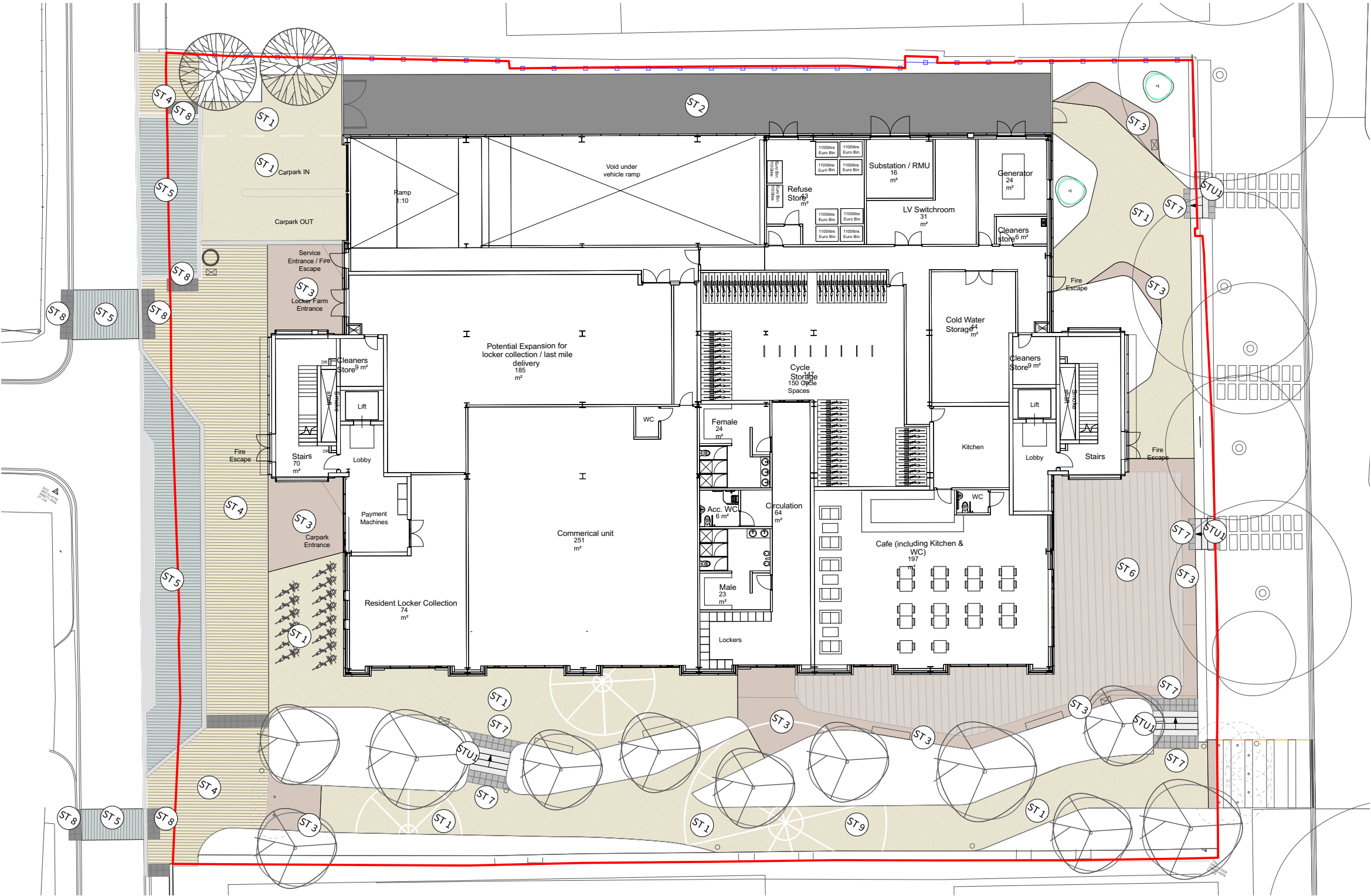


Landscape

Hardworks Palette

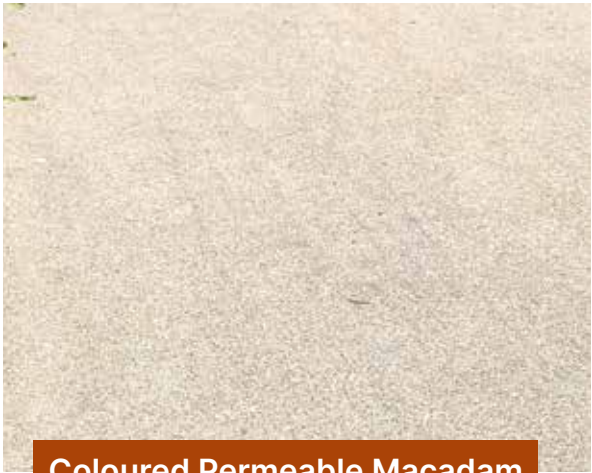


- Proposed**
- Coloured Tarmacadam - ST1**
Product: Porous UtiColour
Colour: Light buff
Depth: to engineer's specification
To include thermoplastic graphic line markings - subject to design development.
Supplier: Tarmac or similar approved
 - Black Tarmacadam - ST2**
Colour: Black
Build-up to engineer's specification.
Supplier: Tarmac or similar and approved.
 - Reclaimed Granite Setts - ST3**
Product: Reclaimed natural stone materials
Colour: Buff
Laid: Rigidly with Steintec system.
Finish: Top grinded (insitu) to create smooth finish. Final method statement to be submitted
Supplier: MCC Hopper St storage
 - Yorkstone Flags - ST4**
Product: Yorkstone
Colour: Buff/Grey
Size: (L)600-900 x (W)600 x (D) Subject to engineer's specification
Laid: Rigidly with Steintec system.
Supplier: Marshalls or similar approved
 - Granite Setts - ST5**
Colour: Kobra
Finish: 50% Flamed / 50% Bush Hammered
Size: (L)300 x (W)200 x (D) Subject to engineer's specification
Laid: Rigidly with Steintec system.
Supplier: Hardscape or similar approved
 - Reclaimed Quartzite Flags - ST6**
Product: Quartzite Flags
Size: TBC
Finish: Top grinded to create smooth finish insitu. final method statement to be submitted
Laid: Rigidly with Steintec system.
Supplier: MCC Hopper St storage
 - Granite Blister Hazard Paving - ST7**
Colour: Crystal Black
Finish: Sandblasted
Size: (L)400 x (W)400 x (D) Subject to engineer's specification
Supplier: Hardscape or similar approved
 - Precast Concrete Corduroy Hazard Paving - ST8**
Colour: Charcoal
Finish: Standard
Size: (L)400 x (W)400 x (D) Subject to engineer's specification
Supplier: Marshalls or similar approved
 - Granite Corduroy Cycleway Paving - ST9**
Colour: Crystal Black
Finish: Sandblasted
Size: (L)400 x (W)400 x (D) Subject to engineer's specification
Supplier: Hardscape or similar approved
 - Shared Route Marking ST10**
Marking inlays for share used route within pavement. Dealits sebjct to agreement with MCC highway.
 - Reclaimed Natural Stone Step Units - STU1**
Product: Reclaimed natural stone step units
Colour: Buff
Length: Various
Tread: 400mm top step
Riser: 150mm



Landscape

Hardworks Palette



Coloured Permeable Macadam



Steel Edging



Yorkstone Flags



Graphic Overlays



Reclaimed Setts (MCC Stock)



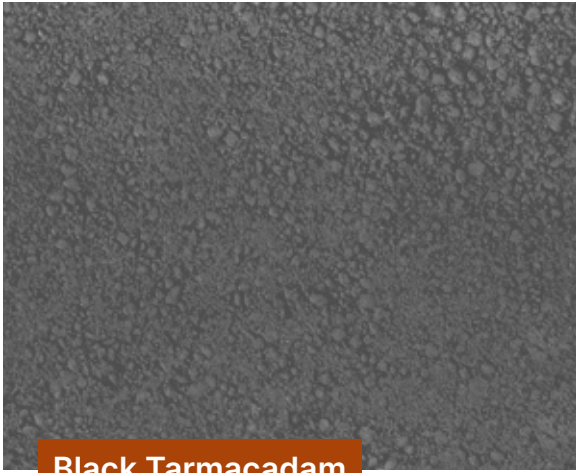
Gabion Basket Wall



Quartzite Flags (MCC Stock)



Granite Setts



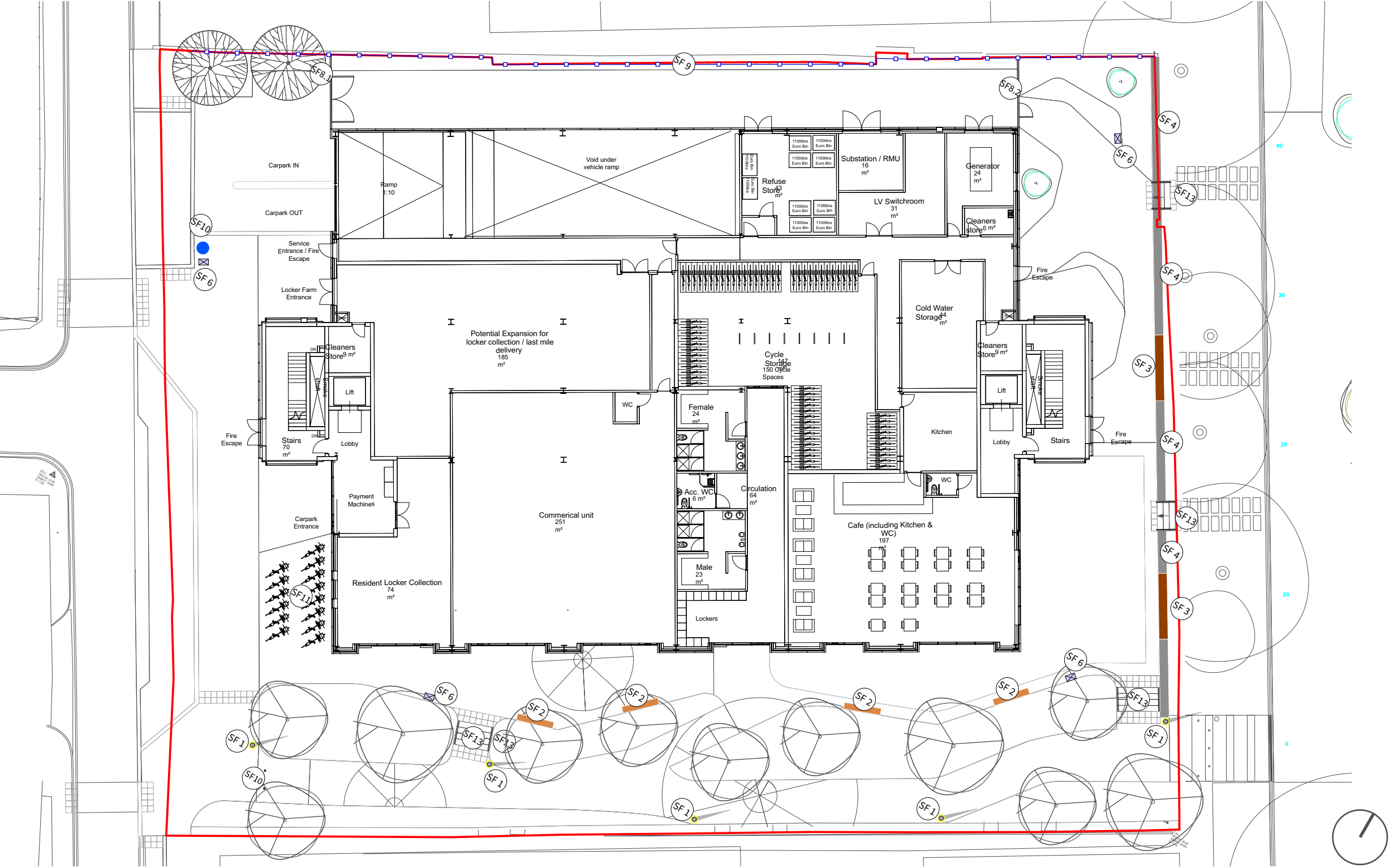
Black Tarmacadam

The material palette has been coordinated with Ancoats Green to provide a coherent design language and ensure a seamless experience when entering into the space. The proposed materials provide a high quality feel to the space whilst also meeting the functional requirements.

