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architects

Manchester One – 53 Portland Street | Design & Access Statement

March 2026 REP_004 _B

Document History

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1.0 | Introduction

This Design & Access Statement outlines the proposed development of the site known as Manchester One, situated at 53 Portland Street in Manchester city centre.

The Design & Access Statement is a requirement of the Town and Country Planning (Development Management Procedure) (England) Order 2015, specifically to outline the design principles and processes which has been explored throughout, illustrating how the proposals address key design criteria.

Furthermore, some of the preliminary ideas and approaches have been included to explain the iterative process. The statement explains in detail the reasoning and approach behind the design. This includes the following:

- Client brief and aspirations;
- Analysis of the site context and constraints;
- Key design principles of the development;
- Proposed massing, use and quantum of development;
- Appearance and materials;
- Approach to sustainability and carbon reduction;
- Inclusive design measures

This Statement should be read alongside the scheme drawings and other supporting documents.



Client Brief

The Brief called for a multi-storey extension to the Manchester One office building situated at 53 Portland Street; to provide an improved reception, arrival, office and amenity spaces that enhance and support the existing office provisions within the building. The extension proposals should be appropriate in scale to the existing landmark building, and address the main office building entrance and its relationship with the public realm.

The extension should create new Grade A office space; vibrant, community-focussed workspaces developed through a design focussed approach, supported by the six key themes of Amenity, Art, Biophilia, Sustainability, Technology and Wellness.

The proposals include the following:

- Complete refurbishment and rejuvenation of the landmark 1960's building, formed of new refurbished, high-quality office-led accommodation, including new common areas, full window refurbishment, and external fabric redecoration.
- New extension to the existing tower; to provide a vibrant and responsive new storey and a half height ground floor space with an office entrance and reception on Portland Street and a flexible commercial use (Use Class E/ Sui Generis) retail entrance and demise on Sackville Street, with dedicated managed serviced office accommodation at first floor and new grade A office space at second and third floors.
- Creation of a series of amenity uses within the building focussing on customer wellbeing, including a fitness suite and connecting rooftop terrace at fourth floor, and ground floor end of trip facilities for active travel.
- Improvements to the public realm around the site boundary to ease and enhance the pedestrian flow and experience, whilst integrating a new substation, external plant and customer cycle parking.

This Design & Access statement has been prepared by Bridge Architects on behalf of Bruntwood SciTech to support a detailed planning application for the refurbishment of the existing Manchester One tower (22-storeys plus basement) and erection of a 4-storey office building extension (Use Class E(c)), with flexible ground floor use (Use Class E/ Sui Generis) and rooftop amenity space.

Also proposed are works to facilitate the provision of a new electrical substation, external plant and cycle parking enclosure to the rear of the tower, beneath the NCP car park vehicular ramp, with public realm and landscape improvements to the site boundary fronting Portland Street and Sackville Street.

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Fire Consultant
Hilson Moran

Geo-Environmental Services
NX Consulting

Building Services Consultant
Energy Assessor
Kaizen Consulting Engineers

Building Control Approved Inspector
Stroma

Catering Consultant
Restaurant Projects

2.0 Application Site

Site Location

Manchester One is a 22-storey office building located on the southern side of Portland Street in Manchester city centre on a generous plot bounded by an entertainment venue (Yates) and Chorlton Street to the northeast, Manchester Coach Station to the south east, Sackville Street to the southwest and Portland Street to the northwest.

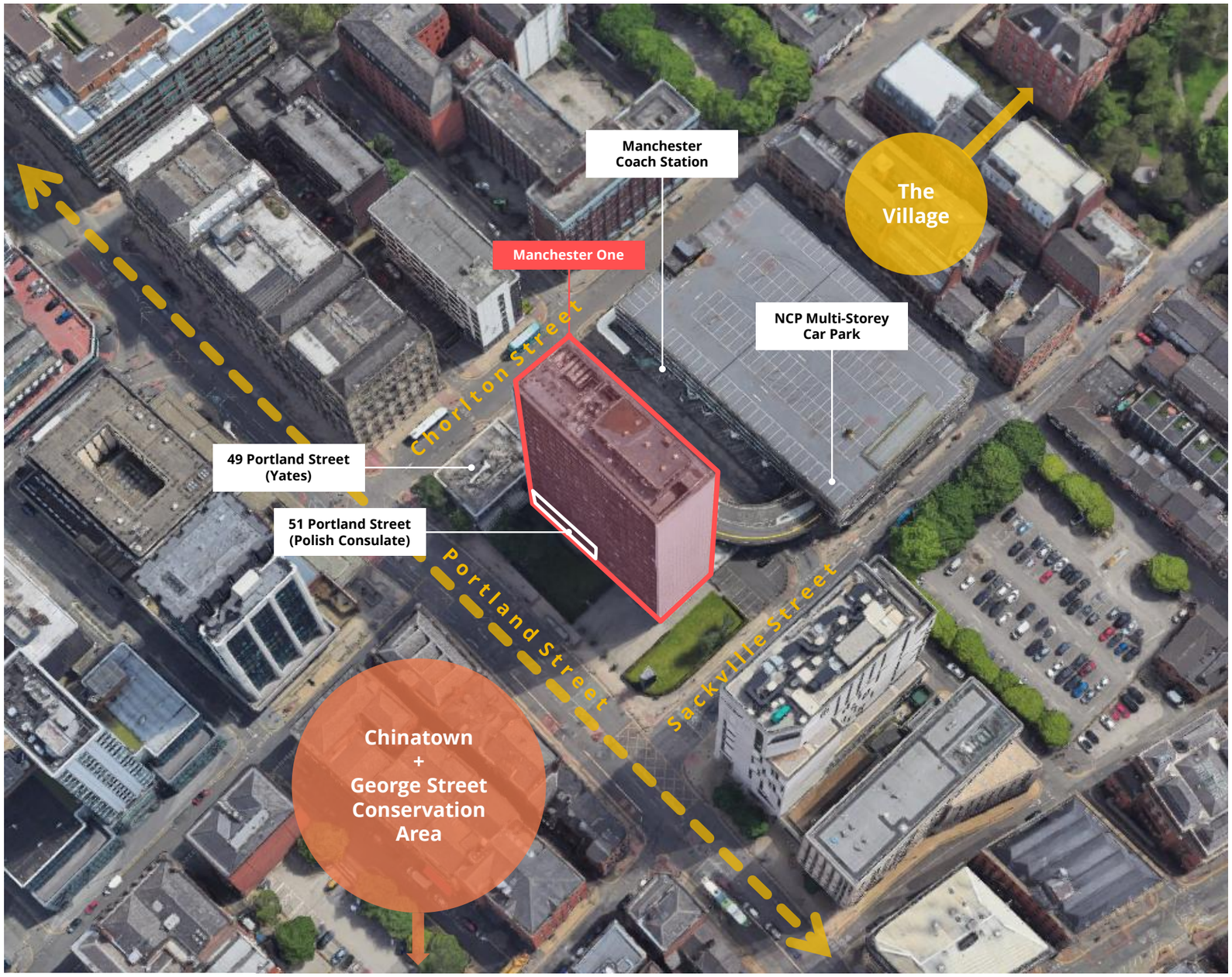
Situated just outside of Manchester's Central Business District, the site occupies a key position on Portland Street, a major thoroughfare leading from Picadilly to the north down to Oxford Road. Along with the Coach Station to its rear, the block forms a key linkage on a vibrant and busy boundary between Chinatown and The Village, two areas of distinct individual character, the former occupying a large portion of the George Street Conservation Area.

The Applicant's ownership of the site includes 49 Portland Street which sits as a separate building and is currently leased to Yates. This is outside of the application boundary. 51 Portland Street is leased to The Consulate General to the Republic of Poland and is included within the application boundary by virtue of its location within the tower footprint, occupying a self-contained demise within the large wing at ground and first floor levels.

The site extents include generous landscaped green spaces which sit in front of the tower to Portland Street, wrapping around to the Sackville Street elevation, and to the rear, the land beneath an adjoining vehicular ramp and footbridge linking the building at first floor to the NCP multi-storey car park.

The site is surrounded by a mixture of period textile warehouses and modern and contemporary buildings which line the edge of Portland Street, providing office, leisure and retail uses. Being the one of the tallest structures in the immediate vicinity, the tower acts as a landmark and wayfinding point for the area.

The building neighbours The Britannia Hotel (formerly Watts Warehouse) and The Clayton Hotel building at 55 Portland Street. Opposite the site is the former northern Headquarters of the Bank of England, now used as office accommodation and a block of smaller Victorian warehouse buildings with predominantly retail uses.



Aerial view of Manchester One

George Street Conservation Area

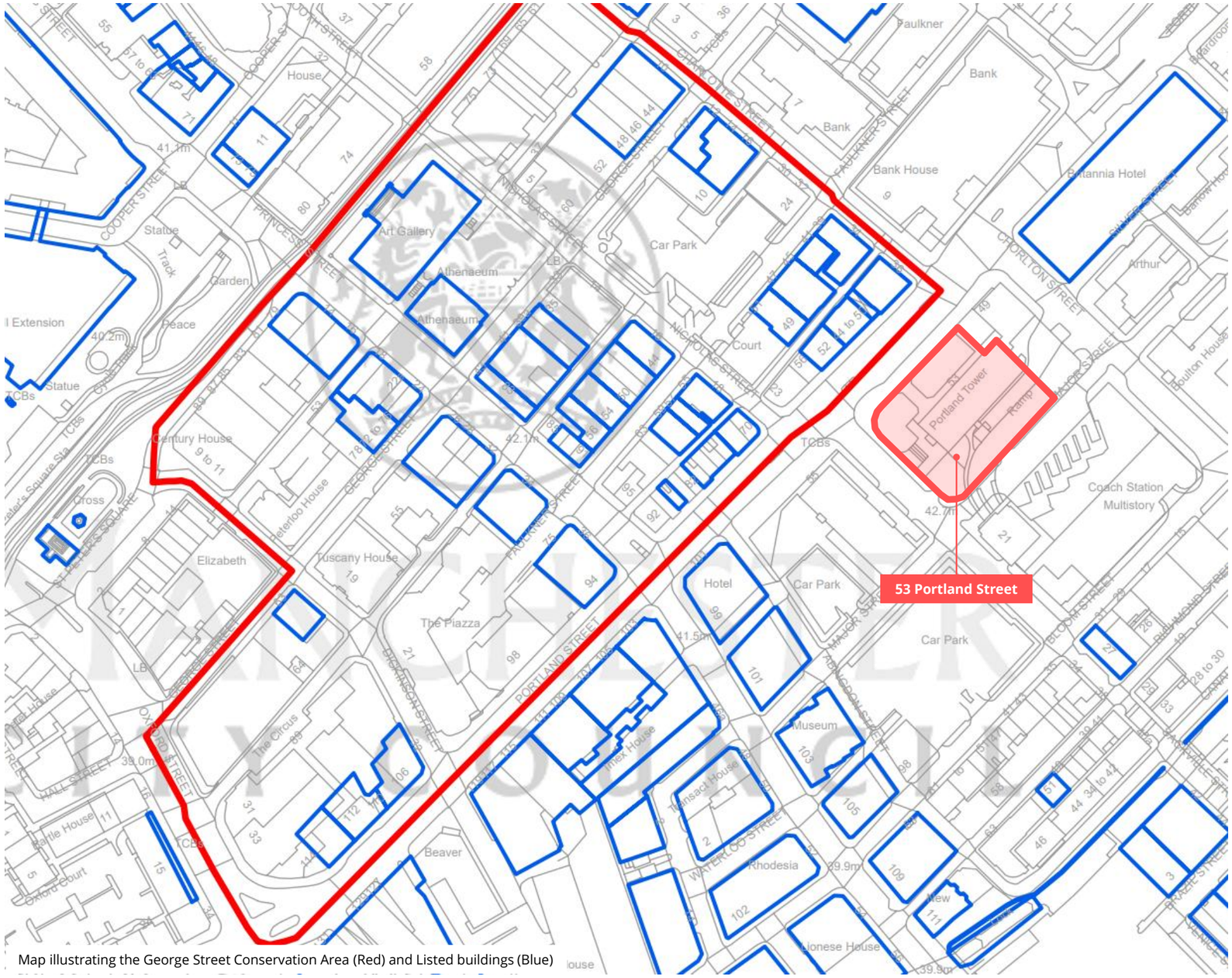
The site is not within a Conservation Area; however, it sits directly across from the corner of the boundary to the George Street Conservation Area, bounded on the eastern edge by Portland Street and Charlotte Street. The area is defined by the grid pattern street layout formed in Georgian times and it is characterised by a mixture of historic Victorian textile warehouses.

Once a fashionable residential area centred on St. James's Church, established in 1768 on Charlotte Street, many of the residential properties were converted into textile warehouses during the industrial revolution, creating clusters of warehouses of a smaller scale to the grand warehouses present elsewhere on Portland Street.

Sitting directly opposite the application site is a group of Grade II Listed buildings that form a block that sits within the Conservation Area. No. 36 Charlotte Street (42 Portland Street) and Nos. 44-50 and 52-54 Portland Street are described as textile manufacturers home trade warehouses, mostly 5 storeys over basement and constructed with red brick with sandstone dressings and slate roofs.



Photograph of Grade II Listed, Nos. 42 – 54 Portland Street (inclusive)



Map illustrating the George Street Conservation Area (Red) and Listed buildings (Blue)

Historic mapping

The historic map regression illustrates key changes and developments made to the site and to the surrounding area.

The current site, a block bounded by Portland Street, Major Street, Chorlton Street and Sackville Street has existed since the earliest records at the beginning of the 19th Century.

The site was originally dissected by Silver Street and contained a large warehouse building fronting Portland Street, with smaller buildings including public houses between Silver Street and Major Street.

As a result of extensive bomb damage during the Blitz of 1940, all of the buildings located on the current site were demolished. When the plot was finally developed in 1960 following use as a surface car park, Silver Street was absorbed by the existing development.



1807 Plan of Manchester

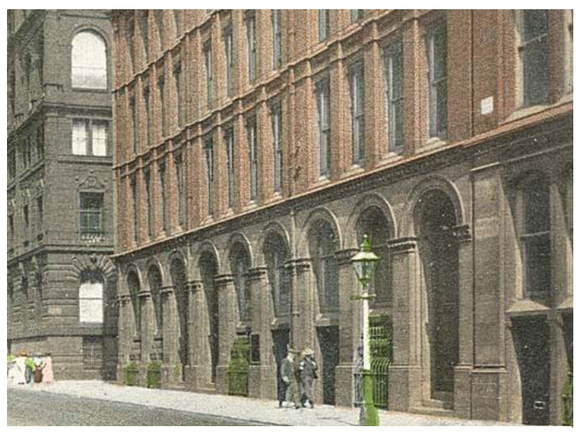


1849 Ordnance Survey Map



1915 Ordnance Survey Map





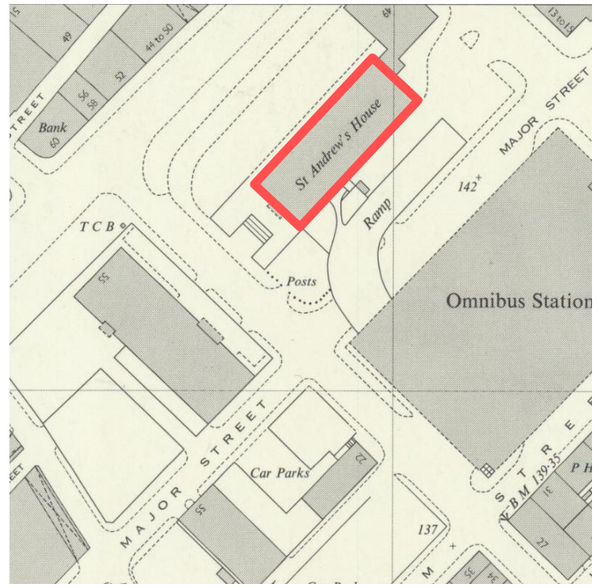
Colourised photograph showing original building on the site



1940 - 1941 Manchester Bomb Damage Map



1948 Ordnance Survey Map



1963 Ordnance Survey Map

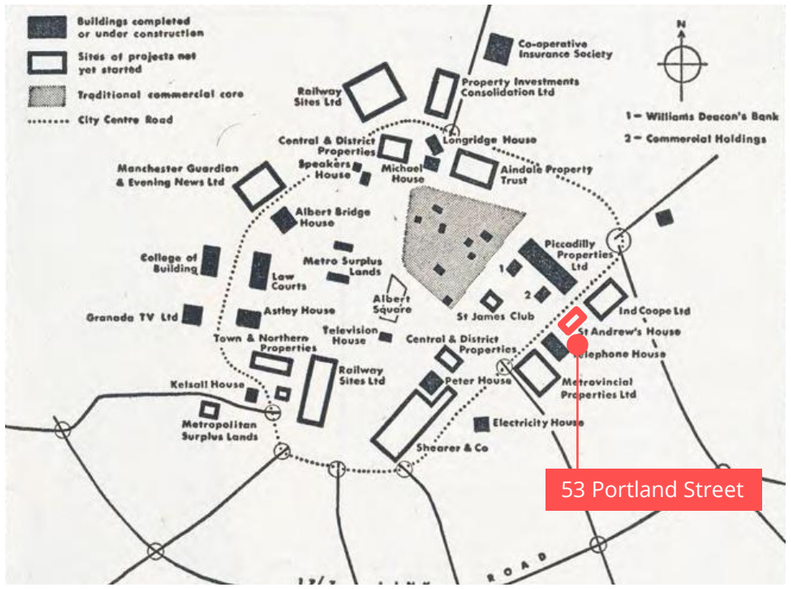
Drawing showing proposed “City Centre Road” route, relative to the site

Portland Street & the “City Centre Road”

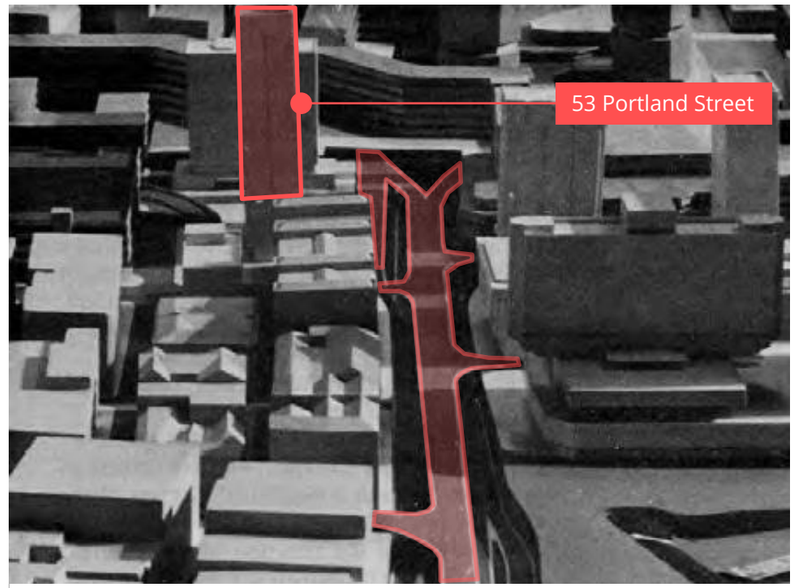
Portland Street featured in both the 1945 and 1960s plans for the city centre “ring road” and large areas had suffered a concentration of bomb damage during the Blitz of 1940. Buildings on both sides of the road were required to be designed to permit a proposed elevated dual carriageway and the splays and easements required for such a massive piece of engineering.

St Andrew’s House (formerly Portland Tower and now known as Manchester One) was located on one site that was heavily bombed. The central situation of sites along Portland Street meant a good return for speculative commercial developers, and the right to develop there was competitive. A mixed-use development designed by Leach Rhodes & Walker was ultimately selected and approved by the City Planning Department. It was composed of a 22-storey office block connected to a four-storey car park, itself sat above a new bus station.

The tower received a mixed reaction, with one critic describing it as an ‘upturned matchbox’ that was ‘scarcely … an adventure in architecture’. The footprint of the tower was set back from Portland Street in anticipation of its widening and, acknowledging the trend for grade separation and the pending aerial highway, a first-floor access point was provided by a bridge link from the adjacent car park.



Drawing showing proposed “City Centre Road” route, relative to the site



Model showing proposed “City Centre Road” raised along Portland Street



Early photograph showing the tower set back from the original street line

The city centre road was paramount to the success of the reconfigured city, which meant the Corporation placed restrictions on the land that surrounded the route to ensure developments ‘conformed with its [The Corporation’s] requirements in respect of access, car-parking provisions, building lines, daylighting, density and the like’

Extract from ‘New Heart for Manchester’, The Guardian, 15 June 1960, p. 18.

St. Andrews House, 53 Portland Street

Along with several other adjacent blocks, the site suffered extensive bomb damage during WWII. The Blitz of 1940 necessitated substantial demolition and the immediate area was razed, with some of the vacant land used as surface car parking until significant development commenced at the beginning of the 1960's.

Most of the sites were redeveloped, and included new office buildings such as St. Andrews House (53 Portland Street) and the neighbouring Telephone House (55 Portland Street). The NCP car park and bus station were all completed around the same time.

The development of the current site commenced in 1960 and was completed in 1963, providing a new headquarters office building for Scottish Widows Fund. The original building entrance to the tower was from Sackville Street, via a terrace of steps.

A branch building was also built for the Midland Bank as a pavilion adjacent to the tower on the Chorlton Street corner, and two years later in 1965, the multi-storey car park was constructed over the Chorlton Street coach station, with the raised vehicle ramp sailing over the rear of the site and with a pedestrian footbridge connecting to the tower building at first floor level.









Surrounding Context

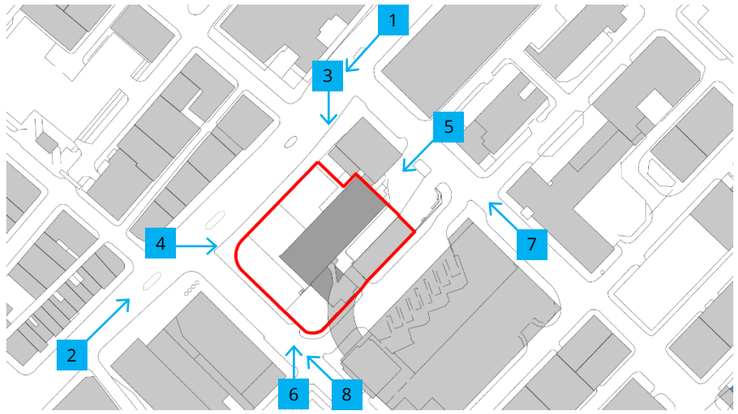
The streetscape character surrounding the site varies between the main traffic route on Portland Street, and the secondary streets used predominantly for cross-city access. As an important historic thoroughfare within the city, Portland Street is a bustling and vibrant area, with a mix of grand Victorian warehouses and modern office buildings, serving as a busy route with varied hotels, bars, restaurants and casinos. It could be described as a “hotchpotch”, but it is a well travelled central part of the city’s fabric.

Topographically, the urban streetscape is largely flat, but with a consistent and gentle fall in levels existing along Portland Street from north-east to south-west that results in the tower occupying a slightly raised position on the site at the Sackville Street elevation. As a result of this level change, the landscaped lawns that sit in front of and wrap around the building fall over 1m in height from the base of the tower to the back of pavement.

Portland Street is enclosed by an eclectic mix of buildings, with period buildings generally ranging between 5-7 stories and modern office buildings ranging from 7-11 stories. The recently built Clayton Hotel on the neighbouring site at 55 Portland Street sits at 18 stories and is the tallest structure, after Manchester One, in the immediate vicinity. It is built using precast concrete panels with a Portland Stone style façade.

Period architectural styles and materiality along Portland Street vary greatly, from the ornate stone elevations of the grand former warehouse buildings leading north to Piccadilly, to the predominantly red brick warehouses with stone detailing that line part of the road south towards Princess Street and Oxford Road.

The historic character of the area of Portland Street has substantially changed as a result of 20th and 21st century development. The fabric of the 19th century city has been eroded, in no small part by the bomb damage that necessitated demolition and that led to the mid-century buildings present today. As such, the site is experienced within an area which is principally characterised by a mix of historic, modern and new contemporary development.





