

Ancoats Mobility Hub

Ancoats Mobility Hub
Design and Access Statement Addendum
February 2023



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01	09/12/22	Planning	Heather Leeson I Senior Project Architect	Planning Issue
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1.0

Introduction

1.0 Introduction

1.1 Section 73 Application Introduction

This addendum document to the Design and Access Statement has been prepared by Buttress in conjunction with the professional team (listed to the right) to support a Minor Material Amendment application for the mixed use development known as the Mobility Hub.

The proposed development was granted planning approval on 30th July 2021 (Reference: 130627/FO/2021). Since this time Manchester City Council have appointed Bowmer and Kirkland as main contractor to deliver the scheme. The proposed amendments within this application have been developed in response to initial market testing on the delivery hub operator and construction supply chain, and initial building control advice.

The purpose of this document is to explain the rationale for the proposed updates and illustrate how the original design principles have been maintained.

The first section of the document starts with a summary of updates to the buildings general arrangements followed by a summary of updates to the appearance of the building.

This is then followed by updates to the landscape design and general design strategies.

1.2 Client

This report is prepared on behalf of Manchester City Council (MCC). MCC are the landowner of the development site and will operate the Hub alongside an operating partner.



1.3 Design Team

The following design team have been appointed to develop the proposals within this report.



Main contractor



Landscape Architect



Mechanical, Electrical and Sustainability Consultants



Civil and Structural Engineers



Acoustic Consultant



Fire Engineering Consultant



Transport Consultant

1.4 Amendments to project brief

The diagram (right) represents the updated elements of the brief as listed below:

- Delivery hub to be reduced in area further to response of market testing.
- Provide additional commercial space.
- Service road within the scheme to be removed. All servicing to take place from Poland Street.
- Carpark aisle width to be 6.95m to meet IStructE guidance on two way aisles.
- New glazing to be provided facing onto Ancoats Green.
- West core to be primary circulation core for carpark users.

Other considerations:

- Structural rationalisation to simplify building methods.
- Address fire strategy concerns over green wall design.
- Design efficiency of facade elements.



1.5 Summary of the Proposals

The adjacent diagrams illustrate the updated summary of key features:



259
sqm locker/
expansion space



150
bikes in cycle hub
(plus showers and secure lockers)



197
sqm cafe



408
parking spaces



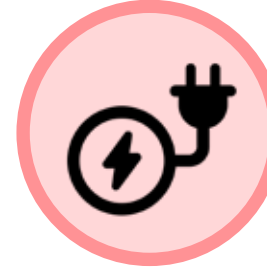
972
sqm planted
green facade



1390
sqm public realm



410
sqm modular
green wall



102
EV charged spaces
equates to 25%, including 7 rapid
charge, with infrastructure for up
to 100%



251
sqm commercial
unit

2.0

General Arrangement Updates

2.0 General Arrangement Updates

2.1 Site Arrangement Updates

The building sits within the site boundary, positioned 4.4m away from the nearest edge of the northern boundary line of the site. This distance to the boundary has been slightly reduced from the planning approved layout due to an increased building footprint.

This can be accommodated due to the vehicle route to the North being removed and this space will now only be used for infrequent access for maintenance and access to the substation.

The building line to the South has remained in the same location retaining the wide strip of public realm, providing new pedestrian and cycle connections from the Ancoats Green towards the city and beyond.

Vehicle movement is still contained within the north west zone of the site for cars entering and exiting the upper levels of the car park, but deliveries and servicing now takes places via a layby on Poland Street

The remainder of the site is still proposed to be car-free with access for pedestrians and cyclists only.

The landscaping proposals have been updated in line with the building updates and will be discussed in more detail later in the document.



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2.2 Ground Floor Plan Updates

The ground floor plan incorporates several updates from the approved design in response to the project brief as follows:

- Overall width of building (between grid-lines A and C) has been increased by 400mm due to requirements of the parking layout above.
- Internal delivery route removed and new layby incorporated on Poland Street to service resident lockers and commercial/cafe units.
- Back of house spaces relocated to the Northern side of the building with controlled vehicle access provided.
- Delivery hub reduced in size and split into two spaces. The first is a resident locker space and the second a possible expansion space for lockers or a last mile delivery hub. The operation strategy will be discussed later in the document.
- New commercial unit (Use Class E(a)) included frontage onto new public space.
- Cycle hub relocated to centre of the plan and entrance coordinated with updated landscape design.
- Cafe relocated onto North East corner and new shopfront incorporated fronting onto Ancoats Green.
- Stair and lift cores relocated North on the plan and moved into the ground floor footprint in line with changes to the parking layouts above.
- New carpark entrance facing onto Poland Street with space for carpark payment machines.



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Proposed

2.3 Upper Parking Levels Updates

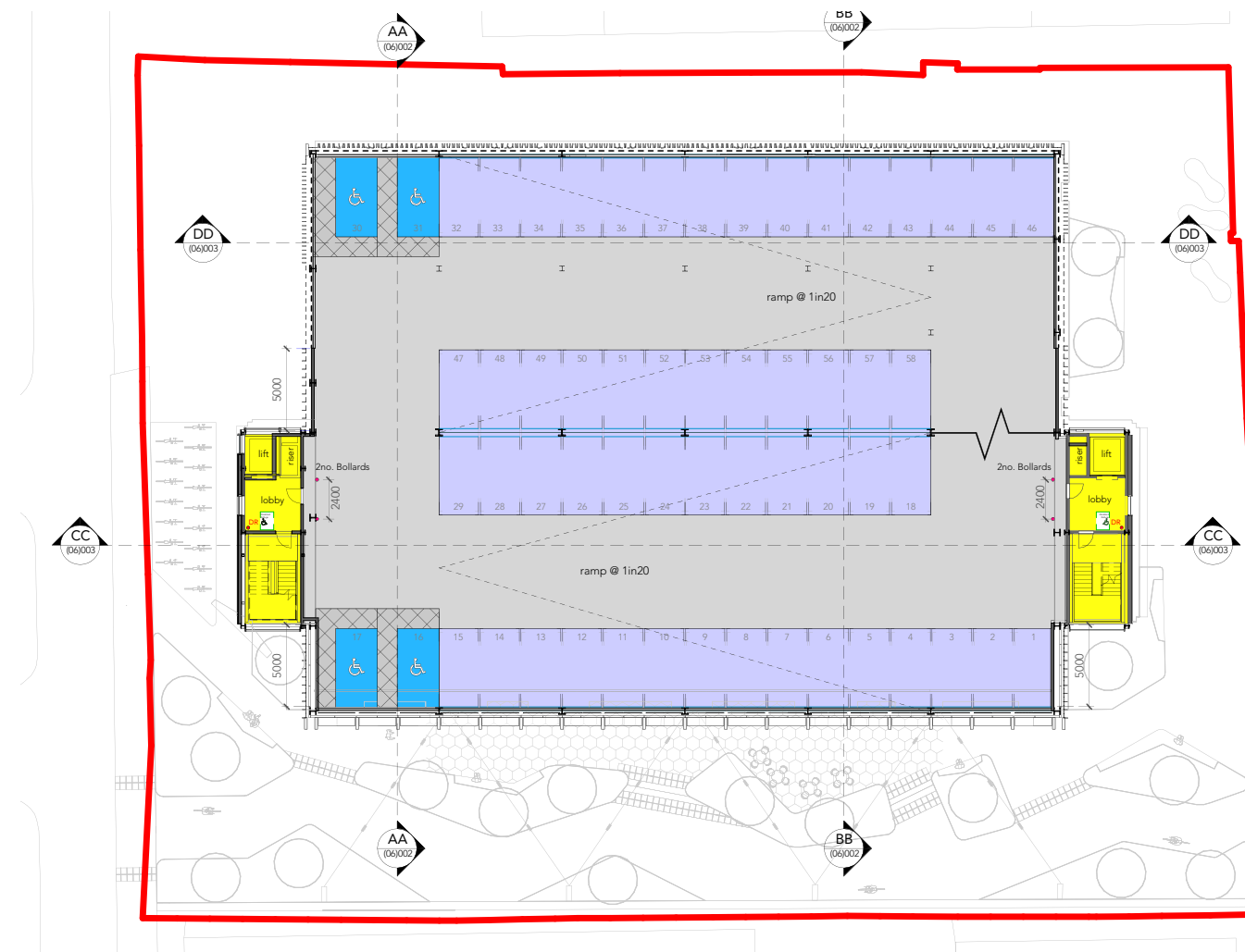
The planning approved layout utilised a circular ramp arrangement with parking located on ramped decks. Due to complexities in construction and coordination with the facade design this has been amended to a split deck arrangement with two central ramps connecting the levels.

In summary the main updates at the parking levels as follows:

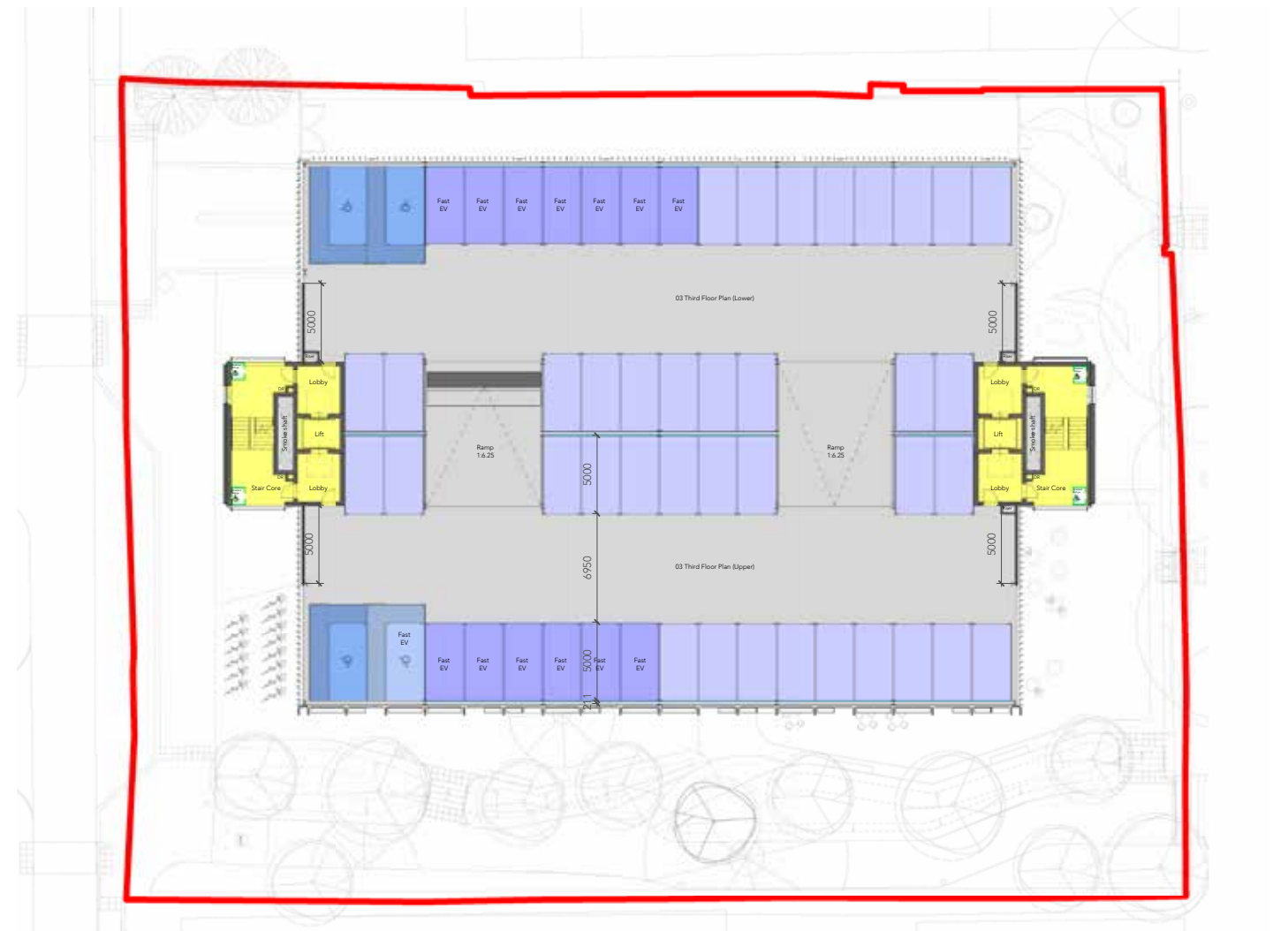
- The split deck arrangement requires level access from both levels so the stair/lift cores have been moved centrally and dual access lifts incorporated.
- The carpark aisles have been increased to 6950mm in line with the IStructE guidance for two way ramps.
- The grid dimension between grid-lines A-B & B-C has increased to

17200mm due to increased aisle width.

- The location of Rapid and Fast EV chargers has been indicated to all levels.
- 6 no. motorcycle spaces included at Level 1.
- The total number of parking bays overall has been retained at 408 no.