The majority of the surfacing is designed to be permeable to assist in sustainable drainage of the site. It is also the intention that the setts and quartzite flags are acquired from existing Manchester City Council stock material.

Landscape

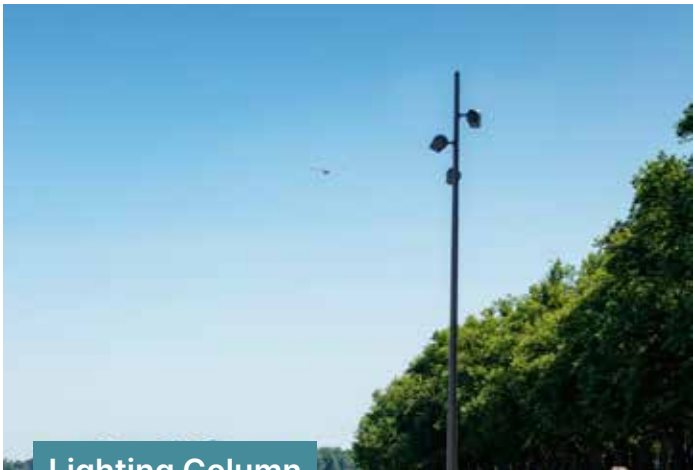
Furniture Palette



- STREET FURNITURE**
- Existing**
- Existing fence to be retained
- Proposed**
- Lighting Column - SF1**
Product: Selux Olivio
Colour: Anodic Bronze
Size: (H) 6000mm
Supplier: Selux or equal approved
Product subject to detail design by M&E Engineer
 - Bench- SF2**
Material: UK sourced Greenheart reclaimed timber sleeper (FSC certified).
Size: (H) 450 X (L) 2500 X (W) 450mm
Supplier: Eco Choice Specialist Timber Solutions or equal approved
Accessories: To include backrest, arm rests, steel feet and recessed LED lighting.
 - Gabion Timber Topped Seat- SF3**
Material: UK sourced Greenheart reclaimed timber sleeper (FSC certified).
Size: (H) 50 X (L) 4400 X (W) 600mm
Finish: Planed smooth
Supplier: Eco Choice Specialist Timber Solutions or equal approved
Fixing detail to supplier specification
 - Gabion- SF4**
Product: Welded Gabions
Material: 3mm Galfan Coated. 75mm sq aperture.
Fill Material: To be stacked with decorative 100-200 limestone aggregate - visible on both sides.
Size: (H) 750 above ground x (W) 600mm.
Supplier: Enviromesh or similar and approved.
 - Bollard - SF5**
Product: Pyramidal Bollards
Material: Galvanised Steel
Size: (H) 900 X (L) 650 X (W) 450mm
Finish: Corten
Supplier: Bailey Street Scene or equal approved
 - Litter Bin- SF6**
Product: Ascot Litter Bin
Material: Stainless Steel
Size: (H) 1110 X (L) 650 X (W) 450mm
Finish: Powder coated.
Supplier: Bailey Street Scene or equal approved
 - Bespoke Fence / Gates - SF8**
SF8.1- Fence with double leaf gate (Poland Street)
SF8.2- Fence with Single leaf gate
Material: Hot dip galvanised Steel
Finish: Perforated / Expanded and powder coated.
Colour: Interpon anodic bronze TBC
Accessories: To include locking mechanism to client requirements.
Supplier: Urban Street Designs or similar and appro
 - Weldmesh Fencing - SF9**
Material: Hot dip galvanised Steel
Powder coated.
Colour: RAL 9005.
Height: 3m.
Fixing: Root fixed to engineer's specification.
Client to confirm top finish to fence i.e. flat / spiked.
Supplier: Submit proposals.
 - Car Parking Signage - SF10**
Subject to further design development.
Fixing: Root fixed.
Accessories: To be internally illuminated.
Supplier: TBC
 - TFGM Cycle Hire Provision - SF11**
This location has been identified for future cycle hire provision, subject to funding and agreement with TFGM.
Specification by others.

Landscape

Furniture Palette



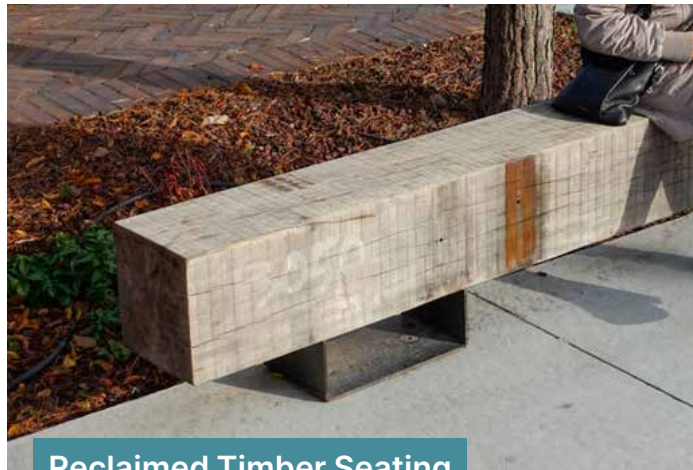
Lighting Column



Litter Bin



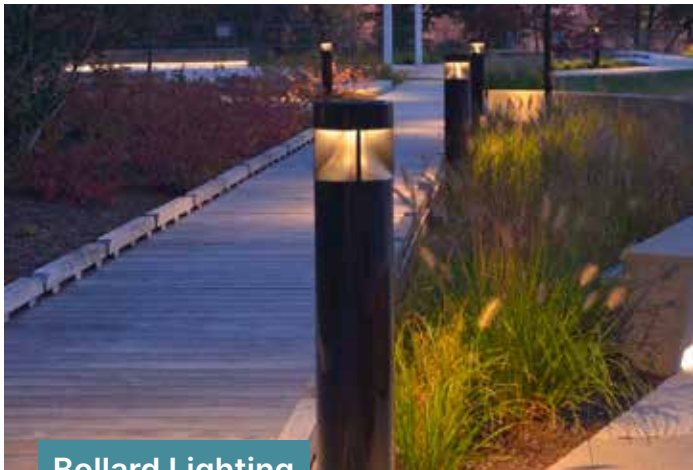
Bollards



Reclaimed Timber Seating



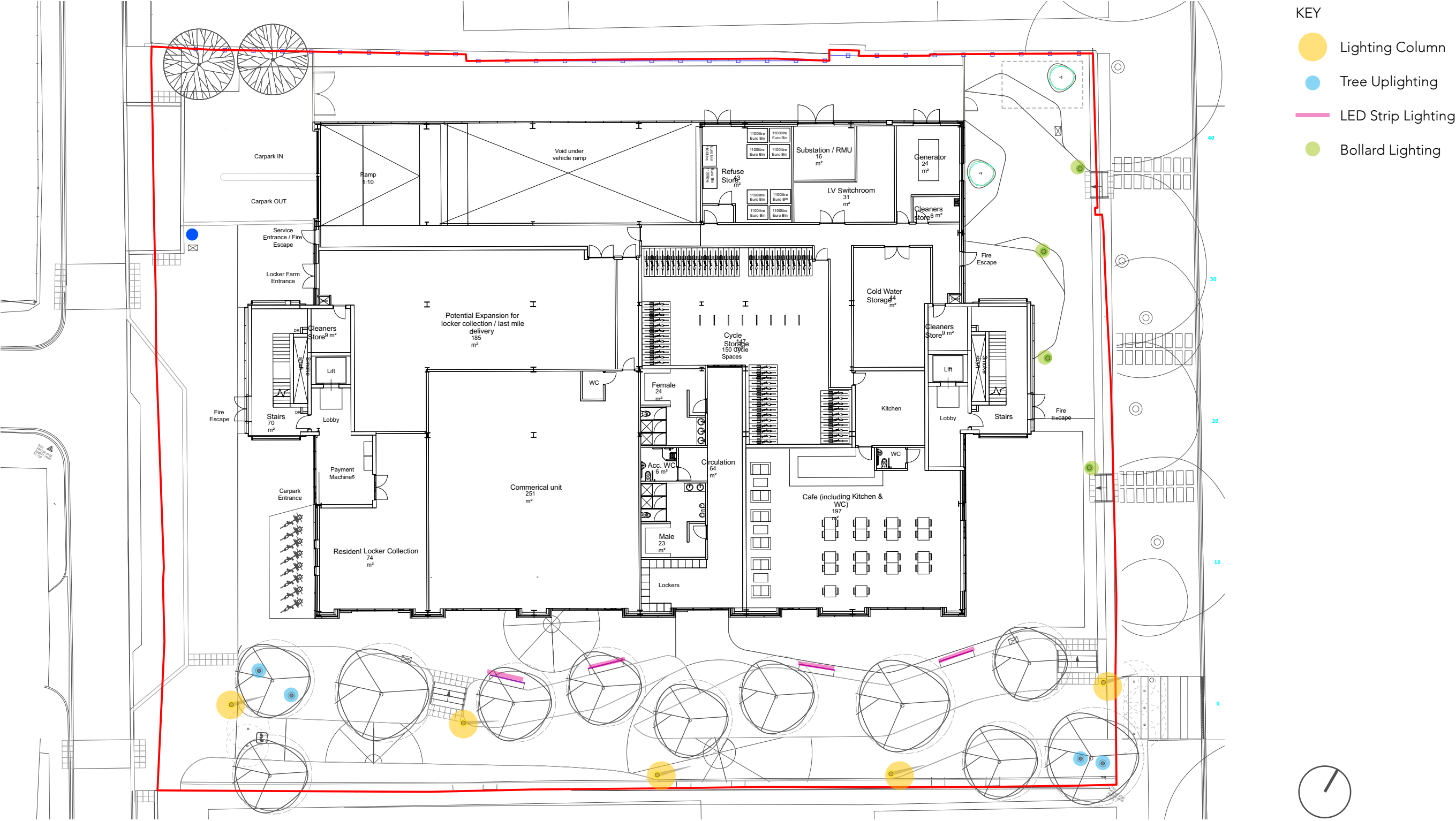
Bespoke Gates and Fencing



Bollard Lighting

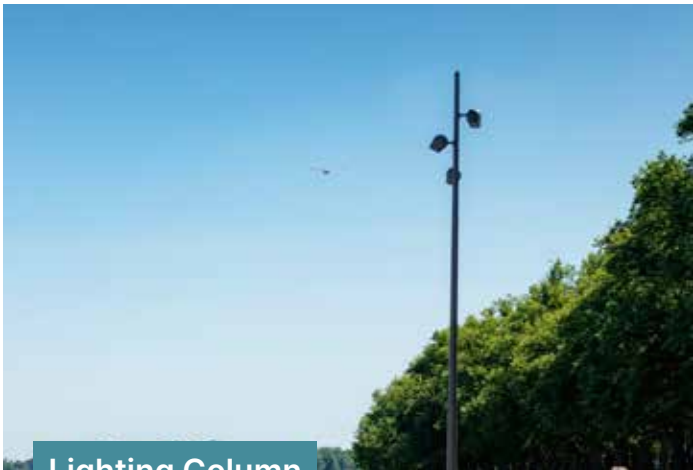
Landscape

Lighting



Landscape

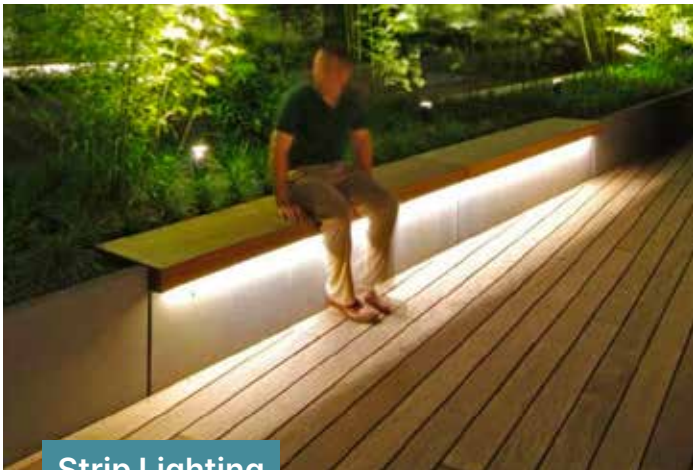
Lighting



Lighting Column



Tree Uplighters



Strip Lighting



Bollard Lighting

The lighting design has also been coordinated with that proposed in Ancoats Green for visual continuity. A series of lighting columns along the shared cycle route aids direction through the space and encourages safe movement at all times of day. Provision of more subtle lighting such as tree uplighters and strip lighting to seats provides an ambient glow at night.

