



No.3 Circle Square , Manchester | Design and Access Statement

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1.0 | Introduction

1.1 Introduction to the Design and Access Statement

This Design and Access Statement has been prepared by Bridge Architects on behalf of Bruntwood SciTech in accordance with CABE's 'Design and Access Statements – How to Write, Read and Use Them' document. The document accompanies a detailed Planning Application for:

The erection of a new ground plus 14 storey office development with ground floor commercial uses, and associated landscaping and gardens adjacent to the building.

The statement serves to describe the design development process for the building and demonstrates that the proposed development has emerged from a full assessment of the site's unique circumstances and characteristics. The statement should be read in conjunction with the application drawings and all other information submitted in support of the application.

The site is located within the Circle Square development within The Oxford Road Corridor innovation district. The site is identified as Plot 12/13 on the original Circle Square Masterplan.

The building is to be known as No.3 Circle Square, Manchester.

The proposed building will comprise new build conventional office space, reception, amenity, meeting and lounge facilities with outdoor roof terraces, independent commercial units, and associated ancillary accommodation and plant spaces.

A separate Landscape Design and Access Statement is included within the application pack to provide a description of the associated landscaping and public realm proposals.

1.2 Executive summary

The Design and Access Statement has been prepared on behalf of Bruntwood SciTech and provides a holistic view of the design proposals. It includes description, explanation and details on:

- the contextual appraisals and environmental, social and economic factors which have influenced the proposals.
- the proposals in terms of use, layout, amount, scale, external appearance, landscaping and access.
- the building and its interfaces with landscaping proposals and external lighting.

The proposal is for a fifteen-storey office building totalling approximately 350,000ft² GIA of office and amenity spaces, and independent commercial units. The site is complicated by the topography of the existing plot, which has a cross fall of approximately 2m.

No on-site car parking is proposed, and it is intended that the new building will be complemented by a high quality hard and soft landscaping scheme to reinforce the aspirations set out in the Circle Square masterplan.

In developing the proposals, the Applicant has engaged a wide range of specialist consultants experienced in developing and delivering schemes of a similar scale and level of complexity in urban contexts.

The development proposals have been subject to pre-application consultation with Manchester City Council (MCC), statutory consultees, local stakeholders and local residents. This dialogue and process has informed the proposed scheme.

The proposals have been developed with the intention of delivering a significant contribution to the city by providing a diverse mix of uses and a new public space within the heart of Manchester. The proposals aim to maximise the development potential of the vacant site, as well as enhance the connectivity and regeneration of the surrounding area, whilst celebrating Manchester's unique built environment and heritage.

The scale and location of Circle Square affords opportunities for large scale comprehensive employment led regeneration.

The development of the Circle Square Masterplan will complement the strategic economic growth and regeneration aspirations for this part of the City, including the Corridor Manchester area.

The No.3 Circle Square development, through the provision of commercial offices will play a key role in supporting the wider commercial led use of the Masterplan and will transform a currently underused site for an employment generating use, providing over 2,000 jobs once occupied.

1.3 Project Team

Client



A 50:50 joint venture between Bruntwood and Legal & General, Bruntwood SciTech is the UK's leading property and innovation services provider dedicated to the growth of the science and technology sector.

Bruntwood SciTech's portfolio is centred around assets and development projects in Manchester, Birmingham and Leeds, and includes the life science campus in Cheshire, Alderley Park. Liverpool, Cambridge and Oxford also feature strongly in its forward plans.

They own and operate the largest portfolio of science and technology assets in the UK, providing high quality office space, high specification labs, a range of scientific services and a bespoke programme of business support, providing companies with unrivalled access to finance, talent and mentorship.

Design Team

	Discipline	Company	Primary Contact
	Architect	Bridge Architects	Russell Bridge Victoria Hilton
	Structural & Civils Engineer	Curtins	David Sandbrook
	M&E Consultant	Crookes Walker Consulting	Andy Ringland Paul Johnson George Talbot
	Sustainability	Crookes Walker Consulting	Andy Ringland
	Landscape Architect	Planit ie	Lindsay Humblet Rob Moore
	Fire Engineering Consultant	Design Fire Consulting	Matt Whitehead Roy Little
	Principal Designer	Rider Levitt Bucknall	Samantha Mephram Karen Bennett-Jones
	QS/ Employers Agent	RBA	Richard Briggs
	Planning Consultant	Deloitte	Niall Alcock
	Lift Consultant	LECS	John Bentley
	Programme Planner	4Red Planning	Ian Roberts

1.4 Circle Square background

Bruntwood acquired the former BBC site in early 2015 and produced a concept masterplan for the area. This included the former BBC Site, Bruntwood's own landholding adjacent to Mancunian Way and Manchester City Council's landholdings around the roundabout on Upper Brook Street. The Masterplan was prepared in the context of and in response to the SRF endorsed in July 2013. MCC's Executive Committee endorsed the Masterplan in April 2015.

The 2015 masterplan sought to create a vibrant employment-led new district, connected into the wider fabric of the city centre, incorporating: commercial office space; other business/research space; a new residential neighbourhood; ground floor retail and leisure space; and a series of public realm interventions.

The masterplan comprises two distinct development zones:

- Zone 1 – the knowledge based office core
- Zone 2 – the residential neighbourhood

Around 100,000 sq ft retail, leisure and food and drink floorspace would be provided on the ground floors of a number of buildings and new public realm would be provided including two public squares, new spaces and linkages.



Circle Square – original masterplan massing diagram

Delivery strategy and Phasing Plan

A Delivery Strategy and Phasing Plan for the Site was subsequently developed and approved by MCC's Executive in July 2015. The Phasing Plan was developed to ensure that development momentum, once commenced, is maintained and that the process of regeneration is continuous and coordinated. The phasing profile incorporates the 18 development plots identified within the Masterplan.

Masterplan progress to date

Bruntwood SciTech, together with joint venture partners Vita Group, have delivered a significant proportion of the Masterplan vision.

Phase 1 of the Masterplan has been successfully delivered with Blocks 2-11 and the MSCP (plot 14, formerly Plot 16) now complete and operational. The hotel originally envisaged to be delivered on Plot 13 as part of Phase 1 has not been delivered. This followed extensive engagement with operators and funders, which failed to identify a viable proposition that would be truly additive to the Circle Square neighbourhood. A c.200-bed Premier Inn hotel has been delivered on top of the MSCP, which is additional to the original masterplan. A significant electrical substation was also provided in the southern part of the site, between the MSCP and MTC to serve the masterplan and the wider area.

No.3 Circle Square is set to occupy Plot 12, Phase 2 of the Masterplan. A 30,391 sq m GIA commercial office building, with c.16,000 sq ft floorplates, was granted full planning permission on 7 February 2020 under application 125451/FO/2019 (as amended); however, works have not yet commenced.

Phase 3 comprises the land currently occupied by Manchester Technology Centre and the land running beneath the Mancunian Way. The first phase of development underneath Mancunian Way has now been delivered in the form of Hatch Phases 1 and 2, which has successfully activated this previously dead space and created the conditions to further extend eastwards towards Upper Brook Street.

Circle Square now provides two commercial buildings: No.1 and No.2 Circle Square - providing high quality office space for companies including Roku, Autocab, Octopus Entergy, Hewlett Packard Enterprise and Hilti. 680 private rented luxury apartments – Circle Square apartments by Vita Living and 1,100 student apartments - Vita Student.

Manchester Technology Centre (MTC)

The 2015 Phasing and Delivery Plan assumed that Manchester Technology Centre would be demolished in 2021 and redeveloped re-developed under Phase 3 as commercial blocks 1A, 1B and 1C. Whilst there still remains a long-term aspiration to replace the Manchester Technology Centre this will remain in situ for the foreseeable future due to an existing lease agreement with Tesco at the ground floor level, which does not expire for another 10 years.

Notwithstanding this, Bruntwood's investment into Manchester Technology Centre has transformed the existing building into an integral part of Bruntwood's Circle Square letting strategy: Manchester Technology Centre provides an ideal landing and incubation space for start-ups and small, new businesses. As businesses grow they are then able to take up larger floorspace in Circle Square.

As a consequence, the masterplan needs to be updated to accommodate Manchester Technology Centre in the medium-term, allowing for permanent solutions to be delivered south of Brancaster Road, whilst future-proofing the long-term redevelopment potential for the Manchester Technology Centre site for development that delivers on the Circle Square vision and objectives.

1.4 Circle Square background

Circle Square – responding to an evolving market

Phase 1 of Circle Square has been extremely successful: demand for the serviced apartment and residential accommodation within Vita Student and Vita Living in buildings 5&6, 7&8, 10 and 11 exceeds supply; and the commercial buildings at No.1 and No.2 are fully let to high quality tenants making a positive contribution to the knowledge economy with the Corridor. A range of new vibrant retail and leisure uses will start to activate the public spaces as they open over the coming months, activating Symphony Park and creating the vibrant mixed-use neighbourhood envisaged in the 2013 SRF.

Such is the success of the area that Bruntwood is now committed to delivering No.3 Circle Square on Plot 12 of the masterplan. Since the approved development on-site was approved, a number of structural changes to the commercial office market have emerged over the past 18 months accelerated by the Covid crisis. In tandem with these market forces, Bruntwood has continued to evolve its own commercial office offer to meet changing occupier demands and the continual drive to enhance the customer experience by learning lessons from Phase 1 and their wider portfolio and international best-practice in knowledge-based working environments. These drivers to evolve the offer at Circle Square are summarised as follows:

Future of Work (Post-Covid): The future of work is more focused around providing flexibility for tenants and customers, whilst creating spaces that encourage interaction and collaboration. The flexibility and change in workplace demands has been accelerated by the covid pandemic, which has provided an opportunity to reflect on the evolving role of the workplace and what it should enable. Bruntwood has developed its workplace offering under Bruntwood Works which seeks to deliver exceptional workspaces for businesses of all sizes, from Grade A floorplates, to serviced offices and co-working lounges. What makes Bruntwood's approach unique is how it seeks to build communities and opportunities for its customers, from working with its partners to provide specialist business support to creating office, retail and leisure environments. Bruntwood seek deliver a customer focused approach by developing and managing workspaces that are flexible, focus on well-being and create opportunities for innovation, and meaningful communal interaction.

Climate Change Emergency: MCC declared a Climate Change Emergency in November 2019 and have a target of achieving net zero Carbon by 2038. There is a greater strategic emphasis on the need for new development proposals to pro-actively address net zero carbon targets, both through embodied and operational carbon reduction. Bruntwood's recent experience is that customers, organisations and businesses are now demanding low and zero carbon development and this is only going to increase with the growing importance of the issue of global warming on an international scale.

ID Manchester: Bruntwood SciTech has been selected as the University of Manchester's partner to deliver ID Manchester. The vision for ID Manchester is to create a platform which accelerates growth, partnership and collaboration, where businesses can co-locate with similar businesses and be close to key talent pools and knowledge hubs. ID Manchester seeks to deliver a new mixed-use city centre neighbourhood that will form a new exemplar for innovation districts and urban renewal. ID Manchester will be a transformational project for Bruntwood and for the City of Manchester. Its delivery will mean that Circle Square sits within a much larger ecosystem of commercially-led mixed use development within Bruntwood's Corridor Manchester portfolio, which also includes Manchester Science Park. Spatially, ID Manchester is located immediately to the east of Circle Square, the Masterplan area, and so this creates new exciting opportunities to create key linkages and connections with the emerging innovation district.

Lessons learned from Phase 1: Phase 1 of the masterplan has been delivered concurrently over an intensive redevelopment programme over the past 5 years. The successful letting of the commercial lettings has given Bruntwood fantastic insight into what aspects of the offer are attractive to prospective tenants and where the offer can be enhanced. This is combined with Bruntwood's wider portfolio experience, including at Manchester Science Park where they are delivering innovative new office space in developments such as the Base Building.



Scope of planning application

1.5 Circle Square: Masterplan

It is now almost seven years since the original masterplan, phasing and delivery strategy were endorsed by the MCC Executive, and Phase 1 has been largely delivered. The structural and business changes outlined above create the right opportunity to revisit and refresh the Circle Square masterplan to meet the challenges and opportunities of the post-Covid world.

Bruntwood has undertaken this process with Planit-IE, who with Feilden Clegg Bradley Studios developed the original masterplan and authored the Design and Placemaking Strategy in 2015.

The revised Phase 2 and 3 masterplan takes the development and design principles established in 2015 and evolves these to respond to the changed spatial context of the MTC and the new electrical sub-station which prevents Plot 11 as originally envisaged and the evolved market:

The final phase of the 2015 Circle Square masterplan incorporates the land currently comprising Manchester Technology Centre.

Bruntwood has since established MTC as successful incubation and start-up space, forming an important component of the commercial ecosystem in and around Circle Square. Whilst the revised 2022 masterplan has evolved to accommodate MTC in the medium-long term, it has also been future proofed so as to maximise the long-term development potential of the site.

The revised plans show the potential for a revised Phase 3 layout, accommodating a large footprint office building on Oxford Road (1A), a new flexible pavilion structure to activate the green space (1B), and a further enlarged public realm (1C).

Detailed proposals for these areas do not form part of this application and are shown indicatively only.

1.5 Circle Square: Masterplan

Masterplan evolution



2015 masterplan



No.3 Circle Square planning masterplan



Future aspirational masterplan

1.5 Circle Square: future aspirational Masterplan

Plot 13: The hotel originally envisaged on Plot 13 is removed from the masterplan, following delivery of the hotel above the MSCP and market testing, and to allow for a better masterplan solution that incorporates the retained MTC.

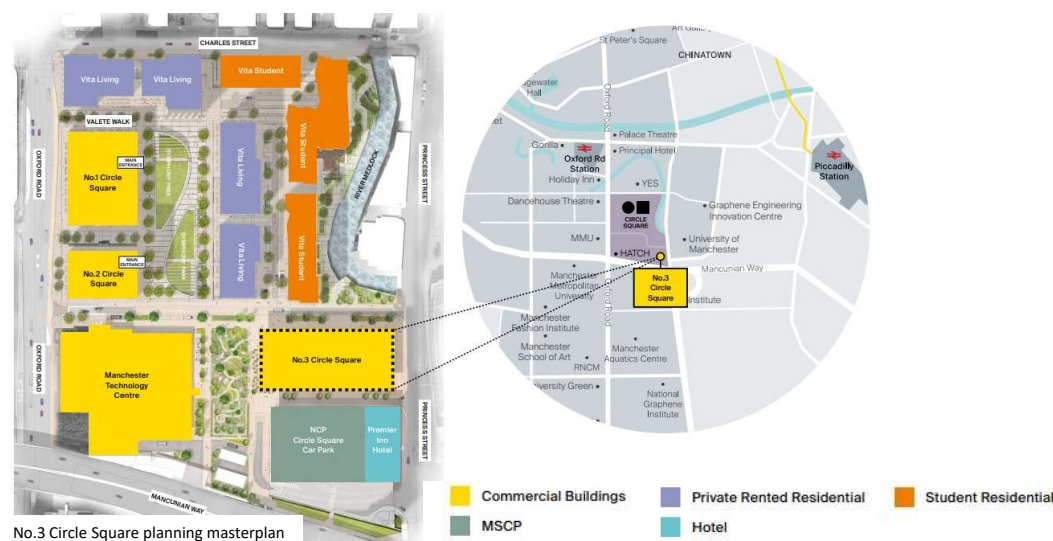
Plot 12: Plot of the masterplan is extended to deliver a larger footprint office building as No.3 Circle Square. The increased size will allow delivery of c.30,000 sq ft floorplates to meet occupier demand and provide the type of flexible space and on-site amenities as demanded by Bruntwood's occupiers and the Bruntwood Works model, whilst making a significantly enhanced contribution to the City's climate change objectives than the approved development on-site.

Symphony Gardens: The 2015 masterplan envisaged that Phase 3 would deliver an extended linear public space, terminated by a large footprint commercial block at its southern end. This is not possible in the medium-term due to MTC remaining in situ. Consequently, rather than a single linear space, the public realm to the south of Newman Street has been shifted (eastwards) to create two distinct areas of public realm with different functions and character are created.

Increase in public realm: The result of the above changes is that there is a significant uplift in the amount of public realm within the masterplan with the two central green spaces: the more formal Symphony Park to the north; and a more verdant, natural and intimate space within Symphony Gardens to the south. increasing in area to over 20,900 square metres, and greater opportunity to deliver net biodiversity gain, natural habitats, tree planting and SuDS in the masterplan.

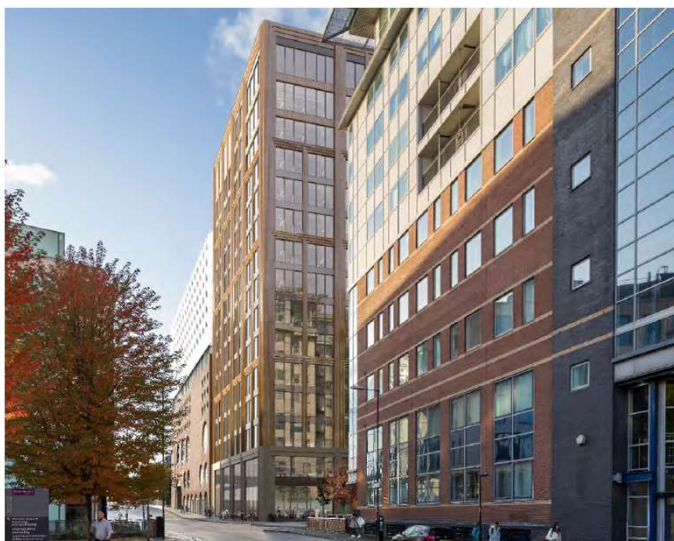
Newman Street: Whilst not a change to the 2015 masterplan, the revised proposals, public realm design and management strategy will combine to deliver the pedestrian friendly, fully integrated route resolving issues arising through Phase 1 which have meant the road is currently too car dominated and engineered in appearance.

Hatch Phase 3: whilst plans are still evolving for the next phase of Hatch, the revised masterplan will better integrate the space into the main masterplan.



1.6 Extant planning consent

A scheme for the development of Plot 12 designed by Feilden Clegg Bradley received planning consent in February 2020 (under application 125451/FO/2019 (as amended)), however works have not progressed. The scheme was for a commercial office building with a GIA of 30,391sqm with floor plates of 16,000sqft, with it's main entrance off Newman Street.