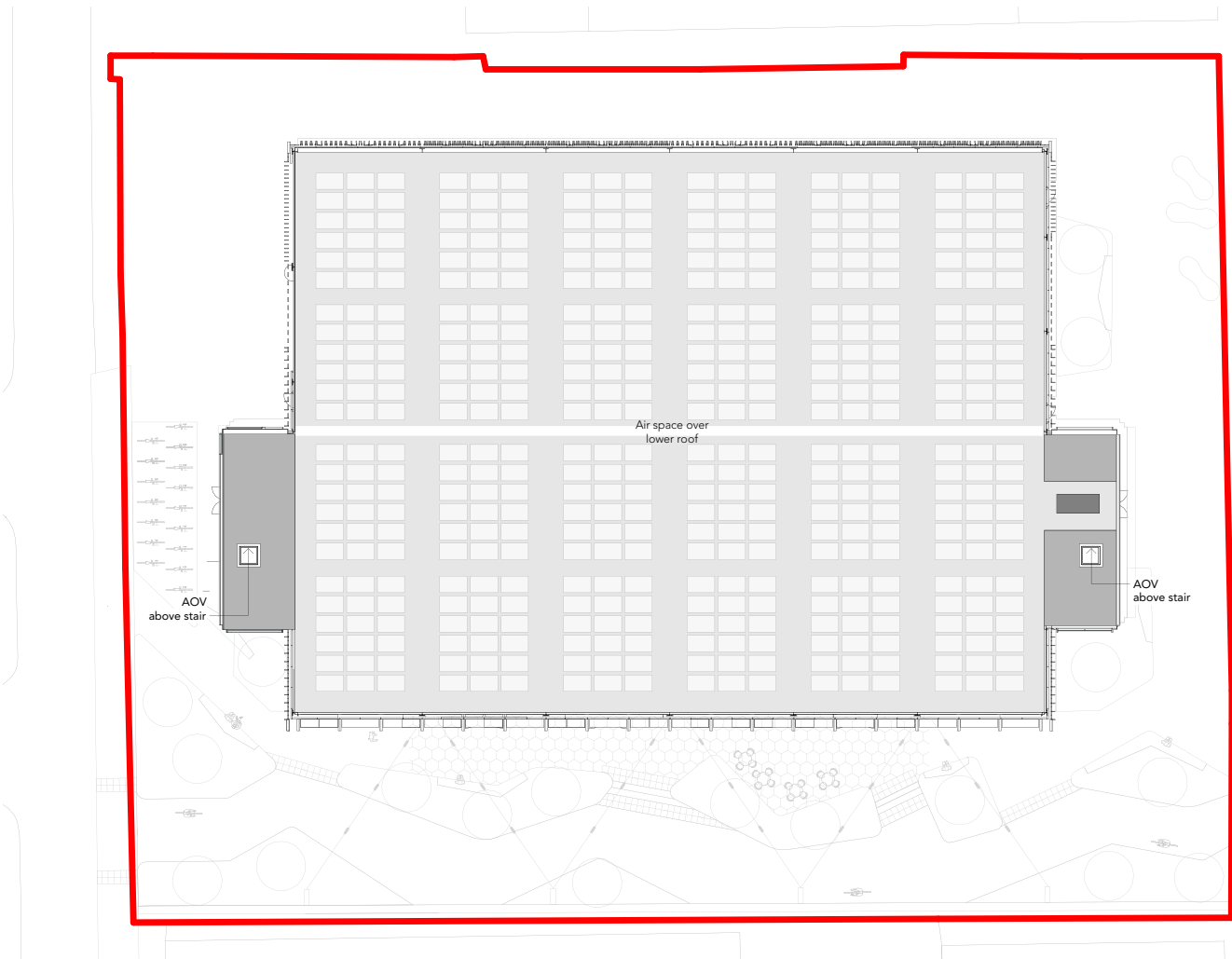
Planning Approved



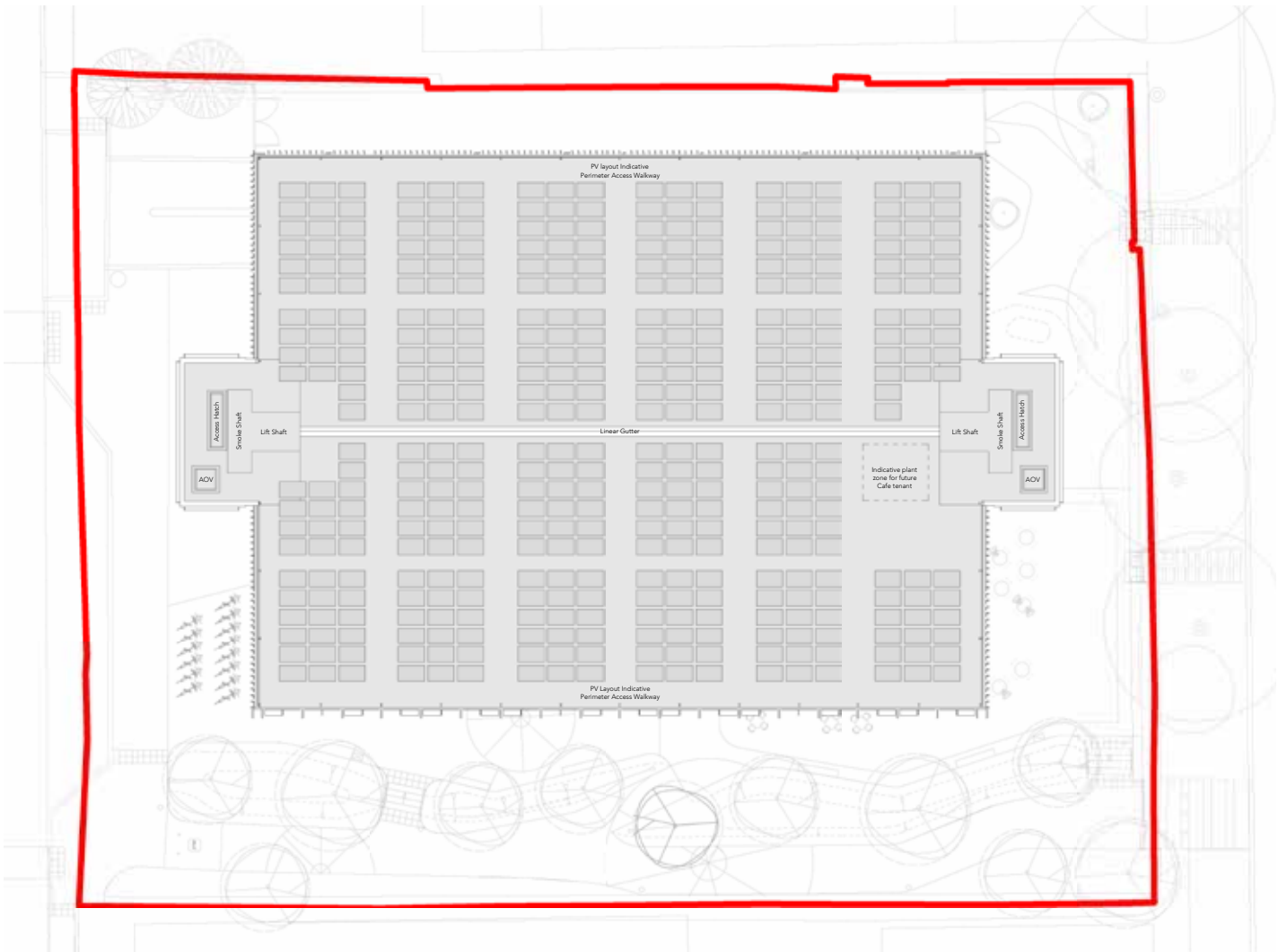
Proposed

2.4 Roof Plan Updates

The roof plan remains largely unchanged and is still maximised with PV panels. The only update is the roof access arrangement which is now provided by an access hatch with fixed stair. The location of the smoke extract and lift overruns within the building footprint has resulted in a minor reduction in PV provision.



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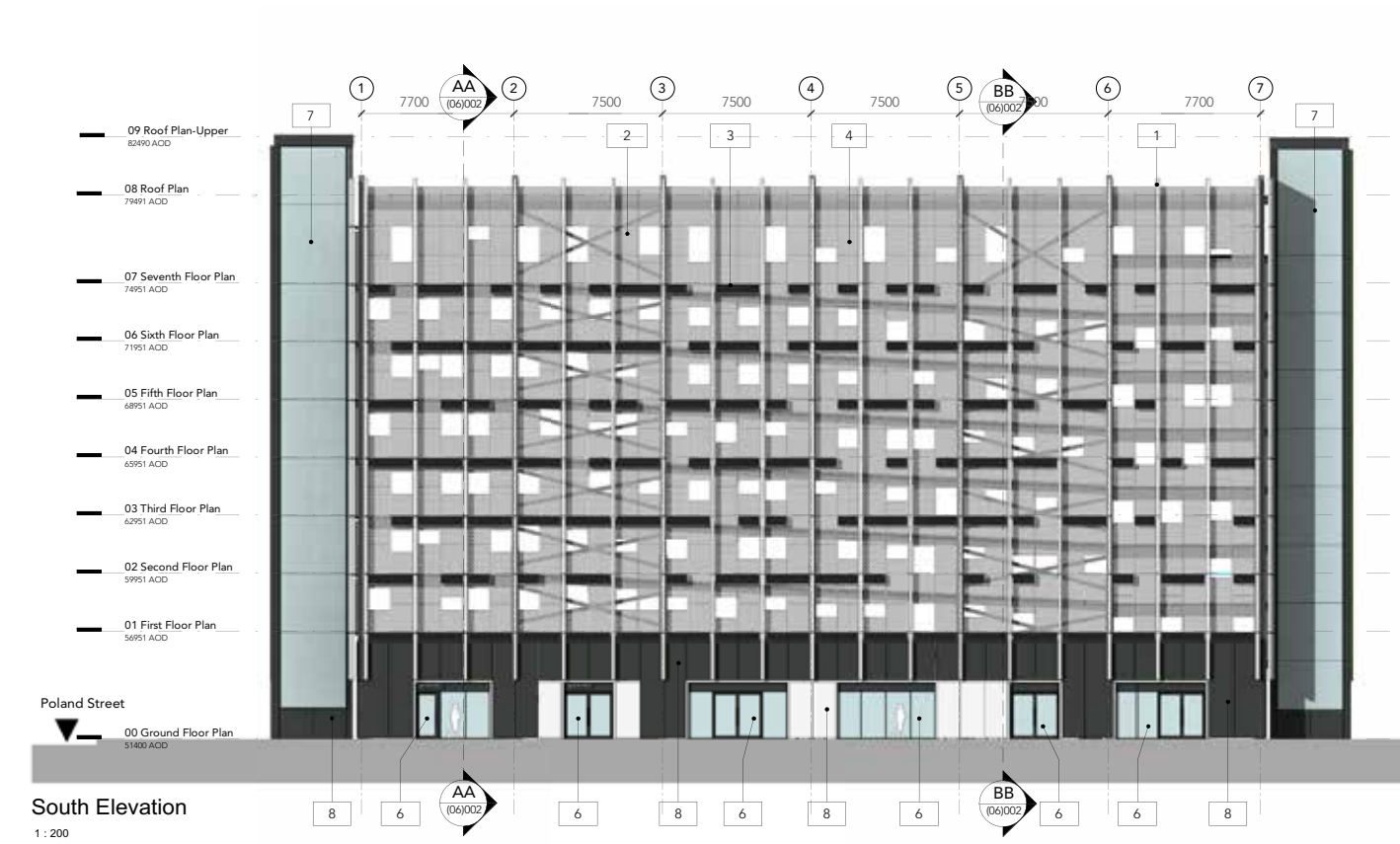


Proposed

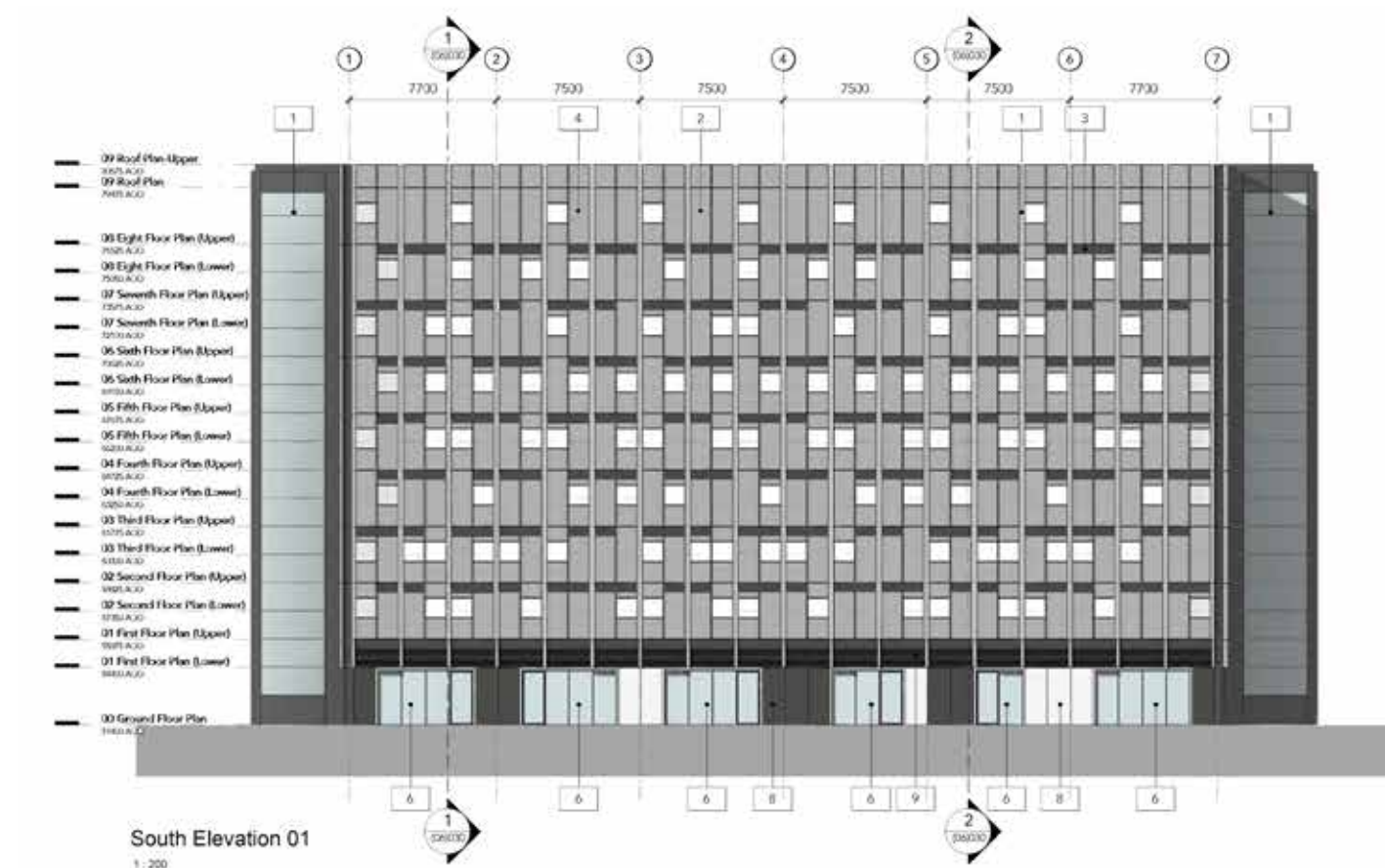
2.5 Massing Updates

The overall massing of the proposed building has remained as the approved with only some minor amendments as follows:

- The approved roof level is +79.491 and the proposed roof level is +79.475.
- Even though the height has been maintained the proposals now incorporates a further split level deck at Level 8. This has been achieved by the floor to floor of the carpark levels being reduced to 2950mm and the ground to first floor upper level being reduced by 1076mm due to the internal delivery route being removed.
- The stair cores have been reduced in height due to stair hatch access and aligns to the main building parapet level.



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Proposed

2.6 South Elevation Updates

The South elevation incorporates some minor updates from the approved design in response to the project brief. These updates will be discussed further in the facade strategy section later in the document and are summarised as follows:

- The overall height of the elevation has been maintained but an additional line of planter boxes has been introduced due to the additional split level deck at Level 8.
- The green wall areas have been contained to single storey heights and gaps introduced between the planting areas.
- A louvred band has been incorporated above the shopfronts for use by building operators for ventilation.
- Position of shopfronts updated in line with ground floor layout but design principles retained.



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Proposed

2.7 East Elevation Updates

The East elevation incorporates some minor updates from the approved design in response to the project brief. These updates will be discussed further in the facade strategy section later in the document and are summarised as follows:

- The overall height of the elevation has been maintained but there have been minor amendments to the fin setting out due to the additional split level deck at Level 8.
 - The carpark core has been relocated centrally and a minor decrease in overall width in line with plan updates.
 - Fin size and fin spacing amended in response to design efficiency of facade elements.
- Shopfront incorporated adjacent to core providing a frontage onto Ancoats Green.
 - Stair core entrance provided adjacent to the core.
 - Minor amendments to position of service access and fire escape doors in line with plan updates.



