

TRANSPORT ASSESSMENT & TRAVEL PLAN ADDENDUM

Salboy Central Ltd

Viadux Phase 2 Minor Material Amendment

April 2022

VN201568

Transport Statement and Framework Travel Plan Addendum

Report control

Document: Transport Assessment & Travel Plan Addendum
Project: Viadux Phase 2
Client: Salboy Central Ltd
Job number: VN201568
File origin: N:\Vectos Job Data\2021\VN201568\Docs

Document checking

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Issue	Date	Status	Checked for issue
1	Apr 2022	V1	GD

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Plans

Dwg 10053-B3-A-B5D9-G200-P-00-001 Viadux Phase 2 Ground Floor Layout

Dwg 2840-PLA-XX-00-DR-L-0001 Public Realm Proposals

Dwg SVA-VEC-0-P2-DR-CH-0100 - GA Sheet 1 P04..... Gt Bridgewater St/Watson St

Dwg SVA-VEC-0-P2-DR-CH-0100 - GA Sheet 2 P04..... Albion St (N)/Gt Bridgewater St

Dwg SVA-VEC-0-P2-DR-CH-0100 - GA Sheet 3 P04..... Albion St (S)

Dwg VD21525-D137 P02 Area of Highway to be Stopped Up

Appendices

Appendix A Planning Amendments

Appendix B Public Realm Amendments

1 INTRODUCTION

- 1.1 Vectos have been commissioned by Ask Central Ltd to produce an Addendum to the Viadux Transport Statement to support a Minor Material Amendment (MMA) application for Phase 2 of Viadux, Manchester, M2 5QA on the Former Bauer Millet Site. The scheme was approved by the LPA on 27 July 2017 (115871/FO/2017), amended by S106 application (126868/JO/2020) and the drop in application (127260/ FO/2020) with a Section 19 application to amend the LBC (127365/ LO/2020).
- 1.2 The scheme currently being built out is covered by planning permissions 126868/JO/2020 (main consent), 127260/FO/2020 (drop-in consent for new staircase arrangement) and Listed Building Consent 129168/JO/2021.
- 1.3 That application was supported by a Transport Assessment Technical Note which provided an update to the original Transport Assessment and Travel Plan (application 115871/FO/2017). This Addendum to the original TA clarifies the position in relation to highways and transportation matters.

Development Description

- 1.4 The consented description of development was described as:

Erection of a 40 storey building to form 375 residential apartments (Use Class C3a) and the erection of a 14 storey building to form offices (Use Class B1) (31,756 sqm) together with ground floor commercial space (Use Class A1, A3 or A4) (1,010sqm) with associated enclosed service yard, public realm including stair case and lift to connect with viaduct, car parking, landscaping and other associated works.

- 1.5 The location of the development site is shown by the red star in **Figure 1.1**.

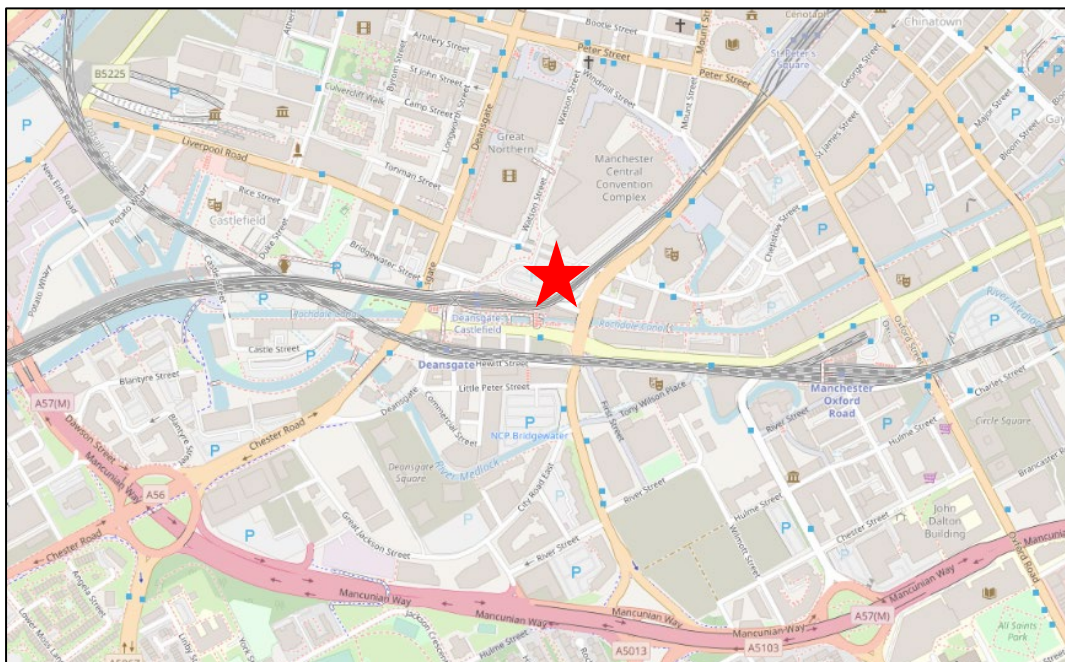


Figure 1.1: Site Location

Development Proposals

1.6 The list of Planning Amendments is given in **Appendix A**. In summary, these relate changes to:

- Changes to the office core and goods lift.
- The main servicing of the office has been moved to Trafford Street from Level 01 and refuse store relocated.
- The lay by to Albion Street has been omitted and the full pavement width restored improving the pedestrian environment. (Lounge bar / coffee shop servicing remains from the loading area on Great Bridgewater Street.)
- The substations have also been relocated from Level 01 Man Central service yard to ground floor with direct access from the service road to Albion Street.
- The Retail units have changed and now include external seating underneath the tram bridge.
- The pavilion building upper office floors and core have been omitted to provide a triple height entrance foyer and sense of arrival.
- The office entrance has been moved further down Albion Street to remove internal level changes and increase the headroom available underneath the tram bridge.
- The reception desk has been relocated underneath the encapsulation with improved visibility of the lift lobby, entrance foyer and coffee shop.
- The office cycle store, changing facilities, plant have been reconfigured to enable the cycles to be positioned within the historic arches and plant under the Metrolink bridge.
- Access to the cycle store is gained from Albion Street with changes to the façade.
- The tram has been encapsulated with a precast concrete tunnel.
- Office Amenity Space Added including green rooms and terracing.
- Changes to the Structure, Floor Height and an additional floor.
 - The overall office NIA has been increased by 12,110sqft (1,125sqm) from the approved NIA = 251,391sqft (23,355sqm) to the proposed NIA = 263,501sqft (24,480sqm)
- Changes to the façade.
- Amendments to the Phase 1 residential cycle store into the same arch as the office cycle store. This allows improvement to the changing facilities.
- Changes to the Phase 1 service yard gates.

1.7 The implications of these changes on the highways and transport measures to support the site are described next.

2 HIGHWAY PROPOSALS

Overview

- 2.1 In highways and transport terms, the main changes to the scheme are to the Office Building (Building 3) with a relocation of the service activity to Trafford Street, which allows the removal of the loading bay on Albion Street, which in turn allows an improved public realm, entrance and external seating. In addition, there is now a larger cycle store accessible from Albion Street with some visitor cycle parking spaces located to the south of the entrance in between trees located there.
- 2.2 The highway layout on Albion Street and Great Bridgewater Street has been amended to improve the layout of the pedestrian crossing islands, the ability of large HGVs to turn left onto Great Bridgewater Street has also been eased. On Great Bridgewater Street there have been some minor changes to signal upgrade and the footway surfacing has now been established and forms part of the submission by Planit-ie to this MMA. These highways works are being developed as part of the Section 278 detailed design process.
- 2.3 The changes to the Residential Building (Building 2) are relatively minor and relate to the changes to the amenity space and cycle store although there is no reduction in the number of cycle storage.
- 2.4 In overall terms the site remains highly sustainable in transport terms.

Servicing from Trafford Street

- 2.5 Trafford Street is currently a cul-de-sac road which runs underneath Viaduct structures and also under the ramp to the Manchester Central Service Yard at the higher level. Here on Trafford Street there is already a secure storage cage under the ramp and also where the servicing of the premises of Deansgate Locks occurs including the refuse collection.
- 2.6 In summary, there are no proposals to change the highway infrastructure here and it is proposed to use the storage cage for bin storage. A servicing corridor internally links the main core of the office development to Trafford Street. Servicing and refuse collection would be made in a similar manner as to the existing Deansgate Locks premises.

Ground Floor Layout

- 2.7 The proposed ground floor layout for the office Building B2 is shown in **Dwg 10053-B3-A-B5D9-G200-P-00-001**. It can be seen here that the cycle store for the office workers is now adjacent to that for the Residents and that this is accessed from Albion Street.
- 2.8 The number of cycle spaces for the office workers has increased to 267 spaces (up from 114) while the residential cycle parking remains at 375 or one space per apartment.
- 2.9 The plan also shows the entrance detail and the coffee shop to the north.

Public Realm

- 2.10 The public realm changes on Albion Street are explained in the Planit-ie submission and an extract of the changes are given in **Appendix B**. The detail of the public realm proposals are shown in **Dwg 2840-PLA-XX-00-DR-L-0001**.
- 2.11 The omission of the loading bay allows an improved public realm and entrance to the building. The paving surface will be of a high quality. There are level differences to negotiate and consequently there are some steps included alongside step free approaches. There is external seating outside the coffee shop under the tram bridge and there is now soft landscaping in front of the building. There are three trees to the south of the building (a loss of one compared to the approved scheme) and visitor parking provided (12 spaces) in Sheffield cycle stands (with tapping rail).

Highway Layout

- 2.12 The highway layout has developed since the Approved scheme. This is currently being reviewed through the Section 278 detailed design process. The highway works covers Great Bridgewater Street and its junctions with Watson Street and Albion Street.
- 2.13 The proposed highway layout plans are presented as the following drawings:
- **SVA-VEC-0-P2-DR-CH-0100 - GA Sheet 1 P04**
 - **SVA-VEC-0-P2-DR-CH-0100 - GA Sheet 2 P04**
 - **SVA-VEC-0-P2-DR-CH-0100 - GA Sheet 3 P04**
- 2.14 The design of these plans is ongoing through the Section 278 detailed design process.
- 2.15 Notably the works will provide improved pedestrian crossing facilities both at the Watson Street and Albion Street signals with Great Bridgewater Street. Both signals are expected to accommodate large movements of pedestrians with development with an all-red pedestrian phase.
- 2.16 All these junctions have been tested for the swept paths of HGVs including 16.5m articulated HGVs exiting the Manchester Central Ramp, turning left and left again onto Great Bridgewater Street.
- 2.17 The signal design will be developed by TfGM Urban Traffic Control team as part of the detailed design process.

Highway to be Stopped Up

- 2.18 The construction of the office building will partly be on the existing highway. Where that occurs, the highway will be stopped up and with this MMA the area to be stopped up is similar to that as described in the approved plans with some minor changes arising from the position of steps on the highway. The extent of the area to be stopped up is shown in **Dwg VD21525-D137 P02**.
- 2.19 Manchester City Council have been appointed to progress the Stopping Up Order.

3 TRAVEL PLAN

- 3.1 A Framework Travel Plan was submitted with the approved scheme. As described already, the site is in one of the most sustainable locations in Manchester and it only provides two car parking spaces on site, a notable reduction from the previous land use.
- 3.2 The Aims and Objectives of the Travel Plan have not changed. As described above, it is proposed to increase the provision of cycle parking for the office use, along with improvements in the quality of the public realm and the pedestrian crossing facilities have been improved at the nearby signal junctions.
- 3.3 The proposed changes result in a slight increase in office floor area by 1125sqm. While this would in theory result in additional staff arriving on site, we now have increased level of working from home which are double the pre-pandemic levels and which at 21.3% for Manchester (ONS Business Impact of Covid Survey) more than offsets that extra floorspace and the trip forecasts made in the original Transport Assessment. Therefore, the number of employees expected to arrive on site is likely to be much less than that forecast previously.
- 3.4 It is expected that as with the previous planning approvals there will be a planning condition requiring the Framework Plan to be developed into an Implementation Plan which will include Travel Surveys and more specific initiatives from the occupiers of the new development.

Travel Plan Measures

- 3.5 The Travel Plan measures detailed within the Framework Travel Plan remain applicable to the amended scheme.

Travel Surveys and Target Setting

- 3.6 Travel Surveys will be undertaken as described in the Framework Travel Plan, with appropriate targets developed based upon the survey results.

