworth Conservation Area, as well as other examples of distinct contemporary European brick-faced buildings.

The three main blocks are clad in a contemporary red/purple brickwork, complementary to the colours present in the Conservation Area. The regular façade rhythm and vertical grouping of windows emphasise the heights in a distinctly contemporary way, which contributes positively to the local historic character of the Conservation Area. The elevations adopt a subtle demarcation of base-middle-top floors: with wider two-storey modules at the ground and first floor, narrower three-storey modules to the typical floors, and taller modules at the top floors, incorporating a full-height roof parapet which crowns all three blocks.

In-between the three dominant blocks, the two lower ones are clad in glass reinforced concrete (GRC) panels, to distinguish them further. The proposed sandstone-white panels reference both the white modernist buildings of the UoM North Campus, and the glazed white bricks found within the courtyards and lightwells of heritage buildings of the Conservation Area.

The solid appearance of both brick and GRC is complemented by refined elements of metalwork, within the window openings. This includes perforated panels, which allow for both natural and mechanical ventilation, sitting above/below and by the site of the full-height glazing. The perforated panels adopt a decorative pattern inspired by some of the rich themes and motifs in the surrounding area.

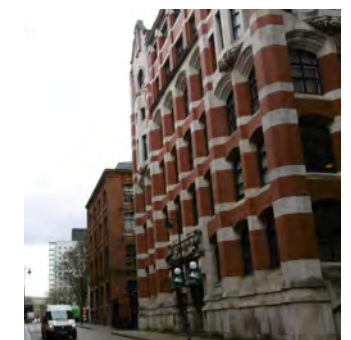


Original Scheme Design - View from Granby Row



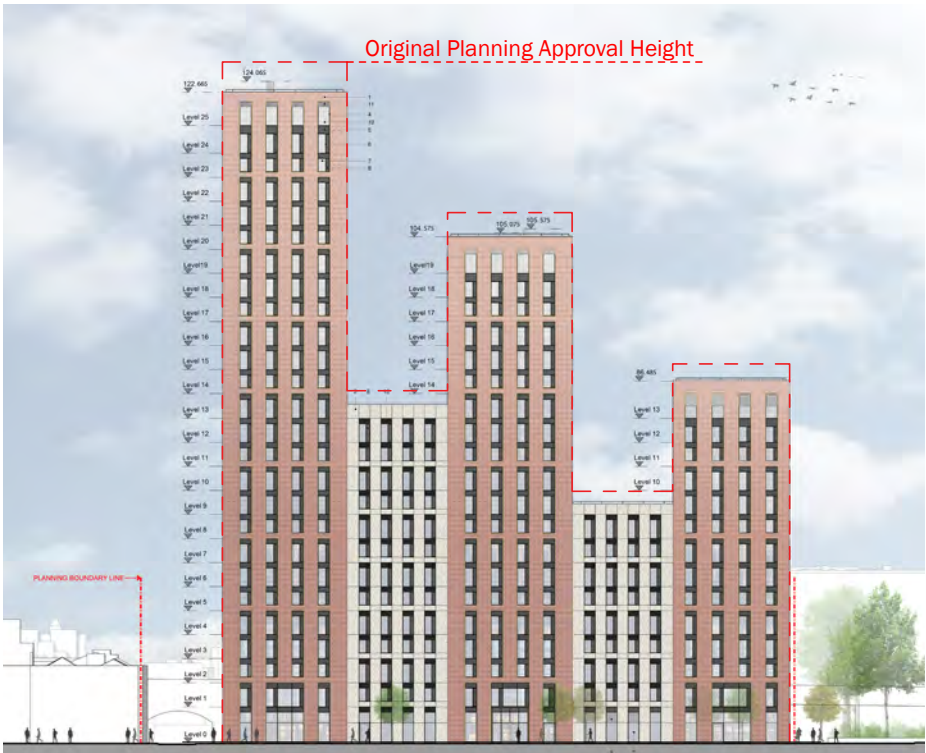
Original Scheme Design - View from Piccadilly Station

Conservation Area Brick Tones

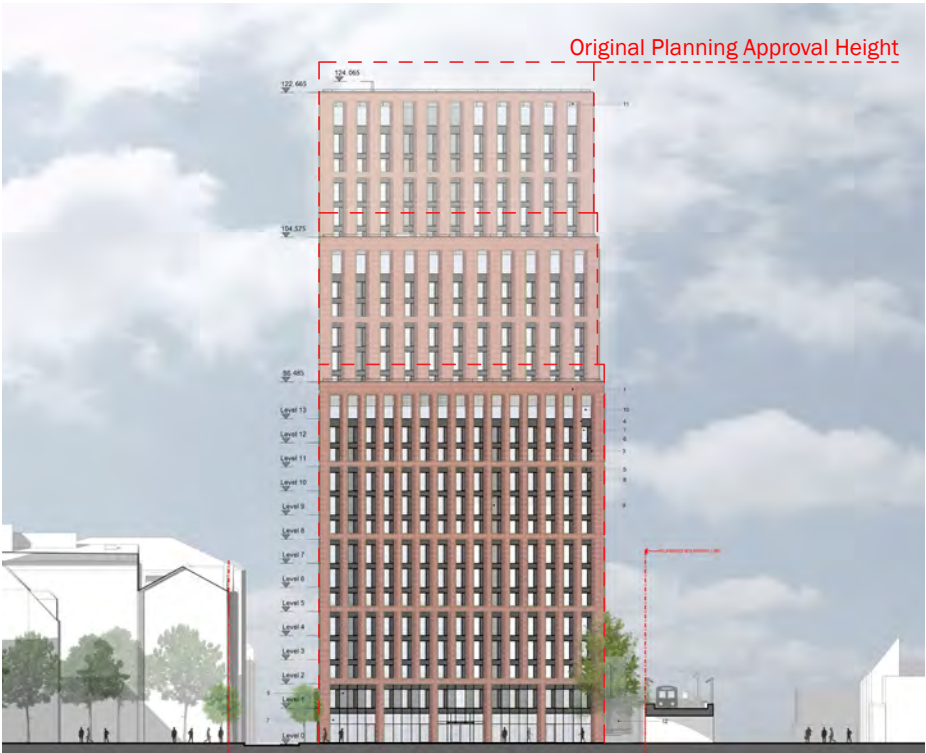


4.2 The Approved Elevations

For reference, the four main elevations are presented in this page, as currently approved. These drawings are extracted from the latest Section 73 Application (LPA ref. 125537/JO/2019), with the red mark-up indicating the originally consented heights for each block under the original planning permission LPA Ref. 18267/FO/2017



Latest Approved (Section 73) North Elevation



Latest Approved (Section 73) West Elevation



Latest Approved (Section 73) South Elevation



Latest Approved (Section 73) East Elevation

4.3 The new scheme – Key drivers

Approximately 36 months have now passed, since the construction works of the original scheme were stopped, as a direct consequence of the Covid 19 pandemic and the economic uncertainty that ensued. In the current context, three key factors have been considered as driving the opportunity to revisit the scheme: a change in land use; new fire safety requirements; a sensible adjustment in height to enhance deliverability.

4.3.1 Land Use

The original scheme provided 884 beds, as a combination of Purpose-Built Student Accommodation (PBSA), located on Block A, and Built-to-Rent Co-Living, located on Blocks B and C. Separate entrances, amenity spaces for residents and back-of-house areas were provided for each element of the scheme.

Under the new proposals, the scheme would deliver 1224 beds, 100% of which would be PBSA including 20% being provided as affordable rooms. This would represent a significant contribution to the current provision, in a city with demonstrable need in the location of the Oxford Road corridor, contemplating a mix of accommodation and catering for a range of needs and budgets, including affordable rooms. Focusing only on PBSA will also allow more efficient and better use of the shared areas, predominantly on the ground floor.

4.3.2 New Fire Safety Requirements

The Building Safety Act and incoming fire safety legislation will require two means of vertical escape for residential buildings above 18m in height.

Due to the configuration of the scheme, this will mean each main block will need an additional staircase. Any floors above the link blocks will therefore have two alternative means of escape; floors served by link blocks will have access to four or six stairs, depending on the level.

Additional staircases in each individual block reduce the usable space efficiency of the building and challenge the deliverability of the original scheme.

Total Approved Beds	
Co-Living & PBSA	884
Proposed Beds	
Full PBSA	APPROX 1224



4.3.3 Adjustment in height

In order to achieve the quantum of beds that make the scheme feasible, the revised proposal includes a sensible increase in height. Compared to the original scheme, the total number of storeys is increased by three, across all blocks.

The overall increase in height is off-set and mitigated by several measures:

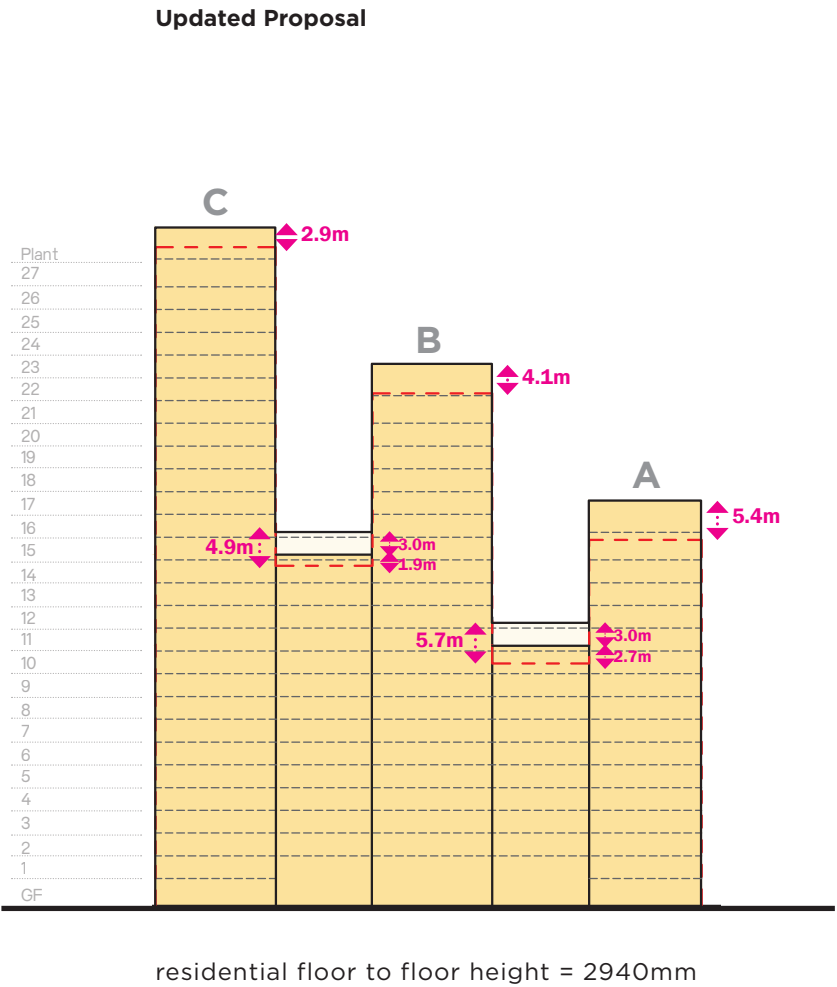
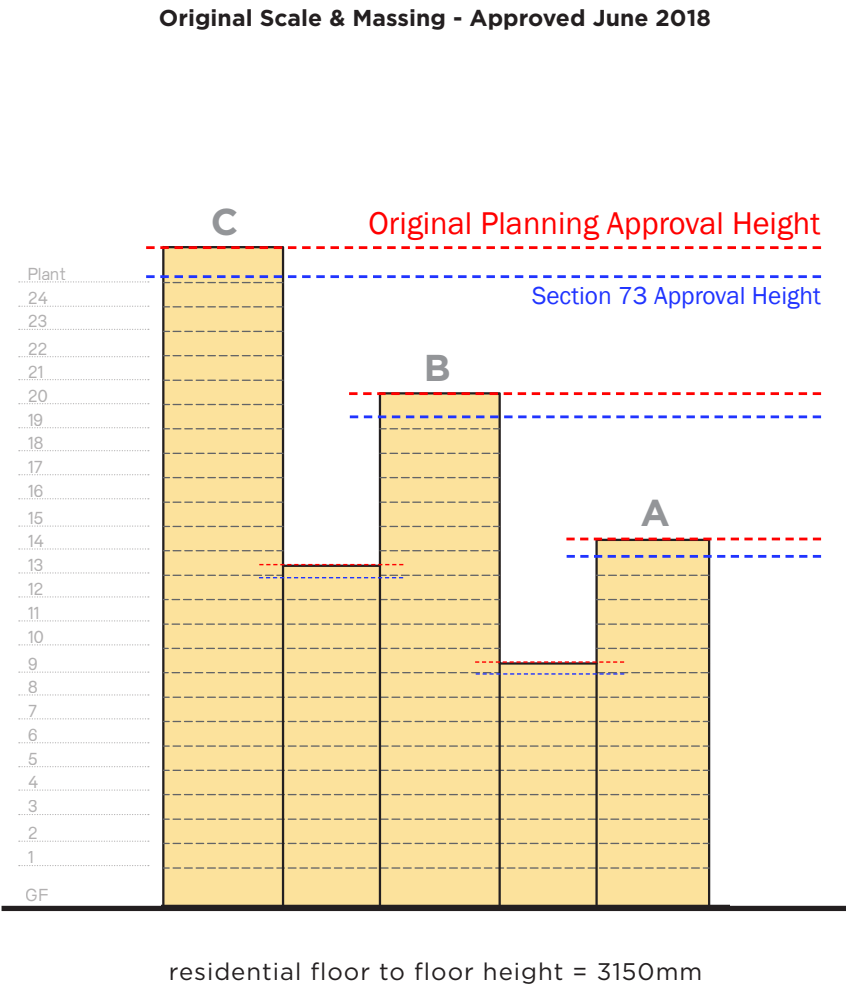
- Reduction in height of Ground Floor (from 4500mm to 3900mm).
- Reduction of typical floor-to-floor heights (from 3015mm to 2940mm) without sacrificing internal floor-to-ceiling height.
- Setting-back top floors in link blocks to diminish impact on Granby Row.

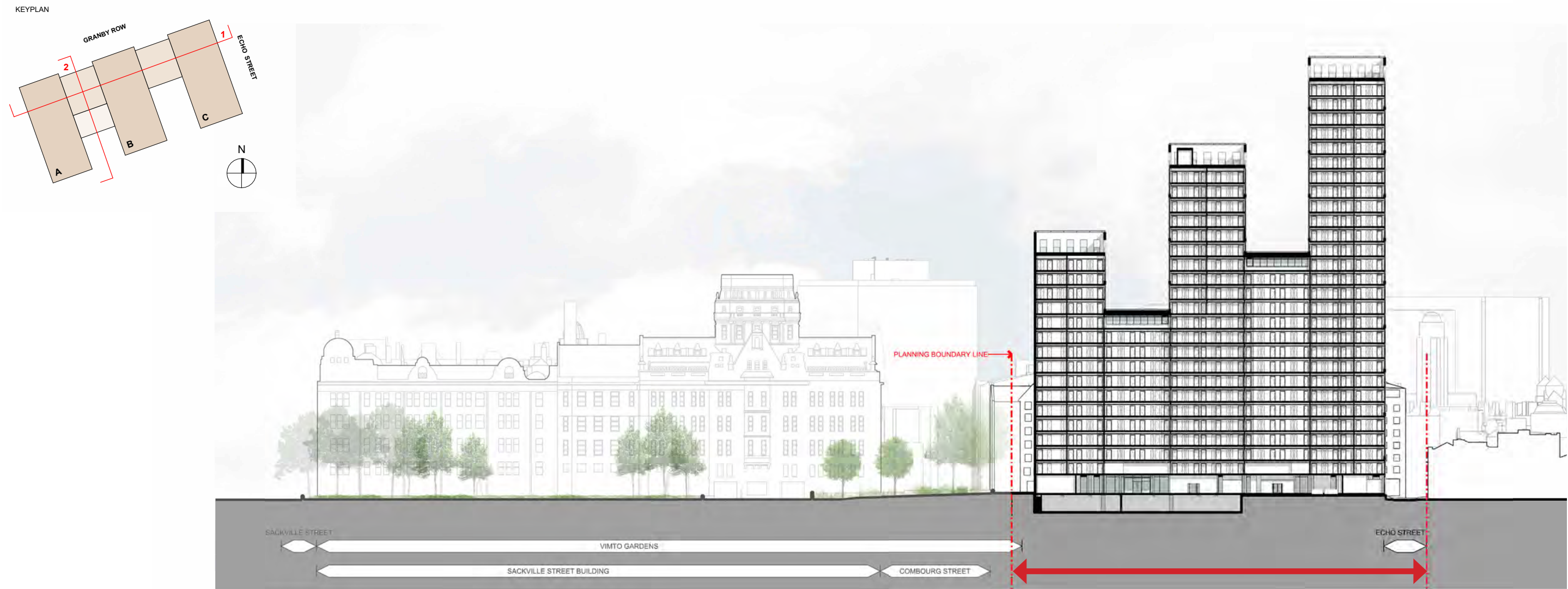
The proposed increase in height for each block, in comparison with the heights originally consented, can be seen in the diagrams below. The greater increase affects the lower blocks (as a consequence of their reduced number of typical floors); however this is still deemed suitable, on the basis that those blocks remain broadly aligned with the Sackville Street Building fronting Vimto Park.

The proposed increase in height for each block, in comparison with the heights originally consented as illustrated below, is:

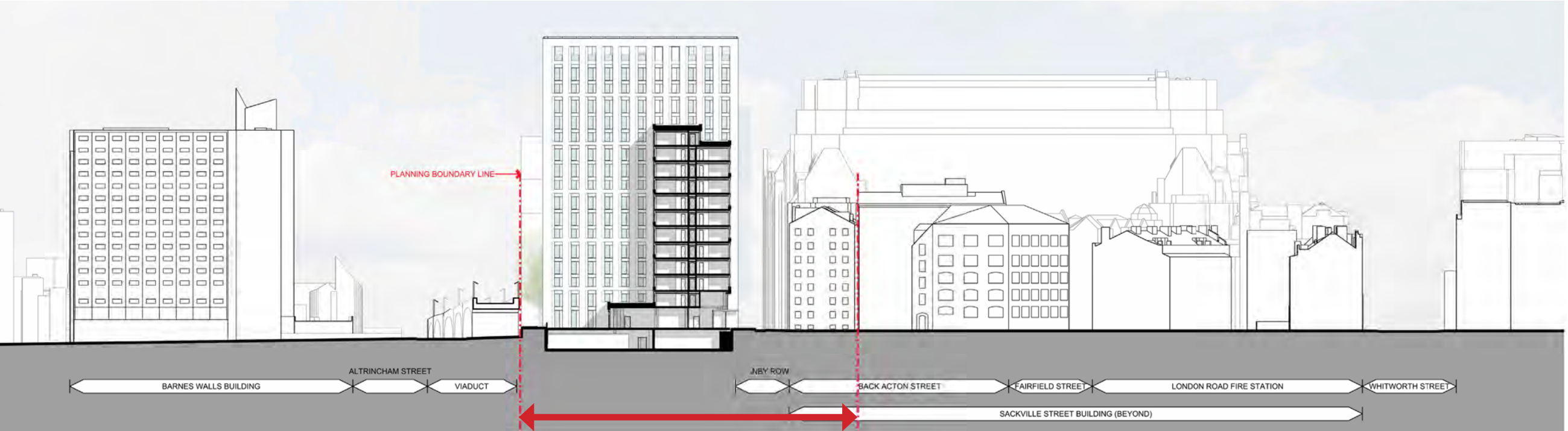
- Block A height increase: +5.4m
- Block B height increase: +4.1m
- Block C height increase: +2.9m

These heights are still deemed appropriate, with a modest increase to the maximum consented height, and the greater increase to the lower blocks not affecting the established overall logic of a broad alignment and gradual stepping up from the tallest wing of the extension to the Sackville Street Building, towards Piccadilly Station.





Proposed Longitudinal Site Section 1



Proposed Cross Site Section 2

4.4 Detailed Design Refinement

In close dialogue with Manchester City Council’s planning representatives during the course of three Pre-App Meetings, a number of refinements have been introduced to the detailed design of the scheme. These include refinements to street frontage, window reveals, and to metalwork.

4.4.1 Refinements to street frontage

The single entrance and reception point, together with a unified ground floor, suggest a more deliberate relationship between the inside and outside on all four sides of the building.

The link blocks have been redesigned as bridging between main blocks, allowing an increased transparency between the street, the interior space, and the external courtyards open towards the viaduct. Under them, the generously glazed double-height spaces facing Granby Row facilitate borrowed light bouncing further in and out.

On the long elevations facing Vimto Park and Echo Street, the typical window modules are paired up forming wider panes of glazing. This activates the street frontage and provides an important element of passive surveillance to the public space surrounding the building.



Diagram - Design Intent for Street Frontage Refinement

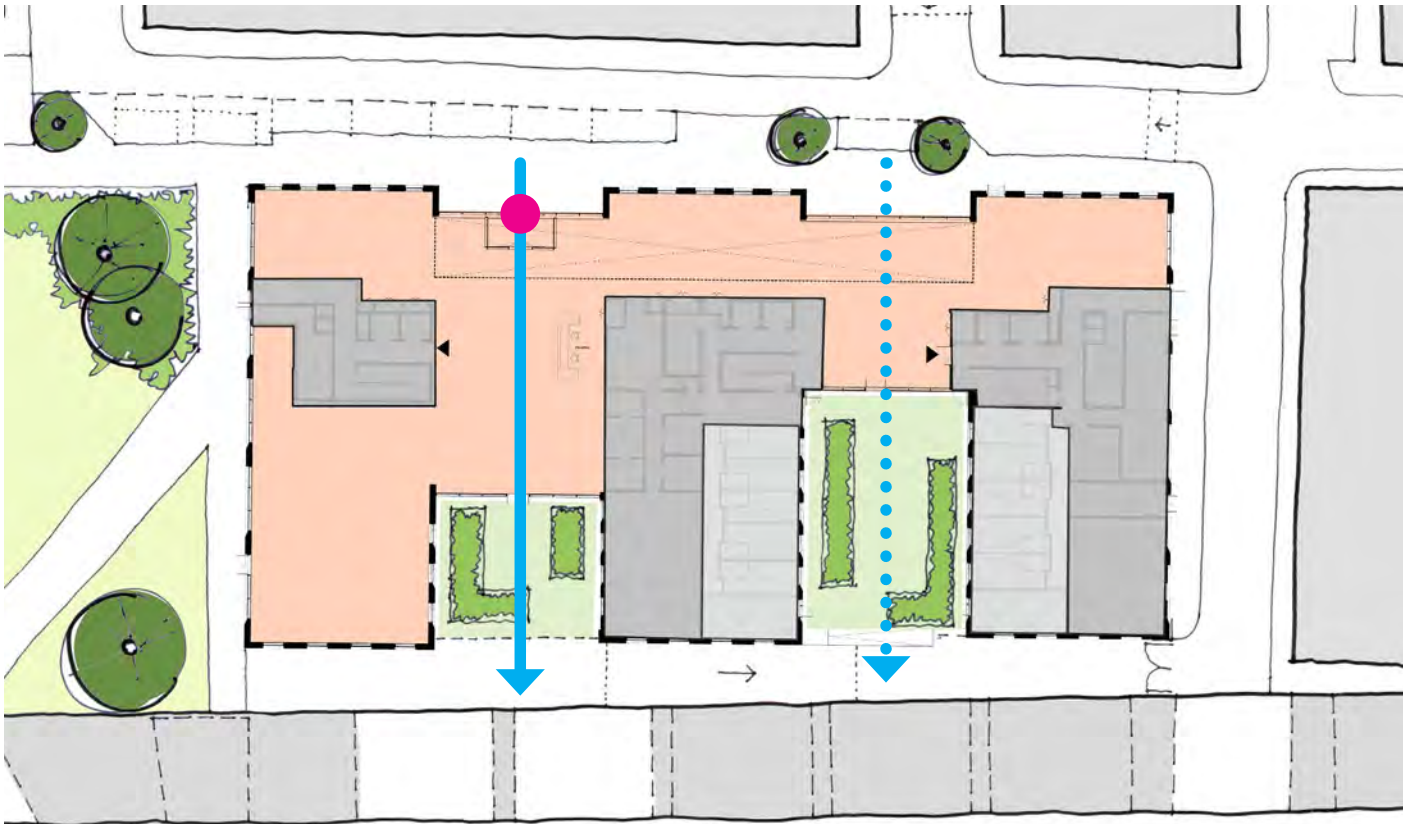


Diagram - Design Intent for Visual Ground Floor Permeability



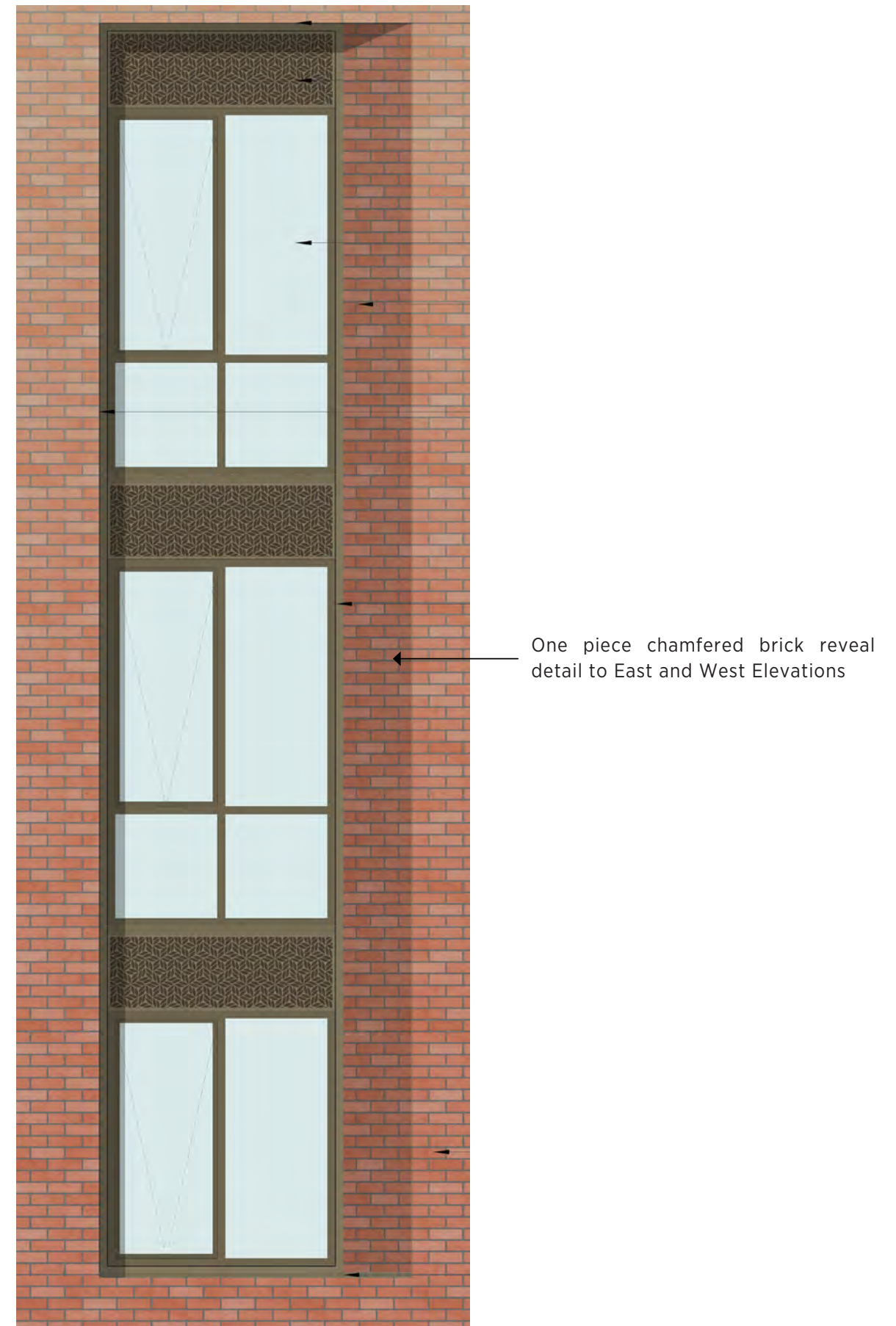
Architectural Illustration - View from Street Level

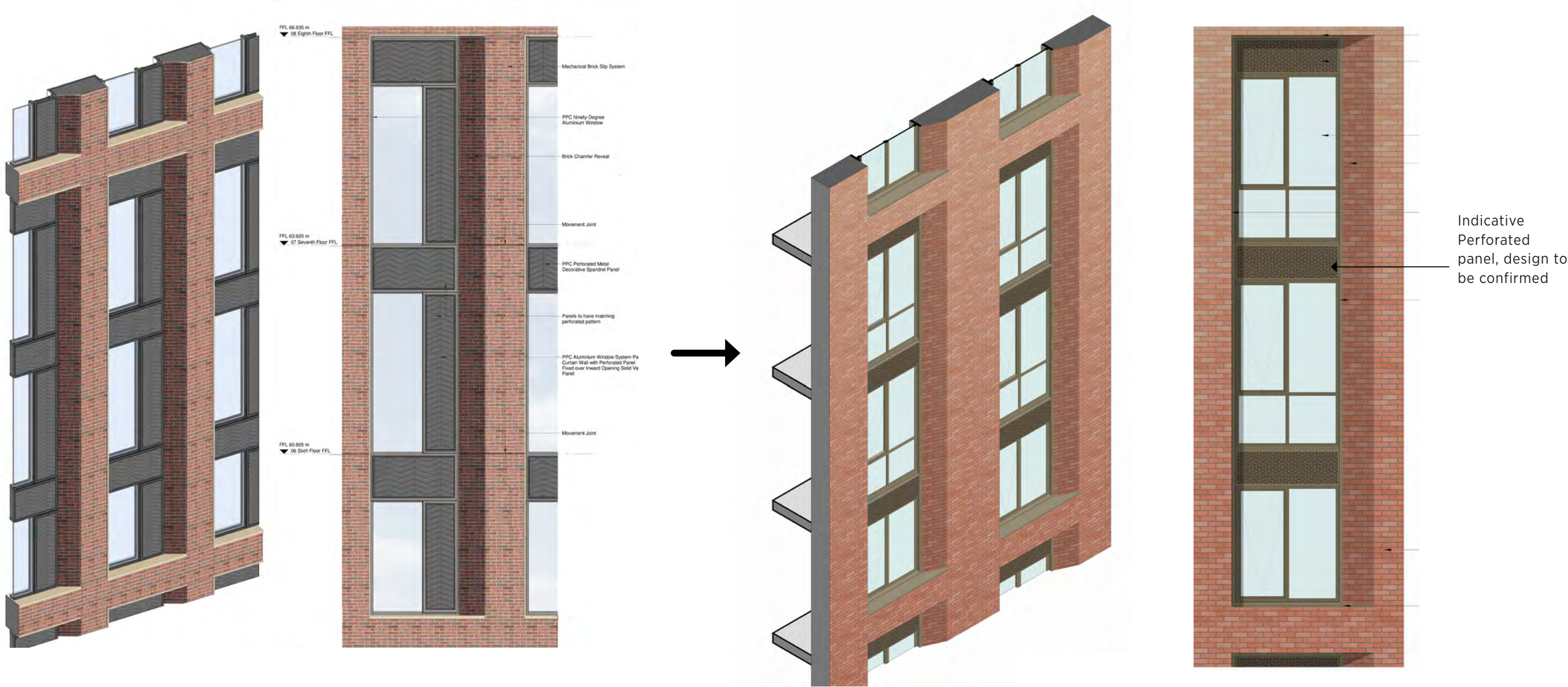
4.4.2 Refinements to window reveals

Following a thorough review of the solutions adopted in the Conservation Area to form window openings within brickwork walls, we have concluded that the building would sit more naturally in its context if solid reveals were used, instead of the metal linings proposed in the latest approved design.

The proposed details now include brick reveals to jambs and heads in the main blocks, and GRC reveals to jamb and heads in the link blocks, in line with their respective cladding systems. On the long elevations of the main blocks, the window jambs to the south are chamfered, allowing a degree of additional direct sunlight, whilst adding some refinement and visual interest to the façades.

Following discussions with the LPA and potential Suppliers for the brick cladding system, it has been confirmed that corner bricks will be procured as one-piece units, instead of cut-and-bond. This will apply equally to the standard 90 degree corners as well as to the chamfered bricks at a bespoke angle along the east and west elevations.



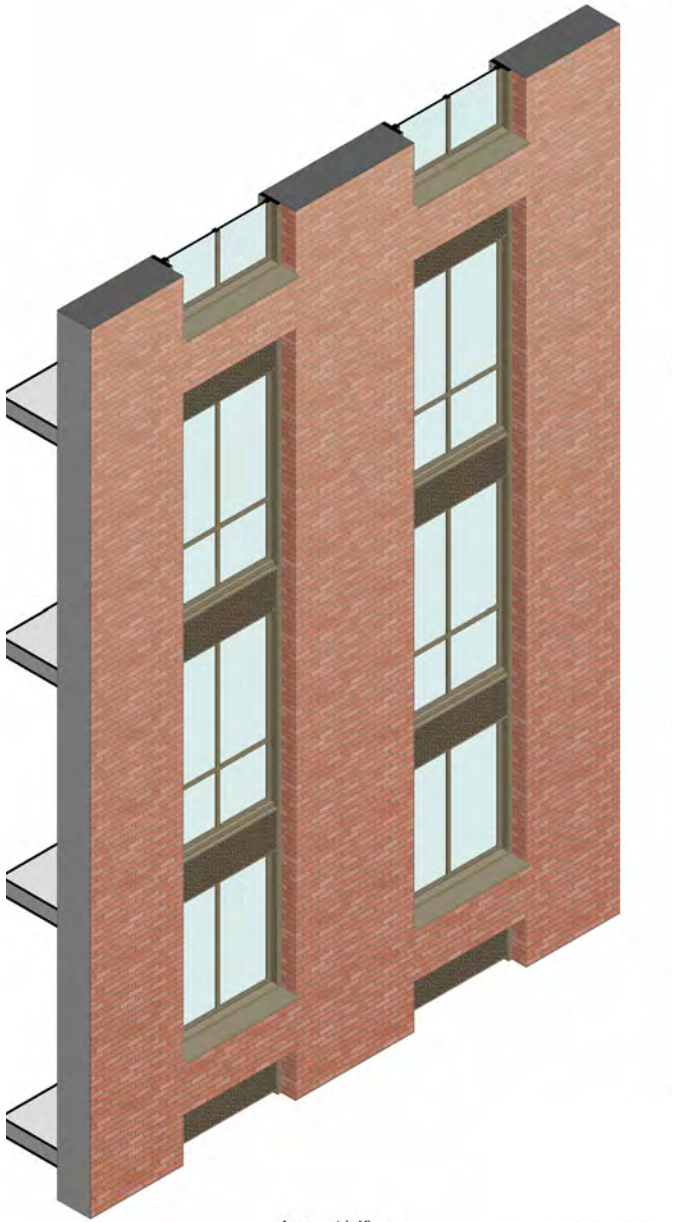


Last Approved (Section 73) Bay Study to East & West Elevations (March 2020)

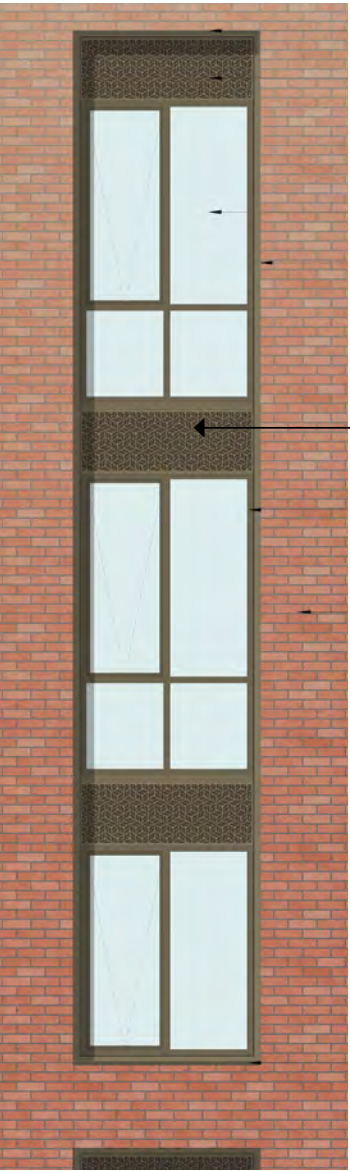
Proposed Bay Study to East & West Elevations



Last Approved (Section 73) Bay Study to North & South Elevations (March 2020)



Proposed Bay Study to North & South Elevations



Indicative Perforated panel, design to be confirmed



Last Approved (Section 73) Bay Study to North & South Elevations - GRC Facade (March 2020)



Proposed Bay Study to North & South Elevations - GRC Facade

4.4.3 Refinement to Metalwork

Following the decision to omit the metal linings to the window reveals, which provided a colour accent in original design, we have reconsidered and proposed a subtler colour palette for the aluminium finishes. The revised proposal replaces the dark grey with two shades of bronze – a medium bronze, used for all the perforated decorative screens; a darker bronze, used for the window frames and for the solid panels behind the decorative screens, acting as a shadow box for the perforations. The screens are proposed to be anodised aluminium in shades of bronze.

Subject to further detailed design by Specialist Suppliers/Subcontractors, the design intent for the decorative panels has also been developed beyond the original Planning Application. We have taken inspiration from floral and petal themes present in the area, which were reinterpreted in a contemporary and more geometric approach, to form a range of potential perforation patterns. These were tested at full scale with samples being laser cut, spray-painted and photographed in context before a preference decided. Proposed details also indicate how a concealed fixing can be achieved between the screens and the window frames.



Pattern Options Developed



Inspiration - Petals/Nature Elements in Conservation Area



Inspiration - Historic Significance/Textiles



Samples of shades of bronze for the metalwork, exact reference to be conditioned and confirmed at a later date



Pattern Tests - 1:1 scale



Pattern Tests - In Similar Red Brick Context



Pattern Tests - View from Ground Level

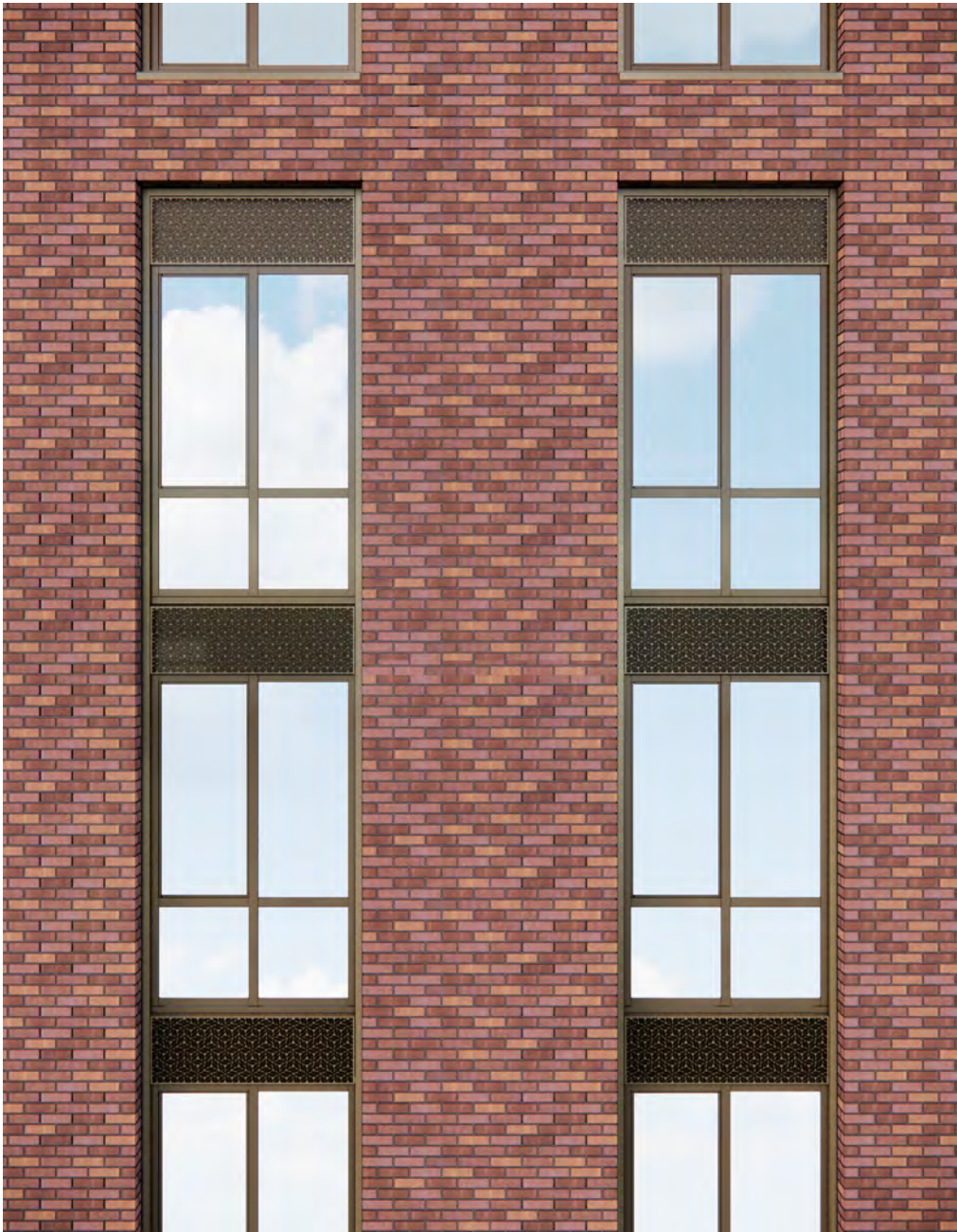


Pattern Tests - View Out / Through

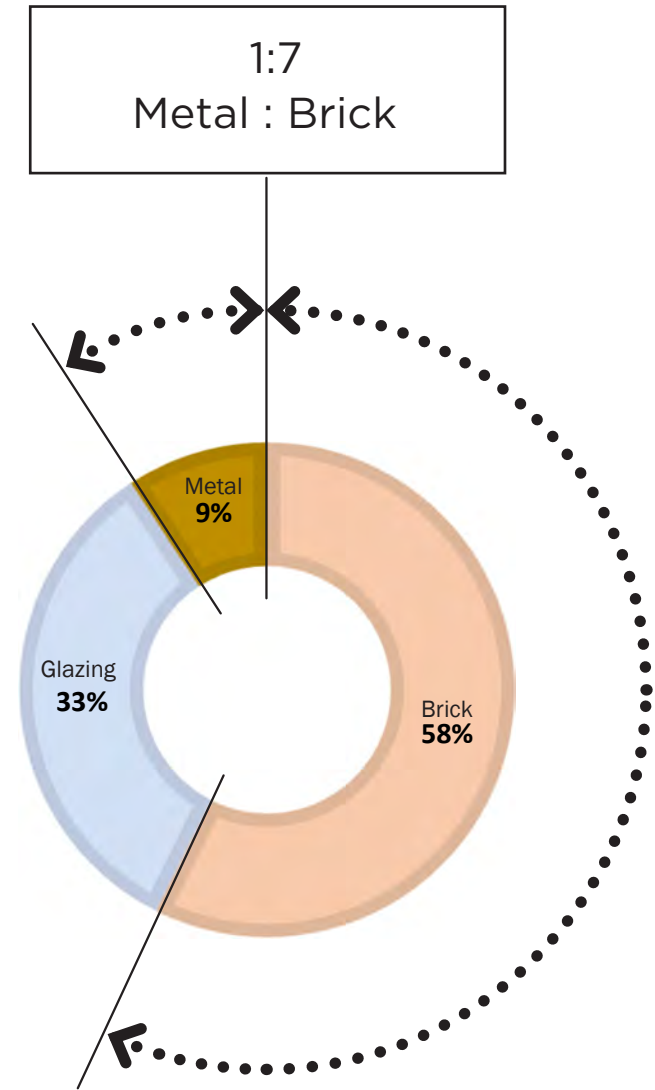
4.4.4 Refinement to Typical Window Bays

Upon review of the elevations submitted with the Planning Application, the LPA encouraged the project team to review the extent of the metalwork on the façades, in proportion with the brick. This prompted a redesign of the window bays, replacing 90-degree opening vents with restricted opening vents, which in turn allowed the metal protection screen to be omitted. The proposed window arrangement is more symmetrical, and the metalwork is reduced by approximately 50%.

Specialist detailed design is required to determine exact window profiles, their widths and depths, to suit wind pressures and other technical requirements of the project



Proposed window arrangement



Design Intent - Decorative Panel and Windows

4.4.5 Refinement to Service Areas

Upon review of the elevations submitted with the Planning Application, the LPA have queried if a more integrated solution could be developed for service areas at the ground floor, particularly on Echo St.

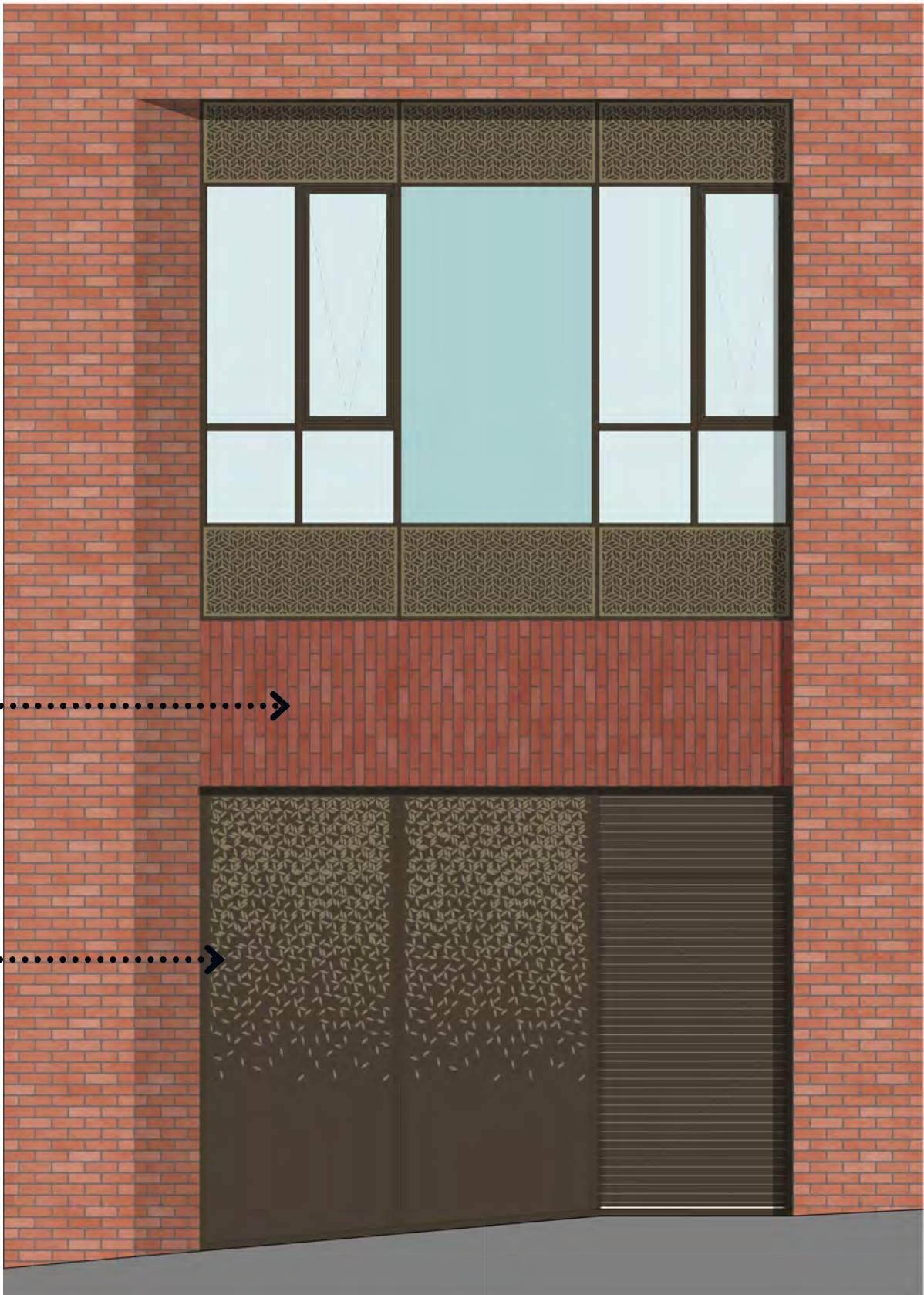
This was addressed with the introduction of a feature brick band between ground and first floors, and a variation of the decorative pattern for the lower panels, finished in PPC at this level to ensure consistency across different types of metalwork.



Echo Street Ground floor Elevation

Feature brick band adds visual interest and separates ground floor design and finish to metalwork

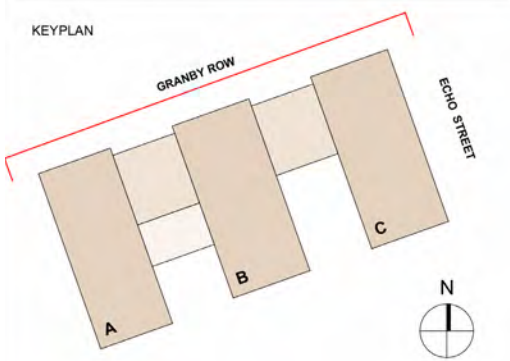
Ground floor decorative screen “falling petals” pattern PPC finish proposed to ground floor only for consistency, ease of repair and replacement



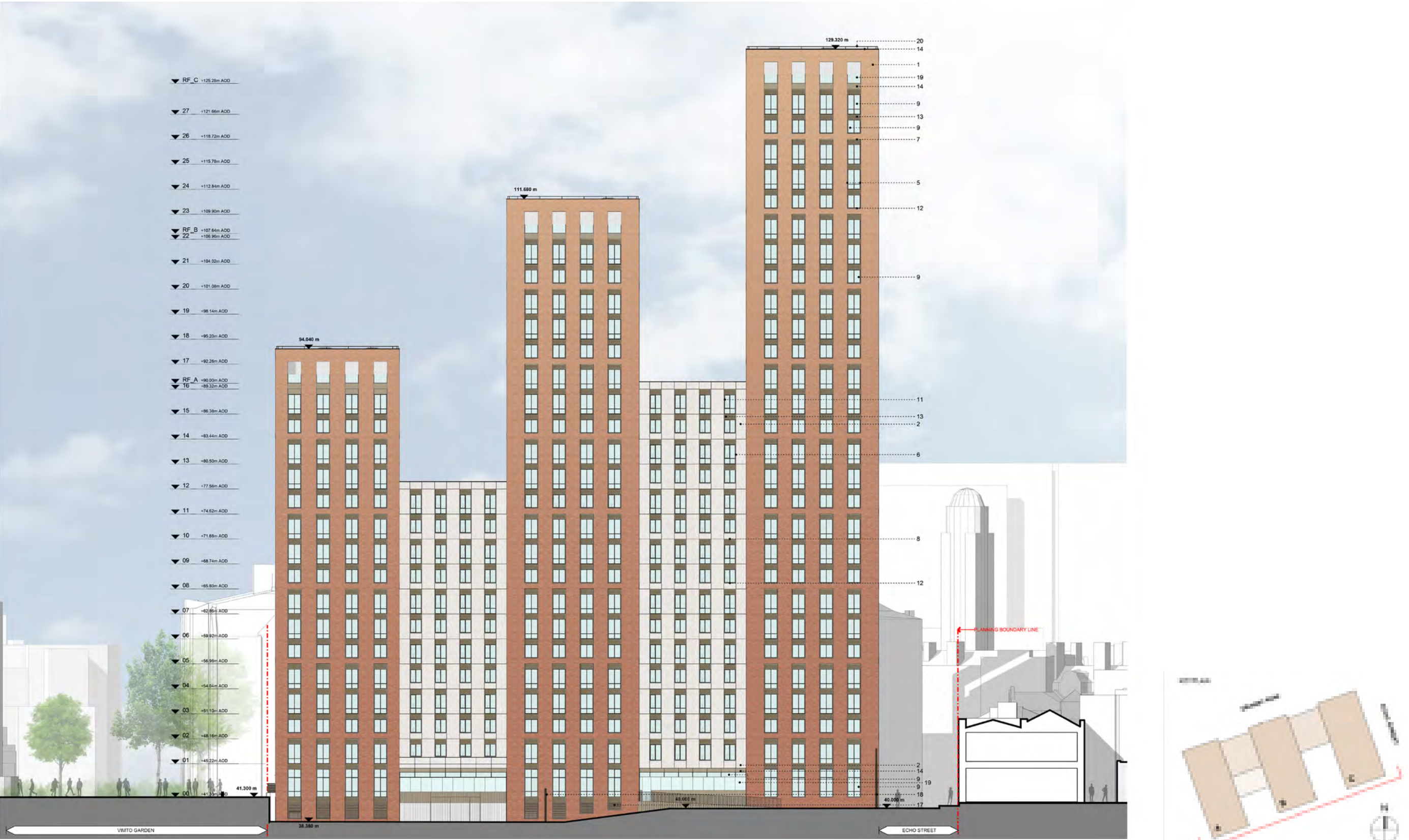
Bay Study with proposed metal work and brick banding



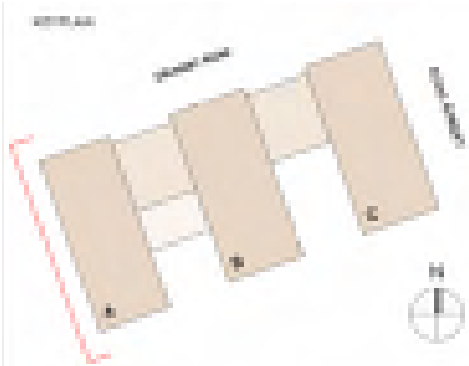
Architectural Illustration - Vimto Park View



Proposed North Elevation



Proposed South Elevation



Proposed West Elevation



Proposed East Elevation

4.5 Site Plan and General Arrangement

4.5.1 Site Arrangement

The proposed building maximises the development potential of the application site and provides a 4.5m easement to the Altrincham railway viaduct to the southern edge of the site.

Arranged across the three blocks stepping down from east to west, two intermediate linking blocks sit recessed between the main blocks to provide a continuous but dynamic street frontage to Granby Row. These linking blocks are shallower than the main blocks, forming two courtyards facing the viaduct. These external spaces are for the residents' use only and are as described further within the landscape section.



Architectural Illustration - View from Station Approach, Piccadilly Station

The building provides a single usage as student accommodation, including associated amenity space. This helps not only to simplify the floorplate arrangements and create better overall efficiencies, but assists in the management of spaces and eliminate some area duplication. The majority of the amenity space is now located on the Ground Floor activating the street frontages and catering to all student accommodation above.

The proposed landscape design addresses the poor existing urban realm which includes inconsistent materials in a poor state of repair. It unifies the site with a renewed and consistent palette of materials providing additional trees to enhance the external environment for the general public, evolving this underused end of Echo Street and Granby Row from a route into a destination in its own right.

A private ramp to the south of the site is proposed for service vehicles and cyclists' access to the lower ground floor where the plant room, cycle stores and bin stores are found.

Plant rooms are located on both the Lower Ground floor, with some small incoming services located at ground floor. The roofs generally house limited areas of plant to maximise available space for PV's.

4.5.2 Lower Ground Floor

All back of house facilities are located at the lower ground floor in order to maximise the space at ground floor level for more premium and front of house spaces. Set 3820mm below the ground floor, the lower ground floor sits under blocks A and B forming a rectangular space where the changes in level around the site boundary offer the opportunity for a below street level space. It houses the combined domestic cold water tank, wet riser tank and sprinkler tanks for both the residential units and a separate and much larger commercial sprinkler tank for the large open plan amenity space, alongside small general FM storage and a generator space for back up power for life safety systems. External access to this level including building deliveries etc is afforded by a wide vehicular ramp at the rear of the building. This is secured by gates which are monitored by the building management team.

Other facilities in the lower ground floor level include 2 cycle storage areas, providing just over 300 spaces for both resident and staff usage. These cycles stores are located in close proximity to Cores A and B to allow access internally through the building to the ground floor and beyond.

A large bin store is also located at the Lower Ground floor, catering for residents who would live directly in the rooms above. Access can be gained via cores A and B, both of which extend to the lower ground level by a single stair and lift access in each for general ease of movement.



Proposed Lower Ground Floor Plan

4.5.3 Ground Floor

The ground floor largely accommodates the student amenity spaces with a welcoming reception and management support spaces. It occupies a slightly larger footprint than the upper floors to allow the size of amenity space required.

The main entrance is located off Granby Row, nestled neatly between the recesses of the building façade with a feature double height space over it.

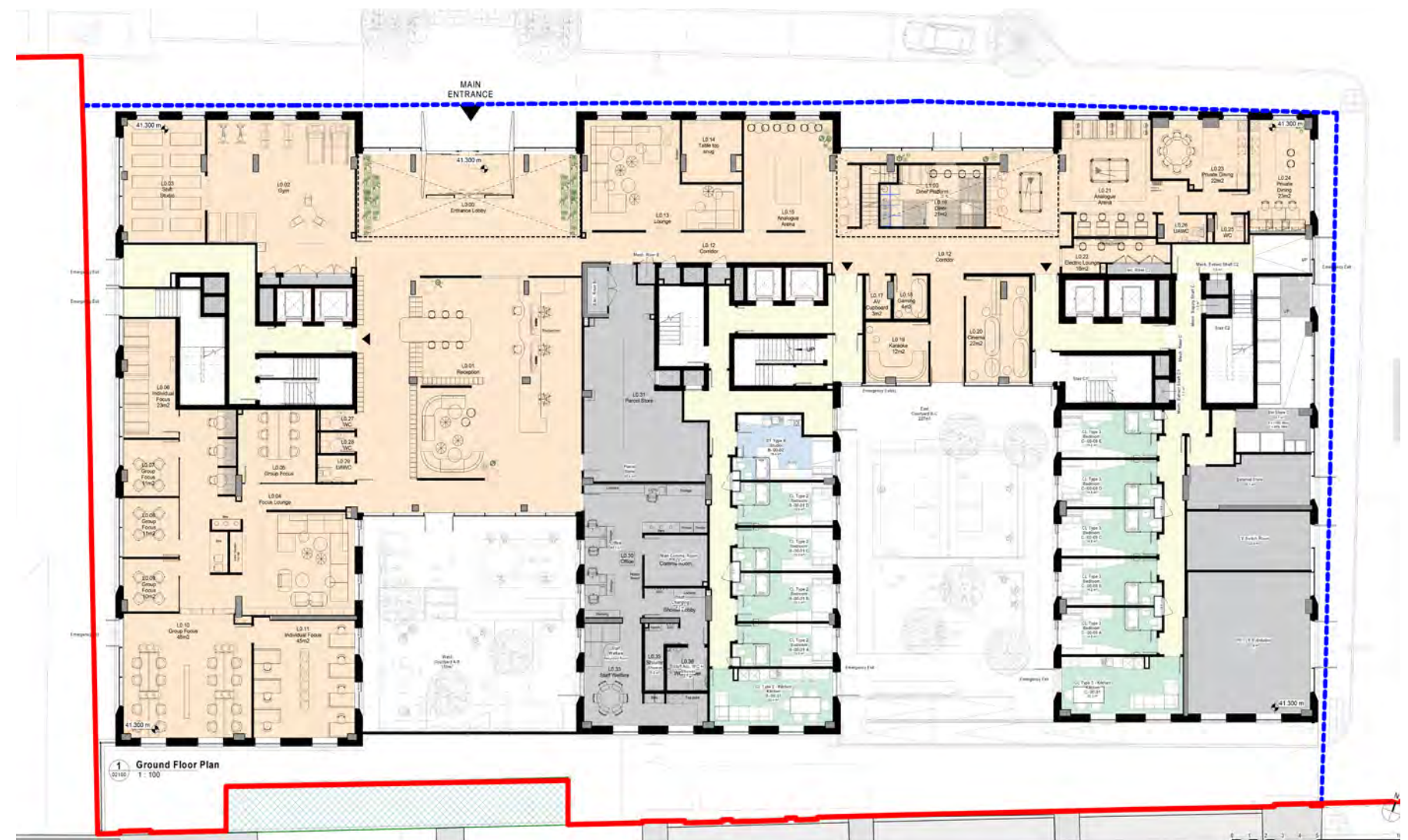
The amenity areas provide a single large space to the welcoming reception area, surrounded by a series of smaller spaces, supporting a variety of focussed activities for medium and smaller sized student groups. Access to 2 private and secure courtyards at the rear of the building provide an opportunity for external landscaped spaces for outdoor activity.

The flow of people into and through the building has been carefully considered, to help foster positive wellbeing and to ensure all spaces are safely and effectively managed and viewed by Building Management staff.

