



1NQ BLOCK 1 & 2 MANCHESTER

DESIGN & ACCESS STATEMENT

8198-LRW-XX-XX-PP-A-00-005_P03 | DECEMBER 2022

PREPARED BY
LeachRhodesWalker
Architects

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LEACH RHODES WALKER ARCHITECTS | ARCHITECTURE | ID, 3D & GRAPHICS

NQ
MANCHESTER

DESIGN & CONSTRUCTION | DECEMBER 2022

1.0 Introduction

1.0 Introduction

1.1 Introduction

This Design and Access Statement has been prepared by Leach Rhodes Walker Architects, on behalf of Axis Real Estate and Marco Living Ltd in support of the full planning application for a residential development in Manchester.

The scheme proposes a high-quality apartment proposal comprising of two buildings of varying heights, with a mix of one, two and three bed units, associated communal amenity space, hard and soft landscaping, servicing, plant and secure residents' cycle parking.

The document presented is a culmination of many months' work by the team to create a high-quality development in the heart of Manchester City Centre.

The proposals and design principles stated in this document have been developed through pre-application meetings and discussions with Manchester City Council (MCC) officers to ensure that the appropriate strategy, design and technical approach have been undertaken prior to the application being submitted.

The structure and content of this statement has been informed by 'Design and Access Statement; how to write, read and use them' (CABE 2006). The context of the site has been carefully considered, and this has identified the constraints and opportunities this presents, and the proposal is a consolidated response to this analysis.

The accompanying documents associated with this submission will be as follows:

- Planning Statement
- Ecological Appraisal
- Environmental Standards (Energy) Statement
- Flood Risk and Drainage Strategy
- Noise and Vibration Assessment
- Transport Statement and Travel Plan
- Wind Assessment
- TV Reception
- Daylight and Sunlight Assessment
- Heritage Statement
- Crime Impact Statement

The format of the design statement starts with a summary of site location and context followed by a commentary of the design development and the scale, massing and appearance on which the proposal is based.

2.0 Team

2.0 Team

Client

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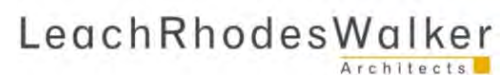
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2.0 Team

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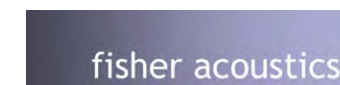
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3.0 Site Analysis

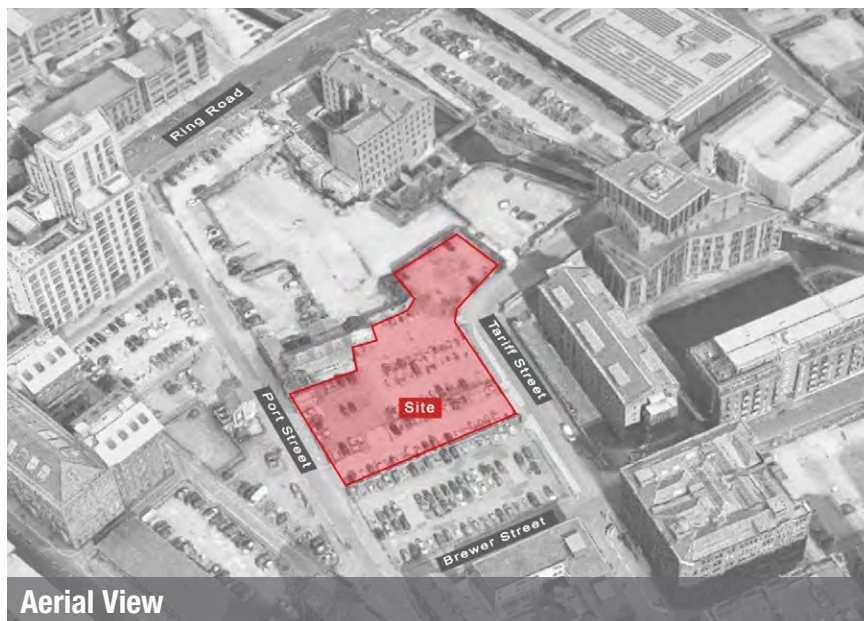
3.0 Site Analysis

Wider Urban Context

The site sits within the city centre core, on the northeast side of the city, within the orbital inner ring road (Mancunian Way) and in an established and thriving part of the city centre, which has seen regeneration and many new city centre apartments schemes emerge.

The development site is bounded by Port Street and Tariff Street on the north – south axis with an existing car park to the east and west. It is currently a surface car park of approximately 0.31 hectares in size.

Due to the site's location, it is highly accessible to and from the city centre and subsequently leaving the city, there are great connections via the inner ring road to various parts of the country. It is also highly accessible through other methods of transport which is further discussed in the connectivity section later in the document.



3.0 Site Analysis

Building Uses

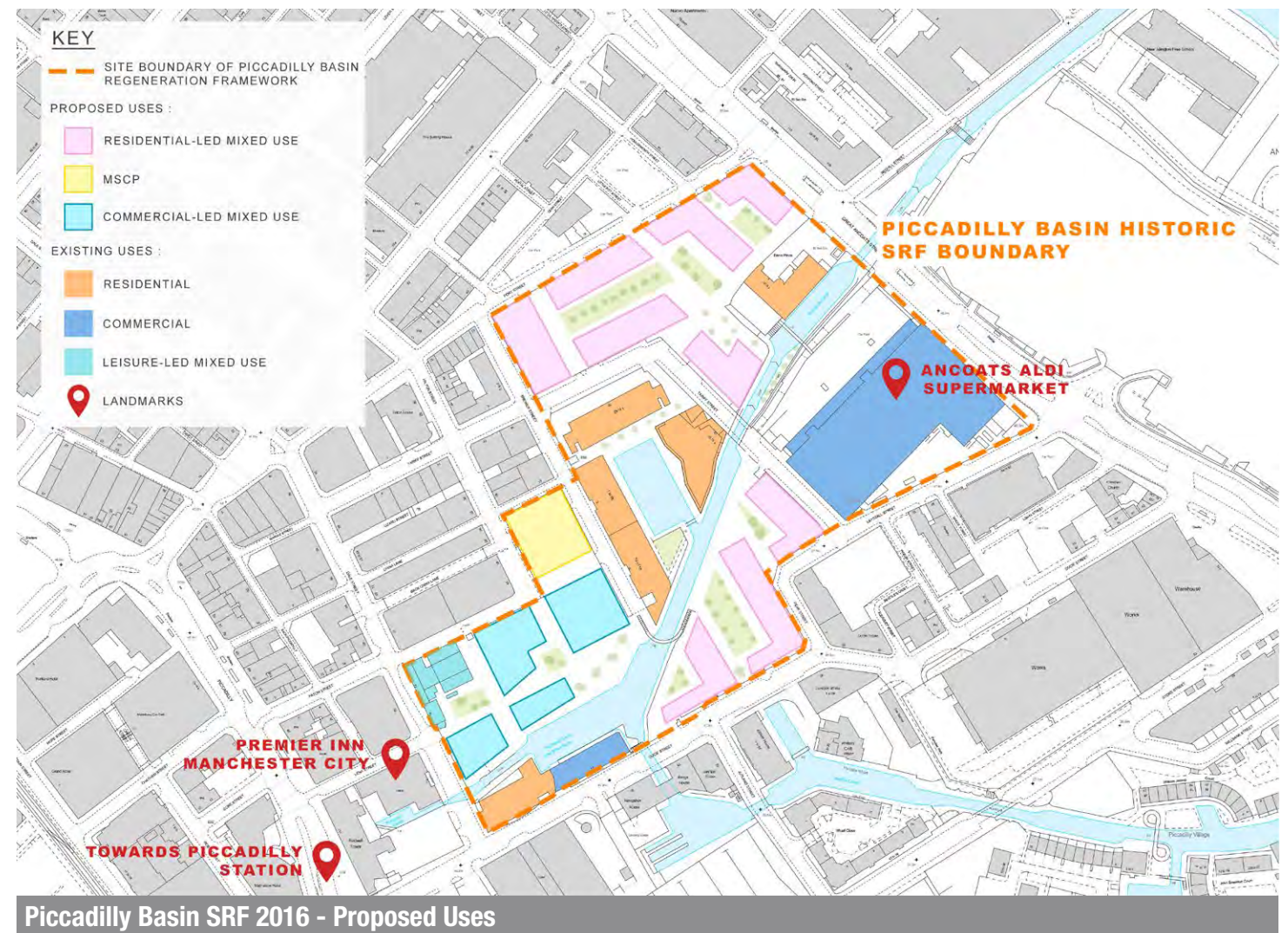
With the site's prominent location in the city centre, there is a range of surrounding buildings of different uses, and these are predominately residential to the east and leisure / retail to west. There are several empty plots in the immediate context, with proposals for a mix of uses on these sites, with larger scale buildings proposed on these. The adjacent surface car park plot to the east of the site has recently received planning approval for a 11 to 33-storey residential development. These emerging proposals have been considered in the development of this proposal.

The area has seen significant change in recent years with new development of high-quality, making this a sustainable location to live, work and play.

The proposal for a residential development will fit within the emerging Manchester's cityscape and in keeping with the Piccadilly Basin Strategic Regeneration Framework.



Building Uses

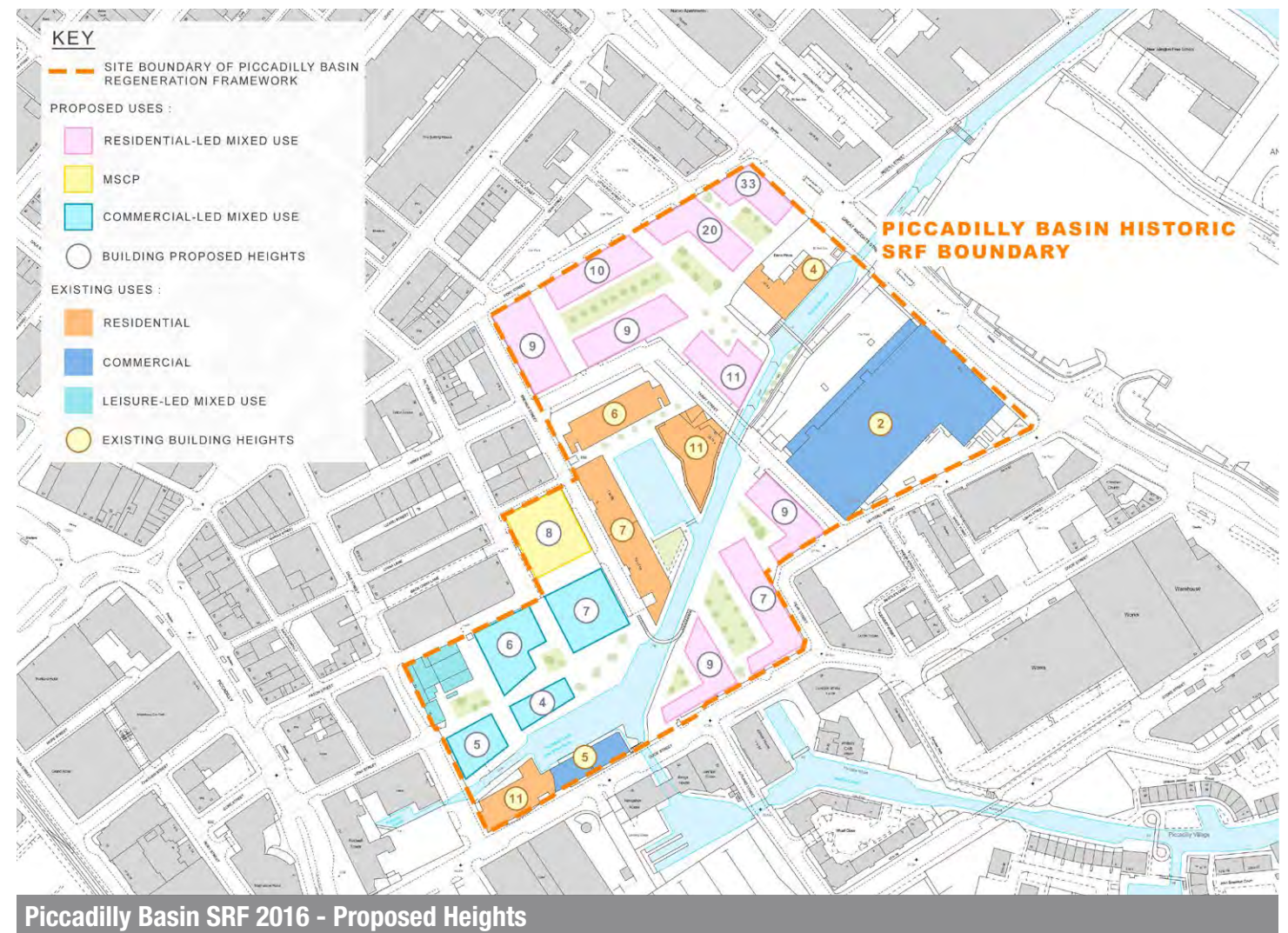
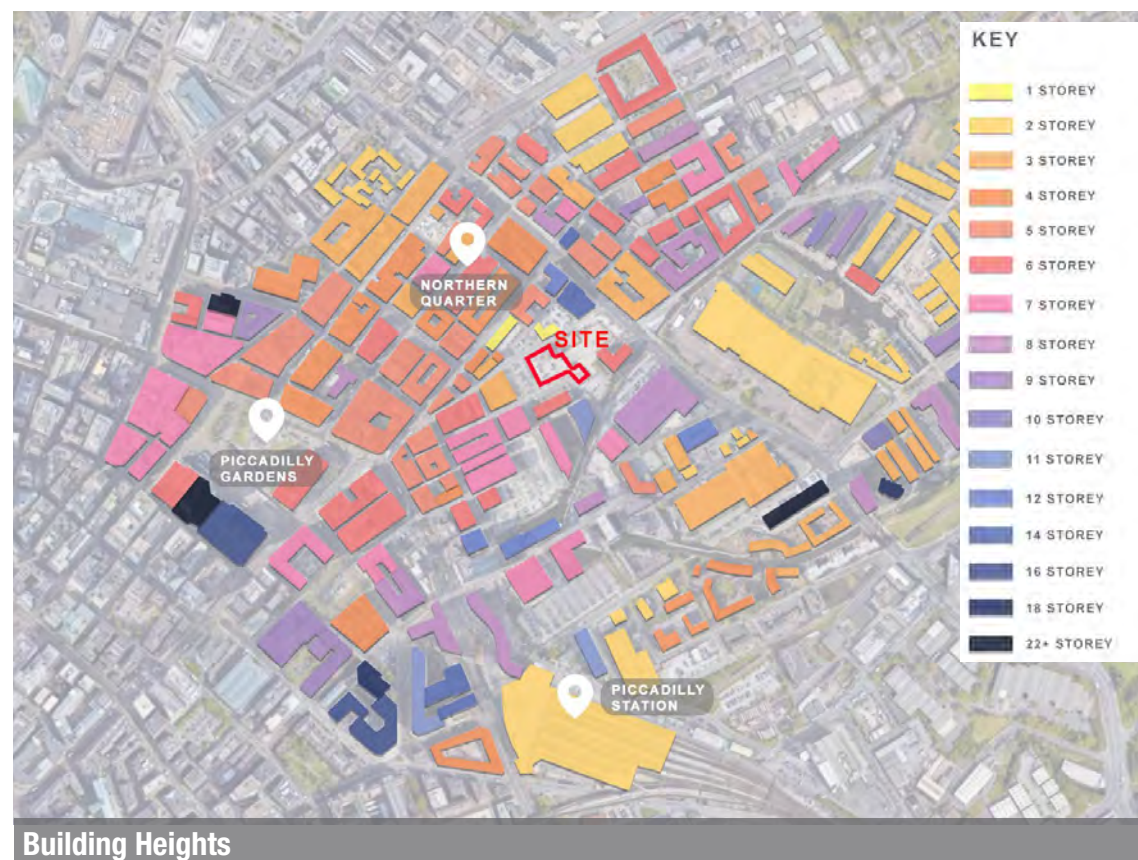


Piccadilly Basin SRF 2016 - Proposed Uses

3.0 Site Analysis

Building Heights

The site sits in an area of building heights currently varying between 3 to 15 storeys with the recently approved 11 to 33-storey residential development to the east of the proposed site and to the various developments to the southeast varying from a 10-storeys residential currently onsite to a 20-storey hotel pre-planning.



3.0 Site Analysis

Adjacent Planning Approved Scheme

To the East is the approved development; Affinity Living, a part 11 to 33 storey residential development. Our proposal is to tie in with the adjacent proposal with careful considerations towards the building footprint and how it sits within public realm in the wider context, site interfaces, key nodes and vistas and materials.

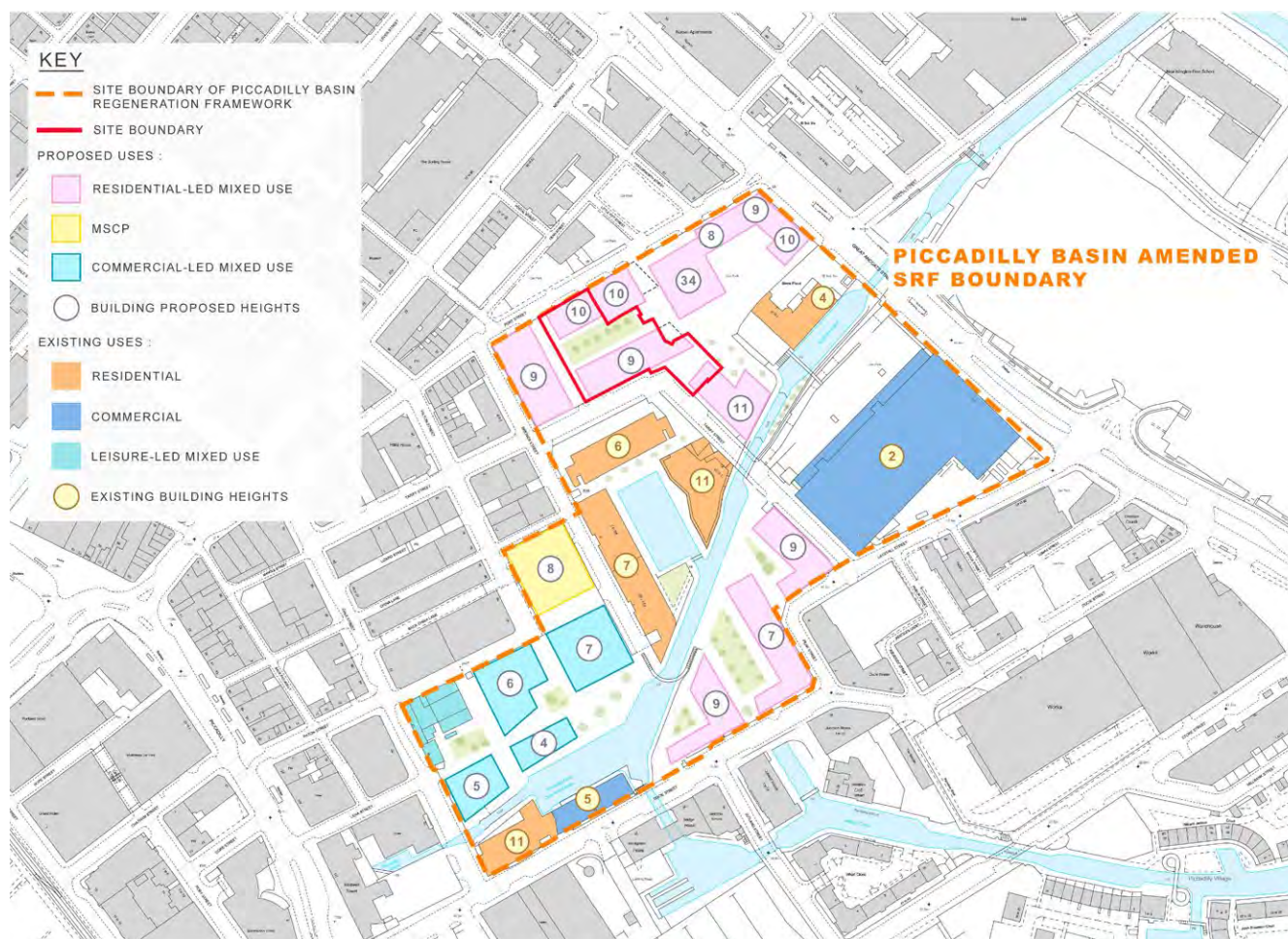


Affinity Living - Planning Approved Development

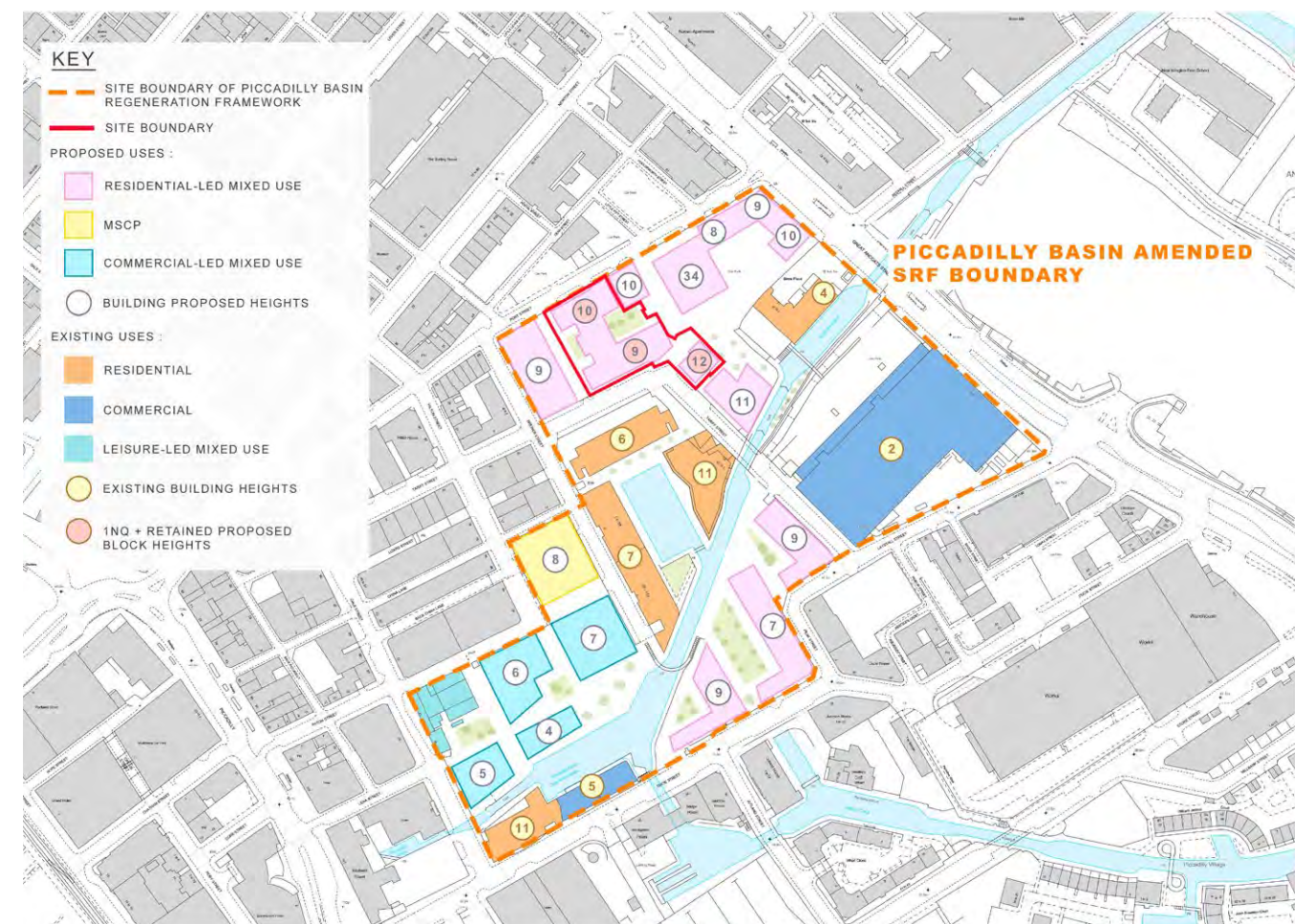
3.0 Site Analysis

The proposal will sit comfortably here and follows the principles of the Piccadilly Basin Strategic Regeneration Framework.