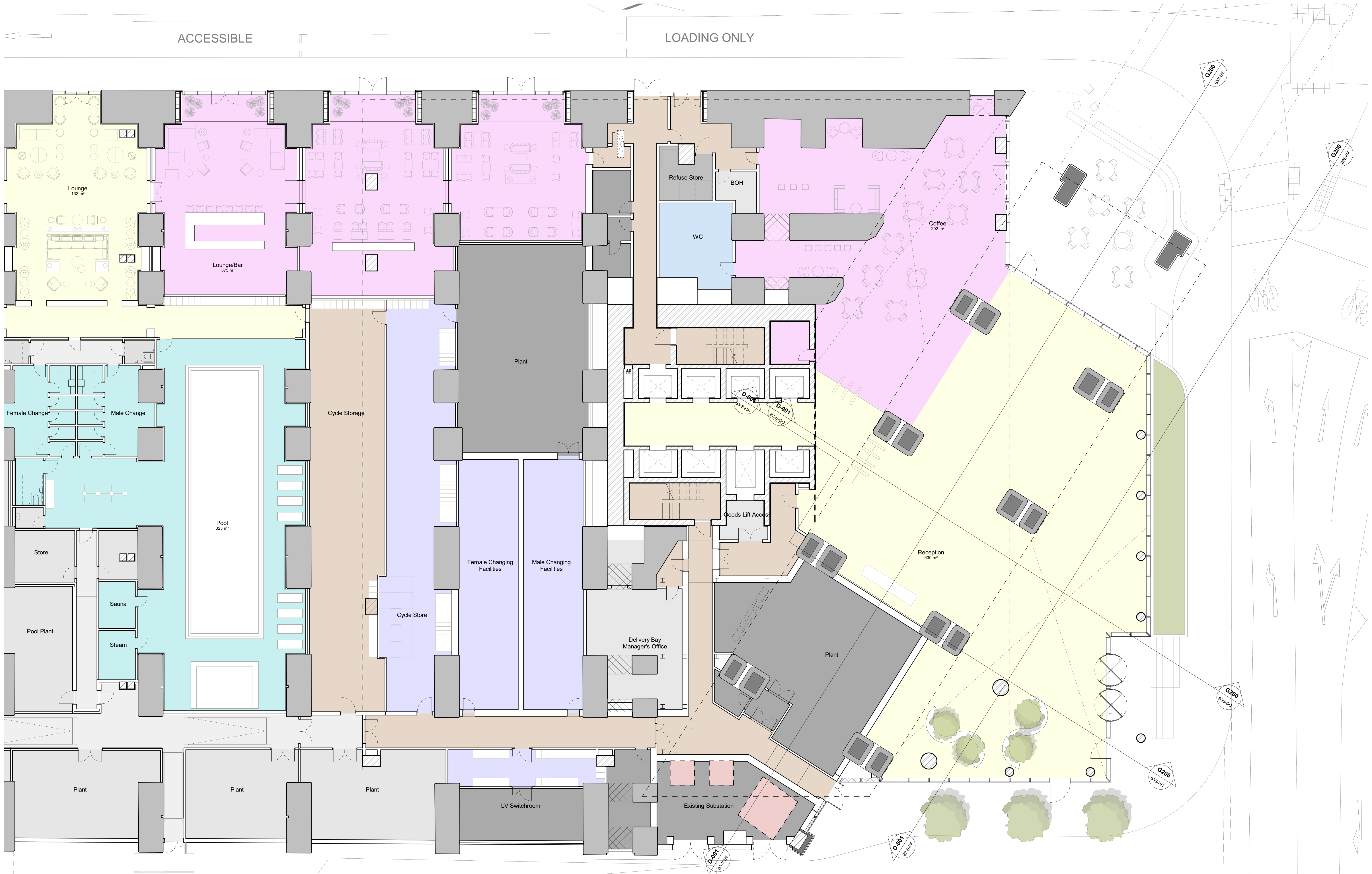
Plan Administration

- 3.7 As per the Framework Travel Plan, the administration of the Plan will be the responsibility of the developers, Salboy Central Ltd, who are required to designate a Travel Plan Co-ordinator for the development. This appointment must occur at least 1 month prior to development occupation and upon appointment the Travel Plan Coordinator must provide their contact details to TfGM/MCC.

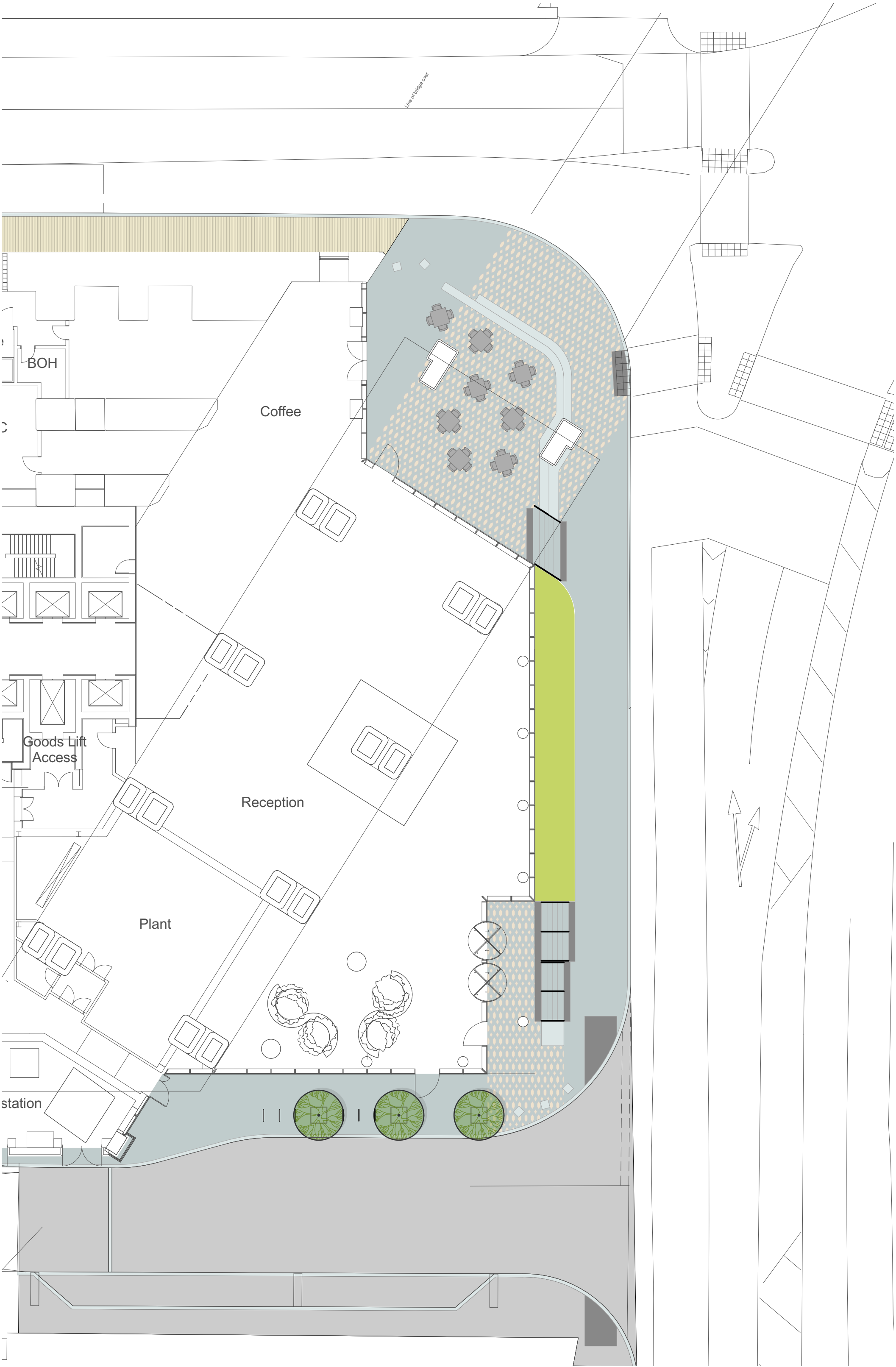
4 SUMMARY AND CONCLUSION

Summary

- 4.1 Vectos have prepared this Addendum to the Viadux Transport Statement and Travel Plan to support a Minor Material Amendment (MMA) application for Phase 2 of Viadux, Manchester, M2 5QA on the Former Bauer Millet Site. The scheme was approved by the LPA on 27 July 2017 (115871/FO/2017), amended by S106 application (126868/JO/2020) and the drop in application (127260/ FO/2020) with a Section 19 application to amend the LBC (127365/ LO/2020).
- 4.2 The scheme currently being built out is covered by planning permissions 126868/JO/2020 (main consent), 127260/FO/2020 (drop-in consent for new staircase arrangement) and Listed Building Consent 129168/JO/2021.
- 4.3 That application was supported by a Transport Statement Technical Note which provided an update to the original Transport Assessment and Travel Plan (application 115871/FO/2017). This Addendum to the original TA and clarifies the position in relation to highways and transportation matters.
- 4.4 The development The consented description of development was described as:
- 4.5 Erection of a 40 storey building to form 375 residential apartments |(Use Class C3a) and the erection of a 14 storey building to form offices (Use Class B1) (31,756 sqm) together with ground floor commercial space (Use Class A1, A3 or A4) (1,010sqm) with associated enclosed service yard, public realm including stair case and lift to connect with viaduct, car parking, landscaping and other associated works.
- 4.6 The main changes are relatively minor in highways and transport terms. The service activity is to be located off Trafford Street and the layby on Albion Street is removed allowing an improved public realm, entrance and external seating. In addition, there is now a larger cycle store accessible from Albion Street with some visitor cycle parking spaces located to the south of the entrance in between trees located there.
- 4.7 The highway layout on Albion Street and Great Bridgewater Street is being developed as part of the Section 278 detailed design process and presents improved pedestrian crossing facilities and traffic movement.



This drawing is copyright Do not scale off dimensions. All dimensions to be checked on site by contractor. Contractor to report any dimensional discrepancies, errors or omissions prior to commencing on site.	Rev	Date	Description	Rev	Date	Description	Rev	Date	Description	North 	Project Title	Former Bauer Millet Site			Status	Planning			 MANCHESTER Riverside, 4 Commercial St Manchester M1 1BQ +44 (0)161 835 2345 www.simpsonhaugh.com LONDON 2-8 Roberts Place London EC1R 6BB +44 (0)20 7549 4000 mail@simpsonhaugh.com		
	00	17-03-2017	Planning Issue								Drawing Title	Building 3 - Ground Floor Plan			Job No	10053	Drawing No	10053-B3-A-B5D9-G200-P-00-001		Revision	05
	01	30-04-2020	Minor Material Amendment Application																		
	02	29-05-2020	Minor Material Amendment Application																		
	03	15-12-2020	Non-Material Amendment Application																		
	04	19-02-2021	Non-Material Amendment Application																		
	05	04-04-2022	Minor Material Amendment Application																		



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 4. All setting out, levels and dimensions to be agreed on site.
 5. The dimensions of all materials must be checked on site before being laid out.
 6. This drawing must be read with the relevant specification clauses and detail drawings.
 7. Order of construction and setting out to be agreed on site.

KEY

HARDWORKS

P1 - Granite Paving
To arrival spaces
Product: Portuguese Granite
Size: 300mm x 300/400mm, x 50mmD
Colour: Grey-green - TBC.
Finish: Flamed - TBC.
Jointing: 8mm (6-10mm) joints, stretcher bond.
Supplier: Marshalls or equal and approved.
Subject to developed design.

P2 - Granite Paving
To arrival spaces
Product: Portuguese Granite
Size: 300 x 500mm / 300 x 200mm x 50mmD.
Colour:
P2.1 - Grey-green - TBC.
P2.2 - Rosa Forte (Pink) TBC.
Finish: Flamed - TBC.
Jointing: 8mm (6-10mm) joints, stretcher bond.
Supplier: Marshalls or equal and approved.
Subject to developed design.

P3 - Yorkstone Slab Paving
To footpath along Bridgewater Street
Material: Scamozzi Yorkstone
Size and finish: To M.C.C. highways specification.
Rigidly laid.
Supplier: Marshalls or similar and approved.

P4 - Coloured Tarmac Cycleway
Material: Coloured Asphalt
Product: UltraColour
Colour: Light Buff - TBC.
Supplier: Tarmac or similar and approved.
Subject to developed design.

P5 - Tactile Blister Paving
Colour: Crystal Black.
Size: 400mm x 400mm x 80mmD
Finish: Flamed
Joint width: 8mm
Supplier: Marshalls or equal and approved.

P6 - Tactile Corduroy Paving
Colour: Crystal Black.
Size: 400mm x 400mm x 80mmD
Finish: Flamed
Joint width: 8mm
Supplier: Marshalls or equal and approved.

KERBS AND EDGINGS

K1 - Light-Grey Granite Kerb
Size: 200mmW
125mm upstand between footway and road
60mm upstand between cycleway and road
60mm upstand between footway and cycleway

E1 - Flush Steel Edge
Material: Hot-dip galvanised Steel.
Dimensions: 80mmH, 3mm thick.
Finish: Hot-dip galvanised. Milled top edge.
Supplier: Kinley or similar and approved.
Foundation to engineer/supplier's specification.

E2 - Corten Steel Upstand Edge
Material: Pre-weathered Corten Steel.
Dimensions: 180mmH (100mm upstand), 3mm thick.
Finish: Hot-dip galvanised. Milled top edge.
Supplier: Kinley or similar and approved.
Foundation to engineer/supplier's specification.

STEPS AND STRUCTURES

Steps
To main entrance and spill-out space

Seating Edges

SOFTWORKS

Single Stem Semi-mature Tree
Planting schedule to be developed.

Multi-stem tree
Planting schedule to be developed.

Herbaceous Planting Bed
Planting schedule to be developed.