Landscape

Planting Character



Landscape

Planting Character



Street Trees (Poland Street)



Rain Garden Planting



Ornamental Planting



Evergreen Hedge Screening



Cherry Blossoms (Shared Route)



Rain Garden Planting



Ornamental Planting

Landscape

Tree and Hedge Planting



Prunus 'Amanogawa'



Prunus serrula



Prunus 'Umineko'



Amelanchier x grandiflora 'Robin Hill'



Tilia cordata 'Greenspire'



Viburnum tinus 'Eve Price'

Ornamental Planting



Hakonechloa macra



Geranium 'Orion'



Mahonia 'Soft Caress'



Viburnum opulus 'Compactum'



Hydrangea paniculata 'Little Lime'



Pulmonaria 'Diana Clare'



Pachysandra terminalis 'Green Carpet'



Narcissus

Rain Garden Planting



Cornus sericea 'kelsey'



Persicaria amplexicaulis 'firetail'



Crocosmia 'lucifer'



Geranium Rozanne



Carex morrowii 'Ice Dance'



Rudbeckia fulgida



Euphorbia wulfenii



Luzula nivea



Iris sibirica 'Tropic Night'



Ajuga reptans



Persicaria bistorta 'superba'



Calamagrostis x acutiflora 'Karl Foerster'

Landscape

Green Facade

The South elevation of the Mobility hub aims to be a dynamic green facade with a matrix of planting typologies [Refer to following page] including pre-grown evergreen jasmine panels, climber plant screens of varying maturity and planting troughs with a mix of herbaceous and evergreen plants. They should be planted at 3 climbers per trough ranging from 1.8-3m in height with a minimum of 3 breaks. Planters have also been removed where there is a ventilation gap as no planter is required.) By developing a matrix of planting panels it allows there to be instant impact on the facade while the other vegetation establishes over time. These panels are arranged in a way that begins to develop a mosaic design that changes throughout the year. (Detailed planting schedule to be developed.)

The facade will have an automatic irrigation system including moisture detection and should have a

minimum of 2 annual maintenance visits. This will include general pruning and cutting back as well as replacing any plant losses.

On each building level the location and amount of ventilation to the car park has been considered which adds to the mosaic pattern of the facade. The expanded metal mesh was then chosen to compliment and work with both the building materials and the proposed planting. The openness of the mesh was a priority in order for the planting to successfully establish (Refer to Architects drawings). During the establishment of the planting and due to the required location of the ventilation gaps , some of the mesh will be exposed. Therefore it is also important that the mesh looks visually appealing without planting.



- KEY
- Pre-grown evergreen panels
 - Part-grown climber panels
 - Trough planting

Landscape - green facade

Green Facade: Pre-grown Panels



Part-grown Panels



Trough plant



- KEY
- Evergreen
 - Semi-evergreen
 - Deciduous

Landscape

Green Facade - Day 1

The instant star jasmine panels will provide 100% visual impact from the day of installation and allow the other climbers and trough planting to establish over time.



Year 3

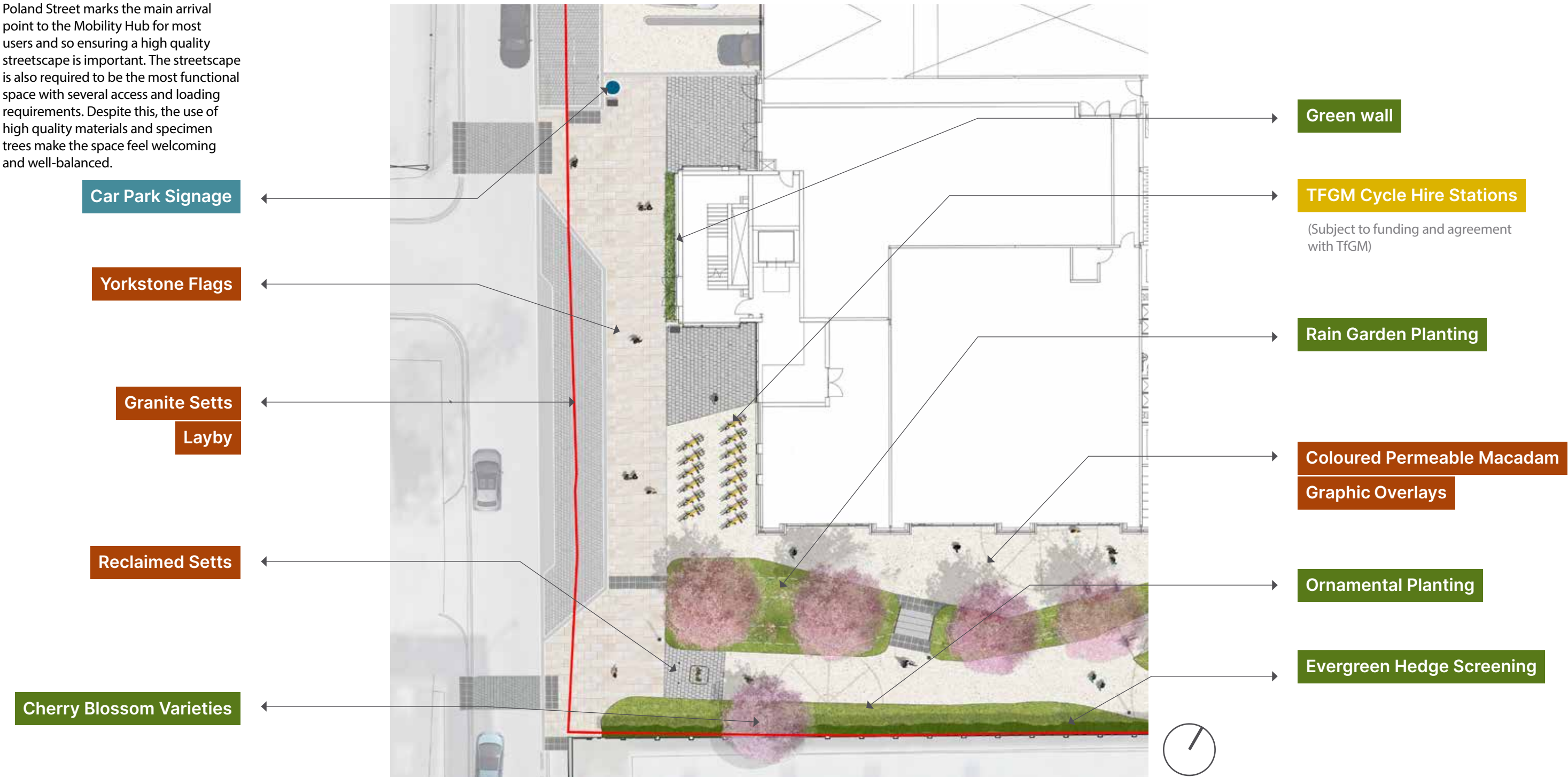
Most species will reach their ultimate size in 3 years time and the estimate overall coverage of the green facade will reach at least 80%.



Landscape

Detail Area - Poland Street Arrival Space

Poland Street marks the main arrival point to the Mobility Hub for most users and so ensuring a high quality streetscape is important. The streetscape is also required to be the most functional space with several access and loading requirements. Despite this, the use of high quality materials and specimen trees make the space feel welcoming and well-balanced.



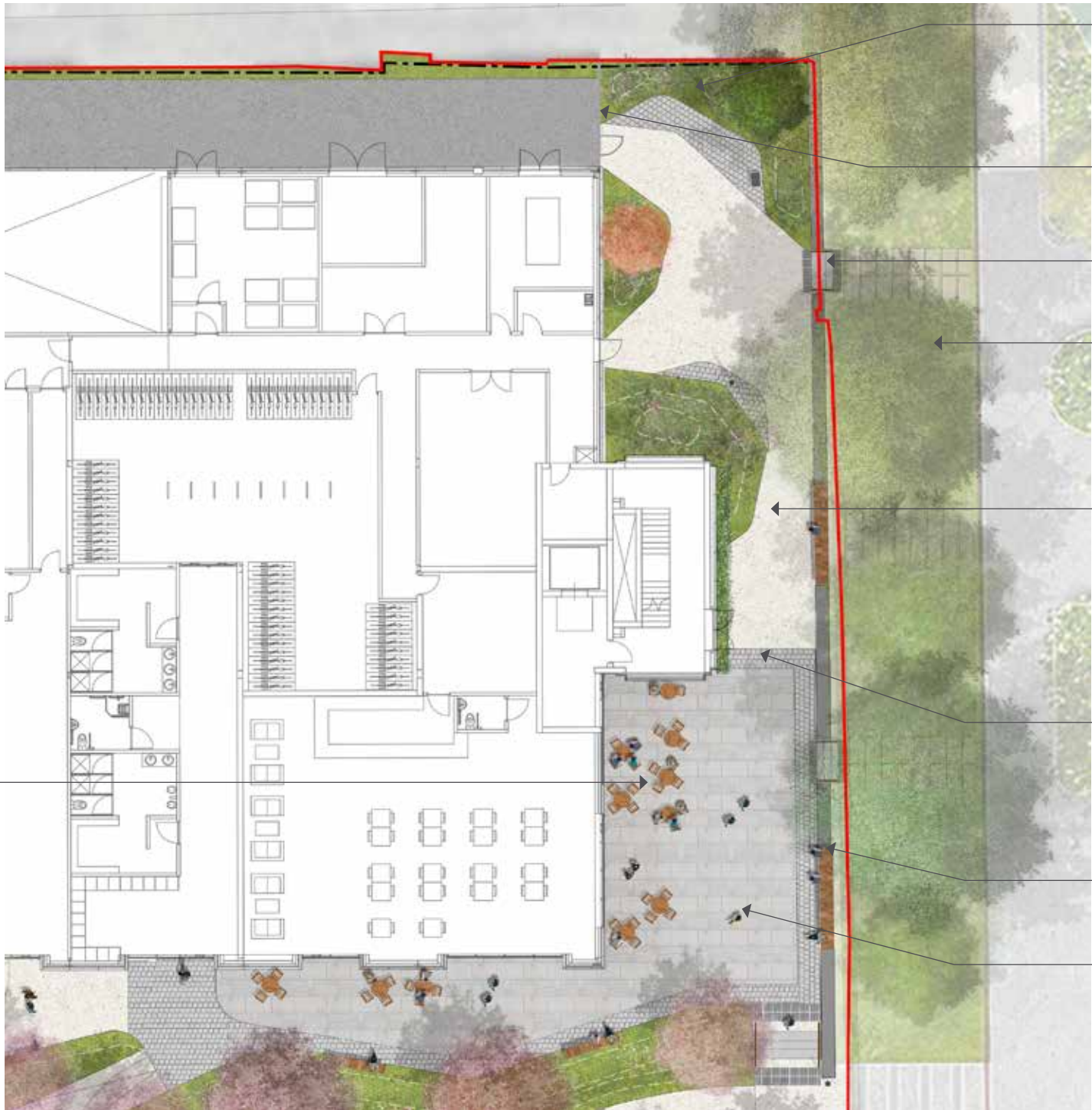
Landscape

Detail Area - Reflective Space

The northern section of public realm sits predominantly in shade so the planting palette has been adapted to provide a verdant look and feel with opportunities to rest and reflect with views into Ancoats Green. High quality stone has been proposed outside the F&B unit to define this space and give a premium feel.