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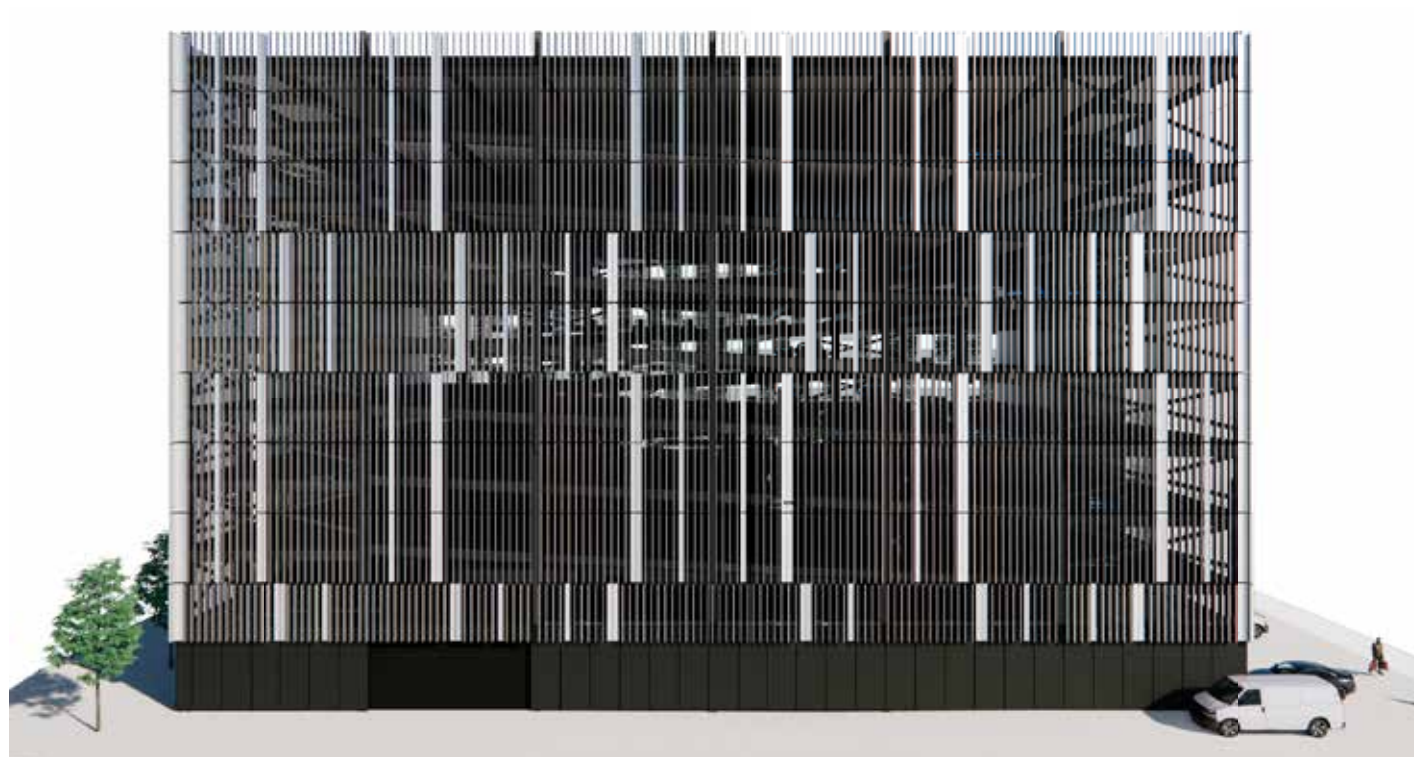


Proposed

2.8 North Elevation Updates

The North elevation incorporates some minor updates from the approved design in response to the project brief. These updates will be discussed further in the facade strategy section later in the document and are summarised as follows:

- The overall height of the elevation has been maintained but there have been minor amendments to the fin setting out due to the additional split level deck at Level 8.
- Fin size and fin spacing amended in response to design efficiency of facade elements.
- Roller shutter removed and new louvred door openings included in line with plan updates.



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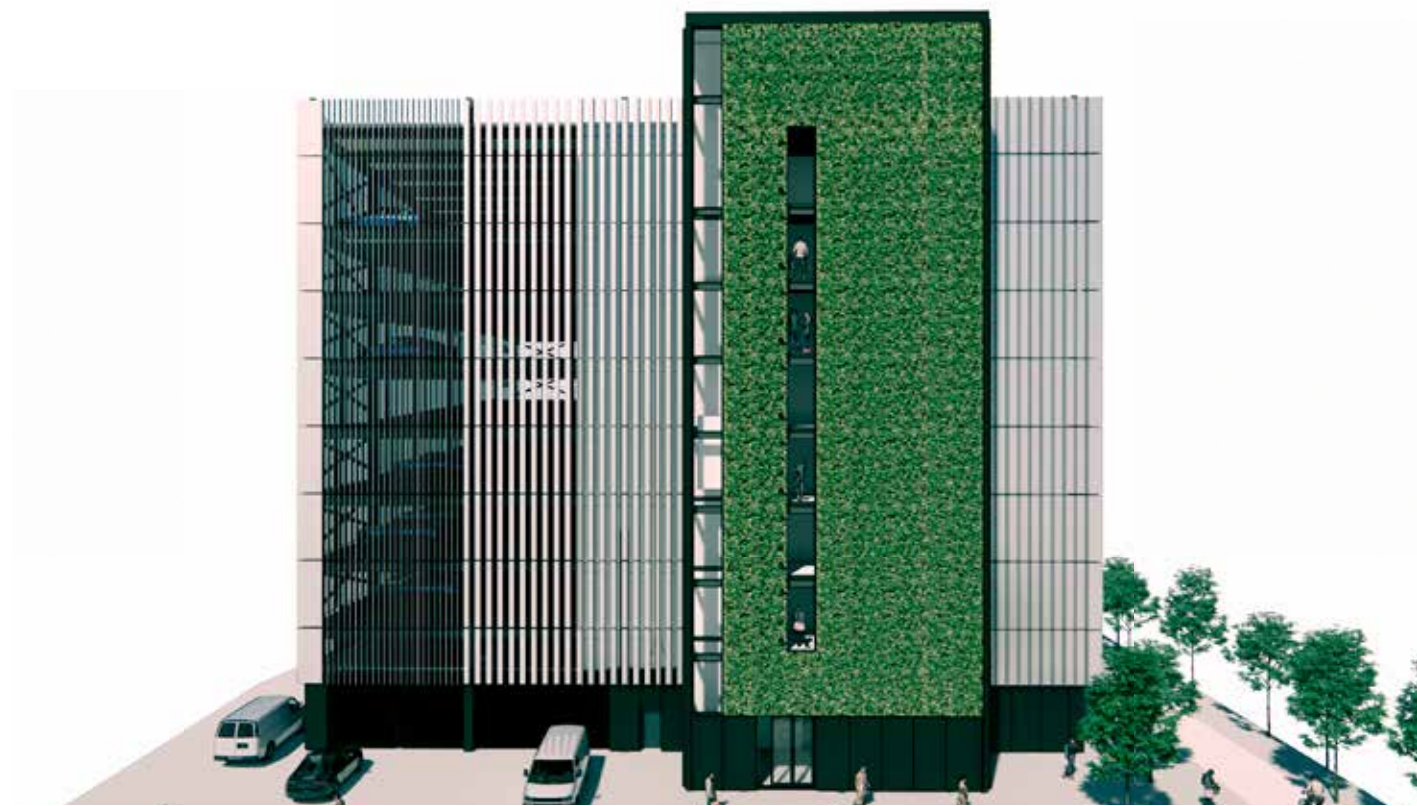


Proposed

2.9 West Elevation Updates

The West elevation incorporates some minor updates from the approved design in response to the project brief. These updates will be discussed further in the facade strategy section later in the document and are summarised as follows:

- The overall height of the elevation has been maintained but there have been minor amendments to the fin setting out due to the additional split level deck at Level 8.
- The carpark core has been relocated centrally and a minor decrease in overall width in line with plan updates.
- Fin size and fin spacing amended in response to design efficiency of facade elements.
- Carpark entrance incorporated adjacent to main core providing a frontage onto Poland Street.
- Slot windows included to provide light and passive surveillance into resident locker space.
- Minor amendments to position of service access and fire escape doors in line with plan updates.



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Proposed

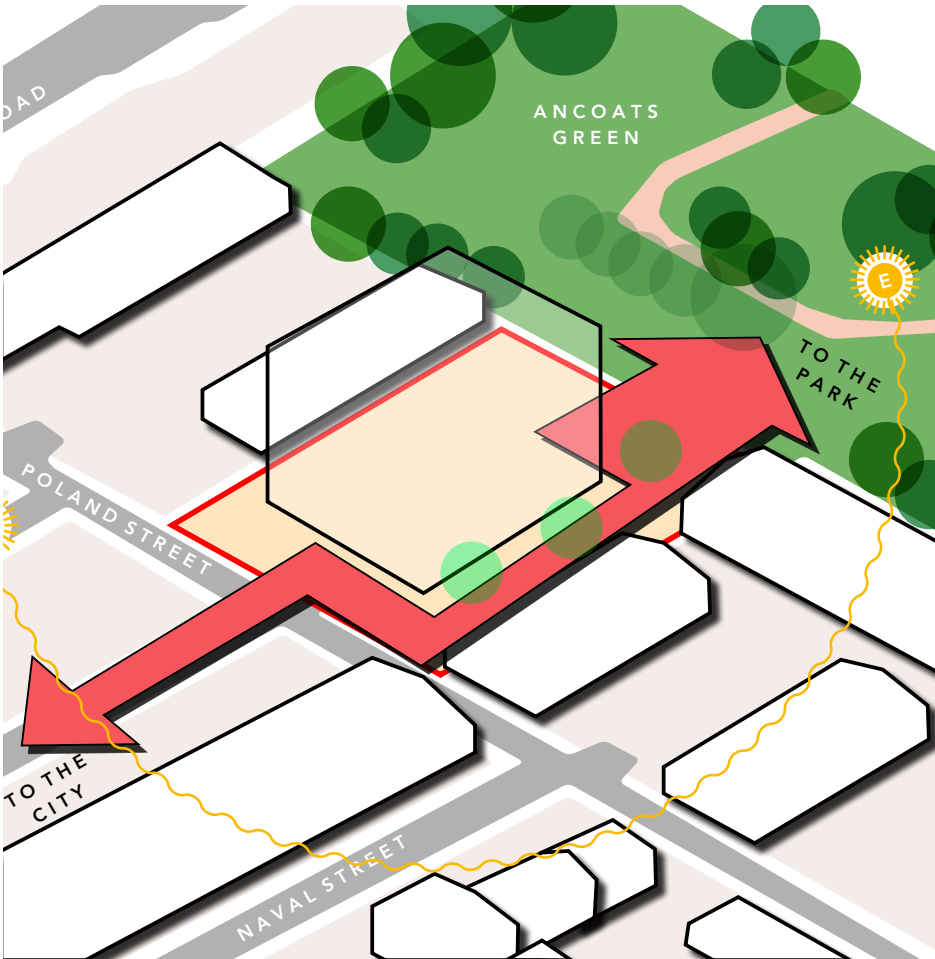
3.0

Design Proposals

3.0 Design Proposals

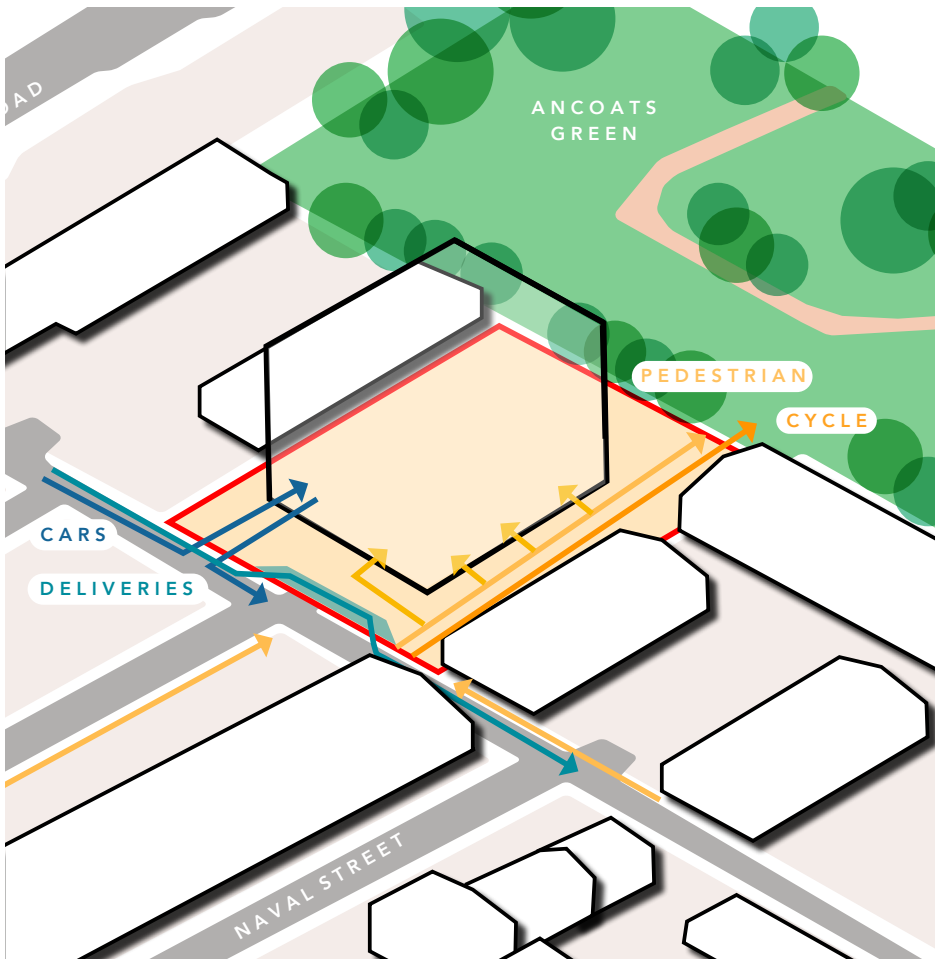
3.1 Design Principles

The urban design principles for the development has retained largely unchanged since the previous permitted scheme. These diagrams are a summary of the current proposals.



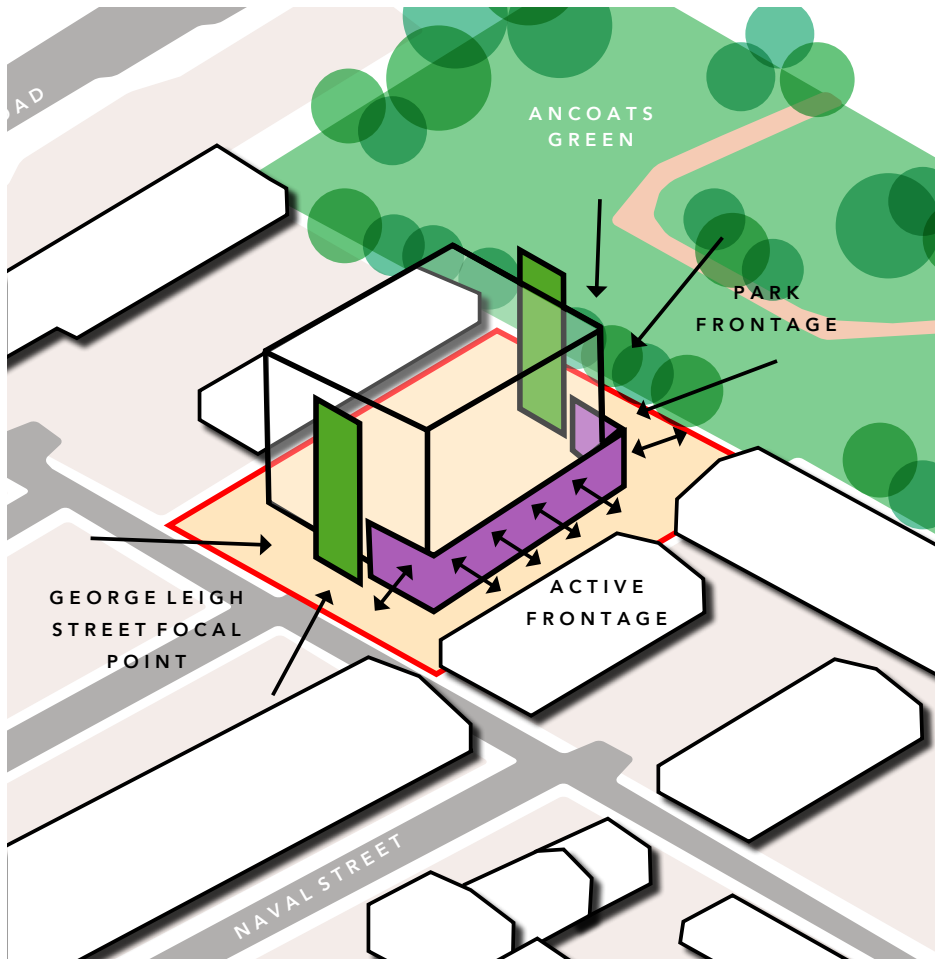
Urban Response

Connecting the Park to the City
A compact form to maximise the Public Realm



Movement

Consolidation of Vehicle Movements to the North
Legible Pedestrian and Cycle Zones



Frontages

Identification of key view points to establish Architectural Identity

3.2 Ground Floor Plan

The majority of the activity occurs at this level of the Mobility Hub, accommodating all the commercial areas in addition to access from the public realm and up to the car park levels.

