

simpsonhaugh

Laystall Street – Manchester

DESIGN & ACCESS STATEMENT | November 2022

10403-SHP-A-RP-XX-B5D901 | P01

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1.0 Introduction

1.1 Purpose of the Document

This Design and Access Statement has been prepared by SimpsonHaugh, with input from others, on behalf of *Ancoats Manchester Limited* in support of a detailed planning application for the development of the site on the corner of Laystall Street and Great Ancoats Street in Manchester.

For the purposes of this statement *Ancoats Manchester Limited* are referred to as the 'Applicant'

The statement explains the design development process and describes the final proposals for the re-development of the site.

This document should be read in conjunction with the application drawings (listed in the appendices) and other material submitted in support of the planning application.

1.1.1 THE PROJECT

The planning application relates to the removal of existing signage structures on the site and its subsequent redevelopment. The planning application accordingly seeks full planning permission for the following (the 'Development'):

- A 20-storey building comprising a hotel (Use Class C1) with ancillary first floor bar and restaurant uses, gym and meeting spaces, access, servicing, landscaping and other associated works

1.1.2 THE 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 not only maximises the development potential of the site and directly responds to market demand but also delivers key policy objectives and statutory requirements.

The proposed 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 design of the Development, and changes to the scheme have been included where appropriate.



The Site



1.2 Document Structure

The document has been prepared in accordance with CABE guidance 'Design & Access Statements: How to write, read and use them' (2006), which identifies the four key stages of the design process that need to be described in the planning submission. These are Assessment, Involvement, Evaluation and Design.

1.2.1 'ASSESSMENT'

This needs to demonstrate that analysis of the site and its surrounding context have been carried out and used to inform the proposals. This is covered in:

- Chapter 2.0: Assessment

Chapter 2.0 presents the planning context of the proposals, analysis of the site including location, description of the existing buildings on the site, adjacent buildings and land use, the character of the local area, movement and environmental issues.

1.2.2 'INVOLVEMENT'

This requires demonstration of which groups of people have been consulted during the development of the scheme. This is summarised in:

- Chapter 3.0: Design Evolution

This stage is also the subject of a separate Statement of Consultation, prepared by Deloitte, submitted in support of the application.

1.2.3 'EVALUATION'

This should show that options have been developed for the site, which take into account issues raised in the assessment, and how these have evolved through the involvement of those consulted on the proposals. This forms the basis of:

- Chapter 3.0: Design Evolution

1.2.4 'DESIGN'

This should explain the thinking behind the final scheme as it is presented in the Planning Application. This is described in:

- Chapter 4.0: Design
- Chapter 5.0: Access

1.3 The Applicant

1.3.1 THE DEVELOPER

Ancoats Manchester Limited, developer and applicant, is a commercial vehicle formed in 2021 by a team of individuals who have an impressive track record in design, procurement and delivery of hotel projects across the UK.

Mr Adi Hodzic, founder of Dean Street Developments, is a well-established development expert within the hospitality sector, with over 20 years of industry experience. Adi sits on procurement committees for both Intercontinental Hotel Groups and Wyndham Hotel Group, excelling in project development appraisals and due diligence work.

Mr Jeff Britnell is an expert in the construction of hotels with 35 years' experience of hotel delivery. His works varies from 'budget' to '5 star' hotels across the UK, having worked previously with Hilton on numerous occasions. Jeff's construction work includes delivery of complex inner-city sites in London, including those with deep basements.

Marin Jakisic and Irfan Hussain are founders of Definition Capital, having moved into real estate and property development following successful careers in IT consultancy and finance. Definition Capital has been instrumental in raising capital, financing investments and driving development of property across the UK market.

The applicant has also recently achieved detailed planning permission for a hotel on the 325 Deansgate site in Manchester.



Spring Wharf, Bath



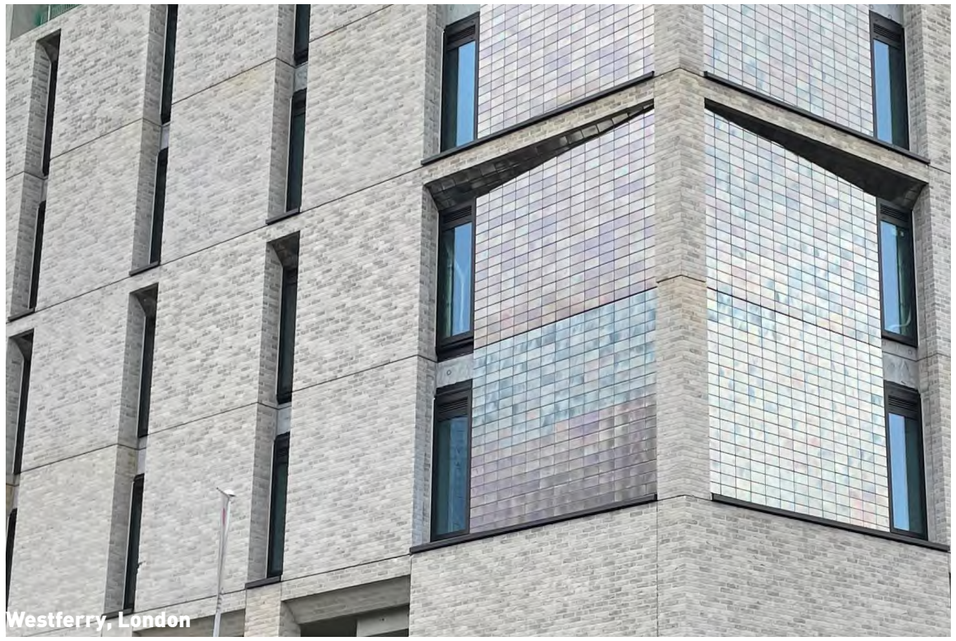
Courtyard by Marriott, Heathrow



325 Deansgate, Manchester



Extended Stay Units, London


Westferry, London


Staycity, Cable Street, Manchester



AC Hotel, Mason Street, Manchester



Maldron Hotel, Charles Street, Manchester

1.3.2 THE ARCHITECT

SimpsonHaugh was founded by Ian Simpson and Rachel Haugh in 1987 and has since compiled an impressive and diverse portfolio of award winning projects.

The practice originated from a shared belief in the power of high quality design to lead the regeneration of post-industrial cities and initiate new contemporary architectural identities. As the practice has grown, these original values have matured and been reinforced such that they remain the practice's guiding principles.

The underlying themes of urban renewal, sustainability and design excellence unite an otherwise diverse range of building functions and solutions. Similarly, the completed work demonstrates that the practice's regeneration objectives are equally valid whether applied to new buildings or to existing historic structures.

A recurring challenge of the practice's work has been the need to confront appropriate forms for emerging typologies. Its innovative solutions for public galleries, transport interchanges and high density living have both challenged normative design responses and contributed positive new precedents.

SimpsonHaugh has a wide range of experience from small rural primary schools to larger schemes such as One Blackfriars Road and Phase 1 Battersea Power Station in London, and; Beetham Hilton Tower and Deansgate Square in Manchester. Recently SimpsonHaugh has designed and delivered a number of hotel projects in both London and Manchester. The thread that links all of our work is the desire for design excellence.

1.3.3 THE TEAM

The team that the Applicant has engaged to develop a proposal for this site are:

- Architect - SimpsonHaugh
- Planning Consultant - Deloitte Real Estate
- Structural Engineer - Shear Design
- Mechanical, Electrical & Environmental Services - Elkom
- Fire Engineer - CHPK

1.4 The Operator

1.4.1 HILTON - MOTTO BRAND

Located within a vibrant and bustling corner of Manchester, there are a variety of amenities and attractions on the doorstep which make this an ideal location for a new hotel.

As a result of the rapid pace of transformation of Piccadilly, Ancoats and New Islington in recent years, the number of people visiting this part of the city has been increasing year-on-year. This is anticipated to continue thanks to further planned developments in East Manchester, such as the opening of the Co-op Live Arena at the Etihad Campus, as well as attractions such as The Factory and the expanded AO Arena.

This success has created a sustained demand for hotel accommodation, which is currently underserved in this part of the city centre. Known around the world for its high-quality, well managed hotels, Motto by Hilton will help to meet this demand through the provision of affordable, yet stylish accommodation.

Motto by Hilton is an urban, lifestyle hotel brand designed to help guests live like a local in prime locations globally. Motto by Hilton caters to travellers looking for one-of-a-kind experiences by bringing together the best elements of a lifestyle hotel – centrally located urban locations, modern design, the best of the neighbourhood food and beverage, and a local vibe. Current Motto by Hilton hotels are located in New York, Philadelphia, Washington DC and Rotterdam.

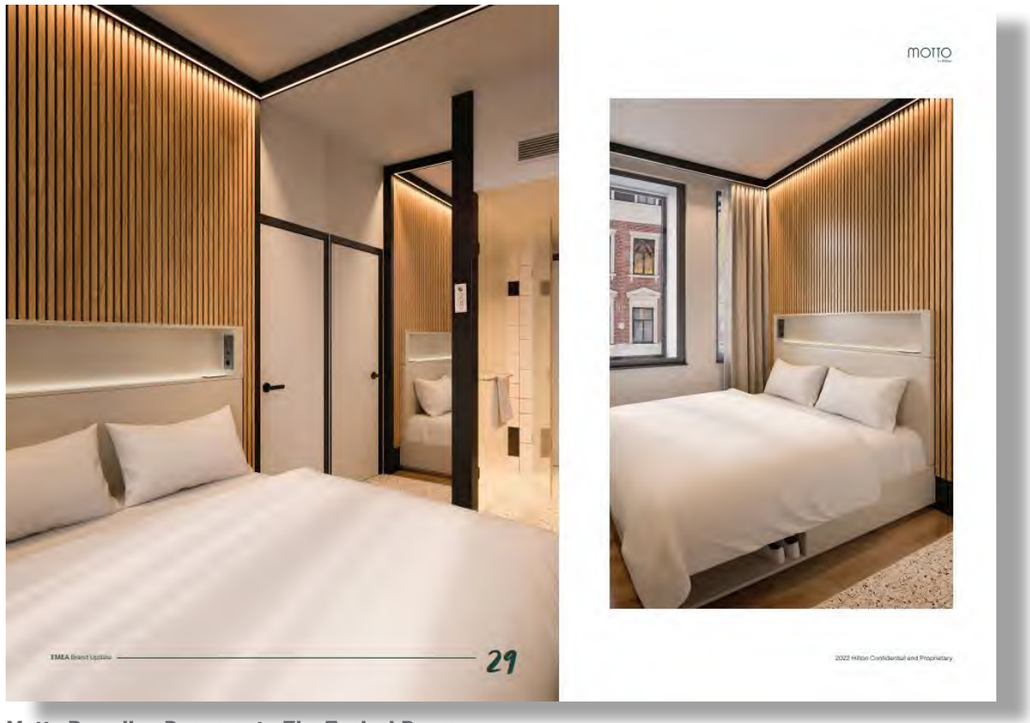
The hotel brand features a unique model of connected rooms, which can be used as doubles, or bunk beds or to form a living space by day with a fold down bed to target larger family groups. The hotel amenity is centred around the 'Commons' which provides an informal food and beverage offer, and coffee areas combined with check-in and lounge facilities, to be enjoyed by hotel guests and the local community.



Motto Branding Document - Commons Area



Motto Branding Document - Commons Area



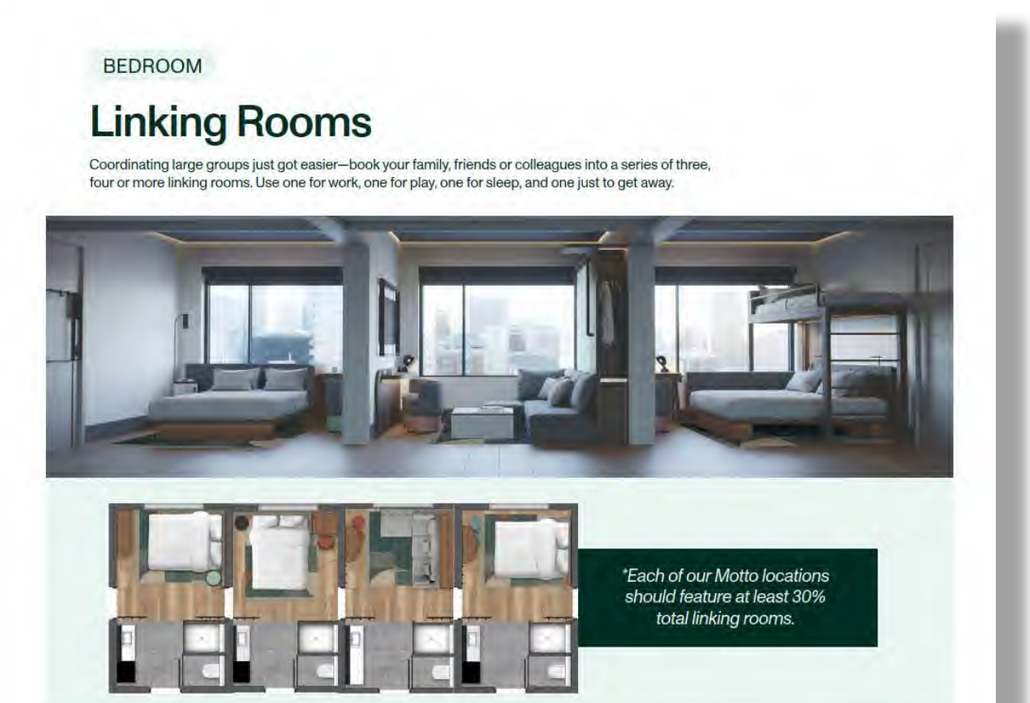
Motto Branding Document - The Typical Room



Motto Branding Document - The Flex Room



Motto Branding Document - The Bunk Room



Motto Branding Document - Linking Rooms

2.0 Assessment

2.1 Physical Context

2.1.1 LOCATION OVERVIEW

The site lies within Manchester City Centre covering an area of approximately 0.0465ha, included within the East Village area of the HS2 Strategic Regeneration Framework. Situated on the inner ring road and about ¼ mile from Manchester Piccadilly it is in a prime location within easy walking distance of the city centre.

Manchester and Salford Inner Relief Route, a ring road in Greater Manchester, is an amalgamation of several major roads around Salford and Manchester which form a circular route. Great Ancoats street forms a large section of the ring road from the A635 Ashton Old Road to the south-east of the city centre to the A665 Cheetham Hill Road to the North. The road forms a major arterial route around the city centre and extensive improvement works which increased pedestrian crossings and provided new planting were completed in 2021.

There is significant precedent for development along the ring road, focused in areas that coincide with development frameworks and regeneration frameworks. The Oxygen Tower development and adjacent developments around New Islington act as precedent for tall development along the ring road and in proximity to the site.

2.1.2 APPLICATION SITE

The site is bounded by roads on three sides, Laystall Street to the North, Lomax Street to the South, and Great Ancoats Street to the East. The western boundary shares a party wall condition with an existing aparthotel building of 13 storeys at its maximum height. The connection to Lomax Street on the southern boundary is via a narrow strip of land abutting the western boundary; a vacant plot outside of the client ownership abuts the majority of the site's southern boundary. The application site is currently vacant and is being utilised as temporary contractor storage for redevelopment of the adjacent aparthotel. There is no pedestrian access onto or through the site in its present condition.

The nearby area comprises predominantly retail and leisure use with some residential, commercial, and car parking use too. There are several development frameworks adopted by the city which abut the site boundaries such as the Piccadilly Basin SRF to the north and the adopted redevelopment plan for Central Retail Park on the opposing side of Great Ancoats Street – ensuring the area will benefit from redevelopment of vacant sites in the future. Within 2 km walking distance facilities including shops, mainline train stations, and Metrolink stops are all accessible. Within this distance Etihad Campus and the proposed new Co-Op Arena can also be reached.

2.1.3 LOCATION & SURROUNDINGS

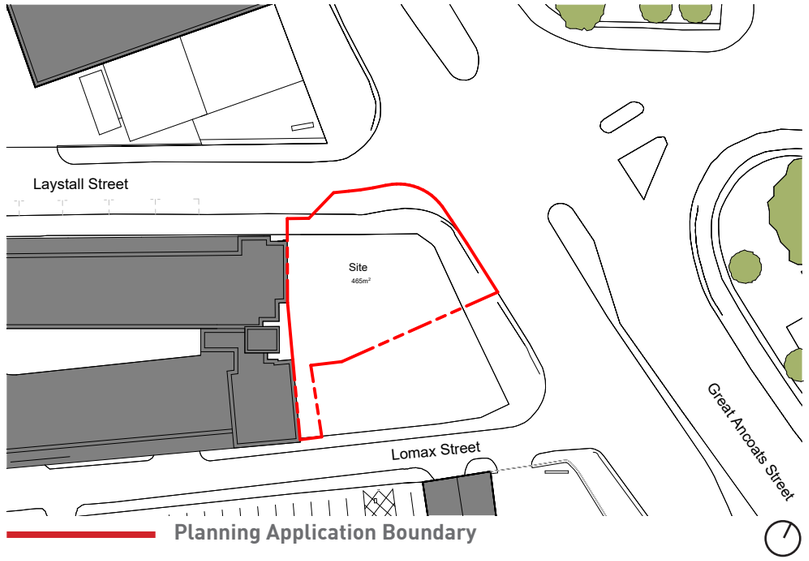
The streets surrounding the Site are busy vehicle routes, though the north and south bounding roads of Laystall Street and Lomax Street respectively are considerably quieter than Great Ancoats Street to the east. The proximity of the site to Great Ancoats Street poses an opportunity for a gateway development between Ancoats and the city centre.

Laystall Street

Laystall Street, though primarily defined by the back-of-house and servicing frontage of the opposing Urban Exchange retail park, is home to the grade two-listed 32-34 Laystall Street. This building has been approved for development into a mixed-use scheme comprising 89 residential units and office space, retaining the listed facade. Immediately adjacent is the Stay City aparthotel building (pictured) which is currently undergoing redevelopment.

Lomax Street

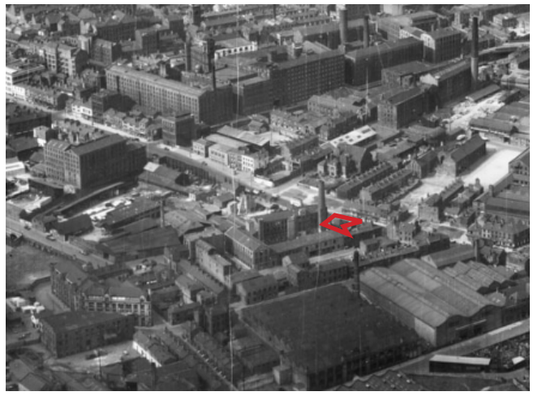
Running parallel to Laystall Street, Lomax street is significantly quieter and is predominantly a service road for the adjacent buildings and nearby Manchester Central Car Parking on Ducie Street. This car park is currently being developed into a 41-home scheme as part of the Manchester Piccadilly Strategic Regeneration Framework having received planning approval in 2019.



Planning Application Boundary


Laystall Street - Adjacent StayCity Building

Great Ancoats Street- Looking South towards Oxygen



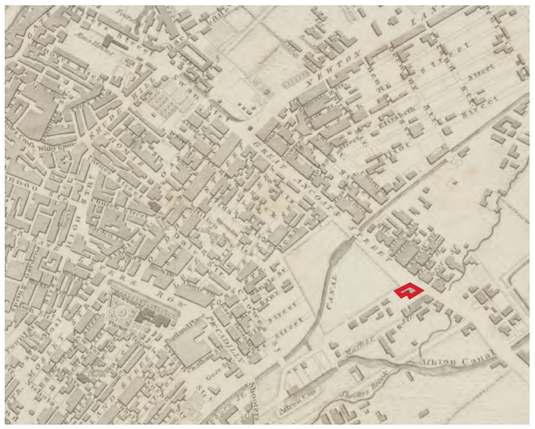
1949 - Ancoats and New Islington



1967 - The White House Pub



2000 - The White House Pub



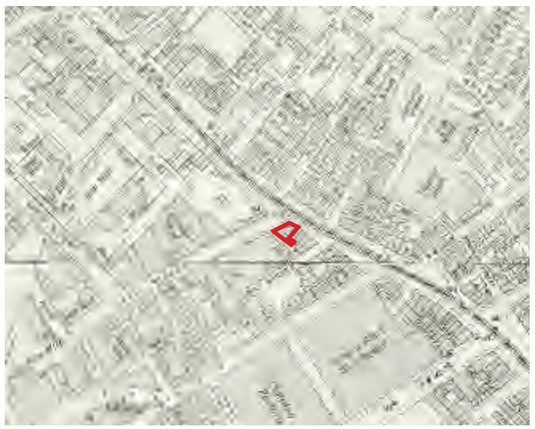
1851



1891



1908



1950



1960



2015

2.2 Existing & Historical Context

2.2.1 HISTORIC SITE DEVELOPMENT

To the North of the subject site Ancoats, a cradle of the industrial revolution, was first recorded as Elnecot in 1212. However, it wasn't until the 18th Century with the confirmation of the construction of the Rochdale Canal giving industrialists confidence in building mills to transport raw materials and finished goods with ease, that the first mills were built in Ancoats. After the opening of the Rochdale Canal in 1804, the development of mills continued on a much larger scale. Ancoats grew rapidly to become both an important industrial area and a densely populated urban area, becoming the most populated district in Manchester by 1815.

The area experienced siginificant economic decline and consequent depopulation from the 1930s onwards, largely due to the slump in the cotton industry. This economic decline accelerated in the post-war period and during the slum clearances of the 1960s. The mills, attracting decreasing rents, fell into disrepair as the area became run down and notorious for deprivation and crime.

Since the 1990s the area has been recognised for its industrial heritage, which alongside its proximity to Manchester city centre has led to significant regeneration of the area, including projects such as Avro, Urban Exchange and Burlington House. Developments include conversion and re-habitation of many mill buildings, notably McConnel's Mills on Redhill Street and the adjacent Murrays' Mill, alongside proliferating new development.

More recently, the adjacent Central Retail Park was bought by Manchester Council in 2017 with plans to develop the derelict site into a vibrant new neighbourhood, delivering circa 1 million sq. ft. of new workspace.

2.3 Regeneration Context

2.3.1 INNER RING ROAD DEVELOPMENT CONTEXT

The surrounding area has seen major investment in recent years with many new residential, commercial and cultural buildings either having been constructed or under construction.

Developments of scale are consistently located around the inner city peripheral ring road, marking key junctions and connections to districts outside the city centre core. A building of 20 storeys would be well within the height range of many of these existing and emerging buildings, and will sit comfortably between Oxygen (30-storeys) and the recently approved Port Street development (32-storeys). As with both these buildings, the proposed tall building will mark an important pedestrian route, linking Piccadilly Station through to the Central Retail Park and beyond.

The grounding of buildings at key pedestrian junctions is important, to ensure they activate the street level with a strong sense of overlooking and active frontage where possible. Spaces that can be used by the public, such as the restaurant bar and coffee area, are important benefits provided by developing this site, which is key to strengthening new connections across the ring road as outlined in the Central Retail Park Redevelopment Strategy.

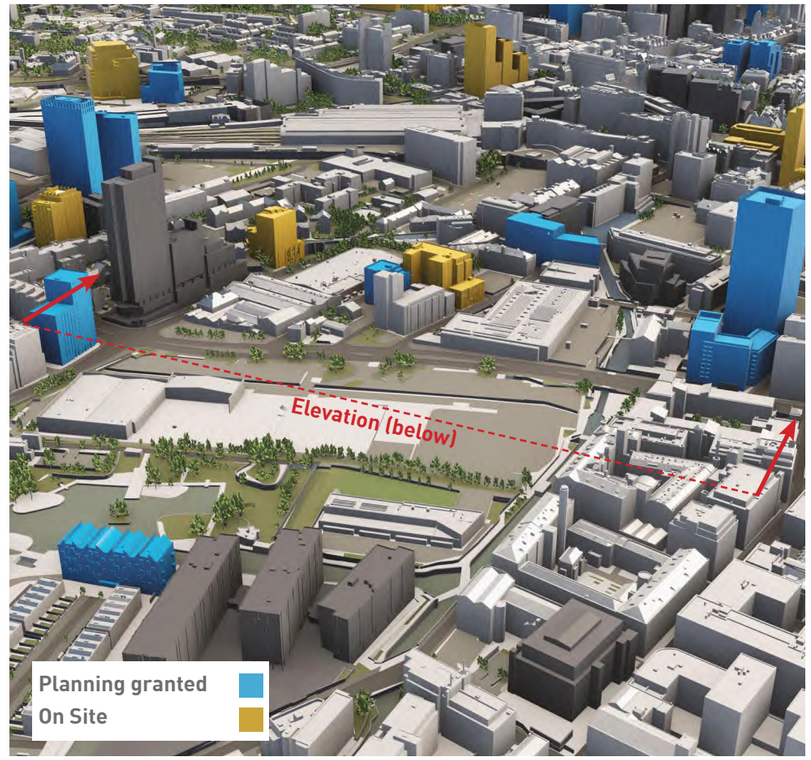
2.3.2 PICCADILLY HS2 DEVELOPMENT FRAMEWORK

Manchester City Council has developed an overarching vision to maximise the opportunities of HS2 arriving in Manchester. This is articulated in the 2014 and 2018 Piccadilly HS2 Strategic Regeneration Frameworks. These documents show a high-level proposal to deliver a quantum of accommodation in a variety of character areas, that complements the delivery of the new HS2 terminal in Manchester City Centre. The key objectives can be summarised as follows:

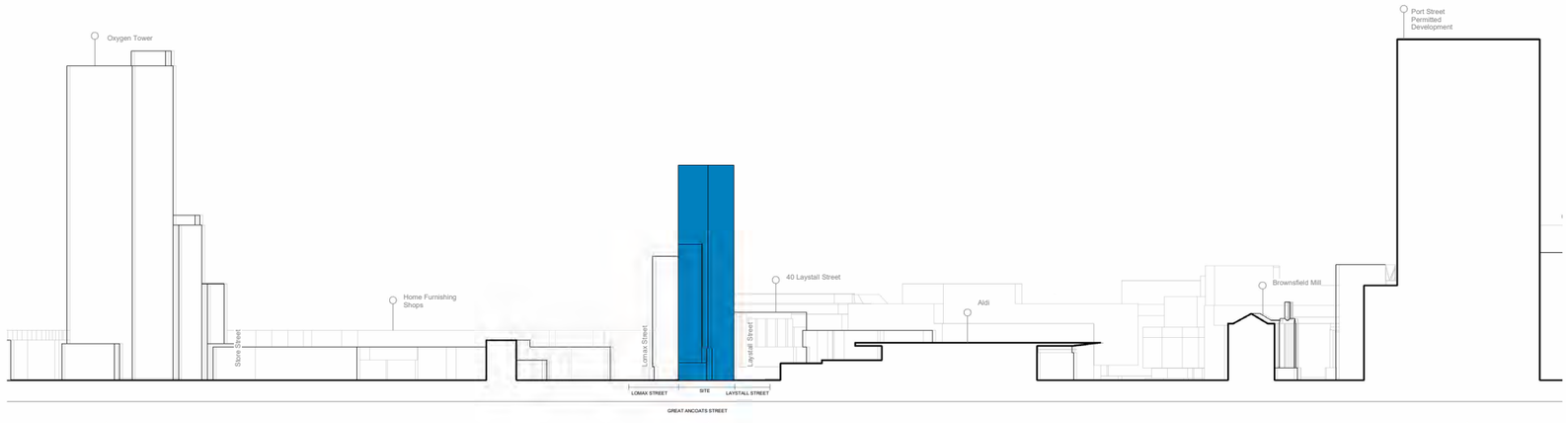
- Maximising the Opportunity: Using the catalyst of HS2s arrival as a 'oncein-a-century' opportunity to fundamentally change Manchester by creating a new gateway and extending the city centre eastwards to the inner ring road and beyond.
- Neighbourhoods of Choice: Choice Envisaging a diversity of neighbourhoods that attract people to live, work and socialise by offering them inspiration, opportunity, connectivity, identity and wellbeing.
- Place Making: Creating a new district focussed around the Station and Boulevard with public spaces, streets and buildings that empower people, generate activity, foster belonging and promote civic pride.
- Transport Connectivity: Creating proposals that capture the potential for Piccadilly Station to be one of the world's great transport buildings and capitalise on the area's unique location on the doorstep of one of Europe's largest multimodal transport interchanges.
- Townscape Integration: Imagining an area that has its own character but also feels like a seamless extension of the city centre and facilitates new routes, connections and possibilities.
- Market Viablity: Defining proposals that offer a clear vision to investors and that are able to adapt to changes in demand.