The site sits within a wider SRF, and care has been taken to develop proposals that adhere to the SRF principals, but respond to the changes that have taken place to that SRF as development has been progressed on adjacent sites.



Revised SRF with Adjacent Planning Approved Footprint



Revised SRF with Adjacent Planning Approved Footprint and Proposed Building Footprint

3.0 Site Analysis

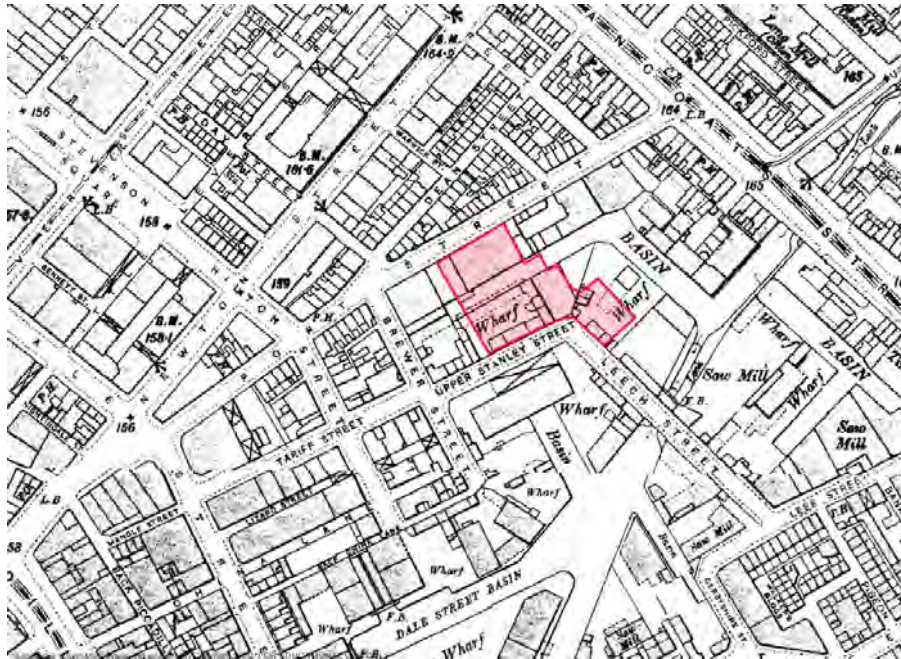
Historical Context

The site is sandwiched between two conservation areas; Stephenson Square Conservation Area to the northwest and Ancoats Conservation Area to the northeast. Refer to Turleys report for Heritage assessment.

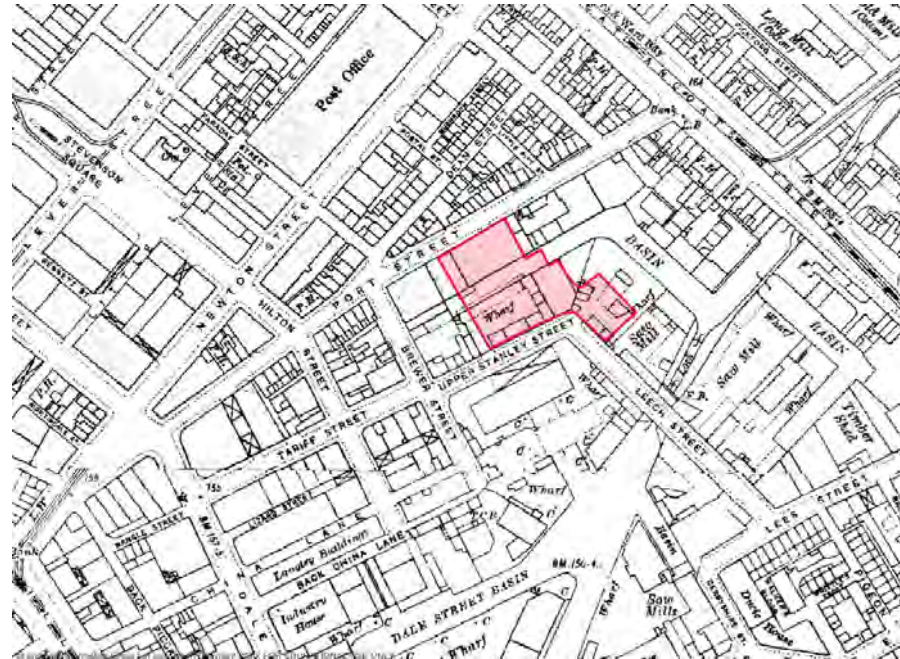


3.0 Site Analysis

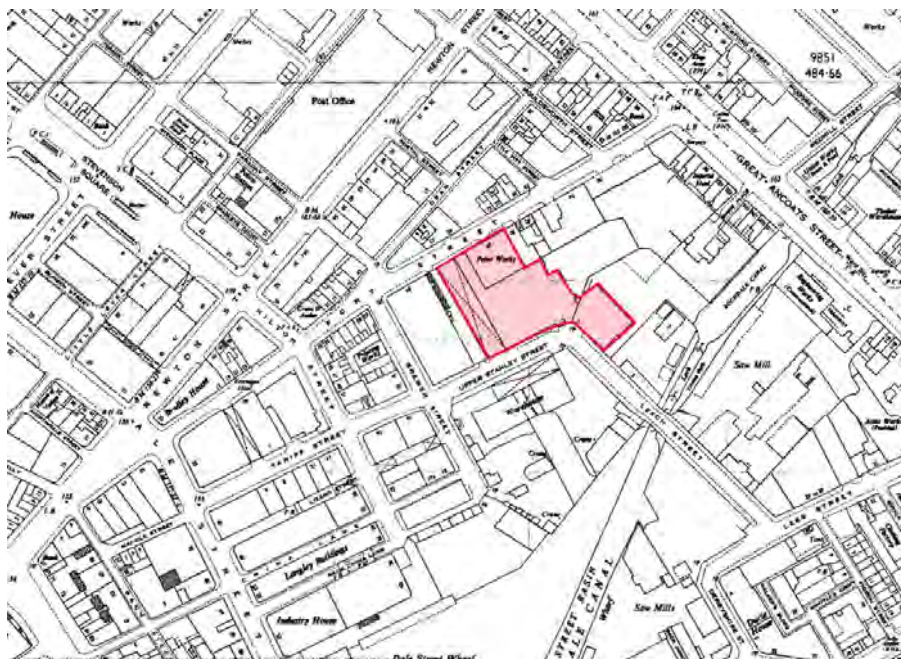
Historic Maps



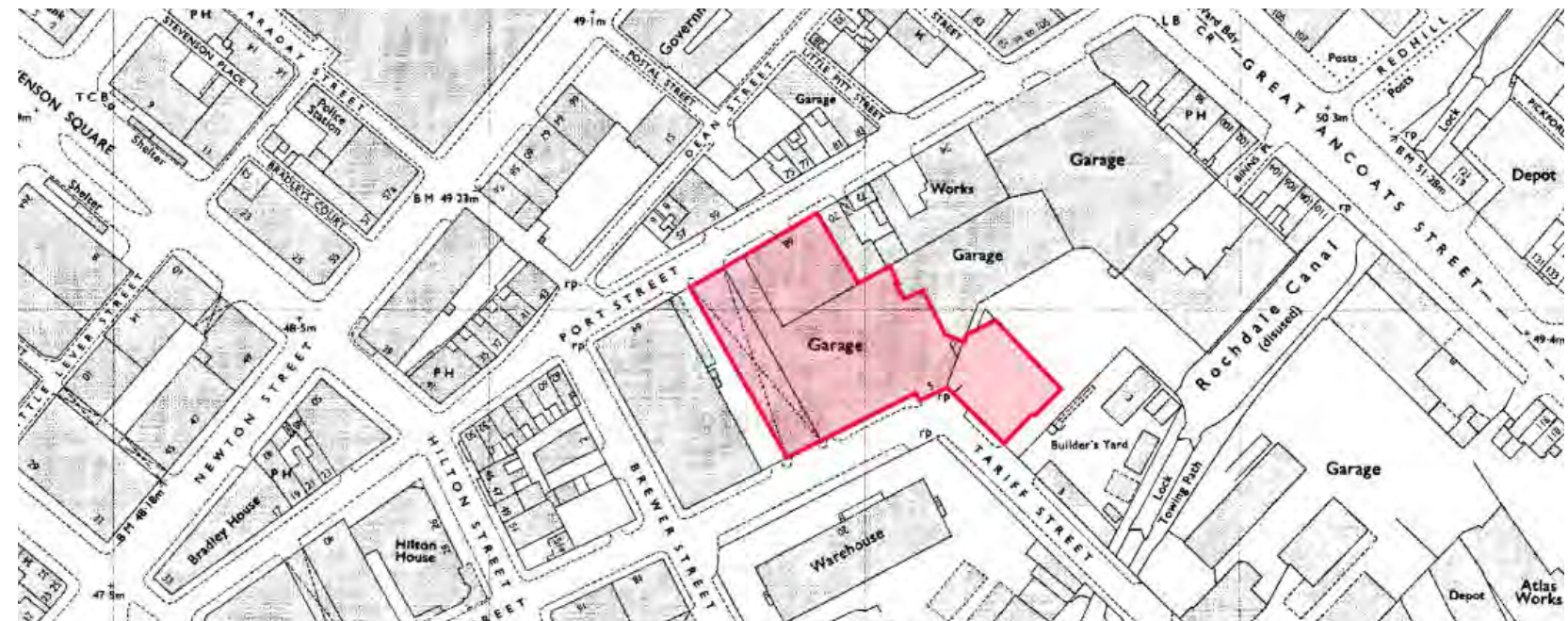
1900s



1930s



1960s



1970s

3.0 Site Analysis

Listed Buildings in the Immediate Proximity

Brownsfield Mill ●

Status - Grade II* Listed

Date Listed - 11th November 1988

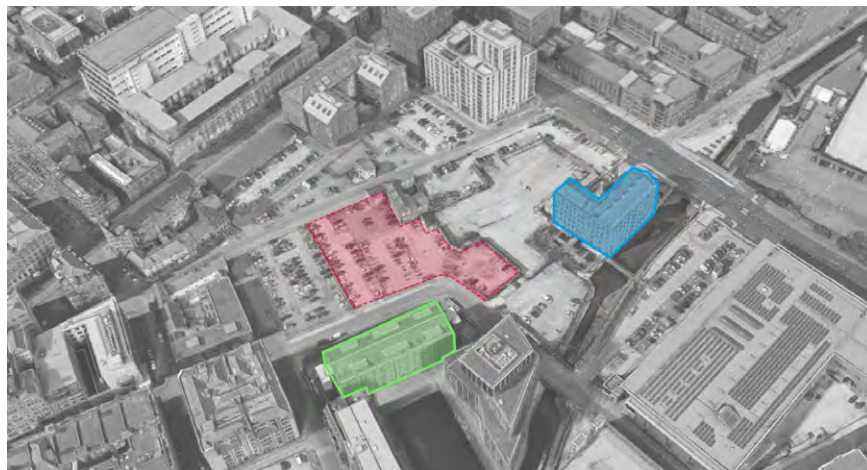
Jackson's Warehouse ●

Status - Grade II* Listed

Date Listed - 3rd October 1974

Brownsfield Mill was built in 1825 as a cotton-spinning power mill for the surrounding textile warehouses in the area. The building housed the A.V. Roe and Company aviation factory in the early twentieth century and was converted to an apartment building named 'Avro' in 2018.

Jackson's Warehouse (formerly known as Rochdale Canal Warehouse) was built in 1836 and was still in used as a warehouse in the early 60's. In the 70's it was listed as a grade II* building and in 2003 it underwent a restoration project to convert the warehouse to residential accommodation and a restaurant.



LOCATION KEY RELATIVE TO SITE



1945 - 1980 : Exterior view of Jackson's Warehouse (formerly known as Rochdale Canal Warehouse) in Manchester showing the south facade. (Source: Historic England Archive, AA98/05329)



1998 : Exterior rear view of Brownsfield Mill showing Manchester oldest remaining mill chimney and images of the A.V. Roe and Company aviation factory (Sources: Historic England Archive, AA039314 and Avro Heritage Museum Website)



PRESENT : Exterior view of Jackson's Warehouse



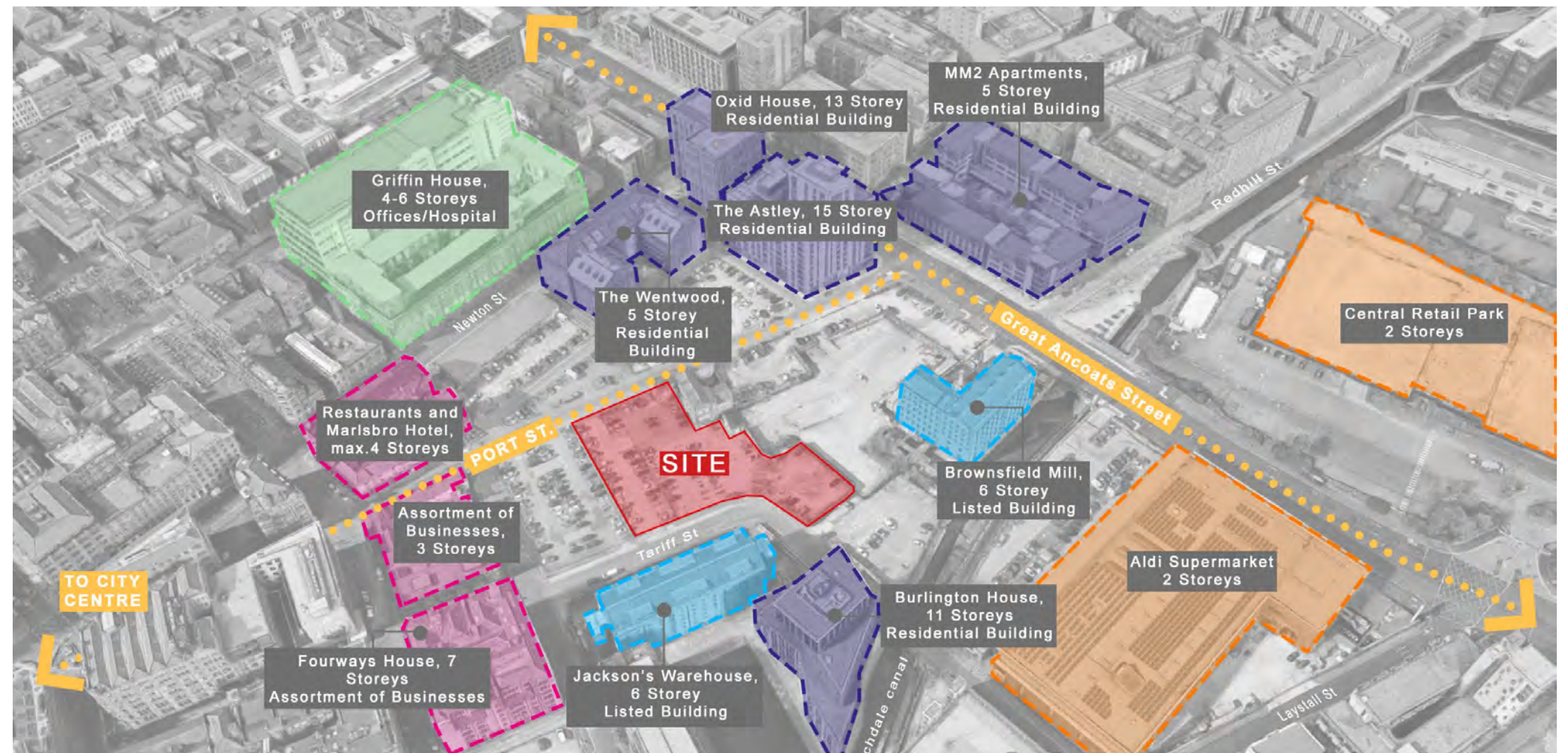
PRESENT : Exterior rear view of Brownsfield Mill

3.0 Site Analysis

Local Urban Context

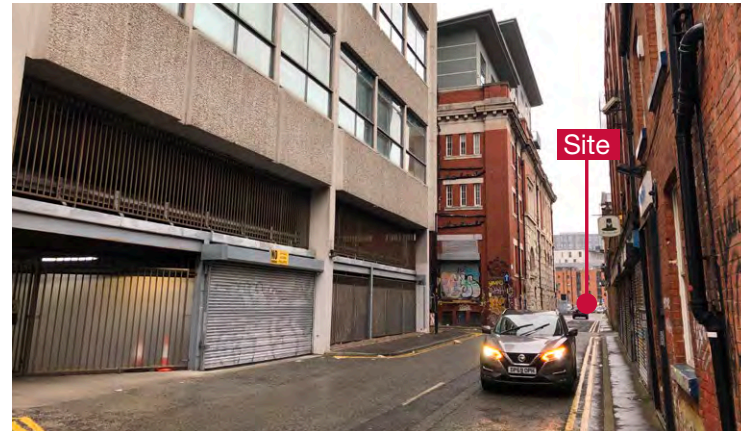
The existing site is currently a surface car park within a prominent street of diverse character. There is a single storey derelict building on site which we are proposing to demolish. To the East is a derelict site with a recently approved application for a 11 to 33-storey residential development and two Grade II* Listed buildings to the east and north (Brownsfield Mill and Jackson's Warehouse). To the north separated by Port Street are various residential developments ranging from 5 to 15 storeys.

The architectural styles around the site is a varied palette predominately with traditional red / brown brick of the two listed buildings and the surrounding residential developments, beige buff brick and corten metal.

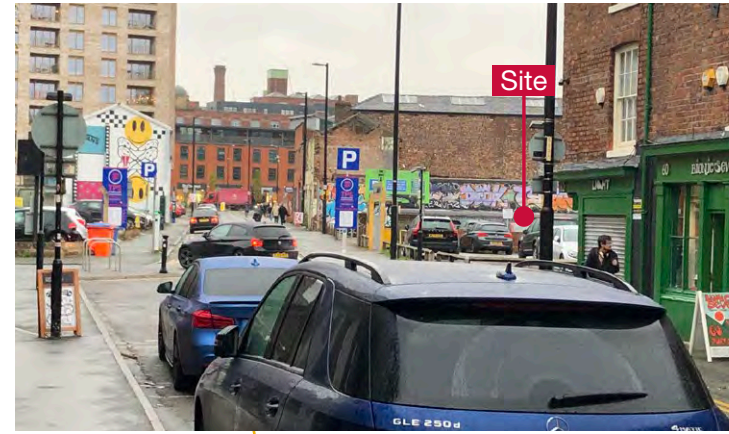


3.0 Site Analysis

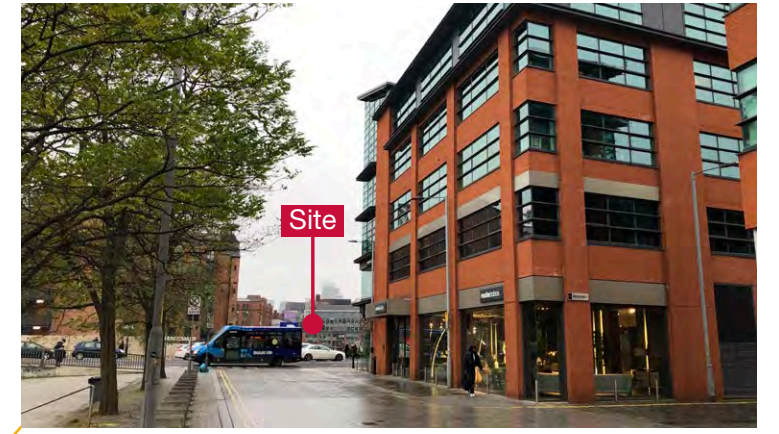
Views into the Site



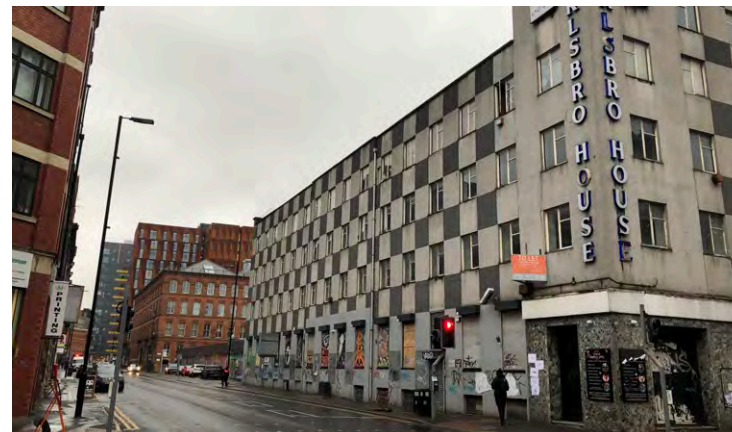
View 1 - Faraday St



View 2 - Port St



View 3 - Redhill St



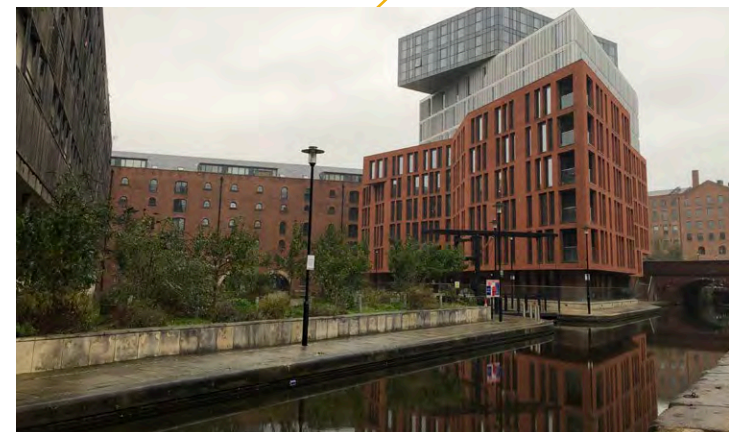
View 4 - Newton St / Hilton St



View 5 - Trinity Way / Great Ancoats St



View 6 - Brewer Street



View 7 - Rochdale Canal Townpath



View 8 - Tariff St

3.0 Site Analysis

Views of the Site



View from Port St



View from Tariff St



View from Trinity Way / Great Ancoats Street



View from Brewer St

3.0 Site Analysis

Site Constraints & Opportunities

Highways and Connectivity: The site is currently bounded by Tariff Street to the south and Port Street to the north which connects onto Great Ancoats Street / Trinity Way forming the inner orbital city core to Greater Manchester and beyond.

Vehicular and pedestrian access makes this site highly accessible to and from the city centre. It is midway between Manchester Piccadilly Station, less than 10 minute walk and Manchester Victoria Station, less than 15 minutes walking distance. Various bus stops along Great Ancoats Streets and within 5 minute walking distance from Piccadilly Gardens for the local and wider bus and tram networks. The site forms as a connection between the surrounding area and so pedestrian connectivity will be an important facet to the scheme. The design will need to take into account of existing access points and aid movement through and around the site.