1.7 Client brief

Brief summary

No.3 Circle Square has the aim of providing additional new high quality commercial accommodation within the Circle Square development and improving and enhancing the landscaping and connections around the site as part of a wider masterplan strategy.

The proposed new building will complete the Circle Square district by creating a best in class office space which is Net Zero Carbon in operation. The scheme will also incorporate the works to Newman Street (formerly Brancaster Road), landscaping to the rear of MTC and provision of a centralised refuse provision under the Mancunian Way.

Bridge Architects were engaged in Autumn 2021 to carry out a feasibility study exercise on the site encompassing Plots 12 and 13 of the Masterplan and to design to a new Client brief in response the evolved market and other factors outlined in sections 1.4 and 1.5.

The revised detailed proposals for No.3 Circle Square, apply the understanding and shared vision for Bruntwood's occupier experience that Bridge Architects have successfully developed delivering the Base Building at Manchester Science Park and Bloc in Manchester City Centre.

1.8 Evolution of the of the Client brief

The preliminary Stage 1 brief included exploring options for a building on the combined Plot 12/13 that could provide floorplates of approximately 24-25,000sqft ('long building') in response to market demand from larger occupiers.

The feasibility exercise established that major site constraints including the presence of HV cables traversing the site, and vehicular access requirements to the existing buildings (in particular Tesco HGV deliveries to their unit within MTC) had limits on the maximum viable building size and schemes were developed for a 'short building'.

The feasibility study also served to analyse the best location for the building entrance and core position and configuration in the context of the evolving masterplan.

The following core options were tested;

Central core

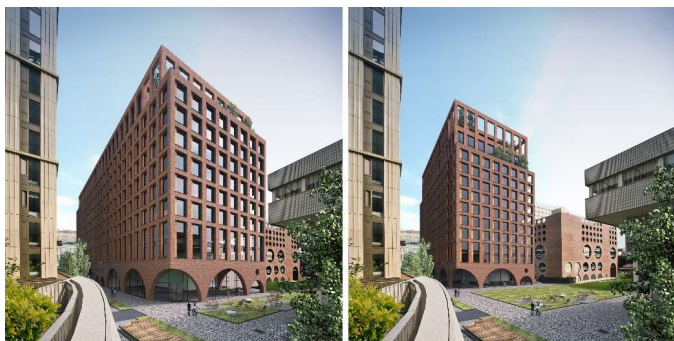
Square off-set core

Linear off-set core

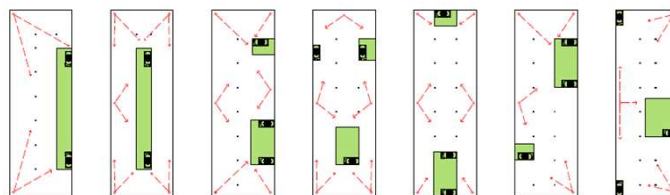
Analysis of each option included impact on views from building and proximity of south façade to adjacent NCP car park/Premier Inn, means of escape travel distances and efficiency of suite split options.

The conclusions of the feasibility study were that:

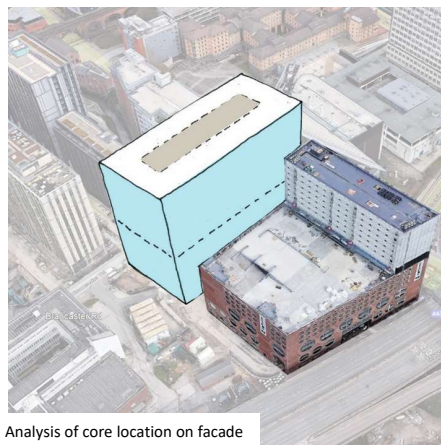
- a building with floorplates of approximately 18,000sqft was the optimum
- the core should be located to the southern façade of the building (opposite the NCP car park) in a square plan configuration
- the main entrance to the building should be located to the north east corner to better engage with the heart of Circle Square, Symphony Gardens and an increased area of high quality public realm landscaping between the new building and MTC.
- building over the HV cables was not viable



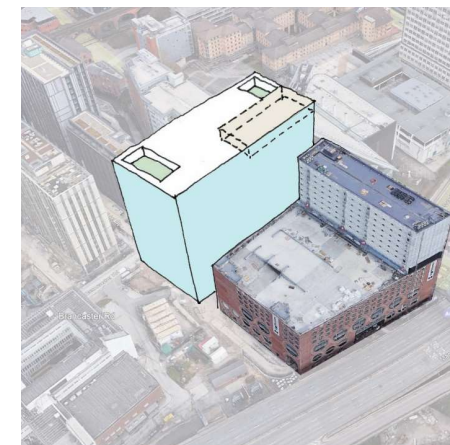
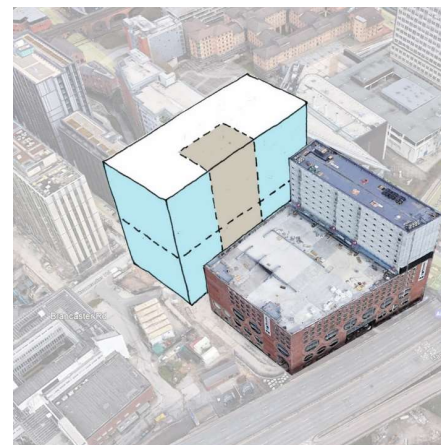
Test CGI's for 'long' and 'short' building options



Diagrammatic analysis of core location options



Analysis of core location on facade



1.9 Developed Client brief

The feasibility study facilitated an evolved Client brief for the development. The aspirations of the brief are summarised as follows:

Brief summary:

Architecture

The building is to include:

- High quality arrival experience and reception area with host station
- Commercial (food and beverage) unit interlinked with reception
- 2no. independent retail/ leisure units accessed of Newman Street
- Conventional open plan office space to upper floors, capable of being split into max. 2 suites per floor
- Ground floor high quality cycle store, with shower and changing provisions
- Top floor dedicated amenity space to provide a customer hub, to include; large capacity meeting rooms, breakout spaces, outdoor terraces, wellness/ multi-purpose studio, and event space with catering facilities.
- Ancillary spaces to include; unisex 'superloo' WC provisions, cleaners cupboards on all floors, plant rooms, sub-stations, bins stores etc

Landscaping

No 3 Circle Square landscape is to be in line with the pallet already developed at Circle Square.

The landscape scope includes Brancaster Road, land to the rear of Manchester Technology Centre and the area under Mancunian Way.

The intention is to create a vibrant external area which complements the ground floor uses by creating informal breakout areas through the use of fixed furniture and raised planters.

Bruntwood SciTech is committed to improving the biodiversity of the city centre, and the proposed landscape scheme should be designed to attract wildlife in the form of pollinators whilst simultaneously creating an area for customers and visitors to enjoy. There should be a strong bias towards the use of native plants. A planting scheme should provide a strong emphasis on promoting Ecology and Wellbeing for both the Environment and the occupiers of the building.

Sustainability and SMART

Bruntwood SciTech ambition is for No.3 Circle Square to be an exemplar in sustainability, aiming to achieve the following environmental criteria:

- Net Zero in operation for whole building operation based on energy intensity
- Target Net Zero embodied carbon
- BREEAM Excellent
- NABERS minimum 5 star rating
- EPC A

The building is to be 'Smart Enabled'

Waste and servicing strategy

A new defined and dedicated area is to serve as a central bin store for the commercial buildings (including the retail units in the office buildings) on the campus. This will replace the existing arrangement of a refuse truck driving around the existing campus 3-5 times a week to complete collections.

The proposed central bin store and estate storage yard under Mancunian Way is to provide a safe and aesthetically treated compound for the Management Company to store materials which service the Circle Square estate.

2.0 | Site Analysis, Context and Infrastructure

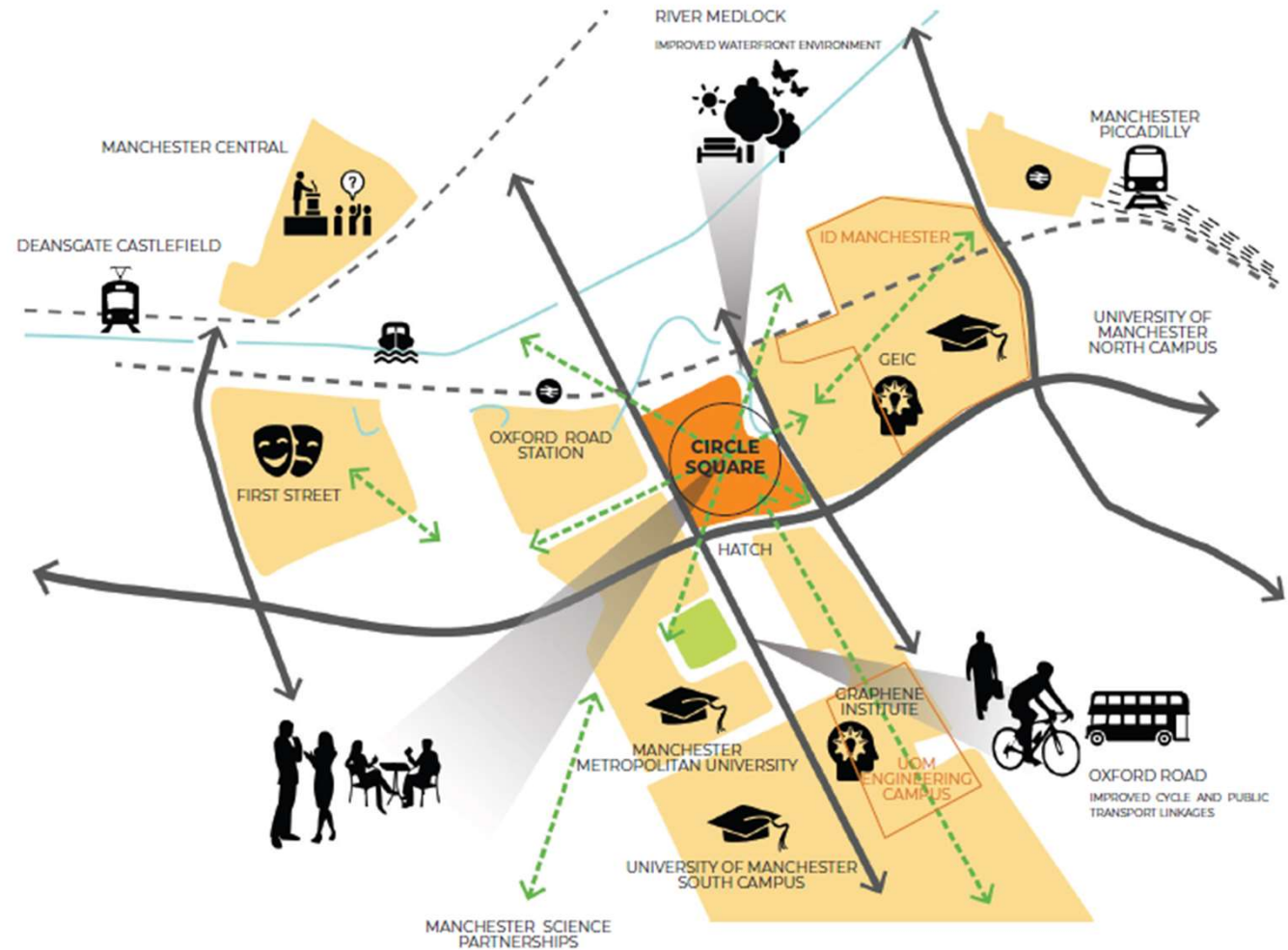
2.1 Site location

Circle Square is located to the south of Manchester City Centre. It is approximately 4 hectares in area and bordered by the bustling Oxford Road throughfare, Charles Street, the River Medlock, Princess Street and the Mancunian Way.

The site has excellent connectivity to the city centre, access to all forms of public transport and the city's primary road network.

Circle Square has long been identified as a major regeneration site as it presents a rare opportunity for comprehensive, employment led, mixed-use regeneration within a distinctive, sustainable and vibrant new city centre neighbourhood.

The purpose of Circle Square is to create a diverse and unique community. A place where students and scientists, coffee shops and companies can all thrive together. It is perfectly situated in the heart of Manchester's Corridor to enable this to happen, surrounded by the leading centres of knowledge, art, music and innovation within the city.



2.2 Corridor Manchester

The Circle Square Masterplan site forms a key strategic site within Corridor Manchester, a prime commercial location at the heart of Manchester's knowledge economy in the Oxford Road area. Stretching from St Peters Square in the Civic Quarter to Whitworth Park to the South, overlapping the core of Manchester's Central Business District, the Corridor covers some 243 hectares with a 60,000 workforce, and 70,000 students.

The Corridor is a unique business location, at the heart of Manchester's knowledge economy, covering some 243 hectares with a 60,000 strong workforce. It is home to two of the UK's leading universities; The University of Manchester, and Manchester Metropolitan University and The Central Manchester University Hospitals NHS Foundation Trust – making the Corridor not only the largest academic campus in the UK but also the largest clinical academic campus in Europe. It is also home to Manchester Science Partnerships (MSP), a community of scientists, innovators, investors and entrepreneurs, catalysing the growth of innovative science and technology businesses.

Corridor Manchester is the first Partnership of its kind in the UK. It brings together Manchester City Council, The University of Manchester, Manchester Metropolitan University, Bruntwood and the Central Manchester University Hospitals NHS Foundation Trust. The Partnership is committed to generating further economic growth and investment in the knowledge economy for the benefit of the city region.

The aim of the partnership is to support and grow innovation clusters, enhance job creation, economic growth, and create new neighbourhoods.

Corridor Manchester Strategic Vision to 2025 identifies the great importance of the Oxford Road Corridor to the growth prospects of Manchester and the wider city region. The document defines the site as one of the largest development sites in the city which will act as a signature investment for Corridor Manchester, representing a major opportunity to capture significant commercial development.

2.3 Strategic Regeneration Framework (SRF) Principles

The development of Plot 12 / No.3 Circle Square is consistent with the endorsed 2015 Circle Square Masterplan, and delivery strategy and will therefore help to deliver the development opportunity. The Plot is the last remaining development plot.

The Strategic Regeneration Framework sets out a vision for Circle Square, which is focused on commercially-led development, incorporating a wider mix of uses. It states that the mix of uses should support the site's overall commercial potential and result in a vibrant and sustainable inner city development functionally and physically connected to the wider Corridor Manchester area.

It states that any new development should have a distinctive sense of place and offer life and activity into the evenings all year round. It aims to encourage and promote the expansion of the city core, linking into adjacent communities to enhance the economic competitiveness of the city over the next decade and provide opportunities to maximise local employment.

The SRF sets out a number of key development principles, such as improving east-west linkages; enhancing pedestrian and public transport connections in and around the site; providing a variety of buildings with a unified public realm; providing active retail frontages where appropriate; and providing high quality buildings and public spaces to signify the importance of this key strategic site.



Circle Square- development to date

2.4 Transport infrastructure and movement

Manchester is situated approximately 55 km (34 miles) east of Liverpool, 64 km (40 miles) southwest of Leeds, 130 km (81 miles) northwest of Birmingham and 309 km (192 miles) northwest of London. Manchester has a population of approximately 2.6 million and over 11 million are within a 50-mile radius. It has the largest travel-to-work area of any conurbation outside of London.

The Greater Manchester conurbation is made up of the two cities of Manchester and Salford and the Metropolitan Boroughs of Bolton, Bury, Oldham, Rochdale, Stockport, Tameside, Trafford and Wigan. These boroughs still retain a strong industrial and manufacturing base although Manchester city itself has now become largely service sector orientated being the North West regional administrative, retail and financial centre.

Manchester International Airport is the largest UK regional airport and is located 13.7 km (5 miles) south of Manchester City Centre. It operates over 200 direct flights to worldwide destinations with access to most of western Europe within 3 hours and daily direct flights to multiple US cities and Middle East hubs. The airport comprises a direct rail link into the city centre with a journey time of approximately 15 minutes.

Manchester benefits from excellent motorway communications, including the M60 Orbital motorway which links the M62, M6, M56, M61 and M602 motorways.

Greater Manchester has an expanding Metrolink tram system which links Bury, Oldham, Altrincham and Eccles, Ashton-Under-Lyne, Rochdale, East Didsbury, MediaCity:UK and Manchester Airport to the city centre.

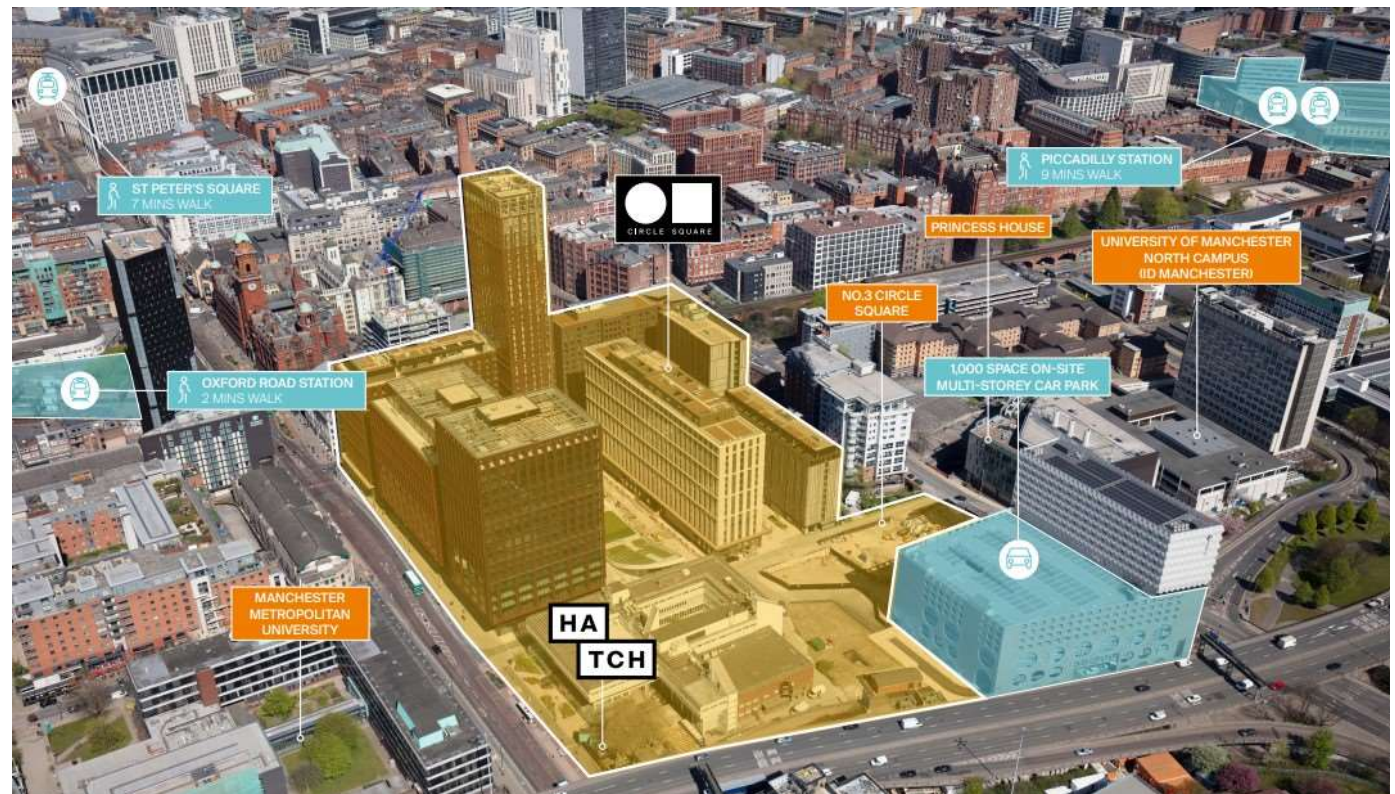
The Circle Square Masterplan is contained to the west by Oxford Road, which is one of Europe's busiest routes. The road connects a number of hospitals, universities, large areas of employment and residential areas. In particular there is a very high level of bus traffic along Oxford Road, eventually serving the suburban areas of Didsbury, Withington, Northenden and beyond.