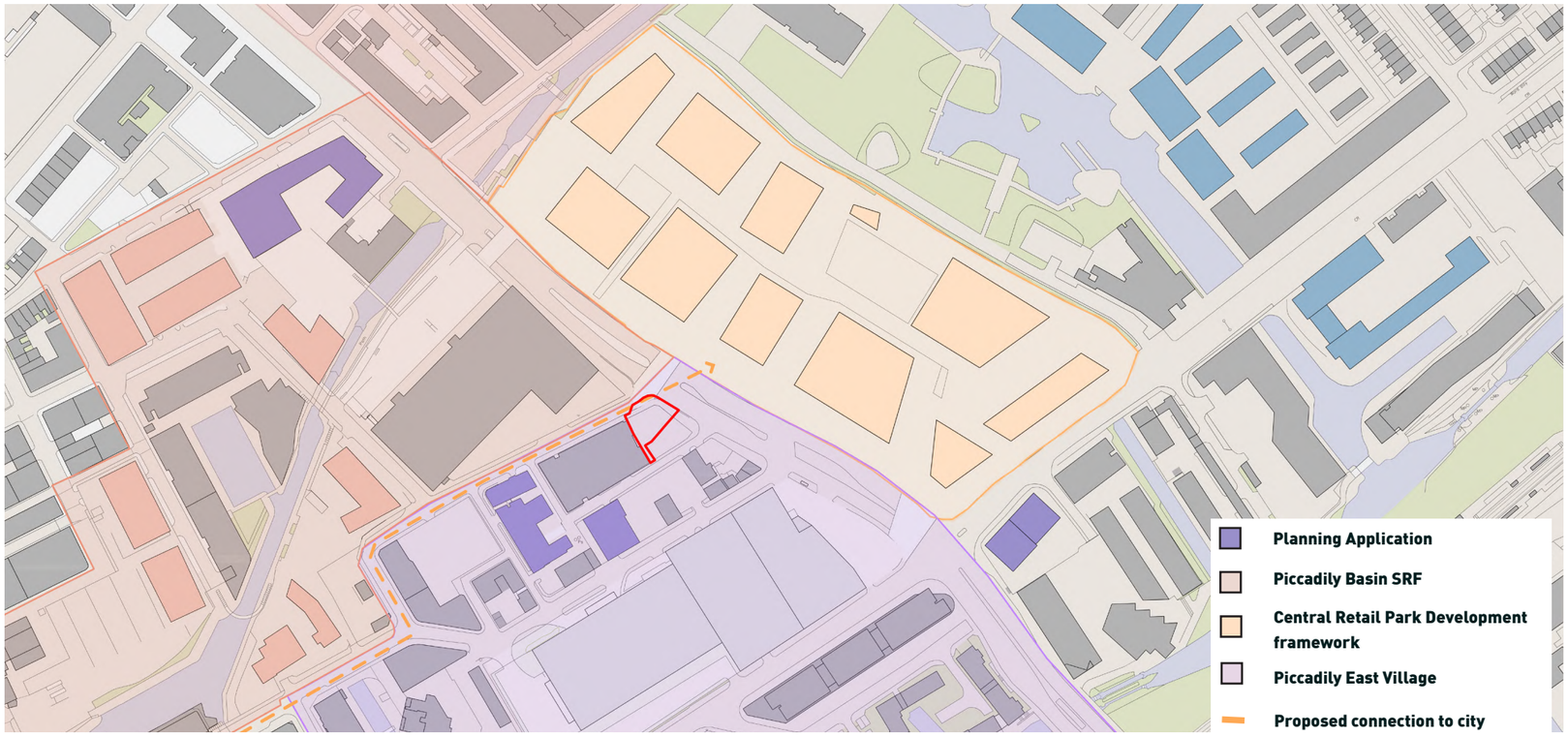
Inner City Ring Road - Developments of Scale



Existing Massing with Permitted Development



Great Ancoats Street Massing Elevation



Local Planning Context



Artists impression from the Central Retail Park Development Strategy

The framework locates the site in an area known as the East Village Neighbourhood. This area is identified as a potential mixed-use area to include apartments, townhouses, smaller office floor plates and retail, cafes and bars – with residential concentrated around the canal basins. A hotel use would complement this mixture of land uses and provide a new identity to this prominent corner site on an important route through the area, linking the station through to Central Retail Park and beyond.

2.3.3 CENTRAL RETAIL PARK DEVELOPMENT STRATEGY

Immediately East of the site, on the opposing side of the inner ring road lies Central Retail Park. MCC Executive Committee voted to endorse the Framework in October 2020. This is to become an exemplary net zero carbon commercial district with the ability to attract new businesses and talent to Manchester. The development framework, *'aims to bring together activities and people to create a vibrant mixed-use neighbourhood, complementing and uniting the surrounding districts. In doing so, the proposal represents a key opportunity to help unlock the potential of East Manchester'.*

The importance of the site in improving connectivity is highlighted in the framework which states, *"The layout responds to the key pedestrian entry points to the site, including the current pedestrian route from Piccadilly Train Station via Laystall Street, the future Station route via Store Street, and routes from the city centre via Great Ancoats Street."* The framework also suggests, *"The buildings to the periphery should work to hold the street edge and support activation, opening up to signify key routes into the site and towards Cotton Field Park"*, noting that buildings proposed along Great Ancoats Street should deliver, *"a continuation of the bold and impressive façades that characterise one of Manchester's main arteries."*

A high quality hotel on this site provides activity to the key routes described in the development strategy, and strengthens the centralised pedestrian entry point into the developed retail park site opposite.

2.3.4 RELATIONSHIP TO HILTON DEANSGATE

Located at 1.057 miles from Hilton Deansgate, the site is optimally placed at just over the 1-mile exclusion zone between Hilton hotel developments. Essentially, the site is therefore the closest allowable distance to the city centre that a new Hilton hotel can be on the Eastern periphery. Also ideally located to supply demand associated with East Manchester and located a short walk from Manchester Piccadilly and the proposed HS2 development, the site provides an ideal location for the brand.

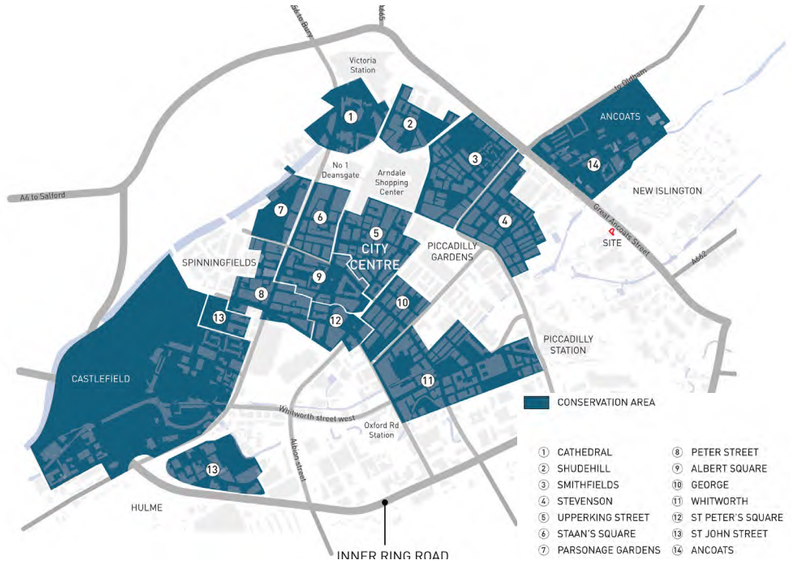
Proposed and existing building uses in the area also complement the location of a hotel on this site, with no similar hotel typology offered in the immediate surrounding area.



Surrounding Uses



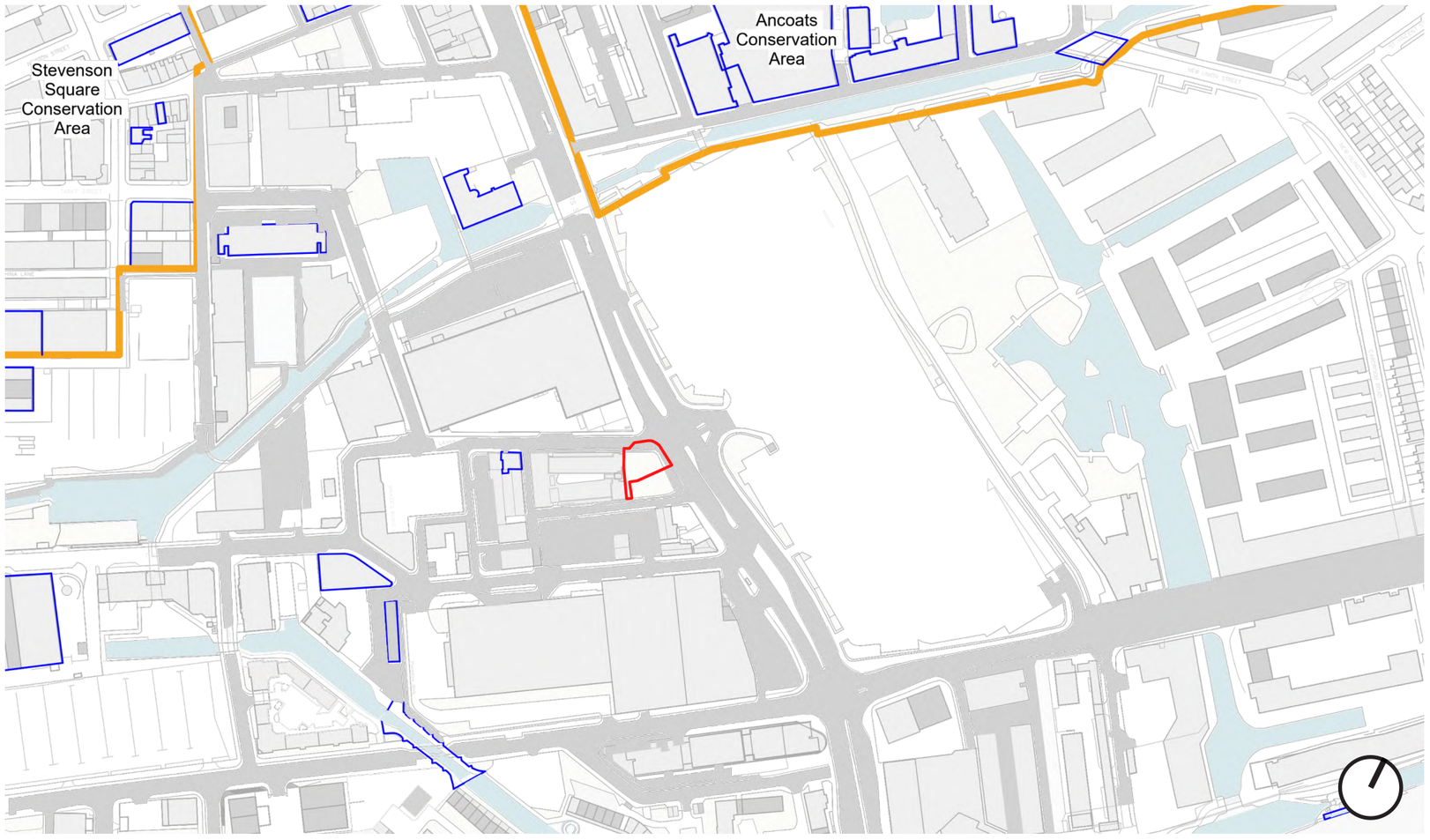
1 Mile Hilton Exclusion Zone



Manchester Conservation Areas



32-34 Laystall Street - Listed Facade undergoing regeneration



Relationship of Heritage Assets to Site

2.4 Planning Context

2.4.1 CONSERVATION AREAS & LISTED BUILDINGS

Reference should be made to the accompanying Heritage Statement by Stephen Levrant Architecture Ltd.

CONSERVATION AREAS

The Site is not situated within a designated Conservation Area. However, due to the proposed scale of the development, it will be clear there is some potential for the development to be viewed from select points within surrounding conservation areas. The application has demonstrated there will be limited visibility from the Ancoats Conservation Area to the north-east, and from the Stevenson Square Conservation Area to the north-west. The potential impact upon their character and appearance is tested within the Heritage Impact Assessment in Section 6 of the Heritage Statement.

HERITAGE ASSETS

The application considers the that the redevelopment of the Site could have the potential to indirectly impact the settings of a number of listed buildings in the surrounding area. The listed buildings within the study area are identified in the adjacent plan, and those that are considered to be susceptible to indirect impacts from the Proposed Development have been reviewed within the Heritage Statement. Due to the density of the urban grain, particularly to the west and north of the Site, it is considered that a considerable number of listed buildings will not be susceptible to potential indirect impacts from the Proposed Development and, consequently, have been scoped out of assessment within the accompanying report.

Examples of townscape views are shown in Section 4.3.2 of this document.

Heritage Assets

Conservation Area

Listed Building

2.5 Constraints & Opportunities

2.5.1 CONSTRAINTS

The design development has been largely driven by the optimization of a small site, with the scale, massing and permeability of the proposed development and its relationship to the surrounding context largely driven by delivery of the brief on a small footprint. Analysis of the existing site identified a series of factors and constraints that had to be considered when proposing any development on the Site.

Red Line Boundary

The ownership boundary is composed from a series of separate plots that were historically the site of a number of small scale buildings and open rear yards. Consideration has been given in the proposals to ensure the development enables full access within the red line ownership boundary. Whilst the building utilises the full extent of the site wherever possible, the form is set back from the southern boundary to ensure an active frontage of windows can be delivered on this façade whilst also enabling the future delivery of development on the adjacent site is not compromised. The set back also provides a clear zone for construction access and long term maintenance. Where the boundary is chamfered on the North-East corner the building footprint sets back to respect the oversail condition on the public highway.

Adjacent vacant plot

The proposal must respect the ability to either deliver future development on the adjacent plot cornering Lomax Street, and in the interim must also provide a suitable design and frontage to address the inner ring road.

Great Ancoats Street

Specialist consultant advice has been provided as part of the application with regard to mitigating the effects of the road in terms of noise and air quality. Whilst the small footprint of the site limits the opportunity for site access, the proposals will ensure impact upon the highway's function during and after construction is mitigated through design and management.

Servicing

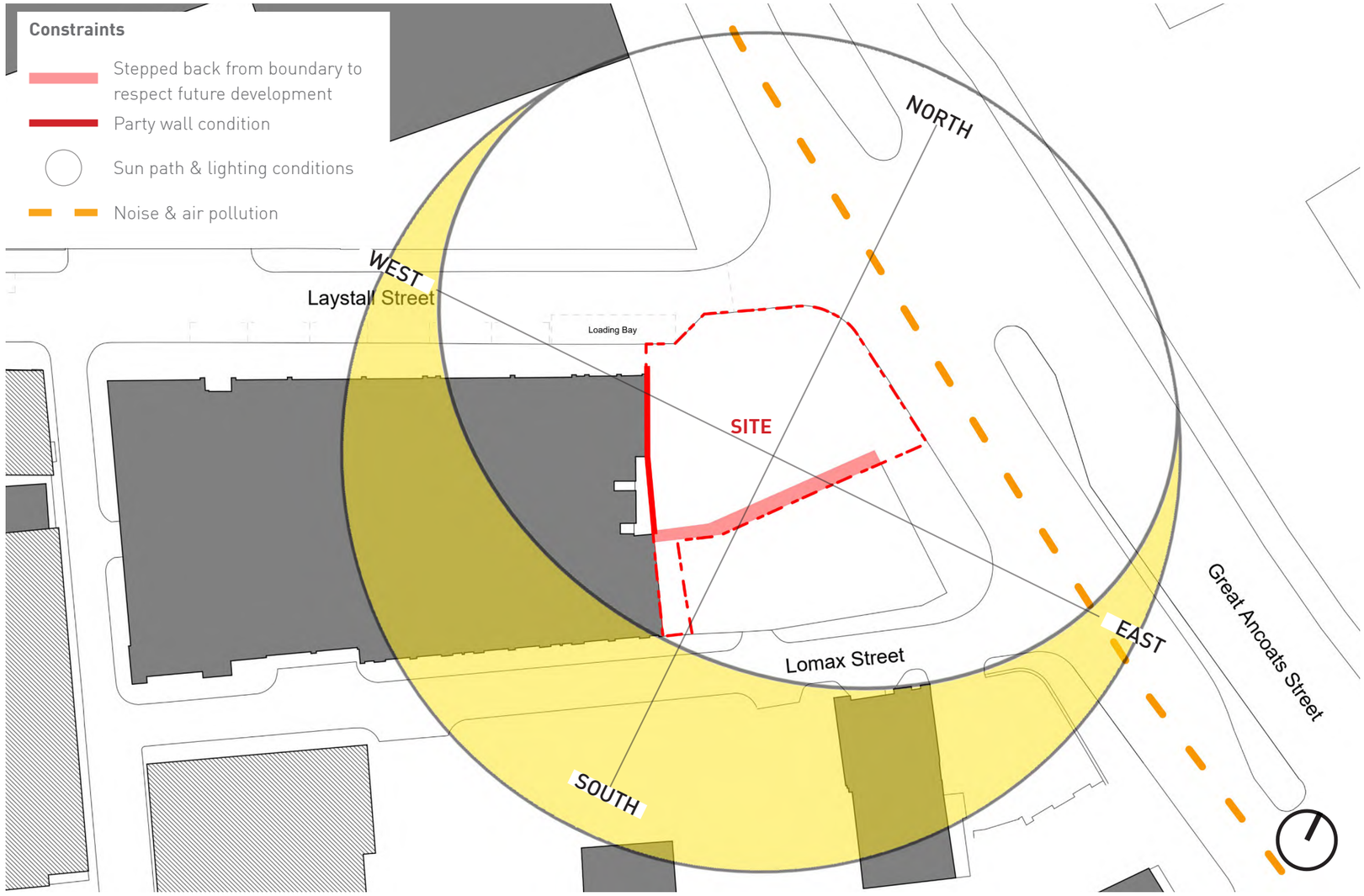
Through delivery of a S278 agreement, the proposal enhances the pedestrian environment through the widening of the public pavement, which also enables loading and disabled parking facilities to be provided in Laystall Street in close proximity to the proposals.

Party Wall Conditions

The proximity to retaining wall and foundation structures associated with the adjacent building at 40 Laystall Street has been factored into the setting out of the building and basement works, to mitigate risks and costs associated with the Party Wall condition.

Environmental Factors

Supplementary reports will be submitted as part of the planning application, and describe how the proposal deals with wind, solar glare and acoustic considerations.





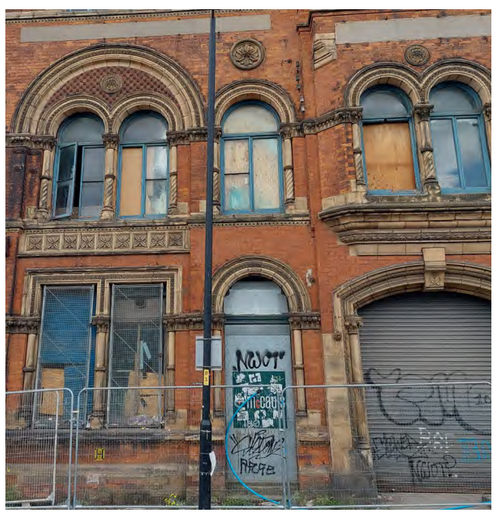












2.5.2 OPPORTUNITIES

Located within the HS2 Manchester Piccadilly Strategic Regeneration Framework, the proposals aim to enhance connectivity with future adjacent developments. The proposals take a leftover site within the regeneration area to provide a much-needed use that complements the proposed developments in the wider context.

Use & wider regeneration

The development proposals come forward at a time when much work has been done on improving the public realm along Great Ancoats Street, alongside concurrent regeneration efforts in Ancoats and NOMA further north. Located opposite Central Retail park, a site earmarked for a dense commercially led development, and located within walking distance of East Manchester the site is ideally placed to service the growing demands of these adjacent areas.

In particular, aiming to open to the public in December of 2023, Co-op live is to be a 23,500 capacity arena in East Manchester which will host some of the world's greatest concerts and gigs. The site, just 1.85km from the new arena and Sportcity complex, provides an opportunity for accommodation that is both close to the city centre and emerging context in Sportcity.

A hotel use complements the commercial offer likely to be developed in the Central Retail Park regeneration, is within easy contact of many cultural facilities and complements the existing residential stock which surrounds the site.

Brand / Quantum of development

The Site represents an opportunity to deliver a high-quality hotel offer, from a premium brand. At 1.057 miles from the existing Hilton Deansgate, the site is optimally placed in terms of providing a further Hilton hotel within the city centre core. The number of keys represents a medium scale hotel development, with the brand also offering F&B opportunities, gym and meeting facilities for use by residents and the public.

Street Level Environment

The scheme aims to enhance the existing environment at street level, both in terms of its expansion and by offering active frontage to Great Ancoats Street and the corner return to Laystall Street with enhanced lighting and landscaping. The site location is identified as a key pedestrian route between the city centre, Piccadilly basin and the opposing Central Retail Park site, with the proposals addressing and improving connectivity between these areas.

Whilst the site is small and requires development up to the back of pavement, this architectural language is commonplace in the area, reminiscent of the remaining historic development. A proposal which defines the street edge is therefore contextual in its response.

3.0 Brief & Design Process

3.1 Design Process

3.1.1 OVERVIEW

The brief has evolved and been informed by an extensive design evolution and consultation process. The overriding aspiration is to deliver a high quality and unique hotel brand on a brownfield site adjacent to the main inner ring road around the city centre.

Context

- Deliver on the objectives of the 2014/2018 HS2 Manchester Piccadilly SRF
- Improve the street level environment
- Create new high quality public restaurant / bar in the local area
- Provide high quality overnight accomodation to address demand for increasing visitor numbers
- Create new jobs and opportunities for local people

Use

154 hotel rooms; 'the Commons' bar, restaurant and lounge areas open to the public and activating the lower floors; underground cycle parking; gym and meeting space on the lower floors.

Form / Appearance

The form is conceived as an extrusion of the site, to maximise efficiency on the floorplate and minimise overall height of the development required to deliver the necessary quantum of accommodation. Articulated by a set-back form addressing Great Ancoats Street and a lower podium element to the lower floors, the appearance reinforces the concept of simple interlocking forms to create a coherent language easily legible from all elevations.

Space Planning

The efficiency of the internal space planning is critical given the small site footprint. The brand requirements meet or exceed regulatory standards and the proposal looks to maximise space for circulation and accessibility throughout.