Two primary stair/lift cores are located at either end of the building to allow vertical movement up to the car park.

Along the street, public access is proposed into the commercial unit and cafe/seating area. Members-only will have access to the adjacent cycle hub storage, associated locker/changing facilities and the resident lockers space. The cafe is positioned on the east corner with a shopfront facing onto Ancoats Green.

To the rear of the commercial unit sits a further space which is envisaged as potential locker expansion space or last mile delivery space. This space is envisaged to be restricted access therefore the main access is from Poland Street which provides a good connection to the layby for servicing. Adjacent to this entrance is a door into a service corridor to allow internal servicing access to the cafe and commercial units.

Key

Stair/ Lift Cores

Resident Lockers

Potential Expansion Space

Social Space

Cycle Hub Lockers/Changing

Cycle Hub Circulation

Cycle Hub Cycle Store

Cafe (including kitchen and WC)

Cold Water Storage

Cleaners Stores

Refuse Store

Substation/RMU

LV Switchroom

Generator room



3.3 First Floor Plan

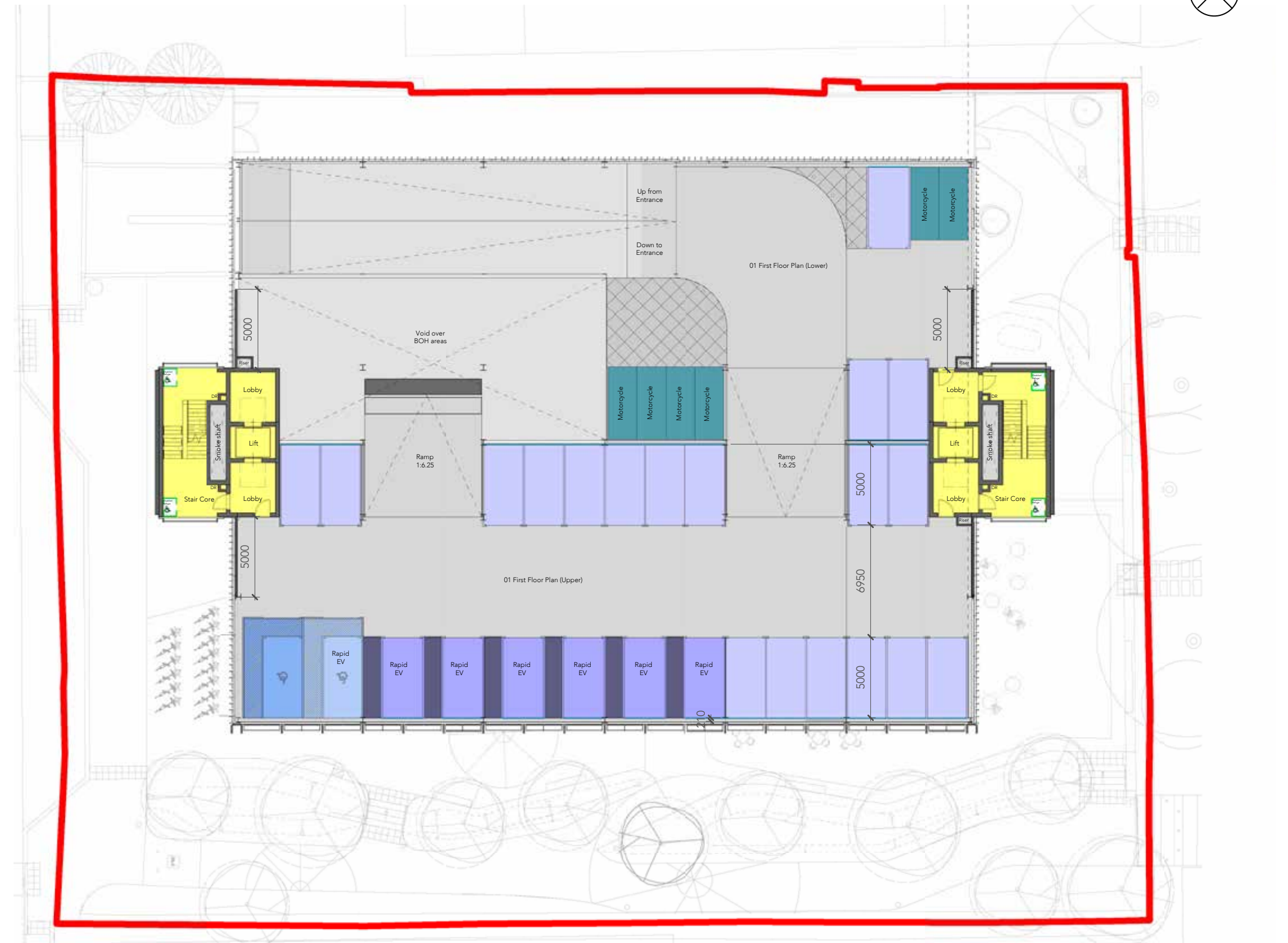
Each of the building levels are split into lower and upper in line with the split deck arrangement.

On this level the first floor lower is located at the top of the main vehicle ramp in and out of the building. This level incorporates 3 no parking spaces and 6 no. motorcycle spaces.

The 7 no. Rapid EV charger locations have been identified at first floor upper, and an allowance has been made for a hatched zones either side of the spaces to incorporate single or shared charging units.

Key

- Stair/ Lift Cores
- Standard Parking Bay
- Standard EV Charging Bay
- Disabled Parking Bay
- Disabled EV Parking Bay
- Motorcycle Bay

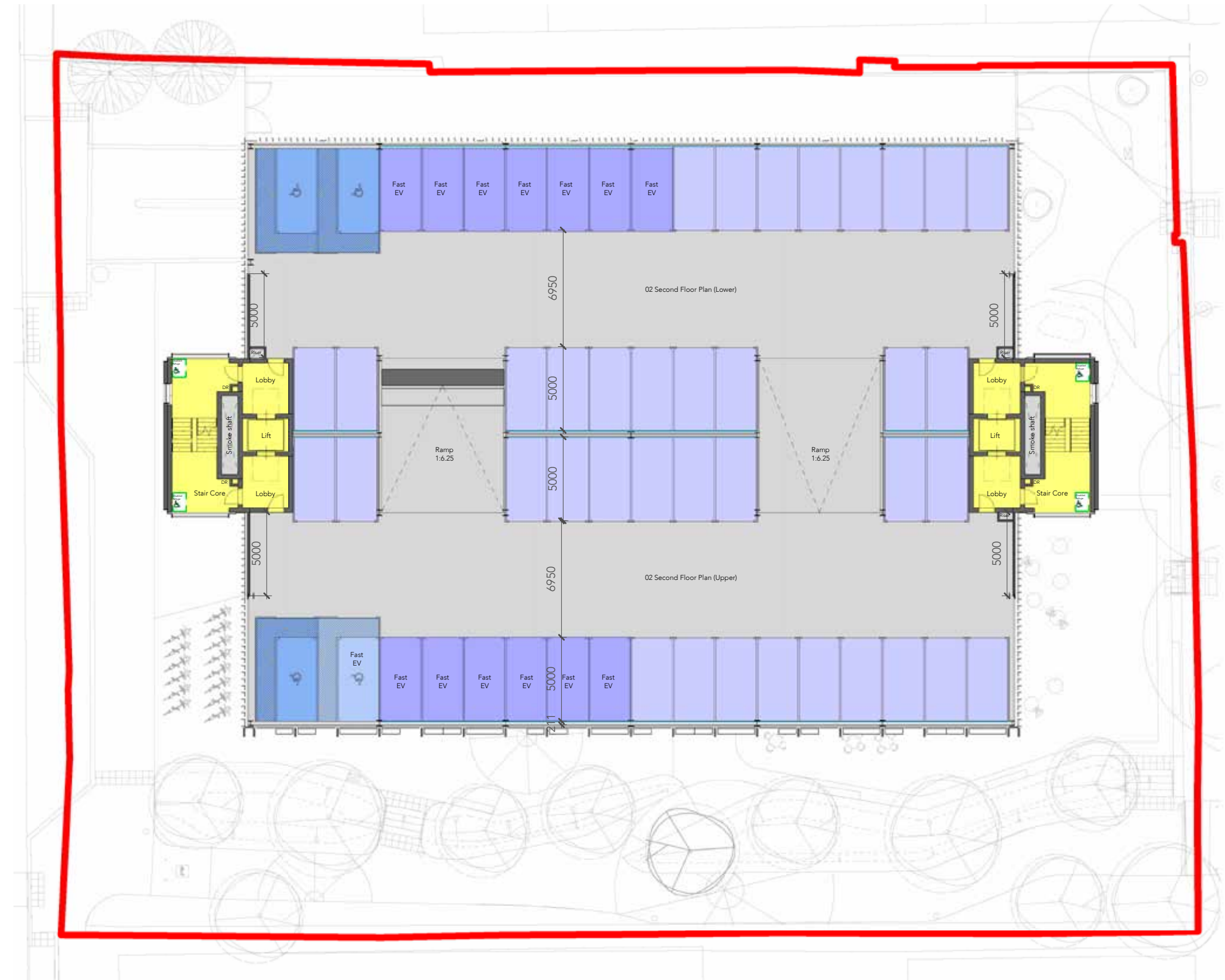
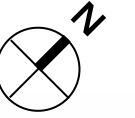


3.4 Second - Sixth Floor Plan

The upper floor levels (level 1 - 8) are allocated for car parking spaces only, with levels 2 - 6 offering a combination of both standard and disabled parking bays.

An allocation of Fast EV chargers in both standard and accessible spaces is provided across the levels.

The West core will be the primary core for general access between the levels and provide access to the exit/entrance at ground level. The East core will only be used for fire escape purposes.



Key

- Stair/ Lift Cores
- Standard Parking Bay
- Standard EV Charging Bay
- Disabled Parking Bay
- Disabled EV Parking Bay
- Motorcycle Bay

3.5 Seventh Floor Plan

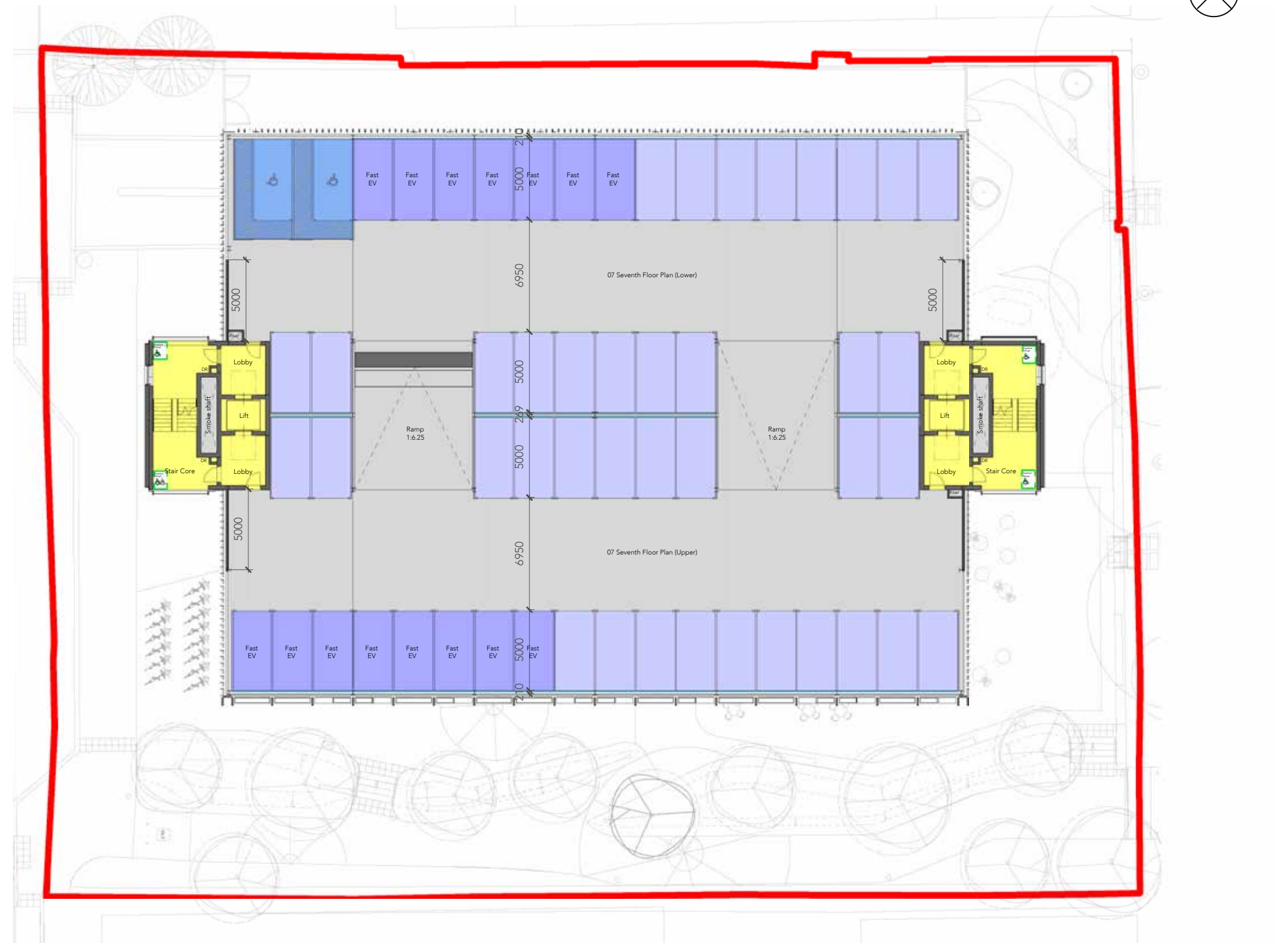
The upper floor levels (level 1 - 8) are allocated for car parking spaces only, with levels 2 - 6 offering a combination of both standard and disabled parking bays.

An allocation of Fast EV chargers in both standard and accessible spaces is provided across the levels.

The West core will be the primary core for general access between the levels and provide access to the exit/entrance at ground level. The East core will only be used for fire escape purposes.

Key

- Stair/ Lift Cores
- Standard Parking Bay
- Standard EV Charging Bay
- Disabled Parking Bay
- Disabled EV Parking Bay
- Motorcycle Bay



3.6 Eighth Floor Plan

The upper floor levels (level 1 - 8) are allocated for car parking spaces only, with levels 2 - 6 offering a combination of both standard and disabled parking bays.