Manchester's Metrolink tram network runs seamlessly across the city and out to surrounding areas frequently. Circle Square is located a short walk from the city's main Metrolink interchange at St Peter's Square.

Circle Square is within close walking distance to Oxford Road train station offering connections to Liverpool, Leeds and other major Northern cities. Piccadilly Station is also a short walk away offering connections to London and Glasgow amongst others, and in the future will serve as Manchester's High Speed 2 station.

Besides public transport, Oxford Road and Princess Street are also major routes for vehicular transport, with slip roads onto the Mancunian Way ring road immediate to the south of the site. Circle Square has its own on site multi-storey car park with over 1000 spaces.

As well as having excellent public transport connections, the site is located within easy walking distance of the City Centre and its universities. Circle Square also connects with Manchester's efficient network of cycle lanes.



2.5 Site context

The site is located in the landmark mixed-use Circle Square development, within The Oxford Road Corridor Innovation District. Circle Square provides a new city centre neighbourhood, that is described as a place where 'researchers, scientists, students, innovative businesses, entrepreneurs and academics are driven by the guiding principle of the 'commercialisation of knowledge and ideas.'. Circle Square aims to support the delivery of this idea, whilst aligning with the Oxford Road Corridor partners 10 year strategic plan to be globally recognised as one of the top five innovation districts in Europe by 2025.

The immediate Circle Square context has its own distinct identity and material palette, with Phases 1A and 1B completed.

The Affinity Living residential Plots 5-8 of the Masterplan, include 683 new homes, retail and amenities over 15 and 36 storeys. Plots 2, 3 and 4 of the Circle Square Masterplan consist of two 18 and 14 storey commercial buildings and two subterranean pavilions situated within Symphony Park.

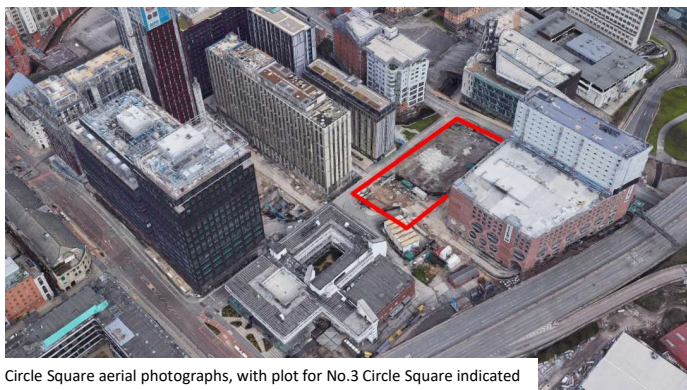
Plot 12 forms a prominent high density eastern edge to Circle Square. The density on the development is very much in-line with the surrounding increasing densities in Manchester city centre and along Corridor Manchester.

To the west of the Site is Manchester Technology Centre, in use as a commercial office building with retail units located on the ground floor. Bruntwood's 'Hatch' development is located adjacent to the Manchester Technology Centre and beneath the Mancunian Way and provides a range of flexible retail and leisure uses.

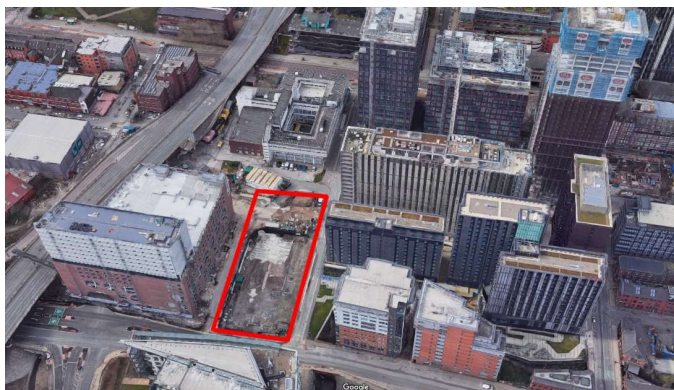
Directly to the north of the site is Princess House, the River Medlock and Vita Student, beyond this to the north west is the remainder of Circle Square.

To the east of the Site, beyond Princess Street, lies the University of Manchester North Campus comprising a number of buildings used for education and research purposes. ID Manchester, a joint venture between the University of Manchester and Bruntwood SciTech, will be a world class Innovation District extending from the Charles Street Multistorey Car Park to Manchester Piccadilly Station.

Directly to the south is the Multistorey Car Park and Premier Inn hotel. Beyond this is the Mancunian Way flyover and Sugden Sports Centre beyond



Circle Square aerial photographs, with plot for No.3 Circle Square indicated



2.6 Townscape: scale, character, detailing and materials

The predominant character of Manchester city centre is that of Victorian Manchester. The solid, heavy masonry construction of warehouses, commercial and civic buildings make use of brick, stone and glazed brick and ceramic tiles with metal detailing.

The surrounding context of Circle Square has been informed by the historical city centre context but has a distinct character, scale and materiality that is established and defined by the Circle Square Masterplan. This is described in further detail in the following chapters.

2.7 Site historical context

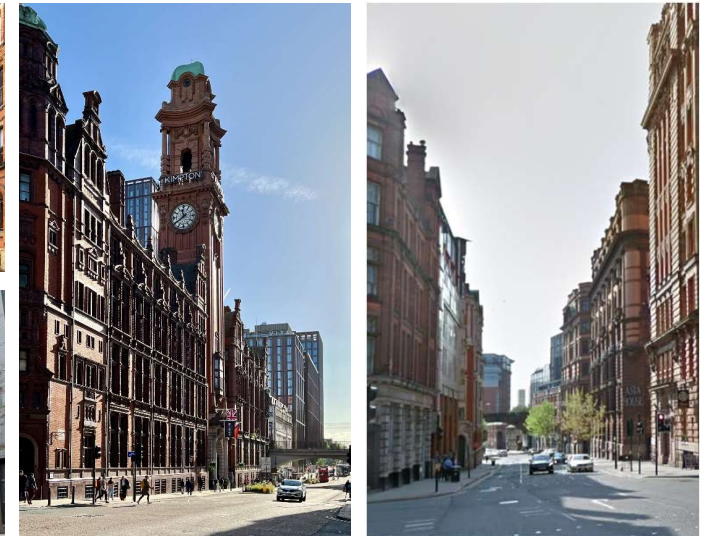
Circle Square is located close to Whitworth Street Conservation Area, which encompasses the former Refuge Assurance Company (now Kimpton Clocktower Hotel) by Alfred Waterhouse, as well as a wealth of converted Victorian warehouse buildings along Whitworth Street and Princess Street.

The Conservation Area Appraisal confirms that the Whitworth Street/Princess Street Conservation Area is uniquely Mancunian in character, its physical form being established by the wealth of fine Victorian and Edwardian buildings erected between 1850 and 1920. These buildings reflect the historical importance of the textile industry in the city.

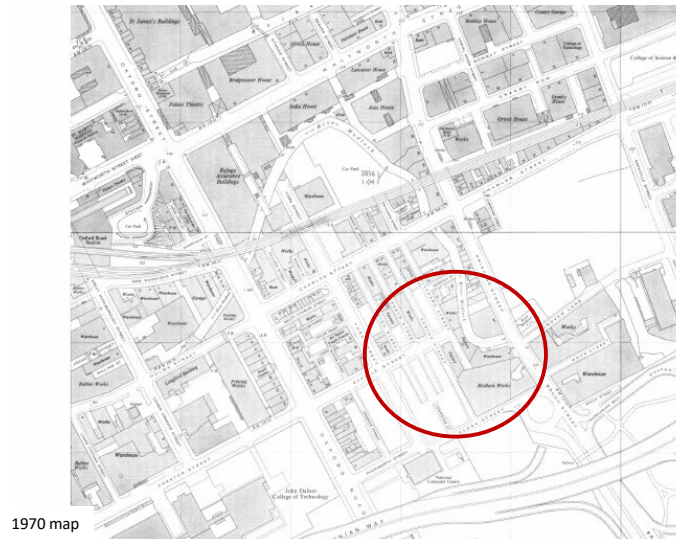
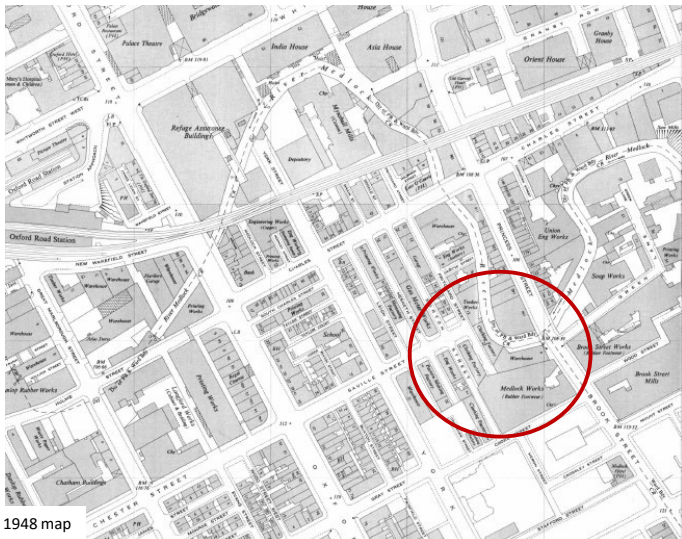
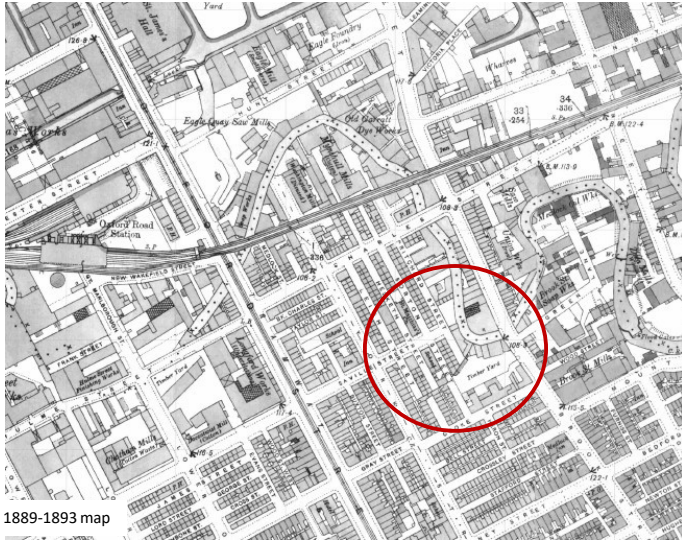
This historical part of Manchester provides a rich urban context. Whilst Circle Square is located just outside the boundaries of the Conservation Area, the architectural language and materiality of this adjacent context and listed buildings provide inspiration for the new scheme.



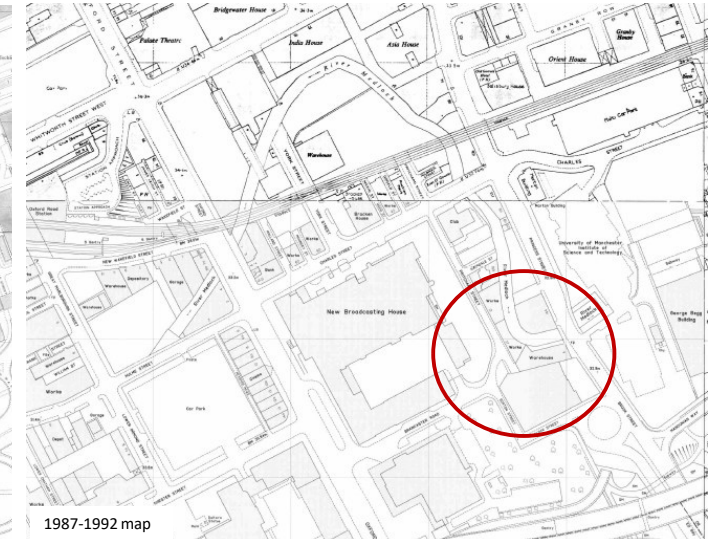
Whitworth Street Conservation Area (highlighted yellow)



2.8 Site history



Historic maps from the late 1800s to mid 1900s show that the site was occupied by a timber yard surrounded by dense terraced housing. By 1948 the site accommodated factories and Works. The 1970 map shows the impact of The Mancunium Way on the area. From 1975 BBC Manchester's base was New Broadcasting House as illustrated by the 1987-1992 map. The BBC vacated the building in 2011.



2.9 Circle Square context - existing site and surrounding buildings

The site is located to the eastern edge of the Circle Square estate. The site topography includes significant falls; from north to south of approximately 2m, and from east to west of over 1m.

The site area is traversed by subterranean infrastructure; in particular a HV cable and an attenuation tank within the site boundary to the east.

The scale of existing buildings surrounding the site varies; ranging between 4 and 18 storeys.

Vehicular access to the site is via Newman Street and via the multi-storey carpark. There are also good pedestrian links from Oxford Road and Princess Street.

There are no trees on or adjacent to the site.

The Site is currently primarily vacant and is bounded by Newman Street (formerly Brancaster Road) to the north, Princess Street to the east, Premier Inn and MSCP and the Mancunian Way to the south and Manchester Technology Centre to the west.

Part of the site, where the proposed office building will sit most recently comprised the construction compound for Sisk, the main contractor developing the other plots on the Circle Square Masterplan. It is not cleared and hoarded, awaiting development.

Outside of the hoarding, there is an area of temporary grass between the MSCP and surface car parking adjacent to Manchester Technology Centre used by Bruntwood staff. In addition surface car parking is included under the Mancunian Way, again used solely by Bruntwood staff. Below ground sub stations are situated below the grassed area

Sorton Street and Cloak Street also served as a continuous link through the Site, however both roads have been stopped up. In addition, there is an access of Newman Street to the car parking associated with Manchester Technology Centre.

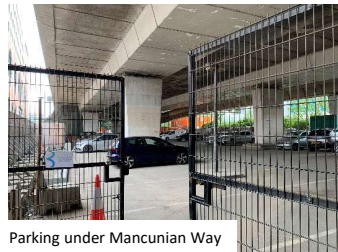
An above ground substation is located to the south of the Site adjacent to the Mancunian Way.