A gabion wall address the level change into Ancoats Green with opportunities to sit on either side and overlook the Green. Informal access is also provided through the gabion wall to maintain a permeable edge.

Cafe Spillout



Flexible Space

Bespoke Gates and Fencing

Access to Ancoats Green

Existing Trees

Coloured Permeable Macadam

Reclaimed Setts

Gabion Basket Wall

Quartzite Flags

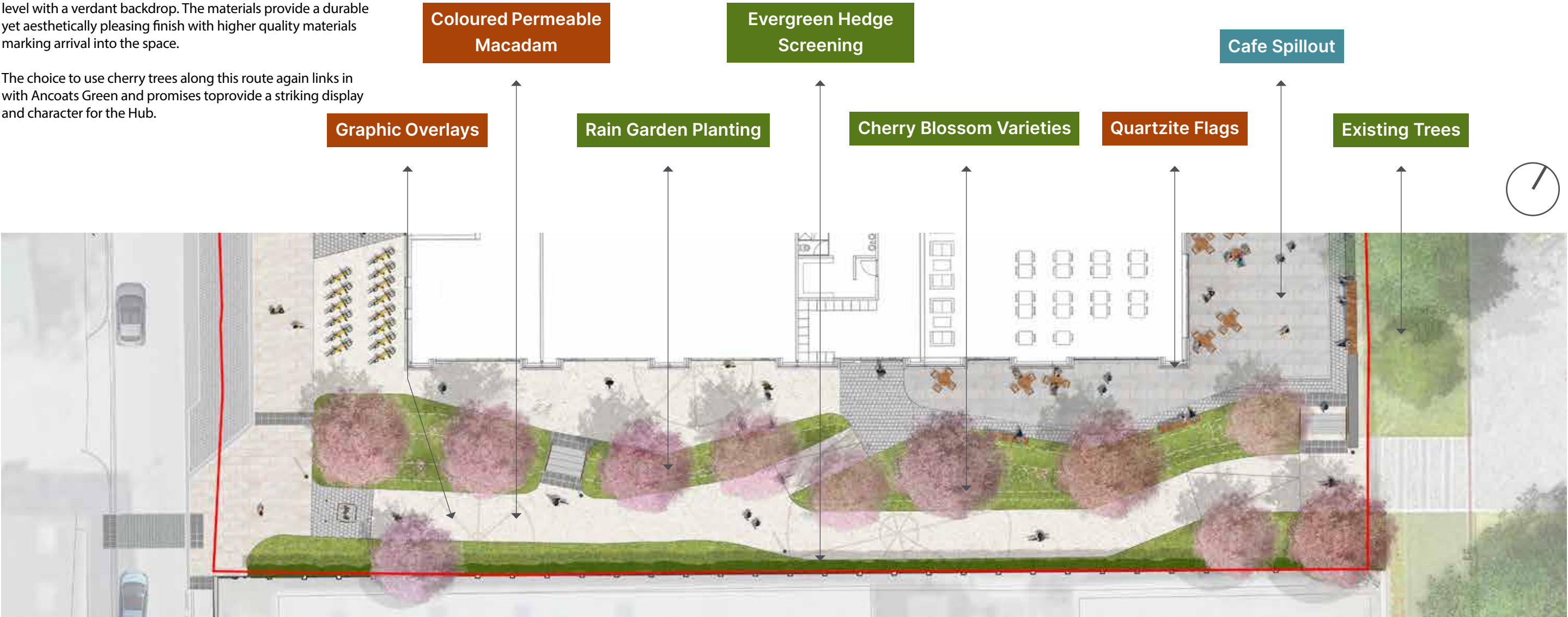
Landscape

Detail Area - Shared Route

The shared route acts as a conduit for cyclists and pedestrians into Ancoats Green. The provision of blossom trees, rain gardens and ornamental planting make this an enjoyable arrival into the Green. The route sits at a lower level to the building and so the rain gardens provide the additional function of taking up this level change, with stepped and level access maintaining permeability up to the commercial unit and cycle storage.

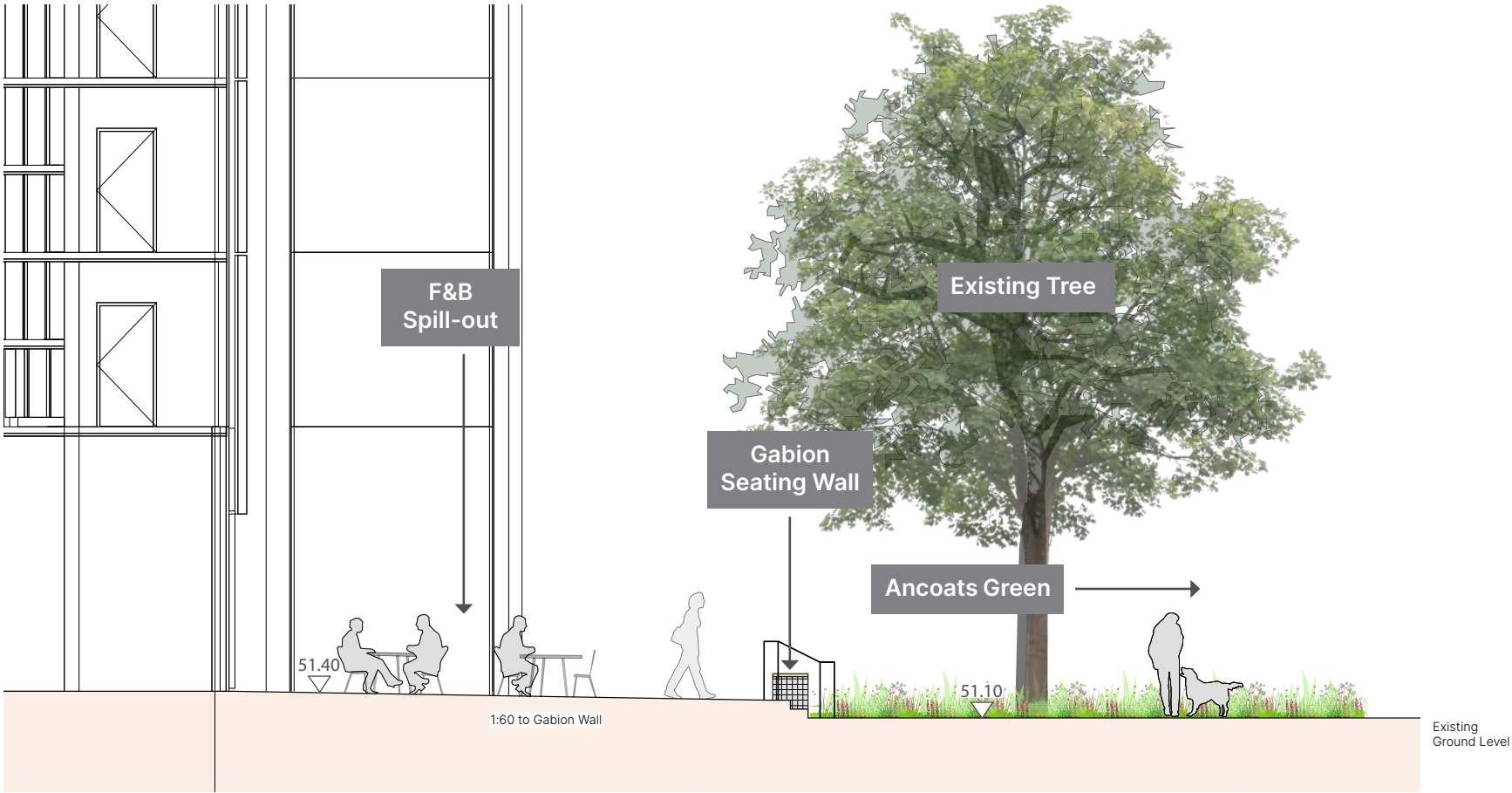
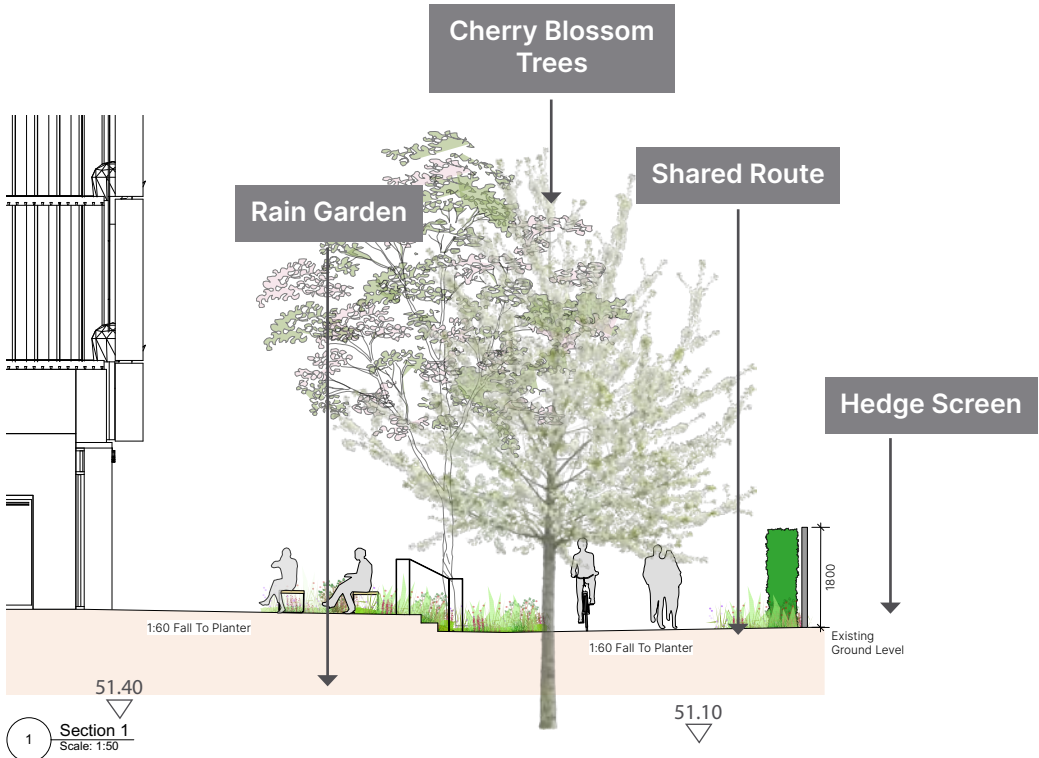
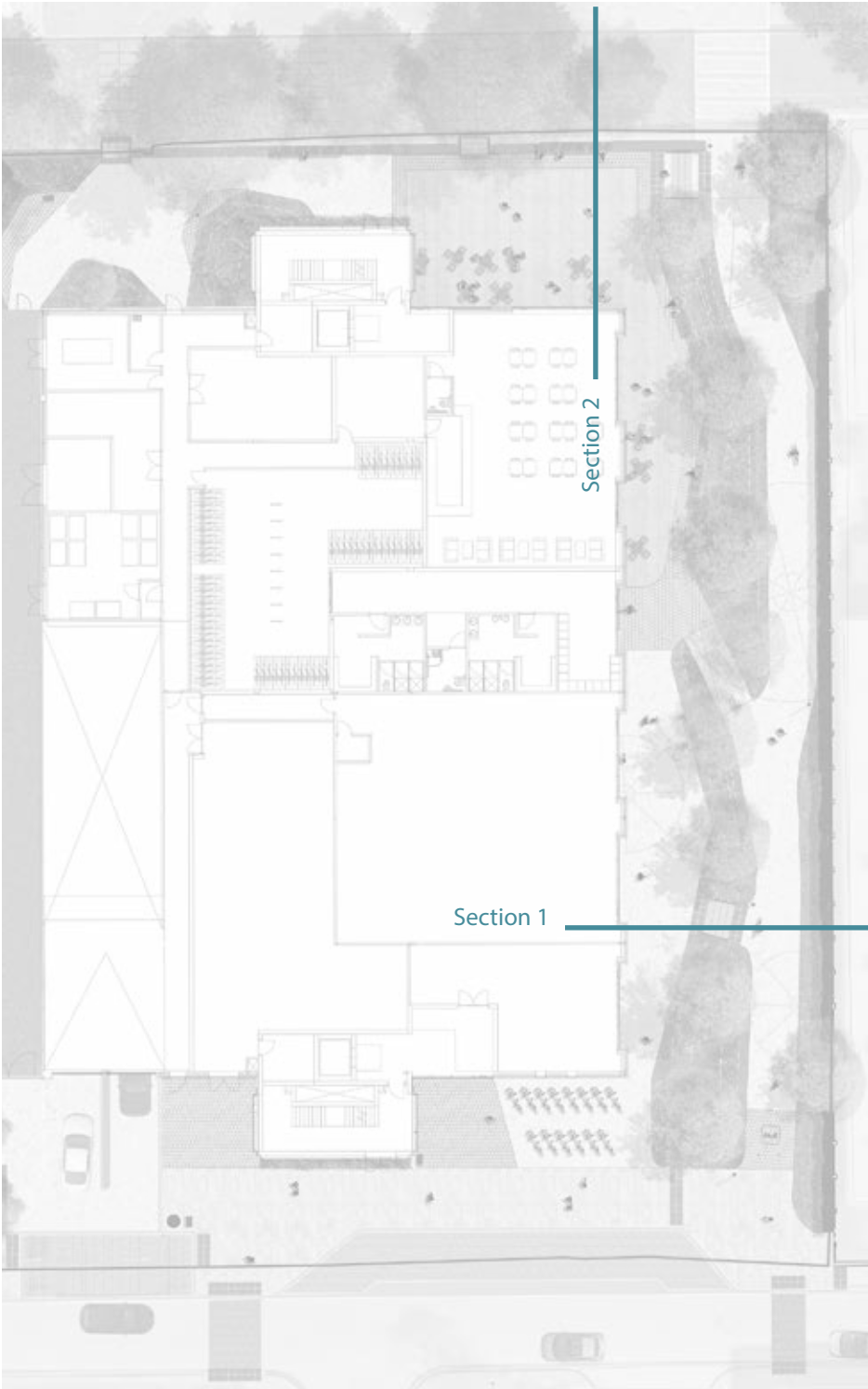
Timber seating offers opportunities to sit and rest at the upper level with a verdant backdrop. The materials provide a durable yet aesthetically pleasing finish with higher quality materials marking arrival into the space.