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Walking Routes

The site is accessible from all but one of the approaches on foot, with footpaths situated on three of the four roads to the perimeter of the site. The Coach Station Access Road (formerly Major Street) and its footpath is no longer publicly accessible . Primary access to the site is situated along Portland Street, however previously (and formerly) there was access via terraced steps to Sackville Street.

Cycle Lanes

The site is situated adjacent to a recently added segregated cycle lane that runs from the junction of Portland Street and Sackville Street, along the length of Sackville Street and into the Village.

Vehicular Routes

Chorlton Street and Sackville Street provide the primary means of vehicular access to the site for visitors and building users, with separate car parks and their respective entrances for the situated off each road. Due to both roads being one-way streets, access from the south is from Sackville Street, whilst access from the north is from Chorlton Street, via Portland Street. Service access for refuse vehicles remains via the Coach Station Access Road under agreement.

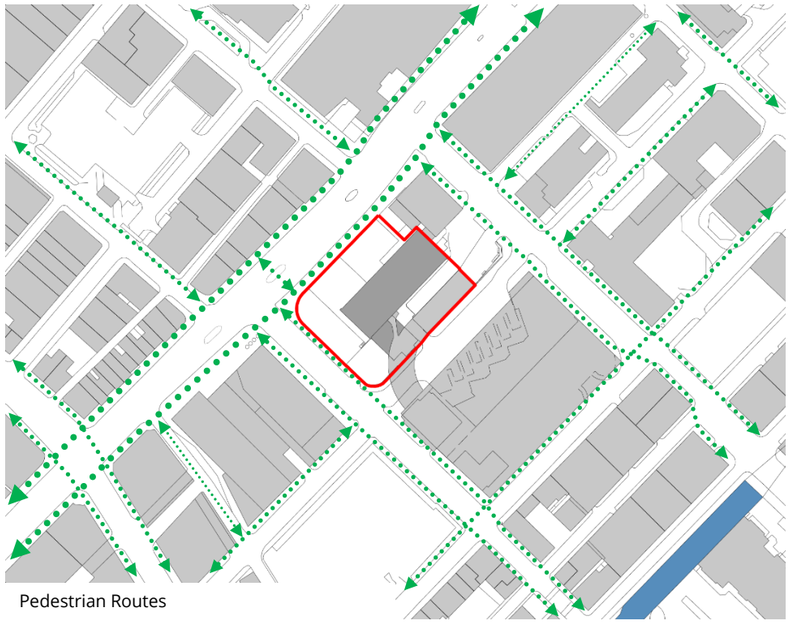
Public Transport

The site is served by a total of 22 no. bus routes from the bus stop located immediately in front of the building entrance on Portland Street, including a free city centre service.

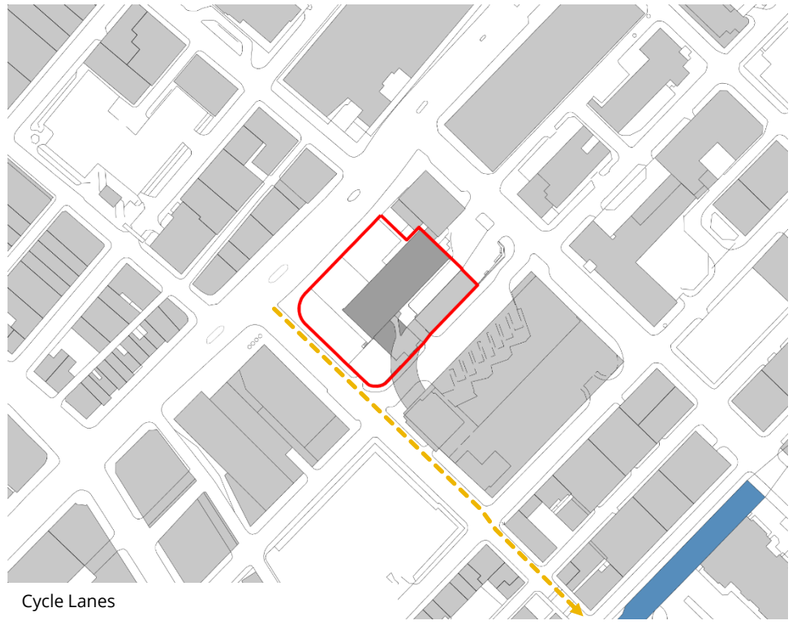
The Picadilly Gardens bus station and Metrolink stop is a short 5-minute walk further along Portland Street. The Manchester Central Coach Station is situated directly behind the site within the NCP multi-storey car park building.

Key

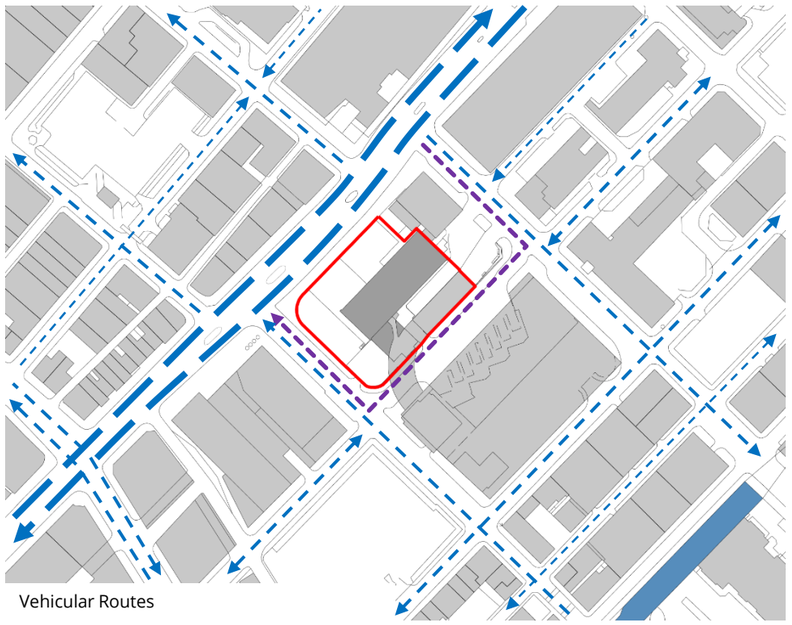
- Pedestrian routes
- Cycle Lanes
- Vehicle routes
- Service Access route
- Bus Stop
- Coach Station



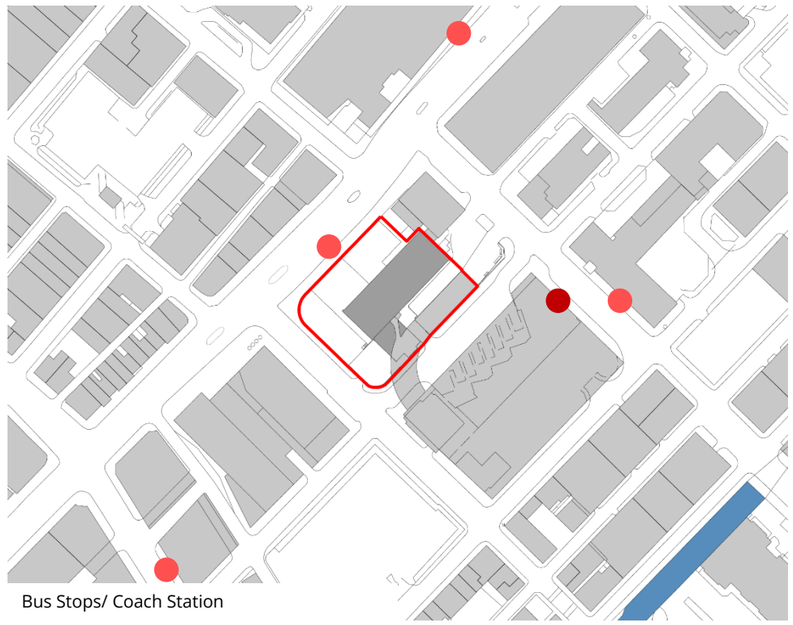
Pedestrian Routes



Cycle Lanes



Vehicular Routes



Bus Stops/ Coach Station

Opportunities

The following are key site opportunities, identified through site analysis, that have informed the design evolution and development of the proposals:

Street line

Rectifying the recessed alignment of the building relative to the established street line of Portland Street will help to improve the site's relationship with the surrounding context, creating a more legible streetscape.

Marker

Situated on an important site on the boundary of two distinctive city districts, there is potential to create a new, contemporary addition to the existing landmark building of high architectural quality.

Prominence

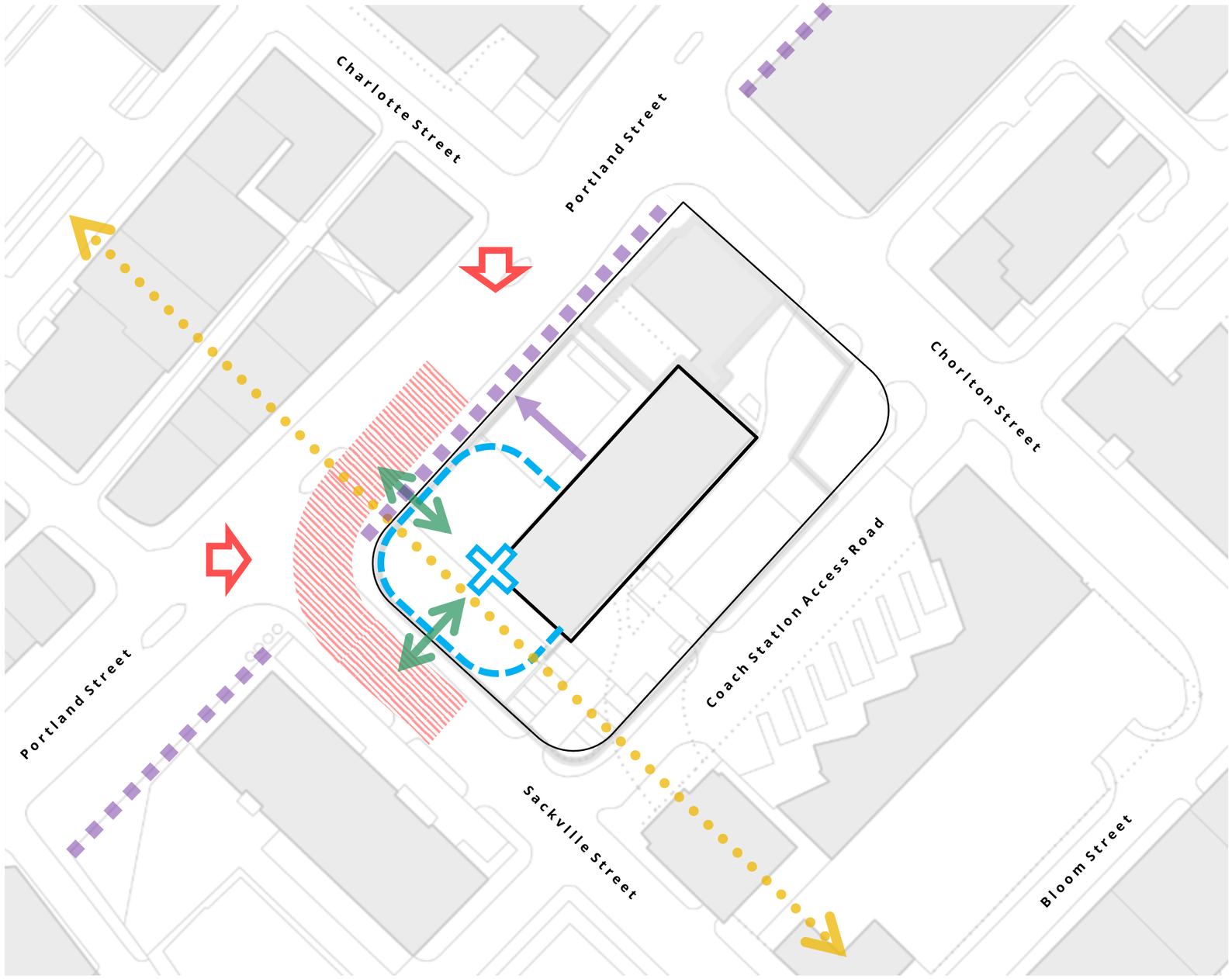
The site is approached on three sides by important pedestrian routes along Portland Street, Chorlton Street and Sackville Street. The plot currently addresses two of these routes with generous but under-utilised landscaped lawns set behind a strong fence line and hedgerows. This zone provides an opportunity to define the corner as a key marker for the building.

Permeability

The ability to extend the building to the perimeter of the site means that the proposal can improve the building's relationship with the streetscape. The ground floor should be as open as possible, both internally and externally with large glazed elevations and hardscaping that blends with the public realm.

Connection

By extending the building frontage around the corner of the block and onto Sackville Street, the development can help to provide a stronger connection between The Village and Portland Street and help to address the rear of the building which currently presents itself poorly.



Existing Building Approach and Entrance

The current primary entrance to the building is from the storey and a half reception space at ground floor fronting Portland Street, accessed via a generous, sloping hard-landscaped paved approach that segments the two large lawn areas that combine to set the building back from the back of pavement on the corner of Sackville Street

A revolving door and low-level building signage signal what is otherwise a fairly non-descript point of entry into a building of its size. Formal hedgerow border each side of the paved approach and large planters sit at the site boundary with the pavement, creating a confusing semi-private threshold to a vacant external space.

The entrance to the building has changed over the lifetime of the development, formerly accessed from Sackville Street through the side elevation on completion in 1963, it was relocated to its current position in 1994 and originally incorporated an incongruous metal and glass canopy structure with columns that extended forward to the back of pavement; presumably with the aim to improve the building's connection to the public realm, as well as providing some shelter upon arrival, it was removed by the applicant in 2012 as part of a reception refurbishment scheme.

The recessed alignment of the building from the street line has over time allowed the soft and hard landscaped areas to be used to form a defensive “no-mans land”, acting as a continuous barrier between the building and the public realm and busy Portland Street.

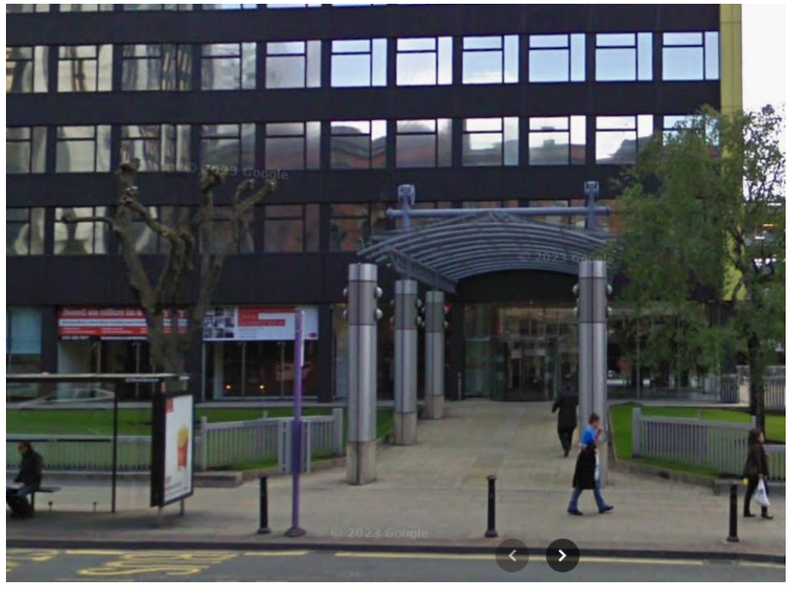
There is a separate entrance to The Consulate General to the Republic of Poland, also on the Portland Street elevation, this however is screened somewhat behind the lawn and hedgerow landscaping and is very much secondary to the main entrance. (No changes to existing Polish Consulate entrance/approach are proposed as part of these proposals).



2025 Existing building entrance



2025 Existing Polish Consulate entrance route



2011 Building entrance in current location from 1994 onwards



2011 Former original building entrance utilised as a secondary entrance

Existing Reception

The existing reception occupies the full depth of the plan to the smaller south-west wing of the building. The space provides a large reception desk that sits centrally with soft seating and short stay work tables to the perimeter. It benefits from good daylighting and views out over the landscaped border, owing to the full height structural glazing that wraps around all three sides of the external elevation at ground floor

Views out over the rear of the building, across the roof slab of the semi-exposed basement plant room to the small surface car park are less attractive, dominated by the shaded under croft create by the heavy structure of the vehicle ramp oversailing the site and connecting to the multi-storey car park adjacent.

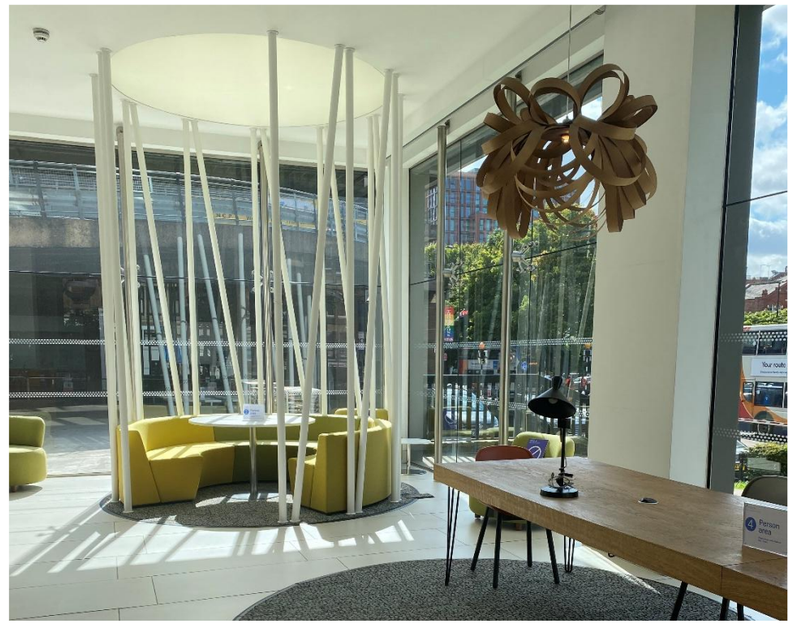
Access to the core is split between a bank of 4 lifts from the Portland Steet side and the main accommodation stair to the rear elevation which requires occupants to walk across the reception space and up a half level flight of steps.

The building lacks any kind of amenity space or facilities apart from the reception area. An existing cycle sore is located in a space that has been created below the vehicle ramp structure accessed externally, however it is small with limited headroom and not fit for purpose. The building contains only a small number of showers and accessible WCs and these are sporadically located across different floor and there is no end of trip shower or changing provision.









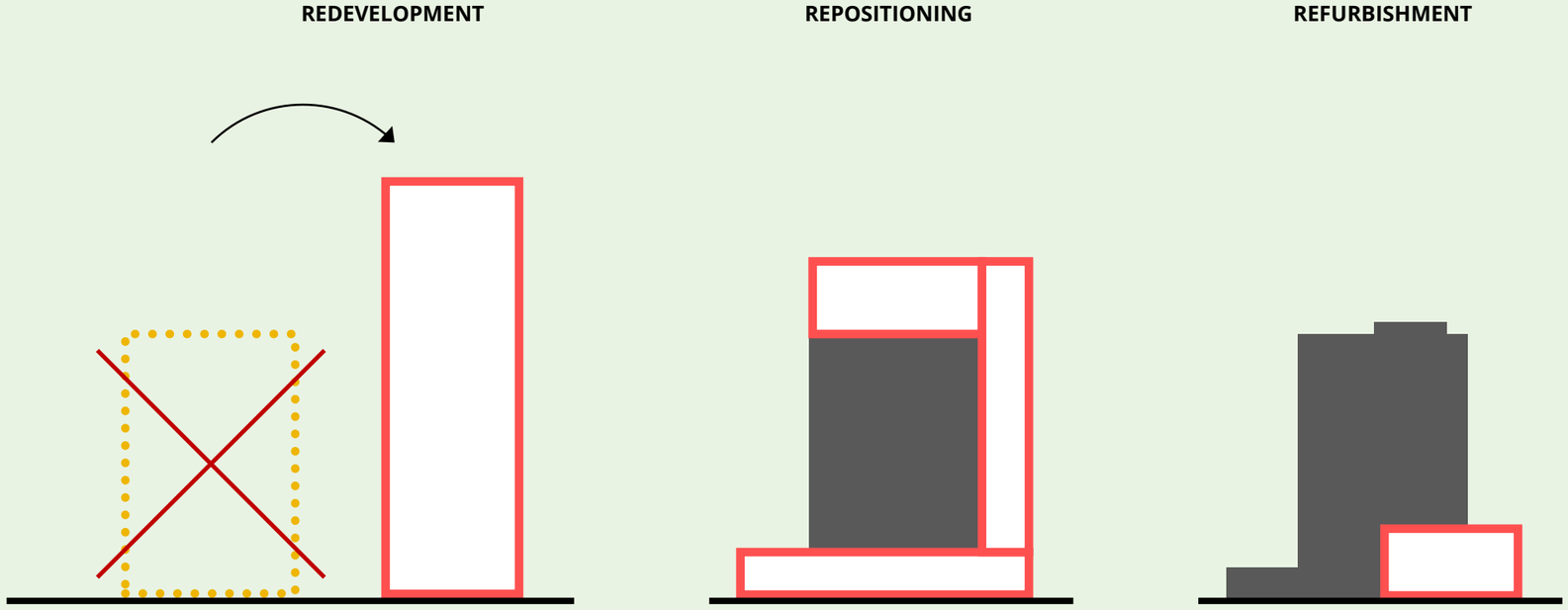
3.0 Key Design Principles

Aspiration

A number of feasibility studies have been undertaken over the years, by different Architects to provide The Applicant with strategies for the redevelopment of Manchester One. The proposed scheme also began by considering high level options for the site, from the most extreme proposals to completely demolish and re-build, to the lightest touch and a more modest rejuvenation of refurbishing core spaces.

In response to the current focus of environmental impact at the forefront of development across the property industry, The Applicant has sought to refine the vision for the building design to:

- Create a building that demonstrates exemplary standards in the refurbishment of existing structures in terms of energy performance and wellbeing.
- Put sustainable and low carbon practices at the forefront to limit energy impacts.
- Focus the design, procurement and construction phases with embodied carbon reductions and longevity as a key approach.
- Deliver a design that inspires more ecological and efficient, sustainable approaches to the refurbishment and rejuvenation of buildings at this scale.
- Retain the existing occupiers and attract new customers into the building, through significant investment that will provide enhanced facilities and amenity provisions suited to modern workplace demands.



Key Design Principles & Purpose

The scheme will deliver a retention-led refurbishment of a landmark city centre building in Manchester, through sensitive and modest adaption and with interventions engineered to create impactful benefits for both building users and the local community.

At each stage, the iterative design process has addressed matters of longevity, social and wellness impacts, environmental and carbon factors and economic impacts, in a holistic manner to ensure the overall proposal balances the key targets. This ensures the proposals will provide an exemplar approach to refurbishment with a positive impact on both the life of the building and the local context.

The sensitive adaption approach is also applied to the wider public realm at the base of the building, with an emphasis of de-cluttering the pedestrian environment, and improving the pedestrian flow, experience and future engagement with Manchester One.

Sustainability

The new retention-led approach for Manchester One places sustainability at the forefront of the design narrative by focusing on enhancing the user/ customer experience around the rejuvenation of the existing building.

Sustainability drivers have focused the proposals towards “lean and green” design principles with an emphasis on embodied carbon reductions, underpinned by the retention focused approach to the existing building which offers greater carbon reductions than alternative, more extreme approaches to the redevelopment of the site.



Social Benefits

The refurbishment of Manchester One will deliver significant social benefits, contributing to the vibrancy of Manchester City Centre. Key social enhancements include:

Enhanced Placemaking

The scheme will provide wider placemaking improvements, including the creation of a generous and accessible public realm with green spaces, fostering community interaction and enhancing the urban environment.

Active Ground Floor Frontage

By introducing a new restaurant space with outdoor seating, the development will activate the ground floor, contributing to passive surveillance, whilst creating a lively and welcoming streetscape that encourages social engagement in Manchester City Centre.

Diverse Offerings

The refurbishment will expand the range of amenities and services available in this prime area of Manchester City Centre, catering to a broader demographic and enhancing the overall appeal of the location.

Economic Benefits

The refurbishment of Manchester One will deliver substantial economic benefits, supporting Manchester's growth as a leading business hub:

Creation of Grade A Office Space

The building is currently 16% vacant and figure is expected to go up in the next 18 months. The scheme will transform the existing office into high-quality Grade A office space, attracting leading businesses and professionals to the City.