FURNITURE

Granite Seating cubes
To southern entrance

Seating
To spill-out space

Cycle Stands
To main entrance and spill-out space

S1-P05	29/03/22	Planning	TF	KR
S1-P04	11/03/22	Planning	TF	KR
S1-P03	11/02/22	Stage 3	TF	KR
S1-P02	18/01/22	Stage 3	TF	KR
S1-P01	04/11/21	Stage 2	TF	KR

Revision	Date	Description	Drawn	Apprvd.
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Client Salboy

Project Viadux Phase 2

Drg Title Ground Level - General Arrangement

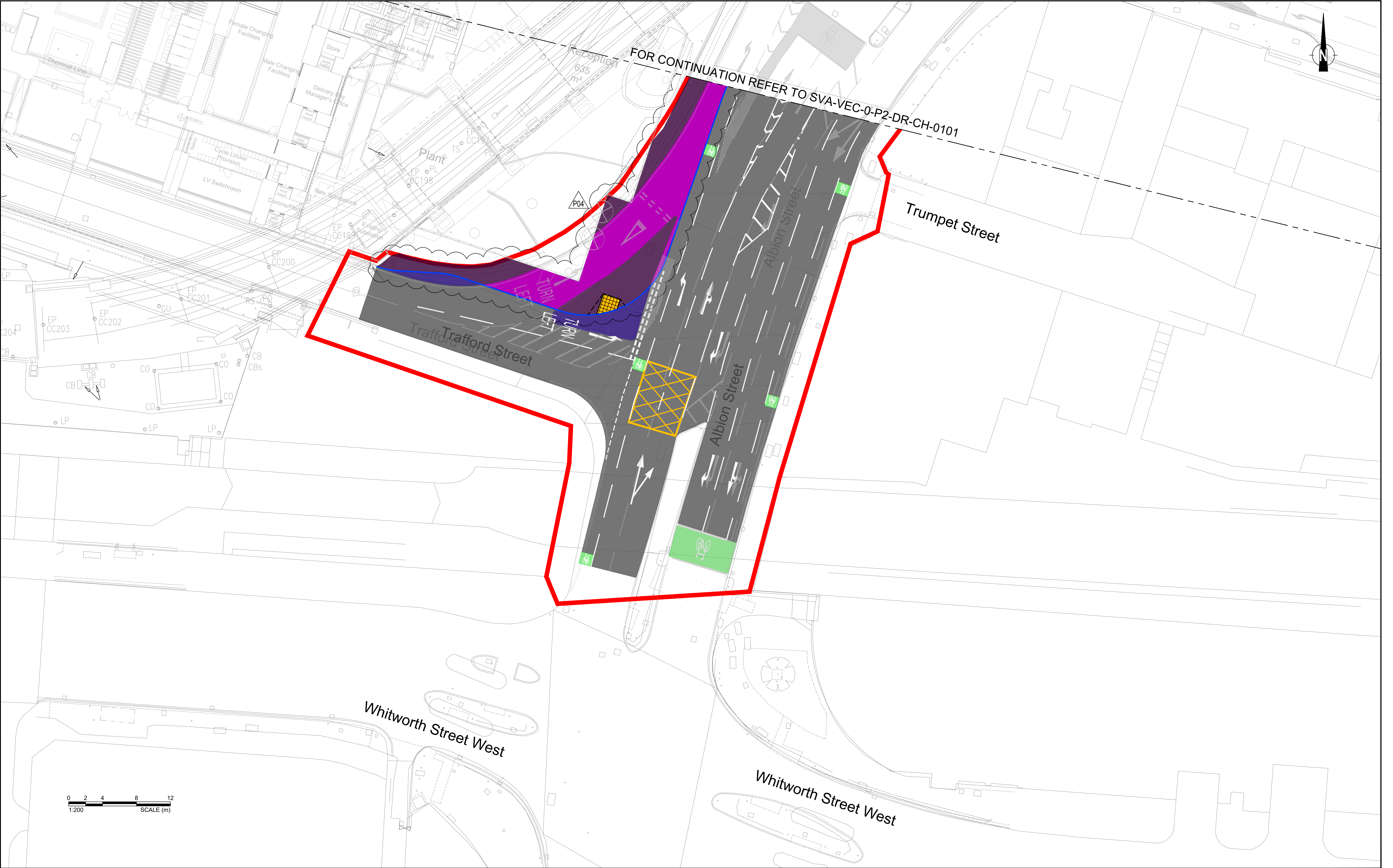
Created on 04/11/21 Created by JN Approved by KR

Scale 1:200 Size A2 Workstage Stage 3

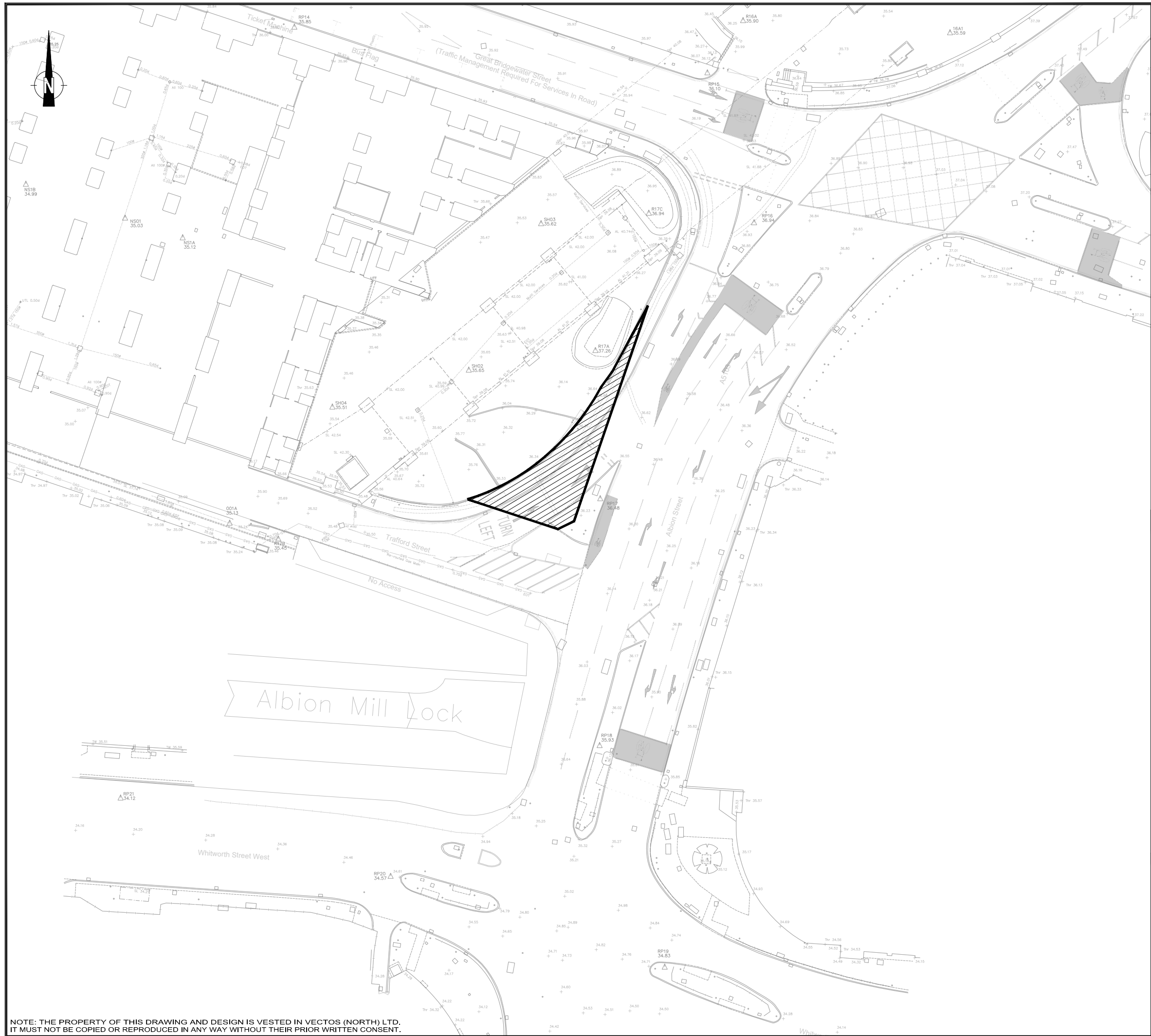
Drg No. 2840-PLA-XX-00-DR-L-0001 Suitability S1 Revision P05



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P01	FOR INFORMATION	DC	DRC	03/03/22			RED LINE BOUNDARY S278 WORKS			GREAT BRIDGEWATER STREET LOWER MOSLEY STREET JUNCTION HIGHWAY GENERAL ARRANGEMENT SHEET 2								
P02	DEVELOPED PLANNING LAYOUT FOR MMA	DC	DRC	16/03/22			PROPOSED KERB LINE			DC			1:200		SVA-VEC-0-P2-DR-CH-0101		P04	
P03	INDICATIVE SIGNALS ADDED	DC	DRC	25/03/22			PROPOSED FULL-DEPTH CARRIAGEWAY CONSTRUCTION			DRC								
P04	EXISTING GREEN HATCH REMOVED	DC	DRC	22/04/22			PROPOSED CARRIAGEWAY RESURFACING			03.03.22								
							PROPOSED CYCLE LANE GREEN HATCHED AREAS											
							PROPOSED F1 (FLEXIBLE) FOOTWAY CONSTRUCTION											
							PROPOSED F1 FOOTWAY RESURFACING											
							PROPOSED F2 (YORKSTONE SLABS) FOOTWAY CONSTRUCTION											
							PROPOSED F2 FOOTWAY RESURFACING											
							F3 RESURFACING - RELAY EXISTING PCC PAVING SLABS											
							PROPOSED F4 (GRANITE SLABS) FOOTWAY CONSTRUCTION											
							PROPOSED F4 FOOTWAY RESURFACING											
							PROPOSED RED TACTILE PAVING											
							PROPOSED BUFF TACTILE PAVING											
							PROPOSED SIGNAL POLES											



REV	DETAILS	DRAWN	CHECKED	DATE	1. TO BE PRINTED IN COLOUR. 2. DO NOT SCALE.		Key: RED LINE BOUNDARY S278 WORKS PROPOSED KERB LINE PROPOSED FULL-DEPTH CARRIAGEWAY CONSTRUCTION PROPOSED CARRIAGEWAY RESURFACING PROPOSED CYCLE LANE GREEN HATCHED AREAS PROPOSED F1 (FLEXIBLE) FOOTWAY CONSTRUCTION PROPOSED F1 FOOTWAY RESURFACING PROPOSED F2 (YORKSTONE SLABS) FOOTWAY CONSTRUCTION PROPOSED F2 FOOTWAY RESURFACING F3 RESURFACING - RELAY EXISTING PCC PAVING SLABS PROPOSED F4 (GRANITE SLABS) FOOTWAY CONSTRUCTION PROPOSED F4 FOOTWAY RESURFACING PROPOSED RED TACTILE PAVING PROPOSED BUFF TACTILE PAVING PROPOSED SIGNAL POLES		PRELIMINARY ALBION STREET TRAFFORD STREET JUNCTION HIGHWAY GENERAL ARRANGEMENT SHEET 3 DCDRC03.03.22		SALBOY CENTRAL LIMITED VIADUX PHASE 2 S278 WORKS 1:200		vectos. 4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ 0161 228 1008 e: vectos@vectos.co.uk CfA ISO 9001 UKAS MANAGEMENT SYSTEMS 175345 0126		SVA-VEC-0-P2-DR-CH-0102	P04
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Notes:

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Key:



P02	MINOR AMENDMENT TO BOUNDARY	DRC	GD	01.04.22
P01	FOR INFORMATION	PJ	TR	01.12.21
REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
SALBOY CENTRAL LTD

PROJECT:
VIADUX PHASE 2

DRAWING TITLE:
**PROPOSED TRAFFORD STREET /
ALBION STREET HIGHWAY TO BE
STOPPED UP
ON EXISTING LAYOUT**

SCALES:
1:500 @ A3

DRAWN:	PJ	CHECKED:	TR	DATE:	01.12.21
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vectos.
4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ

DRAWING NUMBER:	VD21525-D137	REVISION:	P02
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Appendix A – Planning Amendments

1. Office Core

B - The goods lift has been updated to include a double sided opening car at ground floor with direct access to back of house for servicing. The rotation of the core reduces the impact and demolition of the listed viaduct.

C - The main servicing of the office has been moved from Level 01 (Man Central service yard) to Trafford Street.

E - The lay by to Albion Street has been omitted and the full pavement width restored improving the pedestrian environment.
(Lounge bar / coffee shop servicing remains from the loading area on Great Bridgewater Street.)

The above amendments will:

- Enable the historic viaduct arches to become front of house areas (coffee shop) which can now be seen as a heritage asset through the façade and from within the reception foyer.
- Remove the need for office use service vehicles to access Man Central service yard.
- Reduce the number of service vehicles on Albion Street and Great Bridgewater Street.
- Improve the circulation and manoeuvrability within Man Central service yard.



3. Retail use

A - Retail unit 2 has been combined with the adjacent Residential Lounge / Bar fronting Great Bridgewater Street. The entrance and escape door positions have been repositioned and coordinated with the interior design.

An illuminated canopy has been incorporated to provide emphasis to the main Lounge / Bar entrance.

B - This results in a change to the phasing at ground floor with the lounge bar being constructed as part of phase 1.

C - Retail unit 3 has become a coffee shop serving the office as part of the amenity provision and the public from Great Bridgewater Street.

D - An external seating area has been added underneath the tram bridge adjacent to the junction of Great Bridgewater Street and Albion Street.

E - The combined width of the coffee shop service corridor and office escape and firefighting access route to Great Bridgewater Street will result in the need to increase the size of opening through the listed Viaduct arch.