The choice to use cherry trees along this route again links in with Ancoats Green and promises to provide a striking display and character for the Hub.



Landscape

Site Sections



Landscape

Axonometric



6.0

Building Strategies

6.0 Building Strategies

6.1 Designing for Inclusion and Accessibility

The following diagram explains the approach taken in providing step free access to the building entrances. The building will be designed to be Part M compliant. Within the building itself a number of key features are included to ensure access for all:

- Lift access to all parking levels of the building provided in both cores. The West core will be the main general circulation core with the East core used if the West core lift is out of order.
- Part M compliant Disabled WC at ground level as part of the cycle hub changing facilities
- Disabled Refuge spaces included within stair cores
- Disabled Parking bays positioned closest to primary stair/lift core and positioned on flat surfaces
- 6% of all parking spaces provided as Disabled Parking bays. There are 24 disable car parking spaces distributed across the floor levels. 4 spaces per floor are located on Levels 1 to 6 and are positioned closest to the lift and stair core.

The proposed public realm, designed by Planit-ie, will provide level access and movement across the site.

In addition and in relation to MCC's DFA2 guidance:

- The disabled parking bays are designed in line with the requirements of DFA 2 and will be clearly signed.
- Headroom to the disabled parking bays is in excess of 2.6m.

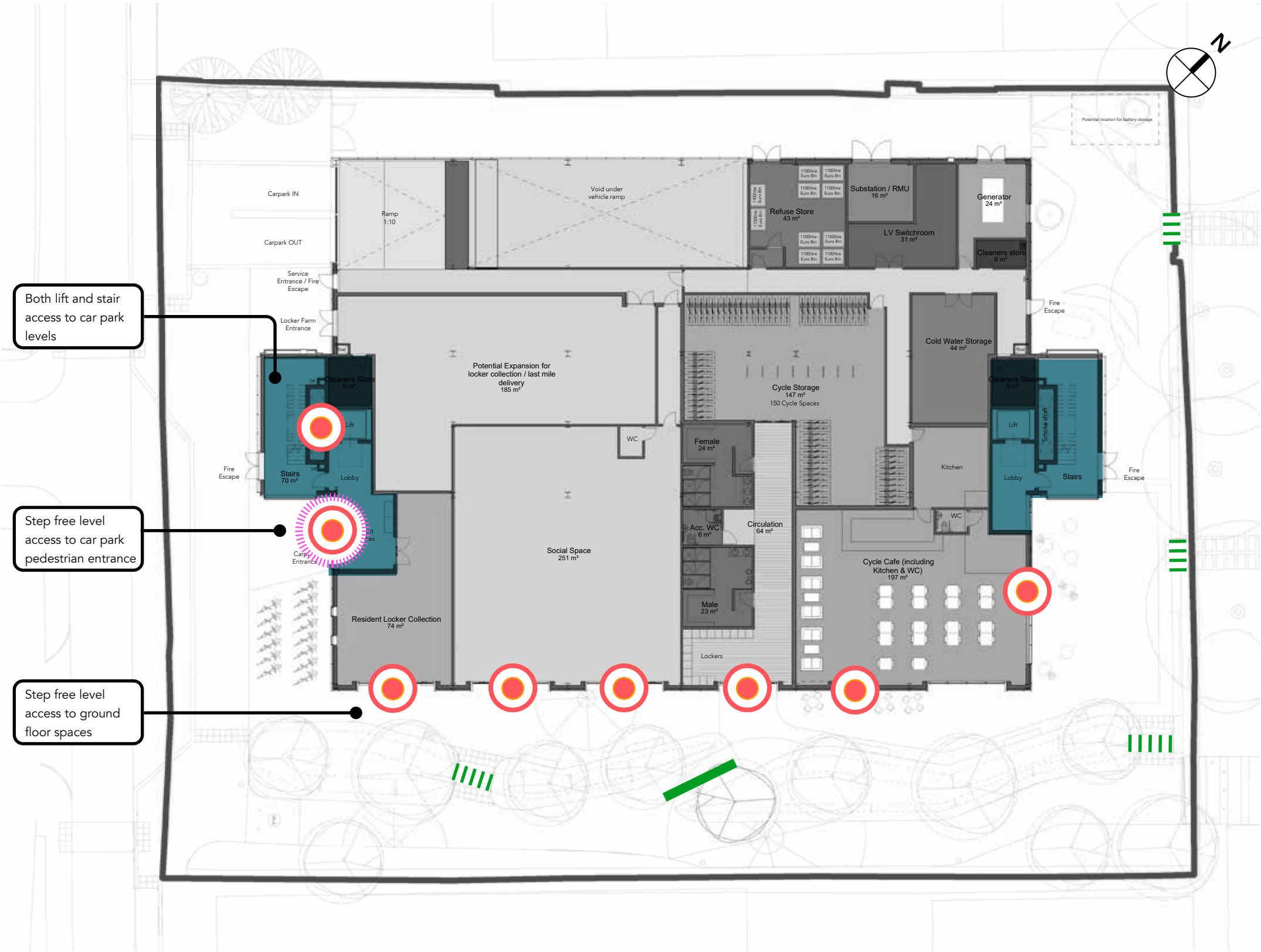
Key

Step free level access

Main Entrance

Stepped change in level

Ramped change in level



6.2 Movement and Access (Pedestrian and cycle)

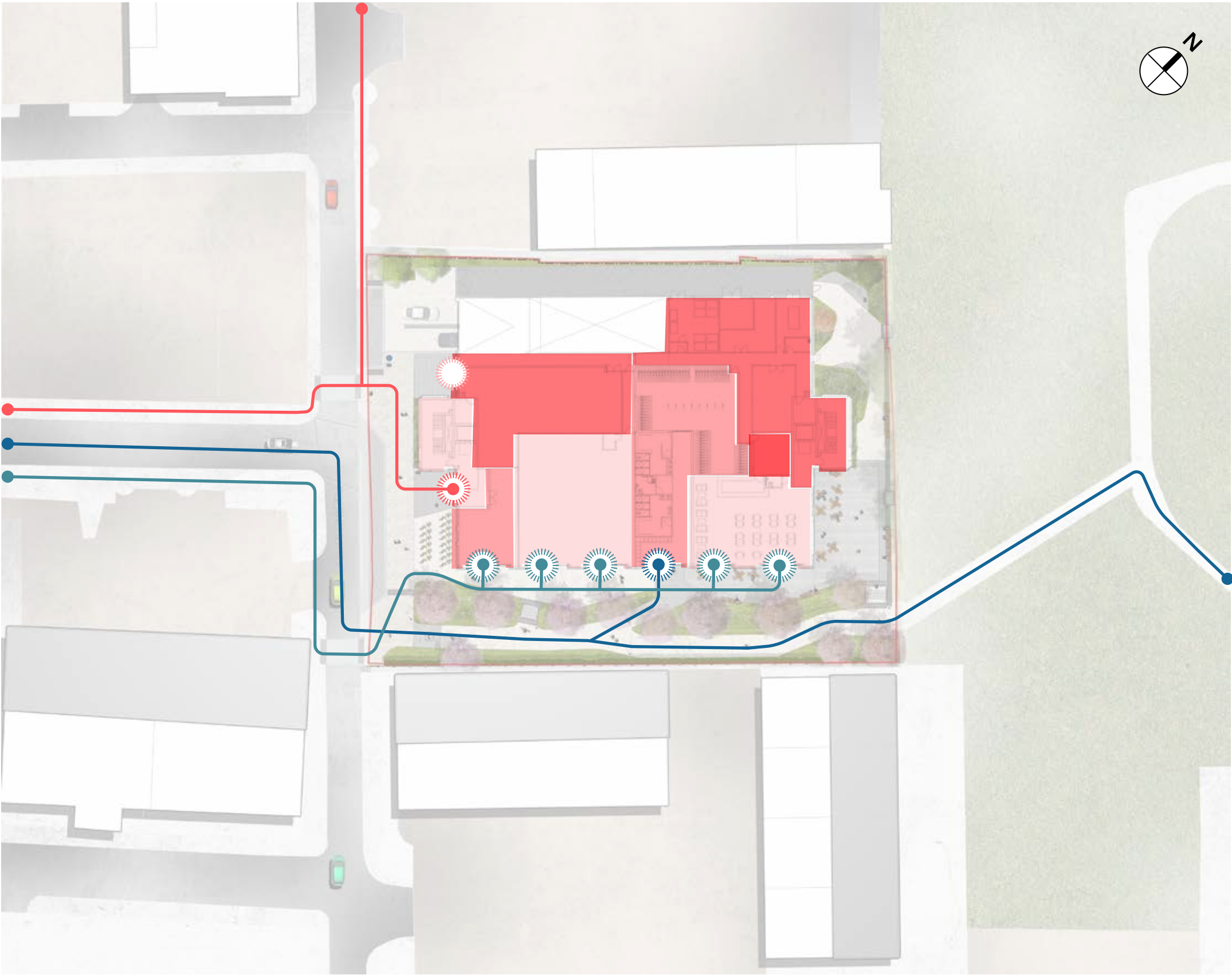
Public access to the building is proposed at the main stair/lift cores to the West core in addition to entrances along the pedestrian/cycle route. This is for both cycle and pedestrian access, with separate routes along the new street scape proposed within the public realm plans (Planit-IE).