Hotel Amenity

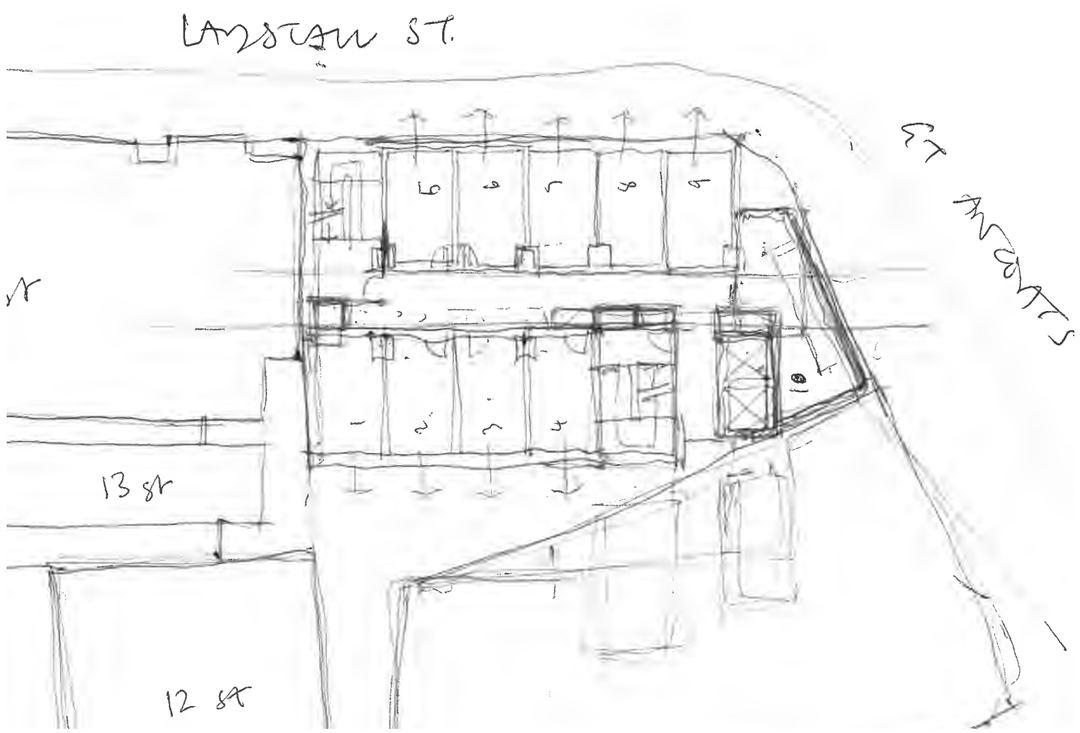
Hilton Motto centres around their concept of a 'Commons' Area, comprising restaurant, coffee area and reception which are all located at first floor. A gymnasium and meeting rooms / business lounge enjoy an elevated position above with visual connectivity to Commons Area below.

Car & Cycle Parking

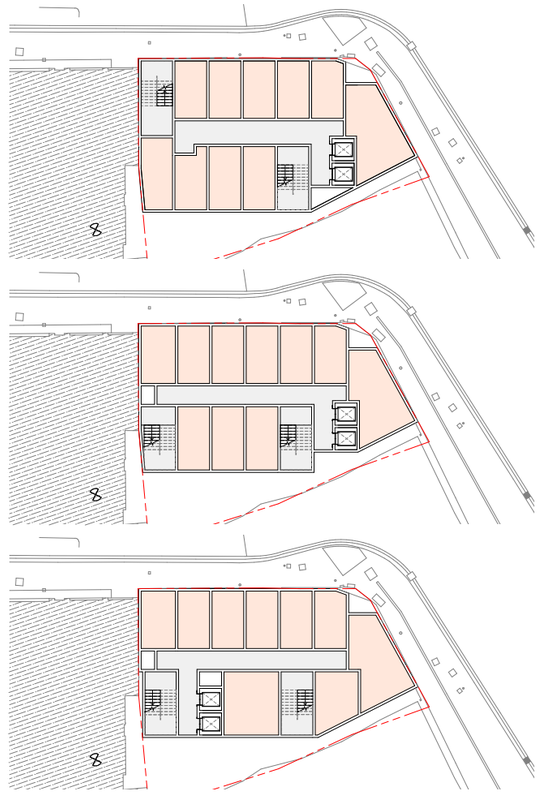
No on-site parking is provided, but a single disabled bay and loading bay is included on Laystall Street adjacent to the main entrance. The nearest pay and display car park is located 45m from the site. In addition, 16 cycling spaces are provided at the first basement floor.

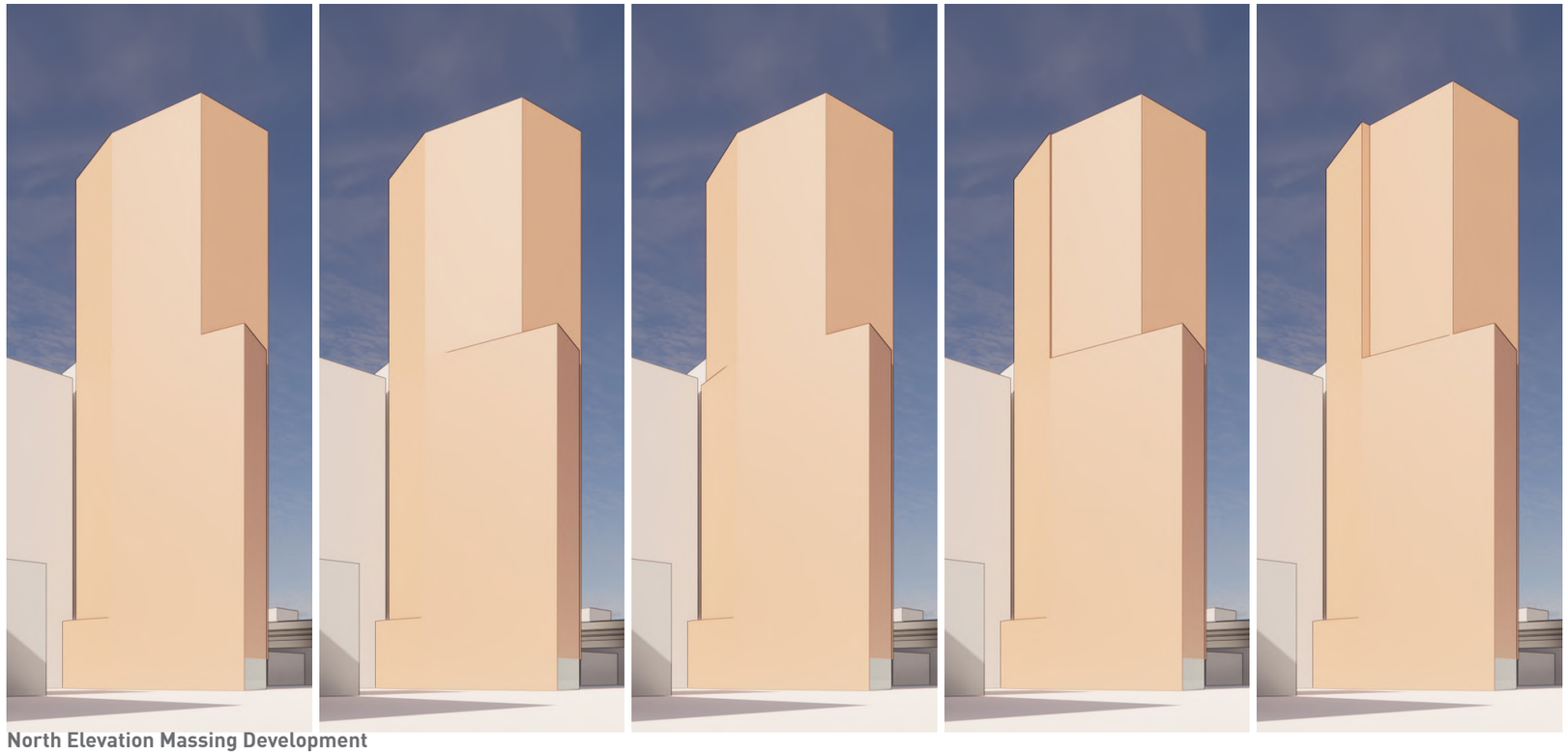
Scale

The scale of the development is driven by a minimum number of hotel keys, and the success of an efficiently designed floor plate. The building forms are articulated to provide relief and interest, and to relate to the height of adjacent properties.

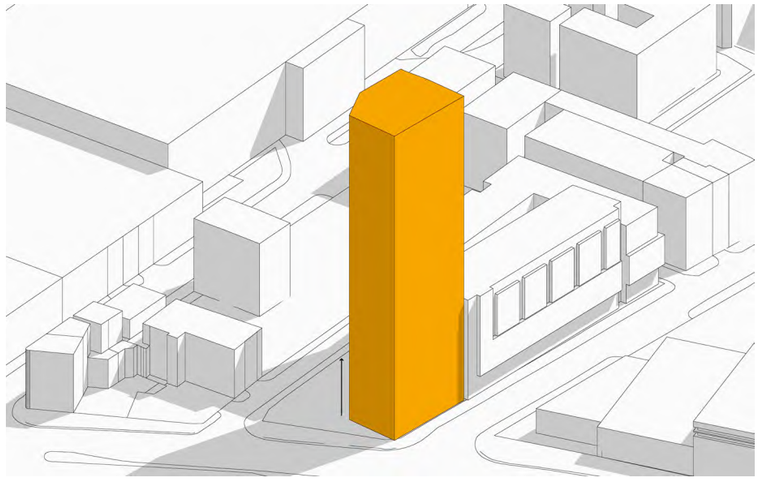


Plan Development Sketches

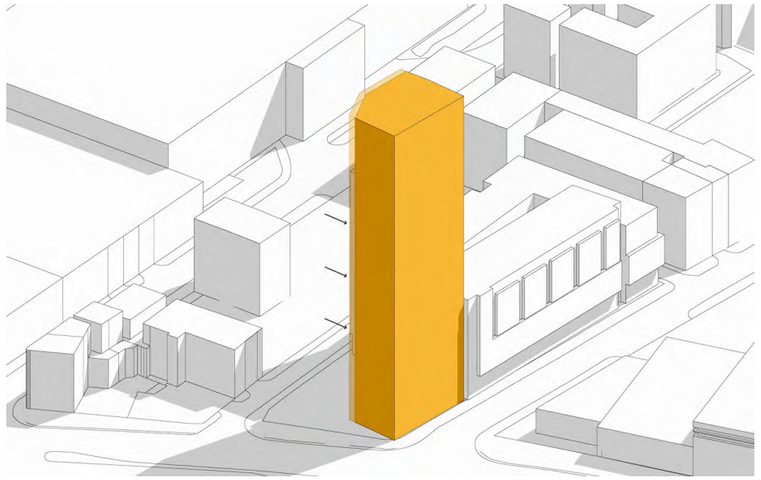




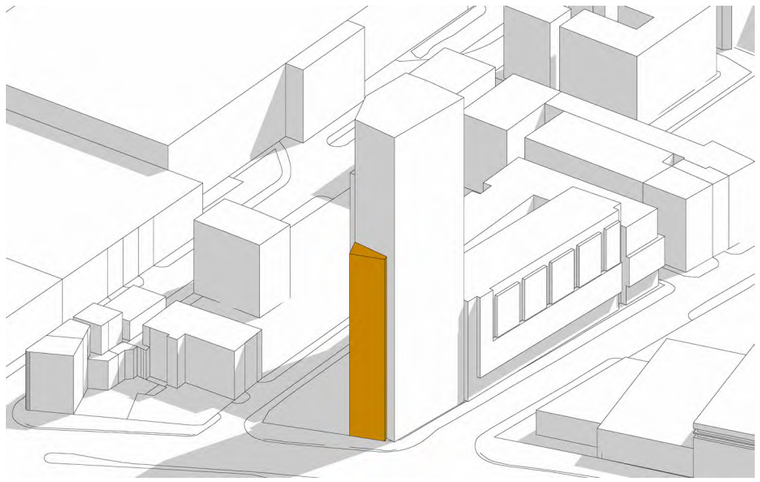
North Elevation Massing Development



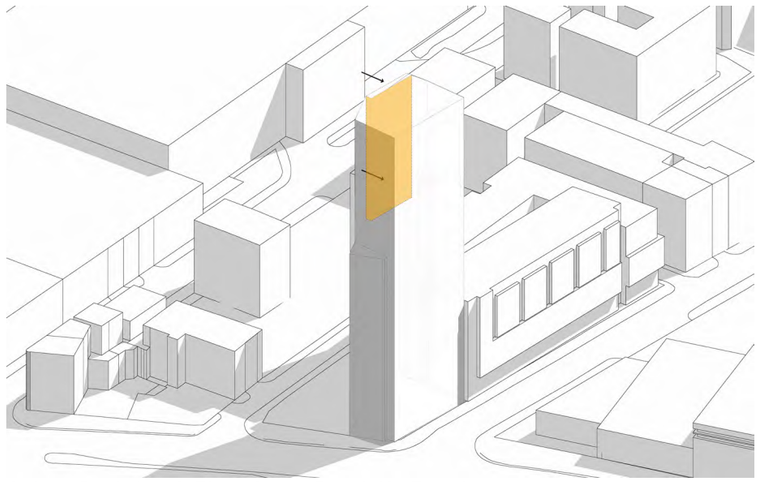
1. Extrude Plan



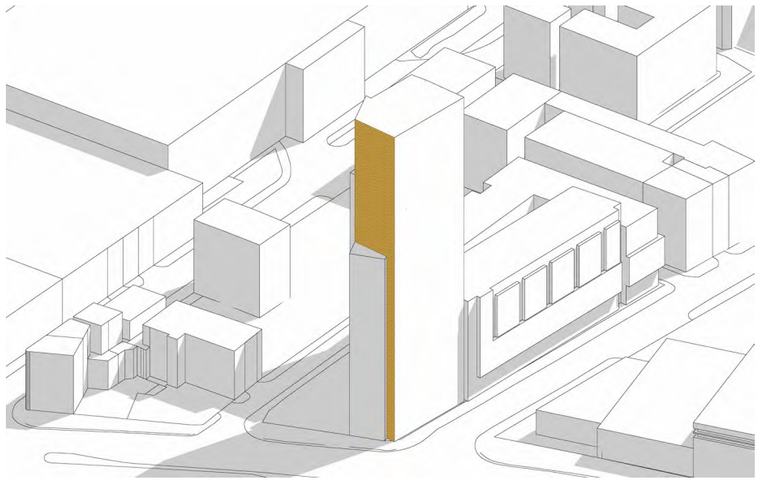
2. Step Back South from Red Line Boundary



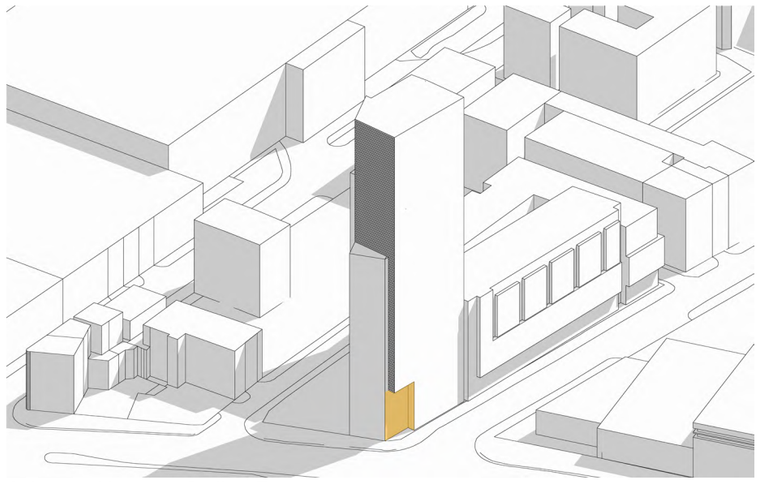
3. Step Down / Re-orientate to Face Great Ancoats Street



4. Step Back South Elevation to Break Up Facade



5. Brick Detail on Gable Facade



6. In-set Alcove to Define Entrance

3.1.2 CONCEPT STRATEGY

Having developed the brief with the client, a series of massing arrangements were refined over the pre-application period. The initial proposals tested a series of plan forms, to generate a programme that was both spacially and architecturally successful, whilst meeting the requirements of the operator and client. A variety of typical floorplans were consistently reviewed to ascertain their efficiency, which in turn fed into the viability model to ensure a high-quality design response could be delivered.

The efficiency extends into the building section where careful consideration is given to stacking services to ensure minimal ceiling voids, enabling a low floor to floor height to generate floor to ceiling heights of 2.5m -2.6m to hotel bedrooms. This in turn minimises the overall height of the building.

Adjacent diagrams describe the extruded form of the site which has been articulated to express clear interlocking building forms that relate in scale to the adjacent context, and provide a coherent architectural language at street level.

3.2 Design Evolution

3.2.1 INITIAL FEASIBILITY PROPOSAL - PRE APP 01

The initial pre-application meeting tabled a proposal which addressed feedback from the LPA to the client, based upon designs from a different architect. Key to the success of these proposals was the ability to ensure the adjacent vacant plot of land would remain developable, whilst ensuring that should an adjacent development not be brought forward the current proposals still provided a high quality and active frontage to the south facing elevation visible from the inner ring road.

These early proposals set out the efficient distribution of rooms with minimal common circulation to maximise an efficient hotel on the site. Arranged over ground + 17 storeys, the proposals were based on the brief of a different hotel brand who at the time were in early discussions with the client about purchase of the scheme.

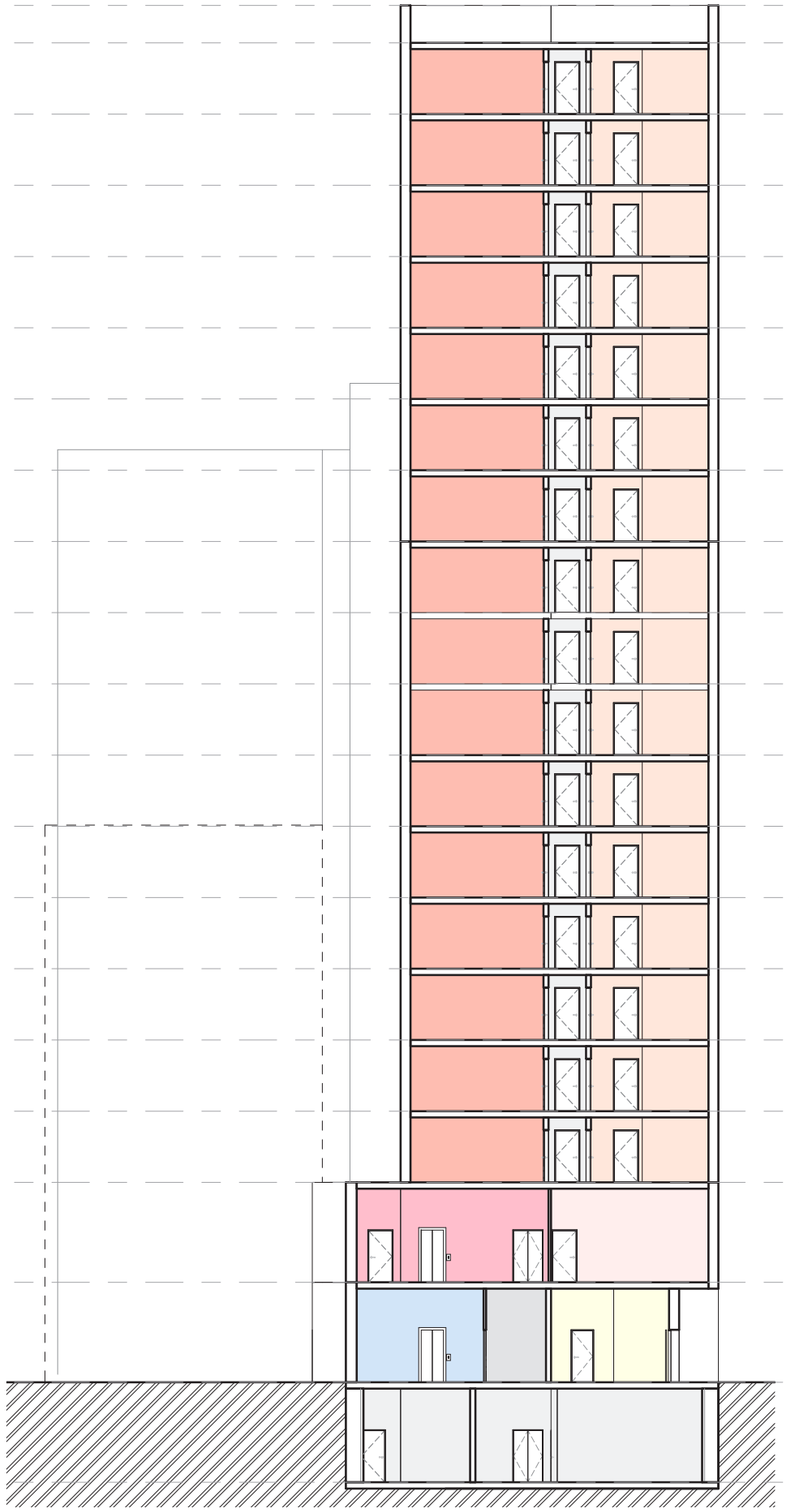


Work in Progress Typical Floor Plan

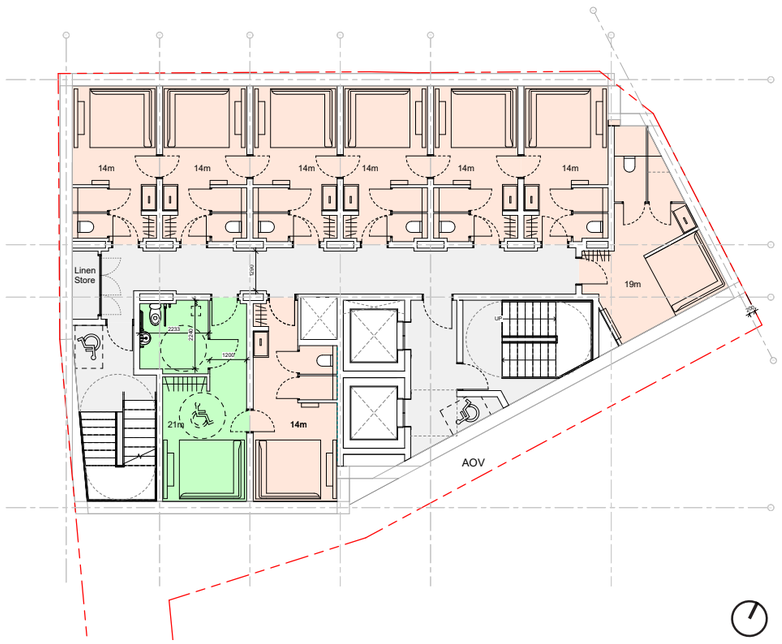




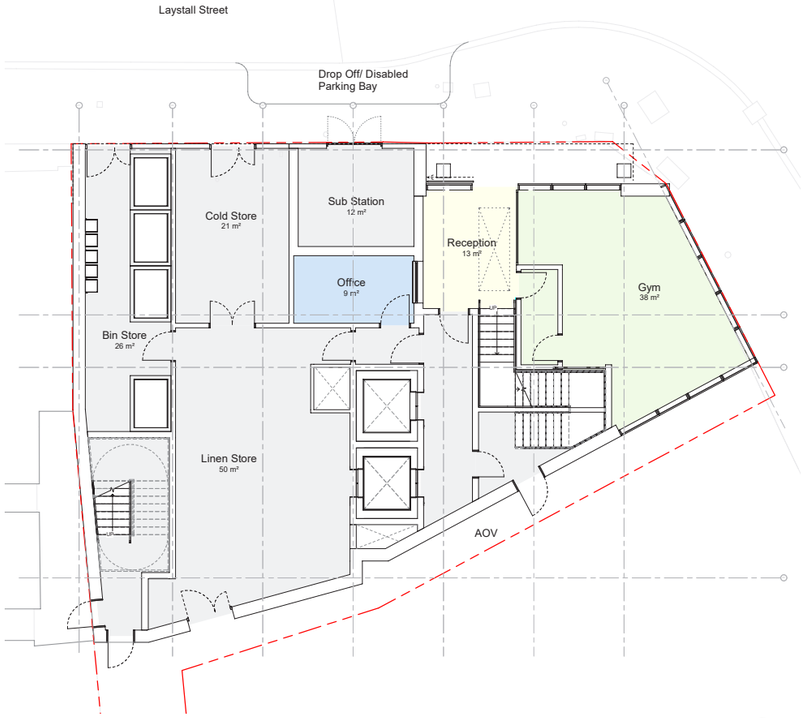
Work in Progress Massing Views



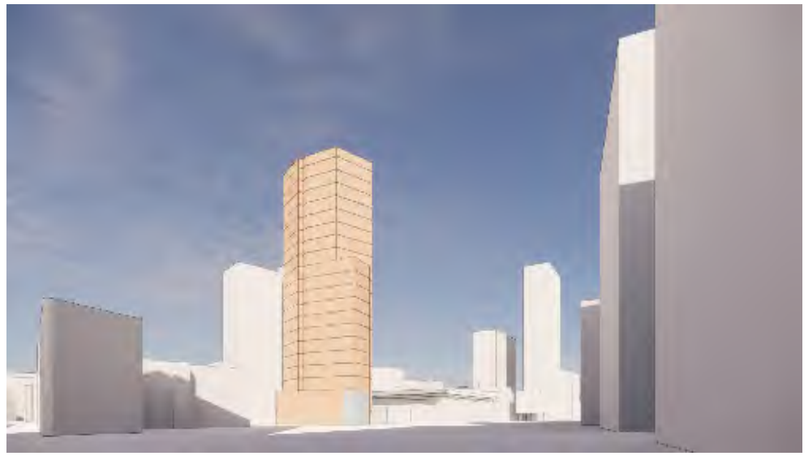
Work in Progress Section



Work in Progress Typical Floor Plan



Work in Progress Ground Floor Plan







Work in Progress Updated Massing

3.2.2 PREFERRED OPERATOR PROPOSAL - PRE APP 02

By the following pre-application meeting, the client had agreed a letter of understanding with Hilton hotels to deliver their Motto brand. The limitation for Hilton, having to deliver a hotel outside a 1 mile exclusion zone from their existing Beetham Tower Hilton hotel, meant that this site was ideally located just beyond this distance.

A new hotel brief meant re-working the typical floor plate to accommodate an alternative room module. This also necessitated a detailed review of the core size and location to ensure, alongside a secondary escape stair, the new room size and numbers could be accommodated. Whilst the detailed setting out of hotel bedrooms and mix of amenity spaces differed from the previous brand, the diagram of active frontage to lower floors with 9 rooms per floor on the typical floor plate could be maintained. The need to provide a minimum of 150 rooms required a slight uplift in overall building height to provide a deliverable scheme.

During Pre-App 2 early townscape and heritage viewpoints, including an initial zone of visual influence were tested and reviewed with the LPA to ensure minimal impact on the surroundings.

3.2 Design Evolution

3.2.3 FACADE DEVELOPMENT

The facade has been designed to provide a contextual solution that stitches the site back into the existing brick buildings found in this part of the city. The composition provides a sense of scale and proportion which relates to the immediate massing of the adjacent buildings when seen from Great Ancoats Street both north and south.