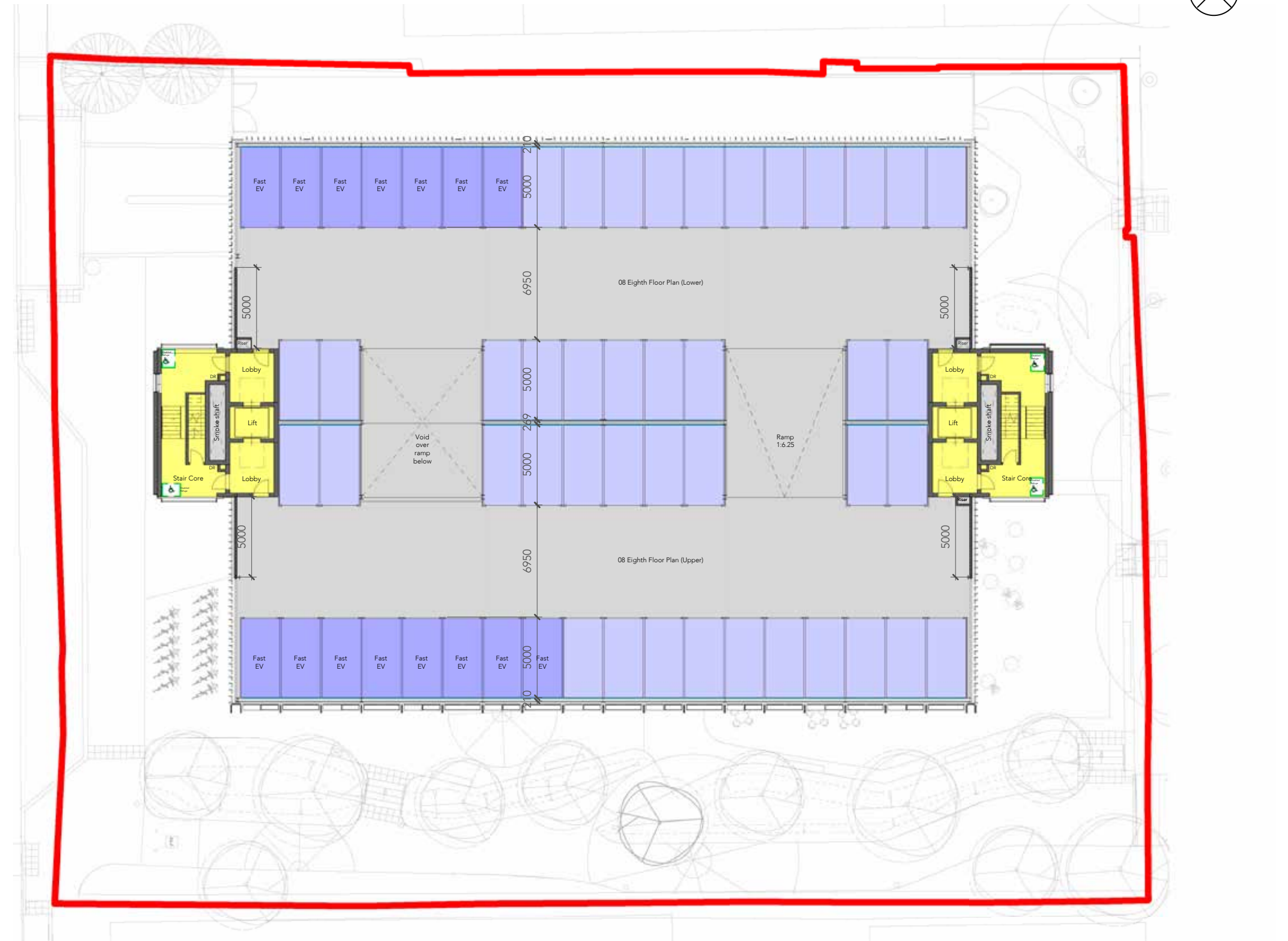
An allocation of Fast EV chargers in both standard and accessible spaces is provided across the levels.

The West core will be the primary core for general access between the levels and provide access to the exit/entrance at ground level. The East core will only be used for fire escape purposes.

From the top level landing a service door provides restricted access to the roof level via a fixed stair and access hatch arrangement to both cores.

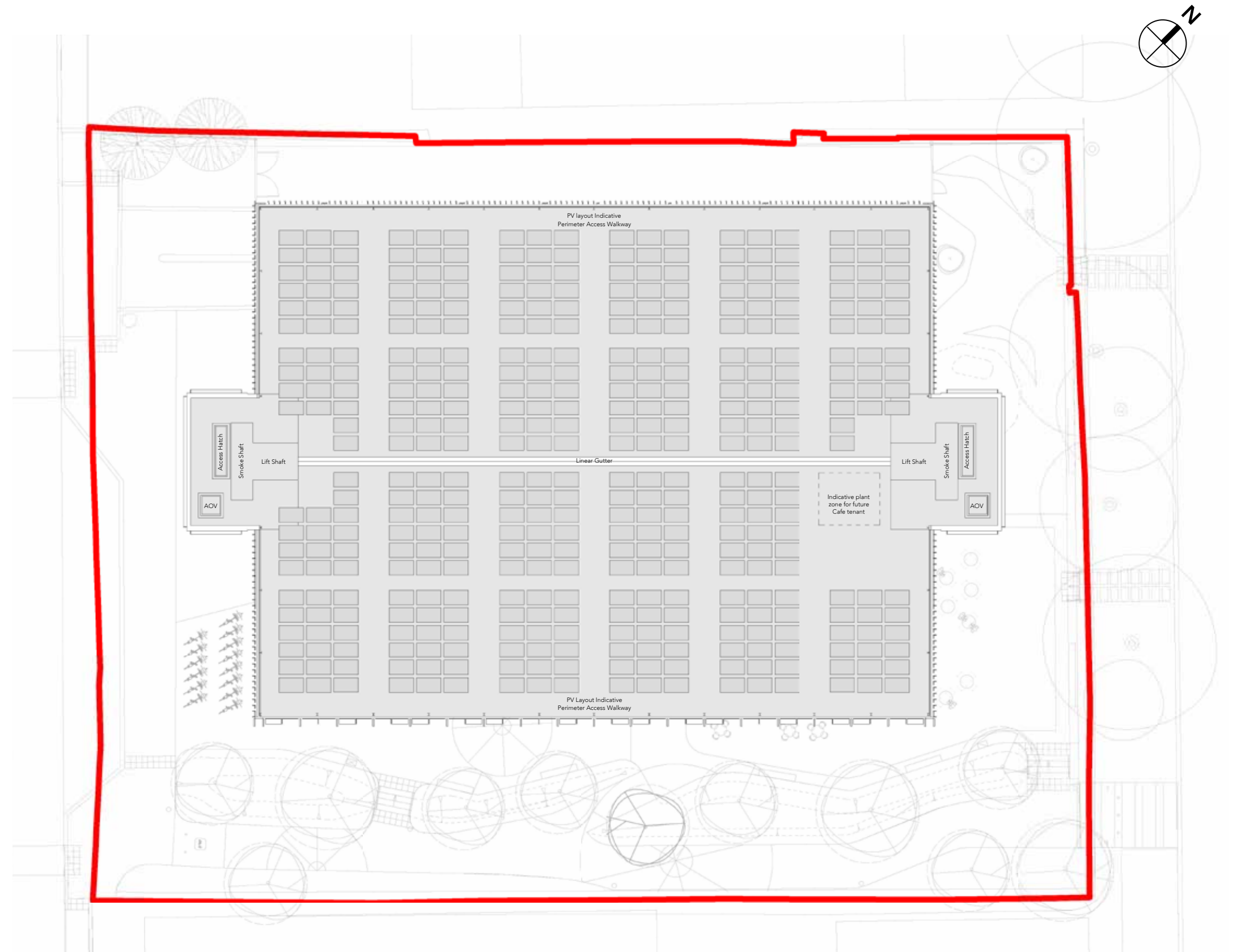
Key

- Stair/ Lift Cores
- Standard Parking Bay
- Standard EV Charging Bay
- Disabled Parking Bay
- Disabled EV Parking Bay
- Motorcycle Bay



3.7 Roof Plan

The roof is accessed via the stair hatch from the Level 8 landing. The roof space is predominantly used for the provision of PV panels, whilst also incorporating the natural smoke shaft extract, lift overruns and AOV's over the stairs.



4.0

Facade Strategy

4.0 Facade Strategy

4.1 Material Palette

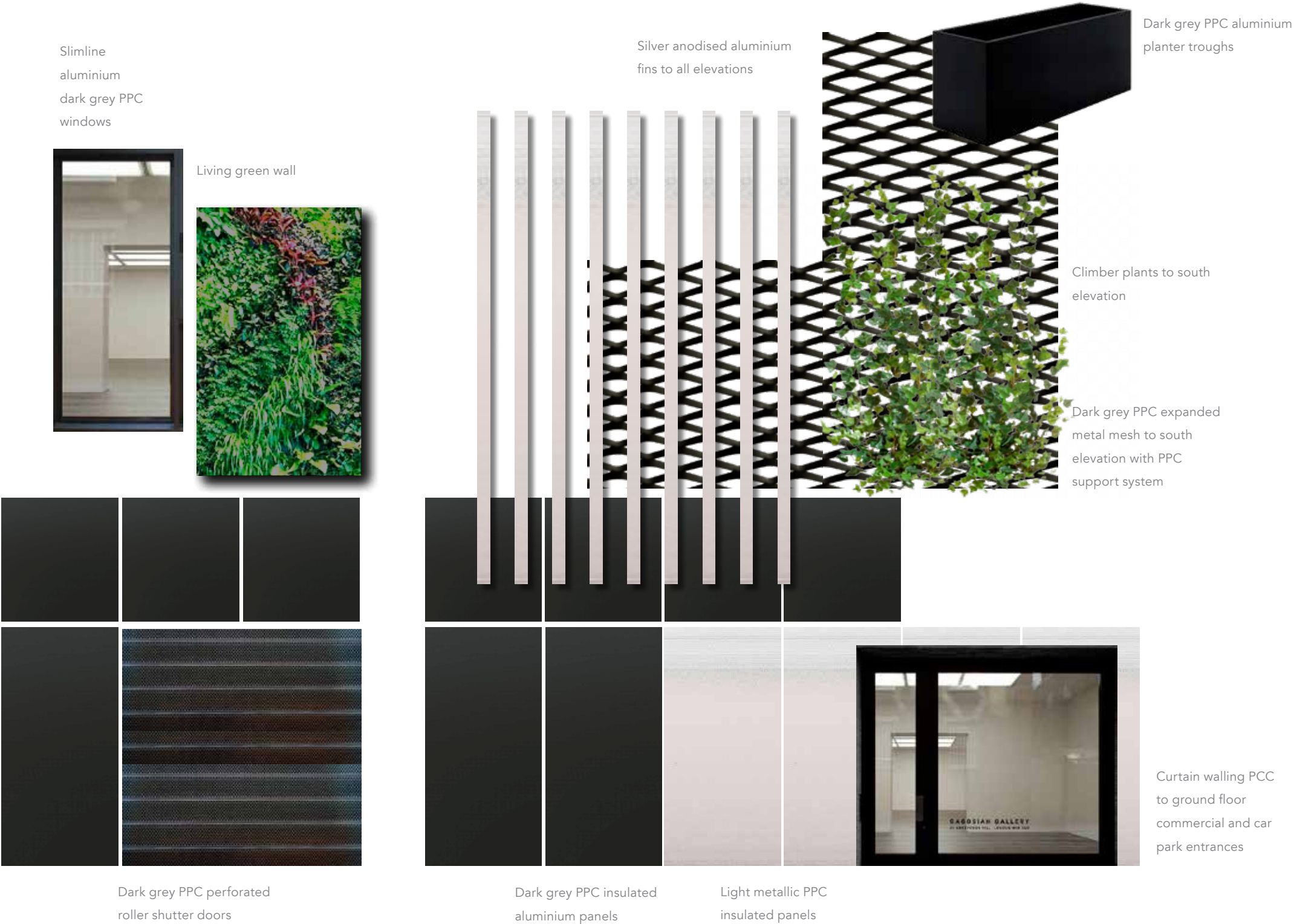
The materials palette has remained as the planning approved and incorporates silver anodised aluminium fins wrapping the majority of the main building structure.

At ground level the building is wrapped by dark aluminium panels, with contrasting light metallic panels emphasising the location of commercial entrances along the new pedestrian/cycle street.

Along the south elevation, planting is proposed to grow up expanded metal mesh screens which will be dark grey. The structural steel frame will be galvanised with all façades designed to minimise to amount of visible structure and limit light spill from within the car park.

To the stair cores, living green wall modules will surround slimline aluminium dark grey windows, providing light into the stair lobbies.

The vehicle entrances on the north west will be concealed by dark grey perforated roller shutter doors used out of hours, sitting alongside the proposed dark grey panels at ground level.



4.2 Green Wall Strategy

Following the planning approval a building control application was submitted and concerns were raised over the inclusion of green walls to the South facade in relation to the fire strategy.

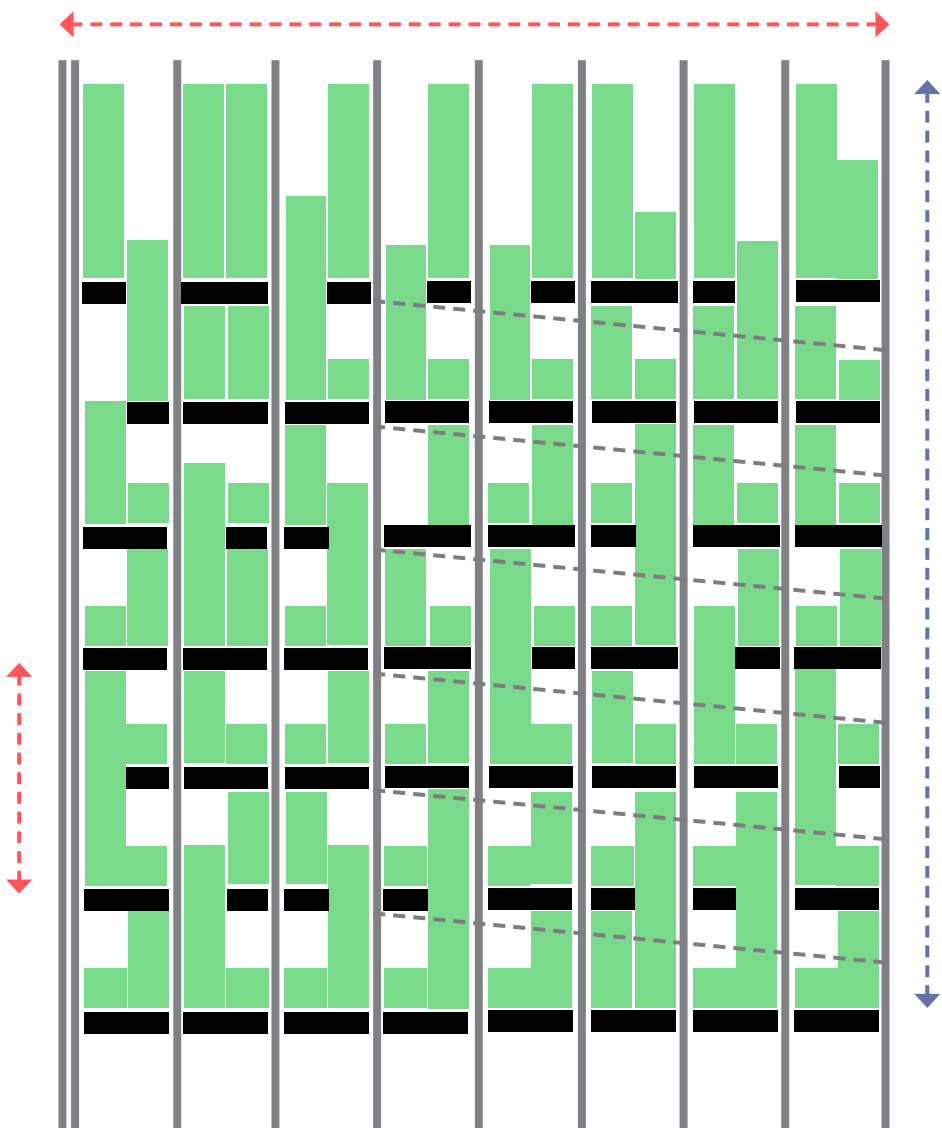
The concerns raised were as follows:

- Planting spanning horizontally across the elevation with limited breaks.
- Planting spanning vertically across two levels.
- Sloped decks resulting in even single height panels spanning between floor levels.