Members only access for pedestrians and cyclists is proposed into the cycle hub (cycle storage and changing facilities), with access gained through use of a secure key card or key pad.

Access into the rear locker space and service corridor from Poland will be for authorised personnel only i.e. those working with the units itself or for access/maintenance into plant/MEP spaces.

Key

-  Authorised Personnel Only
-  Member Only Access
-  Public Access
-  Authorised access (Private)
-  Car Park Pedestrian Access (Public)
-  Commercial Pedestrian Access (Public) / Resident Locker (Member)
-  Cycle Hub /Resident Locker Pedestrian/ Cyclist Access (Member Only)



6.3 Movement and Access (Vehicle)

Vehicle movements are proposed to be contained within the West zone of the site, with access directly from Poland Street.

Vehicles entering and exiting the upper car park levels will utilise the proposed access ramp, which may be controlled by entry and exit barriers or simply an ANPR system monitoring entry/exit. Roller shutters will be installed to provide a secure barrier when required (low frequency use), however all entry controls will be subject to operator requirements which are still to be confirmed.

Vehicles servicing the locker areas or commercial units will utilise the layby on Poland Street. From here goods will be transported to the service entrance and distributed via the internal service corridor. The vehicles will continue along Poland Street to exit via the one way road system.

Key

-  Car Park Access / Route
-  Delivery Vehicle Route / Layby
-  Entry/ Exit barrier



6.4 Refuse Strategy

The main refuse store for commercial bins can be accessed by the commercial spaces, café operators and building management.

On collection days management will move the full bins to the collection point on Poland street. The route will be step free and will have a minimum width of 2m, ensuring adequate space for a bin to pass.

Waste collection for the Mobility Hub will be supervised by the on-site building management team and involves bins being brought out immediately prior to collection and returned immediately after and to ensure areas are kept clean.

The waste from the commercial unit will be collected by a licensed waste carrier in accordance with government legislation requiring the appropriate documentation to ensure that waste is disposed of in a hygienic and environmentally sustainable way.

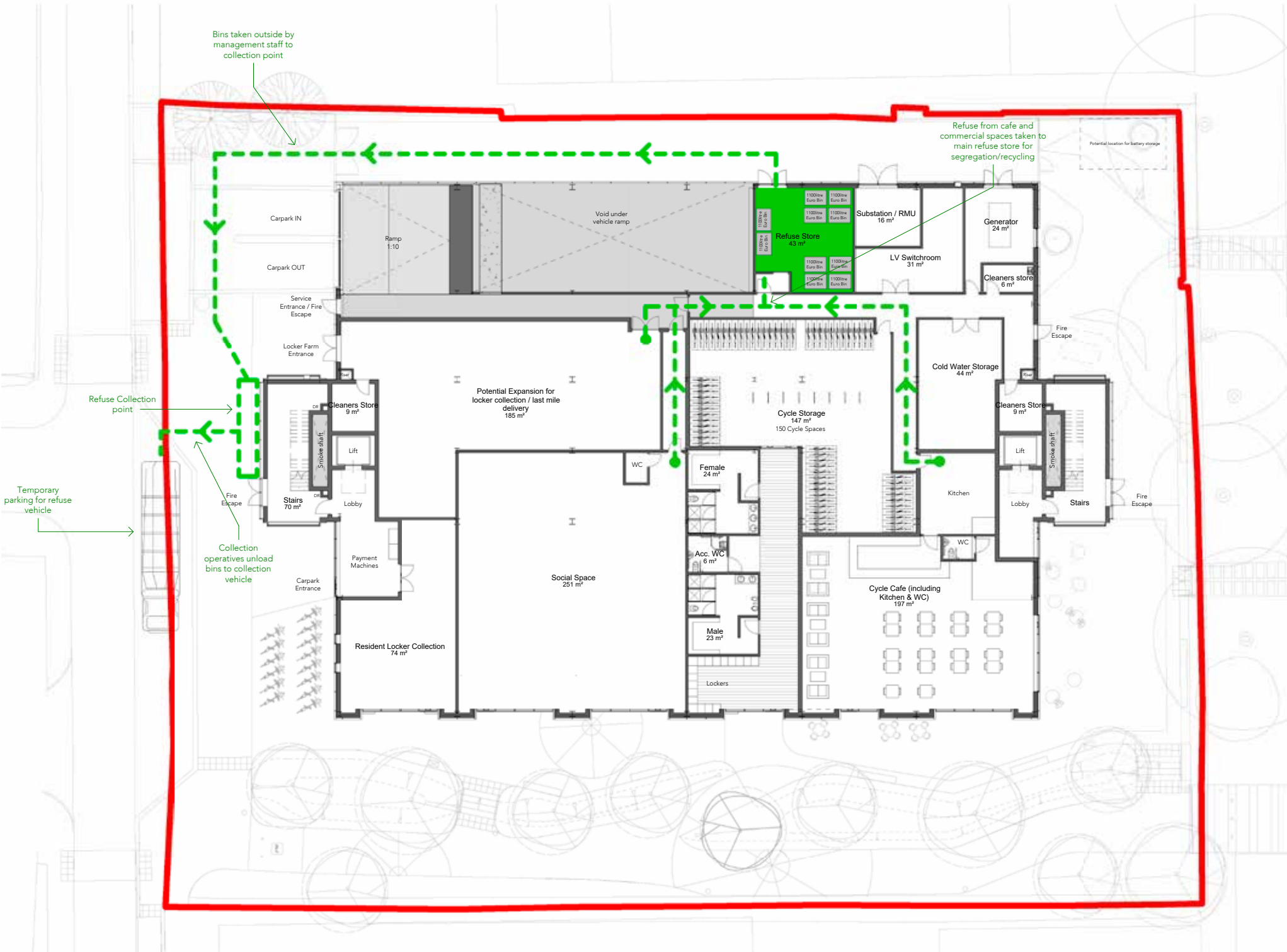
The waste forecast for the commercial spaces has been split into restaurant/café and retail using guidance document GD04: Waste Storage and Collection Guidance. The waste forecasts are therefore as follows:

Total waste volume = 11,020 litres per week *

The waste forecast and recycling proportions for the commercial spaces/ café/lockers are set out in the tables (right).

It should be noted that the General Refuse Waste Stream can be further subject to recycling post collection depending on the collector's waste recovery strategy.

*Note: Although MCC Environmental Health have been consulted (refer to correspondence) and a volume calculation of 1500 litres per 20 dining spaces, the waste forecast is based on a 'worst case' scenario with an occupancy ratio of 1.5m² per person.



KEY

- Commercial refuse route
- Commercial refuse collection point

6.5 Access and Maintenance

6.5.1 Roof Access and Maintenance

The roof level construction comprises of a reinforced insitu concrete slab laid over profiled metal decking.

The roof includes PV panels, RWP outlets, lift over runs, AOVs to the stairs and extracts to the smoke shafts.

The roof can be accessed via a fixed stair with access hatch accessed from the top landing of each stair core.

Uninterrupted, 1.0m wide demarcated walkways across the concrete roof slab are located around the perimeter of the roof area and also through the PV arrays which provide a safe route for maintenance operatives whilst the roof parapet / façade extends 1.1m high above the roof surface forming a protective barrier.

6.5.2 Facade Maintenance

The building façade is defined by several basic elements:

1. Ground floor elements

- a. South Elevation – mix of glazed doors & panels and solid metal panels
- b. North, East & West Elevations – mix of solid metal panels, metal doors and roller shutters
- c. Stair Cores – mix of glazed doors & panels and solid metal panels

Access & Maintenance - All Ground level façade areas will be accessed & maintained directly from ground level (with step ladders for higher elements where required).

2. Upper level elements

- a. South Elevation –The ‘Living Wall’ within planters at various predetermined locations across the elevation. The Living Wall will grow and mature through supporting feature mesh panels. The other elements to the South elevation included metal ‘fins’ running vertically across the elevation with fall protection barrier to a height of 1.1m from floor level. The remaining element of the façade is

- ‘open’ to fresh air (no infill) providing the necessary ventilation to the car park.
- b. North, East & West Elevations - metal ‘fins’ running vertically across the elevation with fall protection barrier to a height of 1.1m from each floor level. The remaining element of the façade is ‘open’ to fresh air (no infill) providing the necessary ventilation to the car park.
- c. Stair Cores – a mix of ‘Green Wall’ planting modules, metal panels and glazing throughout the height of the cores.

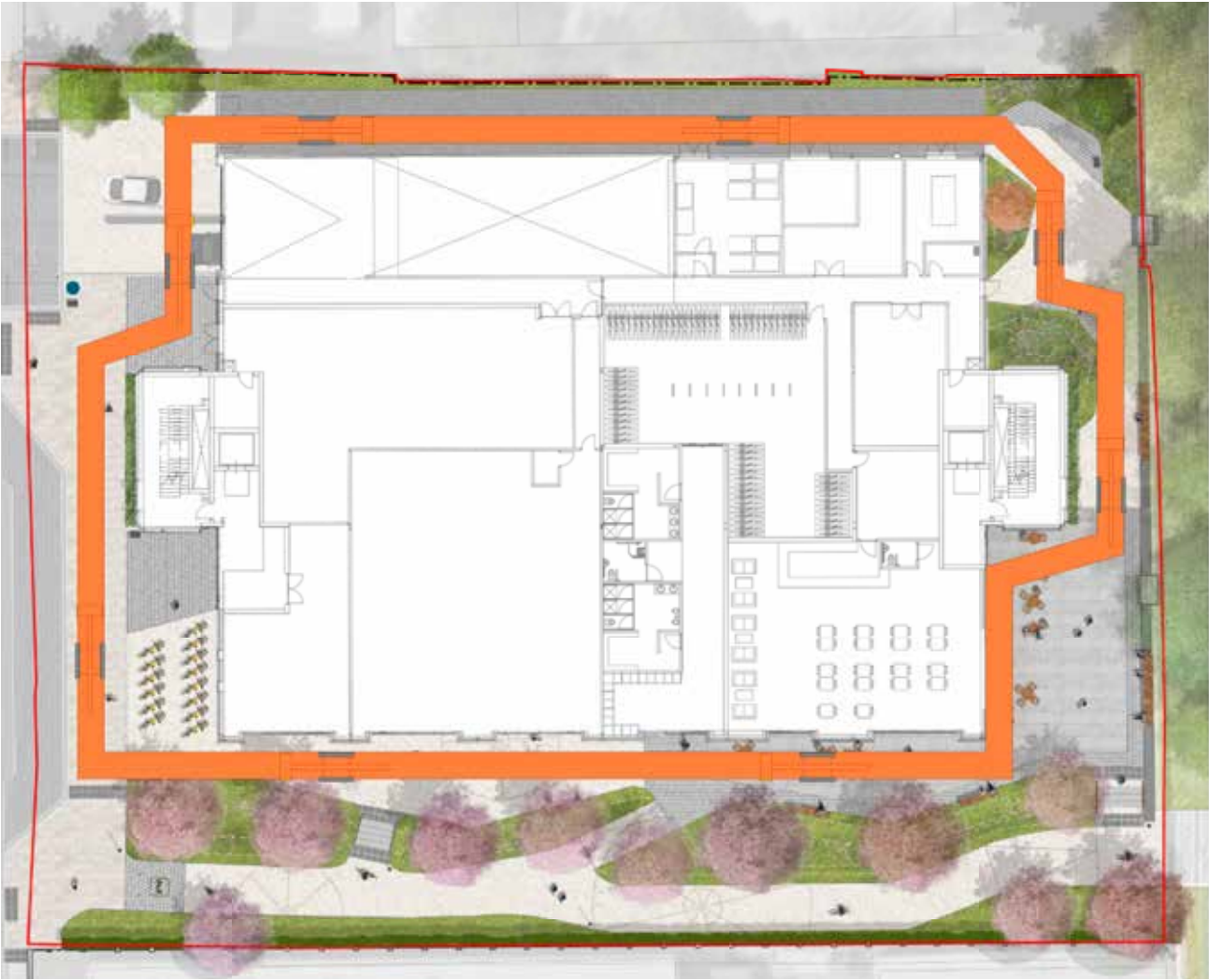
Access & Maintenance - All upper level areas of the façade will be maintained via a mobile boom platform.

