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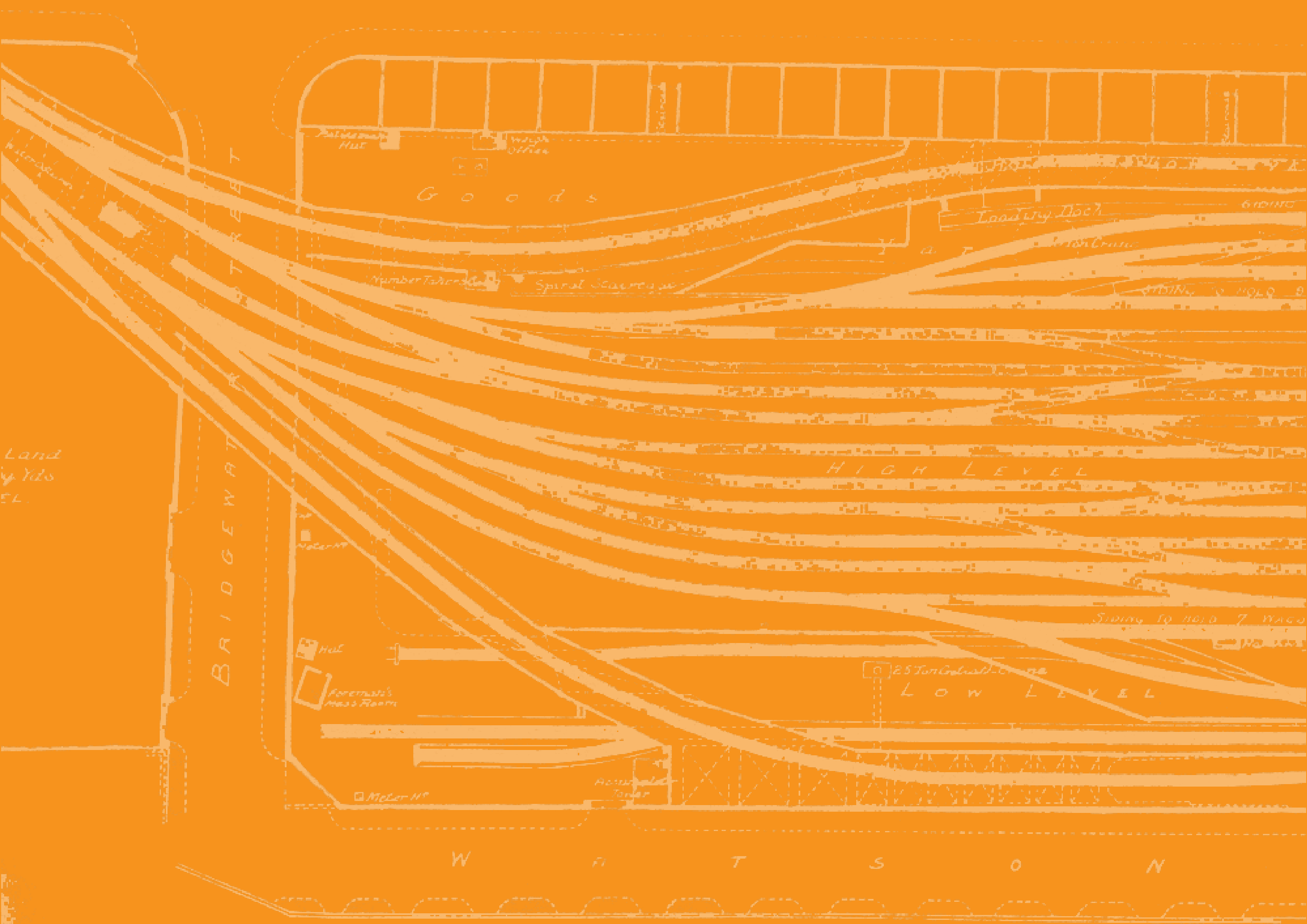
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GREAT NORTHERN | MANCHESTER

DESIGN & ACCESS STATEMENT

10422-SHP-RP-DA01

NOVEMBER 2022


Goods
Loading Dock
HIGH LEVEL
LOW LEVEL
BRIDGEWATER
WATSON

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TRUCK
POLICEMENS HUT
BRIDGEWATER

1.0 Introduction

1.1 Purpose & Structure

1.1.1 Purpose of Document
This Design and Access Statement has been prepared by SimpsonHaugh with input from others on behalf of The Applicant, GNW Developments Limited. This document accompanies an application for detailed planning permission and listed building consent for the regeneration of the Great Northern site, including the Grade II* listed Great Northern Warehouse, the Grade II listed Deansgate Terrace, the Leisurebox site to the south of the listed Great Northern Warehouse building, and the public realm at the Great Northern Square.

This document describes the design development process and proposals for the development of the site and should be read in conjunction with the associated application drawings and all other information submitted in support of the planning application.

1.1.2 Structure of Document
The document is divided into nine main sections. Sections 1 and 2 describe the purpose of the document, and the site and its context. Section 3 describes the proposed design principles for the site and the development of the masterplan concept. Sections 4 and 5 describe the detailed design principles for the listed buildings (the Great Northern Warehouse and Deansgate Terrace respectively). Section 6 describes the design principles for the Leisurebox site, and section 7 summarises the proposed masterplan, incorporating the detailed aspects for each element described in the previous sections. Section 8 outlines the access and servicing strategy. Section 9 describes the pre-application, involvement and evaluation process. The proposed landscape design proposals are described in a separate Public Realm Strategy, forming part of this planning application.

1.2 Project Description

1.2.1 Project Description
The planning application relates to the full re-development of the site and accordingly seeks full detailed planning permission for the following:

"Phased redevelopment of the Great Northern Warehouse (GNW), Deansgate Terrace and Leisure Box, including areas of public realm, comprising:

- **demolition of the central atrium, GNW car park ramps, and other modern elements, alongside removal of 519 car parking spaces from the GNW, retention of casino (Sui Generis), bowling alley and existing food and drink unit (Use Class E) alongside the refurbishment, restoration, and re-use of the Grade II* Listed Great Northern Warehouse to provide office, retail and / or food and drink use (Use Class E) and ancillary areas;**
- **the refurbishment, restoration, partial demolition and 3-storey extension of the Grade II Listed Deansgate Terrace (northern section) and Goods Yard Entrance to form office, retail and / or food and drink use (Use Class E) and drinking establishments / hot food takeaway (Sui Generis), with associated public realm works comprising the reconfiguration of Great Northern Square and the introduction of additional public realm with associated hard and soft landscaping, together with highways works, access and servicing facilities, rooftop plant and other associated works;**
- **partial demolition of the existing leisure box prior to conversion; reconfiguration and extension of existing car parking to provide 929 parking spaces and associated plant, followed by construction of three residential buildings to provide 746 no. apartments (Use Class C3) above the retained car park comprising ground floor plus 16, 27 and 34 storeys respectively including 753 cycle parking spaces, with office, retail and / or food and drink use (Use Class E), or Sui Generis (drinking establishments / hot food takeaway) at ground floor and level 3, hard and soft landscaping, together with highways works, access and servicing facilities, rooftop plant and other associated works; and,**
- **external alterations and restoration of Deansgate Terrace (southern section) to provide office, retail or food and drink use (Use Class E) or Sui Generis (drinking establishments / hot food takeaway / live music venue), along with delivery of associated public realm, highways works, plant, and associated works."**

1.2.2 Listed Building Descriptions
There are three separate Listed Buildings within the Application Boundary, which are:

- **Great Northern Warehouse (Grade II*; List ID 1268529);**
- **223-233 Deansgate Former Entrance To Deansgate Goods Station (Grade II; List ID 1282974); and**
- **235-291 Deansgate Terrace (Grade II; List ID 1210103).**

The listed Manchester and Salford Junction Tunnel also passes under the site:

- **Manchester & Salford Junction Canal Tunnel (Grade II; List ID 1405199)**

The description of development for the Listed Building Consent for the Great Northern Warehouse is proposed as follows:

"Great Northern Warehouse: "Internal and external alterations to the Great Northern Warehouse as part of its restoration, refurbishment and re-use to include office, retail, restaurants / food and drink, alongside retention of the existing bowling alley, ground floor restaurant and casino following removal of non-original building elements."

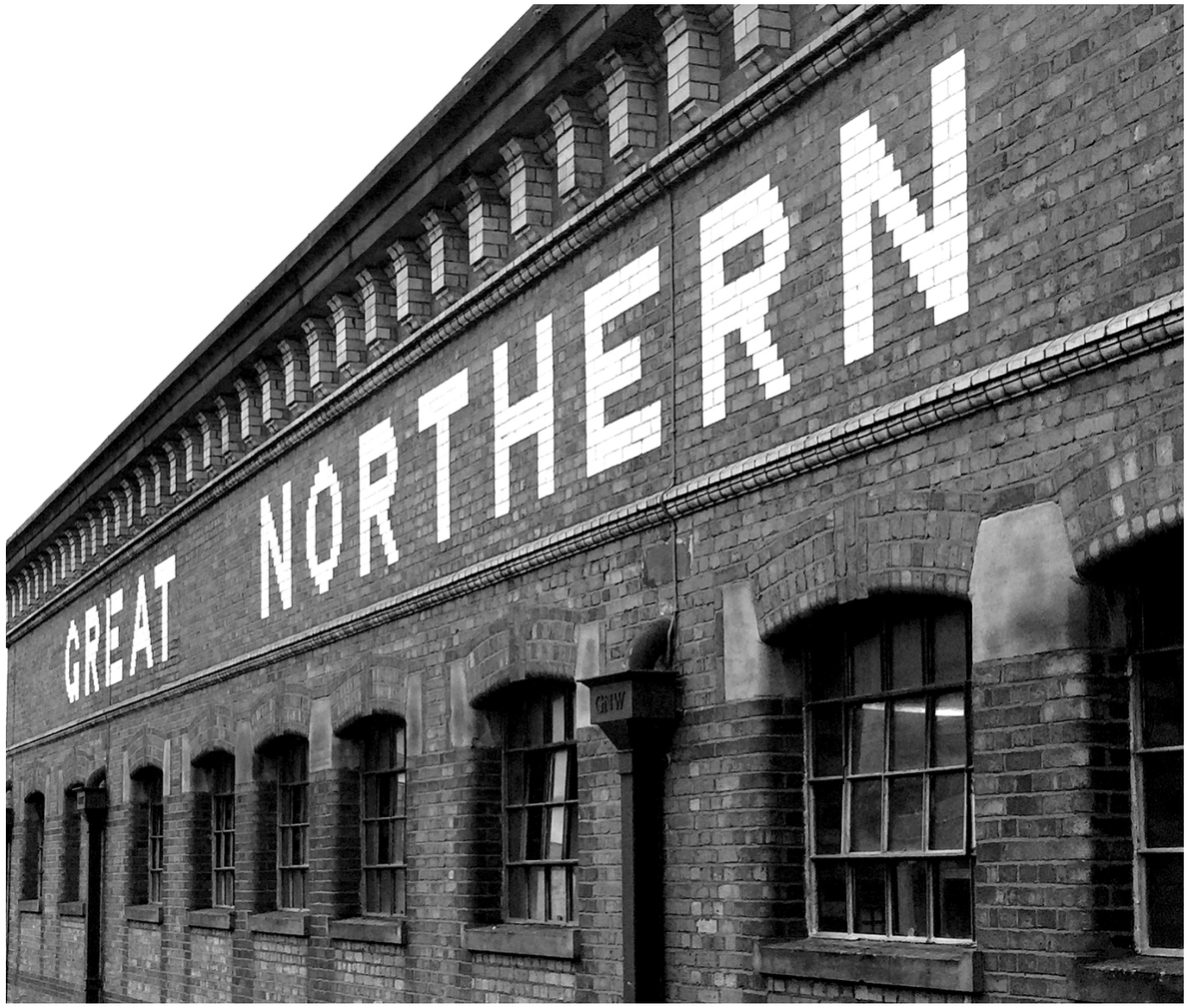
The description of development for Listed Building Consent in relation to 223-233 Deansgate is proposed as follows:

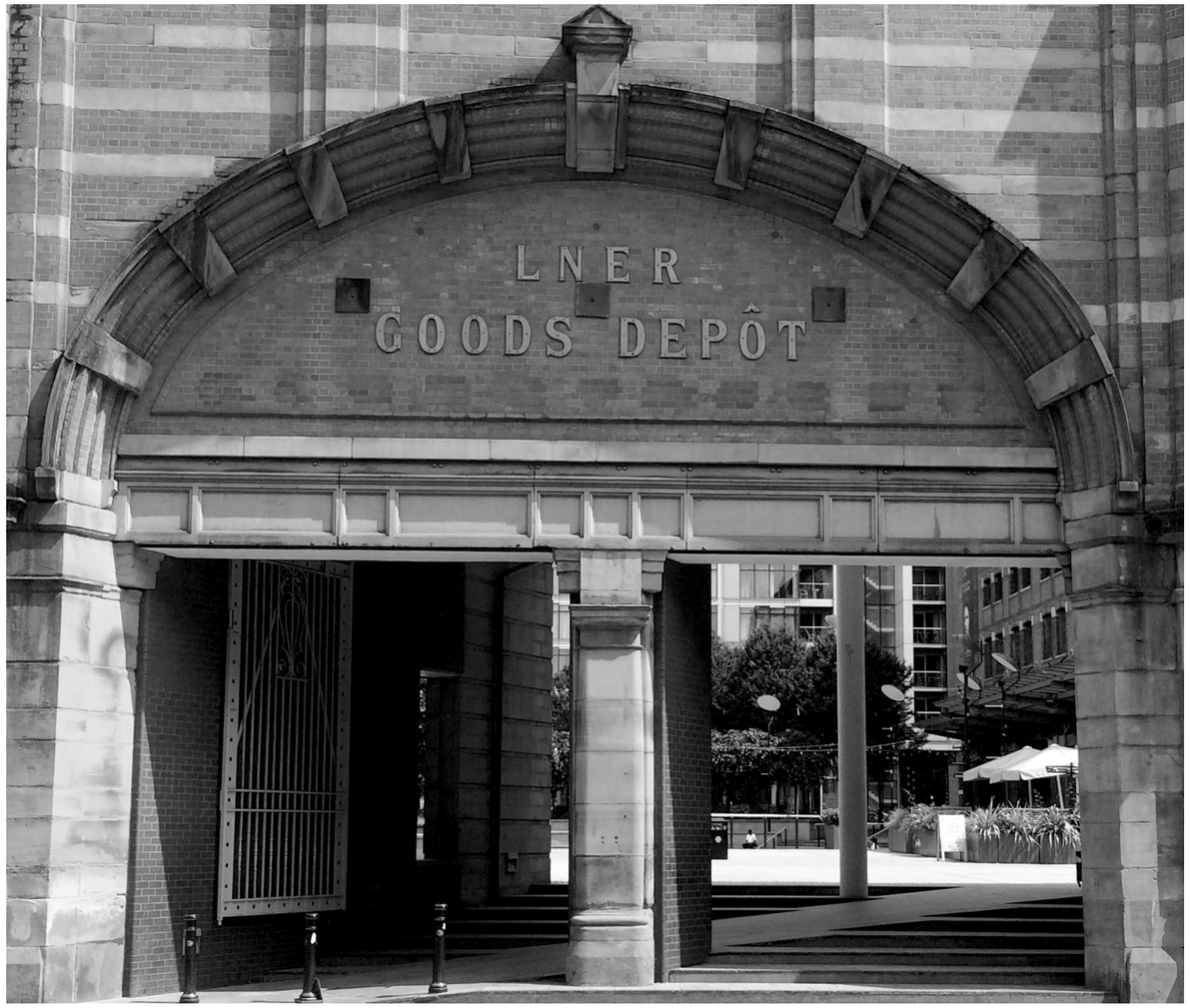
"223-233 Deansgate: "Removal of non-original buildings and structures attached to the former Goods Yard Entrance (223-233 Deansgate Terrace) to facilitate the construction of a new 3 storey extension for office, food and drink, retail and / or Sui Generis (drinking establishments / hot food takeaway) uses."

The description of development for Listed Building Consent in relation to 235-291 Deansgate is proposed as follows:

"235-293 Deansgate: "Internal alterations, restoration and construction of a new integrated part 2, part 3 storey extension to the rear 235-291 Deansgate Terrace to facilitate office, retail or food and drink use (Use Class E) or Sui Generis (drinking establishments / hot food takeaway / live music venue) uses, and associated works."

No works are proposed to the listed Manchester & Salford Canal Tunnel.





EXISTING LISTED BUILDINGS

1.3 Strategic Vision

1.3.1 Vision

The Great Northern is a site of significant scale, historic and strategic importance, covering 2.97 hectares of the city centre. However, it is currently under-used, and presents many barriers to pedestrian movement and connectivity. It does not make best use of its historic assets, which are in urgent need of repair, or fulfil the potential of its public realm or floor space. The current configuration of the site is poorly connected into the wider city centre, creating a lack of legibility or sense of place.

Since acquiring the site in 2013, the Applicant has been developing and implementing proposals to improve the utilisation of the buildings and spaces. Independent restaurants and food concepts, alongside leisure uses have been successfully introduced. A number of strategies have been introduced to improve the use of the existing public realm, such as the introduction of temporary planting, playspace and community facilities.

The vision that has informed the proposals set out within this application is to create a truly sustainable future for the site through the regeneration and development of a vibrant, mixed-use city neighbourhood, respecting, and celebrating the unique character and sense of place afforded by the site's heritage assets, and transforming the existing public realm to provide a welcoming, legible and inviting place.

A Strategic Regeneration Framework [SRF] was developed and adopted in early 2017, and updated in 2019, to guide the development of the site. The recommendations of this document are discussed further in later sections.

1.3.2 Process

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

The proposals have been developed with input from a highly experienced and comprehensive team of specialist consultants with the intention of delivering a unique project which embraces the site's valuable heritage assets and delivers key policy objectives and statutory requirements.

The process of design development has been subject to extensive pre-application consultation with the Local Planning Authority, statutory consultees and local stakeholders. The involvement of statutory consultees at the pre-application stage has informed the initial brief, and subsequent design of the Development, and changes to the scheme informed by this process have been included where appropriate.

1.3.3 Core Project Team

Applicant
GNW Developments Ltd

Development Manager
Trilogy Real Estate LLP

Architect
SimpsonHaugh

Planning/EIA Consultant
Deloitte

Project Manager
2110 Consult

Landscape Architect
Planit IE

Heritage Consultant
Heritage Architecture

Townscape Consultant
Chris Burnett Associates

Structural Engineer - Listed Buildings
Curtins

Structural Engineer - Leisurebox
Civic

MEP Engineer, Sustainability & Energy Consultants
WSP

Fire Engineer
OFR

Highways & Transport Consultant & Waste Consultant
Curtins

Facade Engineer & Facade Access Consultant
Ramboll

Cost Consultant
Quartz

Construction Logistics Specialist
Real RPM

Lighting Specialist
Light Bureau

Wind Consultant
WSP

Sunlight/Daylight Consultant
AA Projects

Accessibility Consultant
People Friendly

Building Control
Ball & Berry

CDM Advisor
Tetra Tech

Acoustic Consultant
WSP

Air Quality Consultant
Hilson Moran

Ecology / Arboricultural Consultant
Indigo Surveys

Archeology
Salford University

Parking Consultant
Parking Matters

Residential Operation Consultant
Urban Bubble

Commercial Operation Consultant
Workman

Security Consultant
GDA

Consultation Coordinator
Forever Consulting

Visualisation Specialist
OurStudio



AERIAL SITE IMAGE

2.0 The Site & Context

2.1 Location

2.1.1 Area

The Great Northern site occupies a strategic location at the south of the City Centre, at the important intersection of Deansgate and Peter Street.

In addition to being within walking distance of the City's key services and facilities the site has excellent access to public transport including Piccadilly, Oxford Road and Deansgate Railway Stations, Metrolink, Metroshuttle services and a wide range of bus services to all destinations within Greater Manchester.

The site is surrounded by a mix of residential, commercial restaurants, cafes, nightclubs, workshops and offices.

The northern part of the site is within the boundary of the Deansgate/ Peter Street Conservation Area. The site is also adjacent to the boundaries of the St Johns and Castlefield Conservation Areas.

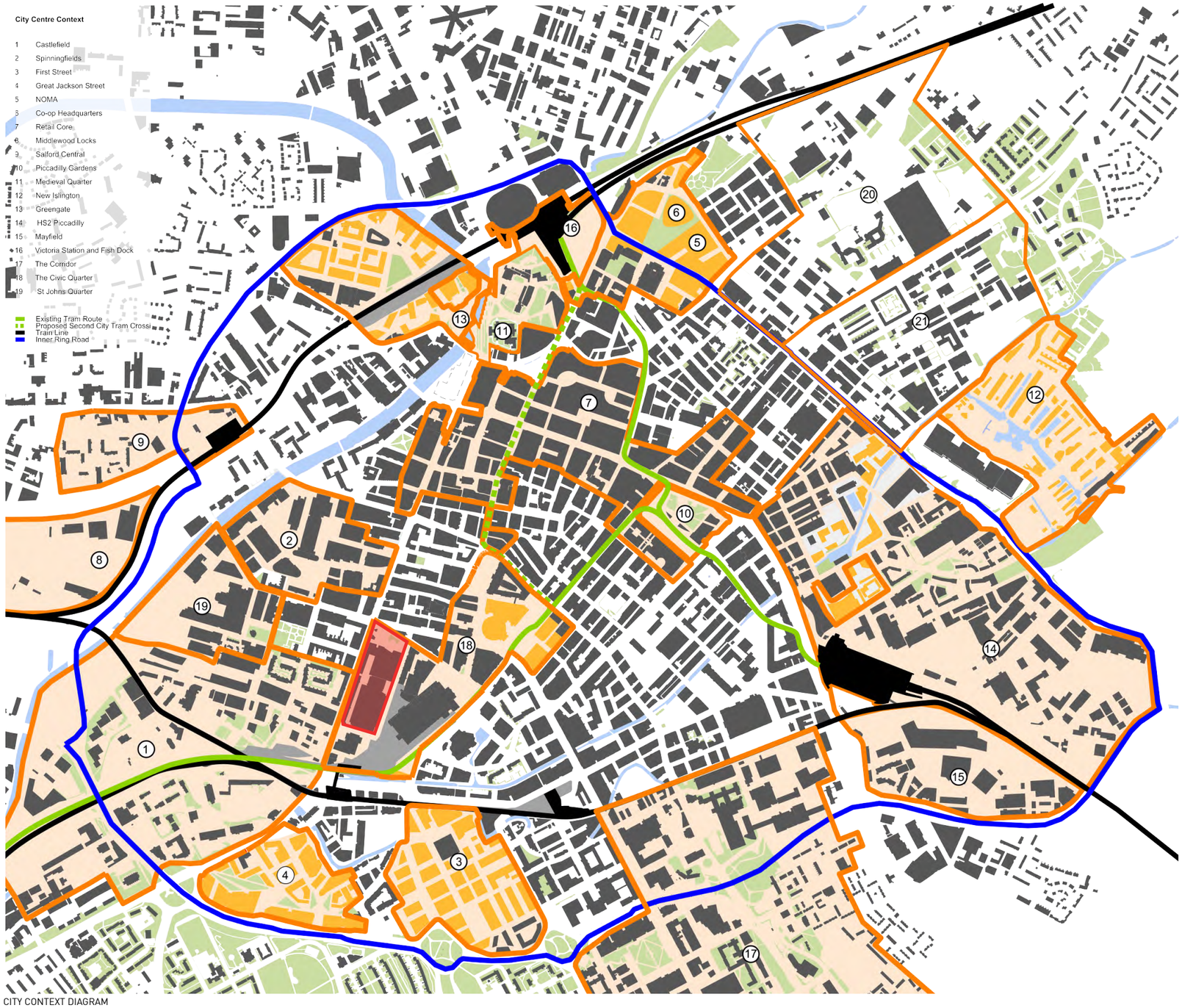
Within the site's immediate context, there are a number of emerging and consented developments, including the development of the Viadux site to the south of the Great Northern site adjacent to Deansgate/Castlefield Metrolink stop, which will establish new pedestrian linkages to Watson Street.

The site, wich occupies 2.97 hectares, sits within a pivotal location at the southern edge of the city centre between a number of Manchester's key established and emerging economic growth and regeneration areas, including: the Central Business District, St Peter's Square, the Conference Quarter and Spinningfields; established regeneration initiatives around Corridor Manchester and First Street; and more recent regeneration areas, including Great Jackson Street and St John's. Each of these areas has been the subject of clearly articulated area-based regeneration strategies which have subsequently been implemented, or are in the process of being implemented, to deliver added value and complementary economic growth in the city centre.

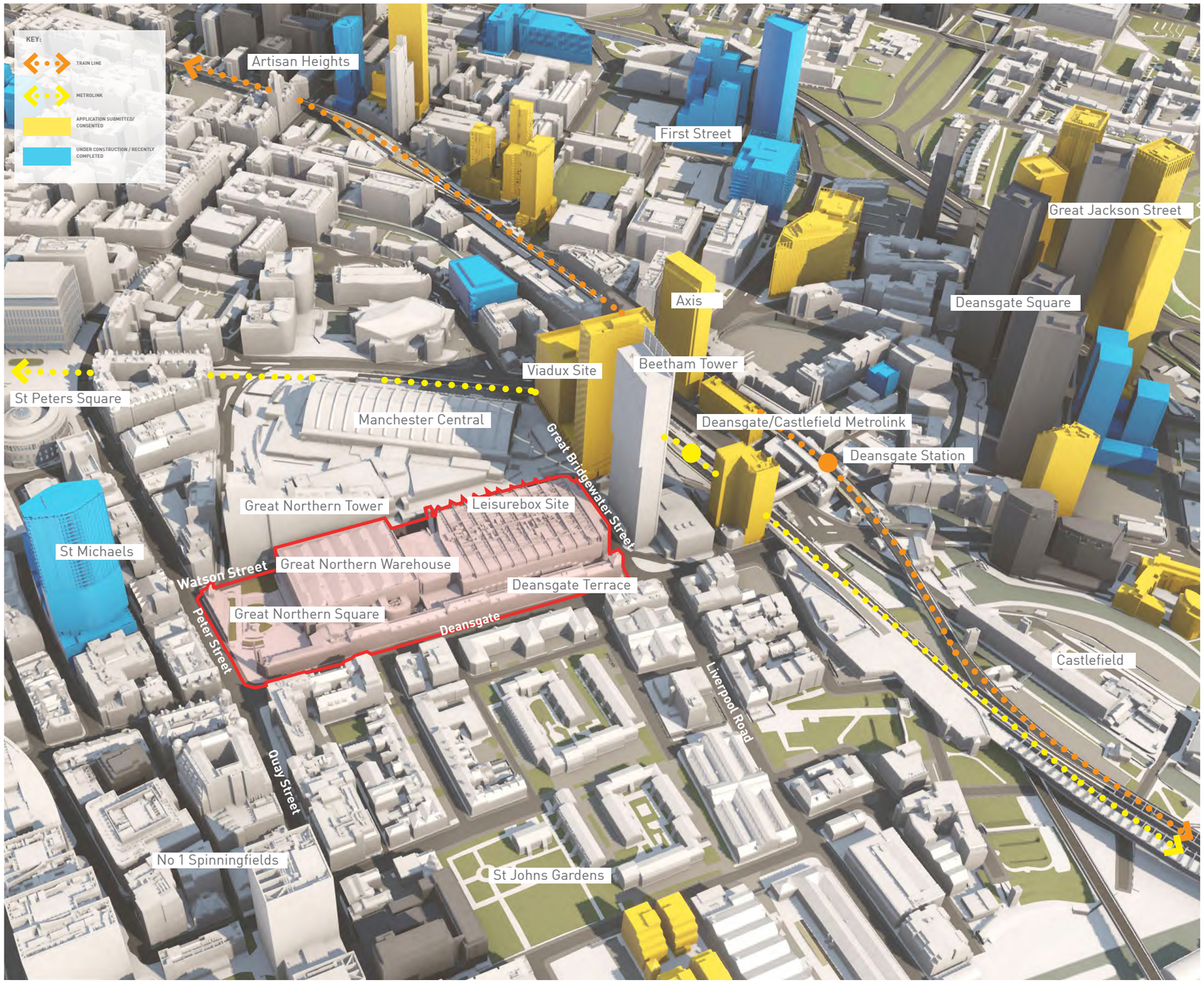
2.1.2 Site Extents

The overall Great Northern site is bounded by;

- Deansgate to the west,
- Watson Street to the east,
- Great Bridgewater Street to the south.
- Peter Street to the north.



CITY CONTEXT DIAGRAM



CITY CONTEXT AERIAL VIEW, SHOWING DEVELOPMENTS SUBJECT TO PLANNING APPLICATIONS, CONSENTED AND UNDER CONSTRUCTION

2.1.3 Conservation Areas

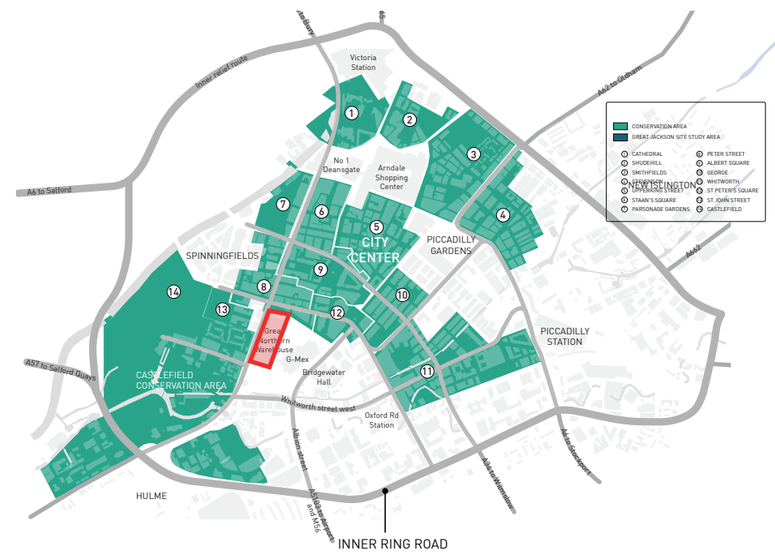
The north part of the site is within the boundary of the Deansgate/ Peter Street Conservation Area, The site is also adjacent to the boundaries of the St Johns and Castlefield Conservation Areas.

The Deansgate/Peter Street Conservation Area encompasses an area of particular historic significance to Manchester. Deansgate is one of the city's most historic streets, having formed the route between the fords of the river Medlock and Irwell during the Roman occupation. The area was also the site of the Peterloo Massacre in 1819, an event which paved the way for electoral reform in England.

The focus of the Deansgate/Peter Street Conservation Area relates to the high architectural interest of the commercial development of these two principal streets during the Victorian period. The centre of the Conservation Area is the busy intersection of Peter Street, Quay Street and Deansgate, immediately adjacent to the Great Northern Square. These streets make up a large portion of Manchester City Centre's commercial district which was capitalized during the late-Victorian and Edwardian periods with the construction of many large, tall, highly decorative office buildings. Some smaller Victorian and Edwardian buildings along Deansgate occupy older building plots. The materiality of buildings vary, with a predominance of materials such as red-orange brick, terracotta, faience and stone.

Many buildings of architectural interest are located within the Conservation Area, with a large portion of these consisting of late Victorian and Edwardian buildings. The character of the Deansgate area is historically one of commercial development. Today this character continues, with redevelopment and expansion to adjoining areas such as Spinningfields.

The historical context of the site and Conservation Area boundaries are set out within the Heritage Statement, which forms part of this application.



CITY CONTEXT DIAGRAM - CONSERVATION AREAS

2.1 Location (Continued)

2.1.4 Delivery Phasing Strategy
The Great Northern site is split into three delivery phases, as follows:

- **Phase A - Great Northern Square, Great Northern Warehouse and adjoining listed viaduct structure, northern part of Deansgate Terrace, Dean Street and Alport Street.**
- **Phase B - Redevelopment of the 'leisure box' building, currently accommodating a car park and the Odeon Cinema.**
- **Phase C - Southern part of Deansgate Terrace and upper level mews street.**

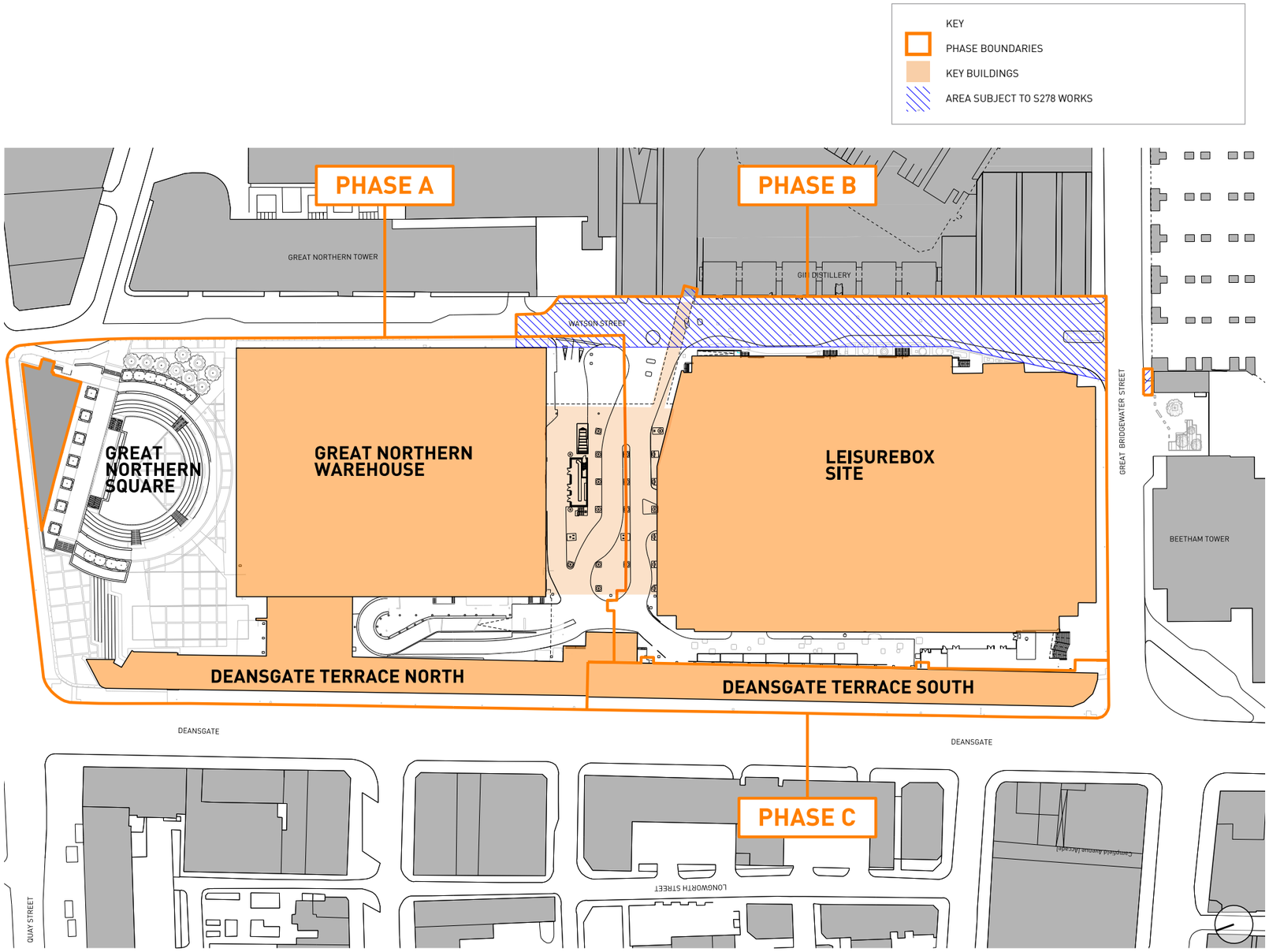
Phase A will comprise the sensitive refurbishment and enhancement of the Great Northern Warehouse and the northern part of the Deansgate Terrace, improving the active retail, restaurant and leisure uses at ground floor and providing new high quality office workspace in the upper levels. This phase will also include the transformation of the public realm within the Great Northern Square and the creation of Dean Street; a new at grade mews street between the Great Northern Warehouse and the Deansgate Terrace, and Alport Street; an east-west at grade connection linking Deansgate and Watson Street, running underneath the remaining section of the existing listed viaduct structure. This phase will also include the creation of new high quality, landscaped public realm space on the existing listed viaduct structure to the south of the warehouse.

Phase B will comprise a comprehensive redevelopment of the leisure box site to provide active retail, restaurant and leisure uses at ground and first floor levels, consolidate the site car parking provision, and to provide 746 new high quality homes, together with associated amenity and public realm improvements, including improvements to the upper level mews area between the Leisurebox and the Deansgate Terrace.

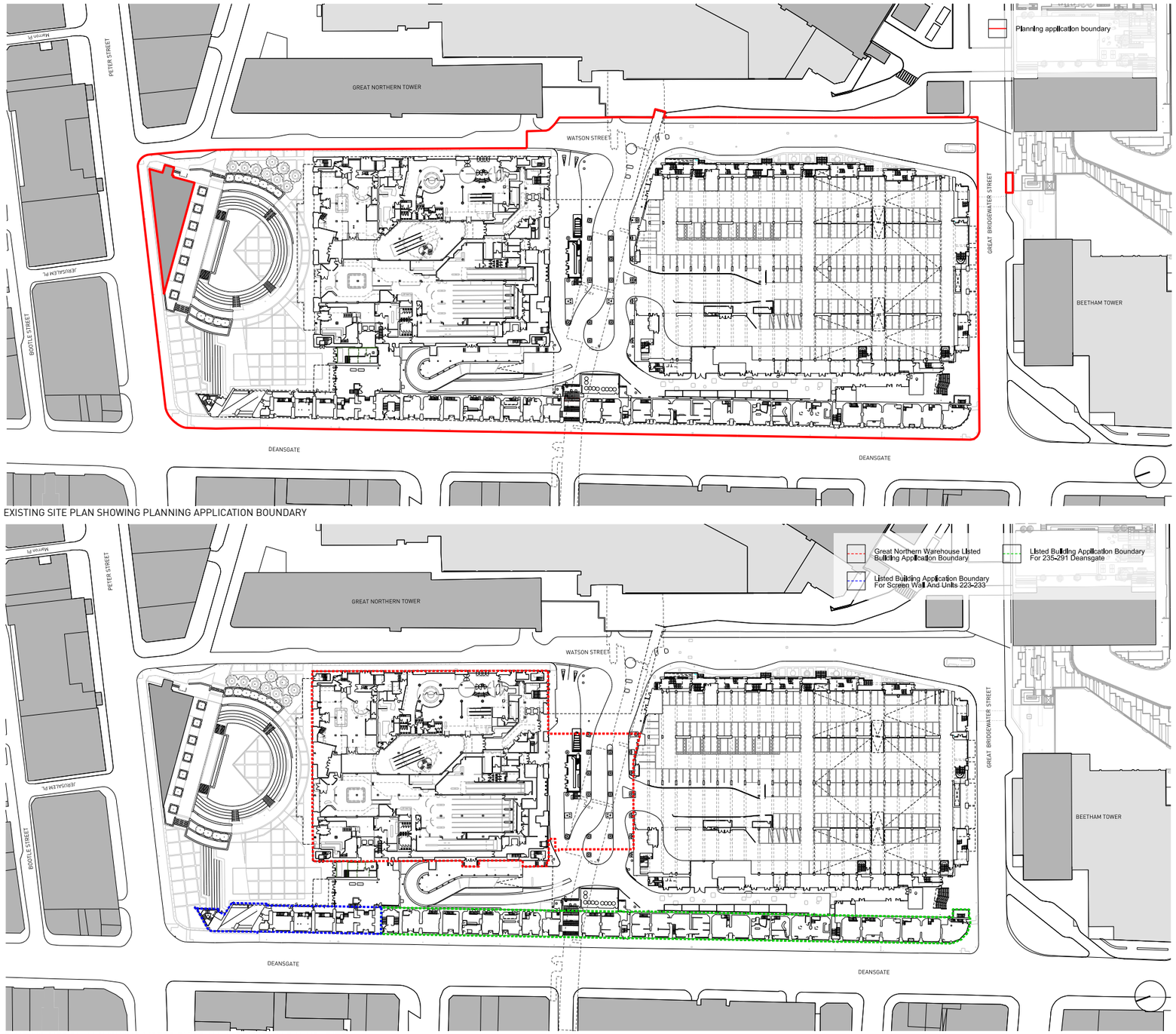
Phase C will include the sensitive refurbishment of the southern part of the Deansgate Terrace, to provide a mix of commercial uses, including active retail, restaurant, leisure and workspace.

The positions of the phasing boundaries have been carefully determined in relation to legal and physical interfaces between, and functional interdependencies between, the various buildings and tenancies, and with logistical and practical considerations in relation to issues such as servicing and deliveries, together with the demolition and construction work required to deliver the proposals.

Together, the proposals forming Phases A, B and C will repair and enhance the site's listed heritage assets, transform the public realm, and create a vibrant, and sustainable mixed-use community with a unique and renewed sense of place within Manchester, setting a quality benchmark for future delivery phases.



EXISTING SITE PLAN SHOWING PROPOSED PHASE 1 AND 2 BOUNDARIES



EXISTING SITE PLAN SHOWING PLANNING APPLICATION BOUNDARY

EXISTING SITE PLAN SHOWING LISTED BUILDING APPLICATION BOUNDARIES

2.1.5 Scope of Planning and Listed Application Applications

The planning application boundary encompasses all phases of the development, including the Great Northern Square, the Great Northern Warehouse, the Deansgate Terrace, and the Leisurebox building.

The three listed building application boundaries relate to the individual listings included within the scope of the proposals and detailed planning application, as follows:

- **Great Northern Warehouse - Grade II* , List ID 1268529**
- **223-233 Deansgate - Former Entrance to Deansgate Goods Station - Grade II, List ID 1282974**
- **235-291 Deansgate Terrace – Grade II, List ID 1210103**

The scope of the current planning application does not include any works to the below ground listed canal structure, situated underneath the existing remnant of the Warehouse viaduct structure and atrium.

2.2 History, Heritage & Character

2.2.1 Site History

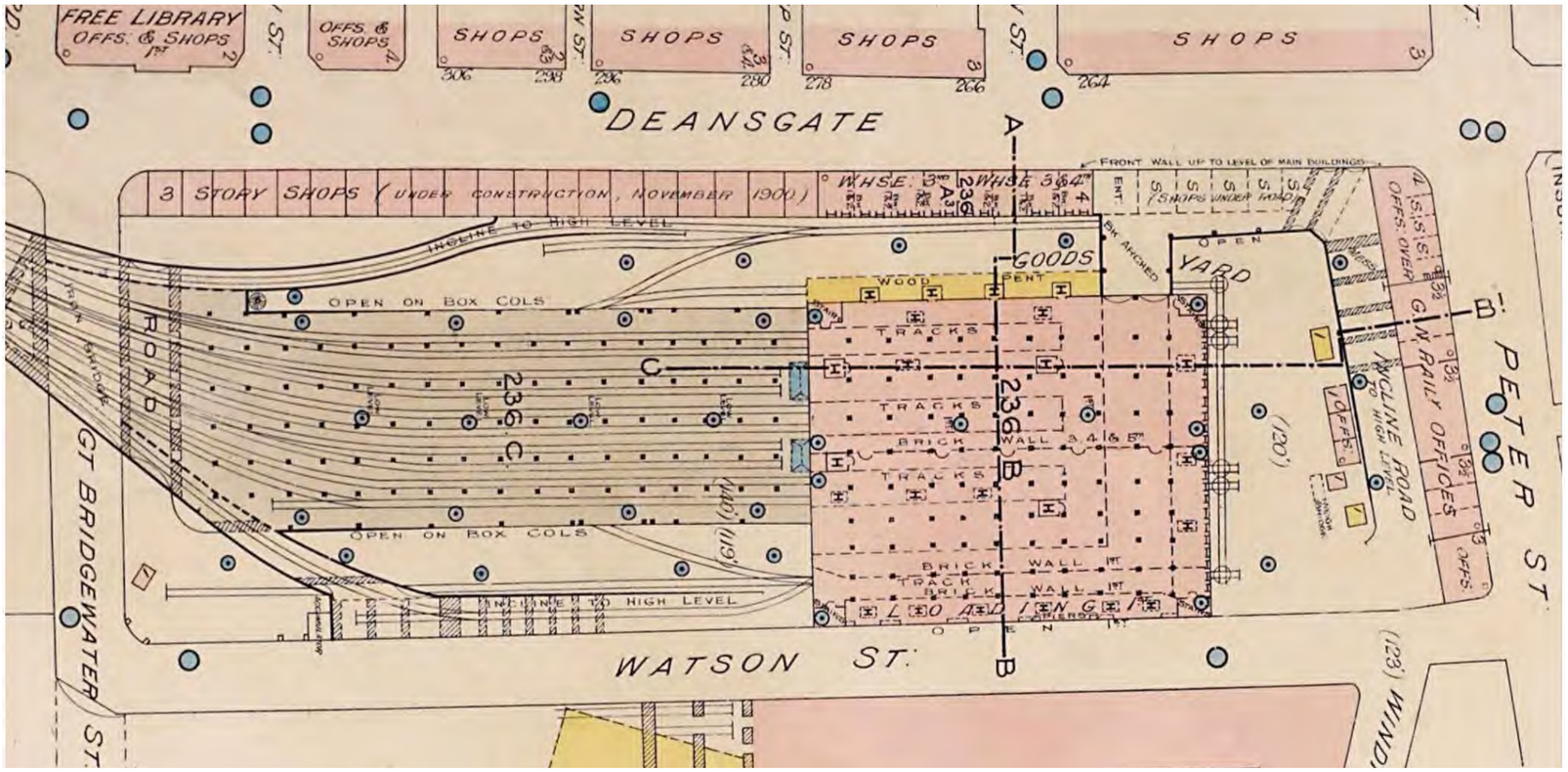
The history and heritage significance of the site , summarised below, is set out in detail within the Heritage Statement, which forms part of this application.

The site is situated on the site of the ancient hamlet of Alport, which by the early to mid Victorian period, was infamous for having a large number of slum dwellings.

The cutting of the Salford and Manchester Junction Canal created a canal tunnel from the River Irwell in the west, under Alport Street (now Deansgate) and beneath Alport town, terminating at the junction of Alport Town and Watson Street. The canal opened in 1839, although sections of it were later filled in, and was later to become the site of the Great Northern Warehouse.

The Great Northern Warehouse building was constructed by the Great Northern Railway (GNR) Company, opening in 1898, and provided a goods storage and interchange depot, accessed by horses and carriages (via a ramp behind the now-demolished Peter Street frontage, and accessed from Watson Street, entering the Warehouse at the north west corner), trains (via a viaduct at first floor, and further platforms at ground floor level), and canal barges (via the canal tunnel running east-west across the site). At the time of its construction, the building was one of the most technologically advanced goods exchanges in the country.

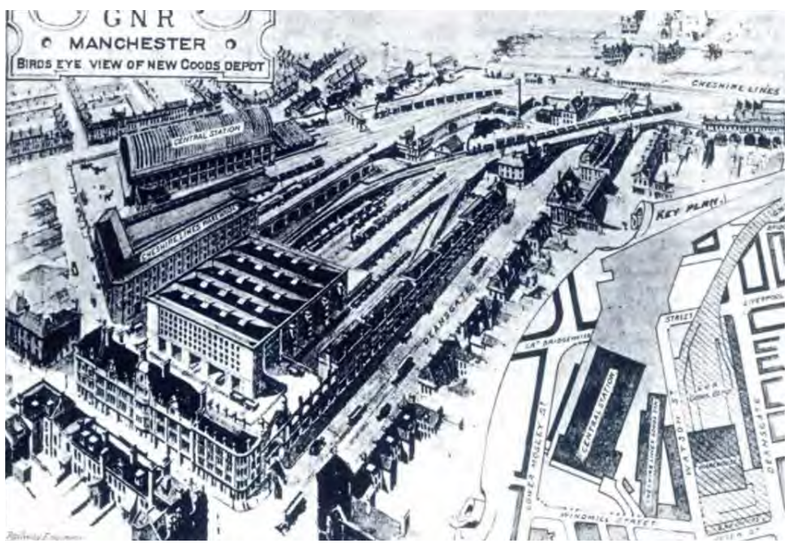
The Warehouse, which measures 81m by 66m was designed and constructed to be fire-proof, comprising a mild steel frame with red brick jack-arches spanning between, and covered in a layer of concrete, forming the floors, which also contained hatchways for hoists and cranes. The layout of each floor was similar, with small stone staircases enclosed in a brick enclosure to each of the four corners. Every staircase had cast iron balusters fixed in to the vertical face of each stone step.



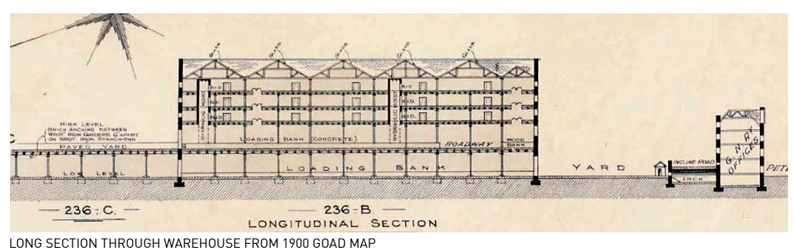
SITE PLAN (SHOWING LEVEL 01) FROM 1900 GOAD MAP



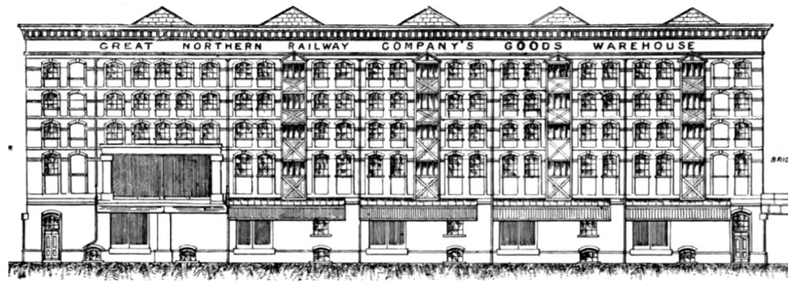
HISTORIC SITE MAPS



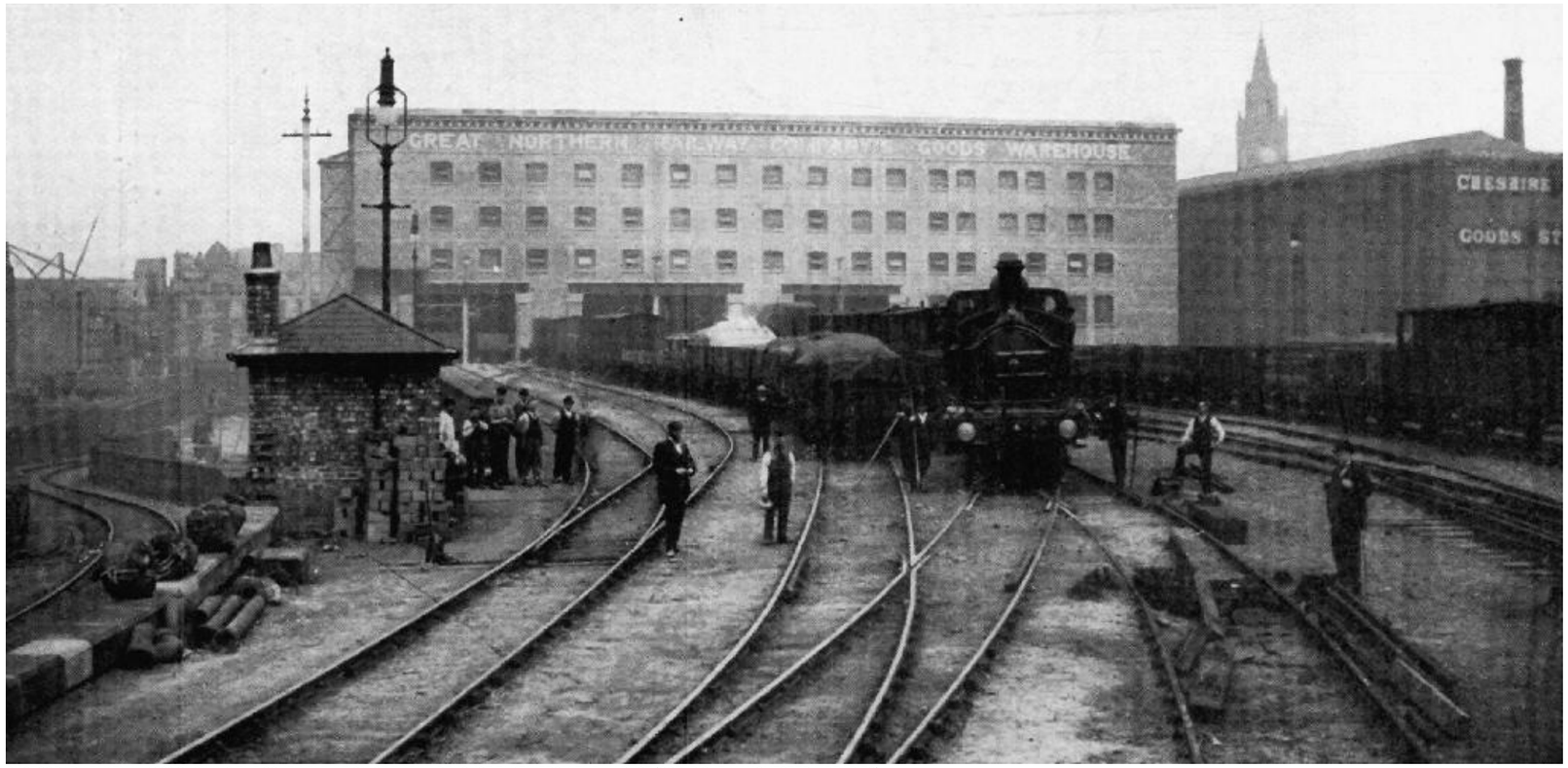
AERIAL VIEW OF THE GREAT NORTHERN



LONG SECTION THROUGH WAREHOUSE FROM 1900 GOAD MAP



WEST ELEVATION DRAWING, 'THE ENGINEER', 1898



PHOTOGRAPH TAKEN IN 1898 SHOWING THE SOUTH ELEVATION OF THE WAREHOUSE TAKEN FROM THE VIADUCT (COPYRIGHT MANCHESTER LIBRARIES)

The warehouse elevations comprised blue engineering brick to the lower level, with red brick to the upper levels with blue brick banding and dressings, and stone details. Each level had many iron-framed windows to each elevation, many of which had a central opening swing casement. The top floor was open to the timber roof structure, and the roof was partially glazed and covered in slate.

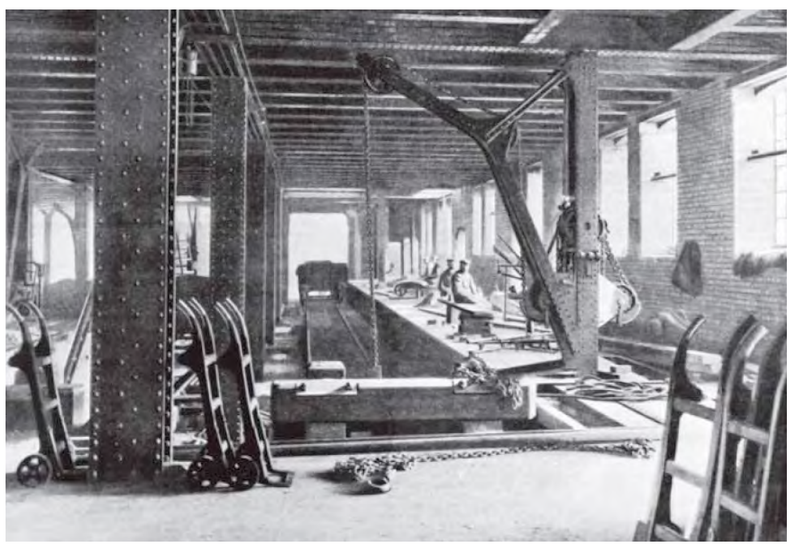
The yard to the north of the warehouse contained horse shelters, storage huts and offices, turntables and a weighbridge. The arches under the raised carriage ramp housed urinals, store rooms, and were accessed from the open yard.

To the northern end of the site, a range of purpose-built goods offices facing Peter Street were designed to enclose the Warehouse and Goods Yard. The new building incorporated, and linked two existing structures that faced Peter Street and were designed to house the railway company's goods depot staff on the upper floors, and general shop units to the ground floor, each with an individual cellar. These buildings have all subsequently been demolished.

The GNR Company also constructed a long and continuous terrace of shops and offices, enclosing the western aspect of the goods station from sight along the lower (southern) part of Deansgate. The ground floor of the building was occupied by shops, with fully glazed shop fronts. The upper floors contained a mix of offices and warehouse space. The ground floor shops did not have access or any fenestration along their rear walls, these were kept blind in order to further conceal the goods yard and warehouse from each shop. Some areas of the upper floors, located in office and warehouse spaces, contained some windows.



VIEW OF THE WEST ELEVATION OF THE WAREHOUSE AND DEANSGATE TERRACE UNDER CONSTRUCTION, 'THE ENGINEER', 1898



INTERIOR VIEW OF THE WAREHOUSE, 'THE ENGINEER', 1898



CUTAWAY 3D SECTION THROUGH WAREHOUSE

2.2 History, Heritage & Character (Continued)

2.2.2 Site Conversion
The Warehouse was closed in 1963, and was subsequently used as a public car park.

The carriage ramps and majority of the viaduct structure which served the upper level goods station were then removed as part of a conversion of 1999 – 2000 when the building was incorporated into a wider leisure complex. As part of the leisure complex conversion, the internal upper floors of the Grade II* listed Warehouse were converted for use as a car park. The lower levels of the building were altered for retail and restaurant use and the area to the south of the building was redeveloped.

Alterations to the Great Northern Warehouse have included:

- The removal of carriage ramps, viaducts and train tracks.
- The removal of glazing to the windows.
- Changes to internal layouts, particularly at ground and first floors, and introduction of new ground floor retail frontages.
- Removal of sections of floor at level 01 to provide through-route for escalators.
- Removal of columns at level 04 to facilitate car parking aisles, and addition of concrete encasement to level 04 steel columns.
- Insertion of two car ramps to the west side of the building, and alterations to the façade to facilitate openings.
- Re-roofing, including the remodelling of parts of the roof to facilitate mechanical ventilation intake/outlets.
- Creation of new openings and alterations to existing openings.
- Resurfacing of car park floors.
- Insertion of M&E services.
- Atrium building constructed above existing listed viaduct structure.

Change to the Deansgate Terrace have included:

- Link building constructed between part of the west elevation of the warehouse and the east elevation of the Deansgate Terrace facing the Great Northern Square.
- Infill of retail and commercial units against the listed screen wall, and addition of spire feature at corner of Deansgate and Peter Street.
- Interfaces/abutments with adjacent leisure box building, and alterations to create frontage to high level walkway running parallel with Deansgate.
- Replacement of all sash windows.
- Replacement of all the Deansgate shop frontages.
- Internal alterations to insert vertical circulation (lifts and stairs).

The Great Northern Square was also redeveloped during the 1990's site conversion to include the introduction of an amphitheatre space and the pavilion bar facing Peter Street, following the demolition of the buildings along Peter Street previously enclosing the square.

The Leisure box building at the rear of the site was also constructed to provide car park and leisure uses, including a cinema.

The alterations and additions to the listed buildings were unsympathetic and poorly conceived, and as a result have had a detrimental effect on their setting and the ability to understand and appreciate the heritage value of the listed buildings. The changes have also impeded pedestrian movement through the site and contributed to a lack of legibility and connectivity across the site as a whole.


AERIAL PHOTOGRAPH SHOWING SITE, 1921


AERIAL PHOTOGRAPH SHOWING SITE IN USE AS CAR PARK, UNDATED



PHOTOGRAPH FROM VIADUCT SHOWING SITE IN USE AS CAR PARK, 1970'S - MANCHESTER LIBRARIES



PHOTOGRAPH FROM WATSON STREET SHOWING SITE IN USE AS CAR PARK, 1970'S- MANCHESTER LIBRARIES



PHOTOGRAPH SHOWING DEANSGATE TERRACE, 1980'S - MANCHESTER LIBRARIES



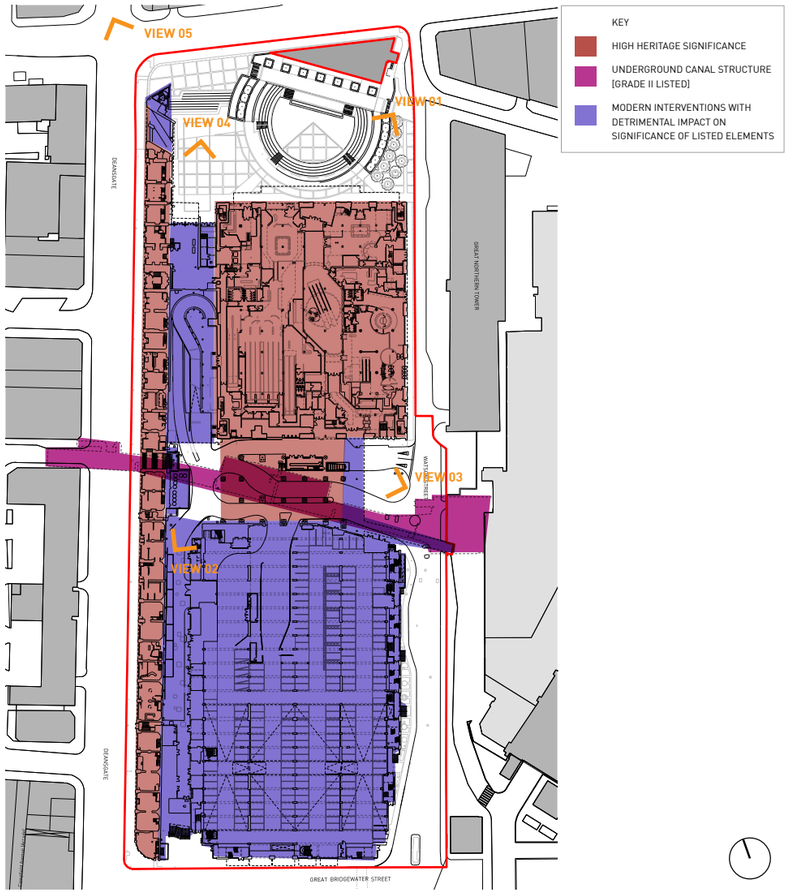
PHOTOGRAPH SHOWING DEANSGATE TERRACE, 1980'S - MANCHESTER LIBRARIES



EXISTING SITE PHOTOGRAPH - VIEW 01



EXISTING SITE PHOTOGRAPH - VIEW 02



HERITAGE SIGNIFICANCE OVERVIEW DIAGRAM



EXISTING SITE PHOTOGRAPH - VIEW 03



EXISTING SITE PHOTOGRAPH - VIEW 04



EXISTING SITE PHOTOGRAPH - VIEW 05

2.2.3 Heritage Significance

The heritage significance of the site's listed buildings has been assessed, and is included in the Heritage Statement that forms part of this application. 'Heritage significance' relates to those parts or elements of the buildings deemed to be of particularly special interest. These components are fundamental to the understanding of the architectural design concept, and play a major role in reflecting their evidential, historic, aesthetic or communal values. The assessment takes into account the alterations that have been made to the site as a whole, as summarised in Section 2.2.2.

The following aspects have been noted to be of high significance:

Grade II* Great Northern Warehouse:

- External elevations
- Roof structure
- Surviving stone staircases
- Windows
- Fenestration pattern and former carriage ramp and track openings.
- Structural elements including brick jack-arches and columns (not including modern casings)

Grade II Deansgate Terrace buildings:

- Uniformed west elevation including roofscape
- Group value
- Fenestration pattern including shop front openings
- Blind arcading detailing denoting the former screen wall to the former vehicular ramp

2.2 History, Heritage & Character (Continued)

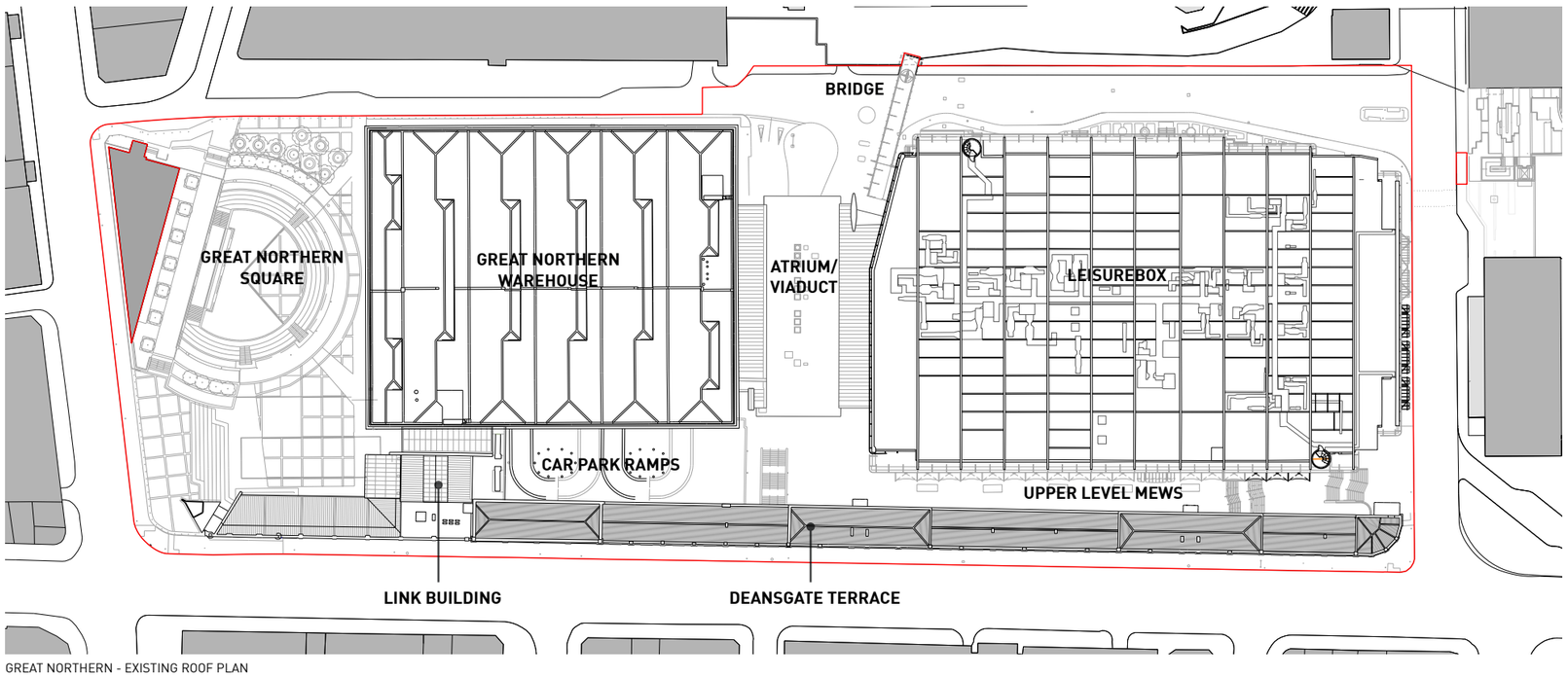
2.2.4 Existing Site Plan

The drawings opposite show the existing site plans at ground floor and roof levels, and the site section, illustrating the relationship between the listed buildings and the new build elements constructed during the conversion in the late 1990's.

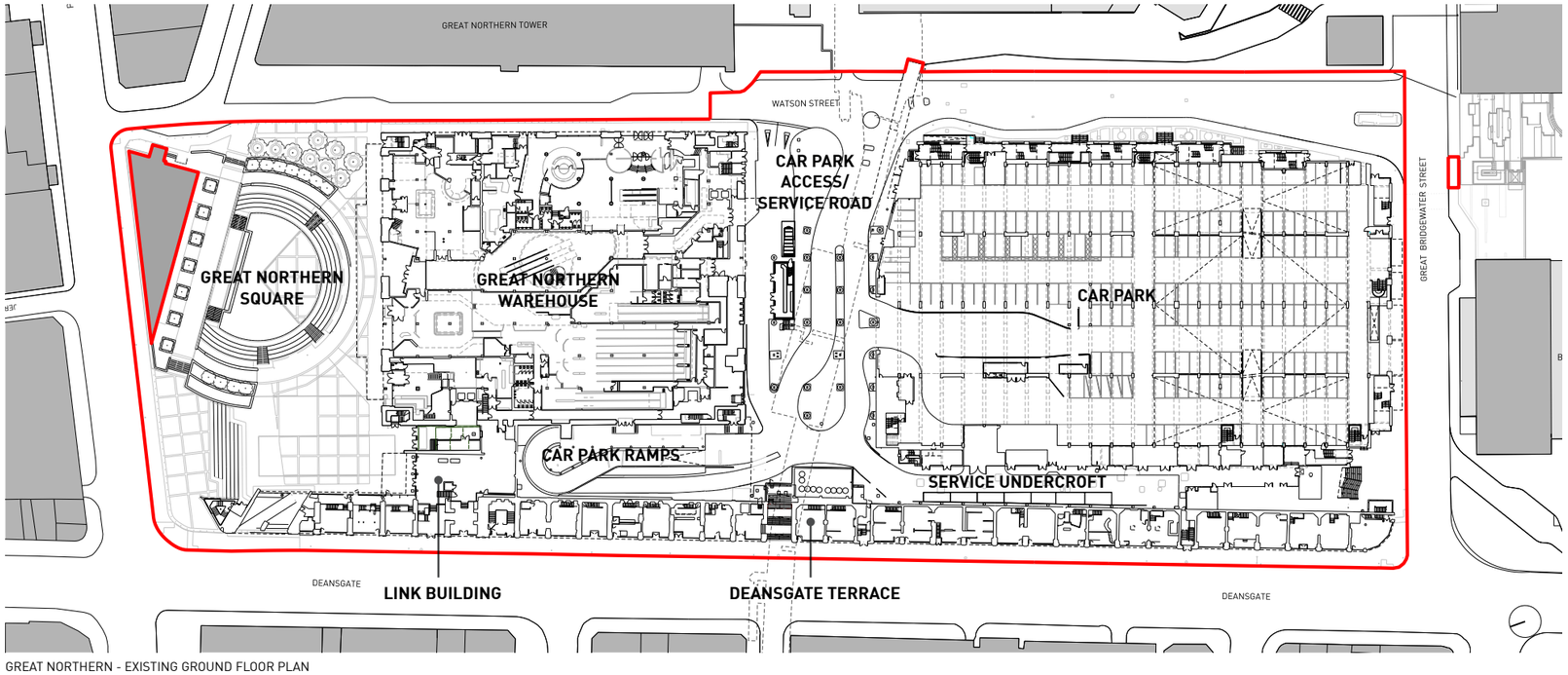
The drawings show the link building constructed between the Warehouse and the Deansgate Terrace, the new additions to the northern end of the Deansgate Terrace including retail units and 'spire' feature (now partly demolished), and the concrete car park ramps to the west elevation of the warehouse to provide car parking to the upper three levels of the building.

The atrium structure constructed above the existing remnant of the listed viaduct structure links the warehouse with the Leisurebox, and partly conceals the southern elevation of the warehouse. Underneath this structure, a service area and car park access routes (serving both the warehouse and Leisurebox car parks) was created, with a further service undercroft underneath the upper level mews area. This essentially sterilised the central area of the site, making it inaccessible to pedestrians, and given over entirely to vehicular traffic and service functions.

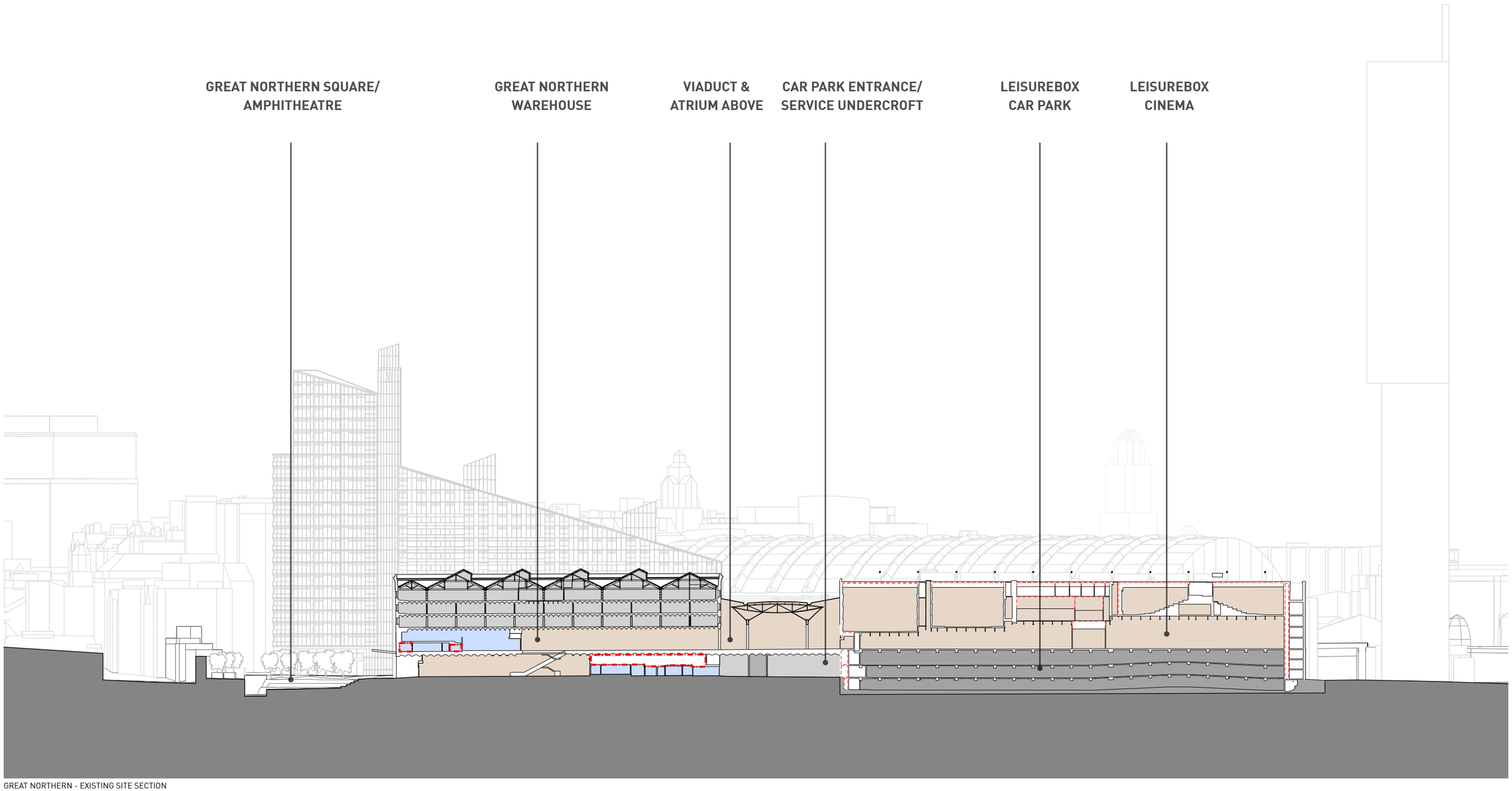
Similarly, the ground floor area of the Leisurebox building is given over entirely to car parking, with open areas facing Watson Street and Great Bridgewater Street, resulting in a lack of active frontage or pedestrian permeability. The Leisurebox building occupies a large footprint within the site. In addition to the car parking provision, it also accommodates a gym at first floor level, and cinema space within the upper levels. The first floor level adjacent to the upper level mews street contains large spaces, which were intended for retail/leisure use, but have never been used since the building was constructed 24 years ago. The upper level mews street suffers from a lack of footfall, largely due to the steep level change from the street, the lack of connectivity and active uses, and poor quality of public realm creating a poor quality sense of space.



GREAT NORTHERN - EXISTING ROOF PLAN



GREAT NORTHERN - EXISTING GROUND FLOOR PLAN



GREAT NORTHERN - EXISTING SITE SECTION

2.2 History, Heritage & Character (Continued)

2.2.5 Current Condition
The site currently functions as a leisure and retail centre, and includes a mix of uses including restaurants, retail, offices, a casino, a bowling alley, and car parking (providing 1,240 parking spaces within the Warehouse and the Leisurebox). Whilst a number of these uses operate successfully, the complex as a whole is under-used.

The site suffers from poor connectivity to surrounding areas and is not convenient for pedestrians to move through, which has resulted in dislocated and dysfunctional public realm spaces. The built elements added during the site's conversion in the 1990's are of poor architectural quality, and detract from the quality of the listed buildings.

The site's heritage assets are in need of repair, and the landscape features and public realm spaces generally in need of renovation.

2.2.6 Placemaking Strategy & Meanwhile Improvements
A Placemaking Strategy was developed, following the Applicant's acquisition of the site, to guide the ongoing management and curation of the site, and will continue to guide the proposals described in this application. A number of initial temporary and meanwhile improvements have been made in line with this strategy, including the following:

- Introduction of new, independent businesses, particularly at the ground floor and upper mews levels of the Deansgate Terrace.
- Provision of new shared, flexible community spaces.
- Meanwhile improvements to features such as the upper mews steps.
- Provision of informal childrens' play facilities within the Great Northern Square.
- New temporary landscape features, including the provision of planters and new temporary trees. The new trees will be reused in permanent locations within the proposed new public realm (refer to the Public Realm Strategy document for further information).

The various improvements described above have resulted in an enhancement of the quality of the public spaces, and the development of the site's sense of place. The new independent retail, restaurant and leisure uses have contributed positively to this, and the strategy to foster a place for these independent businesses is a key component of the proposals described in this application. The provision of community spaces has been very well received by the local community, and similar spaces are included within the proposals.

2.2.7 Great Northern - A New Neighbourhood
Whilst the improvements described above have resulted in positive enhancements across the Great Northern site, there remains an under-utilisation of space and a lack of permeability and footfall, and a lack of occupation and use of the site outside of the opening hours of the various retail, restaurant and leisure uses.

The proposals described in this document, guided by the Placemaking Strategy, seek to comprehensively transform the Great Northern site, building on the positive attributes of the temporary enhancements undertaken to date, to create a vibrant and sustainable mixed use neighbourhood.



DECORATION AND TEMPORARY PLANTING TO MEWS STEPS















INDEPENDENT LOCAL BUSINESSES WITHIN DEANSGATE TERRACE (DEANSGATE FRONTAGE AND UPPER LEVEL MEWS)

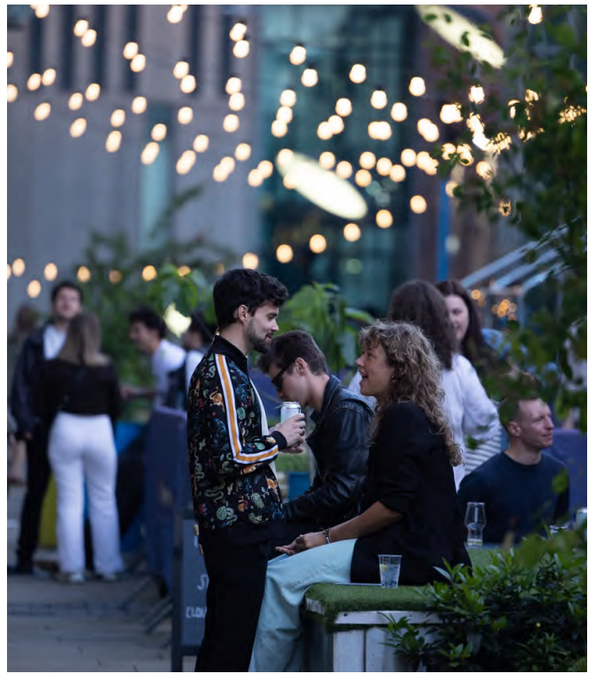












COMMUNITY SPACES AND MEANWHILE LANDSCAPE IMPROVEMENTS

2.2 History, Heritage & Character (Continued)

2.2.8 Current Condition
A number of specialist surveys have been undertaken to establish the condition of the existing buildings, and to inform the strategy for repair, refurbishment and alteration. The full survey information forms part of this application. The proposed works, including repairs, are included in the Schedule of Alterations submitted as part of this application. A summary of some of the key points highlighted by these surveys is provided below.

2.2.9 Great Northern Warehouse - Condition

Structural inspection
- No evidence to suggest significant structural defects.
- Minor structural defects requiring repairs have been identified.
- Initial intrusive structural inspections have been carried out to the existing car park floors and to identify the causes of visible cracking in the floor surface. This established that there is a layer approximately 35mm thick of asphalt waterproofing installed over the original mass concrete and cracking appeared to be restricted to the asphalt waterproofing and a hard wearing surface coating, which is to be carefully removed and replaced with a suitable levelling screed.

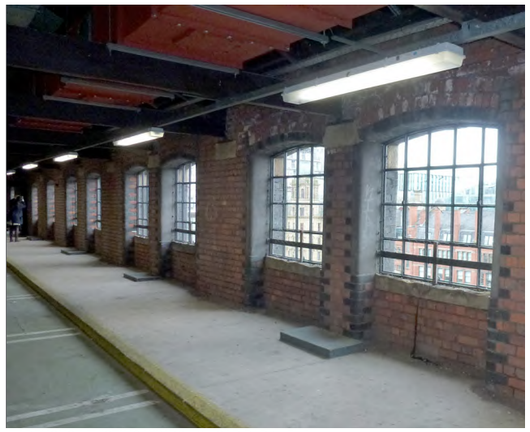
External Fabric
- Overall condition of external elevations is generally good.
- Repointing of brickwork and stonework has been undertaken, but with what appears to be a hard-cementitious mortar, and not to high standards of workmanship. Further repointing required to isolated areas.
- Repair work required at parapet level where there is evidence of vegetation and open joints.
- Replacement of failed areas of stonework to match existing required.
- Repairs required to west elevation where concrete lintels introduced above car park entrances.
- Cleaning of external fabric via specialist water-based system recommended to remove moss and algae soiling and improve appearance.
- Cast iron ties and armatures should be prepared and treated with epoxy paint.

Damp and timber decay
- No significant damp and decay below roof level.
- Repairs necessary to prevent further water ingress to roof parapet and spine wall.
- Management measures required to reduce material moisture contents at base of walls adjacent to Watson Street, where external levels have been raised above DPC level.
- Investigation and remediation required to timber roof structure, where evidence has been highlighted of water penetration, particularly at the location of valley gutters.
- Historic fire damage of roof timbers identified in south west corner of building. Appears superficial, but formal consideration of residual strength of timbers to be undertaken.

Windows
- Metal windows are of hot-rolled steel construction, internally glazed [where glazing remains] with 4mm glass, fixed using putty. Windows are original.
- Paint coverage in most cases appears to have prevented extensive corrosion.
- Windows generally are in poor condition with some missing ironmongery, and require replacement of glass and full refurbishment and redecoration. Openers have been sealed shut and hinges are not in working order.

Roof
- Roof has been completely replaced with artificial slates.
- Significant damage to slates caused by access, vandalism/projectiles.
- Repairs required to roof, and recommendation to replace roof covering.


WAREHOUSE EXISTING ROOF STRUCTURE


WAREHOUSE EXISTING WINDOWS - CAR PARK LEVEL


WAREHOUSE EXISTING ROOF


WAREHOUSE EXISTING STEEL FRAME AND BRICK JACK ARCH


WAREHOUSE EXISTING WINDOW DETAIL


WAREHOUSE EXISTING WEST ELEVATION - WINDOWS AND INFILL TO HOISTWAY OPENING


WAREHOUSE EXISTING STEEL FRAME/FLOOR INTERFACE - CAR PARK


WAREHOUSE EXISTING CAR PARK FLOOR - CRACKING

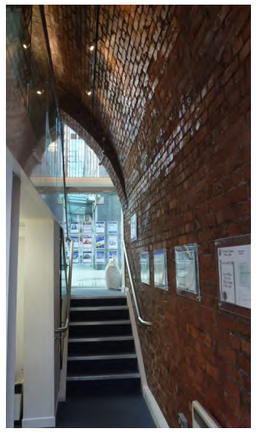


WAREHOUSE EXISTING WINDOWS TO WEST ELEVATION


TERRACE - EXISTING EAST ELEVATION



TERRACE - EXISTING WEST ELEVATION DETAIL


TERRACE - EXISTING BRICK ARCH DETAIL

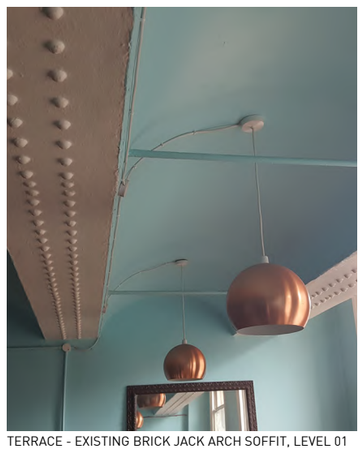

TERRACE - EXISTING ROOF


TERRACE - EXISTING EAST ELEVATION SHOWING ADJACENT CAR PARK


TERRACE - EXISTING INTERIOR TO SCREEN WALL


TERRACE - EXISTING UPPER LEVEL EAST ELEVATION


TERRACE - EXISTING BRICK ARCH SOFFIT


TERRACE - EXISTING BRICK JACK ARCH SOFFIT, LEVEL 01


TERRACE - EXISTING WEST ELEVATION DETAIL



TERRACE - EXISTING WEST ELEVATION DETAIL

2.2.10 Deansgate Terrace - Condition

Structure

- No evidence to suggest significant structural defects.
- Minor defects requiring repairs have been identified.
- Intrusive surveys during next design stage recommended to establish floor construction. First floors appear to be of steel beam and jack arch construction.

External Fabric

- Overall condition of external elevation to Deansgate is generally good, but variable across the length, with some evidence of saturated brickwork that requires repair.
- Repointing and chemical cleaning of brickwork and stonework has previously been undertaken, as per warehouse.
- Cleaning of external fabric via specialist water-based system recommended to remove moss and algae soiling and improve appearance.
- Stonework in many areas has become perished and laminated and requires careful dressing back to a sound face. Where stones have fractured or shown large losses, they will need to be replaced in a new stone to match the original as near as possible.
- The elevations to the rear (east elevation) of the Deansgate Terrace have been patched up and altered with bricks that do not match the originals, causing visually obtrusive areas on the façade.

Damp and timber decay

- Detailed inspection and testing of roof parapet gutters and drainage required.
- Minor defects noted to chimneys and finials requiring further inspection and repairs.
- Water penetration via shopfronts identified.
- Water ingress into basement to be remediated.
- Considered unlikely from initial inspection that extensive timber decay exists within concealed roof timbers, but further detailed investigations required in subsequent design stages.
- Water penetration at eaves along west elevation identified, requiring further detailed investigation and remediation.
- Evidence of water ingress at interface with raised podium walkway to east elevation, requiring further detailed investigation and remediation.
- Detailed investigation into causes of cracking to render in basements and remediation required as necessary.
- Windows
- Timber windows are of box sash design, internally glazed with single and double glazed units.
- The windows are not original, having been replaced approximately 10-12 years ago.
- Generally all windows are of good to fair condition and most are functioning correctly.
- Repair and refurbishment of windows is required.

Roof

- Roof covering [welsh slates] appear to be original.
- Roof repairs are required, particularly to slipped, displaced and broken tiles, at parapet interfaces, and to mortar joints to ridge tiles, although full roof covering replacement recommended.
- Renewal of roof covering required within 5 years, and ideally at the earliest opportunity.
- Lead boundary gutters appear to have been replaced approximately 20-30 years ago.

2.3 Site Analysis

2.3.1 Site Analysis
The site is orientated broadly on a north-south axis. Analysis of the sunlight to the public realm spaces has been undertaken and is included in the Public Realm Strategy, prepared by Planit-ie, and submitted as part of this application.

The site's immediate adjacency to Deansgate and Peter Street is likely to result in some localised noise issues. The adjacency to the various bars on Peter Street is also likely to generate noise and the potential for anti-social behavior at particular times of the day and night. However, it is not anticipated that these issues would preclude the integration of the new uses, provided that the design and management of public realm spaces, and the repair and alterations to the existing listed buildings, together with the design of new build elements of the proposals, seek to address and mitigate their impacts, as far as practically possible. It may be appropriate to site commercial uses towards the north of the site, in consideration of the proximity to adjacency to more active uses on Peter Street. with residential uses set back from the Deansgate/Peter Street frontage where they are shielded from noise from the main vehicular streets. Further detailed analysis of the noise environment have been undertaken in separate reports that form part of this planning application, and which have informed the development of the design proposals.

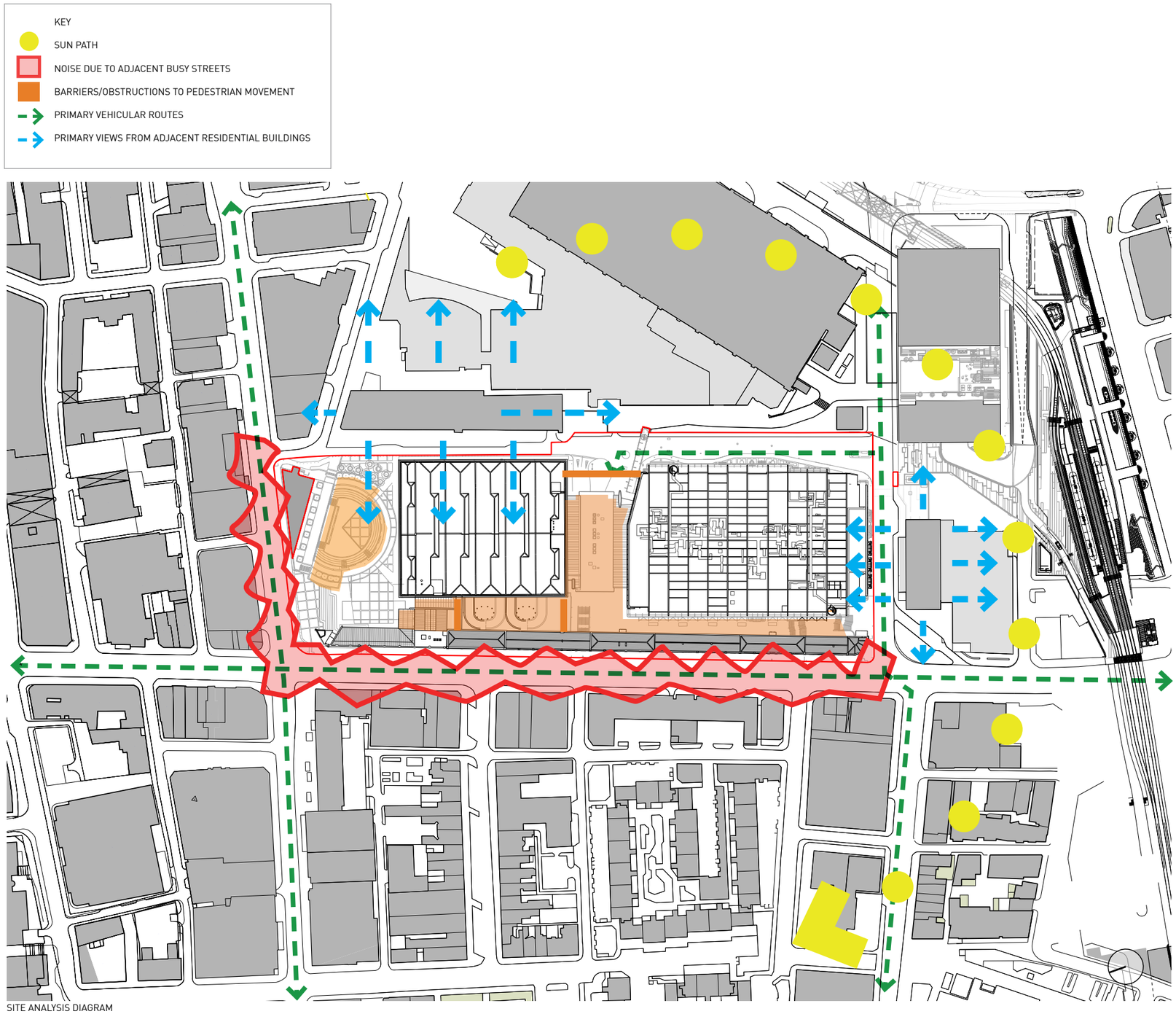
Vehicular movement is mainly restricted to the perimeter roads forming the site's boundaries, with deliveries and servicing via the undercroft to the atrium, accessed from Watson Street, and from the service bays on the east side of Deansgate and the west side of Watson Street.

Pedestrian movement across the site is currently restricted by the new build elements added during the site's conversion in the 1990's, in particular the spiral concrete car park ramps and the link building between the Warehouse and Deansgate Terrace. The quality of pedestrian movement through the site is relatively poor. The Amphitheatre in the Great Northern Square forms a barrier to pedestrian movement through the space, as does the raised walkway to the east of the Deansgate Terrace, which is under-used and in need of improvements.

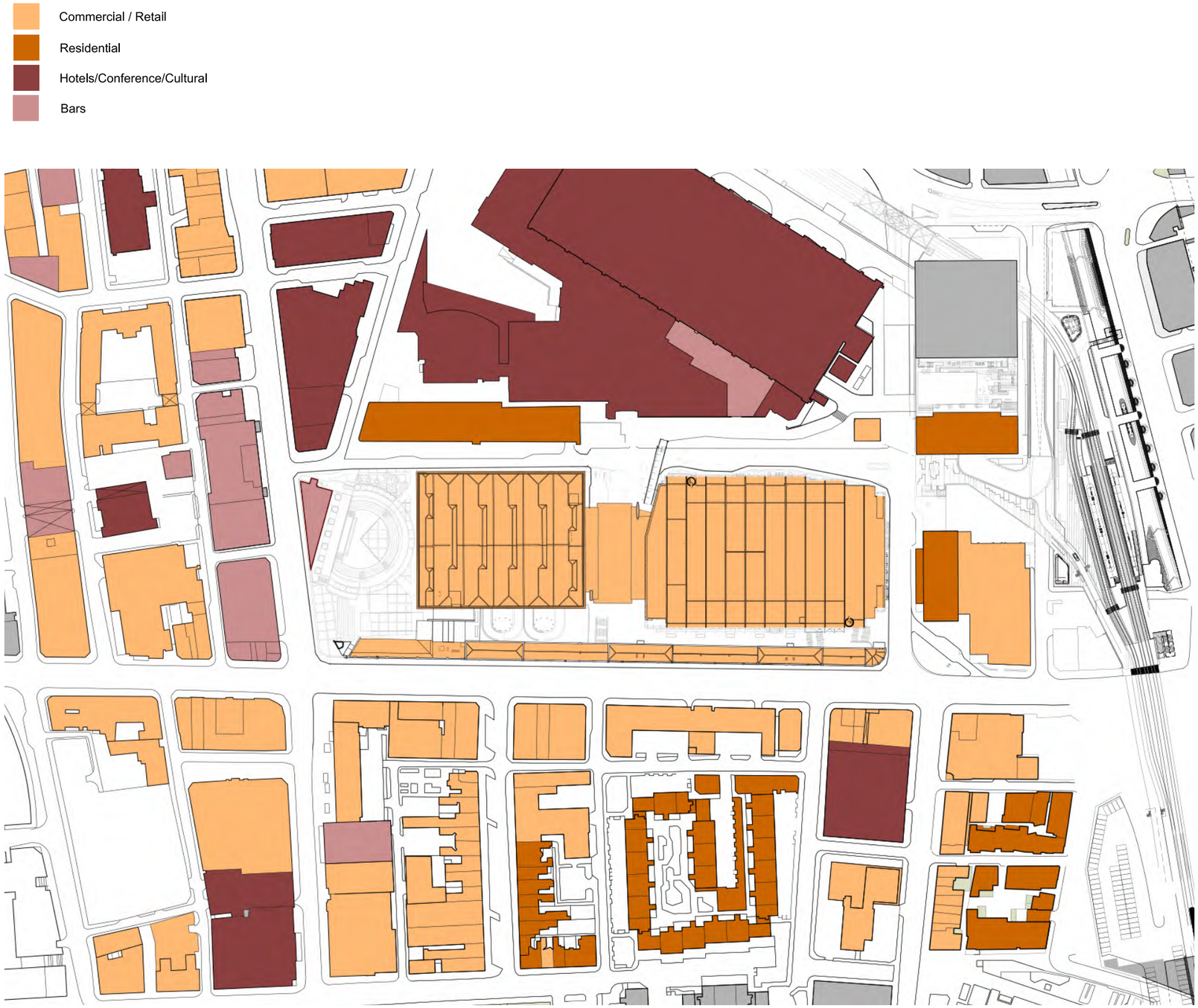
2.3.2 Surrounding Uses
The predominant uses along Deansgate and Peter Street are commercial in nature, with a mix of ground floor retail and leisure uses.

To the east, the site is bounded by the Manchester Central Conference Complex; a major conference and events facility.

There are a number of residential buildings close to the site, including the Great Northern Tower to the east, the Beetham Tower (also including a hotel in the lower 22 floors) to the south, and Porchfield Square and Rozel Square residential neighbourhoods to the west, behind the Deansgate frontage.



SITE ANALYSIS DIAGRAM



CONTEXTUAL USES DIAGRAM

2.3.3 Opportunities & Constraints

The site presents a number of key constraints and opportunities, which can be summarised as follows:

Opportunities

- Character, charm and quality of listed buildings provides opportunity to create to a unique sense of place..
- Huge potential for improved pedestrian connections and transformation of the public realm space, with potential for improved green infrastructure and biodiversity.
- Opportunities to create better activation of ground floor uses in line with the recommendations of the SRF.
- Potential to create a genuine mixed use city neighbourhood.
- The establishment of a new residential community within the site.
- The listed buildings' historic fabric provides the potential for unique, spacious and characterful residential and commercial spaces.
- A sustainable new use for the historic buildings.
- Potential to facilitate important repairs to the historic listed buildings, and to improve and enhance their setting and legibility.
- Successfully connecting the surrounding economic and regeneration areas of the city centre, maximising both site's latent potential creating and adding value to the city centre's offer.

Constraints

- A number of existing commercial tenancies occupy the buildings, some of which need to be maintained, meaning that any new uses must be designed to integrate with the constraints imposed by occupational leases, size, location and type of retained existing uses.
- Historic, listed fabric presents challenges to the integration of new uses, and associated servicing and performance requirements, particularly the provision of natural light and ventilation requirements through existing windows, openings and roof.
- The buildings have been altered through time as their uses have changed, creating challenges associated with the approach to repair and conservation of the original fabric.
- The size of the warehouse floorplates create challenges for integration of new uses.
- Existing historic structure constrains layouts and circulation/servicing routes.
- Constrained floor to floor heights in upper levels of the Warehouse require careful consideration with regard to achieving the desired high quality residential use.
- Repairs and maintenance requirements of the listed buildings that need to be addressed as part of any proposals.
- Difficulties of access associated with existing size and positions of buildings.
- The construction of buildings through the existing car park structure within the Leisurebox site.
- The existing and proposed uses will impose significant servicing and delivery requirements that need to be carefully integrated to enable better pedestrian connection and permeability across the site.
- Consideration of the menity (view, light and privacy) of adjacent residential buildings will form an important consideration in developing design proposals.

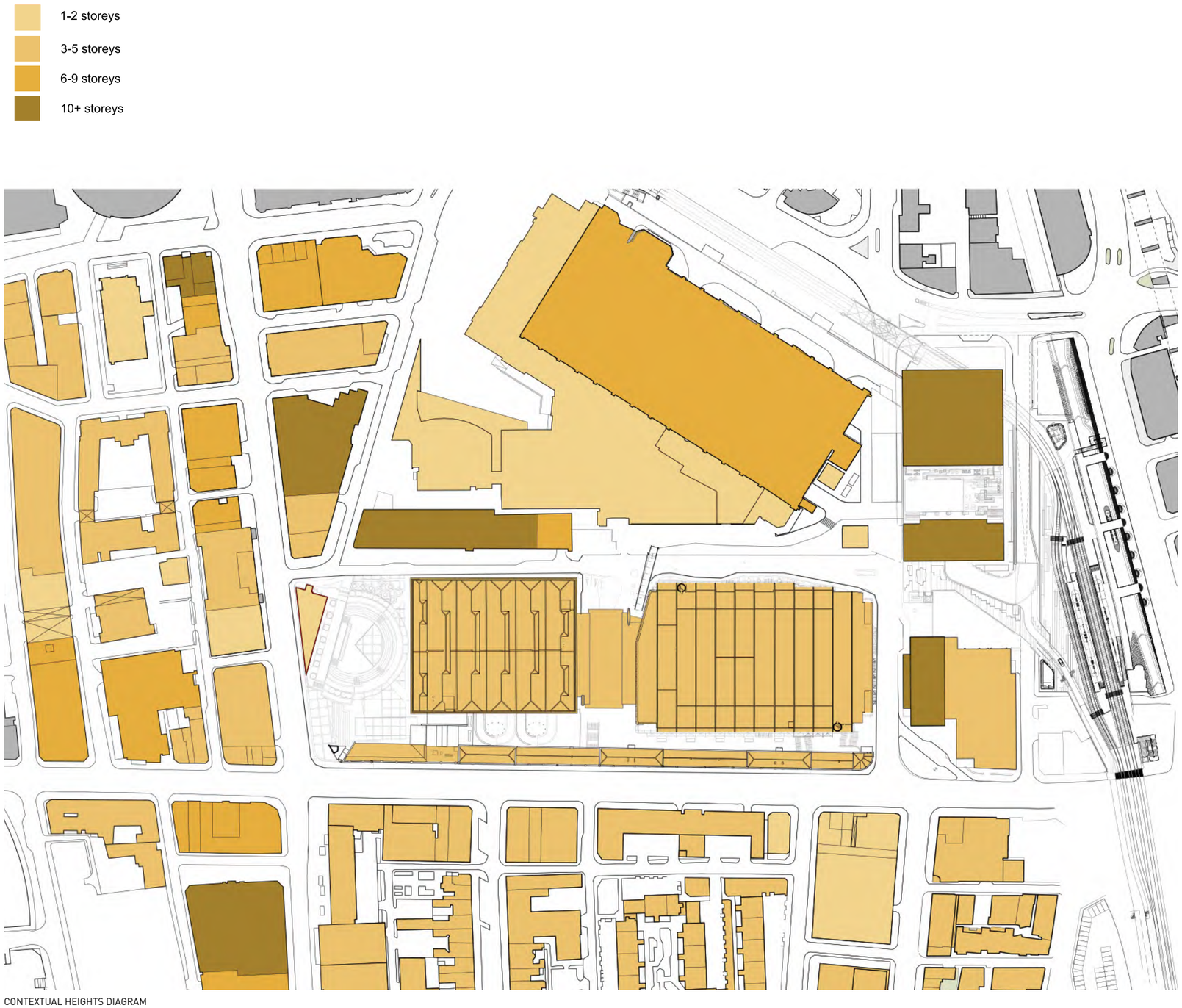
2.3 Site Analysis (Continued)

2.3.4 Contextual Scale & Massing
The diagrams opposite and overleaf show the relationship of the Great Northern site to surrounding contextual existing and emerging buildings (both consented or under construction) in terms of massing and scale.

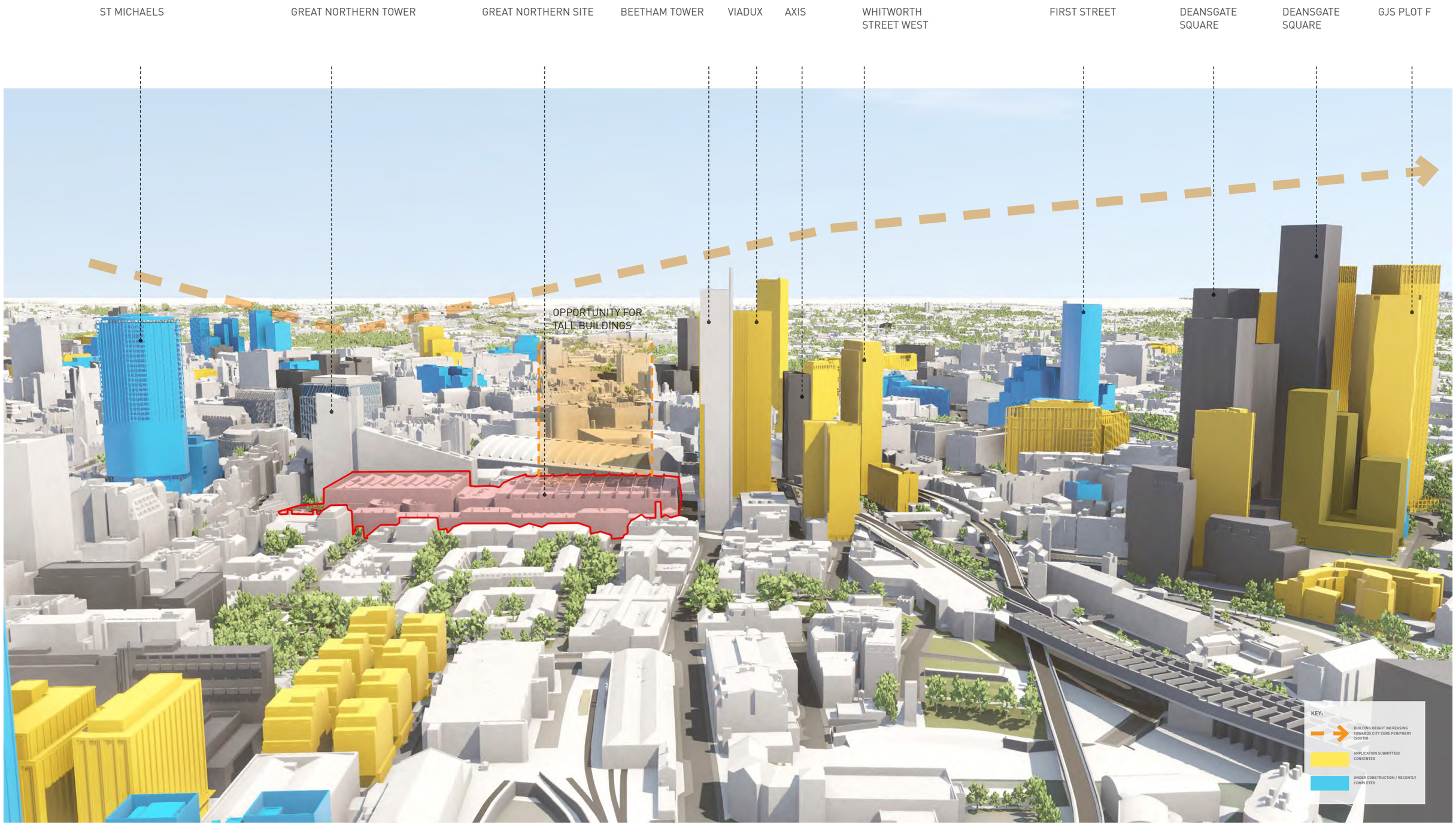
The site is located towards the southern edge of the city core and is surrounded by buildings of varied scale. The buildings along Deansgate and Peter Street are generally around 4-10 storeys in height.

A number of tall buildings are situated immediately adjacent to the site, including the Great Northern Tower, the Beetham Tower, and Viadux (currently under construction). Other tall buildings including St Michaels, the Axis Tower, and the consented Whitworth Street West and 325 Deansgate schemes which are situated in close proximity to the site. Further to the south, an emerging cluster of tall buildings is situated within the Great Jackson Street area, including Deansgate Square and Crown Street. The heights of these tall buildings follow a general pattern within the city centre of height increasing from the city centre towards the city core periphery and the inner ring road.

The existing and emerging pattern of building heights within the area demonstrates the potential for tall buildings on the southern part of the Great Northern site (the Leisurebox), which could mediate between the general contextual scale of buildings close to the site, and the increasing scale of tall buildings to the south. This is consistent with the recommendations of the adopted SRF.



CONTEXTUAL HEIGHTS DIAGRAM



AERIAL VIEW LOOKING EAST SHOWING EXISTING & EMERGING CONTEXT

2.4 Planning Context

2.4.1 Planning Policy Context
The proposed development has been assessed against the relevant provisions of national and local planning guidance and policies, including the National Planning Policy Framework (NPPF), Manchester Core Strategy and the Saved Policies of the Manchester Unitary Development Plan (UDP). A detailed assessment of the proposals against the planning policy context is set out within the Planning and Tall Building Statement prepared by Deloitte Real Estate.

The Department for Communities and Local Government published the NPPF on 27 March 2012. This document is a material consideration for any planning application and sets out the Government's planning policies for England and how these are to be applied. It requires planning policies to meet objectively assessed needs, with sufficient flexibility to adapt to rapid change.

At the heart of the NPPF is a presumption in favour of sustainable development; the golden thread running through plan-making and decision taking (para. 14). The NPPF notes there are three dimensions to sustainable development; economic, social and environmental. These dimensions are considered to be mutually dependent with the NPPF, in its entirety, defining sustainable development. The core planning principles contained within the NPPF provide the overarching framework for development within the UK.

The proposals will contribute towards these principles, which include:

- Proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs;
- Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- Encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;
- Conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations;
- Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.

The Adopted Local Development Plan for the Site comprises the following documents:

- Manchester Core Strategy (2012);
- Manchester Proposals Map (2012);
- Guide to Development in Manchester Supplementary Planning Document (2007)
- Saved Policies of the Manchester Unitary Development Plan (2005);
- Greater Manchester Joint Waste Development Plan Document (2012); and
- Greater Manchester Joint Minerals Plan (2013).

The adopted Manchester Core Strategy sets out the City Council's Vision for Manchester to 2026, along with the planning policies that provide the framework for delivering that Vision. The proposals will contribute strongly to a wide range of Manchester's strategic policy objectives as summarised below:

Policy SP1 Spatial Principles: Manchester will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality city living.

Policy EC3 The Regional Centre: Employment generating uses will be promoted within the Regional Centre, taking advantage of the commercial assets of the core of the conurbation and the opportunities to provide accessible employment to Manchester residents. New housing to complement the development of mixed use employment areas will be supported.

Policy CC1 Primary Economic Focus: City Centre and Fringe: the city centre is the strategic economic location and focus of employment growth in the city and City Region. It is expected to accommodate 33ha of office or similar employment development. Within the city centre a variety of high quality accommodation types, sizes and foot-plates will be encouraged to boost investment.

Policy CC2 Retail: the Council will promote the growth and improvement of retail provision in the city centre. Across the city centre, retail will be supported where it would serve a local community or contribute to the area's character. The Council is particularly supportive of the independent retail sector.

Policy CC3 Housing: A minimum of 16,500 new units will be provided from 2010-2027. The Council will encourage accommodation of a high standard, which offers units large enough to suit a range of occupants in terms of both the number of rooms and their size.

Policy CC4 Tourism, Culture and Leisure: the city centre will be the focus for culture and leisure in the City Region. Development in the city centre that improves facilities for visitors, including Manchester residents, will be promoted. New hotel development that contributes towards the quality of the city centre will be supported.

Policy CC7 Mixed Use Development: the city centre presents the most viable opportunities for mixed-use development, where land can be used as efficiently as possible. Active ground floor uses will be appropriate in locations with an established public function or as part of a development that will create such an environment.

Policy CC8 Change and Renewal: Developments that make significant contributions to the city centre's role in terms of employment and retail growth or which improve the accessibility and legibility of the Centre will be supported. New development should fully exploit opportunities to contribute to the improvement of the city centre in terms of character and function.

Policy CC9 Design and Heritage: the design of new buildings will need to be of the highest standard in terms of appearance and function. Development should preserve or enhance identified heritage assets.

Policy CC10 A Place for Everyone: the city centre will develop as a location which appeals to a wide range of residents and visitors. Development should increase the diversity of activity in the city centre, with an emphasis on family-oriented activity, and promote high standards of accessibility.

Policy T1 Transport: seeks to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport.

Policy T2 Sustainable transport states that the Council will actively manage the pattern of development to ensure that new development is located to ensure good access to the City's main economic drivers, including the Regional Centre. Integration of development with the city's key strategic transport initiatives is also crucial.

Policy DM1 development management: states that development should have regard for neighbourhood amenity, particularly with regards to noise, light, vibration, air quality and traffic generation.

Policy EN2 states that it is expected that the impact of microclimates is expected to be modelled and that submissions for tall buildings also include appropriate measures to create attractive, pedestrian friendly local environments.

Policy EN3 throughout the City, the Local Planning Authority will encourage development that complements and takes advantage of the distinct history and heritage features of its districts and neighbourhoods. New development must be designed to support preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of importance.

Policy EN4 encourages the reduction in CO2 emissions through following the Energy Hierarchy principles:

- To reduce the need for energy through design features that provide passive heating, natural lighting and cooling.
- To reduce the need for energy through energy efficient features such as improved insulation and glazing to meet residual energy requirements through the use of low or zero carbon energy generating technologies.

Policy EN6 of the Core Strategy seeks CO2 reductions from low or carbon energy supplies and includes the following targets:

- A CHP/district anchor or connection, or where not feasible;
- A 15% increase on Part L 2010.

Policy EN8 sets out that all new development will be expected to be adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces.

Policy EN1 Design Principles and Strategic Character Areas: the site forms part of the City Centre Character Area, which contains a rich legacy that reflects its urban evolution to current day. In this area:

- Developers will be expected to consider the city's heritage and continue the rich pattern of activity in the core area.
- While there will be opportunities to create landmark buildings, development should also contribute positively to the experience of all at street level.
- Wherever possible the opportunity should be realised to enhance existing and provide new areas of meaningful open space. The maintenance and improvement of the city's permeability should be considered in all proposals.

Core Strategy Policy H8 states that new development will contribute to the city-wide target for 20% of new housing provision to be affordable. Developers are expected to use the 20% target as a starting point for calculating affordable housing provision. Of this 20% contribution on site, it is envisaged that 5% of new housing provision will be social or affordable rented and 15% will be intermediate housing.

A full summary of the scheme's relevant planning policy and material considerations are set out in the Planning and Tall Building Statement prepared by Deloitte.

The redevelopment of Great Northern is supported through the Manchester City Centre Strategic Plan (2015-2018), which notes that the City Council will work with partners to finalise the regeneration proposals and bring forward redevelopment.

The proposals form a key part of the Great Northern, Manchester Central and Castlefield Quay Strategic Regeneration Framework (SRF), which was endorsed in February 2017 by Manchester City Council's Executive Committee. The original SRF was prepared to guide the future reconfiguration, re-development, and re-positioning of the Great Northern, Manchester Central and Castlefield Quay sites in Manchester City Centre. These interlinked and strategic sites, at the southern edge of the city centre, sit within a pivotal location between several of Manchester's key established and emerging economic growth and regeneration areas.

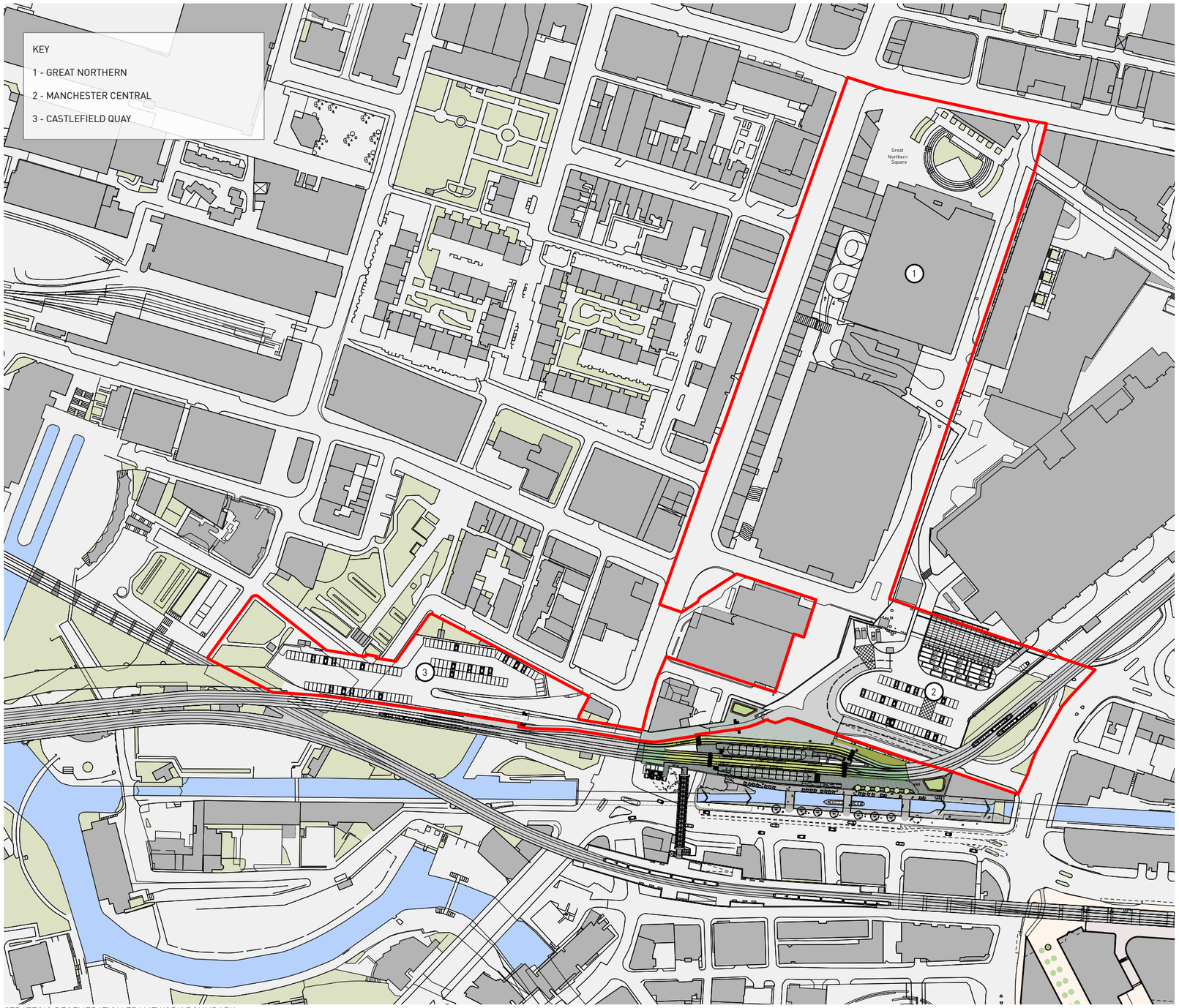
The SRF identified that the Great Northern is currently underutilised and underperforms. This is particularly marked in terms of the quality and appropriateness of its uses, the quality and vitality of the environment within and around the site and challenges it presents in terms of both physical and functional connections to its surroundings.