The proposed amendments were as follows:

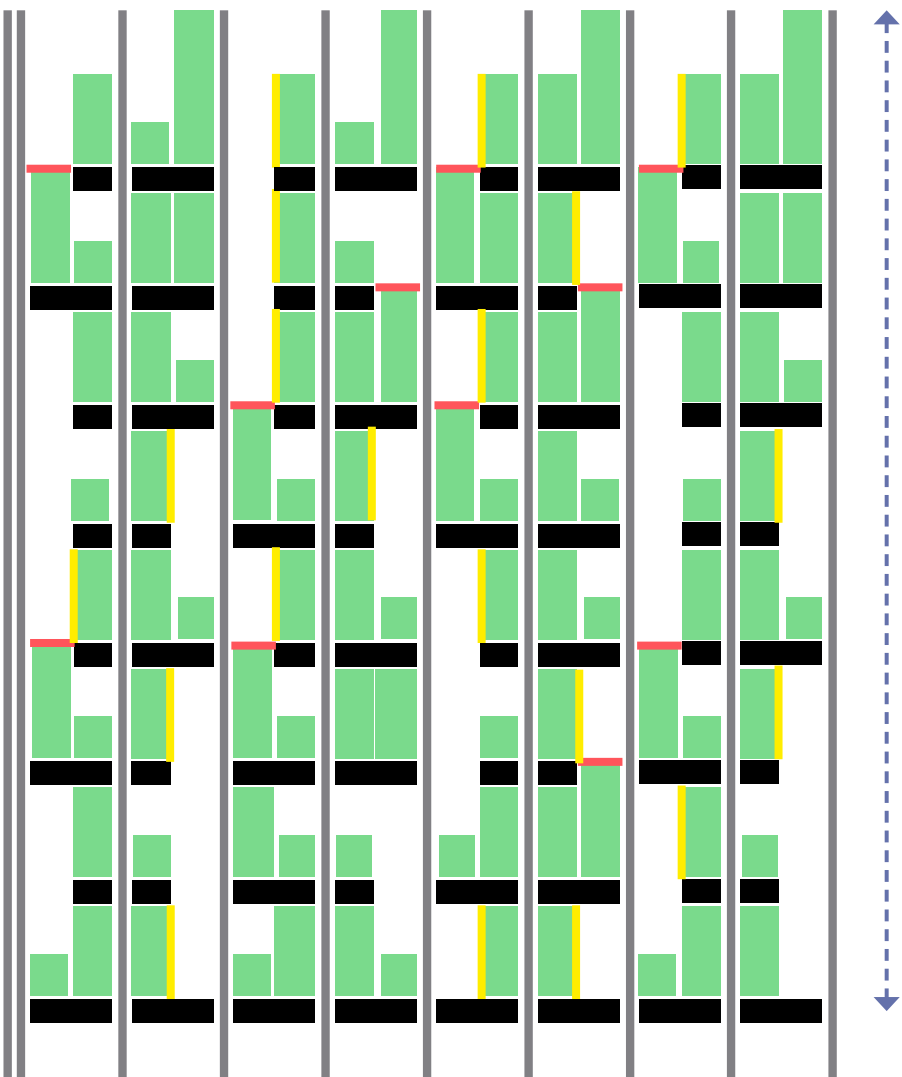
- Introduction of breaks in the planting every 5m.
- Planting areas contained to single height panels.
- Planter breaks provided by either planter boxes or horizontal panels at floor level.
- Flat deck structural solution creates consistent breaks at floor levels.
- Incorporation of vertical fins adjacent to planting gaps to contain planting within zones.
- Planting species to be selected to reduce maintenance and minimise the spread of flame.
- Increase the overall height of the planting to minimise planting loss.

The main focus for the redesign of this facade has been to address the concerns raised whilst retaining the overall aesthetic of the design.



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- Planting
- Planter boxes



Proposed

- Planting
- Planter boxes
- Horizontal planter break
- Vertical planter break

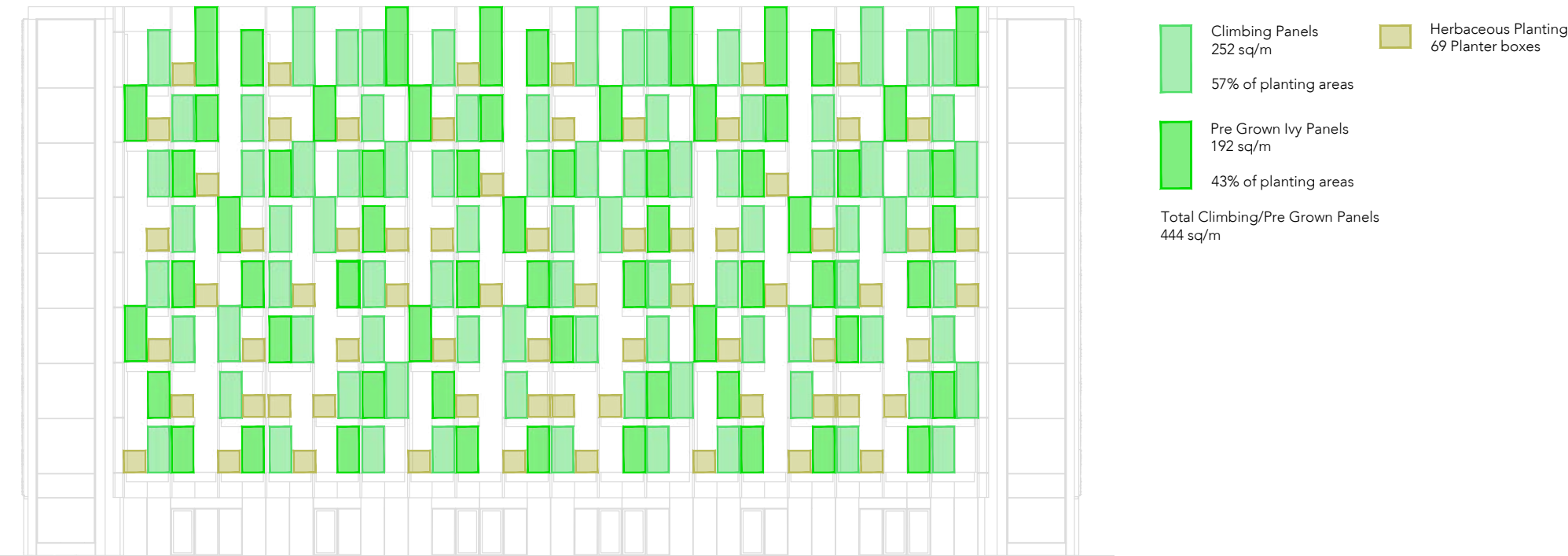
4.3 South Elevation Planting Strategy

In implementing the proposed green wall strategy there have been some updates to the areas of the planting provided. This will be discussed further in the landscape architects section later in the document.

- The overall height of the green facade has increased due to the reduction in first floor level and additional split level deck.
- There is a minimal reduction in total planting areas across the elevation due to gaps being introduced as per the fire strategy design.
- The percentage of pregrown panels has been maintained and number of planter boxes has been increased.



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Proposed

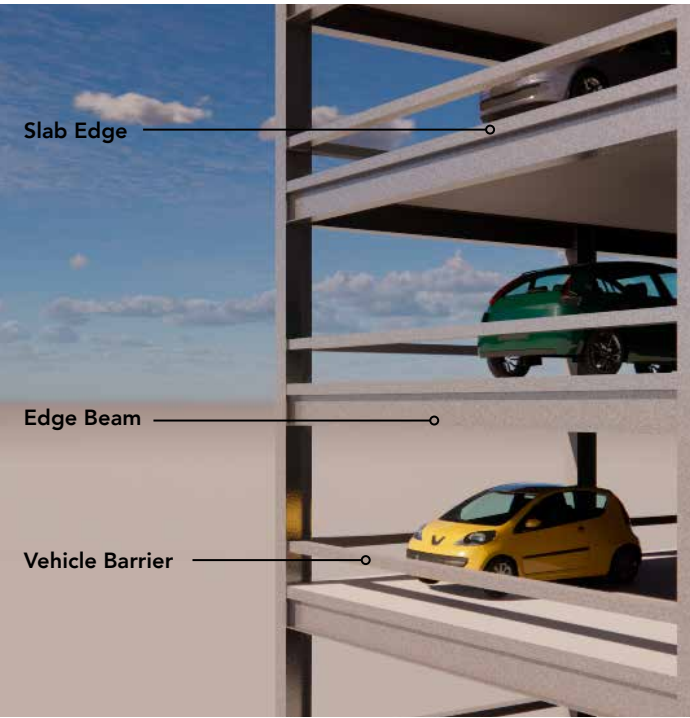
4.4 South Elevation Amendments

Further to the fire strategy concerns the updated facade design also included some design efficiencies to simplify the construction methods. These are as follows:

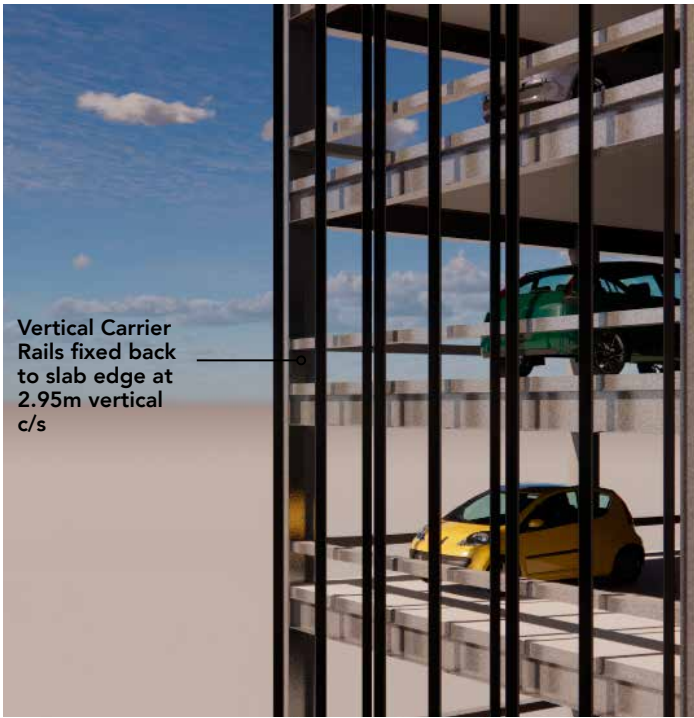
- Fin size reduced to 500mm deep x 100mm width.
- Planter box size reduced to 350mm deep.
- Spatial relationship between fin and planter box reduced by 50mm.

The following sequence of images illustrate how the various elements of the South Elevation will be built up and their relationship to one another as part of the overall facade.

The structural steel frame will now be galvanised with the visual impact of the frame reduced as there is no requirement for perimeter bracing. The rails, vertical and horizontal breaks and mesh screening will all be PPC dark grey / black to ensure these elements are visually recessed and read separately from the aluminium fins and planting.



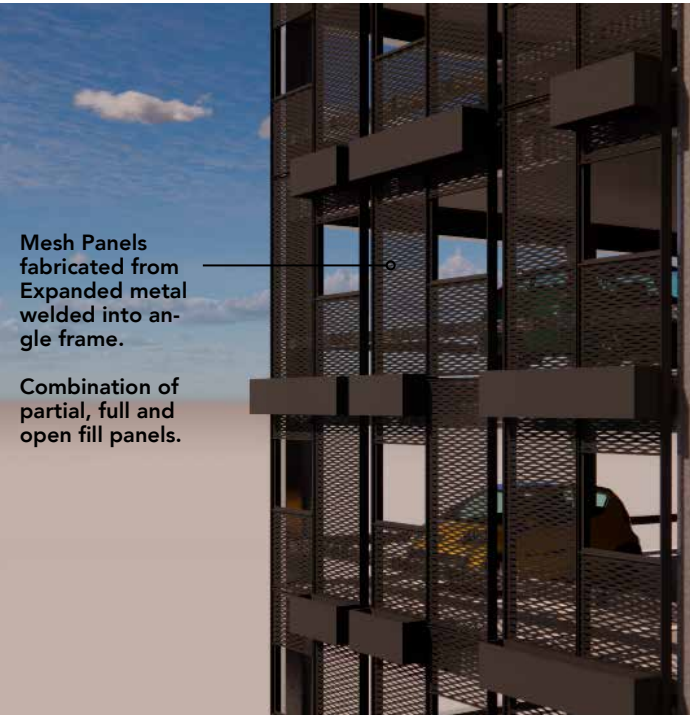
01 | Structure



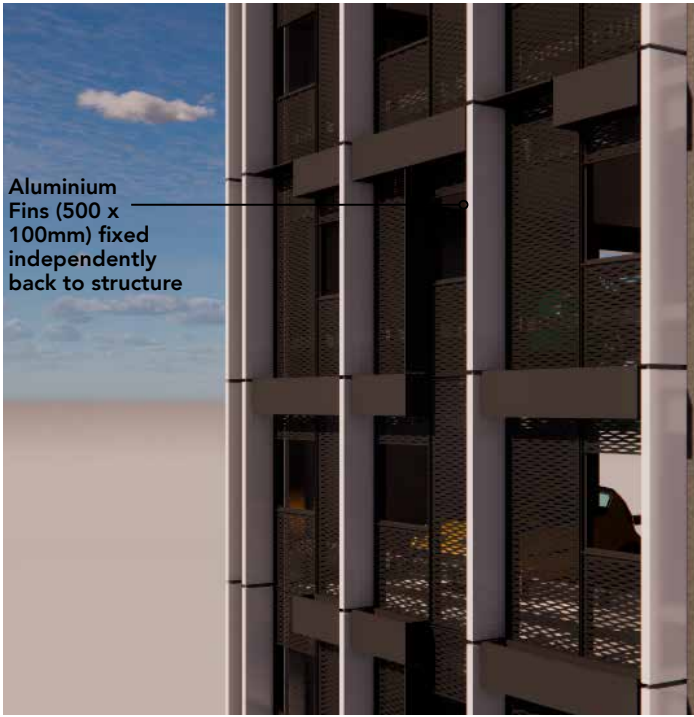
02 | Vertical Carrier Rails



03 | Planting Boxes



04 | Mesh Panels



05 | Fins



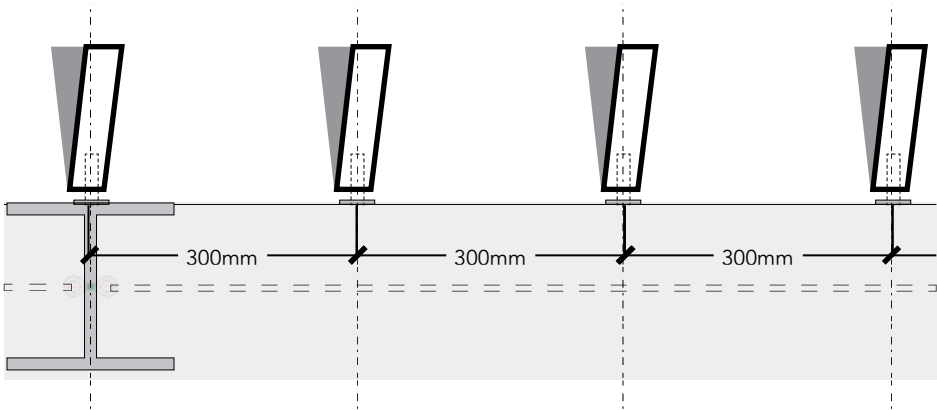
06 | Planting

4.5 North Elevation Amendments

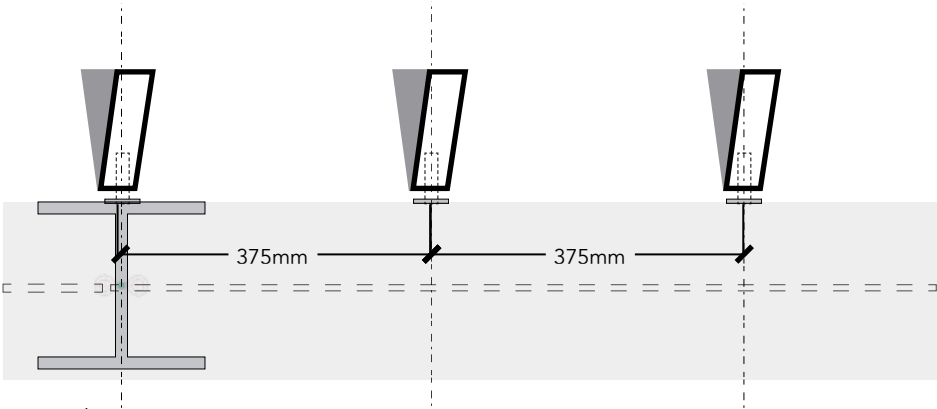
The North facade includes some design efficiencies to simplify the construction methods. These are as follows:

- Fin size reduced to 200mm x 50mm.
- Fin spacing increased to 375mm.