The reception area sits close to the building entrance and in the gravitational centre of the amenity space which has a clear view of all ground floor areas. This is connected and supported by a staff management suite which provides daily resident support and facilitates the running of social events in the amenity areas throughout the year.

The 3 cores to the upper residential floors are all capable of being accessed from the ground floor amenity areas. Residents would be able to naturally 'pass-by' reception on their way out to pick up post, meet friends and interact with their student neighbours. In the event of an emergency evacuation, all cores additionally connect directly to external air at ground level.

A small amount of back of house space sits along Echo Street, housing the incoming services and substation – all of which can be accessed directly from street level. A second bin store also serves residents who live directly above.



Proposed Ground Floor Plan

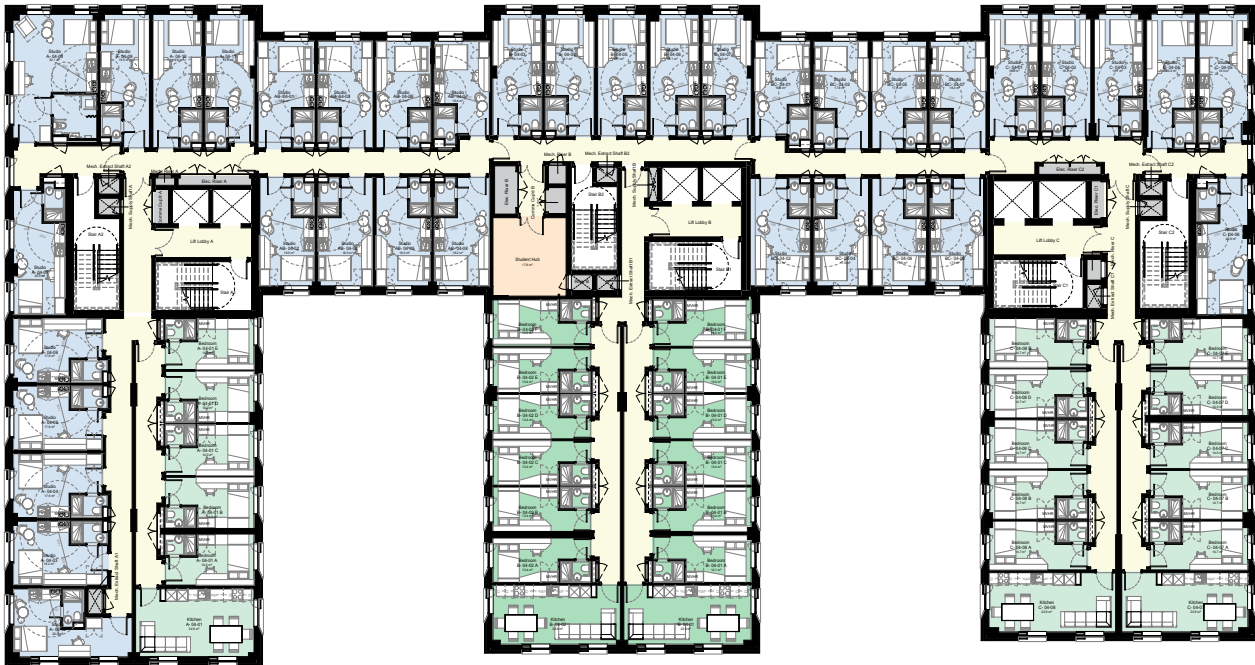
4.5.4 Typical Floors

The typical floors are arranged much more simply than previous, with all floorplates stacking vertically, affording a more efficient use of space with simpler servicing. The arrangement places studios of various sizes to areas of the floorplate that would have the best views, primarily along Vimto Park and along Granby Row. This arrangement additionally helps to connect all three cores together.

Ensuite cluster accommodation in group of either 5 or 6 bedrooms are located in the 3 ‘wings’ of the building, laid out in typical cluster arrangement. Bedrooms face into the more private courtyard spaces with social kitchen spaces at the end.

Each core provides a fire fighting stair and 2 lifts in a protected fire compartment enclosure. The lifts are sized to accommodate the number of occupants likely to use them and provide both firefighting and evacuation scenarios. A second stair adjacent to each core provides an alternative means of escape and is located away from the fire fighting stair in order to prevent a single point of failure. This provides high levels of fire safety and is line with incoming guidance.

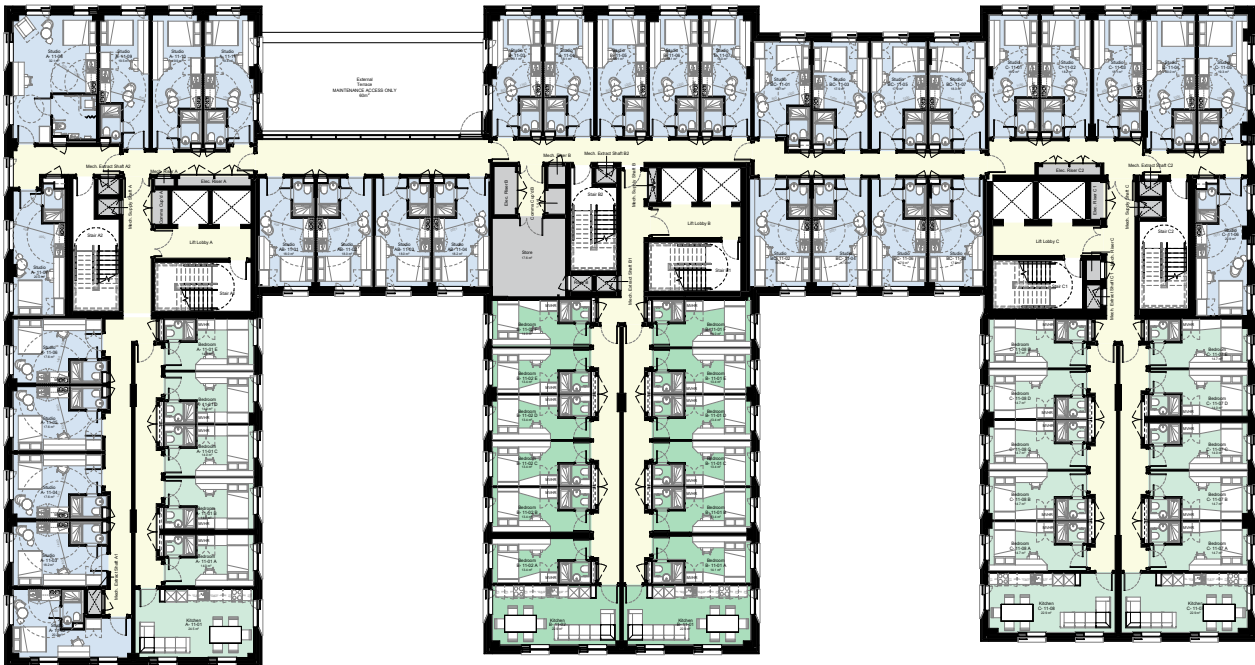
The central core provides additional area for various support spaces which alternate as the building rises. This allows student laundries to be interspersed and distributed much closer to residents rooms, alongside small amenity spaces for individual activities as well as FM storage and comms space to service the building.



Typical Floor Plan: Level 3 - 10

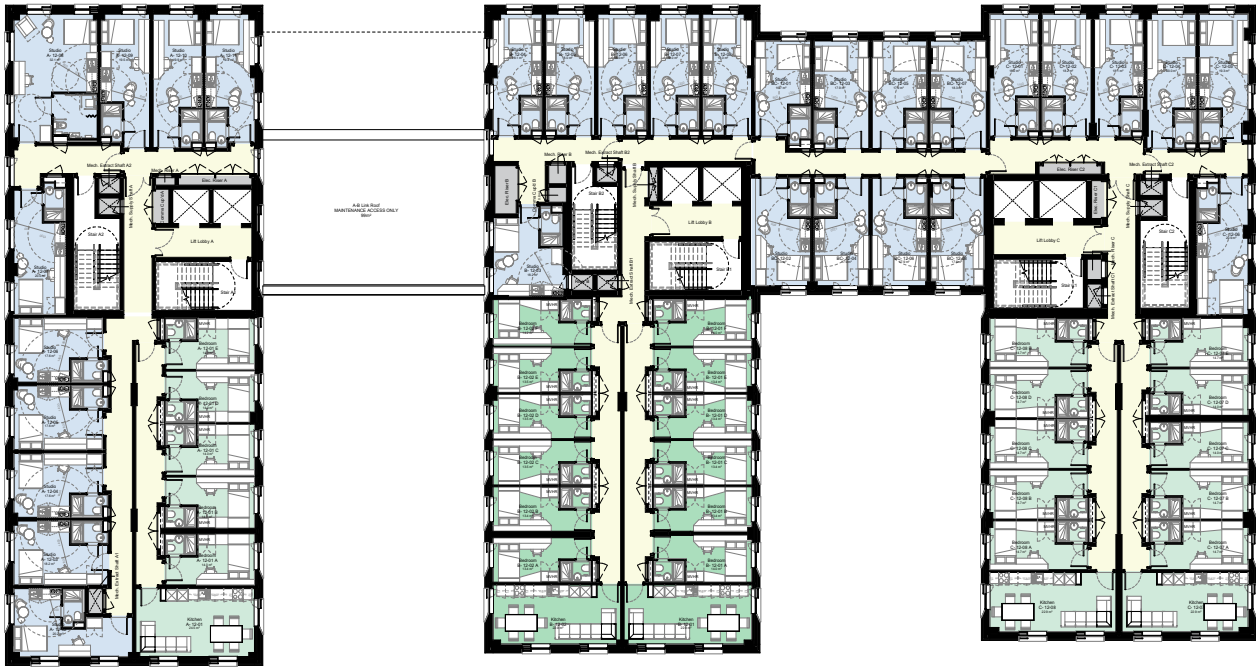


Floor Plan: Level 1

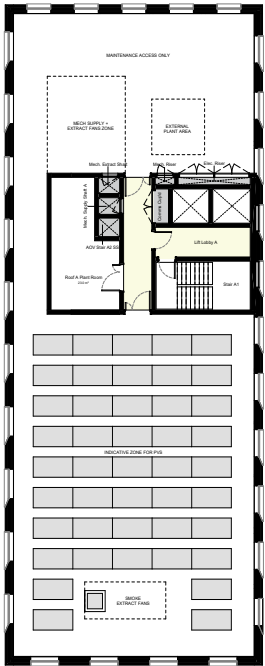


Floor Plan: Level 11

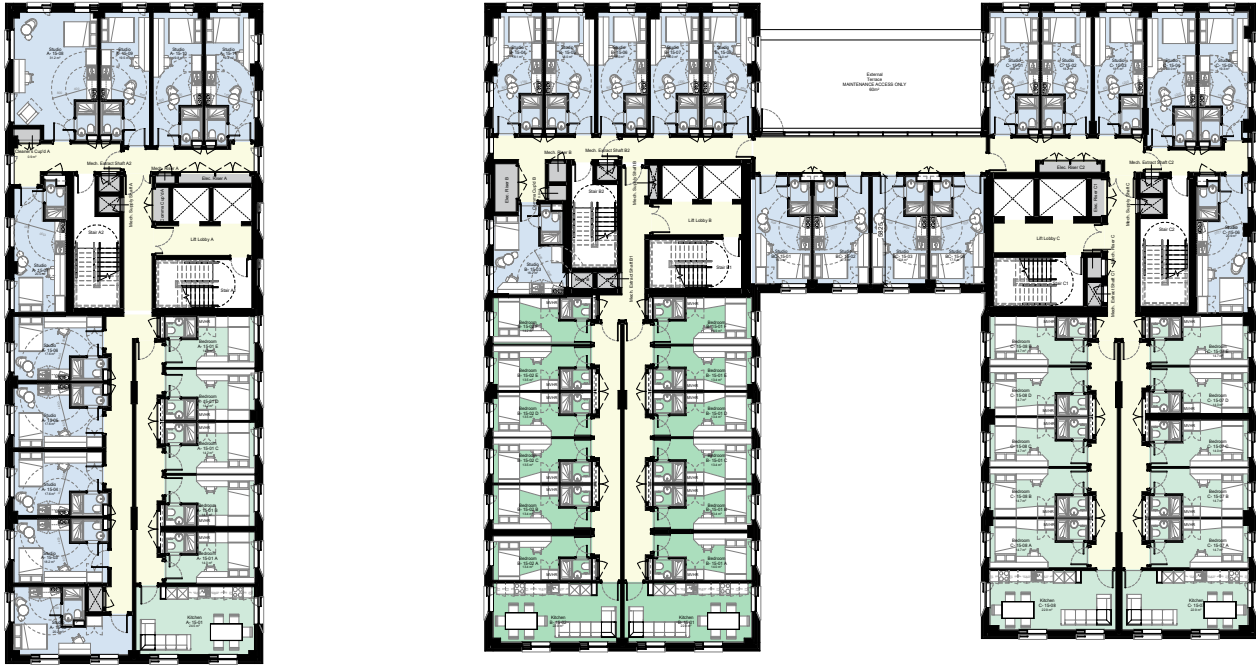
The highest parts of the building repeat a similar floorplate as below, with additional studios slotted into the middle Block B. Premium city views are afforded to the highest levels as the lower link buildings fall away.



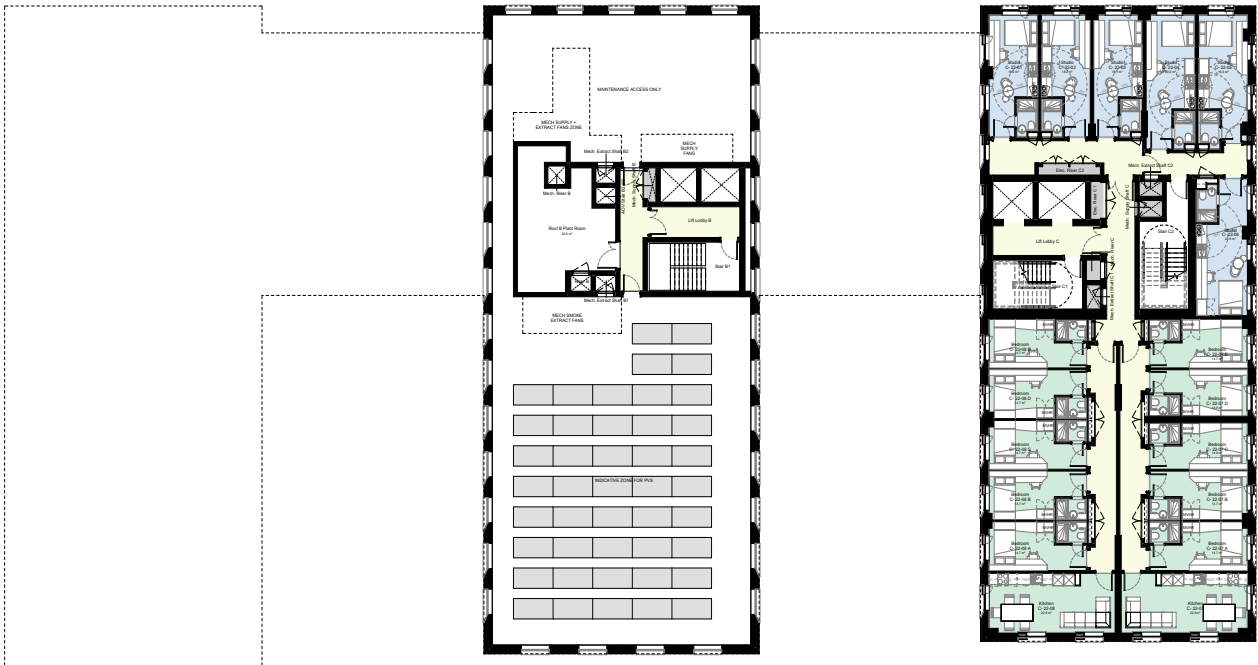
Floor Plan: Level 12-14



Floor Plan: Level 16-21



Floor Plan: Level 15



Floor Plan: Level 22-27

4.5.5 Amenities

The ground floor space is divided into different zones to give clear definition and function, whilst also responding to the location and views across Vimto Park. The space is zoned into 5 distinct and clear activity areas, focussing on arrival and welcome, wellness, individual and group focus and social & games with supporting staff and management tucked away behind the reception. This zoning offers every student a choice from private and cosy singular spaces, to group spaces in a variety of sizes that will appeal to everyone.



Ground Floor Plan: Amenities Zoning Layout

Precedent studies of look and feel for different amenity zones;



Reception Area



Gym



Cinema



Diner Area



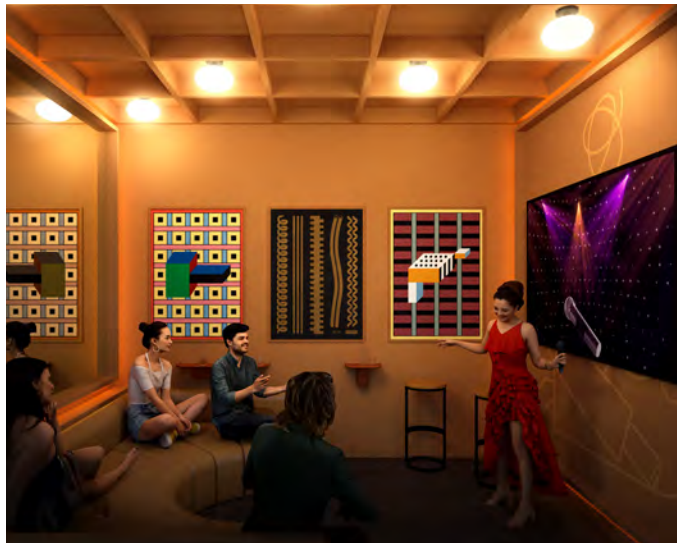
Group Focus Room



Private Dining Room



Study Booth



Karaoke



Arcade & Analogue Lounge

Proposed Combined Roof Plan

4.6 Place-Making – Private and Public Realm

The landscape strategy creates a sense of place through reconfiguration of materials and layout of the public realm. A redesign of the poorly-maintained and unloved car-dominated streets will provide a rebalanced street hierarchy in favour of pedestrians. Hot rolled asphalt with coated chippings was chosen to visually slow down the pace of the street along with Yorkshire stone pavings and conservation kerbs. It will give presence to the student entrance and provide opportunity for tree planting and street furniture to enhance the experience for people using Granby Row.

Echo Street will remain bounded by Bainbridge House to the east, although the public realm enhancement works to this street will improve this route. The outcome will be a more welcoming street for pedestrians accessing the Manchester University's North Campus beyond the viaduct. The hard surfacing continues around the Vimto Park frontage from Granby Row.

Courtyards at ground level feature dense, shade-tolerant plant species, contributing to these spaces becoming quiet and sheltered amenity spaces, with lightweight furniture and catenary lighting. In turn, this becomes a source of visual interest for building users overlooking the courtyards.



Proposed Street View from Granby Row

4.7 Quantities

4.7.1 Accommodation Mix

The accommodation mix has been developed closely with the client to find the most suitable combination of apartment types, while ensuring good space standards and daylight/natural ventilation requirements.

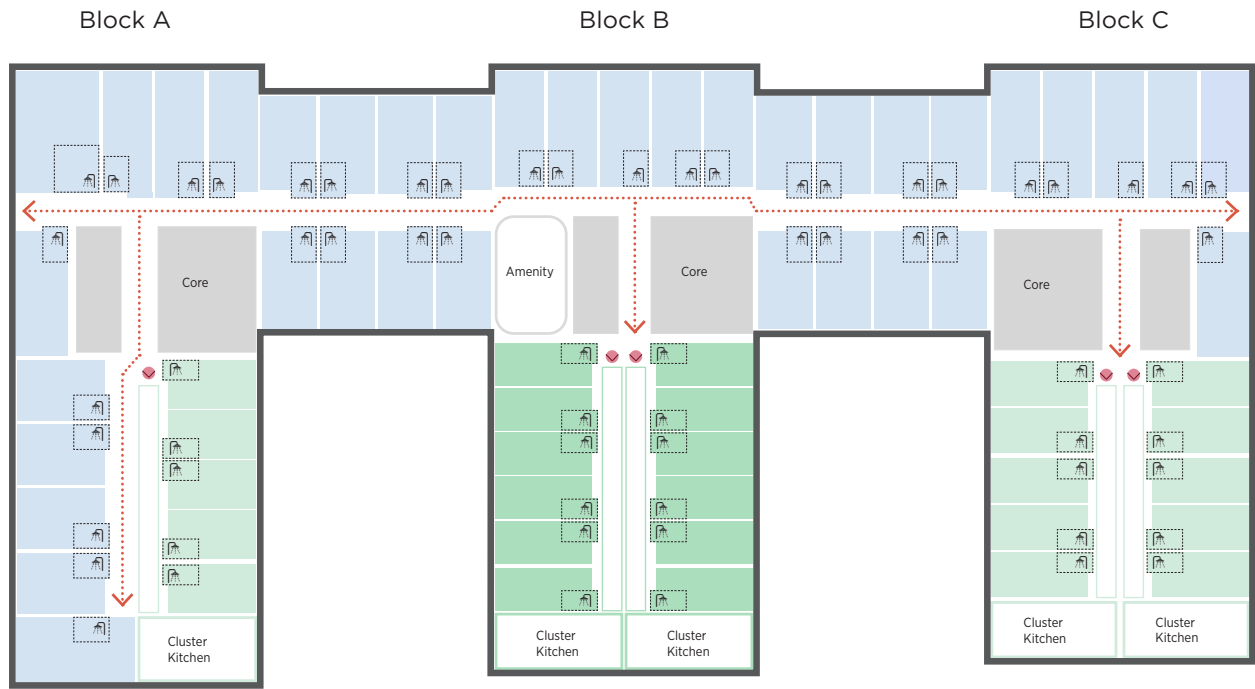
A total of 1224 beds are provided, equally split between studios and ensuite clusters.

Studios range in size, from more compact varieties to larger versions. This mix provides a varied range of size and specifications to meet different budgets and requirements. The largest studio is also capable of being fitted out as an accessible version. More details are provided in section 6.7, Internal Accessibility.

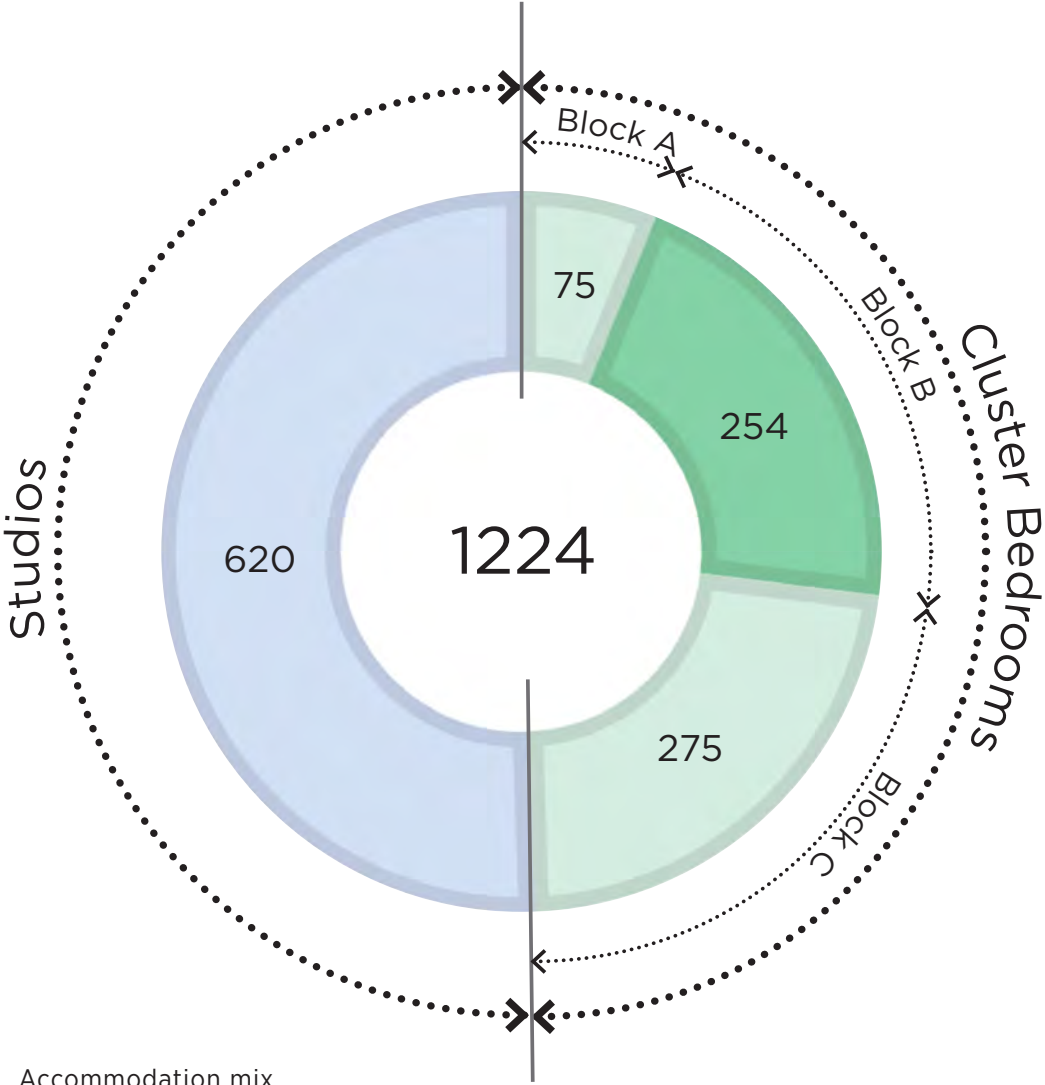
Clusters are grouped into either 5 or 6, all of which have a Social kitchen towards the end. All cluster bedrooms are provided with en-suite bathroom pods.

The only exception to this is a 4 bedroom cluster located at Ground Floor of Block B.

A more detailed breakdown about the accommodation mix can be found in the table adjacent.



Typical diagrammatic floorplan



Accommodation mix

Bedroom Count - Summary			
Unit Type	Unit Count	Bed Count	Percentage of Total
Ground Floor (Block B) 4 Bedroom Cluster	1	4	0.3%
Standard 5 Bedroom Cluster	72	360	29.4%
Standard 6 Bedroom Cluster	40	240	19.6%
Studio	620	620	50.7%

Total Bedroom Count - 1224

4.7.2 Area Schedule - GIFA and GEA

The overall Gross External Area of the proposed development is 41,794m², with a GIFA of 38,359m².

The amenity space provided is 1,109m², equating to 0.9m² per student room.

The GIFA figures have been developed during the design process to meet the client’s needs and to accommodate the occupant’s requirements.

GIA by Level		
Level	Area (m²)	Area (ft²)
B1	941	10,132
00	1,928	20,749
01	1,713	18,439
02	1,821	19,604
03	1,821	19,604
04	1,821	19,604
05	1,821	19,604
06	1,821	19,604
07	1,821	19,604
08	1,821	19,604
09	1,821	19,604
10	1,821	19,606
11	1,750	18,833
12	1,642	17,675
13	1,642	17,675
14	1,642	17,675
15	1,571	16,905
16	989	10,645
RF_A	82	878
17	989	10,645
18	989	10,645
19	989	10,645
20	989	10,645
21	989	10,645
22	490	5,269
RF_B	88	949
23	490	5,269
24	490	5,269
25	490	5,269
26	490	5,269
27	490	5,269
RF_C	98	1,056
Grand total	38,359	412,889

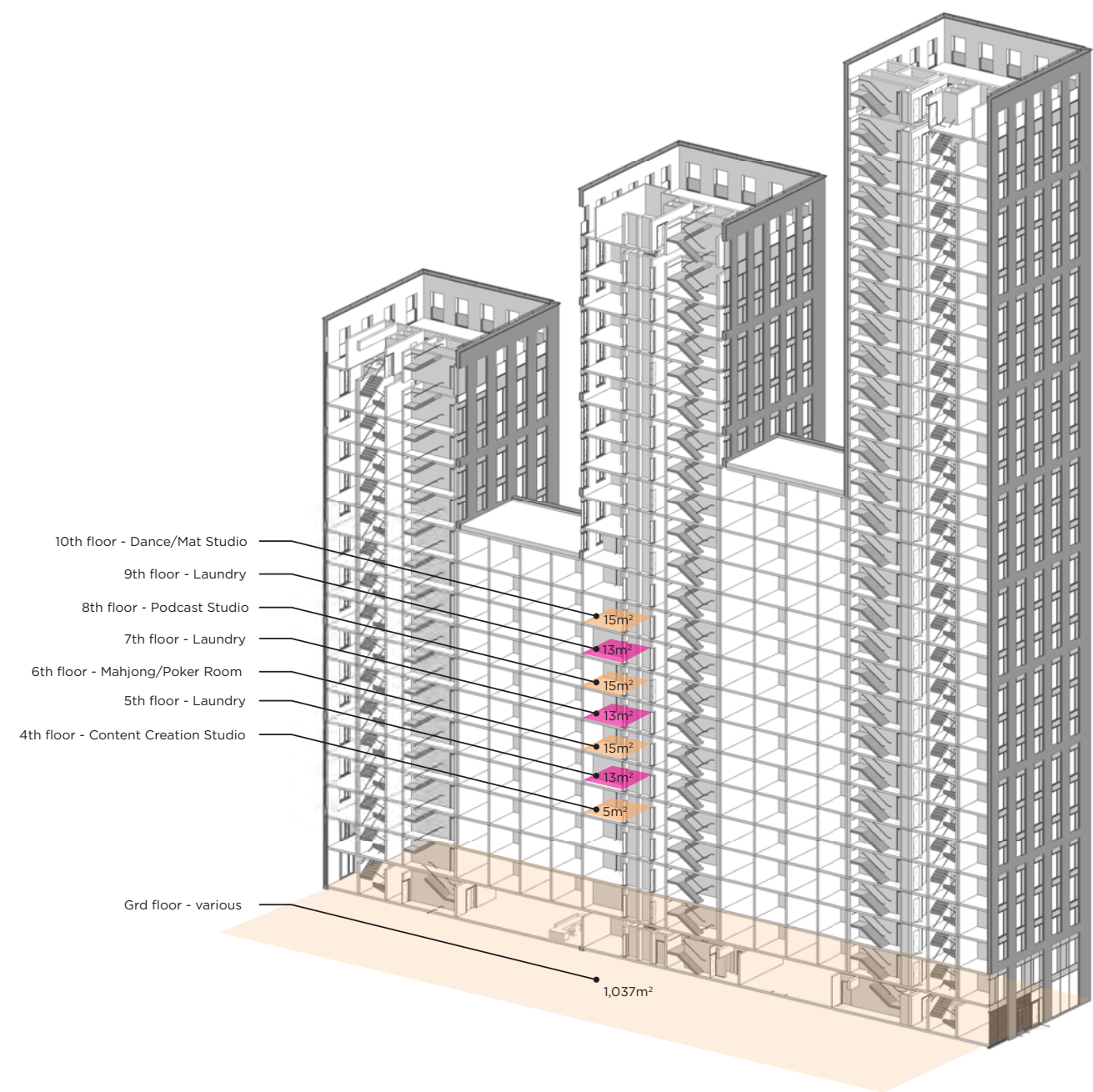
Schedule of Gross Internal Floor Area (GIFA)

4.7.3 Schedule of Amenities

The amenity spaces are largely located on the ground floor and include a reception and welcome area, social and games area, wellness area, group and individual focus areas as well as supporting staff and management areas. The space is configured to have large open plan spaces as well as more cellular rooms for a variety of student needs and preferences.

Smaller satellite spaces are located on floors 4, 6, 8 and 10 which support smaller group/individual activities such as content creation, podcast table top games and dance studio. They are located centrally within the floorplate to provide a quick and flexible spot when the space is required.

Rather than creating a single large laundry at ground floor, smaller laundries are distributed vertically throughout the building on floors 5, 7 and 9 in a similar central floorplate location to the smaller amenity spaces described above.



Amenities Diagram: Location and Areas

4.7.4 Space Standards

4.7.4.1 NDSS

It is considered that the Nationally Described Space Standards (replicated in Appendix A of the Manchester Residential Quality Design Guide) are not directly transferable to the proposed development given its sui generis use and the short-term nature of its occupation by a specific group with unique accommodation needs, compared to those of other households.

This has been acknowledged by the City Council in respect of previous PBSA schemes approved in recent years, including Unite’s development at New Wakefield Street and Downing’s scheme at River Street and indeed accommodation developments proposed by both main universities.

4.7.4.2 Other Standards

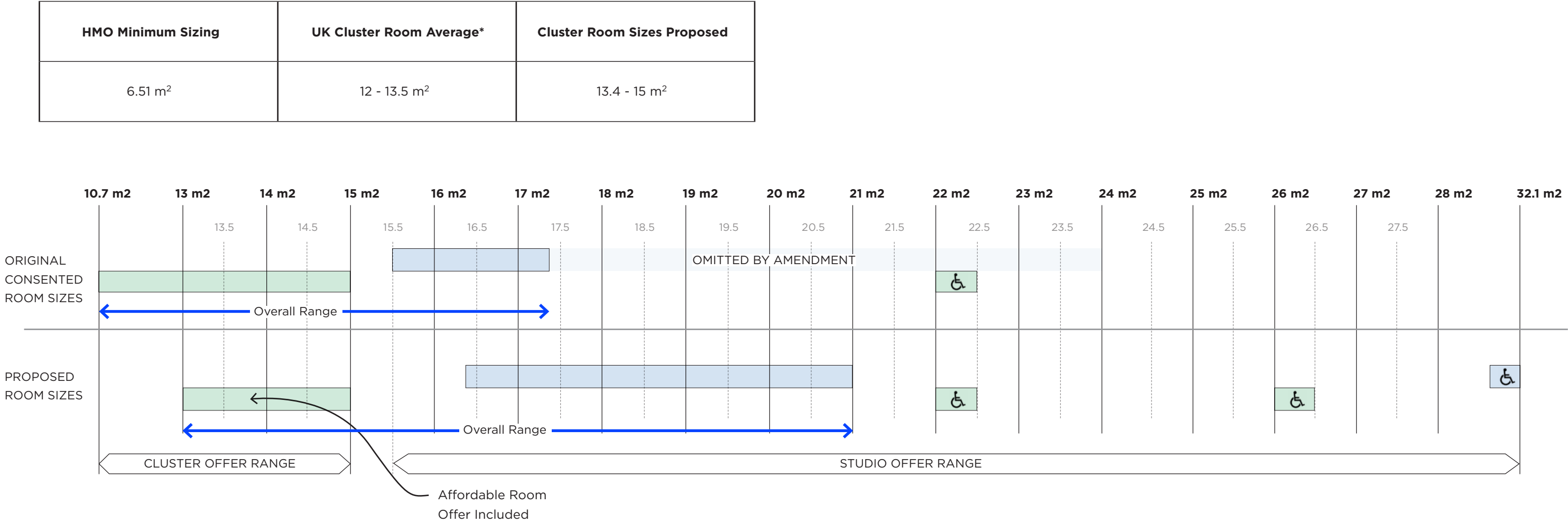
The development has carefully considered the living accommodation to ensure that good quality student living spaces can be provided without compromise.

The accommodation proposed far exceeds any minimums prescribed under HMO standards (min size of 6.51sqm for a single bedroom), and also exceeds the UK average sized room, currently stated as somewhere between 12-13.5sqm (*Knight Frank Student Property Report 2023).

The previous consented scheme (LPA ref. 18267/FO/2017), included for 242 students rooms, 68% of which were in small clusters of between 3 and 6 rooms plus a small range of studio types including twodios for 2 to share.

The proposed scheme now includes a wider spectrum of room types and sizes as shown below. The increase variety reflects the student demand for broader choice and a range of pricepoints. The client commitment to provide a portion of the rooms as affordable (20% of the incremental increase in student rooms, equating to 196 rooms) has also been provided for. These rooms are not reduced in size to ensure that social labelling doesn’t occur and everyone has access to the same facilities regardless of financial circumstances

Proportionally, each space has been carefully considered to ensure that a high quality fit out can be provided. The following pages show each of the typical room types and their proposed fit outs.



4.8 Typical Internal Layouts

As described in section 4.5.4, the building is arranged in a format that is not only efficient but allows maximum repeatability across the upper floorplates.

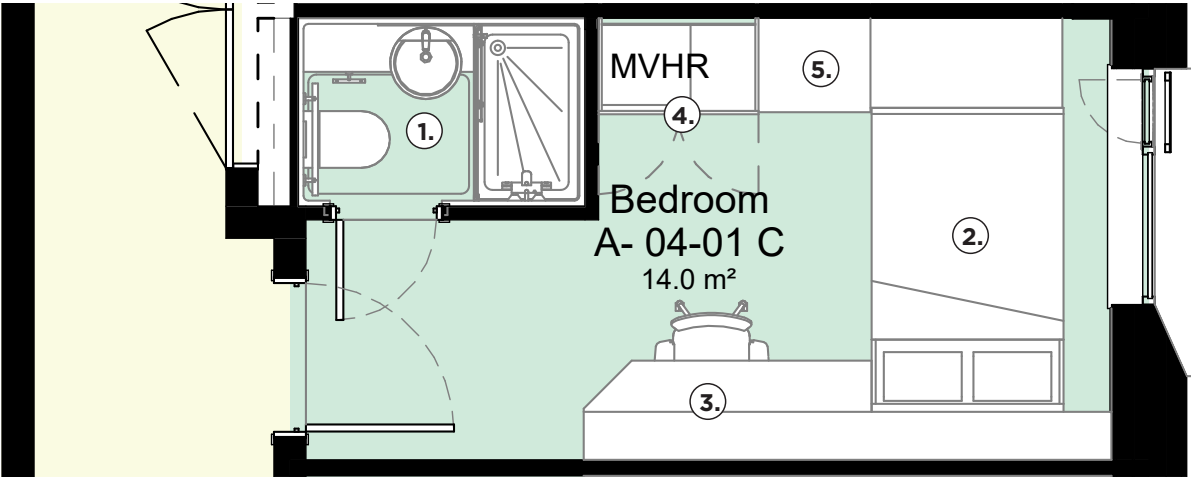
The accommodation comprises 1224 bedrooms, 605 of which are arranged in cluster format with a shared kitchen and living space, and 619 are self contained ensuite studios. Clusters are all ensuite and of small size, grouped into flats of either 5 or 6. The interior design of all of these rooms are to be developed further as the scheme develops.

4.8.1 Block A - ensuite clusters of 5

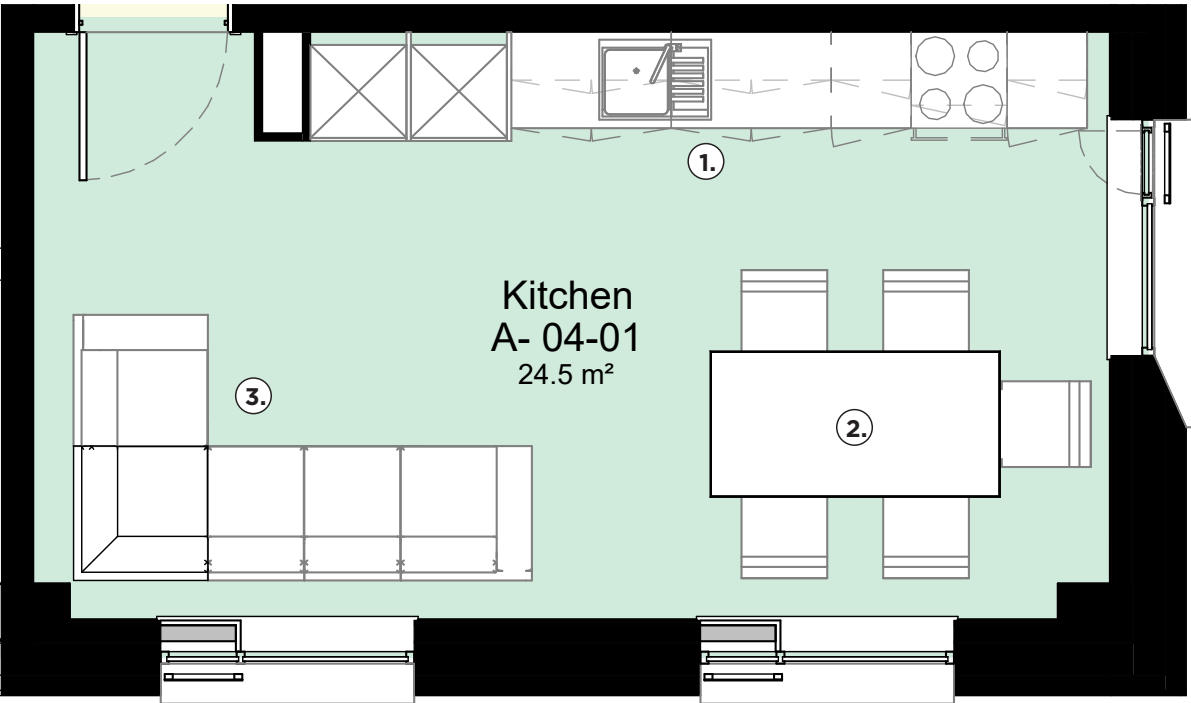
Clusters are laid out in a typical plan fashion, with a cluster hallway providing access to each bedroom area and a shared kitchen at the end of the hallway.

Each bedroom is spacious and of equal proportion and size. They are fully furnished with a ¾ bed (small double), wardrobe and storage spaces, along with a desk for studying.

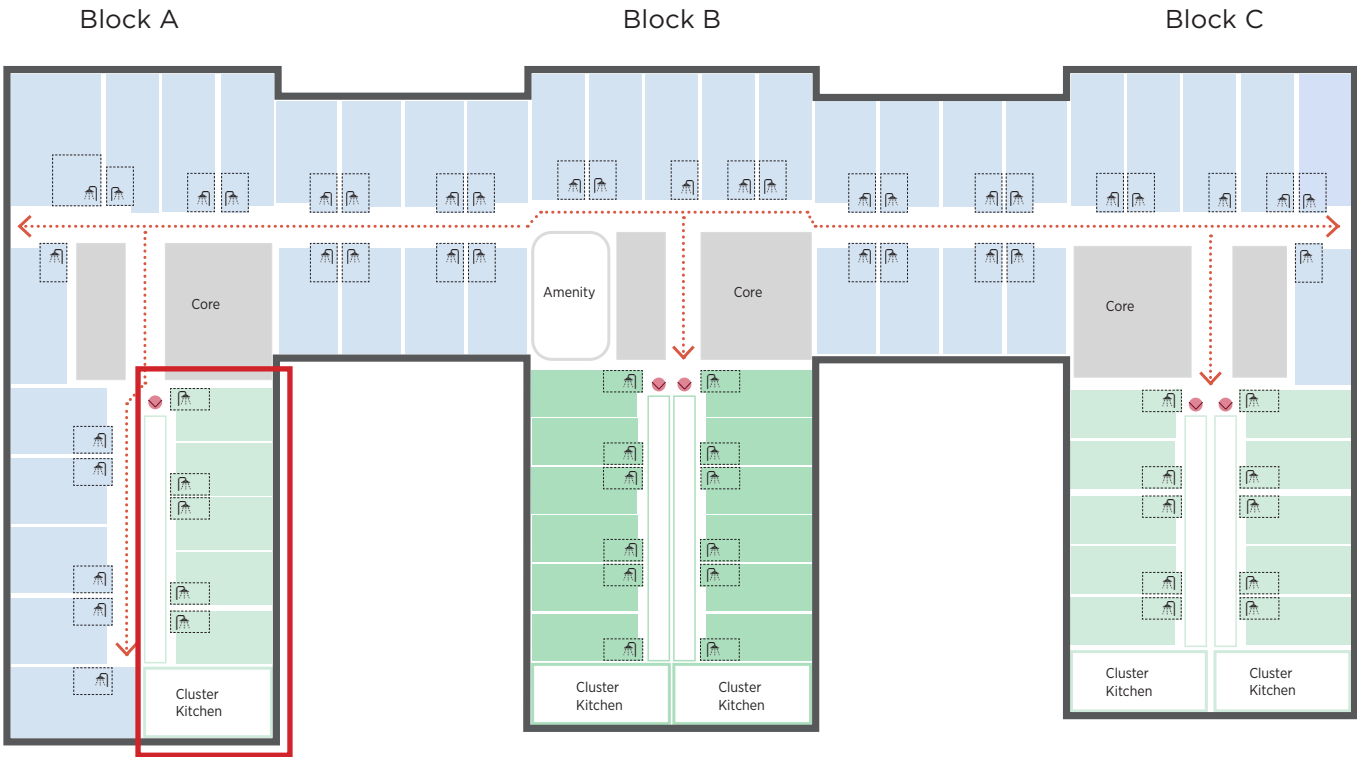
Shared kitchens are sized to cater for the number of students using, and come fully equipped with a social kitchen space, dining area and living space for relaxation.



- 1. Bathroom Pod
- 2. Small Double Bed (3/4)
- 3. Desk with overhead shelves
- 4. Wardrobe
- 5. Integrated seating unit



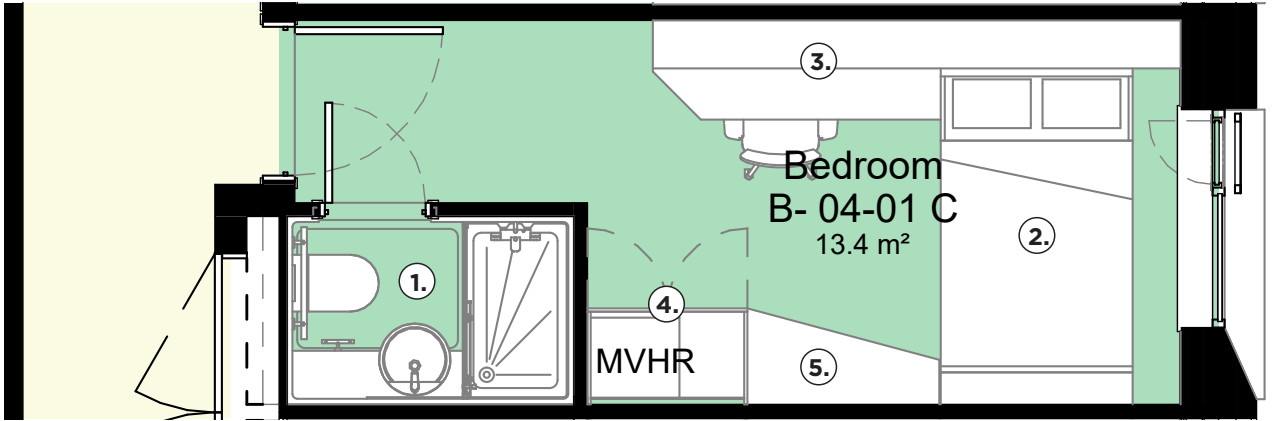
- 1. Cooking Area
- 2. Dining Area
- 3. Seating Area



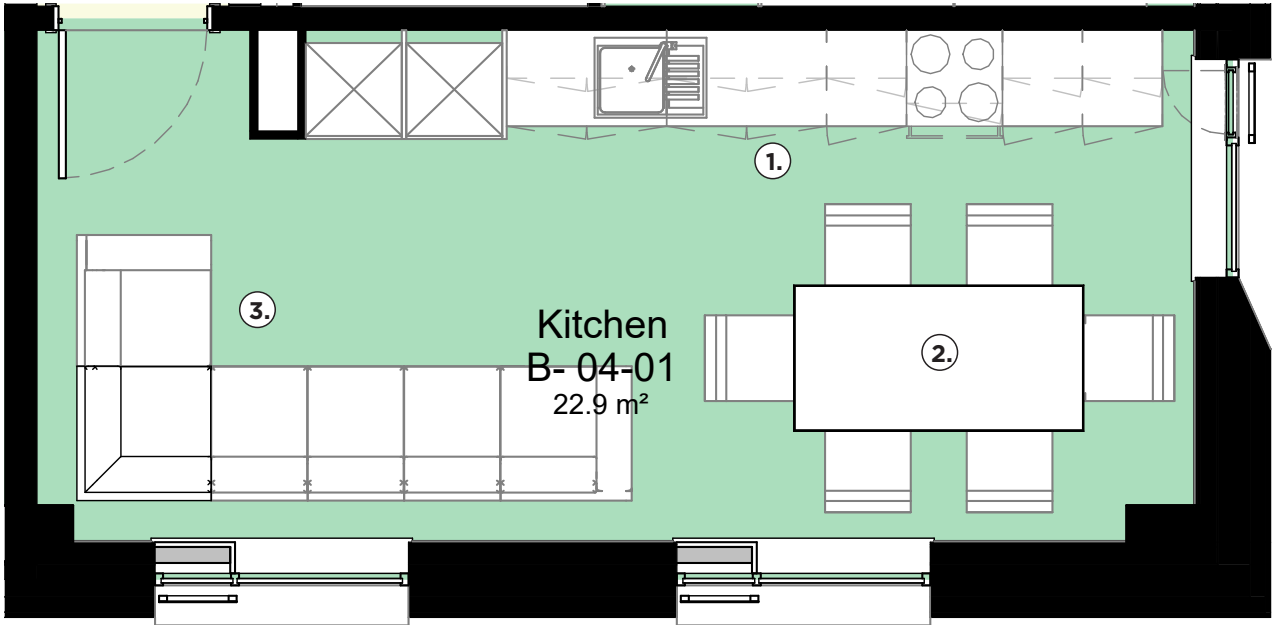
Typical diagrammatic floorplan

4.8.2 Block B – ensuite clusters of 6

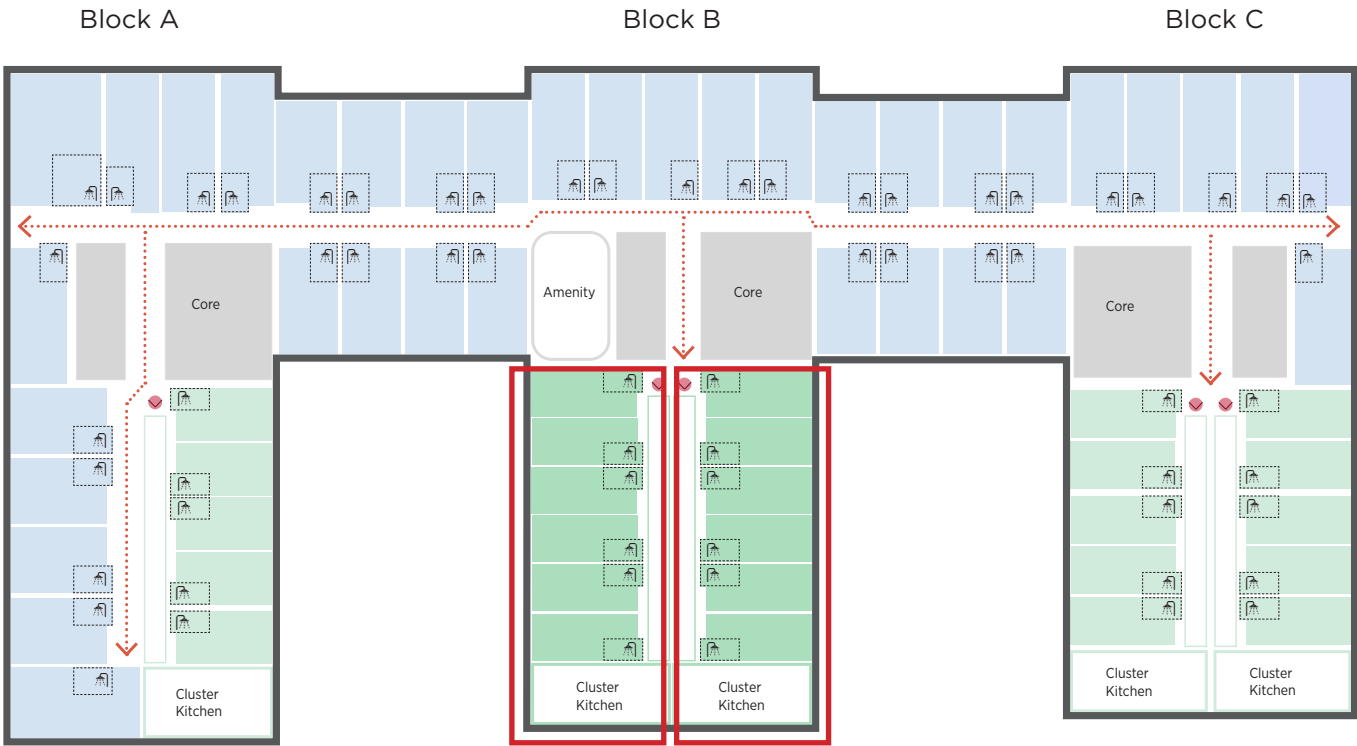
Similar to those located in Block A, Block B has 2 clusters of 6 bedrooms each. These are fitted out with the same furniture components as Block A, with social kitchens sized appropriately for the numbers using.



- 1. Bathroom Pod
- 2. Small Double Bed (3/4)
- 3. Desk with overhead shelves
- 4. Wardrobe
- 5. Integrated seating unit



- 1. Cooking Area
- 2. Dining Area
- 3. Seating Area

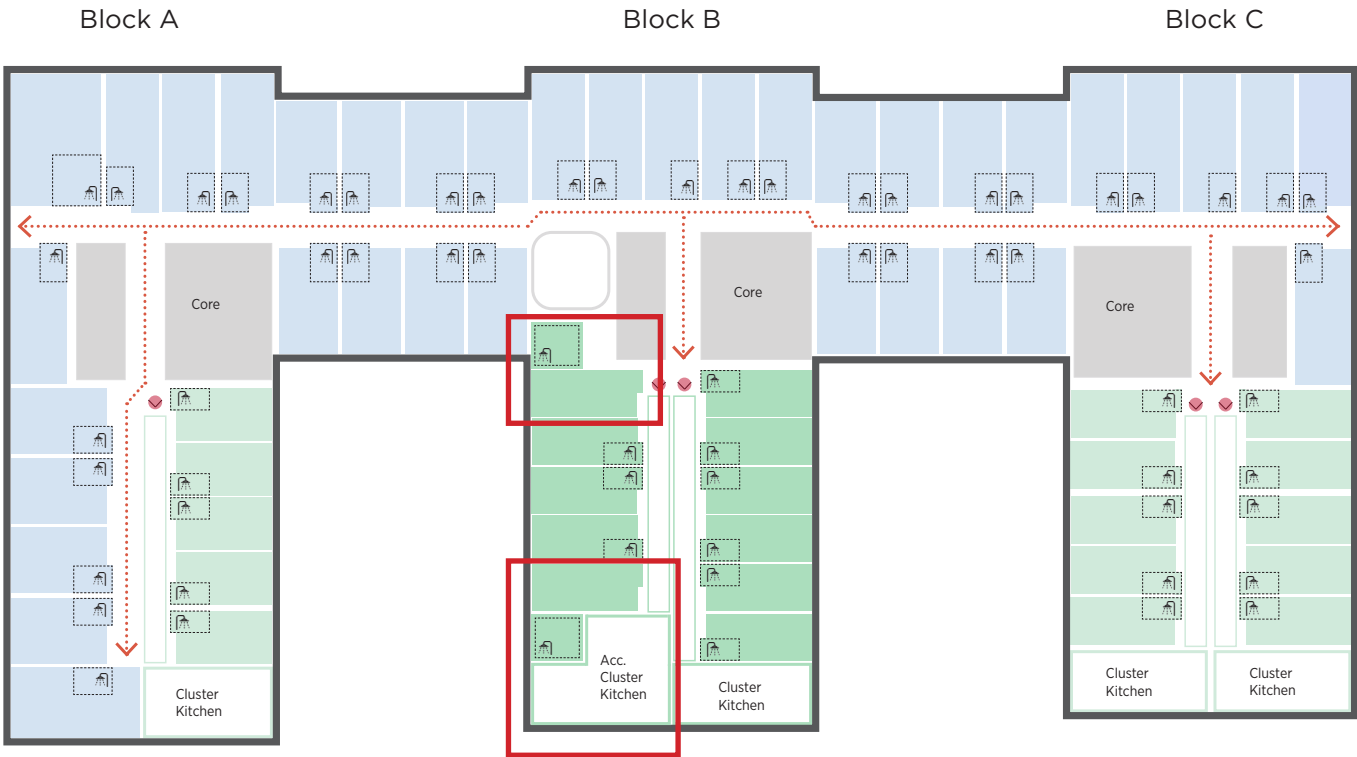


Typical diagrammatic floorplan

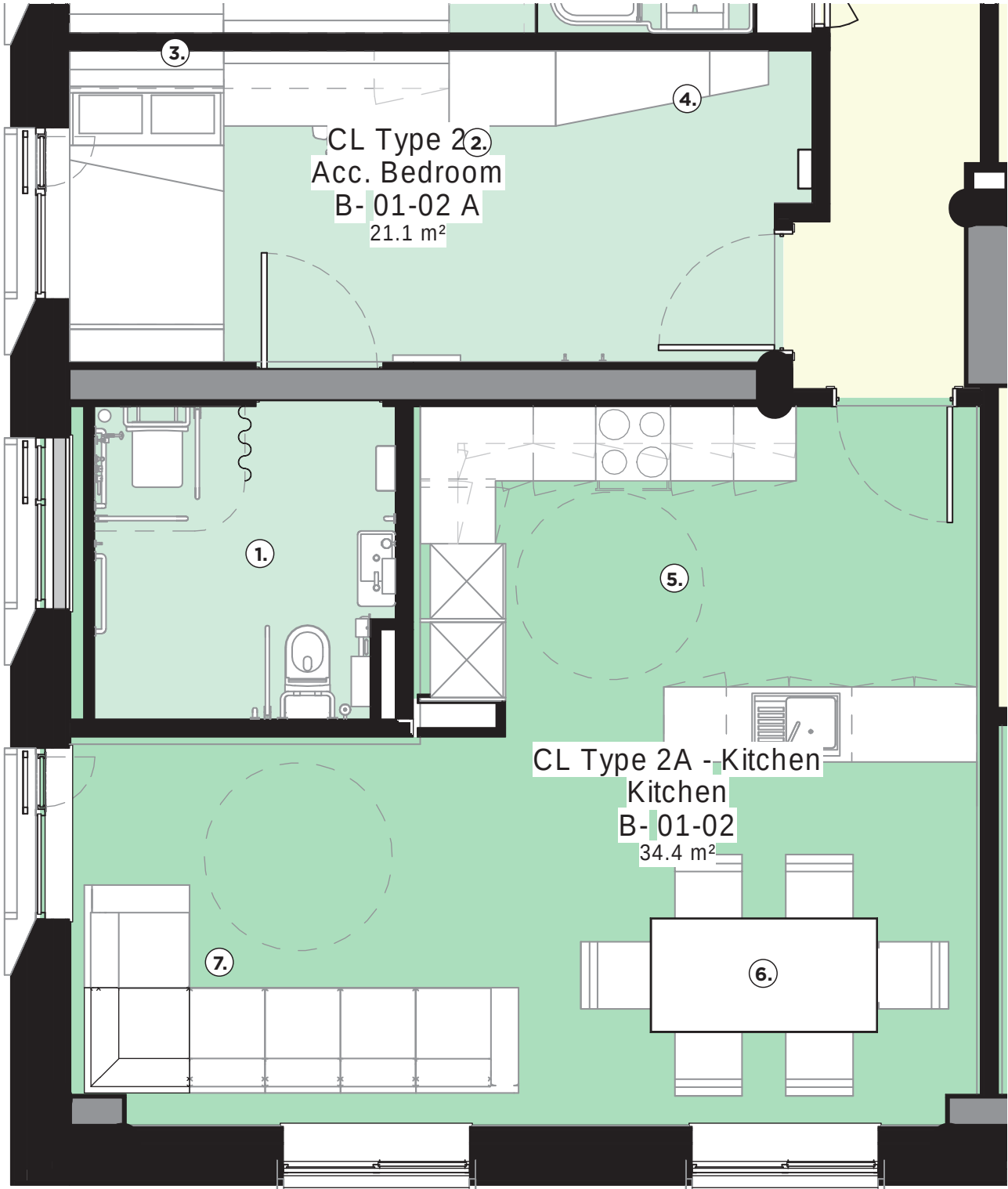
4.8.3 Block B – adaptable / accessible clusters

Floors 1 and 2 in Block B provide 2no. clusters that will be readily available to be easily converted into fully accessible bedrooms without the need to remove walls, screed, or solid flooring. Adaptable bathrooms will be provided as wet rooms, with floor gully and step-free access. Walls will be sufficiently robust to support grabrails, seats, and other adaptations, as necessary. Grabrails, shower curtains, toilet seats, and emergency pull cords and alarms will be stored in maintenance room and used if required. Located on lower floors and within easy reach of the vertical cores, this would reduce any associated daily travel distances for students who require accessible accommodation. Accessible bedrooms would be bigger than their shared cluster neighbours, with a fully wheelchair accessible bathroom inc options for left and right handed transfer options. Their fit out matches that of an able bodied room, with adjustments made to fitted furniture such as drop down rails in wardrobes and lower level storage for ease of reach.