4. Office foyer & entrance

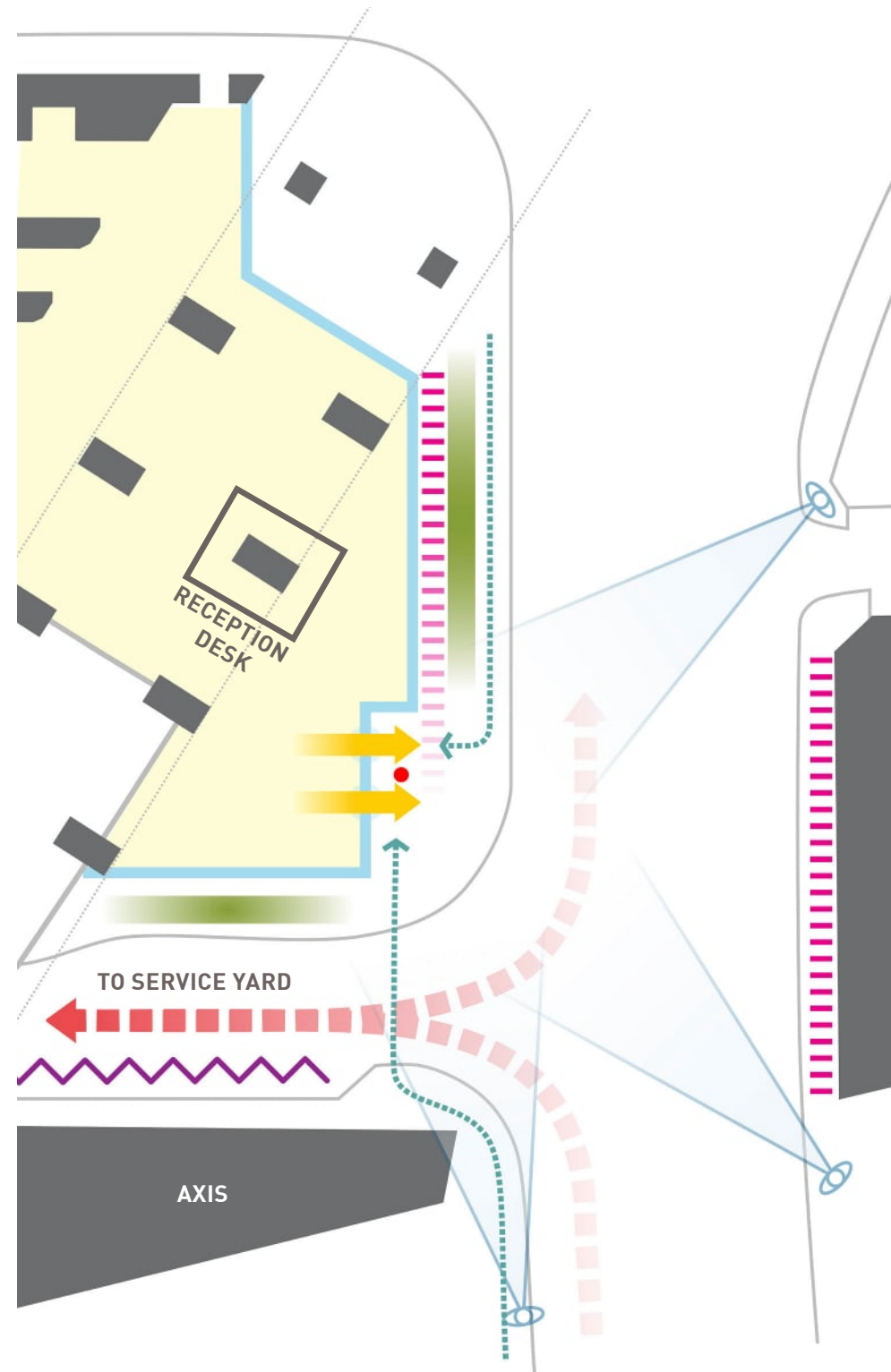
A - The pavilion building upper office floors and core (2 no. 250sqm floors) have been omitted to provide a triple height entrance foyer and sense of arrival commensurate with an office development of this scale.

B - The office entrance has been moved further down Albion Street to remove internal level changes and increase the headroom available underneath the tram bridge.

C - The reception desk has been relocated underneath the encapsulation with improved visibility of the lift lobby, entrance foyer and coffee shop.

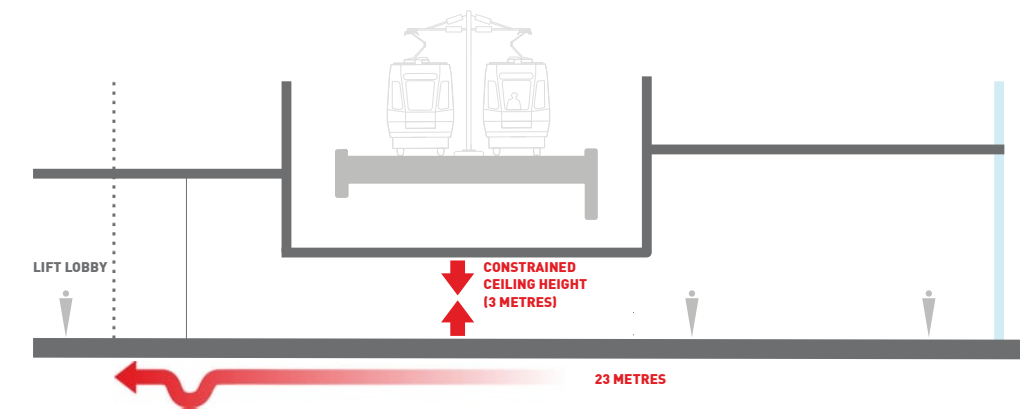
D - The office cycle store, changing facilities, plant have been reconfigured to enable the cycles to be positioned within the historic arches and plant under the metrolink bridge.

E - Access to the cycle store is gained from Albion Street and the facade has been developed as an extension of the glazed pavilion building facade which wraps under the tram encapsulation to form the entrance. The substation facade underneath the tram bridge has been designed as a series of louvred panels, which are continued as infills to the top portion of the viaduct arches for ventilating plant rooms. This continues the language from Trafford Street, behind the service ramp and with the louvres which interface from the Tram bridge to the Axis Building opposite.



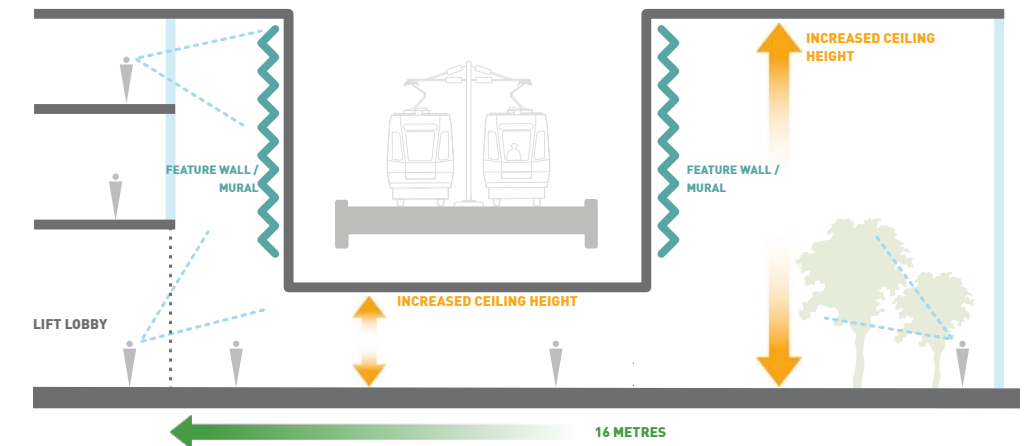
PROPOSED ENTRANCE

- Simplified geometry feels a more appropriate response
- Belongs to the orthogonal language of the pavilion
- Forms a strong corner
- Addresses Albion street and has clear visibility



2017 APPROVED DESIGN

- Lack of sense of arrival
- Constrained headroom under metrolink



PROPOSED DESIGN

- Creates a sense of arrival
- Incorporates tram encapsulation as artwork / mural
- Releases the space for amenity

KEY	
	ENTRANCE
	PEDESTRIAN ACCESS
	VEHICLE ACCESS TO SERVICE YARD & AXIS
	AXIS PARKING BAYS
	ACTIVE FRONTAGE
	VIEW OF ENTRANCE DOORS
	COLUMNS OBSTRUCTING ENTRANCE

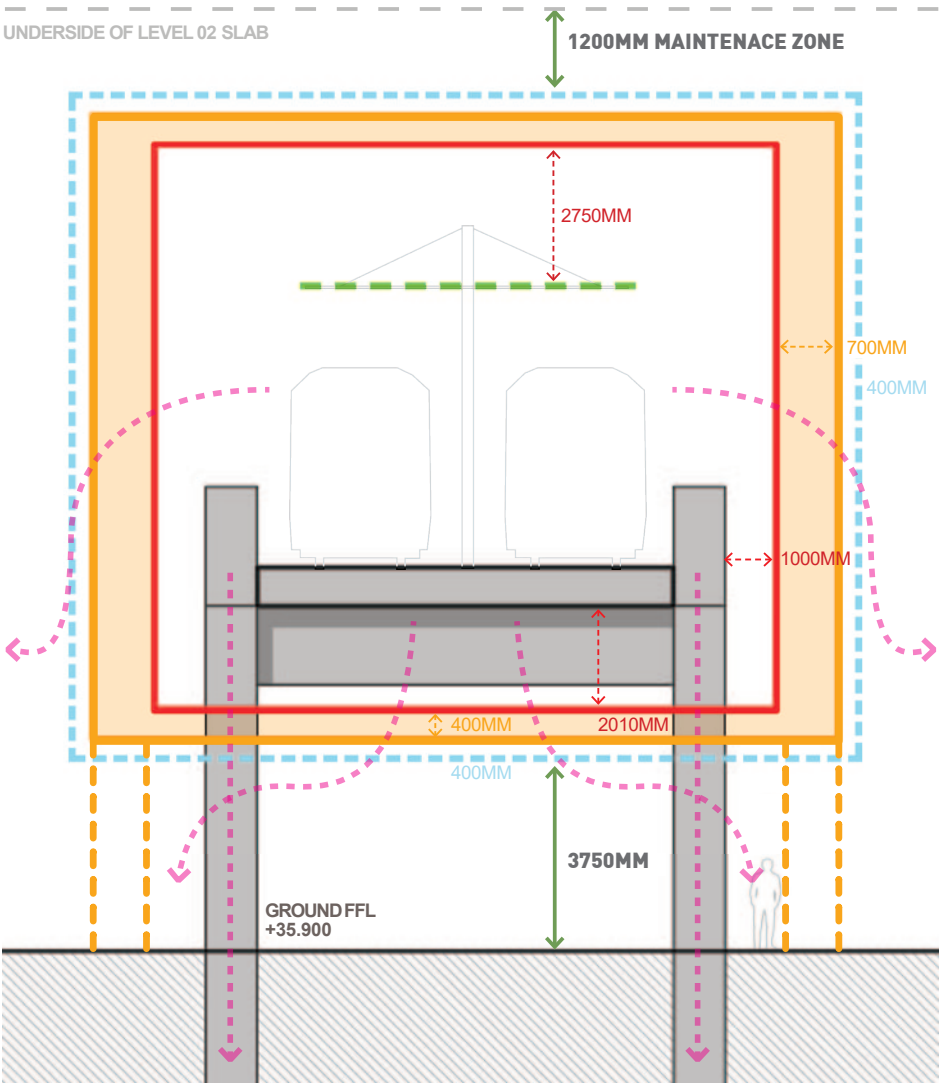


5. Tram Encapsulation

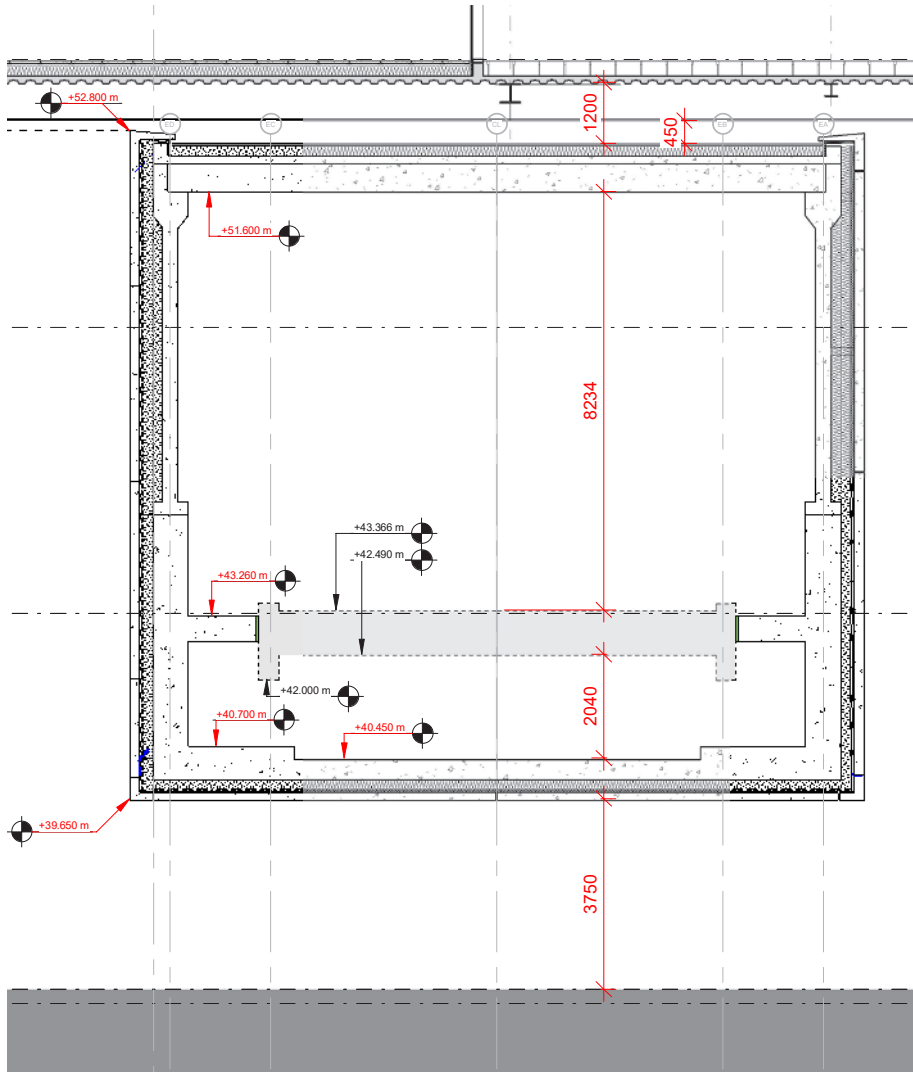
A - The tram has been encapsulated within a precast concrete tunnel which will be seen externally and from within the reception foyer. The sides of the encapsulation will feature a mural or relief providing visual interest.