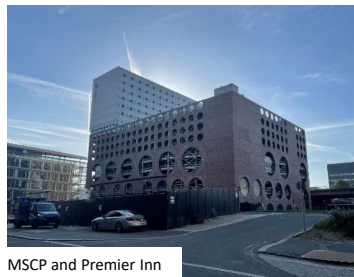
Former site compound, Princess House & John Garside Building



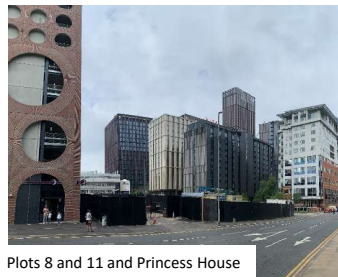
MTC, and Plots 2 and 4



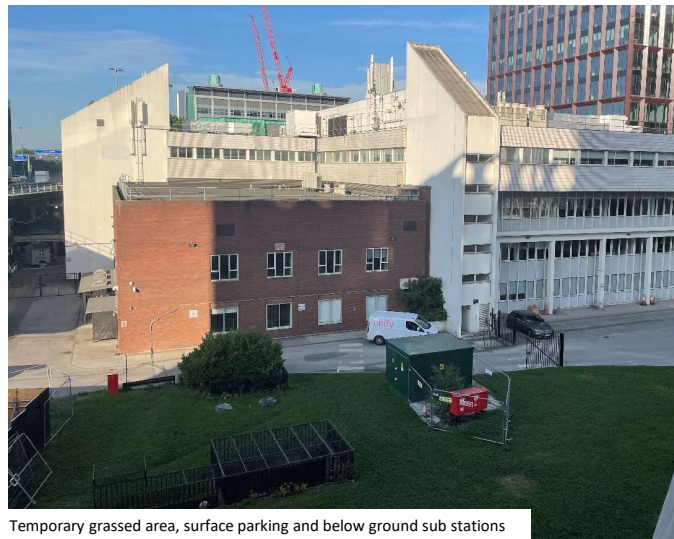
Parking under Mancunian Way



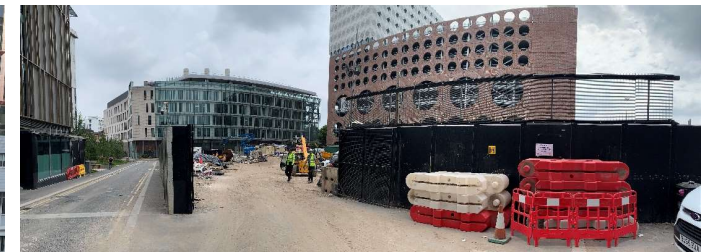
MSCP and Premier Inn



Plots 8 and 11 and Princess House



Temporary grassed area, surface parking and below ground sub stations



Former site compound

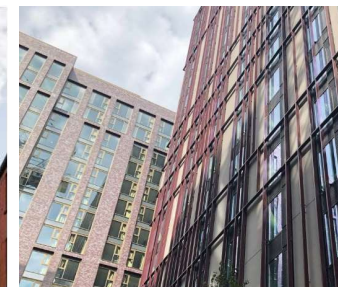


2.9 Circle Square context - existing site and surrounding buildings

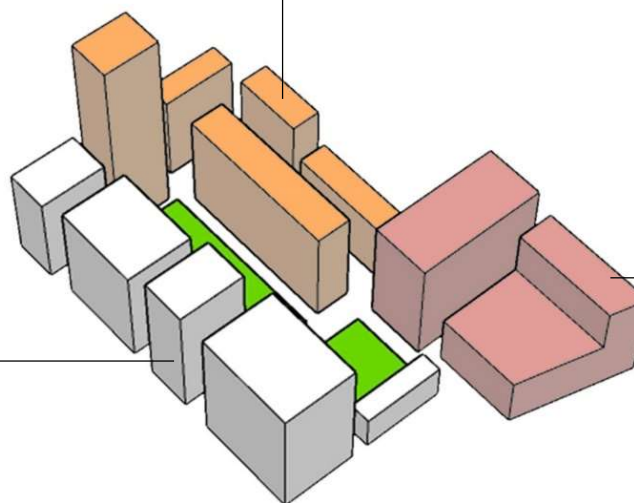
The Circle Square Masterplan identifies 3 character zones within the development,. The existing built forms within each zone are characterised as follows:



River Medlock Buildings



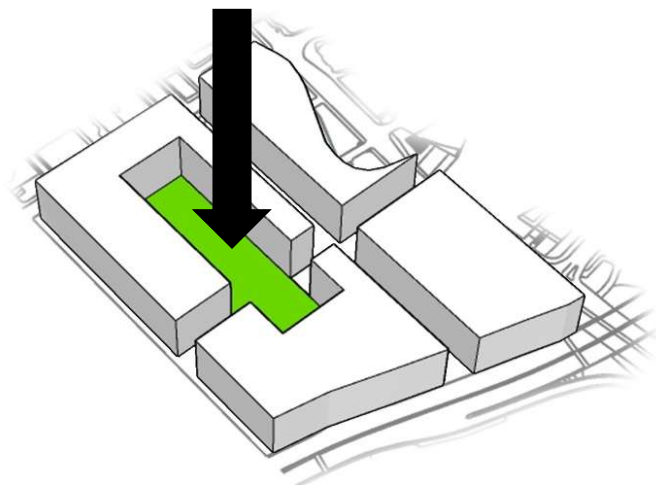
Oxford Road Buildings



Princess Street Buildings

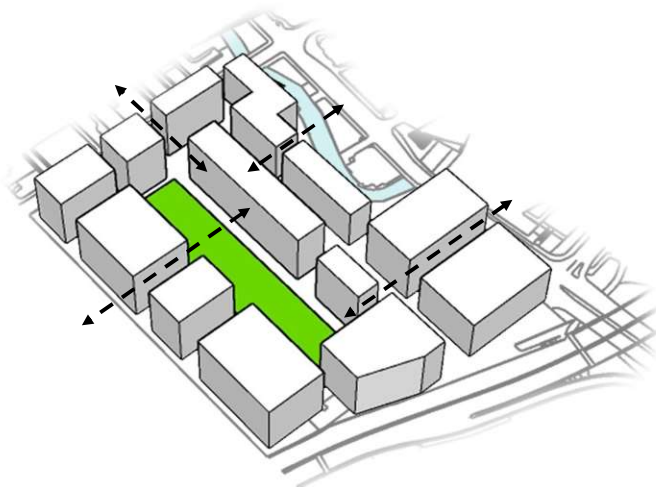
2.10 Circle Square Masterplan – original architectural site concept

The original Circle Square Masterplan concept is based on the following key concepts:



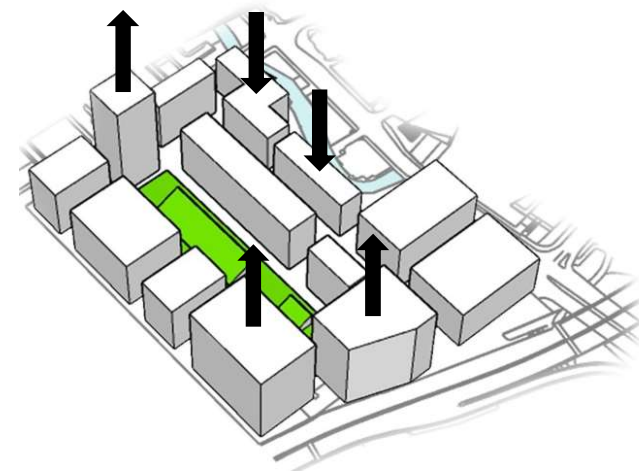
Creation of main space

The creation of a main space as the key figure on the site. This north-south place provides a focus for the development and for the key connections that will be re-established across this southern section of the city. The subdivision of the site sets up building plots that either relate directly to the space of those that relate more strongly to the River Medlock and Upper Brook Street.



Additional Connections

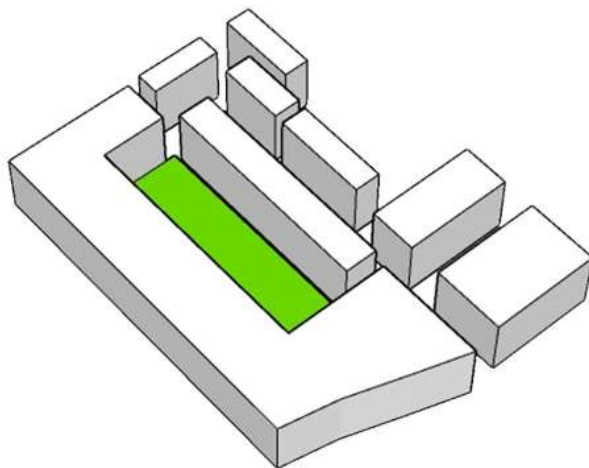
Additional east-west and north-south connections provide a network of new, streets, opening the site and providing glimpsed views and approaches from the surrounding area.



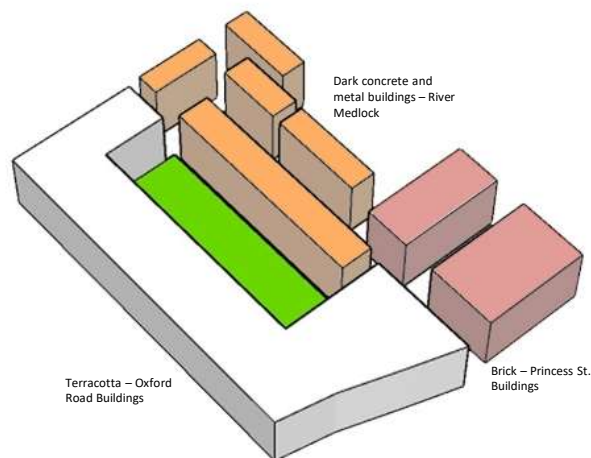
Heights

Changing the overall plot heights adds variety to the scale and grain of the site. Tall larger floorplate block to the west and lower, finer foot-print residential blocks to the east. The central block at the head of the square is made taller as a campanile tower – creating a feature in the square and relating to other tall buildings around the city centre south..

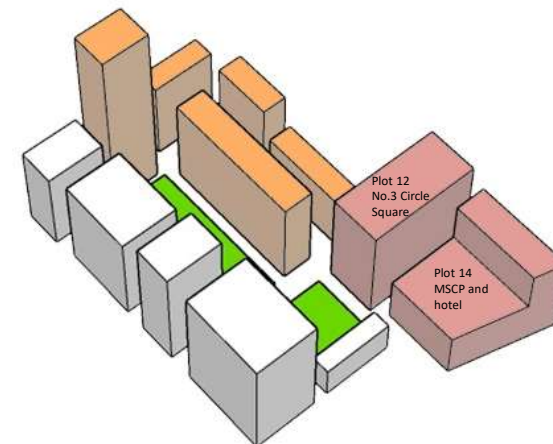
2.10 Circle Square Masterplan - 2022 revised architectural concepts

**Outer and inner**

On the plot, the central block is defined by its location around the central space. Together these buildings form the main body of the exterior or outside of the site defining its principle street elevations. A material palette of earth tones, such as glazed terracotta or sky tones such as precast concrete, above a generous glazed or single material palette expressed ground floor has been incorporated.

**Character zones**

To the north-east of the site where blocks face onto existing buildings, a darker palette of materials such as pre-cast concrete, main terracotta or metal panels with a finer elevational grain stitch into the existing context. The blocks themselves begin to express a different inside and outside condition, between the elevations facing onto the river and those within the development.

**Massing articulation**

The massing proposed accommodates a range of heights, creating focus and letting light into the central space. The scale and massing of the buildings also relate to their individual character zones.

A "jewel-like" pavilion building completes the park setting and allows sunlight through to the open spaces within Circle Square.

Plot 14 and 12 (the multi storey car park/ hotel and No.3 Circle Square) are identified as 'sibling buildings', whilst remaining part of Circle Square.

3.0 | Design Development

3.1 Design constraints and opportunities

Design Constraints

- Significant gradients and level differences in the topographical landscape across the development site
- The subterranean infrastructure within the boundaries of the development, in particular the HV cable to the east. The positioning of the new buildings and related sub-structure works must be designed, planned and undertaken with extreme care so as to avoid service strikes. Diversions may be required for certain services and detailed surveys undertaken.
- During the construction phase, No.3 Circle Square and associated public realm enhancements, must not inhibit the current day-to-day operations and deliveries to other buildings which are critical to service to the estate, and as such the logistic operations which service existing buildings will need to be considered and maintained.
- Existing above and below ground substations to the east of the site.
- Future vehicular movements around the site and access to other buildings on the estate, in particular the Tesco unit within MTC. As such, the designs must consider feasible strategies for managing traffic and creating a balance between pedestrian attraction and servicing building users.
- Overall building height and aesthetic parameters as set by the Circle Square Masterplan.
- Overall building footprint in the context of fire strategy and optimisation of building general arrangement and cost efficiencies.

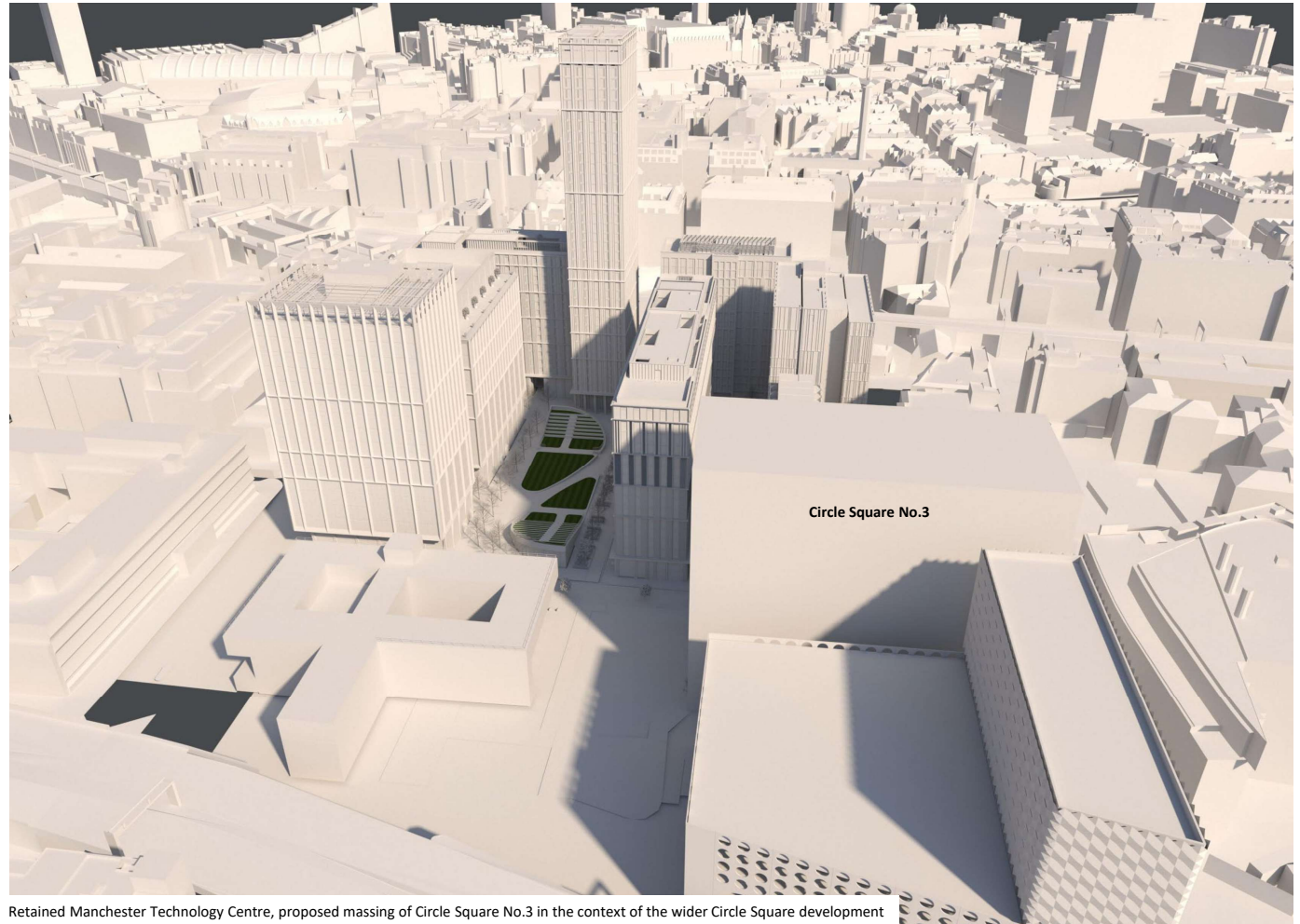


Existing site panorama from Symphony Park

3.1 Design constraints and opportunities

Design opportunities

- The development, through the provision of commercial office space, will provide a key role in supporting the wider commercial led use of the Masterplan and will transform a currently vacant site for an employment generating use, providing over 2000 jobs when fully occupied.
- The proposals will develop the last vacant plot at Circle Square for a best in class office building, complimentary to the rest of Circle Square.
- There is a significant opportunity for improvement of the public realm, landscaping and pedestrian experience, enhancing and extending the high quality public realm already created within Symphony Park.
- The site has good transport links and is close proximity to Princess Street, Oxford Road train station, numerous bus routes and Medlock Place Walk.
- The building will contribute to the sense of place already creates at Circle Square in terms of relationships to other buildings, landscaping and material palette.
- There is an opportunity to retain and enhance existing pedestrian routes and improve pedestrian links through the site for the wider community and create a dynamic frontage to Princess Street.
- There is the opportunity to review the vehicular access and serving strategy for the Circle Square estate as a whole and improve existing arrangements in favour of pedestrians and new high quality landscaped areas.
- The site's position within Circle Square allows it to form the 'main entrance' to Circle Square on the eastern boundary of the development, connecting ID: Manchester, University of Manchester North Campus and the rest of corridor Manchester.
- The building will have class leading office provision, amenity spaces and cycling facilities.
- The building will be exemplar in terms of sustainability and NZC in operation and achieve a BREEAM excellent rating.



Retained Manchester Technology Centre, proposed massing of Circle Square No.3 in the context of the wider Circle Square development

3.2 Pre-application consultations and Community engagement

Manchester City Council (MCC)

Pre-application meetings with the Planning Department of Manchester City Council, the Client and Design Team took place on February 18th 2022 and 20th April 2022.

The scheme was presented in the context of the Circle Square Masterplan, architecture and public realm/landscape design.

A summary of key issues discussed, is as follows:

Manchester City Council pre-application meeting 1: 18th February 2022:

The meeting included an update on the SRF strategy, presentation of the evolving designs for the Circle Square Masterplan, landscaping works, combined servicing and waste strategy and the evolving designs for No.3 Circle Square.

The proposals were generally well received, and the following matters were highlighted to be addressed as the designs were developed:

Retention of MTC

Justification for retention of Manchester Technology Centre needs to be rooted in IDM changing the context of Circle Square – MTC acting as incubator space for businesses to then move into Circle Square and IDM. To also note Tesco lease & delivery route.

Evolving Masterplan

MCC to see a re-masterplanning of Manchester Technology Centre site to confirm proposals don't sterilize the future development, to demonstrate that it can successfully be re-masterplanned.

It was agreed that extension of public realm directly south from Symphony Park was the best solution to the public realm in the masterplan.

SUDS

Confirmation of where SUDS will be incorporated with details to be included in application.

Net Zero Carbon

Confirmation of NZC aspirations, and other accreditations – noting that the considerations should be designed in from inception

Design

Brick materials – Design justification to demonstrate that the brick design sits well as a Circle Square building, using design drivers within the masterplan, not just external to e.g. Princess Street. Brick arches need to be deliverable and look like a solid brick building. Brick buildings need to be exquisitely detailed.

SRF and Exec Reports

Confirmation that the updated masterplan, and inclusion of public realm is consistent with the approved SRF and exec reports for the site.

Manchester City Council pre-application meeting 2: 20th April 2022:

The meeting was used to update the Planning Department on the developed building design and landscaping proposals. The following items were discussed;

Design

A query was raised as to the glazing strip, and it was requested that this reach the ground floor on Newman Street. This feedback has been taken into account and the glazed slot now reaches the ground floor finished floor level, with a stallriser below to accommodate the external level change to Newman Street.

Refer to sections 4.6 and 4.8 for further detail

Masterplan

It was agreed a formal update through the Executive, to the Circle Square masterplan was not necessary.

Scope of Application

The application documentation was presented and agreed in principle. A formal scoping request has since been submitted to Manchester City Council for agreement.

A public drop in session was held at No.1 Circle Square on 11th May 2022, where the scheme proposals were presented by Bruntwood, Bridge Architects, Planit-ie and Deloitte.

A full Statement of Consultation will be submitted alongside the application, that details the full consultation process.