The 2017 SRF supported the comprehensive regeneration of the site so that it fulfils its potential as a cultural, business and residential destination. Following the endorsement of original SRF in 2017, planning permission (LPA Ref.: 118568/FO/2017) and listed building consent was secured for conversation of the Great Northern Warehouse and Deansgate Terrace to deliver residential use.

Since this time, the SRF has been updated (March 2019 Update) to primarily reflect a change in approach for the conversion of the warehouse to office uses, with residential remaining on the southern 'Leisure Box' element of the Site. The overall comprehensive redevelopment of the Site remained consistent with the original 2017 SRF.

Planning permission was granted for the comprehensive redevelopment of the Manchester Central component of the SRF area (now referred to as 'Viadux') in June 2017, incorporating 375 residential apartments within a 40-storey tower and a 14-storey Grade A Office building together with a new feature staircase linking the Deansgate Castlefield Metrolink Station to Watson Street leading directly into the Great Northern Site.

Overall, the proposals conform to national and local planning policy and will provide an important contribution to the long term regeneration of important heritage assets, delivery of new retail leisure facilities in the regional centre, creation of new and enhanced public realm, generating employment opportunities and providing high quality new residential accommodation.



STRATEGIC REGENERATION FRAMEWORK BOUNDARY

2.5 Strategic Regeneration Framework

2.5.1 SRF Key Principles

The Strategic Regeneration Framework [SRF] was adopted in 2017, and later updated in 2019, to provide a set of principles to guide development on the site. The 2019 SRF update amended the proposed uses for the upper levels of the Warehouse and Deansgate Terrace from residential to office. It is not intended to be read as a prescriptive list of requirements, but will form a material consideration in the determination of planning applications. The strategy for the site is based around principles described in the SRF. A number of the key strategies are summarised below:

Site-wide

- To create better permeability through the site by the introduction of legible, animated, at-grade, high quality north south and east west pedestrian linkages. This would also establish positive and pedestrian friendly linkages.
- To enhance the setting of listed buildings and structures, and to promote and celebrate the site's history through the use and arrangement of the built environment and through encouraging significantly uplifted levels of pedestrian flows through the area.
- Removal of the modern additions to the Great Northern Warehouse and Deansgate Terraces, such as the link building, atrium and car park ramps.
- To create attractive new and upgraded areas of public realm which are interlinked and promote connectivity across the wider network of public spaces in the city centre.
- In terms of physical linkages, there is a fundamental requirement to create much stronger linkages through the site which are pedestrian friendly in terms of grading, active uses, legibility and the quality of the environment.
- A key opportunity in this regard is the potential to create a new at-grade north-south route (Dean Street) connecting Peter Street and the Great Northern Square to Great Bridgewater Street. That new route that would sit between the Great Northern Warehouse's currently obscured western elevation and Deansgate Terrace.

Great Northern Square

- The Great Northern Square should maximise its full potential as a space that brings people together, which encourages social interaction and a sense of community. It should maximise the site's distinctive character features, namely through fully enhancing the setting of the Great Northern Warehouse. It should be comfortable, safe, welcoming and accessible to all. Movement should be encouraged across the Square and it should be surrounded by high quality uses that contribute to the successful animation of the Square.
- In the event that the sunken amphitheatre within the Great Northern Square is covered in order to improve the accessibility and functionality of the public space, the void beneath the Square could be re-utilised – most likely for leisure or entertainment.

Great Northern Warehouse and Viaduct

- A fundamental principle will be to repair the setting of the Grade II* Listed Warehouse. The objective of the masterplan in this regard will be to allow its stature and magnificence to be fully appreciated.
- Relocate car parking within the Great Northern Warehouse and replace with office uses. In so doing, take the opportunity to reveal more of the heritage significance of the Grade II* Listed Warehouse and to repair its setting.
- At the ground and part first floor level of the Warehouse, existing tenants on long leases would need to remain in situ; however, there would be an opportunity to create a new office entrance point at the ground floor level. There would also be an opportunity to create an element of office accommodation at first floor level.
- At levels 3 and 4, new office accommodation across the floorplate would be facilitated by an atrium, located centrally to the building's floorplate. At roof level, the atrium would be formed in a way that retains the original roof structure including the roof trusses, working around that to create the opening, and taking into account that the roof materials are non-original. This type of intervention has been discussed and agreed in principle with the Local Planning Authority and Historic England in the drafting of this document.
- As a point of principle, the primary structure of the warehouse would be retained, including the roof structure, with the exception of the floor area required to form the atrium at 2 levels. The repetitive nature of the structure means that despite the loss of the limited amount of fabric that would be required for a conversion there would still be a significant amount of the structure left.

Deansgate Terraces and Dean Street

- The removal of the clock tower / feature at the corner of Deansgate and Peter Street is considered important. This detracts from the setting of the Listed Buildings and the townscape in this area. By removing this structure, enhanced views of the Great Northern Warehouse's magnificent and emphatic façade would be revealed to the city.
- The creation of Dean Street will provide a new public street which will provide an opportunity for more active uses including retail and leisure operations. The ambience and enclosure of this street, together with a carefully curated selection of independent retail and leisure uses will create something very different within the city centre and a space that due to its enclosed nature is capable of accommodating 'livelier' uses without impacting on residential amenity.
- There is a need to enhance the existing connection into Great Northern from Deansgate Terrace. This would be facilitated through the introduction of ground floor pedestrian connections, thus removing the need for such a severe change of levels.
- Improving the quality of the Deansgate frontage will immediately enhance perceptions and entice people into the heart of the scheme. At the upper levels of Deansgate Terrace, there is the potential for office use.

Leisurebox

- To the south of the site, it is considered that there is potential to introduce taller, elegant buildings, which offer the ability to add to the critical mass of residential uses on the site (but equally this does not preclude hotel or office floorspace coming forward in the right market conditions).
- The ultimate ambition is to regenerate the Leisure Box and create a far more appropriate building for such a central site in Manchester. This part of the site does also offer an opportunity to provide NCP with compensatory car parking, arising from the proposed loss of spaces in the Great Northern Warehouse. This may be required in order to allow this important Grade II* Listed Building to be properly utilised and take its rightful place as the centrepiece for this area.
- Work successfully with a future ambition to regenerate the Leisure Box and provide a far more appropriate building for such a central location in Manchester City Centre;
- and, achieve high quality, imaginative new additions to the city centre's skyline which will add dynamism to its overall composition.
- The role of Watson Street as a vehicular route should be reviewed and the potential for traffic calming, shared surfaces and generally improving connectivity and therefore the ability to generate active uses at ground floor level, including the productive re-use of the viaduct arches on the east side of Watson Street.
- It is considered that this part of the site is best capable of accommodating tall buildings, for residential, hotel or potentially office uses. This would be a significant component of creating a viable delivery strategy for the site, cross funding place-making initiatives such as new routes and enhanced public spaces and the sensitive conversion of the warehouse.
- Any tall buildings will need to carefully considered in terms of townscape, visual impact architectural quality and microclimate, in accordance with established planning policy. In this regard, new development should create an environment where the amenity of local residents is fully considered, including with reference to light and privacy.



GREAT NORTHERN - STRATEGIC REGENERATION FRAMEWORK STRATEGY DIAGRAM

2.6 Consented Scheme

2.6.1 Consented Proposals
Detailed planning and listed building consent was obtained by The Applicant in 2018 for the redevelopment and refurbishment of the Great Northern Warehouse, the northern section of the Deansgate Terrace, and the Great Northern Square (refs: 118568/FO/2017 and 118569/LO/2017). The scope of the application did not include the Leisurebox site due to the fact that, at the time, the length of the leases for the major tenants within the building (the car park, cinema and gym) precluded the redevelopment of this part of the site.

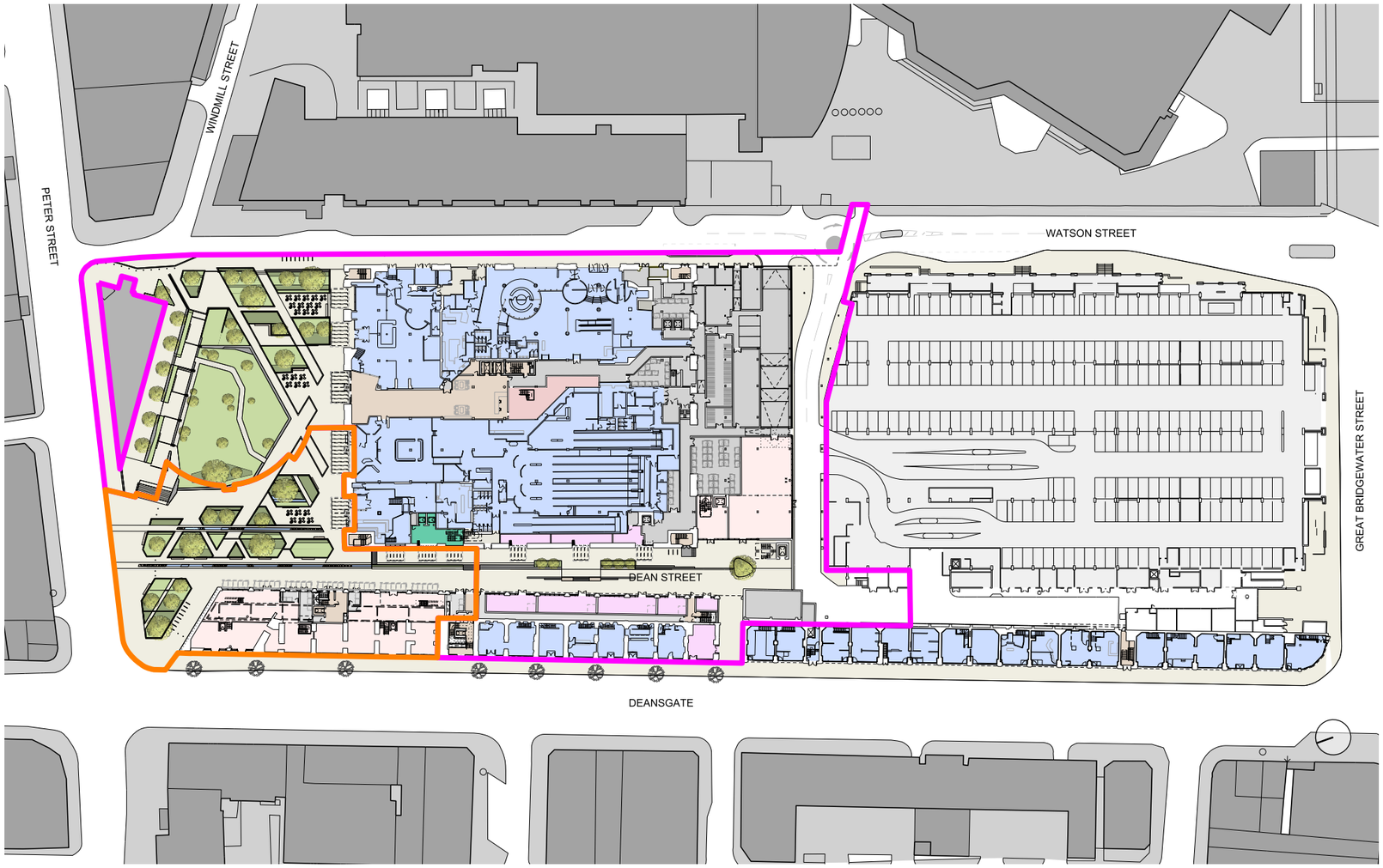
The proposals included the following key elements:

- Removal of the non-sensitive additions to the building from the 1990's conversion, including car park ramps, link building, atrium, and creation of at-grade mews connection (Dean Street) between the Warehouse and the Deansgate Terrace.
- Creation of new ground floor commercial retail units to help activate the public realm.
- Conversion of the upper three levels of the Warehouse from car park to residential use (providing 142 residential apartments), including the creation of a glazed internal atrium to bring natural light into the depth of the building plan.
- New car park ramp and residential parking provision under the viaduct structure.
- Refurbishment and addition of new build elements to the northern section of the Deansgate Terrace to create new residential uses above ground floor retail/ restaurant units.
- Transformation of the Great Northern Square.

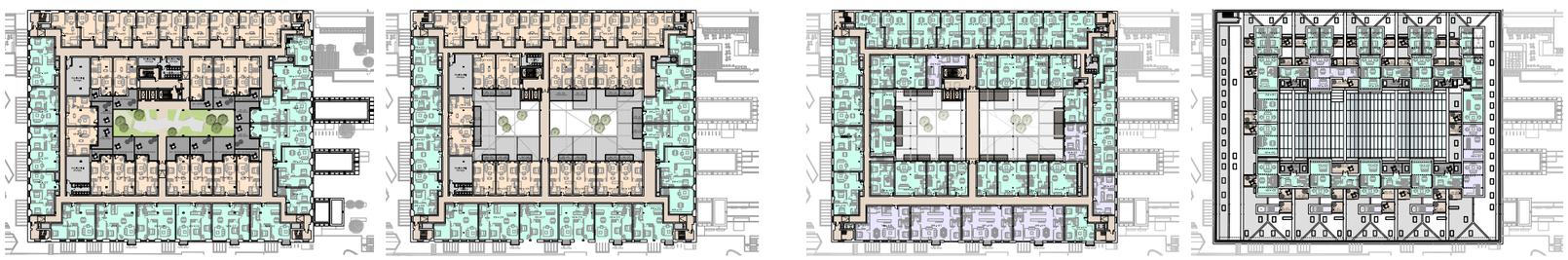
The consented ground floor site plan and a number of the illustrative visualisations of the consented scheme are shown overleaf.

The consented scheme was subsequently implemented through a number of initial enabling works.

With the passing of time, occupational leases have come to a natural end and the conclusion of a number of occupier discussions have been reached. This has meant that the whole of the Great Northern site can now be considered as part of an inclusive redevelopment. The project team has subsequently undertaken a detailed review of the proposals, and explored ways in which proposals for the Leisurebox site can be developed and integrated with the remainder of the site to create a cohesive and sustainable masterplan for the Great Northern site. The result of this review process was a refreshed vision and brief for the site, which forms the basis of the proposals set out within this document.



CONSENTED SCHEME - GROUND FLOOR SITE PLAN


CONSENTED SCHEME - GREAT NORTHERN WAREHOUSE PLANS SHOWING RESIDENTIAL LAYOUTS AND ATRIUM



ILLUSTRATIVE VIEW LOOKING SOUTH ALONG DEANSGATE - CONSENTED 2018 APPLICATION



ILLUSTRATIVE VIEW OF GREAT NORTHERN SQUARE - CONSENTED 2018 APPLICATION



ILLUSTRATIVE VIEW LOOKING NORTH WEST FROM EXISTING PEDESTRIAN BRIDGE TOWARDS VIADUCT - CONSENTED 2018 APPLICATION



GREAT NORTHERN WAREHOUSE - ILLUSTRATIVE VIEW OF PROPOSED ATRIUM - CONSENTED 2018 APPLICATION

2.7 Petersfield Study

2.7.1 Wider Vision

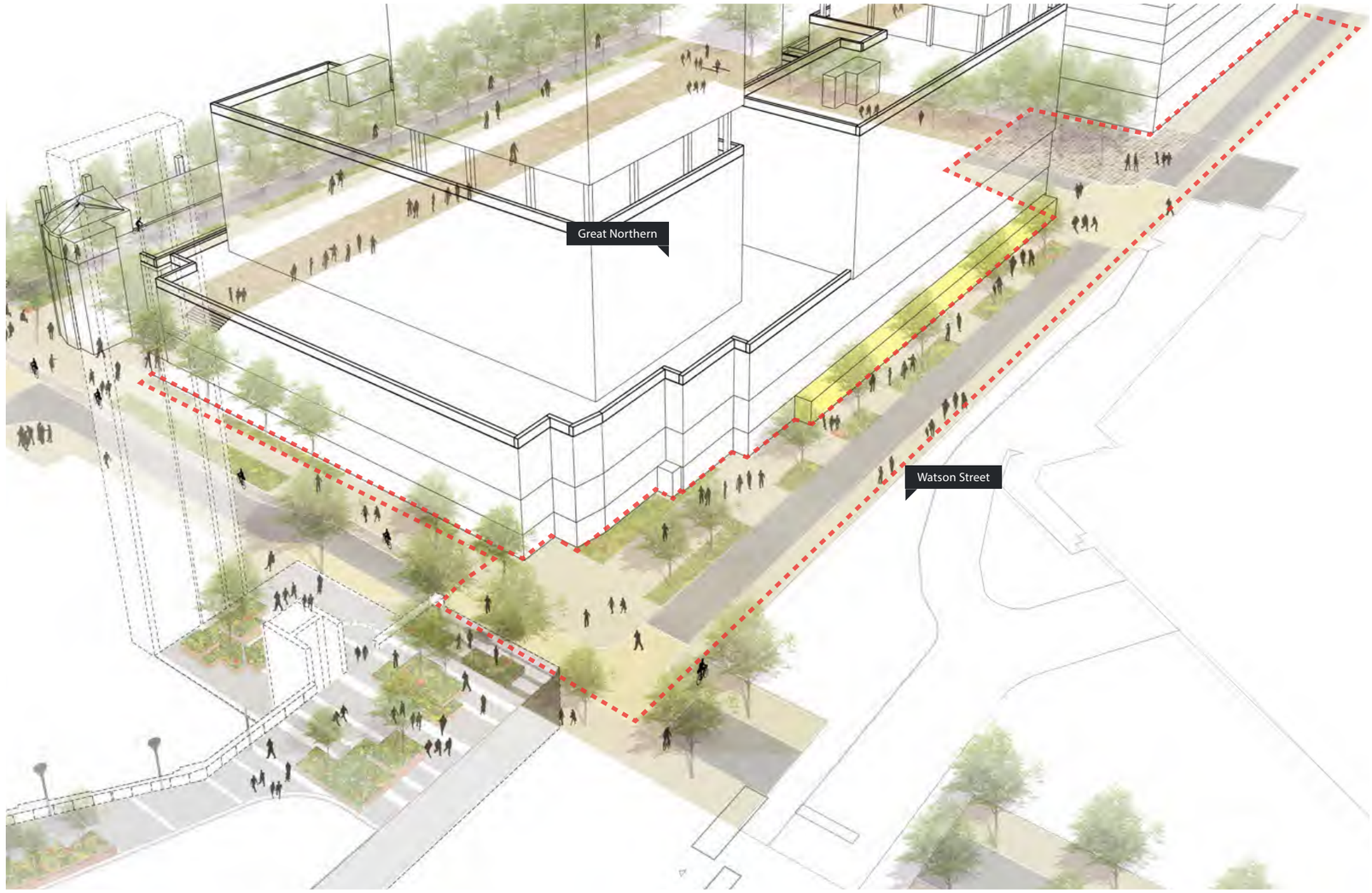
Following initial pre-application consultations with Manchester City Council, it became clear that a series of placemaking principles needed to be established to guide improvements to the principal streets surrounding the Great Northern and Viadux sites, to respond to the changing character of this area as a high quality mixed use residential neighbourhood within the city. This was undertaken as a stand-alone study for Manchester City Council.

Working in collaboration with the Viadux development team and Manchester City Council, a vision study (The Petersfield Study') was undertaken to set out a strategy for improvements to Watson Street, Great Bridgewater Street and Albion Street and the integration of these principles with the emerging strategy for future improvements to Deansgate being developed separately by Manchester City Council. The over-arching objective for the study was to develop initial concepts for high quality streetscapes that prioritised pedestrian and cycle movement, whilst carefully integrating the necessary vehicular traffic movements. Improved pedestrian connection to the new lift and stair access to Deansgate Castlefield Metrolink station was a key priority of the study.

The strategy incorporates suggested improvements to Watson Street and Great Bridgewater Street, including narrowing the carriageway widths and increasing footway widths, 'de-engineering' and de-cluttering the streets, incorporating high quality materials and tree planting where possible. The first phase of these improvements will be focussed on the junction between Watson Street and Great Bridgewater Street, the connection to the Metrolink access stair and lift, and improvements to Watson Street itself.

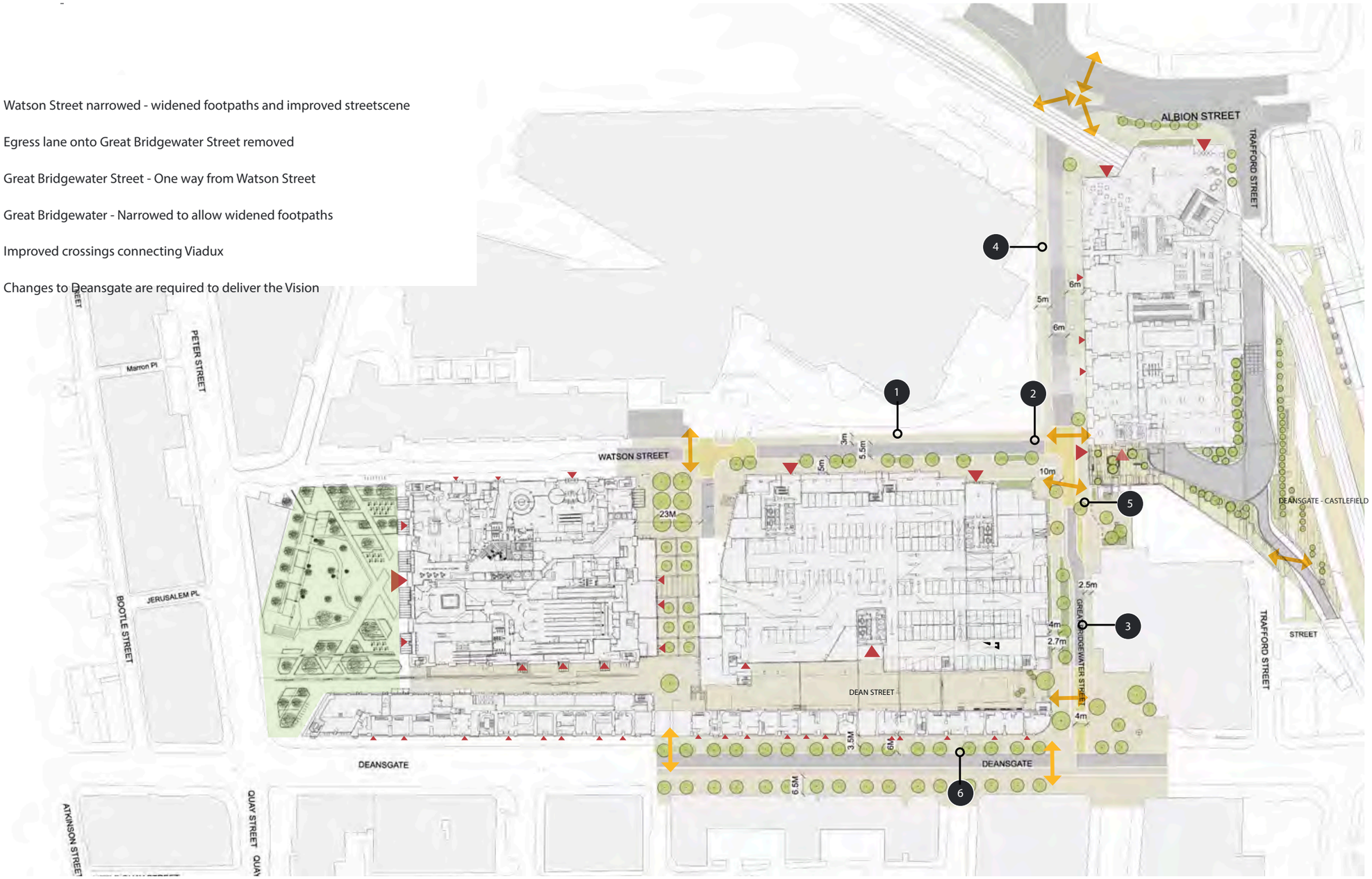
Some of these improvements are incorporated into the proposals described within this document, with some initial works being undertaken by the Viadux development team.

The images shown opposite and adjacent are illustrative, and show a conceptual vision for the wider area together with an indicative boundary for the first phase of work that may be associated with the Great Northern and Viadux sites. Proposed works to the highways will be subject to section 278 works agreements.



PETERSFIELD STUDY - ILLUSTRATIVE AERIAL VIEW

1. Watson Street narrowed - widened footpaths and improved streetscene
2. Egress lane onto Great Bridgewater Street removed
3. Great Bridgewater Street - One way from Watson Street
4. Great Bridgewater - Narrowed to allow widened footpaths
5. Improved crossings connecting Viadux
6. Changes to Deansgate are required to deliver the Vision



PETERSFIELD STUDY - ILLUSTRATIVE PLAN

3.0 Site-Wide Design Principles

3.1 Brief & Approach

3.1.1 Brief
A design brief was developed to guide the approach to the site. The brief was informed by the consultation processes that have been undertaken from 2016-2022, and which are described in more detail in the Statement of Community Involvement. This consultation process has included:

- Spaceshaper Workshops during 2016.
- Public and Local Stakeholder Consultation during the development of the Planning and Listed Building Applications in 2017.
- 2022 Soft Engagement Exercise - Undertaken to understand current local community and stakeholder views of the site and public realm spaces.

The brief also incorporates the key strategic aims of the SRF for each element of the site.

Whilst the details of the brief have evolved throughout the design development process, the core principles and objectives are as follows:

Site-Wide Vision
- To create a characterful, vibrant and sustainable mixed-use neighbourhood.
- To celebrate, protect and enhance the site's important listed heritage assets
- To comply with requirements of the Strategic Regeneration Framework, and all relevant planning policy.

Great Northern Square

The brief includes the transformation of this important area of public realm. The over-arching brief was to create a 'green oasis in the city', which will meet the following key objectives:
- A place of beauty, for calmness and reflection.
- A biodiverse, inspiring public realm.
- A place to that invites play and dwell space, and welcomes families.
- Accessible spaces for all, with clear, well thought out movement routes.
- Incorporation of an immersive sense of natural enclosure and protection.
- A distinctive, unique place of which people can be proud.
- A place that is flexible – that enables people to come together & use it in diverse ways, and incorporates potential for temporary uses.
- Promote culture; build community cohesion.
- Encourage healthy living.
- Be readable and playable by children; provide connections and integrate infrastructure.
- A popular and much loved urban square that is socially articulate, economically focused and beautiful.

Great Northern Warehouse, Viaduct & Alport Street
- Demolition of modern interventions including the car park ramps, atrium space, and link building.
- Creation of new grade A office uses at upper three levels, replacing the existing car park uses, and including a new glazed communal shared atrium space.
- Creation of high quality landscaped space on the existing listed viaduct structure.
- New ground floor commercial/retail uses to help activate the public realm, and new plant, ancillary back of house uses to support new office uses and existing retained tenants.
- Ground floor and first floor to be retained as commercial, with introduction of new office entrance and facilities at ground floor.
- Introduction of flexible commercial space at level 01 and mezzanine.
- Creation of a new at grade east-west connection under the viaduct linking Deansgate to Watson Street - Alport Street.
- Integration of best in class cycling and end of journey facilities.
- The design should celebrate, preserve and enhance the character and features of the listed warehouse building.
- Repair and re-use of the existing listed historic building fabric, as appropriate.
- Achieve the optimum sustainability credentials, whilst respecting the importance of the building's heritage.

Deansgate Terraces and Dean Street
- Demolition of modern interventions including the remainder of the 'spire feature', offices and ground floor retail adjacent to the historic screen wall.
- Creation of new pedestrianised retail street, 'Dean Street, together with new retail and ground floor restaurant frontage.
- Introduction of new high quality office studio uses to upper levels of the northern section.
- Refurbishment and introduction of new commercial uses to the southern section.
- Commercial retail spaces to attract small independent businesses.
- The design should celebrate, preserve and enhance the character and features of the listed Deansgate Terrace building.
- Repair and re-use of the existing listed historic building fabric as appropriate.

Leisurebox Site & Upper Level Mews
- Retain, refurbish, re-clad existing RC parking structure. Upper levels of Leisure Box (existing Cinema) to be demolished.
- To consolidate the site car parking from 1240 to circa 950 spaces.
- To create approximately 750 new high quality residential apartments above the retained car park structure, including shared and private amenity spaces, generous reception spaces, and facilities. The number of new homes is based on the vision to create a vibrant new neighbourhood, maximise the site's potential, and on the viability of the overall improvements proposed to the great Northern site.
- To provide generous cycle facilities at ground floor level.
- To improve and enhance the public space within the upper level mews, creating sheltered spaces and increasing the active uses to create a vibrant destination space and encourage occupation by small independent local businesses.
- The new buildings should be designed to complement the existing listed buildings.
- To create new commercial retail units along Watson Street to help animate and activate the street.

3.1.2 Listed Buildings - Design Philosophy & Approach to Change
The design philosophy and approach to the listed buildings does not seek to try to restore the buildings to their original 1898 appearance, but rather to acknowledge and clearly show the changes that have affected the buildings over time, and to reveal and celebrate their life and character whilst integrating more sympathetic and sustainable uses. This will require both the removal of recent insensitive additions to the buildings, together with new, appropriate interventions to the historic fabric, to accommodate the changes required and to meet necessary standards for safety, performance and comfort. The key aim is to establish a genuine sense of place with the site's valuable heritage assets at its heart.

As such the approach to change in relation to the listed buildings can be summarised as:

Repair and Preserve
Much of the fabric of the listed buildings within the site is now in need to repair and maintenance to ensure the longevity of the structures to address any damage caused by ingress of water (and associate problems), degradation of materials over time, physical damage and ill-conceived additions and alterations, and the build-up of dirt and organic materials, and to preserve the remaining heritage features.

In order to assess the requirements for repair, a number of detailed conditions surveys have been undertaken. Taken together with the recommendations of the SRF, a strategy has been developed for the principles of repair and preservation of the site's heritage assets. Strategies to facilitate access for ongoing maintenance to the building fabric has also been considered and incorporated within the proposals.

Enhance and Celebrate
The proposals have been developed to enhance the buildings and their setting.
This includes the introduction of new uses, facilitated by sympathetic, high quality interventions in the building fabric. The new uses proposed enable a renewed and sustainable life for the buildings, protecting their future, and will be designed to reveal and celebrate important parts of the buildings that have previously been inaccessible and neglected.

The proposals also include sympathetic new interventions and new build elements, which have been designed to complement the character of the listed buildings, and to enhance the historic setting. These elements, together with the refurbished listed buildings, contribute to the renewal of the site and its sense of place.



Live-Work-Play

The creation of homes, workspaces and amenities that provide rich and attractive places to suit modern lifestyles.



Connected

Access to sustainable transport, well connected walking and cycling routes.

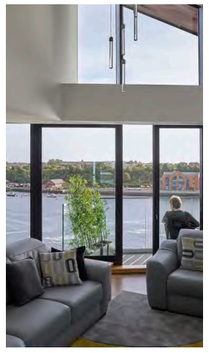


Welcoming & Inclusive

Generous and open shared spaces, inclusive design, passive surveillance of common spaces, level thresholds.

3.1.3 Key Design Principles

A number of key design principles were identified based on the vision and brief to guide the development of the masterplan proposals. These principles are outlined on the adjacent page.



Great Homes

Homes designed from the inside out, incorporating natural light, generous, flexible spaces and storage, using quality materials.



Community

Include shared spaces that foster a sense of community, and that promote and encourage chance meetings and encounters.



Flexible & Adaptable

Spaces that provide for changing patterns of living and working. Integration of flexible, multi-use shared spaces, and amenity spaces.



Green

Provision of green, biodiverse spaces and public realm. Integration of green elements, and amenity spaces into the design.



Sense Of Place

Design principles rooted in the identity and rich heritage of the Great Northern site, to create a unique and site specific design.



Sustainable

Low carbon design principles, low energy and water usage, biodiversity, integration of renewables, health and well-being, consideration of whole building life cycle.

3.2 Strategic Masterplan Principles

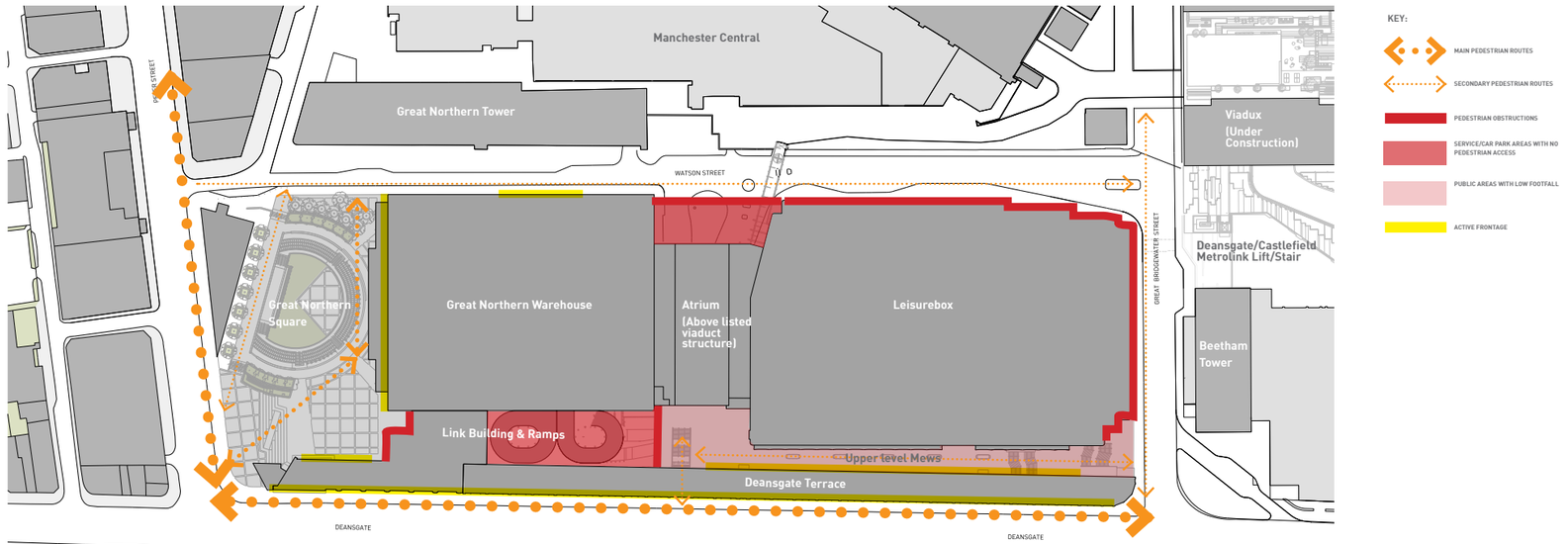
3.2.1 Existing Site - Movement and Active Frontage

The diagram opposite shows the current configuration of the site, and illustrates the lack of pedestrian permeability/connectivity and active frontage resulting from the way in which the site was developed in the late 1990's.

The car parking and service areas in the centre of the site create barriers to movement, excluding pedestrians. Whilst the upper level mews is publicly accessible, it is not convenient to access, and consequently suffers from a lack of activity and footfall.

The Great Northern Square is largely occupied by a large amphitheatre space, which creates a barrier to movement due to its sunken nature, and is problematic in terms of accessibility due to its stepped edges. Public access through the warehouse is possible via the central mall space, but this is underutilised and feels sterile, as a result of low footfall and poor sense of place.

The primary active frontage for the site is along Deansgate and to the north elevation of the warehouse. This results in the sense that the site is mostly impermeable to movement on foot, with the primary pedestrian routes being at the site perimeter along Deansgate and Peter Street. The poor quality streetscape along Watson Street and Great Bridgewater Street, and limited active uses, have resulted in low footfall to these streets.



GREAT NORTHERN - EXISTING SITE MASTERPLAN DIAGRAM SHOWING PEDESTRIAN ROUTES / OBSTRUCTIONS AND ACTIVE FRONTAGE

3.2.2 Demolitions and Alterations Strategy

The diagram opposite outlines the demolition and alteration strategy for the site, and the resulting potential improvements in terms of pedestrian permeability and movement.

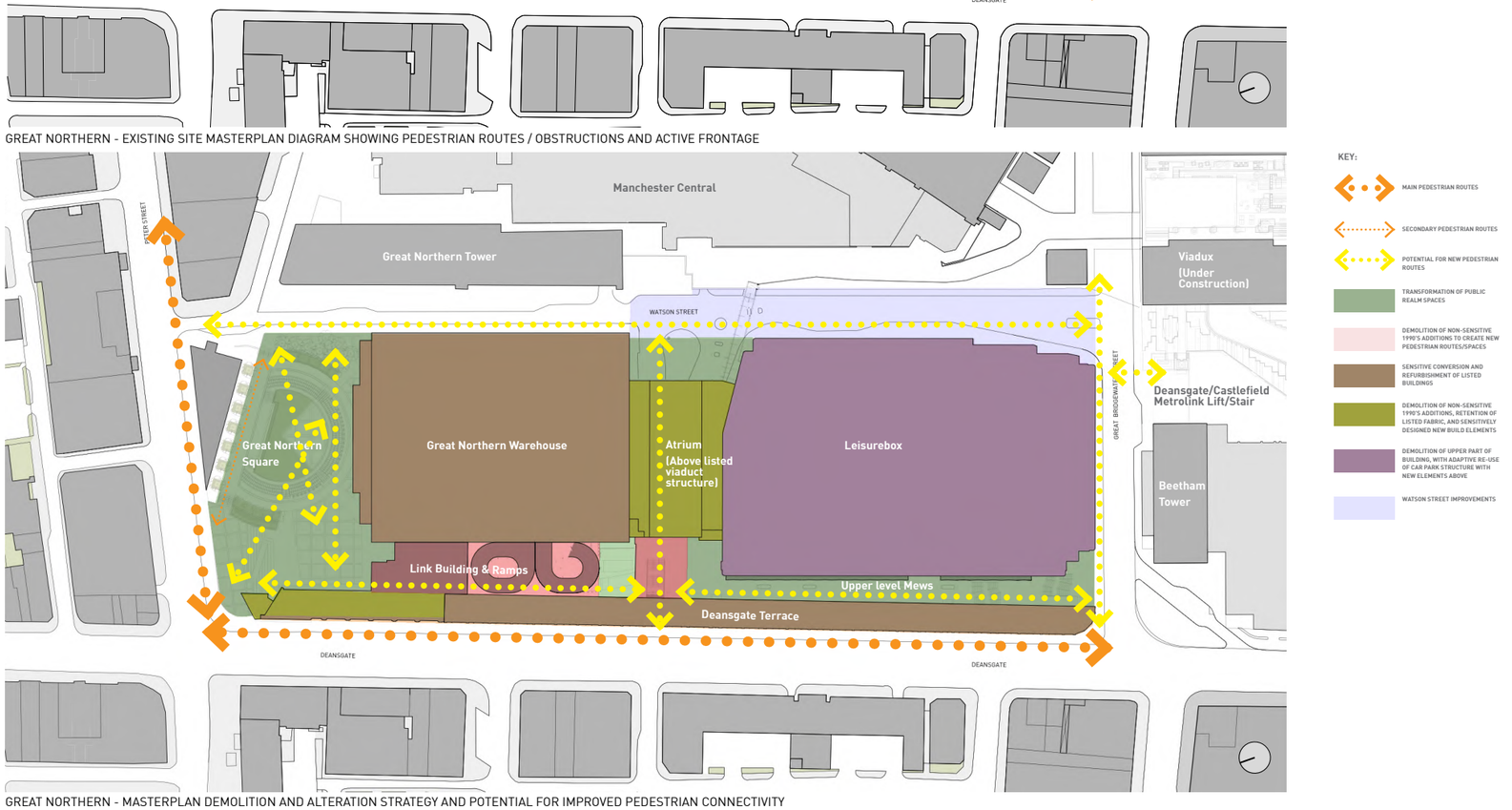
In order to create transformational change and unlock the full potential of the Great Northern site in line with the ambitions set out within the SRF, it is necessary to remove the non-sensitive additions to the listed buildings constructed during the 1990's conversion. These comprise the link building, the glazed atrium, the car park ramps and the retail units and 'spire' to the north of the deansgate Terrace. These structures are no longer fit for purpose, cause harm to the listed buildings and their setting, and cannot be successfully retained. The listed viaduct structure and screen wall to the north of the Deansgate Terrace will be retained.

This will reinstate the legibility of the listed buildings and create the potential for new pedestrian connections linking Deansgate to Watson Street and linking the upper level mews to a new at grade north-south mews connection to the Great Northern Square. Together, these new routes (Dean Street and Alport Street) will completely transform the permeability across the site, and in conjunction with wider improvements to the surrounding streets and the new connection up to Deansgate-Castlefield Metrolink Station, will vastly improve the streetscape and connectivity within this part of the city.

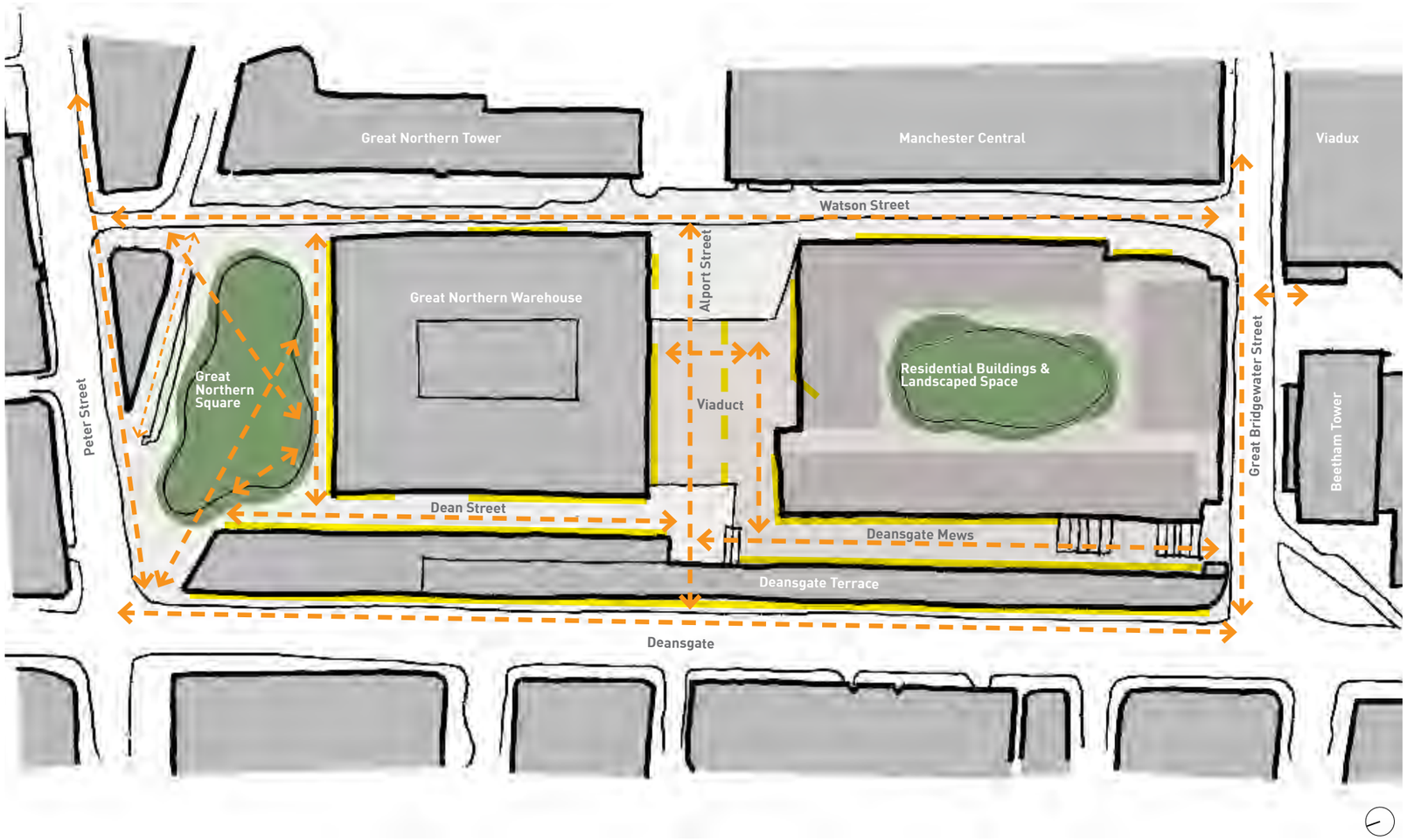
The listed buildings will be sensitively refurbished and converted to accommodate new commercial office and retail uses in line with the SRF.

The upper steel framed cinema structure of the Leisurebox will be demolished, with the lower concrete car park structure retained and re-used to form a podium element for new build residential uses above.

A pre-demolition audit will be submitted as part of this application, setting out proposals to recycle and re-use most of the material produced as a result of proposed demolitions.



GREAT NORTHERN - MASTERPLAN DEMOLITION AND ALTERATION STRATEGY AND POTENTIAL FOR IMPROVED PEDESTRIAN CONNECTIVITY



GREAT NORTHERN - CONCEPT MASTERPLAN DIAGRAM

3.2.3 Masterplan Concept

The masterplan concept diagram opposite shows the improved pedestrian permeability, provision of high quality public realm space and new active frontage through the principles of demolition and alteration described overleaf. Together with the proposed new uses, these changes will unlock the potential of the Great Northern site as a vibrant and sustainable mixed use city neighbourhood.

The demolition of the link building and car park ramps between the Great Northern Warehouse and the Deansgate Terrace will enable the creation of a new mews street, 'Dean Street'. This street connects to the new east-west street, 'Alport Street', which links Deansgate to Watson Street, underneath the remnant of the original listed viaduct structure, which will be exposed and celebrated within the space. The connection to Deansgate will be made through two of the bays within the Deansgate Terrace. One of these currently accommodates the steps up to the upper level mews street, which will be demolished. The other currently contains a non-original shop frontage. Alterations to the rear wall of the Deansgate Terrace will be required to enable this connection. However, the rear wall is of low architectural or heritage significance. This will create a welcoming and visually legible connection to Deansgate, with views along Alport Street to Watson Street.

Similarly to the strategy for the consented scheme, a new build element is proposed to the east side of the screen wall forming the northern section of the Deansgate Terrace. This will provide active ground floor retail/restaurant uses to animate Deansgate and Dean Street, with studio office spaces on the two levels above.

A new stair and lift will provide connection from Dean Street/Alport Street to the upper level mews street, underneath which the existing service yard will be reconfigured to facilitate a discrete servicing area for the existing and proposed commercial and residential uses. Additionally, this area will accommodate the main residential entrance through two of the non-original shop fronts within the Deansgate Terrace. Similarly to the new opening to Alport Street, these new entrances will require localised demolition to the rear wall to provide access.

The existing retained Leisurebox concrete car park structure will be retained and re-used to form, together with two new levels of car parking, a podium element above which new residential buildings are proposed. The overall parking provision across the site will reduce from 1,240 spaces to 929 spaces. New active ground floor retail/commercial units will be added to the Watson Street and Alport Street elevations to help animate these streets.

The Great Northern Warehouse will be sensitively refurbished and the upper three levels converted to office use in line with the SRF. The Great Northern Square will be completely transformed to create a green oasis within the city.

The upper level mews area will be transformed to provide high quality public realm destination space, connected to the new public space above the viaduct, and to the Warehouse. This will include improvements to the steps to Great Bridgewater Street, to create a more welcoming and inviting route, and to encourage people to use the space. New active uses will be created to the eastern edge of the mews street within the residential podium. The new residential and office uses will create a significant increase in footfall to this area, helping to activate and animate the space.

3.3 Masterplan Design Development

3.3.1 Leisurebox Site Development Strategy

The Leisurebox building comprises a lower reinforced concrete structure accommodating three levels of car parking (basement, ground floor and level 01), and an upper steel framed structure accommodating the cinema and a number of unused retail spaces. The cinema has consistently underperformed in relation to its potential given its size and city centre location, and most the retail spaces within the building have never been used, largely due to the low footfall to the upper level mews area. The car park, however, is well positioned for access to the city core, close to the inner ring road, and directly next to Deansgate-Castlefield Metrolink Station, providing convenient access to public transport, and as a result is well used.

The brief for the site has been developed with reference to Manchester City Council's City Transport Strategy To 2040. The proposals include the retention of the car park element of the Leisurebox building, but provide an overall reduction in car parking spaces for the Great Northern site from 1,240 to 929 spaces (a reduction of approximately 25%) over the site as a whole. The car park is situated in a location close to a major strategic route into the city centre. The close proximity to Deansgate-Castlefield Metrolink allows interchange to public transport. The proposals include future-proofing provision for electric vehicles, and provision of accessible parking spaces.

3.3.2 Leisurebox Site Demolitions & Alterations Strategy

The proposals include the demolition of the upper, steel-framed structure of the building, which has reached the end of its useful life. The design team has previously explored ways in which the steel framed structure could be retained and re-used as part of the proposals, but concluded that the existing structure, design specifically to accommodate the cinema use, is not suited for retention and re-use in its current form. However, the materials within this element of the building, including the steel structure is well suited to recycling and re-use post demolition. A pre-demolition audit has been carried out to outline and guide this process.

Additionally, the bridge across Watson Street, linking the Leisurebox site to the Manchester Central site, will also be removed. This bridge is redundant and no longer in use, as the access on the Manchester Central side of Watson Street is no longer publicly accessible. Access to Deansgate-Castlefield Metrolink Station, which used to be possible via this bridge, will now be possible from the new stair and lift connection being constructed on Great Bridgewater Street as part of the adjacent Viadux development.

The proposals include the retention of the lower reinforced concrete car park structure, which will be completely re-clad and integrated within the wider proposals for the site. This part of the building remains fit for purpose for the reasons outlined above. Given its reinforced concrete construction, it also contains significant embodied energy and carbon, and therefore the retention and adaptive re-use of this element of the building contributes positively to the overall sustainability of the proposals.

The diagrams opposite outline the demolitions and alterations strategy for the Leisurebox building as part of the proposals for the site.

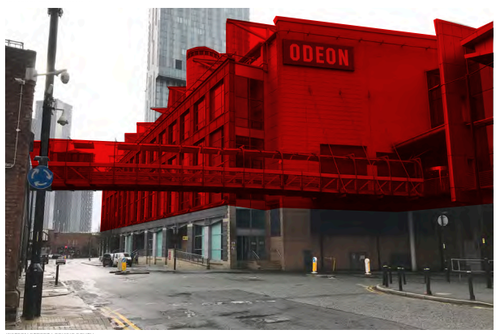


DEANSGATE LOOKING NORTH


DEANSGATE MEWS LOOKING SOUTH

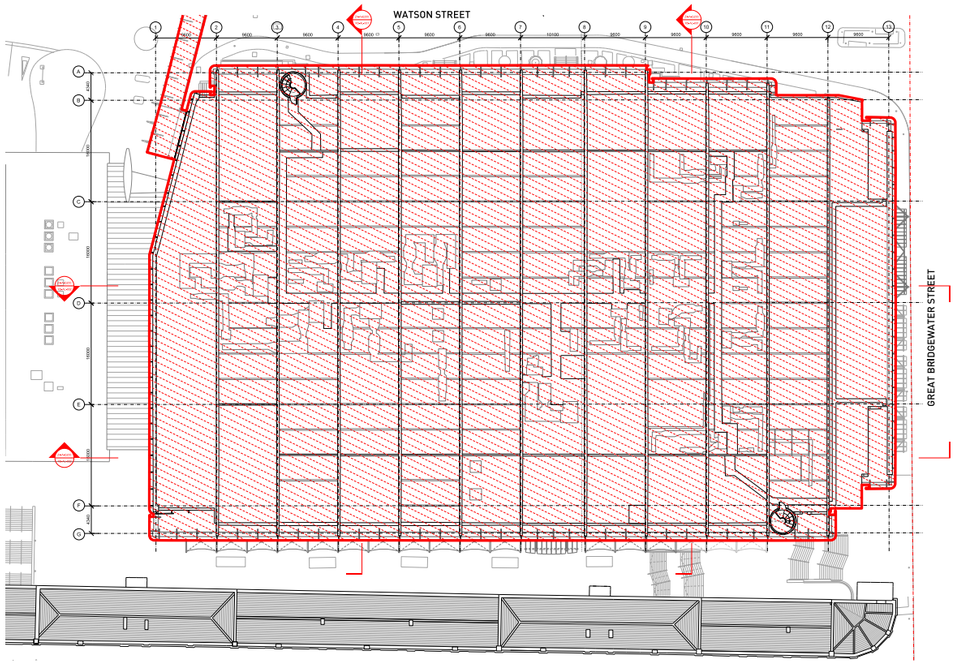


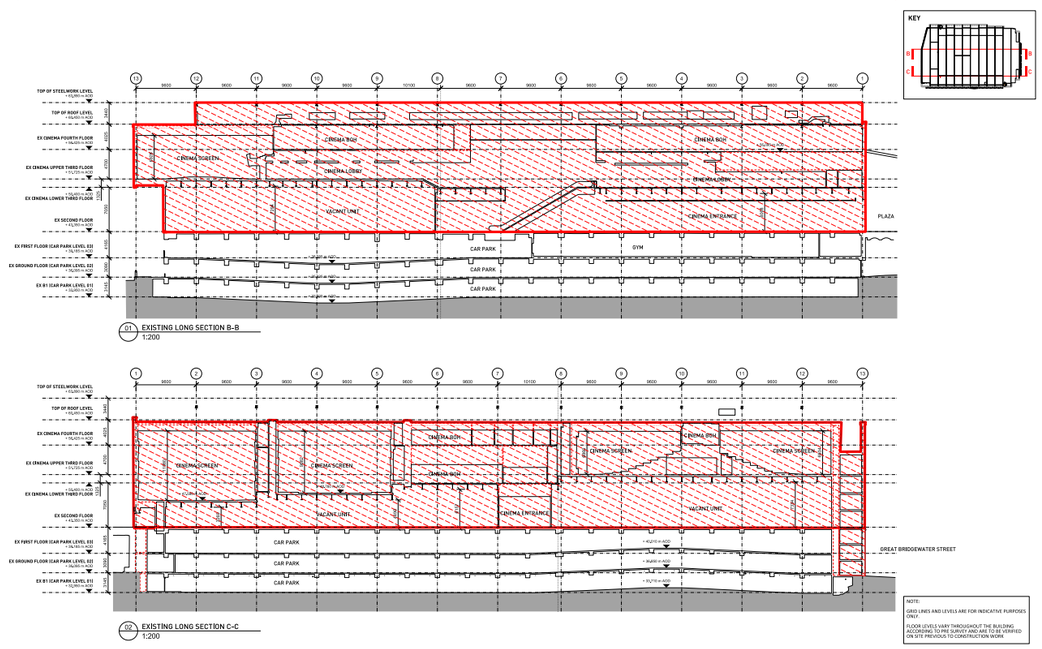
WATSON STREET LOOKING NORTH



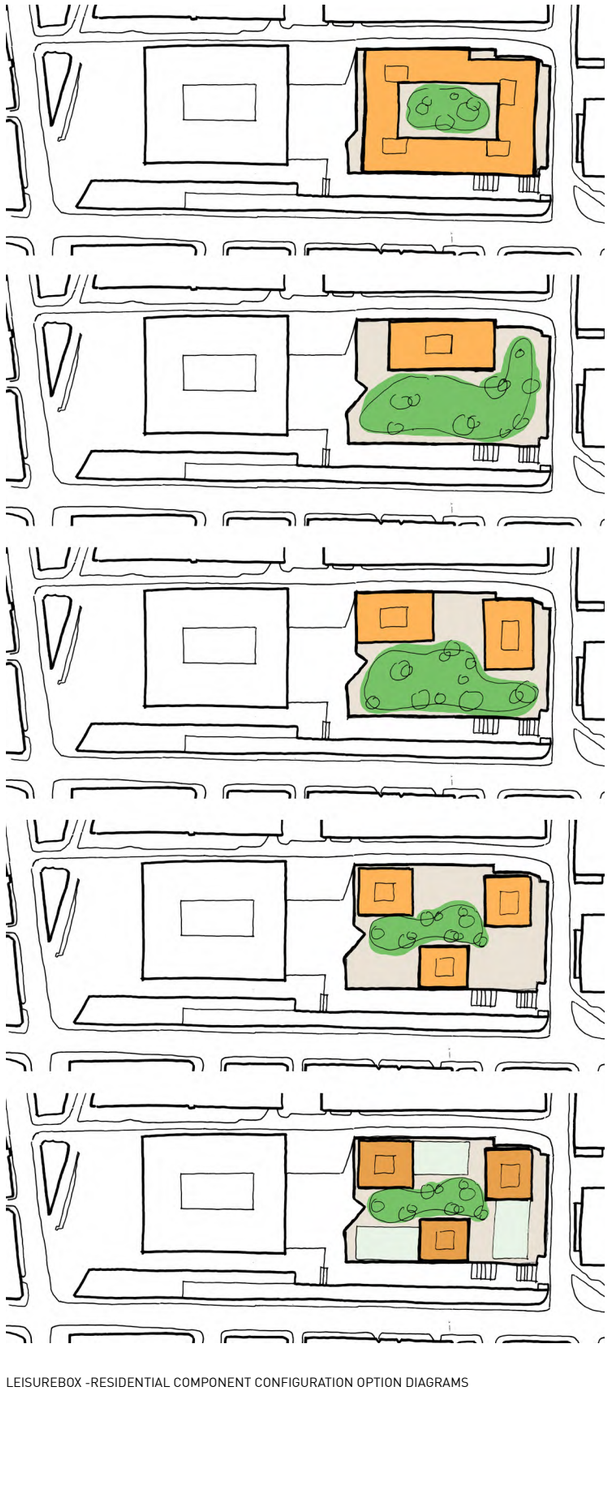
WATSON STREET LOOKING SOUTH

PHOTOS OF LEISUREBOX SHOWING PROPOSED DEMOLITION IN RED





LEISUREBOX - DEMOLITION DRAWINGS (PROPOSED DEMOLITION SHOWN IN RED HATCH)



Courtyard Configuration

Creates sheltered internal courtyard space, but would be highly visually obtrusive as a building form to achieve required number of homes.

Single Tower

Height of building required to achieve required number of homes not considered suitable within the site context. Lack of shelter to amenity space.

Two Towers

Height of buildings required to achieve required number of homes less than single tower, but not considered suitable heights for both buildings within the site context. Lack of shelter to amenity space.

Three Towers

Height of buildings required to achieve required number of homes less than two tower option, but not considered suitable heights for the three buildings within the site context. Lack of shelter to amenity space.

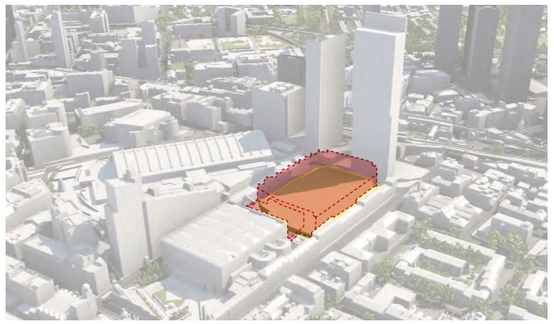
Three Towers + Podium

Height of buildings considered suitable to site context, giving a more fine-grained massing to the group of buildings. Creates sheltered courtyard space with potential for views of listed warehouse building. Potential for shared roof terraces above podium elements.

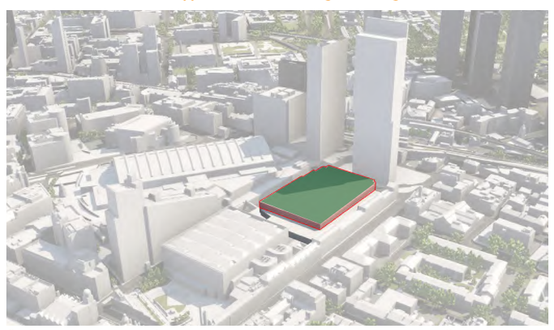
LEISUREBOX -RESIDENTIAL COMPONENT CONFIGURATION OPTION DIAGRAMS



1 - Existing Leisurebox Building



2 - Demolition of Atrium & Upper Section of Building (Retaining Car Park Structure)



3 - Create Landscaped Podium With Active Uses Facing Existing Mews Street & Viaduct



4 - Three Residential Buildings Arranged Above Podium

LEISUREBOX -REDEVELOPMENT STRATEGY DIAGRAMS

3.3.3 Leisurebox - Residential Element

In line with the approved SRF, a significant component of creating a successful and viable delivery strategy for the Great Northern site, as described in the brief, includes the provision of new residential uses on the Leisurebox site, with a target to provide 750 new homes. The proposed new homes will provide occupation, animation and life to the site on a 24 hour, 7 days a week basis, and together with the other improvements proposed across the wider site, will contribute positively to the transformation of the Great Northern, enabling the full potential of the site as a vibrant, mixed use city neighbourhood to be realised.

The SRF describes the Leisurebox site as suitable in principle for tall buildings and residential use, and the proposed masterplan has been developed in line with this approach. The configuration of the proposed new residential buildings has been developed with careful consideration to architectural quality, the site's townscape, visual impact and heritage context, the effect of and impact on the local microclimate, amenity, daylight and privacy of adjacent residential uses, in the context of the constraints of the site.

3.3.4 Leisurebox - Initial Residential Layout/Massing Configuration Options

Initially, a number of strategic options were considered for the provision of the new residential uses, above the car parking podium element described overleaf. These are summarised below, and shown diagrammatically opposite:

Courtyard Configuration

This arrangement has the potential to create a sheltered internal courtyard space. However, to achieve the required number of homes the building would be approximately 16 storeys high over the full extent of the site, making it highly visually obtrusive, and this was therefore not considered a suitable solution.

Single Tower

A single tower would need to be approximately 62-75 storeys tall (varying depending on the number of units per floor) to achieve the required number of homes. This would be far taller than the Beetham Tower and Viadux, and was not considered an appropriate scale for its context.

Two Towers

Whilst two towers would reduce the overall height of the scheme, it would still be necessary for the buildings to both be approximately 37 storeys. This scale may be appropriate for one of the buildings, but was considered too high for both buildings within their context.

Three Towers

Increasing the number of residential buildings to three allows the scale to be further reduced. However, the size of the building floorplates would also need to be reduced to accommodate the buildings comfortably on the site, which would result in three buildings of approximately 30 storeys. This was considered too tall for all three buildings within their context, albeit that this scale may be appropriate for one of the buildings.

Three Towers & Podium Elements

The introduction of podium elements for each building allowed the positive aspects sense of enclosure for the courtyard option, whilst enabling the scale of the three buildings to be reduced to an average height of circa 20-25 storeys, giving a more fine-grained massing suitable to the site's context. This approach also creates the potential for roof gardens on the podium elements. It was considered that this option could provide the most suitable and successful solution for the site.

3.3 Masterplan Design Development

3.3.6 Coordination With Car Park Structure

A key constraint for the new residential buildings is the retained car park structure below. Positions were identified where the new residential cores and structure could be constructed through the existing car park structure. These options were refined, tested and and optimised, which resulted in a configuration based on three buildings arranged around a shared courtyard space, providing generous separation distances between the proposed new buildings and adjacent existing and emerging residential buildings. This arrangement, shown diagrammatically overleaf, comprises two of the three buildings positioned on the eastern side of the building adjacent to Watson Street, with the third positioned adjacent to the upper level mews adjacent to the Deansgate Terrace.

3.3.7 Initial Massing Options

Three initial massing configurations were developed for the three tower massing configuration. These were discussed in pre-application meetings with Manchester City Council, and reviewed by the design team in terms of their impact in terms of townscape and heritage in addition to microclimate impacts, and potential to affect view or light to neighbouring residential buildings. All three options were developed , in line with the SRF, such that the height of the proposed buildings would mediate between the scale of the listed buildings and the general contextual scale along Deansgate, and the increasing scale of buildings such as the Beetham Tower and Viadux to the south. A variation between the height of the three buildings is included in all three options to give variety to the group of buildings when read within the skyline.

Option 1

The heights of the towers step down towards the Beetham Tower, with the tallest tower at the northern part of the leisure box site. This arrangement avoids potential for direct obstruction of views from the residential component of Beetham Tower (the residential accommodation in this building is situated at level 25 and above, below which is hotel accommodation, set further back in plan. This results in the tallest building closest to the warehouse, although the building is situated approximately 38m away, and therefore the buildings generally appear visually within the backdrop if the listed buildings which already features a number of tall buildings, including the Beetham Tower.

Option 2

The heights of the towers step up towards Deansgate, with the tallest tower located on the west side of the building adjacent to the upper level mews. This configuration has the highest impact in key views of the listed buildings from Deansgate, and would potentially obstruct views from the Beetham Tower and potentially certain (non-direct) views from the Great Northern Tower.

Option 3

The heights of the towers step up towards the Beetham Tower away from the warehouse. Whilst this means that the lowest building is situated adjacent to the warehouse, it means that the tallest building is situated adjacent to the Beetham Tower, which, together with the middle building, would have the potential to obstruct views. When viewed together in key views from Deansgate, the buildings in this arrangement present a closer visual clustering effect.

Conclusion

Following discussion with Manchester City Council, it was agreed that the massing configuration shown in option 1 was the most successful, and this was further developed and tested. The three taller elements within this configuration were 18, 28 and 34 storeys in height.

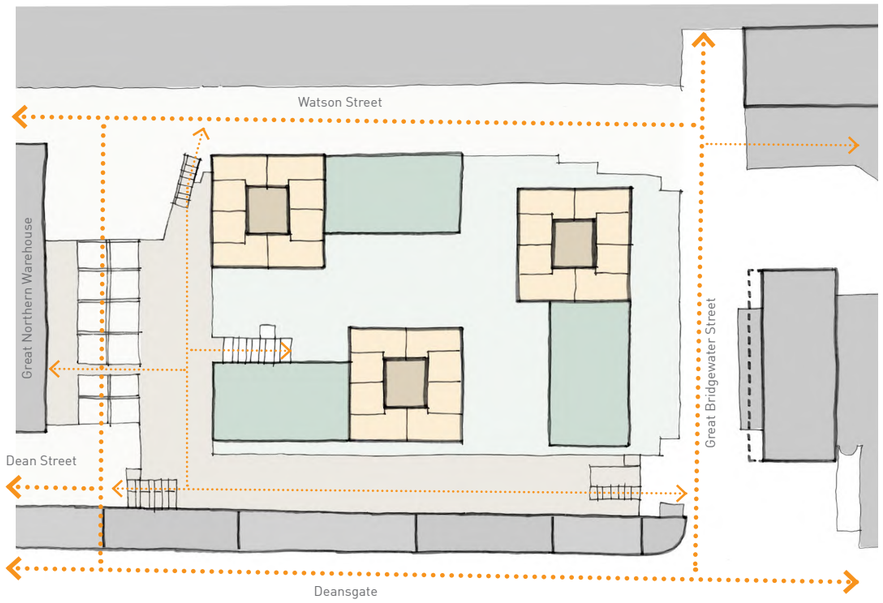
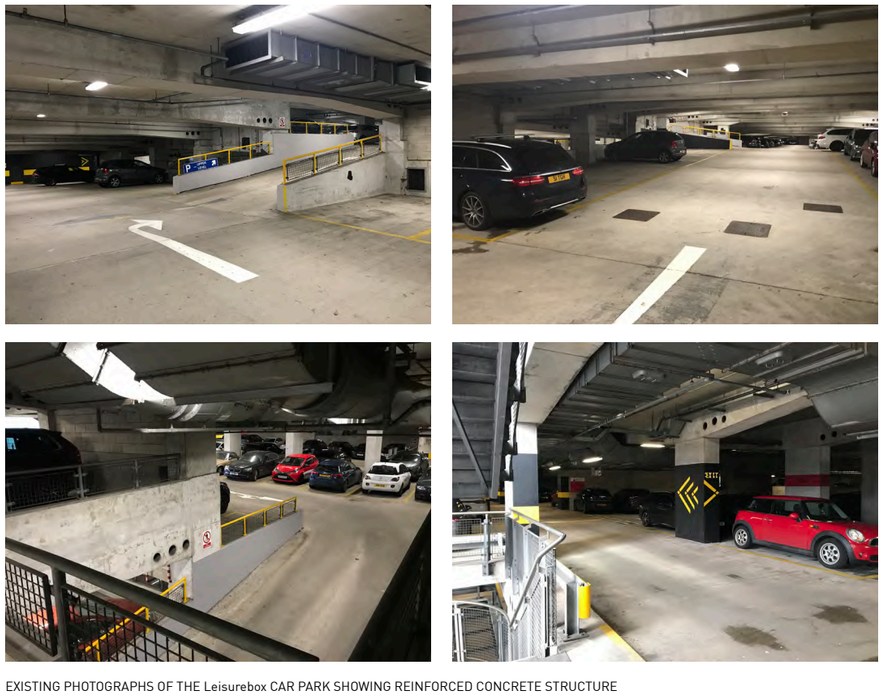
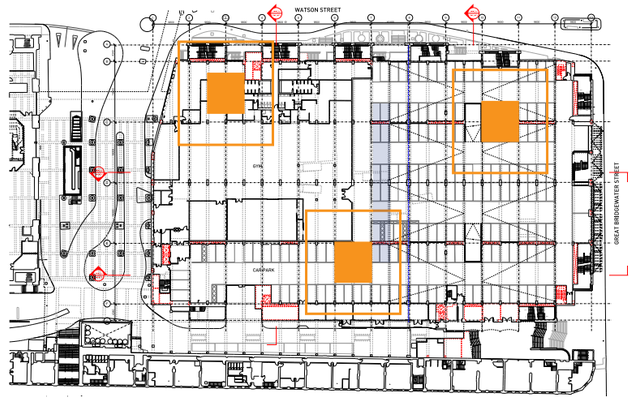


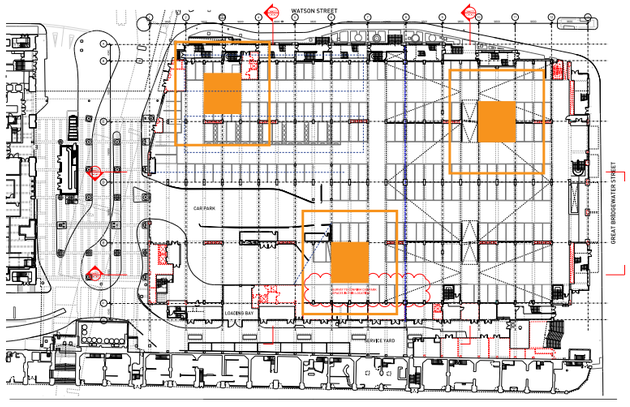
DIAGRAM SHOWING INITIAL CONFIGURATION OF THREE RESIDENTIAL BUILDINGS WITH PODIUMS



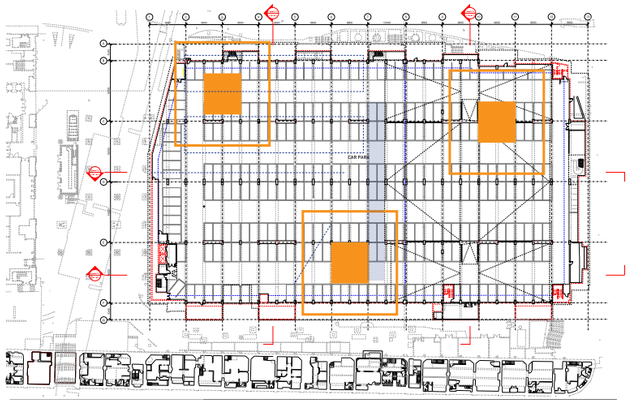
EXISTING PHOTOGRAPHS OF THE Leisurebox CAR PARK SHOWING REINFORCED CONCRETE STRUCTURE



Level 01 - Coordination of Building Core & Structure though existing car park structure



Ground Floor - Coordination of Building Core & Structure though existing car park structure



Basement - Coordination of Building Core & Structure though existing car park structure

POTENTIAL CORE POSITIONS (SHOWN IN ORANGE) COORDINATED WITH CAR PARK STRUCTURE



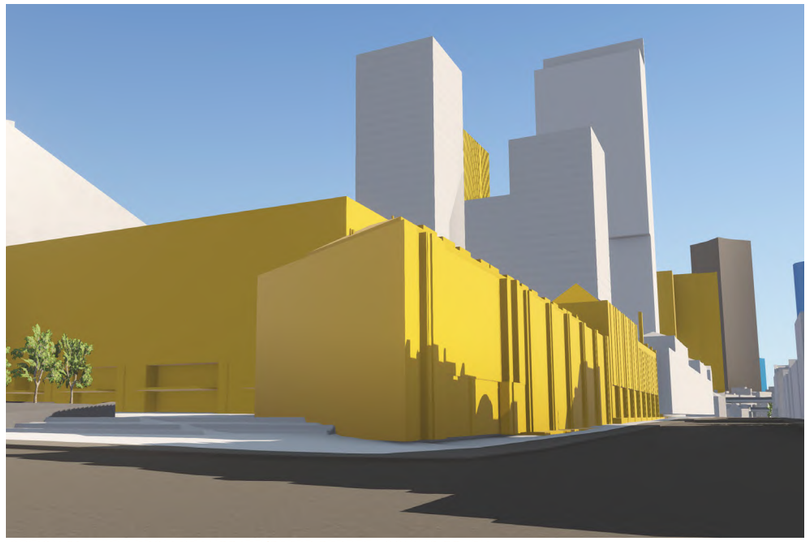
OPTION 01 - AERIAL VIEW LOOKING EAST



OPTION 02 - AERIAL VIEW LOOKING EAST



OPTION 02 - AERIAL VIEW LOOKING EAST



OPTION 01 - VIEW FROM DEANSGATE/PETER STREET LOOKING SOUTH



OPTION 02 - VIEW FROM DEANSGATE/PETER STREET LOOKING SOUTH



OPTION 02 - VIEW FROM DEANSGATE/PETER STREET LOOKING SOUTH

Option 01

Massing steps up towards warehouse - Lowest point adjacent to Beetham Tower

Option 02

Massing steps up from east to west (towards Deansgate)

Option 03

Massing steps up from warehouse, and down towards Deansgate

INITIAL MASSING OPTIONS BASED ON THREE TOWERS WITH RESIDENTIAL PODIUMS

3.3 Masterplan Design Development

3.3.8 Development of 2 Tower & Podium Massing Option

Following further review by the design team, which included CFD wind analysis, townscape and heritage reviews and sunlight and daylight assessments, a further massing configuration was developed (Option 4). This option sought to reduce the height of the building adjacent to Deansgate to reduce the visual impact of the scheme within key views, enable the buildings to step up away from the listed buildings along the Deansgate frontage, particularly in key views from Deansgate, whilst still providing the building with elegant proportions.

In this option, adjustments to the floorplates of the two towers adjacent to Watson Street (to change each from 8 apartments per floor to 10 apartments per floor) enabled a significant reduction in the height of the building adjacent to Deansgate, minimising any potential impacts on views from the Great Northern Tower and Beetham Tower.

The three taller elements within this configuration step up from the lowest building (adjacent to Deansgate), at 17, 28 and 35 storeys.

The revised massing was discussed in further pre-application discussions with Manchester City Council, and it was agreed that this approach was more successful than the previous option 3 massing configuration, for the reasons outlined above. The design of the scheme was therefore developed on this basis. The diagrams and images opposite show the comparison between options 3 and 4. The adjacent page also shows the development study models used to test the massing and configuration of options 1 to 4.

3.3.9 Privacy & Building Separation Distances

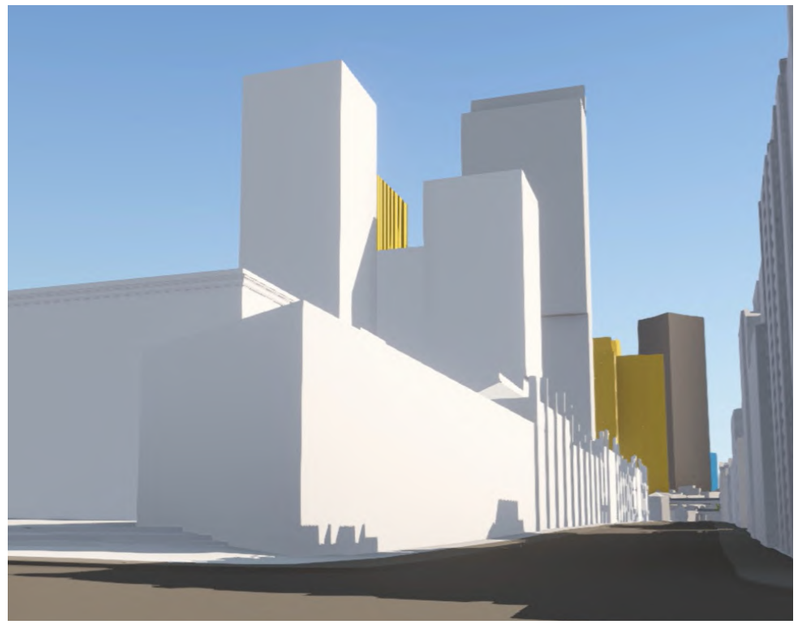
The adjacent page shows diagrams illustrating the separation distances between the residential buildings, and to adjacent residential buildings (The Great Northern Tower and Beetham Tower) based on the preferred massing configuration (option 4). Generous separation distances are proposed between the proposed residential buildings and existing neighbouring residential buildings. Whilst there are no prescriptive separation distances required by planning policy or suggested in Manchester's Residential Quality Guidance, the separation distances described for the proposed scheme above significantly exceed typical residential street widths (circa 12-15m) and typical best practice separation distances between residential buildings (circa 15-20m).

The oblique/offset relationship between the proposed new buildings and the Great Northern Tower means that there would be no direct overlooking to the new buildings. The distance between the two buildings at the closest point (measured corner to corner) is 42m. The relationship between the proposed new residential buildings and the Beetham Tower is also offset, avoiding direct overlooking across the main faces of the buildings. The separation distance between the buildings is approximately 27.5m (measured to the face of the cantilevered upper residential floors of the Beetham Tower). The proposed height of the building relative to the height of the residential apartments in the Beetham Tower (which are situated at level 25 and above) means that views from the Beetham Tower residential apartments will mostly be above the height of the nearest proposed residential building on the Great Northern Site.

The diagram overleaf shows key views from the Great Northern Tower and Beetham Tower residential apartments in relation to the preferred massing option (option 4).

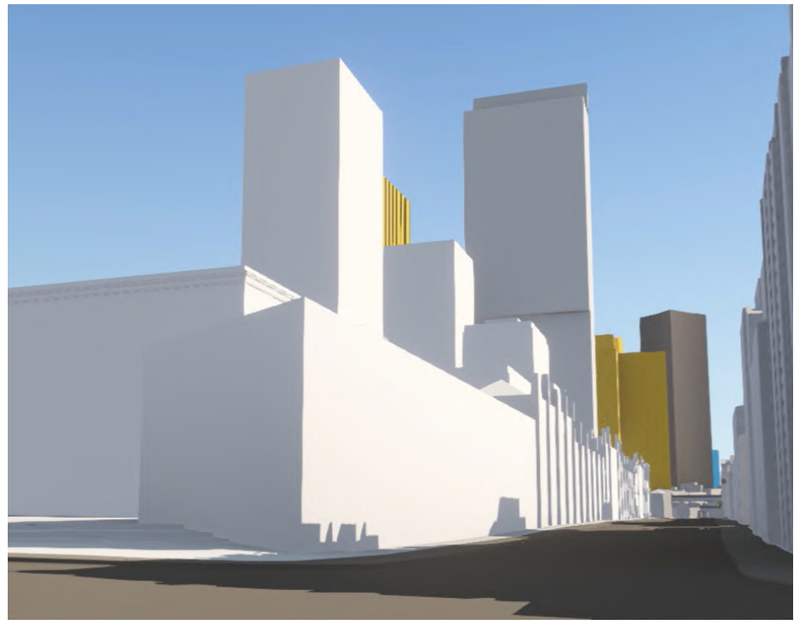


3 TOWER CONFIGURATION (BASED ON OPTION 03 LAYOUT)

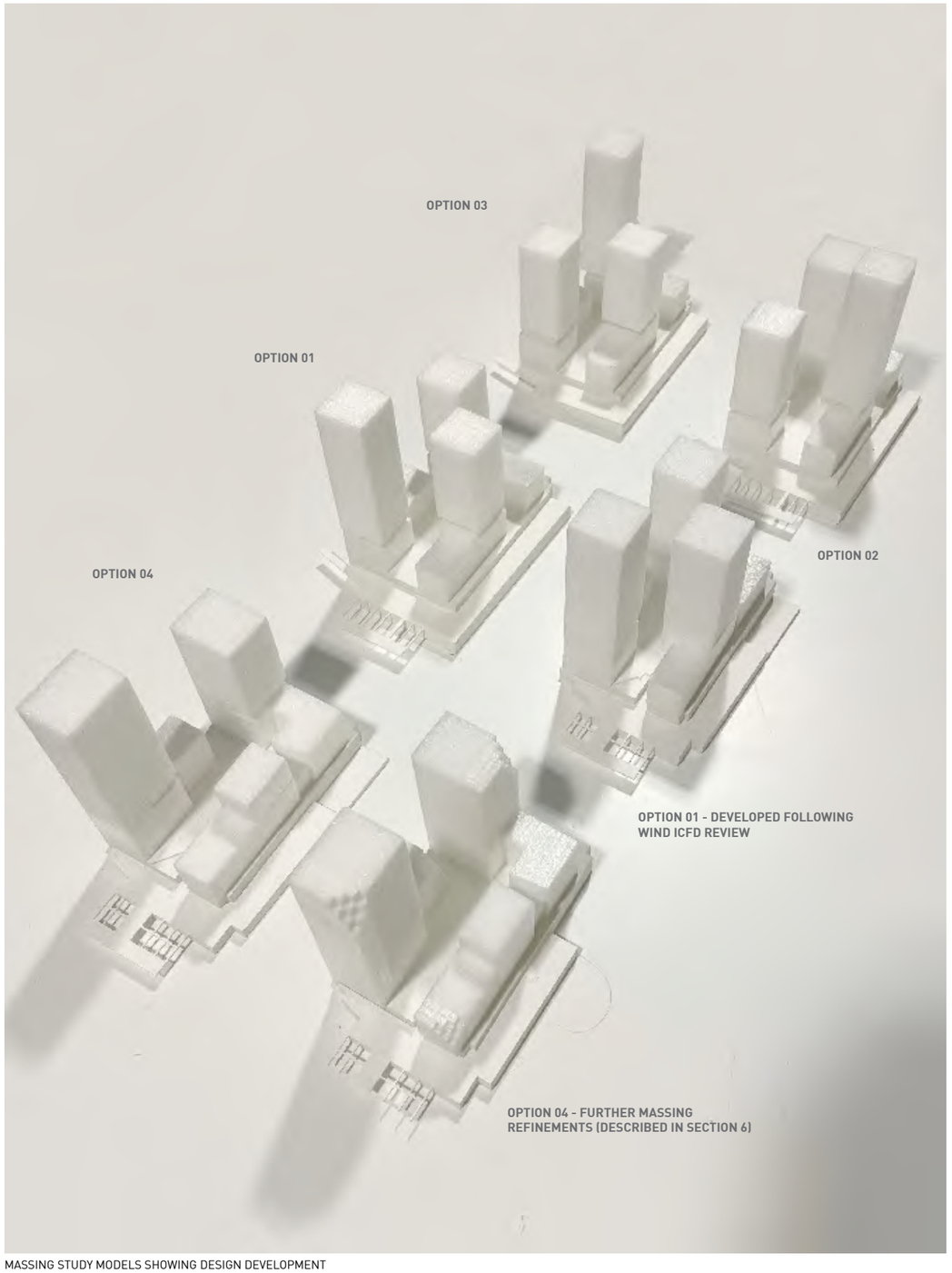




OPTION 4 - 2 TOWER & PODIUM OPTION DEVELOPED AS A REFINEMENT



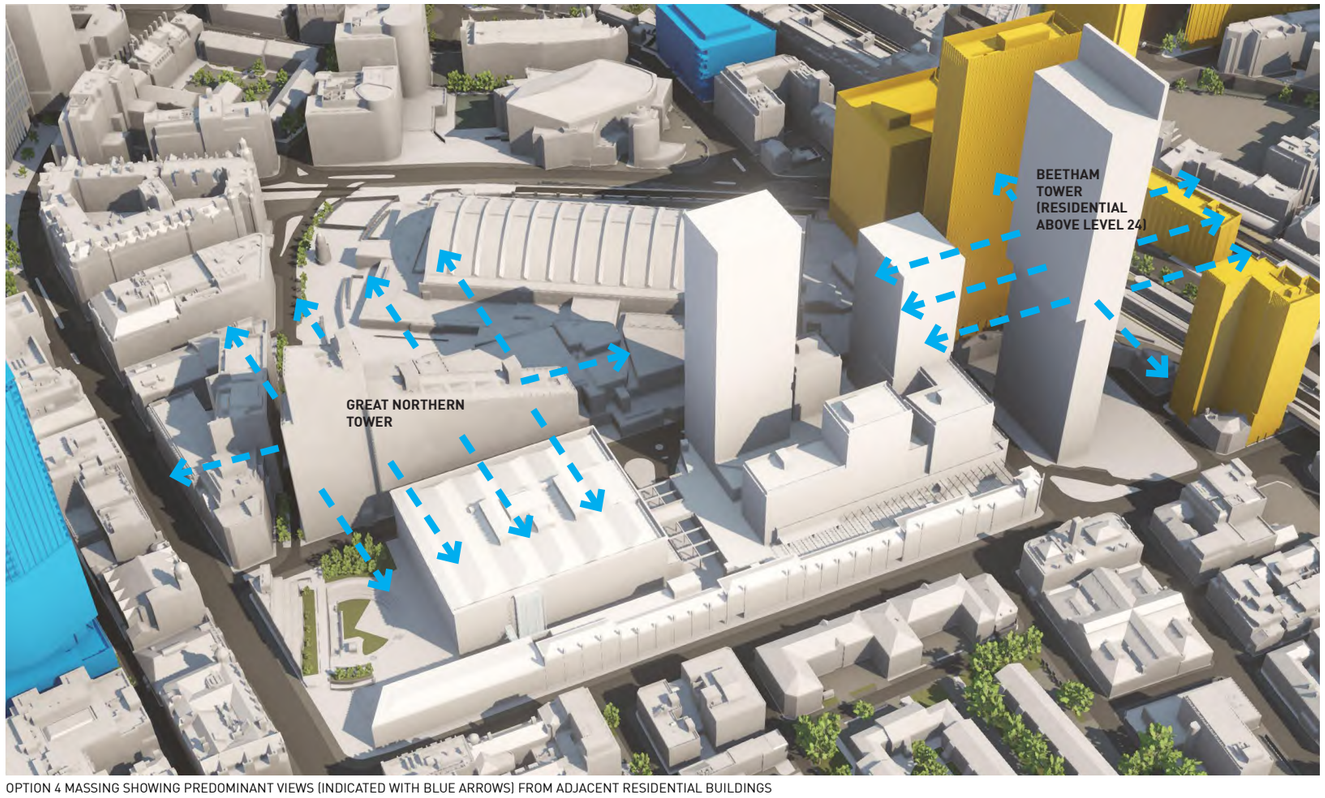
3 TOWER AND 2 TOWER MASSING STUDIES



MASSING STUDY MODELS SHOWING DESIGN DEVELOPMENT



OPTION 4 PLAN DIAGRAM SHOWING BUILDING SEPARATION DISTANCES



OPTION 4 MASSING SHOWING PREDOMINANT VIEWS (INDICATED WITH BLUE ARROWS) FROM ADJACENT RESIDENTIAL BUILDINGS

3.3 Masterplan Design Development

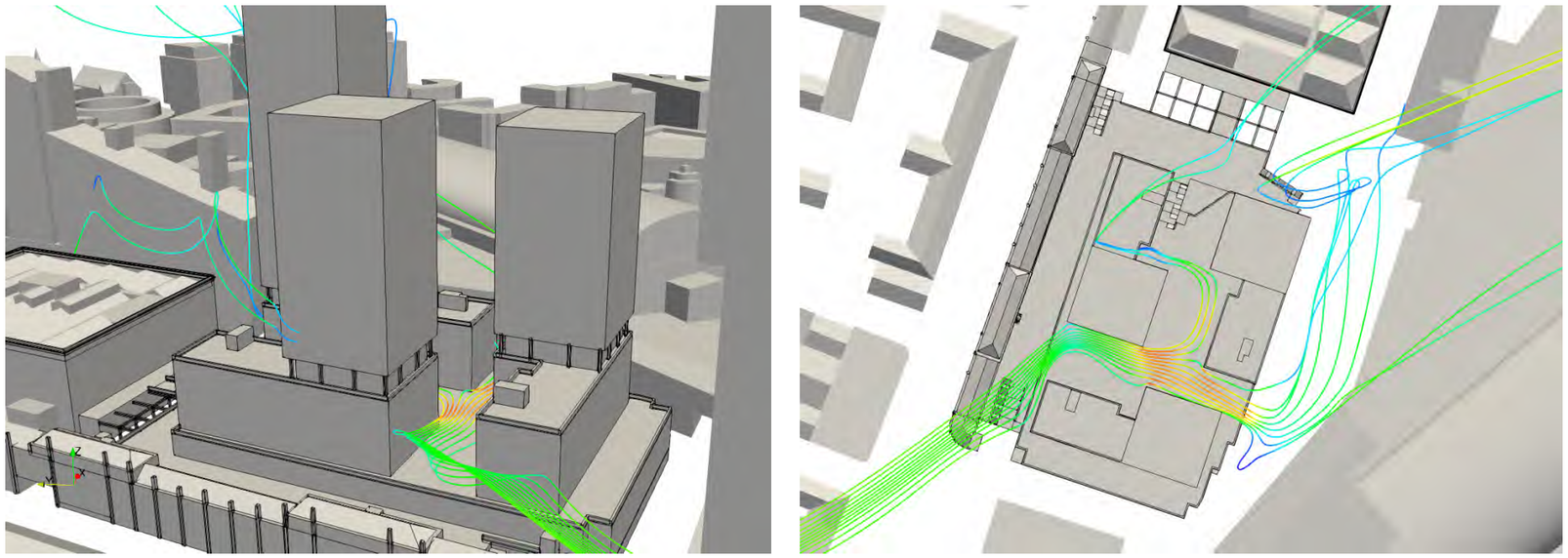
3.3.10 CFD Wind Assessments

A number of detailed CFD wind assessments were undertaken to support the development of the scheme design and massing. A mendments were made to the scheme to respond to issues highlighted by the CFD analysis, to ensure safe conditions within and around the site (including all proposed shared and private amenity spaces), and to mitigate ares where wind conditions were uncomfortable.

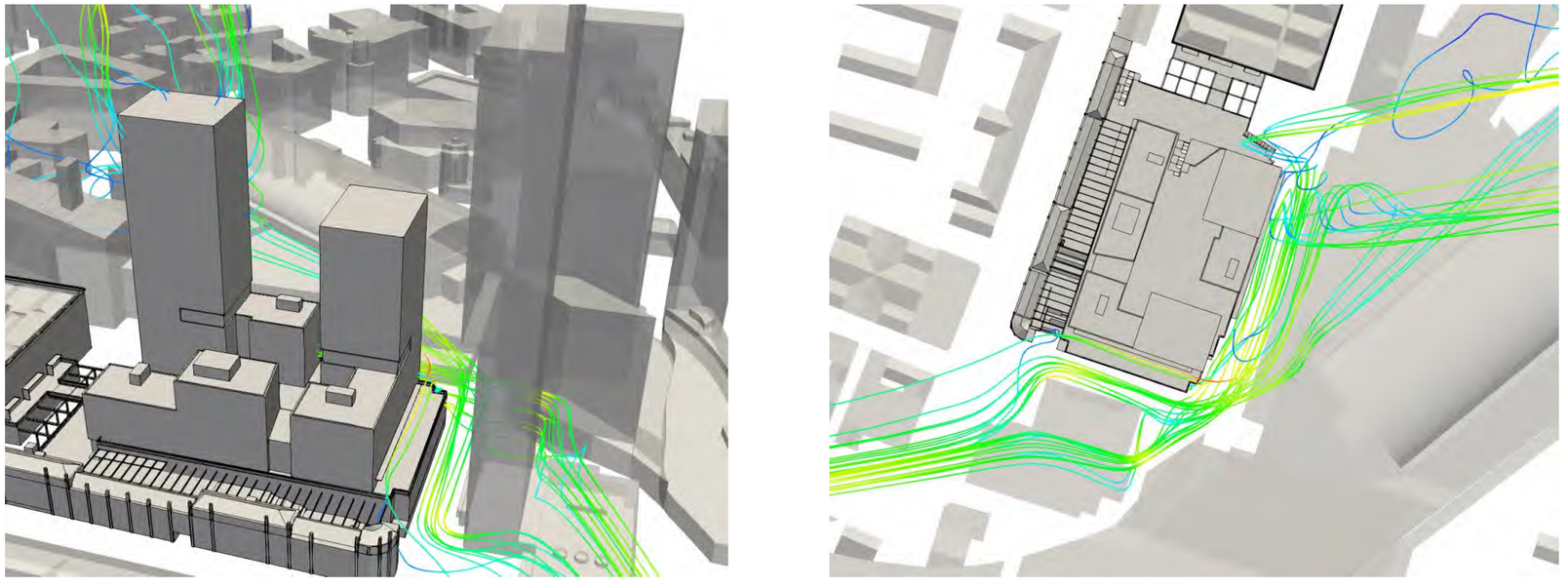
The amendments made can be summarised as follows:

- Massing changes to infill the gap between the residential podium buildings to mitigate wind channelling effect within the central courtyard space (this change was made during the changes from option 3 massing to option 4 massing, as illustrated in the images opposite).
- Integration of wind mitigation screens into the canopies to level 1 openings on the south elevation of the warehouse, and in the north west corner of the canopy proposed over the upper mews space.
- Full height screening to the shared roof terraces for all three residential buildings.
- Balustrade heights to residential tower inset balconies and a small number of projected balconies to be 1.5m high (50% perforate), with solid elements up to 1.1m for west facing residential balconies.
- Projecting fin (50% perforate) to south-east corner of Leisurebox podium element.
- Planting and wind mitigation screens (50% perforate) to the junction of Watson Street and Great Bridgewater Street.
- Canopies to south-facing residential apartment garden terraces (facing Beetham Tower).

A full wind microclimate study, outlining all wind mitigation measures, has been submitted as part of this application, contained in the EIA (Chapter 10 and Appendix 11.1).

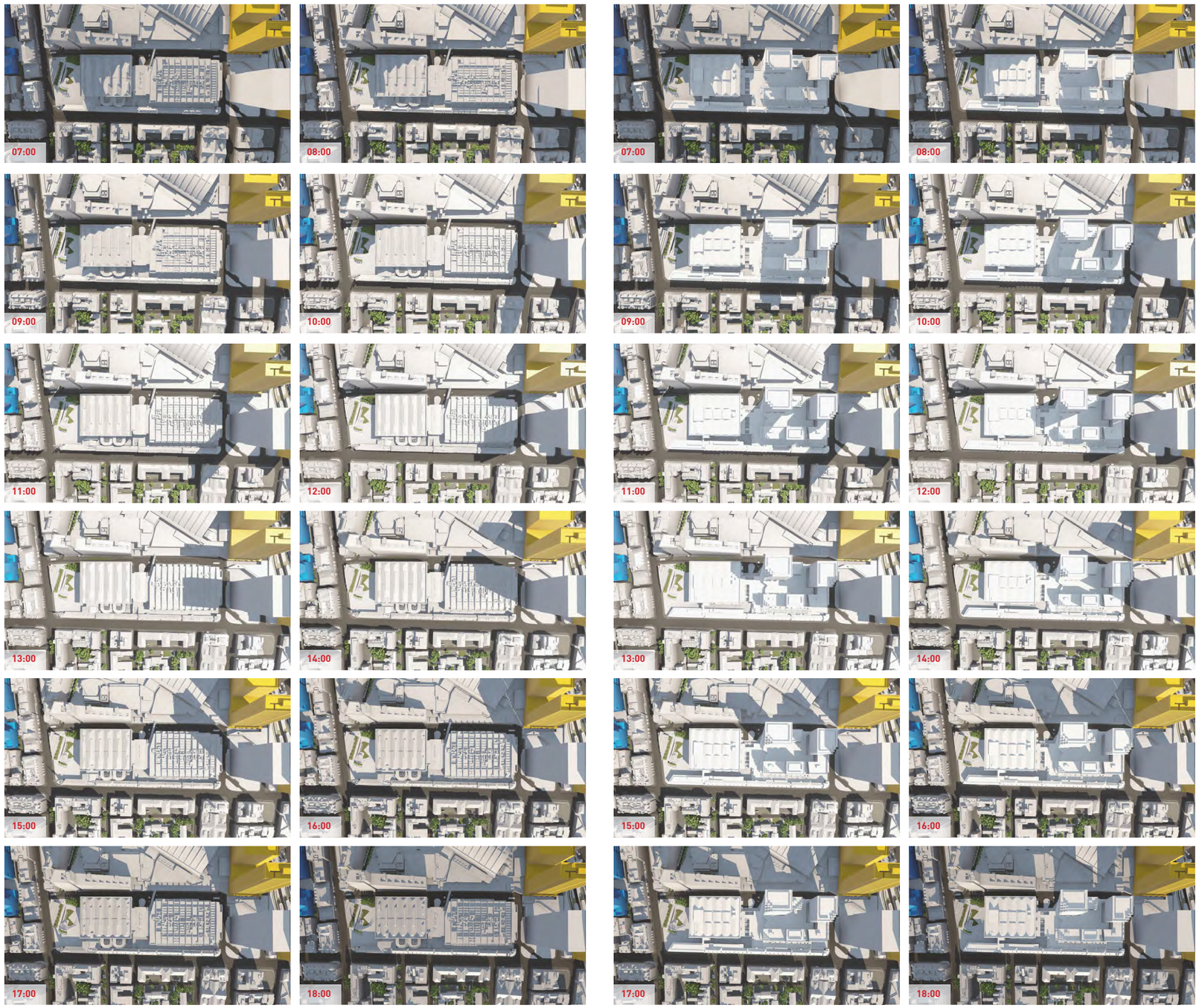


OPTION 03 MASSING CFD STUDY - WIND CHANNELLING EFFECT BETWEEN BUILDINGS CREATING UNCOMFORTABLE CONDITIONS WITHIN CENTRAL COURTYARD



OPTION 04 MASSING CFD STUDY - WIND CHANNELLING EFFECT BETWEEN BUILDINGS MITIGATED THROUGH AMENDMENTS TO THE MASSING

EXTRACTS FROM CFD WIND ANALYSIS



EXISTING SITE - SHADOW STUDY - JUNE 21ST

PROPOSED SITE - SHADOW STUDY - JUNE 21ST

3.3.10 Shadow Study

The images opposite show a summer shadow study for the existing and proposed site massing. Due to the site's orientation and position, the Beetham Tower to the north produces some overshadowing to the site during mid-day. However, this is a relatively minor impact. The proposed study shows that the courtyard and roof terraces will enjoy sunlight in different areas throughout the day, and that there is only modest overshadowing to adjacent buildings.

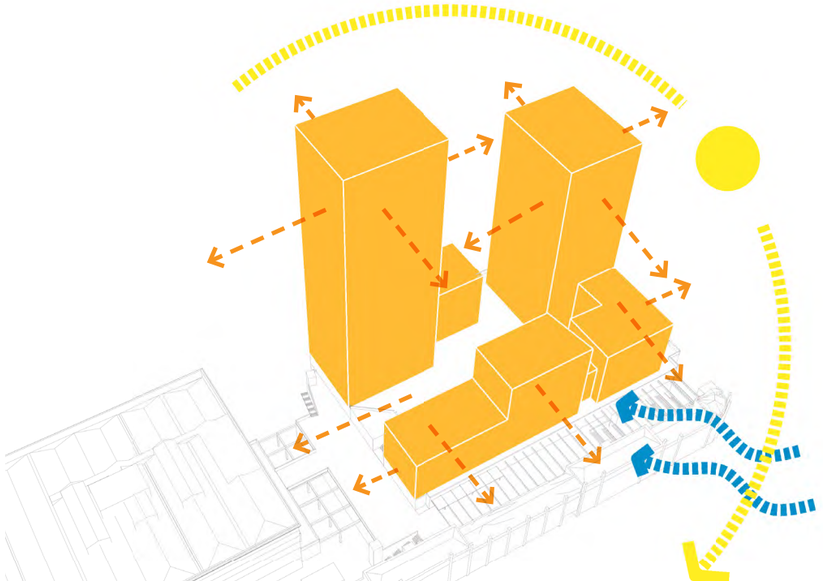
A Daylight, Sunlight, Overshadowing and Solar Glare Assessment (Chapter 11 of the EIA and supporting Technical Appendices) has been submitted as part of this application setting out the details of the proposals and the effects on nearby residential receptors. Please refer to that document for full details of the impact in relation to daylight and sunlight.

3.3 Masterplan Design Development

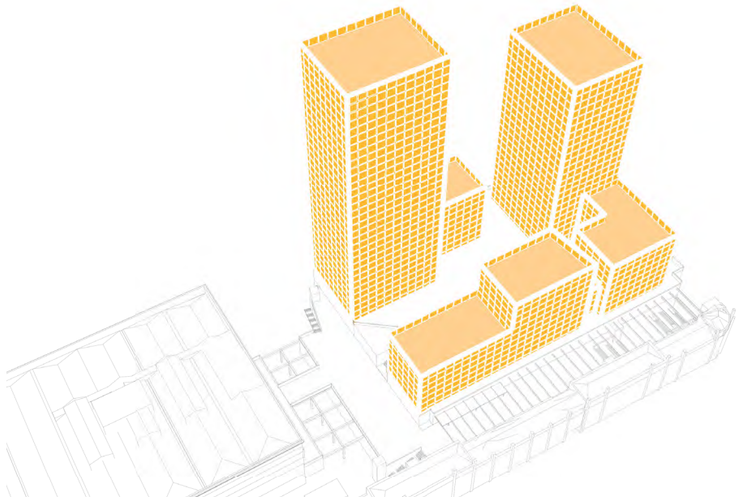
3.3.11 Massing Development & Refinement
The massing of the proposed residential buildings was further developed both in response to the site context, and also in relation to the objective to introduce private and shared residents' amenity spaces. The development of the massing is integrated with the concept designs developed for the building facades, which derives its inspiration and identity from the listed Warehouse and Deansgate Terrace, and which is based on a simple, repetitive articulated grid. The proposed facade design is described in more detail in section 6 of this document.

The diagrams opposite show the refinement of the massing, in response to orientation and context. A simple repetitive grid is first overlaid on the building facades, which are then shaped to allow the corners closest to the listed buildings to slope down and acknowledge the change in scale. Similarly, the corner of the building closest to the Beetham tower is sloped downward to create more space and articulation between the two buildings.

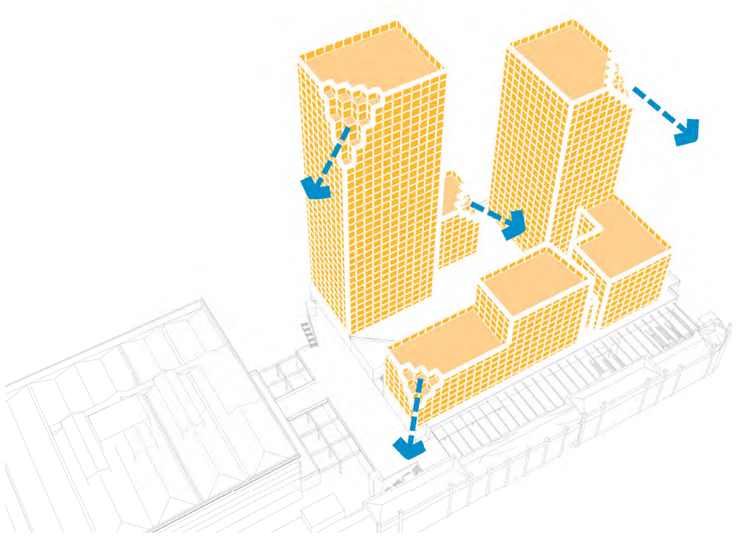
This erosion of the building forms creates opportunities for high quality sheltered roof terrace spaces for the apartments adjacent, and this language of carving amenity spaces in to the building forms is also expressed at the corners of the two towers (buildings A and C), creating inset balconies for the corner apartments. Together with articulated balconies provided to the courtyard-facing podium units, and the creation of a shared residents' courtyard between the buildings and shared roof terraces on the podium roofs, this achieves an amenity-rich residential neighbourhood, and creates building forms that are specifically created to complement their unique context.



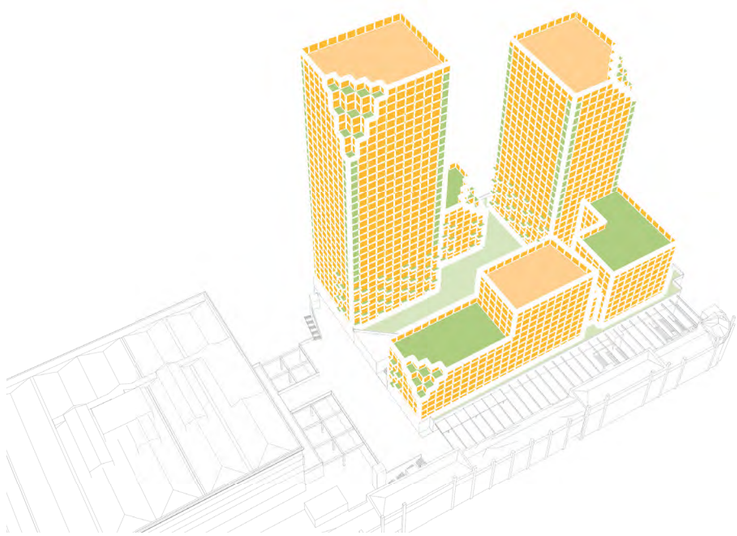
BASIC SCHEME MASSING SHOWING VIEW, ORIENTATION, SHELTER



SIMPLE FACADE GRID

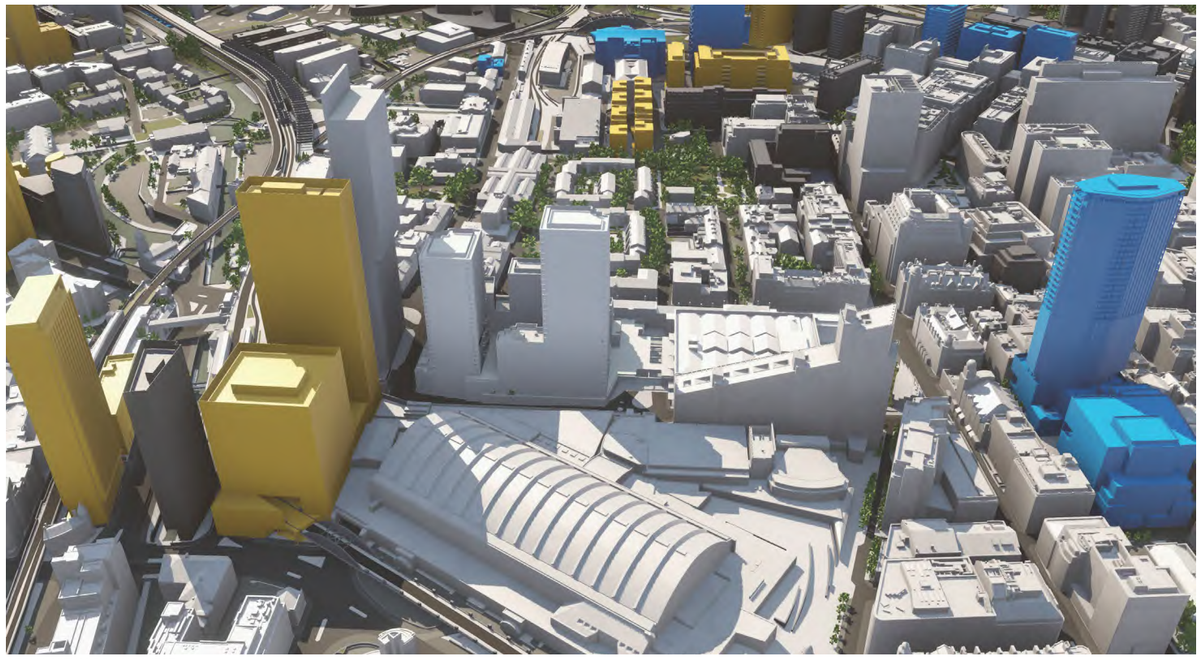


ARTICULATION OF BUILDING FORMS, STEPPING DOWN TOWARDS ADJACENT LISTED BUILDINGS AND NEIGHBOURING BUILDINGS



INTEGRATION OF A RICH VARIETY OF PRIVATE AND SHARED AMENITY SPACES

CONTEXTUAL MASSING IMAGES OF DEVELOPED SCHEME MASSING



AERIAL VIEW LOOKING WEST



AERIAL VIEW LOOKING SOUTH EAST



AERIAL VIEW LOOKING EAST



VIEW FROM JUNCTION OF DEANSGATE AND PETER STREET

CONTEXTUAL MASSING IMAGES OF PROPOSED SCHEME

3.3 Masterplan Design Development

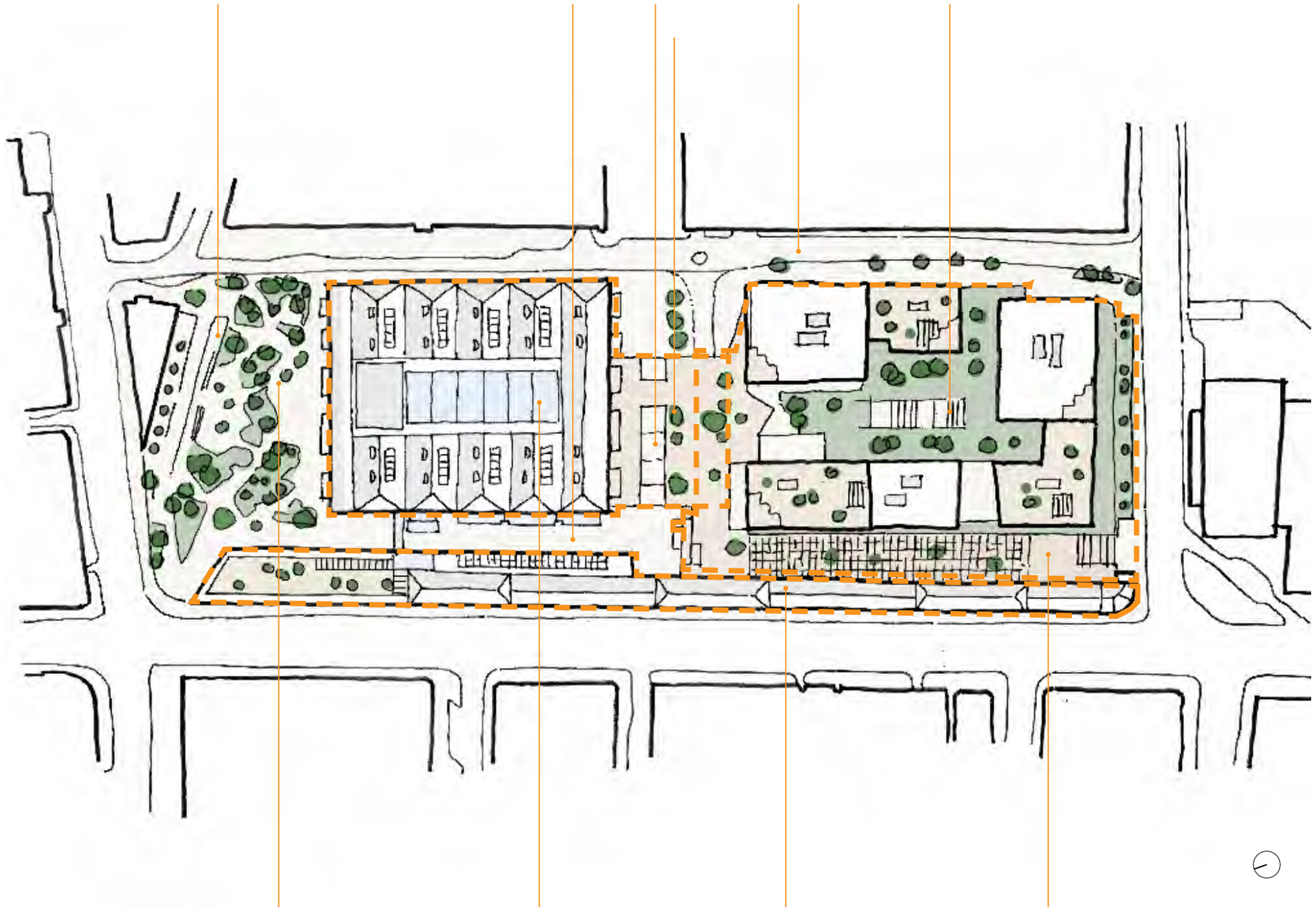
3.3.12 Proposed Masterplan Principles

The principles of the proposed concept masterplan are based on the strategic objectives established within the SRF, and comprise the following key elements:

- Transformation of the Great Northern Square to create a green oasis within the city, and to provide amenity for residents, workers and visitors to the site.
- Demolition of the car park ramps, atrium and other redundant structures constructed during the 1998 conversion of the site.
- Sensitive refurbishment of the Great Northern Warehouse and Deansgate Terrace to provide new workspace uses at the upper levels, and to carefully repair and enhance the listed fabric.
- Demolition of the upper section of the Leisurebox building, retaining and re-using the car park structure below, and the construction of new retail and residential uses above to provide 746 new homes within three buildings, designed to compliment the setting of the listed buildings and to respond to issues of microclimate and privacy/ amenity to nearby residential buildings.
- Creation of new public routes and spaces creating improved permeability through the site, and linking the upper viaduct level more successfully with the ground level. Connection at grade between Watson Street and Deansgate, and improvements to create an improved pedestrian environment along Watson Street.
- Provision for generous residential amenity spaces including shared courtyard, shared roof terraces and a range of private amenity spaces including gardens, balconies and terraces.

The masterplan diagram opposite shows the key principles of the masterplan layout, and highlights where further detailed information can be found for each aspect within this document and the Public Realm Strategy document, which forms part of this application.

The detailed masterplan proposals are described within Section 6 of this document.



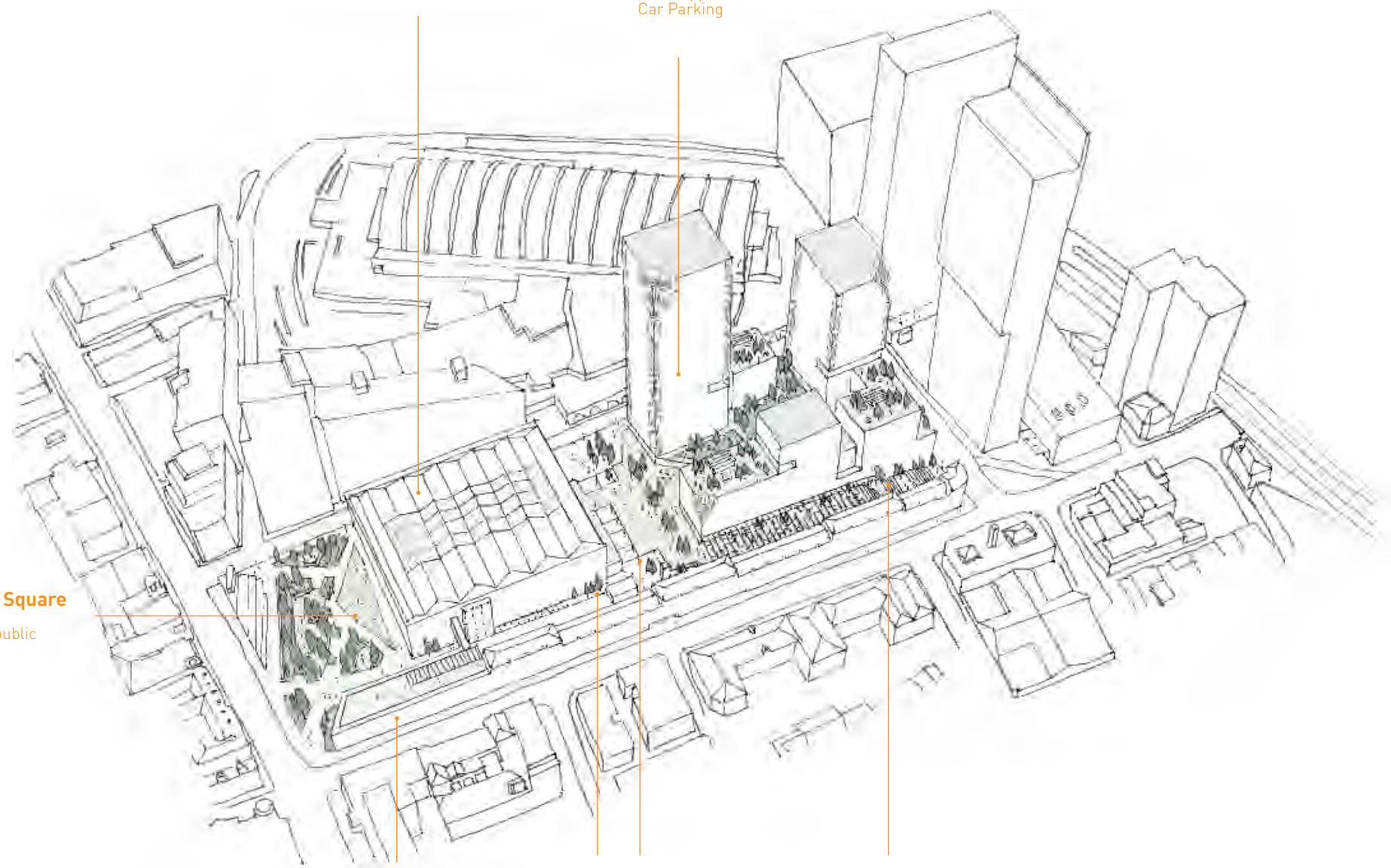
GREAT NORTHERN - PROPOSED MASTERPLAN CONCEPT SKETCH

Great Northern Warehouse

Flexible Office Workspace
GF Retail and Leisure Uses

Leisurebox Site

Residential Apartments & Amenity Spaces
GF & Upper Level Retail and Leisure Uses
Car Parking



Great Northern Square

Transformation of public realm

Deansgate Terrace

Flexible Office Studio Workspace
GF Retail and Leisure Uses

Dean Street/Alport Street

New pedestrian connections

Deansgate Mews/Viaduct

Animated upper level public realm space
Independent businesses and community space

GREAT NORTHERN - PROPOSED MASTERPLAN AERIAL SKETCH PERSPECTIVE

3.3 Masterplan Design Development

3.3.13 Public Realm Strategy

As described earlier in this document, the proposed masterplan for the Great Northern site includes the creation of significant new public realm spaces and routes, together with the transformation of existing public spaces such as the Great Northern Square, in accordance with the principles set out within the SRF, and summarised in 2.5.1.