Shared kitchens in these adaptable / accessible clusters are also larger, capable of featuring rise and fall worktops and clear knee recesses beneath. Kitchen storage would also be placed at suitable level for standing and seated users to ensure each student has equal provision.



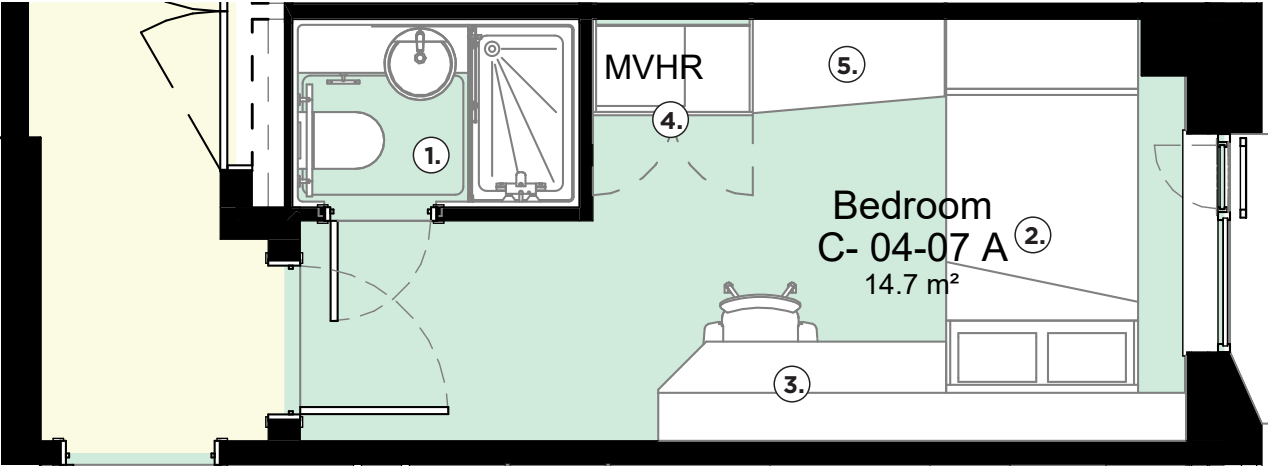
Floorplan with Accessible Clusters



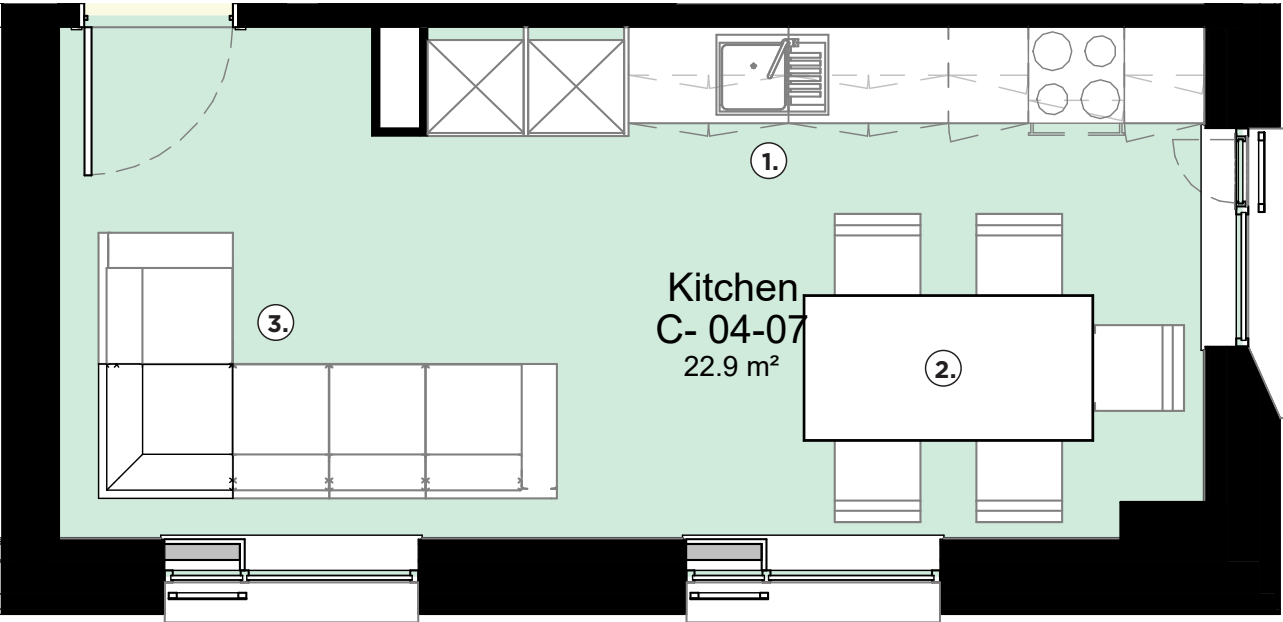
- Example of Accessible Bedroom:
- 1. Accessible Bathroom
 - 2. Small Double Bed (3/4)
 - 3. Desk
 - 4. Wardrobe
- Example of Accessible Kitchen:
- 5. Cooking Area
 - 6. Dining Area
 - 7. Seating Area

4.8.4 Block C – ensuite clusters of 5

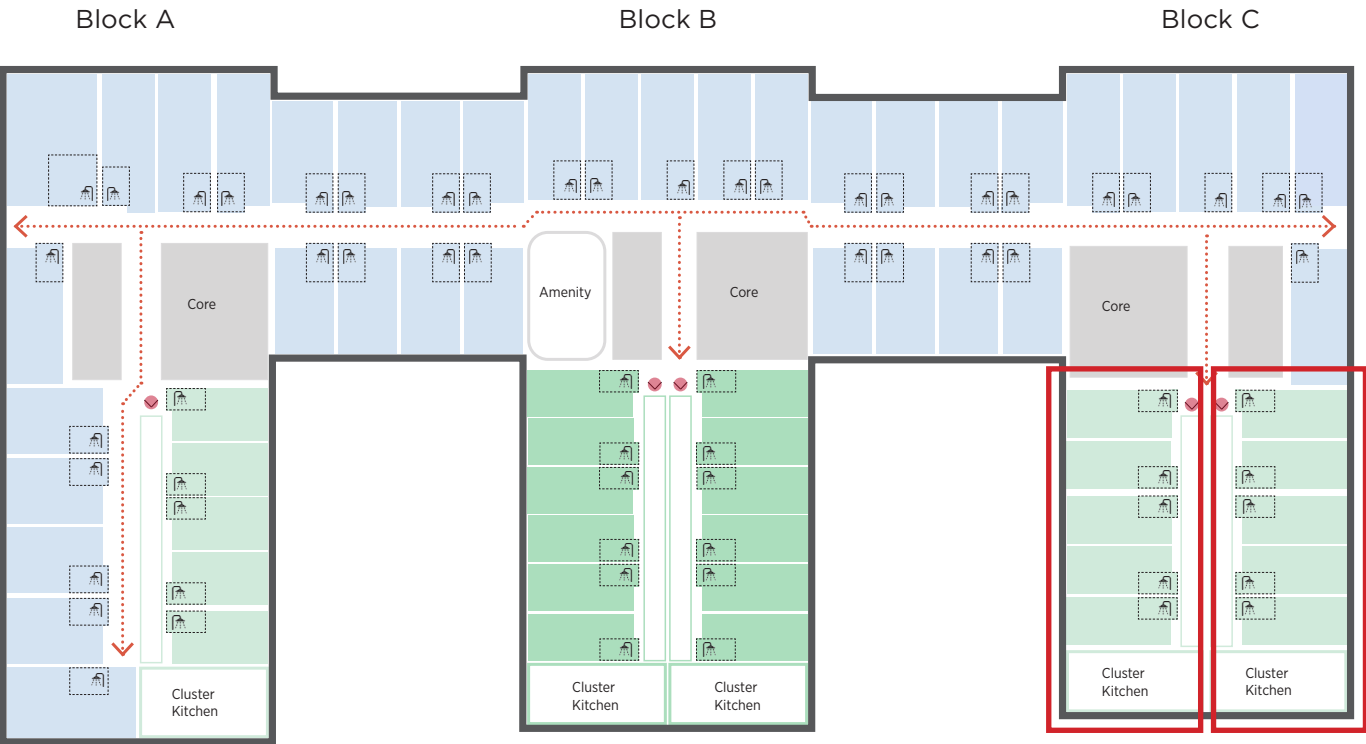
Similar to Block A, Block C provides the largest of the cluster bedrooms with the same fit out principles.



- 1. Bathroom Pod
- 2. Small Double Bed (3/4)
- 3. Desk with overhead shelves
- 4. Wardrobe
- 5. Integrated seating unit



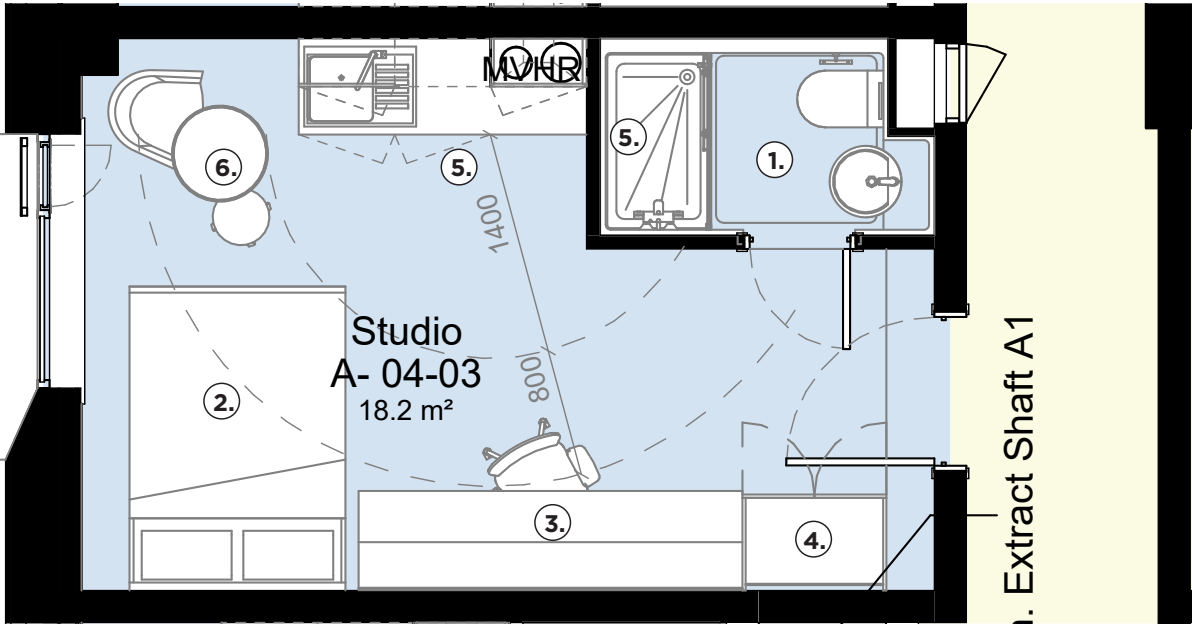
- 1. Cooking Area
- 2. Dining Area
- 3. Seating Area



Typical diagrammatic floorplan

4.8.5 Studios

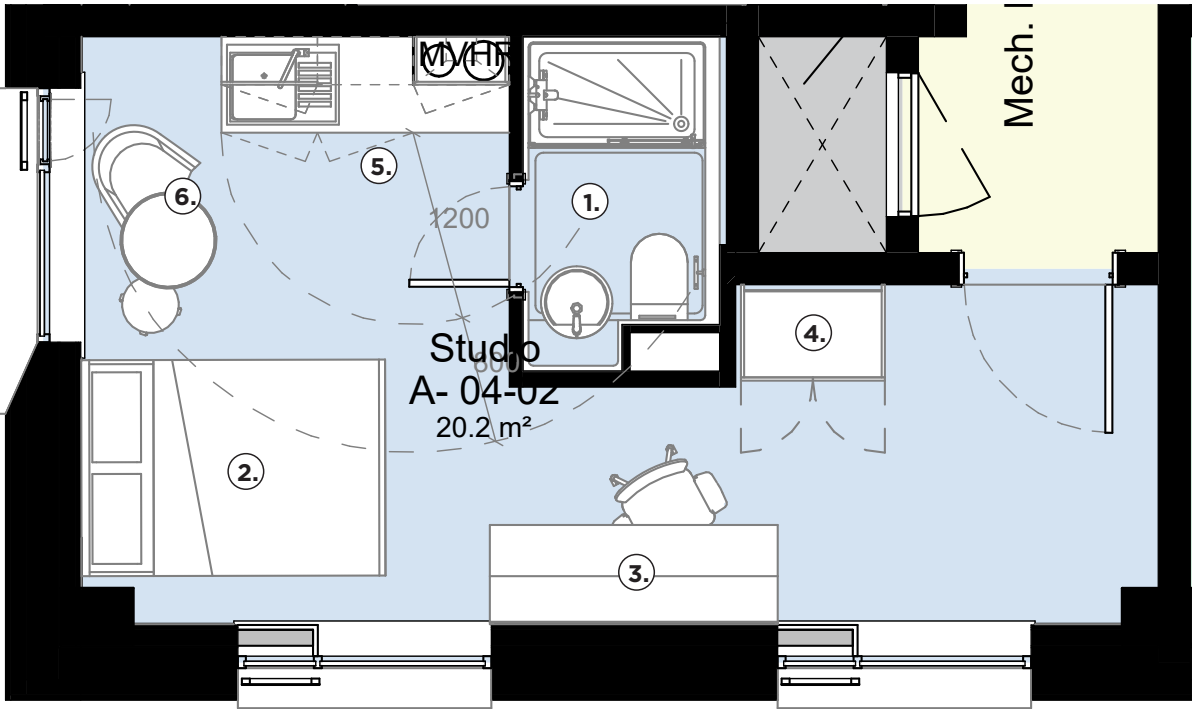
Studios are provided in a variety of sizes to maximise student choice. From more compact versions to larger versions, they have ample space and proportion to maximise their fit out potential. Designed as completely self contained spaces, they include a social kitchen space and dining area to share with a friend, desk and workspace, a true double bed, wardrobe and storage space.

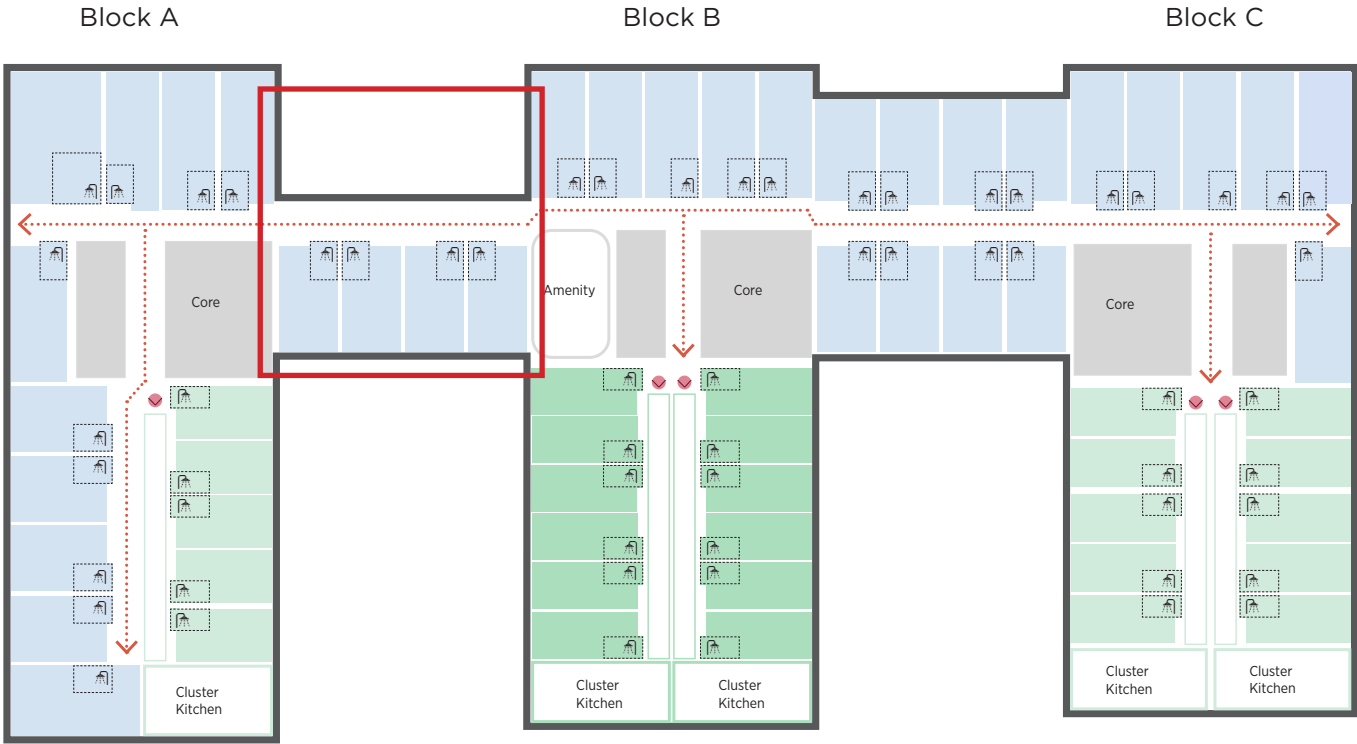


- 1. Bathroom Pod
- 2. True Double Bed
- 3. Desk with overhead shelves
- 4. Wardrobe
- 5. Cooking Area
- 6. Dining Area

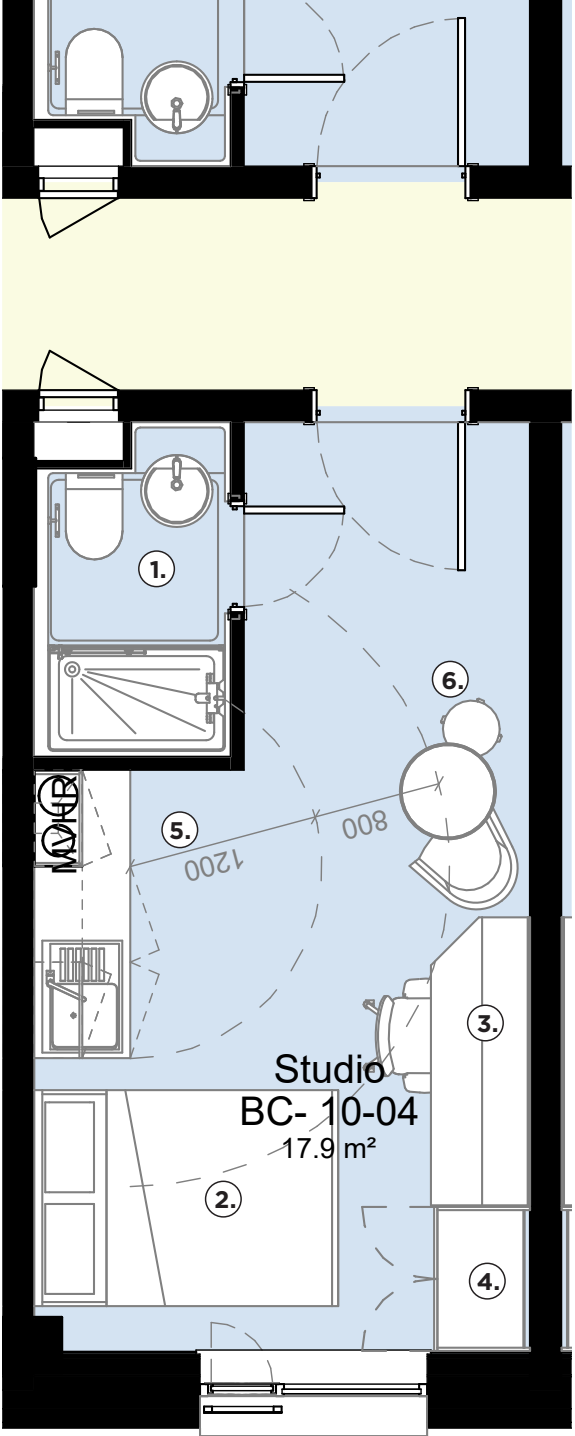
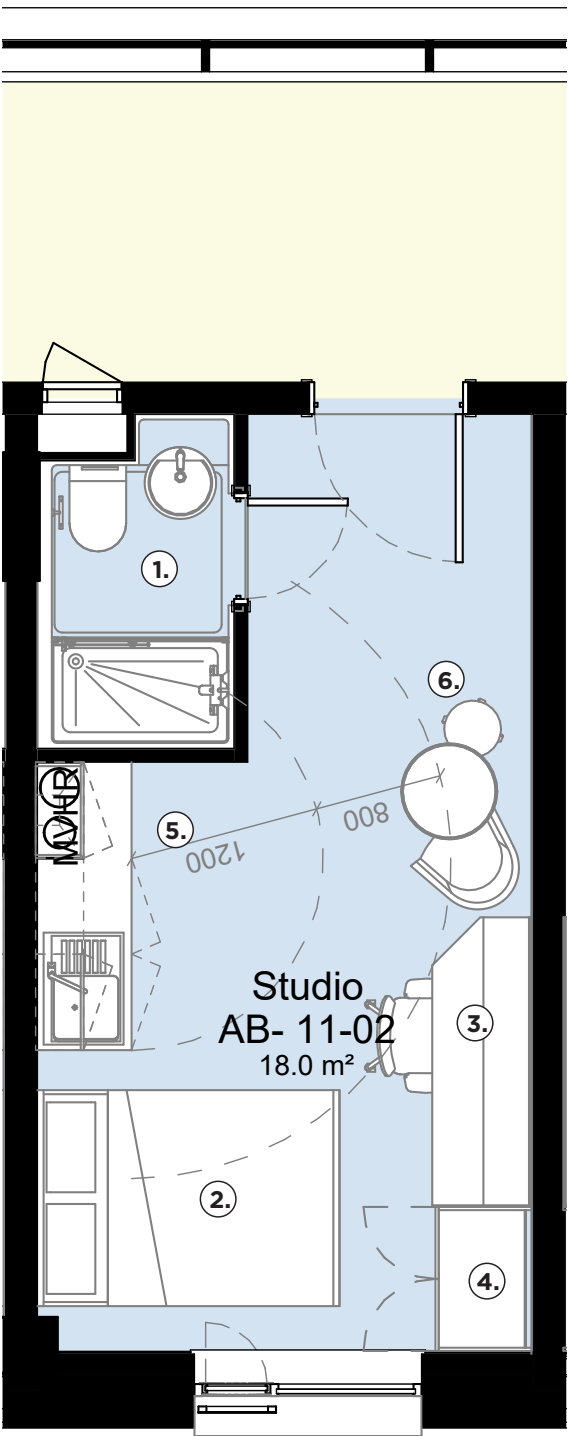


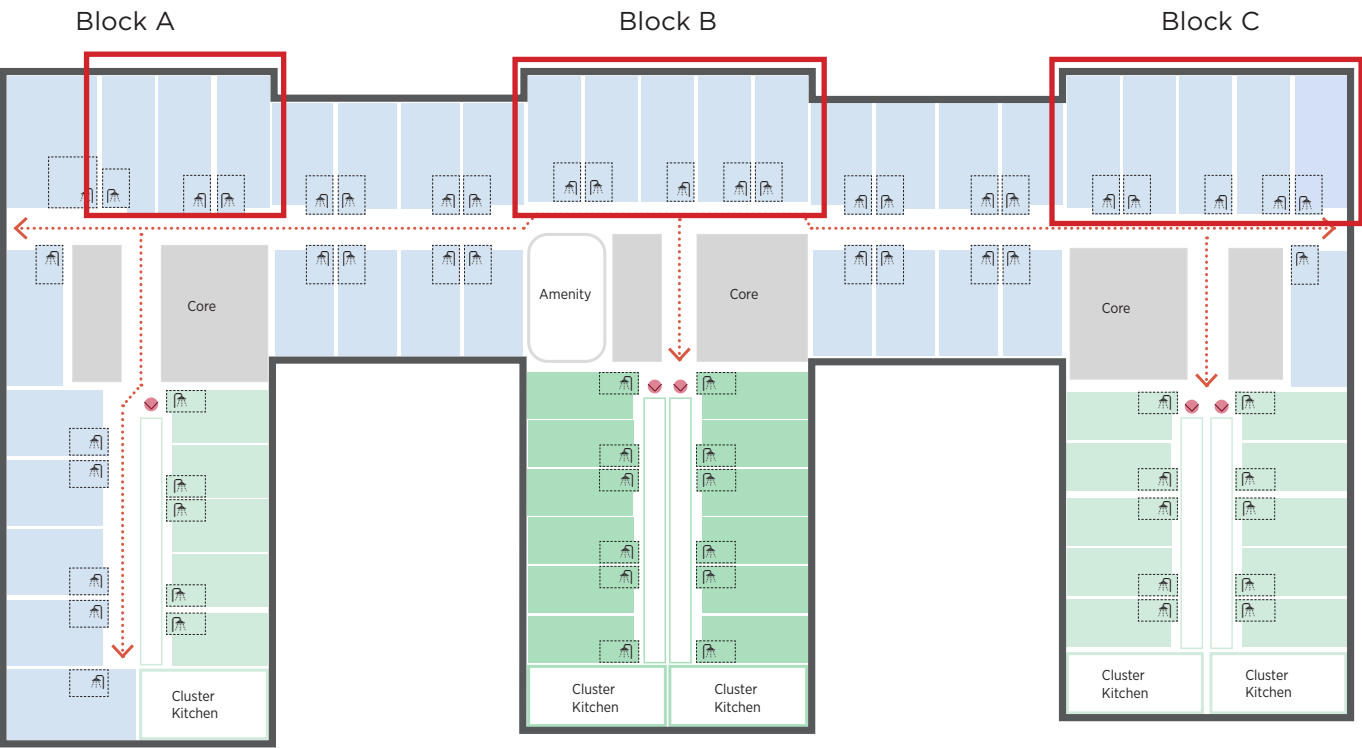
Typical diagrammatic floorplan



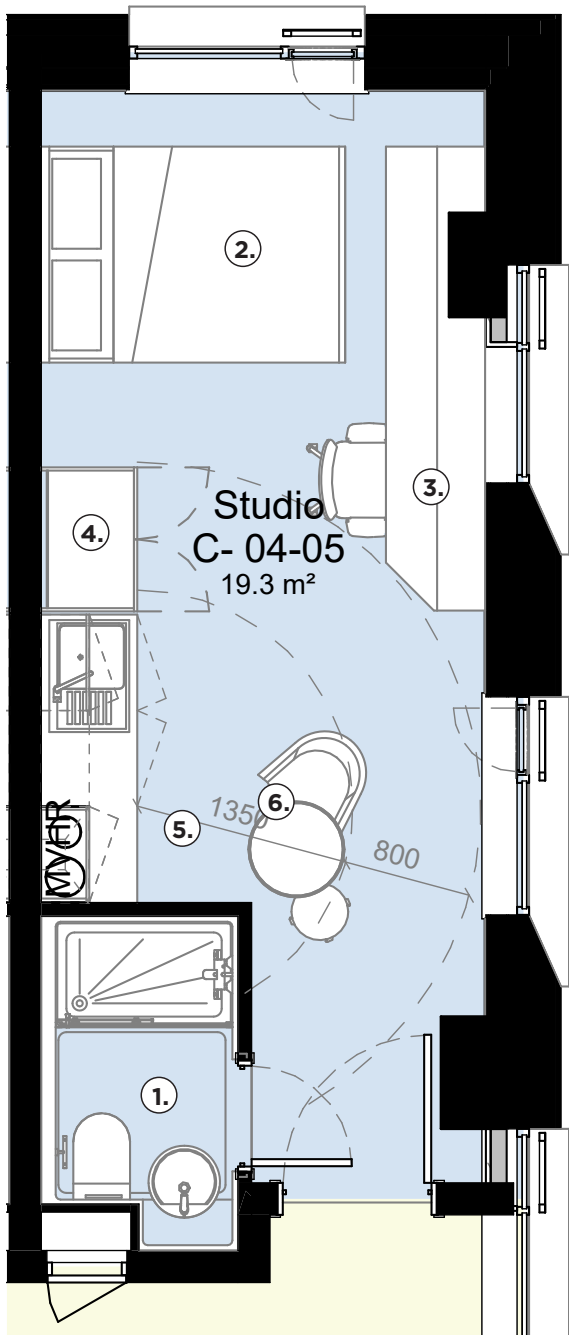
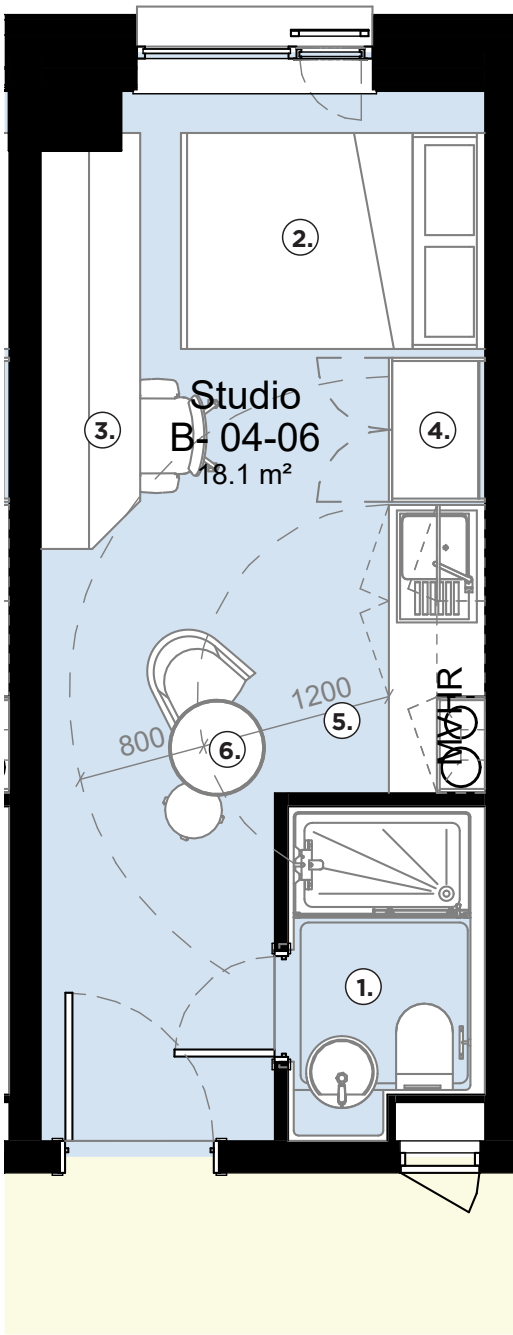


Floorplan with recessed links





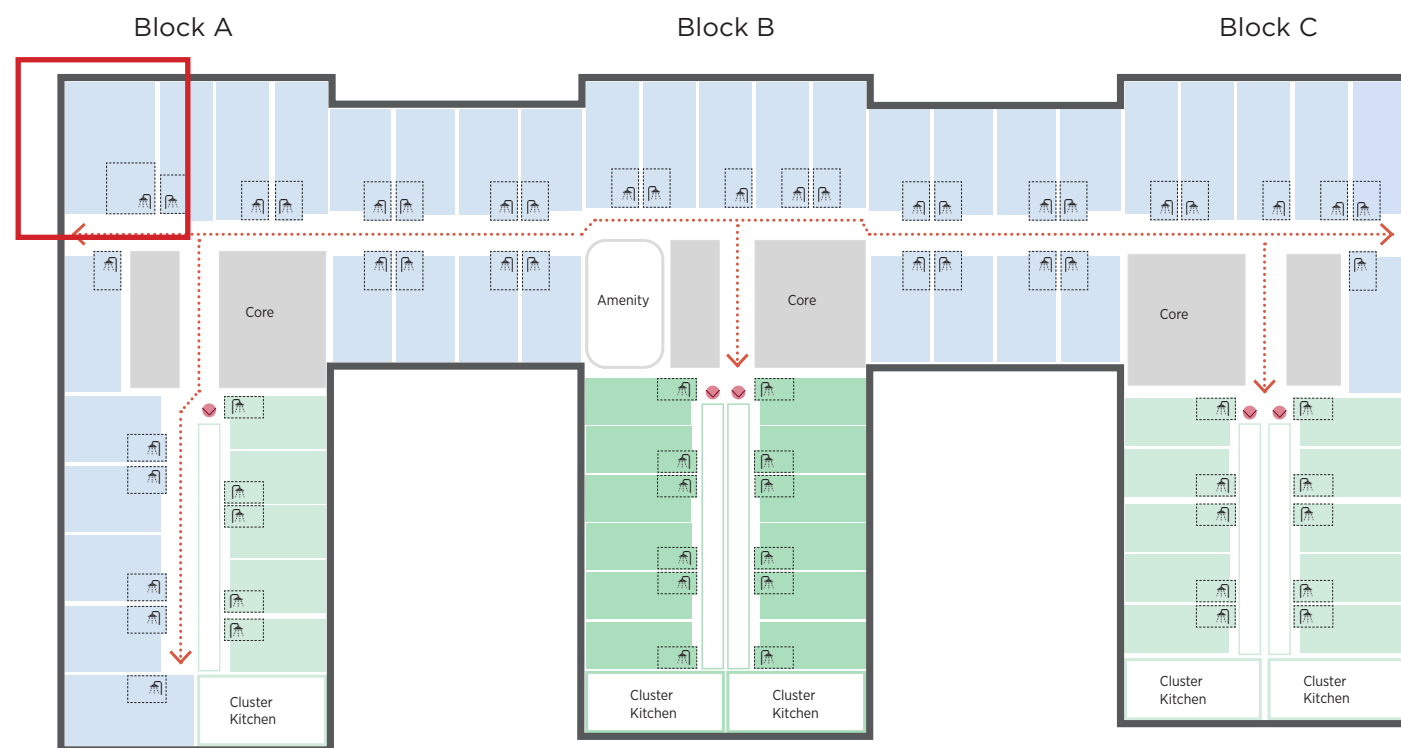
Typical diagrammatic floorplan



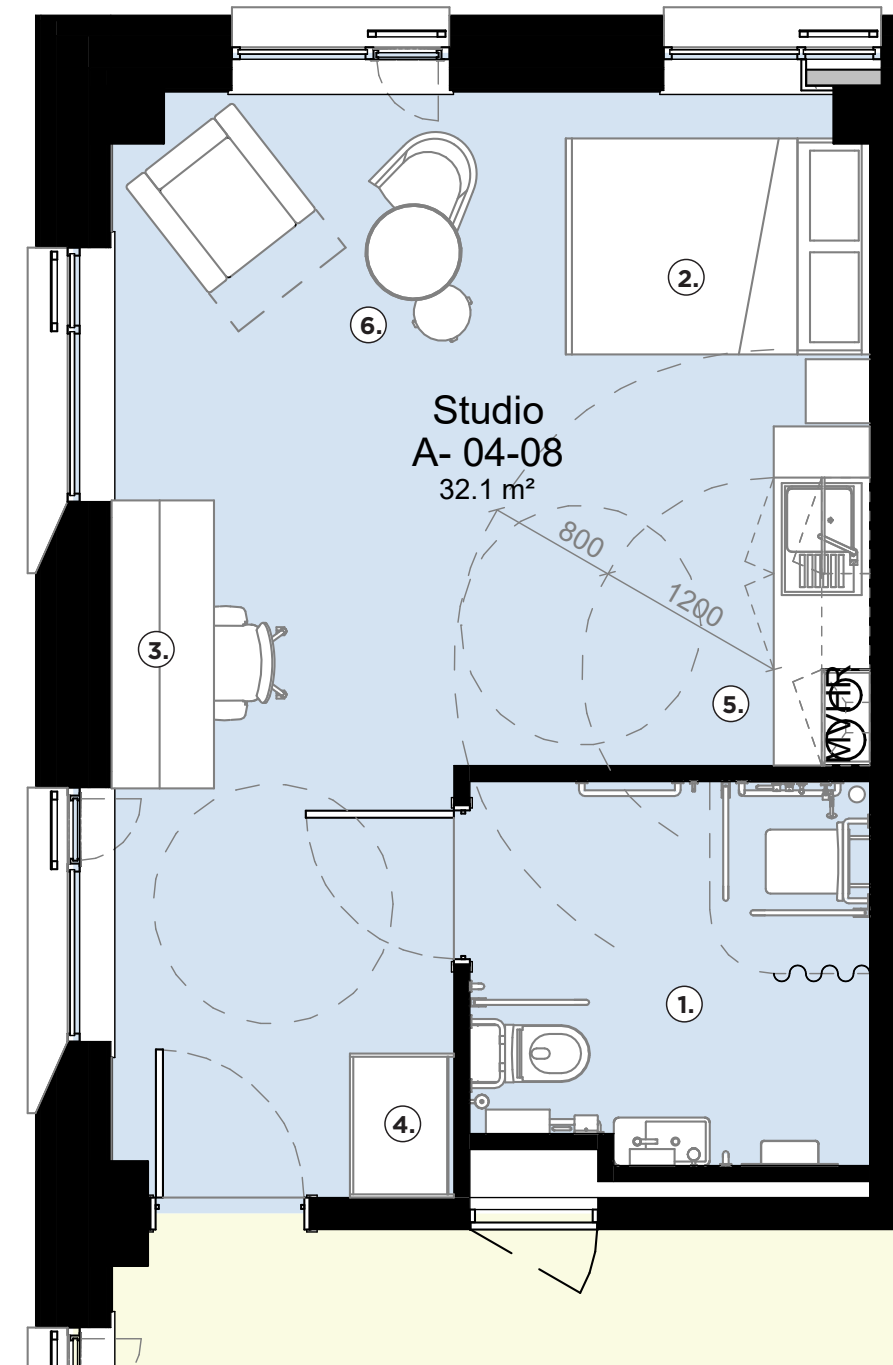
- 1. Bathroom Pod
- 2. True Double Bed
- 3. Desk with overhead shelves
- 4. Wardrobe
- 5. Cooking Area
- 6. Dining Area

4.8.6 Adaptable / Accessible studios

Levels 1-12 will also have a larger studio to the north west corner readily available to be easily converted into fully accessible bedrooms without the need to remove walls, screed, or solid flooring. Adaptable bathrooms will be provided as wet rooms, with floor gully and step-free access. Walls will be sufficiently robust to support grabrails, seats, and other adaptations, as necessary. Grabrails, shower curtains, toilet seats, and emergency pull cords and alarms will be stored in maintenance room and used if required.



Typical diagrammatic floorplan



Example of a studio adapted to wheelchair access needs:

1. Accessible Bathroom
2. True Double Bed
3. Desk
4. Wardrobe
5. Cooking Area
6. Dining Area

4.9 Functional Requirements

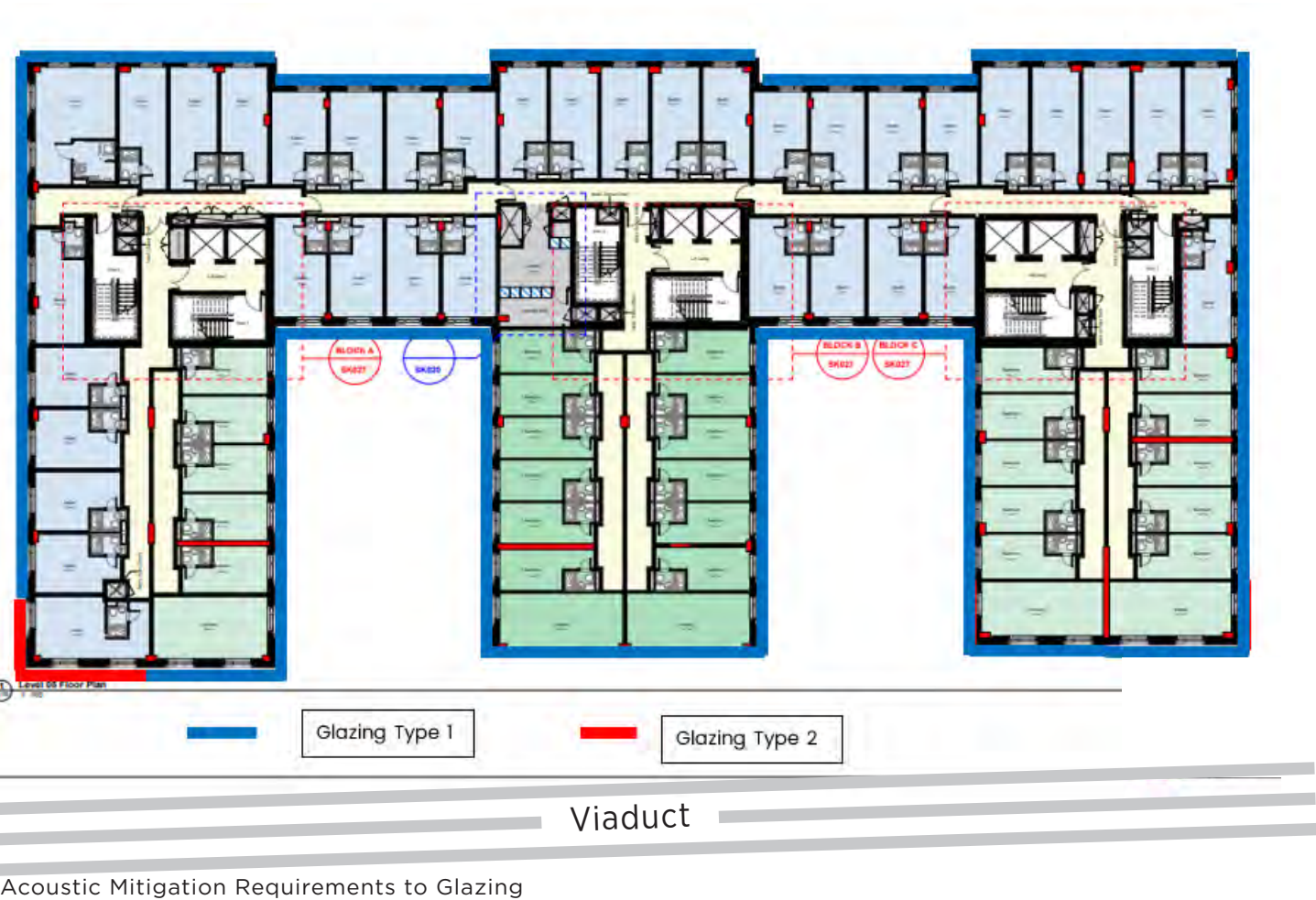
4.9.1 Acoustics (Network Rail and City Centre)

Due to the proximity to the Network Rail Viaduct, a noise survey was undertaken to assess the impact from the noise pollution caused by the trains and ensure that the resident’s usage of their spaces, in particular sleep, are not compromised through noise disturbance.

Our holistic strategy begins with an approach to residential layouts that minimises the number of bedrooms facing the viaduct directly. This is achieved by locating the kitchen/living rooms at the southern end of the blocks with bedrooms on the east and west where possible.

Engineers have specified MVHR (Mechanical Ventilation with Heat Recovery) units with acoustic attenuation for the residential units, which minimises heat loss and heating requirements. Although rooms also have opening vents for natural purge ventilation, the MVHR units ensure regular air changes and internal comfort without the need for opening windows, which would increase the levels and frequency of acoustic disturbances. This mode of operation forms the basis of the acoustic modelling in Noise Assessment (See Environmental Statement).

Where the bedrooms are facing the Viaduct, mitigation measures are required as seen in the diagram below. Upper stories of the south façade, which are further from the viaduct, may have less onerous requirements for acoustic glazing. This will be reviewed during the detailed design stage, following liaison with suppliers on specific glazing products and their specifications.



4.9.2 Wind CFD Analysis

The preliminary CDF analysis highlighted that the proposed development is creating some localized safety exceedances (marked in red below) at the pedestrian level close to the south-east corner of the building (Figure 1 and 2 below).

As part of original design approved in June 2018 a number of possible mitigation solutions were considered in including landscaping features, canopies, screens and massing cuts in the area of the south-eastern corner of the building. The inclusion of a perforated metal screen between the proposed building and the viaduct on Echo Street was considered to be the most suitable solution. This is still considered the most appropriate solution and has been proposed as a mitigation strategy in the current application. This screen will also act as a security gate for vehicular access to the proposed development.

Further details can be seen in the Wind CFD Analysis and Assessment submitted separately as part of Environmental Statement.

Figure 1 – Top view of the Safety Assessment at pedestrian level

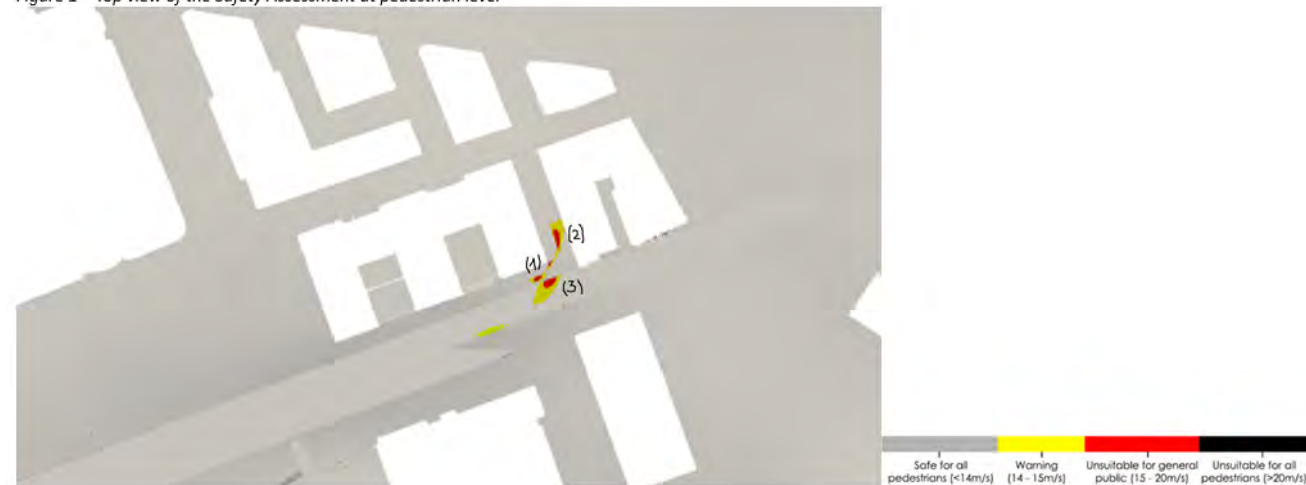
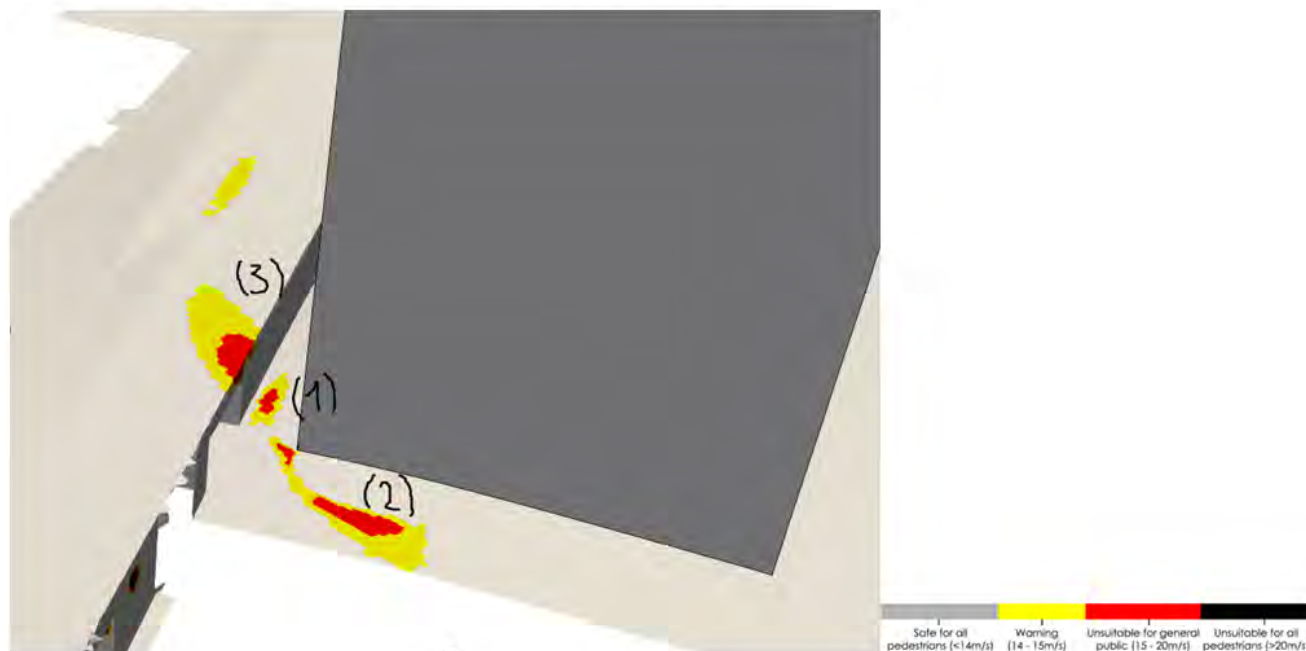


Figure 2 – 3D view of the Safety Assessment at the south-east corner of the Proposed Development



4.9.3 Network Rail

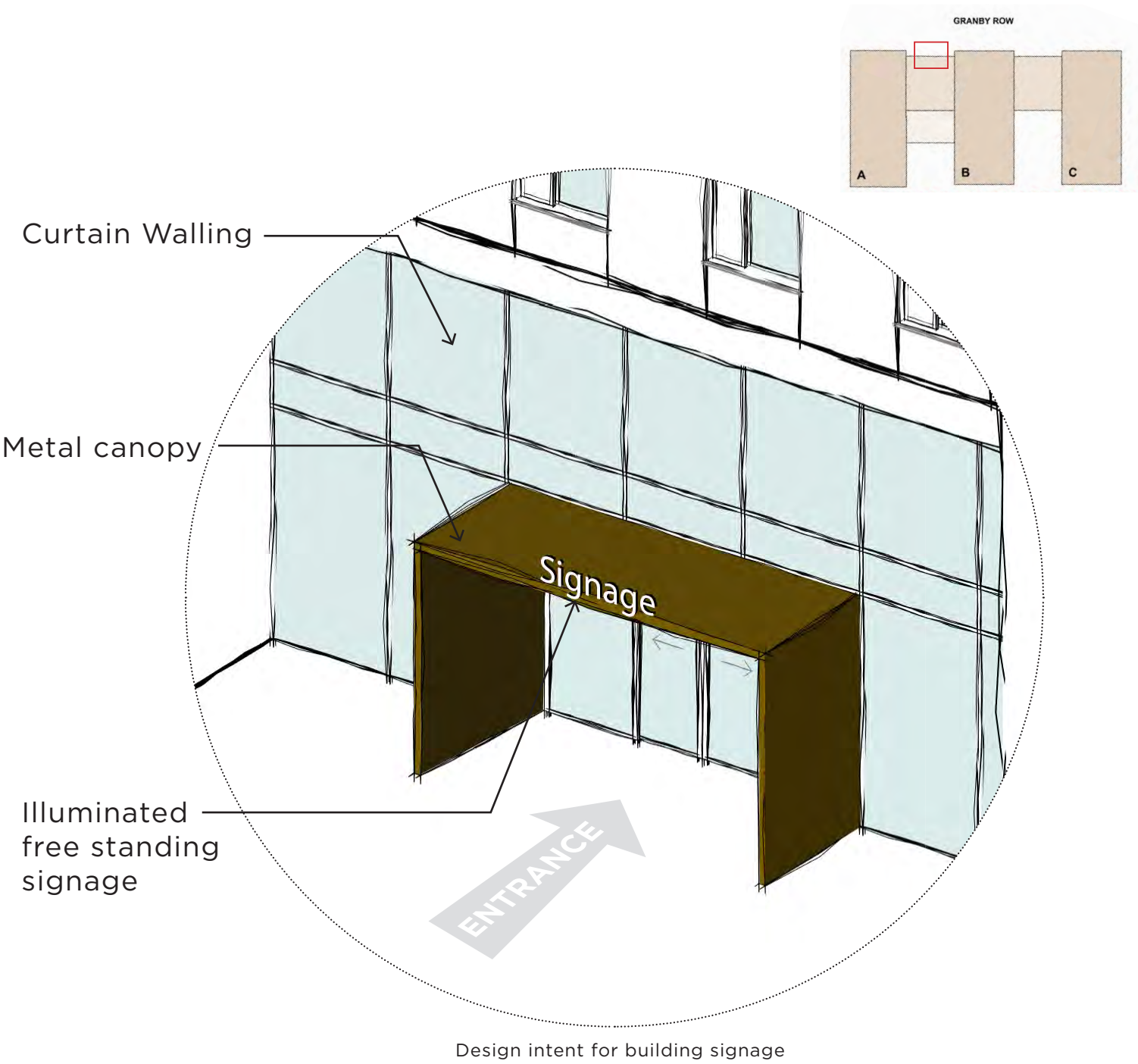
In addition to maintaining easements and clearances to Network Rail land, the design responds to the viaduct in a number of ways:

- The roofs will only be accessed by the staff for maintenance purposes, no public access will be provided.
- No manual opening windows have been proposed to the south of the facade facing the viaduct and the cleaning strategy includes a cradle suspended from the roof track, operating within 1200mm maximum distance to façade.
- Perforated metal panels in front of the opening vent windows are barriers to protect from falls. Note: the scheme contains no balconies.
- Façade materials have been selected to mitigate risks of glare and reflections affecting the trains on the viaduct.
- The service access ramp beside the viaduct is required by Network Rail to access the viaduct, and will be kept clear of obstructions.

4.10 Signage

The following describes our intentions for building signage, to communicate the branding and identity of Echo Street and assist with way-finding around the site. This will be fully resolved in a separate application for advertisement consent.

The principal entrance to the building is located on Granby row and is highlighted with a metal canopy surround to distinguish it from various fire exits located on the elevations. The metal canopy is designed to provide shelter from the rain, focal point and forms part of the draft lobby leading people into the building. Freestanding illuminated signage is envisaged to be located above the entrance.



It is envisaged to provide signage in line with iQ branding guidelines, suitable for the conservation area context. This will be developed at a later stage and will be subject to a separate advertisement consent application. The images below illustrate iQ Student Accommodation development signage principles.



4.11 Energy and Sustainability

4.11.1 BREEAM

Echo Street is targeting a BREEAM 'Excellent' rating, exceeding Manchester City Council's planning policy requirements. The BREEAM rating will be maximised within key categories such as Energy, Water, Materials and Land Use and Ecology.

4.11.2 Energy and Carbon

The development is implementing an all-electric building services strategy consisting of air source heat pumps providing space heating and hot water, and mechanical ventilation heat recovery. Furthermore, a solar photovoltaic (PV) arrays have been included at roof level. A highly efficient lighting strategy has been implemented, including low energy LED lighting, absence and presence detection control, and dimming.

During operation, the performance of the building will be closely monitored using a Building Management System, to close the energy performance gap and ensure carbon emissions are reduced as far as possible during operation.

The all-electric strategy will ensure that the development will benefit from ongoing national grid decarbonisation, and aligns with Manchester City Council's ambition to be net zero by 2038.

A Life Cycle Assessment of the development's superstructure, substructure and hard landscaping has been undertaken to quantify embodied carbon, and reduce it where possible.

4.11.3 Climate Resilience

Echo Street has been designed to be resilient to the effects of climate change, which is expected to cause increased summer temperatures, reduced summer rainfall, and increased frequency of storm events. To mitigate these effects, the development has been designed to limit overheating, and is targeting the two Thermal Comfort credits as part of the BREEAM strategy. These credits include a requirement to demonstrate the development will meet thermal comfort levels in both current and future climate scenarios.

Urban greening and biodiversity have been prioritised within the design to reduce the urban heat island effect. Both biodiverse rich green roofs and sedum roofs have been incorporated into the design, without compromising the amount on-site energy generated by the solar PVs.

4.12 Building Services

4.12.1 Lighting

The Proposed Scheme will include lighting at entrances, pedestrian routes, and for the operation of the buildings. The proposed Lighting Strategy has a range of luminaries in response to the different character areas, with the aim of achieving a unified palette across the site. The strategy shows the general arrangement and type of fittings proposed and will be subject to detailed LUX level calculations in conjunction with the activity within the areas.

The key principles of the strategy include:

- Using low level luminaries to minimise light spill to neighbouring properties.
- To create a safe environment for students, staff, visitors and those living and using the local area.
- Reduce energy consumption.

Low energy lighting has become an essential feature of building design in recent years. New concepts of lamp and ballast design have led to higher efficiency LED lamps and higher frequency control gear becoming standard in most new installations. It is proposed to incorporate LED lighting modules throughout the scheme and levels of automatic control.

Changes to standards such as Part L Building Regulations have pushed the standards for efficiency in lighting installations and promote the use of lighting controls systems. In terms of our design goals for this development we are looking to use highly efficient energy fittings throughout the scheme with a good level of automatic lighting controls.

LED lamps will be used throughout and fittings within the student accommodation will have an efficiency no less than 125Lm/W. The student bedrooms will have manual switching to reflect the domestic nature of the rooms. Circulation spaces will be controlled via presence detection, with lamp efficacies no less than 125Lm/W.

Student communal and ancillary spaces will be controlled by a combination of switching and presence detection, with daylight compensating controls. Lamp efficacies will be no less than 125Lm/W.

All future lighting installations will be designed and installed in line with relevant standards and guidance, including CIE 150: 2017 – Guide on the Limitation of the Effects of Obtrusive Light from Outdoor Lighting Installations, 2nd Edition; ILP GN01 - Guidance Notes for the Reduction of Obtrusive Light 2020; BS 5489-1 : 2020 – Code of Practice for the Design of Road Lighting; BS EN 13201-2:2015 – Road Lighting – Part 2: Performance Requirements; BS EN 12464 – 2 2014 – Outdoor Work Spaces; SLL Guide to Limiting Obtrusive Light 2012; SLL Lighting Handbook 2009; LG 6 (CIBSE) – The Exterior Environment 2016; and ILP Guidance Note 08/18 Bats and Artificial Lighting in the UK.

4.12.2 Energy Strategy

A detailed Sustainability strategy has been prepared by Watermans Building Services which identifies opportunities and details how energy use and carbon reduction will be addressed for the building during operation.

There is a strong focus on a fabric first approach to limit building energy consumption and carbon emissions through consideration of the performance of the building envelope and aiming to reduce solar gains and heat losses to levels commensurate with good practice benchmarks as opposed to reliance on energy efficient measures adopted solely to offset poor performing building fabric. This building will utilise energy more efficiently with the implementing controls, low carbon technologies and renewables.

The building is intended to be robust and durable with design service life with energy usage during the life of the building being of primary concern in the design. The building is to be designed to meet local planning policy in terms of energy usage and carbon emissions. The building envelope will be required to perform better than the limiting values as stated within the current building regulations Part L Vol 2 2021.

4.12.3 Over heating

An overheating assessment has been provided for the development as part of the overall Energy Strategy. The report demonstrates that the design of the façades, glazing and internal systems provide the occupants with a comfortable internal environment. A detailed study has been carried out to assess the internal temperatures against CIBSE Technical Memorandum 59 (TM59) design methodology for the assessment of overheating risk in domestic buildings. The assessment factor in thermal sources from occupants, lighting and small power, as well as from external sources, with solar gains and external air temperatures. This method of assessment is referred to as the Dynamic Simulation Method (DSM). The assessment indicated that the spaces required mechanical ventilation to mitigate the risk of overheating this is due to the window not being to open due to the noise levels in the surrounding area. All of the space will be ventilated using highly efficient heat recovery mechanical ventilation units in each accommodation space with local control.

4.12.4 Ventilation

Bedrooms, bathrooms, and common areas will be provided with mechanical ventilation plant which incorporate high efficiency heat reclaim technology to recover approximately 90% of waste heat from the building exhaust stale air and use it to pre-warm the building fresh air supply. System resistances will be carefully controlled to ensure that excessive energy is not consumed by the introduction of the heat exchange system therefore keeping fan power to a minimal. The accommodation areas will be provided with their own individual ventilation system with heat reclaim technology. The ventilation systems will each use dedicated Mechanical Ventilation with Heat Recovery (MVHR). Summer bypass facilities will be provided to ensure over heating does not occur during mid-season and summer months. The ventilation philosophy for the scheme is that the MVHR units provide a constant background (minimum) fresh air rate. This will meet the needs of the building regulations for shower and WC facilities, by providing extract from the bathroom pods. The supply air is provided into the bedroom area which will make up air for the extract within the bathroom pod but also maintains a minimum fresh air within the bedroom at all times and ensures that internal air quality is always maintained. In terms of overheating, the MVHR will have an increase ventilation rate during the warmer months and summer to meet both the overheating criteria. The MVHR shall also have the capability to increase it flow to achieve 4 air changes per hour for purge as required by the building regulation.