The proposed image illustrates that with all the amendments as listed above the design aesthetic has been retained.



Planning Approved



Proposed

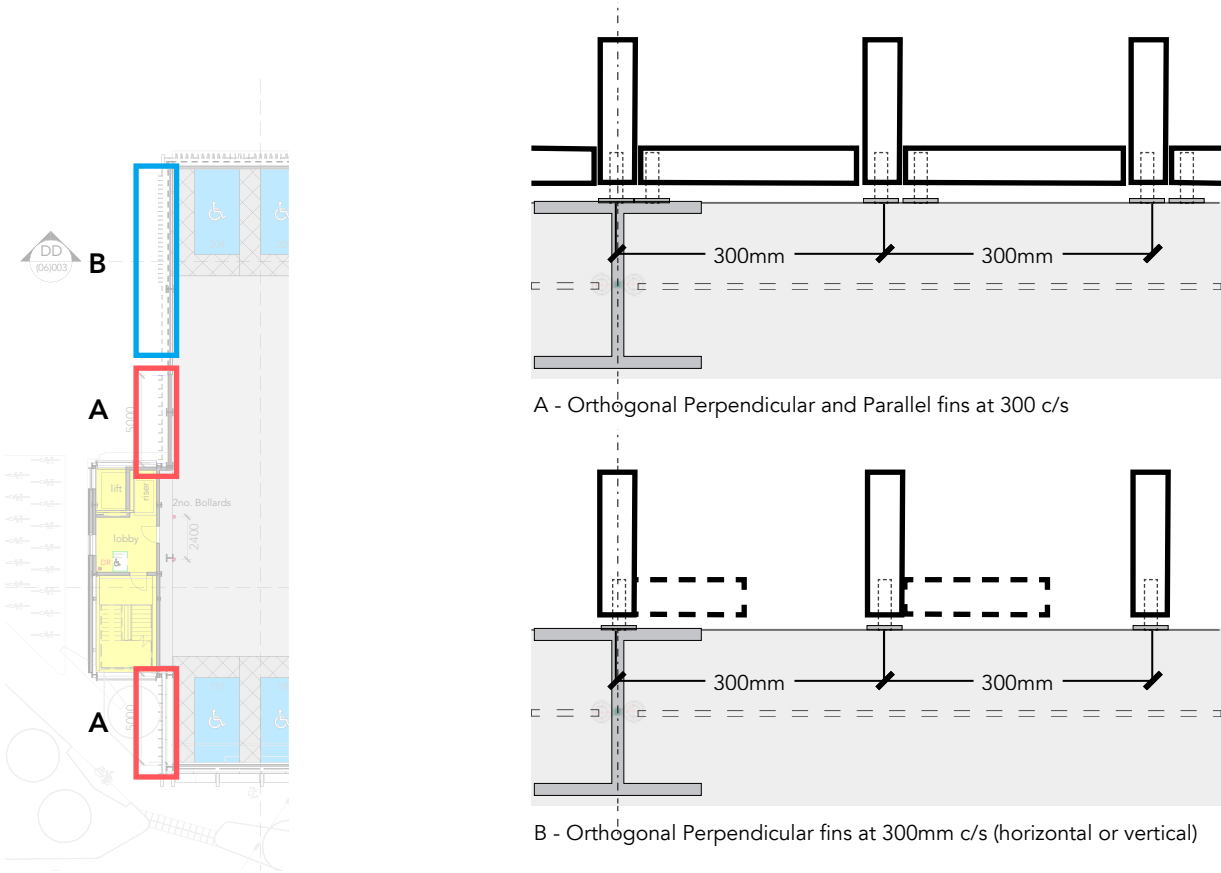


4.6 East/West Elevation Amendments

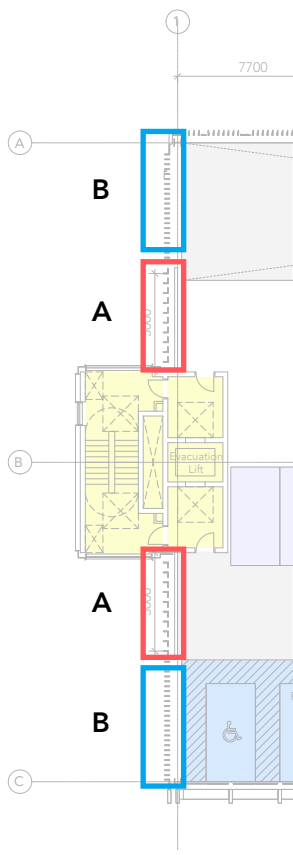
The North facade includes some design efficiencies to simplify the construction methods. These are as follows:

- Fin size reduced to 200mm x 50mm.
- Fin spacing increased to 400mm.
- Design principles retained to Fin Design A.
- Fin Design B refined to one design solution mirrored either side of the core.

These amendments are minor and will maintain the design aesthetic.



Planning Approved



Proposed



4.7 Proposed Aerial View

The visual opposite incorporates all the updates discussed in the document and illustrates that the overall aesthetic has been maintained.

The height of the green facade has increased on the proposed design and therefore enforces the green appearance of the facade.

The relocation of the core has allowed the formation of a prominent carpark entrance onto Poland Street strengthening its connections with the surrounding context.

The landscaping has been updated to include the layby on Poland Street and reconfigure the footpath and this will be discussed in more detail later in the document.



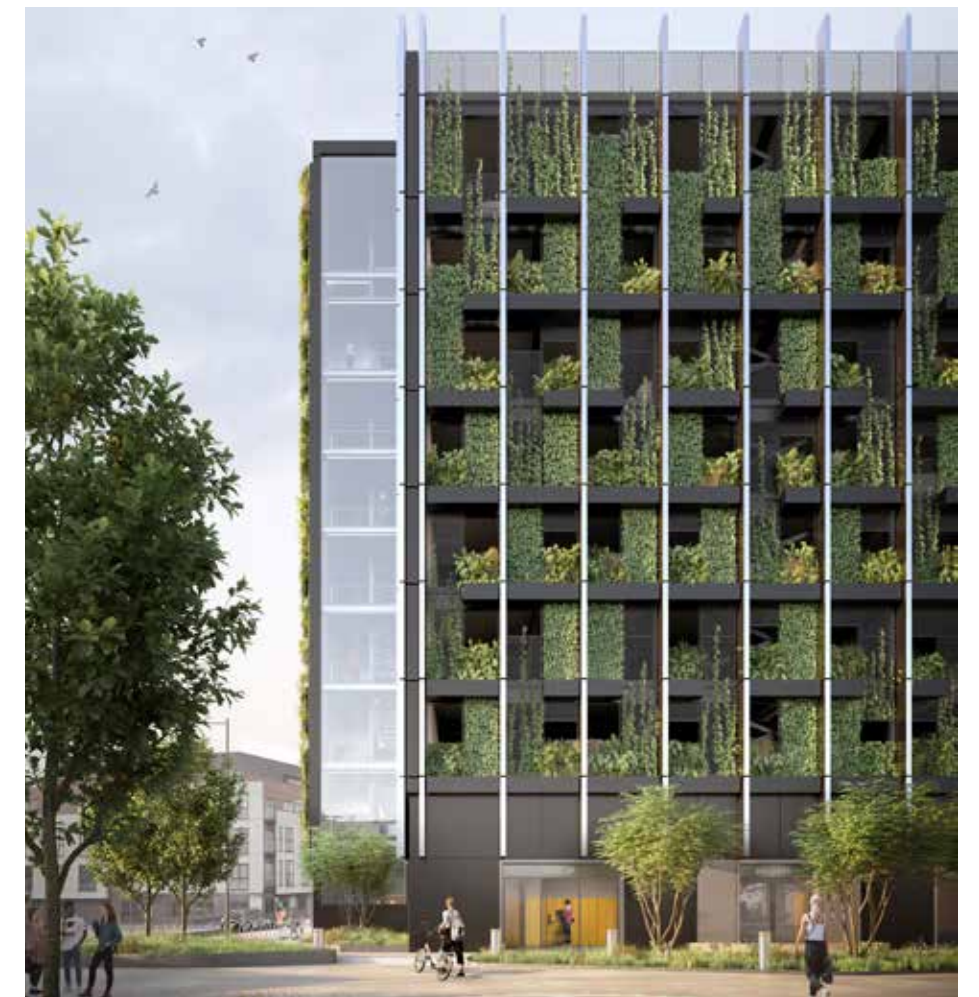
Approved Visual



4.8 Proposed Green Wall Design

The visual opposite incorporates all the updates discussed in the document and illustrates that the overall aesthetic has been maintained.

The overall height of the green facade has increased and gaps introduced to support the fire strategy but the green appearance of the facade is maintained. The landscape architects have developed the species of planting to create a more varied pattern across the facade and this is discussed in more detail later in the document.



Approved Visual



4.9 Proposed Ancoats Green View

The visual opposite incorporates all the updates discussed in the document and illustrates that the overall aesthetic has been maintained.

The introduction of a shopfront to the cafe space fronting onto Ancoats Green provides a good connection between the spaces. Two pedestrian connections have also been provided between the Green and the Mobility hub site. Both these updates strengthen the sites relationship with the surrounding context.



Approved Visual

4.10 Proposed George Leigh Street View

This view was agreed with Historic England as necessary to provide to test the massing and arrangement of the building from key view points within the conservation area.

The updated visual illustrates that the overall massing has remained as the approved with the main update being the core moving centrally and the carpark entrance relocating adjacent to the core. These updates have minimal impact on the overall aesthetic and design principles established in the approved design.



Planning Approved



Proposed

4.11 Proposed Poland Street View

This view was agreed with Historic England as necessary to provide to test the massing and arrangement of the building from key view points within the conservation area.

The updated visual illustrates that the overarching design principles have remained as the approved with the main update being the core moving further North. There have also been some updates in the landscaping design such as the introduction of the layby. These updates have minimal impact on the overall aesthetic and design principles established in the approved design.



Planning Approved



Proposed

4.12 External Lighting

The stair-cores on the East and West of the car park are extensively glazed to promote the feeling of openness and security of the users. The two towers will be mainly highlighted by the interior lighting, which shall work in tandem with the external façade lighting.

Additional linear lighting shall be provided adjacent to the interior side of the glazing (to the full height of the core), to enhance the shape and the edges of the stair-cores and to provide light spill to the East/West cores.

To the South facade linear uplighters (108 no.) will be fitted to the planters to provide a varied pattern of light across the facade.

All the building lighting will be incorporated with the landscape lighting to provide a uniform approach across the site. The landscape lighting will be discussed further later in the document.



View from public realm towards South Elevation (Virtual Planit)



Night time view from Poland Street



Up-lighting to living green wall precedent

5.0

Landscape Design

Landscape

Previous Planning Submission



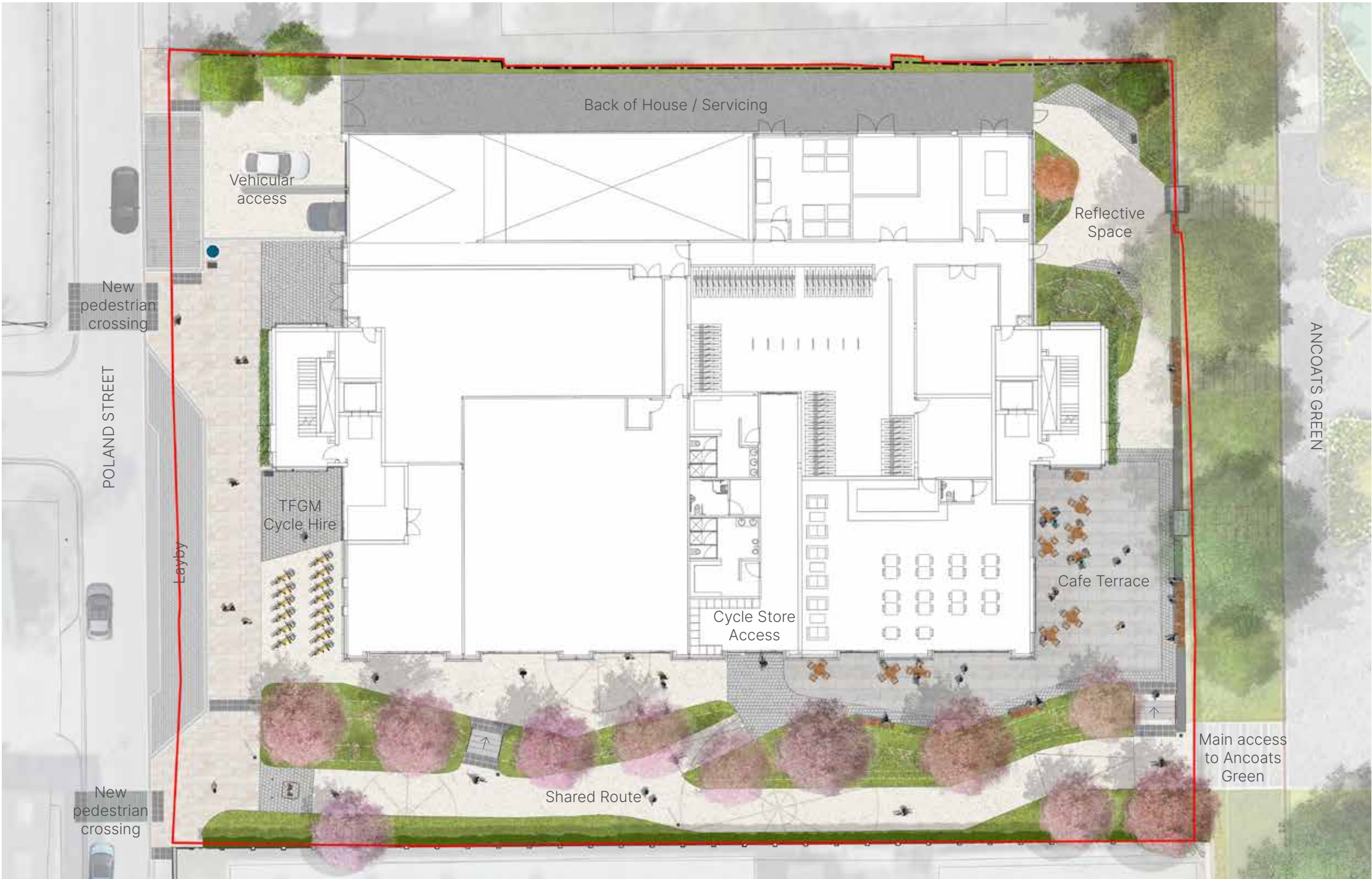
Design Changes

- Several changes have been made to the landscape design since the previous planning submission. The main reason owes to the updated architectural design, which includes changes to the ground floor functions / access. As a result the landscape has been updated to provide the necessary needs of the building for example flexible open space outside the F&B unit for spill-out opportunities, level access in the approach to the internal cycle storage and a secure line provided to the back of house servicing area.
- The shared cycle and pedestrian route and associated planters to the south of the site have also been revised to provide a more direct route from Poland Street to Ancoats Green, with a more generous clear width.
- The materials palette generally has undergone significant change for several reasons. Firstly, several of the paving materials and furniture components have been revised to match or sit more harmoniously with those proposed in Ancoats Green. The intention is that the landscape on the Ancoats Mobility Hub site and in Ancoats Green should read as one unified space with one identity. The in-situ concrete has been replaced with a more sustainable option - permeable coloured asphalt which gives a warmer aesthetic to the space, and omits the need for drainage channels. The stone paving is proposed to be MCC stock material, furthering the sustainable approach to material selection.