The façade design provides a legible and coherent interpretation to the distribution of almost identical hotel rooms; ensuring each room is provided with maximum light and views. The regular external expression of fenestration has then been used to formulate a grid, which provides a sense of form and scale to help connect the building into its immediate context.

A variety of scales to window reveals were tested in single, double and triple floor plates, along with varying widths and altering distribution across the façade.

These basic principles have been developed and refined to ensure a deliverable façade solution that provides excellent environmental credentials and enables ventilation interfaces to be discreetly coordinated.

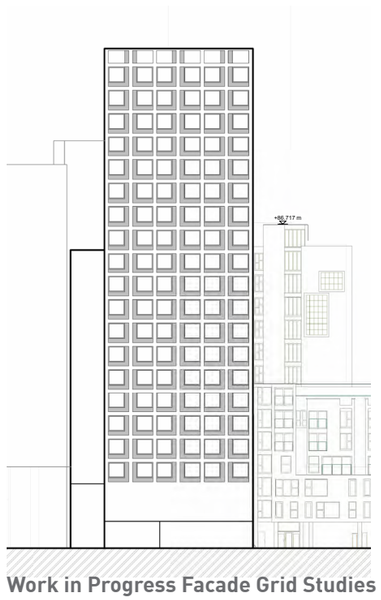
Initial proposals included an aluminium reveal; discounted in favour of a completely brick solution that uses a brick finish into the opening and enhances the sense of depth and weight.

Reveals are expressed as part of the opening, set back and chamfered to meet the window as if carved from the main building form. They are expressed through use of a slightly lighter and glazed equivalent of the facing brick, changing in appearance and character depending on which angle or time of day the building is viewed from.

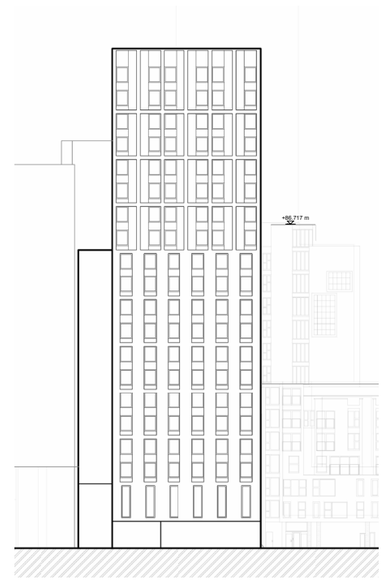


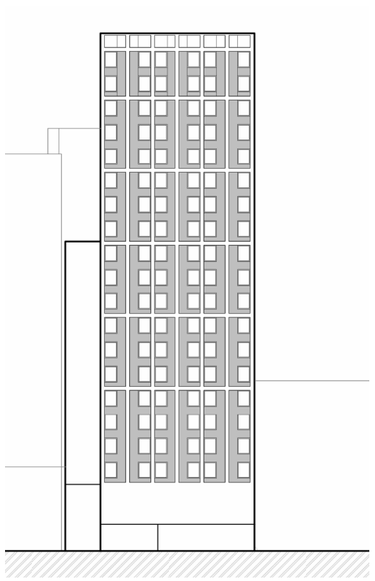


Work in Progress Facade Model Studies

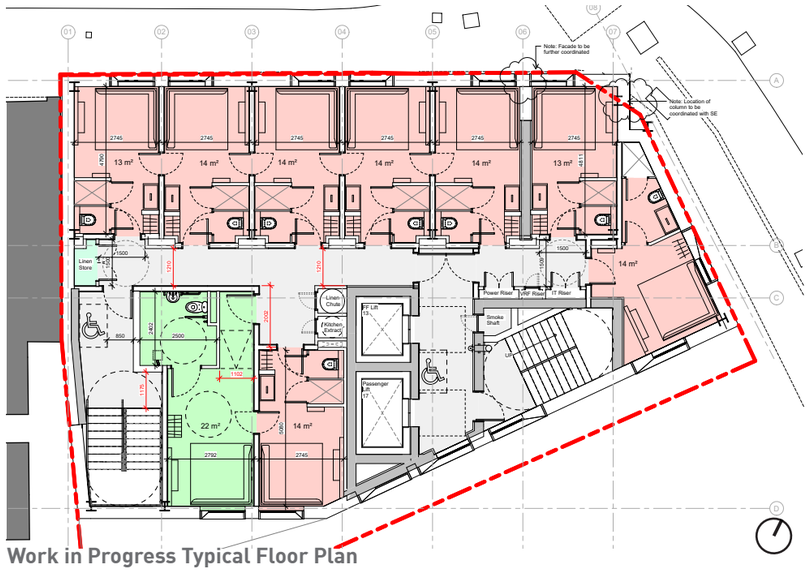




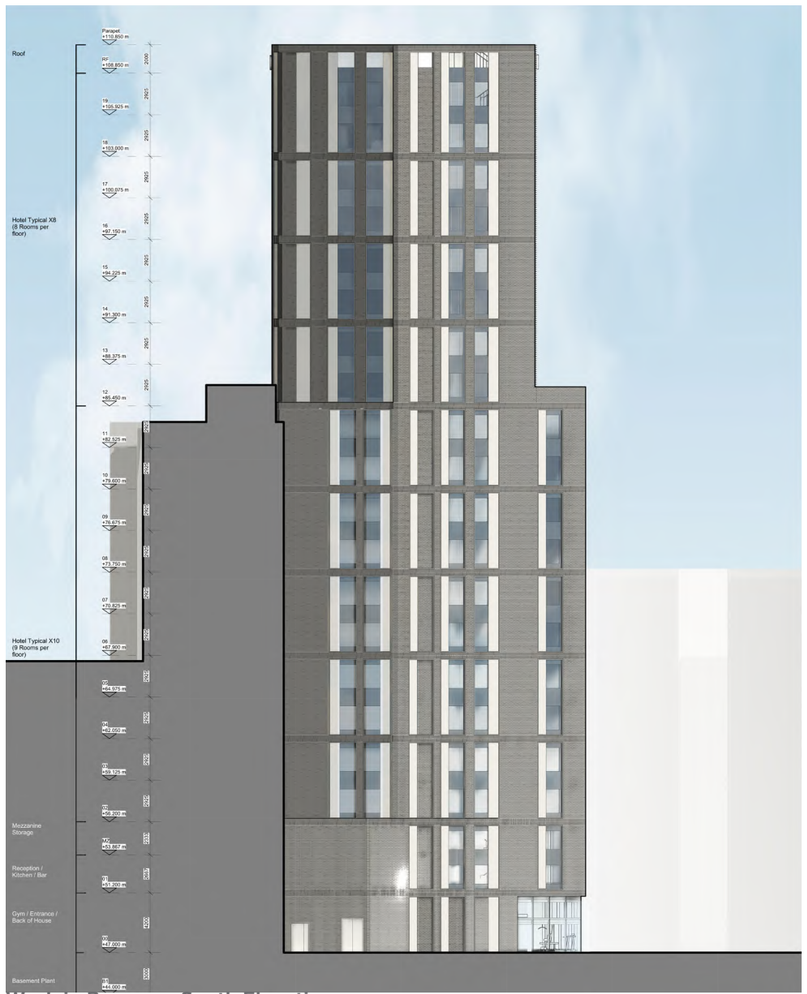




Work in Progress Facade Grid Studies

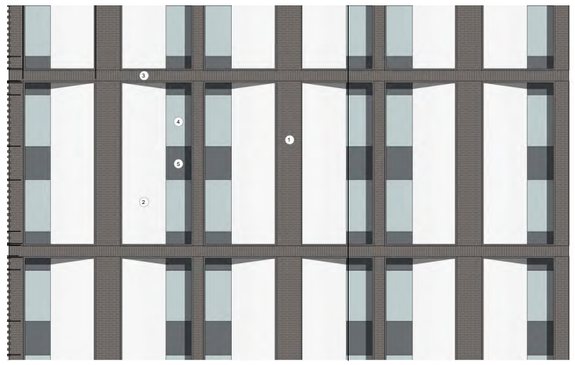


Work in Progress Typical Floor Plan



Work in Progress South Elevation









Work in Progress Elevation Bay Studies

3.2.4 REFINED MASSING AND PRELIMINARY FACADE PROPOSALS - PRE APP 03

The third and final Pre-App concentrated on final agreement of townscape and heritage viewpoints which would be required for the planning application, along with confirmation to discount a number of viewpoints from key city wide public spaces where is was proved that the proposals would not be visible.

Initial wind and overshadowing studies were tabled to show little or no impact on the adjacent highway / context.

In addition, the initial façade proposals were tabled for discussion, examples of which can be seen on the adjacent page.

Feedback during the Pre App encouraged further consideration to the lower floors in order to maximise active frontage to Laystall Street - the development of which is described on the following pages.

3.2 Design Evolution

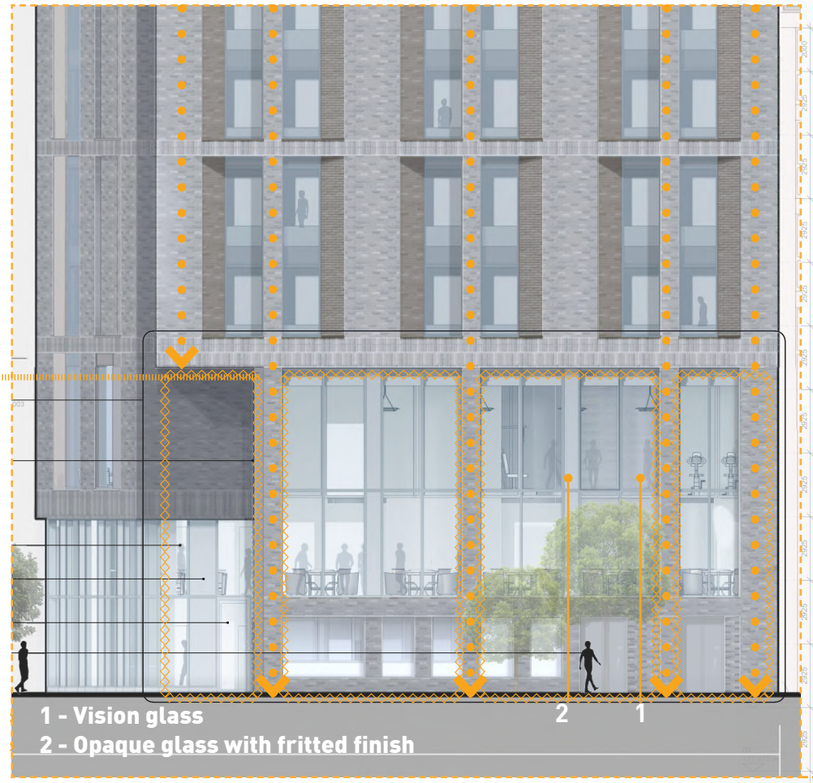
Following Pre-App 03, the design of the lower floors developed to enhance the amenity offer, and provide optimum activity to street level, both at ground floor and at elevated Level 01 and associated mezzanine.

The following pages show the building entrance and reception space addressing the corner of Laystall Street and Great Ancoats Street, with the staff office on Laystall Street also providing activity at street level. The main reception / bar area (Motto Commons) remains at Level 01, with the gym relocated to the mezzanine now shared with meeting spaces, to overlook the double height Commons area. This revised space planning is articulated in the massing of the building at lower floors and the elevational treatment. (Section 4.2.2 of this document shows the finalised space planning of these lower floors).

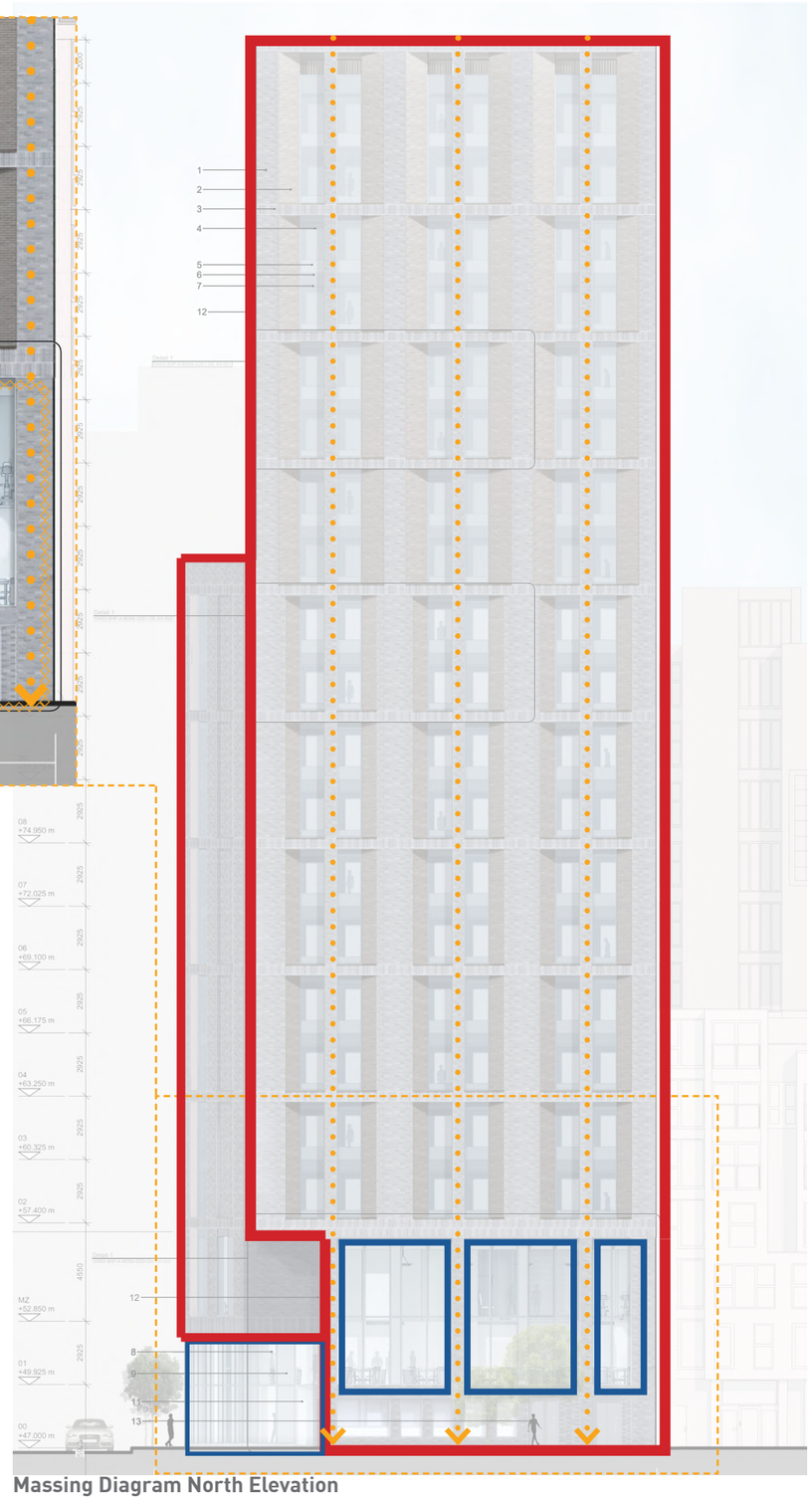
3.2.5 GROUNDING THE BUILDING

The building is expressed as a series of interlocking brick forms; expressing the internal functions. The main building form grounds itself on Laystall Street, and is articulated with large glazed openings to the amenity areas on the lower floors.

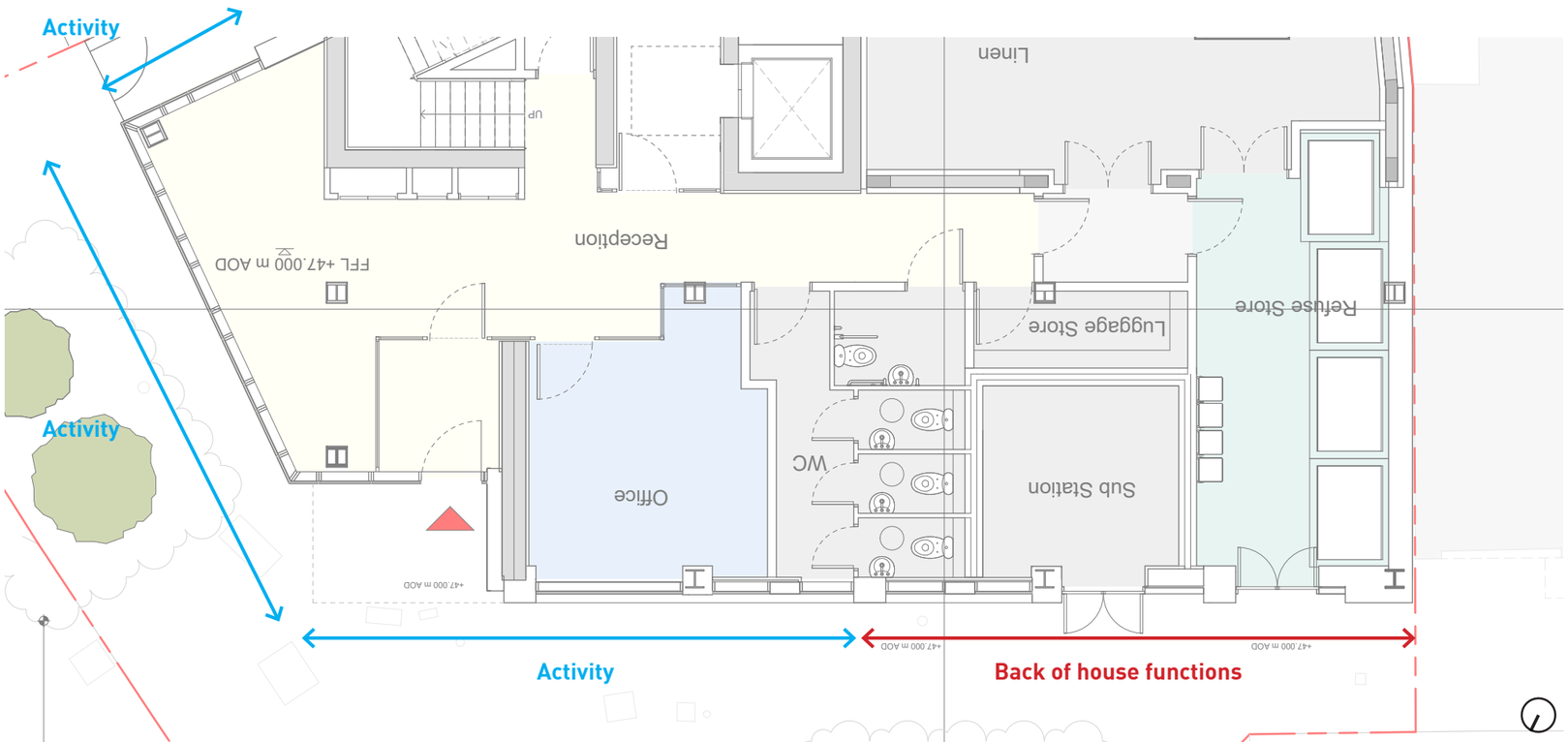
The brick piers and framing are continued to ground and the corner of the main building form is cut away to expose the building entrance and reception. The smaller interlocking form reads as a cantilevered element with glazed infill expressing reception and bar area to Great Ancoats Street. Structure will be expressed internally to provide a sense of legibility to the spaces.



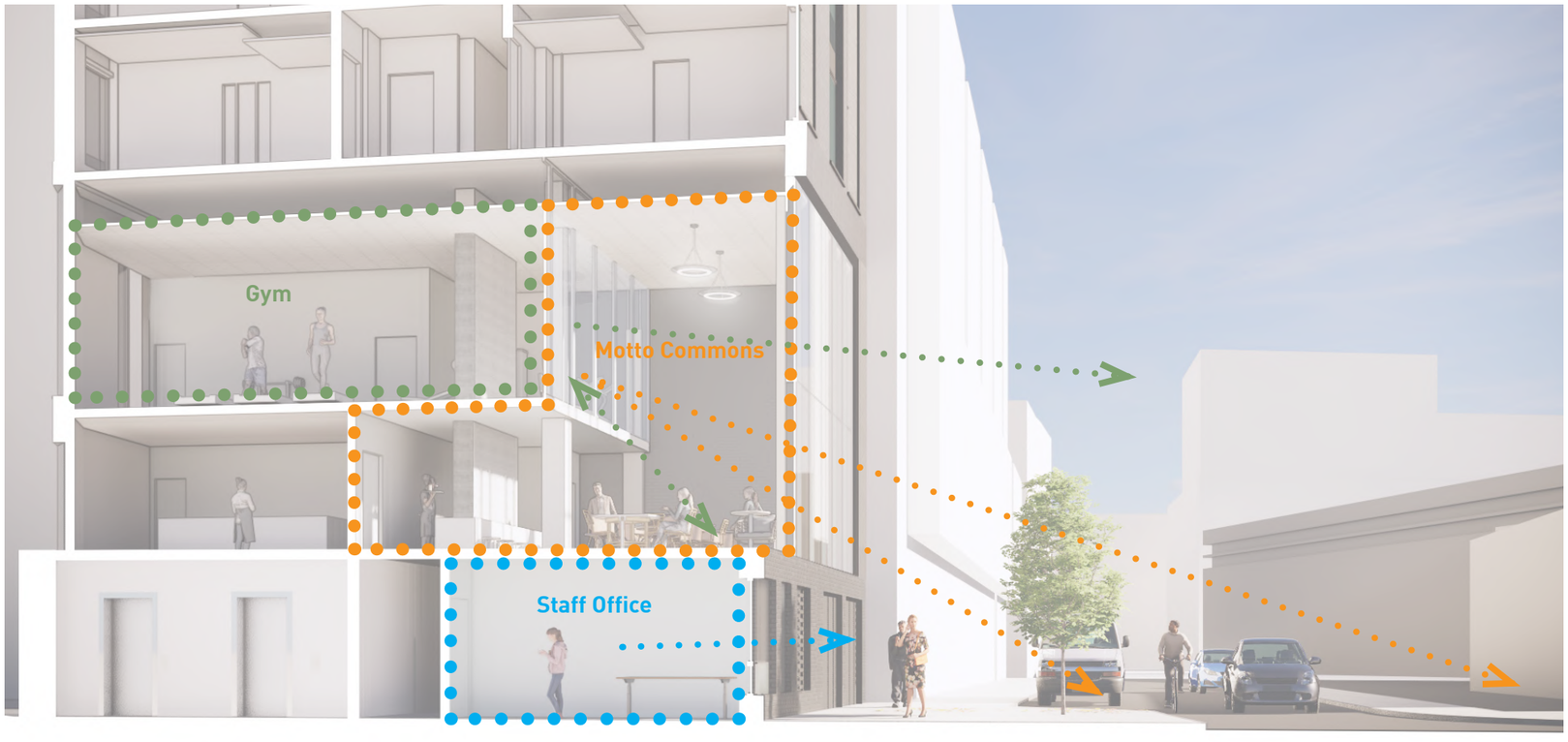
Facade grid expressed to lower floors



Massing Diagram North Elevation



Ground Floor Plan - maximising the extent of active frontage



Model Section - activity and overlooking at lower floors

3.2.6 LAYSTALL STREET LOWER FLOORS

The small site and limitation on servicing access, which is only possible via the loading bay on Laystall Street, means that some back of house functions have to be located at ground floor on this elevation. Refuse storage and the substation both need direct street access and have been located away from the building entrance and the reception area.

WC provision at ground is required to avoid loss of amenity space at Level 01 - the area of which needs to meet the Motto Brand standards and would otherwise be compromised if WCs were provided at the upper level. Remaining back of house areas at ground floor are also at minimum acceptable size.

We have maximised the frontage to the reception area which addresses Great Ancoats Street and the corner into Laystall Street. The adjacent office space is for staff use and will also include large vision windows providing activity at street level. The WC circulation will also include an opaque glass window to provide lightspill and a sense of activity at street level.

In addition, the relatively low floor to floor height at ground (3m) means that the full length of Level 01 and 02 will be highly visible from street level and contains full active frontage. The textured brick finish is grounded adjacent to the front entrance; with space for low level signage adjacent to front entrance

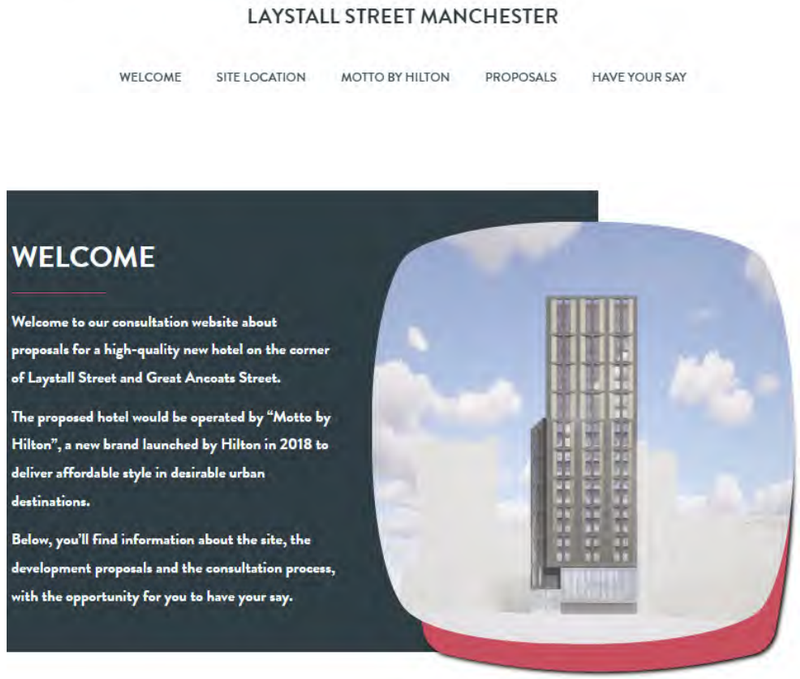
3.2 Design Evolution

3.2.7 PUBLIC CONSULTATION

A public consultation ran for just over two weeks, from Wednesday 19th October until Thursday 3rd November 2022. This took the format of a consulation website including the information shown on the following pages. A link to an online questionnaire was provided along with a project email address for any queries. On Wednesday 26th October an online webinar took place which included a presentation from the Applicant's team and a short Q&A session.