6.5.3 Suitable mobile platform

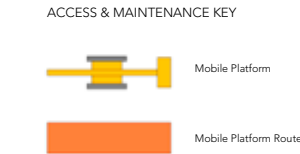
Hinowa LightLift 33.17 – this is a diesel powered, tracked platform with a working height of 32.50m, a horizontal reach of 16.50m and an ‘up & over’ reach of 17.0m

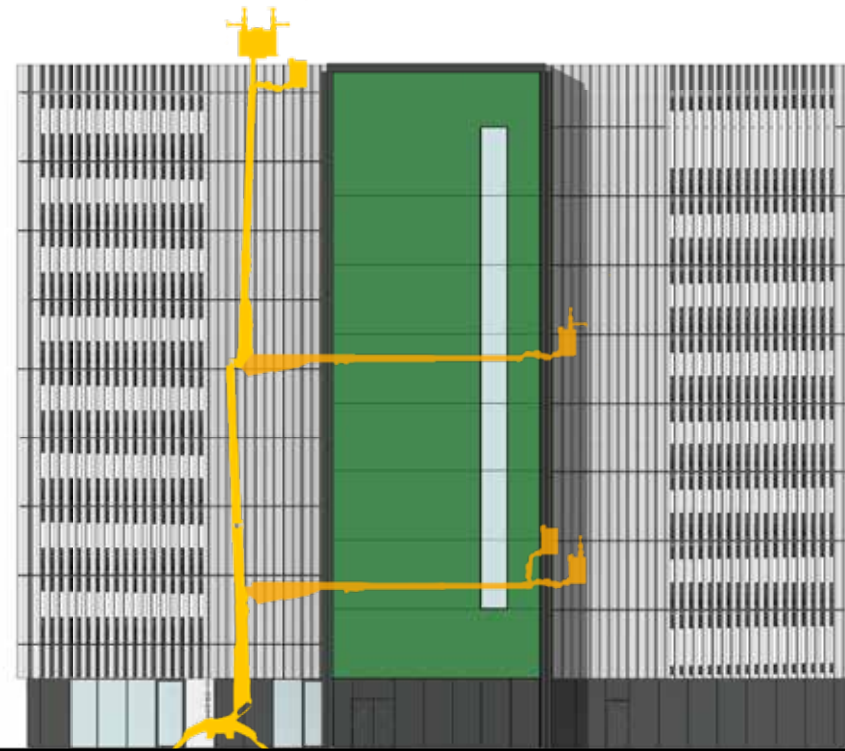
The tracking routes for the mobile platform are illustrated in the adjacent plan.

The mobile platforms will be moved along the hard landscape areas around the perimeter of the building to the required points of access.

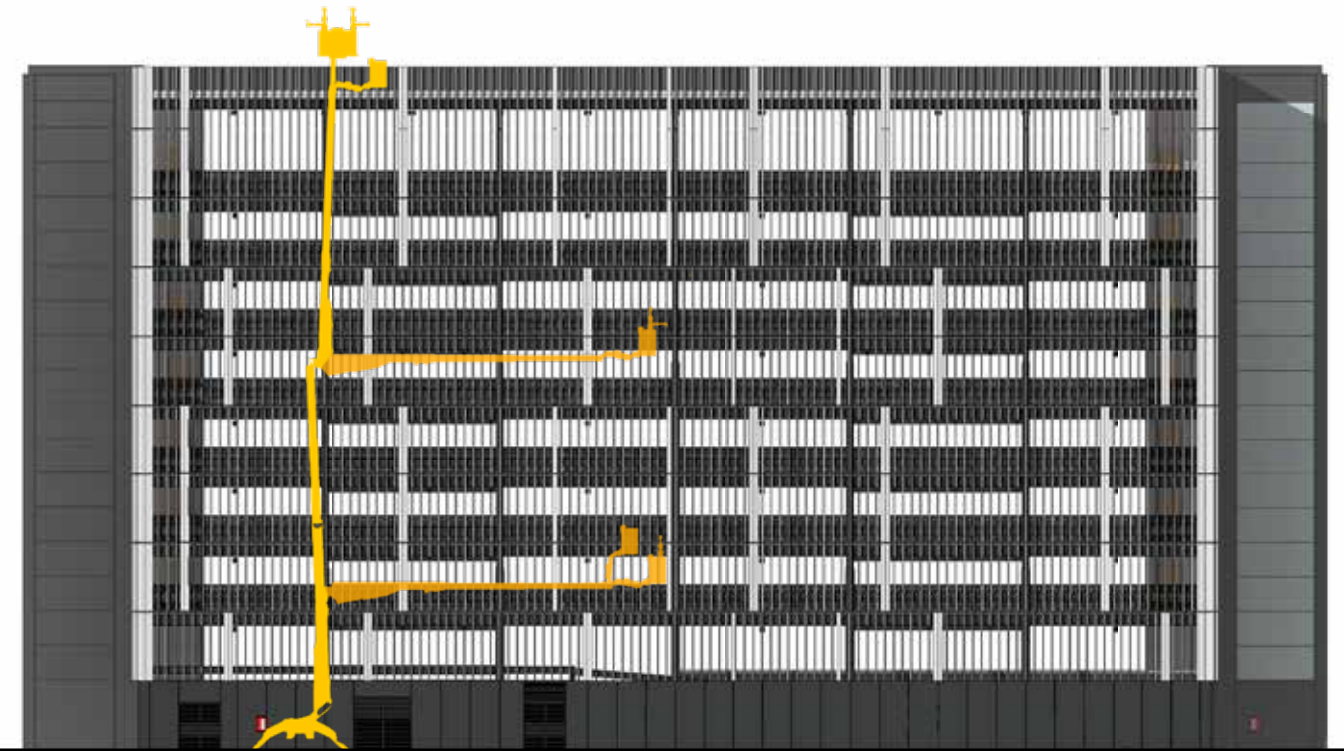


Access and Maintenance Plan





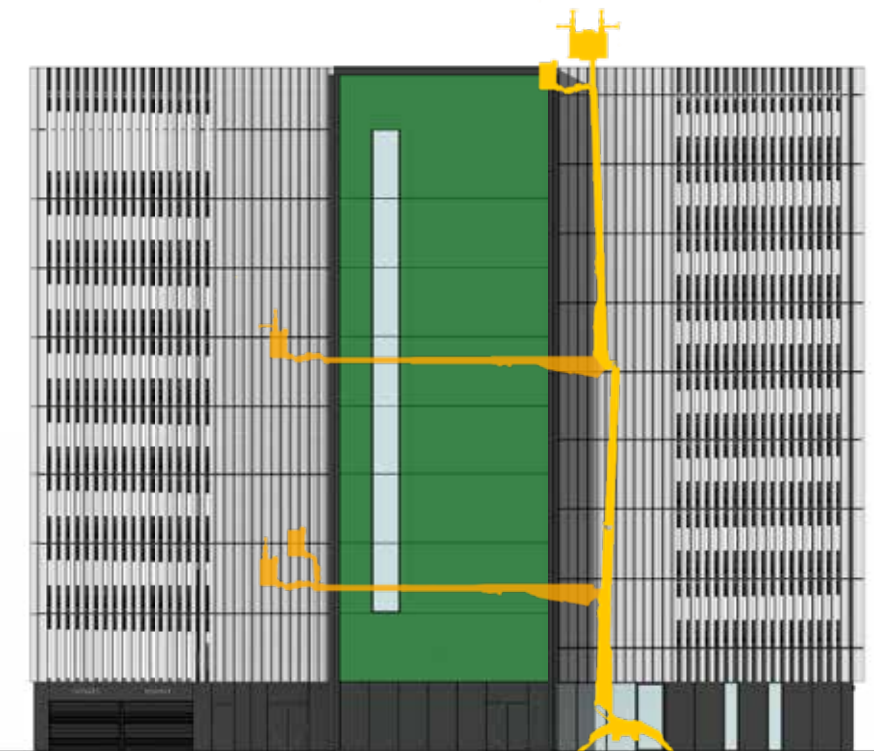
East Elevation indicating mobile platform