B - The encapsulation deals with issues of fire, acoustics, derailment, bomb blast & creates a safe zone for construction. It will also provide an emergency safe landing zone for the BMU during the cleaning & maintenance of the building.

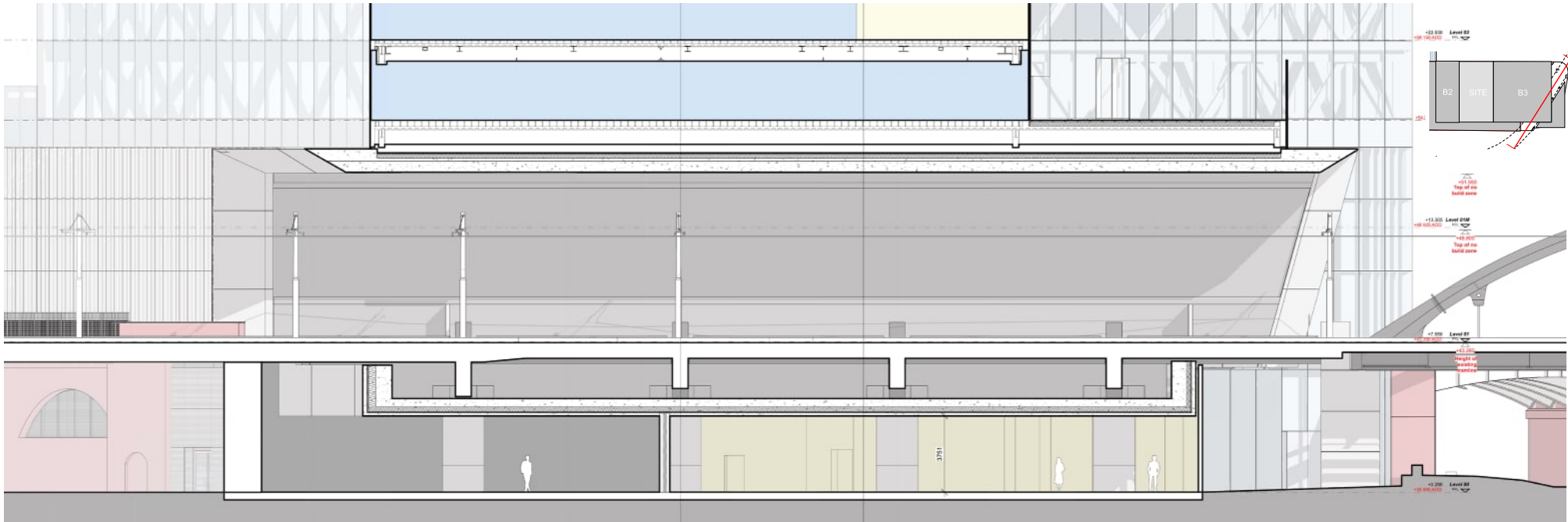
Along with full storey height perimeter glazing edge protection, the encapsulation will also assist with the planning condition which requires a scheme to be presented to protect the Metrolink infrastructure from objects being able to be thrown from the adjacent roof gardens.



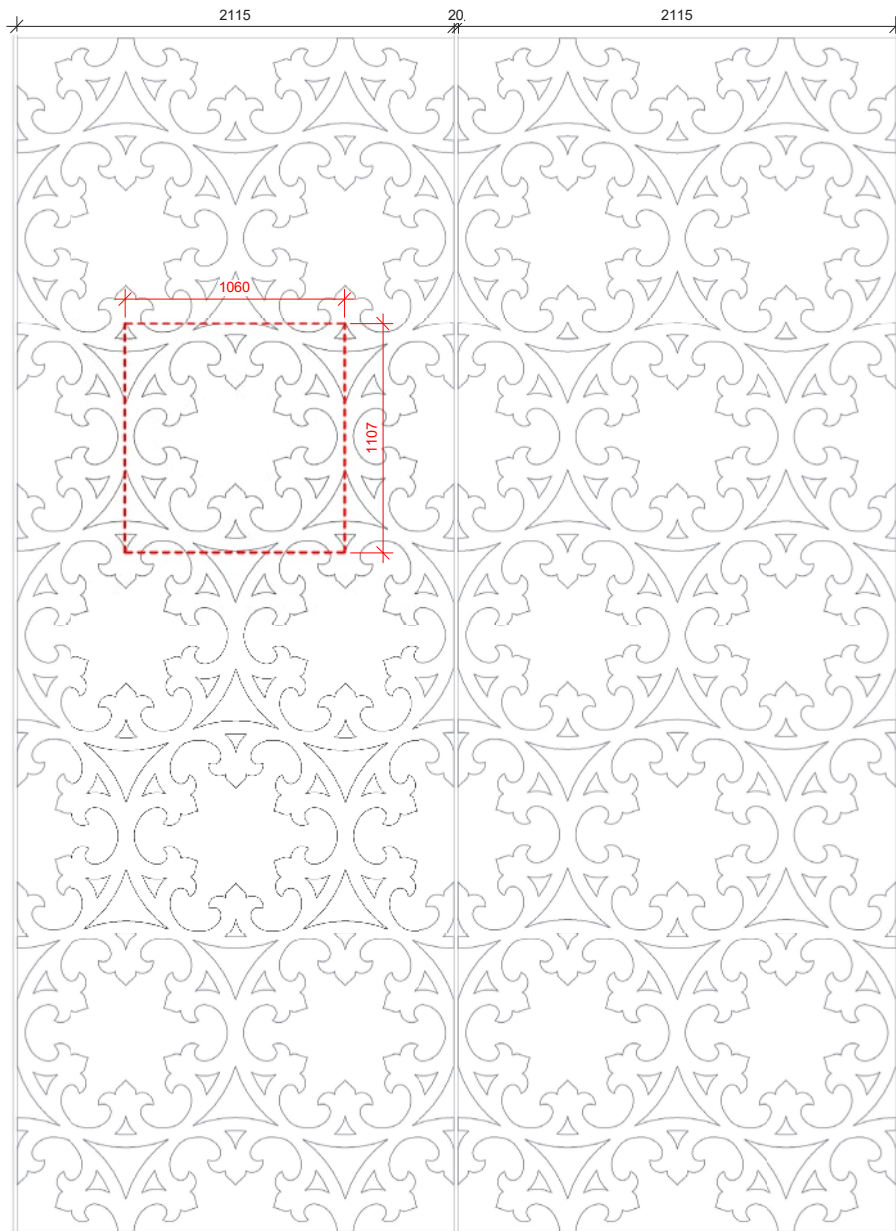
ENCAPSULATION - TfGM ZONES



ENCAPSULATION - DETAILED SECTION



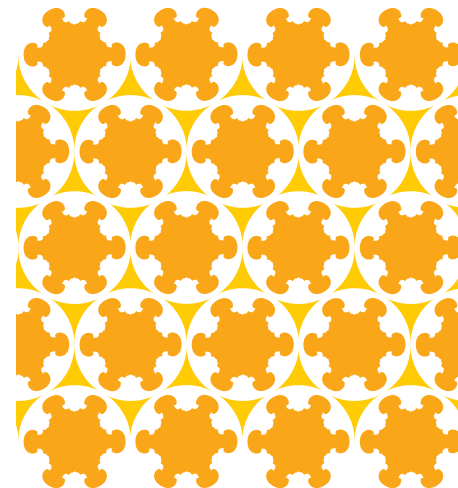
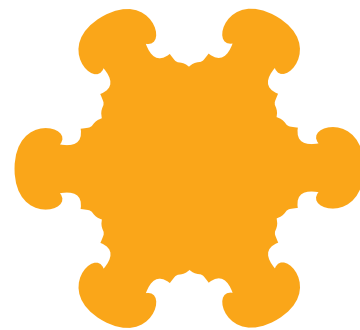
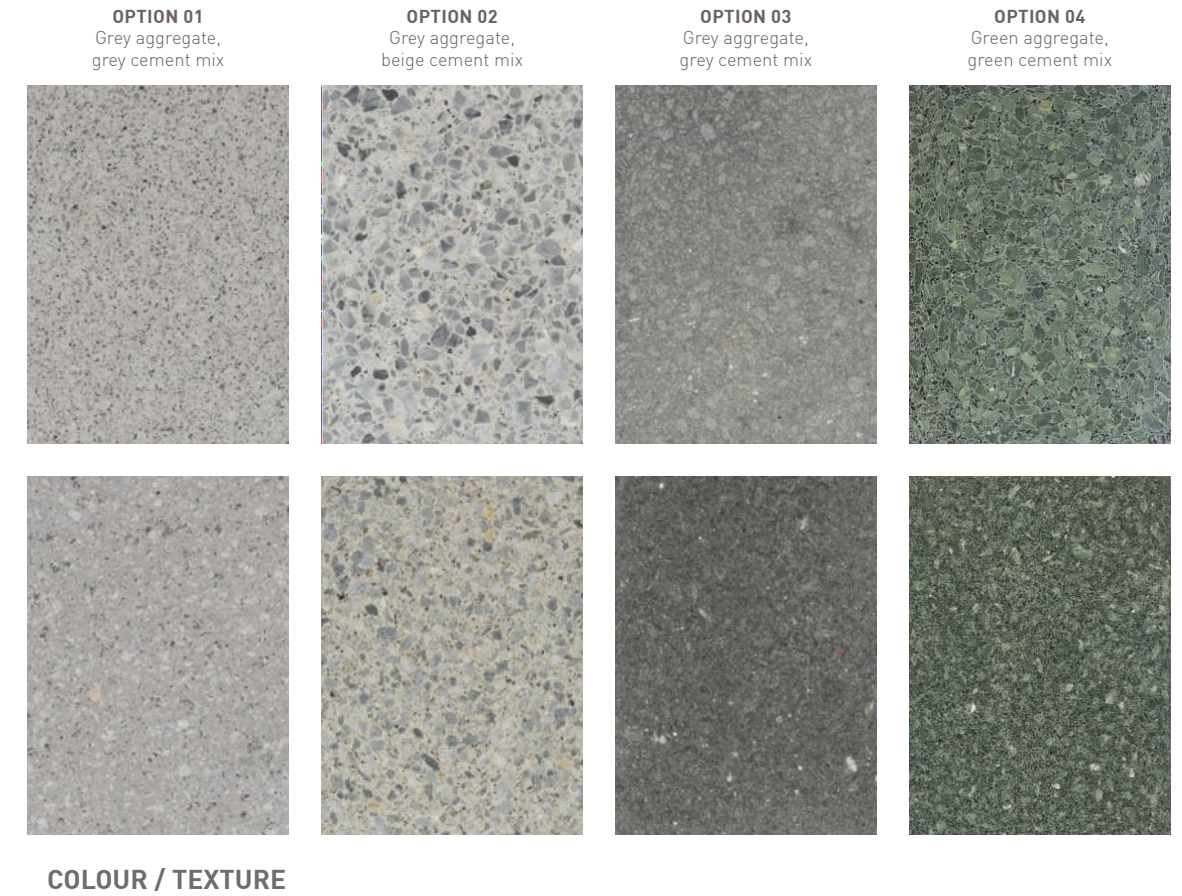
PROPOSED SECTION EE