A variety of methods were used to raise awareness of the consultation and provide people with an opportunity to provide their feedback. Postcards informing residents about the consultation were distributed on Wednesday 19 October 2022 to all residential and commercial addresses within the consultation boundary area. This included 2123 addresses in total. A press release was also issued on Wednesday 19 October.

The Applicant's team met with local ward councillors on two occasions via Teams, where in each instance a presentation was shown and questions / comments addressed.



Public Consultation Website

LAYSTALL STREET MANCHESTER

WELCOME SITE LOCATION MOTTO BY HILTON PROPOSALS HAVE YOUR SAY

PROPOSALS

The proposed hotel would provide just over 150 rooms with a sleek, 20-storey building, with a café bar, gym and meeting rooms.

The size and design of the proposed new building has been designed to ensure that it complements and responds to the surrounding buildings in the area.

Our team have adopted a contemporary design approach. The exterior of the building would primarily be brick and would be complemented by large windows and deep reveals to create an interesting and recognisable building that makes a positive contribution to the city. As with all Motto by Hilton hotels, the design takes inspiration from the local area within which it sits.

The ground floor hotel lobby and first floor café and bar, which will be open to the public, will bring activity and life to the street.





Proposed North Elevation



Proposed South Elevation

LAYSTALL STREET MANCHESTER

WELCOME SITE LOCATION MOTTO BY HILTON PROPOSALS HAVE YOUR SAY

As part of the proposals, the junction between Laystall Street and Great Ancoats Street will be made smaller, creating a more generous pavement and pedestrian focused environment when approaching Ancoats and the Northern Quarter from the east. Vehicular access for drop-off, servicing and disabled parking would be from a bay on Laystall Street. Secure cycle parking would also be provided.



Proposed ground floor plan



Proposed typical lower level plan



Proposed level 01 plan



Proposed mezzanine level plan

LAYSTALL STREET MANCHESTER

WELCOME SITE LOCATION MOTTO BY HILTON PROPOSALS HAVE YOUR SAY

HAVE YOUR SAY

We're keen to hear your views on these proposals for a new Motto by Hilton hotel before the submission of planning application later this year.

Our consultation will be open from **Wednesday 19 October to Thursday 3 November 2022.**

If you'd like to provide feedback on the proposals, the easiest way to do so is by **clicking here** and completing the online questionnaire.

You can also get in touch via email for with any questions or for more information: **consult@laystall-st.co.uk**

CONSULTATION WEBINAR

We held an online webinar via Zoom for local residents on **Wednesday 26 October 2022.**

To view the session, please click here.

4.0 Design

4.1 Use & Amount

4.1.1 USE

Section 4 of the Planning and Tall Building Statement sets out the justification for the proposed hotel use at Laystall Street by reviewing the current economic and market context to demonstrate the strong demand for high-quality hotel accommodation in Manchester City Centre.

In summary, this highlights how Manchester is widely recognised as a key tourist destination for both domestic and international visitors alike for various reasons ranging from culture, heritage and sport related activities. It goes on to demonstrate how this activity is set to increase following the completion of a number of key developments including The Factory, Co-op Live Arena and the refurbishment of the Manchester AO Arena as well as the opening of T5 at Manchester International Airport.

With this growth in tourism activity, Manchester's supply of high quality hotel accommodation will therefore need to expand to meet these demands. The Proposed Development presents a significant opportunity to meet this demand by developing a new, high quality hotel offer within a strategic and highly accessible location in the City Centre.

Ongoing pre-application discussion have been undertaken with Manchester City Council (MCC) Planning Officers who have confirmed their support for the principle of hotel use in this location for the following reasons:

- The proposed site is located within a highly strategic location within the City Centre, and is accessible by multiple modes of sustainable transport;
- It will increase the supply of high-quality accommodation that is required in the City Centre to meet the increased demand which will be created following completion of the Co-Op Live Arena, The Factory and the refurbished Manchester AO Arena;
- It will create number of new jobs during the construction and operational period;
- It will increase the level of expenditure into the local economy, providing increased footfall for local businesses through new visitors;
- It will act as a catalyst for further development into the area, helping to support the regeneration aims and visions as set out in the HS2 Piccadilly SRF (2018).



Typical Building Sections

		Actual sqm	Standard 14sqm	Bunkie 14sqm	Flex 19sqm	Accessible 21sqm	Total	GIA sqm
Basement B2	Plant	128						200
Basement B1								
	Staff Room	27						200
	Cycle Store	14						
	LV Switch	12						
	WC	5						
	Plant	59						
Ground 00								
	Sub Station	11						236
	WC	16						
	Office	19						
	Refuse Store	23						
	Luggage Store	5						
	Linen Store	45						
	Reception (Motto Commons)	46						
Level 01								
	Bar / Coffee (Motto Commons)	130						236
	Kitchen	38						
	Food Store							
	Drinks Store							
Level MZ								
	Gym	70						166
	Meeting Room 01	13						
	Meetting Room 02	11						
Level 02			7		1	1	9	235
Level 03			7		1	1	9	235
Level 04			7		1	1	9	235
Level 05			6	1	1	1	9	235
Level 06			6	1	1	1	9	235
Level 07			6	1	1	1	9	235
Level 08			6	1	1	1	9	235
Level 09			6	1	1	1	9	235
Level 10			6	1	1	1	9	235
Level 11			6	1	1	1	9	235
Level 12			6	2			8	217
Level 13			6	2			8	217
Level 14			6	2			8	217
Level 15			6	2			8	217
Level 16			6	2			8	217
Level 17			6	2			8	217
Level 18			6	2			8	217
Level 19			6	2			8	217
%			72%	15%	6%	6%	100%	
Total			**111**	**23**	**10**	**10**	**154**	5,124

Accommodation Schedule

4.1.2 AMOUNT

The overall quantum of accommodation contained within the development has been derived as a product of the operator brief, delivered within the constraints of the site; providing a composition and massing of building elements in response to location, orientation and programme.

Quantum

- 5,124 sq m / 55,154 sq ft gross internal total

Room Mix (based upon operator requirements)

Bedroom types are designed within the same width and depth parameters and can be mixed across floors to suit the preferred brief, the typical Motto mix is as follows:

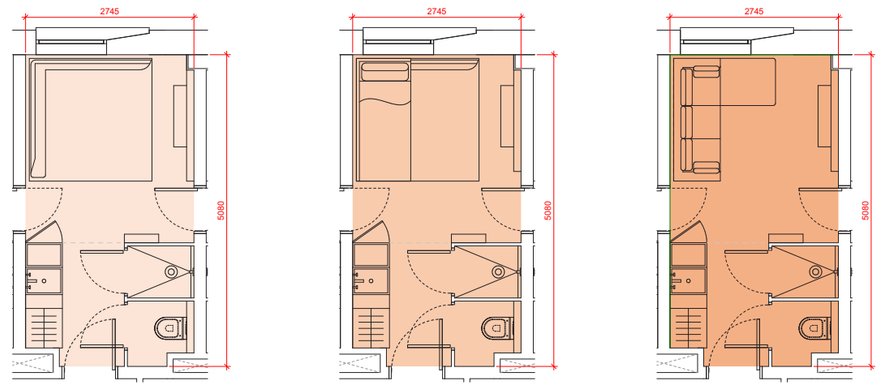
- 154 Total hotel rooms, comprising;
- 111 (72%) Standard Hotel Rooms
- 23 (15%) Bunkie (3 Person) Hotel Rooms
- 10 (6%) Flex Hotel Rooms
- 10 (6%) Accessible Hotel Rooms

Parking

No parking is provided on-site, but both a disabled parking bay and loading bay are provided adjacent to the site in the public highway. Proposals, to be covered under a S278 agreement, would also see the adjacent pavement widened to Laystall Street, removing the existing right turn lane which makes the inclusion of loading and disabled parking bay viable. A pay and display car park is located 45m from the development.

Cycles

A total of 16 cycle parking spots (representing 10% of the bedrooms) are provided in a secure enclosure at basement level 01.



Standard Bunkie Flex

Typical Room Types (all identical in size - can be allocated to suit)

4.2 Layout

4.2.1 OBJECTIVES

Given the extremely small site and need to provide a minimum quantum of accommodation to suit the hotel operator, efficiency in floor plate design is more important than ever to ensure a viable and deliverable project.

The building footprint is maximized and set back or cut into only where required to articulate the proposals and / or to respect the constraints or opportunities afforded by the adjacent site.

4.2.2 LAYOUT

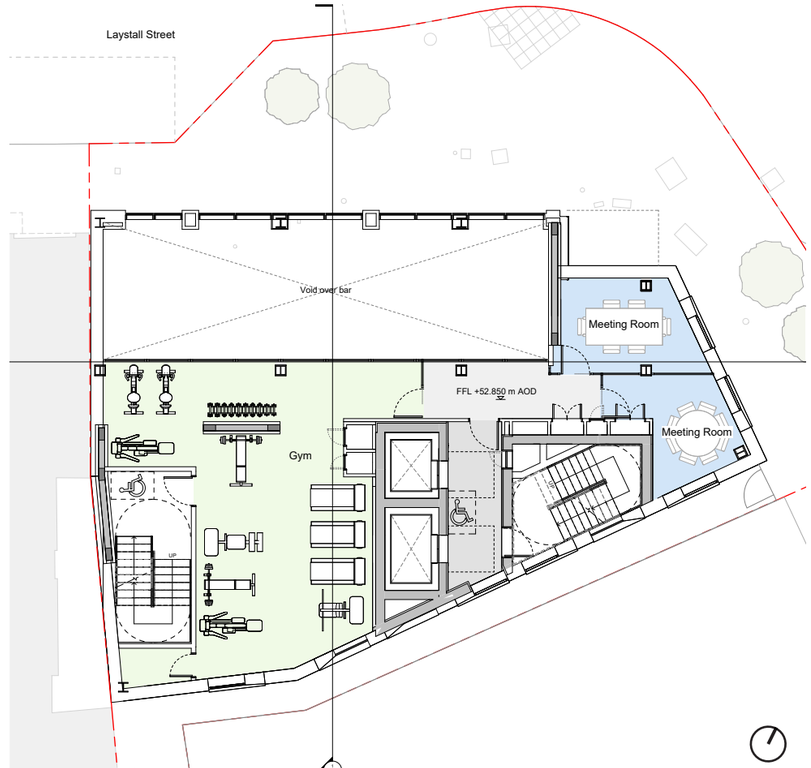
The distribution of six efficiently planned and stacked rooms on the North elevation facing Laystall St forms the spine of the scheme, with a bespoke room planned into the wedge shaped form facing Great Ancoats Street to the East. The angled South elevation houses the fire-fighting core and secondary stair, making use the increased site depth closest to the aparthotel as a means of accommodating the larger wheel chair accessible room and an adjoining standard room. This provides a typical floor containing 9 guest rooms.

At upper floors, where there is opportunity to reduce the number of rooms per floor and the massing of the scheme, the end wedge shaped room is omitted and the building form set back, whilst the accessible guest room is replaced with another standard room and the building form set back on the south elevation to reflect this. A window is included in the corridor end facing west, offering glimpsed views of the city centre over the rooftop of the existing adjacent buildings.

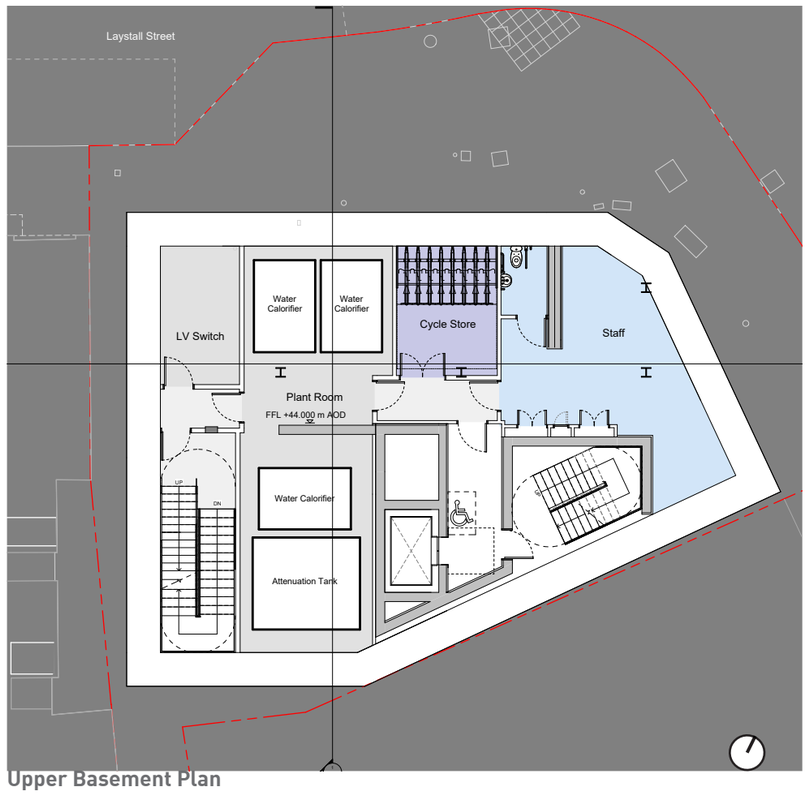
At ground, first and mezzanine floors where back of house and amenity functions are located, the building footprint is optimized to fill the majority of the site, only set back from the vacant boundary at the south to enable non fire rated glazing to be included, and so as not to inhibit development opportunities on the adjacent land. The form is also cut back to respect the chamfered site corner on Laystall St / Great Ancoats Street, which in itself expresses the main public entrance with a shallow canopy and widening of the pavement.



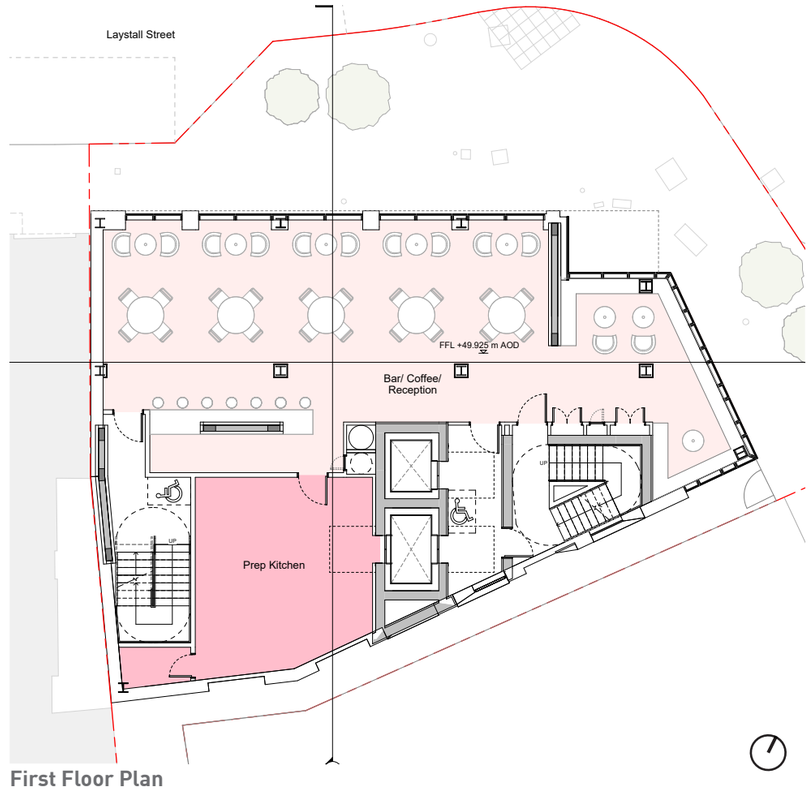
Ground Floor Plan



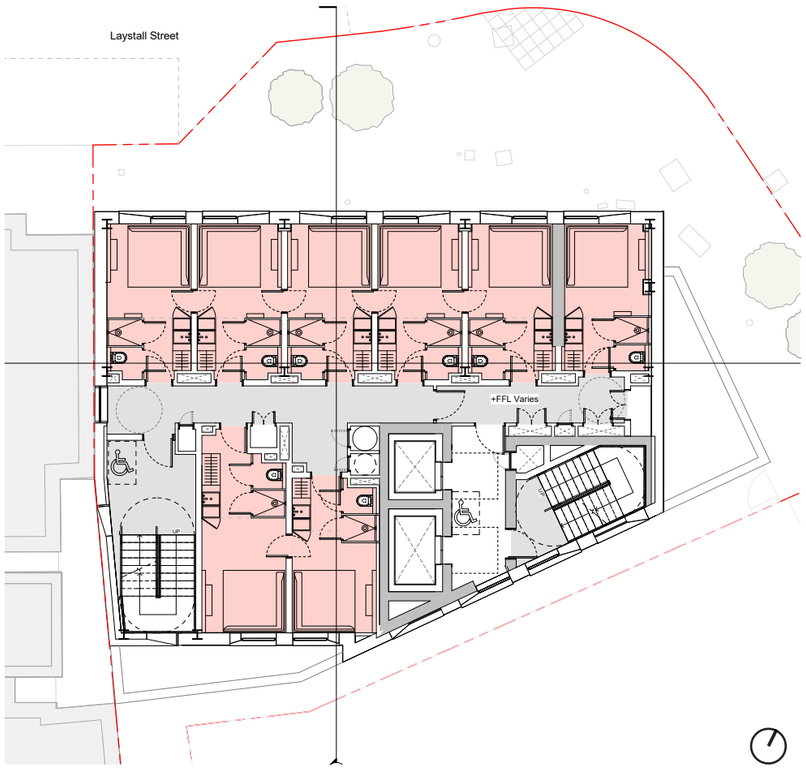
Mezzanine Floor Plan



Upper Basement Plan



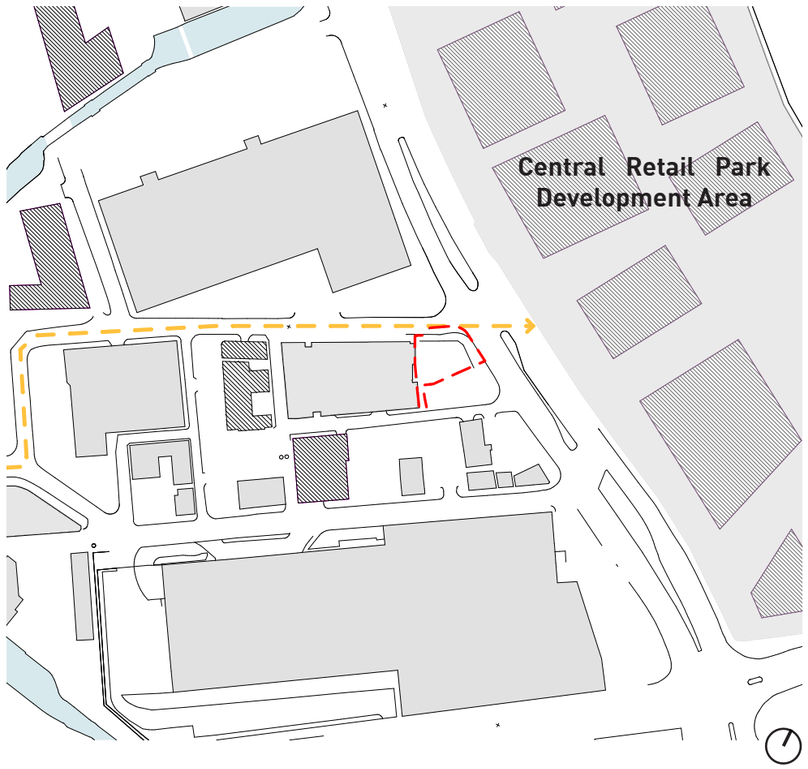
First Floor Plan



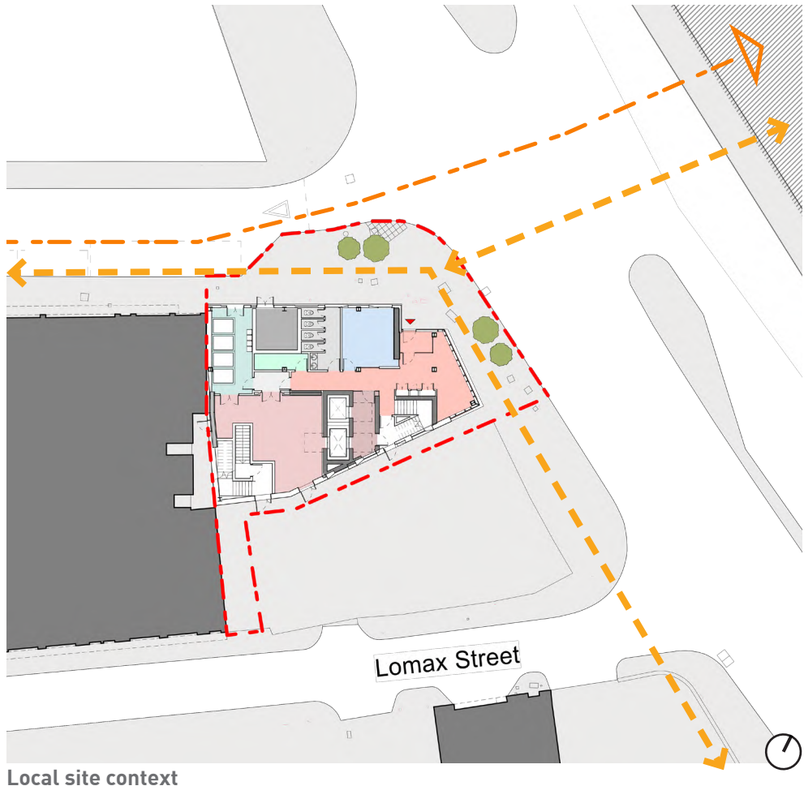
Typical Upper Floor Plan_13-19



Typical Lower Floor Plan _02-12



Wider site connectivity



Local site context

4.2.3 RESPONSE TO SRF / EVOLVING CONTEXT

The Central Retail Park Development Framework cites Laystall Street as the primary pedestrian connection between the site and the city centre. The proposal responds to the opportunity by generating a visual focal point to this key corner site. Wrapped by active frontage over ground to level 02 about Laystall Street and Great Ancoats Street, the proposal activates this leftover corner of the city.

The pedestrian experience is significantly improved through the proposed widening of the pavement to Laystall Street with enhanced lighting and landscaping, and subject to detailed review of services the opportunity to plant trees in the widened pavement will be explored.

The improved pedestrian environment enables a future crossing point into the former retail park to be connected onto the Laystall Street corner.

4.3 Height, Scale & Massing

4.3.1 COMPOSITION & SCALE

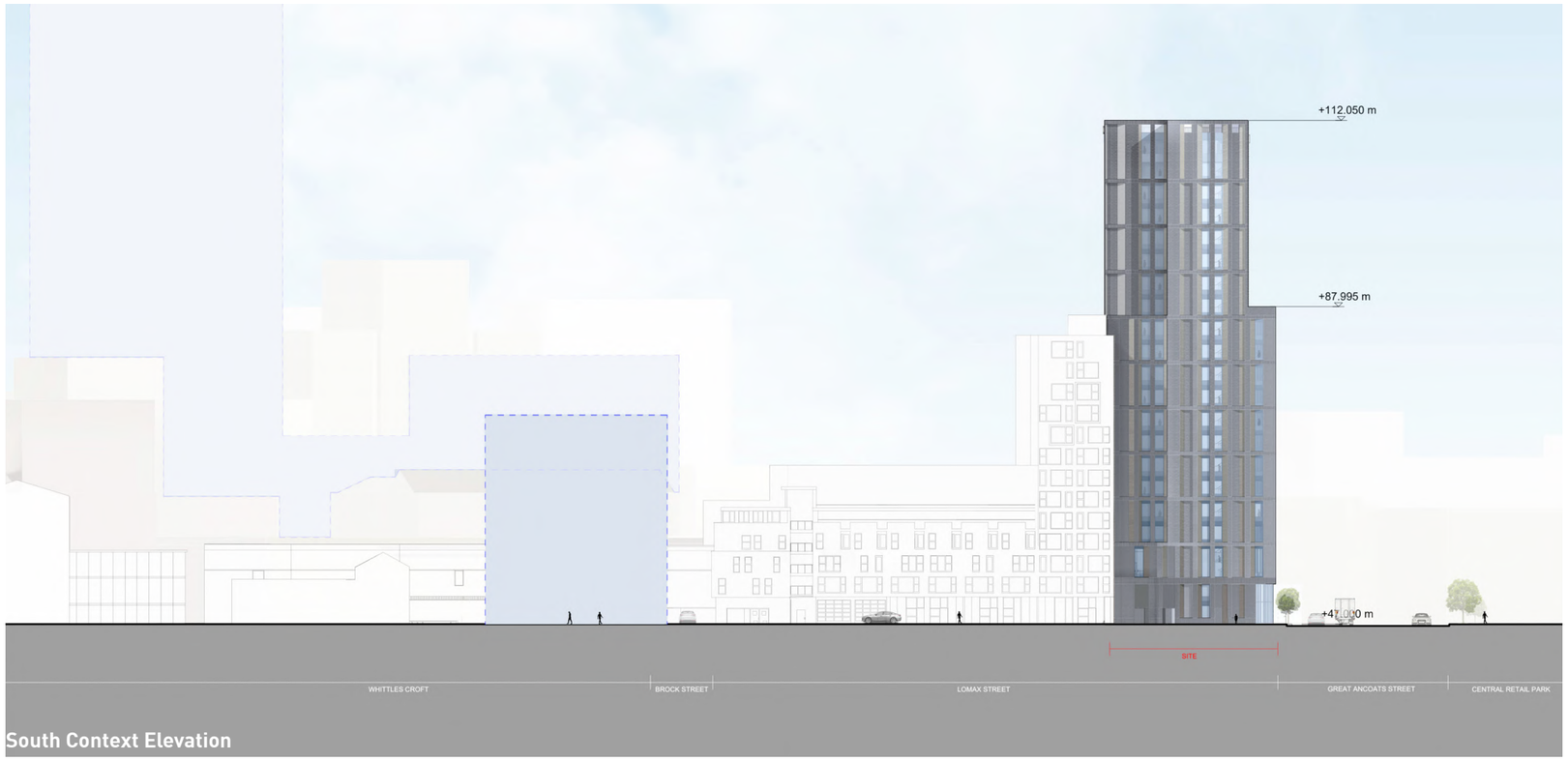
The scale of the building is commensurate with delivery of 150+ hotel rooms on a site of this scale. The resulting 20 stories provides opportunity for hotel amenity and back of house functions to be efficiently arranged over the lower floors, with hotel rooms stacked in the most efficient manner on typical floor plates. The building form addressing Great Ancoats Street is cut back at a height relating to the existing aparthotel stair core at the rear of the site, creating a series of stepped forms that terminate the city block with a slim and elegant taller form addressing the peripheral ring road.