The masterplan provides the opportunity for a rich variety of spaces, that feel integrated as a place, whilst creating the opportunity for spaces of varied character and use, and the integration of biodiverse, green landscaped elements throughout theses areas at a number of levels within the site.

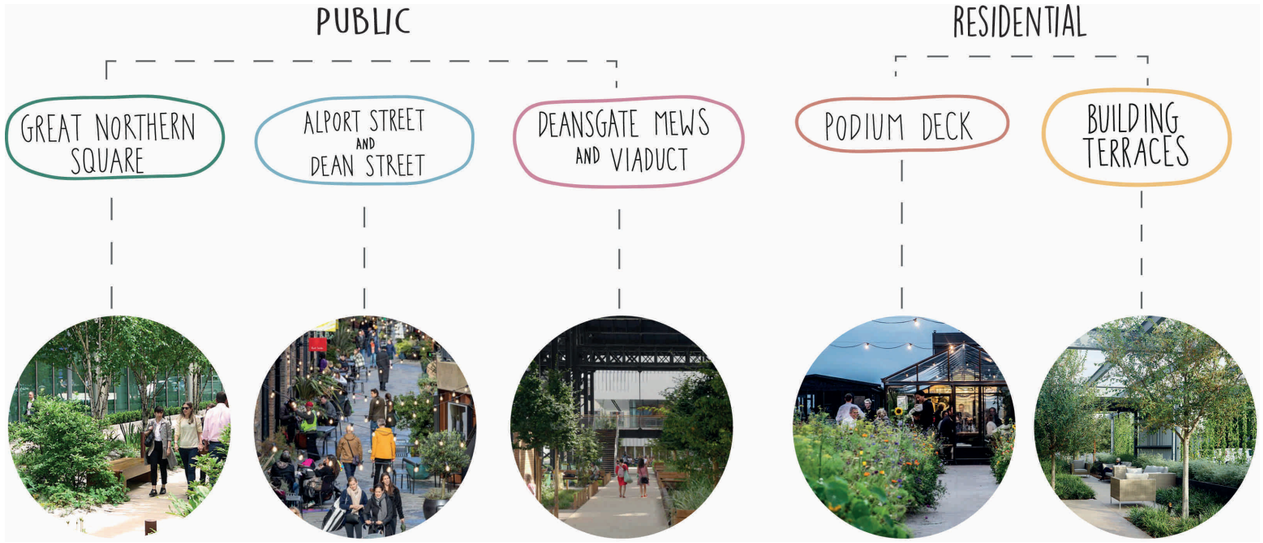
The detailed proposals for the landscaped spaces within the masterplan are described within the Public Realm Strategy, which forms part of this planning application. The document outlines the approach to the various character spaces within the Great Northern site, with consideration of the types of users of each space, as summarised below:

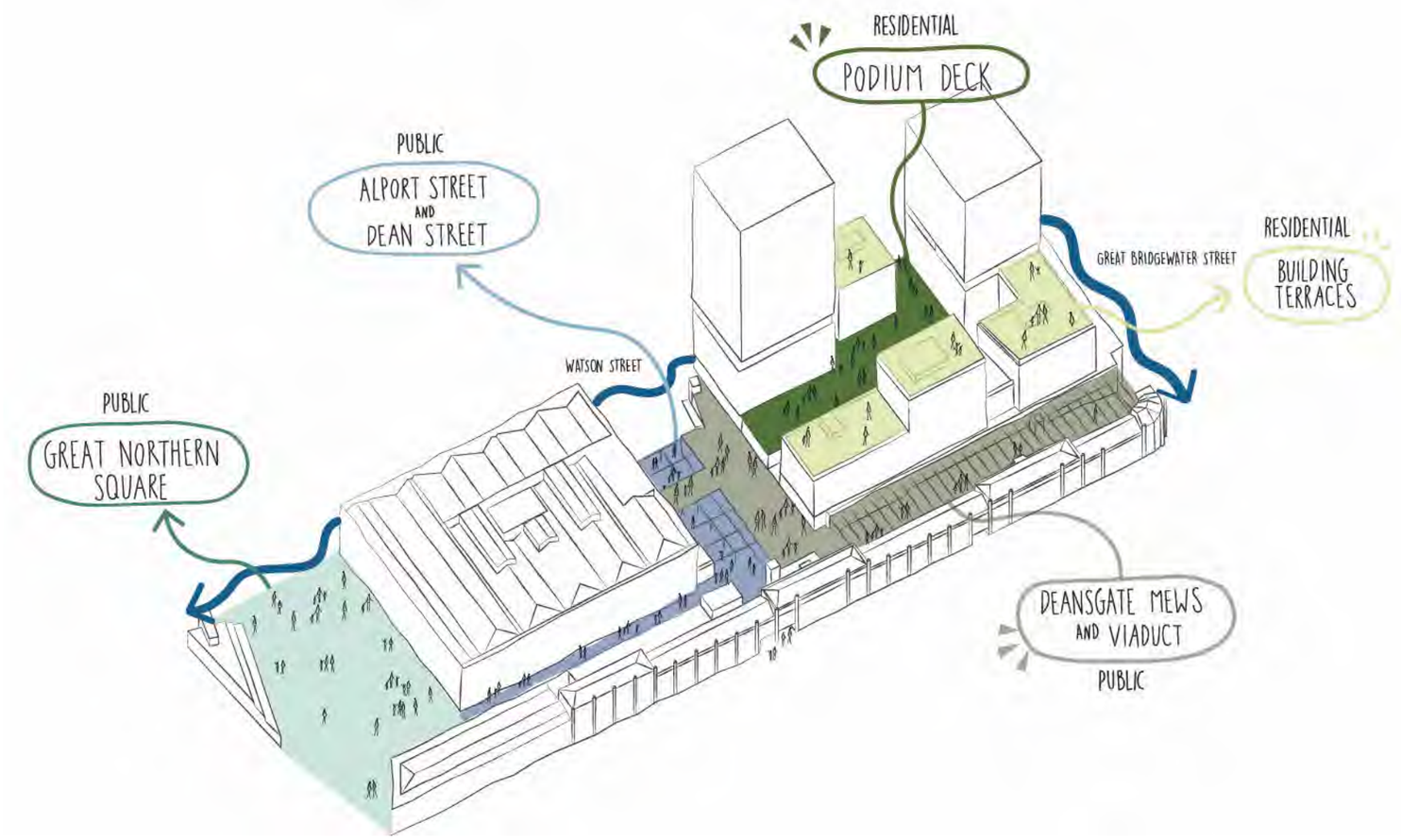
Public Spaces:

- **Great Northern Square** - A beautiful, welcoming green oasis within the city, providing space to meet, play and relax, and offering a place of natural shelter to visitors and users of the site. The space will incorporate variety and flexibility to enable it to adapt and accommodate informal events, and seating for ground floor commercial units. A space that complements and enhances the settings of the listed buildings.
- **Dean Street & Alport Street** - Characterful and intimate new mews streets providing permeability and connection across the site for the first time. The spaces will be steeped in the character of the adjacent listed buildings, allowing people to walk underneath the viaduct structure. The new streets will be activated by ground floor commercial units, with an emphasis on high quality independent businesses.
- **Deansgate Mews & Viaduct** - A quirky, individual destination upper level space, with integrated sheltered areas to provide a sense of intimacy and enclosure. The space will be activated by a variety small independent commercial businesses, providing a sense of energy and a buzz to the space.

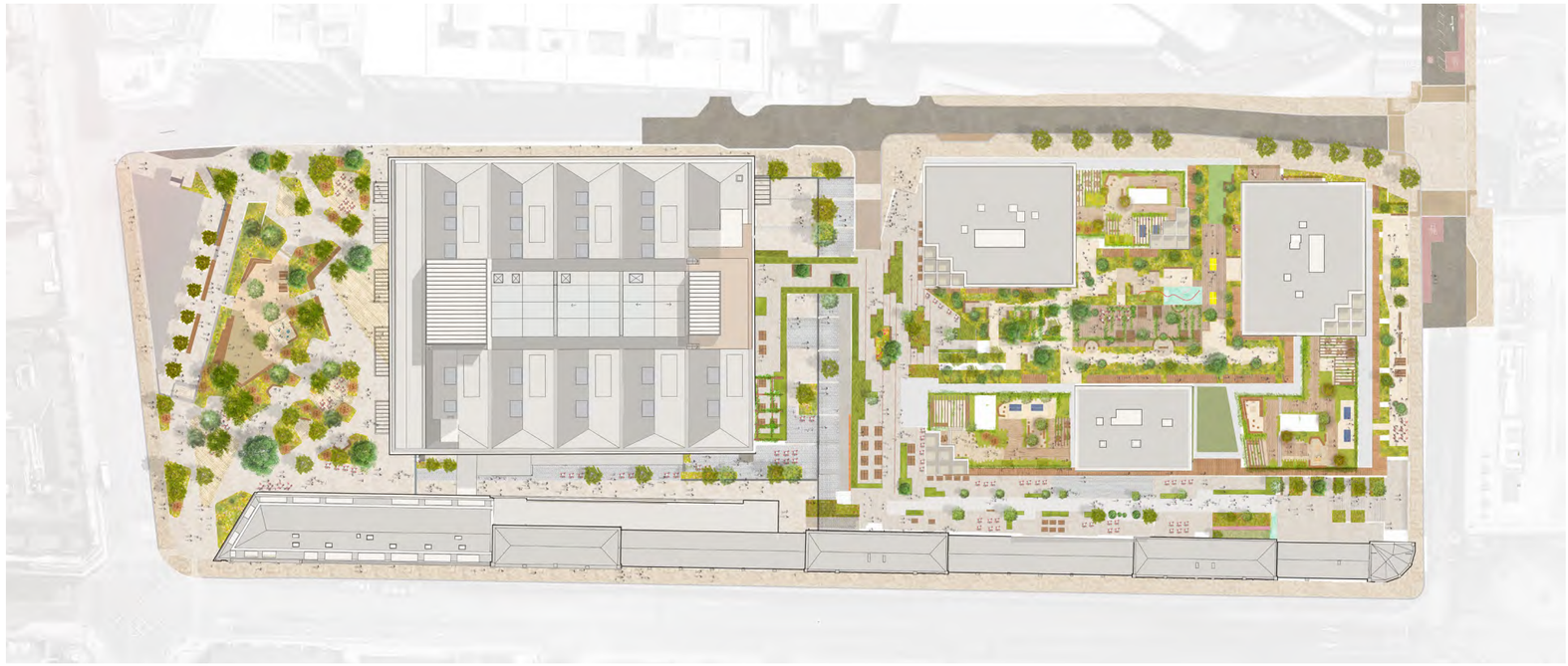
Shared Residential Spaces:

- **Residents' Podium** - A generous shared flexible and comfortable amenity space for the residential community. A space to dwell, to meet and relax. This space will promote a sense of shared ownership, and contribute to a livable, healthy residential neighbourhood.
- **Residents' Terraces** - High quality, tactile sheltered shared roof terraces providing far-reaching panoramas of the city. These spaces will foster a sense of community and delight within each individual building.
- **Office Terrace** - A generous shared roof terrace situated above the Great Northern Square. Creating a unique animated amenity to complement the high quality workspace proposed within the Great Northern Warehouse and Deansgate Terrace.





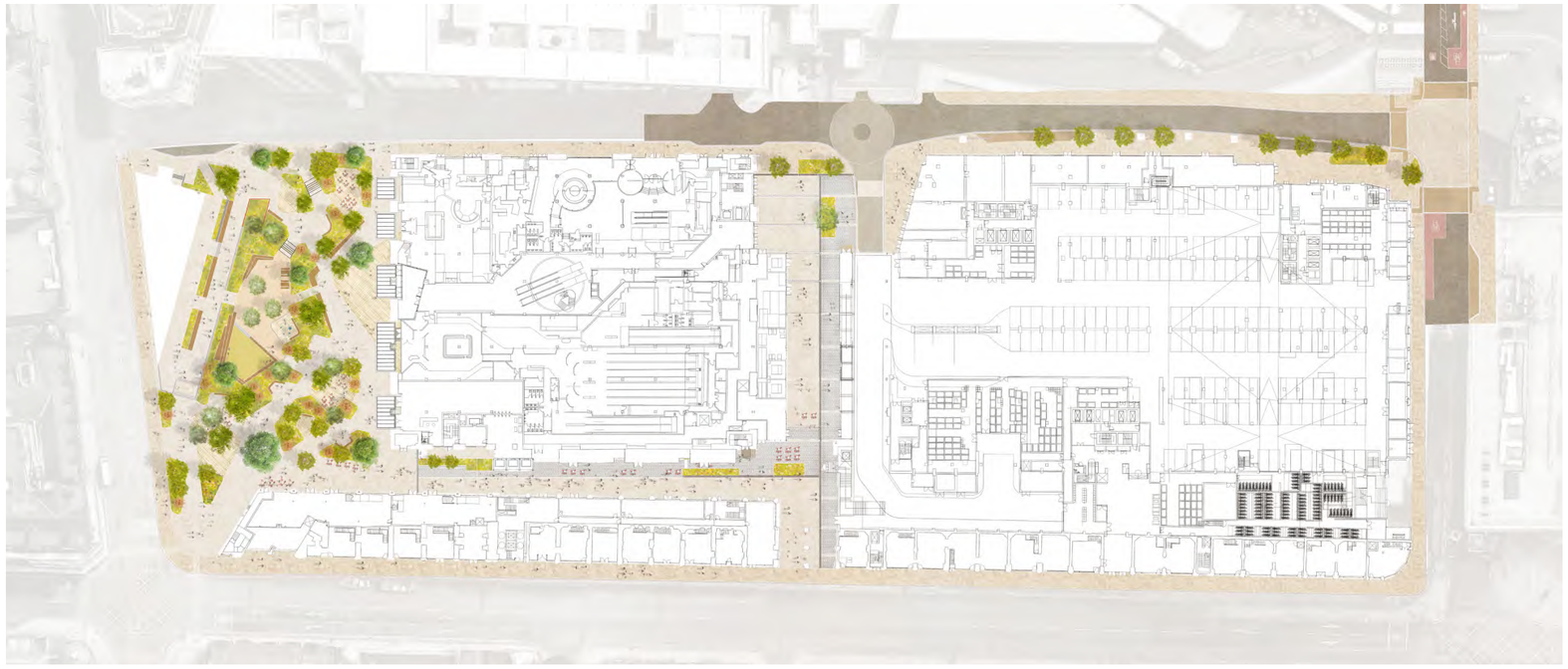
GREAT NORTHERN - PUBLIC REALM STRATEGY



GREAT NORTHERN - GROUND FLOOR LANDSCAPE MASTERPLAN



GREAT NORTHERN SQUARE - PUBLIC REALM USER GROUPS



GREAT NORTHERN - GROUND FLOOR LANDSCAPE MASTERPLAN



GREAT NORTHERN SQUARE - AXONOMETRIC DIAGRAM SHOWING PUBLIC REALM

4.0 Great Northern Square & Great Northern Warehouse

4.1 Great Northern Warehouse - Design Principles

4.1.1 Existing Uses

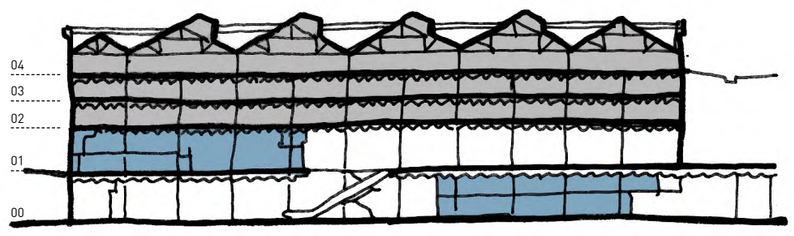
The five storey Great Northern Warehouse building currently accommodates a mix of uses. At ground floor level there are two restaurant units (Cibo and Almost Famous) facing the Great Northern Square, the lower levels of the Manchester235 casino with its entrance facing Watson Street, and the Lane 7 bowling alley with an entrance to the Great Northern Square, occupying most of the western side at ground floor level. There is also an entrance from the Great Northern Square to a central mall space, which runs the length of the building, and contains access via escalators to level 01. The mall is under-used and feels sterile and characterless. Many of the building's original features in this area have been covered up and concealed. There is a mezzanine floor to part of the ground floor, providing access to plant and service spaces.

The link building between the Warehouse and the Deansgate Terrace contains an entrance and access to lifts though the west elevation of the Warehouse.

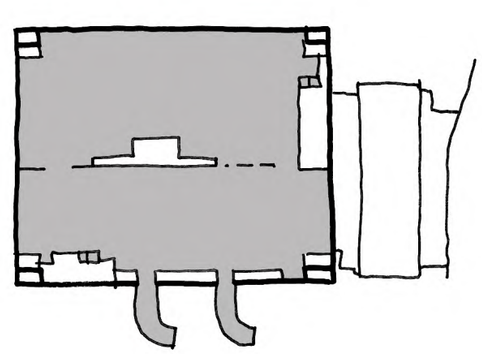
At level 01, the casino occupies most of the floor space. There is a commercial unit in the south-west corner of the building. The escalators from ground floor level discharge into a central circulation space with a further entrance to the casino, and to the atrium, constructed above the listed remnant viaduct structure, containing another small retail unit and previously accommodating the cinema ticket kiosk. The link building also contains commercial and retail space accessed from the Deansgate Terrace. There is a mezzanine floor to part of the first floor, accommodating casino facilities.

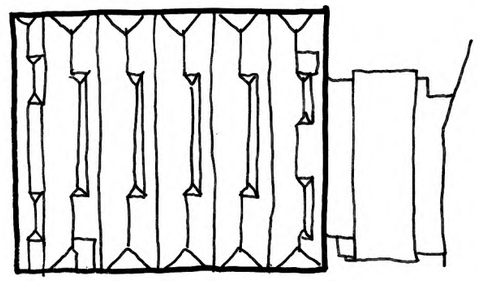
The ground and first floor levels originally accommodated train sidings, and have a correspondingly high floor to floor height (approximately 6.5m and 6m respectively). The upper three levels were used to store goods, and levels 02 and 03 have a lower floor to floor height (approximately 3.3m). The uppermost storey has a more generous height, as it sits within the exposed roof space. The height from floor to underside of roof at the ridge position is approximately 6.8m.

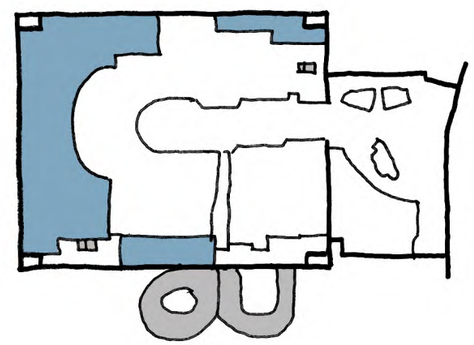
The upper three levels of the warehouse contain car parking accessed via two concrete spiral ramps constructed between the warehouse and the Deansgate Terrace. A number of the original steel columns at level 04 were removed to facilitate the provision of car park aisles. The roof profile was adjusted to provide a series of dormer features to provide ventilation intakes and outlets for ductwork supplying the various commercial uses below and routed through vertical ducts within the building.

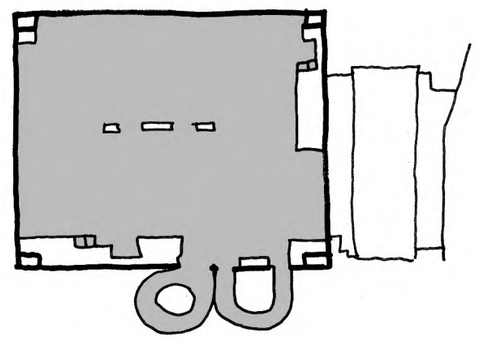


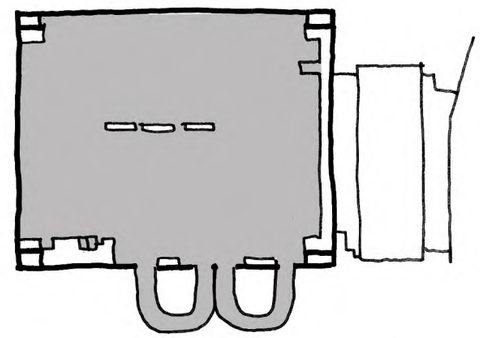
SECTION

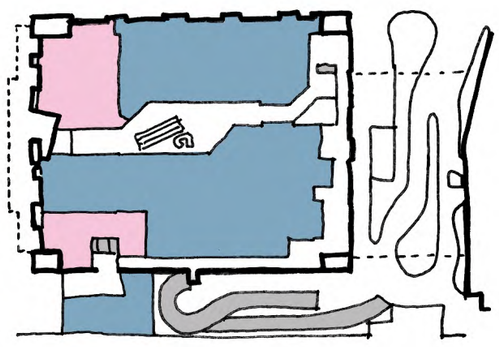

LEVEL 04

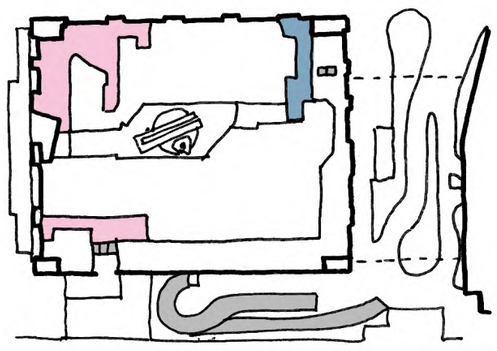

ROOF

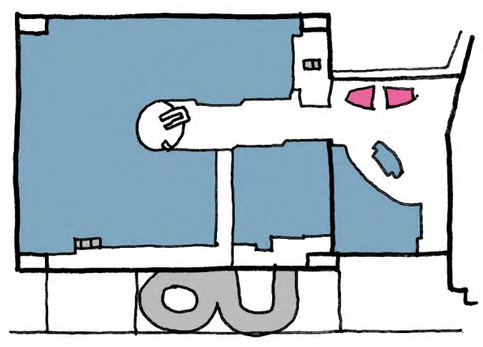

LEVEL 01 MEZZANINE


LEVEL 01


LEVEL 03


GROUND FLOOR


GROUND MEZZANINE


LEVEL 01

KEY
CAR PARK USE
LEISURE/COMMERCIAL USES
RESTAURANT USES
RETAIL USES
PLANT/SERVICE/CIRCULATION/ANCILLARY USES

GREAT NORTHERN WAREHOUSE - EXISTING USES DIAGRAM

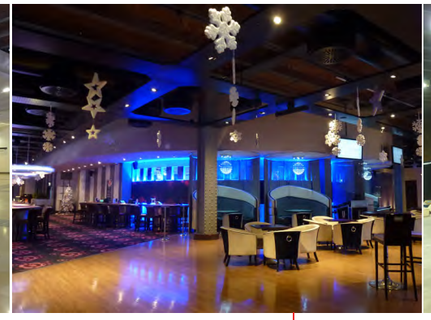
ALMOST FAMOUS RESTAURANT



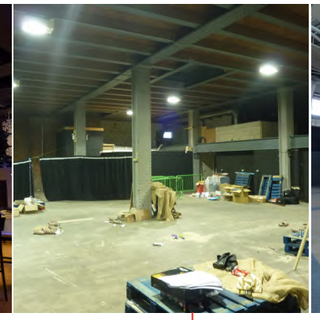
CENTRAL MALL SPACE - LEVEL 01



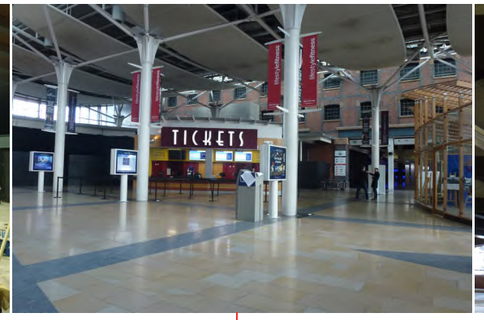
MANCHESTER 235 CASINO



RETAIL/LEISURE UNIT



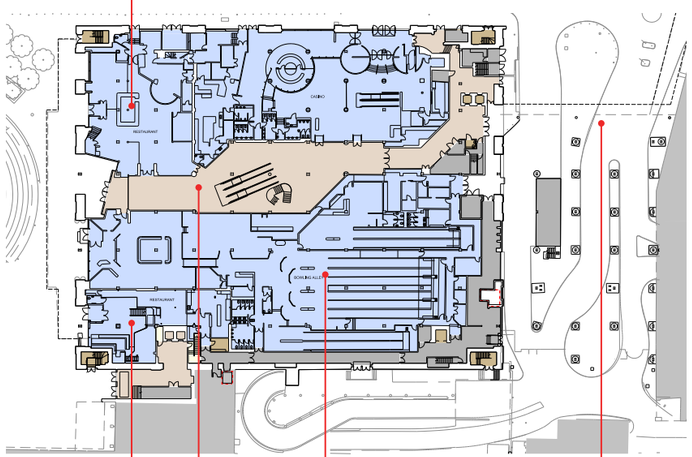
LEVEL 01 ATRIUM



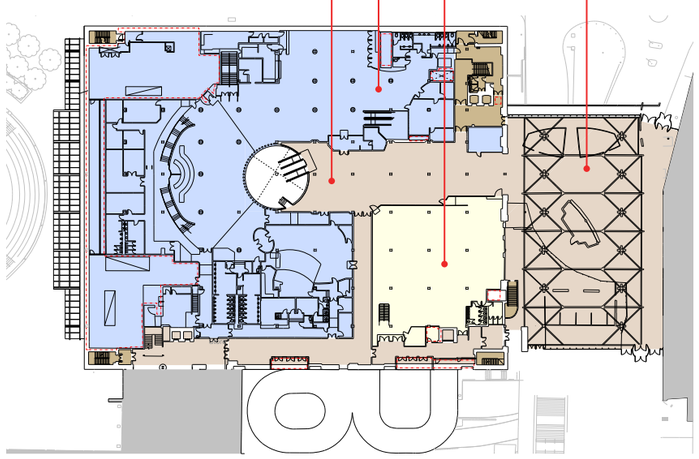
UPPER LEVEL CAR PARK SPACE [LEVEL 04]



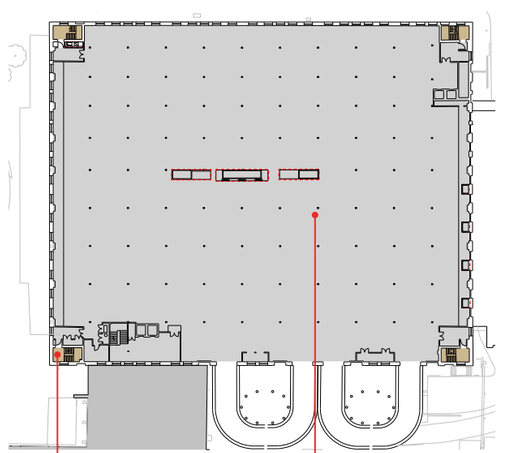
EXISTING GROUND FLOOR PLAN



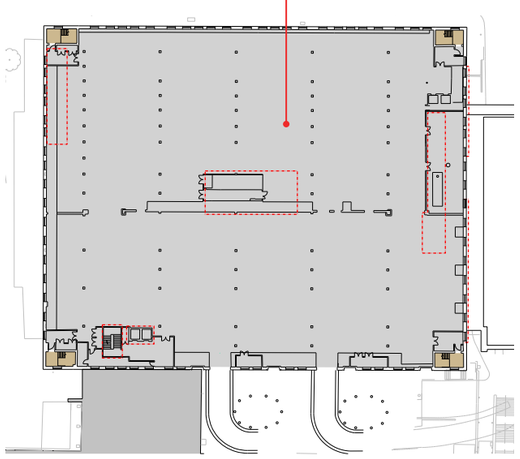
EXISTING LEVEL 01 PLAN



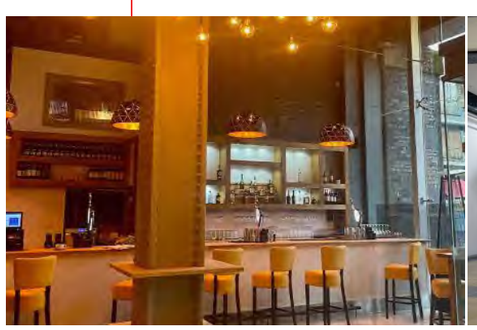
EXISTING LEVEL 03 PLAN



EXISTING LEVEL 04 PLAN



CIBO RESTAURANT



CENTRAL MALL SPACE - GROUND FLOOR



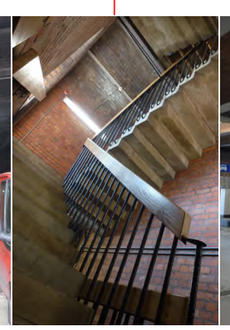
LANE 7 BOWLING ALLEY



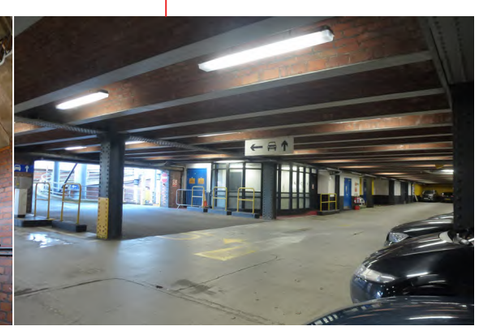
VIADUCT UNDERCROFT - SERVICE SPACE



TYPICAL STAIRCASE



TYPICAL UPPER LEVEL CAR PARK SPACE



GREAT NORTHERN WAREHOUSE - EXISTING USES PHOTOGRAPHS

simpsonhaugh

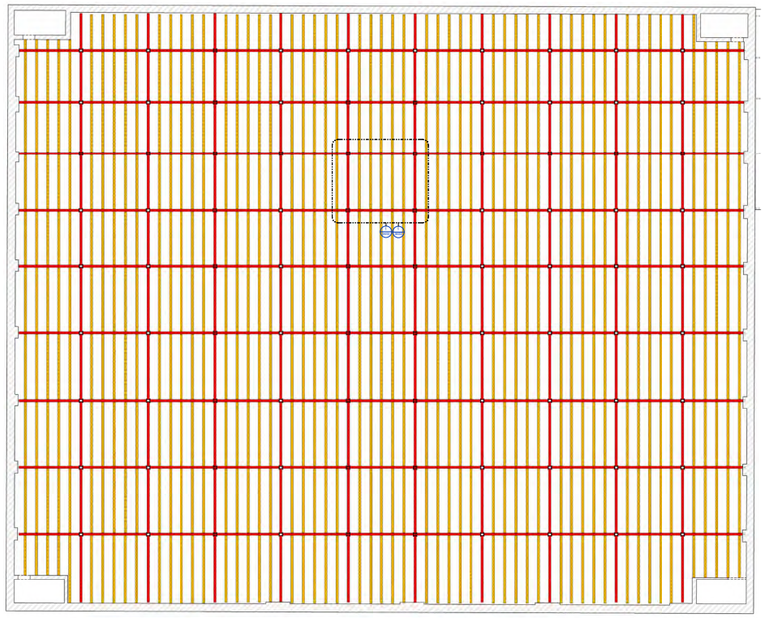
4.1 Great Northern Warehouse - Design Principles

4.1.2 Structure

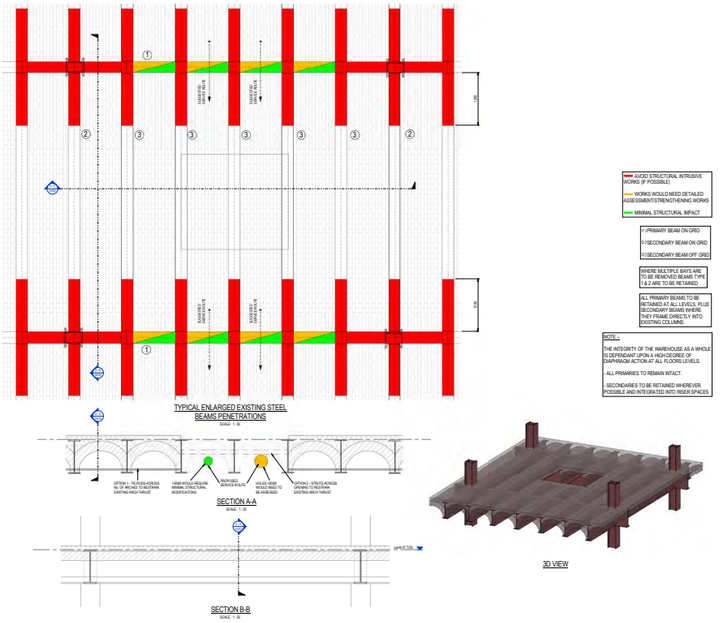
The building is constructed of a primary steel frame with a grid dimension of approximately 7 metres (varying throughout the building). Secondary steel members span the primary structural grid and support a brick arched floor construction with rubble/ concrete infill.

Initial floor core samples have indicated that additional screed and bitumen layers were added to the upper three car park levels during the 1990's conversion of the building.

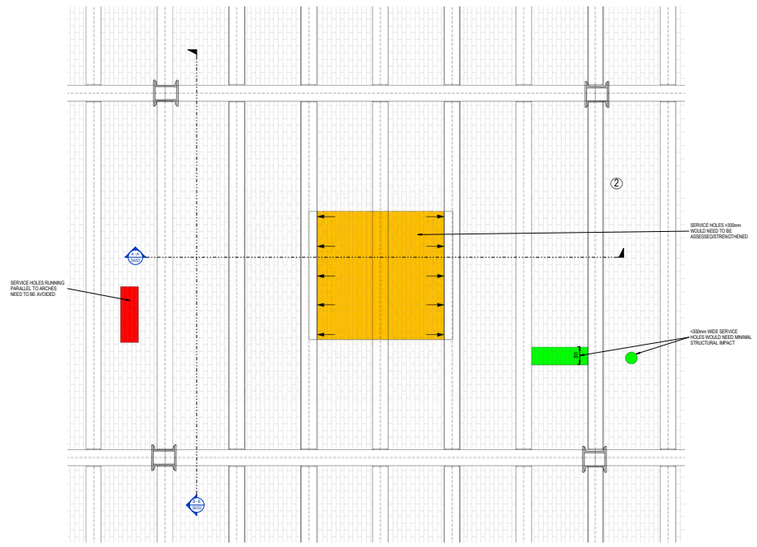
The drawings and diagrams opposite show the existing floor construction, and structural principles established to guide proposed alterations to the building.



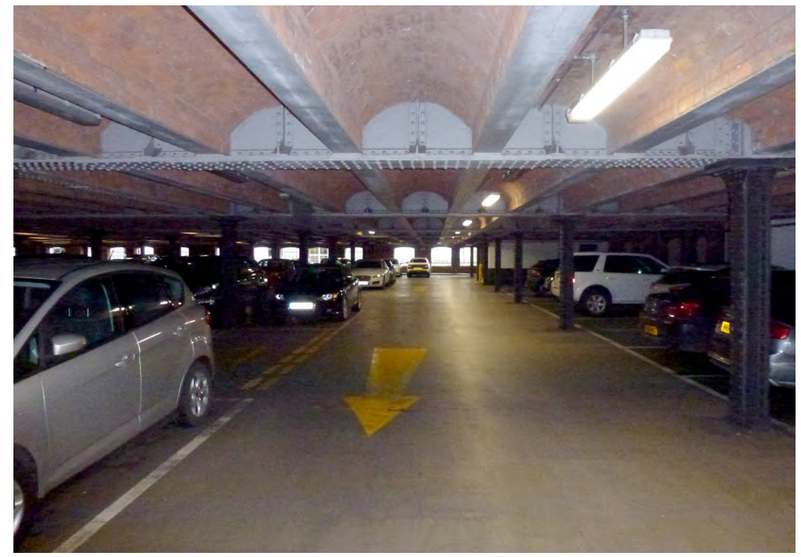
EXISTING WAREHOUSE STRUCTURE AND STRUCTURAL PRINCIPLES DIAGRAM



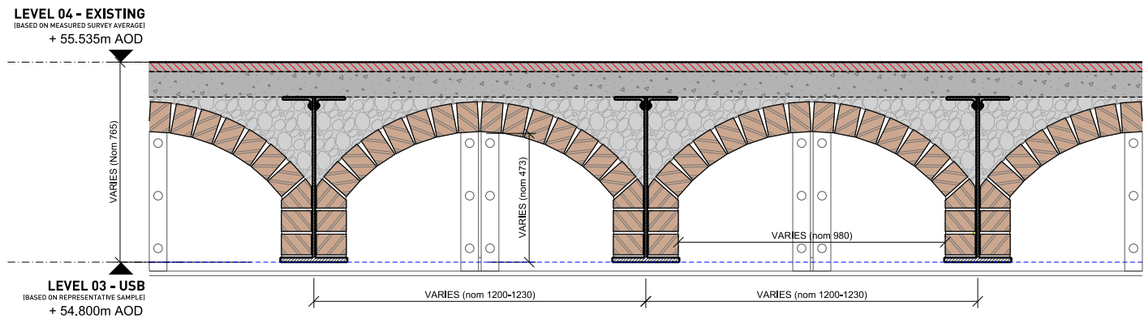
EXISTING WAREHOUSE STRUCTURE AND STRUCTURAL PRINCIPLES DIAGRAM



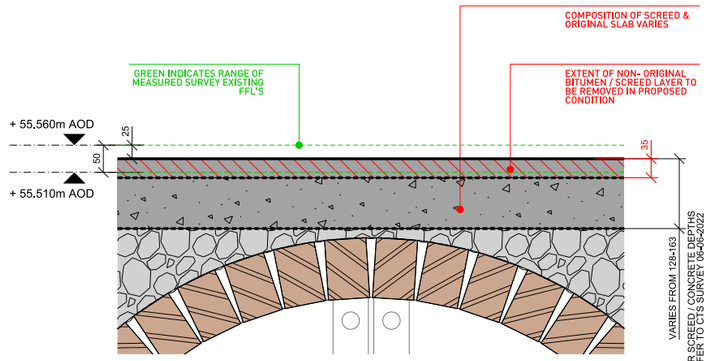
EXISTING WAREHOUSE STRUCTURE AND STRUCTURAL PRINCIPLES DIAGRAM



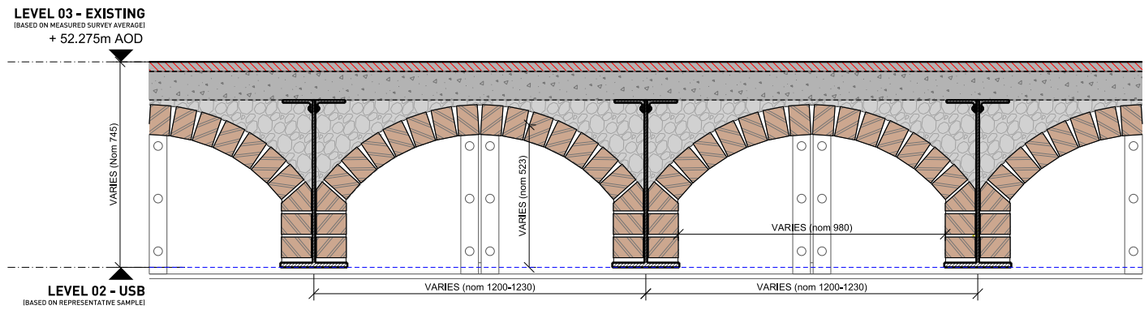
EXISTING WAREHOUSE BRICK ARCH SOFFIT



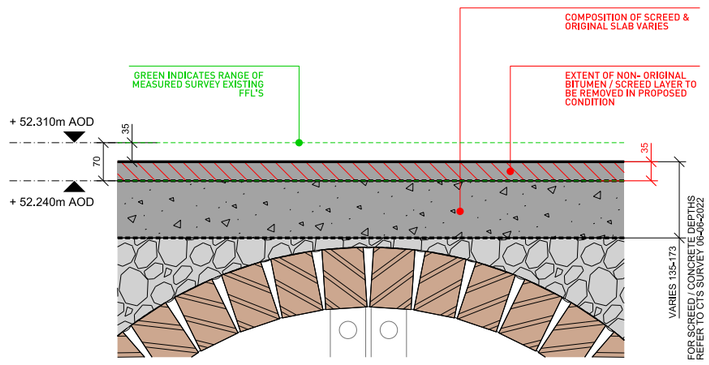
05 WAREHOUSE LEVEL 04- ASSUMED EXISTING CAR PARK FLOOR BUILD-UP
1:10



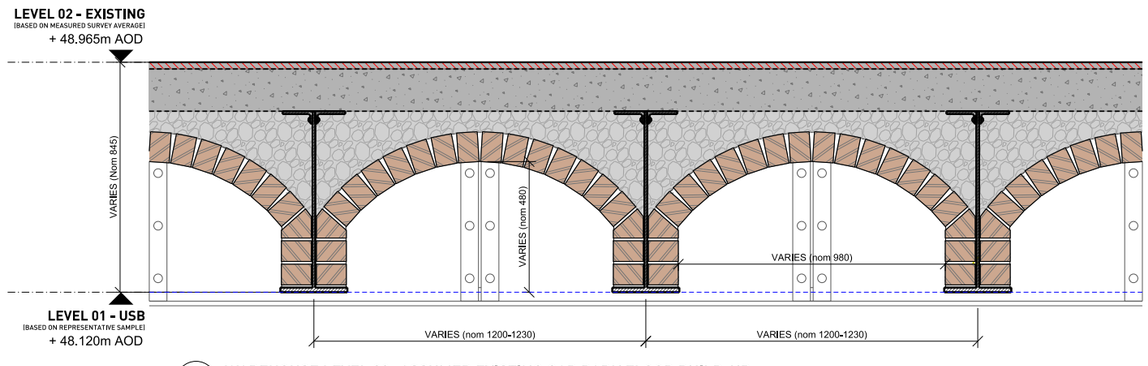
06 WAREHOUSE LEVEL 04- ASSUMED EXISTING FLOOR DETAIL
1:5



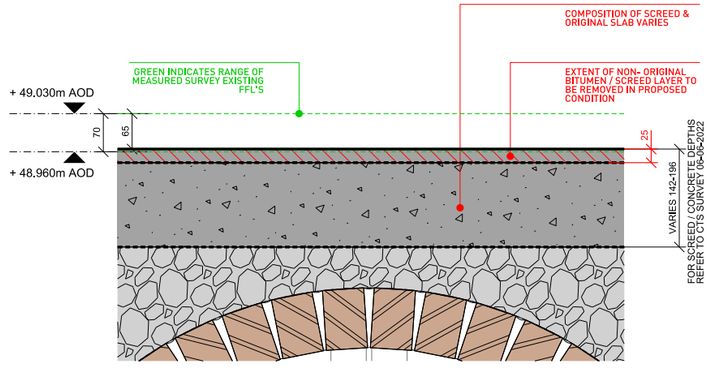
03 WAREHOUSE LEVEL 03- ASSUMED EXISTING CAR PARK FLOOR BUILD-UP
1:10



04 WAREHOUSE LEVEL 03- ASSUMED EXISTING FLOOR DETAIL
1:5



01 WAREHOUSE LEVEL 02- ASSUMED EXISTING CAR PARK FLOOR BUILD-UP
1:10



02 WAREHOUSE LEVEL 02- ASSUMED EXISTING FLOOR DETAIL
1:5

EXISTING WAREHOUSE FLOOR CONSTRUCTION

simpsonhaugh

4.1 Great Northern Warehouse - Design Principles

4.1.3 Retained Existing Uses
At ground floor level, the existing commercial uses (the casino, bowling alley, and the restaurant in the north east corner of the building) are to be retained, with access provision as existing. The mezzanine to the restaurant will also be retained. The casino space at first floor level will also be retained as its current use, together with the associated level 01 mezzanine space and plant space (serving GF and L01 tenancies) running along the west side of the building. The retention of these uses relate to their leasehold arrangements. The scheme has been developed to integrate these uses, which contribute to the active mix of uses across the site as a whole.

4.1.4 Proposed New Uses
In accordance with the approved SRF, the proposals for the refurbishment and redevelopment of the Great Northern Warehouse include the change within the upper three floors from car park use to office use. As part of this change, the existing spiral concrete car park ramps attached to the west elevation of the building will be carefully removed, creating the new pedestrian connection (Dean Street) between the warehouse and the Deansgate Terrace. Similarly, the link building, also added during the 1990's conversion, between the warehouse and the Deansgate Terrace, will be removed.

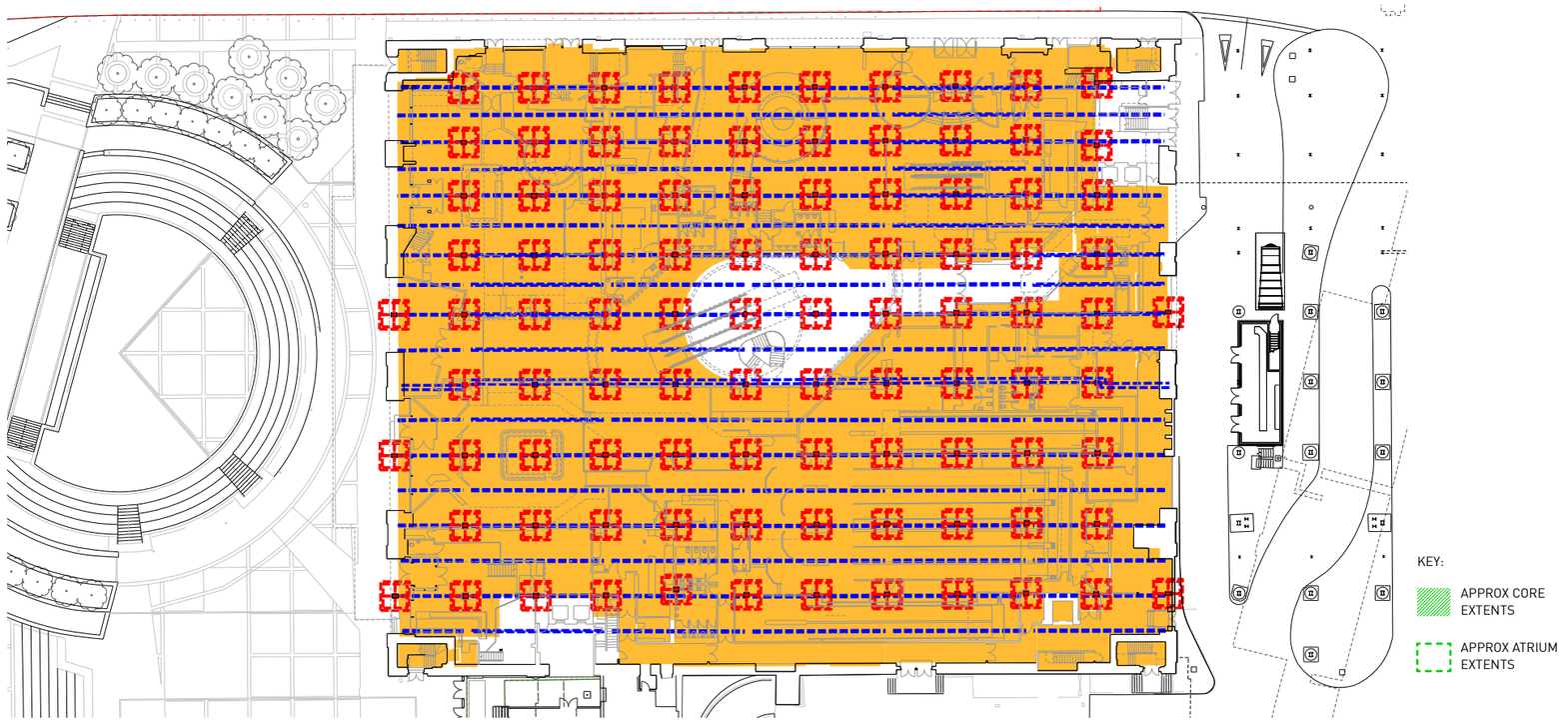
In order to accommodate the proposed new office uses within the upper levels of the building, given the very deep plan of the warehouse building, and following the principles established within the consented 2017 scheme and the SRF, a glazed central atrium is proposed to provide natural light and shared amenity space.

4.1.5 Key Constraints
Whilst the upper three levels of the building will be vacated through the removal of the car park use, the retention of the existing uses at ground and first floor level, together with the existing structure, create constraints in terms of viable locations for the new entrance and vertical circulation cores (incorporating lifts, stairs and service risers) necessary to serve the proposed new office uses in the upper levels of the building.

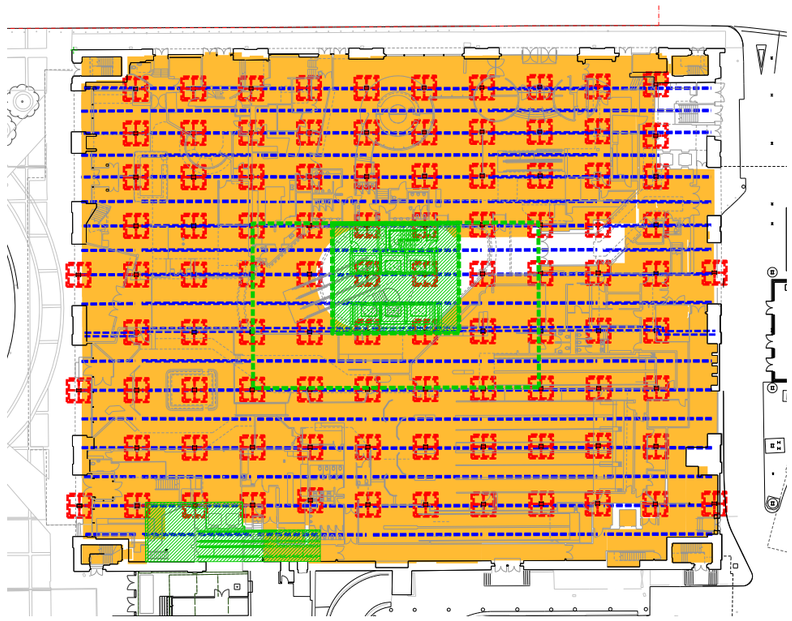
The diagram opposite shows an overlay in plan view of the key constraints affecting the conversion of the upper levels of the warehouse building from car park to office use. These can be summarised as follows:

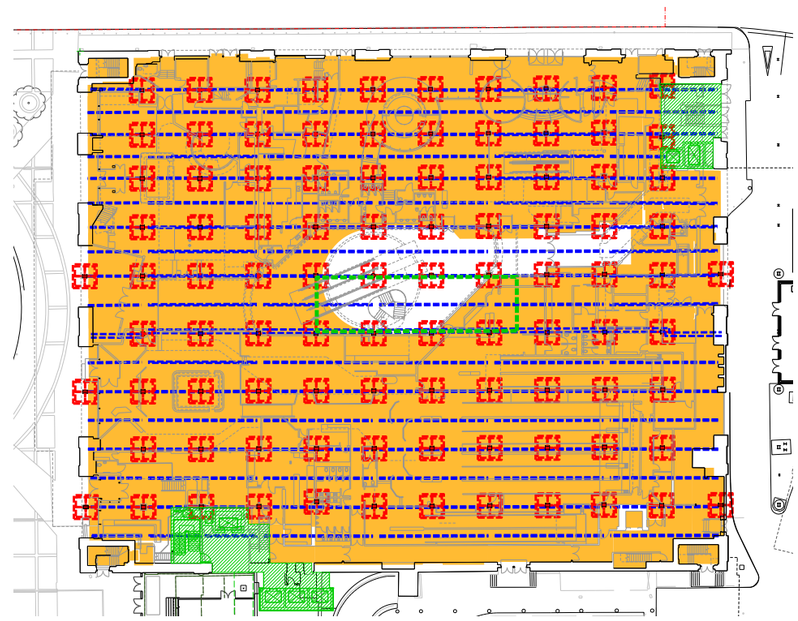
- Existing tenancies at ground and first floor level, where it is not possible to locate the new office core, as it would clash with this space (highlighted in orange)
- Estimated extents of foundations to the building's structural columns (these have been estimated based on existing record information, but would need to be verified through intrusive surveys in further design stages if necessary), which would clash with lift pits required for new office lifts, and likely require underpinning to the building's foundations. Proposed new lifts should therefore be positioned to avoid these locations, in order to avoid the risk of works required to the building foundations (highlighted in red).
- The position of the existing original roof trusses (highlighted in blue), which would clash with lift overruns for new office lifts positioned directly underneath them, requiring major alteration or (more likely) removal in order to accommodate the lifts.

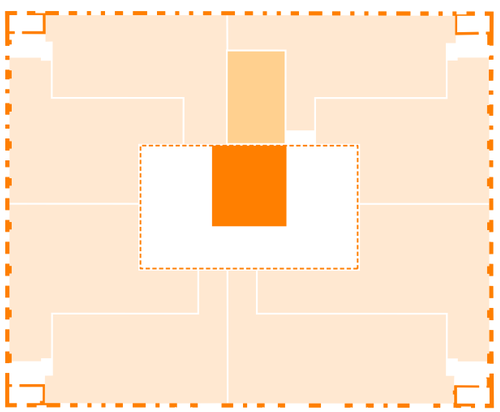
The unshaded areas within the building footprint on the diagram opposite show the areas where it would be possible to accommodate new vertical circulation within the building. These are constrained to a small area within the centre of the building, and the areas where lifts and stairs serving the car park were added during the buildings 1990's conversion, located in the north-west and south east corners.



GREAT NORTHERN WAREHOUSE - CONSTRAINTS DIAGRAM

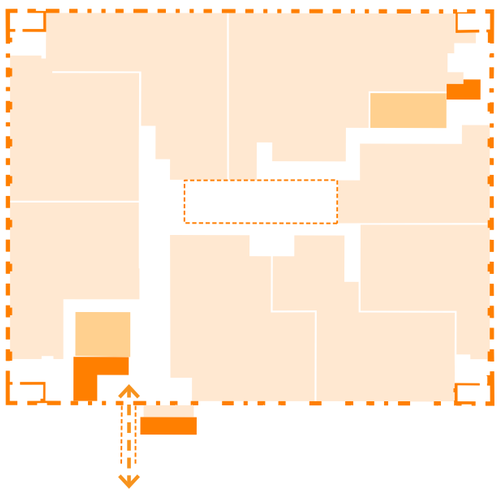

GREAT NORTHERN WAREHOUSE - CONSTRAINTS DIAGRAM SHOWING OVERLAY OF CENTRAL CORE/ATRIUM & NEW ESCALATORS

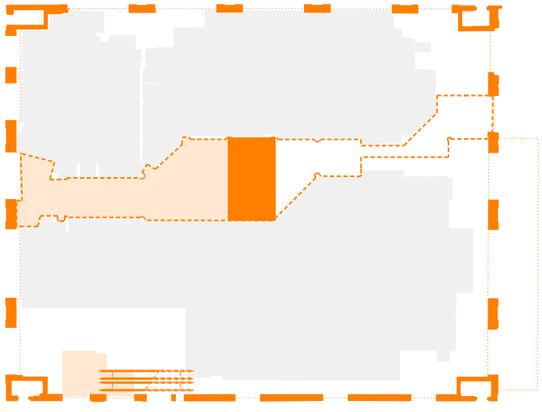

GREAT NORTHERN WAREHOUSE - CONSTRAINTS DIAGRAM SHOWING OVERLAY OF CORNER CORE/ATRIUM



KEY:

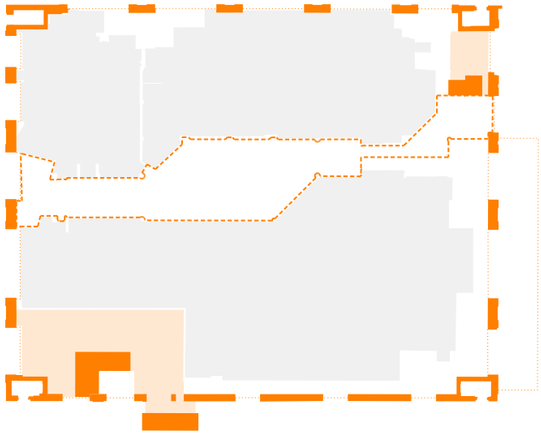
- Proposed Core
- Proposed WC
- Proposed Office
- Existing Tenancy
- Atrium





CENTRAL CORE STRATEGY

- CENTRAL CORE CREATES OBSTRUCTION IN ATRIUM SPACE. THIS REQUIRES A LARGER ATRIUM TO PROVIDE SUFFICIENT DAYLIGHT AND CIRCULATION SPACE TO PROPOSED OFFICES
- CORE SIZE REQUIRES GREATER REMOVAL OF LISTED FLOOR FABRIC AND ROOF STRUCTURE (DUE TO CLASHES WITH ROOF TRUSSES AND LIFT OVERRUNS), AND POTENTIALLY AFFECTS FOUNDATIONS DUE TO REQUIREMENT FOR LIFT PITS
- ESCALATORS & ASSOCIATED PENETRATIONS REQUIRED FROM GF TO LEVEL 01 ON THE WEST SIDE OF THE WAREHOUSE TO PROVIDE PUBLIC ACCESS THROUGH THE BUILDING



CORNER CIRCULATION STRATEGY

- UTILISES EXISTING LIFT AND STAIR POSITIONS INTERNALLY - NO IMPACT ON EXISTING LISTED FABRIC
- ATRIUM/LISTED ROOF STRUCTURE IS FREE FROM OBSTRUCTIONS
- NO REQUIREMENT TO MOVE ESCALATORS - NO IMPACT ON LISTED FABRIC
- EXTERNAL GLAZED LIFTS HELP TO ANIMATE WEST ELEVATION/ DEAN STREET AND RELATE TO HISTORIC HOISTS
- POTENTIAL TO CREATE LINK TO DEANSGATE TERRACE OFFICES

GREAT NORTHERN WAREHOUSE - OFFICE CIRCULATION CORE STRATEGY DIAGRAMS

4.1.6 Vertical Circulation Strategy

The consented 2017 residential scheme comprised a residential conversion of the upper levels of the building. This was facilitated through the creation of a new entrance within the central mall area, and the creation of a new glazed atrium within the upper levels of the building, within which the circulation core (comprising two passenger lifts and a fire escape stair) was located. It was possible to integrate the circulation core within the building avoiding the constraints detailed overleaf due to the relatively small size of the circulation core required for the residential use.

The vertical circulation core required to facilitate the office use now proposed in accordance with the adopted 2018 SRF is significantly larger due to the different requirements and fire evacuation strategy for office use. The office core needs to accommodate 4-5 passenger lifts (dependent on size and speed of lifts), 1 goods lift, together with an escape stair (larger than would be required for the residential scheme) and service riser provision. Options were therefore developed to test the strategy to integrate this within the building, and evaluated against a number of criteria, including the impact on the listed building fabric. These options are shown diagrammatically opposite, and summarised below:

Central Core Strategy

A central core strategy similar to the consented residential scheme was tested based on the office core requirements. This exercise demonstrated the following key issues:

- Compared to the consented residential core, the central core creates a large physical obstruction within the atrium space. This requires a large atrium to provide sufficient daylight and circulation space to proposed offices.
- The size of the core necessitates removal of listed floor fabric for construction for the core itself and the larger atrium.
- The lift overruns within the central core would clash with the listed roof truss structure, requiring removal of a number of trusses, and would be likely to clash with foundations due to requirement for lift pits, potentially requiring works to the building's foundations.
- Escalators would be required from ground to level 01 to provide public access through the building. This would require additional penetrations and loss of floor fabric at this level.

Corner Core Strategy

An alternative strategy was developed to avoid the impact caused by the central core. This makes use of the existing lift lobbies in the north-west and south-east corners of the building (added during the 1990's conversion, in addition to new external lifts on the west elevation, to avoid the requirement for a central core. This strategy has the following benefits:

- The strategy makes use of existing lift positions within the building, and avoids the need for construction of a new core within the building.
- As a result, the atrium space can be made smaller than the central core option, reducing the amount of existing floor fabric and therefore reducing the impact on the listed fabric.
- There would be no impact on the listed roof trusses or foundations, as there is no need for new internal lifts.
- There would be no need to create new penetrations for public escalators, as the existing escalators in the central mall space would be retained.
- The glazed external lifts would provide animation to the west elevation, and help announce the new ground floor office entrance.

4.1 Great Northern Warehouse - Design Principles

4.1.7 Proposed Circulation Strategy
Following detailed review and discussion with Manchester City Council and Historic England, the corner circulation strategy was identified as the best strategy to accommodate the requirements of the proposed office use, which on balance would cause the least impact to the listed building fabric, for the reasons outlined in 4.2.6. This strategy was integrated into the design proposals.

4.1.8 West Elevation Historic Hatchways & Ramps
The west elevation of the warehouse building originally accommodated a series of vertical hatchways used to transport goods between floors. These structures, which are shown on the historic drawings and photographs on the adjacent page, were articulated as enclosed structures on the outside of the building, which were connected to a series of hatch openings on the west elevation. The hatchways have since been removed and the hatchways infilled with brickwork.

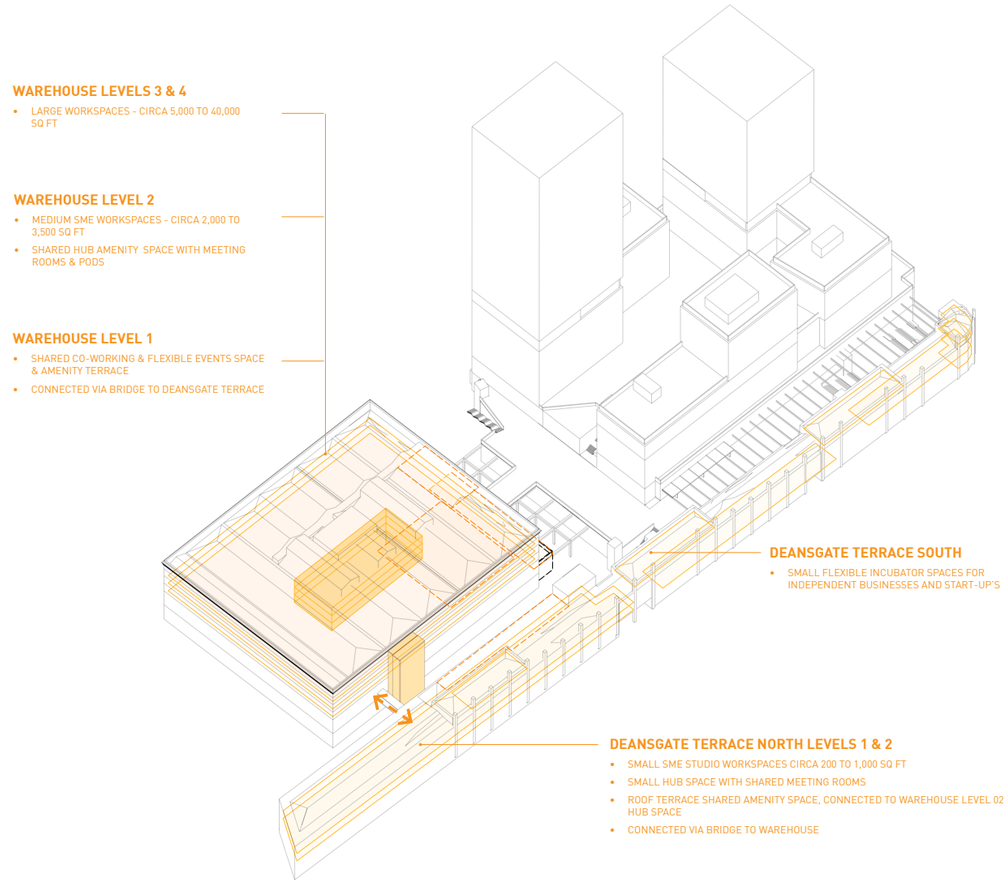
Additionally, the west elevation of the building originally accommodated a carriage ramp at level 1 of the warehouse, between the Warehouse and the Deansgate Terrace, which ran behind the screen wall facing Deansgate, and along the (now demolished) range of buildings facing Peter Street. This connection between the buildings remained until it was demolished as part of the 1990's conversion.

4.1.9 External Glazed Lift Enclosure
The proposed external lift core will be designed as a contemporary interpretation of the historic hatchway structures. Whereas the original hatchways transported goods up and down the building facade, the lifts will transport the office workers, who will be able to see and experience the external warehouse facade panoramic views from the building. The lift enclosure has been designed as a glazed, transparent element, through which the warehouse facade will be visible. As illustrated in the images opposite, due to the position of the lift enclosure on the building's west elevation, it will not be visible within views from Deansgate, as the Deansgate Terrace, which was constructed originally to shield views of the warehouse from the street, obstructs views of the building. The lift enclosure will be visible from direct views from Peter Street and within the Great Northern Square, where it will help to announce the office entrance in the corner of the warehouse building, and provide animation to Dean Street.

4.1.10 Bridge Connection To Deansgate Terrace
The Great Northern proposals will provide a range of office workspace, from affordable space for small independent businesses and start-ups in the Deansgate Terrace South, small to medium SME's in the Deansgate Terrace North, and larger businesses within the Great Northern Warehouse.

In order to provide connectivity between the Great Northern Warehouse and the Deansgate Terrace, a glazed link bridge is proposed adjacent to the proposed glazed lift enclosure. This bridge will re-establish the historic connection between the Warehouse and the Deansgate Terrace. The proposed position of the bridge is at level 2 of the Warehouse, in order to provide a connection between the office hub/amenity space at this level and the proposed shared office roof terrace above the Deansgate terrace north.

The lift enclosure and link bridge proposals are described in more detail later in this document.



GREAT NORTHERN - PROPOSED VARIETY OF WORKSPACE WITHIN DEANSGATE TERRACE AND WAREHOUSE



VIEW FROM PETE STREET (LIFT AND STAIR VISIBLE)



VIEW FROM DEANSGATE/PETER STREET JUNCTION
(LIFT AND STAIR NOT VISIBLE)



VIEW FROM ST JOHN'S STREET
(LIFT AND STAIR NOT VISIBLE)

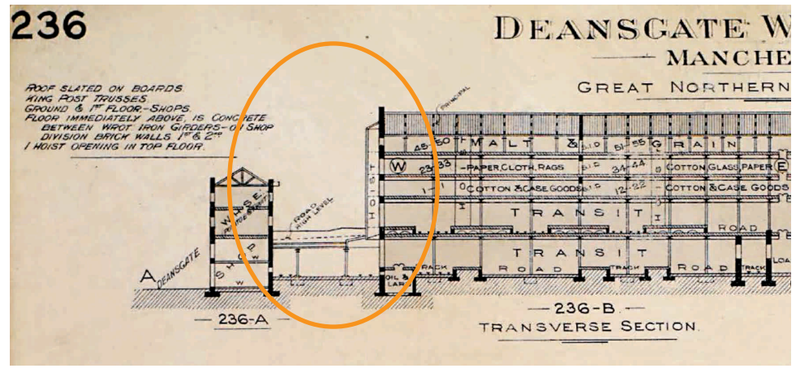


VIEW FROM DEANSGATE/GREAT BRIDGEWATER STREET JUNCTION
(LIFT AND STAIR NOT VISIBLE)

GREAT NORTHERN - MASSING VIEWS SHOWING PROPOSED LIFT AND BRIDGE IN CONTEXT WITH PROPOSED SCHEME MASSING



GREAT NORTHERN WAREHOUSE - ILLUSTRATIVE VISUAL SHOWING PROPOSED EXTERNAL LIFTS AND BRIDGE CONNECTION



GREAT NORTHERN WAREHOUSE - HISTORIC SECTION SHOWING ORIGINAL RAMP AND HATCHWAYS (CIRCLED IN ORANGE)



GREAT NORTHERN WAREHOUSE - PHOTOGRAPH SHOWING CARRIAGE RAMP PRIOR TO DEMOLITION IN 1998



GREAT NORTHERN WAREHOUSE - HISTORIC WEST ELEVATION SHOWING ORIGINAL RAMP AND HATCHWAYS (CIRCLED IN ORANGE)



GREAT NORTHERN WAREHOUSE - HISTORIC PHOTOGRAPH SHOWING ORIGINAL HATCHWAYS (CIRCLED IN ORANGE)

4.2 Great Northern Warehouse - Proposed Layout

4.2.1 Proposed Layout - Ground
At ground floor level, the existing commercial uses (the casino, bowling alley, and restaurant to the north-west corner) are to be retained, with access provision as existing. The central mall space will be retained and refurbished as a publicly accessible space. Two platform lifts from ground to first floor will be added to improve accessibility between these levels.

The existing restaurant in the north west corner of the building will be converted into the office reception and entrance space, giving access to the new external glazed lifts. A further secondary tenant/staff entrance will be created in the south east corner of the building. The two existing lifts in this location (which currently serve the car park levels) will be retained and adapted to suit a new passenger and goods lift as part of the overall provision for the office space above.

Along the West elevation, small retail kiosk units will be added to provide retail frontage and activation to the east side of Dean Street. These elements will be located within the part of the building that originally accommodated a covered canopy at the base of the hatchways, and will be designed to acknowledge the positions of these original structures.

The north and south sides of the viaduct will be infilled with commercial retail units, providing activation to Dean Street and Alport Street, and plant space. Office cycle access will be provided via a secure access and steps/cycle ramp running along the southern edge of the viaduct. The brick arch floor construction in the central section of the viaduct will be removed, retaining the primary steel structure, to allow natural light through to the new route along Alport Street below.

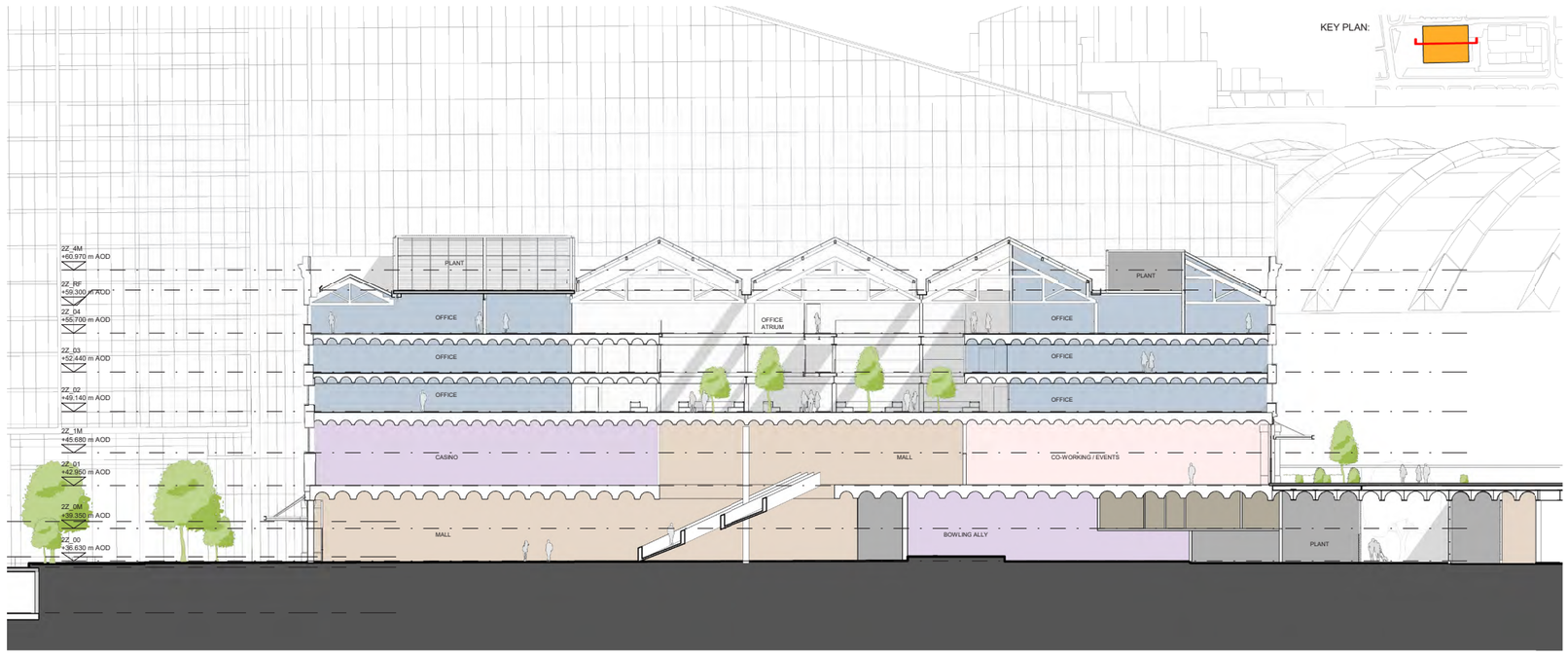
The office cycle parking and end of journey facilities (including lockers, showers and changing facilities designed to platinum Cyclescore standards) will be provided at mezzanine level, from which access to the office spaces is possible via the staff lifts in the south east corner of the building.

4.2.2 Proposed Layout - First Floor
At level 1 and level 1 mezzanine, the existing casino, which occupies most of the floorplate, will be retained, as will the central circulation route.

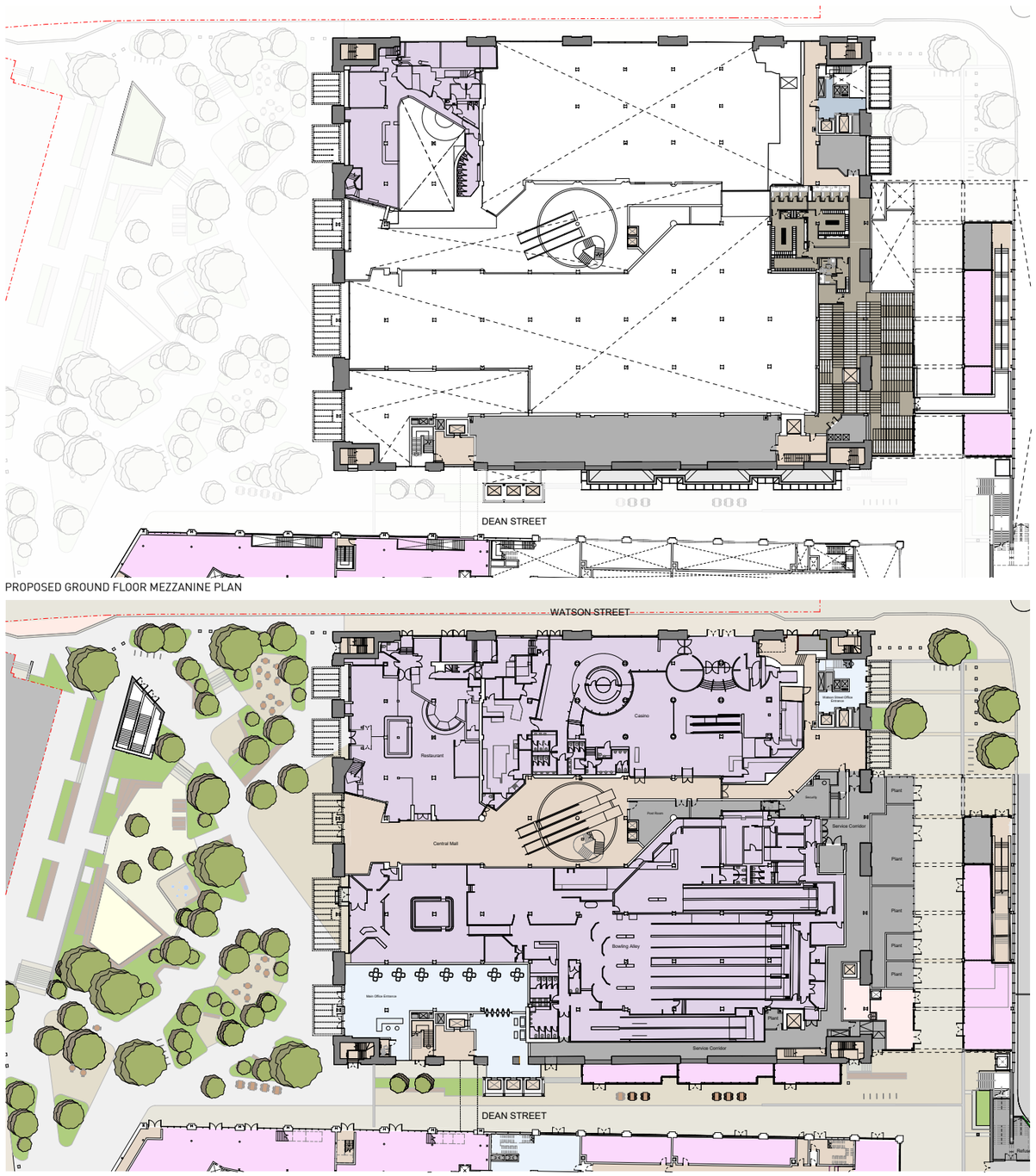
A new flexible commercial space will be introduced in the location of the existing retail unit at level 01 (with an extension to the existing mezzanine space).. It is anticipated that this space will accommodate flexible workspace, breakout space, and space for corporate meetings or events, and will compliment the new office space proposed on the upper three levels. This space will be accessible from the common circulation corridors, which will remain similar to their existing configuration, providing service access and fire escape provision tot he uses at this level. The space may also have the ability to function as a stand-alone venue for event and functions, and has the potential to connect to the ground floor commercial unit below via an existing lift (should a separate ground floor entrance be required for the operation of this space). The original openings in the south elevation of the building will be exposed through the removal of the atrium structure above the viaduct, and these will be infilled with new glazed openings providing fenestration to the new flexible commercial space.



PROPOSED SECTION BB



PROPOSED SECTION AA



PROPOSED GROUND FLOOR MEZZANINE PLAN



PROPOSED FIRST FLOOR MEZZANINE PLAN

PROPOSED GROUND FLOOR PLAN

PROPOSED FIRST FLOOR PLAN

simpsonhaugh

4.2 Great Northern Warehouse - Proposed Layout

4.2.3 Proposed Layout - Upper Levels
Within the upper three levels of the building, the existing car park use will be removed, and new, high quality office workspace introduced. A number of configuration options for the general arrangement of office space over the upper three floors were tested against the design brief. The number of possible strategies were limited by the constraints of the existing listed building fabric, the significant depth of the floorplate, and the limited floor to ceiling heights of the upper levels.

The size of the plan of the Warehouse [measuring approximately 81 x 66m] is too deep to fill completely with office use, as this would result in spaces at the centre of the plan with an unacceptably low level of natural light, to which it would be difficult to provide adequate ventilation. This central space lends itself to the creation of an atrium space, which can provide amenity and natural light for office space arranged around the perimeter of the building. This is similar to the strategy adopted for the consented residential scheme. However, due to the fact that office use can accommodate a deeper plan than residential uses, and as a result of the strategy to position to position the vertical circulation at the corners of the building (including external lifts), the size required for the central atrium is smaller than that required for the consented scheme, with a correspondingly lower requirement for removal of existing listed floor fabric. The proposed atrium varies from approximately 9-12m x 33m in size, compared to a size of 21m x 50m for the consented residential scheme. The internal elevations will be designed to complement the character of the listed building, providing glazed areas to provide natural light, and louvered screens to provide adequate privacy for the individual office demises.

The central atrium space is conceived as a contemporary interpretation of the Victorian conservatory or winter garden. It will be a high quality, landscaped space, incorporating shared amenity spaces fostering a sense of community and promoting chance meeting and innovation. The base of the atrium at level 2 will become a hub space for the office space within the Warehouse and the Deansgate Terrace, linked via the proposed new bridge to the external roof terrace above the northern end of the Deansgate Terrace.

In order to create the space, part of the existing brick jack-arched floor at levels 03 and 04 will be removed, leaving the primary steel frame exposed, creating a strong visual reference to the structural fabric of the building. The roof above the atrium will be glazed, and will incorporate louvres at the gables to provide natural ventilation for comfort and fire safety, and to provide natural light within the space below, whilst affording weather protection. Consideration will be given, dependent on their condition, to the re-use of the bricks removed from the floor within the landscape finishes or other areas of the building where repairs may be necessary. The existing original stairs in each corner of the building will be retained and used as part of the fire escape provision.

The plans overleaf show the proposed configuration of office and amenity spaces within the upper three levels of the building. The office space has been designed flexibly, to enable whole floors or the whole building to be let to a single occupier, and to provide the potential for subdivision into a number of individual tenancies on each level (9 at level 2, and 8 per floor on levels 3 and level 4). There are two sets of unisex WC's associated with the two circulation cores in the north-west and south-east corners of the building, together with risers providing services to the office uses. These have been located to minimise the impact on the listed fabric, and to avoid clashes with existing tenancies.



ILLUSTRATIVE VISUAL SHOWING PROPOSED ATRIUM SPACE

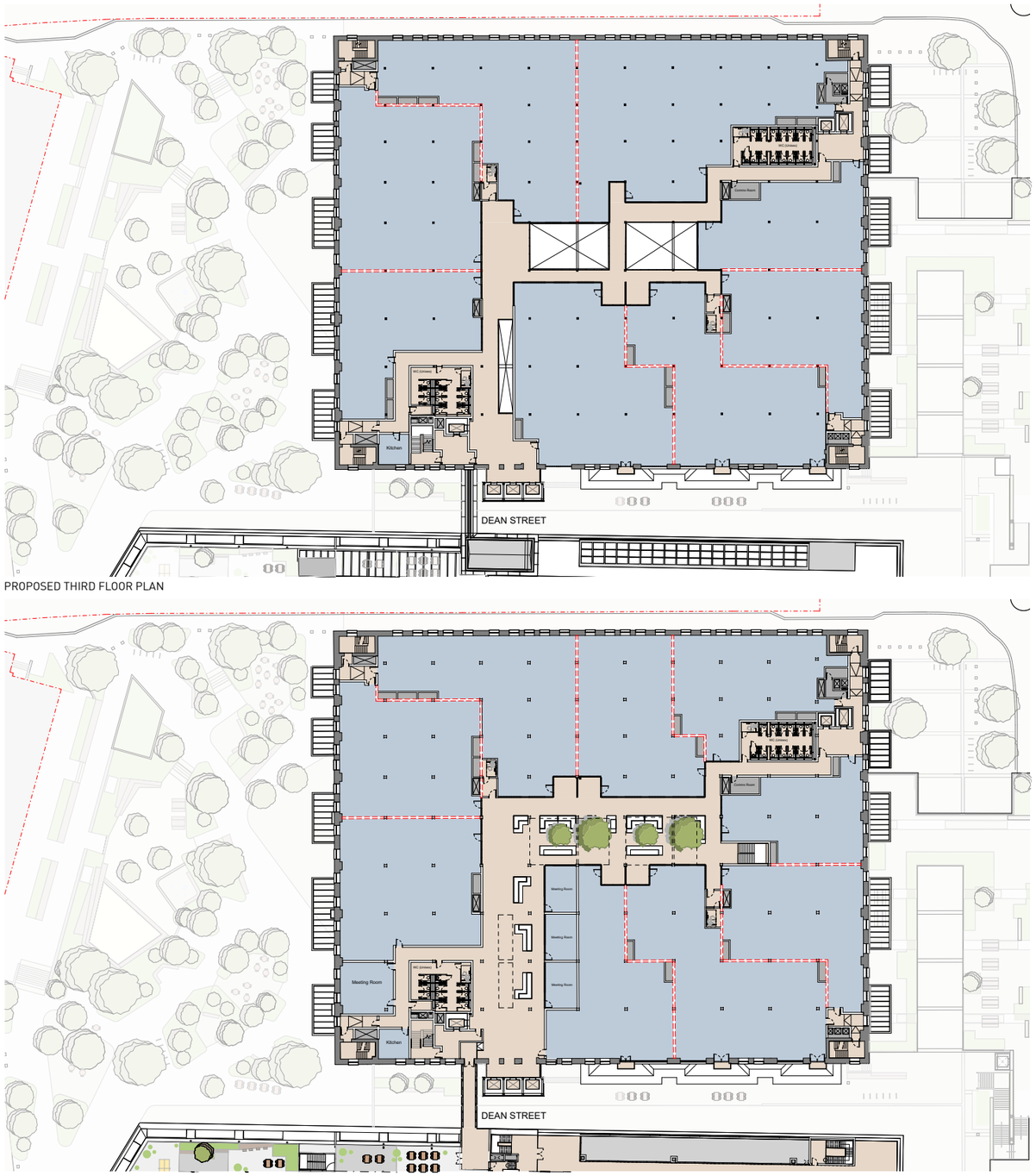
KEY:

Residential (Use Class C3)
- Residential Entrance/ Shared Amenity
- Residential circulation/ Private Amenity
- One Bed Apartment
- Two Bed Apartment
- Three Bed Apartment
- Two Bed Duplex Apartment

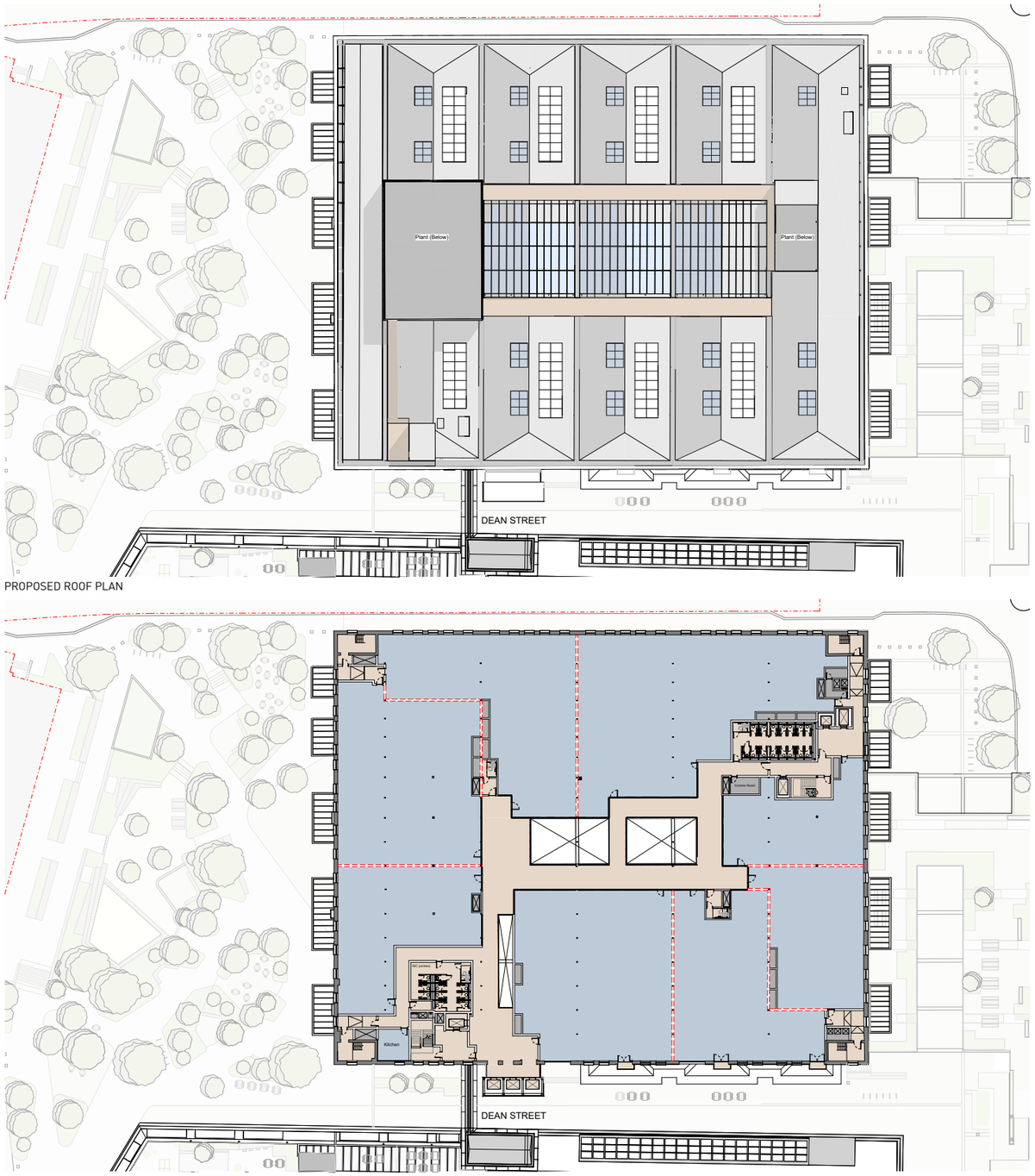
Office (Use Class E(c))
- Office
- Office Entrances
- Office Circulation/ Balconies & Terraces

Commercial, Business & Service Community (Use Class Varies)
- Use Class E
- Use Class E or Sui Generis (Entertainment Venue)
- Use Class E or Sui Generis (Drinking Establishments or Hot Food Takeaway or Entertainment Venue)
- Use Class E or F2 (b)
- Entrances & Circulation

Other (Use Class Varies)
- Car Park (Sui Generis)
- Ancillary (Plant, Refuse Stores, Back of House, etc)
- Ancillary (Cycle Stores)



PROPOSED THIRD FLOOR PLAN



PROPOSED ROOF PLAN

PROPOSED SECOND FLOOR PLAN

PROPOSED FOURTH FLOOR PLAN

4.3 Great Northern Warehouse - Alterations Strategy

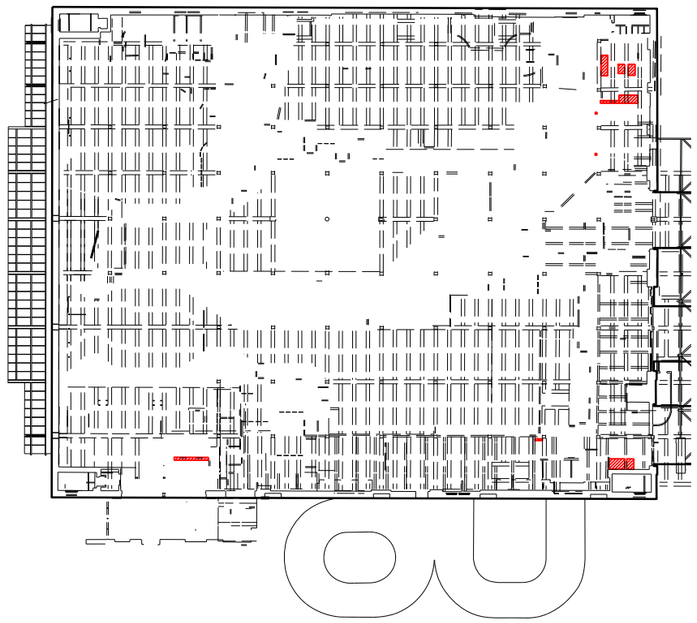
4.3.1 Demolitions
In order to facilitate the proposals, and in line with the recommendations of the SRF, the non-original additions to the buildings constructed during the conversion during the 1990's will be carefully removed by specialist contractors. This will include the concrete spiral car park ramps on the west side of the warehouse, the link building between the warehouse and the Deansgate Terrace, the atrium structure constructed on the listed remnant viaduct (leaving the original viaduct structure intact), the glazed canopy on the north elevation facing the square and the section of the raised walkway and stepped access from Deansgate to the Deansgate Mews. A Construction Management Plan, including description of the proposed strategy for the demolition of these structures, will be submitted as part of the planning and listed building application.

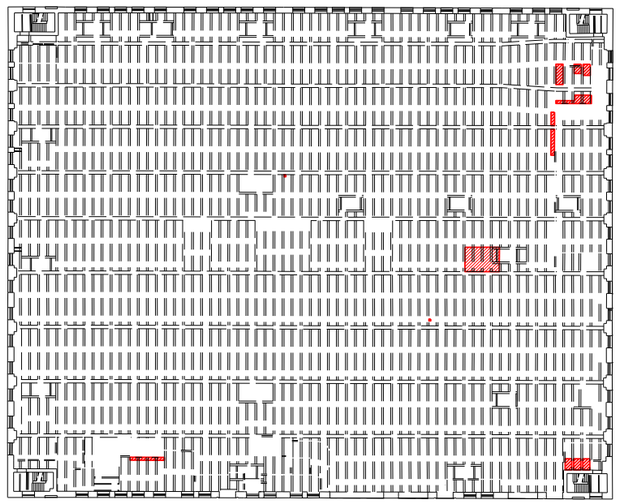
4.3.2 Fabric Repair
In line with the recommendations of the conditions surveys undertaken, and as required following further intrusive investigations during subsequent design stages, and in combination with the proposed alterations to the building, fabric repairs will be undertaken to the warehouse. These will include the following:

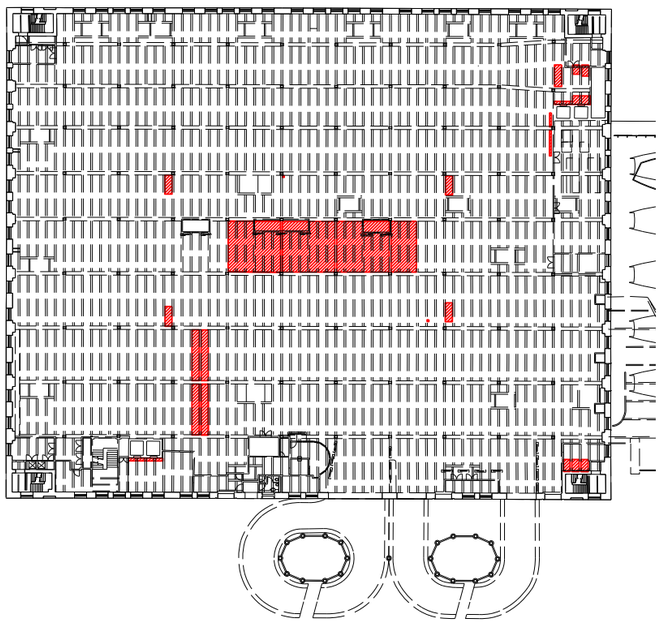
- Complete replacement of the roof covering with new thermally insulated roof, including new gutters and any integrated safety and access measures, and repairs as required to original timber roof structure. The roof covering was entirely replaced during the building's conversion in the 1990's and is not original. Consideration will be given to the re-use of existing slates following further detailed conditions surveys.
- Refurbishment and re-glazing of all existing metal framed windows.
- Repairs and re-routing as required to rainwater goods (rainwater goods have been previously replaced, and are non-original).
- Refurbishment or replacement of existing non-original timber external doors at ground floor.
- Cleaning and repairs to masonry and stonework (internally and externally as required), including the parapet, and repairs as required to other façade elements such as linings to hatchways, lintels over current car park openings.
- Removal or organic material and plant growth on roof/facades, and suitable treatment to prevent re-growth.
- Removal of sundry non-original items attached to the façade, as indicated on alterations drawings.
- Repairs as required to remediate minor structural defects internally and externally.
- Repairs as required to steel structural frame to mitigate any corrosion or damage.
- Repairs as required to original floor structures following intrusive surveys, to mitigate any damage/cracking.
- Mitigation and repairs generally where water ingress has been identified to the building fabric.

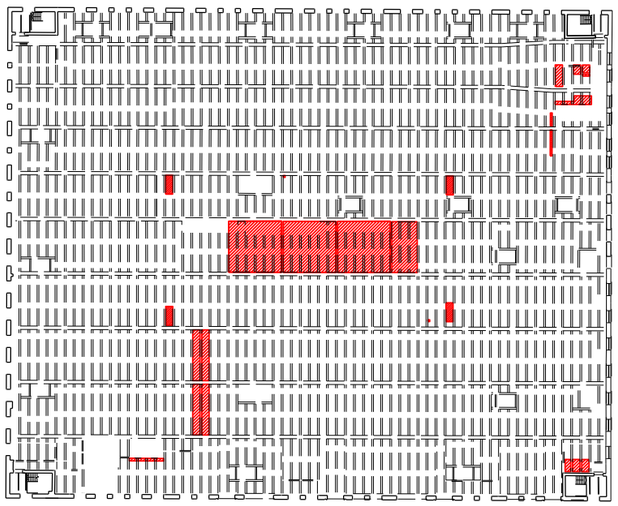


AERIAL VIEW SHOWING PRINCIPLES OF NON-ORIGINAL ELEMENTS TO BE REMOVED IN RELATION TO LISTED GREAT NORTHERN WAREHOUSE









PLAN DIAGRAMS SHOWING BRICK JACK-ARCH FLOOR REMOVAL REQUIRED TO CREATE ATRIUM AND VERTICAL CIRCULATION

4.3.3 New Internal interventions and Alterations

The proposed new internal interventions and alterations within the Warehouse building are referenced in the Schedule of Alterations forming part of this planning and listed building application. The principle of all alterations have been discussed and agreed with Manchester City Council and Historic England during pre-application meetings.

The most significant internal alteration in relation to the introduction of office use into the upper levels of the building is the creation of the central atrium space, to bring natural light and ventilation into the heart of the building, the principle of which is set out within the SRF. The atrium will be created through the removal of some of the brick-arch floor construction within the central structural bays at levels 3 and 4. The primary structural steel frame will remain in-situ, and will be exposed through the removal of sections of the floor. The amount of floor that will need to be removed equates to approximately 3% of the overall extent of brick-arch floor within the building. This is significantly less than was required within the consented residential scheme (approximately 9%). Consideration will be given, depending on their condition, to the re-use of the bricks removed from the floors for re-use either as part of the external wall elevations, repairs or infills required to sections of internal floors, or as part of the landscape proposals, with the aim to retain this original material within the site.

A new external lift circulation core is proposed to serve the new office uses, At ground floor level, a new office entrance will be created in the north west corner of the building (currently accommodating a restaurant use). The under-used entrance mall will be refurbished.

The four existing original staircases will be retained, and used as fire escape stairs, primarily serving the upper level office floors, but with limited shared use from commercial tenancies at level 01. The original stairs and balustrades exist to most areas of the stairs and will be retained and repaired as required. It is proposed to remove the modern timber boxing and handrails that have been added to the stairs, and retain the original cast iron balustrades. New doors within the existing openings will be required to the stair enclosures to suit the layout at the upper levels, and to provide necessary fire resistance.

KEY

brick arch floor removed

OVERVIEW

Total floor area of levels 01 - 04:

20,305 sq m

Area: 494 sq m
Percentage: 3%

4.3 Great Northern Warehouse - Alterations Strategy

4.3.4 - Internal Alterations
The drawings opposite show the proposed alterations to the Warehouse building. The principles of proposed alterations were discussed and reviewed extensively through the pre-application design process with Manchester City Council and Historic England, and were presented and discussed with the Victorian Society.

The proposed new office uses within the upper three levels of the building require significantly less subdivision than the consented residential uses, and will enable a greater visual appreciation of the original character and spatial qualities of the building. Where new walls are required, these will be constructed as lightweight partitions. Limited areas of new lightweight ceiling construction will be required to service corridors to facilitate and conceal service routing.

The original red brick 'spine' wall, which historic drawings indicate previously existed at the upper three levels of the building has been previously altered to create large openings to facilitate the current car park use. The wall is generally not of high quality or significance, is not required structurally, and will need to be removed in order to facilitate the creation of the central atrium and proposed new office space. The roof in this area will be supported by roof trusses moved to facilitate the construction of the roof plant space enclosure (required to serve the proposed new office uses), such that they are retained within the building.

Surfacing materials applied to the existing floors during the conversion to car park use will be carefully removed, and the floor built up by approximately 200mm using a raised floor system to conceal service routing. The application of new floor finishes within the office spaces will be to the raised floor system. The approach to the interior design for the new office spaces will be to expose and celebrate as much of the building's original fabric as is practically possible.

The new walls creating the internal perimeter of the new atrium will provide the thermal and weather performance line to the new office spaces [the glazed atrium roof will also provide weather protection to the internal space]. The internal elevations will be designed to interface sympathetically with the existing primary structural frame, and glazed areas will be maximised to provide as much natural light to the office spaces facing the atrium space as practical, whilst carefully designed to acknowledge issues of privacy.

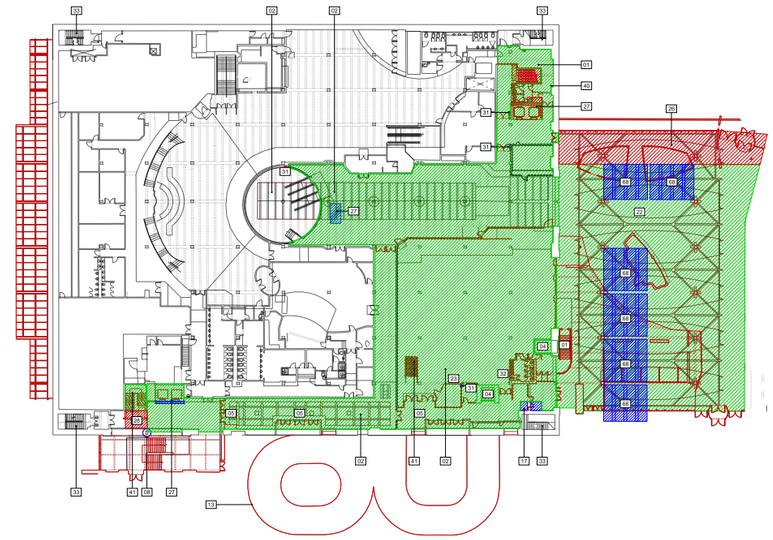
The original hoistway and hatchway openings within the building have been filled in over time, in most cases using pre-cast concrete panels. There is no requirement within the proposed layout to reinstate the hatchways as openings within the floors. The condition of the infilled hatchways, particularly at the interface between new and original material varies, and the treatment of these will need to be assessed on a case by case basis. However, the approach will be to leave the infilled hatchways as they are where possible, and to make good any necessary fire or acoustic seals around the infilled material to meet required performance standards, and such that the visual appearance at the interface between original and new material is improved where required.

4.3.5 - Existing Services
The proposed new uses and associated alterations will result in the necessity to make amendments to existing tenant servicing space within the building. The changes are summarised below:

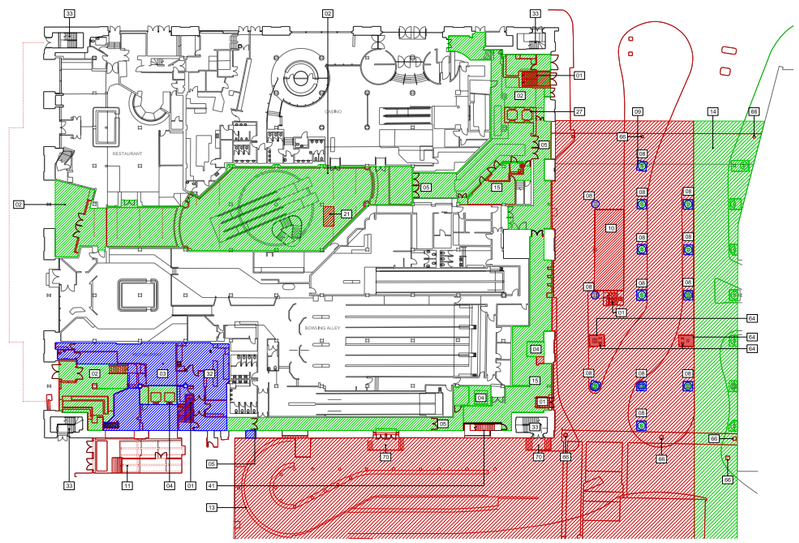
Ground floor/mezzanine
- Removal of existing substation underneath the existing viaduct structure and replacement with 3 new electrical substations and associated switch rooms and generator, which will be located in new purpose built plant space under the viaduct. Electrical services routes will be amended to suit.
- Changes to the commercial refuse storage facilities, which will be consolidated into the main servicing area at ground floor level of the Leisurebox, as described in more detail in section 8.
- Removal of various service spaces currently positioned in the external area in and around the car park ramps serving the warehouse including a lift motor room, external condenser units, and external chillers. The chiller and condenser units serving existing tenancies to be retained will be relocated to the plant space under the viaduct structure within dedicated plant spaces. Service routing will be amended to suit.
- Ventilation plantroom serving warehouse entrance mall will be removed.

First Floor/mezzanine
- New vertical drainage routes [within lightweight enclosures] and new lightweight bulkheads to existing soffit will be installed where required to facilitate drainage routing from the new office uses above.
- Removal of smoke ventilation ductwork associated with car park to be removed.
- Reconfiguration of extract duct positions for existing retained tenancies to coordinate with office layout above.

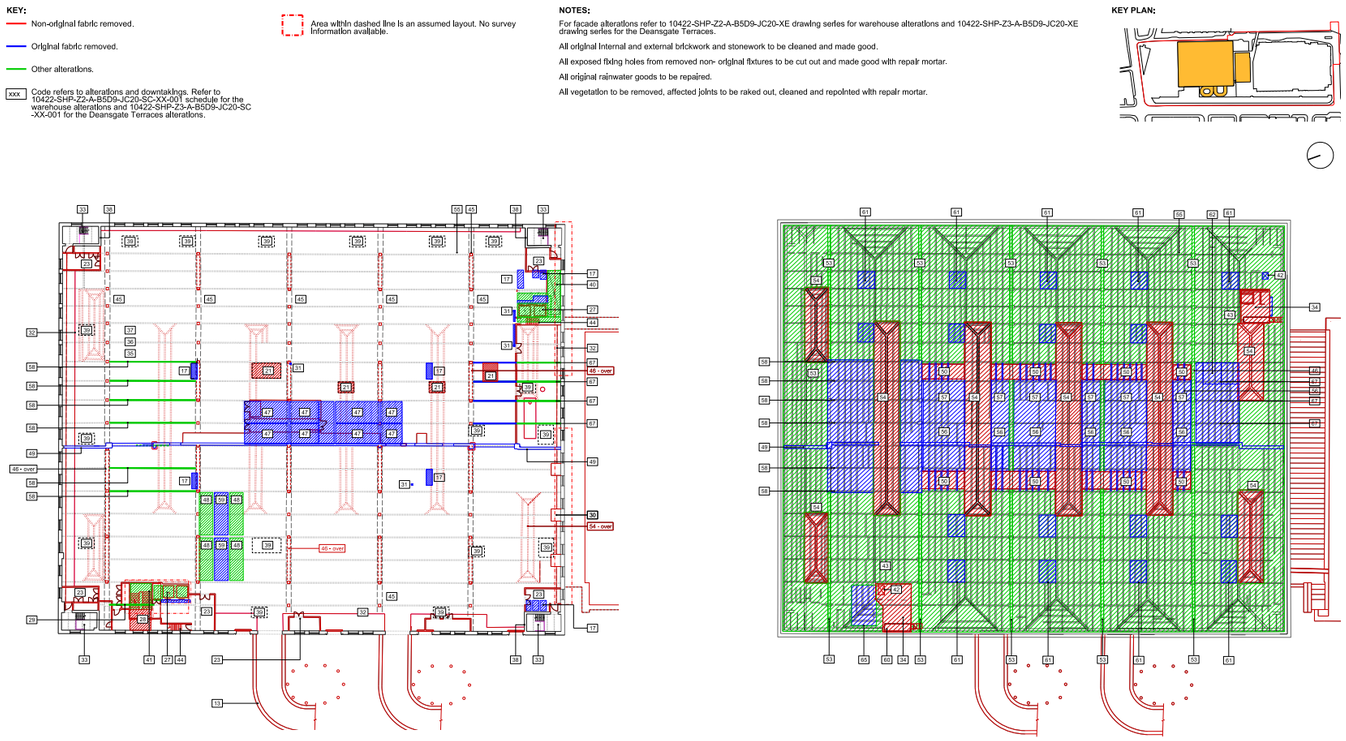
Second-Fourth Floor
- All services associated with the existing car park use will be removed.
- Existing retained tenancy extract risers will be repositioned adjacent to existing stair positions in four corners of building, exhausting at roof level, and existing high-level ductwork at level 4 removed.



LEVEL 01 ALTERATIONS PLAN



GROUND FLOOR ALTERATIONS PLAN



LEVEL 04 ALTERATIONS PLAN

ROOF ALTERATIONS PLAN

LEVEL 02 ALTERATIONS PLAN

LEVEL 03 ALTERATIONS PLAN

4.3.6 - Roof Structure

The roof structure comprises a series of traditional Queen post timber trusses supported by the external masonry piers and internal columns which historically were located at the end of each truss. The trusses support timber purlins, supporting timber rafters, supporting timber battens, supporting tiles. At the upper level, a number of the columns supporting the ends of the roof trusses were removed to facilitate access ways during the building's conversion to car park use. Steel beams were installed to transfer loads to adjacent columns. The intention is to reinstate the removed column positions and remove the beams previously added, as these are unsympathetic to the listed fabric, and create areas of low headroom.

The upper level columns, which are smaller than those on the lower floors, were also encased in concrete, which is believed to have been undertaken to protect them from vehicular collisions. Subject to further intrusive surveys to be undertake in subsequent design stages to assess the strength of the original columns, and the assessment of a suitable methodology, it is proposed to remove the concrete enclosures to the upper level columns and reinstate the columns to their original appearance.

The configuration of office accommodation at the building's upper levels has been carefully designed to work in sympathy with the original timber roof structure, and to minimise the impact on the original roof trusses. In order to facilitate the proposed office space and associated roof plant space, minor alterations will be required to a small number of trusses, as indicated on the alterations plans. Additionally, five of the trusses will be moved from their current location underneath the proposed centralised roof plant space, and replaced within the centre of the building to support the roof in the location of the spine wall, which will be removed as part of the proposals.

It is not considered that any strengthening works are required to the existing roof trusses to support the glazed atrium roof. The principles of all proposed structural works are described in more detail in the structural report forming part of this planning and listed building application.

4.3 Great Northern Warehouse - Alterations Strategy

4.3.7 Office Space - Service Provision

One of the key considerations for the introduction of new office uses into the upper levels of the Warehouse building is the provision of services to the office spaces. This includes lighting, heating and cooling provision, ventilation, and power and data provision. In most new build offices, the provision of ventilation, and often heating and cooling, is within the ceiling void, with power and data provision within a raised floor void. However, given the importance of the brick arch soffit construction at levels 2 and 3 and original timber trusses at level 4 of the Warehouse to its essential character and listing, together with the limited floor to floor heights within the upper levels, the provision of false ceilings was not considered an appropriate solution, as they would obscure most of these important elements of the building.

The design team conducted a thorough review of the service provision requirements for the provision of office use. A number of options for the ventilation of the space were reviewed against various criteria, including the impact on the listed fabric. These options are summarised in the table opposite. Natural ventilation was also investigated, but was not considered feasible given the size and depth of the office floorplates. Option 1 comprised ventilation routing at soffit level would require significant penetrations of the structural beams, and services located within most of the brick arch soffits of the building (and on the underside of the trusses/roof at level 4), which would be highly impactful to the listed fabric, and was therefore discounted. Option 2 would require ventilation infrastructure within extensive permanent walls, creating significant and inflexible cellularisation of the office space, which would be both impractical and would detract from the legibility of the original fabric of the building. This option was therefore also discounted.

The proposed ventilation strategy (Option 3) comprises an underfloor air distribution ventilation system (UFAD), in which air is drawn in at roof level via an air handling unit (AHU) and down through four risers and supplied to office spaces through the plenum under the raised floor system. Air is displaced and extracted to roof level via the central atrium to a heat recovery unit within the central plant space located on the building roof. Option 4 comprised the same system, but would require localised plant rooms at each level, and require alterations to the listed windows in these locations to provide louvres, and was hence discounted. This system also provides heating and cooling, and the underfloor plenum can be used to also provide power and data provision across the floors.

The design team also conducted a review in relation to the fire strategy for the office building, which concluded that sprinklers would not be required within the office spaces. This is described within the Fire Strategy, which will be submitted as part of this application.

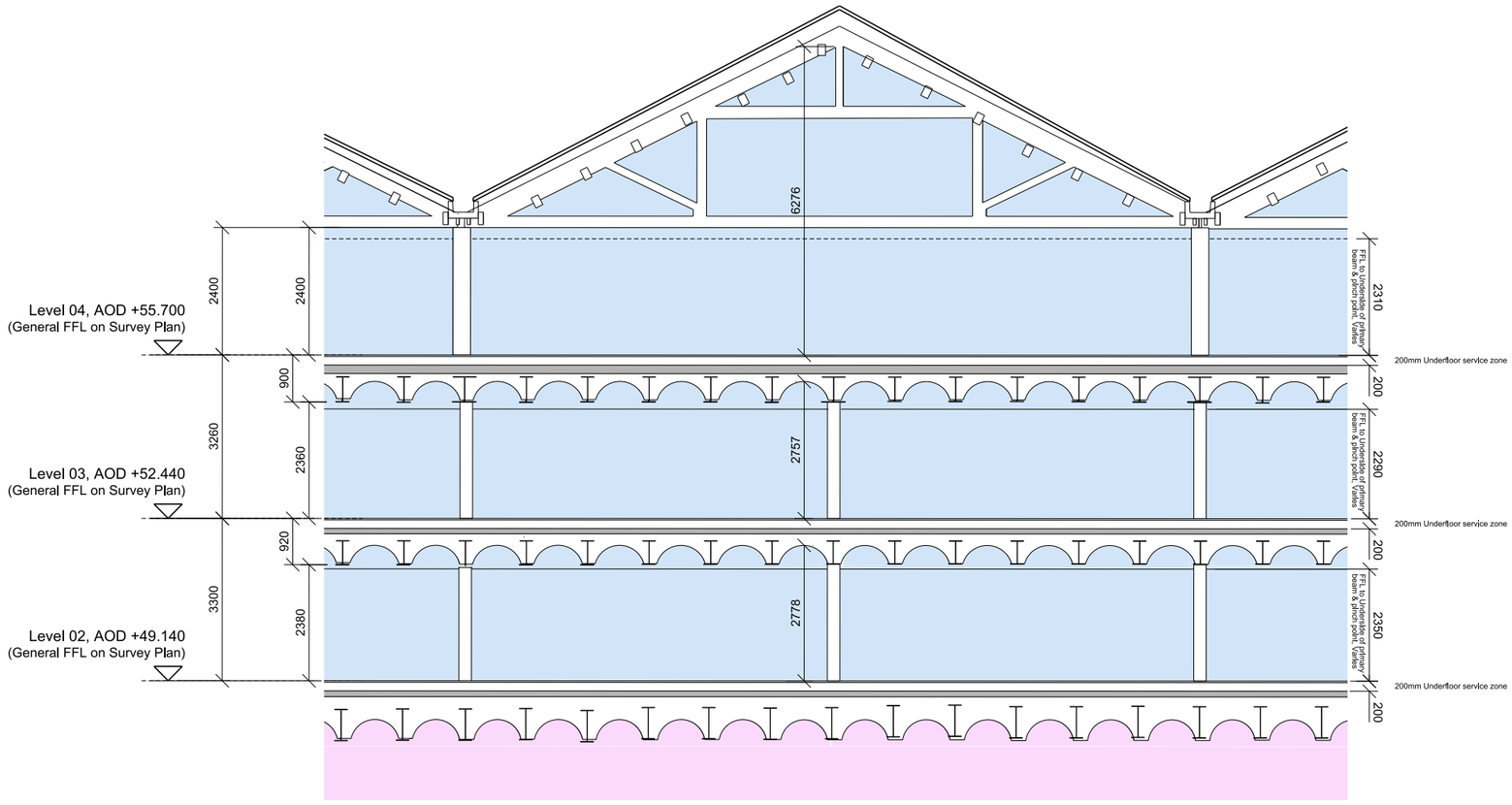
The proposed strategy for the service provision to the office space will therefore avoid the requirement for services to be located at soffit level, with the exception of lighting (described in more detail in 4.3.8), minimising the impact on the listed brick arches and original timber trusses, and enabling these key characterful elements to be clearly visible and celebrated within the new office spaces.

The detailed sections opposite demonstrate the proposed approach, and show how this can be accommodated whilst delivering high quality, characterful office space with sufficient floor to soffit heights.