Although not required for compliance, the residents will have openable purge panels in the bedrooms and kitchens to provide additional control over their own environment to suit their individual requirements.

4.12.5 Space heating

For space heating within the accommodation space, highly efficient controlled wall mounted electrical panels will provide heating to the space. Extensive modelling has concluded that for an all-electric building there are advantages to providing local, highly controlled wall mounted electric panel heaters. Each accommodation space will be provided with a Perfect Irus wall mounted LCD control unit for the occupants to view, the screen is fully programmable to the occupants needs. The control will monitor an array of room conditions such as room heat up and window opening. The control will learn the time it takes for the room to get up to the temperature therefore should the occupant leave the window or door open it would shut the heating down to avoid energy wastage. When combined with high levels of thermal insulation, panel heaters can offer a viable low carbon solution for the heating of the accommodation area within the buildings. This solution will also benefit from a longer term greening of the grid, reducing carbon impact over the life cycle of the building. The communal areas at ground floor level are served by air source heat pump simultaneous heating and cooling VRV system which is 300% plus efficient, these units offer high efficiencies by recovering heat from the external air during the winter months. In the warmer months, the units provide cooling to areas to mitigate the risk of overheating due to the internal heat gains within the space.

4.12.6 Domestic hot water

Domestic hot water for the building will be generated by air source heat pumps (ASHP). This technology extracts thermal energy from the air and transfers it to the working medium (in this case water) Air source heat pumps use the vapour compression cycle and can achieve high efficiencies in excess of 300%. As such they are classed as a Low or Zero Carbon (LZC) technology.

Air source heat pumps typically generate low grade heat, but new products such as the Mitsubishi Q-Ton produces high grade heat due to the use of CO2 as a refrigerant and are able to produce much higher water temperatures. These are proposed for this development. They are purpose-built products designed specifically to produce domestic hot water. The controls strategies have been developed to optimise running conditions and learn the hot water demand of the site to increase the efficiency. They will be located at roof level and remain serviceable and easy to maintain or replace at end of life.

By using an ASHP there are no NOx emissions and no local pollution emissions associated with the generation of hot water. As the units use CO2 as a refrigerant this has a global warming potential (GWP) of 1, therefore having less of an impact on the environment.

An ASHP option is considered viable for this development due to their high efficiencies and low GWP refrigerant.

To minimise hot water consumption, low flow fittings will be used throughout the building, the fittings selected will demonstrate the mandatory requirement for a BREEAM ‘excellent’ rated building.

4.13 Landscape

4.13.1 Landscape Introduction

INTRODUCTION - CONCEPT & APPROACH

There are three key aspects to the public realm and external works at the Echo Street development:

- The public realm enhancement works, which reconfigures and upgrades the existing highway, footpaths, parking and streetscene.
- Communal courtyard gardens
- Biodiverse green roofs

DESIGN DRIVERS

The various aspects of the landscape concept have been developed in response to the existing site conditions, aspirations to create a high-quality landscape setting to the architecture and core urban design principles.

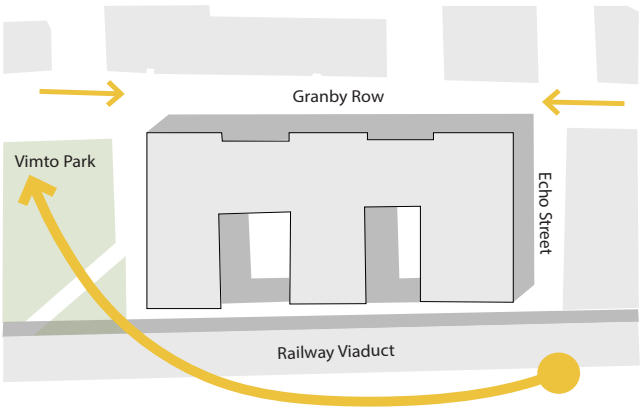
This incorporates the existing site; townscape/ historic grain, levels, a site conditions study, in addition to responses to the proposed development itself, frontage interfaces, new vistas, management & maintenance requirements.

Building up these practical and aspirational landscape layers ensures that the public realm and internal spaces will perform and function as required, whilst enhancing the street-scene and forming a new landscape setting along Echo Street and Granby Row.



Existing site photo

4.13.2 Design Drivers



Micro-climate

Sun and shade in the public realm changes throughout the day, typically following the pattern:

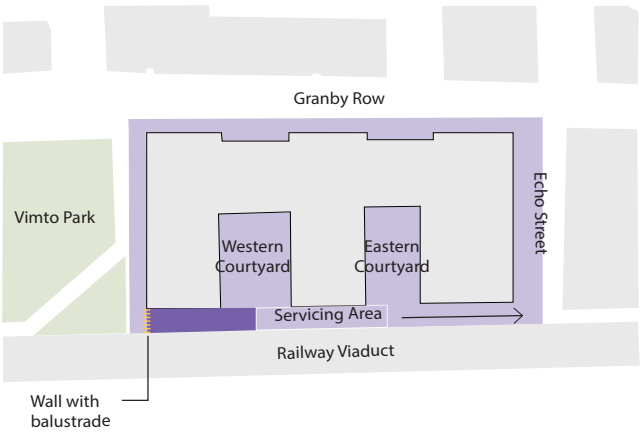
AM: The low massing of buildings to the East will enable bright daylight to filter along Granby Row and the main building entrance.

Mid Day: The shade cast on Granby Row from the development will stagger in relation to the tiered massing of the building, with light filtered from the openness of the Vimto Park.

PM: As the sun passes the building mass, light shed onto the Vimto Park will continue and cast along Granby Row.

The internal ground floor courtyard spaces will generally be shaded throughout the day. This presents an opportunity to use appropriate shade-tolerant species and work with the micro-climate to create a cool, enclosed garden.

Wind modelling and mitigation measures will also lead to some interventions in the landscape.

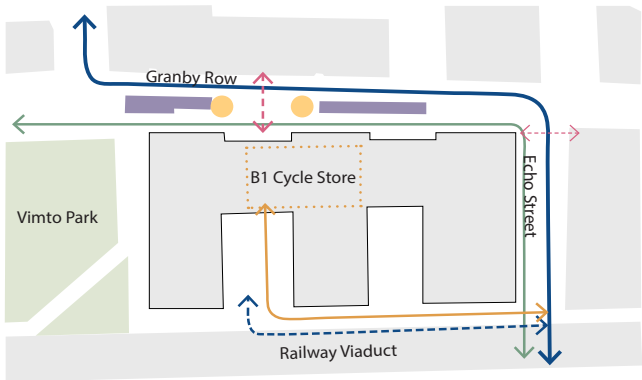


Levels

The general levels follow and respect the existing levels. The two courtyards are both at street level making the majority of the scheme accessible.

A ramp has been introduced at the servicing area, between the proposed development and the railway viaduct, in order to access the basement level below the Western Courtyard.

The interface to Vimto Park on the west development boundary has a 2.8m height difference which will be secured with a retaining wall with balustrade.



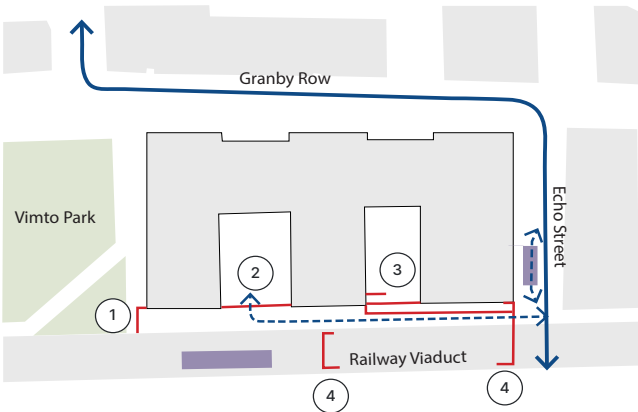
Access Strategy

Pedestrian and cycle movement have been prioritised in this public realm design. 8 on-street parking including 2 disable parking spaces will be provided along Granby Row.

A basement cycle store allows residents to easily enter the street, whilst 8 visitor cycle parking are provided within short distance to the main building entrance.

Traffic flow and direction has remained as-existing.

- ↔ Main Pedestrian Flow
- ↔ Pedestrian Crossing Points
- ↔ Permitted Vehicular Flow
- ↔ Access to Servicing Yard Basement
- ↔ Access to Cycle Store
- Street Level Cycle Parking
- Car Parking



Servicing & Refuse Movement

As part of the wider servicing and refuse strategy, the landscape design allocates a Loading bay along Echo Street - away from the car parking along a street of limited traffic.

A min. 4m carriageway has been allowed along the South access ramp between the bridge, with room for vehicles to stop and service as required.

- Permitted Servicing Vehicle Movement
- Permitted Servicing Vehicle Loading Bay
- Security & screening elements
- ① Retaining wall with balustrade
- ② Screen to courtyards
- ③ Screen and locked security gate
- ④ Locked security gates

4.13.3 Landscape Development

Illustrative Masterplan

The landscape strategy has been divided into few detailed areas base on the character and the function of the space:

- 1. Street-scence
- 2. Eastern courtyard - the Study Garden, located between block A-B
- 3. Western courtyard - the Social Garden, located between block B-C
- 4. Biodiverse Roofs - 5 numbers of biodiverse green roofs located on the link building of block A-B on level 01, 11, 12, and on the link building of block B-C on level 15 and 16.



4.13.4 Detail Area - Streetscene

Street-scene Design Concept

The extent of potential street-scene development surrounding Echo Street is limited due to the existing street widths and building grain. Nonetheless, they present an important opportunity for enhancing the public realm.

New yorkstone flags, quality concrete paving and resurfaced asphalt, replaces and enhances the existing palette of material conditions, currently in a poor condition.

The street design realigns and rationalises the existing carparking bays and introduces street trees to along Granby Row.

Two larger feature trees that hold both front corners of the development. These will be green beacons visible from each connecting street corner along Granby Row.

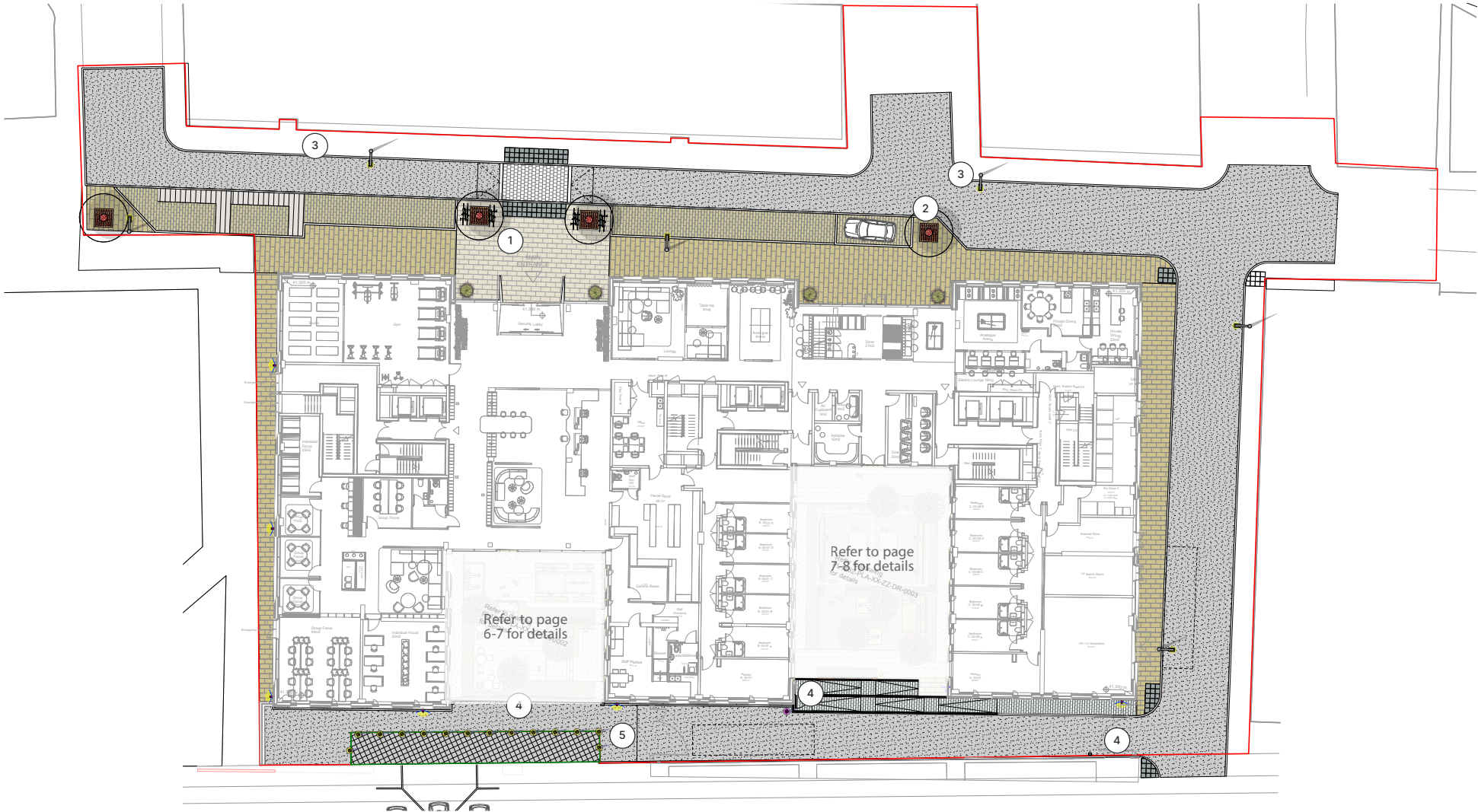
The landscape works will extend up to the boundary of the existing Vimto Park, and improves this interface, connecting the development to the park.

Street Trees

Quercus palustris have been chosen as large feature trees that hold both front corners of the development. These will be green beacons visible from each connecting street corner along Granby Row.

Along the parking bays are a row of Liquidambar styraciflua, equally spaced to form a rhythm which adds a slight formality to the street whilst visually breaking the row of parking bays.

Both species are tried & tested successfully around the urban conditions and climate of Manchester and offer fantastic form and seasonal colour.



1 Low Kerbs, Street Trees, quality paving materials & Crossing points



2 Street trees in hard surface - Quercus palustris & Liquidambar styraciflua



3 Street lighting



4 Material reference to gates and screens

4.13.5 Detail Area - Western Courtyard - Study Garden

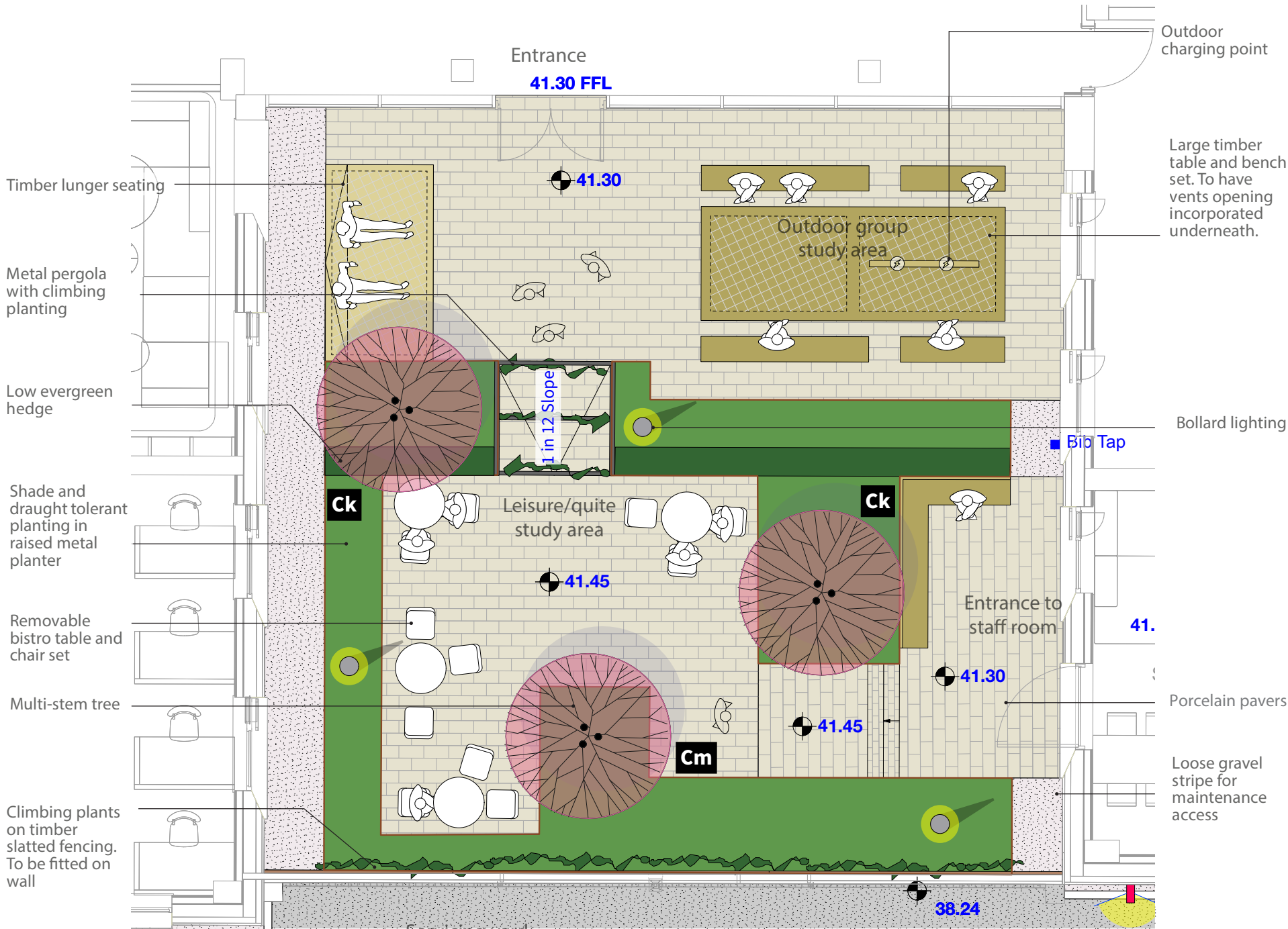
The Western podium courtyard at ground level is a 12.5x11m rectangle garden above the basement.

The design of the Study Garden creates a peaceful and inspiring space for studying and relaxation. The garden space acts as an extension from the surrounding focused study rooms within the building. Various 'study corners' are shaped by raised metal planters to support different type of study such as large group study, small group study and solo study.

The metal pergola and low hedges create a gate way and divides the garden into the more active area - 'the group study zone' and the more focused 'quite study area'. Shade tolerant planting with seasonal interests will provide sensory and visual entertainment all year round. The raised metal planters are not only durable with minimum maintenance also add a sleek and modern aesthetic to the design.



Masterplan - the Study Garden



Artistic Impression - Study Garden

View from quiet study area looking towards the entrance



Image illustrative of external space - architectural elements indicative only

4.13.6 Detail Area - Eastern Courtyard - Communal Garden

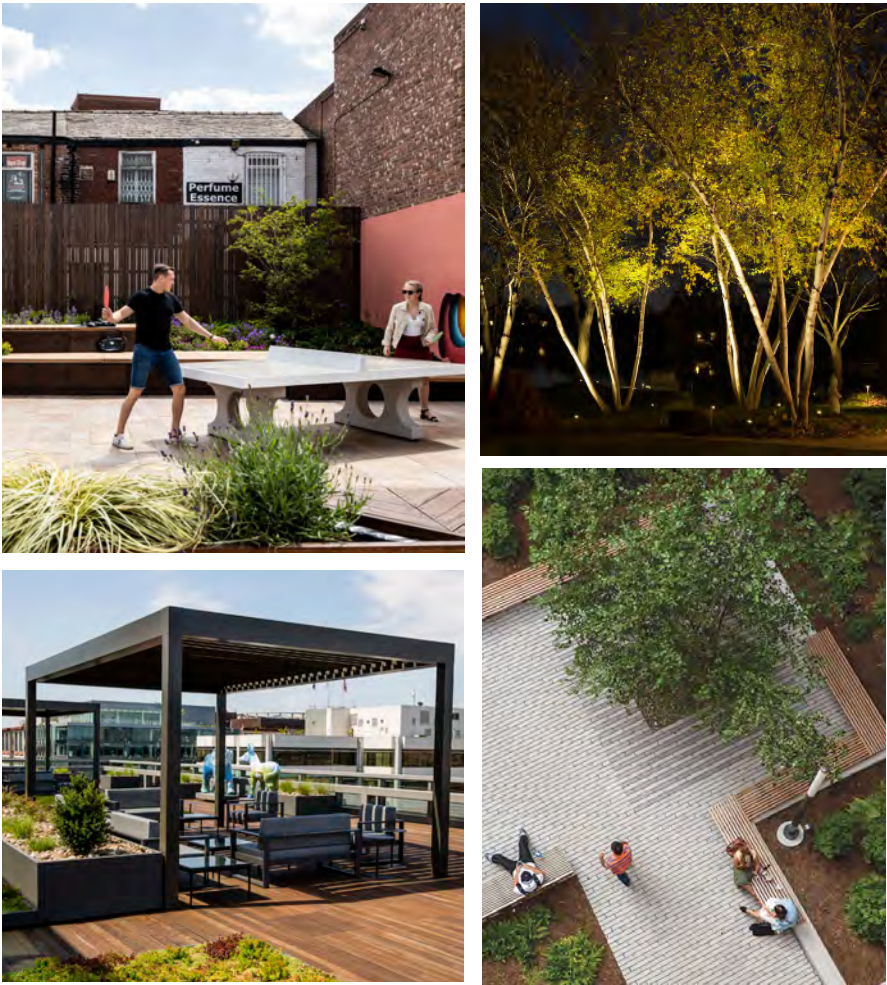
Description

The Eastern podium courtyard at ground level is approximately 12x18m in size.

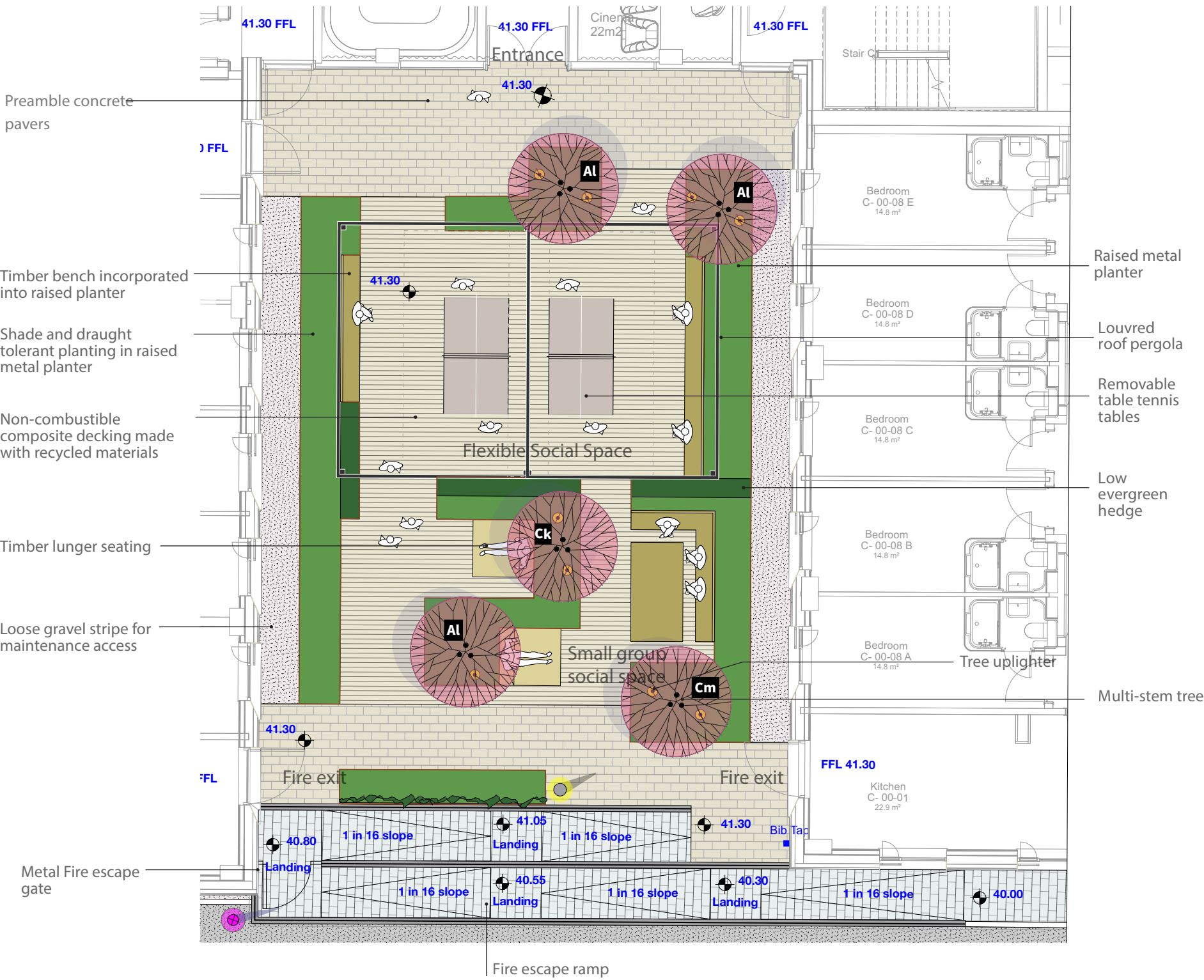
The design of this garden aims to create a flexible and active space that can be adapted for different uses, such as outdoor cinema nights, fitness classes or social gathering events.

The design allows generous planting spaces on the east and west side the garden to form screens to the bedrooms. A louvred roof pergola over the active area provides privacy and shelter also allow the space to be used in less clement weather.

A clear fire escape route with stairs and a platform lift to the south of the garden has been carefully incorporated in this design.



Illustrative Masterplan - Social Garden



Artistic Impression - Social Garden

View from entrance looking across Social Garden towards the railway viaduct



Image illustrative of external space - architectural elements indicative only

4.13.7 Detail Area - Courtyard Planting Strategy & Palette

Description

The two courtyard gardens are designed as areas of lush and green respite. The selection of plant species should be shade and draught tolerant, and provide seasonal interests. The planting palette has been designed with a blue and purple colour theme to reflect and compromise the history and characteristics of the adjacent Vimto Park.

Multi-stem trees - to podium gardens



Amelanchier lamarkii



Cornus kousa



Cornus mas

Specimen shrubs



Hydrangea paniculata 'Little Lime'



Viburnum tinus 'Eve Price'

Shade tolerant species



Liriope muscari



Asplenium scolopendrium



Alchemilla mollis



Hakonechloa macra



Sarcococca koufusa



Skimmia japonica 'Rubella'

Shrubs & perennial mix in blue and purple colour palette



Verbena bonariensis 'Lollipop'



Echinacea purpurea



Helleborus orientalis



Clematis 'Black Prince'



Salvia nemorosa 'Caradonna'



Geranium phaeum

- Evergreen species
- Wildlife friendly species

4.13.8 Detail Area - Biodiverse Roof

Description

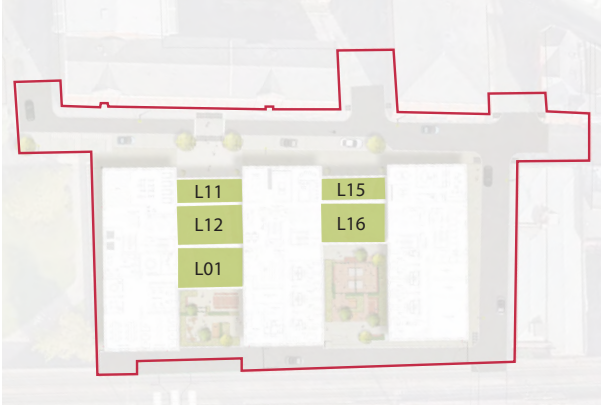
There are five biodiverse green roofs on the link building between block A-B and bloc B-C on level 01, 11, 12, 15 and 16.

These extensive green roofs will be planted with a selection of wildlife friendly species with logs, rock piles and temporary water bodies to create natural habitats for birds and insects in the city centre.

Precedent images



Location Plan



4.13.9 Materiality Concept

Description

The Hardworks palette has been designed as a collection of simple, hard-wearing, high-quality and appropriate materials.

Within the public realm, yorkstone flags, concrete block paving and hot rolled asphalt (HRA) with coated chippings provide a robust collection which complements the vernacular of the surrounding streets, proven to stand up to everyday wear-and-tear. HRA replaces the existing blacktop carriageway and visually ‘slows down’ the pace of the street, helping to re-balance the vehicular priority. New conservation kerbs help elevate the quality of the street.

Within private spaces and roof gardens, permeable concrete block paver and composite decking is proposed within the courtyard gardens.

Metal raised planters will be used in the courtyards with sufficient height to incorporate seating. They will provide sufficient growing spaces for trees and shrubs planting with great durability and a sleek and contemporary look.

Public realm - precedent images



HRA carriageway



Concrete block paving



Yorkstone flags



Conservation kerbs

Courtyards - precedent images



Composite decking



Permeable concrete paver



Porcelain tiles



Metal Raised Planters

05

CONSULTATION

5.0 CONSULTATION

Below provides a summary of the relevant pre-application consultation undertaken in relation to the proposed development.

5.1 Manchester City Council - Planning Authority

The proposed scheme has been subject to extensive pre-application consultation with the Local Planning Authority as further explained in Section 4.2, Design Development.

Key consultation meetings:

14 November 2023 - Introduction to revised scheme

01 February 2023 - overview of design progress and latest scheme, including update on programme, EIA Scoping, Historic England engagement and communications strategy

13 March 2023 - presentation of latest scheme following feedback from earlier meeting

7-29 June 2023 – clarifications on aluminium finishes and chamfered brick detail, updates to typical window bays and service areas.

Historic England

Due to the application site being part of the Whitworth Conservation Area, as per the previous planning application, iQ engaged with Historic England to ensure they remain of the view that the proposed scheme is acceptable within the Conservation Area.

A meeting was held on 09 February 2023 with written feedback provided by Historic England on 22 February.

Amongst other things, the positive feedback concluded the following:

“Historic England worked with the applicant in the initial development of the proposals, and we concluded that we were not only comfortable with its impact on the significance of the heritage assets within the wider context of the site, but that we welcomed the innovation in terms of the architectural design and details, combined with the judicious use of sympathetic materials to help anchor the scheme within its wider historic context.

The revised scheme does not radically alter the design of the proposals, or its impact on the surrounding heritage assets. We therefore continue to have no objection to the proposals.”

5.2 Network Rail

Due to the close proximity of the Development to the adjacent live rail line into Piccadilly Train Station, the Developer and Project Team have held a number of consultation meetings with the Network Rail Asset Protection Team, at which the development proposals have been discussed, and the principles of construction and protection of the railway assets have been established. The Developer has also entered into a Basic Asset Protection Agreement with Network Rail, and will continue to engage with Network Rail over the course of the Development.

The Schedule of Meetings held to date is as follows:

Purpose: Initial Briefing Meeting

Meeting held: 22.05.2017

Location: Network Rail, Square One, Manchester

Key points from meeting: Introductions between the Project Team and the Network Rail Asset Protection Team; Discussion on process and timescales to agree the Basic Asset Protection Agreement between iQSA and Network Rail; Discussion on the potential for future alterations to the rail viaduct adjacent to the Development Site; initial discussion on required easements and clearance limits from the live railway; initial discussion on typical concerns that Network Rail may raise in relation to development adjacent to their asset.

Purpose: Foundation Trial Pits

Meeting held: 10.07.2017

Location: Capita, The Observatory, Manchester

Key points from meeting: Agreement on scope of works and approvals process for undertaking trial pit works to expose the rail viaduct foundations, as requested by Network Rail. The information will be used in order to inform the sub-structure proposals for the Development, and mitigate risk of damage to the Network Rail asset during construction activities on site.

Purpose: General Scheme Review

Meeting held: 25.07.2017

Location: Network Rail, Square One, Manchester

Key points from meeting: The Project Team provided an overview of the scheme and obtained feedback from Network Rail in relation to: the façade solution generally; proposals for post-occupancy building maintenance; proposals for roof top amenity; requirements for post-occupancy asset maintenance by Network Rail; compliance with Network Rail clearance and easements requirements; specific Network Rail concerns in relation to the Development.

Purpose: Ownership Boundary

Meeting held: 22.08.2017

Location: Network Rail, Square One, Manchester

Key points from meeting: Discussion on the extent of the ownership boundary in relation to the Network Rail asset and the Development site; confirmation that the University of Manchester would need to be consulted as

lease holder of the adjacent asset owned by Network Rail.

As a result of the engagement held to date, the specific concerns of Network Rail in relation to the Development have been discussed. In particular Network Rail have asked that the following be considered within the design of the Development and methodology for demolition of the existing structures, and subsequent construction of the Development:

- The site operations should be planned in such a way as to comply with the clearances set out in the Network Rail General Engineering Requirements document, in terms of minimum distances vertically above the 25kV Overhead Electrical Equipment, horizontally from the nearest rail both in terms of the development and the potential fall of cranes, plant or temporary works.
- Detailed Risk Assessments and Method Statements will be required for any construction operation that could affect the railway. Detailed RAMS will be developed prior to construction.
- Temporary Works proposals will be submitted to the Network Rail Asset Protection Team for review.
- Access along the viaduct is to be maintained at all times during demolition and construction, for emergency works or inspections by Network Rail staff.
- Any operation that involves ground vibration could potentially impact on the adjacent viaduct, and as a consequence the sub-structure design will be developed to minimise the impact of vibration. During key phases of the demolition and construction activities, vibration monitors will be put in place in locations to be agreed with Network Rail.
- A method statement is required for any crane or piling rig operations on site, which will indicate technical details of the equipment including load capacity, radii and diagrams showing jib length, position, outriggers position and anticipated load lifts etc. The design of the foundations for the tower crane (or cranes) will need to be carried out by the temporary works engineer and will require a Cat 3 design check, as per Network Rail's Requirements. Drawings are required to show crane and piling rig movements and lifting positions about the site. Any crane working that could impact upon the railway may be supervised by Network Rail.
- The design of the building should address the potential risk of falling objects, to mitigate the associated risk to the normal operation of the railway. The methodology employed during the demolition and construction phase of the development must also ensure that the risk of falling objects is mitigated, including plant and machinery.
- The design and planning of the Development should ensure that building maintenance regime will not impact on the ability of Network Rail to maintain their asset, nor should plant and machinery used to maintain the building fall within the hazard clearances identified by Network Rail within their engineering requirements documentation, i.e. within 2.75m from the nearest electrified overhead equipment.
- Dust generated by demolition and construction activities will need to be managed, to ensure that there is no impact to the normal operation of the railway, or disruption to passing train drivers.
- Within the design generally, and specifically in relation to the choice of materials and finishes selected for the building, the Project Team should consider the potential for glare from sunlight and artificial lighting to affect passing train drivers.

Further consultation with Network Rail, in accordance with the Basic Asset Protection Agreement, will take place as the project progresses. In particular the project team will engage with the Network Rail Asset Protection

Team as part of the wider procurement process to appoint suitable Demolition Contractor and Main Contractor organisations. An Approval in Principle Form F001 will be submitted to Network Rail in accordance with their requirements, once the design is sufficiently developed.

Purpose: Network Rail Refresher Meeting

Meeting held: 04/04/23

Refresher meeting undertaken with Rachel Goodwin of Network Rail to set up a line of communication as the new lead on this project taking over from Aime-Dawn White. The purpose of this meeting was to provide a general update over the changes to the previous scheme, planning submission, upcoming surveys, proposed start on site date and the Network Rail permissions/requirements prior to works commencing. Following this, it has now been confirmed an APA is required for this project due to the height of the building in addition to the close proximity of the railway lines. A follow up meeting has been proposed to undertake an initial review of the clauses within the draft APA to ensure this can be executed at the earliest opportunity, along with key milestones and programmes deliverables.

5.3 The University of Manchester

Purpose: Echo Street Project Update

Meeting held: 6.2.2023

General update provided to Diana Hampson, Paul Uncles and Vicky Ackerley, of University of Manchester, by Matt Loughlin, James Atkinson and Brett Cordle of iQ.

Information presented included an update on the building design improvements, including sustainability and fire safety credentials, and quantum of PBSA proposed at circa 1220 bedspaces, of which circa 196 beds would be provided as affordable student accommodation.

Definition of affordable student accommodation, as discussed with MCC Planning Officers, was discussed and requires follow up conversations to confirm how this may be formalised and administered.

Further discussions proposed on construction phasing along with potential take-up by University of Manchester of the affordable accommodation along with the rest of the available accommodation.

5.4 Manchester Metropolitan University

Purpose: Echo Street Project Update

Meeting held: 14.2.2023

General update provided to Stephen Bloye of Manchester Metropolitan University, by Matt Loughlin, James Atkinson and Brett Cordle of iQ.

Information presented included an update on the building design improvements, including sustainability and fire safety credentials, and quantum of PBSA proposed at circa 1220 bedspaces, of which circa 196 beds would be provided as affordable student accommodation.

Definition of affordable student accommodation, as discussed with MCC Planning Officers, was discussed and feedback provided on nature of affordable accommodation and how this may be approached.

5.5 Manchester ID (Bruntwood SciTech)

Purpose: Echo Street/ID Manchester Project Update

Meeting held: 13.2.2023

General update provided to Laura Percy and Sam Darby of ID Manchester, by Matt Loughlin and James Atkinson of iQ.

Information presented included an update on the scheme proposals generally and quantum of PBSA proposed at circa 1220 bed spaces.

Programme discussed in respect of interfacing on construction phases, with no immediate challenges identified.

Regular meetings agreed as scheme progresses alongside proposals for ID Manchester.

Purpose: Echo Street

Meeting held: 13.2.2023

Follow up meeting with Sam Darby, Emma Cullen and Jonathan Weston of ID Manchester, by Matt Loughlin and James Atkinson of iQ.

Update on progress for pre planning programme to follow up from previous meeting.

Focused discussion around connectivity between our respective developments and the proposed highways designs around Echo Street; it was confirmed that the previously consented approach was being retained to ensure appropriate levels of serviceability and improved streetscape on Granby Row in particular. Proposals reviewed during the session, without any issues being raised, and copies of proposals shared post meeting.

5.6 Public consultation

In order to engage on the proposed application submission, the project team delivered an engagement programme which targeted engagement and awareness raising with:

- Manchester City Council;
- Local ward members;
- Local residents.

To ensure all groups had the opportunity to view and comment on the proposed plans a number of engagement methods were used. Overall, the consultation with the local community demonstrated a wide-reach and included:

- Pre-application discussions with Manchester City Council officers;
- Information shared with key local stakeholders, along with invitations to briefings and regular updates via email through the pre-application process;
- Promotional leaflet delivered to 2040 addresses surrounding the site, with businesses in the immediate vicinity of the site receiving a hand delivered leaflet by the iQ team;
- Social media advertising;
- Hosting a dedicated project website with various contact methods including a Freephone telephone number, Freepost address and direct email address; and
- Hosting a live public webinar for local stakeholders to dial into, hear a presentation from members of the project team and ask any questions.

Key themes that emerged included building design and wider site context, landscaping, active travel, the overall principle of development, as well as some technical considerations. The feedback received has been analysed and responded to by the project team in the Statement of Community Engagement submitted as part of the Planning Application.

5.7 Stakeholder engagement

Alongside the public consultation activity, a series of stakeholder meetings have taken place over a period of months to develop and refine the final proposals, as discussed above. These include sessions with the following stakeholders:

- Pre-application meetings with Manchester City Council
- Historic England
- Network Rail
- Manchester City Council Highways
- The University of Manchester – Wednesday 8 February 2023
- Manchester Metropolitan University – Tuesday 14 February 2023
- Manchester ID (Bruntwood SciTech) – Monday 13 February 2023

06

ACCESS STATEMENT



6.0 ACCESS STATEMENT

6.1 Access and Inclusion

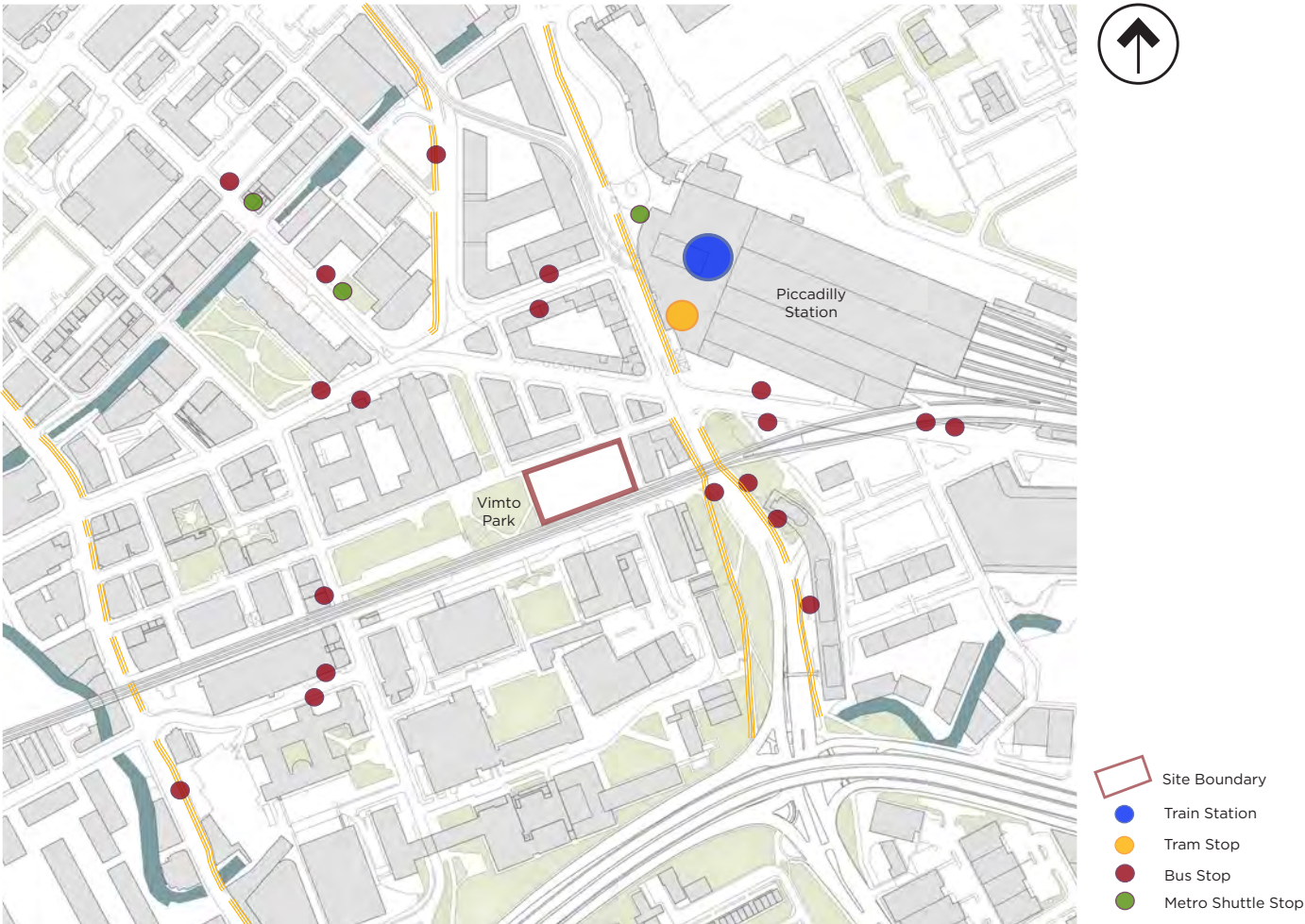
The purpose of this statement is to outline the overall approach to inclusive design within the proposed development in accordance with the relevant guidance, along with how the different access principles will be implemented into the scheme and managed.

The proposed scheme provides a safe, legible, high quality environment that will be easily used by a wide range of people without undue effort, special treatment or separation. The overall approach to the design will aim to meet the minimum access standards set by key regulatory and good guidance documents such as:

- Building Regulations Approved Document M volume 2, inc 2020 amendments;
- BS8300:2018/A Code of practice for the design of buildings and their approaches to meet the needs of people with disabilities
- BS 9999: 2017 Fire safety in the design, management and use of buildings
- BS 9991: 2015 Fire safety in the design, management and use of residential buildings
- Approved Document B Volumes 1 and 2 (2022)

6.2 Public Transport Amenities

Important transport nodes are located near Echo Street site. The diagram below shows the available transport amenities in the vicinity of the building, this includes bus stops, tram stops and Piccadilly Train Station.

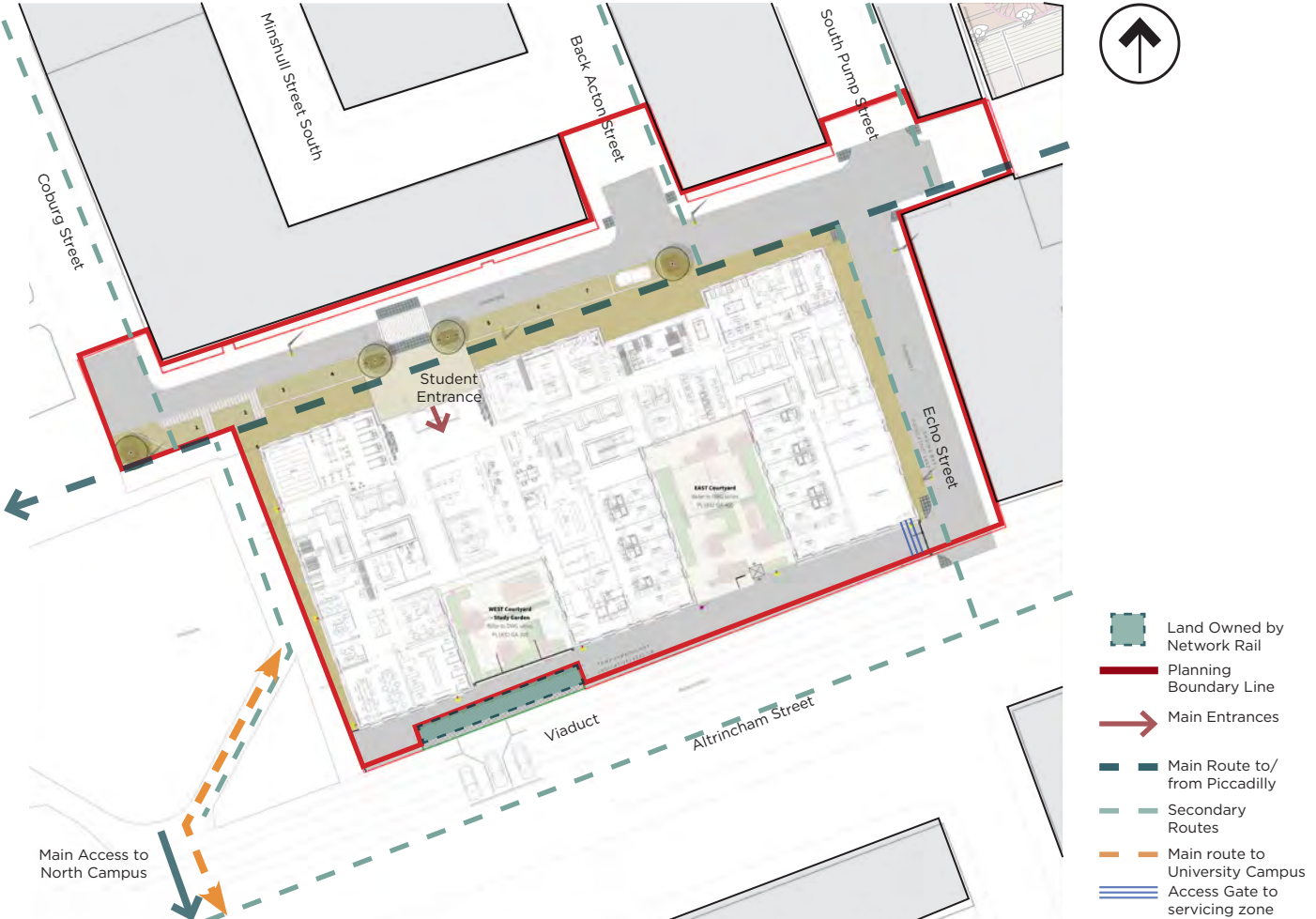


Public Transport Diagram

6.3 Pedestrian Access

Given the city centre location of the site, pedestrian accessibility to the surrounding area is very good. Existing pedestrian links are present around the site which lead to the primary routes towards the centre of Manchester along Aytoun Street and Piccadilly. All foot-ways in the surrounding area are lit and there are crossing facilities across all the main highways. The existing pedestrian infrastructure ensures that retail and leisure facilities, along with key transport hubs, can be safely reached on foot from the proposed development.

The main entrance is located on Granby Row to the North and will have level access from the pavement. The building is accessed via a wide draught lobby which has powered sliding doors to the outside and powered internal doors to the inside, providing an environmental transition space between outside and inside. Both sets of doors are activated via a fob or card to ensure the security of residents (no general public access is allowed) and to additional limit and reduce tailgating.



Pedestrian Access Diagram

6.4 Vehicular Access and Parking Provision

The site is located in a highly accessible location for access via rail, tram, bus, cycling and walking, therefore the majority of trips to and from the site will be made by modes other than private car, naturally resulting in sustainable transport outcomes.

Car parking will not be provided within the site for residents. The site also benefits from a large number of adjacent on-street pay and display bays offering 2-hour parking. Eight of the existing thirteen on-street car parking bays along Granby Row adjacent to the site will be retained. Two of these will be converted to accessible parking spaces to facilitate convenient car access to the development for the mobility impaired.

Maintenance vehicles will use the ramp from Echo Street down to the lower ground floor of the proposed building and park at the bottom to access the service bay. A loading bay will also be provided on Echo street to facilitate better access for servicing the building.

For more details please see Travel Plan produced by Vectos and submitted separately.

6.5 Cycling Provision

The Travel Plan aims to make sustainable modes of transport as convenient as possible for residents. This acknowledges Manchester City Councils aspirations to encourage its residents to cycle.

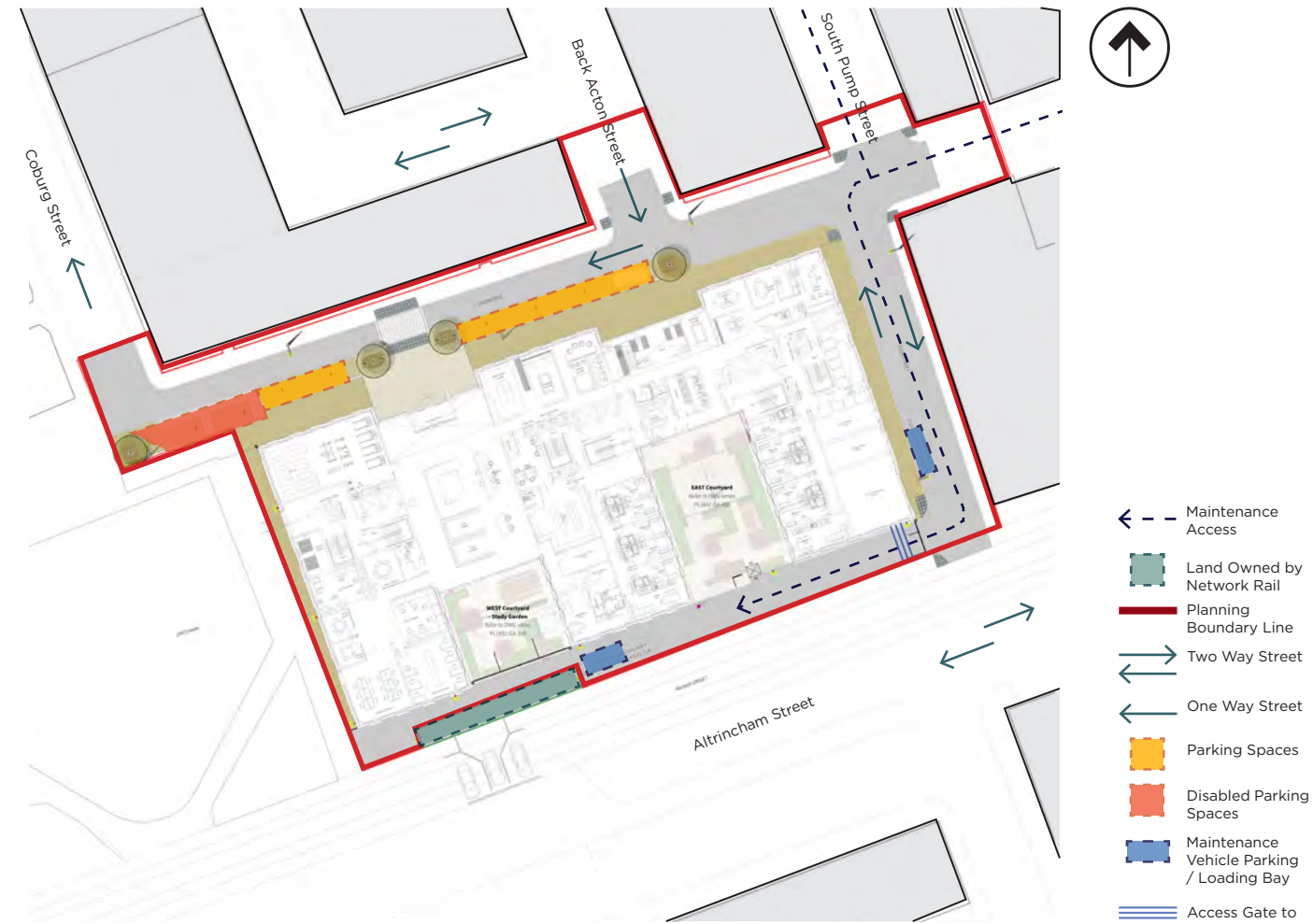
To supplement the sustainable Travel Plan, Echo Street caters for cyclists through cycle parking, and encourages the habit of cycling by providing easy to use and well designed storage facilities.

Cycle access is via Echo Street to the West via a shared service area and not via the main entrance on Granby Row.

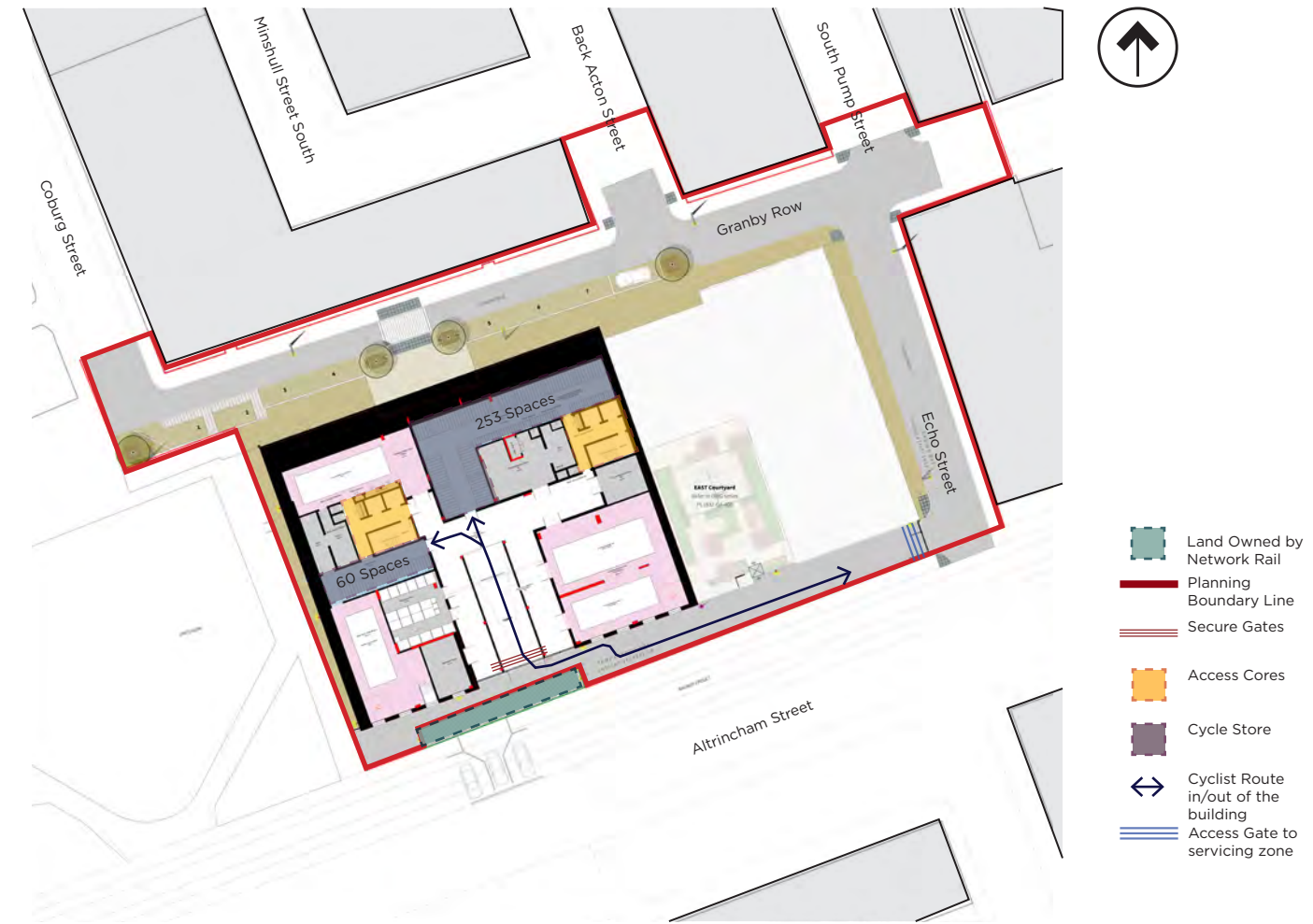
A gate with fob access is provided to the ramped service area, sitting between the building and the railway viaduct. A further double gate with integrated pedestrian gate provides access to the basement level via an open-air ramp.

Two cycle stores are provided – each with access to a vertical core to allow internal safe and secured access back through the building to ground level.

Externally, cycle parking spaces for short-term cycle parking and visitors are provided through Sheffield stands along Granby Row, shown in the landscape plans.



Vehicle Access Diagram- Ground Floor



Cycle Provision Diagram- Lower Ground

6.6 Servicing, Deliveries and Fire Access

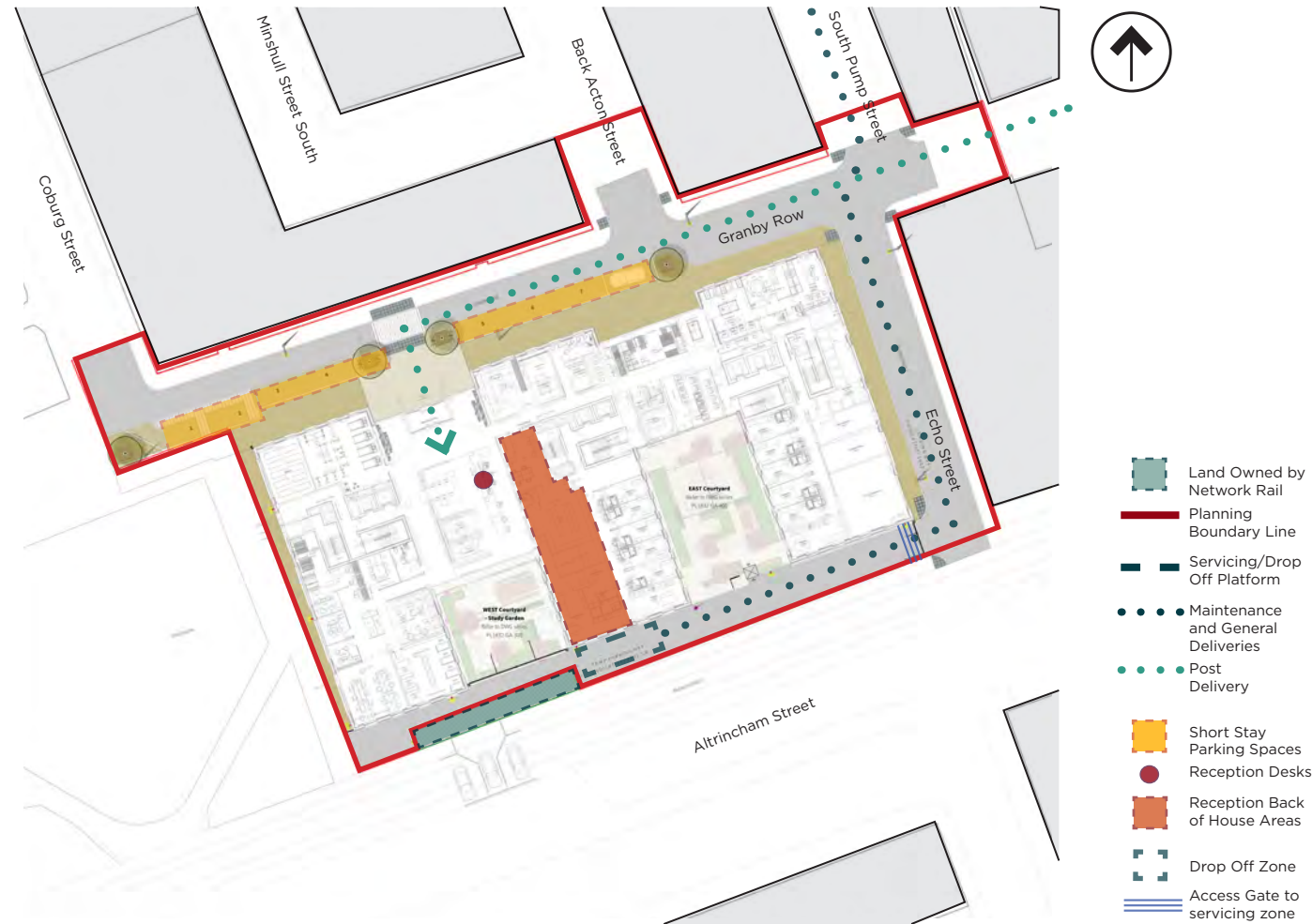
The building is primarily served from the lower ground floor service bay as described in section 4.6.2 Lower Ground Floor.