The composition reads as a pair of elegant and slender interlocking forms, sitting atop lower floor podium elements that address the street; expressed as either solid forms to back of house functions or with large glazed openings where front of house spaces activate the street.

The Eastern inner ring road is articulated with buildings of similar or greater scale, especially at key junctions and crossing points, which the form and composition of the proposal reinforces.



North Context Elevation



South Context Elevation



View 2 from Ducie Street



View 5 from Newton Street

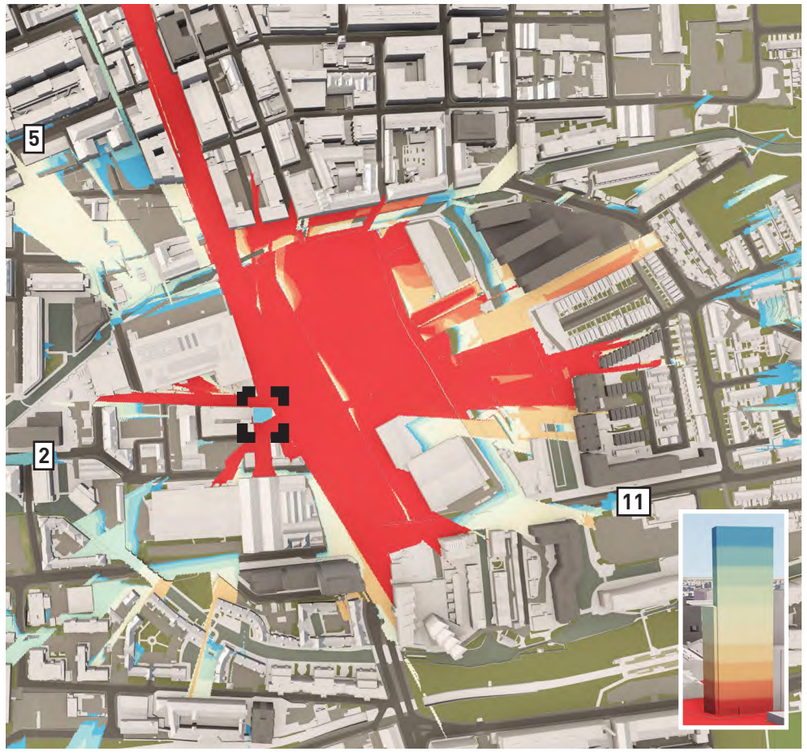
4.3.2 TOWNSCAPE IMPACT OF THE PROPOSALS

The massing and its relationship with the surrounding context has been assessed during the design stages from several viewpoints. The potential viewpoints and view corridors for assessment were determined through modelling and a zone of visual influence (ZVI) diagram, shown opposite. This demonstrates that the principle views of the building occur along a predominantly northern axis which generally follows the inner ring road, and from local areas to the east given the open setting of the demolished central retail park opposite. A detailed analysis of the Townscape impact is discussed in more detail in the Townscape and Visual Impact Assessment.

The architectural sensitivity of adjacent areas, particularly nearby conservation areas and listed buildings, has been considered at all stages of the design. This sensitivity has formed many design decisions including the ultimate massing of the building, facade composition and material choices.

The industrial heritage area of Ancoats and particularly the mill buildings along Redhill street is architecturally sensitive and so specialist consideration was required.

The very top of the building is seen from glimpsed views along Ducie Street and areas surrounding Piccadilly Station, including the arrival to the station from trains coming from the south. This gives an opportunity for potential signage at the upper floors. Equally, the strong north facade of the building can be seen whilst looking south from the northern section of Great Ancoats Street - providing a striking visual wayfinder towards New Islington and the south.



Zone of Visual Influence



View 11 from Old Mill Street

4.3 Height, Scale & Massing

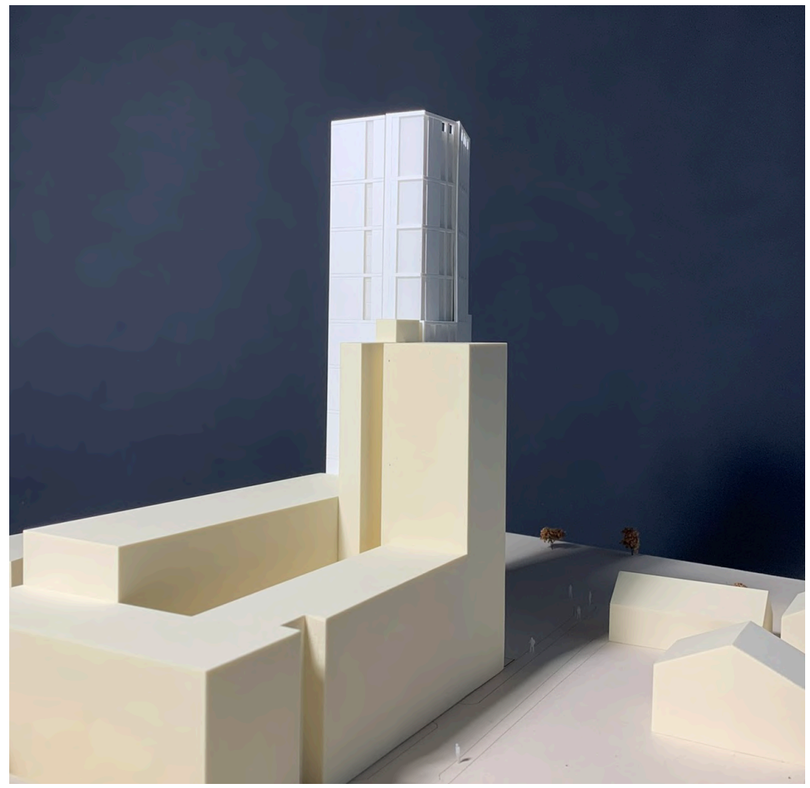
Physcial model images of the proposal, showing scale and massing in relation to the immediate context are shown on the adjacent pages.













4.4 Appearance & Materials

4.4.1 MATERIAL STRATEGY

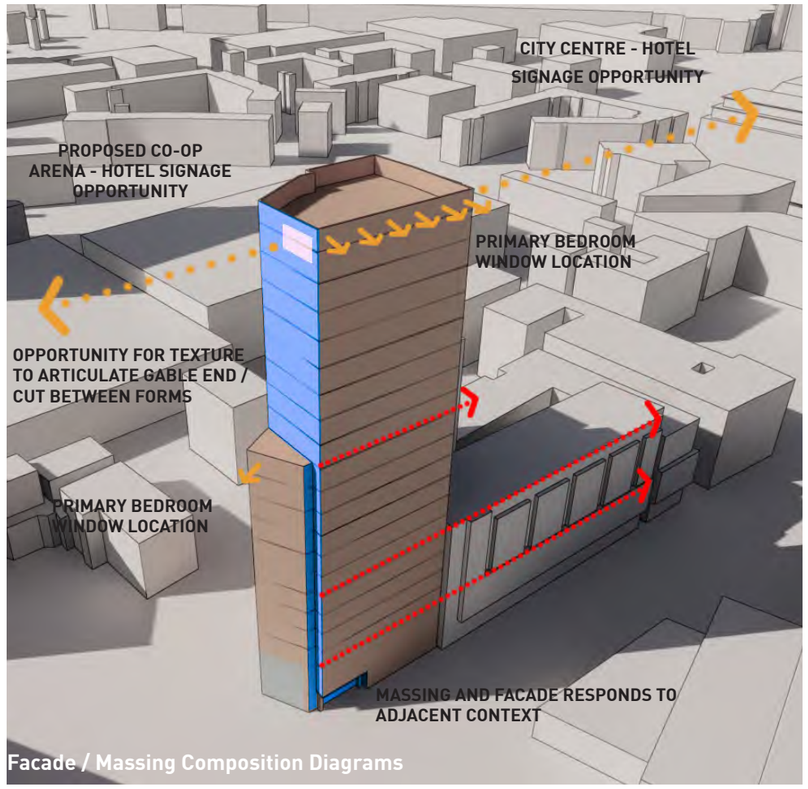
The proposal is conceived as two solid interlocking building forms, with openings 'carved' into the forms. A contextual brick finish acknowledges the adjacent context of warehouses and brick residential buildings. The brick palette is expressed as a grid separating recessed window openings and chamfered reveals, varying in scale to articulate each façade according to function and to lock the building into its surrounding context.

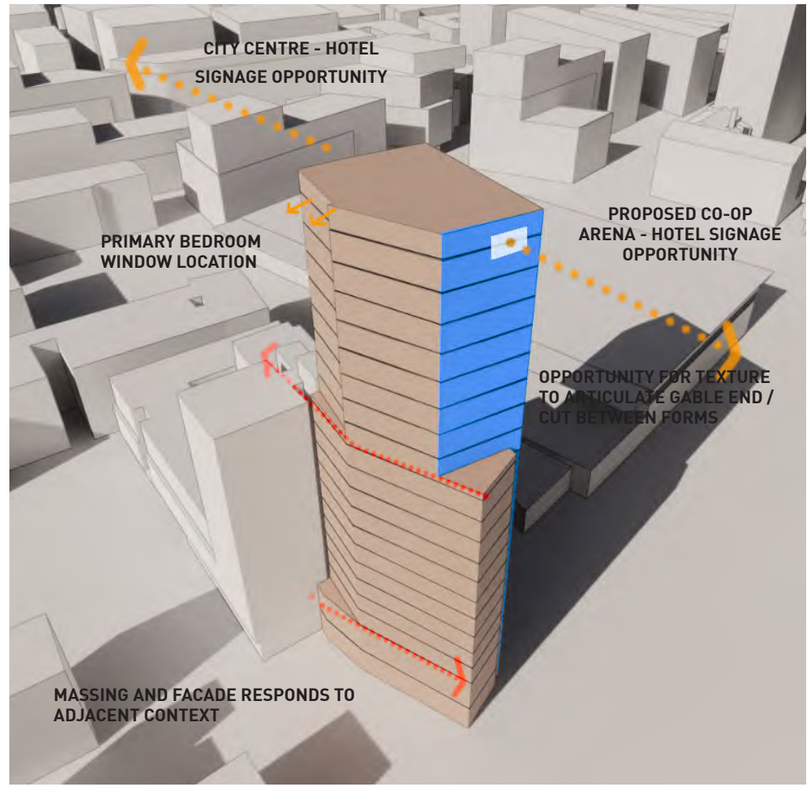
4.4.2 ROOM FACING ELEVATIONS

Each bedroom benefits from a 1200mm wide window, the internal sill elevated to 600mm above finished floor level to enable the Hilton Motto bed to sit against the external elevation, and spanning to ceiling height to give the appearance of a full height vertical opening in the external wall.

The window and reveal articulation is expressed as 2 storey elements – providing a verticality to the façade which enhances the overall slender appearance. The chamfered brick surface to the window reveals varies in width and angle, within a limited number of different configurations. In each variation, the sealed window remains a constant size to each room, but the chamfered or angled reveal varies in width to create a difference scale to the recess in the brick façade. This variety in recess is used to reference adjacent context, and to provide a sense of movement and interest across the facade.

Bedroom ventillation utilises an extract system which ducts internally to roof level, and obtains intake air via subtle integration of trickle vents in the head of every bedroom window. Colour matched to the frame and full width, these slim profiles provide a discreet visual appearance within the window reveal.





Facade / Massing Composition Diagrams



Typical Upper Level Facade Bay Study



Material Key

1 - Mechanical brick slip facade

2 - Brick soldier course detail

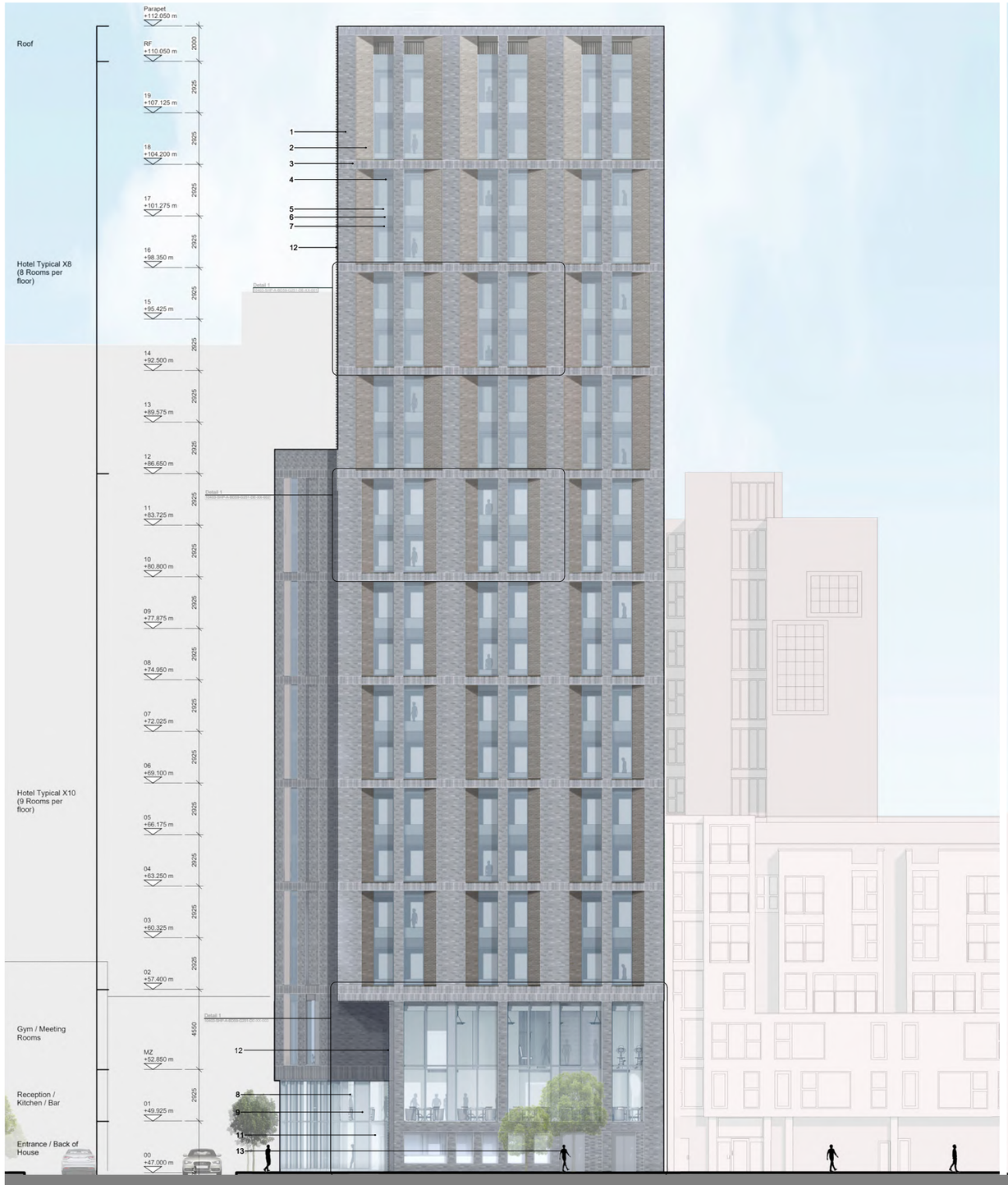
3 - Glazed brick window reveal

4 - Textured brick finish

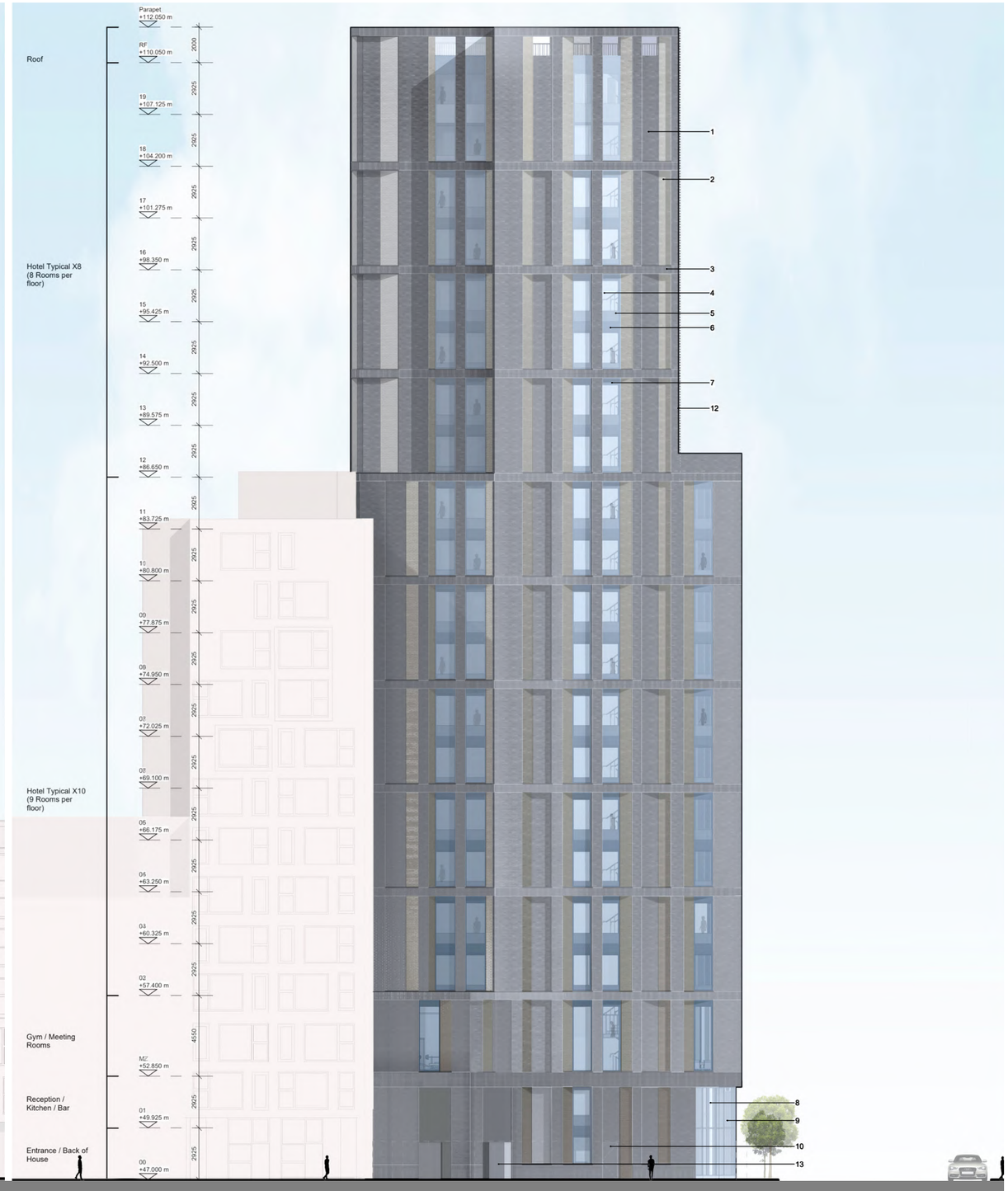
5 - Vision glass

6 - Aluminium spandrel

7 - Fritted glass



North Elevation



South Elevation

4.4 Appearance & Materials

4.4.3 GABLE ELEVATIONS

The gable elevations require fewer window openings, with only one number dual aspect room facing East, and the West elevation primarily engaged in a party wall condition with the neighbouring 40 Laystall Street. In both cases a single window per floor has been positioned on these elevations, to serve either the single dual aspect bedroom facing Great Ancoats Street, or the upper level communal corridor which addresses views back to the city.

The East facing elevation is conceived as a cut between the two interlocking brick forms. By varying the depth of facing bricks a rough horizontal texture is created on this face in contrast to the smooth and precise finish of the remaining elevations, enhancing the appearance of a cut away corner between building forms.

On the West elevation, the majority of the external wall here abuts the adjacent building, and access to the exposed floors above is limited due to oversailing requirements. The façade here includes a wrap-around recess from the southern elevation, and a single window at the high level corridor end, providing views towards the city centre.

4.4.4 EXTERNAL SIGNAGE

The orientation of the building lends itself to providing high level signage addressing the city centre and approach from Manchester Piccadilly, and the direction of the ring road / East Manchester. The room orientation facing North / South enables the 'gable ends' to be articulated with this high level lit signage without disrupting fenestration.

Low level signage can also be provided addressing the main building entrance, articulated by a sheltered set back recess in the building form, and addressing the corner of Laystall St and Great Ancoats St to the North.

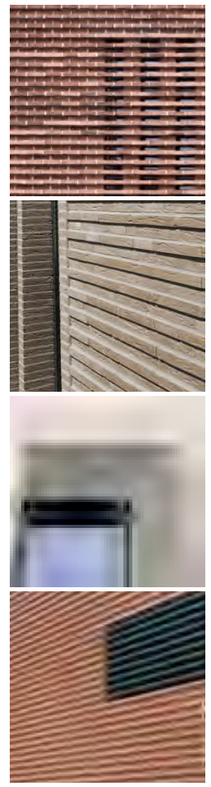
Images included in the Design & Accessment Statement show only indicative hotel signage at this stage.







Gable / Typical Bay Model Study



Material Key

1 - Mechanical brick slip facade

2 - Brick soldier course detail

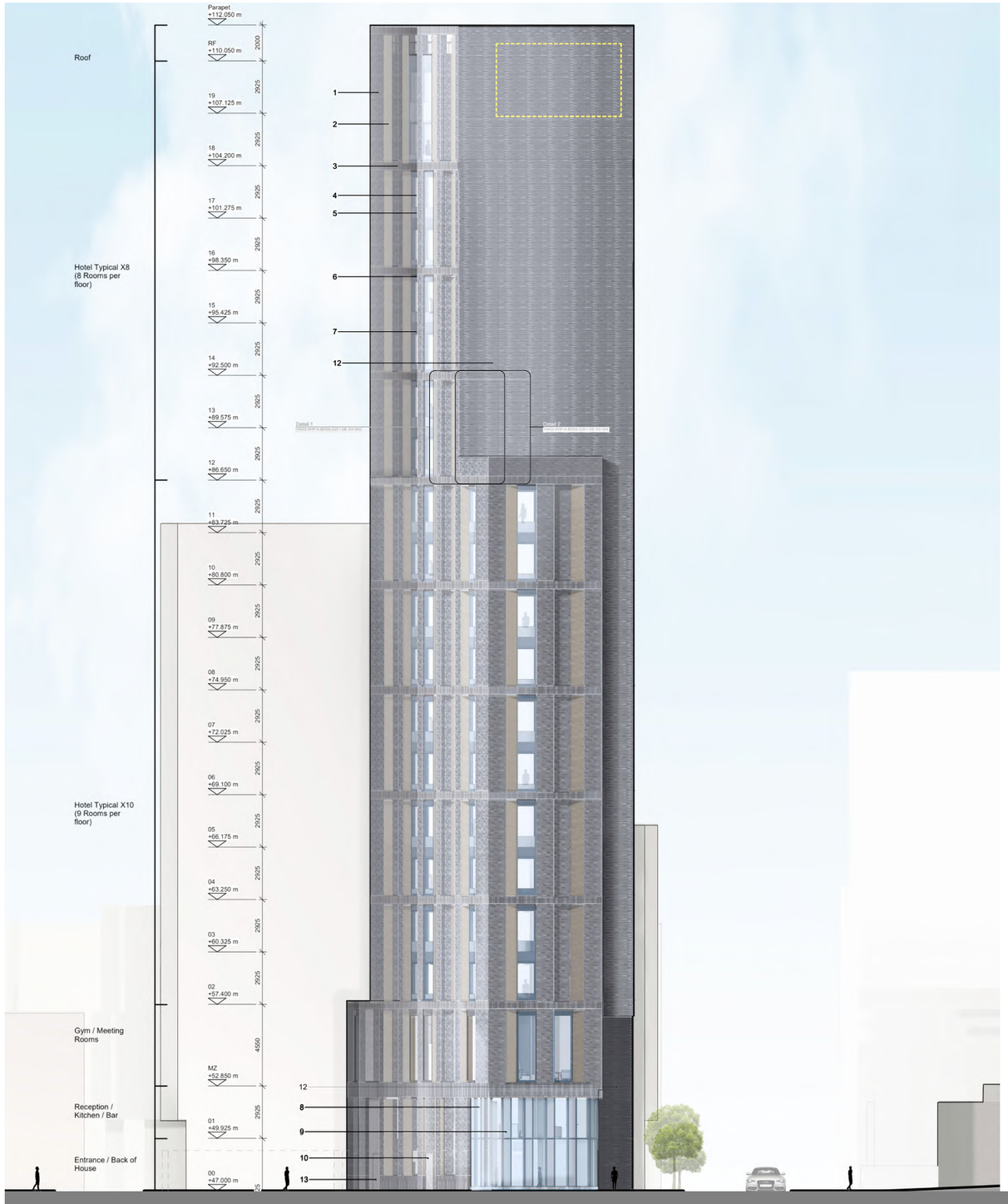
3 - Glazed brick window reveal

4 - Textured brick finish

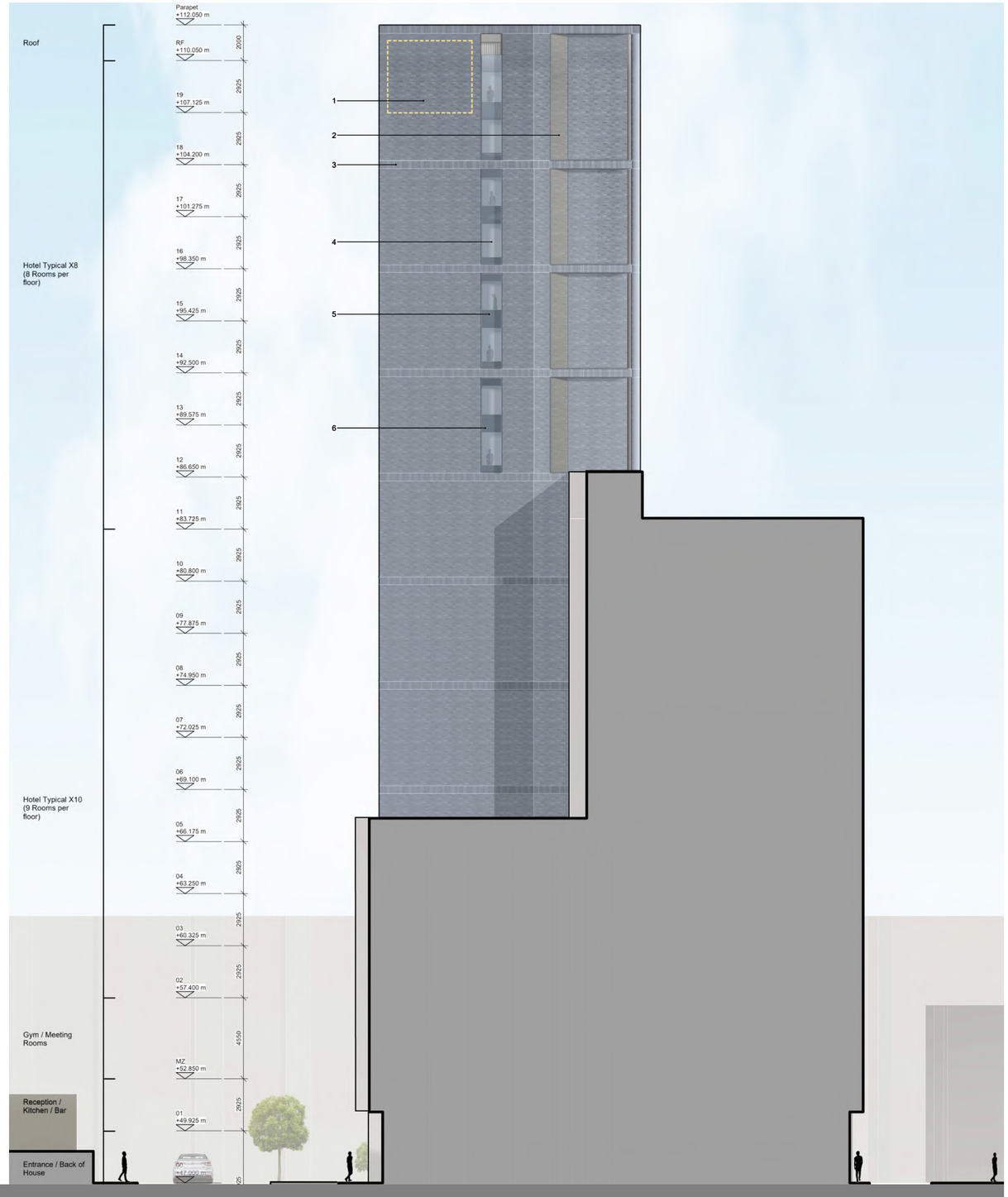
5 - Vision glass

6 - Aluminium spandrel

7 - Fritted glass



East Elevation



West Elevation

4.4 Appearance & Materials

4.4.5 GROUND & FIRST FLOOR BASE

There is a consistent use of form and materiality that grounds the building, but large-scale openings in the solid form are generated by curtain walling to key amenity spaces, that will offer animation and interest to the adjacent public realm.