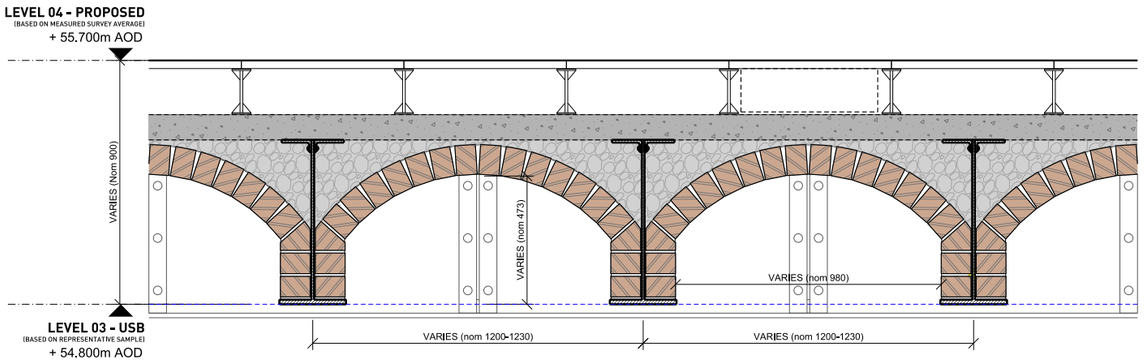
Option	MEP Overview	Criteria	Impact on listed fabric & structure	Floor void required	Future Flexibility	Cost	Buildability/ Coordination	Programme
1	Soffit Ventilation – FCUs or Chilled Beams	Meets BCO & Client Brief	High – large amount of penetrations required	Level 2 – 100mm Level 3 – 100mm Level 4 – 200mm	Limited – services constrained by structure	High	High risk/ bespoke	Very High
2	Wall Ventilation	Meets BCO & Client Brief	Medium – service routes created by bulkheads	Level 2 – 100mm Level 3 – 100mm Level 4 – 200mm	Extremely Limited – services constrained by structure and routes	High	High risk/ bespoke	High
3	UFAD Central AHU/ risers	Meets BCO & Client Brief	Low – main riser routes required from plant at roof	Level 2 – 200mm Level 3 – 200mm Level 4 – 200mm	High	Medium	Low risk – standard drop in system	Low
4	UFAD Local AHU	Meets BCO & Client Brief	Very low – limited to ceiling lighting, fire alarm only	Level 2 – 200mm Level 3 – 200mm Level 4 – 200mm	High	Medium	Low risk – standard drop in system	Low

AERIAL VIEW SHOWING ELEMENTS TO BE REMOVED IN RELATION TO LISTED GREAT NORTHERN WAREHOUSE

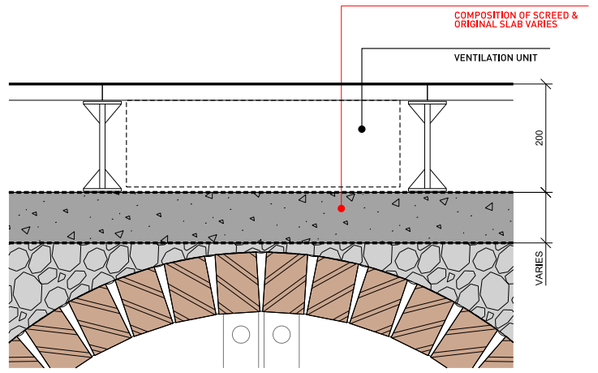
PREFERRED/PROPOSED OPTION



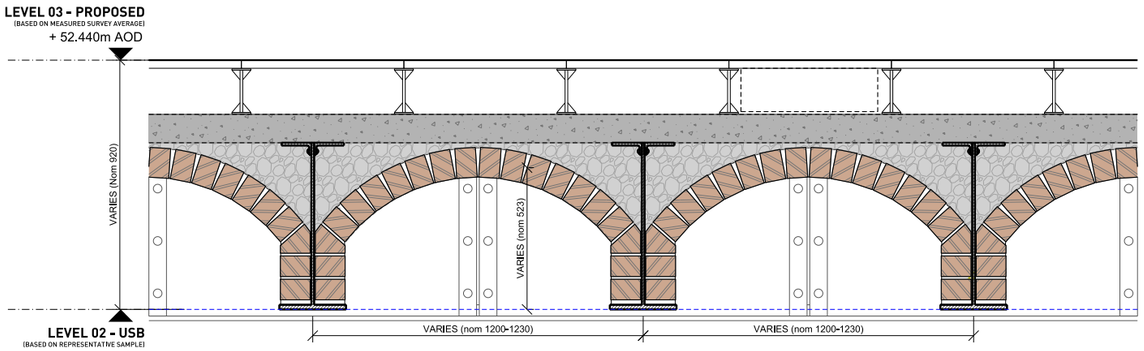
PART SECTION THROUGH UPPER LEVELS SHOWING PROPOSED RAISED FLOOR OFFICE SERVICING STRATEGY



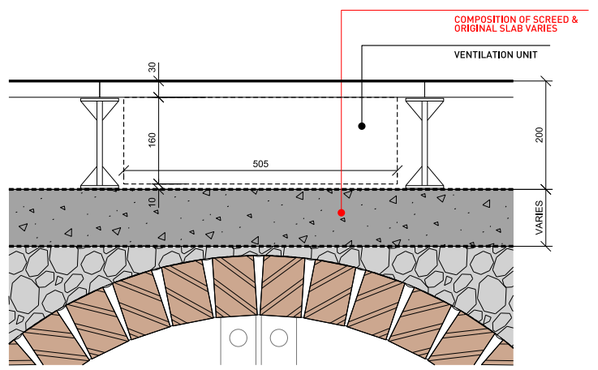
05 WAREHOUSE LEVEL 04- PROPOSED OFFICE FLOOR BUILD-UP
1:10



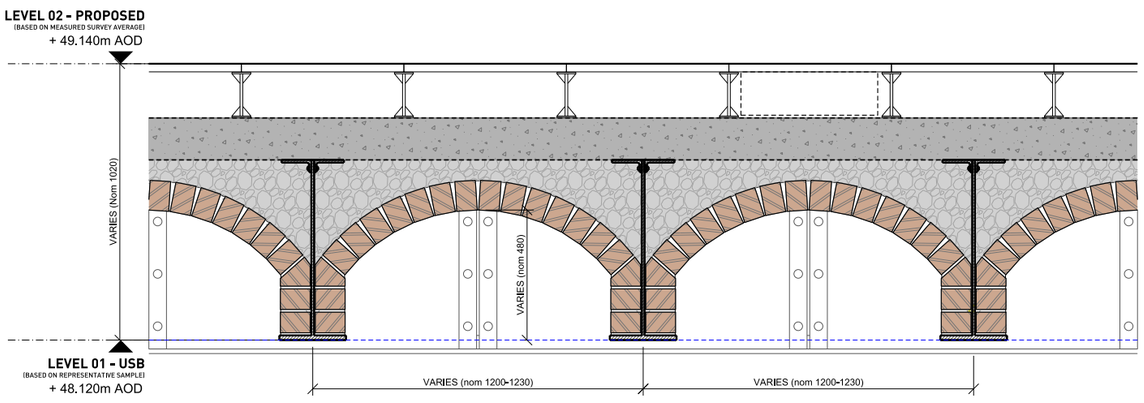
06 WAREHOUSE LEVEL 04- PROPOSED FLOOR DETAIL
1:5



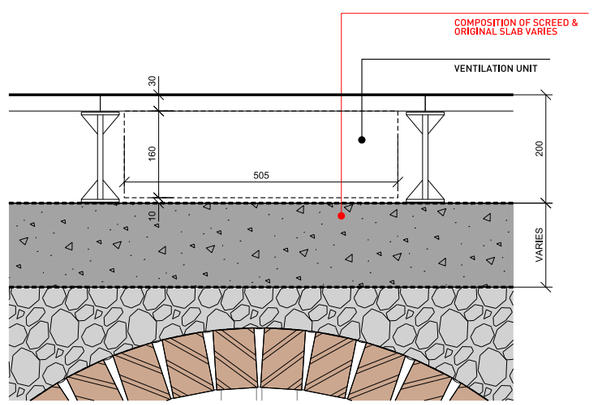
03 WAREHOUSE LEVEL 03- PROPOSED OFFICE FLOOR BUILD-UP
1:10



04 WAREHOUSE LEVEL 03- PROPOSED FLOOR DETAIL
1:5



01 WAREHOUSE LEVEL 02- PROPOSED OFFICE FLOOR BUILD-UP
1:10



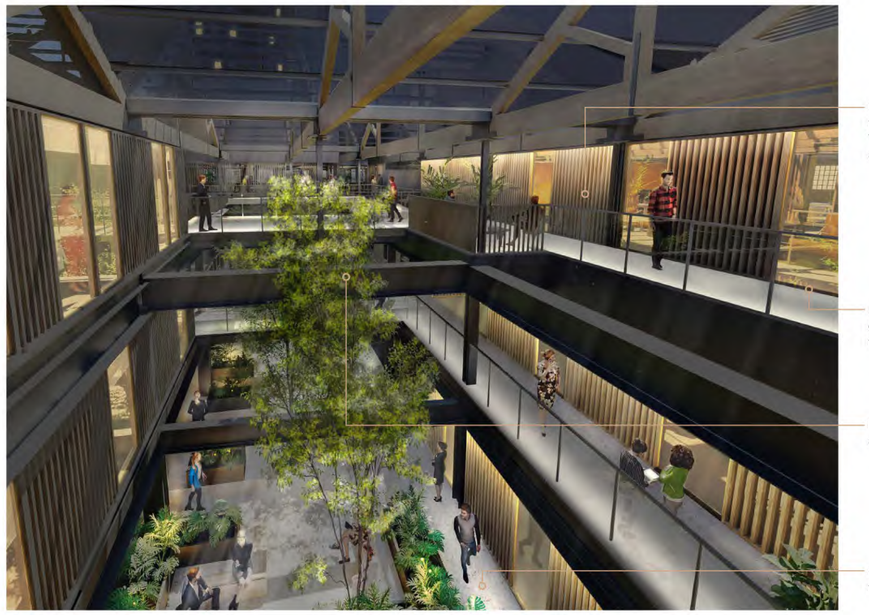
02 WAREHOUSE LEVEL 02- PROPOSED FLOOR DETAIL
1:5

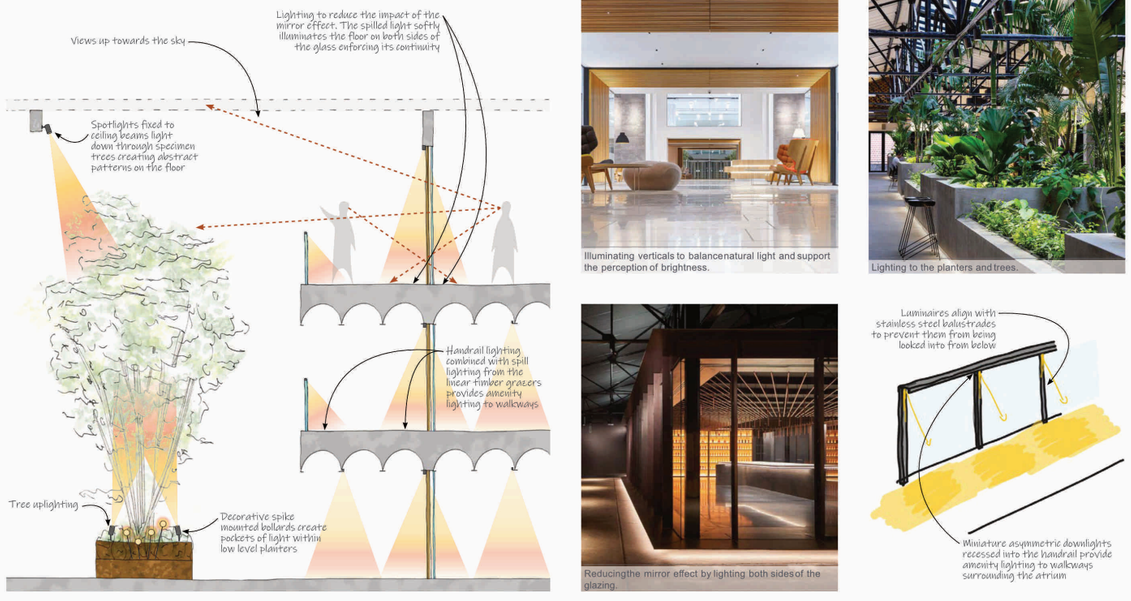
DETAILED SECTION THROUGH UPPER FLOOR LEVELS SHOWING PROPOSED RAISED FLOOR OFFICE SERVICING STRATEGY

4.3 Great Northern Warehouse - Alterations Strategy

4.3.8 Internal Lighting Strategy

An internal lighting strategy was developed for the key internal office and circulation spaces with input from a specialist lighting designer. The key aims of the strategy are to highlight and celebrate the fabric of the listed building, and to use discrete light fittings that do not distract from the legibility of the soffits/structure of the building, whilst still being capable of providing the necessary lighting performance. A site mock-up was undertaken to test the efficacy of the lighting proposed to the brick arch soffits, which demonstrated that this solution works well. The diagrams and illustrations opposite outline the key aspects of the strategy.





ILLUSTRATIVE DIAGRAMS SHOWING INTERNAL LIGHTING STRATEGY FOR WAREHOUSE



Enhance Building Character & Architectural Features
Diffused side emitting linear luminaires concealed above a custom decorative housing provide soft accent uplighting to the vaulted brick structure. This helps to create a more generous, volumetric feeling despite the relatively low ceiling height.

Discreet & Comfortable Office Lighting
Modular linear luminaires with lamella louvres for glare reduction mounted to every alternate beam provide even lighting to the working plane that meets BREEAM requirements.

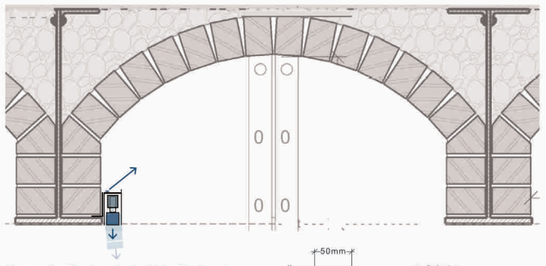
Versatile CAT A Lighting For End Tenant
The standard 3 phase track used throughout the space is compatible with many different luminaire types and manufacturers and could, as shown here also be used to mount decorative pendants over seating areas.



Enhance Pitched Roof
Diffused linear luminaires concealed on top of the beams provide accent lighting to the timber structure and prevent the ceiling from feeling dark within the space.

Comfortable & Low Glare Office
Continuous linear luminaires with lamella louvres for glare reduction provide even lighting to the working plane that meets BREEAM requirements.

Versatile CAT A Lighting For End Tenant
The standard 230V track used throughout the space provides a versatile mounting for plenty of other products including those from different manufacturers. This will give clients flexibility to customise the space by, for example adding accent lighting over key work surfaces.



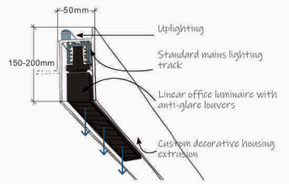
Custom Profile, Standards Mains Track and Linear Office Lighting

Standard mains track to allow for the installation of different products. Inexpensive office grade general lighting. Custom profile housing to cover the linear track, general lighting and conceal the decorative uplighting.

General Lighting

Track mounted discrete linear downlight with louvred optic for office grade glare control.
Fixture total output: 1750lm
Total power consumption (LED + DRIVER):15.2W
Colour Temperature: 3000K
Min CRI:90
DALI Dimmable



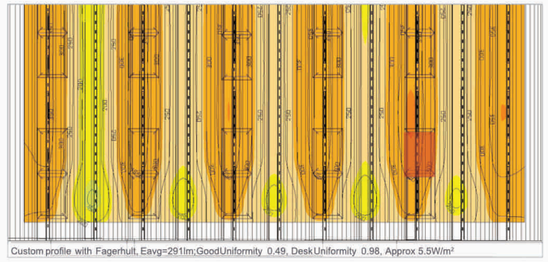


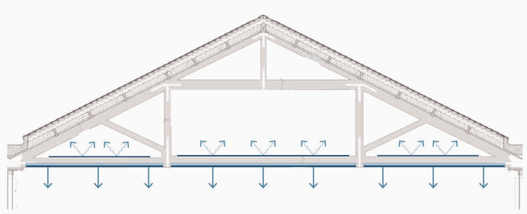
Decorative Uplighting

Linear LEDtape in aluminium profile with diffuse cover
Fixture total output: 420 lm/m
Power consumption: 4W/m
Colour Temperature: 3000K
Min CRI:90
DALI Dimmable









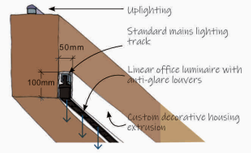
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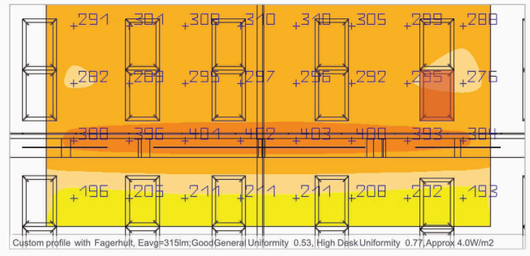


Decorative Uplighting

Linear LEDtape in aluminium profile with diffuse cover
Fixture total output: 420 lm/m
Power consumption: 4W/m
Colour Temperature: 3000K
Min CRI:90
DALI Dimmable







ILLUSTRATIVE DIAGRAMS SHOWING INTERNAL LIGHTING STRATEGY FOR WAREHOUSE

4.3 Great Northern Warehouse - Alterations Strategy

4.3.9 Illustrative Views
The illustrative visuals below show examples of the office spaces proposed at levels 3 and 4.



ILLUSTRATIVE VISUAL OF LEVEL 3 OFFICE SPACE



ILLUSTRATIVE VISUAL OF LEVEL 4 OFFICE SPACE

4.4 Great Northern Warehouse - External Alterations

4.4.1 Existing Elevations

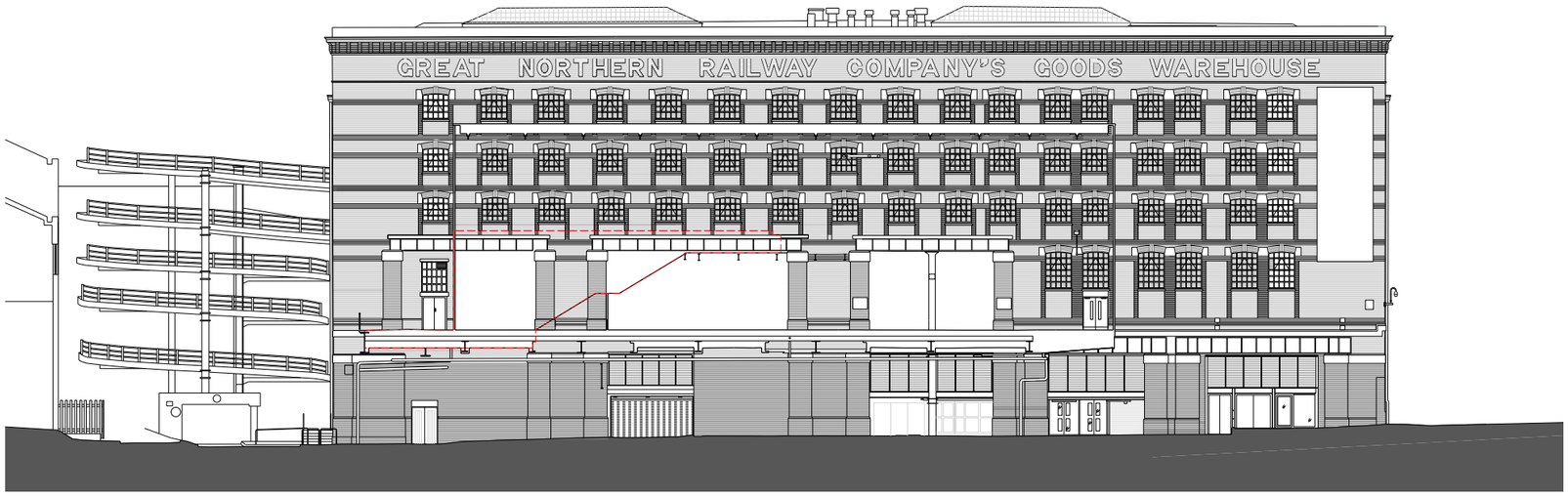
The drawings opposite show the existing elevations for the Warehouse, including the non-original elements added during the 1990's conversion.



EXISTING NORTH ELEVATION



EXISTING EAST ELEVATION



EXISTING SOUTH ELEVATION



EXISTING WEST ELEVATION

4.4 Great Northern Warehouse - External Alterations

4.4.2 Proposed Elevations

The drawings opposite show the proposed Elevations, and the key principle alterations are summarised below. The strategy for refurbishment of the existing original window frames is consistent for all elevations, and is described in more detail in 4.4.5. Similarly, the repair and refurbishment of the external masonry will be undertaken in line with the recommendations of the conditions survey submitted as part of this application, as described in 4.4.3 and 4.4.4.

The proposed new external interventions and alterations to the Warehouse building are referenced in the Schedule of Alterations forming part of this planning and listed building application. The principle of all alterations have been discussed and agreed with Manchester City Council and Historic England during pre-application meetings.

North Elevation

- Addition of new canopies to the existing openings (in lieu of the large existing canopy, added during the 1990's conversion, which will be removed).
- Non-original glazed ground floor frontage replaced to new office entrance.
- Refurbishment of original windows and fabric repair as recommended by condition survey.

East Elevation

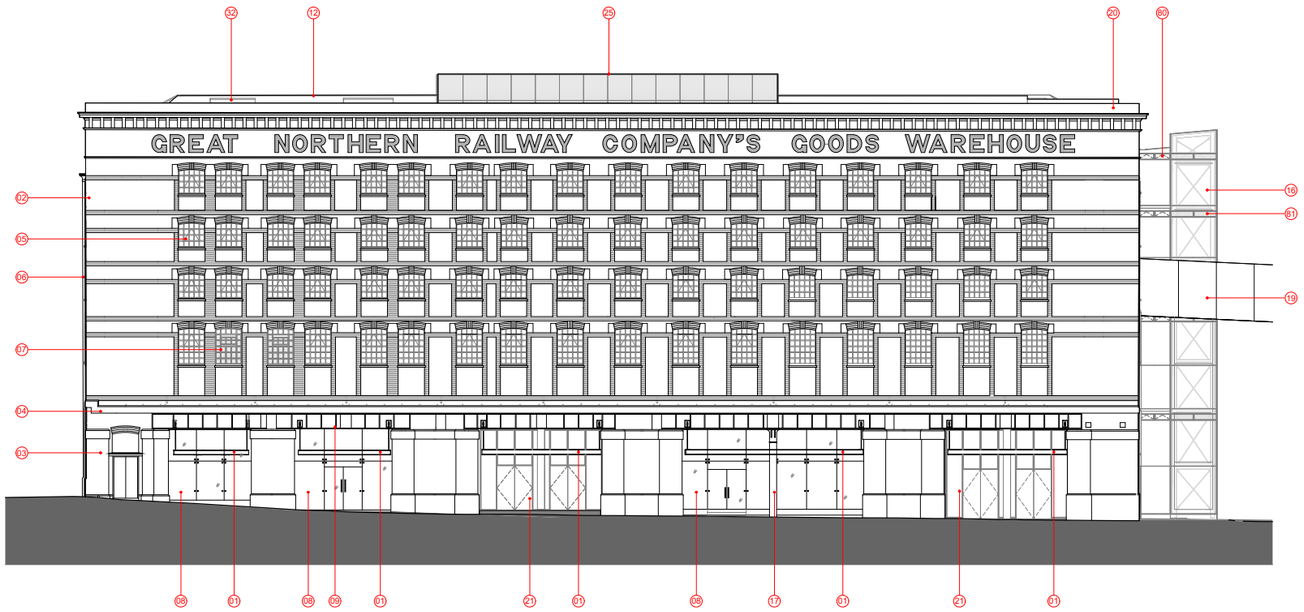
- Refurbishment of original windows and fabric repair as recommended by condition survey.
- New louvered enclosure to plant space under existing viaduct.

West Elevation

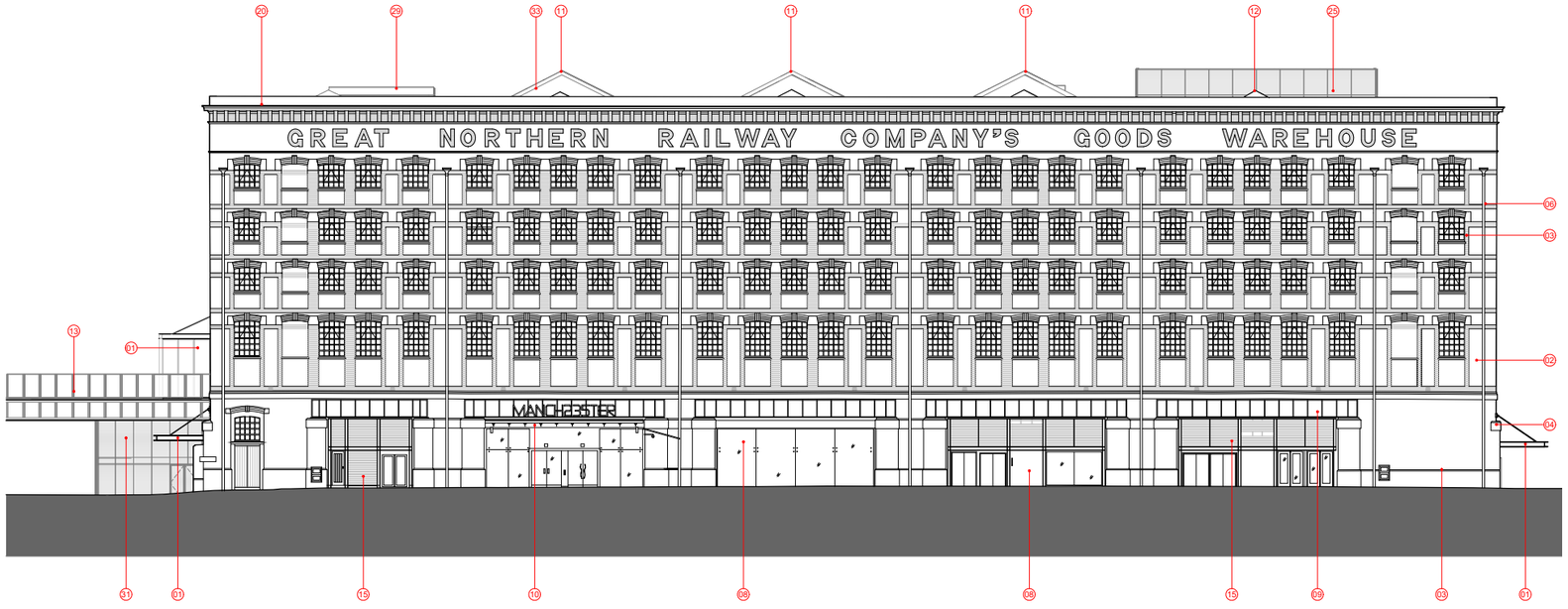
- New glazed lift enclosure and link bridge to Deansgate Terrace.
- New glazed infills to former car park ramp openings and former carriageway ramp opening.
- New balconies in former hatchways providing amenity to new office spaces.
- New ground floor glazed kiosks in position of historic canopy area.
- Refurbishment of original windows and fabric repair as recommended by condition survey.
- New glazed enclosure to new commercial retail units under existing viaduct.

South Elevation

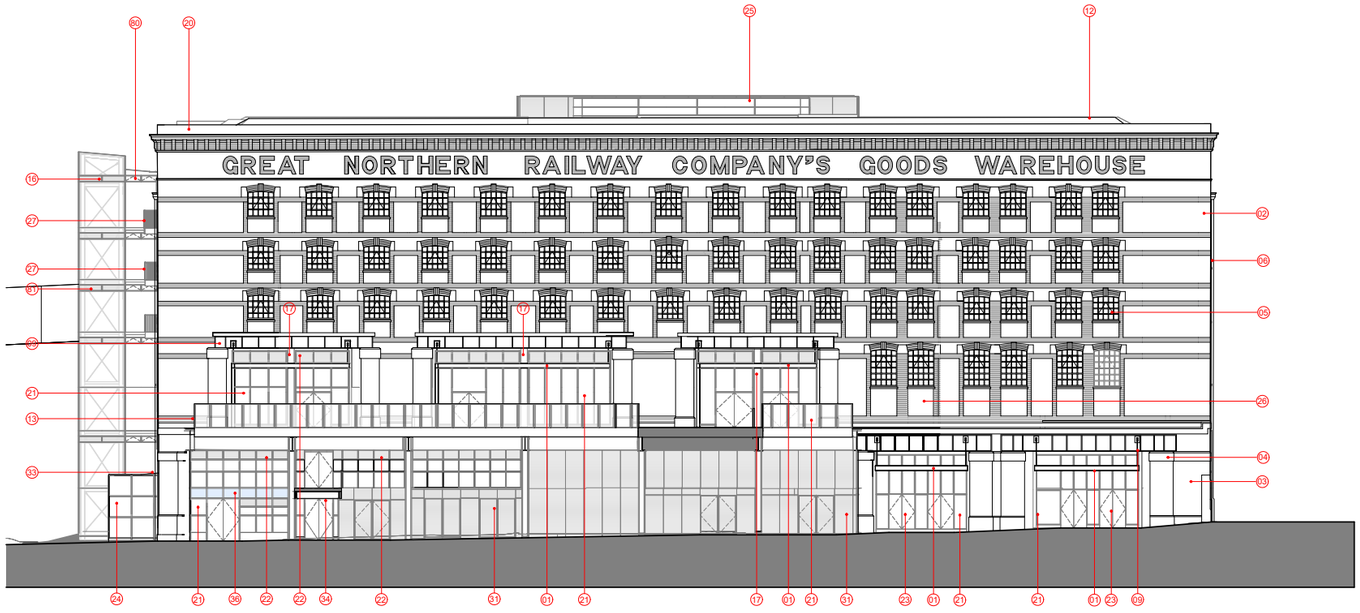
- Refurbishment of original windows and fabric repair as recommended by condition survey.
- New louvered enclosure to plant space under existing viaduct, and glazed enclosure to new commercial retail units.
- New glazed infill (including entrance doors and canopies to provide shelter and wind mitigation) to former train openings at level 1.
- New canopies to ground floor entrances.



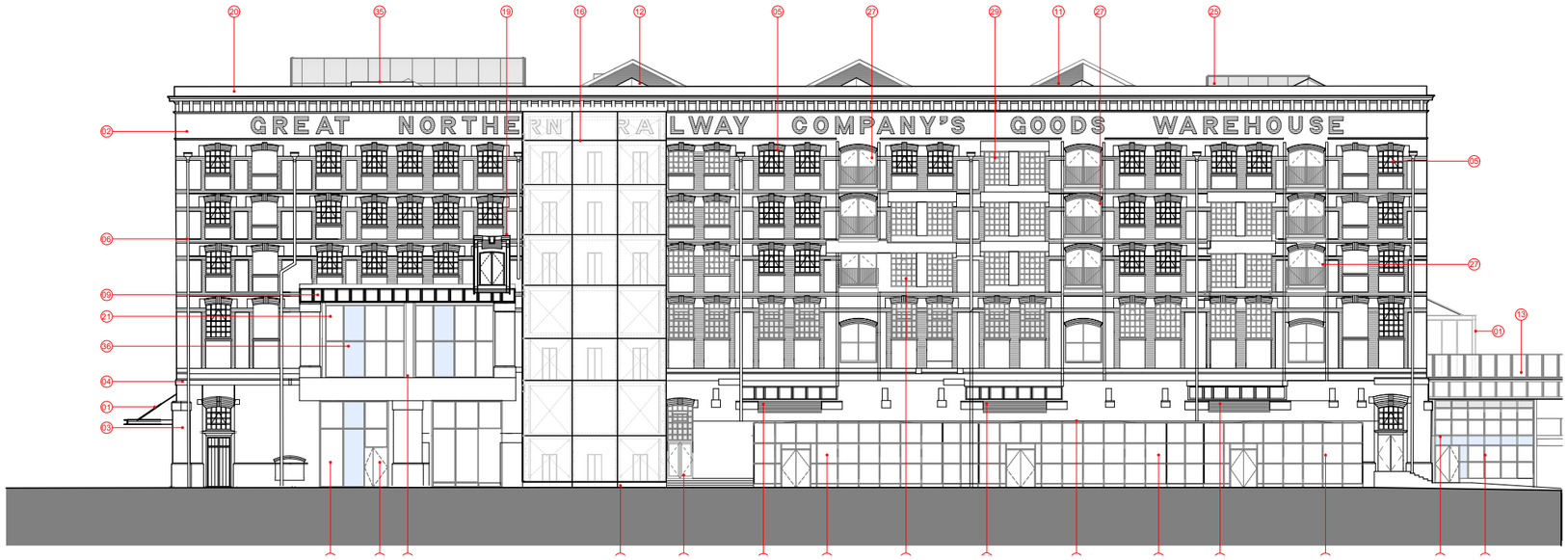
PROPOSED NORTH ELEVATION



PROPOSED EAST ELEVATION



PROPOSED SOUTH ELEVATION



PROPOSED WEST ELEVATION

4.4 Great Northern Warehouse - External Alterations

4.4.3 Existing External Fabric Condition & Performance
Detailed condition surveys were undertaken for the masonry walls and original windows (many of which are not fully glazed currently), and these will be submitted as part of this planning and listed building application. The window condition survey includes a suggested methodology for the refurbishment of the original window frames.

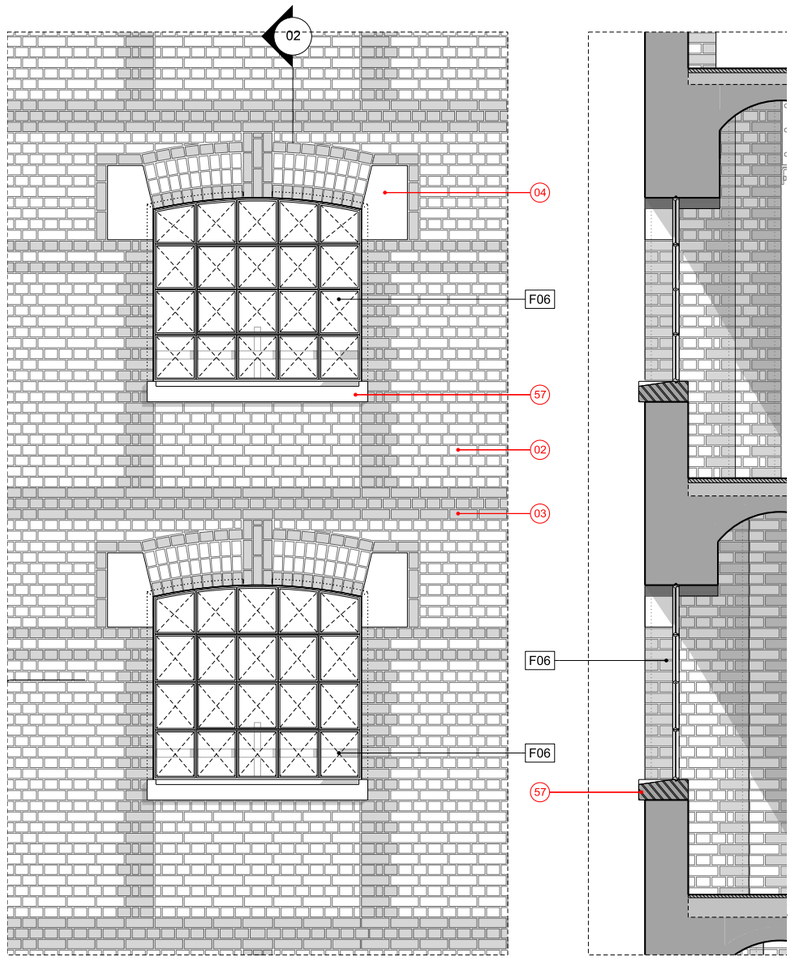
Analysis was undertaken to assess the thermal performance of the existing masonry walls and metal framed windows to inform the proposed strategy for refurbishment, balancing the requirement to work in sympathy with the listed building with the aim to improve the fabric performance where possible to contribute to the wider sustainability objectives for the site. The analysis of the existing window frames (assuming single glazing) and masonry walls, is shown opposite. The thermal performance of both is poor by current standards, and therefore options to improve this performance were explored.

4.4.4 Masonry Walls
Options explored for the treatment of the masonry walls are shown in the table opposite. Lining and insulation the walls internally would create a significant improvement in the building's overall fabric performance. However, it was considered that this would be detrimental to the character of the listed building. Therefore, the proposed treatment of the masonry walls is to leave them exposed internally.

4.4.5 Refurbishment of Existing Windows
All of the remaining original metal-framed windows will be repaired, re-glazed and refurbished. The intention is to reinstate the windows, as far as practically possible, to their original appearance, whilst meeting all necessary standards for comfort and safety.

The options explored for refurbishment of the existing windows is shown in the table opposite. Re-glazing the windows with single glazing (as they would have been originally) was discounted, as this would have the lowest thermal performance, and introduce safety issues in the event of breakage. The replacement of window frames with modern replicas was also discounted, despite the fact that this would potentially offer the best thermal performance, as this would also have the most harmful impact to the character of the listed building. The proposed option comprises the re-glazing of the windows with either vacuum glazing or a slimline DGU (subject to further mock-up and testing), which is considered to provide the optimum performance improvement, whilst respecting the historic character of the original windows.

New windows will be required to infill existing openings in the elevations created during the building's conversion to a leisure and car park complex in the 1990's, and resulting from the demolition of the structures added to the building at that time. There are a number of different conditions where windows and openings relate to different internal uses and performance requirements, necessitating a range of specific repairs and alterations, as summarised on the opposite page.



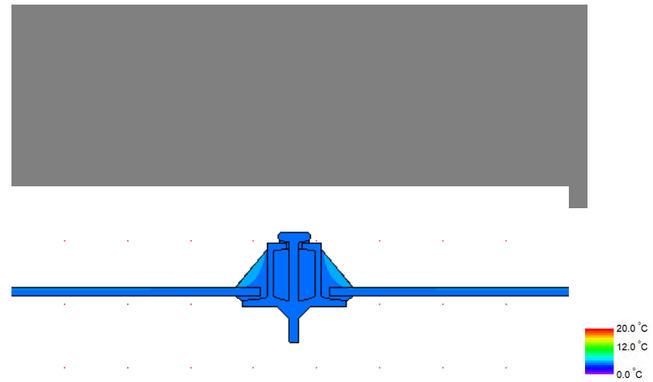
01 Type 001: Original Fixed Steel Window - EXISTING ELEVATION
1:20

02 Type 001: Original Fixed EXISTING SECTION
1:20

03 Type 001: Original Fixed Steel Window - EXISTING PLAN
1:20

TYPICAL EXISTING WAREHOUSE WINDOW

- System Assumptions:
  - Hot-rolled steel frames
  - No thermal breaks, gaskets, seals
  - Single glazing (e.g. 4mm), approx. 350x320mm
- Predicted Window U-value = **6.6 W/m²K**



THERMAL ANALYSIS OF EXISTING TYPICAL WINDOW (ASSUMING SINGLE GLAZING)

- System Assumptions:
  - Multi-layer, solid masonry walls
  - No cavities, no insulation
- Predicted External Wall U-value:

1.4 W/m²K



4 leaf thick

1.2 W/m²K



5 leaf thick

THERMAL ANALYSIS OF EXISTING EXTERNAL MASONRY WALL

No.	Options (for discussion)	Window U-value (provisional estimate, subject to further assessments)	Advantages	Disadvantages
1	Existing Heritage Windows **(Baseline)**	6.6 W/m²K	• Conservation of heritage • **Lowest Embodied Carbon**	• Highest Condensation risk • Low thermal performance • Requires restoration of windows.
2a	Existing Heritage Windows + Vacuum DGU (e.g. FINEO Heritage Modern 8), 11.4mm, Ug=0.7W/m²K	1.6 W/m²K	• Low Embodied Carbon • Good acoustical performance • Aesthetically similar to monolithic glass	• Higher cost of vacuum glazing • Pillars to create vacuum cavity - May be slightly visible, subject to mock-up. • Compatibility with putty beads subject to mock-up/testing
2b	Existing Heritage Windows + Krypton-filled thin DGU (4-(8)-4), 16mm, Ug=1.1W/m²K	2.8 W/m²K	• Low Embodied Carbon • Aesthetically similar to monolithic glass • No pillars	• Higher cost of Krypton Infill • Significant residual condensation risk • Leaves a slimmer putty bead (~9mm), which shall be checked at later stage.
2c	Existing Heritage Windows + Argon-filled thin DGU (4-(8)-4), 16mm, Ug=1.6W/m²K	2.9 W/m²K	• Low Embodied Carbon • Aesthetically similar to monolithic glass • No pillars	• Not as effective as vacuum DGU • Significant residual condensation risk • Leaves a slimmer putty bead (~9mm), which shall be checked at later stage.
3	Existing Heritage Windows + Secondary Glazing	~ 1.4 - 2.0 W/m²K (TBC)	• Conservation of Heritage (from the outside) • High thermal Performance • Low condensation risk	• Internal space required for the secondary glazing • Internal access to cavity for cleaning.
4	New Slim Frame Windows (with DGU)	~ 1.4 W/m²K	• **Best Thermal performance** • Low Condensation Risk	• Loss of historic fabric • Highest in embodied carbon • Requires approval as windows are new (despite being like-for-like)

OPTIONS APPRAISAL FOR EXISTING WINDOW THERMAL IMPROVEMENTS

PREFERRED/PROPOSED OPTIONS

POTENTIAL ALTERNATIVE STRATEGY

Option	U-value (provisional estimate, subject to further assessments)	Advantages	Disadvantages
Existing External Brick Wall **(Baseline)**	1.4 W/m²K	• Conservation of heritage • **Lowest embodied carbon** • Exposed internal brick surface.	• Low thermal performance
Existing External Brick Wall + Internal Insulation	e.g. 0.20 W/m²K (assuming 120mm internal MW insulation)	• **High thermal performance** • Low condensation risk	• Reduced GIA, heritage imapct • Requires strategy to prevent interstitial condensation risk (VCL required) • Requires internal dry lining.

OPTIONS APPRAISAL FOR MASONRY WALL THERMAL IMPROVEMENTS

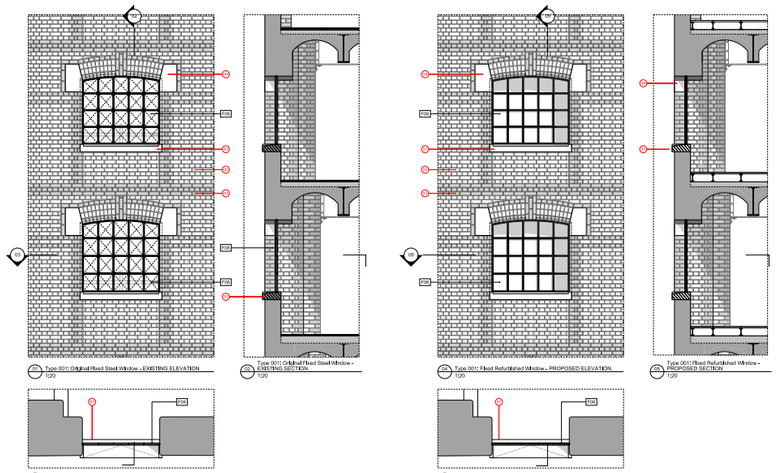
- Windows to new office spaces – Windows will be re-glazed with either vacuum glazing or slimline DGU's (subject to further detailed assessment and mock-up's to be undertaken through subsequent design stages), fixed to the metal frames using putty, to provide suitable thermal and acoustic performance, whilst providing the appearance similar to a single glazed window, albeit that the glazing thickness will be more than that of the original glass used during the building's construction for performance and safety reasons. The existing rebates of the metal frames are sufficiently deep to accommodate the proposed glazing. This strategy will be subject to specific mock-up and testing during subsequent design stages. Should the re-glazed windows not meet required performance standards, or if it is not feasible to re-glaze the windows as anticipated due to any unforeseen technical reasons, following mock-up and testing, consideration may need to be given to provision of secondary glazing to required areas. Opening lights to all windows will be fixed in the closed position for safety reasons, and to ensure the mechanical ventilation strategy for the office spaces can operate effectively.
- Windows to existing commercial units and plant areas – Where windows relate to commercial spaces they will be re-glazed and repaired to the same specification as those to residential areas for visual consistency. In a number of locations, ventilation is required through the window openings to internal service and plant spaces, which has been achieved in the existing commercial spaces by removing all glazing to the windows and placing a full height metal louvre behind the frame, which is highly visible in the elevations. To maintain a more consistent external appearance, whilst still providing ventilation in required locations, it is proposed to re-glaze the windows in these locations, but to fix the opening light permanently open to allow ventilation, and to provide a new, black or dark grey coloured performance louvre set back from the window internally. This strategy is subject to performance testing and development through subsequent design stages.
- Former hoistway openings – The building's west elevation originally included a series of four external hoistways, which were enclosed within vertical enclosures, or 'cages', attached to the external elevation. The openings and their original metal surrounds remain, but have been filled in with brickwork. It is proposed to reinstate these openings, and to infill them with new windows, designed to complement the building's existing fenestration. In addition, small balconies are proposed to the approximate extent of the former hoistway enclosures, with simple metal balustrades, to provide private amenity space to a number of the new residential apartments, and to help animate the façade facing Dean Street. The northernmost set of hoistway openings will be integrated with the new glazed lift enclosure.
- Existing car park openings – During the conversion of the building's upper levels to car park use in the 1990's, large openings were created in the west elevation to allow vehicular access and egress from the external spiral car ramps. These rectilinear openings were created by removing paired sets of windows and surrounding brickwork, and constructing large concrete lintels across the opening. The lintels were faced with render, which is now in a state of poor repair. To remove and replace these lintels would require significant structural work to the building façade. It is therefore proposed to retain them and work with the existing openings. New windows are required to infill these openings, which will form part of the frontage to the new office spaces. It is proposed to infill the openings with windows which reference the pattern and fenestration design of the original windows, whilst working within the rectilinear aperture, acknowledging the changes that have occurred to this area though time. Existing windows relocated from the new lift enclosure lobbies, will be used to infill some of these openings. The lintels will be re-faced with either stone or GRC, depending on the zone available once the render to the concrete has been removed, to match the tone and colour of stonework used in original decorative features.

4.4 Great Northern Warehouse - External Alterations

4.4.6 Window Types

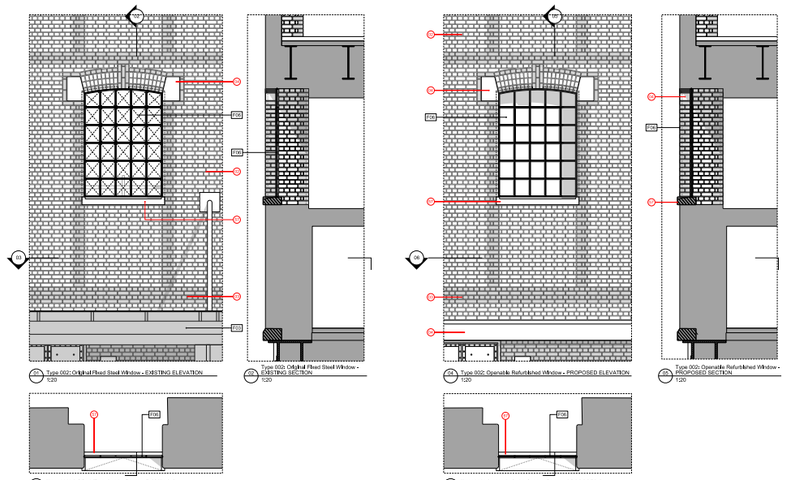
The drawings and photographs below describe the proposed treatment of the key window types within the warehouse (as described in 4.5.5).





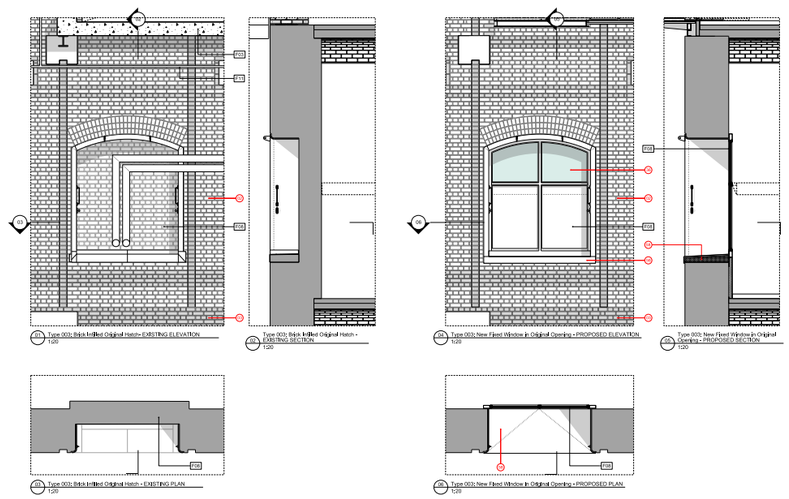
WINDOW TYPE 1 - REFURBISHED WINDOW OPENING





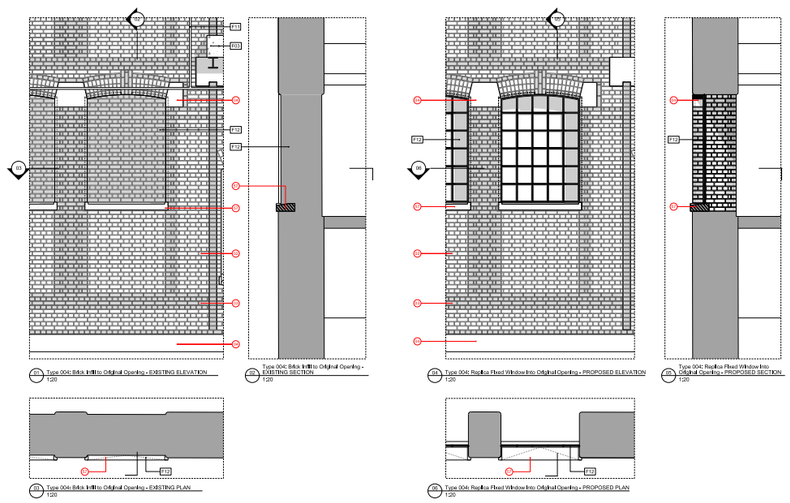
WINDOW TYPE 2 - REFURBISHED WINDOW OPENING





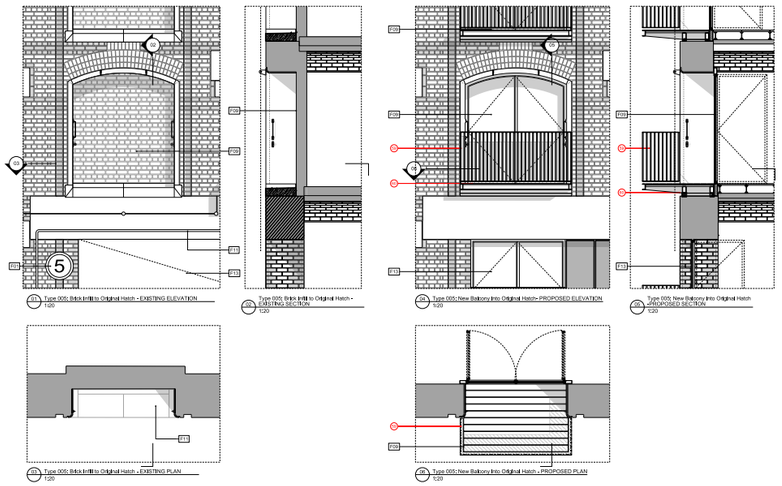
WINDOW TYPE 3 - NEW WINDOW WITHIN INFILLED ORIGINAL OPENING





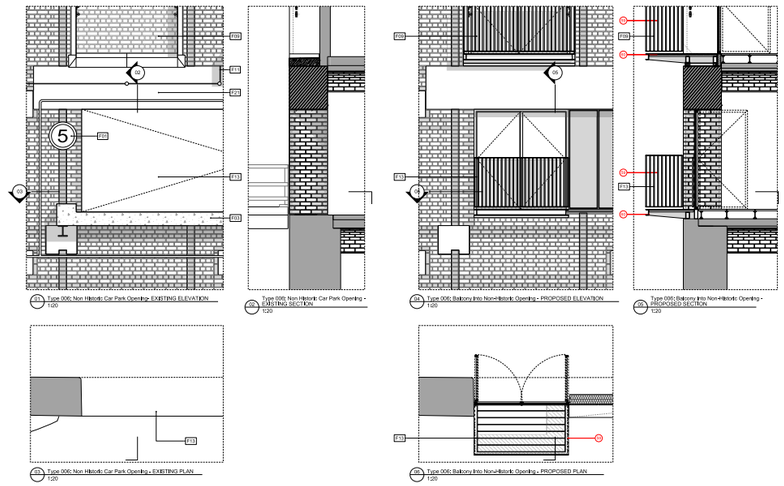
WINDOW TYPE 4 - NEW REPLICA WINDOW WITHIN INFILLED ORIGINAL OPENING





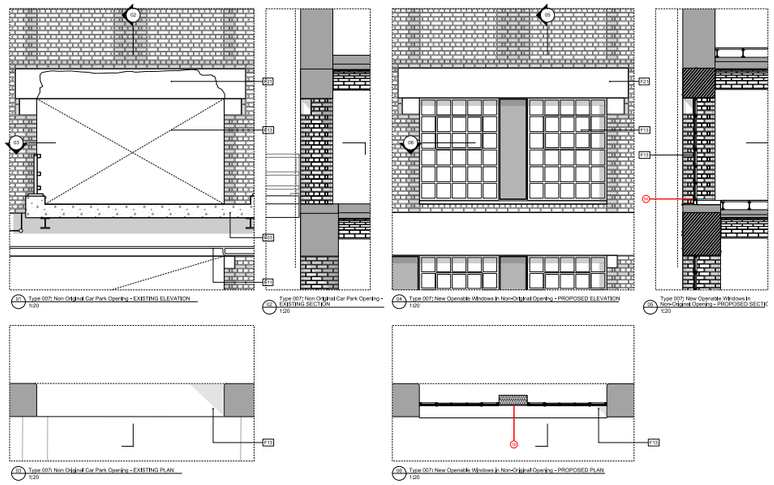
WINDOW TYPE 5 - CREATION OF NEW BALCONIES IN WEST ELEVATION HOISTWAY OPENINGS





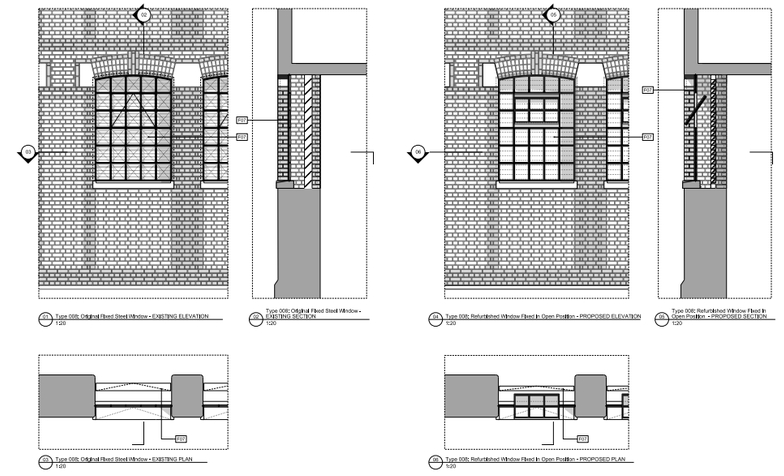
WINDOW TYPE 6 - CREATION OF NEW BALCONIES IN WEST ELEVATION HOISTWAY/CAR PARK OPENINGS





WINDOW TYPE 7 - CREATION OF NEW WINDOWS IN WEST ELEVATION CAR PARK OPENINGS





WINDOW TYPE 8 - REFURBISHMENT AND ALTERATIONS TO WINDOWS TO AREAS REQUIRING VENTILATION

4.4 Great Northern Warehouse - External Alterations

4.4.6 - Glazed Lift Enclosure

As described earlier in this document, the proposed new glazed lift enclosure will provide lift access to the new flexible commercial space at level 1, and the office spaces on the upper three levels of the building. The structure will accommodate three lifts (with the remaining lift provision for the office spaces located within existing lift locations within the building). The lift enclosure will be located on the west elevation of the building in the location of one of the original hoistways, which were historically attached to the outside of the building. Whilst the structure has been designed as a light, contemporary addition to the historic building, the design has been developed to reflect the simple industrial nature of the Warehouse building, and to echo the framed and cross-braced structure of the original hatchways. The enclosure is glazed to allow views through to the listed fabric behind, and to allow views of the building (and extensive views of the city) from within the lobbies. The design includes glazed louvres to ventilate the space and avoid overheating.

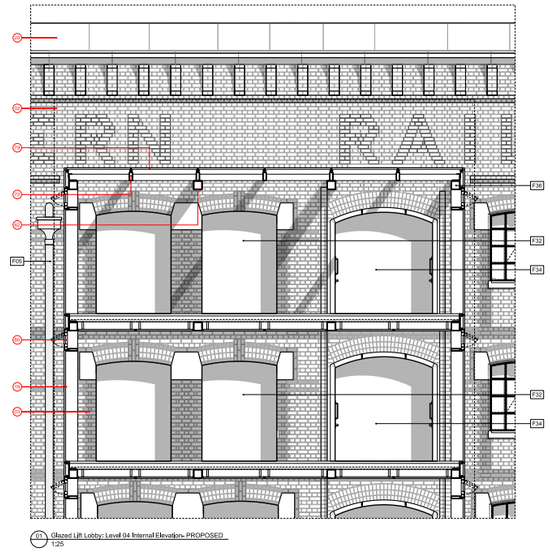
In order to provide functional space for the lift lobbies, allowing for the circulation of people using the space, the two windows and cills adjacent to the hoist hatch will be carefully removed at the upper three levels (six windows in total), retaining the openings and lintels. These windows will be used to infill adjacent areas where windows were removed during the 1990's conversion to create openings for the car park ramps, and therefore there will be no loss of historic fabric. If possible, the cills will also be carefully relocated to these new positions.

4.4.7 - Glazed Bridge

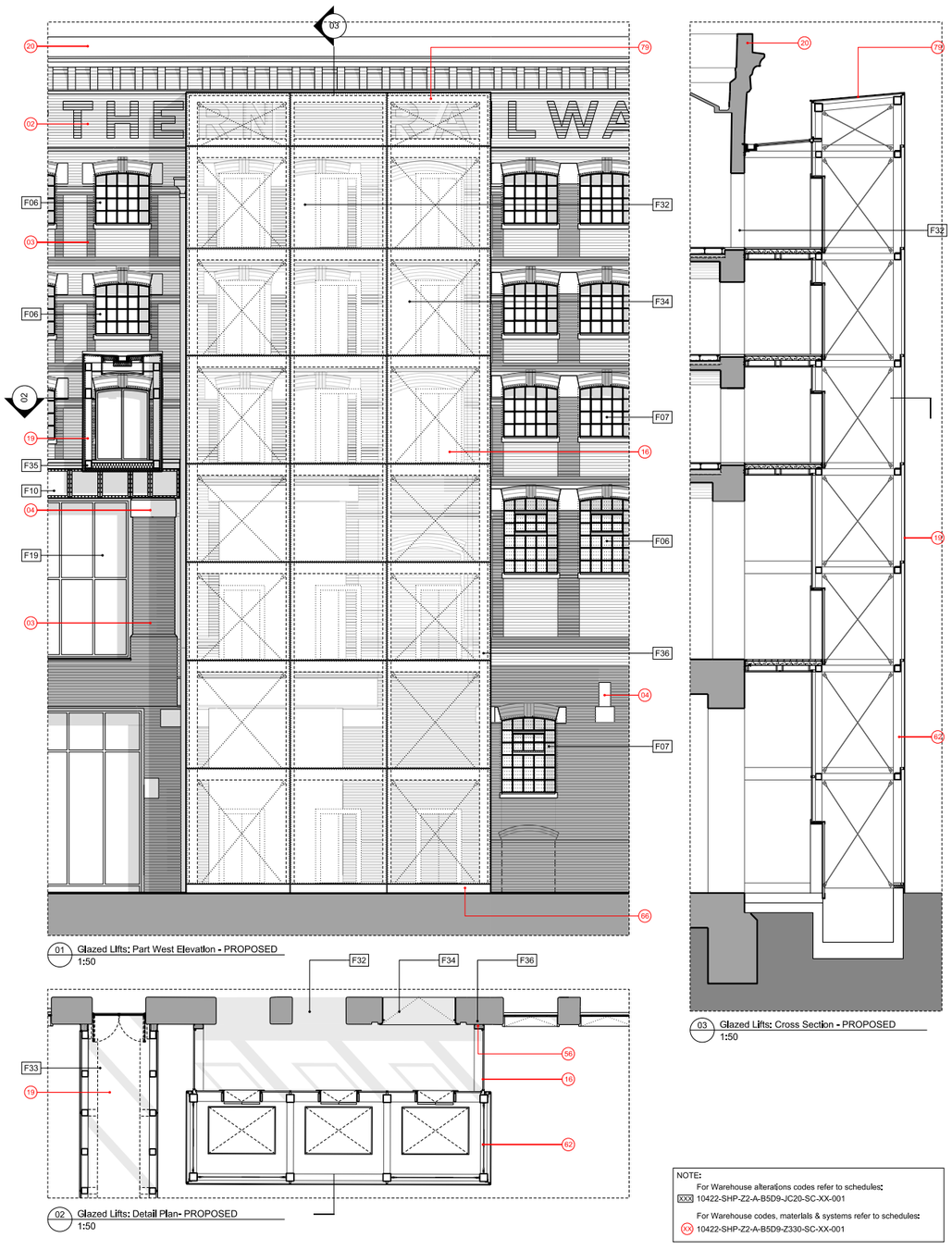
As described in 4.1.9, the proposed bridge connection will reinstate the historic connection between the Warehouse and Deansgate Terrace (originally a carriage ramp at level 1). The new bridge will be positioned at level 2, in order to connect the office shared amenity space within the Warehouse to the proposed new roof terrace above the Deansgate Terrace. The design of the bridge will follow the same principles as the glazed lift enclosure, such that they read together as complimentary contemporary structures. In order to provide connection to the Warehouse, one window and cill will be carefully removed at level 2, retaining the opening and lintel. Similarly to the strategy for the lift enclosure lobby openings, this window will be used to infill adjacent areas where windows were removed during the 1990's conversion to create openings for the car park ramps, and therefore there will be no loss of historic fabric. If possible, the cill will also be carefully relocated to the new position.

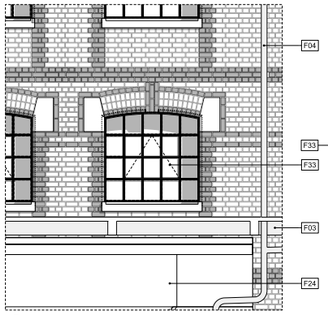


GREAT NORTHERN WAREHOUSE - HISTORIC PHOTOGRAPH SHOWING ORIGINAL HATCHWAYS (CROSS BRACING STRUCTURE VISIBLE)

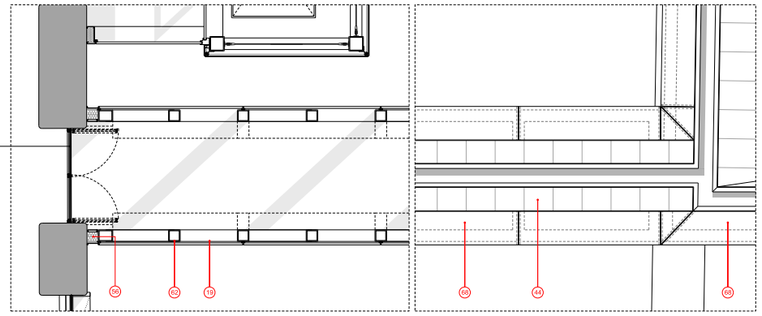


PROPOSED GLAZED LIFT ENCLOSURE

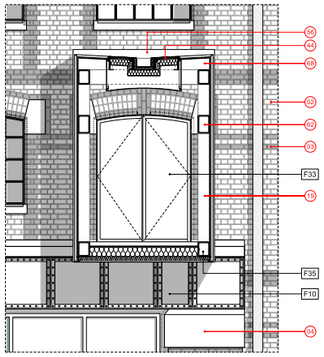




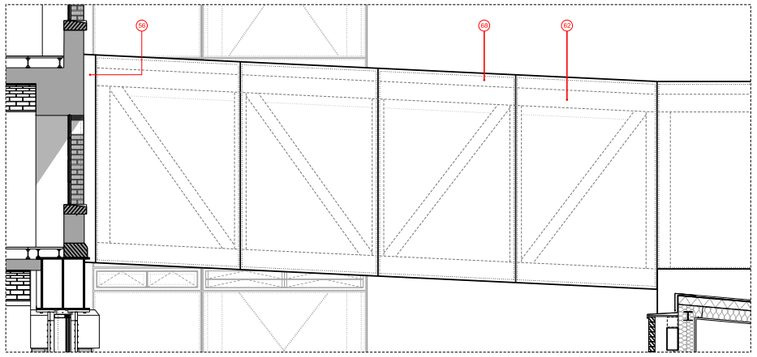
01 Glazed Link Bridge: Level 02 West Elevation - EXISTING
1:25



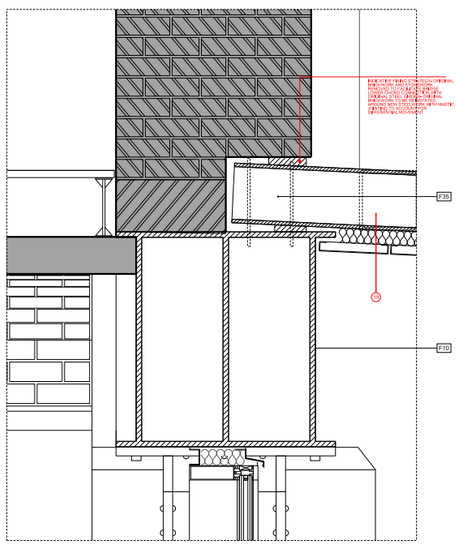
03 Glazed Link Bridge: Level 02 Plan & Level 03 Roof - PROPOSED
1:25



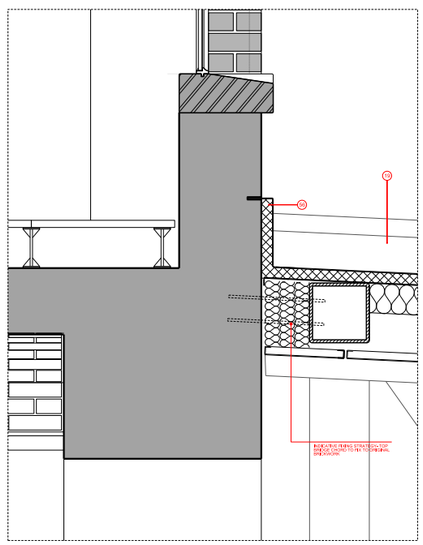
02 Glazed Link Bridge: Level 02 West Elevation - PROPOSED
1:25



04 Glazed Link Bridge: Level 02 North Elevation - PROPOSED
1:25

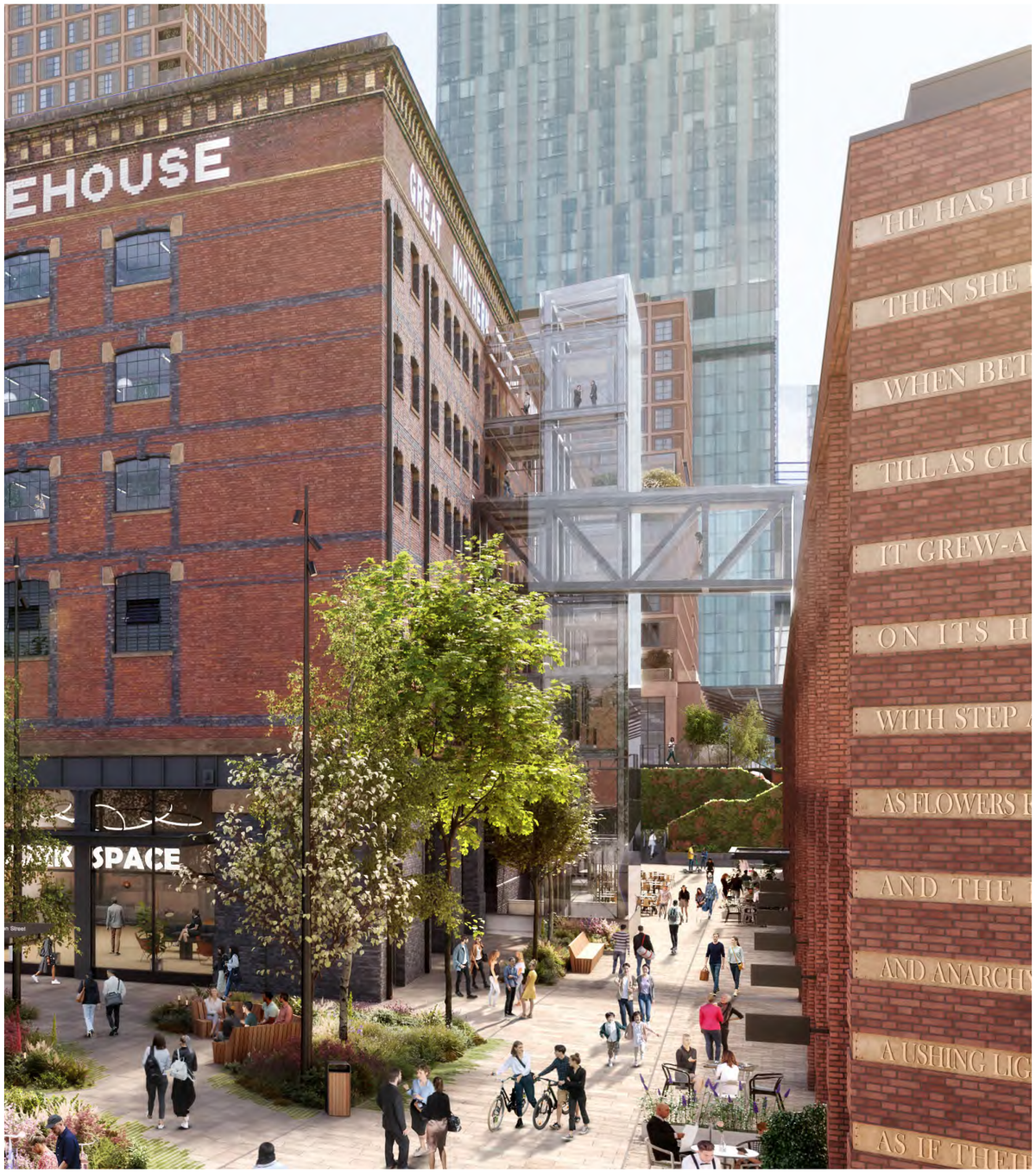


01 Glazed Link Bridge: Truss Bottom Chord Indicative Existing Fabric Interface - PROPOSED
1:5



01 Glazed Link Bridge: Truss Top Chord Indicative Existing Fabric Interface - PROPOSED
1:5

PROPOSED GLAZED BRIDGE CONNECTION



PROPOSED VIEW OF WAREHOUSE/DEAN STREET SHOWING PROPOSED NEW GLAZED LIFT AND BRIDGE

simpsonhaugh

4.4 Great Northern Warehouse - External Alterations

4.4.8 Ground Floor/First Floor entrances and frontages

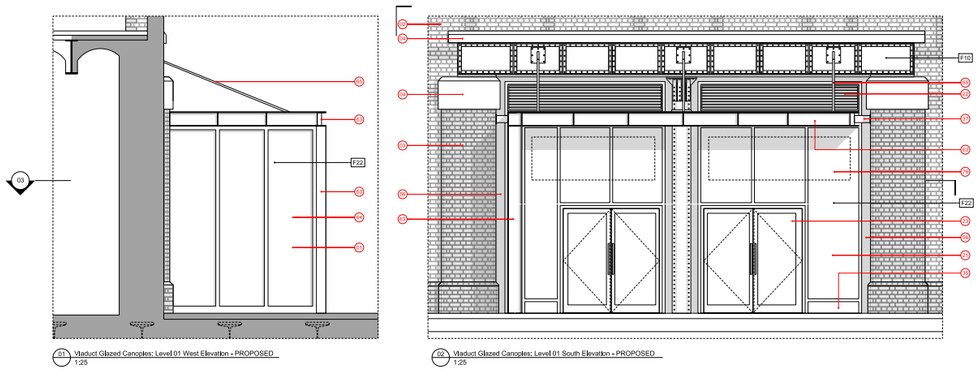
Glazed commercial ground floor frontages on the north elevation will be retained, with a new glazed entrance created to the new office entrance from the square in the north-west corner of the building. Frontages along the east elevation will remain largely unchanged, with the exception of the viaduct, where new frontage will be created to accommodate retail and plant space.

The existing glazed canopy to the north elevation facing the square will be removed. New canopies are proposed to provide shelter to the ground floor commercial units within the warehouse. The canopies are of a consistent, simple design, comprising a steel outer frame with glazed infill, set at a lower level than the existing canopy and related to each individual opening. Metal-framed canopies can be seen on the buildings west ground floor elevation in historic drawings and images.

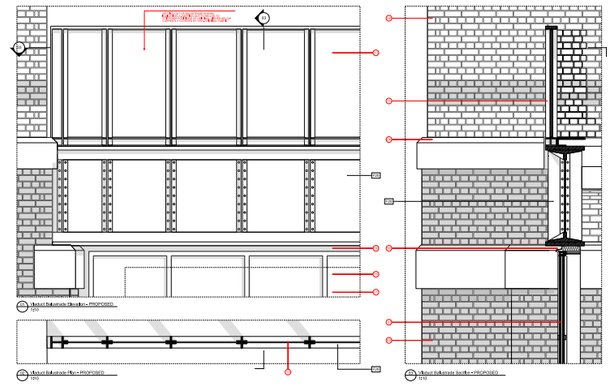
At ground floor level, three small glazed retail units are proposed along the west elevation of the warehouse to provide an active frontage to Dean Street. These new elements abut the wall of the Warehouse building, and are located in the position of the original canopied enclosure at the base of the hoistways (these are both visible on the original west elevation drawing overleaf), and designed to acknowledge the rhythm of the original bays related to each hoistway above. The simple, glazed design of the retail units complements the design of the adjacent lift enclosure and bridge.

At level 1, the west elevation also features the opening originally forming the entrance of the carriage ramp into the building. This is currently inside the link building constructed during the building's conversion in the 1990's and the opening will be revealed when the link building is demolished. It is proposed to infill the opening with full height glazing. This will necessitate the removal of the domed concrete bases to the columns supporting the opening, originally created to protect the column base from collision.

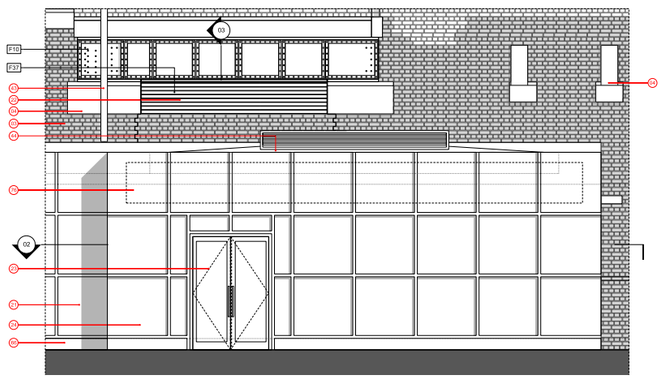
At level 1 on the south elevation, the original train entrance openings will be revealed following the demolition of the atrium structure above the viaduct, added during the building's 1990's conversion. It is proposed to infill the opening with full height glazing, incorporating entrance doors, providing a frontage to the new flexible commercial space at this level.



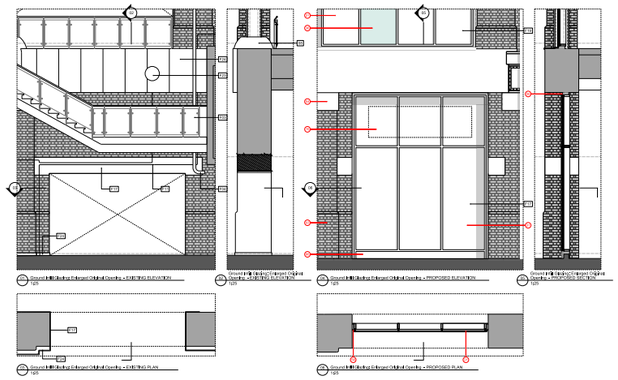
PROPOSED GLAZED INFIL AND CANOPIES TO LEVEL 01 FORMER TRAIN OPENINGS



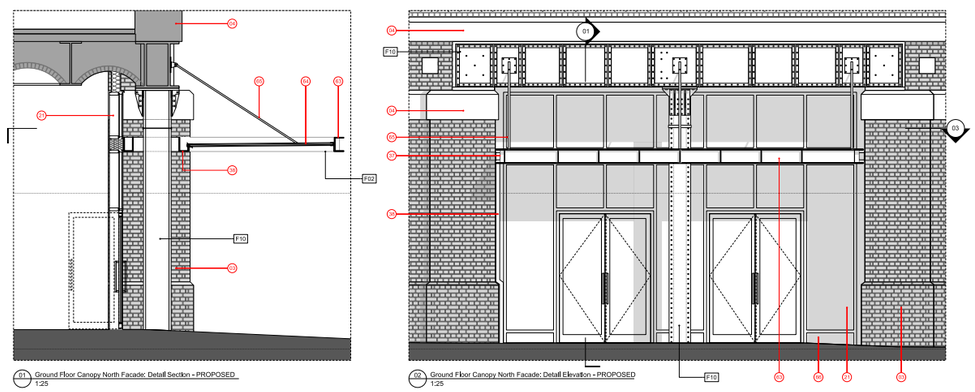
WAREHOUSE VIADUCT BALUSTRADE DETAILS



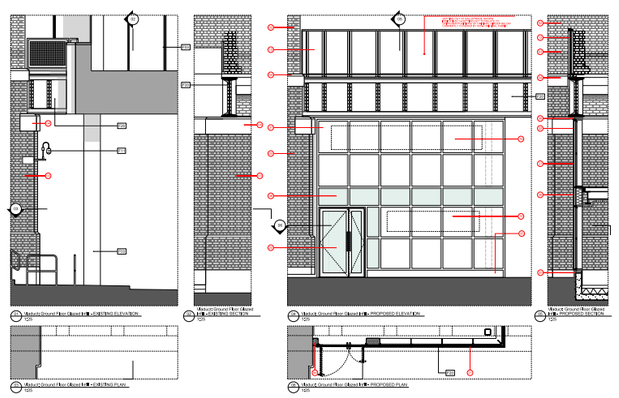
PROPOSED GLAZED GROUND FLOOR COMMERCIAL RETAIL UNIT - WEST ELEVATION



PROPOSED NEW GLAZED OPENING - GROUND FLOOR WEST ELEVATION



PROPOSED GROUND FLOOR CANOPIES TO RETAIL UNITS



PROPOSED GLAZED GROUND FLOOR WEST ELEVATION TO VIADUCT



PROPOSED SCHEME - ILLUSTRATIVE VIEW ALONG DEAN STREET/ALPORT STREET



GREAT NORTHERN WAREHOUSE - HISTORIC WEST ELEVATION SHOWING ORIGINAL RAMP OPENING, HATCHWAYS & GROUND FLOOR CANOPIES

4.4.9 Viaduct

The retention and re-use of the existing remnant of the former viaduct structure to the south of the building is described earlier in this document. The viaduct, which is currently covered over and hidden from view, will be revealed and celebrated as part of the site's important industrial heritage. It will also be used to accommodate active ground floor commercial retail spaces together with service and plant spaces serving the existing and proposed new uses within the building, and will become integrated into the new east-west route (Alport Street) connecting Deansgate and Watson Street. In order to provide natural light to this route, six bays of the brick arch deck construction will be carefully removed, leaving the primary steel frame. Consideration will be given to the re-use of the removed brick material within the landscape design, subject to the material being of a suitable condition.

The upper level of the viaduct will be transformed in to a generous new landscaped public space, providing access and frontage to the new commercial uses within the warehouse and connected to the upper level mews space.

On the north side of the viaduct, a mezzanine space will be created, connected to the existing ground mezzanine floor within the Warehouse. This will accommodate high quality cycle storage and end of journey facilities for the proposed new office space, accessed from a secure access and stepped ramp running behind the proposed new retail units on the south side of Alport Street and across the pedestrian route via a bridge.

A number of the concrete domed surrounds to the bases to the viaduct columns will be removed to facilitate the proposals.

The image opposite shows an illustrative view from the junction of Dean Street and Alport Street, showing the integration and celebration of the viaduct structure within the new public realm.



HISTORIC IMAGE SHOWING CANOPIES ON WEST ELEVATION DURING THE BUILDING'S CONSTRUCTION

4.4 Great Northern Warehouse - External Alterations

4.4.10 Roof Strategy

The form and covering of the warehouse roof has been modified through its history. The original roof included north light glazing, as shown on the adjacent photograph taken during the 1990's conversion. The glazing is no longer present, and the current roof was completely re-covered using artificial slates during its conversion in the 1990's. During its conversion, large dormer features were added to some of the roof bays to allow provision for ventilation intakes and extracts serving the various tenancies within the building. The height of these dormer features is approximately 1m above the ridgeline. These features will not be required as part of the proposals, and will be removed.

A number of alterations are proposed to the roof to facilitate the integration of the new office uses, and associated service and access requirements.

The most significant proposed alteration to the roof is the creation of a section of glazed roof over the proposed new atrium. This will comprise glazed panels supported on a secondary steel frame supported on the original timber roof trusses (and raised relative to the existing roofline by approximately 1.5m), with louvered elements to the gables to provide natural ventilation to the atrium space. The position and height of the glazing, together with the existing parapet to the building, mean that they will not be visible from the spaces around the building at ground floor level. Thermal modelling of the atrium space has been undertaken to ensure the proposed configuration results in comfortable year-round internal conditions.

As part of the proposed works, the roof covering will be completely replaced using natural slates. Other service elements will be integrated into the roof covering, such as cowls at mechanical ventilation ducts, vent pipe terminations, flues.

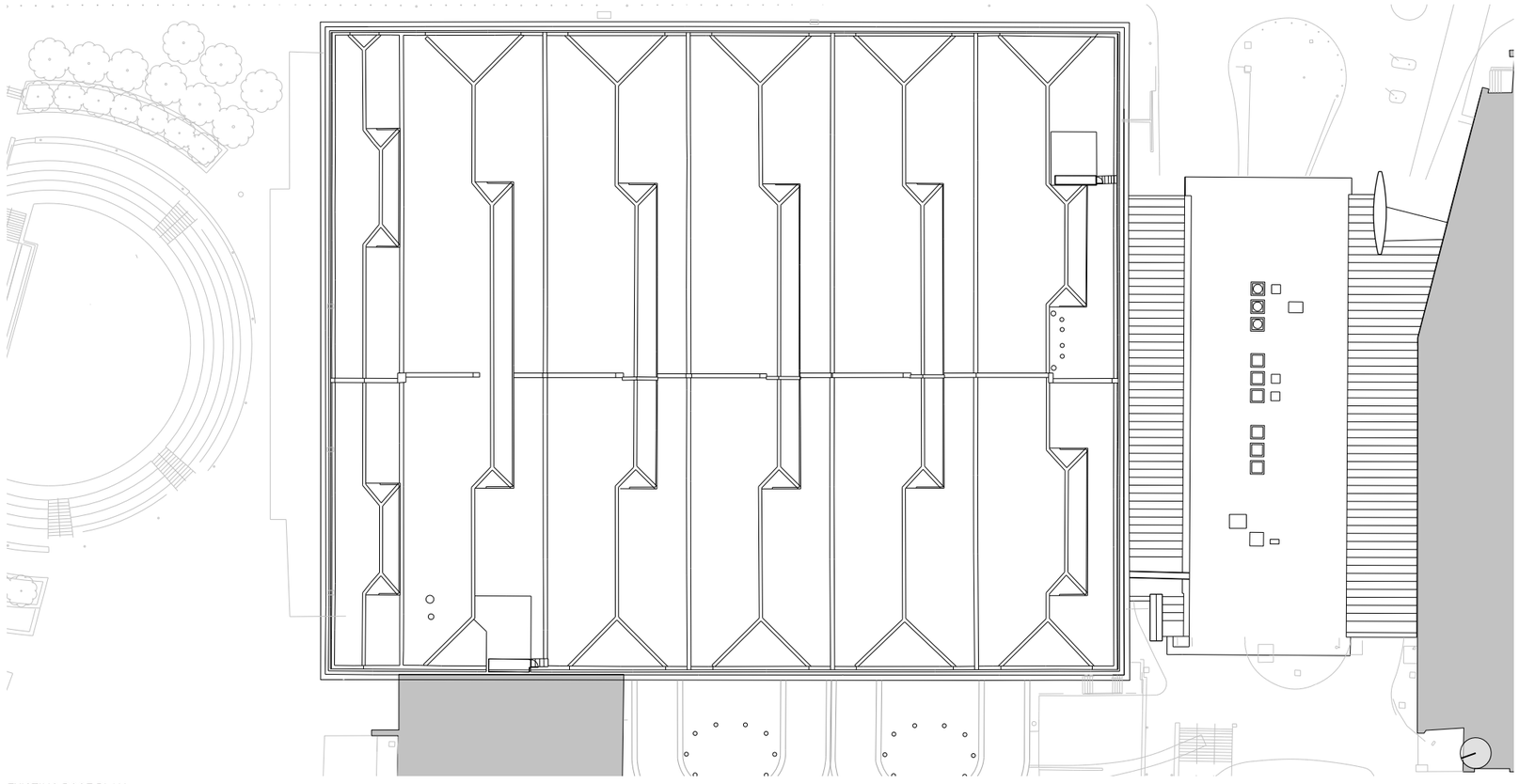
The existing roof access stairs in the north west corner will be retained for maintenance access. Access will also be possible via a new stair from level 4 to roof set back from the southern elevation. The existing access stair in the south east corner will no longer be required, and will be removed. Walkable gutters will be integrated in the new roof design where required for access, together with two maintenance routes, either side of the glazed atrium, positioned between trusses to avoid the requirement for removal. These areas will integrate any necessary safety equipment. The roof drainage design has been modified to integrate the proposed alterations.

Two new plant equipment enclosures will be located discretely to the north and south of the proposed new glazed atrium. These spaces have been carefully position and designed such that they will not be visible from the surrounding streets at ground level, due to the height of the existing building parapet. The plant enclosures will be screened with louvered enclosures.

North rooflights are proposed to the solid roof areas, to provide natural light to the upper level office spaces. These have been designed, as far as practical, to replicate the size and position of the original rooflights. Photovoltaic cells are proposed on the south-facing pitches of the solid roof elements, contributing renewable energy to the wider sustainability objectives of the scheme.

4.4.11 Proposed Roof Design

The drawings opposite shows the proposed roof design, following the principles set out above.



EXISTING ROOF PLAN



PHOTOGRAPH TAKEN DURING THE 1990'S CONVERSION SHOWING ORIGINAL NORTH ROOFLIGHTS

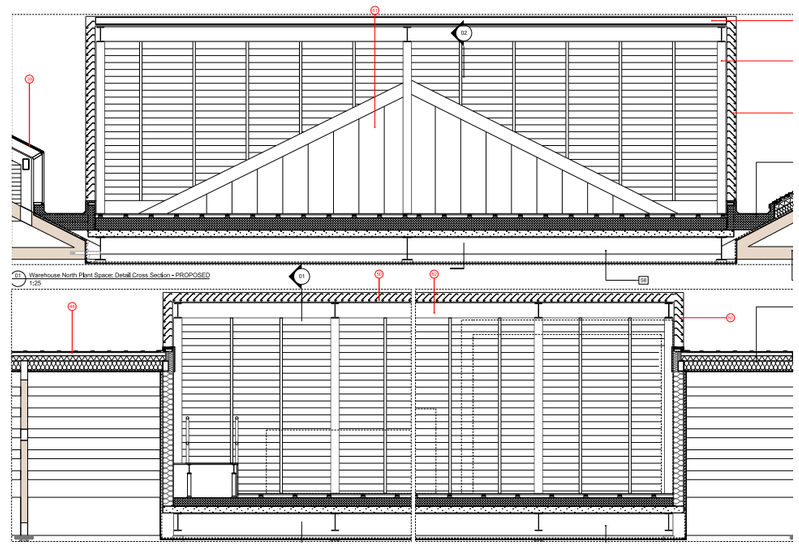




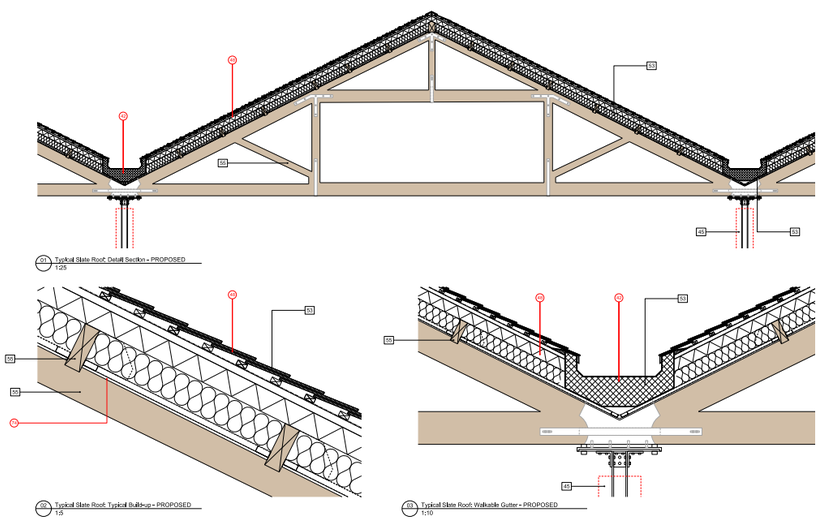
PHOTOGRAPHS OF EXISTING ORIGINAL TIMBER ROOF TRUSSES



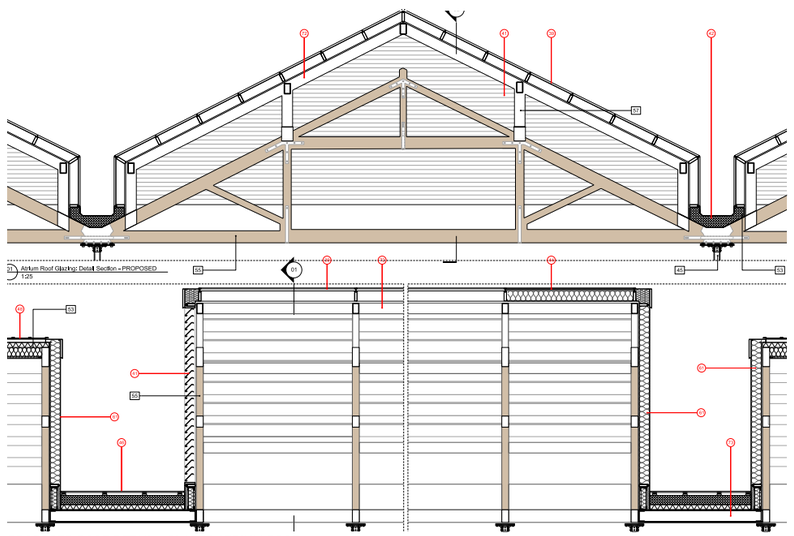
PROPOSED ROOF PLAN



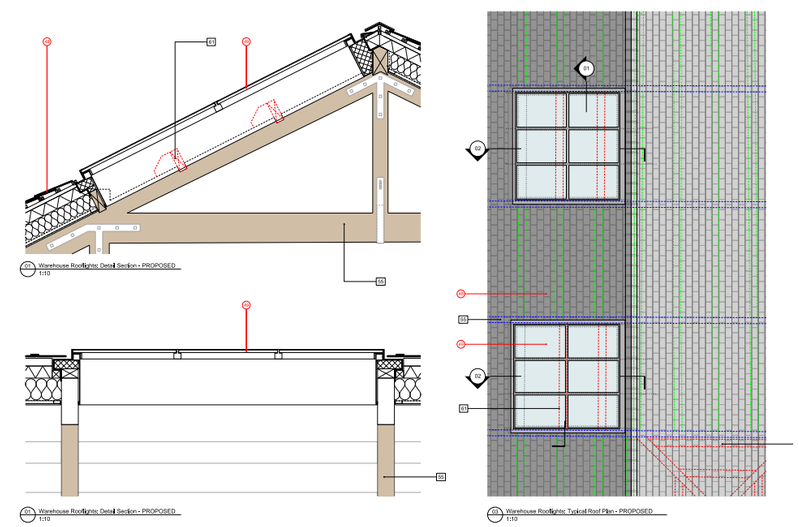
PROPOSED ROOF DETAIL - PLANT ENCLOSURE



PROPOSED ROOF DETAIL - GENERAL SOLID ROOF AREAS



PROPOSED ROOF DETAIL - GLAZED ATRIUM ROOF



PROPOSED ROOF DETAIL - ROOFLIGHT

simpsonhaugh

4.4 Great Northern Warehouse - External Alterations

4.4.12 Roof Alterations
The plan opposite shows the roof alterations proposed as part of the wider strategy for the sensitive refurbishment and redevelopment of the building.

Most of the original timber roof trusses will remain unaltered by the proposals, aside from general refurbishment to remove dark varnish/coatings added during the 1990's conversion and sensitively restore the timber to a more natural appearance. This will include the application of suitable clear, matt fire resistant varnish.

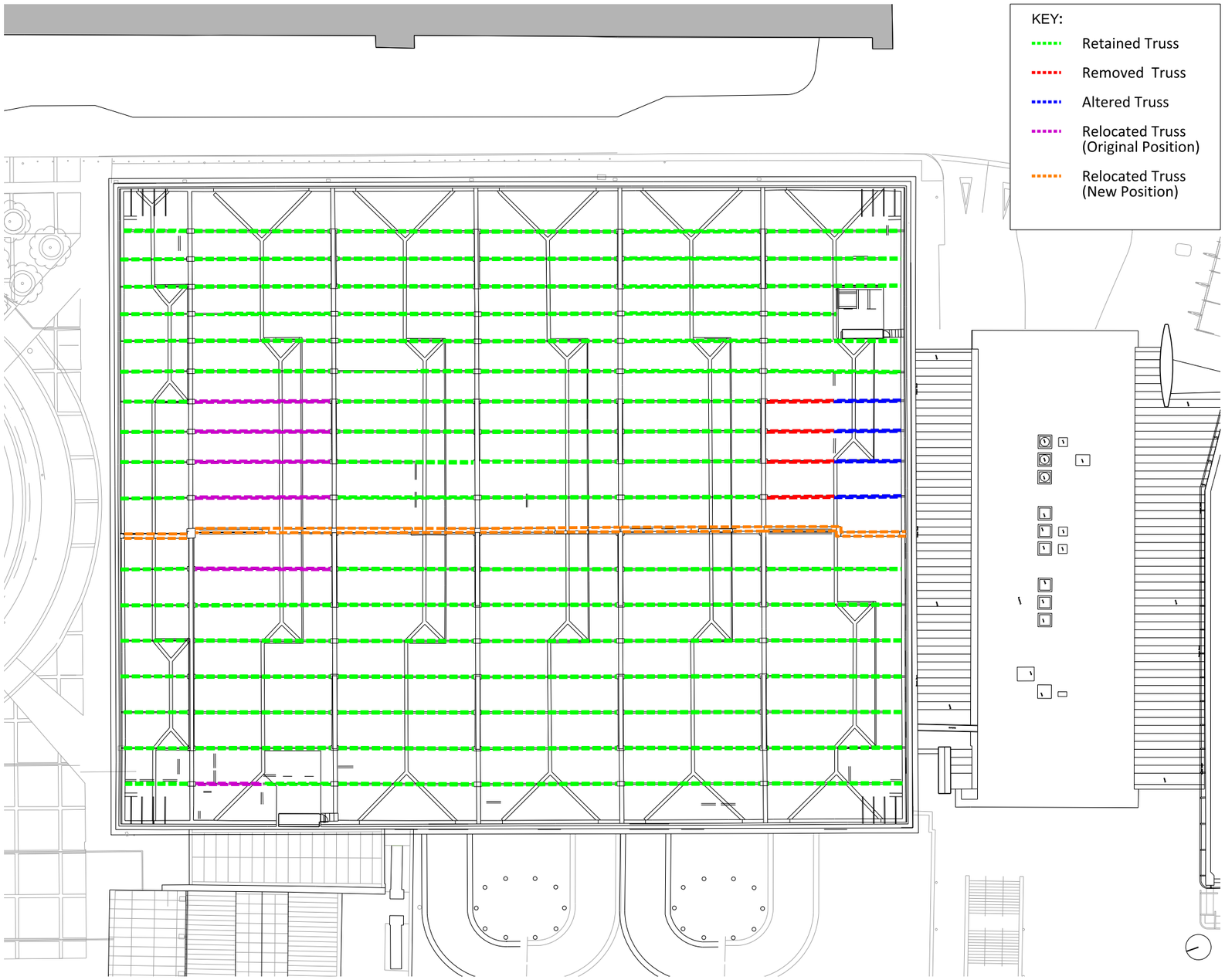
As described earlier in this document, the existing spine wall will be removed, and replaced with the trusses that need to be removed to facilitate the construction of the new roof plant space at the north side of the building. Alterations to the trusses on the south side of the building will be required to facilitate the structure to support the additional roof plant space required in this location, comprising removal of half of 5 trusses. The altered elements of these trusses will be replaced in their original positions. If feasible, the material from the removed elements will be used to replace the truss removed in the north west corner to facilitate the roof access stair, and the smaller truss required in lieu of the removed spine wall on the northern side of the building.

4.4.13 Discounted Roof Terrace Option
During the pre-application design process, a shared roof terrace was considered as part of the amenity provision for users of the office. This was originally intended to be located on the southern section of the roof, and accessed via an extension to the lift and stairs in the south west corner of the building. This option was discussed in principle with Historic England and Manchester City Council. However, it was discounted due to the impact that the requirement to remove 3 of the original trusses in order to provide the lift and stair access required (in addition to the alteration of 5 of the trusses to enable the roof terrace provision above, and due to the fact that the lift overruns would be required to be circa 4.5 m above the roof terrace level in close proximity to the roof parapet, which would have made them visible in views of the Warehouse from surrounding streets.

In lieu of this option, alternative locations for the shared office terrace were explored by the design team, and the proposed location above the northern section of the Deansgate terrace was identified. Whilst this requires the bridge connection between the Warehouse and the Deansgate Terrace to be located at Deansgate Terrace roof level (to connect with level 2 of the Warehouse), requiring the removal and relocation of one of the original windows, this was considered on balance to be of a lesser impact to the originally proposed Warehouse roof terrace, and therefore this strategy was developed as part of the proposed scheme. The Deansgate Terrace roof terrace is described in more detail in section 5 of this document.

4.4.14 Alterations To Elevations
The drawings on the opposite page show the proposed alterations elevations, incorporating all of the proposals described in this section of the document affecting the external fabric of the building.

4.4.15 Pre-Application Discussions
The principles of proposed alterations were discussed and reviewed extensively through the pre-application design process with Manchester City Council and Historic England, and were presented and discussed with the Victorian Society.



ALTERATIONS ROOF PLAN

KEY:

- Non-original fabric removed.
- Original fabric removed.
- Other alterations.
- XXX Code refers to alterations and downtakings. Refer to 10422-SHP-Z2-A-B5D9-JC20-SC-XX-001 schedule for the warehouse alterations and 10422-SHP-Z3-A-B5D9-JC20-SC -XX-001 for the Deansgate Terraces alterations.
- Area within dashed line is an assumed layout. No survey information available.

NOTES:

For façade alterations refer to 10422-SHP-Z2-A-B5D9-JC20-XE drawing series for warehouse alterations and 10422-SHP-Z3-A-B5D9-JC20-XE drawing series for the Deansgate Terraces.

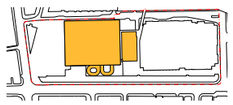
All original internal and external brickwork and stonework to be cleaned and made good.

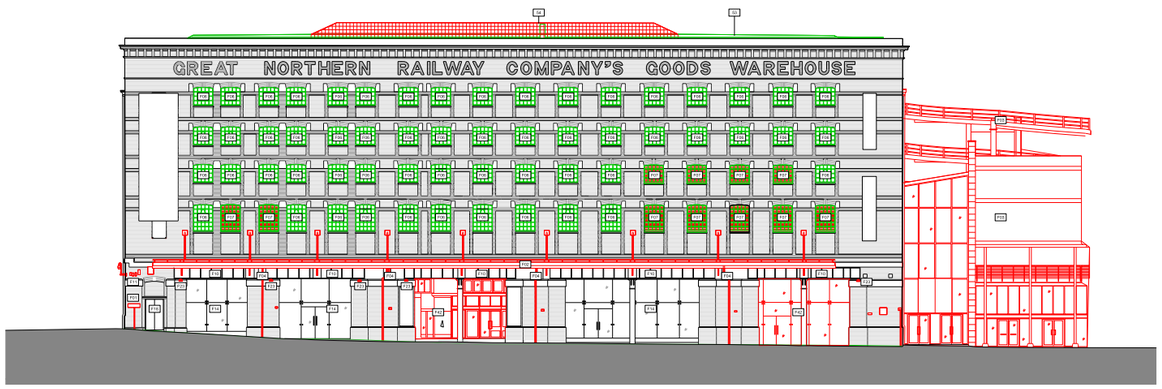
All exposed fixing holes from removed non- original fixtures to be cut out and made good with repair mortar.

All original rainwater goods to be repaired.

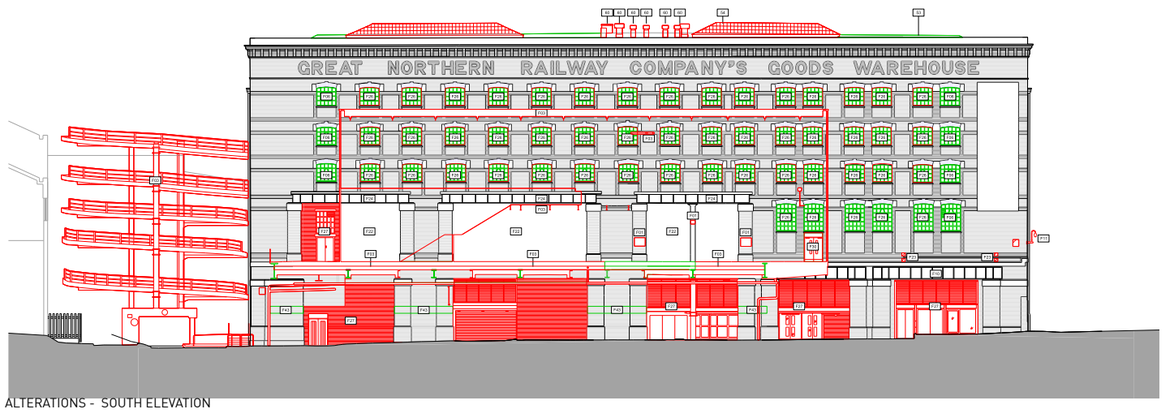
All vegetation to be removed, affected joints to be raked out, cleaned and repointed with repair mortar.

KEY PLAN:





ALTERATIONS - NORTH ELEVATION



ALTERATIONS - SOUTH ELEVATION



ALTERATIONS - EAST ELEVATION



ALTERATIONS - WEST ELEVATION

4.5 External Building Lighting Strategy

4.5.1 Overview and Approach

The description below outlines the key strategic principles that have been developed for the proposed external building lighting for the Great Northern Warehouse and Deansgate Terrace.

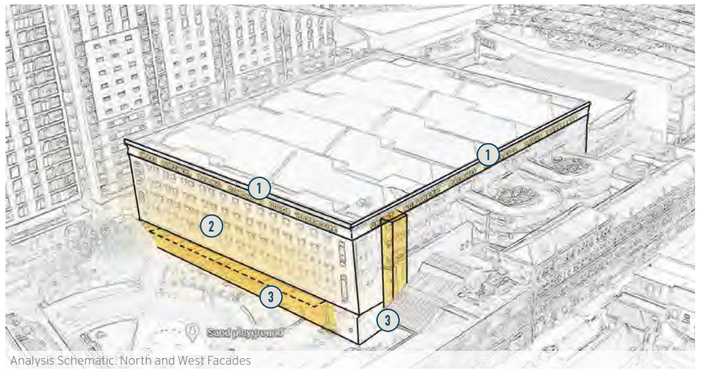
The strategy for lighting recognises the importance of a carefully considered approach, given the quality and value of the historic listed buildings. Discrete lighting fixtures will be carefully positioned to minimise their visual impact on the historic fabric, whilst subtly revealing and visually enhancing the key features of the historic facades. Proposed new lighting will replace existing fittings. Lighting will be designed to respect occupants' privacy and minimise any light spill into windows.

The exterior lighting scheme will be in harmony with the proposed landscape design principles and aims to integrate within the surrounding context. All external lighting will be designed to minimise light pollution, as well as being sensitive to the local ecology and environment, using energy efficient fittings where possible. The lighting design within the public realm is described in more detail in the Public Realm Statement. The overall lighting strategy will be coherent and integrated across the site.

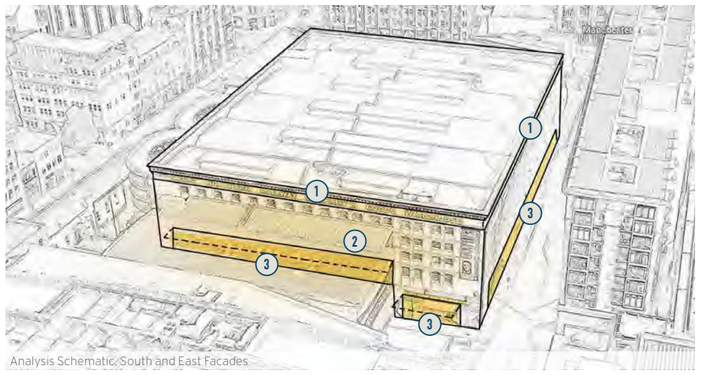
4.5.2 Great Northern Warehouse Lighting

The lighting design for the Great Northern Warehouse will be designed to reveal and celebrate the texture of the façade with a soft, graded wash to the important north and south elevations using a grazing effect across the facade. A discrete uplight will subtly highlight key building features, such as the Lettering on each elevation. Entrances will be highlighted by lighting integrated within proposed the new canopies, to illuminate the entrance reveals, the brick vaults where visible and the riveted beam detailing above.

The drawings and diagrams opposite illustrate the proposed lighting strategy.



Analysis Schematic: North and West Facades



Analysis Schematic: South and East Facades

Lighting Design Intent

The choice of applying the lighting design strategies to the facades is dictated by the visibility and accessibility of each facade.

A soft facade wash will be applied only to the south and north facades where long distance views allow for them to be seen in their entirety.

On the east and west facades occupancy and street level amenity lighting are expected to produce a soft glow being picked up by the warehouse elevations. No additional lighting is proposed to the facade above the ground floor.

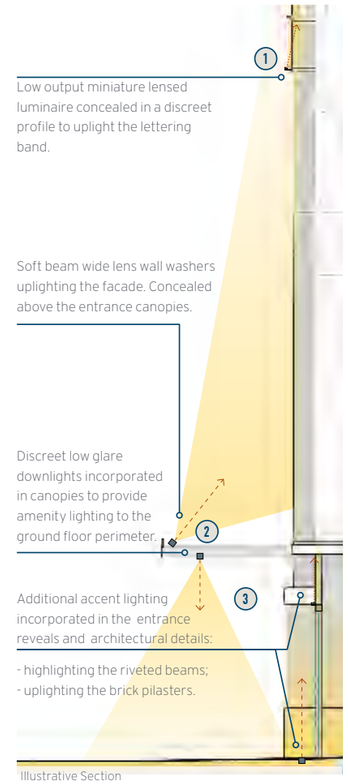
The lettering band at the top, however, is illuminated consistently on all sides due to its visibility. In order to reduce excessive product use we'd suggest applying lighting only to the area with lettering. Selecting a simple but robust low output fitting would help meet sustainability goals while providing the intended soft highlight without overpowering or over illuminating the brickwork.

It is expected that the bright lettering in contrast with the dark red brick background would pick up a good amount of light.

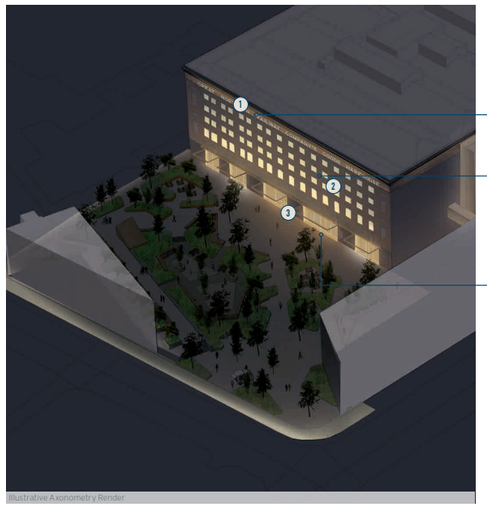
A consistent treatment of the ground floor entrances at all four facades is also proposed to activate these elevations at human scale.

This includes:

- uplighting the deep door reveals;
- uplighting the riveted beam lintels marking each ground floor entrance;
- downlighting integrated in the canopies (south and north facades) to support the horizontal amenity light levels at entrances.



Illustrative Section



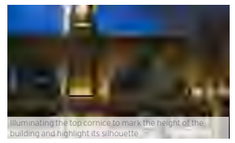
Illustrative Axonometry Render

The lighting strategy intent for the Great Northern Warehouse is to reveal the key architectural characteristics of the building and create a recognisable elevation to serve as a backdrop to the square and various destinations of the development's public realm.

Create a soft uplighting effect to the lettering marking the crown band along the building perimeter.

Illuminate the facade surface with a soft light wash. A gradual decrease of light towards the sides and top would create a natural transition between illuminated and non-illuminated surfaces. Balanced subtle effect to keep focus at ground level and retain human scale.

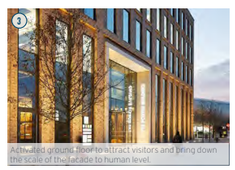
The ground floor is activated by occupancy lighting from the retail and hospitality units. Additional activation to support the atmosphere can be achieved through illuminating the reveals and highlighting the architectural detailing on the facade.



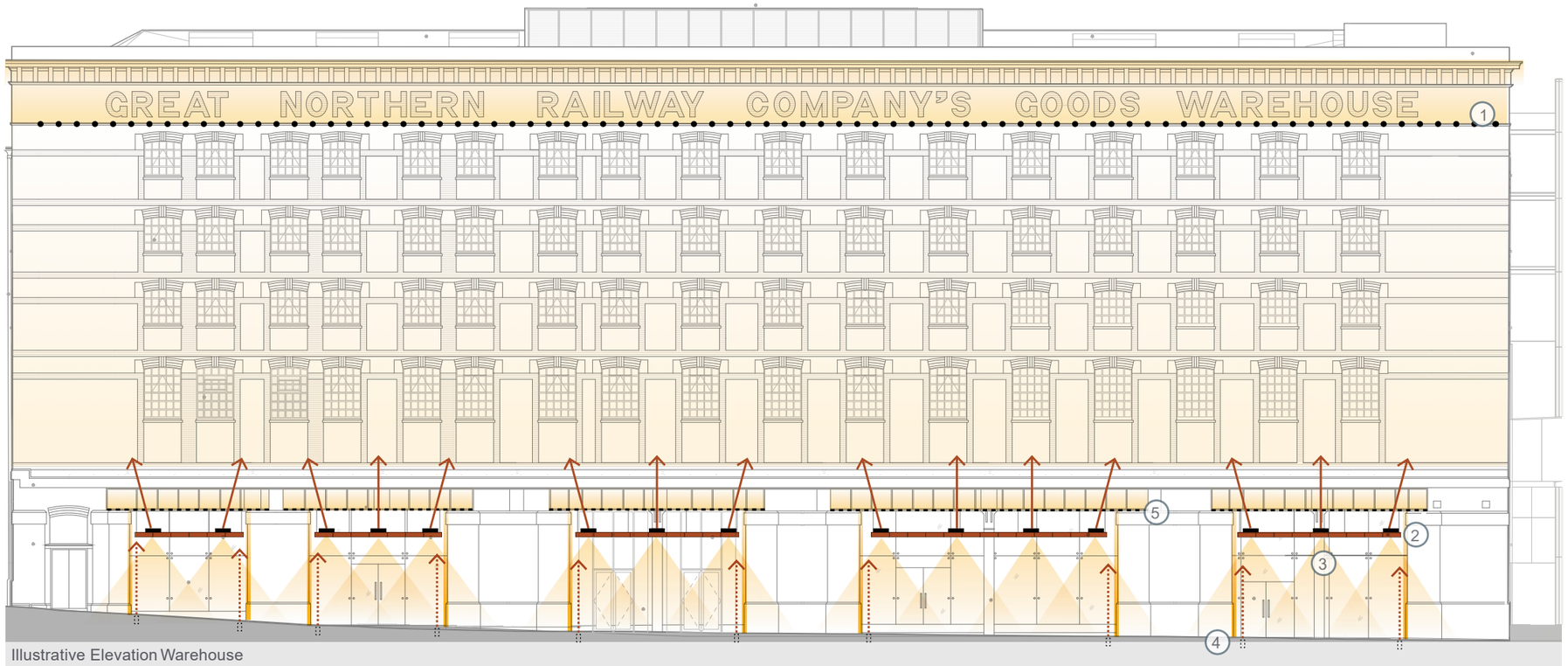
Illuminating the top cornice to mark the height of the building and highlight its silhouette.



Soft light wash to the facade surface. Occupancy lighting from the upper offices additionally contributes to the facade activation.



A dwelled ground floor to attract visitors and bring down the scale of the facade to human level.



Illustrative Elevation Warehouse

GREAT NORTHERN WAREHOUSE LIGHTING STRATEGY

1



Miniature modular LED fitting

2700K CCT, min CRI80
~500lm/m; 4W/m, dimmable

2



Soft LED floodlight with high quality optics and glare reducing accessories

2700K CCT, min CRI80
750lm; 12W, dimmable

3



Low glare downlights integrated into canopy design

3000K CCT, min CRI90
800lm; 13W, dimmable

4



In-ground uplight

2700K CCT, min CRI90
500lm; 7W, dimmable with narrow beam distribution

5



Linear LED luminaire to be integrated in lighting details

2700K CCT, min CRI90
300lm/m; 10W/m, dimmable

6



Discrete uplight

2700K CCT, min CRI90
500lm; 7W, dimmable with wide elliptical beam

EXAMPLES OF LUMINAIRES

4.6 External Building Signage Strategy

4.6.1 Overview and Approach
The description below outlines the key strategic principles that have been developed for the proposed external building signage for the Great Northern Warehouse and Deansgate Terrace. The specific details for the signage design will be subject to further detail and agreement with Manchester City Council and Historic England.

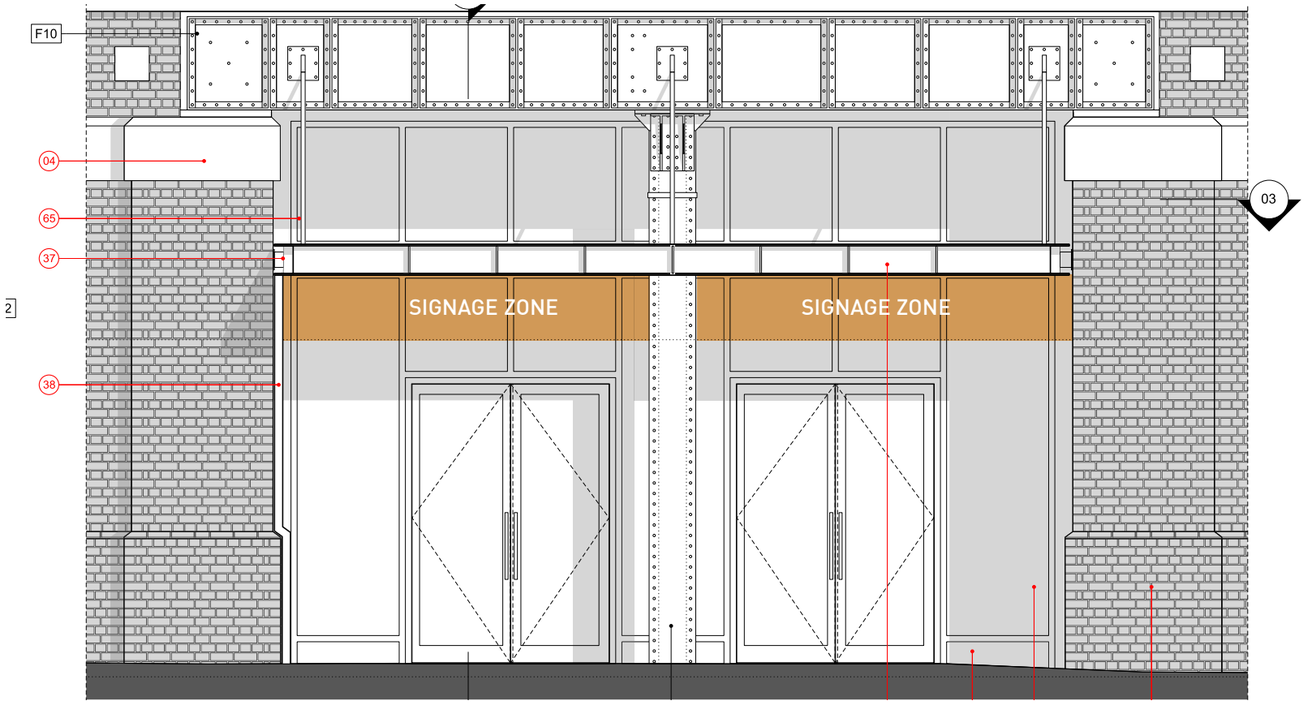
The signage design will be developed to recognise the importance of a carefully considered and coherent site-wide approach, capable of establishing a recognisable identity across the site as a whole, whilst being capable of sympathetic application to the historic listed buildings together with the proposed new-build elements. It is also important to note that existing tenancies to be retained on the site have established signage, which will need to be retained.