Encapsulation Panel Dimensions



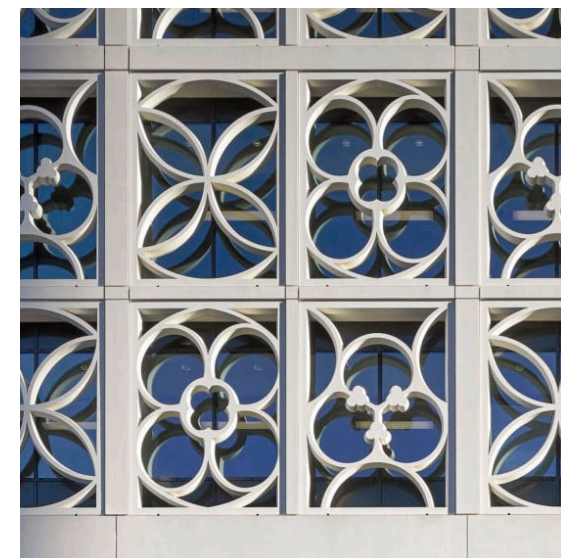
Conceptual Materiality



PATTERN DERIVED FROM THE EXISTING STEEL LATTICE WORK OF MANCHESTER CENTRAL



PRECEDENTS





1.0 Planning Amendments

6. Office Amenity Space / Green rooms

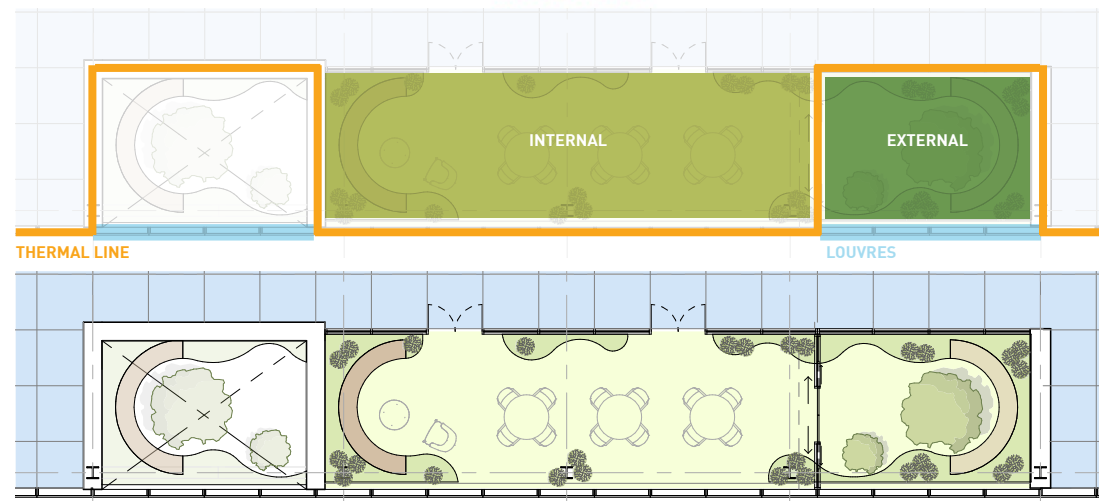
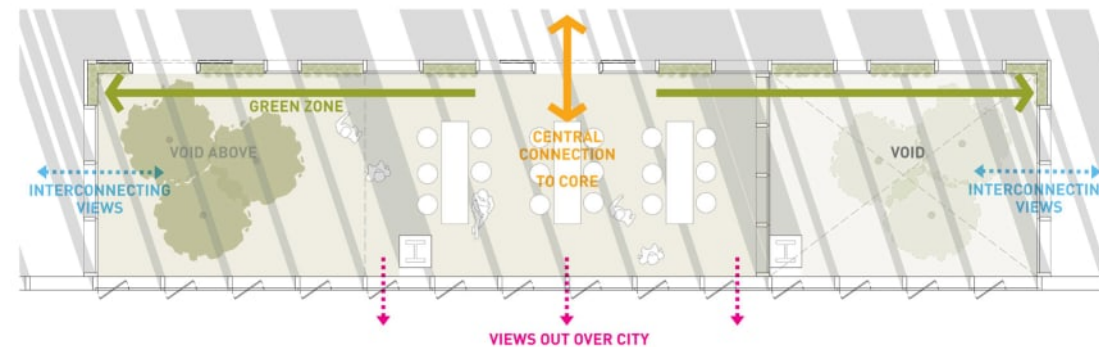
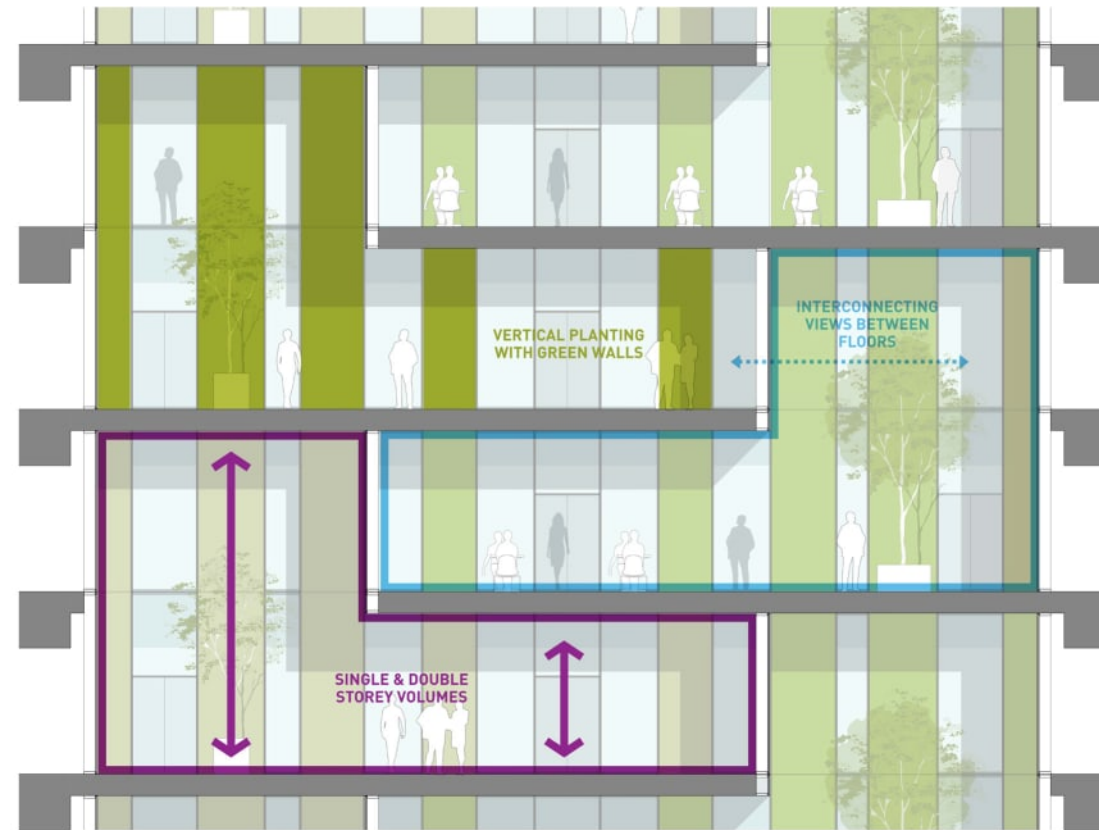
Office design has evolved considerably since the application was approved in 2017 and the provision of amenity space has become an important addition for users.

A - Office amenity space has therefore been added at level 02 in the form of external terraces to the east & west.

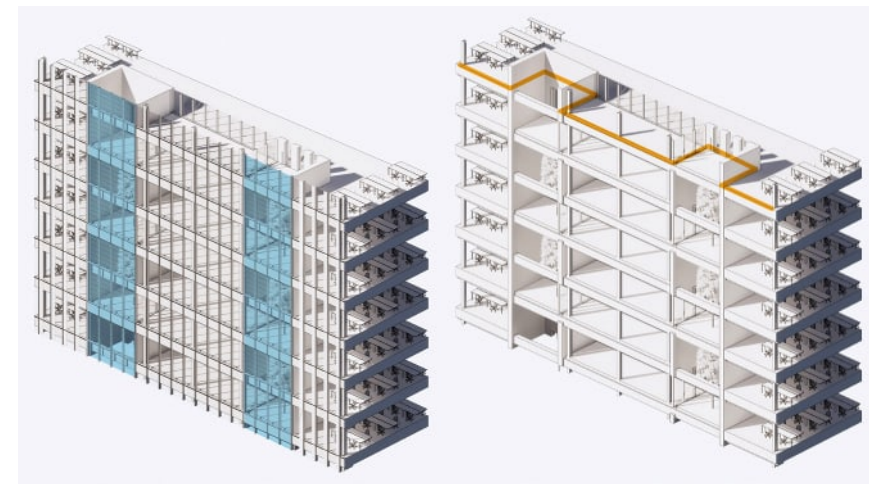
B - Amenity space for each office floorplate (level 03 upwards) has been added through the creation of landscaped green rooms which provide a focal point and visual interest to the floorplates.

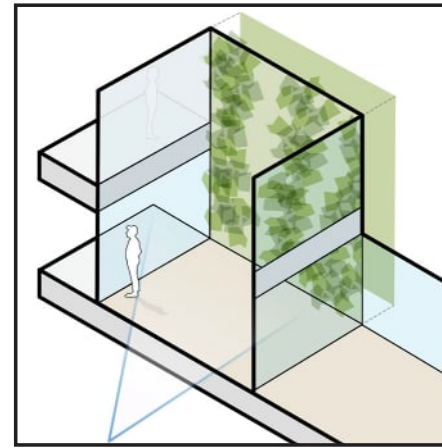
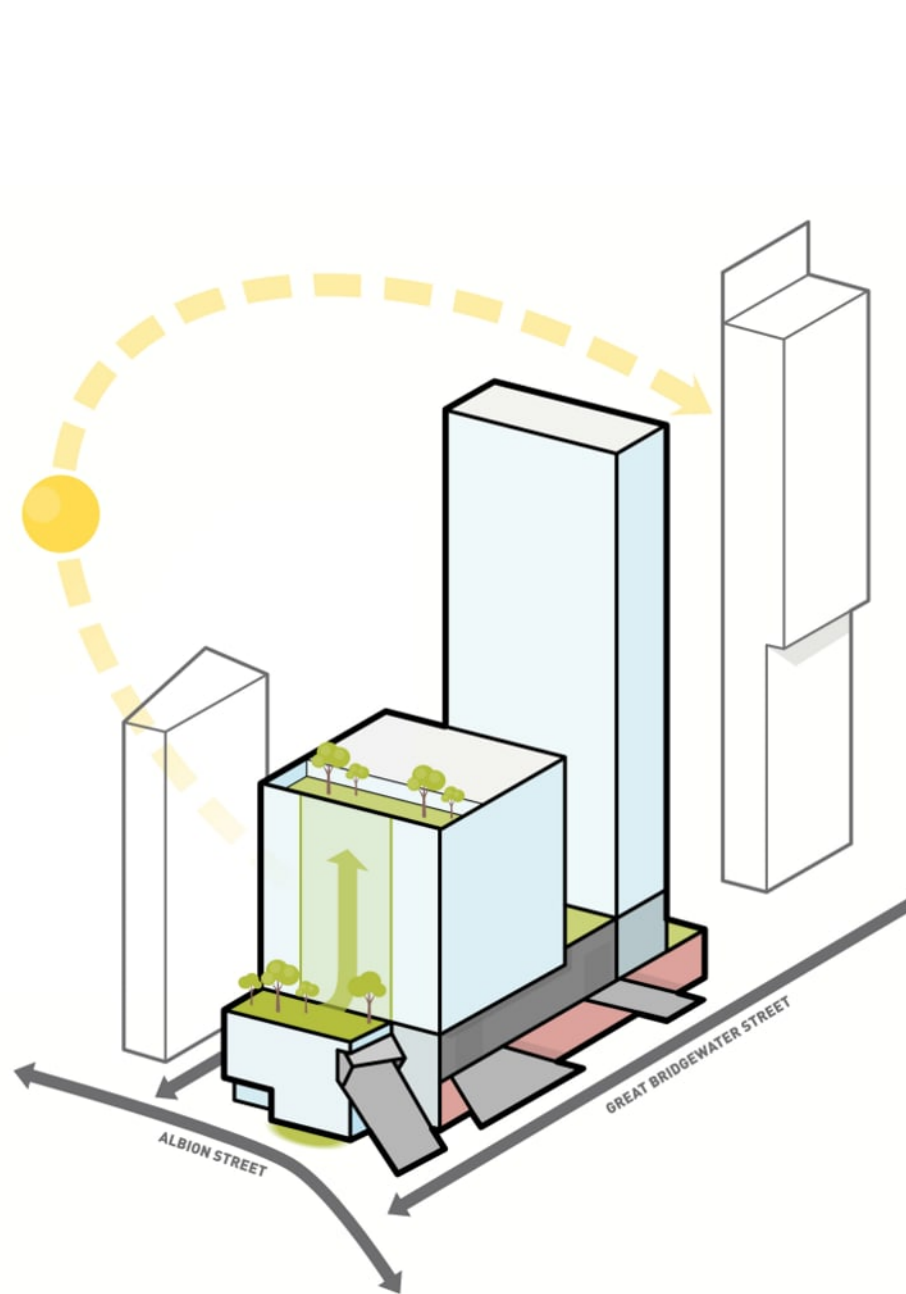
C - The green rooms consist of double and single height spaces to allow for different scales of planting and provide a connection to nature through Biophilic design principles. The double height spaces have been designed as naturally ventilated wintergardens with a glass louvred façade. The position on the South East façade assists with solar control and provides uninterrupted views to the surrounding streetscape.

D - The upper roof terrace has been increased in size and repositioned to the full length of the South East facade, providing a 180 degree view across the city.