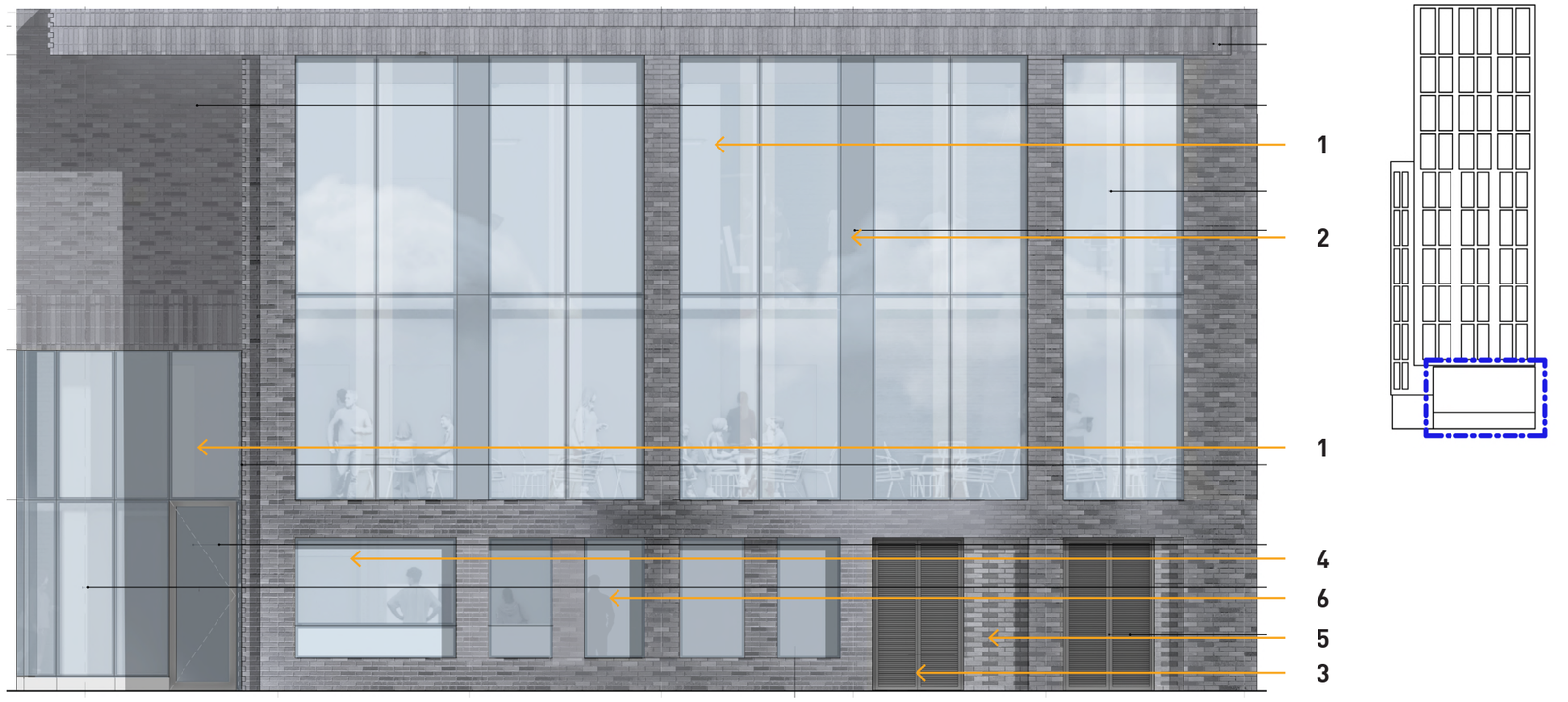
The rear of house functions address the south side of the building and vacant plot adjacent, in the knowledge that development here may remove the visibility of such areas from the public realm. Regardless, this elevation is expressed as a projecting brick plinth above which extends the main hotel form. Openings in this area are limited to ventilation requirements with colour matched louvred panels or window openings to the rear of the gym at mezzanine level providing glimpsed views of the activity. Openings are located to respect the grid and distribution of windows to rooms above, forming part of the overall aesthetic.

Street elevations facing Great Ancoats Street and Laystall Street include curtain walling, providing light and views in and out of reception and restaurant / bar areas. The lower floors include brick vertical grid elements and brick framing to Laystall St. This enables the main brick clad bedroom floors to be visually grounded, with large punched window openings aligned to the overall grid providing views and activity in and out of the bar/restaurant spaces at Level 01 and mezzanine gym.

The distribution of large glazed openings provides a symmetry to the facade, in keeping with the symmetrical grid on the upper floor plates. Two large glazed openings are positioned centrally on the elevation, with a narrower opening on the right of similar proportion to the cutaway corner on the left which expresses the entrance beneath the form above.

The vertical brick grid elements and brick picture frame to these floors continue to ground, connecting with the brick at street level, which includes glazed openings to the office and adjoining circulation space to activate street level.

The entrance to the building is expressed as a cut back glazed form at ground floor; with internally exposed columns sitting within the space. This reads as a 'cantilevering' cut away in the brick form to provide a sheltered entrance space easily legible at street level. Textured brickwork is brought to street level expressing the cut away building form in the same way as the main elevation above.



Material Key

1 - Glazed curtain walling - clear

2 - Glazed curtain walling - fritted

3 - Louvred external door

4 - Vision Glass

5 - Perforated Brick Panel

6 - Opaque Glass

Lower Floor Elevation Detail



Lower Floor Massing Design Development Images





4.4.6 CGI VIEWS



4.4 Appearance & Materials

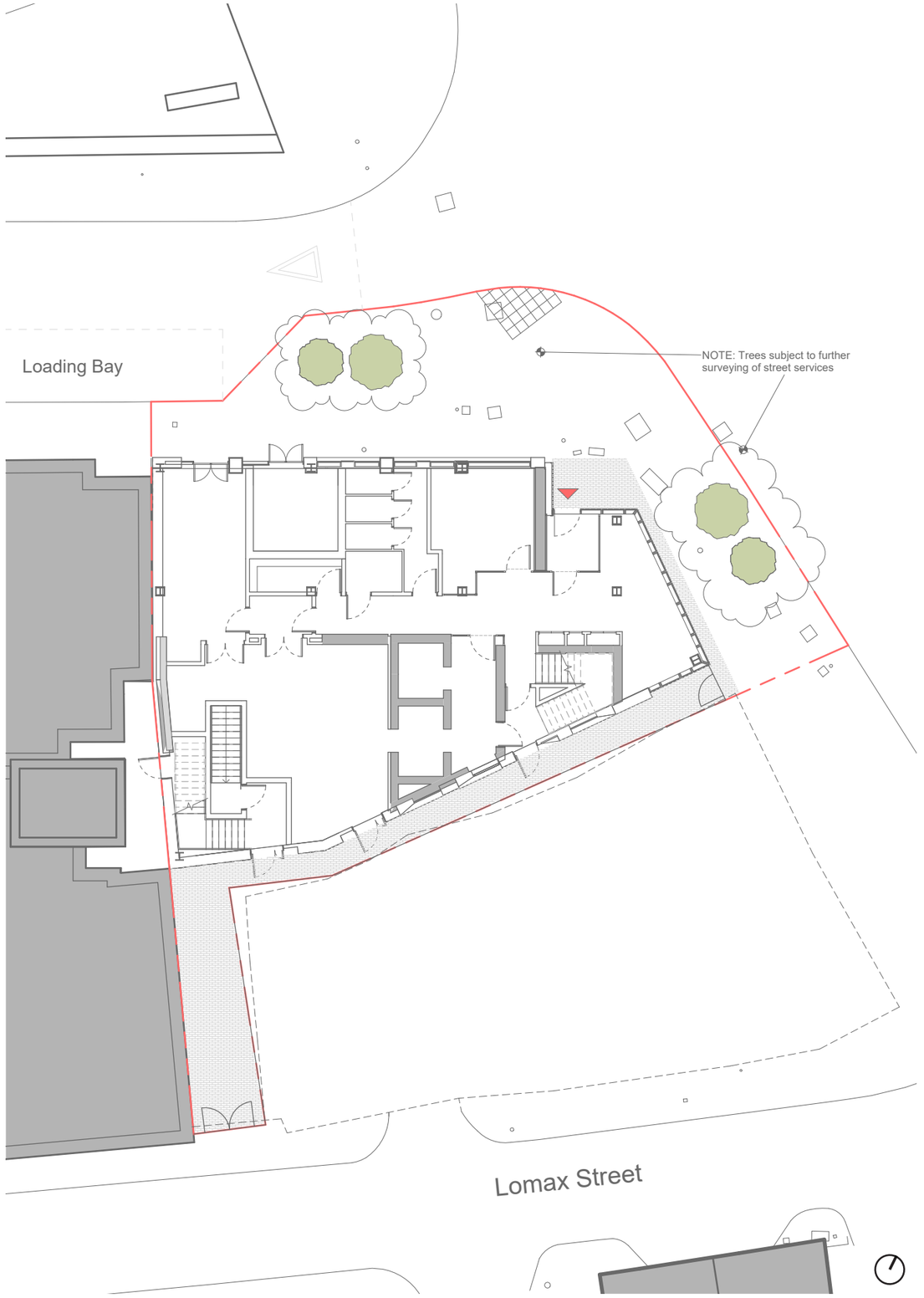
4.4.7 LANDSCAPING

Within the red line will be a very limited area of hard landscape finishes. The drainage strategy requires that these areas include permeable paving as a form of attenuation, or supplemented by an attenuation tank, space for which has been included in the basement.

It is envisaged that the paving finish will include a product such as Drainjoint which enables any paving finish to become permeable (as shown in adjacent images).

Landscape works to widen the pavement will be agreed with Highways under the scope of a S278 agreement. Street trees will be provided subject to future survey and feasibility to install alongside existing services in the highway, which are yet to be determined.

The external space adjacent to the vacant site will be fenced with secure gates at Lomax Street and Great Ancoats Street elevations - to provide safe and secure egress from the escape doors facing south.



Extent of Permeable Paving (shown hatched)







Drainjoint product


SEMD MONEY
WIN TICKETS
ALDI
GO
M&S

5.0 Access

5.1 Inclusive Access

5.1.1 OVERVIEW

The design team have adopted an approach that will ensure that measures are taken to facilitate access and use by all people who occupy or move around the building including those with mobility, sensory or cognitive impairments.

5.1.2 OBJECTIVES

To ensure that the buildings are fully accessible to all:

- 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.

5.1.3 ACCESS AT SITE BOUNDARY

The setting out of the building levels has been dictated by the existing pavement levels on Laystall Street, Great Ancoats Street and Lomax Street. With this in mind the design ensures that all entrances and escapes can be accessed from flat and level approaches with inclines of 1 in 40 or less. A new disabled parking bay is provided approximately 20m from the main building entrance.

5.1.4 CIRCULATION AND ACCESS TO PRIMARY ENTRANCES

The gradient of access routes are either 'flat' (cross falls introduced for drainage only) or are set at no more than 1 in 40. In addition, access to primary entrances will include the following;

- High Contrast hard landscape to clearly define the pedestrian route to main entrance.
- High visibility signs to identify building and entrances.

5.1.5 RECEPTION DESK / WAITING AREA / ENTRANCE LOBBIES

The reception area is located at ground floor and is visible from the building entrance. Further detailed design will be undertaken with the operator to determine a suitable fit out and interior design for this space. The reception desk 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. In addition, waiting areas and entrance lobbies will include the following:

- Materials selected to reduce surface glare.
- Upon entrance the interior layout will be clearly signposted
- The use of lighting and a clear high contrast signs to aid way finding.
- Tactile and visual surface guides to denote path from entrance to lifts.
- Solid floor surfaces to facilitate ease of wheelchair movement.

5.1.6 STAIRS AND LIFTS INCLUDING LOBBIES

The two stairs have been designed to comply with all appropriate Building Regulations. The core contains a pair of lifts – both of which meet minimum standards. In addition, stairs and lobbies will include the following;

- 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.
- On certain primary circulation routes doors to be on hold open systems.
- 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, tactile count downs on underside of handrails to indicate changes in direction and presence of 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.

5.1.7 STAIRS AND LIFTS INCLUDING LOBBIES

All primary circulation corridors are minimum 1500mm wide. In addition, internal circulation routes will have sufficient clear width to enable convenient movement 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.

5.1.8 INTERNAL LAYOUT OF HOTEL ROOMS

All internal room corridors are at least 1000mm wide. 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).

5.1.9 ACCESSIBLE GUEST ROOMS

A number of accessible rooms are provided in the development. These are located close to the lift lobby on each of the typical floor levels 02-12 inclusive. The plan on the adjoining page shows the position and layout of each accessible room.

5.1.10 ACCESS TO ROOF

As currently designed roof access is limited only to maintenance personnel. A dedicated utility staircase is provided to the main roof.

5.1.11 EMERGENCY EGRESS

All hotel bedrooms open onto a 60 minutes fire resisting common corridor, from which access is afforded to two 120 minutes fire rated protected stairs. Both protected stairs allow evacuation directly to the outside via a final exit at ground floor level.

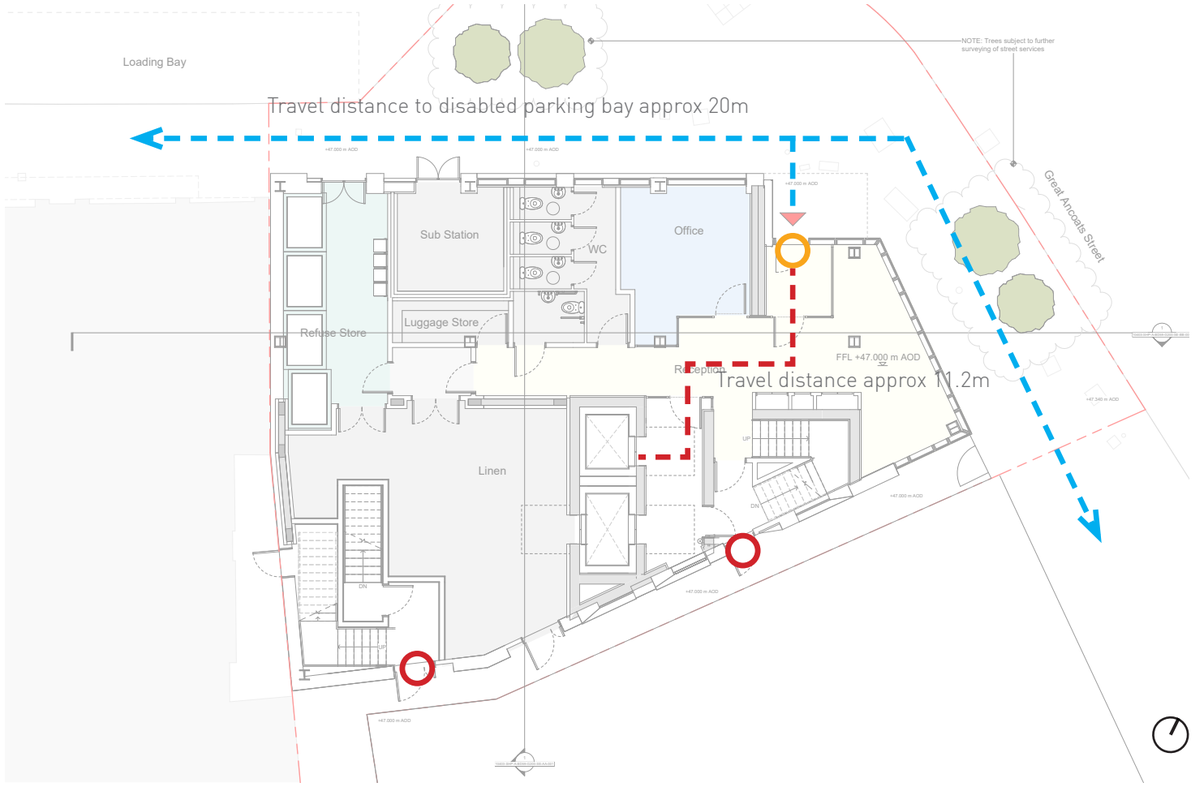
Evacuation from all areas in the hotel are within the travel distance limits stipulated in AD B. A disabled refuge space is located either in or just outside each stair core within a protected lobby - offering a place of safety for wheelchair users. Alarm systems will provide visual as well as audible signals in an emergency. In addition, Emergency Egress provision will include the following:

- Visual fire alarms especially where people may be alone
- Improvements in legibility of evacuation procedure signs
- Direction and location signs to circulation cores

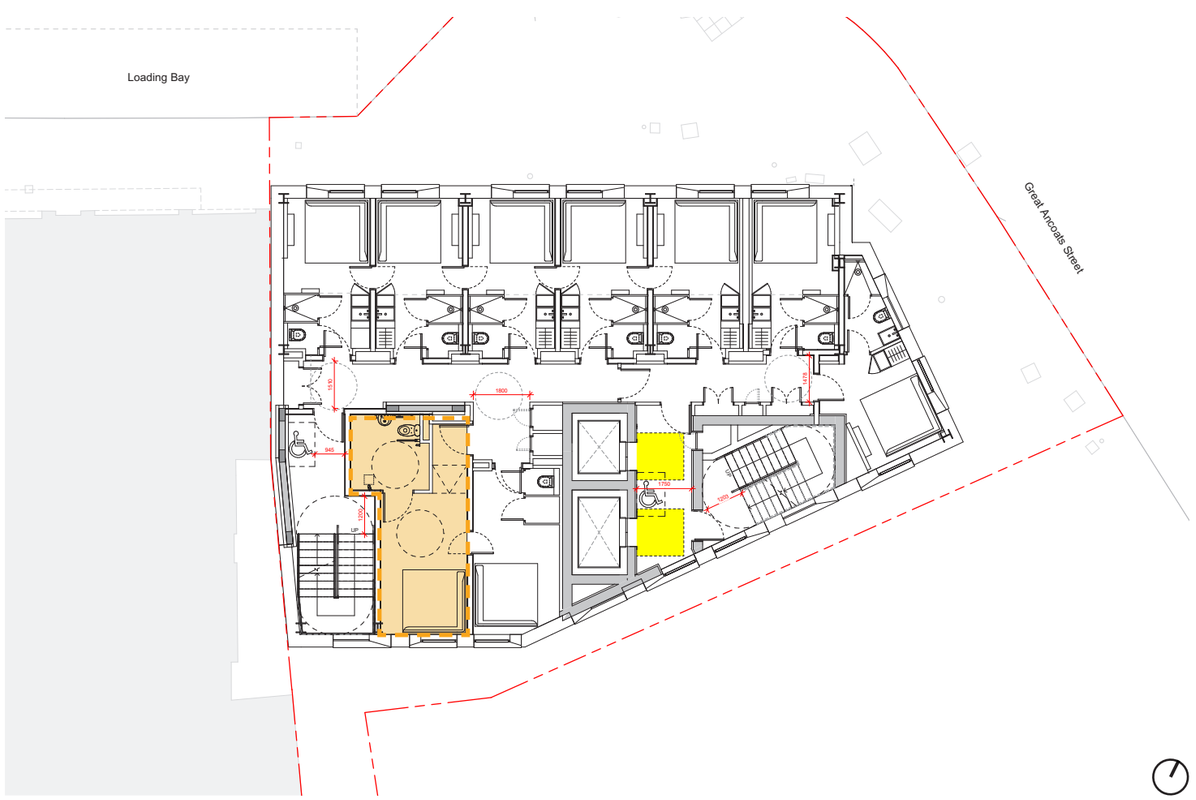
5.1.12 LIGHTING STRATEGY

Throughout the building lighting is integral to the overall way finding and accessibility strategy, and will include the following:

- Entry floor guide path lighting
- Visual fire alarms
- Reflected and diffused light to escape stairs
- Lighting to defining lift landings and doors
- Highlighting for columns
- Lighting to wash walls



Site Plan - Access Arrangements



Core / Corridor Accessibility

5.2 Fire Fighting Access

5.2.1 OVERVIEW

An outline fire strategy for th development has been prepared by CHPK Fire Engineering, in accordance with Approved Document B Vol. 2 (ADB) and the Hilton brand standards dated July 2022. This sets out the general principles of the fire safety strategy and supports the Qualitative Design Review (QDR) process for the building, which with a height of 58.9m, is classified as a 'tall building'.

The fire strategy for the development has generally been developed in accordance with the recommendations of ADB and the relevant British Standards referenced therein, to demonstrate compliance with the functional requirements of the UK Building Regulations 2010.

5.3 Design for Security

5.3.1 OVERVIEW

The principles of Secure by Design have been considered throughout the initial design development process, including consultation with Greater Manchester Police. After meeting to discuss the scheme a Crime Impact Statement (CIS) has been prepared and is summarized in the following paragraphs. Sections, 4 to 7 of the CIS provide a physical checklist / guidance to securing Secure by Design accreditation and will be developed and agreed with GMP during the detailed design of the scheme.

5.3.2 SECURITY PRINCIPLES

An Operational Management Strategy is submitted as part of this application which addresses the points raised in the CIS Executive Summary.

The Crime Impact Statement includes Section 3.3 'Points for Further Consideration' which is summarized as follows, (along with design team responses in orange):

The public WC at basement level should be removed or relocated to first floor level. This will allow the basement to be a staff and guest-only space.

Since the drawings were presented to GMP the public WC has been omitted from the basement to ensure access is only required by staff, and in limited, controlled, circumstances by guests who need to access the cycle storage. A disabled WC is provided at ground floor.

During the evening, the ground floor entrance lobby should be staffed with a... greeter, in order to formally overlook and manage all access...out of hours, the main entrance to the building should be secured and operated by guest key-card....linked to a first floor staff base.

All the above will be in place and a commentary is included in the supplementary Operational Management Strategy.

During the day, the ground floor glazed office should be occupied as much as possible to allow direct overlooking over the ...entrance lobby area. It should also be covered by a CCTV system.

The ground floor office space will be consistently staffed and includes glazed walls that face onto the lift and stair lobby and overlooks access to ground floor WC facilities. A CCTV system covering this area will also be provided.

As the first floor bar / coffee shop will be for customers that are not necessarily guests of the hotel, it is essential that access to the upper floor bedrooms floors...is robustly controlled to prevent unauthorized access. All stairwells and lifts serving bedroom floors should be fitted with access controls....It is preferable to have a standalone / dedicated lift to serve the first floor bar only.