4.6.2 Great Northern Warehouse - Existing Signage
The existing ground floor commercial units within the Great Northern Warehouse incorporate signage types as follows:

- Commercial units facing the Great Northern Square have signage set behind their glazed frontages. The signage for each unit incorporates lighting to animate the entrances at night. The signage does not follow a prescriptive, uniform design, and is specifically designed to reflect the unique branding and character for each individual use. However, the approach to the signage set behind the glazed opening within each unit is consistent.
- The casino frontage to Watson Street as an existing canopy with integrated signage comprising individual lettering and etched signage on the glazed entrances to Watson Street.

4.6.3 Great Northern Warehouse – Proposed Signage Strategy
The retail and commercial units within the warehouse have developed within the available entrances and openings at ground floor level, which were not originally designed for this function, and the signage design reflects the individual nature of each use and location, and it is not considered necessary or appropriate to seek to change the existing signage as part of the proposals. The established signage to existing retail units will therefore be retained, but any sundry or redundant existing signage elsewhere on the building removed, as indicated on the alterations drawings forming part of the application.

The proposed new ground floor office entrance, and ground and first floor retail and commercial units along Dean Street and on the viaduct will follow similar principles to those already established within the existing warehouse, with signage set behind the new glazed frontages, reflecting the unique character and branding for the individual units (subject to oversight and agreement from the site management company in accordance with their site brand standards), and not confined to a prescriptive zone within each frontage.



EXAMPLE OF PROPOSED SIGNAGE ZONE - WAREHOUSE NORTH ELEVATION





PHOTOGRAPHS OF EXISTING SIGNAGE - GREAT NORTHERN WAREHOUSE

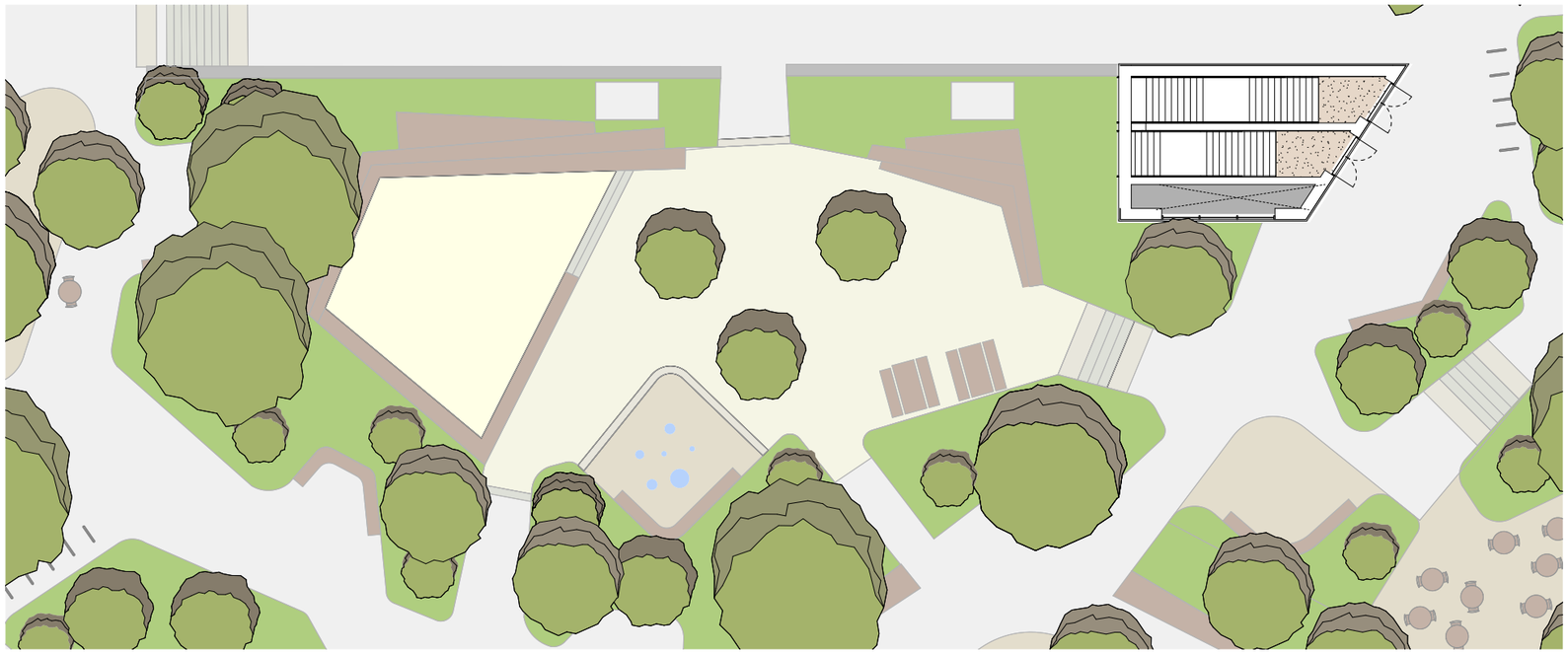

GREAT NORTHERN RAILWAY COMPANY'S GOODS WAREHOUSE
GREAT NORTHERN
SPACE
Great Northern Warehouse
Dean Street

4.7 Great Northern Square - Amphitheatre Basement Design

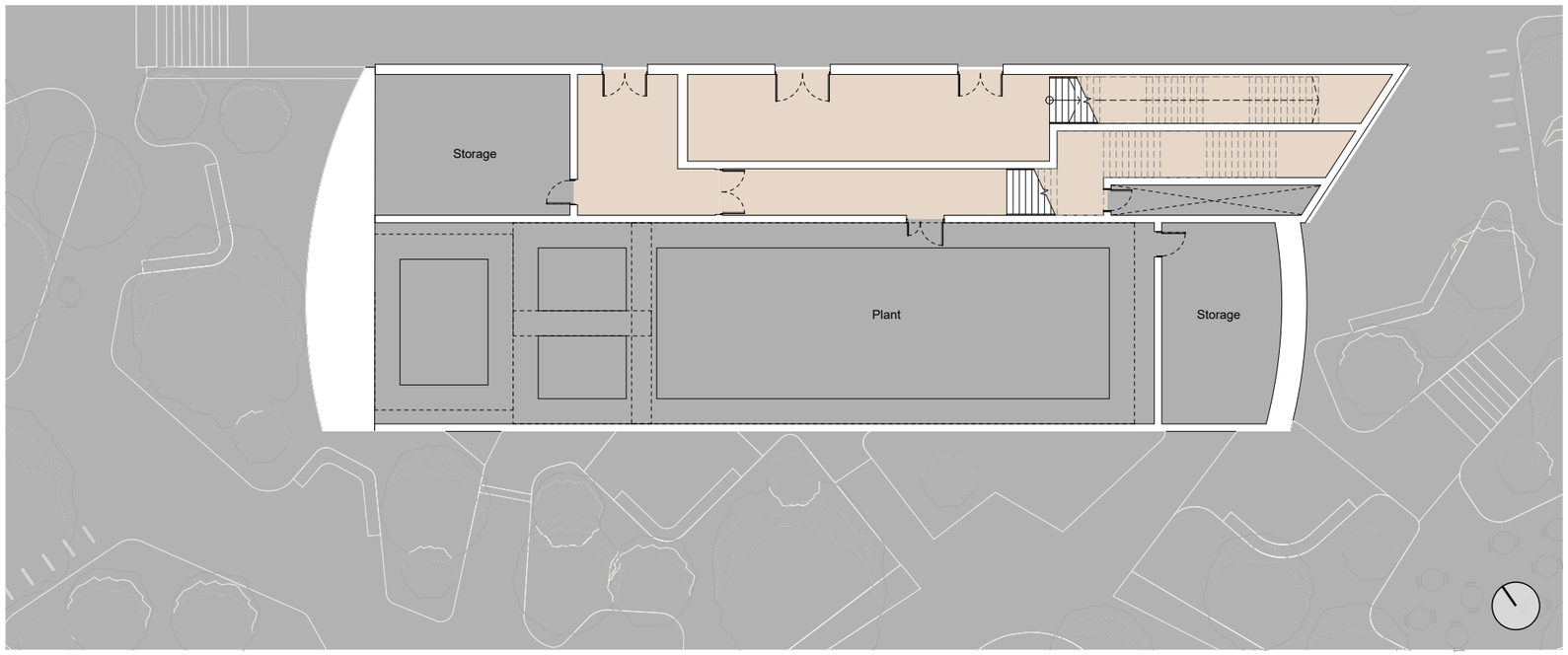
4.7.1 Great Northern Square – Amphitheatre Space
The landscape and public realm proposals are described within the Public Realm Strategy, which forms part of this planning application.

The proposals include the covering over of the existing amphitheatre space to create a more usable, inviting and attractive public realm space, including new high quality landscaped space above the current amphitheatre. This presents an opportunity to use the space underneath the lawn to integrate water storage tanks required to facilitate the development of the Great Northern Warehouse, and avoid the need to place these large and heavy structures within the warehouse itself. This space can also accommodate storage for the on site gardener to store equipment.

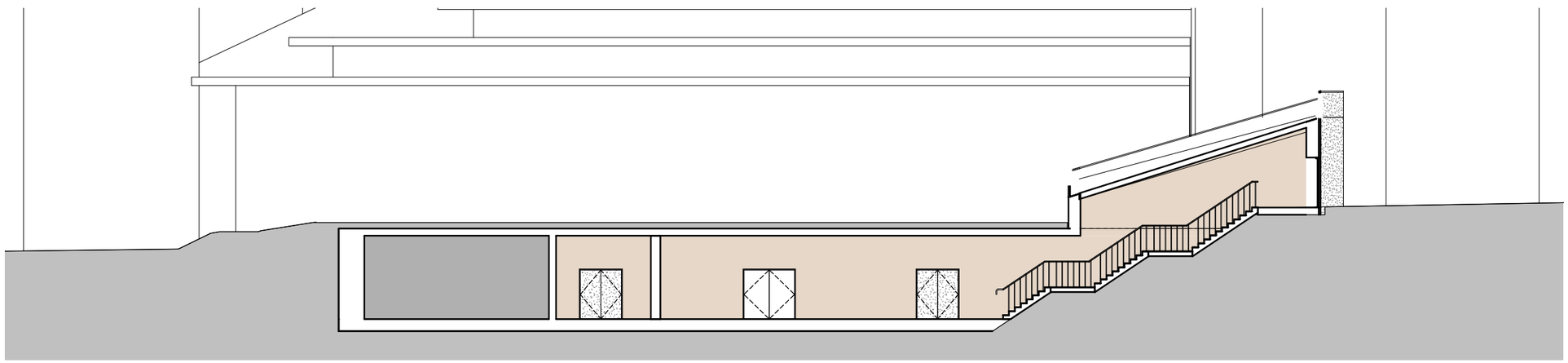
The amphitheatre currently includes a fire escape route serving the basement of the adjacent pavilion building, which is used as a bar. A fire escape route will need to be maintained to this space for safety reasons. The proposed redesign of the public realm therefore integrates a small enclosure to the escape stair adjacent to Watson Street, which also provides access to the tanks for maintenance personnel. The enclosure ensures that the void to the escape stair is not visible from within the public space. It is clad in perforated corten steel, which compliments the use of this material within the landscape materials palette, and references the site's history and character as a place of engineering and rail infrastructure. The enclosure is conceived as a piece of elevated landscape surface, and will incorporate a green/sedum roof, to help visually integrate it into the newly landscaped green public space. Lighting within the enclosure will provide a dramatic glow at night, reinforcing the perforations within the elevations, derived from the pattern of rail lines that historically weaved their way towards the Great Northern Warehouse.



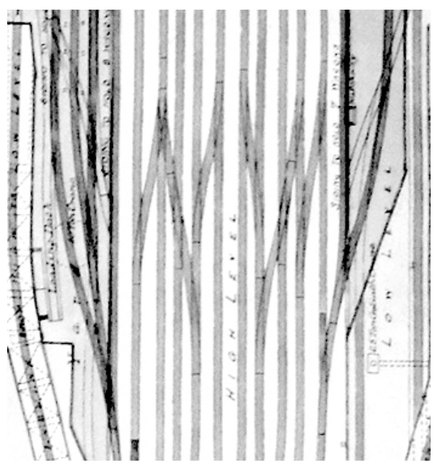
AMPHITHEATRE SPACE - UPPER LEVEL PLAN



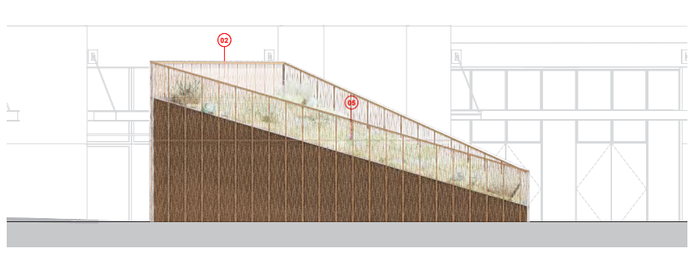
AMPHITHEATRE SPACE - LOWER LEVEL PLAN



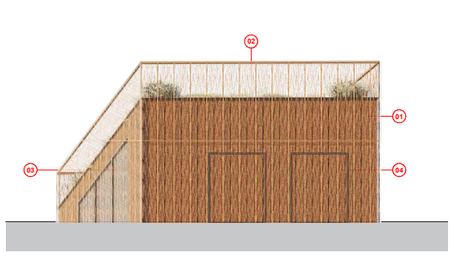
AMPHITHEATRE SPACE - SECTION



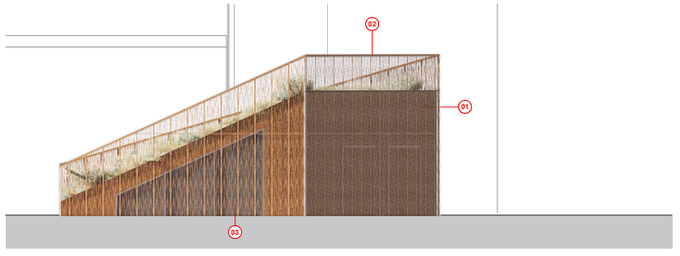
EXTRACT FROM HISTORIC PLAN OF WAREHOUSE TRAIN TRACKS
INSPIRATION FOR PERFORATION PATTERN



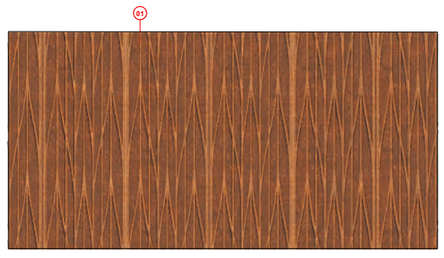
North Elevation



West Elevation



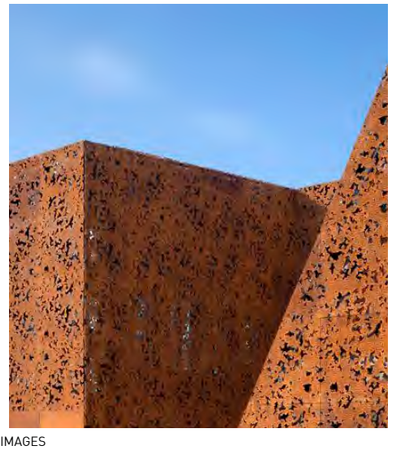
South Elevation

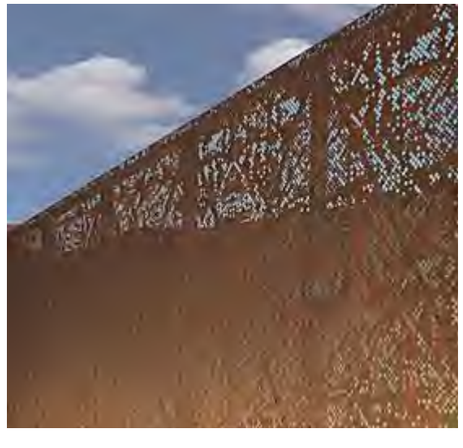


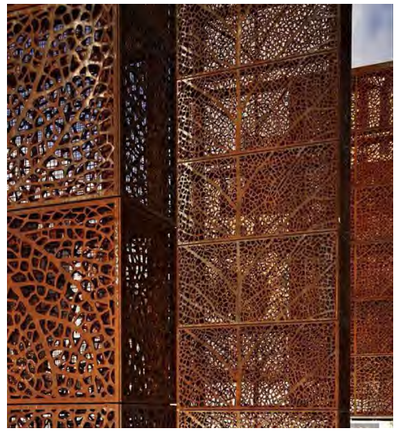
Facade Pattern Detail

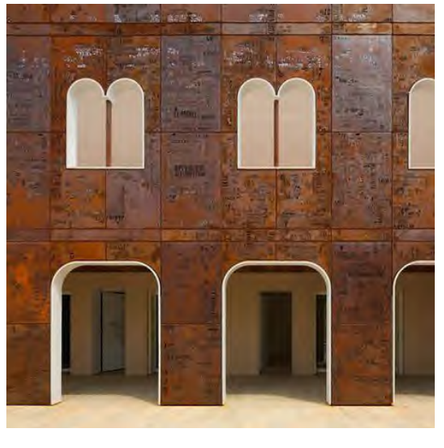
AMPHITHEATRE SPACE - ELEVATIONS













PERFORATED CORTEN CLADDING - PRECEDENT IMAGES

5.0 Deansgate Terrace

5.1 Deansgate Terrace - Design Principles

5.1.1 Existing Building

The Deansgate Terrace is a Grade II listed building (comprising two separate listings), constructed at the same time as the Great Northern Warehouse to create a continuous 267m long frontage to Deansgate, and to conceal the Warehouse building, which was considered industrial and functional in nature. The building was designed with a highly decorative west facade to Deansgate, incorporating depth and modelling to the elevational treatment, with a combination of red brick and decorative sandstone banding, cornicing and other details. In contrast, the east facade of the building facing inwards towards the Warehouse and viaduct, was utilitarian in nature, with plain brickwork and punched window openings.

The building is divided into 34 structural bays, each of which currently incorporates a shopfront or opening facing Deansgate at ground floor level. Above this, there are a further two storeys over the full length of the building, and a further storey in four sections of the building. The six bays at the northern end of the building originally comprised the entrance to the Great Northern Goods Yard in the location of the current Great Northern Square, and concealed the carriage ramp, that took goods by road into the warehouse building. This element, which is subject to a separate listing to the remainder of the Deansgate Terrace, was designed and constructed as a screen wall, without fenestration, with a series of five masonry arches on the east side of the wall supporting the carriage ramp. The carriage ramp was demolished during the 1990's conversion, but the screen wall and arches remain. Non-sympathetic modern elements were added during the 1990's conversion, including ground floor retail units with office space above and the link building between the Deansgate Terrace and the Warehouse.

Although there is a consistent overall strategy in terms of uses and architectural design, the approach to both sections has been developed in response to the unique opportunities and constraints created by the original listed fabric.

5.1.2 Redevelopment/Refurbishment Strategy

The masterplan approach described in Section 3 of this document defines an approach to the Deansgate Terrace in line with the approved SRF, and in relation to the relationship of the building to the adjacent development phases, which broadly divide the building into two sections with differing strategies in relation to redevelopment and refurbishment, as follows:

- **Deansgate Terrace North:** Demolition of the existing non-original structures added in the 1990's conversion. Part new build, part refurbishment of existing space to create new office studios space within the upper three levels, with part existing and part new build commercial retail space at ground floor with active frontages to Deansgate and Dean Street. Fabric repairs and refurbishment as recommended within conditions surveys.
- **Deansgate Terrace South:** Light refurbishment of existing internal spaces to provide flexible commercial spaces within upper levels, in addition to community space and ground and first floor commercial retail spaces with active frontages to Deansgate and to Deansgate Mews. Fabric repairs and refurbishment as recommended within conditions surveys.



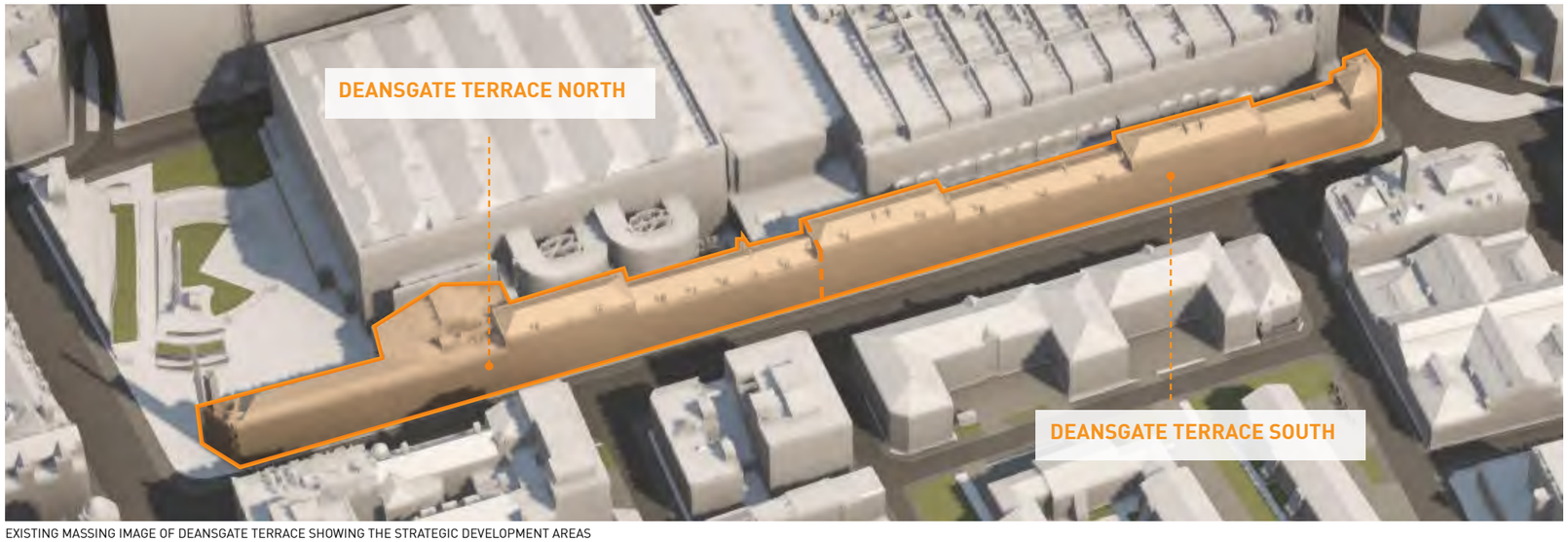
EXISTING PHOTOGRAPH OF DEANSGATE TERRACE LOOKING SOUTH FROM DEANSGATE/PETER STREET JUNCTION



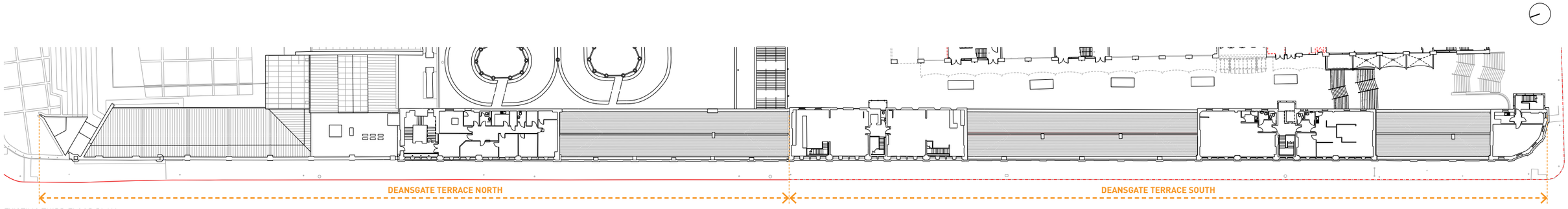
EXISTING PHOTOGRAPH OF DEANSGATE TERRACE LOOKING NORTH FROM DEANSGATE/GREAT BRIDGEWATER STREET JUNCTION


EXISTING PHOTOGRAPH OF DEANSGATE TERRACE - AERIAL VIEW LOOKING WEST

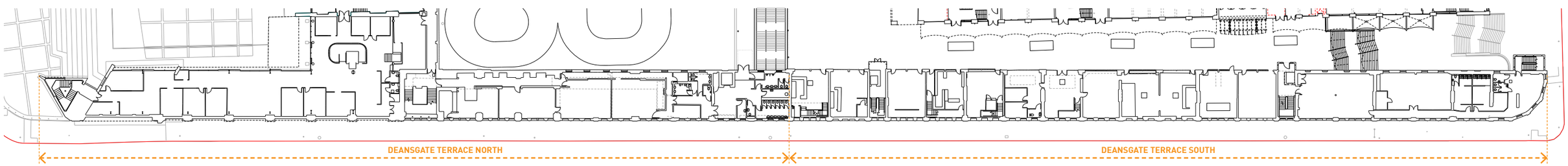

EXISTING PHOTOGRAPH OF DEANSGATE TERRACE - AERIAL VIEW LOOKING EAST



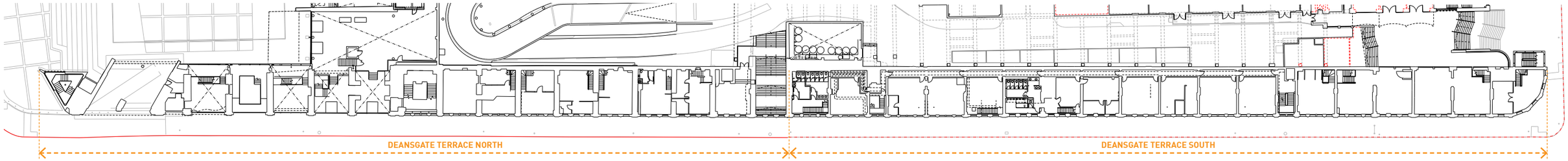
EXISTING MASSING IMAGE OF DEANSGATE TERRACE SHOWING THE STRATEGIC DEVELOPMENT AREAS



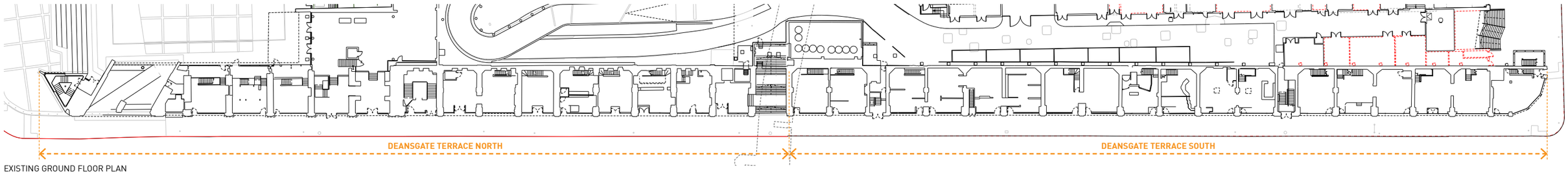
EXISTING THIRD FLOOR PLAN



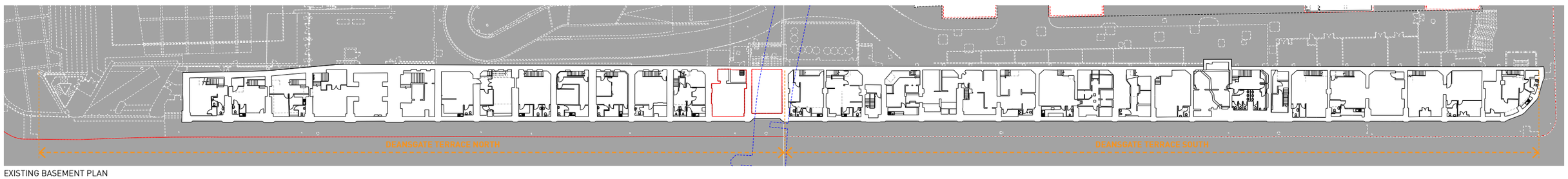
EXISTING SECOND FLOOR PLAN



EXISTING FIRST FLOOR PLAN



EXISTING GROUND FLOOR PLAN



EXISTING BASEMENT PLAN

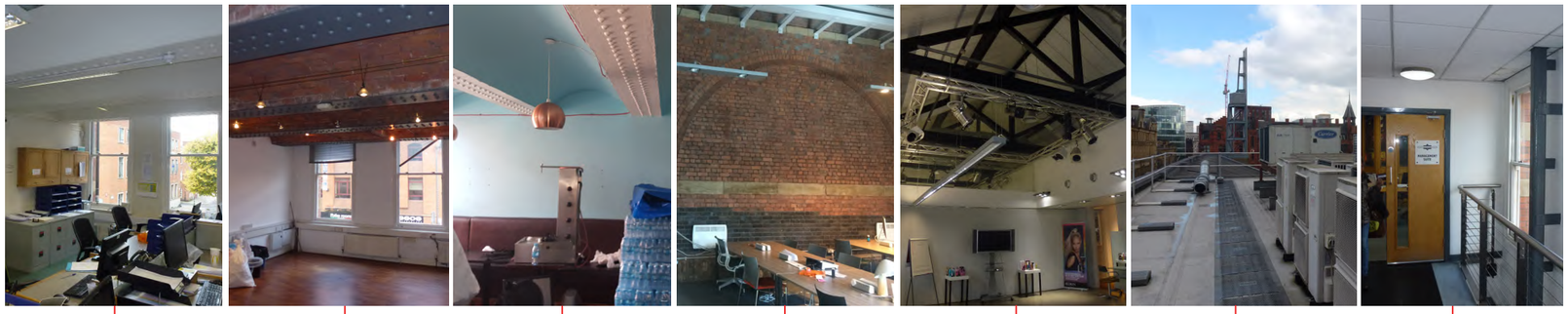
5.1 Deansgate Terrace - Design Principles

5.1.3 Existing Uses

The Deansgate Terrace currently accommodates a mix of commercial uses, with retail, restaurant and other small commercial business uses at ground floor level, and a mix of offices and other commercial spaces at the upper levels.

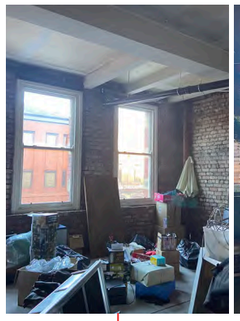
The building incorporates a step and lift access from Deansgate through one of the shopfronts up to the high level walkway providing access to the cinema entrance atrium space.

A number of commercial units have frontages to Deansgate Mews, and accommodate a number of independent businesses, including retail, food and beverage uses.

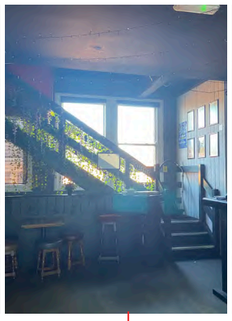


DEANSGATE TERRACE NORTH - EXISTING USES PHOTOGRAPHS

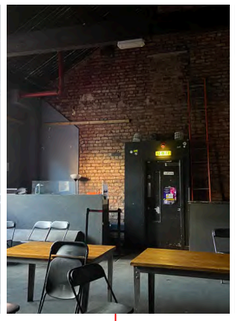
UNIT 257



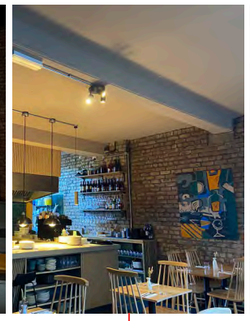
UNIT 255



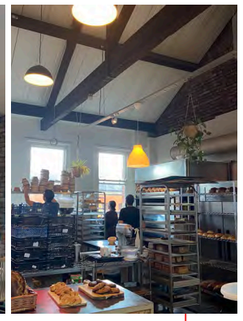
UNIT D



UNIT 263



UNIT 265



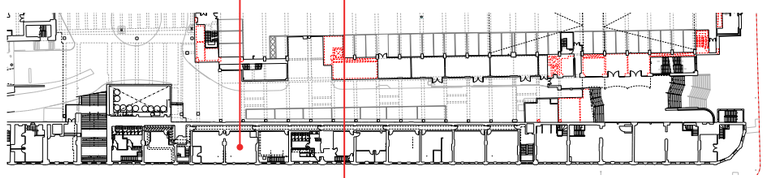
UNIT 289



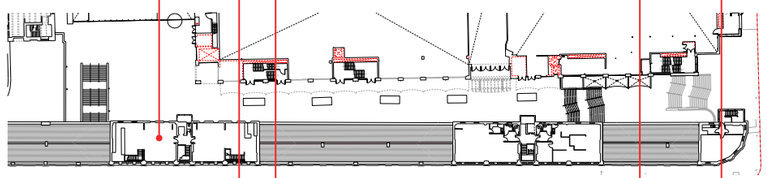
UNIT 293



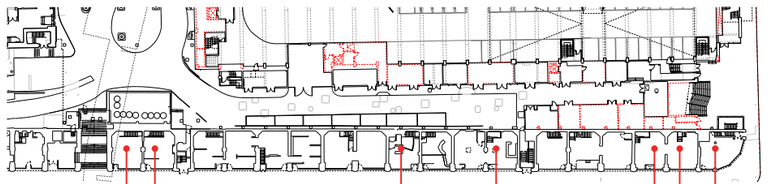
EXISTING LEVEL 01 PLAN



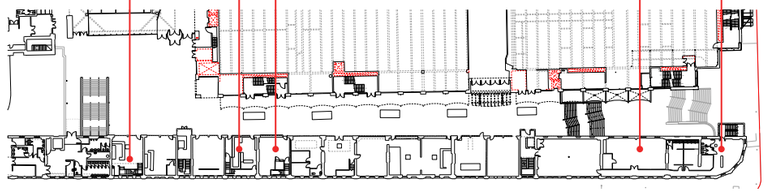
EXISTING LEVEL 03 PLAN

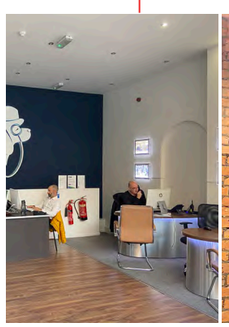


EXISTING GROUND FLOOR PLAN

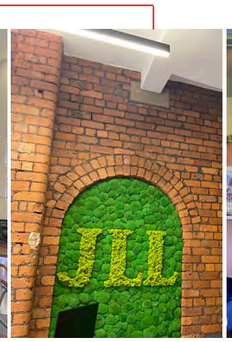


EXISTING LEVEL 02 PLAN





UNIT 255



UNIT 257



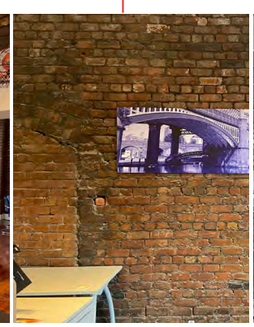
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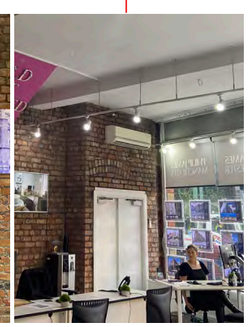
UNIT 275



UNIT 291



UNIT 291



UNIT 293

DEANSGATE TERRACE SOUTH - EXISTING USES PHOTOGRAPHS

5.1.4 Demolitions

In order to facilitate the proposals, and in line with the recommendations of the SRF, the non-original additions to the buildings constructed during the conversion in the 1990's will be carefully removed by specialist contractors. This will include the link building between the Terrace and the warehouse, the additions to the rear of the listed screen wall and above the brick arches currently forming retail and commercial uses, and the remainder of the spire feature at the termination of the screen wall adjacent to the junction of Dean Street and Peter Street. A Construction Management plan describing the proposed strategy has been submitted as part of the proposals.

5.1.5 Fabric Repair

Similarly to the Great Northern Warehouse, in line with the recommendations of the conditions surveys undertaken, and as required following further intrusive investigations during subsequent design stages, fabric repairs will be undertaken to the Deansgate Terrace. These will include the following:

- Refurbishment and repairs to existing, original roof covering, including new gutters and any integrated safety and access measures where required, and repairs as required to original roof structure. Thermal upgrade to northern section of roof associated with proposed new office space. The existing slate tiles will be reused where possible.
- Refurbishment and re-glazing of all non-original existing timber framed windows, including restrictor placed on lower sash (restricted to ‹100mm opening) to mitigate current health and safety risk associated with fully opening lower unit.
- Repairs and re-routing as required to rainwater goods.
- Cleaning and repairs to masonry and stonework (internally and externally as required), including the parapet, and repairs as required to other façade elements.
- Removal or organic material and plant growth on roof/facades, and suitable treatment to prevent re-growth.
- Removal of sundry non-original items attached to the façade, as indicated on alterations drawings.
- Repairs as required to remediate minor structural defects internally and externally.
- Repairs as required to steel structural frame elements to mitigate any corrosion or damage.
- Repairs as required to original floor structures following intrusive surveys.
- Mitigation and repairs generally where water ingress has been identified.

5.1 Deansgate Terrace - Design Principles

5.1.6 - Integration Of New Office Uses (Deansgate Terrace North)
As part of the wider strategy for the redevelopment and transformation of the Great Northern site, described in section 3 of this document, the northern section of the Deansgate Terrace will be redeveloped and refurbished to provide new studio office spaces to complement the overall provision of varied and flexible workspace across the site.

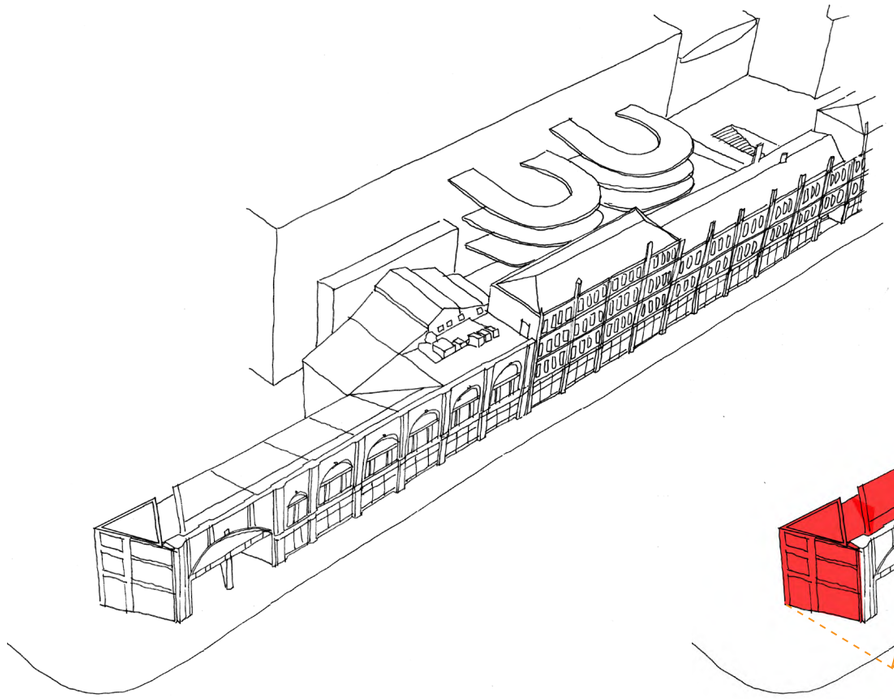
Following the demolition of the modern structures added during the conversion in the 1990's, the remaining original structures will comprise the screen wall, which historically provided access to the goods yard, and the brick arches that originally supported the carriage ramp to the warehouse. In order to introduce new office uses above the proposed ground floor restaurant uses, it is therefore necessary to construct a new steel-framed structure, taking partial support from the existing structure. This is described in more detail in the structural report forming part of this planning and listed building application.

A number of configurations for office accommodation were tested. The main constraint for the integration of this use in this location is the fact that there are no windows in the screen wall, and therefore the only potential aspect is towards the Great Northern Square. The proposed configuration therefore comprises a series of single aspect studio office units, with windows facing the Great Northern Square. The shallow plan means that, despite being single aspect, the office units will enjoy good natural light. The circulation spaces providing access to these units will benefit from natural light from rooflights above. The inside face of the existing masonry screen wall will be left exposed internally to provide a celebration of the building's fabric within the circulation space. The office accommodation is accessed from a lift and stair core accessed via an entrance lobby from Dean Street.

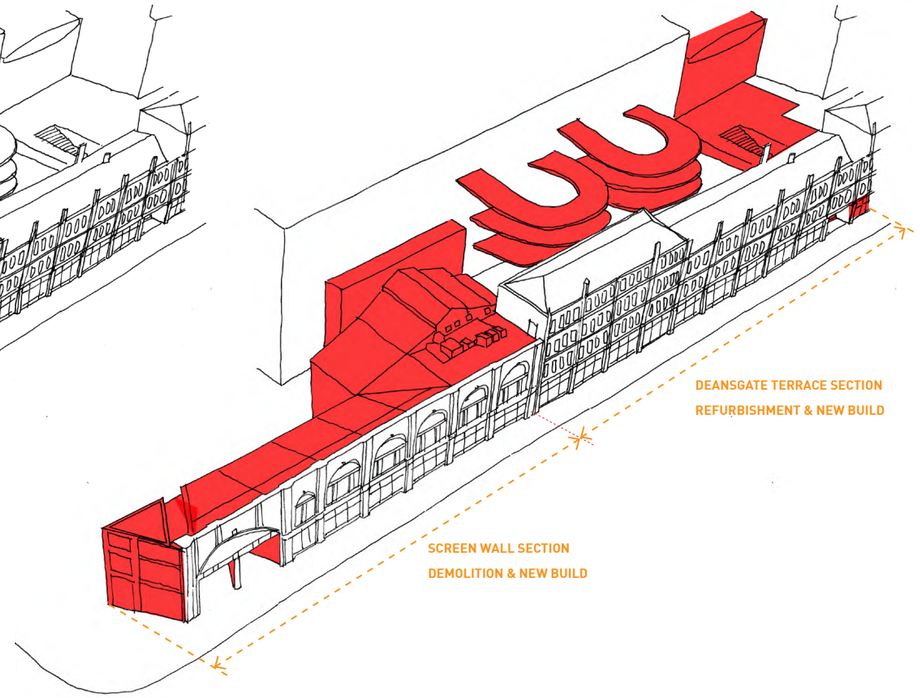
To the south of the screen wall, the range of shops and offices are formed of a regular masonry cross-wall construction, each structural bay of which is approximately 7m wide, which provides a suitable frontage for the width of a small office studio. The plan depth afforded by the addition of the new retail frontage on the east side of the terrace facing Dean Street provides sufficient depth to run a circulation corridor at first floor level above the ground floor retail units, along the length of the terrace, without the need to break through each individual cross wall, and minimising the impact on the existing listed fabric. This will provide a series of office studios spaces and meeting rooms, with aspect either side of the central corridor.

A shared office roof terrace is proposed above the northern section of the offices to provide shared amenity space for the Deansgate Terrace office accommodation, and also for the Great Northern Warehouse, via a bridge connection between the two buildings, described in detail in the previous section of this document.

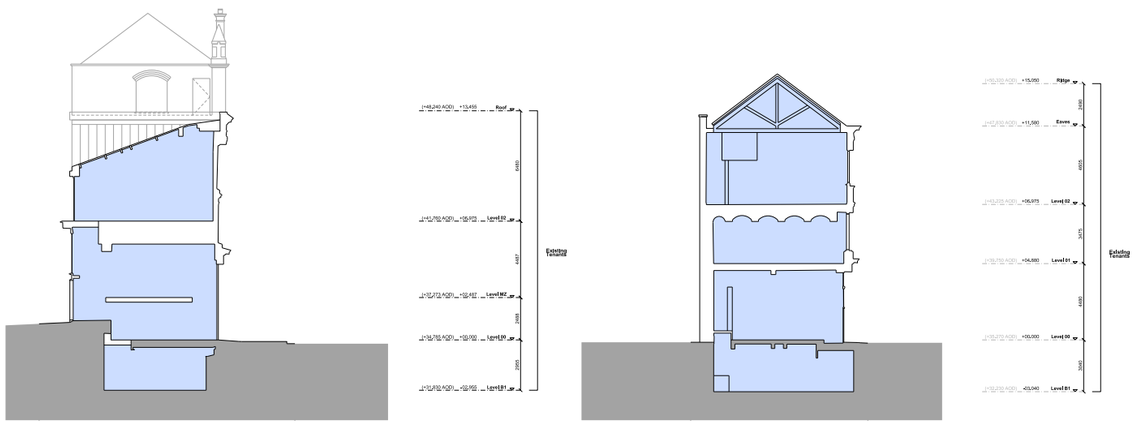
The diagrams and sections opposite describe the proposed strategy for redevelopment of the northern section of the building to accommodate the new office use.



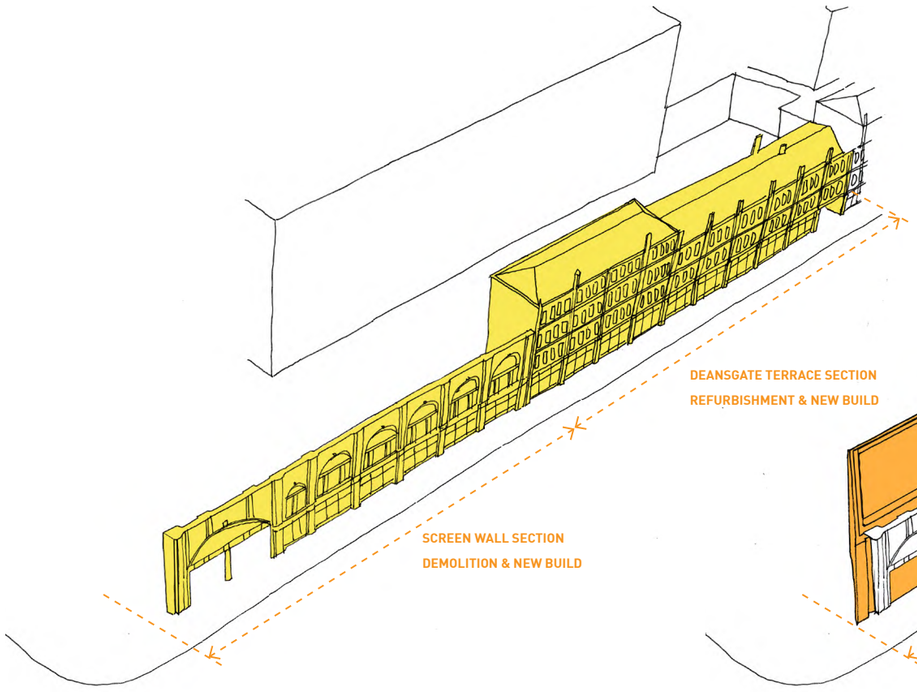
01 - EXISTING



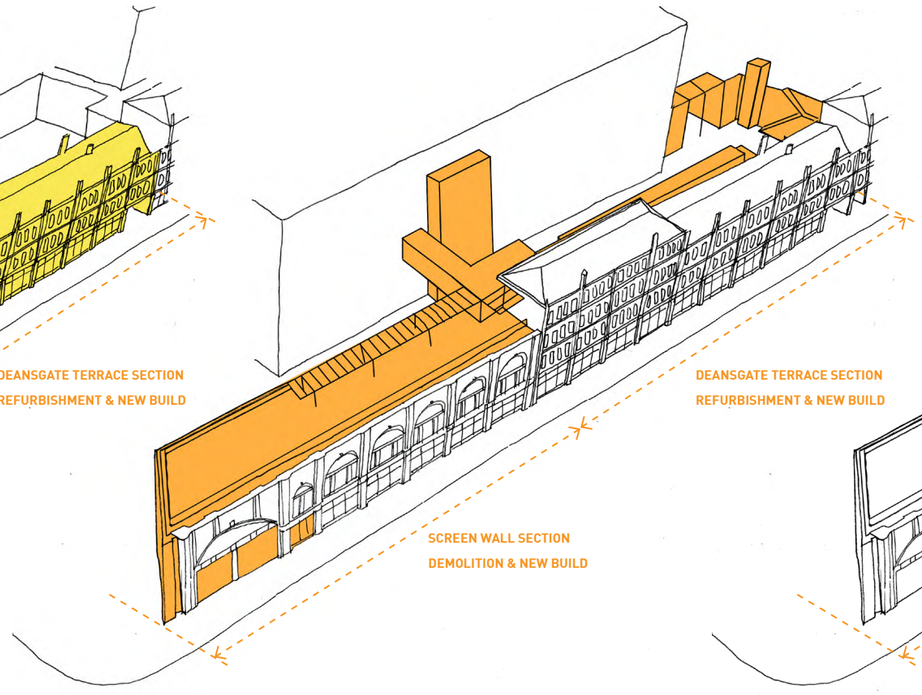
02 - DEMOLITION OF MODERN INTERVENTIONS



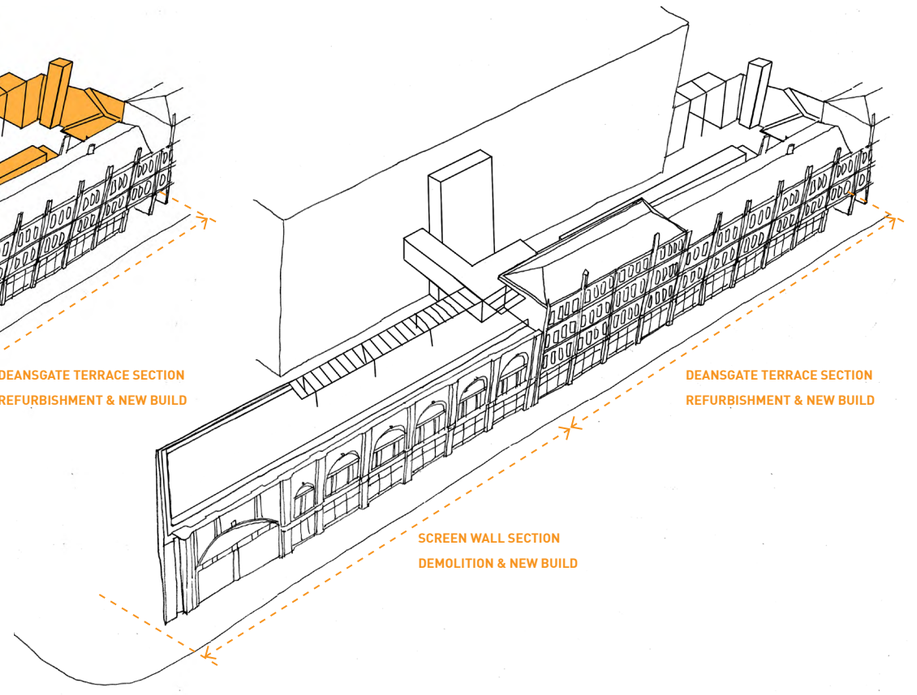
DEANSGATE TERRACE NORTH - EXISTING SECTIONS



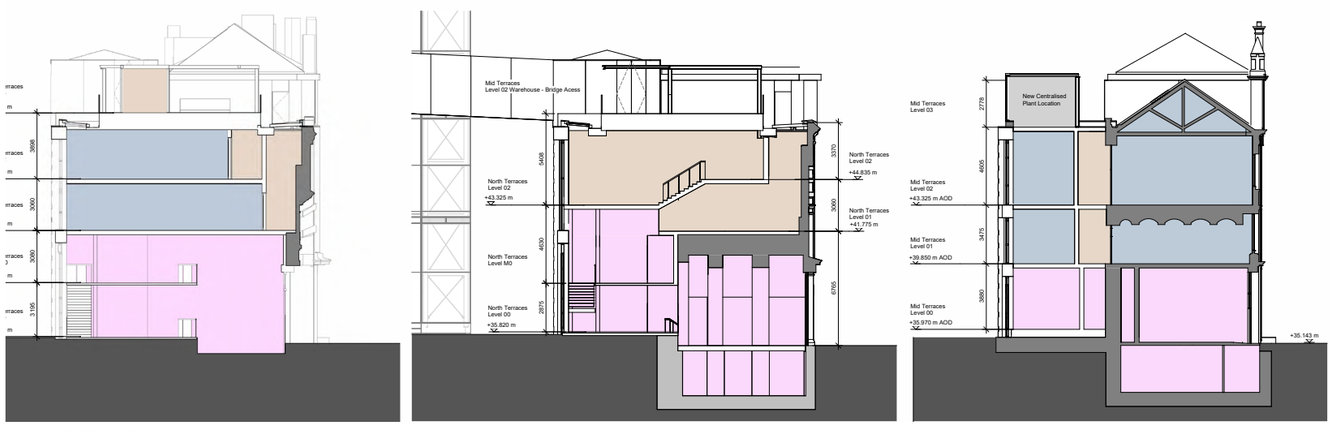
03 - FABRIC REPAIRS AND REFURBISHMENT TO ORIGINAL LISTED BUILDINGS



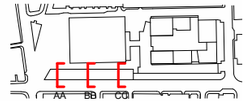
04 - NEW EXTENSION - NEW RETAIL/RESTAURANT AND OFFICE USES, ROOF TERRACE & NEW CIRCULATION



05 - PROPOSED WORKS COMPLETE



DEANSGATE TERRACE NORTH - PROPOSED SECTIONS



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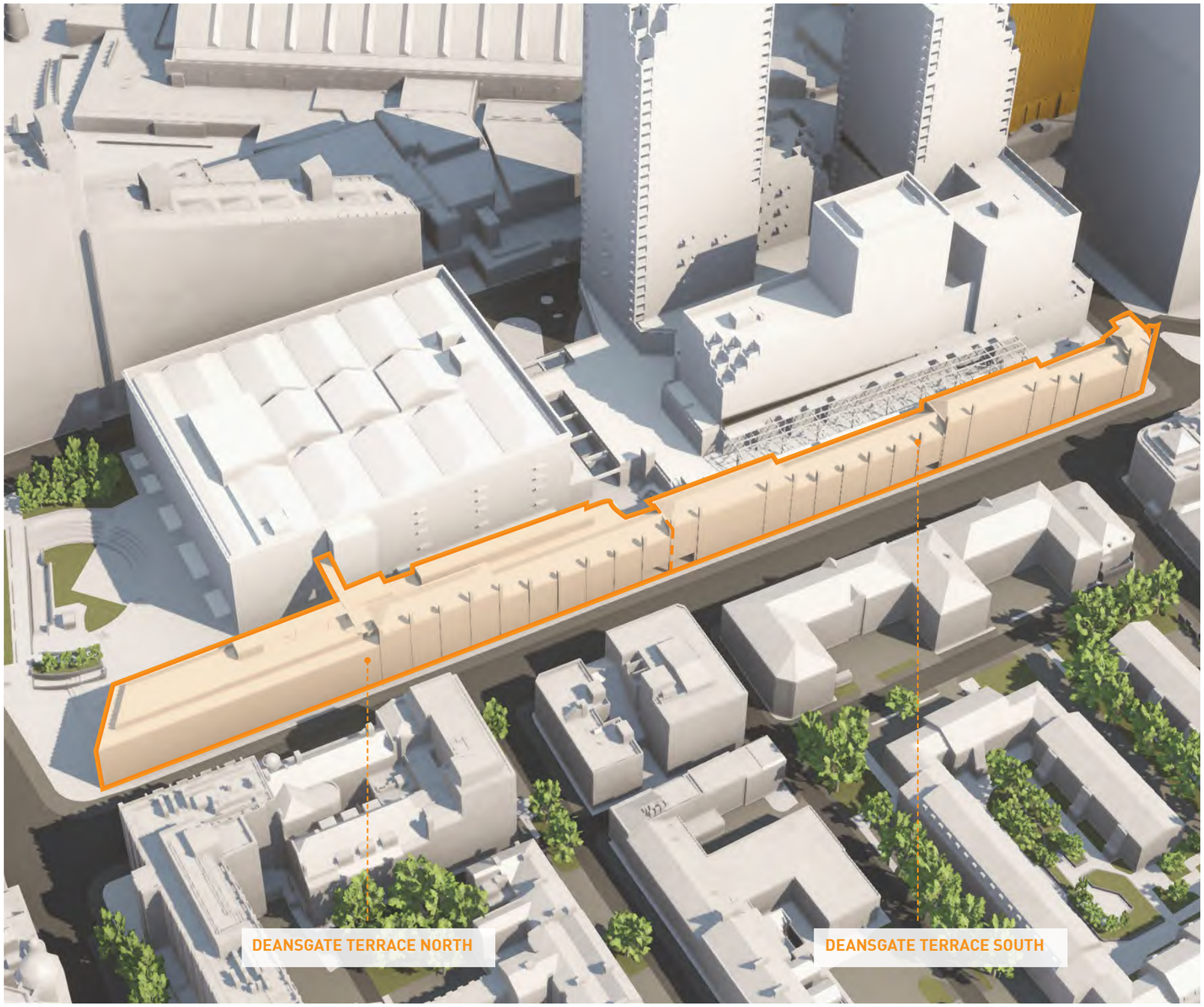
5.1 Deansgate Terrace - Design Principles

5.1.7 Deansgate Terrace North - Proposed Uses
At ground floor level, new commercial retail and restaurant uses are proposed to provide animation and activation to Dean Street. These new units will be located within the new build component, and also partly comprise refurbished retail space within the existing building. The existing steps from Deansgate to the Deansgate Mews will be removed and the opening retained to provide part of the double opening affording access to the new at grade pedestrian routes through the site (Dean Street and Alport Street).

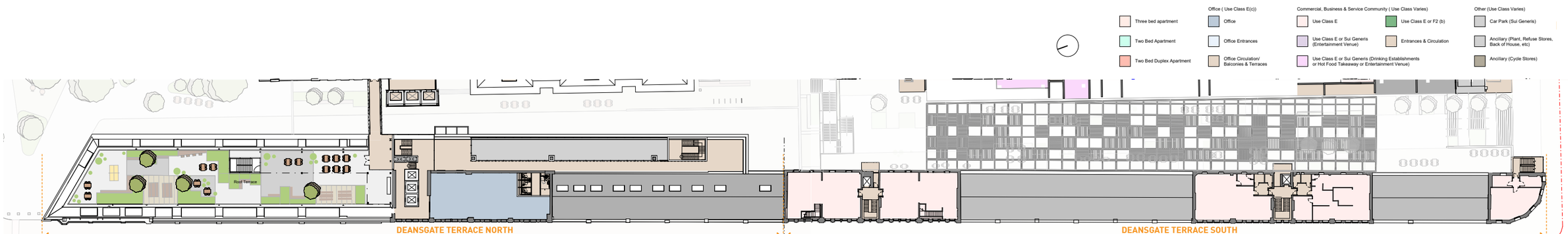
Above this, two levels of office studio spaces are proposed, accessed from a central circulation core. The office component is partly comprised of the new build element to the east side of the existing building, and partly comprised of refurbished existing space. Above the office space, a new shared office amenity terrace is proposed.

5.1.8 Deansgate Terrace South - Proposed Uses
The proposals for the southern section of the Deansgate Terrace mainly comprise a light refurbishment of the internal spaces to provide flexible commercial spaces and community space within the existing units. The existing circulation cores within this section of the building will be retained and used for access to the upper level spaces.

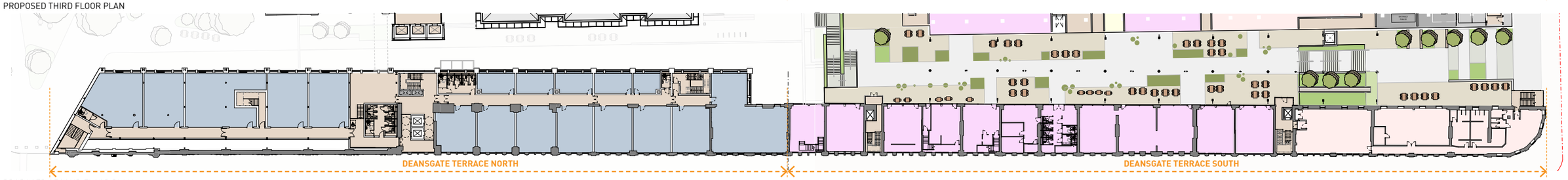
At the mid point of this section of the Deansgate Terrace, a new residential entrance will be created within two bays, comprising the removal of two of the non-original shop fronts, and replacement with new glazed facade. This will also require the removal of material on the existing east face of the building to create an opening to the residential reception and amenity space.



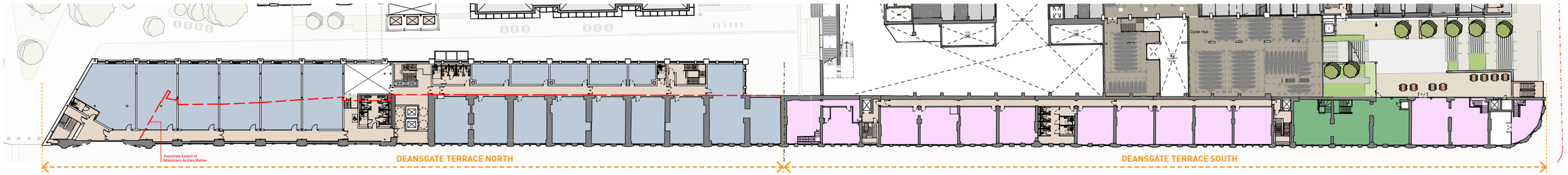
AERIAL MASSING VIEW OF DEANSGATE TERRACE PROPOSALS IN CONTEXT WITH WIDER GREAT NORTHERN PROPOSALS



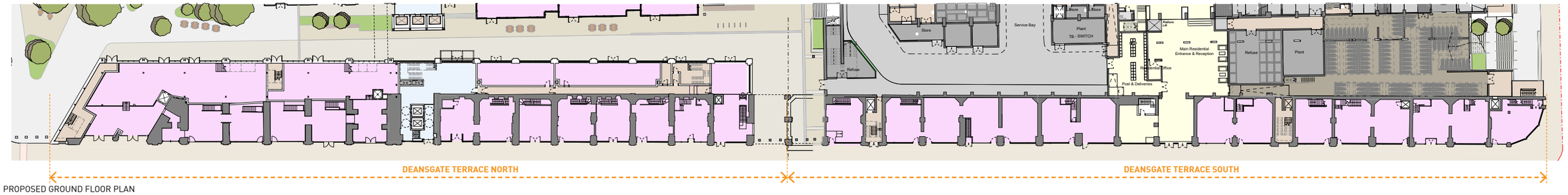
PROPOSED THIRD FLOOR PLAN



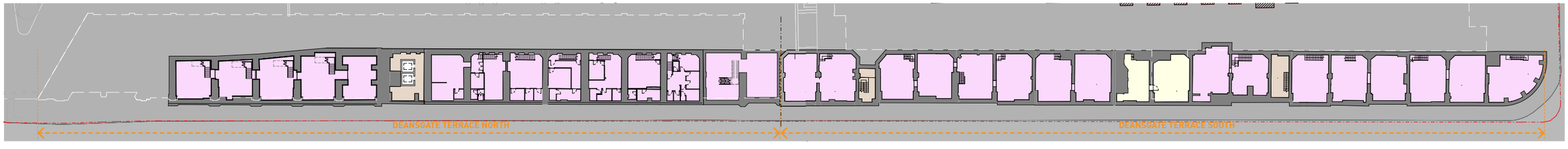
PROPOSED SECOND FLOOR PLAN



PROPOSED FIRST FLOOR PLAN



PROPOSED GROUND FLOOR PLAN



PROPOSED BASEMENT PLAN

Three bed apartment
Two Bed Apartment
Two Bed Duplex Apartment
Office (Use Class E(c))
Office
Office Entrances
Office Circulation/ Balconies & Terraces
Commercial, Business & Service Community (Use Class Varies)
Use Class E
Use Class E or Sui Generis (Entertainment Venue)
Use Class E or Sui Generis (Drinking Establishments or Hot Food Takeaway or Entertainment Venue)
Use Class E or F2 (b)
Entrances & Circulation
Other (Use Class Varies)
Car Park (Sui Generis)
Ancillary (Plant, Refuse Stores, Back of House, etc)
Ancillary (Cycle Stores)

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5.2 Deansgate Terrace - Internal Alterations

5.2.1 Deansgate Terrace - Building Services Strategy

Within the northern section of the Deansgate Terrace, a new heating and cooling VRF system is proposed to serve the new ground floor commercial uses and new office use above. Service routing and lighting will be within ceiling voids for the new build elements, and integrated into purpose designed exposed plant elements mounted on the exposed original soffits and roof structure, within the existing refurbished spaces. A new dedicated roof plant space discretely positioned behind the existing pitched roof on the east side of the building will accommodate the plant equipment serving this part of the Deansgate Terrace.

Within the southern section of the Deansgate Terrace, the existing service provision will be retained as part of the overall light refurbishment proposed, with upgrade and replacement of specific elements where required. Both sections of the building incorporate natural ventilation using existing and new windows.

5.2.2 New Internal Interventions and Alterations

Proposed alterations are referenced in the Schedule of Alterations forming part of this planning and listed building application. The principle of these alterations have been discussed and agreed with Manchester City Council and Historic England during pre-application meetings.

5.2.3 Deansgate North - New Internal Interventions and Alterations

Within the mid-part of the Deansgate Terrace, at ground floor level, minor alterations to the routing of existing tenants' services will be required due to the fact that the creation of Dean Street will necessitate the relocation of some elements of service equipment. This will require penetrations through the existing fabric in a small number of locations. The proposed new retail frontage to Dean Street incorporates a service corridor between the existing building and the new retail units, which will provide a route for services. A, covered plant area is proposed at roof level to accommodate externally mounted retail plant equipment. This area will include a perforated visual screen over.

The refurbishment of the upper levels to create new office uses will include the construction of new lightweight partitions, linings and ceilings to create the necessary subdivision of space, and to facilitate service routing where required. The layout and configuration of the walls separating office studio spaces generally works within the existing structural bays to minimise the necessary intervention in to the historic building fabric. Where possible, the original building fabric, such as the brick vaulted arches and timber roof structure will be exposed within the office spaces. Penetrations within existing floors will be required to facilitate vertical service routing to the office spaces in a small number of locations. Alterations are proposed to the internal configuration of the existing vertical circulation core to facilitate the proposed new configuration. The layout in this area was altered during the building's conversion in the 1990's and is not original.

It is proposed to replace a section of the first floor of the building above the existing stepped access from Deansgate removed to allow headroom above the steps during the building's previous conversion. This will require a new steel framed structure, to reinstate the floor level internally, and a soffit lining above the new at-grade access route below. The existing public lift access between Deansgate and the high level walkway in the bay immediately north of the existing stepped access will no longer be required, and will be removed. The existing gates, which are original, currently fixed to the walls under the arched access through the screen wall will be carefully removed and retained for re-use internally as a decorative feature within the building.

5.2.4 Deansgate South - New Internal Interventions and Alterations

The internal alterations proposed to the southern section of the Deansgate Terrace relate primarily to the light refurbishment of the existing spaces within the building. The bay immediately south of the existing stepped access to Deansgate Mews will become part of the new access to the new at grade pedestrian connection through the site. In order to facilitate this, the non-original shopfront will be carefully removed, and a new opening created through the east elevation.

KEY:

- Non-original fabric removed.
- Original fabric removed.
- Other alterations.
- xxx Code refers to alterations and downtakings. Refer to 10422-SHP-Z2-A-B5D9-JC20-SC-XX-001 schedule for the warehouse alterations and 10422-SHP-Z3-A-B5D9-JC20-SC-XX-001 for the Deansgate Terraces alterations.
- Area within dashed line is an assumed layout. No survey information available.

NOTES:

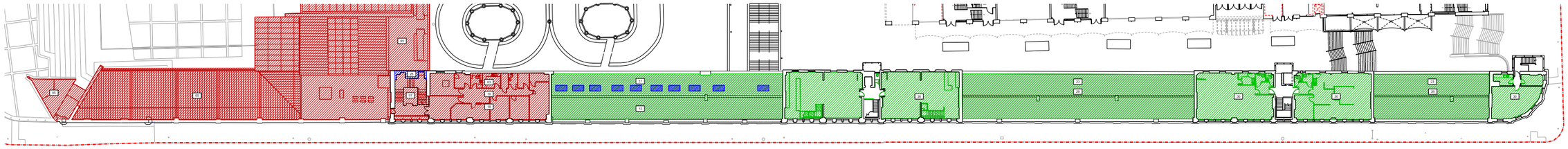
For facade alterations refer to 10422-SHP-Z2-A-B5D9-JC20-XE drawing series for warehouse alterations and 10422-SHP-Z3-A-B5D9-JC20-XE drawing series for the Deansgate Terraces.

All original internal and external brickwork and stonework to be cleaned and made good.

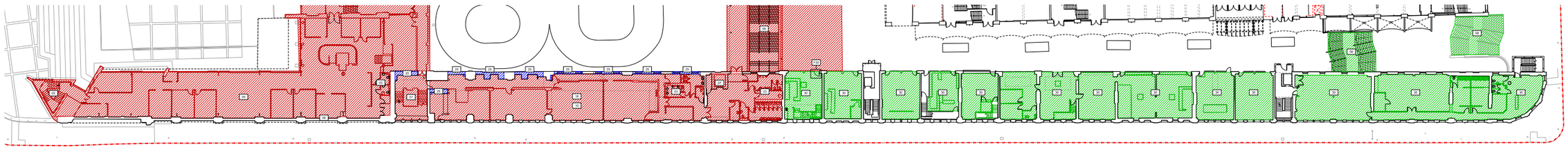
All exposed fixing holes from removed non- original fixtures to be cut out and made good with repair mortar.

All original rainwater goods to be repaired.

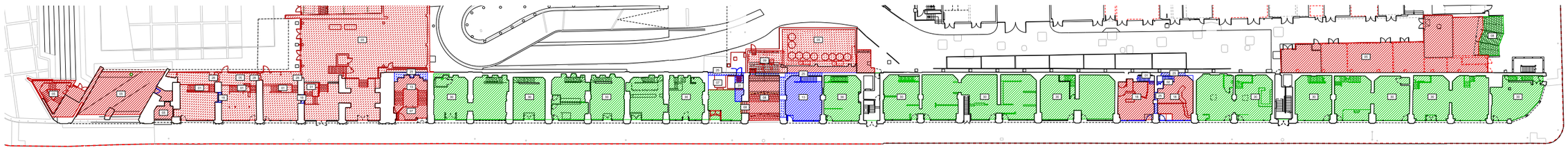
All vegetation to be removed, affected joints to be raked out, cleaned and repointed with repair mortar.



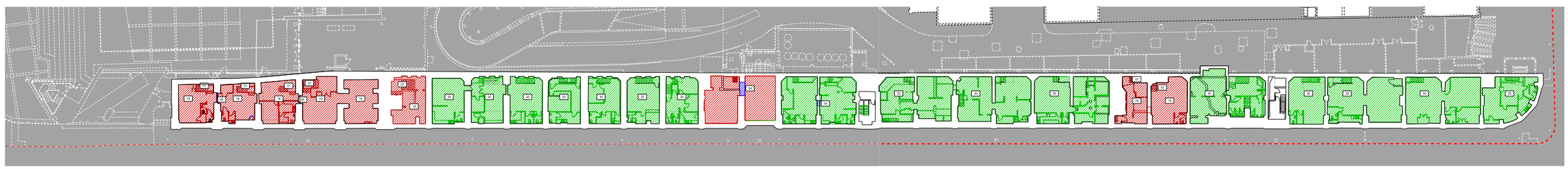
PROPOSED THIRD FLOOR ALTERATIONS PLAN



PROPOSED SECOND FLOOR ALTERATIONS PLAN



PROPOSED FIRST FLOOR ALTERATIONS PLAN



PROPOSED GROUND FLOOR ALTERATIONS PLAN



PROPOSED BASEMENT ALTERATIONS PLAN

5.3 Deansgate Terrace - External Alterations

5.3.1 Dean Street Facade

The principle strategy for external alteration to the Deansgate Terrace, consistent with the consented scheme, is the creation of the new retail and restaurant frontage to provide activation to Dean Street, with residential uses above. This proposed new extension to the existing building extends for the full length of the northern section of the Deansgate Terrace and creates a new termination to the Terrace at the junction of Deansgate and Peter Street in place of the existing 'spire' feature, added during the building's conversion during the 1990's. The gable end to this element is chamfered to reflect the original geometry at the interface between the screen wall and the adjacent former Reades building and Great Northern Railway Offices facing Peter Street, now demolished. The chamfered form provides a coherent and legible three-dimensional relationship between the new and existing elements, and creates improved sightline and movement paths into the site.

The proposed new build extension will partially obscure the east elevation of the existing Deansgate Terrace building. In contrast to the highly decorative and architecturally significant west elevation facing Deansgate, the east elevation was not designed to provide a visible or coherent street frontage, as it originally faced the rail siding between the warehouse and the Terrace. The façade is utilitarian in nature, comprising red and blue brickwork and small window openings, devoid of decorative or architecturally significant features. Whilst part of this elevation will be externally obscured, the original external brickwork to the east façade will be left exposed where possible within new retail and office uses. A number of the existing, non-original windows will be removed to create openings where required through the existing façade to facilitate internal retail and office layouts.

The elevational design of the new frontage to Dean Street is conceived as a contemporary interpretation of the historic façade pattern evident on the Deansgate façade, which comprises of a strong expression of regular primary vertical and horizontal elements reflecting the rhythm of the Deansgate façade and structural module of the existing building, infilled with bays of brickwork and fenestration based on the typical proportions of fenestration on the Deansgate façade, which has beed designed to include a 'crittal' style glazing pattern to complement the windows of the Great Northern Warehouse building directly opposite, and to coordinate with the design of the proposed new glazed elements to the west elevation of the Great Northern Warehouse and viaduct, which are described in Section 4. The new facades will be faced in brick to closely match the existing brickwork to the Deansgate elevation, The primary vertical and horizontal elements will be expressed, with infill panels recessed to provide modelling and articulation to the façade.

5.3.2 New Glazed Facade Elements To Deansgate Elevation

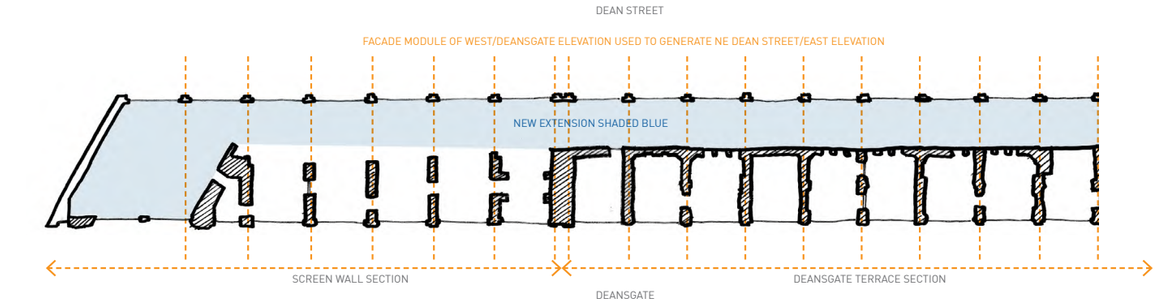
New glazed frontages will be provided to the existing openings at the northern end of the west facade facing Deansgate, designed as simple, contemporary glazed elements to complement the weight of the masonry treatment of the existing building. Similarly, a new glazed elements will be provided in place of two of the non-original shop fronts in the southern section of the Deansgate Terrace to provide the new main residential entrance.



DEANSGATE TERRACE WEST ELEVATION - DETAIL PROPOSED NEW RESIDENTIAL ENTRANCE



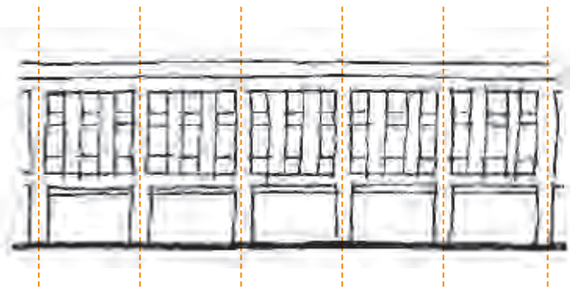
DEANSGATE TERRACE NORTH - DETAIL PROPOSED NEW EAST ELEVATION GROUND FLOOR COMMERCIAL RETAIL UNIT ENTRANCE



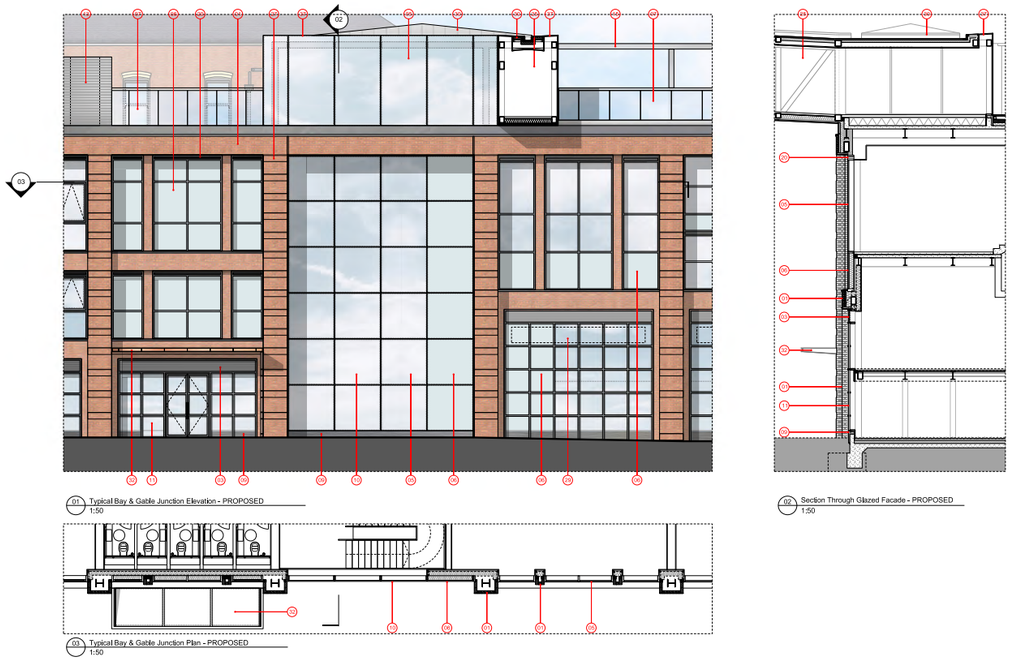
DEANSGATE TERRACE - EAST ELEVATION DESIGN DEVELOPMENT DIAGRAM



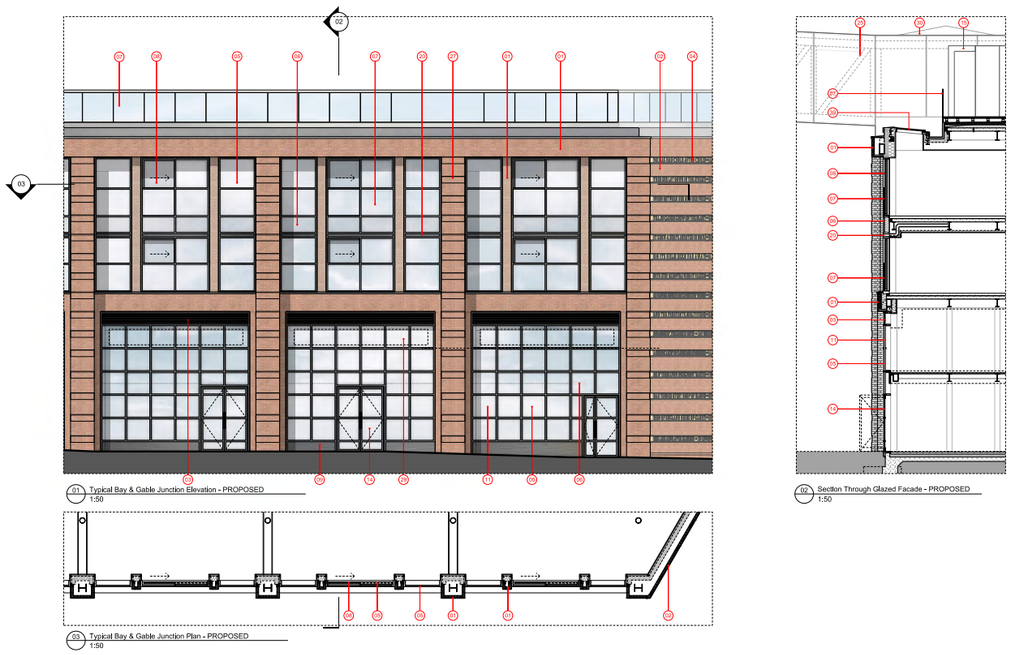
EXISTING WEST/DEANSGATE ELEVATION



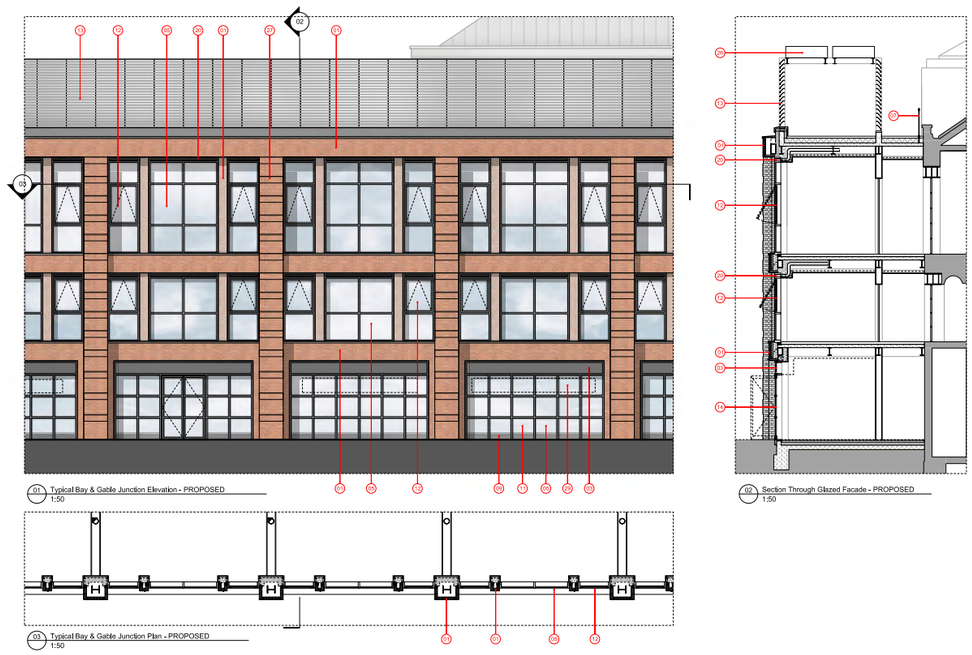
DEAN STREET ELEVATION STRATEGY



DEANSGATE TERRACE NORTH - DETAIL PROPOSED NEW OFFICE ENTRANCE



DEANSGATE TERRACE NORTH - DETAIL PROPOSED NEW EAST ELEVATION (NORTHERN SECTION)



DEANSGATE TERRACE NORTH - DETAIL PROPOSED NEW EAST ELEVATION (MID SECTION)

simpsonhaugh

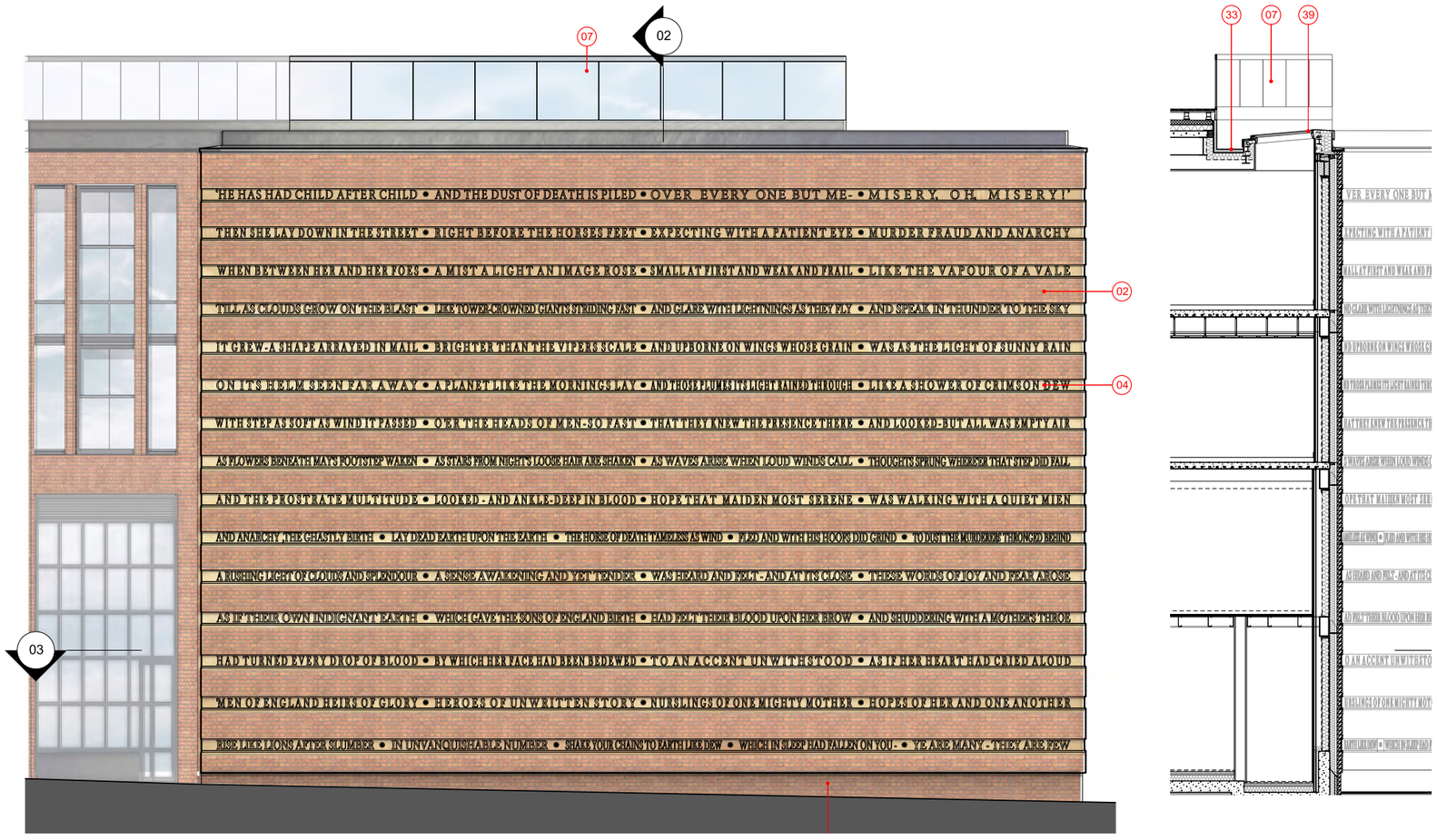
5.3 Deansgate Terrace - External Alterations

5.3.3 New Gable Treatment - The Masque Of Anarchy

The gable elevation terminating the Deansgate Terrace adjacent to the junction of Deansgate and Peter Street provides an opportunity to create a feature to mark the entrance to the site. A number of alternative strategies were explored for the design of this elevation. The proposed elevational strategy for this elevation comprises of a series of horizontal recesses within the brick façade, providing a continuation of the horizontal stone banding in the Deansgate elevation. The recesses will be inlaid with bronze strips with perforated lettering, continuing the strong theme of text used in the facades of both the Terrace and warehouse buildings.

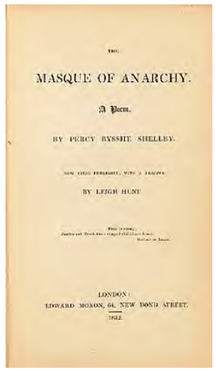
"The Masque of Anarchy" is a British political poem written in 1819 by Percy Bysshe Shelley following the Peterloo massacre of that year, which occured in close proximity to the site's location. In his call for freedom, it is perhaps the first modern statement of the principle of non-violent resistance. It has been described as "the greatest political poem ever written in English".

Given the site's location close to the site of the events that inspired the poem, selected verses have been used as part of the facade treatment to this now important elevation to the Deansgate Terrace, The crafted lettering will be carefully integrated into the facade, and will be lit at night to create a powerful and meaningful invitation to the Great Northern Square, providing a reminder of the site's important role in history. This is consistent with the design of the consented scheme.



DEANSGATE TERRACE - DETAIL NORTH GABLE - PROPOSED

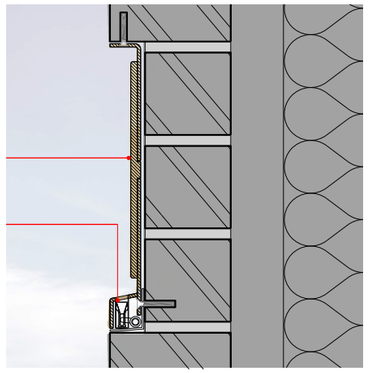




PERCY SHELLEY - THE MASQUE OF ANARCHY



PROPOSED NORTH GABLE LETTERING DETAIL





ILLUSTRATIVE VIEW FROM JUNCTION OF DEANSGATE AND PETER STREET

5.3 Deansgate Terrace - External Alterations

5.3.4 Deansgate Terrace - Roof

The roof to the proposed new build element within the northern section of the Deansgate Terraces incorporates the proposed office roof terrace, accessed via the lift and stair core within the building, and also via the bridge connection to the Great Northern Warehouse. The terrace is set back from the perimeter of the building (which incorporates rooflights to the circulation spaces for the proposed new office studio spaces below, and has been carefully designed to minimise visual impact on the existing Deansgate façade when viewed from ground level. The terrace includes a low level secondary escape stair and integrated pergola structure to provide shelter and enable the space to be usable if different weather conditions. It will also accommodate low level planting and seating elements. In addition to providing amenity space for users of the office space, the terrace will help bring animation to the Great Northern site, and contribute to the wider provision of generous shared amenity spaces throughout.

To the south of the new office core, the remainder of the new build roof will accommodate a purpose designed plant space enclosure, positioned discretely behind the existing pitched roof such that it will not be visible in views of the listed buildings along Deansgate.

The proposed works to the existing roof of the Deansgate Terrace include the repair and refurbishment of the existing roof covering, as recommended within the conditions survey, and introduction of rooflights on the east pitch of the northern section, providing natural light to the new office spaces below. The location of the rooflights, which is consistent with the proposals for the consented residential scheme, mean that they will not be visible in views of the listed buildings from Deansgate.



PROPOSED ROOF TERRACE



ROOF TERRACE PRECEDENT IMAGES

KEY:

- Non-original fabric removed.
- Original fabric removed.
- Other alterations.
- XXX Code refers to alterations and downtakings. Refer to 10422-SHP-Z2-A-B5D9-JC20-SC-XX-001 schedule for the warehouse alterations and 10422-SHP-Z3-A-B5D9-JC20-SC-XX-001 for the Deansgate Terraces alterations.
- Area within dashed line is an assumed layout. No survey information available.

NOTES:

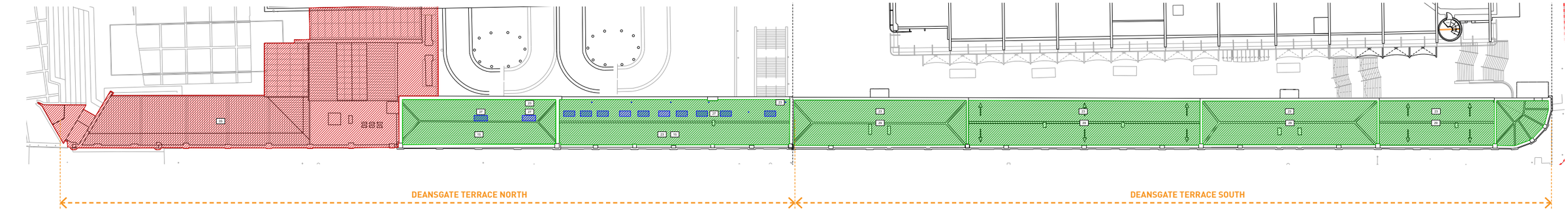
For facade alterations refer to 10422-SHP-Z2-A-B5D9-JC20-XE drawing series for warehouse alterations and 10422-SHP-Z3-A-B5D9-JC20-XE drawing series for the Deansgate Terraces.

All original internal and external brickwork and stonework to be cleaned and made good.

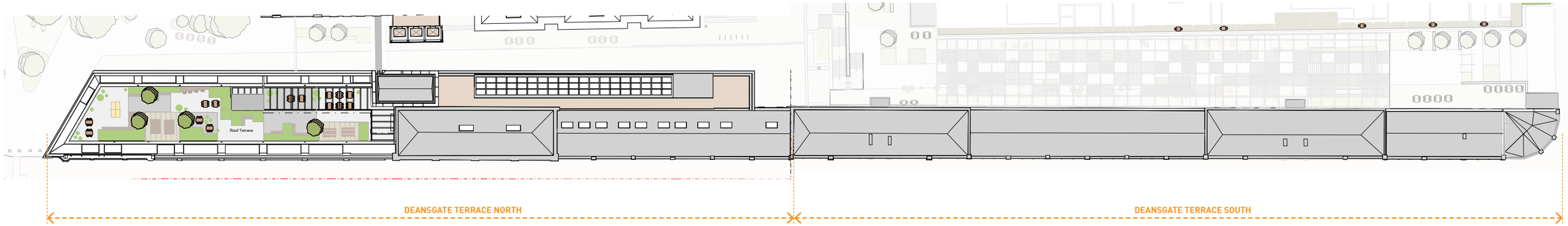
All exposed fixing holes from removed non- original fixtures to be cut out and made good with repair mortar.

All original rainwater goods to be repaired.

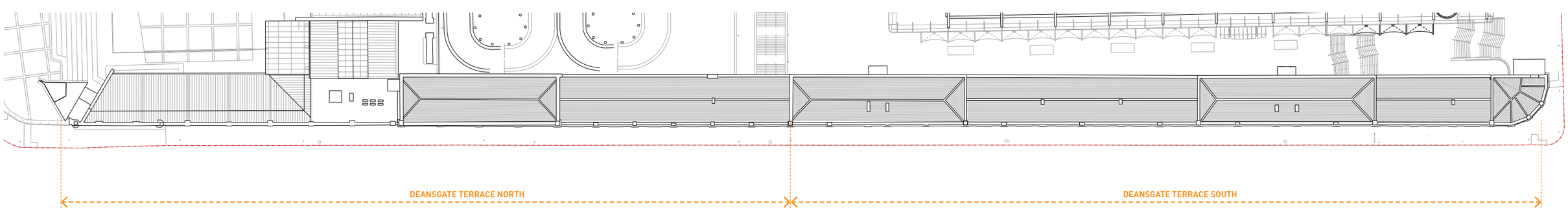
All vegetation to be removed, affected joints to be raked out, cleaned and repointed with repair mortar.



PROPOSED ALTERATIONS ROOF PLAN



PROPOSED ROOF PLAN



EXISTING ROOF PLAN

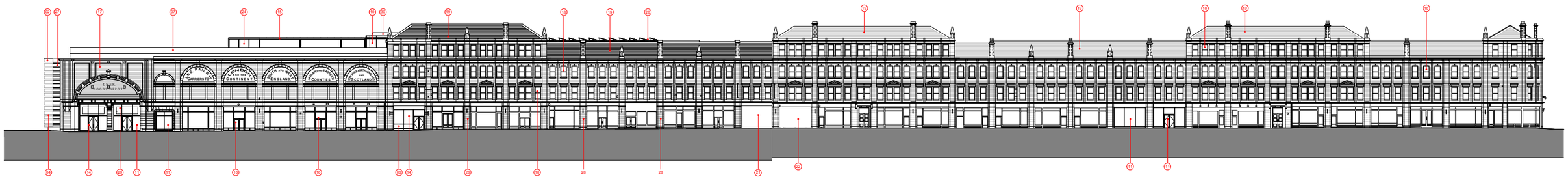
5.3 Deansgate Terrace - External Alterations



PROPOSED EAST ELEVATION



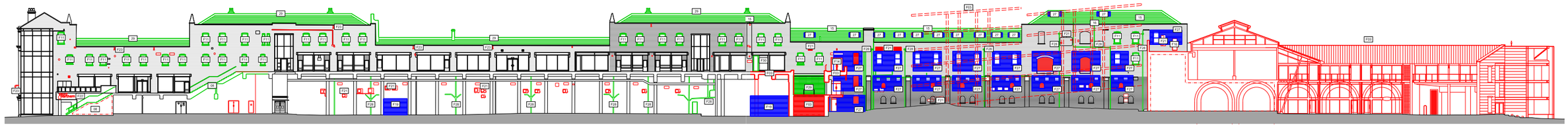
EXISTING EAST ELEVATION



PROPOSED WEST ELEVATION



EXISTING WEST ELEVATION



PROPOSED EAST ALTERATIONS ELEVATION



PROPOSED WEST ALTERATIONS ELEVATION

5.4 External Building Lighting Strategy

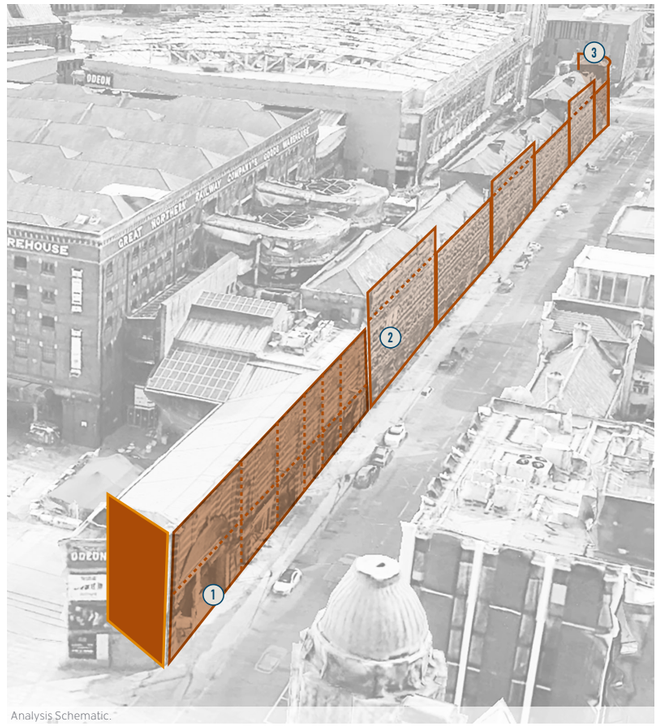
5.4.1 Deansgate Terrace Lighting

The lighting design for the Deansgate Terrace will be designed to subtly highlight the key façade elements, celebrating and enhancing the modelling and key features of the historic Deansgate façade, including the rhythm of the pilasters, providing a discrete, non obtrusive illumination to the residential upper part of the building, whilst enhancing the retail units and highlighting entrances at ground level.

The proposed perforated lettering that forms a key feature on the on the North Wall of the Deansgate Terraces building will be indirectly illuminated using small discrete linear light fittings installed in the recess behind the lettering to create a dramatic lighting effect to the lettering.

To reduce clutter and achieve a consistent look across the entire length of the building the lighting to street level in front of the retail units will be incorporated into the new shop signage and concealed away from view.

The drawings and diagrams opposite illustrate the proposed lighting strategy.



Analysis Schematic.

Building Location, Visibility and Character

Deansgate terraces' listed facade consists of two distinct parts:

- An ornamented part with arches towards the North end;

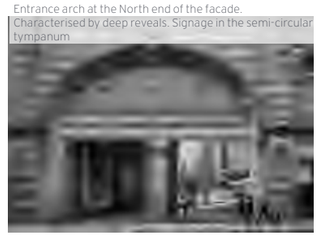
- A long south part with tall sections creating rhythm and interest along the span of the facade. The last tall section curves around the corner and marks the entrance to the mews

The facade columns are expressed as pilasters creating a motif repeated along both parts. Together with the consistent brick finish it binds the entire elevation together.

The facade will be opened up through the middle via two of the existing arches to realize the intended connection through Alport Street.

Currently there is street lighting along Deansgate which should be reviewed and evaluated in terms of glare and light spill in the context of the proposed facade lighting.

The building's ground floor currently hosts many businesses whose illuminated shop fronts are part of the night time image of the facade.


Entrance arch at the North end of the facade. Characterised by deep reveals. Signage in the semi-circular tympanum


Pilasters mark the rhythm of the facade along its full length. The first section of the facade a smaller arch reveal with a tympanum graphic.

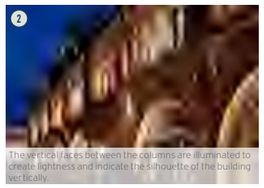

Short and tall sections of the facade create a secondary rhythm that frames the building's silhouette. At the South end the elevation terminates with a round section that leads towards Deansgate mews.



Illustrative Elevation Render



Illuminated ground floor reveals and occupancy lighting help activate the ground floor.



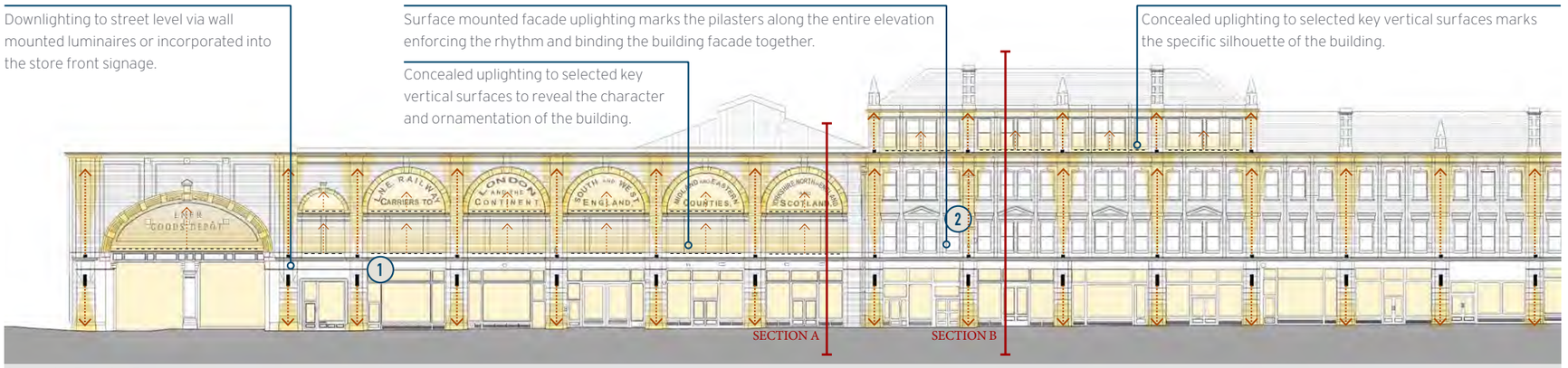
The vertical faces between the columns are illuminated to create lightness and indicate the silhouette of the building vertically.



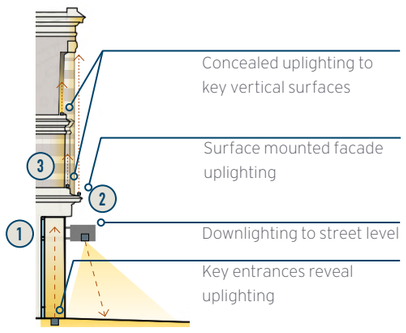
Rhythm through the lighting of the pilasters. Being a consistent element along the entire facade they would help read the elevation as a whole and would guide the sight along the street.

Lighting Objectives

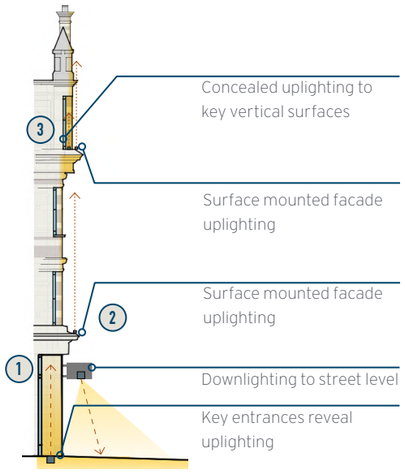
The proposed lighting design strategy aims to create a unified silhouette of the facade that outlines the key characteristics of the architecture and highlights selected signage and ornamentation.



Illustrative Elevation Render



Illustrative Section A



Illustrative Section B

Lighting Design Intent

In order to visually unify the building's elevation the scheme suggest the use of discrete uplighting aimed at the pilasters that frame the facade bays. These elements consistently appear along the entire elevation and create the primary rhythm of the facade.

Using luminaires with precise oval shaped narrow optics would help control any light spill. Their effect would be picked up by the overhanging cornice decoration framing the crown of the building.

In line with these uplights signage integrated downlighting will support street light levels in front of the retail units without adding visual clutter.

The secondary rhythm of Deansgate Terraces Victorian facade consisting of the larger 3- and 4-floor tall sections is expressed through softly illuminating the additional level.

On the northern side of the West facade the building is decorated with arches and metal detailing which is highlighted using discrete grazing details at the bottom of each arch.

Similar to the Warehouse the key entrance connection to the new Alport and Dean streets is marked by reveal uplighting that draws views and visitors in towards the newly developed public realm spaces inside.

All facade details will be developed to reuse existing fixing point locations where possible or apply a non-intrusive method of installation to preserve the facade's integrity. All details will be concealed from view or will discretely blend in with the facade.

1



Miniature modular LED fitting

2700K CCT, min CRI80
~500lm/m; 4W/m, dimmable

2



Soft LED floodlight with high quality optics and glare reducing accessories

2700K CCT, min CRI80
750lm; 12W, dimmable

3



Low glare downlights integrated into canopy design

3000K CCT, min CRI90
800lm; 13W, dimmable

4



In-ground uplight

2700K CCT, min CRI90
500lm; 7W, dimmable with narrow beam distribution

5



Linear LED luminaire to be integrated in lighting details

2700K CCT, min CRI90
300lm/m; 10W/m, dimmable

6



Discrete uplight

2700K CCT, min CRI90
500lm; 7W, dimmable with wide elliptical beam

EXAMPLES OF LUMINAIRES

5.5 External Building Signage Strategy

5.5.1 Overview and Approach
The description below outlines the key strategic principles that have been developed for the proposed external building signage for the Great Northern Warehouse and Deansgate Terrace. The specific details for the signage design will be subject to further detail and agreement with Manchester City Council and Historic England.

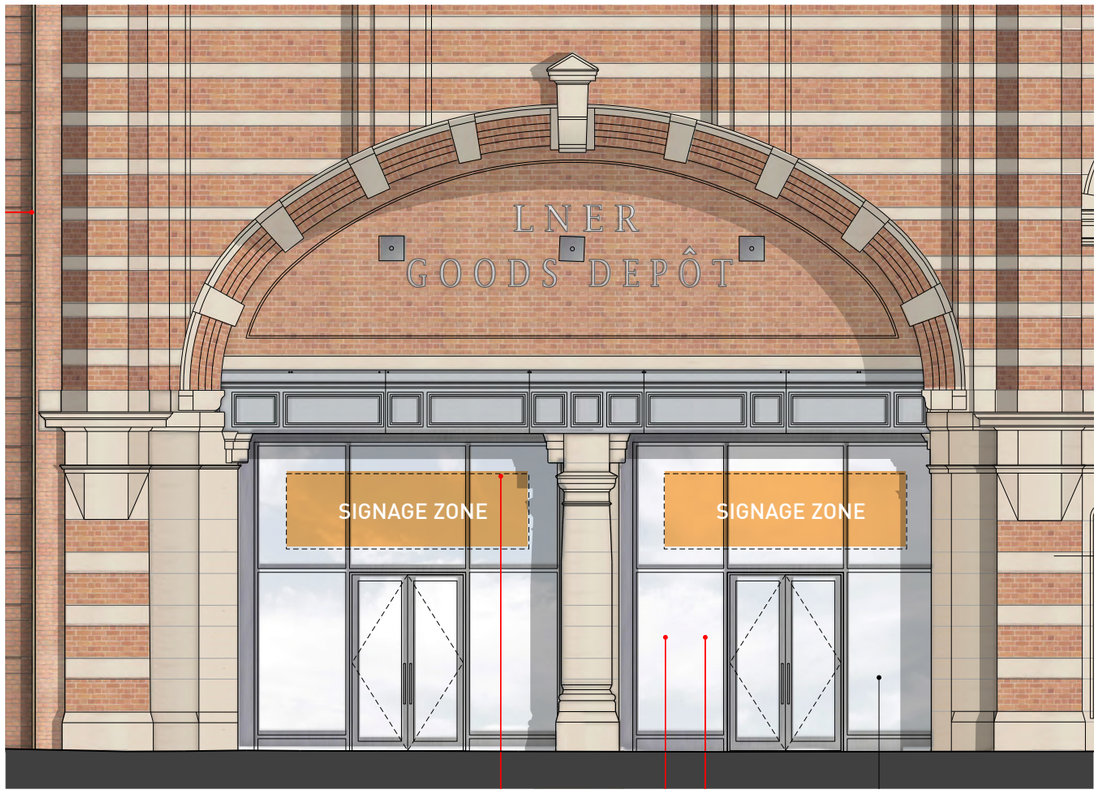
The signage design will be developed to recognise the importance of a carefully considered and coherent site-wide approach, capable of establishing a recognisable identity across the site as a whole, whilst being capable of sympathetic application to the historic listed buildings together with the proposed new-build elements. It is also important to note that existing tenancies to be retained on the site have established signage, which will need to be retained.

5.5.2 Deansgate Terrace - Existing signage
The existing retail frontage to the Deansgate elevation has an established set of signage principles, combining fascia signage above the entrance, and small suspended signage, to each unit to give visibility to each unit along the street.

5.5.3 Deansgate Terrace - Proposed Signage Strategy
The Deansgate Terrace frontage differs to that of the warehouse in that it was originally designed as a retail frontage, and the established, more formalised approach to signage for each individual unit is appropriate, and will be retained, together with the principle that the colour and branding of each non-original shopfront can be individual and expressive, within the regular 'portals' created by the architectural expression of the listed building. The existing flag signage elements for each unit will be replaced with an improved, more sympathetic contemporary design, which will integrate branding elements for each individual shopfront, and may also integrate downlighting as part of the overall lighting strategy. Specific design, materiality and colour parameters for the signage to the Deansgate frontage will be developed, within the established zones and typologies described above.

The proposed new restaurant units within the northern part of the Deansgate Terrace within the former goods yard entrance arches differ in nature from the adjacent retail frontage. It is proposed that signage for these units will be set behind the glazed infill to the arches within a specified zone to provide visual consistency with the overall frontage. Similarly, signage for the new glazed residential entrance proposed within the southern section of the Deansgate Terrace will be set behind the glazed infill.

The new retail frontage facing Dean Street is designed as a contemporary interpretation of the existing Deansgate frontage, and the proposed signage strategy is therefore more formalised than that of the units in the warehouse opposite, with signage set behind the glazed frontage, a specific signage zone.



EXAMPLE OF PROPOSED SIGNAGE ZONE - DEANSAGATE TERRACE WEST ELEVATION





PHOTOGRAPHS OF EXISTING SIGNAGE - DEANSGATE TERRACE



PRECEDENT IMAGE OF FLAG SIGNAGE INCORPORATING DOWNLIGHTING



ILLUSTRATIVE DUSK VIEW FROM JUNCTION OF DEANSGATE AND PETER STREET

6.0 Leisurebox Site

6.1 Design Principles

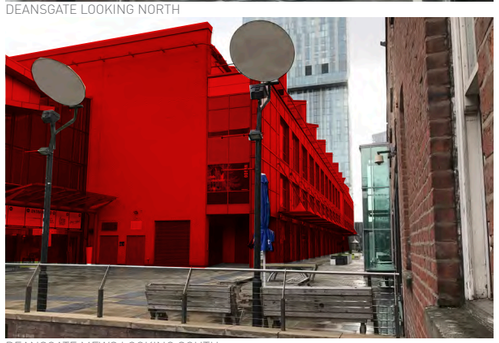
6.1.1 Leisurebox Site Configuration
As described within Section 3 of this document, the strategy for the redevelopment of the Leisurebox site includes the following key elements:

- Removal of the upper, steel-framed section of the building currently accommodating the cinema, together with the atrium structure located above the remnant of the existing listed warehouse viaduct structure, and the disused pedestrian bridge across Watson Street
- Lower Podium: Adaptive re-use of the lower, concrete-framed, section (occupying basement, ground and level 1 of the building), retaining the existing car park provision and altering the structure to accommodate the provision of new residential cores, structure and ancillary facilities and plant spaces, in addition to the creation of new active ground floor uses to help animate the east elevation facing Watson Street.
- Upper Podium: Creation of a new 2 storey podium above the existing car park structure, incorporating 2 levels of car parking in addition to new commercial retail/ restaurant and amenity facilities to activate and animate the upper level mews and viaduct spaces, which will both be transformed to create high quality new public realm spaces.
- Creation of 746 new high quality residential apartments and shared/private amenity spaces within three new buildings above the podium - Buildings A, B and C.

The drawings and diagrams opposite and overleaf show the existing leisurebox plans, the proposed extents of demolition/removal and the components of the proposed scheme for the Leisurebox Site.