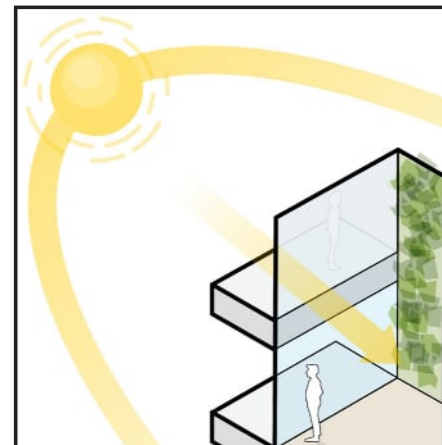


GREEN ROOM - CONCEPT DESIGN

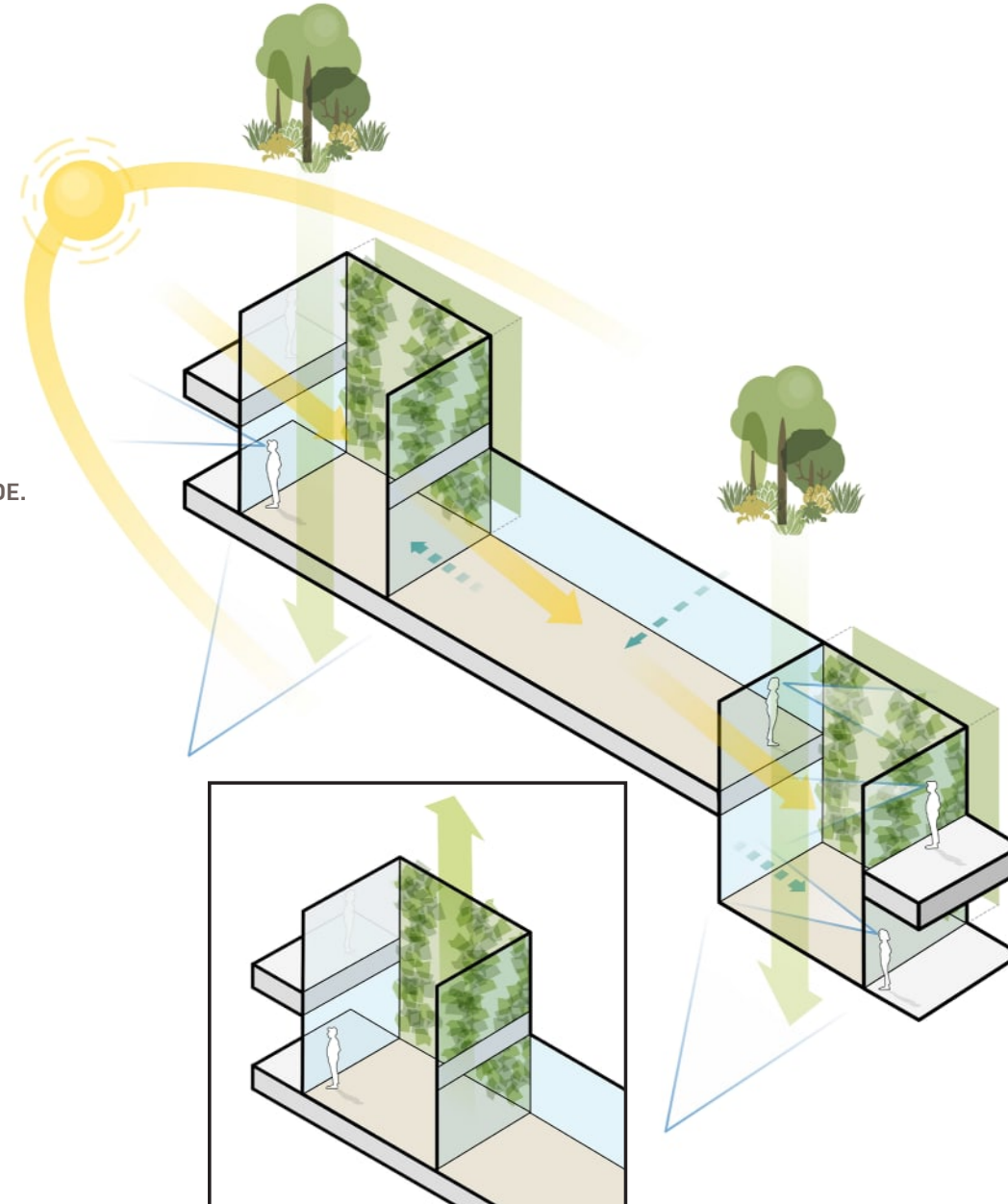




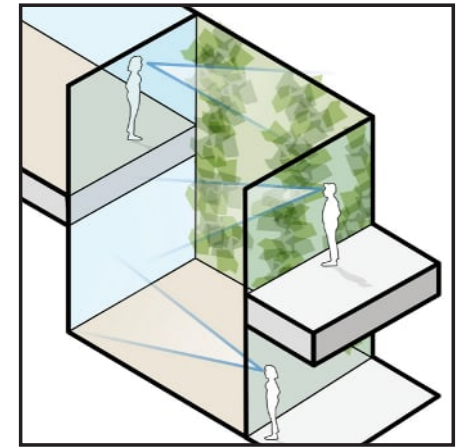
SOLID WALLS WITH VERTICAL PLANTING ARE HIGHLY VISIBLE THROUGH THE FACADE. OPPORTUNITY FOR LOW MAINTENANCE GREEN / MOSS WALLS INTERNALLY TO OFFICE FLOORPLATES



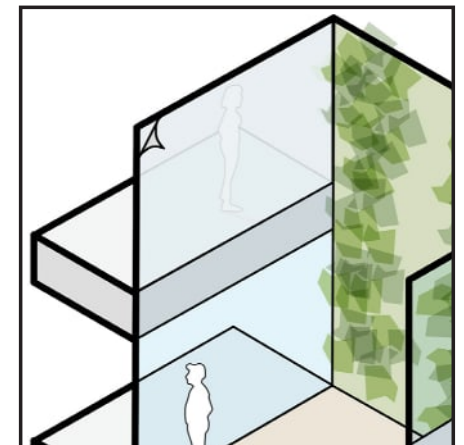
GLAZED FLANKING WALLS ALLOW MORE NATURAL LIGHT INTO GREEN ROOMS: IMPROVED GROWING CONDITIONS FOR PLANTS



DOUBLE HEIGHT PLANTED WALLS WILL EMPHASISE THE VERTICALITY OF THE ROOMS SPATIALLY



VIEWS INTO THE GREEN ROOMS FROM THE OFFICE FLOORPLATE AND BETWEEN FLOORS, ENHANCED WELL-BEING



IF REQUIRED, PRIVACY FILM CAN BE APPLIED TO FLANKING ENDS OF GREEN ROOMS





1.0 Planning Amendments

7. Changes to structure

- A - The two storey structural transfer truss at levels 02 & 03 has been developed to enable all internal columns to be positioned adjacent to the façade providing a column free floorplate.
- B - The number of columns passing through the service yard at level 01 and listed viaduct have been reduced and repositioned to improve the circulation and manoeuvrability within Man Central service yard.

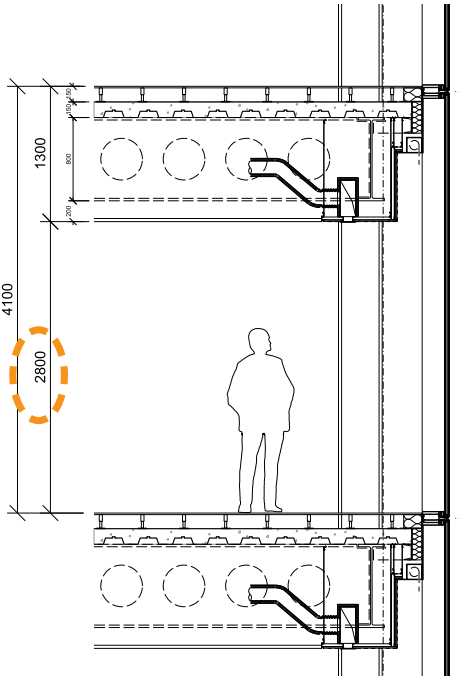
8. Change to floor to floor height & additional floor

- A - The office floor to floor height has been revised following a review of the main structural beam depth and the client decision to have exposed soffits and services with no ceilings.
- As a result the floor to floor height has been revised from 4100mm to 3950mm with a 2900mm floor to underside of structure. (BCO Guide to Specification - Best practice for offices – 2019 recommends a clear height of 2.8 to 3.2m for spaces over 18m in depth).

- This provides a saving of 150mm per floor which equates to 1800mm over the 12 office floors.
- Further co-ordination of the distance required between the top of the Tram Encapsulation and the underside of the office level 02 structural slab also resulted in the need to raise the upper floors by 350mm. This ensures an adequate maintenace zone of 1200mm is maintained to allow for the inspection of the steelwork to the underside of level 02.
- B - The overall reduction in height of 1450mm (1800mm - 350mm) resulted in the decision to add a further office floor (3950mm) which results in an overall increase in height of 2500mm.

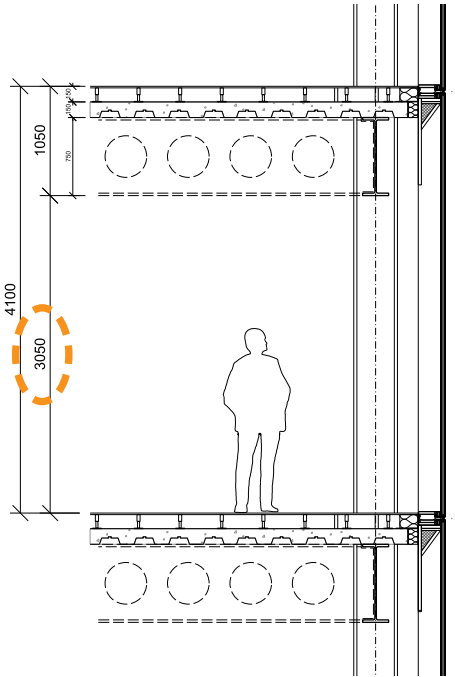
- The approved office building height is +108.300m AOD and the proposed office building height is +110.800m AOD.
- The additional floor offsets the omission of the pavilion building office floors, together with the provision of amenity space and green rooms to the main office floors.
- C - The overall office NIA has been increased by 12,110sqft (1,125sqm)
 - Approved NIA = 251,391sqft (23,355sqm)
 - Proposed NIA = 263,501sqft (24,480sqm)

The office floor NIA increase and resultant occupancy change has been reviewed in terms of the provision of WC's, cycle spaces and facilities.



CONSENTED

Floor to floor height = 4100mm
Floor to ceiling = 2800mm



CONSENTED - EQUIVALENT
BASED ON DEVELOPED
PROPOSALS

Floor to floor height = 4100mm
Floor to underside of structure = 3050mm

BCO Guide to Specification - Best practice for offices - 2019
Clear heights:
The BCO recommends the following dimensions from finished floor to underside of the ceiling, exposed services or structure, whichever is the lowest.

- New-build typical floor: 2.6 to 2.8m
- New-build deep plan floor: 2.8 to 3.2m – for example, trading floors or spaces more than 18m in depth.

ADDITIONAL FLOOR OPTION

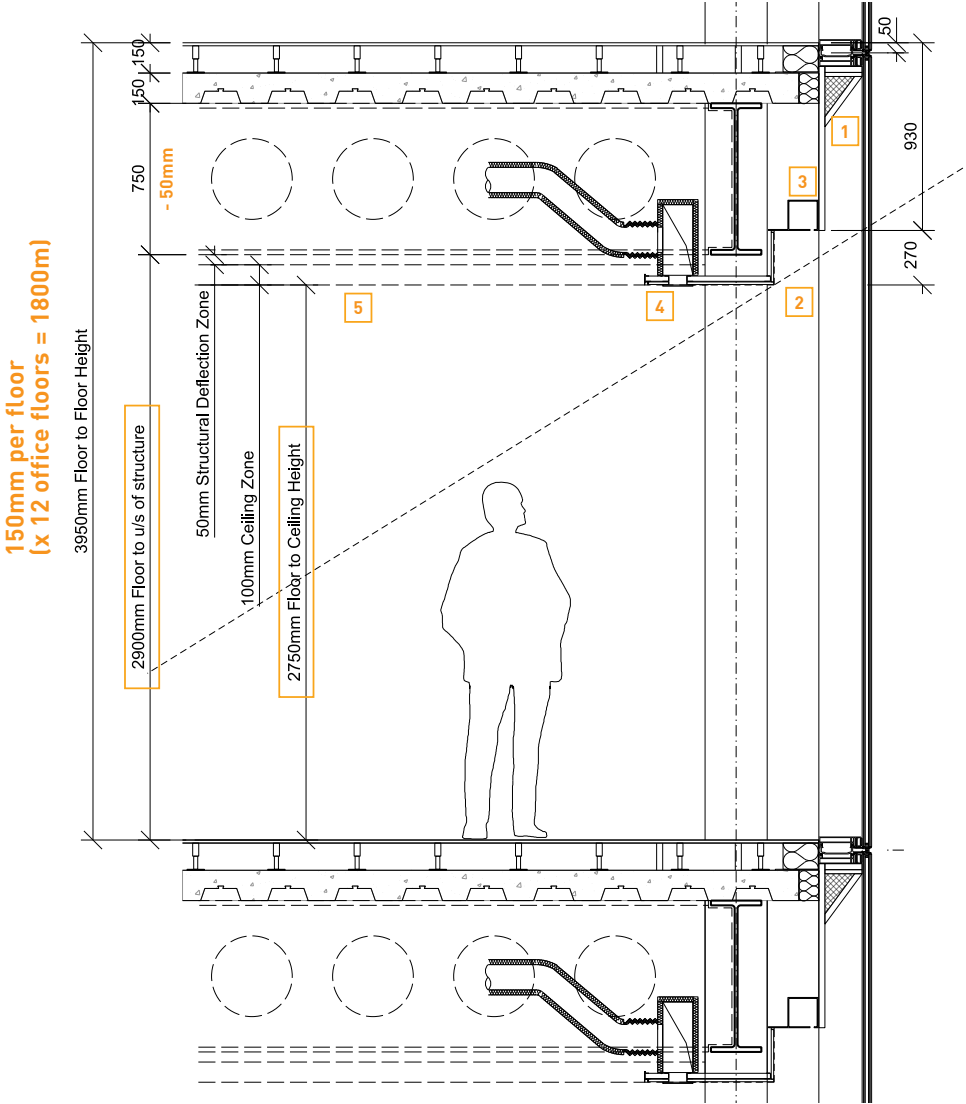
- 3.95m Floor to floor height
- 2.9m Floor to underside of structure
- 2.75m Floor to (future) ceiling height

Optimum

Level 02 FFL increased by 350mm

2.500m above consented height

NOTE:
150mm per floor (x 12 office floors = 1800m) - 350 = 1450mm
Additional floor +3950mm results in +2500mm increase in height



TYPICAL SECTION DETAIL

- 1 BULKHEAD / FASCIA
- 2 STEPPED EDGE DETAIL TO MAXIMISE LIGHT PENETRATION
- 3 RECESSED BLIND BOX DETAIL
- 4 PLASTERBOARD PERIMETER EDGE DETAIL INCORPORATING PERIMETER VENTS
- 5 EXPOSED SOFFIT / SERVICES ZONE (NO CEILING INSTALLATION IN BASE BUILD CONSTRUCTION)

9. Façade changes

A - Glass louvres have been introduced to the East Facade to naturally ventilate the green rooms / winter gardens.

B - The repositioned upper roof terrace is fronted by a full height clear balustrade as a continuation of the façade. This runs the full length of the East facade, reduces the area of opaque glazing and provides more visual interest to the top of the building.

The façade has been modelled and tested within its context to understand the solar radiation and inform the solar control coating and density of fritting to provide shading.

C - This has informed the percentage of ceramic fritting applied to the glass to control the level of shading and subsequent reduction in heat gain. Rather than remaining constant, the level of opacity has been amended to respond to orientation; the south elevation employs 66% fritted panels, the east & west 33% and the north remains clear. This reduces overheating, cooling costs and saves heating energy.

D - The fritting fenestration has been removed at Levels 02 & 03 to allow the transfer truss to be visually expressed and seen externally through the facade.