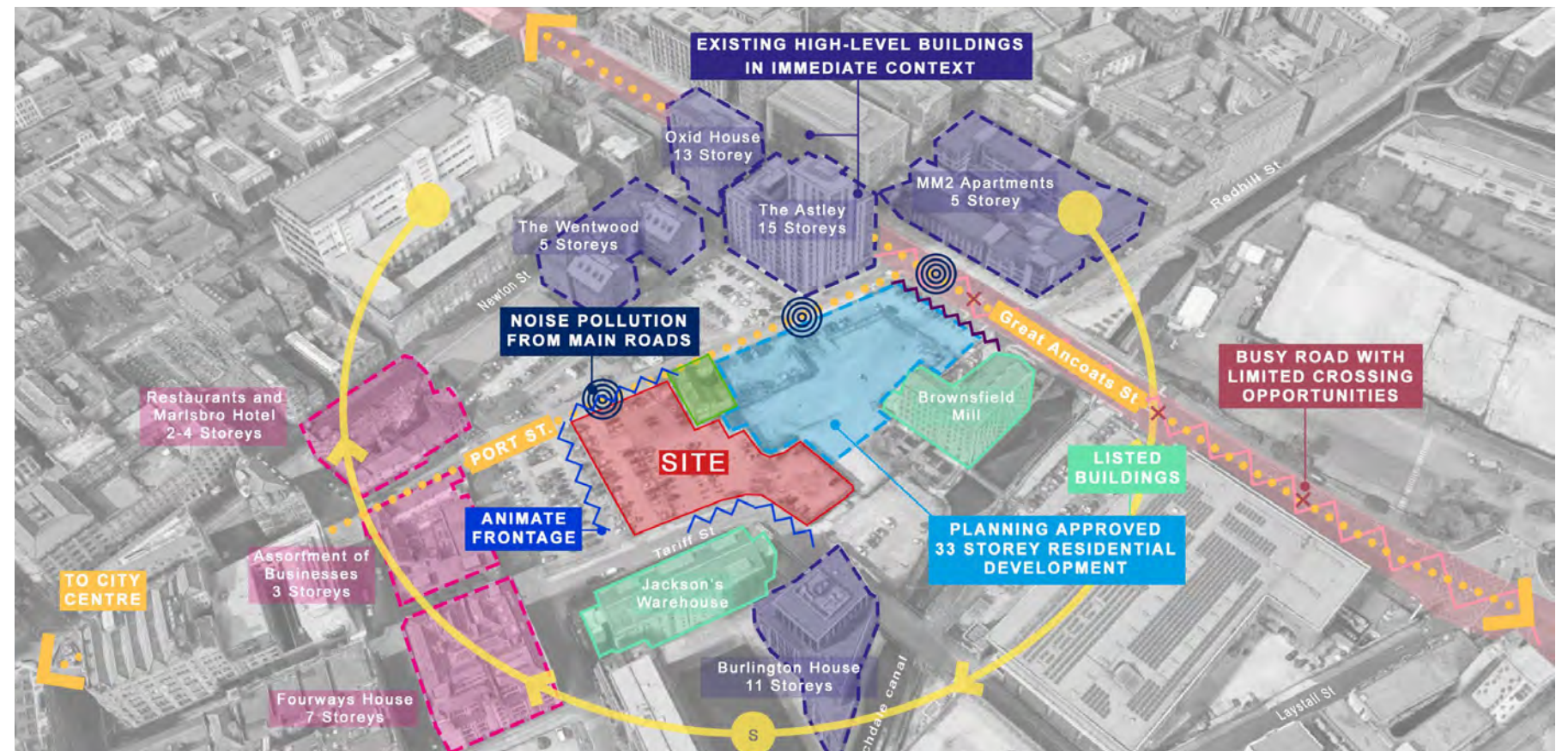
The proposals will seek (as part of the SRF vision) to create/facilitate a connection between Tariff Street and Great Ancoats Street, subject to the completion of that connection on the adjacent site.

Surrounding Developments: The site sits amongst several emerging developments including the recently approved 11 to 33-storey residential development (Ref: 132489_FO_2021), various schemes currently on site to the south; a 8 to 10 storey residential development, retention of a listed building of apartments and offices 9 storeys and an 8 and an 11 storey residential developments.

The emerging proposals will allow for a wholesale change to this part of the city centre to deliver the Council's vision for the Piccadilly Basin area, as well as providing a vibrant exciting frontage off of Great Ancoats Street, and our proposal embraces this opportunity.

Prominence of the Site: The site will be visible fronting onto Port Street and Tariff Street, however in these streetscenes, will be mainly seen obliquely, and thus less prominent in the streetscene, particularly when adjacent development in line with the SRF is completed, the site will be largely screened by existing and new development when looking from Great Ancoats Street.

The smaller footprint building in the turning point on Tariff Street, where the opportunity for the pedestrian connection the Great Ancoats Street occurs, has identified the opportunity for extra height (as set out in the SRF) to assist in directing pedestrians (as a reference point) towards Great Ancoats Street, and in reverse, draw pedestrians through from Great Ancoats Street.



The proposed scheme will sit within a cluster of new buildings with the taller buildings towards Great Ancoats Street. because the scheme proposals follow almost exactly the SRF vision and heights and deliver the frontages proposed, this scheme will sit very neatly into the context and emerging context around the site.

Levels: The levels around the site vary from Port Street (North) to Tariff Street (South) differing in approximately by 1m. The proposal will be developed to provide level access where possible to ensure a highly accessible site, but take advantage of the level difference to create greater ground floor presence.

Listed Buildings: Brownsfield Mill is a Grade II* Listed Building located east of the site and Jackson's Warehouse is also a Grade II* Listed building located south of the site. Consultation with our heritage consultant and Historic England has been important to develop a scheme which is sympathetic in design, height and massing to both listed buildings, and the proposals have received support from Historic England.

Environmental Considerations: The site is predominately exposed to the sun path in the north east and westerly direction since its local context is low scale buildings and open / surfaced car parks. Solar orientation in a residential scheme is an important part of the design to ensure good daylighting to apartments and sunlight to amenity spaces, and the design has been tested for impacts which are minimal due to the orientation.

Improve Street Scene and Active Frontages: The site is highly visible fronting onto Port Street and Tariff Street sandwiched between a surface car park and derelict site. The site itself is currently a used car park and has been from some time. The development will revitalize the site and stimulate and connect with the surrounding context to create a landmark, an opportunity for active street frontages, animation to the area and build a new community around a high quality BTR development, and the adjacent rental building.

4.0 Design Development and Consultation

4.0 Design Development and Consultation

Site History and Previous Proposals

Early 1900's - The site was predominantly a wharf for the Piccadilly Basin and the area was surrounded by cotton / textile warehouses.

1960s /70s - In the 1960s the majority of the basin was redirected into the Rochdale Canal and filled, then the site became an array of warehouses.

2006 - Site landscaped for future redevelopment, given planning consent for temporary parking (019613).

2019 - Proposals for the site developed by Salboy and 5Plus Architects for two separate buildings, the scheme proposed a mixture of apartments and townhouses to create 200 new homes. No applications were submitted.

Present - The site still remains as a temporary carpark



Scheme CGIs (Source: 5Plus Architects (<http://5plusarchitects.com/projects/tariff-street/>))



Scheme CGIs (Source: 5Plus Architects (<http://5plusarchitects.com/projects/tariff-street/>))

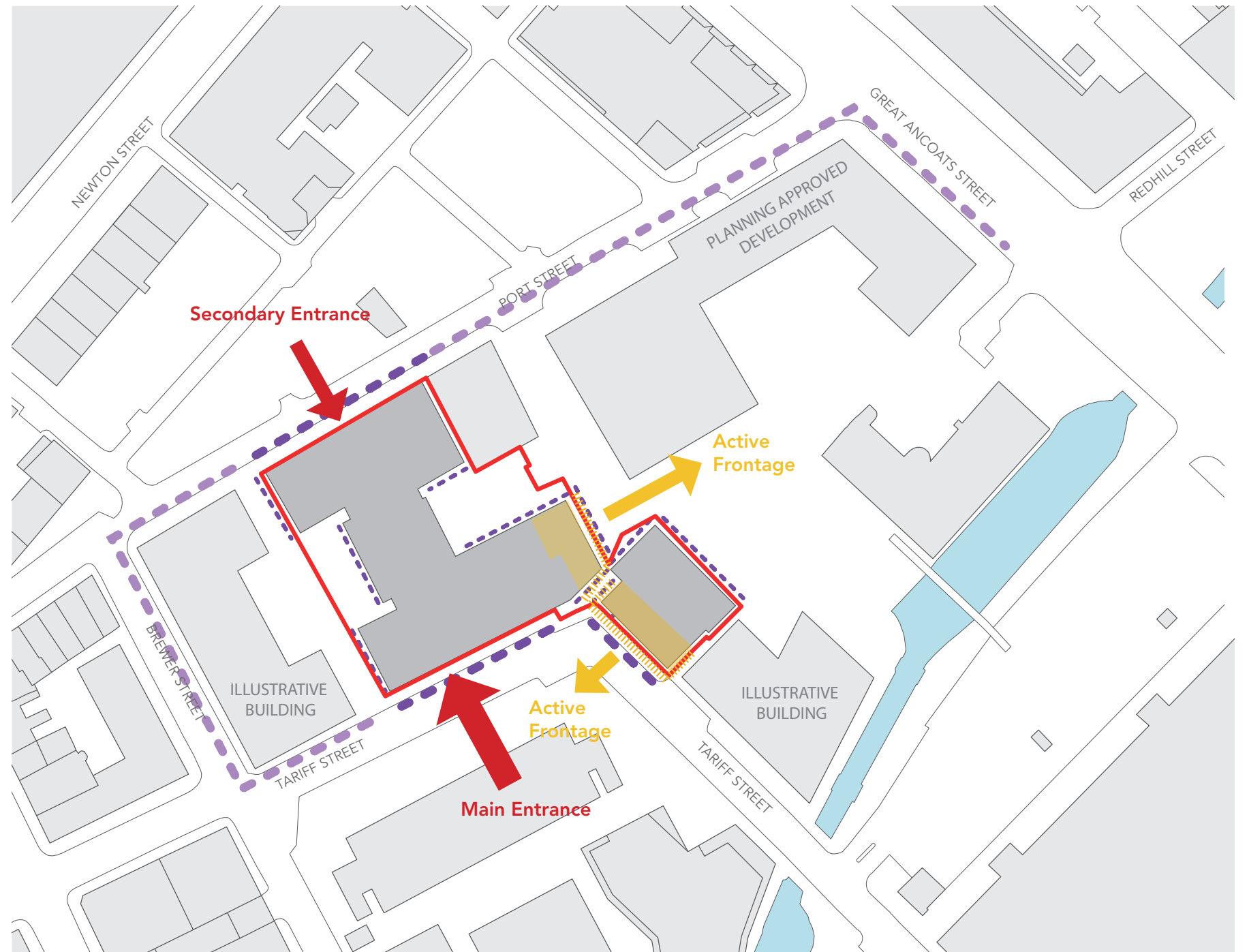
4.0 Design Development and Consultation

Design Concept and Principles

Through a comprehensive design and development period the conclusion of the analysis for the site has established the massing and layout principle for the scheme sitting neatly within the surrounding buildings and site context.

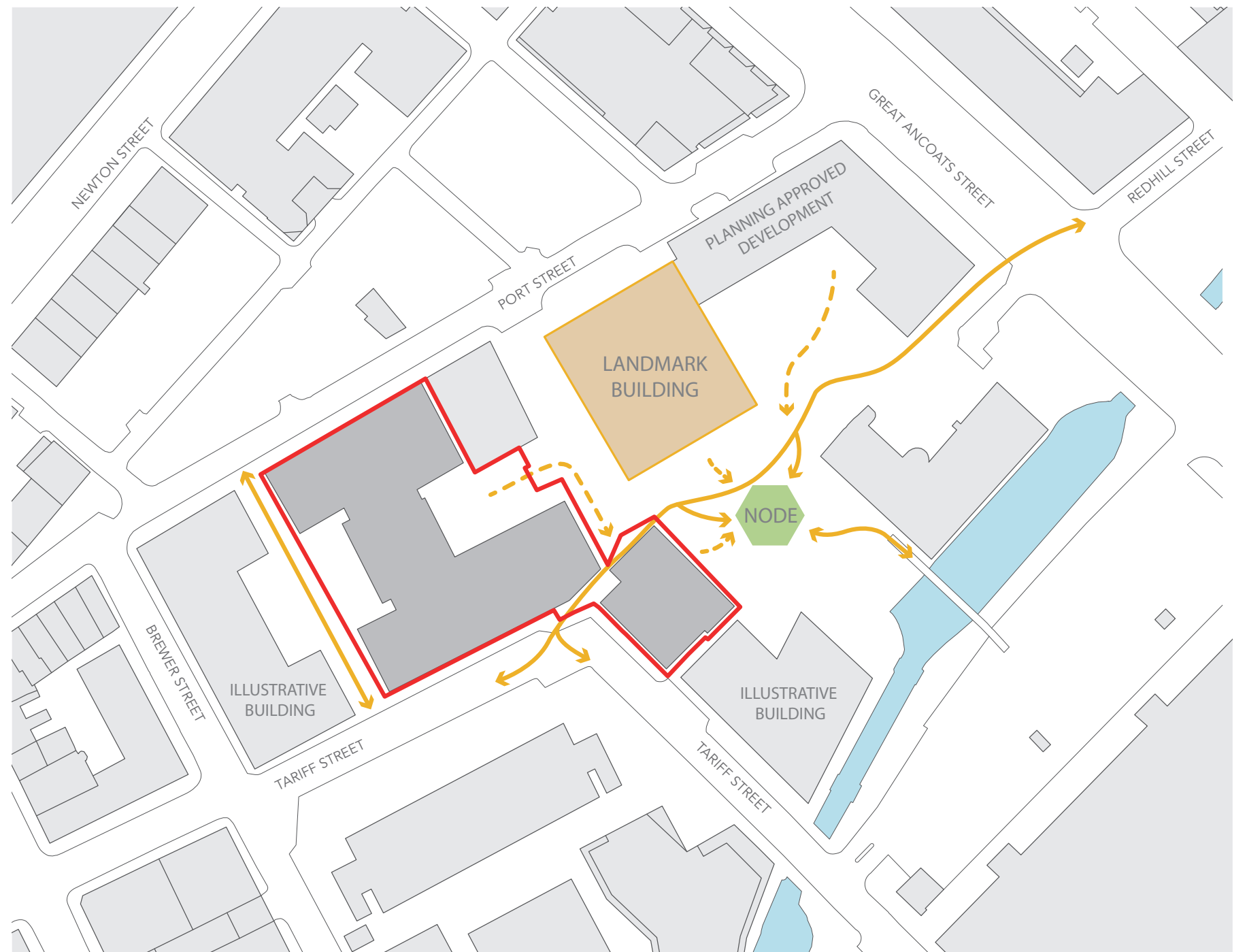
The diagrams opposite show illustrative buildings to the south and west which follow the principles of the Piccadilly Basin Strategic Regeneration Framework. These have taken into consideration of the recently approved planning scheme to the northeast to allow for a cohesive relationship between the two developments.

New Frontages: The site sits in a prominent location bounded by highways to the north and south, a derelict site to the east and a surface car park to the west. This provides great opportunity to create a mix of private and semi private spaces, alongside animation to the external street frontages and to the new route created through the site towards Great Ancoats Street.



4.0 Design Development and Consultation

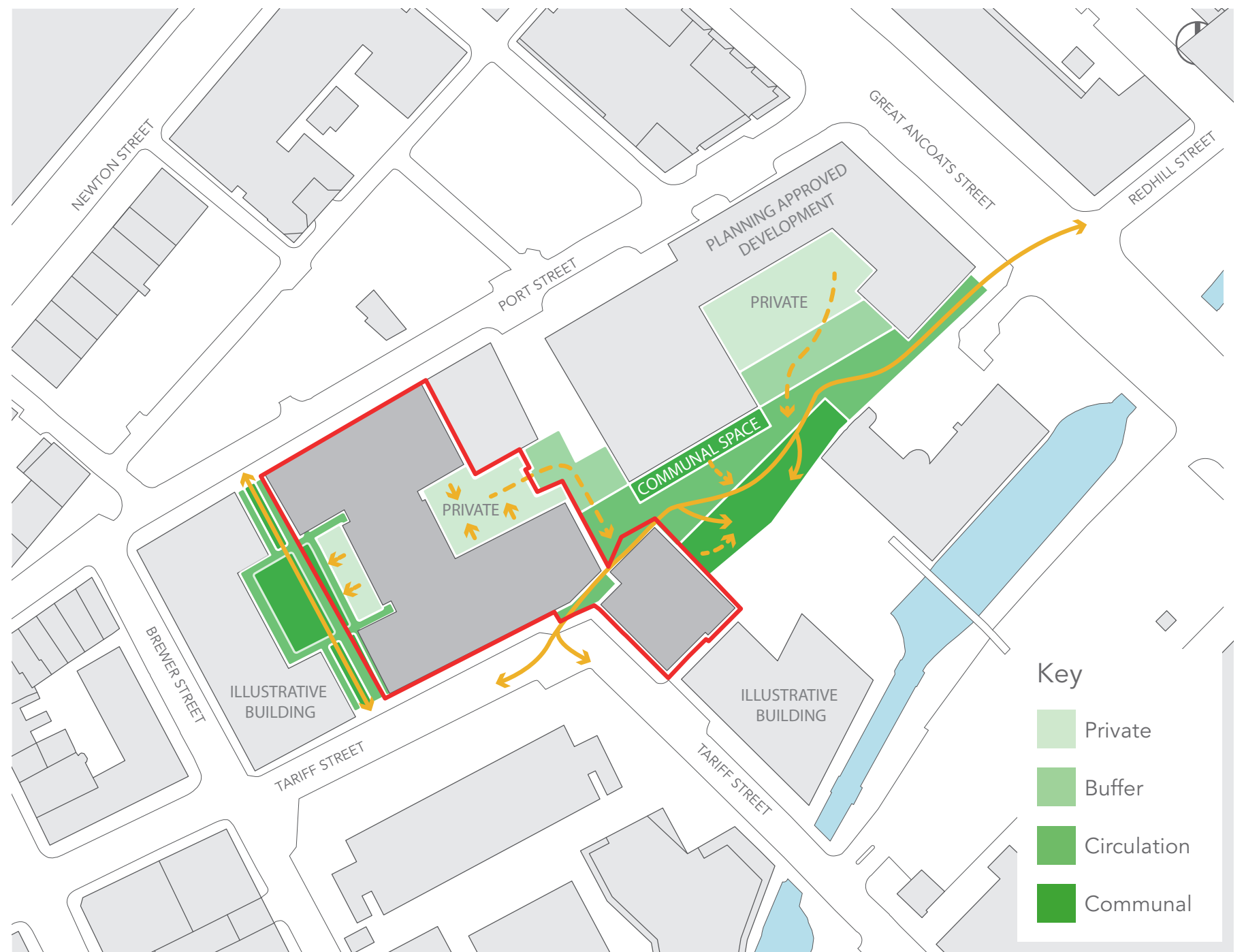
Connectivity and Nodes: A node point has been defined in the open space in front of Brownfields Mill and the proposed 33-storey tower, which the proposals connect to encouraging onward movement beyond the site.



4.0 Design Development and Consultation

Improved Amenity: The proposals carefully define a hierarchy of private and public realm space which will not only benefit the residents living in the development but for the public moving around and through the site. A key benefit of the development is the creation of the vista and completion of the new public route from Great Ancoats Street through the adjacent development and into our scheme emerging on Tariff Street. Private amenity for the residents will be located within the site away from the main roads and securely accessed.

The development includes a roof top amenity area to take advantage of the views over the surrounding predominantly low rise developments.



4.0 Design Development and Consultation

Overview (From Planning Statement)

In summary the key consultation activity has included the following:

- Consultation with MCC planning officers
- A letter to Local Councillors inviting them to a pre-meet before the in-person public consultation event
- Consultation with Greater Manchester Police
- Consultation with Historic England
- Consultation with the public, including a leaflet, consultation website and an in-person consultation event

Further detail on each aspect of the consultation is outlined below.

Consultation with MCC Planning Officers

Engagement with MCC Planning Officers has been undertaken via two formal meetings on the 15th November 2021 and 30th September 2022.

The key areas of discussion included:

- Proposed scale, massing and layout, including the need to comply with the broad principles the heights outlined in the Piccadilly Basin SRF;
- Relationship with proposed Affinity Living development adjacent to the site;
- Relationship to other development opportunities identified in the SRF with Planning Officers being comfortable the site in question could come forward as a standalone planning application;
- The importance of the continuity and public realm space between the Affinity Living scheme to the east through to this site;
- 10% of the apartments will be M4(2): Accessible and Adaptable Dwellings;
- Materials and architectural appearance;
- Accessible parking; and,
- Key views and relationship with existing buildings and heritage assets.

Consultation with Local Councillors

A letter and a copy of the public consultation leaflet was sent via email to both Piccadilly and Ancoats and Beswick Ward Councillors, outlining the proposed development and inviting them to a pre-meet to discuss the proposals before the in-person public consultation event. The letter also asked Members to get in touch, should they wish to discuss the proposals in a separate meeting, either in person or virtually. A copy of the letter sent to Councillors on 12th October 2022 can be seen under appendix 2.

The following Councillors were sent the letter:

- Councillor Adele Douglas
- Councillor Jon-Connor Lyons
- Councillor Sam Wheeler
- Councillor Alan Good
- Councillor Majid Dar
- Councillor Irene Robinson

Although no direct responses were received from Ward Councillors during the pre-application process the Applicants remain committed to engagement during the determination period for the planning application.

Consultation with Historic England

A meeting was held to discuss the proposals with Historic England on Thursday 13th October 2022.

The scheme was presented to Historic England, who confirmed no objection in principle to the proposals, and welcomed the emerging designs scheme. A follow up written response was received on 28th October 2022 which confirmed that in the context of the wider group of taller buildings already consented within the Piccadilly Basin area, the further impact of this development (i.e. 1NQ) on the significance of the two grade II* listed buildings is likely to be minimal. The assessed viewpoints within the presentation sent to Historic England were also considered appropriate, and no additional viewpoints were required to understand the impact of the development.

Consultation with the Local Community

Leaflets advertising the in-person public consultation event were delivered to properties surrounding the site on 12th October 2022. The leaflet also included a link to a dedicated consultation webpage and email address details if members of the public wished to email their comments during the consultation period. The consultation webpage included details of the proposals, copies of the leaflet, a design document and the consultation boards, and a feedback form. A copy of the leaflet, the consultation area boundary (agreed with MCC planning officers in advance) and a screenshot of the consultation webpage can be viewed. A public consultation event was held on Wednesday 19th October 2022.

The public consultation was held between 4pm and 7pm with local residents generally supportive of the new development.

Comments could be submitted either via email, the feedback form on the consultation webpage, or in person at the consultation event.

Altogether there were 11 responses. Many expressed support for the scheme to animate the under-developed site. There were mixed responses towards the scale and massing but most welcomed the design and high-quality use of materials in the CGIs. Some responses expressed that they would like to see green amenity spaces as part of the scheme, with queries raised in regard to the impact of the proposals on the amount of daylighting received by neighbouring properties. A daylight and sunlight assessment has been prepared in support of this planning application and the conclusion drawn from the assessment is that the overall impact of the scheme on the surrounding residential properties is considered wholly acceptable.

All of the comments received during the consultation have been logged and analysed, and where appropriate, taken into account in the shaping of the planning application.



Summary

This Chapter of the SPS has summarised the community involvement in the preparation of this application. The Applicants have undertaken a comprehensive pre-application consultation exercise in full accordance with local and national policy guidance. The local community, elected Members, key stakeholders and the Council have been consulted. All comments received have been taken into consideration and responded to by the Applicants.