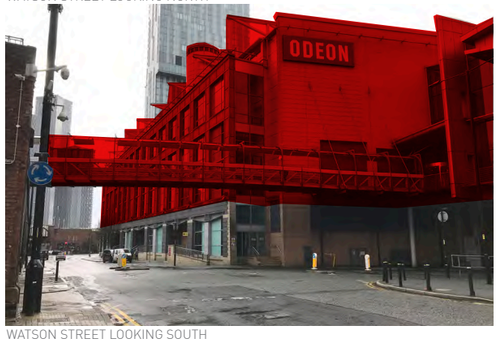


DEANSGATE LOOKING NORTH


DEANSGATE MEWS LOOKING SOUTH

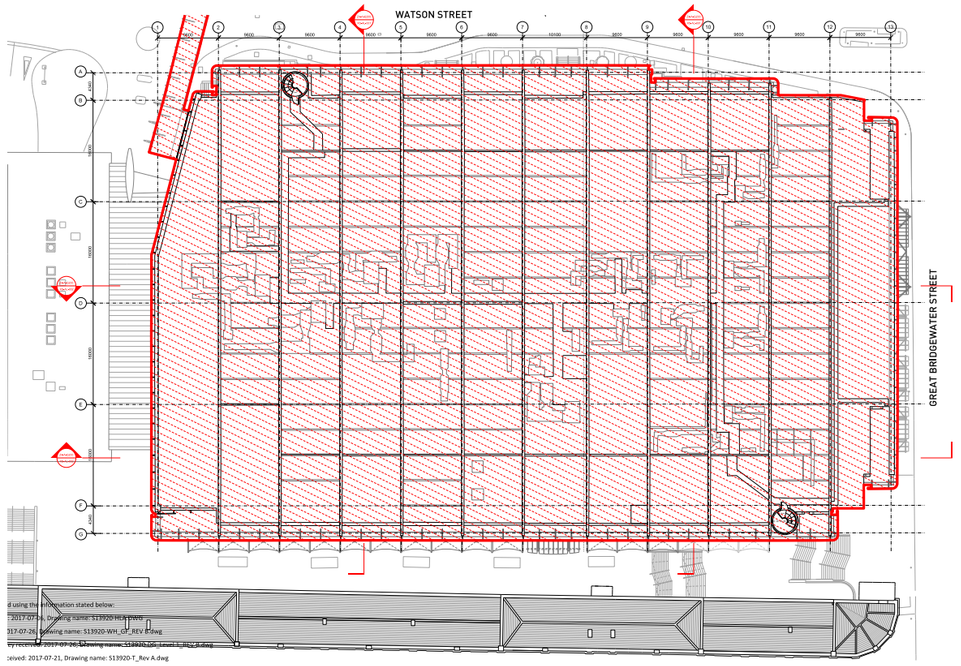


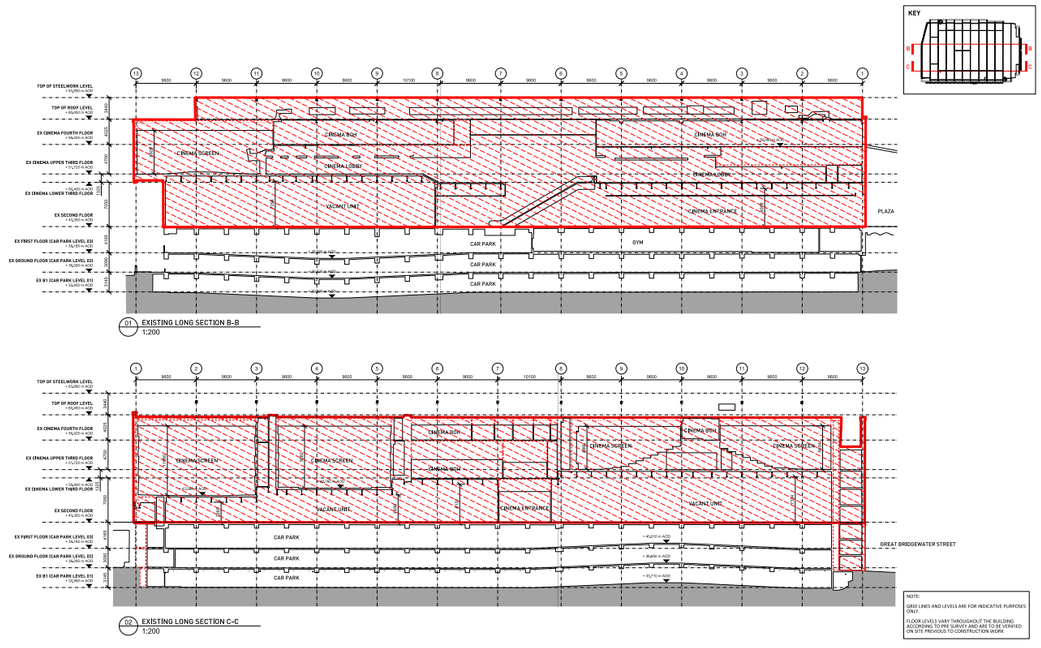
WATSON STREET LOOKING NORTH



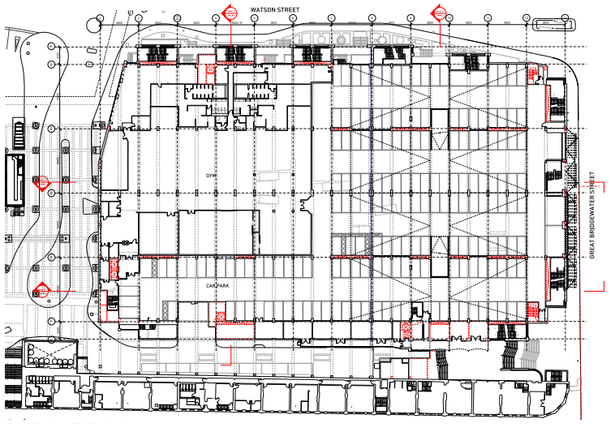
WATSON STREET LOOKING SOUTH

PHOTOS OF LEISUREBOX SHOWING PROPOSED DEMOLITION IN RED

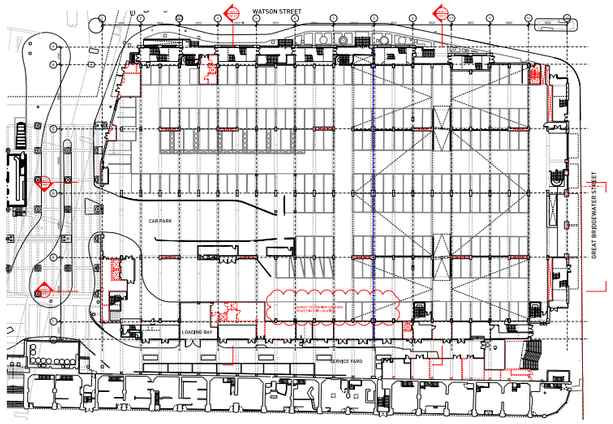




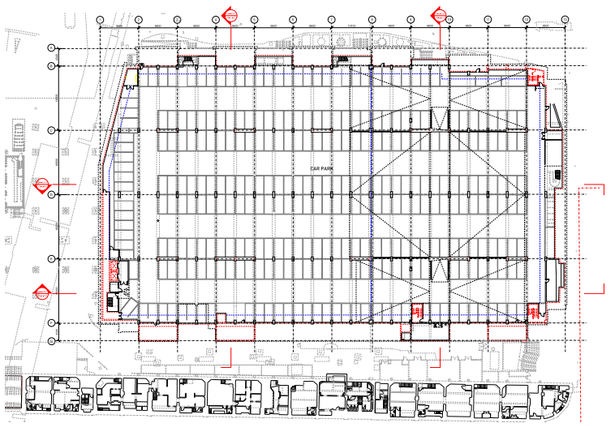
LEISUREBOX - DEMOLITION DRAWINGS (PROPOSED DEMOLITION SHOWN IN RED HATCH)



EXISTING LEVEL 01 PLAN

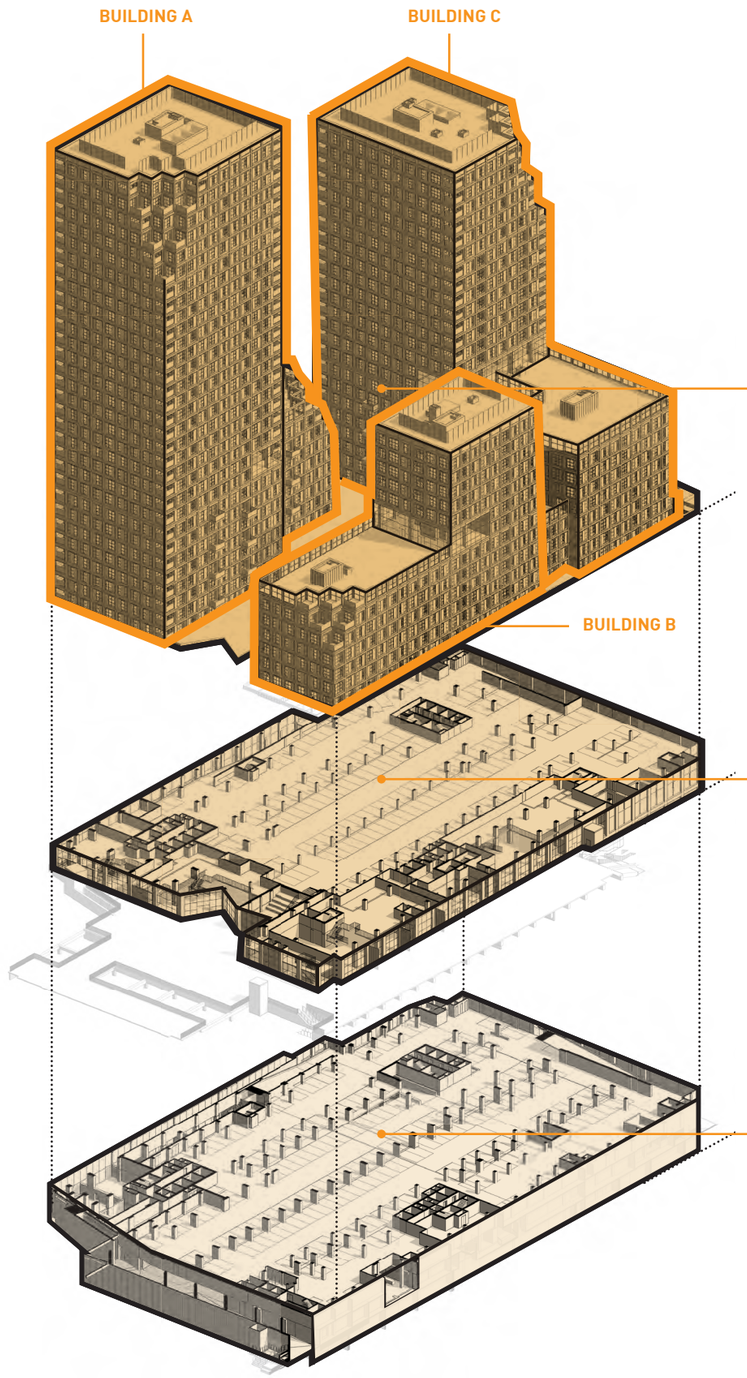


EXISTING GF PLAN



EXISTING BASEMENT PLAN

EXISTING PLANS OF RETAINED LEISUREBOX LEVELS



Residential

746 New Apartments within three residential buildings (A, B and C) together with generous internal and external shared residents' amenity spaces

Upper Podium

2 new levels incorporating car parking and active commercial units facing the public realm spaces

Lower Podium

Retention and adaptive re-use of the existing reinforced concrete car park structure to provide car parking, cycle storage, residential entrances, active ground floor commercial uses and ancillary/plant spaces

EXPLODED AXONOMETRIC DIAGRAM SHOWING ELEMENTS OF PROPOSED LEISUREBOX SITE

6.2 Layout

6.2.1 Basement Layout

The proposed basement layout retains much of the existing car park layout, including the circulation ramps at the southern end of the building. The new cores and structure for the three residential buildings will be constructed through this level (as the cores go through all the levels of car parking). New plant spaces serving the proposed new uses will be introduced in the norther east corner and west side of the plan**.** The car park access lifts are retained in their in their existing location in the north west of the building.

KEY:

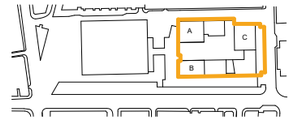
Residential (Use Class C3)
- Residential Entrance/ Shared Amenity
- Residential circulation/ Private Amenity
- One Bed Apartment
- Two Bed Apartment
- Three Bed Apartment
- Two Bed Duplex Apartment

Office (Use Class E(c))
- Office
- Office Entrances
- Office Circulation/ Balconies & Terraces

Commercial, Business & Service Community (Use Class Varies)
- Use Class E
- Use Class E or Sui Generis (Entertainment Venue)
- Use Class E or Sui Generis (Drinking Establishments or Hot Food Takeaway or Entertainment Venue)
- Use Class E or F2 (b)
- Entrances & Circulation

Other (Use Class Varies)
- Car Park (Sui Generis)
- Ancillary (Plant, Refuse Stores, Back of House, etc)
- Ancillary (Cycle Stores)

KEY Plan:





LEISUREBOX SITE - PROPOSED BASEMENT PLAN

KEY:

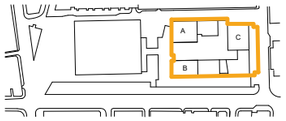
Residential (Use Class C3)
- Residential Entrance/ Shared Amenity
- Residential circulation/ Private Amenity
- One Bed Apartment
- Two Bed Apartment
- Three Bed Apartment
- Two Bed Duplex Apartment

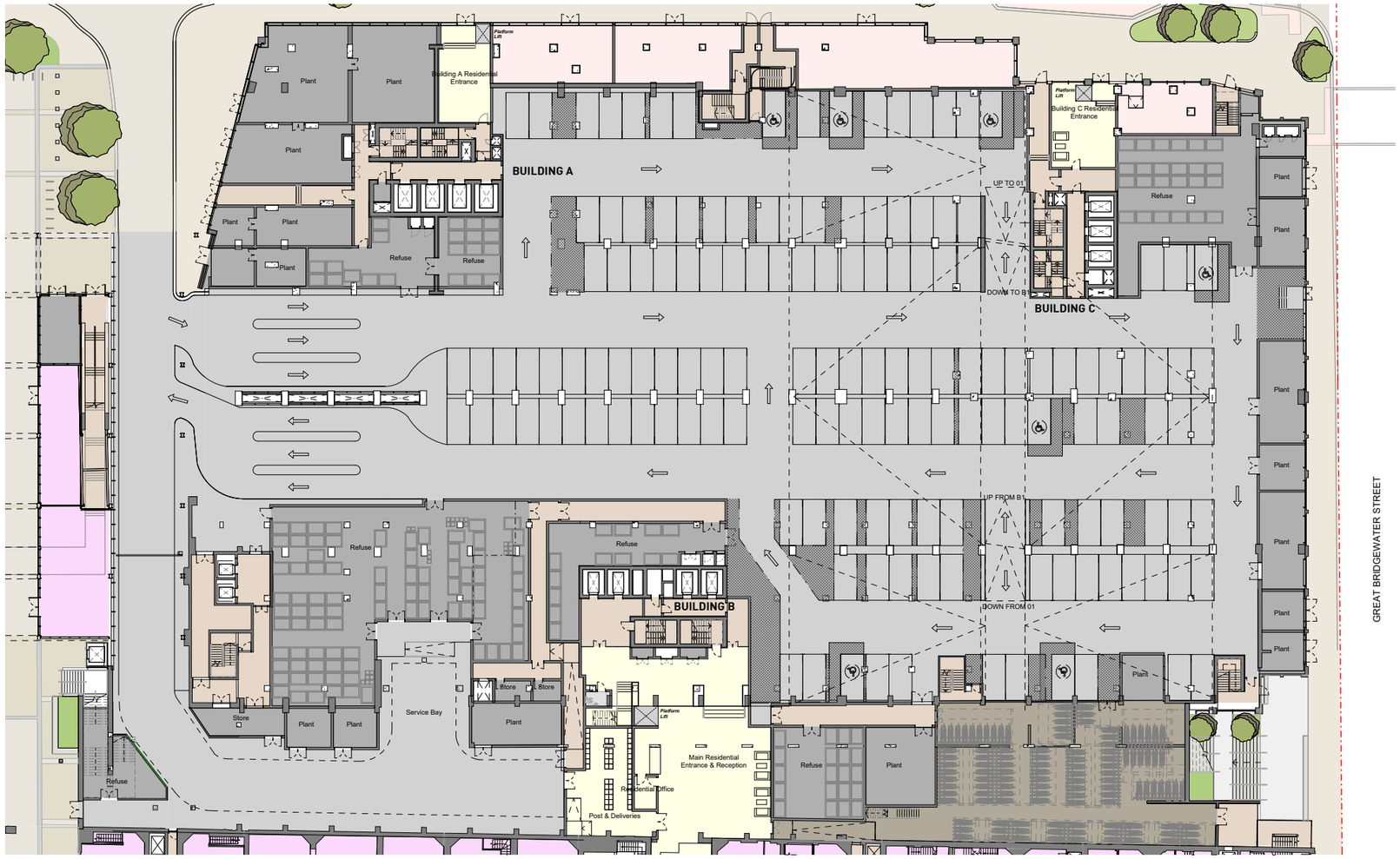
Office (Use Class E(c))
- Office
- Office Entrances
- Office Circulation/ Balconies & Terraces

Commercial, Business & Service Community (Use Class Varies)
- Use Class E
- Use Class E or Sui Generis (Entertainment Venue)
- Use Class E or Sui Generis (Drinking Establishments or Hot Food Takeaway or Entertainment Venue)
- Use Class E or F2 (b)
- Entrances & Circulation

Other (Use Class Varies)
- Car Park (Sui Generis)
- Ancillary (Plant, Refuse Stores, Back of House, etc)
- Ancillary (Cycle Stores)

KEY Plan:





LEISUREBOX SITE - PROPOSED GROUND PLAN

6.2.2 Ground Floor Layout

The central section of the proposed ground floor plan retains the existing car park layout, including the circulation ramps at the southern end of the building. The car park access and egress is from Watson Street will be retained in the location of the existing access/ egress route, with minor internal reconfiguration of the internal access and egress aisles to suit the proposed new layout internally. A strategy for potential future egress to Great Bridgewater Street has been incorporated into the layout. This could be implemented in the future should future changes be made to Great Bridgewater Street such that it becomes possible to develop an egress in this location (for example, it may be feasible should Great Bridgewater Street become one-way westbound in the future, subject to further technical review and design). New electrical plant space, requiring external access, will be located in the north-east corner of the plan adjacent to the vehicular car park access/egress, and along the Great Bridgewater Street elevation. Main pedestrian entrances to the car park are located on Watson Street and Great Bridgewater Street. The car park access lifts are retained in their in their existing location in the north west of the building.

The new cores and structure for the three residential buildings will be constructed through the ground floor level.

The servicing and refuse provision for existing and proposed new uses is accommodated within a number of purpose designed spaces. This includes refuse holding areas associated with each residential core. A servicing and delivery area will be situated in the north west corner of the building in the location of the existing service bay. This area will be accessible by service and refuse vehicles, which will access this space from Watson Street. This strategy will enable discrete servicing for the site and avoid the potential for unsightly on street waste storage and collection. The on site management team will transfer refuse containers between the individual residential refuse stores to the main delivery/service area for collection. The management team will also coordinate the transport of deliveries, and collection of waste from the main service area and the other buildings within the site (to be coordinated outside of normal working hours where possible and efficient to do so). A service access door and route between the service area and Alport street to facilitate transfer between this area and the Warehouse and Deansgate Terrace North.

New ground floor commercial retail units and secure residential entrance lobbies for buildings A and C are proposed along the Watson Street elevation, to provide activation and animation to the street, and to complement the wider improvements to the public realm proposed in this area.

The proposed new main residential entrance and concierge space (serving all the residential buildings) is located on the west side of the building, underneath the Deansgate Mews, with access provided through two of the existing shop fronts on the Deansgate Terrace. This space will incorporate a post/parcel storage area adjacent to the service area, to enable efficient management of post and deliveries to residents. The main residential cycle store is located adjacent to the main residential entrance, at ground (and at level 1) underneath the Deansgate Mews, with a secure access from Great Bridgewater Street, and a direct access through to the main residential reception area. In addition to this main reception area, additional secure entrances to buildings A and C are provided on Watson Street.

6.2 Layout

6.2.3 Level 1 Layout

The proposed first floor layout retains much of the existing car park layout, including the circulation ramps at the southern end of the building. The new cores and structure for the three residential buildings will be constructed through this level. The car park access lifts are retained in their in their existing location in the north west of the building. New access ramps will be provided at this level serving the two new levels of car parking above this level. The upper level of the cycle parking is located at this level adjacent to the main double height residential entrance.



LEISUREBOX SITE - PROPOSED LEVEL 1 PLAN

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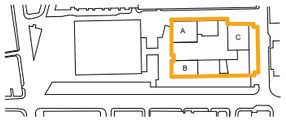
Residential (Use Class C3)
- Residential Entrance/ Shared Amenity
- Residential circulation/ Private Amenity
- One Bed Apartment
- Two Bed Apartment
- Three Bed Apartment
- Two Bed Duplex Apartment

Office (Use Class E(c))
- Office
- Office Entrances
- Office Circulation/ Balconies & Terraces

Commercial, Business & Service Community (Use Class Varies)
- Use Class E
- Use Class E or Sui Generis (Entertainment Venue)
- Use Class E or Sui Generis (Drinking Establishments or Hot Food Takeaway or Entertainment Venue)
- Use Class E or F2 (b)
- Entrances & Circulation

Other (Use Class Varies)
- Car Park (Sui Generis)
- Ancillary (Plant, Refuse Stores, Back of House, etc)
- Ancillary (Cycle Stores)

KEY Plan:





LEISUREBOX SITE - PROPOSED LEVEL 2 PLAN

6.2.4 Level 2 Layout

At level 2, new active commercial uses, together with a shared residential entrance, are proposed to the north and west elevations to animate the public realm spaces on the upper Deansgate Mews and viaduct. These areas will be transformed as part of the redevelopment of the site, to create a high quality upper level public realm space, addressed by active uses within the Leisurebox, the Deansgate Terrace and the Great Northern Warehouse, with a focus on independent local businesses, to create a characterful and varied offer, and providing amenity for visitors, together with the residents and office workers within the site.

The proposed new car parking levels, accessed via ramps from the existing refurbished levels below, are set behind the new active frontage to the public spaces.

The new high quality public spaces will include playful elements, spill out spaces from the commercial units, sheltered areas and dwell spaces, planting and greenery, and views of the listed buildings - particularly the south elevation of the Great Northern Warehouse, which will form a dramatic backdrop to this area. This will create an animated, vibrant destination space. A secure access via steps, to the proposed new residential courtyard space above will be located on the north side of the building. Lift access for residents to the shared courtyard level will be provided via the shared residents' lift core, with a secure lobby accessed from the Deansgate Mews on the west side of the building.

Access to the public realm spaces will be via steps and lift access at either end of the Deansgate Mews, providing connection to Great Bridgewater Street and Dean Street/ Alport Street, in addition to the public access through the Warehouse from the viaduct. The stepped accesses have been designed to be inviting and to encourage and invite people to use the space. Together with the significant increase in footfall that will be generated through the provision of the proposed new office and residential uses within the site, the nature of the upper level space will be completely transformed into a thriving new part of the Great Northern site.

The public realm spaces are described in more detail in the Public Realm Strategy, which forms part of this planning application.

6.2 Layout

6.2.5 Level 3 Layout

Level 3 of the Leisurebox comprises the upper level of the proposed new car park structure, and the mezzanine levels of the proposed new commercial units to the north and west elevations.

KEY:

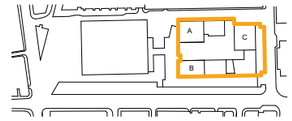
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- Three Bed Apartment
- Two Bed Duplex Apartment

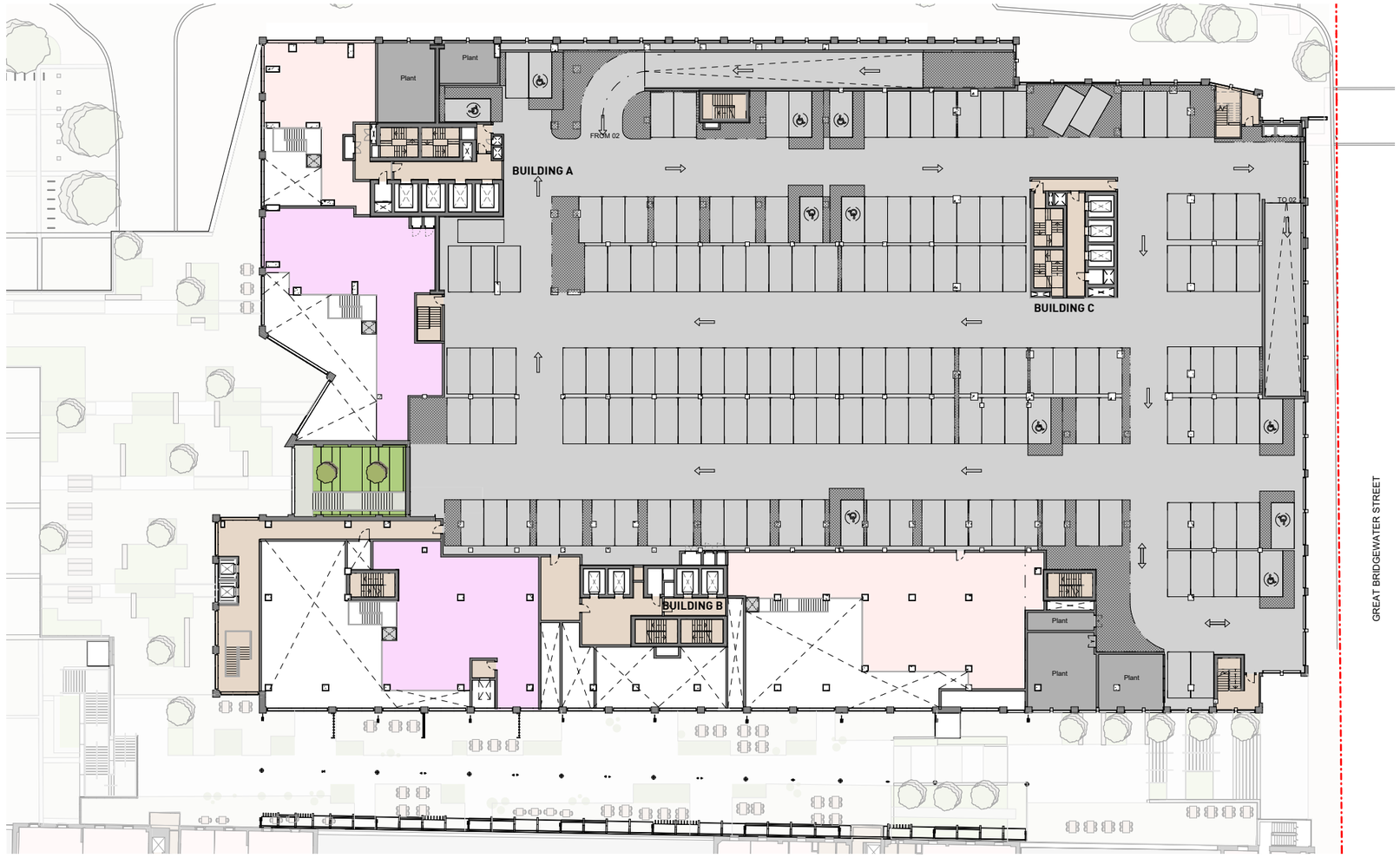
Office (Use Class E(c))
- Office
- Office Entrances
- Office Circulation/ Balconies & Terraces

Commercial, Business & Service Community (Use Class Varies)
- Use Class E
- Use Class E or Sui Generis (Entertainment Venue)
- Use Class E or Sui Generis (Drinking Establishments or Hot Food Takeaway or Entertainment Venue)
- Use Class E or F2 (b)
- Entrances & Circulation

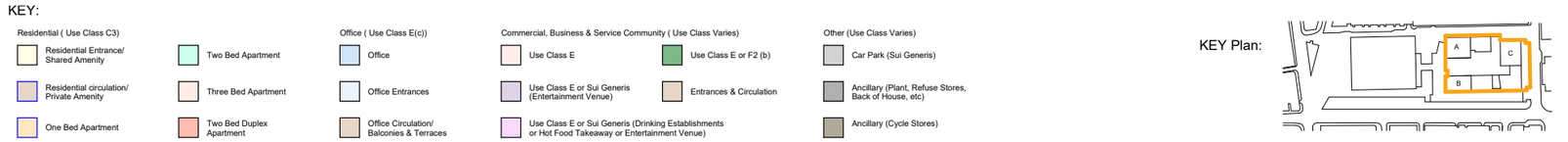
Other (Use Class Varies)
- Car Park (Sui Generis)
- Ancillary (Plant, Refuse Stores, Back of House, etc)
- Ancillary (Cycle Stores)

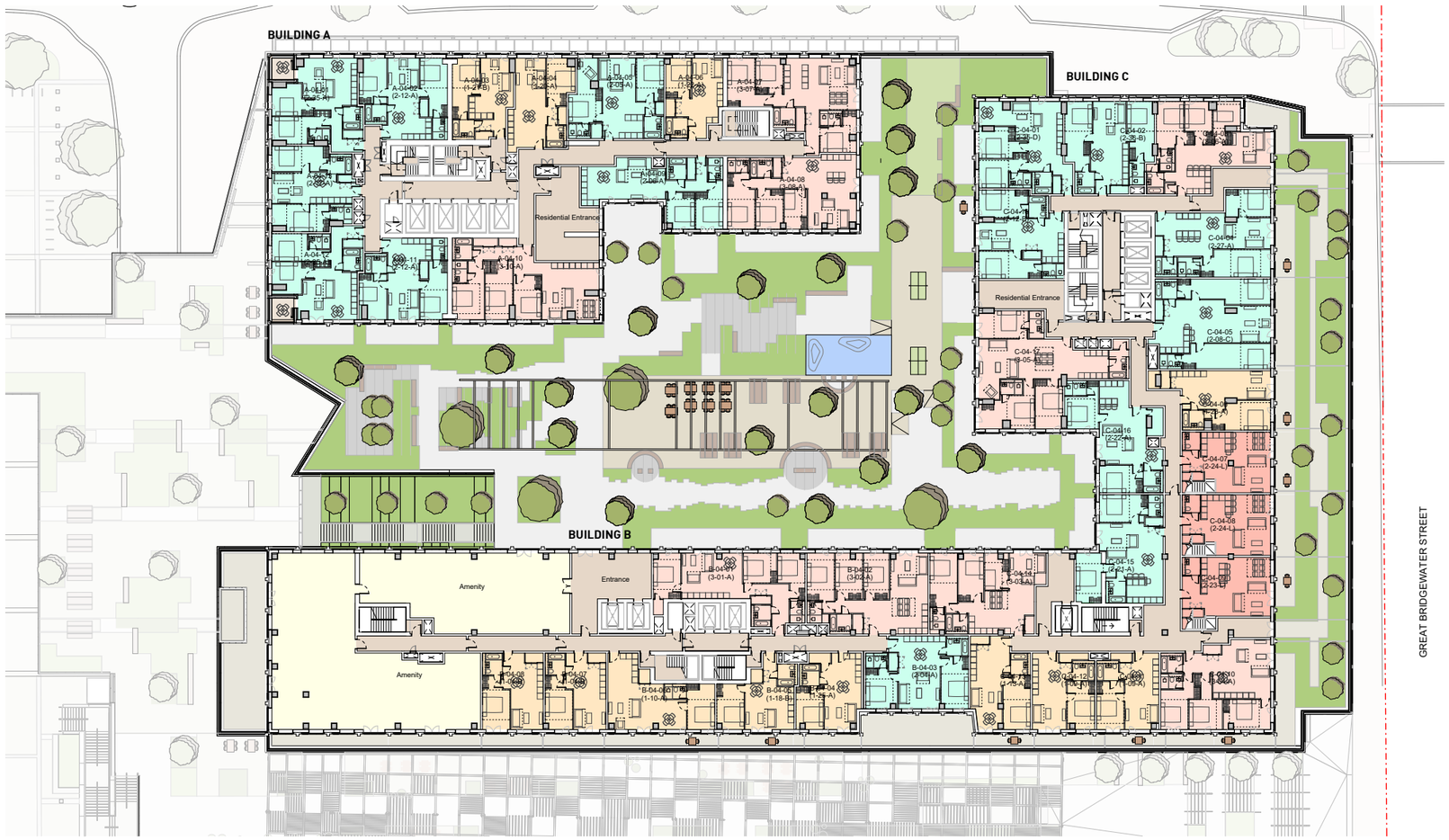
KEY Plan:





LEISUREBOX SITE - PROPOSED LEVEL 3 PLAN





LEISUREBOX SITE - PROPOSED LEVEL 4 PLAN

6.2.6 Level 4 Layout

Level 4 comprises the lowest floor of residential accommodation, and includes a generous shared residents' courtyard space edged by the three new proposed residential buildings (Buildings A, B and C), and open on the northern edge to provide a view of the Great Northern Warehouse. The courtyard space measures approximately 63m by 31m across, with an area of approximately 2,000 sq m (0.2 hectares). This space will provide protected, sheltered spaces for the residents to meet, socialise, exercise and relax, fostering a sense of community, shared ownership and of neighbourhood. The space will provide a sanctuary from the busy city centre spaces surrounding the site, and contribute to a sense of health and well-being for residents.

Flexible shared residents' internal amenity spaces (that also enjoy an external terrace facing the viaduct and Warehouse) are proposed at the northern end of building B, adjacent to the shared residents' lift lobby, which provides secure access for all residents from the main residential concierge and reception at ground floor, and from the Deansgate Mews level, to the courtyard level. Secure lobbies provide access from the courtyard to all three buildings. Building C has two access lobbies to provide convenient access to either end of the building for residents.

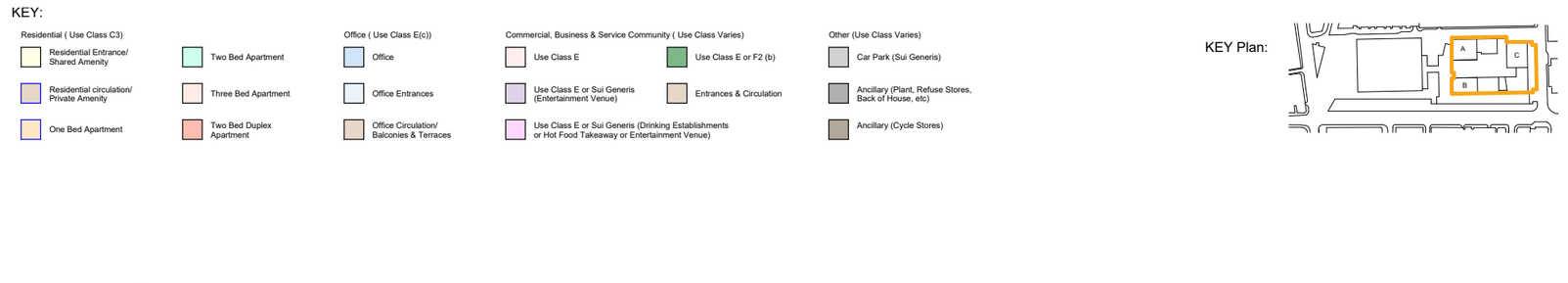
The proposed new apartments facing into the courtyard at level 4 will be separated from the public spaces by planted areas to provide privacy. Each of these apartments will have a garden space enclosed with a fence with to provide private amenity space. The apartments on the south elevation of building C will also have garden spaces, and this space will be edged by planting and greenery, which will contribute to sheltering from wind, and will provide a highly visible landscaped edge tot he site when viewed from the southern end of Deansgate and from Great Bridgewater Street.

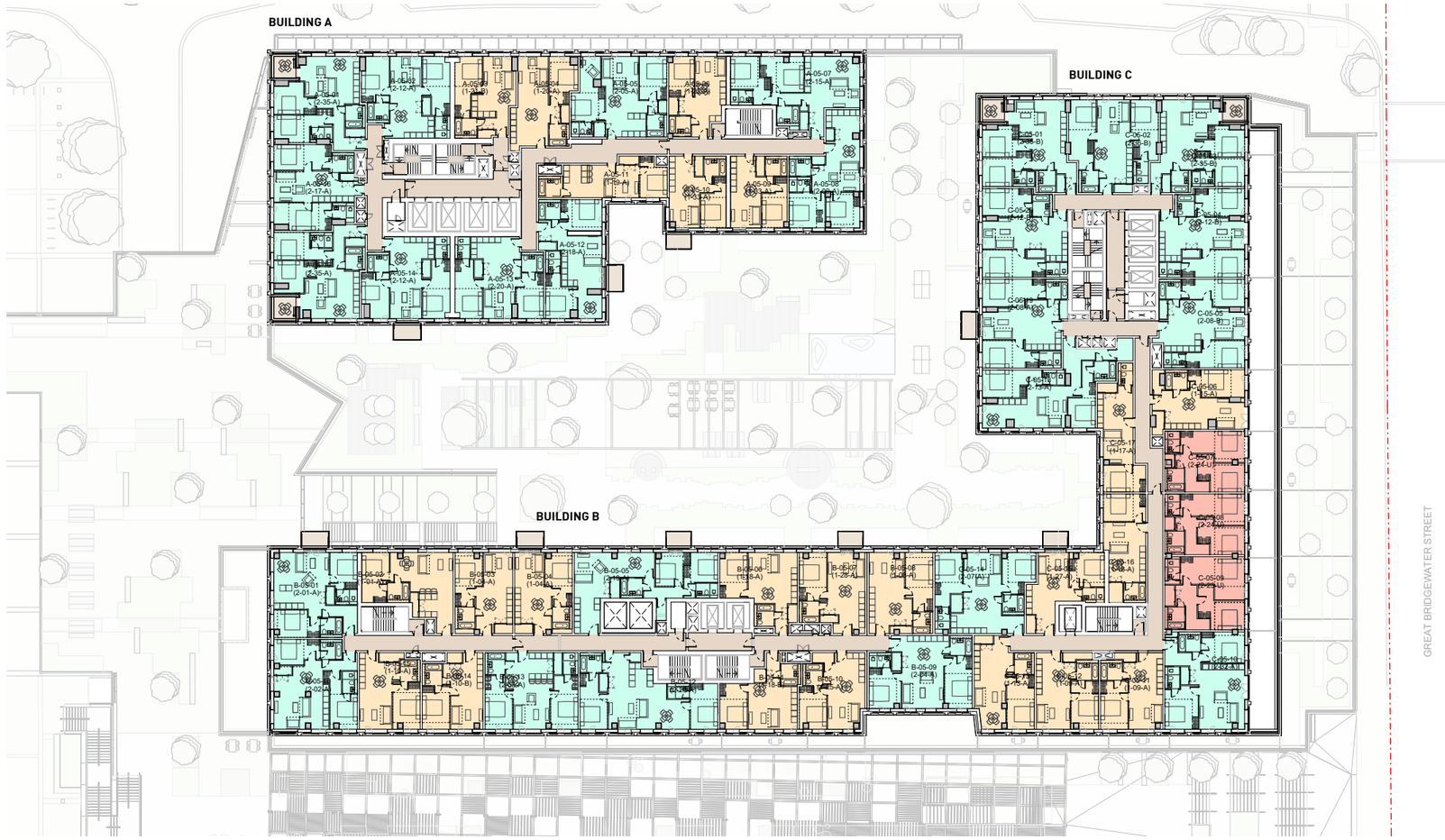
The public realm spaces are described in more detail in the Public Realm Strategy, which forms part of this planning application.

6.2 Layout

6.2.7 Level 5 Layout

The configuration at level 5 is very similar to the layout at level 4, with the proposed new residential accommodation edging the courtyard within buildings A, B and C. The buildings are set out to allow good separation distances between windows, to provide privacy and maximise views, whilst avoiding overlooking issues. Private external balconies are proposed to a number of the apartments facing into the courtyard space, providing further animation to this area. Recessed balconies are proposed to the outward-facing corner apartments to buildings A and C. Levels 6 and 7 have a very similar layout to level 5.





LEISUREBOX SITE - PROPOSED LEVEL 5 PLAN

KEY:

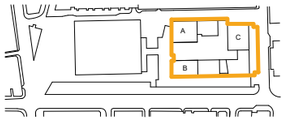
Residential (Use Class C3)
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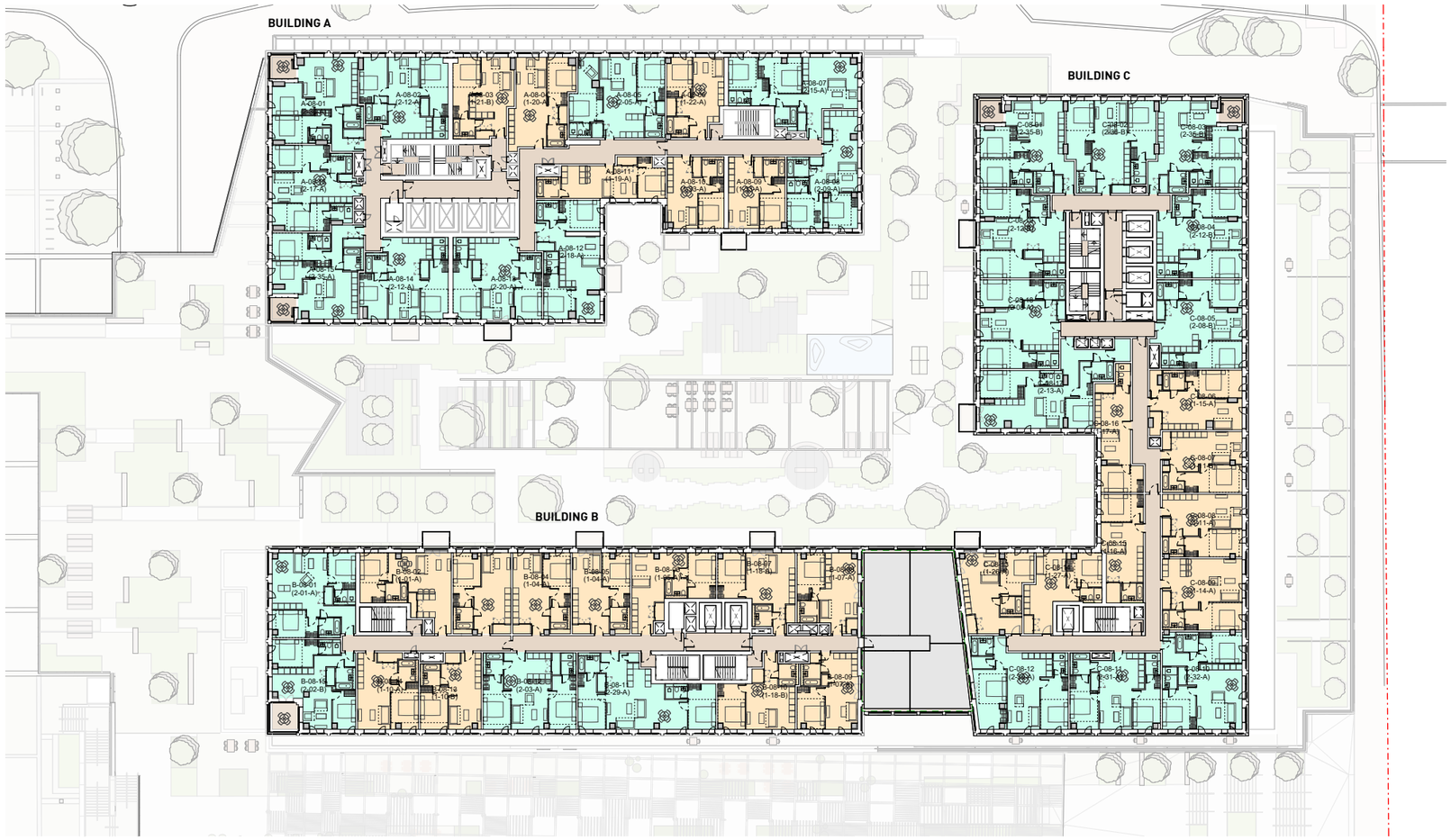
Office (Use Class E(c))
- Office
- Office Entrances
- Office Circulation/ Balconies & Terraces

Commercial, Business & Service Community (Use Class Varies)
- Use Class E
- Use Class E or Sui Generis (Entertainment Venue)
- Use Class E or Sui Generis (Drinking Establishments or Hot Food Takeaway or Entertainment Venue)
- Use Class E or F2 (b)
- Entrances & Circulation

Other (Use Class Varies)
- Car Park (Sui Generis)
- Ancillary (Plant, Refuse Stores, Back of House, etc)
- Ancillary (Cycle Stores)

KEY Plan:





LEISUREBOX SITE - PROPOSED LEVEL 8 PLAN

6.2.8 Level 8 Layout

The configuration at level 8 is very similar to the layout at level 5,6 and 7 with the proposed new residential accommodation edging the courtyard within buildings A, B and C. Private external balconies are proposed to a number of the apartments facing into the courtyard space, providing further animation to this area. Recessed balconies are proposed to the outward-facing corner apartments to building A and C. The building massing is articulated via break between buildings B and C. The roof of the lower element provides generous private amenity spaces for the adjacent apartment. The configuration at level 9 is very similar to the layout at level 8.

6.2 Layout

6.2.9 Level 10 Layout

The configuration at level 10, within buildings A and C, is very similar to the layout at levels 8 and 9, with the proposed new residential accommodation edging the courtyard. Private external balconies are proposed to a number of the apartments facing into the courtyard space, providing further animation to this area. Recessed balconies are proposed to the outward-facing corner apartments to buildings A and C.

At level 10, the extent of building B is cut back to articulate the taller southern element of the building. A generous shared residents' terrace space is proposed on the roof of the lower element of the building, accessed from the internal lifts and stairs, via a double height internal amenity space. The internal and external amenity space will provide a shared space for residents within building B, promoting and fostering a sense of community.



LEISUREBOX SITE - PROPOSED LEVEL 10 PLAN

KEY:

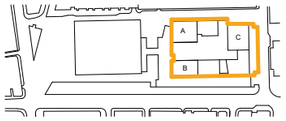
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- Two Bed Apartment
- Three Bed Apartment
- Two Bed Duplex Apartment

Office (Use Class E(c))
- Office
- Office Entrances
- Office Circulation/ Balconies & Terraces

Commercial, Business & Service Community (Use Class Varies)
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- Use Class E or Sui Generis (Drinking Establishments or Hot Food Takeaway or Entertainment Venue)
- Use Class E or F2 (b)
- Entrances & Circulation

Other (Use Class Varies)
- Car Park (Sui Generis)
- Ancillary (Plant, Refuse Stores, Back of House, etc)
- Ancillary (Cycle Stores)

KEY Plan:





LEISUREBOX SITE - PROPOSED LEVEL 12 PLAN

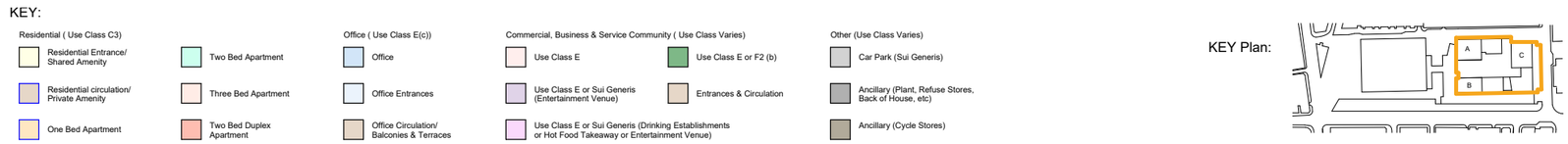
6.2.10 Level 12 Layout

At level 12, the forms of buildings A and C are cut back to articulate the taller elements of the buildings. Generous shared residents' terrace spaces are proposed on the roofs of the lower elements of the buildings, accessed from the internal lifts and stairs, via a double height internal amenity spaces. The internal and external amenity spaces will provide shared space for residents within buildings A and C, promoting and fostering a sense of community.

6.2 Layout

6.2.11 Typical Upper Level Layouts

The plans opposite show typical upper level layouts for the three residential buildings, which each comprise apartments configured around a central circulation core. The buildings are set out to allow good separation distances between windows, to provide privacy and maximise views, whilst avoiding overlooking issues. Recessed balconies are proposed to the outward-facing corner apartments to buildings A and C.





LEISUREBOX SITE - TYPICAL UPPER LEVEL PLAN (LEVEL 15)

KEY:

Residential (Use Class C3)

- Residential Entrance/ Shared Amenity
- Residential circulation/ Private Amenity
- One Bed Apartment
- Two Bed Apartment
- Three Bed Apartment
- Two Bed Duplex Apartment

Office (Use Class E(c))

- Office
- Office Entrances
- Office Circulation/ Balconies & Terraces

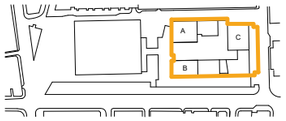
Commercial, Business & Service Community (Use Class Varies)

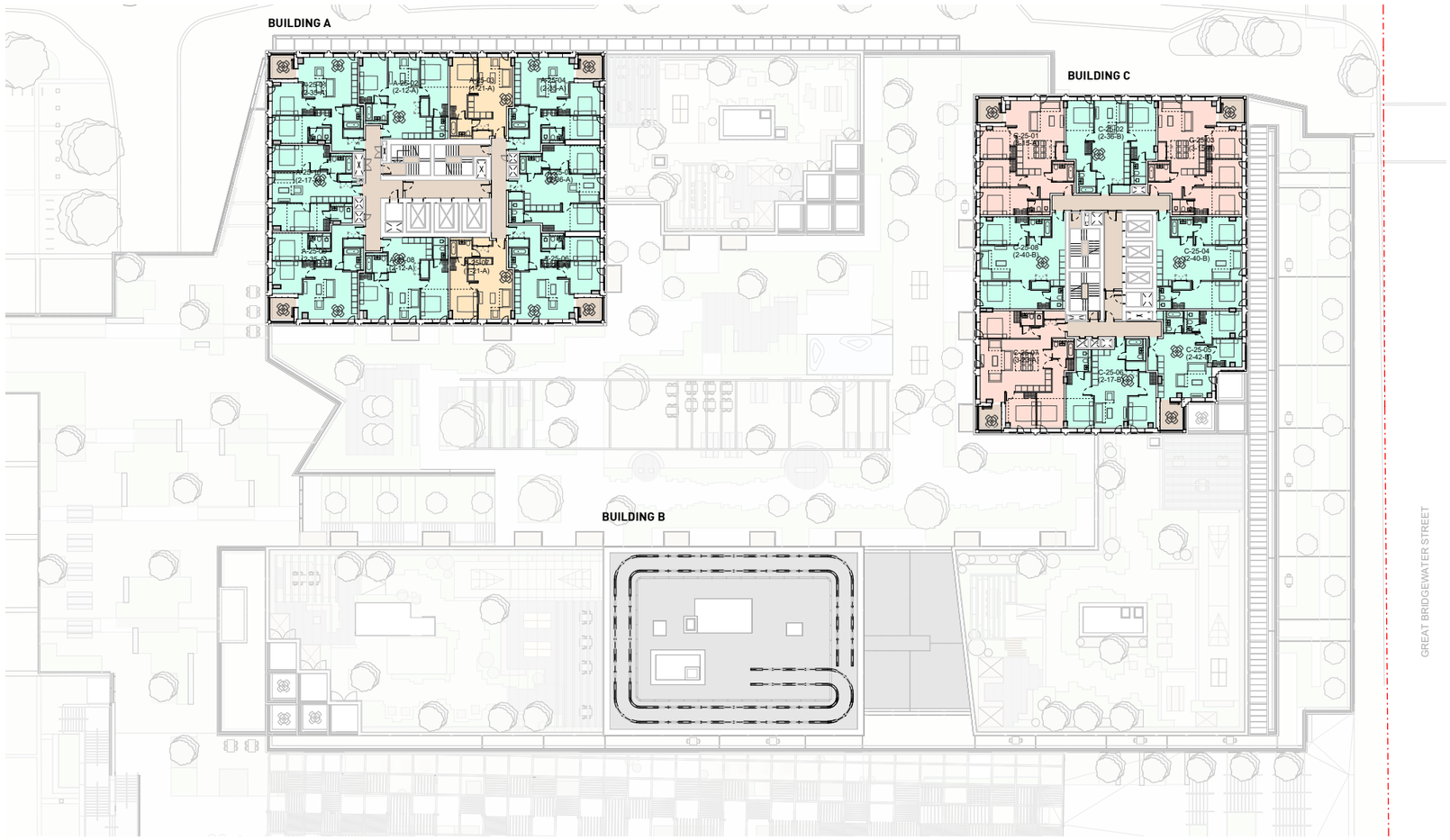
- Use Class E
- Use Class E or Sui Generis (Entertainment Venue)
- Use Class E or Sui Generis (Drinking Establishments or Hot Food Takeaway or Entertainment Venue)
- Use Class E or F2 (b)
- Entrances & Circulation

Other (Use Class Varies)

- Car Park (Sui Generis)
- Ancillary (Plant, Refuse Stores, Back of House, etc)
- Ancillary (Cycle Stores)

KEY Plan:





LEISUREBOX SITE - TYPICAL UPPER LEVEL PLAN (LEVEL 25)

simpsonhaugh

6.2 Layout

6.2.12 Upper Level & Roof Layouts

The plans opposite show upper level and roof layouts for the three residential buildings. The upper levels of buildings A and C include cut-back terrace elements in line with the massing strategy described in Section 3 of this document.

The roof spaces for all three buildings include perimeter rails for roof-mounted maintenance equipment situated behind the building parapet. Set back behind the rails, each building includes a plant screen to visually screen roof-mounted plant equipment, lift overuns and roof access hatches, and the parked position of the roof-mounted maintenance equipment.

KEY:

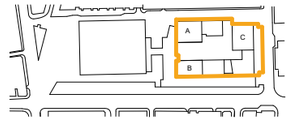
Residential (Use Class C3)
- Residential Entrance/ Shared Amenity
- Residential circulation/ Private Amenity
- One Bed Apartment
- Two Bed Apartment
- Three Bed Apartment
- Two Bed Duplex Apartment

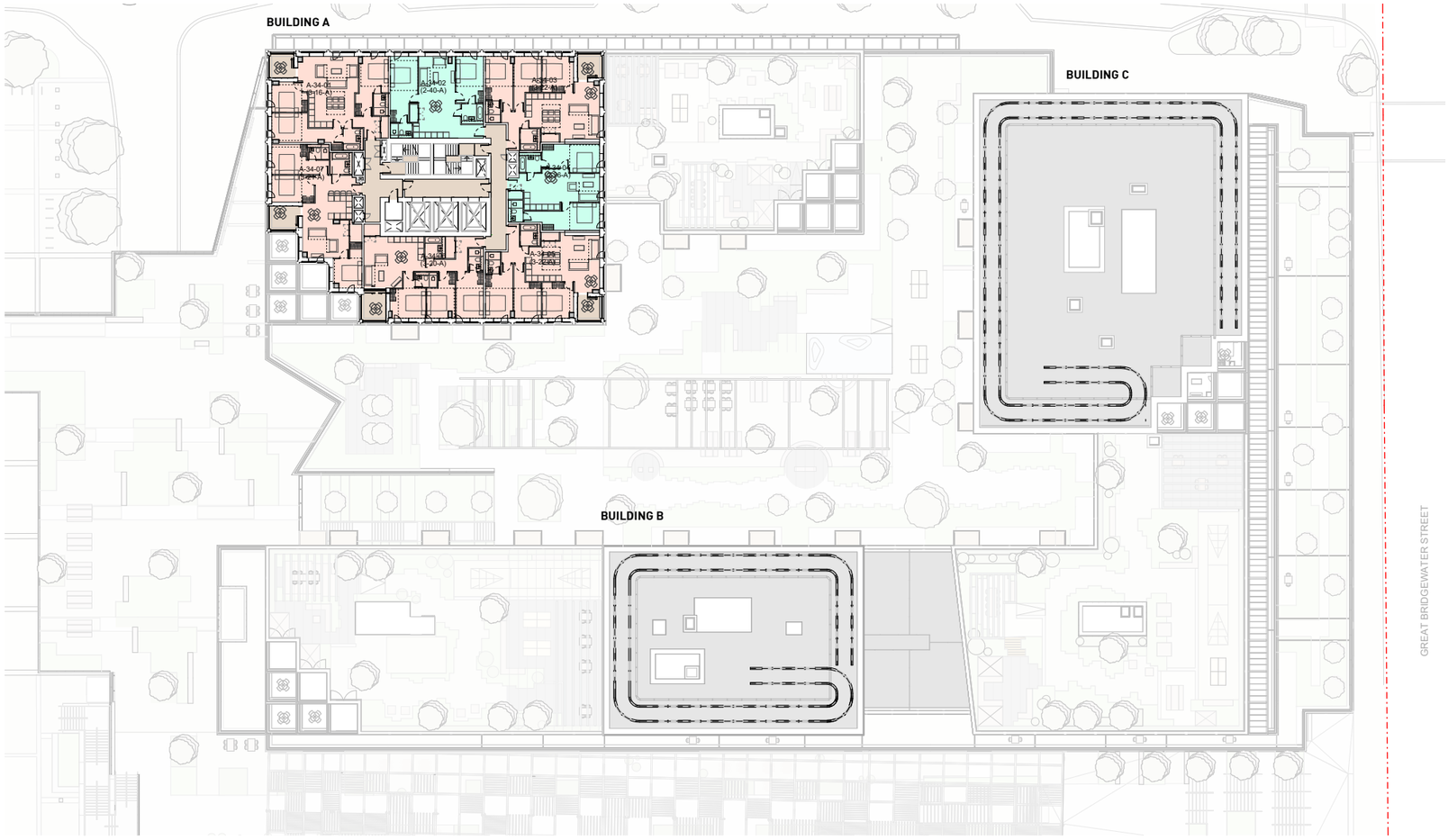
Office (Use Class E(c))
- Office
- Office Entrances
- Office Circulation/ Balconies & Terraces

Commercial, Business & Service Community (Use Class Varies)
- Use Class E
- Use Class E or Sui Generis (Entertainment Venue)
- Use Class E or Sui Generis (Drinking Establishments or Hot Food Takeaway or Entertainment Venue)
- Use Class E or F2 (b)
- Entrances & Circulation

Other (Use Class Varies)
- Car Park (Sui Generis)
- Ancillary (Plant, Refuse Stores, Back of House, etc)
- Ancillary (Cycle Stores)

KEY Plan:





LEISUREBOX SITE - TYPICAL UPPER LEVEL PLAN (LEVEL 34)

KEY:

Residential (Use Class C3)

- Residential Entrance/ Shared Amenity
- Residential circulation/ Private Amenity
- One Bed Apartment
- Two Bed Apartment
- Three Bed Apartment
- Two Bed Duplex Apartment

Office (Use Class E(c))

- Office
- Office Entrances
- Office Circulation/ Balconies & Terraces

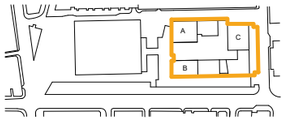
Commercial, Business & Service Community (Use Class Varies)

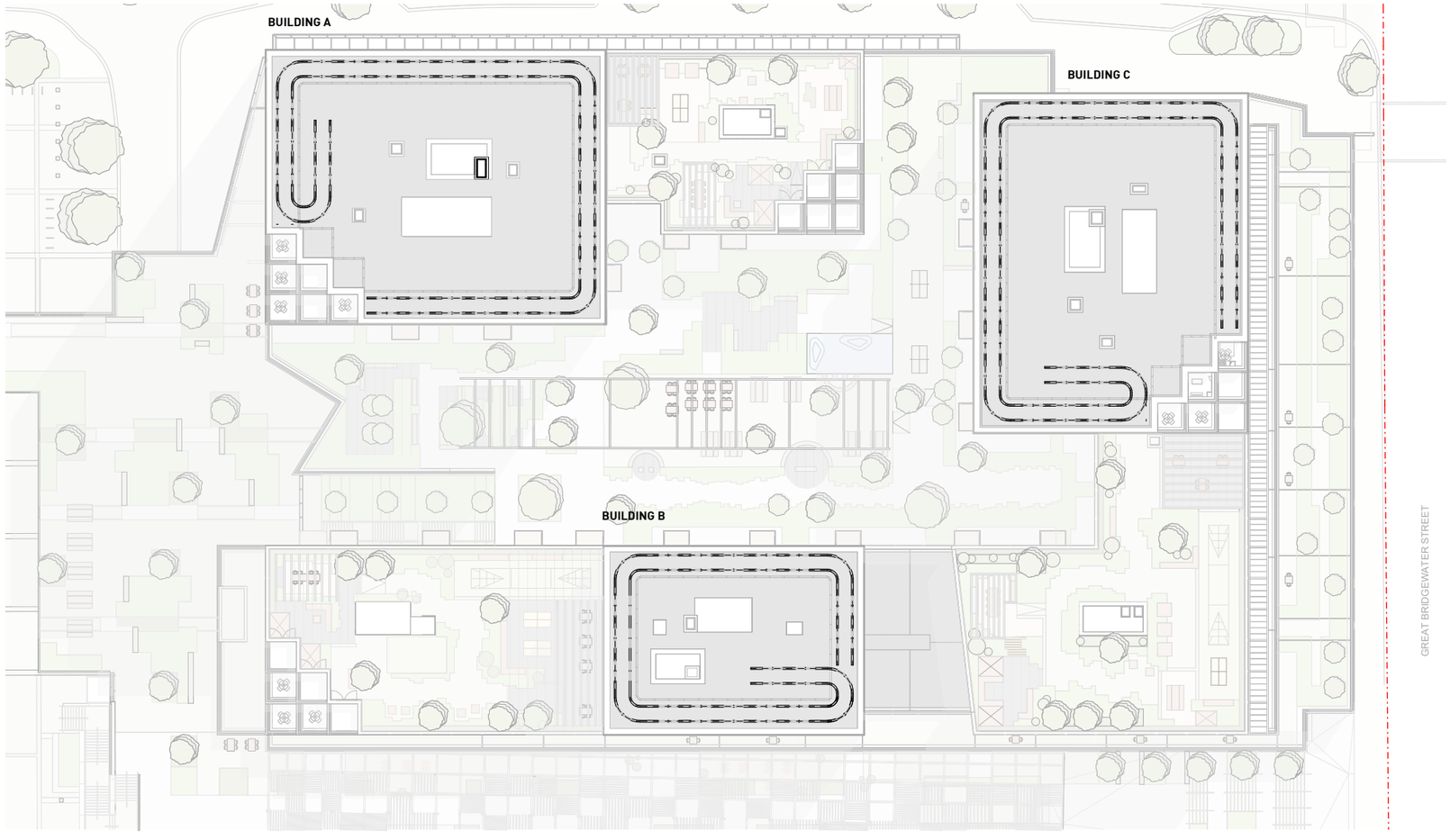
- Use Class E
- Use Class E or Sui Generis (Entertainment Venue)
- Use Class E or Sui Generis (Drinking Establishments or Hot Food Takeaway or Entertainment Venue)
- Use Class E or F2 (b)
- Entrances & Circulation

Other (Use Class Varies)

- Car Park (Sui Generis)
- Ancillary (Plant, Refuse Stores, Back of House, etc)
- Ancillary (Cycle Stores)

KEY Plan:



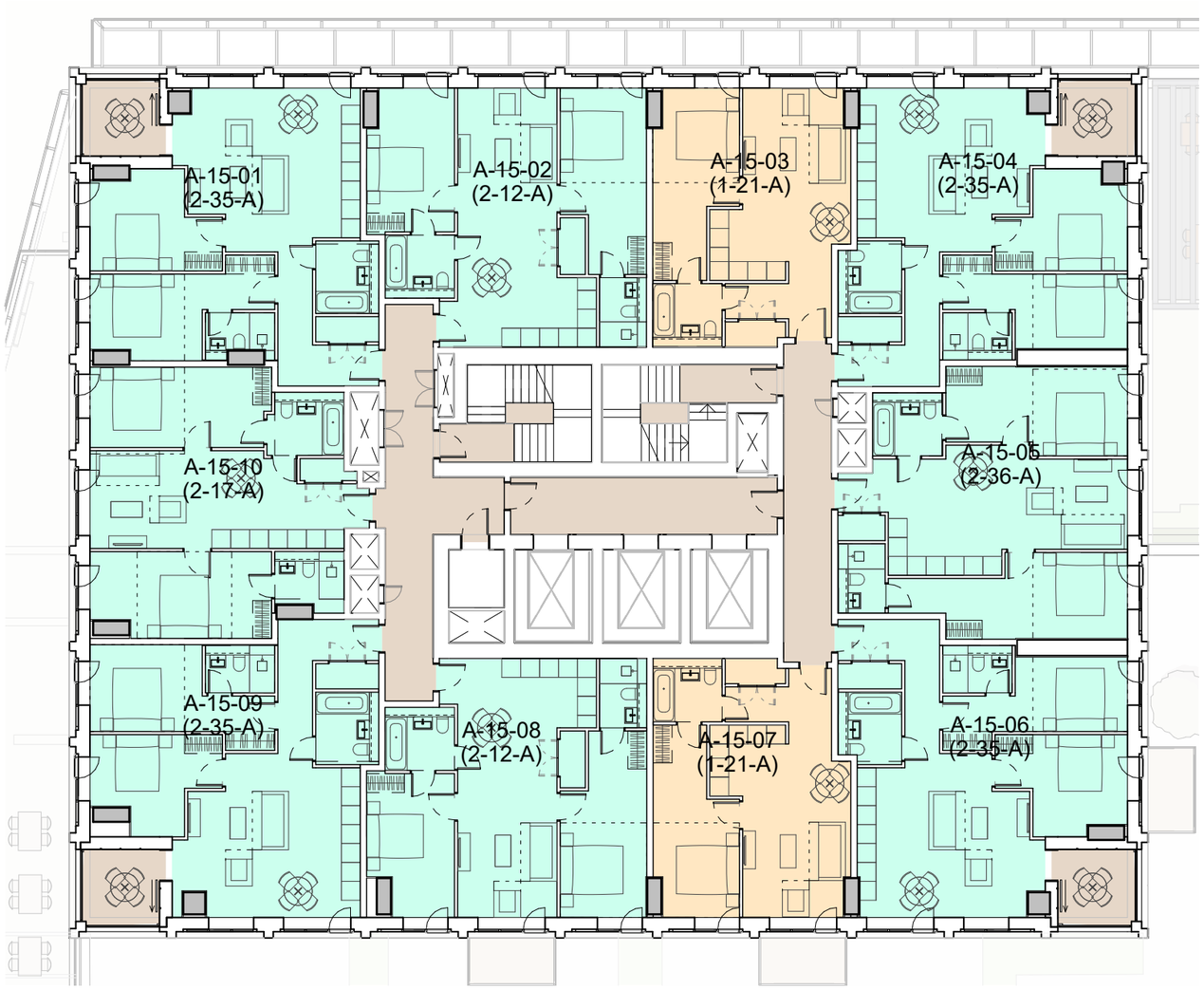


LEISUREBOX SITE - ROOF PLAN

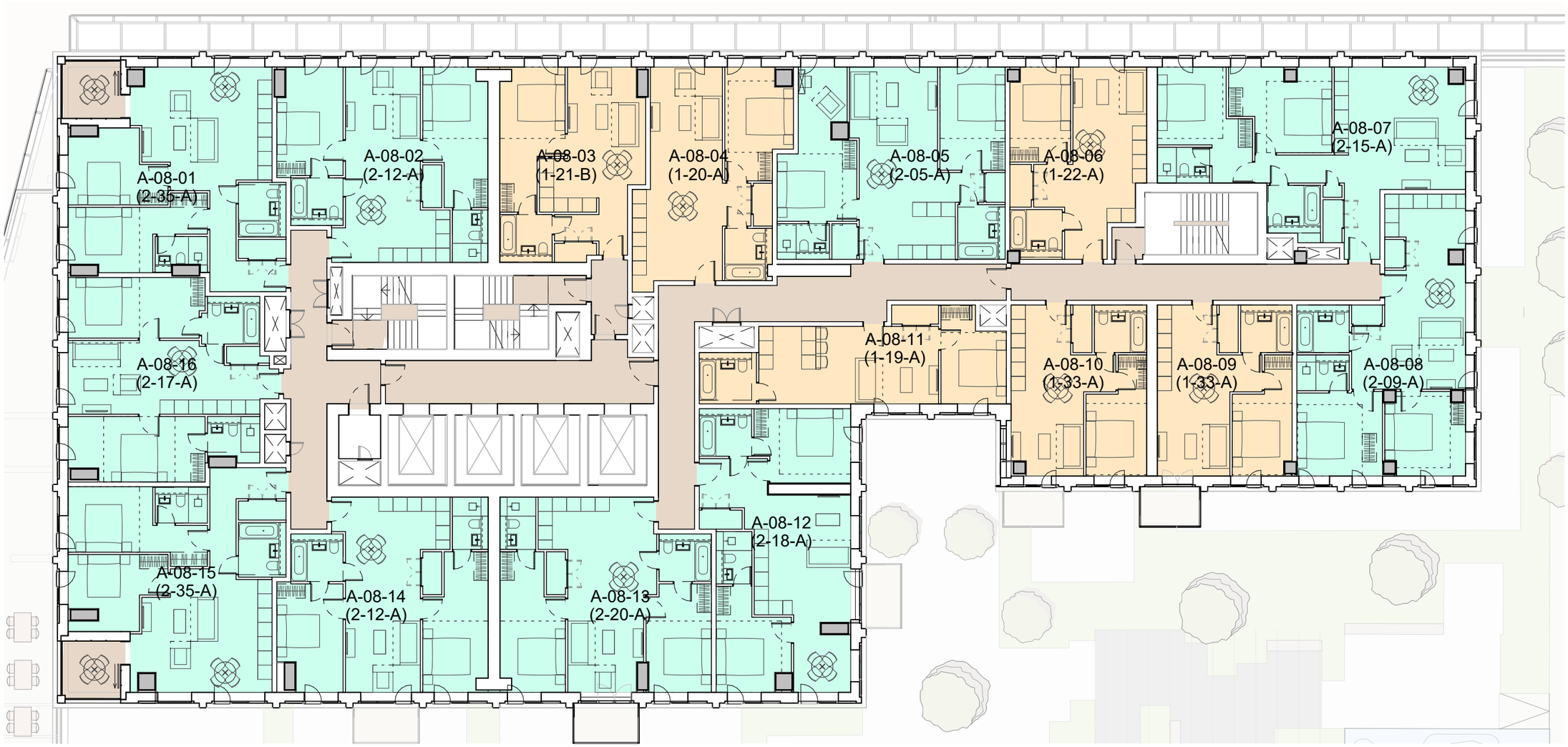
6.2 Layout

6.2.13 Building A - Typical Layouts

The plans opposite show typical upper and lower residential level plans for building A. The lower levels comprise apartments arranged around a central core and corridor. The form of the building cuts back within the upper levels, with apartments configured around the central core.



LEISUREBOX SITE - PROPOSED TYPICAL UPPER PLAN - BUILDING A



LEISUREBOX SITE - PROPOSED TYPICAL LOWER PLAN - BUILDING A

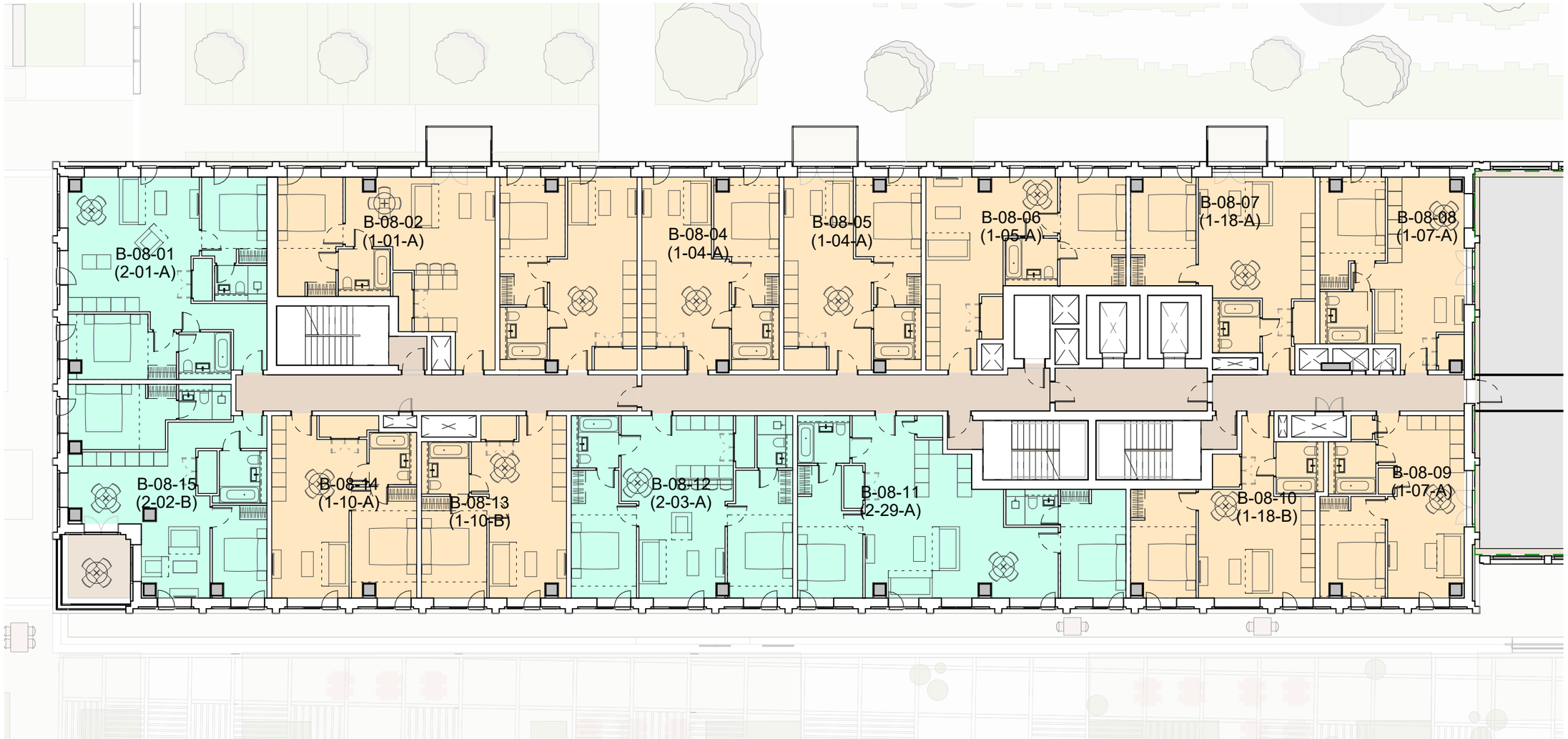
6.2 Layout

6.2.14 Building B - Typical Layouts

The plans opposite show typical upper and lower residential level plans for building B. The lower levels comprise apartments arranged around a central core and corridor. The form of the building cuts back within the upper levels, with apartments configured around the central core.



LEISUREBOX SITE - PROPOSED TYPICAL UPPER PLAN - BUILDING B

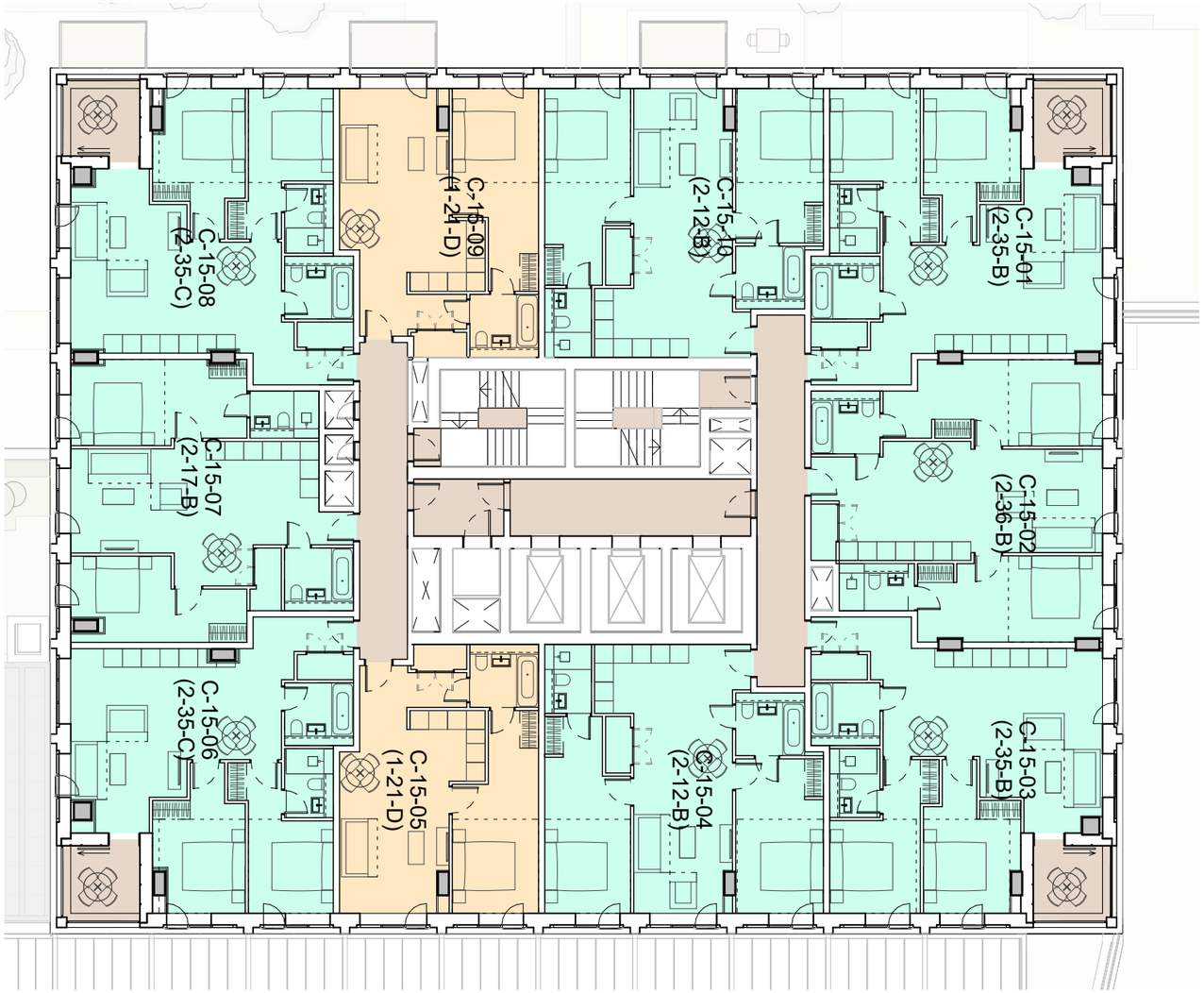


LEISUREBOX SITE - PROPOSED TYPICAL LOWER PLAN - BUILDING B

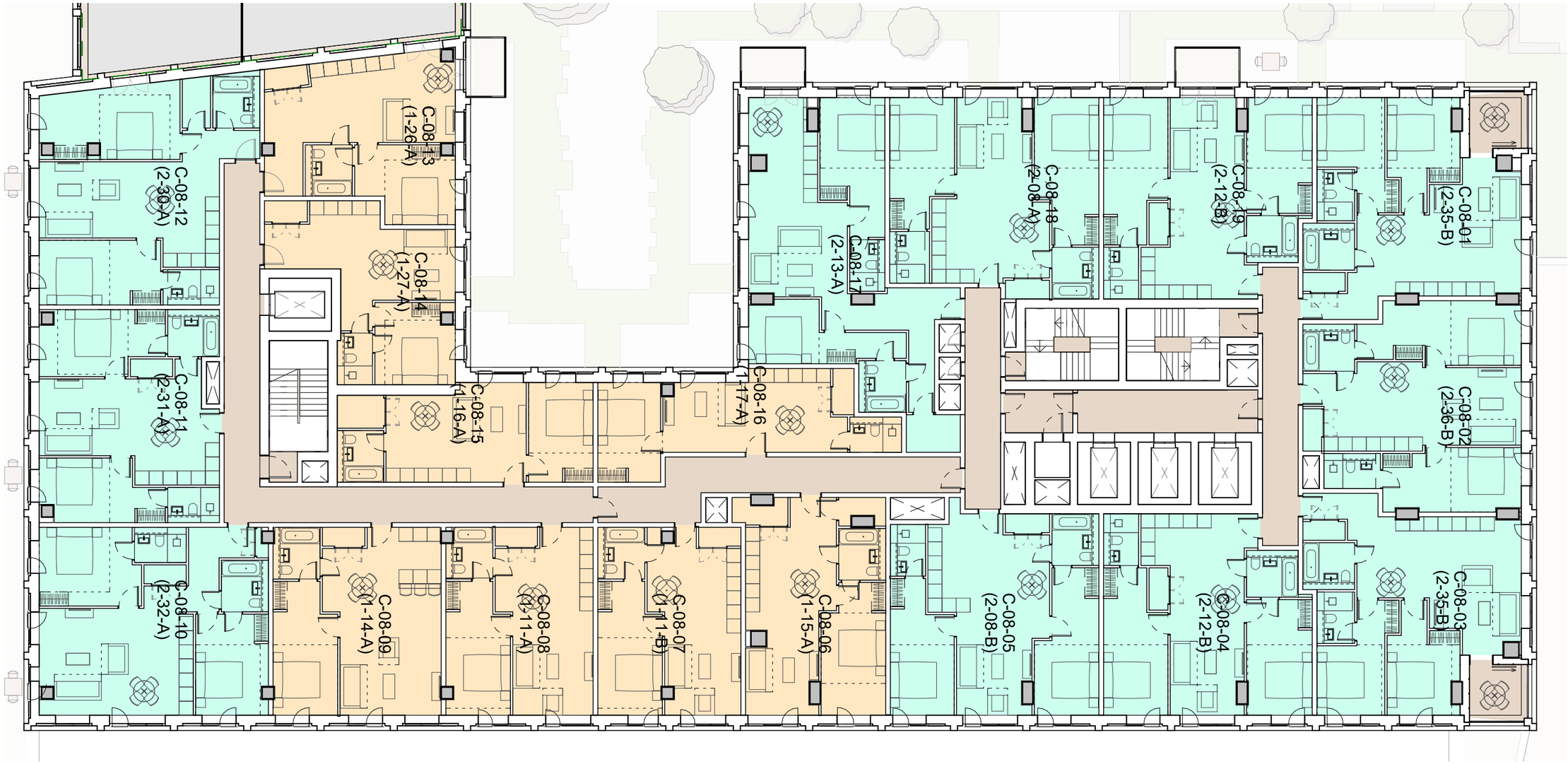
6.2 Layout

6.2.15 Building C - Typical Layouts

The plans opposite show typical upper and lower residential level plans for building C. The lower levels comprise apartments arranged around a central core and corridor, with a secondary lift access at the northern end of the podium to provide convenient access for residents. The form of the building cuts back within the upper levels, with apartments configured around the central core.



LEISUREBOX SITE - PROPOSED TYPICAL UPPER PLAN - BUILDING C

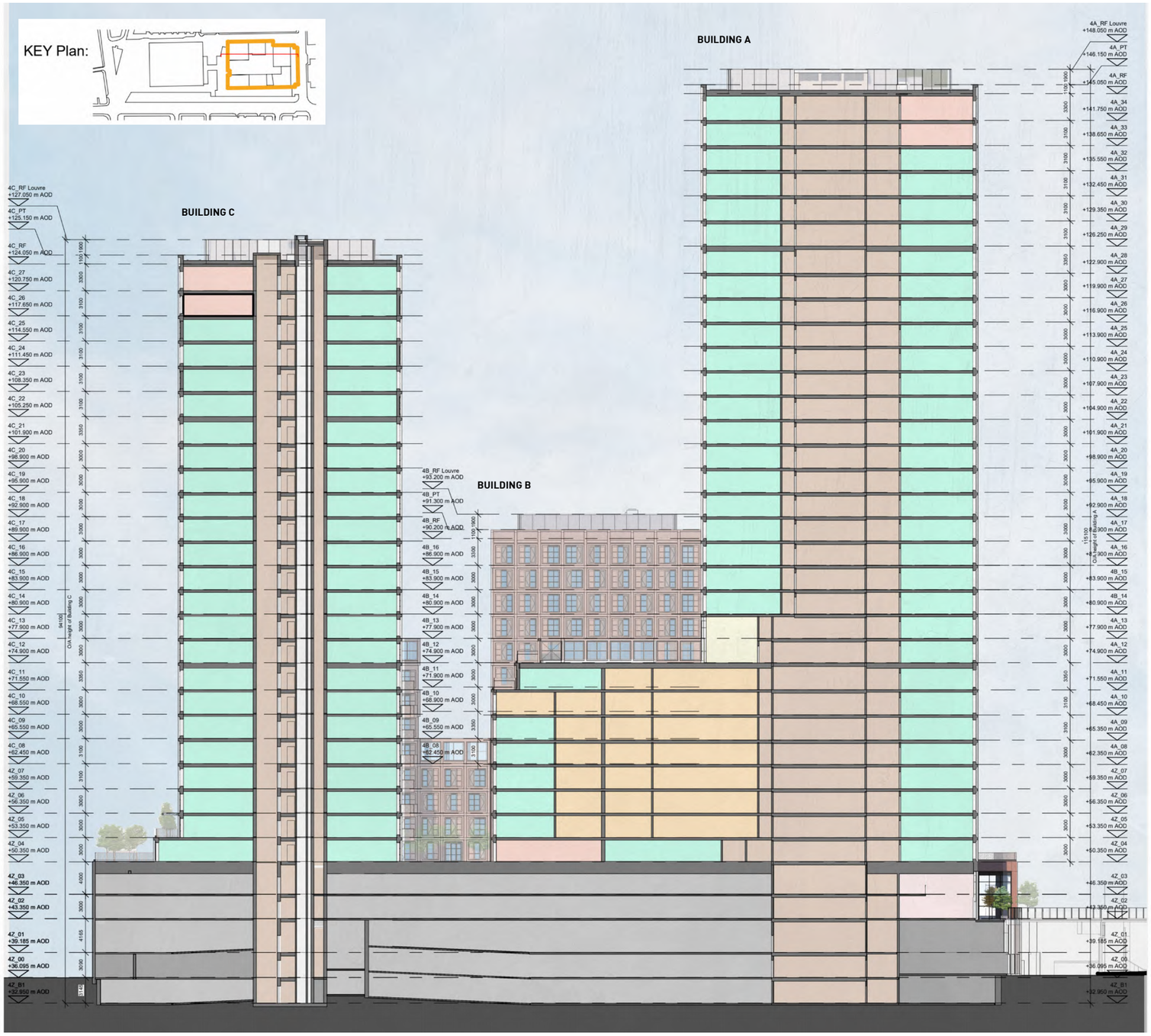


LEISUREBOX SITE - PROPOSED TYPICAL LOWER PLAN - BUILDING C

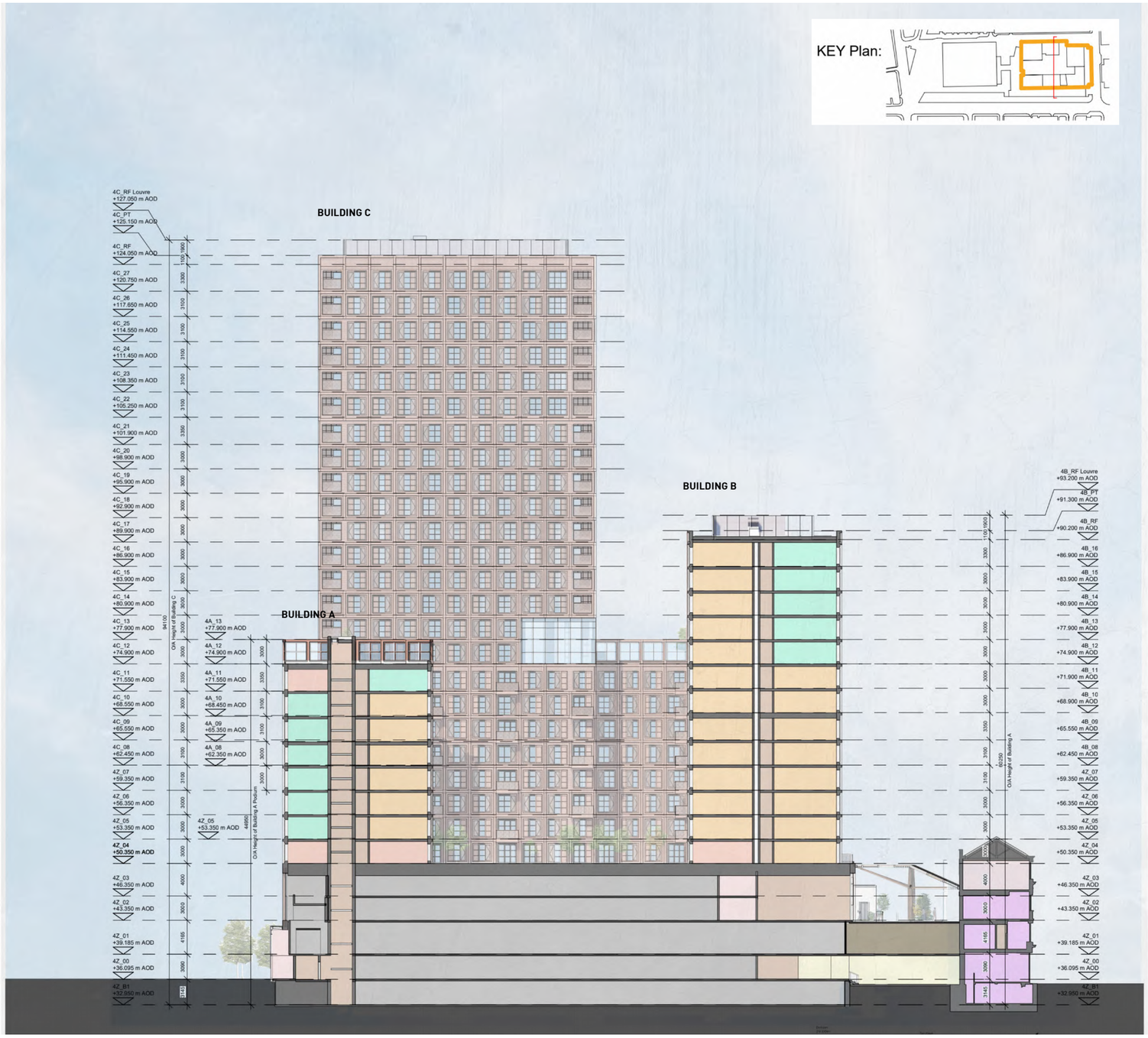
6.2 Layout

6.2.16 Sections

The sections opposite show the configuration and massing of the Leisurebox site.



LEISUREBOX SITE - PROPOSED SECTION A-A



LEISUREBOX SITE - PROPOSED SECTION B-B

6.3 Residential Quality

6.3.1 Apartment Layouts and Design
The proposals have been developed in accordance with The Manchester Residential Quality Guidance document. The key themes and strategies identified within the document have been carefully considered and integrated into the design development process, and as such the responses to the various components of the guidance can be found throughout the information forming the planning and listed building applications.

The design has been developed to provide spacious, open plan apartments, which will benefit from good natural light and provision of natural ventilation. Full height windows will provide far-reaching views, and 37% of the apartments have been designed to include dual or triple aspect spaces, and north-facing apartments have been minimised as far as practicable within the constraints of the site.

A mix of 1, 2 and 3 bedroom apartments are proposed, with a varity of layouts and configurations.

Apartments are designed to accommodate well-proportioned, flexible spaces, and to include generous storage provision.

All apartments have been designed to meet or exceed minimum space standards, as set out within the Nationally Described Space Standards. A space standards compliance schedule is included for reference within the appendix.



TYPICAL 3 BEDROOM APARTMENT



TYPICAL 1 BEDROOM APARTMENT



TYPICAL 2 BEDROOM APARTMENT

6.4 Amenity Provision

6.4.1 Amenity Provision
All of the residents will have access to dedicated shared residential amenity spaces, alongside the wider amenity offered by the proposals for the Great Northern site as a whole. The shared residential amenity spaces comprise approximately 982 sq m of internal and 3,744 sq m of external space, equating to approximately 6.3 sqm per apartment.

Additionally, 37% of the apartments have been provided with private amenity spaces, comprising a mix of gardens, external and inset balconies, and roof terraces. Whilst not a mandatory planning requirement, the provision of private amenity space to a number of the apartments provides an enhancement to the generous amenity spaces proposed within the scheme as a whole. The balcony spaces have been carefully designed to provide sheltered, usable and flexible space for residents, and have been integrated with the proposed module configuration of the facade design, described further in Section 6.5. The projected balcony sizes are approximately 5 sq m, and the inset balcony spaces are approximately 6 sq m. Whilst in some cases, these areas are very slightly lower than the suggested sizes within the Manchester Residential Quality Guidance, their layout and configuration has been developed to provide high quality usable spaces, providing additional benefit to residents, and helping to provide animation to the place as a whole. Together with the generous shared spaces, the proposals provide significant high quality amenity spaces for the residents to enjoy.

6.4.2 Amenity Summary
The range of amenity spaces that will be provided for residents as part of the proposals are as follows:

- Private amenity spaces - A variety of types, including gardens, terraces, projected and recessed balconies, providing space to relax, and animating the buildings.
- Shared residents' courtyard - A space for the new residential community to socialise, play, relax and exercise. Provision of green space and contributing to site-wide biodiversity.
- Shared residents' roof terraces - Spaces that foster a sense of community within each building, providing high quality, luxurious, flexible spaces with far-reaching views.
- Double height 'Skylounge' spaces within each building, associated with each roof terrace, with stunning views. This may include uses such as co-working space, private dining rooms, and flexible spaces.
- Shared residents' lounge facilities accessed from the courtyard space. This may include uses such as co-working space, residents' gym, lounge and recreational/ games areas, and an external terrace overlooking the Warehouse.
- Facilities within the wider Great Northern Site - Residents will have convenient access to a wide range of facilities, including leisure uses, bars, restaurants and cafes, retail space, characterful independent local businesses, shared community facilities, childrens' playspace, flexible workspace, shared public realm facilities including the proposed new streets and transformed spaces, such as Dean Street, Alport Street, Deansgate Mews, and the Great Northern Square.

Together, these amenities will provide an exceptional and diverse range of facilities to cater for the varying needs and requirements of the residents, and fostering a strong sense of community, vibrancy and animation, to create a thriving and successful new neighbourhood.



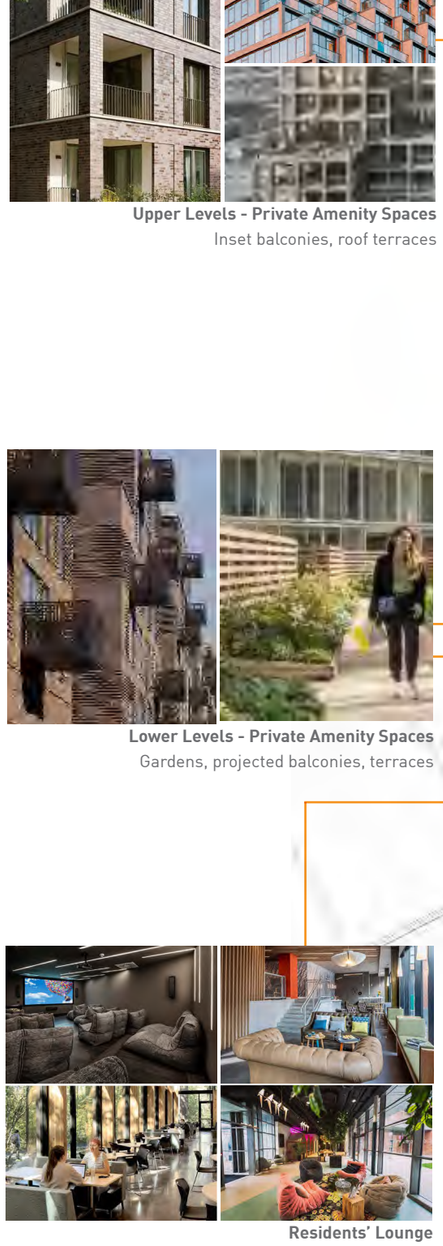
Upper Levels - Private Amenity Spaces
Inset balconies, roof terraces



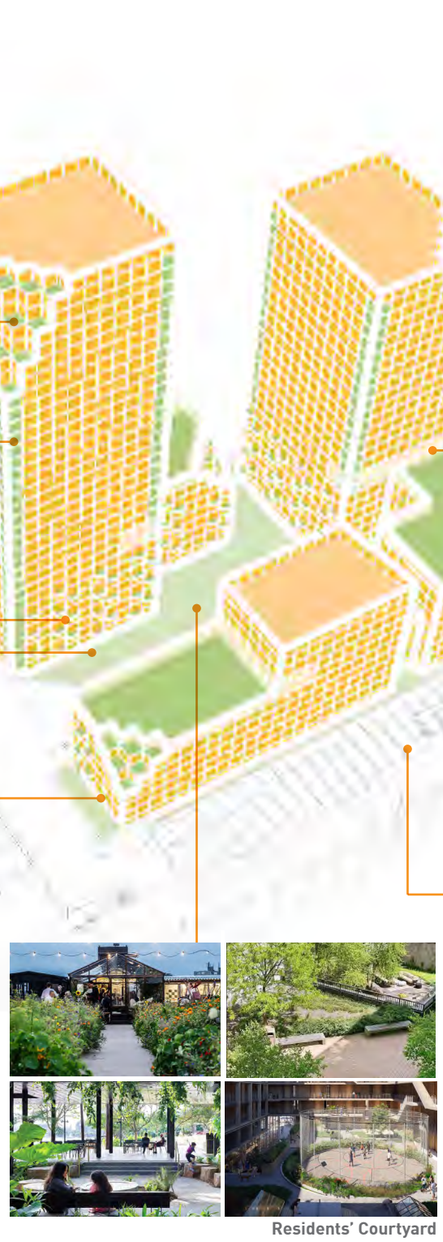
Skylounges
Flexible space, co-working, private dining, lounge s

Lower Levels - Private Amenity Spaces
Gardens, projected balconies, terraces

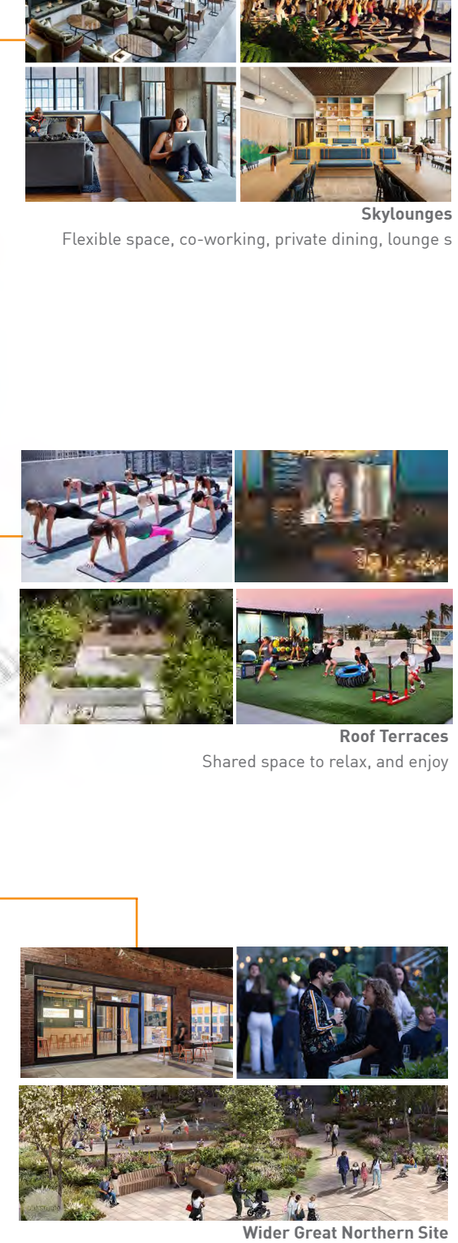
Roof Terraces
Shared space to relax, and enjoy



Residents' Lounge
Flexible shared recreational and co-working spaces



Residents' Courtyard
Shared space to relax, play, socialise and exercise



Wider Great Northern Site
A rich variety of amenities and public space

ILLUSTRATIVE DIAGRAM AND PRECEDENT IMAGES SHOWING THE PROPOSED RANGE OF RESIDENTS' AMENITIES



ILLUSTRATIVE AERIAL VIEW LOOKING NORTH SHOWING PRIVATE AND SHARED AMENITY SPACES

6.5 Adaptable Apartment Layout

6.5.1 Overview

The apartment layouts in both buildings have been guided by the optional requirements outlined in Approved Document M4(2) Category 2: 'Accessible and adaptable dwellings' (AD M4 2).

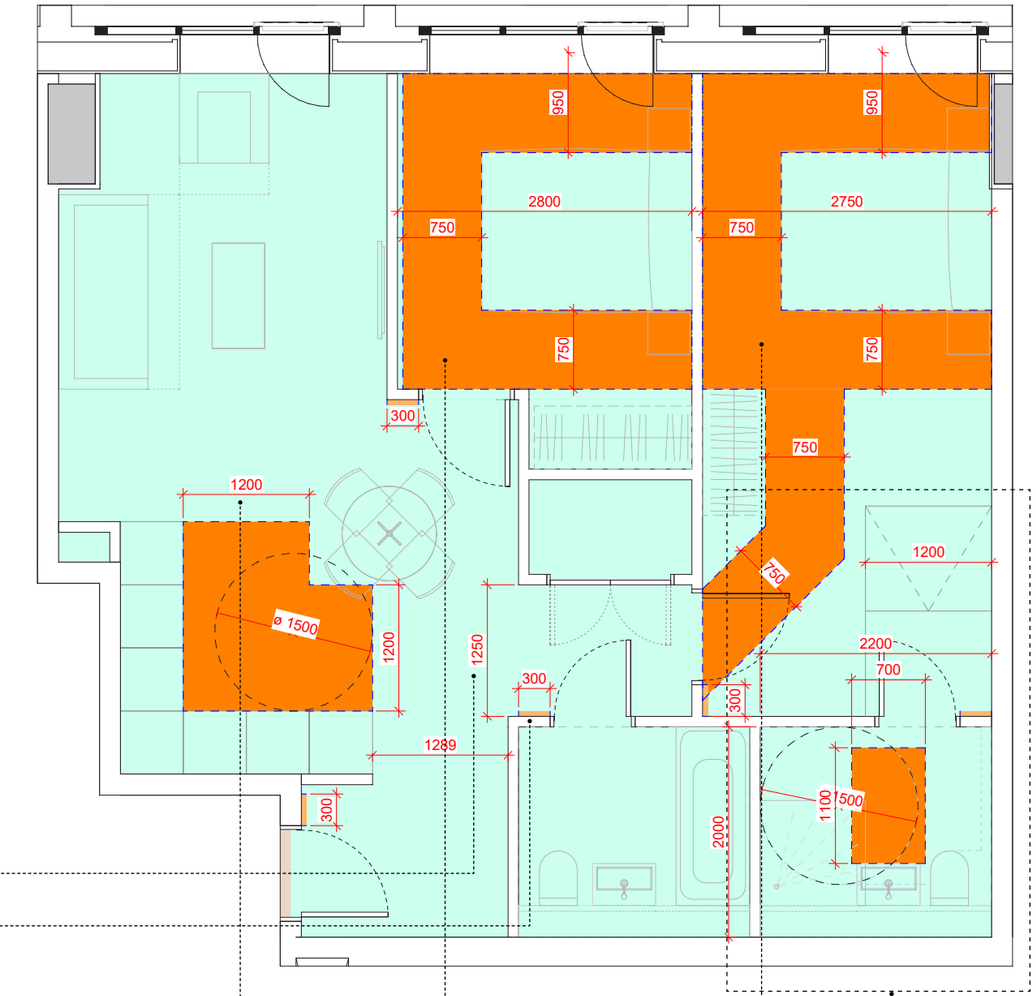
By meeting criteria, it is anticipated that it will be possible to deliver homes that allow adaptation to meet the changing needs of occupants over time, including those of some older and disabled people.

6.5.2 Typical Residential Apartments

Two typical one bedroom, two two bedroom, and a typical 3 Bedroom apartment from towers A+C have been used to test compliance against the Approved Document M4 - Category 1 and 2. The plan drawings illustrates the way in which the apartments could be adapted, in accordance with M4(2) to be fully accessible. The plan drawing to the right shows a 2 bed - Apartment Type (2-12-A) - in its adapted layout to explain the principles

The main adaptation required centres around the need to provide a level access shower. The minimum feasible depth for a shower is 75mm, however due to limitations on the depth of the floor finishes zone at 50mm, it would be necessary to provide a 1:21 incline to allow step free wheelchair access up 25mm (plus 15mm threshold) in to the shower room.

The overall dimensions for the en suite shower room have been increased to facilitate a 1500mm turning circle.



ADAPTABLE APT TYPE (2-12-A)



LEVEL 14 KEYPLAN

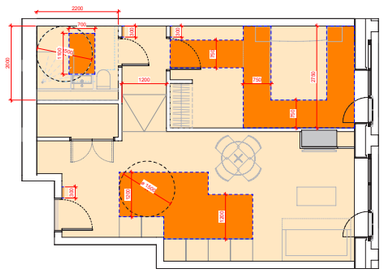
KEY PRINCIPLES M4(2)

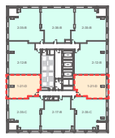
- ✓ The minimum clear width of every hall or landing is 900mm.
- ✓ 300mm nib to leading edge of every door in the entrance storey.
- ✓ 1200mm Clear space in front of all kitchen units.
- ✓ Principal bedroom can provide a clear access zone a minimum of 750mm wide to both sides and the foot of the bed and every bedroom can provide a clear access route a minimum 750mm wide from the doorway to the window.
- ✓ Every other double bedroom can provide a clear access zone a minimum of 750mm wide to one side and the foot of the bed.
- ✓ En suite shower room adapted to facilitate 1500mm turning circle and ramping introduced to provide level access.

COMPLIANCE

As illustrated in the adjacent table and plan drawings, the apartments follow the guidance of AD M4(2) and can be adapted over time to meet the changing needs of occupants. Without the adaptation to the shower, the base apartment design still adheres to the vast majority of requirements of AD M4(2) in excess of the minimum statutory requirements .Some key dimensional requirement compliance has been demonstrated/tabled below:

Description	M4(1)	M4(2)	GREAT NORTHERN ADAPTABLE APARTMENT TYPE				
			1-21-D	1-20-A	2-12-A	2-36-B	3-18-A
Doors							
Private external entrance clear width	775mm	850mm	850mm	850mm	850mm	850mm	850mm
Internal door clear width	750mm	750mm	800mm	800mm	800mm	800mm	800mm
Nib to leading edge of every door within the entrance storey		300mm	300mm	300mm	300mm	300mm	300mm
Circulation							
Hall (minimum - excluding projections)	900mm	900mm	1200mm	1200mm	1250mm	1400mm	1200mm
Living, kitchen and eating areas							
Clear space provided in front of and between all kitchen units and appliances.		1200mm	1200mm	1200mm	1200mm	1200mm	1200mm
Bedrooms							
Master							
Width		2750mm	2750mm	2750mm	2750mm	3000mm	2750mm
Length		3000mm	4900mm	5300mm	6100mm	6100mm	3895mm
Clearance to foot of the bed		750mm	750mm	750mm	750mm	750mm	750mm
Clearence to BOTH sides of bed		750mm	750mm	750mm	750mm	750mm	750mm
Clear access route from the doorway to the window		750mm	750mm	750mm	750mm	750mm	750mm
Second							
Width		2750mm	-	-	2800mm	2750mm	3350mm
Clearance to foot of the bed		750mm	-	-	750mm	750mm	750mm
Clearence to ONE side of bed		750mm	-	-	750mm	750mm	750mm
Clear access route from the doorway to the window		750mm	-	-	750mm	750mm	750mm
Third							
Width		2750mm	-	-	-	-	3200mm
Clearance to foot of the bed		750mm	-	-	-	-	750mm
Clearence to ONE side of bed		750mm	-	-	-	-	750mm
Clear access route from the doorway to the window		750mm	-	-	-	-	750mm
Sanitary Facilities							
Master							
Dimensions		1950x2150mm	2200x200mm	2200x200mm	2200x200mm	2200x200mm	2200x200mm
WC in entrance storey							
Dimensions	850x1600mm	1450x1800mm	2200x200mm	2200x200mm	2200x200mm	2200x200mm	2200x200mm



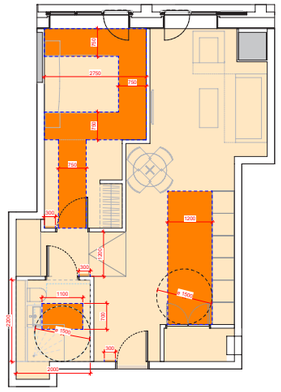


TYPE 1-21-D

LEVEL 14 SHOWN
BUILDING C

Type Located on Levels:

14-21



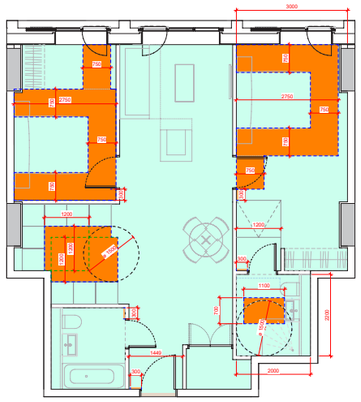


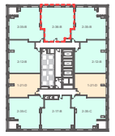
TYPE 1-20-A

LEVEL 05 SHOWN
BUILDING A

Type Located on Levels:

04-11



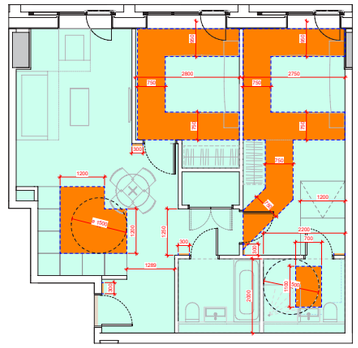


TYPE 2-36-B

LEVEL 14 SHOWN
BUILDING C

Type Located on Levels:

04-27



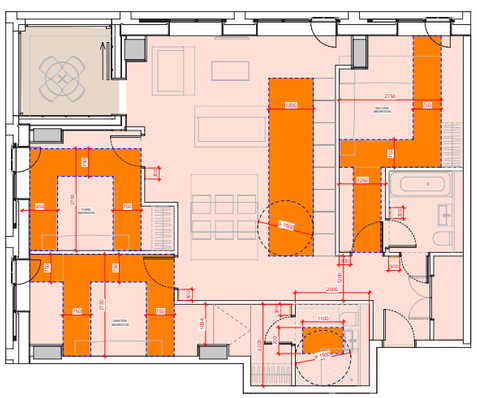


TYPE 2-12-A

LEVEL 14 SHOWN
BUILDING A

Type Located on Levels:

04-26





TYPE 3-16-A
LEVEL 27 SHOWN
BUILDING A

Type Located on Levels:

27-34

APARTMENT KEY

1 BED

2 BED

3 BED

simpsonhaugh

6.6 Appearance

6.6.1 Design Development Principles
A number of key design principles were identified to guide the development of the facade design for the proposed new car park podium and residential buildings on the Leisurebox site:

- **Create a unique, site-specific architectural response, rooted in the site's context and heritage;**
- **Contribute to the site's character and sense of place;**
- **Use high quality materials, complementary to their setting;**
- **The integration of shared and private amenity spaces;**
- **Maximise natural light, views and ventilation;**
- **Consideration of the construction and buildability to create a deliverable design**
- **A sustainable design solution**

6.6.2 Context
The Great Northern site has a strong identity and character, which derives from the form and appearance of the listed buildings; The Great Northern Warehouse and the Deansgate Terrace. These buildings were constructed at the same time, and share a common palette of materials, and a cohesive architectural character. This material expression is evident along the full length of the site facing Deansgate and Peter Street, and along the northern section of Watson Street, as the listed buildings bound the sites in these locations. The character of the site is less cohesive along Great Bridgewater Street and the southern end of Watson Street, due to the presence of the Leisurebox building in this location.

The detail and expression of the two listed buildings were designed to acknowledge their original functions. The Great Northern Warehouse was designed as a large, imposing industrial building, and is relatively functional and utilitarian in character in comparison to the Deansgate Terrace. The structural frame of the building comprises a simple, repetitive grid, and this is also expressed within the facade, which comprises planar red brickwork and highly repetitive fenestration pattern, with each window frame formed of a gridded, 'crittal style' pattern. Contrasting bands of blue engineering brick express the base of the building, and also form a grid pattern on the facade. There are decorative sandstone elements defining the base and cornice of the building, and supporting the window lintels, but generally decorative elements were used sparingly.

In contrast, the Deansgate elevation of the Deansgate Terrace, which was designed to provide a frontage to the street, and to obscure views of the industrial warehouse building behind, is highly decorative in nature. The facade is comprised of a series of bays, defined by vertical piers. Each bay incorporates modelling and depth to define window reveals, and express the rhythm of vertical plaster elements running along Deansgate. The building also has a strong horizontal emphasis, both in form and detail. A series of sandstone bands set within the orange/red brickwork, run the full length of the building. Sandstone was also used to create decorative elements within the facade, such as window lintels and cornices. Whilst the prominent Deansgate facade includes modelling and depth, and is far more decorative than the Great Northern Warehouse, it was also designed to be highly repetitive, mostly comprising a series of identical bays, with a highly repetitive fenestration pattern. The east elevation of the building faced into the site and away from the surrounding streets, and was designed to be very utilitarian and simple in nature, featuring red brickwork and simple punched windows.



GREAT NORTHERN WAREHOUSE - TYPICAL (NORTH AND EAST) EXISTING ELEVATIONS AND EXISTING FACADE PHOTOGRAPHS



DEANSGATE TERRACE - EXISTING WEST (DEANSGATE) ELEVATION AND EXISTING FACADE PHOTOGRAPHS



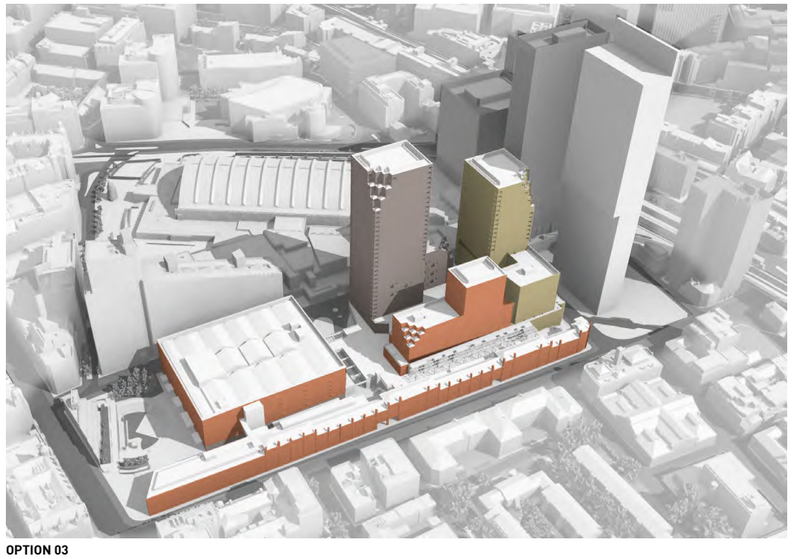
OPTION 01

- NEUTRAL TONES/MATERIALS FOR NEW BUILDINGS TO CONTRAST WITH LISTED BUILDINGS



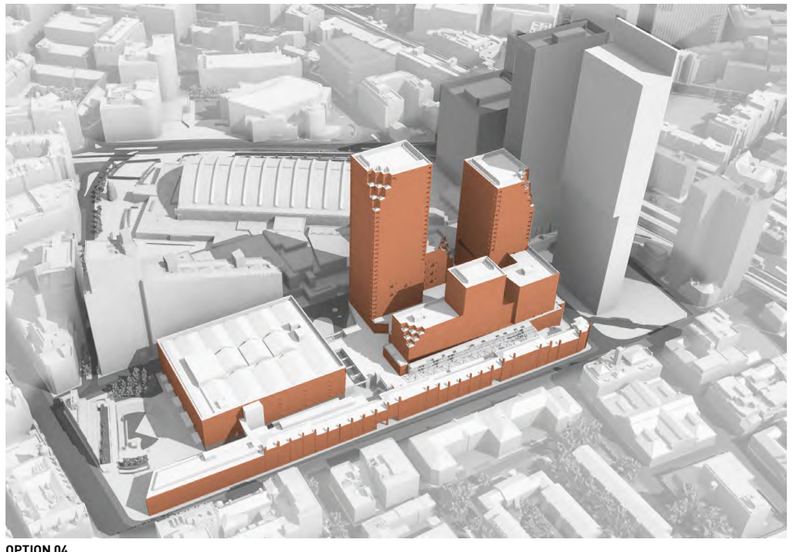
OPTION 02

- NEUTRAL TONES/MATERIALS FOR UPPER LEVELS OF NEW BUILDINGS TO CONTRAST WITH LISTED BUILDINGS
- TONES/MATERIALS FOR LOWER LEVELS COMPLIMENT LISTED BUILDINGS



OPTION 03

- VARYING TONES FOR THREE RESIDENTIAL BUILDINGS



OPTION 04

- TONES/MATERIALS FOR ALL BUILDINGS COMPLEMENT LISTED BUILDINGS

FACADE STRATEGY DIAGRAMS

6.6.3 Facade Tone/Materiality Strategy

In order to guide the development of the facade design for the proposed new buildings on the Leisurebox site, a number of strategic options were considered in terms of the design philosophy and approach to the relationship between the proposed new buildings and the existing listed buildings. The objective was to establish the most suitable strategy to respect and enhance the setting of the listed buildings, and to allow the proposed new buildings to integrate successfully with the site's strong character and sense of place. The approach and strategy was discussed with Manchester City Council and Historic England during pre-application meetings. The options are shown diagrammatically opposite, and summarised below:

- **OPTION 01 -** This option was based on a deliberate visual contrast between the proposed new buildings and the listed buildings in terms of materiality and tone. The taller buildings would be designed with a neutral palette to relate more to the existing and emerging tall buildings immediately to the south, creating a clear separation between them and the listed buildings. Whilst this gave a clear distinction between the new and the old, this option was not considered to provide a cohesive and integrated sense of place. The new buildings would not feel integrated with the existing elements, which would be emphasised by the strong visual bounding of the site by the existing listed buildings when viewed from street level.
- **OPTION 02 -** This option was similar to option 1, with the upper levels of the buildings expressed in neutral materials, but with the tone and materiality of the base of the new buildings derived from the tones and textures of the existing listed building. Whilst this started to give the base of the buildings a better sense of integration into the site, the abrupt break in materiality, and the poor relationship of this to the forms of the proposed new buildings, was not considered successful. The upper levels of the buildings felt poorly integrated into the site as a whole.
- **OPTION 03 -** The approach for this option comprised a differentiation of the materiality of the three residential building elements from one another, to provide a visual contrast when viewed together. The tones for the three buildings were derived from the materials used within the facades of the listed buildings: Red brick, buff sandstone and blue/engineering brick. The use of a red tone to relate to the predominant red brick tones of both the listed buildings was considered successful. However, the use of buff and dark tones over the full elevations of the other two buildings was not considered to provide a cohesive and integrated sense of place. These tones are used as secondary decorative features within the listed buildings, and the expression of these secondary tones across the full elevations of the new buildings resulted in an expression that was too visually diverse, which was considered to detract from the strong overall cohesive appearance of the listed buildings.
- **OPTION 04 -** The approach for this option based on the expression for all three buildings being derived from the predominant red brick tones of the listed buildings, in order to provide a coherent and cohesive integration between the new and existing buildings. This approach created a clearly legible expression of the site's character and sense of place when viewed from surrounding streets and spaces. The expression of the new buildings would be designed to clearly represent a contemporary interpretation of the tones, texture and materiality of the listed buildings, as opposed to an approach comprising direct translation of the materials or 'pastiche', which was not considered appropriate. In this way, there would be a subtle distinction between the new and the old, together with a cohesive overall expression and character of tone and materiality derived from the existing buildings, complementing and enhancing the bounding of the site provided by the existing buildings. This approach was considered the most successful, and the design was progressed on this basis.

6.6 Appearance

6.6.4 Design Development Principles

The expression of the proposed new residential buildings was developed as a contemporary interpretation of the character and expression of the listed buildings, comprising a simple, ordered, repetitive grid, reflecting the simplicity and repetitiveness of the facade design of both the Great Northern Warehouse and Deansgate Terrace. The proposed 3x3m grid provides an ordered framework within which tonal and textural elements can be integrated to create richness and variation across the facades. This approach also allows the integration of a variety of amenity spaces, including projected balconies, inset balconies, and private/shared terraces. The forms of the buildings can be shaped and 'eroded' within the simple gridded structure to articulate the building forms, and to create a unique, site-specific contextual relationships to the listed buildings and adjacent contextual buildings, as described in 3.3.11.

The facade design incorporates window elements set back within each grid to provide modelling and articulation to the facades, referencing the expression of the Deansgate Terrace facade. The windows are designed as a modern interpretation of the 'crittal' style windows of the warehouse. These elements will include full height glazed elements, solid insulated panels and glazed opening vents with decorative perforated panels. The design of the perforated decorative panels is derived from a vent detail on the west elevation of the Deansgate Terrace, and is also used for the balustrades to private amenity spaces, to create a cohesive overall expression. The positions of the solid panels and ventilation panels with perforated decorative screens varies within each window panel to create texture and variation across the facade as a whole.