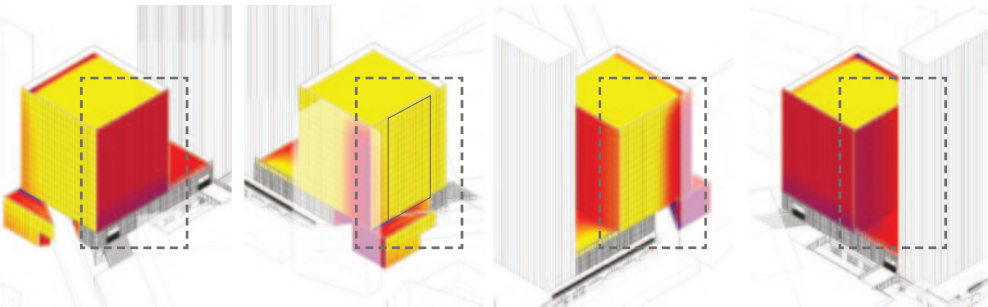
10 Amendments to Ph. 1 Building 2 (Residential) (Following Ph. 2 Building 3 (Office) Coordination)

A - The Phase 1 residential cycle store has also been repositioned into the same arch as the office cycle store which is located closer to the entrance from Albion Street. This enables the swimming pool changing facilities and plant to be exchanged, repositioning the changing facilities closer to the main residential core.

B - Following further design development the 3 gates into the service yard have been designed to slide behind the façade (internally rather than externally). This has enabled us to retain the residential facade fins which had been omitted to allow for the main service yard gate.

C - The residential terrace at Level 02 has been amended to include a defensible landscape strip for privacy and to prevent overlooking into the apartment from the terrace.

D - The brickwork pier and stone coping to Great Bridgewater Street bridge has been lowered in response to the removal of the bridge.



NORTH ELEVATION
- Low Solar Radiation
- Reduced Shading requirement

EAST ELEVATION
- High Solar Radiation
- Increased Shading requirement
- Wintergardens to provide buffer

SOUTH ELEVATION
- High Solar Radiation
- Increased Shading requirement
- Some shading from Axis

WEST ELEVATION
- Low Solar Radiation
- Low Shading requirement
- Shading from Phase 01

SOLAR RADIATION ANALYSIS

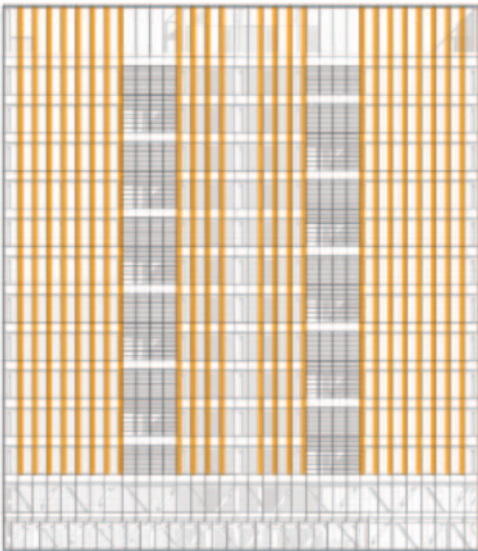
NORTH ELEVATION



- LOW SOLAR RADIATION
- REDUCED SHADING REQUIREMENT

0% Frit

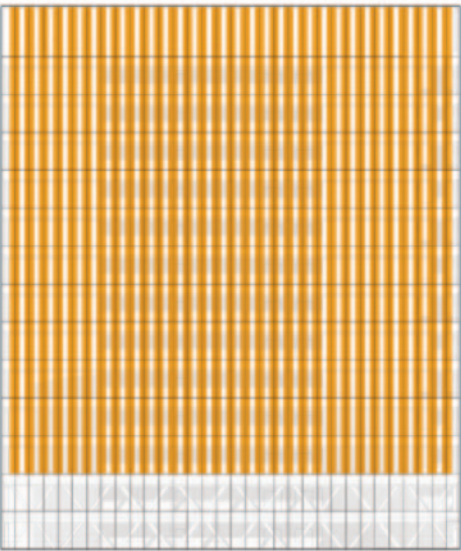
EAST ELEVATION



- HIGH SOLAR RADIATION
- INCREASED SHADING REQUIREMENT
- WINTERGARDENS TO PROVIDE BUFFER

33% Frit to clear glazed units

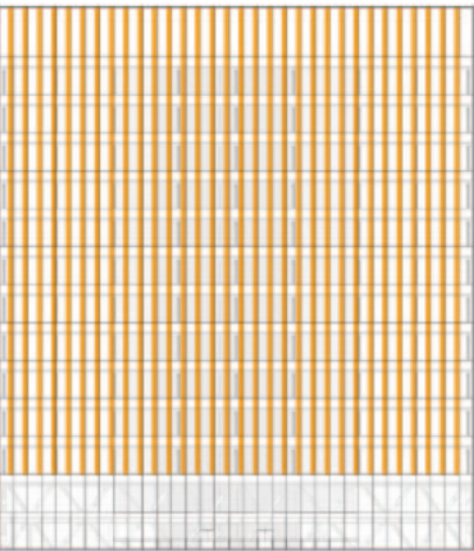
SOUTH ELEVATION



- HIGH SOLAR RADIATION
- INCREASED SHADING REQUIREMENT
- SOME SHADING FROM AXIS

66% Frit

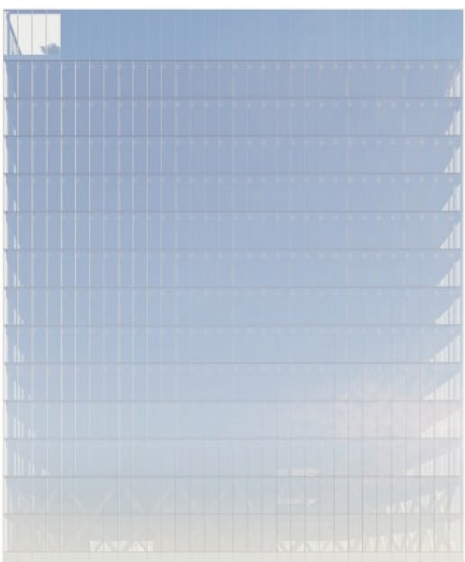
WEST ELEVATION



- LOW SOLAR RADIATION
- LOW SHADING REQUIREMENT
- SHADING FROM PHASE 01

33% Frit to clear glazed units

NORTH ELEVATION



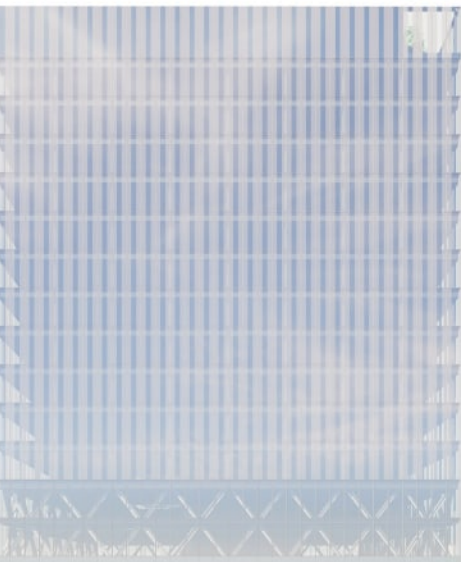
- LOW SOLAR RADIATION
- REDUCED SHADING REQUIREMENT

EAST ELEVATION



- HIGH SOLAR RADIATION
- INCREASED SHADING REQUIREMENT
- WINTERGARDENS TO PROVIDE BUFFER

SOUTH ELEVATION



- HIGH SOLAR RADIATION
- INCREASED SHADING REQUIREMENT
- SOME SHADING FROM AXIS

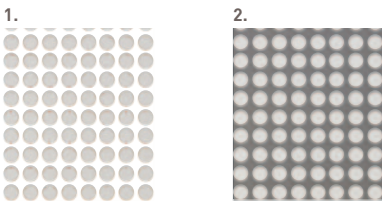
WEST ELEVATION



- LOW SOLAR RADIATION
- LOW SHADING REQUIREMENT
- SHADING FROM PHASE 01

PHASE 02 FRIT COLOUR

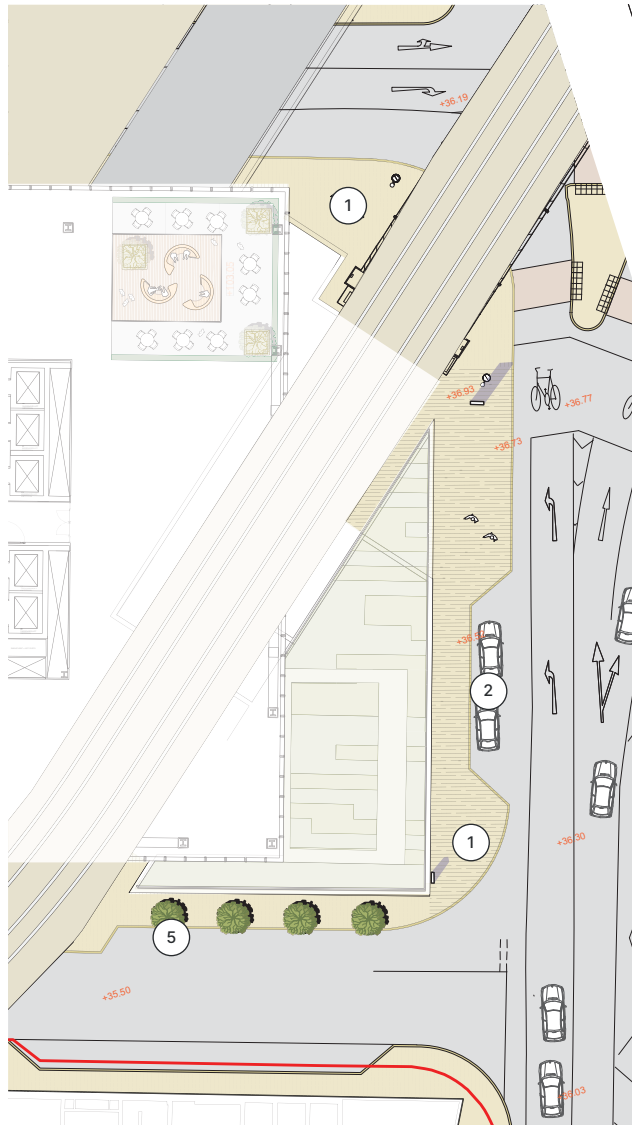
1. Dot matrix frit RAL 7047 to face 2 of glazing
2. Dot matrix frit RAL 7047 to face 2 of glazing with full frit RAL 7021 applied to face 4



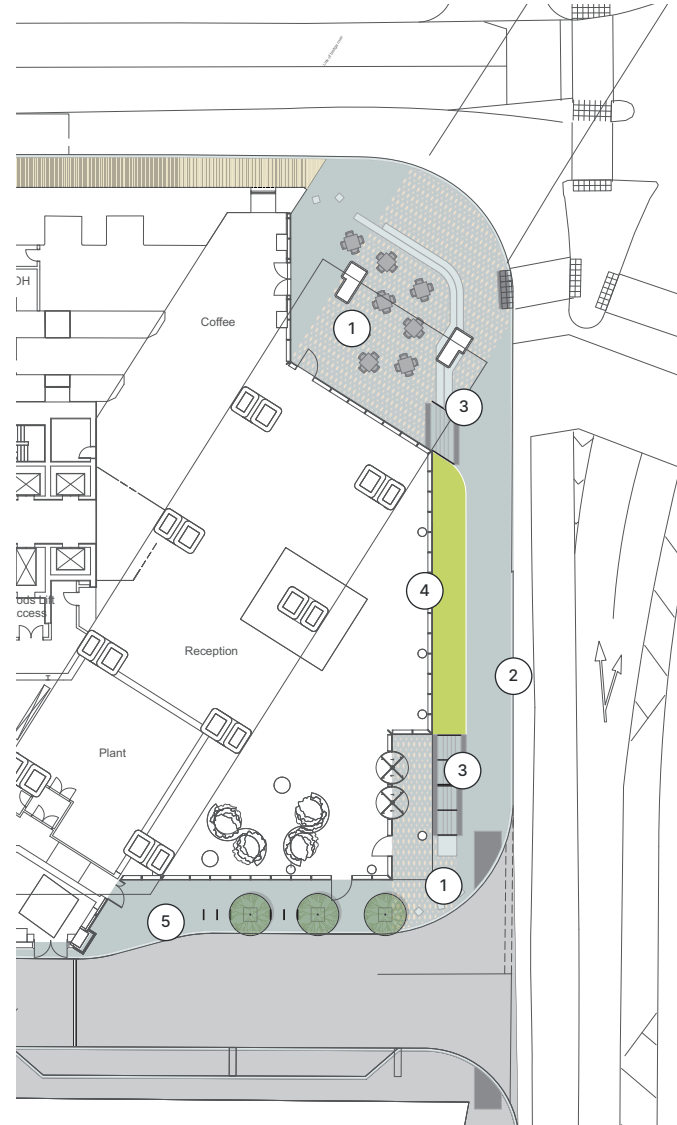
FACADE FRIT STRATEGY

Appendix B – Public Realm Amendments

Consented Scheme



Proposed Scheme



1. Paving materiality has been revised from yorkstone to granite with bespoke units.

Reason: To create a stronger sense of arrival, and acknowledgement of the heritage of the existing architectural features and heritage.

2. Omission of loading bay to Albion Street.

Reason: Servicing to be carried out from Trafford Street.

3. Introduction of steps and seating walls.

Reason: To accommodate level change around the site.

4. Introduction of soft landscaping along eastern building elevation.

Reason: To enhance amenity and biodiversity value in the public realm and to provide a visual connection with the green elements on the building above.

5. Omission of one tree to the south of the building.

Reason: Due to the tree pit clashing with existing services in the footway.

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