4.0 Design Development and Consultation

1 NQ. - TARIFF STREET

EXCITING NEW DEVELOPMENT COMING SOON

INTRODUCTION & PLANNING BACKGROUND

The site is located within the area covered by the approved Piccadilly Basin Strategic Regeneration Framework (SRF) which identifies the area as an opportunity to create a **best-in-class City Centre neighbourhood community** with a vibrant mix of office, residential, retail and leisure accommodation offering a place to live, work, relax and play; a place that fosters enterprise and innovation; and helps to set Manchester apart from its peer cities. The **Tariff Street** site has been identified in the SRF as suitable for high-density residential use of up to GF + 11 storeys, which our proposal will deliver. In line with the principles of the SRF, 1NQ will contribute to the canal and mills character area by providing a sensitively designed scheme which reflects the heritage of the surrounding listed buildings of Brownsfield Mill and Jacksons Warehouse and also improve pedestrian connectivity through the site, making the area more legible and permeable. The proposals are located close to a number of other developments being brought forward in the SRF area, including Affinity Living's Port Street development immediately to the north of this site, and the completed Burlington House scheme that fronts the Rochdale Canal.

The site is entirely within Flood Zone 1 (indicating an annual probability of fluvial flooding of less than 1 in 1,000).

We propose to work to the following timetable from today to the first occupation of the new development:

- Planning application submission – Q4 2022
- Planning application determination – Spring 2023
- Start on site – Autumn 2023
- First Occupation – Summer 2026

LeachRhodesWalker

AXIS-RE

Board 1

PROPOSED MASTERPLAN - CONCEPT

PROPOSED GROUND FLOOR PLAN

PROPOSED TYPICAL UPPER FLOOR PLAN

LAYOUT & MASTERPLAN

The layout follows the principles set out in the SRF, addressing the streets, and creating amenity space within the site.

Entrances are highly visible and the building has a single secure main entrance with amenity provision at ground and at roof level. The block layouts enable the **pedestrian connectivity** between Ancients and Tariff Street, through **attractive landscaped space**.

The designs will be NDSS compliant and have **100% cycle provision**.

The design will incorporate **high quality hard and soft landscaping**, which will follow the palette being delivered on the adjacent Affinity Living block, and will ensure a seamless transition between Great Ancoats Street and Tariff Street. New soft landscape areas with street furniture and lighting will create **amenity spaces** away from the streets, and provide an environment that **maximises biodiversity**.

LeachRhodesWalker

AXIS-RE

Board 2

ARCHITECTURAL APPROACH

DESIGN & MATERIALITY

The architectural design utilises **robust and sympathetic materials** relevant to the context of the site, and the historic buildings nearby. These buildings will employ **exposed and refined brick** detailing with deep reveals and textured brickwork to create modern but interesting architecture. The two buildings will utilise different bricks to define the two separate blocks. Large full height windows will **maximise natural light** to living and bedroom spaces.

SCALE & MASSING

LeachRhodesWalker

AXIS-RE

Board 3

TRANSPORT & ACCESSIBILITY

vecos.

CAR-FREE DEVELOPMENT

The development will be **'car-free'** to reflect its position within Manchester City Centre's **Northern Quarter**. The site's location within the Northern Quarter will provide future residents access to a **wide range of amenities**, employment and leisure opportunities within a short distance enabling residents to adopt a lifestyle away from private car travel.

The principle of car-free residential development within Manchester City Centre is well established and includes a number of existing developments within close proximity to the site in the Northern Quarter and Ancoats.

Manchester City Council has taken a **progressive approach** by recognising in their Residential Quality Guidance that "the emerging build to rent sector is very much targeted at a **younger demographic** attracted to the city centre lifestyle and who have a higher potential and tendency to view car ownership as more of a constraint than a requirement". A central feature of the Greater Manchester Transport Strategy 2040 includes the **'Right Mix Vision'** which aims to **drastically reduce car travel** and is closely related to the regions **Net Zero Carbon** strategy. This car-free development will align with these strategies by providing a highly sustainable community with ease of access to the City Centre.

ACTIVE TRAVEL – WALKING & CYCLING

The development's City Centre location will afford it immediate access to a dense and **well provisioned pedestrian network**.

A walking catchment plan has been prepared for the site which shows 1km and 2km catchments, equivalent to a leisurely 12 minute and 24 minute walk respectively. As shown, virtually the entirety of the **City Centre is within a short walking distance** of the site.

The development will provide a **secure cycle parking** provision with one cycle space per apartment. This level of provision will ensure that future residents are able to take advantage of Manchester's existing and emerging cycle network.

A 5km cycle catchment of the site has been calculated. This distance would equate to a journey of around 25 minutes using a leisurely cycle speed of 12 kilometres per hour. As shown, the entirety of **Manchester City Centre is within a short cycle ride** as well as a number of surrounding areas.

PUBLIC TRANSPORT

A Greater Manchester Accessibility Level (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM for use in assessing the accessibility by non-car modes of a development site. The tool measures accessibility by public transport of a point of interest and provides a score between 1 and 6, where 1 is a low level of accessibility and 6 is the highest level of accessibility.

The site has a GMAL of 8, indicating that the site benefits from the highest level of accessibility for public transport.

CASUAL CAR USE & CAR CLUBS

Should the need arise for a resident or visitor to use a car, there are a wide range of off-street parking facilities within a short distance of the site. This includes a multi-storey car park on Tariff Street and other facilities located in the Northern Quarter and Ancoats. There are Enterprise Car Club bays located on Tariff Street that will be available to future residents. Enhancements to this provision will be explored.

LOADING & ACCESSIBLE BAYS

It is proposed that a dedicated Loading Bay be provided on Tariff Street to serve the site primarily for deliveries and maintenance.

The provision of additional accessible on-street parking bays is also being considered for Tariff Street outside the site frontage to ensure ease of access for all users.

LeachRhodesWalker

AXIS-RE

Board 4

HERITAGE

Turley

The site is not within, but **close to the eastern boundary of the Stevenson Square Conservation Area** and the edge of the Northern Quarter. There are a number of listed buildings within the surrounding area, including the former **Rochdale Canal Warehouse** (grade II*) to the south and **Brownsfield Mill** to the east (grade II*), together with canal related infrastructure and a number of other grade II listed buildings further north and west.

The site was historically occupied by a mix of wharfs and functional/industrial buildings arranged around the Rochdale Canal basin. These former buildings were demolished in the 20th century and the site is now an area of open land used for car parking that detracts from the setting of the conservation area and nearby listed buildings.

Initial, constructive feedback has been received from Historic England in connection with the emerging proposals. They present an opportunity to **reinstate built development** within the site that is **contextual in form and appearance**.

LeachRhodesWalker

AXIS-RE

Board 5

ENERGY & SUSTAINABILITY

CWC

ACOUSTICS

ACOUSTICS

The environmental noise assessment that will be carried as part of the building design process will consider the potential impact of noise from the completed development on the surrounding noise sensitive receptors. Daytime and night time noise surveys will be carried out at the location of the proposed building and at locations representative of the noise climate at nearby residential buildings in order to quantify the existing noise climate in the area.

Noise limits will then be established for building services plant within the building and for the proposed commercial units. These noise limits will follow national guidelines and British Standards, including BS 4142:2014 +A1:2019 and the guidance and Manchester City Council such that disturbance of residents within existing and proposed dwellings can be avoided.

The levels of daytime and night time road traffic noise and noise from existing local businesses will be established. The external facades and the ventilation strategy of the proposed development will then be designed in line with BS8233: 2014 such

DAYLIGHT & SUNLIGHT

gia

DAYLIGHT & SUNLIGHT

A detailed daylight and sunlight analysis will be undertaken a part of the planning submission. Initial massing analysis indicates that there will be no significant impacts to the surrounding existing residential buildings, and levels of retained daylight in those buildings will be commensurate with other existing buildings bordering the Piccadilly Basin SRF.

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AXIS-RE

Board 6

8198 1NQ BLOCK 1 & 2, MANCHESTER | DESIGN & ACCESS STATEMENT | DECEMBER 2022

Page 28

LEACH RHODES WALKER ARCHITECTS | ARCHITECTURE . ID . 3D & GRAPHICS

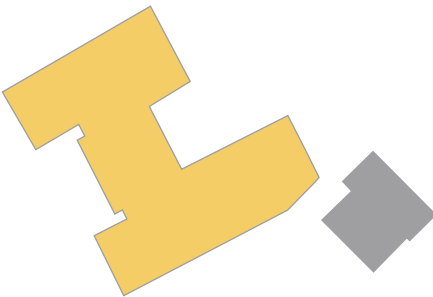
5.0 Use and Amount

5.0 Use and Amount

Accommodation Schedule

The proposal seeks planning approval for a residential scheme split into two blocks totalling 267 units, incorporating ancillary amenity space, along with landscaping and other associated works. A summary of the scheme is listed below;

Block 1



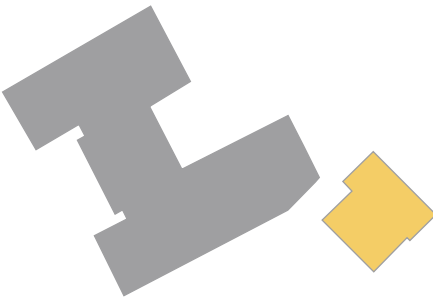
Floor	1 Bed	2 Bed	3 Bed
Lower Ground	1	5	0
Ground	4	8	1
1st	5	11	4
2nd	4	17	1
3rd	4	17	1
4th	7	15	1
5th	7	15	1
6th	7	15	1
7th	7	15	1
8th	7	15	1
9th	5	7	1
10th (Amenity)	0	0	0
Subtotal	58	140	13
Mix (%)	27%	66%	6%

Total Apartments **211**

Retail Unit 95sqm / 1,020sqft

Cycle Spaces - 212

Block 2



Floor	1 Bed	2 Bed	3 Bed
Basement	0	0	0
Ground	0	0	0
1st	0	2	1
2nd	4	2	0
3rd	4	2	0
4th	4	2	0
5th	1	4	0
6th	1	4	0
7th	1	4	0
8th	1	4	0
9th	1	4	0
10th	1	4	0
11th	1	4	0
Subtotal	19	36	1
Mix (%)	34%	64%	2%

Total Apartments **56**

Retail Unit 90sqm / 965sqft

Cycle Spaces - 56

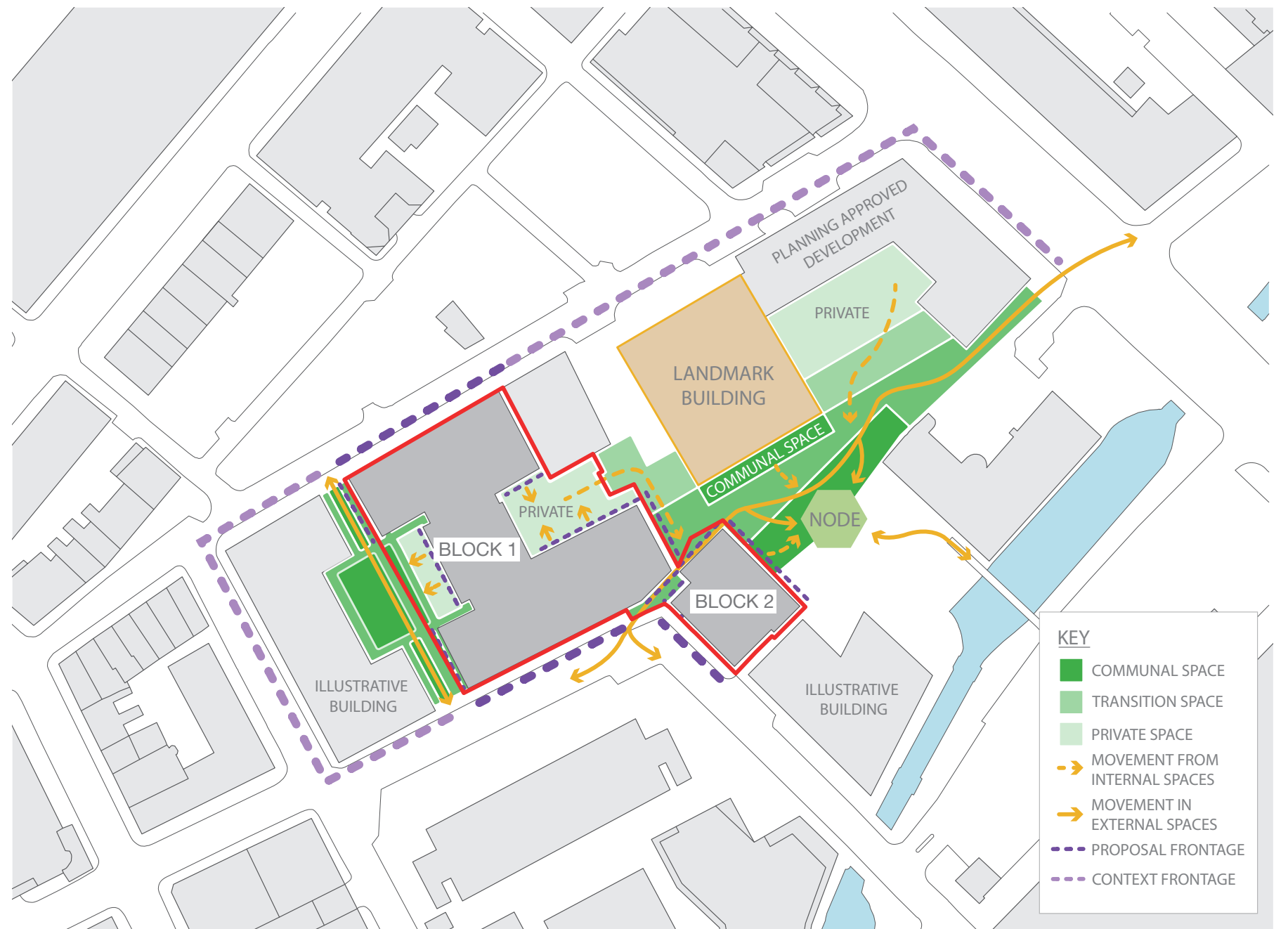
Total Apartments: 267 (77 x 1 beds, 176 x 2 Beds, 14 x 3 Beds)

6.0 Layout

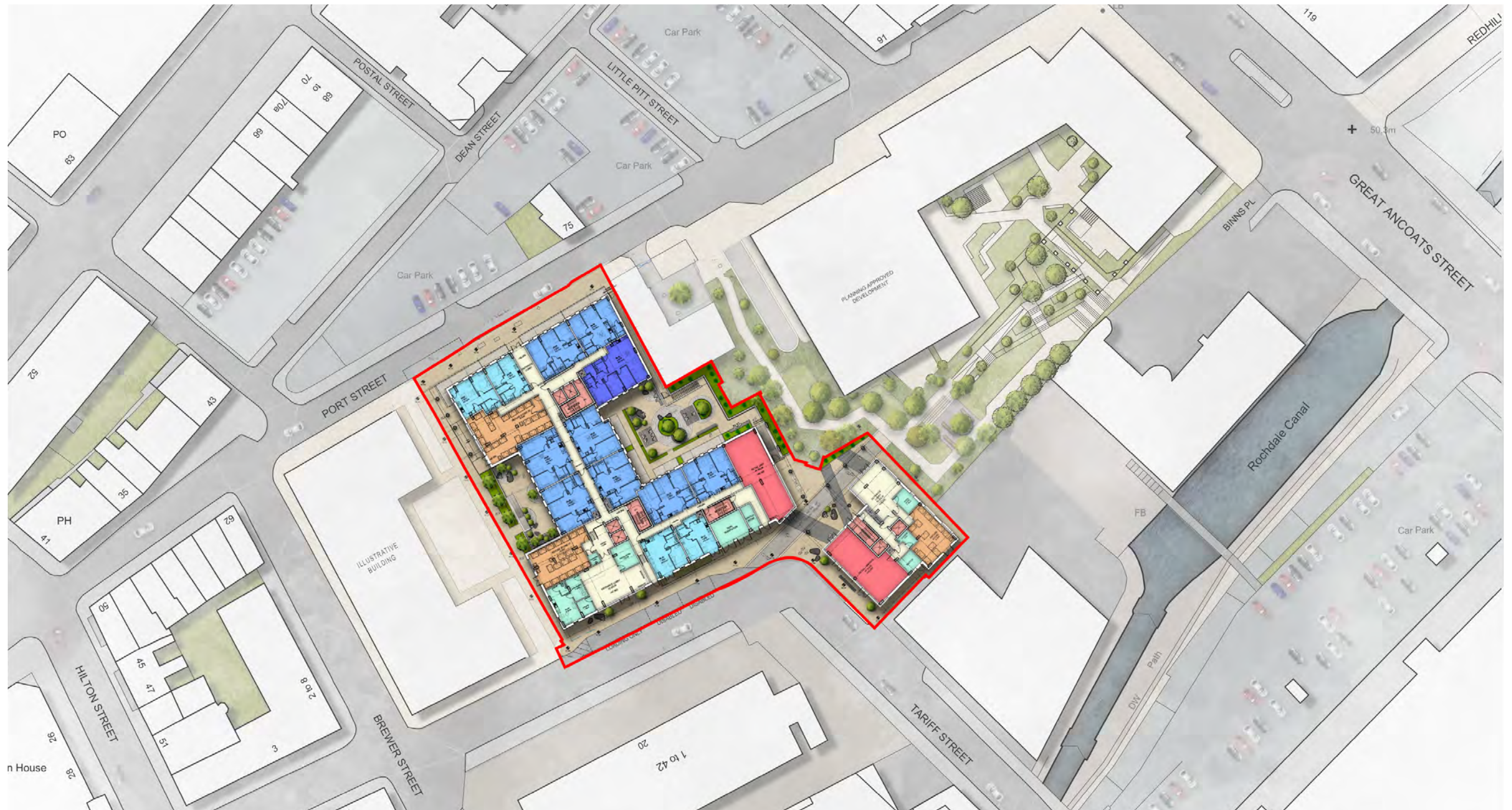
6.0 Layout

Site Layout

The diagram below identifies the key aspects to the site layout, in relation to connectivity, outlook, building form, public and private realm, landscape and key entry points and nodes.



6.0 Layout



Site Plan

6.0 Layout

Lower Ground Floor

This level is effectively a floor below the level of Port Street and sunken partially below Tariff Street. It provides a limited number of apartments (which open out at ground level) and ancillary space out of sight.

There is provision of the lower level amenity courtyard spaces and landscaped areas on Block 1 and it is simply full basement on Block 2.

Secure gates are proposed here to ensure only residents have access to the private courtyard and to the cycle store and subsequently onward access inside Block 1.



6.0 Layout

Ground Floor

Block 1 - Ground floor on Block 1 is at two separate levels. The Tariff Street side is 1m lower than Port Street and as a result the height of the ground floor is greater than that on Port Street. This elevated and taller ground floor is where we have chosen to locate the main building entrance to the Western end of Tariff Street.

This ground floor entrance will house the reception/concierge, along with post room, staff rooms, and other operational facilities but with a large glazed frontage to the street. This entrance has access to the main lifts and stairs on this side of the building.

This main entrance in turn connects northwards via a widened corridor link to the secondary entrance from Port Street, giving access to the second vertical circulation core. In this way the main entrance allows access to all levels, however any residents approaching from Port Street can gain access from this side too, maximising permeability and street activity.

Around the external perimeter are apartments facing outwards sitting back from defensible space. There is a limited plant area, facing Tariff Street, where 24/7 sub station access is required.

On the western edge between the boundary and the building sits the two refuse stores. These refuse stores are tucked out of sight from the street, however they allow access directly onto Port Street or Tariff Street for ease of refuse collection.

On the far eastern end of the block there is a commercial/retail/leisure unit that opens out towards the new public realm space to the east and addressing and animating the connection towards Great Ancoats Street, allowing opportunities for external seating.

Within the internal courtyards, the apartments here sit at first floor above the units sitting at courtyard level and overlook these internal spaces.

Block 2 - Block 2's ground floor is dedicated to the entrance hall, amenity space for residents and a limited number of ancillary rooms and the refuse store.

The entrance hall and amenity areas face outwards and provide active frontage with maximised glazing to Tariff Street and form the other side of an active street as one passes between the two buildings moving towards or from Great Ancoats Street.



6.0 Layout

Typical Accommodation Floor (5-8th)

The typical floor plan provides a mix of single aspect and corner dual aspect apartments, that face outwards animating the full perimeter apart from the party wall to Sams Yard.

In Block 1, the accommodation is laid out around two main vertical circulation cores and a secondary means of escape, and Block 2 around a single core.

All cores have two lifts, and the blocks have been designed to accommodate firefighting lifts, as well as evacuation lifts, which whilst not currently needed under the regulations, are pre-empting any regulatory change.



6.0 Layout

Ninth Floor

At ninth floor Block 1 steps back from Port Street following the principals of the SRF heights. This provides an open roof area for solar PV panels. Vertical circulation for both cores reaches this level.

On this block, this only continues for one level.



6.0 Layout

Tenth Floor

In Block 1, the tenth floor houses an inset (from the edge of the building) amenity level for residents, final uses being agreed with the operator but likely to include gym, residents lounge, co working space etc.

These amenity uses spill out onto the roof for external amenity areas in three different and defined parts of the roof.

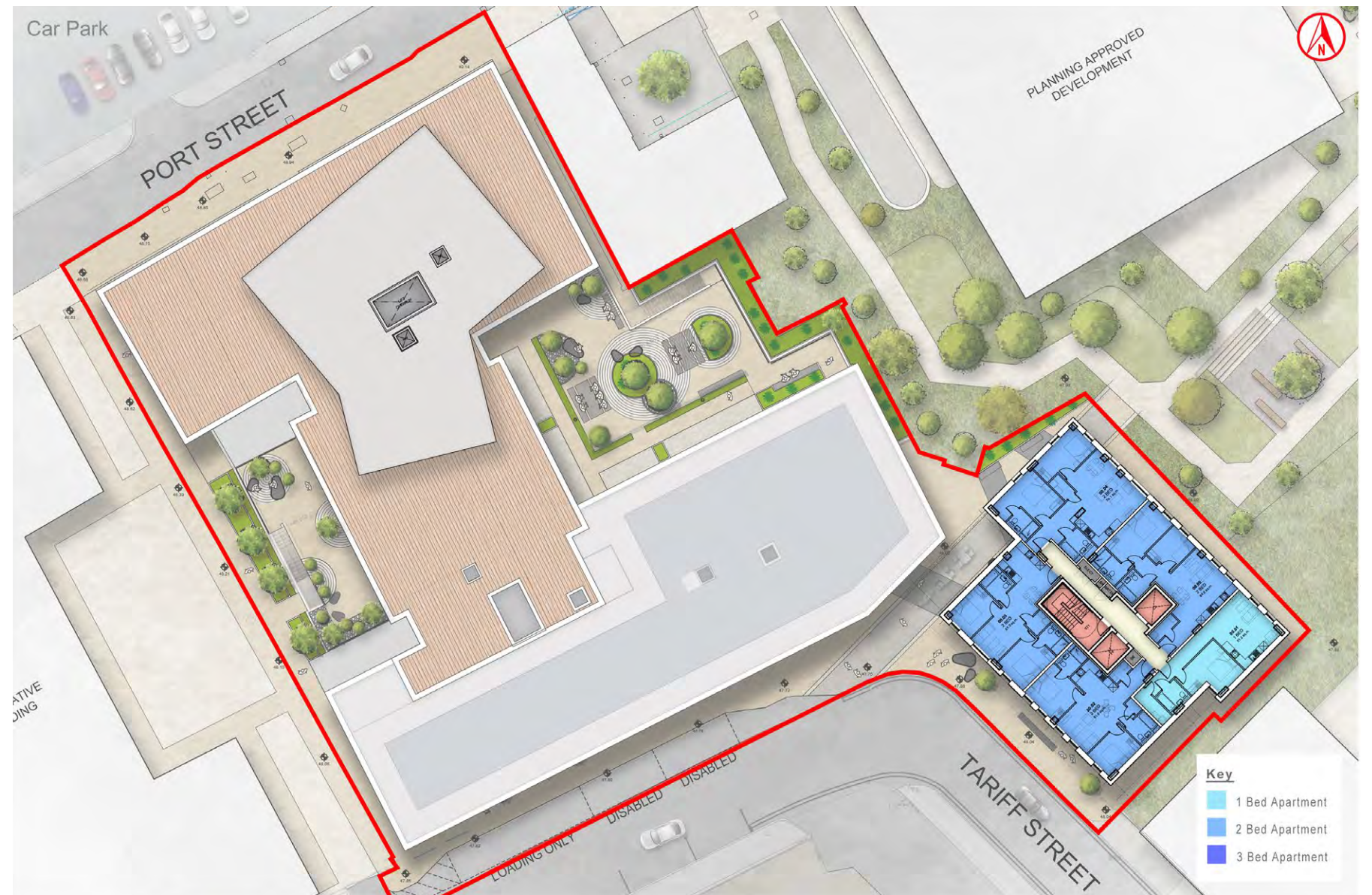
Block 2's residential accommodation continues up.