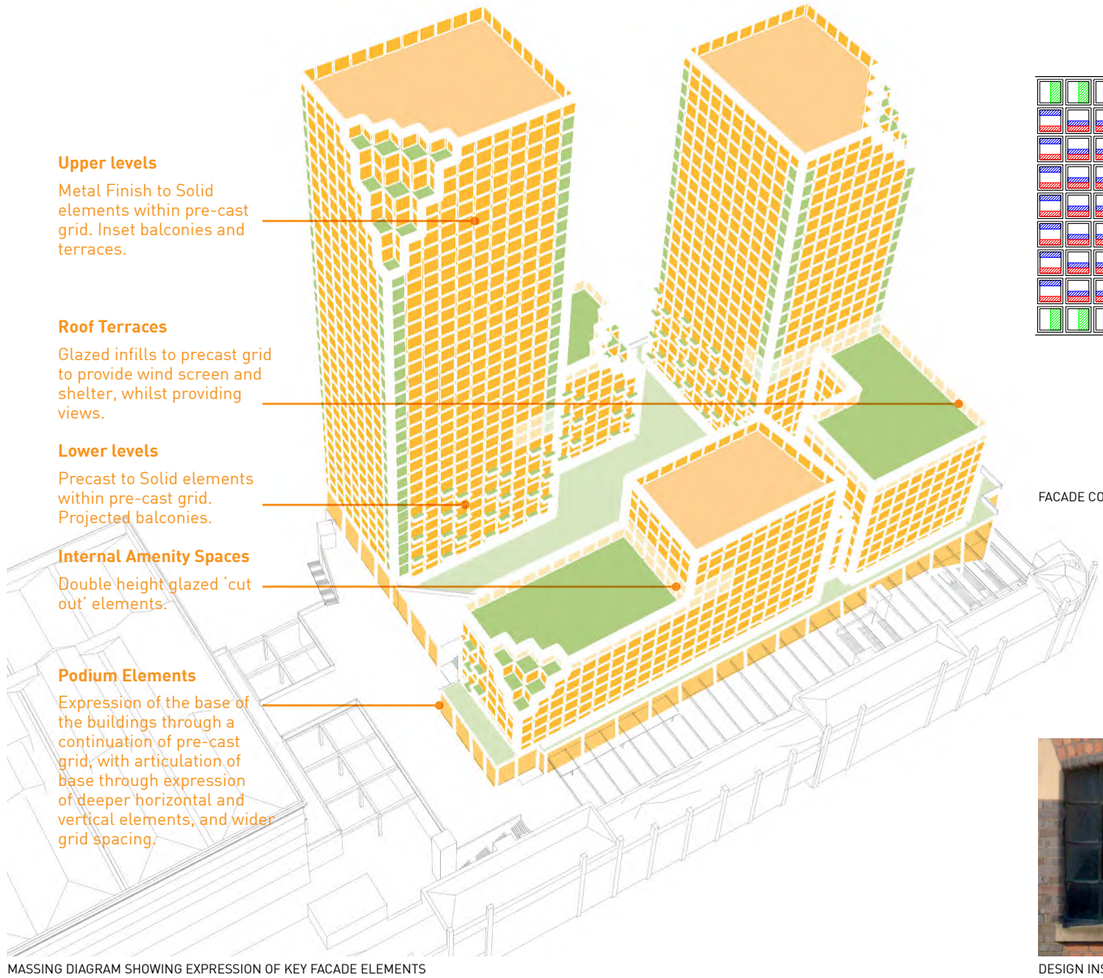
6.6.5 Materiality, Texture and Tone

The proposed primary material for the facade grid elements is pigmented pre-cast concrete. This material can be provided in a range of high quality finishes and textures. The colour of the material can be created specifically to complement the tones of the listed buildings. This will allow the expression of the buildings to be imbued with very similar tonal and textural qualities to brick and stone of the listed buildings, and to incorporate subtle detailing and articulation, allowing a cohesive and integrated overall appearance between the new and the old buildings, whilst using a contemporary form and expression. The material will convey the visual 'weight' of the masonry construction of the listed buildings whilst also allowing the grid elements to be slender and elegant in their proportions, and suitable for use in buildings of the height proposed. The use of pre-cast concrete will allow the building facades to be pre-fabricated in factory conditions using modern methods of construction, enabling enhanced quality control, minimising waste and contributing to the overall sustainability of the project. The material is highly durable and built to last, and has excellent thermal and acoustic properties, contributing to the provision of comfortable internal conditions for residents.

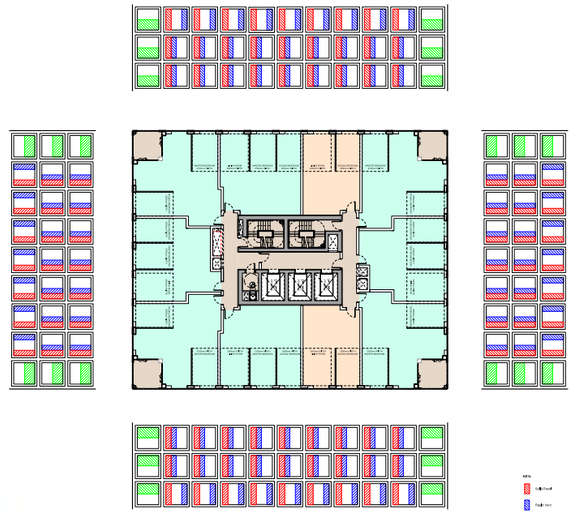
The decorative metal perforated screens and balustrades will be constructed in anodised aluminium with a warm brown/grey tone to complement the tones of the precast elements, and provide a high quality finish. The window frames and cills will be constructed of dark grey powder coated aluminium.

6.6.6 Expression of Key Elements

The facade design has been developed to express key formal and programmatic elements of the buildings. The double height internal amenity spaces are expressed as glazed 'cut-outs', providing articulation of the forms, and expressing the different uses of these spaces from the residential accommodation. Roof terraces are articulated with glazed infills to the precast grids to provide sheltered wind screens. The podium elements at the base of the building will be articulated through the expression of deeper horizontal and vertical grid elements and wider grid spacing



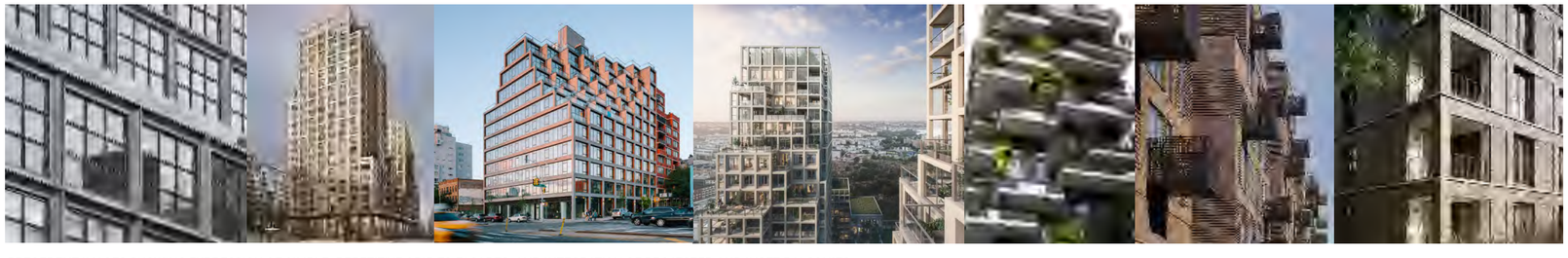
MASSING DIAGRAM SHOWING EXPRESSION OF KEY FACADE ELEMENTS



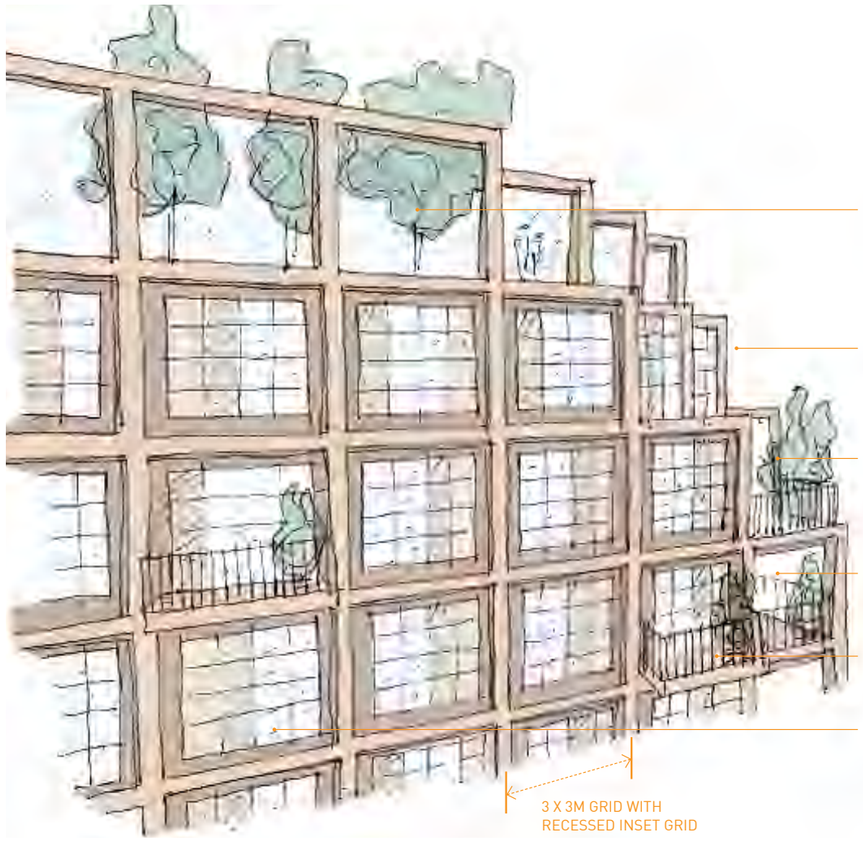
FACADE CONCEPT DIAGRAM - A SIMPLE, ORDERED GRID



DESIGN INSPIRATION - MATERIALITY AND DETAILS OF LISTED BUILDINGS



PRECEDENT IMAGES SHOWING EXPRESSION OF SIMPLE, REPETITIVE GRID TO FACADES, AND INTEGRATION OF PROJECTED AND INSET BALCONIES



FACADE CONCEPT SKETCH





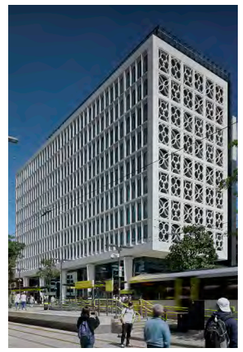
INITIAL 3D STUDIES OF PROJECTED AND INSET BALCONIES INTEGRATED INTO THE FACADE GRID



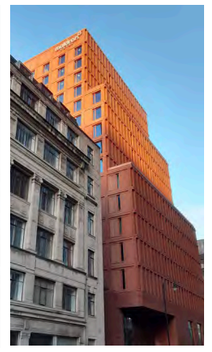
MANCHESTER NEW SQUARE



4 ANGEL SQUARE, MANCHESTER



2 ST.PETER'S SQUARE, MANCHESTER

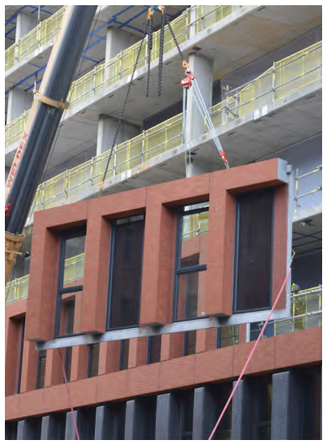


MALDRON HOTEL, MANCHESTER



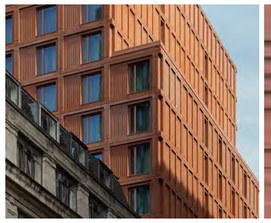
82 WEST INDIA DOCK ROAD, LONDON

EXAMPLES OF COMPLETED/IN-PROGRESS BUILDINGS WITH PRE-CAST CONCRETE FACADES (WITH VARIOUS FINISHES) DESIGNED BY SIMPSONHAUGH

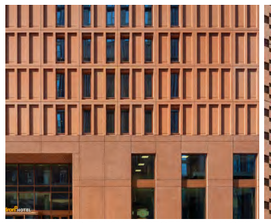


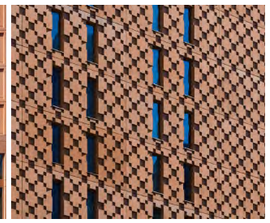
PRE-CAST CONCRETE PANEL INSTALLATION





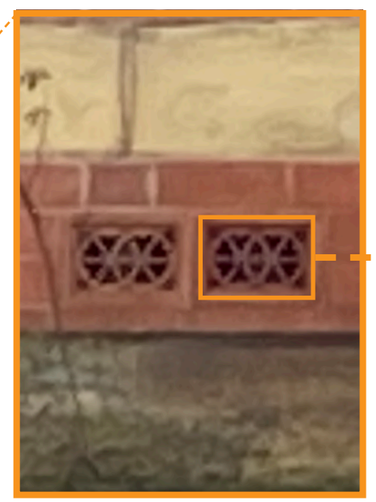


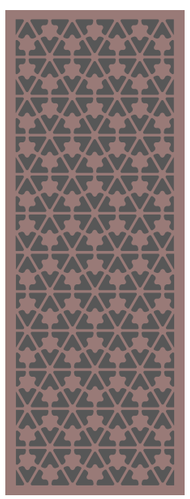




COLOURED/PIGMENTED PRE-CAST CONCRETE MATERIALITY TEXTURE AND FINISH - PRECEDENT IMAGES







DEVELOPMENT OF DECORATIVE BALUSTRADE AND VENT PANEL DESIGN DERIVED FROM VENT DETAIL IN DEANSGATE TERRACE

simpsonhaugh

6.6 Appearance

6.6.7 Residential Facades - Lower Levels

The drawings on the adjacent page illustrate the detailed elevations for typical lower residential levels developed in accordance with the design principles described earlier in this section. The outer face of the expressed precast concrete grid will have a polished finish to create a sheen across the building's outer surface. Within each grid, the set back inner element comprises a precast 'picture frame' with an expressed horizontal texture, referencing the brickwork texture of the listed buildings, and creating a shadow cast, which, together with the set-back, will differentiate the tone subtly from the expressed grid.

The window elements are centrally positioned within the set back frames. The solid components within the lower levels of the buildings are expressed as precast elements, with a vertical texture to contrast with the horizontal texture of the picture frame. The windows comprise full height fixed glazed panels, full height glazed opening vents with perforated anodised aluminium decorative outer screens, and full height glazed doors to balconies and gardens. A discrete ventilation slot is integrated into the head of the window frame to provide mechanical ventilation intake and extract as required. The balcony balustrades are comprised of anodised aluminium perforated decorative panels to match the opening ventilation perforated panels. The windows and doors have a 'crittal' style mullion and transom configuration, as a contemporary reference to the listed Warehouse windows.

6.6.8 Residential Facades - Upper Levels

The drawings on the opposite page illustrate the detailed elevations for typical upper residential levels developed in accordance with the design principles described earlier in this section. The outer face of the expressed precast concrete grid will have a polished finish to create a sheen across the building's outer surface. Within each grid, the set back inner element comprises a precast 'picture frame' with an expressed horizontal texture, referencing the brickwork texture of the listed buildings, and creating a shadow cast, which, together with the set-back, will differentiate the tone subtly from the expressed grid. The window elements are centrally positioned within the set back frames. The solid components within the upper levels of the buildings are expressed as anodised aluminium faced elements to match the finish of the perforated decorative screens and balustrades, and to create a subtle differentiation from the lower podium levels.

The building corners are articulated through the removal of the vertical grid elements on each alternate floor.

The windows comprise full height fixed glazed panels, full height glazed opening vents with perforated anodised aluminium decorative outer screens, and full height glazed doors to balconies and gardens. A discrete ventilation slot is integrated into the head of the window frame to provide mechanical ventilation intake and extract as required. The balcony balustrades are comprised of anodised aluminium perforated decorative panels to match the opening ventilation perforated panels. The windows and doors have a 'crittal' style mullion and transom configuration, as a contemporary reference to the listed Warehouse windows.

6.6.9 Residential Skylounge Amenity Spaces

The drawings on the opposite page illustrates the detailed elevation for typical upper level residents' 'skylounge' amenity space, comprising double height glazing with a simple grid patter of mullions and transoms to integrate with the 'crittal' style windows for the residential facades. A high level louvre band is included to provide mechanical intake and



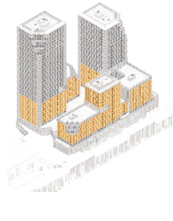
TYPICAL LOWER LEVEL DETAIL RESIDENTIAL ELEVATION WITH PROJECTED BALCONY



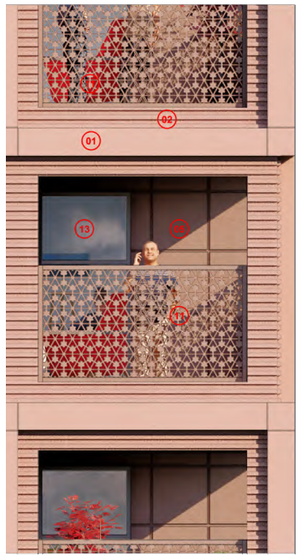
TYPICAL LOWER LEVEL DETAIL RESIDENTIAL ELEVATION

MATERIALS & SYSTEMS KEY:

01 Pigmented Polished Precast Concrete
02 Pigmented Precast Concrete with Ribbed Texture
03 Aluminium Window Frame
04 Clear Glazed Window
05 Anodised Aluminium Panel
06 Anodised Aluminium Perforate Panel with Glazed Opening Vent Behind
07 Continuous Louvres
08 Anodised Aluminium Perforate/Louvre Panel
09 Curtain Wall System
10 Shopfront Glazing
11 Anodised Aluminium Perforate Balustrade
12 Pigmented Polished Precast Projecting Balcony
13 Clear Glazed Door
14 Metal Canopy with Glazed Infill
15 Louvre Doors
16 Stainless Steel Trim
17 Indicative Signage Zone
18 Ventilation Slot to Head of Window
19 'Boss' Jointing Detail - Active and Chased Recesses
20 Anodised Aluminium Door Panel







TYPICAL LOWER LEVEL DETAIL RESIDENTIAL ELEVATION WITH INSET BALCONY

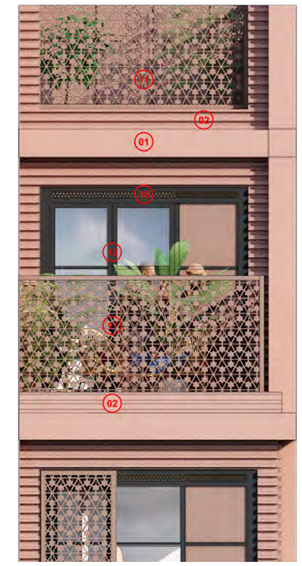




TYPICAL UPPER LEVEL DETAIL RESIDENTIAL ELEVATION







TYPICAL LOWER LEVEL DETAIL RESIDENTIAL ELEVATION WITH INSET TERRACE







TYPICAL ELEVATION TO RESIDENTS' AMENITY SPACE

simpsonhaugh

6.6 Appearance

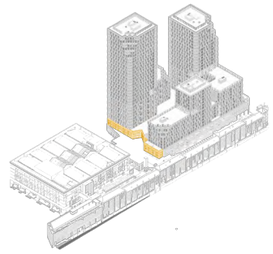
6.6.10 Podium Facades

The drawings on the adjacent page illustrate the detailed elevations for typical lower podium levels, at ground floor and level 1. The precast grid continues through to these levels and is differentiated from the residential levels above through the expression of deeper horizontal and vertical grid elements, and wider spacing of the grid, providing a clear articulation of the base of the buildings. The wider grid spacings creates spaces suitable for the various glazed commercial unit frontages, residential entrances and louvred service/plant areas. Glazed areas are expressed with a similar 'crittal' expression to visually integrate with the expression of the residential levels. A high level louvre band is included to all glazed frontages to provide mechanical intake/extract as required.

Louvred plant areas will comprise decorative perforate screens to match the colour and finish of the residential perforated screens and balustrades, with dark grey performance louvres set behind. Perforated screens will also be provided to the car park areas. At night these screens will glow with the light from inside the building, providing illumination and animation when viewed externally.

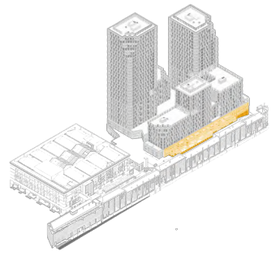


TYPICAL LEVEL 1 DETAIL SOUTH ELEVATION



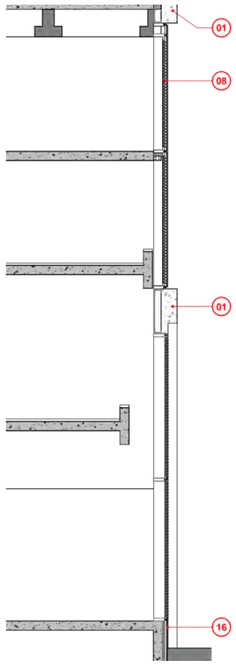


TYPICAL WEST ELEVATION TO DEANSGATE MEWS

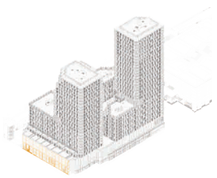


MATERIALS & SYSTEMS KEY:

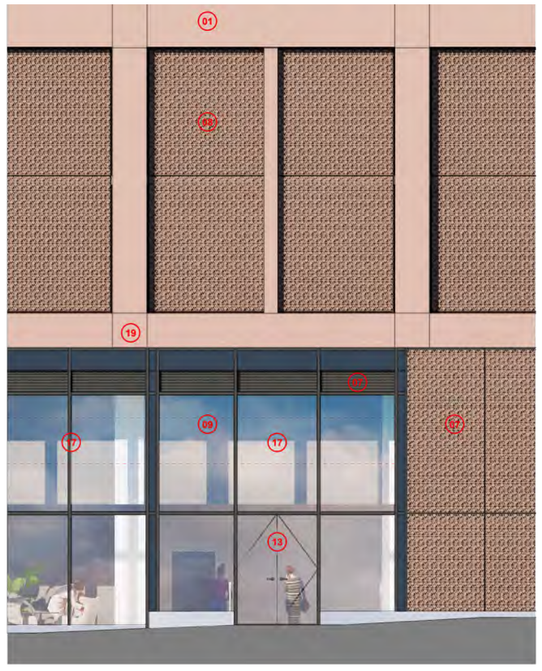
01 Pigmented Polished Precast Concrete
02 Pigmented Precast Concrete with Ribbed Texture
03 Aluminium Window Frame
04 Clear Glazed Window
05 Anodised Aluminium Panel
06 Anodised Aluminium Perforate Panel with Glazed Opening Vent Behind
07 Continuous Louvres
08 Anodised Aluminium Perforate/Louvre Panel
09 Curtain Wall System
10 Shopfront Glazing
11 Anodised Aluminium Perforate Balustrade
12 Pigmented Polished Precast Projecting Balcony
13 Clear Glazed Door
14 Metal Canopy with Glazed Infill
15 Louvre Doors
16 Stainless Steel Trim
17 Indicative Signage Zone
18 Ventilation Slot to Head of Window
19 'Boss' Jointing Detail - Active and Chased Recesses
20 Anodised Aluminium Door Panel

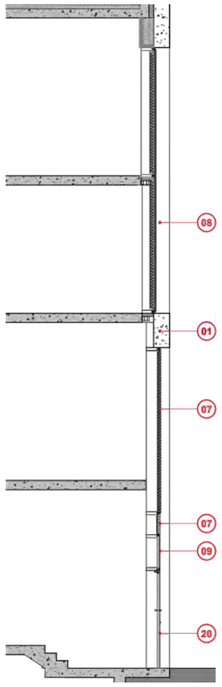


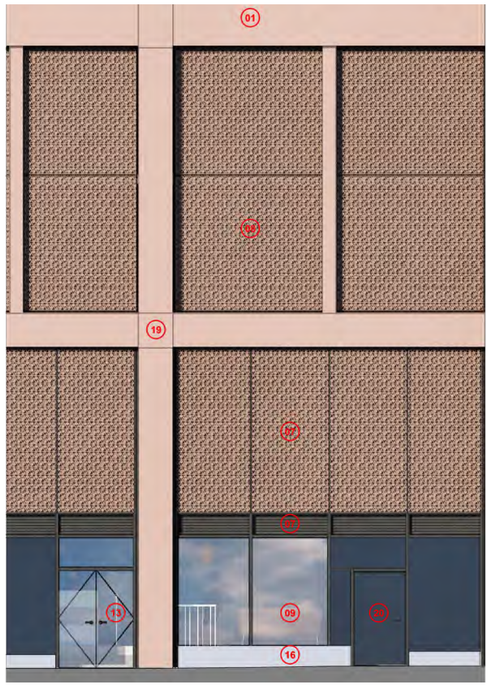


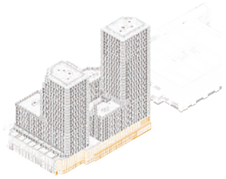


TYPICAL DETAILED ELEVATION TO GREAT BRIDGEWATER STREET - GROUND AND LEVEL 01









TYPICAL DETAILED ELEVATION TO GREAT WATSON STREET - GROUND AND LEVEL 01

6.6 Appearance

6.6.11 East and North Elevations

The drawings opposite show the proposed east and north elevations, which integrate the facade design strategies described earlier in this section.



PROPOSED EAST ELEVATION



PROPOSED NORTH ELEVATION

MATERIALS KEY:

01 Pigmented Polished Precast Concrete
02 Pigmented Acid-Etched Precast Concrete with Ribbed Texture
03 Aluminium Window Frame
04 Clear Glazed Window
05 Annodised Aluminium Panel
06 Annodised Aluminium Perforate Panel with Glazed Opening Vent Behind
07 Horizontal Louvres
08 Annodised Aluminium Panel with Louvres Behind
09 Curtain Wall System
10 Shopfront Glazing

06 Annodised Aluminium Perforate Panel with Glazed Opening Vent Behind
07 Horizontal Louvres
08 Annodised Aluminium Panel with Louvres Behind
09 Curtain Wall System
10 Shopfront Glazing
11 Annodised Aluminium Perforate Balustrade
12 Pigmented Polished Precast Projecting Balcony
13 Clear Glazed Door
14 Metal Canopy with Glazed Infill
15 Louvre Doors

16 Stainless Steel Trim
17 Indicative Signage Zone
18 Glazed Lift
19 Green Wall
20 Peforated Aluminium Gate
21 Glazed Ballustrade
22 Mews Canopy
23 Wind Mitigation Peforate Screen

6.6 Appearance

6.6.12 West and South Elevations
The drawings opposite show the proposed east and north elevations, which integrate the facade design strategies described earlier in this section.



PROPOSED SOUTH ELEVATION



PROPOSED WEST ELEVATION

MATERIALS KEY:

01 Pigmented Polished Precast Concrete
02 Pigmented Acid-Etched Precast Concrete with Ribbed Texture
03 Aluminium Window Frame
04 Clear Glazed Window
05 Annodised Aluminium Panel
06 Annodised Aluminium Perforate Panel with Glazed Opening Vent Behind
07 Horizontal Louvres
08 Annodised Aluminium Panel with Louvres Behind
09 Curtain Wall System
10 Shopfront Glazing

06 Annodised Aluminium Perforate Panel with Glazed Opening Vent Behind
07 Horizontal Louvres
08 Annodised Aluminium Panel with Louvres Behind
09 Curtain Wall System
10 Shopfront Glazing
11 Annodised Aluminium Perforate Balustrade
12 Pigmented Polished Precast Projecting Balcony
13 Clear Glazed Door
14 Metal Canopy with Glazed Infill
15 Louvre Doors

16 Stainless Steel Trim
17 Indicative Signage Zone
18 Glazed Lift
19 Green Wall
20 Peforated Aluminium Gate
21 Glazed Ballustrade
22 Mews Canopy
23 Wind Mitigation Peforate Screen

6.7 Deansgate Mews

6.7.1 Access Steps

The stepped access to the Deansgate Mews from Great Bridgewater Street will be reconfigured to create a shallower gradient than the existing steps, to improve the attractiveness and accessibility of this access. This will create an inviting, high quality environment, with integrated planting and lighting, and the provision of accessible lifts to the half landing and upper level of the mews street (in the existing situation there is only lift access to the half landing). The steps will integrate playful elements and dwell spaces to transform this environment into a welcoming space leading up to the vibrant and active upper level public realm space.

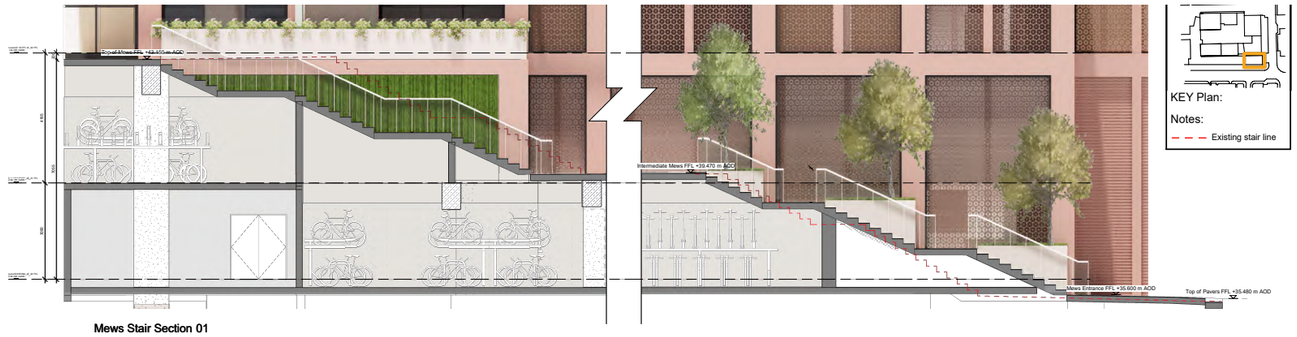
New steps and lift access will be provided to the Deansgate Mews from Dean Street/ Alport Street. The steps will be integrated with green wall elements to create an attractive access up to the Deansgate Mews and Viaduct.

The drawings and images opposite show the illustrative design for the proposed new stepped access to the Deansgate Mews and Viaduct spaces.

6.7.2 Pergola Canopy

In order to create a sheltered environment and to provide improved spill out and dwell spaces along the Deansgate Mews, a new pergola canopy is proposed, spanning the width of the space and running the full length if the upper level street, and integrating wind mitigation elements, and a combination of solid glazed roof elements and open and shaded elements, to provide the sense of an 'outdoor room' environment. This space will also integrate greenery and planting, playful elements and seating (as described in more detail in the Public Realm Strategy document that forms part of this planning application), to create an attractive and animated space.

The drawings and images opposite show the illustrative design for the proposed new pergola canopy to the Deansgate Mews and Viaduct spaces.

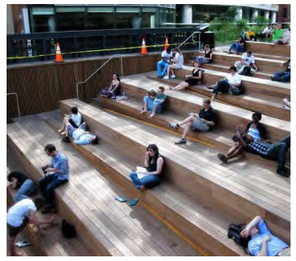


Mews Stair Section 01

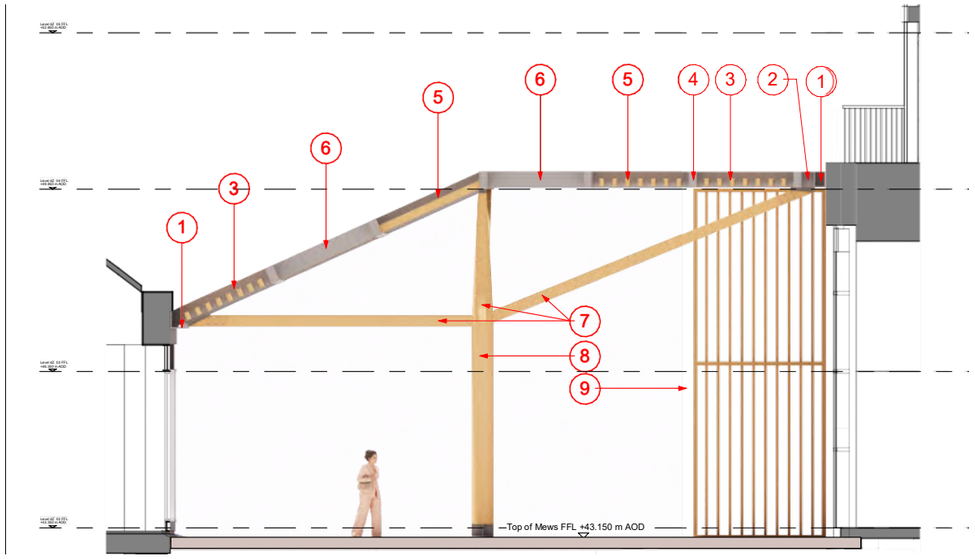


Mews Stair Plan





DEANSGATE MEWS STEPS TO GREAT BRIDGEWATER STREET - ILLUSTRATIVE PLAN AND SECTION AND PRECEDENT IMAGES



DEANSGATE MEWS PERGOLA CANOPY - ILLUSTRATIVE SECTION



DEANSGATE MEWS PERGOLA CANOPY - PRECEDENT IMAGES



DEANSGATE MEWS - ILLUSTRATIVE VISUALISATION



DEANSGATE MEWS AND VIADUCT - ILLUSTRATIVE VISUALISATION

W A R E H O U S E

30 Cwt. Crane

P

30 Cwt. Crane

L

A

30 Cwt. Crane

T

F

HATCHWAY

30 Cwt. Crane

O

R

HATCHWAY

30 Cwt. Crane

M

50 Cwt. Crane

P

50 Cwt. Crane

L

A

50 Cwt. Crane

T

F

HOIST

50 Cwt. Crane

O

R

50 Cwt. Crane

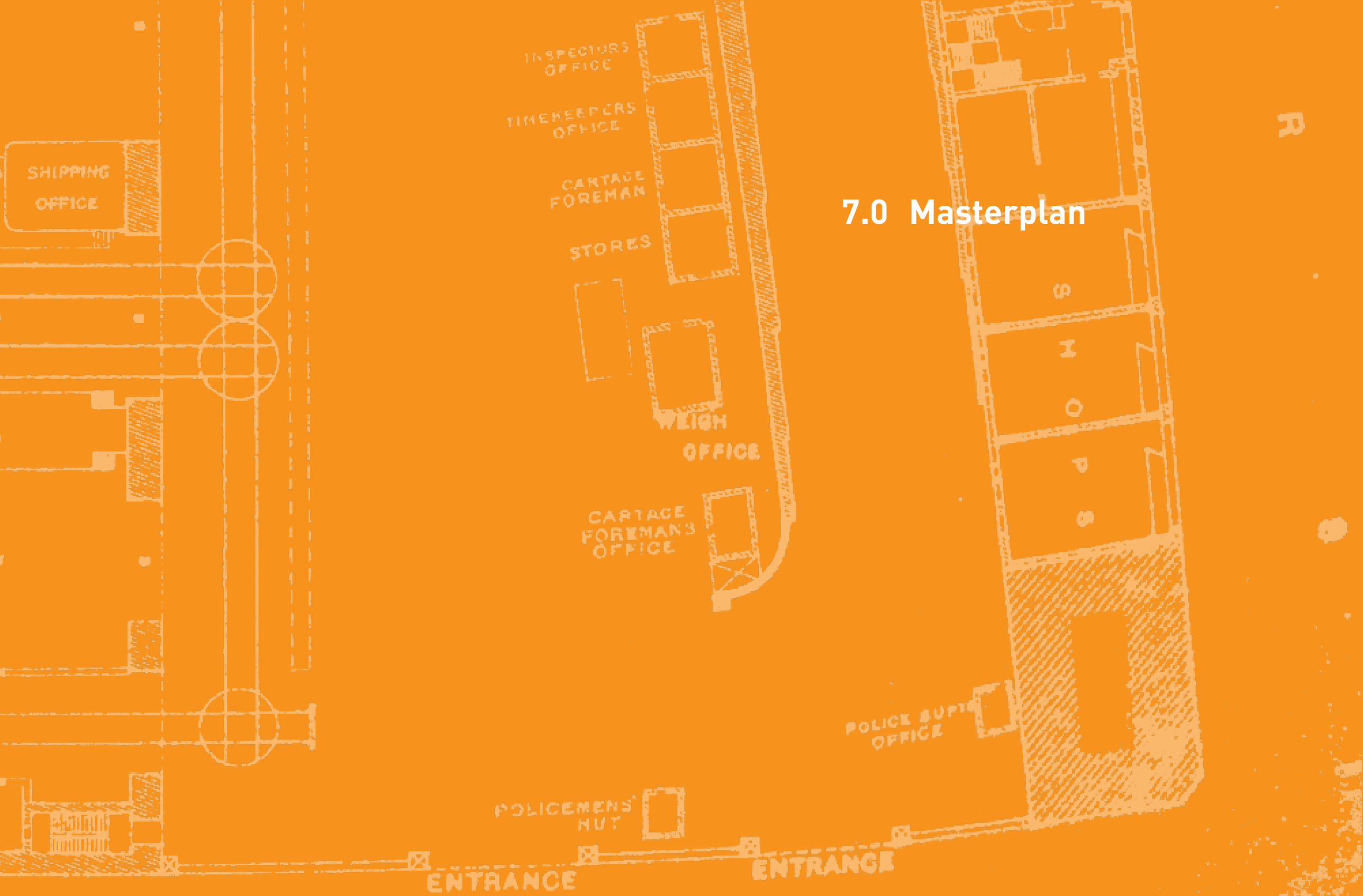
M

HATCHWAY

HATCHWAY

HATCHWAY

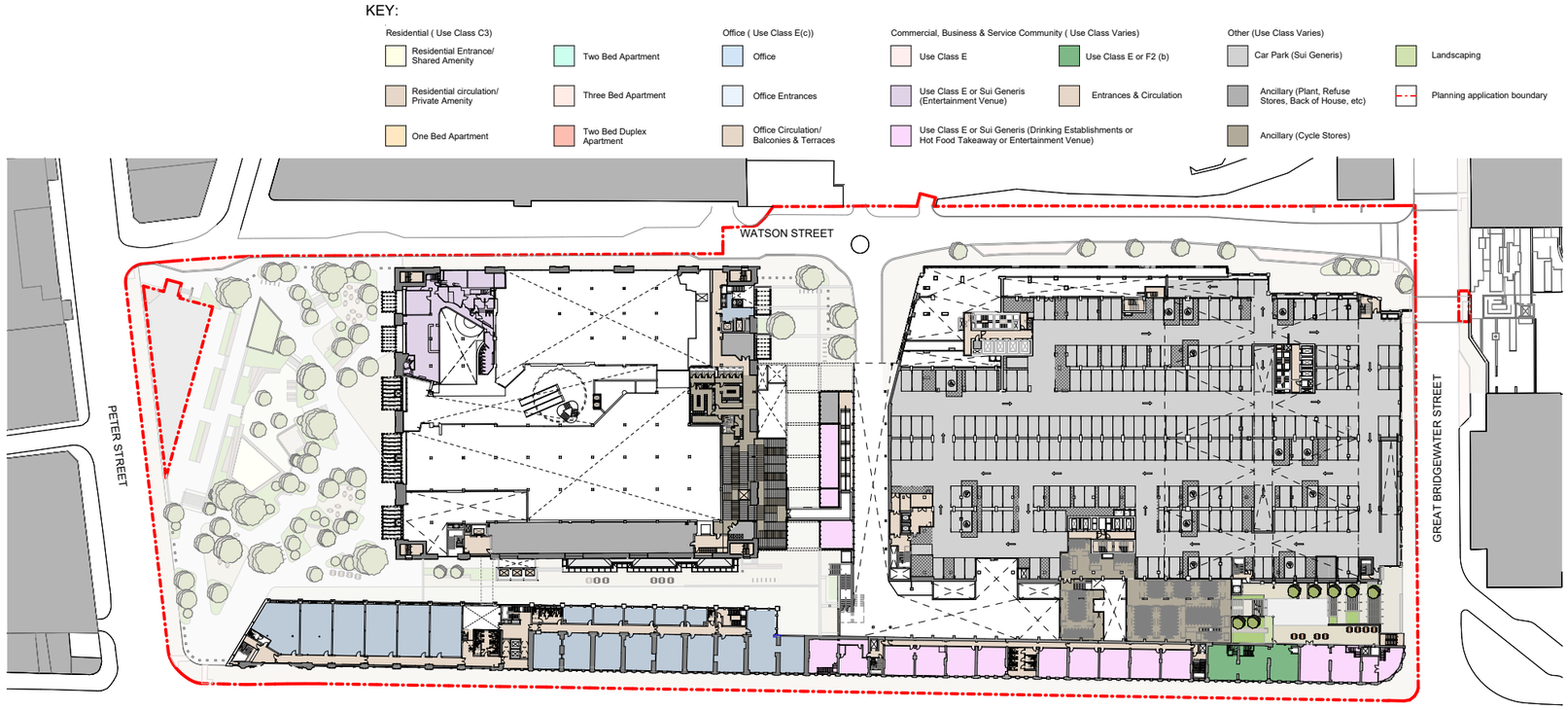
7.0 Masterplan



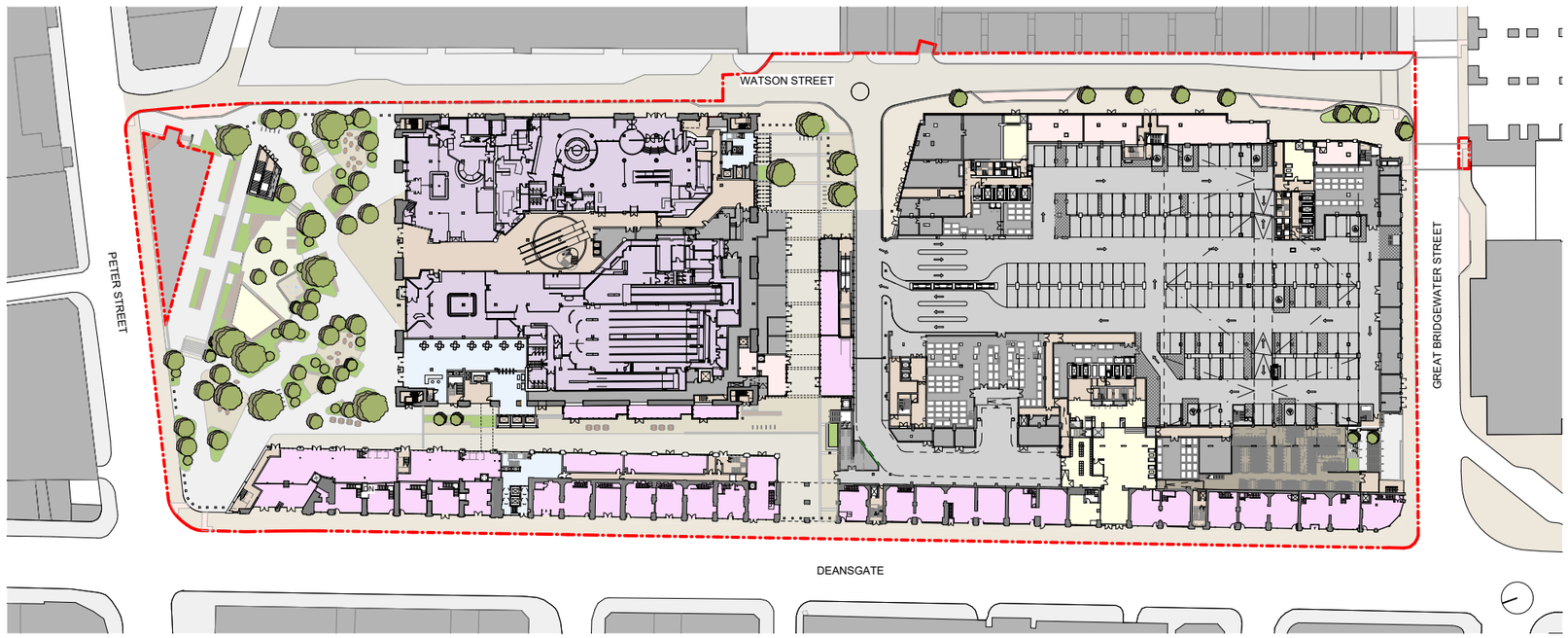
7.1 Masterplan Layout

7.1.1. Proposed Masterplan (Lower Levels)

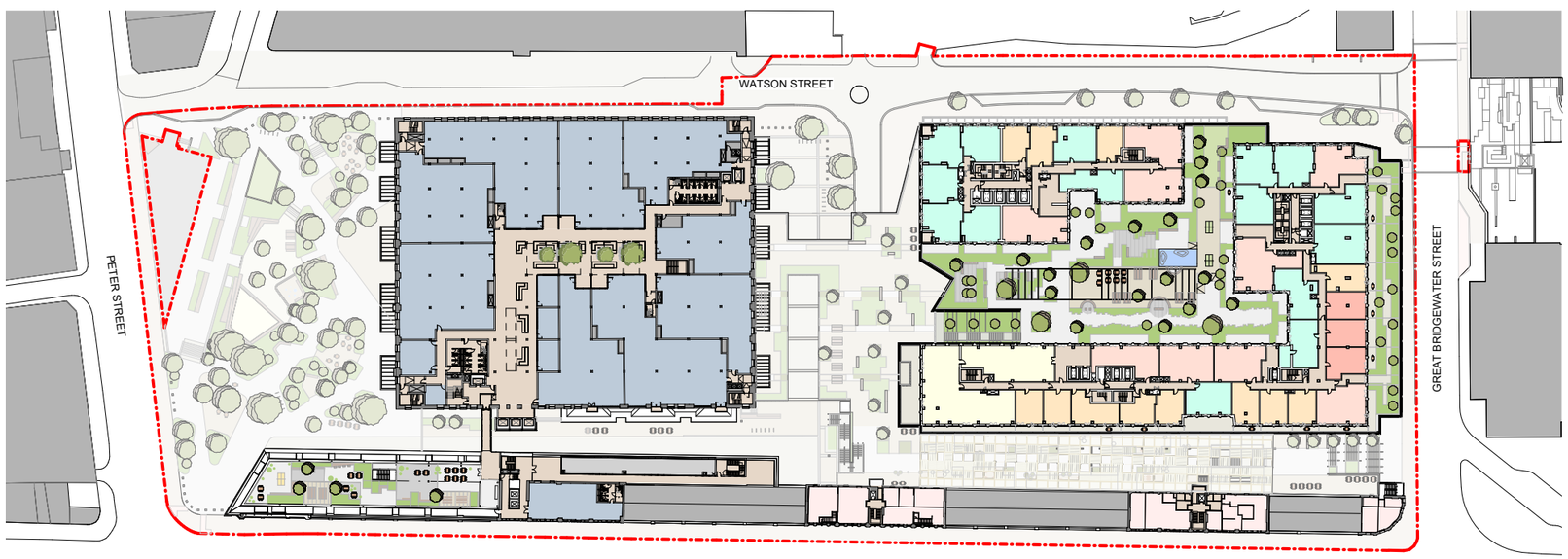
The drawings opposite show the proposed Great Northern site typical masterplan levels, from ground floor to level 6, illustrating the proposed layouts for the buildings and relationships between the public realm spaces, as described in more detail within Sections 3 to 6 of this document, and within the Public Realm Strategy document, which forms part of this planning application.



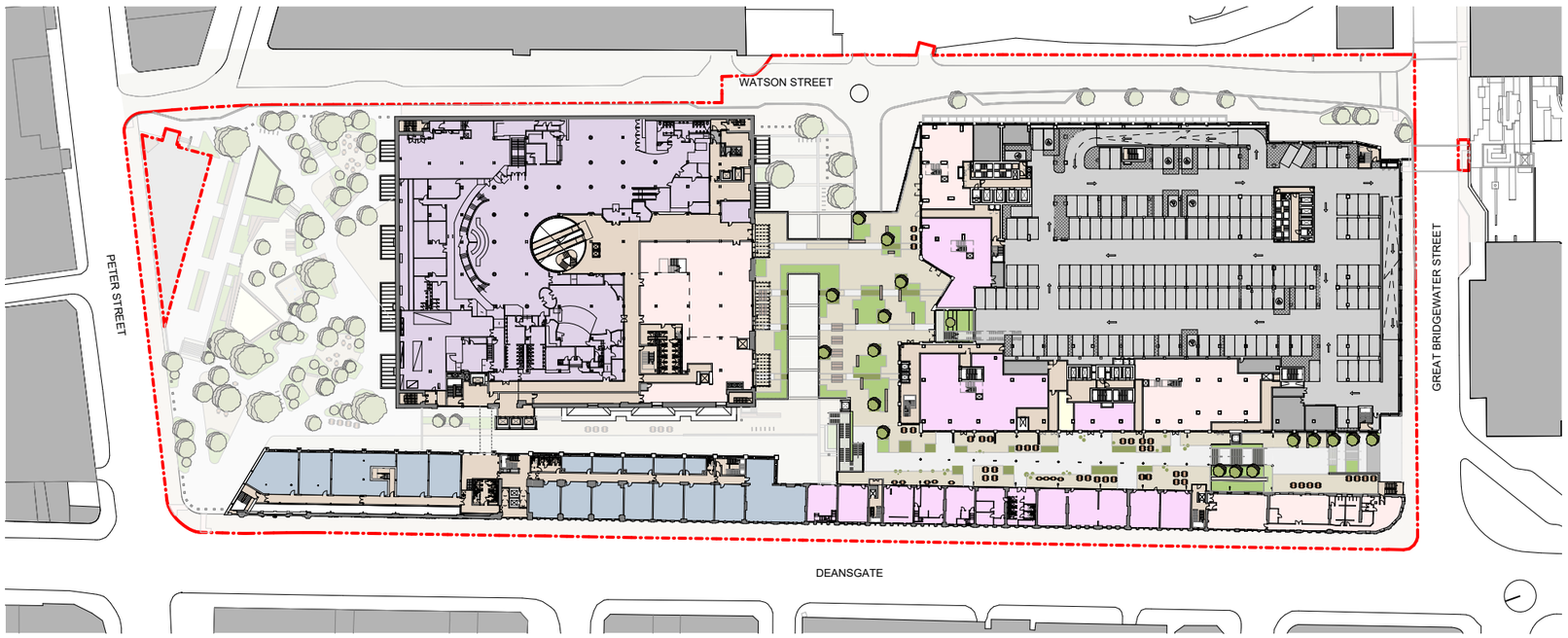
PROPOSED MASTERPLAN - LEVEL 01



PROPOSED MASTERPLAN - GROUND FLOOR



PROPOSED MASTERPLAN - TYPICAL PODIUM LEVEL (LEVEL 4)

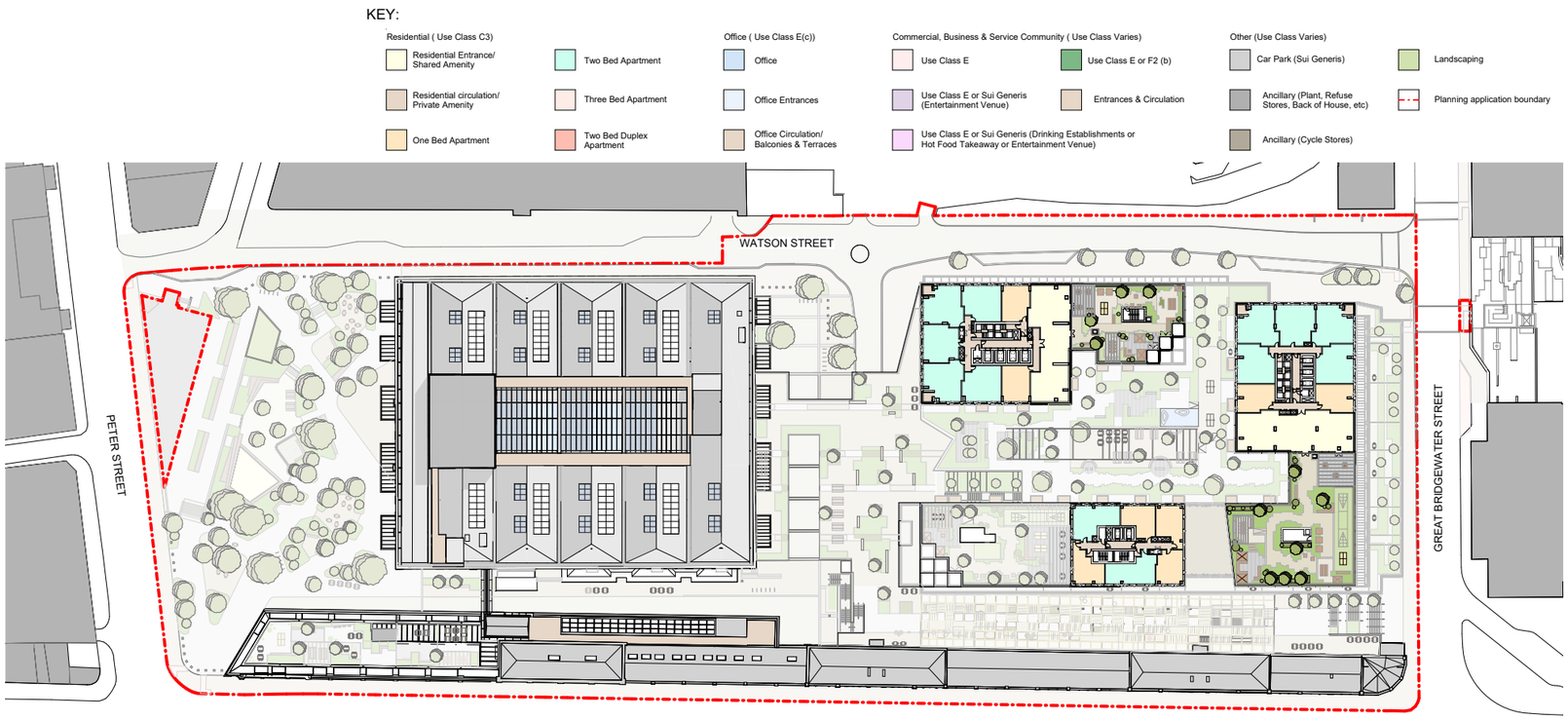


PROPOSED MASTERPLAN - RESIDENTS' COURTYARD LEVEL (LEVEL 2)

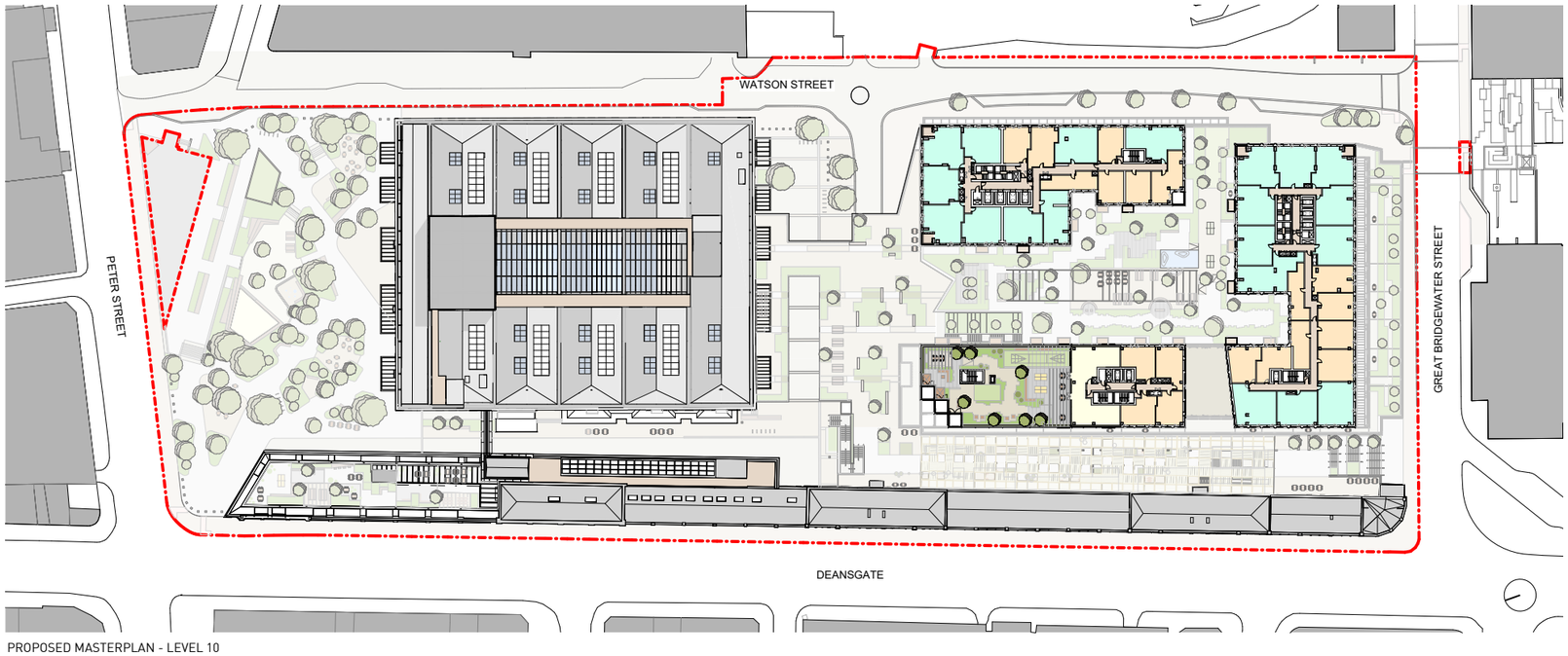
7.1 Masterplan Layout

7.1.2. Proposed Masterplan (Upper Levels)

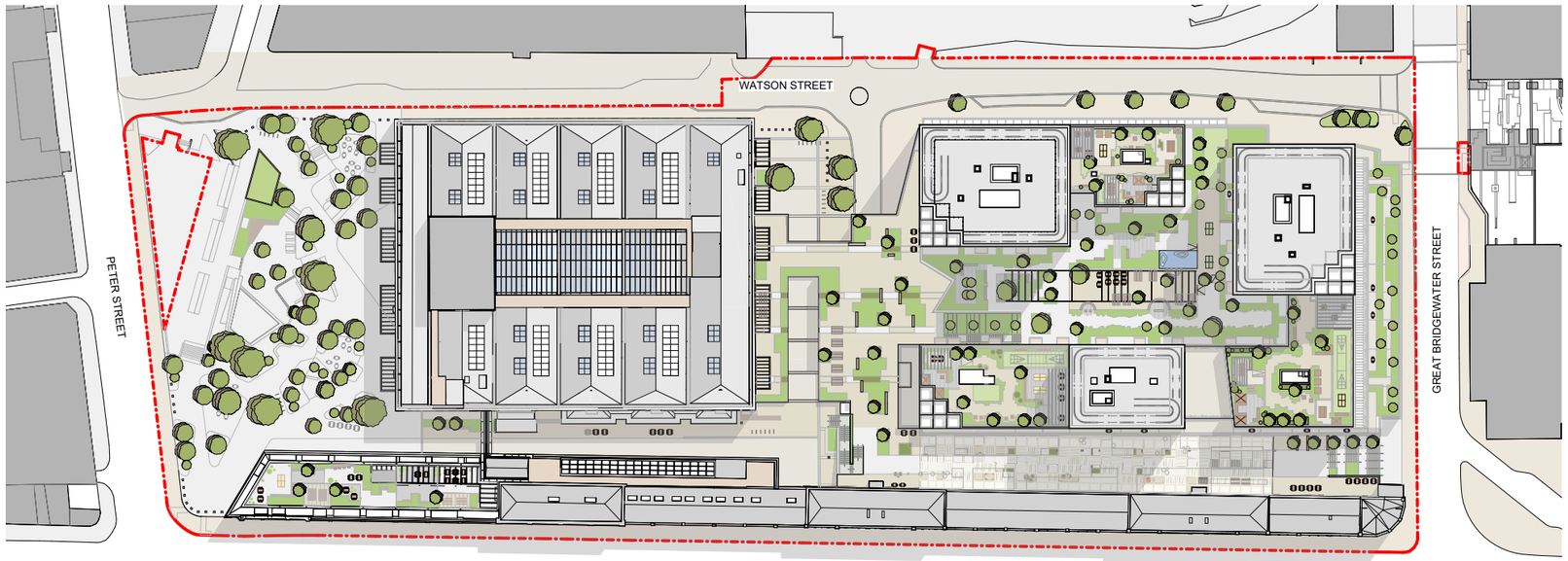
The drawings opposite show the proposed Great Northern site typical masterplan levels from level 10 to roof level, illustrating the proposed layouts for the buildings and relationships between the public realm spaces, as described in more detail within Sections 3 to 6 of this document, and within the Public Realm Strategy document, which forms part of this planning application.



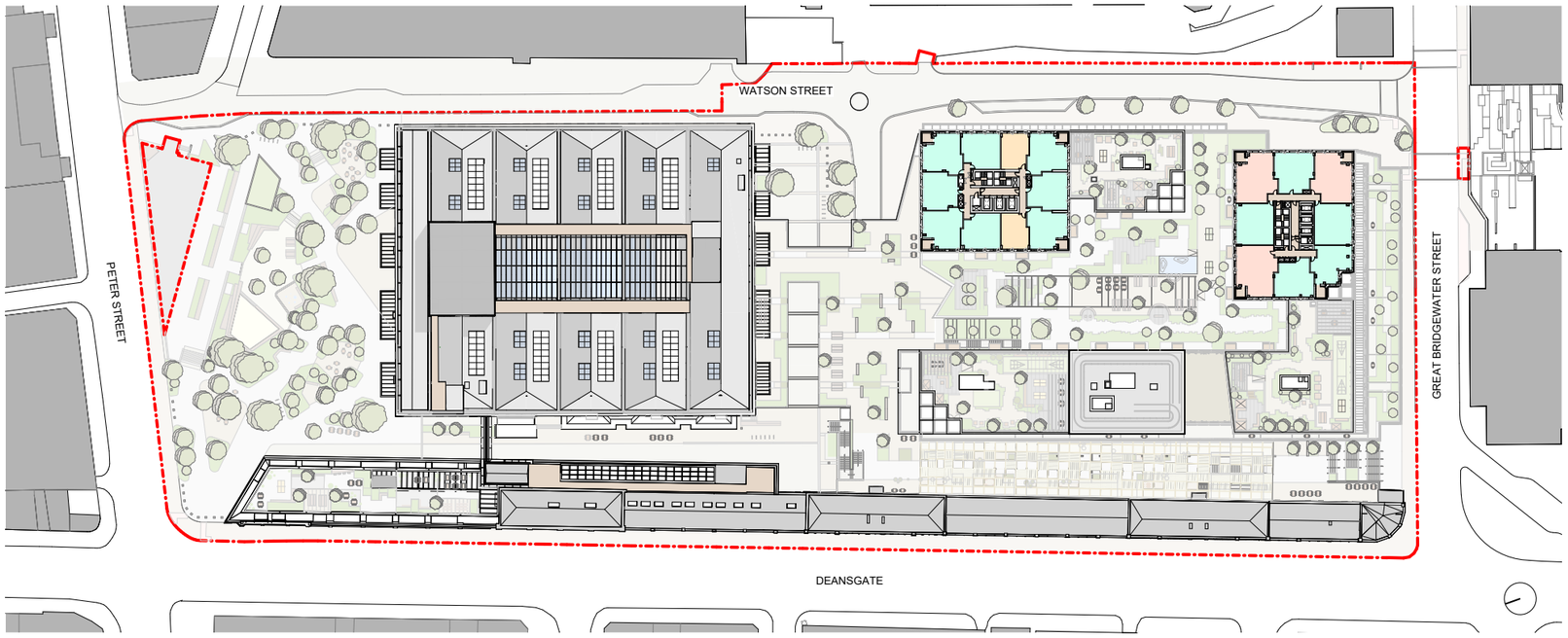
PROPOSED MASTERPLAN - LEVEL 12



PROPOSED MASTERPLAN - LEVEL 10



PROPOSED MASTERPLAN - ROOF PLAN



PROPOSED MASTERPLAN - LEVEL 25

7.1 Masterplan Layout

7.1.3. Proposed Site Section

The drawings opposite shows the proposed site sections, illustrating the proposed heights of buildings, and the relationships between the proposed new buildings, existing listed buildings, and surrounding contextual buildings.

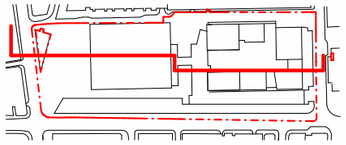
KEY:

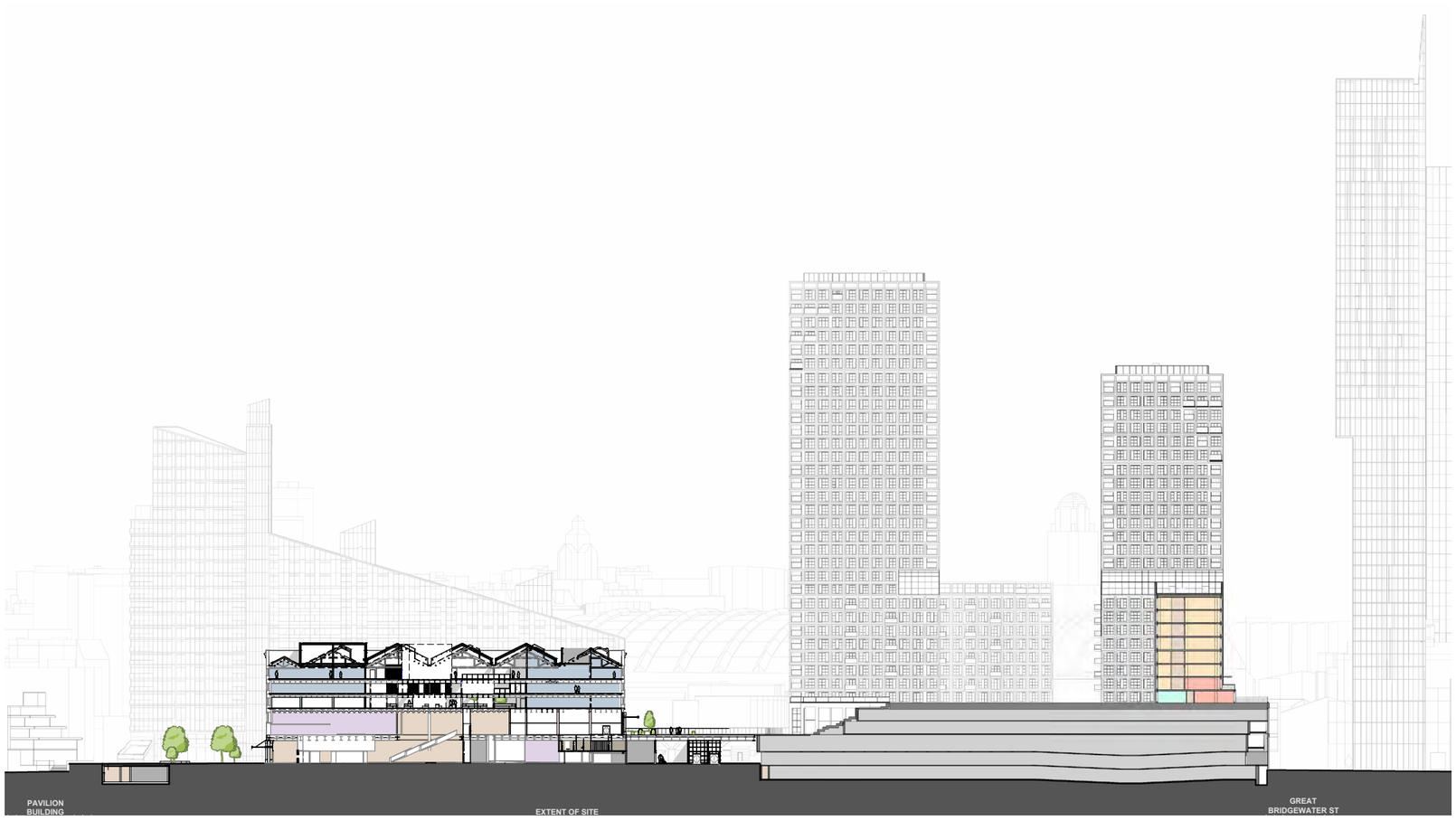
Residential (Use Class C3)
- Residential Entrance/ Shared Amenity
- Residential circulation/ Private Amenity
- One Bed Apartment
- Two Bed Apartment
- Three Bed Apartment
- Two Bed Duplex Apartment

Office (Use Class E(c))
- Office
- Office Entrances
- Office Circulation/ Balconies & Terraces

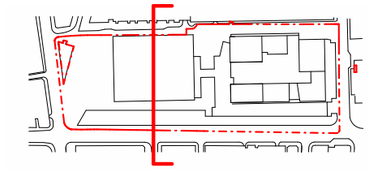
Commercial, Business & Service Community (Use Class Varies)
- Use Class E
- Use Class E or Sui Generis (Entertainment Venue)
- Use Class E or Sui Generis (Drinking Establishments or Hot Food Takeaway or Entertainment Venue)
- Use Class E or F2 (b)
- Entrances & Circulation

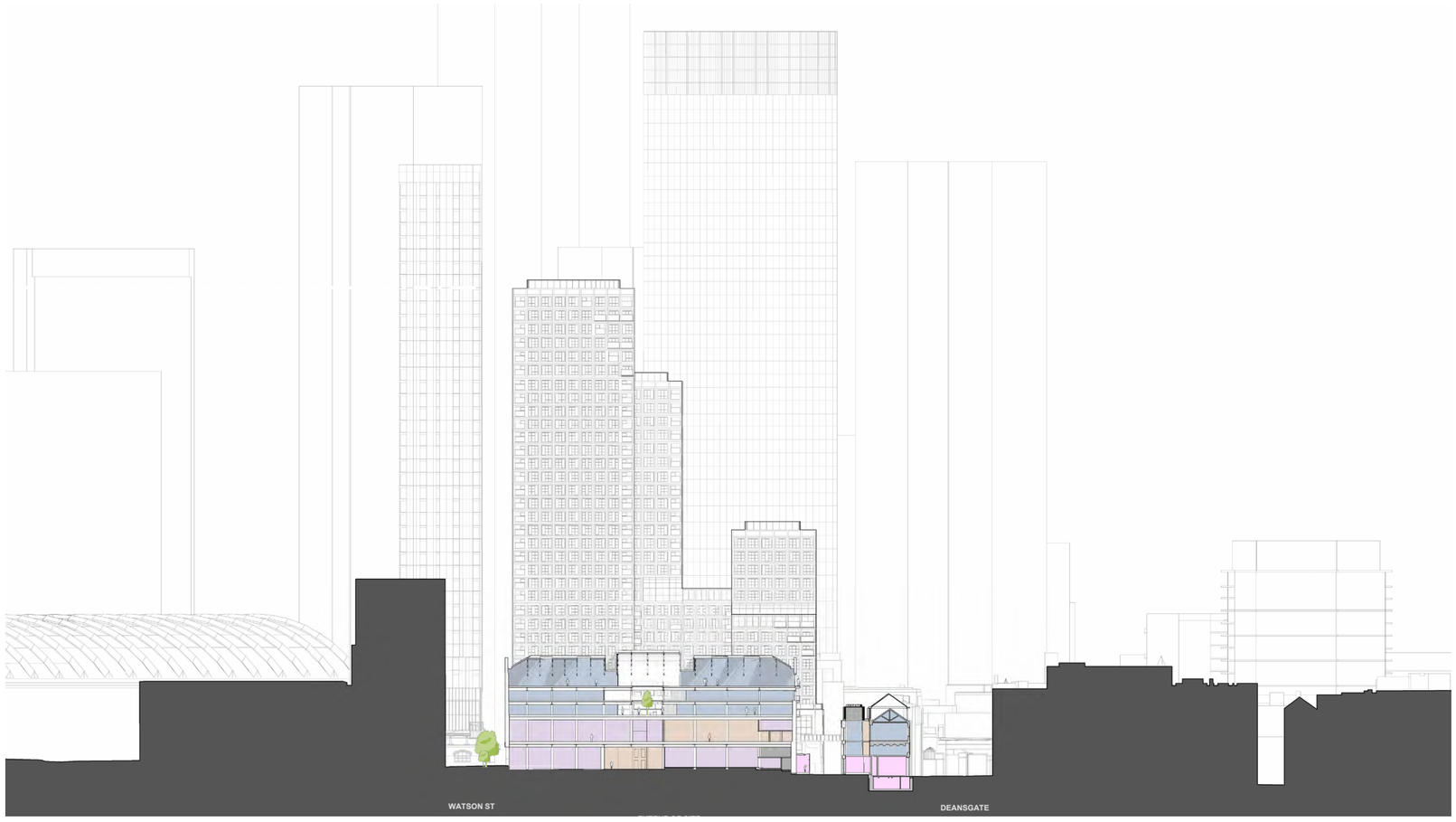
Other (Use Class Varies)
- Car Park (Sui Generis)
- Ancillary (Plant, Refuse Stores, Back of House, etc)
- Ancillary (Cycle Stores)
- Landscaping
- Planning application boundary





PROPOSED GREAT NORTHERN SITE SECTION AA



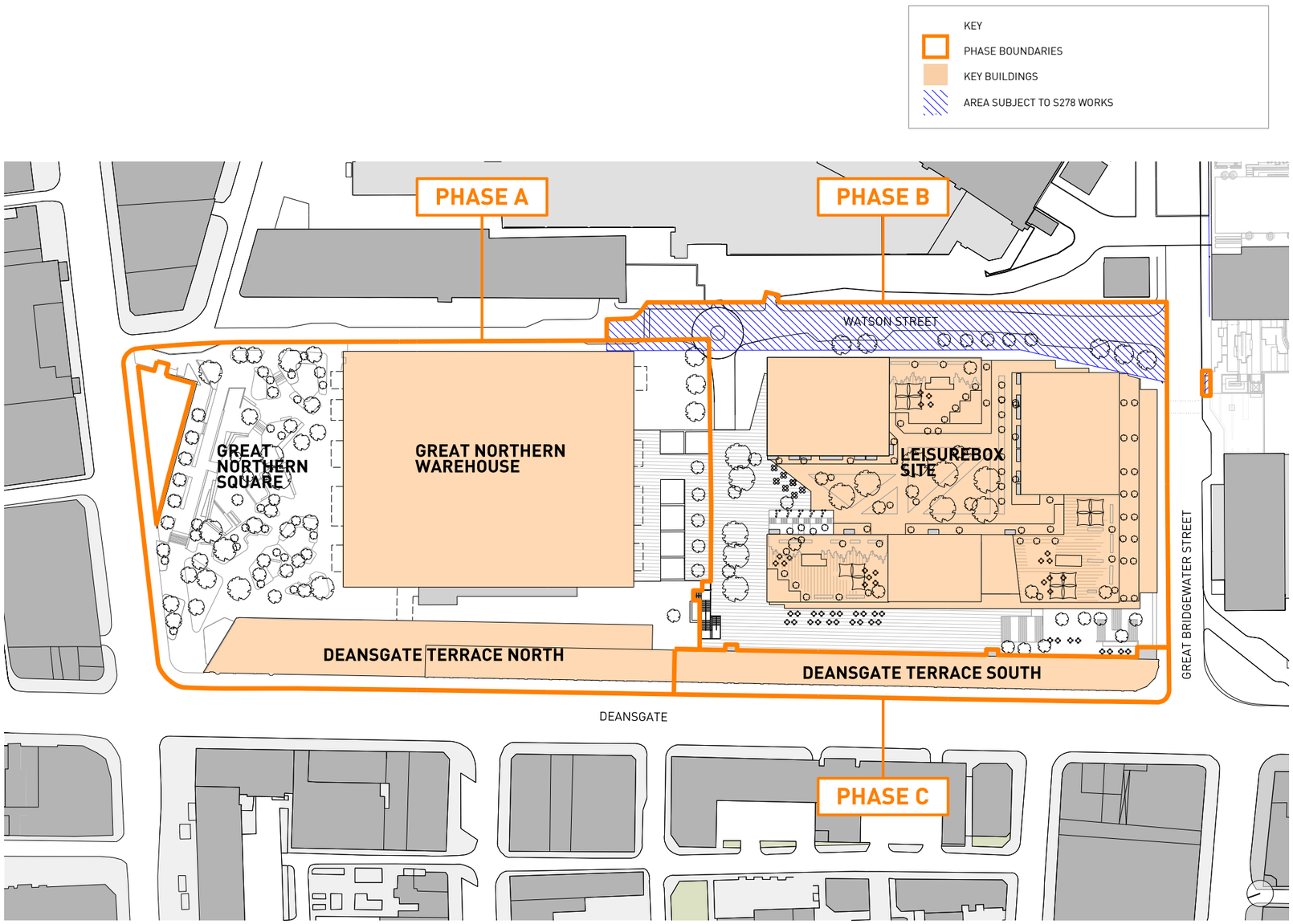


PROPOSED GREAT NORTHERN SITE SECTION BB

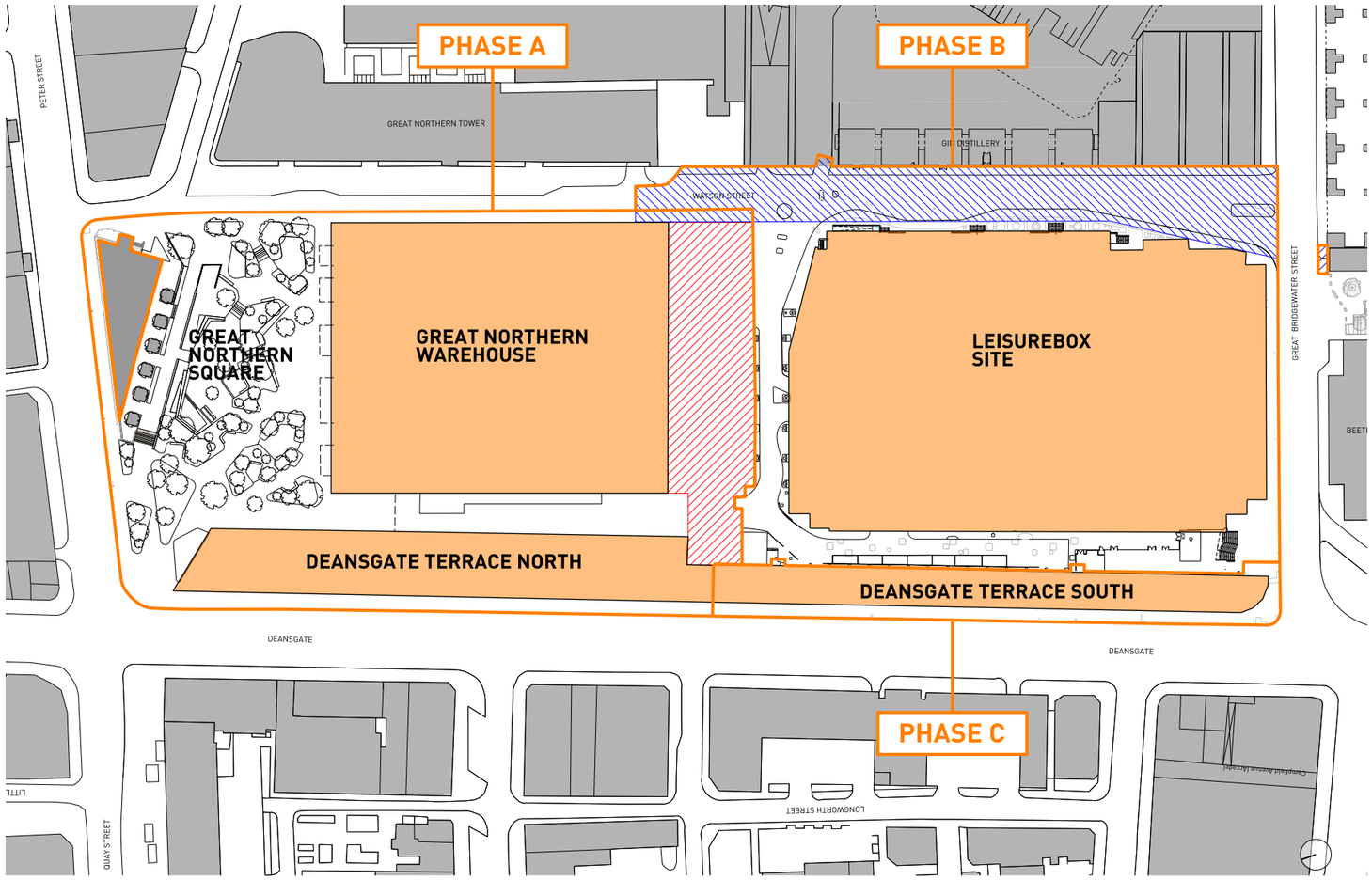
7.2 Masterplan Phasing

7.2.1 Proposed Site Phasing Plan
The drawing overleaf shows the proposed site phasing plan overlaid with the proposed masterplan layout. It is currently anticipated that the scheme would be delivered as a single concurrent project, but it is likely that the delivery of the various elements would be phased, as shown on the proposed phasing plan and described in more detail in the Construction Management Plan forming part of this application.

Should Phase A (comprising the Great Northern Warehouse, Great Northern Square and North Deansgate Terrace) be delivered ahead of the Phases B and C (comprising the redevelopment of the Leisurebox site and South Deansgate Terrace), temporary works will be required to infill the openings on the north elevation of the Leisurebox, and to provide temporary landscaping to the east-west pedestrian connection between Deansgate and Watson Street. The drawings on the adjacent page indicatively show these works, which would be developed in more detail for agreement with Manchester City Council, should this scenario arise.



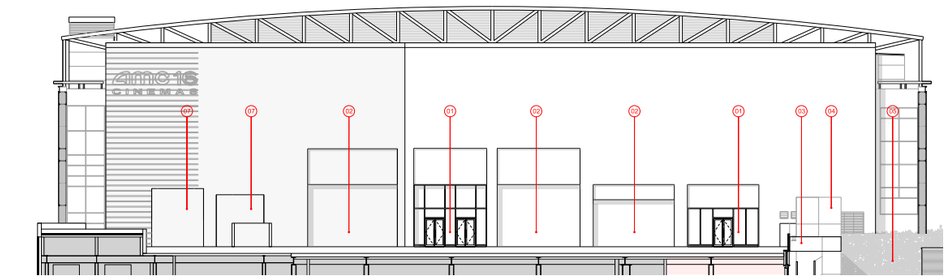
PROPOSED GREAT NORTHERN PHASING PLAN



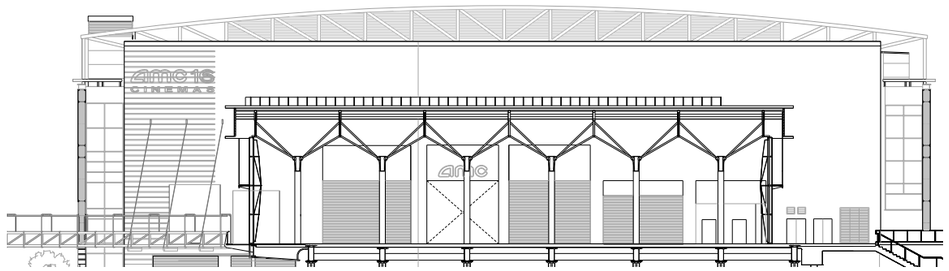
PROPOSED GREAT NORTHERN PHASING PLAN (SHOWING PHASE A COMPLETED, AND PHASES B AND C AS EXISTING)

KEY:

01 NEW GLASS FACADE INFILL TO EXISTING OPENINGS
02 EXISTING INFILLED OPENINGS TO BE MADE SUITABLE FOR EXTERNAL EXPOSURE
03 NEW STEEL & GLASS STAIRCASE
04 NEW STEEL & GLASS LIFT
05 NEW PLANTED GREEN WALL
06 NEW LINK BETWEEN DEAN STREET & DEANSGATE
07 TIMBER SLAT PLANT SCREEN



PROPOSED LEISUREBOX NORTH ELEVATION (SHOULD PHASE A BE DELIVERED AHEAD OF PHASES B AND C)

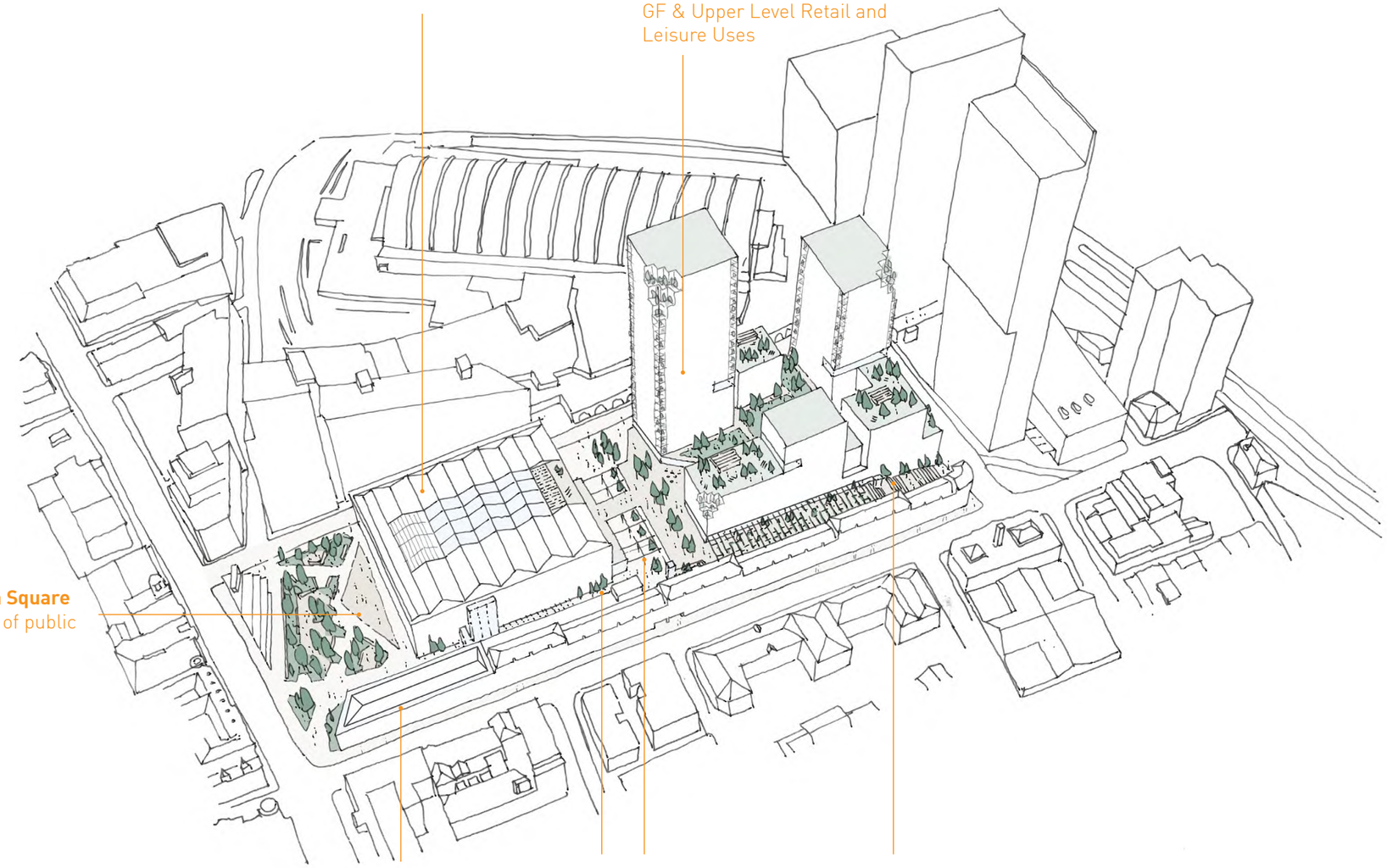


EXISTING LEISUREBOX NORTH ELEVATION

7.3 Amount

7.3.1 Area Schedule

The area schedule opposite summarises the proposed amount of proposed new and refurbished space within the Great Northern site. The residential accommodation schedule opposite summarises the proposed residential apartment numbers and mix across the three residential buildings.



AERIAL SKETCH PERSPECTIVE SHOWING PROPOSED GREAT NORTHERN MASTERPLAN

LOCATION	DESCRIPTION	USE CLASS	STATUS	INTERNAL AREA		EXTERNAL AMENITY AREA (EXCLUDING PUBLIC REALM)			CAR PARK SPACES	CYCLE SPACES
				NIA (m2)	GIA (m2)	PRIVATE AMENITY (m2)	INTERNAL SHARED AMENITY (m2)	EXTERNAL SHARED AMENITY (m2)		
GREAT NORTHERN SQUARE	BASEMENT PLANT SPACE	ANCILLARY	NEW BUILD	N/A	352	_	_	-	_	_
	TOTAL				**352**					
GREAT NORTHERN WAREHOUSE	OFFICE	E (c)	EXISTING REFURBISHED	10,979	16,139	_	429	-	_	_
	EXISTING TENANCIES - GF RESTURANT, GF/L01 CASINO & GF BOWLING ALL	E OR SUI GENERIS (ENTERTAINMENT VENUE)	EXISTING NON-REFURBISHED	N/A	8,256	_	_	-	_	_
	GF DEAN STREET COMMERCIAL UNITS	E OR SUI GENERIS (DRINKING ESTABLISHMENTS OR HOT FOOD TAKEAWAYS OR ENTERTAINMENT VENUE)	NEW BUILD	N/A	303	_	_	-	_	_
	L01 COMMERCIAL UNIT (INCLUDING GF ENTRANCE)	E	NEW BUILD/EXISTING REFURBISHED	N/A	1,478	_	_	-	_	_
	CYCLE PARKING (CYCLE PARKING INCLUDES WAREHOUSE & TERRACES PROVISION. TOTAL SHOWN RELATES TO WAREHOUSE PROVISION). PLANT & BACK OF HOUSE SPACE	ANCILLARY	NEW BUILD/EXISTING REFURBISHED/ EXISTING NON-REFURBISHED	N/A	3,786	_	_	-	_	156
	TOTAL				**29,962**	**-**	**-**	**-**	**-**	**156**
DEANSGATE TERRACE (NORTH)	OFFICE	E (c)	NEW BUILD/EXISTING REFURBISHED	2,329	3,787	_	45	508	_	_
	GF COMMERCIAL UNITS	E OR SUI GENERIS (DRINKING ESTABLISHMENTS OR HOT FOOD TAKEAWAYS OR ENTERTAINMENT VENUE)	EXISTING NON-REFURBISHED/EXISTING REFURBISHED	N/A	2,140	_	_	-	_	_
	CYCLE PARKING (PROVISION INCLUDED IN WAREHOUSE CYCLE STORE). PLANT & BACK OF HOUSE SPACE	ANCILLARY	NEW BUILD/EXISTING REFURBISHED/ NON-REFURBISHED	N/A	545	_	_	-	_	34
	TOTAL				**6,472**	**-**	**45**	**508**	**-**	**34**
DEANSGATE TERRACE (SOUTH)	COMMERCIAL UNITS	E OR SUI GENERIS (DRINKING ESTABLISHMENTS OR HOT FOOD TAKEAWAYS OR ENTERTAINMENT VENUE)	EXISTING NON-REFURBISHED/EXISTING REFURBISHED	N/A	2,950	_	_	-	_	_
	LEVEL 02 & 03 COMMERCIAL UNITS	E	EXISTING NON-REFURBISHED/EXISTING REFURBISHED	N/A	809	_	_	-	_	_
	COMMUNITY SPACE	E OR F2 (b)	EXISTING REFURBISHED	N/A	155	_	_	-	_	_
	PLANT & BACK OF HOUSE SPACE	ANCILLARY	NEW BUILD/EXISTING REFURBISHED/ NON-REFURBISHED	N/A	837	_	_	-	_	_
	TOTAL				**4,751**	**-**	**-**	**-**	**-**	**-**
LEISUREBOX SITE	RESIDENTIAL	C3	NEW BUILD	48,862	67,125	2,057	982	3,744	_	_
	COMMERCIAL UNITS	E OR SUI GENERIS (DRINKING ESTABLISHMENTS OR HOT FOOD TAKEAWAYS OR ENTERTAINMENT VENUE)	NEW BUILD	N/A	346	_	_	-	_	_
	UPPER LEVEL COMMERCIAL UNITS	E	NEW BUILD	N/A	2,175	_	_	-	_	_
	CAR PARK	SUI GENERIS	EXISTING REFURBISHED/NEW BUILD	N/A	25,777	_	_	-	929	_
	RESIDENTIAL CYCLE PARKING, PLANT & BACK OF HOUSE SPACE	ANCILLARY	NEW BUILD / EXISTING REFURBISHED/ NON-REFURBISHED	N/A	7,043	_	_	-	_	753
	TOTAL				**102,466**	**2,057**	**982**	**3,744**	**929**	**753**
SITE TOTALS	**OFFICE**	E (c)	NEW BUILD/EXISTING REFURBISHED	**13,308**	**19,926**	_	**474**	**508**	_	_
	RESIDENTIAL	C3	NEW BUILD	**48,862**	**67,125**	**2,057**	**982**	**3,744**	_	_
	COMMERCIAL BUSINESS & SERVICE (WAREHOUSE EXISTING USES)	E OR SUI GENERIS (ENTERTAINMENT VENUE)	EXISTING NON-REFURBISHED	**N/A**	**8,256**	_	_	-	_	_
	COMMERCIAL BUSINESS & SERVICE (GF/L01/L02 COMMERCIAL UNITS)	E OR SUI GENERIS (DRINKING ESTABLISHMENTS OR HOT FOOD TAKEAWAYS OR ENTERTAINMENT VENUE)	EXISTING NON-REFURBISHED/EXISTING REFURBISHED/NEW BUILD	**N/A**	**5,739**	_	_	-	_	_
	COMMERCIAL BUSINESS & SERVICE (UPPER LEVEL COMMERCIAL UNITS)	E	EXISTING NON-REFURBISHED/EXISTING REFURBISHED/NEW BUILD	**N/A**	**4,462**	_	_	-	_	_
	COMMUNITY	E OR F2 (b)	EXISTING REFURBISHED	**N/A**	**155**	_	_	-	_	_
	CAR PARK	SUI GENERIS	EXISTING REFURBISHED/NEW BUILD	**N/A**	**25,777**	_	_	-	**929**	_
	CYCLE PARKING, PLANT & BACK OF HOUSE SPACE	ANCILLARY	EXISTING NON-REFURBISHED/EXISTING REFURBISHED/NEW BUILD	**N/A**	**12,563**	_	_	-	_	**943**
	TOTAL				**144,146**	**2,057**	**1,456**	**4,252**	**929**	**943**

GREAT NORTHERN - PROPOSED AREA SCHEDULE

Building A - Total Units	**330**		
	1 BED	2 BED	3 BED
	74	219	37
Mix (%)	22.4%	66.4%	11.2%

Building B - Total Units	**125**		
	1 BED	2 BED	3 BED
	88	33	4
Mix (%)	70.4%	26.4%	3.2%

Building C - Total Units	**291**		
	1 BED	2 BED	3 BED
	84	178	29
Mix (%)	28.9%	61.2%	10.0%

Site Summary - Total Units	**746**		
	1 BED	**2 BED**	**3 BED**
	246	**430**	**70**
Mix (%)	**33.0%**	**57.6%**	**9.4%**

GREAT NORTHERN - PROPOSED RESIDENTIAL ACCOMMODATION SCHEDULE

NOTES:
Schedule to be read in conjunction with planning drawings and reports.
Cycle parking numbers include all internal cycle parking provision. A further 56 spaces are proposed within public realm areas.
Private Amenity spaces include balconies, terraces, and gardens proposed on or within buildings.
Shared amenity spaces include terraces and courtyard spaces proposed on or within buildings.
Refer to Landscape Statement for details of external public realm areas.

simpsonhaugh

7.4 Visualisations

7.4.1 Visualisations

The following pages include a number of visualisations illustrating the proposals for the Great Northern site. A full Townscape and Visual Impact Assessment has been produced, and forms part of this planning application.



ILLUSTRATIVE DAYTIME VIEW FROM JUNCTION OF DEANSGATE AND PETER STREET



ILLUSTRATIVE DUSK VIEW FROM JUNCTION OF DEANSGATE AND PETER STREET

7.4 Visualisations



ILLUSTRATIVE VIEW SOUTH ALONG WATSON STREET FROM PETER STREET



ILLUSTRATIVE AERIAL VIEW OF GREAT NORTHERN SQUARE AND DEAN STREET

7.4 Visualisations



ILLUSTRATIVE VIEW WITHIN GREAT NORTHERN SQUARE



ILLUSTRATIVE AERIAL VIEW OF GREAT NORTHERN SQUARE AND DEAN STREET

7.4 Visualisations



ILLUSTRATIVE VIEW LOOKING SOUTH FROM WATSON STREET AT JUNCTION WITH ALPORT STREET



ILLUSTRATIVE DUSK VIEW LOOKING NORTH ALONG WATSON STREET AT JUNCTION WITH GREAT BRIDGEWATER STREET

7.4 Visualisations



ILLUSTRATIVE VIEW OF DEAN STREET AND ALPORT STREET



ILLUSTRATIVE VIEW LOOKING SOUTH ALONG DEANSGATE MEWS

7.4 Visualisations



ILLUSTRATIVE AERIAL VIEW LOOKING SOUTH TOWARDS DEANSGATE MEWS



ILLUSTRATIVE VIEW LOOKING NORTH TOWARDS GREAT NORTHERN WAREHOUSE

7.5 Sustainability Strategy

7.5.1 Overview and Approach
Sustainability is at the heart of the proposals for the Great Northern site, which have been developed using a holistic approach to all aspects of the scheme. A key objective throughout has been to create an exemplar for a thriving and livable mixed use city neighbourhood, to secure a truly sustainable future for the site, and to make a positive impact on the environment.

Key aspects of the site-wide sustainability strategy are summarised under a number of headings below. Further detailed information can be found within the Public Realm Strategy, Energy Statement, Ecological Assessment, Transport Statement, Waste Strategy, Green and Blue Infrastructure Statement, Flood Risk and Drainage Strategy, and the Environmental Impact Assessment, which form part of this planning application.

7.5.2 Adaptive Re-Use Of Existing Structures
In line with best practice guidance, the proposals have prioritised the retrofit and re-use of existing structures to form a major part of the overall scheme. This includes the repair and refurbishment of the listed Great Northern Warehouse and Deansgate Terrace, to remove the low quality additions made to these buildings during the 1990's conversion, and incorporate more sympathetic uses into these buildings to give them a sustainable new future.

This approach also includes the retention and re-use of the existing Leisurebox concrete car park structure, which will be integrated into the podium of the new proposals within this part of the site. Analysis has shown that retention of the existing structures will create significant savings of CO2. Current calculations estimate that over 4,500,000 kgCO2e has been saved by retaining the Great Northern Warehouse. A pre-demolition audit has been undertaken for elements that will require demolition as part of the proposals, which targets re-use and recycling for over 90% of demolition materials.

7.5.3 Mix Of Uses
The proposals include a balanced mix of uses across the site, including retail and restaurants, bars and leisure facilities, community spaces, public realm provision, car and cycle parking facilities, a wide range of office workspace, and new homes. Together, these uses will contribute to a sustainable legacy for the site, creating new homes and jobs, and providing generous facilities, amenities and community facilities to support the new neighbourhood community, as well as the wider community within the city.

7.5.4 Whole Life Net Carbon
The scheme has set ambitious embodied carbon targets which aim to align with the London Energy Transformation Initiative (LETI) 2030 targets of 350 kgCO2e/m2 for commercial buildings and 300 kgCO2e/m2 for residential. All elements of the development are currently predicted to exceed these targets with Deansgate terrace predicted to achieve 252 kgCO2e/m2 and the Leisurebox 292 kgCO2e/m2.

The scheme has been designed using a 'Be Lean, Be Clean, Be Green' approach to low carbon design, which includes high levels of fabric insulation on new elements, ASHP (Air Source Heat Pump) technology, high efficiency plant equipment including ventilation heat recovery (75%), the provision of Photovoltaic (PV) Panels, and the de-gasification of building services.

Reducing energy consumption during the building's operation whilst delivering sustainable, high-quality environments for working and living is paramount..As such the project team are taking a design for performance approach and exploring opportunities to undertake 'in use' performance assessments, including BREEAM and HQM for the offices and residential elements respectively. It is anticipated that the offices will be assessed under the NABERS rating schemes.

Further detailed information is provided within the Energy Statement, which forms part of this planning application.

7.5.5 Sustainable Water Cycle
The scheme has been designed to integrate a sustainable approach incorporating sustainable drainage strategies where possible, including the provision of a blue roof to the residential courtyard. The proposals have been developed to incorporate resilience to climate change.

Further detailed information is provided within the Flood Risk and Drainage Strategy, which forms part of this planning application.

7.5.6 Sustainable Connectivity & Transport
The site has a city centre location with convenient access to public transport networks, and access from the inner ring road. The site's parking provision, which will integrate EV charging provision, and which will be reduced by approximately 25% as part of the proposals, will provide the opportunity for transfer to public transport via the local bus network and to train and metrolink networks.

The integration of cycle facilities has been a key priority of the proposals, which will provide over 1,000 cycle secure parking spaces and associated high quality end of journey facilities, including lockers, showers and cycle repair facilities.

The improvement of the local environment in terms of pedestrian connectivity and movement has been at the heart of the proposals, which include the creation of new pedestrian connections (Dean Street and Alport Street) and the transformation of the environment along Watson Street, to completely transform the site from a vehicle-dominated, impermeable block, to a walkable, safe and inviting new city neighbourhood.

Further detailed information is provided within the Transport Statement, which forms part of this planning application.

7.5.7 Sustainable Land Use & Ecology
The new landscaping proposals will aim to enhance biodiversity on site, provide green infrastructure and new planting and create new habitats for local priority species to achieve a net gain in biodiversity. The proposed tree removals total 29 trees and it is anticipated that a total of 160 new trees are to be planted as part of the site's development, which is a suitable volume of new tree planting to mitigate the tree removals, in accordance with council policy, subject to details for species, stock selection, installation and maintenance.

Further detailed information is provided within the Ecological Appraisal Report and Tree Survey, which form part of this planning application.

7.5.8 Good Health & Wellbeing
The proposals have been developed through close consultation with the local community., and include the transformation of the Great Northern Square to provide a hugely improved green city centre public space - A green oasis within the city. Additionally, the scheme will provide further high quality landscaped public realm spaces at ground and first floor levels, providing spaces for people to meet, relax and socialise. The residential element of the scheme will provide generous shared and private amenity spaces, providing tranquil, sheltered spaces to exercise and to relax, promoting healthy lifestyles. It is anticipated that the offices will be assessed under the WELL assessment scheme.

The proposals include the provision of space for local independent businesses and start-up's to establish and grow to contribute positively to the wider community.

7.5.9 Sustainable Communities & Social Value
The creation of a thriving, sustainable community within the Great Northern site is a key objective of the proposals. The proposals have been developed in close consultation with the local community. Inclusive design principles have been applied to every aspect of the scheme to create welcoming and accessible spaces for all. Playful elements have been integrated into the design of the public spaces to encourage families to use the spaces, which was highlighted as a priority by the local community.

Community spaces are woven into the proposals, including the provision of a flexible shared community space, the 'Village Hall', which will be available for use by local community groups.

The residential accommodation has been developed to incorporate generous shared amenity spaces, to foster and promote a sense of community and shared ownership. The new residential community will provide permanent occupation to the site, contributing to the sense of community within the wider area.

Further detailed information is provided within the Statement Of Community Involvement, which forms part of this planning application.



THE GREAT NORTHERN SQUARE - A GREEN OASIS WITHIN THE CITY

W A R E H O U S E

30 Cwt. Crane

P

30 Cwt. Crane

L

A

30 Cwt. Crane

T

F

HATCHWAY

30 Cwt. Crane

O

R

HATCHWAY

30 Cwt. Crane

M

50 Cwt. Crane

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A

50 Cwt. Crane

T

F

HOIST

50 Cwt. Crane

O

R

50 Cwt. Crane

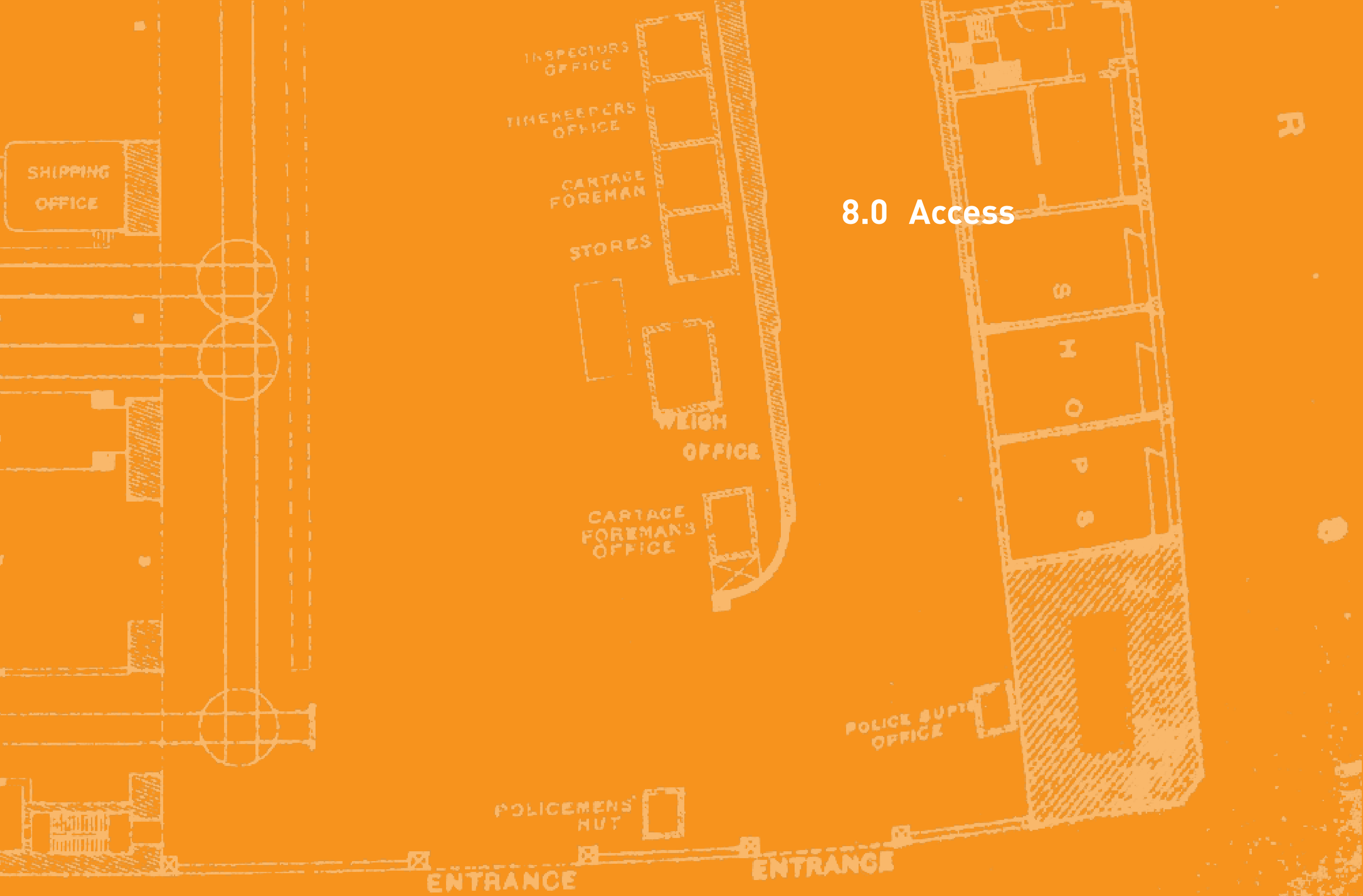
M

HATCHWAY

HATCHWAY

HATCHWAY

8.0 Access


SHIPPING OFFICE
INSPECTORS OFFICE
TIMEKEEPERS OFFICE
CARTAGE FOREMAN
STORES
WEIGH OFFICE
CARTAGE FOREMAN'S OFFICE
POLICE SUPTS OFFICE
POLICEMENS HUT
ENTRANCE
ENTRANCE

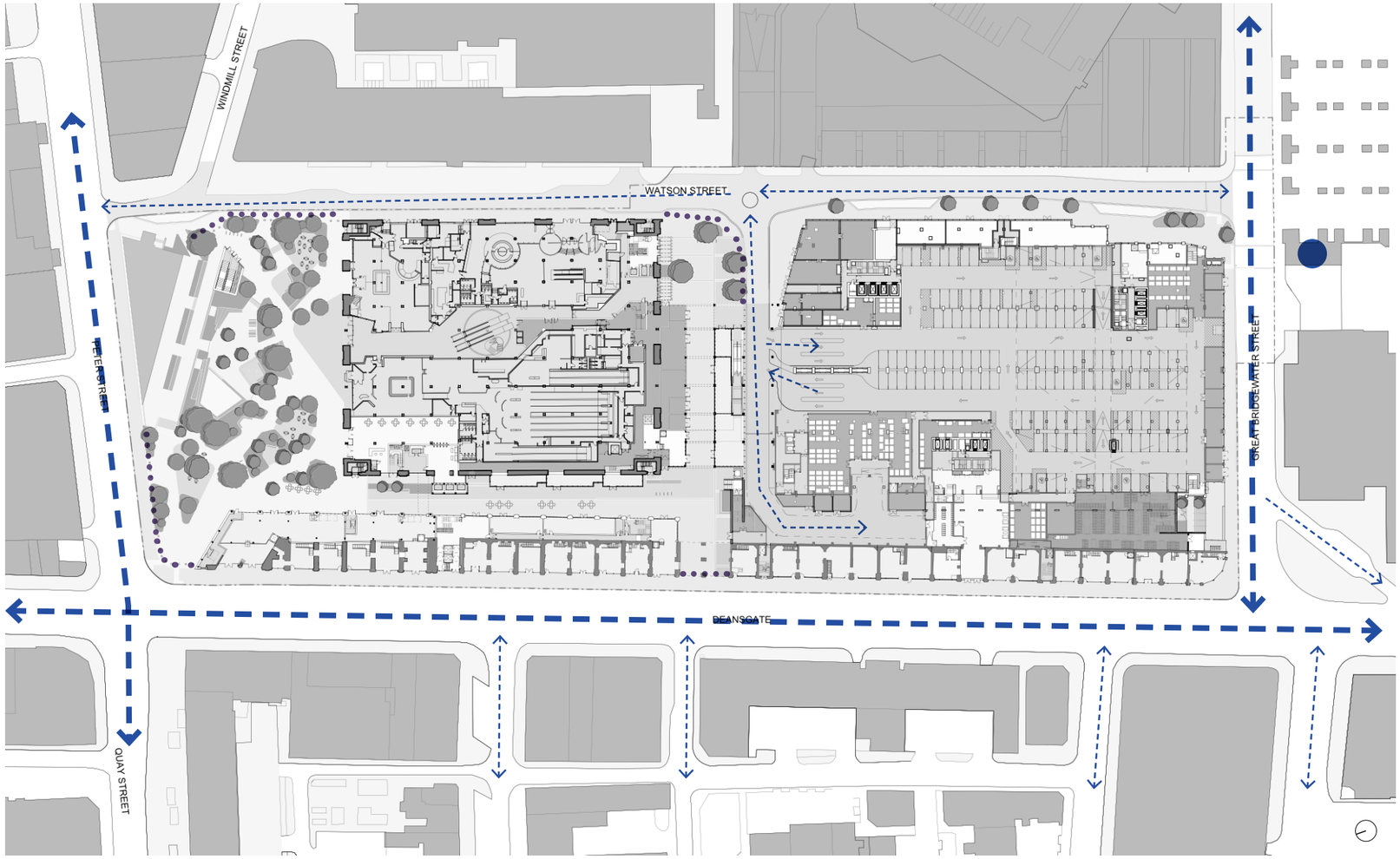
8.1 Access

8.1.1 Introduction
This section explains strategies for access which have developed alongside the design evolution. These strategies include; servicing, parking, refuse and inclusive access.

8.1.2 Supplementary Reports
This section of the Design and Access Statement should be read in conjunction with supplementary reports submitted as part of the application including the Public Realm Strategy and the Transport Report.



EXISTING PHOTOGRAPH OF GREAT NORTHERN WAREHOUSE FROM WATSON STREET



VEHICULAR ACCESS DIAGRAM (SHOWING PROPOSED GROUND FLOOR LAYOUT)

KEY

PRIMARY VEHICULAR CIRCULATION

SECONDARY VEHICULAR CIRCULATION

BOLLARDS/LANDSCAPE FEATURES

DEANSGATE/CASTLEFIELD METROLINK ACCESS

8.2 Vehicular & Transport

8.2.1 Connections & Public Transport

The site is within easy walking distance of the central retail and commercial districts of Manchester City Centre and within a 5-10 minute walk from major transport links including Deansgate/Castlefield Metrolink, Deansgate train station, Oxford Road train station and a 15-20 minute walk to Piccadilly train station. Deansgate/Castlefield Metrolink station will be accessible via the new lift and stair currently under construction as part of the adjacent Viadux development. The site is within easy walking distance of a number of bus stops.

8.2.2 Vehicular Access

Due to the constrained nature of the site, the only viable location for vehicular access to the site is from Watson Street to the east. Vehicular access or egress is currently not feasible from Great Bridgewater Street to the south, due to the proximity of junctions with Watson Street and Deansgate. Vehicular access is not feasible from the busy thoroughfares of Deansgate and Peter Street to the west and north. However, the proposals have been designed to allow for future recongiguration to provide egress to Great Bridgewater Street should this become feasible through future changes to Great Bridgewater Street, if they were to be implmented by Manchester City Council. There will be no vehicular access to the Great Northern Square, other than for access equipment or vehicles for temporary events.

Bollards and other purpose designed landscape features have been integrated into the landscape design to prevent unauthorised vehicular incursions into the site.

The diagram opposite illustrates the proposed principles of vehicular access and egress.

8.3 Car & Cycle Parking

8.3.1 Car Parking

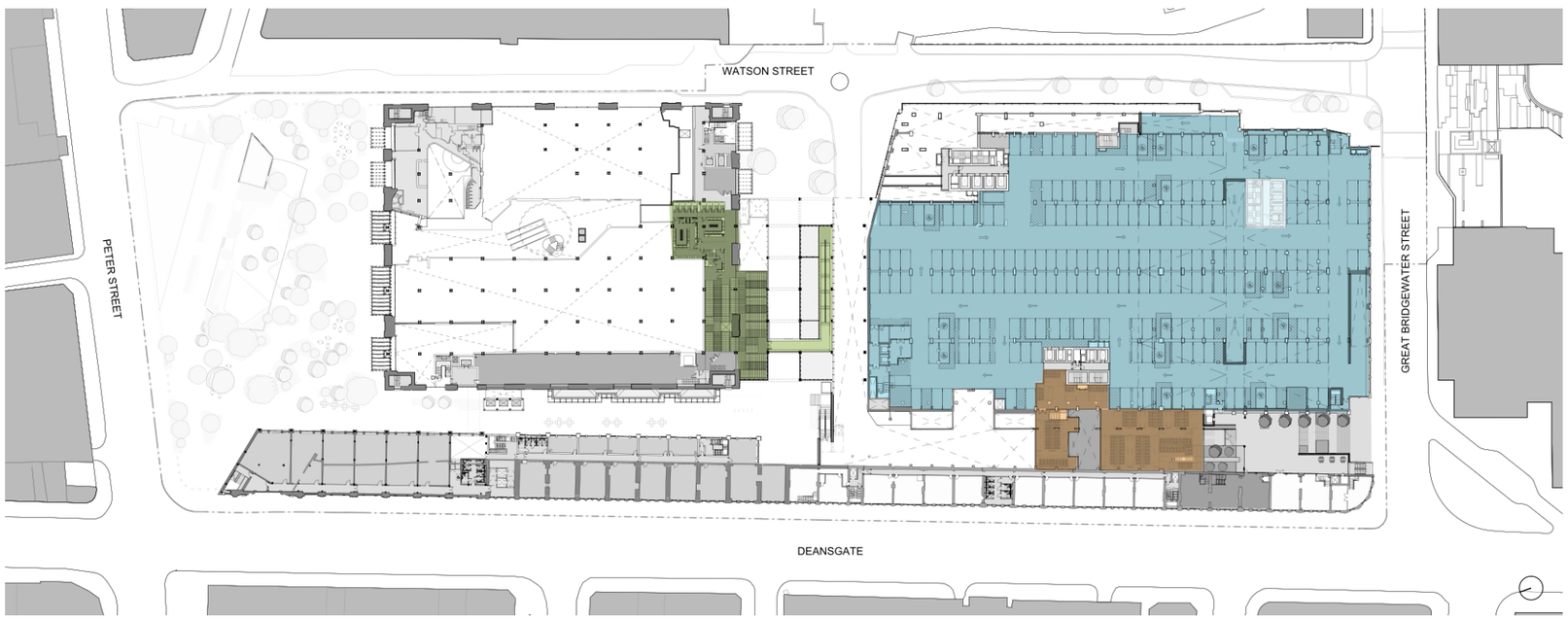
The proposals incorporate a reduction of the overall car parking provision across the Great Northern Site from 1,240 to 929 spaces (approximately a 25% reduction). The proposed car park will be located within the lower levels of the Leisurebox site, split across 5 levels. Circa 167 spaces on the upper level of the car park will be allocated to residential uses, representing a ratio of circa 18%. The remaining 762 spaces will remain as publicly accessible spaces. The reduction in publicly available parking over the whole site is therefore actually 478 spaces or circa 40%. It is proposed that circa 17 (10%) of the residential spaces will be EV ready with the remaining 150 (90%) being future-proofed with cable routing provided. For the remainder of the car park it is proposed that 39 (5%) of spaces will be EV ready and 115 (15%) will be future proofed with cable routing provided. Accessible spaces will be provided in general accordance with MCC standards which suggest 5% provision.