Employment Generation

The development will create additional employment opportunities through the provision of new commercial and office spaces, contributing to the local economy. The scheme is expected to generate additional 2,300 sqm of additional employment generating space, and approx. 287no.jobs once operational.

Active Frontage and Commercial Diversity

The inclusion of ground-floor commercial space with active frontage along Portland Street/Sackville Street corner will enhance the site's contribution to employment-generating uses and diversify the commercial offerings within Manchester City Centre.

4.0 Planning Process

Pre-application Process

The proposals have been developed following extensive pre-application engagement with Manchester City Council. The design team met with senior Planning Officers on three occasions during RIBA Stages 2 and 3, and the detailed design submitted has been directly informed by the feedback received at these meetings.

This dialogue has played a key role in shaping and refining the scheme. The constructive and collaborative approach adopted throughout the design process has enabled the proposals to respond positively to a number of key issues raised by Officers, resulting in a more robust and well-considered application.

The following pages provide an overview of each pre-application meeting, including the material presented and a summary of the discussions and feedback received from Officers.

Ward Councillors in Piccadilly Ward have been issued an e-mail briefing in November 2025, engagement continued into January 2026 where advice was also sought on an approach for public engagement.

The public engagement exercise carried out for the Application is designed in accordance with advice received.



Pre-Application Meeting 1

The first meeting on 11th March 2025 introduced MCC to the proposal of a refurbishment led scheme and new extension for Manchester One.

The proposals would include:

Tower

- Full internal refurbishment of the core - common part landlord areas to all floors, to include lift lobbies, stair and stair lobbies and the reconfiguration of WCs to provide universal “superloo” style and accessible facilities.
- Strategy for complete window replacement, façade repairs and redecoration of precast concrete cladding panels to north and south elevations, and redecoration of non original gable elevations over cladding.
- Consideration for internal fabric upgrades to office floor plates in relation to thermal performance/ Part L Building Regulations.
- Relocation of existing digital advertising display from corner of Portland Street and Sackville Street to central lawn area in front of the Polish Consulate entrance, to facilitate proposed extension.

Extension

- Concept to explore the potential extension of the ground floor and lower four smaller office floor plates above the existing reception space, out towards the site boundary of Portland Street and Sackville Street, to provide:

  - New office reception.
  - New F&B retail space.
  - New serviced office space at first floor level.
  - New extended office suites at second and third floor levels.
  - External rooftop terrace at fourth floor level.

Pre-Application Meeting 2

The second meeting with MCC on 11th November 2025 presented the project team's response to the previous pre-application discussions.

The updates and refinements included:

Tower

- Proposal full height curtain wall glazing, incl. clear units and spandrel panels to single bay of the north-west elevation (Portland Street) to introduce improved views and daylighting to the main lift and WC lobby from floor levels 5-20 inclusive,
- Proposal for complete window replacement, façade repairs and redecoration of precast concrete cladding panels to north-west and south-east elevations, and redecoration of non original gable elevations over cladding with studies testing different colour tones.
- Inclusion of a new substation, external plant enclosure and secure cycle parking, proposed to the rear of the tower located above the existing basement plant room and sitting under the car park ramp.
- Relocation of existing digital advertising display from corner of Portland Street and Sackville Street to central lawn area in front of the Polish Consulate entrance, to facilitate proposed extension.
- **Note:** the advertising screen was subsequently omitted from the proposals.

Extension

- Adjusted internal floor level of the F&B retail space in order to minimise external level changes between the back of pavement on Sackville Street and the proposed external hard landscaping, retail entrance and associated external terrace.
- Relocation of the revolving door (main entrance) off Portland Street, away from the existing bus stop and to facilitate new internal finished floor levels relative to level changes at back of pavement.
- Presented proposals for the exterior landscape design, addressing the perceived loss of "breathing space" and green space and introducing proposals for Biodiversity Net Gain through the specification of appropriate plant species,
- Developed massing and façade design; including further developed GRC cladding proposals and façade modelling.

Pre-Application Meeting 3

The third meeting with MCC on 27th January 2026 presented the project team's response to the previous pre-application discussions.

The updates and refinements included:

Extension

- Addition of proprietary pergola structure to roof garden to enhance 4th floor wellness provisions.
- Change of façade material to architectural reconstituted pre-cast concrete cladding, analysis of façade colour selection within the site context with green presented as the preferred option.
- Re-location of the bin store internally within the extension footprint.

Landscaping

- Further plan and sectional details of the proposed hard and soft landscaping to the ground floor and 4th floor roof terrace.
- Landscaping enhancements to the rear car park area.

5.0 | Proposals

The proposals can be broken down and summarised into the following key elements:

Extension

4 storey plus roof terrace extension to tower providing:

- New dedicated office reception and retail F&B entrances off Portland Street and Sackville Street respectively.
- Ground: new reception, amenity, incl. end of trip facilities and adjoining flexible commercial floorspace (with potential to introduce a F&B offer and ability to operate independently).
- First: serviced office suites & meeting rooms.
- Second & third: extended tower floorplates to small wing.
- Fourth: rooftop terrace for office and wellbeing amenity use, new external plant enclosure.

Tower

- Full window replacement floors 1-21, incl. sills and flashings to columns.
- Full cleaning and redecoration of fabric incl. concrete spandrel panels and gable cladding.
- New covered, secure cycle parking to roof of existing plant room.
- Full refurbishment of office floorplates and building core (lifts/ stair / WCs) incl. proposed full height curtain wall bay.
- New wellness amenity provision at fourth floor level to existing small suite, connecting to rooftop terrace.

Infrastructure

- Move towards net zero operational carbon – reconfiguring MEP services - reconfigured basement plant room.
- New substation and external plant enclosure to roof of existing plant room, situated at the rear of the tower.

Landscaping & BNG

- High quality hard and soft landscape to integrate with city and public realm.
- Demised F&B external terrace (licenced)
- Roof terrace planting provides additional opportunity for BNG.

Advertising display removal

- The existing advertising display is to be removed in order to facilitate the works.



Extension

The extension will provide a generous new reception and arrival space that will host touchdown and co-working settings, provide access to the building core as well as connecting through to a retail food and beverage demise occupying the Sackville Street elevation.

A dedicated managed serviced office space with a direct stair connection from ground level will be delivered to the 1st floor with small office suites supported by meeting rooms and a shared work lounge within the extended small wing. The upper levels at 2nd and 3rd floor extend the small tower wing to provide open plan Cat A office space for new customer fit-outs.

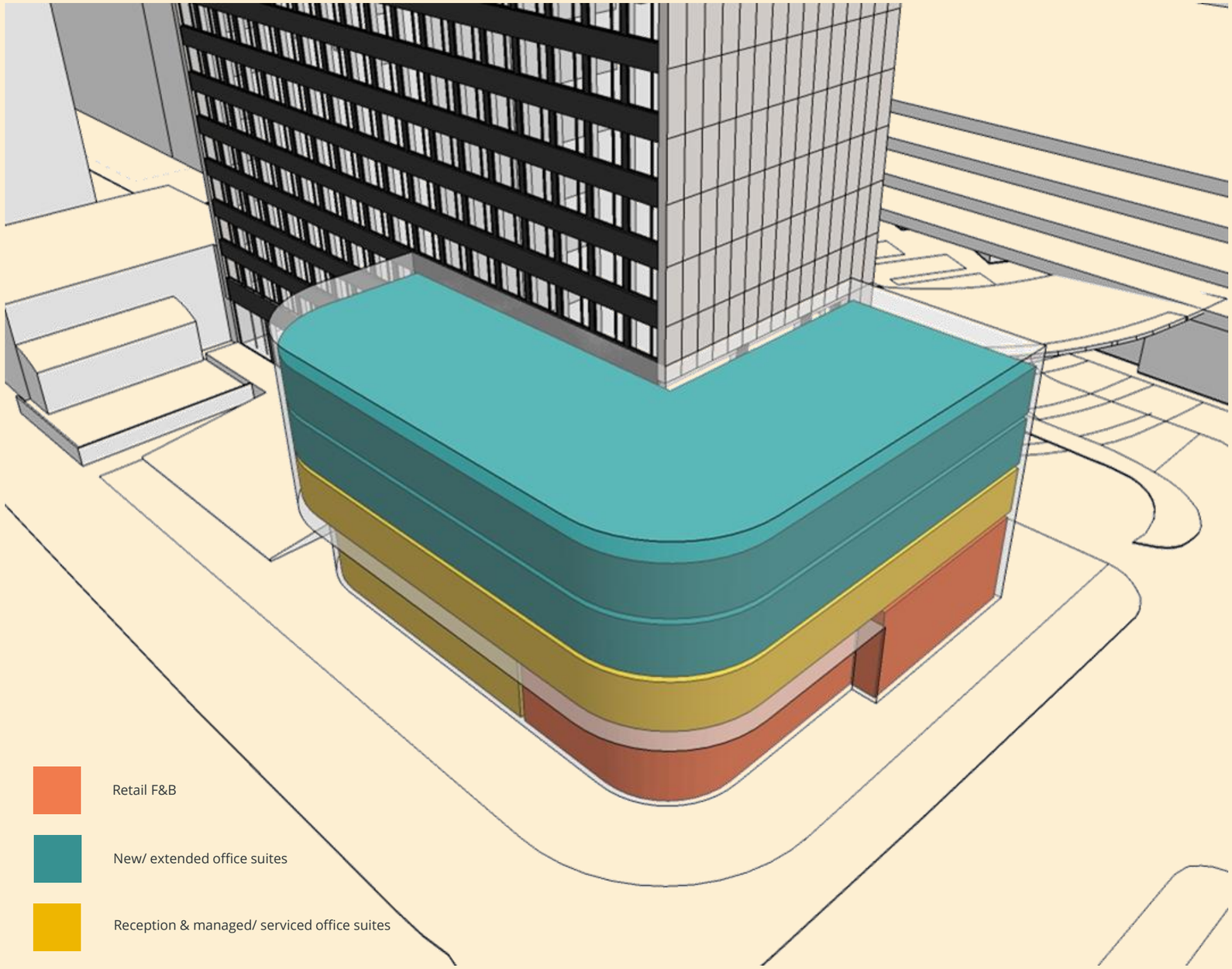
At 4th floor, the extension will offer strong wellness benefits to office customers through the provision of a high-quality landscaped roof terrace providing an opportunity to work and relax outside. Over 50% of the roof area is proposed as accessible for a range of uses including a dedicated wellbeing zone connecting internally to a wellness suite.

Building services plant to supply HVAC to the newly formed internal spaces within the extension is to be positioned centrally on the roof, set back from the crown of the extension façade and enclosed visually and acoustically screened.

Tower

The large-scale internal refurbishment of the existing building will see a rolling fit-out of new Cat A office space to the upper twenty floors, following the replacement of windows and external design interventions to the façade. Enhanced by common area refurbishment to the central core including the lift lobby and WC area, the proposed changes will bring the tower accommodation up to modern standards with regards to office suite specifications.

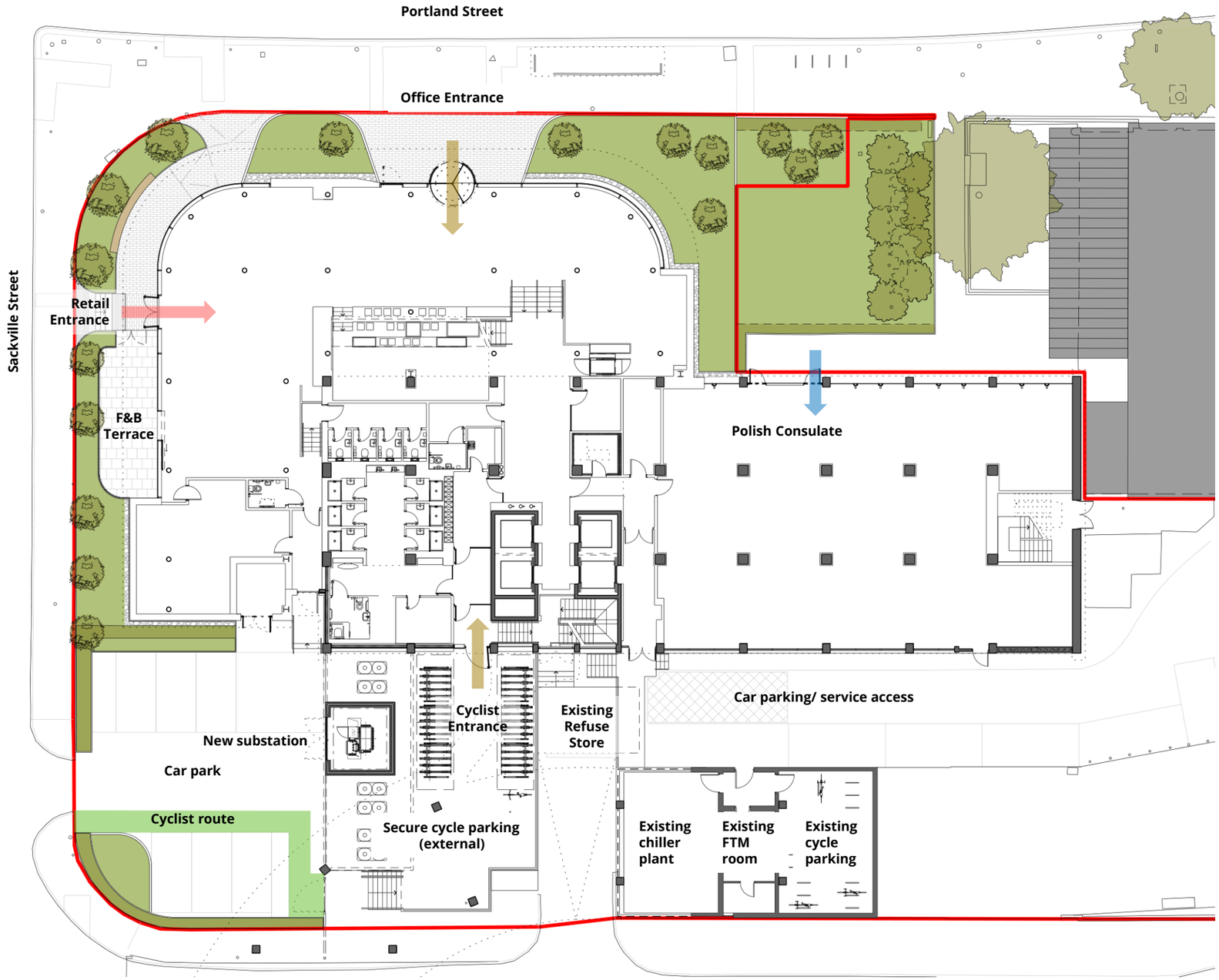
This planned refurbishment programme will be supplemented and supported by new customer amenity spaces at ground floor within the existing reception footprint and a dedicated wellness suite located within the existing small wing of the tower at 4th floor, connecting directly outside to a customer roof terrace.



5.3 | General Arrangement

Proposals – The Site

- Landscaping – new soft and hard landscaping fully integrate the extension into the public realm, addressing the level changes that exist to the site boundary and the existing green space in front of the Polish Consulate.
- Entrances - two new building entrances are formed, the office reception provides level access from the pavement whilst the retail entrance is served by two routes, an accessible ramped hardscape that wraps around the radiused corner of the extension and a small stepped route from the pavement of Sackville Street.
- Car parking – the proposals retain the provision of car parking on the existing site, albeit with a reduction in the number of spaces (21 existing, 16 proposed). The car parking accessed from Chorlton Street is proposed to remain as existing (10 spaces); the car parking accessed from Sackville Street is proposed to reduce from 11 to 6 spaces, in order to provide a dedicated route to access the cycle parking, access to the proposed refuse store and access/ egress to the proposed rear service door and fire escape.
- Cycle parking – secure cycle parking for 65 bikes is provided to the raised roof structure of the basement plant room which extends at ground floor level from the rear of the tower. Access is provided by a new stair with cycle ramps. Additionally, an existing secure cycle store providing parking for 20 bikes is to be retained under the car park ramp.
- Refuse storage – the existing external refuse store area is to be retained, with an additional internal store provided at the rear of the extension for dedicated F&B use.
- Vehicular ramp – existing accommodation located beneath the car park vehicular ramp is retained, space contains chiller plant, welfare facilities and a small amount of cycle parking (20 bikes).



Ground Level “Red Line” / Application Boundary

Proposed ground floor

- The existing small wing of the ground floor of the building has been embellished by the addition of the new entrance, reception and F&B retail use that front Portland Street and Sackville Street respectively, as outlined in the previous section of the report.
- The Consulate General of the Republic of Poland remain in-situ and occupy the larger wing, connecting internally to their first-floor demise.
- The new main entrance to the office building is located on the north-west elevation facing Portland Street, providing access to a generous storey-and-a-half reception lobby that accesses the building core, the first floor via a feature stair opening and a connection through to the retail F&B space.
- A second, retail entrance is located on the Sackville Street elevation via new hardscaping which includes an external enclosed terrace. The demise will provide a turnkey design for a F&B operator, including a fitted kitchen to the rear with associated ventilation and extract systems, dedicated WC provision and a refuse store.
- The existing small wing of the building (currently the reception area), is utilised to provide an end of trip amenity for customers, providing showers and changing spaces, including an accessible shower & WC, with a drying room and lockers. Direct access is available at the rear of the building from the new secure cycle parking.



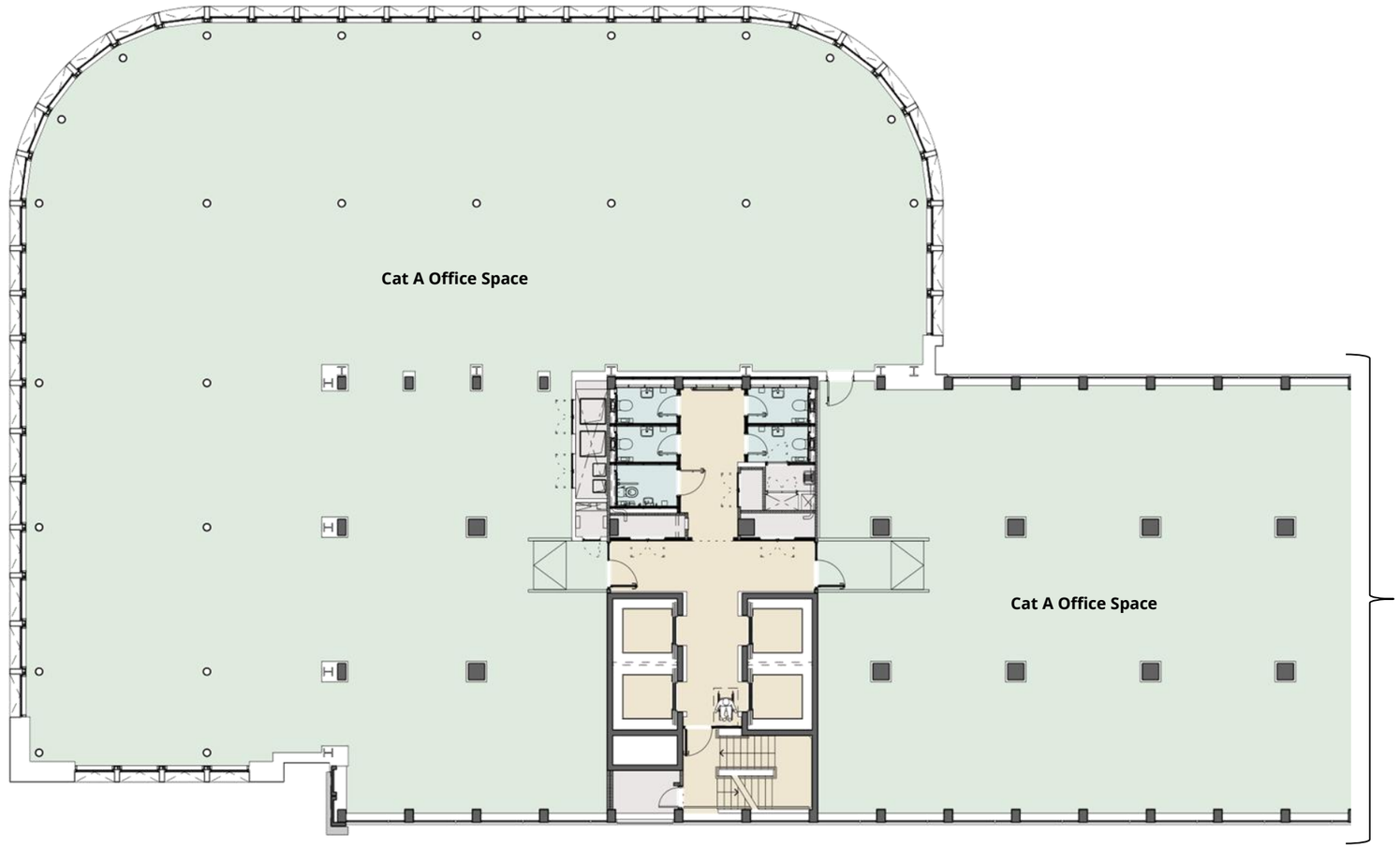
Proposed first floor

- Extension provides serviced office space accessible directly from the ground floor reception space via an open accommodation stair.
- Floorplate contains a mixture of small office suites located to the perimeter, supported by meeting rooms and a work lounge amenity space located within the existing small wing footprint.
- Extension floorplates are serviced by HVAC supplied via new riser by mechanical plant located at fourth floor roof terrace and raised access floors.
- Core refurbished, WC layout reconfigured to create 4 no. universal “superloo” WCs and 1 no. accessible WC.
- The Consulate General of the Republic of Poland remain in-situ and occupy the larger wing, connecting internally to their ground-floor demise,



Proposed Second & Third Floors

- Extension provides open plan Cat A office space at second and third floor levels, connecting to and extending the existing small wing.
- Extension floorplates are serviced by HVAC supplied via new riser by mechanical plant located at fourth floor roof terrace and raised access floors.
- Core refurbished, WC layout reconfigured to create 4 no. universal “superloo” WCs and 1 no. accessible WC.
- Existing large wing refurbished, with provision for emergency means of escape route created from extension and opportunity to connect floorplates.



Proposed Fourth Floor and Roof Terrace

- Extension provides roof terrace at fourth floor level, accessible via new access formed from the reconfigured core and small wing.
- Façade extends up to form a “crown”, providing enclosure and some protection from wind and street noise below.
- Customer terraces create outdoor work settings with fitted furniture and planting.
- Plant enclosure contains mechanical AHU and condensers providing HVAC services to new internal areas formed by the extension.
- Existing small wing provides wellbeing amenity to building customers with access to dedicated roof terrace space with pergola structure providing weather protection.
- Existing large wing refurbished, with new access formed to dedicated area of roof terrace.