6.0 Layout

Roof Plan

Residents of Block 2 will also benefit from a proposed external roof terrace, on the roof of the building. Final extent is subject to the extent of PV provision required at roof level.



6.0 Layout

Apartment Layouts

The apartments will be designed in accordance with Part M and provide a mix of 1, 2 and 3 bed homes all National Described Space Standards (NDSS) compliant.

The homes could be adapted to meet the changing needs of occupants over time, including those of older and disabled people.

All circulation routes would have sufficiently clear widths to facilitate ease of movement for all users including wheelchair and pushchairs.

It is proposed that 10% of these apartments could be upgraded to M4 Category 2: Accessible and Adaptable Dwellings and all are design to meet the requirements of Part M of the Building Regulations.

The layouts below identify the mix of compliant Part M4(2) apartments for a 1, 2 and 3 bedroom apartment.



1 Bedroom Apartment



2 Bedroom Apartment



3 Bedroom Apartment

7.0 Scale and Massing

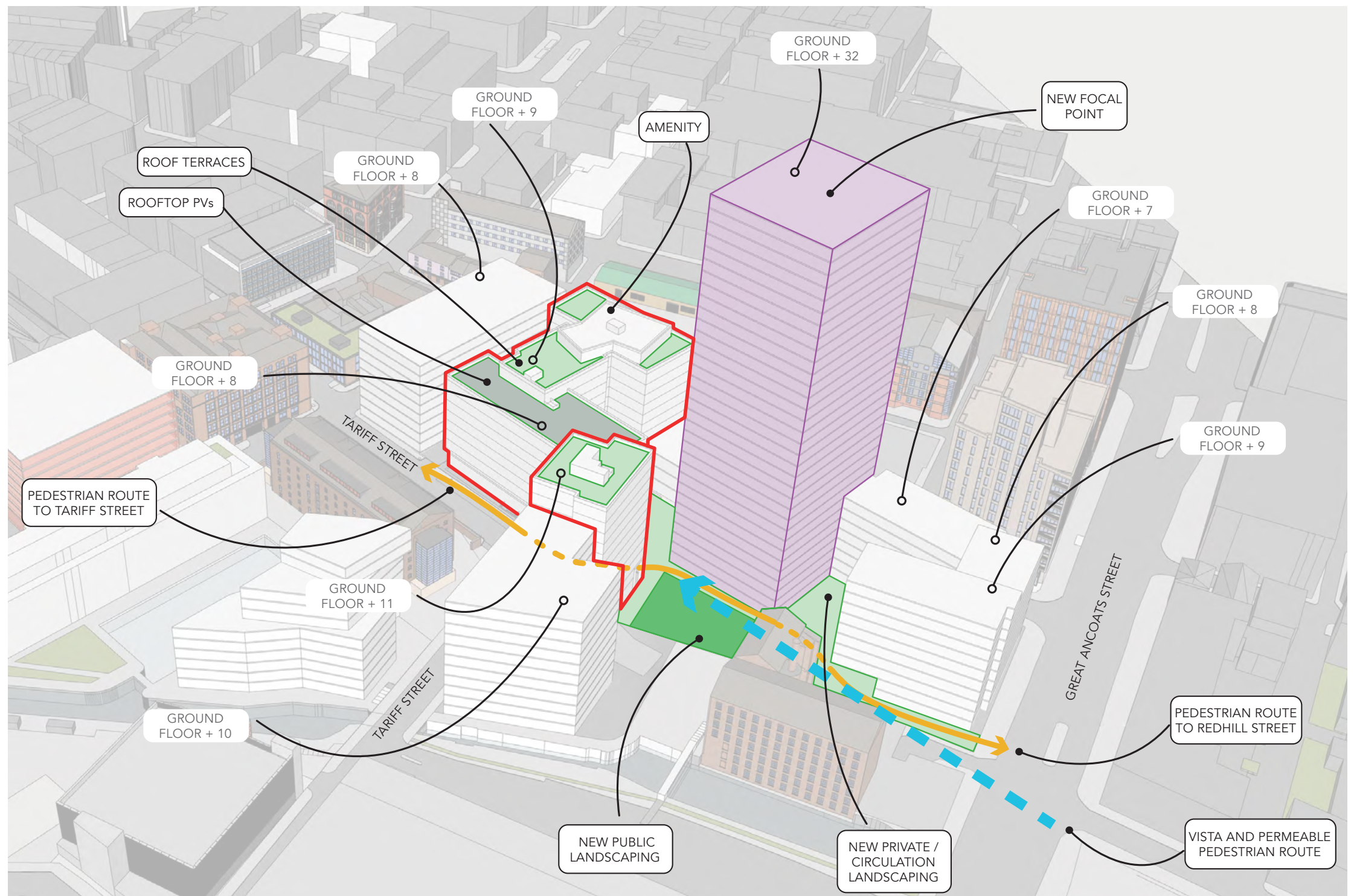
7.0 Scale and Massing

Overview

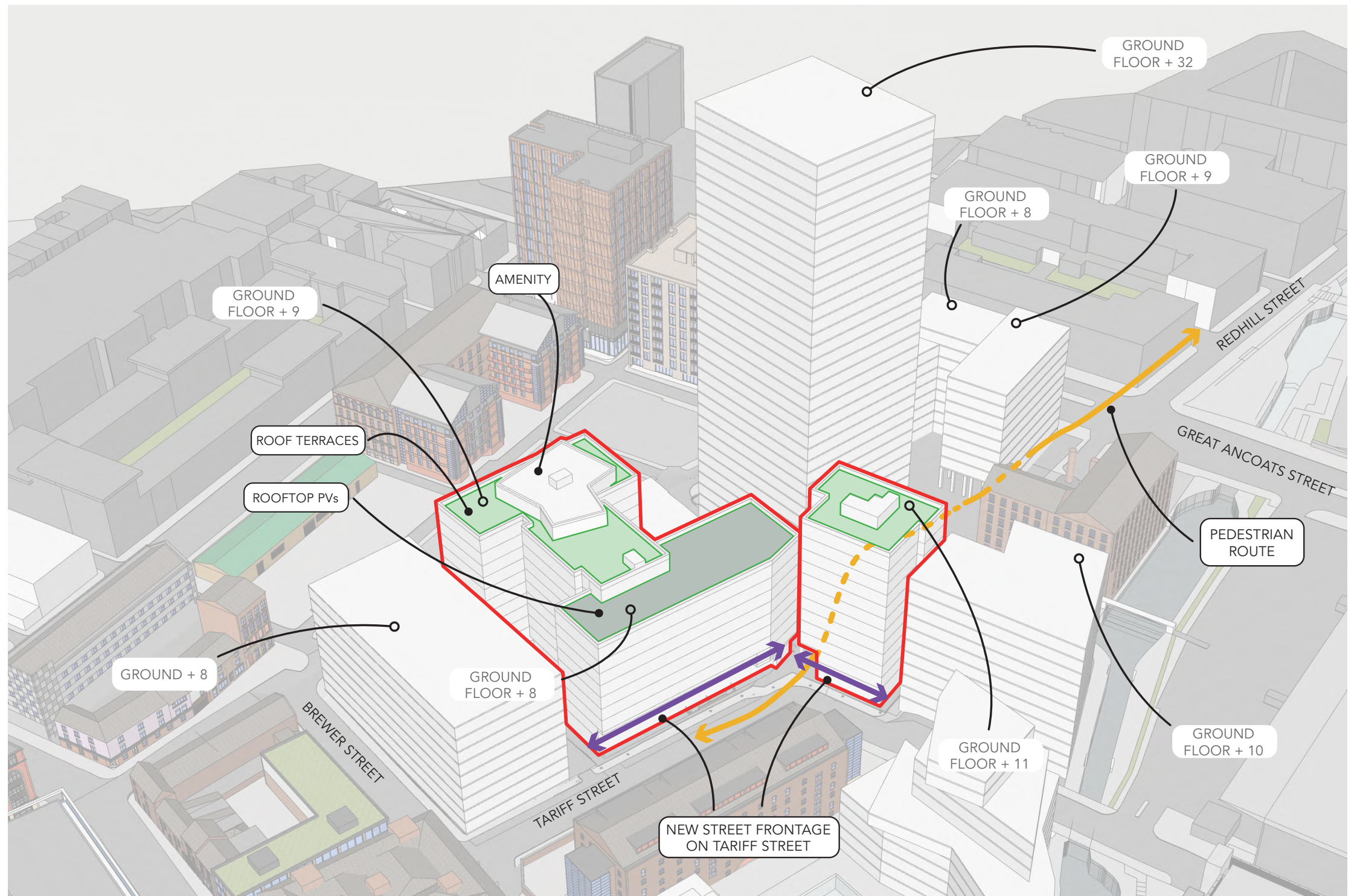
The buildings street lines and overall numbers of storeys follows the SRF principals, however we are one storey higher on Block 2. This extra storey has been applied to ensure the scheme is deliverable and to make this building more elegant as a taller slimmer block, but also to reinforce the route from Tariff Street through to Great Ancoats Street, so the pedestrians are drawn to this route marked by the buildings.

The SRF itself did not take account of land ownership so these blocks still follow those principals of heights but apply it to deliver buildings that work within the ownership boundaries.

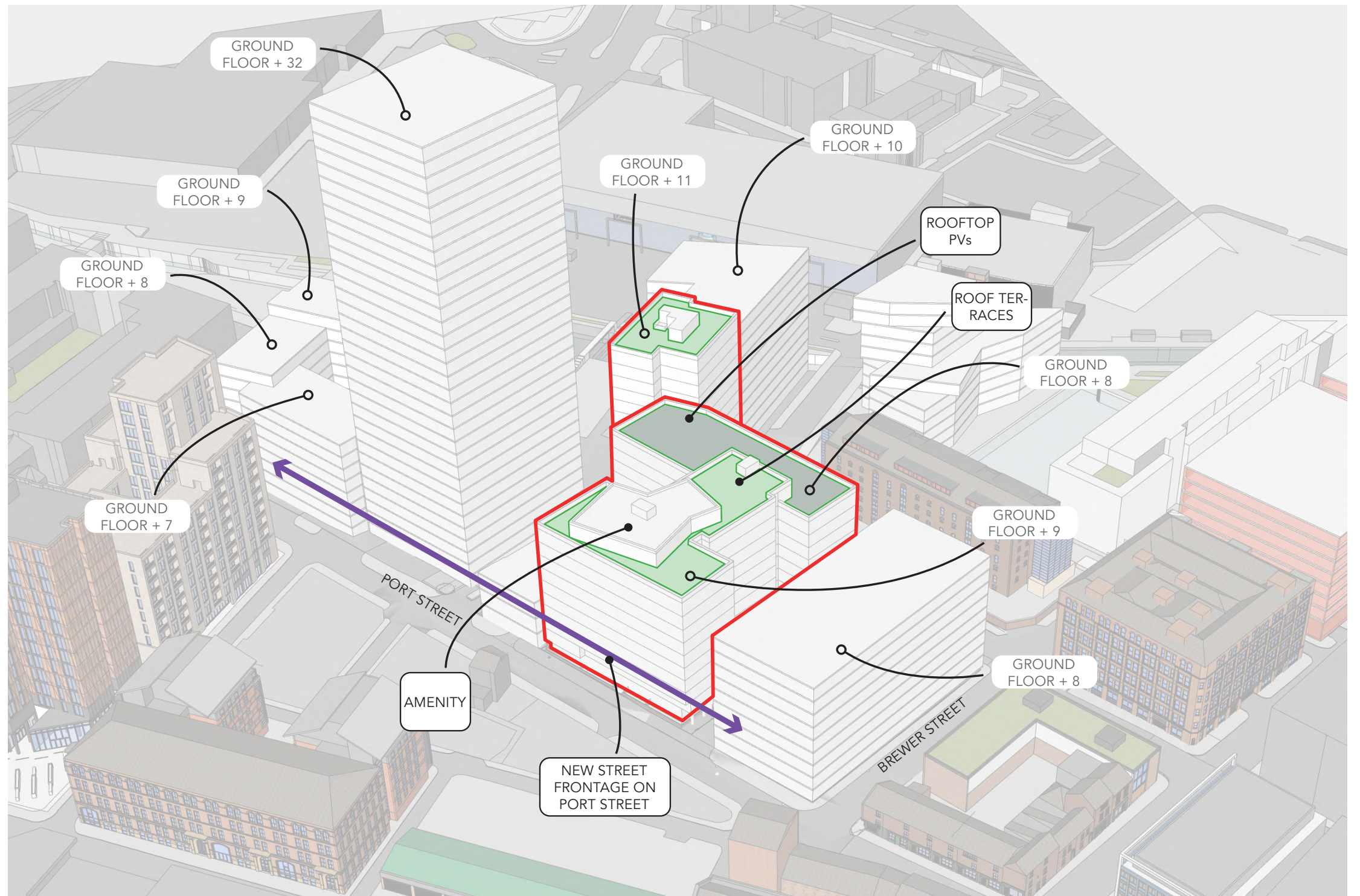
The views themselves are taken from a whole range of views looking towards the site. These include longer range views where we have taken a sequence of approach views, as well as snapshot views where we may have a view towards the site. As the building will site within a cluster of new buildings as the SRF is fully delivered, or that the street are narrow and existing building provide quite oblique views, many of the view simply reveal parts of the building where visible or very little building at all.



7.0 Scale and Massing



7.0 Scale and Massing



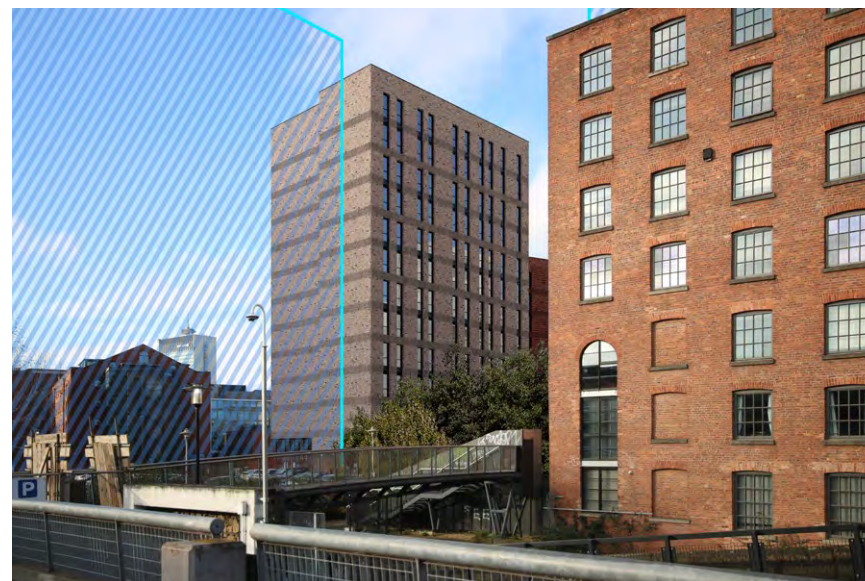
7.0 Scale and Massing

Overview

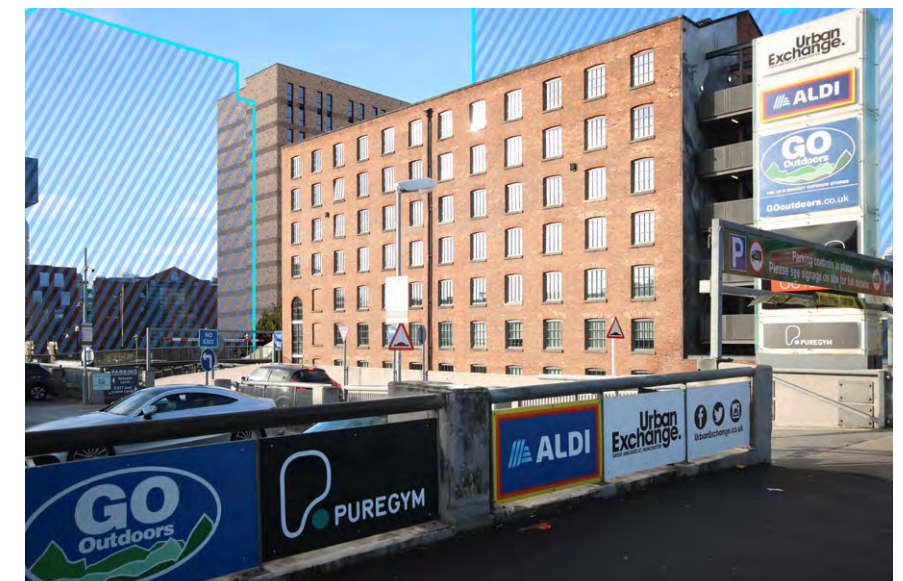
Our proposal carefully considers the views towards the site from all directions with particularly attention to the listed buildings to the east and south. It considers (and has tested through the long range massing views shown on the following pages) the approaches to the site from the city centre from the west and Ancoats to the east of the site.

The photomontages were generated by massing the proposed scheme along with the surveyed site as a 3d model. Using the 3d model, we have marked out a set of perspective views leading into the site. These views were chosen based on the primary public access routes towards the development. These views were then overlayed with site photos taken at street level to simulate a real life perspective of the scheme to the public. The combination of a computer-generated model and site photos provide a realistic view of the development in relation to the existing site. We believe the design sits sympathetically with the current and future context and creates a dynamic building form on arrival into and out of the city centre.

The following views show the various viewpoints with the locations to illustrate how the scale and masking and architectural envelope will appear in context. Buildings in blue are proposed SRF buildings / consented schemes that are not yet built, existing buildings are fully taken from the photos and the proposed buildings are seen in colour. A wireline outline of the proposed scheme is shown in green where the scheme is not visible in the views.



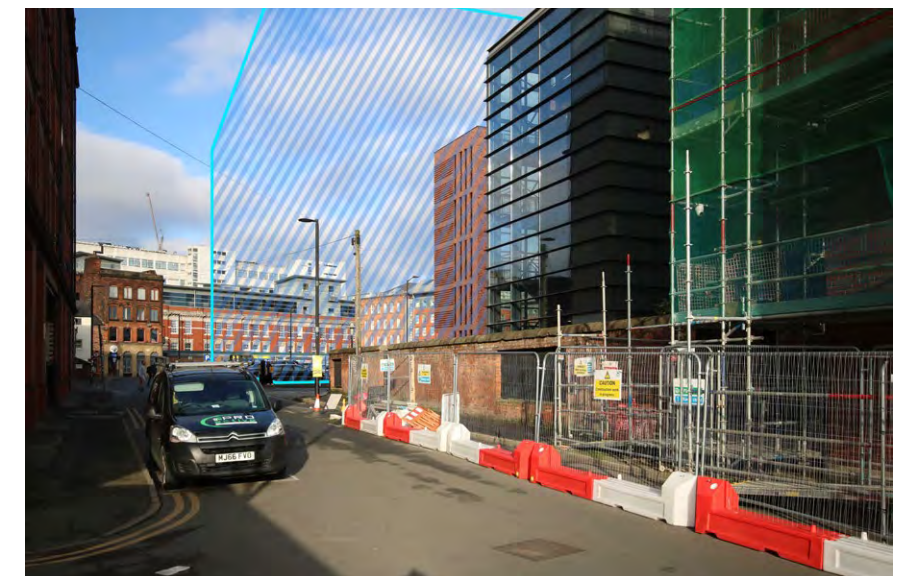
View 1 - Aldi Car Park



View 2 - Aldi Car Park Entrance

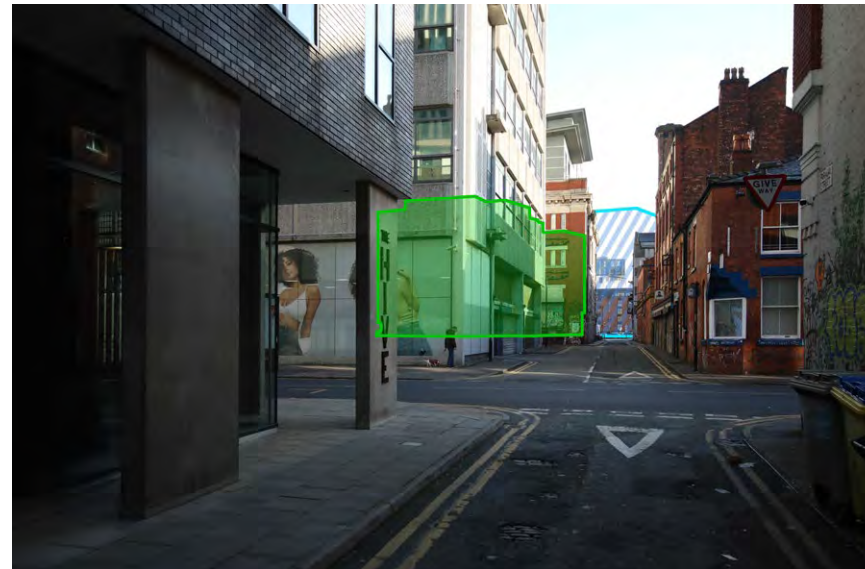


View 3 - Brewer Street (South)

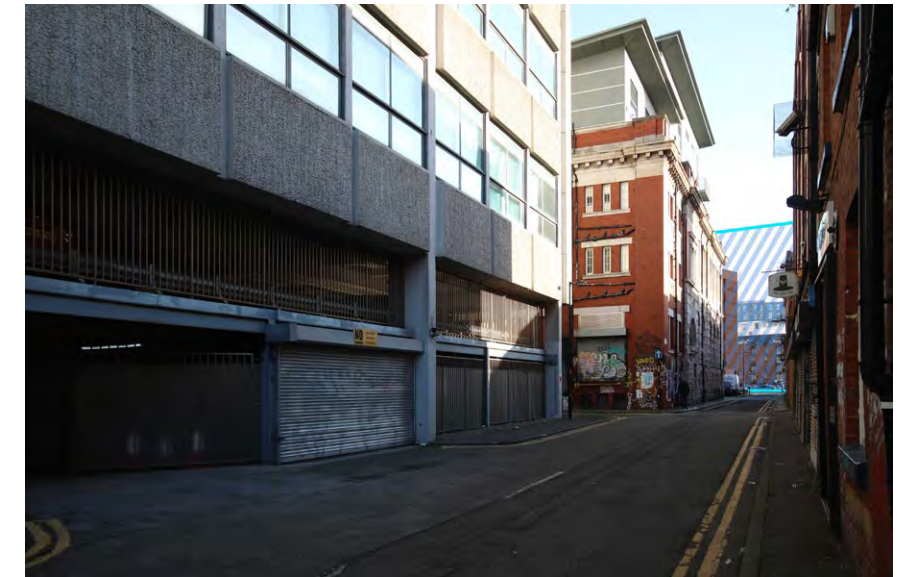


View 4 - Brewer Street (South)