8.3.2 Cycle Parking

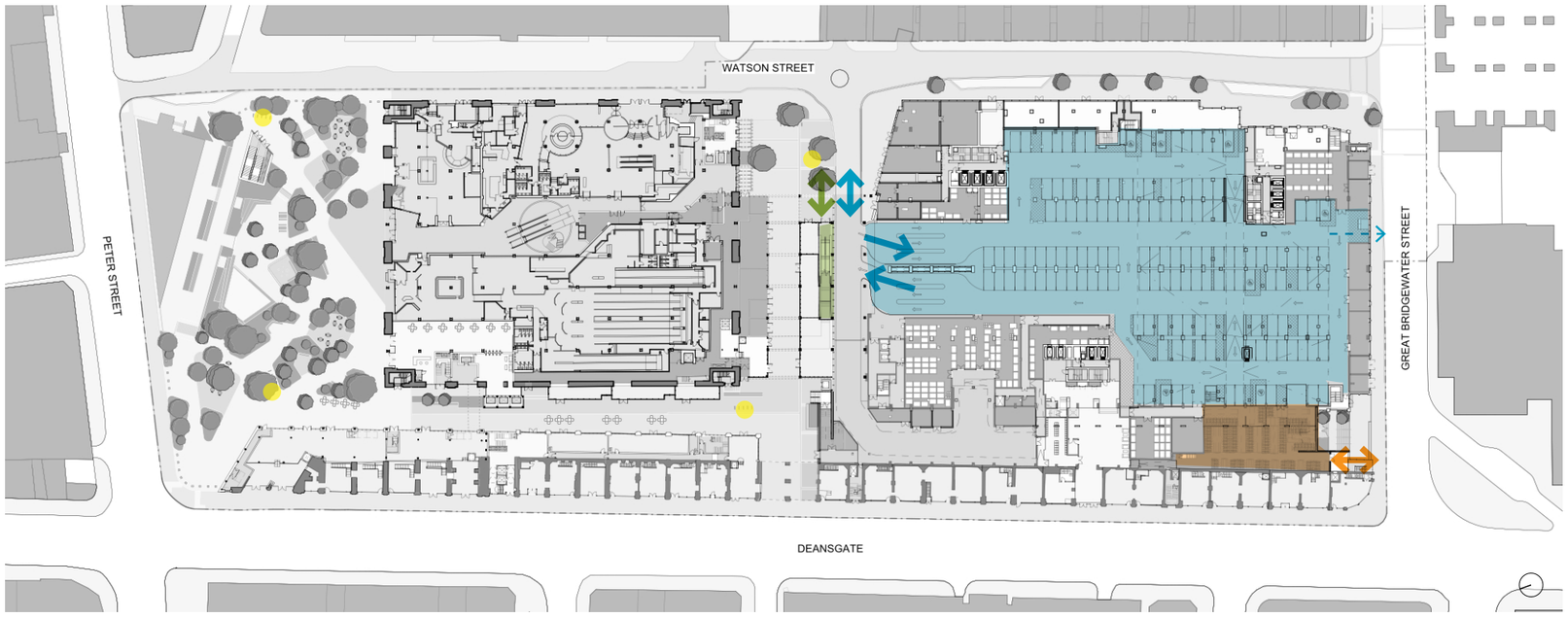
Cycle parking for the residential element of the proposals will be provided at a ratio of 1 space per apartment as per standard MCC guidance. On this basis, there are 753 spaces proposed for cycles, all located in a dedicated cycle parking area at the south western corner of the Leisure Box Site, with secure access for resident from Great Bridgewater Street, and from the main resiential concierge.

Secure cycle parking for the office elements will be provided at ground mezzanine level in the Warehouse with circa 156 spaces, access from a secure ramp/stair from Alport Street. 34 additional cycle parking spaces for the Terraces will also be provided, giving a total quantum of 190 internal and secure spaces. There will also be 10 showers, 228 lockers and changing facilities. The provision of 190 spaces is well in excess of the MCC cycle standards which suggest 1 space per 200 sqm for office uses. The MCC standards would require circa 100 spaces based on the proposed GFA and therefore the provision is almost double. The over provision of cycle parking against MCC standards is one of the many initiatives to encourage more people to travel by sustainable modes (in addition to other measures outlined in the accompanying Framework Travel Plan, and aims to achieve Cyclescore platinum accreditation. The cycle parking provision is also BREEAM compliant.

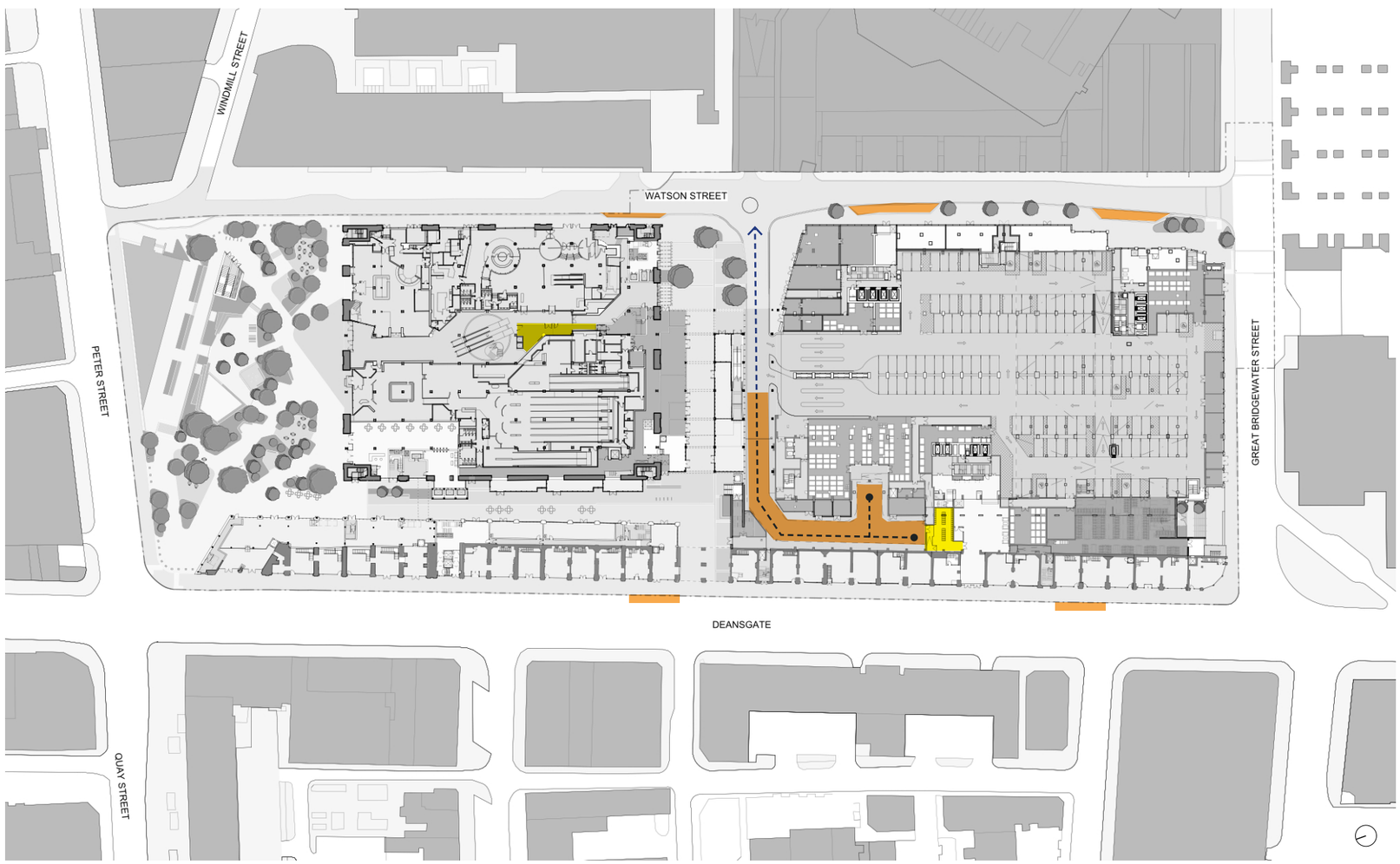
In addition to the internal cycle parking, additional short stay cycle parking is proposed in the public realm areas for the various commercial/retail units. This will consist of 56 short stay spaces to complement the provision of Beryl Bikes which have recently been installed on Watson Street.



LEVEL 01 FLOOR - CAR & CYCLE PARKING/FACILITIES DIAGRAM



GROUND FLOOR - CAR & CYCLE PARKING/FACILITIES DIAGRAM



GROUND FLOOR - SERVICING & DELIVERIES DIAGRAM

KEY

EXISTING & PROPOSED NEW SERVICE BAYS/CENTRAL SERCIVE AREA

RESIDENTIAL & OFFICE MAIN POST ROOMS

VEHICULAR ACCESS TO CENTRAL SERVICE AREA

8.4 Servicing & Deliveries

8.4.1 Strategy

The site servicing strategy includes a number of servicing locations located within the site. The process will be managed and monitored by the on site management and security team. Some servicing will be undertaken from the central servicing area, with access and egress from Watson Street. This includes post deliveries for the residential accommodation, which can be conveniently transferred to the post and parcel storage area located adjacent to the main residential reception and concierge.

In addition to the central servicing area, three new loading bays are proposed on Watson Street. Two are in the vicinity of the residential uses and one in the vicinity of the Warehouse. The loading bay outside of the Warehouse was discussed and agreed with MCC Highways as part of the consented 2017 application.

It is proposed that service vehicles requiring access to the Warehouse loading bay enter the bay from the south, unload or load and then exit via the one-way section of Watson Street onto Peter Street.

The existing loading bays located on Deansgate would also be used to serve the Deansgate Terraces and potentially one of the residential towers. If Deansgate is made one way in a southbound direction,a loading bay is still proposed.

The service bays on Deansgate and Watson Street will provide convient access for ad hoc deliveries to apartments (eg. Deliveroo), with post/parcel and large item deliveries via the central servicing area and main parcel /post storage and concierge.

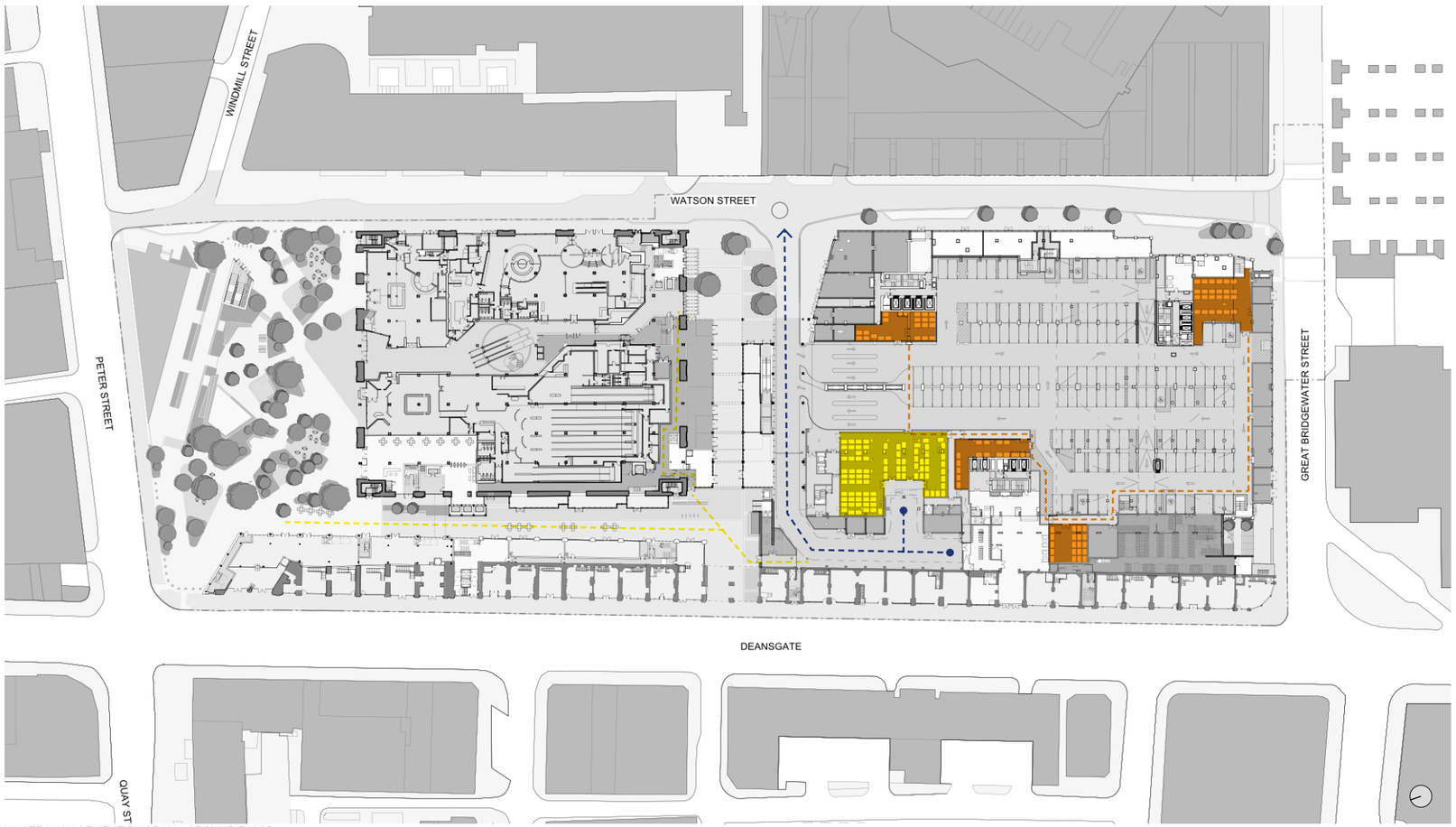
8.5 Refuse & Recycling

8.5.1 Strategy

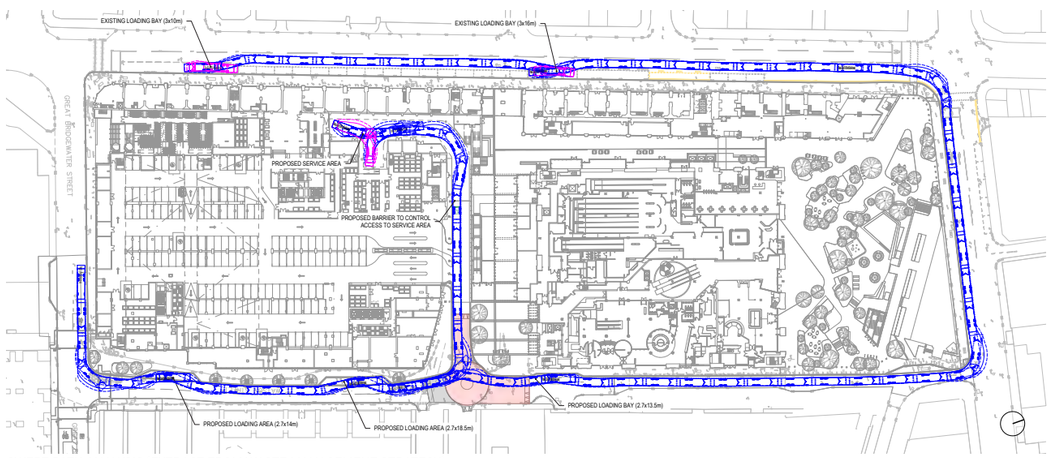
It is envisaged that refuse collection for the residential, office and terrace components would predominantly take place within the Site in a comparable manner to the existing situation. This involves waste vehicles entering the Site from Watson Street, collecting waste from a series of waste stores and then egressing back to Watson Street. All vehicles of comparable or smaller size than an 11.2m refuse vehicle will be permitted to undertake manoeuvres in this manner. Discussions with MCC Highways have suggested the newer electric vehicles are 10.4m long. A management company would be appointed to transfer waste from the residential bin stores to a central residential bin store area. These areas have been sized based on MCC waste collection criteria and it is envisaged that MCC would collect the waste. Scoping discussions with MCC Highways have confirmed this is acceptable.

Waste from the office space in the Warehouse and Terraces and the existing and proposed retail/leisure uses would be transferred to a central commercial waste store located within the Leisure Box. A private contractor would collect waste in a comparable manner to the existing situation.

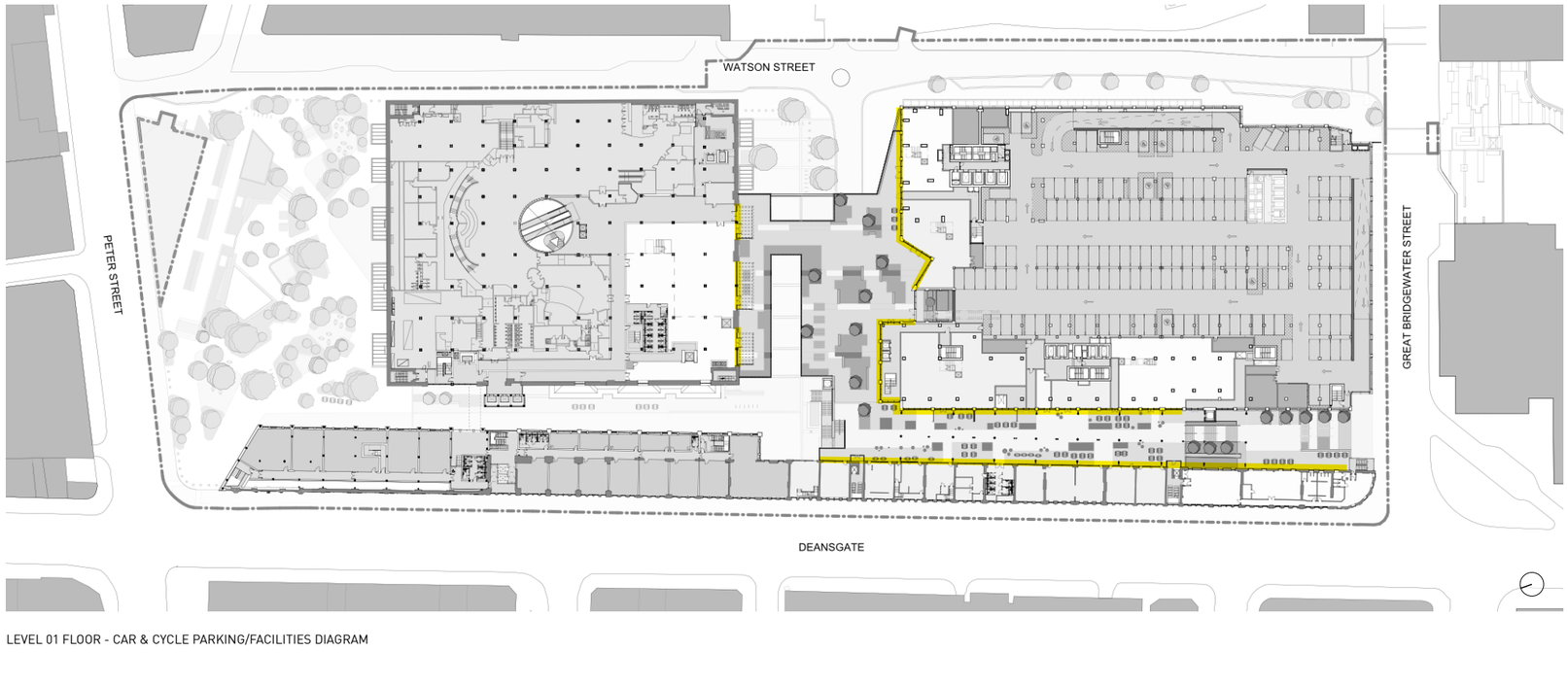
More details on the waste collection schedule and number of bins proposed are provided in the Waste Management Strategy, which forms part of this application.



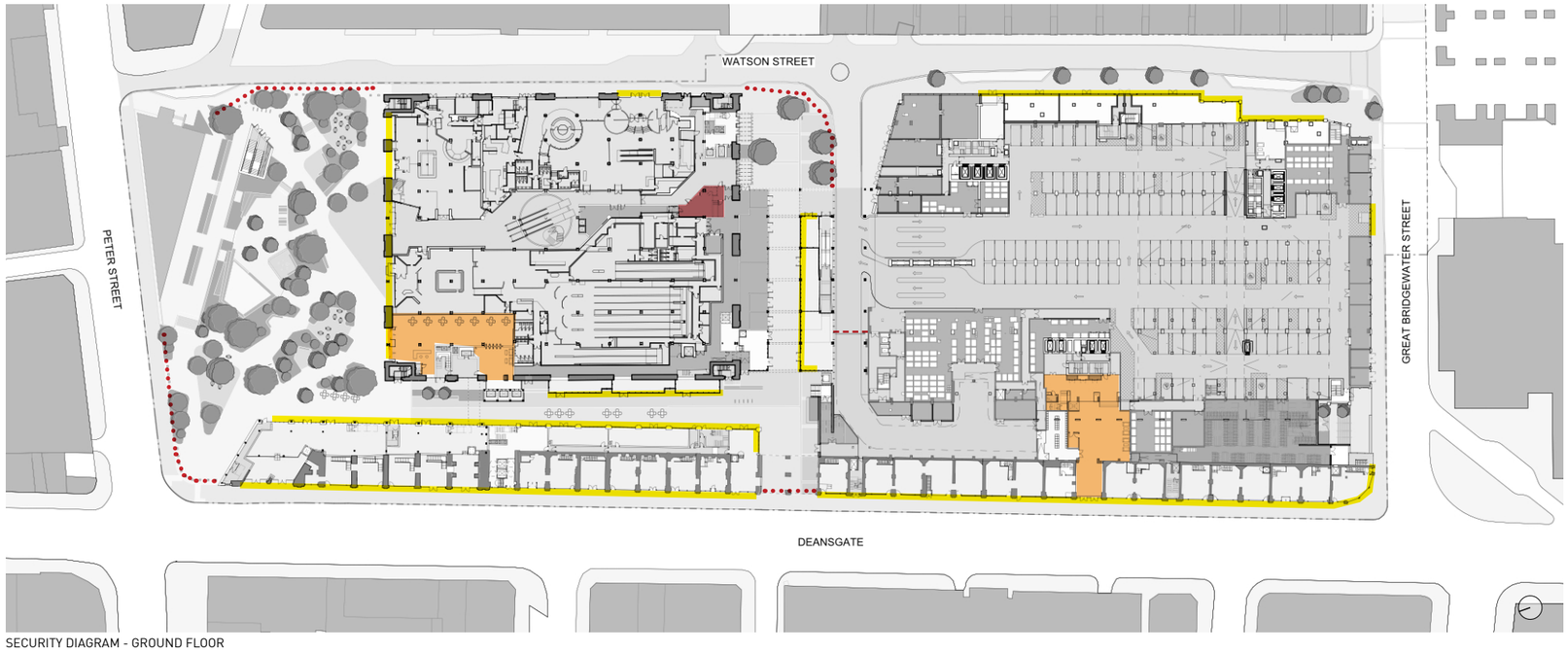
WASTE MANAGEMENT DIAGRAM - GROUND FLOOR



SWEPT PATH ANALYSIS (EXTRACT FROM WASTE MANAGEMENT STRATEGY)



LEVEL 01 FLOOR - CAR & CYCLE PARKING/FACILITIES DIAGRAM



SECURITY DIAGRAM - GROUND FLOOR

8.6 Security

8.6.1 Strategy

The safety and security of residents, staff, and other users of the proposed development is absolutely critical to the success of the scheme, and has been given careful coordination. Consultation was undertaken with Greater Manchester Police [GMP] Police Liaison Officer and Counter Terrorism Officer during the design process to discuss the layout and design of the buildings and to make any necessary design changes based on feedback received.

The ground floor layout has been designed to maximise opportunities for passive surveillance of the public realm spaces, taking into account the constraints of the existing, listed buildings and established public realm space within the site. Residential entrances will be securely accessed and well lit.

The development will benefit from 24 hour on-site concierge/management staff, located at the ground floor of the warehouse.

The ground floor layout provides good visibility to access routes and spaces, and good accessibility. The creation of Dean Street and Alport Street improves passive surveillance within the site as a whole. Entrances will be well lit and the development will incorporate CCTV.

The restaurant and high quality, independent retail uses are intended to complement existing uses, to provide both activation and passive surveillance, and also to act as a catalyst for wider improvements within the area, with a view to contributing towards a reduction in crime.

A Threat and Risk Security Needs Assessment has been produced, and forms part of this planning application. A Crime Impact Statement has been produced by GMP in relation to the proposed development containing useful recommendations to inform the process of design development. Wherever possible, the proposed works will follow the guidance and advice contained within the Crime Impact Statement.

KEY

- SITE SECURITY OFFICE
- MAIN RESIDENTIAL/OFFICE RECEPTIONS/CONCIERGES
- VEHICLAR ACCESS PREVENTION - BOLLARDS/LANDSCAPE FEATURES
- VEHICULAR ACCESS BARRIER
- ACTIVE FRONTAGE/ENTRANCES - PASSIVE SURVEILLANCE

8.7 Inclusive Access

8.7.1 Overview
This section of the report sets out details of the measures that have been employed to provide inclusive access throughout the proposed development, whilst acknowledging the constraints of the existing listed buildings. The design team have adopted an approach that will facilitate access and use by all people who occupy or move around the existing and proposed new buildings including those with mobility, sensory or cognitive impairments.

8.7.2 Objectives
Potential users and visitors, regardless of age, gender or any disabilities are able to access and navigate unimpeded through all appropriate areas of each building and surrounding public realm.

The external building environment, including location and orientation of entrances, will be legible and not act as an impediment to any potential users.

The internal building environment can be successfully and safely used by all of the potential users of the building.

Every opportunity will be taken to utilise colour, textures, materials and treatment of space to assist with the overall legibility and aesthetic value of the building.

The design has been developed in full consideration of national legislation. This includes the provisions of BS8300: 2001 and The Building Regulations Part M (2015 Edition). The design also reflects the importance that the applicant places on complying with the requirements of the Equality Act 2010 and emerging Equality Act 2010 (Amendment) Bill 2015-16. The considerations seek to ensure that people are not discriminated against regardless of disability, age or gender. These extend from accessing the new buildings and the public realm within the application site through to moving around the internal parts of the buildings and accessing information (signage, contact details etc).

8.7.3 Access at Site Boundary
The setting out of the building levels has been dictated by the existing pavement levels, and the existing levels of the listed buildings. Taking into account these constraints, the design ensures that all primary entrances (either to retail and restaurant units, commercial units, or to residential) can be accessed from flat and level approaches with inclines of 1 in 40 or less.

8.7.4 Circulation and Access to Primary Entrances
The clear width of all access routes from pavement to main entrances are at least 1500mm wide (typically wider); and comply with or exceed statutory guidance. Similarly the gradient of access routes are either 'flat' (cross falls introduced for drainage only) or are set at no more than 1 in 40. All access routes will be finished in hard landscaping with an appropriate slip resistance and textured surfaces to thresholds as required.

8.7.5 Reception Desk / Waiting Area / Entrance Lobbies
Main residential reception areas and concierge facilities are located at ground floor within the Deansgate Terrace and Leisurebox, and office main reception area within the ground floor of the Great Northern Warehouse. Further detailed design will be undertaken with the end users to determine a suitable fit out and interior design for these spaces. Reception desks will include a low level desk area for wheelchair users and a hearing loop for the cognitively impaired. Any seating or waiting areas will be spaced to enable suitable clear circulation and passing places in line with statutory guidance.

8.7.6 Communal Stairs and Lifts Including Lobbies
Communal stairs to the new cores have been designed to comply with all appropriate Building Regulations. All buildings have been designed to provide fully accessible lifts. In addition, communal stairs and lobbies will include consideration of the following, where possible;

- A minimum width of 900mm (between door stops) when fully open.
- Doors fitted with vision panels.
- Doors fitted with lever type handles or 'D' pull handles at a height user 1,000mm from floor level.
- Doors to be of a weight suitable to be used by people with limited strength or reduced mobility.
- All glazed walls and doors are to have high contrast manifestation.
- Lighting to help define space, fixtures, signs.
- Increased number and legibility of signs.
- Deliberate use of colour and surface treatment to enable vision impaired people.
- Ergonomically user friendly and visually distinct ironmongery, fixtures, fittings and equipment.
- User-friendly handrails to all stairs and landings.
- High contrast to step nosings as per BS8300.
- The stairs will have enhanced lighting and glare will be minimised.
- To ensure that the lifts are accessible to visually impaired people the lifts are to include high contrast signage and tactile controls.

8.7.7 Internal Circulation Routes
All primary residential circulation corridors will incorporate 1800mm passing place provision, with larger circulation spaces where practical. In addition, consideration will be given to provision within internal circulation routes of sufficient clear widths to enable convenient movement through circulation routes and doorways for the widest range of people including those with pushchairs, those carrying children or objects and those using wheelchairs or other mobility aids such as walking frames. Ramps are incorporated where necessary to ensure that access is available to all.

8.7.8 Internal Layout of Apartments
All spaces are designed to enable minimum turning circles to be accommodated where necessary, and to include minimum clearances beyond fixed furniture such as beds. Bathrooms walls will be capable of taking adaptations such as handrails where required.

All switches, sockets and controls will be fitted at a height which is usable by all (i.e. between 450mm and 1200mm from the floor).

10% of the apartments will be designed to be adaptable, as defined within part M(2) Category 2 of the building regulations. This will be achieved as far as possible within the constraints of the existing listed building fabric.

8.7.9 Emergency Egress
Evacuation of disabled people will be facilitated by liaison between building managers and occupants; driven by a combination of physical fire safety measures and management procedures. This will be developed in conjunction with the fire strategy and management policies with reference to statutory guidance. A fire strategy report will be prepared to include egress of people with disabilities, children and elderly people. Alarm systems will provide visual as well as audible signals in an emergency.

8.7.10 Fire Fighting Access
The detailed design adopts a fire engineered solution which utilises references from BS9999 and Part B where relevant.

8.7.11 Parking for Disabled Persons
Parking for disabled persons will be located within the car park forming part of the Leisurebox site. Lifts will provide access to all levels of the car park.

8.7.12 Upper level Public Realm Space
Lift access will be provided to the upper level Mews and Viaduct Public PSaces, both from Great Bridgewater Street and Dean Street/Alport Street.

8.8 Maintenance Access

8.8.1 Maintenance Access Strategy
A strategy for the provision of access for cleaning and maintenance of the buildings has been developed alongside the proposals. The provision of access within the site is constrained by the size and position of the existing listed buildings. The creation of Dean Street and Alport Street provides an opportunity for maintenance access in an area that is currently very difficult to access due to the position of the car park access ramps and link building, added during the site's conversion in the 1990's.

The strategy comprises access to the Great Northern Warehouse and Deansgate Terrace facades and roof via mobile access equipment positioned on Deansgate, Watson Street, or in the public realm areas to suit the location of the area requiring access, and coordinated with the landscape design proposals. Access to low areas for cleaning will be via pole access, and access for façade maintenance to any areas on the warehouse south façade, inaccessible by mobile access equipment, will be via rope access. All windows on the Great Northern Warehouse can be internally re-glazed. Windows on the Deansgate Terrace will require external access to re-glaze.

Access for cleaning, maintenance and glass replacement of the proposed new residential buildings will be via roof mounted access equipment.

The strategy will be further developed through subsequent design stages.



ILLUSTRATIVE DAYTIME VIEW FROM JUNCTION OF DEANSGATE AND PETER STREET

9.0 Involvement & Evaluation

9.1 Public Consultation

9.1.1 Introduction

An extensive consultation and engagement exercise has been carried out by the Applicant with the input of a team of Community Researchers. The Consultation and Engagement Strategy's objectives are to:

- Inform stakeholders, local residents, businesses and users of the site about the proposals.
- Understand stakeholders' views on the proposals.
- Encourage input into the flexible elements of the proposals.
- Involve local people in the proposals to generate a sense of connection with the site.

The consultation process is described in more detail in the Statement of Community Involvement, which forms part of this planning application.

9.1.2 Previous Consultation & Soft Engagement

Consultation on improving the Great Northern began in Autumn 2016 to inform the previous planning application. Pathways Consultancy managed the process and built strong relationships with local residents and key stakeholders, including the ward councillors.

Initial concepts for the site have been discussed with key stakeholders from 2016 to the present time. These ongoing conversations have shaped the proposals and aimed to take stakeholders - particularly affected residents - along with the plans. The aim has been to 'do with', rather than 'do to'. Popular meanwhile uses including were introduced in response to these initial discussions, to test out new ideas that could be introduced permanently in the future, including outdoor and indoor play areas, increased greenery, trees, flowers and plants, community facilities and public events.

A 'Growing The Neighbourhood' survey was undertaken in September 2022 to consider what types of amenities and activities respondents would like within the site. Responses included community space, more cafes and restaurants, independent local businesses, family-friendly activities and spaces, safe and green outdoor spaces.

The proposals submitted in the Planning Application have sought to address these views, with the inclusion of a larger sand pit than originally planned, introduction of a playful elements within the public realm, enhanced landscaping and greenery throughout the public realm, and space for art installations.

There is support for the vision to create a mixed-use neighbourhood where residents, office workers and visitors thrive together. The key to achieving this is perceived to be through a diverse mix of new residents, free/ affordable communal areas, play facilities for children and teenagers, community events and an independent commercial offering.

The Applicant is keen to explore how local creatives and independents can continue to be supported through a future leasing strategy. The placemaking strategy, submitted for reference alongside this application, seeks to set out principles for the future of the site. Furthermore, community engagement and participation will continue beyond the application and determination of the planning application, as it has done over the preceding six years.



PUBLIC CONSULTATION EXHIBITION BOARDS















PUBLIC CONSULTATION EXHIBITION BOARDS & PHYSICAL MODEL

9.1.3 Public Consultation

Formal consultation on the plans was carried out between 5-25 September 2022. Information about the proposals was available via a dedicated website, and in four public exhibitions held on site at the 'Village Hall' community space within the Deansgate Terrace building. A mobile exhibition was also held within the foyer of the Great Northern Tower. Views on the proposals were gathered via surveys hosted on the website and in a paper format at the exhibitions. Much of the soft engagement and formal consultation was carried out by local people who were trained as community researchers.

Significant numbers of people found information and had their say via the website and public exhibitions. There were 3,040 unique visitors to the website, and 13,771 individual page views. Approximately 180 people attended the public exhibitions. This resulted in 494 responses to the surveys.

People were asked the extent they like each of the key aspects of the proposals. The plans for new routes and public spaces, and the plans for Great Northern Square were well received. 77% said they like plans for new routes and public spaces 'a great deal' or 'quite a bit'. 66% said they like plans for Great Northern Square 'a great deal' or 'quite a bit'. Nearly half (49%) said they like plans for offices in the Warehouse and plans for homes at the Great Northern 'a great deal' or 'quite a bit'. This increases to 72% and 70% respectively, when the 'somewhat' responses are taken into consideration.

The public consultation revealed strong support for the plans for the new routes and Great Northern Square. Generally, people are happy that the Site will be easier to get around and open up routes through the city. They also like the green outdoor space and opportunities for being in nature. Concern was expressed that the proposals should not remove seating and safe childrens' play space within the square, and the landscape proposals have been developed to address these concerns, integrating seating and play space, and creating a more accessible space for all.

There was general support that the heritage of the Warehouse will be retained and refurbished, and support for new homes on the site. Many positive comments were expressed in relation to the vision for the site, the design of the proposals, and the integration of public spaces with new homes and office spaces.

Some respondents questioned the need for new office and residential space within the city centre. However, there is a clear need for new homes and workspace within the city centre, and this is supported by Manchester City Council's planning policy, including the Strategic Regeneration Framework. Both uses will contribute to the vision to create a sustainable mixed use neighbourhood within the site, and to contribute positively to the local area.

The opportunity to be involved in the pre-application engagement and consultation has been well received. Significant effort has been exuded on showcasing and explaining the proposals, and providing further information and reassurance about the impact of the plans, particularly to near neighbours. Consequently, many local businesses and residents have had their say. As a result, the plans have evolved to take on the advice received. More detail is provided within the Statement of Community Involvement.

9.2 Pre-Application Stakeholder Discussions

9.2.1 Introduction
During the design development process, comprehensive pre-application consultation and discussions have been undertaken with Manchester City Council and other technical and statutory bodies and key stakeholders to discuss the developing design proposals. The outcomes of these meeting has helped to shape and inform the design process. Further detailed description is included within the Statement Of Community Involvement and the Heritage Statement, which form part of this planning application.

9.2.2 Manchester City Council
A number of pre-application meetings were held with Manchester City Council Planning Officers, in which the evolving design proposals were presented and reviewed. The feedback provided by planning officers during these meetings informed the development of the design in a number of key areas, including the following:

- The overall layout and configuration of the masterplan proposals.
- The approach to the repair and refurbishment of the listed buildings including the review of strategies for the integration of office use and associated vertical circulation space into the Great Northern Warehouse.
- Vehicular access to the car park and servicing areas, and the wider 'Petersfield Study' undertaken to develop a vision for the adjacent streets, as described in section 2 of this document.
- Proposals for the Great Northern Square, and new pedestrian connections between Deansgate and Watson Street.
- Form, scale, massing and appearance of the proposed new residential towers, following review of the initial options studies developed by the design team, as set out within section 3 of this document.

Pre-application meetings were also held between the project teams and Manchester City Council Highways officers to discuss access and servicing proposals.

9.2.3 Historic England
Two pre-application meetings were held with Historic England to discuss the design proposals for the listed buildings, with particular focus on the proposals for the grade II* listed Great Northern Warehouse building. The first meeting included a site visit, which included a tour of the Great Northern Warehouse and Deansgate Terrace, and a discussion around the general principles of the proposed masterplan, and the proposals for the refurbishment of the listed buildings. The second meeting focussed on key details of the proposals for the Great Northern Warehouse, including the integration of the office use and related vertical circulation, the strategy for refurbishment of the Warehouse windows, the integration of services for the proposed new office use, and the treatment of the roof. The discussion also included the residential proposals on the Leisurebox site.

Historic England were supportive of the proposed uses, design approach and details for the Great Northern Warehouse, and of the principle of the redevelopment of the Leisurebox site and the proposed elevational treatment of the new building facades. Some concerns were raised with respect to the scale of the proposed residential buildings in terms of their potential visual impact on the listed buildings. The description of the approach provided within this document includes the design rationale for the configuration of the buildings, in relation to the various constraints presented by the site, and the way in which the scheme has been developed to mitigate their impact on the setting of the site's listed buildings. Formal feedback was provided by Historic England. Further detailed description is included within the Heritage Statement, Planning and Tall Building Statement, and Townscape Chapter of the EIA, which form part of this planning application.

9.2.4 The Victorian Society
Two pre-application meetings were held to present and review the proposals with the Victorian Society. The first meeting included a presentation to the Case Officer of the strategic masterplan proposals and detailed proposals for the listed buildings. The second meeting included a presentation to the Committee.

The Victorian Society provided a formal response, outlining their support in principle for the proposals, including the refurbishment of the Warehouse, the transformation of the Great Northern Square and the proposed residential towers, which they described as "well conceived".

The response recommended highlighted the committee's view that the proposals should be brought forward in a manner that allows the potential redevelopment of the bar on Peter Street in the future. Whilst this building does not form part oft he application site, the proposals do not preclude the future redevelopment of this site, should this ever become a possibility.

9.2.5 Greater Manchester Police
Pre-Application discussion were held between the project team and Greater Manchester Police Liaison and Counter Terrorism Officers. A Crime Impact Statement was produced by Greater Manchester Police, outlining key principles to be integrated into the scheme at detailed design stage. Measures recommended by the Counter Terrorism Officer in relation to the inclusion of landscape barriers to prevent unauthorised vehicular incursion into the public spaces have also been included in the design.

A Threat and Risk Security Needs Assessment has been produced, and forms part of this planning application. A Crime Impact Statement has been produced by GMP in relation to the proposed development containing useful recommendations to inform the process of design development. Wherever possible, the proposed works will follow the guidance and advice contained within the Crime Impact Statement. Further detailed information is also included in the Public Realm Strategy, which forms part of this planning application.

9.2.6 Transport For Greater Manchester
A meeting was held between the Head of Commercial and Marketing, Estates Development Manager and the project team to discuss the proposals.



ILLUSTRATIVE DUSK VIEW FROM JUNCTION OF DEANSGATE AND PETER STREET


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M
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S
30 Cwt. P
Crane
30 Cwt. L
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A
30 Cwt. T
Crane
F
HATCHWAY
30 Cwt.
Crane
O
R
30 Cwt. M
Crane
80 Cwt.
Crane
D
HATCHWAY
L
30 Cwt.
Crane
A
T
30 Cwt.
Crane
F
40 Cwt.
HOIST
O
30 Cwt.
Crane
R
M
30 Cwt.
Crane

Appendices



Appendix A
Planning Submission Drawing Schedule

SimpsonHaugh
Great Northern
Planning and Listed Building Applications - Deliverables Schedule
Rev:02
22.09.22

Key:

Existing Drawings
Alterations Drawings
Proposed Drawings

Great Northern Planning Application Drawings Architectural			
DRAWING NO.	**DRAWING TITLE**	**SCALE**	**SIZE**
Sitewide Drawings (Z0)			
10422-SHP-Z0-A-B5D9-G100-PL-XX-001	Site Location Plan	1:1000	A1
10422-SHP-Z0-A-B5D9-Z460-XP-00-001	Existing Site Ground Floor Plan with Planning Application Boundary	1:500	A1
10422-SHP-Z0-A-B5D9-Z460-XP-00-002	Existing Site Ground floor plan with listed Application boundaries	1:500	A1
10422-SHP-Z0-A-B5D9-G100-XP-RF-001	Existing Site Roof Plan	1:500	A1
10422-SHP-Z0-A-B5D9-G100-XS-AA-001	Existing Site Section AA	1:500	A1
10422-SHP-Z0-A-B5D9-G100-XE-EN-001	Existing Site Context Elevation North	1:500	A1
10422-SHP-Z0-A-B5D9-G100-XE-EE-001	Existing Site Context Elevation East	1:500	A1
10422-SHP-Z0-A-B5D9-G100-XE-EE-002	Existing Site Context Elevation East (Deansgate Terraces)	1:500	A1
10422-SHP-Z0-A-B5D9-G100-XE-EW-001	Existing Site Context Elevation West (Deansgate Terraces)	1:500	A1
10422-SHP-Z0-A-BD59- Z460-PL-XX-001	Site Zoning Plan	1:500	A1
10422-SHP-Z0-A-B5D9-Z460-PL-XX-002	Site Planning Boundary & 278 Works	1:500	A1
10422-SHP-Z0-A-B5D9-G100-PL-00-001	Proposed Ground Floor Site Plan	1:500	A1
10422-SHP-Z0-A-B5D9-G100-PL-01-001	Proposed Site L01 Plan	1:500	A1
10422-SHP-Z0-A-B5D9-G100-PL-02-001	Proposed Site L02 Plan	1:500	A1
10422-SHP-Z0-A-B5D9-G100-PL-04-001	Proposed Site L04 Plan	1:500	A1
10422-SHP-Z0-A-B5D9-G100-PL-10-001	Proposed Site L10 Plan	1:500	A1
10422-SHP-Z0-A-B5D9-G100-PL-12-001	Proposed Site L12 Plan	1:500	A1
10422-SHP-Z0-A-B5D9-G100-PL-25-001	Proposed Site L25 Plan	1:500	A1
10422-SHP-Z0-A-B5D9-G100-PL-33-001	Proposed Site L33 Plan	1:500	A1
10422-SHP-Z0-A-B5D9-G100-PL-RF-001	Proposed Site Roof Plan	1:500	A1
10422-SHP-Z0-A-B5D9-G100-SE-AA-001	Proposed Site Section AA	1:500	A1
10422-SHP-Z0-A-B5D9-G100-SE-BB-001	Proposed Site Section BB	1:500	A1
10422-SHP-Z0-A-B5D9-G100-EL-EN-001	Proposed site context elevation North	1:500	A1
10422-SHP-Z0-A-B5D9-G100-EL-EE-001	Proposed site context elevation East	1:500	A1
10422-SHP-Z0-A-B5D9-G100-EL-EE-002	Proposed site context elevation East (Deansgate Terraces)	1:500	A1
10422-SHP-Z0-A-B5D9-G100-EL-EW-001	Proposed site context elevation West (Deansgate Terraces)	1:500	A1
Amphitheatre (Z1)			
10422-SHP-Z1-A-B5D9-G200-PL-B1-001	Amphitheatre Proposed Basement Plan	1:100	A1
10422-SHP-Z1-A-B5D9-G200-PL-00-001	Amphitheatre Proposed Ground Floor Plan	1:100	A1
10422-SHP-Z1-A-B5D9-G200-PL-RF-001	Amphitheatre Proposed Roof Plan	1:100	A1
10422-SHP-Z1-A-B5D9-G200-SE-AA-001	Amphitheatre Proposed Section AA	1:100	A1

10422-SHP-Z1-A-B5D9-G200-EL-XX-001	Amphitheatre Proposed Elevations	1:50	A1

Great Northern Warehouse (Z2)			
10422-SHP-Z2-A-B5D9-G200-XP-00-001	Warehouse Existing Ground Floor Plan	1:200	A1
10422-SHP-Z2-A-B5D9-G200-XP-M0-001	Warehouse Existing Ground Floor Mezzanine Plan	1:200	A1
10422-SHP-Z2-A-B5D9-G200-XP-01-001	Warehouse Existing Level 01 Plan	1:200	A1
10422-SHP-Z2-A-B5D9-G200-XP-M1-001	Warehouse Existing Level 01 Mezzanine Plan	1:200	A1
10422-SHP-Z2-A-B5D9-G200-XP-02-001	Warehouse Existing Level 02 Plan	1:200	A1
10422-SHP-Z2-A-B5D9-G200-XP-03-001	Warehouse Existing Level 03 Plan	1:200	A1
10422-SHP-Z2-A-B5D9-G200-XP-04-001	Warehouse Existing Level 04 Plan	1:200	A1
10422-SHP-Z2-A-B5D9-G200-XP-RF-001	Warehouse Existing Roof Plan	1:200	A1
10422-SHP-Z2-A-B5D9-G200-XS-AA-001	Warehouse Existing Section AA	1:200	A1
10422-SHP-Z2-A-B5D9-G200-XS-BB-001	Warehouse Existing Section BB	1:200	A1
10422-SHP-Z2-A-B5D9-G200-XE-EN-001	Warehouse Existing elevation North	1:200	A1
10422-SHP-Z2-A-B5D9-G200-XE-ES-001	Warehouse Existing elevation South	1:200	A1
10422-SHP-Z2-A-B5D9-G200-XE-EE-001	Warehouse Existing elevation East	1:200	A1
10422-SHP-Z2-A-B5D9-G200-XE-EW-001	Warehouse Existing elevation West	1:200	A1
10422-SHP-Z2-A-B5D9-G332-XP-00-001	Warehouse Existing Reflected Ceiling Plan Ground Floor	1:200	A1
10422-SHP-Z2-A-B5D9-G332-XP-01-001	Warehouse Existing Reflected Ceiling Plan Level 01	1:200	A1
10422-SHP-Z2-A-B5D9-G332-XP-02-001	Warehouse Existing Reflected Ceiling Plan Level 02	1:200	A1
10422-SHP-Z2-A-B5D9-G332-XP-03-001	Warehouse Existing Reflected Ceiling Plan Level 03	1:200	A1
10422-SHP-Z2-A-B5D9-G332-XP-04-001	Warehouse Existing Reflected Ceiling Plan Level 04	1:200	A1
10422-SHP-Z2-A-BD59-JC20-XP-00-001	Warehouse Existing Ground Floor Alterations Plan	1:200	A1
10422-SHP-Z2-A-BD59-JC20-XP-M0-001	Warehouse Existing Ground Floor Mezzanine Alterations plan	1:200	A1
10422-SHP-Z2-A-BD59-JC20-XP-01-001	Warehouse Existing Level 01 Alterations Plan	1:200	A1
10422-SHP-Z2-A-BD59-JC20-XP-M1-001	Warehouse Existing Level 01 Mezzanine Alterations Plan	1:200	A1
10422-SHP-Z2-A-BD59-JC20-XP-02-001	Warehouse Existing Level 02 Alterations Plan	1:200	A1
10422-SHP-Z2-A-BD59-JC20-XP-03-001	Warehouse Existing Level 03 Alterations Plan	1:200	A1
10422-SHP-Z2-A-BD59-JC20-XP-04-001	Warehouse Existing Level 04 Alterations Plan	1:200	A1
10422-SHP-Z2-A-BD59-JC20-XP-RF-001	Warehouse Existing Roof Alterations Plan	1:200	A1
10422-SHP-Z2-A-B5D9-JC20-XE-EN-001	Warehouse Existing Alterations Elevation North	1:125	A1
10422-SHP-Z2-A-B5D9-JC20-XE-ES-001	Warehouse Existing Alterations Elevation South	1:125	A1
10422-SHP-Z2-A-B5D9-JC20-XE-EE-001	Warehouse Existing Alterations Elevation East	1:125	A1
10422-SHP-Z2-A-B5D9-JC20-XE-EW-001	Warehouse Existing Alterations Elevation West	1:125	A1
10422-SHP-Z2-A-B5D9-JC20-SC-XX-001	Great Northern Warehouse Schedule of Works	n/a	A3
10422-SHP-Z2-A-B5D9-G200-PL-00-001	Warehouse Proposed Ground Floor Plan	1:200	A1
10422-SHP-Z2-A-B5D9-G200-PL-M0-001	Warehouse Proposed Ground Floor Mezzanine Plan	1:200	A1
10422-SHP-Z2-A-B5D9-G200-PL-01-001	Warehouse Proposed Level 01 Plan	1:200	A1
10422-SHP-Z2-A-B5D9-G200-PL-M1-001	Warehouse Proposed Level 01 Mezzanine Plan	1:200	A1
10422-SHP-Z2-A-B5D9-G200-PL-02-001	Warehouse Proposed Level 02 Plan	1:200	A1
10422-SHP-Z2-A-B5D9-G200-PL-03-001	Warehouse Proposed Level 03 Plan	1:200	A1
10422-SHP-Z2-A-B5D9-G200-PL-04-001	Warehouse Proposed Level 04 Plan	1:200	A1
10422-SHP-Z2-A-B5D9-G200-PL-RF-001	Warehouse Proposed Roof Level Plan	1:200	A1
10422-SHP-Z2-A-B5D9-G200-SE-AA-001	Warehouse Proposed Section AA	1:200	A1
10422-SHP-Z2-A-B5D9-G200-SE-BB-001	Warehouse Proposed Section BB	1:200	A1
10422-SHP-Z2-A-B5D9-G200-EL-EN-001	Warehouse Proposed Elevation North	1:125	A1
10422-SHP-Z2-A-B5D9-G200-EL-ES-001	Warehouse Proposed Elevation South	1:125	A1
10422-SHP-Z2-A-B5D9-G200-EL-EE-001	Warehouse Proposed Elevation East	1:125	A1
10422-SHP-Z2-A-B5D9-G200-EL-EW-001	Warehouse Proposed Elevation West	1:125	A1

Appendix A
Planning Submission Drawing Schedule

10422-SHP-Z2-A-B5D9-G200-EL-XX-001	Warehouse Proposed Viaduct Elevation East and West	1:125	A1
10422-SHP-Z2-A-B5D9-G332-PL-00-001	Warehouse Proposed Ground Floor Reflected Ceiling Plan	1:200	A1
10422-SHP-Z2-A-B5D9-G332-PL-M0-001	Warehouse Proposed Level M0 Ceiling Strategy	1:200	A1
10422-SHP-Z2-A-B5D9-G332-PL-01-001	Warehouse Proposed Level 01 Ceiling Strategy	1:200	A1
10422-SHP-Z2-A-B5D9-G332-PL-M1-001	Warehouse Proposed Level M1 Ceiling Strategy	1:200	A1
10422-SHP-Z2-A-B5D9-G332-PL-02-001	Warehouse Proposed Level 02 Ceiling Strategy	1:200	A1
10422-SHP-Z2-A-B5D9-G332-PL-03-001	Warehouse Proposed Level 03 Ceiling Strategy	1:200	A1
10422-SHP-Z2-A-B5D9-G332-PL-04-001	Warehouse Proposed Level 04 Ceiling Strategy	1:200	A1
10422-SHP-Z2-A-B5D9-G220-XD-XX-001	Warehouse Existing Floor Build-up Details	varies	A1
10422-SHP-Z2-A-B5D9-G220-DE-XX-001	Warehouse Proposed Floor Build-up Details	varies	A1
10422-SHP-Z2-A-B5D9-G251-DE-00-001	Warehouse West Elevation Ground Floor Glazed Infill - Typical Details	1:25	A1
10422-SHP-Z2-A-B5D9-G251-DE-00-002	Warehouse West Elevation Ground Floor Retail Unit - Typical Details	1:25	A1
10422-SHP-Z2-A-B5D9-G251-DE-00-003	Warehouse Viaduct Ground Floor Elevation Details	1:25	A1
10422-SHP-Z2-A-B5D9-G251-DE-00-004	Warehouse South Elevation Ground Floor Retail Unit - Typical Details	1:25	A1
10422-SHP-Z2-A-B5D9-G251-DE-01-001	Warehouse Viaduct Balustrade Details Level 01	1:10	A1
10422-SHP-Z2-A-B5D9-G251-DE-01-002	Warehouse Viaduct Glazed Canopy Details Level 01- Sheet 01	1:25	A1
10422-SHP-Z2-A-B5D9-G251-DE-01-003	Warehouse Viaduct Glazed Canopy Details Level 01- Sheet 02	1:10	A1
10422-SHP-Z2-A-B5D9-G251-DE-02-001	Warehouse Glazed Bridge Elevations and Details- Sheet 01	1:25	A1
10422-SHP-Z2-A-B5D9-G251-DE-02-002	Warehouse Glazed Bridge Elevations and Details- Sheet 02	1:5	A1
10422-SHP-Z2-A-B5D9-G251-DE-XX-001	Warehouse Glazed Lift Elevations and Details- Sheet 01	1:50	A1
10422-SHP-Z2-A-B5D9-G251-DE-XX-002	Warehouse Glazed Lift Elevations and Details- Sheet 02	varies	A1
10422-SHP-Z2-A-B5D9-G240-DE-00-001	Warehouse Ground Floor Canopy Details - 001	1:25	A1
10422-SHP-Z2-A-B5D9-G240-DE-00-002	Warehouse Ground Floor Canopy Details - 002	varies	A1
10422-SHP-Z2-A-B5D9-G240-DE-RF-001	Warehouse Atrium Roof Details	1:25	A1
10422-SHP-Z2-A-B5D9-G240-DE-RF-002	Warehouse Typical Roof Details	varies	A1
10422-SHP-Z2-A-B5D9-G240-DE-RF-003	Warehouse Roof Light Details	varies	A1
10422-SHP-Z2-A-B5D9-G240-DE-RF-004	Warehouse Roof North Plant Space Details	1:25	A1
10422-SHP-Z2-A-B5D9-G240-DE-RF-005	Warehouse Roof Service and Drainage Details	1:10	A1
10422-SHP-Z2-A-B5D9-G321-DE-XX-001	Warehouse Window Type 001 - Refurbished Window	1:20	A1
10422-SHP-Z2-A-B5D9-G321-DE-XX-002	Warehouse Window Type 002 - Refurbished Window	1:20	A1
10422-SHP-Z2-A-B5D9-G321-DE-XX-003	Warehouse Window Type 003 - New Fixed Window in Original Opening	1:20	A1
10422-SHP-Z2-A-B5D9-G321-DE-XX-004	Warehouse Window Type 004 - Replica Fixed Window into Original Opening	1:20	A1
10422-SHP-Z2-A-B5D9-G321-DE-XX-005	Warehouse Window Type 005 - New Balcony into Original Opening	1:20	A1
10422-SHP-Z2-A-B5D9-G321-DE-XX-006	Warehouse Window Type 006 - Balcony into Non Original Opening	1:20	A1
10422-SHP-Z2-A-B5D9-G321-DE-XX-007	Warehouse Window Type 007 - New Openable Windows in Non-Original Opening	1:20	A1
10422-SHP-Z2-A-B5D9-G321-DE-XX-008	Warehouse Window Type 008 - Refurbished Window Fixed in Open Position	1:20	A1
10422-SHP-Z2-A-B5D9-G321-DE-XX-009	Warehouse Window Type 009 - New Glazed Infill into Original Opening	1:25	A1
10422-SHP-Z2-A-B5D9-G321-DE-XX-010	Warehouse Window Type 010 A&B - Original Window Relocated to Original / Non Original Opening	1:20	A1
10422-SHP-Z2-A-B5D9-Z330-SC-XX-001	Warehouse Systems Materials and Codes	n/a	A1

Deansgate Terraces (Z3)			
10422-SHP-Z3A-A-B5D9-G200-XP-B1-001	Deansgate Terraces (North) Existing Basement Plan	1:200	A1
10422-SHP-Z3A-A-B5D9-G200-XP-00-001	Deansgate Terraces (North) Existing Ground Floor Plan	1:200	A1
10422-SHP-Z3A-A-B5D9-G200-XP-01-001	Deansgate Terraces (North) Existing Level 01 Plan	1:200	A1
10422-SHP-Z3A-A-B5D9-G200-XP-02-001	Deansgate Terraces (North) Existing Level 02 Plan	1:200	A1
10422-SHP-Z3A-A-B5D9-G200-XP-03-001	Deansgate Terraces (North) Existing Level 03 Plan	1:200	A1
10422-SHP-Z3A-A-B5D9-G200-XP-RF-001	Deansgate Terraces (North) Existing Roof Plan	1:200	A1
10422-SHP-Z3A-A-B5D9-G332-XP-B1-001	Deansgate Terraces (North) Existing Basement Reflected Ceiling Plan	1:200	A1
10422-SHP-Z3A-A-B5D9-G332-XP-00-001	Deansgate Terraces (North) Existing Ground Floor Reflected Ceiling Plan	1:200	A1

10422-SHP-Z3A-A-B5D9-G332-XP-01-001	Deansgate Terraces (North) Existing Level 01 Reflected Ceiling Plan	1:200	A1
10422-SHP-Z3A-A-B5D9-G332-XP-02-001	Deansgate Terraces (North) Existing Level 02 and 03 Reflected Ceiling Plans	1:200	A1
10422-SHP-Z3A-A-B5D9-G200-XS-XX-001	Deansgate Terraces (North) Existing Sections AA and BB	1:100	A1
10422-SHP-Z3A-A-B5D9-G200-XS-XX-002	Deansgate Terraces (North) Existing Section DD	1:200	A1
10422-SHP-Z3A-A-B5D9-G200-XE-XX-001	Deansgate Terraces (North) Existing North & West Elevations	1:200	A1
10422-SHP-Z3A-A-B5D9-G200-XE-EE-001	Deansgate Terraces (North) Existing Elevation East	1:200	A1
10422-SHP-Z3B-A-B5D9-G200-XP-B1-001	Deansgate Terraces (South) Existing Basement Plan	1:200	A1
10422-SHP-Z3B-A-B5D9-G200-XP-00-001	Deansgate Terraces (South) Existing Ground Floor Plan	1:200	A1
10422-SHP-Z3B-A-B5D9-G200-XP-01-001	Deansgate Terraces (South) Existing Level 01 Plan	1:200	A1
10422-SHP-Z3B-A-B5D9-G200-XP-02-001	Deansgate Terraces (South) Existing Level 02 Plan	1:200	A1
10422-SHP-Z3B-A-B5D9-G200-XP-03-001	Deansgate Terraces (South) Existing Level 03 Plan	1:200	A1
10422-SHP-Z3B-A-B5D9-G200-XP-RF-001	Deansgate Terraces (South) Existing Roof Plan	1:200	A1
10422-SHP-Z3B-A-B5D9-G332-XP-B1-001	Deansgate Terraces (South) Existing Basement Reflected Ceiling Plan	1:200	A1
10422-SHP-Z3B-A-B5D9-G332-XP-00-001	Deansgate Terraces (South) Existing Ground Reflected Ceiling Plan	1:200	A1
10422-SHP-Z3B-A-B5D9-G332-XP-01-001	Deansgate Terraces (South) Existing Level 01 Reflected Ceiling Plan	1:200	A1
10422-SHP-Z3B-A-B5D9-G332-XP-02-001	Deansgate Terraces (South) Existing Level 02 and 03 Reflected Ceiling Plans	1:200	A1
10422-SHP-Z3B-A-B5D9-G200-XS-XX-001	Deansgate Terraces (South) Existing Section DD	1:200	A1
10422-SHP-Z3B-A-B5D9-G200-XE-XX-001	Deansgate Terraces (South) Existing South & West Elevations	1:200	A1
10422-SHP-Z3B-A-B5D9-G200-XE-EE-001	Deansgate Terraces (South) Existing Elevation East	1:200	A1
10422-SHP-Z3A-A-B5D9-JC20-XP-B1-001	Deansgate Terraces (North) Basement Alterations Plan	1:200	A1
10422-SHP-Z3A-A-B5D9-JC20-XP-00-001	Deansgate Terraces (North) Ground Floor Alterations Plan	1:200	A1
10422-SHP-Z3A-A-B5D9-JC20-XP-01-001	Deansgate Terraces (North) Level 01 Alterations Plan	1:200	A1
10422-SHP-Z3A-A-B5D9-JC20-XP-02-001	Deansgate Terraces (North) Level 02 Alterations Plan	1:200	A1
10422-SHP-Z3A-A-B5D9-JC20-XP-03-001	Deansgate Terraces (North) Level 03 Alterations Plan	1:200	A1
10422-SHP-Z3A-A-B5D9-JC20-XP-RF-001	Deansgate Terraces (North) Roof Alterations Plan	1:200	A1
10422-SHP-Z3A-A-B5D9-JC20-XE-XX-001	Deansgate Terraces (North) North and West Alteration Elevations	1:200	A1
10422-SHP-Z3A-A-B5D9-JC20-XE-EE-001	Deansgate Terraces (North) Alterations Elevation East	1:200	A1
10422-SHP-Z3B-A-B5D9-JC20-XP-B1-001	Deansgate Terraces (South) Basement Alterations Plan	1:200	A1
10422-SHP-Z3B-A-B5D9-JC20-XP-00-001	Deansgate Terraces (South) Ground Floor Alterations Plan	1:200	A1
10422-SHP-Z3B-A-B5D9-JC20-XP-01-001	Deansgate Terraces (South) Level 01 Alterations Plan	1:200	A1
10422-SHP-Z3B-A-B5D9-JC20-XP-02-001	Deansgate Terraces (South) Level 02 Alterations Plan	1:200	A1
10422-SHP-Z3B-A-B5D9-JC20-XP-03-001	Deansgate Terraces (South) Level 03 Alterations Plan	1:200	A1
10422-SHP-Z3B-A-B5D9-JC20-XP-RF-001	Deansgate Terraces (South) Roof Alterations Plan	1:200	A1
10422-SHP-Z3B-A-B5D9-JC20-XE-XX-001	Deansgate Terraces (South) North and West Alteration Elevations	1:200	A1
10422-SHP-Z3B-A-B5D9-JC20-XE-EE-001	Deansgate Terraces (South) Alterations Elevation East	1:200	A1
10422-SHP-Z3-A-B5D9-JC20-SC-XX-001	Deansgate Terrace Schedule of Works	n/a	A3
10422-SHP-Z3A-A-B5D9-G200-PL-B1-001	Deansgate Terraces (North) Proposed Basement Plan	1:200	A1
10422-SHP-Z3A-A-B5D9-G200-PL-00-001	Deansgate Terraces (North) Proposed Ground Floor and Mezzanine Plans	1:200	A1
10422-SHP-Z3A-A-B5D9-G200-PL-01-001	Deansgate Terraces (North) Proposed Level 01 Plan	1:200	A1
10422-SHP-Z3A-A-B5D9-G200-PL-02-001	Deansgate Terraces (North) Proposed Level 02 Plan	1:200	A1
10422-SHP-Z3A-A-B5D9-G200-PL-03-001	Deansgate Terraces (North) Proposed Level 03 Plan	1:200	A1
10422-SHP-Z3A-A-B5D9-G200-PL-RF-001	Deansgate Terraces (North) Proposed Roof Plan	1:200	A1
10422-SHP-Z3A-A-B5D9-G332-PL-B1-001	Deansgate Terraces (North) Proposed Basement Ceiling Strategy	1:200	A1
10422-SHP-Z3A-A-B5D9-G332-PL-00-001	Deansgate Terraces (North) Proposed Ground Floor Ceiling Strategy	1:200	A1
10422-SHP-Z3A-A-B5D9-G332-PL-01-001	Deansgate Terraces (North) Proposed Level 01 Ceiling Strategy	1:200	A1
10422-SHP-Z3A-A-B5D9-G332-PL-02-001	Deansgate Terraces (North) Proposed Level 02 and 03 Ceiling Strategy	1:200	A1
10422-SHP-Z3A-A-B5D9-G200-SE-XX-001	Deansgate Terraces (North) Proposed Sections AA and BB and CC	1:100	A1
10422-SHP-Z3A-A-B5D9-G200-SE-XX-002	Deansgate Terraces (North) Proposed Section DD	1:200	A1
10422-SHP-Z3A-A-B5D9-G200-EL-XX-001	Deansgate Terraces (North) Proposed North and West Elevations	1:200	A1
10422-SHP-Z3A-A-B5D9-G200-EL-EE-001	Deansgate Terraces (North) Proposed East Elevation	1:200	A1

Appendix A
Planning Submission Drawing Schedule

10422-SHP-Z3B-A-B5D9-G200-PL-B1-001	Deansgate Terraces (South) Proposed Basement Plan	1:200	A1
10422-SHP-Z3B-A-B5D9-G200-PL-00-001	Deansgate Terraces (South) Proposed Ground Floor and Mezzanine Plans	1:200	A1
10422-SHP-Z3B-A-B5D9-G200-PL-01-001	Deansgate Terraces (South) Proposed Level 01 Plan	1:200	A1
10422-SHP-Z3B-A-B5D9-G200-PL-02-001	Deansgate Terraces (South) Proposed Level 02 Plan	1:200	A1
10422-SHP-Z3B-A-B5D9-G200-PL-03-001	Deansgate Terraces (South) Proposed Level 03 Plan	1:200	A1
10422-SHP-Z3B-A-B5D9-G200-PL-RF-001	Deansgate Terraces (South) Proposed Roof Plan	1:200	A1
10422-SHP-Z3B-A-B5D9-G332-PL-B1-001	Deansgate Terraces (South) Proposed Basement Ceiling Strategy	1:200	A1
10422-SHP-Z3B-A-B5D9-G332-PL-00-001	Deansgate Terraces (South) Proposed Ground Floor Ceiling Strategy	1:200	A1
10422-SHP-Z3B-A-B5D9-G332-PL-01-001	Deansgate Terraces (South) Proposed Level 01 Ceiling Strategy	1:200	A1
10422-SHP-Z3B-A-B5D9-G332-PL-02-001	Deansgate Terraces (South) Proposed Level 02 and 03 Ceiling Strategy	1:200	A1
10422-SHP-Z3B-A-B5D9-G200-SE-XX-001	Deansgate Terraces (South) Proposed Section DD	1:200	A1
10422-SHP-Z3B-A-B5D9-G200-EL-XX-001	Deansgate Terraces (South) Proposed South and West Elevations	1:200	A1
10422-SHP-Z3B-A-B5D9-G200-EL-EE-001	Deansgate Terraces (South) Proposed East Elevation	1:200	A1
10422-SHP-Z3-A-B5D9-G240-DE-RF-001	Deansgate Terraces Roof to Existing Fabric Interface Details	varies	A1
10422-SHP-Z3-A-B5D9-G251-DE-EE-001	Deansgate Terraces Proposed Typical Bay East Elevation Detail (Northern Section)	1:50	A1
10422-SHP-Z3-A-B5D9-G251-DE-EE-002	Deansgate Terraces Proposed Office Entrance East Elevation Detail (Mid Section)	1:50	A1
10422-SHP-Z3-A-B5D9-G251-DE-EE-003	Deansgate Terraces Proposed Typical Bay East Elevation Detail (Mid Section)	1:50	A1
10422-SHP-Z3-A-B5D9-G251-DE-EW-001	Deansgate Terraces Proposed New Residential Entrance (West Elevation Detail)	1:50	A1
10422-SHP-Z3-A-B5D9-G251-DE-EW-002	Deansgate Terraces Proposed New Opening For East-West Pedestrian Route (West Elevation Detail)	1:50	A1
10422-SHP-Z3-A-B5D9-G251-DE-EW-003	Deansgate Terraces New Infill to Deansgate Arches (West Elevation Detail)	1:50	A1
10422-SHP-Z3-A-B5D9-G251-DE-XX-001	Deansgate Terraces Gable End with Bronze inlay and Text Details	1:50	A1
10422-SHP-Z3-A-B5D9-G321-DE-XX-001	Deansgate Terraces Window Type 001: Refurbished Deansgate Sash Window Details	1:25	A1
10422-SHP-Z3-A-B5D9-G321-DE-XX-002	Deansgate Terraces New Office Internal Glazing into Existing Fabric Details	1:25	A1
10422-SHP-Z3-A-B5D9-Z330-SC-XX-001	Deansgate Terraces Systems Materials and Codes	n/a	A1

Leisure Box (Z4)			
10422-SHP-Z4-A-B5D9-G200-XP-B1-001	Leisure Box Existing Basement Plan	1:200	A1
10422-SHP-Z4-A-B5D9-G200-XP-00-001	Leisure Box Existing Ground Floor Plan	1:200	A1
10422-SHP-Z4-A-B5D9-G200-XP-01-001	Leisure Box Existing Level 01 Plan	1:200	A1
10422-SHP-Z4-A-B5D9-G200-XP-02-001	Leisure Box Existing Level 02 Plan	1:200	A1
10422-SHP-Z4-A-B5D9-G200-XP-03-001	Leisure Box Existing Level 03 Plan	1:200	A1
10422-SHP-Z4-A-B5D9-G200-XP-04-001	Leisure Box Existing Level 04 Plan	1:200	A1
10422-SHP-Z4-A-B5D9-G200-XP-RF-001	Leisure Box Existing Roof Plan	1:200	A1
10422-SHP-Z4-A-B5D9-G200-XS-XX-001	Leisure Box Existing Sections	1:100	A1
10422-SHP-Z4-A-B5D9-G200-XE-EN-001	Leisure Box Existing North Elevation	1:200	A1
10422-SHP-Z4-A-B5D9-G200-XE-EE-001	Leisure Box Existing East Elevation	1:200	A1
10422-SHP-Z4-A-B5D9-G200-XE-ES-001	Leisure Box Existing South Elevation	1:200	A1
10422-SHP-Z4-A-B5D9-G200-XE-EW-001	Leisure Box Existing West Elevation	1:200	A1
10422-SHP-Z4-A-B5D9-JC20-XP-RF-001	Leisure Box Demolition Plan (Roof Plan)	1:200	A1
10422-SHP-Z4-A-B5D9-JC20-XS-SE-001	Leisure Box Demolition Section	1:200	A1
10422-SHP-Z4-A-B5D9-G200-PL-B1-001	Leisure Box Proposed Basement Plan	1:200	A1
10422-SHP-Z4-A-B5D9-G200-PL-00-001	Leisure Box Proposed Ground Floor and Mezzanine Plans	1:200	A1
10422-SHP-Z4-A-B5D9-G200-PL-01-001	Leisure Box Proposed Level 01 Plan	1:200	A1
10422-SHP-Z4-A-B5D9-G200-PL-02-001	Leisure Box Proposed Level 02 Plan	1:200	A1
10422-SHP-Z4-A-B5D9-G200-PL-03-001	Leisure Box Proposed Level 03 Plan	1:200	A1
10422-SHP-Z4-A-B5D9-G200-PL-04-001	Leisure Box Proposed Level 04 Plan	1:200	A1
10422-SHP-Z4-A-B5D9-G200-PL-05-001	Leisure Box Proposed Level 05 Plan	1:200	A1
10422-SHP-Z4-A-B5D9-G200-PL-06-001	Leisure Box Proposed Level 06 Plan	1:200	A1
10422-SHP-Z4-A-B5D9-G200-PL-07-001	Leisure Box Proposed Level 07 Plan	1:200	A1

10422-SHP-Z4-A-B5D9-G200-PL-08-001	Leisure Box Proposed Level 08 Plan	1:200	A1
10422-SHP-Z4-A-B5D9-G200-PL-09-001	Leisure Box Proposed Level 09 Plan	1:200	A1
10422-SHP-Z4-A-B5D9-G200-PL-10-001	Leisure Box Proposed Level 10 Plan	1:200	A1
10422-SHP-Z4-A-B5D9-G200-PL-11-001	Leisure Box Proposed Level 11 Plan	1:200	A1
10422-SHP-Z4-A-B5D9-G200-PL-12-001	Leisure Box Proposed Level 12 Plan	1:200	A1
10422-SHP-Z4-A-B5D9-G200-PL-13-001	Leisure Box Proposed Level 13 Plan	1:200	A1
10422-SHP-Z4-A-B5D9-G200-PL-14-001	Leisure Box Proposed Level 14 Plan	1:200	A1
10422-SHP-Z4-A-B5D9-G200-PL-15-001	Leisure Box Proposed Level 15 Plan	1:200	A1
10422-SHP-Z4-A-B5D9-G200-PL-16-001	Leisure Box Proposed Level 16 Plan	1:200	A1
10422-SHP-Z4-A-B5D9-G200-PL-17-001	Leisure Box Proposed Level 17 Plan	1:200	A1
10422-SHP-Z4-A-B5D9-G200-PL-18-001	Leisure Box Proposed Level 18 Plan	1:200	A1
10422-SHP-Z4-A-B5D9-G200-PL-19-001	Leisure Box Proposed Level 19 Plan	1:200	A1
10422-SHP-Z4-A-B5D9-G200-PL-20-001	Leisure Box Proposed Level 20 Plan	1:200	A1
10422-SHP-Z4-A-B5D9-G200-PL-21-001	Leisure Box Proposed Level 21 Plan	1:200	A1
10422-SHP-Z4-A-B5D9-G200-PL-22-001	Leisure Box Proposed Level 22 Plan	1:200	A1
10422-SHP-Z4-A-B5D9-G200-PL-23-001	Leisure Box Proposed Level 23 Plan	1:200	A1
10422-SHP-Z4-A-B5D9-G200-PL-24-001	Leisure Box Proposed Level 24 Plan	1:200	A1
10422-SHP-Z4-A-B5D9-G200-PL-25-001	Leisure Box Proposed Level 25 Plan	1:200	A1
10422-SHP-Z4-A-B5D9-G200-PL-26-001	Leisure Box Proposed Level 26 Plan	1:200	A1
10422-SHP-Z4-A-B5D9-G200-PL-27-001	Leisure Box Proposed Level 27 Plan	1:200	A1
10422-SHP-Z4-A-B5D9-G200-PL-28-001	Leisure Box Proposed Level 28 Plan	1:200	A1
10422-SHP-Z4-A-B5D9-G200-PL-29-001	Leisure Box Proposed Level 29 Plan	1:200	A1
10422-SHP-Z4-A-B5D9-G200-PL-30-001	Leisure Box Proposed Level 30 Plan	1:200	A1
10422-SHP-Z4-A-B5D9-G200-PL-31-001	Leisure Box Proposed Level 31 Plan	1:200	A1
10422-SHP-Z4-A-B5D9-G200-PL-32-001	Leisure Box Proposed Level 32 Plan	1:200	A1
10422-SHP-Z4-A-B5D9-G200-PL-33-001	Leisure Box Proposed Level 33 Plan	1:200	A1
10422-SHP-Z4-A-B5D9-G200-PL-34-001	Leisure Box Proposed Level 34 Plan	1:200	A1
10422-SHP-Z4-A-B5D9-G200-PL-RF-001	Leisure Box Proposed Roof Plan	1:200	A1
10422-SHP-Z4-A-B5D9-G200-SE-AA-001	Leisure Box Proposed Section AA	1:200	A1
10422-SHP-Z4-A-B5D9-G200-SE-BB-001	Leisure Box Proposed Section BB	1:200	A1
10422-SHP-Z4-A-B5D9-G200-EL-EN-001	Leisure Box Proposed Elevation North	1:125	A1
10422-SHP-Z4-A-B5D9-G200-EL-EN-002	Leisure Box Proposed Elevation North- BB	1:125	A1
10422-SHP-Z4-A-B5D9-G200-EL-ES-001	Leisure Box Proposed Elevation South	1:125	A1
10422-SHP-Z4-A-B5D9-G200-EL-ES-002	Leisure Box Proposed Elevation South- BB	1:125	A1
10422-SHP-Z4-A-B5D9-G200-EL-EE-001	Leisure Box Proposed Elevation East	1:125	A1
10422-SHP-Z4-A-B5D9-G200-EL-EE-002	Leisure Box Proposed Elevation East- BB	1:125	A1
10422-SHP-Z4-A-B5D9-G200-EL-EW-001	Leisure Box Proposed Elevation West	1:125	A1
10422-SHP-Z4-A-B5D9-G200-EL-EW-002	Leisure Box Proposed Elevation West- BB	1:125	A1
10422-SHP-Z4-A-B5D9-G251-DE-XX-001	Leisure Box Detail Elevation- Watson Street Glazed Frontage	1:50	A1
10422-SHP-Z4-A-B5D9-G251-DE-XX-002	Leisure Box Detail Elevation- Ground Floor/L01 Typical Great Bridgewater Street	1.50	A1
10422-SHP-Z4-A-B5D9-G251-DE-XX-003	Leisure Box Detail Elevation- Typical Mews Unit L02 Podium	1:25	A1
10422-SHP-Z4-A-B5D9-G251-DE-XX-004	Leisure Box Detail Elevation - Typical Retail Unit Level 02 Podium	1:25	A1
10422-SHP-Z4-A-B5D9-G251-DE-XX-005	Leisure Box Detail Elevation- Typical Typical Residential Frontage- L04 Podium	1:25	A1
10422-SHP-Z4-A-B5D9-G251-DE-XX-006	Leisure Box Detail Elevation- Typical Bay Podium (no balcony)	1:25	A1
10422-SHP-Z4-A-B5D9-G251-DE-XX-007	Leisure Box Detail Elevation- Typical Bay Podium (external balcony)	1:25	A1
10422-SHP-Z4-A-B5D9-G251-DE-XX-008	Leisure Box Detail Elevation- Typical Bay Tower (no balcony)	1:25	A1
10422-SHP-Z4-A-B5D9-G251-DE-XX-009	Leisure Box Detail Elevation - Typical Bay - Tower (recessed balcony)	1:25	A1
10422-SHP-Z4-A-B5D9-G251-DE-XX-010	Leisure Box Detail Elevation- Typical Bay Tower (upper terrace)	1:25	A1
10422-SHP-Z4-A-B5D9-G251-DE-XX-011	Leisure Box Detail Elevation- Typical Elevation Resident's Amenity Space	1:25	A1
10422-SHP-Z4-A-B5D9-G240-DE-RF-001	Leisure Box Mews Roof Details	1:50	A1
10422-SHP-Z4-A-B5D9-G230-DE-XX-001	Leisure Box Proposed Mews Stair Details	1:50	A1
10422-SHP-Z4-A-B5D9-F200-PL-XX-001	Adapted Apartment Plan 1 (Type 1-21-D) Leisure Box	1:25	A1
10422-SHP-Z4-A-B5D9-F200-PL-XX-002	Adapted Apartment Plan 2 (Type 1-20-A) Leisure Box	1:25	A1
10422-SHP-Z4-A-B5D9-F200-PL-XX-003	Adapted Apartment Plan 3 (Type 2-12-A) Leisure Box	1:25	A1
10422-SHP-Z4-A-B5D9-F200-PL-XX-004	Adapted Apartment Plan 4 (Type 2-36-B) Leisure Box	1:25	A1
10422-SHP-Z4-A-B5D9-F200-PL-XX-005	Adapted Apartment Plan 5 (Type 3-16-A) Leisure Box	1:25	A1

Appendix B
Materials & Systems Codes

NOTE:

For all alterations codes refer to the following schedules:

XXX 10422-SHP-Z2-A-B5D9-JC20-SC-XX-001 for Warehouse alterations

XXX 10422-SHP-Z3-A-B5D9-JC20-SC-XX-001 for Deansgate Terraces alterations

01 WAREHOUSE: GA CODES, MATERIALS & SYSTEMS

01 New Glazed Canopy
02 Existing Red Brickwork
03 Existing Blue Brickwork
04 Existing Sandstone Banding & Padstones
05 Refurbished Original Steel Window
06 Refurbished Original Rainwater Goods
07 Fixed Open Refurbished Original Steel Window
08 Existing Glazed Shop Front
09 Restored Original Girders
10 Non-Original Glass Canopies
11 New Glazed Atrium Roof & Louvre Gable
12 New Slate Roof Covering
13 New Steel Balustrade with Glass Infill
14 New Metal Louvre Infill
15 Retained Non-Original Louvred Facade
16 New External Glazed Lifts
17 Restored Original Columns
18 New Louvred Door
19 New Glazed Link Bridge
20 Original Sandstone Parapet
21 New Shop Front Glazing
22 New Facade Louvre Ribbon
23 New External Door
24 New Glazed Extensions with Glass Turnover Detail
25 Louvred Plant Screening
26 Door Replaced with Original Brickwork
27 New Steel Balconies
28 New Fixed Window
29 New Window & Metal Panel
30 New Glazed Roof Lights
31 Perforate Aluminium Panel with Louvres Behind
32 New Glazed Roof Lights
33 New Zinc Roof Finish
34 New Bike Ramp
35 Stainless Steel Trim
36 Opaque Glazing

02 WAREHOUSE: DETAIL CODES, MATERIALS & SYSTEMS

37 Steel bracing fixed into existing brickwork piers
38 Concealed gutter detail. Drainage down pipe discreetly fixed to existing fabric
39 New atrium roof glazing, fixed back to original timber roof truss
40 New service pop-ups into new slate roof
41 New rain-defence louvres to gable of raised atrium roof
42 New walkable atrium gutter following original roof valley lines
43 Original rainwater goods altered to suit new drainage strategy
44 Standing seam zinc finish to roof
45 New concealed drainage to atrium gutters
46 Metal grille floor finish to roof service route- demountable as required
47 Louvre door to plant space
48 New slate roof covering to replace non-original existing slate roof covering. Insulation introduced to meet thermal requirements
49 New glazed roof lights into new slate roof. Associated support structure to fix to original refurbished trusses and purlins
50 Continuous louvre plant enclosure
51 New external metal door- colour to match original steelwork
52 New internal atrium glazing
53 Full height glazing and glazed doorset, framing to match original steelwork colour
54 Concealed louvre ribbon with movement joint to existing fabric
55 Metal 'C' channel inlay to facade. Colour to match original steelwork.
56 Metal flashing trim to existing fabric
57 Existing sandstone window sill
58 New metal window sill to existing fabric
59 New projecting steel balcony, balustrade design to reference internal stair balustrade rhythms. Colour to match original steelwork
60 New steel support to balcony, fixed to existing fabric in place of original hatchway timber sill
61 Zinc standing seam external wall cladding
62 New primary steel work- painted to match colour of original steelwork
63 Metal channel, painted to match colour of original steelwork
64 Glass infill and steel support to canopy
65 Steel tension cable, fixed into original steel girder above
66 Stainless steel trim
67 Expressed capped curtain wall glazing
68 Glazed roof turn-over detail
69 Penthouse style ventilation louvre
70 Original steel beams cleaned and repaired where required by conditions survey. Beams to be repainted.
71 Original jack arch brick vaults. Masonry and mortar jointing cleaned, repaired and made good where required by conditions survey.
72 New secondary steelwork, painted to match colour of original steelwork
73 Indicative structural strategy to support new service route floor construction through fixing to original truss
74 New plasterboard lining between existing / new purlins
75 New automatic opening vent to smoke shaft
76 Indicative signage zone
77 Aluminium soviet and facia panel to bike ramp- colour to match original steelwork
78 Bottom clamped glass balustrade to bike ramp
79 Glazed roof to lift shaft and lobby
80 Glazed automated opening vent
81 Automated opening glass louvres

NOTE:

For all alterations codes refer to the following schedules:

XXX 10422-SHP-Z2-A-B5D9-JC20-SC-XX-001 for Warehouse alterations

XXX 10422-SHP-Z3-A-B5D9-JC20-SC-XX-001 for Deansgate Terraces alterations

01 TERRACES: GA CODES, MATERIALS & SYSTEMS

01 New English Bond Brickwork

02 New Running Header Bond Brickwork

03 New Facde Louvre Ribbon

04 Inlay Bronze / Brass Tone Metal Feature Plate

05 Clear Glazed Unit

06 Glazed Opaque Unit

07 Clear Glazed Balustrade

08 Sliding Glazed Balcony Doors

09 Stainless Steel Trim

10 Capless Curtain Wall Glazing

11 New Shop Front Glazing

12 Aluminium Opening Window

13 Continuous Plant Louvre

14 New Shop Front Door

15 Metal Roof Pergola

16 Shop Front Refurbished

17 Original Sandstone Banding

18 Orlginal Tlmber WIndow Refurblshed as Requlred

19 New Slate Roof Covering as Required

20 Vent Slot to Head of Window

21 Demolition of Existing Steps

22 Original Shop Front Demolished to Create Way Through

23 New Door to Access Roof

24 Zinc Cladding Panel

25 Glazed Bridge Link

26 PV Array

27 Inset English Bond Brickwork Detail

28 New Signage to Replace Non-Original Existing

29 Indicative Signage Zone

30 Zinc Roof Finish

31 Green Wall

32 Bronze / Brass Toned Metal Canopy

02 TERRACES: DETAIL CODES, MATERIALS & SYSTEMS

33 Concealed continuous gutter to roof

34 Aluminium coping to existing screen wall parapet

35 New purlins to original roof trusses supporting new rooflights

36 New insulated gutter replacing original roof gutter

37 Clear glazed turn-over detail

38 New primary steelwork painted to match colour of original warehouse steelwork

39 New glazed roof light

40 New brick wall finish with thermal upgrade to adjacent unit

41 Non original signage facia removed

42 Metal flashing to existing fabric

43 Raised bronze/brass toned lettering to Masque of Anarchy verse

44 Concealed up-lighting to bronze / brass toned metal inlay

45 New internal office glazing

46 New steel lintel as required

Appendix C
Schedule of Alterations

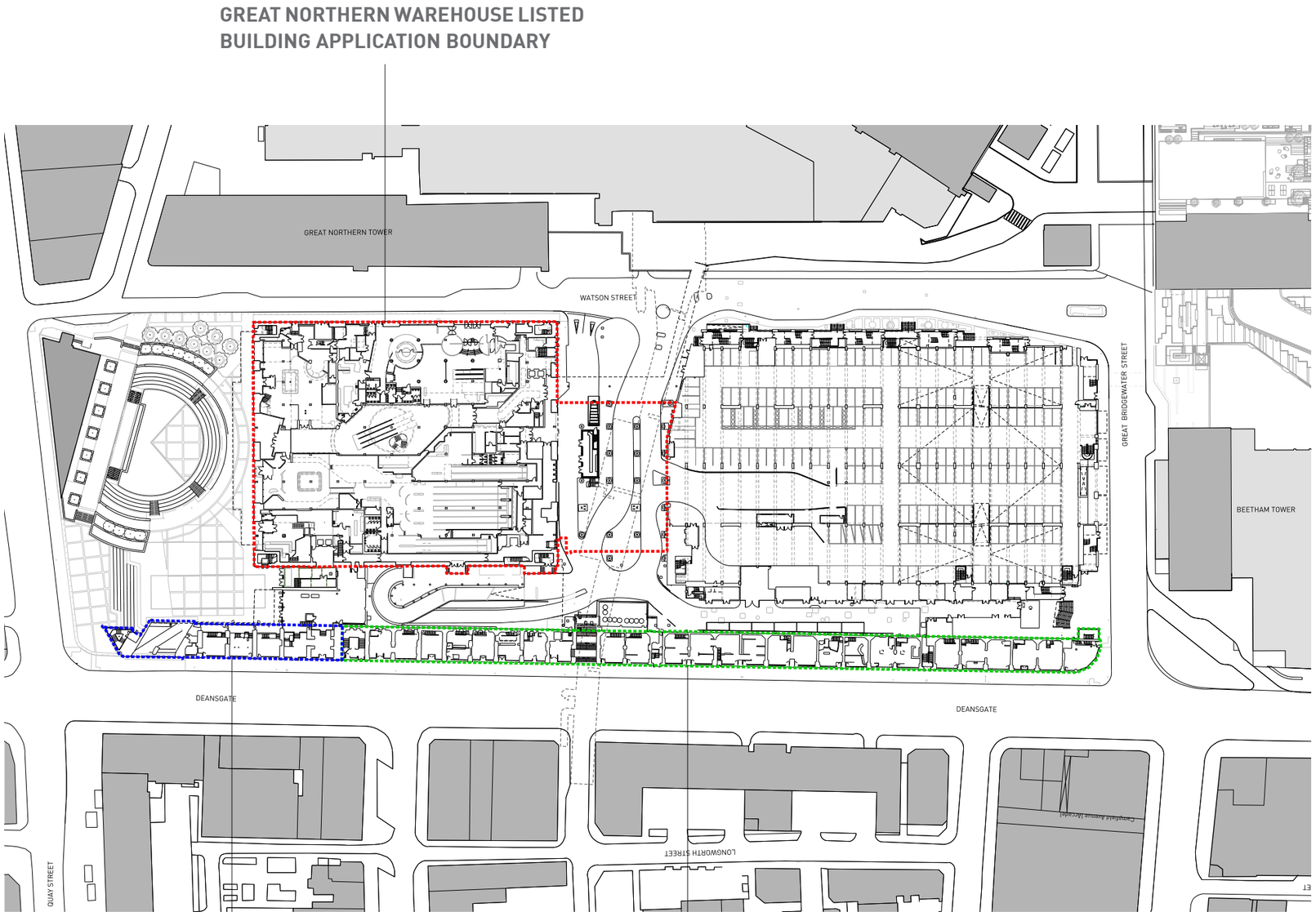
Schedule of Alterations & Photographic Building Study

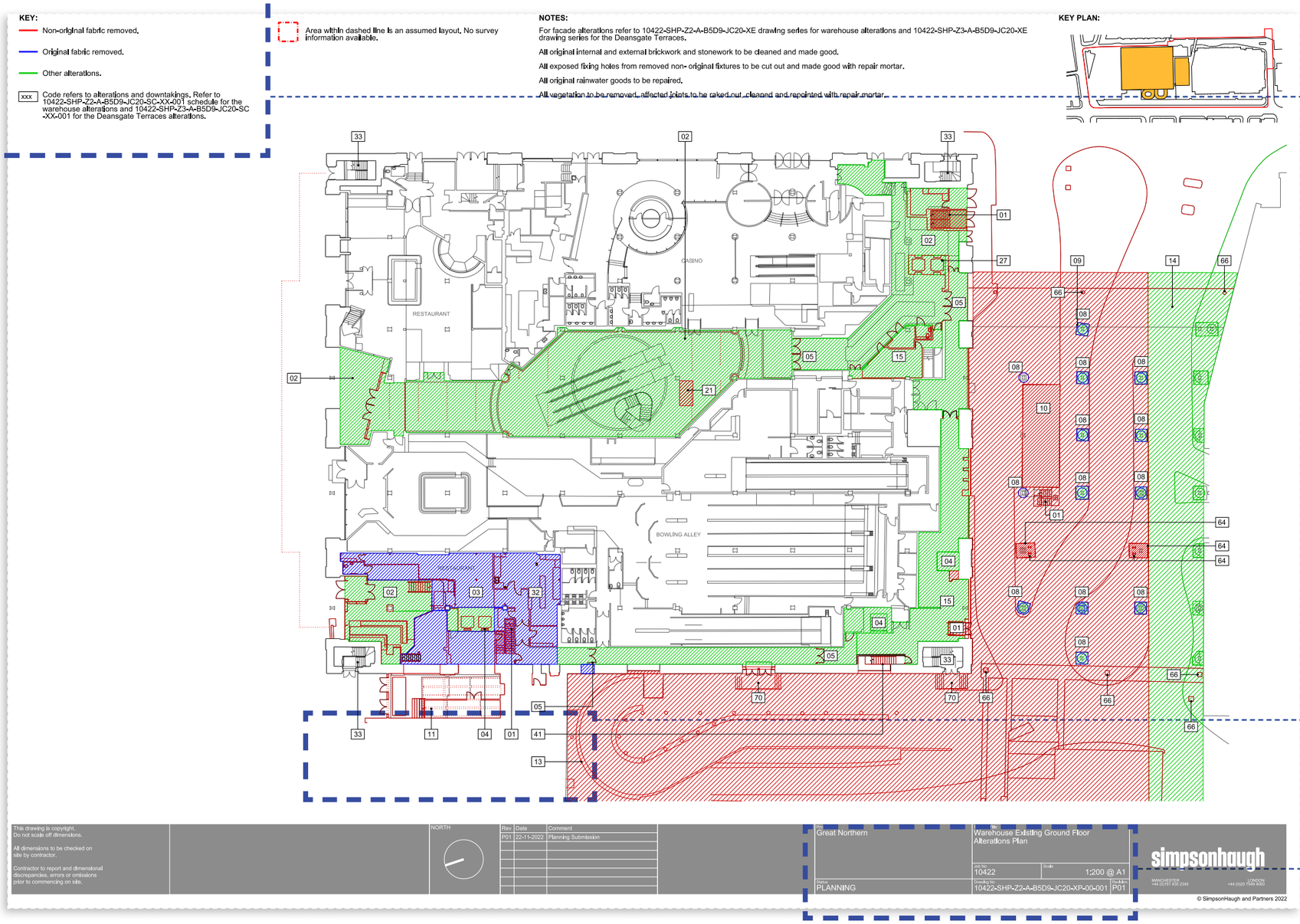
The purpose of this appendix is to outline the alterations proposed for the warehouse and Deansgate terraces.

The document contains separate schedules for the warehouse and Deansgate terraces.

The alteration codes within the schedules can also be found on the alterations drawings which form part of this planning application. In some cases the type of alteration occurs in more than one location as indicated on the alterations drawings.

An example of the alterations drawings can be seen on the facing page.





KEY DESCRIBES NATURE OF PROPOSED ALTERATION, AS INDICATED BY HATCH/ LINE COLOURS ON DRAWING

REFER TO ALTERATIONS SCHEDULE FOR DESCRIPTION OF ALTERATION FOR EACH CODE, TOGETHER WITH EXAMPLE REFERENCE PHOTOGRAPH FOR EACH ALTERATION TYPE

ALL ALTERATIONS DRAWINGS FOR BOTH THE WAREHOUSE AND DEANSGATE TERRACES CONTAIN THE CODE JC20 WITHIN THE DRAWING NUMBER

EXAMPLE ALTERATIONS DRAWING (GREAT NORTHERN WAREHOUSE GROUND FLOOR PLAN)

Appendix C
Schedule of Alterations

10422-SHP-Z2-A-B5D9-JC20-SC-XX-001 - Great Northern Warehouse Schedule of Works

	Alteration code	Description of proposed work
General Alterations	A	All original brickwork and stonework surfaces to be cleaned and made good
	B	Remove vegetation from joints of the parapet and cornice, rake out all joints and clean. Repoint to match original mortar
	C	Rake out defective joints in brickwork and repoint to match original mortar
	D	Cut out and replace defective bricks to match existing
	E	Cut out defective stone and replace with new stone to match the original
nd Roof Alterations	01	Non original stair removed
	02	Non original, flooring, wall finishes, ceilings and exposed services removed where possible. New flooring, wall finishes and ceilings provided
	03	Assumed original floor broken out in places to facilitate proposal
	04	Non original lift shafts modified for re use
	05	Non original doors removed
	06	Assumed non original steps removed
	07	Indicative bulkhead zone for proposed drainage routing
	08	Original column bases removed
	09	Non original & original column bases removed
	10	Non original substation removed
	11	Non original link building removed
	12	Original floor removed for new stair
	13	Non original vehicle ramps removed
	14	Non original roads and kerbs modified to facilitate amended access into leisure box
	15	Non original space reconfigured to provide new access routes, plant areas and refuse stores
	16	Non original space removed
	17	Original brick arch between secondary beams removed to facilitate new primary distribution riser requirements
	18	-
	19	Non original ductwork and plant reconfigured to facilitate proposal
	20	New mezzanine floor constructed
	21	Non original floor removed
	22	Non original internal finishes to link building removed. New external landscape finish added to existing viaduct structure
	23	Non original partition and door removed
	24	Non original floor removed to facilitate primary service distribution
	25	Non original sanitary facilities removed
	26	Non original atrium façade, roof, floor and internal layout removed
	27	To facilitate new lift size and position, new trimming steel required and original brick arch and secondary steelwork to be cut back
	28	Non original floor removed for new stair
	29	Half of original truss removed to facilitate new stair. Original half truss to be reused in place of demolished spine wall structure to support roof
	30	Non original ductwork/ plant removed
	31	Indicative zone for works to be done to original / non original floor / walls for proposed drainage drops
	32	Removal of non original walls, doors, ducts, sanitary facilities and lift shafts. All fixing holes etc. into original brickwork to be cut out and made good in specialist repair mortar
	33	Original concrete staircases to be refurbished. Non original balustrade capping to be removed, original handrail and balusters to be refurbished
	34	Non original roof extensions for lift machine room demolished. New purlins, cut re-used original trusses and new slate roof cover constructed
	35	Non original internal lighting to be removed
	36	Non original internal signage to removed

Internal a	37	Asphalt finish and non original screed to be removed, new raised floor or other build up to be laid suited for the purpose of the space
	38	Specialist clean all internal brickwork and stonework surfaces and make good
	39	Non original hatchway infills to be cleaned, repaired and sealed
	40	Non original floor voids infilled with formed concrete to reflect removed brick arch sections
	41	Non original stair removed and replaced with new stair to facilitate proposal
	42	Existing purlins and non-original roof covering removed to enable installation of smoke shaft and associated roof mounted fan units as required
	43	Indicative zone for new service pop-ups through non-original roof cover
	44	Non original roof access stairs removed
	45	Removal of non-original concrete encasement to original columns
	46	Removal of non-original steel beam between original columns, all fixing holes to be made good. New replica steel column to be installed in original column location
	47	Removal of original secondary beams and brick arches at the centre of the building to create central atrium garden
	48	Strengthening works to jack arch to facilitate new adjacent opening and retain existing brick arch flooring
	49	Brick spine to be removed, floor to be infilled where required, trusses to be supported by new columns to match original where required
	50	Original purlins to be removed
	51	Possible amendments to existing riser to facilitate proposal
	52	Removal of original secondary beam and brick arch to create penetration for new stair
	53	Non original roof covering and gutters removed. New insulated slate roof and gutters to be constructed with non-original roof covering re-used if possible. Services pop ups to be provided to facilitate new uses
	54	Non original dormer roof structure and coverings to be removed
	55	Original trusses and purlins to be refurbished
	56	Original purlins to be removed, new glazed roof provided over proposed atrium
	57	New steel construction to be built off the original truss to support new glazed atrium roof
	58	Original trusses removed to facilitate new uses. Original trusses to be reused in place of demolished spine wall structure to support roof
	59	Original Brick arch and secondary beams removed between levels 02-04
	60	Non original service pop-ups through non original roof removed
	61	Rooflights to be provided to facilitate new uses, purlins to be removed where required
	62	Lift overrun to facilitate proposal. Existing purlins and non-original roof cover to be removed
	63	Original column removed
	64	Non-original column bases removed
	65	New stair provided to facilitate proposal
	66	Non-original column removed
	67	Half of original truss to be retained and altered around new structural steelwork to support proposed plant deck
	68	Original brick arch and secondary beams removed over new streetscape, level 01
	69	Non-original lift overrun retained and reused to facilitate proposal
	70	Non original external steps and guard rails demolished

F01	Removal of all advertising banners, carpark signage and great northern signage, all fixing holes etc. to be cut out and made good in specialist repair mortar
F02	Removal of existing canopy, all fixing holes etc. to be cut out and made good in specialist repair mortar. Existing canopy replaced by new individual canopies relating to original openings, fixed back to existing structure.
F03	Removal of all non original extensions to the building, all fixing holes etc. to be cut out and made good in specialist repair mortar
F04	Removal of non original rainwater goods associated with non original extensions / interventions. All fixing holes to be cut out and made good with specialist repair mortar
F05	Original rainwater goods to be refurbished and restored to original position where required. Non original downpipe to be replaced, and overflow pipe accommodated as part of new drainage strategy
F06	**Window Type 001 & 002:** Original steel windows to be repaired, cleaned and re-glazed. Non original metal guarding and bird netting removed where required
F07	**Window Type 008:** Original steel windows to be repaired, cleaned, re-glazed and original opening to be fixed to a full open position. Existing louvres behind original window to be removed and replaced with new dark coloured rain defence louvres.
F08	**Window Type 003:** Original hatchway with non original brick infill to be opened up. Original metal surround repaired, cleaned, painted. Non original metal flashing and timber sill to be removed. New fixed glazed and aluminium glazed in-panel window with transom to mezzanine levels introduced on inside face of opening
F09	**Window Type 005:** Original hatchway with non original brick infill to be opened up. Original metal surround repaired, cleaned, painted. Non original metal flashing and timber sill to be removed. New projecting balconies with steel balustrade fixed back to existing fabric. New glazed doors introduced on inside face of opening
F10	Original girders and columns to be repaired, cleaned and painted
F11	Non original façade mounted electrical items such as CCTV to be removed depending on condition, new fixtures to be provided where required

Appendix C
Schedule of Alterations

Façade Alterations	F12	**Window Type 004**: Original opening with non original brick infill to be opened up, glazed replica window to be installed to match original
	F13	**Window Type 006 & 007**: Non original openings for the carpark ramps to be infilled with new steel windows, metal panels and projecting balconies with steel balustrade
	F14	Non original shopfronts, doors and louvres to excising tenants to be repaired, cleaned and painted to match proposed shopfronts, louvres and doors
	F15	Non original recessed plaza entrance to be removed and replaced with new glazed entrance within the original façade opening
	F16	Non original brickwork removed to form opening for new glazed infill
	F17	Original opening enlarged, original brickwork retained for reuse, new glazed infill introduced to opening
	F18	Non original external doors to stairwells to be refurbished
	F19	**Window Type 009:** New glazed façade within original opening
	F20	Viaduct girders to be exposed, repaired, cleaned and painted. New glazed façade introduced below existing girder and new steel balustrade fixed above
	F21	Loose face to non original concrete lintels to be removed and new stone facing to be constructed to lintel
	F22	New glazed canopies with glazed wind mitigation return to be constructed within original large train entrances, any non original fabric within original openings to be removed.
	F23	Non original lighting to be removed, new lighting to be provided in line with lighting strategy
	F24	Non original façade covering to be removed, state of existing fabric behind to be assessed & repaired accordingly
	F25	Original steel window and stone sill removed, repaired, cleaned. Non original brickwork removed to recreate original opening and window reinstated to original position, fixed in open position.
	F26	Original steel window removed, repaired, cleaned, re-glazed and reinstated. Non original infill to inside face of frame removed.
	F27	Removal of non original brickwork and façade
	F28	Original brickwork removed and kept for reuse. New facade opening formed to accommodate external door
	F29	Non original brickwork removed to restore original opening. New replica window fixed in open position installed with new louvres behind to service plant
	F30	Non original door removed, opening bricked up with brickwork to match existing
	F31	Non original louvres removed from front face of original opening. Replica glazed steel window, fixed in open position, installed with new dark coloured rain defence louvres behind
	F32	Original steel window to be removed and stored for re-use. Original opening enlarged with original brickwork and sill removed and stored for re-use. Original brickwork to be made good around new opening with specialist repair mortar
	F33	Original steel window to be removed, repaired, cleaned, and stored for re-use. Original brickwork to be made good around new opening with specialist repair mortar. New glazed door to be installed
	F34	Original hatchway with non original brick infill to be opened up. Original metal surround, cleaned, painted. Non original metal flashing and timber sill to be removed
	F35	Original brickwork removed to facilitate new bridge steel connection to original steel girder. Original brickwork reused around new steelwork and made good with specialist repair mortar
	F36	Original brickwork removed to facilitate new lift steel connection. Original brickwork re-used around new steelwork and made good with specialist repair mortar
	F37	Non original brick work removed to form opening for louvre façade. Original brickwork around opening to be made good. New glazed extensions to be constructed with structural restraint to original fabric
	F38	**Window Type 010 A**: Non original concrete lintel to be removed and original brickwork reused to restore original openings. Original steel window from F32 location to be repaired, cleaned, reglazed and installed.
	F39	**Window Type 010 B**: Non original brickwork removed to restore original opening, original steel window from F32 position to be cleaned repaired, reglazed and installed.
	F40	Non original brickwork removed to form new opening to glazed lift lobby
	F41	Original brickwork removed and stored for re-use, new door installed within opening
	F42	Non original shopfronts, doors and louvres to be removed, all fixing holes etc. to be cut out and made good in specialist repair mortar and new shopfront glazing installed

Notes

Alterations information is based on SEP & Aura survey drawings

Please refer to JC20 drawing series plans and elevations for alteration locations

Appendix C
Schedule of Alterations

10422-SHP-Z3-A-B5D9-JC20-SC-XX-001 - Deansgate Terraces Schedule of Works

	Alteration code	Description of proposed work
General Alterations	A	All original brickwork and stonework surfaces to be cleaned and made good
	B	Remove vegetation from joints of the parapet and cornice, rake out all joints and apply biocide. Repoint to match original mortar
	C	Rake out defective joints in brickwork and repoint to match original mortar
	D	Cut out and replace defective bricks to match existing
	E	Cut out defective stone and replace with new stone to match the original
Internal and Roof Alterations	01	Staircase replaced with new staircase
	02	Staircase removed, floor infilled with new construction
	03	Non original sanitaryware and internal walls removed
	04	Wall opened up to create link to adjacent basement spaces
	05	Non original facades, floors, soffits, stairs, internal finishes, lifts, services and roof removed to create new building. All fixing holes etc to be cut out and made good in specialist repair mortar
	06	All original internal brickwork and stonework surfaces to be cleaned and made good
	07	Non original lift and stair removed
	08	Non original external steps removed
	09	Sprinkler pumproom demolished
	10	-
	11	New floor constructed
	12	Non original finishes applied to brick arches removed
	13	Assumed original floor broken out
	14	Indicative location for original floor area to be removed to facilitate drainage and ventilation stacks
	15	Repair / refurbishment and thermal upgrade of existing roof in accordance with conditions survey, reusing original slate tiles wherever possible
	16	Non original pipes removed
	17	New glazed roof and flashing interface with original screen wall
	18	Non original floor finishes, internal finishes, services and ceilings to be removed
	19	Internal wall removed to connect adjacent spaces
	20	-
	21	-
	22	Non original mezzanine removed
	23	Service pop ups provided into roof to facilitate proposed uses
	24	Opening infilled with original brickwork removed from rear façade to as a result of creating new openings
	25	Brick pier/ wall removed
	26	Non original plaza removed
	27	New rooflights incorporated into roof
	28	Non original fascia to original arches removed

	29	Repair / refurbishment of existing roof in accordance with conditions survey, reusing original slate tiles wherever possible
	30	Repair / refurbishment of existing fabric including possible alteration to existing layouts, wall, floor and ceiling finishes
	31	Original floor broken out to facilitate construction of new stair

Façade Alterations	F01	Original shopfronts altered to incorporate new entrances
	F02	Non original infill removed, new shopfront provided
	F03	Removal of all non original extensions to the building, all fixing holes etc to be cut out and made good in specialist repair mortar
	F04	Remove non original doors and infill openings with brick and mortar to match original
	F05	All original brickwork and stonework surfaces to be cleaned and made good
	F06	Remove vegetation from joints of the parapet and cornice, rake out all joints and clean. Repoint to match original mortar
	F07	Rake out defective joints in brickwork and repoint to match original mortar where required
	F08	Cut out and replace defective bricks to match existing where required
	F09	Cut out defective stone and replace with new stone to match the original where required
	F10	Original rainwater goods to be repaired, cleaned and painted to match original colour
	F11	Original timber windows to be repaired, cleaned, reglazed as required. Bottom sash mechanism to be altered to limit opening of window where required.
	F12	Original shopfronts to be refurbished
	F13	Non original brickwork and steps removed, original archway infilled with shopfront glazing.
	F14	Non original door removed, partial brickwork required to reduce opening
	F15	Non original lighting to be removed, new lighting to be provided in line with lighting strategy
	F16	Non original door removed and bricked up to match original brickwork
	F17	Bricked up openings opened up, new window installed
	F18	Bricked up openings opened up, new external door installed
	F19	Original brickwork removed to create new opening
	F20	Bricked up window to be opened up, new window installed to match existing
	F21	Wall mounted condensers and ventilation grilles removed, all openings to be filled with matching brickwork, any fixing holes etc to be cut out and made good in specialist repair mortar
	F22	Removal of any non original signage, all fixing holes etc to be cut out and made good in specialist repair mortar
	F23	Non original façade mounted electrical items such as CCTV to be removed depending on condition, new fixtures to be provided where required
	F24	Non original door replaced
	F25	Non original shopfront removed and replaced with new shopfront glazing
	F26	Non original shopfront removed to form new east-west connection. New brickwork cladding and thermal upgrade to adjacent unit
	F27	Original brickwork and original window removed to form new office opening
	F28	Existing rainwater goods altered to suit new rainwater strategy
	F29	New façade constructed from re-used removed original brickwork to form structural opening for new external office glazing
	F30	Non-original shopfront façade modified to omit external door

Notes

Alterations information is based on SEP survey drawings

Please refer to JC20 drawing series plans and elevations for alteration locations

Appendix D
Residential Space Standards Schedule

National Described Space Standards						Part M4(2)	Part M4(3)
Unit Types	**Unit Codes**	**Complies with Minimum Total Apartment Floor Area (Sq.m)**	**Complies with Minimum Bedroom Floor Areas**	**Complies with Minimum Bedroom Width**	**Complies with Minimum Required Built-in Storage Area**	**Complies with Acessible and Adaptable Dwellings Requirements**	**Complies with Wheelchair User Dwellings Requirements**
1BEDS__							
1-01-A	2P	54	✓	✓	✓	N/A	N/A
1-04-A	1P	46	✓	✓	✓	N/A	N/A
1-04-B	1P	47	✓	✓	✓	N/A	N/A
1-05-A	1P	48	✓	✓	✓	N/A	N/A
1-07-A	1P	44	✓	✓	✓	N/A	N/A
1-08-A	2P	51	✓	✓	✓	N/A	N/A
1-09-A	1P	46	✓	✓	✓	N/A	N/A
1-10-A	2P	45	✓	✓	✓	N/A	N/A
1-10-B	1P	44	✓	✓	✓	N/A	N/A
1-11-A	1P	50	✓	✓	✓	N/A	N/A
1-11-B	1P	48	✓	✓	✓	N/A	N/A
1-12-A	1P	45	✓	✓	✓	N/A	N/A
1-13-A	2P	51	✓	✓	✓	N/A	N/A
1-14-A	2P	57	✓	✓	✓	N/A	N/A
1-15-A	2P	53	✓	✓	✓	N/A	N/A
1-16-A	1P	42	✓	✓	✓	N/A	N/A
1-17-A	1P	41	✓	✓	✓	N/A	N/A
1-18-A	1P	48	✓	✓	✓	N/A	N/A
1-18-B	1P	45	✓	✓	✓	N/A	N/A
1-19-A	1P	42	✓	✓	✓	N/A	N/A
1-20-A	2P	52	✓	✓	✓	✓	N/A
1-21-A	1P	48	✓	✓	✓	N/A	N/A
1-21-B	1P	47	✓	✓	✓	N/A	N/A
1-21-C	1P	48	✓	✓	✓	N/A	N/A
1-21-D	2P	50	✓	✓	✓	✓	N/A
1-21-E	2P	51	✓	✓	✓	N/A	N/A
1-22-A	1P	43	✓	✓	✓	N/A	N/A
1-23-A	2P	57	✓	✓	✓	N/A	N/A
1-25-A	1P	46	✓	✓	✓	N/A	N/A
1-26-A	2P	52	✓	✓	✓	N/A	N/A
1-27-A	2P	43	✓	✓	✓	N/A	N/A
1-28-A	1P	49	✓	✓	✓	N/A	N/A
1-29-A	1P	48	✓	✓	✓	N/A	N/A
1-32-A	2P	56	✓	✓	✓	N/A	N/A
1-33-A	1P	40	✓	✓	✓	N/A	N/A

National Described Space Standards						Part M4(2)	Part M4(3)
Unit Types	**Unit Codes**	**Complies with Minimum Total Apartment Floor Area (Sq.m)**	**Complies with Minimum Bedroom Floor Areas**	**Complies with Minimum Bedroom Width**	**Complies with Minimum Required Built-in Storage Area**	**Complies with Acessible and Adaptable Dwellings Requirements**	**Complies with Wheelchair User Dwellings Requirements**
2BEDS__							
2-01-A	4P	70	✓	✓	✓	N/A	N/A
2-02-A	4P	71	✓	✓	✓	N/A	N/A
2-02-B	3P	62	✓	✓	✓	N/A	N/A
2-03-A	4P	71	✓	✓	✓	N/A	N/A
2-04-A	4P	71	✓	✓	✓	N/A	N/A
2-05-A	4P	74	✓	✓	✓	N/A	N/A
2-06-A	4P	72	✓	✓	✓	N/A	N/A
2-07-A	4P	75	✓	✓	✓	N/A	N/A
2-08-A	4P	72	✓	✓	✓	N/A	N/A
2-08-B	4P	75	✓	✓	✓	N/A	N/A
2-08-C	4P	103	✓	✓	✓	N/A	N/A
2-09-A	3P	65	✓	✓	✓	N/A	N/A
2-11-A	3P	63	✓	✓	✓	N/A	N/A
2-12-A	3P	67	✓	✓	✓	✓	N/A
2-12-B	4P	71	✓	✓	✓	N/A	N/A
2-13-A	4P	81	✓	✓	✓	N/A	N/A
2-15-A	4P	76	✓	✓	✓	N/A	N/A
2-17-A	3P	65	✓	✓	✓	N/A	N/A
2-17-B	4P	70	✓	✓	✓	N/A	N/A
2-18-A	3P	68	✓	✓	✓	N/A	N/A
2-19-A	4P	77	✓	✓	✓	N/A	N/A
2-20-A	3P	68	✓	✓	✓	N/A	N/A
2-21-A	4P	82	✓	✓	✓	N/A	N/A
2-22-A	4P	76	✓	✓	✓	N/A	N/A
2-23-DUPLEX	4P	114	✓	✓	✓	N/A	N/A
2-24-DUPLEX	4P	102	✓	✓	✓	N/A	N/A
2-27-A	4P	85	✓	✓	✓	N/A	N/A
2-29-A	4P	83	✓	✓	✓	N/A	N/A
2-30-A	4P	79	✓	✓	✓	N/A	N/A
2-31-A	3P	67	✓	✓	✓	N/A	N/A
2-32-A	4P	77	✓	✓	✓	N/A	N/A
2-33-A	3P	65	✓	✓	✓	N/A	N/A
2-34-A	3P	61	✓	✓	✓	N/A	N/A
2-35-A	4P	70	✓	✓	✓	N/A	N/A
2-35-B	4P	70	✓	✓	✓	N/A	N/A
2-35-C	3P	67	✓	✓	✓	N/A	N/A
2-35-D	4P	76	✓	✓	✓	N/A	N/A
2-36-A	4P	71	✓	✓	✓	N/A	N/A
2-36-B	4P	75	✓	✓	✓	✓	N/A
2-40-A	4P	76	✓	✓	✓	N/A	N/A
2-40-B	4P	81	✓	✓	✓	N/A	N/A
2-41-A	4P	75	✓	✓	✓	N/A	N/A
2-41-B	4P	73	✓	✓	✓	N/A	N/A
2-42-A	3P	67	✓	✓	✓	N/A	N/A
2-42-B	3P	65	✓	✓	✓	N/A	N/A

Appendix D
Residential Space Standards Schedule

National Described Space Standards						Part M4(2)	Part M4(3)
Unit Types	**Unit Codes**	**Complies with Minimum Total Apartment Floor Area (Sq.m)**	**Complies with Minimum Bedroom Floor Areas**	**Complies with Minimum Bedroom Width**	**Complies with Minimum Required Built-in Storage Area**	**Complies with Acessible and Adaptable Dwellings Requirements**	**Complies with Wheelchair User Dwellings Requirements**
3BEDS__							
3-01-A	5P	86	✓	✓	✓	N/A	N/A
3-02-A	6P	95	✓	✓	✓	N/A	N/A
3-03-A	5P	87	✓	✓	✓	N/A	N/A
3-04-A	5P	92	✓	✓	✓	N/A	N/A
3-05-A	6P	114	✓	✓	✓	N/A	N/A
3-06-A	5P	82	✓	✓	✓	N/A	N/A
3-07-A	5P	93	✓	✓	✓	N/A	N/A
3-08-A	5P	92	✓	✓	✓	N/A	N/A
3-10-A	6P	101	✓	✓	✓	N/A	N/A
3-12-A	5P	86	✓	✓	✓	N/A	N/A
3-13-A	5P	77	✓	✓	✓	N/A	N/A
3-14-A	6P	98	✓	✓	✓	N/A	N/A
3-15-A	5P	88	✓	✓	✓	N/A	N/A
3-16-A	5P	94	✓	✓	✓	N/A	N/A
3-16-B	5P	91	✓	✓	✓	N/A	N/A
3-16-C	6P	97	✓	✓	✓	N/A	N/A
3-17-A	5P	85	✓	✓	✓	N/A	N/A
3-17-B	5P	84	✓	✓	✓	N/A	N/A
3-18-A	5P	93	✓	✓	✓	✓	N/A
3-18-B	5P	95	✓	✓	✓	N/A	N/A
3-19-A	6P	100	✓	✓	✓	N/A	N/A
3-19-B	6P	103	✓	✓	✓	N/A	N/A
3-20-A	5P	92	✓	✓	✓	N/A	N/A
3-20-B	6P	95	✓	✓	✓	N/A	N/A
3-21-A	5P	85	✓	✓	✓	N/A	N/A
3-21-B	5P	87	✓	✓	✓	N/A	N/A
3-22-A	5P	88	✓	✓	✓	N/A	N/A
3-23-A	6P	96	✓	✓	✓	N/A	N/A

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