Plant Enclosure
Wellbeing Amenity
Office Space
Office Space
Serviced Office
Showers & Changing
Office Reception
Substation
Plant Room




Roof Terrace
Office Space
Office Space
Office Space
Serviced Office
F&B Kitchen
Retail F&B
F&B
Refuse
Cycle Hub

5.4 | Extension

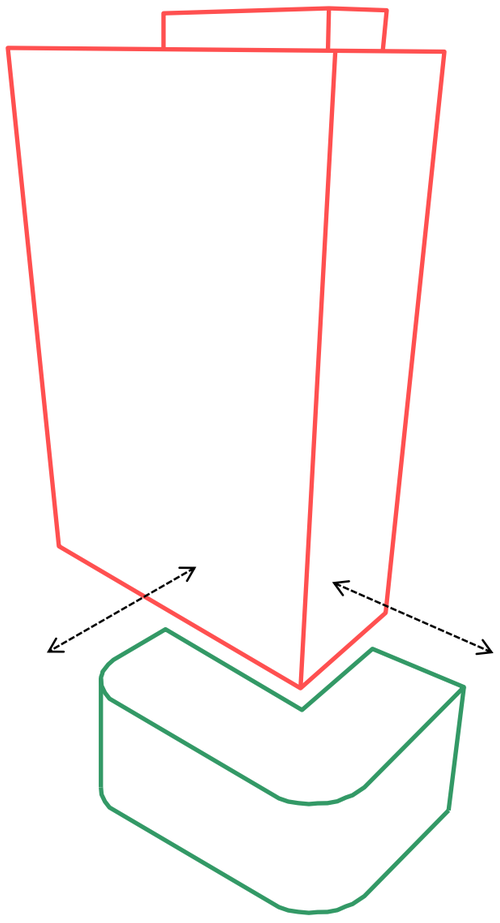
Approach to Massing

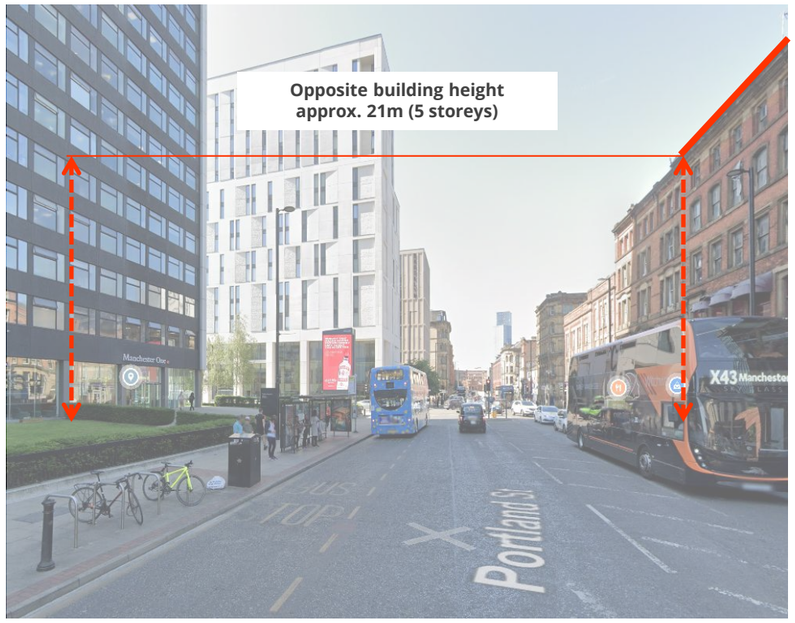
The narrative to the proposals has been informed by the retention-led approach to the development. This focusses on the refurbishment of the existing building with modest interventions, and a sensitive approach to an extension that compliments the existing tower form and setting within the public realm.

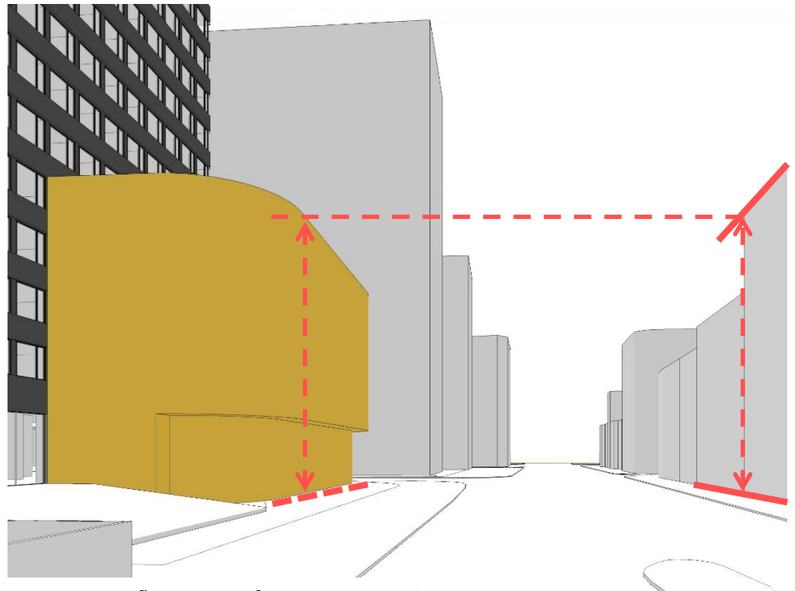
A key move has been the introduction of a 4 storey + roof terrace extension to the base of the building on the Sackville Street corner. The curved plan form is shaped as a direct result of the immediate context of the street-line and a deliberate, albeit subtle, contrast to the geometric form of the host building.

The soft radiused form extends out towards the established street line, hugging the back of pavement and grounding the building within the public realm. Designed to create a more generous and welcoming entry to the building befitting of its scale, the proposal seeks to improve the relationship with the surrounding area, harnessing the new mixed uses at ground floor to interact with members of the public and building users alike.

The height of the massing responds appropriately to the immediate surrounding context, acknowledging the scale of the Victorian warehouse buildings on the opposite side of Portland Street. Ranging from 4-5 storeys, but of a consistent overall height and incorporating a more generous ground floor base, these buildings sit at a lower height than the modern and contemporary additions in the area.







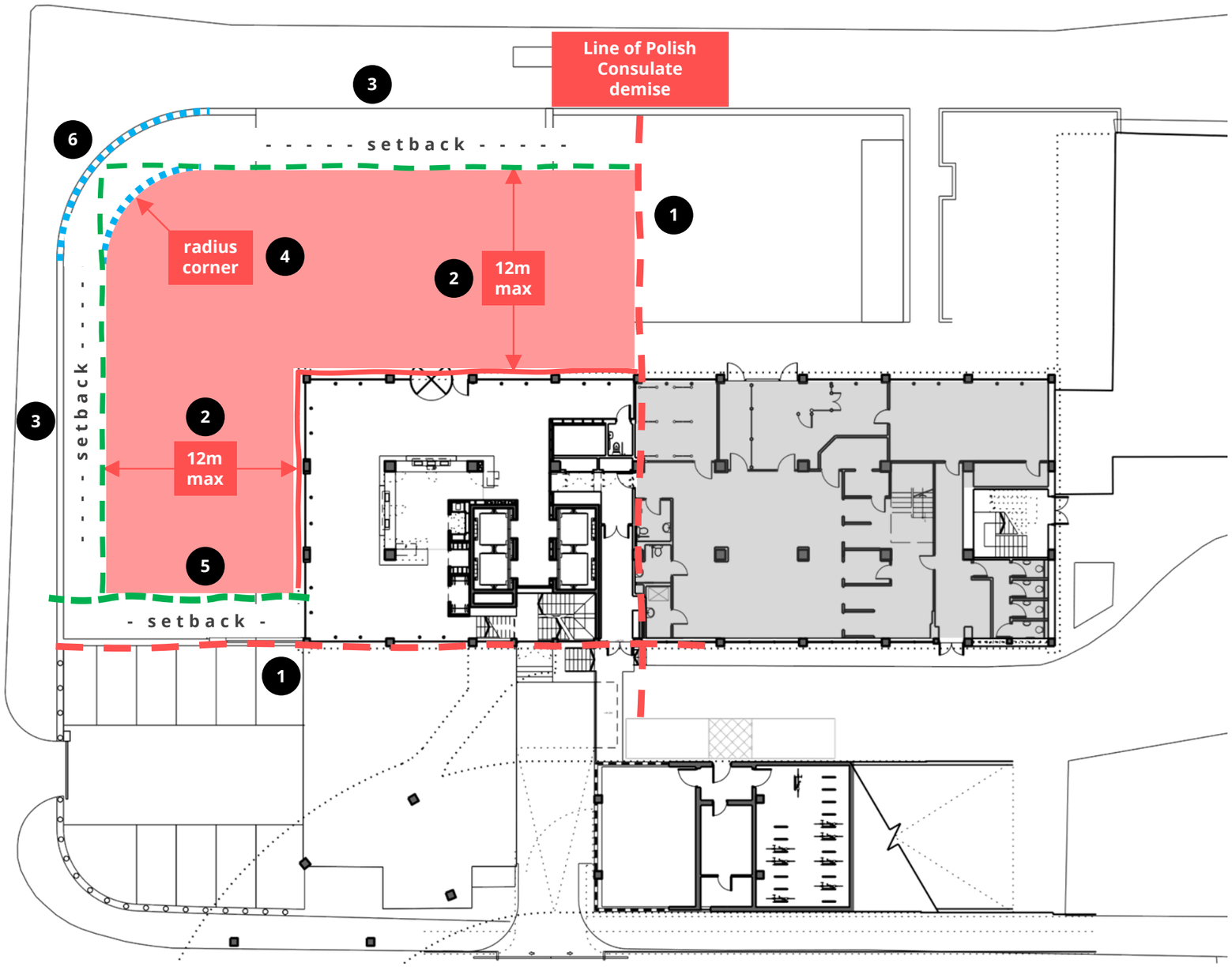
5-storey (4 floors + roof terrace) extension massing

Extension Interfaces

Whilst the 4-storey (+ roof terrace) high extension massing is designed in subtle contrast to the geometric form of the existing building; its planning principles are guided by key constraints imposed upon it and opportunities created by the site extents, the tower and its current use.

Principles

1. Extent constrained by demise line of Polish Consulate to the north-east elevation and the corner of the existing building to the South-West elevation
2. A maximum 12m deep interior plan at ground floor
3. Setback from back pavement at ground floor to allow for enhanced connection to public realm
4. Soft radius corner to follow pavement line onto Sackville Street
5. Setback from existing building corner to articulate extension massing
6. Changes in existing pavement levels that wrap the site.



Façade Concept

With Manchester's rich architectural history and predominant use of masonry, and the building's proximity to the distinguished warehouses that line Portland Street and populate the neighbouring districts of Chinatown and The Village, it is considered essential that the façade draws inspiration from these materials and forms, while offering a contemporary interpretation appropriate for high-quality Grade A office accommodation.

As well as providing a strong justification for the extension to be distinctive in its form, mass and materiality to the existing building, the proposed design intends to convey a sense of robustness which is characteristic of a traditional masonry façade. The façade is designed so that its components are clearly articulated, celebrating the craftsmanship of its construction. This perceived solidity is balanced with the requirement to maximise daylight into the office floors.

The design will have strong repetitive geometric proportions, which are typical of the historic warehouse typology and window openings will be maximised in order to provide a quality of daylight into the plan. A major constraint on the design is the relatively low existing structural floor to floor height of the tower, which the extension must maintain in order to successfully extend the floor plates.

To address this and provide a counterpoint to the strong horizontal expression of the tower elevations, floor to ceiling glazing will be employed to the extension. This combined with a slender structural frame design to minimise floor zones, serves to introduce a stronger vertical emphasis resulting in a more balanced overall façade composition.

A key concept within the façade design is to achieve windows set within deep reveals formed by the cladding to upper floors. At ground floor, a seamless glazed curtain wall elevation will utilise slimline cappings and curved glass to the radiused corners. This level of refinement enhances natural daylighting, accentuates the sharpness and solidity of the architectural expression, and delivers a high-quality, contemporary finish.



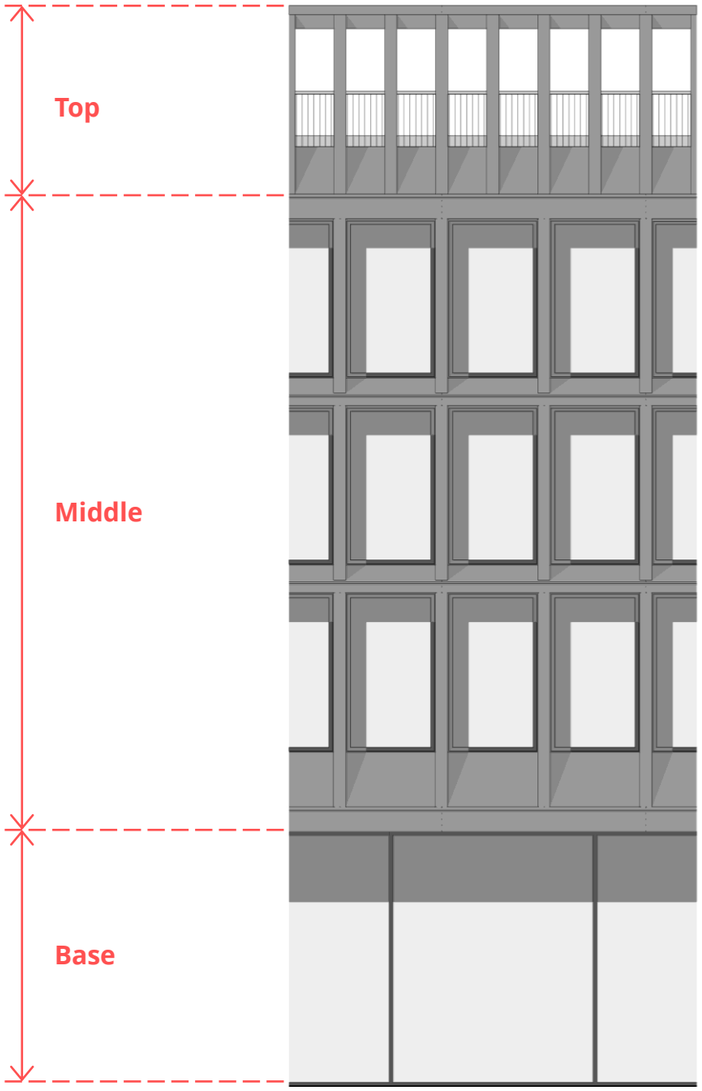


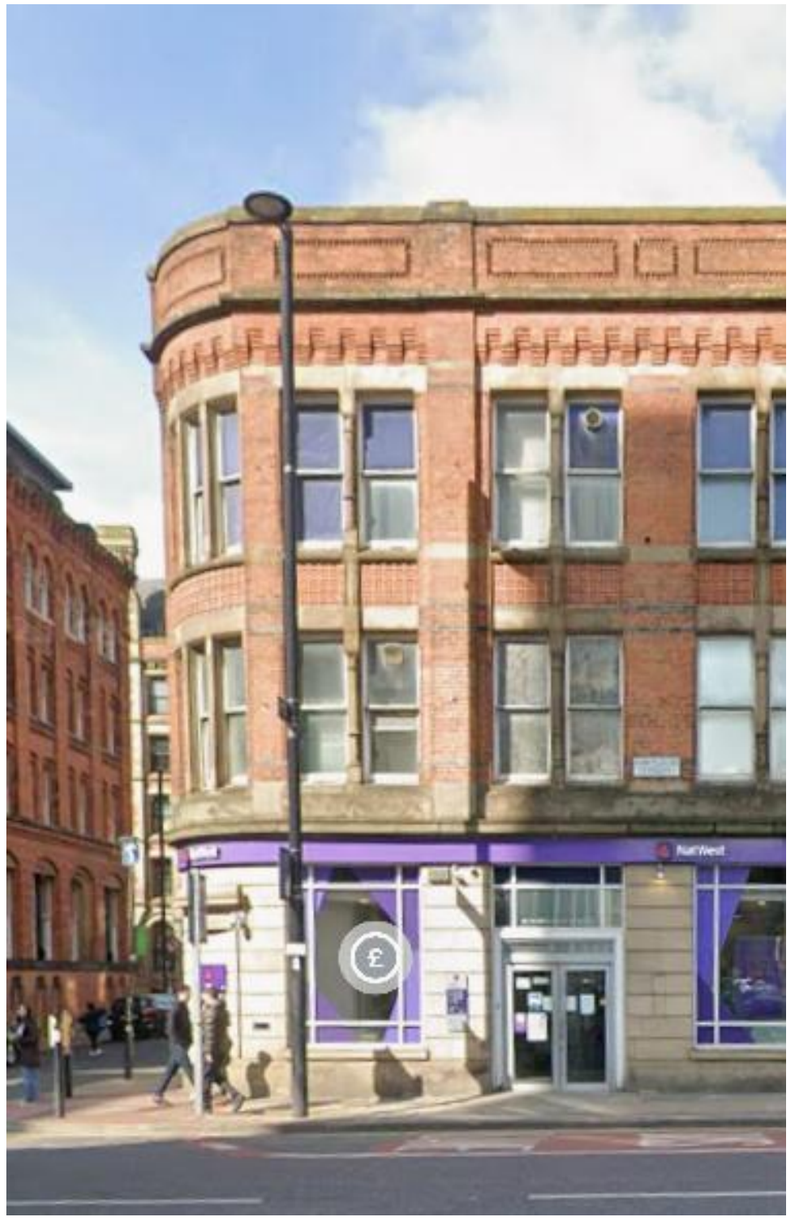


Tripartite Order Principle

As demonstrated in the earlier analysis of Portland Street, many of the surrounding historic buildings have a tripartite order to their elevation, with an oversized base, highly modelled and repetitive middle section, and a distinctive top set against the skyline. From the earliest stages of concept development, this classical approach has been used to ensure that the building fits comfortably within the streetscape alongside its historic counterparts.

Although of a different nature, this approach is just as appropriate today in contemporary design. The proposed highly glazed base provides an active, vibrant street level that engages with, and responds to the public realm. a well-mannered middle that presents rigorous order and a quality of mass to address the street line and an extended crown that elegantly tops the building and extends its vertical proportion.





Surrounding historic buildings built with tripartite principles and radius corners

Façade Development

A detailed design study has been undertaken to develop the façade in section and elevation, starting with proportion and scale to ensure that the inherited constraints of floor-to-floor height and structural grid modules from the host building are sensitively accommodated, without imposing the vertical and horizontal proportion of the tower.

In section, the design takes the tripartite order approach of the elevation and uses setbacks around the perimeter to create a dramatic recessed glazed base that both exaggerates the massing of the solid middle section and provides an important spatial connection with the public realm.

The use of depth to create sculpted reveals to form window openings and apertures to the crown, each enhanced through the introduction of gentle chamfers to soften and blend the distinctive component parts has been refined throughout the design process.

To achieve the aspiration of a 'crafted' façade using the inherent characteristics of architectural reconstructed stone pre-cast concrete cladding, the design has developed through a process of both micro and macro scale; from understanding the overall proportioning and depth of the facade; as seen from views along Portland Street and Sackville Street, to how the material would look and feel up close at street level, including the jointing, colour and texture.



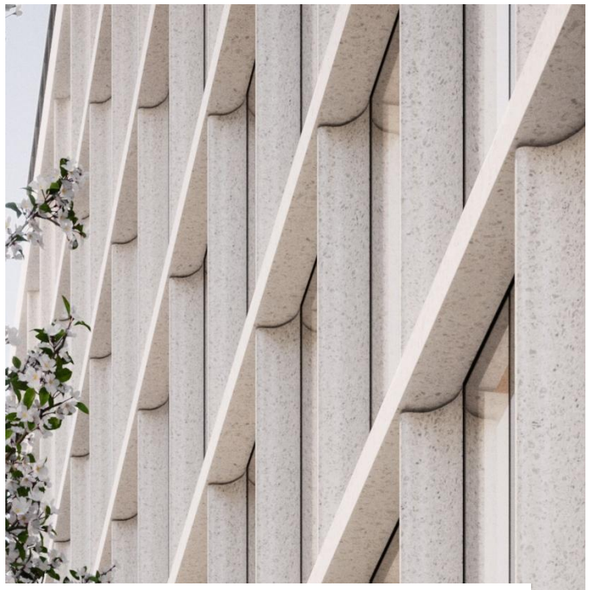


Typical bay studies exploring profile design and façade modelling

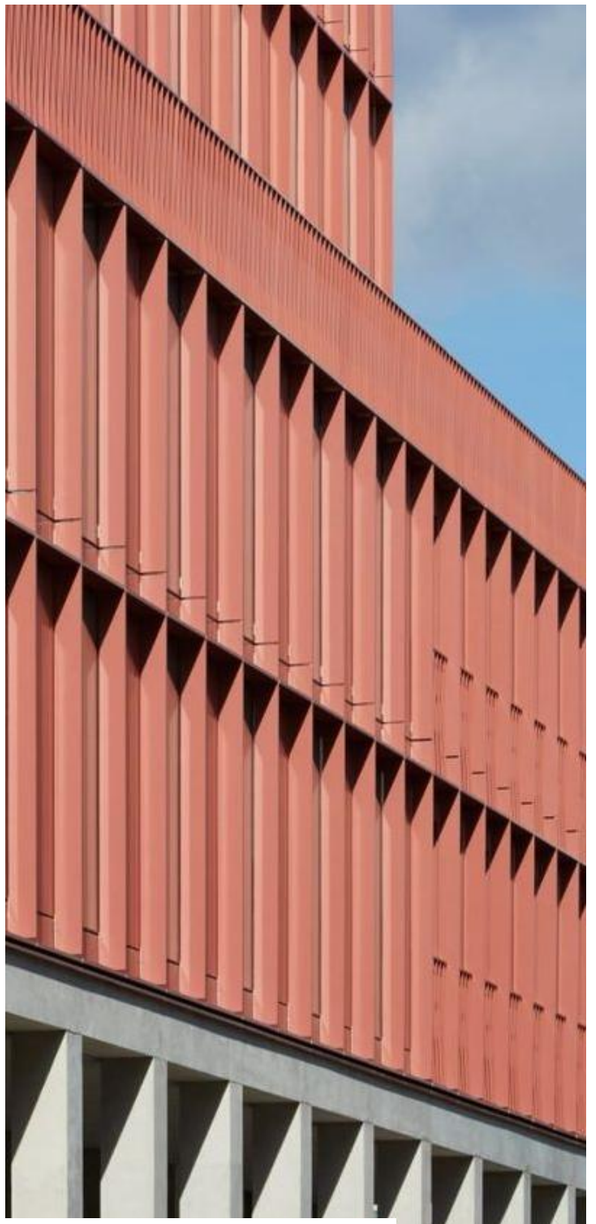
Façade Development

In order to achieve the desired quality and appearance of a masonry facade, architectural reconstructed stone pre-cast concrete cladding is proposed. This allows the façade to be modelled and provides a sense of solidity and permanence to the extension that echoes the surrounding historic buildings.

The extension massing is expressed as a single, modelled volume comprising one colour. The use of architectural reconstructed stone pre-cast concrete cladding panels provides an opportunity for use of various colours, textures and finishes within manufacturers tested standard ranges.