Photographs from Public Consultation event, 11th May 2022



Public Consultation boards (selection)

4.0 | Design Proposals

4.1 Design Objectives

- No.3 Circle Square will further support the creation of a high quality commercial-led, sustainable landmark through the provision of approximately 350,000 sq.ft. of office floorspace. There will be ground floor active frontages that will further reinforce Circle Square, particularly along Brancaster Road.
- No.3 Circle Square and associated public realm proposals will deliver enhanced east-west connections, particularly along Newman Street, linking in with Oxford Road to the west. No.3 Circle Square also presents an opportunity to consider linkages with ID Manchester, located to the east. The proposals will establish effective connections with the wider area whilst further enhancing connections across the Masterplan.
- No.3 Circle Square and the proposed linkages to ID Manchester will help develop this area as an innovation district, supporting the University uses along the Corridor.
- The proposals will deliver improvements to the pedestrian routes throughout the masterplan, including reducing the amount of vehicular traffic on Newman Street. This will improve accessibility to public transport linkages within and through the Site for pedestrians, promoting better use of these services.
- Symphony Park has been delivered as part of Phase 1B of the Masterplan. The greening of Newman Street to the south of Symphony Park and the creation of new landscaped areas as part of proposals for No.3 Circle Square will create a series of well-connected, legible, distinct public spaces across the masterplan area. Symphony Park has successfully been delivered and forms a central, formal green space at the heart of the Masterplan.
- The proposals will improve the access, servicing and parking strategy for the Masterplan. Amendments to the masterplan servicing strategy will reduce the need for vehicle movements along Newman Street and within the western end of the Masterplan.
- Access for car parking and servicing will be re-routed through the MSCP and between the site and MSCP to remove the need for these vehicle movements on Newman Street. Access and egress from the car park will be onto Princess Street, not Oxford Road.
- To provide a best-in-class office building with modern, flexible floorspace that meets the requirements of modern businesses to attract users in Bruntwood's target sectors.
- To create a strong building aesthetic which continues the precedent already set by the Circle Square Masterplan.
- To create world-class interior spaces and facilities with conventional office space complimented by shared amenity areas, meeting spaces, cyclist and shower facilities, and communal roof terraces.
- No.3 Circle Square is to be an exemplar in sustainability. The design will seek to provide a holistic low carbon solution in construction and use; through use of modern, energy efficient construction techniques, materials and mechanical and electrical engineering strategies.



Symphony Park

4.2 Design approach and evolution

The building design has been developed and refined throughout the design process; a number of options and possibilities have been explored to ensure that the proposals represent the optimum resolution of site factors, the unique setting, and Client requirements.

The building mass and form has been considered and developed to respond to the opportunities and constraints of the site and its surroundings.

The internal organisation of the building has developed in line with the evolution of the brief and Client comments received.

The building facades have been evolved in consideration of Net Zero Carbon (NZC), buildability, programme, cost and aesthetics.

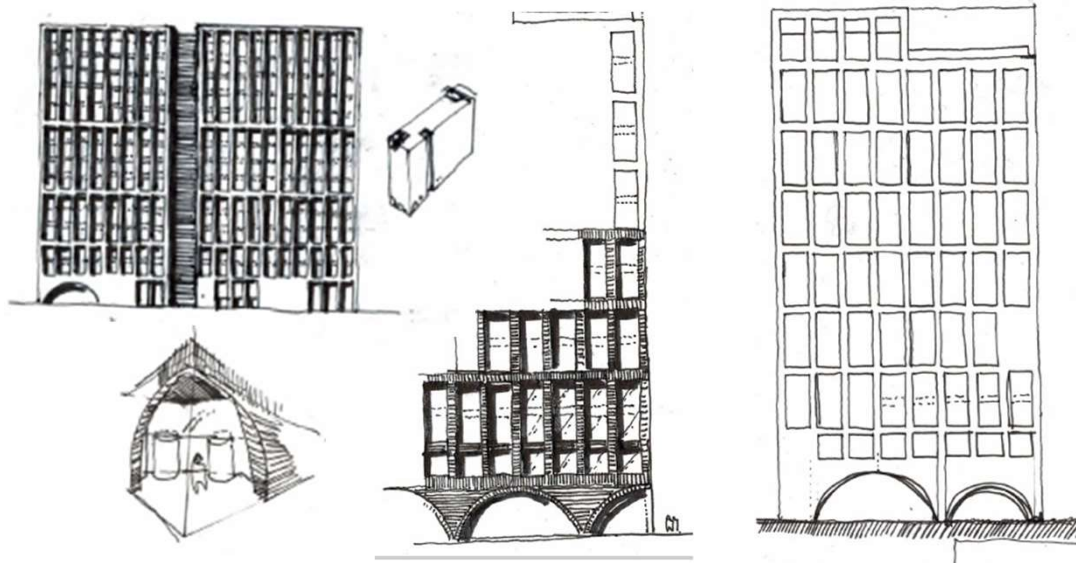
4.3 Design concept

The design concept is for a building that integrates and connects the new building with the rest of the Circle Square and an enhanced area of landscaping (Symphony Gardens) to the west.

The building's main entrance is positioned on the north west corner to engage with Symphony Park and Symphony Gardens. The placement of ground floor commercial units, cyclist provisions and plant/back of house areas has been developed to maximise active frontages and enliven the street scene.

By exploiting the existing site levels the building is conceived with various ground floor slab levels. This is to ensure entrances and exits have level thresholds that correlate with existing back of pavement levels.

There are no basements within the proposed design and all plant areas are rationalised to the ground floor, level 14 and rooftop.



4.4 Proposed design: overview

The current design proposals align with the Client brief as detailed in section 1.9.

The proposed development comprises a new office building of fifteen storeys, including;

- ground floor (with partial mezzanine areas)
- 13 typical upper floors
- 14th floor amenity space with outdoor terraces and plant spaces (incorporating mezzanines)
- roof deck area accommodating PV arrays

The building will provide a mix of facilities at ground floor and ground floor mezzanine levels, including; a reception with informal meeting spaces and host station, cyclist facilities, ancillary accommodation, plant spaces, 3 x sub-stations and a café/restaurant with kitchen area/back of house which is arranged such that it could operate independently outside of normal working business hours.

The first to thirteenth floors comprise conventional office accommodation capable of sub-division into a maximum of 2 suites, although all floors have a capability of being split into multiple occupier spaces through the introduction of corridors.

The fourteenth floor includes a variety of amenity spaces including refreshment station/bar, lounge areas, informal meeting spaces, touch down desks, meeting rooms, an event space with dedicated re-heat kitchen, 2 x outdoor terraces and plant spaces.

All floors will include common WC unisex 'superloo' provision, with 2 fully accessible WC's to all typical upper floor levels. WC provisions have been calculated based on BCO(2019) unisex provision.

Lift access to all floor levels is via eight 17 person lifts. One of the lifts will be a designated Fire Fighting lift, another will have dual entry configuration at ground, mezzanine and roof levels and be available for movement of passengers and goods. The designated goods lift will extend to roof level, for servicing and maintenance access. Two fire escape stairs connect all accommodation levels, with one extending to roof level.

An important element of the proposed building design is the new public realm within the immediate vicinity of the building. This will include areas of hard and soft landscaping and tree planting, designed to complement the site-wide landscaping strategy and provide external spill out space associated with the café/restaurant unit at ground floor level.

No on-site car parking will be provided. Service vehicles will be able to access the southern side of the building with access via Cloak Street (between the plot and existing multistorey car park). The landscape and vehicular servicing strategy associated with the building and wider side context has been undertaken by the Landscape Architects and is further detailed in Planit.ie Stage 2 Landscape Report.

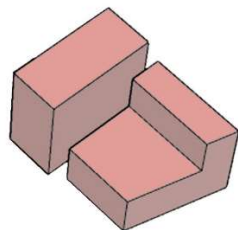


No.3 Circle Square from Nobel Way

4.5 Proposed design: façade design and precedent

“Sibling” buildings

The two buildings facing onto Princess Street at the north-west of the Masterplan area are of similar proportion and lend themselves to sharing a similar character. The existing car-park is predominantly clad in brick, with overt circular and arched features incorporated into its design.



Manchester Locale

The design response to the site is heavily influenced by its locale. The predominance of brick architecture in the city centre in both historic and contemporary buildings provides the city with a strong visual identity. Other local features characterise the city including its famous industrial brick mills and warehouses with their repetitive window fenestration patterns. In addition the city's many bridges and railway viaducts of repeated arches define key routes into and around the city.

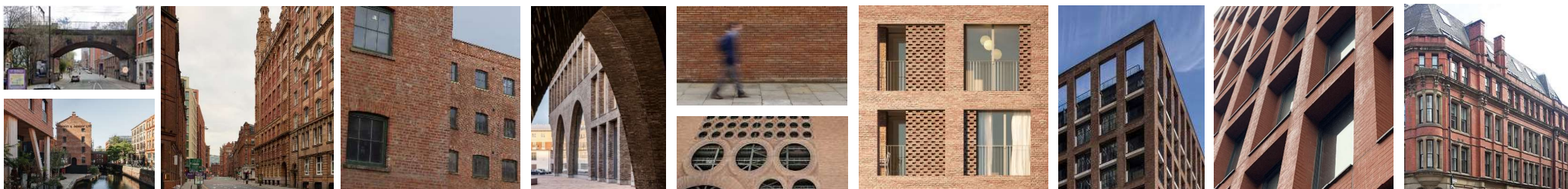
Brick

In response to the site location in Manchester, and the adjacent 'sibling building' of brick construction, a high quality, long-format red brick is proposed as the main material for the design.

A monolithic approach to use of a brick has been taken, whereby the massing has been carved out to form the entrance, arches, roof terraces and ground floor opening. Additional visual detail is provided through soldier courses, perforation to the brick ventilation recesses and sections of projected brick relief pattern.

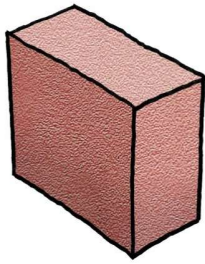
Punched openings

Continuing the thread of a monolithic approach to the brick massing, windows have been punched-out from the façade in a repeated manner, reminiscent of Manchester's warehouse architecture.



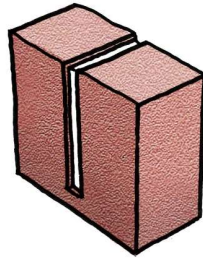
4.6 Proposed design: massing and facades

The massing of the proposed building is established by the principles set out in the Circle Square Masterplan and the previously consented scheme. However, the building footprint has been extended to partially include Plot 13, and an additional upper floor level has been incorporated with a nominal overall increase in building height.



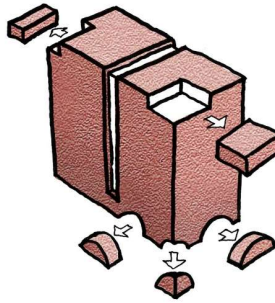
1 - Block

The building is imagined as a solid block of masonry from which the architectural features of the building are carved from.



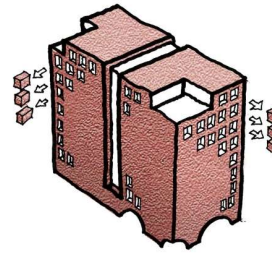
2 - Divide

The block is carved down the centre, breaking up the massing and defining the vertical circulation route through the building. The sub-dividing of the long façade also creates a relationship of similar proportions to the other office buildings on the Circle Square site.



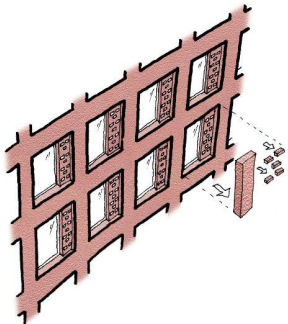
3 - Architectural features

Architectural features are carved from the block including arches to form the entrance and define the reception space. From the top floor, 2 No blocks are carved creating external amenity spaces.



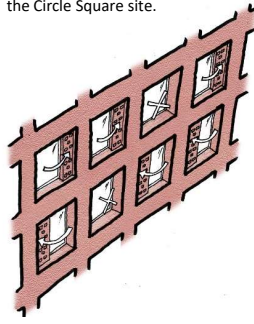
4 - Punched fenestrations

Punched hole fenestrations in a regular pattern are punched out of the façade, reminiscent of the mill buildings and warehouses of Victorian Manchester.



5 - Fenestration detail

Window opening and hit-and-miss bricks based on lighting and ventilation requirements are formed.



6 - Fenestration pattern

The fenestration pattern is manipulated and reverses on each floor, enlivening the façade.



4.6 Proposed design: massing and facades

In response to feedback received from the LPA at pre-application stage, a detailed study was undertaken to explore the relationship of the glazed 'dividing' slot to the Newman Street and Cloak Street elevations and its materiality and relationship with external ground level.

A clearly expressed slot taken fully to the base of the building was agreed to be the preferred option.



4.7 Proposed design: Street Elevations



4.7 Proposed design: Street Elevations



4.8 Proposed design: façade construction

The building is conceived as long-format brick with punched openings and brick arches to the ground floor.

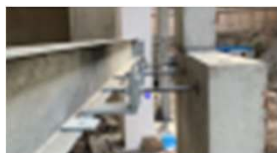
The facade concept has evolved during the design process and numerous options have been tested taking into account the ratio of glazing to solid areas in the context of thermal modelling, vent intake and extract requirements, structural efficiency, relationship to surrounding buildings and the Circle Square context, buildability, carbon credentials and aesthetics.

The arches to the ground floor distinguish the main entrance, office reception and spaces associated with the office functions. The rectangular openings to the ground floor mark the commercial units to Newman Street, and more functional back of house areas to Cloak Street.

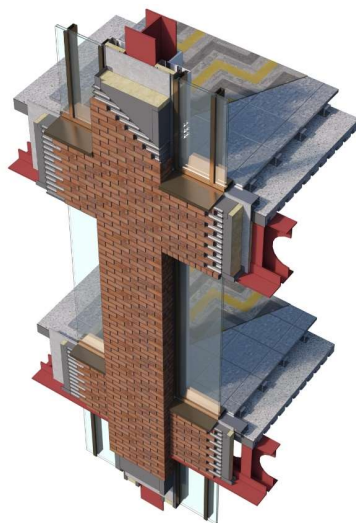
Various construction types have been considered to achieve the desired aesthetic. These include Corium slips, traditional brickwork, pre-cast brickwork and twin-wall construction.

Following analysis of the various options and feedback received from pre-application discussion with Manchester City Council traditional brickwork with a steel framing system (SFS) inner skin is proposed as the primary façade material. This strategy means that that the building can be made watertight prior to completion of the brickwork, and was also found to be favourable with regard to embodied carbon. Traditional brick construction will also enable the desired detailing and modelling on the facades.

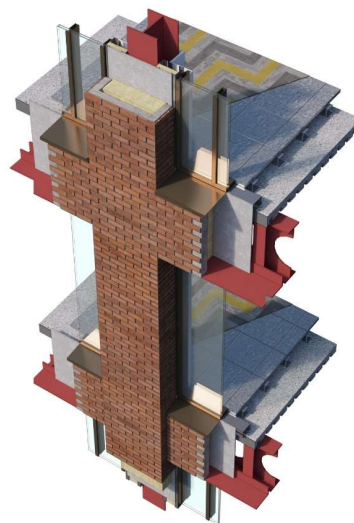
Design development: Construction type options analysis



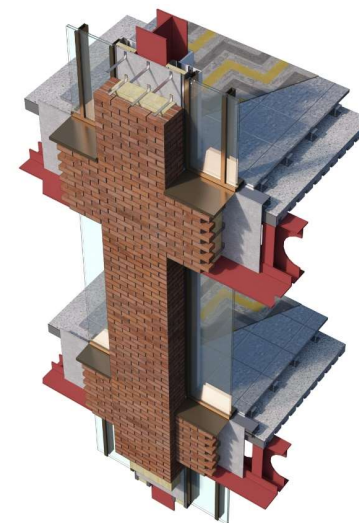
Typical bay construction detail :
Corium brick slip system



Typical bay construction detail :
Pre-cast/ brick slip system



Typical bay construction detail :
Traditional brickwork



4.9 Proposed design: façade details

To the upper floors there is a regular pattern of punched window openings set in deep reveals. Originally conceived as 2 bays high, with a recessed spandrel at intermediate floor level, the opening arrangement has been simplified to single windows. This is due to the increased overall façade depth on plan, structural complexities and buildability of achieving the façade modelling in traditional brick.

The requirement for ventilation on the façade has been derived from the mechanical and electrical building services strategy. An MVHR (mechanical ventilation with heat recovery) system is proposed, where air is required to intake and exhaust locally to each floorplate through the façade, rather than via risers to the roof. This strategy serves to minimise ductwork and maximise the amount of roof-space available for photo-voltaic panels which also serve to reduce the building's in-operation carbon footprint.

Various options have been considered for the side panels to the windows which also serve to conceal the vent louvres, as indicated below. Perforated brickwork panels have been selected as the preferred option, and the detailed design will be developed further in subsequent work stages in conjunction with an Ecologist, to incorporate bird mitigation measures if required/as appropriate.



Early design 2 bay high façade module



Developed design for single bay façade module



Bay study - Louvres

The obvious choice for ventilation via the façade is through louvred panels, connected to each floor-plates M&E system. Louvres maximise the amount of free area available for ventilation. However, this creates an overtly utilitarian aesthetic on the façade.



Bay study – Terracotta 'baguettes'

Following the previous pre-application planning meeting, the option to explore terracotta panels was discussed, given the use of terracotta elsewhere on the Circle Square site. However, this was not felt to be a strong enough feature on the façade and felt like an apologetic nod to the Oxford road buildings.



Bay study – Brick perforations

The option to explore brick further was also tested. Recessed, perforated brick panels link to the architectural concept of "carving-out" from the brick façade at various scales. This was felt to be a successful solution with a strong narrative linked to the carving out and refining of a solid brick volume.