Small deliveries and post will be delivered via the main entrance on Granby Row using the short-term parking spaces. Post is collected by reception staff and sorted in the Post Rooms for later collection by students.

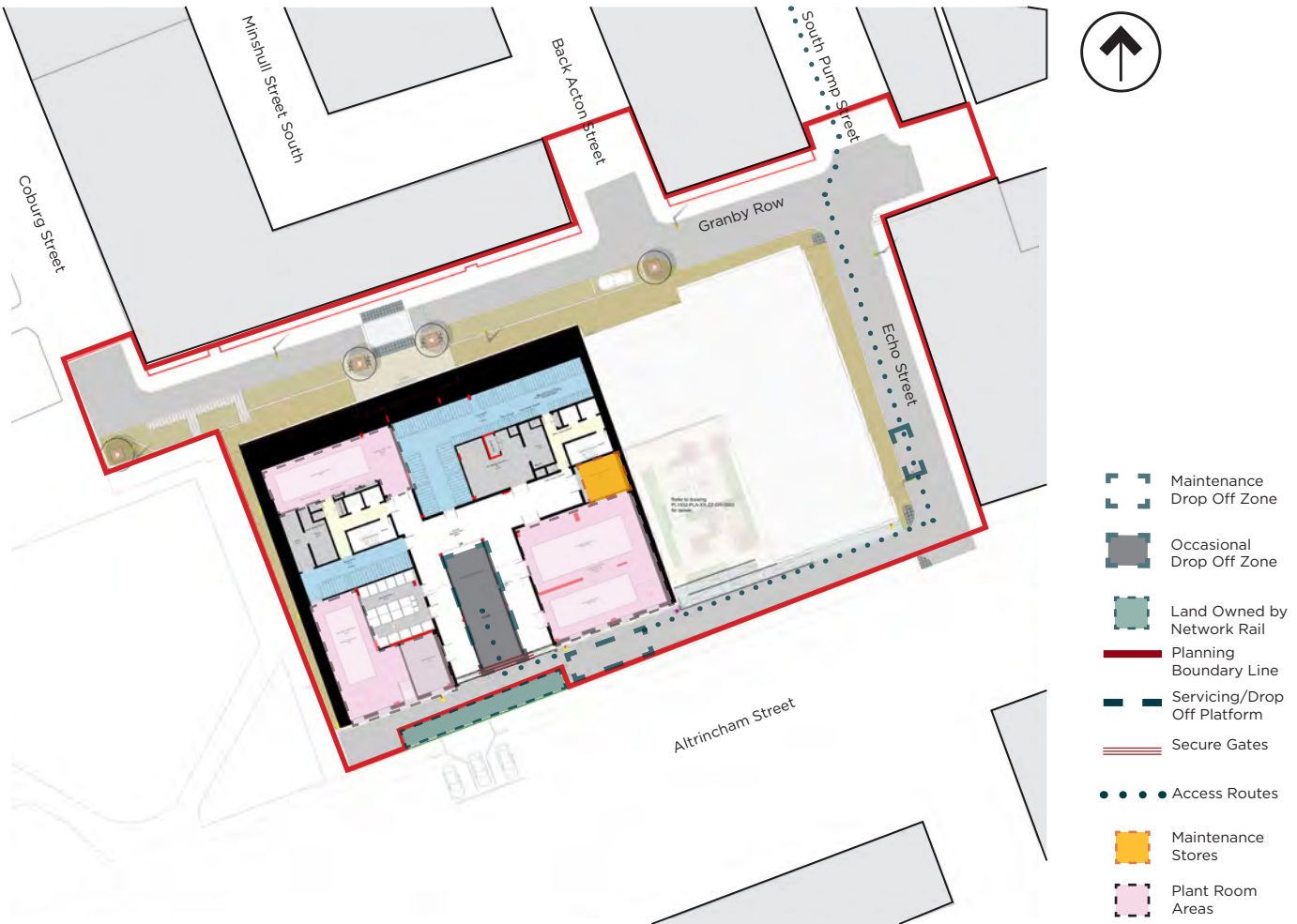
Larger deliveries will be reported to the building management team and delivered to lower ground floor via the service access along the viaduct at the rear of the building. There is space for vans to park, without using Network Rails land (indicated in blue on the diagrams) and the security gate is access-controlled from the student reception.

Transit-sized vans are also able to park inside the service bay on the lower ground floor to deliver heavy goods (replacement fridges/matresses etc) or replace plant equipment, as shown in the diagrams below.

Vehicle access to the site is via either Granby Road or Echo Street. This allows for a fire service vehicle to park within 18m of the wet riser inlet adjacent to Block A, and within 18m of an entry point to Blocks A and C. Access to the firefighting shaft to Block B is via the reception at ground floor level.



Servicing and Deliveries Diagram- Ground Floor



Servicing and Deliveries Diagram - Lower Ground

6.7 Internal Accessibility

6.7.1 Common Areas

The proposed scheme ensures a high degree of accessibility within the development footprint and across every floor level. All users, irrespective of any physical limitations or impairments, will have access to all unique amenity facilities.

The reception space will be prominently located in view of the main entrance to assist in wayfinding for both residents and visitors alike. It will feature a split-level desk, with surfaces at a height suitable for both seated and standing users for residents, visitors and staff, supported by a management office space.

All common parts of the building on the ground floor are accessible by a wheelchair with a minimum clear distance in corridors of 1200mm, 800mm clear to all doorway openings (when accessed head-on) and 300mm provided to the leading edges where a wheelchair user requires access. Space for 1500mm turning circles are provided throughout.

Access to upper floors is via 3 stair and lift cores, A, B and C, each accessed by fob access from the common ground floor space to ease wayfinding and promote an inclusive environment for all. Each has a wide lobby space of 1500mm depth, providing access to a primary stairway (with 1200mm wide stair flights) and 2 lifts. Both lifts are sized appropriately for the numbers of residents using them.

For upper residential floors, all corridor spaces are a minimum of 1200mm wide, with frequent widening of the corridor to allow a wheelchair to turn. Cross corridor doors are additionally 'held open' which removes the need for wheelchair users to frequently open doors, therefore removing as many barriers as possible.

6.7.2 Accessible Accommodation

The following accessible accommodation is proposed as part of the development:

- Provision of 4 cluster en-suite rooms – these will either be fully accessible from the outset or capable of adaptation.
- 12 premium studios (fitted with wet rooms), capable of being adapted and fitted in accordance with Part M of the Building Regs, should demand require this.

With regards to adaptability, this will include:

- All wheelchair accessible bedrooms and studios include larger bathrooms, sufficient space for turning circle adjacent to beds and adequate furniture layout, in line with Part M requirements. The overall accessible room size varies – circa 32sqm for the studios and circa 22/26sqm for the en-suite bedrooms within clusters, which will share a communal living/kitchen/dining of circa 34sqm.
- Adaptable bedrooms will be prepared to be easily converted into fully accessible bedrooms without the need to remove walls, screed, or solid flooring.
- Adaptable bathrooms will be provided as wet rooms, with floor gully and step-free access. Walls will be sufficiently robust to support grabrails, seats, and other adaptations, as necessary. Grabrails, shower curtains, toilet seats, and emergency pull cords and alarms will be stored in maintenance room and used if required.
- Communal kitchens shared by adaptable ensuite bedrooms will have sufficient space to include wheelchair

accessible units, in addition to standard units. Kitchenettes within adaptable studios will be replaced as necessary to meet the occupier's specific disability demands.

6.8 Security

The safety and security of residents, staff and guests of the proposed development is critical to the success of the scheme and has been given careful consideration. Consultation was undertaken with Greater Manchester Police (GMP) during the initial design process of the original scheme approved in June 2018 to discuss the layout and design of the buildings. All the principles discussed at that time are being maintained and have been enhanced where appropriate.

The ground floor layout has been designed to maximise opportunities for passive surveillance of the public realm spaces, with continuous activation along the facades facing Vimto Park and Granby Row. A single building entrance is proposed to Granby Row, with a secure lobby, which is monitored, in person, 24/7 by the building reception. Any visitors to the building must be noted with reception staff to aid emergency evacuation should it be required at any point.

The development will benefit from 24 hour on-site management, with all common spaces covered and monitored by CCTV, closely controlled by building management staff. The lower ground service bay will be provided with a secure gate to cover spaces at the rear of the building. A detailed security strategy will be developed going forward.

In addition to above, the development will comply with the recommendations in the Crime Impact Statement.



Security Diagram - Ground Floor

6.9 Waste Management

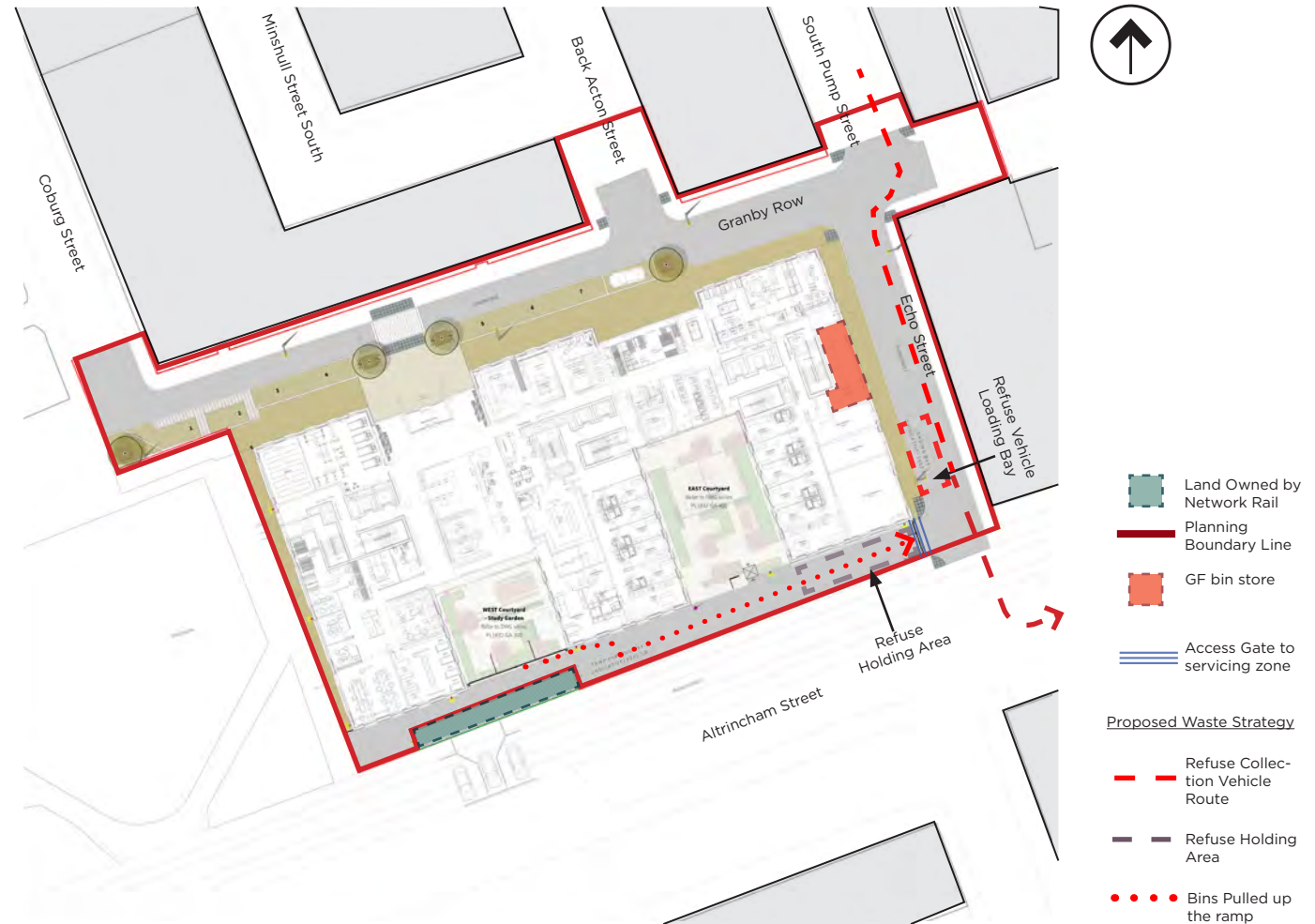
Our approach to waste management in the development uses detailed analysis by specialist consultant Vectos, combining Manchester City Council guidance Waste Storage and Collection (GD04) and BS 5906:2005 Waste Management in Buildings. Due to the unique combination of different unit types compared to typical city-centre residential developments, BS 5906:2005 is used to provide robust figures of residential waste generation to supplement guidance in GD04. The total projected waste volume considers the variation between use types in waste generation and recycling rates, based upon the relevant BS guidance and surveys by Vectos. For full details of the strategy and completed MCC Waste Pro Forma refer to Vectos' Waste Management document.

Students are required to separate their waste into various types to maximise and promote recycling wherever possible. They remove their own rubbish from their accommodation and place it into designated internal bin stores for collection. These internal bin stores have been located close to the cores to limit the travel distances and make it easy for students to remove waste and promote recycling in general. Those who live closest to Cores A and B, have a shared bin store located in the basement level. Access to this is either via lift in each respective core, or via a stair down from ground floor level to the basement area.

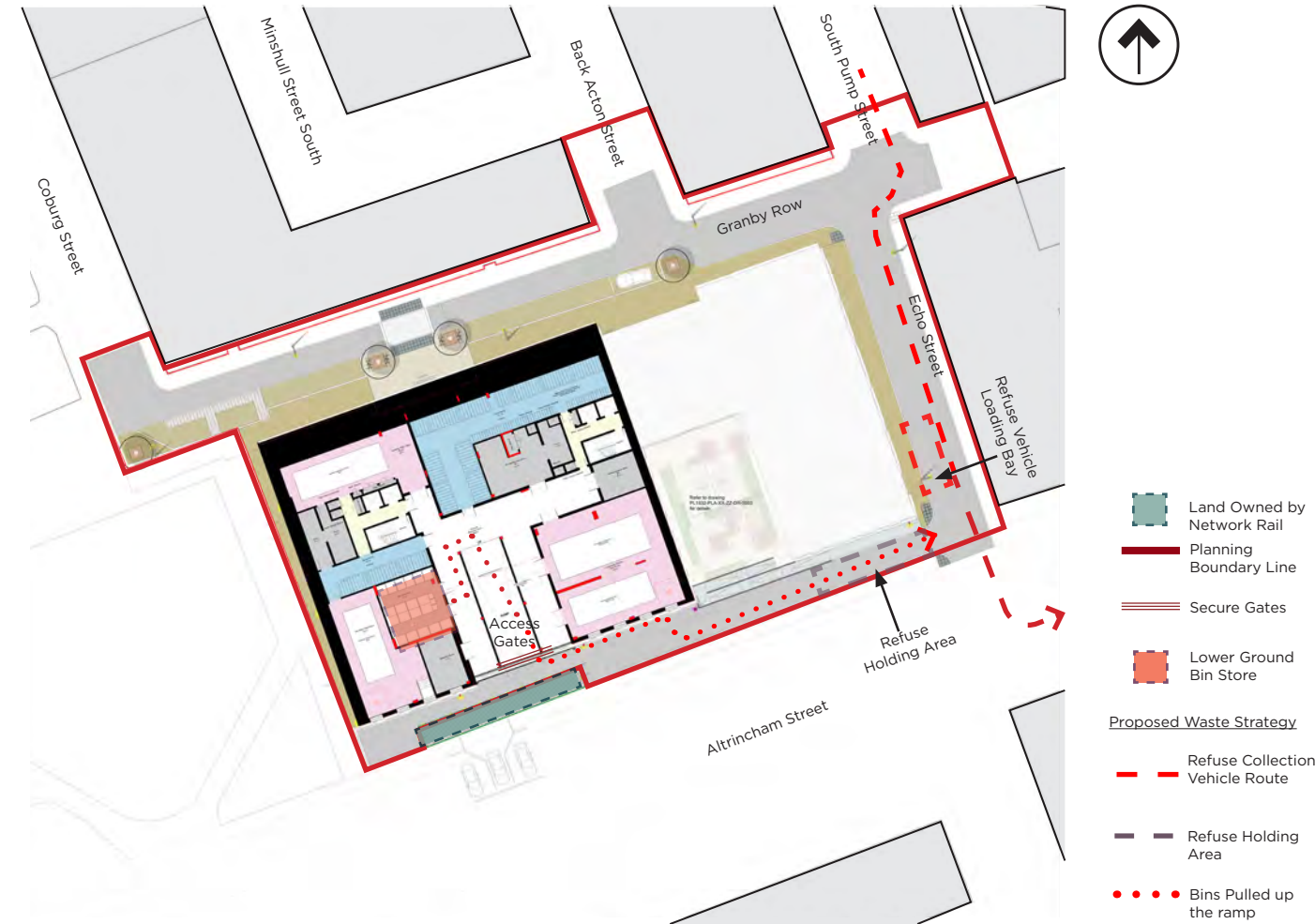
For those whose accommodation uses core C, a single bin store is located at ground level.

A refuse holding area within the building compound will be provided to the top of the service road junction with Echo Street, so that when scheduled collections occur, bins are pulled from the bin store up the service road, towards the collection vehicle on the Echo Street loading bay.

An electric pulley tug will be used for the safe transfer of the 1100L Eurobins, after which iQ staff would return bins to the bin store area on the lower ground floor. In iQ's experience, peak demand for waste collection will occur during the September turnaround of student residents, a variation which licensed waste carriers are well-suited to manage.



Waste Disposal Diagram - Ground Floor



Waste Disposal Diagram - Lower Ground Floor

6.10 Cleaning and Maintenance

6.10.1 Facades

Cleaning, maintenance, replacement & inspection of the façades above the first floor will be undertaken via a self-hoisting BMU powered cradle system.

For access to the Main Block façades, the cradle will be suspended from a permanently anchored roof trolley system running on a continuous twin track fixed to the top of the high-level parapets. Access to the Link Block façades is achieved via the self-hoisting BMU cradle suspended from davit arms fixed adjacent to the low-level parapets. A combination of the roof trolley and davit arm systems allows for full access to the façades above level 1 with the BMU cradle.

The BMU cradle & davit arms can either be stored permanently within the development or hired to suit requirements.

When access to the façades is required, the BMU cradle will be positioned at the base of Block A and hoisted by the roof trolley along the façades as required, before being lowered to the adjacent link roof where it will be transferred to the davit arms for access to the Link façades. From the Link roof, the BMU cradle will then be hoisted to Block B by the trolley system. The cradle will be hoisted and lowered sequentially across the blocks in this manner. The davit arms can be transported from hire or permanent storage to the Link roofs by way of the maintenance lifts and roof access doors.

Below the first floor, maintenance access to the façades will be via MEWP at ground/courtyard level or alternatively by mobile construction crane access directly from the roads.

The window bay glazing will be internally beaded allowing for replacement from the inside, with the glass transported through the building using the lift cars. Glazing to window bays adjacent to the staircores are externally beaded and can be accessed and replaced using the BMU cradle.

Cleaning of the window bays above the first floor, throughout the blocks, will be undertaken using the BMU cradle access strategy outlined above.

Below first floor, a long reach water-fed pole will be used to clean the glazing and façade generally.

Care will be taken when using the BMU cradle, both with the roof trolley and davit arm systems, to avoid the 2.75m Overhead Line Equipment Clearance Zone of the railway viaduct.

6.10.2 Roofs

Maintenance access to the Main Block roofs is provided through the staircores. The staircore and adjacent plant room roofs are accessed via a cage ladder from the main roof. The Link & First Floor roofs are provided with external door access from the adjacent façades.

A paved maintenance walkway is provided to the perimeter of the main, link and level 1 roofs for access to the davit arms, parapet roof trolley system, balustrades, green roof, PV & plant areas etc.

The parapets to the main roofs provide full-height guarding including 1100mm high glass balustrades to the parapet openings. A fall restraint system is provided to the staircore, plant, link and level 1 roofs due to the low parapet heights, allowing for safe operative access to the link roof davit arms and other roof areas generally.

Maintenance and replacement of the plant on the main roofs is through the staircores. General operative access is provided by the stairs with larger plant winched through a roof level floor hatch and then transported via the lift cars.

The green and blue roof systems should be maintained in-line with the manufacturers requirements with regular inspection of the drainage outlets & planting.



Example of roof trolley and cradle system

7.0 DRAWINGS LIST

ECHO-SRA-ZS-XX-DR-A-02001	Location Plan	P02	S2 - Planning	14/04/2023
ECHO-SRA-ZS-XX-DR-A-02002	Existing Site Plan with Planning Application Boundaries and Topo Overlay	P02	S2 - Planning	14/04/2023
ECHO-SRA-ZS-XX-DR-A-02003	Existing Site Plan with Proposed Building Footprint	P02	S2 - Planning	14/04/2023
ECHO-SRA-ZS-XX-DR-A-02004	Proposed Site Plan with Planning Application Boundary	P05	S2 - Planning	17/07/2023
ECHO-SRA-XX-XX-DR-A-02005	Existing Longitudinal & Cross Site Sections	P02	S2 - Planning	14/04/2023
ECHO-SRA-XX-XX-DR-A-02006	Proposed Longitudinal and Cross Site Sections	P02	S2 - Planning	14/04/2023
ECHO-SRA-ZZ-B1-DR-A-02099	General Arrangement Basement Plan	P05	S2 - Planning	14/04/2023
ECHO-SRA-ZZ-00-DR-A-02100	General Arrangement Ground Floor Plan	P11	S2 - Planning	17/07/2023
ECHO-SRA-ZZ-01-DR-A-02101	General Arrangement Level 01 Floor Plan	P09	S2 - Planning	17/07/2023
ECHO-SRA-ZZ-02-DR-A-02102	General Arrangement Level 02 Floor Plan	P06	S2 - Planning	14/04/2023
ECHO-SRA-ZZ-03-DR-A-02103	General Arrangement Level 03 Floor Plan	P06	S2 - Planning	14/04/2023
ECHO-SRA-ZZ-04-DR-A-02104	General Arrangement Level 04 Floor Plan	P06	S2 - Planning	14/04/2023
ECHO-SRA-ZZ-05-DR-A-02105	General Arrangement Level 05 Floor Plan	P06	S2 - Planning	14/04/2023
ECHO-SRA-ZZ-06-DR-A-02106	General Arrangement Level 06 Floor Plan	P06	S2 - Planning	14/04/2023
ECHO-SRA-ZZ-07-DR-A-02107	General Arrangement Level 07 Floor Plan	P06	S2 - Planning	14/04/2023
ECHO-SRA-ZZ-08-DR-A-02108	General Arrangement Level 08 Floor Plan	P06	S2 - Planning	14/04/2023
ECHO-SRA-ZZ-09-DR-A-02109	General Arrangement Level 09 Floor Plan	P06	S2 - Planning	14/04/2023
ECHO-SRA-ZZ-10-DR-A-02110	General Arrangement Level 10 Floor Plan	P06	S2 - Planning	14/04/2023
ECHO-SRA-ZZ-11-DR-A-02111	General Arrangement Level 11 Floor Plan	P06	S2 - Planning	14/04/2023
ECHO-SRA-ZZ-12-DR-A-02112	General Arrangement Level 12 Floor Plan	P06	S2 - Planning	14/04/2023
ECHO-SRA-ZZ-13-DR-A-02113	General Arrangement Level 13 Floor Plan	P06	S2 - Planning	14/04/2023
ECHO-SRA-ZZ-14-DR-A-02114	General Arrangement Level 14 Floor Plan	P06	S2 - Planning	14/04/2023
ECHO-SRA-ZZ-15-DR-A-02115	General Arrangement Level 15 Floor Plan	P06	S2 - Planning	14/04/2023
ECHO-SRA-ZZ-16-DR-A-02116	General Arrangement Level 16 Floor Plan	P06	S2 - Planning	14/04/2023
ECHO-SRA-ZZ-17-DR-A-02117	General Arrangement Level 17 Floor Plan	P06	S2 - Planning	14/04/2023
ECHO-SRA-ZZ-18-DR-A-02118	General Arrangement Level 18 Floor Plan	P06	S2 - Planning	14/04/2023
ECHO-SRA-ZZ-19-DR-A-02119	General Arrangement Level 19 Floor Plan	P06	S2 - Planning	14/04/2023
ECHO-SRA-ZZ-20-DR-A-02120	General Arrangement Level 20 Floor Plan	P06	S2 - Planning	14/04/2023
ECHO-SRA-ZZ-21-DR-A-02121	General Arrangement Level 21 Floor Plan	P06	S2 - Planning	14/04/2023
ECHO-SRA-ZZ-22-DR-A-02122	General Arrangement Level 22 Floor Plan	P06	S2 - Planning	14/04/2023
ECHO-SRA-ZZ-23-DR-A-02123	General Arrangement Level 23 Floor Plan	P05	S2 - Planning	14/04/2023
ECHO-SRA-ZZ-24-DR-A-02124	General Arrangement Level 24 Floor Plan	P06	S2 - Planning	14/04/2023
ECHO-SRA-ZZ-25-DR-A-02125	General Arrangement Level 25 Floor Plan	P06	S2 - Planning	14/04/2023
ECHO-SRA-ZZ-26-DR-A-02126	General Arrangement Level 26 Floor Plan	P06	S2 - Planning	14/04/2023
ECHO-SRA-ZZ-27-DR-A-02127	General Arrangement Level 27 Floor Plan	P06	S2 - Planning	14/04/2023
ECHO-SRA-ZZ-RF-DR-A-02128	General Arrangement Block C Roof Plan	P05	S2 - Planning	14/04/2023
ECHO-SRA-ZZ-RF-DR-A-02129	General Arrangement Block C Upper Roof Plan	P02	S2 - Planning	14/04/2023
ECHO-SRA-ZZ-RF-DR-A-02130	General Arrangement Combined Roof Plan	P02	S2 - Planning	14/04/2023

ECHO-SRA-ZZ-XX-DR-A-02201	General Arrangement North Elevation	P07	S2 - Planning	17/07/2023
ECHO-SRA-ZZ-XX-DR-A-02202	General Arrangement South Elevation	P08	S2 - Planning	17/07/2023
ECHO-SRA-ZZ-XX-DR-A-02203	General Arrangement West Elevation	P07	S2 - Planning	17/07/2023
ECHO-SRA-ZZ-XX-DR-A-02204	General Arrangement East Elevation	P08	S2 - Planning	17/07/2023
ECHO-SRA-ZZ-XX-DR-A-02205	General Arrangement Inner West Elevations	P08	S2 - Planning	17/07/2023
ECHO-SRA-ZZ-XX-DR-A-02206	General Arrangement Inner East Elevations	P08	S2 - Planning	17/07/2023
ECHO-SRA-ZZ-XX-DR-A-02301	General Arrangement Section AA	P02	S2 - Planning	14/04/2023
ECHO-SRA-ZZ-XX-DR-A-02302	General Arrangement Section BB	P04	S2 - Planning	17/07/2023
ECHO-SRA-ZZ-XX-DR-A-02303	General Arrangement Section CC Block A	P02	S2 - Planning	14/04/2023
ECHO-SRA-ZZ-XX-DR-A-02304	General Arrangement Section DD Block B	P02	S2 - Planning	14/04/2023
ECHO-SRA-ZZ-XX-DR-A-02305	General Arrangement Section EE	P02	S2 - Planning	14/04/2023
ECHO-SRA-ZZ-XX-DR-A-02401	Strip Sections	P02	S2 - Planning	14/04/2023
ECHO-SRA-ZZ-XX-DR-A-02402	Strip Sections	P02	S2 - Planning	14/04/2023
ECHO-SRA-ZZ-XX-DR-A-02403	Strip Sections	P02	S2 - Planning	14/04/2023
ECHO-SRA-ZZ-XX-DR-A-02501	Brick Façade Bay Study Gable	P04	S2 - Planning	17/07/2023
ECHO-SRA-ZZ-XX-DR-A-02502	Brick Façade Bay Study Chamfer	P04	S2 - Planning	17/07/2023
ECHO-SRA-ZZ-XX-DR-A-02503	GRC Façade Bay Study Links	P04	S2 - Planning	17/07/2023



APPENDIX - ORIGINAL HISTORIC ENGLAND RESPONSE (MAY 2017)



NORTH WEST OFFICE

Mr Graeme Ives
Turley
1 New York Street
Manchester
M1 4HD

Direct Dial: 0161 242 1414
Our ref: PA00483445
12 May 2017

Dear Graeme

Pre-application Advice
CHANDOS HALL AND NEIGHBOURING SITE, GRANBY ROW, MANCHESTER

The Whitworth Street and Princess Street area was one of Manchester’s most important locations for export warehouses in the late 19C/early 20C. These housed not only storage space but also offices, rooms for entertaining, inspection and packing facilities. There are many historic buildings of considerable architectural quality in the area and these add richness and variety to the street frontage, corners and skyline. Many of these can be found on Whitworth Street and Princess Street, which are two of Manchester’s very finest streets. The robust, often neo-classical/baroque, architectural expression of the buildings, richly decorated with rusticated basements or stone plinths is a feature, as is the use of red brick or faience with sandstone dressings. Now designated a conservation area, the character of principle streets has some consistency in overall height, sense of enclosure, alignment and perimeter block layout. The London Road Police and Fire Station (LRFS), listed grade II*, is one of the highlights of the conservation area, with its expressive baroque style and characterful profile and is one of the city’s most distinctive and cherished buildings.

The south of the conservation area is defined by the grade II railway viaduct. The proposed site is within the south-east corner of the conservation area, adjacent to the viaduct and one block from the LRFS, facing an informal area of greenspace called Vimto Park. The site and immediate surroundings consist of a small group of undistinguished 20C buildings, a number of which comprise university student accommodation, of little or no heritage significance. Chandos Hall is a prominent 1960s tower comprising a purpose built halls of residence within the former UMIST, now Manchester University, campus. However, its architecture is less distinguished than other nearby late 20C buildings on the campus, with a form, composition and materials that poorly relate to the character of the conservation area. The site and immediate area would benefit greatly from enhancement and it would be most welcome if neighbouring sites could be brought in to the redevelopment to create a more cohesive scheme.



SUITES 3.3 AND 3.4 CANADA HOUSE 3 CHEPSTOW STREET MANCHESTER M1 5FW

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HistoricEngland.org.uk



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NORTH WEST OFFICE

The scheme as proposed comprises 3 towers of 12, 16 and 20 storeys stepping up to the east, each connected by lower intermediate blocks. Given the character of the surroundings and its location next to the Railway viaduct, we do not consider that development of some scale would be inappropriate. The enclosed nature of many streets within the conservation area, as outlined in your preliminary view assessment, suggests there would be a minimal impact on the setting of other, more significant parts of the historic environment. While there would be some impact on incidental and kinetic views of the LRFS, it is a robust building that is already set within a highly urban context and we do not consider the impact on its setting is likely to be harmful.

In terms of the architectural approach, we note this is being informed by a developing analysis of the local character, including the hierarchical and rhythmic form and composition so notable within the architecture of the conservation area. This analysis will help to give the development proposals a sense of place appropriate to its location. Activating the street and park frontage with appropriate uses, front doors and windows is also a welcome aspect of the proposals, creating a safe and secure environment, a quality missing within some parts of this conservation area. A bold yet high quality approach to the detailed design at street level is encourage to reflect the character of historic buildings found elsewhere. While we encourage you to innovate in terms of the design and details, the judicious use of sympathetic materials within the design would help to anchor the scheme within its wider historic context. By way of justification for this approach, the existing Chandos Hall usefully illustrates the potential for harm to the conservation area if the context is ignored.

In terms of policy we consider this scheme has the potential to satisfy the requirement within the 1990 Act and NPPF, particularly in helping to sustain and enhance the conservation area (NPPF 131). Given the form and location of the scheme we would recommend that you engage with the Council’s Urban Design and Conservation team over the detailed aspects of the design, although we would appreciate if you are able to email any updated information as the scheme develops.

I hope this information is helpful, though please let me know if you have any further questions.

Yours sincerely

David James
Inspector of Historic Buildings and Areas
E-mail: David.James@HistoricEngland.org.uk



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NORTH WEST OFFICE

Ms Katy Lightbody
Turley Associates
10th Floor
1 New York Street
Manchester
M1 4HD

Direct Dial: 0161 242 1414

Our ref: PA00483445

8 November 2017

Dear Ms Lightbody

Pre-application Advice

ECHO STREET, GRANBY ROW, MANCHESTER

Thank you for our meeting on the 3rd November to discuss the above. We have now updated our advice below.

The Whitworth Street and Princess Street area was one of Manchester’s most important locations for export warehouses in the late 19C/early 20C. These housed not only storage space but also offices, rooms for entertaining, inspection and packing facilities. There are many historic buildings of considerable architectural quality in the area and these add richness and variety to the street frontage, corners and skyline. Many of these can be found on Whitworth Street and Princess Street, which are two of Manchester’s very finest streets. The robust, often neo-classical/baroque, architectural expression of the buildings, richly decorated with rusticated basements or stone plinths is a feature, as is the use of red brick or faience with sandstone dressings. Now designated a conservation area, the character of principle streets has some consistency in overall height, sense of enclosure, alignment and perimeter block layout. The London Road Police and Fire Station (LRFS), listed grade II*, is one of the highlights of the conservation area, with its expressive baroque style and characterful profile, and is one of the city’s most distinctive and cherished buildings.

The south of the conservation area is defined by the grade II railway viaduct. The proposed site is within the south-east corner of the conservation area, adjacent to the viaduct and one block from the LRFS, facing an informal area of greenspace called Vimto Park. The site and immediate surroundings consist of a small group of undistinguished 20C buildings, a number of which comprise university student accommodation, of little or no heritage significance. Chandos Hall is a prominent 1960s tower comprising a purpose built halls of residence within the former UMIST, now Manchester University, campus. However, its architecture is less distinguished than other nearby late 20C buildings on the campus, with a form, composition and



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NORTH WEST OFFICE

materials that poorly relate to the character of the conservation area. The site and immediate area would benefit greatly from enhancement and it would be most welcome if neighbouring sites could be brought in to the redevelopment to create a more cohesive scheme.

The scheme as proposed comprises 3 towers of 14, 20 and 26 storeys stepping up to the east, each connected by lower intermediate blocks. This is an increase from the 12, 16 and 20 storeys originally proposed. Given the character of the surroundings and its secondary location next to the Railway viaduct, we do not consider that development of some scale would be inappropriate. The enclosed nature of many streets within the conservation area suggests there is likely to be a minimal impact on the setting of other, more significant parts of the historic environment. While there would be some impact on incidental and kinetic views of the LRFS, it is a robust building that is already set within a highly urban context and we do not consider the impact of the revised proposals on its setting is likely to be harmful. We look forward to receiving an updated view assessment to confirm this.

In terms of the architectural approach, we note this is being informed by a developing analysis of the local character, including the hierarchical and rhythmic form and composition so notable within the architecture of the conservation area. This analysis, strengthened by a recent design review of the scheme, has helped to give the development proposals a sense of place appropriate to its location. We note that the design seeks to activate the street and park frontage with appropriate uses, front doors and windows. This is a welcome aspect of the proposals, creating a safe and secure environment - a quality missing within some parts of this conservation area. A bold yet high quality approach to the detailed design at street level has been proposed, with the ground floor compromising of a double height architectural form to reflect the character of historic buildings in the local area.

We welcome the innovation in terms of the architectural design and details, combined with the judicious use of sympathetic materials to help anchor the scheme within its wider historic context. The unifying use of an appropriate red/purple brick would relate well to the conservation area and give the development an appropriate degree of robustness into the future. The choice of a high quality brick would be a critical consideration to ensure the masonry has a lively rather than flat appearance. Nevertheless, we also consider the proposed highlighting of window reveals through chamfers and accent materials are important details which lighten the design and reflect the richness of detail so characteristic locally. Achieving a significant depth to the reveal would be an important design consideration to the overall composition, giving modelling and depth to the building. Given the visibility of the development from a number of directions, including a number of viewpoints which affect the setting of London Road Fire Station, we consider the richness and quality of detailing to be an



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important aspect of all elevations of the scheme. The intermediate white tiled building elements reflect the local use of Portland stone and glazed white bricks to rear elevations of many nearby historic buildings.

In addition to the duties in relation to listed buildings and conservation areas under section 66 and 72 of the 1990 Act, the NPPF emphasises that great weight should be given to the conservation of heritage assets (NPPF 132). Account should also be given to the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation (NPPF 131). We consider that this scheme has potential to accord with these requirements.

I hope this information is helpful, though please let me know if you have any further questions. We look forward to receiving further view information in due course.

Yours sincerely

A handwritten signature in black ink, appearing to read "David James".

David James
Inspector of Historic Buildings and Areas
E-mail: David.James@HistoricEngland.org.uk

ECHO STREET, GRANBY ROW, MANCHESTER
Pre-application Advice

Information Provided
Echo St, Pre-application Planning Presentation 542-SRA-XX-XX-RP-A-707 Rev P1
Status S2



SUITES 3.3 AND 3.4 CANADA HOUSE 3 CHEPSTOW STREET MANCHESTER M1 5FW
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B

ORIGINAL PLANNING APPLICATION (JUNE 2018)
DESIGN AND ACCESS STATEMENT - CHAPTER 4

04

DESIGN STATEMENT

4.0 DESIGN STATEMENT

4.1 Concept, Form and Massing

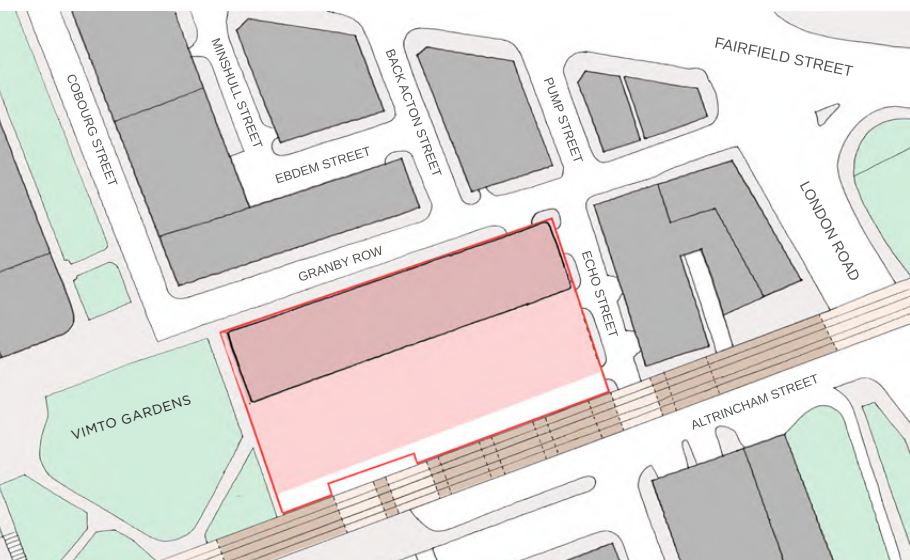
4.1.1 Site Response

The proposal aims to maximise the potential of the site and make a positive contribution to the public realm and surrounding area.

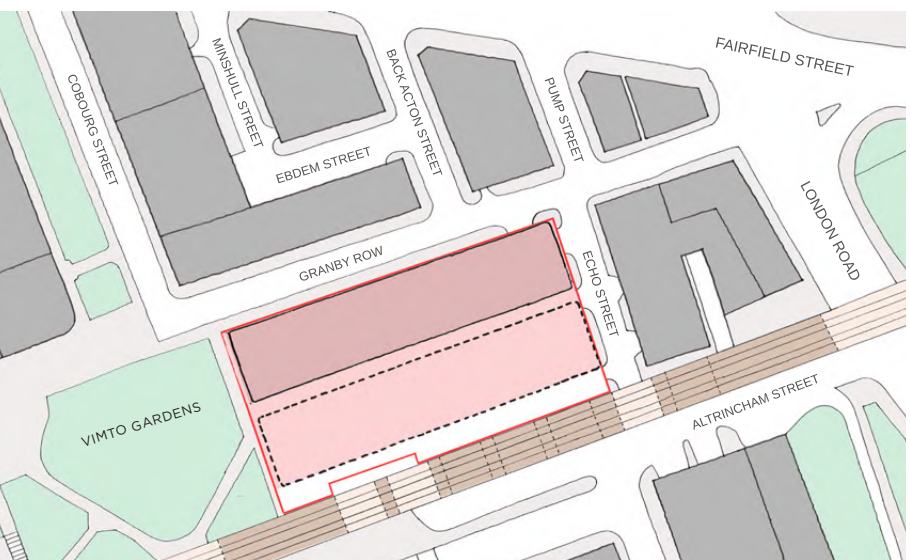
This began with different block configurations evaluating solar orientation, natural ventilation and the wider context including Vimto Gardens, the exploration is shown in the sequence below.

These exercises soon revealed that it would be more appropriate to break up the massing with multiple linked towers rather than designing a single residential block or three separate blocks.

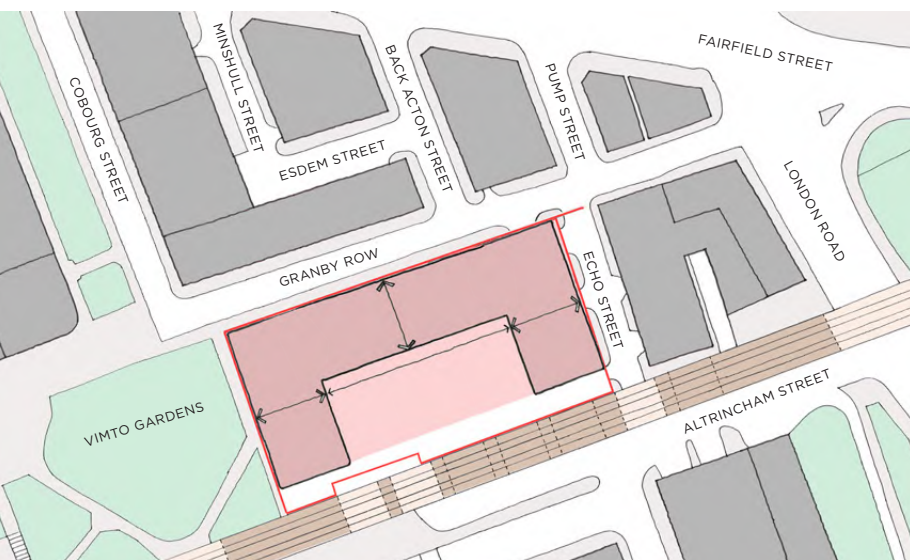
Through analysis of the urban grain and surrounding context, three towers were developed, connected by smaller linking blocks.



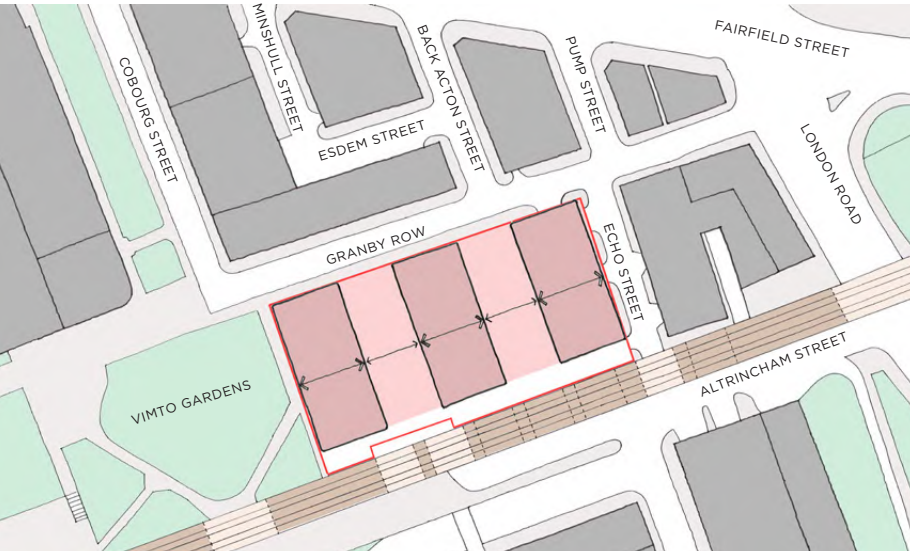
1 - A typical residential block along Granby Row is inefficient because more than 50% of the site is unoccupied.



2 - By duplicating the residential block to maximise the footprint, views, daylighting and ventilation are not provided. This option also does not address Vimto Gardens.



3 - A "U" configuration recreates the traditional street elevation and a continuous active frontage resulting in a big internal courtyard but does not allow variation in heights.



4 - Alternatively, by providing 3 residential blocks in parallel, the footprint is equivalent to "U" shape configuration, but it does not make a positive contribution to active frontage on Granby Row.



5 - To address Granby Row frontage, links are provided that unify the composition.



6 - To further improve the potential of the site, roof gardens are incorporated to improve the residential experience.

4.1.2 Concept

The concept takes the three-tower arrangement as an efficient footprint and develops it further to reflect the nature of the Whitworth Street Conservation Area.

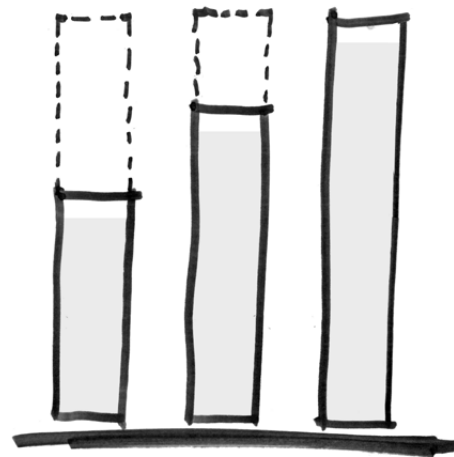
Expressed bays are key characteristics of the Conservation area, which are separated by distinctive rooflines as shown in the adjacent images.

Special consideration is taken on the stepping direction of the towers ensuring key site features are maintained and enhanced, particularly the relationship of the application site with Vimto Gardens and surrounding buildings within the Conservation Area.

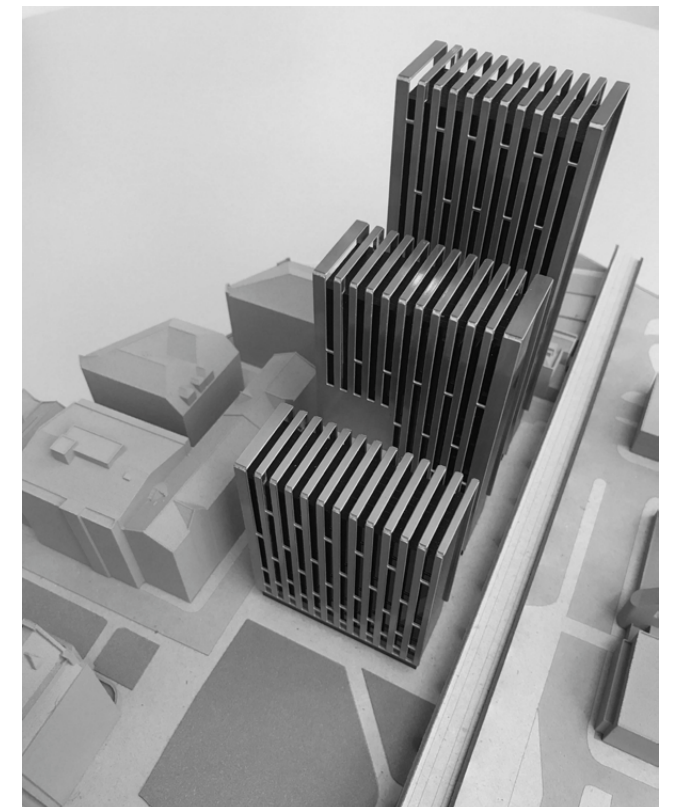
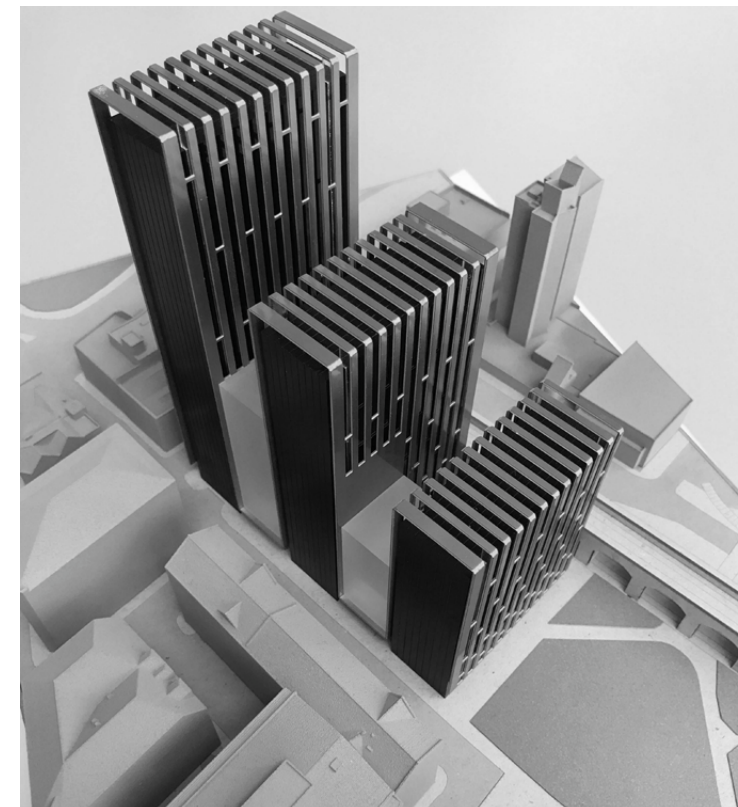
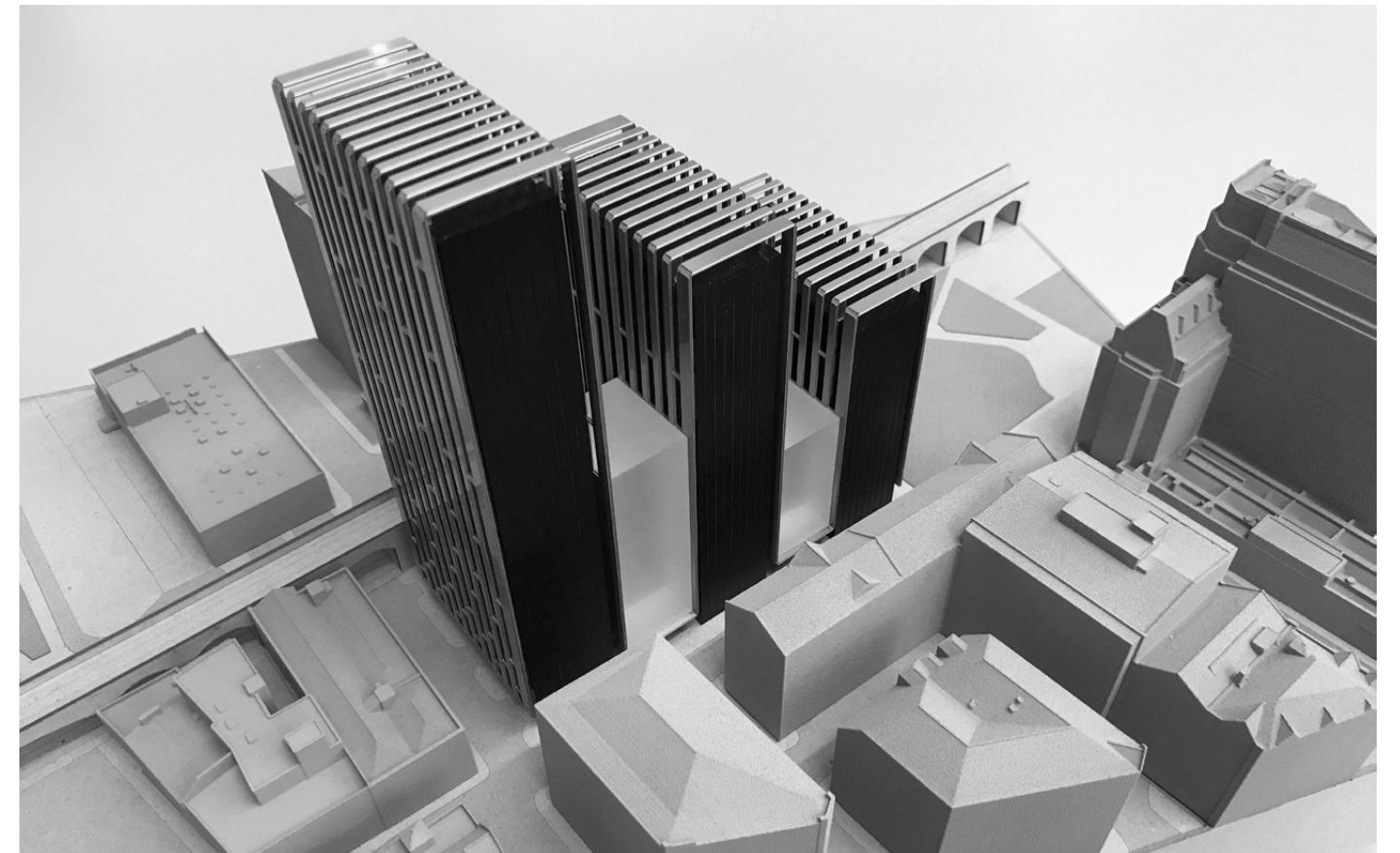
The long views across Vimto Gardens are important to address due to the park being one of the few green spaces in the city centre. This approach is key to developing a scheme that engages with the gardens and provides views into and across the green space for the benefit of the general public.



Expressed bays



Distinctive roof-line separates bays



Physical model study - expressed

4.1.3 Form and Massing

The mass was developed in response to site constraints and the Conservation Area, with three towers stepping up from the height of the Sackville Street Building to meet the heights of buildings within the North Campus SRF and the immediate Piccadilly high-rise area, becoming a prominent gateway feature, harmonious with the wider environment.

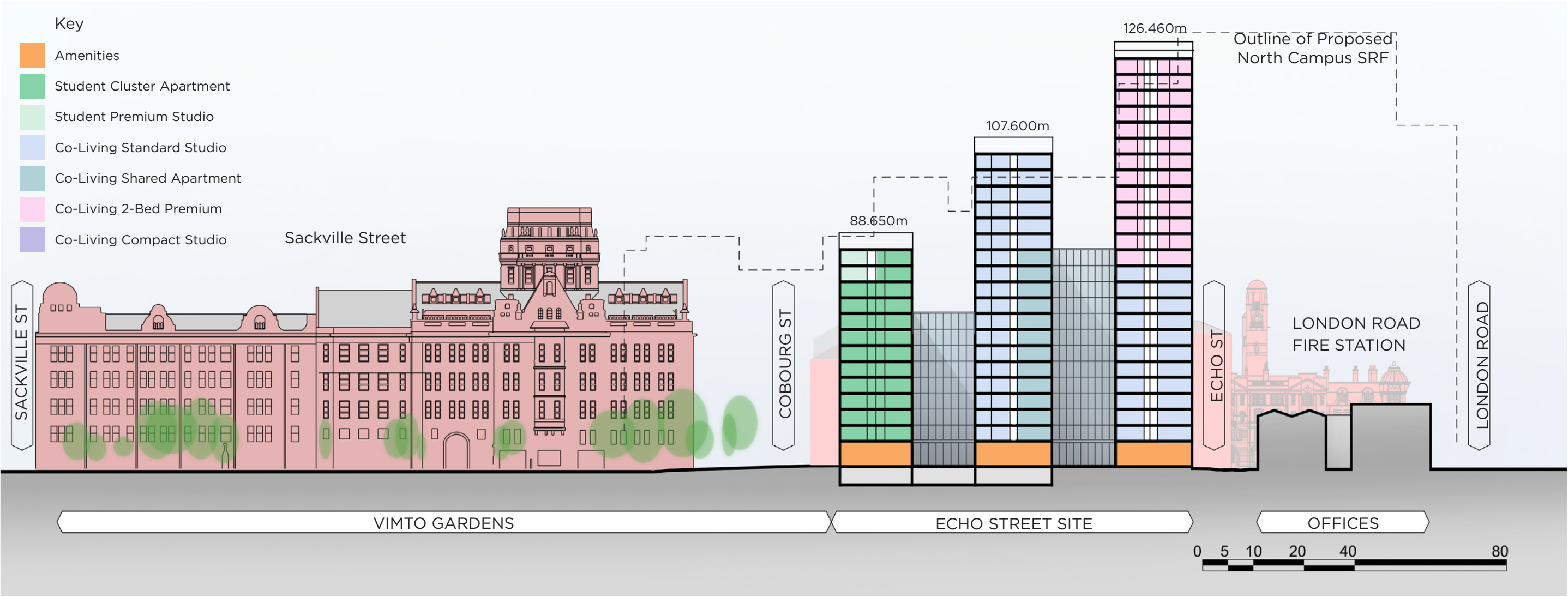
The western tower contains student accommodation, with the middle and east towers containing Co-Living accommodation.

Taking advantage of topography, the service bay containing plant rooms is located at lower ground floor level, allowing the ground floor to be available for public-facing uses.

In keeping with the outlined massing and scale, the heights are set as follows:

- West Tower – Ground Floor plus 12 storeys, 88.650m AOD (top of Roof Screen)
- Middle Tower – Ground Floor plus 18 storeys, 107.600m AOD (top of Roof Screen)
- East Tower – Ground Floor plus 24 storeys, 126.460m AOD (top of Roof Screen)

The western intermediate block is nine storeys and the eastern intermediate block is thirteen storeys as shown in the below diagrams.



As further explained in Section 2 ‘Site and Context’, the Echo Street site establishes a transition between the Whitworth Street Conservation Area and the North Campus SRF / Piccadilly high-rise area.

A series of urban design studies were carried out to consider the visual impact of the proposed scheme on the wider area. A summary of these studies is shown in this page.