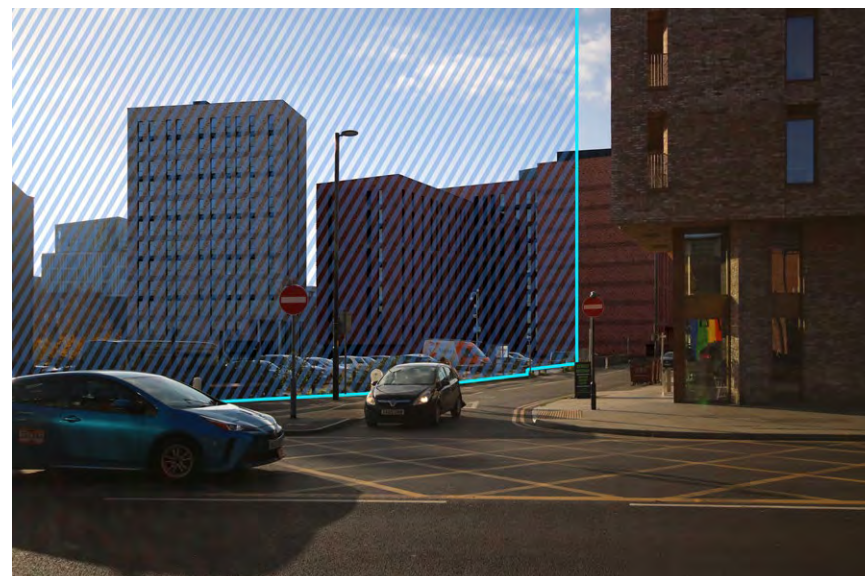
7.0 Scale and Massing



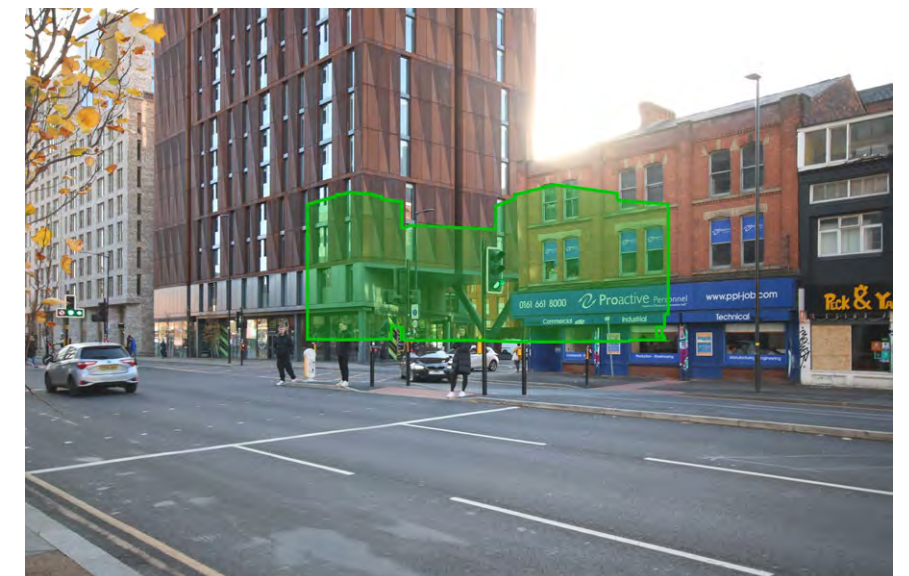
View 5 - Faraday Street (North)



View 6 - Faraday Street (North)



View 7 - Great Ancoats Street & Port Street



View 8 - Great Ancoats Street (North)

7.0 Scale and Massing



View 9 - Great Ancoats Street (South)



View 10 - Newton Street & Hilton Street

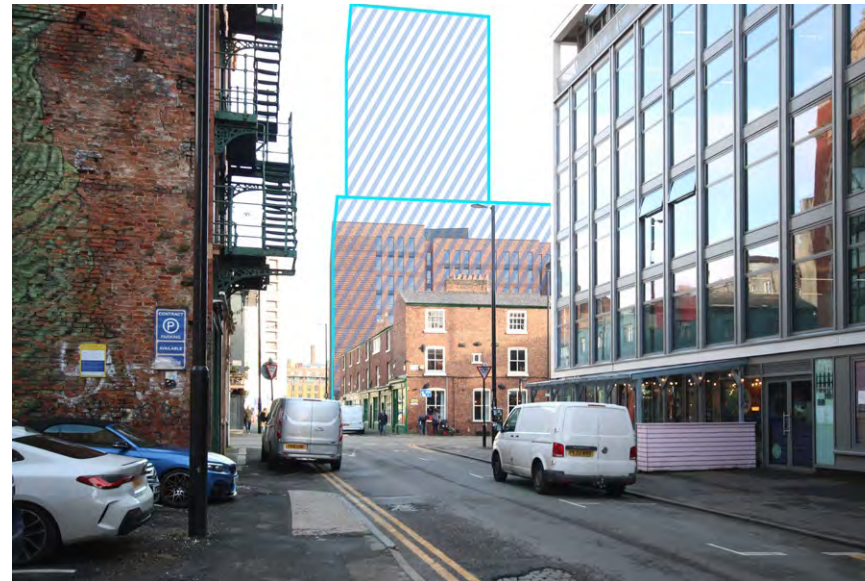


View 11 - Oxid House



View 12 - Port Street (West)

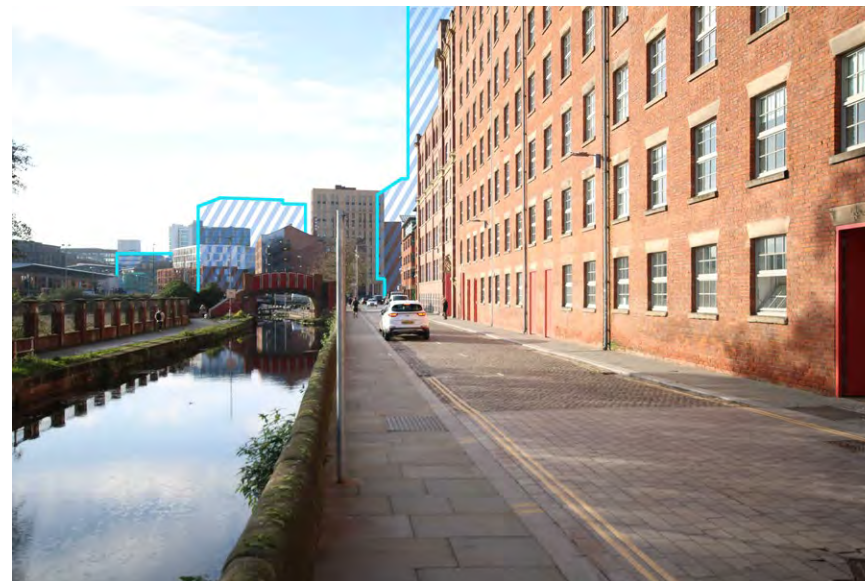
7.0 Scale and Massing



View 13 - Port Street (West)



View 14 - Port Street (West)



View 15 - Redhill Street (East)



View 16 - Redhill Street (East)

7.0 Scale and Massing



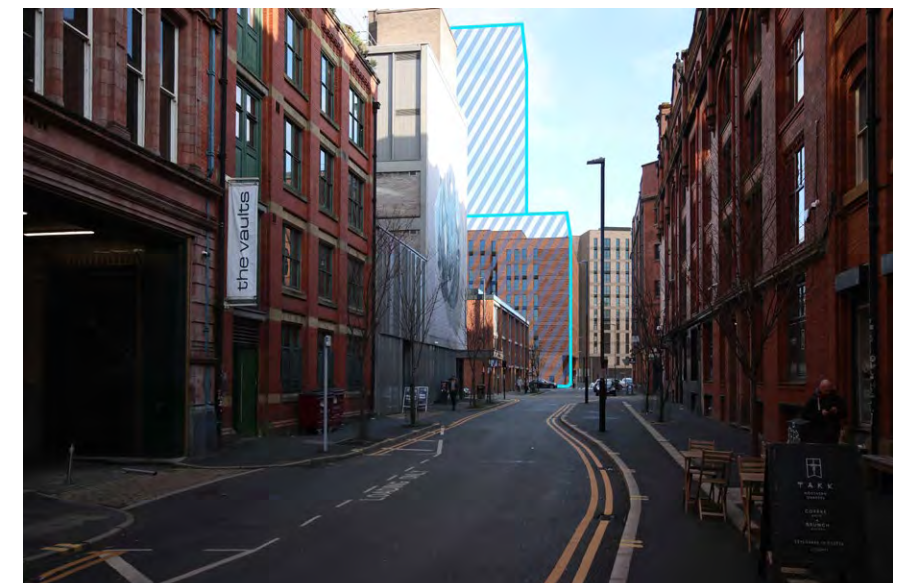
View 17 - Redhill Street (East)



View 18 - Rochdale Canal Towpath



View 19 - Stevenson Square



View 20 - Tariff Street (West)

8.0 Appearance

8.0 Appearance

Overview

The surrounding context is predominantly brickwork historically, and the two listed buildings nearby are also brick. The surrounding historical context brickwork colour is also tones of reds and browns.

As the scheme consists of two buildings, one more linear in nature and the other more vertical, and the context buildings do vary in brick colour, we have chosen to create two contextually relevant buildings with high quality facing brickwork, but to do these in two different colours of brickwork.

We have suggested that the larger of the two blocks that fronts Tariff Street and Port Street and faces Brownsfield Mill should be in a red brown brickwork, whilst the taller block, which sits at the end of the vista drawing pedestrians through from Ancoats marks the entry to the route to Ancoats from Tariff Street, should be in a more contemporary brick and thus marking this connection more clearly. In this way the red brick building which has more outward frontage is more in keeping with the red brick context and the taller termination block, stands out more, marking this new pedestrian connection.

We are broadly compliant with the height principles set out in the SRF, we have chosen to carefully layer the design broken up with smaller single taller windows, that reflect more traditional window openings.

These windows are clustered generally and provide one tall window per bedrooms and typically two or 3 windows for a living room (dependent on whether it sits on a corner).

The design for each block is defined by a two-storey podium facing the streets and then a regular pattern above. The material at podium level is the same as the upper levels.

The entrances house entrances with greater glazing and some service rooms as well as ground floor apartments set back from the street with defensible space and a barrier to prevent passers by getting to the tall windows.

To reduce the apparent scale, the windows are grouped together into two storey elements, which make for a more elegant vertical form and make the number of storeys read less. These are marked by brickwork bands at every other floor that run continuously between the groups but also by intermediate bands that break up the brickwork between.

These bands are formed by double or triple soldier course, stack bonded. This further layers the brickwork facades.



Illustrative CGI - Tariff Street Looking Towards Block 1's Main Entrance and Block 2's Retail / Amenity

8.0 Appearance

All window reveals are a full brick reveal, and give good definition to the windows. The base of the building has greater glazed areas where we have active frontage, particular to the Tariff Street entrances and to the amenity provision.

The two-storey brickwork openings have a feature surround panel in aluminium, used in random location on the outward facing facades, projecting from the building face giving greater depth to the reveal openings and breaking up the window arrangement to provide a further layer of detail to the brickwork.

The gable ends which have less openings due to their proximity to the boundaries have brick detailing creating horizontal bands, of projecting and recessed brick course applied to break up these larger panels.

The amenity at roof level is treated with grey metal panels to give a lightweight appearance to the top of the building.

The uppermost storey facing Tariff Street has single height tall windows, and in this way the facades are treated with a base two storey treatment, a middle with the two storey height windows, and the top with a single window. The taller slim block framing the route runs the two storey windows all the way up to emphasis the height and vertical nature in this location.

This simple elegant style, mixed with the deeper reveals, brickwork detailing and aluminium framing around selected openings, creates an interesting and modern twist on traditional brickwork openings creating an individual solution for the site that respects and relates to its context.



Illustrative CGI - Public Realm Looking Towards Block 1's Courtyard and Block 2's Entrance

8.0 Appearance

Materiality

As already mentioned, the design incorporates a predominately brick aesthetic. This red / brown brickwork solution references and is sympathetic to both the Grade II* Listed Buildings; Brownfields Mill and Jacksons Warehouse, but with the use of a more contemporary brick blend and brick detailing to allow us to create a more modern twist to the design.

Whilst Block 1 is in red brickwork, Block 2 is in a contrasted brick to create an animated and dynamic development that stands out more than the blended red brick building, reinforcing, marking and highlighting the new street level pedestrian connection to Great Ancoats Street.

The use of a brick blend (examples shown opposite) and some fine brickwork detailing, allows a greater visual texture to the brickwork providing interest and is a more contemporary 'twist' on traditional brickwork. Full brick reveals give greater depth to the facades and assist in separating the brick from the 2 storey openings with full height glazing.

These materials are high quality, durable and contextual. The proposals delivers a simple precise design, which does not mix too many materials and allows the dynamic form to complement the materiality.



8.0 Appearance

Typical Bay Detail (Block 1)

Included within the application are drawings identifying the typical window details, opening design and brickwork bonding to illustrate the high quality brickwork and window reveals being proposed.

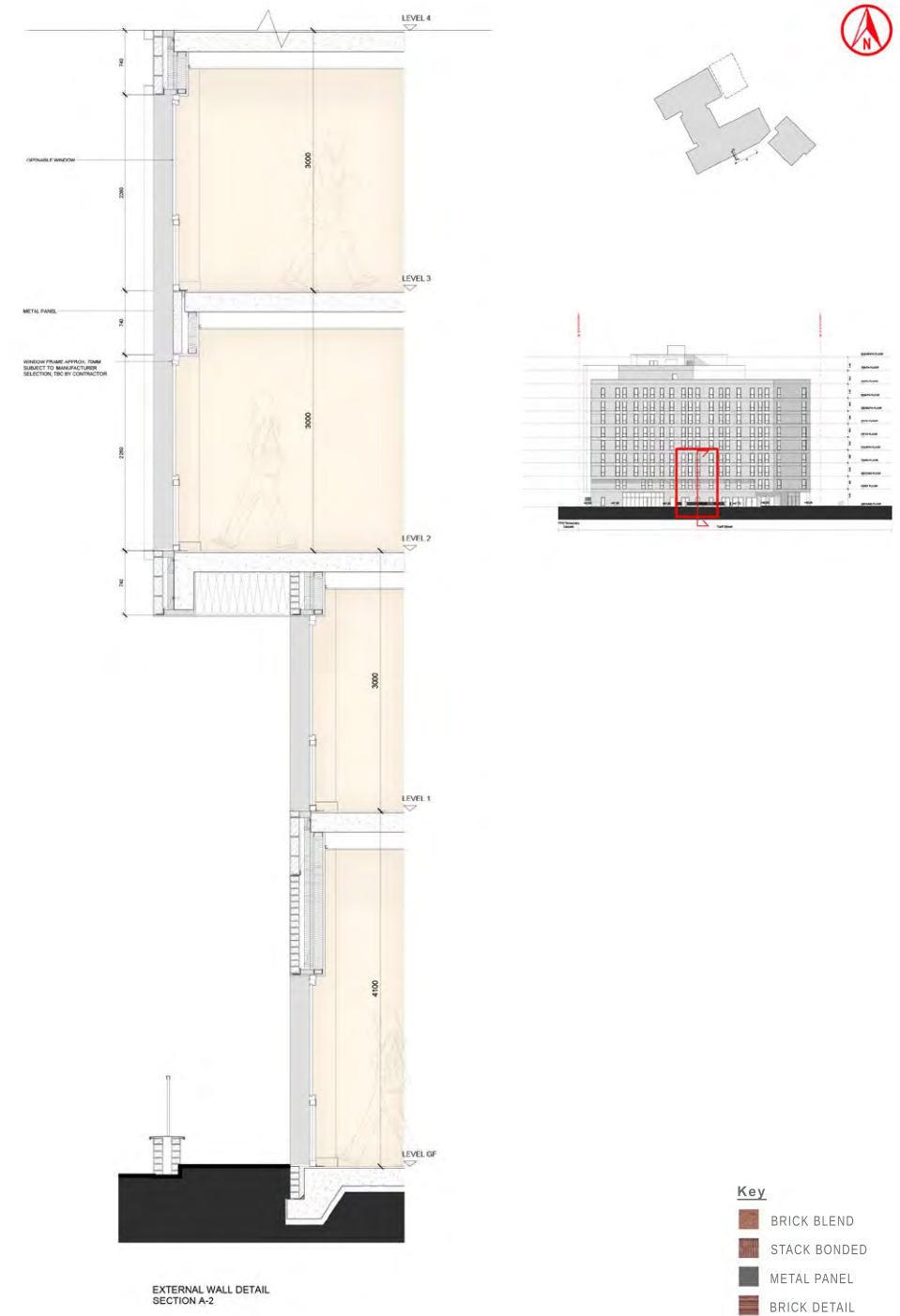
Key

-  BRICK BLEND
-  STACK BONDED
-  METAL PANEL
-  BRICK DETAIL



Bay Elevation

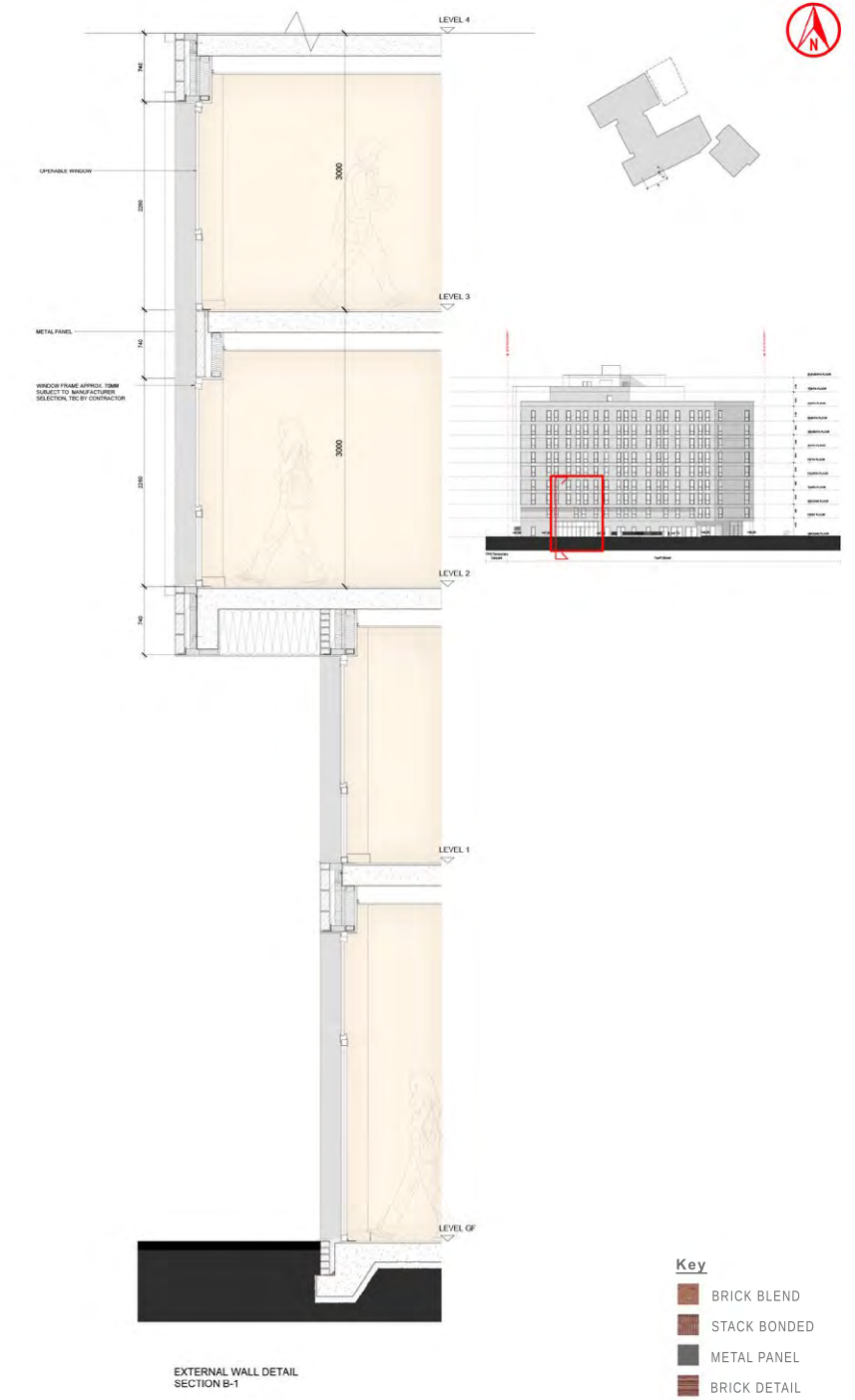
8.0 Appearance



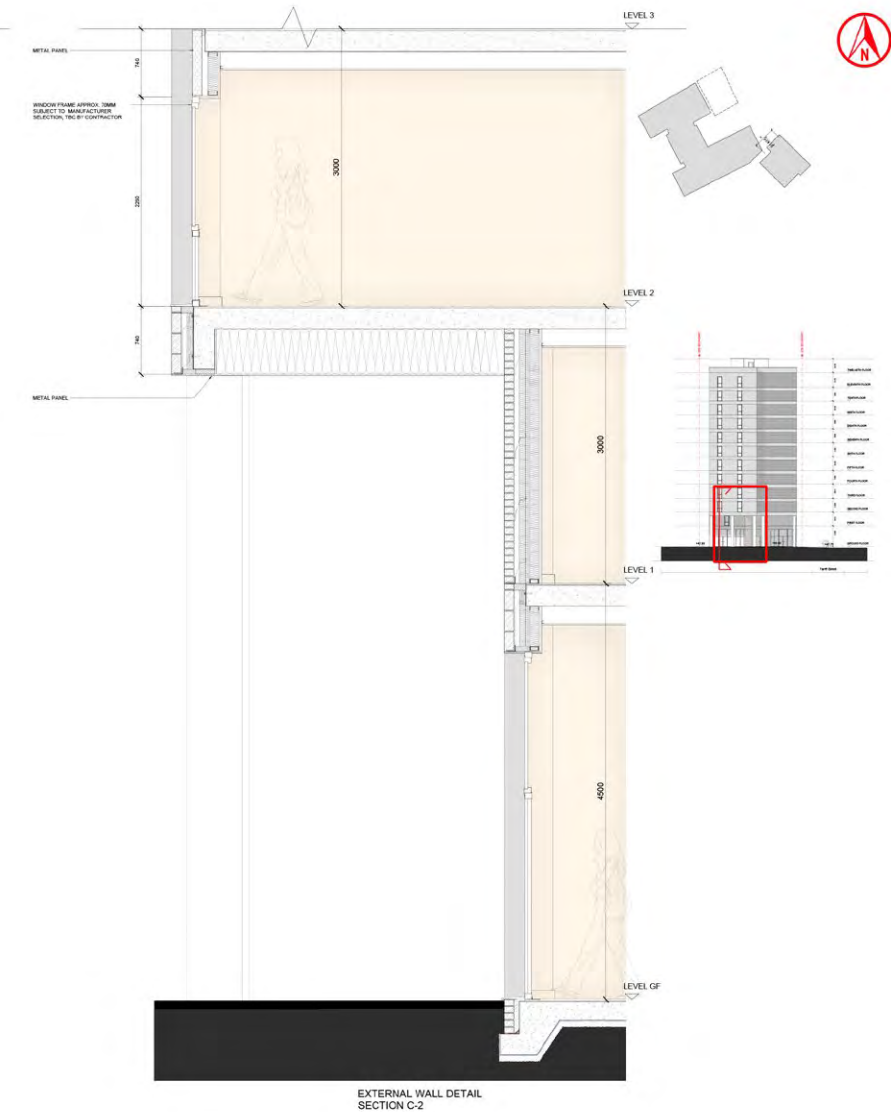
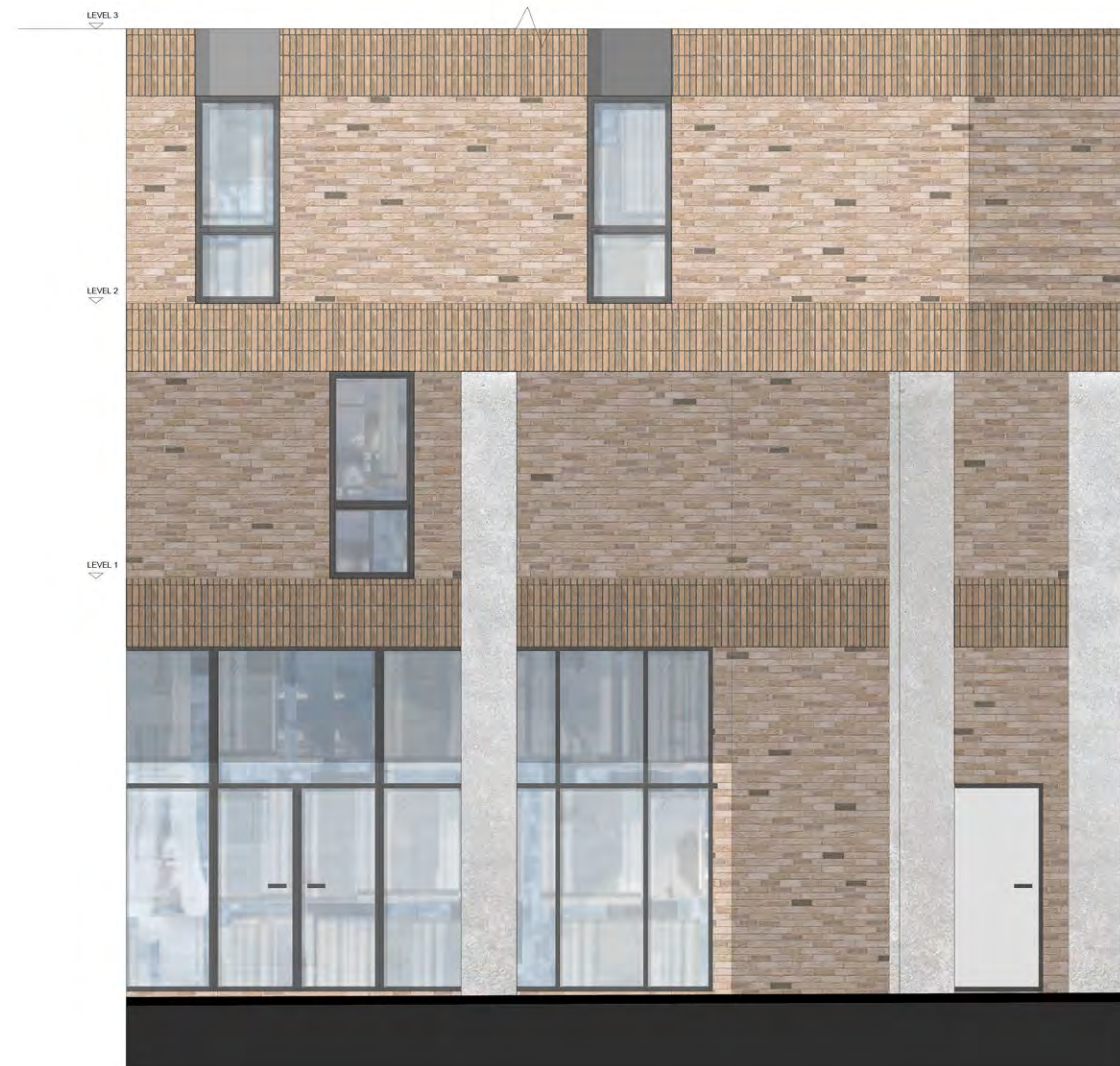
8.0 Appearance