4.10 Proposed design: External CGIs



No.3 Circle Square from Symphony Park

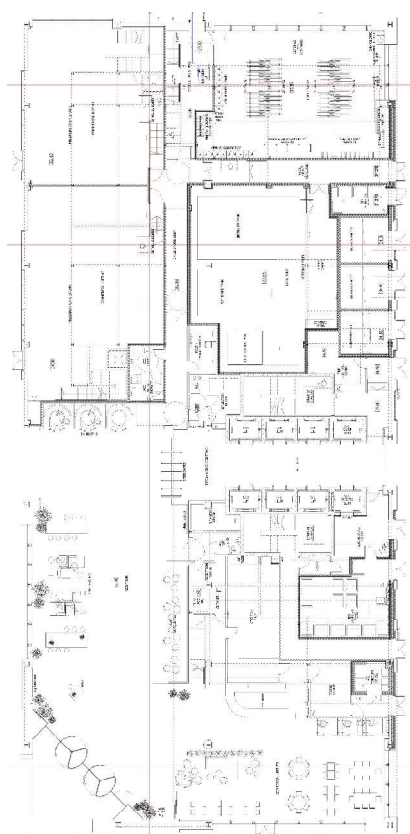


No.3 Circle Square from Oxford Road looking east

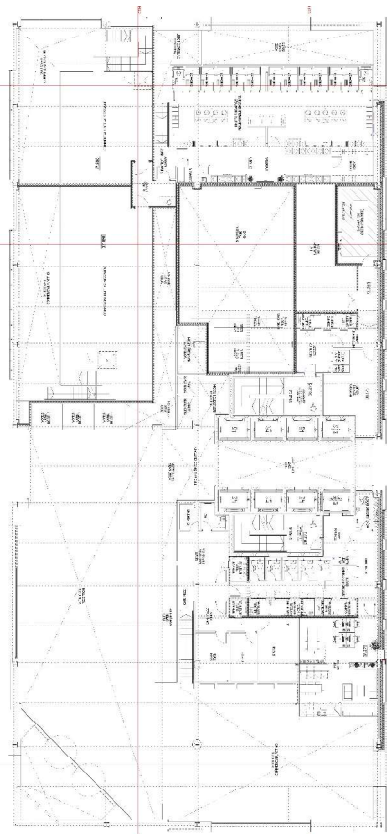


No.3 Circle Square from A34 looking north

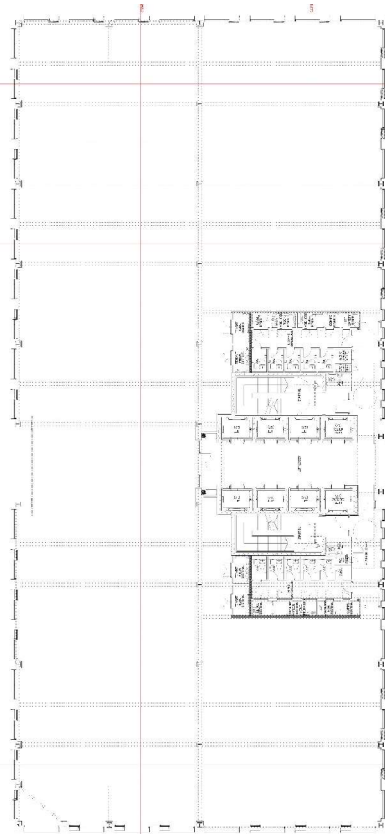
4.11 Proposed design: general arrangement floor plans



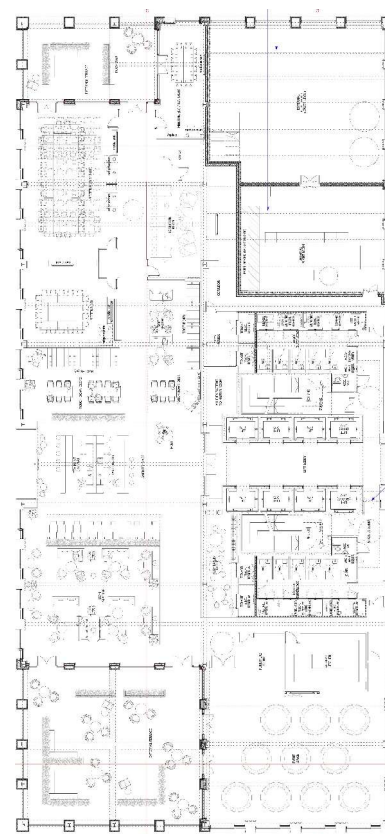
Ground floor plan



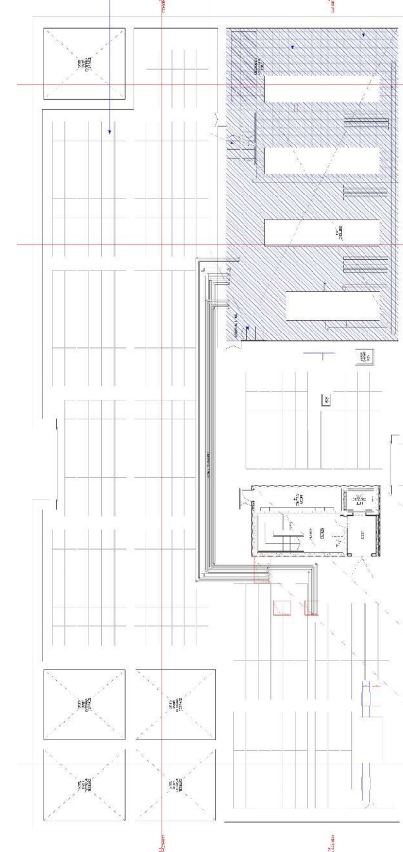
Mezzanine floor plan



Typical upper floor plan



Amenity (level 14) floor plan



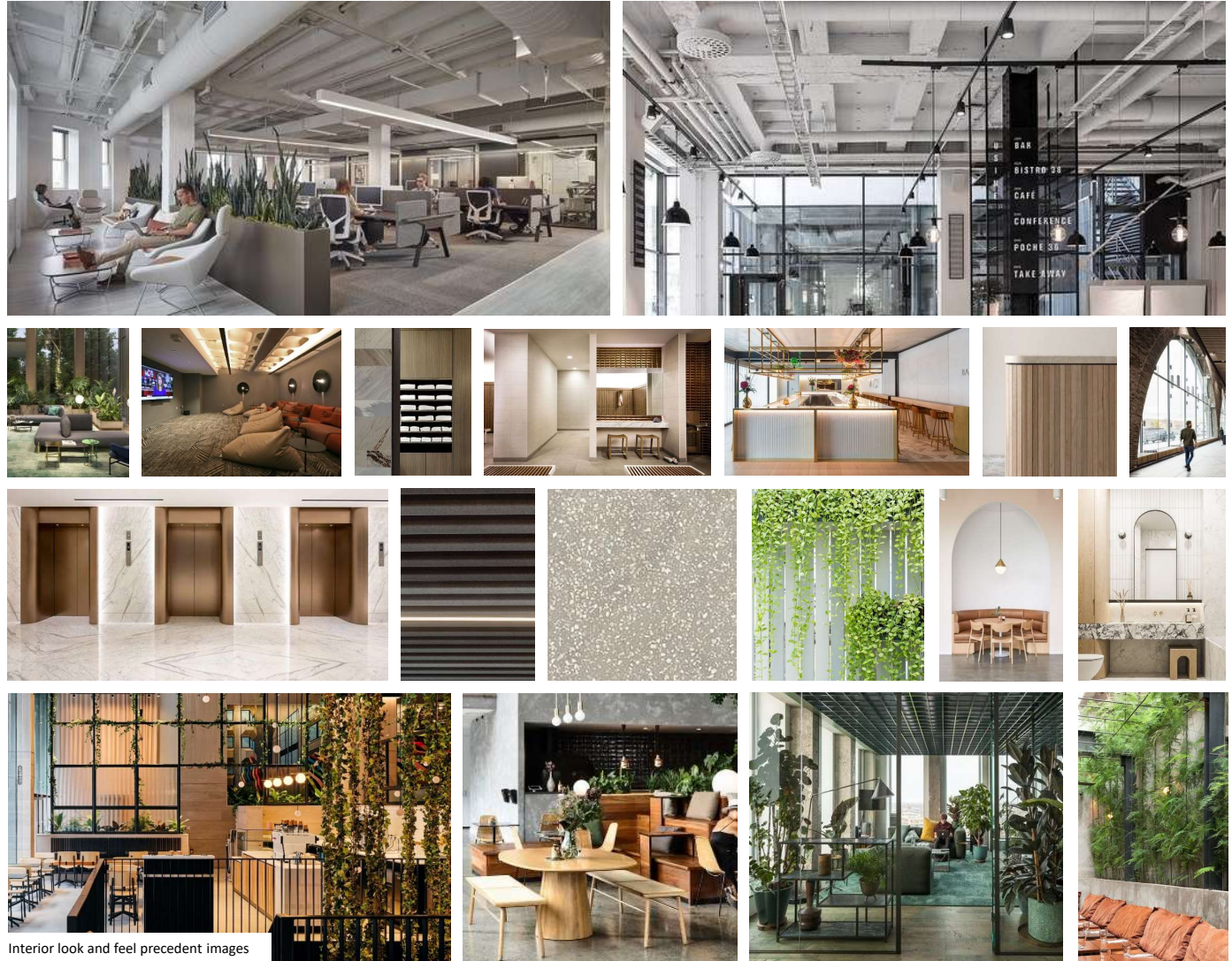
Roof plan

4.12 Proposed design: Interior Spaces

The interior design will be unique to the building. The common area and amenity floor aesthetics have been designed to provide a high quality, hospitality feel, incorporating biophilia and artist commissioned artwork.

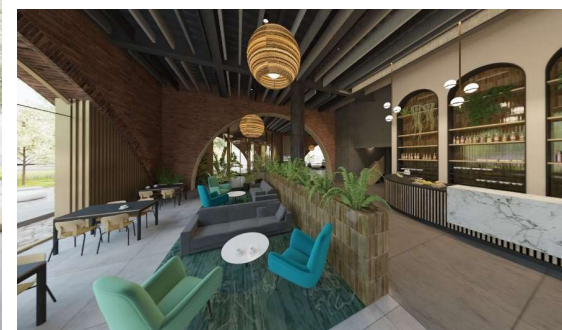
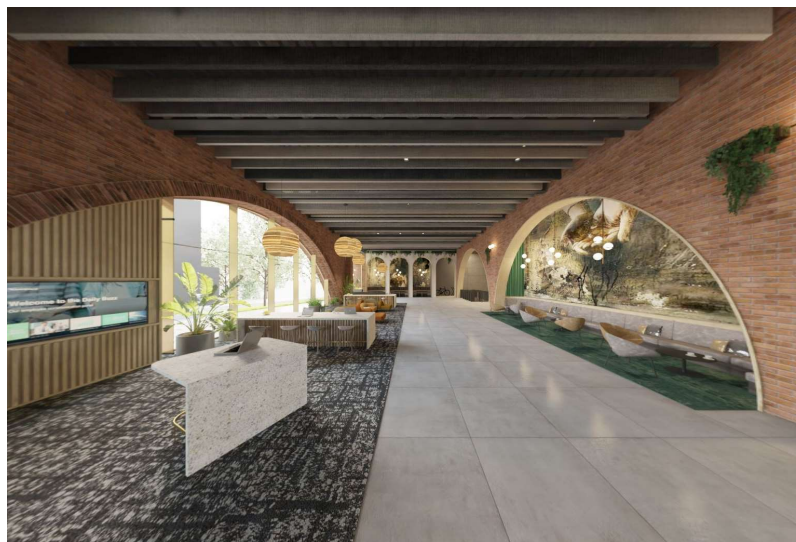
The interior base build 'look and feel' has been developed based on the following:

- exposed steel structure with exposed composite floor deck to ceiling soffits (with white spray painted finish).
- exposed mechanical and electrical services installations
- metal clad raised access floor



Interior look and feel precedent images

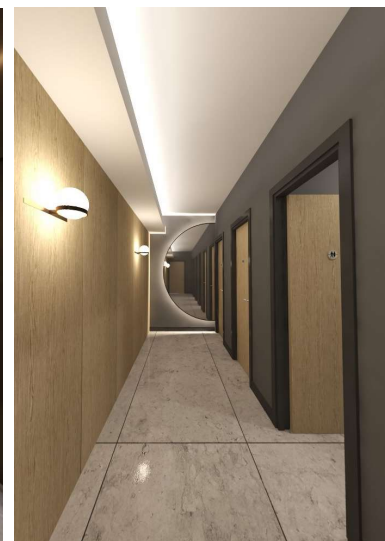
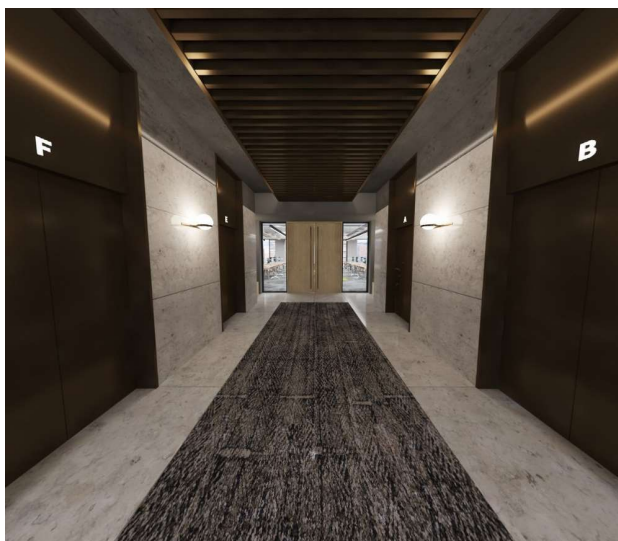
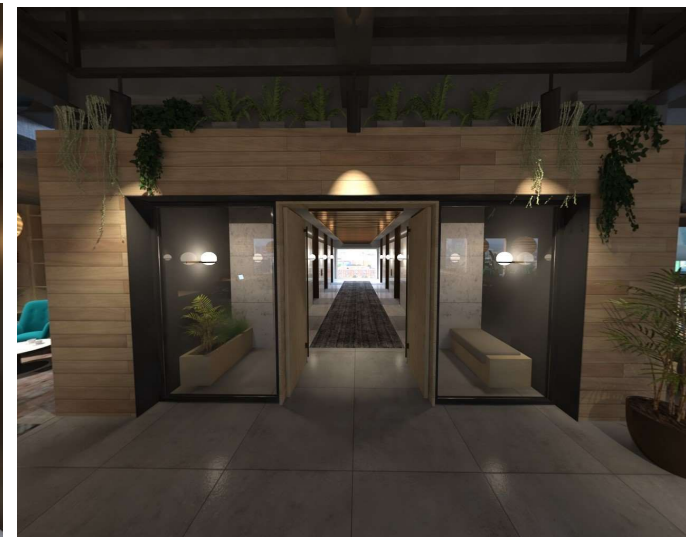
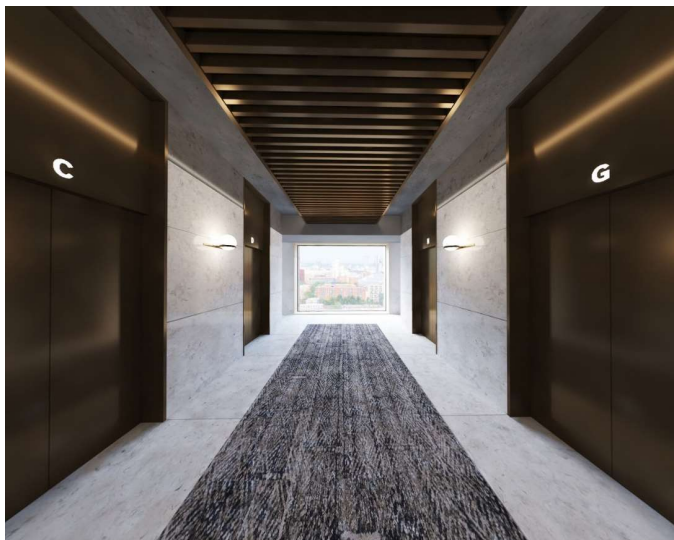
4.12 Proposed design: Interior Spaces - Reception and integral café/ restaurant CGIs



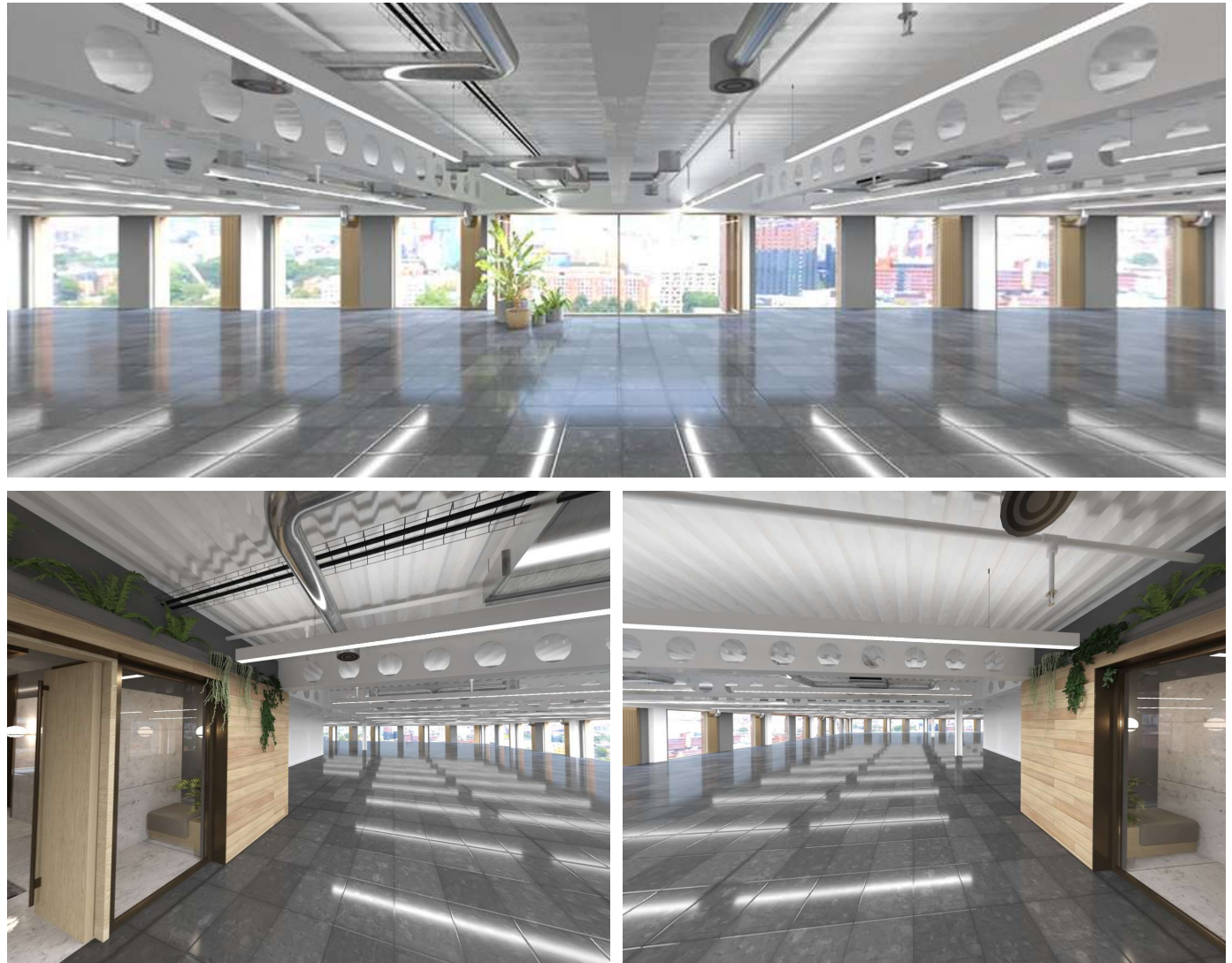
4.12 Proposed design: Interior Spaces - Level 14 Amenity Floor CGI's