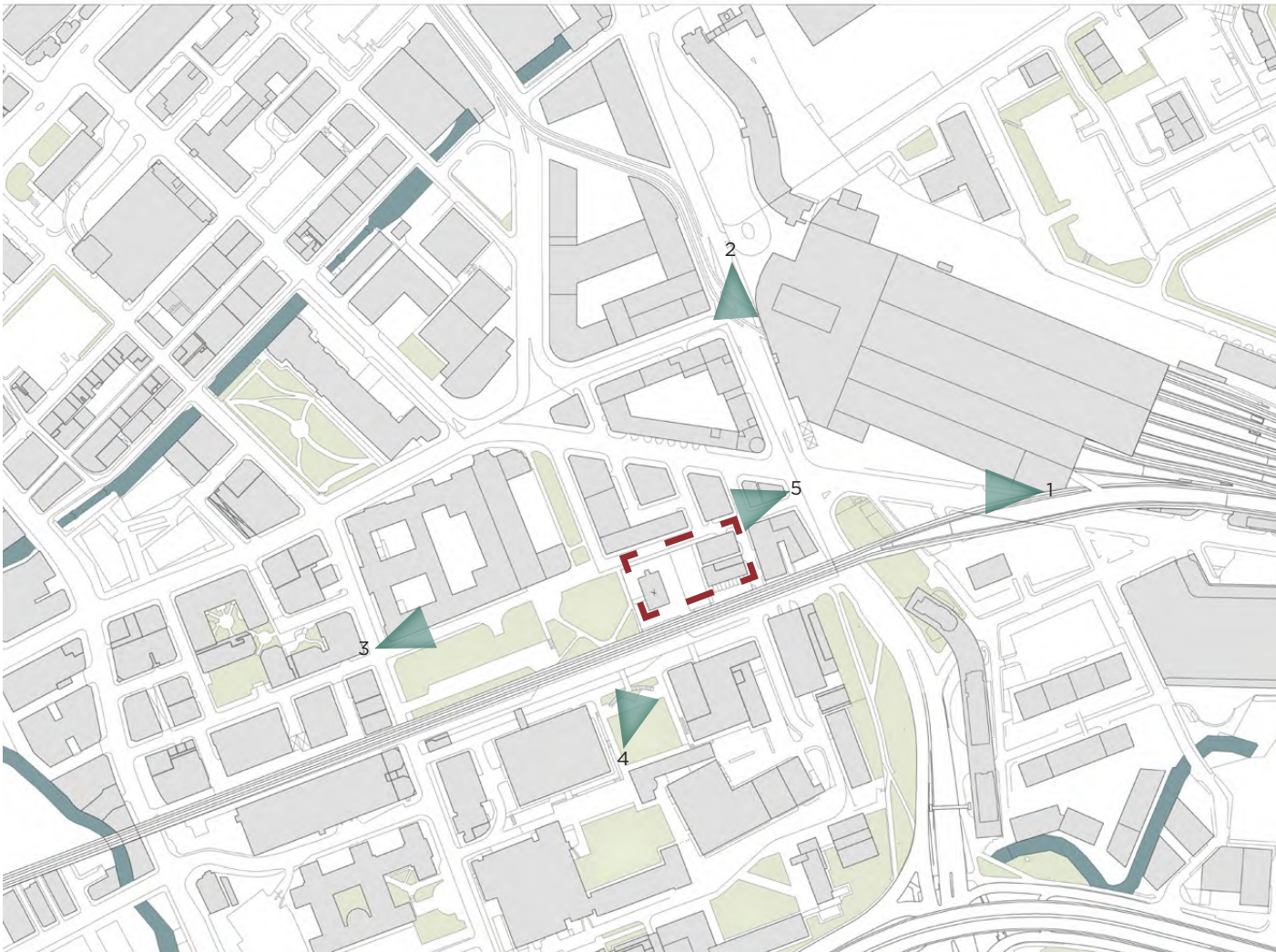
These studies were presented to Manchester City Council and Historic England for review and discussion. Given the character of the surroundings and its location next to the railway viaduct, both MCC and Historic England considered that the development of this scale is appropriate.



1. East Approach



2. View from Piccadilly



Key Plan



3. View East along Granby Row



4. View from UoM North Campus



5. View West along Granby Row

North Campus

The proposed Echo Street massing complements the key elements of the North Campus SRF as explained below:

- **Linked Spaces, Place-Making and Routes**

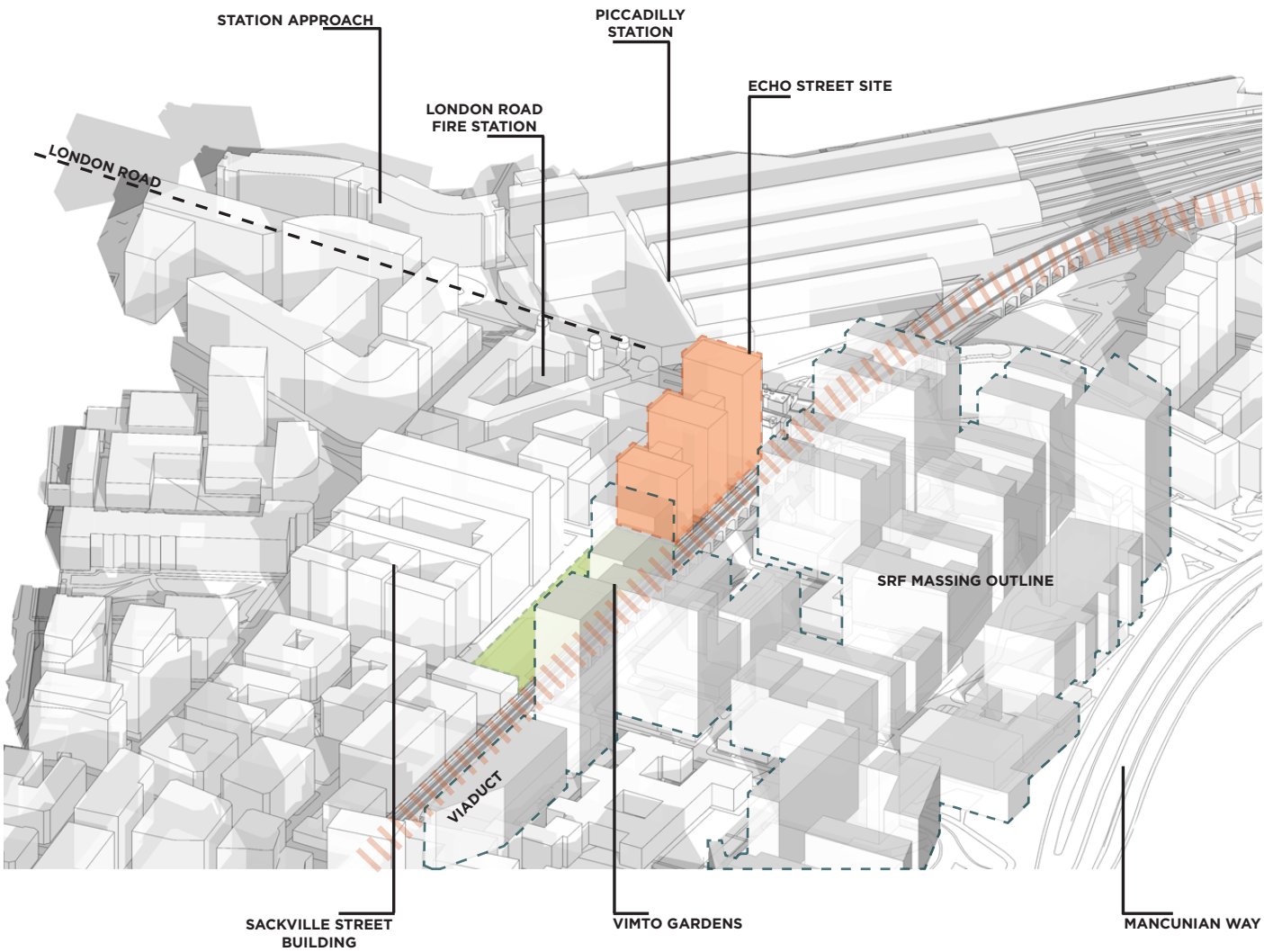
The Echo Street development contributes to the place-making by proposing an active frontage along Granby Row and by maintaining the student entrance on the west elevation at Vimto Gardens. This is a considerable enhancement to the route from the Sackville Street Building to the North Campus through Column 22B in the viaduct.

- **Public Realm**

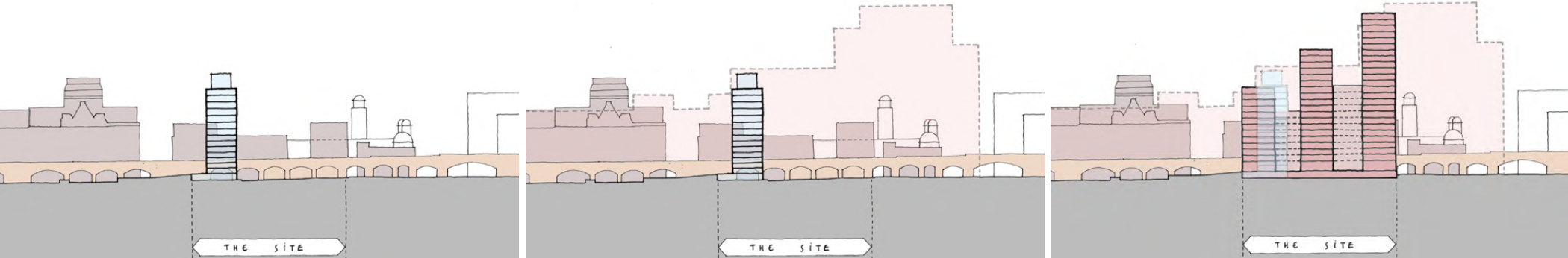
The proposed development improves the public realm of the surrounding area by enhancing the landscaping arrangement and materials, combined with re-surfaced roads.

- **Gateways - A High-Density Area with the Opportunity for Landmark Tall Buildings**

The Echo Street scheme aims to make a positive contribution to the skyline as a tall building on a gateway site.



- Chandos Hall
- Proposed Development
- North Campus SRF proposed massing behind



Massing analysis



SRF Masterplan

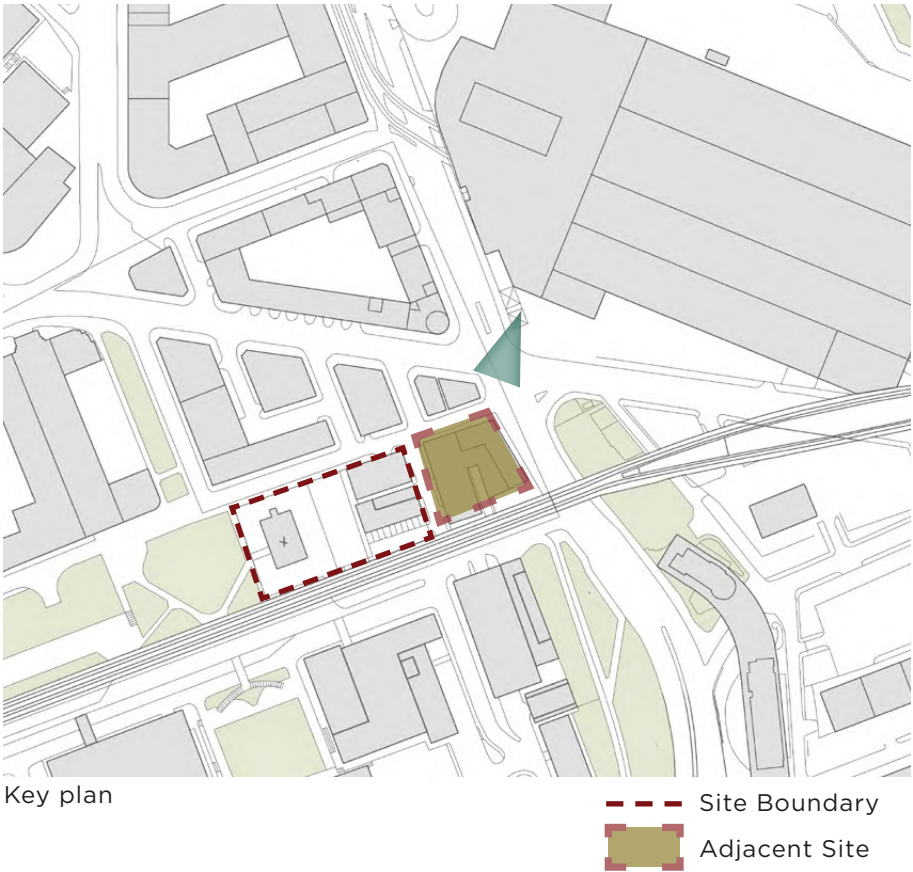


Motel One - London Road

Other Future Developments

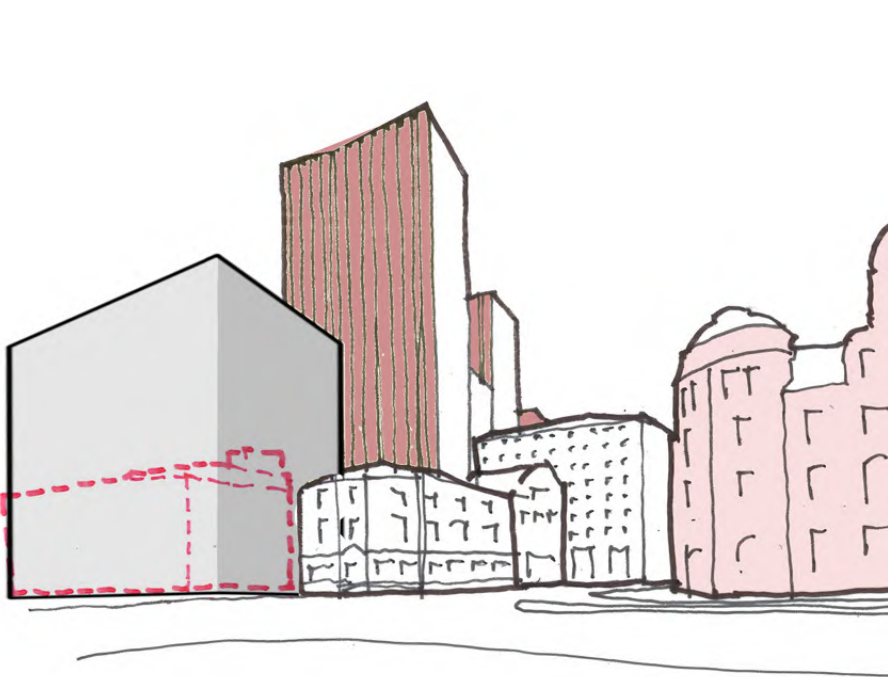
The implication of future redevelopment of the adjoining site is considered relevant and important, with the rhythm of the towers ‘stepping-up’ towards Piccadilly providing opportunity for a final, taller tower on the adjacent site. This would continue to provide a clear sense of arrival, land marking one of the city’s most important gateways.

A number of massing options, as illustrated below, could be proposed which would maximise site potential and enhance this location as a gateway and would be compatible with the proposed development.

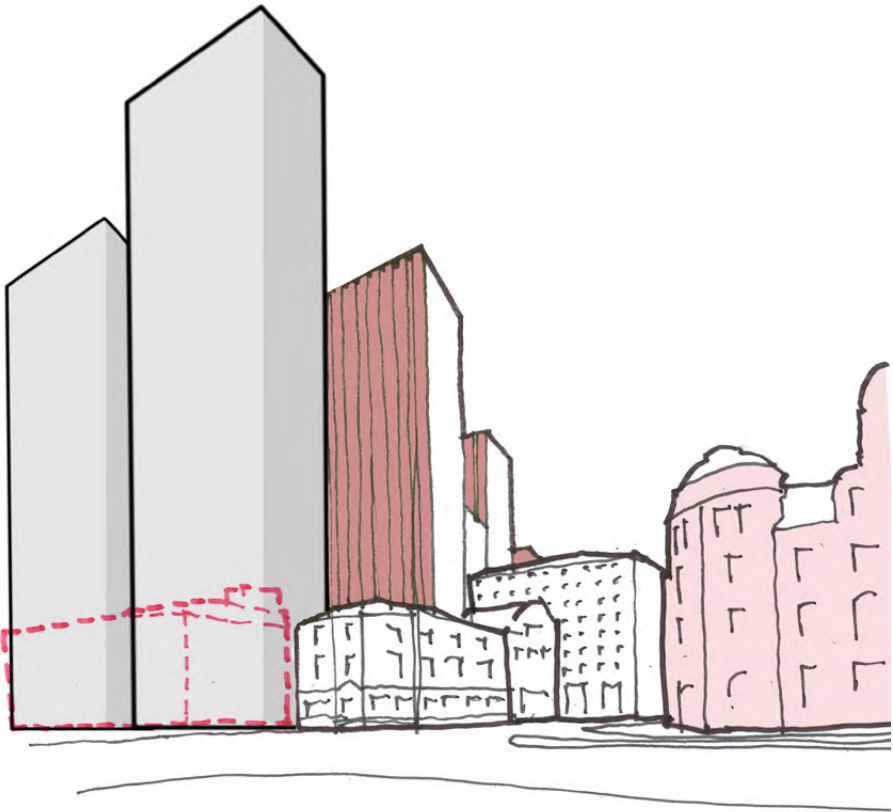
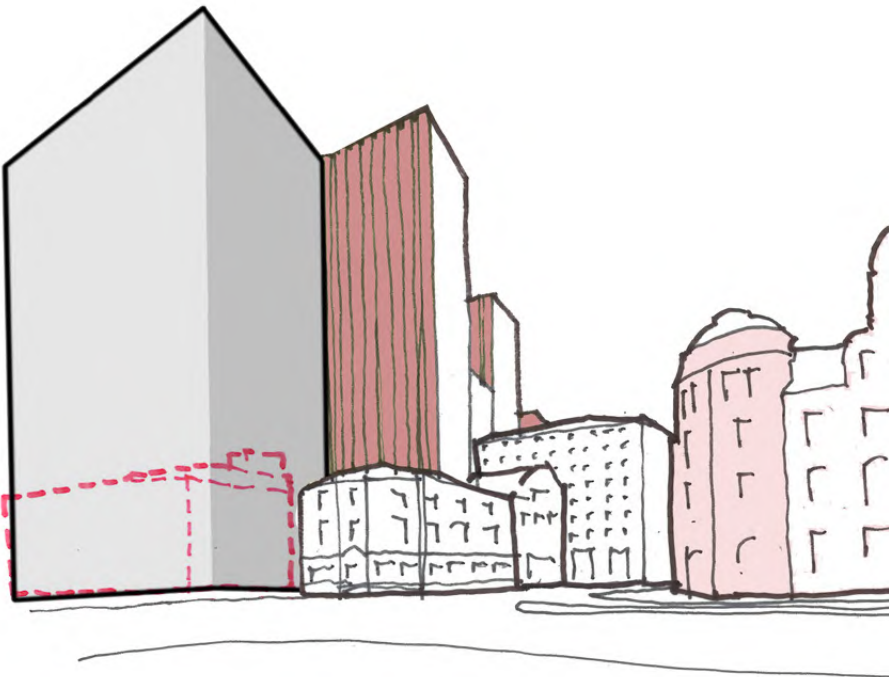


Key plan

- Site Boundary
- Adjacent Site



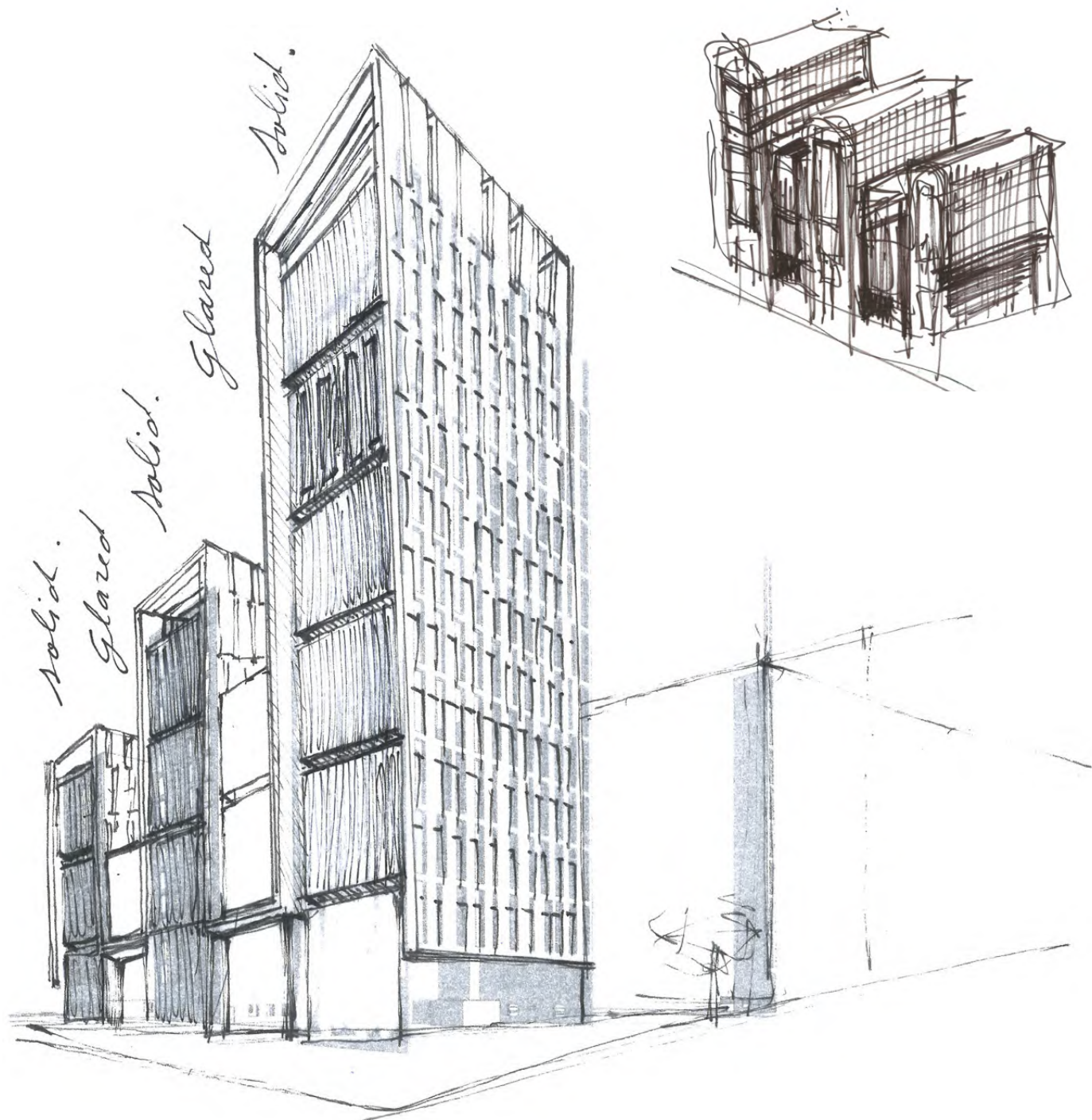
Studies: massing option for adjacent site



4.2 Design Development

The Echo Street scheme has undergone a rigorous design development as a response to consultation, peer reviews, site constraints and consultant analysis.

During the early stages of the project, numerous façade approaches were reviewed and considered, some of which are included here.



Images 1 & 2 : Facade Studies



Image 3 : 'Checkerboard'



Image 4 : 'Concertina'



Image 5 : 'Expanding Module'



Image 6 : 'Precast panels - with relieves'

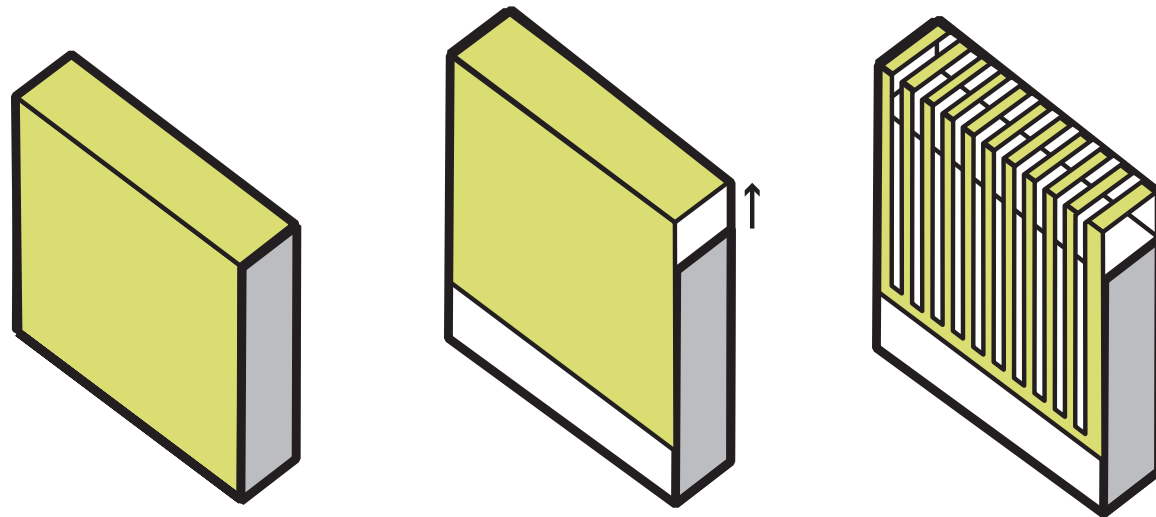


Image 7 : 'The Wrap'

During these initial stages, it was felt that the 'wrap' façade concept was a strong concept to proceed and develop further.

The wrapping concept was based upon creating a sculptural element that connects the three towers and creates a feature at the upper levels. The proposed material of the wrap was metal coloured in pale tints of yellowish-orange, champagne colour. The metal was wrapping a solid concrete base made of concrete panels.

The metal clad although not directly linked to the Conservation Area, provided the distinctiveness of a modern material. The metal was considered as a secondary material with concrete being the primary material.



Based on this approach, the elevations of the towers were developed accordingly to emphasise on the following key points;

- Verticals are emphasised
- Roof gardens are screened and sheltered
- Wrap gives contrasting effect to the East and West facades
- Changing rhythms within the wrap provide visual interest



Design Development - CGI

Our proposal has been developed with close consultation with Manchester City Council and Historic England. During the pre-application consultation we received useful feedback on our emerging scheme improving the quality of the final proposal.

Whilst key design principles were established in early consultation such as the building height and the three towers concept, there have been a number of changes to the proposals arising through these pre-application meetings. The original 'wrap' façade concept was challenged by MCC whether it was directly suitable for the Conservation Area.

In addition to the consultation and with the encouragement of MCC, two design reviews were organised at different stages regarding form, massing, building height, public realm and external appearance.

The first review with the Places Matter! Design panel took place on 04 July 2017, during the planning preparation. This review established the key design principles of the form and massing, further improving the quality of the public realm by rearranging the main entrances of the Co-Living and Student Accommodation components. For further information, refer to Section 5.3 and Appendix B.

In the meantime, due to MCC concerns regarding the wrap metal concept, an alternative façade concept was developed to address this concern. A red brick façade approach directly linked to the surrounding context with a contemporary feel and rationalist window configuration was explored. These two façade concepts were discussed and compared at the second peer review.

- The 'Wrap' option
- The red brick-clad option

The second peer review with Stephen Hodder took place on 29 September 2017, in the last stage of the planning preparation. This review was principally focused on the external appearance of the proposed scheme and its connection to the Conservation Area.

The textured brick scheme option was considered to be the most directly contextual, with the potential to deliver a greater richness of detail. For further information, refer to Section 5.4 and Appendix C.

The following images show the evolution of the scheme from the first consultation meetings with MCC and Historic England to the current submitted proposal.



03 March 2017 - MCC Meeting 1



04 May 2017- Historic England Presentation 1

(12 May 2017 - Historic England Feedback Received)



16 May 2017 - MCC Meeting 2



04 July 2017 - Places Matter! Meeting

(14 July 2017 - Places Matter! Feedback Received)

19 July 2017 - MCC Meeting 3

08 September 2017 - Historic England Meeting 2



14 September 2017 - MCC Meeting 4

18 September 2017 - Historic England Meeting 3 (Informal Discussion)



29 September 2017 - Peer Review

(27 October 2017 - Peer Review Feedback Received)



27 October 2017 - MCC Meeting 5

03 November 2017 - Historic England Meeting 4

4.3 External Appearance

4.3.1 Façade design

The façade design has evolved through multiple iterations, moving towards a balanced approach that respects heritage context and traditional architectural features whilst remaining distinctly modern.

We have taken inspiration from the rich brickwork textures and detailing found within the Conservation Area, combined with leading contemporary European precedents of brick-faced buildings.

The proposed envelope composition of the three towers adopts design principles from Louis Sullivan’s Wainwright Building in St. Louis, Missouri as illustrated overleaf. The Wainwright Building is a good reference as it is designed in Palazzo style based on the structure of the classical column (base-middle-top), a common feature of the Whitworth Conservation Area.

The proposed building is clad in contemporary red / purple brick and forms similar architectural language by providing a strong articulated base to emphasise the vibrant use of the ground floor amenity spaces. The incorporation of wide glazed openings make the supporting piers read as pillars. Above the base, three windows are grouped in classical proportions and inset slightly behind the piers. The regular façade rhythm and vertical window groupings emphasise the heights in a distinctly contemporary way, which contributes positively to the local historic character of the Conservation Area. At roof level, the roof parapet is extended to hide the plant room and a cornice detail deliberately formed in modern approach is incorporated to crown the towers.

At level detail, two architectural elements are included in the elevation of the towers to add richness to the façade composition; the chamfered window reveal and the metal window reveal. The chamfered window reveals add depth, shade and visual interest, while the metal window reveal treatment will reflect the light and surrounding details throughout the day.

The ornamentation of the proposed façade includes a perforated metal spandrel panel between the windows, which is decorated and inspired by the surrounding area.

The intermediate blocks between the towers are clad in ‘sandstone’ white GRC panels to distinguish them further from the towers. The white GRC references both the white modernist buildings of the UoM North Campus, and the glazed white bricks found within the courtyards and lightwells of heritage buildings of the Conservation Area.



View from Granby



View from Piccadilly

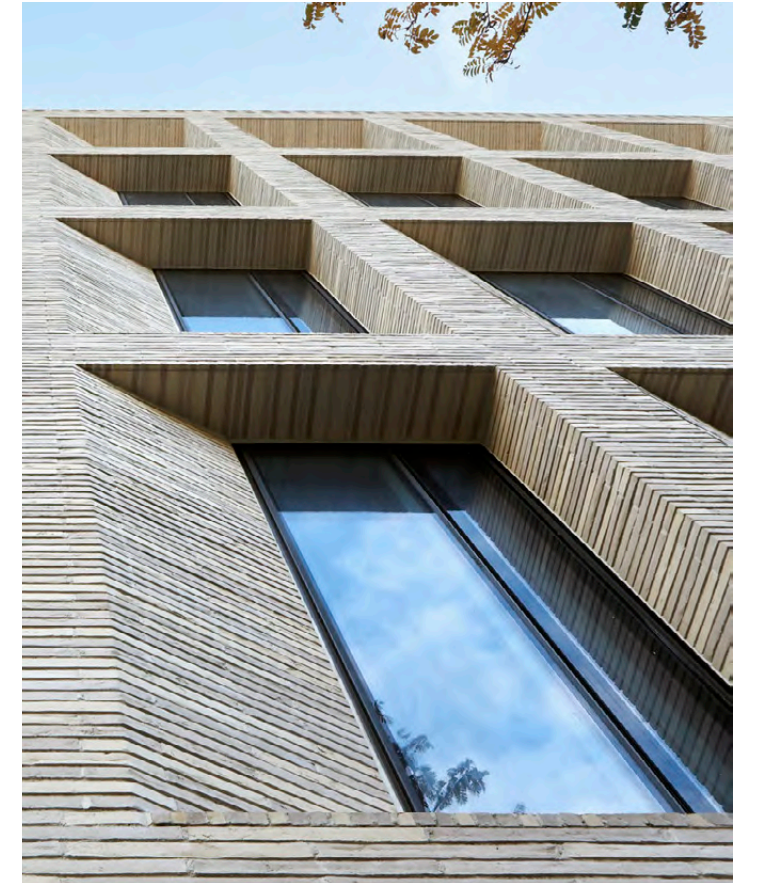
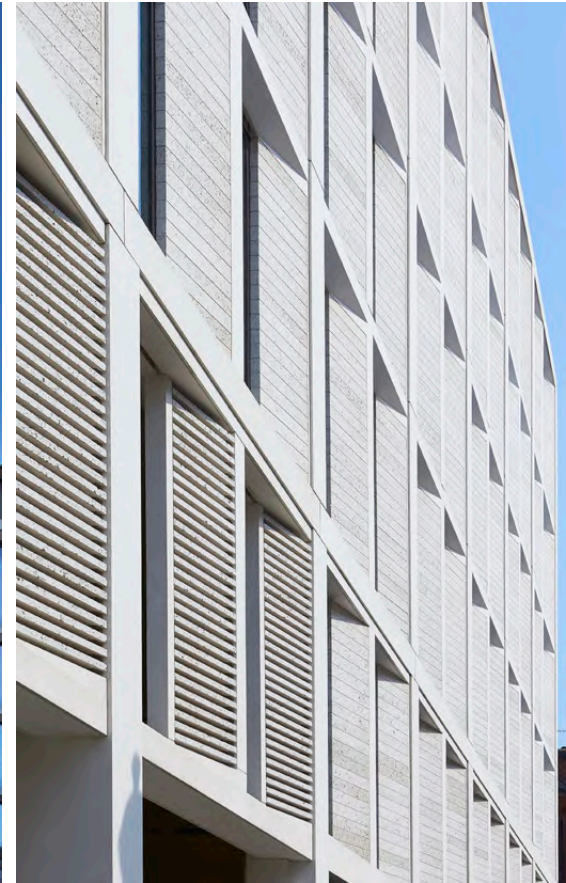
Conservation Area Brick



4.3.2 Images of Precedents



Fitzroy Place in Fitzrovia by Sheppard Robson



Turnmill in Clerkenwell by Percy and Co



Thirty Broadwick in Soho by EMRYS



Wainwright Building in St Louis, Missouri (1891), by Louis Sullivan.



CGI: View from London Road

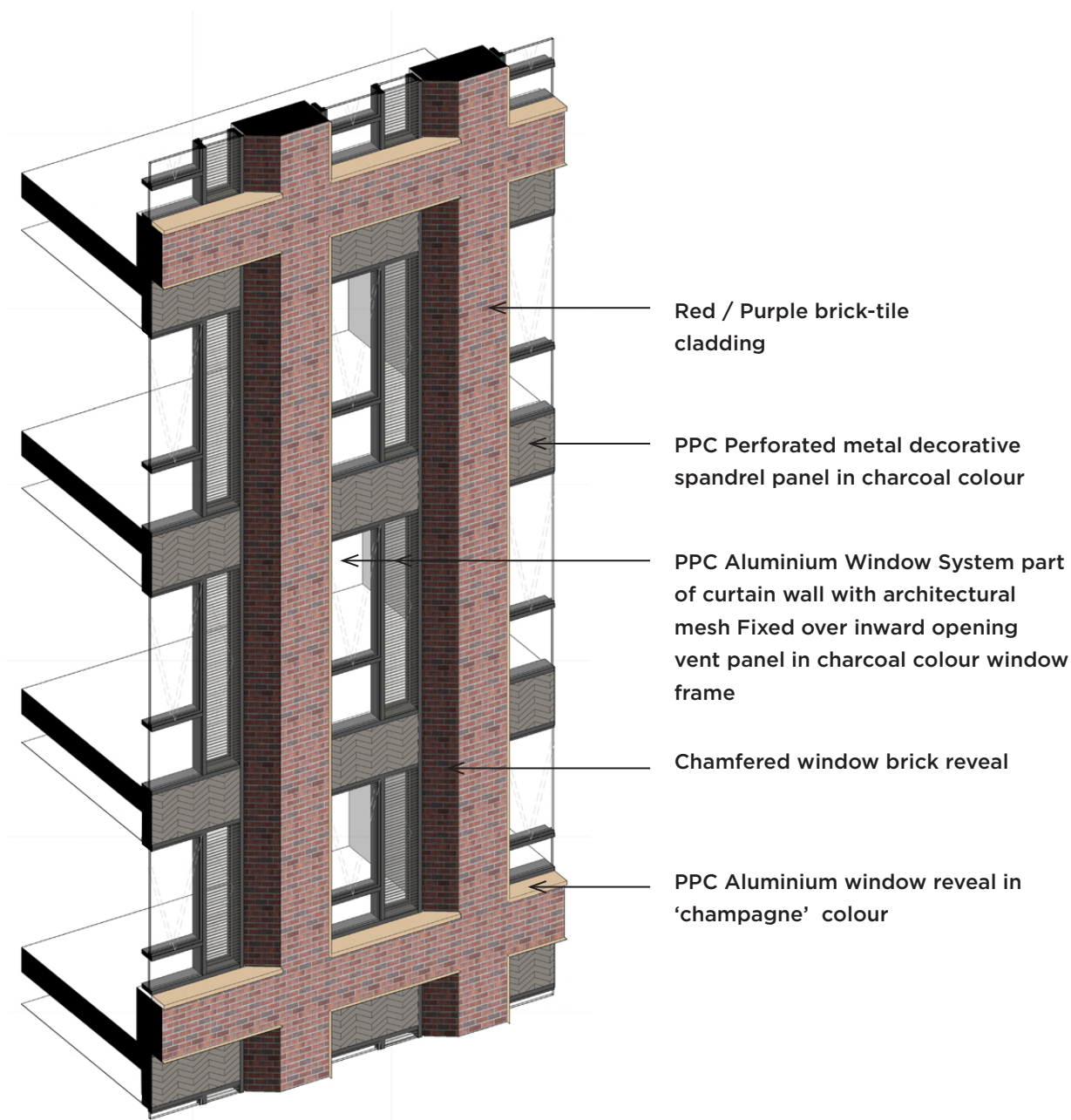


CGI: View from Piccadilly Station

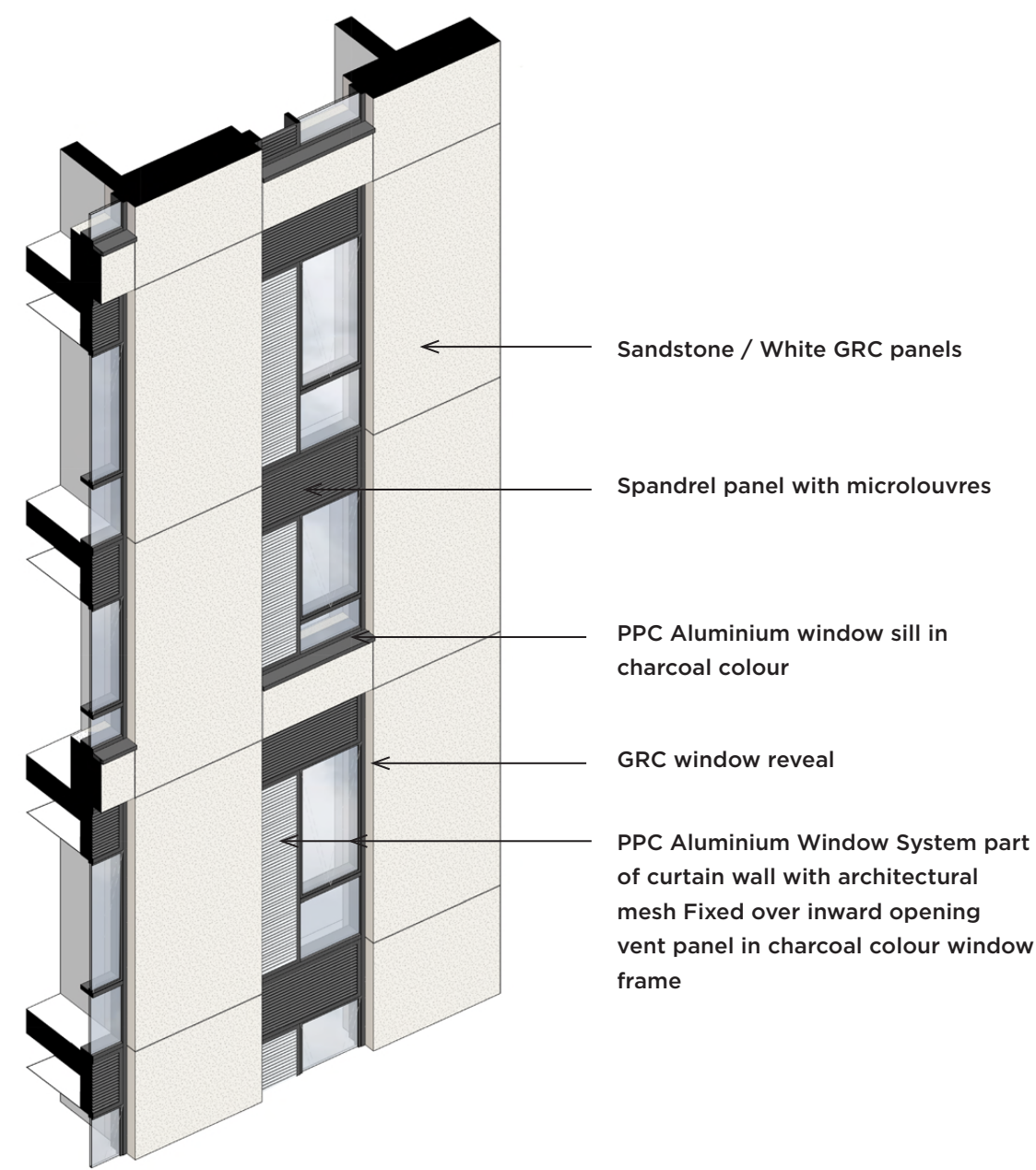
4.3.3 Bay Studies

The proposed composition incorporates two principal materials;

- 1. Red / purple brick is proposed for the three principal towers
- 2. Sandstone / White GRC for the intermediate blocks.



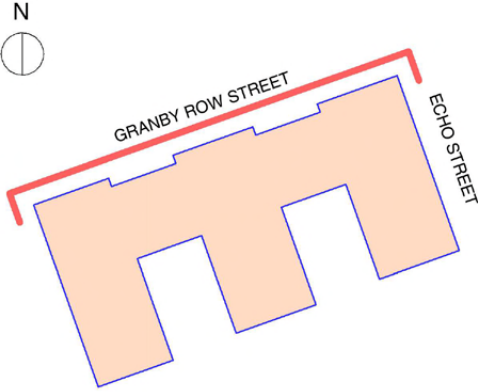
Bay Study - Principal Towers



Bay Study - Intermediate Blocks



CGI: View from Granby Row

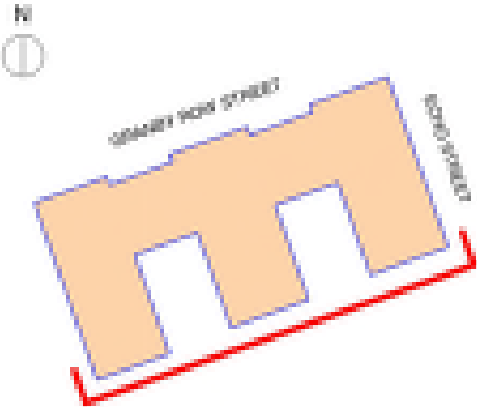


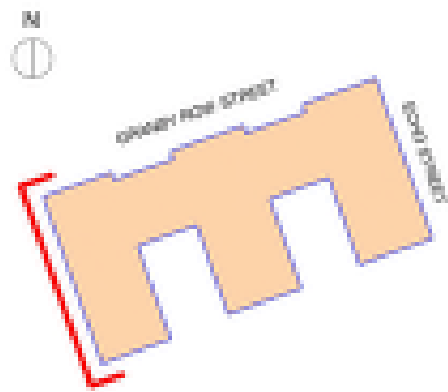
Proposed North Elevation



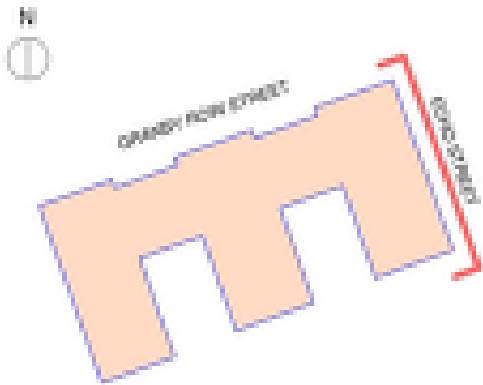


Proposed South Elevation





Proposed West Elevation



Proposed East Elevation

4.4 Site Plan and General Arrangement

4.4.1 Site Arrangement

The proposed building maximises the development potential of the application site and provides a 4.5m easement to the Altrincham railway viaduct to the southern edge of the site.

Arranged across three towers stepping down from east to west, two intermediate blocks sit recessed between the towers to provide a continuous but dynamic street frontage to Granby Row. These linking blocks are shallower than the towers, forming two courtyards facing the viaduct. These external spaces are for the residents and nursery users as described further within the landscape section.



View from Station Approach, Piccadilly

Despite appearing as a single unified building, it functions internally as two separate buildings. The west tower and western middle block contain the student accommodation while the two tallest towers and the eastern middle block combined contain the Co-Living accommodation. The two buildings are not connected and have separate entrances. Only emergency doors connect the two in the upper floors.

The existing Nursery will be re-provided in the proposed development on the South East corner of the building, along the Echo Street elevation and away from the busiest area of the building.

The proposed landscape design addresses the poor existing urban realm which includes inconsistent materials in a poor state of repair. It unifies the site with a renewed and consistent palette of materials providing additional trees to enhance the external environment for the general public, evolving this underused end of Echo Street and Granby Row from a route into a destination in its own right.

A private ramp to the south of the site is proposed for service vehicles and cyclists’ access to the lower ground floor where the plant room and cycle stores are found.

Plant rooms are located on both the Lower Ground floor and on the roofs in order to serve the building from top to bottom in an efficient way.

4.4.2 Lower Ground Floor

All back-of-house facilities are housed on the lower ground floor. The main plant room, incoming services, water tanks, bin stores, cycle stores and maintenance stores are strategically accommodated underneath the western and middle towers around an open space to benefit from natural ventilation.

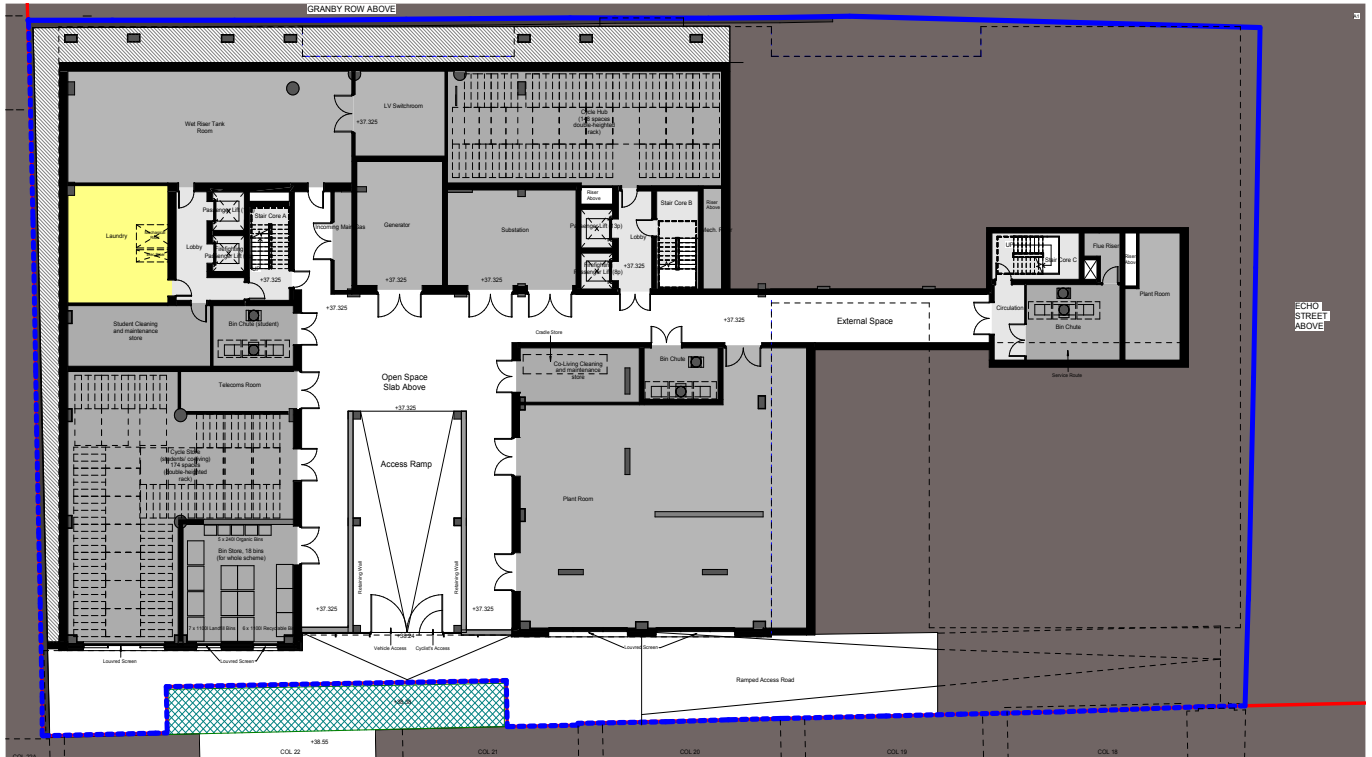
Deliveries and building maintenance vehicles will use the service access road alongside the viaduct. This service road is accessed from Echo Street via a secured gate, which is monitored by the management team. Two cleaning and maintenance stores are housed adjacent to the cores for ease of access to the main building.

Two cycle stores are accommodated on the lower ground floor for the benefit of students and Co-Living residents, as explained in Section 6.5, Cycle Provision.

Three bin chutes are provided for each tower. They are sealed and mechanically ventilated for acoustic reasons in line with the acoustic engineers specification. The main bin store is naturally ventilated and is located next to the access ramp. For further information, refer to Section 6.9, Waste Management.

The main plant room is positioned surrounding the ground floor service bay to facilitate access for maintenance and equipment replacement, and provide sufficient ventilation. The wet riser tank is located within the north-west corner where there is no need for ventilation. An external corridor connects the three cores by providing additional escape routes.

The student laundry is also located on the lower ground and is accessed from the student accommodation core.



Proposed Lower Ground Floor Plan

4.4.3 Ground Floor

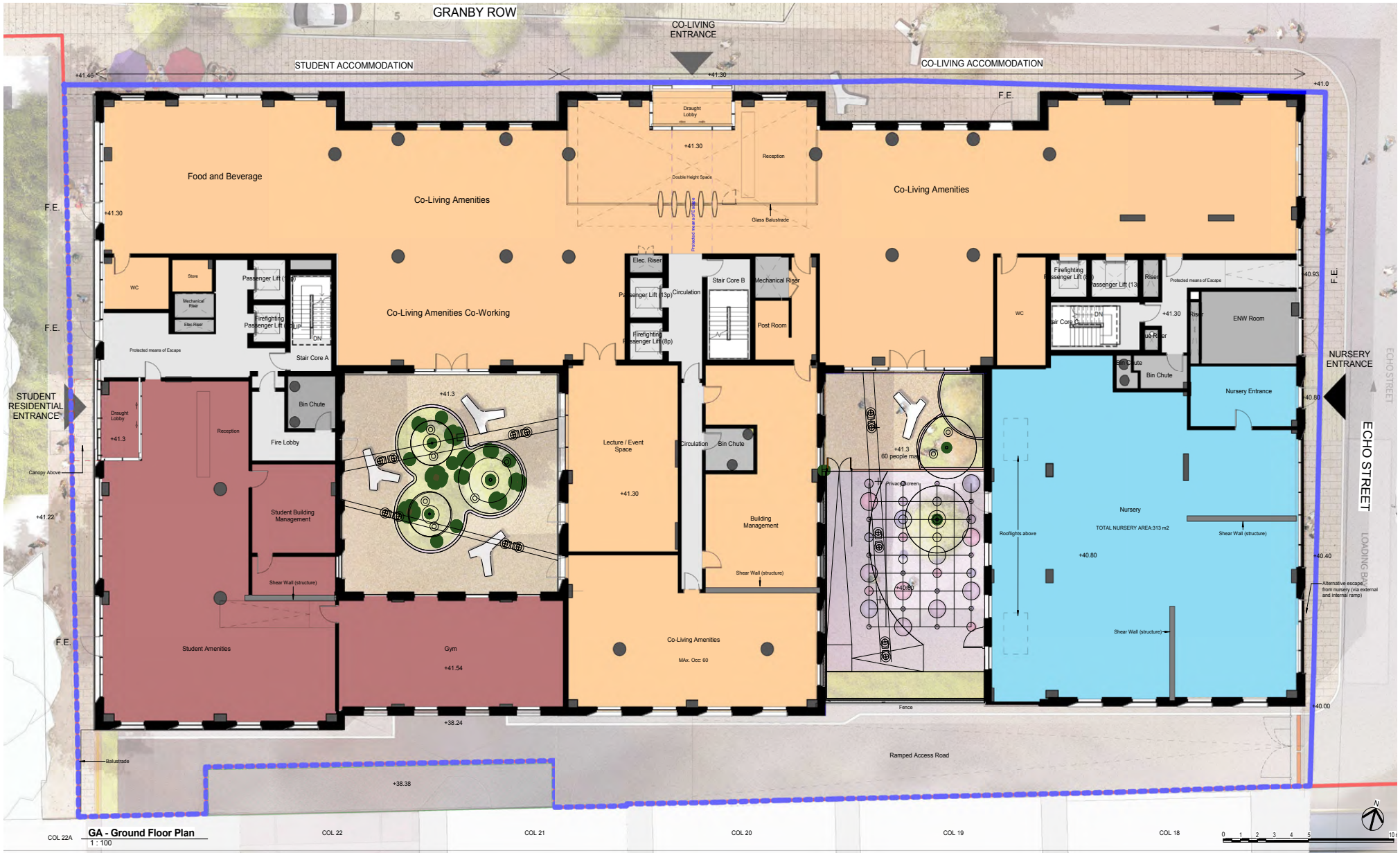
The ground floor accommodates the welcome entrances and amenities of the student accommodation, Co-Living residences and the Nursery. The overall ground floor arrangement is dictated by the large area of Co-Living amenities facing onto Granby Row. The layout was arranged to take into account how people flow through the building and access the cores.

The entrances to the Co-Living, student accommodation and Nursery are positioned centrally within the elevations, clearly identifiable for legibility of the building. By locating the amenities to face the streets and Vimto Gardens, the front of the building has a direct relationship with its surrounding. Building users enter through draught lobbies into the welcome areas, further enhanced for the Co-Living residents through use of a feature double-height space.

The ground floor amenities comprise of spaces to work, relax and socialise both indoors and outdoors. The layout includes two courtyards located between the towers to bring light and air into the interior of the building. Building management offices are provided for both Student and Co-Living elements. A lecture and event space is accommodated near the western courtyard to take advantage of the outdoor facility.

A potential food and beverage retail unit is located at the Granby Row/Vimto Gardens corner, creating a focal point due to its high visibility.

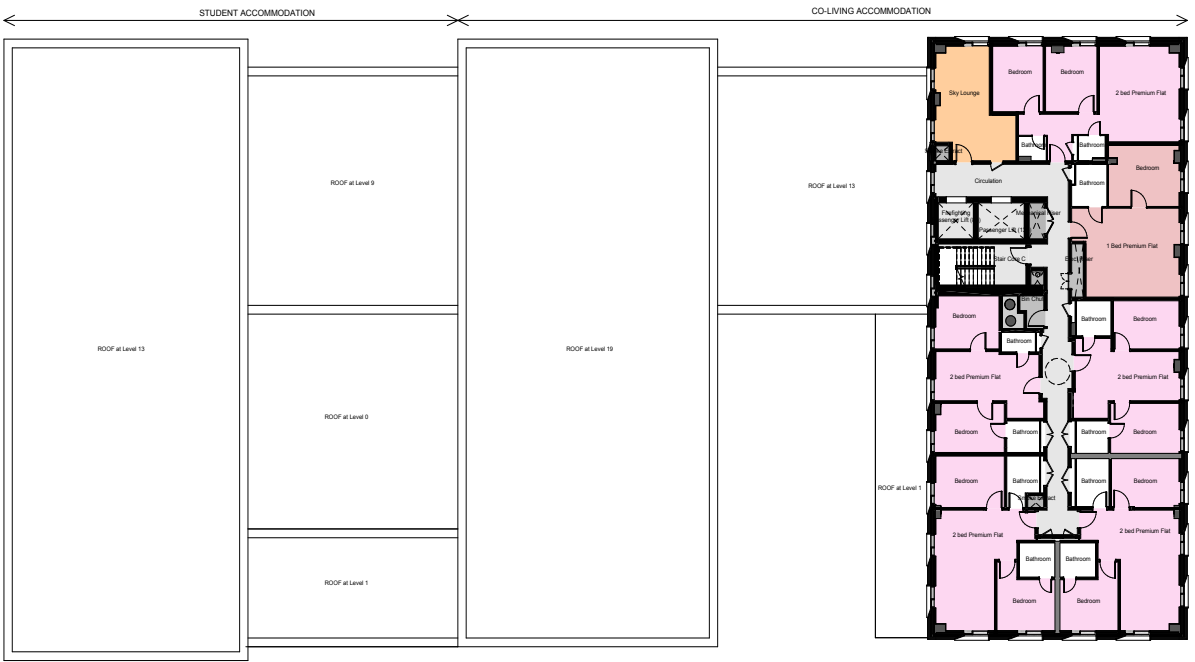
The existing children’s day Nursery is re-provided on the ground floor with a playground facing south, sheltered from the noise from the viaduct through acoustic canopies.



Proposed Ground Floor Plan

Floor Plan: Level 9

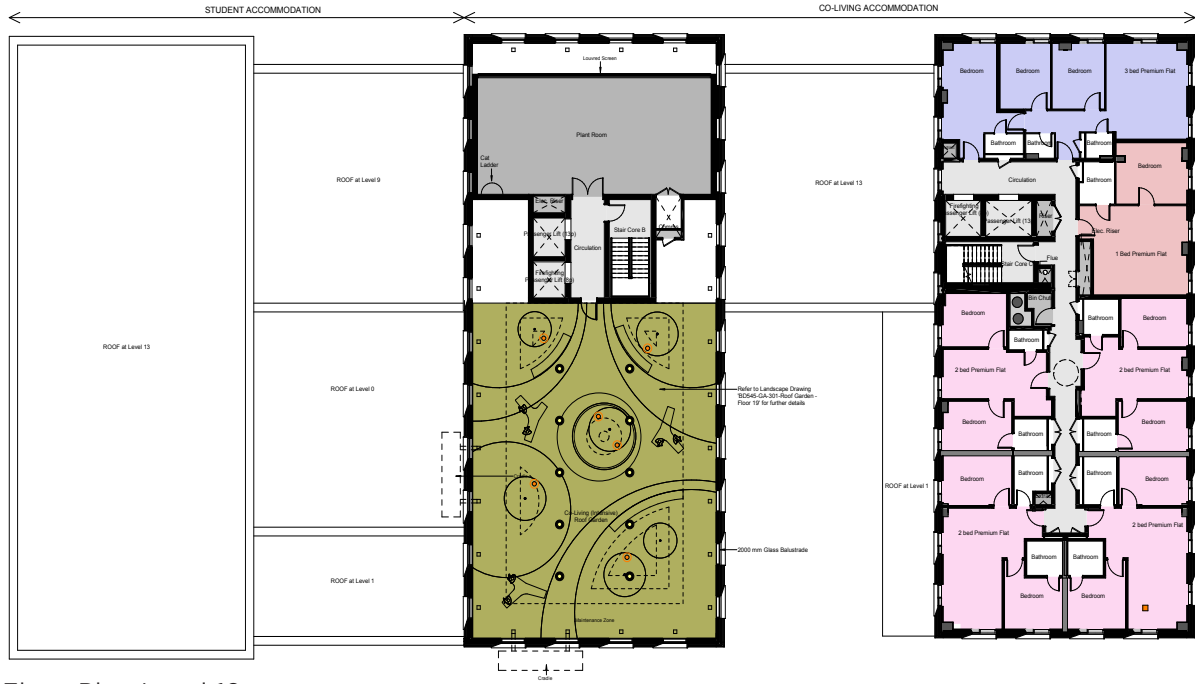
The Co-Living apartments are arranged with the multiple bedroom types in the middle of the tower and the majority of the studios and twodios in the eastern tower. The top floors of the highest towers house the premium flats and premium studios, taking advantage of the city views.