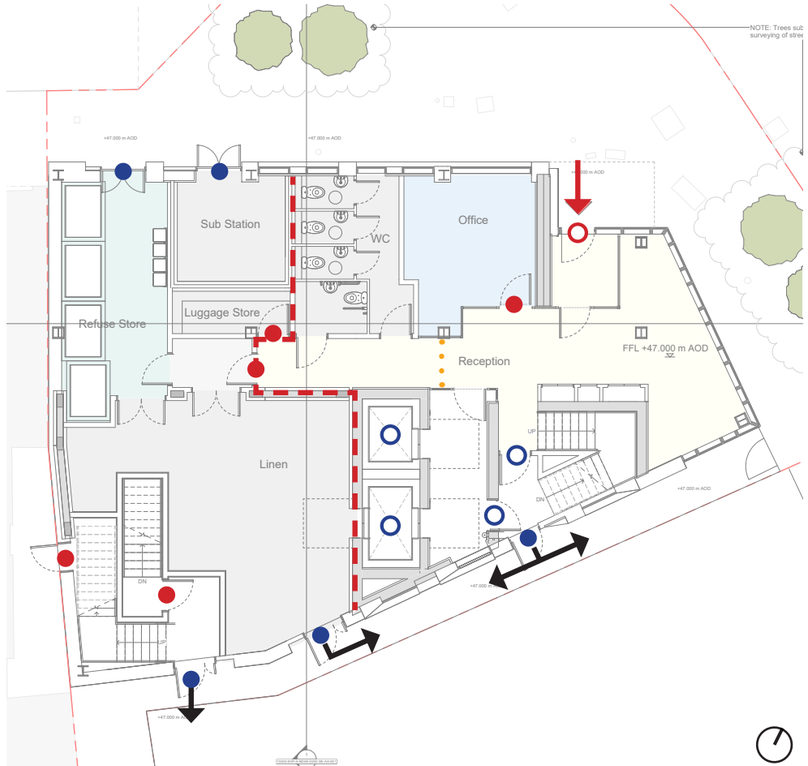
Access to floors above first floor will only be possible via fob / card reader access (available only to staff and guests); thereby limiting public access to ground and level 01 amenity spaces only. Electrically powered locks will return to the unlocked position if the fire alarm system operates, there is loss of power or system error or if the security mechanism override is activated. A security override mechanism is required for secure doors from the side approached by people escaping.

The southern elevation of the building will feature 3 no escape doors onto a narrow strip of land between the proposed building and the adjacent site, with egress onto Great Ancoats Street to the east and Lomax Street to the South. If the adjacent site remains undeveloped and is well-tended...there are good levels of passive surveillance over the escape doors from Great Ancoats Street. If the adjacent site becomes overgrown or is itself developed...the narrow route should be enclosed and gated to prevent unauthorised access.

The proposals include a fence and gate access to the external land within the site boundary abutting the adjacent vacant site. The applicant will develop a final solution to secure these areas with consideration towards the unknown long-term development and / or maintenance of the adjacent plot.

The internal doors between the proposed flexible rooms must be to the same physical security standard as the main bedroom doors...and should only be capable of being unlocked by staff.

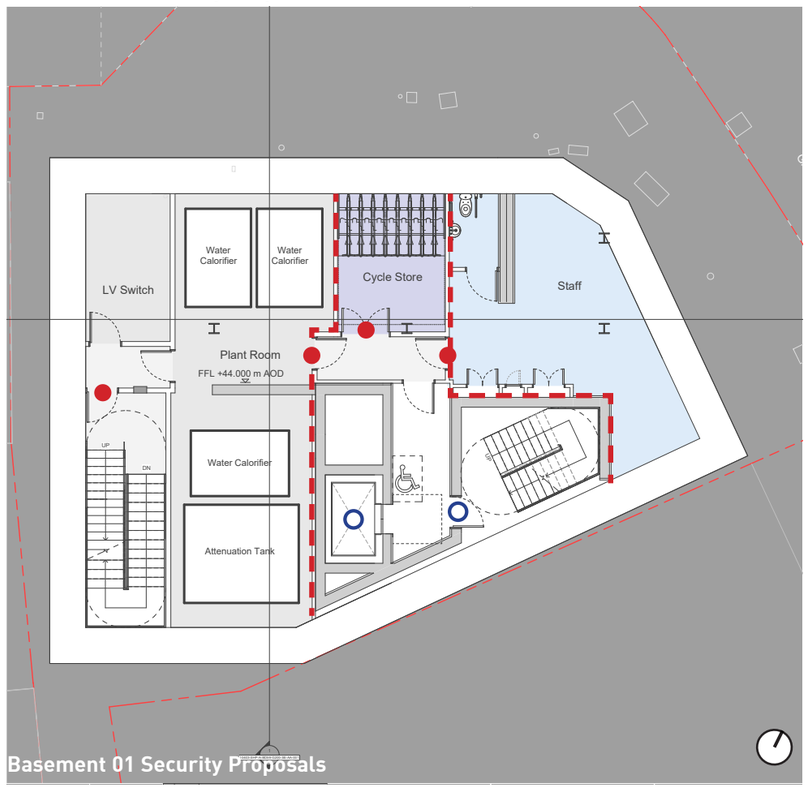
Internal doors between bedrooms will meet the minimum SbD specification; and in each case there will be two between rooms, to ensure each door must be unlocked and opened from opposing sides to enable access between them. These doors can also only be unlocked by staff to suit room bookings.



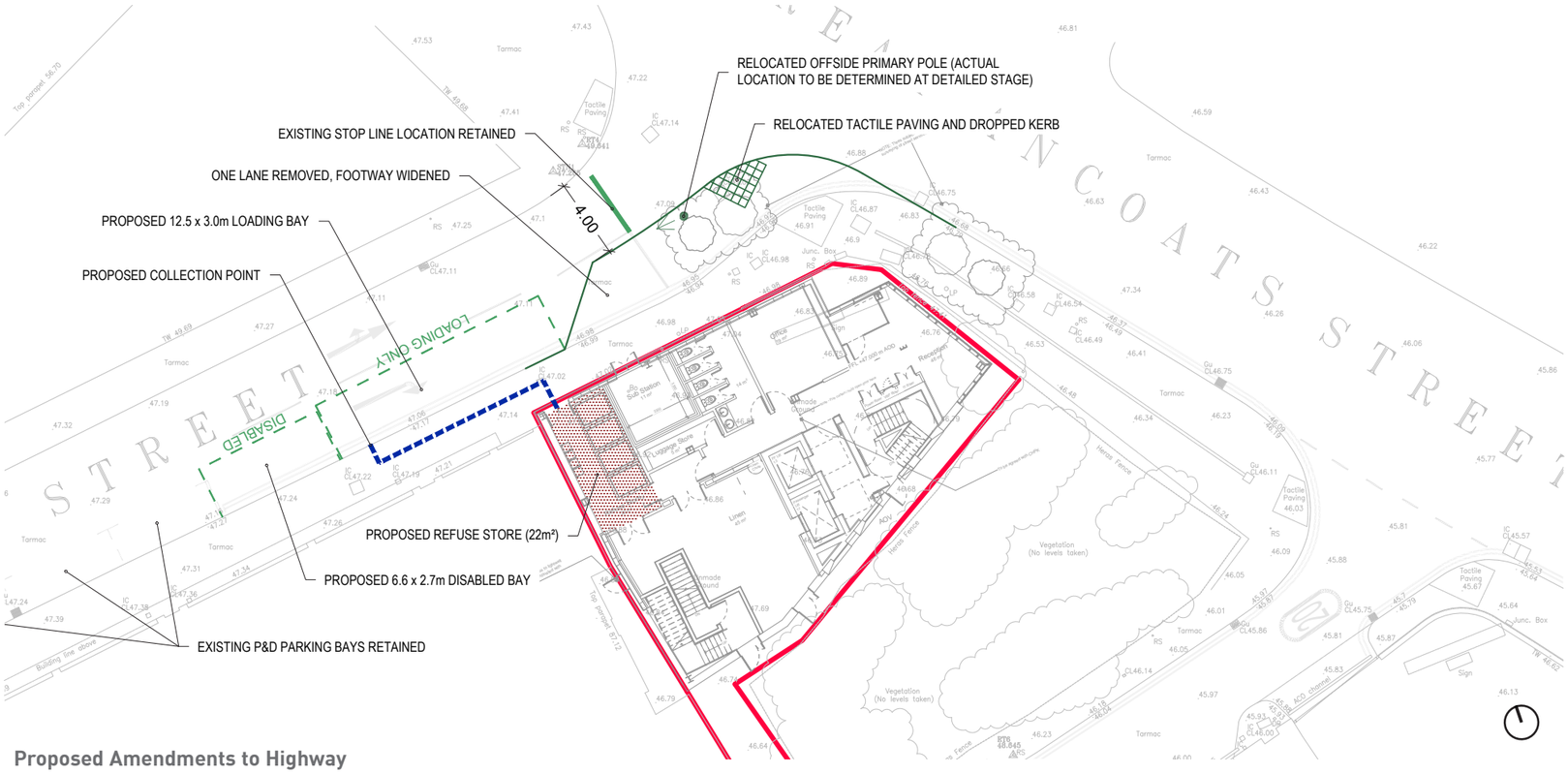
Ground Floor Security Proposals

Key

- Access refuse store / sub station only
- Escape only
- Access for guests / servicing
- Lockable doors with pass door function from inside
- Access controls out-of-hours
- Secure access controls
- Access controls to guest-only / staff levels
- Front / Back of House Separation



Basement 01 Security Proposals



Proposed Amendments to Highway



Basement 01 Cycle Storage

5.4 Vehicle & Cycle Access

5.4.1 OVERVIEW

Access for servicing, deliveries and waste collection will be entirely from Laystall Street. A Transport Statement prepared by Curtins and submitted in support of the planning application sets out the wider access and transport strategy for the development. This demonstrates that service vehicles can access and leave the site in forward gear.

A summary of site access and servicing is provided below.

5.4.2 ACCESS TO THE DEVELOPMENT

As a reflection of the highly accessible nature of the site, and considering the targeted end user, it is proposed that no on-site car parking will be provided. As such, there will be no vehicular access directly into the building. A single accessible on-street parking bay will be located along Laystall Street. An existing pay and display car park is located 45m from the development.

Pedestrian access is envisaged off Great Ancoats Street, where guests will have access to the reception area, lifts, and staircases.

5.4.3 CYCLE PARKING

In accordance with the sustainable travel plan initiatives described in detail within the Transport Statement, provisions for cycle parking have been considered. Cycle storage is provided at basement upper level within designated secure storage spaces, accessed via the main core lifts. In total, 16 cycle parking spaces are proposed which is consistent with MCC's Core Strategy recommendations of 1 space per 10 guest rooms. The type of storage provided is to be of high-quality stacker type within a secure environment.

5.5 Servicing &Waste Management

5.5.1 SERVICING & DELIVERY: WASTE COLLECTION

A waste management and servicing strategy prepared by Curtins and submitted in support of the planning application sets out the wider waste management for the development.

All recycling and waste material will be stored on site in a single secure waste bin storage area, located at Ground Floor adjacent to Laystall Street and will be accessed externally. Building management will take recycling and waste material from individual hotel rooms, bar and restaurant and all other front of house and back of house areas and deposit it into the relevant bins.

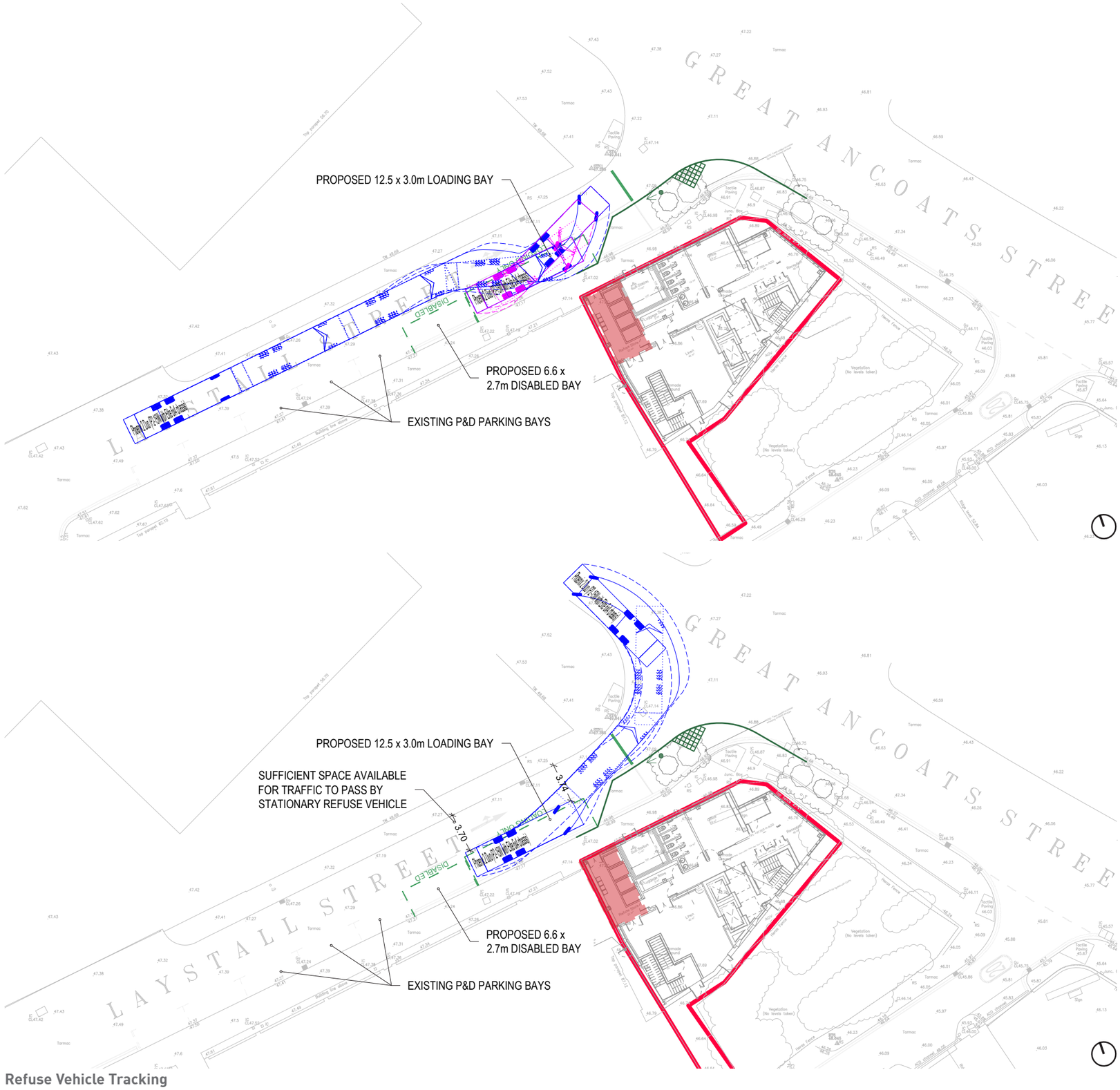
The collection and emptying of the bins will be overseen by the private waste contractor, with general waste collected five times a week and organic waste collected once a week. The bins will be moved from the store on the day of collection and returned to the store once collection has been made. The travel distance is very short (c. 5m-10m) due to the refuse vehicle being able to stop directly adjacent to the refuse store doors. Bins will be returned to the refuse store following collection.

5.5.2 SERVICING & DELIVERY: MAINTENANCE

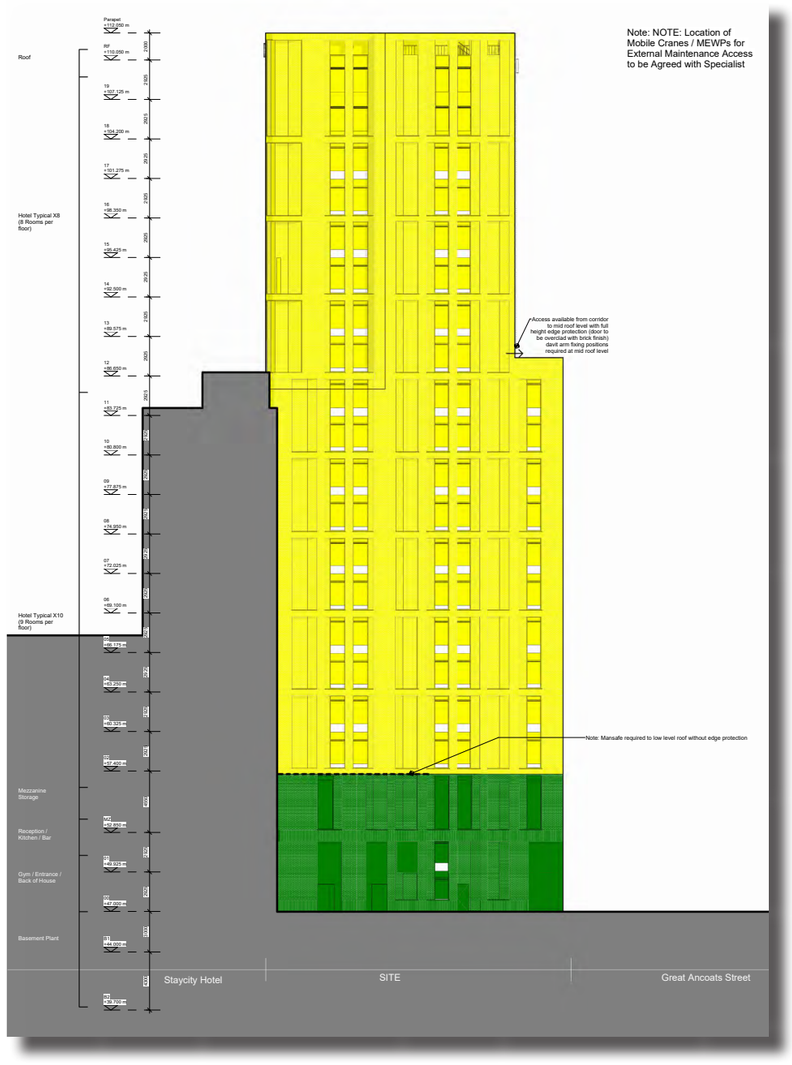
Vehicular access to the substation is from Laystall Street. The position of the substation has been designed to allow for vehicular access up to the doors.

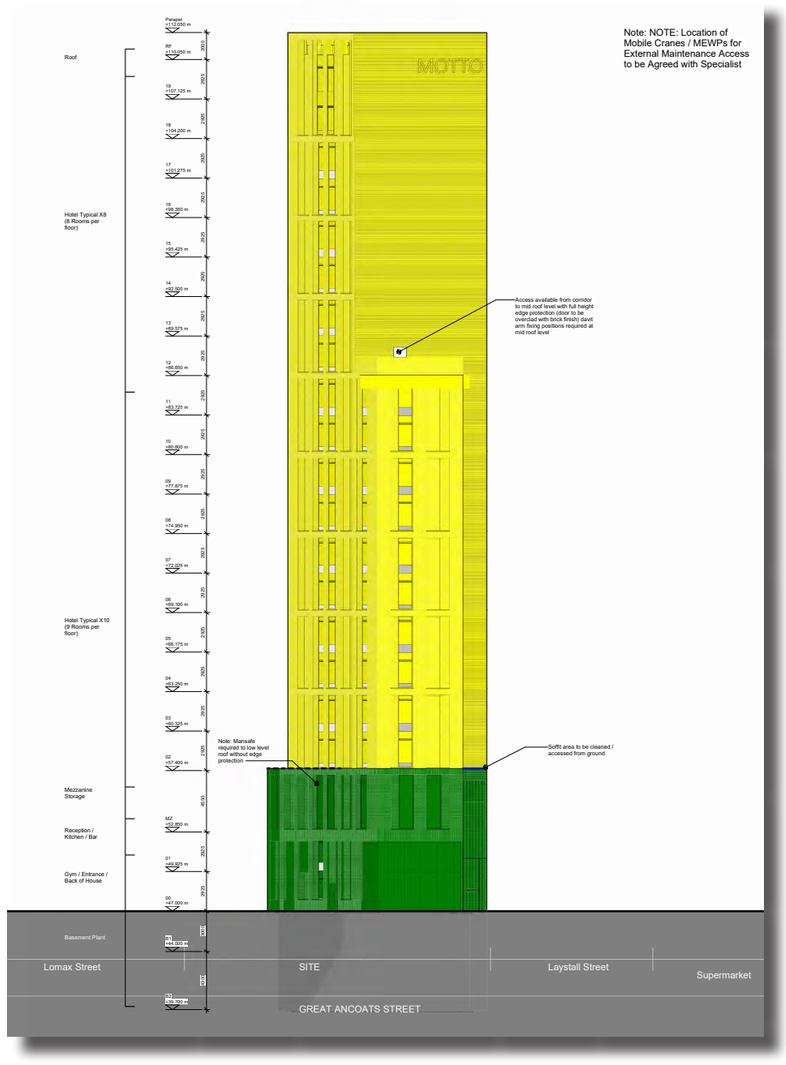
5.5.3 SERVICING & DELIVERY: DELIVERIES & LINEN

It is anticipated that deliveries will be predominantly vehicular, with access via the main entrance on Laystall Street for both deliveries and linen collections. Combined linen, disposable supplies and F&B deliveries and collections are antipcated to total 9-13 times weekly for a development of this scale.



Refuse Vehicle Tracking





Key

Davit System with Cradle

Telescopic Window Cleaning System

Access & Maintenance Elevation Drawings

5.6 Maintenance Principles

5.6.1 OVERVIEW

The design and layout of the building has been considered to accommodate both regular cleaning and maintenance as well as facade and plant replacement.

Whilst a detailed maintenance strategy will be developed further with the operator during the next stage, an outline strategy has been prepared and considers building use, height, adjacencies and facade type. An appropriate strategy has been selected for each elevation.

5.6.2 CLEANING & GENERAL MAINTENANCE

The external cladding materials have low maintenance requirements however cleaning and visual inspections should be carried out in line with the manufacturer's guidelines and recommendations.

Cleaning of the primary facades will be possible via a cradle and davit arm arrangement from main roof level.

In addition, it is envisaged that windows up to 18m in height could be cleaned from street level via a long reach pole where possible. Temporary ground based access equipment (Mobile Hoist/MEWP) could be utilised for general maintenance and cleaning throughout.

5.6.3 GLASS & CLADDING REPLACEMENT

For window replacement, all the windows are limited in height at 2.3m tall, sealed double glazed units that can be replaced internally. For facade replacement, all the elevations are composed of brick slips, or glazed curtain walling. As such, replacement will also be required externally. It is unlikely that replacement of the brick slips will be required but elements are small and lightweight, and the strategy ensures hands-on external access to all façade areas for easy replacement if required.

All maintenance of ventilation equipment will be done internally, with trickle vents providing fresh air supply to bedrooms and mechanical ventilation systems being located in ceiling voids with coordinated access designed in.

It is proposed the use of temporary ground-based access equipment (Mobile Hoist/MEWP) could also be utilized for the above.

Discussions with a specialist access consultant will take place during detailed design.

5.6.4 ROOF ACCESS

The main stair from the core is taken to roof level to enable safe access for operatives to access cleaning equipment and plant at roof level. An access hatch provides low level, safe and watertight access to roof. Once at main roof level a full height perimeter balustrade provides edge protection.

Appendix I - Planning Drawing List

A.I Planning Drawing List

DRAWING NUMBER	DRAWING TITLE	SCALE @ A1	REVISION
10403-SHP-A-BD59-G100-XP-00-001	Location Plan	1:1000@A1	P01
10403-SHP-A-BD59-G100-XP-00-002	Red Line Boundary Plan	1:200@A1	P01
10403-SHP-A-BD59-G100-XP-00-003	Existing Site Topography Plan	1:200@A1	P01
10403-SHP-A-B5D9-G100-EL-EE-001	Contextual East Elevation	1:250@A1	P01
10403-SHP-A-B5D9-G100-EL-EN-001	Contextual North Elevation	1:250@A1	P01
10403-SHP-A-B5D9-G100-EL-ES-001	Contextual South Elevation	1:250@A1	P01
10403-SHP-A-B5D9-G100-EL-EW-001	Contextual West Elevation	1:250@A1	P01
10403-SHP-A-B5D9-G100-PL-00-001	Contextual Ground Level Plan	1:200@A1	P01
10403-SHP-A-B5D9-G100-PL-00-002	Proposed Site Topography Plan	1:200@A1	P01
10403-SHP-A-B5D9-G200-EL-EE-001	Proposed East Elevation	1:100@A1	P01
10403-SHP-A-B5D9-G200-EL-EN-001	Proposed North Elevation	1:100@A1	P01
10403-SHP-A-B5D9-G200-EL-ES-001	Proposed South Elevation	1:100@A1	P01
10403-SHP-A-B5D9-G200-EL-EW-001	Proposed West Elevation	1:100@A1	P01
10403-SHP-A-B5D9-G200-PL-B2-001	Basement Level 02 Plan	1:50@A1	P01
10403-SHP-A-B5D9-G200-PL-B1-001	Basement Level 01 Plan	1:50@A1	P01
10403-SHP-A-B5D9-G200-PL-00-001	Ground Level Plan	1:50@A1	P01
10403-SHP-A-B5D9-G200-PL-01-001	Level 01 Plan	1:50@A1	P01
10403-SHP-A-B5D9-G200-PL-MZ-001	Mezzanine Level Plan	1:50@A1	P01
10403-SHP-A-B5D9-G200-PL-TY-001	Typical Lower Level Plan	1:50@A1	P01
10403-SHP-A-B5D9-G200-PL-TY-002	Typical Upper Level Plan	1:50@A1	P01
10403-SHP-A-B5D9-G200-PL-RF-001	Roof Plan	1:50@A1	P01
10403-SHP-A-B5D9-G200-S-AA-001	Section AA	1:100@A1	P01
10403-SHP-A-B5D9-G200-S-BB-001	Section BB	1:100@A1	P01
10403-SHP-A-B5D9-G251-DE-XX-001	Façade Study 01	1:25@A1	P01
10403-SHP-A-B5D9-G251-DE-XX-002	Façade Study 02	1:25@A1	P01
10403-SHP-A-B5D9-G251-DE-XX-003	Façade Study 03	1:50@A1	P01
10403-SHP-A-B5D9-G251-DE-XX-004	Façade Study 04	1:25@A1	P01
10403-SHP-A-B5D9-JC20-XP-00-001	Demolition Plan	1:200@A1	P01

NOTE: NO EXISTING SITE ELEVATIONS HAVE BEEN SUBMITTED DUE TO THE APPLICATION SITE BEING CLEARED