4.12 Proposed design: Interior Spaces - Common Parts CGIs



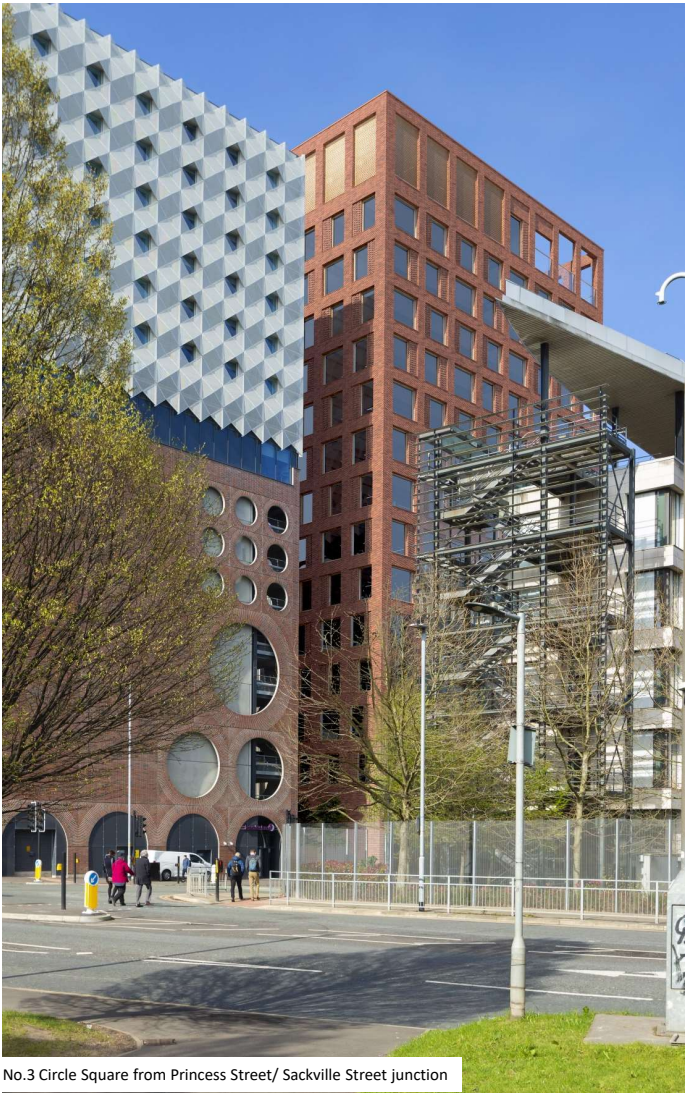
4.12 Proposed design: Interior Spaces - Office Suite CGIs



4.13 Proposed design: design parameters

The current design proposals are based on the following design parameters:

Site area	0.964 hectares
Floorspace (Use Class E)	33,238 square metres GIA (gross internal area) 36,448 square metres GEA (gross external area) including 964 square metres NIA (net internal area) of flexible commercial space
External roof terraces	286 square metres
Amenity spaces (level 14)	1102 square metres
Building height	68.17 metres (from lowest external ground level to top of lift overrun)
Cycle store provision	Cycle racks provided: 122no. mixed types Locker provision (1.6 lockers per bike rack): 184no. mixed sizes
External cycle parking	30 spaces (15 cycle hoops)
Car parking	0 – car free development



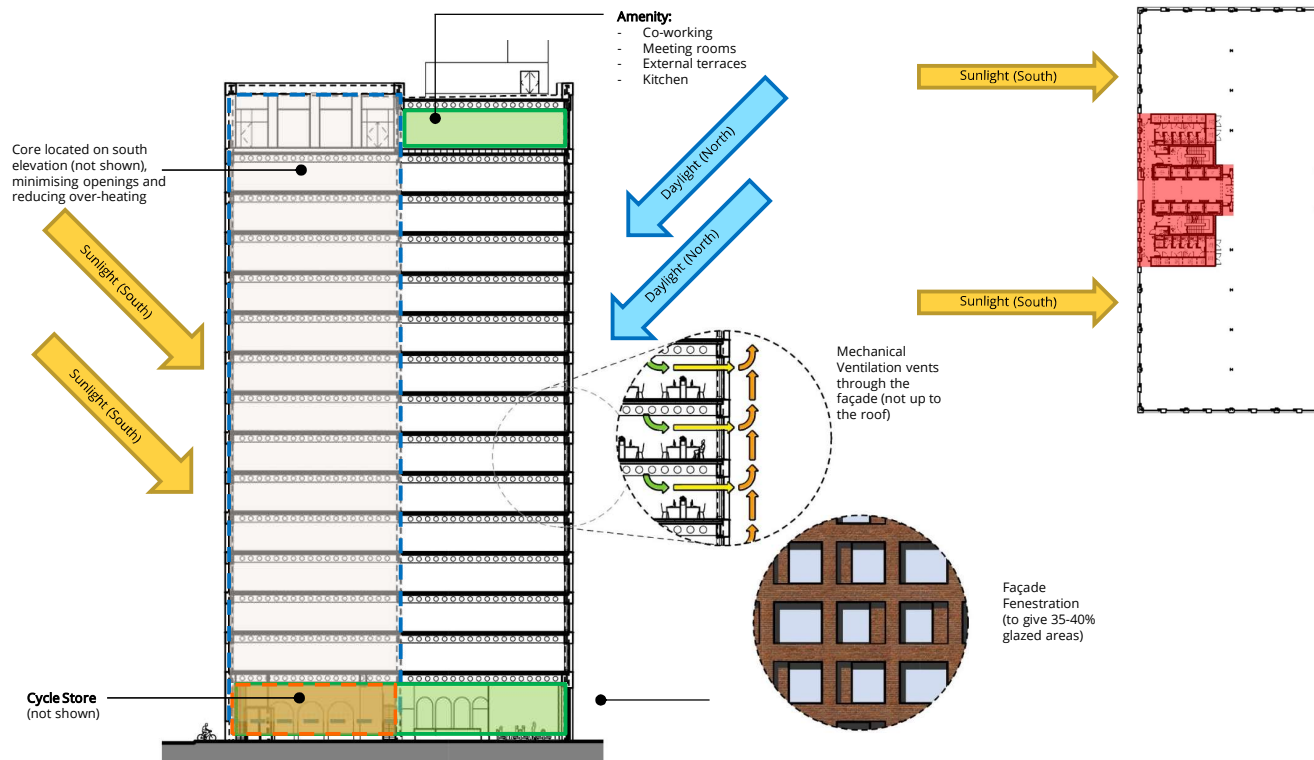
No.3 Circle Square from Princess Street/ Sackville Street junction

4.14 Sustainability and Net Zero Carbon (NZC)

A key element of the building design has been focused around sustainability and carbon credentials. This has influenced the layout, structure, fabric, façade design and the Mechanical & Electrical design strategy.

The percentage of glazed to solid elements on the façade has been optimised to balance solar heat gains and natural daylighting. Similarly, the core location to the southern elevation serves to minimise solar gain to the office suites.

Various options have been considered to optimise the structural frame of the building, internal steel column positions and beam size configurations have been assessed, with the proposed arrangement specifically selected to reduce the overall amount of steel tonnage required and embodied carbon.



Bruntwood is clear on the requirement for the building to be a flagship Bruntwood development in terms of both quality and environmental offering to future Customers. There is a recognition of the impact of construction on the environment and of the ongoing building energy use. To that end, the building is to be built to the following environmental criteria and standards:

- UKGBC 2050 compliant / Operational Net Zero Carbon
- Target Net Zero embodied carbon
- BREEAM Excellent
- NABERS minimum 5.0 star rating
- EPC A

In addition, the following specific requirements apply:

- Maximum predicted energy intensity of 90kWh/m²(GIA)/yr or less and a DEC rating of C65
- Target energy intensity of 55kWh/m²(GIA)/yr or less and a DEC rating of B40
- On site generation to provide (as a target) either 20% of a building's predicted energy use or equivalent of two floors of a building's energy use

To achieve this, the M&E strategy will consist of a number of high efficiency electric air-source heat pumps that will provide hot and chilled water to a system of 4-pipe fan coil units and underfloor heating circuits. Ventilation will be provided via local mechanical ventilation units with high efficiency heat recovery to maximise energy saving. Local and zonal control allows for further energy saving by switching off the demand based units when conditions are satisfied. Hot water for showers and basins will be delivered semi-instantaneously by a water-source heat pump that will utilize recovered heat from the main heating and cooling air-source heat pumps. All systems will be electric with no gas supply proposed in the current design.

4.15 Plant and services installations

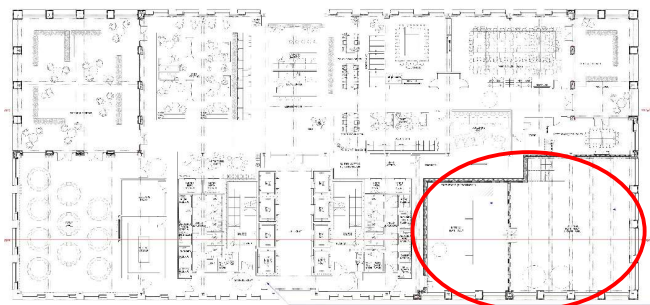
Incoming plant rooms have been located internally, and clustered on the south side of the building adjacent to Cloak Street. All rooms on the perimeter wall require double door access. At mezzanine level an additional electricity switch room is required, and a comms room is provided.

Further plant is located at level 14/ level 14 plant mezzanine. At external roof level part of the flat roof area is dedicated to ballasted PV panels, there is also a dedicated zone for external plant installations. Rooftop plant is partially concealed behind a brick parapet wall.



Ground floor plan

CLOAK STREET



Level 14 plan

Plans illustrating plant location strategy within building

4.16 Building external lighting

The lighting philosophy to the external realm is based on achieving a good level of maintained illuminance across the site, minimising dark areas to create a safe environment whilst avoiding light spillage and light pollution to surrounding areas.

The external lighting scheme does not include any feature façade lighting. External building mounted luminaires will be for functional and utility purposes e.g emergency exit lighting to exit doors.

4.17 Building external signage

Building signage is shown indicatively on the application drawings. Detail design proposals for building signage will be submitted under separate Planning applications.

Signage applications associated with the commercial units will be undertaken by the incoming Tenants.

4.18 Waste management, collection and servicing strategy

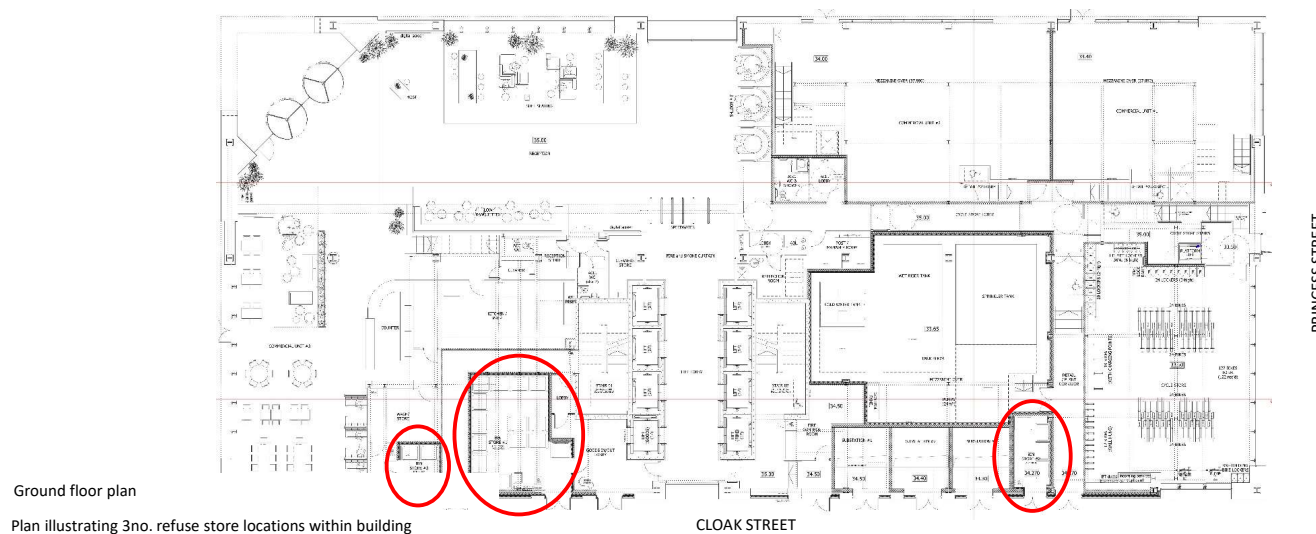
The building accommodates 3 refuse stores at ground floor level accessed from Cloak Street. The stores have been sized to accommodate the proposed uses and will incorporate a variety of bins for recycling.

The collection point for the development will be located along the reinstated Cloak Street. A 11.2m large refuse vehicle can safely service the site by entering via the neighbouring Multi-Storey Car Park (MSCP) off the A34 Princess Street, turning right onto Cloak Street and pulling up on the edge of the carriageway, and exiting onto the A34 Princess Street.

Additionally, there will be a new outdoor bin store (with space for c. 30 no. 1,100l Eurobins) located to the south-west of the MSCP, under the Mancunian Way, which will serve as an overspill bin store for the entire Circle Square masterplan. This space would primarily be a back-of-house area for Circle Square, housing extra bins, car parking spaces, a container storage area, serving as a loading area, with a vehicular turning circle for use if necessary. A 11.2m large refuse vehicle can also safely access and egress from this space in forward gear.

The bin store is proposed to allow for a more efficient and coordinated waste management strategy for the Bruntwood element of Circle Square and will prevent refuse vehicles being sat within the public realm throughout the day. The provision of a managed bin store would provide a single point, in a discrete back of house location, for waste to be collected. Bins would remain within the relevant building until full, it would be the responsibility of the building management team to move the bins to the bin store throughout the day as necessary, with waste being collected from a single point under the Mancunian Way

The development is anticipated to be served by five-times-a-week collections. The collection frequency is subject to be updated following occupation, as typically the waste generated by both the office and retail uses varies significantly based on the final occupier.



4.19 Cleaning access and maintenance strategy

Specialist input has been received at early design stages with regard to access for cleaning and maintenance. The building has been designed to incorporate fixed and portable abseil anchor points to facilitate an industrial rope access window cleaning strategy.

Where there is a requirement to carry out more occasional heavy-duty maintenance tasks which could involve handling of larger or heavier materials a variety of methods are viable depending on the task and location on the building. These include; proprietary demountable lifting frames with motorised winches, and counterweighted cantilever scaffold systems.

5.0 | Access

5.1 Movement to and through the site

The area is well serviced by public transport with local bus routes running along Oxford Road. The Site is in close proximity to Oxford Road and Manchester Piccadilly train stations, which are both within walking distance.

There is no car parking provided within the building. The adjacent NCP car park provides parking for over 1000 vehicles, including 38 disabled bays, and is intended to serve the whole of Circle Square.

The site has significant falls from west to east. Internally finished floor levels are arranged to suit the back of pavement levels. All public entrances into the building will have level thresholds.

Each ground floor commercial unit and the reception entrance is directly accessible from the street. Ground surfaces will be carefully designed so as not to impede the use of wheelchairs.

No loading bay is provided - general servicing and vehicle access will be via Cloak Street.

External double door access is provided to the refuse stores, plant areas and sub station at ground floor level off Cloak Street.



5.2 Cycle provision and access

Circle Square is well served by the wider local cycle path network. No.3 Circle Square has been designed to promote encourage the use of cycles by building users.

The cycle hub area has a dedicated entrance directly off Princess Street.

The cyclist facilities are supplemented with unisex WC, shower and changing facilities. An accessible WC/shower room is also provided.

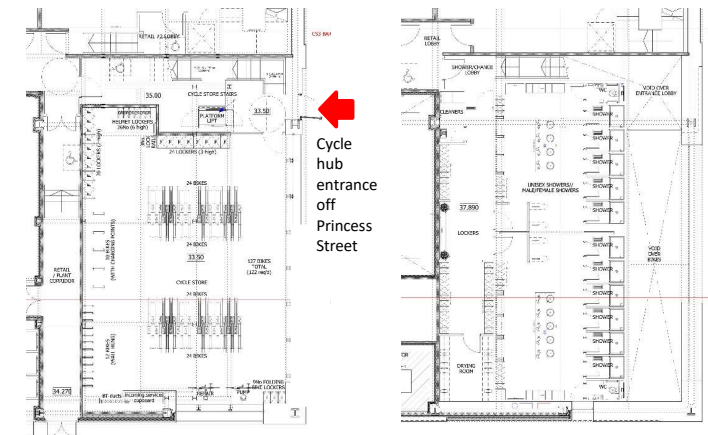
Cycle rack, shower and locker provisions are designed to meet or exceed BREEAM requirements as follows:

Cycle racks (mix of types): 122no.

Lockers (mix of sizes): 184no.