Typical Floor Plan: Level 20 to 24



Typical Floor Plan: Level 14 to 18



4.4.5 Amenities

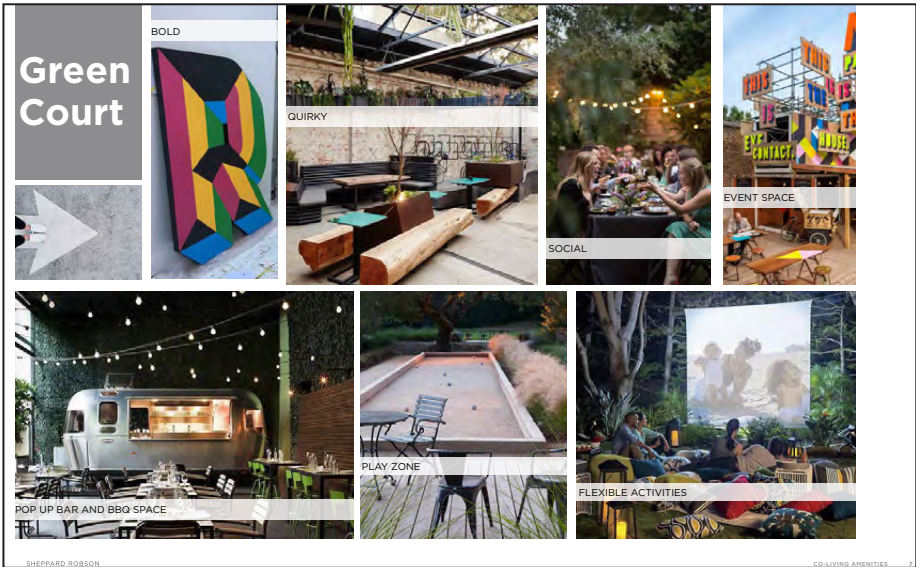
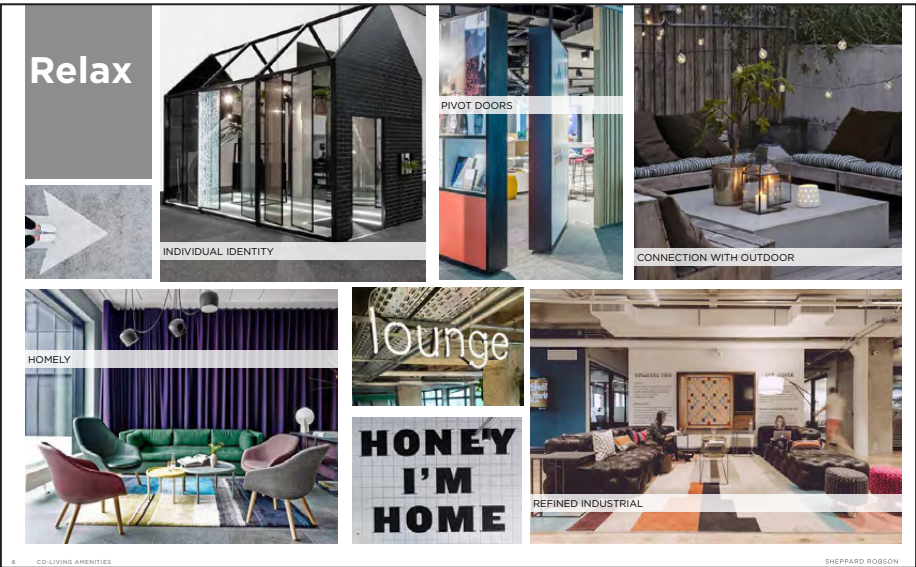
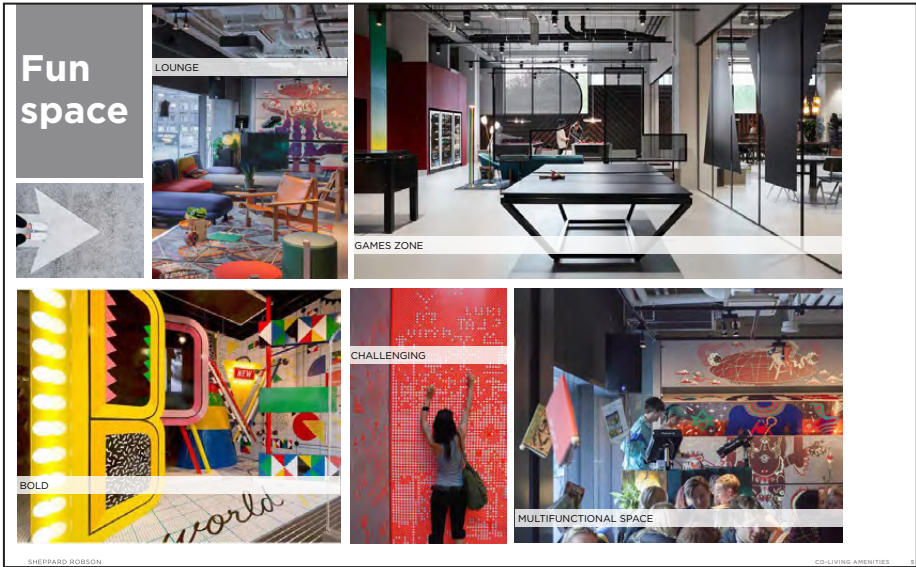
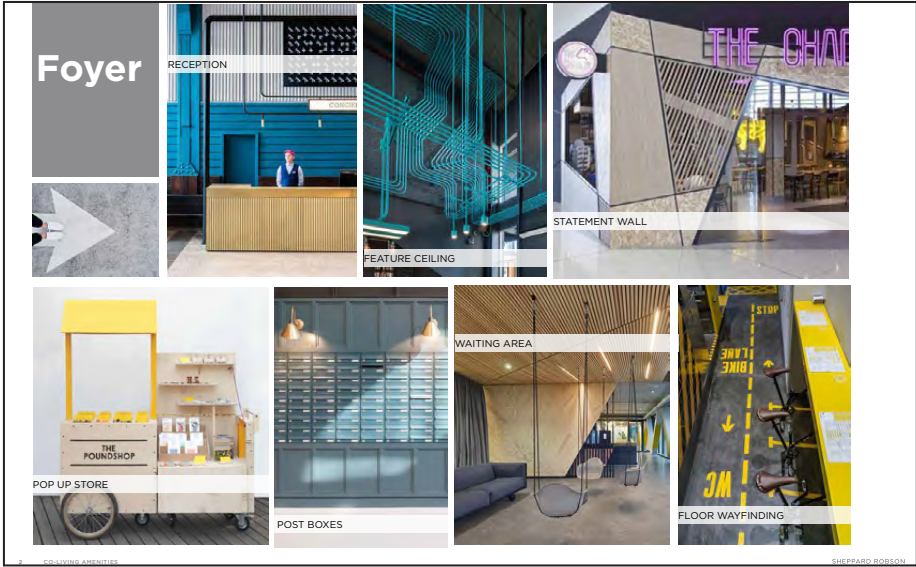
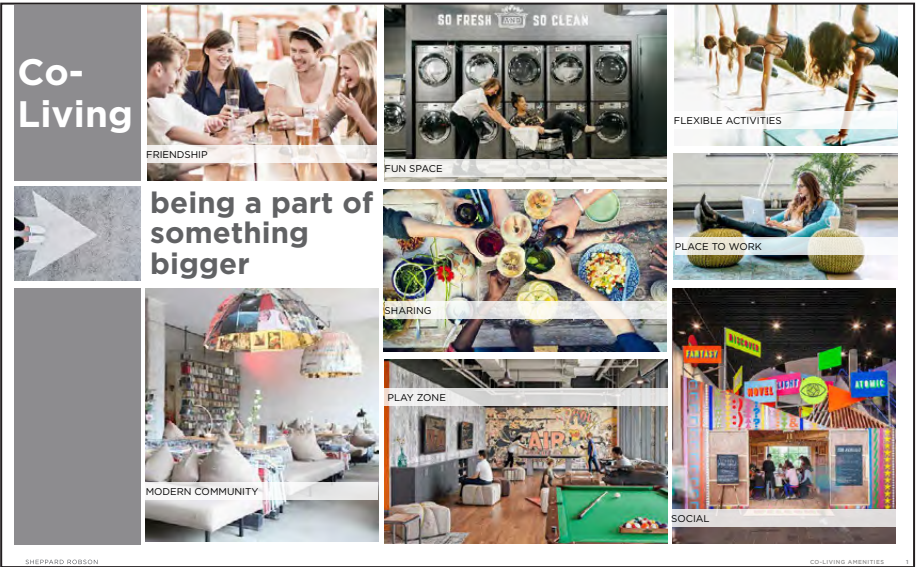
The ground floor space is divided into different zones according to their uses within the Co-Living amenity space. These high quality spaces are what makes the scheme unique, giving the opportunity to work, relax and socialise with other residents. This possibility is not present to this extent in typical residential schemes.

The students enter from Vimto Gardens into a separate reception and lounge with access to a gym / games space.



Ground Floor Plan: Amenities Zoning Layout

Look and Feel Images for different amenity zones;



Proposed Hybrid Roof Plan

4.5 Place-Making – Private and Public Realm

The landscape strategy creates a sense of place through reconfiguration of materials and layout of the public realm. A redesign of the poorly-maintained and unloved car-dominated streets will provide a rebalanced street hierarchy in favour of pedestrians. With wider paths and lowered kerb heights, resurfaced asphalt and Yorkstone flags. It will give presence to the Co-Living entrance and provide opportunity for cycle parking, tree planting and street furniture to enhance the experience for people using Granby Row.

Echo Street will remain bounded by Bainbridge House to the east, although the public realm enhancement works to this street will improve this route. The outcome will be a more welcoming street for pedestrians accessing the Nursery and Manchester University's North Campus beyond the viaduct.

The hard surfacing continues around the Vimto Gardens frontage from Granby Row. The proposed street furniture and tree-planting will act as a transition/buffer between the student tower and Vimto Gardens.

All three roof gardens include intensive green roofs and ecological spaces with planting species to encourage biodiversity, these can be overlooked by residents on the roof terraces: The 19th floor roof terrace has planting and furniture, partially shaded by the brick piers which rise up giving a sense of enclosure and framing the views over the city. The 25th floor is designed to accommodate a variety of social functions that facilitate interaction between residents, achieved through the combination of the internal sky-lounge and the external terrace.

Courtyards at ground level feature dense, shade-tolerant plant species, contributing to these spaces becoming quiet and sheltered amenity spaces, with lightweight furniture and catenary lighting. In turn, this becomes a source of visual interest for building users overlooking the courtyards. The dedicated Nursery courtyard has a soft rubberised play surface in colours referencing the fruits of the Vimto recipe, bounded by planting.



Proposed Street View from Granby Row

4.6 Quantities

4.6.1 Accommodation Mix

The accommodation mix has been developed closely with the client to find the most suitable combination of apartment types, while ensuring compliance with space standards and daylight/natural ventilation requirements.

A total of 242 beds are provided in the student accommodation distributed across a variety including 3-6 bedroom clusters, twodios and 3 different types of studio (Premium, Standard and Compact). All cluster bedrooms are provided with en-suite bathroom pods.

The Co-Living accommodation has a total of 642 beds distributed across Premium Co-Living apartments (1, 2 and 3 beds), shared en-suite apartments (3 and 4 beds), Twodios and three types of Studios (Premium, Standard and Compact). This mix provides a varied range of size and specifications to meet different budgets and requirements. It will attract a variety of residents and allow them to move easily within the scheme as their circumstances change.

Accessible bedrooms and apartments are provided throughout the scheme. More details are provided in section 6.7, Internal Accessibility.

Further details about the accommodation mix can be found in the table adjacent.

Student Accommodation

- Compact Studio
- Standard Studio
- Premium Studio
- Twodio
- 3-bed En-suite Cluster
- 4-bed En-suite Cluster
- 5-bed En-suite Cluster
- 6-bed En-suite Cluster
- Overall

- Studios
- Twodio
- En-suite Clusters

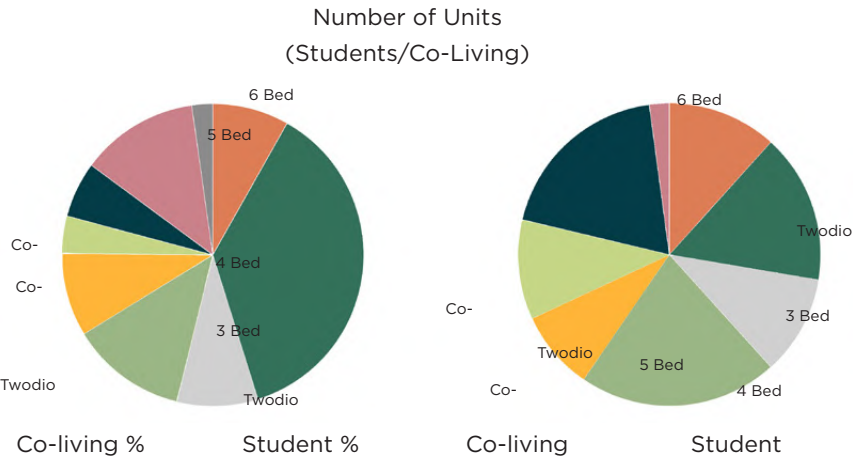
Co Living Accommodation

- Compact Studio
- Standard Studio
- Premium Studio
- Twodio
- Co Living 3-bed shared Ensuite Apartment
- Co Living 4-bed Shared Ensuite Apartment
- 1 Bed Premium Co-Living Apartment
- 2 Bed Premium Co-Living Apartment
- 3 Bed Premium Co-Living Apartment - Flexi*
- Overall

- Studios
- Co Living Shared Apartments
- Premium Co-Living Apartments

Total Development

Student & Co-Living Accommodation



Beds	Units	Total Beds
1	11	11
1	15	15
1	10	10
2	20	40
3	8	24
4	10	40
5	18	90
6	2	12
	94	242

36	36
20	40
38	166

Beds	Units	Total Beds
1	33	33
1	149	149
1	35	35
2	50	100
3	36	108
4	16	64
1	24	24
2	51	102
3	9	27
	403	642

217	217
102	272
84	153

Units	Total Beds
497	884

4.6.2 Area Schedule - GIFA and GEA

The overall Gross External Area of the proposed development is 36,196m².

The Co-Living accommodation occupies 73% of the total Gross Internal Area (GIA.) The student accommodation occupies 24% and the remaining area is the Nursery and plant room.

The GIFA figures have been developed during the design process to meet the client’s needs and to accommodate the occupants requirements.

Schedule of Gross Internal Floor Area (GIFA)

Level	Student Accomodation	Co-Living	Nursery	Plant	TOTAL
	gross internal, m ²	gross internal, m ²	gross internal, m ²	gross internal, m ²	gross internal, m ²
Roof		93		90	183
Twenty fourth floor		487			487
Twenty third floor		487			487
Twenty second floor		487			487
Twenty first floor		487			487
Twentieth floor		487			487
Nineteenth floor		533		74	607
Eighteenth floor		982			982
Seventeenth floor		982			982
Sixteenth floor		982			982
Fifteenth floor		982			982
Fourteenth floor		982			982
Thirteenth floor		1,022		26	1,048
Twelfth floor	473	1,158			1,631
Eleventh floor	473	1,158			1,631
Tenth floor	473	1,158			1,631
Ninth floor	473	1,158			1,631
Eighth floor	652	1,158			1,810
Seventh floor	652	1,158			1,810
Sixth floor	652	1,158			1,810
Fifth floor	652	1,158			1,810
Fourth floor	652	1,158			1,810
Third floor	652	1,158			1,810
Second floor	652	1,158			1,810
First floor	652	1,055			1,707
Ground floor	414	1,183	326	22	1,619
Lower Ground floor	337	237	0	519	1,092
Total	7,859	24,207	326	730	32,796

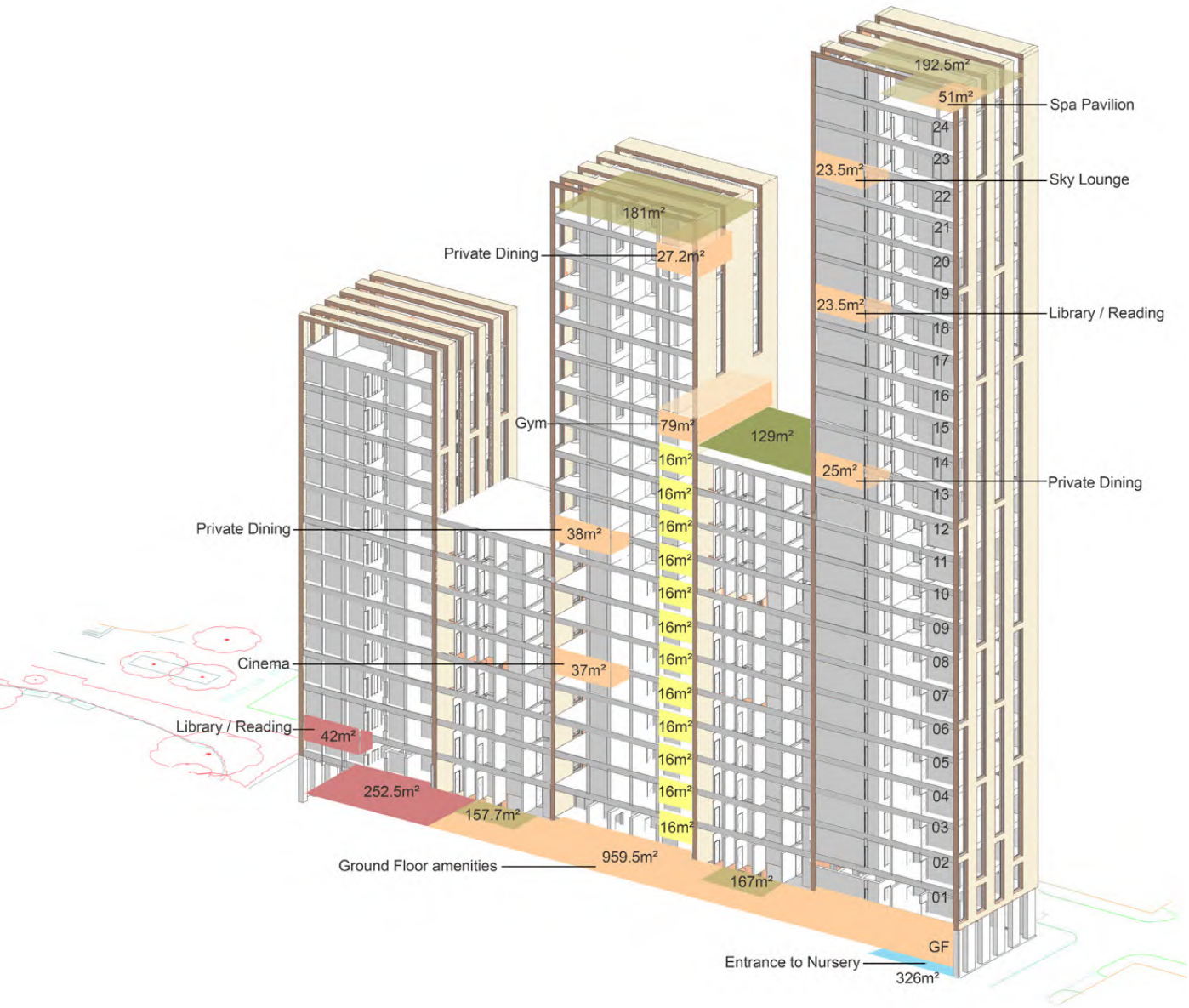
4.6.3 Schedule of Amenities

The amenities for the Student Residences are mainly located on the ground floor and include a reception and welcome area, gym, games room and lounge.

The Library Reading Room of the student accommodation is located on the first floor with views into Vimto Gardens. The student laundry is located on the lower ground floor, accessed via the lifts and stairs.

The Co-Living amenities are distributed throughout the scheme. Key amenities are located on the ground floor including the reception, welcome, lounge, food and beverage areas and a lecture and event space. Three different private dining rooms are provided in each tower, each of these being uniquely themed. A gym is located on the 13th floor, connected directly to the roof garden.

The Spa Pavilion is located on the roof top of the highest tower, next to the roof garden. The Sky Lounge on the 20th floor has panoramic views of the city skyline, as does the Library and Reading space on the 18th floor.



Amenities Diagram: Location and Areas

Co-Living Amenities Schedule				
SR_RoomZone	SR_RoomUnit	Level	Name	Area m ²
Co Living	Amenities	00 Ground Floor FFL	Co-Living Amenities	586
Co Living	Amenities	00 Ground Floor FFL	F&B (Retail Opportunity)	117
Co Living	Amenities	00 Ground Floor FFL	Co-Living Amenities	104
Co Living	Amenities	00 Ground Floor FFL	Building Management	73
Co Living	Amenities	00 Ground Floor FFL	Lecture / Event Space	66
Co Living	Amenities	00 Ground Floor FFL	WC	17
Co Living	Amenities	00 Ground Floor FFL	Post Room	15
Co Living	Amenities	00 Ground Floor FFL	WC	11
Co Living	Amenities	01 First Floor FFL	Functional Amenities	16
Co Living	Amenities	02 Second Floor FFL	Functional Amenities	16
Co Living	Amenities	03 Third Floor FFL	Functional Amenities	16
Co Living	Amenities	04 Fourth Floor FFL	Functional Amenities	16
Co Living	Amenities	05 Fifth Floor FFL	Cinema	37
Co Living	Amenities	05 Fifth Floor FFL	Laundry	16
Co Living	Amenities	06 Sixth Floor FFL	Functional Amenities	16
Co Living	Amenities	07 Seventh Floor FFL	Functional Amenities	16
Co Living	Amenities	08 Eighth Floor FFL	Functional Amenities	16
Co Living	Amenities	09 Ninth Floor FFL	Private Dining	38
Co Living	Amenities	09 Ninth Floor FFL	Functional Amenities	16
Co Living	Amenities	10 Tenth Floor FFL	Laundry	16
Co Living	Amenities	11 Eleventh Floor FFL	Functional Amenities	16
Co Living	Amenities	12 Twelfth Floor FFL	Functional Amenities	16
Co Living	Amenities	13 Thirteenth Floor FFL	Private Dining	25
Co Living	Amenities	13 Thirteenth Floor FFL	Gym	49
Co Living	Amenities	13 Thirteenth Floor FFL	Gym	29
Co Living	Amenities	13 Thirteenth Floor FFL	Gym Store	1
Co Living	Amenities	18 Eighteenth Floor FFL	Private Dining	28
Co Living	Amenities	18 Eighteenth Floor FFL	Library / Reading	24
Co Living	Amenities	22 Twenty Second Floor FFL	Sky Lounge	24
Co Living	Amenities	25 Roof Plan	SPA Pavillion	51
TOTAL Co-Living Amenities				1488 m ²
Functional Amenities				194
Building Management				88
WC				28
Reception Desk/ Circulation			20% of Main Amenities	117
Total Pure Amenities			excl. functional amenities and management	1206 m ²
divided by 642 beds				1.9 m ²

4.6.4 Space Standards

Manchester City Council’s Residential Quality Guidance confirms that the residential schemes should ‘achieve and exceed’ the standards set out in the Technical Housing Standards - Nationally Described Space Standards (‘the Standards’).

It recognises that approaches which do not meet the standards may be acceptable but will need to demonstrate why an alternative approach is acceptable.

The Standards were introduced in 2015 and relate to new dwellings (Use Class C3). They set out minimum requirements in terms of bedroom size (for single occupancy and double occupancy rooms) and width. Standards for unit sizes overall, based on the number of bedrooms and bedspaces, are also provided.

Whilst the Standards set out requirements for other elements of dwellings, such as storage space and head height, no standards are provided for living or other areas.

It should be noted that, in terms of the Town and Country Planning Use Classes Order, the proposed development is a sui generis use, rather than C3. The Standards do not therefore apply.

Notwithstanding this, the design has had regard to the Standards in respect of the apartments within the Co-Living element (i.e. the one, two and three bed premium apartments and the three and four bed shared en-suite apartments). The Standards do not specify requirements with respect to student accommodation, studios or two-dios and these elements of the scheme are therefore excluded from the analysis, which is presented below. Bedroom Sizes.

Bedroom Sizes

All bedrooms within the Co-Living element meet the minimum applicable room standards (as do the twodios which include separate (single occupancy) bedrooms) in terms of area and minimum width.

Unit Sizes

From the table opposite it can be seen that the vast majority of the units are in excess of the standards, some, particularly the three bedroom apartments, substantially so. Whilst some such as the one bedroom premium apartment are slightly below (by 1sqm) this is more than compensated for by the provision of high quality shared amenity space which is a core design feature of the Proposed Development. As is explained in the Document “An Introduction to Co-Living” which forms part of the planning application submission, the Co-Living concept is centred around the creation of a community and is specifically targeted at those persons who place a higher premium on access to high quality shared amenities such as work spaces, lounges, libraries and gyms and are happier with smaller areas of private space

Furthermore, occupation of the three and four bedroom shared apartments will be limited through the tenancy agreements to one occupier per bedroom; the standards assume a minimum occupancy of four and five persons respectively. The analysis uses these figures for robustness.

Conclusion

The proposed development is not subject to the Standards but they have been considered in the design process. The scheme is wholly compliant in terms of bedroom sizes and dimensions. Whilst the scheme largely complies with the Standards in terms of unit sizes, there are a limited number of units which provide slightly less space

than they require.

However, this does not reduce the quality of accommodation or living standards that residents will experience. Residents will have access to a range of different types of high quality amenity space, as described above and it is important to recognise that the Co-Living concept is made for individuals who are willing to sacrifice an element of private living space in exchange for high quality shared amenities. This may be for financial reasons or reasons of flexibility, or simply that they do have a preference for a more communal form of housing. The accommodation and facilities will also be managed to a high standard by iQ as demonstrated through the Facilities Management strategy.

Overall, it is considered that the proposed development will provide a high quality standard of accommodation, as demonstrated as part of the submission, and is therefore consistent with the objectives of the Residential Quality Guidance.

Apartment	Number of Units	% of Co-Living element	% of apartments	Number of bedspaces (per unit)	Number of bedspaces (by unit type)	% of Co-living element	Unit Size	Standard
1 bedroom premium	12	2.9%	9.5%	2	24	3.1	42.5 / 49.5m²	50m²
2 bedroom premium	51	12.3%	40.5%	3	153	19.5	51.0 / 62.5m²	61m²
3 bedroom premium	9	2.2%	7.1%	4	36	4.6	83.5 / 89.1m²	74m²
3 bedroom shared en-suite	36	8.7%	28.6%	3	144	18.3	71.5 / 77.6m²	74m² (for 4 person occupancy)
4 bedroom shared en-suite	18	4.3%	14.3%	4	90	11.4	84.5 / 86.2m²	90m² (for 5 person occupancy)

4.7 Typical Internal Layouts

As described in section 4.4.1'Site Arrangement' the building is divided in two to separate student and Co-Living accommodation.

Typical student residential floors comprise 8 apartments on the podium levels and 7 apartments in the tower floors. All of the apartment clusters are arranged around a single circulation core, made possible due to fire sprinkling of the entire building.

There are a total of 3 cores with 2 lifts per core, one core per tower - serving all floors from basement to roof levels.

Co-Living typical floors comprise 22 residential units on the podium floors, 11 on the middle tower and 6 in the highest tower.

Podium floors are served by two cores, with 2 lifts each. The towers are served by 2 lifts each. They allow access from the lower ground service area to the roof top amenities in the towers and eastern middle block.

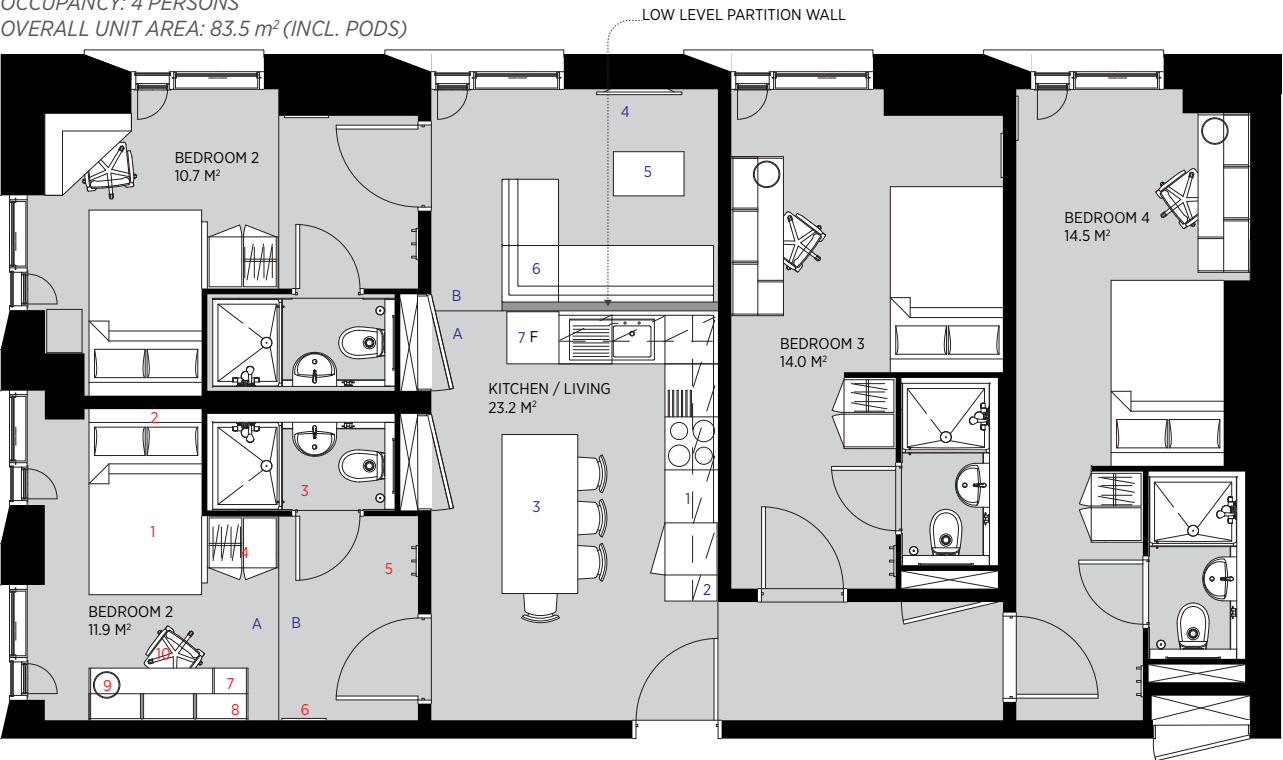
4.7.1 Student Accommodation Types

En-suite Clusters (6, 5, 4 and 3 beds)

All bedrooms are fully-furnished, with beds, storage and desks, and their own en-suite bathrooms. All shared living and kitchen spaces are provided with a dining table and a soft seating area, with a coffee table and a TV. Larger clusters are generally arranged along a corridor connecting the main cluster entrance with the living space.

Typical 4 Bed Student Cluster

OCCUPANCY: 4 PERSONS
OVERALL UNIT AREA: 83.5 m² (INCL. PODS)



- Bedroom**

 - 1 3/4 BED
 - 2 Bedhead shelf
 - 3 Bathroom pod
 - 4 Wardrobe
 - 5 Coat hooks
 - 6 Mirror
 - 7 Study desk
 - 8 High level shelving
 - 9 Lamp
 - 10 Task chair

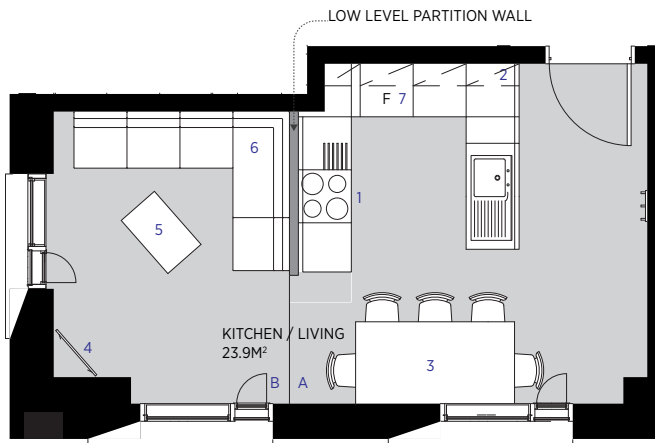
A Carpet floor finish
B Entrance Carpet floor finish
- Kitchen / Living**

 - 1 Kitchen unit
 - 2 High level cupboards
 - 3 Dining table
 - 4 TV
 - 5 Coffee table
 - 6 Sofa / Soft seating
 - 7 Integrated fridge

A Vinyl floor finish
B Carpet floor Finish

5 Bed Student Cluster - Typical Kitchen / Living

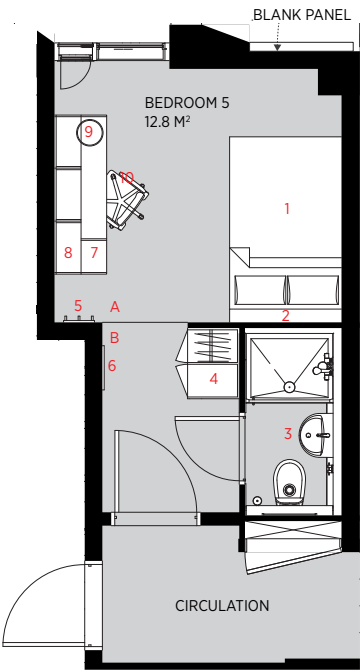
OVERALL UNIT AREA: 93.8 m² (5 BEDROOMS (INC. PODS) PLUS KITCHEN / LIVING)



- Kitchen / Living**
- 1 Kitchen Units
 - 2 High level cupboards
 - 3 Dining table
 - 4 TV
 - 5 Coffee table
 - 6 Sofa / soft seating
 - 7 Integrated fridge
- A Vinyl floor finish
B Carpet floor finish

Typical Bedroom

OCCUPANCY: 1 PERSON
OVERALL UNIT AREA: 15 m² (INCL. POD)



- Bedroom**
- 1 3/4 bed
 - 2 Bedhead shelf
 - 3 Bathroom pod
 - 4 Wardrobe
 - 5 Coat hooks
 - 6 Mirror
 - 7 Study desk
 - 8 High level shelving
 - 9 Lamp
 - 10 Task chair
- A Carpet floor finish
B Entrance Carpet floor finish

Student Accessible 4 Bed Cluster

The same layout as the 5 bed cluster where two bedrooms have been combined to provide sufficient space for an accessible bedroom with enlarged accessible bathroom.

Student Premium, Compact and Standard Studios

Primarily located on the upper floors of the east tower, ranging from 15.4 m2 to 24.1 m2.

Student Premium Studio Accessible

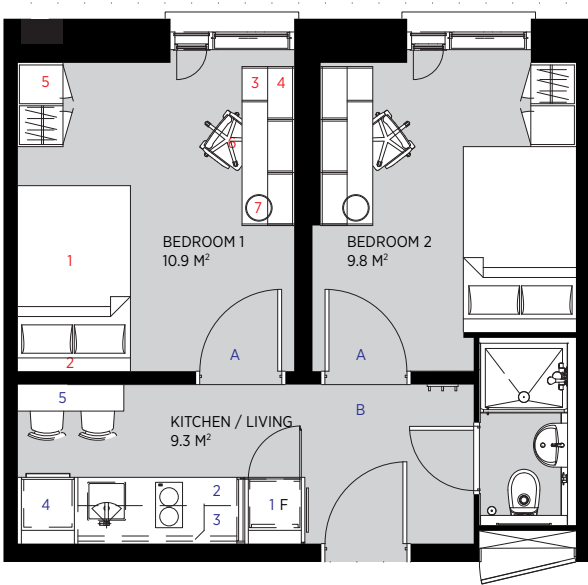
Located on the lower floors of the tower, it is slightly larger than the Premium Studio allowing space for a wheelchair turning circle and an accessible bathroom.

Student Twodio

A cluster for two people, with one single bathroom pod and kitchen to be shared.

Typical Student Twodio Apartment

OCCUPANCY: 2 PERSONS
OVERALL UNIT AREA: 32.3 m² (INCL. POD)



- Bedroom**

 - 1 3/4 bed
 - 2 Bedhead shelf
 - 3 Study desk
 - 4 High level shelving
 - 5 Wardrobe
 - 6 Task chair
 - 7 Lamp

A Carpet floor finish
- Kitchen**

 - 1 Integrated fridge
 - 2 Kitchen unit
 - 3 High level shelving
 - 4 Dry goods storage
 - 5 Dining room table and chairs
 - 6 Bathroom Pod
 - 7 Coat Hooks
 - 8 Mirror

B Vinyl floor finish

4.7.2 Co-Living Accommodation Types

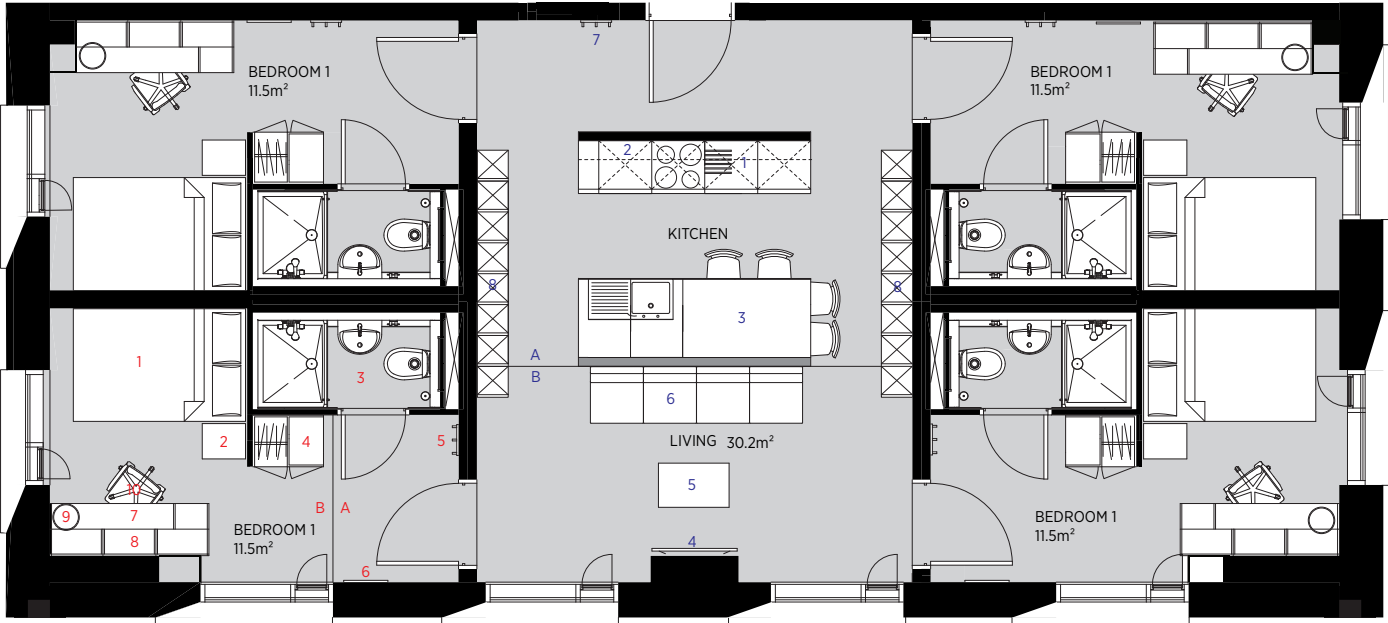
This blend of accommodation intends to offer a range of more affordable accommodation for recent graduates and young professionals, appealing to a broad cross-section of residents with differing requirements.

Co-Living Shared En-suite Units (4 and 3 beds)

Typically aimed at recent graduates from Manchester or other universities (incl. iQSA rebookers) and other young professionals or participants of graduate training programmes.

Typical Co-Living 4 Bed Shared Unit

OCCUPANCY: 4 PERSONS
OVERALL UNIT AREA: 85.4 m²



- Bedroom**

 - 1 3/4 bed (storage beneath)
 - 2 Bedside table
 - 3 Bathroom pod
 - 4 Wardrobe
 - 5 Coat hooks
 - 6 Mirror
 - 7 Study desk
 - 8 High level shelving
 - 9 Lamp
 - 10 Task chair

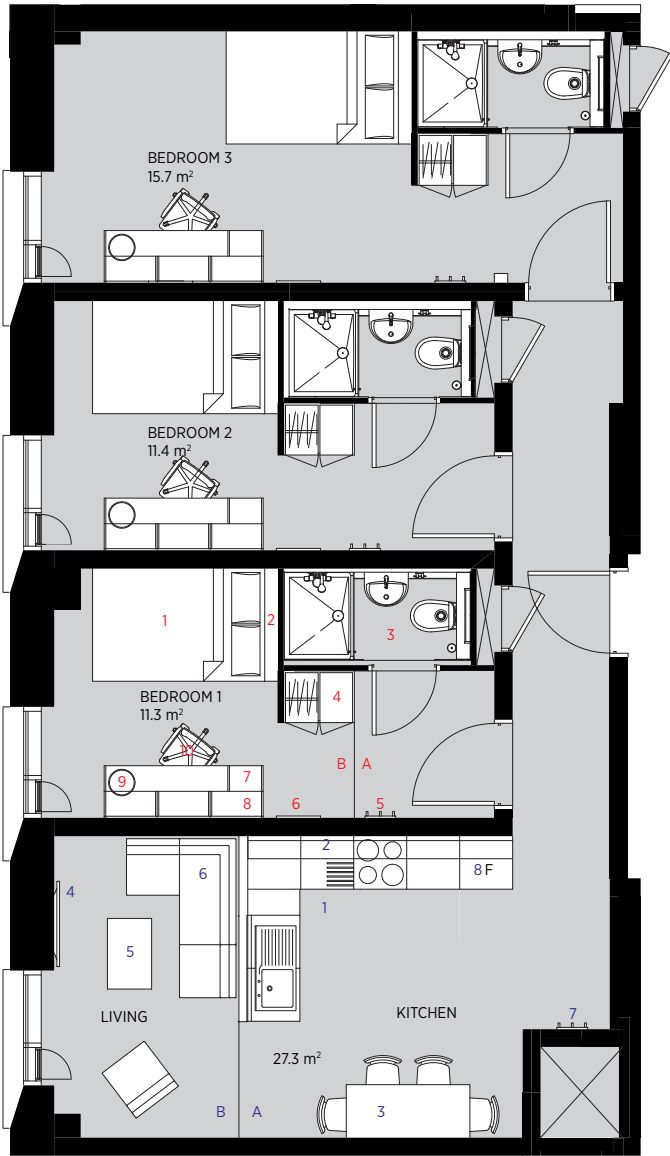
A Carpet floor finish
B Entrance Carpet floor finish
- Kitchen / Living**

 - 1 Kitchen Units
 - 2 High level cupboards
 - 3 Dining table
 - 4 TV
 - 5 Coffee table
 - 6 Sofa / soft seating
 - 7 Coat hook
 - 8 Full height cupboards

A Vinyl floor finish
B Carpet floor finish

Typical Co-Living 3 Bed Shared Unit

OCCUPANCY: 3 PERSONS
OVERALL UNIT AREA: 72.6 m² (INC. POD)



- Bedroom**
- 1 3/4 bed [possible storage beneath]
 - 2 Bedhead shelf
 - 3 Bathroom pod
 - 4 Wardrobe
 - 5 Coat hooks
 - 6 Mirror
 - 7 Study desk
 - 8 High level shelving
 - 9 Lamp
 - 10 Task chair
- A Carpet floor finish
B Entrance Carpet floor finish

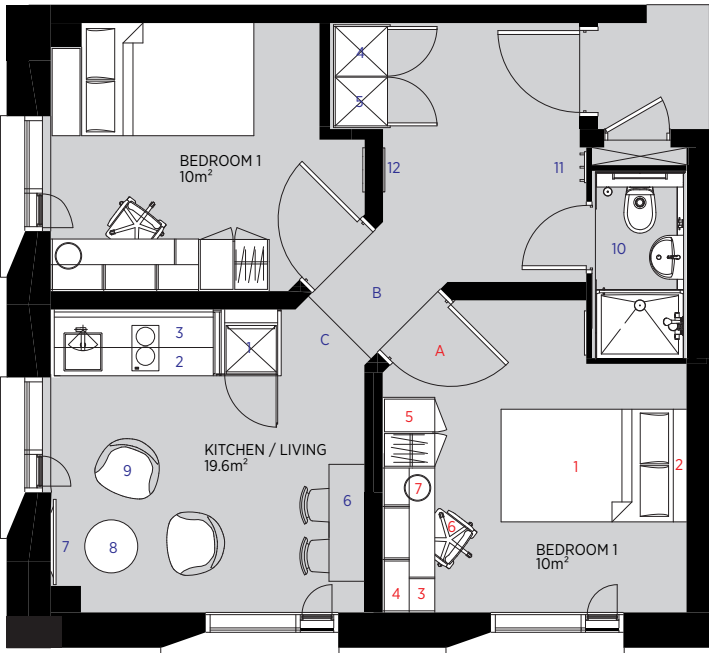
- Kitchen / Living**
- 1 Kitchen Units
 - 2 High level cupboards
 - 3 Dining table and chairs
 - 4 TV
 - 5 Coffee table
 - 6 Sofa / soft seating
 - 7 Coat hooks
 - 8 Fridge
- A Vinyl floor finish
B Carpet floor finish

Co-Living Twodios

For two people, with shared bathroom pod, kitchen and living space, typically located at the tower corners.

Typical Co-Living Twodio Shared Unit

OCCUPANCY: 2 PERSONS
OVERALL UNIT AREA: 57.9 m²



- Bedroom**
- 1 3/4 Bed (storage beneath)
 - 2 Bedhead Shelf
 - 3 Study desk
 - 4 High level shelving
 - 5 Wardrobe
 - 6 Task chair
 - 7 Lamp
- A Carpet floor finish

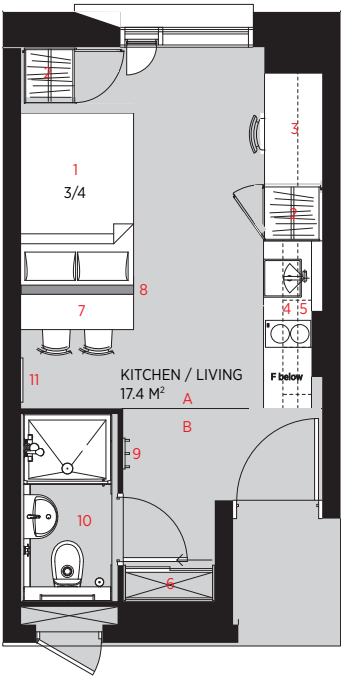
- Kitchen / Living**
- 1 Integrated fridge
 - 2 Kitchen unit
 - 3 High level shelving
 - 4 Dry goods storage
 - 5 Storage Cupboard
 - 6 Dining room table
 - 7 TV
 - 8 Coffee table
 - 9 Easy chairs
 - 10 Bathroom Pod
 - 11 Coat Hooks
 - 12 Mirror
- B Entrance Carpet floor finish
C Vinyl Floor Finish

Co-Living Premium, Standard and Compacts Studios

Targeted at recent graduates/taught postgraduate students, project based researchers or workers and visiting academics.

Typical Compact Studio

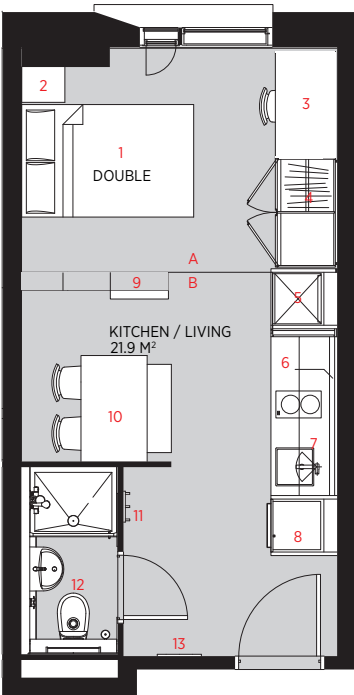
OCCUPANCY: 1 PERSONS
OVERALL UNIT AREA: 19.7 m² (INC. POD)



- 1 3/4 Bed (storage beneath)
- 2 Wardrobe
- 3 Desk with shelves on top
- 4 Kitchen unit
- 5 High level shelving
- 6 Dry goods storage
- 7 Dining room table
- 8 Dividing Wall with open shelves
- 9 Coat hooks
- 10 Bathroom pod
- 11 Mirror
- A Carpet floor finish
- B Entrance Carpet floor finish

Typical Standard Studio

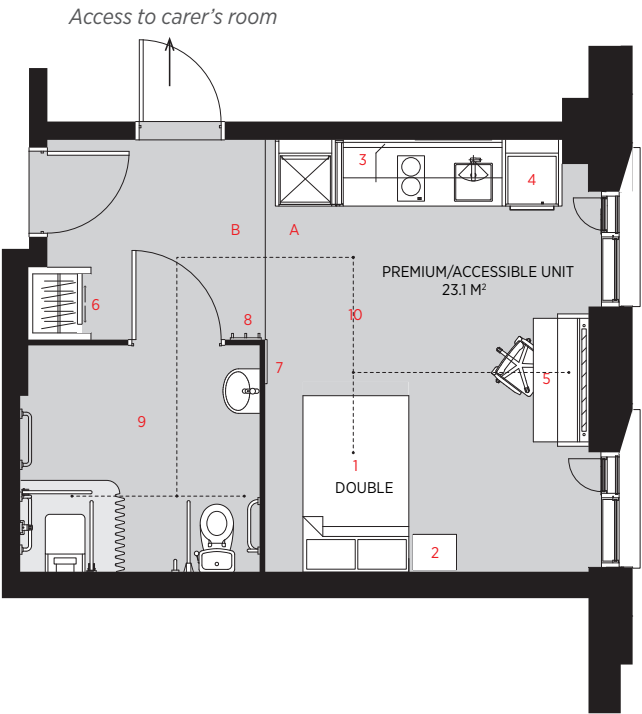
OVERALL UNIT AREA: 24.2 m² (INC. POD)



- 1 Double bed (storage beneath)
- 2 Bedside table
- 3 Storage cupboard with integrated desk
- 4 Wardrobe
- 5 Integrated fridge
- 6 Kitchen unit
- 7 High level shelving
- 8 Dry goods storage
- 9 Dividing wall / shelving, TV point
- 10 Dining room table
- 11 Coat Hooks
- 12 Bathroom Pod
- 13 Mirror
- A Carpet floor finish
- B Entrance Carpet floor finish

Accessible Premium Studio

OCCUPANCY: 1 PERSON (ACCESSIBLE); 2 PERSONS (PREMIUM STUDIO)
OVERALL UNIT AREA: 30.1 m² (INC. POD)
Note: Furniture can be adapted to user requirements.



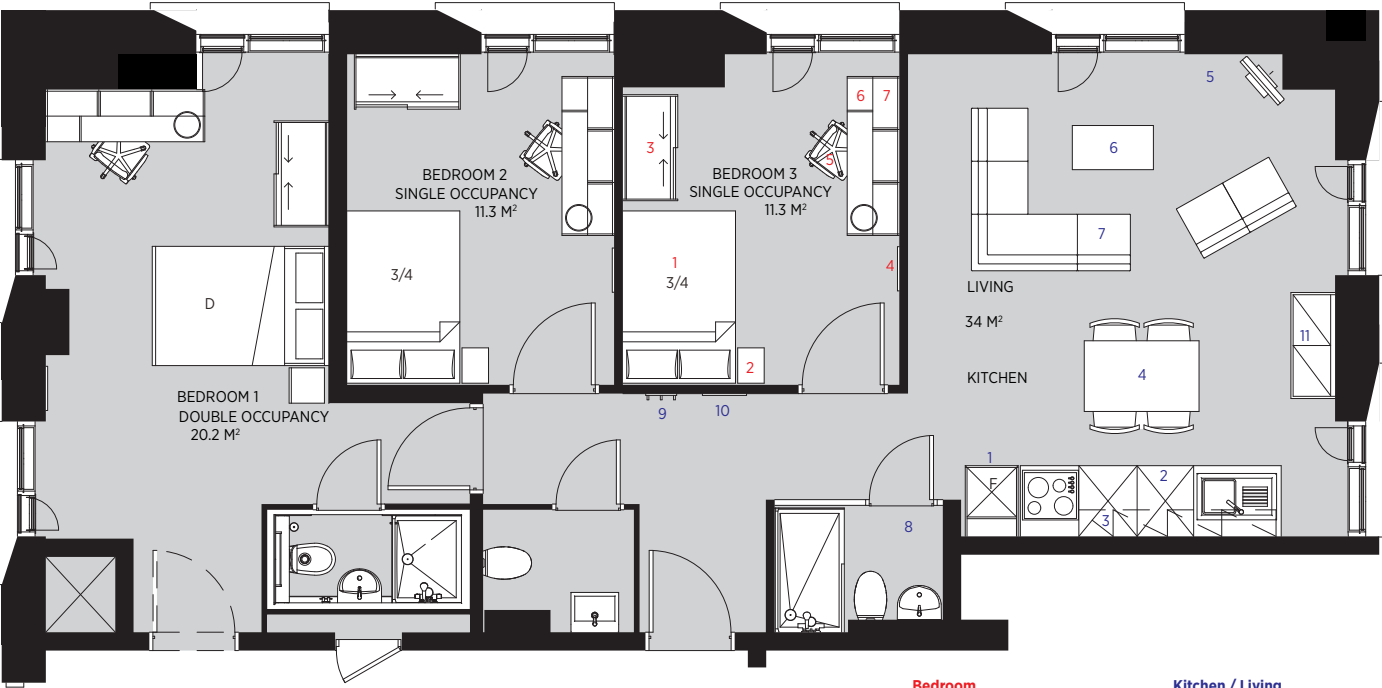
- 1 Double Bed
- 2 Bedside table
- 3 Shelving and low level storage to Part M requirements
- 4 Secure storage for valuables
- 5 Desk with book case over
- 6 Wardrobe with drop arm lever rail
- 7 Mirror
- 8 Coat hooks
- 9 Accessible bathroom
- 10 Hoist ceiling mounted (provision only)
- A Carpet floor finish
- B Entrance Carpet floor finish

Co-Living Premium Apartments (3, 2 and 1 beds)

These apartment types are typically for couples or groups of more established professionals in their early 30s with higher income levels who want the advantages of Co-Living but can't or don't want to buy.

Typical 3 Bed Premium Apartment (Flexi)

OCCUPANCY: 4 PERSONS
OVERALL UNIT AREA: 88.5 m²



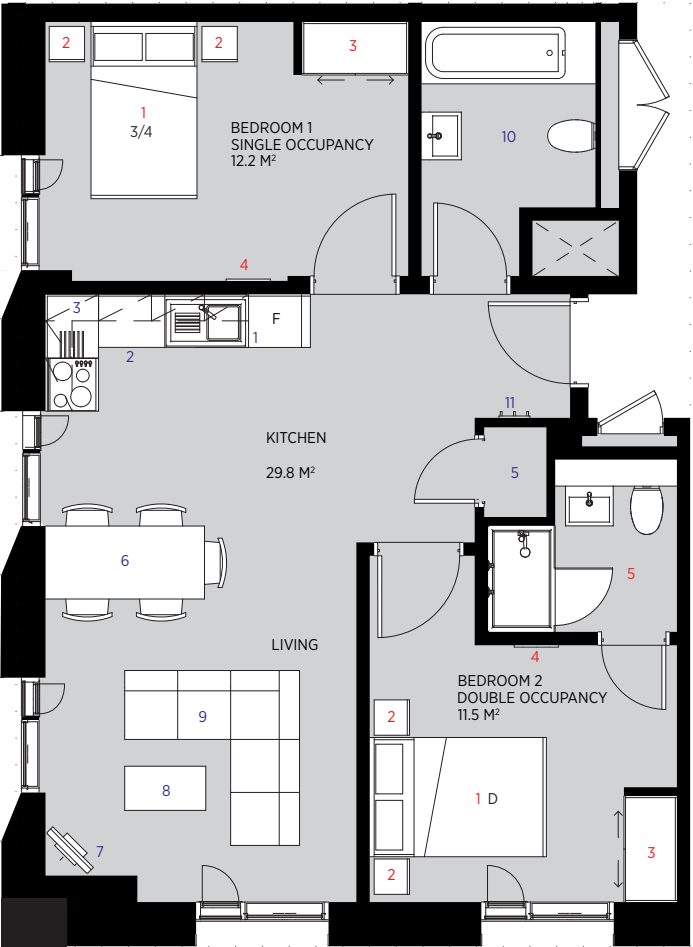
- Bedroom**

 - 1 Double bed (D) / 3/4 bed (3/4)
 - 2 Bedside table
 - 3 Wardrobe
 - 4 Mirror
 - 5 Task chair
 - 6 Study desk
 - 7 High level shelving
- Kitchen / Living**

 - 1 Integrated fridge
 - 2 Kitchen unit
 - 3 High level shelving
 - 4 Dining room table
 - 5 TV
 - 6 Coffee table
 - 7 Sofa / soft seating
 - 8 Bathroom
 - 9 Coat Hooks
 - 10 Mirror
 - 11 Dry good storage cupboard

Typical 2 Bed Premium Apartment

OCCUPANCY: 3 PERSONS
OVERALL UNIT AREA: 62.5 m²

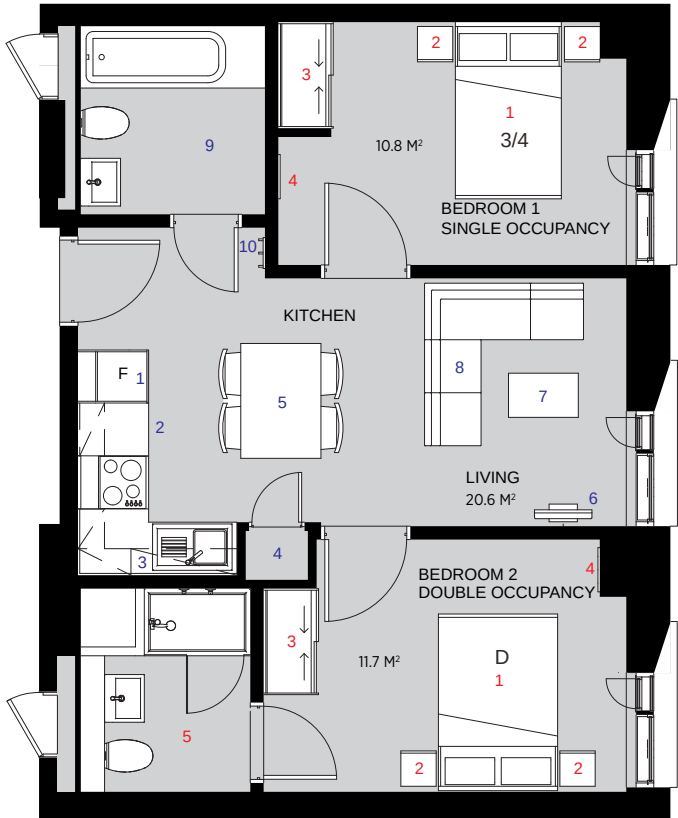


- Bedroom**
- 1 Double bed (D)/ 3/4 bed (3/4)
 - 2 Bedside table
 - 3 Wardrobe
 - 4 Mirror
 - 5 Ensuite bathroom with shower

- Kitchen / Living**
- 1 Integrated fridge
 - 2 Kitchen unit
 - 3 High level shelving
 - 4 Breakfast bar
 - 5 Storage cupboard
 - 6 Dining room table
 - 7 TV
 - 8 Coffee table
 - 9 Sofa / soft seating
 - 10 Bathroom
 - 11 Coat Hooks

Typical 2 Bed Premium Apartment

OCCUPANCY: 3 PERSONS
OVERALL UNIT AREA: 51 m²

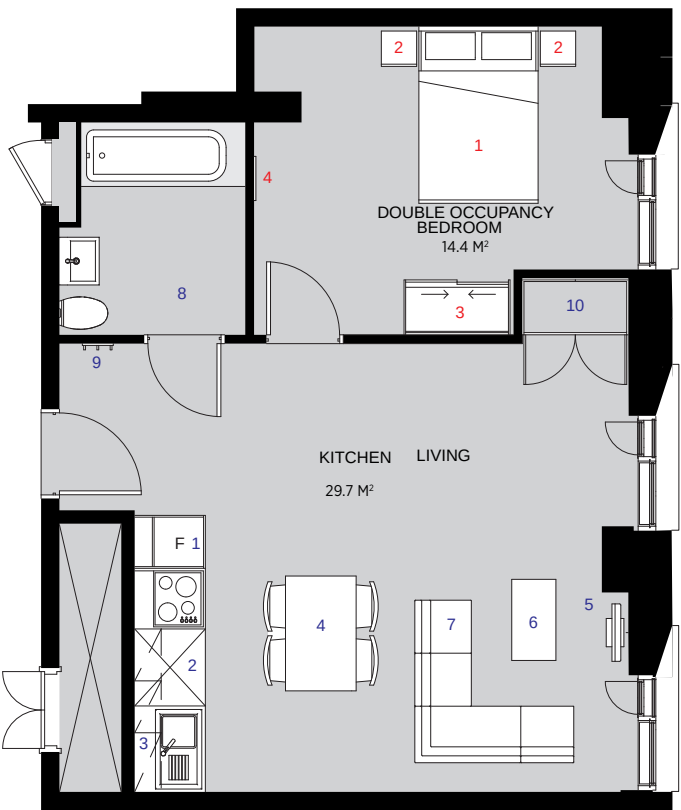


- Bedroom**
- 1 Double bed (D) / 3/4 bed (3/4)
 - 2 Bedside table
 - 3 Wardrobe
 - 4 Mirror
 - 5 Ensuite bathroom with shower

- Kitchen / Living**
- 1 Integrated fridge
 - 2 Kitchen unit
 - 3 High level shelving
 - 4 Storage cupboard
 - 5 Dining room table
 - 6 TV
 - 7 Coffee table
 - 8 Sofa / soft seating
 - 9 Bathroom
 - 10 Coat Hooks

Typical 1 Bed Premium Apartment

OCCUPANCY: 2 PERSONS
OVERALL UNIT AREA: 49 m²

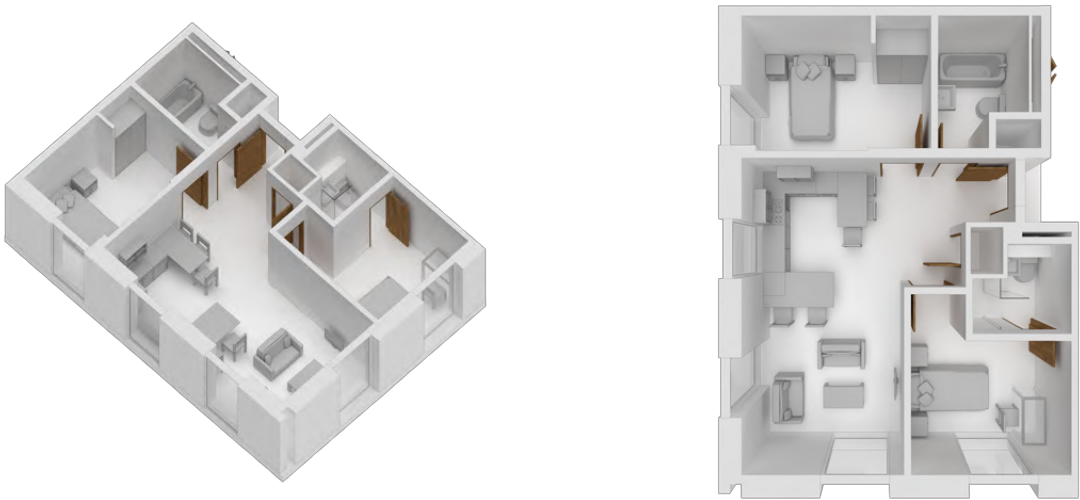


- Bedroom**
- 1 Double bed
 - 2 Bedside table
 - 3 Wardrobe
 - 4 Mirror

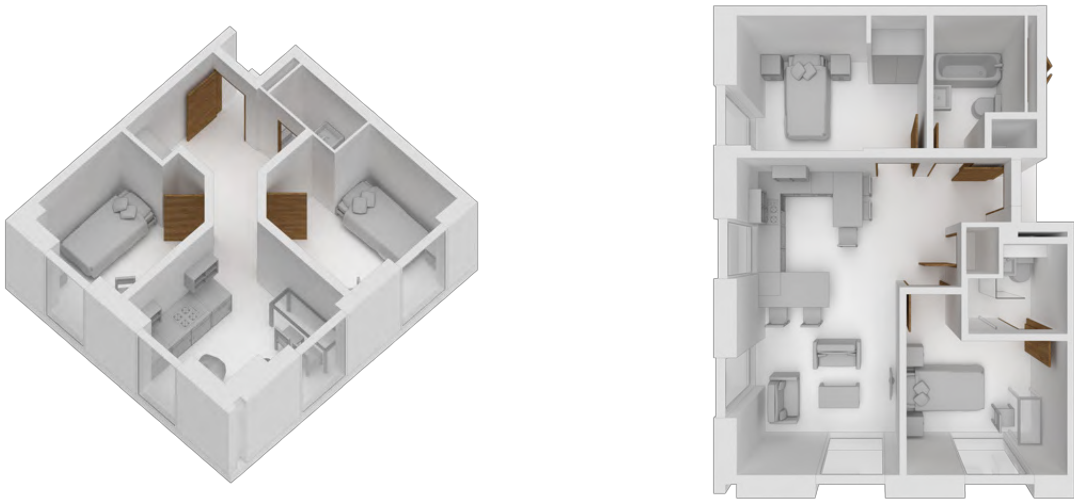
- Kitchen / Living**
- 1 Integrated fridge
 - 2 Kitchen unit
 - 3 High level shelving
 - 4 Dining room table
 - 5 TV
 - 6 Coffee table
 - 7 Sofa / soft seating
 - 8 Bathroom
 - 9 Coat Hooks

4.7.3 Typical Room Layouts - 3D views

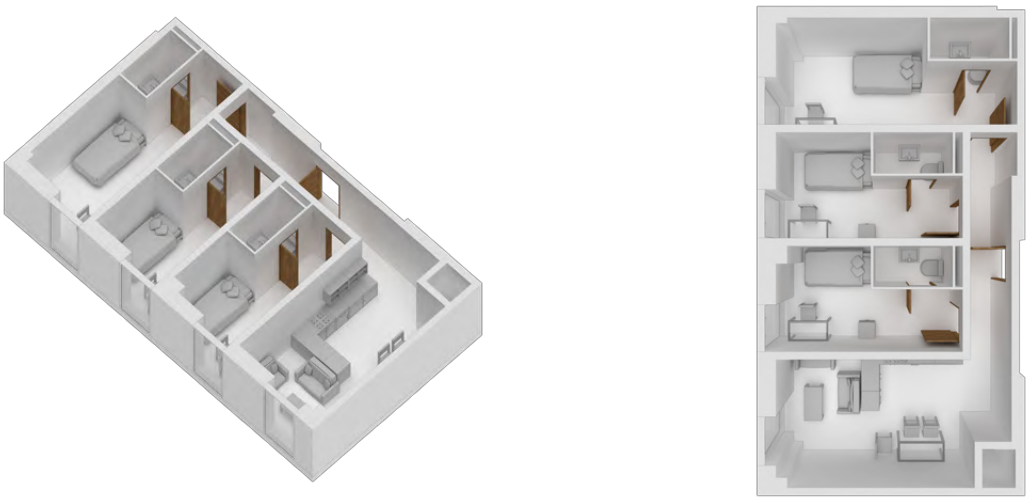
2 Bed Premium Apartment



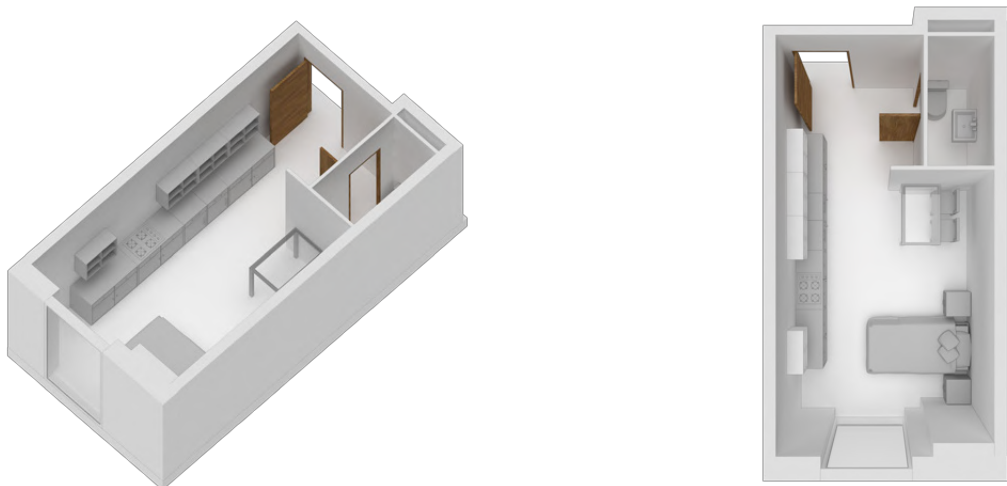
Co-Living Twodio Unit



3 Bed Co-Living shared en-suite Unit



Co-Living Compact Studio



4.8 Functional Requirements

4.8.1 Acoustics (Network Rail and City Centre)

Due to the proximity to the Network Rail Viaduct, a noise survey was undertaken to assess the impact from train noise and a mitigation strategy was developed, with the outcome that habitable rooms all comply with Table 1 in BS 8233:2014, as agreed with Manchester City Council. Following these guidelines, the proposed scheme ensures that resident’s usage of their spaces, in particular sleep, are not compromised through noise disturbance.