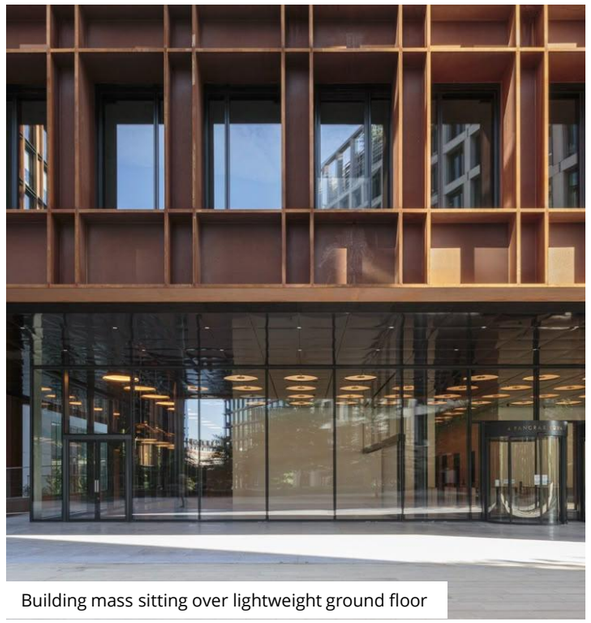
Use of precast concrete cladding to sculpt expressive forms



Tripartite order of massing and elevation



Strong, ordered, repetitive expression



Building mass sitting over lightweight ground floor



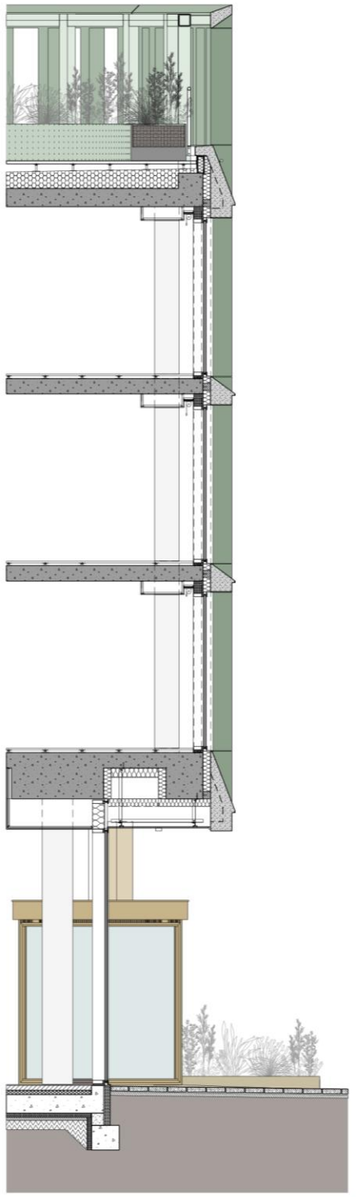
Curved glass ribbon at ground floor

Bay Elevation Detail

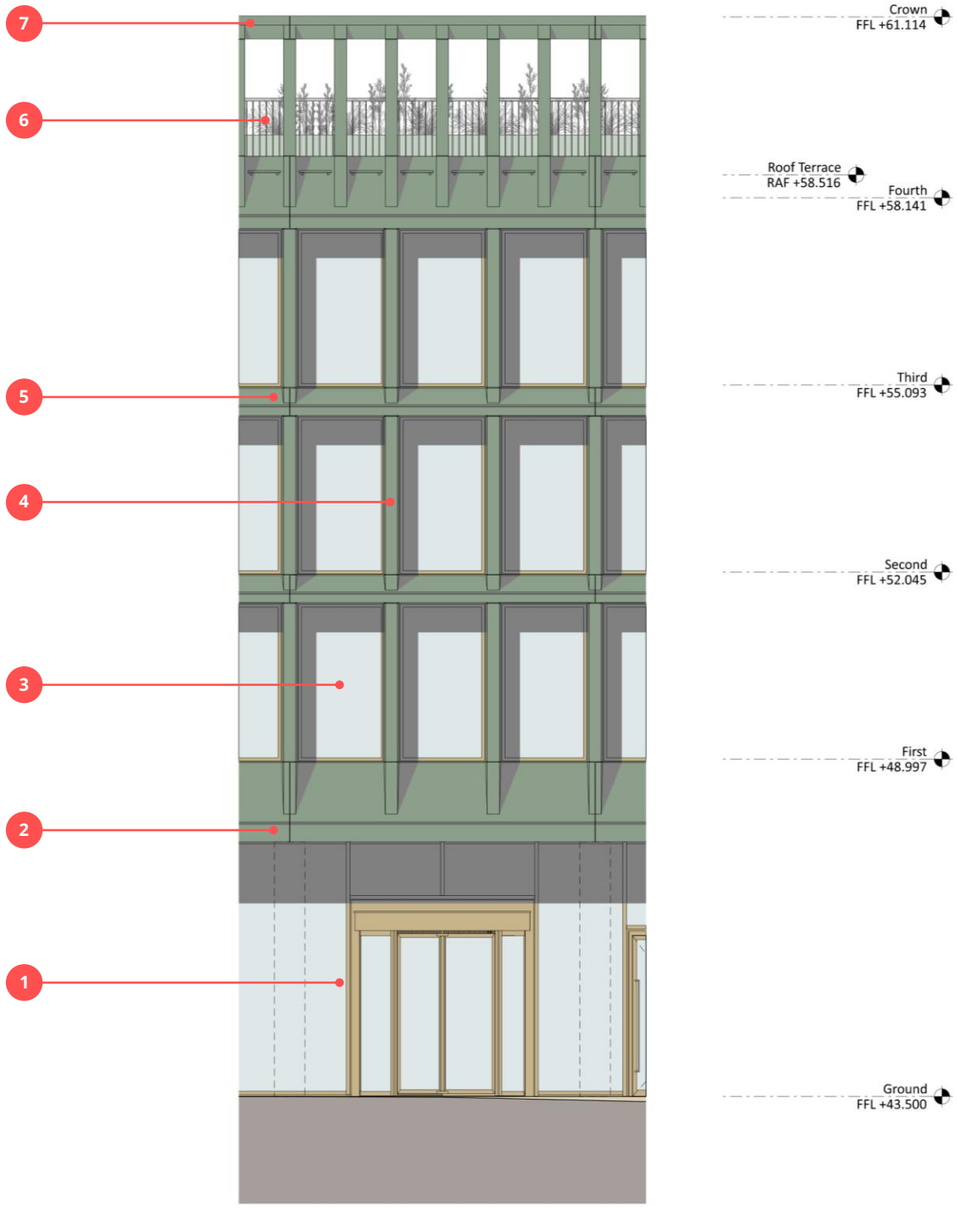
The primary front-facing elevations to Portland Street and Sackville Street comprise a series of repetitive components; glass base with inset column line, chamfered horizontal precast concrete sill banding and vertical precast concrete mullions spanning floor to floor, sculpted reveals containing recessed window units and an extended façade “crown” with inset PPC metal railings to enclose the roof terrace.

Horizontally, the bays vary subtly in module size depending on elevation orientation (1,660mm to Portland Street and corners and 1,780mm to Sackville Street) to suit the existing building structural grid, to which the building extension frame coordinates with, along the two elevations it interfaces with. The high level of repetition and scale of the details means that the transition between the two module sizes is negligible and does not compromise the legibility of the overall composition.

1. Full height curtain wall glazing with slimline cappings & revolving door
2. Reconstructed stone precast concrete sill and overhang to ground floor
3. Floor to ceiling windows set within punched opening reveals
4. Reconstructed stone precast concrete mullions
5. Chamfered reconstructed stone precast concrete sills
6. Metal railings to enclose roof terrace (with colour matched metal planter behind)
7. Precast concrete facade “crown” mullions & head capping with secondary steel structure restraint behind.



Portland Street Section



Portland Street Elevation

Façade Colour

The colour of the façade has been carefully considered, and various colour options were tested at the early design stages of the project including; natural stone colour, warm grey, red/terracotta and green.

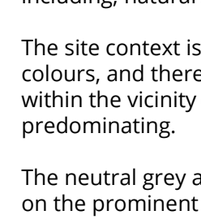
The site context is very eclectic in terms of building materials and colours, and there is a varied mix of façade materials and treatments within the vicinity of the site, with no one specific material type/colour predominating.

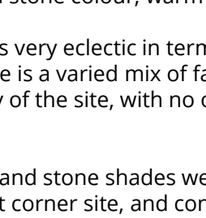
The neutral grey and stone shades were deemed to appear too neutral on the prominent corner site, and concerns with regard to staining, ruled these colours out.

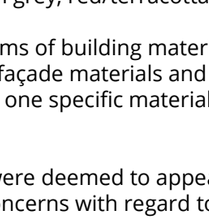
The development of green and red toned facades was explored further, but red was perceived as being too intense. A green toned façade is proposed.

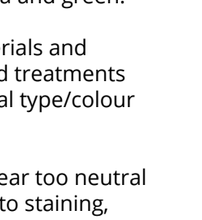
Precedent

Within the wider city centre context, the established material palette incorporates shades of green that can be seen on both historic and contemporary buildings ranging from; the former warehouse of Joshua Hoyle and Sons Ltd (now Malmaison Picadilly Hotel), Windmill Green (Mount Street), 4 Angel Square, and Plot 9 First Street.



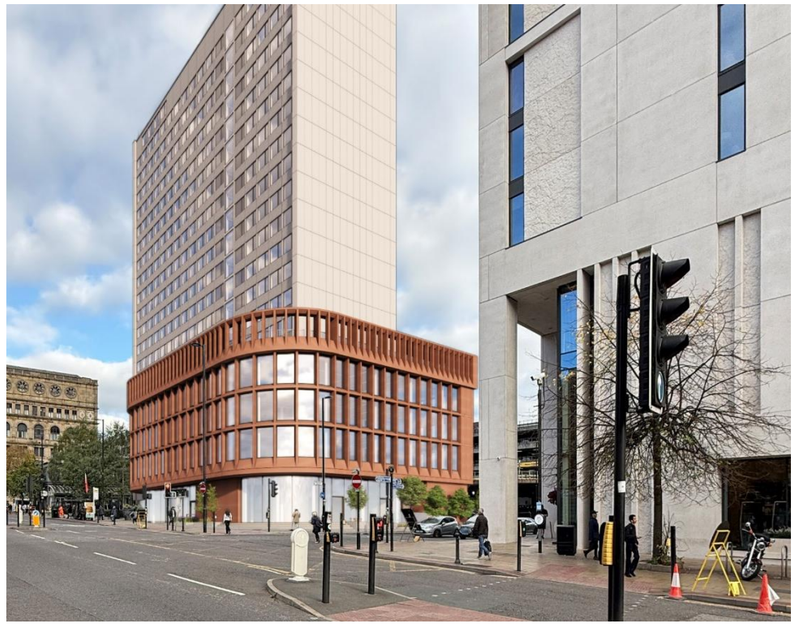












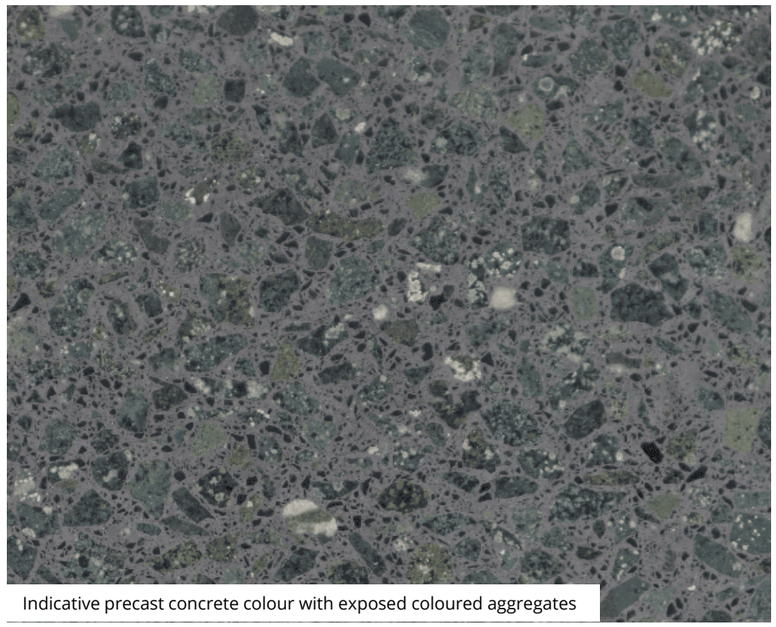


Façade Materiality

A green colour facade is favoured to:

- Mark the extension as being visually distinct from the tower and its immediate context.
- Provide a new visual landmark on the prominent corner, that serves to give Manchester One a distinctive new identity.
- Provide a tone-on-tone backdrop to the proposed new planting and landscaping that encompasses the site perimeter and rooftop.
- Mitigate the visual impact of dirt and staining

The intention is to use a panel that contains a rich blend of coloured stone aggregates which reveal themselves when viewed up close, to provide visual interest and detail.



Indicative precast concrete colour with exposed coloured aggregates




bruntwood





5.5 | Tower

Existing Façade

The building was constructed using precast concrete façade panels with an exposed, light aggregate finish. Installed below the windows in horizontal bands to the north-west and south-east elevations, they are typical of a building of this era.

The primary façades have a very strong ordered geometric arrangement, with regular size metal framed windows set between columns faced with a painted metal fascia. The window configuration consists of two fixed panes and an outward opening top-hung light.

Previously, the heavily textured precast concrete panels have been painted a dark grey colour, presumably to counter the darkening and discolouration that took place during the first 25 years of the building's life, when the air quality in the city centre was lower and pollution more prevalent. Between each precast concrete façade panel is a thick structural movement joint.

The original gable elevations (north-east and south-west) are constructed using full height precast concrete panels that span floor to floor. These also have an exposed aggregate finish in a mid grey but have been overclad with flat metal panels at some point during the last 30 years and are now concealed.

The storey and a half ground floor elevations to Portland Street and Sackville Street, wrapping around to the plant room at the rear of the building are predominantly glazed, with the remainder of the rear elevation consisting of more precast concrete panels with smaller window openings.



Proposed Façade Treatment

The design proposal aims to upgrade and refinish key elements of the external tower fabric in order to improve the thermal performance of the office spaces, refresh the building's overall appearance, and provide an opportunity to re-position the building within the Manchester city centre office market.

Through a coordinated design approach, the proposed paint colours, finishes, and new window designs seek to complement the massing and language of the extension, creating a coherent and unified architectural response that ties the new and existing elements together.

Key Elements

1. Precast concrete façade panels

Warm neutral tone paint finish to all precast panels to the north-west and south-east elevations. Preliminary colour test panels to be prepared by applicant, once a preferred colour is selected a larger mock up panel will be submitted for presentation to MCC Officers.

2. Window, sills & column fascias

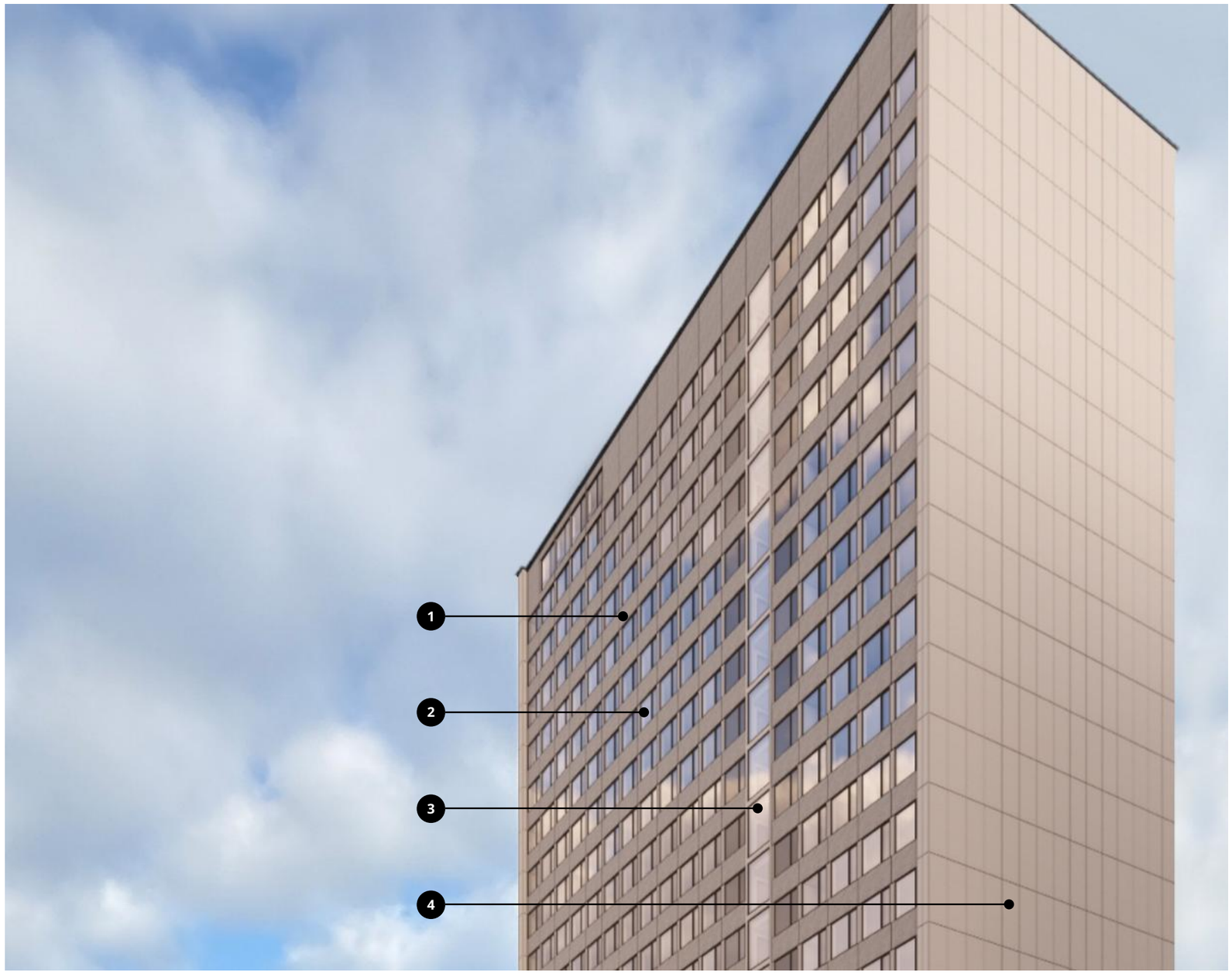
New replacement metal framed windows and sills in various configurations providing improved thermal and acoustic performance and natural ventilation through manually opening lights. New column fascia panels in colour to match windows and sills.

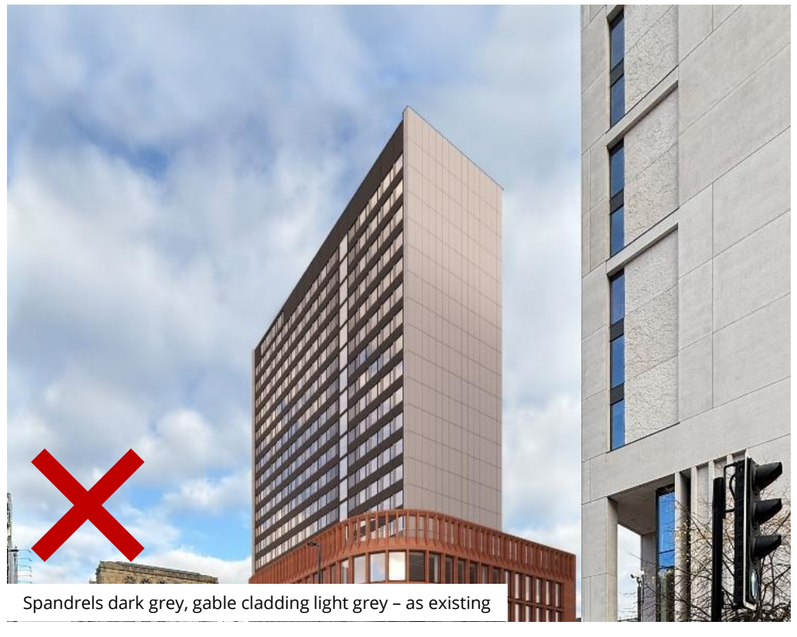
3. Curtain wall glazing

Floor to floor curtain wall glazing with opaque spandrel panels to floor zones, installed to a single bay on the north-west (Portland Street) elevation above the proposed extension massing. Providing views from the customer lobby, mirroring those available from the south-east elevation.

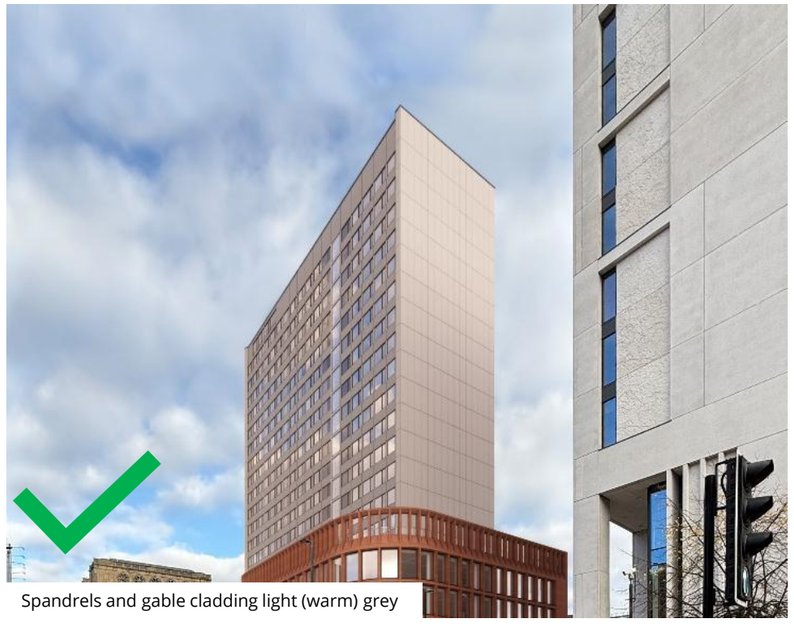
4. Gable cladding panels

Warm neutral paint finish to all metal cladding to the north-east and south-west elevations. Preliminary colour test panels to be prepared by applicant, once a preferred colour is selected a larger mock up panel will be submitted for presentation to MCC Officers.

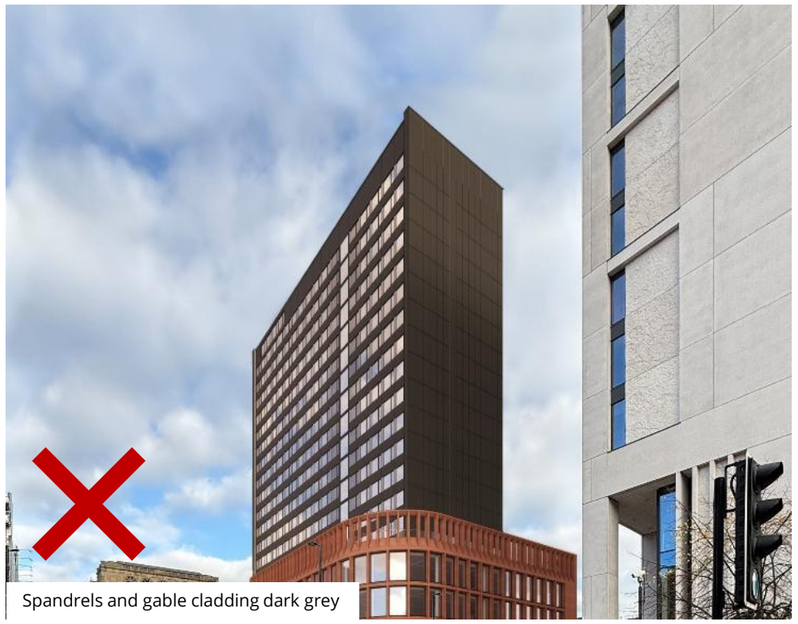




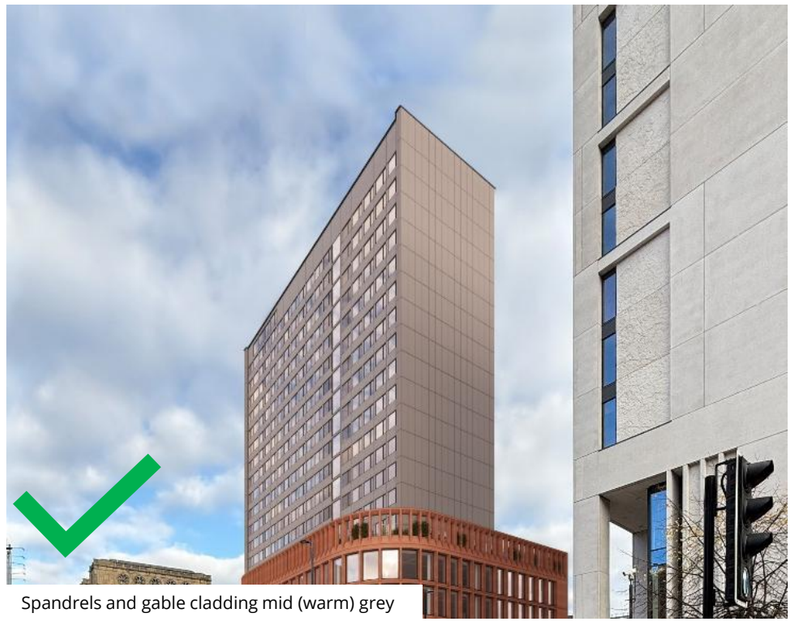
Spandrels dark grey, gable cladding light grey – as existing



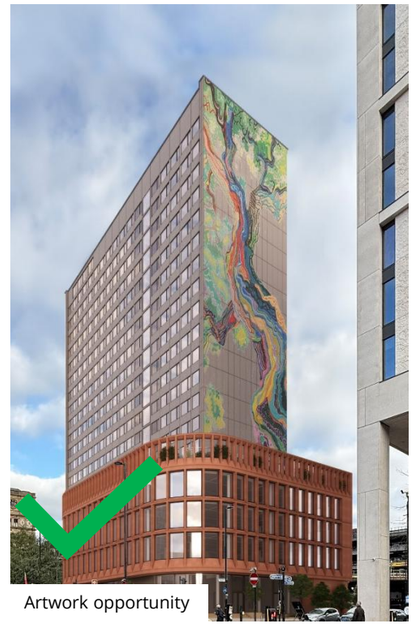
Spandrels and gable cladding light (warm) grey



Spandrels and gable cladding dark grey



Spandrels and gable cladding mid (warm) grey



Artwork opportunity



Original appearance

Notes:

- Studies undertaken to test possible colours/ tones
- Lighter tones preferred, dark tones appear overpowering, especially to north facing elevation.
- Lightening concrete spandrel panels back towards their original appearance (precast concrete with light aggregate).
- Consideration for artwork mural to Sackville Street gable elevation *(artwork does not fall under this Application, any artwork will be subject to a separate advertisement consent application(s).*

Replacement Window Design Principles

The existing building currently contains approximately 750 window units across the two primary facades. The principal brief for the replacement window design was to retain the existing strategy of a naturally ventilated building to the existing tower office floorplates, offering users greater control over thermal comfort and fresh air, whilst improving the overall thermal performance of the facades.