Showers: 11no. Unisex provisions

DDA shower: 1no. Unisex provision



Ground floor plan extract – cycle store

Mezzanine floor plan extract – locker, shower and changing facilities

Plans illustrating cycle provisions

5.3 Internal circulation and access strategy/ Inclusive design

Access aims:

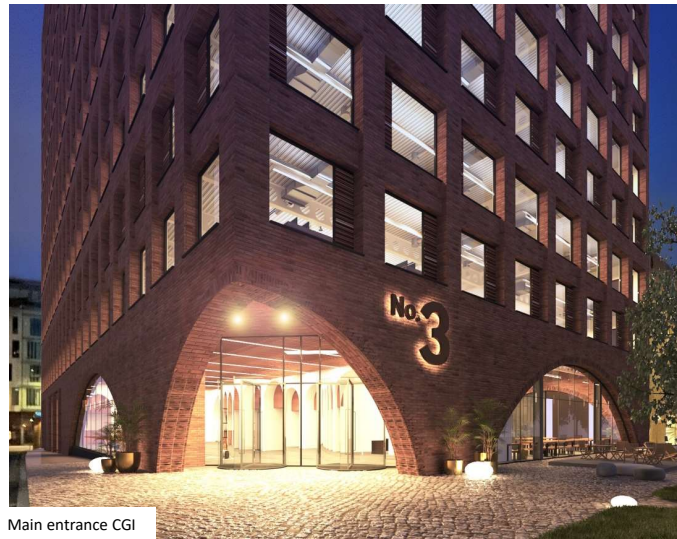
- To maximise access to all parts of the building, facilities and services to building users, staff and visitors regardless of ability
- To ensure where possible and feasible, appropriate accessibility standards are met in the detailed design of the building.
- To meet the standards of Building Regulations Approved Document standards that relate directly to accessibility and inclusive design, as follows:
Part M - Access to and use of Buildings 2015 (incorporating 2020 amendments) Volume 2 (Buildings Other Than Dwellings).
Part B - Fire Safety Volume 2 (Buildings Other Than Dwellings).
Part K - Protection from falling, collision and impact
- To meet the aims of the Equality Act 2010
- To follow best practice design guidance recommendations where relevant and practical, in accordance with British Standard 8300-2:2018
- To seek where possible and feasible, appropriate accessibility recommendations are met in accordance with Manchester's Design For Access 2 guidance.

Equality Act 2010

The developers, tenants or others may have on going duties under the Equality Act as Landlords, employers and service providers.



Site plan



Main entrance CGI

5.3 Internal circulation and access strategy/ Inclusive design

General principles for users of the building are as follows:

Entrances, reception area and Internal horizontal circulation

The ground floor has various intermediate levels to coordinate with the sloping site levels and surrounding pavements. Internal levels have been carefully coordinated with the proposed landscaping scheme to address the complexities of the existing site level changes.

One main office entrance is located at ground floor level for all users of the building off the north west corner with an orientation towards Symphony Park and the new Symphony Gardens. The entrance is served by two revolving doors and accessible power assisted pass door. These have level thresholds and provide access to a reception area with a 'host station'.

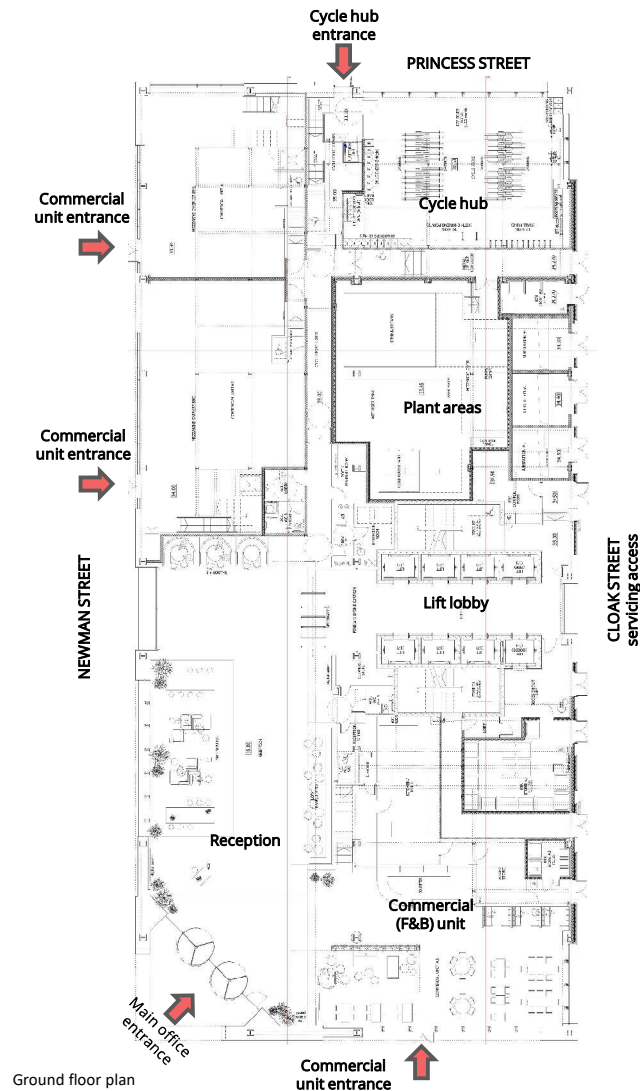
Level access is typically provided to all areas throughout the building including the roof terrace on Level 14. Exceptions to this are:

- plant mezzanine areas (staff access only)
- the mezzanine shower and changing room facilities associated with the cyclist facilities, however alternative equal accessible shower and changing provisions will be provided to the ground floor.

The cyclist facilities have a dedicated entrance off Princess Street, directly into the cycle store. The space has a lower finished floor level than the reception level to suit external site levels, and can also be accessed via the main core from the reception area via stairs or an internal platform lift.

Access to the upper floors will be via a secure lobby and reception area. An access control system with speed gates will operate to ensure security to the occupants of the upper floors.

Careful consideration of colour scheme, surfaces, signage and lighting requirements will be developed at the detail design stages of the project.



Internal vertical circulation

There is a bank of eight 17 person lifts for vertical circulation. These serve all levels of the building, with one of the lifts extending to access roof level. One of the lifts will have dual entry and double up as a goods lift. One lift will be a designated Fire Fighting lift.

Communal stairs are designed to comply with the relevant Building Regulations for inclusive access. Two stairs provide access and means of escape to all floor levels. One stair is extended to provide access to the roof for plant installation and maintenance.

Toilet and sanitary facilities

There is one accessible visitor WC off the main reception area (to meet the dimensional and layout standards of DFA 2).

Typical upper floor WC provision includes 10 unisex superloo facilities (which includes 2 ambulant cubicles). In addition, two accessible WC facilities (with alternate handing to offer users choice) are provided to all typical upper floors (designed in accordance with Building Regulations Part M).

Cycle, shower and changing provisions

The building is designed to have dedicated bicycle storage for building users with level threshold access from street level.

Shower, locker and changing provisions are accessed via a staircase, additional equal accessible facilities are provided at ground floor level.

Commercial units

2 separately demised independent commercial units will have dedicated entrances off Newman Street, with level thresholds. The commercial (food and beverage) unit fronting Symphony Gardens will also have its own dedicated entrance, and an internal connection with the reception area. The internal layout and design of the commercial units will be to customer fit out.



5.3 Internal circulation and access strategy/ Inclusive design

Design For Access 2

Where possible the building follows the principals from Manchester's Design For Access 2 guidance. Key points are as follows:

- External hinged access doors will have a clear opening of 1000mm minimum
- Internal doors on primary circulation routes will have a clear opening of at least 850mm in accordance with DFA2. Doors on accessible WC's, circulation spaces and suite entrances will have a clear opening width in accordance with Approved Document M2 Table 2 (new buildings). To primary circulation routes leading edge of new doors to accessible areas have a clear wall space of 450mm in accordance with DFA2, elsewhere 300mm is achieved in accordance with Approved Document M2 Diagram 9.
- Where applicable, new doors will either be fully glazed or be fitted with vision panels with a minimum width of 150mm. The base of vision panels will be no higher than 500mm above floor level and extend to a minimum height of 1500mm. Beading around vision panels will be flush with the face of the door.
- The office reception area is clearly visible from and directly accessed off the main entrance into the building.
- CCTV systems will be installed throughout the building internally and externally to alert the reception staff when assistance is required.
- A reception counter is not part of the design proposals. Most building users/tenants will be familiar with the building and a reception desk is not required for signing-in purposes. A management strategy will be in place to deal with visitors whereby a 'meet and greet' practice is envisaged.
- There is no entrance lobby space proposed to the main reception area.
- Typically, internal primary corridors, stair lobbies and landings achieve a minimum dimension of 1800mm, and include space for an 2000mm turning circle at corners. Back of house corridors and circulation to ancillary areas will be designed in accordance with Approved Document M: diagram 10.
- The landing areas associated with the stair and lift core are a minimum of 1800mm wide. Unobstructed space is provided for approaching and opening doors.
- Flights of stairs have a maximum of 12 risers per flight. Flights do not achieve a maximum rise of 1800mm in all instances. Staircases are designed with a clear width of not less than 1000mm, and do not have open risers, tapered treads, helical or spiral arrangements. Step profiles will not overlap the one below. The leading edges of all stairs will have visually contrasting nosings. Treads will be finished with opaque, non-reflective materials. Stair handrail profiles will be designed in accordance with Approved Document M: diagram 7.

- The proposals include 8 passenger lifts, one of which is dual entry and can also be designated as a good lift.
There is an unobstructed area of 1800x1800mm in front of each lift entrance. Bench seating is provided near the lifts, this is formed in non-combustible materials to preserve the firefighting shaft. Lift doors will have a minimum clear opening width of 900mm. The inclusion of Hall Call Destination control reflects the current technical trends in lift design and leans towards a future proof system which facilitates full connectivity and interface with Smart BMS along with anticipated customer expectations for information and efficiencies.
- A platform lift is provided to facilitate access between the cycle store entrance (at street level) and the raised ground floor (level 00). The platform lift will have clear internal dimensions of 1100mm x1400mm, and an 1800x1800mm clear unobstructed area in front of the lift entrance. A 1500mm x1500mm clear unobstructed area is provided to the upper left of the lift platform.
- Two separate accessible unisex accessible WC facilities are provided at typical upper floor and amenity floor levels. These WCs will be designed in accordance with Approved Document M: diagrams 18 and 19. The accessible WC's are handed at each floor to allow for transfer from alternate sides. There is a DFA2 compliant WC facility at reception level.
- Suites of unisex WC's include one (ambulant disabled) cubicle of at least 1200mm wide, with grab rails.
- Shower facilities are provided at mezzanine level and are associated with the cyclist facilities. An accessible shower/wc room is provided to the ground floor reception level, which can be accessed via a level threshold entrance off the main reception, the main lift core also provides access to this point from the upper floors of the building. The room will have minimum floor dimensions of 2000x2200mm in accordance with Approved Document M: diagram 23..

6.0 | Landscaping and Public Realm

6.1 Landscape and public realm design

The proposals for No.3 Circle Square are complemented by a comprehensive hard and soft landscaping design which evolves the original Masterplan design, and provides a significant new landscaped space, that extends the existing Symphony Gardens.

The new public realm, called Symphony Gardens, proposed as part of the revised proposals for No.3 Circle Square will deliver a more intimate, informal space with wildflower planting for all to enjoy.

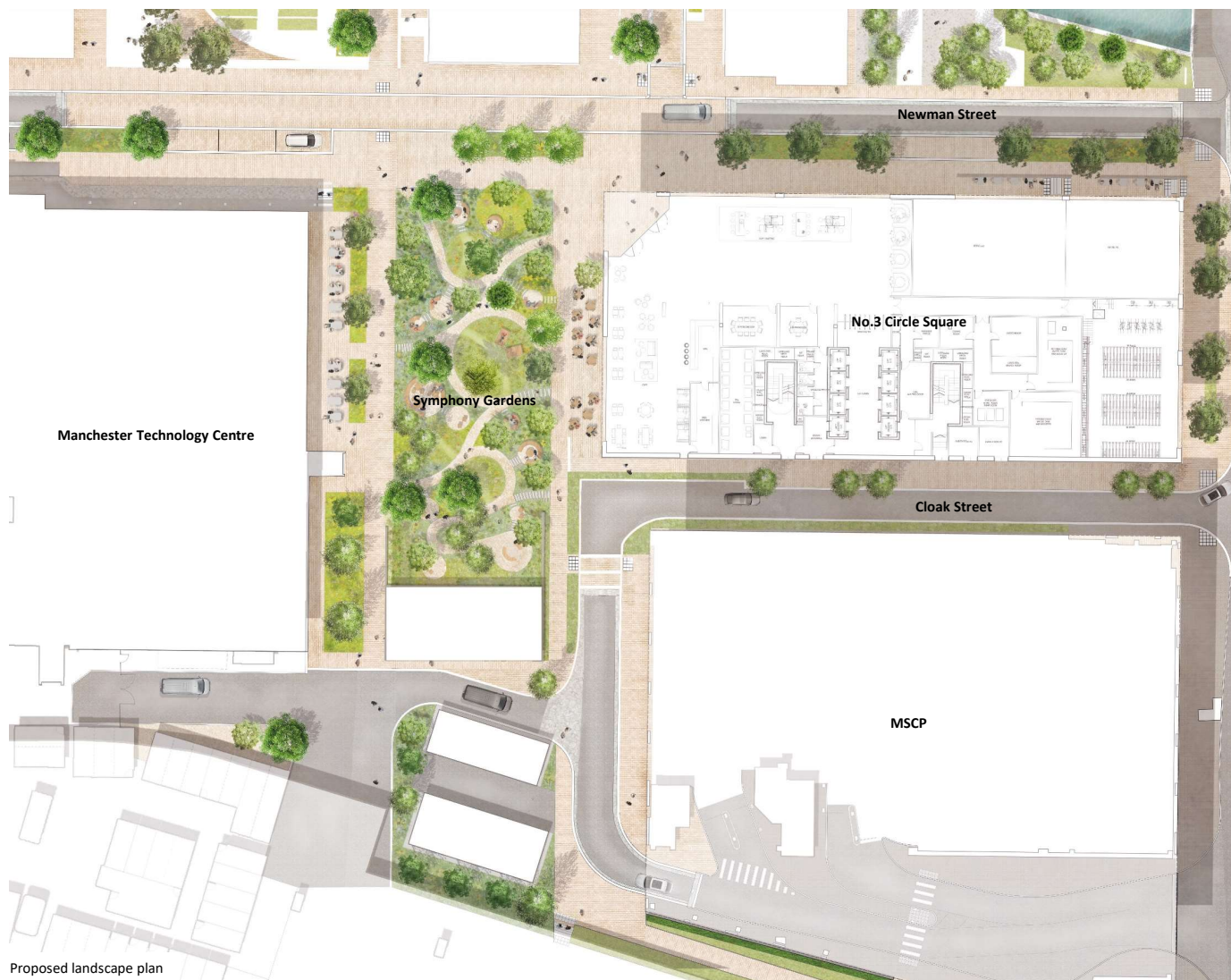
This application boundary is the final piece of the Circle Square jigsaw, connecting Oxford Road to Princess Street and Hatch.

The proposals will transform the public realm throughout the regeneration area and surrounding streets. It will deliver new paving, trees and greenery and the new Symphony Gardens will provide planted and landscaped area for the public to enjoy. To complement Symphony Park, Symphony Gardens will be a less formal, softer space with the introduction of plants, shrubs and trees improving biodiversity and providing an important and differentiated green space within the City Centre.

The public realm proposals also include spill out spaces from the commercial units within No.3 Circle Square Newman Street, Cloak Street and the site area extending below the Mancunian Way towards Hatch.

The landscaping design and evolved masterplan strategy are explained in further detail in the Landscape Design and Access statement reference: 1502a-ID-011-01 Landscape D&A included within the planning application submission.

LANDSCAPE VISUAL



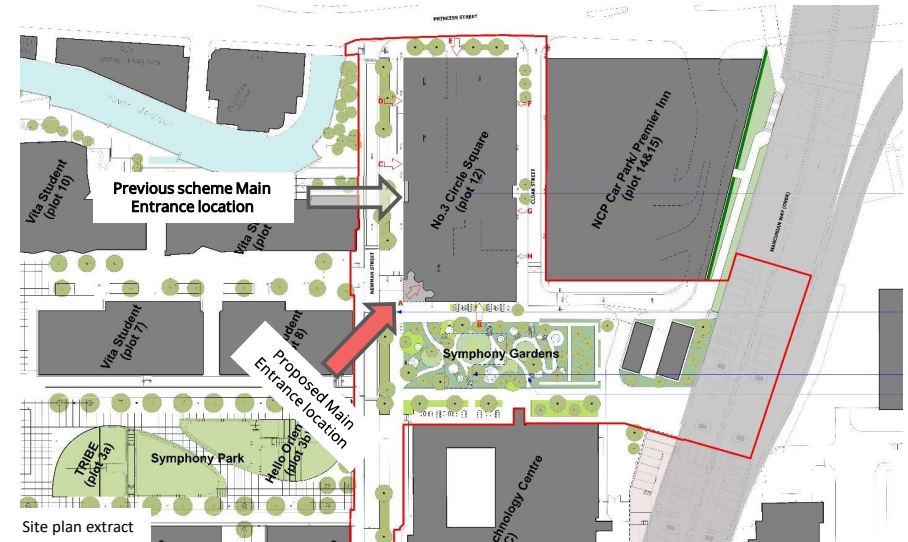
7.0 | Extant planning scheme

7.1 Comparison of proposals with extant planning scheme

As noted in chapter 1.6 a scheme for the development of Plot 12 received planning consent in February 2020. As per the current proposals, the scheme was for a commercial office building with commercial uses at ground floor level. The proposed building is very similar in scale to that consented in 2020.

The key design variations of the proposals relative to the previously consented scheme are:

- Increased plot size/ building footprint (to take into account loss of Plot 13 and proposed Symphony Gardens designs).
- Re-location of main building entrance to Symphony Park/ Symphony Gardens orientation (previously from Newman Street)
- Rationalisation of building core, to provide more open/ flexible floorplates
- Additional floor plate (with minimal overall impact on previously consented building height)
- Omission of basement level
- Façades designed to be predominantly traditional brickwork, where previous scheme utilised glazed terracotta panels.
- Increased emphasis on high quality reception space and building amenities for building users to accommodate evolving workplace trends.
- Improved building operational efficiencies. The proposals are designed to be Net Zero Carbon in operation and achieve a NABERS rating of 5 stars.



Extant scheme visualisation from Symphony Park



Proposals visualisation from Symphony Park

7.1 Comparison of proposals with extant planning scheme



Street Elevation – East



Street Elevation – South



Street Elevation – West



Street Elevation – North

Comparison street elevations with extant planning scheme outline shown dotted in red