Landscape

Current Proposed Design



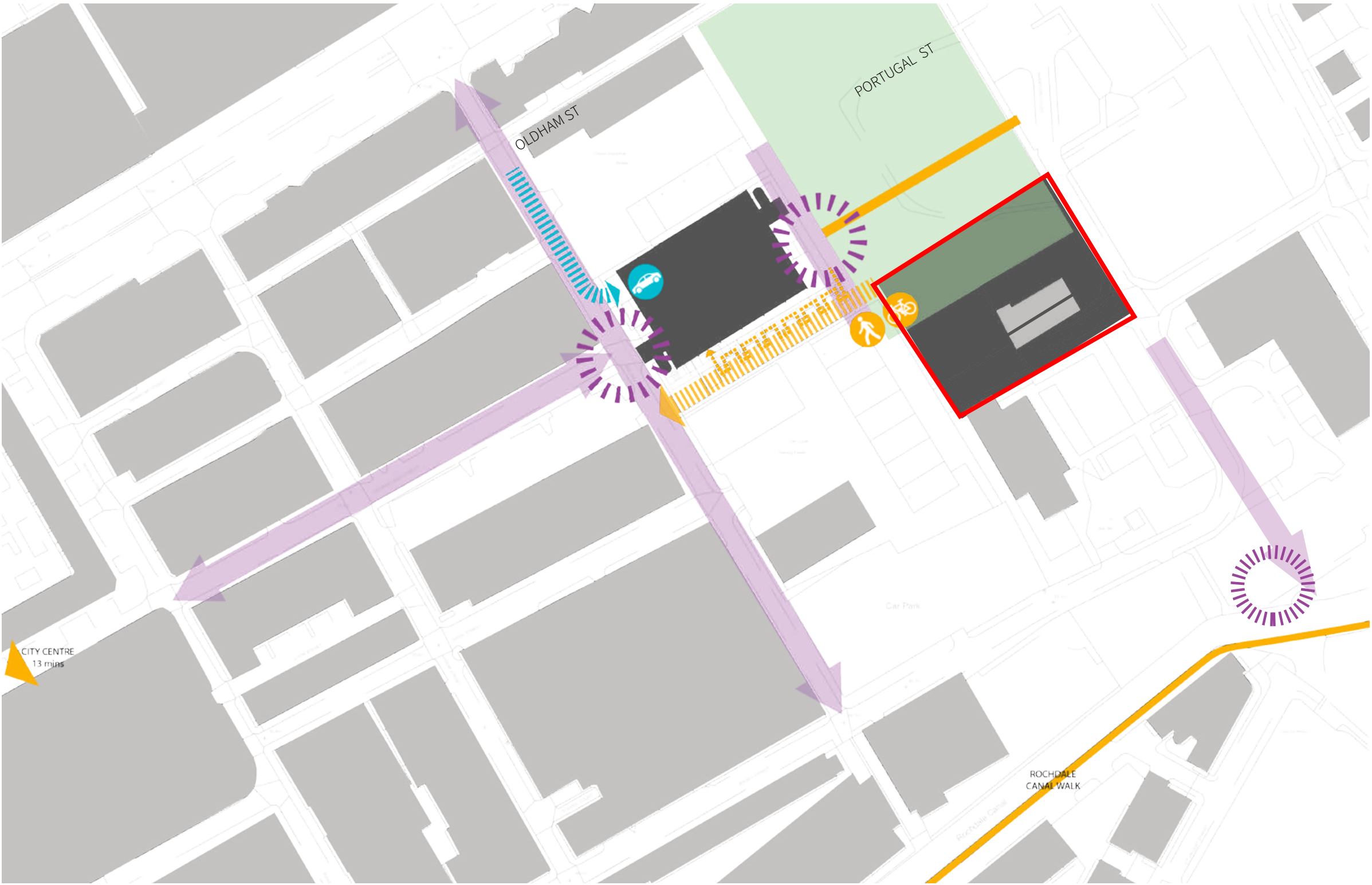
Design Changes (continued)

- Similarly the tree species have been revised to gives visual coherence with those proposed in Ancoats Green. Some trees have been relocated along Poland Street to make give the streetscape a greener and more welcoming feel.
- The planters have been reduced in height to sit flush with the adjacent paving. This enables opportunities for sustainable drainage, as any residual surface runoff from the hard landscaping can be collected in the planters - re-purposed as rain gardens.
- The layout associated with Poland Street has been updated including the introduction of a layby and pedestrian crossings. Since the previous submission, a wider public realm implementation strategy has been created which outlines design principles for streetscapes within Ancoats. The current design now adopts these principles to ensure consistency with the aspirations for the wider area.
- A gabion wall has been introduced to the interface with Ancoats Green. Since the previous submission design proposals for Ancoats Green have been developed sufficiently enough that greater design detail can be provided for the interface with the Mobility Hub scheme, this includes the main access threshold into the park and introduction of a gabion seating wall to take up the level difference whilst providing seating opportunities.



Landscape

Public Realm Wider Connectivity

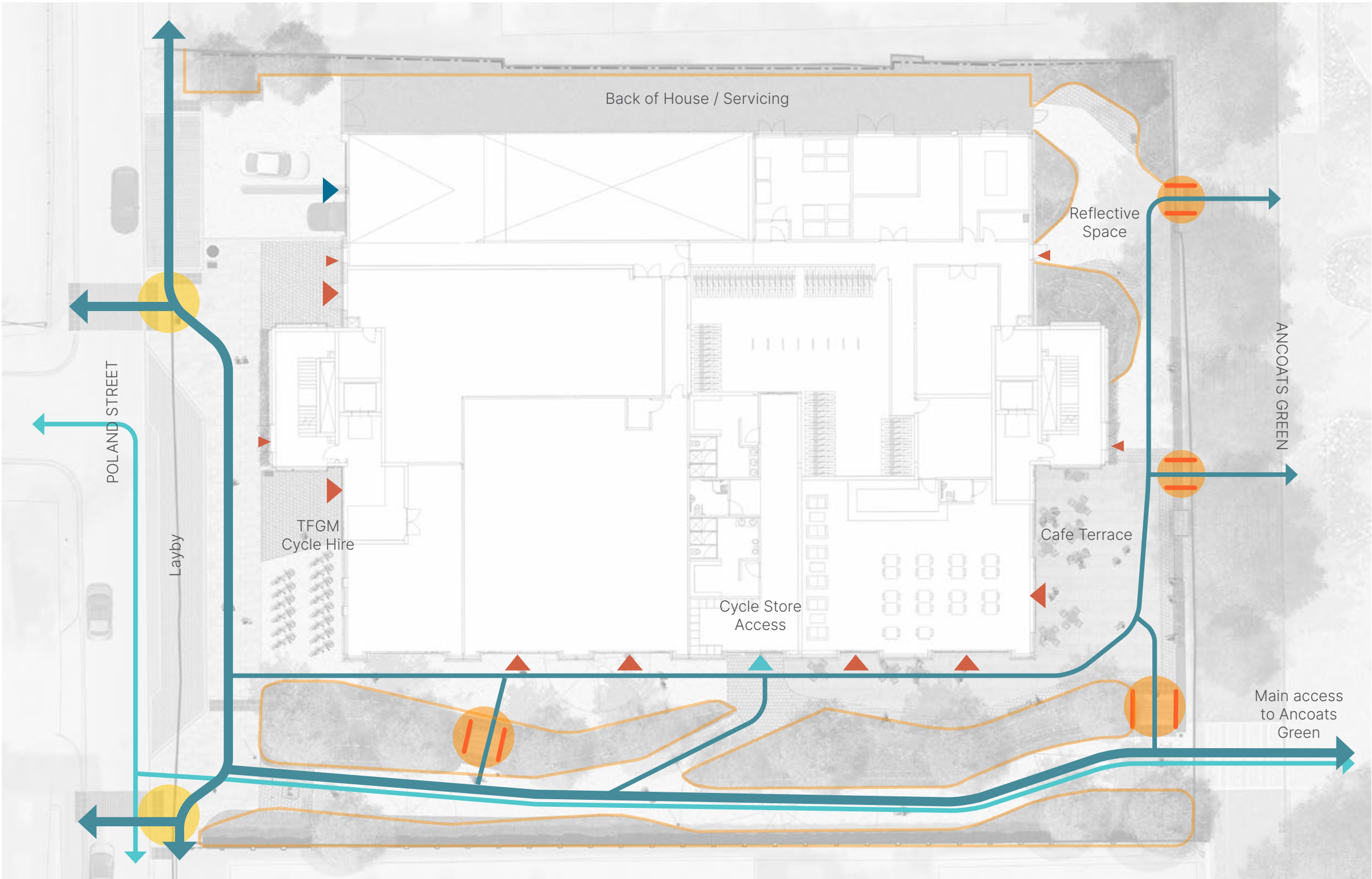


The wider strategy for the public realm in Ancoats aims to create an extensive transport network with strong cycle and pedestrian routes connecting up key activity nodes. Ancoats Mobility Hub is an important part of this - functioning as a key hub for transport as well as providing connections into Ancoats Green - a fundamental green space at the heart of Ancoats. The proposed design considers how to safely integrate both cyclists and pedestrians within the site's public realm to offer an accessible and enjoyable space.

- KEY
- Site Boundary
 - Key Axis in wider Ancoats public realm
 - Key Activity Nodes
 - Enhanced Pedestrian and cycle Access on site
 - Vehicle Access to Mobility Hub

Landscape

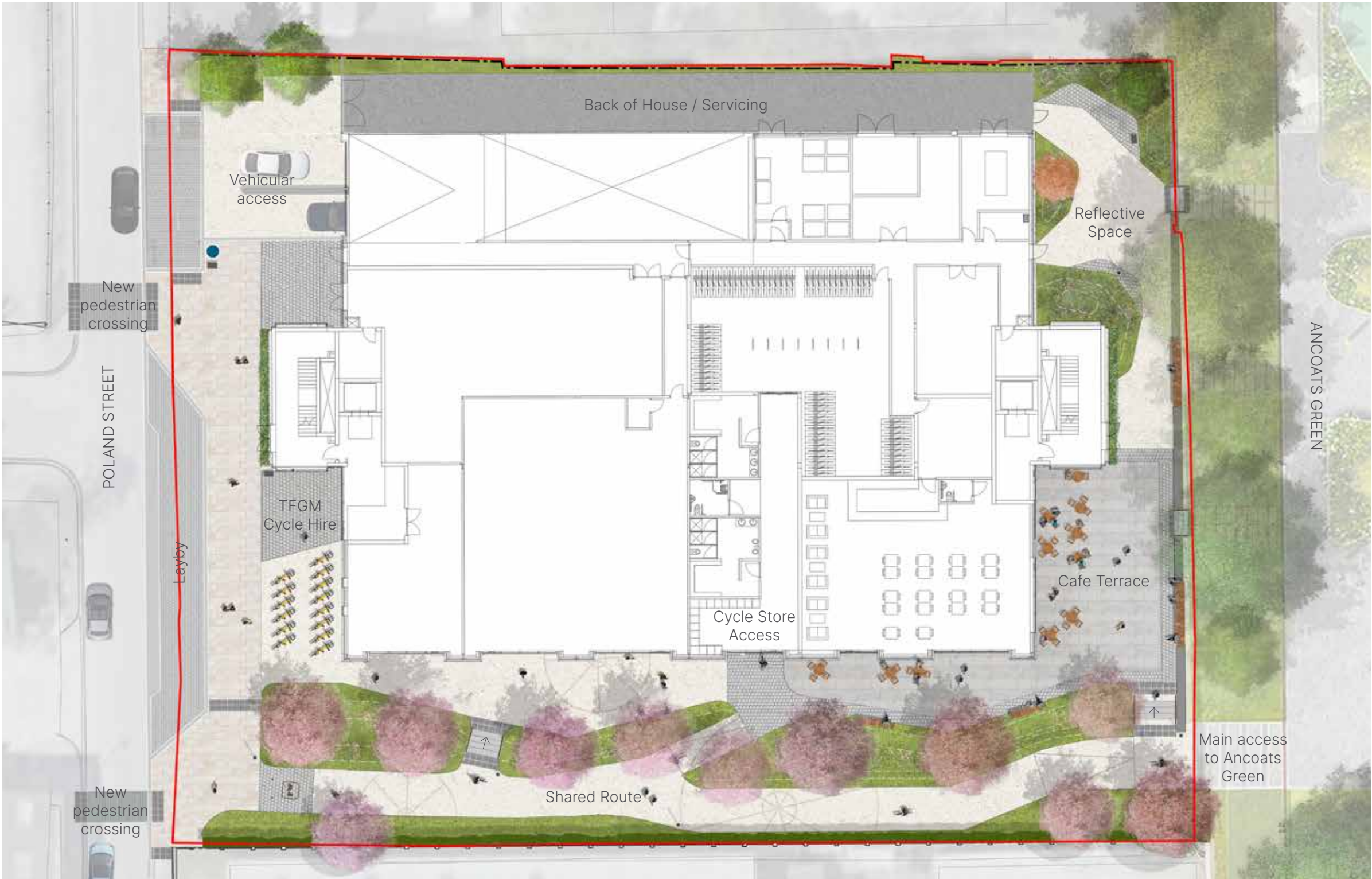
Access and Circulation



- KEY
- Key Pedestrian Routes
 - Cycle Route
 - Car Park Entrance
 - Key Building Access
 - Cycle Store Access
 - Fire Escape
 - Crossing points marked with tactile paving
 - Stepped access
 - Handrails
 - Flush planter edge

Landscape

Landscape General Arrangement



The public realm in which Ancoats Mobility Hub sits marks a key arrival point into Ancoats Green. The intention is for the building to be seen as sitting within the park and as a result the public realm appears as an extension of the Green through the planting and tree species and materiality.

The space can be broken into a number of character areas; the Poland Street streetscape, the shared route to the south of the site, the flexible amenity space overlooking Ancoats Green and the back of house area.

Activation of the ground level building facade and provision of commercial and F&B units is considered and optimised in the landscape design.

The shared route to the south of the site provides space for cyclists and pedestrians to access Ancoats Green together safely whilst also enabling connections to the wider Ancoats area.