For this reason, the replacement window to the office suites will retain a manually opening light. Thermal modelling studies have been undertaken to assist with the development of the window proposal and have provided recommendations on glass specifications and tested free air calculations on the ratio of open to fixed panes.

A number of arrangements were ultimately considered, including bottom hung inward vs. top hung outward opening vs side hung lights and the method of manual operation. Architecturally the design sought to retain aspects of the original window proportions whilst providing a contemporary upgrade to the overall composition of the elevations.

Finally, detailed design analysis was undertaken with market suppliers to develop the proposal further, to ensure that both the fixed and opening components were technically achievable in terms of size and manual handling.

Elsewhere, windows are to be replaced to the core and WC area on all floors above the extension (north-west elevation), the primary accommodation stair that serves all floors (south-east elevation) and the unique openings to the 21st floor office suites. These window types will all be fixed units.

The stair windows currently have opening lights but these have been deemed to be unsuitable due to the difficulty in operating them from the stair landings. To resolve the issue of summertime overheating and to provide the fire and rescue service with a means to eject smoke from the primary access stair, a glazed automatic opening vent (AOV) is proposed at the head of the stair enclosure.



Part northwest elevation



Part southeast elevation

Proposed Office Suite Replacement Windows

Following extensive development, the proposal is to install new high-performance metal framed double glazed window units throughout the office floorplates configured as a dual glazing pane design with a larger fixed pane separated from and smaller opening light by a mullion.

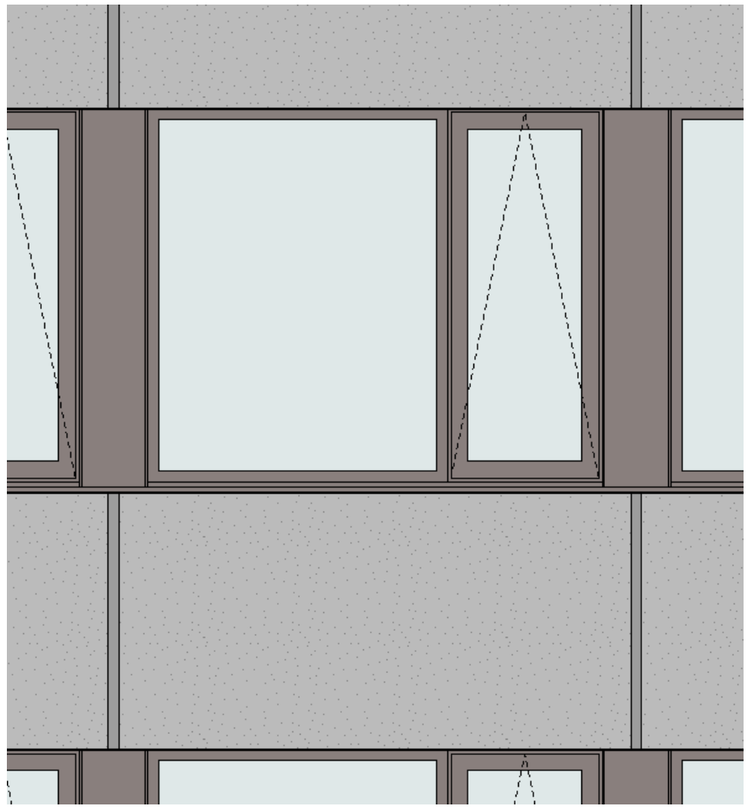
The proposal is to replace all of the existing windows to office floorplates from the 1st floor up to the 20th floor inclusive with the design as indicated opposite. The strategy adopted will be that every window is openable, to provide flexibility in office layouts and consistency in the treatment of the elevation.

The new window units will provide significant improvements to the thermal performance of the building, provide additional solar control, address acoustic and wind/ air ingress issues and afford users greater control over thermal comfort, all of which will ultimately support a more comfortable internal workspace.

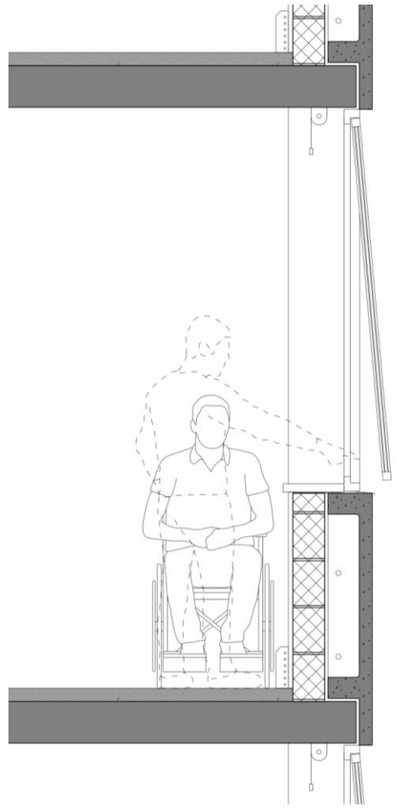
As well as the performance criteria, the selection of a top hung, outward-opening window light was favoured because it provides manual operation at a height that is highly accessible to most users. The existing openings are at high level above the transom and must be operated with a long reach pole.

A sill height handle operation removes this restriction and will encourage users to actively engage with the natural ventilation strategy, helped by a BMU display panel internally to advise when conditions are optimum to open and then close windows.

The window replacement will include the fascia cladding to the column faces and the continuous sill elements that cap the top of the precast concrete spandrel panels, all to be provided in a single RAL colour (PPC finish), to be agreed.



Proposed office window replacement (elevation)



Proposed office window replacement (section)

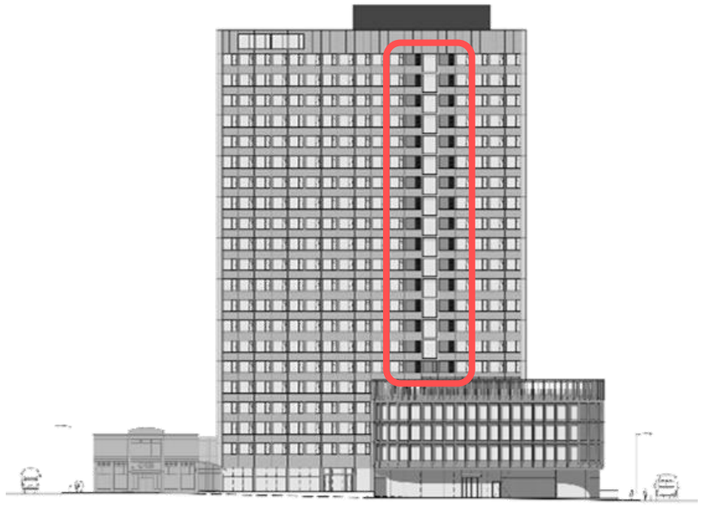
Proposed Core & WC Replacement Windows

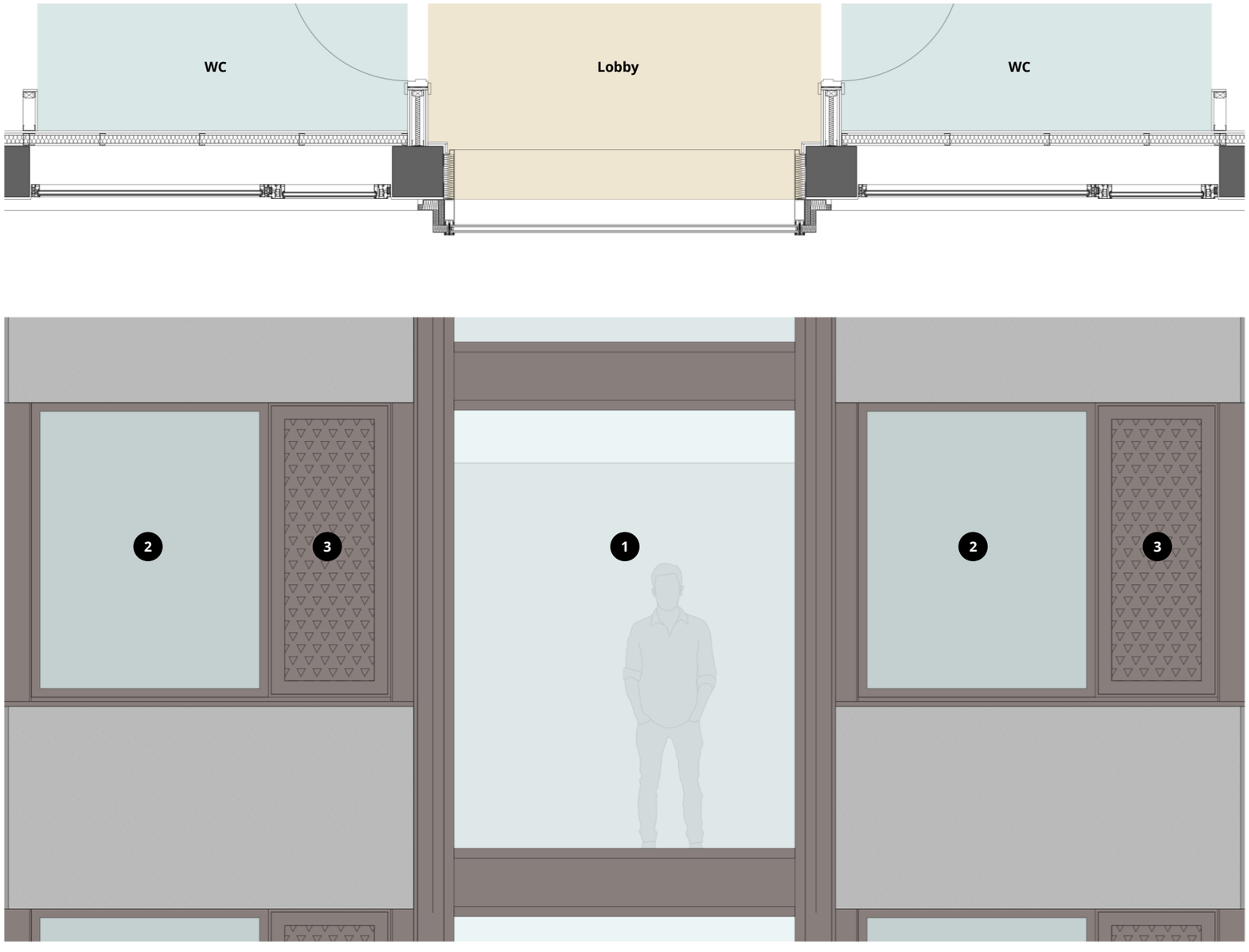
The façade proposals include subtle interventions that help to update the appearance of the tower and that are designed to complement the architectural language and addition of the extension, without altering the overall composition of the existing building.

In a specific location on the north-west elevation, the intention is to remove the precast façade panels and windows in a full vertical bay. Rising from the 5th floor to the 20th floor, the new curtain wall will create full height glazed openings into the lift and WC lobby space and provide an enhanced on-floor arrival experience for customers with dramatic views out over the city and north Manchester.

The glazed "column" will sit over the proposed extension, whilst at 4th floor level, a glazed door opening will provide access onto the customer roof terrace from the core.

The existing windows located either side of the curtain wall bay are no longer required to be clear glazed units as they contain reconfigured universal "superloo" WC rooms behind them. Instead, the large pane will be opaque and the small pane will contain decorative ventilated units to provide a means to ventilate the WC spaces through the ceiling void.





1. **Full height curtain wall glazing (clear) with insulated PPC flashings and spandrel**
2. **Opaque glass pane to replacement window (fixed)**
3. **Decorative metal ventilated panel with louvre set behind (fixed)**

Core Area (floor levels 5 – 20)

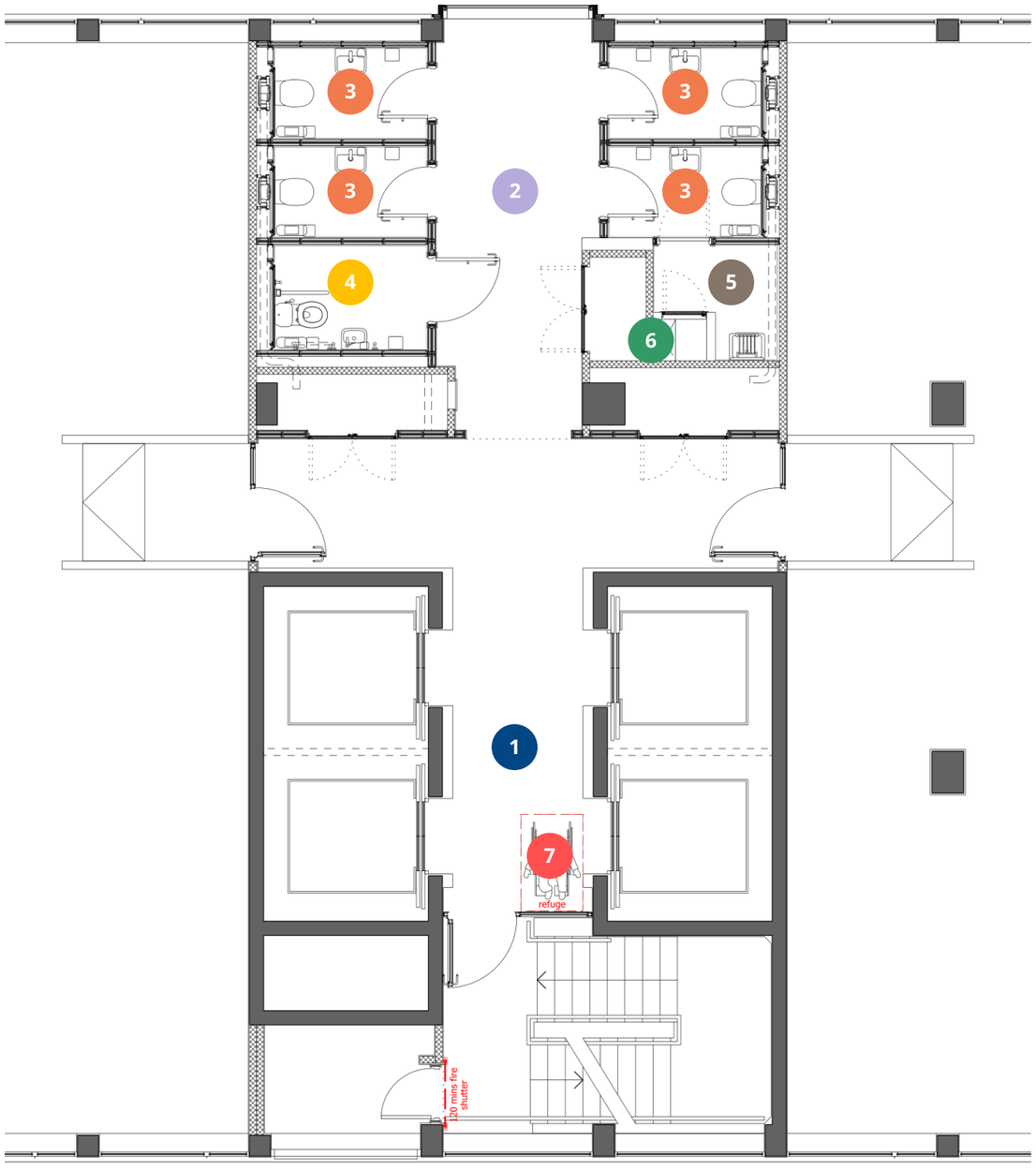
The spatial configuration of the lift landing and office suite lobby will remain unchanged, with the refurbishment proposals focusing on lift car replacement, doors/ glazed screens, finishes, lighting and signage and wayfinding. A refuge point and call panel will also be installed.

The WC area will be reconfigured to provide 4 no. universal self enclosed WC spaces and an accessible WC, a significant upgrade to the building's accessibility and inclusivity provision. A cleaning cupboard will ensure that floors can be sufficiently serviced and an extension to the electrical riser will also be added to future proof for future HVAC demands following the removal of gas-powered heating systems.

The combined lobby space will benefit from improved daylighting and views out of the building from the full height curtain wall glazing to the north-east elevation.

1. Lift landing & Office Suite Lobby
2. WC Lobby
3. Universal WC Superloo
4. Accessible WC
5. Cleaner Store Room (accessed via superloo WC)
6. Extension to electrical riser
7. Refuge point & call panel





Customer Suites

The office accommodation to the small and large wings of the building above the extension, from fifth floor to twentieth floor inclusive, will undergo a programme of phased refurbishment.

Following the window replacement and the external enhancements and decoration which will be undertaken in the main contract works, office floorplates will be refurbished to provide a number of improvements and be provided with modern Cat A office provisions to offer flexible, efficient and quality accommodation for customers:

1. Provision of smoke lobby and refuge point

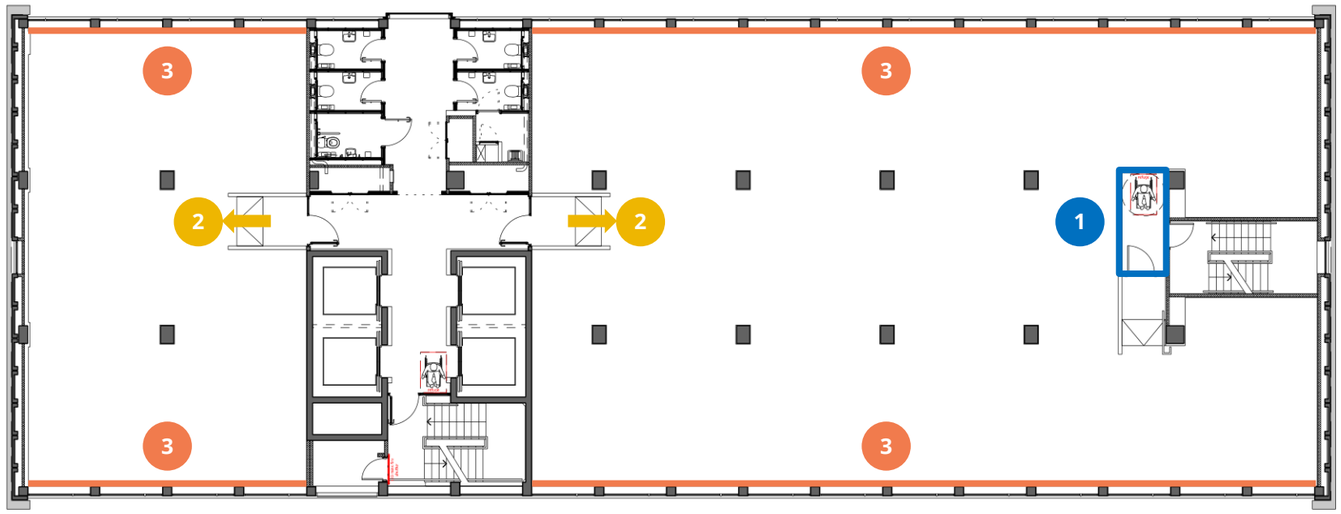
The fire strategy for the building requires the second stair enclosure used for escape purposes to be smoke lobbied. The original building design did not include this provision therefore a lobby will be constructed at each floor level. The lobby has been designed to include space for a refuge point for occupants who cannot easily evacuate during an emergency to wait for rescue.

2. Raised Access Floor

The existing building does not have any raised access floors, power and data services ae currently routed through perimeter trunking. The proposed design introduces a micro 75mm system that will significantly improve the servicing and fit-out capabilities for incoming customers. To address the level changes created by the raised floors, ramped entrances will be created immediately inside the suite, from the suite lobbies which will remain at existing finished floor levels.

3. Thermal upgrades

Constructed without external wall insulation, the building relies on the thermal mass provided by the external wall build up. To improve the thermal properties of the envelope it is proposed to introduce an insulated dry lining to the internal face of the north-west and south-east elevations. By also removing an original blockwork leaf inner-skin, valuable floor area can be reclaimed, as well as removing loading from the edge of the floor slabs to mitigate the added weight of the new double-glazed window units.



5.6 | Basement Plant, Substation & Cycle Parking

Existing Building Analysis

- The rear of building is currently dominated by the semi-exposed basement plant room and oversailing vehicular ramp leading to the multi-storey car park.
- The existing external space covered by the car park ramp is problematic, it provides shelter for rough sleeping and antisocial behaviour.
- The Ad-hoc, temporary fencing and barriers to control access to under croft and coach station is badly implemented and incongruous.

Opportunities

The proposals include new infrastructure and amenity provision which will be co-located at the rear of the building. Their arrangement and material treatment has been carefully considered in response to the existing layout of this area of the site and the issues presented in the analysis above.

The following pages present the proposed addition of a new electrical substation, secure cycle parking and a small area of external plant space.

This is achieved through the construction a new external enclosure that will provide a safe and welcoming means of entry to the building for cyclists and potentially for out of hours access, whilst incorporating vital plant and building infrastructure necessary to service the building.

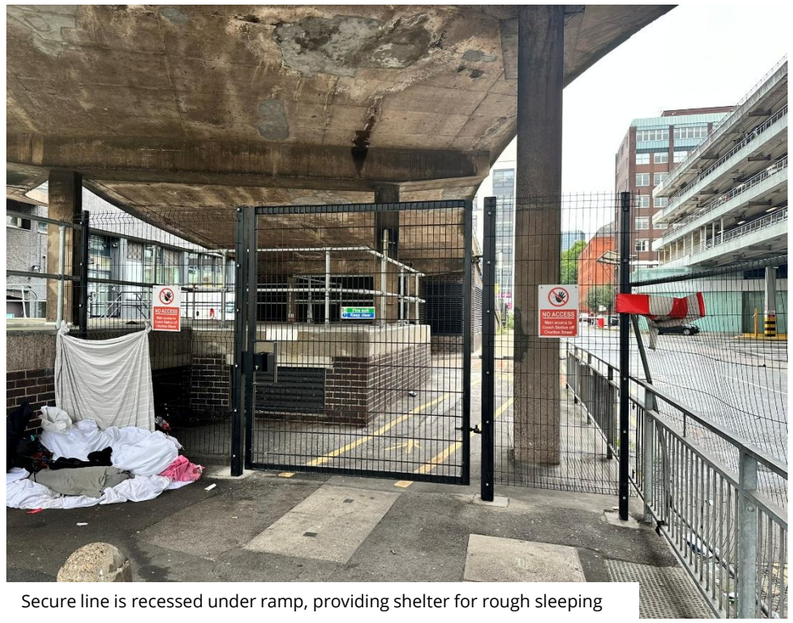
Jointly, the proposals aim to address and improving the existing external areas through the improvements to the car park landscaping, external lighting design and signage and wayfinding.



Rear of building is currently dominated by the plant room roof and car park ramp



Plant room roof slab is vacant, underutilised and unattractive



Secure line is recessed under ramp, providing shelter for rough sleeping



Access to wet riser inlet required by GMFRS

Basement Level Proposals

With the clear target to achieve net zero carbon by 2028, the design proposals involve the decommissioning and removal of existing gas fired hot water boilers that currently serve central heating systems still operating in parts of the building.

Efficient VRF heating and cooling systems will be installed to serve the new extension accommodation and future office suite refurbishments to the existing building will follow the same strategy. The increased electrical load this will place on the building can not be met by the current ENW substation, located within the basement plant room structure at the rear of the tower.

A new secondary substation is proposed as part of the development, to work alongside the existing infrastructure and to enable the building to remain on-line throughout construction.

It has been designed to occupy part of the basement plant room space where the aforementioned gas water heaters are currently located. Due to the requirement for the substation to be accessible from street level, for installation and maintenance by the IDNO, the level of the substation is raised to ground level, with the massing of the enclosure projecting above the existing basement roof slab.