8.0 Appearance

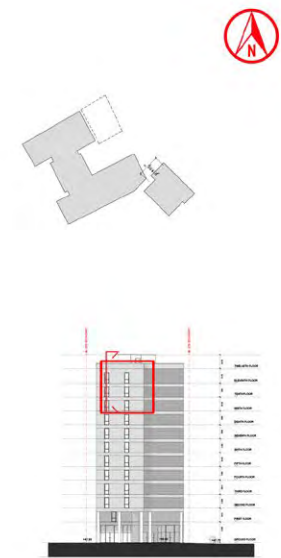


8.0 Appearance



- Key**
- BRICK BLEND
 - STACK BONDED
 - METAL PANEL
 - BRICK DETAIL

8.0 Appearance



- Key**
- BRICK BLEND
 - STACK BONDED
 - METAL PANEL
 - BRICK DETAIL

9.0 Access

9.0 Access

Overview

The site is located within the inner city orbital, on the eastern edge adjoining Great Ancoats Street onto A57(M) / the Mancunian Way. The site has excellent connectivity via a variety of non-car transport modes. The site is not level but not significant in terms of level difference across it, and the design and landscape / public realm have been detailed to ensure that accessibility is maximised, in and around the perimeter and into the building and private amenity spaces.

Pedestrian Access

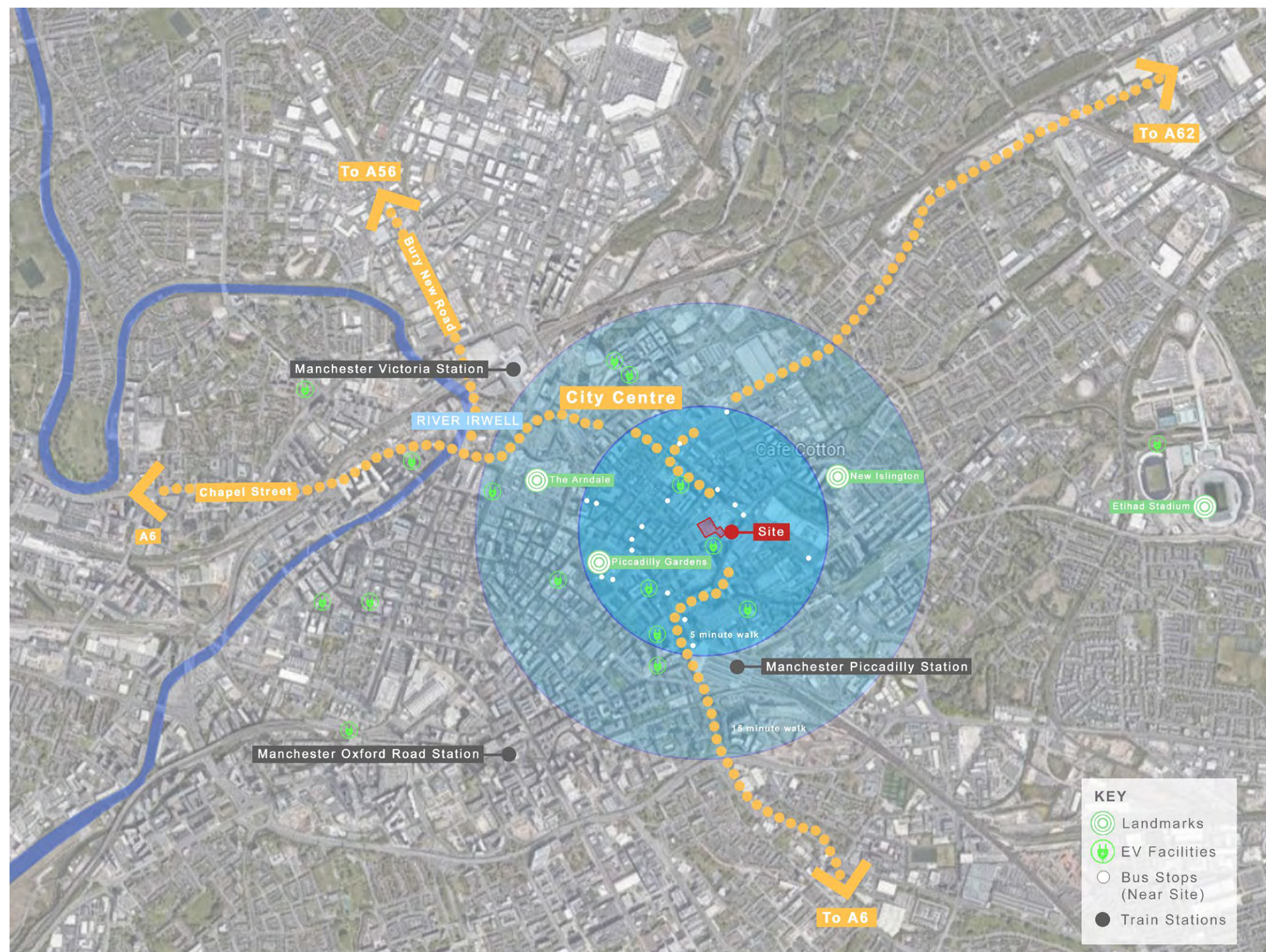
The site is open on and visible on all street frontages, and pedestrian connectivity is available from several perimeter points. The overall development is split into two blocks, one fronting Tariff and Port Street (Block 1) and the other fronting Tariff Street (Block 2) as it turns southwards.

There is a desire to create a connection from Great Ancoats Street through the recently approved scheme onto Tariff Street via the corner of the site, which has been facilitated at ground level, via a two storey colonnaded space, where views into the gardens as part of the Affinity Living scheme can be seen to draw pedestrians through the site

The main pedestrian access for both blocks is via a principal entrance on Tariff Street, and secondary access on Port Street. For Block 2, the main entrance is facing onto the public realm space within the site, drawing footfall off Tariff Street and through to Great Ancoats Street.

From here these entrances access the main vertical circulation cores and upwards to each floor level.

The majority of the ancillary accommodation is located on the lower ground floor and ground floor on Block 1 and in the basement of Block 2. Servicing will be mainly from Tariff Street. The splitting of the two blocks allows for easy flow and connectivity for the public and residents around and through the development.



9.0 Access

Public Transport

Manchester Piccadilly Station is less than 10 minute walk, it is one of the busiest railway station in the UK linking the city directing to London, Birmingham and Edinburgh and Glasgow, with London access at 20 minute intervals. Being a major hub for local and regional destinations across the north and beyond, it provides great onward connections to people living in the city. It also provides direct routes to Manchester International Airport for international people and holiday makers.

Manchester Victoria Station is less than 15 minutes walking distance and is close by to Shudehill Bus / Coach Station, a major bus interchange servicing destinations outside of Manchester. Local bus and tram are within 5 minute walking distance to Piccadilly Gardens.

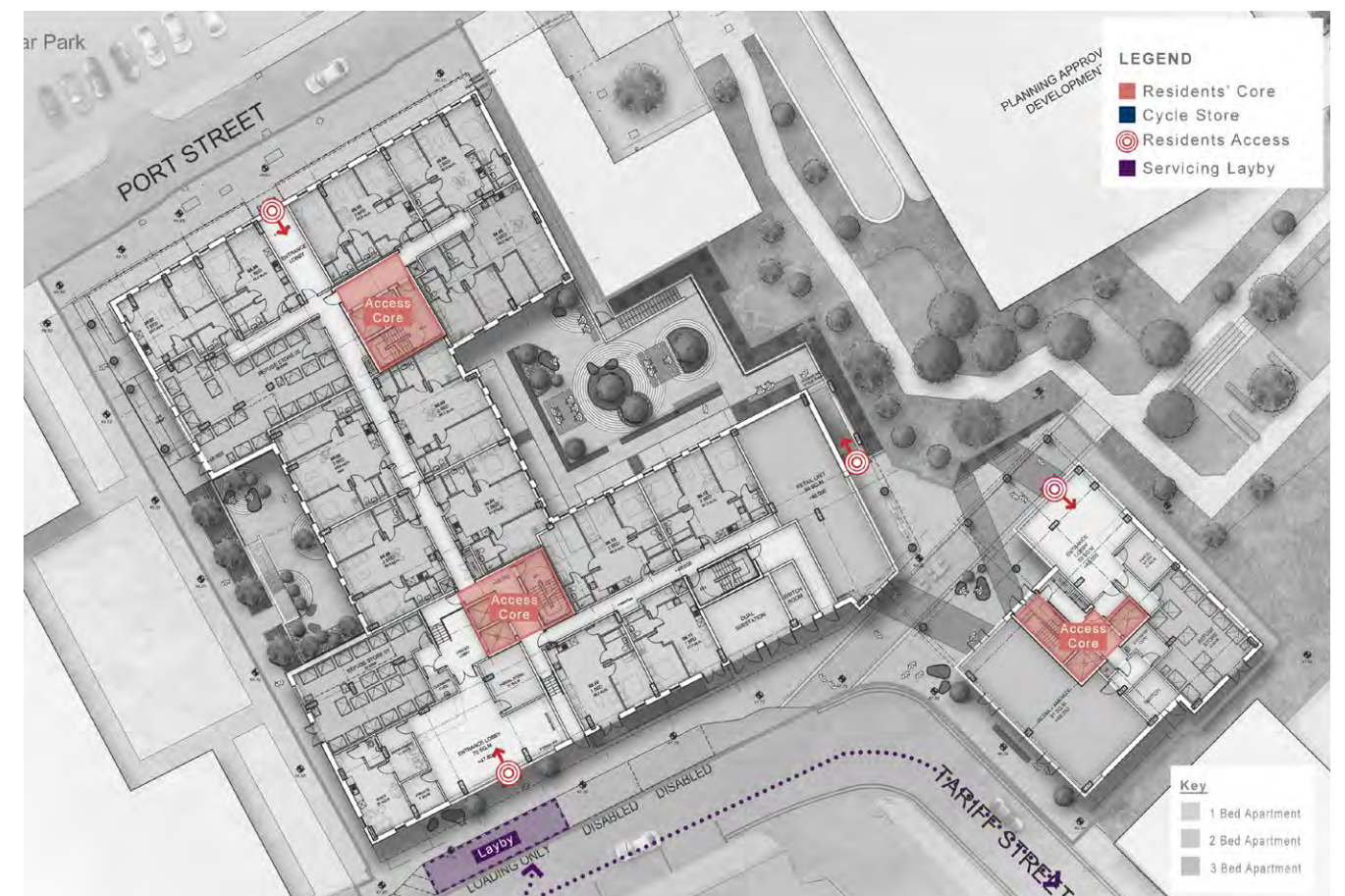
Vehicle Access

The site is located on Port Street and Tariff Street, with Port Street served directly off of Great Ancoats Street to the east, which is highly accessible to and from the city centre.

Access from both these streets will be available for refuse collection however the main entrance to Block 1 and Block 2 is off of Tariff Street and it is proposed to add a new layby proposed for drop offs, deliveries and servicing, easily accessible to both of the main entrances of Block 1 and 2. Adjoining this layby it is proposed to add two accessible on street car parking spaces.



Lower Ground Floor



Ground Floor

9.0 Access

Cycle Access

There is cycle lane on Port Street directly outside the site off of Great Ancoats Street, which leads towards the main shopping district and Manchester Piccadilly Rail Station. The city centre offers great bicycle provisions for the quick commute.

There are 3 cycle stores in total. In Block 1, there are two cycle stores located on the lower ground floor. Residents would dismount on Tariff Street, enter secured gates adjacent to the retail unit and pass through the courtyard. Once the residents store their bikes here, they can then go through the lift / stair to their apartments. For Block 2, there is a cycle store located in the basement, where the residents dismount on Tariff Street, use the lifts to access the cycle store.

To improve accessibility and encourage cycle use, in Block 1 there is provision for a Turvec cycle repair/maintenance station.

Between the two buildings the scheme provides a total of 268 cycle stands, 212 stands in Block 1 and 56 stands in Block 2; 100% provision.



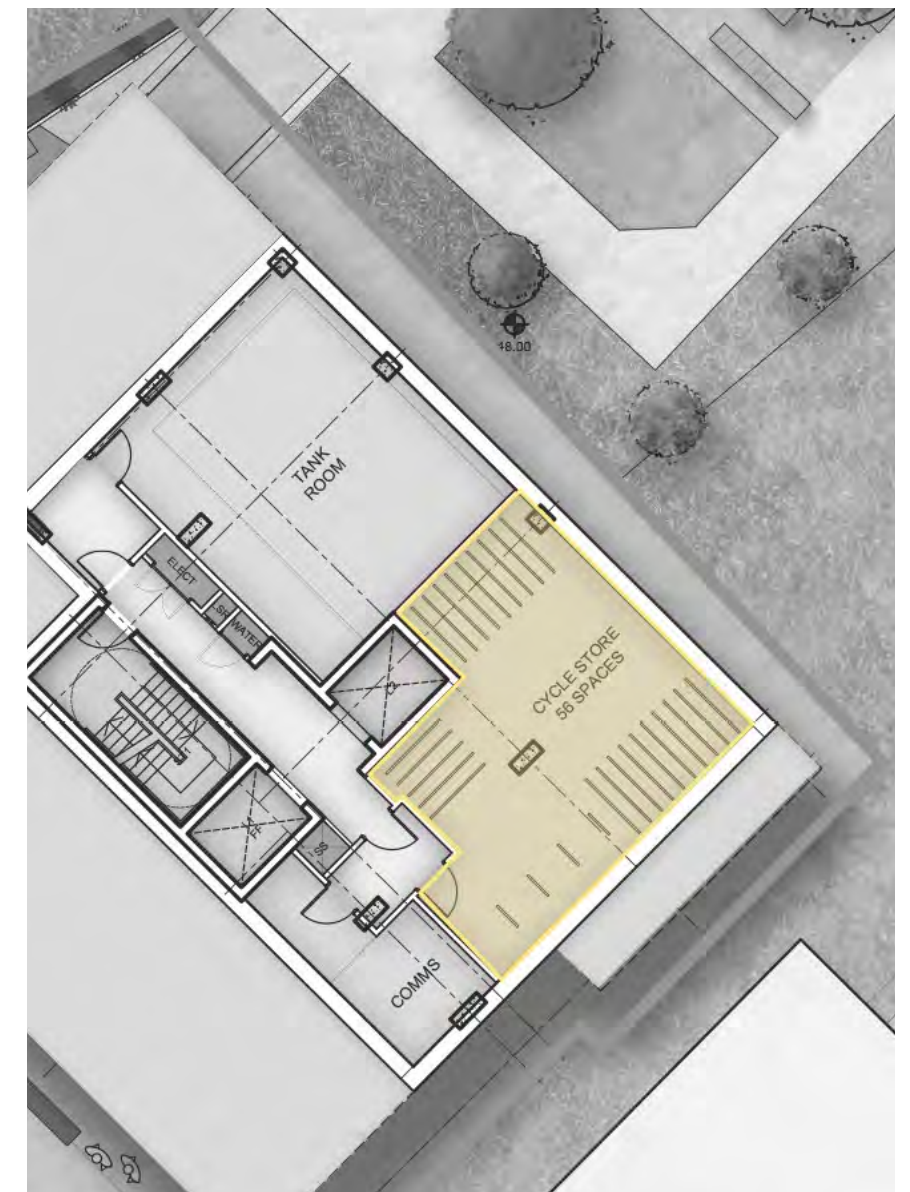
Double Stacked Stands



Sheffield Stands



Extract of Block 1 Cycle Store



Extract of Block 2 Cycle Store

10.0 Inclusive Access

10.0 Inclusive Access

Overview

The development has been designed from first principals to allow for an inclusive and highly accessible environment for all. Whilst there are level differences around the site, the design solution ensures that level or ramped access allows for access into the building, and internal lift access, deals with accessing upper and lower levels of both buildings.

The design team have taken care to ensure the building and surrounding site take full account of the needs of disabled persons in relation to the current statutory regulations.

The entrances along Port Street and Tariff Street (to Block 1) and the Tariff Street entrance (Block 2) are all from level access from street level. The main entrance on Tariff Street to Block 1 is level access, with the reception, postal room and

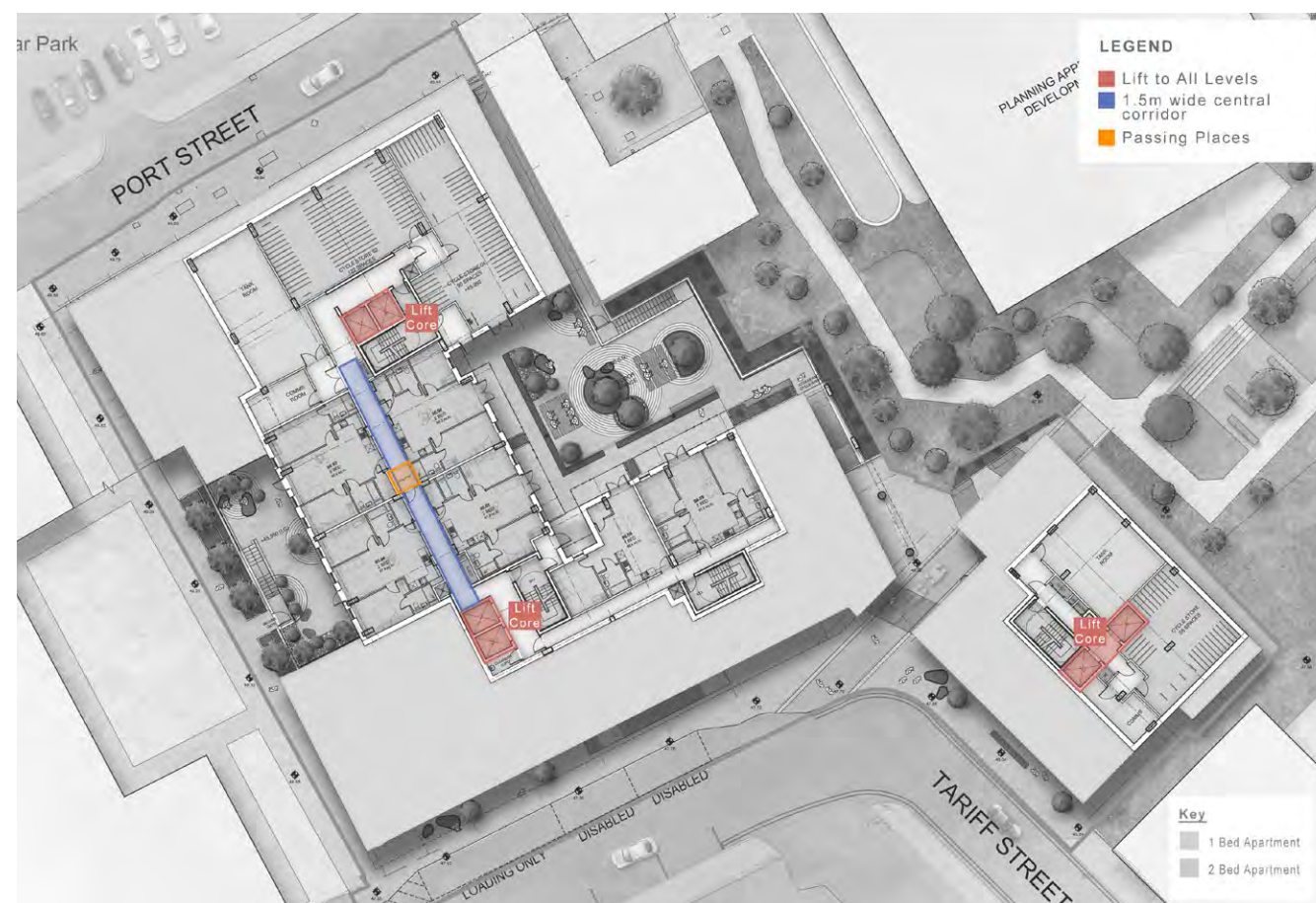
management / staff rooms on this level. There is then a set of dual access lifts facilitating the level differences between the floors.

Dropped kerbs are provided for access to and around the building from street. Once within the building, there are two sets of lifts (4 no) in Block 1 and one set of lifts (2 no) in Block 2 these provide access to all floors of the building. At 'ground' level on Block 1, the connecting corridor to the 10 storey block facing Port Street and the 9 storey element to Tariff Street is 1.5m wide to facilitate movement between the two main cores.