Our holistic strategy begins with an approach to residential layouts that minimises the number of bedrooms facing the viaduct directly. On the Student Tower, this is achieved by locating the kitchen/living rooms at the southern end of the towers with bedrooms on the east and west. However, on the middle and tallest tower this is not always possible.

Engineers have specified MVHR (Mechanical Ventilation with Heat Recovery) units with acoustic attenuation for the residential units, which minimises heat loss and heating requirements. Although rooms also have opening vents for natural purge ventilation, the MVHR units ensure regular air changes and internal comfort without the need for opening windows, which would increase the levels and frequency of acoustic disturbances. This mode of operation forms the basis of the acoustic modelling in Noise Assessment (See Chapter 13 of the Environmental Statement).

Other mitigating impacts include the choice of specific brick-tile cladding system with metal carrier tray that achieves 60dB Rw to improve the acoustic performance of the wall build-up compared with a lightweight cladding. Despite these measures, further steps are needed to achieve compliance in some bedrooms, which require use of specialist acoustic glazing in strategic areas as denoted on the below plan. Upper stories of the south façade, which are further from the viaduct, may have less onerous requirements for acoustic glazing. This will be reviewed during the detailed design stage, following liaison with suppliers on specific glazing products and their specifications.

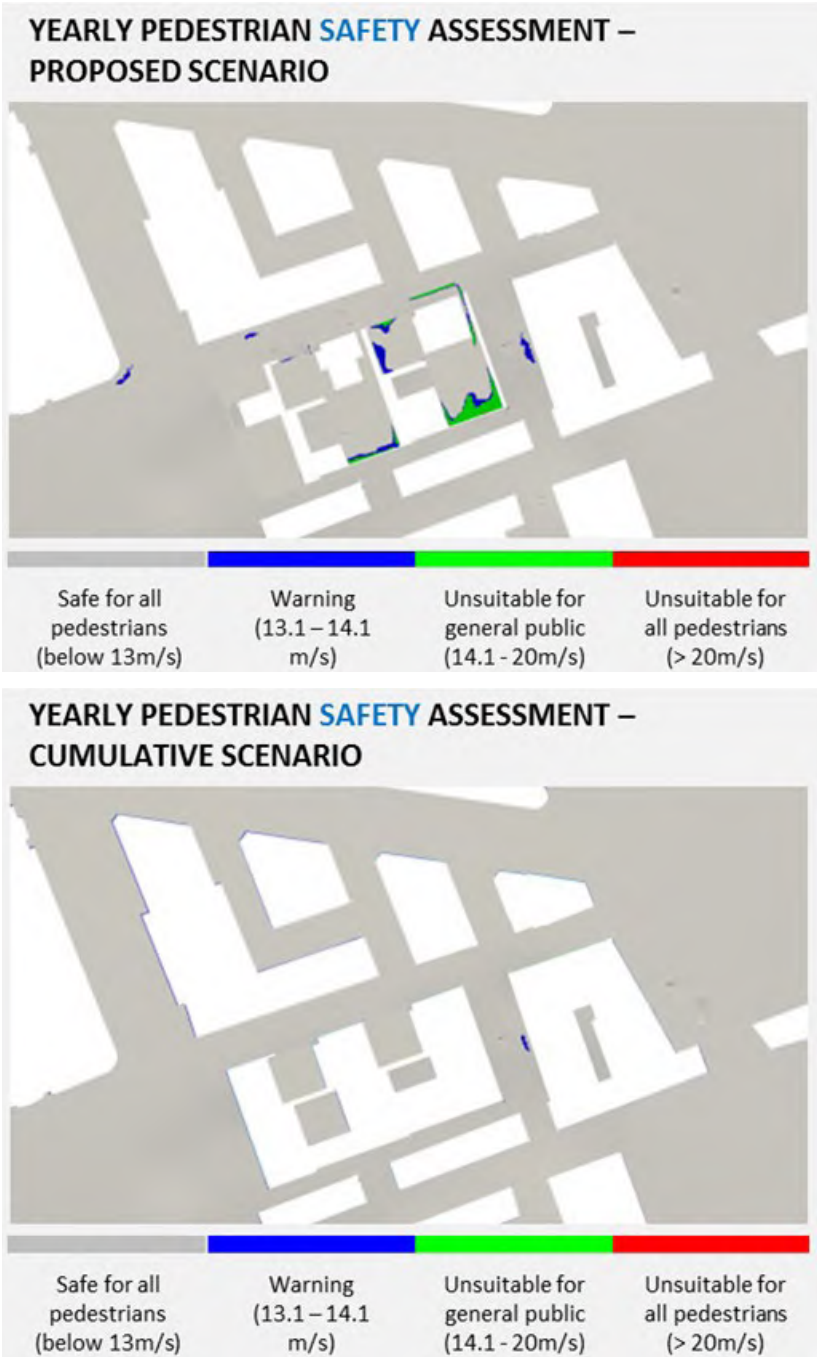


4.8.2 Wind CFD Analysis

The preliminary CDF analysis of the proposed development highlighted two areas exceeding safety criteria around the south-eastern corner of the proposed development as illustrated in the image below.

These exceedances are caused by southern and north-easterly winds that are directed downward when hitting the façade of the proposed building and consequently accelerate at corners. For further information, please refer to Chapter 12 of the Environmental Statement.

A number of possible mitigation solutions were considered including landscaping features, canopies, screens and massing cuts in the area of the south-eastern corner of the building. The inclusion of a perforated metal screen between the proposed building and the viaduct on Echo Street was considered to be the most suitable solution. This screen will also act as a security gate for vehicular access to the proposed development.



4.8.3 Network Rail

In addition to maintaining easements and clearances to Network Rail land, the design responds to the viaduct in a number of ways:

- South facing windows directly opposite the viaduct are designed to be cleaned internally, with 90 degree opening windows above a 1100mm high transom. This responds to the severe time and access limitations imposed by Network Rail to ensure safe operation of the viaduct.
- Perforated metal panels in front of the opening vent windows are barriers to protect from falls. Note: the scheme contains no balconies.
- Façade materials have been selected to mitigate risks of glare and reflections affecting the trains on the viaduct.
- Roof gardens are designed to meet Network Rail requirements, with 2000mm parapets and no large trees or loose external furniture. Note: There is no roof garden above the student accommodation.
- The service access ramp beside the viaduct is required by Network Rail to access the viaduct, and will be kept clear of obstructions.

4.9 Signage

The following describes our intentions for building signage, to communicate the branding and identity of Echo Street and assist with way-finding around the site. This will be fully resolved in a separate application for advertisement consent.

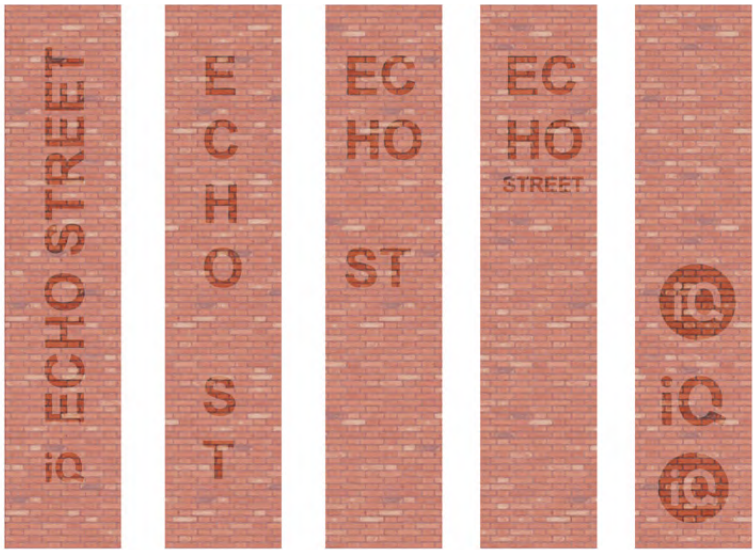
Despite the prominent site location, placement of entrances on different streets may cause confusion without a straightforward and legible strategy, combining building and landscape signage. The Co-Living entrance on Granby Row is the principle entrance with the highest levels of pedestrian traffic, while the Nursery entrance on Echo Street and Student Entrance on Vimto Gardens are secondary; though still address the public realm in a legible way.

The Granby Row entrance is viewed side-on from the east and west approach along Granby Row, without the architectural definition of a set-back or canopy to clearly demarcate the entrance. Keen to avoid the management, security and nuisance issues these can bring, signage will play an important role alongside lighting and landscaping in making the entrance have presence in the street scape. Vertical banner signage framing the entrance would be most legible from street level on each of the approaches, while a flat fascia signage would only be readable from a limited distance.

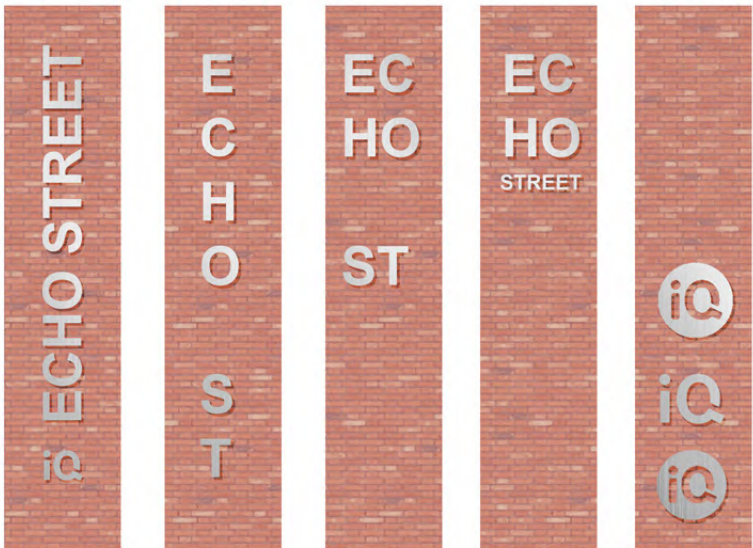
The strategy for street-level signage on Echo Street for the Nursery will be developed and applied for in a separate application.

4.9.1 High-Level Signage

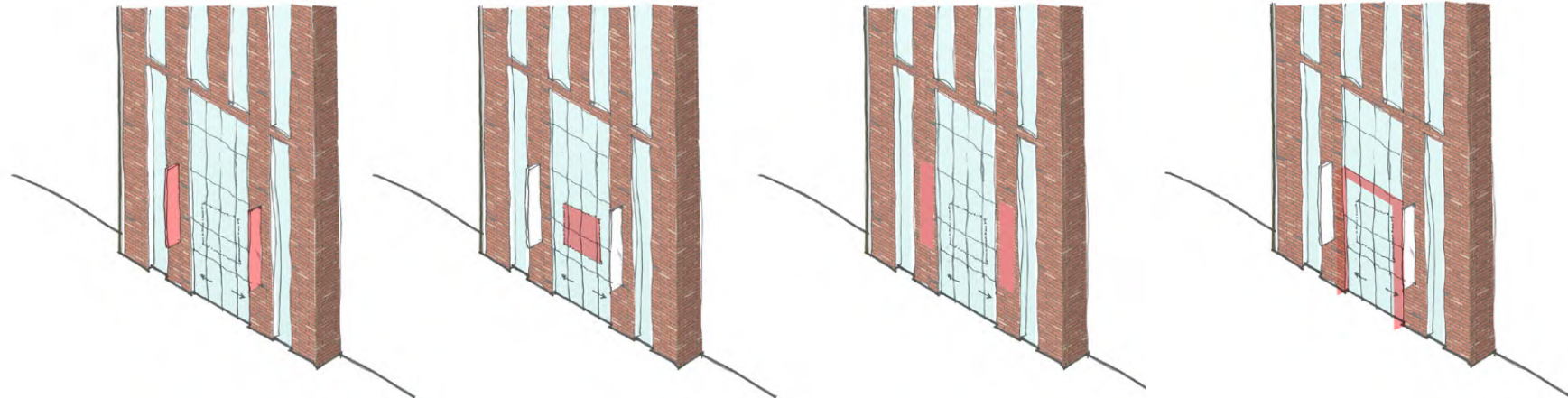
Following the precedent set by other towers in Manchester, we intend to develop signage at high-level to identify the building within the skyline. Due to the brick cladding. An indication to how this might look is illustrated opposite.



Signage Studies - Brick Relief (Option



Signage Studies - Stainless Steel (Op-



Diagrams Illustrating Signage on Main Entrance



Proposed Signage in Elevation



4.10 Energy and Sustainability

iQ is supportive of the sustainable development objectives of the Council and has developed an energy and sustainability strategy that responds positively to Manchester City Council's requirements. The strategy demonstrates that an energy efficient, low carbon, sustainable and functional new building will be delivered by iQ. Turley Sustainability have created a bespoke sustainability strategy in place of BREEAM certification. The bespoke strategy will ensure high standards are achieved, presenting challenging but achievable sustainability targets for Echo Street. The key measures as part of the bespoke strategy which respond to MCC's adopted core strategy and National Guidance are outlined below:

4.10.1 A Bespoke Sustainability Strategy for Echo Street

The 'Co-Living' Concept is a fast growing sector in the USA, and there are a handful of these schemes in London. The Echo Street proposals are a new model for housing in Manchester City Centre. There is currently a lack of clarity in relation to sustainability targets that should be applied to these developments, which fall outside purely 'Residential' or 'Commercial' terms. The BREEAM New Construction scheme in its current form has a predominately commercial stance and whereas some criteria can be applied to Co-Living schemes, Turley Sustainability believe a bespoke sustainability strategy in place of BREEAM certification is the most appropriate for the Echo Street development. The bespoke strategy will ensure high standards are achieved, presenting challenging but achievable sustainability targets for Echo Street.

4.10.2 Carbon Emissions: How the development will support energy efficiency and reduce CO2 emissions

The development will achieve the MCC carbon reduction target of 15% beyond Part L 2010 (6% beyond Part L 2013). In line with the energy hierarchy and local planning policy, the development design has adopted a design solution focusing initially on an efficient building fabric and services. The 15% target will likely be achieved through increased fabric efficiency and installation of a Combined Heat & Power (CHP) system in accordance with the energy hierarchy. The operation of CHP plant offers significantly reduced CO2 emission rates when compared to conventional methods of energy generation and use.

4.10.3 Adaptation to Climate Change: The ways in which Echo Street will incorporate measures to adapt to climate change through passive design measures, SuDs and Green Infrastructure

The design development has considered climate change through responding to the orientation of the building, reducing flood risk and supporting resource efficiency. The project team have worked to ensure key BREEAM criteria has been incorporated into the design process to ensure a high standard of sustainability performance equivalent to BREEAM 'Very Good'.

4.10.4 Sustainable Design and Construction: The ways in which the development incorporates sustainable design and construction techniques

Sustainable construction has been integrated into the design of the development through the following;

- Ensuring access to sustainable transport through cycle storage and cycle hire.
- Supporting health and wellbeing, through access to outside space and facilities.
- Reduction of pollution through minimising traffic related emissions and completion of air quality recommendations.

- A wide choice of high quality homes residents can choose the most appropriate option for them at the time of entry, which will allow them to be flexible as and when their circumstances change.

4.10.5 Economy: The ways in which the development will support Manchester's economy

The scheme will create employment and support the retention of talent in the city. There are also indirect and induced benefits which will result in considerable expenditure on construction materials, goods and other services.

4.10.6 Social: The ways in which the development will support the creation of a sustainable and safe community

The Echo Street scheme will provide a wide choice of housing sizes, types and tenures to ensure balanced communities catering for a wide range of incomes and ages. Secured by Design principles have been incorporated into the development and iQ have liaised with Manchester Police Force. The crime impact statement completed by Greater Manchester Police confirmed that the scheme had been very well designed from a crime prevention perspective.

4.10.7 Ecology and Biodiversity: How Echo Street will protect and enhance ecology

As the site predominately consists of hard standing there is a substantial opportunity to enhance the site ecology. The nursery garden is the main area of greenspace currently and this area will be retained. As part of the development there is a range of planted roof terraces that will increase the area of greenspace across the site. This spaces will greatly increase the planted area of the site, increasing biodiversity and creating pleasant spaces for residents.

4.10.8 Waste: How Echo Street will minimise and manage waste sustainably

iQ aims to reduce construction and operational waste as far as possible. A Resource Management Plan (RMP) will be developed to ensure the use of measures to prioritise the reduction, reuse and recycling of construction waste and minimise the amount of waste sent to landfill. Facilities for the segregation of waste will be provided within each residential accommodation (i.e. separate bins for food waste / paper recycling / glass recycling). Residents will be provided with colour coded bin bags corresponding to the type of waste.

4.11 Landscape

4.11.1 Landscape Introduction

INTRODUCTION - CONCEPT & APPROACH

There are three key aspects to the public realm and external works at the Echo Street development.

The first is the public realm enhancement works, which reconfigures and upgrades the existing highway, footpaths, parking and streetscene.

The second is the internal groundlevel courtyards, comprising of two co-living gardens and a nursery playspace.

Thirdly, the ‘intensive’ green roofs have been designed as habitable, social, ecological spaces which maximises use and frame the unique views across the Manchester skyline whilst encouraging a sense of shared ownership, enjoyment and community activity at Echo Street.

DESIGN DRIVERS

The various aspects of the landscape concept have been developed in response to the existing site conditions, aspirations to create a high-quality landscape setting to the architecture and core urban design principles.

This incorporates the existing site; townscape/ historic grain, levels, a site conditions study, in addition to responses to the proposed development itself, frontage interfaces, new vistas, management & maintenance requirements.

Building up these practical and aspirational landscape layers ensures that the public realm and internal spaces will perform and function as required, whilst enhancing the streetscene and forming a new landscape setting along Echo Street and Granby Row.



Existing site photo

4.11.2 Site Conditions



Lack of Greenery

With the exception of the adjacent Vimto Gardens, Granby row lacks any street planting and greenery within the public realm. On-site vegetation is of limited quality and will be required for removal as part of the development.

Poor Quality Surface Material Conditions

Carriageway and street surfaces are of discordant quality, finishes, and conditions. An opportunity exists to refresh the street uniformly with a high-quality, simple palette of materials.

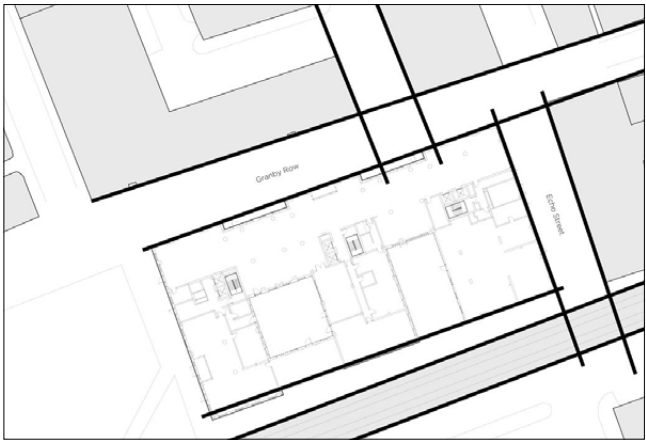
Street Balance & Parking

For a small access street, Granby Row & Echo Street is unbearably and unnecessarily designed for the automobile. The balance towards pedestrian / cycle users can be achieved with widened footpaths, reduced kerb heights and rationalisation, whilst incorporating parking bays and service / emergency access.

Other Site Conditions

Site conditions particularly along the railway arches are that of being generally unloved, with failed street furnishings, dated materials and perceptions of unlit back alleys and dead-end corners.

4.11.3 Design Drivers



Townscape / Historic Grain

The proposed development sits within the grid of the existing townscape grain and typically follows the geometry of the surrounding buildings and railway bridges.

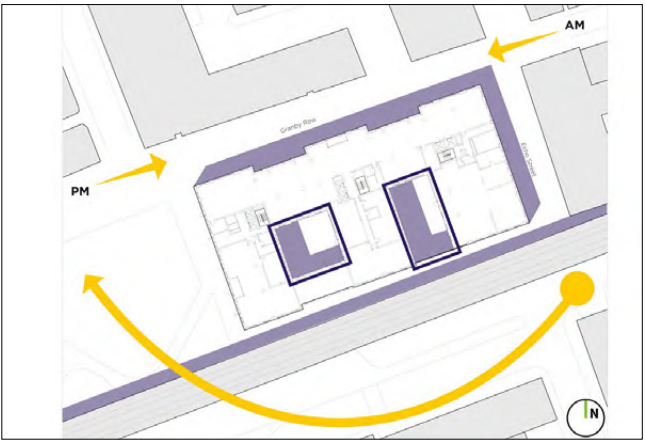
The existing highways and streetscape follows this layout - and improvement works should follow and enhance this.



Levels

Granby Row falls in a shallow west-to-east direction and does not present any significant challenges. All new doorways and thresholds of development on the street will typically follow and match existing levels.

Along the south elevation, the access route between the development and the railway arches will remove the existing flight of steps and introduce a gradual ramp, leading to and tying into the existing levels around the railway arches. An internal ramp into the basement will also be introduced.



Microclimate

Sun and shade in the public realm changes throughout the day, typically following the pattern:

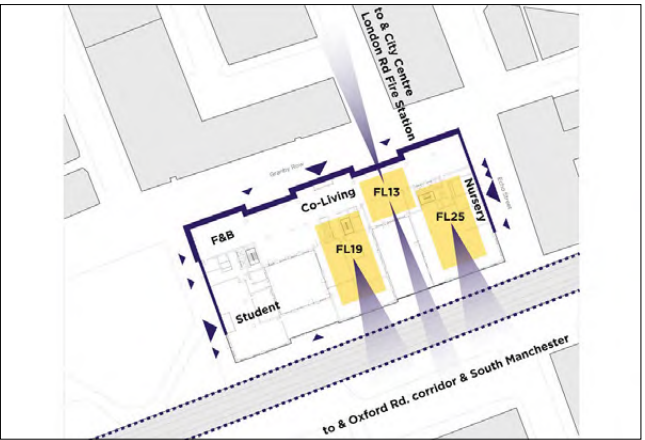
AM: The low massing of buildings to the East will enable bright daylight to filter along Granby Row and the main building entrance.

Mid Day: The shade cast on Granby Row from the development will stagger in relation to the tiered massing of the building, with light filtered from the openness of the Vimto Gardens.

PM: As the sun passes the building mass, light shed onto the Vimto gardens will continue and cast along Granby Row.

The internal groundfloor courtyard spaces will generally be shaded throughout the day. This presents an opportunity to use appropriate shade-tolerant species and work with the microclimate to create a cool, enclosed garden.

Wind modelling and mitigation measures will also lead to some interventions in the landscape.



Frontages & Vistas

The primary co-living frontage and access will be from Granby Row with improvement works to the highways & footpaths to reflect this priority. Additional improvements will be carried out along the secondary frontages of the Nursery on Echo Street and the F&B & Student Entrances along the Vimto Gardens.

The south elevation will be primarily be back-of-house and servicing access.

Vistas of the Manchester skyline will be framed from each of the co-living roof gardens, with FL 13 offering views to the City Centre.

- Primary Frontage
- Secondary Frontage
- Entrances & Doorways
- Key Roof Garden Sightlines
- Intensive (habitable) Roof Gardens

4.11.4 Opportunities & Constraints

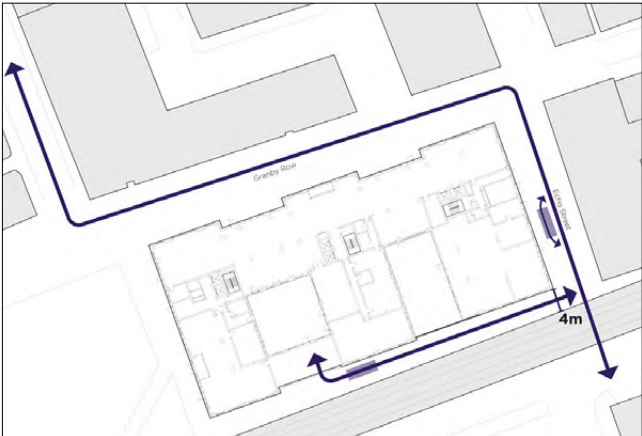


Access Strategy

Pedestrian & Cycle Movement - A number of design steps have been taken to prioritise pedestrian & cycle movement. This includes chamfering parking bays to prioritise access, and reduced kerb heights.

A basement cycle store allows residents to easily enter the street, whilst a street level lockup is provided for visitors.

Traffic flow and direction has remained as-existing. Parking bays are rationalised and include 2no Blue-Badge bays.



Servicing & Refuse Movement

As part of the wider servicing and refuse strategy, the landscape design allocates a Loading bay along Echo Street - away from the car parking along a street of limited traffic.

A min. 4m carriageway has been allowed along the South access ramp between the bridge, with room for vehicles to stop and service as required.



Spatial Character & Wider Context

Mapping and understanding the wider site connections alongside the key development frontages, a clear hierarchy of streets emerges to inform the landscape design - Granby Row becomes the primary street for pedestrian movement for access.

Echo Street remains a 'secondary' street and enables access to the Nursery.

The two internal courtyard spaces are defined by Co-Living Gardens and the main Nursery Playspace, and are the privately accessible open spaces within the development.

- Pedestrian Crossing Points
- Extent of Raised street (reduced kerbs)
- Cycle Store Access
- Street Level Cycle Parking
- Permitted Vehicular Flow
- Car Parking
- Permitted Servicing Vehicle Movement
- Permitted Servicing Vehicle Loading Bay

- Primary Street
- Secondary Street
- Back of House / Access Only
- Co-Living Gardens
- Nursery Playspace
- Primary Building Frontage

4.11.5 Landscape Development

DESIGN DEVELOPMENT

Initial public realm concepts were developed as part of the Places Matter! panel. This introduced the concepts of 'balancing' the street hierarchy with high quality materials, reduced kerb heights and rationalising carparking bays to reduce vehicular dominance.

Courtyard spaces were included for external nursery playspaces, and wrapping the public realm around the interface of Vimto Gardens.

The design has developed in response to integrate groundfloor use, to tie the site into the Vimto Gardens and to strengthen the pedestrian connections & entrances.

The subsequent detail areas in this Landscape chapter explore and develop the concepts further.



Initial Public Realm Concept Masterplan



Concept Sketch



Concept Diagram

4.11.6 Illustrated Landscape Masterplan



4.11.7 Detail Area - Streetscene

Description

The extent of potential streetscene development surrounding Echo Street is limited due to the existing street widths and building grain. Nonetheless, they present an important opportunity for enhancing the public realm.

Firstly, Granby Row, Echo Street and its immediately adjoining streets are secondary carriageways and are used only for limited access to buildings or vehicular shortcuts.

The footpath along Granby Row will be elevated to provide a low kerb rise, redressing the unnecessarily vehicle-dominated balance of street ownership towards pedestrians and cyclists. New yorkstone flags, quality concrete paving and resurfaced asphalt, replaces and enhances the existing palette of material conditions, currently in a poor condition.

The street design realigns & rationalises the existing carparking bays and introduces street trees to along Granby Row.

Two larger trees hold the corners of road junctions and act as natural beacons, visible from a wider approach to the development.

The landscape works will extend upto the boundary of the existing Vimto Gardens, and improves this interface, connecting the development to the park.



4.11.8 Detail Area - Streetscene



Precedent - Low Kerbs, Street Trees, Quality paving materials & Crossing points

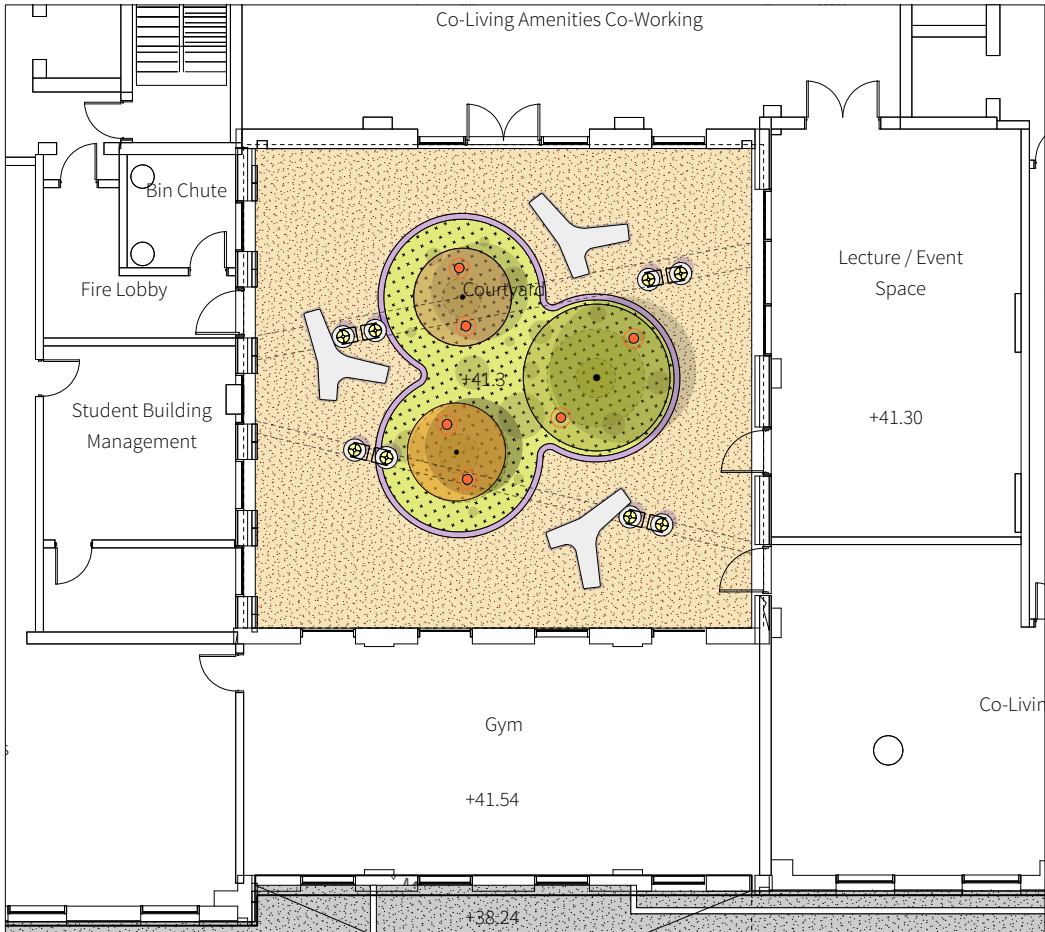
4.11.9 Detail Area - Courtyards - Primary Co-living Courtyard

Description

The ground level co-living courtyard is a 12x12m square garden on a deck above the basement.

Shade tolerant, densely planted vegetation and trees will form an enclosed garden environment which can be enjoyed both by inhabiting the space and as a visual feature from within the building.

Lightweight furniture and catenary lighting is also proposed to offer flexibility and minimise clutter.



Concept Visual - Nursery Playspace



Precedent - Courtyard Gardens



Precedent - Courtyard Gardens



Precedent - Raised circular planters



4.11.10Detail Area - Courtyards - Nursery / Playspace / Pocket Co-living Courtyard

Description

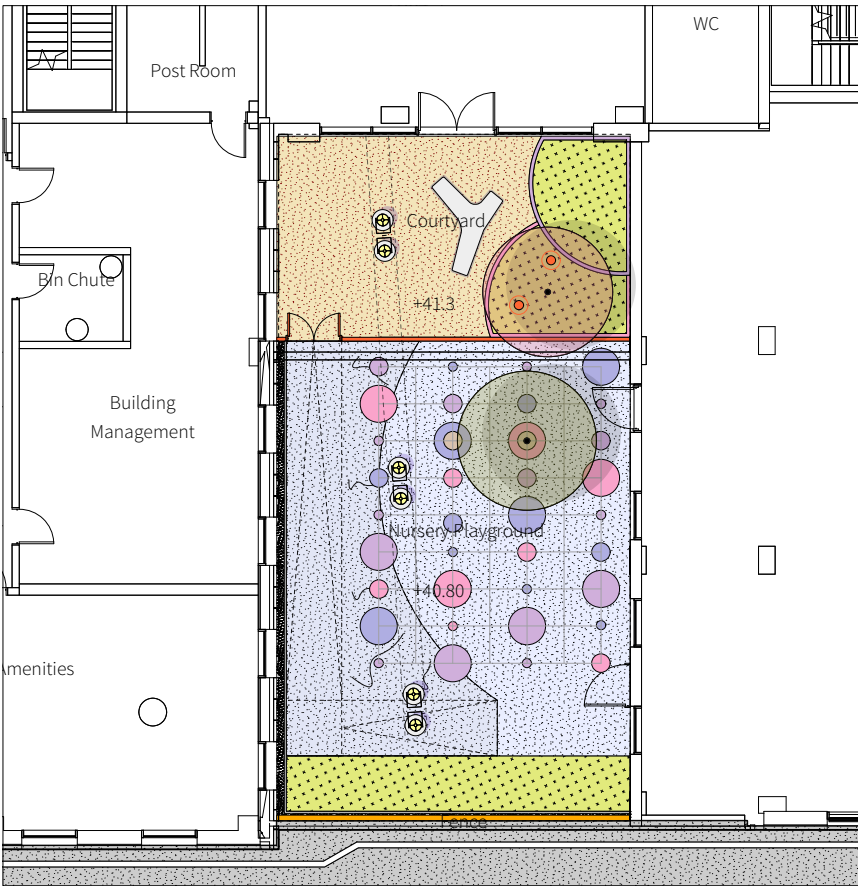
This groundlevel courtyard is split into two areas - a large nursery courtyard and a small co-living courtyard garden.

Set in a soft, rubberised play surface, the space will be a vibrant play and learning environment, cast in with a colourful range of Pinks & Purples which contrasts the Buff architectural palette and playfully references the grapes, raspberries and blackcurrants of the Vimto recipe.

A fence and buffer planting screens the maintenance ramp to the south elevation below.

An alternate means of fire escape has been designed into the courtyard and a topography has been introduced with ramped, gated access which undulates as a feature within the playspace.

A fenced division links to the pocket courtyard garden for co-living users, with the same design principles as the primary co-living courtyard.



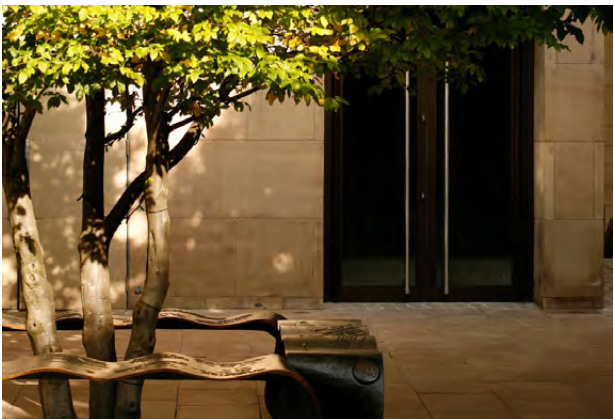
Concept Visual - Nursery Playspace



Precedent - Undulated surfaces and colourful, rubberised safety surfaces



Precedent - Pocket Courtyard



Precedent - Pocket Courtyard



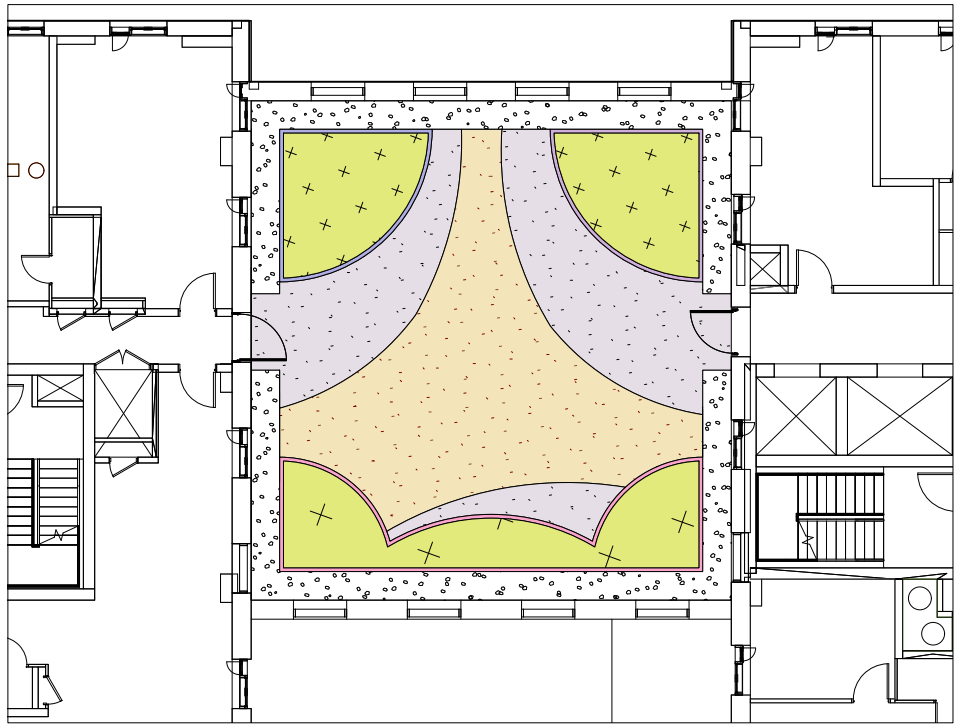
4.11.11 Detail Area - Roof Gardens - Floor 13

Description

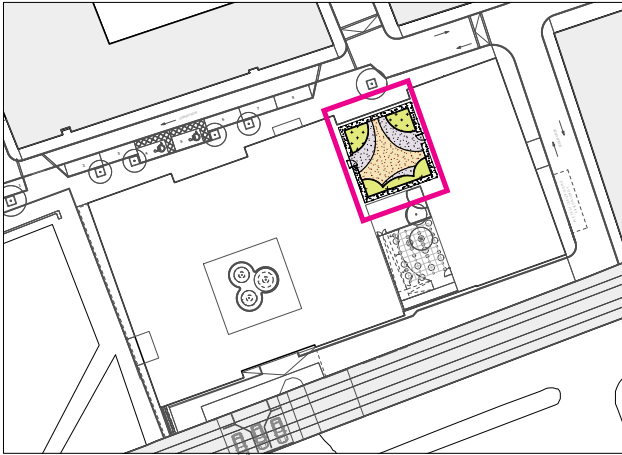
The roof garden connecting two taller towers offers an opportunity to provide outdoor extensions of the Gym and Dining rooms.

A partially covered walkway links the two doorways, with two separate spaces to either side. One is defined as a green garden whilst the other is more open to function as a flexible, functional space. Movable planting cubes allows the space to be programmed, furnished and configured flexibly as requirements develop.

Floor 13 - 'Walkway' Garden



Location Plan



Precedent - Roof garden event spaces



Precedent - Social functions



Precedent - Structures & Planting



4.11.12 Detail Area - Roof Gardens - Floor 19/25

Description

The two gardens share a similar design language which follows throughout groundlevel courtyard gardens.

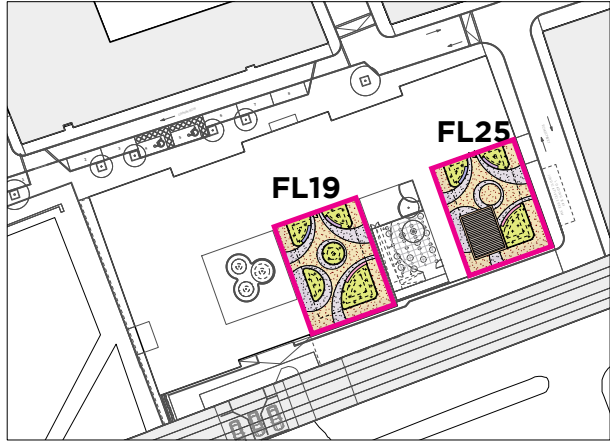
The floor material will be a thin and lightweight, free-draining resin bound aggregate. This allows for colour contrasts and a design language of curves within the square plots to define the raised planters and paths. Raised planters also functions as a seating edge and introduces colour. Soffit lighting could be incorporated into the architectural hoops, and the lightweight, fixed benches are available in a translucent lightweight plastic which could be internally lit.

Character

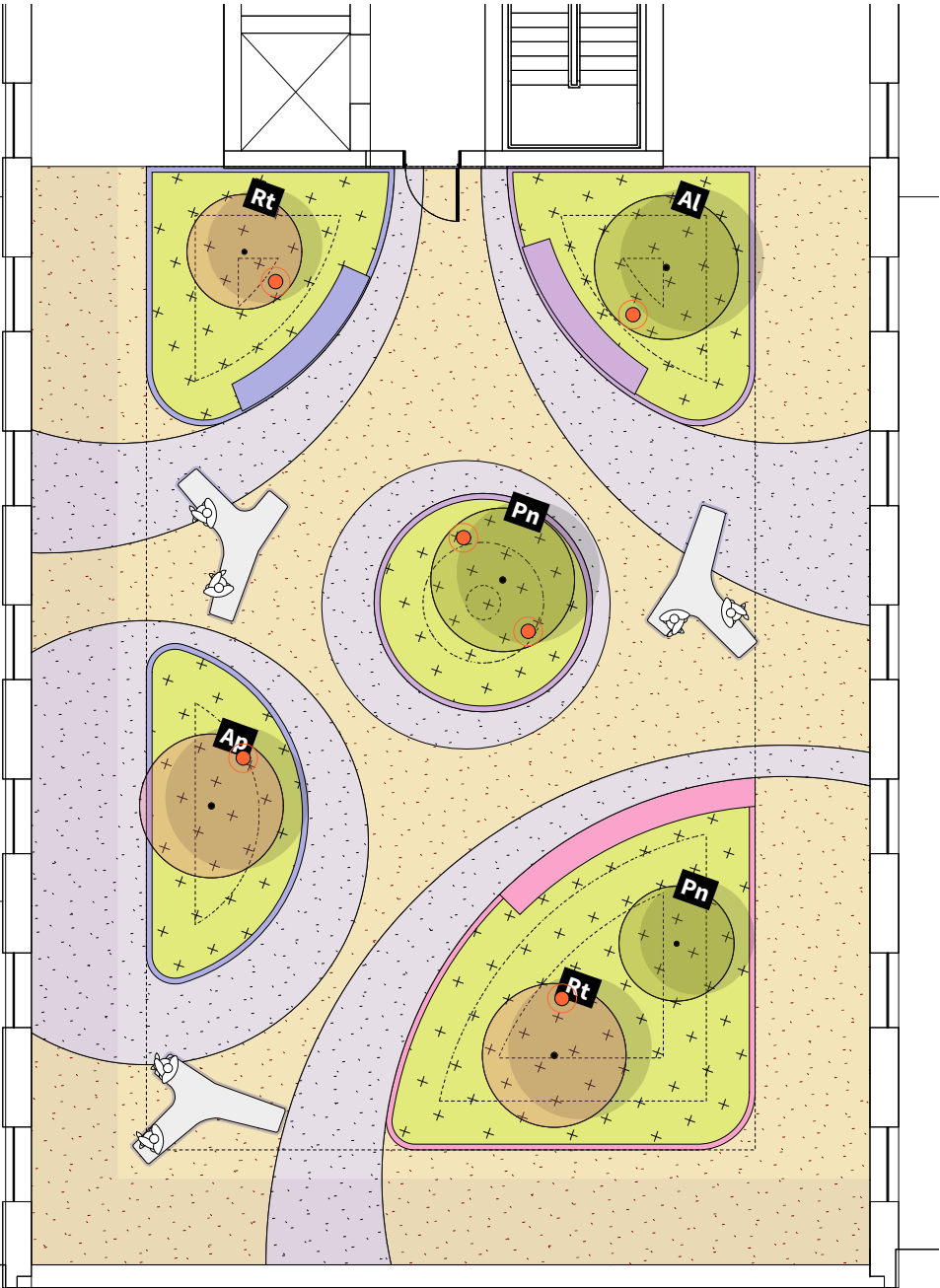
Floor 19 is designed primarily as a quiet, slow-paced, informal green garden with lush ornamental, seasonal planting.

Floor 25 follows similar design arrangements, but incorporates the internal Sky Lounge and emphasise a social programme with skyline views. This garden would include a furnished deck area and reduced planted footprint to allow for group gatherings, food preparation and various other social events organised by the resident community.

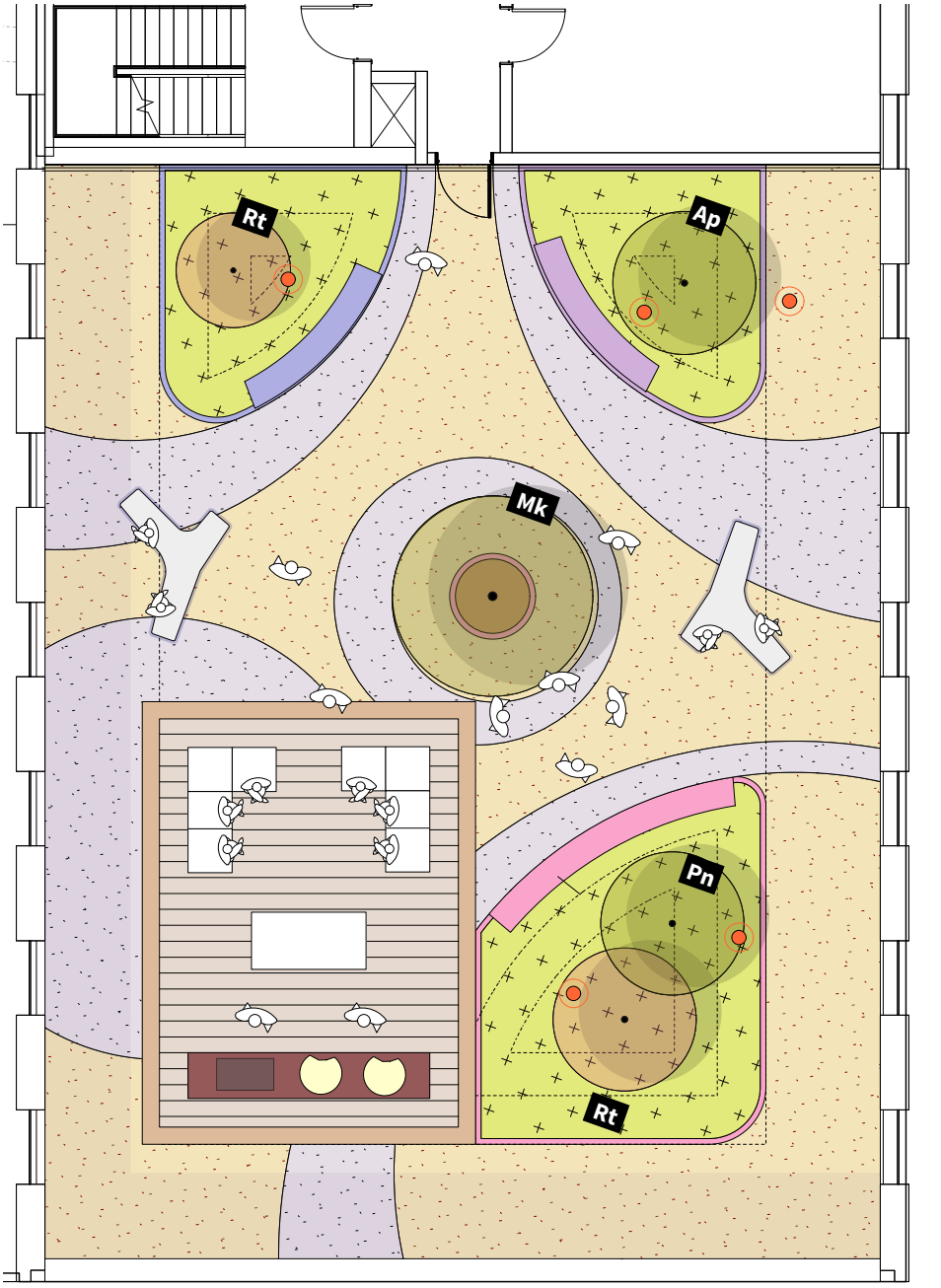
Location Plan



Floor 19 - 'Green' Roof Garden

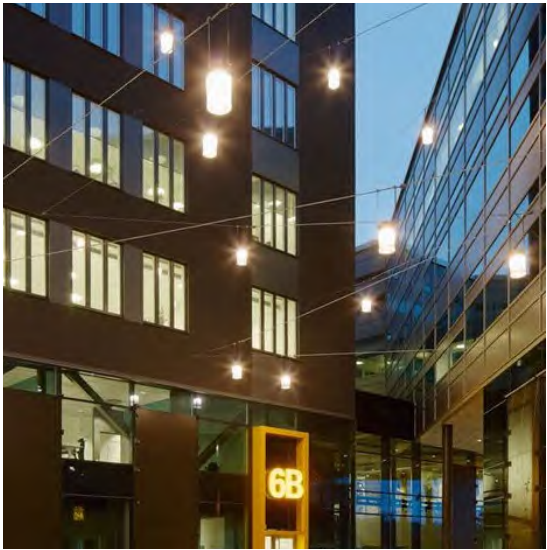


Floor 25 - 'Social' Roof Garden



4.11.13 Detail Area - Roof Gardens

Precedent Character Images



4.11.14 Materiality Concept

Description

The Hardworks palette has been designed as a collection of simple, hardwearing, high-quality and appropriate materials.

Within the public realm, yorkstone flags, concrete block paving and hot rolled asphalt (HRA) with coated chippings provide a robust collection which complements the vernacular of the surrounding streets, proven to stand up to everyday wear-and-tear. HRA replaces the existing blacktop carriageway and visually ‘slows down’ the pace of the street, helping to re-balance the vehicular priority. New conservation kerbs help elevate the quality of the street.

Within private spaces and roof gardens, resin bound aggregate is proposed within the co-living courtyards; lightweight, porous and an opportunity to introduce colours which work alongside the building material and add vibrance to the shaded gardens.

The nursery playspace allows for a colourful blend of rubberised safety surfaces which are fun, distinct and will be contoured to accommodate level changes.

Furniture throughout the development is simple - sculptural modular seating as lightweight, flexible, inclusive and offering opportunities for illumination.



HRA Carraigeway



Concrete Block Paving



Yorkstone Flags



Conservation kerbs



Resin Bound Aggregate



EPDM Play Safety Surface



Sculptural Furnishings



Raised Planters

4.11.15 Planting Concept & Character



Quercus palustris



Liquidambar styraciflua

Street Trees

Despite constrained street widths, there are opportunities for limited planting of new trees to bring green, ecological and amenity value to the public streetscene.

Quercus palustris have been chosen as large feature trees that hold both front corners of the development. These will be green beacons visible from each connecting street corner along Granby Row.

Along the parking bays are a row of Liquidambar styraciflua, equally spaced to form a rhythm which adds a slight formality to the street whilst visually breaking the row of parking bays. They also form a green walkway to the co-living entrances.

Both species are tried & tested sucessfully around the urban conditions and climate of Manchester and offer fanstastic form and seasonal colour.



Rhus typhina



Betula pendula



Amelanchier lamarckii Character precedent



Courtyard & Intensive Roof Gardens

Courtyard gardens are designed as quiet areas of lush, green respite. Planting should be small & delicate, have light & dappled foliage, be shade tolerant and offer seasonal interest to achieve this.

The trees selection includes small multistem species, intended to work with the ornamental planting palette which through variety of species, forms and flowerings, helps to nurture a habitat for insects and pollinators.



Roof Garden Planting

Extensive Roof Gardens

The extensive roof gardens will be developed with the wider project team. The proposed species mix comprises of a diverse blanket of low-height, succulents, sedums and other low maintenance species which all contribute to ecological diversity, colour, nectar, seed and habitat formations. These will be both native and non-native (as beneficial to the ecological habitat aims).

4.11.16 Lighting & Screening

Lighting

- Feature streetlights with warm LED fixings will upgrade the existing stock of assorted columns and fixings.
- An opportunity exists, particularly for lightweight Roof Garden furniture, to include internal lighting or external illuminations to highlight the sculptural forms.
- Catenary & Soffit lighting - either hung from the building facades, or fixed to the architectural hoops of the roof gardens, allow these spaces to become lit without the clutter of ground fixing.
- Uplighters to planters and trees highlight the courtyard garden features and forms vibrant spaces during evening use or dull days.

Screening & Gates

Screening will be required in key areas around the development, as a result of wind modelling and safety considerations.

Secure user access gates and screening is required at multiple points along the southern building elevation:

1 - At the entrance of the sloped ramp fronting onto Echo Street, a perforated and secure gate is required to form a private and secure threshold to users accessing the development, either by vehicle or basement cycle parking. The perforation is also required to mitigate high wind speeds expected within this corner.

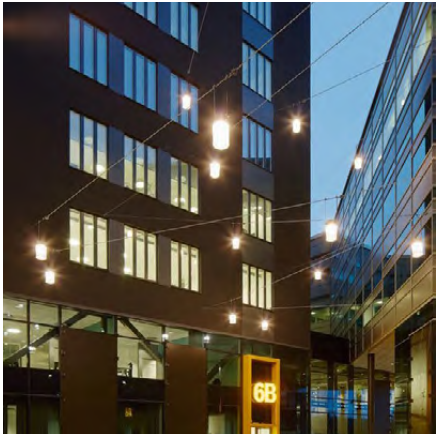
2 - At the threshold of the internal basement ramp, a second gateway prevents unauthorised access into the basement. This include fob / lock access to allow cycle users to enter and exit the cycle storage.



Streetlights



Furniture Illumination



Catenary Lighting



Tree & Garden Uplighters



Perforated Screening



Security and Access Methods

SHEPPARD ROBSON

enquiries@sheppardrobson.com
www.sheppardrobson.com

77 Parkway
London NW1 7PU
T: +44 (0)20 7504 1700
F: +44 (0)20 7504 1701
london@sheppardrobson.com

City Tower
Piccadilly Plaza
Manchester M1 4BT
T: +44 (0)161 233 8900
F: +44 (0)161 233 8901
manchester@sheppardrobson.com

93 West George Street
Glasgow G2 1PB
T: +44 (0)141 285 3100
F: +44 (0)141 285 3101
glasgow@sheppardrobson.com

Incubator Building
Masdar City
Abu Dhabi
United Arab Emirates
abudhabi@sheppardrobson.com