Proposed basement level plan

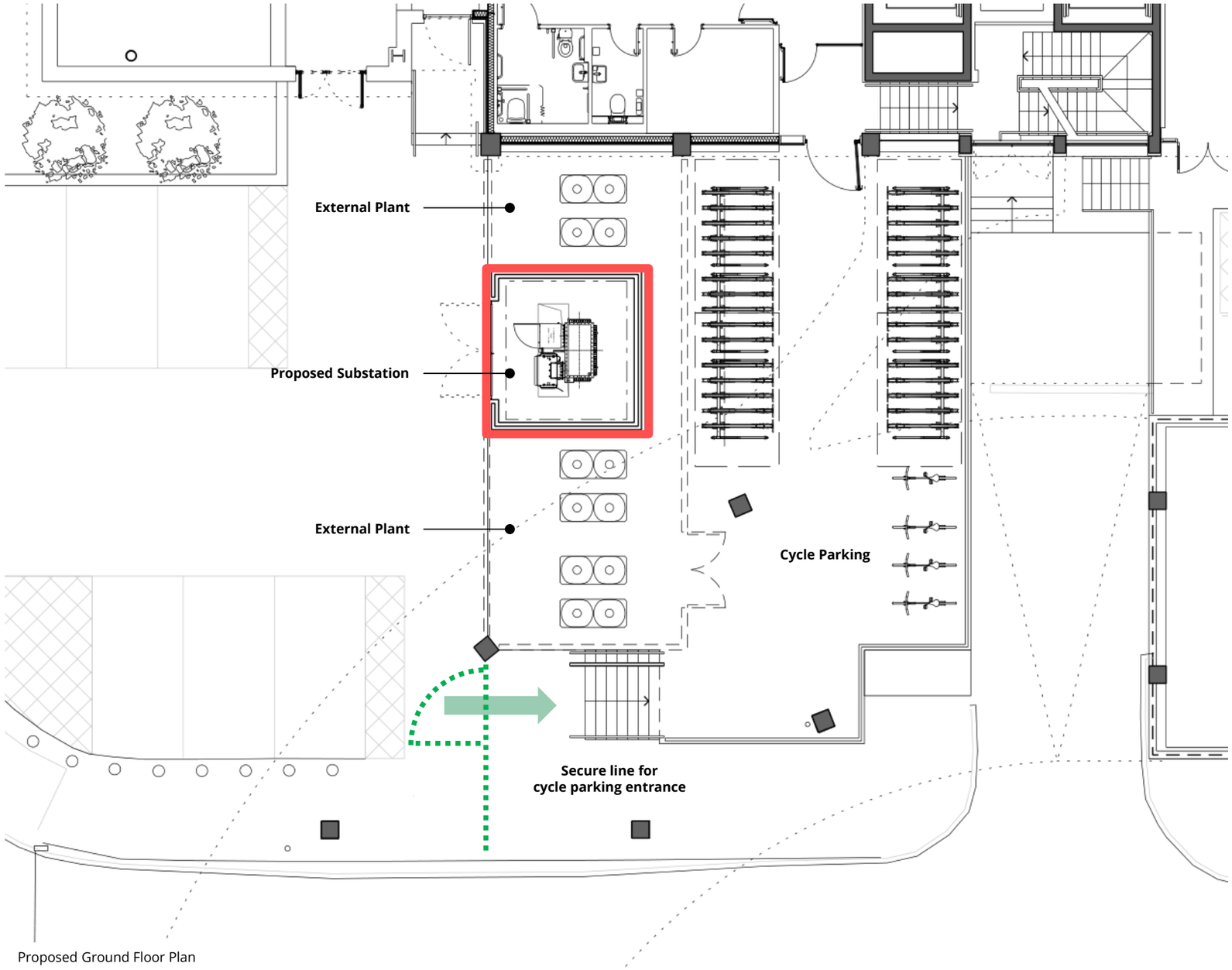
Ground Level Proposals

To incorporate the projecting massing of the substation coherently into the existing raised plant room structure, a high-quality, decorative metal screen is proposed, with subtle feature lighting integrated into the facade to form a unifying enclosure, wrapping around the perimeter of the raised plant room roof area.

Within the secure space created, sheltered cycle parking leading to a dedicated amenity building entrance has been designed and in addition, small external plant compounds for the retail F&B use and for future VRF condenser plant to support the move to electrically powered HVAC systems.

The improvements proposed in this area aim to enhance what is currently regarded as a problematic external space at the rear of the building, exasperated by the oversailing vehicle ramp connecting to the adjacent multi-storey car park which provides unwanted shelter and under-lit spaces that facilitate anti-social behaviour and rough sleeping.

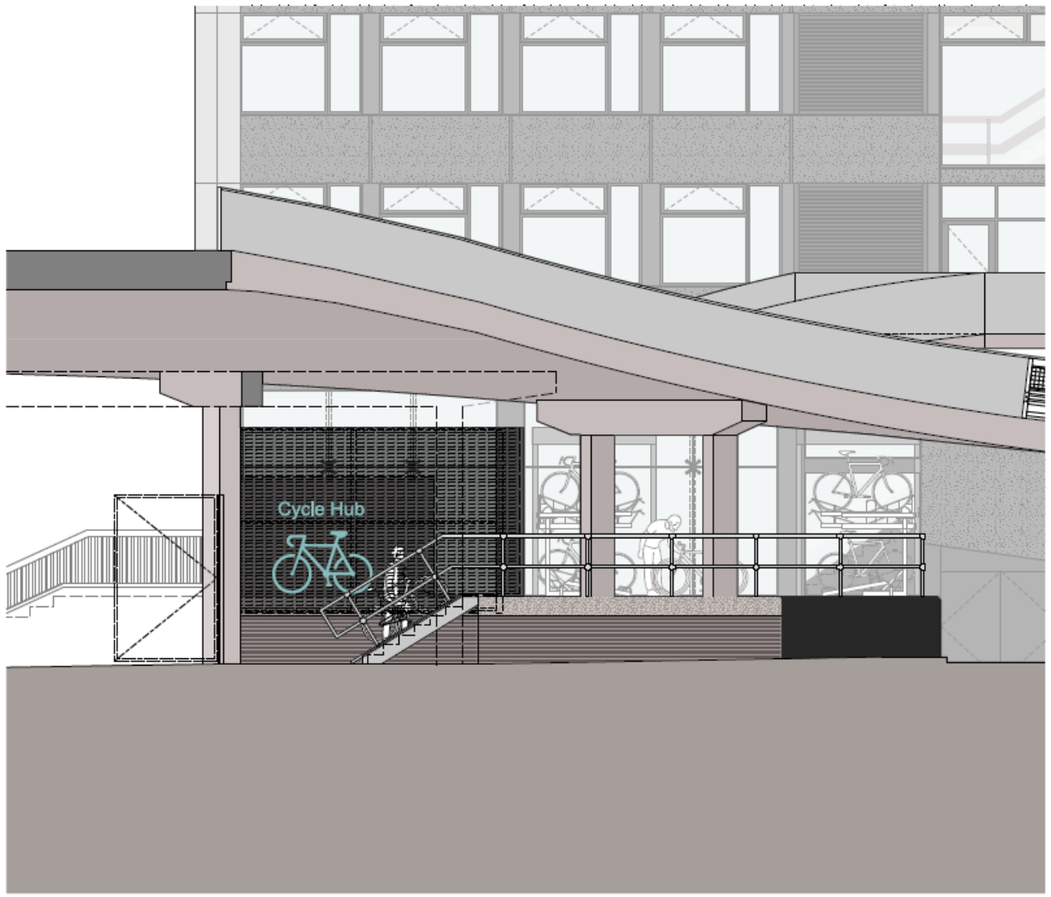
Through high-quality material specifications, effective external lighting and landscape improvements to the surface car park and site boundary, it is envisioned that the proposals will vastly improve the relationship between the building and its connection to the public realm on Sackville Street.



Proposed Ground Floor Plan



Section 1



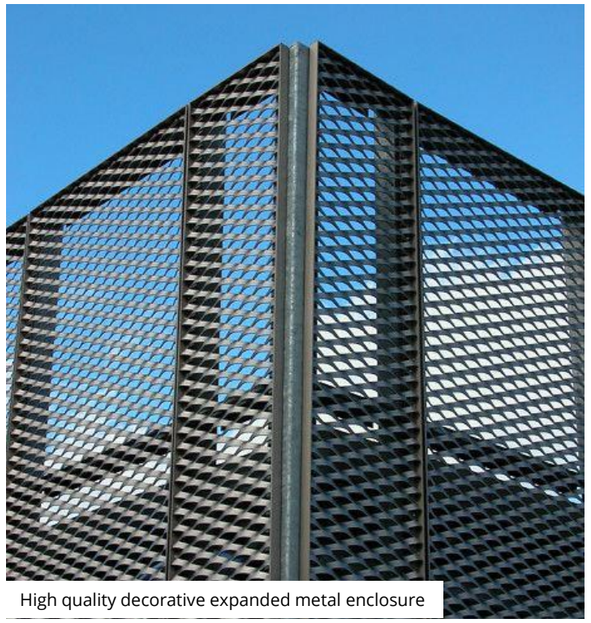
Section 2



Section 1



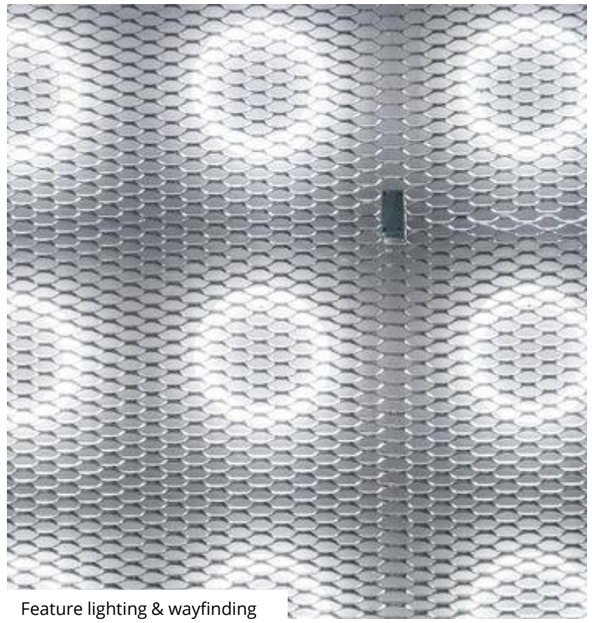
Elevation 1



High quality decorative expanded metal enclosure



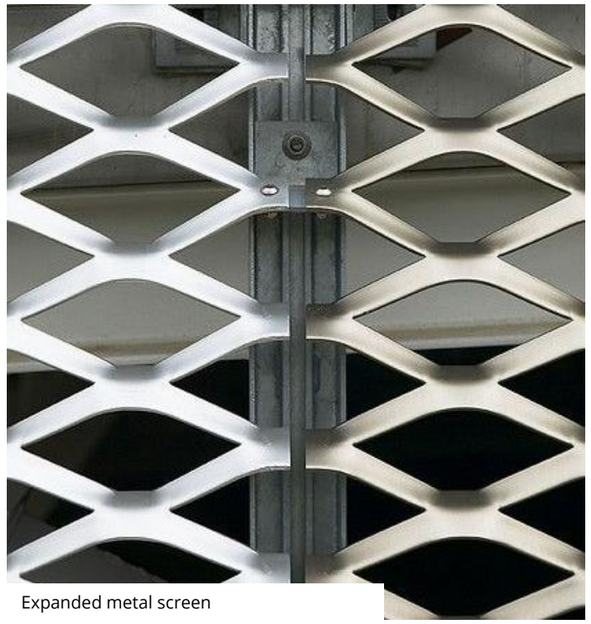
New enclosure has the ability to present a lantern appearance to illuminate the dark under croft below the car park ramp



Feature lighting & wayfinding



Secure two-tier cycle parking for 60 bikes



Expanded metal screen



Cycle wheeling ramp to access plant room roof

5.7 | Elevations


Chorlton Street
Sackville Street
Portland Street

Material Key

A. Existing ground floor glazing/ doors – retained & cleaned

B. Existing ground floor rendered wall/ columns – retained & cleaned

C. Existing precast concrete cladding – retained & redecorated

D. Existing metal ventilation louver panels – retained & redecorated

E. Existing metal cladding to gable elevations – retained & redecorated

F. Proposed replacement column cladding fascia (PPC to RAL colour)

G. Proposed replacement metal framed windows with clear glazing & opening lights (PPC to RAL colour)

H. Proposed replacement metal framed windows with opaque glazing & decorative ventilation grilles (PPC to RAL colour)

I. Proposed replacement metal framed windows with clear glazing (PPC to RAL colour)

J. Proposed metal framed automatic opening vents with clear glazing (PPC RAL to colour)

K. Proposed full height metal framed curtain wall glazing with opaque spandrel panels & flashings (PPC to RAL colour)

L. Proposed precast concrete cladding

M. Proposed metal framed windows with clear glazing (PPC to RAL colour)

N. Proposed curtain wall glazing with flush slimline cappings (PPC RAL colour)

O. Proposed metal framed glazed doors/ revolving door (PPC to RAL colour)

P. Proposed metal railing balustrade (PPC to RAL colour)

Q. Proposed louvered metal plant screen (PPC to RAL colour)

R. Proposed expanded metal screen inc. access doors (PPC to RAL colour)

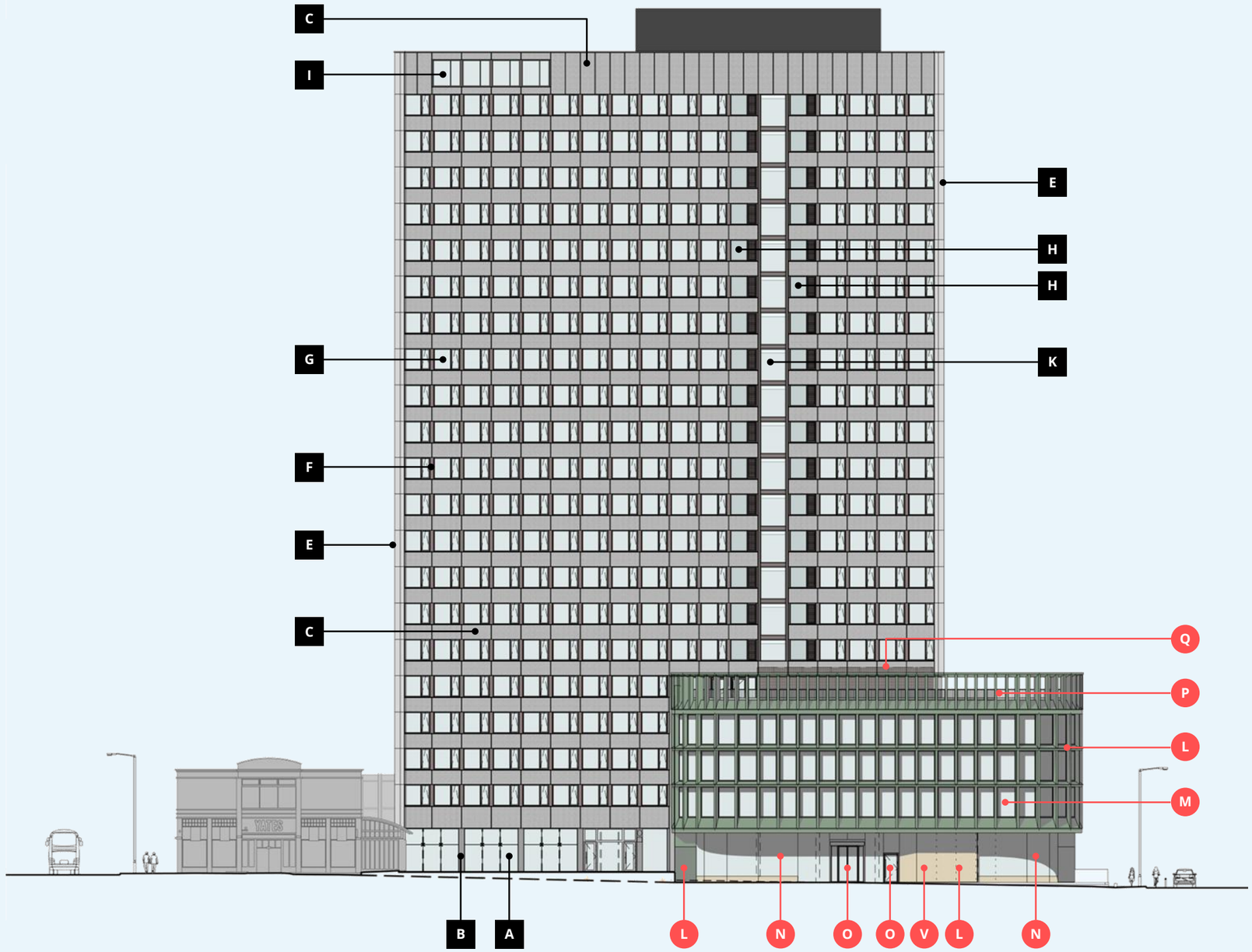
S. Proposed ventilated metal door (PPC to RAL colour)

T. Proposed through-coloured render (to match existing finish B)

U. Proposed decorative ventilation openings in precast cladding to screen louvres behind

V. Proposed building name signage zone

W. Opportunity for mural/ painted artwork



Material Key

A. Existing ground floor glazing/ doors – retained & cleaned

B. Existing ground floor rendered wall/ columns – retained & cleaned

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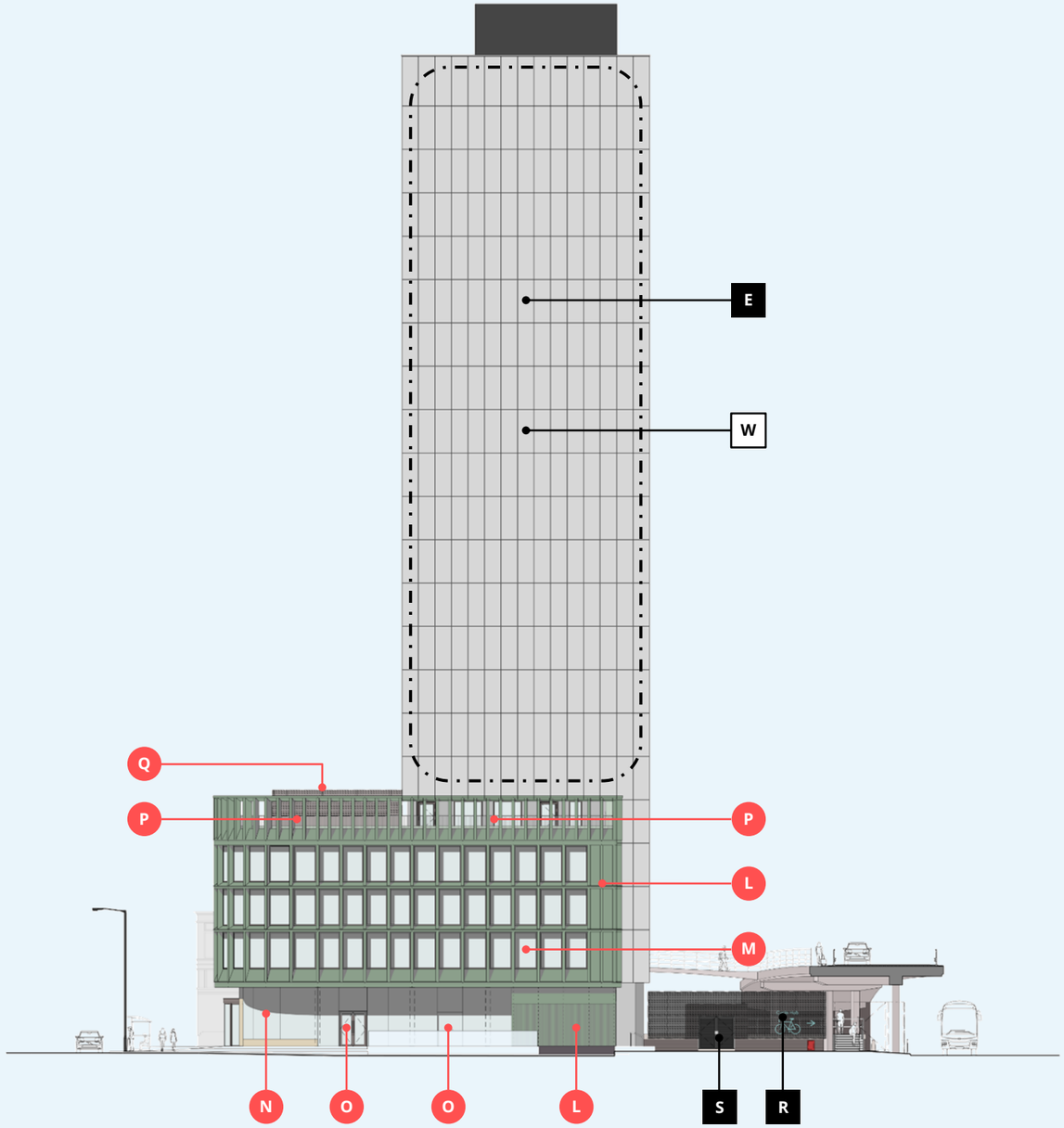
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V. Proposed building name signage zone

W. Opportunity for mural/ painted artwork (subject to separate planning application)



Material Key

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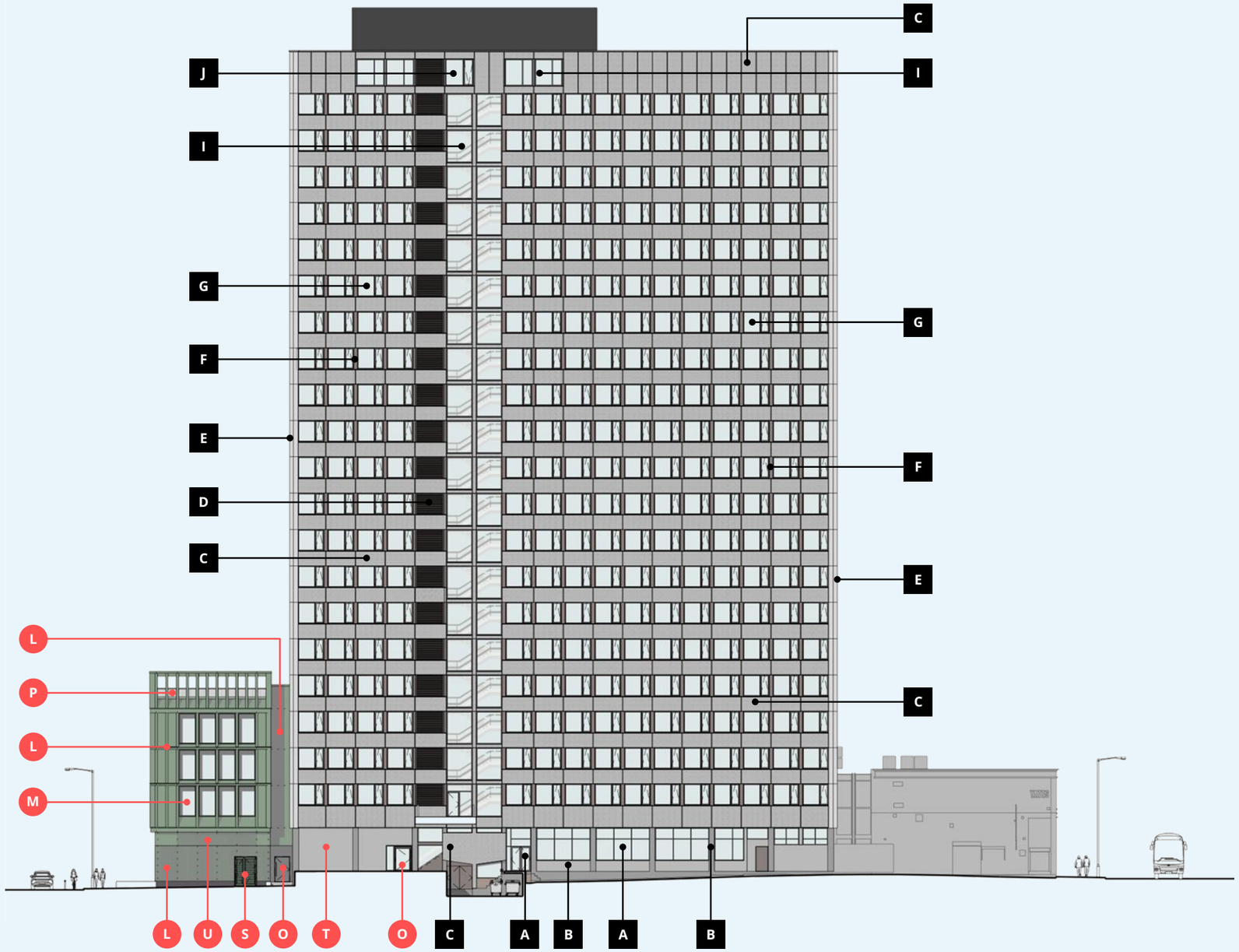
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T. Proposed through-coloured render (to match existing finish B)