North Elevation indicating mobile platform



South Elevation indicating mobile platform



West Elevation indicating mobile platform

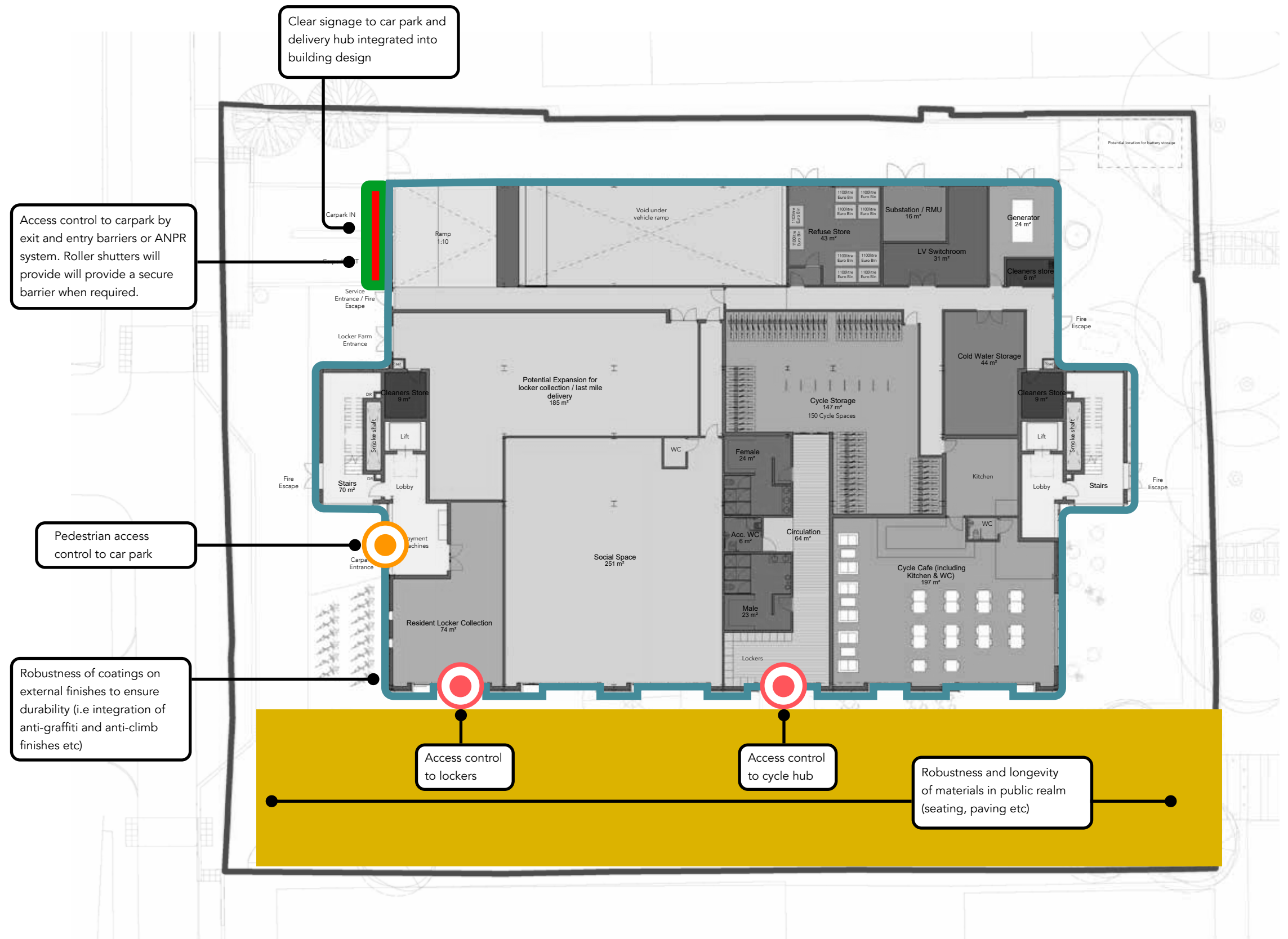
6.6 Security

Following discussions with Greater Manchester Police (GMP), a number of recommendations were noted for implementation into the design from a security perspective including:

- The car park should include access controls on all entrances- vehicular and pedestrian. Access should only be available to those holding an appropriate permit/ticket. Electronically operated barriers should secure the vehicles entrance and exist, whilst electronic locks should secure the pedestrian doors.
- All external pedestrian doors should include door closers which fully engage with locking mechanisms upon closure
- Help points should be positioned on each floor so that users of the facility can speak to a member of the security team if necessary (i.e in the case of an emergency)
- The car park should be illuminated in accordance with BS 5489
- Parking bays should be large generous enough to accommodate large vehicles to reduce the potential for conflict between users
- Clear signage to car park and delivery hub integrated into the building design to direct traffic and pedestrians to the appropriate exit
- There should be a comprehensive CCTV system covering the parking facility
- Access in to staff only areas should be restricted to staff
- Robustness of coatings to external finishes
- Robustness of materials in the public realm

The above points have been accommodated in the design and will continue to inform the scheme as the scheme develops into Tender and Construction Information.

A separate Crime Impact Statement (CIS) which has been updated based on the proposals has prepared by Greater Manchester Police is provided as part of this application.



7.0

Operation and Management

8.0

Amount and Use

8.0 Amount and Use

8.1 Schedule of Accommodation

Ground Floor (NET Internal Area)		Area sq/m
Delivery Hub	Resident Locker Collection*	74
	Locker Farm*	185
Cycle Hub	Lockers + Circulation*	64
	Changing and WC's*	53
	Cycle Storage	148
Commercial Units	Cycle café/kitchen/WC*	197
	Social Space*	251
BOH Spaces	Refuse Store	43
	Cold Water Storage	44
	Generator	24
	Substation/RMU	16
	LV Switchroom	31
	Cleaners Stores	24
Stair / Lift Core	Stair lobbies	42
	Stairs	33
	Lifts (both)	10
	Smoke shafts (both)	10
	Service Corridor	94
Total (NET Internal Area)		1,343
Total (Gross Internal Area)		1,442

Spaces in thermal line (denoted with an *)	824
--	-----

Upper Car Park Levels										Area sq/m (GIA)	
	Motorbike Bays	Accessible Bays RapidEV	Fast EV	Rapid EV	Accessible Bays Fast EV	Standard Bays	Accessible Bays	Total (Parking)	Total (Including Motorbike bays)	Stair/Lift Core	Carpark
Level 1	6	1	0	6	0	19	1	27	33	126	1,038
Level 2	0	0	13	0	1	37	3	54	54	126	1,516
Level 3	0	0	13	0	1	37	3	54	54	126	1,516
Level 4	0	0	13	0	1	37	3	54	54	126	1,516
Level 5	0	0	13	0	1	37	3	54	54	126	1,516
Level 6	0	0	13	0	1	37	3	54	54	126	1,516
Level 7	0	0	15	0	0	39	0	54	54	126	1,516
Level 8	0	0	15	0	0	42	0	57	57	126	1,516
Total	6	1	95	6	5	285	16	408	414	1008	11,650

Summary Total Development GIA		sq/m
Ground Floor		1,442
Upper Level Stair cores (8 Levels)		1,008
Upper Level Carpark areas (8 Levels)		11,650
Total Development GIA (including parking areas)		14,100
Total Development GIA (excluding parking areas)		2,450

9.0

Planning Drawing Register

9.0 Planning Drawing Register

Planning Approved Drawings				Section 73 Application Drawings			
Drawing Number	Revision	Drawing Name	Scale	Drawing Number	Revision	Drawing Name	Scale
9032-BA-XX-00-DR-A-(01)000	P0	Site Location Plan	1:1250@A2	N/A			
9032-BA-XX-00-DR-A-(01)001	P0	Existing Site Plan	1:200@A2	N/A			
9032-BA-XX-00-DR-A-(01)002	P0	Demolition Plan	1:200@A2	9032-BA-XX-XX-DR-A-(01)900	01	Demolition Plan	1:200@A2
9032-BA-XX-00-DR-A-(04)000	P0	Ground Floor GA Plan	1:200@A2	9032-BA-XX-00-DR-A-(04)900	02	Ground Floor GA Plan	1:200@A2
9032-BA-XX-01-DR-A-(04)001	P0	First Floor GA Plan	1:200@A2	9032-BA-XX-01-DR-A-(04)901	02	First Floor GA Plan	1:200@A2
9032-BA-XX-02-DR-A-(04)002	P0	Second Floor GA Plan	1:200@A2	9032-BA-XX-02-DR-A-(04)902	02	Second Floor GA Plan	1:200@A2
9032-BA-XX-03-DR-A-(04)003	P0	Third Floor GA Plan	1:200@A2	9032-BA-XX-03-DR-A-(04)903	02	Third Floor GA Plan	1:200@A2
9032-BA-XX-04-DR-A-(04)004	P0	Fourth Floor GA Plan	1:200@A2	9032-BA-XX-04-DR-A-(04)904	02	Fourth Floor GA Plan	1:200@A2
9032-BA-XX-05-DR-A-(04)005	P0	Fifth Floor GA Plan	1:200@A2	9032-BA-XX-05-DR-A-(04)905	02	Fifth Floor GA Plan	1:200@A2
9032-BA-XX-06-DR-A-(04)006	P0	Sixth Floor GA Plan	1:200@A2	9032-BA-XX-06-DR-A-(04)906	02	Sixth Floor GA Plan	1:200@A2
9032-BA-XX-07-DR-A-(04)007	P0	Seventh Floor GA Plan	1:200@A2	9032-BA-XX-07-DR-A-(04)907	02	Seventh Floor GA Plan	1:200@A2
9032-BA-XX-08-DR-A-(04)008	P0	Roof Plan (Lower)	1:200@A2	9032-BA-XX-08-DR-A-(04)908	02	Eighth Floor GA Plan	1:200@A2
9032-BA-XX-08-DR-A-(04)009	P0	Roof Plan (Upper)	1:200@A2	9032-BA-XX-09-DR-A-(04)909	02	Roof GA Plan	1:200@A2
9032-BA-XX-00-DR-A-(04)010	P0	Site GA Plan	1:500@A2	9032-BA-XX-00-DR-A-(04)910	02	Site GA Plan	1:500@A3
9032-BA-XX-00-DR-A-(05)001	P0	North Elevation	1:200@A2	9032-BA-XX-XX-DR-A-(05)900	01	North Elevation	1:200@A2
9032-BA-XX-00-DR-A-(05)002	P0	East Elevation	1:200@A2	9032-BA-XX-XX-DR-A-(05)901	01	East Elevation	1:200@A2
9032-BA-XX-00-DR-A-(05)003	P0	South Elevation	1:200@A2	9032-BA-XX-XX-DR-A-(05)902	01	South Elevation	1:200@A2
9032-BA-XX-00-DR-A-(05)004	P0	West Elevation	1:200@A2	9032-BA-XX-XX-DR-A-(05)903	01	West Elevation	1:200@A2
9032-BA-XX-00-DR-A-(05)005	P0	Street Elevations	1:500@A3	9032-BA-XX-XX-DR-A-(05)904	01	Street Elevations	1:500@A3
9032-BA-XX-00-DR-A-(05)010	P0	Bay Elevation - South	1:20@A1	9032-BA-XX-XX-DR-A-(05)905	01	Bay Elevation - South	1:20@A1
9032-BA-XX-00-DR-A-(05)011	P0	Bay Elevation - Stair cores	1:20@A1	9032-BA-XX-XX-DR-A-(05)906	01	Bay Elevation - Stair cores	1:20@A1
9032-BA-XX-00-DR-A-(05)012	P0	Bay Elevation - North	1:20@A1	9032-BA-XX-XX-DR-A-(05)907	01	Bay Elevation - North	1:20@A1
9032-BA-XX-00-DR-A-(06)002	P0	Proposed Sections A-A & B-B	1:200@A2	9032-BA-XX-XX-DR-A-(06)900	01	Proposed Sections A-A & B-B	1:200@A2
9032-BA-XX-00-DR-A-(06)003	P0	Proposed Ssections C-C & D-D	1:200@A2	9032-BA-XX-XX-DR-A-(06)901	01	Proposed Sections C-C & D-D	1:200@A2
9032-BA-XX-00-DR-A-(09)001	P0	Accommodation Schedule	NTS@A3	Refer to Addendum document			
				9032-BA-XX-XX-DR-A-(07)900	01	CGI - George Leigh Street	NTS@A3
				9032-BA-XX-XX-DR-A-(07)901	01	CGI - Poland Street	NTS@A3
				9032-BA-XX-XX-DR-A-(07)902	01	CGI - Ancoats Green	NTS@A3
				9032-BA-XX-XX-DR-A-(07)903	01	CGI - Poland Street South	NTS@A3
				9032-BA-XX-XX-DR-A-(07)904	01	CGI - South Elevation	NTS@A3
				9032-BA-XX-XX-DR-A-(21)900	01	Sample Panel Drawing	1:50@A3

Planning Approved Document		Section 73 Application Document	
Document Name	Version	Document Name	Version
Crime Impact Statement 10/05/22	C	Crime Impact Statement - 18/11/22	B
Acoustic Statement	D	Acoustic Statement	G
Waste Management Strategy	1	Waste Management Strategy	3

Additional Application Documents	
Document Name	Version
Design and Access Statement Addendum	2
Transport Technical Note	3
70104584 SK01 100223 - Swept Path Refuse	A
70104584 SK01 100223 - Public Realm	A
70104584 SK01 100223 - Swept Path Loading	A

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