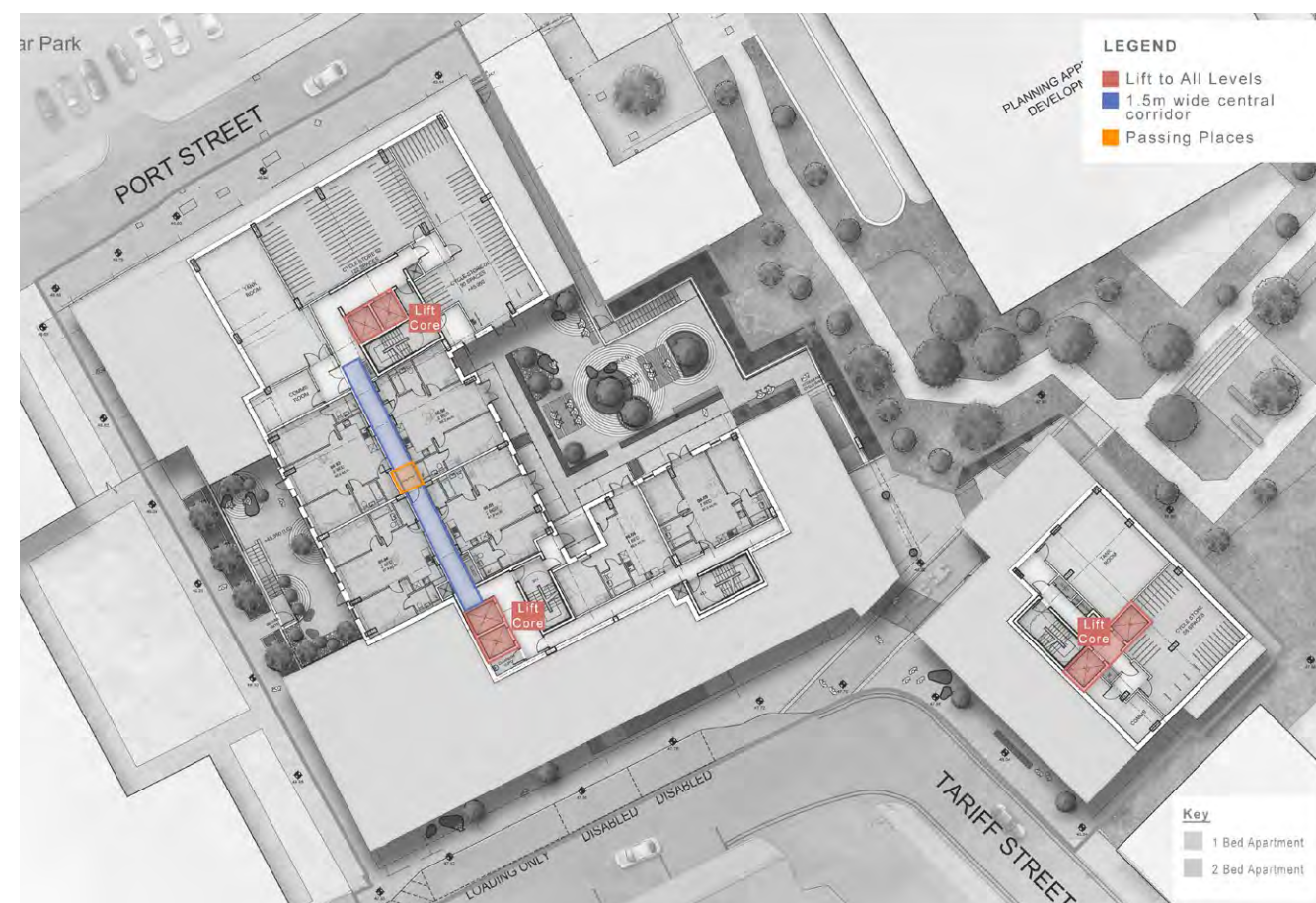
The corridors are compliant with building regulations and have passing places incorporated for ease of circulation for the residents.

All apartments are designed to Part M4(1) with the exception of 10% of the apartments which are being enhanced to Part M4(2) Category 2 Accessible and Adaptable Dwellings.

Proposed on Tariff Street are two accessible parking bays located close to the main entrance, close to the lift / stair core and to the upper floor apartments.



Lower Ground Floor



Ground Floor

11.0 Security Strategy

11.0 Security Strategy

Overview

The building and site layout has been designed to create a building which provides a safe, and secure environment for residents, visitors and passers-by. It seeks to make a beneficial contribution to the prevention and fear of crime and promote enhanced security within and around the building. This is achieved through the following measures;

- There are clearly defined entrances into the residential blocks; For Block 1, the main entrance is located on Tariff Street and the secondary access is on Port Street. The Port Street access will be restricted to residents only, visitors and the public will only have access on Tariff Street where there will be a dedicated concierge / reception desk in the lobby area. There is one entrance for residents into public realm from Tariff Street. For Block 2 there is one visitor and resident entrance which is highly visible and on the new

route created through the site towards Great Ancoats Street. This entrance will allow enhanced security via passive surveillance of the route that runs through the site as well as towards the street. There is a active unit that faces the street which allows maximised passive surveillance. All entrances are highly visible for passive surveillance. All entrances will have key fob or card entry.

- Extensive full height glazed entrances to entrances, concierge and active ground floor units will animate the ground floor. In addition there are at ground and at upper floors, apartment windows facing out on all sides of the development which will provide natural surveillance and overlooking the surrounding streets, and space within and around the new development.
- The ancillary accommodation with external doors are secured for access only by management or qualified personnel.

- All residents' entrances include a secure lobbied space with a secondary door into the lift and stairs to the upper floors. Access to the lifts / stairs will be via an access control key fob for residents.
- Surveillance will be provided around the perimeter of the site and across the development, with the landscape design facilitating this.
- Lighting will be provided to ensure the safety of residents, staff and passers-by during the day and evening. Well-lit areas include the undercroft Port Street and Tariff Street ground floor of Block 1 and the lower floors on the Block 2. These will prevent loitering, anti-social gathering and rough sleepers.
- Access to the lower ground courtyard of Block 1 will be via secured gates. The 2 apartments on the lower ground floor (Apt 00.03 & 00.04) will have both internal and external access. The external access to their private terraces includes a secure gate from street level for means of escape.



Lower Ground Floor



Ground Floor

12.0 Landscaping and External Works

12.0 Landscaping and External Works

Overview

1. CENTRAL COURTYARD

The central courtyard space sits adjacent to a retained building on Port Street with a level change from Port Street down towards the lower levels of the wider site and connections with Tariff Street. The proposed buildings allow for a stand off from the existing building and stepped access down into this lower courtyard space. Apartments overlook this area and open out onto it. The courtyard will be private space.

2. WESTERN COURTYARD

This small courtyard space sits at the western end of the proposed building and will be set below the level of the street. Access is via steps from the street and internally the courtyard will be available to access from lower level apartments. The courtyard will be private space.

3. TARIFF ST LINK PASSAGE

There is a link between buildings connecting Tariff St to the proposed development sites to the north and onto Great Ancoats St. This is level with the street and connects the proposed public open space areas of the developments to the north with Tariff St. The connections also provides links to path networks which will ultimately allow connections to Great Ancoats St, Port St and other development areas.

4. TARIFF STREET FRONTAGE

The street along Tariff Street is currently tarmac and concrete with a generally degraded appearance but with some remnant granite cobble areas of roadway. This space will form the direct frontage to both proposed buildings.

5. PORT STREET FRONTAGE

The current street is currently tarmac with areas of concrete paviors and natural stone paving towards Great Ancoats. This area will form the direct frontage to the proposed building along the length of Port Street and its return along a proposed link route through to Tariff Street.



12.0 Landscaping and External Works



Block 1 Residents' Courtyard - Aerial



View Between Block 1 & 2 Looking Towards Affinity Living's Development



Western Private Resident's Terraces



Block 1 - Residents' Courtyard

13.0 Servicing and Refuse

13.0 Servicing and Refuse

Overview

The diagram opposite demonstrates the strategy for the removal of household waste from the proposed apartments. Separate refuse will be required for the retail/active units once the tenant is known. It is assumed that the refuse store will be located within the building footprint.

The domestic refuse stores (two in Block 1 and one in Block 2) are located on the ground floor, which will be fully managed. Refuse and general servicing will take place along Port Street and Tariff Street, a layby is proposed on Tariff Street for deliveries and servicing. There are two separate refuse stores in Block 1 to minimise residents' route from the upper floors and to avoid spillage in the corridors and communal areas.

Servicing doors to ancillary uses inside the building will have a secure personnel access key / access control and all will be accessed from around the perimeter via secure doors not accessible to residents.

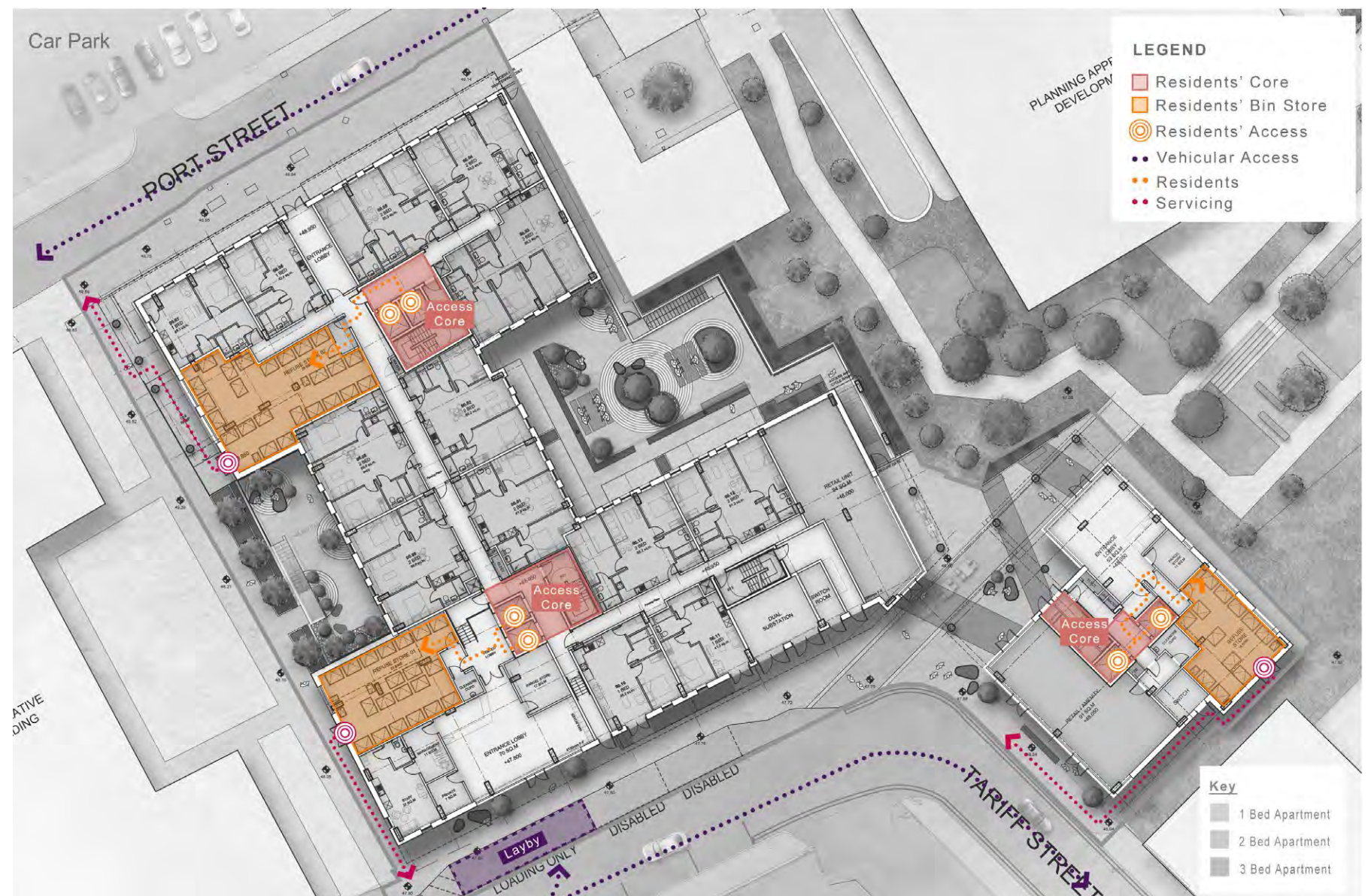
In terms of residents' refuse strategy, the proposal is that residents are to use the lifts or stairs in each block to take refuse from their own apartments, down to the ground floor and to dispose of their waste into the communal refuse stores located near the lifts. These have been positioned to allow residents for easy access prior to exit from the building.

Residents will be able to place different waste streams in the different bins provided for general waste, cardboard and recycling and also household green waste. The bin stores are located adjacent to the lifts and stairs for easy access for the residents en-route exit to the reception / lobby area on Port Street and Tariff Street.

On refuse collection day, the refuse operatives will either collect the bins from each store, and empty them into the refuse vehicle, or management will wheel the bins through the external double doors and drag the bins to an area of hard landscaping outside Port Street or Tariff Street.

The refuse stores will be monitored to ensure the bins do not get too full and any spillages that occur in transit can be cleaned by management.

As part of the local authority collection scheme, waste storage containers are to be supplied by the authority to contain separate refuse and recyclable materials.



13.0 Servicing and Refuse

These shall be wheeled containers with hinged lids, and the following number and size of bins should be provided to satisfy the needs of the residential development. The amount of refuse storage has been calculated in accordance with the Manchester City Council publication GD04 – Waste Storage and Collection Guidance for New Developments, Version 6, 2017 and Manchester City Council – Residential Quality Guidance.

For each apartment, we need to provide 0.43sqm of space in the refuse stores. Block 1 has 211 apartments which equates to 90.73 sqm and Block 2 has 56 apartments equating to 24.08sqm. Block 1 has two refuse stores approximately 165sqm in area and Block 2 is 50sqm in area.

Each property within the development is eligible to a maximum of 110 litres of refuse materials per week, a maximum of 55 litres of pulpable waste and 55 litres of co-mingle materials per fortnight (collected on alternate weeks).

The total number of bins for each block is illustrated in the tables below.

Block 1: 211 Apartments

Material Type	Litre / Property	Total Volume	Capacity Bins	Bins Required	Total Bins
Refuse	110	23,210	1100	21.1	22
Pulpable	55	11,605	1100	10.55	11
Co-mingled	55	11,605	1100	10.55	11
Organic	5	1,055	240	4.40	5
Bin Total					49

Block 2: 56 Apartments

Material Type	Litre / Property	Total Volume	Capacity Bins	Bins Required	Total Bins
Refuse	110	6,160	1100	5.6	6
Pulpable	55	3,080	1100	2.8	3
Co-mingled	55	3,080	1100	2.8	3
Organic	5	280	240	1.17	2
Bin Total					14



Block 1 Refuse Stores



Block 2 Refuse Store

14.0 Compliance with Manchester Residential Design Guidance

14.0 Compliance with Manchester Residential Design Guidance

“9 components that combine to deliver high quality residential development, through safe, inviting and sustainable neighbourhood where people want to live” (Extracted from Manchester Residential Quality Guidance, March 2017)

Make it Manchester ✓

Appreciate the context and character by creating a landmark which responds to the surrounding context. Blending the old and new by using high quality materials of red stone (historical) and glass/panels (contemporary). Scale and density is appropriate in this location given its surrounding context and prominence.

Make it Bring People Together ✓

Well connected location in the heart of the city centre within easy walking distance.

Make it Animate Streets and Spaces ✓

Clear full height glazing at ground floor creating an inviting and visible place for everyone. The tower (Site A) has a double height ground space to encourage activity and animation at across the site. Entrances are located towards the street to establish and reinforce territory. Single entry points maximises security creating a safe environment for the residents and staff.

Make it Easy to Get Around ✓

The site is highly accessible and well connected. Residents' secure bike storage provides 100% cycle provision encouraging a more sustainable means of transport in and around the city. Visitors are encouraged as well with visitors stands. Electric charging facilities are available on site. Wide footpaths at street level enhances walkability as well as natural surveillance.

Make it Work with the Landscape ✓

This is a tight urban site, and despite that the site gives over a significant area at ground floor for widened pavement and breathing space a tall ground floor level.

Make it Practical ✓

100% cycle provision, Electric Charging facilities, visitors cycle stands encouraging sustainable means of transport.

Make it Future Proof ✓

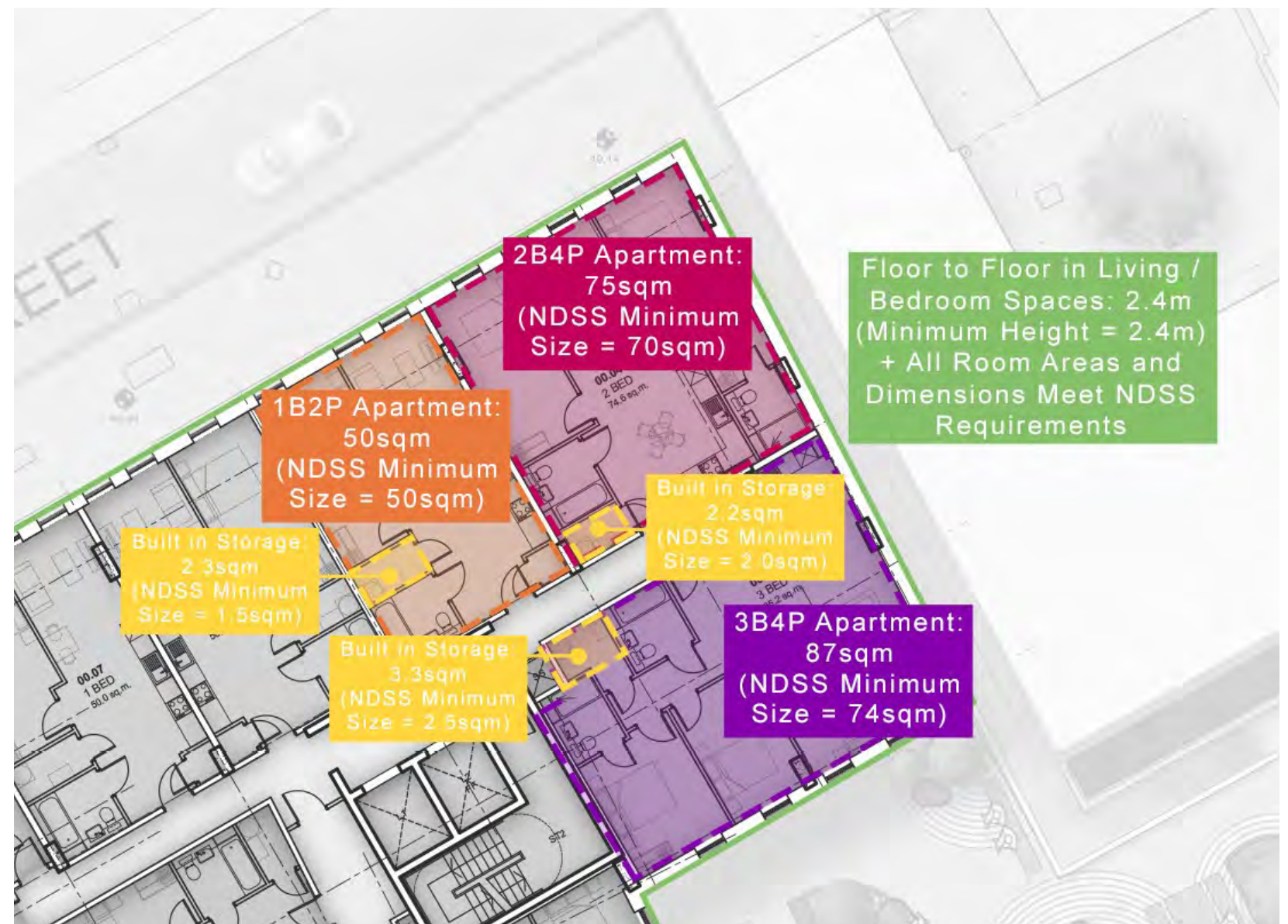
The proposal has been design to adapt to future changes, maximising and encouraging sustainable approaches for residents and staff.

Make it Home ✓

The apartment layouts comply with the areas of the Nationally Described Space Standards with sufficient storage space, excellent circulation, and a minimum of 2.4m height in habitable spaces to maximum daylight.

Make it Happen ✓

The scheme will be of high quality and excellent workmanship.



Extract of Block 1

15.0 Daylight and Sunlight Assessment

15.0 Daylight and Sunlight Assessment

Executive Summary

A daylight and sunlight assessment has been undertaken by GIA using the methodologies set out within the Building Research Establishment Guidelines entitled 'Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice (2022)'. It would be very difficult for any development of scale, massing and height appropriate to the city centre to maintain the same levels of daylight currently received to the surrounding residential receptors.

The results of the assessment demonstrates that in the context of scale, massing and height appropriate for a city centre, as set out in the SRF, the Proposed Development has been carefully designed to maximise residential amenity in the existing surrounding receptors. Overall GIA's view is that the impact is commensurate with the context of the location and character of the development site, and it is acceptable.

16.0 Noise Assessment

Noise Assessment

Executive Summary

Fisher Acoustics Ltd has conducted an environmental noise study of the proposals to ensure that compliance with all relevant noise guidance will be achieved.

Noise surveys have been carried during the day and night to determine the current levels of environmental noise at and around the site due to road traffic and other environmental noise sources.

The recommended acoustic performance of windows to achieve the recommended internal noise levels within apartment rooms has been determined. In particular, it has been determined that double glazed units that achieve specific acoustic performances would be acoustically suitable for the windows of the proposed apartments.

Each apartment is to be provided with a continuously operating mechanical ventilation system which removes the need for direct background ventilation openings in the window frames. This is acoustically beneficial.

The expected acoustic sound insulation performance of the external wall has also been identified.

Overall environmental noise limits have been recommended for building services plant serving the development and in relation to noise egress from the proposed commercial units on the ground floor of the development such that residential amenity can be maintained for the existing and proposed dwellings at and around the development.

17.0 Highways

16.0 Highways

Executive Summary

The development will be ‘car-free’ to reflect its position within Manchester City Centre’s Northern Quarter. The site’s location within the Northern Quarter will provide future residents access to a wide range of amenities, employment and leisure opportunities within a short distance enabling residents to adopt a lifestyle away from private car travel.

The principle of car-free residential development within Manchester City Centre is well established and includes a number of existing developments within close proximity to the site in the Northern Quarter and Ancoats.

Manchester City Council has taken a progressive approach by recognising in their Residential Quality Guidance that “the emerging build to rent sector is very much targeted at a younger demographic attracted to the city centre lifestyle and who have a higher potential and tendency to view car ownership as more of a constraint than a requirement”.

A central feature of the Greater Manchester Transport Strategy 2040 includes the ‘Right Mix Vision’ which aims to drastically reduce car travel and is closely related to the regions Net Zero Carbon strategy. This car-free development will align with these strategies by providing a highly sustainable community with ease of access to the City Centre.

It is considered that the proposed development is consistent with MCC and TfGM policy and is appropriately located to operate as a car-free development. It is in a sustainable location and the transport and public realm measures implemented with the development will enhance the sustainable transport outcomes for those accessing the development.

The NPPF states that “development should only be prevented or refused on highway grounds if the residual cumulative impacts on the road network would be severe”. This report has demonstrated that the residual cumulative impact of development would not be severe, and on this basis, there are no material reasons why the proposed residential development should not be granted planning consent on highways and transportation grounds.

Casual Car Use and Car Clubs

Should the need arise for a resident or visitor to use a car, there are a wide range of off-street parking facilities within a short distance of the site. This includes a multi-storey car park on Tariff Street and other facilities located in the Northern Quarter and Ancoats.

There are Enterprise Car Club bays located on Tariff Street that will be available to future residents.

Loading and Accessible Bays

It is proposed that a dedicated Loading Bay be provided on Tariff Street to serve the site primarily for deliveries and maintenance.

At the request of MCC, two accessible bays are also proposed adjacent to the loading bay to ensure ease of access to all users.



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