U. Proposed decorative ventilation openings in precast cladding to screen louvres behind

V. Proposed building name signage zone

W. Opportunity for mural/ painted artwork



Material Key

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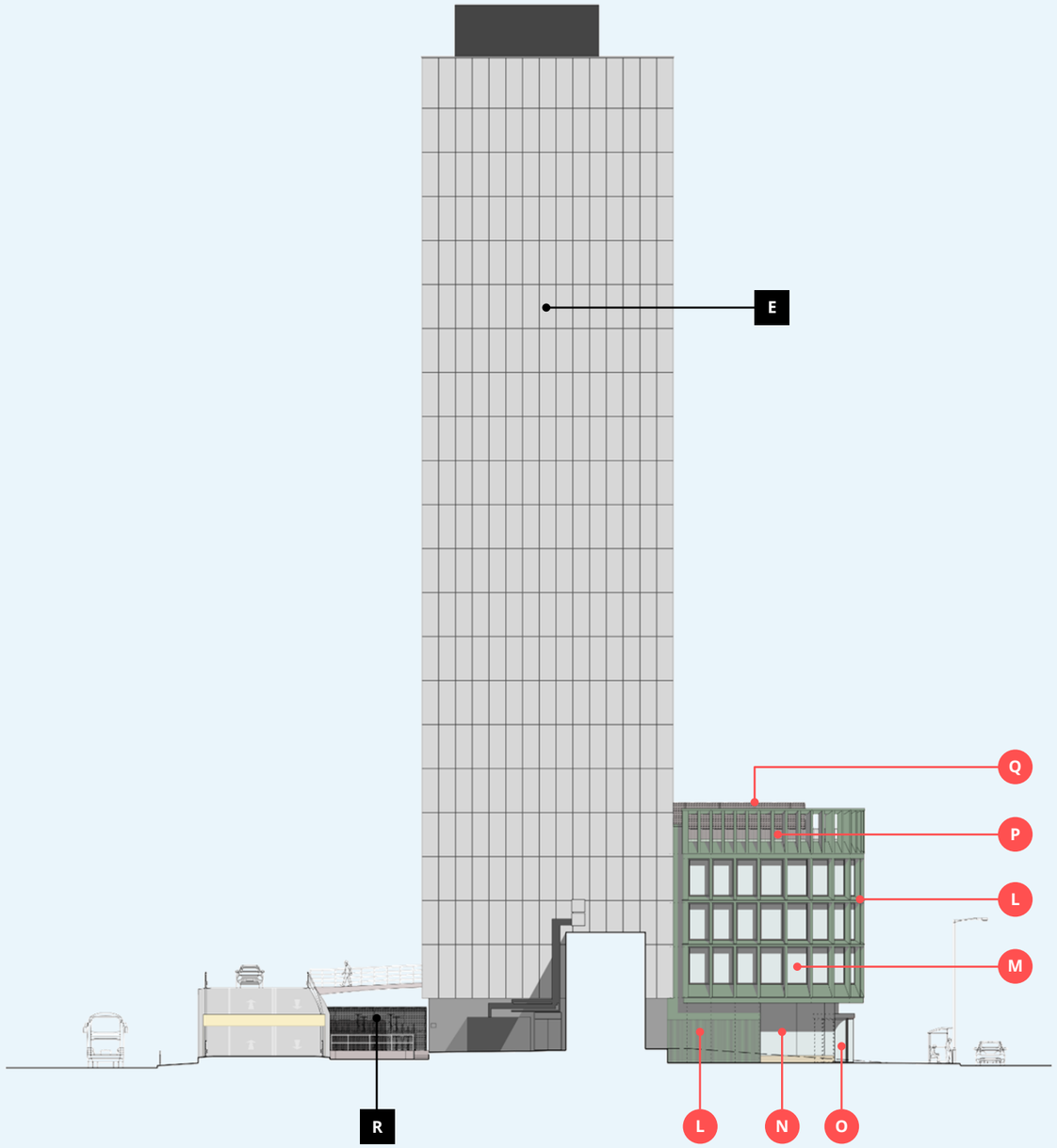
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U. Proposed decorative ventilation openings in precast cladding to screen louvres behind

V. Proposed building name signage zone

W. Opportunity for mural/ painted artwork



6.0 | Public Realm & Roof Landscape



The design of the architecture and external landscape have been developed in parallel. The objective is that the landscape serves both to enhance the setting of the building and the wider city centre context for building users and the public.

For details of the proposed landscape design, refer to Exterior Architecture Manchester One: Landscaping Design and Access Statement.

7.0 | External Lighting

External lighting Overview

The architecture and architectural lighting design will be carefully integrated. The aim is for the architectural lighting design to present a welcoming and warm facade onto the corner of Portland Street and Sackville Street, emphasise the curved facade, mark the new entrances to the building and enhance the night time environment in the area.

The building crown at roof terrace level will provide an additional illuminated feature. This will frame the new architecture, and serve as a visual marker for Manchester One within the surrounding street scene. Lighting will be warm white, and balanced to blend into surrounding light levels.

External Hard Landscape & Entrances

The new external hard landscaped plinth acts as a buffer between the street and the building, at night the associated architectural lighting design is intended to act as a positive threshold.

Linear recessed luminaires within the architectural first floor overhang serve to create a uniform glow of light surrounding the building and ground floor external terrace. Integrated step lights will provide visibility to step treads, internally illuminated planters will provide soft uplighting to the trees, as well as low level lighting to the planters and enhance the overall design
quality.

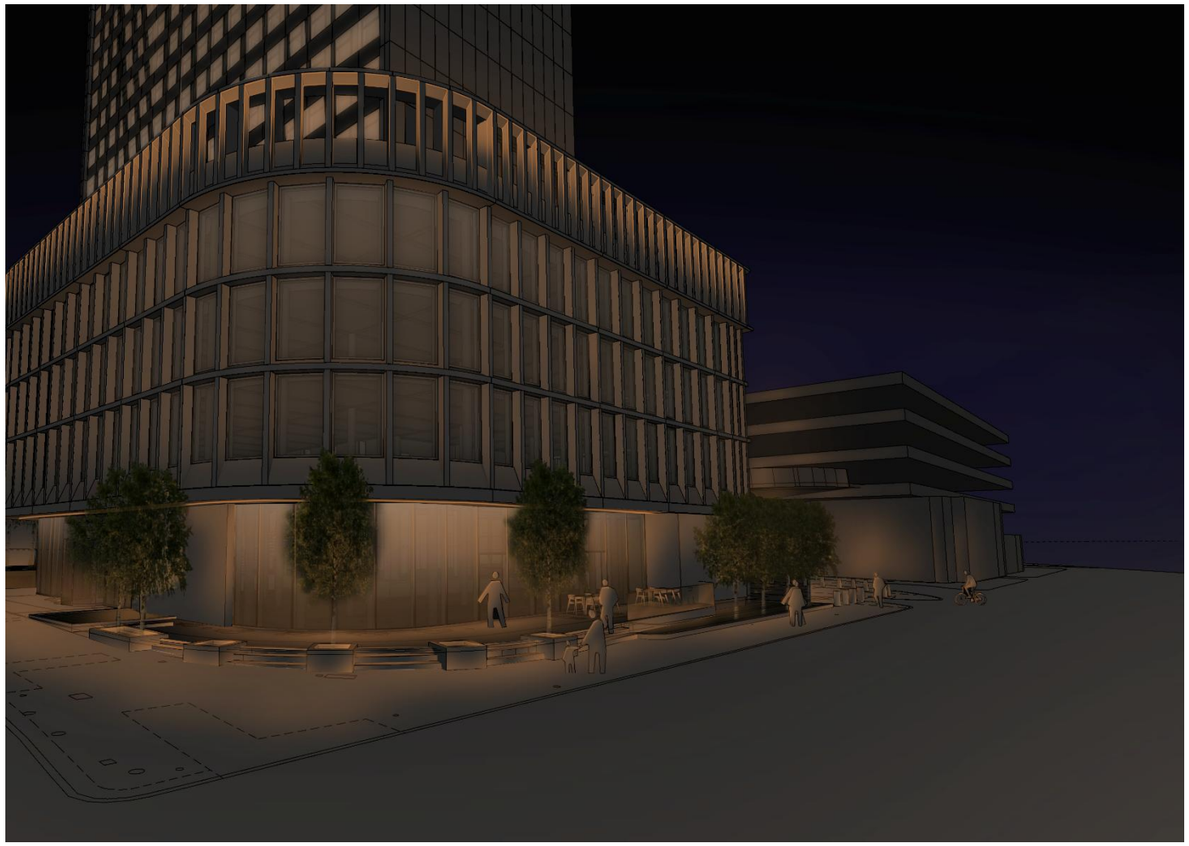
Cycle Parking & Approach

External lighting is designed to ensure the link to Sackville Street, the cycle store and the car park is inviting and safe and welcoming in the evening, providing a clear link to onward routes and mobilisation. This will be achieved with warm white lighting; highlighting clear wayfinding routes with light, with a focus on illuminating the vertical and horizontal surfaces.

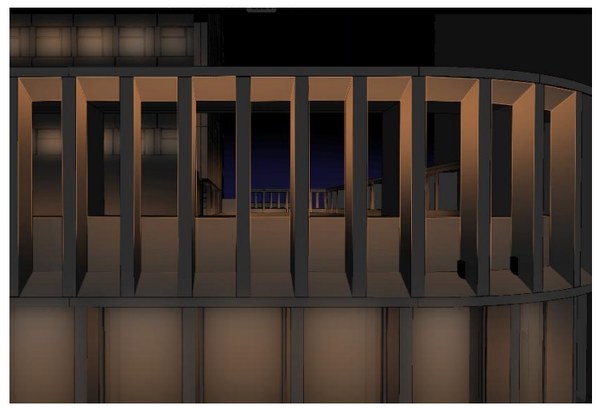
Extension Rooftop Lighting

For safe pedestrian passage around the rooftop low level lighting (reaching 25-50 lux) will mark the routes around the space, whilst not detracting from the nighttime views of the city.
Planters will also have integrated lighting to allow visibility, access and wayfinding, whilst enhancing the environment for terrace users in the evenings.

The crown lighting frames the building externally and also works to give the rooftop terrace an appealing perimeter of vertical light. This actively helps to make the terrace space feel wide and open, as well as giving depth to the highlight architectural form.







8.0 | Access

8.1 | Access

Access to the site

The area is well served by public transport with local bus routes running along Portland Street. The wider bus and tram network can also be accessed via Piccadilly Gardens, a short walk away. The site is adjacent to the Manchester Coach Station which provides connections to National routes and is in close proximity to Oxford Road and Piccadilly train stations which are both within walking distance.

Pedestrian Approach

Access for office users will be via the new main entrance proposed off Portland Street and will be step free from street level. Access to the food and beverage retail space can be accessed internally off the main reception during normal operating hours or from a dedicated external entrance accessed from Sackville Street via a small stepped level change or along a hard landscaped ramp that wraps around the radiused corner to Portland and Sackville Street.

Vehicular Access

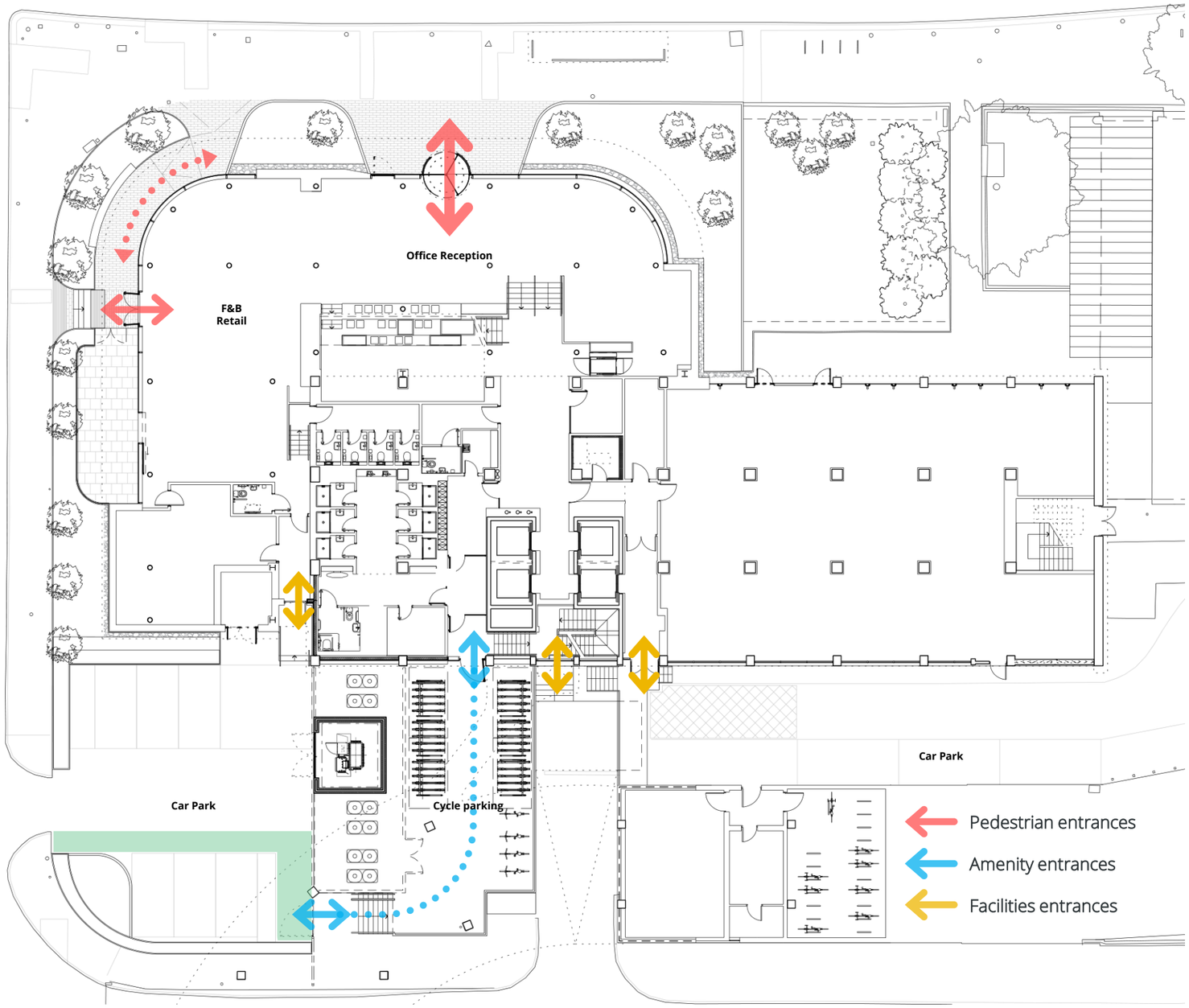
It is proposed to retain the existing surface car parking provision on the site, however with a slight reduction in the number of spaces to the Sackville Street car park (11 existing, 6 proposed), in order to increase the size of the bay markings to suit current guidance, provide a zone for new raised planting, and to allow a dedicated access route to the secure cycle store.

Cycle Parking & End of Trip Facilities

To encourage and support active travel and reduce the reliance on private vehicle use, an external cycle store is proposed, with direct access into a dedicated end of trip amenity space.

A total of 60 new long-stay cycle parking spaces will be provided externally within a proposed secure and sheltered enclosure located on the roof of the existing basement plant room which will be accessed by means of a new stair with cycle ramps.

1. Secure cycle parking for 60 bikes (long-stay) and 5 bikes (short-stay).
2. 6 no. self-contained shower and changing rooms with shared vanity.
3. Heated and ventilated drying room.
4. Lockers for personal storage
5. Accessible shower & WC



Note:
New cycle parking provision will be supplemented by an existing secure cycle store providing 20 long-stay parking spaces

8.1 | Access

Emergency Egress & Fire Fighting

The main emergency egress routes will remain as per the existing and original strategy for the building, with both the primary accommodation stair and secondary emergency stair discharging out to safety. The primary stair route will divert out of the building at ground floor, using the amenity entrance, so as not to interfere with the fire fighting access point.

The access point for the Fire and Rescue Service will remain as the existing and original strategy for the building and will provide a dedicated point of entry at the base of the main accommodation stair at the lower ground floor level. The existing wet riser inlet located on the car park elevation of the exposed basement plant room will be retained and made accessible to the Fire & Rescue Service.

Waste Management & Refuse Collection

Waste management for the tower and extension building will follow the strategy currently in operation within the existing building. Office waste is brought down to the external lower ground floor level and placed in a refuse store area at the rear of the building. Refuse collection vehicles access the Coach Station access road from Chorlton Street and bins are wheeled up to be emptied, with the collection vehicle exiting the Coach Station access road at the Sackville Street junction.

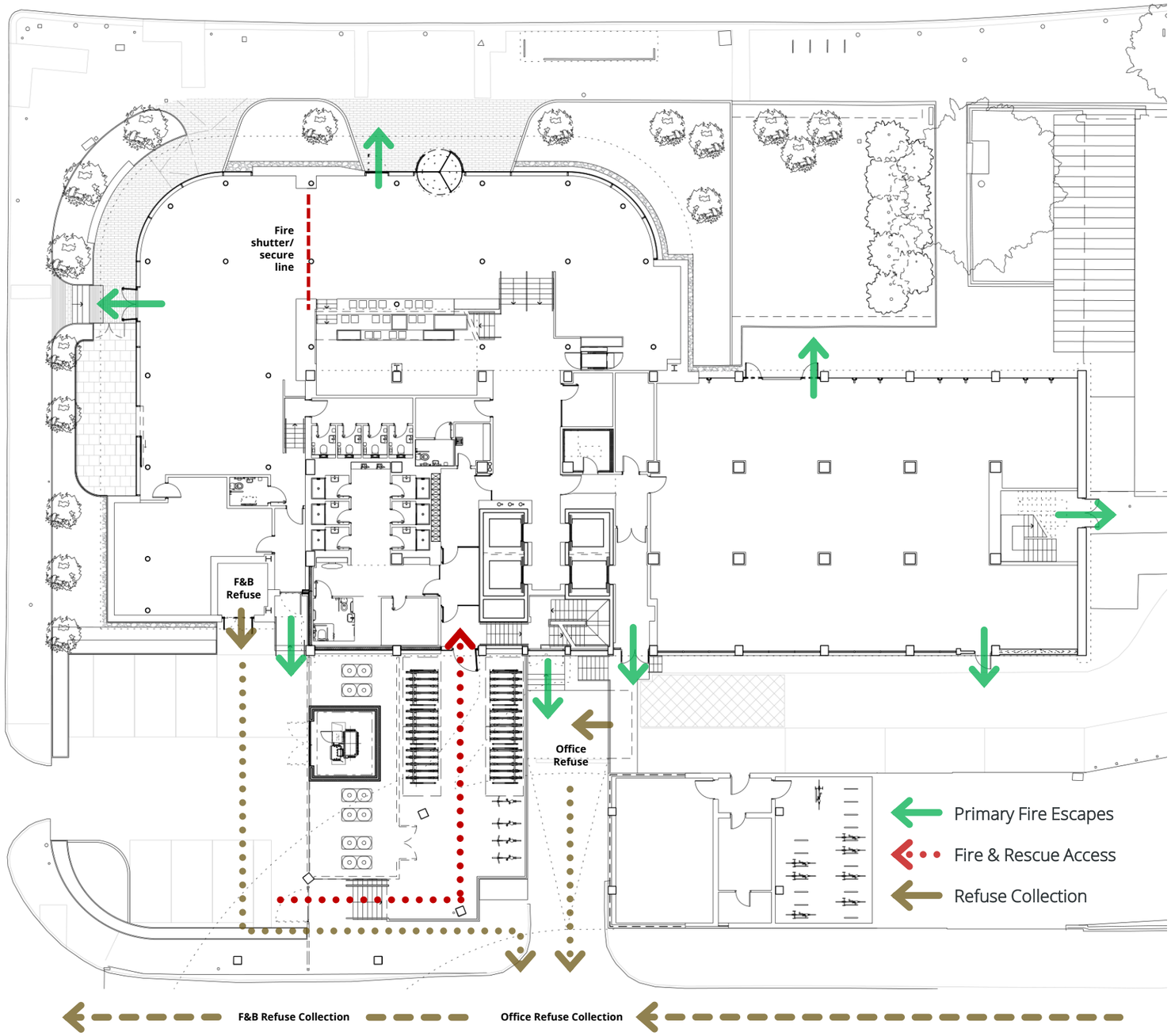
A new refuse store is proposed to serve the F&B retail use within the ground floor footprint of the extension, accessed externally from the surface car park. Bins will be wheeled across the car park to be collected from the Coach Station access road, following the established strategy of the office waste. The design follows MCC Waste Storage and Collection guidance for New Developments (GD04).

Safety & Security

A Crime Impact Statement has been produced by Greater Manchester Police and their recommendations have ben incorporated into the design where feasible.

The building will be accessible during normal operating hours via the main entrances, with access to the building core controlled by secure electronic pass gates. Outside of normal operating hours the office entrance will be secured using access control on the main entrance doors. The F&B retail space will have the ability to operate independently of the office, with an internal secure line created via a dropped fire shutter.

Active frontages at ground floor provides good visual permeability into the building which will improve passive surveillance.



8.1 | Access

Inclusive Access

Inclusive access will be integrated into all aspects of the design, whether for use by building personnel or occupants and compliance with Approved Document Part M will be essential. All parts of the new extension building will be accessible via step-free access and/or lifts.

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.

Equality Act 2010
Note that the developers, tenants or others may have on going *duties under the Equality Act as Landlords, employers and service providers.*

Internal Access Strategy

New building entrances to the office reception area and F&B demise will be Part M compliant and have level thresholds from the new hard landscaped external areas.

The internal ground floor space is split level; to marry the existing external levels and the existing ground floor finished floor level of the tower. Access is provided to the split-level space via a Part M compliant platform lift and intermediate staircases.

The access to the tower floor plates is provided by 4no lifts and remains unchanged by the proposals.

9.0 | Conclusion

Conclusion

This Design & Access Statement outlines the design rationale and approach for the full refurbishment and extension of Manchester One, located at 53 Portland Street in the city of Manchester.

It sets out the principles and concepts developed through detailed analysis of the site and its context, as well as ongoing engagement with Officers at Manchester City Council. The proposal follows a retention-led refurbishment strategy, with the aim of preserving and enhancing the building's established character.

The historic and locally distinctive qualities of Manchester One have been central to shaping the design. Particular care has been taken in the treatment of new massing and design interventions, ensuring they are sensitively integrated whist placing sustainability and user well-being at the heart of the approach.

The scheme retains the existing structure and facades in full, focusing on repair, rejuvenation, and targeted enhancement. The proposals include a new ground-floor reception and entrance with a connected food and beverage retail space, new office floors, additional amenity spaces, and a rooftop terrace to enrich the customer experience. These improvements are complemented by aspirations for high quality landscaping around the site edge to fully integrate the building into the surrounding public realm along Portland Street and Sackville Street.

Overall, the proposals aim to increase transparency and engagement with the building's immediate urban context, while delivering a fully accessible, contemporary, and fit-for-purpose workplace building that supports long-term adaptability and sustainable reuse.



10.0 | Appendix

Existing accommodation	NIA m²	GIA m²	Efficiency %
Basement (plant)	-	330	-
Ground (reception)	203	700	80
Ground (Polish Consulate)	359	-	
First	556	700	79
Second	556	700	79
Third	556	700	79
Fourth	556	700	79
Fifth	556	700	79
Sixth	560	704	79
Seventh	560	704	79
Eighth	560	704	79
Ninth	560	704	79
Tenth	560	704	79
Eleventh	560	704	79
Twelfth	560	704	79
Thirteenth	560	704	79
Fourteenth	560	704	79
Fifteenth	560	704	79
Sixteenth	560	704	79
Seventeenth	560	704	79
Eighteenth	560	704	79
Nineteenth	560	704	79
Twentieth	560	704	79
Twenty-First	386	508	76
Total upper-level workplace (lettable)	**11,566**	**14,568**	**79**
Twenty-Two (lift motor room & plant)	-	200	-

Proposed changes		NIA m²	GIA m²
Additions			
Ground floor	Office reception	+240	+480
	F&B retail	+235	
First floor	New extension (serviced office)	+535	+545
Second floor	New extension (office suite)	+570	+580
Third floor	New extension (office suite)	+570	+580
Total proposed extension		**2,150** m²	**2,185** m²